



*DK eds
Merritt*

836 UNION STREET
NEW ORLEANS, LOUISIANA 70112-1469
TELEPHONE: (504) 581-2424
FAX: (504) 584-1508

February 24, 1997

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

Dear Colonel Conner:

Canal Barge Company is a marine transportation company operating throughout the nation's inland waterways and we are locally owned and based in New Orleans, Louisiana. As both a local company that is aware of our community issues and as a national company knowing the hard facts of global competition, we strongly argue against those that are opposed to lock replacement of the Industrial Canal Locks.

Lock replacement will create jobs during the construction phase. The completion of the project will create and preserve permanent ports and waterways jobs in New Orleans, the state and region due to the availability of lost cost transportation. This availability attracts production and manufacturing industries that rely on economical transportation of both raw materials and finished goods.

New locks that are designed to handle the traffic volume will improve the speed with which hazardous cargoes transit the locks and depart the area. These hazardous cargoes frequently wait for days until their turn to transit the lock. The construction of more efficient locks would reduce the wait time and thereby reduce the potential risk inherent in transporting hazardous cargoes through the contiguous neighborhoods.

Reduced transportation costs are passed along by barge and towing companies by means of cheaper freight rates to producers. These cheaper rates get passed along to the public in the form of less expensive goods in the marketplace.

Only the Corps of Engineers' projects, out of a \$1.7 trillion Federal budget, must establish a favorable benefit/cost ratio, establishing that taxpayer's dollars are not wasted. This project meets this requirement.

For all of the above reasons, Canal Barge Company supports the Industrial Canal lock replacement project.

Comments noted

Sincerely,
CANAL BARGE COMPANY, INC.

H. Merritt Lane, III
President



Capital Marine Supply, Inc
Triangle Fleet
P.O. Box 60267
Reserve, Louisiana 70164
Bossier, Louisiana 70610
New Orleans, Louisiana 70112

Comments Filed: 11/16/2016

Col. William Conner
District Engineer CLEMN-PD
P.O. Box 60267
New Orleans, LA 70160-0267

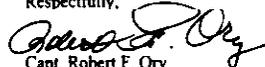
Dear Col. Conner:

I first want to thank the Army Corps of Engineers for the work and effort that has been put into the proposed replacement of the Industrial Canal Lock. The age of the existing structure and the tremendous negative impact on industry sends an urgent message for this project to move forward. We as industry have in the past and are continuing to experience in excess of 24 hour delays and escalating lock breakdowns. The condition of this lock is impacting the economic stability of not only the New Orleans metropolitan area but also the Gulf Coast states of Florida, Georgia, Alabama and Mississippi. The uncertainty of the replacement of this lock has caused serious concerns over future industrial development. The only way to encourage this future development is by the placement of a new lock.

As a company that both operates and resides in the neighborhoods where this new lock will be placed we have a vested interest in both the community and industry concerns. While the neighborhoods and industry will experience traffic re-routing, noise, and other construction related situations, the mitigation money that the Corps of Engineers will build into this project offers the greatest likelihood for success. Along with this success comes the economic development that means all important jobs, road renewal, bridge replacement, and other infrastructure enhancements for the communities. This seems like a small price to pay for the benefits that will come from this project.

As a company who will be impacted economically as well as experience community inconvenience we urge the approval and immediate construction of a replacement lock. I respectfully request that this letter be included in the public comments for this very worthwhile project.

Respectfully,


Capt. Robert F. Ory
General Manager

cc: Sen. John Breaux
Sen. Mary Landrieu
Rep. Billy Tauzin
Rep. William Jefferson
Rep. Bob Livingston

Comments noted.

LAW OFFICES

CHAFFE, MCCALL, PHILLIPS, TOLER & SARPY, L.L.P.

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* A PROFESSIONAL CORPORATION
 BOARD CERTIFIED TAX ATTORNEY
 ADMITTED IN FLORIDA ONLY

February 18, 1997

WEITER & DIRECT DIAL
504-585-7013

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 Sir:

We are in favor of the locks because of economic impact and
 because they would help water-borne transportation in Louisiana.

Comments noted.

Sincerely,

CHAFFE, MCCALL, PHILLIPS,
 TOLER & SARPY, L.L.P.

J. Dwight LeBlanc Jr.
 J. Dwight LeBlanc Jr., APLC

JDL,Jr/slg

COLLE TOWING COMPANY, INC.

P. O. BOX 340

PHONE 782-5700

PASCAGOULA, MISS. 39568-0340

PHONE: 601-782-5700
TELECOPY: 601-789-0629

February 13, 1997

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

RE: Industrial Lock Replacement New Orleans, LA

Dear Colonel Conner:

Colle Towing Company has operated tugs on the Mississippi Gulf Coast since 1878. Today, we operate a total of eighteen boats including ten dedicated to the delivery of 3,500,000 tons of coal annually to Port St. Joe, FL by way of the Industrial Locks and ICWW East. As a charter member of American Waterways Operators, and a member of the Gulf Intracoastal Canal Association, we request that you include these written comments in the record on IHNC, due February 24, 1997.

On the surface it may appear to some neighborhood residents at or near the project site, that there are no direct benefits to the community. In fact, the adjacent residents and members along the entire route receive subtle benefits which directly affect their cost of living. Locally, numerous long-term construction jobs will be created, as well as, an increase in the number of permanent water related jobs. Without the removal and new construction of these antiquated locks, existing jobs supporting the local economy will in fact decrease over the coming years.

Comments noted.

Regionally, the cost effectiveness of the project is even more significant. For example, barge traffic moving East out of New Orleans to Gulfport State Docks and Mississippi Power; Port of Pascagoula, Chevron USA, Mississippi Phosphate and International Paper Company; Ports of Mobile and Pensacola, and coal to Panama City, Florida, as well as, 1,200 coal barges Colle delivers annually to Port St. Joe, Florida for electrical power generation account for only some of the products and services provided by the existing waterway. All of this waterborne activity generates stable employment and product savings at the consumer level.

Although not publicized nationally, environmental incidents involving dangerous cargo moving by rail and road occur with greater frequency than that of water related incidents. It is well known however, that the likelihood of water related accidents increases in areas of high vessel density. Present delays experienced at Industrial Locks due to increased repairs and slow operation of the antiquated system have caused boats and barges to accumulate in large numbers. To compound this problem, there are no longer adequate places to moor the tows while waiting lock turns. This situation exposes neighborhood residents to greater risk than a new lock system which would allow the efficient, safe transit of hazardous material tows.

It has been suggested by those opposing the IHNC project that the effort is a waste of taxpayers money and that only large shipping companies will profit. Nothing could be further from the truth. Barge companies, shipping companies and towboat operators simply pass along the increased transportation cost associated with excessive lock delays. These costs are eventually passed back to the product consumer, the very people opposing the project. A modern lock system would have the potential to reduce costs and benefit society as a whole on the consumer level.

Sincerely,

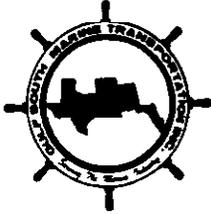
COLLE TOWING COMPANY, INC.



