



US Army Corps  
of Engineers  
New Orleans District

# Public Meeting Summary

## IER 11 Tier 2 Pontchartrain Inner Harbor Navigation Canal (IHNC) New Orleans Baptist Theological Seminary December 3, 2009

<b>Location</b>	New Orleans Baptist Theological Seminary
<b>Time</b>	Open House 6:00 p.m. Presentation 6:30 p.m., followed by a discussion
<b>Attendees</b>	Approx. 15
<b>Format</b>	Open House Presentation
<b>Handouts</b>	<ul style="list-style-type: none"> <li>• Presentation</li> <li>• Approval Process Brochure</li> <li>• 2009 Status map</li> </ul>
<b>Facilitator</b>	Nancy Allen

**Nancy Allen**, Hurricane Protection Office Public Affairs: Good evening. Thanks for taking time out of your schedule to be here. We thank you for being here. I'm Nancy Allen and I will be facilitating the meeting tonight. Our goal is to give you an update on Individual Environmental Report 11 Tier 2- Pontchartrain project which is also known as the Seabrook Gate Complex. The IER environmental document is scheduled to be released next week. Later in the presentation we will let you know where to get the environmental document. Your comments will become part of the project's administrative record. We'll show you a video and a presentation then will open the floor to questions. Tonight our presenters are Eric Stricklin, the Project Manager, and Ron Elmer who is the Branch Chief. Louisiana State Representative Jared Brossett from District 97 will give opening remarks.

Individual Environmental Report (IER) #11  
Inner Harbor Navigation Canal (IHNC)  
Tier 2 Pontchartrain

New Orleans Baptist  
Theological Seminary

Thursday, December 3, 2009



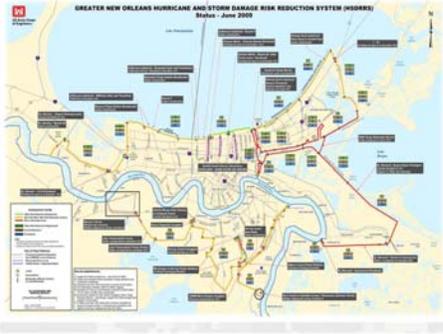
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BUILDING STRONG



**State Rep. Jared Brossett:** I'd like to thank you for coming to tonight's public meeting and I'd like to thank the Corps for the opportunity to speak tonight. I'm a little under the weather so I will be brief. I would like to thank the residential and commercial constituents that are here tonight. District 97 runs from Gentilly between London Ave. canal and the Industrial Canal all the way to the Bywater and Marigny and to the Mississippi River. I look forward to the changes [the Corps is making] and want to be sure you know that if you need to contact me my address is 6305 Elysian Fields Ave., suite 404c. You can also find my contact information on the State Web site [[www.legis.state.la.us](http://www.legis.state.la.us)] you can find me on there. Thank you for coming tonight.

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Nancy Allen: We are recording tonight's meeting and we also have another one of our public affairs officers up here taking notes, so all this can be found on our website and I'll be able to show you where that is in just a minute. This is a map and there are copies in the back showing the entire Hurricane Storm Damage and Risk Reduction system, which is sometimes referred to as HSDRRS. It includes levees, floodwalls, and surge barriers, pump stations on east and west bank that provides 100-year level of risk reduction. That is

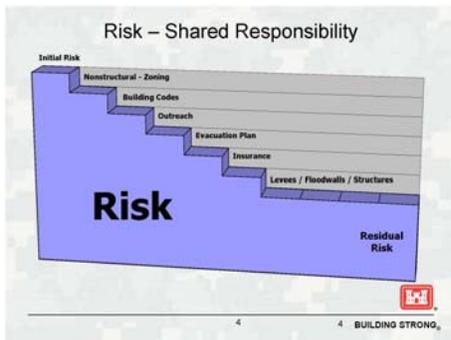
reducing risk to a storm that has a one percent chance of occurring in any given year. This is our congressional mandate. Our completion goal for completing this system is June 2011, and we've been fully funded with more than \$14 billion. We have that money in the bank. There are copies in back and if you have questions about other areas or the status map on projects we can answer them after the presentation, one on one.

