SIZELER
ARCHITECTS

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PLANNING

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A Professional
Corporation

February 20, 1997

Colonel William Conner
District Engineer
U.S. Army Corps of Engineers
P.O. Box 60267
New Orleans, LA 70160-0267

Re: Inner Harbor Navigation Canal Lock Replacement

Dear Colonel Conner:

After review of the article in the Times-Picayune and information received from the World Trade Center, Sizeler Architects fully endorses the U.S. Army Corps of Engineers plan to replace the lock on the Industrial Canal in New Orleans.

Obviously, a project of this magnitude will affect all of our lives, directly or indirectly. Some of us will experience inconvenience, but all of us will benefit. The bottom line will result in a major improvement to our economy, both long and short term. Our Port needs this improvement and with it our potential for growth in World Trade will take a significant step forward.

Comments noted.

As a business organization concerned with growth in the Port and the metropolitan area, along with our community's involvement in world trade, Sizeler Architects is very much in support of the project.

Sincerely,

SIZELER ARCHITECTS

J. William Sizeler, AIA
President

IWS:vw

Stolt Transportation Services Inc.

A subsidiary of
Stolt-Nielsen S.A.

15602 Jacintoport Blvd.
P.O. Box 96438
Houston, TX 77213-6438
U.S.A.

Tel: (713) 457-1080
Fax: (713) 457-8810 Barge
Fax: (713) 457-8862 Rail
Telex. 235917

District Engineer
CELMD-PD
P.O. Box 60267
New Orleans, LA 70160-0267

Sir,

Stolt-Nielsen is involved in shipping and barging products throughout the world. In particular, we barge chemicals and petrochemicals into and out of the New Orleans and Louisiana area. We use Industrial Locks on a frequent basis moving cargo into, out of and through Louisiana.

Industrial Lock is critical to the path of waterborne transportation. However, Industrial Lock goes much further than as a necessary obstacle to a shipper trying to move cargo. It is a consideration in the cost and benefit of locating facilities any where in the Gulf Coast. Our customers, producers of chemicals and refined petroleum products think twice about increasing their industry here if it has to rely on an old, unreliable lock. Replacing this lock would provide a reliable, inexpensive transportation route.

Comments noted.

If you don't build the lock, you will never know how many opportunities will be lost, how much growth will never happen, and how many potential jobs will simply go somewhere else. If you build this lock you are setting hte course for economic development into the next centruy.

I urge you to suppor this project and do what will work for the good of all of us.

Regards,

William Boehm

William Boehm
Manager, Special Projects
and Planning

Tidewater
JOHN P. LABORDE
Director and Consultant
Past Chairman of the Board, President
and Chief Executive Officer

February 19, 1997

Colonel William Conner
District Engineer
U.S. Army Corps of Engineers
P.O. Box 60267
New Orleans, LA 70160-0267

RE: Inner Harbor Navigation Canal
Lock Replacement Project

Dear Colonel Conner:

In the mid-1970's, I was a member of the Board of Commissioners of the Port of New Orleans for approximately six years and served as its president for one year. During that tenure I became intimately aware of the above captioned project and worked very hard to assist its realization at that time. for many reasons, the project has languished over the past twenty years, but now is the time for it to be drawn into reality and tough decisions pertaining thereto should be made. As a private citizen, but one who has a strong interest in maritime activities and the general welfare of the city, state and region, I urge that you proceed with dispatch to get this project under way at the earliest possible time.

Comments noted.

Most of the arguments that I have recently heard by neighborhood groups are looking toward big pay offs. I urge that fair and reasonable consideration be given to that but that some of the exorbitant demands that are being made be eliminated. The Mississippi River, the city, state and region all need this project to be completed.

Sincerely,

TIDEWATER INC.
Tidewater Place
1440 Canal Street, Suite 2300
New Orleans, Louisiana 70112

Vulcan/ICA
Distribution Company

VIA TELEFAX

March 3, 1997

Colonel William Conner
Commander, New Orleans District
U.S. Army Corps of Engineers
Post Office Box 60267
New Orleans, LA 70160-0267

RE: Lock Replacement on the Industrial Canal

Dear Colonel Conner:

We are writing in support of the Army Corps of Engineers' current plan to replace the lock on the Industrial Canal. This project will dramatically improve traffic through the lock. This lock is vital to the movement of our limestone along the Gulf Coast. It will greatly reduce the delays and costs associated with passing through this area, which, in turn, will benefit the construction community, parish, and state with improved aggregate costs and services. The benefits of this lock replacement far outweigh the inconvenience and negative impact to the City of New Orleans and its residents next to the water.

Comments noted.

Again, we support this lock replacement plan and recommend to the Lousiana congressional delegation that they support the funding required for this project.

Sincerely,

Edmund E. Redd

Edmund E. Redd
Sales Manager

15000 INTRACOASTAL DRIVE • NEW ORLEANS, LOUISIANA 70129
TELEPHONE 504 254-5574 • FAX 504 254-5575

TO: ARMY CORPS OF ENGINEERS
FROM: GARY R. ALLEN
DATE: 2/17/97
RE: PROPOSED PROJECT TO WIDEN INDUSTRIAL CANAL

AS A RESIDENT OF THE HISTORIC HOLY CROSS DISTRICT (HCD) I WANT TO EXPRESS MY CONCERNS ABOUT THE PROPOSAL TO WIDEN THE INDUSTRIAL CANAL . THIS IS A FAR REACHING PROJECT THAT WILL AFFECT ALL THE HCD RESIDENTS FOR YEARS TO COME.

THE CURRENT PROPOSAL IN WHICH THE ARMY CORPS OF ENGINEERS (ACE) IS OFFERING "MITIGATION" FUNDS TO OFFSET THE SEVERE NEGATIVE IMPACT OF THE PROJECT IS SERIOUSLY SHORT SIGHTED BOTH IN SCOPE AND AMOUNT. THE ACE IS PROPOSING FUNDS TO ADDRESS SUCH ISSUES AS: TRAFFIC CONGESTION, NOISE /DUST POLLUTION, LOST TUITION TO THE HOLY CROSS SCHOOL, AND TO MAKE AESTHETIC IMPROVEMENTS (PARKS,ETC.). WHILE THESE ISSUES ARE CERTAINLY IMPORTANT THEY DO NOT AT ALL ADDRESS THE CRITICAL ISSUE OF REAL ESTATE VALUES.

AS ONE GENTLEMAN POINTED OUT AT THE RECENT MEETING AT THE HOLY CROSS SCHOOL, THE ARMY CORPS' PROSPECTUS DOES NOT INCLUDE A PROJECTION OF THE IMPACT OF THIS PROJECT ON THE REAL ESTATE VALUES. IF THE ARMY CORPS IS SERIOUS IN ITS DESIRE TO "MITIGATE" THE FOLLOWING QUESTIONS AND ISSUES MUST BE ADDRESSED:

1. WHAT "MITIGATION" WILL THERE BE FOR THOSE HOME OWNERS WHO NEED TO SELL THEIR HOMES AT SOME POINT DURING THE 8-10 YEARS OF CONSTRUCTION THAT IS PROPOSED? THE NEED TO SELL CAN ARISE FOR MANY REASONS:

   A. THE NOISE, DUST, TRAFFIC, ETC. PROVE TO BE INTOLERABLE AND A RESIDENT RELUCTANTLY NEEDS TO RELOCATE. THE MARKET VALUE OF HIS HOME, HOWEVER, HAS PLUMMETED AND HE CANNOT SELL HIS HOME.

   B. A HOMEOWNER IS FORCED TO RELOCATE TO FIND WORK ELSEWHERE ONLY TO FIND HE CANNOT SELL HIS/HER HOME.

   C. A HOMEOWNER DIES OR DIVORCES AND THE FAMILY NEEDS TO SELL THE HOME FOR ECONOMIC REASONS BUT CANNOT FIND A BUYER.

   D. A HOMEOWNER NEEDS TO RELOCATE BECAUSE HE FINDS THAT THE CRIME RATE HAS RISEN TO AN ALARMING RATE DUE TO THE NEGATIVE EFFECTS OF THE PROJECT BUT FINDS HIS HOUSE UNSALABLE.

