

# Public Meeting Summary

## Individual Environmental Report (IER) #11 Tier 2 Pontchartrain - Inner Harbor Navigation Canal (IHNC) Wednesday, Jan. 27, 2010

<b>Location</b>	St. St. Gabriel the Archangel Church Parish Hall 5010 Piety Dr. New Orleans, LA 70126
<b>Time</b>	Open House 6 p.m.- 6:30 p.m. Presentation 6:30 p.m.
<b>Attendees</b>	19
<b>Format</b>	Open House Presentation Discussion
<b>Handouts</b>	<ul style="list-style-type: none"> <li>• Borrow</li> <li>• Status Map</li> </ul>
<b>Facilitator</b>	Nancy Allen, public affairs

Nancy Allen, public affairs



I want to thank you all for being here tonight. My name is Nancy Allen, Public Affairs Officer for the Hurricane Protection Office and I will be serving as the facilitator for this evening's meeting. Tonight we are here discussing Individual Environmental Report #11, Tier 2, Lake Pontchartrain. That is a big long word for the environmental document for the proposed Seabrook Floodgate Structure at the Inner Harbor Navigation Canal or the Industrial Canal. Our presenters tonight will be Eric Stricklin, who is the project manager for Seabrook and Ron Elmer who is the branch chief for the INHC. Following the

presentation we will take your questions and comments for the record and it would be best if you could hold all those until the end. We have speaker request cards at the table and if you have questions you can fill those out and turn them in there and I will call on people in the order the cards were received. All questions and comments will become a part of the administrative record. This is a meeting we are holding regarding the National Environmental Policy Act. This is the third meeting we had, sixth meeting total we've had for Seabrook for the National Environmental Policy Act compliance. I'm going to ask that you silence all your cell phones and blackberries, please. With us tonight we do have Harold Daigle from the Office of Coastal Protection and Restoration and I don't think we have any other elected officials but I thank you for being here.

Tonight's meeting is being video taped by the Corps and a meeting summary will be available online. Tonight's meeting is also being filmed by a local citizen for use in a documentary and there is a disclosure notice on the door and at the registration table. We are going to start tonight's presentation with a video that is about 12 minutes long that covers the entire Inner Harbor Navigation System. So we are going to dim the lights and show the video and then we will move into the presentation portion of tonight's meeting.

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VIDEO: [www.mvn.usace.army.mil/hps2/videos/ihncanimation/ihncanimationvideo.asp](http://www.mvn.usace.army.mil/hps2/videos/ihncanimation/ihncanimationvideo.asp)

Nancy Allen: Ok, to begin this evening, I would like to introduce Col. Robert Sinkler, who is the commander of the Hurricane Protection Office.

Col. Bob Sinkler: I think I know most of you. I've met probably everyone in the room here except for maybe four or five folks. What we do want to do though, is hear from everyone who has an issue or has something they would like to bring up. This is our third public meeting since October, our sixth one total and this meeting tonight is being held because of a special request to hold an additional public meeting. This is just another opportunity that we are making for the public to make comments before some of the final decisions are made on the Seabrook gate.



A couple of handouts I just want to quickly go over, the meeting tonight is to focus primarily on the Seabrook gate, but we do have a map over there at the table that you can pick up if you want to look at it. It's regarding the entire system. It talks a little about what the current elevations are and what the future elevations will be when the system is completed. Also if you are interested in the status of any of our other construction projects, every project that is highlighted in green here has been started, and the contract has been awarded. Everything that is amber is scheduled to be awarded and we have the schedule start date or work date on this particular map. That will give you an indication of when the construction will start in your particular neighborhood or the neighborhood that you are interested in. And everything that we do we do want to do in the context of the larger coastal zone, there is some eco system restoration efforts that are ongoing that I know many have an interest in and this map highlights those so it highlights everything that is going on in the Lake Pontchartrain coastal zone and basin.



