



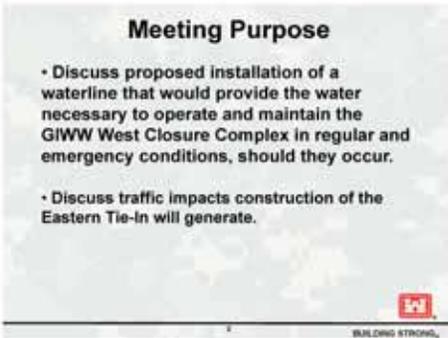
Public Meeting Summary

Greater New Orleans Hurricane & Storm Damage Risk Reduction System Individual Environmental Report 12/13 Supplemental & Eastern Tie-In Traffic Impacts Wednesday, Jan. 12, 2011

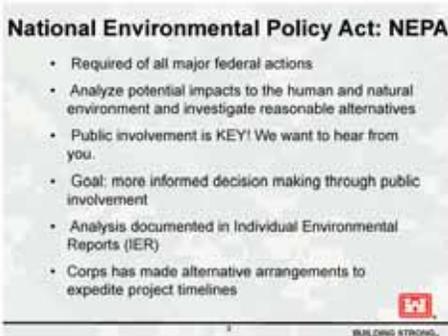
Location	St. Paul's Benevolent Association Hall
Time	Open House 6:00 p.m. Presentation 6:30 p.m., followed by a discussion
Attendees	Approx 25
Format	Open House Presentation
Handouts	<ul style="list-style-type: none"> • Corps Approval Process Brochure • GIWW West Closure Complex Fact Sheet – Jan. 2011 • 2010 Status map
Facilitator	Rene Poche



Rene Poche: Good Evening and thank you for coming out this evening. I'm Rene Poche and I'm with the public affairs office with the Corps of Engineers.



We are here to talk about the installation of a waterline that would provide water necessary to operate and maintain the Gulf Intracoastal Waterway West Closure Complex in regular and emergency conditions. We will also look at some traffic impacts that the construction of the Eastern Tie-in will generate.



The National Environmental Policy Act, also known as NEPA, is required of all major federal actions. We look at potential impacts to human and natural environments

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

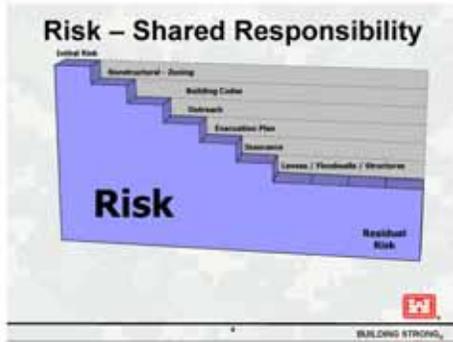
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and look at reasonable alternatives for those. Your involvement is important as we want to hear from you. Towards the end of this presentation you will see a variety of ways you can comment on tonight's meeting in addition to making comments here. Our goal is to make a more informed decision through that involvement. We do analysis and it's all documented in Individual Environmental Reports and we've made alternative arrangements to expedite project timelines.

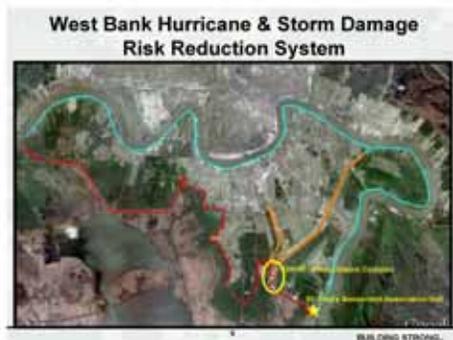


If you've been to a Corps public meeting, this slide is in all of them. We talk about risk being a shared responsibility and that's from the federal level all the way down to the individual level. We start out with initial risks and we can mitigate the risks by the various items you see here. The biggest thing you need to understand is that we will reduce risk; we can never eliminate risk 100%. We can reduce it to a point, but at that point it becomes a personal decision on where you live and how much risk you can tolerate for living in that area. The final thing I will say is to listen to your local officials. If they ask you to evacuate, then please do so.



I am going to move ahead and turn the meeting over to Tim Connell, he is the project manager for the West Closure Complex and he will give you an update on that project.

Tim Connell: Many of you have been to these meetings before so I know you've seen this. This is an outline of both the East and West Bank Hurricane Storm Damage Risk Reduction System.

