

**IHNC LOCK REPLACEMENT STUDY  
NEIGHBORHOOD WORKING GROUP**

**SUMMARY OF MEETING  
6 NOVEMBER 1991**

The initial item of business was to solicit comments on the Summary of the previous meeting (23 Oct 91). The following comments were made:

a. Rudy Muse commented that something was apparently missing in the statement attributed to him in paragraph 2b. The corrected statement should read, "He said he thought we should focus on how we involve the public *to* get more public input."

b. Margaret Pahl suggested that the second paragraph from the bottom of page one be changed to read "It will be the responsibility of the Corps..." She also suggested that the Corps keep a corrected file copy.

c. In response to a comment about what Marc Cooper said about Violet, Marc said the summary reflected what he said at the meeting.

The next item of business was the newsletter. A xerox copy of the newsletter was given to the working group members. After a brief discussion, it was agreed that the newsletter would be distributed after the election. The Corps would try to arrange for delivery on the 18th or 19th, if possible.

We then discussed a time frame for arriving at our consensus resolve. It was decided that the March-April time frame was what we would try to shoot for. That time frame would allow us to meet about 10-12 more times for discussion.

Marc Cooper talked about his concern and the concern of this neighborhood about the bridges and their impact on the community. He was especially concerned about any proposal for a mid-rise bridge at St. Claude Avenue. He stressed that the Corps needs to look at a low level bridge at St. Claude.

Joe responded that the Corps is getting ready to have two Architect-Engineer contractors look at St. Claude and Claiborne Avenue bridges. Tom Phillips added that these contractors will conduct line and grade studies to determine what the geometry of the bridges could look

like. This would give us a better idea of what is reasonable and where the bridges would actually touch down and the impact on the neighborhood.

Joe then explained why Claiborne Avenue bridge would have to be relocated under the various alternative scenarios.

Mike Stout briefly explained the historical significance of the St. Claude Avenue bridge and pointed out that significance does not mean that it can't be replaced. There are procedures to follow that allow for mitigation in the form of documentation of the structure. He also pointed out that the Claiborne Avenue bridge was not historically significant. The Florida Avenue bridge is a state project and not part of our lock plans. The state would be responsible for complying with the historic preservation statutes regarding their plans for replacing that bridge.

Joe pointed out that the GCR (Rigamer) evaluation in the SIA was based on the state of Louisiana's criteria of 5% grade for the bridges. He pointed out that we had a coordination meeting set up with them the scheduled for the next day (7 Nov 91) to discuss the bridge design criteria including grade requirements. This was followed by a discussion of traffic patterns, existing thru streets, construction time frames for the bridges, impacts of the bridges, etc.

Rudy Muse then displayed an article about the valuation of trees. One of his constituents asked if there was a way to receive compensation for trees that were planted over the years. It was pointed out that there is an evaluation methodology to determine values of trees but trees are not normally considered separately from property values when real estate is acquired for a project.

Joe then began his presentation of the alternatives. The alternatives presented included the following:

1. the 200' east plan,
2. the 200' west plan,
3. the insitu plan (floated in),
4. in-situ with floated in gate bays, and
5. floated in adjacent (on the east side).

The descriptions of each plan essentially were the same information as presented in the GCR report.

There was discussion as each alternative presented. Topics discussed included lock sizes, shutdown times of the various proposals, concerns over bridge impacts, demolition of the old lock and disposal of debris from the old lock, footprints of the various plans, where industries currently located along the canal might be relocated, time frames for construction activities, impacts to the neighborhoods, etc.

Joe then pointed out that the alternative north of Claiborne Avenue was not addressed in the SIA. Joe described the alternative as currently envisioned but pointed out that we have not conducted out reconnaissance investigation and preliminary information will not be available until the end of January. It was evident that this alternative has the potential of reducing social impacts, assuming we can make this alternative work. It was also pointed out that this alternative might afford the opportunity to create green space and a viewing facility.

There was a brief discussion about Florida Avenue which is being replaced by the State of Louisiana. Replacement of the railroad bridge is being pursued by the Port through the Coast Guard. They are attempting to use Truman Hobbs funds to replace the bridge because it is a hazard to navigation.

Rudy asked if there would be any opportunity for development of port related support facilities along the Canal. It was pointed out that most of the traffic now and in the future will be thru traffic and that opportunity would not be any greater after the lock is replaced than it is now.