Internal Draft Working Document

**HPO "Final Fifteen" Contract Award Schedule**  
(Last 15 miles of the East Bank System - Orleans and St. Bernard Parishes)

Project Name	Contract Award Date
<b>Orleans Metro (Main Supporting District MVP)</b>	
1. LPV 103.01A2 (Subcontract Award Date: 04/10)	
2. LPV 103.01A2 (Subcontract Award Date: 04/10)	
3. Permanent Pump Station (Subcontract Award Date: 01/10) (Main Supporting District MVP)	
<b>Orleans East (Main Supporting District MVP)</b>	
4. LPV 105.01 (Subcontract Award Date: 01/10)	
5. LPV 105.02 (Subcontract Award Date: 01/10)	
6. LPV 105.03 (Subcontract Award Date: 01/10)	
7. LPV 107 (Subcontract Award Date: 01/10)	
8. LPV 109.02 (Subcontract Award Date: 01/10)	
9. LPV 109.03 (Subcontract Award Date: 01/10)	
10. LPV 109.04 (Subcontract Award Date: 01/10)	
11. LPV 109.05 (Subcontract Award Date: 01/10)	
<b>St. Bernard (Main Supporting District MVP)</b>	
12. LPV 104.01 (Subcontract Award Date: 01/10)	
13. LPV 104.02 (Subcontract Award Date: 01/10)	
14. LPV 140 (Subcontract Award Date: 04/10) (Preparatory Parish)	
<b>Inner Harbor Navigation Canal (IHNC)</b>	
15. Subcontract Date: 01/10 (Contract Phase)	

Notes indicate current schedule award goal 1 June 2011 completion

DATE: 07/28/10 BUILDING STRONG

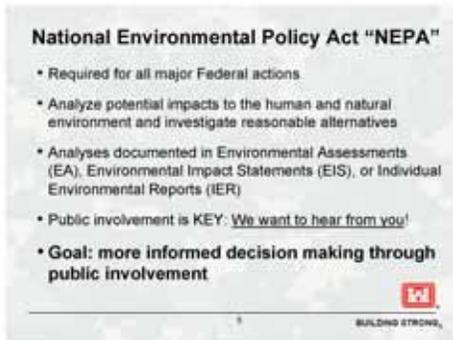
I showed this last night at a public meeting. We have 15 contracts, final 15 is what we are calling them referring to them as we need to get them out the door and this is the list and we've awarded or advertised nearly everything in Orleans metro except for two and the LPV 103 project, which is basically raising a roadway. It is going to be awarded sometime in April. It's a six month construction duration and we should have that wrapped up. We are still working on an agreement with the State so we can move forward with the permanent pump stations in Orleans metro, but there are temporary pump stations currently in place

that provides both the temporary protection needed to achieve a 100-year level of protection and meet the interior rainfall or interior drainage needs of the Orleans metro area. In Orleans East, I went over those details last night, but there's only four projects left to contract out – LPV 105.02, 106, 107 are along the Lake Pontchartrain lakefront and then 109.02 is one in the eastern portion of Orleans metro.

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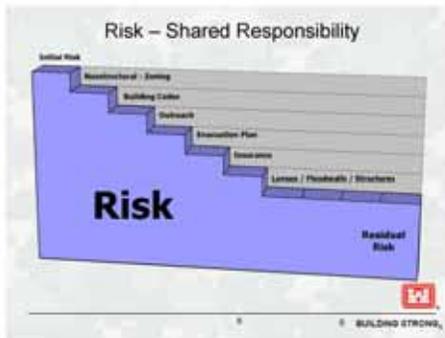
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All this should be awarded or at least advertised here within the next few weeks. And then there is one left in St. Bernard Parish, it's really in Plaquemines Parish, it's right there on the line between St. Bernard and Plaquemines and that's the gate we are constructing at Caernarvon and we are adjusting the current alignment of the levee system there. And then the Seabrook gate, we did award, we did make a contract award in October, but then that contract was protested so we are in the process of resolving that now.

