



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

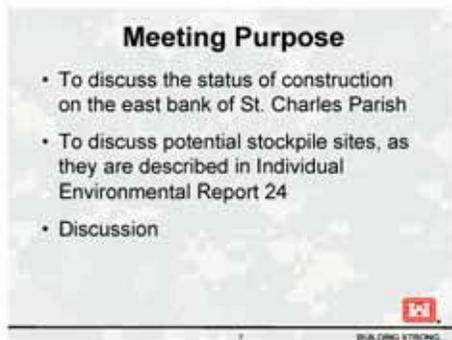
IER 24 and St. Charles Parish East Bank Construction

St. Charles Parish March 30, 2010

Location	St. Charles of Borromeo Church Auditorium
Time	Open House 6:00 p.m. Presentation 6:30 p.m., followed by a discussion
Attendees	Approx. 60
Format	Open House Presentation
Handouts	<ul style="list-style-type: none"> • Approval Process Brochure • 2009 Status map
Facilitator	Rene Poche



Rene Poche: Good evening, thank you so much for coming out tonight. My name is Rene Poche, I'm a public affairs officer for the Army Corps of Engineers and I will be guiding tonight's meeting. I understand why most of you are here. We are going to cover that in the presentation tonight so we ask that you hold all your questions until we run through the entire presentation then if we don't answer your question, we will get to it in the discussion period. Before we get started, we have a list of distinguished visitors here tonight. We will start with Parish President V.J. St. Pierre; we have John Gordon from Senator Vitter's office, Councilmember Mark Lambert, Councilmember Cochran, and Councilmember Tastet, Councilmember-at-large Carol Schexnaydre and Steve Wilson from Pontchartrain Levee Board.



Why are we here tonight? We are going to bring you up to date on what's happening here on the East Bank of St. Charles Parish and we are going to discuss the potential stockpile sites as they have been described in the Individual Environmental Report 24 and then we will open it up for discussion.

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Let's talk about risk being a shared responsibility and what we mean by that. It's incumbent on all of us, from the federal level on down, all the way to the individual level to share in the risks. We will start out with the initial risk and there are some things we can do through zoning and building codes, having an evacuation plan, insurance and then finally the work that is being done around here. At the end of the day it's going to be up to you as an individual to decide how much risk you can tolerate to live in that area that you want to live. Whether it's raising your house or evacuating like you've done

before. The biggest thing out of all of this to remember is, whatever the parish leadership asks you to do in a hurricane event, please do it. They tell you to evacuate, please evacuate. The biggest take away here is to understand that this is a shared responsibility with everyone. It's not up to one agency or one person, we all share in this.



This is just an overview of all the work going on throughout the metro New Orleans region. This is the work we are going to be talking about tonight, this area down there. What I'm going to do is turn it over to Brad Drouant; he is the project manager for the work here in St. Charles Parish.

Brad Drouant: My name is Brad Drouant and I'm the project manager for the East Bank of St. Charles Parish. Before we get to the slide, I just want to give a big picture look at what has been going on in St. Charles over the last year. We've awarded 11 contracts on the East Bank of St. Charles Parish worth about \$70 million. Two of those have already been completed, one of those being a new bridge at Cross Bayou, which is going to help facilitate both the Corps new drainage across the bayou that we will get to in a minute, as well the non-federal pump station that Pontchartrain Levee District is going to be constructing out there to help with interior drainage here in St. Charles Parish.

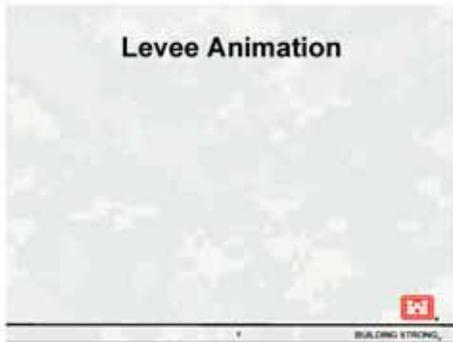


When we talk about the levees in St. Charles Parish on the East Bank we divide it into five separate reaches. Reach 2A, 2B, 1A, 1B and the Airport Levee. That's a total of about 10 miles of levee currently. Four of those reaches are under contract and being built to the 100-year level of protection and that's reach 2A, 2B, 1A, and 1B. I think that's about 10 miles worth. We talk 100-year level of protection, the elevation of the levee in St. Charles Parish vary depending on what side of the I-310 you are on. On the west side the 100-year elevation for the levee is going



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to be 14.5 feet and on the east side of I-310, which would be Reach 1B, the elevation is 14 feet. As you will see when we go through the slides we're actually going to be constructing the levees to a higher elevation so that they can settle a little bit and still be above the required elevation for the 100-year level of risk reduction, which again is 14.5 feet west of I-310 and 14 feet east of I-310.



When we are constructing levees right now, we have two methods we are using. We have a degrade construction method and also what we call straddle construction method. In a degrade construction method we go in and we degrade the existing levee to install a geotextile fabric and what that allows us to do is to strengthen the soil and increases the sill of the levee so that we can raise it up to a higher elevation. It also allows us to reduce the amount of material that needs to go into the higher levee and that saves on the amount of traffic and trucks that you see on

Airline Highway. It also reduces the amount of right-of-way that we have so we didn't have to go out and require new lands in this area. It also reduces the costs because there is less new material going into the levee. And the next little bit of animation that we have will show you what that looks like, I'll explain that to you as it's playing.

Animation available at:

<<<http://www.nolaenvironmental.gov/calddetails.aspx?id=1924>>>

The example we are going to use tonight is Reach 2B, which should be highlighted here in a second. It's two miles long. We start out the existing levee that is at elevation of about 13.5 feet, and this is outside of hurricane season, this is December 1st to June 1st and what we will go ahead and do is start taking material off the top of the existing levee and put it on the flood side building up to an elevation of +6 feet, and what that does is provide you protection from high tide and high lake levels. The remainder of the material that we need to degrade to get to our desired elevation is then placed on our protected side and that gets us down to the level where we can install the geotextile fabric I told you about that increases the soil strength and stability of the future levee. Once that geotextile material is placed we begin taking the material we pushed to the protected side of the levee, which is this side right here, and begin pushing it and rebuilding the levee. Once that is below six feet, we then take the material that we put in the temporary flood protection on the flood side and then continue building the levee up to 13.5 feet by June 1st so that you are at the same level of protection that you had before and before hurricane season. After hurricane season begins, they will go back and continue to build up the levee to a height of 16.5 feet for this reach and that will be after hurricane season so there is no impact to your protection. This is the same animation and what we will do is look at the cross-section. Again, we are degrading the top of the existing levee and placing the material on the flood side, outside hurricane season to build the temporary flood protection, +6 feet. We then take the remainder of the material that we need to degrade and place it on the protected side to stockpile it there. After that, the geotextile material is placed and then the material on the protected side is used to begin rebuilding the levee. Once it's above +6 they can use the material from the flood side to continue building the levee back up to 13.5 feet. That all occurs before June 1st so that by hurricane season you have your pre-existing levee of protection back. Afterwards they will continue to build the



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levee up to the final construction elevation of 16.5 feet. Remember, you only 14.5 feet at this location to have your 100-year level of risk reduction. And that is a picture of the final levee with a road built for Pontchartrain Levee District to do its maintenance.



This is a picture of a degraded levee being constructed. What you see here is this white material, this geotextile material being placed in the degraded portion of the levee right here and on this side you have the temporary flood protection +6. What they will do is they will lay the material out in strips and they will start taking material from the protected side over here and placing it back on top of the geotextile material and rebuild the levee. After it's built +6 again, which is the temporary flood protection levee, they can then begin taking material from the flood side and placing it and rebuilding it back to 13.5 feet by June 1st.



And this is just a picture of a nearly completed levee. This is near the railroad gate by the airport looking down towards 310. This is called Reach 1B and this is called a straddle levee section where they have just gone on top of the existing levee and added additional material to both the berms and the levee raising it up to our 100-year designed standards.