**National Environmental Policy Act "NEPA"**

- Required for all major Federal actions
- Analyze potential impacts to the human and natural environment and investigate reasonable alternatives
- Analyses documented in Environmental Assessments (EA), Environmental Impact Statements (EIS), or Individual Environmental Reports (IER)
- Public involvement is KEY: We want to hear from you!
- Goal: **more informed decision making through public involvement**

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All projects we are discussing tonight are subject to the National Environmental Policy Act (NEPA). NEPA is required before the Corps begins any project; that we have to analyze impact of the proposed project and investigate alternatives for the goal of that project. You will hear some different acronyms tonight as these are documented in different ways, including environmental assessment, environmental impact statements or Individual Environmental Reports, IER, so that's what we are going to talk about tonight. Key is public participation. We are here to listen to you and we are here to make sure you have the opportunity to weigh in on projects throughout the planning process.



We used to call the system that we are building the hurricane protection system, but over time what the Corps has learned is that what's important is reducing risk or buying down risk. So now that we have changed the name of the system to the Greater New Orleans Hurricane and Storm Damage Risk Reduction System. Even after we construct the levee or a floodwall or a floodgate, there will be some residual risks to everyone living in that area. What this diagram illustrates is that you start off with risk and there are many ways that we can buy down that risk.

Things like building codes, insurance, flood zones, outreach, having an evacuation plan, having insurance and then things structural like levees and floodwalls and structures. All of these things work in tandem to reduce risk, but the important thing to remember is that there will always be residual risks. Everyone should have a hurricane evacuation plan. We've closed out another hurricane season and get to take another breather, but you should always be prepared in case of a



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storm and you should always heed your local evacuation warning. Now I'm going to ask Eric Stricklin to take over and tell you some more about the project.

Eric Stricklin: This process started, the process of IER Tier 1, and that basically looked at the system, the GIWW system, to identify whether or not we should rebuild the walls or put up barriers. Obviously, the determination was made to put up barriers. With that said we rolled into the Tier 2 documents and there are two. One looks at the Lake Borgne barrier and then there is one for the Seabrook barrier, that we will talk about tonight. To begin that we started an engineering alternative report and that is a risk and reliability-based approach to identify alternative and potential alignments for the location of the Seabrook structure. During that process, you may recall that originally we had just a 95-foot wide sector gate. Simultaneously, in developing the EAR, we looked at hydraulic models and we identified velocity concerns. Was it going to be good for the fishing area, was it going to be good for navigation as well? So, we took a step back and that's why you will see the two [Inaudible] on each side that would reduce the impact and velocity. The problem area alternatives are evaluated and these are evaluated on risk and reliability impacts to the community and from there we developed a proposed action.

**IER 11 Tier 2 Pontchartrain Project Chronological Development**

**Where We Are:**

- **March 14, 2008** - Decision Record for IER 11 Tier 1
- Engineering Alternatives Report
- Hydraulic Modeling
- Alternatives Evaluation

**Where We Are Going:**

- Dec '09: Release Draft IER 11 Tier 2 Pontchartrain for 30-day public comment period
- IER Decision Record

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That is where we are at now. The IER document is scheduled to be released Tuesday of next week of which time it will be opened for a 30 day public review and comment period. I do want to point out that any comments made tonight or at any time throughout the process, are incorporated into the record. You do not have to wait for that 30-day window. Once that window is closed and all the comments are complied, we'll give them to the commander and the commander weighs the input and makes the determination and signs the commitment.

**IER 11 Tier 2 Pontchartrain Alternatives**

Map showing five proposed alternatives (1-5) for the Seabrook barrier. Alternative 1 is a proposed action south of the Ted Hickey Bridge. Alternative 2 is 400 feet south. Alternative 3 is in the turning basin. Alternative 4 is south and Alternative 5 is north of the current bridge in the lake. The map includes a legend for features like Ted Hickey Bridge, Seabrook Bridge, and various alignment types.

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Here you will see the potential alignments right now by the engineering alternative report. The proposed action is here, it's about 140 feet south of the Ted Hickey Bridge, or Seabrook Bridge. Alternative 2 or alignment 2 is 400 feet south located there. Alternative 3 is in the turning basin. Alternative 4 is south and Alternative 5 is north of the current bridge in the lake. Some of major reasons or issues with some of these other alignments, you will notice that any of the alignments set back from the bridge, all the existing is parallel protection or I-walls. Those will

all have to be replaced with T-walls to be part of the main line protection and that creates numerous environmental and real estate impacts. On top of that there are power conflicts, businesses in the area. The north option – there is a big problem with that because of the gulf sturgeon habitat, a major species of protected habitat. It would also drive up the schedule significantly because there is construction over water and there would be tie-ins over water.

