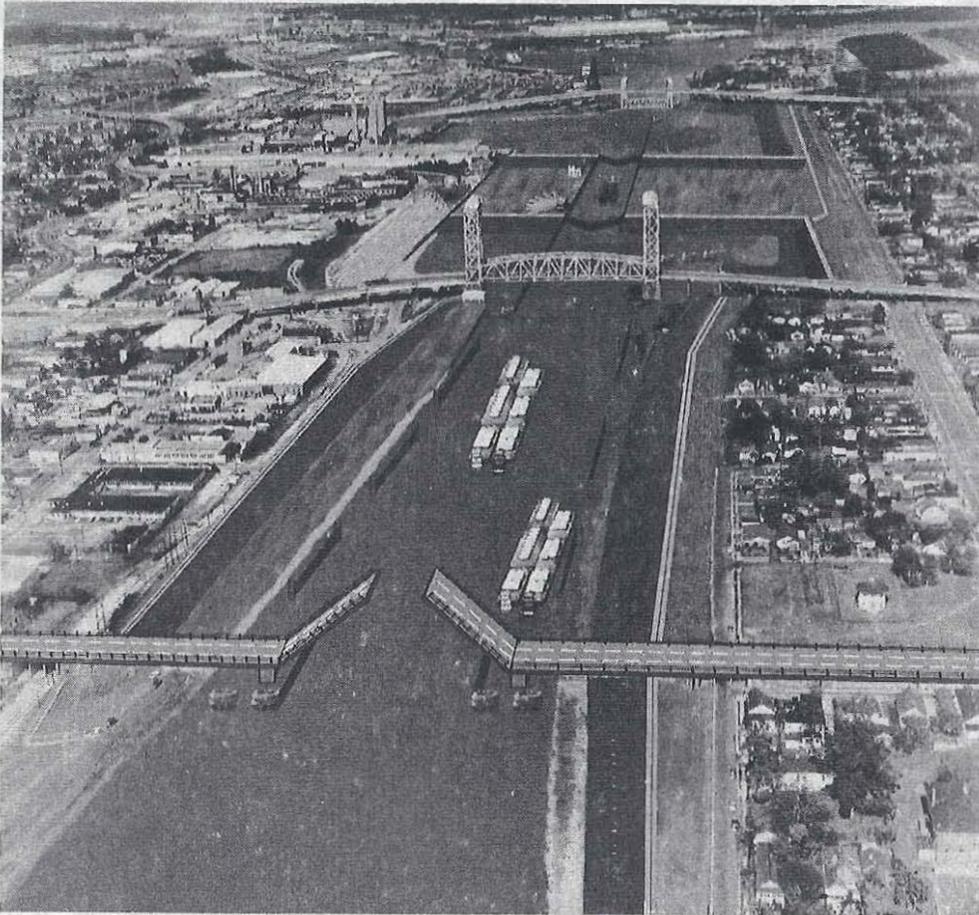




**US Army Corps  
of Engineers.**  
New Orleans District

## Mississippi River - Gulf Outlet

# New Lock and Connecting Channels



## Evaluation Report

## Public Views and Comments

**Volume 9 of 9**  
**Appendix G**  
**March 1997**

**MISSISSIPPI RIVER-GULF OUTLET,  
NEW LOCK AND CONNECTING CHANNELS, LOUISIANA  
EVALUATION REPORT**

**PUBLIC VIEWS AND RESPONSES**

**TABLE OF CONTENTS**

- SECTION 1 a. TRANSCRIPT OF THE PUBLIC MEETING**  
**1b. RESPONSES TO PERTINENT ISSUES RAISED**
- SECTION 2 INDIVIDUAL LETTERS AND BRIEF RESPONSES**
- SECTION 3 PETITIONS**



**SECTION 1a.**

**TRANSCRIPT OF THE PUBLIC MEETING**



**In The Matter Of:**

*PUBLIC MEETING RE INDUSTRIAL LOCK  
REPLACEMENT PROJECT*

---

*January 27, 1997*

---

*Professional Shorthand Reporters, Inc.  
601 Poydras Street, Suite 1615  
Pan-American Life Center  
New Orleans, LA United States 70130  
(504) 529-5255 FAX: (504) 529-5255*

*Original File meeting.prn, 210 Pages  
Min-U-Script® File ID: 3967106534*

**Word Index included with this Min-U-Script®**



[4] PUBLIC MEETING  
[5] WITH  
[6] ARMY CORPS OF ENGINEERS  
[7] AND  
[8] PORT OF NEW ORLEANS  
[9] REGARDING  
[10] INNER HARBOR NAVIGATION CANAL  
[11] INDUSTRIAL LOCK REPLACEMENT PROJECT  
[12]  
[13]  
[14]  
[15]  
[16]  
[17]  
[18]  
[19]  
[20] Date: Monday, January 27, 1997  
[21] Place: Holy Cross School  
4950 Dauphine Street  
[22] New Orleans, Louisiana  
[23]  
[24]  
[25]

[1] turn the microphone over to Pat for his  
[2] opening comments.  
[3] MR. GALLWEY:  
[4] Thanks very much,  
[5] Colonel. Good evening to everyone and  
[6] welcome. Mr. Brinson, our President and  
[7] CEO, is not able to be here tonight. He's  
[8] at home with the flu. He sends his  
[9] apologies and he asked me to present our  
[10] remarks tonight.

[11] The Port of New Orleans  
[12] supports the construction of the new lock  
[13] project and further strongly supports the  
[14] concept of providing mitigation in the  
[15] form of community improvements, projects,  
[16] programs and compensation. We believe  
[17] this project should be and will be  
[18] sensitive to the community's needs and  
[19] concerns and the mitigation programs  
[20] should also be designed and administered  
[21] by the people it directly impacts.

[22] Our record on this issue  
[23] has been clear. Almost six years ago when  
[24] this project was last proposed, it would  
[25] have demolished over 200 homes and

[1] PROCEEDINGS  
[2]  
[3] COLONEL CONNER:  
[4] I'd like to welcome you  
[5] all to tonight's public meeting. This  
[6] public meeting is on the Industrial Lock  
[7] Replacement Project for the U.S. Army  
[8] Corps of Engineers. If you're here for  
[9] the post-Superbowl party, you're in the  
[10] wrong room. My name is Colonel Bill  
[11] Conner. I'm a Commander of the New  
[12] Orleans Office of the Corps of Engineers,  
[13] and I want to officially welcome you to  
[14] tonight's proceedings.  
[15] The agenda for this  
[16] evening is on the slide posted to your  
[17] right. We'll follow this agenda to the  
[18] conclusion of the meeting. With me at the  
[19] head table for this evening is Mr. Pat  
[20] Gallwey, representing our partner for this  
[21] project, which is the Port of New Orleans,  
[22] and also at the table for the evening's  
[23] proceedings is Mr. Joe Dicharry, who is  
[24] the project manager for this project out  
[25] of my office. At this time, I'd like to

[1] relocated some 800 people. The voice of  
[2] the residents was heard and the project  
[3] was revamped so that there are now no  
[4] residential relocations. The ideas of the  
[5] neighborhood residents have been  
[6] incorporated into the project. The  
[7] project has been vastly improved through  
[8] listening to the concerns of the residents  
[9] and through advances in construction  
[10] technology. Concerns about access, design  
[11] features of bridges, community housing,  
[12] job training, beautification, recreation  
[13] projects and many others have been  
[14] incorporated into the project. We have  
[15] listened to the concerns about isolation  
[16] and the need for better access, and we  
[17] believe that this project will provide  
[18] safe and secure and convenient access to  
[19] the residents of the Lower Ninth Ward, the  
[20] Holy Cross area and the St. Bernard area  
[21] well into the future.

[22] The impacts and the  
[23] benefits have been documented. We believe  
[24] that it is possible to build this project  
[25] so that everyone benefits. The lock is

[1] the single busiest lock in the nation, and  
[2] the delays associated with it increase the  
[3] cost of moving goods used to make this  
[4] nation strong and competitive. And so we  
[5] come together tonight again this evening  
[6] to hear your concerns, the concerns of the  
[7] people on this most recent plan, and to  
[8] listen so that this project can help in  
[9] the revitalization of the communities  
[10] bordering along the canal. Thank you very  
[11] much.

[12] COLONEL CONNER:

[13] Thank you. Before we get  
[14] to the main portion of the meeting, which  
[15] is to hear your comments, the comments of  
[16] the public, for purposes of summarizing  
[17] the Corps' current idea of what the  
[18] project would look like and bringing us  
[19] all onto the same sheet of music, we have  
[20] a 15-minute video that we would like to  
[21] play at this time that kind of lays out  
[22] the scope of the project and our current  
[23] plan for design. So if I could ask that  
[24] the video be run at this time and give  
[25] your attention to the screen.

[1] a period of two years, which would mean  
[2] that St. Claude Avenue would not be  
[3] available to the communities for that  
[4] two-year period. And that seemed to be  
[5] pretty unacceptable. So what we did after  
[6] Wednesday is we got together and sketched  
[7] out a solution to that particular issue,  
[8] and that's what you're looking at here,  
[9] which is a temporary bridge which will be  
[10] put in at St. Claude Avenue. And the idea  
[11] is that we would buy an erector set kind  
[12] of kit that's available. It's been used a  
[13] lot in the Northeast on the interstates  
[14] there. We'd buy that. We'd build it next  
[15] to the existing bridge and then we'd build  
[16] a little tie-in road that would go into  
[17] St. Claude Avenue, and that's what that  
[18] red line is on the slide. On your  
[19] handouts, it's all in black because that's  
[20] all's we could get to reproduce was black  
[21] and not red. And so what that would mean  
[22] is that the St. Claude Avenue would only  
[23] be closed during the time it would take us  
[24] to physically tie in this new road and  
[25] bridge with the existing St. Claude

[1] (Videotape played.)

[2] COLONEL CONNER:

[3] That's the plan that we  
[4] have right now except there is one change  
[5] that we've just recently worked out. I  
[6] don't expect you to be able to identify  
[7] exactly what that is, but we have  
[8] available some photocopies of this slide  
[9] that were at the front door when you  
[10] walked in, and if you want additional  
[11] copies, we can hand those out to you at  
[12] this time.

[13] What happened is last  
[14] Wednesday, I met with some of the local  
[15] interest groups, neighborhood residents  
[16] from the community, to talk about the  
[17] project a little bit to kind of get me  
[18] smart, since I'm new here, and one thing  
[19] that was loud and clear to me as a result  
[20] of that meeting was that the closure of  
[21] the St. Claude Avenue bridge is easily, if  
[22] not the biggest sticking point of the  
[23] project, one of the biggest. And right  
[24] now or up until last Wednesday, we were  
[25] talking about that bridge being closed for

[1] Avenue. And so we're guesstimating at  
[2] this time that that would probably take a  
[3] couple or three months had to do.  
[4] Probably, if we could swing it right, we'd  
[5] even want to go ahead and have that happen  
[6] over the summer months period so as not to  
[7] impact on the school session for the folks  
[8] attending Holy Cross School. That may or  
[9] may not happen. That's kind of toward the  
[10] end of the whole project anyway so it  
[11] would be kind of hard to tell at this time  
[12] exactly when it would. So that's the only  
[13] change from the video is the concept of  
[14] attempting to at least keep St. Claude  
[15] Avenue open, if not the whole time during  
[16] the project, at least a period of time or  
[17] most of the time and only have it closed  
[18] for a couple of months.

[19] Now, this hasn't been  
[20] approved yet. This isn't part of the  
[21] 511-million-dollar program. But I have  
[22] checked with my bosses and they indicate  
[23] that it sounds like a pretty good idea to  
[24] them and they're going to go ahead and  
[25] carry the torch forward to Washington to

[1] get a final resolution on that. So that's  
[2] the only difference from the movie.  
[3] **These are some of the**  
[4] folks that we have been working with on  
[5] this project. We call them the  
[6] Neighborhood Working Group. Some of these  
[7] individuals we've spoken to quite a bit.  
[8] Some we've only touched on periodically.  
[9] And the discussions have lasted a long  
[10] time. I mean, they have gone on for  
[11] numbers of years. And this is the rest of  
[12] the list of the folks that we're currently  
[13] calling the group but that was, just to  
[14] give you the idea of the flavor of what  
[15] we're attempting to do, which is to  
[16] provide 100 percent communication between  
[17] the Corps and the local interests. And so  
[18] if you want to be added to that group or  
[19] subtracted, just please let Joe know and  
[20] he'll be happy to accommodate you.  
[21] **What we would like to do**  
[22] as part of the project is enter into what  
[23] we call a formal partnering agreement, and  
[24] this agreement would be executed for the  
[25] sole purpose of spending the 33 million

[1] attempt to tie in or work with those as  
[2] well so there's no duplication of effort.  
[3] **This is the schedule that**  
[4] we're going to be working off of for this  
[5] project, and I'd like to spend a minute to  
[6] go over that with you before we go to the  
[7] public comment period. Tonight we have  
[8] this public meeting, and this is required  
[9] by law but this is not the end of the  
[10] official public comments. We will take  
[11] everything that you say this evening and  
[12] we will include that in for the record.  
[13] **Now, the official**  
[14] for-the-record proceedings is the audio  
[15] tapes that are being made to your front  
[16] here, to the gentleman on my left. That's  
[17] the official record for the meeting. Now,  
[18] behind you is a video camera that's being  
[19] run but it will be turned on and off  
[20] during the course of the evening. It's  
[21] just there to provide us some additional  
[22] assistance. So you can rest assured that  
[23] 100 percent of your comments will be  
[24] recorded. They'll be recorded audially  
[25] and every single person who wants to speak

[1] dollars of mitigation money that would be  
[2] part of the project. And that partnership  
[3] would be 50/50 between the Corps and  
[4] whoever wants to be part of the group.  
[5] And so far we haven't built this group.  
[6] We don't have anybody who is a member of  
[7] the group yet. We open it up to any and  
[8] all volunteers. So if you're interested  
[9] in being a player in this, either  
[10] representing some particular neighborhood  
[11] group or business or faction or interest  
[12] or just as a citizen at large, please  
[13] again tell Joe that.  
[14] **I don't know if you can**  
[15] read his phone number there. What's your  
[16] phone number, Joe? 862-1929. That's  
[17] 862-1929.  
[18] **We also are planning to**  
[19] make all of this work tie in with existing  
[20] programs that are ongoing, and we are  
[21] familiar with the ones that are shown here  
[22] on this slide. As we get more familiar  
[23] with the area and learn of other  
[24] initiatives, either ongoing or ones that  
[25] begin after the project does, we will

[1] will have that submitted as part of the  
[2] record for the transcript we'll make for  
[3] the record.  
[4] **In addition, if you have**  
[5] written comments that need to be  
[6] submitted, someone handed me one this  
[7] evening just before the meeting started,  
[8] that's fine, too, and we will accept those  
[9] this evening. If you want to read your  
[10] comments into the record and then hand  
[11] them to us, that's okay. And then after  
[12] that, you have until the 24th of February  
[13] to submit your written comments to my  
[14] office in mail. And so if you don't have  
[15] your comments written out tonight but you  
[16] want to write them up, that's fine but you  
[17] got to get them to me by the 24th. After  
[18] the 24th, the comment period for this  
[19] meeting is officially closed. And the  
[20] reason for that is that I then have to  
[21] submit a report through my chain of  
[22] command that has to leave my office by the  
[23] end of March. So that gives me from the  
[24] end of February to the end of March to put  
[25] that report together.

[1] During that time, I will  
[2] also be preparing a written response to  
[3] every question that's raised either here  
[4] at the meeting tonight verbally or through  
[5] your written comments, and so you'll all  
[6] be receiving answers to your questions  
[7] that way. I don't have the time tonight  
[8] to be able to go ahead and put together an  
[9] oral dialogue nor do I know enough about  
[10] the project to be able to answer all your  
[11] questions this evening, so you'll receive  
[12] written responses to every question that  
[13] you have.

[14] **That report then goes up**  
[15] through my chain of command and gets to  
[16] Washington, at which time we expect a  
[17] response by June of this year. And once  
[18] that response is made, that is effectively  
[19] the end of the Corps of Engineers'  
[20] involvement for this period of time. What  
[21] will then happen is the report will be  
[22] sent over to the Congress for decision,  
[23] and the Congress is the one that decides  
[24] as to whether or not this project will go.

[25] Let me explain that

[1] its current configuration or some small  
[2] modification of that configuration, if  
[3] that project is to go forward, then that  
[4] will happen with the period that begins  
[5] October of '98 or what we call fiscal year  
[6] '99. If the project is not funded for  
[7] that period of time, then effectively it  
[8] goes into limbo and we start over again.

[9] So that's why this  
[10] meeting tonight is so important, because  
[11] this is a very key opportunity for  
[12] everyone here to voice their opinions  
[13] about this project. And it's certainly no  
[14] secret to the folks at this table that  
[15] there is a very strong local opposition to  
[16] the project, and we expect to hear that  
[17] tonight. In fact, I demand of you to  
[18] provide your opposition tonight because  
[19] it's very important as part of the  
[20] political process that you have the  
[21] opportunity to have your say. So please  
[22] make your say known. Please speak up,  
[23] speak clearly, speak as coherently, get  
[24] your point across.

[25] Now, you'll notice that

[1] everything that you saw in the video,  
[2] everything you've ever read about this  
[3] project, every discussion point that will  
[4] be made here tonight, these are all based  
[5] on an idea and only an idea. This project  
[6] does not have any money right now assigned  
[7] to it for the work to be done. That must  
[8] be done by the Congress and it has not  
[9] been done yet. And, therefore, the  
[10] Congress will make one of several  
[11] decisions as to what to do with this  
[12] project after they receive all of the  
[13] input. They'll either decide to go ahead  
[14] and fund it or they'll decide to fund it  
[15] with some changes or they'll decide not to  
[16] fund it at all. Those are basically their  
[17] options. I'm sure there are a lot of  
[18] other permutations and combinations of  
[19] those ideas, but that's basically the gist  
[20] of what will happen to it.

[21] **That will take place from**  
[22] the period of June of this year until  
[23] October of '98. The 1st of October of '98  
[24] is what the government calls the beginning  
[25] of fiscal year '99, and if the project in

[1] the acoustics in this room are not the  
[2] greatest. It's the gymnasium. So I ask  
[3] that we only have one speaker at a time  
[4] and that you give your undivided attention  
[5] to that individual so we can make sure  
[6] that his or her comments are heard and can  
[7] be responded to.

[8] **I think that pretty much**  
[9] covers the time frame on that. And so at  
[10] this point, what I would like to do is go  
[11] ahead and begin the official comment  
[12] portion of the meeting. We'll start with  
[13] our elected officials or the designated  
[14] representatives. Joe has a list of cards  
[15] that have been filled out by individuals  
[16] who have asked to speak. They look like  
[17] this and they were at the table available  
[18] when you came in the front door. If you  
[19] didn't fill out a card and you would like  
[20] to fill out a card and speak, you're free  
[21] to do that any time during the course of  
[22] the evening. We won't leave here until  
[23] everybody who has asked to speak is given  
[24] the opportunity to do that. Therefore, I  
[25] sincerely ask you to limit your comments

[1] to a period not to exceed five minutes in  
[2] length. That's five minutes. That way we  
[3] can get to all of the folks who want to  
[4] speak tonight. We'll start with the  
[5] elected officials or designated  
[6] representatives. We'll work through them,  
[7] make sure that every elected member of  
[8] either the local or the federal  
[9] legislatures has a chance to speak. Then  
[10] we'll turn it over to the public at large.

[11] Okay. So at this time,  
[12] we'll begin. Right now, Joe tells me that  
[13] none of the federal U.S. officials from  
[14] the National Congress have asked to speak.  
[15] Are there any members in the audience at  
[16] this time or the representatives who would  
[17] like to make a statement? Okay. Very  
[18] good, sir. We will get to you.

[19] All right. With no one  
[20] from the federal government here to speak  
[21] then, we will turn it over to the state  
[22] government for their comments. Who's the  
[23] first speaker?

[24] **MR. DICHARRY:**

[25] The first speaker will be

[1] Senator John Johnson.

[2] **SENATOR JOHNSON:**

[3] I'd like to start off by  
[4] expressing my appreciation to all of the  
[5] residents and the constituents and  
[6] individuals who are out on tonight to  
[7] listen to the presentation. I would  
[8] imagine to many, many people who are here  
[9] on tonight, this is not new. You've  
[10] probably been through this more times than  
[11] you want to come and voice your opinion on  
[12] this particular project. I was at a  
[13] meeting here last week, and I said to a  
[14] small group of individuals on last week  
[15] that I can remember when I was 17 years  
[16] old, the largest community meeting that I  
[17] called down here in the Lower Ninth Ward  
[18] had to do with the Industrial Canal and  
[19] the possibility of replacing those locks.  
[20] Most of you know how old I am today, so I  
[21] don't need to tell you my age, but it was  
[22] - Tell them? No, no, I'm not going to do  
[23] that. It was a long time ago, a long,  
[24] long time ago. So we've been discussing  
[25] this project now for a long time, and I

[1] would assume every time we get a new  
[2] district engineer, we're going to have to  
[3] go through the process of discussing this  
[4] project all over again. This is the first  
[5] time that this colonel has had an  
[6] opportunity to listen to the community on  
[7] this project, so, Colonel, I would imagine  
[8] you have to go back and dig up the old  
[9] reports and see what they said, and what  
[10] you're probably going to find is that the  
[11] reports are going to be pretty consistent  
[12] with what the people in this community  
[13] have said in the past. And I think, and  
[14] I'm going to allow the people to speak for  
[15] themselves, but I think pretty profoundly  
[16] and pretty loudly and pretty  
[17] comprehensively, people are going to say  
[18] in this community that they don't want  
[19] this project.

[20] Now, I frankly don't know  
[21] how many times we're going to have to say  
[22] that, but I would assume we will say it as  
[23] many times as you all want to hear it.  
[24] Now, I've been through this many times and  
[25] I'm not going to spend a lot of time

[1] rehashing what I said in the past so many  
[2] times. I know that one of my colleagues  
[3] in the Senate, Senator Dean - Is Senator  
[4] Dean here tonight? I know that Senator  
[5] Lynn Dean is going to want to have some  
[6] comments and some things that he's going  
[7] to want to say. He's a newly elected  
[8] senator from the St. Bernard-Plaquemines  
[9] area and he's going to have some very  
[10] strong comments to make on this project on  
[11] tonight. I hope you all would give him  
[12] the time to make his presentation and to  
[13] listen to what he has to say.

[14] But I just want to say,  
[15] as the senator whose district that the  
[16] project or the proposed project is located  
[17] in and as the state senator in whose  
[18] senatorial district the present locks are  
[19] located in, I am going to represent the  
[20] views, the needs and the concerns of my  
[21] constituents. And I think from having  
[22] represented this district and this  
[23] community in the state legislature for a  
[24] number of years, I know how the people  
[25] feel.

January 27, 1997

Page 21

(1) Now, I frankly think as  
(2) one voter in this district that it is an  
(3) insult for the Corps of Engineers to come  
(4) into this community and talk about the  
(5) possibility of bringing a half-a-billion-  
(6) dollar project into this community and by  
(7) the time the project is developed, if it  
(8) were to be developed, which it won't, but  
(9) if it were to be developed, it would be a  
(10) billion-dollar project, at least a  
(11) billion-dollar project, and to talk about  
(12) a mediation program of 33 million dollars,  
(13) that is an insult. 33 million dollars  
(14) would not even pay for the problem and the  
(15) losses that the businesses will lose or  
(16) experience in this community over the 10  
(17) to 12 years that they would be negatively  
(18) impacted. And I see Miss Morris over here  
(19) clapping, who is a business lady in this  
(20) community. She knows what I'm talking  
(21) about. And there are several small  
(22) business people in this community who own  
(23) small businesses who have worked all of  
(24) their lives to get their businesses to  
(25) where they are today. 33 million dollars

Page 22

(1) wouldn't even come close to helping those  
(2) people experience the kind of losses that  
(3) they would experience if this project were  
(4) to become a reality.  
(5) So I would strongly  
(6) suggest to you that if, with the crooked  
(7) letter, if you want to continue to talk  
(8) about this project, and I'm not suggesting  
(9) in any way, shape or form that I support  
(10) the project, but if you want to continue  
(11) to talk about it, you talk about putting  
(12) at least 500 million dollars on the table  
(13) so that every house in this community that  
(14) needs to be renovated or replaced will be  
(15) replaced, every street that needs to be  
(16) replaced, so that this community can look  
(17) like a model community, then you might be  
(18) able to do a little talking. And I would  
(19) think that it would take at least a half a  
(20) billion dollars in order to do that, at  
(21) least 500 million dollars, at least.  
(22) Now, that's the point  
(23) that I want to make to you all as the Port  
(24) of New Orleans and the Corps of Engineers,  
(25) and let me just say that you all are my

Page 23

(1) friends. The Port of New Orleans is a  
(2) state agency. I'm a state senator. I  
(3) work very closely with the Port of New  
(4) Orleans. Any time they need money to  
(5) enhance the port in order to create jobs  
(6) and economic development, I try to work  
(7) with them in order to get the money  
(8) because I know what that port means to  
(9) this community and to this state. The  
(10) Corps of Engineers, which is a federal  
(11) agency, as a state elected official, I try  
(12) to work with them. But let's stop  
(13) hassling the community. Let's stop  
(14) insulting the people in this community  
(15) with this project. If the people have  
(16) said unequivocally that they don't want  
(17) the project, leave it alone.

(18) COLONEL CONNER:

(19) Thank you, Senator.  
(20) Appreciate those comments.  
(21) At the meeting last  
(22) Wednesday that the Senator refers to, the  
(23) comment was made that this discussion has  
(24) gone on through 15 Corps of Engineers  
(25) colonels who have sat in my chair. And

Page 24

(1) I'm here to tell you tonight that that's  
(2) not true. There were 16 because I counted  
(3) them today. So it was pretty close  
(4) though.

(5) Who is the next speaker?

(6) MR. DICHARRY:

(7) Next speaker will be  
(8) Senator Lynn Dean.

(9) SENATOR DEAN:

(10) Good evening, gentlemen,  
(11) ladies and gentlemen. Thanks for the  
(12) privilege. I have some comments here  
(13) that's written down. They take me a  
(14) little over five minutes. I hope that's  
(15) allowed.

(16) Why don't we start off  
(17) with saying I'm strongly disappointed that  
(18) with all the technology we have in the  
(19) world today, all the engineering we have  
(20) in the world today, that we say we're  
(21) going to do a project like this that's  
(22) going to take 12 years and that for a  
(23) couple of years' period a certain bridge  
(24) may be down, a couple years' period  
(25) another bridge may be down, and when you

[1] get through, you'll have a project that  
[2] bridges still go up and down. You're  
[3] going to have a set of locks there that's  
[4] much bigger than it was before so there  
[5] will be a longer period while those boats  
[6] go in and out. I don't think you're going  
[7] to speed up any of them boats. Fact of  
[8] the matter, if the regulations keep up,  
[9] we'll slow them down a little bit. So  
[10] when you put all that together, it's time  
[11] for us to stop and go back to the drawing  
[12] board instead with our technology and our  
[13] engineering and say there's ways to do  
[14] things better.

[15] Most of us do not want  
[16] change, yet the only way to improve our  
[17] society is by meaningful change. I  
[18] started to say many citizens of St.  
[19] Bernard, but after talking to them a few  
[20] days, I'd have to say most of the citizens  
[21] or all of the citizens of St. Bernard do  
[22] not want a canal, a cut if you will, in  
[23] St. Bernard Parish. We remember the  
[24] Mississippi River Gulf Outlet, that nasty  
[25] erodic cut that daily proves it was a

[1] mistake. St. Bernard citizens were  
[2] promised industry with good-paying jobs  
[3] for our citizens and our children. I just  
[4] now heard you all talking about promising  
[5] some jobs. You didn't mention the fact  
[6] that you're going to wipe out the Galvez  
[7] Street dock and all these areas in there  
[8] that's furnishing jobs and they'll be  
[9] gone. But we can forget about all the  
[10] investment we got in the Galvez Street  
[11] dock, and as a little boy about 12 years  
[12] old back in the '40s, the '30s, I used to  
[13] see 50 to 100 barges tied there, the  
[14] Mississippi Valley Barge Line, the Federal  
[15] Barge Line, loading and unloading barges  
[16] there all the time, and I was working for  
[17] a company called the Red River Barge Line  
[18] and we'd come in there and picked up cargo  
[19] there. But that's going to be all gone  
[20] and dead.

[21] Today, over 30 years  
[22] later, not one industry is on the MRGO.  
[23] Not one job came from the MRGO. But we  
[24] had to build an expensive levee to provide  
[25] us protection in St. Bernard from

[1] hurricane flooding. The MRGO still harmed  
[2] our parish where the levee was never built  
[3] at Reggio, Florissant, Ycloskey and  
[4] Hopedale. These are people live there.  
[5] Sometimes school buses pick up children or  
[6] do not pick up children due to flood  
[7] waters caused by high tides coming up the  
[8] MRGO. The taxpayers of our parish have  
[9] paid over four million dollars to build  
[10] some levees out there that we didn't need  
[11] before, and now we still owe about seven  
[12] million dollars that the federal  
[13] government hasn't forgive that extra debt.  
[14] And St. Bernard got nothing for all of  
[15] that. St. Bernard does not want another  
[16] cut. Neither does St. Bernard want 11  
[17] years of delay caused by construction on  
[18] three bridges at St. Claude, Claiborne  
[19] Avenue and Florida Avenue.

[20] And you've made a nice  
[21] little statement. You're saying, well,  
[22] only one bridge will be shut down at that  
[23] particular time. That's the delay you'll  
[24] have. You forgot to mention how much  
[25] you're going to jam the traffic on them

[1] other bridges, which means there will be  
[2] jammed traffic in there for several years  
[3] on all the bridges you make. People's  
[4] time are worth money and the fuel and oil  
[5] in the cars are worth money, and I don't  
[6] know how many hundreds of millions that  
[7] will be before it's over with but that  
[8] adds up to quite a bit. In the final  
[9] analysis, we'll still have, the final  
[10] result, we'll still have to stop for  
[11] raised bridges when the ships and  
[12] equipment goes through.

[13] Yet, if we want progress  
[14] and the jobs and a better living which  
[15] comes with it, some changes must be made.  
[16] History accords that in 1825, the Erie  
[17] Canal in New York State was the first  
[18] canal built in the United States. And it  
[19] made New York State all the greater,  
[20] helping to develop the economy all the way  
[21] to the Great Lakes. It was so successful,  
[22] it was made wider and deeper several  
[23] times. One of the greatest engineering  
[24] feats that was done by the United States  
[25] was when it built the Panama Canal, a

January 27, 1997

Page 29

[1] canal cut on a continental scale as it cut  
[2] North America in two from South America.  
[3] But the United States did the job, and the  
[4] same can be said for the Suez Canal. The  
[5] United States built the Gulf Intracoastal  
[6] Waterway which extends from Brownsville,  
[7] Texas and New Orleans to St. Marks,  
[8] Florida. That canal system carries  
[9] several hundred times probably more  
[10] freight than people ever dreamed it would.  
[11] It had proved a great advantage to our  
[12] economy of the United States and  
[13] particularly was benefitive to the  
[14] economies of Texas, Louisiana,  
[15] Mississippi, Alabama and Florida. It has  
[16] helped our nation's economy grow and has  
[17] furnished thousands of people good jobs  
[18] all the way around.

[19] So, if done right, we can  
[20] benefit from new canals. We need more  
[21] bigger and better locks and waterways to  
[22] handle the increased traffic and large  
[23] barges and ships which in turn employ more  
[24] people and reduce the price of goods you  
[25] buy at the store.

Page 30

[1] You know, today we're  
[2] talking about fixing this lock, and we're  
[3] going to go back to the technology and the  
[4] faults of transportation of World War II.  
[5] But since that time the ships have gotten  
[6] bigger, they draw more water, but the  
[7] canals on the other side of this lock are  
[8] not deep enough so you're not going to do  
[9] that. So we're going to do a patch-up job  
[10] or a band-aid job on a thing that's  
[11] outmoded when the modern day's  
[12] transportation with the RO-RO ships and  
[13] the big container ships, some of them that  
[14] draws 50 to 60 foot of water, the big  
[15] tankers, nothing's going to be done about  
[16] that kind of thing at all. We're not even  
[17] talking about the Mississippi River, which  
[18] should carry traffic from the Gulf of  
[19] Mexico all the way up to Baton Rouge of  
[20] ships drawing 60 feet. We're not doing  
[21] anything about that.

[22] So we're going to let the  
[23] New Orleans area, our port, the greatest  
[24] in the world, should be, lag behind and  
[25] try to do the same thing from World War

Page 31

[1] II. It's like we tried to fight World War  
[2] II with the equipment of World War I till  
[3] we got our tanks and stuff and got out  
[4] there about it. We need to modernize  
[5] ourselves. As a state senator, as an  
[6] industrialist, as a consumer and as an  
[7] American, I realize that good changes  
[8] should be made.

[9] First let us consider  
[10] truly the proposed changes on the  
[11] Industrial Canal locks is a poor band-aid  
[12] for a massive problem. The problem is the  
[13] delay all citizens of the Ninth Ward and  
[14] Orleans Parish and St. Bernard have to  
[15] endure while waiting on the bridges that  
[16] go up. That problem is reflected in the  
[17] cost we as motorists bear in wasted time  
[18] or in wasted gasoline spent idling in  
[19] line, the cost of wasted time for towboats  
[20] and ships waiting for locks to open and  
[21] close and for bridges to raise and lower.  
[22] We all share those costs in the way of  
[23] higher prices for our electric power,  
[24] manufactured goods and food, and yes, the  
[25] loss of our valuable time spent in

Page 32

[1] waiting. We need a solution that  
[2] eliminates all three costs, if possible,  
[3] and it is possible.

[4] For instance, let us  
[5] raise the St. Claude bridge to the height  
[6] of the Claiborne bridge and, likewise,  
[7] raise the Florida Avenue bridge to the  
[8] height of the Claiborne bridge and then  
[9] weld all three bridges shut so it will  
[10] never open and close again. That way  
[11] automotive traffic will never stop because  
[12] some boat or some barge goes through  
[13] there. That's no big technology to do  
[14] that.

[15] Of course, at the same  
[16] time or before you do that, you need to  
[17] build a canal that the taller ships and  
[18] marine equipment can go through. And if  
[19] you do that though, you should design this  
[20] new canal with a high-rise, never-to-open  
[21] bridge in place before we start digging  
[22] the canal so that people that live on the  
[23] other side of that canal, if it ever gets  
[24] dug, will never have one hour's delay at  
[25] all to get across it. This, simply said,

[1] we'll build a bridge first, tie the  
[2] four-lane road into it first, and when you  
[3] build your locks, let's be a little  
[4] innovative on it. St. Bernard has two  
[5] main arteries, St. Bernard Highway and  
[6] Judge Perez Drive. You build that  
[7] high-level bridge for Judge Perez Drive  
[8] and build it before the canal is there so  
[9] people can actually drive across the  
[10] bridge and look down while you're doing  
[11] all your work, even be curious about it.  
[12] They won't be mad because they're delayed  
[13] every time you turn around for something  
[14] like that.

[15] When you build the locks,  
[16] make your lock gates strong enough to  
[17] carry bridge traffic right across them.  
[18] The way you operate locks always, with  
[19] very few exceptions, one set of lock gates  
[20] are closed. So if you have two sets of  
[21] lock gates and you tie the roads in right,  
[22] a little old red light and a green light  
[23] will tell the guy which one's open and he  
[24] can always drive through and never have to  
[25] wait.

[1] So what you do, you build  
[2] your locks first, your gates first. You  
[3] build your bridges first. Get all that  
[4] work. And then after all that's done  
[5] right, then you go dig your canal. And  
[6] there wouldn't be any delay. In the  
[7] meantime, all the people up in Orleans and  
[8] Ninth Ward or whatnot would never see a  
[9] delay whatsoever and their economy and  
[10] their business could go right on growing.  
[11] Before the canal is dug, build the lock  
[12] gates so designed as to carry two-way  
[13] traffic on either lock gate so if one gate  
[14] is open, the traffic could go to the other  
[15] gate, and when it is turned open, the  
[16] traffic go onto the other gate. This  
[17] means never will both gates be open at the  
[18] same time, which helps traffic always.

[19] When all this is done,  
[20] then and only then will we dig the canal  
[21] or the cut, if you will. Of course you  
[22] must have two levees which prevent a  
[23] rising river or a hurricane from harming  
[24] the people. The levees must be far enough  
[25] apart that fabricating plants and other

[1] businesses needing deep-water  
[2] transportation can locate on each side so  
[3] we can have good-paying jobs for our  
[4] citizens without harm to our environment.

[5] This goes back to the  
[6] MRGO. We promised them all those plants  
[7] and equipment. Yet the Corps of Engineers  
[8] and others made regulations where you  
[9] couldn't have the land on either side to  
[10] build a dock, only thing you let the ships  
[11] go by, but yet you had promised people all  
[12] these good-paying jobs with these big  
[13] plants. Of course, today they have no  
[14] faith in what we say or you say or even  
[15] me, I guess, because of how we've been  
[16] lied to, they've been lied to in the past.

[17] To mitigate the anxiety  
[18] and improve the looks of the area, we  
[19] could use this area also to build some  
[20] nice parks and such for the benefit of  
[21] people. And most important is when that  
[22] canal cut is made, if it's made in St.  
[23] Bernard Parish, the money will have to be  
[24] certified in advance to close off and dam  
[25] up the MRGO cut forever. In fact, unless

[1] that money's tied up where it cannot be  
[2] siphoned off somewhere else, I will fight  
[3] it till the end. But we should start,  
[4] after the canal's in there, at the mouth  
[5] of the MRGO and dam it off with a dam and  
[6] cover the rocks so it could never wear  
[7] through. Then we should go upstream on  
[8] that MRGO to the old Bayou le Loutre and  
[9] build a dam on both sides of that near the  
[10] MRGO and let Bayou la Loutre go on out in  
[11] the Gulf like it always did. And then we  
[12] should come up that canal to the Bayou  
[13] Ycloskey. At Bayou Ycloskey, when the  
[14] MRGO is cut, you cut a road in two and you  
[15] make the value of people's property go to  
[16] pot. We should build two dams across it  
[17] at that point. The dam on the eastern  
[18] side should then be the new road built on  
[19] it and repair that road that's already  
[20] there, put the water lines and things back  
[21] in so that piece of property all the way  
[22] out to Lake Borgne could be used again.  
[23] That would only be fair.

[24] I can remember when we  
[25] built the canal back there then, and these

January 27, 1997

Page 37

(1) people that own land that the canal was  
(2) dug on got paid for it. There was one  
(3) wise gentleman, name of Joe Meraux, since  
(4) deceased, made a headline in the Picayune  
(5) that he got paid more for a little piece  
(6) of property he had near the Violet Canal  
(7) for the MRGO cut than all the other land  
(8) owners combined. That was injustice to  
(9) the other land owners I'm sure. I'm sure  
(10) Mr. Meraux got fair treatment. But the  
(11) point is, we should correct those wrongs  
(12) and make those people's land back valuable  
(13) again.

(14) And then, finally, we'll  
(15) close off the MRGO next to where your cut  
(16) is, and when that's done, you'll have a  
(17) bunch of freshwater lakes in there that  
(18) the tide cannot go back and forth and  
(19) erode away. If you'll remember right, I  
(20) believe my figure's correct, that channel  
(21) was at one time 36 foot deep and about 500  
(22) foot wide. Today you've got places 2,000  
(23) foot wide. Today it's gotten so bad  
(24) you'll be able to eat into that levee and  
(25) the whole levee will collapse, so now

Page 38

(1) you're spending multi-millions of dollars  
(2) to put rocks around them to protect them.  
(3) And we're going to have to do more of  
(4) that.  
(5) Ladies and gentlemen, I  
(6) will support such construction only if all  
(7) the financing is arranged so that it is  
(8) completed to eliminate the dangers to our  
(9) citizens, to stop the waste of their time  
(10) and stop the economic waste to our economy  
(11) of a canal that frustrates all of us, some  
(12) on a daily basis. I will rigorously  
(13) oppose a new Industrial Canal lock that  
(14) will destroy the Galvez Street dock, and  
(15) the same thing goes for the other side.  
(16) Industry should be allowed to work there  
(17) to give good-paying jobs to people,  
(18) industry that doesn't hurt the  
(19) environment, doesn't pollute the air or  
(20) what have you. But when you put this big  
(21) set of locks in there the way you're  
(22) talking about doing it, it's a mess-up.  
(23) If you did it the way I'm talking about  
(24) it, then you could weld down those bridges  
(25) and people could say forever they don't

Page 39

(1) have to wait for a bridge to go through  
(2) there. Isn't it terrible to talk about  
(3) the advanced economy of the United States  
(4) of America, the richest nation on earth,  
(5) that we're telling people, you got to come  
(6) up and stop every day of your life at that  
(7) bridge if a boat has to go through there.  
(8) And then you're telling boats, who should  
(9) keep our economy going and keep our costs  
(10) down in transportation costs, you have to  
(11) come up there and wait, like you said, 10  
(12) hours to 30 hours. Some of those boats  
(13) are worth \$200, \$500 an hour. And if you  
(14) hold one ten hours for two, that's just  
(15) \$2,000. If you've got piles and piles of  
(16) them all the time, that adds up to that  
(17) billion dollars in a few years' time that  
(18) could easily do all this right.

(19) So if we use our  
(20) technology and engineering correct, we can  
(21) do all these jobs without hurting these  
(22) people at all, without harming their  
(23) businesses, and at the same time make it  
(24) so that they'd never have to wait for  
(25) another bridge to go up and down. And if

Page 40

(1) we do the job right in St. Bernard, if  
(2) that's where you put this cut, put those  
(3) bridges in advance. Make it a crime for  
(4) anybody to start to dig a cut until those  
(5) bridges are in place, those locks are in  
(6) place, where the traffic could go through.  
(7) Certainly I didn't speak  
(8) about it, there's a railroad bridge that's  
(9) got to be taken care of there. He can't  
(10) be the high-level thing but you can put  
(11) lock gates there where he goes through the  
(12) levee and he comes on across there to keep  
(13) that economy going for down the river  
(14) where they need that kind of traffic. All  
(15) these things can be done by your ability  
(16) of engineering and technology and bring  
(17) back to the people some faith in our  
(18) government that's that so severely  
(19) stressed them when they did that MRGO. I  
(20) thank you.

COLONEL CONNER:

(21) Thank you, sir.  
(22) Appreciate it. Who is our next speaker?  
(23) MR. DICHARRY:  
(24) State Representative  
(25)

(1) Sherman Copeland.  
(2) **REPRESENTATIVE COPELAND:**  
(3) To the Colonel and the  
(4) Dock Board and all of my constituents and  
(5) all the visitors from St. Bernard, you  
(6) know, I started not to come up here, and  
(7) the reason why I started not to come up  
(8) here is because I've been doing this for  
(9) 32 years now. And I really think that you  
(10) ought to just shut that screen down and  
(11) leave. Now, the problem I have with this  
(12) whole process is that you stand here and  
(13) I'd like for you at some point in the  
(14) discussion to tell everybody in here how  
(15) much it cost to produce that film that we  
(16) saw for 15 minutes at the beginning. I'm  
(17) willing to bet you you've already spent 50  
(18) million dollars trying to shove it down my  
(19) constituents' throat for the last 32-plus  
(20) years. Now, before you came, Colonel, we  
(21) had these public hearings. I have videos  
(22) produced by your shop. I have audio and  
(23) tape where there was a complete process  
(24) and everybody unanimously said no, and  
(25) then you come back. The film talks about

(1) there will still be disruption. Now, I  
(2) would hope that one thing comes out of  
(3) this, and that is that you write a report  
(4) that just says no. That's all. Because I  
(5) heard rumors floating around that the Dock  
(6) Board was going to pass the baton to the  
(7) Department of Transportation and  
(8) Development. I guess the heat is getting  
(9) too hot. They going to pass it on. Well,  
(10) I don't know exactly what that means.  
(11) What you ought to do and  
(12) what we will do and what I hope everybody  
(13) in here does is call Senator Breaux, call  
(14) Senator Landrieu, call Congressman  
(15) Jefferson, Livingston, Tauzin, and say,  
(16) "Balance the budget. Don't waste the  
(17) taxpayers' dollars." Now, they're all my  
(18) friends, but let me tell you. They made a  
(19) promise last year, they was going to bail  
(20) out the Medicaid program, and now they're  
(21) telling the State, if you don't raise  
(22) taxes, we're not going to bail out the  
(23) Medicaid program any more.  
(24) You're talking about 30  
(25) million dollars. I'm like the Senator.

(1) authorizations. There's no authorization.  
(2) The Congress hadn't put a dime into this,  
(3) not one nickel into this. And if they're  
(4) going to balance the budget, they're  
(5) surely not going to balance it by starting  
(6) new projects like this for some special  
(7) interest group who happens to have a trust  
(8) fund somewhere. It's only going to have a  
(9) 15 percent impact on the state from what I  
(10) understand. That's all.  
(11) Now, I know you weren't  
(12) here, but some of the people in this room  
(13) remember 1965, Hurricane Betsy. They  
(14) remember that and all of the promises that  
(15) were made with that. This project is  
(16) going to make the land-based casino look  
(17) like kindergarten. Ten years? Twenty  
(18) years. Five hundred million dollars?  
(19) Probably two billion.  
(20) Now I want to tell you,  
(21) when it got time to fix Tennessee Street  
(22) from Florida to Claiborne, it was a  
(23) nightmare. It was a nightmare. Can you  
(24) imagine what this is going to do to this  
(25) neighborhood? I'll be dead and gone and

(1) If it was a billion dollars, unless the  
(2) money was in the bank, no deal. I mean,  
(3) this is ridiculous. This is an insult.  
(4) It's like taking trees off St. Charles  
(5) Avenue, or what happened to Claiborne  
(6) Avenue. How many false promises? You all  
(7) ought to quit, go home, stop. Just leave  
(8) the people alone. Now, either you think  
(9) you got the most awesome power in the  
(10) world or we have none, and my position is  
(11) now, I'm not coming to any more public  
(12) hearings. You can call them all you want.  
(13) The next public hearing I'm going to is  
(14) going to be in Washington, D.C. I mean,  
(15) you take all these fancy stuff and books  
(16) and package them up and send them to the  
(17) United States Congress and the United  
(18) States senators. Those folks in this room  
(19) are not at those meetings. And if you  
(20) look at this, you'd think it was a great  
(21) project. Why don't you send them the  
(22) tapes of the last 30 years? Any  
(23) congressman with good sense would say,  
(24) "Hey, we ought not continue to waste our  
(25) money like this."

{1} Now, I understand the  
{2} special interest power. I understand the  
{3} shipping industry. I understand  
{4} everybody, I understand all the  
{5} consultants in here who can make some  
{6} pretty good bucks off this. But I also  
{7} understand people in my district. I  
{8} understand Mrs. Leontine Luke who called  
{9} me last week, said, "Sherman, I'm ill. I  
{10} can't come. We've been fighting this  
{11} thing half my lifetime. Please don't let  
{12} it happen."

{13} Now, I'd just like for  
{14} you to tell us before you leave, publicly,  
{15} with the cameras rolling, if in fact it's  
{16} documented that a majority of the people  
{17} in this district do not want this project,  
{18} that you will go before the United States  
{19} Congress, Colonel, and say, "We should  
{20} cease and desist, abandon the mission. No  
{21} go." Now, if you're not prepared to say  
{22} that tonight, then we're all just kind of  
{23} being taken for a ride, because no matter  
{24} what we say, you're going to package your  
{25} dog-and-pony show and try to argue along

{1} think an elected official ought to be  
{2} objective. I have been objective for the  
{3} last decade. I am no longer objective. I  
{4} want it stopped. If you want to go put it  
{5} somewhere else, that's fine. If you want  
{6} to pack your bags and go home, that's  
{7} fine. Not personally. I mean, I hope you  
{8} love our beautiful town and your wife and  
{9} family enjoys it and you stay here and we  
{10} have a great time. Just fold the  
{11} briefcase that says widen the Industrial  
{12} Canal in this area. That's all.

{13} Now, I'm going to close  
{14} by saying this. I think also when you put  
{15} that film, because I understand that some  
{16} of the churches, they were saying there  
{17} would be no relocation. What happened  
{18} was, the first plan didn't want to  
{19} interrupt the traffic, so they was going  
{20} to wipe out everything from Deslonde on  
{21} over to Caffin or Forstall, which was  
{22} completely foolish. And then they say,  
{23} "Oop, too much opposition." So all of a  
{24} sudden, I think your Hyde-Ebasco - Is  
{25} that the name of the firm? Ebasco, paid

{1} with the shipping industry to the Congress  
{2} that they ought to just level the road and  
{3} run over us.

{4} Now, I got to tell you,  
{5} that won't happen. It will not happen.  
{6} But it's an insult for you to even attempt  
{7} it on whatever banner you want to put it.  
{8} 15 colonels later, or is it 16? You're  
{9} 16. I'm not impressed. Nothing personal.  
{10} But it's an insult to send 16 military  
{11} colonels to my little district to try and  
{12} wipe it out like it's the Guadal Canal or  
{13} something. I mean, what's the deal?  
{14} There's got to be something else going on  
{15} that we haven't heard about. I don't  
{16} understand it. I mean, people need to  
{17} talk a little louder.

{18} I mean, let's put all the  
{19} cards on the table and not that. I don't  
{20} understand that. And I would hope that we  
{21} have those kind of discussions because  
{22} sooner or later, we're going to have them.  
{23} If we don't have them tonight, we're going  
{24} to have them somewhere. I'm on a crusade  
{25} now. I used to be objective about it. I

{1} them all this money and they came up with  
{2} that brilliant idea, we're going to float  
{3} the lock in. Well, if they knew that, why  
{4} didn't they do that in the first place?

{5} But that's not where the  
{6} displacement takes place. It's the  
{7} bridges. Nobody's talk - I didn't see  
{8} one thing on there about bridges. Tell me  
{9} how you expand Florida, St. Claude and/or  
{10} Claiborne without disruption. That's the  
{11} disruption. That's the displacement that  
{12} nobody talks about. It's impossible. You  
{13} know it and I know it. You've got two  
{14} choices. Either you have the displacement  
{15} and you have an antiquated project the day  
{16} you finish, or you do not have the  
{17} displacement - or you do have the  
{18} displacement and you do it right. In  
{19} order to do it right, you've got to wipe  
{20} out the neighborhood. You can't  
{21} compromise it.

{22} Now, we have money in the  
{23} budget. You need to understand this. We  
{24} put money in the budget. Nothing to do  
{25} with the feds, state general fund money,

[1] to build a new bridge at Florida. And  
[2] guess what I found out at a meeting up at  
[3] the Corps last week? Unless the  
[4] legislature reauthorizes the time program,  
[5] which means raising some more taxes or  
[6] extending taxes, they don't even have  
[7] enough money to finish that one. Now,  
[8] remember what happened? If you have this  
[9] penny sales tax on gas, never again will  
[10] you have to come up with another nickel to  
[11] fix the highways in Louisiana. It didn't  
[12] work then and it's not going to work now.  
[13] Any congress at any time can come anywhere  
[14] and change anything they want to do.  
[15] My good friend, Bob  
[16] Livingston, was a freshman United States  
[17] congressman when this thing first started.  
[18] Now he's Chairman of the Appropriations  
[19] Committee. You know how long that's been.  
[20] And then he introduced an amendment to the  
[21] bill so it couldn't go down to St. Bernard  
[22] or Senator Dean. Smart move. Well, maybe  
[23] we ought to start a little disruptions and  
[24] some introductions.  
[25] Now, my five minutes is

[1] see that today. Senator Dean said  
[2] something about Bayou le Loutre and Bayou  
[3] Ycloskey and all that. I don't know what  
[4] his thoughts are on that and I don't think  
[5] he was quite clear on that, but anything  
[6] that happens in St. Bernard we have a deep  
[7] concern with. In my estimation and what  
[8] we think should happen and what we're  
[9] concerned about is something that  
[10] Representative Copeland just said, you  
[11] know, you might have to have some  
[12] displacement.

[13] Well, we think without  
[14] all of that we're looking at perhaps a  
[15] high-rise facility or bridge that would  
[16] traverse this canal, and I don't want to  
[17] tell you exactly where to put it. I think  
[18] there are some different locations and all  
[19] that. But we think before you do  
[20] anything, if you are going to do anything,  
[21] and whether you're going to do anything  
[22] with the canal or the locks or anything  
[23] else, we believe we need a high-rise  
[24] bridge. We'd like to run it along that  
[25] Florida Avenue canal up in there and have

[1] up but I really want to hear what others  
[2] are going to say, so I'm going to sit down  
[3] and shut up. But I want you to just keep  
[4] it simple and go to Congress and just say  
[5] no. Can you say that? Do you all know  
[6] how to say that? Just say no. Just say  
[7] no. Say no.

[8] **COLONEL CONNER:**  
[9] Thank you, sir. Eloquent  
[10] as always. Do we have any other state  
[11] officials, Joe?

[12] **MR. DICHARRY:**  
[13] State Representative  
[14] Tommy Warner.

[15] **REPRESENTATIVE WARNER:**  
[16] Thank you. I'll be much  
[17] briefer, I promise. You won't have to  
[18] worry about that.

[19] Basically, I came to  
[20] listen. I wasn't going to say a whole  
[21] lot. My main objective was to make sure  
[22] that we play a little defense here for St.  
[23] Bernard Parish because I heard some things  
[24] could happen as far as St. Bernard Parish  
[25] goes. So I didn't hear that. I didn't

[1] something that also lets the traffic get  
[2] off in the Ninth Ward, Lower Ninth Ward,  
[3] as well as at Paris Road. We think that  
[4] will be a tremendous asset for us not only  
[5] for hurricane evacuation but for economic  
[6] development, and that's our call here and  
[7] we hope that you will look at that as  
[8] perhaps anything you're going to do out  
[9] there.

[10] The only other thing I  
[11] would say, I'd just have to agree, I  
[12] looked at a plan tonight and I see twelve  
[13] years divided into six and then five and  
[14] then two years of displacement or  
[15] priorities and all that, and all I came  
[16] out of it was some low-level bridges which  
[17] causes us about the same amount of problem  
[18] or more as somebody said than what we  
[19] presently have. So if we're going to do  
[20] anything - and we put up some time money.  
[21] The State put up some time money. As  
[22] Representative Copeland said, we already  
[23] have 33 million dollars in the pot for  
[24] that. You give us a little bit of that  
[25] federal money, put that there, put a

January 27, 1997

Page 53

[1] high-rise, and I think we'll do much  
[2] better. Thank you.

[3] **COLONEL CONNER:**

[4] Thank you for your brief  
[5] comments, sir. Who's next?

[6] **MR. DICHARRY:**

[7] Representative Ken  
[8] Odinet.

[9] **REPRESENTATIVE ODINET:**

[10] Thank you, gentlemen, for  
[11] giving me this opportunity to speak. I'm  
[12] a little younger than Sherman is. I've  
[13] only been at this for about ten years so  
[14] - I've been making some notes on your  
[15] dates that you intend to have your plan to  
[16] Washington. We met last week with some of  
[17] the delegation from Washington, some of  
[18] their representatives, in an attempt to go  
[19] ahead and get the Florida Avenue project  
[20] under way and get a high-rise bridge at  
[21] Florida so we can tie in the intermodal  
[22] highway from 610 all the way to 510 and  
[23] ultimately across the river. So we think,  
[24] if we can get this moving by the dates you  
[25] have in here or some type of commitment

Page 55

[1] was made in the presentation as to what  
[2] happens to the so-called high-rise as it  
[3] leaves the Industrial Canal and comes into  
[4] our district. That's totally unacceptable  
[5] to us. We want it stated on the record  
[6] here tonight that we oppose any high-rise  
[7] coming into District 101 to disrupt the  
[8] community we have at Florida Avenue. We  
[9] do not want our businesses along that  
[10] corridor killed by a high-rise. Those  
[11] people have been there for years. There's  
[12] nothing in your presentation that  
[13] addressed them, nothing. High-rise,  
[14] absolutely not. Thank you.

[15] **COLONEL CONNER:**

[16] Thank you, sir.

[17] **MR. DICHARRY:**

[18] State Representative  
[19] Arthur Morrell.

[20] **REPRESENTATIVE MORRELL:**

[21] Good evening, Colonel,  
[22] other guests and constituents. Colonel,  
[23] I've been standing in the back there and  
[24] listening to what some of the speakers  
[25] have been saying, but I've been looking

Page 54

[1] that you could probably have this  
[2] high-rise in ready to go before you start  
[3] displacing the existing bridges and  
[4] causing some inconvenience, I think that  
[5] would make your project a lot more  
[6] palatable and it would keep your project  
[7] out of Bayou Ycloskey. Thank you.

[8] **COLONEL CONNER:**

[9] Thank you.

[10] **MR. DICHARRY:**

[11] Edward Johnson,  
[12] Legislative Assistant, State  
[13] Representative District 101.

[14] **MR. JOHNSON:**

[15] Good evening. I  
[16] represent the representative from District  
[17] 101 out of 101, and that abuts District  
[18] 99, Sherman Copeland's district.  
[19] Effectively, the Florida Avenue high-rise  
[20] will come through our district. The  
[21] representative in that district, Naomi  
[22] Farve, has instructed me to inform all of  
[23] you here in the Holy Cross area that we  
[24] generally support the constituents of Holy  
[25] Cross but, at the same time, no mention

Page 56

[1] around and trying to look at the reaction  
[2] of the people sitting out here. And let  
[3] me say, this is a prime example, of the  
[4] seriousness of what you plan to do. Look  
[5] at the people out here now. This is a  
[6] serious gathering here. This is a real  
[7] expression of whether or not they want to  
[8] have those locks enlarged, moved or what  
[9] have you. You know, I've been living in  
[10] this city for 53 years, and I look at  
[11] progress as something that's going to help  
[12] the community. But I'm still waiting for  
[13] that progress to help the community.  
[14] You know, years ago, and  
[15] someone mentioned it before, down  
[16] Claiborne Avenue used to be one of the  
[17] thriving small business areas in the city.  
[18] 25 years ago, they had almost a million  
[19] people in New Orleans only. Now it's less  
[20] than a half a million. Why? Progress.  
[21] They brought in I-10, I-610. They put  
[22] high-rises. They come into the city, they  
[23] work and they leave. You're looking at  
[24] people here who live here. This is their  
[25] community. All they want you to do is

[1] say, "Listen, we want to know what you  
[2] want to stop disrupting your community.  
[3] We want to keep you where you are."  
[4] You're going to move these people out of  
[5] the City of New Orleans where they want to  
[6] make it their home, and all they want to  
[7] say is, "We've been expressing this for  
[8] years."

[9] I used to live a half a  
[10] mile from here in 1965 when Betsy came and  
[11] they were talking about the locks then.  
[12] Nothing has happened. I know you're just  
[13] one of a succession that may come in, and  
[14] I made the crack early on that maybe if  
[15] you get an approval, you may make general,  
[16] and that's just a comment. But because of  
[17] the seriousness of it, you got to take  
[18] what these people are saying just by being  
[19] here. They don't have to get up and say  
[20] anything. Just by being here is showing  
[21] that it's a concern enough for them to  
[22] come out here in this hot building and  
[23] really express their views on what is  
[24] planned. I'm here because this is going  
[25] to touch on a part of my district. I'm

[1] here because this is my city. I'm here  
[2] because if any progress is going to be  
[3] done, let it be for the communities, not  
[4] for anyone else.

[5] We're talking about the  
[6] Florida corridor. What is that going to  
[7] do? That's progress. All that's going to  
[8] be is another escape route for people to  
[9] leave New Orleans. But people really want  
[10] to stay here, make this their home. It's  
[11] a good city and it's one of the few cities  
[12] that have generations after generations  
[13] staying in the city, not growing up and  
[14] moving out.

[15] So if anything, please  
[16] remember this: The community is speaking.  
[17] Listen to what we're saying and go back  
[18] and report it, not progress, what the  
[19] community wants, and these people are  
[20] speaking now. Thank you very much.

[21] **COLONEL CONNER:**

[22] Thank you. Are there any  
[23] other state legislators in attendance that  
[24] would like to say something? Any other  
[25] elected officials, representatives?

[1] **MR. DICHARRY:**

[2] I have one more,  
[3] Councilwoman Ellen Hazeur-Distance.  
[4] **COUNCILWOMAN HAZEUR-DISTANCE:**  
[5] Good evening, Colonel, I  
[6] know this is going to be a very tough feat  
[7] for you, but in case you didn't know, here  
[8] in New Orleans, we have a little saying  
[9] about lagniappe and it usually means that  
[10] when you get something, you get a little  
[11] something extra. But when I look at this  
[12] plan that you give me, I don't see  
[13] anything extra on here. I just see basic  
[14] quality-of-life issues that people should  
[15] have anyway. And if Congress really wants  
[16] to do something to help this community,  
[17] make the bridges high-rise from the  
[18] beginning. Put more money in here for  
[19] housing rehab, for better playgrounds and  
[20] parks. Don't try to hold a community  
[21] hostage for 10 to 20 years for things that  
[22] they should be getting anyway.

I don't know if any of  
[24] you have much contact or daily experience  
[25] in the Lower Ninth Ward or any of the

[1] other neighborhoods, but if you ride  
[2] through here, you will see new homes being  
[3] built, you will see homes being renovated.  
[4] You will see streets being resurfaced and  
[5] others are going to be completely redone.  
[6] You will see lights on playgrounds where  
[7] there have not been lights before. Now,  
[8] when we make all these improvements, how  
[9] are people who have struggled here for  
[10] years, their property values are going to  
[11] suffer because of this project. How are  
[12] we supposed to bring new home owners into  
[13] this community when you want a 10- to 20-  
[14] year construction project? And the  
[15] saddest thing is, when it's all over,  
[16] those millionaire ship owners and those  
[17] big industry people are going to have a  
[18] wider lot and we're going to be starting  
[19] from ground zero all over again.

[20] I see that you briefly  
[21] listed some of the mitigation plan  
[22] features, but some of the things I don't  
[23] see on here and maybe you didn't have  
[24] room, but it was in the big book that you  
[25] gave me. And first of all, Senator

January 27, 1997

Page 61

[1] Johnson said 33 million dollars is just, I  
[2] guess that's lunch money for the people  
[3] who are going to build this thing. But  
[4] 1.5 million approximately was for a  
[5] parking lot for your construction workers.  
[6] I don't consider that to be mitigation for  
[7] the community, and that wasn't laid out on  
[8] here. But that's things people need to  
[9] know. How is that going to help us?  
[10] We're the ones and the people who live  
[11] here every day are the ones who are going  
[12] to have to be stuck in the traffic jams,  
[13] not even you guys, this community.  
[14] And when we talk about  
[15] mitigation, I guess we're just supposed to  
[16] believe that even though this Congress  
[17] seriously considered cutting Medicaid and  
[18] affecting millions of senior citizens,  
[19] they're supposed to care so much about  
[20] four little old neighborhoods in the Ninth  
[21] Ward that they're going to give us 33  
[22] million dollars? I don't think so. We  
[23] don't want it, and that's just the bottom  
[24] line.

**COLONEL CONNER:**

Page 62

[1] Thank you, ma'am. Do we  
[2] have any other elected officials or their  
[3] designated representatives in the room at  
[4] this time who would like to speak? Last  
[5] call before we open it to the public.  
[6] Okay, Joe, who is the  
[7] first public speaker?  
[8] **MR. BROWN:**  
[9] I'm Lloyd Brown,  
[10] President of the Lower Ninth Ward  
[11] Neighborhood Council and also part of the  
[12] working group with the widening of the  
[13] Industrial Canal locks. As was mentioned  
[14] before, and I ditto what representative  
[15] Sherman Copeland and also Senator Johnson  
[16] mentioned, I want to ditto that. And you  
[17] know from the beginning, Georgietta  
[18] Warren, who is deceased now, Rudy Muse,  
[19] who is one of the proponents of this  
[20] particular project, we opposed it, and I  
[21] want to go on the record, as the  
[22] representative from the Lower Ninth Ward  
[23] Neighborhood Council, that we totally  
[24] oppose it.  
[25] As I may quote from one

Page 63

[1] of our working group members, we want you  
[2] to look at the comprehensive study that  
[3] was made in St. Bernard years ago that it  
[4] was given and it was the preference of  
[5] Congress to build or widen the locks in  
[6] the Violet Canal area. And I notice that  
[7] no mention of that has been made, for the  
[8] exception of the representative who  
[9] represented St. Bernard Parish was here  
[10] and they wanted to make sure that it  
[11] doesn't go there, and you gave us a  
[12] defense mechanism as if to say that, hey,  
[13] we're not going to build that lock down  
[14] there because of the Environmental  
[15] Protection Agency. We want the  
[16] Environmental Protection Agency in our  
[17] area as well. Representative of the Holy  
[18] Cross area, Rudy Muse, who is now  
[19] deceased, also opposed it. We mitigated  
[20] this thing night after night. We talked  
[21] about this project. We talked about the  
[22] widening of the Industrial Canal. We  
[23] talked about how hard many of the Vietnam  
[24] Veterans work and those who were in the  
[25] Korean War worked to help build this area

Page 64

[1] to make it a viable, livable place for  
[2] this community. And during Betsy, we  
[3] suffered. You ask these people here who  
[4] suffered about what is happening with the  
[5] widening of the canal. They blew that  
[6] levee and poured all that water on us.  
[7] We've never been compensated for it.  
[8] We still would like to go  
[9] on record opposing this project. We said  
[10] it and you look in the minutes that were  
[11] taken during our meetings. We met at  
[12] Jackson Barracks repeatedly. We met here  
[13] at Holy Cross. You read the minutes and  
[14] you'll notice in each one of the minutes  
[15] as we talked. And each of you guys who  
[16] are up here, including the project  
[17] managers and Mr. Pat Gallwey from the Port  
[18] of New Orleans, the Colonel, I think this  
[19] is my, what, fourth colonel whom I've  
[20] worked with in regards to about the  
[21] widening of the canal. We still going on  
[22] record that we oppose it.  
[23] The comprehensive study  
[24] that was made for the Lower Ninth Ward/  
[25] Holy Cross/Bywater area, this thick; the

(1) one for St. Bernard Parish, thin as my  
(2) finger. So what I'm saying is that we  
(3) don't want it. St. Bernard don't want it.  
(4) We want to be compensated for when Betsy  
(5) was. We flooded out in this area. We  
(6) suffered. We walked this walk. We know  
(7) what it is. We know what the problem is.  
(8) And you talking about fleecing America.  
(9) You are fleecing Louisiana, the Lower  
(10) Ninth Ward. The Neighborhood Council will  
(11) go on record as saying that we totally  
(12) oppose this project. Thank you.

**COLONEL CONNER:**

(13) Thank you, sir.

**MR. DICHARRY:**

(14) Linda Potts?

(15) Linda Potts?

(16) (No response.)

(17) Elizabeth Blaise.

**MS. BLAISE:**

(18) My name is Elizabeth  
(19) Blaise and I do live at 5033 North Rampart  
(20) Street in the Holy Cross Historic District  
(21) and I've been a resident -  
(22) You can't hear? It's too

(1) low? How about there? Is it  
(2) better? Should I go closer? Is this  
(3) better? Okay. Good.  
(4) I've lived here just  
(5) about all my life. I was born here, spent  
(6) a few years in Chicago when my family  
(7) moved there and then came back, and I'm  
(8) still living on property that my  
(9) grandparents farmed on in the early 1900s.  
(10) I've been a member of the Holy Cross  
(11) Neighborhood Association since its  
(12) inception in 1981, and I am against the  
(13) widening of the canal. And most of these  
(14) very eloquent speakers stole three-fourths  
(15) of my speech, but this is such a  
(16) monumental undertaking and the people who  
(17) are going to feel it the most are those  
(18) who live near the bridges, live near the  
(19) levee where a lot of the work is going on,  
(20) and I have no idea how they're going to  
(21) blow up the St. Claude bridge to remove  
(22) all that concrete. Please, don't even  
(23) think about a high-rise bridge at St.  
(24) Claude. Many people don't have  
(25) transportation, and when Betsy hit us,

(1) that was the only way you could get by  
(2) foot out of the area. And we have no,  
(3) absolutely, we have absolutely no  
(4) emergency measures at all whenever there's  
(5) any kind of flooding. Fortunately, we  
(6) haven't flooded lately and for a good  
(7) while. But there's absolutely no place,  
(8) whenever they announce emergency buildings  
(9) for people to get to, there's never any in  
(10) our area. And the only way we survived  
(11) Betsy was to just - I tell you, it was a  
(12) mess. It took weeks and weeks, and I  
(13) won't go through all of that because the  
(14) people who went through it really know  
(15) what it was.

(16) We've tried to do as much  
(17) as we can in our area because we are  
(18) isolated from the city. We're this little  
(19) pocket. And it's been neglected for a  
(20) long time. Nobody's paid much attention  
(21) to it. Some people don't even know we  
(22) exist. And we've had Christmas in  
(23) October. We put up a, what was it,  
(24) \$80,000 playground that we built. We're  
(25) renovating homes with the Holy Cross

(1) Community Development Corporation, recent  
(2) street paving this administration has  
(3) helped us with.