St. Charles Parish also has five floodwalls and a railroad gate. Those are just the different locations. You have one at Bayou Trepagnier, Shell pipeline floodwall, Good Hope floodwall, Gulf South, 310, and the Illinois Central Railroad gate.

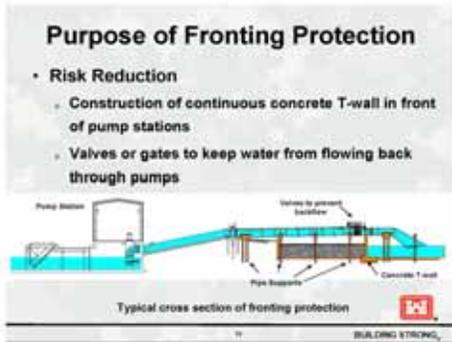


At Bayou Trepagnier, we are going to be doing an existing drainage structure there as the law required because of the Cross Bayou Pump Station. We are removing the existing structure and replacing that with a T-wall and we will also be doing is replacing a floodwall called [Inaudible] in front of the Bayou Trepagnier Pump Station.

... 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.



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Here is what the fronting protection involves. We will be constructing a new T-wall that is higher and stronger than the existing wall in front of the pump station. We will also be placing valves that are inside the discharge pipes for that pump station. What that allows us to do is should one of those pumps fail during a storm event, they can close that valve and that will prevent water from flowing backwards through the pumps during a hurricane or tropical storm event. Now we are just going to go through the rest of the structures in St. Charles Parish.



This is the Shell Pipeline Floodwall. The pipeline goes right through the floodwall, right through here. We are working with Shell and they are going to directionally drill the existing pipeline that goes through that wall, it's only about six feet deep, they are going to directionally drill under the levee to about a depth 145 feet and what that allows us to do, is that instead of reconstructing the floodwall right here, we will be able to replace this floodwall with a levee. That way, if for some reason we need to raise the levee in the future it's a lot easier to raise the levee over their operations maintenance which makes it easier for the Pontchartrain Levee District so they can just cut the grass and they don't have to worry about maintaining a structure.



At the Gulf South Pipeline, which is a 30 inch high pressure line that goes in this direction right here, perpendicularly through this floodwall. At this location we are just going to be replacing the existing floodwall.



At the Good Hope Floodwall, we are going to be increasing the levees, it's actually going to be replacing this portion right here and then we are going to replace the existing floodwall with a stronger and higher T-wall. This picture is looking at the west side of the wall right here, they have already begun to demolish.



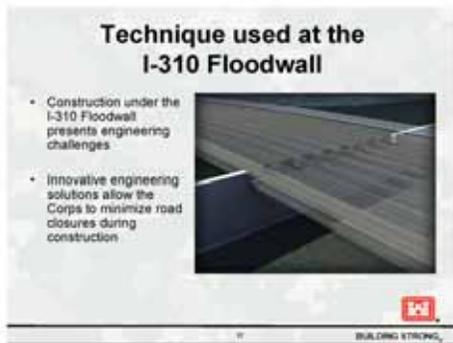
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You can't see it here in this picture, but off to the flood side, there is temporary flood protection installed to the elevation of +6. I told you about that, it protects from high lake levels and high tide outside of hurricane season. What they are doing is demolishing the existing wall here before they begin driving piles and then reforming and pouring new concrete T-wall.



This is the I-310 Floodwall. You can kind of follow it as it goes underneath the ramps and the main spans of I-310 here. This is a particularly challenged wall for us because the main span is right here where they cross the existing floodwall are very low so there isn't much clearance for us to work under those main spans.



So what we are going to be doing, we are going to be constructing the new T-wall and getting it as high as we can underneath the existing I-310 main spans and then we are going to take metal plates that go up into the girders and that will allow us to do is that the actual elevation of the floodwall itself, is going to be above the highest level we project for a storm surge in a 100-year event. What those metal plates do is that they prevent any wave overtopping in coming through and getting to the floodwall or underneath the bridge and on top of our floodwall.



Our last structure here is going to be the Illinois Central Railroad Floodgate. This is just a floodwall that has gate in it that allows Illinois Central's main line here to pass through all hurricane protection alignment. We are going to be tearing out the existing floodwall and building a higher and stronger T-wall to an elevation of 15.5 feet.



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Additionally, you've got four draining structures that allow drainage to go from this tier of the levee to the outside and those are Cross Bayou, St. Rose, Almedia and Walker. At those four locations, two of them – Cross Bayou and St. Rose – what we are going to do is build a completely new structure out on the flood side of the existing structures, so you have your existing protections in place the entire time during construction. At Almedia and Walker, those are two small structures, and what we have been to do is we are able to modify the existing structures to make them stronger and also higher and to meet our 100-year risk reduction criteria. Because they are smaller we are able to do these modifications outside of hurricane season.



We will start at Cross Bayou. North is looking close to us and south looking toward Airline here. The new structure is going to be built right here in front of the existing structure. We have an animation again to narrate you through and try and explain what we are doing.



That is the existing structure and this is going to be the north side towards the lake. We are going to install a cofferdam and what that does is, it will allow us to [Inaudible] the construction site here, but as you can see, it will also allow flow for drainage to continue to the existing structure and past our construction site so you have the same existing drainage that you have right now. After we de-water the site what we will go ahead and do is drive H-piles and sheet piles and the foundation slab that will cross drainage structure and then they will start

doing the work for the six 6x6 culverts, which are the same dimensions in the existing structure, so you will have the same capacity as the existing structure and then they will form up the control towers that will allow St. Charles Parish to raise and lower the sluice gate. St. Charles Parish usually leaves them open and then in the event of hurricane or tropical storm, they can close those from keeping water from coming back into St. Charles Parish. After the structure has been constructed, we will then open it up and allow water to flow through the existing structure and the new structure and we will start constructing T-wall tie-ins that will go from the new



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structure and tie into our existing alignment. The reason we are doing this again, is so that you have and maintain the existing protection all throughout construction of this structure. Only after the new structure is built, we demolish the old structure. This is the non-federal pump station that Pontchartrain Levee District is going to building at Cross Bayou. So again, we have completed a new structure and the tie-in walls and at that point, we go and demolish the old structure.



This is the St. Rose Drainage Structure. Essentially we are going to be doing the exact same thing at this location. This is the north side and that's the south side towards Airline. We are going to build a brand new structure right in front and after that new structure is completed, we will go and build the tie-in walls to the existing alignment. Again, all throughout construction it's going to be built to where the drainage continues to flow through the existing structure and around our construction site so at all time your existing flow will continue.



This is an aerial view of the existing Almedia Drainage Structure and as you will see it doesn't look like that anymore because we have been working on it for awhile. We have strengthened and raised the structure by modifying what is there right now to 15.5 feet.



So this is the center control tower you can see right here. Right here is the sluice gate that drops up and down to cut off flow through it in the event of tropical storm. This is a new T-wall that has just been poured and you can see they have already poured the foundation and they've got some rebar's sticking up and they are getting ready to put forms up to pour the additional T-walls to tie in to the control structure. You can also see they have the rebar set up to raise the foundation of the existing control structure.



This is the Walker Drainage Structure. It looks a lot like Almedia Structure. We are going to do the exact same thing here. We are modifying the existing structure and you can see they are not quite as far along with this one yet. They have torn out the existing tie-in walls and they are driving new sheet piles cutoffs to keep water from

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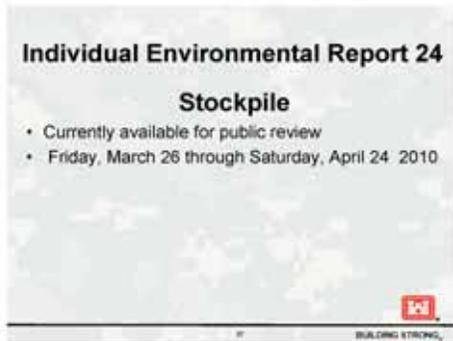


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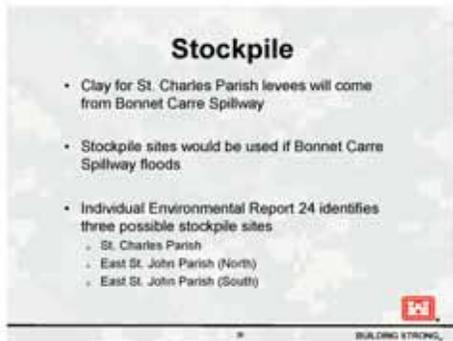
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flowing underneath the structure from flood side to protected side. After they finish driving the sheet piles they will go ahead and drive new H-piles and then they will pour the stability slab and then they will pour the new T-walls.