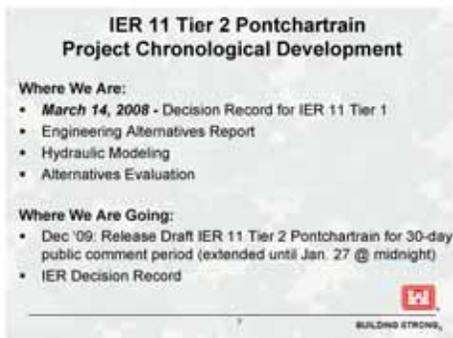


Nancy Allen: We are here this evening for a National Environmental Policy Act meeting. NEPA is required for all federal actions and it looks at the potential impacts to the human and the natural environment and to investigate alternatives. You will hear a lot of different documents referenced; you will hear sometimes an EA or an Environmental Assessment, and EIS or an Environmental Impact Statement, or what we are doing for the hurricane system, the Individual Environmental Reports or IER. They all contain the same information, they are just different

formats. Public involvement is the key. We are here to listen to you because our goal is more informed decision making through your involvement, so we did get a request to hold an additional public meeting and the public comment period for Seabrook will close this evening at midnight. And one last reminder I want to share with everybody, we are here to talk about reducing risks.



We are really trying to get away from the idea of protection and more toward reducing risks. We all share a responsibility for reducing risks and everybody has a part in that whether it's the localities through the zoning and building codes, whether it's through outreach, having an evacuation plan, having your insurance and then the structural features like levees, floodwalls, floodgates, etc. There will always be risk living in this area and we do remind everyone to have an evacuation plan and to heed all local evacuation orders when we are in storm season. And now I'm going to ask Eric Stricklin to give you an update on the Seabrook floodgate structure.



Eric Stricklin: Thanks Nancy. Good evening everybody. We have a few slides to go through and then we will get a quick update on more and then we will get to your questions and comments. IER 11 began with Tier 1 and that decision record was signed in March of 2008. That looked at both Lake Borgne and Seabrook, but in terms of the system, it looked whether or not to build barriers or to reconstruct the walls and obviously the outcome of that was to construct barriers. From there two Tier documents were done, one for Lake Borgne and one that we are here to talk tonight for

Seabrook. An Engineering Alternatives Report was then conducted as a part of Tier Two for Seabrook. This is a risk and reliability based approach to find particular alignments that would work for a

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structure of this type. It yielded five different alignments. Now, simultaneously we were conducting hydraulic models and some of you may recall awhile back, about a year ago actually, we had one particular, 400 feet south of the Ted Hickey Bridge that consisted of one 90-foot wide sector gate. Now what the hydraulic modeling told us was that the velocities would be too high. It wouldn't be good for the fish and it would be good for the navigation. So with that, we had to go back and re-exam some of the alternatives. And now with the IER complete, the alternatives were evaluated. Evaluations weighed risk and reliability, impacts to the communities, and environmental impacts, among other things and this led us to our proposed action. The formal public review process began last month, December of 2009, with a 30-day public comment period that as I mentioned, has been extended to midnight tonight. Once this is completed, the comments will be compiled, addressed and then a decision record will be developed and will be given to the Commander for his review and decision.



Shown here on this slide are the five alignments that were considered. Now the proposed action is shown here, is this alignment right here, with the tie-ins coming up that way.



This is a closer view of the proposed action. This is Lake Pontchartrain, here is the Inner Harbor Navigational Canal and reference point. This particular alignment is located 540 feet south of the Ted Hickey Bridge. Shown here in yellow, is an 86 foot deep scour hole that will have to be filled during construction. Now the major features of this structure are navigable 95 foot wide sector gate and on each side there will be a vertical lift gate, which will be 40 to 60 feet wide. The top of the structure will be to an elevation of plus 16 and it will have a sill elevation of between minus 16 and 20. Other major features

consists of T-wall to tie into lake front protection on both the east and west sides. There will be guide walls to assist in navigation. Now in terms of construction, we anticipate this will be the staging area. Materials being brought to the site will be brought in, most likely will be a barge and trucks. The trucks will use France Road and Jourdan Road on the east side, just right here on the edge of the map. There will be a cofferdam constructed to complete this project and it will span this entire channel here and it will be in place for six to 12 months. Construction is expected to take approximately 25 months and pending finalizing the IER, and then the subsequent real estate acquisition, which formally begins with the completion of the IER process, best case scenario is we hope to start construction in July of this year and we will [Inaudible] by June 1, 2011. It's a one hundred year level attained. We will have the one percent reduction system in place.