Page 1, paras 2 and 3 - The complex forces that affect market value are numerous and cannot be isolated to a single issue such as the lock replacement project.

Page 1, number 1 - Many of the situations cited arise every day and have nothing to do with the Corps' project. (See answer above.)

2. WHAT MITIGATION WILL THERE BE FOR BUSINESS OWNERS OR LANDLORDS WHO FIND THAT THEIR BUSINESS IS DESTROYED AS A DIRECT RESULT OF THE PROJECT?

   A. TRAFFIC RE-ROUTING OR THE PLACEMENT OF THE BRIDGE WILL SEVERELY IMPACT OR DESTROY SOME BUSINESSES.

   B. TENANTS (WHO ARE NOT TIED TO THE AREA BY PROPERTY) WILL SIMPLY RELOCATE WHEN THE NOISE, DUST, TRAFFIC, OR CRIME BECOME TOO MUCH FOR THEM. THE LANDLORD WILL BE LEFT WITH EMPTY, DEVALUED PROPERTIES.

THE ARMY CORPS MUST REALIZE THAT HEAVY CONSTRUCTION, DUST, NOISE, AND TRAFFIC CONGESTION WILL HARDLY BE CONSIDERED A SELLING POINT TO ANY WOULD BE HOME BUYERS DURING THIS PERIOD. IN EFFECT, A BUYER'S MARKET WILL REIGN DURING THE COURSE OF THE PROJECT AND ANY HOME OWNER'S NEEDING TO SELL THEIR HOMES WILL BE TRAPPED. FURTHERMORE, THE NEGATIVE IMPACT TO REAL ESTATE COULD CONTINUE LONG AFTER THE PROJECT IS FINISHED DUE TO THE DETERIORATION OF THE QUALITY OF LIFE IN THIS AREA.

IN EFFECT, THE ARMY CORPS, IF THIS PROJECT IS APPROVED, WILL HAVE CREATED A SITUATION OF PUBLIC DOMAIN WHEREIN THE LANDOWNERS WILL BE ADVERSELY AFFECTED AND WILL NOT BE COMPENSATED FOR THEIR LOSSES. SHOULD THEY WISH TO RELOCATE OR NEED TO RELOCATE AT ANY TIME DURING THE PROJECT THEY WILL LIKELY BE TRAPPED BY THE ECONOMIC REALITY OF THEIR DEVALUED OR WORTH-LESS PROPERTY.

PROPOSAL:

ANY MITIGATION PLANS PROPOSED BY THE ARMY CORPS OF ENGINEERS SHOULD TAKE INTO ACCOUNT THE NEGATIVE IMPACT ON THE REAL ESTATE VALUES IN THE HOLY CROSS HISTORIC DISTRICT AND OTHER AFFECTED NEIGHBORHOODS.

A PLAN SHOULD BE DEVELOPED WHEREBY THE RESIDENTS WHO WILL BE MOST AFFECTED BY THIS PROJECT WILL HAVE THE ASSURANCE THAT IF THEY SHOULD NEED TO SELL THEIR HOMES DURING THIS PERIOD THEY WILL BE COMPENSATED FOR ANY PROPERTY VALUE LOSSES CAUSED BY THE PROJECT.

FOR EXAMPLE, LET US SAY THAT BEFORE THE PROJECT A HOME IS APPRAISED AT $50,000 DOLLARS. FIVE YEARS LATER THE OWNER NEEDS TO SELL HIS HOME AND RELOCATE TO ANOTHER CITY BUT FINDS THAT HIS HOUSE IS NOW WORTH ONLY $30,000 AND HE MAY HAVE TROUBLE FINDING A BUYER AT EVEN THAT PRICE. . WHY? THE HEAVY CONSTRUCTION, TRAFFIC CONGESTION, NOISE/DIRT POLLUTION HAS KILLED THE HOUSING MARKET. WHY SHOULD THIS HOMEOWNER BE FORCED TO BEAR THE BURDEN OF THIS PROJECT WHICH WILL ULTIMATELY REAP HUGE PROFITS FOR OTHERS?

Page 2, number 2 - It is not envisioned that any businesses would be destroyed by the project. We do recognize that the potential exists for some business to be impacted by the project and that is why provisions have been included in the mitigation plan to offer compensation to those that are impacted. In order to be eligible, businesses losses would have to be demonstrated by such evidence as loss of sales reflected in a decrease of sales taxes collected.

Regarding the quality of life next to the construction project, there is a provision for temporary relocation of residents that is included in the mitigation plan. However, this would be handled on a case by case basis, as the project, as proposed, should not have the type of impact being depicted by Mr. Allen.

SOLUTION:

THE HOMEOWNERS IN THIS AREA SHOULD BE PROTECTED AGAINST THE REAL ESTATE CATASTROPHE THAT WILL SURELY FOLLOW THIS PROJECT.

EACH HOMEOWNER SHOULD BE ALLOWED TO HAVE A CURRENT APPRAISAL OF HIS HOME TO DETERMINE THE CURRENT MARKET VALUE BEFORE THE PROJECT. THIS WOULD BECOME THE COST BASIS FOR DETERMINING THE VALUE OF THEIR HOME AND THIS FIGURE WOULD BE INDEXED ANNUALLY TO EITHER THE INFLATION RATE OR THE AVERAGE INCREASE IN REAL ESTATE VALUES IN THE NEW ORLEANS AREA (WHICHEVER IS GREATER). SHOULD THE OWNER NEED TO SELL HIS HOME DURING THIS PERIOD THEY SHOULD BE GUARANTEED TO RECEIVE THE REAL VALUE FOR THEIR HOME RATHER THAN A DEVALUED PRICE.

FOR EXAMPLE, A HOME IS APPRAISED AT $50,000 PRIOR TO THE PROJECT. FIVE YEARS LATER, AND AFTER THE PROJECT IS WELL UNDERWAY, THE OWNER TRIES TO SELL HIS HOME ONLY TO FIND ITS CURRENT MARKET VALUE TO BE $30,000 DUE TO DEVALUATION CAUSED BY THE PROJECT . THE OWNER SHOULD BE ALLOWED TO SELL HIS HOME FOR THE $30,000 AND BE COMPENSATED BY THE ARMY CORPS FOR HIS LOSSES. THE OWNER WOULD RECEIVE $30,000 FROM THE NEW BUYER PLUS $20,000 + FIVE YEARS ADJUSTMENT FOR INFLATION. THIS WOULD BE A FAR TRUER MITIGATION THAN WHAT IS CURRENTLY PROPOSED BY THE ARMY CORPS.

WHAT IF, AFTER THE PROJECT IS UNDERWAY, A PERSON FINDS THAT LIFE NEXT TO THE CONSTRUCTION SITES IS INTOLERABLE BUT THEY CAN'T LEAVE BECAUSE THEY CAN'T FIND A BUYER FOR THEIR HOME? IN THESE CASES, WHERE THE PROJECT HAS RENDERED THE PROPERTY UNSALABLE, THE OWNER SHOULD BE "MADE WHOLE" AND COMPENSATED FOR THE ENTIRE PRE-PROJECT VALUE PLUS THE ACCRUAL FOR INFLATION. THE TIME THE HOUSE REMAINS ON THE MARKET SHOULD BE REASONABLY LIMITED TO SIX MONTHS OR A YEAR.

NOTE: IN SOME CASES A HOME MAY HAVE SUSTAINED DAMAGES NOT RELATED TO THE PROJECT. THE PRE-PROJECT APPRAISAL COULD BE USED TO DETERMINE IF THIS WERE THE CASE AND A VALUE ADJUSTMENT COULD BE MADE.