Joe also mentioned that the Times Picayune is supposed to have an article on the Lock this coming Sunday. He later offered summary information on the Violet site and mentioned that if additional information is desired they should contact him and he would arrange to make it available.

After a brief discussion it was decided that we would discuss each alternative in detail and cover all resource areas. It was generally felt that this approach would be most beneficial to the working group. Alternative 1 will be discussed at the next meeting. The next meeting was scheduled for November 20, 1991.

Gerald J. Dicharry, Jr.  
Senior Project Manager



ATTENDANCE RECORD



DATE(S) 6 Nov 91	SPONSORING ORGANIZATION U. S. Army Corps of Engineers New Orleans District	LOCATION: Jackson Barracks New Orleans
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PURPOSE INDUSTRIAL CANAL LOCK REPLACEMENT STUDY  
Neighborhood Working Group Meeting

PARTICIPANT REGISTER \*

NAME	ORGANIZATION	TELEPHONE NUMBER
Joe Dicharry	Corps - Project Manager	862-1929
Michael Staut	Corps - Historic Properties / Archeology	862-2554
DAVID R WURTEL	CORPS - RELOCATIONS SECTION	862-2628
THOMAS F. PHILLIPS	" - STRUCTURAL DISTRICT	862-2655
ALAN D. SCHULZ	" - " " " "	862-2652
JOHN PATNEY	Real Estate	862-1974
Shay Brown	Lower 9th ward Neighborhood Council Inc.	944-0721 241 1929
Debra Edith Warren	Lower 9th ward neighborhood inc	944-8507
Marc Cooper	Bywater Neighborhood Assoc.	945-8537
WARREN DUJRE	St Claude Bus Assoc	944-8268
KUDY MUSP	Holy Cross	945-4000 (945-4000)
Lawf Heddorffer	HISTORIC DISTRICT LANDMARKS COMM.	565-7440
GEORGE CARAO	UNO	286-7105
WATANK FINE	HCNA	277-5449
Harold Wilburt	PORT OF NEW ORLEANS	528-3338
ANA CHANEY	COE - Real Estate Div	862-1976
RONALD R. ELMER	COE - ENGINEERING	862-2618
KEVEN LOVETRO	COE - ECONOMICS BRANCH	862-1917
LES WAGUESPACK	COE - PLANNING DIVISION (P.P.F.)	862-2503

\* If you wish to be furnished a copy of the attendance record, please indicate so next to your name.

INHC LOCK REPLACEMENT STUDY  
NEIGHBORHOOD WORKING GROUP

SUMMARY OF MEETING  
20 NOVEMBER 1991

Initially comments were made concerning the distribution of the newsletter. Both Marc Cooper and Margaret Pahl stated they did not receive a copy. Joe Dicharry explained that the delivery area was from Mazant Street on the west side of the lock to Lizardi Street on the east side of the lock and from the river to Florida Avenue. Neither one live in that area. We will make sure the next one gets delivered to them. Also, Ruby Sumler stated that some people on Poland Avenue did not get a copy. It seemed like the area did not get full and complete delivery. Some way of verifying delivery will be needed next time.

Joe Dicharry passed out copies of the previous meeting's summary and apologized that he was not able to mail it before the meeting. Also, Margaret Pahl said she failed to get a copy of the Violet site summary at the last meeting. Joe passed out copies of that to those who wanted one.

We then initiated discussion of the Rigamer report. Joe explained that the group had agreed at the last meeting that we would attempt to review the Rigamer report alternative by alternative.

Ruby Sumler had missed the previous meeting and did not receive the explanation of the N. Claiborne Ave. alternative. Joe then briefly described the alternative and its impacts. This prompted discussions about the bridges at St. Claude and Claiborne Avenues. Marc Cooper and Margaret Pahl expressed their wish that if a new bridge is required at St. Claude they would want a low level bridge. They want to keep the neighborhood as close to current conditions as possible. Joe explained that it would be hard to justify a low level bridge. Dave Wurtzel then explained that in lieu of the bridge approach ramps (cloverleaves), the existing city streets could be used to get the traffic off the bridge back to the major streets (Poland Ave.). We could develop a one way street plan to accommodate this additional traffic in the area. John Wilson said that he believed that was a better plan than any structural ramps.