And this is a conceptual picture of what Seabrook might look like and there's some others shown around Lake Borne as well.

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

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With that, I want to introduce Ron Elmer, Branch Chief for the Inner Harbor Navigation Canal Surge Barrier.

Ron Elmer: Good evening, as Eric said I'm Ron Elmer and I'm going to give a quick update on the construction of the Lake Borgne barrier.



In the picture on the screen, just an overview of the area that everyone has seen before. This is the location of the barrier. The insets here show the primary components of the barrier, which you saw in the video, the wall section, the vertical life gate at Bayou Bienvenue and the barge gate and sector gate that will be on the Gulf Intracoastal Waterway.



This is just a photo of construction and this is several months old at the height of construction. As you can see we had a lot of equipment out there, it was an extremely congested construction area and a good bit of this equipment has left the site because we have completed all of the vertical piles.



This photograph was taken in October and we were just about completing the driving of the vertical, six inch vertical piles on the MRGO at this spot.



This is a photo on the flood side of the barrier. These are the vertical piles, you can see the closer piles in between them. This section right here is the deck section that are pre-cast and brought to the site and put on the wall. And on top of this is the parapet wall that is formed in place.



This is a photo of the protected side. You can see the battle piles on the back. The crane right here is working on putting on the deck sections.



This is the cofferdam for the GIWW Barge Gate structure. We have completed two pours. Two more pours have to be made to finish the foundation. We anticipate on finishing these other two pours within the next two to three weeks.

Like is said before the vertical piles, we have completed those, they are 100% done. The closure piles between them we are 91% complete. The cap section, we have completed 35% of those and the parapet walls on the top we are approximately 20% finished on those. With the pace of construction right now

we anticipate completing the barrier wall with the tie in T-walls to the MRGO levee system and the levee system along the GIWW New Orleans East, we anticipate completing the wall and those tie-in T-walls by this hurricane season. At the Bayou Bienvenue Gate construction site, we will have a cofferdam in place, the cofferdam will be at a plus eight elevation and we will have the barge gate in such a condition that it can be closed during the hurricane season that's when navigation will be traveling starting this coming hurricane season and the cofferdam will be in place for the sector gate on the GIWW next to the Barge gate and that elevation will be approximately eight foot high elevation. So come this hurricane season, we will have the bulk of this barrier in place adding considerable risk reduction to the system from what we had last year.

**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
- Comments can be submitted at any time at [www.nolaenvironmental.gov](http://www.nolaenvironmental.gov)
- Individual Environmental Reports (IER) 30-day Public Review

Questions and comments regarding Hurricane Risk Reduction Projects should be addressed to:

**Upcoming Public Meetings**  
Open House 6 p.m. - Presentation 6:30 p.m.

**Thursday, Jan. 23, 2015**  
West Point Floodwall Construction  
Kenner City Pavilion  
3950 E. Lorena Ave  
Kenner, LA 70002

**Monday, Feb. 22, 2015**  
West Freeway: Channel Neighborhood Meeting  
St. South Elementary School  
6701 E. St. Bernard Hwy  
West, LA 70002

**Tuesday, Feb. 23, 2015**  
Coastal Restoration Town Hall Meeting  
Late Charles Lake Charles Civic Association  
300 Lakeshore Dr.  
Lake Charles, LA 70001

**Wednesday, Feb. 24, 2015**  
Coastal Restoration Town Hall Meeting  
Morgan City St. Mary Parish AARP Building  
4024 Chenault St.  
Morgan City, LA 70301