CONCLUSION:

I AM OPPOSED TO THE ARMY CORPS OF ENGINEERS PROPOSED PROJECT TO WIDEN THE LOCK AT THE INDUSTRIAL CANAL BRIDGE AND IN THE VICINITY OF THE HOLY CROSS HISTORIC DISTRICT. THE PROJECT WOULD DESTROY LIFE AS WE KNOW IT IN THIS COMMUNITY AND OFFERS VERY LITTLE TO COMPENSATE THE RESIDENTS.

IF THE PROJECT MUST GO ON, DESPITE THE MANY PROTESTS FROM THE RESIDENTS, I PROPOSE THAT THE RESIDENTS BE GUARANTEED THAT THEY WILL BE COMPENSATED IN THE EVENT OF THE SHARP DEVALUATION OF PROPERTY VALUES THAT IS SURE TO FOLLOW A PROJECT SUCH AS THIS.

SINCERELY,

GARY R. ALLEN
4709 N. RAMPART ST.
N. ORLEANS, LA. 70117

PHONE: 945-1196 OR 568-7457

Elizabeth G. Blaise

5033 N. RAMPART STRIET NEW ORLEANS, LA 701 7-3830 (504) 949-6362

January 27, 1997

U. S. ARMY CORPS OF ENGINEERS

My name is Elizabeth Blaise and I live at 5033 N. Rampart Street in the HOLY CROSS HISTORIC DISTRICT. I have been a resident of this area just about all my life and own a home built on property my grandparents farmed in the early 1900's. I have been a member of the HOLY CROSS NEIGHBORHOOD ASSOCIATION since its inception in 1981.

I am against the widening of the canal at the intended location and the replacement of the St. Claude bridge because of the havoc it will cause the entire area and the problems facing the residents over a long period of time, resulting in the ruination of our neighborhood. This is a monumental undertaking and there is no precedent for anything like it, so who knows how it will turn out. The whole project is simply unacceptable.

In reading through the information on the Environmental Impact and Mitigation Plan for this project, I see that information is based on a 1990 census - six years ago! We have worked hard to improve our area after years of neglect and the aftermath of hurricane Betsy's destruction. We have participated in the PRC's Christmas in October program for the past two years - the Holy Cross Community Development Corporation was formed and they have purchased and renovated abandoned property for sale - we have built a "state of the art" playground near the levee for our children - and recent street paving has been accomplished though the current city administration.

Statistics are just print on paper - we have to consider the effect this will have on living human beings, whose property values will amount to nothing, even before the project ever begins, and suffer even more isolation and neglect than before when the project is finished.

We don't want huge ships going through our neighborhood with possibly dangerous cargoes and rattling houses as they go by. We don't want long delays in traffic for these ships to pass through the canal. We don't want our beautiful, scenic levee to be cut back and topped with concrete walls, where graffiti artists can ply their trade as they have done in other areas where these walls exist. We don't wait to have to leave our homes because of the noise and vibration heavy equipment produces. We don't want to lose Holy Cross School, a mainstay and support of our neighborhood, because the students cannot get to school with only one bridge open at a time. No amount of mitigation can justify that.

I remind the Corps of Engineers of their statement on several occasions that if the residents did not want this project, it would not take place. Apparently, that was just rhetoric and our area is considered expendable to the needs of the maritime industry.

This project should not be put in any locality where it would have a devastating effect on the community.

Please find some innovative way to solve this problem for the big ships other than sacrificing our neighborhood and its residents.

Elizabeth Blaise

ELIZABETH G. BLAISE

I did take the opportunity to speak at the January 27 meeting at Holy Cross, but I am sending the complete information in writing for the record.

Elizabeth Blaise

Paragraphs 2 and 3. The revised EIS and community impact mitigation plan reflect recognition of neighborhood group efforts. The revision increases the Corps' efforts to mirimize disruption of neighborhood residents and business by removing all but minimal transportation outages, and by increasing and improving the plan.

Paragraph 5. A "fold-down" floodwall has been incorporated into the plan. For all but less than one month out of each year (on average), the wall will be horizontal and out of sight. This wall is planned for areas along the canal that currently have only levees. The impact to businesses such as Holy Cross has been greatly diminished by incorporation of a temporary bridge at St. Claude and reductions of the outage of the Claiborne Avenue bridge to only a few weeks.

INDUSTRIAL HARBOR NAVIGATION CANAL

LOCK REPLACEMENT PUBLIC MEETING

Monday, January 27, 1997 - 1900 Hours

DATA AND PROFILE OF COMMENTER: Dean K. Bruch, Semi-retiree. Age 72.

Has resided in Louisiana since 1951 with a 7 year break between 1959 and 1966 when employed as a Panama Canal Pilot.

Residence since 1966: 316 Southern Road
River Ridge, La. 70123-2069

Professional Experience in Brief:

(1) Ship pilot on Mississippi River and Mississippi River Gulf Outlet from 1966 through 1977. Active Ocean unlimited Master Licence with First Class Pilotage Endorsements from Sea via Southwest & South Pass to Baton Rouge and MR-GO From Sea to Industrial Canal Complex. My last shipboard assignment was serving as pilot on board the AMERICAN QUEEN on passage from Amelia, La. to berthing at Robin Street. Transit included the Houma Navigation Canal, across the Gulf of Mexico and passage up the Mississippi River.

Comments noted.

I have been closely associated with the maritime industry for 53 years. I graduated from the U.S. Merchant Marine Academy in 1945. I was a shipboard cadet during World War II. I was never on a ship that was torpedoed. However two of my classmates were on a ship that was sunk off Southwest Pass and thank God they survived. Met them immediately afterwards at the Seanger Theater. Yes! We did proceed to have a few drinks to celebrate them still being among the living.

(2) Familiar with the pros and cons on using locks to reach basins vs open water berthing of vessels.

(3) Familiar with the pros and cons on using the Mississippi River vs MR-GO.

- - - - - -

I am not in support of the proposed IHNC Lock ~~improvement~~ Replacement project. Foremost reason being it would be a band aid remedy for a serious problem. I believe in organized port development and efficient marine traffic management coupled with long range planning that would serve the Port of New Orleans needs for the next 100 years.

I wish to quote a letter I wrote to the Times-Picayne dated Dec. 10th which was not printed and outlines my beliefs why an adequate lock should be built at another site. Attached copy of this letter is being made a part of these comments. One correction - A first class lock at the Violet site will probably cost more than at IHNC Lock site.

Additional technical issues regarding establishing a lock at Violet:

(1) Vessels using the Mississippi River and proceeding to the Industrial Canal would involve approximately 115 Miles with approximately 1 hour for locking time. This would include a 5 mile connecting canal between the river at Violet and MR-GO.

Presently the MR-GO passage is 75 Miles. This of course don't include passage time of vessels at sea being required on frequent occasions (one ship master told me "1/3 of the time") or having to proceed to South Pass Entrance to board a pilot or to proceed to South Pass to disembark the pilot. This can be due to adverse weather conditions and other numerous reasons. Ships coming from Gulfport or Pascagoula and then proceeding to the east can involve as much as 80 miles additional distance when they are required to board and disembark a pilot at South Pass.

(2) The river has a 45 feet depth channel vs MR-GO which has to be continually dredged to maintain 36 feet depth and it is not uncommon to have draft restrictions on MR-GO. This is a serious problem for vessels who have loaded to say 35 feet and then when arriving off MR. GO or South Pass finds the depth of channel has been restricted to 33 feet.

(3) A operator and mariners's dream would be to have a twin chamber lock with each chamber being 150 feet width and approximately 1200 feet length and 50 feet depth. This would allow large container ships and bulk carriers to use facilities in the Industrial Canal Complex including Michoud Canal for possibly

the next hundred years. The proposed St. Bernard Canal, MR-GO and the Intracoastal Waterway would have to be deepened with the foremost problem being alongside the docks. You dredge to 50 feet alongside a dock that has been designed for 36 feet depth you can be faced with an unstable footing underneath the dock aprons. This is an engineering problem and has been solved in other ports throughout the world.