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This is a somewhat cleaned up view of the proposed action as it stands. You will see here it consists of a 95 foot wide sector gate and two vertical lift gates, one on each side. Those gates will be approximately 40 to 60 feet wide. The top will be to an elevation of 16 to 18 and the sill elevation will be to an elevation of -16 to -20. You can see the T-walls that will be coming off and tie-in into the lakefront protection on each side. There will be a safe house and a storage area. And you can see guide walls that will be in place to help navigation through the area.

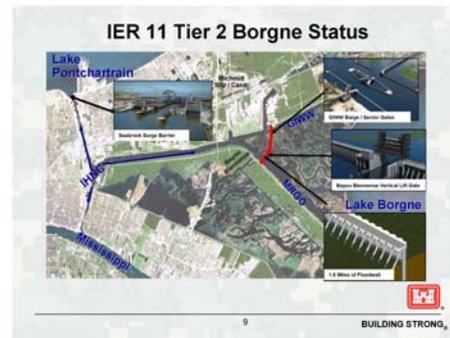
We have a complete system video that outlines not only Seabrook but some of the parallel protection. After that Ron will give an update on the Lake Borgne barrier status and then we will entertain questions.

Video <<<http://www.mvn.usace.army.mil/hps2/videos/ihncanimation/ihncanimationvideo.asp>>>

Eric Stricklin: That video is a conceptual. I want to mention a couple of things about the construction at Seabrook. Over on the west side we'll plan to use as a staging area. The access routes will be France Road and Jourdan Road. Some of the material we expect to be barged in as that is one of the advantages of being on the channel. There will be a cofferdam in place for 6 to 12 months so there would be a complete closure of the canal. We hope to get to construction in the spring of 2010.



**Ron Elmer:** I'm the Branch Chief, the program manager for all the work at Seabrook, the [Lake Borgne Surge] Barrier and all the levees and the floodwalls that exist between the two structures. I'm going to give you a brief update on the status of the barrier construction. As you saw in the video, it is comprised of a concrete steel paraffait wall structure. There are three gates. The sector gate, the barge gate and the Bayou Bienvenue vertical lift gate. We have completed driving all the vertical piles.



There were 1271 of them and we drove the last one on October 21<sup>st</sup> so in effect you have a wall for the most part all the way from the MRGO levee system to the levee system along the GIWW. There are a couple of gaps in there. You have the gap where the wall will tie into the levee and it's approximately 600-foot long at this spot. There's a gap in the wall where the barge gate ends and goes into the sector gate to that levee system and then you have a gap where the Bayou Bienvenue structure is going. We anticipate completing construction of the wall by June before next hurricane season so you'll have 26

high floodwalls in place come next hurricane season. You not have a sector gate in place; there will be a cofferdam at this location. As you saw in the picture, the cofferdam is the steel sheet

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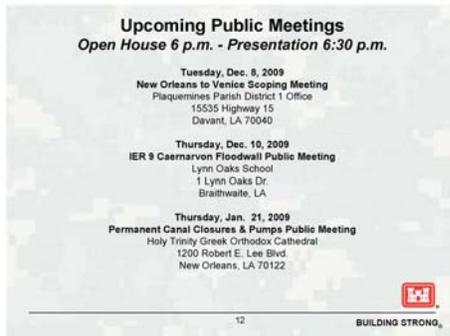
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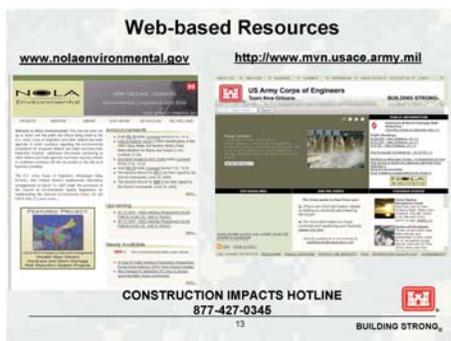
pile cell that is built that they will construct a gate in. That structure will be up to an 8-foot elevation. The barge gate will be in place by that time, by next hurricane season. So, we will have a positive closure at that location. The Bienvenue cofferdam will be in place also come next hurricane season. So, hurricane season 2010, will have a cofferdam located here and a cofferdam located here. With the rest of the wall and the tie-in walls, it will be from this spot to the MRGO levee and the T-wall that will tie into the sector gate cofferdam into the levees system along the GIWW will be in place. So, you will be very close to having the 100-year level protection next hurricane season except for where you are going to have the two cofferdams located at those spots.