Charles McVea, Jr.

CMVjr/sb

cc: Mr. Ken Wells, AWO
Mr. Doug Svendson, GICA



GULF SOUTH MARINE TRANSPORTATION, INC.

OPERATIONS:
6226 Jefferson Highway, Suite F
Harahan, LA 70123

PHONE (504) 737-6993 • FAX 504-737-6997

MAILING ADDRESS:
PO Box 10709
New Orleans, LA 70181-0709

February 18th, 1997

Colonel William L. Conner
District Engineer
Corps of Engineers
New Orleans District
P.O. Box 60267
New Orleans, Louisiana 70160-0267

RE: Replacement of the Inner
Harbor Navigation Canal
Lock Project

Dear Colonel Conner:

We wish to thank you and the Corps of Engineers for allowing Gulf South Marine to respond at the public hearing held on January 27, 1997.

Upon further review of the revised proposed replacement of the Inner Harbor Navigation Canal Lock a/k/a Industrial Locks, we wish to state for the record that we are in full support of the project as outlined at the January 27th meeting in New Orleans.

Gulf South Marine is the owner and/or operator of inland towing vessels (pushboats) which three-quarters of our operation provides transportation services on the East Gulf of the I.C.W.W. Our vessels call upon such ports as Gulfport and Pascagoula, MS, Mobile, Alabama, Pensacola, Freeport, and Panama City, Florida, just to name a few. As a result of our company providing this service, we must use the Industrial Locks on a frequent basis. As a result, when the Industrial Locks are closed for repairs, or may have large delays, such as the fact at the locks today, the financial loss sustained by our company is substantial. We estimate that in 1996, Gulf South Marine loss in excess of \$150,000.00 as a result of the closures and long delays.

Based upon the proposed new lock project, larger lock, etc., delays should be reduced and therefore, better services can and will be provided to the industry and the public.

Comments noted.

Colonel William L. Conner
District Engineer
Corps of Engineers
New Orleans District
February 18th. 1997
Page 2

With the construction of new bridges that cross the Industrial Canal, it seems that vehicular traffic will also benefit as well as the public and businesses in the area of the proposed projects.

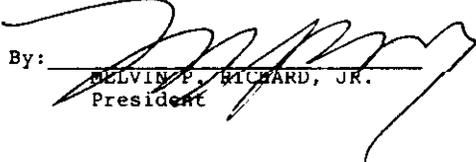
Consequently, upon review of the entire project, not only from the marine aspect, but from private and business interest also, we wish to again state for the record our full support of the project as fully detailed in your report.

If we may be of any assistance concerning this matter, please do not hesitate to contact us.

With kind regards, we remain,

Sincerely,

GULF SOUTH MARINE TRANSPORTATION.
INC.

By: 
MELVIN P. RICHARD, JR.
President

MPR, JR./kg



H.C. Freight Systems, Inc.

wac
2/12

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

February 20, 1997

Dear Colonel Conner,

Please accept this letter as my support of the U S Army Corps of Engineers plan to replace the lock on the Industrial Canal in New Orleans. I am aware the various neighborhood organizations are opposed to this plan, and while I recognize there will be some auto traffic problems associated with this move, it is crucial for the economic survival of the Port.

Comments noted.

We have to be forward thinking and we have to be willing to accept temporary discomfort in favor of the future benefit for our city and our port. I serve on numerous industry related boards and committees and am willing to help in any way I can. Please feel free to call upon me if there is anything I can do to help ensure approval of this important project.

Sincerely,

Kathleen H. Norman
KN/

GEORGE H. THOMAS

President

JOHN T. MCMAHAN

Vice President



HIGMAN BARGE LINES

PRESTON N. SHUFORD

Vice President Engineering & Administration

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January 24, 1997

District Engineer, Celmn - PD.
P.O. Box 60267
New Orleans, Louisiana 70160-0267

Re: Industrial Lock Replacement

Dear Sirs:

I have been employed in the Inland Towing Industry and have used the Industrial Lock regularly since 1965. Over the years, I have heard a lot of talk about replacing the Industrial Lock and the need to replace this Lock is well documented. The benefits far exceed the cost. Yet, over thirty-five years have passed and we are still discussing the replacement of the Industrial Lock.

Think about the thirty plus years of economic development resulting from improved marine traffic flows east of New Orleans that could have benefitted not just the local community in New Orleans, but, communities in Mississippi, Alabama, Georgia, Florida and beyond.

Comments noted.

Think about the countless days users have lost and the costly idle equipment waiting on this dilapidated and obsolete Lock.

Think about the money tax payers could have saved if this project had not been delayed so long.

Think about how much more it will cost tax payers to delay the decision again.

Do not ignore the local citizen's needs, but please replace the Industrial Lock now.

Very truly yours,


Preston N. Shuford

PNS/sg



16441 DaZavala
Channelview, Texas 77530
713/452-7595
Fax 713/860-9013

February 19, 1997

District Engineer, CEI,MD-PD
U. S. Army Corps of Engineers
P. O. Box 60267
New Orleans, LA 70160-0267

Dear Colonel Conner,

Replacement of the Industrial Lock in New Orleans should proceed because it is important for the economic health of the entire Gulf Coast. While the decision should be made with sensitivity to local conditions and local politics, the Corps should finally make its judgment based on facts and the long term effect of a decision to proceed or take no action.

The Corps has the numbers delineating the costs and benefits. You should exercise your judgment also recognizing the importance of this region to always keep improving its competitive edge versus other world markets. The Gulf Coast area competes in a worldwide marketplace and a failure to continually make incremental improvements in our competitiveness will finally leave us behind.

Comments noted.

I trust you realize the inevitable delay that will result from, "starting all over again" at another location. The history of this project has been marred with one false start after another.

I strongly urge you to proceed with the replacement of the lock as currently proposed, not for the benefit of Hollywood Marine, but for the benefit of the manufacturers, farmers, energy producers and others that provide jobs and enrich the livelihood of Gulf Coast citizens.

Sincerely,

A handwritten signature in cursive script that reads "Les Sutton".

Les Sutton
Manager, Governmental Affairs

"THE RESPONSIBLE CARRIER"

HOLNAM INC.
Clarksville Plant
Hwy 79 N
PO Box 67
Clarksville, Missouri 63336
Phone: 573-242-3571
Plant Fax: 573-242-3114
Traffic Fax: 573-242-3491

HOLNAM

February 24, 1997

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

Gentlemen:

Holnam, Inc. a major cement manufacturer with a large plant in Theodore, AL ships and receives material by water. Holnam would like to encourage the replacement of the Industrial Canal Lock at New Orleans with a new facility. The Industrial Locks is one of the five busiest locks in the country and a economic development tool for the Southeast United States.

Holnam's Theodore plant ships product by water through the Industrial Locks. This has enabled Holnam to expand it's marketplace and offer its customers product at a competitive price due to the advantage of water transportation.

As already stated, Holnam is in favor of the plan to replace the present Industrial Lock with a new dependable lock. A new facility would enhance economic development throughout the Southeastern United States.