(4) To keep banks from caving in bulkheading the banks of the canal may be the answer. I have been through the Cape Cod, C & D and Kiel Canals. As I recall there was some bulkheading in each. The MR-GO and Intracoastal section of this waterway should possibly be bulkheaded as well. The Panama Canal has rock banks and with SPEED LIMITS enforced the banks remain stable.

(5) The big advantage of a twin chamber lock is one side at a time can be overhauled which allows continued traffic flow through the "wet" chamber. Presently when overhauling the IHNC single Lock the tow traffic has to use the Baptiste Collette Bayou entrance to the river at LMR Mile: 11.3 (Across from Venice). If a vessel is proceeding from the ICWW East to the ICWW West or vice-versa this can be costly and very time consuming.

(6) Air draft problem for the larger ships passing underneath the Paris Road Bridge? If the Port of New Orleans advertises attractive rates for using the Industrial Canal Complex ships will be built and existing vessels modified to transit safely under this bridge. This can include fold down masts and telescopic stacks. During the 1942-43 period Waterman Steamship Corp built 36 ships designed to pass under the bridges on the Manchester Ship Channel in England. This included provisions for removal of top masts and half the smoke stack. The downside was moving the whistle to the lower half of the stack. You only hoped then you didn't have to blow the whistle since it made a very deafening sound in the wheelhouse.

(7) St. Bernard residents are the ones who will be adversely affected with a lock at Violet and a connecting canal between the river and the MR-GO. However compensation will be closure of MR-GO. Hopefully the wet lands in the area will eventually restore itself.

(8) Bridges and approaches crossing the proposed St. Bernard Canal should be built prior to digging the canal in area of bridges so residents will have minimum inconvenience.

(9) St. Bernard should receive a toll for ships using the canal in order to have funds to police the area by controlling speed of vessels and insuring there is no overboard discharge of oil and other wastes. A Harbor Master Office with harbor police is the way to go. Coast Guard? Forget that route they don't have the resources.

Comments on Proposed IHNC Lock Replacement:

(1) Designing and building Locks? The Corps of Engineers are past masters of this art. The Panama Canal Locks built in 1913 for its time are an engineering accomplishment without parallel. This model 110 feet by 1000 feet was even used for the 26 locks on the Upper Mississippi River between St. Louis and Minneapolis. I have been through every one of them on the DELTA QUEEN. I am sure the proposed new lock for the Industrial Canal will be of the same quality.

(2) Environmental issues associated with this proposed new lock is not my expertise and I am sure the pros and cons will be adequately addressed at this public hearing.

(3) However from an overall navigation and environmental stand point in my opinion the proposed IHNC Lock Replacement site does not answer the maritime industry and general public needs. An alternate site should be addressed.

Thanks for allowing me to offer these comments. Please don't throw rocks at Lucienne and I after we leave. We are lovers and not fighters and only trying to present what we think is in the best interest of the Port of New Orleans and most of all the general public who we dearly love.

Respectfully submitted by:

Dean Bruch

Phone (504) 737-4499

December 10, 1996

The Times-Picayune
3800 Howard Avenue
New Orleans, La. 70140

ATTN: Letters to the Editor Sent Via FAX: (504) - 826-3369

I read with interest your excellent T-P article of Dec. 8th entitled "Industrial Upgrade."

I am in accord with State Rep. Sherman Copelin. "Let them put in a new lock somewhere else." The most practical solution to this problem is build a new lock as planned over 30 years ago at the Violet site.

A lock in the Violet area with a channel over to the Mississippi River Gulf Outlet will allow the environmental disaster known as the MR-GO to be closed below the intersection of the lock channel with the outlet and stop the salt water intrusion into Lake Pontchartrain. Additionally this will eliminate vessels wake from destroying the remainder of the marsh land in lower St. Bernard Parish.

It is true there will be an outcry from the maritime industry and their allies, the Port of New Orleans, the Louisiana DOTD, the Corps of Engineers, the Coast Guard and last but not least the St. Bernard Council. Unfortunately this group has consistently through the years refused to establish common sense speed limits in the MR-GO channel which has greatly contributed to these eroding wetlands.

With a new lock/channel built and establishing SPEED LIMITS to protect the banks in this lock channel it will add to the transit time of vessels between sea and the Industrial Canal complex but I see this as a viable alternative to this bottleneck. The positive side for constructing a lock at Violet is it can be completed in a shorter time frame and create less environmental impact for residents in the area than in Orleans Parish.

Leaving the Industrial Canal lock in place and having a large ship/barge lock with **twin chambers** at Violet will certainly enhance navigation flow between the Mississippi River and the Intracoastal Waterway as well as the Industrial Canal complex. However, I don't believe the citizens of St. Bernard should allow the Violet Lock to be constructed without closure of the MR-GO to protect the lock canal waters from salt water intrusion and area flooding.

Dean Bruch
316 Southern Road
River Ridge, La. 70123-2069

Phone: (504) 737-4499

12/11/96 Note to T-P staff-Attn: Joe.

This is my third and final recommended draft if you choose to print this letter. It will make waves in St. Bernard Parish but this group should share the misery with the rest of us when it comes to accepting needed waterway commerce development. Protecting the wetlands? Closure of the MR-GO with protection levees is the answer. Capt. Dean

22 February 1997

Col.William Connor
PO Box 60267
New Orleans, LA 70160

Re: Relocation of navigational locks at Industrial Canal in New Orleans, LA.

Dear sir,

I attended the town meeting in ST. Bernard Parish on Febuary 19, 1997 concerning the proposed Industrial Canal Project. The presentation and following discussion by Corps project manager Joe Dicharry was very informative and easy to understand.

I must disagree on the type of bridges proposed at the St. Claude Ave. and North Claiborne Ave. crossings.The Corps proposes the bridges be of a type that open and close to allow canal traffic to pass. This type of bridge is not acceptable, (which was perhaps 50+ years ago),but going into a new century, placing bridges of this type in a densely populated urban area is unfair to present and future generations..

We must have high rise bridges at these locations, as well as the Florida Ave. crossing. I would like to see pedestrian walkways w/ wheelchair and bicycle access. At present there is no walkway on the North Claiborne bridge and a very dangerous, high crime area, restrictive access at the ST. Claude Ave. crossing. The railroad bridge at the Florida Ave. crossing should have nothing to do with the desired high rise bridge at Florida Ave. The railroad bridge at Florida Ave. should be at a level desirable to the railroad and other interests.

St. Bernard Parish, east bank Plaquemine Parish, as well as the lower 9th ward of New Orleans have endured much hardship to this point in time with the existing industrial canal crossing. **I urge you to reconsider and modify the proposed project.**

High rise bridges need a larger footprint, but this can , and must, be accomplished as it has in many parts of urban communities in this country. Let us not deteriate into a third world state, city, and parish.

The closure of the Mississippi River Gulf Outlet (MRGO) was also discussed at the town meeting and even though it is not directly in the Industrial Canal proposal, it also affects St. Bernard Parish **unfavorably**. It was unanimously agreed, and petitioned, that the MRGO should be closed or at least **be** re-routed through Lake Borgne, away from the ever expansion of population.

Thank you for alloving the deadline for comments on the Industrial Canal Project be extended to March 3, 1997.

Yours truly,

Edward P. Budd
53 East Chalmette Circle
Chalmette, LA 70043
(Tel. 504-277-5679)

For the past 40 years I have been a voter, resident, and owner of property at the above address.

Copy to:Gov. Foster
Sen. Breaux
Sen. Landrieu
Rep. Tauzan
Rep. Livingston
State Sen. Dean
State Rep. Warner
State Rep. Odinet
Council B. Hutter

The project has been formulated to minimize the inpacts to the local communities. Not only would high-rise bridges at St. Claude and Claiborne Avenues cause numerous residential relocations, they would tend to isolate the areas within the shadow of those high structures. Blighting influences to the neighborhoods along those roadways would be expected to occur along these types of bridges .