(4) And, you know, all these  
(5) statistics are just print on paper. You  
(6) pretty well really have to consider that  
(7) these are people living here. And when  
(8) you talk about replacing the St. Claude  
(9) bridge and you think about the people who  
(10) are living only a street apart from that  
(11) bridge, I have no idea how they would  
(12) stand this. At least I'm a block or so  
(13) away. But I still will feel it. And I  
(14) can tell you and I can tell you the things  
(15) that have made me make this decision, too,  
(16) that we do not want. We don't want huge  
(17) ships going through our neighborhood with  
(18) possibly dangerous cargoes and rattling  
(19) houses as they go by. We know there will  
(20) be long delays in traffic when these ships  
(21) pass through. We don't want our beautiful  
(22) scenic levee to be cut back and topped  
(23) with concrete walls. That would be where  
(24) the graffiti artists can ply their trade,  
(25) and if you look around where these walls

January 27, 1997

Page 69

[1] already exist, it is disgusting. We don't  
[2] want to have to leave our homes because of  
[3] the noise and the vibration heavy  
[4] equipment produces. We don't want to lose  
[5] Holy Cross School, a mainstay and support  
[6] of our neighborhood because the students  
[7] can't get to school with, at this time, it  
[8] was only one bridge was going to be open  
[9] at a time.

[10] And no amount -  
[11] \$500,000? No amount of mitigation can  
[12] justify that. And I do remind the Corps  
[13] of Engineers on their statement on several  
[14] occasions that if the residents did not  
[15] want this project, it would not take  
[16] place. Is this just rhetoric now and our  
[17] area just considered expendable to the  
[18] needs of the maritime industry? I hate to  
[19] see this project put in any locality where  
[20] it would have a devastating effect on the  
[21] community. And I just think there must be  
[22] some other way to solve this problem for  
[23] the big ships other than sacrificing our  
[24] neighborhood and its residents. Thank  
[25] you.

Page 70

[1] COLONEL CONNER:  
[2] Thank you, ma'am.  
[3] MR. DICHARRY:  
[4] Ken Wells.  
[5] MR. WELLS:  
[6] Good evening. Thank you  
[7] for letting me comment tonight. My name  
[8] is Ken Wells. I represent the American  
[9] Waterways Operators. We are the trade  
[10] association, national trade association  
[11] for the barge and towing industry. I will  
[12] be brief as much as anything else because  
[13] I don't want to inflict this voice on  
[14] anybody tonight. I also think I'm going  
[15] to lose it pretty soon.  
[16] Obviously this is an  
[17] important project for our industry. I  
[18] won't bore you tonight by going into the  
[19] detail of what it means to our industry.  
[20] I'll reserve that for my written comments.  
[21] If I could though, tonight I want to talk  
[22] about the real beneficiaries of this  
[23] project, companies that don't own barges,  
[24] people that don't work on towboats. This  
[25] isn't just a lock that lets towboats and

Page 71

[1] barges move back and forth out of the  
[2] Mississippi River. This is an economic  
[3] development tool that benefits the entire  
[4] southeastern United States. When people  
[5] in Florida and Alabama flick on a light  
[6] switch, it's very likely that the coal  
[7] that produced that power moves through  
[8] this lock. When people in Mississippi gas  
[9] up their cars, it's very likely that the  
[10] raw product that made that gasoline moved  
[11] through this lock, moved up to Baton  
[12] Rouge, moved across to Mobile. It's all  
[13] part of an economic chain.  
[14] The reason this is such a  
[15] busy lock, one of the busiest in the  
[16] nation, is because it serves the economic  
[17] needs of six states. This makes this  
[18] transportation link an important part of  
[19] our entire regional development here in  
[20] the South. And the Corps has done a very  
[21] good job, a great job, of measuring the  
[22] impact that this lock will have on  
[23] existing businesses and existing  
[24] industries as well as the impact that the  
[25] new lock could have.

Page 72

[1] But one thing is missing  
[2] from the analysis. And rather than go  
[3] into the statistics of the existing  
[4] business, the Corps has done that, I'd  
[5] like to talk about what the statistics do  
[6] not capture. That is the role that a new  
[7] lock could play in the future development  
[8] of our area, not only Louisiana but the  
[9] entire South. If you're thinking about  
[10] the costs and benefits of locating an  
[11] industry are, then you have to weigh the  
[12] transportation costs. You have to weigh  
[13] the reliability. Right now, this is not a  
[14] reliable lock on which you'd base an  
[15] entire facility on the Gulf Coast. It's  
[16] old. It's cranky. It breaks down a lot.  
[17] In our industry, we live with that every  
[18] day, but if you're thinking about moving a  
[19] new industry in, you're going to think  
[20] twice about pinning your hopes on this  
[21] lock. However, if this lock is replaced  
[22] and if suddenly we have available  
[23] inexpensive transportation in a reliable  
[24] manner, if we have a reliable way to move  
[25] products into the Mississippi River up

(1) into the Louisiana Industrial Canal, if  
(2) you will, that's going to be one of the  
(3) biggest selling points that this region  
(4) can have nationally and internationally.  
(5) If you build this lock, you are setting a  
(6) course of economic development for the  
(7) next century. If we don't build it, we  
(8) will never have a way to measure how much  
(9) economic opportunity was lost, how many  
(10) jobs never came to the Gulf Coast, to the  
(11) South of this country.

(12) And finally, I'd like to  
(13) speak a little bit to some of the members  
(14) of the community who have come out for  
(15) this meeting, whose parents came out for  
(16) meetings, whose parents' parents came out  
(17) for meetings. In terms of our industry,  
(18) you've earned our respect. I think you've  
(19) earned everyone's respect. On and on and  
(20) on the projects have come, and each time  
(21) you've said back, it has to work for this  
(22) community. The earlier plans didn't work  
(23) for this community, but I think if you  
(24) will look coolly at these plans, they do  
(25) work for the community.

(1) You've said you needed  
(2) jobs and job training being more important  
(3) than anything. This program has job  
(4) training. You've said the roads here need  
(5) to be fixed up. We all drove over them to  
(6) get here. There's money here to fix the  
(7) roads. The houses here do need repair,  
(8) renovation. A lot of people in this  
(9) community don't have air conditioning. A  
(10) lot of them don't have weather-proofed  
(11) houses. There is money here for those  
(12) things. In other words, you won. It may  
(13) not seem like it, but you won, especially  
(14) if you consider that there is not a pot of  
(15) cash out there at the federal level. The  
(16) senators, representatives, have all been  
(17) very clear. They understand that. We  
(18) understand that. I mean, we can all agree  
(19) on that. The federal government is  
(20) cutting back. The state is cutting back.  
(21) If you want to talk about shield the  
(22) money, the money is here. There may not  
(23) be another program to come for some time.  
(24) It's a victory for the neighborhood, I  
(25) think. It's a victory for us. It's a

(1) victory for the South and the economic  
(2) development in this area. And thank you  
(3) for letting me speak tonight.

(4) **COLONEL CONNER:**

(5) Thank you, sir.

(6) **MR. DICHARRY:**

(7) Mary Penny Thompson.

(8) **MS. THOMPSON:**

(9) My name is Mary Penny  
(10) Thompson. I am a student attorney at the  
(11) Tulane Environmental Law Clinic. I am  
(12) not, however, appearing today on behalf of  
(13) Tulane Law School or the university but  
(14) I'm instead appearing solely on the behalf  
(15) of the Holy Cross Neighborhood Association  
(16) and the Louisiana Environmental Action  
(17) Network.

(18) My clients oppose this  
(19) project because it fails to comply with  
(20) the law, namely, the National  
(21) Environmental Policy Act and its  
(22) implementing regulations. The Corps of  
(23) Engineers and the local sponsor, the Port  
(24) of New Orleans, are pushing this project  
(25) through the neighborhood surrounding the

(1) Industrial Canal without adequately  
(2) addressing impacts or alternatives.  
(3) First, the project does  
(4) not adequately analyze the different  
(5) alternatives for expanding the Industrial  
(6) Canal. It has tentatively selected a  
(7) channel 1200 feet long by 36 feet deep  
(8) over a shorter, shallower draft channel  
(9) which the Corps picked as an overall cost-  
(10) effective one with benefits outweighing  
(11) the costs. The deeper channel was  
(12) selected, as noted in your report, due to  
(13) the sponsorship of the Port of New  
(14) Orleans. The Port will pay the  
(15) construction costs of increasing the depth  
(16) and length. But why go forward with an  
(17) alternative that will cause more adverse  
(18) impacts than produce benefits just because  
(19) the Port dumps additional money into it?  
(20) If the true goal is to solve a so-called  
(21) bottleneck in navigation and the Corps'  
(22) chosen alternative will do that, why are  
(23) we being bought off by the Port?

(24) Second, the project  
(25) cannot move forward without the

January 27, 1997

Page 77

[1] replacement of the Florida Avenue bridge,  
[2] yet the project fails to include any  
[3] detailed analysis of the replacement  
[4] process in its report or draft  
[5] Environmental Impact Statement. It then  
[6] goes on to use the replaced bridge as part  
[7] of its transportation plan for relieving  
[8] congestion in the affected areas. If the  
[9] City's and State's plan for relieving  
[10] congestion in this construction area is so  
[11] important and so crucially interrelated to  
[12] the Corps' planned project, why is there  
[13] no detailed analysis of how it will be  
[14] funded, how it will proceed or how that  
[15] construction will impact this area?  
[16] Third, the project's  
[17] adverse impacts are severe, yet the  
[18] analysis of those impacts is incomplete.  
[19] For example, construction will impact two  
[20] neighborhoods on the National Register of  
[21] Historic Places, the Holy Cross  
[22] neighborhood and Bywater neighborhood, for  
[23] approximately ten years. Also, the St.  
[24] Claude Avenue bridge as well as the  
[25] current lock are both eligible for

Page 78

[1] historic listings and they will be  
[2] destroyed. A memorandum of agreement  
[3] required by the National Historic  
[4] Preservation Act has not yet been  
[5] executed. Nowhere are the impacts of  
[6] piling or other construction  
[7] activities analyzed and their effect on  
[8] these fragile districts.  
[9] Another example of the  
[10] Corps' analysis, air quality, consists  
[11] only of old air quality samples and the  
[12] EPA regs. There is no analysis or  
[13] projected increase of pollutants during  
[14] the construction phase arising from the  
[15] emissions of construction vehicles in the  
[16] area, like traffic due to traffic  
[17] congestion, or simply the amount of dust  
[18] generated. There is no analysis or  
[19] projected of projected increase of  
[20] pollutants which will arise from the  
[21] anticipated increase in water traffic or  
[22] the Industrial Canal after construction.  
[23] This is just a sampling.  
[24] The Corps' report is riddled with holes  
[25] when it comes to analysis of adverse

Page 79

[1] impacts. As required under the National  
[2] Environmental Policy Act, it should be  
[3] clear that the full impacts have never  
[4] been analyzed or comprehensively addressed.  
[5] Since the impacts are so severe, the Corps  
[6] of Engineers recognizes in its own report  
[7] that full mitigation of impacts is  
[8] impossible. What can compensate for a  
[9] five-foot flood wall erected upon the open  
[10] green area of the current levee, cutting  
[11] off visual access to the water for all  
[12] residents of the nearby areas? What can  
[13] compensate for emergency response time  
[14] delays, including fire, rescue, ambulance  
[15] and police, due to at least one of three  
[16] bridges connecting the neighborhoods to  
[17] these services being out of commission  
[18] during construction time?  
[19] The Corps admits that  
[20] urban mitigation is a unique case, far  
[21] different from the Corps' accustomed  
[22] natural resources mitigation, yet the  
[23] Corps ignores its own contractor's  
[24] conclusions regarding preconstruction  
[25] phase mitigation and proceeds with its own

Page 80

[1] mitigation plan. This plan consists of  
[2] only 34 pages of vague, flexible promises  
[3] and a budget of only two pages for a plan  
[4] of spending 33 million dollars. Is this  
[5] adequate planning by anyone's standards?  
[6] Until the details of this plan are fixed,  
[7] analyzed and in black and white, how can  
[8] they be considered adequate?  
[9] Finally, the project will  
[10] occur in an area consisting of an  
[11] overwhelmingly minority population. Why  
[12] must the neighborhoods of the Lower Ninth  
[13] Ward, Bywater, St. Claude and Holy Cross  
[14] bear the severe impacts of this project  
[15] which will certainly result in further  
[16] decline of the residential areas, further  
[17] blight, slower emergency response time,  
[18] loss of access to the city and a flood  
[19] wall barricading them in like a prison  
[20] wall? Is this another replay of the  
[21] improvements of Claiborne Avenue, which  
[22] was built to facilitate vehicular traffic?  
[23] Have these residents been targeted because  
[24] they have less political clout than other  
[25] previously considered sites? The draft

[1] Evaluation Report and draft Environmental  
[2] Impact Statement does little to answer the  
[3] questions asked here. There can be no  
[4] meaningful public comment until the report  
[5] is supplemented with a detailed analysis  
[6] required by the National Environmental  
[7] Policy Act.

[8] These neighborhoods  
[9] deserve more than what you've given them.  
[10] There needs to be details and we urge you  
[11] to reconsider and reevaluate this project  
[12] and these terms. Thank you.

[13] **COLONEL CONNER:**

[14] Thank you.

[15] **MR. DICHARRY:**

[16] Brother Stephen Walsh.

[17] **BROTHER WALSH:**

[18] My name is Brother  
[19] Stephen Walsh of the congregation of Holy  
[20] Cross. While I am a resident of the Holy  
[21] Cross Historic District neighborhood, I  
[22] address you this evening as headmaster of  
[23] Holy Cross Middle School and High School.  
[24] The first members of the congregation of  
[25] Holy Cross came to New Orleans from the

[1] Cross. Nearly half of our students ride a  
[2] Holy Cross-owned bus to school, some  
[3] happily beginning their day at 6:15 a.m.  
[4] in order to attend the same school as  
[5] their great grandfather, grandfather,  
[6] father, brothers, uncles and cousins have  
[7] attended or now attend. Rerouting of  
[8] buses or delays due to revised traffic  
[9] patterns would result in inconvenient,  
[10] unacceptable and unsafe ride times for our  
[11] students. Similarly, traffic problems  
[12] would negatively affect student  
[13] participation in our athletic and music  
[14] programs and impede parent accessibility  
[15] and participation in school events. In a  
[16] word, your plans threaten our family  
[17] legacy.

[18] The accompanying  
[19] mitigation proposes a modest dollar amount  
[20] to compensate for the possible loss of  
[21] enrollment. For us, the loss of one  
[22] student is intolerable. You present an  
[23] extensive list of temporary jobs this  
[24] project will create. And might I suggest  
[25] that these may be at the expense of lost

[1] University of Notre Dame 148 years ago to  
[2] assume responsibility for St. Mary's  
[3] Orphan Asylum located in the present-day  
[4] Bywater neighborhood. The present site of  
[5] Holy Cross has been in continuous  
[6] educational use since its purchase in  
[7] 1859. However, the land is not our  
[8] legacy. Our true legacy are the lives of  
[9] generations of Holy Cross men and their  
[10] families.

[11] I should like to remark  
[12] on two aspects of your plans to renovate  
[13] the locks which will adversely affect Holy  
[14] Cross Middle School and High School.  
[15] Despite the emergence at the 12th hour  
[16] this evening of a proposed bridge over St.  
[17] Claude, I would like to enter into the  
[18] record my concern and our concern of the  
[19] proposed two-year closure of the St.  
[20] Claude Street bridge which is projected  
[21] for the eighth year of the construction  
[22] project. Presently, 65.7 percent of the  
[23] students enrolled reside west of the  
[24] Industrial Canal, passing most of our  
[25] competitor schools on the way to Holy

[1] permanent jobs, such as teachers and  
[2] janitors at Holy Cross.  
[3] In the course of the past  
[4] several years, as virtually every element  
[5] of this plan has been altered, the one  
[6] thing that has remained constant is the  
[7] closure of the St. Claude bridge for two  
[8] years. Your video this evening proudly  
[9] boasts that during the construction, there  
[10] will be no interruption in navigational  
[11] traffic. We want nothing less, an  
[12] uninterrupted flow of students across the  
[13] St. Claude bridge. For generations of  
[14] Holy Cross men, a time-worn if  
[15] unacceptable excuse for tardiness has  
[16] been, "Brother, the bridge was up." The  
[17] irony now is that the bridge is down will  
[18] very likely be the reason for the absence  
[19] of some.

[20] It has not escaped our  
[21] attention that the original construction  
[22] of the Industrial Canal dispossessed  
[23] Ursuline Academy and Convent, causing it  
[24] to be relocated elsewhere in the city in  
[25] 1912 to make way for the canal. After

[1] years of discussion and despite this  
 [2] evening's temporary proposed bridge, what  
 [3] evidence is there that you have seriously  
 [4] considered alternatives to the two-year  
 [5] closure of St. Claude? Is it not time to  
 [6] disregard conventional wisdom and are you  
 [7] really aware of the adverse consequences  
 [8] of your actions? It is one thing to learn  
 [9] to live beyond the bridge and now, with  
 [10] these new plans, we find that we are  
 [11] destined to live behind a wall, albeit a  
 [12] sea wall, proposed to replace the  
 [13] graceful, sloping levee on the southern  
 [14] end of our campus and beyond. Are you  
 [15] aware that this stretch is virtually the  
 [16] only part of the city's levee from which  
 [17] one can approach the river without  
 [18] crossing a railroad track? Have you taken  
 [19] into consideration that ours is a national  
 [20] historic neighborhood and this imposing  
 [21] wall erodes our historical integrity and  
 [22] robs of us an asset that makes the  
 [23] neighborhood attractive to home owners?  
 [24] As Robert Frost has  
 [25] suggested, "Fences do not good neighbors

[1] mission is the protection and restoration  
 [2] of the Pontchartrain Basin, and in that  
 [3] capacity, we have reviewed the draft  
 [4] Environmental Impact Statement in regards  
 [5] to its impacts on the water quality and  
 [6] habitat of Lake Pontchartrain. We do  
 [7] also, however, recognize that there are  
 [8] many other potential impacts to the  
 [9] neighborhoods surrounding this proposed  
 [10] project, neighborhoods that the Foundation  
 [11] has worked closely with since our creation  
 [12] over eight years ago. We appreciate,  
 [13] understand and support each of the  
 [14] neighborhood's concerns and we do believe  
 [15] that we can best serve the needs of the  
 [16] community by focusing our attention on the  
 [17] environmental impacts of the proposed  
 [18] project. In our role as a public entity,  
 [19] we will gladly share any information we  
 [20] obtain on the potential environmental  
 [21] impacts with the various community groups  
 [22] as we continue to review this project.  
 [23] From our preliminary  
 [24] review of the EIS, it is apparent there is  
 [25] a significant problem with contaminated

[1] make." Trees and lawns on top do not  
 [2] soften the offensive nature of what is  
 [3] perceived to be a barrier by those of us  
 [4] destined to live at the bottom of your sea  
 [5] wall. Will you please justify the  
 [6] necessity of extending this sea wall or  
 [7] flood wall downriver from the canal?  
 [8] I should like to conclude  
 [9] with the words of Daniel Webster when he  
 [10] argued the landmark Danforth College case  
 [11] before the United States Supreme Court.  
 [12] Applying these words to our school and our  
 [13] neighborhood, "It is, sirs, a small school  
 [14] but there are those of us who love it."  
 [15] Thank you.  
 [16] COLONEL CONNER:  
 [17] Thank you, sir.  
 [18] MR. DICHARRY:  
 [19] Neil Armingeon.  
 [20] MR. ARMINGEON:  
 [21] Good evening. My name is  
 [22] Neil Armingeon. I'm the Environmental  
 [23] Director for the Lake Pontchartrain Basin  
 [24] Foundation and I am here tonight on behalf  
 [25] of our members. The Lake Foundation's

[1] sediments in and around the area of the  
 [2] Inner Harbor Navigation Canal. In  
 [3] addition, we believe that the dredging and  
 [4] disposal of these materials as described  
 [5] in the Corps' plan has the potential to  
 [6] spread these toxic materials to other  
 [7] areas within the Pontchartrain Basin. It  
 [8] is our opinion that the New Orleans  
 [9] District has failed to adequately address  
 [10] the subsequent potential human and  
 [11] environmental health concerns related to  
 [12] the removal and disposal of these  
 [13] contaminated sediments and we believe this  
 [14] work must be addressed before any review  
 [15] process can move forward.  
 [16] I have a few initial  
 [17] remarks I'd like to enter into the record.  
 [18] Some of the sediment core samples taken by  
 [19] the Corps from within the canal show very  
 [20] high levels of heavy metals, specifically  
 [21] mercury contained in the sediments. Some  
 [22] of these sediments had levels of mercury  
 [23] of 20 parts per million or 40 times the  
 [24] level considered safe by the State of  
 [25] Louisiana. Many other samples contained

[1] high levels of heavy metals. Yet in the  
[2] public notice advertising this meeting,  
[3] the New Orleans District described the  
[4] levels and contamination as moderate. We  
[5] believe this is misleading and its  
[6] designation is based on faulty science.

[7] This proposed project  
[8] will require the removal and disposal of  
[9] almost 1.4 million cubic yards of  
[10] contaminated sediments. Clearly, there is  
[11] a public health issue involved with the  
[12] removal and the safe disposal of these  
[13] materials that must be addressed in  
[14] greater details.

[15] We also believe that the  
[16] EIS uses questionable science to describe  
[17] the sediment quality, averaging sediment  
[18] samples rather than identifying them in a  
[19] single basis. We believe that, again,  
[20] this misleads the public as to extent of  
[21] the contamination. The District, rather  
[22] than utilizing a method that adequately  
[23] describes the potential health risks and  
[24] environmental impacts, uses a methodology  
[25] which potentially misleads the public.

[1] We also believe that the  
[2] Corps has failed to identify the extent  
[3] and location of the contaminated  
[4] sediments. The EIS does not contain a map  
[5] that the public can clearly identify with,  
[6] understanding where the sediments were  
[7] taken.

[8] Finally, we question the  
[9] effectiveness of the proposed disposal of  
[10] said contaminated sediments in a confined  
[11] disposal facility, basically which are  
[12] areas along the Mississippi River Gulf  
[13] Outlet, this in spite of the fact that  
[14] these facilities, CDFs, have historically  
[15] had problems, are poorly monitored, have  
[16] limited ability to keep the toxins out of  
[17] the environment, allow fish and wildlife  
[18] and humans to come in contact with  
[19] contaminated materials, and can leak  
[20] contaminated water into surface and ground  
[21] waters. The Corps proposes to use this  
[22] technology in spite of the fact that a  
[23] similar facility for disposal of  
[24] contaminated sediments in the Calcasieu  
[25] River has been shown to be failing and

[1] leaking toxins.  
[2] We question the Corps and  
[3] ask, how will these facilities be  
[4] maintained? Will they contain settling  
[5] ponds? Will they contain water quality  
[6] treatment? How will they be maintained?  
[7] Who will maintain them? How often will  
[8] they be monitored? Who will monitor them?  
[9] Will the information be shared with the  
[10] affected communities?

[11] Finally, we question the  
[12] Corps' disposal site choice. Why would  
[13] you place hazardous material next to the  
[14] Mississippi River Gulf Outlet in Orleans  
[15] and St. Bernard Parish, one of the most  
[16] dynamic areas in the Pontchartrain Basin?  
[17] What would happen if a hurricane hit St.  
[18] Bernard or lower Orleans Parish? Would  
[19] the polluted sediments be spread all over  
[20] the Lower Ninth Ward and St. Bernard  
[21] marshes? That is not even addressed. The  
[22] contaminated materials must be contained  
[23] in a way that would protect not only human  
[24] health but environmental quality. We will  
[25] submit further comments at the end of the

[1] period. Thank you.

**COLONEL CONNER:**

[2] Thank you, sir.

**MR. DICHARRY:**

[3] Carl Gonzales.

**MR. GONZALES:**

[4] Good evening, Colonel.

[5] Thank you for allowing us to speak  
[6] tonight. Can you hear me now? Thank you.

[7] I'm here in a dual

[8] capacity. First off, I am President of  
[9] the Greater New Orleans Barge Fleeting  
[10] Association. Our association is comprised  
[11] of 56 member companies. Many of these  
[12] members are towboat operators that push  
[13] the barges through the locks. Also, many  
[14] of our members are fleet operators, the  
[15] barges that, as you see in the diagram or  
[16] picture here, are fleeted in locations  
[17] from the mouth of the river north to Baton  
[18] Rouge and many fleets are located in the  
[19] Industrial Canal and the Harvey Canal  
[20] areas. Combined, these 56 companies  
[21] employ in excess of 6,000 individuals.  
[22] Through all the data that has been

January 27, 1997

Page 93

(1) compiled by both the Corps and our  
(2) association, we would like to reserve the  
(3) right concerning this matter and file  
(4) appropriate memorandums to you by the  
(5) February date.  
(6) Secondly, I am executive  
(7) vice-president of Gulf South Marine  
(8) Transportation Company. We are a local  
(9) towboat operator. Three-quarters of our  
(10) towing is done on the Mississippi River  
(11) and the East Canal. This area is from New  
(12) Orleans, the Industrial locks, east of St.  
(13) Marks, Florida. Our vessels service the  
(14) many ports located in Louisiana,  
(15) Mississippi, Alabama and Florida. We have  
(16) for many years - we've been in business  
(17) for 15 years - provided this service to  
(18) many of the barge lines throughout the  
(19) country.  
(20) With this in mind, we  
(21) also would like to reserve our right to  
(22) file the appropriate data to you and the  
(23) members here if they wish the tonnage and  
(24) so forth and the economic development that  
(25) our business provides to the greater New

Page 94

(1) Orleans area in the whole. Thank you very  
(2) much.  
(3) **COLONEL CONNER:**  
(4) Thank you.  
(5) **MR. DICHARRY:**  
(6) David Gegenheimer.  
(7) I apologize if I mispronounce your name.  
(8) **MR. GEGENHEIMER:**  
(9) Quite all right. I'd  
(10) like to salute the tenacity of the  
(11) opposition of this project. I know you  
(12) all have been fighting it for a long time.  
(13) And I certainly wouldn't advocate the  
(14) trusting of the Army Corps of Engineers.  
(15) The Corps is an arm of the Army who knows  
(16) nothing but dredge and fill. But as a  
(17) resident of St. Bernard Parish who has  
(18) seen what the Mississippi River Gulf  
(19) Outlet has done, excuse me, my obnoxious  
(20) orange T-shirt says, "Mr. Go Must Go."  
(21) This project, and I'm afraid it came to  
(22) fruition in the late '50s when public  
(23) comment had no weight, but this project  
(24) was shoved down our throats along with the  
(25) promise of economic development which we

Page 95

(1) have had none of. There is no development  
(2) along the "Mr. Go" from its mouth all the  
(3) way to the city, none whatsoever, over 60  
(4) miles through St. Bernard Parish. We've  
(5) lost almost all of our cypress swamp. Our  
(6) marshes that were fresh to intermediate  
(7) have been turned into salt marshes. We've  
(8) lost thousands of acres, all for the  
(9) benefit of the Port of New Orleans.  
(10) But be that as it may,  
(11) I'm not like Senator Dean. I do not want  
(12) to see a cut through St. Bernard. St.  
(13) Bernard does not need to be cut in half.  
(14) And I have to support the Corps' project,  
(15) although I would like to see a lot of your  
(16) interests and concerns addressed a little  
(17) bit better. Thank you.  
(18) **COLONEL CONNER:**  
(19) Thank you, sir.  
(20) **MR. DICHARRY:**  
(21) Chris Holmes.  
(22) **MR. HOLMES:**  
(23) My name is Chris Holmes.  
(24) I'm a resident of St. Bernard Parish. Is  
(25) this where St. Bernard applies for the

Page 96

(1) mitigation money for the MRGO tonight?  
(2) No? Okay. Just trying.  
(3) We've got a big concern.  
(4) I'm currently chairman of the St. Bernard  
(5) Parish Coastal Zone Advisory Board. Our  
(6) board did not get to meet in time to  
(7) discuss this because we just found out  
(8) about this, but I will say that I'm  
(9) certain we'll have serious concerns on the  
(10) disposal of this dredge material out of  
(11) the channel. You're looking at 1,400,000  
(12) cubic yards of what the Corps designates  
(13) as moderately contaminated and they want  
(14) to come put that on the banks of the  
(15) channel in our parish. Well, please don't  
(16) do us any more favors with that.  
(17) The other thing, I'm a  
(18) daily commuter. I travel St. Claude every  
(19) day. And the purpose of this thing is to  
(20) build a bigger lock that's going to  
(21) facilitate increased maritime traffic and  
(22) you're going to put another low-level  
(23) bridge that's going to have to open for  
(24) every vessel that goes through. It's  
(25) ridiculous. Common sense. I mean, I

[1] don't know how it escapes the equation.  
[2] You've got the second bridge at Claiborne  
[3] you're going to put back at the same  
[4] height. You're also making this project  
[5] 36 feet deep. It's going to be able to  
[6] accommodate ships.

[7] Everyone that spoke  
[8] tonight, the presentation in here tonight,  
[9] the gentleman that spoke on the maritime  
[10] unit, everybody talked about barges and  
[11] tows. I don't know of any barges and tows  
[12] that are drawing 36 feet of water. This  
[13] thing is increased and added to because  
[14] the Port wants to use it to get container  
[15] ships through there. A second bridge will  
[16] have to open also to get a ship through.  
[17] You might get a few tows under it. You'll  
[18] never get a ship under it. The thing is,  
[19] as usual, it's not thought out. You've  
[20] got engineers and scientists that look at  
[21] it but for some reason, there's no common  
[22] sense. Please address some of that.

[23] **COLONEL CONNER:**

[24] Thank you, sir.

[25] **MR. DICHARRY:**

[1] C. A. Larsen, Sr.

[2] **MR. LARSEN:**

[3] Gentlemen at the head  
[4] table, ladies and gentlemen, it gives me a  
[5] real pleasure to come back down to this  
[6] area after having spent 27 years here,  
[7] very enjoyable years. I was fishing,  
[8] swimming, playing ball alongside the  
[9] Industrial Canal banks, crawfishing,  
[10] hunting killdeer with 12-gauge shotguns,  
[11] really enjoying myself. But it pains me  
[12] to see plans going ahead with replacing  
[13] the present locking system with much  
[14] larger locks, 1200 feet. Is this the  
[15] right direction? We need improvements in  
[16] the locking area. There's no question  
[17] about it. I appreciate the barge traffic,  
[18] but please, only for barge traffic. The  
[19] Gulf Outlet was built mainly for ships'  
[20] use. Let's keep it that way, not have the  
[21] large vessels using the Gulf Outlet and  
[22] the Industrial Canal to get to Centreport.  
[23] The above is nothing new, just another  
[24] phase of Centreport, as outlined in "Port  
[25] of New Orleans Forges Ahead" dated 1950,

[1] and in another publication of March 1970  
[2] prepared by the Bectel Corporation for the  
[3] Board of Commissioners, Port of New  
[4] Orleans, an agency of the State of  
[5] Louisiana. The above book is a rubber  
[6] stamp of the Dock Board's publication of  
[7] 1950. I have both publications here with  
[8] me tonight if anybody wants to review  
[9] them. It's exactly a rubber stamp. The  
[10] Port paid Bectel Corporation for planning  
[11] this.

[12] Now, if Coleman Warner,  
[13] that's from the Times-Picayune, I see  
[14] they've folded up and left, or his  
[15] co-workers are here tonight, would like to  
[16] read an editorial that I sent to the  
[17] editor in December 1969, so you fellows  
[18] aren't bringing out anything new. This is  
[19] dated 1969, December. This is to the  
[20] editor of the TP: "Dear sir: Off-center  
[21] Centreport." If you all are not familiar  
[22] with the term "Centreport," that's that  
[23] location at the head of the Gulf Outlet.

[24] "Yes, I agree. There is an urgency for  
[25] revolutionary improvements for our greater

[1] New Orleans area in order to catch up,  
[2] stay abeam and proceed ahead of world  
[3] progress in the maritime field, but is the  
[4] proposed location of Centreport the proper  
[5] move? Why would the Bectel Corporation"  
[6] - survey company, that is - "recommend  
[7] giving up sites on the broad, deep,  
[8] wonderful Mississippi River for a location  
[9] on the Gulf Outlet that will take years  
[10] and I'm sure a billion dollars" - Now,  
[11] I'm speaking of a billion dollars in 1969  
[12] - "to bring up to the present standard of  
[13] our great river? No amount of money will  
[14] change a body of water to equal in any  
[15] respects the father of all waters.  
[16] Congestion. Congestion. This is what I  
[17] really envision in the year 2000 or much  
[18] sooner. At the carefully selected  
[19] proposed site, in addition to heavy  
[20] congestion, can we possibly build dykes,  
[21] sorry, levees, substantial enough to hold  
[22] back tidal waters that will use an  
[23] improved waterway to flood the whole damn  
[24] area?" And that's just what happened.  
[25] "Please don't abandon the muddy Miss. The

January 27, 1997

Page 101

[1] potential is there along her solid banks.  
 [2] Not only in Orleans Parish but adjoining  
 [3] parishes, the possibilities are unlimited.  
 [4] Let's reconsider, please."  
 [5] Now, that was sent in  
 [6] 1969. This is my ideas on that Centreport  
 [7] or that Gulf Outlet. Now, it really  
 [8] heartens me to see a meeting like this  
 [9] with the elected officials really speaking  
 [10] out. When this was going on in 1969,  
 [11] 1970, I was one making this noise and I  
 [12] was trying to contact everybody, Long, the  
 [13] engineers, that was Harr & Hunt, there was  
 [14] Senator Nunez from down here, the St.  
 [15] Bernard voice. You name it, I got it here  
 [16] referenced. And no one paid any  
 [17] attention. This was a done deal. It was  
 [18] going to get built regardless.  
 [19] "To those familiar with  
 [20] the term 'Centreport,' I would like to  
 [21] briefly explain it. The New Orleans Dock  
 [22] Board, upon advice of the Bectel  
 [23] Corporation, proposed," this was over the  
 [24] next 30 years, "the wonderful Port of New  
 [25] Orleans presently located on the great

Page 102

[1] Mississippi River in Orleans Parish to a  
 [2] location in the eastern part of town  
 [3] alongside the congested Industrial Canal  
 [4] in the low-lying ditch called the Gulf  
 [5] Outlet. The SI agree there is an urgency  
 [6] for revolutionary improvements for our  
 [7] greater New Orleans area in order to catch  
 [8] up, stay abeam and proceed ahead of real  
 [9] progress in the maritime field. But is  
 [10] the proposed location of Centreport the  
 [11] proper move? Think about it. Why would  
 [12] the Bectel Corp. recommend giving up sites  
 [13] on the broad, deep Mississippi River for a  
 [14] location on a waterway that will take  
 [15] years and I'm sure billions of dollars to  
 [16] bring up to the present standard of our  
 [17] great river?"  
 [18] You can see I'm really an  
 [19] advocate of the Mississippi River. Why  
 [20] would they want to go back in the ditch  
 [21] like that where I swam as a boy and build  
 [22] this Gulf Outlet and then, with this 50-  
 [23] foot draft and 1200-foot lock, you know  
 [24] that's going to be used for ships and  
 [25] that's totally wrong. If they went ahead

Page 103

[1] and built that Gulf Outlet, which was a  
 [2] big mistake, let them use it now. If they  
 [3] want to come to New Orleans, let them use  
 [4] our Southwest Pass. I can understand the  
 [5] American Waterways' idea about the barge  
 [6] traffic. I appreciate there's a lot of  
 [7] barge traffic in there, going through  
 [8] there, but is all this 1200-foot locking  
 [9] and 50-foot depth necessary?  
 [10] "Not only is the  
 [11] Centreport location congested and  
 [12] vulnerable to floods, there's a long-range  
 [13] plan, by the time the location is totally  
 [14] usable, which includes a wider and deeper  
 [15] channel and locking system" - think now,  
 [16] this was in '69-'70 I had written this -  
 [17] "the Mississippi River and Gulf Outlet,  
 [18] all the business will be located  
 [19] elsewhere. Mr. Barkington" - I'm sure  
 [20] you remember that name there, an executive  
 [21] Port director and general manager of New  
 [22] Orleans Dock Board - "is doing a fine  
 [23] job" - I'm using present tense because  
 [24] that was present tense - "of coordinating  
 [25] and directing local groups for a single

Page 104

[1] purpose but it's in the wrong direction.  
 [2] The proper direction is not back at  
 [3] Centreport but alongside the grand banks  
 [4] of the Mississippi River, not only in  
 [5] Orleans but all the parishes. They're  
 [6] doing a wonderful job up around Nashville  
 [7] Avenue and above there. Let's develop  
 [8] what we have now, not plans for 30 years  
 [9] from now. The potential is here on the  
 [10] great, deep, broad Mississippi River."  
 [11] That's 1970. You got to  
 [12] remember that.  
 [13] Okay. Just a few  
 [14] references I talked about. This is also  
 [15] in 1972. I had written Nunez, Senator  
 [16] Nunez, Mr. Roy from your St. Bernard paper  
 [17] down here, Helen Bentley, she was chairman  
 [18] of Federal Maritime, and radio talk shows.  
 [19] I was on them whenever I could get on  
 [20] them, a letter from the Canal Barge  
 [21] Company, letters from the state senators,  
 [22] Russell Long, Ellender, my correspondence  
 [23] was going back and forth, Harr and other  
 [24] people I just won't take your time with.  
 [25] COLONEL CONNER:

[1] Sir, if I could ask you  
[2] to wrap up your comments.  
[3] **MR. LARSEN:**  
[4] Do what?  
[5] **COLONEL CONNER:**  
[6] If I could ask you to  
[7] wrap up your comments, please.  
[8] **MR. LARSEN:**  
[9] All right. I'm not an  
[10] elected official. I have to say fast.  
[11] Sad to say, the powers  
[12] went ahead with the Gulf Outlet and we are  
[13] having negative mega troubles, flooding,  
[14] erosion, ETC. Let's don't compound our  
[15] mistakes. A word to the people opposed to  
[16] the digging project. The packers, that's  
[17] the Dock Board, the engineers and so on,  
[18] they are not on our side. They are the  
[19] opposition. Hearings should be held  
[20] before plans are drawn, not after in this  
[21] case. Looks like a done deal again, like  
[22] the MRGO. You good people opposed better  
[23] get some heavy backing such as you have  
[24] tonight but not limited to. Get your  
[25] press more involved. Get Billy Tauzin,

[1] Livingston, civil rights activists down  
[2] here, environmentalists. If you don't do  
[3] that, you better get your nose, your mouth  
[4] filters, your goggles and your ear plugs  
[5] ready. Thanks for the time to express  
[6] myself. I'm sorry I took a little more  
[7] time.  
[8] **COLONEL CONNER:**  
[9] Thank you, sir.  
[10] **MR. LARSEN:**  
[11] As an afterthought, I  
[12] just want to let you know, I'm not a new  
[13] man with the waterways. I spent 50 years  
[14] in the maritime field, both afloat and  
[15] ashore, and I can speak from the - I had  
[16] run the rivers numbers of times and the  
[17] canal. I have a pilot license for both of  
[18] them. And I think I'm the first seaman  
[19] that had spoken here tonight. I thank you  
[20] all for giving me your time.  
[21] **MR. DICHARRY:**  
[22] Mr. and Mrs. Donald  
[23] Dorsey. Mr. and Mrs. Donald Dorsey.  
[24] (No response.)  
[25] Charles "Pete" Savoie.

[1] **MR. SAVOIE:**  
[2] My name is Charles  
[3] Savoie. My friends call me "Pete." It's  
[4] kind of a tough act to follow, but he had  
[5] a lot on the ball.  
[6] Forty-one years ago, some  
[7] prominent politicians dired to develop  
[8] their land in the France Road corridor.  
[9] To do this, they decided to dig a straight  
[10] cut for 43 miles through St. Bernard  
[11] Parish. This cut is known as the "Mr.  
[12] Go." This was the reason St. Bernard and  
[13] New Orleans was flooded in 1965. I had  
[14] the unfortunate experience of going around  
[15] plucking people off the roof of their  
[16] houses, so I know what damage it can  
[17] cause. Where we once had an 8,000-acre  
[18] buffer zone to protect us from hurricanes,  
[19] we now have 67 billion gallons of water  
[20] waiting to be pushed into St. Bernard and  
[21] New Orleans.  
[22] We were promised economic  
[23] development and industry in St. Bernard.  
[24] It did not happen. St. Bernard Parish has  
[25] lost over 27,000 acres of land. When "Mr.

[1] Go" was dug, the spoil was dumped on the  
[2] outside of the channel, destroying all of  
[3] the estuaries. Now the Corps wants to  
[4] dump contaminants on the north side and  
[5] destroy another 270 acres of estuaries.  
[6] All of this wetland laws is to accommodate  
[7] two ships a day. Now, this is hard to  
[8] believe, but that's how many ships a day  
[9] use "Mr. Go," two. Of the 400 container  
[10] ships, only 20 ships draw-over 33 feet of  
[11] water. This means we spend over seven  
[12] million dollars per year to accommodate 22  
[13] ships. We also know that if the ships'  
[14] speed was slowed down from 14 miles per  
[15] hour to 10 miles per hour, erosion would  
[16] be cut by 50 percent. This would cost the  
[17] shipping industry two million three  
[18] hundred thousand dollars a year, so they  
[19] will not slow down the ships.  
[20] Now, they want to build a  
[21] lock at the cost of 500 million dollars to  
[22] accommodate vessels that draw 36 feet of  
[23] water. Most of us know that the fourth-  
[24] generation ships will draw in excess of 40  
[25] feet of water. Are we willing to agree to

January 27, 1997

Page 109

Page 111

[1] build a lock that will be obsolete before  
[2] it's completed? All of the waste and  
[3] destruction of our wetlands and  
[4] neighborhoods can be eliminated by  
[5] relocating the container industry to the  
[6] riverfront where it rightfully belongs.

[7] **Let's not put our faith**  
[8] **in the hands of the Corps.** They have a  
[9] poor track record. Their concern with  
[10] jobs for the future. They're concerned.  
[11] They are not concerned with the  
[12] environment and the lives of the people  
[13] who are paying their salaries, we, the  
[14] taxpayers. Thank you.

[15] **COLONEL CONNER:**

[16] Thank you, sir.

[17] **MR. DICHARRY:**

[18] Bill Kinsler.

[19] **MR. KINSLER:**

[20] Colonel Conner, my name  
[21] is Bill Kinsler. I'm the vice-president  
[22] and general manager of Gulf operations for  
[23] American Commercial Barge Line. American  
[24] Commercial is the largest inland river  
[25] carrier in the United States and, as such,

[1] facility preclude the need for the prompt,  
[2] cost-effective replacement of this  
[3] structure.

[4] In August 1996, the  
[5] Inland Waterway Users Board sent to the  
[6] Secretary of the Army and Congress  
[7] simultaneously its prioritized  
[8] recommendations for water resource  
[9] development projects in the United States.  
[10] In this report, the board listed the  
[11] replacement of Industrial Lock second only  
[12] to the replacement of Marmet Lock on the  
[13] Kanawa River in West Virginia.

[14] American Commercial Barge  
[15] Line Company is in agreement with these  
[16] recommendations and strongly supports the  
[17] Corps of Engineers for the development and  
[18] the construction of a new navigation  
[19] facility at the earliest possible time.  
[20] Thank you.

[21] **COLONEL CONNER:**

[22] Thank you.

[23] **MR. DICHARRY:**

[24] Mark Cooper.

[25] **MR. COOPER:**

Page 110

Page 112

[1] we are keenly interested in any system  
[2] improvement that positively, cost  
[3] effectively and safely impacts and will  
[4] enhance the waterways system. In order to  
[5] ensure that fellow participants have an  
[6] opportunity to present their opinions, my  
[7] comments will be very brief. American  
[8] Commercial Barge Line Company will forward  
[9] to your office a more detailed written  
[10] comment by the closing date.

[11] As each member of this  
[12] assembly is aware, the Industrial Canal  
[13] lock is outdated and represents a severe  
[14] bottleneck to not only waterway interests  
[15] but also to the consuming public of the  
[16] United States. Many statistics are  
[17] readily available, so I will not endeavor  
[18] to repeat for this group the facts that  
[19] will become part of the official document.

[20] I can say that delays at the Industrial  
[21] Lock which have averaged 11 and a half  
[22] hours per tow for the last ten years, the  
[23] increasing development and importance of  
[24] the Gulf Intracoastal Canal east and the  
[25] escalating repair costs of the current

[1] My name is Mark Cooper,  
[2] 3929 Chartres Street, member of the board  
[3] of directors, Bywater Neighborhood  
[4] Association. And I didn't agree with  
[5] everything they said but I want to know  
[6] where I can get one of those orange  
[7] T-shirts.

[8] On a letter dated  
[9] 10 December 1996, you stated that a public  
[10] hearing would be conducted mid-January,  
[11] mid-January, and public review process  
[12] would conclude January 27th. I think  
[13] that's today. Why did I not receive  
[14] notice of this hearing until January 14th?  
[15] When were the notices sent out? How many  
[16] notices were mailed? How many notices  
[17] were sent out with the wrong date,  
[18] Wednesday, January 27th? How many  
[19] corrected notices were sent out and when?  
[20] I never got one. How many churches are  
[21] there within a 20-block radius of the  
[22] project and how many notices were sent to  
[23] churches in time to publish in their  
[24] parish newsletters? How many and to whom  
[25] were notices sent to neighborhood civic

[1] association presidents, secretaries, board  
[2] members or newsletter editors within the  
[3] project area?  
[4]     **The Bywater Neighborhood**  
[5] Association has had a monthly newsletter  
[6] for over 21 years. I talked to the editor  
[7] today. He didn't receive a notice of this  
[8] meeting. Why did you schedule a hearing  
[9] for the last day of the public review  
[10] period? The district engineer conducted a  
[11] meeting for which notice listed the huddle  
[12] at Holy Cross as the meeting room for a  
[13] January 22nd meeting of the Neighborhood  
[14] Working Group. Since the meeting was not  
[15] held at the huddle, what individual is  
[16] posted to direct people to the correct  
[17] meeting room? Why was the notice of the  
[18] meeting only published once in the  
[19] Times-Picayune newspaper? Which other  
[20] media were contacted and on what date?  
[21] Where in the EIS is the transplanting of  
[22] trees alongside the existing lock  
[23] addressed? Why did the district engineer  
[24] purport to have raised the issue of saving  
[25] these trees and receive the response that

[1] Japonica in the shadow of the locks been  
[2] notified of this proposed project? What  
[3] effect will this project have on the SPCA?  
[4] Has Mr. Ivy Gaudet, the head of the  
[5] Carpenter's Millwright and Piledrivers  
[6] Apprenticeship and Training Program at  
[7] 1215 Japonica Street, also in the shadow  
[8] of the locks, been notified of this  
[9] project?  
[10]     **What impacts will this**  
[11] have on their operations? Has the Bywater  
[12] station of the United States Post Office,  
[13] Postal Service, in the shadow of the  
[14] existing St. Claude Avenue bridge ramps,  
[15] been notified? What impact on their  
[16] operations will this project bring to  
[17] pass? Will our mail service be adversely  
[18] affected? Has Mr. Erroll Williams, the  
[19] assessor for the Third Municipal District  
[20] which covers both sides of the canal, been  
[21] notified of this project? Has Mr.  
[22] Williams, whose job it is to assess  
[23] property value for the purposes of the  
[24] city and state ad valorem taxes, been  
[25] asked his professional opinion about the

[1] they would probably end up firewood when  
[2] in fact it was the Bywater Neighborhood  
[3] Association that raised this very issue  
[4] years ago? And that's documentable. Why  
[5] are the trees alongside the canal dying?  
[6] Has the Corps done an inventory and  
[7] assessment of these trees and is there a  
[8] program in place to fertilize, prune and  
[9] protect these trees until they might be  
[10] relocated if the project moves forward?  
[11] Has the Corps consulted with the Disney  
[12] Company about their successful transplant  
[13] of mature live oaks in Orlando, a project  
[14] brought to the Corps' attention why the  
[15] Bywater Neighborhood Association? And, if  
[16] so, why was this report not shared with  
[17] the Neighborhood Working Group?  
[18]     **How many jobs may be**  
[19] transferred out of our neighborhood if the  
[20] Coast Guard station is relocated? What  
[21] will be the net loss to our neighborhood  
[22] economy, i.e., restaurants, lumber,  
[23] hardware and other stores, if this station  
[24] is moved? Has the Society for the  
[25] Prevention of Cruelty to Animals at 1319

[1] effects of this project on area property  
[2] values? Why has the District C councilman  
[3] which covers the west side of the  
[4] Industrial Canal and Bywater historically  
[5] been excluded from the planning process,  
[6] though it has included other elected  
[7] officials?  
[8]     **On Page 25 of the Draft**  
[9] Evaluation Report Mitigation Plan, it's  
[10] stated that the New Orleans District does  
[11] not expect net improvements to result. If  
[12] this is so, why should we be partners for  
[13] this project? Why did the project  
[14] engineer seem surprised at this  
[15] attribution when it was raised at the  
[16] January 22nd Neighborhood Working Group  
[17] meeting? The same point was raised on May  
[18] 2nd, 1995, as documented in the minutes,  
[19] Page 4, last paragraph, referring to the  
[20] April draft of the mitigation plan. Does  
[21] the Corps just record the minutes and then  
[22] ignore the questions or points that are  
[23] raised there in? And what good will rails  
[24] be on the new St. Claude bridge that's  
[25] proposed if there is no system of mass

(1) transit incorporated into the mitigation  
(2) plan? Does the Corps really think that if  
(3) we build it, they will come?

(4) COLONEL CONNER:

(5) Thank you, sir.

(6) MR. DICHARRY:

(7) Dick Watson.

(8) MR. WATSON:

(9) Good evening. My name is

(10) Dick Watson and I'm speaking tonight in my  
(11) capacity as the chairman of the board of  
(12) directors of Holy Cross School, whose  
(13) members have authorized me to speak in  
(14) behalf of their concerns regarding the  
(15) adverse effects of the lock project on the  
(16) Holy Cross School.

(17) As a native of New

(18) Orleans, one whose family, grandparents  
(19) and parents have lived in this  
(20) neighborhood as residents and businessmen  
(21) for over 75 years, both my father and I  
(22) were born and raised within a dozen blocks  
(23) of this school and the locks, I have  
(24) witnessed and was an unwilling participant  
(25) in the physical and economic devastation

(1) not believe has been adequately documented  
(2) by the U.S. Army Corps of Engineers in its  
(3) various studies. Therefore, the board of  
(4) directors of Holy Cross School  
(5) respectfully respect that the U.S. Army  
(6) Corps of Engineers initiate and fully fund  
(7) an independent economic impact study to be  
(8) conducted by a panel of local experts to  
(9) quantify the adverse economic impact of  
(10) this project on Holy Cross School and the  
(11) Holy Cross District. It is our belief  
(12) that objective data from such a study is  
(13) essential to ensure the economic stability  
(14) of Holy Cross School and the Holy Cross  
(15) District neighborhood and to provide  
(16) adequate mitigation funds for  
(17) appropriation and allocation."

(18) The adverse economic  
(19) impact of this project to Holy Cross  
(20) School is far more reaching than simply  
(21) the loss of tuition income during the  
(22) construction phase due to inconvenience  
(23) and safety concerns of parents. Holy  
(24) Cross School is the only all-male middle  
(25) and high school in the greater New Orleans

(1) inflicted by Hurricane Betsy, the negative  
(2) economic repercussions of which are still  
(3) being felt today. I know firsthand the  
(4) real-life frustration caused by living in  
(5) the isolated neighborhood bounded by the  
(6) river and the canal, cut off from the city  
(7) by the bridges and separated from the  
(8) parish by both municipal boundaries and  
(9) the Jackson Barracks.

(10) We may be an orphan but

(11) we have a history. For nearly 140 years,  
(12) Holy Cross, the religious congregation and  
(13) the school, have been an anchor of  
(14) stability for the community, so much so  
(15) that this National Historic District has  
(16) taken Holy Cross as its name. I would  
(17) like to share with you a resolution passed  
(18) by our board on January 16th, 1997. I  
(19) quote: "While we appreciate the economic  
(20) significance of the locks improvement  
(21) project to the city, the region, the  
(22) nation and the maritime industry, we  
(23) likewise believe that it will have an  
(24) adverse economic impact on Holy Cross  
(25) School and the neighborhood which we do

(1) area. Consequently, the loss of a  
(2) fifth-grader represents the loss of a  
(3) student for eight years. In his remarks,  
(4) Brother Stephen Walsh spoke of the family  
(5) legacy of Holy Cross. Allow me to  
(6) illustrate.

(7) My father was  
(8) economically unable to attend Holy Cross  
(9) but as his only child could send me and I  
(10) began in seventh grade, which was the  
(11) earliest grade at that time. As a result  
(12) of the satisfaction expressed by my  
(13) parents, my five cousins also graduated  
(14) from Holy Cross School, all beginning in  
(15) the fifth grade. My two sons have since  
(16) graduated and they plan to send their sons  
(17) as well. Finally, my parents and I have  
(18) also recommended as a result of my success  
(19) to Holy Cross at least five neighborhood  
(20) sons who have either graduated or are  
(21) currently enrolled, each entering Holy  
(22) Cross in the fifth grade.

(23) The net result is, had I  
(24) not attended Holy Cross because of the  
(25) bridge or problems with the locks, the

[1] economic impact to this school would have  
 [2] been the loss of 13 students spanning over  
 [3] a 30-year period of time. Quantitatively,  
 [4] if you do the math, the loss would have  
 [5] been about 102 years of tuition payments  
 [6] or an amount well in excess of \$350,000  
 [7] simply from the loss of one student. This  
 [8] is historical fact, not fiction. A five  
 [9] percent decline in enrollment could impact  
 [10] Holy Cross for the next 30 to 50 years  
 [11] with economic consequences totaling in the  
 [12] millions of dollars. Correspondingly,  
 [13] reduced enrollment will result in  
 [14] immediate loss of revenues for the  
 [15] transportation services of the school, the  
 [16] cafeteria, the bookstore, athletic gate  
 [17] receipts, band and choral concerts, summer  
 [18] camps and all other summer activities.  
 [19] Accompanying of all of  
 [20] this will likely be a very uncertainty  
 [21] about the future of this school which  
 [22] could also erode donor confidence and  
 [23] result in decrease in philanthropic  
 [24] giving. Reduced enrollment would also  
 [25] have an associated economic loss to the

[1] community in terms of reduced jobs for  
 [2] teachers, administrators, coaches, bus  
 [3] drivers, cafeteria workers, maintenance  
 [4] security and clerical staff. This project  
 [5] will create temporary jobs during the  
 [6] construction phase but may very well cost  
 [7] the loss of permanent jobs.  
 [8] None of these concerns in  
 [9] our opinion of Holy Cross and other  
 [10] businesses along St. Claude Avenue have  
 [11] been adequately addressed or documented in  
 [12] your reports today. For this reason, we  
 [13] respectfully request the independent  
 [14] economic impact study. Thank you.  
 [15] COLONEL CONNER:  
 [16] Thank you, sir.  
 [17] MR. DICHARRY:  
 [18] Dean Shapiro. Dean  
 [19] Shapiro.  
 [20] (No response.)  
 [21] Raymond King.  
 [22] MR. KING:  
 [23] Good evening. My name is  
 [24] Raymond King. I'm past president of the  
 [25] Holy Cross Neighborhood Association. I

[1] lived down here for 12 years. I owned a  
 [2] house on Royal Street. And I want to talk  
 [3] to you, Colonel, about the 15 predecessors  
 [4] that you had here that literally committed  
 [5] rape on this neighborhood. Every time you  
 [6] announce this in the newspaper, the  
 [7] property values go clean to hell. I sold  
 [8] my house for eight bucks a square foot,  
 [9] \$8,000 for a home. I venture to say, if  
 [10] you bought a home here in New Orleans  
 [11] right now, you're going to spend \$45 to  
 [12] \$50 a square foot. That is rape, albeit  
 [13] economic, rape nonetheless. And  
 [14] gentlemen, this has been ongoing for 40  
 [15] years. The value of the homes here in  
 [16] Holy Cross neighborhood is lower than \$20  
 [17] a square foot, every house. It's  
 [18] ridiculous. And it's caused by the  
 [19] constant announcements by the Corps of  
 [20] Engineers that they're going to come down  
 [21] here and displace a bunch of people, widen  
 [22] the canal, cut out transportation for two  
 [23] years or more, and the people will not  
 [24] come here. So you cannot sell a home. If  
 [25] you bought one, you're stuck with it or

[1] you sell it at a great loss.  
 [2] Rape, albeit economic,  
 [3] it's rape nonetheless and it's a damn  
 [4] shame. Please cut it out. Thank you.  
 [5] COLONEL CONNER:  
 [6] Thank you, sir.  
 [7] MR. DICHARRY:  
 [8] Sal Doucette.  
 [9] MR. DOUCETTE:  
 [10] First, it's the consensus  
 [11] of all three neighborhood groups that we  
 [12] do not support or want this project.  
 [13] Secondly, we do not know what to believe,  
 [14] the video or the mitigation plan. The  
 [15] video leads you to believe that there are  
 [16] jobs and training for the locals. As for  
 [17] the mitigation plan, it is not effectively  
 [18] implemented with full consideration for  
 [19] the people living on either side of the  
 [20] canal. It offers a \$500,000 training  
 [21] assistance for jobs. How will they do it?  
 [22] Who will get this training? What is the  
 [23] criteria they will use to pick these  
 [24] people for this job? What about the  
 [25] people who have the skills as needed to do

January 27, 1997

Page 125

[1] these jobs now? What about the control of  
[2] these jobs? We question the sincerity of  
[3] the Port and the Corps. Thank you very  
[4] much.

[5] **COLONEL CONNER:**

[6] Thank you, sir.

[7] **MR. DICHARRY:**

[8] Geneva Grill.

[9] **MS. GRILL:**

[10] Good evening, gentlemen.

[11] My name is Geneva Grill. I'm the District  
[12] Design Engineer for the Department of  
[13] Transportation and Development. I'm here  
[14] representing Frank M. Denton, Secretary of  
[15] the Department of Transportation &  
[16] Development.

[17] Mr. Denton feels like  
[18] this is a very important project to both  
[19] the City of New Orleans and the State of  
[20] Louisiana. The Department fully supports  
[21] the Corps of Engineers and the Port of New  
[22] Orleans in constructing this project. We  
[23] will try to assist the City of New Orleans  
[24] in getting additional funds for the  
[25] Florida Avenue bridge if the time program

Page 127

[1] grandchildren. I still live in River  
[2] Ridge and I piloted on the Gulf Outlet  
[3] from '66 to '77 and also on the river up  
[4] to Baton Rouge. My last assignment was on  
[5] the AMERICAN QUEEN going out the Houma  
[6] Navigation Canal and up the river. I've  
[7] been associated with the maritime industry  
[8] for 53 years, being a graduate of  
[9] Kingspoint.

[10] I'm not in support of  
[11] this proposed lock replacement project,  
[12] foremost reason being it would be a  
[13] band-aid remedy for a serious problem. I  
[14] believe an organized port development and  
[15] efficient marine traffic management  
[16] coupled with long-range planning would  
[17] serve the Port of New Orleans's needs for  
[18] the next hundred years.

[19] I wish to quote a letter  
[20] I wrote to the Times-Picayune dated  
[21] December the 10th, and it wasn't printed.  
[22] It was, "I read with interest your  
[23] excellent TP article of December the 8th  
[24] entitled 'Industrial Upgrade.' I'm in  
[25] accord with State Representative Sherman

Page 126

[1] is extended. Right now, there is  
[2] insufficient funds in the time program to  
[3] construct that bridge. The amount  
[4] appropriated for the bridge was for a  
[5] grade-level structure, not a  
[6] semi-high-rise or a high-rise bridge. But  
[7] we fully support the Corps in doing this  
[8] project. Thank you.

[9] **COLONEL CONNER:**

[10] Thank you.

[11] **MR. DICHARRY:**

[12] Brendan Gallagher.

[13] Brendan Gallagher.

[14] (No response.)

[15] Captain Dean Bruch

[16] I know I mispronounced that one.

[17] **MR. BRUCH:**

[18] I'm Dean Bruch. I've  
[19] been residing in Louisiana here since  
[20] 1951, other than seven years' break as a  
[21] Panama Canal pilot. I'm married and have  
[22] -- married in 51. I got my wife here;  
[23] started chasing her when she was a  
[24] passenger on a ship back then. Caught her  
[25] twice, got two kids and four

Page 128

[1] Copeland, let them put the new locks  
[2] somewhere else. The most practical  
[3] solution to this problem is to build new  
[4] locks as planned over 30 years ago at the  
[5] Violet site. A lock in the Violet area  
[6] with a channel over to the "Mr. Go" will  
[7] allow the environmental disaster known as  
[8] the "Mr. Go" to be closed below the  
[9] intersection of the lock channel with the  
[10] outlet and stop the saltwater intrusion  
[11] into Lake Pontchartrain. Additionally,  
[12] this will eliminate vessel wake from  
[13] destroying the remainder of the marshland  
[14] in lower St. Bernard Parish. It is true  
[15] there will be an outcry from the maritime  
[16] industry, their allies, the Port of New  
[17] Orleans and the Louisiana Department of  
[18] Transportation & Development, the Corps of  
[19] Engineers, the Coast Guard, and last but  
[20] not least, the St. Bernard Council.  
[21] Unfortunately, these groups has  
[22] consistently through the years refused to  
[23] establish common sense speed limits in the  
[24] "Mr. Go" channel which has greatly  
[25] contributed to these eroding wetlands.

[1] "With a new lock channel  
[2] built and established speed limits to  
[3] protect the banks in the lock channel, it  
[4] will add to the transit time of vessels  
[5] between sea and Industrial Canal complex  
[6] but I see this as a viable alternative to  
[7] the bottleneck. The positive side for  
[8] construction of the lock at Violet I  
[9] believe would be shorter time and would  
[10] create obviously less environmental impact  
[11] for residents in that area than in Orleans  
[12] Parish. Leaving the Industrial Canal lock  
[13] in place, having a large ship within twin  
[14] chambers at Violet, that's in case when  
[15] you overhaul where you can be using your  
[16] other chamber, will certainly enhance  
[17] navigation flow between the Mississippi  
[18] River and Intracoastal Waterway as well as  
[19] the Industrial Canal complex. However, I  
[20] don't believe the citizens of St. Bernard  
[21] should allow the Violet lock to be  
[22] constructed without closure of the "Mr.  
[23] Go" to protect the lock canal waters from  
[24] saltwater intrusion and area flooding."  
[25] My brief comments on the

[1] We are lovers and not fighters and only  
[2] trying to present what we think is in the  
[3] best interests of the Port of New Orleans  
[4] and, most of all, the general public who  
[5] we dearly love.

[6] **COLONEL CONNER:**

[7] Thank you, sir.

[8] **MR. DICHARRY:**

[9] John Koefert.

[10] **MR. KOEFERL:**

[11] My name is John Koefert.  
[12] I live at 415 Tupelo Street. I am  
[13] chairperson of the Holy Cross Neighborhood  
[14] Association. I see that a lot of our  
[15] members have grown weary of the  
[16] proceedings. I think they wanted to have  
[17] more chance to speak than we're allowed  
[18] here and more time to read these ponderous  
[19] volumes.

[20] I would like to make just  
[21] a comment before I make my remarks about  
[22] the video, which has my name in it and the  
[23] names of other people of the working  
[24] group. This implies that we are in favor  
[25] of this project, that we worked hand in

[1] lock here, designing and building locks,  
[2] the Corps of Engineers are past masters of  
[3] this art. The Panama Canal locks built in  
[4] 1913, first time an engineering  
[5] accomplishment without parallel. This  
[6] model 110 feet by 1,000 feet was even used  
[7] for the 26 locks on the upper Mississippi  
[8] River between St. Louis and Minneapolis.  
[9] I have been through every one of them on  
[10] the DELTA QUEEN. I'm sure the proposed  
[11] new lock as far as engineering will be of  
[12] the same quality. The environmental  
[13] issues associated with this proposed new  
[14] lock is not my expertise. And I'm sure  
[15] the pros and cons will be adequately  
[16] addressed at this public meeting, and how.  
[17] However, from an overall navigation  
[18] environmental standpoint, in my opinion,  
[19] the proposed lock replacement site does  
[20] not answer the maritime industry and  
[21] general public needs. An alternate site  
[22] should be addressed.  
[23] Thank you for allowing me  
[24] to offer these comments. Please don't  
[25] throw rocks at Lucy and I after we leave.

[1] hand with the Corps and the other City  
[2] Planning Commission to develop this  
[3] project. In fact, I think that we are  
[4] against this project. As we learned more  
[5] about it, we said, "Hey, this is crazy.  
[6] We're not going to do this." And yet our  
[7] name is up here touting this project. And  
[8] I think, Colonel, rather than removing our  
[9] name, I think you should tell the truth.  
[10] We are not in favor of this project. The  
[11] group, the Neighborhood Working Group, is,  
[12] all the people that came to the meetings,  
[13] against this project.

[14] I would like to just talk  
[15] briefly about the historic aspect of this  
[16] project. You know, we live in the  
[17] Crescent City, and this is a city that  
[18] people love to visit. We like to consider  
[19] it a really special city. But, you know,  
[20] it's not that big. When we talk about the  
[21] growth of our city into the next 50 years,  
[22] the next 100 years, 200 years, we can't be  
[23] lopping off parts of them and seeing them  
[24] be destroyed because we're having these  
[25] highways of the river come through with

January 27, 1997

Page 133

[1] these huge ships over our neighborhood  
[2] with the noise not just for the project  
[3] time, not just for 10 or 15 years, but  
[4] forever.

[5] Have you ever been  
[6] through Treme on the Claiborne Expressway?  
[7] This is a federal project, okay, the  
[8] Claiborne Expressway in Treme. And not  
[9] only has this neighborhood been destroyed,  
[10] but can you believe that it was not part,  
[11] the destruction of this neighborhood, part  
[12] of the project cost. And yet it is a cost  
[13] that our city has borne with this project  
[14] and many other projects and will continue  
[15] to bear for the life of the city until  
[16] more - more costs is going to be when  
[17] they go to want to do something else with  
[18] the I-10. What will there be, another  
[19] project, or will that just be a dinosaur  
[20] left there in our midst?

[21] We are concerned that our  
[22] neighborhood is going to be disabled and  
[23] destroyed, property values down. Nobody  
[24] wants to live here. The big sea wall, a  
[25] danger from unknown cargoes, and also this

Page 135

[1] this linear transportation scheme. And  
[2] what's going to happen in 50 years to this  
[3] canal? Is it going to be updated? Is it  
[4] going to be junked? What's going to  
[5] happen in a hundred years? We're going to  
[6] go to Violet anyway maybe. What's going  
[7] to happen? Has anybody thought of this?  
[8] You know, if we tear our neighborhoods  
[9] apart, and we just have a small window of  
[10] opportunity right now to fix up our  
[11] neighborhoods and save them and bring them  
[12] into the next century, this isn't  
[13] something that we can spend all our time  
[14] fighting this canal on and see it happen  
[15] without our participation. We've got work  
[16] to do and we keep fighting this thing. It  
[17] just is aggravating.

[18] **A true cost to this city,**  
[19] that's what this project needs to develop,  
[20] and there hasn't been any treatment of the  
[21] historic cost except \$300,000 for some  
[22] documentation of the St. Claude bridge  
[23] being taken down and the locks. But  
[24] there's no project cost for continued tens  
[25] of years of our having to have a depleted

Page 134

[1] project with deep draft and widening of  
[2] the canal enhances the use - enhances -  
[3] intensifies the use of "Mr. Go." And we  
[4] know about the continued destruction of  
[5] the marshland and what kind of project  
[6] cost was that? Who has borne the project  
[7] cost for that? Not the Corps of Engineers  
[8] obviously.

[9] **We would rather have the**  
[10] old Ursuline Convent and the Andrea  
[11] Plantation than we would have the St.  
[12] Claude bridge and the locks. But that is  
[13] all that we're left with. And we don't  
[14] want to see them go. If you can't live  
[15] with the canal being the way it is, then  
[16] we feel that you should close it. It's as  
[17] simple as that. We are tired of this.  
[18] You know, sometimes, what  
[19] I would like to see is a form of request,  
[20] the Corps of Engineers in this project  
[21] make a true project cost of what hundreds  
[22] of years, fifty years, a hundred years,  
[23] many hundreds of years' loss of the  
[24] neighborhoods of our city are going to be  
[25] for tourism and for other things besides

Page 136

[1] neighborhood because of that. I want to  
[2] say that this study is not complete, it's  
[3] not effective, it's not efficient, and  
[4] it's not acceptable.

[5] **COLONEL CONNER:**

[6] Thank you, sir.

[7] **MR. DICHARRY:**

[8] Pam Dashiell.

[9] **MS. DASHIELL:**

[10] Joe, Pat, Colonel, it's  
[11] good to see you again, I guess. We've  
[12] been meeting all these years and here we  
[13] are back at the same place. And the way  
[14] we feel has not changed. We don't want  
[15] this project. We're not going to have  
[16] this project. The rules seem to have  
[17] changed right in the middle of the game.  
[18] At one point, we were told that if the  
[19] community didn't want it, we wouldn't have  
[20] it. If the community stood fast against  
[21] it, it would not happen. That's not what  
[22] you're saying now. There has been a real  
[23] change in this, and it's unfair. It makes  
[24] us mistrust you and it just intensifies  
[25] the fact that we do not want this project.

[1] A good example of this is  
[2] this process itself. As Mark Cooper and  
[3] some others have mentioned, the dates were  
[4] shifted on this. There was not good  
[5] notification. It's scheduled for the day  
[6] after Superbowl. A lot of people, most of  
[7] the people down here work in service  
[8] industries. They've just come off of a  
[9] week of double shifts. People cannot come  
[10] out and stay until 10:00 o'clock at some  
[11] meeting. The times were terrible for  
[12] this.