I guess this is the contentious issue of tonight that a lot of you came to talk about, IER 24 the stockpile potential sites that just started for public review. It has a 30-day public review period.



As many of you know, all of the clay for the levees in St. Charles Parish comes from Bonnet Carre Spillway. You also know that we've had some unusually high river in the last couple of years. We operate the spillway structure in 2008 and in the last 12 months alone, we've had the Mississippi River high enough that water was actually leaking through the structure four times. Before we get to the actual stockpile sites, let me let you know what we've been doing to try and avoid even having to use those. We've taken measures at the Bonnet Carre Spillway itself to reduce the amount of leakage that does come through

the needles during high water events; we've actually placed additional boards across it to reduce that flow into the spillway itself. Additionally, we've taken measures to increase the ability of water to flow through the spillway to the Lake so that it doesn't back up and flood our borrow pits. Finally, we are also stock piling as much material as we can on the existing levee right-of-way right near our projects. That's our preferred option. Stockpiling it somewhere else involves additional time and costs so this isn't an option that is our main option. We are doing everything we can to avoid doing this. IER 24 has three possible sites; one in St. Charles Parish and two in East St. John the Baptist Parish.

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This is the one in St. Charles Parish



And then these are the two that are right next to East St. John High School, I believe, which is right there. Doing the IER is the initial step we have to do to look at the possibility of using the site. Just because we are looking at it, by no means has a decision been made, to use those. We are here to night because we want to get public input as that is part of the environmental process as part of the NEPA process that we have to go through. We want your input and you will get a chance to do that tonight. In the event that we get environmental clearance, that will be the first step. Right now we have no plans to use the site this year, we won't use the site this year. There is a small chance that it may be required next year if the high river occurs again. I don't know if that's going to happen. I don't think anybody can tell you that is going to happen; it's unlikely, but in the event we did decide to use it, we have to go and talk to our sponsor, which would be the Pontchartrain Levee District, and request an entry to those sites. If we did that Pontchartrain Levee District could certainly ask us to come back here and have another public meeting before doing that. I think I just about covered everything. I know Rene is going to start the discussion period.



Rene Poche: Just some information on some public meetings over the next month or so. We will be back in the parish on the other side of the river talking about the Western Tie-in construction that is taking place over there. We then have a slew of Louisiana Coastal Area meetings all along the coast of the state.

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Currently Available for Public Review

- IER Supplemental 7 – New Orleans East Lakefront to Michoud Canal, Orleans Parish, LA
 - Public review period: Thursday, Mar. 25, 2010 to Friday, Apr. 23, 2010
- IER 24 – Stockpile Areas, St. Charles and St. John the Baptist Parish, LA
 - Public review period: Friday, Mar. 26, 2010 to Saturday, Apr. 24, 2010



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Some items that are available for review, we have Individual Environmental Report Supplemental 7, that is the East Lakefront to Michoud Canal. Then we have the IER 24, the one we've talked about tonight.

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
E-mail: AskTheCorps@usace.army.mil



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We do these, because we need your input. There are a variety of ways you can do that. You are going to have your opportunity here in a little bit to discuss it with us. You can leave comments at the website there at www.nolaenvironmental.gov. You can give us a call at public affairs office at 504-862-2201. Then we have a mailbox at askthecorps@usace.army.mil.

Resources

www.nolaenvironmental.gov



<http://www.mvm.usace.army.mil>





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Some more resources for you, we have www.nolaenvironmental.gov if you haven't taken a look at that, I encourage you to go there and look at the different reports that are there to get a little more information on what we are doing in the system. That's a public website as well as good information for you.

Social Web Networking Communities
and instant, clear, concise, fun, and

twitter

... is a social networking and mass communication tool that allows people to share their daily life experiences and opinions. You can follow people you are interested in or people you know. It's easy to post and follow on their smartphones and I would like the public and other reports on how they're doing.

Check it out by going to twitter.com/usaceneworleans.

flickr

... is an online community platform for global photo management and sharing applications via the web. Join New Orleans and become a part of the community and to share. Flickr is usually updates our projects. Check out our photos at www.flickr.com/photos/3767199@N05.

facebook

... is a global social networking site that helps people from across the world and to connect and to the most popular of its kind. New Orleans is following for the latest and to stay up-to-date on updates and photos about projects, events, activities and public concerns. Research New Orleans by visiting www.facebook.com/usace, search New Orleans District.





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We made the leap into social media. We have a Twitter account, but that is more for emergency operations. You can see some of our photos at Flickr and we do have a Facebook account and I encourage you to become a friend with us because every time we post something on Facebook, it will automatically post over to your page. Primarily we have news releases and things of that nature.



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And there are all the addresses, but if you wanted to go to Facebook and type in New Orleans District you should get that. We also have the Twitter account and Flickr account there.



Before we move into the discussion for tonight, I want to thank St. Charles Borromeo for donations this room tonight so we could have this meeting. Also, if you haven't signed in, please do so before you leave tonight. You will get on our email list and we will send you emails about public meetings and when things have been posted and you will also get some of our news releases. What I would like to do as far as the discussion part goes, if you could stand where you are I will call on folks. You can stand where you are and say your name so we can get

it into the record, everything that you say, you hear Cheryn typing away over there, goes into the record and becomes part of the environmental report record. So if you can do that, we can do this orderly and get around to everyone. I would ask that we let everybody have their chance to speak before we come back around for a second time. Again, this gives everyone the opportunity to have input. We want to limit the comments to three minutes or so. I'll let you know when you are getting close to the three-minute mark.

Tony Fischer: I'm wondering what type of surveys or how did you decide the locations for these sites? You surveyed it or how did you pick the sites?

Brett Herr: In order for us to use the site, we have to avoid any impact to the wetlands. We have to look for all non wet sites. We then have to be concerned about upland forest areas, bottomland hardwoods because if we impact those types of areas, we have to mitigate for that as well. What we do is we drive around and look for large open tracks of land and we also look to see if there is potentially a willing seller that would be willing to grant us a right-of-entry. So those are the factors that we look at and identifying the potential sites covered in the IER.

Roxanne Fischer: Do we know who owns the [Inaudible]?

Brett Herr: I believe we do.



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Danielle Tommaso: I know we have one land owner for this site. I think it's just one and it's Ms. Catherine Brennan.

Audience: She's dead.

Danielle Tommaso: It's her daughter, Susan, I'm sorry. I know it's in the family, I'm not a real estate specialist, but I know it's in the family.

Female Speaker: Does she own [Inaudible]

Danielle Tommaso: No, she owns this site right here. The other two sites, I don't remember off the top of my head. I think it's a company. I can get your contact after the meeting and email you the information if you like. I will be right there for any questions for anyone after the meeting.

Mary Ellen Keller: If for some reason you would end up using the property because of the spillway being flooded, you would move the fill onto the property if after the spillway water went down, would you move the fill back into the spillway or would you continue using that for the duration?

Brett Herr: What would happen is that we would have to make a decision at least a month in advance of possibly opening the spillway because we have to have time to move the material from the Bonnet Carre Spillway to the temporary stockpile site. Once the spillway became flooded we would start removing material from the temporary stockpile area to the levee section and it would probably be completely removed within a couple of months. At that point the spillway would become dry again and we would move our contractor back into the spillway. So it would only be for a very short period of time that we would be using a temporary stockpile area. Just to follow-up on the ownership, the reason we really don't do much research now is because we just have to get through the environmental process and get clearance. Once that process happens and if we needed to use those sites, we would go to the Pontchartrain Levee District and at that time we would do the research into the owners and then we would follow-up through the real estate process making offers for the right-of-way and that type of thing.

