



US Army Corps
of Engineers
New Orleans District

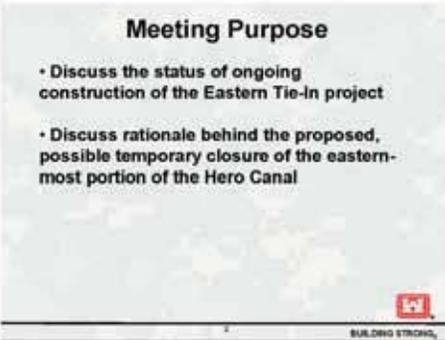
Public Meeting Summary

Individual Environmental Report 13 Supplemental & Eastern Tie-In Construction Status March 24, 2011

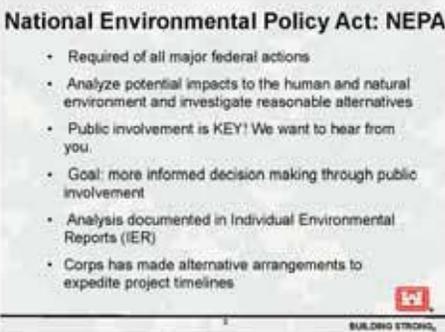
Location	St. Paul's Benevolent Association Hall
Time	Open House 6:00 p.m. Presentation 6:30 p.m., followed by a discussion
Attendees	Approx: 8
Format	Open House Presentation
Handouts	<ul style="list-style-type: none"> • Corps Approval Process Brochure • Copy of draft IER 13 Supplemental • 2010 Status map
Facilitator	Rene Poche



Rene Poche: I want to thank you for coming out tonight for this Eastern Tie-in update and IER 13 supplemental public meeting. My name is Rene Poche and I will be facilitating tonight's meeting.



So why are we here? We will talk about the construction of the Eastern Tie-in project and we are going to look at a possible temporary closure of the eastern-most portion of the Hero Canal.



It's all part of the National Environmental Policy Act as we know as NEPA; we have to do this for all major federal actions and we look at the human and natural environment impacts and investigate reasonable alternatives. Public involvement is so important as we need to hear from you. As we go through this presentation you will find the various ways, in addition to tonight's meeting that you can submit comments.

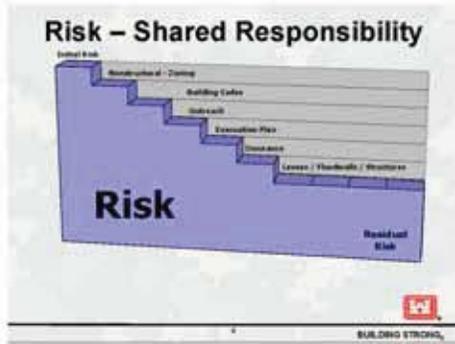
The following notes were recorded by USACE contractors. These notes are intended to provide an overview of the presentations and public questions and comments, and are not intended to provide a complete or verbatim account of the meeting. This account is not intended to be a legal document.



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

This helps us make a better decision in the end. All of this is documented in the Individual Environment Report and we've made these alternative arrangements to expedite the project timelines.



Risk is a shared responsibility. We use to call this system we have out here a hurricane protection system, but we found out that reducing risk is what it is all about so now we call it the Storm Damage Risk Reduction System. Even after there is a levee built, a floodwall or other system, there is still going to be residual risk. This diagram shows how we start off with the initial risk and then through various means, building codes, insurance, levees, floodwalls and structures, we reduce that risk. However, you must remember we are in Southeast Louisiana and the majority of us live below sea level so we are always going to have risk out there. For that reason it's important to have an emergency plan in place and that you listen to local authorities when it's time to evacuate.



This is an overview of the entire system as it shows you everything that is going on throughout the system.

At this time I'm going to turn it over to Ted Carr; he's the project manager for the Eastern Tie-in project.

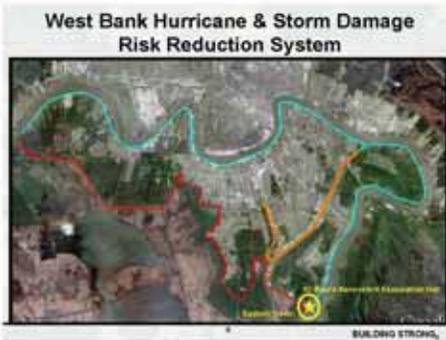
Ted Carr: Good evening. It's interesting because I recognize a lot of the faces here and I'm looking forward to talking about what has been going on with the Eastern Tie-in project and about the environmental impacts for the supplemental that we have tonight.