[13] You said that the people,  
[14] the working groups were part of this  
[15] process as shown in your video. That's  
[16] not true. Yes, we met. We met a lot.  
[17] But that does not mean that we condone  
[18] what the result is, absolutely not.

[19] There are also some other  
[20] issues. The projects that are correlated  
[21] with this appear to be just pie in the  
[22] sky. You talk about the Florida bridge  
[23] being completed before it's even started.  
[24] The lady from the Transportation  
[25] Department just said that there's no money

[1] for the Florida bridge. It's just, it's  
[2] talk. All it is is talk. There are no  
[3] real, concrete plans. The transportation  
[4] studies are incomplete. The studies on  
[5] the toxicity that you will expose when you  
[6] do the digging, those things are not well  
[7] documented. The people who are working  
[8] with us can't make heads or tails of it in  
[9] some senses. It's not real. Your costs  
[10] and benefits are all mixed up. You're  
[11] saying that what our benefits - rather,  
[12] you are saying that what is good is bad.  
[13] You're saying that the benefits are the  
[14] costs, that the costs are the benefits.  
[15] It's all mixed up. Apparently you're  
[16] intentionally trying to confuse people  
[17] down here.

[18] As far as the mitigation  
[19] plan itself, outrageous. Looking at that  
[20] budget, you've got 1.5 million going back  
[21] to the RTA. You've got three million for  
[22] debris removal. These are project costs,  
[23] payments to institutions. That's not  
[24] mitigation for us.

[25] The damage that you'll do

[1] with the plans are not calculateable. The  
[2] levee, that's something that we all enjoy.  
[3] That would be gone. That would be gone.  
[4] A sea wall on top of the levee? Even  
[5] looking at what you had in that video, it  
[6] was ugly. And a real good example of that  
[7] is what's happened on top of the St.  
[8] Claude bridge right now. There's a fence  
[9] up there, it looks like Auschwitz. It's  
[10] terrible. It's dangerous. It's terrible.

[11] It was done without input from the  
[12] community. There was no good reason for  
[13] it except your own liability. You didn't  
[14] think about us at all.

[15] The noise abatement that  
[16] you talk about in the mitigation plan  
[17] seems like it's not enough. Maybe it will  
[18] work. Maybe not. But it seems like it's  
[19] more pie in the sky. The deep-draft  
[20] shipping, that's outrageous, too.  
[21] Remember the Riverwalk. Remember the  
[22] Riverwalk. What would happen if a big  
[23] ship like that hit our levee? What would  
[24] happen?

[25] You were right about one

[1] thing the other night, Colonel, the  
[2] approval or disapproval for this project  
[3] is now in the hands of Washington, our  
[4] congresspeople, all of our elected  
[5] officials. We need to call them. We need  
[6] to write them. We need to go there. But  
[7] we can't let this happen.

[8] COLONEL CONNER:

[9] Thank you, ma'am.

[10] MR. DICHARRY:

[11] Edward Starks. Edward  
[12] Starks.

[13] (No response.)

[14] Joseph Cannaliato?

[15] (No response.)

[16] Al Hanzo.

[17] MR. HANZO:

[18] I've been a lifetime  
[19] resident of the Holy Cross area right here  
[20] in the neighborhood and I want to talk  
[21] about "Mr. Go." From the very first time  
[22] I heard the Mississippi River Gulf Outlet  
[23] was going to be dredged, I felt and still  
[24] feel the whole project was one of the  
[25] biggest mistakes the Corps of Engineers

January 27, 1997

Page 141

[1] and the federal government brought upon  
[2] all the residents of this area. We were  
[3] told by the federal authorities that the  
[4] Mississippi River Gulf Outlet was a very  
[5] much-needed project. It was supposed to  
[6] open up new wharfage and business spaces  
[7] along the outlet. But in the span of over  
[8] 30 years, hardly any of this has become a  
[9] reality. The "Mr. Go" project has brought  
[10] a great deal of fear in the minds and  
[11] hearts of most of the residents of the  
[12] Lower Ninth Ward.

[13] Best example was  
[14] Hurricane Betsy in September of 1965. The  
[15] water came straight up the Mississippi  
[16] River Gulf Outlet from the Gulf into the  
[17] Industrial Canal where we were told the  
[18] levee broke near the Claiborne bridge. We  
[19] had about 11 feet of water at Florida  
[20] Avenue to about one foot of water on  
[21] Dauphine Street. It extended from the  
[22] Industrial Canal well into St. Bernard  
[23] Parish.

[24] The point that I am  
[25] trying to get across is, I feel the

Page 142

[1] federal government should have had enough  
[2] foresight and knowledge to be able to see  
[3] what dangers this waterway has brought  
[4] upon all the people of the Lower Ninth  
[5] Ward, also, the tremendous erosion  
[6] problems that were caused by the outlet  
[7] from the Gulf to the Intracoastal  
[8] Waterway, literally eating up miles and  
[9] miles of our marshland.

[10] If and when this bridge  
[11] and lock project would become a reality, I  
[12] hope you will give the residents of this  
[13] area a lot more consideration than you did  
[14] with the Mississippi River Gulf Outlet. I  
[15] am against the new bridges at St. Claude  
[16] and Claiborne. I have lived in the  
[17] neighborhood, in the Holy Cross  
[18] neighborhood, all of my 68 years and can  
[19] look back at all the many good times and  
[20] friends that were made. I always hoped I  
[21] could spend the balance of my life in this  
[22] good old neighborhood. I'm certainly not  
[23] ready to give up nine or ten years of the  
[24] inconveniences that this bridge and lock  
[25] project will bring.

Page 143

[1] I have one question.  
[2] Does the Corps of Engineers have any plans  
[3] in the near future to correct or lessen  
[4] the big erosion problems that exist along  
[5] the Mississippi River Gulf Outlet? If so,  
[6] what are they? Thank you.

[7] COLONEL CONNER:

[8] Thank you, sir.  
[9] MR. DICHARRY:  
[10] James Guilbeau. James  
[11] Guilbeau.

[12] (No response.)  
[13] Doug Svenson.

[14] MR. SVENSON:

[15] Thank you, Colonel  
[16] Conner. I appreciate the opportunity to  
[17] be here. My name is Doug Svenson. I  
[18] represent the Gulf Intracoastal Canal  
[19] Association. The Gulf Intracoastal  
[20] Waterway is a major Gulf of Mexico  
[21] tributary that travels from the state of  
[22] Texas at the Mexican-U.S. border all along  
[23] the five Gulf Coast states to near St.  
[24] Marks, Florida, where the state of Florida  
[25] begins its bend to the south. Our

Page 144

[1] association comprises roughly 250  
[2] companies and thousands of employees who  
[3] use and depend on the Industrial Lock on  
[4] the Gulf Intracoastal Waterway on the  
[5] Mississippi River and all of the  
[6] connecting tributaries.

[7] One of the truly  
[8] remarkable things I believe that a project  
[9] such as the Industrial Lock and any lock  
[10] in fact on our river system where there's  
[11] the Ohio River or the Mississippi River is  
[12] the fact that the Congress requires by law  
[13] the Corps of Engineers do a calculation of  
[14] the cost and the benefits of each of those  
[15] projects, waterways as well as locks, and  
[16] conclude that there is a favorable  
[17] benefit-to-cost ratio before any federal  
[18] money is spent. Now, the federal  
[19] government year in and year out spends  
[20] roughly 1.6 trillion dollars every 12  
[21] months. Next year it will be 1.7  
[22] trillion. The year after that it will be  
[23] close to 1.8 trillion. And so far, the  
[24] only program in the entire federal  
[25] government is yours which is required by

[1] federal law to come up with a positive  
[2] benefit-cost ratio which means that it  
[3] benefits all of the communities, local,  
[4] state and regional, more than it costs.  
[5] Some projects have benefit-cost ratios of  
[6] a favorable nature of four or five or six  
[7] to one. Other projects range from eight,  
[8] nine, ten to one. There is one particular  
[9] project in Vermilion Parish that the New  
[10] Orleans District is working on with our  
[11] industry right now which has a favorable  
[12] benefit-cost ratio of 25 to 37 to one.  
[13] Now, that's a good expenditure of federal  
[14] money.

[15] In the economic analysis  
[16] that your district has done of the  
[17] replacement of this lock, there are four  
[18] principal commodities that I have noticed  
[19] that are important to the Gulf South  
[20] region of the United States. One is coal.  
[21] Another is crude oil. Another is refined  
[22] crude oil or refined petroleum products,  
[23] motor gasoline, jet fuel, diesel, naphtha,  
[24] et cetera, and the fourth is chemicals,  
[25] industrial chemicals. Those four

[1] commodities transit the Industrial Lock.  
[2] They come from upriver. They come from  
[3] east, Mobile. They come from west. But  
[4] they are all key ingredients in the  
[5] generation of electricity, in the  
[6] production of motor gasoline and jet fuel,  
[7] and in the production of industrial  
[8] chemicals that are used probably to make  
[9] things such as that screen, that  
[10] basketball backboard, any number of  
[11] plastic products that are in this room  
[12] that make our life much more convenient  
[13] and provide us that convenience at very  
[14] cheap cost. That's the benefits to the  
[15] economy.

[16] We're going to supplement  
[17] or at least I'm going to supplement this  
[18] statement for the record by your date of  
[19] the 24th, but I just wanted to make those  
[20] points about the overall value and benefit  
[21] of the waterway.

[22] And incidentally, to  
[23] point out that there is a real risk right  
[24] now in terms of delays to transportation,  
[25] higher cost to consumers, and safety

[1] factors in the condition in which we find  
[2] the Industrial Lock today. It's broken.  
[3] I had an old car one time. It kept  
[4] starting every morning. My wife told me I  
[5] needed to get a new one and I said no, I  
[6] don't. It still goes ten blocks. Well, a  
[7] light failed on it, and then the generator  
[8] went out and then another belt broke. And  
[9] I kept getting it fixed and finally I  
[10] decided it wasn't worth fixing. You just  
[11] have to build a new one. And that's what  
[12] has to be done with this facility.

[13] The last thing I want to  
[14] say is this: I've been sitting here for  
[15] three hours. I've learned a good lesson.  
[16] It is real excruciatingly difficult to  
[17] come into somebody else's neighborhood and  
[18] tell them how things ought to be. I live  
[19] in Lafayette right now. That's where the  
[20] offices of GICA are located, although in  
[21] about two or three months I'm moving to  
[22] New Orleans where I, too, can be favorably  
[23] disadvantaged by your project but I'll  
[24] still support it.

[25] In Lafayette, the way

[1] that that community has developed - I  
[2] just want to cite this as an example that  
[3] I can understand the feelings that these  
[4] people have - half of the city is on the  
[5] east side of the Vermilion River. The  
[6] other half of Lafayette is on the west  
[7] side. And there aren't enough bridges.  
[8] There's a bridge way over to the west and  
[9] a bridge way over to the east. So you  
[10] find traffic making big oval loops to get  
[11] around from one part of the city to the  
[12] next because there's no bridge here in the  
[13] middle where it needs to be. There's a  
[14] beautiful street called Camellia Avenue  
[15] that runs from one of the main  
[16] thoroughfares towards the Vermilion River.  
[17] It has beautiful homes on it, big live oak  
[18] trees, and Camellia is proposed to be  
[19] essentially condemned and widened so that  
[20] a new bridge can be built across the  
[21] Vermilion River. The residents don't like  
[22] it in that neighborhood one single bit,  
[23] but the bridge is going to be built  
[24] because there is a recognition of a  
[25] greater need of the city and the community

January 27, 1997

Page 149

[1] in general. Thank you.

[2] **COLONEL CONNER:**

[3] Thank you, sir.

[4] **MR. DICHARRY:**

[5] Henry Ponstein.

[6] **MR. PONSTEIN:**

[7] Thank you. The Florida

[8] Avenue bridge and corridor at the Paris  
[9] Road has been talked about since the WPA  
[10] days; still not there. The St. Claude  
[11] tunnel used to be the campaign promises  
[12] from a governor nearly 50 years ago. They  
[13] finally gave up having it as a campaign  
[14] promise. Now, the Mississippi River Gulf  
[15] Outlet I think was a big mistake. And I  
[16] have to give credit to the Colonel at that  
[17] time of the Corps of Engineers, talking to  
[18] him after that hearing we had down in St.  
[19] Bernard, he said, "That was the worst  
[20] location because they will never be able  
[21] to keep it deep enough because it will  
[22] keep caving in from Paris Road down to  
[23] past Violet." And he was correct about  
[24] it. That was before it was dug. And I  
[25] said, "Well, why are they doing it?" I

Page 150

[1] said, "To give more wharfage to the Dock  
[2] Board in New Orleans?" He said, "That's  
[3] politics." That was after the meeting.  
[4] He couldn't say it during the meeting.  
[5] I'm sure you can't say it either.  
[6] Now, what you say about  
[7] breakwater, like with all the trees before  
[8] the Mississippi River Gulf Outlet in  
[9] Betsy? Most of the trees was killed by  
[10] the saltwater, and that's why that water  
[11] rushed in and we got flooded in the Ninth  
[12] Ward and St. Bernard. And now it has  
[13] become even worse and New Orleans is  
[14] worried about getting flooded because now  
[15] they won't even put a Red Cross shelter in  
[16] New Orleans. They said they wouldn't be  
[17] protected if a real hurricane came and hit  
[18] the right way because there's nothing to  
[19] stop the water from coming in. So the  
[20] outlet is a joke, a failure.

[21] Now, the Intracoastal  
[22] waterways, which is the Industrial Canal,  
[23] that's for barge traffic and it's in the  
[24] center of where the Algiers locks and the  
[25] Harvey locks are. Now, those on the

Page 151

[1] Westbank, those two canals has tunnels  
[2] underneath. Why can't we put a tunnel  
[3] under the St. Claude Avenue bridge? They  
[4] talked about it for years. You put it on  
[5] the Westbank on the two Intracoastal  
[6] waterways. They even made a tunnel from  
[7] England to France. You certainly could  
[8] make this tunnel with the neutral ground;  
[9] wouldn't disturb anything for traffic  
[10] around the area here. And you can put the  
[11] new locks, if you look at your plans, you  
[12] have room to put it right next to the old  
[13] locks. You have a tunnel there. Put the  
[14] new locks right next to it, and you can  
[15] move the barge traffic between in both  
[16] locks and you wouldn't have to disturb the  
[17] other bridges, you wouldn't have to  
[18] disturb the neighborhoods. And it's meant  
[19] for the Intracoastal Waterways, not for  
[20] ships. And if you use it for the barge  
[21] traffic and put that new locks next to the  
[22] present locks, if you look on your plan,  
[23] you wouldn't have to move houses. You  
[24] wouldn't even have to change the Claiborne  
[25] bridge. But you do need a high-level

Page 152

[1] bridge at Florida, and it would be a lot  
[2] less costly, lot less inconvenient to the  
[3] people in the neighborhood. It would help  
[4] out all kind of ways and keep it just for  
[5] barge traffic which is needed as part of  
[6] the Intracoastal Waterways. And you look  
[7] at your plan. You could put it next to  
[8] the present locks and wouldn't have to  
[9] disturb any homes or anything and it  
[10] wouldn't cost the taxpayers much money.  
[11] Thank you.

[12] **COLONEL CONNER:**

[13] Thank you, sir.

[14] **MR. DICHARRY:**

[15] Georgianna Gray.

[16] **UNIDENTIFIED SPEAKER:**

[17] My name isn't Georgia  
[18] Gray. I'm Georgia (inaudible - away from  
[19] microphone). And I'd just like to say one  
[20] thing. We've been promised on a national  
[21] level that there would be no more  
[22] destruction of our wetlands. We were  
[23] going to save the wetlands. The president  
[24] has said so. Everybody has said so. But  
[25] yet we launch these irresponsible plans,

[1] plans where we don't know the  
[2] repercussions. We know what happened in  
[3] St. Bernard Parish and the damage that has  
[4] been done. All this petroleum this  
[5] gentleman is talking about transporting  
[6] and all the great things it's going to  
[7] make, like this video, I mean this screen,  
[8] will it make a cypress tree? In  
[9] Louisiana, we have more wetlands, we have  
[10] more wildlife, we used to at least, but  
[11] now everything is getting destroyed.  
[12] Who's going to look out for us? Who's  
[13] going to look out for the wildlife? You  
[14] know, everybody likes to go duck hunting  
[15] up in Minnesota or wherever, but those  
[16] birds have to migrate down here somewhere,  
[17] and if they don't have their habitat, if  
[18] that is all destroyed, then, you know,  
[19] we're losing a great part of nature, not  
[20] just neighborhoods, not to mention the  
[21] fact that we have a great historic  
[22] neighborhood here. The city of New  
[23] Orleans is a small place but it has a  
[24] great history, and we are going to destroy  
[25] this -- The Battle of New Orleans was

[1] Williams. I live at 6116 North Roman  
[2] Street and I've lived in the Lower Ninth  
[3] Ward except for, well, since 1957 or  
[4] thereabouts except for two years and I  
[5] moved back, we moved back here in about  
[6] 1991, I believe. At any rate, I had some  
[7] concerns that I wanted to register  
[8] tonight.

[9] One is regarding the  
[10] bridge. Several of the people from St.  
[11] Bernard mentioned about the bridge that  
[12] would come through there that would put an  
[13] exit in the Lower Ninth Ward but not an  
[14] entrance. As I've told you before, when  
[15] I've attended some of your meetings, this  
[16] is one of my biggest concerns. I was here  
[17] in 1965 during the hurricane. We did have  
[18] to walk out in waist-high water.

[19] One of my biggest  
[20] concerns is safety, the fact that if we  
[21] are going to look at any type plan at all,  
[22] that it must include something where we  
[23] have a high-rise through here that  
[24] provides an entrance and an exit for the  
[25] Lower Ninth Ward, not just an exit. I do

[1] fought right in between, right there on  
[2] the river. Now, let's find another place  
[3] for this. You know, let's quit picking on  
[4] Louisiana. Just find another way. But  
[5] stop destroying the nature. Stop  
[6] destroying the environment. Thank you.

[7] COLONEL CONNER:

[8] Thank you, ma'am. Excuse  
[9] me, ma'am, could you tell us your last  
[10] name again so we could put it in the  
[11] record? Could you spell that?

[12] (Answer inaudible - speaker  
[13] away from microphone.)

[14] COLONEL CONNER:

[15] Thank you.

[16] MR. DICHARRY:

[17] Edith Leibe?

[18] (No response.)

[19] D. L. Bell?

[20] (No response.)

[21] Philip Daley?

[22] (No response.)

[23] Marietta Williams?

[24] MS. WILLIAMS.

[25] My name is Marietta

[1] feel that we are deserving of this. We  
[2] leave, although when you hear the radio  
[3] announcement, it will say like St. Bernard  
[4] or something like that, but we all, many  
[5] of us work in this area, too, and we have  
[6] to get out to get to work and get our  
[7] children to school. So I think this is  
[8] one of the things that we have to look at.

[9] The other thing, just as  
[10] an aside, I wish you'd let all the  
[11] residents speak before you let the  
[12] politicians speak, too. I thought it  
[13] would have been better.

[14] The other thing, I feel  
[15] that that bridge entrance and exit has  
[16] everything, and I know we continue to hear  
[17] people say it that it has nothing to do  
[18] with that, but I feel it has everything to  
[19] do with it when you're dealing with  
[20] safety, whichever part of this Lower Ninth  
[21] Ward you live in.

[22] The other thing is that I  
[23] do think we have to look at the economics  
[24] that are there. Unfortunately, if you  
[25] come down St. Claude, I live on the other

[1] side of Claiborne Avenue, it seems like  
[2] the only business over there, or I  
[3] shouldn't say business, I don't use it,  
[4] but the only industry or whatever, I  
[5] should say, looks like a lot with drug  
[6] treatment programs or something like that.  
[7] To me, these are dead-end things. They're  
[8] questionable.

[9] And I think we have to  
[10] address the economic issues that are here.  
[11] I think it's a very serious issue that we  
[12] have to look at in terms of getting maybe  
[13] a school down here for training people for  
[14] things, so in that particular way, I do  
[15] think that we have to look at this program  
[16] in terms of what it can do economically.

[17] Environmentally, I do  
[18] think that there are a lot of things that  
[19] do have to be addressed because we have to  
[20] be able to live in conjunction with our  
[21] environment.

[22] The other thing, and  
[23] because you mentioned about the dredging,  
[24] I did have a question about that and I did  
[25] wonder about, when you dredge the river or

[1] whatever it is that you would do there,  
[2] when those snows start to melt in other  
[3] places, would it mean that we would be  
[4] like a cup sitting in the bottom of a, you  
[5] know, a saucer or a cup sitting at the  
[6] bottom, just sitting at the bottom? I  
[7] would like to know that to wonder whether  
[8] if you dredge, would those waters go  
[9] underneath the houses that are by the  
[10] levee? What kind of protections would be  
[11] provided for that?

[12] One other thing that you  
[13] mentioned was 33 million dollars for  
[14] mitigation which I really don't think is  
[15] anywhere near what would be needed, but  
[16] your initial thing said Holy  
[17] Cross/Bywater/Lower 9, I may have it  
[18] wrong, I think I may have left out one  
[19] part, but then it said 8.5 million or 8.4  
[20] million towards St. Bernard. So it  
[21] doesn't even leave 33 million that you're  
[22] talking about. You're talking about one  
[23] third of 33 million dollars, which is even  
[24] less. And those are my comments. Thank  
[25] you.

[1] COLONEL CONNER:  
[2] Thank you, ma'am.

[3] MR. DICHARRY:  
[4] Stacy Rockwood.  
[5] (No response.)  
[6] Elaine Jackson.  
[7] (No response.)  
[8] Geneva Morris.

[9] MS. MORRIS:  
[10] My name is Geneva Morris.  
[11] I've been in the Ninth Ward since 1961.  
[12] First of all, I'm on St. Claude Street  
[13] right near the bridge, and these pamphlets  
[14] I got here tonight from someone, nobody  
[15] received this. This was, they put all of  
[16] the pamphlets at St. Maurice Villa where  
[17] all the old people there are. Nobody that  
[18] really needed to get this got it. So I'm  
[19] not prepared tonight with any written  
[20] statement or anything like that because if  
[21] it wasn't for Father Hall, I wouldn't even  
[22] know this meeting was going on here  
[23] tonight. And then I wouldn't have known  
[24] you all had this little meeting with some  
[25] of the people in the neighborhood. And I

[1] think that I should have known about the  
[2] private meeting because I have property on  
[3] St. Claude between Forstall and Lizardi  
[4] and that's right in the midst of  
[5] everything that you're going to be doing.  
[6] And, you know, you just don't put any  
[7] information out where it should be. So I  
[8] don't know who you expect to be at the  
[9] meetings, you know. I see you had all  
[10] these other folk here that does not even  
[11] live in the area, and they're only  
[12] concerned about their welfare. And then  
[13] we comes after everybody gone to say what  
[14] we - to give our concern about our  
[15] neighborhood and here we live here. We're  
[16] going to be greatly affected.

[17] You were talking about  
[18] the jobs and, you know, that the people in  
[19] the neighborhood would have jobs. They  
[20] won't be there to do the work. Where  
[21] would you place them? They won't even be  
[22] in the neighborhood, you know, because  
[23] you're going to - they're going to have  
[24] to move out before they would even be  
[25] there to get a job. And what I'm

(1) concerned about is all of the people in  
(2) the area, and especially the people that  
(3) have their livelihoods there. I put all  
(4) my money in the Lower Ninth Ward on St.  
(5) Claude Avenue. I have four businesses on  
(6) St. Claude Avenue in the same area. And I  
(7) have grandchildren. I have a grandson  
(8) that's a barber that's come into the  
(9) beauty salon with me. I have my other  
(10) grandson who opened the business next door  
(11) there. We're opening another little  
(12) business on the other side. You're trying  
(13) to do things, at least you can employ  
(14) people and train people to be employed but  
(15) then you can't - There are monies that we  
(16) need to even just repair some of the  
(17) things that you have. You're not going to  
(18) get a bank to give you any monies to put  
(19) in the Lower Ninth Ward or anybody to give  
(20) you any money or to loan you any money to  
(21) even repair your places because they know  
(22) that you all keep threatening us and  
(23) you're holding I'd say a hammer over our  
(24) heads that any minute you'll just lower  
(25) the boom.

(1) So then I don't know what  
(2) you expect for people to do. Poor people,  
(3) the Lower Ninth Ward is already, just is  
(4) barricaded off like a prison. And we  
(5) don't have much activities down there  
(6) anyway and people go down there. When  
(7) Betsy came, a lot of people left the  
(8) neighborhood, and it's been going down  
(9) ever since. I was in Betsy. I'm not that  
(10) tall but I'm 5'2" and I had to be carried  
(11) out because the water was over my head.  
(12) And I had my children. And I think it's  
(13) not fair for you to come in a neighborhood  
(14) and say, well, we're going to just come  
(15) here and this is where - I mean, you had  
(16) St. Bernard. You could have put it down  
(17) there. And I understand that you said,  
(18) you know, like this lady doesn't want the  
(19) wetlands and all of that disturbed, the  
(20) fisheries and the crabs and everything  
(21) else. So I don't know what we're  
(22) considered as in the neighborhood. You  
(23) know, so you say, well, no, I won't do St.  
(24) Bernard. I'll come and do the Lower Ninth  
(25) Ward.

(1) And I'm not talking about  
(2) race. It's predominantly black and poor,  
(3) old people, and young folk are moving out  
(4) of the area because they know what you  
(5) plan to do.  
(6) So you're just killing  
(7) everything. I think that you could go in  
(8) the wetlands and I think you could do what  
(9) you need to do down in that area. I would  
(10) like to see you go someplace else. And  
(11) then what you're doing now is saying  
(12) you're going to put a bridge back on  
(13) Florida Avenue, and it seem like you  
(14) really going to put the bridge - That  
(15) would be fine because it's not, you know,  
(16) use just that space back there but you're  
(17) still going to have some problems with the  
(18) people that live on Florida Avenue, unless  
(19) you're going to go further over, and over,  
(20) and then you're going to come down in St.  
(21) Bernard Parish. Then you're going to  
(22) impact Tupelo Street. Then all the  
(23) traffic going to come down Tupelo Street  
(24) where I live. Then you're going to come  
(25) to St. Claude Street where I have my

(1) business and you're going to run me away  
(2) from there.  
(3) I don't think you want me  
(4) down here, you know. And I feel really  
(5) bad about that. And I have - my  
(6) grandchildren are coming along and saying,  
(7) well, maybe my grandmother, because my  
(8) husband died 19 months ago, so it leaves  
(9) me there fighting you all by myself.  
(10) I hate even to talk to anybody about it  
(11) because I say, well, I'm a big girl. I  
(12) can handle whatever has to be done. But  
(13) look like you all are kind of bigger than  
(14) us with the money and all, you know, and  
(15) being able to come and just push us out.  
(16) Now, one thing you didn't  
(17) say on there is, I remember years ago when  
(18) we had Mayor Morial in office, you talked  
(19) about the widening of the Industrial Canal  
(20) and the bridge. You said that the bridge  
(21) would come and it would come down at  
(22) Caffin Avenue. If it comes down at Caffin  
(23) Avenue, well, I'm going to be under the  
(24) bridge. And then they talked then about  
(25) not giving you anything because they won't

January 27, 1997

Page 165

[1] touch your property so you'll just be  
[2] right down by the bridge trying to run a  
[3] business. And you weren't supposed to  
[4] give us anything for it because we  
[5] wouldn't be affected. We're going to be  
[6] affected in any way you go.

[7] The two years? What are  
[8] we going to do while you're constructing  
[9] - just the two years. If it was six  
[10] months, do you know, I wouldn't have any  
[11] monies to live off of? And then it's  
[12] awful. And I think that you all could do  
[13] better than that and I wish you would do  
[14] better than that. And when you have a  
[15] meeting, let people know, I'm at 5119 St.  
[16] Claude Street all day and half the night.  
[17] In the beauty salon and in the area,  
[18] nothing like this came. St. Maurice Villa  
[19] is way over on St. Maurice, way out of -  
[20] well, not out of the way but away from  
[21] where you're going to be coming down.

[22] Had I known that I could  
[23] have prepared myself to come and speak  
[24] intelligently and say, you know, and  
[25] prepare myself, but I'm not prepared but

Page 166

[1] I'm just telling you what I have on my  
[2] mind on the top of my head.  
[3] And then, I was looking  
[4] at, wondering what was your plans for, you  
[5] know, like we're right there at the  
[6] Industrial Canal. When you start, if you  
[7] ever get to that point, and you're going  
[8] to be building the bridge, what kind of  
[9] monies - Are you going to move us  
[10] someplace else, pay cash for the building  
[11] that we're going to go in, give us a lot  
[12] of money to hold us until we build another  
[13] business and then pay us for our  
[14] aggravation? The money you're talking  
[15] about is not enough just for me and  
[16] because, you know, I worked hard. I  
[17] worked hard. I worked scraping windows,  
[18] cleaning toilets, selling real estate,  
[19] going to college, trying to get an  
[20] education, trying to send my children to  
[21] school. I did all of that, and then I put  
[22] my money on St. Claude Street and then you  
[23] come and tell me that I can't stay there.  
[24] I don't think that's fair.

[25] COLONEL CONNER:

Page 167

[1] Thank you, ma'am.

[2] MR. DICHARRY:

[3] Steven Reimer?

[4] MR. REIMER:

[5] Hello. My name is Steven  
[6] Reimer. My wife and I live at 3420  
[7] Burgundy in the Bywater District. My wife  
[8] and I are fairly active in the Bywater  
[9] Neighborhood Association.

[10] Instead of making general  
[11] comments about your project, I'd like to  
[12] address myself to what I regard as a very  
[13] specific flaw in the environmental  
[14] analysis and ask that it be addressed in  
[15] any supplement that may be forthcoming. I  
[16] also confine myself to the area west of  
[17] the Industrial Canal simply because I do  
[18] not know the Holy Cross area, the area  
[19] that's east, but I believe that the  
[20] effects are much the same.

[21] Your project clearly  
[22] acknowledges that you're going to have  
[23] severe impacts on the St. Claude corridor,  
[24] and in attempting to mitigate those  
[25] damages, you intend to perform some street

Page 168

[1] work, some repaving of St. Claude and also  
[2] I believe some repaving of Franklin  
[3] Avenue. While I'm in favor of that  
[4] mitigation, I believe that the underlying  
[5] assumption to that is not correct, and  
[6] that is that the primary flow of traffic  
[7] is right up and down St. Claude. If you  
[8] become familiar with the neighborhood west  
[9] of the Industrial Canal, you'll find that  
[10] there are very few stop signs on streets  
[11] parallel to the river, parallel is it to  
[12] St. Claude. As a result, there's major  
[13] secondary traffic flowing from, is it  
[14] Poland Street, is it to Franklin along  
[15] most of the streets that are parallel to  
[16] the river. As such, any disruption that  
[17] you may have along the St. Claude corridor  
[18] is also going to go ahead and have various  
[19] impacts on the associated neighborhoods.  
[20] And as a result, some good, some bad, but  
[21] at the very least a more thorough traffic  
[22] analysis I believe needs to be made in  
[23] those particular areas.

[24] There are some mitigation  
[25] steps, some of which are fairly

[1] inexpensive. For example, reversing some  
[2] of the stop signs to go ahead and have  
[3] traffic Ts out into St. Claude as opposed  
[4] to allowing for thoroughfare traffic  
[5] between the CBD and the Bywater  
[6] neighborhood, for example, could be done.  
[7] But I believe that because of the fact  
[8] that your project will impact St. Claude  
[9] to a greater extent, clearly there's going  
[10] to be damage, is it to the neighborhoods,  
[11] is it west of the Industrial Canal based  
[12] upon traffic effects, and I would like to  
[13] say as an additional is that street work  
[14] be done in terms of analysis, perhaps some  
[15] signage and hopefully some additional  
[16] resurfacing. Thank you.

[17] COLONEL CONNER:

[18] Thank you, sir.

[19] MR. DICHARRY:

[20] Cynthia Sumner.

[21] MS. SUMNER:

[22] I had hoped not to have  
[23] to speak here tonight. It's not something  
[24] I'm entirely comfortable with. But seeing  
[25] as so many people have had to leave, I

[1] going to impact? It's quality of life.  
[2] It's not just about money. There's no way  
[3] that you can replace that. There's no way  
[4] that you can compensate for what you're  
[5] about to take away.  
[6] And, I don't know, I'm  
[7] just curious right now with you all who  
[8] are left, because I'm thinking time's  
[9] running out tonight. Everybody's tired.  
[10] We all want to go home. I would like to  
[11] hear a round of applause for those people  
[12] who are opposed because I think you need  
[13] to hear who's left, who's stuck it out to  
[14] show you that they don't want this here.  
[15] Could I hear that from you all?

[16] (Applause.)

[17] COLONEL CONNER:

[18] Thank you, ma'am.

[19] MR. DICHARRY:

[20] Celestine Walker.

[21] (No response.)

[22] Kenneth Robinson.

[23] (No response.)

[24] Kathy Randells.

[25] (No response.)

[1] feel that I have to come up here and say  
[2] something. I moved to Holy Cross because  
[3] it is unlike any other place that I know  
[4] of in New Orleans. It is a little piece  
[5] of country out here. I look out my window  
[6] and I see green grass. You're going to  
[7] take that away. Not only do I see green  
[8] grass, I see kids playing on it. In an  
[9] urban environment like this, like we have  
[10] in New Orleans, that is rare for those  
[11] children to have that. Would you want  
[12] your kids to be robbed of that? Would you  
[13] want your children to be breathing the  
[14] kind of dust and be exposed to the sorts  
[15] of toxic things that are going to be  
[16] floating around in the air when this kind  
[17] of construction is going on? Do you have  
[18] children? Does anybody up there have  
[19] children? Okay. Would you want  
[20] supertankers and would you want barges  
[21] with toxic materials going through your  
[22] neighborhood where they could possibly be  
[23] exposed to those kinds of things? Would  
[24] you want that to happen to you? Think  
[25] about the people who live here. Who is it

[1] Charles Jones.

[2] (No response.)

[3] Mark Brink.

[4] MR. BRINK:

[5] I'm Mark Brink. I

[6] represent Mark's Muffler Shop right up the  
[7] street.

[8] This project will have a  
[9] direct economic slowdown to my business.  
[10] Three-quarters of my business is across  
[11] the bridge and in other parishes.  
[12] Difficult access to my business will  
[13] substantially hurt sales. In the past,  
[14] when the Claiborne bridge was broken, my  
[15] sales were cut more than half. I have a

[16] 14-year established location. This  
[17] project would interrupt my business  
[18] terribly. I'm afraid my business, Miss  
[19] Moore's business, Holy Cross, we'd have to  
[20] get up and leave or go out of business. I  
[21] just wanted to state. Thank you.

[22] COLONEL CONNER:

[23] Thank you.

[24] MR. DICHARRY:

[25] James Williams.

January 27, 1997

Page 173

[1] (No response.)

[2] Calvin Aguilard.

[3] (No response.)

[4] Danny Lewis.

[5] MR. LEWIS:

[6] Gentlemen, at this point,  
[7] it's kind of like winning a lottery when  
[8] your name comes up. I am a real estate  
[9] agent. I have only one question. That  
[10] question is, what will the effects be of  
[11] 11 years of work on the canal on real  
[12] estate values in the areas near the canal?  
[13] A friend of mine who lives very close here  
[14] called me and said, "Danny, I've got a  
[15] copy of the draft report. I'd like for  
[16] you to look it over. It's the real estate  
[17] supplement." And I suppose he called me  
[18] because I was a real estate agent, not  
[19] because I like to read technical reports.  
[20] But in any case, many of you may have seen  
[21] this, New Lock and Connecting Channel  
[22] Draft Elevation Report, Real Estate  
[23] Supplement. So what my friend asked me to  
[24] do was look over this and dredge through  
[25] the figures and see exactly what the Corps

Page 175

[1] estate in New Orleans. Things are not  
[2] booming but we all know oil's pretty good,  
[3] the port's pretty good. You can't even go  
[4] downtown because of visitors. It's a  
[5] fairly good time. The average home owner  
[6] or business owner can expect a reasonable  
[7] appreciation on his or her property in  
[8] this town.

[9] Now, you know, what's  
[10] reasonable, two percent, three percent,  
[11] five percent a year. That depends on who  
[12] you ask. Nobody's got a crystal ball on  
[13] this. But the average home owner can  
[14] expect an increase in the value of their  
[15] property. Well, I think in this case,  
[16] with this particular work on the horizon  
[17] around the canal, that the average home  
[18] owner in Holy Cross and Bywater and St.  
[19] Claude and Plaquemine and St. Bernard can  
[20] expect a serious report on what the effect  
[21] on real estate values will be. And they  
[22] don't have that. Thanks.

[23] COLONEL CONNER:

[24] Thank you, sir.

[25] MR. DICHARRY:

Page 174

[1] said the effect on real estate values  
[2] would be of these proposed 11 years of  
[3] work.

[4] Well, okay. I got myself  
[5] comfortable and I read this from cover to  
[6] cover, and there is one thing on Page 15.  
[7] It's the first paragraph. It says, "There  
[8] are no problems anticipated with the land  
[9] owners." "There are no problems  
[10] anticipated with the land owners."

[11] Now, it's possible I got  
[12] the wrong report. This is a real estate  
[13] supplement. Maybe there's another one,  
[14] and if there is, naturally I'd like to see  
[15] that. And I'm confident the Corps would  
[16] make this report available to any of you  
[17] that want it. But, you know, if you just  
[18] take Holy Cross here, you've got about  
[19] 2500 homes in Holy Cross. About 2,000 of  
[20] them are occupied; the other 500 are  
[21] vacant. Their property is worth millions  
[22] of dollars.

[23] Now, I'm not telling you  
[24] anything you don't know when I tell you  
[25] that it's a fairly good time for real

Page 176

[1] Nilima Mwendo.

[2] MS. MWENDO:

[3] Good evening. I'm Nilima  
[4] Mwendo of the Lower Ninth Ward-Holy Cross  
[5] area. The maritime industry, the United  
[6] States government and particularly the  
[7] Corps of Engineers and the Port of New  
[8] Orleans are all going to benefit  
[9] tremendously from this project. It's  
[10] estimated that it would generate billions  
[11] of dollars in increased revenue over a  
[12] period of time. The people of the four  
[13] communities affected by this project  
[14] should also benefit. This is an  
[15] opportunity for a win-win situation, yet  
[16] the government is offering crumbs in  
[17] return for major disruption, upheaval and  
[18] inconvenience to the people, to the  
[19] families in these communities for at least  
[20] 10 to 15 years. There will be various  
[21] negative effects, physically,  
[22] economically, socially and  
[23] psychologically, as a result of this  
[24] project.

[25] What is the mitigation

[1] for these? I sat in a few of the  
[2] Neighborhood Working Group meetings and  
[3] felt that the Port and Corps were there to  
[4] fulfill a mandate that said you have to  
[5] get the participation of the  
[6] neighborhoods, period, not their approval  
[7] of the project, not to set up negotiations  
[8] or to determine impacts and fair and  
[9] proper mitigation but to get  
[10] participation.

[11] **I can come to a meeting,**  
[12] say two words, and you can say I have  
[13] participated. It did not matter how many  
[14] times in how many ways we said we did not  
[15] want this project. They kept trying and  
[16] got from many the vision for this  
[17] community. "Give us your vision," they  
[18] continued to say, not that the vision  
[19] would be realized but so they could put on  
[20] paper and say we participated, end of  
[21] story.

[22] This feeling I had  
[23] following these few meetings triggered  
[24] unpleasant memories of documented  
[25] historical facts which the government has

[1] uranium and plutonium without their  
[2] knowledge and the U.S. government finally  
[3] admitting to its involvement in 1996,  
[4] after years of denial; the building of  
[5] hundreds of prisons a year to house those  
[6] who are and who will be the discarded of  
[7] society due to welfare reform, drugs,  
[8] cutbacks in education and lack of jobs and  
[9] entrepreneurial opportunities.

[10] **With such a history, it**  
[11] is difficult to believe that the  
[12] government is for the people, for the good  
[13] of the people beyond its own agenda and  
[14] gain. Do I add the IHNC project to the  
[15] list of examples of the Mississippi  
[16] treatment of the common man, woman and  
[17] child, the family?

[18] **Let me bring it down home**  
[19] to this situation. In the summer of 1995,  
[20] I submitted a written proposal to the Port  
[21] and Corps as a suggested mitigation plan.  
[22] Its basis was to promote self-sufficiency  
[23] and self-determination within the four  
[24] communities. The proposal was not  
[25] included in the Corps' and the Port's

[1] been involved in, and I said to myself,  
[2] here we go again. Representative Sherman  
[3] Copeland gave examples of recent unkept  
[4] promises. I have a few more dramatic  
[5] ones, some that go way back.

[6] **For example, we can go**  
[7] back as far as to nearly the end of  
[8] slavery when ex-slaves were promised their  
[9] 40 acres and a mule as an economic base  
[10] upon which to establish themselves and to  
[11] recoup some of the payment for many years  
[12] of free labor. As you know, we are still  
[13] fighting for our 40 acres and a mule  
[14] through the Reparations Movement, repairs  
[15] for damages incurred from slavery due to  
[16] the exploitation, discrimination and  
[17] oppression of African Americans to this  
[18] present day.

[19] **Other examples, the**  
[20] syphilis-injected experiments on  
[21] prisoners, the conscious small pox spread  
[22] to Native Americans, the Jim Crow laws of  
[23] the South; more recently, the payment of  
[24] 4.8 million dollars to the 12 human guinea  
[25] pigs who in the 1940s were injected with

[1] minutes or in any of their mitigation  
[2] plans, including this latest one. A  
[3] portion of a line was included, totally  
[4] out of the proposal's context, saying that  
[5] this was one of the suggestions that the  
[6] community wanted. Sounds familiar?  
[7] Briefly, the proposal was  
[8] this. Additional to the direct mitigation  
[9] plans that already exist, this would be  
[10] the proposal: All vessels that use the  
[11] Industrial Canal would pay a fee. By the  
[12] way, this is not a new practice. In the  
[13] 1920s when the Port owned the locks, each  
[14] vessel that used the canal was charged a  
[15] fee or a toll. Anyway, a portion of that  
[16] fee to go to the City of New Orleans for  
[17] the four communities' infrastructure and  
[18] the remainder would be divided among the  
[19] four communities, with the highest  
[20] percentage earmarked for the communities  
[21] suffering the greatest impact. Committees  
[22] from each community would determine how  
[23] the money would be spent in specific  
[24] delineated areas in education, economic  
[25] development, healthcare, housing, crime

January 27, 1997

Page 181

Page 183

[1] prevention and recreation. This idea will  
[2] allow the communities affected by this  
[3] major disruption to become more  
[4] self-sufficient and more self-determining.  
[5] I believe the proposal I  
[6] just briefly outlined would encourage and  
[7] maintain the human dignity and respect of  
[8] the families in our communities as well as  
[9] provide economic growth and development  
[10] for the government and the maritime  
[11] industry. Again, it could be a win-win  
[12] situation. We do not accept the present  
[13] mitigation plan delineated in the IHNC  
[14] report.

[15] COLONEL CONNER:

[16] Thank you, ma'am.

[17] MR. DICHARRY:

[18] Raymond Ambrose.

[19] (No response.)

[20] I have to apologize. I

[21] don't know the first name here. But it's  
[22] "Loubolton." "Loubolton" is the last  
[23] name, from living on Flood Street.

[24] (No response.)

[25] Kelly Despaux or Despaux?

[1] my vision is to live there, enjoy my life,  
[2] and also have the opportunity to help  
[3] raise my grandchildren and leave them some  
[4] form of legacy of mine's.

[5] I would like to know, you  
[6] know, because the mitigation money to me  
[7] is definitely not enough. You'd have to  
[8] give it all to me for me to be satisfied.  
[9] But at the same time, what am I going to  
[10] gain out of the mitigation? In the ten  
[11] hundred block right there on Poland  
[12] Avenue, certainly my place will not  
[13] remain. Can the Corps of Engineers give  
[14] me back my 18 months of labor, not just by  
[15] myself, also with my fiancee, that I've  
[16] labored in my residence to build it and to  
[17] bring it back up, to build that community  
[18] back up? The Corps cannot pay me enough  
[19] for that. Will the Corps take and move my  
[20] home, not just give me money to go and  
[21] purchase somewhere else where - and  
[22] incidentally, I may be displacing someone  
[23] again, too. Will the Corps take and  
[24] remove my home, period? That mean brick  
[25] for brick, board for board, tile for tile,

Page 182

Page 184

[1] (No response.)

[2] The last name is  
[3] M-E-G-I-N, living on Dauphine Street,  
[4] Rudolfo Megin?

[5] (No response.)

[6] Erroll Damimi (phonetic)?

[7] (No response.)

[8] I'm sorry, did I - I  
[9] must have really butchered that one.

[10] MR. BEAN:

[11] That's quite all right.  
[12] I'm not him anyway. My name is Gary Bean  
[13] and I'm not a stone's throw away from the  
[14] St. Claude. I'm in the ten hundred block.  
[15] And to me, this comes down to not just the  
[16] community, because to me the community is  
[17] one, and each one of us, each and every  
[18] one of us, is one when we're looking at  
[19] this project that you're trying to thrust  
[20] down our throat. And I'm not only going  
[21] to be impacted directly. I'm pretty  
[22] certain I would be displaced. And my idea  
[23] of purchasing a home in the Bywater area  
[24] is like many of the people in the  
[25] community's, in the old community's, that

[1] and put it in a place of my choosing,  
[2] because if the Corps cannot do that for  
[3] me, then the Corps is not doing any good  
[4] for me nor is the Corps doing any good for  
[5] the community. If I have to leave the  
[6] community, the community little by little  
[7] just starts to die off. It'll be gone.  
[8] The legacy of the Historic District, it'll  
[9] disappear. What's next?

[10] And this is a big problem  
[11] with big government. It's always what's  
[12] next. You are not beyond the people. The  
[13] people is the government, or should I say  
[14] the people are the government. When are  
[15] you all going to listen to us? I didn't  
[16] purchase in the Bywater for this project  
[17] to come to me and say, well, you was able  
[18] to obtain a piece of your goal but you  
[19] must go. I'm not interested in going.  
[20] That is the reason that I purchased there.  
[21] I want to live a fruitful life in that  
[22] area, in that community, with the  
[23] neighbors. I haven't been in there long  
[24] enough to learn my neighbors. I want that  
[25] opportunity to do that.

[1] I'll go on record, I  
[2] vehemently oppose this project. And I  
[3] also want to know an answer, does the  
[4] Corps intend on pushing this down  
[5] everyone's throat? I want a direct  
[6] answer. Will you remove my home in total  
[7] the way it is?  
[8] If I wanted to live  
[9] somewhere else where I can purchase a home  
[10] that would not be affected by this, I  
[11] would have done so. I purchased where I  
[12] purchased because this is where I want to  
[13] live, because the ambience of my home, the  
[14] mitigation money will never replace that,  
[15] not today, not tomorrow, not next year.  
[16] And I don't want to be putting up with, as  
[17] you say, an average of two years in each  
[18] area. I don't think I'm going to have to  
[19] put up with it two years. If I want  
[20] soundproofing in my home, eventually at  
[21] some point in time I can do that to  
[22] myself. I want air conditioning? I can  
[23] do that myself. I don't need the Corps to  
[24] do that for me. What I need the Corps to  
[25] do is to leave my home intact the way it

[1] going to wait if it was till midnight.  
[2] You understand what I'm saying? All I  
[3] want to say is, as I've been saying since  
[4] day one of this project, we started this  
[5] thing about four or five years ago, this  
[6] recent project, and at that point, I think  
[7] it was Congresswoman Boggs who said the  
[8] project will not go forward - there was a  
[9] meeting at the Holy Cross Neighborhood  
[10] Association - until such time as all  
[11] parties come to an agreement as to if and  
[12] what they want. Do they want a project,  
[13] do they not want a project. We went  
[14] through the whole - we had the usuals.  
[15] We had the industry. We had the Corps.  
[16] We had the Port. We had the neighborhood  
[17] associations. And everybody that wanted  
[18] to participate participated.

[19] Since that first initial  
[20] meeting, everyone from the businesses in  
[21] the community, the neighborhood  
[22] associations, the churches, the general  
[23] everyday citizen, has been saying no.  
[24] Tonight, I got here when you all started  
[25] and every speaker, political, business

[1] is and where I can be in peace and  
[2] continue raising my life out where I am  
[3] and to help raise my grandchildren. And  
[4] no shaking of any heads or just looking  
[5] and staring because I know all of those  
[6] things is going to make me feel any  
[7] better. What I want is the project to go  
[8] away, period. Thank you.

[9] **COLONEL CONNER:**

[10] Sir, we didn't get your  
[11] last name. Could you give that to us,  
[12] please?

[13] **MR. BEAN:**

[14] Yes, sir. It's Bean,  
[15] B-E-A-N.

[16] **COLONEL CONNER:**

[17] Thank you.

[18] **MR. DICHARRY:**

[19] David Bradshaw.

[20] (No response.)

[21] Koto Livingston.

[22] (No response.)

[23] Larry Spencer.

[24] **MR. SPENCER:**

[25] Thanks anyway but I was

[1] association, just Joe Blow citizen that  
[2] has walked up to this mike, has said no.  
[3] The only folk I have seen come up here and  
[4] said yes was the barge industry and all  
[5] the people who's going to be using this  
[6] facility grossing about a million dollars  
[7] a day of the fruits of our suffering,  
[8] because that's what you're going to have.  
[9] Okay? What you will have here, and let's  
[10] not play games about the economy and all  
[11] the good things it's going to do for New  
[12] Orleans, because what it's going to do for  
[13] New Orleans is minimal. It's minimal  
[14] because what's going to come through that  
[15] lock is going to go Memphis, Tennessee,  
[16] Baton Rouge or wherever up the Mississippi  
[17] they need to go. It's a short route for  
[18] container ships. And for jobs? The  
[19] industry as it is right now will handle  
[20] whatever's coming through those locks  
[21] without any infusion of jobs.

[22] Be real about it. Let's  
[23] take the mirrors, you know, and turn them  
[24] backwards, put the fan on and blow the  
[25] smoke out the room. Okay? The

January 27, 1997

Page 189

[1] realization is, the economic impact on  
[2] this city will be a drop in the bucket to  
[3] the economic impact of the one major  
[4] special interest group in this country  
[5] that's one of the biggest in the world,  
[6] and also the shipping industry.

[7] Now, you want to come  
[8] here and throw sand and peanuts at me and  
[9] say 33 million dollars. I'm not going to  
[10] rehash the points that was made whereas  
[11] half of this mediation plan is actually a  
[12] part of the operation plan, but we're  
[13] going to dispense with that. We're not  
[14] going to go there. It's been there.  
[15] We've been there. When you go to Congress  
[16] and present this wonderful package of  
[17] yours, these folk, if they agree to it,  
[18] there is nothing in that mitigation plan  
[19] that you could promise me going to happen  
[20] to my community because if you go to  
[21] Congress with my blessing and Congress  
[22] say, well, let's do the project, we don't  
[23] have to do mediation. Everybody in here  
[24] talking about losing your job and all  
[25] this, all that's going down the tubes.

Page 190

[1] You don't have a penny. You cannot put a  
[2] dime in no bank for no mediation. Okay?  
[3] You want to sell us something? You want  
[4] to be real with us?  
[5] If, and I'm totally  
[6] distanced by that, but if it should  
[7] happen, here's the mediation plan I have  
[8] in plan. You go to the folk who are going  
[9] to make the money, the shipping industry,  
[10] tell them to put a billion dollars in an  
[11] account and sit it on that table and say,  
[12] here's your mediation plan, four  
[13] communities, do what you want with it and  
[14] have your community. But this whole  
[15] mediation thing is just like them folks  
[16] with "Mr. No" got caught, it's smoke. You  
[17] cannot tell me you're going to air  
[18] condition nobody's house or do nothing in  
[19] nobody's house because you don't have a  
[20] dime to do it and if Congress don't give  
[21] it to you, you can't do it. So don't sit  
[22] here and tell me about all the things  
[23] you're going to do for these folks when  
[24] you ain't got a dime to back it up with.  
[25] In one year's period, the

Page 191

[1] shipping industry is going to make 365  
[2] million dollars when this thing is  
[3] completed, a year. You multiply that by  
[4] ten years and look at the economic impact  
[5] they're going to have. They want this  
[6] thing and you, being Mr. Good Guy and  
[7] wanting everything to run smoothly and do  
[8] good for the industry, okay, you tell the  
[9] industry, they come down here, not the  
[10] Corps, not the Port, the industry, the  
[11] shipping magnets, the Onassis clans and  
[12] the Sea/Lands and the Puerto Rican marinas  
[13] and all of these folks that are making  
[14] these billions and trillions of dollars.  
[15] Tell them to come down here and put some  
[16] money on the table, straight-up hard cash  
[17] money if you want to talk about doing  
[18] something in this community. And then I'm  
[19] still opposed to it, but be real and don't  
[20] sell these people a mediation plan where  
[21] you don't have a penny to back it up with  
[22] and ain't got no guarantee you're going to  
[23] get a penny. Let's be real.  
[24] I know you saved me till  
[25] last so everybody's gone and don't hear

Page 192

[1] this, but I want my comments put in your  
[2] plan verbatim. Thank you.  
[3] COLONEL CONNER:  
[4] Thank you.  
[5] MR. DICHARRY:  
[6] Phil Arnolds.  
[7] (No response.)  
[8] The remaining cards that  
[9] I have here have question marks whether  
[10] they want to make statements or not.  
[11] Instead of reading all of these names out,  
[12] unless you want me to, sir, they didn't  
[13] know for sure if they wanted to make  
[14] statements or not.  
[15] Denise Pruitt?  
[16] (No response.)  
[17] Robert E. Jackson?  
[18] (No response.)  
[19] Do you want to continue  
[20] to read them or - Okay. Noreen Scott?  
[21] (No response.)  
[22] Alberta Graf? Eddie -  
[23] oh, I'm sorry. Alberta?  
[24] Ms. GRAF:  
[25] Yes. My name is Alberta

[1] Graf. For those older residents from this  
[2] area, I'm Alberta Grun Retif Graf. "Grun"  
[3] won't mean very much to you gentlemen. My  
[4] grandfather was William Grun, and in the  
[5] early 1900s, he set up a pharmacy on  
[6] Dauphine Street on the corner of Flood and  
[7] Dauphine. It was his entrance into his  
[8] career as a pharmacist. And then the  
[9] Corps of Engineers announced the  
[10] possibility of a canal being put through.

[11] I didn't come prepared to  
[12] speak. I came prepared to support the  
[13] Bywater Association, of which I am a  
[14] member of the board of directors. And my  
[15] interest of course has always been with  
[16] Holy Cross but I just didn't participate  
[17] in that group because I've been out of  
[18] town for a while.

[19] I decided to speak  
[20] because this is deja vu again. My  
[21] grandfather was one of the ones that said  
[22] no to the Corps, but the Corps put the  
[23] canal there anyway. He was displaced, his  
[24] business, from Dauphine Street to St.  
[25] Claude Avenue. And in the course of 50 or

[1] the last 25 years, I heard and was told  
[2] and then saw of a gradual disintegration  
[3] of neighborhoods that had been a very  
[4] viable part of New Orleans, creating a  
[5] pocket which many people here have  
[6] described already. I, too, rode the  
[7] streetcar over the Industrial Canal bridge  
[8] when there was one going to Tulane  
[9] University. I have returned after being  
[10] away from the city for about 15 years.  
[11] I've been here in the last five. And I  
[12] have seen sad, sad disintegration brought  
[13] about by actions of the Corps of Engineers  
[14] to an historic area with much rich  
[15] heritage. And so I had to speak to ask  
[16] you gentlemen and those that you  
[17] represent.

[18] In 1923, there was  
[19] mitigation to the people then, too, and  
[20] part of the mitigation was a huge party  
[21] thrown on a barge going through the canal.  
[22] And my mother was at the head of that  
[23] barge as a young woman and she lived to  
[24] tell many years the story of the  
[25] excitement of that barge. But was that

[1] mitigation to compensate for the  
[2] disintegration of a neighborhood which has  
[3] gradually deteriorated? The lady who has  
[4] the business on St. Claude, it's going to  
[5] go. The people who have mentioned all the  
[6] other things that might happen to the  
[7] neighborhood and described to you the  
[8] poverty in this neighborhood, your  
[9] organization created that. You made a  
[10] handicapped neighborhood. You brought  
[11] this neighborhood a handicap. Do you  
[12] really want to be part of a group now that  
[13] not only continues the handicap but makes  
[14] it a quadriplegic? Do you really want to  
[15] do that?

[16] And I ask you, sir, isn't  
[17] this a done deal anyway? If it isn't, why  
[18] were the politicians, the political people  
[19] and the major maritime interests allowed  
[20] to speak before the people had time to do  
[21] their say? They have had to leave. They  
[22] have businesses and careers and  
[23] professions and jobs and work to run to  
[24] tomorrow. They had to leave. And so I  
[25] ask you again, are you going to make this

[1] a quadriplegic area? If you are, why not  
[2] just take the whole community and tell us  
[3] now. Thank you.

[4] **COLONEL CONNER:**

[5] Thank you.

[6] **MR. DICHARRY:**

[7] Eddie Latte (phonetic)?

[8] (No response.)

[9] Gilbert, Gilbrecht Coker?

[10] (No response.)

[11] Mark Gonzales?

[12] (No response.)

[13] Mary Patsy Story.

[14] (No response.)

[15] That's all the cards.

[16] Does anybody else have anything to say or  
[17] want to --

[18] **COLONEL CONNER:**

[19] Give us your full name,  
[20] please.

[21] **MS. STANLEY:**

[22] I'm Evelyn Stanley. I  
[23] live at 723 Caffin Avenue. I've been a  
[24] resident in this neighborhood for 70 years  
[25] in the same house. I would just like to

January 27, 1997

Page 197

Page 199

[1] offer this man this real estate card so  
[2] that when he comes to move to New Orleans,  
[3] we can find him a house down here so he  
[4] can enjoy with us all the problems that  
[5] we're going to go through.

[6] **COLONEL CONNER:**

[7] Thank you, ma'am. Do we  
[8] have other folks in the audience who would  
[9] like to address the group?

[10] **MR. CHANDLER:**

[11] My name's Chris Chandler  
[12] and I'd like to congratulate the Colonel  
[13] and anyone else in the room that was  
[14] involved in the production of the video.  
[15] I think that it was one of the finest  
[16] pieces of propoganda that this army or any  
[17] other army has ever produced. And I'd  
[18] also like to say that if the U.S. Army  
[19] Corps of Engineers is about protecting big  
[20] business, then you are doing a great job.  
[21] But I personally feel that the United  
[22] States of America is about a much higher  
[23] ideal about protecting the lives of  
[24] everyday people. And so, therefore, I'd  
[25] like to recommend that if this video is

[1] know say that if anything goes down here,  
[2] like if the bridges are moved or anything,  
[3] that they will move out. And I know for  
[4] sure that 90 percent of the people that I  
[5] know that rent, anyone who can afford to,  
[6] will leave and live somewhere else and  
[7] that will leave most of the community  
[8] empty because there's a lot of rental  
[9] units here. And if people move out, then  
[10] the few of us who can't go anywhere else  
[11] will be stuck here with 90 percent  
[12] abandoned houses, and we all know what  
[13] happens when that's like. It's like the  
[14] crime will skyrocket and I'll be afraid to  
[15] go home or to leave my home.

[16] And also, about the  
[17] bridge, and a lot of people have talked  
[18] about putting in higher bridges and  
[19] everything, and I also know that most of  
[20] the people I know are very poor and they  
[21] have bicycles or they walk and there's no  
[22] way to walk or bicycle across the  
[23] mid-range bridges and there's no proposal  
[24] for people with bikes to go, like if they  
[25] took out the bridge, to be able to get

Page 198

Page 200

[1] used in the United States Congress to  
[2] pitch this project, that I would like to  
[3] recommend that whoever was involved in the  
[4] production of it go on trial for lying to  
[5] Congress. Thanks.

[6] **COLONEL CONNER:**

[7] Thank you. Yes, ma'am.

[8] **MS. CRUZ:**

[9] My name's Kathleen Cruz  
[10] and I live on the end of Jourdan Avenue at  
[11] the river and I'm here because I'm afraid.  
[12] I came to this neighborhood only like a  
[13] year and a half ago, and the minute I  
[14] moved here, I already met neighbors five  
[15] blocks away. And most neighborhoods and  
[16] cities, you barely know the person beside  
[17] you except to nod. And I've never felt a  
[18] sense of community anywhere except for way  
[19] out in the country that we have here. And  
[20] I think it's really important to have like  
[21] neighbors and friends, and that's what  
[22] makes you safe in a city is to know the  
[23] people around you.

[24] And I've had several of  
[25] the people who are the neighbors that I

[1] across the canal. And you can't just, you  
[2] know, take the bus and then walk if you're  
[3] used to your - people that go all the way  
[4] Uptown on their bicycles like twice a day.  
[5] I mean, it sounds crazy to those of us  
[6] with cars, but a lot of people survive by  
[7] their bicycle. And there's, you know, no  
[8] way for them to be able to get across the  
[9] bridge.

[10] And also I wanted to, I  
[11] was going to say again about the levee  
[12] being grass and just how like there's a  
[13] sense of peace here and it's, you know,  
[14] again, a very special thing for a city to  
[15] have peace. And people bring their kids,  
[16] they drive their kids from other parts of  
[17] the city to come to our small section of  
[18] the levee that has the grass so they can  
[19] fish. They show them the boats. And all  
[20] different kinds of people come. It's not  
[21] just one group. It's not just the people  
[22] who live right there. People drive their  
[23] kids over to play like in front of my  
[24] house. And it's a beautiful thing and it  
[25] helps keep the neighborhood safe and it

[1] makes me want to live here. And I just  
[2] bought a house this year after living in  
[3] this neighborhood only for less than a  
[4] year. I purchased a home here because I  
[5] loved it so much. Thank you.

[6] **COLONEL CONNER:**

[7] We didn't get your last  
[8] name. Could we get that, please?  
[9] Cruz?

[10] Other speakers?

[11] **MS. RICE:**

[12] Good evening. My name is  
[13] Julianna Christiani Rice and I live in the  
[14] Holy Cross Neighborhood Association. And  
[15] one of my main concerns is, when the  
[16] bridge is out, I can remember when the  
[17] Claiborne bridge was down a couple of  
[18] years ago, I was walking in different  
[19] areas in the morning just trying to get to  
[20] work. We don't have big executives in  
[21] this community like other areas. We have  
[22] poor people trying to raise their  
[23] families. I could have made a deal with  
[24] my boss so that I can go in later and work  
[25] later. There's a lot of people down here

[1] who can't do that. And I know  
[2] subsequently lots of people probably will  
[3] lose their jobs, their little \$4.75-an-  
[4] hour job. What is going to happen with  
[5] those people?

[6] My other concern is, I  
[7] have a few pieces of property in this  
[8] area. When the construction goes and my  
[9] tenants decide to go, who is going to  
[10] reimburse me when I - loss of income? I  
[11] would like to know that, because I don't  
[12] want a handout from anybody. I'm a  
[13] foreigner and I come here and I work hard.  
[14] I don't want you to do anything for me.  
[15] Just give me the opportunity. And all I'm  
[16] saying, this is a wonderful neighborhood  
[17] since I live - I lived in New York and I  
[18] moved down here 13, 14 years ago. I lived  
[19] on the same street. I have four or five  
[20] pieces of property on the same street. I  
[21] want you to take your project and shove it  
[22] somewhere else. We don't want it here. I  
[23] don't want to inhale the toxic stuff that  
[24] is going to be coming down with those  
[25] tankers. My husband does work, is

[1] merchant seaman, he does work on a ship.  
[2] I don't want them in my neighborhood.  
[3] And that's all I have to  
[4] say. But I'm just thinking about the poor  
[5] people who will have to go because there  
[6] were mornings when I was walking from home  
[7] across the bridge to get, trying to get to  
[8] work, and not a lot of people would be  
[9] able to say, well, I can tell my boss,  
[10] well, I'm come in at 9:00 and I'll work  
[11] until 6:00 in the afternoon. A lot of  
[12] people can't do that. They don't have  
[13] that option. It's either you get here on  
[14] time or go. So that's all I have to say.  
[15] Thank you.

[16] **COLONEL CONNER:**

[17] Thank you.  
[18] Anyone else care to speak  
[19] tonight? Yes, ma'am?

[20] **MS. GRAF:**

[21] I think we've talked a  
[22] lot about what could happen and most of  
[23] it, all of it, has been negative except  
[24] for the maritime interests. I just wanted  
[25] to say that this was a neighborhood that

[1] had a quality of life to it. Many of the  
[2] people, the last young lady that spoke of  
[3] the quality of life on the levee, I was  
[4] blessed to grow up with that in spite of  
[5] the Industrial Canal bridge. My mother  
[6] had grown up with more of that because she  
[7] could get on the streetcar at Dauphine and  
[8] Flood and go all the way up to Canal  
[9] Street and the Central Business District  
[10] on Dauphine Street because there was no  
[11] canal.

[12] I think the only thing  
[13] that the Corps really needs to think about  
[14] is, if you do have to go through with such  
[15] a project and it does have to be in this  
[16] four-district community or four historic  
[17] neighborhood area, can you really return  
[18] the quality of life that existed here?  
[19] Can you really return that? I don't think  
[20] you can, putting in that kind of a  
[21] project. And I think that's important to  
[22] every one of these people that are here  
[23] here still yet tonight and that have been  
[24] here this evening. It's quality of life  
[25] we're talking about. On one side of the

[1] ledger, and it's maritime, monetary  
[2] interests on the other side of the ledger.  
[3] And I'll leave you with a  
[4] question again. Which would you be proud  
[5] to go saying that you had achieved? Thank  
[6] you.

[7] **COLONEL CONNER:**

[8] Thank you, Mrs. Graf.  
[9] Senator?

[10] **SENATOR JOHNSON:**

[11] Colonel, let me - I know  
[12] we're about to close down. I just want to  
[13] try and close down tonight by saying  
[14] something. You've heard an awful lot from  
[15] Holy Cross and Bywater, but I certainly  
[16] want the record to reflect that it is not  
[17] just those two neighborhoods that are  
[18] adamantly opposed to this project. The  
[19] neighborhoods over on the other side of  
[20] St. Claude, on the other side of Claiborne  
[21] Avenue, you frankly didn't hear an awful  
[22] lot from those neighborhoods on tonight.

[23] **But those of us, and**  
[24] **there are a couple or three people who**  
[25] **came up and said something about elected**

[1] Bywater, you heard an awful lot from Holy  
[2] Cross, and you didn't hear an awful lot or  
[3] that much from the other communities.

[4] **UNIDENTIFIED SPEAKER:**

[5] I just wanted to say one  
[6] thing that Representative Copeland, he  
[7] really opposed it. Now, he's our  
[8] representative for the other side of St.  
[9] Claude all the way to Florida. I spoke  
[10] with him the other day. And he and the  
[11] other group of people does not want this  
[12] project to go through.

[13] **COLONEL CONNER:**

[14] Yes, ma'am. Thank you.  
[15] Senator?

[16] **SENATOR DEAN:**

[17] I wish you had let us  
[18] speak last. I would like the record to  
[19] show I'm still here. I've had an awful.  
[20] I've learned a lot. Thank you.

[21] **COLONEL CONNER:**

[22] Thank you, sir. Other  
[23] comments? Yes, sir.

[24] **UNIDENTIFIED SPEAKER:**

[25] I would like to say one

[1] officials speaking first and it's a done  
[2] deal. You know, I want the record to  
[3] clearly reflect where all of us are as  
[4] elected officials that I know of,  
[5] including the Mayor of the City of New  
[6] Orleans. I'm not attempting to speak for  
[7] the Mayor but I have spoken to him. There  
[8] is no question about where we stand on  
[9] this issue. And I want to make it  
[10] perfectly clear, perfectly clear, because  
[11] I don't want the record to reflect  
[12] anything that is not the case. Every  
[13] elected official I know who represents the  
[14] people in this district, every elected  
[15] official I know that represents the people  
[16] in this district, is opposed to this  
[17] project, is adamantly opposed to it. The  
[18] people who live on the other side of St.  
[19] Claude, the people who live on the other  
[20] side of Claiborne Avenue, I live on the  
[21] other side of Claiborne Avenue. I live at  
[22] 2223 Deslonde Street. Those people are  
[23] adamantly opposed to this project. And I  
[24] just want the record to clearly reflect  
[25] that because you heard an awful lot from

[1] more thing. Have you thought about what  
[2] this project is going to do to your  
[3] reputation as the Corps of Engineers if  
[4] it's a very unpopular project which you  
[5] try to push through in spite of the will  
[6] of the people here? Have you thought also  
[7] of the project cost, how increased it  
[8] might be if 50,000 people don't want it?  
[9] What a struggle that will be, as project  
[10] cost.

[11] **COLONEL CONNER:**

[12] I want to thank you all  
[13] for coming tonight and especially for  
[14] those of you that stuck it out till the  
[15] bitter end here. My hat's off to you for  
[16] that. I truly appreciate your comments.  
[17] I learned a lot this evening and I  
[18] guarantee that I will take each and every  
[19] one of your comments to heart as I review  
[20] this project. And I remind you that the  
[21] public review period is not over, and if  
[22] you have additional people that you know  
[23] that didn't have the opportunity to be  
[24] here this evening or if you yourselves  
[25] have additional thoughts, you still have

[1] until the 24th of February to get that  
[2] information to me. So I encourage you to  
[3] exercise that avenue.