I just want to give you a brief update on the status of the Lake Borgne project. We are ahead of schedule for the most part on a number of these components. These are a couple of pictures of ongoing construction and you can see this is old pictures, got to be a couple of months old. These were all completed come last October 21<sup>st</sup>.



**Nancy Allen:** We want to continue to get your feedback on all of our projects. [Nolaenvironmental.gov](http://Nolaenvironmental.gov) we will talk about that in a minute. Any questions and comments for this IER or other projects can be directed to Joan Exnicios and her information is here on this slide.



We have some upcoming meetings. Next Tuesday we will be in Plaquemines doing a New Orleans to Venice Scoping Meeting. On Thursday we will be in St. Bernard to discuss IER 9, which is the Caernarvon Floodwall. On January 21<sup>st</sup>, we will be discussing permanent canal closures and pumps.

Currently for public review we have four IERs. IER Supplemental 3.a is the Jefferson Parish Lakefront. Supplemental 14.a is Harvey to Westwego Levees. IER 9 is the Caernarvon Floodwall and IER 32 is contractor furnished borrow. And as we said IER 11, Tier Two Pontchartrain, which covers



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Seabrook, will be released next week. We have two web pages. One is [nolaenvironmental.gov](http://nolaenvironmental.gov). This is where you will find IER 11. Also a lot of project photos can be found on [www.mvn.usace.army.mil](http://www.mvn.usace.army.mil). We have also instituted a construction impacts hotline. We will have a lot of construction going on from now to June 2011, which is coming faster every day. There will be a lot of trucks and a lot work going on and if you have questions or concerns, we do have construction impact hot line and you can find it on our website.



We're also busily social networking as well. We are putting our updates via Twitter and Facebook and you can find project photos on Flickr. We will be putting out announcements using those vehicles as well. Now we'll open the floor to your questions and comments and I'm going to ask you follow a few ground rules. We are going to use this microphone so that when you ask your questions and comments, you do use the mic so our recorder can pick them up and we get them on the record. Please state your name and address or your affiliation.

Please keep comments to 3 minutes. There is a light here on the front table and when the light starts blinking yellow you have a minute left. Red means please wrap it up. If you have questions or concerns and you don't want to ask them in front of the group, we will be happy to stick around afterwards and continue to discuss these issues one-on-one.

I do want to introduce a few other project team members we have with us. Lionel Zapata is a project manager from Seabrook project. Joe Kopec is with our real estate branch. Laura Lee Wilkinson and Lee Walker are with environmental. And then we have other Seabrook team members here with us this evening so we may ask some of them to help answer your questions.

**Bobby Cure:** I live in Kenner now and I used to live in Little Woods. Just an idea I had. Why don't instead of gates at Seabrook, instead of locks and that would leave the St. Claude Street locks open so that we can get fresh water into the marsh lands of St. Bernard and just leave them open all the time instead of having to widen them? The problem in is in spring you would have to close them because the river gets too high. But if they had a set of locks at Seabrook we could leave the locks open at St. Claude Bridge, which would make navigation much faster; just an idea.

**Ron Elmer:** I'm not part of the lock project. It's a good idea, but if you put a lock out at Seabrook you are talking about a 24-hour manned structure, which is being turned over to the local sponsor, which is the state of Louisiana who will have to operate and maintain. Our project would authorize for storm and risk reduction and not navigational lock, which is traditionally a structure that you have in place for water level to be different from one side to the other. Plus if you did do that, you would come to the point where you would have to raise the levee from the existing lock, all those floodwalls all the way up to the levee. It would have to be increased substantially. It would have to go up to approximately 24-25 foot elevation, which is a significant endeavor. We looked at replacing those walls and levees for hurricane protection when they only had to be built to an 18-foot elevation and having to build them up to a 25-foot

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elevation would have been an engineering nightmare, an environmental nightmare as well as cost and time to do it.