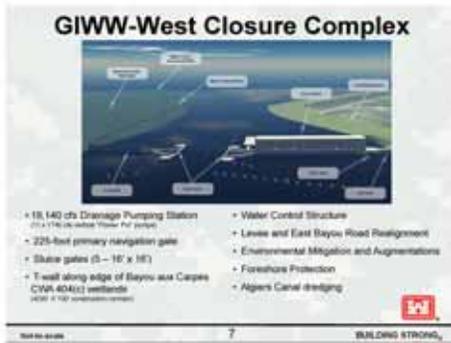


This is the West Bank system; you see the Mississippi River levees in blue here. There are the Algiers and Harvey Canals and in red, you see the current alignment of the West Bank Storm Damage Risk Reduction System. The structure that we are building is right in this location. It takes the storm surge and prevents it from entering the Algiers and Harvey canals.

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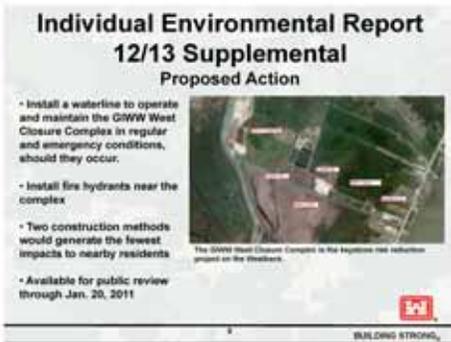
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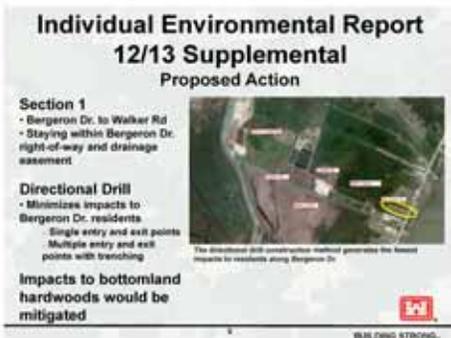
The project is officially 61% complete, but if you've been out there and watching we are rapidly moving close to completion. The components that we have are a 19,140 cubic feet per second pump station right here. We also have a 225-foot primary navigation gate, which is in this area here. We have some sluice gates that along with the navigation gate regulate the water when it's not in use for storm protection and that facilitates safe passage for navigation. We have a T-wall along the edge of Bayou aux Carpes 404 (c) wetlands area there and there is also a

water control structure at this location and of course we had to realign the levee at East Bayou Road. We have also done some dredging on Algiers Canal in order to facilitate the conveyance of the canal to the pump station and we've added foreshore protection in various locations to protect from erosion.



In our original IER we talked about putting in a waterline in order to service the West Closure Complex, it didn't make it into our original IER and so we have to go through the presentation for this supplemental. It's part of IER 12 and 13. Basically what we are proposing to do is install a waterline that's necessary for operations and maintenance of the West Closure Complex in both our regular operations and emergency operations. We are going to install fire hydrants near the complex although the waterline is running all the way from Highway 23 to

this location; there is no project need to have fire hydrants all along Walker Road. The project need is for fire hydrants at the site and so that is where we will be placing fire hydrants. We are using two construction methods to generate the fewest impacts to the residents. We will be coming down Bergeron Dr. in that location, we are proposing to use the directional drill method and along the other areas we will be digging using trenching and placing the pipeline. Again, this is for public review as it's part of the NEPA process.



The first section I talked about is along Bergeron Dr. in this location. Bergeron Dr. to Walker Road, we will be staying in the right-of-way so we won't be digging on anyone's property or tearing up anyone's driveway. The method that we are looking to use is either a single entry point at Highway 23 and a single exit point at the end of Bergeron Dr. Depending on what the contractor's proposal is, we may allow a multiple entry and exit points for the drilling method. We don't know how exactly he's going to do it yet so I'm covering both ways right to let

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people know those the possibilities. Our preferred method, the easiest way we see it going with the least impact, would be to have a single entry point at Highway 23 and a single exit point at the back of the street. The line will either go under Bergeron Dr. or it will go to the side of Bergeron Dr. between the ditch and Bergeron Dr. if the contractor finds that necessary. We don't know exactly what his proposal is yet but this is how we are approaching this area. Any impacts to any bottomland hardwoods would be mitigated along Bergeron Dr.; it's either grass or road.



Section 2 is from Bergeron Dr. We will be going along the canal at Bergeron Dr. cutting across the parish property; cutting across Walker Rd and going up Walker Rd. We're not quite certain which side we are going to yet, but in any case, it will be in within the road right-of-way and the drainage easements for Walker Rd. We will then go into the project site and go along East Bayou Rd into the project site and it terminates just past the fuel tank farm entry up in this area. Again, construction by trenching is generally cheaper and there are no residents

that will be impacted here so we will be trenching that in this location. The contractor may want to use directional drill, but I doubt it. Again, any impacts to bottomland hardwoods will be mitigated.