Harold Wilbert pointed out that the low level bridge would have some impacts to the marine traffic. It was pointed out that a low level bridge would have an impact on the benefit cost ratio because of the additional delay to the traffic using the lock. Joe pointed out that if the Florida Ave. bridge is a high rise connecting to St. Bernard parish, most of the commuter traffic would be diverted to that artery and eliminate most of the traffic on St. Claude. This could eliminate the need for a curfew that would be a plus to the navigation traffic, even with a low level bridge.

Margaret Pahl expressed concern that the Rigamer report was very confusing to try to follow one alternative at a time. Others

expressed similar concerns. Maybe we cannot go through the report alternative by alternative. Maybe we can go through resource by resource. The group seemed to agree with that approach. One concern Margaret Pahl brought up was about noise abatement. She did not believe that insulating the houses would be enough because many houses do not have air conditioning and residents would have to leave their windows open. Would the mitigation also have to include air conditioning for those that need it. Another concern that Margaret brought up was the impact on renters. The report identified that many renters would leave the area because of the construction activities, but no compensation was offered to the property owners. Mrs. Warren asked the question who would be responsible for any medical problems that may occur to residents because of all the noise. Joe said he could not answer that.

Marc Cooper stated that the impacts of all alternatives would be devastating. Why waste time on discussing impacts. He also discussed impacts and mitigation for the Stallings Center. He did not believe the mitigation for that was adequate and may show a lack of knowledge of the area by the contractor. Joe said that our 6-8 week time frame imposed on them was probably contributing to that concern. We just wanted him to come up with something to start from, a basis for our discussions. There will be some "flaws" in the report.

Additional discussion took place concerning the bridges, specifically related to our meeting with the La. Department of Transportation and Development (DOTD). Issues discussed were: the type of low level bridge at St. Claude (double bascule similar to the old Danzinger bridge); DOTD's reluctance to steepen the approaches from 5% to 7% because of safety problems; that a low-level bridge at St. Claude would have to go up and down more often and deter traffic from St. Claude (which would be good); whether DOTD would have final word about bridges (Joe said no); a curfew at St. Claude may be eliminated or reduced with a low level bridge and whether that would impact navigation traffic; touch down points at Claiborne Ave; and impacts of Florida Ave. plans on these bridges.

Another question that was asked concerned the noise impacts of the N. Claiborne alternative. Joe explained that the noise impacts of that alternative on the neighborhoods would be less than other alternatives because the construction would take place farther away from the neighborhoods. Joe pointed out that the N. Claiborne Ave alternative would not involve as much community development\ improvement as the other alternatives. We also discussed the detour routes at Caffin and Tupelo and the pros and cons of these proposals.

The group agreed that we can eliminate cloverleaf ramps and attempt to develop a plan to get the traffic off the bridges and back to major streets using the local streets.

Finally, we agreed that at the next meeting we would discuss the noise impacts and impacts to streets and mitigative efforts thereof. We would discuss these generically so they would apply to any alternative. Most impacts are the same for all alternatives except some are of a greater magnitude than others. Next meeting would occur on 4 December 1991.

*Gerald J. Dicharry Jr.*  
GERALD J. DICHARRY  
Senior Project Manager



## ATTENDANCE RECORD



DATE(S)	SPONSORING ORGANIZATION	LOCATION
20 Nov 91	U. S. Army Corps of Engineers New Orleans District	Jackson Barracks New Orleans
PURPOSE INDUSTRIAL CANAL LOCK REPLACEMENT STUDY Neighborhood Working Group Meeting		
PARTICIPANT REGISTER *		
NAME	ORGANIZATION	TELEPHONE NUMBER
Joe Dicharry	Project Manager	862-1929
Michael Stout	Corps Historic Properties/Archeology	862-2554
ROM BOUDREAU	H.D.L.C.	565-7440
RONALD ELMER	COE ENGINEERING DIV.	862-2618
ADA CHANEY	Rd. Est Div COE	862-1976
MARGARET PAHL	HCNA	277-5449
MARC COOPER	Bywater Neighborhood Assn.	945-8537
JOHN WILSON	CITY PLANNING COMMISSION	565-7000
Warren Dwyer	St. Charles River Assn.	948-7268
George Ethel Wanes	Lower 9th Ward Neighborhood Council	944-8507
George Carter	UNO	286-7105
Harold Wolfert	FORT OF NEW ORLEANS	528-3338
Ruby C. Searles	Bywater Neighborhood Assn.	948-6491
VIVIAN FITZGERALD	COE R/E	862-1974
ALAN SCHULZ	COE Engineering Design	862-2652
DAVID WURTZEL	COE ENGINEERING DIV.	862-2628
THOMAS F. PHILLIPS	" " "	862-2655
David Brown	Lower 9th Ward Neighborhood Council	941-1929