Dawn Guild: Would you be purchasing this property from the Gore family or would you be leasing?

Brett Herr: In this case we would partly be leasing an easement say for three years in this case.

Sal Digirolano: I was just wondering if you've considered the impact you are going to have bringing all that dirt down River Road? We have schools, we have industry, we have all kinds of things going on and right now you can hardly drive down that road today. Just think of all these trucks down there. Then you are going to bring all the dirt there and then you are going to have to haul it all back out to where you want to go. This is going to be a very [Inaudible] factor on Norco particularly and I wish you would consider that.



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Brett Herr: Certainly we looked at that and that is why Brad explained, this is not our first option. We worked with the spillway trying to improve the flow through the spillway and reduce the amount of seepage going through the spillway and we've also stockpiled material on the levee site. In addition, it's quite a bit more expensive for us to have to move the material from the spillway to a temporary stockpile site and then have to handle it again back to the levee site. So it's certainly an option we don't want to have to use, but one we felt like we had to address in case the spillway were to be opened. We are under a very strict deadline of June 2011 for having all the work done and this is one of the options we had to pursue.

Sal Digirolano: All that dirt or whatever you have along the existing levee, can you put it right there?

Brett Herr: And that's what they are doing. When we say we are stock piling on the levee section...we have limits on how high and how much material we can bring in because if you stockpile too much material you run the risk of failing part of the levee system.

Male Speaker: Have you checked other property north of Airline?

Brett Herr: Most of the land north of Airline is wetland

Male Speaker: I'm talking about by the old driving range by [Inaudible] they have a dirt track back there...

Brett Herr: I think that's the landfill and we have to stay away from landfills because the hazardous and toxic waste considerations.

Carolyn Schexnaydre: I'm council-at-large and I will be getting the phone calls if this put in a residential neighborhood and I just want to know if it's going to be a 24/7 operation? The people in Norco are complaining right now because of the dust from the spillway and they have a levee separating them. This neighborhood will have nothing separating it and it will be banging of the dump trucks, loading up the dump trucks, going in and out, traffic on River Road with the school and right now we are fighting with the people to get a red light put in certain sections because it takes everybody so long to get out now with the school and work traffic. Where does that leave us and I just don't see a residential neighborhood as the best place to be putting something like this and especially you are talking about now, I thought it was two years now it is as much as three years. I would hope everyone will write their congressman on this one and your disapproval of this and that you don't want it in this residential neighborhood. I just in the last couple of days have been on Airline with all the trucks. They are speeding and pulling out in front of you. It's a very dangerous situation and that is on Airline Highway. This is just little River Road and if we have an evacuation have you thought about that? If we have to evacuate for one of these plants or just a hurricane; those are my concerns.

Brett Herr: I understand your concerns and certainly there would be some inconvenience to the residents living in that area. We understand that. That's why this is our last option that we would implement. The dust, yes, it's an issue. We would have water trucks on site to water down the roads and try to minimize the dust. We would put a fence around the



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temporary stockpile area with silk containment methods to prevent washing of any soil sediments of the surrounding areas. Yes, it's a concern.

Carolyn Schexnaydre: Also, have you considered that stockpiling all this real high these might be [Inaudible] where the water flows and that we will be loosing that because all that water running off the stockpile has to go somewhere. We have all kinds of drainage problems in this parish already we are trying to fix.

Brett Herr: I understand.

Rene Poche: There was a statement that came from over here about they don't care. That's totally false. I think folks are getting way ahead of the game. We understand your concerns, because believe it or not, most of us live in these areas that the system is going to protect so we have the same concerns and interests that you have. I think we are getting way out ahead. You bring up a lot of good points, but right now everything is pure speculation because we are so early in this process.

Carolyn Schexnaydre: I'm just giving you a heads up and how we feel....

Rene Poche: And that is what we want because all of that goes into the record. There are a couple of folks here and then we will get you folks there.

Gregory Miller: Gregory Miller, I live in Destrehan and my office is on Apple Street in Norco. I see when the river is coming up and the water is seeping through the spillway you've had to build some dams to try and keep those borrow pits open so you could continue working as long as you can and not be stopped by high water. I know it's been and unusually wet year for the river since last summer and it also extended a long time. Did you consider and were you able to consider the possibility of building a temporary structure inside of the spillway as a place to stockpile in the event of the spillway having to be open?

Carl Anderson: We have. We have designated areas along the upper guide levee where we can stockpile material there. In the case we start getting some leakage and we start loosing some haul roads or that, we can designate one of the contractors to go get the material here to continue to build the levee. We also improved the Barber Canal that goes through the spillway and we've got several haul roads that cross it where we've gone in and places some 4x4 box culverts so we are trying to improve the spillway by itself. Hopefully we can keep those haul roads and the borrow pits open as long as we can until we actually have to operate the structure. Once we operate the structure then everything just floods.

Gregory Miller: I understand that with the levee when the floodgates are not open in the spillway; I'm just talking about if the floodgates are open in the spillway, is it a possibility that you can consider using those type of structures to block off enough space?

Carl Anderson: The first thing is that it would have to be up right against the guide levee otherwise you have no access into the site. Then the other problem that we have is that the spillway was designed to handle a certain amount of flow and if you blocked off a portion of that



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spillway our hydraulics people tell us it effects the carrying capacity of the spillway that is why all the dikes you see around the pits are designed to wash away if you get a significant flood through the pit or through the spillway.

V.J. St. Pierre: V.J. St. Pierre, parish president, first of all, usually we don't have a problem working with you guys, but personally I'm very disappointed you gave us such short notice about this public hearing. I didn't find out about this until yesterday evening about 4:00 p.m. and usually you notifying us way in advance. I don't where the communication gap came into play, but you need to look into that. The second thing as you know or you don't know, but River Road is classified by the state as a substandard road already and then we will be putting on dump trucks to haul dirt everyday up and down that road. In August and September of this year, we will be shutting down Houma Blvd. to one lane to do some major drainage work and if we have an accident on Highway 61, the only east route we have in the parish is River Road and then we are going to have school buses, dump trucks with all our regular residents. Like he said, we can't get our residents on those streets in the morning because we have [Inaudible] so that is something that needs to be considered. Also, you said you were going to lease the property for three years but then you tell me you have to have the project completed by June of 2011 so why do you want to lease it for three years?

Brett Herr: We put the three years into the document because at the time we started working on this document back in late 2009, so if it had gone out as we had originally planned, we would have needed a little more than two years. It's a standard process to get a little extra time when you ask for an easement because if we ran up against the clock and had a month left and we had material on the site, we would have to immediately remove that material and it would create some problems just in a timely side. We are required to have this work done by 2011 and we intend to have it finished. There is no choice when you see sites this high water season because we are just getting the IER out now; there is a month review process that will take you to the end of April. It will take the Pontchartrain Levee District a good month to require the site and that's the end of May and the high water season is over with essentially. We have no chance of using the site this year. We intend to have most of our levee work done by this time next year so there's very little chance we would use the sites next year either. Again, when we started this process back in late 2009, we didn't know what was going to transpire. Back then it looked like we were going to have to operate the spillway this year and there is still that chance, but the chance is not as great as it was back then.

V.J. St. Pierre: It's only dirt being stockpiled for St. Charles Parish levee?

Brett Herr: That's correct

David Gilmore: David Gilmore on Ormond Meadows and we are opposed to this, this is in my back yard. I heard you say about the importance about not impacting the wetlands and not impacting the forest lands. So how far down the priority list is impacting residents and tax payers of this parish? What are you going to do when you start flooding my property by stockpiling, and don't tell me there's not going to be runoff because that is low and water drains there, so what does the Corps propose to do to satisfy people when you start stockpiling and you get heavy rains or flooding conditions and our property starts flooding because you have been stockpiling? And I would like to know the priority we are in relations to wetlands and forest

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because obviously alligators and birds are more important than tax paying people here. You just said you can't impact wetlands and forestry.