During this process the Corps will make every effort to avoid impacts to wetlands and such and we've generally done a good job at that. If we can't avoid it we look to minimize it to the greatest extent possible and of course, if there are impacts that we have, we will compensate for those unavoidable impacts. There is a mitigation plan that is being discussed in the IER that discusses the different mitigation plans and all the mitigation is actually funded. I'm going to turn this over to Ted Carr.



Ted Carr: It's good to be back here to give you a construction update because in the past when we've talked, we primarily have been talking about what we plan to do. Now we are actually doing it. Here is where we are right now. The Eastern Tie-In project is located right through here and it's comprised of three contracts. We have the West Bank & Vicinity, called the WBV, and

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

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there are three of them; WBV 9 A, B and C and I will update you on each one of those. We also have WBV 12.



Right here is WBV 9c and it's primarily going across the highway. WBV 9a is primarily our levee work. The highway work of 9c is made up of flood gates, the railroad gates and the flood walls and then they tie into the levees. WBV 9a has the levees, so here is the tie-in to the Mississippi River Levee system. Here is the old FEMA trailer park area here and then this runs behind the community and alongside the landfill and up to the Hero Canal and there is also a pump station right here. We cross the canal and that is called WBV 9b and that is our stoplog structure. Then there is WBV 12, which is the existing levee that runs the length of the Hero Canal and ties into the West Closure Complex levee.



WBV 9a, we are currently about 27% complete and it's probably one you can see the most work if you've looked over there in the FEMA trailer park you can see there is a levee at about construction height right now. What you may not be able to see is in the back area and that was the swamp area where we are placing a sand base in and then bringing embankment material on top of that. WBV 9b, that is what our stoplog closure would look like, this is the one at the IHNC, and you see that there is water stopped up behind these stoplogs, these large metal trusts and that is what we will have in the Hero Canal once

construction is finished. So recent activity right now, we are about 29% complete and they are doing a lot of prep work and driving the batter piles to support the stoplog structure itself. We are also preparing the levee soil for the levee tie-in and we are consolidating some soil in there with a pre-load test and that is moving along nicely as well.



Primarily what I want to talk to you about tonight is 9c, which is the gate across Highway 23 and the corresponding floodwall and the gate across the railroad tracks. What you are seeing right now is a 2 1/4 miles stretch that's going to have signage to alert you to what is happening up ahead. So if you are approaching from the south going north, there will be a sign right here that says road construction one mile ahead and there is about a quarter mile of construction on Highway 23 right outside of Captain Larry's Seafood Restaurant. So that will be a 2 1/4 mile stretch that will have signage talking about what is

going to be happening and the different phases of construction. The other thing here is that we will be driving sheet pile for the T-wall. This detour, we are still waiting on the permit from the

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Louisiana Department of Transportation and Development, but we expect to get that sometime before the end of January. So at the end of January, this is what is going to happen on Highway 23.



If you think about Captain Larry's Restaurant, and then we are probably all familiar with West St. Peters Street and West Oakville Street on the other side these are our current conditions. This is what we experience every day driving on Highway 23; two lanes north and two lanes south.



The first phase of construction will last about one week and what we will be doing is working in the median area and getting that area ready for the next phase of construction. *



The next phase will also be about a week long where we will be working on the shoulder area of the road and we will be moving into the area where we just did work. We will have a single lane north and south, in this case you can see there is a barrier in the former median, where there can be no left turns from Hwy 23 onto W. St. Peters. Heading north from Hwy 23 you will have to turn on W. Oakville and take Cemetery Road to get to W. St. Peters St. Alternatively, you could pass the area of construction, make a U-turn and then turn right onto W. St. Peters St. And then if you are driving from the north going towards the south, you will take E. Oakville and then take the Levee Road to get to E. St. Peters Street. Alternatively, you could pass the area of construction, make a U-turn and then turn right onto E. Peters St. *



The next phase is where we get into full construction. We will be building foundations and the monoliths for

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the swing gates across the railroad tracks. Here is our construction area, basically across the street from Captain Larry's. Since this is going to be a work area, we are going to divert traffic into a single lane south and a single lane north; this thick white line beneath the red car is depicting a barrier, they are called F-barriers now. That diversion will last approximately four months. In this case again, there will be no U-turns within the limits of the lane closure.



Now we get the foundations done on the east side so we now move over to the west side, the Captain Larry's side. Basically it's the same type of diversion we had while working on the east side; it's now on the west side. So again, we have our F-barriers between the lanes. There are no U-turns allowed in the single lane impacted area. It will be a little bit different, but I think if you see what we have out there you can visualize it. Before we take questions I want to talk about what happens in hurricane season.