The following notes were recorded by USACE contractors. These notes are intended to provide an overview of the presentations and public questions and comments, and are not intended to provide a complete or verbatim account of the meeting. This account is not intended to be a legal document.



US Army Corp
of Engineers
New Orleans District

Public Meeting Summary



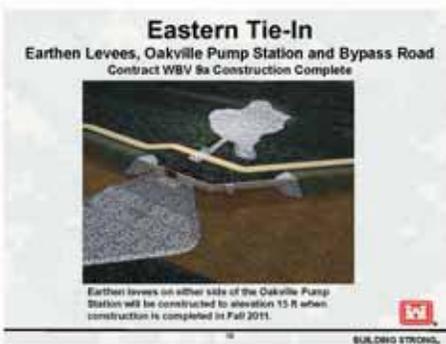
Here we are at St. Paul's Benevolent Association Hall in Oakville.



The Easter Tie-in project is composed of three contracts that we internally call WBV, which stands for West Bank & Vicinity, so this is WBV 9a, which is our levees; WBV 9b, which is the main interest tonight that is our Hero Canal Closure Structure; and WBV9c, which is the gates that will be across Highway 23. There is also WBV 12, which connects the Hero Canal Closure Structure along the canal to the West Closure Complex.



What I am showing you here is an aerial view of the project and shows all the components of the project. If you look over here, this starts out with the highway over here so we just have a small portion of the 9c project, which is the highway gate project. This was the old FEMA trailer park and that is at full elevation right now; it's up to a construction elevation of 15; it's been seeded already. This area right here is where the 150 cfs pump station is going to be and that ties into an additional levee that goes around the landfill and come back to the Hero Canal, which is where our closure structure will be. So we are about 47% complete with 9a and how this connects with 9c and 9b, the closure structure in the canal.



This is a 3D view of what that area will look like. On June 1, 2011 we are going to have interim measure in place, which means we are going to have these levees and floodwalls in place, but the levees will be at least to elevation 9.5 ft. The construction of those levees and the final elevation of those levees will be elevation 15 ft. The pumps for the 150 cfs pump station won't be in until July, but what we are going to do is have an

equivalent capacity of temporary pumps that will function the same as the permanent pumps

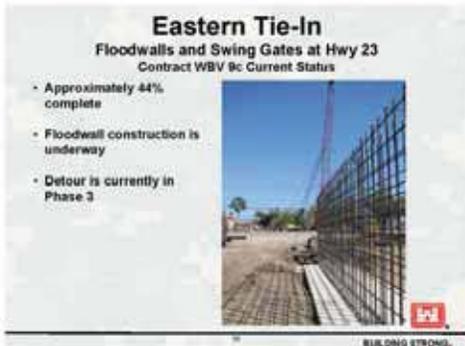
The following notes were recorded by USACE contractors. These notes are intended to provide an overview of the presentations and public questions and comments, and are not intended to provide a complete or verbatim account of the meeting. This account is not intended to be a legal document.



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

that will arrive in July and be installed at that time. So we have a couple of interim measures here. One thing that is interesting is that we have six months left; I know you have been living with it for awhile and that may seem like a long time, but that's it, there is only about six months left for the completion of this project.



What we are looking at here is more detail on 9c, our highway closure. This is some of the current construction. The project is about 44% complete and these are the T-walls that will connect the gate that goes across Highway 23 and there will also be a gate across the railroad tracks. There will also be an additional floodwall that will tie into the Mississippi River Levee System, which is why we call it the Eastern Tie-In; it's the tie-in into the river levee system.



As you know, traffic has been impacted. We are in what we call Phase 3 of the project. We are working in this area of the project and we have diverted traffic to the west side and we have one lane of traffic in each direction.



Once we finish this work in this area, we will go to Phase 4, which is basically when the work area shifts to the other side of the highway and we diver traffic with the same idea on the other side of the highway.



There is a little bit of a switch that will happen when hurricane season starts on June 1st, we are required to have two-lanes of traffic in the north-bound direction because Highway 23 is a major evacuation route for this area. So in the area that we are currently working on June 1st we will switch to a different traffic pattern as we will have two lanes of traffic going north and a single lane going south.