Brett Herr: Unfortunately I don't have a good answer for you. Regulations require us to avoid wetlands and we have land with bottomland hardwoods. Your question about the runoff is a good question and certainly that is why we are here and we would have to look at that if we get into the use of that site. We would have to look at ways to contain that water such that it doesn't impact residents. That's one of the reasons we would have a minimum of 50 to 100 foot buffer around the property to be able to do those kinds of things.

Sandy Stiles: I would like to take a look at your question. I'm Sandra Stiles, I'm the chief of the restoration section in the environmental branch, and I just wanted to let you know that underneath that, human and socio-economic concerns are equally as important as wetlands and fish and wildlife. It is a part of what we consider in our NEPA documents so we are very interested in what you have to say about impacts to your backyards, noise, air, transportation, flooding impacts, and those kinds of things. Those are the kind of things we want to hear so that we can adequately address them in the IER. I just wanted to point that out.

David Gilmore: I don't see how you, if you are so concerned how can you even consider a site like this one that is dead smack in the middle of all kind of residents who have been there for years and years? I can't even imagine that you selected this.

Sandy Stiles: We welcome your comments and some of the things that you have brought up I hope that you do send in your comments and point those out because those are things that we do consider in the NEPA process.

Steve Lafeas: Steve Lafeas from Murray Drive. First of all, was there any communication about this meeting before yesterday's press release?

Brad Drouant: Somebody actually asked that question earlier and I went and go the answer to it. It was in the St. Charles Herald Guide on the 29th, the L'Observateur on the 27th, the Times-Picayune on the 28th and 30th and there's been a running advertisement on nola.com during the month of March.

Male Speaker: So we are talking about the past three days, right?

Rachel Rodi: We also sent out a post card if you are on our mailing list a couple of weeks ago.

Male Speaker: [Inaudible] courtesy to everybody in those areas. You should have put something on everyone's door to let them know [Inaudible]

Audience talking among self

Rene Poche: Excuse me sir, he has the floor. If you are not going to settle down we will have the police escort you out. We have to hear from everyone and if he's going to keep talking while someone else is talking then he'll be asked to leave. Yes sir.



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Steve Lafears: My concern is that several of us that I'm aware of and probably the majority in this room found out about it late this afternoon. It gives the perception that maybe you don't want to know what we hear that maybe let's slip it through. A lot of things seem to get slipped past us here from Washington on down. I understand that what you say it's been in the paper on nola.com and I appreciate that, but I would like to echo Mr. St. Pierre's comments that I'm a little bit disappointed that more people didn't know. I can tell you if it was better advertised this room wouldn't be big enough. My only other comment is that I echo some of what's already been said, this is a residential area that's being proposed here. The roads are not made for it and certainly the area around it is not industrial, the noise, the dust, the runoff, the traffic are all good reasons why this is not a good proposed site. There has to be a better site that's not in residential. We appreciate the work you are doing on the levee as that's all good. I understand the problems with the spillway. We all grew up here and we understand how it works, but this is not a good site to stockpile.

Rene Poche: We will go back and look and see what we can do better to communicate with the public. The rest of your information is going into the record and we thank you.

Leslie Blanchard: Leslie Blanchard and I'm on River Point. This meeting is to let us know what's going on, not to give us an option and this sounds to me like these sites you've decided. Am I right or wrong?

Rene Poche: As it has been mentioned a few times tonight, we are in the very early stages of this whole process. Mr. Herr has already told you that it won't be used this year that this is the very last option to be used. Materials are being stockpiled near the construction site right now. If we wanted to operate in a vacuum, I guess conceivably we could have just showed up out there and dump material. How would you have felt then? You would have been a lot madder than you are now. The point is we have to come out here and talk to you about these things. We need your input and this is what we've been saying all night.

Leslie Blanchard: What I'm asking is what is our input on the [Inaudible]? Do we have something to say about this or is this is we are going to say what we think but those are still the [Inaudible].

Rene Poche: I can't speak specifically to that. What I can tell you is that public input on other projects has changed the direction of some of the projects. That is why it's important that you are here and that's why it's important that you are speaking out. That's why it's important that you give constructive information that we can use to make a decision if it comes to that point.

Leslie Blanchard: That's why it's important to give us more than three days.

Rene Poche: As I told you, we will go back and look at that again.

Barbara MacArthur: My name is Barbara MacArthur and I live in Ormond. I have a couple of questions. One was back in November I think was the last meeting you had about this levee system, and my understanding was the levee was going to be built from December to June of this year at that meeting and that's not correct. That's not correct? No.



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Another thing is I wanted to know when you are on 310 and you get off at Airline Highway right to the right where the levee is, there used to be a dump. My concern is that was that dumped removed where that levee was put or was the levee just put right on top of the dump?

Brett Herr: The levee was put on top of the dump.

Barbara MacArthur: So that's not going to be a problem like Kenner had too much debris inside the levee wall that you had to take it out? Will you have to do the same thing there?

Brett Herr: The landfill I believe has a cover on it and it's been analyzed and it's not an issue. It's a very high amount of dirt that extends a long way out.

Barbara MacArthur: Another thing is that we have a local station that you can post these things you can post these things onto, a local government station besides giving the people notice in the area.

Brett Herr: As far as the construction goes, our deadline has always been June of 2011 and going way back, our construction leases are generally a year to two years in length so we would never be able to make it from November to June of this year. To follow-up to your question about your input, your input will become part of an official record and at the end of the IER a document will be prepared for our district commander, Colonel Lee, and he will have to make a decision as to whether it warrants approval or if there is enough opposition not to approve it, he will make that decision. Even if that gets approved, like I said, we still have to go to the Pontchartrain Levee District to grant us right-of-entry. Until both of those things happen we can't use any of these stockpile sites.

Sandy Stiles: Let me take a minute and say something. There have been a couple of comments alluding to the short notice to the public meeting and I want to apologize for that because we don't normally try to give such short notice to you. I want to also add that if you feel there is enough need to have a second public meeting, we are more than open and willing to do that if we've missed a couple of papers or avenues to getting information out to the public. Our intent is to get this information disseminated to the community that is being affected and we want to hear your comments. We are very interested in hearing what you have to say and that is part of what this 30 day public comment period is about so that you have the opportunity to see the alternatives that are out there. We want to hear your comments on what you think are the concerns. We may have missed something and like Brett was alluding to, the Colonel will make decisions on any changes to the plans that we need to make. We are here to hear from you.

Joe Smith: Joe Smith, captain of patrol division with the sheriff's office. We've got quiet a few concerns about this issue with Vans Lane and River Road. Most of it you've touched. It is a substandard roadway and the traffic situation I get calls daily on the trucks already on Airline Highway travel too fast and spillage on the road. If you bring this down into our neighborhoods, our residential areas, it's going to impact everyone. This site is about a half a mile from the main entrance of Destrehan High School so all of the students from Montz, Norco will have to pass right past this site to go to school back and forth everyday. There's also [Inaudible] middle school, same ones have to go straight down through there. I think it's a really



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bad safety issue for students. This site is between two big subdivisions where you have hundreds of kids and you stockpile mud and put equipment there and you can put up a 40 foot fence and these kids are going to find a way to get in there. There is no way you can get to this area that won't impact a residential area no matter which way you go. You are going to impact the residents, the kids and that is the main concern, the kid's safety. The quality of life in the area is going to go down. The sheriff is opposed to putting it in this particular site.

Patrick O'Malley: My name is Patrick O'Malley I'm representing Superintendent Dr. Rodney Lafon with the school district and just as Mr. Smith is saying we have some real safety concerns, first and foremost safety. In transportation we say safety first, schedule second. The one way around this for the school district is to re-route to Airline Highway. If you could have the engineers calculate the increased risk of pulling out a 66-passenger diesel school bus on U.S. 61 at dusk with the traffic flowing from La Place, those odds aren't good at all. So if we can just implore you to find an alternate location and be ready with whatever other concerns there are, whether it's landfill or wetlands or industrial or what have you. We estimated today when we got the notice, and I printed off your report, the IER references about 30,000 loads a year over the next three years, I think 10-12 hours per day, seven days a week. We transport approximately 50 buses that run from that route to the various schools that Mr. Smith mentioned and it also touches going back and forth from Norco Elementary and Norco Elementary K-3, and others. We have about 50 buses and even if they hold 66 passengers, if you pare that down to 20 passengers on the bus, that's about 1000 kids a day every school day. Right now it's nice with extended daylight, but anytime the spillway road is closed, we take precautions and request a deputy to attempt to enter our buses from Montz onto the highway. I would ask you to that maybe a traffic engineer...I noticed in the list of input, all this different state groups that are involved, the Department of Environmental Quality and all that, maybe the LA Dept. of Transportation would be good with their numbers. With only two major east west, not even major, but the only two through east-west roadways, it's just ...if you consider those factors into feasibility I think you will find that it's not feasible. We would implore you to please find another location.