In hurricane season we have a requirement in our contract that we will have two-lanes north at all times during hurricane season. So, this starts June 1st and during the season we will have one lane south and two lanes north. So if we are in hurricane season and we are working on the east side, this configuration is what you would see.



The same type of idea would be on the east side. So working here on the west side, we would have our diversion and then we would have two lanes north. So, you've seen some of the photos as we went through our IER meeting last year in September in the Belle Chasse Auditorium, we did a bit of demonstration on what it would look like at the end, and here is what we have.



Here is one of the pictures that we used. We were going to end up with three swing gates at Highway 23. So there will be a gate that will close primarily across the south bound and a gate that will close across the north bound lanes. Also, the railroad track will have a gate that will close. I don't know if you can see this very well, but here is what it looks like with all the gates closed. This is what we are aiming for.

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What To Expect During Construction

Construction impacts

- Elevated noise levels from motors, pumps, generators, pile driving, etc.
- Increased truck traffic
- Travel lanes reduced from two to one-lane in each direction (outside of hurricane season)
- Minor traffic delays
- Lane shifts



Construction of concrete T walls will require pile driving.



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Rene Poche:

So what can you expect during construction? You will have a little bit more noise from the different equipment out there. You will see more truck traffic moving in and out of the area. The travel lanes will be reduced to one lane. There may be some traffic delays with lane shifts and the speed limit will be 45 mph through the work area, but it could be reduced during certain hours.

Onsite Inspection

Quality Control/Quality Assurance

- Onsite Corps employee oversight
- Monitors the construction contractor
- Ensures sites are safe and signage is clear
- Confirms traffic control measures are maintained and meet safety standards
- Knowledgeable of site activities



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So what is the Corps doing to ensure we are having some quality control and quality assurance? There are always Corps employees out there who have oversight that monitor the contractor and ensure the sites are safe and signage is clear. We also confirm the traffic control measures are maintained and meet safety standards and someone is there who is knowledgeable of the site activities.

Currently Available for Public Review

- IER 12/13 Supplemental
 - Public Review through Jan. 20, 2011
- Comments can be submitted by:
 - Calling 504-862-1544
 - E-mailing mvnenvironmental@usace.army.mil
 - Or at any time at www.nolaenvironmental.gov



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There is one item out for public review, the IER 12/13 Supplemental and it will be out through January 20th. If you have comments, you can make them here tonight or call the number you see there or you can e-mail mvnenvironmental@usace.army.mil. You can also e-mail anytime at nolaenvironmental.gov.

Upcoming Public Meetings

- | | |
|---|---|
| <p>Thursday, Jan. 20, 2011
MRGO Ecosystem Restoration public meeting
CF Rowley Alternative School
43 Waldron Ave.
Chalmette, LA 70343
Open House 9:00 p.m.
Presentation 6:30 p.m.</p> | <p>Thursday, Apr. 7, 2011
Plaquemines Parish Non-Federal Levee and NDV
Buras Auditorium
20919 Hwy 11
Buras, LA 70344
Open House 6:30 p.m.
Presentation 6:30 p.m.</p> |
| <p>Tuesday, Jan. 25, 2011
MRGO Ecosystem Restoration public meeting
Lee Isard Community Center
539 Highway 90
Houma, LA 70727
Open House 6:00 p.m.
Presentation 6:30 p.m.</p> | <p>Wednesday, Apr. 6, 2011
Plaquemines Parish Non-Federal Levee and NDV
Belle Chasse Middle School
13478 Hwy 23
Belle Chasse, LA 70327
Open House 6:00 p.m.
Presentation 6:30 p.m.</p> |
| <p>Thursday, Feb. 3, 2011
MRGO Ecosystem Restoration public meeting
Light City Church
6117 St. Charles Ave.
New Orleans, LA 70117
Open House 5 to 6:30 p.m.
Presentation 6:30 p.m.</p> | <p>Thursday, Apr. 7, 2011
Plaquemines Parish Non-Federal Levee and NDV
New Percy M. Goffin Community Center
15538 Hwy 18
Derwood, LA 70346
Open House 6:30 p.m.
Presentation 6:30 p.m.</p> |



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We have upcoming public meetings. We are going to be looking at MRGO ecosystem restoration as we have some meetings scheduled in Chalmette and Bay St. Louis and then we will look at the Plaquemines Parish non-federal levees and the New Orleans to Venice project; we have three meetings on this. We have one in Buras, one at Belle Chasse Middle School on April 6th and then we will be across the river on April 7th.