The following notes were recorded by USACE contractors. These notes are intended to provide an overview of the presentations and public questions and comments, and are not intended to provide a complete or verbatim account of the meeting. This account is not intended to be a legal document.



Public Meeting Summary



One of the other features we have designed for the system is an emergency bypass. In the event we have a tropical event and we close the gates, there is always a need for emergency vehicles and such to get from one side of the system to another. So we have a design in place a system that will allow you to use the Mississippi River Levee System; this is East Oakville and this is a gravel road in Terry Landrum's orchid area that would allow authorized vehicles to get around the system.



Now we are moving over to the Hero Canal and the closure structure, which has made huge progress in the last two weeks. We got the base slab in last Friday and we are now building walls. This is the slot right here that the stoplogs will be received in. We expect to pour these walls to elevation six this weekend. We will then go from elevation six to elevation 16 in the very near future. We will begin seeing a change in the Hero Canal with that closure structure.



The reason why we have proposed action to close traffic in the Hero Canal; it is a measure we hope we don't have to act, but it's an option that we may have to use to obtain our June 1, 2011 system requirements. Right now when we look at our schedule and when the stoplogs are coming in and when closure structure itself is going to be completed, we are not going to need to close the canal. Every day we are communicating with fabricators, who are fabricating the stoplogs, we know where that is and what is going on there. We know when they will be down here in mid-April and then we are going to fit those stoplogs into the structure and make sure they drop and go into place like they are supposed to.

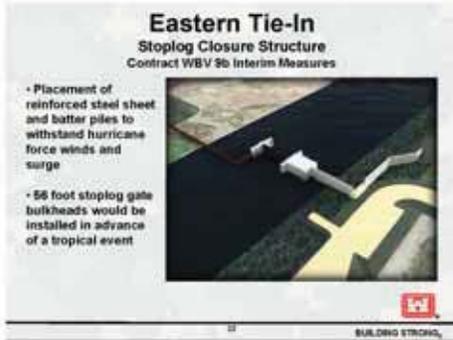


After that, we will be removing this temporary retaining structure. In the unlikely event it doesn't work like it's supposed to, we would have to leave this TRS in place and we would then put the temporary retaining structure that is functioning as temporary flood protection. So what will have is a tie into the levee over here, this TRS here tied into the existing TRS and if that situation happens, the canal is then



Public Meeting Summary

closed to traffic. That is not what we plan on happening, but we feel like we need to have this option available to us if things don't work like we have currently planned. The timing that we believe will occur is a closure for up to 60 days in a 90 day period; that's the absolute worst case scenario. We believe that if there is an issue, it will be less than this, but going through the process this is what we want to be prepared to do and we want you to be aware that we would be prepared to do that if we had to, but that is not what our current plan is. This is a backup plan; this is not what we intend to do or want to do as our initial intention and the IER we have out there is a continuous passage and that is our goal.



Now we are looking at interim measures; what we believe we will end with on June 1, 2011 is that we are going to have this temporary retaining structure. Within the canal, this is where the bypass is located so right now when a vessel comes into the canal and going back toward Highway 23, they are coming through this area of the canal. So what we will have in place with the TRS, it will be tied into the closure structure where the stoplogs are in place and then all the other components of the closure structure, except

for this area right here of T-wall. The reason that area is missing in the diagram is that is the construction entrance into the work area so we can get materials into the work area. The base of the slab for that T-wall will be poured and in place. The stem of that slab, the part that rises up, will not be, so we are going to close that off with HESCO baskets as well.



So our interim measures would be the TRS and this area right here with HESCOs. As everyone knows from past presentations, this is a 56-foot stoplog gate. So when the project is in place we will have a T-wall that comes from the closure structure itself, ties into the levee we talked about earlier. Here is the closure structure itself with the stoplogs in place. You will notice that there is a crane, a permanently mounted hydraulic crane on the structure and that will be to life the stoplogs in and out and they will be stored on t his

pad right here. There are two of those stoplogs and they are each 13-feet tall. So the crane is available and the stoplogs are on location and an event occurs, we just have to get them placed into the closure structure itself. And then what you see here is the T-walls are all in place and it ties into the Hero Canal Levee and that closes the system in this area. This is a small pump station, a 70 cfs pump station and the interior water that is captured during an event will be pumped over the T-wall and into the flood side of the system so this becomes the protected side. What you are looking at here is a trash rack up here in order to remove debris that accumulates in the river and it will be moved out of that area.