February 21, 1997

Col William Connor, Corps. of Engineers
P O Box 60267
New Orleans, La. 70160

Dear Col. Connor

I am writing you this letter concerning the revamping of the locks at the Industrial Canal. I have been a St. Bernard resident for over 20 years and have family and friends now living n St. Bernard. I work in downtown New Orleans. Currently, there are 6 bridges over the Industria Canal: I-10 High Rise, Florida Avenue, Claborne Avenue, St. Claude Haynes Blvd. and Chef Hwy.

All of the information that I have seen published in the Times-Picayune indicate that during various phases of construction, at least one of these bridges will be out of commission during this time span. This will create horrendous traffic jams for the commute to and from the Central Business District not only for St. Bernardians but also for the residents of the lower 9th ward. This will in effect force me to quit my job or relocate to Metairie. I do not relish any of these options.

A better solution would be to construct the Florida Avenue Expressway **BEFORE** any work is done to tear down any of the existing bridges over the Industrial Canal. I would even be willing to pay a toll equal the Crescent City Connection to use this expressway to avoid the massive traffic jams that are bound to happen when one of the bridges is closed at all times for a 10 year or more construction timeframe.

I do not relish the thought of having to quit my job or relocate to Metairie, but I will be forced to do so because I can not and will not accept a two hour commute each way to my job. Unfortunately, several of my co-workers and relatives who live in St. Bernard also feel the same as myself. I believe that the closure of one of the bridges during this time frame will cause a massive exodus of residents from St. Bernard that work in the CBD. Hopefully, the Florida Avenue Expressway will be completed before the Industrial Canal construction begins or you can stop this construction project.

Very truly yours,

Francis F. Cady, Jr.
3300 Veronica Drive
Chalmette, La. 70043

A new vehicular bridge, mid-rise or high-rise, is needed at Florida Avenue for better traffic flow and improved hurricane evacuation over the Industrial Canal. The Corps does not have the authority under the lock replacement project to include any work at that location. The State of Louisiana has been planning for a new bridge at that location for a number of years. It has been assumed that a new bridge there is in part of without project condition. In addition, a temporary bridge at St. Claude Avenue has been included with the same lane capacity as the existing bridge, thereby eliminating the need to close that bridge during construction. Only a couple of weeks closure will be required at Claiborne Avenue by using innovative construction methods.

The closure of the MR-GO is not being addressed in this report.

February 3,1997

District Engineer, CELMNPD,
P.O.Box 60267,
New Orleans,LA 70160-0267

Sirs:

I am in favor of the proposed Inner Harbor Canal Lock Progran.

Our unique location as a crossroads of river and intracoastal waterway, with central access to the Gulf of Mexico, will always an economic asset to this area, therefore we should not allow our maritime facilities to deterioate, or to become outdated.

I am a resident of Chalmette, and as a frequent user of both the St.Claude and Judge Seeber bridges, I would like to see the Florida Ave. high rise bridge plans be stepped up to alleviate future traffic congestion.

Sincerely

Ejnar G Christiansen

Captain Ejnar G.Christiansen
(Retired Master,Lykes Bros.S.S.Co.)
27 Carroll Drive
Chalmette,LA 70043

A new vehicular bridge, mid-rise or high-rise, is needed at Florida Avenue for better traffic flow and improved hurricane evacuation over the Industrial Canal The Corps does not have the authority under the lock replacement project to include any work at that location. The State of Louisiana has been planning for a new bridge at that location for a number of years. It has been assumed that a new bridge there is in part of without project condition. In addition, a temporary bridge at St. Claude Avenue has been included with the same lane capacity as the existing bridge, thereby eliminating the need to close that bridge during construction. Only a couple of weeks closure will be required at Claiborne Avenue by using innovative construction methods.

Marc Cooper
3929 Charters St.
N.O. 70117

33

QUESTIONS FOR THE CORPS - JANUARY 27, 1997

1. Notification: On a letter dated 10 December 1996 you stated that a public hearing would be conducted mid-January and public review process would conclude January 27, 1997.
   A. Why did I not receive notice of this hearing until January 14?
   B. When were the notices sent out?
   C. How many notices were mailed?
   D. How may notices were sent out with the wrong date: "Wed. Jan 27..."?
   E. How many corrected notices were sent out and when? [I never got one.]
   F. How many churches are there within [redacted] block radius of the project and how many notices were sent to churches in time to publish in parish newsletters? whom were
   G. How many and to ~~who~~whose notices ~~were~~ sent to Neighborhood and civic association presidents secretaries, board members, or newsletter editors within the project area? The Bywater Neighborhood Associaton newsletter has been a monthly for over 21 years and did not receive any notice of the public meeting.
   H. Why did you schedule a hearing for the last day of the public review period?
   I. The District Engineer conducted a meeting for which notice received listed the "Huddle" at Holy Cross as the meeting room for a January 22 meeting of the Neighborhood Working group. Since the meeting was not held at the huddle, what individual was posted to direct people to the correct meeting room?
   J. Why was the notice of the meeting only published once in the Times Picayune newspaper?
   K. Which other media were contacted and on what date?
2. Tree relocation:
   A. Where in the EIS is the transplanting of the trees alongside the existing lock addressed?
   B. Why did the District Engineer purport to have raised the issue of saving these trees and receive the response that they would probably end up "firewood," when in fact the BNA raised this issue years ago?
   C. Why are the trees alongside the canal dying?
   D. Has the Corps done an inventory and assessment of these trees and is there a program in place to fertilize, prune, and protect these trees until they might be relocated if the project moves forward?
   E. Has the Corps consulted with Disney about their successful transplant of mature live oaks in Orando [a project brought to their attention by BNA] and if so, why was this report not shared with the Neighborhood Working Group?
3. Coast Guard Station relocation:
   A. How many jobs may be transferred out of our neighborhood if the station is relocated?
   B. What will be the net loss to our neighborhood economy i.e. restaurants, lumber/hardware and other stores if this station is moved?

Refer to responses to public meeting comments.

4. SPCA
   A. Has the Society for the Prevention to the Cruelty to Animals at 1319 Japonica [in the shadow of the locks] been notified of this proposed project?
   B. What effect will this project have on the SPCA?
5. Union Training facility
   A. Has Mr. Ivy Gaudet, the head of the Carpenter's Millwright and Piledrivers Apprenticeship and Training Program at 1215 Japonica Street [in the shadow of the locks] been notified of this project?
   B. What impacts will this have on their operations?
6. USPS
   A. Has the Bywater station of the United States Postal Service [in the shadow of the existing St. Claude Avenue bridge ramps] been notified?
   B. What impact on their operations will this project bring to pass?
   C. Will our mail service be adversely affected?
7. Municipal Assessor
   A. Has Mr Errol Williams, the Assessor for the 3rd Municipal District, which covers both sides of the Canal been notified of this project?
   A. Has Mr. Williams, whose job it is to assess property value for the purposes of City and State ad valorem taxes been asked his professional opinion about the effects of this project on area property values?
8. District C Representation
   A. Why has the District C Councilman, which covers the west side of the Industrial Canal in Bywater, historically been excluded from the planning process though it has included other elected officials?
9. Net improvements
   A. Page 25 of the Draft Evaluation Report Mitigation Plan states that "The New Orleans District does not expect net improvements to result." If this is so why should we be partners for this project?
   B. Why did the Project Engineer seemed surprised at this attribution when it was raised at the January 22 Neighborhood Working Group meeting?
   C. The same point was raised on May 2, 1995 as documented in the minutes page 4, last paragraph, referring to the April Draft of the mitigation plan. Does the Corps just record minutes and then ignore questions or points raised therein?
10. Mass Transit
   A. What good will rails be on the new St. Claude bridge as proposed if there is no system of Mass transit incorporated in the mitigation plan?
   B. Does the Corps really think that 'if we build it, they will come?'