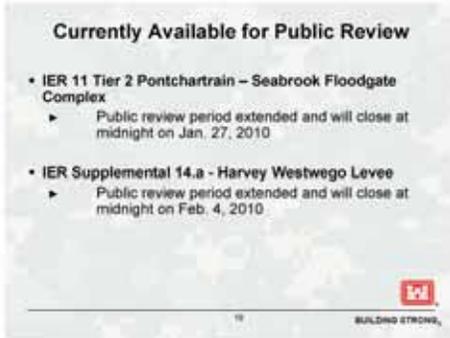
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Nancy Allen: There are a number of opportunities for public input as we go through the design and construction of this entire system. We've held over 140 public meetings on all different projects. If you have signed in tonight you will be added to our mailing list so you will get announcements on every public meeting. You can always submit your comments and questions at [nolaenvironmental.gov](http://nolaenvironmental.gov) and I will show you that in a minute. And then we have 30 day public reviews for all of our IERs. Any questions or comments can be submitted to Patricia Leroux in New Orleans District Environmental, she is with us here tonight.

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We have several public meetings upcoming. Tomorrow night we will be in Kenner to talk about the West Return Floodwall and then we have some coastal restoration meetings and another meeting regarding the Violet Fresh Water Diversion in our future.



And we have two documents available for public review right now. One of them is the IER 11 Tier 2 document. The other is the IER Supplemental 14.a, which is Harvey Westwego Levee.



I mentioned we have two web-based resources. One is nolaenvironmental.gov, this is where you will find all our environmental documents, summaries of every meeting you attend, contact information, signed records of decision, everything like that. We also have our New Orleans District website which is mvn.usace.army.mil. That has updates on all of our projects, not just the hurricane system, but everything the Corps is doing in there area in Louisiana. We have also established because we are moving very fast, we are going to have a lot of construction coming up everywhere, we have

established a construction impacts hotline and that number is on the bottom. You can also find it on our website. If you have questions about construction in your area or concerns, please give us a call and if there is something we can do to mitigate that situation we want to be able to do that.



We are also using some new online media. Twitter also allows us to put out short announcements via the internet. Flickr is a photo sharing website, so if you are interested on seeing updated project photos, we are uploading those on Flickr and you also find us on Facebook and you can just search New Orleans District or Team New Orleans on any of those sites and you will find us and we do have the links here.

So with that, we have now come to our comments and questions period. I'm going to start with those who have cards. If you have cards and you want to make a statement, just raise your hand and we will come get those from you and we will be calling people in the order they were received. We are going to ask you to please begin your comment with your name, your address or your affiliation. It's very important that people speak one at a time, and use the microphone because this will all be used to become part of the record, the decision record and so we want to be able to record everything. We are going to ask you to keep your comments and questions to five minutes in order that everyone has a chance to speak and you are

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not allowed to yield your time to someone else. I don't think that will be a problem here. Tonight's presentation and meeting summary will be available on line and you've been given questionnaires and if you can fill those out before you leave and leave them at the table, that will help us improve our public meeting process. Lastly I just want to introduce a couple of additional Corps member that may be answering some of your questions. Mr. Rick Kendrick is our Chief of Program Execution. Dr. John Grieshaber is our Chief of Execution Support. Laura Lee Wilkinson is our Environmental Manager of our Hurricane Protection Office, Joe Kopec is with our Real Estate team and we have a number of other folks with us. So with that, Mr. Henry Kenny is our first question and I am going to ask you to come to this mic.