[4] **Being no further comments**  
[5] **from the floor, I call this meeting**  
[6] **adjourned.**

[7]

[8]

[9]

[10]

[11]

[12]

[13]

[14]

[16]

[17]

[18]

[19]

[20]

[21]

[22]

[23]

[24]

[25]

[1] **REPORTER'S CERTIFICATE**

[2]

[3]

[4]

[5]

[6]

[7]

[8]

[9]

[10]

[11]

[12]

[13]

[14]

[15]

[16]

[17]

[18]

[19]

[20]

[21]

[22]

[23]

[24]

[25]

I, LAURIE J. CHEFFY, a Certified  
Shorthand Reporter, do hereby certify that  
audiotapes of the foregoing proceedings  
were transcribed under my supervision and  
that the foregoing pages contain a true  
and correct transcription of said  
proceedings, to the best of my ability and  
understanding.

I further certify that I am not  
related to any of the parties to this  
cause, nor in the employ of any of them,  
and that I am in no way interested in the  
result of said cause.

LAURIE J. CHEFFY, RPR-CM  
CERTIFIED SHORTHAND REPORTER

**Lawyer's Notes**

---

**SECTION 1b**

**RESPONSES TO ISSUES RAISED**



***Responses to pertinent comments made at the IHNC Lock public meeting held at Holy Cross School on January 27, 1997.***

**Senator Johnson**

Page 22, Lines 5 - 22. Impacts of the project are not commensurate with the suggested amount of mitigation.

**Senator Dean**

Page 32, Lines 4 - 14. A low-rise bridge was chosen as the replacement bridge at St. Claude Avenue as a result of meetings with adjacent residents who were concerned with visual impacts and externalities associated with elevated roadways through residential neighborhoods. In addition, displacement of residents and businesses was a major concern that is avoided by retaining a low-rise bridge at St. Claude Avenue.

**Representative Copelin**

Comments noted.

**Representative Warner**

Page 51, Line 13 - Page 53, Line 2. While we agree that 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, we do 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 is assumed that a new bridge there is in the without project condition.

**Representative Odinet**

Page 53, Line 16 - Page 54, Line 7. While it is agreed that a new vehicular bridge, mid-rise or high-rise, is needed at Florida Ave. 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 is assumed that a new bridge there is in the without project condition.

**Mr. Johnson (representing Representative Naomi Farve)**

Comments noted.

**Representative Morrell**

Comments noted.

### **Councilwoman Hazeur-Distance**

Comments noted.

### **Mr. Brown**

Comments have been considered in the reformulated community impact mitigation plan.

### **Ms. Blaise**

Comments noted.

### **Mr. Wells**

Comments noted.

### **Ms. Penny Thompson**

Page 76, Lines 16-23. The difference in impacts between a shallow-draft lock and a deep-draft lock are minor, relative to the overall impacts of either plan. Construction time, right-of-ways required, noise generated, sizes of bridges, emissions from construction equipment, levee/floodwall realignments, and effects on cultural resources and recreational opportunities would be the same. There would be some additional dredging required for the deep-draft plan, but this construction item would not cause additional impacts to the nearby communities. The major difference between the shallow and deep-draft lock plans, that would be noticeable by local residents, would be the periodic presence of large ships moving through the lock and canal with the deep-draft lock in place. The ships would likely carry similar types of products as the barges currently using the lock. An additional impact would be the vehicular delays caused by bridge openings for each ship that transits the canal.

Page 76, Lines 24 thru Page 77, Line 15. The plans for bridge improvements at Florida Avenue are somewhat complicated. The U.S. Coast Guard (USCG) has declared the existing Florida Avenue Bridge a hazard to navigation. The USCG has issued an Order to Alter to the Port of New Orleans for replacement of the bridge. The replacement bridge will provide greater horizontal clearance than the existing bridge, but will provide for the same level of rail and vehicular traffic - two rail lines and two traffic lanes. The bridge would improve vehicular traffic by providing a more reliable crossing. The USCG is handling the bridge replacement under their categorical exclusion authority, therefore no Environmental Assessment/Finding of No Significant Impact or Environmental Impact Statement has been prepared.

The Louisiana Department of Transportation and Development (LDOTD) and the City of New Orleans have been planning for a new bridge across the IHNC at Florida Avenue for many years. A preliminary draft environmental assessment was prepared by the LDOTD in 1994, but was not released to the public. Since then, modifications to the design of the planned bridge have been proposed. As of now, we understand that some state funds are available for construction of a new bridge, but not enough for completion of the project. In the draft version of our report, the tentatively selected plan relied upon a new Florida Avenue bridge to pass detoured traffic across the IHNC during periods when the St. Claude Avenue and Claiborne Avenue crossings were out of service. The recommended plan in the final report includes a temporary bridge at St. Claude Avenue. In addition, a more detailed investigation of the replacement bridge at Claiborne has reduced the outage for vehicular traffic to a few weeks.

These bridges eliminate the reliance on a new bridge at Florida Avenue to handle detoured traffic.

Page 77, Line 16 thru Page 78, Line 8. An intensive effort was made over a number of years to identify all potential historic properties to be impacted by this project. A small library of reports was produced by professional cultural resource firms including historical research, architectural studies, visual and aesthetic studies, and archeological investigations. These reports were coordinated with the Louisiana State Historic Preservation Office (SHPO). A representative of the Advisory Council on Historic Preservation and the SHPO visited the area and discussed the project with the Corps of Engineers and neighborhood groups. A memorandum of agreement will be executed at the appropriate time. Social impacts of construction of the new lock on the neighborhoods were addressed in social impact studies.

Both the IHNC Lock and the St. Claude Bridge are eligible for the National Register of Historic Places. Mitigation for their destruction will be recordation to the standards of the Historic American Engineering Record. This is a standard mitigation method that is used frequently throughout the United States.

Page 78, Line 9 - 22. Estimations of volatile organic compound emissions from construction equipment have been added to the EIS and Environmental Appendix. The emissions have been determined to be below the threshold which would require a determination of conformity with the State Implementation Plan.

Page 79, Line 12. The wall that was envisioned in the draft report is necessary to protect residents from riverine flooding, given the constraints of not relocating any residents. While the final design will not be decided until the detailed engineering and design phase, the Corps plan has changed to include a "fold-down" floodwall that wouldn't obscure the view during most of the year. It would have to be raised when the gauge at Carrollton reaches 15 feet. This is estimated to occur about 23 days each year on average. Such a design would maintain the flood protection required for the Mississippi River.

Page 79, Lines 12-19. Revisions to the plan as a result of comments received during the review period include a temporary bridge at St. Claude Avenue. As a result, we do not expect a loss in efficiency. In other words, traffic will continue to flow over the canal during construction of the project. Response times will not be significantly impacted.

Page 79, Line 19 thru Page 80, Line 8. The Corps is planning to recommend that monies for mitigation be appropriated up front and that mitigation be accomplished from the very beginning of the project. Preconstruction mitigation is a very real possibility. The reality is that actual implementation of mitigation will be governed by appropriations from Congress. During the NWG process we attempted to develop a conceptual framework for the plan. We will continue to develop the plan. The details with community participation will be developed once funding is approved for the construction of the project.

Page 80, Lines 23 - 25. The location for the proposed lock at the IHNC site was selected because it is the best from both an economic and environmental standpoint, not because of political clout.

### **Brother Walsh**

Page 84, Lines 8-13. As a result of these comments and similar comments from some of the businesses, the plans have been revised to provide for a temporary bridge at St. Claude Avenue which will provide uninterrupted traffic across the canal for Holy Cross students. Innovative

construction methods that result in shorter vehicular outages at Claiborne Avenue will significantly minimize the disruptions there.

Page 85, Line 3 thru Page 86, Line 7. The floodwall is required to provide the protection necessary to prevent the Lower Ninth Ward from river flooding. A "fold-down" floodwall has been incorporated into the revised plan to minimize the visual obstruction for all but one month out of the year, on average. The Corps will evaluate alternative methods of protection for that area in the engineering and design phase of the project.

**Mr. Armingeon**

Reviewers should be directed to the January 27, 1997 letter from the Lake Pontchartrain Basin Foundation for responses.

**Mr. Gonzales**

Comments noted.

**Mr. Gegenheimer**

See response on p 9 (Mr. Hanzo). The Corps is addressing some of the more critical areas of erosion along the MRGO under different authorities. The lock project is a separable element of the MRGO authority.

**Mr. Holmes**

Page 96, Lines 11-16. The limits of the dredged material disposal site along the MRGO have been refined. No dredged material would be deposited in St. Bernard Parish.

Page 96, Line 19 thru Page 97, Line 6. The reason a low-level bridge is being proposed at St. Claude is because of the concerns by the Holy Cross and Bywater neighborhoods. They insisted that they would only accept a low-level bridge that accommodates the current level of traffic. They wanted to preserve the neighborhood character and not induce more traffic along the St. Claude Avenue where there are numerous school zones not far from the canal and in close proximity to the bridge.

Page 97, Lines 7-22. Although it is only a very small portion of the waterborne traffic, ship traffic is expected to increase in the future, even with the existing lock. Additional deep draft traffic induced by the new lock amounts to one additional ship every three days on an average annual basis.

**Mr. Larsen**

Comments noted.

**Mr. Savoie**

Page 108, Lines 3-5. The area proposed for dredged material disposal is on the south bank of the MRGO, inside of the hurricane protection levee system. The limits of the disposal site has been refined and it is all within Orleans Parish.

Page 108, Line 20 thru Page 109, Line 6. The purpose of deepening the lock to 36 feet is to allow access to ships expected to utilize Port facilities. However, the overriding justification for replacing the existing lock is to accommodate existing and future shallow draft traffic.

**Mr. Kinsler**

Comments noted.

**Mr. Cooper**

Page 112, Lines 13-14. Notices of the public meeting were mailed out as soon as arrangements were confirmed for the subject public meeting. Actual receipt of the notices is beyond the control of this agency.

Page 112, Line 15. The notices were mailed out on January 9 and January 10, 1997.

Page 112, Line 15-16. Approximately 850 notices were mailed out. In addition news releases were sent to all of the local media (radio, television and the print media).

Page 112, Lines 16-18. Some notices were sent out with the right date listed but the wrong day of the week identified. A news article with the right information appeared in the local newspaper shortly after the error was brought to our attention.

Page 112, Lines 20-24. All churches (approximately 100) in the zip code 70117 were sent notices. However the notices may not have reached them in time for publication in their bulletins as some bulletins are preprinted a couple of weeks ahead of time.

Page 112, Line 24 thru Page 113, Line 3. Notices were sent to elected officials in the area, representatives of organizations, members of the neighborhood working group, the navigation working group, and numerous organizations including environmental organizations, libraries, and universities.

Page 113, Lines 8-10. The public meeting was scheduled at a time when key personnel were available, and a facility large enough to accommodate the expected crowd was available. The review period was extended until February 24 initially and later until March 3, 1997.

Page 113, Lines 10-14. The meeting held on the 22nd of January was originally scheduled for the "Huddle" at Holy Cross School. It was changed at the last minute by Holy Cross School because of a conflict with one of their fund-raising activities. The school did have someone helping direct people to the new meeting location in another building.

Page 113, Lines 17-19. The Times Picayune was sent copies of the news releases in conjunction with the meeting. The Corps does not control the timing of publication of news items in the Times Picayune.

Page 113, Lines 19-20. News releases were furnished to the local newspapers, television and radio stations.

Page 113, Lines 21-23. Transplanting of trees is addressed in Table 1 (page EIS-10), Section 5.3.20.1 (page EIS-83), Section 5.3.20.4.1. (page EIS-84), and section 5.3.20.4.2. (page EIS-85) of the draft report. The trees are addressed in the same sections, but not necessarily on the same pages in the final EIS.

Page 113, Lines 21 thru Page 114, Line 4. The mitigation plan recognizes that the trees along the existing lock are considered to be visually part of the community green/open space. The report recognizes that the Bywater Neighborhood Association made the recommendation that the trees be saved if at all possible. The only way of doing that would be to attempt to transplant them. According to local arborists, they indicate that they can save some of the trees.

Page 114, Lines 4-5. There are two reasons why the trees are dying. First, there was a ruptured water line under two of the trees that caused them to die and second many of the trees are infested with Formosan termites. Upon site investigation by one of the district's landscape architects and the New Orleans Park and Parkways personnel in 1996, it was noticed. They recommended that the infested trees be treated by a licensed pest control company with a pesticide.

Page 114, Lines 6-10. The Corps conducted an inventory and assessment of the trees in August 1995. It included mapping the location, documenting the circumference, diameter, and condition at that time. The trees were fertilized and pruned in 1996.

Page 114, Lines 11-15. Yes, our landscape architect did contact the Disney horticultural department in 1994. At that time they indicated that they have saved large trees with mixed success. Trees over 24" in diameter have not been moved with full success. The trees over 24" have suffered and not fully recovered. They suggested calling a local tree company in the New Orleans area. The New Orleans District then contacted a local tree company (Bayou Tree Service, Inc.).

Page 114, Lines 15-17. A formal report was not prepared. Telephone inquiries with appropriate local tree experts were made.

Page 114, Lines 18-24. The Coast Guard currently employs 300 persons. Most of their employees patronize the on-site cafeteria and other government-sponsored services. Because of this, the impact of their relocation would be minimal to nearby merchants. In addition, the Coast Guard is looking at other sites along the canal, and may relocate close to their current location.

Page 114, Line 24 - Page 115, Line 3. The SPCA was not specifically notified of the public meeting. The project should not significantly impact the SPCA.

Page 115, Lines 4-11. It is possible that the apprenticeship programs will benefit from the lock project in that the demand for trained personnel will increase. Monies have been included in the mitigation plan for training, and Mr. Gaudet's facility is one of several facilities that could benefit from the program.

Page 115, Lines 11-15. The Bywater station of the US Post Office delivered many of the notices for the public meeting.

Page 115, Lines 15-17. This project is not expected to adversely impact their operations. Likewise, mail service should not be adversely impacted.

Page 115, Lines 18-21. Mr. Williams was sent a notice of availability of the report and a copy of the report was furnished to his office in response to a request from his office.

Page 115, Line 21 thru Page 116, Line 2. No, Mr. Williams has not been asked to provide professional advice concerning property values.

Page 116, Line 8-20. The final report does not include that statement.

Page 116, Line 23 thru Page 117, Line 2. Mass transit is beyond the scope of the authority of the Corps and the project. The provision of rail on the bridge would allow the RTA to eventually accomplish their long range plan of providing a streetcar line down to the Parish line. The Corps is providing a capability for this to happen at some point in time in the future.

#### **Mr. Watson**

Page 122, Lines 8-14. Concern for business and residential disruptions due to bridge closures prompted more detailed investigation into bridge replacement options. A temporary bridge has been added for St. Claude Avenue that will prevent the outage described in the draft report. Inclusion of innovative construction methods at the Claiborne Avenue bridge has lowered costs and minimized vehicular outages to a few weeks.

#### **Mr. King**

We have recognized the perception of local residents that real estate values have been negatively impacted and have considered that in formulating the final mitigation plan.

#### **Mr. Doucette**

Page 124, Lines 20 thru Page 125, Line 3. The implementation of the training programs have not yet been determined, but contact has been made with community colleges, vo-tech schools, and other training programs. The actual program would be established after the project is approved and funded. Criteria for selection would also be determined at that time. People who already have the required skills would not require additional training. Control of the jobs will lie with the Corps as the agency responsible for constructing the project.

#### **Ms. Grille**

Comments noted.

#### **Mr. Bruch**

The IHNC site was determined to be (etc. The location for the proposed lock at the IHNC site was selected because it is the best from both an economic and environmental standpoint, not because of political clout.

**Mr. Koefel**

Page 131, Line 20 thru Page 132, Line 13. The video did not have any specific names of people from the community identified in it. There was a slide in the presentation following the video with people from the community listed as participants in the neighborhood working group. The listing of names on a slide in no way was intended to mean an endorsement of the project but was intended to illustrate that local citizens did participate in the formulation of the mitigation plan.

Page 135, Lines 18-23. Many social costs are very difficult to quantify in any widely accepted format. However, the mitigation plan acknowledges their existence and attempts to redress the damages.

**Ms. Dashiell**

Page 137, Line 22 thru Page 138, Line 3. Concerning the Florida Avenue Vehicular Bridge being proposed by the State and/or City, the bridge is not an essential element required for construction of the lock project. The draft report included the Florida Avenue bridge as part of the detour route because money had been appropriated for its construction by the Louisiana Legislature and active planning and design has taken place.

Construction of the replacement railroad bridge at Florida Avenue is scheduled to begin in the summer of 1996.

Page 138, Lines 18-24. Compensation to RTA was included in the draft plan. Due to revisions in the bridge replacement scheme, vehicular outages have been largely eliminated. For this reason, the current mitigation plan no longer includes remuneration to RTA. The cost for debris removal included in the mitigation was the additional cost to remove material by barge in lieu of trucking which would be cheaper.

Page 139, Lines 1-10. The flood protection system of which the levee is a part will require modification in order to provide the required protection. Because of the congestion in the area and our desire to protect the lives and property of the residents, it will be necessary to include flood walls as part of the protection system. A fold-down floodwall has been incorporated into the project for areas along the Industrial Canal that currently have only levees.

Other comments noted.

**Mr. Hanzo**

Page 143, Lines 2-6. The Corps is addressing some of the more critical areas of erosion along the MRGO under different authorities. The lock project is a separable element of the MRGO authority.

**Mr. Svenson**

Comments noted.

**Mr. Henry Ponstein**

Page 151, Lines 10 thru Page 152, Line 10. There is not enough area available to construct a new lock adjacent to the existing lock without relocating a significant number of residents. A tunnel under the canal is conceptually sound but the reality is that to construct a tunnel there would be a tremendous number of people impacted by the large excavation that would be required. If it were possible to put a lock adjacent to the existing lock, the Claiborne Avenue bridge would still need to be realigned with the new lock.

The existing lock is a deep draft lock and was constructed with an historical view of eventually having a connecting channel to the Gulf. Historical studies since the early settlement of New Orleans bear this out. This is well documented in the historical records.

**Ms. Georgianna Gray**

Comments noted.

**Ms. Marietta Williams**

Page 155, Line 9 - Page 156, Line 21.

Page 157, Line 24 thru Page 158, Line 11. The Mississippi River and tributaries project which includes the channel and flood control levees provide adequate protection for the New Orleans area. It is accurate to compare our situation to being like a sitting at the bottom of a cup. Most of New Orleans would flood without the levees that protect the area from both riverine flooding and tidal flooding during hurricanes.

Page 158, Lines 12-25. The dollar amount identified for mitigation has already been approved by Congress in the WRDA 1996. The distribution of dollars is not based on this much for Orleans and that much for St. Bernard but is for the area impacted whether it be in Orleans or St. Bernard.

**Ms. Morris**

Page 166, Lines 6-14. The plans for bridge replacement have been revised to minimize outages for vehicular traffic. In addition, a business assistance program will be funded to offer advice and assistance in overcoming disruptive conditions due to project construction.

**Mr. Reimer**

Page 168, Lines 4-23. We agree that traffic would also be impacted on streets adjacent to St. Claude Avenue. However, the revised plan includes a temporary bridge at St. Claude Avenue that should lessen the impact on traffic. The only time there could be a slight impact is when the bridge is restricted to two lanes of traffic when the new bridge is being connected to the existing approaches. That should only be for a couple of months.

**Ms. Sumner**

Comments noted.

**Mr. Brink**

Page 172, Lines 8-21. Obviously, businesses would have been impacted by closure of the St. Claude bridge. However, with the revised plan that includes a temporary bridge at St. Claude, there should be no significant impact as traffic will continue to move during the construction of the project. This change has been made as a result of comments voiced at the public meeting.

**Mr. Lewis**

We have recognized the perception of local residents that real estate values have been negatively impacted and have considered that in formulating the final mitigation plan.

**Ms. Mwendo**

Page 180, Line 7 - Page 181, Line 4. Tolls on waterways would have to be specifically authorized by Congress. At present, there are no tolls on Federal waterways. At present there are user fees for the inland waterway system. These fees are in the form of a fuel tax for vessels. Those fees go into the Inland Waterway Trust Fund and that is overseen by the Inland Waterways Users Board. The Users Board makes recommendations on how those monies are to be spent. The funds are used to construct new facilities or replace existing facilities on the inland waterway system of the nation.

**Mr. Bean**

Page 182, Line 21 thru Page 183, Line 24. There is no relocation of residents required for implementing this project.

**Mr. Spencer**

Comments noted.

**Ms. Graf**

Comments noted. It should be pointed out that the Industrial Canal and lock were not constructed by the Corps of Engineers.

**Ms. Stanley**

Comments noted.

**Mr. Chandler**

Comments noted.

**Ms. Cruz**

Page 199, Line 16 - Page 200, Line 9. The plan has been revised to include a temporary bridge at St. Claude Avenue. Both the temporary and permanent new bridges at St. Claude will include provisions for pedestrian and bicycle access across the bridge.

**Ms. Rice**

Page 201, Lines 14-20. The plan has been revised to include a temporary bridge at St. Claude Avenue. Both the temporary and permanent new bridges at St. Claude will include provisions for pedestrian and bicycle access across the bridge.

**Ms. Graf**

Comments noted.

**Senator Johnson**

Comments noted.

**Senator Dean**

Comments noted.



**SECTION 2**

**INDIVIDUAL LETTERS AND BRIEF RESPONSES**



## LETTERS OF COMMENT RECEIVED ON THE IHNC LOCK REPORT

### Officials

#### [State]

- 1 Secretary Frank Denton, LADOTD (on behalf of Governor Foster)
- 2 Dean, SEN Lynn (statement handed in at public meeting)
- 3 Odinet, REP Kenneth L., Sr.

#### [Local]

- 4 Di Fatta, Joseph S., Jr. (St. Bernard Parish Councilman, District C)
- 5 Hazeur-Distance, Ellen (New Orleans City Councilperson, District E)
- 6 Ponstein, Charles (St. Bernard Parish President)

### Agencies

#### [Federal]

- 7 EPA Region 6
- 8 US Coast Guard
- 9 US Department of Agriculture
- 10 US Dept of Commerce (National Oceanic and Atmospheric Administration)
- 11 US Dept of Interior
- 12 US Department of Transportation (Federal Highway Administration)

#### [State]

- Governor's Task Force on Maritime Industry
- 14 Louisiana Department of Environmental Quality
  - 15 Louisiana Department of Wildlife and Fisheries

#### [Local]

- 16 New Orleans International Airport
- 17 New Orleans Public Schools

### Organizations

- 18 American Waterway Operators
- 19 Chamber of Commerce (New Orleans and the River Region)
- 20 Christmas in October (A Preservation Resource Center Program)
- 21 Consulting Engineers Council of Louisiana
- 22 Greater New Orleans Barge Fleeting Association, Inc.
- 23 Gulf Intracoastal Canal Association
- 24 Holy Cross Board
- 25 Holy Cross Community Development Corporation
- 25a Holy Cross Neighborhood Association
- 26b Holy Cross Neighborhood Association
- 27 Lake Pontchartrain Basin Foundation
- 28 New Orleans Board of Trade
- 29 New Orleans Steamship Association
- 30 Preservation Resource Center of New Orleans
- 31 St. Bernard Wetlands Foundation
- 32 Tulane Environmental Law Clinic (representing the Holy Cross Neighborhood Association, LA Environmental Action network, and the Sierra Club - New Orleans Group)
- 33 World Trade Center

### Businesses

- 34 Canal Barge Company, Inc.
- 35 Capitol Marine Supply Inc.
- 36 Chaffe, McCall, Phillips, Tolar, & Sarpy
- 37 Colle Towing Co., Inc.

Businesses (continued)

38 Gulf South Marine Transportation, Inc.  
39 H. C. Freight Systems  
40 Higman Barge Lines  
41 Hollywood Marine, Inc.  
42 Holnam, Inc.  
43 Holy Cross School  
44 IMC Consulting Engineers  
45 Jones, Walker, Poitevent, Carrere & Denegre  
46 Lafarge Corporation  
47 Magnolia Marine Transport  
48 Mark's Muffler Shop  
49 Maryland Marine, Inc.  
50 McDonough Marine Service  
51 Milling, Benson, Woodward, Hillyer, Pierson & Miller  
52 National Marine  
53 Navios Ship Agencies, Inc.  
54 Waldemar S. Nelson and Company  
55 Sizeler Architects  
56 Stolt Transportation Services, Inc.  
57 Tidewater, Inc.  
58 Vulcan/ICA

Individuals

59 Allen, Gary R.  
60 Blaise, Elizabeth  
61 Bruch, CAPT Dean (Statement handed in at the public meeting)  
62 Budd, Edward P.  
63 Cady, Francis F., Jr  
64 Christiansen, CAPT Ejnar  
65 Cooper, Marc (Statement handed in at the public meeting)  
66 Cummings, Eugene  
67 Dashiell, Pam  
68 Duracher, Louis and Sally  
69 Ernst, Laurentine  
70 Hanzo, Albert  
71 Heine, Edwin A.  
72 Hobson, Neal  
73 Hogan, Mary Clare  
74 Koeferl, John  
75 Kraus, Kathleen  
76 Leonard, David  
77 Michon, Linda  
78 Munster, Cynthia  
79 Muse, Kathy  
80 Ohlsen, M. Thomas and Patricia  
81 Ohlsen, Troy and Denise  
82 Ponstein, Henry P.  
83 Quintini, David  
84 Quintini, Mr. & Mrs. Frank  
85 Rubin, Billy and Denise  
86 Story, Mary  
87 Williams, Marietta  
88 Wilson, Shelby  
89 Leblanc (?) & family



J. J. MIKE FOSTER, JR.  
GOVERNOR

STATE OF LOUISIANA  
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
P. O. Box 84245  
Baton Rouge, Louisiana 70804-9245



FRANK M. DENTON  
SECRETARY

February 28, 1997

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

This is in response to your recent request for comments on the proposed Mississippi River Gulf Outlet, New Lock and Connecting Channels (Inner Harbor Navigation Canal Lock Replacement) project.

We believe that improvements to our navigation system are of great benefit and importance to the citizens of Louisiana. In order to continue to compete in the global market, we must ensure that components of our navigation system are in good working order and are able to meet current and future demands.

The existing lock structure has been in operation since 1923 and is in need of major rehabilitation to continue its current level of service. Additionally, it is too small to handle the existing vessel traffic. Significant delays have been experienced due to the structure's inadequate size and the three bridges crossing the canal further compound the problem as navigation is closed during peak vehicular traffic hours. A new lock of adequate size is now necessary to handle current and future navigation demands. The Corps of Engineers' proposal to construct a float-in, deep draft lock structure as well as bridge modifications has a positive benefit/cost ratio and is vital in upgrading Louisiana's intermodal capability.

On behalf of Governor Murphy J. Foster, Jr., the State of Louisiana is in full support of the lock structure replacement in the Inner Harbor Navigation Canal as now proposed.

Sincerely,

Frank M. Denton  
Secretary

cc: Governor M. J. "Mike" Foster

AN EQUAL OPPORTUNITY EMPLOYER  
A DRUG-FREE WORKPLACE

Comments noted.

**ARMY CORPS OF ENGINEERS ON INDUSTRIAL CANAL  
LOCK CHANGES - PEOPLES' RIGHTS - NINTH WARD  
ALL GREATER NEW ORLEANS - ST.BERNARD PARISH & AMERICA**

Most of us do not want change; yet the only way to improve our society is by meaningful change.

*Most all*  
Many citizens of St.Bernard do not want a canal (a cut, if you will) in St. Bernard parish.

Please refer to Senator Dean's comments at the public meeting.

We remember the Mississippi River Gulf Outlet (MRGO) - that nasty eroding cut that daily proves it was a mistake.

St. Bernard citizens were promised industry with good paying jobs for our citizens and our children. Today over thirty years later not one industry is on the MRGO - not one job came from the MRGO - but we had to build an expensive levee to provide us protection from hurricane flooding. The MRGO still harms our parish where the levee was never built at Reggio, Florissant, Yscloskey and Hopedale. Sometimes, school busses cannot pick up children due to flood waters caused by the MRGO. The taxpayers of our parish have paid over FOUR MILLION DOLLARS and still owe nearly SEVEN MILLION DOLLARS to the federal government , if it is not forgiven.

So St.Bernard does not want another cut. Neither does St.Bernard want eleven years of delay caused by construction on three bridges at St.Claude, Claiborne Avenue and Florida Avenue, with the final result that we will still have to stop for raised bridges when ships and equipment goes through.

Yet if we want progress - and the jobs and a better living which comes with it - some changes must be made.

History records that in 1825 the Erie Canal in New York State was the first canal

built in the United States and it made New York state all the greater, helping develop the economy all the way to the Great Lakes. It was so successful it was made wider and deeper several times.

One of the greatest engineering feats of all time was done by the United States when it built the Panama Canal, a canal "cut" on a continental scale, as it cut North and South America in two but made a better world for all, including the United States as well as the people of Panama. *The same can be said of the Suez Canal etc.*

The United States built the Gulf Intracoastal waterway which extends from Brownsville, Texas to New Orleans to St. Marks, Florida. That canal system carries several times more freight than anyone ever imagined before its building. It has proved a great advantage to the economy of the United States and particularly has benefitted the economies of the states of Texas, Louisiana, Mississippi, Alabama and Florida. It has helped our nation's economy grow and has furnished thousands of good jobs to our people.

So - if done right we can benefit from new canals. We need more and bigger locks and waterways to handle the increased traffic and larger barges and ships which in turn employs more people and reduces the price of goods you buy at the store.

As a state senator, as an industrialist, as a consumer and as an American I realize the good changes which should be made.

FIRST - let us consider truly the proposed changes on the Industrial Canal locks is a poor bandaid for a massive problem. That problem is the delay all citizens in the Ninth Ward of Orleans Parish and St. Bernard have to endure when waiting on bridges to go up.

That problem is reflected in the cost we as motorists bear in wasted time or in wasted gasoline spent idling in line; the cost of wasted time for tow boats and ships waiting for locks to open and close, and for bridges to raise and lower. We all share those costs in the

way of higher prices for our power, manufactured goods and food, and yes, the loss of our valuable time spent in waiting!

We need a solution that eliminates all these costs if possible and it is possible! For instance:

(1) let us raise the St. Claude bridge to the height of the Claiborne bridge and likewise raise the new Florida Avenue bridge to the height of the Claiborne bridge.

(2) Then weld all three bridges shut so they never open to bother automotive traffic ever again. *at the same time we build a canal that taller ships can pass through - so we*  
(3) Design a new canal with high-rise, never-to-open bridges in place before we start digging the canal so that <sup>automotive</sup> traffic will NEVER be held up, not one minute, during construction and thereafter.

(4) Before the canal is dug build the lock gates so designed as to carry two-way traffic on either lock gate, so that if one gate is open the traffic can go over the other gate, and when it is in turn open, the traffic can go over the other gate. (This means never will both gates open at the same time which helps highway traffic.)

When all is done then and only then will we dig the canal or the cut, if you will.

Of course you must have two levees which will prevent a rising river or a hurricane from harming the people. These levees must be far enough apart that fabricating plants and other businesses needing deep water transport can locate on each side so we can have the good paying jobs for our citizens without harm to the environment. To mitigate the anxiety and improve the looks of the area we could use this area also to build some nice parks and such for the benefit of the people.

And most important is when that cut - canal is made, if it is made in St. Bernard Parish the money will have been set aside to close off and dam up the MRGO forever,

Proposal No. 1 - Raise the St. Claude Ave. bridge to the height of the Claiborne Ave. bridge and likewise raise the new Florida Ave. bridge to the same height as the Claiborne Ave. bridge.

Response - This would be a benefit to St. Bernard Parish, but raising these bridges would cause significant disruptions and/or residential relocations to the surrounding areas in the lower Ninth Ward, which has been a goal of this project to avoid.

Proposal No. 2 - Then weld all three bridges shut so they never open to bother automotive traffic ever again.

Response - His assumption for this proposal is that all shallow draft navigation traffic, that would continue to use the existing canal and lock, can pass under these bridges without opening them. That is totally false. Under existing conditions, with 99% of the traffic being barge tows, the existing Claiborne Ave. bridge has to open on the average of five times a day. As the navigation traffic volume increases over time, the number of openings would increase to an average of 6 times a day by the year 2020.

Proposal No. 3 - At the same time, we build a canal that taller ships can pass through. Design a new canal with high-rise, never-to-open bridges in place before we start digging the canal so that "automotive" traffic will NEVER be held up, not one minute, during construction and thereafter.

Response - Even though his proposal is not site specific, this proposal can be reasonably assumed to be the Violet Plan, which has been eliminated from further consideration because of the significant impacts that plan would have on the natural environment. The previous Violet Plan did have a high rise bridge.

Proposal No. 4 - Before the canal is dug build the lock gates so designed as to carry two-way traffic on either lock gate, so that if one gate is open the traffic can go over the other gate, and when it is in turn open, the traffic can go over the other gate. (This means never will both gates open at the same time which helps highway traffic.) When all is done then and only will we dig the canal or the cut, if you will.

Response - It is assumed that this proposal would be "in lieu" of Proposal 3 above because that proposal would include a high rise bridge that would be built first before the lock gates are constructed, which would then eliminate the need to provide for vehicular traffic across the lock gates. If this proposal were selected, it would require the construction of lock gates wide enough for two way vehicular traffic (approximately 25 feet wide). Lock gates are normally wide enough for only pedestrian traffic (about 4-5

starting at its mouth in Breton Sound. Then we must close off and dam up permanently both sides of old Bayou LaLoutre so it will flow like it did 50 years ago. Then we must close off and dam up permanently both sides of Bayou Yscloskey so it will flow as it did before MRGO. When we dam the east side of Bayou Yscloskey we must restore all the power lines, telephone lines, waterlines and gas lines, and restore the old road which once ran to Lake Borgne. We must seal off MRGO near the new canal you may build.

When finished we will have three or four long, narrow lakes, and we will no longer have a salt water tide flowing in and out and eroding away our land.

Ladies and gentlemen, I would support such construction only if all the financing is arranged so that it is all completed to eliminate the dangers to our citizens, to stop the waste of their time and stop the economic waste to our economy of a canal that frustrates all of us - some on a daily basis.

I also will rigorously oppose a new industrial canal lock that will destroy the Galvez Street dock. We should sell this dock to the highest bidder so we will have environmentally safe businesses to operate from so we can furnish good jobs to our economy.

*I would be glad to answer any questions*

*Lynn Dean*

feet wide). Large gates like those proposed would require much more powerful machinery to open and close the gates, if it could be designed at all. Also, additional road work would be required to re-route the traffic to both of the gates.

**Proposal No. 5** - Of course you must have two levees which will prevent a rising river or a hurricane from harming the people. These levees must be far enough apart that fabricating plants and other businesses needing deep water transport can locate on each side so we can have the good paying jobs for our citizens without harm to the environment. To mitigate the anxiety and improve the looks of the area we could use this area also to build some nice parks and such for the benefit of the people.

**Response** - This would also increase the size of the footprint of the project. Much greater impacts to the natural environment would be created by this proposal, making it even more unacceptable.

**Proposal No. 6** - And most important is when that cut - canal is made, if it is made in St. Bernard Parish, the money would have been set aside to close off and dam up the MRGO forever, starting at its mouth in Breton Sound.

**Response** - Previous studies have been done on this proposal. The results have shown that the most economical plan is to continue keeping the MRGO open and maintained than to relocate all of the Port's facilities, that are supported by the MRGO, to the Miss. River.

The rest of the proposal deals with issues not related to the lock replacement project.



STATE OF LOUISIANA  
HOUSE OF REPRESENTATIVES

*Discussed  
with  
Richard*

932 ANGELA STREET  
ARABI, LOUISIANA 70032  
(504) 278-2555  
FAX (504) 277-5864  
NATURAL RESOURCES  
LABOR AND INDUSTRIAL RELATIONS  
WAYS AND MEANS  
JOINT LEGISLATIVE COMMITTEE  
ON CAPITAL OUTLAY

KENNETH L. ODINET, SR  
DISTRICT 103

February 26, 1997

Colonel William Connor  
Army Corps of Engineers  
P.O. Box 60267  
New Orleans, LA 70160

RE: Industrial Canal Lock Replacement

Dear Colonel Connor:

I have reviewed the Army Corps of Engineers' proposal to replace the Industrial Canal locks and would like at this time to express my endorsement of the project.

I feel the overall project would be an asset to all concerned. However, residents of St. Bernard Parish have expressed a legitimate concern regarding traffic flow during construction. Because St. Claude Avenue and Claiborne Avenue are the main arteries in and out of St. Bernard Parish the safety and traffic concerns of St. Bernard Parish residents should be seriously addressed.

Constituents and I both agree that the temporary bridges recently added to your project at those locations will relieve the situation somewhat; however, all would like to see the lock project incorporate the high level Florida Bridge as a permanent solution to the age-old problem. All would like to see this project address the Florida Expressway from Interstate to LA 47 as an intermodal and evacuation route for lower Plaquemines and St. Bernard Parishes.

We trust that the foregoing will meet with your approval to be entered in the minutes of record. Should any additional information be required, please advise.

Sincerely,

*Kenneth L. Odinet*  
Kenneth L. Odinet, Sr.

KLO/mh

cc: Walter Boasso, St. Bernard Chamber, Transportation Comm.  
Charles Ponstein, Chairman, Regional Planning Commission

Please refer to Representative Odinet's comments at the public meeting.



# St. Bernard Parish Government

8201 West Judge Perez Drive • Chalmette, LA 70043  
(504) 278-4200 • Fax (504) 271-7343

February 25, 1997

Honorable Gerald D'Charry  
US Army Corp of Engineers  
New Orleans District  
Post Office Box 60267  
New Orleans, LA 70160-0267

Dear Honorable D'Charry:

In recent meetings and discussions held on the proposed plan for the replacement of the Inner Harbor Industrial Canal Locks the primary concern of my constituents and myself is the daily ingress and egress to St. Bernard Parish during construction which could take as long as ten years to complete.

As indicated by Mr. D'Charry of the U.S. Army Corp of Engineers, mitigation funds for the entire project is thirty three million dollars. I personally feel that this would not be sufficient funding for Orleans, St. Bernard and any other parishes that would be affected by the ten to fifteen year improvement project. I am soliciting your support to increase the mitigation funding to a more realistic figure. In that solicitation of additional mitigation funding I would hope that you would consider a dedication of those funds to a project that is of the utmost interest of all citizens of St. Bernard Parish, namely the Florida Avenue High Rise Bridge and Florida Avenue Expressway. As I am very much aware this is now a state project and I feel that your consideration of this project is warranted. Residents of St. Bernard Parish have for many years been promised this high rise bridge which would facilitate ingress and egress of St. Bernard working residents from St. Bernard to the surrounding metropolitan areas.

This high rise and expressway would also give us an added evacuation route in the event of a tidal surge and or hurricane.

I personally feel the Inner Harbor Navigational Canal Lock project is a valuable and viable project for the greater New Orleans area and I also feel that the future of the maritime industry hinges on the future of this project, but, my immediate concern is to the residents of St. Bernard Parish and the effects of the project on our parish.

If you require any additional information, please feel free to contact this office at 278-4228.

Yours truly,

Joseph S. Di Fatta, Jr.  
Councilman, District C

Comments noted.



The Council  
City of New Orleans

CITY HALL, SUITE 2W60  
1300 PERDUE STREET  
NEW ORLEANS, LA 70112  
(504) 565-6305

February 28, 1997

ELLEN HAZEUR-DISTANCE  
COUNCILMEMBER, DISTRICT E

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

VIA FAX & MAIL

Dear Colonel Conner:

As you know from my comments made in both public and private meetings, I am opposed to the Industrial Canal Lock Project. Please note my position for your records.

Sincerely,  
*Ellen Hazeur-Distance*

Ellen Hazeur-Distance  
Councilmember, District E

Comments noted.

# St. Bernard Parish Government

8201 West Judge Perez Drive • Chalmette, Louisiana 70043  
(504) 278-4200 • Fax (504) 278-4329

January 27, 1997

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

Dear Colonel Conner:

As President for the Parish of St. Bernard, I am issuing this statement relative to the proposed lock replacement project for the Inner Harbor Navigational Canal. Please understand that this letter does not speak for the Parish Council as I am sure a formal Resolution will be forthcoming in the near future expressing their concerns.

St. Bernard Parish is located east of the City of New Orleans and has a current population of just over 67,000. Many residents commute to and from the central business district and/or Jefferson Parish each day which requires the crossing of the Inner Harbor Navigational Canal or the Inter Coastal Waterway. The operation of the two existing bridges at St. Claude and Claiborne at the Inner Harbor Navigational Canal have been the subject of much controversy in the past and a unified stance has been taken to support the effort for a new bridge crossing at Florida Avenue. The need for an additional bridge crossing became more apparent just last year when the Claiborne bridge was struck by a vessel and put out of service for more than one month which caused substantial delays and restricted emergency medical service vehicles access to medical facilities in the City of New Orleans. This Florida Avenue Bridge project was incorporated into the State's infrastructure improvement plans and engineering design is substantially completed.

I have reviewed the proposed plan with respect to the accommodations to vehicular traffic and am not totally satisfied that the plan fully addresses our concerns. Although the plan includes the new bridge at Florida Avenue, my concern is that the usage of the new Florida Avenue Bridge will cause a tremendous bottle neck at Dr. Meraux Boulevard which is right in the center of one of the most congested areas in St. Bernard today. Our proposed solution to this problem is to extend Florida Avenue to Paris Road (Interstate-510); this creating an additional link around the eastern side of the City of New Orleans. This would be a better solution not only for St. Bernard Parish residents but for intermodal traffic demands as well by providing an additional means of crossing the Inner Coastal Water Way. I believe this should be a heavily weighted factor when determining the impacts of the lengthy construction process for the lock replacement project on both St. Bernard and the City of New Orleans and given the fact the State of Louisiana is funding the new bridge at Florida Avenue

Page 1, para. 3. While it is agreed that 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. A new bridge has been assumed to be built there in the without project condition.

Linking West Judge Perez Drive and St. Bernard Highway in St. Bernard Parish to the new high-rise vehicular bridge at Florida Avenue (being proposed by the State of Louisiana, Parish of St. Bernard, and the City of New Orleans) with a new, permanent roadway through an undeveloped tract in St. Bernard Parish included in the mitigation plan. This will provide a more efficient plan for the dispersion of traffic across the Industrial Canal for the commuter traffic coming from St. Bernard Parish during and after the construction of this project. Also, a more effective hurricane evacuation route plan would be provided with this new roadway. The construction of this new roadway will help reduce traffic congestion in the Lower Ninth Ward area, especially along Caffin Avenue and Tupelo Street. These are major streets within residential areas that would probably be used as detours in lieu of the new roadway in St. Bernard Parish. The amount included in the mitigation plan for this new roadway could be used, at the discretion of the local interests in St. Bernard Parish, for the elevated roadway connection if the other Federal or non-Federal sources for an elevated roadway along Florida Avenue connecting the new high-rise bridge at Florida Avenue to Parish Road (I510) in St. Bernard Parish, and if this elevated roadway is constructed before the new roadway is built for this project.

Colonel William L. Conner  
January 27, 1997

Additionally, St. Bernard Parish enjoys considerable business trade with the City of New Orleans and when vehicular traffic is restricted by the construction, we anticipate that a loss in retail sales will result. The vast majority of public services provided in St. Bernard Parish are fully or partially funded through sales taxes; therefore, we would like the Corps of Engineers to address these shortfalls should they be realized. I know of no way to quantify this exposure through the mitigation program prior to construction so I would request that a contingency fund be established should these losses in fact occur.

As Parish President, I support the Lock Replacement Project as I feel it is desperately needed and long overdue. This lock helps facilitate international commerce and serves the United States from Texas throughout the New England states. I am happy to see that the new plan calls for no displacement of residences and provides for improvements within the impacted area through the proposed mitigation program. St. Bernard Parish is a community of hard working citizens who expect to be allowed to commute to and from the greater New Orleans area with minimal delays. This expectation is not unreasonable as most other towns, counties or parishes who are adjacent to a large city require and enjoy similar accommodations.

I stand ready to work with the Corps of Engineers, the State of Louisiana and the City of New Orleans to help facilitate the Lock Replacement Project. Please consider my remarks and do your best to minimize the adverse impacts on St. Bernard Parish and the City of New Orleans.

If you have any questions, I can be reached at (504) 278-4227.

Sincerely,



CHARLES PONSTEIN,  
PARISH PRESIDENT

CP:JLC/dan

Page 2, para 1. As a result of comments received during the public review period a temporary bridge at St. Claude Avenue has been included in the plan. Innovative construction techniques that will require shutdown of the Claiborne Ave. Bridge for only a couple of weeks will also be used. The inclusion of these measures should minimize the loss of retail sales and impacts to business.



UNITED STATES ENVIRONMENTAL PROTECTION  
REGION 6  
1445 ROSS AVENUE, SUITE 1200  
DALLAS, TX 75202-2733

January 17, 1997

R.H. Schroeder, Jr.  
Chief, Planning Division  
Department of the Army  
New Orleans District  
Corps of Engineers  
P.O. Box 602367  
New Orleans, Louisiana 70160-0267

Dear Mr. Schroeder:

In accordance with our responsibilities under Section 309 of the Clean Air Act, the National Environmental Policy Act (NEPA), and the Council on Environmental Quality Regulations for Implementing NEPA, the U.S. Environmental Protection Agency (EPA) Region 6 office in Dallas, Texas has completed its review of your agency's Draft Evaluation Report/ Environmental Impact Statement (DEIS) for the Mississippi River Gulf Outlet, New Lock and Connecting Channels Study for the Inner Harbor Navigation Canal in New Orleans, Louisiana.

The North of Claiborne Avenue plan is the tentatively selected plan (TSP) of navigational improvement. The plan includes construction of a precast, floated-in, concrete lock 110-foot wide by 1,200-foot long with a depth of 36-feet; replacement of the St. Claude Avenue bridge with a new, low-level, double bascule bridge; replacement of the lift span; and raising the towers on the Claiborne Avenue Bridge; and implementation of selected project mitigation features.

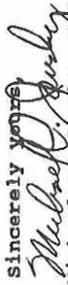
Comments noted.

We do not oppose implementation of the TSP. We find the DEIS and the impact assessment to be thorough, comprehensive, and to fully comply with the requirements of NEPA and the CEQ Regulations. The broad-based socioeconomic mitigation package presented as part of the plan is commendable. This plan calls for specific actions to minimize and compensate for adverse impacts to the local community that are expected from project construction, mainly in the areas of vehicular traffic, noise, and fire protection, community cohesion, aesthetics and pedestrian access. EPA asks that the mitigation measures described in the DEIS be implemented and given equal consideration in the interest of environmental resource protection, safety, and navigation.

The EPA rates your DEIS as "LO," i.e., EPA has "Lack of Objections" to the tentatively selected plan of action. Our classification will be published in the Federal Register according to our responsibility under Section 309 of the Clean Air Act, to inform the public of our views on proposed Federal actions.

We appreciate the opportunity to review the DEIS. We request that you send our office one copy of the Final EIS at the same time that it is sent to the Office of Federal Activities, (2251A), EPA, 1200 Pennsylvania Avenue, N.W., Washington, D.C. 20044.

Sincerely yours,



Michael P. Jansky, P.E.  
Regional Environmental Review  
Coordinator



Commandant (G-SEC)  
United States Coast Guard

MAILING ADDRESS:  
2100 2nd Street, SW  
Washington, DC 20583-0001  
(202) 267-1907

11000

JAN 17 1991

Mr. R. H. Schroeder  
Chief, Planning Division  
Department of the Army  
New Orleans District, Corps of Engineers  
P.O. Box 60267  
New Orleans, Louisiana 70160-0267

Dear Mr. Schroeder:

We have reviewed the draft evaluation report/Environmental Impact Statement (EIS) for the Mississippi River Gulf Outlet, New Lock and Connecting Channels Study, and we have the following comment.

Page 101, paragraph 2, item 3 of the report and page 21, paragraph 4.1.3.8. of the EIS state that, as part of the Corps of Engineers' preferred plan, a U.S. Coast Guard (USCG) Station housing 50 USCG employees will have to be relocated. The EIS does not specify the cost of relocating the station or who will be responsible for funding the relocation. We would like the EIS to delineate the specific cost of the USCG relocation and state that the Corps of Engineers will fund the relocation.

Thank you for the opportunity to comment on this draft report and environmental impact statement. If you have any questions on our comments, please contact David Reese of my staff on 202-267-1942.

Sincerely,

The project will fund the relocation of the Coast Guard facilities. The Corps has estimated the cost of relocating the US Coast Guard facility at about \$10 million.



United States  
Department of  
Agriculture

Natural Resources  
Conservation Service

3737 Government Street  
Alexandria, Louisiana  
71302

January 6, 1997

Mr. R. H. Schroeder, Jr.  
Chief, Planning Division  
Environmental Analysis Branch  
New Orleans District, Corps of Engineers  
Post Office Box 60267  
New Orleans, Louisiana 70160-0267

Dear Mr. Schroeder:

Re: Evaluation Report/EIS for Mississippi River Gulf Outlet,  
New Lock and Connecting Channel

In reponse to your letter dated December 6, 1996, requesting  
our comments on the above, this project will not impact any  
work of the Natural Resources Conservation Service.

Comments noted.

Sincerely,

E. J. Giering III, P.E.  
State Conservation Engineer

cc: Britt Paul, Water Resources Planning Staff Leader, NRCS,  
Alexandria, LA



**UNITED STATES DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**  
NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office  
9721 Executive Center Drive N.  
St. Petersburg, Florida 33702

January 15, 1997

Mr. R. H. Schroeder, Jr., Chief  
Planning Division, New Orleans District  
Department of the Army, Corps of Engineers  
Post Office Box 60267  
New Orleans, Louisiana 70160

Dear Mr. Schroeder:

The National Marine Fisheries Service has received the Draft Evaluation Report and Environmental Impact Statement for the Mississippi River-Gulf Outlet, New Lock and Connecting Channels. The documents, transmitted by your letter of December 6, 1996, address the proposed construction of a new lock and channel improvements for the Inner Harbor Navigation Channel in the vicinity of New Orleans, Louisiana.

Based on our review, we find that the documents adequately address potential alternatives, impacts to living marine resources and their habitats, and mitigation of unavoidable adverse impacts to wetland resources. Accordingly, we have no comments or recommendations to offer.

Thank you for this review opportunity.

Sincerely,

Andreas Mager, Jr.  
Assistant Regional Director  
Habitat Conservation Division

Comments noted.





IN REPLY REFER TO:

## United States Department of the Interior

OFFICE OF THE SECRETARY  
Office of Environmental Policy and Compliance  
Post Office Box 649  
Albuquerque, New Mexico 87103

January 27, 1997

ER 96/795

District Engineer  
U.S. Army Corps of Engineers District (PD-RS)  
ATTN: Richard Boe  
P.O. Box 60267  
New Orleans, Louisiana 70160-0267

Dear Sir:

The U.S. Department of the Interior has reviewed the Draft Evaluation Report/Environmental Impact Statement for the Mississippi River-Gulf Outlet, New Lock and Connecting Channels, Louisiana. In this regard, the following comments are provided for your consideration.

#### General Comments:

The documents are generally well-written and contain adequate descriptions of the proposed alternatives and their impacts. The U.S. Fish and Wildlife Service (FWS) has provided an October 1996 draft Fish and Wildlife Coordination Act (FWCA) Report for the proposed project. Their recommendations contained in the FWCA Report have also been adequately addressed in the subject documents. We suggest, however, that the final document be revised to include the following specific information.

#### Specific Comments:

Page 83, paragraph 3 - The section on biological impacts should include a description of the impacts to fish and wildlife resources resulting from construction and operation of the graving site.

Page EIS-34, Table 5 - The section under "Plans 3a through 3f, Flood Protection Systems," should note that construction of the graving site will require a realignment of the hurricane protection levee around that site.

Page D-3-38, paragraph h - This paragraph is confusing in that it states "No [additional] steps [to minimize adverse impacts] are planned within the confined disposal site....". The text should clarify to which confined disposal site it refers (i.e., marsh creation site or the MRGO site). At the MRGO site, the FWS recommended that the Corps minimize spoil impacts to existing wetlands within that confined disposal facility (CDF); to accomplish that

Comment 1. The section has been revised to include a description of impacts resulting from the construction and operation of the graving site.

Comment 2. The section has been revised,

Comment 3. The paragraph has been revised.

end, special site selection and confinement measures may be required. On page EIS-105 (6.5.3.), however, the Corps has agreed to work with the FWS to identify areas where disposal impacts would be minimal. This section should, therefore, acknowledge that future detailed site selection and confinement measures may be used to minimize adverse spoil disposal impacts to wetlands in the MRGO CDF.

Thank you for the opportunity to review these documents. We trust these comments will assist you in the development of the final documents.

Sincerely,



Glenn B. Sekavec  
Regional Environmental Officer



REGION 6

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
P.O. BOX 3929  
BATON ROUGE, LOUISIANA 70821-3929

January 23, 1997

IN REPLY REFER TO  
Draft Evaluation Report/  
Environmental Impact  
Statement for the Mississippi  
River Gulf Outlet, New Lock  
and Connecting Channels  
Study

Mr. R. H. Schroeder, Jr.  
Chief, Planning Division  
Corps of Engineers  
P. O. Box 60267  
New Orleans, Louisiana 70160-0267

Dear Mr. Schroeder:

Your December 6, 1996, letter requested comments on the Draft Evaluation Report/ EIS by January 27, 1997.

We only received Volume I titled Draft Evaluation Report - Main Report and Environmental Impact Statement.

It is evident that there has been a good deal of work and effort put into the development of the project. The areas that concern this office the most are the funding and handling of traffic during the replacement and modification of the St. Claude Avenue and North Claiborne Avenue Bridges as part of the New Lock construction.

Comments noted.

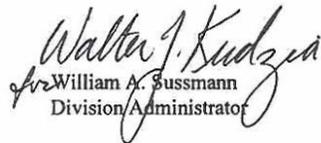
The closure of either bridge will have a significant impact on the traffic flow in an area that is already experiencing congestion. The document relies on the proposed Florida Avenue Expressway as a means of reducing the impact of the Lock project on traffic circulation during construction. Although the State TIME program includes this project, it is our understanding that there presently are not enough funds in the program for implementing the expressway. Even if funds become available for the Florida Avenue Expressway, the development of the project is expected to take substantial time due to the needed coordination, potential controversy and related impacts. If the Lock project relies on the Florida Avenue Expressway as a means of addressing traffic impacts, the status of its development and implementation needs to be closely coordinated with the Louisiana Department of Transportation and Development (LADOTD).

Funding for the proposed mitigation for the traffic impacts needs to be considered as part of the proposed project. That would include the handling of detoured traffic and maintenance of roads

for redirected traffic, permanent detour roads and, if necessary, temporary bridge crossings of the navigation canal. The document refers to other sources of funding for portions of this work. It should be noted that the availability of State and Federal funding is based upon priorities that are determined by the State DOTD and the New Orleans Regional Planning commission. We encourage continued coordination with these agencies as well as the City of New Orleans to identify availability of appropriate funding for essential parts of the detour routes.

If there are any questions regarding our comments, please contact Mr. William Farr of this office at (504-389-0465) or Mr. Robert Mahoney (504-389-0568).

Sincerely yours,

  
for William A. Sussmann  
Division Administrator

We applaud the U.S. Army Corps of Engineers New Orleans District for their detailed analysis and evaluation of this lock study. The change of the lock to north of Claiborne Avenue and the innovative designs greatly reduce the impact to the neighborhood bordering this lock. In addition, the economic analysis is very positive for the New Orleans area. The planned education and training of area residents will help benefit the local economy. We feel the mitigation plan offers reasonable compensation for those affected by this lock replacement. The

This lock is the busiest lock in the United States and handles over 25 thousand barge tows on an annual basis. These tows carry over 25 million tons of various products to all destinations within the United States. This lock is a vital link in the Gulf Intracoastal Waterway. The present lock restriction causes delays which have a serious financial impact on the maritime industry.

On behalf of the Maritime Industry for the State of Louisiana, I am writing in support of the U.S. Army Corps of Engineers Lock Replacement plan for the Industrial Canal in the Port of New Orleans.

Comments noted.

Dear Colonel Conner:

re: INDUSTRIAL CANAL LOCK REPLACEMENT

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

February 19, 1997

VIA TELEFAX

State of Louisiana  
OFFICE OF THE GOVERNOR  
Governor Mark White on Maritime Industry  
120 Market Street, Suite 210  
St Rose, Louisiana 70087  
(504) 489-0731 Fax (504) 487-5290



M.J. "MIKE" FOSTER, JR.  
GOVERNOR

GEORGE E. GUFFY  
CHAIRMAN

1/12

changes in the design minimize the impact to the local neighborhood.

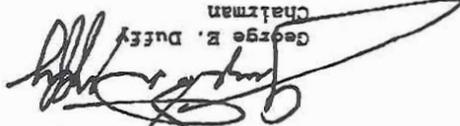
The design changes to the bridge structures at St. Claude and Claiborne Avenue and the potential construction of the Florida Avenue bridge by the City of New Orleans will improve traffic flow, and benefit the area below the lock during hurricane evacuation routings.

The construction of this lock will yield considerable economic benefit to the City of New Orleans and the State of Louisiana. The maritime industry, both shallow and deep draft, will also benefit. The delays and inconveniences during the construction stages will be minimal when you analyze the overall potential benefits that this replacement plan will yield to the port of New Orleans. It is based on our careful review of the reports and discussions with the many entities of the maritime industry that we offer our full support, and recommend to the Louisiana congressional delegation that they support the funding required for this lock replacement plan.

Yours very truly,

GOVERNOR'S TASK FORCE  
ON MARITIME INDUSTRY

George R. Duffey  
Chairman





State of Louisiana  
Department of Environmental Quality



M.J. "MIKE" FOSTER, JR.  
GOVERNOR

J. DALE GIVENS  
SECRETARY

January 24, 1997

R.H. Schroeder, Jr.  
Chief, Planning Division  
Environmental Analysis Branch  
Department of the Army  
New Orleans District, Corps of Engineers  
New Orleans, LA 70160-0267

Dear Mr. Schroeder:

This is in response to the notice and request for comments on the draft evaluation report/Environmental Impact Statement of November 1996, for the Mississippi River - Gulf Outlet New Lock and Connecting Channels project.

The project activity is to take place in the parishes of Orleans and St. Bernard, which are designated by U.S. EPA as ozone attainment parishes operating under a full maintenance plan. The project is subject to the conformity regulations in LAC 33:III. Chapter 14, Subchapters A (general conformity) and B (transportation conformity); and federal conformity regulations at 40 CFR Part 51, Subparts T and W. The Corps is responsible for assessing applicability of the regulations to the project for general conformity, and if necessary, to perform a general conformity determination and provide enforceable mitigation commitments prior to beginning any activity on the project. Activity resulting in on-road mobile emissions must be coordinated with the designated metropolitan planning organization, which is the New Orleans Regional Planning Commission.

DEQ's comments which follow are based on the published draft evaluation report, Volume 1; the Corps' submittals to DEQ-AQD of estimated annual volatile organic compound (VOC) emissions from equipment to be used during construction of the project; and conversations with the New Orleans Corps of Engineers environmental staff.

**COMMENTS:**

1. Submitted annual VOC emissions for equipment to be used during construction are estimated by the Corps to be below the 100 ton per year threshold that would require a full conformity determination under the general conformity regulation. Before it can be determined that VOC emissions are below the threshold, estimation of all direct and indirect emissions must be determined.



OFFICE OF AIR QUALITY P.O. BOX 82135 BATON ROUGE, LOUISIANA 70884-2135

AN EQUAL OPPORTUNITY EMPLOYER



2. It is the department's understanding that mobile emissions from the highway improvement portion of the project are included in state/city transportation plans in compliance with transportation conformity procedures and criteria of LAC 33:III. Chapter 14, Subchapter B and federal regulations at 40 CFR Part 51, Subpart T. Any mobile VOC emissions resulting directly or indirectly from the project (including such emissions during construction) which are not subject to transportation conformity are subject to general conformity requirements and must be considered in the general conformity, applicability assessment and any subsequent conformity determination.

3. Should mitigation action be determined necessary, the air quality mitigation action suggested in the draft evaluation report at 5.3.16.4.2, will not mitigate criteria air pollutant ozone which is the only pollutant currently regulated under conformity. The mitigation action described in the report would control particulate matter (PM) only. Also, air quality monitoring performed at the construction site would not in itself qualify as a mitigation action, though it might be possible to design mitigation action in conjunction with the use of monitors.

The DEQ is available for consultation to assist you with implementation of the general conformity and transportation conformity regulations. Please contact Pat Salvaggio at (504) 765-0915 for assistance.

Sincerely,

  
Gustave Von Bodungen, P.E.  
Assistant Secretary

GVB/PS

c: Richard Boe, Corps of Engineers  
Bennett Farrier, DEQ Engineering Section  
John Behnam, EPA Region 6

Comments 1 and 2. The estimates on volatile organic compound (VOC) emissions previously submitted have been revised. The revised estimates are contained in Volume 6, Section 7. The data indicates that the emissions from construction equipment would total about one-half of the threshold level (100 tons/year). That would require a conformity determination. The only indirect emissions that appear to be applicable to this project are those associated with potential vehicular traffic detours and delays during project construction. The emissions from these mobile sources will be coordinated with the Regional Planning Commission to determine conformity with the Transportation Implementation Plan.

Comment 3. The mitigation action proposed in the report was meant to address the potential increase in airborne particulate matter (dust) from project construction. The proposed mitigation was not meant to mitigate for ozone.



State of Louisiana

Department of Wildlife and Fisheries

Post Office Box 98000  
Baton Rouge, LA 70898-9000

(504)765-2800

January 17, 1997

James H. Jenkins, Jr.  
Secretary

Mr. M. H. Schroeder, Jr., Chief

Planning Division

Corps of Engineers

P.O. Box 60267

New Orleans, La. 70160-0267

Attention: Mr. Richard Boe

Re: Draft evaluation report/Environmental

Impact Statement (EIS) and the

Environmental Appendix for the Mississippi

River Gulf Outlet, New Lock and Connecting

Channels, C960539

Dear Mr. Schroeder:

The Louisiana Department of Wildlife and Fisheries has reviewed the documents for the above referenced project and have found that we have no objections to the proposed action and concur with the Fish and Wildlife Coordination Act Report of October 1996.

However, we are very concerned with the placement of contaminated dredged material in wetlands. Contaminated dredged material should not be placed in wetlands. It should be disposed of in an approved manner. Even though the dredged material is being placed in a Corps of Engineers disposal area which contains wetlands, there is no justification for impacting these wetlands with contaminated material.

It is our understanding that applications for section 404 permits requesting placement of contaminated material into wetlands have always been denied by the Regulatory Functions Branch of the New Orleans District when the receiving wetland area is less contaminated than the material to be put there. The 404(b)(1) evaluation for this project needs to be clarified. It does not appear to be consistent with similar evaluation done by the Regulation Functions Branch.

An Equal Opportunity Employer

The plate contained in the draft report was misleading in that a larger area than necessary for disposal was indicated. The area proposed for dredged material disposal has been refined to avoid valuable, tidal wetlands. The currently planned disposal area is not subject to tidal inundation and does not function as estuarine fisheries habitat. Some of the disposal area is upland, containing grasses and wax myrtle. The wetland part of the disposal area contains early successional woodland dominated by Chinese tallow and black willow. The USFWS agrees with us that this habitat is very low in quality for wildlife resources. Scarcity of surface water restricts fishery usage to small freshwater species. This habitat, although jurisdictional wetland, is very low in quality for fish and wildlife resources. There are no less-valuable habitats in the area where dredged material could be disposed. The volume of material (1,364,000 cubic yards) precludes hauling to a remote site.

to review this matter.

Sincerely,



James H. Jenkins Jr.  
Secretary

JWT:fod  
c: CMD  
FWS  
DEQ  
NMFS



**NEW ORLEANS INTERNATIONAL AIRPORT**  
MARC H. MORIAL  
Mayor, City of New Orleans

EDWARD LEVELL, JR.  
Director of Aviation

February 26, 1997

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

As a member of the Transportation Committee of the World Trade Center of New Orleans, I would like to add my endorsement to the U.S. Corps of Engineers' plans to replace the lock on the Industrial Canal in New Orleans. This lock has long served as a bottleneck to shipping on the national inland waterways system.

Although this project does not directly affect the movement of air passengers or cargo, it will have an important impact on the movement of intermodal goods. The elimination of this bottleneck will allow increased movement of products moving between barge and ship, rail and ocean as well as truck and ocean.

Waterborne transportation in Louisiana plays a major role in the state's economy. Significant numbers of people in Louisiana are employed in the waterborne transportation sector. Over \$20 billion of spending was generated in Louisiana by the port industry and port users in 1994. This spending generated over \$310 million in state and local taxes for Louisiana.

Based on the positive impact on the Louisiana economy that will result from the removal of this impediment to marine navigation, I wholeheartedly support the U.S. Army Corps of Engineers' plans to replace the navigation lock on the Industrial Canal.

Sincerely,

*Edward Level, Jr.*  
Edward Level, Jr.  
Director of Aviation

New Orleans Aviation Board: REVUS O. ORTIQUE, JR., Chairman • Forrest "Buck" Lanine, Vice Chairman • Joseph E. Benjamin, Jr.,  
Ralph O. Beuhm • Douglas M. Evans • Robert B. Gex, Ph.D. • Melita Manego-Ramery, R.N. • Henry A. Smith, Jr. • Betty Washington  
P. O. Box 20007 • New Orleans, Louisiana 70141 • (504) 464-3536 • FAX (504) 465-1350

Comments noted.



# NEW ORLEANS PUBLIC SCHOOLS

4300 ALMONASTER AVENUE ■ NEW ORLEANS, LOUISIANA 70126

MORRIS L. HOLMES, Ed.D.  
Superintendent

February 24, 1997

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

Dear Col. Conner

RE: Draft EIS, N.O. Industrial Canal Widening

The New Orleans Public School District has not yet taken a formal position on the canal widening project.

However, the following areas are of particular concern to the School District:

1. The plan acknowledges significant disruption for transportation flows in and out of the Lower Ninth Ward during the project implementation. Various mitigation strategies are proposed. However, they are incomplete with respect to adverse impacts on the public schools.

2. The plan includes the provision for additional school crossing guards stationed on each side of the canal on designated detour routes where school crossing guards are currently not stationed. In addition, pedestrian crosswalks with appropriate markings will be added to major streets on both sides of the canal. This question on new traffic or new detour routes is especially important to schools such as Martin Luther King, where Caffin Avenue will now take on greater traffic. Additional emphasis on pedestrian safety education for children should be made in addition to more guards.

3. The biggest impact from construction noise will occur during the driving of piles for the new St. Claude Avenue bridge. Driving will reportedly be scheduled during the summer specifically to minimize noise for schools. However, most schools have summer programs.

4. The plan acknowledges expected delays in school busing. However, it seems to be most concerned about the loss of tuition revenue for the Holy Cross School with additional funds for any loss in revenues to Holy Cross. Explicit provisions for mitigating many public school losses are lacking.

Paragraphs 1, 4, 5, 6, 7, and 8. With the inclusion of a temporary bridge at St. Claude Ave. and the reduction of the closure time at Claiborne Ave. to a couple of weeks, the impacts referred to in these paragraphs would no longer exist.

Paragraph 2. Coordination with the school system is intended to determine the most appropriate locations for the school crossing guards still needed during the bridge construction periods.

Paragraph 3. The pile driving would be scheduled at St. Claude Ave. so as to minimize impacts to the schools to the maximum extent possible.

RE: Draft EIS, N.O. Industrial Canal Widening contd.

5. The plan does promise to give additional funds for all local neighborhood schools, presumably including the public schools, for reimbursement for the higher costs of operating busses that would have to travel longer distances using detour routes. Public school costs should be explicitly included.
6. The assessment of impacts includes recognition that attendance of residents in public magnet schools may be significantly impacted by the transportation delays. However, the plan does not specifically propose any compensation for that impact but does include the issue in a list of impacts for which compensation would be justified.
7. The Noble Center, a citywide special education center, will be impacted just as the Holy Cross School. It is mentioned in the plan.
8. The report does not specifically mention anticipated problems of disrupting access of teachers, support staff, enrichment programs, and deliveries to the schools.
9. The environmental assessment makes vague references to the impact that the construction activities will have upon "community cohesion." It proposes a program of general mitigation in order to restore the community level of well-being. That plan includes some funds that would be used for a neighborhood revitalization program including educational programs. It also includes some funding for community facilities, such as supervised playgrounds during the construction. This mitigation should include compensation to provide additional after-school tutoring, recreational or co-curricular programs for the students.

Paragraph 9. The school system will be invited to participate in the Partnering Agreement and community-based task force that will help decide where best to expend the community impact mitigation funds. Some of those funds could be used for additional education opportunities.