**Vanita Rogers:** You said that [Inaudible] that the men would watch from their window. You don't have anything electronically or anything like that?

**Eric Stricklin:** The controls, there will be a control booth here and here. The primary will be on the west side, the secondary will be on the east side. Now, that's where the controls will be. They won't be in the safe house and one of the reasons for that is when you are operating that you have to make sure it's clear of debris [Inaudible].

**Vanita Rogers:** I understand that. Where would ....you said the men would watch it from their window and I was just saying that you could have something electronic so they can run them to make sure they are actually [Inaudible]...

**Eric Stricklin:** The other thing about that is that these gates wouldn't be dropped right when the storm hits or during the storm.

**Vanita Rogers:** [Inaudible] the windows are made so they can watch it and not saying that you could offer something electronic to make sure that they lock and anything like that. Also, you did mention the [Inaudible] Bayou Bienvenue along the railroad tracks. Is that not repaired? The only thing you are showing me is something on the Industrial Canal going toward the Mississippi River, but I wasn't aware of the fact that on the Mississippi River side of the Industrial Canal that the levees were not shored up.

**Eric Stricklin:** That I'm sorry I can't about as it's outside of our system.

**Vanita Rogers:** [Inaudible]

**Ron Elmer:** I do know that the levee systems that come off the river in to the Industrial Canal Lock, I know that a number of years back that they were one or two foot shy of their desired height. I don't know if they have raised them up that little bit by now, but I know it was in the works.

**Vanita Rogers:** Would you know anything about the connection between the railroad bridge that is there that wasn't connected before the storm and it wasn't done after I don't think.

**Ron Elmer:** I'm not sure I understand what you are talking about. Are you talking about the Florida Ave. bridge? There is a closed system through there. There are no openings.

**Vanita Rogers:** They actually repaired it up?

**Ron Elmer:** Yes. Everything that was damaged in the storm was repaired. It is a closed system there.



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**Vanita Rogers:** Ok, Bernard going down....

**Ron Elmer:** Going down by you, there is no...that's a back levee, that's not part of the hurricane protection system. That is a state or parish-owned levee.

**Vanita Rogers:** So it won't be repaired?

**Ron Elmer:** It was raised after Hurricane Katrina. It was raised by about three feet and that with a seven foot elevation prior to Katrina and I know we raised it to ten feet.

**John Coferal:** I came late and didn't hear the presentation, but I see these drawings that you've worked long and hard. I wanted to know whether the structure is built to the 100-year storm or whether it's built with anticipation of stronger protection for the City of New Orleans.

**Eric Stricklin:** The system being done is like what you said, it has a one percent chance of occurring during any given year, now in terms of resiliency that we would call it, the storm is bigger than that the system is designed to stand. The level of risk protection you are going to get is the storm that has the one percent chance of happening in any given year. Am I getting close to answering your question?

**John Coferal:** When we get the money to do a one in 500-year storm protection will this structure need to be redone?

**Ron Elmer:** That planning study is going on for increasing the level of protection above the one percent levee. There are a number of alternatives being looked at. They will try as best as possible to integrate all the existing one percent structures and systems that we have in place once we complete them as part of that future of higher level of protection. Now what alternative will be chosen I can't tell you that right now and how they will provide that higher level of protection? Every effort would be made logically to include the existing system we are going to complete for the one percent level.

**John Coferal:** I'm not sure I understand you.

**Ron Elmer:** Like you are going to take everything that's in place when we finish and then when you want to build up a higher level of protection, say the 500-year plan, if that is what Congress authorizes us to do. You would try and incorporate those systems that are there now, either by raising them or augmenting them in some form or fashion, to raise that level of protection to the 500-year level of protection.

**John Coferal:** Since we know now that we want that level of protection, at least I do and I can't speak for the rest of these folks here, what would need to be done, and not in an exhaustive study, but what kind of things would need to be done to make this structure so that we don't have to rebuild it?



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**Ron Elmer:** That's an impossible question to answer because I have no idea what the design parameters would be for a 400 or 500-year storm. I don't know how the water surface level is that you are designing for and I don't know what the wave forces that you are designing for. What we are saying is there we will probably use a lot of what is already in place. The logical for instance would be you've got the barrier system out there to raise that level of protection if you restored a lot of your coastal marshes that you lost that would dampen the storm surge, which means this doesn't have to be raised then potentially. So there are a number of things that could be done, but for me to forecast what that would be, I can't.