Henry Kinney: My name is Henry Kinney and I am an attorney and I represent Seabrook Marine and TrinityYachts and let me give you a little information about who they are. Seabrook Marine is a business that was built from scratch literally [Inaudible]. It's about 750 feet south of the proposed Seabrook Gate. It represents about a ten million dollar investment by its owners and it's a family business that employs approximately 45 people. TrinityYachts is the United States largest mega yacht construction facilities, located in New Orleans and employs 300 people and in Gulf Port, MS where it employs a number of people. The primary impact of the proposed gate at Seabrook is going to put Seabrook Marine out of business. Seabrook Marine is in the business of dry storage for small vessels and yacht [Inaudible]. All of its customers come through the Seabrook facilities, come under the bridge and when you close this facility and you said for six to 12 months, you also said there is a construction time of 36 months, so we are very, very unclear about what the actual affect will be on our business. We believe under the best case scenario, we are going to be out of business because our customers are not going to be able to get to our facilities. We want to make sure that you understand the affect that this project will have on Seabrook Marine. The other thing is that we want to make sure at some point there is a real representation that it's only going to be closed for six to 12 months. When we have a 36 month construction period it scares us to death because you say that navigation is going to be closed for six to 12 months, but there is no real guarantee of representation that the affect of the closure will only be limited to that so we are asking that in your documentation as we go forward, that there be real guarantees as to completion. We ask that you, and I brought the description of alternative find, and ask that we have a real consideration of alternative find. I think the language that you all have used for alternative find says it best, and this is the direct impacts to socio-economics found on page 168 of IER 11. It says alternative find would have the fewest impact on socio-economic resources that use the project area due to its location in the lake away from residential, industrial and commercial properties because limited navigation could be maintained through the Seabrook Pass during construction. So, in your analysis, I know you are determined to have this alternative, but in the analysis I hope that you will take in a very strong look at alternative find. I think that also in your analysis of socio-economic impact, you have basically spent, as best I can tell by the three four paragraphs that affects us, you've spent about 30 to 40 pages that details the affects on fishes. I would ask that you go back and make a real effort to determine the socio-economic impacts of these projects in terms of people, ok. NEPA has a component, Col. Sinkler, NEPA has a component that deals with socio-economic impacts. I would ask that you take a very, very, detailed look at the real socio-economic impacts on people and businesses that you are going to put out of business and expand that to some extent so that it reaches the level of the impact or the potential impact that this project has on fishes. The other thing is on page 200, you have a description of what the mitigation is going to be. That's all great, but what do you say about mitigation? You say, well we will get around to that the next time I ...we are not going to discuss mitigation now, we will discuss it down the line. So in essence, I think what you say is the forthcoming mitigation IER would implement compensatory mitigation as early as possible. All mitigation activities

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will be consistent with the standards and policies established in appropriate federal and state law. In essence, don't worry about the mitigation, we'll give you the mitigation later. You get the project now, but you get the mitigation later. That's really sort of the old Corps concept of trust us, don't worry about a thing we'll give you the mitigation after the project is done and I think that is a very, very, very backwards process in terms of mitigation. The last thing that I would mention is, and this is something I have said consistently for the last several months, you have said that you are going to close the [Inaudible]. You are going to have a process where you are going to close Seabrook and you can close the Gulf Intracoastal Waterway structures. When you do that, that is going to affect commerce along the entire Canal and the Inner Coastal Waterway. But what you've said is don't worry, later on we'll tell you what the criteria for closure will be. Again, you are going to build the structures then later on you are going to tell us how often you are going to close it, and you are going to tell us what the criteria will be for closure. We ask that all of those things be included in the document before its final adoption. The other thing is that, if you decide to go ahead with the project as it is now, and I anticipate there will be a finding signed shortly and the project will move forward, we ask that everybody, including the Port of New Orleans, and everybody else that is along the canal, be involved constantly in your process, in your determination of what the criteria for closure will be. I want to close by thanking the Corps, we have been given access, we have been on three separate occasions access, our questions to a large extent have been addressed, I wouldn't say answered, but addressed, we were given a special opportunity for a conference call and we have had several meetings with the Corps and I want to express our thanks. We have a lot of negatives and there is a lot of work to be done but don't think that we don't appreciate the access that we've been given. If you have any questions of me, I would be happy to answer.

Nancy Allen: No, thank you very much sir. Scott Schenck from the Pontchartrain Landing & RV Park.