February 20, 1997

Col. William Conners
Corps of Engineers
P. O. Box 60267
New Orleans, La 70160-0267

Dear Col. Conners:

I am against the expansion of the Industrial Canal Lock. Not enough information has been done on the environmental impact of this project on the surrounding community and on the marine life of the Mississippi River and the Gulf Outlet. Both will be affected drastically. Has the Corps of Engineers made provisions for any kind of chemical or marine disaster? No such information was provided in the Mitigation Plan recently presented. The Holy Cross neighborhood borders the Mississippi River and the Industrial Canal and, every day, I see fuel and chemical barges waiting to proceed into the locks. This is a disaster waiting to happen. You want to make the canal bigger to provide access for LARGE container ships along with increasing barge traffic but provide no plans for emergency situations.

No studies have been made to ascertain what is on the bottom of the canal. You wish to dig it wider and deeper but have no plans in place for any emergency situation that will result during construction. Any chemical or fuel spill will directly impact the surrounding neighborhoods.

We have already seen an environmental mess made by man in Lake Pontchartrain. How will you insure that this type of situation does not come up during and after construction? You do not address the effect the building will have on the marine life at all. How can you plan to expand the Canal and not address these issues?

I go fishing by way of Bayou Bienvenu ard see the erosion done to the Intercostal Canal and surrounding areas. Have you taken in consideration the erosion problems that will occur with this expansion? Were there any studies done to insure that there will not be a negative impact on the surrounding areas both land and water? Usually, plans are made after a disaster happens not before. We have seen the result after a barge hit the Clairborne Bridge several years ago of how emergency situations are handled after the fact. This is not acceptable if you plan to cut off this area for such a long period of time. You need to address plans for land emergency and marine emergency situations and make provisions for them. Has this been done yet?

Page 1, para 1. Comment on ship traffic

Page 1, para 2, and 3. Bottom sediments have been analyzed. There are no documented hazardous materials. The soils and sediments to be excavated and disposed have been extensively tested for the presence of contaminants. The testing analyses are summarized in the EIS and described in great detail in the Engineering Investigations (Appendix B), the HTRW Appendix (Appendix C), and the Environmental Appendix (Appendix D). Our investigations show that the soil on the east bank of the IHNC, below 5 feet in depth, which is to be excavated for the bypass channel, contains only background levels of contaminants. This is the only material proposed for marsh development.

Page 1, para 4. Erosion problems in the industrial canal have been considered in the design of the project. The project as planned, will provide a safer, more efficient canal for waterway traffic. With the inclusion of a temporary bridge at St. Claude Avenue and the reduction of the closure time at Claiborne Avenue to a couple of weeks, the impacts to vehicular traffic should be minimized.

Also, what happens to the land people own due to erosion? Are there provisions to compensate the landowners for the property destroyed or changed by erosion due to the expansion of the Industrial Canal Plan? Erosion of the Intercostal Canal is a big problem that is currently being ignored. Are these concerns going to be ignored by the Corps of Engineers, also?

I do not endorse the expansion of the Industrial Canal. This plan will destroy both my home and recreational environments without any kind of considerations. Nothing in your plan has addressed these important issues.

Sincerely,

Eugene Cummings. Sr.
4902 Dauphine Street
New Orleans, La 70117

To the U.S. Army Corps of Engineers
ATTENTION: LES WAGUESPACK

Questions and comments from Pam Dashiell regarding the
IHNC Lock Project
683 Jourdan Ave
NOLA 70117

I. Process

Why was there so little time allotted for comments and questions from the citizens of the affected areas? Although there were several series of meetings in past years-as detailed in the reports-the scope of the official public comment period just prior to federal approval or authorization should have been longer and much more inclusive. To my knowledge there was only 1 truly public advertised meeting. I've been told that there were 2 additional smaller meetings with private groups, apparently tacked on as afterthoughts or appeasements to the many people who expressed dissatisfaction with the number, inclusiveness and location of the public meeting.

There appeared to be no real effort to attract the populations who will be most adversely affected-low income, single parent, 2 job, elderly, minority, bus riding-especially from the lower ninth ward from St Claude to Florida, Marigny and the upper ninth and eighth wards from St. Claude to Florida and Violet.

The Announcement of Public Meeting which was sent to certain people was almost unreadable. Small type, long sentences, dense layout and big words seemed designed to make this publication a throwawny. Was this the case?

Finally, the reports themselves were nearly incomprehensible. With all the public relations and communications resources available to the USACE, why not just present the facts in a clear, concise, organized fashion. There are few engineers or others among us who consistently read and therefore readily understand technically-formatted documents. As much as people want to take the time to pore through technical reports which are so critical to their lives and livelihoods, demands of family and work make it impossible.

II. Correlated Projects

Your studies and reports cite many projects which you imply must be in place for this IHNC project to proceed. Specifically, over the years the USACE has

Para. I - The draft report was submitted to the public on December5, 1996. The public meeting was held on 27 January 1997. The public comment period was left open until March 3, 1997. That allowed a 90 day period for comments and questions, which is much longer than normal. We normally hold just one public meeting for project unless the impacts occur over a large geographical area. Public notices of the meeting were sent to all on our mailing lists, including residents in the affected areas. News releases were sent to all local video and print media. We feel sufficient notification was given about the meeting. The main report was prepared for the Corps' use and not the public, so that is why it is written in a technical manner. The EIS portion of the overall document is meant for public review and is written in a non-technical style.

Para. II - The replacement of the Florida Avenue railroad bridge has to occur before work on this project can proceed. That bridge is scheduled to be replaced by the New Orleans Dock Board using Truman Hobbs authority through the U.S. Coast Guard. Funds have been appropriated for that bridge replacement, and work is scheduled to begin in 1997.

With the inclusion of a temporary detour bridge at St Claude Avenue and the use of innovative construction methods for the Claiborne Avenue bridge superstructure replacement, we no longer rely on the Florida Avenue high-rise bridge as part of a comprehensive detour plan.

We had used traffic studies prepared by the Regional Planning Commission for the traffic needs of this project. We did not include those studies in our report, but referred to them in the report.

Volume 5 of the report contains the toxicology studies related to the project.

said many times that the Florida Avenue Bridge will be completed before any work on this project would begin. At several meetings you've mentioned completion of a highrise bridge at Florida as a condition for proceeding. Where are the plans for these projects? There is vague talk about what is going to be done, but nothing concrete. The representative from the Louisiana Transportation Dept. didn't seem to have a clue about negotiations and plans for the project. Where are the completed traffic studies for the Florida project not to mention the St. Claude and Claiborne bridge lock related projects? Where are the completed toxicology studies related to the inevitable soil disturbances which would be created by the project?

III. Costs and Benefits

What you cite as benefits to the community are really costs to the people who are the community. Why don't you provide a true accounting?

Para. III. Some of these items have been removed from the mitigation plan and placed in construction, but some are still considered direct impact minimization. Refer to the revised Volume II, Mitigation Plan for more details

IV. Alternatives

Alternatives to the Lower Ninth Ward site for your project are not adequately presented and apparently have not been adequately researched. You don't explain why the other sites you mentioned are unacceptable (except for Violet) and why our area is so ideally suited for your project - environmentally, economically, human costs. Your conclusions are not backed up with facts. With even the Violet alternative was any effort made to address the wetlands issue with the USACE's visionary wetlands mitigation bank plan or other creative solution?

Para. IV - Pages 40 - 70 in Volume I, the Main Report and Section 4 of the EIS clearly discuss the alternatives considered in the long history of this project.

V. The Mitigation Plan

A. Impact Avoidance

1. All elements in this category except for the last are project specific components and do not in any way mitigate or compensate for the damage the Corps will inflict on our communities. Why are these project costs included in the mitigation budget?

2. What is the real purpose of this historical recordation component and what could possibly cost that much money? Please specify.