Sincerely,



Kenneth J. Ducote  
Director, Facility Planning

/lbe

pc: Mrs. Maudelle Cade                   Property File (Lawless High)  
Dr. Morris L. Holmes               Property File (Martin L. King Ele.)  
Dr. Linda Fortenberry           Property File (Hardin Ele.)  
Mr. Reginald Zeno               Property File (Armstrong Ele.)  
Mr. Earl Levingston           Property File (Noble Center)  
Ms. Stephanie Polk               Property File (Edison Ele.)  
Mr. Ronald Gearing  
Ms. Shirley Taylor (Lawless High School)  
Mrs. Doris Hicks (Martin Luther King Ele.)  
Ms. Glenda Kemp (Hardin Ele.)  
Ms. Thelva Brown (Armstrong Ele.)  
Ms. Patricia McFarlin (Noble Center)  
Ms. Rosemary Martin (Edison Ele.)



**The American Waterways Operators**

**Southern Regional Office**

Pan American Life Center  
601 Poydras Street  
Suite 1621  
New Orleans, LA 70130

TEL: (504) 524-3366  
FAX: (504) 568-9023

Ken Wells  
Vice President-Southern Region

February 28, 1997

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

Re: Inner Harbor Navigation  
Canal Lock Replacement

Dear Col. Conner:

The American Waterways Operators (AWO) is the national trade association representing the inland and coastal barge and towing industry. As such, we want to express our support for the planned replacement of the Inner Harbor Navigation Canal Lock, more commonly known as the Industrial Canal Lock.

As the economic analysis included in volume 7 of the U.S. Army Corps of Engineers Draft Evaluation Report clearly shows, the lock is a part of a very important waterway for barge and towing companies. Roughly 10,000 tows use the lock every year, or more than one tow per hour. There is no other all-weather, year-round route for tows moving east and west between New Orleans and the eastern half of the Gulf Intracoastal Waterway. The economic well-being of many companies rests on the availability and reliability of the lock. Excessive delays affect the profitability of those companies as well as their ability to effectively manage vessel utilization. Lock closures threaten the livelihood of some companies and the resulting shift of vessels onto other waterways can disrupt the rate structure of those waterways.

Beyond the importance of the lock to the towing industry, it serves as an important link in the inland waterway transportation system of ports, shippers and industries. The lock is used by barges carrying cargo from every inland waterway in America's heartland. The Draft Evaluation Report - Vol. 7 very clearly documents the role of the lock in connecting the major river systems and facilitating the movement of agricultural, chemical and petroleum products. It should be noted that the time sensitive nature of many of these cargoes, such as chemical and petroleum products, means that an untimely lock closure could severely impact facility operations. Additionally, the lock allows for the safe and controlled movement of large volumes of potentially hazardous and environmentally sensitive liquid cargo. The option of moving that product by rail or road would be less than desirable from a civil defense, emergency response or highway planning standpoint.

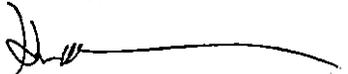
Comments noted.

In determining the future of the Industrial Canal Lock, we would urge the Corps to also look at the impact that a new lock could have on future growth over a multi-state area of the southern United States. The economic analysis in the evaluation report focuses on the potential growth in traffic based on the current industrial and commercial base of the region. However, it does not look at the businesses and facilities which may move to the region if the lock is replaced. The availability of inexpensive and reliable transportation is a determining factor in the decision to locate or expand a business. Conversely, uncertainty over the availability of that transportation has a negative impact on future development. The state of the current lock – aging, unreliable and prone to breakdown - most certainly has a chilling effect on economic development along the eastern Gulf Coast. More than three decades of debate over replacing the lock has sent an extremely negative signal to prospective industries. Prolonging the debate only hurts the prospects for regional economic development.

If, on the other hand, the lock is replaced with a more efficient, reliable structure, it will become one of the selling points for the entire region. Companies making site selection decisions will be able to factor in their ability to transport fuel for their energy needs, raw materials and finished products inexpensively. Potentially, this project could drive economic development well into the next century

The engineers involved in planning this lock replacement have attempted to be as responsive to the needs of the local community as they have been to the needs of the lock users. It is time to move forward and replace the Industrial Canal Lock. Thank you for allowing us to comment on this project. I am enclosing a stamped self-addressed envelope and would appreciate a response to indicate that these comments were received.

Sincerely,



Ken Wells  
Vice President - Southern Region



601 Poydras, Suite 1700  
New Orleans, LA 70130  
(504) 527-6900  
FAX (504) 527-6950  
chamber@gnofn.org  
<http://gnofn.org/chamber>

February 18, 1997

Colonel William L. Conner  
Attn: CELMN-PM-M  
New Orleans District Corps of Engineers  
P.O. Box 60267  
New Orleans, LA 70160-0267

Dear Colonel Conner,

This letter is in response to the request for review by interested parties of the draft evaluation report and Environmental Impact Statement for Mississippi River Gulf Outlet, New Lock and Connecting Channels study.

Comments noted.

On January 14, 1997, The Chamber Board of Directors voted unanimously to endorse the Army Corps of Engineers feasibility study for the Tentatively Selected Plan of the Inner Harbor Navigational Canal Lock Replacement Project. We believe the lock replacement is a critical intermodal project that will enhance economic competitiveness of our region.

The Chamber leadership is of the opinion that the Inner Harbor Navigational Canal Lock project is a wise use of scarce infrastructure capital. Ultimately it will improve the ability to compete as a region in a global economy and ensure a secure waterway for national defense. The IHNC lock is a vital link in an intermodal system that impacts the maritime, rail, and trucking industries and ultimately the users of these services nationwide. If the Inner Harbor Navigational Canal Lock is not replaced, it will undermine efforts to produce full regional integration in transportation infrastructure and constitute a major setback for regional economic success.

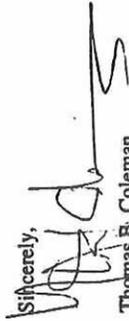


February 18, 1997  
Colonel William L. Conner  
page 2

It is evident to us that the planning process comprehensively looked at all possible scenarios, fulfilling planning mandates and environmental considerations in determining the best alternative. Given the long history of the planning process and the urgent need to ensure a stable waterborne route which will service the future needs of the region, it is imperative that the project proceed without further delay.

If you have any questions, please don't hesitate to contact Bob Gayle, the Chamber's President and CEO, phone 527-6920.

Sincerely,



Thomas B. Coleman  
Chairman of the Board

cc: Joe Dicharry  
Les Waguespack  
Jack Walker



February 17, 1997

Gerald J. Dicharry, Jr.

Sr. Project Manager

U.S. Army Corps of Engineers

P.O. Box 60267

New Orleans, LA 70160-0267

RE: New Lock and Connecting Channels

Dear Mr. Dicharry:

Christmas In October, a neighborhood revitalization program of the Preservation Resource Center, has a vested interest in the Holy Cross and Bywater neighborhoods. The mission of Christmas In October is to improve the quality of life of low-income elderly and/or disabled homeowners through home repair that is accomplished by volunteer labor. Christmas In October creates a partnership with neighborhood associations to achieve this end.

Between 1992 and 1995 52 homes have been repaired in Bywater alone. Since 1995, 28 homes have been repaired and an additional 15 are anticipated for 1997 in Holy Cross. This commitment to both Holy Cross and Bywater leads us to our concern over the lock expansion and subsequent demolition of the St. Claude Ave. bridge and the erection of an intrusive monolithic flood wall.

The demolition of the bridge and rerouting of traffic to Claiborne will be a

major setback to these neighborhoods as they work towards revitalization.

The St. Claude bridge is the link for Holy Cross to New Orleans. It services

our clients and allows for pedestrians and bikes (a feature that is not possible at

the Claiborne bridge) a safe access to New Orleans.

In addition, the bridge's demolition and construction period of 12 to 13 years will negatively impact local businesses on St. Claude. These businesses provide our elderly clientele with local shopping. Should these services close within this period our low income clientele would be forced to shop at distances that would require either bus transportation or a taxi service.

The plan put forth by the Army Corps of Engineers does not include the possible erection of a temporary bridge on St. Claude. Would this not alleviate the above stated problems, and could the additional cost of this plan be offset by the mitigation costs the Corps would incur through:  
\* relocation of businesses and employees who have lost their jobs  
\* the cost of a temporary shuttle service for pedestrians



An affiliate of Christmas in April - U.S.A.

1504 Magazine Street  
New Orleans, Louisiana 70130

(504) 523-4064  
(504) 524-4032 (fax)

A Project of the Preservation Resource Center

The inclusion of the temporary bridge at St. Claude Ave. will answer one of the concerns raised. The other concern deals with the floodwalls in the Holy Cross area. The current project includes a provision for constructing a "flap-down" floodwall in this area that will only be used during times of high water in the Mississippi River, which on the average will be needed about 20 days out of the year. Most of the time the Holy Cross residents will still have the unobstructed view they have at present.

- \* payment of 4 traffic controllers (for minimum of 12 years) enrollment
- \* monetary compensation to non-public schools that have decreased enrollment
- \* reimbursement to RTA for lost revenue
- \* reimbursement to homeowners for decreased property values
- \* and all other related costs

The other main concern is the construction of the floodwalls. Within the Army Corps survey there appears to be no serious study on the impact that this wall will have on the long term Holy Cross neighborhood revitalization efforts. The only concession is on page EIS-10 that states these flood walls will reduce recreational use of the intended area. However, in the guidelines section of the study on page D-4-8 the statement labeled "g" concerns itself with "adverse alteration or destruction of public parks, shoreline access points...or other areas of public use and concern.". The reports response was on page D-5-8 "No such areas would be adversely impacted".

In addition, there was no diagram of the relation of this wall to the neighborhood.

This oversight should be addressed and its impact on the neighborhood should be fully studied.

We thank you for your time in addressing our concerns.

Sincerely,

*Muffin Balart*  
Muffin Balart  
Chairman

*Kristin Gisleason Palmer*  
Kristin Gisleason Palmer  
Director

cc: Leslie S. Wagupack  
Richard Boe  
Stephen Walsh  
John W. ...



ACEC

CONSULTING  
ENGINEERS  
COUNCIL OF  
LOUISIANA

February 26, 1997

US ARMY CORPS OF ENGINEERS  
P.O. Box 60267  
New Orleans, Louisiana 70160-0267

Attention: Colonel William Conner, P.E.  
District Engineer

*W. W. 2012  
Dudley*

**A Resolution Adopted By The  
Consulting Engineers Council Of Louisiana  
In Support Of The Proposed Lock At The  
Inner Harbor Navigation Canal In  
New Orleans, Louisiana**

Warren J. Wilder  
Executive Director

PO Box 1549

Baton Rouge LA 70821-1549

Phone  
504-387-0843

Facsimile  
504-387-0844

Colonel Conner, we understand that the US Army Corps of Engineers (COE) is soliciting public input on the proposed Inner Harbor Navigation Canal Lock Replacement project. The Consulting Engineers Council of Louisiana (CEC/L) recognizes that this is an important and beneficial project. Therefore, the New Orleans Chapter adopted the following resolution in favor of the project.

**WHEREAS**, the US Army Corps of Engineers is planning to construct a new lock at the Inner Harbor Navigation Canal in New Orleans, Louisiana;

**WHEREAS**, a new lock is badly needed because the present lock is obsolete and too small;

**WHEREAS**, the construction of a new lock will benefit the users of the lock;

**WHEREAS**, the construction of a new lock will provide great economic benefits to the Port of New Orleans, the greater New Orleans region, and southeast Louisiana;

**WHEREAS**, the US Army Corps of Engineers has taken steps to ensure that the residents and businesses in the area of construction will not be adversely affected;

**WHEREAS**, the members of the New Orleans Chapter of the Consulting Engineers Council of Louisiana have taken all of the above into consideration;

**NOW, THEREFORE, BE IT RESOLVED** that the New Orleans Chapter of the Consulting Engineers Council of Louisiana at their regularly scheduled meeting of February 25, 1997, in Metairie, Louisiana, unanimously agreed to support the construction of a new lock at the Inner Harbor Navigation Canal in New Orleans, Louisiana.

The foregoing is certified to be a true and correct copy.

Comments noted.

David E. Lourie, P.E., President  
Consulting Engineers Council of Louisiana  
New Orleans Chapter



**GREATER NEW ORLEANS BARGE  
FLEETING ASSOCIATION, INC.**

P.O. Box 355  
Destrehan, Louisiana 70047

*"Pride Through Professionalism"*

February 20th, 1997

*De 10/2*  
*for 1/11/97*

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

RE: INNER HARBOR NAVIGATION  
CANAL LOCK (INDUSTRIAL  
CANAL LOCK) PROJECT

Dear Colonel Conner:

On behalf of the Greater New Orleans Barge Fleeting Association, Inc., (G.N.O.B.F.A.), I would like to thank you for allowing me to speak at the public hearing that was held in New Orleans on January 27th, 1997 regarding the Inner Harbor Navigation Canal Lock (Industrial Canal Lock) Project.

Comments noted.

As I indicated at the meeting on January 27th, our organization is comprised of fifty-six (56) member companies, which may have fleeting operations located from the mouth of the Mississippi River north to Baton Rouge, Louisiana as well as operations located on the Harvey and Industrial Canal. They also may own and operate barges of all types, provide transportation services, and own and operate towing vessels which provide marine services that may be required.

As a result of the frequent long delays at the Industrial Locks, these companies are sustaining millions of dollars in losses every year. Consequently, for this and many other reasons indicated to you on prior occasions, it is imperative that a new lock structure be constructed as soon as possible.

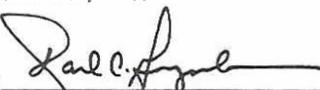
For the record, the Greater New Orleans Barge Fleeting Association, Inc. is in favor of the project for the construction of a new Inner Harbor Navigation Canal Lock and related improvements as proposed during the Corps of Engineers presentation of January 27th, 1997.

Colonel William L. Conner  
District Engineer  
Corps of Engineers  
New Orleans District  
February 20th, 1997  
Page 2

Thanking you in advance for your attention and considerations concerning  
this matter, I remain,

*Very truly yours,*

GREATER NEW ORLEANS BARGE FLEETING  
ASSOCIATION, INC.

By:   
KARL C. GONZALES  
President

KCG:kg

MUNSON SMITH  
President & Chairman of  
Executive Committee  
Victoria, Texas

JOHN A. MIXON  
President Elect  
Chicasaw, Alabama

GARY P. LaGRANGE  
Chairman of the Board  
Franklin, Louisiana

LARRY BARBISH  
Vice Chairman of the Board  
New Orleans, Louisiana

L. E. LES SUTTON  
Secretary  
Houston, Texas

LERDY GOODSON  
Treasurer  
Austin, Texas

HOMER B. HERTY, JR.  
Vice President for Florida  
Sneads, Florida

DONALD G. WALDON  
Vice President for Mississippi  
Columbus, Mississippi

DAVID A. WAGNER  
Vice President for Louisiana  
New Orleans, Louisiana

RAYMOND BUTLER  
Vice President for Texas  
Houston, Texas

DEAN WHITE  
Vice President for Alabama  
Mobile, Alabama



**GULF INTRACOASTAL  
CANAL ASSOCIATION**

Organized At Victoria, Texas - August 8, 1905

P. O. Box 44050  
Lafayette, LA 70504  
Telephone (318) 235-1634 or (318) 237-1473  
(318) 235-1634 FAX

February 4, 1997

*unc  
file*  
*Jee. D.*

DOUGLASS W. SVENDSON, JR.  
Executive Director  
Lafayette, Louisiana

PAST PRESIDENTS

DALE MILLER  
President Emeritus  
Washington, D.C.

KING FRENCH  
Port Lavaca, Texas

CHARLES E. BROUSSARD  
Kaplan, Louisiana

W. M. "BOB" BAUER, SR.  
Port Lavaca, Texas

R. H. "Bob" PARKER, JR.  
Houston, Texas

VERNON BERRHORST  
Lafayette, Louisiana

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

Dear Colonel Conner:

GICA requests you include these written comments in the record on IHNC, due February 24, 1997. Our focus will be to address arguments against replacement.

Comments noted.

1. It will provide no jobs. Freight moves through New Orleans on the way to or from other locations. While there are no Wal-Marts, 7-Elevens, or gas stations planned for the site, navigation structures are never intended to provide these kinds of jobs. There will be construction jobs, and there will be permanent ports and waterways jobs in New Orleans, the state, and region, due to low cost transportation made available for coal, crude oil, refined products, and industrial chemicals. These represent the heart of producer/manufacturer cost advantages in our region of the country. Cost advantages mean jobs.

2. Dangerous cargo moving through our neighborhood poses unacceptable risks. Delays with the current old lock mean these volatile cargoes sit around on location sometimes for days awaiting passage. Delays will be significantly reduced with a new lock, meaning on site presence, and neighborhood risk will be reduced.

3. INHC project is a waste of taxpayer's money and only the big shipping companies will profit. Only Corps of Engineers projects, out of a \$1.7 Trillion Federal budget, must establish a favorable benefit/cost ratio, meaning that taxpayer's dollars are not wasted. Barge companies and other shipping companies pass the transportation cost saving through to the producer/manufacturer, or other shipper. These reduced costs benefit society as a whole through less expensive electricity, less expensive jet fuel, diesel, motor gasoline and thousands of ordinary, everyday plastic based products derived from the chemical industry.

Sincerely,



Doug Svendsen, Jr.

DS/tlt



## Board Memo

Date : January 27, 1997

Good evening !

My name is Dick Watson and I am speaking in my capacity as Chairman of the Board of Directors of The Holy Cross School, whose members have authorized me to speak in behalf of their concerns regarding the adverse effect 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 caused by living in this isolated neighborhood :

bounded by the River and the Canal, "cut off" from the "City" by the Bridges and are separated from "The Parish" by both municipal boundaries and the Jackson Barracks.

We may be an "orphhan", 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 would 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 U.S. Army Corps of Engineers in its various studies. Therefore, The Board of Directors of Holy Cross School respectfully request that the U.S. 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 simply the loss of tuition income during the construction phase due to inconvenience and safety concerns. Holy Cross School is the only, all male Middle and High School in the Greater New Orleans area. The loss of a fifth grader represents the loss of a student for eight (8) 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, could send me and I began in seventh (7th) grade (the earliest grade at that time). As a result of the satisfaction expressed by my parents, my five (5) cousins all graduated from Holy Cross, beginning in the fifth (5th) grade. My two sons have since graduated and they plan to send their sons as well. Finally, my parents and I have also 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 (5th) grade.

Had I not attended Holy Cross, the economic impact to this School would have been the loss of 13 students over a thirty-year period. Quantitatively, the loss would have been 102 years of tuition payments or an amount in excess of \$350,000, simply from the loss of one student. This is historical fact, not fiction. A five percent (5%) decline in enrollment could impact Holy Cross for the next 30 to 50 years, with the economic consequences totaling into the 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, summer camps. Accompanying all of this, 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 also 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 along St. Claude Ave. have been adequately addressed or documented in your reports to date. For this reason we request the independent economic impact study. Thank you.

Dick Watson

Chairman, Board of Directors

The Holy Cross School

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. The impact of the project on Holy Cross School should now be minor. Compensation will also continue to be included in the mitigation plan. Business losses will have to be documented in order to be considered for reimbursement.

HOLY CROSS COMMUNITY DEVELOPMENT CORPORATION  
4950 DAUPHINE STREET  
NEW ORLEANS, LOUISIANA 70117  
(504) 948-4191  
Fax (504) 943-1042

---

March 3, 1997

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

Re: IHNC Draft Proposal MRGO

Dear Col. Conner,

On February 19, 1997, at a board meeting, the Holy Cross Community Development Corporation passed a unanimous resolution opposing the U.S. Corps of Engineer's proposal to widen the Industrial Canal.

This is to go on record confirming this opposition.

Sincerely,



Allen Powell  
President

Comments noted.

**HOLY + CROSS**  
NEIGHBORHOOD ASSOCIATION  
P.O. Box 3417, New Orleans, Louisiana 70177

1996-97 OFFICERS

SAL DOUCETTE,  
President

PAM DASHIELL  
Vice President

MARY CLARE HOGAN  
Recording Secretary

EVELYN STANLEY  
Treasurer

ELIZABETH BLAISE  
Corresponding Secretary

BOARD OF DIRECTORS

Vivienne Blair

Elizabeth Blaise

Eugene Cummings

Pamela Dashiell

Sal Doucette

Al Hanzo

Mary Clare Hogan

John Koefler

Kathleen Muse

Dr. Stacy Rockwood

Evelyn Stanley

Betty J. Thomas

Brother Stephen Walsh,  
Headmaster,  
Holy Cross School

PAST PRESIDENTS

Raymond Tell

Eugene Gerdes III

Calvin Alexander

Raymond King

Charles Blaise

Dr. Stacy Rockwood

Larry Spencer

Rudy Muse

Vivienne Blair

March 2, 1997

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

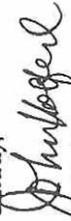
Re: IHNC Draft Proposal MR GO

Dear Col. Conner,

On Thursday, March 14, 1996, at a full membership meeting the Holy Cross Neighborhood Association passed a unanimous resolution opposing the U.S. Corps of Engineer's proposal to widen the Industrial Canal.

This is to go on record confirming this opposition. The resolution is attached to this letter.

Sincerely,



John Koefler  
Chairperson, Holy Cross Neighborhood Association Board  
415 Tupelo Street  
New Orleans, Louisiana 70117

The Board of Directors of the Holy Cross Neighborhood Association recommends to the general membership that they reject the proposed widening of the Industrial Canal. This recommendation is based on the following rationale.

1. The Holy Cross Neighborhood has negotiated in good faith with the Corps of Engineers since the inception of the project.
2. We have participated in every committee structure formed throughout the community input phase of the project. Committee members have dutifully reported to the general membership keeping everyone informed.
3. The Holy Cross Neighborhood Association wrote a mitigation proposal. This proposal was approved by the general membership and submitted to the Corp of Engineers.
4. Very little if any of our mitigation plan was accepted by the Corps and included in the final mitigation plan.
5. We feel that the length of the project (6 to 10 yrs) will seriously compromise our health and safety as we have no assurances of 24 hour police or fire protection.
6. Since the interception of the project the neighborhood has made great strides both in community planning (UNO study) and community action (HCCDC, Christmas in October, Mayor's Strike force, Community garden, etc.) We feel the widening of the canal and resulting limited access to the community would seriously jeopardize the progress we have made. In order to maintain and expand our progress we need to attract new residents who are willing to invest in our historic community and encourage existing residents to maintain, renovate and/or improve their property. To this end we participate in the Live in a Landmark Program sponsored by the Preservation Resource Center. A major disruption in traffic patterns and city services for 6 to 10 years would virtually strangle our community and its future.

Submitted to the general membership March 14, 1996.

Approved unanimously.

cc: Mayor, Sen. Johnston, Sen. Breaux, Rep. Jefferson, CAO,  
Rep. Coplelin, Sen. Johnson, By-water, Corps of Engineers,  
Coun. Ellen Hazeur, P.R.C. Patty Gay, Prof. M. Lauria, Lower  
Nine, State Preservation Officer

Comments 1 & 2. Comments noted.

Comments 3 & 4. The Association's proposal includes some elements considered to be appropriate and within the scope of the mitigation plan for the project. Many of the items included in the proposal have merit but are beyond the scope of the mitigation plan for this project and beyond the authority of the Corps. The Neighborhood Association's efforts are commendable and should be pursued in tandem with the lock replacement project.

Comment 5. The plan does address the impacts of the project. Fire and police protection are functions normally provided for by local government. Coordination with the City of New Orleans to insure that the level of these services is not diminished by the implementation of the project will be required.

Comment 6. The community is to be commended for its efforts in community planning. In response to comments received from the public at the public meeting and in subsequent comments provided during the public review period, the plan has been revised to include a temporary bridge at St. Claude Avenue. This should alleviate the concerns about disruption of traffic patterns as traffic will continue to flow during the construction of the project. Impacts to vehicular transportation will be minor.

HOLY CROSS  
NEIGHBORHOOD ASSOCIATION  
P.O. Box 3417, New Orleans, Louisiana 70177

February 4, 1997

Col William L. Comer

District Engineer

US Army Corps of Engineers

P.O. Box 60267

New Orleans, La. 70160-0267

Re: IHNC Locks Project

Dear Colonel Comer:

In reviewing the six pages of Section 7 "Air Quality" of the Environmental Draft Report we are struck by the scarcity of data and limited collection locations, as well as by a lack of interpretation.

1996-97 OFFICERS

SAL DOUCETTE, President

PM DASHIELL Vice President

MARY CLARE HOGAN Recording Secretary

EVELYN STANLEY Treasurer

ELIZABETH BLAISE Corresponding Secretary

BOARD OF DIRECTORS

Vivienne Blair

Elizabeth Blaize

Eugene Cummins

Paola Dashiell

Sai Doucette

Al Hanzo

Mary Clare Hogan

John Koefert

Kathleen Muse

Dr. Stacy Rockwood

Evelyn Stanley

Betty J. Thomas

Brother Stephen Walsh

Headmaster,

Holy Cross School

PAST PRESIDENTS

Raymond Tait

Eugene Cordas III

Calvin Alexander

Raymond King

Charles Blaise

Dr. Stacy Rockwood

Larry Spencer

Rudy Muse

Vivienne Blair

Col William L. Comer

District Engineer

US Army Corps of Engineers

P.O. Box 60267

New Orleans, La. 70160-0267

Recording Secretary

EVELYN STANLEY

Treasurer

ELIZABETH BLAISE

Corresponding Secretary

MARY CLARE HOGAN

Recording Secretary

EVELYN STANLEY

Treasurer

ELIZABETH BLAISE

Corresponding Secretary

MARY CLARE HOGAN

Recording Secretary

EVELYN STANLEY

Treasurer

ELIZABETH BLAISE

Corresponding Secretary

MARY CLARE HOGAN

Recording Secretary

EVELYN STANLEY

Treasurer

ELIZABETH BLAISE

Corresponding Secretary

MARY CLARE HOGAN

Recording Secretary

EVELYN STANLEY

Treasurer

John Koefert  
HCNA Board Chairperson

U.S. Environmental Protection Agency

Congressman William Jefferson

Senator Mary Landrieu

Mayor Marc Morial

Councilmember Ellen Hazour-Distance

Sincerely,

We ask that you restudy this matter to determine what is in our air and what its sources are. Then we will all have a base from which to evaluate further stress on our air quality which this proposed project is sure to impose.

We feel that a sizable portion of these pollutants come from ship traffic and stacks dockside venting at all hours, but mostly at night. Undoubtedly some come from the Mobil Refinery in Chalmette, two miles away. But though do not know exactly what is in our air we know that something is not right and needs to be examined seriously. When we read this section of your report we were not able to believe a serious effort has been made to research air quality in this affected neighborhood.

Many people in the neighborhood suffer from respiratory problems. In effect, on us. What really gets us is that our children being exposed to this constantly.

The air here has a lot of extras with it--including sometimes the most wonderful sweet olive and jasmine--yet we have no real data about what those are. We seldom think of the hazards to just breathing it but the dirt and recurring industrial odors remind us of where we are and the hazards that are noticed in passing everyday but are undoubtedly cumulative

in effect, on us. What really gets us is that our children being exposed to this constantly.

We know that the air here in our neighborhood is very dirty. Everything often gets covered with black grime. The air quite often smells funny. When we hang out the laundry to dry it smells good at first then gains sharp or heavy smells--the longer it is left out the more it smells. Night is the worst. You can smell the air in the yard, on the street, up on the levee. Sometimes it is better, sometimes worse.

The air here has a lot of extras with it--including sometimes the most wonderful sweet olive and jasmine--yet we have no real data about what those are. We seldom think of the hazards to just breathing it but the dirt and recurring industrial odors remind us of where we are and the hazards that are noticed in passing everyday but are undoubtedly cumulative

in effect, on us. What really gets us is that our children being exposed to this constantly.

We feel that a sizable portion of these pollutants come from ship traffic and stacks dockside venting at all hours, but mostly at night. Undoubtedly some come from the Mobil Refinery in Chalmette, two miles away. But though do not know exactly what is in our air we know that something is not right and needs to be examined seriously. When we read this section of your report we were not able to believe a serious effort has been made to research air quality in this affected neighborhood.

We ask that you restudy this matter to determine what is in our air and what its sources are. Then we will all have a base from which to evaluate further stress on our air quality which this proposed project is sure to impose.

You are correct in stating that the Corps has not researched the air quality in your neighborhood. Such an effort is beyond the scope of our responsibilities.

The final EIS and Environmental Appendix contain an analysis of emissions from construction-related equipment. The analysis shows the quantity of volatile organic compounds (VOC) estimated to be emitted. VOC emissions are used to determine ozone compliance. The estimated quantity of VOC emissions is about one-half of the threshold level which would require mitigating actions.

The final EIS and Environmental Appendix contain an analysis of emissions from construction-related equipment. The analysis shows the quantity of volatile organic compounds (VOC) estimated to be emitted. VOC emissions are used to determine ozone compliance. The estimated quantity of VOC emissions is about one-half of the threshold level which would require mitigating actions.

The final EIS and Environmental Appendix contain an analysis of emissions from construction-related equipment. The analysis shows the quantity of volatile organic compounds (VOC) estimated to be emitted. VOC emissions are used to determine ozone compliance. The estimated quantity of VOC emissions is about one-half of the threshold level which would require mitigating actions.

partishes are operating under a full maintenance plan. In maintenance areas, Federal agencies are obligated to assure that its projects do not cause violations of applicable air quality standards. In the case of Orleans and St. Bernard Parishes, this responsibility applies only to ozone.

sulfur dioxide, lead, and particulate matter less than 10 microns in diameter. Orleans and St. Bernard Parishes are in attainment for all monitored pollutants. However, for ozone, the two

National ambient air quality standards. These are carbon monoxide, nitrogen dioxide, ozone. Monitored pollutants are those for which the Environmental Protection Agency has promulgated

Environmental Quality through the Louisiana Ambient Air Quality Monitoring Network. Air quality is monitored on a regional basis in Louisiana by the Louisiana Department of

partishes are operating under a full maintenance plan. In maintenance areas, Federal agencies are obligated to assure that its projects do not cause violations of applicable air quality standards. In the case of Orleans and St. Bernard Parishes, this responsibility applies only to ozone.

sulfur dioxide, lead, and particulate matter less than 10 microns in diameter. Orleans and St. Bernard Parishes are in attainment for all monitored pollutants. However, for ozone, the two

National ambient air quality standards. These are carbon monoxide, nitrogen dioxide, ozone. Monitored pollutants are those for which the Environmental Protection Agency has promulgated

Environmental Quality through the Louisiana Ambient Air Quality Monitoring Network. Air quality is monitored on a regional basis in Louisiana by the Louisiana Department of

# SAVE OUR LAKE

LAKE PONTCHARTRAIN BASIN FOUNDATION

January 27, 1997

Mr. Leslie S. Waguespack  
Study Manager, Inner Harbor Navigation Canal Lock Replacement  
Department of the Army  
New Orleans District, Corps of Engineers  
P.O. Box 60267  
New Orleans, LA 70160-0267

Dear Mr. Waguespack,

The Lake Pontchartrain Basin Foundation (LPBF) enters the following comments into the administrative record for the Inner Harbor Navigation Canal Lock Replacement. These are preliminary comments prepared for the January 27, 1997 public hearing. The Lake Foundation will be submitting additional, more detailed, comments before the comments period ends.

The LPBF's mission is the protection and restoration of the Pontchartrain Basin. In that capacity, we have reviewed the draft Environmental Impact Statement (EIS) in regards to its impacts on the water quality and habitat of Lake Pontchartrain.

We do, however, recognize that there are many other potential impacts to the neighborhoods surrounding the proposed projects, neighborhoods that the Foundation has worked closely with since our creation over eight years ago. While we appreciate and understand each neighborhood's concerns, we believe we can best serve the needs of the community by focusing our attention on the environmental impacts of the proposed project.

In our role as a public entity, we will gladly share any information we obtain on the potential environmental impacts with the various community groups as we continue our review.

From our preliminary review of the EIS, it is apparent that there is a significant problem with contaminated sediments in the area around the current lock facility. In addition, we believe the dredging and disposal of these materials, as described in the EIS, has the potential to spread these toxic materials to other areas within the Pontchartrain Basin.

Page 2, item 1 Canal sediments analyzed for mercury (Hg) yield total concentrations ranging from <0.1 mg/kg or ppm through <0.9 ppm which are far below the proposed Louisiana Department of Environmental Quality (LDEQ) 1995 Risk-Based Corrective Action (RBCA) Program Soil Corrective Action Level (SCAL) criteria of 4 mg/kg (inorganic Hg) and 22 mg/kg (organic Hg) which are soil level criteria protective of the groundwater, based on leach ability.

As the LPBF indicated in their letter, dredging does stir up bottom sediments, which may release constituents into the water column. As such, NOD conducted appropriate testing (water, bulk sediment, and elutriate) to determine the possible effects of dredging the bottom sediment. Elutriate testing is a simplified simulation of the dredging and disposal process wherein predetermined amounts of dredging site water and sediment are mixed together to approximate a dredged material slurry. This test was developed by the U. S. Army Corps of Engineers Waterways Experiment Station (WES). Historically, numerous studies have compared elutriate constituent levels to actual constituent levels measured during dredging operations. These studies have proven that the elutriate test is an accurate approximation of the constituent levels which could be expected to occur during actual dredging and disposal operations. For each constituent, the elutriate levels are compared to the ambient water levels. For mercury, it can be seen that the elutriate levels (those which would approximate levels to be expected in the water column during dredging and disposal operations) are not elevated above the applicable LDEQ acute criteria. Therefore, it can be shown that neither degradation of the water quality due to elevated levels of mercury in the water column, nor exceeding of the water quality criterion for mercury, is expected as a result of dredging the bottom sediments of the IHNC.

It appears that the LPBF may have mistakenly confused the canal sediments with soil samples collected from the Bypass Channel site, on the east bank of the canal. A total of 79 soil samples, collected from shallow and deep (35 feet) soil borings on the east bank of the canal and analyzed for targeted metals, yielded mercury concentrations at detectable levels. Only one soil sample yielded a total concentration of 20.8 mg/kg. This sample (IC-2-1) was collected from the Indian Towing site. IC-2-1 is a soil sample collected on dry ground and is not a canal sediment sample. A duplicate (IC-2-8) of sample IC-2-1 yielded mercury total concentration of 1.2 mg/kg reflecting either heterogeneous distribution of mercury in the same soil sample or laboratory analytical error.

A total of 16 soil samples were collected from the Indian Towing site alone. Out of these 16 samples, 8 samples were collected from 8 different shallow soil boring locations within the site as well as 8 samples (1 duplicate included) collected at different depths from one deep boring (IC-2). Total concentration of mercury in the 8 shallow soil samples at the Indian Towing site range from 0.046 mg/kg to 1.5 mg/kg, while, except for sample IC-2-1 and its duplicate (IC-2-8), the other 6 samples from boring IC-2 yield mercury total concentrations from 0.043 mg/kg to 0.13 mg/kg. Overall, the above data indicate that the singular high mercury value detected in IC-2-1 is an isolated occurrence. If the mercury level of 20.8 mg/kg in IC-2-1 is real and considering low mercury levels in the other soil samples surrounding (below and near) IC-2-1, the volume of soil with a mercury level of about 20 mg/kg is small. The LPBF's assertion that 1.36 million cy of sediments is contaminated with mercury at 20 ppm is a wrong interpretation or projection of the data. Because soil sample IC-2-1 is also co-located within an area delineated for special handling due to high levels of lead (Pb), soil from this site would be removed to an industrial landfill.

Page 2, item 2. The sampling and testing strategy at the IHNC is a cost-effective tiered (or phased) approach that involved a discovery phase of environmental anomalies or questionable areas followed by detailed investigations of these anomalies. Compositing of samples is

Generally, we believe the New Orleans District need to do additional work to address the levels and areal extent of contamination and subsequent potential human and environmental health concerns related to the removal and disposal of contaminated material. This work must be completed before the review process can move forward.

Our initial remarks on the proposed project are as follows:

- 1) Some of the sediment core samples indicated that there are very high levels of heavy metals, specifically mercury, contained in the sediments in and around the lock.

Many of the pollutants entering our waterways settle to the bottom, creating toxic reservoirs in the sediments. Dredging contaminated areas stirs up bottom sediments, releasing toxic materials into the water where they are ingested or absorbed by living creatures.

To measure the levels of sediment contamination in the inner harbor canal, the Army Corps collected sediment samples. One of the samples contained a mercury level of 20 parts per million (ppm), 40 times the level considered "safe" by the State of Louisiana. Many other samples continued high levels of heavy metals. Yet, in the public notice, the New Orleans District describes the levels of contamination as "moderate". This designation is based upon faulty science (see below).

The proposed project will require the removal and disposal of 1,364,000 yds<sup>3</sup> of contaminated sediments over 130,000 dump truck loads. Clearly, there is a public health issue involved with the removal and safe disposal of these materials that must be addressed in greater detail.

- 2) The EIS uses questionable methodology to describe the sediment quality.

For example, the EIS lists the "average" level of mercury in a nine foot sediment core as .9 ppm, a level below the federal safe standard. Yet, we question how the Corps reached this determination. In our opinion, by averaging the readings of the entire sample one invalidates the findings. If the upper section contains high levels, one cannot say it is not contaminated, it is simply a misuse of statistics, and it calls into question the use of the data to make broad based assumptions.

We believe that each segment of the core should be carefully analyzed for contaminants, especially the top foot which logically contains the greatest level of contamination. Using more acceptable scientific practices, some of the contamination levels listed would be described as hazardous material and would require disposal in hazardous material deposit sites rather than the proposed Confined Disposal Facilities.

In the EIS, the Corps uses both RCRA (Hazardous) and TCLP (toxic) designations to discuss disposal alternatives. Both of these methods are used for disposal

frequently undertaken during the initial phases of investigations when the presence or absence of pollutants on a large volume or package of sediment / soil material is being verified. Grab samples taken from various portions of a sediment / soil package or core sample are composited into a single sample which is assumed to be an unbiased representative of that particular volume of sediment / soil package or core sample. This same technique of compositing is used as an exploitation strategy in the mineral industry where chemical anomalies are sought for profit. The analytical result of the composite sample should theoretically represent the chemical concentration(s) in the soil / sediment package or core sample.

In the case of the sediment samples collected from the bottom of the IHNCC, compositing of the entire core sample was done only for the core sample collected for Site A (between the existing lock and the river). The core sample taken at Site C (between existing lock and Claiborne Avenue) was composited into three segments: 0-1 foot depth, 1-5 foot depth, and 4-9 foot depth. The core sample taken at Site G (adjacent to the Galvez Street Wharf) was also composited into three segments: 0-1 foot depth, 1-4 foot depth, and 4-9 foot depth. There were two core samples taken at Site B (turning basin south of Florida Avenue). They were composited into two segments for the first core (1-1.5 foot depth and 1.5-6 foot depth) and two segments for the second core (0-8 foot depth and 8-12 foot depth). By looking at the mercury levels in the following table, it can be seen that there is no evidence of stratification of mercury in the bottom sediments of the IHNCC. The two core samples at Sites C and G, which composited the first foot of sediment, would not lead one to believe that mercury levels in the sediments of the IHNCC are stratified. From this, it can be seen that the Corps did use acceptable scientific practices in evaluating the sediment quality of the IHNCC.

MERCURY LEVELS IN SEDIMENTS OF THE IHNCC  
NOD Testing (May 1993)

Site	Depth of Composite	Hg, Bulk Sediment (ug/kg)	Burial Hg (ug/L)	Applicable Criteria Hg, (ug/L)
A	0-9 feet	<100	<0.2	2.4
C	0-1 feet	<100	0.2	2.1
	1-5 feet	200	<0.2	2.1
	4-9 feet	100	<0.2	2.1
G	0-1 feet	300	<0.2	2.1
	1-4 feet	200	<0.2	2.1
	4-9 feet	<100	0.2	2.1
E (1st core)	1-1.5 feet	500	<0.2	2.1
	1.5-6 feet	400	0.2	2.1
E (2nd core)	0-8 feet	900	<0.2	2.1
	8-12 feet	<100	<0.2	2.1

The Section 404(b)(1) Evaluation addressed, in detail, the potential environmental impacts of sediment disposal. Utilizing the data collected during the 1993 sampling effort, the effects on chemical and physical properties (including toxic metals) in the water column were evaluated.

alternatives, but neither adequately addresses the potential environmental impacts of sediment disposal.

Rather than utilizing a method that inadequately describes potential health risks and environmental impacts, we call on the New Orleans District to utilize a methodology that will clearly spell out the potential risks to human and wildlife health.

3) The EIS fails to clearly indicate the extent and the locations of the contaminated sediments.

The EIS does not include a map within the location of each sediment sample.

While the narrative description is helpful, it is difficult to identify areas where the contamination is located.

Are some of the contaminated sites located on private property? How far off-site does the contamination extend? Does the sampling schedule fully address the area of contamination?

A map with sampling sites clearly identified should be included in the document.

4) We question the effectiveness of proposed Confined Disposal Facilities (CDFs) to adequately protect the public and the environment from the potential impacts from contaminated sediments.

The New Orleans's District proposes to dispose of 1.3 million yds<sup>3</sup> of

contaminated sediment in CDFs. This is despite the fact that CDFs have historically had problems: they are poorly monitored, they have limited ability to keep toxins out of the environment, they can allow low fish and wildlife to come into contact with contaminated materials and they can leak contaminated leachate into surface and ground waters.

The Corps proposes to use this technology in spite of the fact that a similar facility

for disposal of contaminated sediments in the Calcasieu River has been shown to be leaking toxins into the environment.

According to the U.S. Army Corps of Engineers report entitled, *Review of Removal, Containment and Treatment Technologies for Remediation of Contaminated Sediment in the Great Lakes*, "A CDF designed to receive hydraulically

dredged/dispersed sediments (such as the proposed project) must provide adequate detention time for settling and be able to drain and treat large volumes of water. This may require larger facilities, sometimes divided into two more components to allow for secondary settling."

Will the proposed CDFs contain settling ponds? Water quality treatment systems? How long will the CDFs be maintained? Who will perform the maintenance on the

Also included in the 404(b)(1) Evaluation is a section on contaminant determinations. In the

evaluation it was stated that although no soil samples were collected and analyzed as elutriates

from the existing industrialized east bank of the IHNC nor the west bank of the IHNC, the

HTRW Remedial Investigation which was conducted as a part of the lock replacement study

presented soil contaminant concentrations on the east bank of the IHNC. The HTRW resting

testings will be used for aqueous disposal. The material on the east bank and west bank is

designated to be used at the mitigation and MRGO sites and the IHNC disposal site, and similar

constituents found in canal bottom sediments would be expected to be present in

this material. Since constituent levels ranged from comparable to moderately higher than the

canal sediment bottom material, levels would be expected to be the same to moderately higher

than what was found for these two disposal sites. Also included in the 404(b)(1) Evaluation are

proposed disposal site determinations (including a lengthy mixing zone determination,

determination of compliance with applicable water quality standards, and the potential effects on

human use characteristics). Mixing zones were determined for the disposal locations to provide

a region where concentrations of constituents are dispersed into receiving waters. A determina-

tion of compliance with applicable water quality standards was also conducted. The potential

effects on human use were evaluated by looking at the effects to municipal and private water

supplies, recreational and commercial fisheries, water-related recreation, and aesthetics.

The work done in support of this 404(b)(1) Evaluation is deemed adequate to address the

potential risks to human and wildlife health, as well as to address the potential environmental

impacts of sediment disposal resulting from disposal of dredged material. These facts show that

for these conclusions, and it is a valid and well-researched scientific practice. The elutriate test is the main basis

the analyses were based upon acceptable scientific practices. The elutriate test is the main basis

Page 3, item 3. Maps showing the location of soil and sediment sampling locations were

inadvertently left out of the HTRW appendix by the printer. The mission was not discovered

until the after the report had been distributed. The maps are provided in the final report. These

maps show the location of sediments (in the canal) as well as soils (on both banks of the IHNC)

that were sampled and tested. The areas that are interpreted to require more attention (special

handling) can be projected from these maps. However, since the water quality testing yielded

sediment testing results that do not require special handling (treatment or industrial landfill

disposal), volume estimates of questionable sediments were not made.

The lands on the banks of the canal within the proposed project limits are currently leased to

private industries--(MCDoungth Marine, Mayer Yacht, etc.) as well as to Federal government

agencies (US Coast Guard; USACE-NOD, New Orleans Military Ocean Terminal)--by the Port

of New Orleans. About 30,000 cubic yards of questionable soils were discovered on the east

bank of the canal between the Florida Avenue bridge and the Claiborne Avenue bridge. These

soils are located within the industrial sites on Port of New Orleans' properties on the flood side of

the levee. Soil samples from a core boring located on the protected side of the levee floodwall

yield results indicating no evidence for off-site migration. The physiography of the industrial

sites including the thick clay suburface, levee and floodwall alignment, and drainage patterns

would prevent contamination from migrating toward nearby residential areas. The ultimate

receptor of any horizontal migration of pollutants from the contaminated areas would be the

IHNC. But, as demonstrated by the elutriate testing results, the sediments of the IHNC are not

expected to pose a contaminant problem.

CDFs? How often will they be monitored? By Whom? What is the facilities life-expectancy?

We question the Corp's choice of a disposal site. Why place hazardous material next to the Mississippi River Gulf Outlet, one of the most dynamic areas in the Pontchartrain Basin? What happens when a hurricane hits St. Bernard Parish? Will the polluted sediments spread all over the St. Bernard marshes?

Contaminated dredged material remain active sources of pollution, even after they are deposited in CDFs. Some of the toxins, such as polyaromatic hydrocarbons and other organic contaminants, such as the ones identified in the sediments samples from the inner harbor, enter the atmosphere as gases.

LSU and the U.S. Army Engineer Waterways Experiment Station are conducting research to define the conditions that lead to the release of pollutants in CDFs.

Is the New Orleans District familiar with this research? Has District personnel contacted these scientists to get their input on the design of the proposed CDFs?

Clearly, the discussion of the CDFs raises more questions that it answers. The public deserves an answer to all these questions before the process can be allowed to move forward.

5) **The dredging of the IHNC could allow contaminated sediments to enter Lake Pontchartrain.**

The proposed construction would stir up a tremendous volume of material, much of it contaminated. What procedures will be put into place to prevent these materials from entering the Lake?

Thank you for this opportunity to comment. The Lake Pontchartrain Basin Foundation will be submitting additional comment in the near future.

For the Lake and Basin



Neil A. Armingeon  
Environmental Director

Page 3, item 4. The 1,364,000 cubic yards of material referred to in LPBF's comment will come primarily from the IHNC channel bottom (1,158,000 cubic yards), with a small portion from the east bank of the IHNC (206,000 cubic yards). Therefore, 85% of the material to be deposited into the MRGO site will be from the IHNC channel bottom. The suitability of the IHNC channel bottom material for wetland disposal has been discussed in the responses to comments 1-3 above. Analysis of the bulk sediment results obtained for the east bank of the IHNC, the shows that the additional 15% from the east bank of the IHNC also will not pose a threat to the environment. In addition to the fact that the MRGO site is isolated from the tidal system by its elevation, this conclusion is based on the fact that the bulk sediment analysis of the IHNC bank sediments were comparable to moderately higher than the bulk sediment analysis for the channel bottom.

As with any disposal action, the Corps will follow the direction of regulatory agencies such as LDEQ in designing and carrying out the disposal of dredged material. The disposal site in question, the MRGO site, is a previously used Corps of Engineers dredged disposal site. The site was originally subdivided into four cells, each individually diked. The Corps plans to strengthen the exterior dikes to prevent release of the dredged material into Bayou Bienvenue and other tidal waters. The interior dikes will also be reinforced as necessary, to aid in lengthening the detention time of the dredging effluent. This site is not tidally influenced and is surrounded by confinement dikes and a hurricane protection levee. Any additional requirements considered necessary will be included in the disposal plan developed in the design memorandum to be prepared for the dredging of channels to ensure that the effluent from the disposal site will not pose a threat to the environment or public. An appropriate water quality monitoring plan will be developed and will be conducted during dredging and disposal operations to ensure that the public and environmental health are not threatened.

The disposal site is within the hurricane protection system. Erosion from the MRGO would not be allowed to compromise the hurricane protection levee. The disposal site is located in what could be considered a "dead-end" system, near the headwater of Bayou Bienvenue, also known as the Main Outfall Canal. All dredging and disposal would occur in Orleans Parish. The canal receives urban stormwater runoff from a pumping station at the head of the canal. During any anticipation of abnormally high tidal stages (winter storms, tropical storms, or hurricanes) the floodgates at Bayous Bienvenue and Dupre are closed, preventing tidal surges from entering the large area where the disposal site is located. Therefore, any contaminants in the soils would not be mobilized.

Page 4, item 5. The contaminant levels of the IHNC sediments and soils have been addressed in responses to comments 1-3, above, and in the HTRW appendix. The sediments and soils to be dredged have been shown to be not hazardous. Some of the questionable soils, based on lead contamination, would be hauled to an industrial landfill. The portion of the IHNC south of the MRGO, where all of the dredging would occur, is virtually a dead end system, with the inflow and outflow produced from the small amount of exchange from the Mississippi River through the existing lock during lockages. A relatively small amount of tidal flushing also occurs with the rise and fall of tides in the canal. A significant amount of tidal current flows from Lake Pontchartrain through the northern half of the IHNC to the MRGO, and vice versa. The sluggish water movement in the southern half of the IHNC would severely limit the amount of sediments and associated suspended and dissolved constituents from being flushed into Lake Pontchartrain and the MRGO. Therefore, the effects of dredging operations on the Lake and MRGO are considered to be minimal.

The proposed disposal area is on the protected side of a section of the hurricane protection levee along the south bank of MRGO. The potential of leachate migration from the proposed disposal site to Lake Pontchartrain should be minimal to non-existent. The MRGO is structurally separated from the disposal site by a hurricane protection levee while the surface drainage flow in the disposal area should be southward and away from MRGO and Lake Pontchartrain. However, the northern channel segment of the IHNC remains as a direct pollutant pathway from the dredging area to the lake.



February 25, 1997

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

Dear Colonel Conner:

The New Orleans Board of Trade, representing 200 members engaged in the commerce of the port, endorses the U.S. Army Corps of Engineers plan to replace the lock on the Industrial Canal in New Orleans at the existing IHNC site.

Our members appreciate the fact that the present lock is 73 years old and unable to perform the level of service expected in 1997 with 1924 hardware.

We also appreciate that the Corps considered seven sites for a new lock and concluded that the most environmentally acceptable site was Mississippi River Mile 92.6. The selection of this site serves to re-affirm your judgement in selecting this same site for the first lock in 1923.

Sincerely,

  
Thomas H. Westfeldt  
President

Comments noted.

**new orleans steamship association**

2240 WORLD TRADE CENTER, 2 CANAL STREET, NEW ORLEANS, LOUISIANA 70130-1497  
504-522-9392, FAX 504-523-2140

February 27, 1997

Colonel William L. Corner

Corps of Engineers

P O Box 60267

New Orleans LA 70160-0267

**RE: INNER HARBOR NAVIGATIONAL CANAL LOCK REPLACEMENT**

Dear Colonel Corner:

The New Orleans Steamship Association (NOSSA) represents 47 owners, operators, agents and stevedores, and through them, thousands of vessels that call on the lower Mississippi River from Baton Rouge to the Gulf of Mexico. Among our many activities on behalf of our membership, NOSSA is involved in matters that promote safety on the lower Mississippi River and the Mississippi River-Gulf Outlet. Also, NOSSA promotes recognized development needed for the safe movement of commerce.

We support the construction of the new Inner Harbor Navigation Canal Lock (Industrial Canal Lock) because it will provide for the safe and efficient movement of commerce, which is greatly needed. The lock is an integral part of our nation's waterborne transportation system. It is the major east/west corridor for shallow-draft commerce. But its current obsolete dimensions cause congestion, which is neither efficient nor safe. The lock's inefficiency delays traffic, increasing the cost of transportation. The congestion is a hazard because of increased potential for an accident. This antiquated lock no longer serves its intended purpose and will deprive our nation from moving our country's transportation system into the 21st Century.

The new lock will provide the economic benefits that are vital to keep our country's goods flowing in both intrastate and interstate commerce and move us to the 21st Century. From a local standpoint, a new lock will strengthen the ability of Louisiana's ports to remain among the major players in waterborne commerce at home and abroad. It will support the base for jobs now and in the future through the state's port facilities, private facilities, and many independent support services (i.e., rail, truck, warehousing). This, in turn, will keep our state's economy prospering. A University of New Orleans (UNO) study reports that about one tenth of the jobs in the state are directly and indirectly related to port activity.

The new larger lock will provide a smoother and more efficient flow of traffic. This will improve the movement of cargo bunkers and vessels (both deep-draft and shallow-draft) between the Port of New Orleans' facilities on the Mississippi River and terminals on the Industrial Canal and Mississippi River-Gulf Outlet (MR-GO), thus helping the port with future development. Currently

Our 85th Year Serving the Maritime Industry 1912-1997

Comments noted.

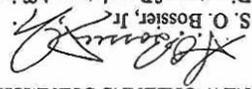
most of the port's container facilities are on the Industrial Canal, with access for ships only through the MIR-GO. The larger lock will give ships an alternative access to those facilities. There would be more dependability in the movement of barge cargoes to and from ships on the canal and a shorter delivery time of ship's fuel.

The cost/benefit ratio of the proposed lock is almost two to one, a very cost effective use of funds. The waterborne commerce industry will share a large part of the project's cost, and the public will be the greater beneficiary. More efficient transportation reduces the cost to move goods to the public and will ultimately benefit the consumer with lower prices. Besides securing jobs, it will improve the economy and the ability to meet future growth with a safer waterway. The UNO study also shows that activity generated by our ports and their users in one year translates into an economic impact of some \$21 billion throughout the state. In addition, state and local revenues are bolstered with over \$300 million from our industry through taxes.

Failure to proceed with this project would have a negative impact on our state and our country. Delays and congestion will increase as the volume of interstate and intrastate traffic grows. It would jeopardize Louisiana's economy and the jobs of our people. We, therefore, urge the construction of the new Industrial Canal Lock for the benefits it will provide our industry, ports, state, country and the public.

Very truly yours,

NEW ORLEANS STEAMSHIP ASSOCIATION

  
S. O. Bossier, Jr.  
Director of Regulatory Affairs

March 3, 1997

Mr. President  
 National Water Research Institute  
 1400 N. 17th Street  
 Denver, Colorado 80202

Mr. Gerald J. Michary, Jr.

Sr. Project Manager

U.S. Army Corps of Engineers

P.O. Box 60267

New Orleans, LA 70160-0267

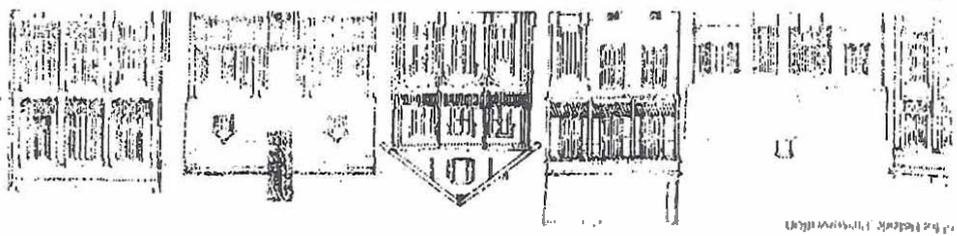
Re: New Lock and Connecting Channels

Dear Mr. Michary:

On behalf of the Preservation Resource Center, I am writing to express our concern about the negative impact that the proposed canal lock expansion project will have upon the historic neighborhoods of Bywater and Holy Cross. These neighborhoods, even though they have suffered from typical urban problems of the past few decades, have been very effective in reversing decline. Any development there should only enhance revitalization efforts, and we fear the opposite will happen.

Specifically, the PRC is concerned about the following aspects of the project which would have an adverse effect on the neighborhoods' property values and alienate the area's residents and businesses:

- The demolition of the St. Claude Avenue bridge and the rerouting of traffic to Claiborne Avenue would sever a vital link between Holy Cross and the heart of the city. As the main connection to Holy Cross, this bridge also serves both pedestrian and bicycle traffic which is not allowable on the Claiborne bridge. The 10 year period needed for demolition and construction of a new bridge would have major impact on the St. Claude Avenue businesses. Although the plan does not include a temporary St. Claude bridge, Bywater and Holy Cross neighborhood associations have indicated that this would alleviate this problem.
- The new bridge approaches and monolithic floodwalls will further alienate the neighborhoods and diminish the aesthetic value of the neighborhood which



The project plan has been revised, based on feedback from the public, to include a temporary bridge at St. Claude Avenue. This will insure continuous vehicular access across the canal throughout the construction of the lock replacement project. This should minimize the project impact on the community.

The bridge approaches at St. Claude Avenue will be within the footprint of the existing bridge approaches. The proposed new bridge design will include supports that are more open than the existing bridge, thereby opening up the area beneath the bridge and tying the area together.

TEL: Mar 04 '97 9:25 No.002 P.03

faces the levee. Although the plan allows for lighting and landscaping to offset the negative impact of cement ramps, property values will nevertheless decline where bridge approaches reach into and further divide the neighborhood. In addition, the plan does not adequately study the impact that a monolithic floodwall will have upon the revitalization of this area. On page D-5-8 of the report, the finding of no adverse effect on public parks, shoreline access points or other areas of public use and concern is not accurate. The levee functions as a public park, offering residents a visually attractive view of the river and a much used recreational space. In fact, the levee is one of the most significant amenities of Holy Cross.

Thank you for taking the time to address our concerns, and we look forward to hearing from you regarding further PRC involvement in revitalization of both neighborhoods.

Sincerely,



Patricia H. Gay

PG/ad

cc: Holy Cross Neighborhood Association  
Bywater Improvement Association  
Mayor Marc Morial  
Councilman Troy Carter  
Councilman Ellen Hazzour-Distance

ST. BERNARD WETLANDS FOUNDATION

P.O. Box 1694  
Meroux, Louisiana 70075

February 13, 1997

Colonel William L. Conner  
U. S. Army District Engineer  
New Orleans District

P. O. Box 60267  
New Orleans, La. 70160-0267

Re: Mississippi River Gulf Outlet  
New Lock and Connecting Channels

Dear Colonel Conner,

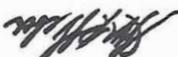
In your Draft Evaluation Report and Environmental Impact Statement, you advise under the Clean Water Act section 404 (B) (1), concerns that the above project would require dredging 3,244,000 cubic yards of material from the bottom of the IHNC and its banks.

It is our understanding that 1,364,000 cubic yards of this material has been found to contain moderate levels of contamination, including but not limited to, heavy metals. Part of this material may be deposited on a jurisdictional wetland which could adversely affect these lands, some of which may be located in St. Bernard Parish. St. Bernard has already lost many areas of wetland due to the damaging effects of the Mississippi River Gulf Outlet and from past experience, we doubt that the loss of land from this project will be restricted to the 277 acres as stated in your advisory.

Because of the possibility of further damage to St. Bernard Parish's fragile wetlands, we oppose the disposal of any spoil which may contain contaminants in this parish and would appreciate the disposal of this spoil somewhere other than in St. Bernard marshland. However, any spoil resulting from the project which is deemed clean of contaminants would be welcomed and appreciated along the eroding banks of the M.R.G.O. in St. Bernard Parish.

We further question the spending of \$750,000,000.00 on the IHNC and its banks without the consideration of also financing the closing of the M.R.G.O. and the repair of the damage it has caused to St. Bernard Parish.

Sincerely,



William P. Weber, Chairman

U.S. Senator John Breaux  
U.S. Senator Mary Landrieu  
U.S. Congressman Billy Tauzin  
U.S. Congressman Robert Livingston  
LA State Senator Lynn B. Dean  
LA State Representative Kenneth Odinet  
LA State Representative Thomas Warner  
St. Bernard Parish President Charles Ponstein

CC:

The area proposed for dredged material disposal is inside the hurricane protection levee system. The limits of the disposal site have been refined and it is all within Orleans Parish. The Corps is addressing some of the more critical areas of erosion along the MRGO under different authorities. The lock project is a separable element under the MRGO authority.

→ Dickory

COMMENTS OF HOLY CROSS NEIGHBORHOOD ASSOCIATION,  
LOUISIANA ENVIRONMENTAL ACTION NETWORK,  
AND SIERRA CLUB - NEW ORLEANS GROUP  
ON U.S. ARMY CORPS OF ENGINEERS'  
DRAFT EVALUATION REPORT FOR NEW LOCK  
AND CONNECTING CHANNELS FOR MISSISSIPPI RIVER-GULF OUTLET

Prepared by:

Theresa Urban Guill  
Mary Penny Thompson  
Student Attorneys

Andree Jacques  
Robert Kuehn  
Supervising Attorneys

Tulane Environmental Law Clinic  
6329 Freret Street  
New Orleans, LA 70118  
(504) 865-5789

March 3, 1997

MAR - 3 1997

Received by: Sandra Ahlson

**COMMENTS OF HOLY CROSS NEIGHBORHOOD ASSOCIATION, LOUISIANA ENVIRONMENTAL ACTION NETWORK, AND SIERRA CLUB - NEW ORLEANS GROUP ON U.S. ARMY CORPS OF ENGINEERS' DRAFT EVALUATION REPORT FOR NEW LOCK AND CONNECTING CHANNELS FOR MISSISSIPPI RIVER-GULF OUTLET**

I. **INTRODUCTION**

The Holy Cross Neighborhood Association (“Holy Cross”), Louisiana Environmental Action Network (LEAN), and Sierra Club - New Orleans Group (“Sierra Club”), through undersigned counsel, submit these comments on the Draft Evaluation Report for the New Lock and Connecting Channels, Mississippi River - Gulf Outlet (“Draft Evaluation”) to the Inner Harbor Navigational Canal (IHNC).<sup>1</sup> The purposes of Holy Cross, LEAN, and Sierra Club include the protection and preservation of the community, the historical buildings, and the natural environment found on the levee bordering the Industrial Canal. Their purposes also include the protection of their members from pollution, as well as health and environmental threats. Members of these groups live in the neighborhoods surrounding the proposed project and take advantage of the community and recreational opportunities provided in the area and on the levees. Conditions during and after the proposed IHNC project will adversely affect the quality of community life, the surrounding environment, and the health and welfare of members of these groups and their families.

The project proposes to replace two bridges over the IHNC, deepen the canal itself, and install a new lock in the canal. The IHNC serves as the navigational connection between the Mississippi River, the Gulf Intracoastal Waterway and the Mississippi River-Gulf Outlet. Studies suggest that a high volume of vessel traffic and the closure of the bridges due to vehicular traffic have led to delays in navigation at the IHNC lock. The Draft Evaluation purports to compare two main alternatives: the existing IHNC site in New Orleans and a site at

---

<sup>1</sup>The Tulane Environmental Law Clinic submits these comments on behalf of the above-listed groups, and not on behalf of Tulane University or the Tulane Law School.

Violet, Louisiana. The evaluation concludes with a recommendation for a new float-in lock of 110 x 36 x 1200 feet at a site north of Claiborne Avenue with a low St. Claude Avenue Bridge and a replacement of the existing Claiborne Avenue Bridge.

The effects of the proposed project are wide-ranging, implicating numerous concerns, many of which the draft evaluation fails to deal with whatsoever or addresses only superficially. The following specific comments attempt to illuminate points at which the draft evaluation fails to satisfy statutory requirements of the National Environmental Protection Act, the National Historic Preservation Act, and the Fair Housing Act, among other federal and state laws and regulations. The comments address each volume or issue in turn.

## II. COMMENTS

### A. VOLUME ONE: MAIN REPORT AND EIS

#### 1. Main Report

On page 29, the Draft Evaluation notes that the use of the IHNC lock by deep draft vessels has remained "stable or diminished in the past decade." This evidence does not indicate a need for more deep draft vessel capacity, and, in fact, argues against the recommended alternative which includes a deeper lock. No further evidence is adduced to indicate that building such a deeper draft lock will result in greater use by deep draft vessels and, therefore, greater economic benefits than possible with the existing lock.

On page 34, the Evaluation considers future conditions without the lock and makes at least two questionable predictions. First, it foresees a "proliferation of gambling casinos." Considering the recent legal fights and flight of much of the riverboat gambling industry to more lucrative sites, it seems unrealistic to continue to expect any growth in this industry in this part of the state or to imply any economic or employment gains from the industry. Second, the Evaluation notes that the population in the New Orleans Metropolitan Area is growing, while the

**Page 2, item 1. Based on Federal criteria, construction of the deep draft increment is not warranted. While 95 percent of the savings are shallow draft, the Port of New Orleans has requested that the Corps construct a deep draft project as the locally preferred plan. This increment is being constructed at non-Federal expense.**

**Page 2, item 1, para 2. The report has been revised to more accurately reflect current conditions relative to casinos. Provisions in the Water Resources Development Act of 1986 require that preference be given to local residents in the construction of the project.**

population in Orleans Parish is declining. It then projects that employment conditions in Orleans Parish will improve. It fails to note, however, that it is more likely that what jobs are created will go to non-Orleans parish residents.

On page 42, the Evaluation analyzes the National Economic Development (NED) Impacts. However, its analysis is skewed in favor of the chosen project. The NED cost estimate fails to include the \$46 million estimated for social and environmental mitigation costs. These costs are clearly foreseeable and required by Section 326 of the Water Resources Development Act of 1996, Public Law 303 of the 104th Congress, which states that “[u]sing funds made available . . . the Secretary shall implement a comprehensive community impact mitigation plan, as described in the evaluation report of the New Orleans District Engineer.” Clearly, adding this cost to the NED would reduce the chimerical economic benefit of \$75.8 million and the average annual benefits ratio.

On page 43, the Draft Evaluation suggests that the material dredged from the Industrial Canal in the creation of the deep draft lock will be dumped into open water to create new wetlands. Considering the possible toxicity and the almost definite high salinity of the material that will be retrieved from the bottom of a canal that has been used continuously for heavy industry since its creation in 1923, this plan is unrealistic. There is no suggestion, and certainly no cost estimate, for how this dredged material will be treated if too toxic or too highly salinated to form the basis of sustainable wetlands. Further, considering the possibility that the material dredged may be for the most part unusable, the Evaluation fails to answer whether there is sufficient room for all of the dredged material at the previously existing fill area.

Page 43 of the Evaluation also purports to address the impacts on cultural resources. However, it says nearly nothing about the impacts except to promise a memorandum of agreement with the Advisory Council on Historic Preservation and the State Historic Preservation Officer. The project is likely to have wide-ranging and seriously adverse effects on

**Page 3, para 1.** The information cited reflects the historical evaluation and preliminary screening of sites. The results of the screening would not change the conclusion of the screening with the inclusion of mitigation.

**Page 3, 2nd full para:** The EIS and Section 404(b)(1) evaluation (Appendix D, Section 3) address the dredged material disposal plans. Laboratory analysis of soils and sediments to be dredged has led to plans for removing contaminated soils to an industrial landfill, depositing canal bottom sediments and some canal-bank soils in a confined disposal site, and using clean soils for wetland restoration.

**Page 3, para 3.** The cultural resources in the project area have been identified in a number of studies that have been coordinated with the SHPO. These cultural resource studies have been completed to an appropriate level of detail for this stage of project planning. Impacts have been identified and mitigation measures have been proposed. There is no evidence that impacts to a few historic structures will contribute to “destroying the historic and aesthetic qualities of the community.”

historic resources. The failure to address these effects at this point is a critical deficiency. Certainly, mitigation plans should include extensive recognition of the need to preserve the historic resources and character of the surrounding communities (rather than simply that of particular structures). Moving one historic building or documenting another historic structure fails to properly mitigate for otherwise destroying the historic and aesthetic qualities, "tout ensemble," of a community.

In the discussion on page 44 regarding the proposed mitigation measures, specifically addressing impacts on individual homes, the Draft Evaluation does not clearly explain what the nature of the "impacts" on the homes will be. Will there only be noise or noise, dust, and vibrations? The Draft further does not discuss the costs and possibilities of permanent relocation if requested by the community members. The dislocation of 620 individuals and the "[s]everal neighborhood businesses" also should be mentioned in the Real Estate Supplement (Volume 7). Such disjunction occurs continuously in the Draft Evaluation. The Evaluation also offers no cross-references to other sections or volumes of the evaluation. Its use is, therefore, difficult and such difficulty hinders its ability to meet its duty of informing the public about the proposed project. Home and business owners concerned about the effects on their properties who read the Real Estate Supplement would be lulled into a false sense of ease belied by the Main Volume.

On page 44 -45, the Draft Evaluation discusses the National Economic Development impacts. In this discussion, the Corps includes the cost of environmental mitigation for the Violet site but not for the IHNC site. Further, the lack of maintenance for the old Violet lock is not included as a benefit for the NED while the lack of maintenance at the IHNC lock is. The NED for the IHNC site needs to include the social mitigation costs as required by law. The proffered NED comparison is one of apples and oranges. Costs are included or discarded as suits the conclusion the Corps seeks. The same costs must be included in both NED cost analyses to fairly determine the ratios and the economic benefits possible. This deficiency is among the

**Page 4, para 1. The reference is to preliminary screening for a plan that was eliminated. It is not required in the Real Estate Supplement which presents information on the recommended plan.**

**Page 4, para 2 - Page 5 para 2. For the preliminary screenings referred to in these paragraphs, the Corps used the best information available at the time. The proposal for social and cultural mitigation was not yet being considered for either site. However, the Violet site had such severe and devastating impacts to the natural environment that even if these mitigation costs were included at that time, the recommendation to eliminate the Violet site would not have changed. It was believed that alternatives existed at the IHNC site that could be developed with appropriate mitigation that would be less environmentally damaging than the Violet site. The recommended plan at the North of Claiborne Avenue location, including the community impact mitigation plan, is such a plan.**

most egregious of the Evaluation, but is also indicative of the nature of the Draft Evaluation: the conclusions are foregone and the discussions merely rationalize the desired project.