Scott Schenck: My name is Scott Schenck, and I'm representing approximately 70 families who live in

Nancy Allen: Can I get you to hold on one second, I'm sorry (reset mic)

Scott Schenck: and I represent 50 permanent families and 30 transient families in Pontchartrain Landing RV Park, which is about 500 feet across the seawall on the Industrial Canal. And first of all what I want to say is when I walked in tonight I really had a déjà vu of 1968 being in a briefing room with all these utilities here and I want to take the opportunity to thank the Colonel for all your services to the country. But, back to business here. What I was waiting for to hear is on the environmental study on what were the potential health hazards to the community that lives within 2000 feet of this construction. And I [Inaudible] from my community in Pontchartrain Landing and Pontchartrain Park, is [Inaudible], we are struggling communities trying to rebuild and I'm sure there was a study done on the health affects of the people that live in the proximity of the construction over three years and if there was study I have not seen in your print, but I would like that to be addressed and how it was addressed and do we have any concerns.

Laura Lee Wilkinson: Hi, Laura Lee Wilkinson. As far as human health affects, what we have, what this projects means [Inaudible] for noise and dust and [Inaudible] that will try to minimize the dust [Inaudible]. There will be safety measures that will be in place for road closures, there will be

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specific signage up so we can get traffic around us to avoid any accidents. As for as [Inaudible] we implement safe business practices for construction at the site as far as workers are concerned. But specific health survey that has been done for the families and communities surrounding this area, it's pretty much what we looked at with this document describing [Inaudible]. There are communities surrounding it, but within the [Inaudible] itself, besides the RV Park, it's mostly industrial. Activities that are going on regarding the construction and the noise it's similar to other businesses. As far as a health survey of the community, no we have not [Inaudible].

Scott Schenck: So if I understand correctly, you're saying there really won't be a significant change in the dust or the noise level from now during the period of construction.

Laura Lee Wilkinson: There will be noise and dust, but we are using safe practices to minimize that and it will be temporary during the construction period.

Scott Schenck: Temporary, being two to three years?

Laura Lee Wilkinson: Up to three years.

Nancy Allen: Thanks Laura Lee. Do we have any other speaker requests cards? If anybody would like to ask a question or make a comment you are welcome to raise your hand at this time and let us know. Anybody?

Clay Miller: Good evening, my name is Clay Miller and I'm from the Port of New Orleans. We are the port that land is on for most of these properties being affected with the surge gate. The question is the issues that [Inaudible] and responses to the IER. How will that be addressed? I thought that some of them would be addressed tonight at the public forum, but since the IER has not been signed that's going to be delayed, but when the IER is signed when ..how will those issues be addressed or will they be addressed at all?

Laura Lee Wilkinson: Currently we are reviewing all the comments and the letters that we received [Inaudible] and we are working on drafting responses. What we hope to do is get a response letter back and send in written comments [Inaudible] as to whether a decision [Inaudible] signed. If there is something you want to clarify or if you have a specific question that's why we are here so if you want to ask it again I can try to answer it as best I can but a formal response will be sent to you.

Clay Miller: Ok, no I think that's fair enough I don't think our position needs to be addressed tonight. Our position is [Inaudible] and very proprietary for the most part does not concern the audience and I think we can wait for that to see what the written response is and we will address it from there. I would like to say since I have the microphone though, the Port is very concerned about the affect on our tenants, both from the economic development standpoint for the region and also for the port because it's a revenue source for the Port and probably more importantly it's a personal issue, we know these people, we've known them for years [Inaudible] and we hate to see that jeopardized in any form [Inaudible]. So, everything they say we back up 100% [Inaudible] as much as possible. Thank you.

Nancy Allen: Anyone else?

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Henry Kinney: Are we correct that all the alternatives are still being discussed and that no decision has been made at this point in time, other than a preferred alternative, which is the alternative one, so, are we correct in our assumption that there has been no determination yet?