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

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-wall and repair pile driving

BUILDING STRONG

I probably don't have to talk to you about this slide but it's one that we do because you have been living the construction in the area. You know that there is an elevated noise level from equipment and truck traffic. We have reduced travel traffic from two-lanes to one-lane in each direction and that will soon change when we have two-lanes in the north bound direction once June 1st comes around. I am not aware of any major traffic delays. I have been in and out quite a bit. I was here earlier this week and it was shut down because of a large tank being transported, but it wasn't the Corps, it was another operation in Plaquemines Parish. We are living lane shifts right now though.

Comprehensive Environmental Document (CED)

Purpose of the CED: Discuss Cumulative benefits and impacts of the Hurricane and Storm Damage Risk Reduction System, Mitigation, Data Gaps

Draft CED Release Date Summer 2011: Draft CED document will address cumulative impacts and benefits, operations and maintenance and other data gaps that have been finalized at that time.

Future CED documents: Additional documents will be prepared to update cumulative impacts and provide information about additional commitments (i.e. long term monitoring and analysis at Bayou aux Canes and Inner Harbor Navigation Canal) or IER documents in preparation as the monitoring or additional NEPA documents are completed.

BUILDING STRONG

Rene Poche: So what has come out of all of this is a comprehensive environmental document. The purpose of all of this is that we are going to look at the cumulative impacts of the system and look at mitigation and data gaps as well and we are looking to release this sometime this summer. It will again look at the cumulative impacts and benefits, operations and maintenance and data gaps that have been finalized at that time. Future documents will be prepared to update the impacts and provide information about additional comments. We will also look at preparing additional documents as they are completed.

Currently Available for Public Review

- Remediation to the Outfall Canals - IER 27a Supplemental
 - Public Review through April 12, 2011
- Temporary Closure of the Hero Canal - IER 13a Supplemental
 - Public Review through April 14, 2011
- New Orleans to Venice Environmental Impact Statement
 - Public review through April 18, 2011
- New Orleans to Venice Supplemental Environmental Impact Statement
 - Public review through May 8, 2011
- Comments can be submitted by:
 - Calling 504-862-1544
 - E-mailing nolaenvironmental@usace.army.mil
 - Or at any time at www.nolaenvironmental.gov

BUILDING STRONG

So what we have out there right now are some Supplementals for review and they will be closing out mid-to-late April and then we have one there that will close out in May. If you have any comments, you can call the number there listed or there is an email address or nolaenvironmental.gov is there to leave comments.

Upcoming Public Meetings

Tuesday, April 5, 2011

Bayou Bienvenue
0850 New Orleans, LA 70001
08:00 AM - 11:00 AM
Presentation 9:00 AM

Wednesday, April 6, 2011

Bayou Bienvenue
0850 New Orleans, LA 70001
08:00 AM - 11:00 AM
Presentation 9:00 AM

Thursday, April 7, 2011

Bayou Bienvenue
0850 New Orleans, LA 70001
08:00 AM - 11:00 AM
Presentation 9:00 AM

Tuesday, May 3, 2011

Bayou Bienvenue
0850 New Orleans, LA 70001
08:00 AM - 11:00 AM
Presentation 9:00 AM

Wednesday, May 4, 2011

Bayou Bienvenue
0850 New Orleans, LA 70001
08:00 AM - 11:00 AM
Presentation 9:00 AM

Thursday, May 5, 2011

Bayou Bienvenue
0850 New Orleans, LA 70001
08:00 AM - 11:00 AM
Presentation 9:00 AM

BUILDING STRONG

We do have upcoming public meetings. We will be talking about Plaquemines Parish non-federal levees on both sides of the river and then we will have one in Jefferson Parish East Bank in early May and then out in St. Charles Parish after that.

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



Public Meeting Summary



Your input is really important to this whole process. We want you to get on our mailing list; if you signed in tonight and left your information you will get our emails. We have a Construction Hotline number if you see something going on and you are not sure about it you can give that a call. Nolaenvironmental.gov is again there for use or you can call public affairs and the phone number is listed there and there is always email at askthecorps.