Page 46 of the Draft Evaluation assesses social and cultural impacts of the Violet site. These impacts are considerably lower than those estimated for the IHNC site. This disparity of impact should have been taken into account in comparing the projects, not only in the economic sense as noted in the paragraph above, but also politically. While the Evaluation notes many times the public opposition to the Violet site, it notes only once the equally strong resistance of the community to the IHNC site. Further, it never directly compares the two sites in terms of cultural impacts to indicate that the community opposition at the IHNC site is not theoretical or NIMBY (Not In My backyard) based, but rather is based on a desire to protect their homes and their immediate quality of life. The resistance of the Violet community should not be given greater weight than that of the individuals trying to preserve their homes near the IHNC.

Further, the Comparison of Sites on page 46 of the Draft Evaluation should address the impacts on social and cultural resources as required by federal statutes. The National Environmental Policy Act, 42 U.S.C. § 4331, recognizes "the profound impact of man's activity on the interrelations of all components of the natural environment, particularly the profound influences of population growth, high-density urbanization, industrial expansion, resource exploitation, and new and expanding technological advances," and makes it the "continuing responsibility" of the Federal Government "to use all practicable means" "to improve and coordinate Federal plans, functions, programs, and resources to the end that the Nation may . . . assure for all Americans safe, healthful, productive, and esthetically and culturally pleasing surroundings."

The Corps is also under a duty to ensure that the goals of environmental justice are met in the planning of projects. The Fair Housing Act, Presidential Executive Order No. 12,898, 59 Fed. Reg. 7629-33 (Feb. 11, 1994) and the Department of Defense's Environmental Justice

Strategy require that “each federal agency shall make achieving environmental justice part of its mission by identifying and addressing . . . disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” Executive Order 12,898 also requires analysis of environmental justice impacts of federally funded projects. At no point in the Draft are environmental justice considerations addressed, although the Draft admits that the affected communities are largely minority. In failing to recognize the disparate social and cultural impacts of the IHNC and Violet projects, the Draft Evaluation fails to meet the requirements of the law and the Executive Order.

Page 60 of the Evaluation discusses pre-construction mitigation but proposes no pre-construction mitigation for the north Claiborne bridge. There will be a great deal of traffic dislocation caused by the temporary removal of this bridge, especially considering that the current North Claiborne bridge accommodates approximately fifty-one percent of current traffic (see p. 33), and these impacts must be identified and fully analyzed.

The allocation of funds indicated by the table on page 64 reflects little consideration of the neighborhoods impacted by the IHNC project. While only \$51,000 is allocated for job training, despite the grandiose promises in the mitigation plan, \$600,000 is allocated to document a bridge and lock that will be torn down. This is an outrageous sum for documentation of historic value when compared with the picayune sum allocated to job training. More outrageous, however, is the comparison of the almost \$3 million offered to Orleans Parish for lost sales tax revenue to the paltry \$35,533 to compensate homeowners for decreased property value. The estimation of decreased property value compensation is ridiculous. The table estimates housing compensation for only one year when the project itself is to continue for seven years beyond two years of pile driving. Property values will be decreased not only for the duration of pile-driving but permanently from the disfigurement of the Holy Cross and Bywater communities (such as replacing green levees with high concrete floodwalls) that the IHNC lock replacement will bring.

Page 6, para 1. Preconstruction mitigation is being proposed in the current plan. In addition, because of innovative construction techniques, the service outage of the Claiborne Avenue bridge would be limited to a short period of time (currently estimated between 1 to 4 weeks).

Page 6, para 2 - page 7, para 1. Preliminary numbers used in the table reflect early estimates in the mitigation planning effort. The text is being changed to clarify information in the report reference.

The table on page 64-67 has several other failings. It indicates nine months of utility assistance to pay for air conditioners, and the provision of air conditioners to some community members, to drown the noise of pile driving (a questionable mitigation in and of itself). However, estimates for pile driving are twenty four months. There is no explanation of the disparity in the times. Further, if the construction is to continue for nine years, no mention is made of mitigating for noise, air, and other pollution for the other eight years and three months. The table further fails to indicate the mitigation costs required for providing emergency and police services to the communities during construction. On page 67 of the table, it indicates mitigation for pedestrian and public transportation but does not include any plans or compensation for the huge numbers of private commuters who will be affected. If those commuters are included in the pedestrian and public transportation, the table fails to account for what will be a huge increase in the number of public commuters.

In describing Impact Avoidance on page 77, the Draft Evaluation indicates no resurfacing of roads near the construction area, only resurfacing of outlying roads. The impacts of the construction will be greatest on the roads bordering the project area. These roads should be resurfaced, not, as the Evaluation offers elsewhere, fixed on an as-needed basis. The worse shape these roads are in, the more vibrations and noise in the surrounding communities.

On page 98 the Draft Evaluation states that textured surfaces will be used on floodwalls to improve aesthetics. There is no proof adduced in the Draft Evaluation that texture on floodwalls makes them somehow less unsightly or more resistant to vandalism, despite the fact that the report constantly touts textured walls as a mitigation or neighborhood improvement. If there is proof of such beneficial effects, it should be produced. If there is no proof, then realistic measures should be offered to improve the aesthetic problems posed by tall concrete walls.

The direct mitigation measures suggested on page 99 present numerous problems. The "Aesthetics" paragraph promises "new plantings" adjacent to the lock and "landscaping" in

**Page 7, para 2. The specific location of roads to be resurfaced will be determined in future studies.**

**Page 7, para 3. Textured finishes will be accomplished but not as a part of the mitigation plan. In addition, a "fold-down" floodwall has been included in the levee design along the canal in the Holy Cross area.**

**Page 7, para 4 - page 8 (para ending at the top of the page). Lands adjacent to the lock will be maintained with maintenance funds for the lock project. Landscaping and plantings on other areas will be the responsibility of local interests.**

numerous areas. However, the table on page 19 indicates no continuous future funds set aside for landscaping. Unless the landscaped areas are maintained and replanted as necessary, and funds for such maintenance are already allocated, the area will most likely come to resemble the post-apocalyptic wasteland that forms the median of I-10 in Eastern New Orleans, eternally promised landscaping funds (see August 1996 Transportation Implementation Plans of the Regional Planning Commission) but never improved. The promised additional green spaces are referred to only vaguely, without promising to make specific green areas. Furthermore, a jogging path on a floodwall looks more like an invitation to deal drugs without being noticed by passersby than to jog. It is simply ridiculous to assert that jogging on the top of a huge, concrete wall is a mitigation for the destruction of a green, gently sloping levee.

On page 99, the Evaluation also promises many direct mitigation measures as to

transportation but, again, little, if any, money is allocated to many of these ideas in the funds tables (see p. 64-66). If these are realistic possibilities, the funds need to be allocated beforehand. The transportation problems posed by this project are so large that the mitigation must be well-prepared and well-funded, as well as properly implemented.

On page 99 also, the Evaluation states that landlords and commercial establishments will be compensated monetarily for demonstrable declines in sales and rents during periods of bridge closure. However, the Evaluation does not indicate how landlords and commercial establishments will be able to demonstrate such declines. Further, the onus of demonstrating loss should not be on the already overburdened landowners in the Holy Cross and Bywater neighborhoods. At the very least, the Corps should employ an independent appraiser to indicate loss in value. If these business people are not afforded this information, they cannot agree to this plan because the compensation is worthless if the standard of proof to show financial decline is impossible to meet.

Page 8, para 1. With the currently proposed construction techniques at Claiborne Avenue, transportation impacts would be minimized.

Page 8, para 2. Details of the reimbursement methodology will be developed after project implementation is approved.

On page 99, the Evaluation also offers supervised playgrounds. Again, funds are not allocated for this proposal. The report does not indicate who will provide such playgrounds, who will supervise them and where they will be created when there is so little green space in the area, much of which will itself be destroyed by the lock expansion project.

## 2. Environmental Impact Statement

It is unclear why this is a separate section. If this is the Environmental Impact Statement (EIS), what is the rest of the document? Taken alone, the EIS skims too many issues without providing real answers. The form in which it presents the alternative proposals, for example, fails to "sharply defin[e] the issues and provid[e] a clear basis for choice among options by the decisionmaker and the public" as required by the § 1502.14 of the Council on Environmental Quality regulations. If the other parts of the evaluation are meant to be incorporated by reference into the EIS, then they are also required to meet the statutory requirements for an EIS. The use of a separate EIS should be explained and the conformity of the rest of the report to all statutory requirements for an EIS should be confirmed.

Returning to more specific issues, EIS Section 1.1.1.3 mentions, as did the Main Report, the opposition of the Violet community to the Violet site without mentioning the opposition of the Bywater and Holy Cross neighborhoods to the IHNC site. This creates the impression that the community opposition in Violet is greater than at the IHNC site, and that the community in Violet is more directly affected than the community at the IHNC site. As neither of these conclusions is correct, the information should be given in an impartial and accurate way.

EIS section 1.1.3.1 suggests that the soil dredged from the canal and taken from the banks will be uncontaminated. This is highly unlikely considering the continuous use of the canal by industry since its opening in 1923. The report should address the likely contamination of the soil as well as the costs to mitigate such contamination. Considering the likelihood of contamination, it is also unlikely that the soil will make a good basis for a new marsh. If such soil is

**Page 9, para 1. The mitigation plan includes the provision of facilities. It is anticipated that supervision and maintenance will be a non-Federal responsibility,**

**Page 9, 2nd full para. The format of the report/EIS follows the "combined" format addressed in 40 CFR 1506.4 as reflected in the Corps' Engineering Regulation (ER) 200-2-2, Procedures for Implementing NEPA, Paragraph 13 and in the Corps' Planning Guidance Notebook (ER 1105-2-100), Appendix F.**

**Page 9, 3rd full para. Section 1.1.1. has been modified to reflect the socioeconomic impacts and community opposition to the recommended plan.**

**Page 9, 4th full para. The soils and sediments to be excavated and disposed have been extensively tested for the presence of contaminants. The testing analyzes are summarized in the EIS and described in great detail in the Engineering Investigations (Volume 3), the HTRW Appendix (Volume 5), and the Environmental Appendix (Volume 6). 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.**

contaminated and, therefore, unsuitable to form the basis for a new marsh, the use of wetlands for the graving site will not be mitigated by the creation of said marsh.

Section 4.2.1, EIS page 26, fails to address the declining use of the IHNC by deep draft vessels. Such usage surely needs to be taken into account in any consideration of need for a new lock.

Sections 4.2.2 and 4.3.4.4, along with many other sections of the Main Report and the EIS, do not address the numerous problems associated with the reconstruction of the Florida Avenue Bridge. The Draft Evaluation comments often on the role that the Florida Avenue Bridge will play in the construction of the new lock and the management of traffic problems created by the closure of the North Claiborne Bridge and the St. Claude Avenue Bridge. However, reliance on a reconstructed Florida Avenue Bridge is misplaced. That project faces many political and financial hurdles before realization. No plans are indicated for rerouting traffic if the Florida Avenue Bridge is not reconstructed by the beginning of the project. The new IHNC lock evaluation is required by the regulations to address the effects of a "crucially interrelated project," such as the Florida Avenue Bridge project.

Section 4.2.4, EIS page 29, does not acknowledge or discuss the current, and reasonably successful, community efforts to strengthen and stabilize the Bywater and Holy Cross neighborhoods. The failure to recognize these improvements both creates the impression that there is not much to be lost for these neighborhoods and allows the Evaluation to avoid recognition of the full impacts of the project on these newly revitalized communities. The report also does not address the fact that part of the problem in the area has been the black cloud of a possible lock project such as this hanging over all neighborhood revitalization efforts.

Section 4.3.4.3 does not indicate to where the Coast Guard facility and its attendant jobs will be removed. The Evaluation in general fails to account for jobs that will be lost because of the removal of employers such as the Galvez Street Wharf, the Society for the Prevention of

Page 10, 1st full para. Please see response to comment on Page 2, 3rd full para

Page 10, 2nd full para. Please see response to similar comment made by Ms. Mary Penny Thompson at the public meeting.

Page 10, 3rd full para. The report has been revised to reflect current efforts by neighborhoods to revitalize their neighborhoods.

Page 10, 4th full para. It has not yet been determined where the U.S. Coast Guard would be relocated. The functions of the Galvez St. Wharf would be replaced by other existing facilities within the Port of New Orleans. The SPCA would not need to be relocated. Two commercial/industrial facilities, operating on areas leased from the Port of New Orleans, would be dislocated from the east bank of the IHNC. Plans for relocating these businesses would be developed with the assistance of the Port of New Orleans, as stated in the EIS.

Cruelty to Animals, and commercial establishments. In a delicate economy, the removal of each employer and source of community revenue is felt powerfully. Such removal should be acknowledged in the report and accounted for in the Evaluation.

Section 5.3.7.4.2 promises a temporary housing revitalization program. However, such a temporary plan cannot compensate for the permanent destruction of a neighborhood.

Furthermore, even if the neighborhood were not permanently destroyed by the aesthetic and visual changes brought about by the new lock, there might be no community left to revitalize at the end of a nine year construction period. Any viable revitalization project requires more of a commitment of time and resources.

Section 5.3.12.4.2, EIS page 63 addresses mitigation for vehicular traffic obstruction. However, there is no guarantee that the traffic from the work site and other rerouted traffic will follow the designated routes. It is common knowledge that many detoured trucks going to and from the Tchoupitoulas Corridor project take whichever uptown road they fancy. The Corps needs to plan for the likely possibility that heavy and regular vehicles will take any of the smaller roads surrounding the project area. These roads should be resurfaced. It is insufficient to fill potholes as they develop. Such piecemeal work inevitably is long in coming and short in success.

Section 4.13.14, EIS page 65, offers no mitigation plans for impacts on community cohesion even though the EIS recognizes that the construction will have significant deleterious effects on community cohesion (*see* 5.3.14.4). None of the mitigation plans offered reveal a plan that can truly assist community cohesion in the face of a project this large and destructive.

Section 5.3.18.1, on EIS page 74, addresses the impacts to wetlands. In this section, in contrast to the 25 acres quoted by EIS section 1.1.3.1, the EIS states that the graving site will affect 103 acres of wetlands. Which number of affected acres is it and what are the differing impacts, if any, to the 25 and the 103 acres? This section also mentions that much of the

Page 11, 1st full para. Comments noted.

Page 11, 2nd full para. The mitigation for vehicular traffic impacts has been substantially modified due to the reduction in bridge closure periods with the inclusion of a temporary bridge at St. Claude Avenue and the less-extensive modifications proposed for Claiborne Avenue. The new plan includes extensive improvements to community streets.

Page 11, 3rd full para. While there is no specified mitigation item to directly address impacts to community cohesion, the entire project construction plan and mitigation plan is designed to avoid, minimize, and compensate for impacts to the adjoining neighborhoods (communities).

Page 11, 4th full para. The 103 acre area is the total area of wetlands within which the graving site would be built. The impacts of the graving site would be limited to 25 acres. Section 5.3.18.1. describes the wetland habitats of all areas to be affected by dredging and disposal. The areas affected by urban runoff from pumping stations and possibly by leachate from landfills are the proposed mitigation area and the proposed disposal area along the south bank of the MRGO. The graving site is within the forced drainage area on the north bank of the MRGO, isolated from the south bank of the MRGO and the mitigation site. Please refer to Plate 23 showing the locations of the dredging and disposal areas. The term "ample dredged material" refers to the soil from the east bank of the IHNC below 5 feet in depth which has been determined to not be contaminated. More of this material is available than is required to mitigate for impacts of the graving site.

wetlands in this area are also subject to storm runoff from two pumping stations, as well as runoff from landfills and a sewerage treatment plant. The report fails to indicate clearly the effects these have had on the wetlands and what impact the addition of the graving site will have on the area. Surely an area such as this is already delicately situated and should not be subjected to further danger from a graving site in a forced drainage area. At section 5.3.18.4.2 the EIS states that the dredged material from the East Bank of the IHNC can be used to create 41 acres of wetland. Even were this soil usable as a basis for creating wetlands, the EIS does not explain how further wetlands would be created from the "ample dredged material" considering that such material is most likely toxic and highly saline.

Section 5.3.19.5 fails to explain what effects the construction would have on the Mississippi River Gulf Outlet project and how the two projects are related. Considering the vast impacts of this plan, it is necessary to address the effects on the MR-GO channel in terms of sediment, toxics, metals, salinity, water temperature, and suspended sediment, as well as impacts on MR-GO traffic and erosion.

Section 5.3.20.4.2, on page 86, addresses mitigation for the adverse effects to aesthetic values. Again it mentions the ever-present and unconvincing textured surfaces for floodwalls and bridges. Again the section fails to mention real aesthetic mitigation plans such as creation of specific green areas in the community and continued maintenance of these areas in terms of landscaping and supervision. In discussing the removal of the old stand of oak trees currently on the levee, the EIS fails to state specifically to where these venerable trees will be moved and what kinds of plants will replace them; a tallow tree is not a live oak. As in other mitigation sections, the mitigation offerings are more illusory than helpful. A path next to a concrete floodwall does not compensate for the loss of a path following a levee. Observation points on top of the floodwall are invitations to drug dealers. Compensation is limited to a four-block area despite the fact that the project will impact the communities on either side of the Canal for a much greater distance.

Page 12, 1st full para. Impacts of the listed items on the MRGO are not explained because only minor, temporary increases in turbidity would be expected. Predicted changes in vessel traffic on the MRGO are shown in Section 5.4.3.3.

Page 12, 2nd full para. Texturing of floodwalls and bridges has been deleted from the mitigation plan and is now part of project construction. The mitigation plan provides a specified funding amount for construction of playgrounds and parks. The specific areas where these would be constructed would be worked out during detailed project design. Likewise, the specifics of mitigating for the loss of the oak trees at the old lock site has not been subjected to detailed design. The specific details of these items are not undertaken during the feasibility phase, which is where we are now. The mitigation plan has been modified substantially to expand mitigation outside of a four-block area on each side of the IHNC. A "fold-down" floodwall has been incorporated into the plan. For all but less than one month out of the 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 levee. This will allow for an unobstructed view of the river and canal.

Pages 15-16 discuss traffic congestion. This mitigation plan, and indeed the Main

Report, fail to present a Comprehensive Traffic Management Plan from the Regional Planning Commission. This project has many and far-reaching consequences for vehicular traffic

throughout the New Orleans metropolitan area. It is outrageous that no management plan is

presented with this proposal. This lack of a plan suggests that the Corps has little idea what

effects the construction will have on traffic patterns and less of an idea of how to deal with

changing traffic patterns. The Evaluation Draft presumes in places that vehicular traffic numbers

on particular roads will remain steady. However, there is evidence that improving a road (or a

bridge) causes not only a shift in traffic but an increase (see Stephen H. Buntington, Restoring

the Rule of Law and Respect for Communities in Transportation, 5 N.Y.U. ENVTL. L.J.L. 1

(1996)). The Traffic Management Plan is central to this project and should be completed and

commented on by interested parties before any other aspect of this project moves forward.

On page 17 the "Aesthetics" section throws out many promises but without specific

plans or indication of from where the money for the promises will come. Further, this section

fails to guarantee even a minimal reintroduction of green spaces into the communities (the

backfill area is a green space that will be recreated (with toxic dredged materials?) not created

anew), despite the numerous and large green spaces that will be wiped out to make room for the

larger lock. The impact avoidance for aesthetics offers empty promises based on the whimsy of

"appropriate non-Federal agencies." If realistic mitigation is planned, it should be offered in

this document. The communities surrounding the project area should not be forced to accept the

project when they have received no specific guarantees regarding mitigation. If the mitigation

offered in this volume is not going to be guaranteed then the Mitigation volume should not have

been written because it is filled only with empty promises.

Page 13, para. 1. With the inclusion of a temporary bridge at St. Claude Ave. and the reduction of the closure time at Claiborne Ave. to a couple of weeks, the need for a comprehensive traffic management plan is not as critical. The community impact mitigation plan includes appropriate measures (synchronized traffic signals, computerized message boards, additional traffic control officers, additional tow trucks on stand-by during peak traffic hours, etc.) to deal with the residual traffic impacts that we admit would still occur. There will be adequate time to work out more details for this in the detailed design phase.

Page 13, para. 2. The proposed community impact mitigation plan has been authorized by Congress in the 1996 Water Resources Development Act which offers some credence that the proposal is not empty promises. It is true that funds for the mitigation measures have not yet been appropriated. But, the same is true for the overall project. An oversight committee consisting of local residents, elected officials, city officials, and any others will be established and will decide in more detail how the mitigation funds will be expended. A Partnering Agreement will be signed by all participants to work together for the betterment of the affected communities.

On page 18, the Mitigation volume fails to address the maintenance of the landscaping that it suggests will be provided. Plants chosen for landscaping should be appropriate and ornamental. A certain number of plants inevitably die because of the trauma of replanting and these should be replaced. It is unclear who will pay to maintain green spaces and from where the money will come. This should be spelled out if the communities are to believe that these promises will come to fruition.

The direct mitigation for noise impacts states on page 19 that "soundproofing measures could include installing insulation where needed or adding air conditioning so houses will not have to be opened during construction." The language is conditional and so not reassuring. The noise impacts will be great on the surrounding communities, not just Holy Cross and Bywater, but also the Faubourg Marigny and the Ninth Ward. The fears of communities regarding noise levels should be addressed with concrete promises not conditional suggestions.

Page 20 addresses transportation mitigation measures. While it suggests that there will be van shuttle service to accommodate pedestrian traffic during closure of the St. Claude Bridge there is no suggestion that any such service will be available during the closure of the North Claiborne Avenue Bridge. Further, a van shuttle will take an unreasonably long time for many pedestrians to get to work or to stores, and so may not be particularly helpful. Such information should be presented in a Comprehensive Traffic Management Plan. The unknown value of the van shuttle again illustrates why this Draft Evaluation is rendered insufficient in so many ways by the absence of such a traffic management plan.

On page 21 in section k of transportation mitigation, the Draft Evaluation addresses expected delays in school busing for Holy Cross School. The language of the proposed mitigation is conditional. Further, it suggests that funds will only be compensated for "demonstrated losses in enrollment attributable to busing delays or other transportation related delays as a result of project construction." No standards are delineated indicating how the

Page 14, para. 1. The continued coordination stated above will insure that these issues will be addressed. (See comment for page 7, para 4 - page 8.)

Page 14, para. 2. Drawings in the report delineate areas where noise impacts are expected to be the greatest. Measures to mitigate for those impacts have been included in the plan. Construction plans have included provisions for the contractors to implement procedures that will reduce the noise levels to the maximum extent practicable.

Page 14, para. 3. There is no pedestrian crossing at the Claiborne Ave. bridge presently as there is at St. Claude Ave., so no van shuttle service was included for that bridge. With the inclusion of a temporary bridge at St. Claude Ave., which will have provisions for pedestrian access, the need for a pedestrian shuttle service at that location is non-existent.

Page 14, para 4. The inclusion of the temporary bridge at St. Claude, which will have the same number of lanes as the existing bridge, makes this impact non-existent.

school will have to demonstrate losses. The funds offered are not certain, but conditional. Such a mitigation plan leaves too much to agency discretion. For the residents of these communities and for Holy Cross School, this promise and the money is too chimerical.

Page 23 of the Mitigation volume addresses mitigation for impacted aesthetic resources. As in other discussions regarding the old oak trees and their removal, the Evaluation fails to state specifically to where the trees will be moved, citing only vaguely "available public land within the community." The Evaluation needs to state specifically where this public land is.

The mitigation proposed for community cohesion purposes on pages 26 and 27 have numerous problematic issues. First, the Evaluation indicates that lighting and drainage improvements will be made to the four blocks surrounding each side of the project. Such mitigation is minimal when the effects from the new lock project will extend well beyond a four block area. This section also proposes to put lighting within the vacant areas under the current Claiborne Avenue Bridge approaches. The benefits of this additional lighting to the community are unclear. As with the textured floodwalls, this mitigation suggestion smacks more of gimmick than genuine compensation. Finally, recreational spaces are proposed, but as in other sections discussing recreation, it is unclear from where the funds or the supervision will come. The Evaluation offers only that the facilities will be turned over to "non-Federal interests for incorporation into existing programs." If such interests exist and are willing to take on more recreational supervisory duties then they should be named and the commitments made clear and enforceable. If there are currently no such interested parties, then the Draft Evaluation should make that clear and come up with realistic proposals based on available resources.

#### C. VOLUME FIVE: TOXICS

Sediment core samples indicating high levels of heavy metals, specifically mercury, in the sediments surrounding the lock call for further study and planning prior to project approval.

Page 15, para. 1. Future detailed studies and coordination with those concerned with this issue will determine the best location for these transplanted trees.

Page 15, para. 2. Future coordination with the appropriate local interests and agencies will determine the details for these mitigation measures.

Page 15, para 3 - Page 18, 1st full para. All of the comments in this section are duplicates of comments provided by the Lake Pontchartrain Basin Foundation in their letter dated January 27, 1997. Please refer to the responses to those comments.

Pollutants entering the main harbor canal settle to the bottom creating toxic reservoirs in the sediments. Dredging these contaminated areas stirs up the bottom sediments re-releasing toxic materials into the water where they may be ingested or absorbed by plants and animals. Such impacts should be considered and addressed in the Evaluation.

To measure the levels of sediment contamination in the inner harbor canal, the Corps collected sediment samples. One of the samples contained a mercury level of twenty parts per million (20 ppm). This level is forty times greater than the level considered "safe" by the State of Louisiana. Many other samples contained high levels of heavy metals. Yet, in the public notice, the Corps describes the levels of contamination as "moderate." This designation is based upon faulty science (*see below*). The proposed project will require the removal and disposal of 1,364,000 cubic yards of contaminated sediments, an equivalent of over 130,000 dump truck loads. Clearly, the removal and safe disposal of these materials involves a public health issue which should be addressed in greater detail.

The Corps relies upon faulty science in drawing its conclusions about heavy metal levels. The DEIS lists the "average" level of mercury in a nine foot sediment core as .9 ppm, a level below the federal safe standard. Averaging the readings of the entire sample invalidates the findings. If the upper section contains high levels of heavy metals, it is not possible to say the entire sample is uncontaminated. The averaging is a misuse of statistics and calls into question the use of the data to make broad-based assumptions. Each segment of the entire core sample should be carefully analyzed for contaminants, especially the top foot which logically contains the greatest level of contamination. Under more accepted scientific practices, some of the contamination levels listed would be described as hazardous and would require disposal in hazardous material deposit sites rather than the proposed Confined Disposal Facilities.

In addition, the Corps proposes to dispose of 1.3 million cubic yards of contaminated sediments in Confined Disposal Facilities (CDFs), despite the fact that CDFs historically have

had problems: they are poorly monitored, they have limited ability to keep toxins out of the environment, can allow fish and wildlife to come into contact with contaminated materials, and can leak contaminated leachate into surface and ground waters. The Corps proposes to use this technology in spite of the fact that a similar facility for disposal of contaminated sediments in the Calcasieu River has been shown to be leaking toxins into the environment. According to the Corps report entitled, *Review of Removal, Containment and Treatment technologies for Remediation of Contaminated Sediment in the Great Lakes*, a CDF designed to receive hydraulically dredged/disposed sediments (similar to the proposed project for the Industrial Canal) must provide adequate detention time for settling and be able to drain and treat large volumes of water. This may require larger facilities, sometimes divided into two or more components to allow for secondary settling.” Will the proposed CDFs contain settling ponds? Will they contain water quality treatment systems? How long will the CDFs be maintained? Who will perform the maintenance on the CDFs? How often will they be monitored? By whom? What are the facilities life expectancies? Clearly, further analysis, planning, and opportunity for public comment on this issue of CDFs is needed before any further action can be taken on the Industrial Canal expansion project.

Further, the Corps' choice of a disposal site is problematic. Why place hazardous material next to the Mississippi River Gulf Outlet, one of the most dynamic areas in the Pontchartrain Basin? Why place it near St. Bernard Parish, an area which was rejected for canal construction because of its environmentally sensitive locale? What happens when a hurricane hits St. Bernard Parish? Will the polluted sediments spread all over the St. Bernard marshes?

Besides the impacts of contaminated dredged materials upon directly adjoining water and land, the materials remain active sources of pollution even after they are deposited in CDFs. Some of the toxins, such as polyaromatic hydrocarbons and other organic contaminants identified in the sediment samples from the inner harbor, enter the atmosphere as gases. Louisiana State University and the U.S. Army Engineer Waterways Experiment Station are

D. VOLUME SIX: ENVIRONMENTAL

conducting research to define the conditions that lead to the release of pollutants in CDFs. The Corps should be familiar with this research or Corps personnel contacted these scientists to get their input on the design of the proposed CDFs. Clearly, the discussion of the CDFs raises more questions than it answers. The public deserves an answer to all these questions before the process can be allowed to move forward.

Finally, the proposed construction would stir up a tremendous volume of material, much of it contaminated. The Corps needs to explain what procedures will be put in place to prevent these materials from entering Lake Pontchartrain, an area of aesthetic beauty and recreation.

Page D-3-4 fails to indicate what kind of protection will be afforded to the surrounding communities if there are raised waters or other unexpected disasters during the construction of the lock. Page D-1-9 indicates that there was a tragedy during the building of the first lock. How can the Corps guarantee, if at all, that the soil is not even more unstable than in 1919 when the first lock was built? The Corps needs to address the dangers of flooding or unstable soil and needs to have emergency plans in place. The surrounding communities must be protected.

Page D-3-5 discusses the wetlands that were at one time Cypress swamps. However, the Corps fails to indicate how the swamps deteriorated to the extent they have and what further effect the current project will have on this area.

On page D-3-10, the Evaluation discusses odor problems too vaguely. It attempts to cover up that the creation of unpleasant odors is likely during the project. If this is so, then this is an adverse impact that must be dealt with not only in terms of mitigation but also in terms of site comparison. If odor problems will be created only at the IHNC site, then logic argues against this site. If both the IHNC and the Violet sites are likely to experience adverse effects due to odor and the Violet site is surrounded by less residential area then logic again argues

Page 18, 2nd full para. The original lock excavation was entirely different than the recommended plan. The excavation would occur without dewatering the entire lock construction site, as was done for construction of the existing lock. Extensive soil foundation and stability analyses, documented in the Engineering Investigations Appendix (Volume 3) have been undertaken to assure that levee failures do not occur. Appropriate safety factors are included in all calculations.

Page 18, 3rd full para. Deterioration of the cypress swamps in this area has been attributed to subsidence of the soils from natural compaction of alluvial sediments and from draining during the early part of the 20th Century. Increases in salinity, at least partly due to the MRGO, have contributed to the loss of this habitat type. However, from the appearance of the area in photos from the early 1960's (prior to the MRGO) the cypress at the time were standing in open water, which shows that all ground cover or understory had been lost prior to completion of the MRGO. The project would have a beneficial effect on the existing habitat (shallow, brackish water), as demonstrated by the results of the U.S. Fish and Wildlife Service's Habitat Evaluation Procedures. This is discussed in Section 5.3.18.4.2.

Page 18, 4th full para. Although there may be odors associated with some dredging and disposal activities at the IHNC, this is hardly a reason to abandon the site in lieu of the Violet site. Odors associated with dredging would be most obvious at the disposal sites, which are located far away from residential areas.

against the IHNC site. Either way, the Corps needs to address the possible adverse effects due to odor because none of the mitigation measures proposed by the Corps address or decrease odors.

On page D-3-19 the Environmental volume states that the water quality effects are considered "minimal." This conclusion seems outrageous in the face of evidence that heavy metals will be dredged up and churned up from the floor of the Canal. The Corps needs to define what it means by minimal and what effect minimal heavy metal problems will have on surrounding communities and surrounding bodies of water such as the MR-GO channel, Lake Pontchartrain, and the Mississippi River.

Page D-3-21 supposedly addresses aesthetics but brings up some serious human health and water quality issues. If the water in the IHNC is churned up and possibly toxic materials or heavy metals are also churned up, then the water quality of not only the Industrial Canal is affected but also that of surrounding bodies of water. While such effects pose Clean Water Act permitting problems (a dredging material disposal operation would probably be a point source under current case law), they also pose dangers to fish and wildlife, and to the health of humans coming into contact with such contaminated water through recreational activities such as fishing. These adverse effects are not addressed anywhere else in the Evaluation but raise additional concerns for the communities surrounding the project areas, concerns that should be addressed in a fair and unbiased manner.

On page D-3-36 the Evaluation admits that the dredged material will have deleterious effects on commercial fisheries for two years. However, the Evaluation fails to recognize that the effects are not temporary. In this section, as in others, the Corps attempts to create a false window of temporary degradation rather than admitting the full impact of the project. Furthermore, returning conditions to current levels is insufficient when those levels are already deleterious to human health and welfare. The Corps has a responsibility to address the long term impacts of the project as well as a duty to protect the water quality of the state.

Page 19, 2nd full para. The issue of contaminants has been raised previously in your comments. Please refer back to the responses to previous comments concerning this issue.

Page 19, 3rd full para. The disposal of dredged material into the MRGO site and the mitigation site is expected to have adverse impacts to fisheries resources for a period (estimated as long as 2 years) because of turbidity associated with the dredging operations and runoff from unvegetated dredged material. Once the material becomes consolidated and vegetated, runoff from the MRGO site would no longer be turbid. This is what happens at all of the dredged material disposal areas along the MRGO. The mitigation site is expected to have an increased habitat value for fisheries resources (compared to the existing and future without-project conditions) because aquatic vegetation and marsh grasses would colonize the site.

Pages D-7-2 through D-7-6 present tables of air quality indicators. These tables give only current air quality data. They fail to present any estimate of future values with or without the new lock project. Such data needs to be made available. Further, the locations at which the air quality is tested are all far from the project site. The communities surrounding the project already struggle with air quality problems. The Corps must make clear what effects this project will have on the air quality in these neighborhoods.

Page I-26 and the following pages suggest that when the first lock was built few historical and cultural resources were destroyed. This lack of cultural destruction then becomes the Corps' basis for asserting that little history will be lost by the expansion of the current lock. It is a recurrent problem that the Corps, to suit their own development aims, treats these communities as lacking in historical importance and resources. The Corps needs to address the serious impacts of the first lock and how the expansion of the lock will continue the adverse impacts on a community already under siege from earlier city development objectives.

#### E. VOLUME EIGHT: REAL ESTATE SUPPLEMENT

On page 4, the Real Estate Supplement states that the Florida Avenue Bridge will be a high rise. Such a conclusion is not warranted on current evidence which suggests that agency fighting will interfere with efforts to rebuild the bridge. Also, the Supplement mentions that the St. Claude Bridge will be opened approximately twelve times a day but does not indicate the current average number of openings per day. Citizens surrounding the bridges need accurate information as to current usage and likely future usage. Such information is vital for estimating effects on surrounding property values.

On page 5, the Draft Evaluation describes the disposal pipes to remove dredged material from the construction site to the disposal site. The Evaluation does not indicate whether these pipes will be open or closed. If they are open, or possibly leak, how does the Corps plan to deal with the extensive and serious dangers posed by transporting possible hazardous dredged

Page 20, para. 1. Estimates have been included of the volatile organic compound emissions from construction equipment to be used for the project.

Page 20, para. 2. The numerous cultural resource studies completed in the planning of this project do not assert that little history will be lost by construction of a new lock. Comprehensive historical, architectural, visual, and archeological investigations identified all historic properties to be impacted by this project. These studies have been coordinated with the Louisiana State Historic Preservation Office. They do not treat the communities surrounding the lock as lacking in historical importance and resources. The studies have identified a number of properties as eligible for the National Register of Historic Places, including the existing lock, the St. Claude Bridge, the Galvez Street Wharf, and Sewerage Pumping Station B. In addition, the New Orleans District recognizes that the Bywater and Holy Cross Historic Districts are eligible for the National Register. Plans to avoid impacts to historic properties or to mitigate for adverse impacts will be incorporated into a memorandum of agreement at the appropriate time.

Page 20, para. 3. The report has made the assumption that a vehicular bridge, high-rise or mid-rise, will be part of the without project condition, as the State of Louisiana has had plans for such a bridge for a number of years. With the inclusion of the temporary bridge at St. Claude Ave. and the reduction of the closure time at Claiborne Ave. to a couple of weeks, the project does not need that bridge for a comprehensive detour plan.

Page 20, para 4. All pipes will be closed and sealed to convey dredged material.

material through these neighborhoods? The Evaluation does not indicate from whom it will acquire this Right of Way, nor under what circumstances. In order to acquire the Right of Way, the Corps must be honest about the dangers associated with the use it plans to make of the rights it acquires.

On page 7 the Real Estate Supplement states that an easement will be acquired for dumping dredged material. The dumping of the dredged material is not a temporary use. Once the dredged material is there, it will remain. This property should be acquired because the use is neither temporary nor dissipating. In fact, if the dredged material has toxic characteristics, its dumping completely changes the nature of the land where it has been dumped and precludes other uses.

The assessment, on page 9, of dangers to the historic and cultural resources of the surrounding communities is vague. The Evaluation must set out specifically the dangers to the surrounding historical resources. It must also have a clear plan for mitigating such dangers, a plan worked out, before commencement of the project, with interested historic preservation agency parties. Such a plan should be included in this Evaluation. The adverse impacts for historic and cultural resources are significant and the communities should be made aware of the dangers the project poses to these resources and the actions that the Corps can and will take to ameliorate the situation.

#### F. GENERAL COMMENTS

The Draft Evaluation does not discuss safety. Safety risks to the community and the environment during and after the project need to be analyzed. If traffic increases through the IHNC due to the new lock, then more hazardous materials will be traveling through these neighborhoods. The Corps needs to have a plan for addressing hazardous leaks, explosions, and emergencies. Further, the waiting areas for ships may also pose the danger of ships ramming

into the shores, as happened on the Mississippi River in December. The Corps addresses none of

Page 21, para 1. The Corps normally acquires easements for disposal of dredged material unless it is for mitigation purposes. The low levels of contaminants does not preclude their use for such purposes.

Page 21, para 2. The impacts to historic resources are identified in the many studies completed for this project. It is unclear what the term "dangers" means in this comment. Adverse impacts will be mitigated as a result of an agreement with the SHPO and the Advisory Council on Historic Preservation. Local communities will have an opportunity to comment on the proposed mitigation plan.

Page 21, last para. (See Koefel comments.)

these safety concerns in the Draft Evaluation, despite their crucial connection to the welfare of the communities surrounding the IHNC lock.

In discussing neighborhood opposition, the Corps never admits that the opposition to the project arises from the very people with whom it worked to develop a relationship. In fact, almost every community member who dealt with the Corps extensively during this project has come to view it as exceedingly destructive for the surrounding communities.

In early meetings, the Corps promised the surrounding communities that the IHNC project would not go forward without their approval and agreement to mitigation plans. Currently, however, the Corps has rejected its cooperative approach and has threatened to go forward with the project so long as it has the general approval of an undefined "community of reference." Further, the IHNC was originally established as a barge canal. Throughout the years it has grown along with national needs, such as wartime or MR-GO. However, the community has had increasingly little voice in the development surrounding its homes. The community cannot be expected to support a project by an agency that has increasingly disempowered the communities surrounding the lock while increasing its own power and reach. Despite the Corps' developmental designs for the Canal, the neighborhoods surrounding it have also grown and developed and homeowners have put care and resources into developing a cohesive community and a home for their families; a home and a community that are now put at great risk by the Corps' proposed project and inadequate Draft Evaluation.

The DEIS is incomplete without a thorough analysis of the Florida Avenue bridge replacement which is an integral and crucial step to the Corps' construction and mitigation plan. The Draft Evaluation continuously states that the first phase involves removal and then replacement of the current Florida Avenue bridge. Without the Florida Avenue bridge demolition, the lock replacement parts cannot be floated into place and construction cannot proceed. Yet, the Corps fails to analyze the impacts of such an action in its Draft Evaluation. In

Page 22, para 1. The report has been revised to more clearly reflect the opposition of local residents during the coordination process.

Page 22, para. 2. It was hoped that agreement could be reached with the surrounding communities on the mitigation plan. It was never promised that the local communities had veto power on this project. The local communities have been allowed to be a part of the process of developing this mitigation plan, which may be different from the past on other projects.

Page 22, Section F, 3<sup>rd</sup> para. through Page 24, Section F, 2<sup>nd</sup> para. - These comments deal with the Florida Ave. Bridge issue, which is not an authorized part of the lock replacement project. The inclusion of the temporary bridge at St. Claude Ave. and the reduction of the closure time at Claiborne Ave. to a couple of weeks alleviates the need for the Florida Ave bridge to serve as a comprehensive detour plan. They need not be addressed in this report.

doing so it fails to follow one of the most important precepts of NEPA documents: to "concentrate on the issues that are truly significant to the action in question, rather than amassing needless detail." (40 C.F.R. § 1500.1 (1996)). Nothing could be more significant than a required first step in construction.

In addition, the impacts on the human environment are significant. The Corps fails to discuss the effects of the Florida Avenue Bridge construction project on the surrounding area or how the project will affect the timing and methods employed for the rest of the project. It should discuss extra construction time that will be added to the project; effects on congestion worsen if there are delays; and impacts of noise, vibrations, and air pollution on the surrounding communities from the additional construction. It should also address mitigation for this intimately connected phase of the project?

Public hostility to the Florida Avenue bridge runs high. In the January 27, 1997 public hearing, opposing opinions were presented over the type of bridge to be built. Some citizens desired a high-rise bridge capable of evacuating surrounding areas during a hurricane. Others hoped to retain the historic character of their neighborhoods and saw a high-rise bridge as a threat to the cultural and historic integrity of the area. There needs to be analysis of these alternatives and impacts.

The controversy over the St. Claude Avenue Bridge should be taken as an example of the type of problems which will inevitably arise and should be considered prior to project approval. In that situation, citizens' concern over congestion and economic degradation of their communities resulting from isolation from New Orleans prompted the Corps to propose a temporary bridge. The demolition of Florida Avenue is likely to create the same types of problems and, therefore, warrant the same type of consideration.

Also, it is important to note that the Corps' "quick fix" of the St. Claude Avenue bridge problem has never been analyzed for impacts or alternatives. The public first heard of the new

proposal at the January 27, 1997 public hearing. Little notice and opportunity to comment were available during the short time after the public hearing and the deadline for written comments. Clearly, the new bridge proposal as well as analysis of each of the bridge replacements requires further analysis.

State and local agencies present at the public hearing readily admitted that there was no funding currently available for construction of any bridge at Florida Avenue. In addition, there is no plan to provide funds in the future for such a bridge. The Corps needs to provide an analysis of contingencies if State and local agencies are unable to replace the Florida Avenue bridge. Despite the lack of information on impacts or alternatives regarding the Florida Avenue bridge replacement, the Corps relies on a new and improved Florida Avenue bridge in its mitigation plans and traffic analysis. In the Evaluation, the Corps identifies "Unresolved Issues" including (1) resident opposition to construction because of traffic congestion; (2) the only net benefits received by locals are largely limited to improved vehicular traffic after project completion; and (3) an unsettled amount of mitigation. (see Draft Evaluation § 1.3). In later discussion, the Corps suggests the use of the Florida Avenue bridge as an alternate route for traffic while the Claiborne Avenue and St. Claude Avenue bridges are being replaced respectively. Yet, there is no analysis of the effect of an unbuilt or unfinished Florida Avenue bridge during these times.

In drafting an Environmental Impact Statement or this Evaluation if it serves as a

substitute for the EIS, the Corps has a duty to evaluate reasonably foreseeable significant adverse effects on the human environment. (40 C.F.R. § 1502.22 (1996)). "Reasonably foreseeable"

includes impacts which have catastrophic consequences, even if their probability of occurrence is low, provided that the analysis of the impacts is supported by credible scientific evidence, is not

based on pure conjecture, and is within the rule of reason." (40 C.F.R. 1502.22(b)(1) (1996)). A hurricane landing on the coast of Louisiana while bridges providing evacuation routes to all

residents east of the Industrial Canal is such a catastrophic consequence. The analysis must be

Page 24, 3rd full para: The bridge closure periods have been reduced to zero (2 lanes of traffic for 2-3 months) for the St. Claude Bridge and 2 to 4 weeks for the Claiborne Avenue Bridge. (The 2-lane restriction period and the closure period would not overlap.) These limited periods of traffic impacts would not require an evaluation of the effects of a hurricane forcing the evacuation of southeast Louisiana during this same period of time.

presented in the Evaluation.

It is important to note at this point that the report on traffic analysis was unavailable during the public comment period. The Evaluation suggests that the report is being compiled, but is not included within the actual Evaluation itself. This is unacceptable to the purpose of NEPA and the compilation of an EIS. "If the incomplete information relevant to reasonably foreseeable significant adverse impacts is essential to a reasoned choice among alternatives and the overall costs of obtaining it are not exorbitant, the agency shall include the information in the environmental impact statement." (40 C.F.R. § 1502.22(a) (1996) (emphasis added). Without analysis of traffic congestion, especially emergency service and hurricane evacuation routes, the agency could not have made a reasoned choice among alternatives. As it stands, the Draft Evaluation is incomplete and insufficient as in an EIS under the law.

The Corps' failure to analyze this critical piece of information cripples the effectiveness of the Evaluation and suggests that a thorough analysis of this action is required. The Draft Evaluation must satisfy to the fullest extent possible the requirements established for final statements in § 102(2)(C) of NEPA. (40 C.F.R. 1502.9 (1996)). If an EIS is "so inadequate as to preclude meaningful analysis, the agency shall prepare and circulate a revised draft of the appropriate portion." (Id.). The lack of analysis of the Florida Avenue bridge replacement could result in delay if not halting of the project. It effects not only the immediate environment of surrounding neighborhoods through traffic congestion and construction impacts, but also threatens the very safety of lives in these neighborhoods as well as nearby St. Bernard Parish by failing to examine hurricane evacuation in the absence of a Florida Avenue bridge replacement.

### III. CONCLUSION

The Holy Cross Neighborhood Association, Louisiana Environmental Action Network, and Sierra Club - New Orleans Group request that the Army Corps of Engineers address and adopt each and every comment contained herein, as well as those by any other person or entity

Page 25, 1st and 2nd full para. The pertinent information is summarized in the Economic Appendix (See Volume 7). The traffic analysis by the Regional Planning Commission is on file at the New Orleans District.

that has commented on the Draft Evaluation Report for the New Lock and Connecting Channels, Mississippi River - Gulf Outlet. In addition, these community groups request that the Corps provide them with a copy of the Final Evaluation Report as soon as it is available.

Respectfully submitted,



Theresa Urban Guiff  
Mary Penny Thompson  
Student Attorneys



Andree Jacques  
Robert Kuehn  
Supervising Attorneys  
Tulane Environmental Law Clinic  
6329 Freret Street  
New Orleans, LA 70118  
(504) 865-5789

March 3, 1997

February 13, 1997



Colonel William Conner

District Engineer

U.S. Army Corps of Engineers

P.O. Box 60267

New Orleans, LA 70160-0267

Dear Colonel Conner:

After a careful review by our Transportation and Government Affairs Committees, the WTC's Executive Committee, acting on behalf of the WTC's 2,000 members, has unanimously endorsed the U.S. Army Corps of Engineers plan to replace the lock on the Industrial Canal in New Orleans.

While we recognize that the project will require significant automobile traffic displacement during the construction period for residents of the adjoining neighborhoods, we concur with the Corps of Engineers' view that the lock is badly needed to correct a major bottleneck to shipping on the national inland waterways system. In addition, the project will help ensure the competitiveness of industry currently located along the Canal, as well as allow a greater range of vessels to access those facilities.

Louisiana's waterborne transportation sector is of course a major element of the state's economy. A recent University of New Orleans study suggests that the maritime sector is one of the state's largest industries in terms

1. Employment -- 1 in 10 jobs in the state is related to the port industry;

2. Spending -- the total economic impact generated by the port industry and port users reached more than \$21.9 billion in 1994; and,

3. Tax Revenue -- more than \$310 million in state and local taxes was generated by ports and firms located in Louisiana because of ports.

The volume of cargo shipped through or from Louisiana ports is enormous by any measure. Louisiana's top five ports combined handle more than 48 million tons of cargo annually. Five of the state's deep-draft ports consistently rank in the top 15 ports in the country in the amount of cargo tonnage handled annually. Since a great deal of this volume flows through the state's inland waterway system, the delays created by the current navigation lock have a direct negative impact on Louisiana's maritime industry, and consequently, the state economy.

Louisiana's major role in U.S. foreign commerce may also be affected. According to recent statistics compiled for the U.S. Department of Commerce by the Massachusetts Institute for Social and Economic Research (MISER), Louisiana is the ninth largest exporting state, with \$16.6 billion in exports during the first three quarters of 1996. Considering the potential constraint on Louisiana's industry and economy, as well as the possible impact on the state's foreign commerce, the WTC fully supports the efforts of the U.S. Army Corps of Engineers to replace the navigation lock on the Industrial Canal.

Sincerely,

*John Ochsmner*

John Ochsmner

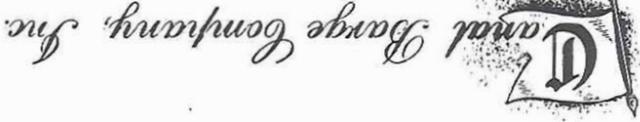
President

2 CANAL STREET • SUITE 2900 • NEW ORLEANS, LA 70130-1507 • TEL (504) 529-1601 • TELEX 6821185 WTCNOLA • FAX (504) 529-1691

Para 2 - The plan has been modified to include a temporary bridge at St. Claude Avenue. This should significantly reduce the project's impact on vehicular traffic.

Other comments are noted.

*Debra*  
*J. Johnson*



835 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.

Sincerely,  
CANAL BARGE COMPANY, INC.

*H. Merritt Lane, III*  
President

Comments noted.



**Capital Marine**

Capital Marine Supply, Inc.  
Triangle Fleet  
PO Drawer AT  
Reserve, Louisiana 72084  
Reserve: 504-536-1102  
New Orleans: 504-468-3957

Complete Twenty-Four Hour Service

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.

2300 ENERGY CENTRE

1100 POYDRAS STREET

NEW ORLEANS, LOUISIANA 70163-2300

ISO 41585-7000

FAX (504) 565-7075

2600 BIRCHMILL BAY OFFICE TOWER  
1001 SOUTH BAYSHORE DRIVE  
MAHAI, FLORIDA 33131  
13081 377-3730  
FAX 13081 377-0080

N.O. TELEX  
A167 480122 CMPTS  
A167 893336 CMPTS  
EASTVIEW CENTER  
CABLE "ORLEANS"  
EMAIL: 2049698@CHMAIL.COM

205 TWO UNITED PLAZA  
8550 UNITED PLAZA BLVD  
BATON ROUGE, LA 70809  
18041 922-4300  
FAX 18041 922-4304

EDIFICIO EVA  
RIS0 10, OFIC. PH10  
AVENIDA VENEZUELA CENTRE  
CALLES EL NOROAL  
CARACAS, VENEZUELA  
10111 19991 932-2609  
FAX 10111 19991 933-8616

GABRIEL L. CARVAL  
THOMAS D. FORBES  
JOHN P. GUNDEL  
CARMELITE M. BERTRAU  
JOHN P. GUNDEL  
DAVID R. RICHARDSON  
JOSE B. CANSECO  
K. ERIC ORALSON  
HENRY B. SALAS, JR.  
DOUGLAS L. ORLINDICHER  
J. GREGORY WHITNEY  
ROBERT A. LARBY, III  
BRYANT A. TALBOT  
BETTY F. HULLIN

ERIC J. SIMONSON  
BERNARDO BENYATA  
SCOTT C. BARNETT  
CAROL ANN BARNETT  
BISHA D. GARDENNE  
SIMON B. REICHENCO, JR.  
DANIELA TADRIS  
D. SCOTT LINDRE  
CAROL ANN BARNETT  
JULIE O. SAVARE  
BEVERLY G. CROSTADT  
LISA R. HECHT-CROSTADT  
CHRISTOPHER JOHN BAILEY  
JAMES M. HENNING  
KEITH E. ANDREWS

HERLE F. SHOUGHINE  
JAMES C. YOUNG  
MARK W. GUNDEL  
MARY L. MEYER  
DARRIN S. CLAYTON  
SCOTT A. SOULE  
KIMBETH WOODSTAD  
CUMING J. HALEY

RONALD L. MAQUIN  
K. DVANS SCORSE  
JOHN C. SAUNDERS, JR.  
OF COUNSEL  
PAUL A. HALLY  
NATHANIEL P. PHILLIPS, JR.  
GEORGE W. TOWSON

LEON SARRY  
DONALD A. LINDQUIST  
PETER A. FERRO, JR.  
J. DWIGHT LEBLANC, JR.  
G. PHILIP SHULER, III  
JAMES A. BANTON, III  
CONNIE A. HOBBS  
JAMES A. BARRY  
ROBERT S. ROTH  
HARRY R. HOLLADAY  
L. HAROLD SCOTT, III  
GEREK A. WALKER  
ANDREW HUNTER, III  
KATHLEEN S. FLEHER

\*A PROFESSIONAL CORPORATION  
INCORPORATED IN FLORIDA  
\*ADMITTED IN FLORIDA ONLY

February 18, 1997

WRITER'S 885-7013

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.

Sincerely,

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

*[Signature]*  
J. Dwight LeBlanc, Jr., APLC

Comments noted.

JDL, Jr./sig

# COLLE TOWING COMPANY, INC.

P.O. BOX 340

PHONE 782-5700

PASCAGOULA, MISS. 38688-0340

PHONE: 601-762-5700  
TELECOPY: 601-769-0829

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 infact decrease over the coming years.

Comments noted.

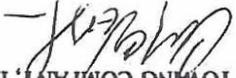
Regionally, the cost effectiveness of the project is even more significant. For example, barge traffic moving East out of New Orleans to Gulfport State Docks and Mississippi Power; Port of Pascagoula, Chevron USA, Mississippi Phosphate and International Paper Company; Ports of Mobile and Pensacola, and 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 Svendsson, GICA



**GULF SOUTH MARINE TRANSPORTATION, INC.**

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

MAILING ADDRESS:  
P.O. Box 10708  
New Orleans, LA 70181-0708

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

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,

Since eily,

GULF SOUTH MARINE TRANSPORTATION,  
INC.

BY:   
MELVIN P. RICHARD, JR.  
President

MPR, JR./kg



## H.C. Freight Systems, Inc.

*use  
vll 2*

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.

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.

Comments noted.

Sincerely,

Kathleen H. Norman  
KN/

GEORGE H. THOMAS  
President

JOHN T. MCMAHAN  
Vice President



## HIGMAN BARGE LINES

PRESTON N. SHUFORD  
Vice President-Engineering & Administration

MARK E. FLYNN  
Vice President-Operations

1980 Post Oak Blvd., Suite 1101  
Houston, Texas 77056  
Tel: (713) 552-1101  
Fax: (713) 552-0732

Post Office Box 908  
Orange, Texas 77631  
Tel: (409) 883-5626  
Fax: (409) 883-5661

January 24, 1997

District Engineer, Calmn - 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.

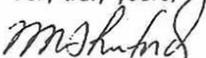
Think about the countless days users have lost and the costly idle equipment waiting on this dilapidated and obsolete Lock.

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

Comments noted.

PNS/sg



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

February 19, 1997

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

Dear Colonel Conner,

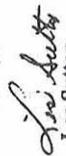
Replacement of the Industrial Lock in New Orleans should proceed because it is important for the economic health of the entire Gulf Coast. While the decision should be made with sensitivity to local conditions and local politics, the Corps should finally make its judgment based on facts and the long 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.

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,

  
Les Sutton  
Manager, Governmental Affairs

"THE RESPONSIBLE CARRIER"

Comments noted.

**HOLNAM INC.**  
Charleston Plant  
P.O. Box 67  
Charleston, Missouri 63336  
Phone: 573-242-3457  
FAX: 573-242-3114  
Traffic Fax: 573-242-3431

**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.

Sincerely,



Gary Ruff  
Assistant Traffic Manager

Comments noted.

1  
—  
1/2  
—  
1

# Holy Cross School

A College Preparatory Middle & High School for Boys

OFFICE OF THE HEADMASTER

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  
STREET NEW ORLEANS, LA 70117 (504) 942-3100, FA.

**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.*

Please see responses to comments made at the public meeting.

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 grader 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

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

OFFICE 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. Barrett 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

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 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:

**An 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 Laurentine 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	Total	130 students or a 17% decrease in enrollment
7th grade	15 students		
8th grade	30 students		
9th grade	15 students		
Other losses	20 students		

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
<b>Total projected annual loss</b>	<b>787,340</b>

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



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

3120 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.

Comments noted.

Yours Very Truly,  
IMC Consulting Engineers, Inc.

A handwritten signature in dark ink, appearing to read "Ken McLaughlin".

Ken McLaughlin, P.E.  
President

1872  
1872  
JONES, WALKER  
WAECHTER, POITEVENT  
CARRÈRE & DENÈGRE, LLP.

GEORGE DENÈGRE  
504-582-5106  
FAX 504-582-8583

PLACEST. 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.

I am,

Yours very truly,

  
George Denègre

GD:ar

Comments noted.

BATON ROUGE OFFICE: FOUR UNITED PLAZA • 4555 UNITED PLAZA BOULEVARD • BATON ROUGE, LOUISIANA 70809-7000 • 504-231-2000 • FAX 504-231-7010  
WASHINGTON, D.C. OFFICE SUITE 245, REPUBLIC PLACE • 1776 EYE STREET, N.W. • WASHINGTON, D.C. 20006 • 202-428-8363 • FAX 202-528-4907  
LAFAYETTE OFFICE: SUITE 210 • 201 RUE IBERVILLE • LAFAYETTE, LOUISIANA 70508 • 337-232-5353 • FAX 337-232-5415

BUS35583.1



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.

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

Comments noted.

Respectfully,

LAFARGE CORPORATION

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

G. Michael Gordon  
Director, Barge Operations

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.

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 Neal  
Director-Marine Operations

Comments noted.

## Mark's Muffler Shop, Inc.

5229 St. Claude Avenue  
New Orleans, Louisiana 70117  
(504) 944-7793

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

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

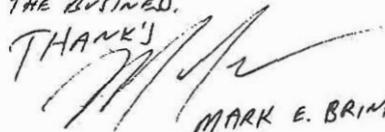
THIS PROJECT WILL HAVE A DIRECT ECONOMIC  
SLOW DOWN TO MY BUSINESS.  $\frac{3}{4}$  OF MY  
BUSINESS IS ACROSS THE BRIDGE AND FROM  
OTHER PARISHES, DIFFICULT ACCESS TO  
MY BUSINESS WILL SUBSTANTIALLY HURT SALES.  
IN THE PAST WHEN THE CLAIBORNE BRIDGE WAS  
CLOSED FOR 3 TO 4 MONTHS FOR REPAIR MY SALES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

THIS IS A (14) YEAR ESTABLISHED LOCATION.  
THIS PROJECT WOULD INTERRUPT MY BUSINESS  
IN THE CRITICAL YEARS BEFORE MY PLANNED RETIREMENT.

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.

THANK'S

  
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.

16602 JACINTO PORT BOULEVARD • HOUSTON, TEXAS 77016 • (713) 467-0012 • FAX (713) 467-4846

MAILING ADDRESS: P.O. BOX 1080 • CHANNELVIEW, TEXAS 77630-1080

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 Wieliczekiewicz  
Manager, Safety and  
Environmental Affairs



**MCDONOUGH MARINE SERVICE**  
2300 Satekote Road • New Orleans, LA 70117  
504-949-7586 • 800-227-4348 LA Toll Free • 504-945-5513 Fax

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.

An efficient lock at this location could open up the commercial development between the Industrial Canal and the Rigollets, 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 cargoes. Whatever dangerous cargoes would move through the new locks are already moving through the old locks. However, a new lock would allow those cargoes to move through the area in hours instead of days, thereby reducing any "risk" to the local neighborhoods from such movements.

"The Barge People"

Comments noted.

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,



John E. Graham  
Executive Vice President

JEG/pea

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

A PARTNERSHIP INCLUDING PROFESSIONAL LAW CORPORATIONS

ATTORNEYS AT LAW

SUITE TWENTY-THREE HUNDRED  
909 POYDRAS STREET  
NEW ORLEANS 70112-1010

*De 2012  
Dichay*

NEAL D. HOBSON  
A PROFESSIONAL LAW CORPORATION  
(504) 560-7170

TELEPHONE (504) 560-7000  
FAX (504) 560-7001  
MCI MAIL "MILLING"  
ABA NET 1 5050  
CABLE "MILLING"  
TELEX 884211

LAFAYETTE OFFICE  
101 LA RUE FRANCE, SUITE 200  
LAFAYETTE, LOUISIANA 70508  
TELEPHONE (318) 232-3020  
FAX (318) 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.



**National Marine®**

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

*usc*  
*2/2*

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

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

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.

Dear Colonel:

re: LOCK REPLACEMENT ON THE INDUSTRIAL CANAL

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

February 17, 1997

VIA TELEFAX

PHONE (504) 659-1711  
 CABLE: NAVAGENT  
 NEW ORLEANS



NAVIOS  
 SHIP  
 AGENCIES INC.  
 120 HALLAND STREET, SUITE 210  
 87 ROSE, LOUISIANA 70007

*DK*  
*1/2*  
*1/2*  
*1/2*  
 TRUCK, 70 40 57  
 FAX: 504-657 2077

Comments noted.

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,

NAVIGOS SHIP AGENCIES INC.



Chris T. Kitsos  
Vice President

1912

Waldemar S. Nelson, P.E., Chairman  
Charles W. Nelson, P.E., President  
Richard J. Cabrio, P.E.  
James D. Cospolich, P.E.  
Thomas G. Ehrlich, P.E.  
Donald J. Gidry, P.E.  
Robert J. Leeb, Jr., P.E.  
Jemaa A. Malincon, P.E.  
Peter M. Smith, Sc.D., P.E.  
Thomas W. Wolff, P.E.

**WALDEMAR S. NELSON AND COMPANY**  
INCORPORATED  
**ENGINEERS AND ARCHITECTS**

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

Phone (504) 523-8281  
Facsimile (504) 523-4587

John D. Fernandez, Jr., P.E.  
Dale T. Hunt, P.E.  
Samuel P. Landry, Jr., P.E.  
James B. Lane, P.E.  
Eduardo N. Lucero, Arch.  
Alan Greenacre, P.E.  
Wayne J. Hingle, P.E.  
Kenneth H. Nelson, P.E.  
Stephen M. Pomilla, P.E.  
Arthur J. Smith, III, P.E.  
Stephen A. Troskie, 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.



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:bjpp



WMC  
2/12  
1/10/97

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

William Sizeler, AIA  
President

IWS:vw

ARCHITECTURE  
INTERIOR DESIGN  
PLANNING

300 LAFAYETTE MAIL

SUITE 200

NEW ORLEANS

LOUISIANA

70130

TELEPHONE

(504) 523-4472

FAX

(504) 529-1181

A Professional  
Corporation

# 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) 457-8610 Barge  
Fax: (713) 457-8662 Rail  
Telex: 235917

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

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.

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 the course for economic development into the next century.

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

Regards,

William Boehm  
Manager, Special Projects  
and Planning

Comments noted.



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

*was  
D-2/2  
Richard*

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,



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 Louisiana congressional delegation that they support the funding required for this project

Sincerely,

Edmund E. Redd  
Sales Manager

**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 AC of E 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:

3

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 LATER 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.

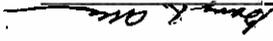
NOTE: IN SOME CASES A HOME MAY HAVE SUSTAINED DAMAGES NOT RELATED TO THE PROJECT. THE PRE-PROJECT APPRAISAL COULD BE USED TO DETERMINE IF THIS WERE THE CASE AND A VALUE ADJUSTMENT COULD BE MADE.

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 LOTS 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. RAMPARAT ST.

N. ORLEANS, LA. 70117

PHONE: 945-1196 OR 569-7457

*Elizabeth G. Blaise*

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 agitated 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 areas of neglect and the aftermath of hurricane Betsy's destruction. We have participated in the R.C.'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 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 want 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 be 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 G. BLAISE

*Elizabeth 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.

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 minimize 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.

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 Seanager 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 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-Picayune 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.

Comments noted.

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") of 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 Bapliste Collette Bayou entrance to the river at IWR Mile: 11.3 (Across from Venice). If a vessel is proceeding from the ICW East to the ICW 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

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  
February 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 unattractive 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.

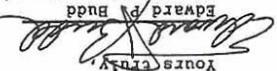
St. Bernard Parish, east bank Plaquemine Parish, as well  
as the lower 9th ward of New Orleans have endured much  
hardship to this point in time with the existing industrial  
canal crossing. I urge you to reconsider and modify the  
proposed project.

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 determine 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 allowing 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 impacts 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 in St. Bernard. I work in downtown New Orleans. Currently, there are 6 bridges over the Industrial Canal: I-10 High Rise, Florida Avenue, Claiborne Avenue, St. Claude Hayes Blvd. and Chef Hwy.

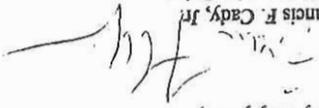
All of the information that I have seen published in the Times-Picayune indicate that during various phases of construction, at least one of these bridges will be out of commission during this time span. This will create horrendous traffic jams for the commute to and from the Central Business District not only for St. Bernardians but also 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.

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

Sirs:

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

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 deteriorate, 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.

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.

Sincerely



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

33

QUESTIONS FOR THE CORPS - JANUARY 27, 1997

Marc Cooper  
3929 Chartres St.  
N.C. 27117

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 many 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 a 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 ~~whom~~ *whom were* notices ~~were~~ sent to Neighborhood and civic association presidents, secretaries, board members, or newsletter editors within the project area? The Bywater Neighborhood Association 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 Orlando [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 and see the erosion done to the Intercoastal 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?

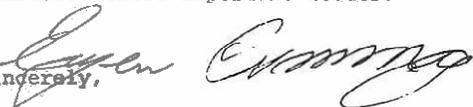
Page 1, para 1. Comment on ship traffic

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 oppose 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 tackled on as afterthoughts or assessments 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 and 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 throwaway. 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 December, 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 high-rise bridge 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 light rail bridge 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?

**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?

**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 common area. 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.

**B. Direct Mitigation**

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

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.

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.

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.

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 inflicted.

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' paper, the Port of New Orleans track record regarding damages inflicted 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. Foot chain link fences which prevent access to the levee 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.

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

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. 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.

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 Brinsón, 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.

→ Dichamp

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.

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.

Comments noted.

THANK YOU

Louis Duracher  
Dolby Duracher

<sup>use</sup>  
<sup>28/2</sup>  
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) in the affected areas, to find the number of persons who suffer with diabetes, high and low blood pressure, heart and other respiratory problems, etc.

Laurentine Jacob Ernst

Re:

Intra Harbor Navigation Canal Project  
Proposed Upon Ite New Lock and  
Connecting Channels  
New Orleans, Orleans Parish Louisiana

Comments noted.

Albert Hanzo  
5317 ROY 21 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 Marf 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 Water 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 Chalborne Avenues will catch them in the up position over 65% of the time. This problem is further compounded by the disrepair of the Chalborne 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 Chalborne 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  
201 Genet Drive  
Arabi LA 70032  
(504) 566-3471

cc: Congressman Billy Tauzin  
President Charles Ponstein

909 Poydras Street  
Suite 2500  
New Orleans, Louisiana 70112-1010  
504-569-7240

*[Handwritten initials and marks]*

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.

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 to ascertain, 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 DETERIORATION 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 after the oil bust of the 1980's. Have you undertaken such a study?

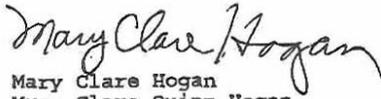
Your statement - "The area will probably continue in its declining trend without the project and without any major effort by the City of New Orleans or the State of Louisiana" is not supported in fact. Community plans and economic development are being done at this time. Your project derails revitalization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

destruction of our neighborhood? What compensation does the Corps of Engineers have in place for this? Your plan does not detail enough information to compensate 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 EXPANSTION PLAN. You have built a monstrecity once and wish to compond this mistake by making it bigger?

Sincerely,



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.

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

Re: IHNC Draft Proposal MRGO

Dear Colonel Conner,

Here is a list of questions submitted for your response in consideration of this project:

(1) Delays to Barge Traffic

- a. How are delays to barge traffic logged?
- b. Are these figures based on actual record keeping and if so what are these records? (Or are they merely estimates, and if so, on what documentary evidence are they based?)
- c. "Delays to navigation at the IHNC lock are significant, averaging between 6.3 and 16.2 hours per lockage, annually, since 1984." What accounts for the variance in these delays?
- d. From what data is this information compiled? Are they written records estimates?

(2) Looking at other solutions

- a. What river traffic management studies has the Port undertaken with the Coast Guard, Corps of Engineers and river pilots to increase efficiency and productivity of the industrial canal before assuming that physical increases of size were necessary?
- b. What innovative measures and state of the art techniques in communications have the managers of traffic and facilities brought to bear on the problems of traffic prior to proposing expansion of the canal?
- c. How has the problem has been addressed prior to the current proposal?
- d. Is it possible these water traffic problems could be solved in some other way?