Comments noted.

Sincerely,



Gary Ruff
Assistant Traffic Manager

Holy Cross School

A College Preparatory Middle & High School for Boys

OFFICE OF THE HEADMASTER

usc
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January 31, 1997

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

Dear Colonel Conner:

Thank you for the opportunity which public hearing provided to express our concerns regarding the Industrial Lock Replacement Plan. Enclosed please find copies of the remarks made that evening by Mr. Dick Watson, Chairman of the Board of Directors of Holy Cross School, and myself. They may facilitate the transcription process.

Under separate cover, I shall submit a further written statement before the February 24 deadline so that it might be included in the public record.

Sincerely,

Brother Stephen V. Walsh, C.S.C., Ph.D.
Headmaster

CONDUCTED BY THE BROTHERS OF HOLY CROSS

4950 DAPHNINE STREET NEW ORLEANS, LA 70117 (504) 942 3100 FAX (504) 943 2676

**Remarks Presented by Brother Stephen Walsh, C.S.C.
Public Hearing of Industrial Canal Locks Replacement Plan
January 27, 1997**

My name is Brother Stephen Walsh of the Congregation of Holy Cross. While I am a resident of the Holy Cross Historic District Neighborhood I address you this evening as Headmaster of Holy Cross Middle School and High School. The first members of the Congregation of Holy Cross came to New Orleans from the University of Notre Dame 148 years ago to assume responsibility for St. Mary's Orphan Asylum located in the present-day Bywater Neighborhood. The present site of Holy Cross has been in continuous educational use since its purchase in 1859. However, the land is not our legacy--our true legacy are the lives of generations of Holy Cross Men and their families.

I should like to remark on two aspects of your plans to renovate the locks which will adversely affect Holy Cross Middle School and High School. Our first concern is the proposed two-year closure of the St. Claude Street Bridge, projected for eighth year of the construction project (estimated for sometime after the year 2010, if the project began in 1999).

Presently, 65.7% of the students enrolled reside west of the Industrial Canal passing most of our competitor schools on the way to Holy Cross. Nearly half of our students ride a Holy Cross-owned bus to school--some happily beginning their day at 6:15 AM--in order to attend the same school as their great-grandfather, grandfather, father, brothers, uncles, and cousins have attended or now attend. Rerouting of buses or delays due to revised traffic patterns would result in inconvenient, unacceptable and unsafe "ride times" for our students. Similarly, traffic problems would negatively affect student participation in our athletic and music program and impede parent accessibility and participation in school events. Your plans threaten our family legacy.

The accompanying mitigation plans propose a modest dollar amount to compensate for the possible loss of enrollment. For us the loss of one student is intolerable. You present an extensive list of temporary jobs this project will create. Might I suggest that these may be at the expense of lost permanent jobs such as teachers and janitors at Holy Cross?

In the course of the past several years as virtually every element of this plan has been altered--the site of the locks, the building of the locks elsewhere, sophisticated new technology to reduce the noise of pile driving, etc--the one thing that has remained constant is the closure of the St. Claude Bridge for two years. Your video this evening proudly boasts that during the construction there will be no interruption in navigational traffic. We want nothing less: an uninterrupted flow of students across the St. Claude Bridge.

For generations of Holy Cross Men, a time worn and unacceptable excuse for tardiness has been, "Brother, the bridge was up." The irony now is that "The bridge is down" will very likely be a reason for the absence of some. It has not escaped our attention that the original construction of the Industrial Canal dispossessed Ursuline Academy and Convent causing it to be relocated in 1912 to make way for the canal.

Please see responses to comments made at the public meeting.

The Holy Cross men I speak for simply ask: after three years of discussion, what evidence is there that you have seriously considered alternatives to the two-year closure of the St. Claude Bridge? Is it not time to disregard conventional wisdom and to risk some "out of the box" thinking to address this critical issue? Are you really aware of the adverse consequences of your actions if you fail to act boldly?

It is one thing to learn to live "beyond the bridge" and now with these new plans we find that we are destined to "live behind a wall"--albeit a seawall--proposed to replace the graceful sloping levee on the southern end of our campus and beyond. Are you aware that this stretch is virtually the only part of the city's levee from which one can approach the river without crossing a railroad track? Have you taken into consideration that ours is a national historic neighborhood and this imposing wall erodes our historical integrity and robs of us of an asset that makes the neighborhood attractive to home owners? As Robert Frost suggests "fences do not good neighbors make." Trees and lawns on top do not soften the offensive nature of what is perceived to be a barrier by those of us destined to live at the bottom of your seawall. Will you please justify the necessity of extending this seawall down river from the canal?

Remarks Presented by Dick Watson
Public Hearing of Industrial Canal Locks Replacement Plan
January 27, 1997

My name is Dick Watson and I am speaking in my capacity as Chairman of the Board of Directors of Holy Cross School whose members have authorized me to speak in behalf of their concerns regarding the adverse affect of the IH-NC Lock Project on Holy Cross School.

As a native of New Orleans, one whose family--grandparents and parents--have lived in this neighborhood as residents and businessmen for more than 75 years, both my father and I were born and raised within a dozen blocks of this school and the locks. I have witnessed, and was an unwilling participant, in the physical and economic devastation inflicted by Hurricane Betsy, the negative economic repercussions, of which, are still felt today. I know first hand the real life frustration of living in this isolated neighborhood: bounded by the river and the canal, cut off from the city by draw bridges and separated from "The Parish" by both municipal boundaries and Jackson Barracks.

We may be an orphan but we have a history. For nearly 140 years Holy Cross--the religious congregation and the school--have been an anchor of stability. So much so, that this national historic district has taken Holy Cross as its name.

I should like to share with you a resolution passed by our Board on January 16, 1997:

While we appreciate the economic significance of the locks improvement project to the city, the region, the nation and the maritime industry, we likewise believe that it will have adverse economic impact on Holy Cross School and neighborhood which we do not believe has been adequately documented by the US Army Corps of Engineers in its various studies. Therefore, The Board of Directors of Holy Cross School respectfully requests that the US Army Corps of Engineers initiate and fully fund an independent economic impact study, to be conducted by a panel of local experts to quantify the adverse economic impact of this project on Holy Cross School and the Holy Cross Historic District. It is our belief that objective data from such a study is essential to insure the economic stability of Holy Cross School and the Holy Cross Historic Neighborhood and to provide adequate mitigation funds for appropriation and allocation.

The adverse economic impact of this project to Holy Cross is more far reaching than the loss of tuition income during the construction phase due to inconvenience and safety concerns. Holy Cross is the only all male middle and high school in the Greater New Orleans area. The loss of a fifth grade is the loss of a student for eight years.

In his remarks, Brother Stephen Walsh spoke of the family legacy of Holy Cross. Allow me to illustrate. My father was unable to attend Holy Cross but as his only child he could send me and I began in the seventh grade (the earliest grade at the time). As a result of the satisfaction expressed by my parents, my five (5) cousins all graduated from Holy Cross beginning in the fifth

Please see responses to comments made at the public meeting.

grade. My two sons have since graduated and they plan to send their sons as well. Finally, my parents and I have recommended Holy Cross to at least five neighbor's sons who have either graduated or are currently enrolled each entering Holy Cross in the fifth grade.