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Opportunities for Public Input

- Regular public meetings throughout the Hurricane and Storm Damage Risk Reduction System (HSDRRS) Area
- Make sure to sign in tonight to get on our meeting notification mailing list
- Construction Impact Hotline: 1-877-427-0345
- Comments can be submitted at any time at www.nolaenvironmental.gov

Questions and comments may be submitted to
Telephone: 504-862-2201
Email: AskTheCorps@usace.army.mil

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There are opportunities for public input. If you have not signed in, please do so. If you want to leave us your e-mail address then do and we will e-mail or mail you information on meetings or other information as it becomes available. We do have a construction impact hotline and we also have refrigerator magnets for you. Again, anytime you can submit comments to nolaenvironmental.gov or call the public affairs office if you have a question or comment or you can e-mail us at AskTheCorps@usace.army.mil.

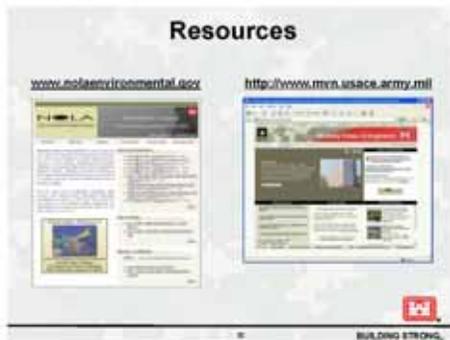


Social Web Networking Communities

Twitter: Share online messaging and social networking...
Flickr: Photo sharing community platform...
Facebook: A global social networking Web site that lets people meet others that would not be naturally met...

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If you like social media we do have a presence on Facebook, Twitter or Flickr. If you are into Facebook, just friend us and you will see news releases and other information. If you want to see pictures of some of the projects within the system, you can go to Flickr. Twitter is not used except for emergency use and will be back during hurricane season.



Resources

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

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And, again, we have some resources for you, for the third time now, nolaenvironmental.gov, a lot of good information out there, and then our public website for more information on the Corps of Engineers or the storm damage risk reduction system, you can go to our website at mvn.usace.army.mil.



Ground Rules

- Speakers will have a maximum of 3-minutes to speak
- Speakers may not yield unused portions of their time
- A speaker may not comment a second time until all community members have been called on to speak a first time
- All comments and/or questions (written or verbal) become part of the administrative record for Individual Environmental Report 12/13 Supplemental
- Written comments may be submitted on www.nolaenvironmental.gov

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We are going to open the floor up here to your comments. We do have a few rules we would like to cover. We will give you three minutes to speak and if you want to speak again, we will go around and give everyone the opportunity to ask questions and then you can come back up and speak again. You can't yield any of your unused time. Any questions, written or verbal, will become part of this supplemental. Again, you can also submit

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comments at nolaenvironmental.gov.

Allen Hero: In view of the whole West Closure Complex and I know it's a Corps project and a lot of people are unhappy with the speed the local land owners have been compensated for their property and were promised in writing from one of the Corps sister agencies that all the land owners were going to be compensated within one year of the start of this project and it's now 18 months. No one has even been contacted with appraisals to my knowledge. This is one of the reasons why people pick on the Corps because you say something is going to get done and talk about expedient work and I think they are not going expediently with a lot of people. A lot of people were promised things face-to-face and in writing and none of this has come to pass. Law suits are expensive to everyone and the Corps doesn't like to go to court, but a lot of people are unhappy with the situation. I'm not sure this is the right place to address it as we are not talking about the waterline, but this West Closure Complex affects a lot of people and the Corps is spending a lot of money, but if you want a good positive image you need to take care of business on that situation. I just think you have dropped the ball and I know no one is here from the West Jeff Levee District or whoever your agency is that is supposed to be taking care of this thing, but this is pitiful.

Rene Poche: The other agencies, the Flood Protection Authority West that you were referring to, and we will take this information back and see what we can find out for you.

Tim Connell: I would just like to say one thing about that. That is a universal problem on this project and several times we've run into the same thing. We have talked with repeatedly SLFPA West to try and get them to do their part. In her case, they did finally complete everything that needed to be done and sent it to the Corps for approval on the 22nd of November and the Corps returned that approval to SLFPA West on the 29th. Hopefully this will be the ending, but I can't speak for them.

Female Speaker: They won't even respond to us no matter what we do to get a response from them.

Tim Connell: We will follow-up again, we know there are several issues like this. I do apologize for the sluggish response and we will again contact them and get them to move on their commitment.