(3) Location of the IHNC site

- a. "The IHNC site is located in a densely populated urban area." Is it suitable, appropriate and prudent for a water project of such magnitude and such predictable dire impact to be undertaken and situated in such an area?
- b. Is it prudent particularly when the Corps has by its own admission little experience in urban projects and this one is opposed by a great and growing number of residents of the affected area?
- c. Due to the complex nature of this densely populated urban area, are there not very likely to be other major costs and impacts which have not been included in your report? Is it fair to dismiss the impact on residential real estate as mere "perception" of residents?
- d. Is it scientific to predict that real estate value will rise without evidence?
- e. Is it true that Corps of Engineers projects primarily take place in areas where the people are African American and low-income? In Rudolph Muse's letter to the editor (Times Picayune, December 1995), he asks if racism forms a guiding principle for the Corps. Col Clow replies in Feb 1996 that such a statement is ridiculous. But is it? Is this response appropriate to a serious question?

Page 1, item 1a. Information to calculate delays to barge traffic is logged at the lock. This information is then electronically transmitted to the Navigation Data Center (NDC) in Washington, DC, where it is maintained in the Lock Performance Monitoring System (LPMS) database. Statistics are published monthly for selected key locks, including the IHNC Lock, and annually for all locks.

b. Lock personnel record the actual time each vessel arrives at the lock and the time it starts its approach into the lock. The difference in these times represent the delay time for each vessel.

c. The variance in average delay per tow at the IHNC Lock is explained by the variation in the Mississippi River stages, which causes fluctuations in lockage times, variations in vessel traffic patterns, and lock downtime.

d. This data is compiled from information recorded by lock personnel.

Page 1, item 2a. IHNC Lock operates under a 'ready-to-serve' policy. This requires all tows requiring more than one lockage cycle to hire an assisting tow boat to move the additional tow segments through the lock chamber. This practice significantly increases lock efficiency.

b. Congestion problems at IHNC Lock are not the result of poor communication.

c. Prior investigations have considered lock replacement at various sites and "small scale" improvements such as replacement of St. Claude Avenue Bridge.

d. Replacing the existing St. Claude Avenue Bridge with a mid or high level bridge and removing bridge curfews at St. Claude Avenue, Claiborne Avenue, and Florida Avenue Bridges were considered as an alternative to lock replacement.

Page 1, item 3a. The project as revised after the public review period does not have the dire impacts.

b. The Corps has lots of experience in developing projects in urban areas. However, the type of projects is not normally a lock project.

c. It is possible, but not likely, that some impacts could be more severe than originally envisioned. Real estate property values are a very sensitive issue. The complex forces that impact market value are numerous and cannot be isolated to a single issue such as the lock replacement study. It is possible that some impacts could be more severe than envisioned. Continued coordination will help insure that impacts are offset.

d. Real estate values have generally risen in the New Orleans metropolitan area in the last few years. This was illustrated in a recent article in the Times Picayune talking about real estate values.

e. It is untrue that Corps projects take place primarily in areas where the people are primarily African-Americans.

f. At issue is not the personal feelings of Corps members but consistent verifiable project selection choices and impact, resting disproportionately on these populations. When these project plans are viewed with demographic overlays, it is evident that the Corps habitually selects positive for race. Whether these populations are intentionally targeted is beside the point. What is at issue is the fact that this pattern is consistent and does disproportionate harm to this community from the selection process onwards.

(4) Public Review

- a. Have local residents been given full opportunity to ask questions and express their views about the project? Have there been many publicly announced meetings for comment on this draft proposal?
- b. Does the accelerated timetable actually pursued by the Corps seem appropriate for achieving required public response?
- c. Is one official public hearing on a week's notice sufficient for a project in a densely populated urban area? Are not affected parties, who live in this area more likely to have many differing time schedules, constraints and responsibilities making it more difficult to respond at one public hearing? Is this compounded by having this small response opportunity's clock ticking during the less than two months that include the Christmas holidays, Sugar Bowl, Superbowl and Mardi Gras, and when great numbers of residents are working in the service industry so critical to the welfare of the larger community?
- d. To expect the people here in this neighborhood to have adequate time to protect their own interests in this time period is unrealistic and a deprivation of basic civil right. Is it possible that decision makers are so driven by the need to complete this proposal that they cannot see this root injustice? Does the U.S. Army Corps of Engineers, in the pursuit of challenges and achievement for the nation, heap up challenges for the less well heeled and itself stray from the constitutional footing of its mandate?
- e. Isn't it true that the extension of the response period from February 27 to March 3, 1997, was granted not because of the many requests from this neighborhood but of people from St Bernard Parish and their congressman.
- f. Rights of the area residents aside, is not it appropriate that the project itself be forced to consider all possible project costs that bear upon it directly and indirectly which the public will be called upon to assume?
- g. Does not stewardship of this project imply that the public interest be protected by giving sufficient time and opportunity to discover the greatest range of liabilities as well as the positive implications of the project?
- h. Has appropriate consideration and weight been given to the years of community building and investment in homes, businesses, institutions in the neighborhoods adjacent to the canal? How many homes were expropriated for the original project when this neighborhood was a hundred years old? What happened to the Agnew Boys' Home? Was not the Ursulines Academy there a hundred years before the canal opened on its expropriated property?  
Have the neighborhoods adjacent to the canal been given sufficient and real opportunity to comment on the gradual expansion over the years from a simple barge canal to being a part of the intercoastal waterway system, pass from local to federal control, and then become a part of MRGO?
- j. Has not the surrounding community grown also during this eighty years and nurtured itself and its historic, cultural, physical and other resources? Is it so strange these neighborhoods are loathe to give up what they and their forebears have spent their lives building and which they may wish to share with and pass down to coming generations? Can neighborhood development be overlooked as if time and space have stood still for the community while the canal expands as if in a vacuum?
- k. Has not the canal reached maximum size already, crowded against the neighborhood so that any move by one is destructive to the other?  
How prudent is it to consider such heavy public investment in a canal that already has no real expansion room without destroying the investments of whole communities of long standing and that has a design life of a mere 50 years? After that what?
- l. Perhaps it would be more prudent to consider the closing of this canal than its upgrading if it is indeed so obsolete?

f. The information presented here is unfounded and there is no basis for such allegations.

Page 2, Item 4a. Yes. In January 1995, two meetings were held to solicit comments on the community impact mitigation plan. In addition, a local project office was established to allow for input from local residents. The official public coordination period on the draft document which includes the EIS was extended to 90 days which is considerably more time than normally allowed.

b. Yes.

c. The notice was widely distributed. The media was contacted and did present information about the public meeting. The 3 months allowed for public review of the document was significantly longer than the normal time allowed and required by law and administrative regulations.

d. No.

e. Yes.

f. All quantified costs have been included in the economic analysis and the benefit-to-cost ratio. The analysis also includes mitigation costs designed to account for unquantified project impacts.

g. The extended planning period for the project and public participation in developing the mitigation plan has allowed sufficient time to identify the greatest range of project liabilities.

h. Yes, appropriate consideration has been given to the institutions in the adjacent neighborhoods. Impacts relating to the original canal and lock project are not relevant to the current project.

(Note: No i.)

j. The report recognizes the recent improvements in the neighborhoods.

k. No.

l. This would not be a prudent action.

(3) The process that involved neighborhood participation involved a sincere professional effort on the part of the Corps to recognize the interests of the community.

(4) a-o. Opposition to the Violet site has historically been expressed by St. Bernard residents and elected officials. Congressional delegates were involved in the discussions. The recent rationale for eliminating the Violet site and the evaluation of other sites is included in Volume I of the report.

- (3) Planning Process Ethics
- a. Would the public be better served were project planners and institutions held more responsible for their actions in carrying out public planning processes?
  - b. Is it ethical that the public be asked to bear the brunt of project related costs that have been ignored or not identified as such, while planners, unlike other professionals, apparently escape both criminal and civil liability for decisions which short change the process?
  - c. Regardless of feelings, are not Corps planners willing to perpetrate decisions which penalize less powerful and underrepresented interests? Is this not underscored in this instance by the publication of a ponderous eight volume project draft proposal which has enormous implications for a primarily poor, largely African American community which is given little notice and little opportunity to respond?
  - d. Would you have confidence in us planning in your neighborhood as you plan in ours?
  - e. Is there any evidence that there is a revolving door between Corps and Port executives, such that a retiring officer of the Corps might be hired by the Port and vice-versa? Is there any possible conflict of interest here and if so, what might that be?

- (4) Violet and other sites:
- a. Is it true that while examining the Violet site the project planners ran into strong and at times violent opposition from residents of the area?
  - b. How did this opposition exhibit itself? Is it true that tires were slashed? Was other personal or public property damaged in these instances? Were threats made and what were they?
  - c. Did these incidents influence project planners to move the project to the present IHNC site?
  - d. Was there not also opposition from politicians and wealthy landowners to the Violet site? From what levels did this opposition come?
  - e. Were any members of the congressional delegation involved in discussions about the Violet site, and if so, what did they express about the matter? Did this have an effect on the process relative to choice of site?
  - f. Was President Carter made aware of these important factors considering the choice as Violet or did the Corps present merely environmental considerations to him?
  - g. Does it not seem strange that the Corps of Engineers would be deterred from Violet by environmental considerations when it has been so willing to alter nature in virtually every one of its other projects?
  - h. Is it not true that the environmental considerations of the Violet site have been such that, in the absence of political opposition, these were capable of remedy or at least mitigated to a very high degree? And at a cost very much less than the site as the Industrial Canal?
  - i. Isn't this even true today--political opposition aside--that Violet would be much cheaper and preferable?
  - k. Doesn't it seem that Senator Lynn Dean's suggestion to build bridges beside and parallel to St. Bernard Highway and Judge Perez Drive before the canal is dug, would significantly lessen in convenience and cost of the project in Violet? Isn't it also true that building temporary bridges as St. Claude and Claiborne in New Orleans would significantly raise project costs yet this is actually being proposed? With more recent definitions of wetlands than twenty years ago wouldn't it be more feasible to build in St. Bernard today than it was years ago? Is there not a tremendous cost difference between building in New Orleans and at Violet? Should not the public be made aware of this?
  - m. If Violet has been ruled out because of cost and feasibility, should not the IHNC which obviously has many complex costs that are not being addressed by this linear project with its heavy impacts and its unseemly haste of due process?
  - n. Was the large and mostly vacant Mernux tract between Arabi and Chalmette ever considered for the lock site? If not, why? If so, why was it, now the site of the Chalmette ship and Port of St. Bernard, ruled out without being mentioned? Was it quashed because of Mr. Mernux who considered the land too valuable to be sold or expropriated for a canal, and had the court to preempt consideration behind the scenes?

- o. What about consideration of the other possibilities for the IHNC site? Why was the deeper, most radical plan chosen over the other options? What factors were considered? Why was refurbishing at present levels passed over inconsideration? Were less extreme levels of upgrade given due consideration or were they merely nominal options?
- p. How often has the St. Claude Bridge broken down in its history and why? What kinds of repairs had to be made before bridges routinely maintainance and collisions?
- q. Is not this bridge actually very reliable, much more than other ones over the canal, with very little down time, except when something runs into it? Mr. Callaway of the Port has stated on more than one occasion that this bridge cannot be repaired indefinitely, and would be impossible to build new at a reasonable cost. What evidence is there to support this? If bids were put out widely enough, would a suitable response not come for any need of this bridge for many years? Can this be out of the range of ingenuity or actual cost? Has this been researched?
- r. What if this were the Brooklyn Bridge? Does this fit for tall ships? Should it be removed for improved commerce? Does it seem fitting that this now historic St. Claude Bridge, eligible for the National Historic Register a credit to the city and a badge of the neighborhood, be shown the door by locks?

(5) The Port of New Orleans and the Port of St. Bernard

- a. Did the establishment of Port of St. Bernard help that parish avoid placement of the canal at Violet or elsewhere in the parish?
- b. By removing that parish from inclusion in the same agency known as the Port of New Orleans, is not St. Bernard better able to resist such an attempt?
- c. Do the limitations of the local sponsor, the Port of New Orleans in this case, have bearing on the geographical range of the possible sites, and in fact is the only site acceptable to the Port of New Orleans some variation of the site at the Industrial Canal in New Orleans?
- d. Does artificial political restraint not mean that a consideration of available sites on more objective factors is not possible? Is it not more appropriate that a state agency, most of whose members are appointed by the governor, seek a thorough, objective consideration of cost-effective and reasonable solutions in cooperation with other regional parishes than each parish going it alone to solve regional and even national problems?
- e. What influence has the investment by the Port and private interests such as Seal and Cominert Corporation in the Trace Road Terminal area influenced the decision to choose the Industrial Canal site for expansion from a barge canal to a deep draft ship canal?
- f. What are the implications for the Mississippi River Gulf Outlet whether or not this canal is deepened for deep-draft traffic? Will it be closed or more in demand? What considerations are involved?
- g. Have investments by the Port and others in heavy shipping facilities in the canal in effective-emptied the community planning process involving the neighborhoods along the Industrial Canal? What is the nature and extent of this MRGO terminal investment? How will it be affected if the project as proposed is not a proved?

(6) Recent Improvements to the Canal

- a. What are the four recently installed black and yellow structures near the entrance to the Industrial Canal off the Hebert Defense Complex? Are these the top for ships? They certainly seem more than routine because of their large scale, and obvious cost.
- b. Are they an early part of the larger project already arrived while the project is being still considered? Or of what plan have they come and for what anticipated need?
- c. What money paid for them?
- d. Who is responsible for building them and maintaining them?
- e. What public announcements were made regarding their planning and realization?

- a. The black and yellow structures are mooring dolphins for all navigation traffic.
- b. No. Normal maintenance of existing navigation structures.
- c. Normal maintenance funds.
- d. The Corps of Engineers is.
- e. Publication of the normal notice to mariners.
- f. The analysis indicates that there will not be a significant change in ship traffic on the MR-GO with project construction.
- g. No. The extent of the investment is unknown. The impact would be insignificant.
- 6a. The black and yellow structures are mooring dolphins for all navigation traffic.
- b. No. Normal maintenance of existing navigation structures.
- c. Normal maintenance funds.
- d. The Corps of Engineers is.
- e. None.
- f. The analysis indicates that there will not be a significant change in ship traffic on the MR-GO with project construction.
- g. No. The extent of the investment is unknown. The impact would be insignificant.
- 6a. The black and yellow structures are mooring dolphins for all navigation traffic.
- b. Not relevant.
- c. The limits of the Port of New Orleans were not a factor in site selection.
- b. Not relevant.
- 5a. No.
- p and q. Not relevant.

(7) Impact on Residential Real Estate

- a. Why has the depression in property values, both real and anticipated, experienced in neighborhoods adjacent to the canal been characterized as "perception" rather than factual? This is not beyond the grasp of financial forecasting; it is certainly documentable statistically. Any study claiming to study the neighborhood impact should have undertaken this straight off. It has certainly been complained about long and loudly enough by residents here. Whenever publicity about the canal comes, residential real estate drops. The real estate section does not broach this most obvious critical issue except to say that no impact is expected on landowners!
- b. Declining residential property values translates into a tremendous project cost which by being ignored, is shifted to the neighborhood, isn't it? This is not really fair, is it?
- c. Do you really expect that citizens who have been uncompensated for years for loss in property value would be willing to endure a clearly predictable but unstudied further decline in values? These neighborhoods are not willing to bear this financial brunt of the project and this, in addition to safety concerns, is a large part of the opposition to this endless canal project. We have lived with it for eighty years and more. The value of home is all most people here have in savings for the future. This project needs to account for the fluctuation in that value and be willing to designate this as a real project cost.
- d. Would you be willing to buy a home and live here among us now, and even more, with this project?

7a., b, and c. Decline in values can be documented. The cause and effect relationship between the decline in values and this project has not been established.

d. Not relevant.

(8) Threat to the Neighborhoods

- a. Widening and deepening the canal to increase the volume and type of water traffic poses very real and further threat to adjacent neighborhoods, does it not? This is true certainly of anticipated traffic in the canal, and outside of it on the river as well. Having bigger ships and more traffic in the river heading in and out of the canal along one of the busiest and most congested stretches of river increases the long term risk to neighborhoods along the water exponentially. Yet this study says that because the proposed project site is already a barge canal there will be no increase in risk!
- b. What about the Bright Field? Suppose this ship had not been stopped by crushing the Riverwalk? Had it continued adrift downstream at a good speed with the same trajectory it would have cut deeply into the levee along Holy Cross. And this was a ship full of grain. Suppose it were full of ammonium nitrate or benzene?
- c. Suppose in the fog such ships and barges of even higher traffic crash into the levee or wharf or into each other? Is the risk no greater?
- d. For the people living in the neighborhoods here this increase in the type and volume of river traffic is an unacceptable risk. Your proposal to turn a small barge canal into a major thoroughfare laden with a much higher probability of dangerous incidents does not even discuss this truly major impact. Because of the danger to our families' lives, health and well-being we must consider it and reject this project because of it. There is no amount of compensation that can take care of this risk. No one would feel safe leaving their children and spouses home while they went into the city to work. And compensation after the fact of a disaster would never be sufficient. Would you expect us to let you build this so we could say "I told you so" after an incident which took our lives and those of our families? Would you even respect us if we let you heap this risk on us?
- e. The disaster at the Riverwalk caused by the Bright Field hitting a structure that was built in harm's way. The Holy Cross neighborhood, however, was not built in harm's way. It far precedes the canal and these "improvements", which by scooping out the old barge channel for deeper wider water, bring harms way to us increasingly. This is judged highly imprudent and unacceptable to members of this community.
- f. Using great sheet pilings and building up an ugly concrete seawall to lessen this risk is just as unacceptable, not only highlighting that risk, but essentially diminishing one of the most salient enjoyments and prides of the neighborhood and the city, the open levee at Holy Cross.
- g. Would you --yourselves and yours-- come to live among us now with confidence, even without fearing the long and ugly shadow of this proposal?

8a. Increased ship traffic in the canal imposes a minimal additional risk because vessels will be tug assisted and at slow speeds. Increases in ship traffic on the river is not related to the lock project.

b. This situation does not describe situations related to this project.

c. Comment noted.

d. Comment noted.

e. Comment noted.

f. Floodwalls are being constructed for flood control, and not navigation safety.

g. Not pertinent to the project.

- a. The Boggs Amendment some marketing consultation with the neighborhoods about the project and its mitigation agreement and engineering of interests. Consultation implies a good measure of consent, does it not? Did the "neighborhood working group" process set up for this purpose not only to fail to reach agreement on mitigation but see broad opposition grow, based on the clearly nonmitigatable impacts of a project clearly too radical for those neighborhoods?
- b. Even the "mitigation plan" offered by the Holy Cross Neighborhood Association as an exercise in neighborhood planning was later withdrawn from the mitigation table, though few of its recommendations were embraced, by a board which had made up its mind to oppose the project because of irreparable harm to the community.
- c. What about the community consultation process being shored up and cut off unilaterally by the Port/Corps because of this opposition while at the same time, forming in video and print for wider consumption the falsehood that the project was in effect born out of a partnership with the community? The Corps has publicly indicated strong neighborhood involvement, consent and partnership when the opposite is true. Not only has there been no real consultation or meaningful compromise with the Boggs measure, but this legislation which was envisioned to protect neighborhood interests and ensure a fair process, has been intentionally circumvented by the Corps of Engineers and the Port by rather self-serving interpretation.
- d. We object to this fundamental and harmful misrepresentation of the facts put forth by these agencies publicly in the pursuit of their own very limited and private "public interests." Were this project to be approved because of this misrepresentation the neighborhood would be irreparably harmed. That is why we objected in the first place!
- e. We agreed a neighborhood to participate in this proposed project planning process only with the strongest assurances of Mr. D. LeBarry that there would be no project unless the community wanted it. This was emphasized repeatedly during the first year of working group talks. When the report was published it was hard to find such a statement anywhere in the minutes. We consider this change a breach of the promise that enabled the talks to take place.
- f. Another very strong assurance was that the Florida high rise bridge to be built by the state of Louisiana in partnership with the federal government would be in place before the rest of the project began. This statement also waned after this first year when it became apparent that this bridge would be possibly long in coming. This also we consider a breach of promise.

- a. The economic study submitted in support of the increased demand does not seem to relate the increase in commodities such as coal and steel to measurable trends of these commodities in the canal. It requires a leap of faith to imagine that an increase in coal production and demand would mean more demand through the canal. In fact coal production may be expected to decrease because new regulations on coal burning plants have required plants to look at other options besides coal such as natural gas, which is unlikely to utilize the canal. Crude petroleum projections are based on regional crude production, not on canal trends of this commodity which are proven inconsistent from 1987-90. Even with this questionable analysis, projections show a decline in the first ten years of traffic and an off-setting increase in the following ten years--yielding an overall impact of zero. Petroleum products by your own figures show a slight increase over the long term, based on future levels of regional use. Other commodity groups show an overall decline or small growth over the next 20 years. Very weak trends with little linkage to actual experience seems to be little recommendation for expansion of the canal, particularly since so large an expenditure of funds, mostly public, is involved.

9a. Comment noted.

- b. The HONA mitigation plan is included as a part of Volume 2 of the report and some of the measures proposed are included in the project's community impact mitigation plan.
- c. The process was temporarily stopped at times to allow for more detailed studies of the engineering and design of the project. Those times when the process was halted were required to address concerns surfaced by the neighborhood working group.
- d. Comment noted.
- e. It was never intended or stated that the neighborhoods would have "veto" power on this project.
- f. The Florida Avenue high-rise bridge is not a part of the Federal project. The replacement of the Florida Avenue rail-road bridge is the only requirement of Florida Avenue for this project's implementation.

10a. Projections of all major commodity groups do reflect historically trends of canal traffic. Further, projections of coal explicitly account for the requirement of the Clean Air Act and the specific anticipated responses by the coal burning plants that move coal through the IHNC.

- b. On the supply side you assume that an increased canal capacity would automatically draw increased shipping. Supply projections without also projecting the results of competitive response from other places and modes of transport seems a very narrow and shallow basis to be deep drilling from with my harpist's mony. How can total real costs of shipping of any given movement via alternative non-system means of transportation be assumed constant throughout time? You say modelling the costs of alternative modes of transportation is beyond the scope of the study you have done, yet we are talking a \$510 million (and likely much more) project with \$15 already spend in planning that is not really well spent by your own analysts. The economic part of this proposal seems to be unsustainably lightweight to bear the weight of this project and justify the public expenditure.
- c. This conclusion is particularly important in the light of the tremendous undervalued and ignored costs of the project itself which, once committed, the public will bear. Among these costs are increased environmental damage to the wetlands because of higher traffic, increased toxicity to the natural environment and animal and human populations, increased safety risks to the neighborhoods, depressed residential real estate values, loss of business value and livelihood, loss of the historic charm and development potential for not only the historic locks, St. Claude Bridge, trees and historic open levee but for the whole neighborhood and adjacent neighborhoods as a part of the fabric of the city with its unrivaled economic potential. Who does the Corps of Engineers expect to bear these costs for the project?
- d. Ignored is loss to surrounding property values, and therefore to local business and residents, because of the nuisance created by increased usage of the lock which causes traffic congestion for those going over the canal. As a result of the traffic created by lock usage, other routes can be predicted to experience higher traffic costs causing delays, maintenance and repair, and potential property devaluation.
- Ignored is the long term loss to St. Bernard businesses due to a very probable but denied deterioration of Lower Ninth Ward neighborhoods in spite of mitigation attempts, resulting in decreased spending for consumer commodities presently purchased in St. Bernard Parish.
- Shouldn't a project of this magnitude be based on clearly considered benefits for all parties and not exhibit such glaring gaps? This study seems funnelled into the decision-making as after-thought, not basis.

(11) MRGO

- a. How many ships on average per day use the Mississippi River-Gulf Outlet?  
 b. What does it cost to keep it open for these ships by dredging, etc. as a daily average?  
 c. Since the marsh is further eroded by ship wakes, when are the speed laws in the MRGO going to begin to be enforced for large ships whose wakes due the most damage?  
 d. When is the environmental damage caused by the creation and continuation of the MRGO going to be reversed?  
 e. Should that reversal of damage be undertaken by the Corps which has had little successful experience in wetland restoration or should it be given by competitive bid to other contractors to devise and execute a solution to this ongoing problem?  
 f. How can the Holy Cross and other neighborhoods comprise giving over to the present proposed IHNC project of the Corps of Engineers which has no experience in a project in an urban area and the Pearl and numerous others?  
 g. When is the Corps of Engineers going to clean up the unanticipated and uncared problems associated with its work - projects that have caused enormous disruption in the environment and lives? Problem is that it has by default left others to deal with an enormous ongoing cost? Are these not credibility and competence questions to be answered not with words but by deeds alone?
- 11a. An average of two ships per day use the MR-GO.  
 b. The average annual cost to dredge the MR-GO is approximately 6 to 7 million dollars.  
 c. MR-GO being studied in another report.  
 d. MR-GO being studied in another report.  
 e. Not relevant to this project.  
 f. Corps does have experience in urban areas.  
 g. Not relevant to this project.
- Remaining comments in the letter are noted.

Has the U.S. Army Corps of Engineers really been listening? We from this neighborhood have been thrown together with the U.S. Army Corps of Engineers for some time now about this project. We have always said we do not consent. We have always said the same thing: No! When will you hear us and respect our decision?

Does not any plan of development of this waterway need to satisfy the real needs of this community and be a win-win proposal? We have not seen that proposal. We have not seen a process which could possibly lead to such a proposal. The offer of mere mitigation for essential detriment from this project can not be and is not acceptable.

Sincerely,



John Koefler  
415 Tupelo Street  
New Orleans, Louisiana 70117

# The Times-Picayune

ASHTON PHELPS  
Chairman of the Board 1967-1983  
Issued daily by The Times-Picayune Publishing Corp. at  
3800 Howard Ave., New Orleans, La. 70140

## YOUR OPINIONS | Letters

### Residents not keen about Industrial Canal plans

#### New Orleans

Re: the lead story on the front page of your Money section Oct. 25 by John Hall, titled "The Corps vision for the Industrial Canal," and a second article by Mr. Hall Nov. 7, titled "Changing of the guard."

One can only wonder why each time a story is published in The Times-Picayune on the proposed Industrial Canal lock replacement plan, only the vision of the Port of New Orleans and the Army Corps of Engineers is cited.

As a concerned citizen, founder of the Holy Cross Community Development Corporation, business owner and property owner-resident of the Holy Cross Neighborhood, I can assure you that the vision of the more than 45,000 people who live and work in the four-mile footprint of this proposed project is very different.

This lock replacement plan is being submitted for approval despite the resounding voice of the majority of stake holders who have stated again and again and again, "We don't want this project in our neighborhoods!"

This proposal is being sub-

mitted for approval despite the congressional mandate that all concerned parties have a voice at the decision-making table, which has not been achieved to date. This proposal is being submitted for approval despite the facts listed below.

▶ Never has a construction project of this magnitude been proposed in a fully developed urban community. Once approved, the property value of homes, businesses and institutions in the footprint of this project would be zero for at least a decade. Attempting to manage a household located in the middle of a construction site would be next to impossible.

▶ The maritime industry stands to gain increased profits of minimally \$1 million a day when the project is completed, but taxpayer dollars will underwrite the so-called "mitigation plan." There's no equity in that.

When viewed on a cost-benefit basis, the maritime industry makes the money while the communities affected, in addition to paying the cost of the project, must suffer the consequences noted below.

## Clarification

#### New Orleans

Thank you for printing my letter on the proposed Industrial Canal lock replacement Nov. 29. I would like to clarify that my letter reflected my personal opinion and was not an official expression of the Holy Cross Community Development Corp. While I am a past president of the organization, Mrs. Elaine Jackson is the current president.

Rudolph L. Muse

▶ The so-called "benefits" of a mitigation plan offered to the communities affected in the amount of some \$30 million worth of "community projects" would not justify such costs to residents as decreases in property values, traffic congestion, noise and disruption of lifestyles.

▶ Why devastate the three fully developed communities of Holy Cross, Bywater and the Lower Ninth Ward for the benefit of private industry?

▶ Finally, why spend \$30 million of taxpayers' money on so-called mitigation efforts at the Industrial Canal site when the mitigation cost at the Violet site would be only \$1 million and the same results could be achieved?

Could the fact that the majority of property owners in the footprint of this proposed project are low- and moderate-income African-Americans have something to do with the targeting of this area as opposed to the Violet site?

Rudolph L. Muse  
President,  
Holy Cross Community  
Development Corp.

# The Times-Picayune

ASHTON PHELPS

Chairman of the Board 1967-1983

Issued daily by The Times-Picayune Publishing Corp. at  
3500 Howard Ave., New Orleans, La. 70140

ASHTON PHELPS JR.  
President and Publisher

JIM AMOSS  
Editor

MALCOLM FORSYTH  
Associate Editor, Editorials

PETER KOVACS  
Associate Editor, News

DAN SHEA  
Associate Editor, News

## YOUR OPINIONS | Letters

### Corps answers criticism of Industrial Canal plan

**New Orleans**  
Re: the Nov. 28 letter from Rudolph L. Muse on the Industrial Canal Lock Replacement Study.

Mr. Muse, a 9th Ward resident involved in the discussions regarding the proposal for replacing the Industrial Canal lock for several years, made a number of comments that may reflect some misconceptions in the community about the work proposed at the lock. I would like to correct some of those assertions and advocate continued dialogue among the many people and organizations involved in this proposed project.

The "draft" evaluation report for this study was submitted to our headquarters in Washington to provide them the opportunity to ensure that it reflects current federal policies and obtain their approval to release the draft report to the public for the official coordination period. After this period, the final report will be submitted with a recommendation that would reflect the views and comments of all concerned parties.

It is incorrect to say that all concerned parties have not had a voice in the formulation of the plan for this proposed project. We and the Port of New Orleans have worked closely with a neighborhood working group composed of local residents, representatives of the neighborhood associations and community development corporations in the area, local elected officials, the Regional Planning Commission, and city of New Orleans officials. This group has been meeting off and on since August 1991, with Mr. Muse being an active participant since that time.

The views and suggestions of this group concerning the mitigation plan for this project are an

working group developed the basic plan for mitigation required to offset the impacts the project will have on the area. A similar group was formed with the navigation interests. So as you can see, all concerned parties have been involved in the process, contrary to Mr. Muse's assertions. And we have made the commitment to continue this process if the project is approved in Washington.

Much of our recent effort has gone specifically toward ensuring that the project as proposed will not devastate the three fully developed communities of Holy Cross, Bywater and the Lower 9th Ward. Construction of the lock replacement will occur primarily in the existing Industrial Canal between the levee/floodwall protection system, except for the construction of the St. Claude Avenue Bridge, which will be limited to the footprint of the existing bridge and approach ramps.

No residences will have to be relocated to accommodate the construction of the project. The proposed project will still impact the areas around the Industrial Canal and that is what the measures in the mitigation plan will help offset.

The combination of the community improvement features of the mitigation plan, which includes provisions for increased police and ambulance services, and the construction of the new bridges at St. Claude, Claiborne and Florida Avenue (the latter to be constructed by the State of Louisiana and the Port of New Orleans) should have a positive impact on property values.

And implementation of portions of the mitigation plan coincident with the initiation of construction, if not before construction, will help maintain

that may occur strictly as a result of the construction of this project.

Mr. Muse is also confused regarding the project's costs and benefits. Our economic studies indicate that the navigation industry and the national economy will experience benefits of about \$350,000 a day on the average when this project is completed, not the \$1 million that Mr. Muse believes. Also, navigation interests including the Port of New Orleans will be paying about 56 percent of the total cost of the proposed plan, including 50 percent of the mitigation costs. The Corps of Engineers will be paying for the remaining 44 percent, including the other 50 percent of the mitigation plan. So the maritime industry is paying its fair share of the mitigation plan, as directed by the Congress of the United States.

Finally, the Violet site was eliminated from consideration in 1991 when, in accordance with federal policies, we concluded that the Violet site was environmentally unacceptable even though that site was economically and engineeringly feasible. To suggest that the current lock is being proposed to be replaced at the existing lock site, rather than at the Violet site, because the majority of the residents near the current lock site are African-American is irresponsible and absolutely incorrect.

The neighborhoods around the Industrial Lock, the city, the metropolitan area and the State of Louisiana can all benefit from the proposed mitigation plan and lock replacement. We urge the community to gain a better understanding of the proposal as we continue to work with all stakeholders to produce a "win-win" solution for this matter.

**Kenneth H. Clow**  
Colonel



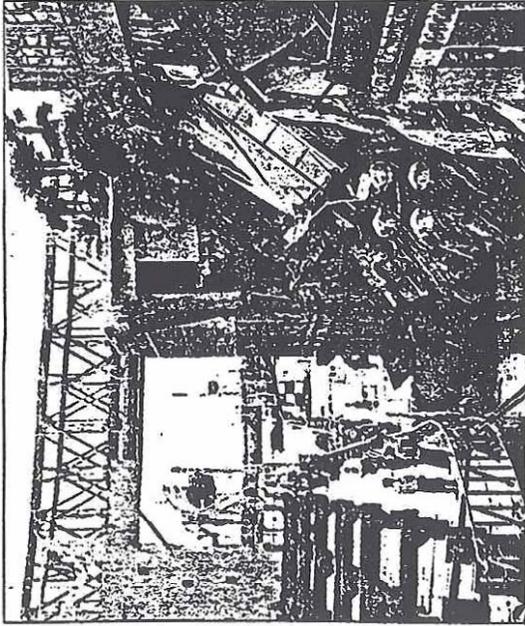
## DISASTER ON THE RIVERFRONT

# BUILT IN HARM'S WAY

Beneath the feet of passing tourists on the New Orleans riverfront is a solid concrete wall that marks the end of land and the beginning of water. Only one significant riverfront development disrespects that line: the Riverwalk/Hilton Riverside Hotel complex, smashed by a freighter eight days ago. As developers rush to rebuild, some warn that it's time to pull back onto solid ground.

BY COLEMAN WARNER  
*Staff writer*

Fifteen years ago, as architects for the 1984 world's fair toyed with the idea of building pavilions on Mississippi River barges tied up alongside the fair site, port director Edward Reed pitched a fit about the threat posed by passing river traffic.



Continued on page 10



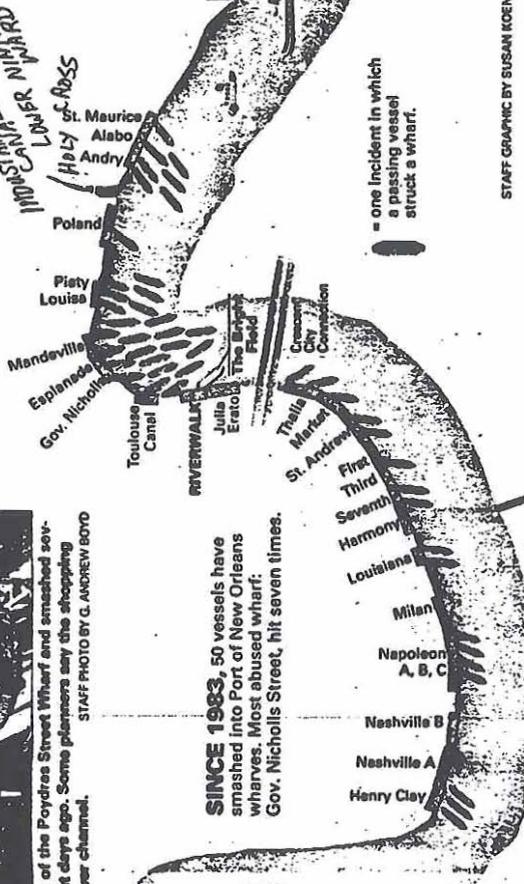
The Bright Field devastated part of the Poydras Street Wharf and smashed several stores in the Riverwalk eight days ago. Some planners say the shopping center is built too far into the river channel.

STAFF PHOTO BY G. ANDREW BOYD

See A-10  
 were "playing with people's lives in a most careless manner."  
 Reed's concerns, echoing those long held by river pilots, led to an informal practice of discouraging developments on the pedestrian-heavy attractions on the portion of wharf that extends beyond the riverbank.  
 "This appears to offer a realistic margin of protection," Reed wrote in 1980, a year after his retirement.  
 But in establishing that safety guideline, one glaring

See WHARF, A-4

INDUSTRIAL  
 LOWER NINEARD



STAFF GRAPHIC BY SUSAN ROEING

SINCE 1983, 50 vessels have smashed into Port of New Orleans wharves. Most abused wharf: Gov. Nicholls Street, hit seven times.

## A DANGEROUS PASSAGE

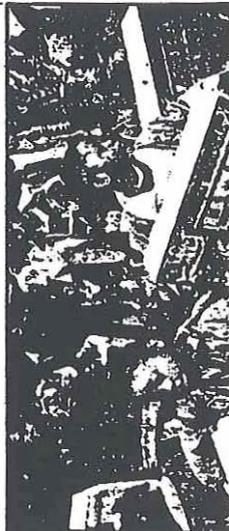
The Bright Field taught New Orleanians the dangers of mixing people with shipping. But those who pilot the giant vessels through the city have long known the river's treacheries. See A-4

# Toy story: Giveaway evokes 8,500 smiles

By BRUCE NOLAN  
 Staff writer



the boxes of dolls and gleamed on chrome toy motorcycles. Doll houses and



Kathleen Kraus  
679 Jourdan Ave  
New Orleans, LA 70117

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

I am writing this because I am afraid. I am afraid of what will happen to the Holy Cross neighborhood if you choose to begin construction on the canal. The Holy Cross is a neighborhood like no other in the city. I moved here only a year and a half ago and felt so welcome I bought a house right down the street in September. I know neighbors five and eight blocks away, as well as everyone on my block. There is a sense of peace and history about this place. Several of my neighbors have lived here their entire lives. If the canal project goes through, many of these neighbors have already told me they would leave; be it due to the noise, hassle, or safety. The renters would definitely all move, leaving most of the houses vacant. We all are aware of the amount of crime, drugs, and danger involved in areas of high vacancy. Some, such as myself, would be unable to leave and would be left to deal with the fear and dangers of this once friendly neighborhood turned looting bin. I would be afraid to leave my house, and afraid to come home if away. A life in constant fear is not a life.

This area of the levee, around the lower 9th ward, is the only area where you can walk in the grass and watch the boats. People bring their children from all over the city to fish and play along the levee each day after school. This is the only safe outdoor experience many of these kids have. Please don't take it away.

I also fear the rebuilding of the canal on another level, besides my immediate safety and quality of life. This fear is the deepening of the canal. Many statements were made during the hearing about Hurricane Betsy and how the canal waters reacted to the hurricane. I fear the increased amount of water force in the IHNC would be a danger to all the surrounding communities.

I chose the Holy Cross area as my home for it's peaceful and friendly nature which is so rare in cities these days. I feel that the atmosphere is as much a part of it's historic nature as the architecture, perhaps even more so as it becomes more rare. To disturb this area would be a great crime.

Sincerely,



Kathleen W. Kraus

Para 1 - Comments noted.

Para 2 - Recreation and aesthetic features have been incorporated into the plan.

Para 3 - The hurricane protection levees were constructed subsequent to Hurricane Betsy

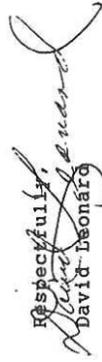
2127 St. Maurice Avenue  
New Orleans, La. 70117  
March 2, 1997

Colonel William L. Conner  
Dept. of the Army  
New Orleans District, Corps of Engineers  
New Orleans, Louisiana 70160-0267

Dear Sir,

I am writing to express my opinion regarding the Lock Replacement Project. I am in agreement with the project to this extent, 1. that the project address the issue of having the proposed high -rise accessible to residents of the Lower Ninth Ward. The high-rise is proposed for Florida Avenue.  
2. I am in favor of the project if it will provide job training, good paying wages, and meaningful employment, with preference given to residents in this area.

Comments noted.

Respectfully,  
  
David Leonario

usa  
2/2

607 Flood Street  
New Orleans, La. 70117  
February 20, 1997

Col. William Conner  
District Engineer  
Army Corp of Engineers  
7500 Prytania  
New Orleans, La.

Dear Col. Conner:

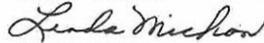
When a barge hit the Claiborne Ave. bridge, the court declared the Dock Board neither owns the bridge nor were they responsible for protecting it. Now the Corp of Engineers wants to undertake another construction project for Dock Board replacing the St. Claude bridge with a high rise. Those of us who live in the neighborhood and who must use this bridge are expected to endure for ten years during this project. If another accident occurs, we, the tax payers may have to bear the burden.

The scheme to widen the industrial canal already has a corrosive effect. The threat of this project is eroding the value of the adjacent properties and will ruin us as a neighborhood. Just the shadow of this scheme has repelled potential home owners and prevented this historic neighborhood from attaining economic recovery. Furthermore, I don't believe that the St. Claude bridge is prone to malfunction, it is usually the only one working. We do not need a new bridge.

Other sites for the locks are possible but the Dock Board wants here. Active members of the maritime industry serve on the New Orleans Dock Board because of an exemption in the ethics code. It is the only port authority in the state that allows such an exemption. The members of the Holy Cross neighborhood have negotiated in good faith with the Corp of Engineers but the Corp continues to force this issue over our protests.

Your predecessor Col. Colm predicted benefits of \$350,000 daily in for the navigation industry. The \$30,000 as mitigation tactic is completely self serving and, since the strategy will pay for itself in under 100 days, it's not even a fair offer.

Yours truly,

  
Linda Michon

CC: Sen. John Breaux, Sen. Mary Landrieu

Paragraph 1. The current plan is to replace the St. Claude bridge with a low-rise bridge, not a high-rise. A temporary bridge will allow the needed construction activity to take place without landside vehicular outages.

Paragraph 3. The choice of locating the proposed lock at its current location was made because it is best from both economic and environmental standpoints.

Paragraph 4. The mitigation plan contains \$33 million worth of activities, not \$30,000.

WAC  
2/26/97  
/

February 23, 1997

Mr. Conner  
P.O. Box 60267  
New Orleans, LA 70160

Dear Mr. Conner,

Thank you for getting an extension on the expansion of the Industrial Canal Project which includes Claiborne St. and St. Claude Avenue bridges. I will get right to the point of my letter.

First, I extremely object to the lower level bridge that is planned for St. Claude Avenue at this time. We are coming into the 21st Century with a model bridge that will be obsolete before it started. This is the same style bridge that is there now and it should have been replaced 35 years ago. Not even a small vessel will be able to go through this bridge without it opening. **THE ONLY ALTERNATIVE OTHER THAN PUTTING A HIGHER BRIDGE AT THIS LOCATION IS TO PUT A HIGH RISE BRIDGE OVER THE FLORIDA AVENUE BRIDGE THAT WOULD TIE INTO I-510 AND WOULD BE SUFFICIENT FOR HEAVY LARGE SHIP TRAFFIC.**

Second, I strongly object to the dumping of ANY waste dredged from the Industrial Canal being dumped into any area of St. Bernard Parish. Since the revenue from this project will be going to Orleans Parish, they should get the dredged mud also. Orleans Parish has the New Orleans East area, dump it there. Or maybe there is a location on the West Bank. But St. Bernard Parish doesn't want it no matter how low the level of contamination.

Whenever a project is planned for lower New Orleans, the St. Bernard Parish area generally gets the short end of the stick. **IT IS TIME WE HAVE A POLITICIAN WHO WILL STAND UP FOR WHAT IS BEST FOR ST. BERNARD PARISH.**

Yours truly,

*Cynthia Munster*

Para 2. The proposed low rise bridge at St. Claude Avenue was a compromise agreed on while working with the neighborhood working group. It meets the needs of the project as designed.

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.

Para 3. The limits of the disposal area have been refined and all material will be placed in existing disposal areas in Orleans Parish.

Kathy Muse  
4816 Royal Street  
New Orleans, LA 70117

February 28, 1997

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

Re: Widening of the Industrial Canal  
& Lock Replacement

To Whom It Should Concern:

I am a homeowner as well as business owner in the Holy Cross Neighborhood adjacent to the Industrial Canal. My husband and I moved to this area because of its proximity to the river with its wide open natural grass levee and pastoral setting - a quiet oasis in an urban environment. Just this morning I walked along the river and watched the fog chase itself across the levee. Peaceful, serene, special, unique and certainly worth preserving! We raised our teenaged daughter here, restored our home to its original splendor and started what is now a thriving business.

I am adamantly opposed to the widening of the Industrial Canal. The need for a new lock and wider canal to facilitate waterborne commerce is not in question - the need to accomplish this end at the Industrial Canal site is!!! A construction project of this size and duration in the midst of a heavily populated, residential area will have an irreversible effect on our community. It would severely erode our quality of life and level of health and safety; render our property values null and void; decrease and/or eradicate our business income; and bring to a screeching halt our ongoing neighborhood revitalization!

If Congress (as it has been known to do) does authorize this nonsensical project, my concerns are many:

1) Has a construction project of this magnitude ever been accomplished in such a heavily populated urban area? If so, where? When? What was the resulting effect on the vibrancy of that community? What was the impact socially, economically and environmentally? Was there a mitigation plan and was it carried out?

2) Have you established a concrete, graphic time line to illustrate the beginning and end of each stage of this project with exact dates?

1. Large scale projects in urban areas are not unheard of. Right here in the New Orleans area, the Lake Pontchartrain and Vicinity Hurricane Protection project has been under construction since the mid-1960s. Other projects have been constructed, or are under construction, in phases like Dallas, Chicago, and Kansas City. In some instances yes. No other project has mitigation to the extent that this project does.

2. No. The time line will become solidified when Congress approves the project and appropriates money for construction.

District Engineer  
February 28, 1997  
Page 2 - K Muse

3) Have you considered the growth in population and its effect on traffic flow during this project?

4) How will the traffic congestion be alleviated?

5) Have you consulted with police, fire and medical facilities about access to our neighborhoods in cases of emergency? Has a plan been devised to insure immediate, life-saving, unhindered response?

6) Have you consulted with emergency evacuation agencies to devise a plan for evacuation of all of St. Bernard and the Lower Ninth Ward utilizing only one bridge in the event of a hurricane?

7) It is suggested in your video that the St. Claude Bridge has broken down a lot and is in need of replacement. In the 19 years that I have lived in this neighborhood, I can only remember a few occasions when the bridge has been closed for routine maintenance. How many times has the St. Claude Bridge actually been closed due to malfunctioning?

8) Will the proposed Florida Avenue Bridge actually be built prior to the start of construction? Will it be connected to the I-510?

9) What plan has been devised to deal with the continued (and I'm sure increased due to this project) erosion of the MRGO Canal?

10) What toxic substances lie at the bottom of the Industrial Canal which may be disturbed during construction and pose a safety hazard to our community? What plan is in place to deal with such a hazard?

11) Is there a threat of breaks in the levee as a result of construction and heavy equipment?

12) With the advent of deep draft shipping after the widening of the Canal, what is to prevent another "Riverwalk" disaster in our own backyard?

13) Will the magnificent oak trees be replaced if they die after transplanting? Is transplanting really feasible?

14) Why does a flood wall have to be constructed? Flood walls obscure the view of the river and the access thereto, attract graffiti, trash and crime. Is there an alternative which would retain the natural earthen levee?

3. Yes

4, 5 and 6. The result of the public review process, the plan was changed to include into the plan a temporary bridge at St. Claude Avenue and innovative construction techniques at Claiborne Avenue. This will minimize impacts to traffic.

7. The Port of New Orleans owns the bridge and statistics are not readily available

8. Construction on the railroad bridge at Florida Avenue is scheduled to begin in 1997. There is no schedule for the proposed high-rise or connecting roadway to I-510.

9. MR-GO erosion is not being addressed in this report.

10. Studies have indicated that no dangerous levels of toxic material exist in the canal.

11. No.

12. Deep draft traffic through the canal will operate at slow speeds with tug assistance. Therefore, the chance for a riverwalk type accident is extremely remote.

13. Yes.  
Yes.

14. In order to retain the earthen levees, hours would have to be reevaluated in order to set the levee back. 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 has only. This will allow for an unobstructed view of the river.

District Engineer  
February 28, 1997  
Page 3 - K Muse

15) How will landlords be compensated for loss of rental income as tenants move to other areas of the city due to this project's inconvenience and health and safety issues?

16) How will owners who wish to sell their property be compensated when they cannot sell due to reduction in property values and health and safety issues created by this project?

17) How will the community be compensated for the damage already done to its development by the cloud of uncertainty created by this proposed project?

18) How can you even think of causing such upheaval in the lives of so many people?

Seek another, more viable location for this project and we'll all win!

Hoping for rational thought to prevail, I am waiting...



Kathy Muse

15. Specific details of compensation will be determined when the implementation plan is developed by the community based partnering agreement.

16 and 17. Studies indicate that there are no health and safety issues created by the project.

We have recognized the perception of local residents that real estate values have been negatively impacted and have considered that in formulating the final mitigation plan..

18 The revised construction plan including a temporary bridge at St. Claude and innovative construction of the Claiborne Avenue bridge will minimize the disruption to the community.

DC 2/22  
B. King

February 23, 1997

Mr. Conner  
.O. Box 60267  
New Orleans, LA 70160

Dear MR. Conner,

Thank you for getting an extension on the expansion of the Industrial Canal Project which includes Claiborne St. and St. Claude Avenue bridges. I will get right to the point of my letter.

First, I extremely object to the lower level bridge that is planned for St. Claude Avenue at this time. We are coming into the 21st Century with a model bridge that will be obsolete before it started. This is the same style bridge that is there now and it should have been replaced 35 years ago. Not even a small vessel will be able to go through this bridge without it opening. THE ONLY ALTERNATIVE OTHER THAN PUTTING A HIGHER BRIDGE AT THIS LOCATION IS TO PUT A HIGH RISE BRIDGE OVER THE FLORIDA AVENUE BRIDGE THAT WOULD TIE INTO I-510 AND WOULD BE SUFFICIENT FOR HEAVY LARGE SHIP TRAFFIC.

Second, I strongly object to the dumping of ANY waste dredged from the Industrial Canal being dumped into any area of St. Bernard Parish. Since the revenue from this project will be going to Orleans Parish, they should get the dredged mud also. Orleans Parish has the New Orleans East area, dump it there. Or maybe there is a location on the West Bank. But St. Bernard Parish doesn't want it no matter how low the level of contamination.

Whenever a project is planned for lower New Orleans, the St. Bernard Parish area generally gets the short end of the stick. IT IS TIME WE HAVE A POLITICIAN WHO WILL STAND UP FOR WHAT IS BEST FOR ST. BERNARD PARISH.

Yours truly,

*M. Thomas Ohlsen*  
*Patricia Ohlsen*  
M. Thomas and Patricia Ohlsen  
8501 Benjamin St.  
Chalmette, LA 70043

Para 2. The proposed low rise bridge at St. Claude Avenue was a compromise agreed on while working with the neighborhood working group. It meets the needs of the project as designed.

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 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.

Para 3. The limits of the disposal area have been refined and all material will be placed in existing disposal areas in Orleans Parish.

February 23, 1997

Mr. Conner  
P.O. Box 60267  
New Orleans, LA 70160

Dear Mr. Conner,

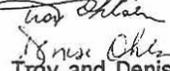
Thank you for getting an extension on the expansion of the Industrial Canal Project which includes Claiborne St. and St. Claude Avenue bridges. I will get right to the point of my letter.

First, I extremely object to the lower level bridge that is planned for St. Claude Avenue at this time. We are coming into the 21st Century with a model bridge that will be obsolete before it started. This is the same style bridge that is there now and it should have been replaced 35 years ago. Not even a small vessel will be able to go through this bridge without it opening. **THE ONLY ALTERNATIVE OTHER THAN PUTTING A HIGHER BRIDGE AT THIS LOCATION IS TO PUT A HIGH RISE BRIDGE OVER THE FLORIDA AVENUE BRIDGE THAT WOULD TIE INTO I-510 AND WOULD BE SUFFICIENT FOR HEAVY LARGE SHIP TRAFFIC.**

Second, I strongly object to the dumping of ANY waste dredged from the Industrial Canal being dumped into any area of St. Bernard Parish. Since the revenue from this project will be going to Orleans Parish, they should get the dredged mud also. Orleans Parish has the New Orleans East area, dump it there. Or maybe there is a location on the West Bank. But St. Bernard Parish doesn't want it no matter how low the level of contamination.

Whenever a project is planned for lower New Orleans, the St. Bernard Parish area generally gets the short end of the stick. **IT IS TIME WE HAVE A POLITICIAN WHO WILL STAND UP FOR WHAT IS BEST FOR ST. BERNARD PARISH.**

Yours truly,

  
Troy and Denise Ohlsen  
3116 Mayflower Dr.  
Meraux, LA 70075

Para 2. The proposed low rise bridge at St. Claude Avenue was a compromise agreed on while working with the neighborhood working group. It meets the needs of the project as designed.

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.

Para 3. The limits of the disposal area have been refined and all material will be placed in existing disposal areas in Orleans Parish.

Chalmette, La.  
Feb. 22, 1997

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

Gentlemen,

This is in reference to the proposed replacement of the inner harbor navigation industrial canal lock.

I understand the high level bridge at Florida Avenue is already in the Louisiana state's plans. Hopefully, they are planning for the highway to extend to Paris Road in Chalmette, LA. (note: This has been in the state's plan since before the WPA days.)

The intercostal waterway barge traffic is increasing all the time, which will mean the St. Claude Avenue low level bridge will have to be raised more often and for a longer time. About 50 years ago, before the Claiborne Avenue bridge was built, almost every candidate for state governor promised a tunnel under the industrial canal at St. Claude Avenue. If it was possible to build a tunnel 50 years ago—why not now? During the building of the tunnel, there would be no delay in traffic, as they could use the St. Claude Avenue neutral ground as excess to the building of the tunnel. A high level bridge would be acceptable at St. Claude Avenue, but would be more inconvenient while constructing.

There are tunnels under the intercostal waterways at the Harvey and Algiers canals. (It was possible to build a tunnel to cross the English Channel.) These two canals join together further west. The Harvey Canal locks are used for barge traffic going east down river with the current to the industrial canal. The Algiers Canal locks are used for barges going west down river from the industrial canal. The Mississippi River's current plays havoc to barge traffic.

I WOULD RECOMMEND PUTTING A TUNNEL AT ST. CLAUDE AVE.; LEAVE THE PRESENT LOCKS; BUILD THE NEW LOCKS (ON SITE) NEXT TO THE PRESENT LOCKS ON THE EAST SIDE. THIS WOULD ALLOW 2-WAY BARGE TRAFFIC AND WHEN REPAIRS ARE NEEDED, BARGE TRAFFIC WOULD ALWAYS BE AVAILABLE (LIKE THE PANAMA CANAL). THERE WOULD BE NO COSTLY NEED TO MOVE THE COAST GUARD FACILITY NOR ANY RESIDENTS. USE THE \$33 MILLION FOR COMMUNITY DEVELOPMENT TO HELP THE STATE FINANCE THE HIGH-LEVEL FLORIDA AVE. BRIDGE. KEEP THE INDUSTRIAL CANAL AS A NATIONAL INTERCOSTAL WATERWAY.

Early in our planning studies, we considered a tunnel at St. Claude, but ruled it out as being unfeasible. The project is being proposed to accommodate deep draft vessels, which would require tunnels under the Industrial Canal to be very deep, unlike the Harvey and Belle Chasse tunnels.

We previously investigated a site for the replacement lock east of and adjacent to the existing lock and found it to be totally devastating to the local areas around the existing lock. We eliminated that site from further study.

THIS WOULD BE LESS COSTLY TO THE AMERICAN TAX PAYERS, LESS TRAFFIC PROBLEMS, AND LESS INCONVENIENCE TO THE PUBLIC AND THEIR SAFETY.

As for the Mississippi River Gulf Outlet, it was a mistake from the start. The Corps of Engineers knew before it was built. It was all a political play to give additional wharfage for the Port of New Orleans. Claims were that it would help St. Bernard Parish, but it has only caused more flooding and destruction. It did not really save ship traffic time as promised. In addition, the salt water coming up the canal has destroyed the trees and marshes that were a natural breakwater for the protection of New Orleans & St. Bernard citizens. Even the Red Cross will no longer maintain shelters in New Orleans during Hurricane season.

Only the Mississippi River should be used for the large ship traffic. There is plenty wharfage space in St. Bernard & Plaquemine Parishes that ships can unload to railroads & trucking saving time. There is no need to place large ship facilities anywhere else but on the river. The nation's tax payer's money could be saved, along with there safety and incovenience.

KEEP THE INDUSTRIAL CANAL AS PART OR THE INTERCOSTAL WATERWAY SYSTEM; CLOSE MRGO AND USE THE MISSISSIPPI RIVER FOR LARGE SHIPS TRAFFICING .

Sincerely,



Henry P. Ponstein  
3511 Paris Road  
Chalmette, LA 70043  
504-271-4927

CC: Senator John Breaux  
Senator Trent Lott  
Congressman Billy Tauzin  
Congressman Bob Livingston

We are not addressing the closure of the MR-GO in this report.

2/27/97

Alton Sir,  
I am writing regarding plans by the Corp to build new locks at St. Charles, Cloutiers, and St. Louis. It is for the purpose of expanding the Canal from the River to the International Canal.

First, must I say I am strongly against this project. This is not a project that is needed. It is a waste of "Big Dollars" in empowering the media and well known of the people living in the affected areas (get a map of New Orleans and the rivers of St. Bernard Parish). If I remember correctly the Corp plan on dredging the Lower River into a part of the Corp program. This is another project that is a waste of money and is not for public utility. I have heard from Alton also a "Big Dollar" project.

If the Corp cannot find money, please that help on that side of the river. They should come to get on have a "Big Dollar" cut. All of the projects that have been mentioned in the past several years have to do with keeping the Corp employed rather than the media and well of the people.

Expansion of the Canal is an agreed upon project. The people have (Big Dollars) not for the well being of the people being a member of the New Orleans and Living Parish. New Orleans & River from the existing things are noted. No comparison for anything (for the) - comments to the media in the papers. Comments on "I don't know for how long and, like the other days" give "I don't know for how long and, like the other days".

Sincerely,  
Alton Sir

The Industrial Canal Lock, built in 1923, is the busiest lock in the entire Inland Navigation Waterway System. Delays to marine traffic have averaged about 10 hours, with many instances of 24-36 hour delays during high river conditions. These delays mean higher transportation costs for the cargo being shipped through the lock, which in turn means higher costs to the general public. The lock is too small for today's marine traffic. It is the No. 2 priority lock replacement project in the nation, according to the Inland Waterway Users Board.



Dear Col. Connor,

We oppose the bridge project for a number of reasons already stated to you such as the bridge being up for longer periods due to increased marine traffic; more hazardous materials transported through the canal and mostly because the St. Claude bridge has been the "most dependable" of all bridges and we feel it is a waste of tax payers money!

Comments noted.

Sincerely,  
Mr. & Mrs. Frank Quintini  
6730 Douglas St.  
Orade, LA 70032

Dear Col. Connor,  
We do not want any  
interference with our  
lives and ability to  
get to our jobs that  
to make jobs for the  
Corp. of Engineers.  
Go elsewhere!

Sincerely!  
Billy + Denise Rubin  
449 Estaban St.  
Arabi, LA 70032

Comments noted.

2/23/97

A: Th. P. Stang, Parents  
4709 N. Kingsmonts  
Ch. Ca. 90117

To whom it may concern:

I apologize on the letters & condition of my comments, & attempt to add to them during the meeting. I had given attention to editing & fixing this - but due to circumstances beyond my control, I was unable to.

I had the meeting 1/21/97 (by appointment) & was on that date at my usual work (outgoing), then upon returning to do I had no much catching up to do. I hope you are able to understand my writing. Comments were done by text. This on time anyway, & also hope you review this on time and it is very important to me - to all good in my area that each year we read.

Also please forgive me if anything I've written was done with a "wide body" or "not directed" comment in your eyes - I realize you are paid to do a job just as the rest of us are. But this is a fairly emotional issue for me. I'd like to know whether you're protesting as it is my hope has already been stipulated.

From Mary Pety Shoy  
4700 N. Rampart St  
Tulsa, La. 70117  
945-1196 w. 8385240

8651121  
Comments on planning  
Koko project

1st. comment re. Film.  
Film indicates our (the community) voice has  
been heard & taken into consideration.  
If our voices are truly heard & taken into consideration  
there would be no further discussion as you would  
have heard "we don't want the project here"  
(Ashburn, Holy Cross neighborhood)

The land here (Holy Cross neighborhood) for 18 yrs.  
I've part spoke all the time. We have # one of a kind  
neighborhood, by our neighbors having a special  
bond to each other & the neighborhood. Many of us  
have shared in spite of comments from the  
"other side" <sup>of Holy Cross</sup> <sup>neighborhood</sup> <sup>not of our</sup> <sup>neighborhood</sup> <sup>not as to</sup> <sup>improve</sup>  
things are not going here - explaining with us we agree  
we could have moved many times - chose to stay as  
did the rest of us. We migrated to the community here  
of it's about quiet, clean  
The project would drastically alter the state  
of being. We did not stay here to go on concrete  
paving paths or to make outside door to view  
a 11' concrete retaining wall (which will  
ultimately be 19' high) <sup>for 6 months</sup> <sup>the water about</sup>  
<sup>when the project starts</sup> <sup>the longer</sup> <sup>boats are coming on that way as</sup>  
<sup>deep vinyl</sup> <sup>spine</sup> <sup>upping our level</sup>  
How does one transplant a 75 yr old oak tree  
& what would it's survival rate be?  
Yes - when you 1st comment this project

Page 1, paragraph 4. 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 has 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 Claiborne to only a few weeks.

2

study several years ago, our area was very depressed. Property values going down, people making our district houses everywhere - no new houses or buyers. Fortunately most who left were transients. The (The die hard's) stayed, we who stayed - not because it was affordable (but no earnings & low rent area) but because we loved this area because of its Spanish flavor. You may compare it to living a person because of his or her special, endearing traits (even tho. they're different - they're on the beaten path). By that person were to change a part of their being, you'd be very unhappy. Especially if you were bound to stay w/ them for reasons beyond your control.

This is what your project would do to us. Our relationships w/ our, unhappy - they changed neighbors - our relationship w/ our neighbors & community.

As for ~~our~~ mitigation - \$33 mil. is not a drop in the bucket compared to ~~the~~ the losses the community would incur. It's a piece of dust in the wind. Are you all in a vacuum world or do you think we are?

A 500 thousand for Holy Cross school! Absurd! The doors to Holy Cross will close <sup>announcing the project</sup> the project goes thru. As if so some students who had the bus from the West Side, must leave @ 6 PM to get to school on time. (An obvious clue to bridge going up so not a 1974, excuse.) Will be discussed - ~~for~~

40  
 A  
 see  
 A  
 4

(3)

Study remains @ N.C. school - why families would  
be disrupted - more products available - people  
getting up + for early - having children to get kids  
to school + to work on time.

Great  
Central  
Transport  
Washington



~~Since you~~ Fortunately we have a strong  
 Northwood area, the 2.50 response is for  
 attaining our Local & NH. Historic Status, We  
 have now a Housing Development Corp. which has been  
 responsible for obtaining & any nation's budgeted funds  
 which are now owner occupied. Our neighborhood is  
 being developed in its own NH. way. We have  
 Rent & Pricing back. Many artists, musicians, writers  
 have discovered or rediscovered this area. ~~The~~  
 Newcomer's friends who would never have thought to  
 come into this part of it were not to visit friends  
 here ~~in~~ and have some & don't believe what  
 they see - what they experience & ~~not~~ ultimately  
 end up moving here. The words out - "Pearl"  
 let me know you are a house for rent or sale,  
~~the~~ people on the site aren't just new faces  
 moving here - they're warmly greeted, many times  
 with stories about the area & by carline - I come  
 back to visit - & not to stay.  
 People pass thru a coming to lush vegetation -  
 & I'd know no one who has not opened cuttings  
 or if all is down because of the freeze - when  
 place to stay please park again when it's  
 gone.  
 This is A Special Place, do this project  
 you're in the area - ~~to~~ No one would  
 ever build, be dumbly going

rent or buy - there are two who are sure would  
be forced to move - 40 years down the  
road the neighborhood will, may or may  
not stay again (as now) but the more  
will be gone. How to commute taken away?  
Enough of the world's magic? too much?

~~He is the one who has the~~  
system is all about to my name to  
leave to my son, he ~~will~~ ~~not~~ his home in this  
neighborhood which he has been into & loves. He  
would not want to & would not be able to  
cope of the change & where would he be able  
to go to get what he has set on eye on  
pills.

What will you do for persons who will  
develop physical & mental problems if they  
stay to survive the noise just the street?

How can the more friends -  
to see what it may be like living in the  
constant noise -

We don't want it

on any  
Mary Perry Story

February 20. 1997

Colonel William L. Conner  
Dept of the Army  
New Orleans District, Corps of Engineers  
New Orleans, Louisiana 70160-0267

Dear Sir,

My name is Marietta Williams, and I am a resident of the Lower Ninth Ward, residing at 6116 N. Roman Street, New Orleans, Louisiana 70117.

Please find written the issues that I expressed verbally, at the meeting, held at Holy Cross School, on January 27, 1997, regarding the Lock Replacement Project.

First, I feel that I can support this project, if the Corps, can satisfactorily address the following issues:

1. That the Corps include, in the mitigation project, monies to allow for entrances and exits to the proposed High-Rise, for Lower Ninth Ward residents. This proposed High-Rise is to come through the Lower Ninth Ward, from St. Bernard Parish. The proposed building site is on Florida Avenue. In your film, you addressed the issue of the High-Rise, only in relation to St. Bernard Parish, calling it a By-pass, and proposing to use roughly \$8.5 million dollars, of the \$33 million dollars, for this purpose. In my opinion, this is a very serious safety issue for residents of the Lower Ninth Ward, as well, because we are currently landlocked, on all sides by "draw-bridges", and as you might well understand, should an evacuation crisis arise during the span of years, that this project is in effect, that such an event could prove disastrous for residents of this area.

I understand that you do not have a direct connection to the High-Rise, however, in light of the fact that you address the issue in the film indicates that it is an issue. I am requesting that you expand that plan of the proposed By-Pass/High-Rise, to include access to Lower Ninth Ward residents for entrances ON AND OFF of the High-Rise that are in the Lower Ninth Ward, and connects to the rest of the city. This access to the High-Rise would prevent our having to depend just on draw-bridges, for entering and leaving the area. Access from our area to the High-Rise should be one of the long lasting and permanent effects of this lock widening project, for the residents of this area. Possible sites for entrances and exits can be Tupelo St. and Caffin Ave. When I write of this area, I include the entire area that is below the bridge to the St. Bernard Parish line.

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.

2. That you implement in your planning some concrete information regarding job training ,types of jobs that will be available to residents who qualify ,a written assurance that residents will be given a first chance at applying for contracts ,and jobs, and be hired if they meet the criteria; that some type of job training be implemented through the public school system that would allow training for students who would like to move directly into the building/construction trades, after completing high school. These workers could provide an ongoing work force for the various jobs that will need to be done.

That there be some concrete information on the number of real jobs, that will be provided, the salary ranges, the duration of the jobs, in other words, as many specifics as possible.

Should the job training include students in the high school, for some training, that preference be given to the high schools that are in the immediate area, such as Alfred Lawless Sr High, Douglas Sr. High, and Carver Sr. High , just as examples.

That monies also be set aside to train and re-train some of our hard-core "unemployables", who have a serious desire to change , and will need the extra supports in order to return to the work-force as productive workers.

3. That the Corps seriously look at the issue of Dredging, and its' impact on our area, especially when the river waters rise. Will this affect our area ,adversely? Will the levees hold? Can waters seep under the levee system and cause it to erode beneath the surface?

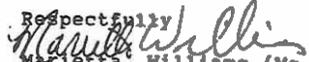
The project is designed to maintain the same level of flood protection currently exists.

This concludes my primary issues.

Second, I think that \$33 million dollars is not enough to compensate the various areas that will be impacted by this project. I think that the mitigation monies should be higher.

Third, should the government, proceed with this project, I would like to be one of the volunteers to serve on the committee for the dispensing of the funds. I would like to serve in the capacity of a resident.

Thank you for your attention to these issues, and thank you and the Corps for the public meeting(s).

Respectfully,  
  
Marietta Williams (Ms.)

Marionette Williams

Comments

Report  
Book I

June 22, 1997

Book I covers the author's  
of the patterns behind expanding the  
present lot costs system

It gives its report a few  
the Mississippi River and the other  
waterways are impacted by the  
present lot cost system

It also discusses the impact  
of the waterways to the economy  
that enriches commercial trade,  
and business by using the waterway.

The book covers the importance  
our area in the national interest.

The book also covers the 7 possible  
sites that were considered for  
expansion, and the reasons pro and  
con of each.

The book reports that site may  
fully outweigh down a two, with  
the reasons pro and con regarding  
each site.

It discusses the desirability of  
feasibility of the proposed site and  
the state's natural transportation Canal,  
and the Mississippi River Gulf Outlet.

The book says inform about  
the main idea of

Climate Change, doesn't it?

The book, with guide, explains  
how of climate change, with

graph, with some examples

graph, etc.

The book also covers what  
the future of climate will be with  
various scenarios of the  
current path, as it is,  
and or with various other things

Michael Williams

January 27, 1997

Shelby Wilson  
4839 Charles St.  
New Orleans, LA 70117

Gentlemen:

I am a local artist (employed by Outdoor Systems), mother of twins, and longtime resident of the Holy Cross neighborhood. We own a home on Deslonde and recently purchased a very lovely old double at Deslonde and the River.