**Eric Stricklin:** On top of that we would need Congressional authorization for that money. That's the first thing that has to happen- Congress has to authorize us to go to a higher level of protection.

**John Coferal:** Well you can think ahead, right? I mean I know we are going...I know it's very expensive to come afterwards with these things built with concrete and steel and armor and have abutments out from them to come and do them again. I know that all along the Industrial Canal we have things now up to the standard that we were supposed to have before of the one to 100-year storm. If we need more protection it seems like it would a hellacious job to get it as the point of the levees. We need more than anything the restoration of the wetland marshes, but I wonder if you are anticipating in the design of these the further protection that we will need without having to do the whole system.

**Ron Elmer:** Like I said, they are all being studied.

**John Coferal:** I wanted to ask if after I noticed there is something here with links on Facebook and Twitter, is there dialogue with the planner during these planning processes. Is there any way to get up-to-date things in a more timely way rather than waiting for six months?

**Nancy Allen:** The fact source for project information is the New Orleans District website that is updated with factsheets, photos, presentations, slides, briefings, and graphics. That is the best place to start with. There is contact on there. We have an askthecorps email that you will see on the pages that will come to public affairs and we do our best to get answers to specific questions in a timely fashion.

**John Coferal:** So that's what the Twitter is to the Corps....

**Nancy Allen:** Twitter is just a way we can make announcements. It's just one internet site that we will say, "New Orleans District is closing London Avenue Canal." It's a very quick announcement, but everything we have on Twitter, we have on Facebook, is tied into the New Orleans District website and that is the best single point of information to go to.

**John Coferal:** Which one would that be up there?

**Nancy Allen:** That is this one, [www.mvn.usace.army.mil](http://www.mvn.usace.army.mil). NOLAenvironmental has all of our environmental documentation for the project and you will see a lot of links between the two sites, but the best way to start is with the district webpage.



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**Clark Thompson:** I would like to thank you for doing this and for the work you have already done. From my earlier conversation, I know that I've already mentioned to you this, but wanted to get these questions on the record. First I would like to ask what will be the events that will trigger the closure of the Seabrook structure. Second and possibly more importantly, what will be the event that will trigger the re-opening and allowing that water out as I'm particularly concerned about that as water is pumping into the canal, the water will be getting higher and higher and closer to flooding my building.

**Eric Stricklin:** To start with, we got full record. We talked about the interior elevation with the Lake Borgne barrier closed and the Seabrook gate closed. The design storm has the interior elevation going up to eight. Now that includes rainfall that falls into the canal and that includes the pumping stations that are collecting the rainfall in the surrounding area and includes the allowable overtopping from Lake Borgne. That rainfall is a 10-year rainfall over a 24-hour period and that would have to occur at the exact same time as the 1% hurricane happens. That's where we get that number from, it's a solid number and it's a conservative number. With that said, the operating plan is still being developed; it's still in the works and that plan is being developed by the Corps, OCPR, levee authorities, the Coast Guard, navigation industry. The triggers again are being worked out. It depends on the storm, the path and where the magic points are going to be based on Coast Guard zulu time and such. Unfortunately I can't give you exact times and sequencing for that right now and it's not just being done in a vacuum by us. That is what I can offer right now.

**Clark Thompson:** Another question I have is regarding the 24-hour rain event. I consider it based on what we've seen from Ike and Gustav, that it's pretty likely we are looking at a longer than 24-hour period that the structure will be closed. In the case of Ike I think it would have been closed for four or five days with high water levels. Should we experience maybe not even a 10-year rain event you are talking about, but only a moderate rain with 30% pumping capacity, obviously over the course of five days that would [Inaudible] that would ...we would end up with a higher elevation.

**Eric Stricklin:** Not necessarily. You can have days when it rains all day and there is some accumulation, but the type of storm we are talking about is not just a drizzle all day. We are talking about different intensities, different inch per hour. That is why we use a 10-year, 24-hour event. It has a higher intensity and to maintain that with the 1% design storm it's a low probability.

**Clark Thompson:** Could you give me a raw number of what sort of inches per hour we are looking at with this 10-year event?