If you are inclined to do social media we have a Twitter account, although it's used primarily for emergency operations so there won't be a lot coming from us coming on that. If you want to see pictures from projects, we have a Flickr account set up and you can see all the pictures on projects across the system; we are posting photos almost daily. If you are on Facebook, go friend us and you can follow us. Everything that gets posted our public website gets posted on Facebook.



We have more resources. We have nolaenvironmental.gov and then our public website at mvn.usace.army.mil.

We will now open up the meeting to discussion.

Male Speaker: If you have to close the canal because of an event how much time do you have before the event and how long will it remain closed? I know in the past, it [Inaudible], how much lead time would they have to move their boat?

Ted Carr: That would be something that will be put in the operational manual, but it will also be determined by the operators of the structure itself. Typically once we have it completed it will be given over to the state and then the state will assign a representative on their part and go to the Southeast Louisiana Flood Protection Authority and then typically that goes to Plaquemines Parish. So with that, there will be a lot of latitude on



Public Meeting Summary

how that gets performed based on Plaquemines Parish operating practices. With that said, the placement of the stoplogs is less than an eight hour operation. Part of the operating practice for this gate will be is that they will have operation drills so they will be skilled in placing these stoplogs so the timing could get better. We had started talking about 96-hours out to get a warning out that the gate may be closed because of a tropical event. Plaquemines Parish will have a process and they will let people know the process.

Julie Vignes: The wind speed will affect the crane to drop the stoplogs so the operation will be driven a lot by wind speed so they will back time from the predictions of what they need to start the operations.

Ted Carr: It gets pretty dicey at 25 mph so that will have an impact on when that happens.

Allan Hero: On the temporary closure the businesses that are going to be shut down, are there plans to compensate these people or are you telling people they are just out of luck?

Ted Carr: What we are going to let people know is that there is a claim process. It's called the Tort Claim Process and the Tucker Act...

Allan Hero: So they have to sue the Corps to get their money?

Ted Carr: That is the process they would have to a claim.

Allan Hero: Why is this the process as it has been changed from the initial process you had a year ago?

Ted Carr: The intention is that this is a back-up plan...

Allan Hero: I realize that, but you should have a back-up plan to help these businesses. They were told they would have continuous access during this project, is that correct?

Ted Carr: That is entirely correct and that is what IER 13 says.

Allan Hero: So that's why we are very upset that the Corps has unilaterally decided that they are going to change their mind and these guys have to suffer.

Ted Carr: I think you are making the assumption that it's a done deal...

Allan Hero: Yes, I think it is a done deal because you wouldn't be here spending this time just telling us that you are going to do it and these poor guys who are just trying to run a business they have to go to court to defend their business. They were told they could operate their businesses and now a month before you might close down the canal, you might shut it down for you don't know how long and you have no plan to help these guys other than oh well, you can go to court. Now you can correct me.



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

Rene Poche: Ok, it's not going to court, it's filing a claim. It's filing a claim with the Corps and then it will be reviewed.

Allan Hero: When you said tort you pretty much said going to court.

Unidentified Male Speaker: I understand you have to go apply to the Corps to get some money some day down the road because the Corps moves at glacial speed in my relations with the Corps. So a year later they may get their money; that's my opinion.

Julie Vignes: I just wanted to add as Ted said, we are working very closely with the construction contractor and he has done things to improve his schedule even more than what we thought it would be a week ago and two weeks ago. So we are getting more and more confident every day that we can avoid this. We will keep working and see what gets accomplished, but the reason we put this into our documents is that it is a supplement to our IER documents as we are aware we had disclosed to the public that they would channel. Sometimes things happen in the system where we have to do an unplanned closure; there have been times when we had to close the Harvey Lock or Algiers Lock that would have a significant impact to commercial navigation. When we have a planned event we try and disclose that as early as we can and we felt like since it was in our IER document we said that it would be open, we needed to, for the record, supplement that document by saying there would be a chance could go down. The businesses and commercial encounters that are impacted by those closures will go through the process so we are not treating these businesses any different than how we treat them if they are impacted by any structure of ours.

Tim Schotsch: When we got a correspondence on this three weeks ago the timeline was as early as April 15 and as late as May 15th the temporary closure if you needed it may be enacted. Has that date shifted at all?

Ted Carr: That early date has shifted. We believe right now it's shifted to May 1st. What's happened is that we need 30-days to put that temporary retaining structure across the current bypass channel so that is what is predicting that so that 30-days on May 1st gets you to June 1st.