Don Boraco: I'm Don Baraco from Norco, LA. I own property on the River Road in Norco that I have a question about. I noticed about six or eight months ago they did some boring on the east levee of the spillway because it had some bad spots. Number one is there anything being done about that? Also, when you get off Airline Highway, I don't know if you are paying the truck contract price to haul dirt from [Inaudible] but all I can suggest is that if you are paying by the load stop that because you get on the Airline in Norco must have taken me a half hour to 45 minutes to get to 310, two trucks side-by-side. I'm not saying they were speeding, but one tried to get in front of the other and they keep the left lane blocked that you can't get through.

Brett Herr: I think I understand your first question, it was about the east guide levee of the Bonnet Carre Spillway, is that correct? The boring were being taken to analyze if that levee that's from where the St. Charles Parish hurricane protection levee ties into the Bonnet Carre Guide Levee back to the river meets our new hurricane standards. That was the purpose of taking those borings and that levee does meet our new standards. We don't have to do any further work on that levee.



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Don Boraco: During Katrina, we had water back up in the spillway can came all the way up to the lock in the front. My way of looking at it is that all these floodgates and everything that's there, that water come somewhere and will come up that spillway and [Inaudible] if that thing is closed off. Am I right thinking that way?

Brett Herr: The additional height isn't going to make a significant difference, no. Your other question is with the trucks. The way our contracts are structured is the contractor makes a bid price on the entire contract and then he is going to pay the truckers the lowest price he can pay. The contractors are having problems right now because truckers are jumping from job to job whoever is paying them the most money and they are being paid generally by the load.

Andrea Lambert: Andrea Lambert and I live on Vans Lane. You don't have to do any environmental studies for [Inaudible]. The egrets eat crawfish that used to be farm land, rice farms, so they have high road area and the water ponds there. Environmental study – dust, dust is dust. I have to breathe it. My grandchildren have to breathe it when they come to visit. Also, most of things everybody else said I had on my list. I found out about this at 8:30 last night. If it was publicized, it was publicized as a meeting about the levee, not about stock piling. I think you were expecting 20 people? Look at the room. So is this going to make a difference? You said that Colonel Lee would have to decide. Well, we don't want it and I live right there for 35 years, raised my three children. The cows are gone and I couldn't do anything about that. One day we will be a subdivision. We don't want the dirt there; we don't want the trucks there. I teach at that school and I have to drive that route everyday. I went La Place day before yesterday and almost got hit by two dump trucks. You are not there to monitor that. Sure you hire people to drive the trucks and they don't care. And yes they are doing their job, but that's going to be in my front yard, the smell of diesel from the trucks, the sound out of my window. I won't be able to do that anymore. It's going to get Ms. Patty on her street or the wind blowing from the opposite direction, it's going to get me or Malcolm or maybe even people across the river. We the people don't want it.

Steve Wilson: I want to say something for a minute, Steve Wilson of the Pontchartrain Levee District. I heard a couple of time about the system here. I want to explain something to you if I can that may not seem popular right now but I'm speaking the truth. The truth is the group working on our levee in St. Charles has been very good to work with and they have adapted to anything we brought forward. Part of this process, and they are saying this in a thousand different ways, this is the input. They do have to contact the levee district. I am responsible for part of the crowd out here tonight because I got to send a few emails out because we did talk about these six or eight months ago when we were talking about alternative sites. I just want you do know that the levee district is continually giving ideas on other site that we think are less intrusive on the residents and we are going to continue to do that. Please don't consider this group of folks on the floor as trying to ram something down your throat. This is part of the process. You speak like Andrea just spoke your voices are going to be heard. If you are hearing what they are saying they are telling you they have to come to us to require the property and I can promise you I am listening. I just wanted to say that.

Pattie Schlunff: Pattie from Ormond Meadows. Our property butts the property that you are talking about and so we would be directly impacted. I will real quickly say, we did not know until we got a call today. I think the people that are directly involved should be



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notified and I know you all have many ways of getting that done. The traffic would be horrendous doing this. The heavy trucks would be dangerous. Our street only goes to River Road. I know after Hurricane Katrina, River Road was so backed up with traffic. It's ok right now, but if we start putting several thousand dump trucks coming in and out, the traffic is going to be so bad that the children are going to have trouble getting to school. People are going to have trouble getting to and from work. I know one lady just asked a question and I don't know that it was answered, but are these trucks going to be working 24/7? That is going to directly impact the people trying to get back-and-forth to work or school or anywhere. Also, I know our property on Ormond Meadows has a problem with that property's drainage right now. I can't even imagine how bad it will be if it's been filled up with several thousand truck loads of mud. The drainage is bound to be worse. I think you mentioned something about 50 to 100 foot area separating the pile of mud to our properties? That would be giving you a very narrow area that you could put the mud anyway. It is not that we just don't want it I see it as a very strong safety issue and a quality of life affecting this entire parish.

Rene Poche: Let's put the communication to rest. We understand there is a problem and we are going to work with Councilmember Lambert and his office will work with the president's office to do what it takes to get the information to you. We will work on that. We acknowledge that there was a problem and we will work on it. And to answer, it is not a completely 24/7 operation. Yes sir.

Male Speaker: I don't know whether it would be feasible or not, but there is a railroad that run to the spillway to the [Inaudible] property and that could be done by railroad rather than truck. That would be a minimum impact on the highways and the community.

Darrell Chiasson: Darrell Chiasson on Vans Lane. How many people are representing the Corps are here tonight? How many of you have been down Vans Lane? I want you to ask yourselves a questions and I give you permission to go on the porch at 115 Vans Lane any day and say how would I like this if it was at my house? That is what you need to think about because there are a lot of other areas that this could be put in. You see the piece of property that is in between Airline and the tracks, you call it a wetland. It only gets wet when it rains. People would love you to fill that land in. What you consider wetlands, I'm sure many people don't because it doesn't have ebb and flow issues.

James Hallows: James from Destrehan. I would like to ask what's the possibility of using one of the borrow sites across the river as opposed to using the spillway site? Several pre-approved sites across the river wouldn't be in residential neighborhoods and the investigation has been done according to the website.

Brett Herr: That's a good point and we have looked at that alternative and that's always an option if we did temporarily stockpile material and the spillway were to flood we could direct our contractors to haul material from across the river on the West Bank and we've done that on one levee reach in Jefferson Parish. The reason we are looking at temporary stockpiles is that it's more expensive to bring materials all the way across the river than it is to temporarily stock pile.



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James Hallows: You've got the double end material too; you've got to dig it once and [Inaudible]

Brett Herr: It was still more expensive to bring it across the river because of the transportation issues.

Male Speaker: What about Motiva be the chemical plant and all that area [Inaudible]

Brett Herr: I don't know whether we contacted them or not.

Male Speaker: [Inaudible]

Lester Haydel: Lester Haydel of Ormond. My input is that River Road is so substandard that that would put a lot of grief and risk on a lot of residents around here. I know we want the levee built and we want it higher and better. You say something about this is not the first choice and I know a couple of times people have asked where is the first choice. No number has ever been given. Is putting the board the first choice in the spillway structure? Second, is stockpiling it in the spillway for some amount and also including along the levee? What is the third choice you have? Here, St. John Parish or the borrows across the river now? Has anyone looked into behind businesses in St. Rose between the levee and those businesses on the north side? There is a subdivision called Singing Shores there and it's going to be on the Airline side of this levee that is already built. Is that still considered wetlands or can that be mitigated or are there so many owners that nobody wants to address that as a stockpile. I mean Airline Highway is going to be effected no matter what and it needs to effective to get this levee built, but putting it somewhere besides here on River Road is....we've got to have another option.