**Eric Stricklin:** Unfortunately I can't. I would have to go back and ask one of our hydraulics' guys and I will do that.

**Henry Kinney:** I'm Henry Kinney and I represent Seabrook Marine and Trinity Yachts and I want to state for the record my clients are very supportive of any type of flood and hurricane protection. I want to tell you a little bit about them. Between the two of them they



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employ 350 people and they have a 20 to 25 million dollar investment in their facilities. Trinity Yachts is the largest mega yacht building in the U.S. and possibly in the world and Seabrook is the largest private yacht maintenance facility in Louisiana. They are significant builders and I think you all keep this in mind because the plan that you have presented in closing Seabrook, closing it six to 12 months, I want to tell you with respect, I don't think there is any data to back that up. I'm not an engineer I have lived in New Orleans all my life, I seriously doubt it that you are going to build that project and close the Seabrook for six to 12 months. I would like to see the hard data that supports that. When you close Seabrook, you are going to put Seabrook Marine out of business. You are going to put 50 employees out of business because all of their customers come from Lake Pontchartrain. It's about 140 additional miles when you close it. I want you to seriously consider a real alternative when this IER comes out. By the way, I'm really disappointed in you guys for having this meeting today because you are asking the public to comment on something you don't even give us. You won't give us the IER beforehand. Instead of having the IER out for comment and available today, you are putting the cart before the horse. I want to be very clear, when you totally close Seabrook and you do not allow any traffic through there, you have put a business out of business. It's very important that you bare that in mind completely. Secondly, you are creating a bathtub. Quite simply, you are baring off a whole area and you are putting the stopper in the sink when you close the gates all around. I think it's real important for everyone around here; you need to know categorically what the effect of that is. You are going to flood businesses. Mr. Zapata told me you are never going to flood anymore than if you would have if the storm had come in. You have to call [Inaudible]. Two things that I'm going to be looking for categorically. One, I want you to say that when you close Seabrook, you are putting Mr. Montz out of business and the 50 people who work for him can go work somewhere else. Not an easy thing to do right now, but I want that in your report. Secondly, I want to know with specificity what is going to happen to the businesses in the canal in terms of consistent flooding, the rain and the levels that it will rise, how long it will be closed for, the things I have been asking for seven weeks. The scary thing is I'm asking for it now when you should have done this before you even embarked on this. You can't tell us what the rainfall what the level is going to rise, you can't tell us what the flooding is going to be, yet you have a project that is in place and you can't tell me what destruction is going to take place as a result of the increased rainfall within the bathtub. Lastly, I want to know if Ms. Exnicios here?

**Nancy Allen:** No she is not. We have one of our environmental managers here.

**Henry Kinney:** Ms. Exnicios is the contact person. She has been told to us if you need anything, go to the website, you just call Ms. Exnicios. Do you know how many times I've called Ms. Exnicios? Six times over a three or four week period. I didn't get her on the phone one time nor did I get a returned phone call. So let have an agreement. If you are going to have a contact person they are going to call us back or they will be available. Is that fair?

**Nancy Allen:** Absolutely. I do want make one thing very clear. IER 11, Tier 2 will be released next week and you will have the full 30 days public comment period to review that document and to make your written comments. Your comments here will also go into the official record. This has been a scheduling issue. We thought we would have the IER out and we didn't quite have it done. We could have cancelled the meeting, but we have Christmas coming up and to try and reschedule a meeting in the timeframe was not going to be logistically possible



US Army Corps  
of Engineers  
New Orleans District

# Public Meeting Summary

so we wanted to go ahead and have this meeting, but you will have 30 days to comment in the IER.

**Henry Kinney:** Ok, and I hope we will have someone who will communicate with us.

**Male Speaker:** I want to make a follow-up on Mr. Kinney's comment on the availability of Ms. Exnicios and that I've left three separate messages and never got a reply.

**Nancy Allen:** Can I get cards from both of you and I'll get some information on that. Again, IER 11, Tier 2 Lake Pontchartrain will be posted on [nolaenvironmental.gov](http://nolaenvironmental.gov). When you go there it should be in the announcement section. We will do a release as well and it will be on the main website. Again, you will have 30 days to comment in IER 11, Tier 2 and we will stick around and answer your questions if you have any. Thanks for coming.