Rose Johnson: I don't have a problem with you all doing your job, but we have a problem in this community with the dust from your trucks. It's impacting our air conditioning units. We have to change filters in my house every week. I live right across from where your trucks come down that road, the dirt road. I would appreciate it very much if you all would consider the residents in this community with that dust and do something about it. I haven't seen a water truck pass there and today is the 12th of January; I have not seen one water truck come through there and before that it was even worse. We have children in this community with asthma, I'm an asthmatic and it's a serious problem especially when you have to deal with that

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amount of dust on an 8-hour day basis. I would appreciate it if you would consider the children and residents in this community.

Ted Carr: Ms. Rose, I'm very sorry to hear that because you and I had talked awhile back and I thought we had taken care of that problem and I want you to call me ...I'm going to go work that issue again and discuss with Kiewit and Conti and the conditions that we require for the dust issue. Kiewit had made...

Rose Johnson: They did good for about two weeks and then after that...

Ted Carr: I did not know that and you are making me aware of something; I thought we had taken care of that and I will take care of that tomorrow.

Rose Johnson: The dust problems are very bad and sometimes I sit on my porch and count the dump trucks and within an hour's time on how many trucks that go to the back. I know you all have a job to do, but you also have to protect the citizens.

Ted Carr: The watering was a commitment that was made with Kiewit and I'm sorry to hear that's not happening

Rose Johnson: No, Kiewit is not doing what they are supposed to be doing.

Ted Carr: I will take care of that tomorrow.

Kim Hepting: With the water trucks; you are going to call them and they will do it for a couple of days or a couple of weeks and then it will go back to the same thing. I'm back off of East Bayou Road, right where the structure is going up, we called and no one knows who we need to talk to. I've talked to several people and it might straighten up for a few days and then it's the same stuff. We have a parking lot directly across the street from our home where these contractors go. From day one we were promised that these contractors would not be using the road that we are using that they had to go out Walker Rd and not Buccaneer Rd. I got run off the road today. Seventeen cars passed me today flying down the dirt road that doesn't get watered like what was promised, trying to pass each other to get out and blowing the stop signs, blowing the speed limit. There are buses on these roads in the mornings and we have called and e-mailed and complained and had meeting after meeting and we are still in the same situation 18 months later. I have to take off of work to go talk to someone; we can't afford to do that. Kiewit says this one and this one says that one and they will do it for awhile and then it goes back. We asked that they put a flag person by the parking lot so that when they come in the wrong way we ask they go around and come back the other way, they won't do it, but they can put a cop on the front of Walker Road to slow them down, but the heck with the residents. Everything that we were told was going to happen is a fight to get it to happen besides that they are rolling their dump trucks through the property they took from me and promised to pay for it that I worked two jobs to pay for to stay back in my little piece of heaven and I can't even get Jerry Spohrer to return my call or e-mail in over three months? This is ridiculous. The last thing I will talk on; the waterline that is going back there. When we originally had the first meeting, we were told the waterline would go to the pumping station and then a line would be put in so the residents back

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there would at least have fire hydrants. Now it's going to stop at the pumping station? We are five miles down a dirt road with no fire hydrants and if something catches on fire and catches one of those homes and gets out of control, what do we have? Another empty promise.

Tim Connell: With regards to the waterline, the project needs for the waterline, which is all we can do, is for the pump station. We are bringing the pipeline several miles down from Walker Road to the pump station, at that point it will be up to the parish to tap into that line and put in the fire hydrants and connections for the residents of Plaquemines Parish who would benefit from that waterline. I can tell you that we have been in discussions with Plaquemines Parish about this item and also an item to connect this water line and go under the GIWW and connect the loop with their water system on the other side of the Algiers Canal. That's the only explanation I can give to you for that and that it's up to the parish to put in the connections for the residents on East Bayou Road. With regards to the other issues, we have been in contact with each other frequently about the traffic and it's frustrating for me also because I hear it regularly. They will put up signs and take some action and then like you said, it will stop for sometimes and we have acknowledged that this is going on and all I can is to tell you that we will again meet tomorrow to basically suggest that all it takes is for a guy for an hour at the shift changes to be at that location and we will try and work that issue out. With regards with the water trucks, we do have constant water trucks on those roads on Walker Road where the trucks are passing. From the site, the entire line that the trucks are traversing on, they have water trucks on Walker and East Bayou from the truck route. They are supposed to be going, and I've witnessed them any times, onto Bayou and Walker Road. If you are telling me that it's not, then we will have to bring that up too. I know it's frustrating to have to call us, but the only way we know what's going on is to hear from you.

Female Speaker: But Tim, how many times does it take?

Tim Connell: Believe me, I understand your frustration and that's all I can say. There are a lot of people and relationships involved and like you say, it works for awhile and then it stops. We just have to continually reiterate the message. I acknowledge there is a problem out there.