Tim Schotsch: So is the 30-day construction time that will be the date that people can notify customers?

Ted Carr: Yes, we are going to know very quickly, say the first week in April, we will know because those stoplogs need to be at the painters and we need to get those painted and approved and pass all the test and then we need to get them transported. It's a daily update that we do on this. We have pulled out all the stops; we have sent our construction people to Lehigh, Pennsylvania to coordinate; a number of things could go wrong, but we are double and triple checking making sure the closure structure itself is exactly right. When we get those stoplogs here they will just float right in there.

Tim Schotsch: It's obvious by the construction of the temporary structure there is no ability to close it and up it back up for a few days, close it again for 21 days and open up again. Once it's installed it's done until you life it out of there, is that correct?



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

Ted Carr: Once the temporary is in it is in until we get what replaces the T-wall here. There will be another wall over here that will be part of the TRS that will allow us to dry in this area so we can construct that in the dry.

Tim Schotsch: So if the decision is you have to put in this temporary closure, is it a definite 60 days that the canal will be closed?

Ted Carr: Let me make sure I understand what you just said. You said if we have to put in the temporary closure, we know we are going to have to put that in, we know that is coming. The key is once we put that in, are we able to take the TRS down from around this structure and allow traffic now to pass through the closure structure itself.

Tim Schotsch: If the full closure is enacted?

Ted Carr: If the full closure is enacted, there are a couple of scenarios. This TRS would be in place around the closure structure because we had a construction issues that didn't allow us to complete this; we don't have the stoplogs themselves to fit into the structure....

Tim Schotsch: So the length of time that the full closure would be enacted is dependent on the stoplogs?

Ted Carr: The stoplogs is our main concern. I was talking to the contractor and, they have a lot of equipment out there, and he said he wanted a tape running from end-to-end; we are checking and double checking to make sure that everything works. So the big key to this is the delivery of our stoplogs and we feel like we have put into place the measures that will allow that to be successful.

Unidentified Male Speaker: We all share the anxiety and [Inaudible] the only comment and I will write this down, is that the earliest we know that can notify customers...we are in the position where we don't want to notify customers of a pending problem that may not happen, because once we notify our customers, we all believe we are going to lose that customer.

Ted Carr: I understand that you have a 30-day notification window for a stop load notification...

Male Speaker: But you don't know the duration of the stop do you?

Ted Carr: It depends on the nature of what didn't go according to plan; we are trying to guess all the things that may happen. I can't tell you right now what the issue is or tell you how long it will take to rectify that issue.

Julie Vignes: We are committed and we can continue and increase the amount of communication to businesses directly affected because it's going to change every week and then eventually every day it may change until we get to a certain point where it is locked in. We can commit to a communication plan to keep everyone informed.



Public Meeting Summary

- Lea Perez:** I would like to go back to the pumping station issue.
- Ted Carr:** This is the pumping station construction complete. The elevation of the levee is at the full height of elevation 14 here and up to 15.
- Lea Perez:** Where would the water be pumped from and to where?
- Ted Carr:** This was a large issue that we had when we were talking early on; the discharge of that water. Initially it went into the Ollie Canal and there was a lot of opposition due to the pump capacity and so what we did was change that and that water now is being discharged into the marsh. It was a very favorable response to that by Fish & Wildlife and other agencies as they thought that was a beneficial use. It's going to be between the back levee and the new levee so it will be channeled out into the open area there. There is a flow easement that we have that people will be compensated for because there is a flow easement that goes out through there.
- Lea Perez:** And what is the pumping capacity?
- Ted Carr:** 150 cubic feet per second
- Lea Perez:** Is that the same? I thought originally it was a smaller station.
- Ted Carr:** Originally, it was actually 300 cubic feet per second but we did some work and looked at what the size requirement said; the 300 just started out as an initial thought of what it might have to be. Once the design was done it went to 150. You may be thinking about the other pump station that is over at the Hero Canal, which is 70 cfs.
- Lea Perez:** I thought that it was a 70 behind me.
- Ted Carr:** No, once we make it into the design phase, it was reduced from 300 to 150.
- Lea Perez:** The T-wall and the earthen levee is what footage around there?
- Ted Carr:** Elevation 14 ft. The earthen levee has a construction elevation of 15; the 2011 design grade is 10.8. That levee being a new levee in a swamp, there is going to be a lot of settlement in that levee.
- Lea Perez:** You said 9.5 feet elevation?
- Ted Carr:** 9.5 feet is what is going to be there on June 1, 2011 it may be higher. We have to have at least 9.5 in the whole system by June 1, 2011 to meet our goal.
- Lea Perez:** Is that 9.5 any correlation to what that non-federal footage will be?
- Ted Carr:** Those are two separate projects; it's not related to that project.