Brett Herr: I understand your questions and I can say where it falls in line is at the low end of the priority list and all the public concern we are receiving tonight is going to push it down further on the list. We had done the work in the spillway to increase the ability of that and to reduce to amount of water that is going to go through the spillway first of all unless it's operated and to increase the carrying capacity's ability. Right now we are stockpiling material on our levees hopefully to get us through into the period when the borrow pits would be flooded in the spillway. Then you have the option of going from the West Bank. There are other options out there but they do get progressively more expensive and the levee construction will cost you. The residents are picking up 35% of the cost of the levee construction so that is a consideration for us as well; trying to keep the cost down.

Male Speaker: Have you considered the property heading toward LaPlace, the farmland and sugarcane fields? There is a ton of acreage out there and fortunately it would be [Inaudible] that's on Airline away from River Road. You are already on Airline and you pay the farmer, you pay them whatever they need.

Brett Herr: You are right, but once you start heading towards LaPlace you running in the wrong direction so you are moving the materials away from the spillway and it increases the distance in both directions and that adds to the costs.

Male Speaker: It's no more than two miles west of the spillway.

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Brett Herr: I know which fields you are talking about.

Male Speaker: I have to respectfully disagree with the gentleman who said it wouldn't be 24/7. Your document leaves the open the possibility that it could be 24/7. It reads crews could work between 10 to 14 hours a day or more, seven days a week given the urgency of the plans complete. The duration of construction depending on work schedules. So when the gentleman says not 24/7, the document says it could possibly be 24/7.

Brett Herr: I can assure you it would not be 24/7 and we would have to come to the parish for a waiver before we could operate 24/7, but it's very dangerous for those trucks to be moving at night dumping material. We would not operate at night.

Rene Poche: Generally, it's governed by parish ordinance. They will tell us sometime in the morning to sometime in the evening. Those are the hours that we can work.

Doug Robicheaux: Doug Robicheaux, River Point. Awhile back there was an article in the paper concerning certain rookery at Good Hope. I would just like to inquire about what is going on with that and the present status of that? Is there going to be any taking of the egrets with that operation?

Brad Drouant: No, the purpose of what we are doing out there is to make sure there are no taking of the egrets. What we have is a wildlife biologist out there and what we are doing it trying to scare the egrets away before they nest, before they lay any eggs for that exact reason is that we don't want there to be any takings and actually we are not allowed to because of the migratory bird treaty. So in order the make sure that we are allowed to continue construction throughout the nesting season, we are preventing them from nesting within 1000 feet of any of our work.

Male Speaker: Can I follow-up on that? Are you successful in getting rid of the egrets that have [Inaudible]

Brad Drouant: Yes, we have been. We actually have someone that is out there from dawn to dusk every single day and they keep it clear. As soon as something lands they scare it away before it can even have a chance. There's all the LaBranche wetlands north of the levee for them to go out and nest in and we are not bothering them out there.

Rusty Walker: You mentioned earlier about restricting flow and minimizing water going into Lake Pontchartrain. What about areas further north of the Mississippi? Have we exhausted whether it would be Morganza or any other structures. I don't want to throw Morgan City under the bus, but are we using the other areas to capacity? Are we at the Carrollton Gage is three any possibility that the Corps would say instead of 16 or whatever it is...we are talking about how much water? We don't know from Mother Nature, but what about upstream? Have we exhausted that?

Carl Anderson: You are talking about the operation of the Mississippi Tributaries Projects and there are several locations. We started at Old River control structure, where we divert water. It's a combination of the Mississippi River and the Red River we divert 70% downriver and 30% to the Atchafalya. As the water comes down towards us it's based on the



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amount of flow coming down. If it reaches a certain amount of flow and rising, the first trigger is Bonnet Carre, that's how it's written. If there is continuing more water coming down then Morganza comes into play. So, Bonnet Carre is the first structure that we open when you get the water.

Rusty Walker: And knowing that this is critical and we have a deadline to meet...

Carl Anderson: I know...I know....

Marcus Lambert: I'm in Montz and I'm also the councilman that represents this area. I want to go on record now in front of all these residents and say that I'm going to fight this; I don't want it here, none of the residents want it here with the negative impact. We appreciate you giving us the opportunity and you are listening and doing the best you can to answer the questions. Take our concerns back to Colonel Lee and let him know that we don't want it. We don't want it and we are not going to stand for it.

Rene Poche: Before we get to the second round of questions I want to make sure everyone has had a chance to ask a question.

Cliff Barnes: Cliff Barnes of St. Rose. I understand the wetland issues, but are there any provisions that allow you to use the wetlands and then afterward restore it to where it was before? There is plenty of wetlands and acreage across the highway.

Sandy Stiles: Yes, there are provisions to mitigate for wetland impacts so that has been a policy for the HSDRSS program to avoid and minimize impact to the wetlands to the greatest extent that we are capable of doing. So far we have been able to do that quit successfully. I don't want anyone to think that the wetlands are more important than the human impacts because they are of equal consideration and we are listening to you, we really are.

Cliff Barnes: I think my question is, is there a procedure to cross that road and apply for whatever permit you need to use that wetland?

Sandy Stiles: Are you asking specifically in this case?

Cliff Barnes: Yes.

Sandy Stiles: I would say there are options that are available that are non-wetland to use for stockpile sites and there is not a need to go and impact a wetland site. Now it could be that this site is not the site for stockpile in this area so we would be looking into other considerations, but that remains...you know the public comment periods are your opportunity to give your comments. If you feel like there is a site better than this site send it to us, point it out to us. We will give it full consideration.

Stacy Haydel: Stacy Haydel on Ormond Meadows. I just want to step in and say what everyone else is saying that we are against it. We border right along side that [Inaudible] and for safety, transportation, and sub-standard road and to try and [Inaudible] site elsewhere.



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Larry Cochran: I'm a councilman for District Five, Larry Cochran. We want to reiterate Councilman Lambert's statement. I want to go on record as saying I'm totally against it as well.

Female Speaker: Earlier the gentleman said that if people wanted another meeting that you would do that. Can we get a guarantee from you that within the next two weeks before the 30 days is up that will have another meeting for the people?

Rene Poche: There will be another meeting.

Female Speaker: Will you also put the notice on the channel that's local and the educational channel for all the people who don't look at government, but look at the educational channel?

Rene Poche: As I mentioned, we will work with Mr. Lambert's office and we will work with the parish president's office to get the word out.

Female Speaker: Do the people in St. John Parish know that this is coming?

Rene Poche: We've got to find the right person to answer that question.

Brad Drouant: We actually went out to East St. John Parish to canvass the area because it was further away from where we are having this meeting and told them about the IER meeting tonight.

Female Speaker: May I ask another question. The property in that we were talking about before there is a pink ribbon. Does that mean you have already been on the property or is that [Inaudible]?

Rene Poche: Again, we are very, very early in the process...

Female Speaker: Again, I appreciate you are trying to protect us but at the same time we need to let you know how that is going to affect us and please let the people in St. John Parish know that it's a stockpiling and not just an update on the building of the levee because I think that is what caught a lot of us off guard.

Billy Raymond: Billy Raymond and I am the councilman from District One. I'm sorry for coming late but I had another meeting. Just to let you know I'm aligned with Mr. Cochran and Mr. Lambert and my comment have been passed on to Mr. Sam and I'm not in favor of it either.

David Gilmore: I just wanted to ask as we've talked about Colonel Lee making a decision. Is there some point down the road where we can get involved in another meeting to have a rebuttal or say so or is he god and makes the decision and statement and then we just have to live with it or are there other meetings down the road where we get to participate in other meetings?



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Sandy Stiles: Well, during this public comment period we are going to have another meeting so that will be another opportunity to provide your comments. We will take a look at the comments and review them once the public comment period is closed to see if we have substantial comments to make a change in our plan. If the comments are determined to be substantial in which we need to make a change in the sites that we've selected, if anything about it needs to change, then the document would be revised and it would be put out again for another 30-day public comment period.