Had I not attended Holy Cross, the economic impact to this school would have the loss of thirteen student over a thirty-year period. Quantitatively, the loss would have been 102 years of tuition payment or an amount in excess of \$350,000 simply from the loss of one student. This is historical fact, not fiction. A five percent decline in enrollment could impact Holy Cross for the next 30 to 50 years with the economic consequence totaling millions of dollars.

Correspondingly, reduced enrollment will result in immediate loss of revenue for the transportation services, the cafeteria, bookstore, athletic gate receipts, band and choral concerts, and summer camps. Accompanying this all, there will very likely be an uncertainty about the future of this school which could erode donor confidence and result in a decrease in philanthropic giving.

Reduced enrollment could result in an associated economic loss to the Community in terms of reductions in jobs for teachers, administrators, coaches, bus drivers, cafeteria workers, maintenance, security and clerical staff. This project will create temporary jobs during the construction phase but may also cause the loss of permanent jobs.

None of these concerns of Holy Cross and other businesses located along the St. Claude Street corridor have been adequately addressed or documented in your reports to date. For this reason we request an independent economic impact study.

Holy Cross School

A College Preparatory Middle & High School for Boys

PRICE OF THE HEADMASTER

February 20, 1997

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

Dear Colonel Conner:

At the public hearing on January 27, 1997, related to the Industrial Canal Lock Replacement Plan, the representatives of Holy Cross Middle School and High School focused on the three themes. The first was the proposed two-year closure of the St. Claude Avenue Bridge beginning in the eighth year of construction. Secondly, we spoke of the adverse impact this closure and extended drive times during the entire project will have on our enrollment. Thirdly, we expressed our misgivings over the design of the flood wall.

It is the purpose of this letter to amplify on those three themes and it is our intention to have this letter and the attached report included in the public record. The closing of which was originally February 24, 1997. I now understand that the deadline has been extended to March 3, 1997.

The St. Claude Avenue Bridge Issue

Despite the fact that the actual construction site is somewhat removed from Holy Cross School, the existing plans call for a two-year closure of the St. Claude Avenue Bridge in the eighth year of construction. We believe that this will have a severe adverse impact on enrollment and other economic generators.

On the evening of January 27, 1997, at the only public hearing held on this project, the U.S. Army Corps of Engineers unveiled a picture of a proposed temporary detour bridge to span the canal during the construction of a new St. Claude Avenue Bridge. We are respectfully reserving any endorsement of this proposal as a solution to the issues that we have consistently articulated for the past three years. It is one thing to have an artist's conception of the proposed new bridge and quite another to find it incorporated into the final plans.

In this regard, several questions come to mind:

When could one expect to find this proposed temporary bridge formally incorporated into the plan?

Page 1, Question 1. The temporary bridge at St. Claude Avenue has been incorporated into the final recommended plan, thereby eliminating the need to close that bridge during construction of the project.

How long will the old bridge be out before the proposed temporary bridge would be functioning?

Is this proposed bridge two lanes or three lanes with an alternating lane to accommodate peak driving times? In other words, how can we be sure that is an adequate solution and not merely "window dressing"?

Is there any provision made for public review of the final plans of this project?

What recourse do we have to assure public accountability of the Corps?

To be blunt: this last minute proposal does not alter the stance that both myself and Mr. Dick Watson, Chairman of the Holy Cross Board of Directors, took during the hearing. The administration and Board of Directors of Holy Cross Middle School and High School recognize the importance of the Industrial Canal Lock Replacement Project to the local and national shipping industries. At the same time, the Corps must recognize—and mitigate—the severe economic impact that this project will have on Holy Cross Middle School and High School.

Economic Impact Study

The Holy Cross Board of Directors has requested an independent economic impact study. However, because the Corps of Engineers is obviously on a fast track, we have prepared the enclosed report detailing in conservative terms the anticipated negative economic impact. You will note that within this study there are several questions posed for response from the Corps.

In the absence of any area-wide economic impact study, will the Corps accept our study as the basis for true mitigation?

Further, what data and evidence did the Corps use to calculate proposed mitigation plans?

The Flood Wall

Recently, I had a discussion with Dr. Barnett Kennedy from the LSU School of Architecture. Based on his direct experience with a flood wall in relationship to the historic district of Morgan City, I now understand that my concerns about the impact of the proposed flood wall on our neighborhood are not without precedent. After the fact, he was retained to soften the effect on the district and to make the wall and river more accessible. He made the point that trees sometimes accentuate the sense of the wall as a barrier.

My questions are as follows. Given the fact that the Holy Cross Historic District Neighborhood is listed in the National Registry of Historic Places and is, in part, protected by the National Historic Preservation Act:

Page 2, Question 1. There should be little if any down time.

Page 2, Question 2. The proposed bridge will be four lanes with the exception of a period of two to four months when the new bridge will be reduced to two lanes to allow for connecting the new bridge to the existing approaches.

Page 2, Question 3. More detailed engineering will be accomplished during the engineering and design phase of the project. During that time more coordination with the affected public will take place.

Page 2, Questions 4 - 6. The change in design of the St. Claude Avenue bridge is a direct result of comments received during the public review period. The information provided by Holy Cross School was considered in the decision to include a temporary bridge at that location. That coupled with the innovative construction techniques envisioned for the Claiborne Avenue bridge should minimize the transportation impacts on Holy Cross school.

Page 2. Regarding the floodwall, the comparison with the Morgan City floodwall is not valid. A "fold-down" floodwall has been included into the plan for areas along the canal that currently have only levee. For all but about three weeks (on average), the wall will be horizontal and out of sight. This will allow for an unobstructed view of the river. The floodwall is required to provide the required protection from Mississippi River flooding.

What evidence can the Corps present of consulting with the New Orleans Preservation Resource Center (PRC) and the Historic District Landmark Commission (HDLC)? If not, why not?

If homeowners within our historic district are constrained by the regulations regarding home improvement and if building permits must be first approved by the HDLC, why should the Corps be exempt from similar local review?

Since a local homeowner needs special permission to put up a chain link fence in lieu of an historically-correct wrought iron fence, will the Corps re-examine the building of a barrier which effectively erodes the historical integrity of the entire neighborhood?

Thank you very much for your kind attention.

Sincerely,


Brother Stephen V. Walsh, CSC
Headmaster

Attachment:

At: Analysis of the Economic Impact of the Industrial Canal Lock Replacement Project on Holy Cross Middle School and High School

Page 3, Question 1. The HDLC has been involved in this project for a number of years. A representative of the HDLC participated in the Neighborhood Working Group meetings. Meetings were held with the Executive Director to discuss the project. Representatives of the HDLC were also involved in the tour of the project area in early 1992 with representatives of the Advisory Council on Historic Preservation and the Louisiana State Historic Preservation office. Both Marc Cooper and Lauretine Ernst, as representatives of the Bywater and Holy Cross neighborhood organizations and as members of the HDLC, have been informed of progress in planning this project.