INDUSTRIAL CANAL LOCK REPLACEMENT STUDY

NEIGHBORHOOD WORKING GROUP MEETING

4 December 1991

A G E N D A

- Comments on previous meeting's summary
- Update of other meetings that are planned
- Explanation of Sec 106 Coordination
- Discussion of content of the next newsletter
- Discussion of Noise impacts and mitigation
- Discussion of Street impacts and mitigation
- Agenda for next meeting
- Next meeting, Dec. 17, Tuesday instead of Wednesday

INDUSTRIAL CANAL LOCK REPLACEMENT STUDY  
NEIGHBORHOOD WORKING GROUP

Summary of Meeting  
4 December 1991  
( REVISED )

Joe Dicharry opened the meeting and requested any comments on the previous meeting's summary. No comments were made.

He then gave the group a report on other meetings that are planned concerning this project. He told them of the first meeting with the Maritime Interests Working Group to be held on 17 December 1991 at 10:00 a.m. at the District's office. That group will be given a status report of the studies to date and will discuss project issues related to their interests, i.e. low level bridges at St. Claude, by-pass channel around construction site north of Claiborne Ave., etc. Also, Joe informed them of a meeting among the Corps, Dock Board and local elected officials on 12 December 1991 at the Dock Board's office. The purpose of this meeting will be to give them a briefing of the Rigamer report. As far as he knew, Joe said that Rep. Copeland, Sen. Johnson and Councilman Johnny Jackson were invited. The neighborhood leaders were very concerned that all local elected officials were not invited, like Jackie Clarkson, Michael Bagneris, Arthur Morel and others. Joe said he would try to get them invited by the Dock Board. If not, he would request Col. Diffley to host a separate meeting with other elected officials and give them the same information. Joe said he would give this group a report on these meetings at our next meeting on 17 December 1991.

Mike Stout then explained to the group the required Sec 106 consultation process with the State Historic Preservation Office and the Federal Advisory Council on Historic Preservation. He made available to the group handouts explaining this in more detail. He told them that these two agencies will be meeting with the Corps in January and he thought it would be a good idea for these agencies to attend one of our meetings to observe the public involvement process. The group agreed. Mike said that it would be a good idea for the neighborhood organizations to maybe meet with these agencies on their own while they are here. He also said they would want to take a tour of the area and maybe the neighborhood organizations would assist in that effort. We agreed that our meeting on 22 January 1992 would be the meeting these agencies would attend and the group would discuss the impacts to historic properties and appropriate mitigation plans at that meeting.

At this time Rudy Muse requested that he read into the record a short newspaper letter to the editor that he believes reflects the views of the area residents. That statement is as follows:

"Isn't it ironic that all of the sudden the environment is more important than people? And that is true in the case of the widening of the Industrial Canal locks on St. Claude Avenue.

"It seems that the fact that thousands of people would be affected in that areas is of no concern. Businesses would be dead in no time.

"It seems that historic designation doesn't mean a thing. There are two historical sections that would be affected, i.e., By-water (where I have lived for 50 years) and Holy Cross.

"I have seen recently that properties aren't being sold even though the homes are in beautiful condition because the tenants cared. Property and businesses would depreciate if the project goes through.

"Imagine the years it would take to construct new locks and bridges and approaches and the effect on the immediate communities!

"True, we need a new approach and locks away from family homes and businesses.

"It seems that no foresight has been used in planning for the future. We had the streetcars taken off in the 1960's (except for the St. Charles line). A group in the 1960's took petitions to keep them on. (I was one of the signers.) Now, it's suggested they bring them back.

"Even if I'm 81, I love New Orleans. I only wish I could do more."

Signed by Mrs. E.E. Lala.

We then discussed the content for the next newsletter. We agreed that details of the alternatives being studied and their impacts would be the subject matter. The concern was raised about the area of distribution for the newsletter. Rudy Muse said that the entire study area should be included. From the Rigamer report, Keven Levettro said that would involve about 19,000 households. Joe said he did not know if we could go that far, but he said we would extend the distribution area from what was used before (Mazant to Lizardi St and from the river to Florida Ave). We also discussed putting newsletters in certain businesses and other public facilities. Joe requested the neighborhood representatives to provide a list of these places at our next meeting. Joe also said that a newsletter would be mailed to each member of this working group and that he would have a draft of that newsletter for the group's review at our next meeting.