Rene Poche: This happened in the Belle Chasse area so, I won't say there is a precedent, but the system works. I know folks are leery of government but this system does work.

Dawn Higdon: Dawn Higdon on Vans Lane. I just wanted to say as I know you've assured us that it's not a 24/7 operation; however, the danger of flooding with the stockpiling is a 24/7 situation. I just wanted to go on record noting that.

Female Speaker: I just want to reiterate that whomever it is that makes the final decision, I would hope that that person the group of people would come out and drive out River Road and go down Vans Lane and see how narrow and see how the access from River Road to Vans Lane, it is not a safe thing for busy trucks going up and down.

Carl Anderson: Just to clarify we are not going to be going down Vans Lane. Access will be right off of River Road, we will build an access onto River Road. We are not going to be going down Vans Lane.

Female Speaker: Then I hope that those people who make that decision come and travel River Road in the morning and in the evenings as people are going to and from work and see just how much disruption that will be.

Male Speaker: She covered it. You go there between 7:30 or 8:30 or 9:00 in the morning and between 4:00 and 5:30 in the evening and it's already very busy, dangerous road that is collapsing already, especially in front of Valero Refinery. It's just going to make things impossible if these additional trucks are using that road.

Larry Cochran: Has DOTD been notified about the crossing coming off. You have to get permission from them being a sub-standard road and I don't think they will support that will they?

Sandy Stiles: The Department of Transportation is on our mailing list so they do get notices of the IERs, but no they have not been contacted directly.

Larry Cochran: I think we need to get them in the loop because it is a sub-standard road and [Inaudible]

Male Speaker: How many cubic yards are you anticipating putting on this property?



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Brett Herr: I think the maximum that we can plan on is possibly a couple hundred thousand cubic yards.

Male Speaker: And how many cubic yards do you have stockpiled now?

Brett Herr: Stockpiled on the different levee reaches? I don't know. We would have to go back and figure it out. The contractors are trying and that's why you are seeing so many trucks running around. They are trying to get enough materials stockpiled on the levee to get them through a two to three month period if the spillway were to be flooded. One thing I would like to say about your request for another meeting, certainly you are entitled to ask that. I think everyone here has made it clear to all of us tonight, you don't want it. From my standpoint, I would like to go back to my office and have a meeting to see if it's even worth pursuing this any further. I can't guarantee it and we don't enjoy coming out here either so, if the chances of us using these sites are extremely remote and if that's the case, it may not make sense to continue to pursue this. We need to have an internal meeting and get back to you.

Female Speaker: Can you ensure that Col. Lee will be at the next meeting?

Rene Poche: I was going to address that. If his schedule allows it and unfortunately he travels a lot, but if he's in town, he will be at the meeting. He comes to as many of these as he can.

Female Speaker: Can we schedule something when he's free?

Rene Poche: We will see what we can do.

Male Speaker: I would just like to say that if this isn't enough to convince you need to eliminate this potential site, then those of you who haven't been there, just go. Go one day when you get a chance and just go park there, drive through there and just think about if that makes sense to put that kind of operation in a neighborhood like that. If what you've heard here tonight is not enough to convince you, go see it; it's not an industrial area. It doesn't belong there and it will cause a lot of problems.

Female Speaker: [Inaudible] What is the official route because Vans Lane does connect to Hardy...

Carl Anderson: We are going to come out on Airline Highway to Prospect to River Road and then at the site?

Female Speaker: So what happens when I see a dump truck on Vans Lane? What am I supposed to do because they might be able to get there faster?

Carl Anderson: Call the Sheriff's Office because they are not supposed to be out there. I don't have control over the truckers, I'm sorry.

Female Speaker: Prospect to River Road to the pasture...

Carl Anderson: And then also they need go also 310....

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- Female Speaker:** What if they go to Ormond?
- Carl Anderson:** We are going to use state highways. That is what we are going to use.
- Michael Haydel:** Basically I'm against it as a site. I understand you need to find areas for this and hopefully you can without affecting us instead of wetlands if it has to be that way. A question I have and I don't know if you can answer it, but does the site if it is used or agreed to use it, does it require a traffic feasibility study? Does this question have to be asked? Surely it seems like this site has already been picked and it's approved by y'all and yet you haven't talked to DOTD to get approval as far as the traffic issues on the two-lane sub-standard highway.
- Rene Poche:** Well first of all nothing has been approved. We are no where near that point so....
- Danielle Tommaso:** I can't speak for DOTD and I encourage you to read the environmental document there's an analysis of potential transportation impacts and also available for your review, it's on our website, is a transportation study that we came out with a few weeks ago discussing all of the transportation impacts that might happen due to all our work. Again, that's on our website for your review.
- Male Speaker:** You can actually go on and get specifics on these sites?
- Danielle Tommaso:** I can't remember exactly what is in the IER but there is really good discussion going off what Carl was saying discussing how many trucks day and night will be on those roads, what routes they might take.
- Male Speaker:** Just one concern when you bringing it in, you can't tell me what the trucks are going to do. I realize if it's coming from the spillway they may take that route, but when they start taking it out and they are going to the east side of St. Charles Parish, the obvious truck route for a truck driver that is getting paid by the load is going to be a good short cut. Which way is he then going to turn on River Road is to come this way towards 310, which impacts all of these one-lane streets entering River Road without a red light during traffic.
- Male Speaker:** I'm still trying to figure out [Inaudible] north on Airline Highway. Early I suggested a site. How do I get it into the record and get an answer whether it could or what are the reasons why it's not considered.
- Rene Poche:** You can go to nolaenvironmental.gov and you can post your comment right there on the website.
- Male Speaker:** So what I said tonight only goes to the Col. Lee?
- Rene Poche:** No, it's going to go into a document that will go to Col. Lee...
- Male Speaker:** So that wouldn't be good enough for suggesting a site?

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Sandy Stiles: We are recording the comments so we are hearing your comments. Danielle and I will be looking and doing the environmental document and considering the comments. If you want to send us a map or have another round where your comment is heard, you could mail it to us or you can post it on nolaenvironmental.

Rene Poche: The Askthecorps email address, you can send it to that and then we can forward it to the environmental folks.

Barbara MacArthur: I wanted to tell you thank you for trying to get this hurricane levee up quickly. The thing is back in November when I questioned about the spillway and you said you were going to get the spillway mud, I questioned what happened when the river and the spillway opens up. I'm glad you are trying to find more locations for stockpile, but like what the people are saying here, you keep saying the environmental impact is just as important as people, but then you say, if you find a location that is not in the environmental impact area wetlands, you are going to do on someone's property that's not compacted. So it's not really equal. You are saying that people are not as important as the wetlands.

Sandy Stiles: I can tell you it's a balancing act. All it can say is that we look at it all and what we are trying to do, is because wetlands are important to the nation as well as the human impact to the public is just as important. All I can say that it is a balancing act and we try to strike a middle ground. We've heard your concerns and we understand you don't want it in your backyard. I think everyone has pretty much conveyed; they hear you loud and clear.

Barbara MacArthur: You said this is going to be a three year thing so if you fill in part of the wetland with stockpile and not affecting all the people in the subdivisions or the flooding in the subdivisions and all this stuff and then, when you take all the stuff off, put it back in the wetlands. I don't understand why that can't be done. You won't affect the streets you won't affect the school buses or neighborhoods or any of those.

Sandy Stiles: I recommend that you send in your comments. We are recording your comments here. If you have a site that you feel is better; if you want to recommend a wetland that you think is better a site than what we are proposing, send it in to us.

Rene Poche: If there are no others, I would offer Mr. President here the opportunity here to make the closing remarks.

V.J. St. Pierre: I just want to thank everyone for coming out tonight especially on such short notice and I want to reiterate that I think these folks, we've been through so many public meetings and they really hear and they are concerned with what your comments are and I think they will do the right thing. I'm sure the parish council and I will keep an eye on this thing and make sure nothing slips by and I know they will do the right thing.

Rene Poche: Thank you for coming out this evening. The project managers will be available to answer any questions.