The Preservation Resource Center is a private group with no official role in review of this project. Nevertheless, the Corps of Engineers sent them a copy of the proposed plans for their comment.

Page 3, Question 2. While the HDLC has no legal jurisdiction over Federal agencies, the Corps has consulted with the HDLC on this project over a number of years. The Corps plans to continue coordination with the HDLC to ensure that no adverse impacts result from any improvements to homes in the area.

Page 3, Question 3. Discussions with many local residents during an earlier phase of planning for this project indicated that neighborhood residents favored a floodwall instead of an enlarged levee. Levee expansion would have more serious impacts on houses near the levee and archeological properties under the ground. The "fold down" floodwall was included in the final plan as a way to reduce potential impacts on the neighborhood and preserve the historical integrity. Most of the time the residents of the Holy Cross neighborhood will still have the same unobstructed view that they currently have.

**An Analysis of the Economic Impact
of the Industrial Canal Lock Replacement Project
on Holy Cross Middle School and High School**

This report, prepared by the administrators of Holy Cross Middle School and High School at the direction of the Board of Directors, provides an assessment of the negative economic impact of the U.S. Corps of Army Engineers plan to replace the locks of the Industrial Canal in New Orleans. At issue is the proposed two-year closure of the St. Claude Avenue Bridge scheduled for the eighth year of the construction project. Moreover, the Corps acknowledges that throughout the entire project a massive rerouting of vehicular traffic is necessary to accommodate construction. Both of these factors will have a debilitating effect on the enrollment and other economic generators at Holy Cross Middle School and High School.

Establishing an Enrollment Baseline

1. The current 1996-1997 enrollment for grades 5 through 12 located on the same campus is 785 students.
2. Presently, 65.7 % of the students enrolled at Holy Cross live west of the Industrial Canal and depend on the St. Claude Avenue Bridge for access.
3. Twenty-nine percent of the students from the West Bank have already crossed the Crescent City Connection Bridge on their way to Holy Cross.
4. To get to Holy Cross all these students pass by our competitors: Shaw, Rummel, Jesuit, DeLaSalle and Brother Martin. Ours is a competitive marketplace. Let us also point out that each of these high schools includes the 8th grade. We already have evidence of one student who chose not to enroll for the coming year "because of the canal renovation" even though he would have enrolled and graduated before this construction project ever sees the light of day. The perception that the canal project will cut off Holy Cross is not alarmism; it is already a detrimental reality in our highly competitive marketplace.
5. Approximately 45% of the students avail themselves of the Holy Cross Transportation system that runs sixteen routes with school-owned buses in five civil parishes. Some students are picked up as early as 6:30 a.m. An additional fifteen to thirty minutes of travel time would be untenable for many parents and students.

6. Holy Cross School was chartered 118 years ago and there is a strong family legacy with over half our students attending the same school their great-grandfather, grandfather, father, brother(s), uncle(s), and cousin (s) have attended or who presently attend Holy Cross.

The Impact on Enrollment and Tuition Income

1. If the construction project had taken effect at the beginning of this academic year, we conservatively estimate that 50% of our new students would not have enrolled. If this were the case, we would see the following declines:

5th and 6th grade	50 students
7th grade	15 students
8th grade	30 students
9th grade	15 students
Other losses	20 students

Total 130 students or a 17% decrease in enrollment

The tuition and fees for 96-97 are \$4,175 and this times 130 students is \$542,750 in current dollars.

2. **Loss in 2007 Dollars:** Tuition increases over the past three years have ranged from 4% to 6%. If one compounds the current tuition by a modest 3% over the next ten years, the cost of tuition alone without fees would be \$5,040 per student. *The loss of tuition in 2007 dollars is \$655,200 per year. Add to this the present fee structure with no increase and the loss would be an additional \$55,250 per year.*

3. **True Long Term Loss:** When we lose a customer, we lose him forever. He enrolls, completes his education and graduates elsewhere. He does not come back.

Thus, a lost fifth grade student is a loss for eight years and a lost eighth grade student is a five-year loss. For purposes of our calculation we have taken an *average of six years of lost enrollment/ income for the 130 lost students.*

If we then calculate the true loss of tuition and fee income for 130 students over an average of six years we have the following:

In 1997 dollars: 130 students @ \$4,175 times six years equals \$3,265,500

In 2007 dollars: 130 students @ \$5,040 plus fees times six years is \$4,622,700

Other Tangible Losses

1. **Effect on Auxiliary Services:** At Holy Cross the auxiliary services include the bookstore and food service (the cafeteria and the Huddle) and using a 17% decrease of customers the loss in current dollars is \$83,630 per year.

2. **Transportation:** Approximately 50% of the students use the Holy Cross Transportation system which includes sixteen school-owned buses which transport the students to school. The average cost of daily service is \$600 per student; the loss of 130 riders is \$66,000 per year in current dollars. Also, the school must maintain the same level of service to retain its current riders and current enrollment with no savings. Effectively, we would be running half-empty buses.

3. **Loss in Parent Voluntary Support** calculated at 17% of this year's income: \$20,910 per year.

4. **Loss of direct income from summer programs:** \$74,050 per year.

To summarize:

Annual loss of tuition and fees in current dollars	\$542,750
Annual loss of auxiliary service income	83,630
Annual loss of transportation income	66,000
Annual loss of parent voluntary support	20,910
Annual loss of summer program income	74,050
Total projected annual loss	787,340

This amount is an 18.4% loss on the current annual budget of \$4,629,000.

The Projected True Loss over six years in current dollars is \$4,727,040.

The Projected True Loss over six years using our calculated 2007 tuition with all other amounts in current dollars is \$5,730,240. (Note that this calculation is based on a very conservative 3% growth factor which could easily be exceeded.)

The Intangible Impact

There are a variety of intangible factors that are difficult to calculate, but which will erode the quality and effectiveness of our educational program:

Erosion of our extracurricular programs in music and interscholastic and intramural athletics due to decreased enrollment or unwillingness of parents to have students involved after hours and driving in peak drive times which will be problematic as defined by the Corps itself. Add to this the loss of gate receipts for interscholastic athletics. We are a school dedicated to educating the whole man, and participation in these programs is considered integral to our mission.

We anticipate an erosion of parent participation in voluntary support activities or after hours activities such as grade report card counseling because of the inconvenience of travel to the school.

There will be an erosion of our family legacy due to diminished alumni confidence in the future of the school and a reluctance to recommend their alma mater to their families.

Erosion of faculty and staff morale. Anyone familiar with schools knows that kids intuitively pick their cues up from adults.

Erosion of effective management caused by the distractions of this project. One cannot underestimate the emotional and mental energy spent by administrators who are already presently distracted by having to explain and respond to hearsay and naysaying expressions such as, "You-can't-get-there-from-here."