We then began discussing noise and dust impacts. First we discussed how dust could be controlled. We talked about possibly putting up netting, similar to that used for sand blasting on the bridges around the construction area or watering down of the construction site. Also, concern was raised about dust generated by trucks hauling dirt and equipment to and from the construction site. It was pointed out that a lot of the dirt, materials, and equipment could be hauled in and out of the construction site by barges which would considerably reduce the amount of dust.

Alan Shultz then discussed the different types of pile driving equipment that may be used to help control noise. He explained about a vibratory hammer, that could be used instead of a diesel impact hammer to produce less noise. He suggested that we might be able to have some test piles driven using the vibratory hammer to see what the noise really would be. Alan said that the piles would be steel H-piles rather than sheet piles. He also explained that steel pipe piles could also be used which may be less noisy. Joe

said that a project of this magnitude maybe deserves some kind of effort to test the noise impacts of different pile driving equipment. The construction activities and equipment used can be specified to reduce the noise to acceptable levels, but we will not be able to eliminate the noise altogether. Rudy Muse corrected Joe by saying that not building the lock at this site would eliminate the noise.

Joe asked for any ideas from the group on what else could be done about abating the noise. Marc Cooper suggested buying a Sony Walkman for all residents. Maybe just buy some earplugs for everyone. Margaret said that we need to address the stress associated with living next to this construction site. She said that insulating the houses would be another alternative, also maybe storm windows. We would have to air-condition many houses with the insulation. Maybe residents may not be able to afford electrical bills for the air-conditioning.

Keven Levettro pointed out that the existing levees and floodwalls would help abate some of the noise. He pointed out that many people being impacted by noise are related to bridge construction and if low level bridges are recommended the impacts would be less.

Marc Cooper pointed out that the Rigamer report did not address the impacts of the demolition of the old lock. How would that be done? Depending on the alternatives, varying degrees of demolition, probably by dynamite, would have to be done. Maybe only one wall would have to be demolished and for a barge lock maybe the lock floor could stay in-place.

Joe then summarized by saying that the group has come up with some good ideas for noise abatement/mitigation that could be investigated for inclusion in our mitigation plans. Margaret requested a commitment from the Corps about implementing the proposals from the reports concerning using barges for hauling materials and equipment to and from the construction site and eliminating haul roads through the neighborhood. Joe said those kinds of things can be handled easily by specifying in the contract documents that the contractor do these kinds of things.

Ruby Sumler asked if we could give her a list of the types of contracts to be used in the construction activities. She has had inquiries about the type of skills that could be developed by the unemployed for possible use later on. Joe said they could produce such a list. We then had a discussion about jobs that could be created from this project.

We then talked about streets impacts. Joe stated we can repair and/or replace roads that are directly used for construction activities, but also we might be able to go beyond the direct impact area. This would be part of the community development plan that would help keep the community usable and liveable during and after construction. The Bogg's legislation gives us the authority to do this. Maybe the project could buy a street sweeper to help keep the neighborhood streets clean.

We also discussed improvements to mass transit may be able to be done to help alleviate some of the traffic congestion problems. Also, transportation discount coupons were suggested. These types of things are not out of the realm of possibility of being included in this mitigation plan. Others would have to cooperate, like the City and RTA.

Next meeting will be Tuesday, 17 December 1991, instead of Wednesday, 18 December 1991. Joe will be giving the group a report on the upcoming other meetings and will discuss the draft newsletter. We will have a short Christmas party.

  
Joe Dicharry  
Senior Project Manager



ATTENDANCE RECORD



DATE(S) 4 Dec 91	SPONSORING ORGANIZATION U. S. Army Corps of Engineers New Orleans District	LOCATION Jackson Barracks New Orleans
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PURPOSE INDUSTRIAL CANAL LOCK REPLACEMENT STUDY  
Neighborhood Working Group Meeting