Para. V(A-1) - All elements of Impact Avoidance have been eliminated from the mitigation and placed in the construction costs of this project.

Para. V(A-2) - The purpose of the historical recordation is to meet the requirements of the National historic Preservation Act. The Corps is required to mitigate the effects of the project construction on any historic properties determined eligible for the National Register of Historic Places. The IHNC Lock, the St. Claude Avenue bridge, and the Galvez Street wharf are eligible properties. Mitigation will be accomplished by recordation of these properties to the standards of the Historic American Engineering Record and the Historic American Buildings Survey. In each case, intensive background research, large-format photography, and physical documentation of the structures is required, possibly to include measured drawings. Other cultural resource mitigation activities may be required as part of the Memorandum of Agreement with the State Historic Preservation Office that will be required for this project.

B. Direct Mitigation

1. Again, referencing street resurfacing for construction traffic, debris removal by barge, lighting under St. Claude Avenue bridge approach, offsite parking for construction

Para. V(B-1) - Some of these items have been removed from the mitigation plan and placed in construction, but some are still considered direct impact minimization. Refer to the revised Volume II, Mitigation Plan for more details.

workers, computerized highway message boards, lighting under the Claiborne bridge and community facilities under the Claiborne bridge, why do you include these project costs as part of mitigation? These items will not provide any enhancement of resident quality of life nor do they compensate the community for damage inflected.

2. Why are payments to local governments and bureaucracies (RTA) included as part of mitigation. You cite the cost of the bus service, plus a subsidy to RTA plus compensation to RTA @ over 1 million dollars. The compensation and subsidies do nothing for the people and the community.

3. In your jobs program, who will qualify? What jobs will be available? How long will training be? Must people be JTPA eligible Will the skills be transferable?. Is there a similar program for experienced local contractors in all disciplines? What preference will be shown to locals? What will be the criteria for preference based on residence?

4. Regarding your business incubator-what will that involve? Will it serve people already in business or set up new businesses? Who will be eligible? Who sets the criteria?

5. Regarding the Neighborhood Revitalization Program-How will that be administered and in which neighborhoods? Will some sort of proportionality of inconvenience or damage be established to determine who gets what? What are the criteria? Who will run it?

6. Regarding Community facilities under bridges-what kind of facilities? Under whose direction and maintenance?

Finally, a concrete floodwall along the levee is completely unacceptable. There can be no mitigation for that kind of damage.

VII. Track Record

The Corps' partner, the Port of New Orleans track record regarding damages inflected on the community because of changes and maintenance to the St. Claude and Claiborne bridges does not inspire confidence. Apparently no one has overall responsibility and thus there is no consistency. 6'foot chain link fences which prevent access to the levee and easy exit from danger, were erected without community process or in put. The areas around and under the St. Claude and Claiborne bridges are evil, dangerous poorly maintained places filled with trash, urine, dead animals, anything. People are allowed to dump their trash and it can stay for weeks or months.

VIII.

Para. V(B-2) - Because of the inclusion of the temporary bridge at St. Claude Avenue and the innovative construction methods being used at Claiborne Avenue, the need for this as part of the community impact mitigation plan is eliminated.

Para. V(B-3) through Para. V(B-6) - Details of the mitigation measures referred to in these paragraphs have not yet been determined. The community oversight committee and the Partnering Agreement proposed to be implemented, once construction funding is approved, would be a process that would develop the details of the mitigation plan.

Para. V (last para.) - The development of a "fold-down" floodwall would eliminate the need for a permanent floodwall in the area where there is no floodwall at present. This would not have the impacts on the community, as perceived by local residents, that the permanent floodwall would.

Para. VII - Comment does not relate to this project.

The language, format and content of the documents presented to the community as well as the blatant turnaround made by the Port and the USACE "it doesn't matter what the community wants, its in the national interest"" all are reminiscent of the urban renewal programs of the 40's and 50's. The bureaucratic arrogance and contempt for cultures other than its own betrayed during this process are undoing the goodwill generated through years of working together with the neighborhood on this project. Pat Galwey, Ron Brinson, Joe Dicherry, Les Waguespack have all worked with us and respected and even helped our community (Holy Cross). Yet all that is about to be destroyed by megalomaniacal, insensitive, grasping bureaucracy.

Para. VIII - Comment is noted.

→ Dicharry

DEAR REPRESENTATIVE BILLY TAUZIN

I AM A 35 YEAR OLD FATHER OF 3 SONS AND HUSBAND. BOTH MY SELF AND MY WIFE WORK VERY HARD TO MAKE ENDS MEET. WE VOTE AT EVERY ELECTION. IN REFERENCE TO THE ARMY CORP OF ENGINEER'S PROPOSED PROJECT TO REPLACE THE TWO INDUSTRIAL CANAL BRIDGES AND MODERNIZING THE CANAL AND LOCK SYSTEM.THE PROPOSED COST OF THIS PROJECT IS $511 MILLION DOLLARS AND WILL PROBABLY DOUBLE OR TRIPLE BY THE TIME IT IS COMPLETED.THE TAX PAYERS NEED A BREAK AND WE DESERVE ONE. BOTH MY SELF AND MY WIFE ARE AGAINST THIS PROJECT. THE MONEY COULD BE BETTER SPENT ON PORTS SOUTH OF NEW ORLEANS WHERE THERE ARE NO LOCKS,THE RIVER IS DEEPER AND WIDER, ALSO CLOSER TO THE GULF. LET'S REMEMBER THE RECENT ACCIDENT THAT HAPPENED AT THE RIVER WALK DUE TO RIVER TRAFFIC AT THE PORT OF NEW ORLEANS.

Comments noted.

ANOTHER MULTIBILLION DOLLAR PROJECT THAT COMES TO MIND IS THE MISSISSIPPI RIVER GULF OUTLET. IT IS MY OPINION THAT THE TAX PAYERS HAVE'NT RECEIVED A GOOD RETURN ON THEIR INVESTMENT. TO PUT IT SIMPLY ,IT WAS A BAD BUY. IT HAS DESTROYED HABITATS, A COMMUNITY (OLD SHELL BEACH) AND INCREASED THE AREA'S VULNERABILITY TO HURRICANES. IT SHOULD BE CLOSED. A FRESHWATER DIVERSION PROJECT AT BAYOU BIENVENUE WOULD HELP TO RESTORE THIS AREA.

THANK YOU

Louis Duracher
Sally Duracher

CC: MR. CONNER
SENATOR LYNN DEAN
PARISH PRESIDENT CHARLIE PONSTEIN
DISTRICT COUNCILMAN CLAY COSSE
COUNCILWOMAN NITA HUTTER

February 22, 1996

After much involvement, thought and consideration, I find I must vote against the Industrial Canal Lock Project, New Orleans, Orleans Parish Louisiana.

Explanation and Reason:

Having the experience of an asthmatic condition, and being aware of others in the area with similar problems, especially children;

I come to the conclusion, and I am firmly convinced the hardships of the environmental conditions that will occur in the neighborhood during the construction period, which all people will have to endure, could cause overwhelming stress to some with respiratory problems, which in many instances would be fatal.

Further, I feel a grave injustice will be done to many, if a survey is not conducted, including the affected areas, to find the number of persons who suffer from diabetes, high and low blood pressure, heart and other respiratory problems, etc.

Laurentine Jacob Ernst

Re:

Inner Harbor Navigation Canal Project
Proposed Upper Site, New Lock and
Connecting Channels
New Orleans, Orleans Parish, Louisiana

Comments noted.

Albert Hanzo
5317 Royal St.
New Orleans La. 70117
Jan. 20, 1997

Dear Sir:

From the very first time I heard the Mississippi River Gulf Outlet was going to be dredged, I felt and still feel that the whole Project was one of the biggest Mistakes the Corp of Engineers and the Federal Government brought upon all the residents of this area.