General Erosion of Confidence in the Future

Holy Cross and its historical antecedents have been in New Orleans since 1849. The school has been on the same site since 1859 and was chartered in 1879. The neighborhood which surrounds the school has chosen to call itself Holy Cross and is bounded by the canal which effectively cut it off from the city in the early part of this century. *In fact, Ursuline Academy was dispossessed of its original site in 1912 to make way for the canal.*

Clearly, Holy Cross Middle School / High School is an anchor in a neighborhood with declining property values. On Saturday, February 8, 1997, the real estate section of *The Times Picayune* carried an article with the headline "Home Values Surge." Yet the second lowest price per square foot reported was for the Lower Ninth Ward and this was a decline of 9.58% over 1995. Many of us believe that this is a direct result of this looming construction project and the prevailing uncertainties that surround it.

This is the environment in which we exist. It is a fact that in New Orleans east of Canal Street

Street and west of the Orleans Parish line at Jackson Barracks in the St. Claude /Claiborne corridors there exist only three Catholic schools: Cathedral School in the French Quarter, St. David's Elementary and Holy Cross.

Over the past three years the Holy Cross school community has conscientiously increased its public service to the neighborhood with 60% of the faculty and staff joining 30% of the senior class painting and repairing nine homes (including five through Christmas in October) in the neighborhood. Furthermore, we helped build the new neighborhood playground and regularly participate in neighborhood clean up. We're doing our part.

The Bottom Line

It remains to be seen if the U.S. Army Corps of Engineers will now do its part to mitigate the true losses that this project will have on Holy Cross Middle School and High School. The Corps should accept our report as the basis for true mitigation.

If the Corps does not accept our report, it owes the Holy Cross men--785 students, their families, and the 8,000 alumni active in New Orleans area--a detailed explanation as to why it does not accept our analysis, and why it has chosen to proceed with a half-billion dollar project without first conducting an area-wide economic study.

Report prepared by Brother Stephen V. Walsh, C.S.C.
February 14, 1997

IMC
CONSULTING ENGINEERS
INC.

Irwin Isaacson, P.E.
Kenneth H. McLaughlin, P.E.
Craig M. Clement

1120 20th Street
Metairie, Louisiana 70002
(504) 831-9119

February 15, 1997

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

Subject: Inner Harbor Navigation Canal Lock
Replacement

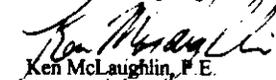
Dear Colonel Conner:

After review of the article in the Times - Picayune and information received from the World Trade Center, IMC Consulting Engineers 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.

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

Yours Very Truly,
IMC Consulting Engineers, Inc.


Ken McLaughlin, P.E.
President

JONES, WALKER
WAECHTER, POITEVENT
CARRÈRE & DENÈGRE, L.L.P.

mac
18/2

GD

GEORGE DENÈGRE
504-582-8106
FAX 504-582-8583

PLACE ST CHARLES
201 ST CHARLES AVENUE
NEW ORLEANS, LOUISIANA 70170-5100

February 17, 1997

Colonel William Conner
District Engineer
U. S. Army Corps of Engineers
P. O. Box 60267
New Orleans, Louisiana 701609-0267

Dear Colonel Conner:

I am writing in connection with the replacement of the Industrial Canal locks. I have used the locks in a vessel and, of course, have crossed on the related bridges. A properly sized lock has been in need for as long as I can remember and seems to bog down in political problems which should not control this important interstate waterway. I urge the engineers to go forward with the replacement.

Comments noted.

I am,

Yours very truly,

George Denègre
George Denègre

GD:ar



February 28, 1997

Colonel William Conner
Commander, New Orleans District
U.S. Army Corps of Engineers
P.O. Box 60267
New Orleans, Louisiana 70161-0267

RE: Industrial Canal Lock Replacement

Dear Colonel:

I am writing to you as the inland marine representative of Lafarge Corporation. Lafarge Corp. is a Reston, Virginia based construction materials company with considerable activities located along the U.S. Inland Waterways System. Among these activities are a large distribution facility located along the East Intercoastal Waterways and several ready mix concrete sites throughout the Greater New Orleans area.

Lafarge is in full support of the Army Corps of Engineers' current plan to replace the lock on the Industrial Canal. This lock, in its current state, creates tremendous delays in barge and ship traffic into and out of the Mississippi River channel. A new lock would greatly reduce traffic delays, improving shipping efficiencies therefore adding economic value to the City of New Orleans and the many businesses that operate along the waterways.

Comments noted.

Lafarge is committed to rendering any support necessary to see that the Corps current plan for a new lock is implemented.

Respectfully,

LAFARGE CORPORATION

A handwritten signature in black ink, appearing to read 'G. Michael Gordon'.

G. Michael Gordon
Director, Barge Operations

CEMENT GROUP/U.S. OPERATIONS
P.O. Box 887, Southfield, MI 48037
Office: (810) 354-9050
Fax: (810) 354-0039

March 3, 1997

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

Dear Colonel Conner

Magnolia Marine Transport Co., (M.M.T.) a subsidiary of Ergon, Inc. operates a fleet of fifteen towboats and sixty tank barges engaged in transportation of liquid petroleum products on both inland and coastal waterways. I am sending you this letter to express M.M.T.'s support for the planned replacement of the Inner Harbor Navigation Canal Lock, more commonly known as Industrial Lock.

Industrial Lock is part of a very important waterway for M.M.T. and many other towing companies. For tows moving east and west between New Orleans and the eastern part of the Gulf Intracoastal Waterway, there is no alternate all-weather route that you can depend on year-round. With the existing lock in its present state of extreme wear from decades of service, the possibility of lock closures due to breakdown increases daily. In M.M.T.'s case, we supply several terminals in Alabama, Georgia and Florida that are accessible by sending the tows through Industrial Lock. Lock closures effect not only the economic well-being of M.M.T. but that of these many terminals as well. In some cases, these terminals cannot be supplied by truck or rail so reliable marine transportation is crucial to their existence. In addition, support industries such as midstream fuelers and suppliers are hurt by lock closures because they, too, are dependent on the marine transportation industry as their source of income.

Comments noted.

One other point to consider regarding replacement of Industrial Lock should be the role the Lock plays in supporting industries located in the Southeast and how a new lock could make the region more attractive to prospective industries. Many of the raw materials and fuels used by existing Southeastern industries are transported through Industrial Lock. A new lock would make the region more attractive to future industries as inexpensive and reliable transportation such as marine transportation is often a determining factor in the decision to locate or expand a business.

I will close by again stating the M.M.T. supports the planned replacement of Industrial Lock as we believe a new lock would be a true economic asset to the entire Southeast region. Thank you for allowing us to comment on this project.

Sincerely,

Emmett Nowl
Director-Marine Operations

Mark's Muffler Shop, Inc.

5229 St. Claude Avenue
New Orleans, Louisiana 70117
(504) 944-7733

TO: R.H. SCHRODER, JR.
PLANNING DIVISION

I AM WRITING CONCERNING THE NEW
LOCK IN THE INDUSTRIAL CANAL.