PARTICIPANT REGISTER \*

NAME	ORGANIZATION	TELEPHONE NUMBER
Joe Dicharry	Corps Project Manager	862-1929
LES WAGUESPACK	Plan Form. BR. (COE)	862-2503
Michael Stout	Corps - Historic Resources	862-2554
Keven Lovetro	Corps - ECONOMIC ANALYSIS BR.	862-1917
HAROLD WILBERT	PORT OF NEW ORLEANS	528-3338
RONALD R. ELMER	CORPS - PROJECT ENGINEER - ENGR DIV	862-2618
ADA CHANEY	COE - Real Estate, Acq. BR.	862-1976
KODY MUSE	H.C.N.A.	945-4818
Karen S. Hilton	City Planning Commission	565-7000
MARC COOPER	Bywater Neighborhood Ass'n / HDLC	945-8537
George Ethel Waver	Lower Ninth Ward Neighborhood C.	944-8587
Ruby C. Sumlin	Bywater Neighborhood Ass'n	948-6491
ITON FITZEL	COE / RE	862-1974
ALAN SCHULZ	CORPS - Engineering Design	862-2652
T.F. PHILLIPS	" " "	862-2655
M. PAUL (late)	HCNA	277-5449

\* If you wish to be furnished a copy of the attendance record, please indicate so next to your name.

INDUSTRIAL CANAL LOCK REPLACEMENT STUDY  
NEIGHBORHOOD WORKING GROUP

Summary of Meeting  
17 December 1991

Joe Dicharry opened the meeting and requested any comments on the previous meeting's summary. Rudy Muse said that we forgot to put in a newspaper article he read into the record that he believes reflects the views of the neighborhoods in the area. Joe apologized and said he would revise the summary and send all another copy.

Rudy then asked about the overall time line for this process. Joe said that nothing has changed since the group agreed that we would attempt to develop a recommendation by March/April 1992 time frame. Ed Lyon stated that the coordination with the Federal Advisory Council on Historic Preservation and State Historic Preservation office would take place in February 1992 instead of January 1992 as previously scheduled.

Rudy then stated that it is his personal opinion (it does not represent the opinion of Holy Cross Neighborhood) that to date he has seen nothing that would convince him that any plan is workable. Joe pointed out that all the details of the North of Claiborne Avenue alternative have not been developed and maybe that would provide information that might change his opinion.

Joe then informed the group of the results of the recent meetings with the Maritime interests and with the elected officials. First, he told them that the meeting with the maritime interests went very well. They were brought up to date on the status of our studies, given a description of all alternatives being analyzed and asked for comments on a number of issues that pertain to them. These issues include the possibility of having a low-level bridge at St. Claude with a new lock and the inconveniences of having to use a by-pass channel around the North of Claiborne Avenue alternative construction site. Joe stated that all of the representatives seemed willing to compromise and work with us in developing this "Win-Win" solution.

Joe then informed the group about the meeting with the elected officials. He said that only Representative Sherman Copeland and Senator Jon Johnson attended the meeting. Ron Brinson, 3 Board Commissioners, 2 members of Brinson's staff, Col. Diffley, and 3 members of his staff (including Keven Lovетро and himself) were the other attendees. The major points discussed are as follows:

- a) Col. Diffley gave them a brief description of the Rigamer report and the proposed mitigation plan components (housing, streets, drainage, schools, public facilities, noise, community cohesion, etc).
- b) Copeland and Johnson were upset that we were meeting with the neighborhood leaders without their assistance and that they were not as informed about the project as the neighborhood leaders.
- c) Jon Johnson was upset that a newsletter was not delivered to his house on Deslonde Street (Harold Wilbert stated that a newsletter was mailed to all elected officials).
- d) Johnson and Copeland requested that we not meet with the neighborhood group until they are briefed more fully about the project and they (along with Johnny Jackson) meet and decide what part they will play in this public involvement process. Some form of the previous Advisory Council may be restarted.
- e) Col. Diffley said that we were just trying to gather information and public input with these meetings and not "cutting any final deals". It was his right and responsibility to do this and

they could not stop him from doing that. But he agreed to delay further meetings with the neighborhood working group until the elected officials had time to meet. He asked if 30 days was sufficient and they said O.K.

Joe explained that this delay would give us time to complete the studies on the North of Claiborne Avenue alternative which seems to be the alternative that has any chance of being recommended. He said he would still develop a "draft" newsletter and mail it to the group for comments during this delay, so it will be able to be mailed after this 30 day delay. Joe said he felt very good that we would again be meeting with this group after this 30 day delay.

There was a lot of discussion about the above mentioned points. The neighborhood leaders strongly expressed their opinions that these elected officials were not going to make decisions for them about their future concerning this project. As long as they would still have a voice in the process they would be satisfied. They did not want the elected officials in charge of the process. The group accepted the delay and we then had a Christmas party.

  
Joe Dicharry  
Senior Project Manager