We were told by the Federal authorities that the Mississippi River Gulf Outlet was a very much needed Project. It was supposed to open up new Warf and Business spaces along this Outlet, but in the span of 30 years, hardly any of this has become a reality. It has caused tremendous Erosion problems all along the Outlet from the Gulf to the Intracoastal Waterway literally eating up Miles & Miles of our Marshland.

The Mississippi River Gulf Outlet has brought a great deal of "fear" in the minds and hearts of most of the residents of the lower ninth ward. Best example was Hurricane Betsy in September of 1965. The Wate. Came Straight up the MRGO into the Industrial Canal where we were told the Levee broke near the Claiborne Bridge. We had about 11 feet of water at Florida Ave to about 1 foot on Dauphine St. It extended from the Industrial Canal well into St. Bernard Parish.

Comments noted.

February 21, 1997

Colonel William Conner
P. O. Box 60267
New Orleans LA 70169

Dear Colonel Conner,

I am writing to voice my concerns regarding the proposed expansion of the Industrial Canal. As a resident of St. Bernard Parish for over thirty years I feel that I am qualified to say that any disruption of the presently inadequate road system into and out of St. Bernard will be intolerable.

As you know we presently have two primary routes, excluding Paris Road, which allow us access into and out of New Orleans. Although it is only my estimate, I would say that anyone trying to cross one of the bridges at St. Claude or Claiborne Avenues will catch them in the up position over 65% of the time. This problem is further compounded by the disrepair of the Claiborne Bridge which frequently has mechanical problems which prevent it from being lowered on the first try. In addition to the frequent inconvenience of having to wait for one of the bridges, we are also now faced with an increased probability of being victims of crime while we are waiting for one of these bridges. Consideration must also be given to the unbearable conditions which exist whenever one of these bridges is out of service for any length of time.

We are not talking about a short time disruption of the already inadequate road system for anyone living east of the Industrial Canal. The projected completion time for this project has been reported to be ten to twelve years by the local news media. I think anyone who has lived in Louisiana for any length of time would translate this estimated completion time into fifteen to twenty years.

If this project is to be undertaken, the only sensible approach should include construction of a new bridge and road at Florida Avenue as the first step. By so doing you would greatly reduce the inconvenience of closing either of the other two bridges. You would also reduce the number of new bridges to be constructed from four to three since there would be no need to construct temporary bridges at an estimated cost of ten million dollars.

The final concern should be providing adequate routes to evacuate the residents of the Lower Ninth Ward and St. Bernard Parish in the event of a major disaster such as a hurricane. By constructing a new bridge and road at Florida, the number of evacuation routes would not be reduced.

A new vehicular bridge, mid-rise or high-rise, is needed at Florida Avenue for better traffic flow and improved hurricane evacuation over the Industrial Canal. The Corps does not have the authority under the lock replacement project to include any work at that location. The State of Louisiana has been planning for a new bridge at that location for a number of years. It has been assumed that a new bridge there is in part of without project condition. In addition, a temporary bridge at St. Claude Avenue has been included with the same lane capacity as the existing bridge, thereby eliminating the need to close that bridge during construction. Only a couple of weeks closure will be required at Claiborne Avenue by using innovative construction methods.

I hope that every effort will be made to eliminate any inconvenience to all residents of the areas located east of the Industrial Canal before the inception of this project. Failure to do so will have a devastating impact on property values as well as our present lifestyles.

Sincerely,

Edwin A. Heine

Edwin A. Heine
201 Genet Drive
Arabi LA 70032
(504) 566-3471

cc: Congressman Billy Tauzin
President Charles Ponstein

909 Poydras Street
Suite 2300
New Orleans, Louisiana 70112-1010
504-569-7240

February 15, 1997

Colonel William Conner
District Engineer
U.S. Army Corps of Engineers
Post Office Box 60267
New Orleans, Louisiana 70160-0267

Dear Colonel Conner:

Please accept this request for early approval of the Inner Harbor Navigation Canal Lock Replacement Project.

As an admiralty attorney practicing in New Orleans, I can attest to the importance of this project to the hundreds of companies involved in the oil and gas industry in and around New Orleans, in the inland water navigation industry and in those involved in ocean shipping, importing and exporting through the Port of New Orleans.

It is of the utmost importance that this project, which has now been delayed for close to fifty (50) years, be approved and implemented as soon as possible.

While there are relatively a small number of citizens living below the Industrial Canal in Orleans Parish and in St. Bernard and Plaquemines Parishes who will be inconvenienced during the course of this project, the overall good for the New Orleans area, the Port of New Orleans to Louisiana and to the citizens of United States must override the temporary objections of those involved. In the long run, this project will make for better transportation to lower New Orleans, St. Bernard and Plaquemines Parishes. The increased job opportunities which will result will be a great benefit to all.

I urge your early approval.

Yours very truly,

Neal D. Hobson

Neal D. Hobson

(WP61/NDH/130661)

Comments noted.

destruction of our neighborhood? What compensation does the Corps of Engineers have in place for this? Your plan does not detail enough information to compensite for the **TOTAL ISOLATION** that will result from being **CUT OFF** from the rest of the City of New Orleans. Do you plan to document how city services will continue to be provided for the residents below the Industrial Canal during the **YEARS** of construction?

There are a lot of questions that need to be addressed in the Mitigation Plan before it is submitted to Washington, D.C.

The **BOTTOM LINE IS THIS** : The Quinn-Hogan Family has already been effected by this once and **DO NOT WISH TO ENDORE ANY PART OF THIS EXPANSION PLAN.** You have built a monstracity once and wish to compond this mistake by making it bigger?

Sincerely,

Mary Clare Hogan

Mary Clare Hogan
Mrs. Clare Quinn Hogan
4916 Dauphine Street
New Orleans, La 70117

Page 2 - As a result of the comments from the public made at the public meeting, we have included a temporary bridge at St. Claude Avenue. This would provide for the continuous flow of traffic during construction of the project. City services are expected to continue at their current levels.

Other comments noted.

February 20, 1997

Col. William Conners
Corps of Engineers
P. O. Box 60267
New Orleans, La 70160-0267

RE: Replacement of the Industrial Canal Locks

Dear Col. Conners:

My family has already been victimized by the building of the original Industrial Canal and now, you wish to continue this tragedy for a second generation. My mother's life was changed dramatically in 1913 when, her family was uprooted, their property taken, and they had to move in with relatives while they searched for a place to live so waterborne commerce could be improved. My entire life has been lived under the shadow of an "expansion of the Industrial Canal" project and I a sick and tired of this threat hanging over my neighborhood. Living with the feeling that one day I may be "displaced" like my Mother has not been pleasant. It is an albatross always circling, creating insecurity, distrust and neglect in our area. Will you explain to my Mother IF she has to be uprooted again at 90 years old?

Your Mitigation Plan states that "the precise impacts of combined project impacts upon real estate prices is difficult ot assertain, if not possible." I maintain that you have not address the "property values" issue at all in your proposal. From as far back as 1977, the Corps of Engineers has undertaken planning studies. We have pictures of two replacement proposals dated 1977 and 1979 showing two different renditions, so do not tell me there hasn't been a negative effect on our neighborhood just by publishing these proposals. Explain to me how you cannot place a value on our property now, when you have been studing and reporting on "expanding the Canal" for over 20 years. Did you check the property values over the last 20 years and investigate them? - NOT ALL DETERIOTATION CAN BE BLAMED ON HURRICANE BETSY - According to a UNO study, the Holy Cross neighborhood has remained a viable community for the past 10 years and has not seen as much a decline as other parts of New Orleans adter the oil bust of the 1980's. Have you undertaken such as study?

Your statement -**"The area will probably continue in its declining trend without the project and without any major effort by the City of New Orleans or the State of Louisiana"** is not supported in fact. Community plans and economic development are being done at this time. Your project details revitalization project in effect now. How can we tell people to invest time and money in this area with the constant threat of decling property values brought on by another Corps of Engineers proposal for the