THIS PROJECT WILL HAVE A DIRECT ECONOMIC
SLOW DOWN TO MY BUSINESS. THIS OF MY
BUSINESS IS ACROSS THE BRIDGE AND FROM
OTHER PARISHES, DIFFICULT ACCESS TO
MY BUSINESS WILL SUBSTANTIALLY HURT SALES.
IN THE PAST WHEN THE CLAIBORNE BRIDGE WAS
CLOSED FOR 3 TO 4 MONTHS FOR REPAIR MY SALES
WERE CUT IN HALF.

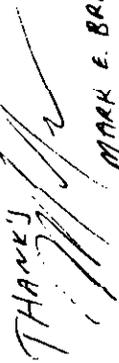
THIS IS A 14 YEAR ESTABLISHED LOCATION.

THIS PROJECT WOULD INTERRUPT MY BUSINESS
IN THE CRITICAL YEARS BECAUSE MY PLANNED REVENUE.

PLEASE KEEP ME ADVISED ABOUT COMPENSATION
FOR THE TIME OF REPLACING THE ST CLAUDE & THE
CLAIBORNE BRIDGES, OR COMPENSATION TO PURCHASE
AND ESTABLISH A NEW BUSINESS LOCATION AT
A NOT AFFECTED LOCATION.

I DO OWN THE PROPERTY AND THE BUSINESS.

THANKS,



MARK E. BRINK

As a result of the comments received at the public meeting and subsequent to the public meeting during the public review period, the project plan has been revised to incorporate a temporary bridge at St. Claude Avenue. Transportation impacts to businesses should be minimized. Compensation for business losses is still included in our mitigation plan. Business losses will have to be documented through sales tax receipts in order to be eligible.



MARYLAND MARINE, INC.
15902 JACINTO PORT BOULEVARD • HOUSTON, TEXAS 77015 • (713) 457-0012 • FAX (713) 457-4945

MAILING ADDRESS: P.O. BOX 1080 • CHANNELVIEW, TEXAS 77530-1080

February 6, 1997

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

Dear Sir,

Maryland Marine Inc. is involved in barging products along the Gulf Coast. In particular we carry chemicals and petrochemicals into and out of the New Orleans and Louisiana area. Our barges go through Industrial Locks on frequent basis while moving cargo into, out of and through Louisiana.

Industrial Lock is critical to the path of waterborne transportation. It is much more than a necessary obstacle to a shipper trying to move cargo. It is a consideration in the cost and benefit of locating facilities anywhere along the Gulf Coast. Our customers, producers of chemicals and refined petroleum products, would think twice about increasing their industry here if it had to rely on an old, unpredictable lock. Replacement is needed to provide a reliable, cost effective transportation route.

Comments noted.

Its true that if you don't build the lock we 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. But it is also true that we know this lock is generally viewed as a critical link along the Gulf Coast trade routes, a vital part of the economic development into the next century.

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

Sincerely,

Edward Wieliczekwicz
Manager, Safety and
Environmental Affairs



McDONOUGH MARINE SERVICE

2300 Surekote Road • New Orleans, LA 70117
504-949-7586 • 800-227-4348 LA Toll Free • 504-945-5513 Fax

A Division of Marmac Corporation

[Handwritten signature]

February 13, 1997

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

RE: Proposed Replacement to the Inner Harbor Navigation Canal Locks

Dear Colonel Connor:

For the past 52 years, our company has been in the business of leasing barges in the Port of New Orleans. For 40 of those years, our operations have been centered on the Industrial Canal near the referenced locks. Our field of business and geographic location give us a unique perspective on the need for this lock replacement.

An efficient and dependable lock between the Mississippi River and the GIWW east is a necessity! We know that the alternate route through Batiste Collette is a costly and dangerous alternative which should be used only in emergencies. Commerce served by the Industrial Canal lock is vital to not only the local and regional economy but to national defense as well.

Comments noted.

An efficient lock at this location could open up the commercial development between the Industrial Canal and the Rigolets, creating jobs and boosting the economy for both New Orleans East and St. Bernard Parish (this does not count the many construction and related jobs which would be created during the 10 years or so which is projected for the preparation and building of the new lock). Many companies have been reluctant to invest in waterside facilities in this area because of the uncertainty associated with both the lack of dependability of the current lock and the future of its proposed replacement.

It has been reported that some objection to the new lock involves concern about dangerous cargos. Whatever dangerous cargos would move through the new locks are already moving through the old locks. However, a new lock would allow those cargos to move through the area in hours instead of days, thereby reducing any "risk" to the local neighborhoods from such movements.

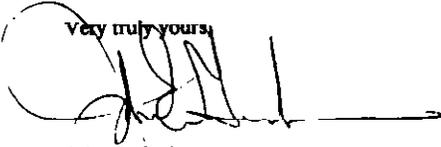
"The Barge People"

Colonel William L. Conner
Commander and District Engineer
New Orleans District
U. S. Army Corps of Engineers
February 13, 1997
Page-2-

An argument has been advanced that a lock replacement is a "waste of tax payer's money." This ignores the fact that lowering the cost of transporting goods and commodities ultimately lowers costs to all consumers. What is truly a waste of taxpayer's money is the continued attempts to "patch" an outdated but vital navigation structure which may ultimately fail in a catastrophic way. When that happens, the proposed replacement lock will have to be built at a substantially higher emergency cost, the residents will have little to say concerning mitigation, and marine commerce will face unprecedented delays and costs until the project can be completed.

One must sympathize with objections to this project by local residents, to a point. Everyone has reason to fear disruption and the unknown. However, it appears that the Corps has made every reasonable effort to disseminate information and redesign this project to reduce, mitigate or eliminate local impact. The continued unequivocal objections to this project, in any form, has moved from negotiation to obstruction. It is time for the positive and larger local, state and national considerations to take their proper precedence against the unreasonable objections of a few, and for the project to move ahead.

Very truly yours,

A handwritten signature in black ink, appearing to read "John E. Graham", with a long horizontal line extending to the right.

John E. Graham
Executive Vice President

JEG/pca

MILLING, BENSON, WOODWARD, HILLYER, PIERSON & MILLER, L.L.P.

A PARTNERSHIP INCLUDING PROFESSIONAL LAW CORPORATIONS

ATTORNEYS AT LAW

SUITE TWENTY-THREE HUNDRED

909 PONDRAZ STREET

NEW ORLEANS 70112-1010

*use
de sole
vickery*

NEAL D. HOBSON
A PROFESSIONAL LAW CORPORATION
(504) 589-7170

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REG. MAIL: "MILLING"
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CABLE: "MILLING"
TELEX: 584211

LAFAYETTE OFFICE
101 LA RUE FRANCE SUITE 200
LAFAYETTE LOUISIANA 70508
TELEPHONE (337) 233-4957
FAX (337) 233-4957

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 letter in support of the plan to replace the lock on the Industrial Canal in New Orleans.

This Firm represents a large number of firms in the oil and gas industry as well as ship operators and exporters and importers who utilize the Port of New Orleans. All agree that the existing lock connecting the Industrial Canal (Inner Harbor Navigation Canal) with the Mississippi River is grossly inadequate and causes New Orleans to be in unfavorable competitive position in international trade and also causes huge unneeded expenses to those engaged in intercoastal travel on the inland waterway system.