Lee Perez: I would like to echo the comments of Allen Hero as far as your agent, the Southeast Louisiana Flood Protection West. Me, as well as other family members being property owners, have not been contacted, yes, been contacted, but not to an extent that it's just not worth it. The other point I would like to see is that you get some kind of meeting with the landowners and your agent. I would also like to talk about the presentation and talk about the detour and Phases III and IV. Mr. Carr, you said there were a couple of avenues you could take, East Peters to East Oakville to West Oakville and West Peters. It sounds as though that they would be dumping more car traffic on both West and East Peters and Oakville. Have you all made a study or had the DOTD made a study on how many cars would be going through this community in the event of the closings with not left and right turns? My concern is that the community has a lot of children who play through there and the streets are narrow and my concern is that more traffic going through there at any particular time. Have you taken that into consideration?

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Ted Carr: It should be limited to the traffic in that community, local traffic that would be doing that. There is a project permit that is required from the Louisiana Department of Transportation and that is what they are currently reviewing and then they would issue us the permit to do these detours and they would then deem them to be safe.

Lee Perez: I just wish that for the safety of the children and the residents there that if there was any way the Corps or DOTD could assist them in signing in the community itself.

Ted Carr: I believe Leslie, Leslie Campbell is the project engineer, and I believe there is going to be signage in the exit areas into these streets and is there going to be interior signage in....I'm not aware of...

Leslie Campbell: Not interior, but there will be...

Lee Perez: Well if not, I would like to ask for consideration put into it.

Ted Carr: She is writing it down. The community that would be detouring, these detours would primarily be members of the community and I think they are aware of what's in the neighborhood as they are not unfamiliar territory for them. There should not be traffic detoured off the roads to these roads. The only people who have any business going back there would be the residents.

Percy Johnson: My question is about an emergency when the gates close. Toward Oakville Street going to the levee is that route out of the parish once the gates are closed?

Ted Carr: You are talking about the emergency by-pass.

Percy Johnson: Yes, by the levee and East Oakville Street.

Ted Carr: Yes, it goes down to the Mississippi River Levee, I don't know if it's a labeled street as it's Terry Landrum's property and you would be able to...this is limited to emergency vehicles. The access is limited; it's not made for the community to use. Now it would be up to the community's emergency officials as to who could use that if they were going to escort people that got trapped behind the gate, they could escort them, but the officials would have to make that decision on how that would be done.

Percy Johnson: So that could mean a lot of traffic coming down those streets?

Rene Poche: Given the way the state has the phased evacuation basically from the coast north, that shouldn't be an issue. The people who live down below that area should be the first ones out of Plaquemines Parish. There might be some stragglers and like Ted was saying, it would be up to the sheriff's office to determine how that emergency by-pass road would be used at that point. To answer your question, most of the residents will have evacuated by the time this gate closes.

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Ted Carr: The main intention of that would be for emergency vehicles. If emergency vehicles needed to get into the area this would allow them to get access to the area behind the gate. This is when everyone is gone and someone stayed behind and they have an emergency and the fire department or someone needs to get into that area if it's safe, this would allow them access.

Rene Poche: You wouldn't see anything like what you saw after Gustav when people had to go up on the levee and travel a few miles and come back down. You won't see that.

Ted Carr: That's not what this is intended for and the sheriff's department will not let that happen.

Jody Coyne: What's the estimated time for closing the gates? I assume it's a short period of time.

Ted Carr: Yes it is. These are swing gates so they are on hinges and theoretically you should be able to get swing them closed and latch them. We have allowed four hours to do that. The southbound gate would be the first gate closed. The northbound gate, we've actually put an apparatus on there to assist with the closure as that would be the last gate closed to allow as many people who want to evacuate to get out and then provide enough time to close the gate so that people that were managing the gate can get to safety as well. There is a device on there that will allow that gate to close in up to 100 mph wind so it's an extra precaution that we've taken.

Mark Majorir: I live off East Bayou Road and in the beginning before the West Closure Complex started, we had several meetings with all the neighbors and nothing that we were promised or we talked about ever happened.

Rene Poche: When you say nothing, what do you mean?

Mark Majorir: Basically the waterline that we were supposed to get. My idea was to control the traffic on Buccaneer Road was to close Buccaneer Road as I knew this was going to happen and I said it at many meetings. Tim, you and I had numerous conversations and I exhausted my efforts with you a long time ago. Another problem that arose in the last few months involves the water wells on East Bayou Road; they are all sanding up. Many of us have to change pumps and now the faucets and washing machines are all clogging up with sand. It's contributed to all the piles that are being driven on that road and again, nothing that we were told and we were invited to these meetings to tell us how comfortable this was going to be and trust me, it hasn't been pleasant.