Nancy Allen: That was the recommended alternative, proposed action

Laura Lee Wilkinson: Yes, you are correct sir. We have a proposed action that we evaluated five different alignment alternatives [Inaudible] this project. [Inaudible] but what we are evaluating, it's not a, well it is a recommendation; it's a proposed action we think after evaluating all the alternatives would be an alternative [Inaudible]. But it hasn't been decided. There's no decision made until [Inaudible].

Henry Kinney: The reason that I ask that is in light of the provision in the IER that say the least obstructive to navigation would be alternative find and I was just concerned that we didn't see a real description here alternative so all we saw is the proposed action so I want to make sure, and I think you cleared it up, [Inaudible].

Laura Lee Wilkinson: The other meetings we have gone into detail about the pros and cons [Inaudible] but if you want a summary of the alternative finding, yes, from a navigation aspect it seems to be, from your perspective, and from other businesses that [Inaudible] more pleasing, I guess is the way to describe it. There's some negatives associated with that as well. The way we describe it with constructing it there could be possibly limited navigation while the construction is ongoing, but there's limited periods of time and if [Inaudible]. Other things, we even brought the document with you [Inaudible]. From a fisheries aspect and from a species aspect, [Inaudible] and then as far as lake access from a recreational standpoint, there is also a boat launch and a boat dock that's associated with that recreational [Inaudible] as well. You can read the document if you want to go into detail through all the pros and cons

Henry Kinney: When do you expect a decision will be rendered?

Laura Lee Wilkinson: Well, after the public meeting tonight so we'll have to digest the comments we get tonight and then coming up with responses that we route to Col. Lee to make a decision [Inaudible]. I don't know, a few weeks, I don't have a specific timeline on when the decision will be made.

Henry Kinney: And no contract will be awarded until that decision is made

Nancy Allen: Eric can you speak to the contracting?

Laura Lee Wilkinson: [Inaudible] the thing is that we did a process that enabled us to [Inaudible] a contract

Henry Kinney: Yes, I'm just trying to get a sense [Inaudible].

Nancy Allen: I'm just going to ask Eric to come up here and go over the timeline

# Public Meeting Summary

Eric Stricklin: First off, as far as contract award goes, the award that we were talking about earlier that was protested was an ECI contract, that's an early contractor involvement and briefly what that is, that's a contracting mechanism that allows us to hire a construction firm, a construction company to come in, and inform the design, basically work with the designer to help make it more efficient. Now it's really an over shoulder review, you do it this way it will be faster, cheaper those types of things. And it consists of options. There is the base, which is the pre-construction services which is that informing the design that I just described and there is a middle phase, a mobilization phase to look at doing some different testing and then there is the final, which is a construction option. The only thing that was awarded and could be awarded is the base, pre-construction services until everything else is complete. Now what needs to be complete? That is the IER. We have to finalize this process, make the recommendations and the commander has to make a determination. Once that's complete, we can move to the formal real estate acquisition and we will work with our partners with the state, to acquire that. Now there are several things that can slow us up in both those processes. The contract got protested and that can slow us down. Lawsuits can slow us down. Just typical real estate acquisition issues, those can slow us down, but those are the remaining steps to be taken. As I said before, the best case scenario to begin construction at this time is July of this year.

Nancy Allen: Other questions or comments

Sylvia Harrington: My name is Sylvia Harrington and I'm a concerned citizen. I was really concerned about the Industrial Canal Bridge during repairs because I know a few years ago the bridge collapsed and a lady that was pregnant lost her life and her baby. Is anything in the works of the Industrial Canal Bridge going toward the Lower 9<sup>th</sup> Ward?

Nancy Allen: That would be the Claiborne Ave. bridge?

Sylvia Harrington: Yes,

Nancy Allen: That would not be, the Corps of Engineers is not doing that, maybe LA Dept. of Transportation. It would be a state project, not a Corps project. Other questions? We will be available afterwards to answer questions one on one about this project or any of our projects. We will have a meeting summary available on line and we do ask that you fill out the questionnaire and return it at the table when you leave. Thanks you very much for coming tonight.