Comments noted.

We urge approval of this project as soon as possible. We realize that there will be temporary inconvenience to thousands of citizens who reside below the Industrial Canal and may cause loss to those who live in the immediate vicinity of the locks. We strongly believe, however, that this relatively small number of citizens should be asked to make this sacrifice in return for the greater good which will result in increased trade to the City of New Orleans, increased employment to New Orleans citizens and overall benefits of lower transportation costs to the millions of United States citizens who utilize goods which move through the Port of New Orleans.

We urge early approval of this project.

MILLING, BENSON, WOODWARD,
HILLYER, PIERSON & MILLER

By: *Neal D. Hobson*
NEAL D. HOBSON, ESQ.

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National Marine

National Marine, Inc.
P. O. Box 52189
New Orleans, LA 70152-2189
504 529 8600
504 529 8643 (FAX)

February 21, 1997

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

Dear Colonel Conner:

National Marine, Inc. fully endorses the USACE plan to replace the lock on the Industrial Canal in New Orleans. We are in full agreement with the Corps of Engineers' view that the lock is a major bottleneck to shipping on the national intracoastal transportation system.

NMI is a New Orleans-based marine transportation company that provides barge transportation and towing services throughout the national waterways. National Marine also provides freight and towing services to the Intracoastal East with over 420 boat and tow lockages through the Industrial Lock during 1996.

Comments noted.

Replacing this lock with a more efficient and reliable structure will become not only a great improvement to all the marine industry, but a great regional economic stimulus as well.

I feel the Corps of Engineers has attempted to respond to the needs of the whole community, as well as to the lock users.

National Marine fully supports the efforts to replace the Industrial Canal Lock.

Sincerely, ,

Gary L. Reeves
Vice President
Transportation Services

GLR/mr

PHONE (504) 488-8731
CABLE NAVAGENT
NEW ORLEANS



**NAVIOS
SHIP
AGENCIES INC.**

128 MALLARD STREET, SUITE 214
ST ROSE, LOUISIANA 70067

D. Mac
1972
DDT
Allickery
TELEX: 70 48 87
FAX: 504-487-9977

VIA TELEFAX

February 17, 1997

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

re: **LOCK REPLACEMENT ON THE INDUSTRIAL CANAL**

Dear Colonel:

We are writing in support of the Army Corps of Engineers' current plan to replace the lock on the Industrial Canal in the City of New Orleans. We have followed very closely the development of the current plan, and we find that this plan is acceptable to the marine industry and also has reduced the impact in the local area adjacent to the canal. This project also has considerable economic development for the City of New Orleans. The training of local citizens, the funds to compensate them for the neighborhood impact, we feel, are amicable, and congratulate the Corps on their insight in developing this section of the overall plan.

Comments noted.

This lock handles more traffic than any other lock in the country. This lock is a vital east, west and north link to the Intracoastal Canal system, which carries a considerable amount of cargo to and from the state of Louisiana on an annual basis. The benefits of this lock far outweigh the inconvenience and negative impact to the City of New Orleans and the residents residing alongside this waterway. We have a heavy volume of vessels on the

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Page - 2 -
February 17, 1997

MR-GO and are involved in the barging of various cargoes to and from these ships.

The new lock will greatly reduce the delays and, therefore, help benefit the Louisiana maritime community which, in turn, will benefit the State. It is based on these facts whereby we fully support the Corps' plan for the new lock at the Industrial Canal in the Port of New Orleans.

Yours very truly,

NAVIOS SHIP AGENCIES INC.



Chris T. Kitsos
Vice President

1976

Waldemar S. Nelson, P.E., Chairman
Charles W. Nelson, P.E., President
Richard J. Cabris, P.E.
James O. Crummett, S.E.
Thomas G. Ertelcher, P.E.
Donald J. Gundry, P.E.
Robert J. Leiber, Jr., P.E.
James A. MacIntosh, P.E.
Peter M. Smith, Sr., P.E.
Thomas W. Wells, P.E.

WALDEMAR S. NELSON AND COMPANY
INCORPORATED
ENGINEERS AND ARCHITECTS

1200 ST. CHARLES AVENUE
NEW ORLEANS, LA 70130-4334

Phone (504) 523-5261
Facsimile (504) 523-4587

John D. Fernandez, Jr., P.E.
Dale T. Hunt, P.E.
Samuel P. Landry, Jr., P.E.
James R. Linn, P.E.
Eduardo N. Luciani, Arch.
Alan Greenacre, P.E.
Wayne J. Hingle, P.E.
Kenneth H. Nelson, P.E.
Stephen M. Puzalla, P.E.
Arthur J. Smith, III, P.E.
Stephen A. Truster, P.E.

February 17, 1997

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

Reference: Inner Harbor Navigation Canal Lock

Dear Colonel Conner:

This letter is to provide input and support for the Corps of Engineers plan to replace the inner harbor navigation canal lock on the "Industrial Canal" at New Orleans. As a corporation of professionals involved in design of major projects including marine infrastructure, we are innately aware of the age limitations placed upon infrastructure components including highways, roads, bridges and complex facilities such as lockage which is heavily utilized in as rough an industry as marine shipping. The design process involves a balance between efficient, economical and safe designs, based on the design conditions existent at the time projects are planned, and considering those future conditions projected to exist during the life of the project. As part of the regional professional community, we have known for many years that the inner harbor navigation canal (IHNC) lock has performed well over its life span, but has become taxed heavily due to the volume of traffic and the changes in characteristics in barge traffic using the system. Barge transportation companies with whom we conduct business must deal daily with the restrictions in their logistic schedule caused by the size and operating characteristics of the IHNC lock.

Comments noted.

Also as part of our corporate experience, we appreciate the need to accommodate the area residents in whose community the IHNC lock resides. We understand the Corps has studied extensively the options of alternate locations, and has concluded the best solution for the community, including state and intrastate users, is to upgrade the waterway at its current location rather than relocate to an alternate site. We know extensive investigation, research and study has underpinned this decision, and we are supportive of the conclusion.

In closing, we admire the thorough efforts of the U.S. Army Corps of Engineers in undertaking their studies, and we encourage your perseverance in working with the Holy Cross neighborhood, the Board of Commissioners at the Port of New Orleans and the numerous State and Federal agencies involved. We wish you success, steady achievement and progress in the goal to replace this vital part of our city's infrastructure. Successfully carrying out its upgrade will provide benefits for the residents, businesses and users for many decades to come which will outpace the benefits gained to date from the existence of the original structure.

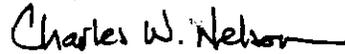
Colonel William Conner
U.S. Army Corps of Engineers

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We have attended the Holy Cross public information briefing, and participated in dialogue on the topic within the professional and business community. Should a specific forum be called in which our direct input would be useful, please let us know.

Very truly yours,

WALDEMAR S. NELSON AND COMPANY
Incorporated
Engineers and Architects



Charles W. Nelson, P.E.
President

CWN:bpp