Percy Johnson: During the construction you talked about a lot of noise. What hours are you going to be working?

Ted Carr: We are currently authorized from 6 a.m. to 9 p.m.

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Percy Johnson: Nine o'clock is a lot of noise with kids having to do homework and getting up at 6:00 am to go to school. Why are they doing it so late at night? Kids in elementary school need to be to bed at 9:00 and that's going to be disruptive. Why 9:00 as that doesn't seem to be a concern for disturbing that aspect of the community?

Ted Carr: That's what we are authorized to work and whether they work those hours, that's another thing. Plaquemines Parish has noise ordinances that will be in affect during those hours and those are the authorized work hours.

James Burns: Directly behind me you have those big cranes. I don't know what you are driving into the ground, but they are literally shaking my house when they do it. So then, you now say they are six days a week with the option of seven days and every time I go back there they are working seven days a week and making noise way up until the night. I know that it's not important that y'all don't get your rest because you don't live here, but we live here. Nine o'clock at night is too late for them to be working out there and disturbing me from resting or anyone in the community. You need to take that in consideration because they are working right behind my house and when they hit those piles, my house literally shakes. Personally, I like what you are doing, but you have to take into consideration the damage you are doing to my house and in breaking my rest at the same time, especially on Sundays, that's the only day I have to rest in the week and now you want to work in the community on that day. That's not good, at least in my opinion.

Ted Carr: I hear what you are saying. In some of our communities that we are working in we are actually working 24-hours a day with no pile driving between 9:00 and 7:00 am. In some communities it's 24-hours a day and I know Tim, your area is 24-hours a day/7-days a week.

Tim Connell: It is. We have over 5,000 pilings that we are doing at the West Closure Complex. We have a very large concern about the pilings being driven; we had conversations about that. GIC actually managed to drive the piles for the most part during the day and then finish them up at night and it wasn't as bad as I thought it was going to be as far as inconvenience. I didn't say it wasn't there, but just as inconvenient. These are projects are...we are in a tough spot. We have to get done and there is a timeframe that we have to meet and no one here is saying it's not an inconvenience.

Roy Robichaux: During Phase II, is that the only time that it's going to be barricaded on St. Peters Street? Are they going to try and limit it to a week because that's really going to be a safety hazard because everyone that comes in on either street will have to make a U-turn to get out? As narrow as the streets are they are going to be congested. Secondly, an issue if there's limited delayed in emergency response and vehicles when they are barricaded.

Ted Carr: The work that is going to be done in that area will be done on the shoulder and the shoulder work goes to that area. To minimize the impact, it's going to be for a week, but to keep people out of the construction you have trade-offs. DOTD reviews and approves these plans and then provides us then with a permit that we must follow.

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Male Speaker: That has nothing to do with the side streets; those are parish streets and have nothing to do with DOTD.

Rene Poche: We have your concern sir and will take that back.

Gene Fox: I rode the streets this evening and the [Inaudible] is right next to the streets, but could that turn around very easily because someone could take out [Inaudible]

Male Speaker: [Inaudible] if there is an emergency the fire trucks will have to backup.

Gene Fox: We can try and put reflectors on the hydrants if the neighborhood doesn't mind, but that's about all I could think of.

Female Speaker: When you said if the neighborhood doesn't mind, will we have a meeting with the neighborhood to inform us what is going on? I see that we don't have many residents here from Oakdale.

Rose Johnson: The Oakville Community Action Group will be holding a meeting the first weekend next month to inform all the residents who weren't able to be here tonight. We will have our first meeting of the year, which will be the first week in February where we can bring everyone in this community up-to-date on what is going on, most of all with the streets and school buses and the children's playground that is on Cemetery Road because the kids do play back there. So we will have a meeting in regards to that and we are hoping that some of the parish officials will be at that meeting.

Gene Fox: To follow-up, we will do what we can to put some protection around there. We can put some reflector tape and see if that will.

James Burns: How are where are you putting a place there the buses can turn around in the community because the buses come around the streets in the community and there is no way possible for a bus to back down one of these streets? You will need a designated area or make an area somewhere so the buses can back up in order to keep them from running over someone in the community because that's almost impossible...it's hard enough for buses to get down the streets on a normal day and now you are saying one of the streets will be closed and they have to back-up to get around the streets in certain areas and there is no room for them to turn around.

Ted Carr: What we are going to do is take that information into consideration and we are going to look at our traffic plan.*School busses will be able to follow their existing travel routes, the F-barriers will not prevent them from entering and exiting W St. Peters or E. St. Peters Streets.

Rene Poche: Anyone else with comments? The project managers will be available to talk afterwards if you wish. Thank you for coming this evening.

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