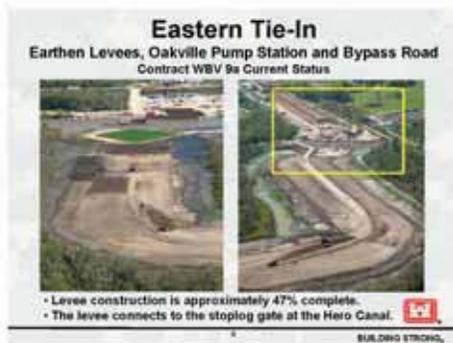
US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

Lea Perez: A question about the swing gate. That swing gate is going to be coming from north to south and swing...now on that rendering there; it looks like you have guard rails. Again, paralleling the gates right there going from east to west and west to east that is one of two only points of ingress and egress to my property and it looks as though with this rendering here is that it crosses right across the point where I should be able to enter my property. For the past 50 year plus, the parish has been maintaining that main drainage ditch that goes back to the Ollie Canal and with that guard rail there, how am I and the parish going to have entrance to...

Ted Carr: Well, in order for this gate to swing close this section of guardrail is removable. We have worked with DOTD and LA/DOTD and Plaquemines Parish to arrive at a design and configuration here that will allow the operators here to remove this guardrail and quickly close the gate.

Lee Perez: Well that takes care of the parish and they are going to need to get in and out of there once a week so they are going to have to pick up those guardrails every week to cut the grass.



Ted Carr: Access to this area...the parish has options. What we are looking at is this area right here. Here is the pond and out here is Highway 23. There is an access road that will run on either side of the levee. Plaquemines Parish can take a tractor and run on top of this and over this. They are not going to have a problem getting access.

Lea Perez: I have to differ on that. There is not a level surface between the toe of the levee and going southward to that drainage ditch. There is a chain link fence there already and over here, they are trapped.

Ted Carr: That chain link fence can be removed. We are only removing that section that has already been moved is in our easement; that the only part that we can remove, but the rest of the fence could be removed as well. We will have to have a separate contract to remove what is outside the contractor's construction easement.

Lea Perez: So you say there is an alternate plan...

Ted Carr: I'm just saying it could happen. I'll take this comment to Plaquemines Parish and let them know this is something we haven't talked about. I'll ask them about removing the barrier to have access in order to maintain or if they are just going to run their tractor over the top of the levee because they will be maintaining all the levees here.

Lea Perez: And then there again too, that's the parish. What if I need to come in with heavy equipment and can't get through my main driveway, this is my other

The following notes were recorded by USACE contractors. These notes are intended to provide an overview of the presentations and public questions and comments, and are not intended to provide a complete or verbatim account of the meeting. This account is not intended to be a legal document.



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

driveway. Am I going to be able to go across the back levee and go into the back of my property as well? I have 50+ acres back there and I need to do something.

Ted Carr: How have you used this road in the past?

Lea Perez: I have put dump trucks and certain things back there, bringing and taking material out. There again, I'm look at the guards is that every time I want to use it, I have to get in touch of the federal government to remove the guards so I can go to my property. Since you are not supply with another access...

Ted Carr: This probably isn't the forum to talk about it. I think your issue is noted and I think we need to have additional conversation about it.

Lea Perez: That's why I'm bringing them up now. You and I have spoken many times, but there are many issues that are pertaining to me and since I am on the flood side, I'm the red-headed stepchild at the family picture. I'm not getting what I feel I'm entitled to as far as someone coming to me asking about my complaints and ideas. I'm bringing this up because I want it reported.

Ted Carr: Bringing it up to be part of the record is what this is for and I'm fine with that. I don't think we are going to solve it here so we will set up a meeting so I can understand this issue further.

Lea Perez: There are a lot of issues that pertain to me since I am ground zero that have not been addressed.

Rose Jackson: I called you last Wednesday and when I called you it was critical. We weren't aware that they were going to cut [Inaudible] and put it in the grinder and spray it all over the community and ...I couldn't even see in my background. I thought that was inconsiderate, we weren't warned about it. We have children in that community that have respiratory disease and I had to take my 2-year-old grandson inside and put him on the breathing machine that's not right. We should have been warned that they were going to do this.

Ted Carr: It shouldn't have happened in the first place....

Rose Jackson: I have been to you more than one time about the water trucks wetting that area. They didn't spray that stuff down until two days after we spoke. That truck water truck runs in the morning and then no more until 5:00 in the afternoon. What about all during the day when these trucks are moving. That is inhuman to do that to anyone; that is wrong. I don't care if it's the Corps of Engineers, the governor, the president, it's wrong to do that. That is an environmental health hazard on the community. I live back there and I'm telling you what I see with my own eyes not what someone else tells me. I sit on porch in the daytime and see what they do and that is wrong Ted, it's wrong.

Ted Carr: As soon as you called me it got shut down in 10 minutes.



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

Rose Jackson: You shut it down in 10 minutes but it had been going on all day. Two days straight we had to put up with smoke. I went to the playground and went in the back and all I could see was smoke on the horizon and it smelled like they were burning grass. That's wrong to do that to the people of the community and to those kids.

Ted Carr: You have my number, you call me.

Rose Jackson: I know we have a lot of people who don't care, but that is wrong to do that.

Ted Carr: If you would have called me on that smoke I would have come to check and see if it was ours.

Rose Jackson: It went on for two days.

Ted Carr: This is not a process that I'm aware of...

Rose Jackson: The children of that community are used to playing on that playground; they have nowhere else to play. Once you start spraying and all the dust is in the air, where do you think it's going? That is wrong to do that. Those kids have nowhere else to play but that playground back there.

Ted Carr: That's why I had that operation shut down ...

Rose Jackson: That's why we have so many problems today with kids as their parents keep them locked up inside then when you turn them out, they are out there robbing and killing people. These kids out here play in that playground, we don't have that problem in this community and I want to keep it that way. I'm not blaming you, I'm blaming your contractors. If they can't have more consideration then that then they need to be reprimanded. That is wrong to do those kinds of things. They have those water trucks there? They are supposed to run all day, but instead it comes out in the morning and I don't see it anymore until the evening. I'm telling you what I see with my own two eyes. I've even documented it. Now I get a phone call two days ago asking me if I'm aware of Entergy running a high-powered electrical line through Oakville? It's supposed to go right through where the churches are. If that's the case, that should have been brought before the people before this project got started. No one mentioned anything about high-powered electrical lines going through that community and that is wrong.

Ted Carr: That's an Entergy Project.

Rose Jackson: Well they say it's a tie-in to the floodgate to operate the floodgate. If that's the case it should have been in the original plans. I went to meetings and it wasn't mentioned. If that's the case it should have been implemented in the first stages and first option plans that you came out with over three years ago. Nothing was mentioned about it and all of a sudden they are going to come out and an attorney calls and asks if I was aware of this and I said, "no, I'm not."



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

Ted Carr: There will be an electric line that goes to the pump station, but the high-powered line that I'm aware of is going to be paralleling Highway 23 going down to the Alliance Refinery.

Rose Jackson: If that's the case the parish officials and the parish government need to get with Entergy and run it through the wetlands and not through residential areas. We will get on that later on, but when I got the phone call they said this is the plan that this line is going to operate the floodgate. If that's the case it should have been brought to everyone's attention.

Ted Carr: Just so you know the facts Ms. Rose, the actuator that is on the north-bound gate is a hydraulic pump that is operated with a tractor power take-off unit that will assist with the closure of the gate in higher winds. We do not need high power electricity to do that.

Rose Jackson: There may have been some misunderstanding in there, but anything that has any action with the levee should have been brought out from the very beginning. Like Mr. Perez having access to this property that should have been in the original plans from day one. Even the environmental impact on the community of Oakville with the construction of that levee should have been brought up at that first meeting on the people and children who have respiratory disease especially the children who have it bad. I was furious because I had to take my grandson out of the backyard, bring him inside and putting him on a breathing machine. No child wants to live like that. It's bad enough with the power, but I couldn't believe they were doing that.

Rene Poche: Thank you for your comments. We will have some people available after to talk to you if you wish.