The home and spacious yard are at the foot of the levee and command a gorgeous view of the River and surrounding levee. My children and I admitted the house for years and dreamed of owning it someday. When our elderly neighbor lost his wife and, with regret, decided to leave his home and move in with his daughter, we were thrilled to be in a position to acquire it. Since that time, I have poured all of my resources, financial as well as physical and emotional, into the restoration of this fine, old home. My children, now seventeen, who were raised in this block and have deep ties to our neighbors and friends, often speak of raising their own families here. We have an abiding love and devotion to a neighborhood that we feel is irreplaceable, and of immeasurable value. I assure you that there are many, many others who share these feelings.

In a city where people are forced to live in appallingly close quarters and space is at such a premium, our proximity to the levee is a closely guarded treasure to us all. It has afforded us priceless hours of recreation with our families, and we are continually enthralled by its beauty. It is a privilege that none of us has any intention of relinquishing. Should your plan be implemented, not only would our families be robbed of the right to enjoy our proximity to the river, but property such as mine would be rendered virtually worthless and uninhabitable.

I feel that the Holy Cross area has already suffered a crippling injustice at the hand of the Corps. Just as Bayou was reclaimed, and its property values dramatically increased, so should have been the destiny of Holy Cross. However, in spite of the many attractions that are exclusive to our area, our efforts to revitalize and attract home owners, have been continually thwarted by the sword that you hold over our heads. The uncertainty of our fate, brought about by the ruthless pursuit of your agenda, has cost us dearly.

Last, the prospect of exposing our families to incalculable health and safety risks is totally unacceptable to us. I sincerely believe that were we anything other than a largely Black, poor, and working class neighborhood, we would not continue to be threatened by your agenda.

Thank you,

Shelby Wilson

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

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 has 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 Calborne to only a few weeks.



DIST. ENGINEER  
CELMNM-PO  
P.O. BOX 60267  
N.O. LA. 70160-0267

*[Handwritten signature]*



Dear Sir:  
We're adamantly opposed to widening the canal for two reasons:  
1. Disrupting totally the fabric of many local neighborhoods  
2. High emission metal problems will be created.  
Thank you,  
*[Handwritten signature]*

The Corps has developed a plan for the replacement of the Industrial Canal Lock that minimizes the impacts to the surrounding communities to the maximum extent practicable. The proposed plan will not require any residential relocations by utilizing innovative construction methods that will occur within the confines of the existing canal. We have also recently developed plans for a temporary bridge at St. Claude Avenue that will keep that bridge open to vehicular traffic at all times. Additional studies have shown that the closure of the Claitorne Avenue bridge can be reduced to a couple of weeks.

The impacts to the Holy Cross Neighborhood have been significantly reduced because of these changes. However, there will still be impacts. Recognizing this, a \$33 million community impact mitigation plan has been developed, which has already been authorized by Congress, that attempts to minimize and/or compensate for the direct and indirect impacts the project will have on their neighborhood.



**SECTION 3**

**PETITIONS**



## **Introduction**

Holy Cross Petition and Petition sent from Alice Harte Elementary School. The Corps has developed a plan for the replacement of the Inner Harbor navigation Canal Lock (Industrial Canal Lock) that minimizes the impact to the surrounding communities to the maximum extent practicable. The proposed plan will not require any residential relocations by utilizing innovative construction techniques that will occur within the confines of the existing canal. We have also recently developed plans for a temporary bridge at St. Claude Avenue that will keep that bridge open to vehicular traffic at all times. Additional studies have shown that the closure of the Claiborne Avenue bridge can be reduced to about two weeks.

The impacts to the Holy Cross neighborhood have been significantly reduced because of these changes. However, there will still be impacts. Recognizing this, a \$33 million community impact mitigation plan has been developed, which has already been authorized for implementation by Congress, that attempts to minimize or compensate for the direct and indirect impacts the project will have on their neighborhood.

Petition from St. Bernard Town Hall Meeting. The lock is considered a separable element under the MR-GO authority. This report does not address the MR-GO channel and related problems.

While we agree that 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, we do not have 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. We have assumed that a new bridge there is in our without project condition.



**HOLY CROSS**  
NEIGHBORHOOD ASSOCIATION  
P.O. Box 3417, New Orleans, Louisiana 70177

1996-97 OFFICERS

SAL DOUCETTE,  
President  
PAM DASHIELL  
Vice President  
MARY CLARE HOGAN  
Recording Secretary  
EVELYN STANLEY  
Treasurer  
ELIZABETH BLAISE  
Corresponding  
Secretary

March 3, 1997

Colonel William Conner  
District Engineer  
USAED, New Orleans  
7400 Leak Avenue  
P.O. Box 60267  
New Orleans, LA 70160

Dear Colonel Conner:

BOARD OF DIRECTORS

Vivienne Blair  
Elizabeth Blaise  
Eugene Cummings  
Pamela Dashiell  
Sal Doucette  
Al Hanzo  
Mary Clare Hogan  
John Koefel  
Kathleen Muse  
Dr. Stacy Rockwood  
Evelyn Stanley  
Betty J. Thomas  
Brother Stephen Walsh,  
Headmaster,  
Holy Cross School

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal Expansion project of the U.S. Army Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, transportation that can not be compensated. In addition, nor do we want to accommodate larger ship traffic.

We are attaching a signed petition that expresses our sentiments toward this upheaval which is not based on unfounded fears but on outrage rooted in awareness.

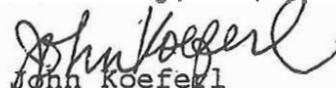
PAST PRESIDENTS

Raymond Tell  
Eugene Gerdes III  
Calvin Alexander  
Raymond King  
Charles Blaise  
Dr. Stacy Rockwood  
Larry Spencer  
Rudy Muse  
Vivienne Blair

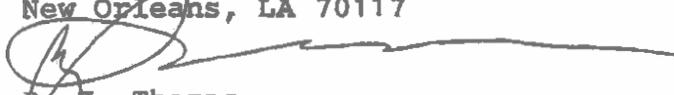
In affect, such a project will destroy this area, therefore, we strongly withstand the construction of this project in our neighborhood.

This project is not acceptable!

Sincerely,

  
John Koefel  
Chairperson

Holy Cross Board of Directors  
415 Tupelo Street  
New Orleans, LA 70117

  
B. J. Thomas  
Holy Cross Board of Directors  
6115 Royal Street  
New Orleans, LA 70117  
(504) 279-2361, and

**THE UNDERSIGNED PETITIONERS**



February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Print)	SIGNATURE	ADDRESS	PHONE NO.
Walter Tate	(WALTER Tate)	2427 Reyno	948-2811
Aloysius J. Bernard	(Aloysius J. Bernard)	2222 Toledo St	368-3171
Francis N. Casanova	(Francis N. Casanova)	500 Caffin Ave	
J.N. Mann	(James N. Mann)	3719 N Rampart St	943-9784
Martha Phillips	(Martha Phillips)	5388 Chippin Ave.	823-1494
Basie LePorte	(Basie LePorte)	5450 Oaklawn St	943-4124
Calvin Hamilton	(Calvin Hamilton)	2540 Reyno	948-9738
Charlotte Stewart	(Charlotte Stewart)	5431 North	944-5477
Lorita Pellebon	(Lorita Pellebon)	5220 Royal St.	7/A
Darryl Lewis	(Darryl Lewis)	510 Cassin Ave	944-5377
Brandi Ford	(Brandi Ford)	5208 Burgundy	949-0508
Charles Varnado	(Charles Varnado)	5531 Oaklawn	945-8496
SALDRA Robinson	(SALDRA Robinson)	4939 Oaklawn St	944-6152
Edna Stewart	(Edna Stewart)	835 Maple	226-9078
Elaine White	(Elaine White)	6234 Mulberry	348-0167

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Rev. Michael Williams	<i>Michael Williams</i>	2909 LOUISIANA	897-0940
Herman Fontenette	<i>Herman Fontenette</i>	1037 ANDRY or 1437 Flood St	
JOAN MILLER	<i>Joan Miller</i>	5139 1/2 Burgundy St.	943-2725
Demetrius Robinson	<i>Demetrius Robinson</i>	4219 Lae Da Day Apt A	561-0157
BRETT S. STERLING	<i>Brett Sterling</i>	1215 TISON ST	277-4703
Shirley Jones	<i>Shirley Jones</i>	2622 St. Maurice St	276-4350
PAULA RUSSELL	<i>Paula Russell</i>	1019 Lamarche St	947-4048
EUGENE DAVIS			
CLARENCE HARRIS	<i>Clarence Harris</i>	1822 California	945-1704
BLINDA TORCAND	<i>Blinda Torcand</i>	918 Maple St.	945-8958
Edward Collins	<i>Edward Collins</i>	1908 Galery St	276-0488
Sherry N. Shorty	<i>Sherry N. Shorty</i>	3324 MAPLE	812-8892
Carl M. Washington	<i>Carl M. Washington</i>	732 FANNING AV	945-1375
Carl C. Washington	<i>Carl C. Washington</i>	32 St. Claude Ct.	945-5553
HATTIE LESLIE	<i>Hattie Leslie</i>	1610 1/2 ANDRY ST	948-6147

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business liability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Print)	SIGNATURE	ADDRESS	PHONE NO.
Minor Wilson	Minor Wilson	1926 Charbonnet	948-3399
Daryl Taylor	Daryl Taylor	1438 LESSEPS NO. 14	943-3622
Gregory McIntyre	Gregory McIntyre	4024 N Robertson St	945-9003
Cliff J. Hamlin	Cliff J. Hamlin	54	
Clifton Harris	Cliff J. Hamlin	5461 St. Claude	949-7088
John Shish		1707 Tennessee	
Terrill Austin	Terrill Austin	915 LAMARCHE ST	945-0691
Linda Prudhomme	Linda Prudhomme	5027 Burgundy St	
Joan Gilbert	Joan Gilbert	4826 N. Rampart St.	
JACQUELINE JOHNSON	Jacqueline Johnson	5613 N. Rampart St	945-5580
Rachel Mosby	Rachel Mosby	5613 N. Rampart	949-8177
JAMES L. MARTIN	James L. Martin	722 Alamo St	944-5106
Donald Hilliard	Donald Hilliard	1028 N. FELIX ST	(504) 219-125
R. Band		5406 N. RAMPART.	
K Lee		1435 Franklin St	

February 17, 1997

WIDENING OF 'THE' INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric; as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
AUDREY M. WALKER	Audrey Walker	462 Flood	949-7031
JEAN FRANKLIN	Jean Franklin	5900 N. Roman	945-7571
Willie O Williams	Willie O Williams	605 Andy St.	949-5025
RACHEL PENNS	Rachel Penns	421-23 Alford St	277-9334
STELMA FREY	Stelma Frey	6034 St. Claude Ave	276-1076
Linda Smith	Linda Smith	6116 N. Rocklawn St.	271-7156
NOVELL PHILLIPS	Novell Phillips	6116 N. Rocklawn St	279-7169
Delores M. Colby	Delores M. Colby	6118 Beauguady St.	271-4036
COOKIE TRAN	Cookie Tran	2201 Manhattan Blvd Apt A203	366-5569
Regina Moore	Regina Moore	1280 S. 9th	
Demetria Frazier	Demetria Frazier	5117 N. Richardson St.	361-9447
AKIA FLEMING	Akiah Fleming	2320 Cremona St	947-6341
Stacy Carr	Stacy Carr	2426 Painters St	949-4162
WALTER HENRY	Walter Henry	1504 A 1460 St	945-6483
Nicole Green	Nicole Green	5160 Copenhurst	944-6688

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business liability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Vanessa Maulet	Vanessa Maulet	824 TRICOU ST.	279-8553
Ella B. Bogard	Ella B. Bogard	1234 N. Lake Charles	765-6305
VARNISE LUCAS	Varnise Lucas	436 FLOORS ST	945-0577
Cynthia Cade	Cynthia H. Cade	6036 Franklin Ave	283-5265
Raquel Green	Raquel Green	2136 Congress St	947-7674
<del>William M. Crawford</del>	<del>William M. Crawford</del>	<del>1509 Louisiana St</del>	<del>949-5440</del>
RAY CHARLES CRAWFORD	Ray Charles Crawford	1037 ANDRY STREET	948-3915
Gwendolyn M. Crawford	Gwendolyn M. Crawford	1035 Andry Street	948-3915
Gregory H. Lee SR.	Gregory H. Lee	7552 Briarheath Dr.	242-1406
JEROME A. GREEN SR.	Jerome A. Green	2136 Congress St.	947-7674
Thayer Moore	Thayer Moore	7951 Windward Ct.	241-7804
Angel Cade	Angel Cade	6038 Franklin Avenue	283-5265
Adrienne Norfleet	Adrienne Norfleet	5609 Burgundy St.	947-0884
Brenda M. Nelson	Brenda M. Nelson	4300 Sullen Pl	391 1848
DIXON, FRANK	Frank Dixon	5609 Burgundy St	947-0884

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business liability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	(SIGNATURE)	ADDRESS	PHONE NO.
Sarah Becket	Sarah Becket	931 Janday	271-2489
Carolyn Reed Veltri	Carolyn Reed Veltri	1939 Lamarche	947-2662
Rosemary Harbor	Rosemary Harbor	1432 Gordon St	944-4756
Irene B. Simmons	Irene B. Simmons	6233 Dauphine	277-6443
Cheryl K. Hawkins	Cheryl K. Hawkins	8838 Leander St	486-6473
Vonda V. Simmons	Vonda V. Simmons	6233 Dauphine St	277-6443
Vickie R. Malbrue	Vickie R. Malbrue	5420 Royal St. NO. LA. 70117	(504) 944-0846
Murphy Sanchez	Murphy Sanchez	2431 Dumelle St	943-3117
CARL MARKEY	Carl Markey	5531 Bently Dr	243-2641
Sandra Robinson	Sandra Robinson	4739 Dauphine St.	944-6452
CAROLY GUYTON	Carolyn Guyton	3815 PIEDMONT DR. NO. LA. 70122	945-3811
Janne H. Alberts	Janne H. Alberts	2535 Tricon St.	279-2523
Janet Alberts	Janet Alberts	2535 Tricon St.	279-2523
Katie Brown Harris	Katie Brown Harris	2508 St. Maurice	279-6113
DELORSE H. CASORN	Delorse H. Casorn	4903 N. Compost St	944-7003

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business liability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

<u>NAME (Printed)</u>	<u>SIGNATURE</u>	<u>ADDRESS</u>	<u>PHONE NO.</u>
TOLKER East Jr	Toller East Jr	606 Lyania St.	943-3113
Alvarnette Washington	Alvarnette Washington	6018 N. Rochelore St.	
Roy A. Bradley	Roy Bradley Jr.	5000 n. Roman st.	945-7571
Valenia Weatherford	Valenia Weatherford	5410 Dauphine St	943-2240
Trenese Johnson	M. Johnson	2108 Centanni Dr	682-2160
Sarah Dumas	Sarah Dumas	1224 Gordon St	949-2105
Veneile Powell	Veneile Powell	1632 Forstall	949-4086
Paula Russell	Paula Russell	1019 Lamarche St.	9474048
Shirley Felt			
Timothy D. Braden Sr.	Timothy D. Braden Sr.	1012 Independence St.	944-3630
Sharon McCraney	Sharon McCraney	2409 Coffin	948-4564
Shirley Britton		2512 - Caldw-ter	682-4355
DALENE SMOTHERS	Darlene Smothers	2511 Flood St	943-3490
WARREN WOOD	Warren Wood	2511 1/2 Flood St	
ROCHELLE SMOTHERS	Rockelle Smothers	2511 Flood St	

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business liability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Warren J. Smith	Warren J. Smith	2214 DELANEY ST.	276-1230
Stella M.B. Lee	Stella M.B. Lee	1943 LAMANCHE	947-4276
Carol Task	Carol Task	634 Flood St	945-8629
Met Eskridge	Met Eskridge	723 Puff St.	943-9884
Joan W. Board	Joan W. Board	1415 Ely Gulch	943-8044
Shonda Washington	Shonda Washington	1504 Lamanché St.	949-9847
Bianca Wright	Bianca Wright	2004 Coffin Ave.	944-6341
Sheila Simon	Sheila Simon	5323 N. Roman St	944-9073
Roland Smothers	Roland Smothers	1724 Coffin Ave	
Alice Smothers	Alice Smothers		
Brenda Smothers	Brenda Smothers	2515 Flood St	944-5324
Linda Williams	Linda Williams	4565 St. Claude	948-2454
Deborah Dousey	Deborah Dousey	4565 1/2 St. Claude	948-2591
Mardell Lewis	Mardell Lewis	2920 Acorn Dr	682-8201
Hauvika Early	Hauvika Early	1632 Lizardi	948-3997
Demetrial Lee	Demetrial Lee	1436 Strand Ct. New	945-3944

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business liability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

<u>NAME (Printed)</u>	<u>SIGNATURE</u>	<u>ADDRESS</u>	<u>PHONE NO.</u>
Terese Jones	Terese Jones	5424 N. Galvez	948-0423
Delores Hebert	Delores Hebert	2532 Delery	277-1916
Jacell <del>James</del>			
Effie James	Effie Sims	5727 N. Dubigny St	947-7469
Deirdre Houston Magee	Deirdre Houston Magee	2015 Lizardi St	943-4378
Jamallee E Green	Jamallee E Green	1832 Neslon St	948-2135
JAMELA CLAWIN	Jamelia Clavin	2416 Winthrop St	949-3052
Athena SIMMONS	Athena Simmons		
Melba Hart	Melba Hart	1727 Forstall	945-3125
Michelle P. Burton	Michelle P. Burton	2108 Tennessee St	944-6225
Cheryl S. Armstrong	Cheryl S. Armstrom	1736 St. Mamie Ave.	279-6122
Gladys P. Smith	Gladys P. Smith	2214 Melery St.	279-7371
Stella May	Stella May	1315 Aubrey St.	279-4684
Sheila Bates	Sheila P. Bates	1626 Charbonnet St	944-2999
KB BATES	Kelvin B. Bates	1626 Charbonnet St	947-2999

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business liability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Robin Francis	Robin Francis	1222 Delery	279-5114
Cheryl Richardson	Cheryl Richardson	1917 Lamanche	947-6584
Dianne Gabriel	Dianne Gabriel	1915 Jupelo	276-0327
Cheo Chaiborne	Cheo Chaiborne	5145 Yulet	947-7186
Charles STEWART	Charles Stewart	1609 Deslonde	948-9424
ROBIN L. THOMPSON	Robin L. Thompson	5619 N. Johnson	277-8194
GREGORY THOMPSON	Gregory Thompson	5619 N. Johnson	277-8194
Shirley Anderson	Shirley Anderson	2222 Coffin Ave.	944-1031
WAYNE RHODES	Wayne Rhodes	1642 Andy St.	948-9497
Lynell Mott	Lynell Mott	2002 Coffin Ave	947-9073
Sharon Gardner	Sharon Gardner	1836 Lamanche St.	<del>277-1666</del> 277-1666
Carolyn Parker	Carolyn Parker	1001 Jourdan Ave.	945-6409
Marie Irvin	Marie Irvin	2341 Tupelo St.	944-4633
GALETTA RENEAU	Galette Renau	2340 Forstall	948-8064
Gerard A. HAIR	Gerard A. HAIR	29 JACKSON BARRACKS	279-5649

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Danielle Smith	Danielle Smith	4569 St. Claude Ave.	945-7165
Emelda Daliet	Emelda Daliet	1942 N. Rochelblave	943-6094
Eloise Douglas	Eloise Douglas	2644 Bond	944-0921
Dominique Daliet	Dominique Daliet	1942 N. Rochelblave	943-6094
Linda Smith	Linda Smith	4569 St. Claude Ave.	945-7165
Carry Benjamin		2415 Caffin Ave NOCA 70117	949-3844
Yvonne Turner		1879 N. Miro NOCA 70119	949-1305
Connie H. Fraire		3225 N. Philip St. NO. La. 70119	488-7640
Ava M. Green		2855 N. Dorgenois St. NO. La. 70117	
C. J. Johnson		2724 N. K. Breaux NO. La. 70113	
Dorothy Conerty	Dorothy Conerty	NO. La. 70126	245-1087
Magee Pamela	Pamela Magee	N.O. LA 70126	449-7908
Louise Grayson	Louise Grayson	N.O. LA 70119	947-6805
Therese Williams	Therese Williams	2077 Low	944-0931
Wanda Bush	Ms Wanda Bush	2079 Low	944-0931

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
KIA N BOLDEN	Kia Bolden	3010 Lawrence	368-1082
Reginald DAVIS	Reginald Davis	1807 Flood	947-8255
CLAIRE Mc Queen	Claire McQueen	1501 BENTON	947-2464
J.T. Holmes	J.T. Holmes	710 Delery	277-0849
Cyrtl Buckner	Cyrtl Buckner	5340 MARAIS	949-9847
Hinda Pittman	Hinda Pittman	5100 Dauphine	943-0890
Annice McNight	Annice McNight	1302 LAMARCHE	947-9245
Keith BERNARD	Keith Bernard	732 Flood	949-0544
Marie Giles	Marie Giles	1029 Deslonde	944-8283
Yvonne A. Clarke	Yvonne A. Clarke	5501 St. Charles	943-4457
Cheryl Buchanan	Cheryl A. Buchanan	1300 Congress St.	947-7847
Shirley Henderson	Shirley Henderson	5215 Nor. Ave	947-3219
Luisana Williams	Luisana Williams	1404 Lyman St.	945-2300
P. J. Matthews	P. J. Matthews	829 Kazadi St	943-5691
Lebrak Andrews	Lebrak Andrews	5430 Alamo St. N.O., LA.	76117

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Denise Coleman	Denise Coleman	1030 Esplanade	942-7111
Michael Williams	Michael Williams	1372 St. Bernard Ave	271-4633
Sheila J Carr	Sheila Carr	5811 St Claude	9454015
Tracy Lawson	Tracy Lawson	1083 - Dora	9473554
Tracy Lawson	Tracy Lawson	2122 Anne St. E.	948-6164
PATRICE K. ROBERTSON	Patrice K. Robertson	1942 Claret	944-2325
Albert Webster	Albert L. Webster	2367 N. D'Arbo	943-2800
Mrs Sarah Mercedes	Sarah Mercedes	2763 412	6127 N. Galvez St
Sumilla Waller	Sumilla Waller	729 LIZARD DR	945-9733
Wanda Payne	Wanda Payne	5744 Dauphinette	945-6056
Emily Richardson	Emily Richardson	73211 White	827-0757
Terrill Jackson	Terrill Jackson	7 N. Lafourche St	464-6763
S. Lesper	S. Lesper	2439 Wenthrop St	944707
Deane Thompson	Deane Thompson	833 Garden	833 Garden
Jaynae Phillips	Jaynae Phillips	12124 Charbonnet	---

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Bernadine Collins	Bernadine Collins	1415 Turgeon	551-8684
Lorna Youngblood	Lorna Youngblood	1425 Reynus St	949-3221
Donna Lynn Youngblood	Donna Lynn Youngblood	1425 Reynus St	949-3221
Joshua Youngblood	Joshua Youngblood	1425 Reynus St	949-3221
Queen Cruz	Queen Cruz	4209 St. Claude Ave.	944-0144
Betty Howard	Betty Howard	4209 St. Claude Ave	944-0144
Ann Bell	Ann Bell	1312 Mandeville	948-8471
Thelma Jones	Thelma Jones	720 Bartholomew	948 3118
Theresa Chaney	Theresa Chaney	408 Delany St	277-7331
Posy Charbel	Posy Charbel	6421 Croille	8991758
Leticia Washington	Leticia Washington	1237 Alabo St	947-4729
W. G. S. S. S.	W. G. S. S. S.	1238 Alabo	565-1236
Catherine Andrew	Catherine Andrew	1819 Tennessee	944-7579
Barbara Aaron C. Adams	Barbara Aaron C. Adams	6101 Douglas	7/A
Wanda Youngblood	Wanda Youngblood	524 Cajon	948 5096

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business liability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Pythian Nash	<i>[Signature]</i>	2016 Feliciana St	947-0507
Jannie M. Hagnilton	<i>[Signature]</i>	813 St Maurice Ave	277-3297
LAUETTE P. LUCAS	<i>[Signature]</i>	2505 Park Place	393-7805
LAUETTE L. LUCAS	<i>[Signature]</i>	5742 Louis Prima Dr. W	244-3398
GREGORY LUCAS	<i>[Signature]</i>	2018 Forstall St	944-2510
Stephene Mackay-Moore	<i>[Signature]</i>	9951 Windward Ct	241-7804
Deben Adams	<i>[Signature]</i>	3710 N Chalmers	949-4648
KAREN ROBERTS	<i>[Signature]</i>	1231 Morgan	949-3080
Pacey Carr	<i>[Signature]</i>	24076 Palmyra St	949-4162
Shetton Baptiste	<i>[Signature]</i>	4912 Steinhilber	247-30
Doreen Pugh	<i>[Signature]</i>	1117 S. Foster	277-34
Robert Johnson	<i>[Signature]</i>	2710949	
En. Audacean	<i>[Signature]</i>	945 1114	
Ednie Jamney	<i>[Signature]</i>	1717 Cleard St apt A	949-3970
Angela Marcano	<i>[Signature]</i>	924 Andrey St	949-3970

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business liability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Janice Watkins	Janice Watkins	12920 Chanelle Ct	245-1617
BRENDA SEANOLIERE-MANUS	Brenda Seanoliere-Manus	1630 Choctaw St	947-4463
Tanyelle Scott	Tanyelle Scott	2406 New Orleans St.	949-5496
Laura B. Guilds	Laura B. Guilds	1340 Edmond St	NO 98
Cherise W. Carter	Cherise W. Carter	2022 Benton St	NO 9 70117
Andrew LeBorne	Andrew LeBorne	6024 Dauphin St	N.O. 70117
Ernest Harris	Ernest Harris	5923 N. Galvez St	NO 70117
Cassandra A. Brown	Cassandra A. Brown	1323 Tricou	N.O. 70117
Darrin H. Brown	Darrin H. Brown	1323 Tricou	N.O. 70117
Steven H. Guasp	Steven H. Guasp	507 Tupelo	N.O. 70117
Sandi C. Mills	Sandi C. Mills	911 Westlake	N.O. 825-7420
Angela Bunn	Angela Bunn	2310 Bonaparte	948-9611
VIOLA HOWARD	Viola Howard	1319 Caffin	948-4945
Brenda Sumler	Brenda Sumler	2512 Choctaw	944-8208
Carol Charles	Carol Charles	1225 Alabast.	943-4797

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business liability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
LAURENCE LUCAS	<i>Laurence Lucas</i>	2118 Forstall st	944-2510
Evelyn Brown	<i>Evelyn Brown</i>	1726 Delany st	221-0927
Evangelina Dupuy	<i>Evangelina Dupuy</i>	1639 Charbonnet St	271-5361
Rhonda Gillett	<i>Rhonda Gillett</i>	2234 Ford Street	263-1713
Paul Gillett	<i>Paul Gillett</i>	2232 Flood Street	942-3175
Undrell Sanders	<i>Undrell Sanders</i>	2029 CAFFIN AVE	840-4469
Esther Sanders	<i>Esther Sanders</i>	5934 W. Baluer	943-2836
ELeay Smith	<i>ELeay Smith</i>	2104 Tennessee St	9444917
Blaine Joseph	<i>Blaine Joseph</i>	5308 Dauphine	945-3848
Balthaziel Jeanpierre	<i>Balthaziel Jeanpierre</i>	1622 Chartaw	944-5256
Pamela Robertson	<i>Pamela Robertson</i>	6017 Chartres St	277-8755
Roy Rockett	<i>Roy Rockett</i>	2124 Forstall St.	949-9674
Tracy Slack	<i>Tracy Slack</i>	1440 Reynes	943-5117
Alvin West	<i>Alvin West</i>	5425 Douglas	949-7601
Augustas Eamon	<i>Augustas Eamon</i>	2301 Andry St	947-9815

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

<u>NAME (Print)</u>	<u>SIGNATURE</u>	<u>ADDRESS</u>	<u>PHONE NO.</u>
Sabrina McPherson	Johnnie McPherson	1806 Ardmore	None
Rev Vernon Williams	Rev Vernon Williams	1057 Jordan Ave	949
Raymond Murray	Raymond Murray	1819 Alabost	949-9627
Kenneth Murray	Kenneth Murray	1819 Alabost	-949-9627
Mitchell J. Pore	Mitchell J. Pore	2302 Charbonnet	504-2171
Lesli Davis		3009 Press St	943-0520
Patricia Young	Patricia Young	7440 Sandpiper Ln	214-2587
Alona Riggall	Alona Riggall	618 Ardoy St	945-5786
Benetta Matherre	Benetta Matherre	2031 Jordan Ave	943-1993
Kelly Powell	Kelly Powell	680 Lapalco Blvd.	None
Geordie Morgan		1217 Newlonde	
Glenda J. Harris	Glenda J. Harris	2340 Deley St.	None 945-5123
Lawrence C. Fletcher Jr	LAWRENCE C. FLETCHER	7935 LEHIGH ST.	244-6649
Samuel Chaney	SAMUEL CHANEY	1800 Conti. St.	
Lalasha McCarty	NALASHA McCARTY	1900 Flood St.	944-0801

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Print)	SIGNATURE	ADDRESS	PHONE NO.
Alice M'Cravy	Alice M'Cravy	1900 Flood St.	944-0801
Subrina M'Cravy	Subrina M'Cravy	1900 Flood St.	944-0801
Alvin M'Cravy	Alvin M'Cravy	1900 Flood	944-0801
MERVIN Lewis	Mervin Lewis	1462 M. Robertson St.	944-3905
<del>Shannon White</del>	Shannon White	400 Dufessat St	947-2037
Shamecka Walker	Shamecka Walker	5712 St. Claude	948-0351
STAFFORD Emery	Stafford Emery	940 Audrey St.	947-3637
Juanita G. Thomas	Juanita Thomas	940 Audrey St.	947-3637
Lois Campton	Lois Campton	8029 Dauphine Street	(276-1724)
<del>B.S. Thomas</del>	<del>B.S. Thomas</del>	6115 Royal St.	279-2301
Ernest Albridge	Ernest Albridge	2118 Fenwick St	944-0811
CARLTON	Carlton White	2198 Raymond	944-6233
(Katie Gaspard)	Lucille JEANPIERRE	1429/31 DESLOPE	949-7921
Albert Jackson	ALBERT JACKSON	3010 Albany St, apt A	945-0100
Perry Barber	3707 Berwick		N/A

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Print)	SIGNATURE	ADDRESS	PHONE NO.
Sharon Bates	Sharon Bates	1819 DESLOUDES	271-4818
J. Moss			
Patrice Blue	Patrice Blue	2023 Dumaine St.	565-6886
Maurice Simmons	Maurice Simmons	4963 N. RAMPART	948-4317
Carl Lee	Carl Lee	4822 N. GALVEZ	949-1168
Shelita Leon	Shelita Leon	4750 UOLAS ST.	244-6620
Mary Whittington	Mary Whittington	2240 Gordon	945-8322
Cleveland Collins	Cleveland Collins	2240 GORDON	945-8322
Patricia Anderson	Patricia Anderson	5418 N. Robertson	
Janessa Hill	Janessa Hill	4742 Bright	241-3855
Michael E. Anderson Sr.	M.E. Anderson Sr.	1601 Tennessee	945-6304
Lillie M. Smith	Lillie M. Smith	6316 BURGUNDY ST	276-8742
Tony Johnson	Tony Johnson	714 Robery	226-2255
Albert Taylor		5629 DAUPHINE ST.	948-9888
ANWOOD M. JOHNSON	Anwood Johnson	5619 DAUPHINE	944-8546

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Daddy Howard		6111 N. Robertson	2795654
James Howard	James Howard	6111 N. Robertson	2795654
Shantell Howard	Shantell Howard	6111 N. Robertson	2795654
George Harney	George Harney	6109 N. Robertson	2798227
Dwayne Harney	Dwayne Harney	6109 N. Robertson	2798227
Natasha Mitchell	Natasha Mitchell	912 Kentucky St	947-7816
Darlens Neapollion	Darlens Neapollion	3057 N. Malcom	944-2755
Shonda Lewis	Shonda Lewis	824 Tupelo	2799024
Ernest Lewis III	Ernest Lewis III	824 Tupelo	2799024
Ernest Lewis II	Ernest Lewis II	824 Tupelo	2799024
Alfred Harney	Alfred Harney	6109 N. Robertson	2798227
Florena Cockeahan	Florena Cockeahan	1804 Tupelo St	944-7622
Nedra Johnson	Nedra Johnson	1421 Tennessee St	9458316
Ethel Mumford	Ethel Mumford	4829 Burgundy	9452215
Catrice Mumford	Catrice Mumford	4829 Burgundy	9452215

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

<u>NAME (Printed)</u>	<u>SIGNATURE</u>	<u>ADDRESS</u>	<u>PHONE NO.</u>
Marion Smith	Marion Smith	6216 N. Lutetia	944-4480
Yvette Pauline	Yvette Pauline	7615 Mascine St	242 5044
Vanessa Johnson	Vanessa Johnson	6025 Unguach	947-2854
Barbara Johnson	Barbara Johnson	3213 St Claude	949 1144
Tomona Martin	Tomona Martin	1229 Huach	254 8610
Daphne Davis	Daphne Davis	434 Delery St	276-5310
Arnon Willis	Arnon Willis	1722 Delery	862 9557
Deshaun Mumford	Deshaun Mumford	5311 Chartres St	918-4358
Flouise Mumford	Flouise Mumford	6311 Chartres St	918-4358
Henderson Mumford	Henderson Mumford	5311 Chartres St	918-4358
Michael A. Mumford	Michael A. Mumford	5311 Chartres St	918-4358
Michael A. Anderson	Michael A. Anderson	6111 N. Robertson St	719-5654
Michelle Howard	Michelle Howard	6111 N. Robertson St	719-5654
<del>Kerry Collins</del> Daryl Thomas	Daryl Thomas	2501 Gaudin Ave	945-2477
Daryl Thomas	Daryl Thomas	2501 Gaudin Ave	945-2477

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
B. Harrell-Huntley	B. Harrell-Huntley	4209 St. Claude Ave	944-0144
T. Martin	T. Martin	1229 Flood St	825-6073
Eliska Davis	Eliska Davis	5123 Lizardi St.	949-1062
Geneva Goodman	Geneva Goodman	5181 Lizardi St.	949-7851
Melvina Powell	Melvina Powell	5119 Lizardi St.	949-1453
Cheryl Defillo	Cheryl Defillo	5118 N. Johnson St	944-7025
Shellee Davis	Shellee Davis	1800 Monroen Rd	241-4039
Lori Harrell	Lori Harrell	523 Caffin Ave	944-7158
Louise Harrell	Louise Harrell	523 Caffin Ave	944-7158
P. Harrell	Barbara Powell	523 Caffin Ave	944-7158
T. Brown	T. Brown	517 Caffin Ave	None
G. Morris	G. Morris	525 Caffin Ave	
Tiffany Carter	Tiffany Carter	3244 Marais	
Lanira Johnson	Lanira Johnson	"	
W. Johnson	W. Johnson	"	

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Mrs. Donis G. Howell		1730 Caffery Ave.	
Mrs. IRENE M. ROBERTSON		1745 Delery St	
Alva M. Ellis	ALVA M ELLIS	519 St Maurice Ave	
Navonne Powe	NAVONNE POWE	519 St Maurice Ave	
Alex Harris	ALEX HARRIS	6101 St	
Lawrence Dillon	LAWRENCE DILLON	335 Tricon St	
Takima Dillon	TAKIMA DILLON	335 Tricon St	279 6861
Claudean Alexander	CLAUDEAN ALEXANDER	329 Tricon St	
Tamara Young	TAMARA YOUNG	401 Tricon St	
Alex Dillon	HELENDILLON	2700 N Villier St	9433882
Ivory L. Thomas	IVORY L THOMAS	328 DELERY ST	279-2812
Nisha L. Thomas	NISHA L THOMAS	328 Delery St St	279-2812
Alexander Hall	ALEXANDER HALL	330 Delery St	457-8530
Bernice Duplessis	BERNICE DUPLESSIS	730 Delery St.	279-2812
Joseph Duplessis	JOSEPH DUPLESSIS	730 Delery St	11 11

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
ELVIS BRUMFIELD		500 St Maurice	
Elijah Franklin		6101 Douglas	
Rosa Turner		519 Tricon St	
Paul Palerna		529 MAURICE	
Lemonda Monroe		429 MAURICE	
Quinston Johnson		420 MAURICE	
Kristie L. MARAIO		6315 Douglass St.	
Claude J. McGill		519 St. Maurice Ave	
Phillip Davis			
		620 Deley St.	
		924 Kentucky st.	
		418 Lucile	
		519 St. Maurice	
		407- TRICOU ST	

1/1

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
ROBERT J. DAVIS	Robert J. Davis	435 Tupelo St N.O.	279-6267
HARVEY R. JOHNSON	Harvey R. Johnson	420 St Maurice St	
CLARENCE MATTHEWS	CLARENCE MATTHEWS	621 Bienville St	
Lisha Casper	Lisha Casper	433 St Maurice	
LINDA (Annis) Turner	Linda (Annis) Turner	328 De la Hay St	
EOELYN TURNER	EOELYN TURNER	421 St. MAURICE St.	
Seriy Sam	Seriy Sam	6105 Bienville St	
Jeanette M. Beall	Jeanette M. Beall	485 St Maurice New Orleans La 70117	
Genevieve Allen	Genevieve Allen	6023 N. Rampart St. N.O. La. 70117	
Yvonne Lee	Yvonne Lee	415 St. Maurice Ave N.O. La 70140.	
Yvonne Lee	Yvonne Lee	411 St Maurice Ave 70117	
Jamie Sherry	Jamie Sherry	409 St Maurice	
Michael Conto	Michael Conto		
KEVIN DAVIS	Kevin Davis	5912 Burgundy St. N.O. LA. 70117	
Avis Turner	Avis Turner		

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Louis Gallaud	<i>Louis Gallaud</i>	423 St Maurice	277-4228
<i>PARTNER</i> Ruby Parry	<i>Ruby Parry</i>	728 TRIGON	
Neaith Morkouse	<i>Neaith Morkouse</i>	721 TRIGON	<i>Neaith Morkouse</i>
Donald Messuselle	<i>Donald Messuselle</i>	533 TRIGON	
Georgette Huxter	<i>Georgette Huxter</i>	6324 Dauphin St Georgette Huxter	
Joseph Randall	<i>Joseph Randall</i>	6101 Douglas St	
George Curry	<i>George Curry</i>	6101 Douglas St	
Otis Wilbans	<i>Otis Wilbans</i>	500 ST MAURICE	
Nikki Dubon	<i>Nikki Dubon</i>	6101 Douglas St	
Shirley Johnson	<i>Shirley Johnson</i>	420 St Maurice Ave	
Julia Ortiz	<i>Julia Ortiz</i>	524 Delory St	
Alvar de Leon	<i>Alvar de Leon</i>	2120 N. Galvez	
Brenda Anderson	<i>Brenda Anderson</i>	1413 Ligand St	
Wanda Rainey	<i>Wanda Rainey</i>	4822 1/2 N. Roman St	
<i>WILLIAM</i> C Wilbans	<i>C Wilbans</i>	2527 Flornd St	

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Charlene B. Sietzen	Charlene B. Sietzen	3016 Tara Dr.; Violet, La. 70092	682-2447
Mildred Beck	MILDRED Beck	302 DELERY	277-0523
VICKI R JUDICE	Vicki Judice	415 TUPELO NOLA 70117	2794885
Richard Dawolo	Richard Dawolo	414 Delery NOLA 70117	279-5038
Greta Herbert	Greta Herbert	316 Balery 70117	276-1109
HENRY BIEREMY	Henry Bieremy	428 TRICOU	277-3690
NEILSON DAWLEY	<del>416 TRICOU ST</del>	426 TRICOU	11 11
<del>Carolyn A. Beckett</del>	<del>Carolyn A. Beckett</del>		
CAROLYN A. BECKETT	Carolyn A. Beckett	420 Tricou	277-7284
ARON PORTER	Aron Porter	615 TRICOU	
LAVANCE B. GIBSON	LAVANCE B. GIBSON	1234 ALBERT	945-6136
Bridgett Lewis	Bridgett Lewis	729 TRICOU	945-9747
Steve Lewis	Steve Lewis	729 TRICOU	945-9747
PHILLIP A. ZANCA	Philip A. Zanca	417 Tricou.	N/A
HENRY WYMAN	Henry Wyman	6234 Delphine	276-0901

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business liability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME	SIGNATURE	ADDRESS	PHONE NO.
<del>Alvin Thomas</del>	<del>Alvin Thomas</del>	<del>1611 Perdido St</del>	<del>948-721</del>
<del>Foresta Green</del>	<del>Foresta Green</del>	<del>235 Lessops</del>	<del>940-0308</del>
Cheryl A. Hall		1738 Alamo St.	940-0787
Alvin Thomas		2332 Bayou St.	945-0742
Mrs. Gail Frances Ray	Mrs. Gail Frances Ray	2523 Lamorne St.	945-4780
Walter Ellis	Walter Ellis	463 Myrtle St	948-487
Lakethia Stewart	Lakethia Stewart	1401 Lessops St	948-4099
Berlene Ponder	Berlene Ponder	1901 Deslandes St	947-2528
Stacy Gordon	Stacy Gordon	2713 Myrtle St	
Nicola Smith	Mrs. Nicola Smith	1930 Forstman St	944-1724
Samantha Dayman		1214 Tupelo St.	979-4057
Chantelle Anderson	Chantelle Anderson	2013 Wood.	943-5722
Sheryl Davis		933 Gordon St.	277-4311
Joyce Smoot		1219 Gordon St.	945-8818
Lisa Payton			246-1423

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business liability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME	SIGNATURE	ADDRESS	PHONE NO.
<del>Wanda Thomas</del>	<del>Wanda Thomas</del>	1011 Perdido St	948-7221
Floresta Green	Floresta Green	235 Lessops	940-0308
Cheryl A. Hall		1738 Alamo St.	940-0787
Wiley Hancock		2332 Keyser St.	945-0748
Mrs. Gay Frances Ray	Mrs. Gay Frances Ray	2523 Lorraine St.	945-4780
Welford Ellis	Welford Ellis	403 Maple St	242-9887
Lakothia Stewart	Lakothia Stewart	1401 Lessops St	948-4099
Barkara Ponder	Barkara Ponder	1901 Deslondest	947-2528
Stacy Gordon	Stacy Gordon	2013 Myrtle St	
Nicole Smith	Miss Nicole Smith	1930 Forrest St	944-1724
Samantha Gayman		1024 Tupelo St.	979-4057
Chantelle Anderson	Chantelle Anderson	2013 Wood.	943-5722
Sheryl Davis		933 Gordon St.	277-4311
Joyce Smoot		1219 Gordon St.	945-8818
Lisa Payton			246-1423

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business liability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME	SIGNATURE	ADDRESS	PHONE NO.
<del>Foresta Thomas</del>	<del>Foresta Thomas</del>	<del>1611 Pollock St</del>	<del>948-7321</del>
<del>Foresta Thomas</del>	<del>Foresta Thomas</del>	<del>1611 Pollock St</del>	<del>948-7321</del>
Charles A. Hall	Charles A. Hall	1738 Alamo St.	940-0787
Willy Hancock	Willy Hancock	2332 Keyser St.	945-0748
Mrs. Gail Frances Ray	Mrs. Gail Frances Ray	2523 Lamme St.	945-4780
Walter P. P. B.	Walter P. P. B.	463 Maple St	212-9887
Lakethia Stewart	Lakethia Stewart	1401 Lesseps St	948-4099
Barbara Ponder	Barbara Ponder	1901 Deslondes St	947-2528
Stacy Gordon	Stacy Gordon	2713 Myrtle St	
Nicola Smith	Nicola Smith	1930 Forest St	944-1724
Samantha Dayman	Samantha Dayman	1024 Tupelo St.	979-4057
Chantelle Anderson	Chantelle Anderson	2013 Wood.	943-5722
Sheryl Davis	Sheryl Davis	933 Gordon St.	217-4311
Joyce Smoot	Joyce Smoot	1219 Gordon St.	945-8818
Lisa Payton	Lisa Payton		246-1423

WISDOMS OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business liability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME	SIGNATURE	ADDRESS	PHONE NO.
Deanna Harrison	Deanna Harrison	1836 Bond	943-8073
Chonay Thomas	Chonay Thomas	1845 Duval	944-4034
Rhonda Clark	Rhonda Clark	1942 Wilshire	
Shonda Mason	Shonda Mason	5005 N. Deligny	949-1406
Judy Jackson	Judy Jackson	5114 N. Roman	945-6216
Linda Jackson	Linda Jackson	1829 Forrestall	945-6216
William Jackson	William Jackson	1829 1/2 Forrestall	945-6216
Yvonne Celestine	Yvonne Celestine	2529 St. Maurice	276-4350
Helen D. Jones	Helen D. Jones	1817 Forrestall	947-1543
Luridell Jordan	Luridell Jordan	2410 Delee, St	279-1627
Rosemary Cousin			
Larry Washington		1209 Claiborne St	943-0796
Wanda Johnson		1616 Gallier St	948-6168
Deborah Kelly		1166 Cluffin Ave	941-3053
Nacola Smith		1930 Forrestall St	944-1729

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL.

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business liability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

<u>NAME</u>	<u>SIGNATURE</u>	<u>ADDRESS</u>	<u>PHONE NO.</u>
Norlita A. Parker	Norlita A. Parker	710 Dupelo St. N.O. LA 70117	279-6724
Jeanne Jackson	Jeanne Jackson	2772 Louisa St NOLA 70126	944-1452
Shannon Peruvise	Shannon Peruvise	5653 Pauline Dr. 70127	282-9995
Michon Copelin	<del>Michon Copelin</del>	2016 Dekey St. 70117	279-7023
CHARLES E. CARTER	Charles E. Carter	1821 Cantrone St 70118	866-7835
Angela Coleman	Angela Coleman	3801 Canal NOLA 70119	483-9178
Zandra Chambers	ZANDRA CHAMBERS	3530 Desix Blvd. NO. 70119	948-2318
Felton Adams	FELTON H. LEWIS	4221 Van Ave NO 70122	286-1103
Denisey Jones	Denisey Jones	2621 Jonguil St. N.O. 70119	944-3185
SHIRLEY SINDAIR	Shirley Sinclair	6108 Royal St N.O. 70117	277-9858
LATBYA NIXON	Latoya Nixon	6108 ROYAL ST N.O. LA 70117	277-9858
Althea Atkins	Althea Atkins	6108 Royal St N.O. La 70117	277-9858
LEZEL ATKINS	Lezel Atkins	6108 Royal St N.O. La 70117	277-9858
Okierma Austin	Okierma Austin	6108 Royal St N.O. LA 70117	277-9858
Orica Austin	Orica Austin	6108 Royal St N.O. LA 70117	277-9858

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Robert MAGEE		1509 Deslonde	947-8601
George Boutler		4814 N Robertson	9497893
Irene Banks		1101 Tennessee	944-8513
Rosemary Inlette		7115 Tennessee	9494776
Ernest L. Joseph		4710 N. Villere St.	948-0436
Mrs Elisha Carruth		4917 Ingraham St	947-9936
Ernelda J. Rummy		1402 Deslonde St.	947-4048
Samuel Rummy		1402 Deslonde St.	947-4049
Walter J. Robinson Jr.		1406 Deslonde St.	947-4090
Deloras Redcliff		1416 Deslonde	
Sedney Meigs		1300 Deslonde	
Shanell Curly		1310 Westside	
Aybil Meigs		1302 Deslonde St.	945-2885
Edward Starks		1433 Jordan Ave	949-5948
Laura Starks		" " "	" "
Joseph Bernard		840 Deslonde St	
Larry Mason		1318 Jordan Ave.	943-5338
Richard C. Kibben		1427 Deslonde St	944-3031 34

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated. We will not accept this project. We believe the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Shelia Douglas	<i>Shelia Douglas</i>	3624 W. Reading St. 844-4725	947-5322
A. Broomfield	<i>A. Broomfield</i>	2207 Ar. Road	947-5322
Linda Feltz	<i>Linda Feltz</i>	829 Sister St.	
Angel Hurst	<i>Angel Hurst</i>	827 Sister St.	
Esther Davis	<i>Esther Davis</i>	819 Sister St.	943-1817
Jimmy Walker-Thomas	<i>Jimmy Walker-Thomas</i>	919 Sister St.	943-9382
Imanol A. Thomas	<i>Imanol A. Thomas</i>	919 Sister St.	" "
Freddie Edwards	<i>Freddie Edwards</i>	4911 N Rampart	
Paul Rando	<i>Paul Rando</i>	4714 N Rampart	
Jane Rando	<i>Jane Rando</i>	4710 N Rampart	
Mark Liles	<i>Mark Liles</i>	938 Louisiana Ave. 944-6275	
Loke Valley	<i>Loke Valley</i>	905 Sister St.	943-2654
Ron Hitchcock	<i>Ron Hitchcock</i>		" "
M. McGuire	<i>M. McGuire</i>	4700 N. Rampart	944-1551
Anthony Boudreau	<i>Anthony Boudreau</i>	BAUDREAU AVOIR-4708 N. RAMPART	

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Charlene Adams	Charlene Adams	1031 Sister St.	949 6791
James Harris	James Harris	1031 Sister St.	945-8612
Edward Harris	Edward Harris	4706 St Claude	944-1016
JANICE JAMISON	Janice Jamison	1031 ST. APD	949-8848
Edna Jordan	EDWARD PROSKIR	938 JORDAN	949627
Andy Russell	Andy Russell	912 Jordan	940-5736
Golda Green	Golda Green	908 Jordan	9499016
Larry Green	Larry Green	908 Jordan	" "
Jerome Green	Jerome Green	908 Jordan	" "
LAWRENCE GREEN	Lawrence Green	908 Jordan	" "
Edward G. Bercy	Edward G. Bercy	840 Jordan ave	9492634
Greta Gladney	Greta Gladney	820 Jordan	947-1906
Nilima Mwendo	Nilima Mwendo	834 Jordan	948-0863
Dorey Cole	Dorey N. Cole	4739 Dauphine St	945-0658
Sandra Robinson	SANDRA ROBINSON	4739 Dauphine	944-6452

# = 100

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

<u>NAME (Printed)</u>	<u>SIGNATURE</u>	<u>ADDRESS</u>	<u>PHONE NO.</u>
LINDA M SNEAD	Linda Snead	618 Deslonde	947-4972
Douglas Cann	Douglas Cann	533 Deslonde St.	
Tondalier Lewis	Tondalier Lewis	543 Deslonde St.	949-9862
RUBY WILSON	Ruby Wilson	537 DESLONDE	945-6058
Nicole Barnes	Nicole Barnes	605 Deslonde St	947-8371
Audrey Smith	Audrey Smith	620 Deslonde	945-5356
Reginald Smith	Reginald Smith	620 Deslonde	945-5550
Terrence Wolf	Terrence Wolf	611 Deslonde	945-3209
Samuel K. Green Sr.	Samuel Green Sr.	611 Deslonde St.	945-6752
Gerald Morris Jr	Gerald Morris Jr	617 Deslonde St	945-8015
Alisha Dashiell	Alisha Dashiell	683 Jordan Ave	430-6840
MARCHETTA Tinson	Marchetta Tinson	605 Deslonde St.	947-8371
Cynthia Sumner	Cynthia Sumner	537 Deslonde St	944-9558
Mary Jones	Mary Jones	603 Deslonde St.	
Shelley Wilson	Shelley Wilson	4839 Charles	948-7681

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Albert Hanzo	Albert Hanzo	5317 Royal St.	943-1823
Geraldine Hanzo	Geraldine Hanzo	5317 Royal St.	943-1823
FRANK BONNECARRERE	Frank Bonnacarrere	5347 ROYAL ST.	944-6397
BERNA DINE BONNECARRERE	Bernadine Bonnacarrere	5347 ROYAL ST.	944-6397
Joseph K Mehlertens	Joseph Mehlertens	538 Flood	<del>943</del> 7478
MANUELLA-Baltimore	Manuella Baltimore	5326 Royal St.	949-6490
O. D. BURSE	Mr O D. Burse	5326 ROYAL ST.	949-6490
FRANK MOORE JR	Frank Moore Jr	623 EGANIA ST	948-2410
V.M. S	Vergy M. S	5335 CRANTON	943-2274
Thelma D. GAGNON	Thelma D. Gagnon	524 Oakley	943-1174
HENDERSON MURFORD	Henderson Murford	5301 CRANTON	948-4358
TAMMIE HAMILTON	Tammie Hamilton	5319 Douglas	949-7942
Dianne Freeman	Dianne Freeman	5318 Douglas	943-0754
Joseph Delvir	Joseph Delvir	5332 Douglas	949-0012

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business liability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME	SIGNATURE	ADDRESS	PHONE NO.
Laura L. Hanzo	Laura L. Hanzo	5326 Royal St, N.O. LA.	945-8285
NOEL J. DALIER	Noel J. Dalier	5323 DAUPHINE N.O. LA.	945-7618
Calandra Washington	Calandra Washington	5316 Dauphine St. LA.	949-6896
Manson McDonald	Manson McDonald	703 Andry N.O. LA.	949-9626
Gloria Riggelton	Gloria Riggelton	618 Andry N.O. LA.	945-5786
CYNTHIA COLEMAN	Cynthia Coleman	621 ANDRY N.O. LA.	943-7374
BERTRAND J. DALIER, JR.	Bertrand J. Dalier, Jr.	5323 Dauphine St, N.O. LA.	945-7618
Richard S. Bell Sr	Richard S. Bell Sr	5320 Dauphine St, N.O. LA.	944-7906
Carolyn A Bell	Carolyn Bell	5320 Dauphine St N.O. LA.	944-7906
D W R F E L DAY	D W R F E L DAY	5326 Royal St	944-6440
BOBBIE THOMAS	Bobbie Thomas	5327 Dauphine St.	945-2841
CECILE KINDERMANN	Cecile Kindermann	625 Andry St	943-3952
THOMAS J. KINDERMANN	Thomas Kindermann	625 Andry St.	943-3952
Wilbur J. Menge	Wilbur Menge	716 Egan St	944-5611
ALBERT J. JUNG	Albert J. Jung	623 Andry	944-1329

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Delia Crumby	Delia Crumby	5318 N. Rampart	504-944-5109
Jennifer Lemons	JENNIFER LEMONS	5320 N. Rampart	944-5263
Rickey Jefferson	Rickey Jefferson	804 Andry	945-2726
VIRGINIA W. RHODES	Virginia Rhoda	781 Pizant	948-0487
Loyed LONZO	Loyed Lonzo	625 Espania	945-2648
Lois LONZO	Lois W. Lonzo	625 Espania	945-2648
ELPHAMOUS MALBRUE JR.	Elphamos Malbrue	5420 ROYAL ST.	944-0846
Viola Blue	Viola Blue	5426 Royal St	947-9915
Theodoro Dunn	Theodoro Dunn	5439 Royal St.	949-5102
FLOISE GRIFFIN	Floise Griffin	5453 Royal St	944-2392
Henry Griffin	Henry Griffin	5453 Royal St.	944-2392
THERESA PEDEN	Theresa Peden	5442 Royal St	944-6410
MERVIS, PEDEN	Mervis Peden	5442 Royal St	944-6410
Gurine Chapman	Gurine Chapman	5444 Royal St	943-3584
Rodney Claiborne	Rodney Claiborne	5463 Royal St	945-2343

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
HELEN JUNG	Helen Jung	623 Andry St.	944-1229
ANNA GARDON	Anna Gordon	806 Andry St.	949-5697
Gerard Dannel	Gerard Dannel	800 Andry	945-1079
Mrs. E.B. Burke	Mrs. E.B. Burke	5401 <del>Andry</del> <sup>Daphine St.</sup>	
Mrs. Roy. Morrell	R. m	824 Andry	9448431
Dorothy Macklin	Dorothy Macklin	5330 Burgundy St.	943-2908
Patricia Gibson	Patricia Gibson	5325 Burgundy	945-5184
John Gibson	John Gibson	" "	" "
Wanda Riley	Wanda Riley	5313 Burgundy St.	948 9283
Shannon Young	Shannon Young	5303 Burgundy St.	945-5870
SHERRIDELL JOHNSON	Sheridell Johnson	926 Egan <sup>##</sup>	945-8067
Stacy Lewis	Stacy Lewis	926 Egan St <sup>1/2</sup> C	822-4218
Roy Dillon	Roy Dillon	5306 N Rampart	947-8981
Clara E. Sims	Clara E. Sims	5314 N Rampart St	9451946
Verline Holmes	Verline Holmes	5317 W. Rampart St	944216

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

<u>NAME (Printed)</u>	<u>SIGNATURE</u>	<u>ADDRESS</u>	<u>PHONE NO.</u>
Patricia A. Green	Patricia A. Green	715 Egan St.	945-2778
ERVIN BUTLE	Ervin Butle	715 Egan St	945-2778
Donyell M. Green	Donyell M. Green	715 Egan St.	945-2778
JULIA HALE	Julia Hale	2537 Koffman	947-6097
DAVA WHITE	Dava White	2523 Koffman	947-6987
Amitra Nintey	Amitra N. Nintey	701 August	947-3080
MR. <del>James</del> Cyrus L. Caraby	Cyrus L. Caraby	5338 Royal	944-1222
MARLENE G. CARABY	Marlene G. Caraby	5338 Royal	944-1222
Teddi Carter	Teddi Carter	5916 Spain St	288-9327
Anton Coleman	Anton COLEMAN	621 August	943-7374
CHONIA H. TAYLOR	Chonia H. Taylor	519 Koffman	943-2898
Dianne Peters	Dianne Peters	5329 Douglass	948-4928
Billy Peters	Billy Peters	5329 Douglass	948-4928
JAMES TAYLOR	James Taylor	2527 AT	276-7521
Antoinette Hayes	Antoinette Hayes	5240 Chartres St	948-2338

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business liability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

<u>NAME</u>	<u>SIGNATURE</u>	<u>ADDRESS</u>	<u>PHONE NO.</u>
MAURIE COPELAND	Maurie Copeland	2016 Delory St	504-279-7023
Elois Copelin Parker	Elois Copelin Parker	6127 Royal St.	(504) 277-0675
Norlisha Alicia Parker	Norlisha Alicia Parker	6127 Royal St.	(504) 277-0675
PAMELA Lewis	Pamela Lewis	8618 Hammond St	(504) 244-1252
MARY Flemings	Mary Fleming	1307 Teche St.	504 3628480
Marwanell Williams	Marwanell Williams	2231 Lyndi St.	948-2944
Andrew Simmons	Andrew Simmons	4645 Tulip St	246-1318
DANESSA Cheatham	Danessa Cheatham	1517 Harrison Ave.	288-3015
Jean Torregano	Jean Torregano	1917 Pauline St.	282-5874
Myra Gipewhite	Myra Gipewhite	208 Neil Ave.	392-2877
Brian <del>James</del> <sup>Jacomin</sup>	Brian <del>James</del> <sup>Jacomin</sup>	4818 Knight Dr.	242-6509
Maudie George	Maudie George	3730 Republic St.	283-1273
George Wilson	George Wilson	810 Bienville St Apt 201	569-9955
Shirley Bailey	Shirley Bailey	237 Pine St.	866-9373
Janice Jackson	Janice Jackson	2403 Lafitte St.	822-5658

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business liability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME	SIGNATURE	ADDRESS	PHONE NO.
Rebecca Gaines	Rebecca Gaines	6800 Moravia #219	827-5081
BARRIE S BURNES	Barry S Burnes	1533 St. Andrew	524-6805
Allen Galindo	Allen Galindo	1458 Constance	523-5305
Rev. Emanuel Smith	7409 Maple	Emanuel Smith	286-5359
Dona T. Wright	Dona T. Wright	3584 Virgil Blvd NOLA	286-5939
Robert J. Ford	Robert J. Ford	1111 Hilary NOLA	861-2886
Dorva Watson	Dorva Watson	8842 Morrison Rd NOIA	246-1637
Charles N. Coleman	Charles N. Coleman	1491 Granada Dr. NOLA	283-2673
MARY BEAMETT	Mary Beamett	1930 Lombard St	286-2489
LOUCE ALEXANDER	Louise Alexander	2701 Metropolitan	945-1303
SIDNEY J. THORNBAR	Sidney J. Thornbar	1946 HOPE ST.	945-9690
RAYNARD E. MILLER	Raynard E. Miller	#5 St. Claude Ct	947-9715
MICHAEL A. BROUSSARD	Michael A. Broussard	2265 Braum St.	556-4576
SEDMON JACKSON, JR.	Sedmon Jackson, Jr.	1820 DELERY ST.	896-4700 WK
ERNST J. BREAU	Ernest J. Breau	1343 Independence	949-8358

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business liability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME	SIGNATURE	ADDRESS	PHONE NO.
Barbara M. Coit	<i>Barbara M. Coit</i>	2117 Equinox	948-3318
Kim Johnson	<i>Kim Johnson</i>	P.O. Box 3618	948-2726
Leester Winfield	<i>Leester Winfield</i>	3404 Feliciana	949-9305
Delores Coleman	<i>Delores Coleman</i>	2745 Claret St.	943-2678
Patricia Collins	<i>Patricia Collins</i>	5413 Urgent St. 70117	944-2415
Janice E. Vernon	<i>Janice E. Vernon</i>	727 Phillip St. 70130	525-8000
John A. Bygones	<i>John A. Bygones</i>	1516 Cricket Ct.	392-9398
Charles C. Cuthbert	<i>Charles C. Cuthbert</i>	1263 Milton	2837195
Theresa Sarras	<i>Theresa Sarras</i>	1212 DeLynke	944-2935
Allen C. Walker	<i>Allen C. Walker</i>	2617 Cassin	944-3281
Ebrie L. Bell	<i>Ebrie L. Bell</i>	1866 Carant St.	888-5696
Stephen J. Young	<i>Stephen J. Young</i>	2912 Maurine St.	944-1560
Rosella W. Washington	<i>Rosella W. Washington</i>	2000 Tenness	944-8185
Janice Robinson	<i>Janice Robinson</i>	22 So. Oakridge Ct.	241-6974
Pamela Stum	<i>Pamela Stum</i>	5422 N. Robertson	949-9152

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business liability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

<u>NAME</u>	<u>SIGNATURE</u>	<u>ADDRESS</u>	<u>PHONE NO.</u>
Antoinette DNormi's	Antoinette DNormi	619 Desludette	949-9500
Larrica Youngblood	Larrica Youngblood	49350 led Dr.	949-0731
Bridgette Goyles	Bridgette Goyles	6038 N. Rampart	276-8305
Judrey Perkins	Judrey Perkins	2823 N. Claiborne	
Gastee Thompson	Gastee Thompson	6431 N. Roman St	279-3206
Thuong Mai Nguyen	Thuong Mai Nguyen	14401 Peltier	220. N.O. LA. 70129-254.5702
Christina Bostard	Christina Bostard	1663 Poydras St	LA. 70117-949-2151
John J. Wal	John J. Wal	1616 Coffey Ave	N.O. LA 70112 947-2151
Roberte Bousier	Roberte Bousier	1616 Coffey Ave	N.O. LA 947-2151
Joella W. Mueller	Joella W. Mueller	1616 Coffey Ave	N.O. LA. 947-2151
Kira L. D. D. D.	Kira L. D. D. D.	1119 Egan St. Apt #2	N.O. LA. 948-6194
Ann Myers	Ann Myers	1616 Coffey Ave	N.O. LA. 70112 947-2151
Judith Ann	Judith Ann	5319 N. Rampart St	N.O. LA 947-2151
Lennie Reed	Lennie Reed	1616 Coffey Ave	N.O. LA 70112 947-2151
Tarhanke Dager	Tarhanke Dager	1616 Coffey Ave	N.O. LA. 70112 949-2151

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

<u>NAME (Printed)</u>	<u>SIGNATURE</u>	<u>ADDRESS</u>	<u>PHONE NO.</u>
Mary Hammoth	Mary Hammoth	628 Lamache	944-2315
KAREN Williams Gilmore	Karen W. Gilmore	927 Flood	947-9996
Chandra Calhoun	Chandra Calhoun	5500 Chartres St.	943-3684
Sandra Bernard	Sandra Bernard	5505 N. Rampart St.	945-4307
Cheryl Flagg	Cheryl Flagg	520 Flood St.	945-7043
Steven Allen	Steven Allen	5435 Douglas St	944-3072
Kita Kaylor	Kita Kaylor	813 Andy St	943-5680
MARIE GARNER	Marie Garner	5430 Royal St	944-5406
Darlene Fouts	Darlene Fouts	827 Flood St.	940-5869
Hilea Knox	Hilea Knox	5501 N. Rampart St	948-4603
POLITA RENEAL	Polita Reneal	1027 Flood Ct.	943-1603
Augustine McCormick	Augustine McCormick	1036 Caffin Dr.	947-2164
Lorebone Battle	Lorebone Battle	3467 N. Chalmeau Dr.	947-5688
Deloris Calhoun	Deloris Calhoun	2125 Delery St.	947-1390
Gloria Calhoun	Gloria Calhoun	2229 Deley St.	271-1847

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Victor Cusker Jr	Victor Cusker Jr.	519 Flood St	947-9228
WAYNE DAVIS	Wayne J. Davis	500 Andy St.	940-5726
Willie Hammit	Willie Hammit	5337 Charter	
Octave Woods	Octave Woods	1714 Tricon St	279-7196
James Black	James Black	Delery St.	NO PHONE
Charlestine Kelly	Charlestine Kelly	2301 Delery St.	NONE
Cherryfield Butter	Cherryfield Butter	2416 Delery St.	2797319
Tracy Flores	Tracy Flores	6416 Rodgers St.	276-7899
Johnny Jenkins	Johnny Jenkins	2316 Delery St.	NONE
Sylvia Jenkins	Sylvia Jenkins	6116 Orin St.	
Queen	Queen	1030 Caffin Ave.	NONE
Erilbert Coker	Erilbert Coker	6137 Flood St.	NONE
Rebecca Brown	REBECCA BROWN	284 Caffin AVE	947-5719
Barbara Haynes	Barbara Haynes	707 Caffin Ave	9496145
Cherry Ann Harris	Cherry Ann Harris	2422 Dubreuil St	2779515

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Tony Rodi	Tony Rodi	3717 Leo Lane	347-0462
Michael Orkis	Michael Orkis	808 JOE YENNI	467-0764
PATRICK CROWIN	<del>Patrick Crowin</del>	4725 Dauphine	524-4747
MARY FLOWERS	Mary Flowers	4820 Royal	945-3287
GRINETTA PARKER	Grinetta Parker	4820 Royal St.	947-2504
WESLEY WILLIAMS III	Wesley Williams III	4820 Royal St	—
ONIED MITCHELL	Onied MITCHELL	622 DESLONDA ST.	—
BONNIE BENDZANS	Bonnie Bendzans	431 TRICOU ST.	279-8137
Charles Bendzans	Charles Bendzans	431 TRICOU ST.	279-8137
Arnold Collins	Arnold Collins	414 Tupelo St.	—
Tyronne Johnson	Tyronne Johnson	5800 N. Claiborne Ave.	945-7498
Barbara Collins	Barbara Collins	414 Tupelo St.	—
Mek'lev Stoval	Mek'lev Stoval	5822 N. Claiborne	—
MARVIN COLLINS	M. Collins	535 CAFFIN	943-2354
Peter McHUGH	Peter McHugh	6101 Bienville St.	895-7218

February 17, 1997

**WIDENING OF THE INDUSTRIAL CANAL**

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business liability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME	SIGNATURE	ADDRESS	PHONE NO.
Woodrow Montgomery	Woodrow Montgomery	2028 Gordon St	940-5794
Charmya Howell	Charmya Howell	1940 Flood St.	940-5716
Janya Haxell	Janya Haxell	1904 Flood	943-2265
Eva M Joseph	Eva M. Joseph	2603 Egonia	943-2620
Michael B. Breaux	Michael B. Breaux	201 N. Rockett Ave. St.	944-4717
Edrick Johnson	Edrick Johnson	2234 Alata	947-3919
LARRY SPENCER JR.	Larry Spencer Jr.	6001 Chartres	619-5190
Lucille Risha WEBSTER	Lucille Risha Webster	728 ST. MARCELE	299-9965
Keisha Holmes	Keisha Holmes	1405 Flood St.	945-883
Monica Welch Parvly	Monica Welch Parvly	1827 Coffin	948-2105
Nenny Myers	Nenny Myers	2314 Alata	None
Yvette McGee Davillier	YVETTE DAVILLIER	5428 N. Villon St	943-9115
Arnell Roman	Arnell Roman	4690 Lancelot Dr	2430304
Louis J. Blasa	Louis J. Blasa	1222 Pauline	943-9595
Fabrice Blesse	Fabrice Blesse	3913 N. Gibson	

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Kedra Woods	Kedra Woods	535 Tricou St	
Reginald Woods	Reginald Woods	535 Tricou St.	
Cathy McFadden	Cathy McFadden	5909 N. Derbigny St	
Alvin McFadden	Alvin McFadden	2020 Lamanche St	
TINA D. BELL	Tina D. Bell	601 Tricou St.	
Gregory DeRosa	Gregory DeRosa	601 Tricou St.	
Marilyn Green	Marilyn Green	617 Tricou St.	
Stanley Metton	Stanley Metton	6419 Sprain St.	
Chester Morris	CHESTER MORRIS	6101 DOUGLASS	
Carol A. Liu	CAROL A. LIU	(535 ST MAURICE)	
Cathalied	Cathalied	603 Tricou St	
Dwight Bastian	DW Bastian	330 Delera St.	
Claudean Alexander	Claudean Alexander	329 Tricou St.	276-7461
Eli Ivory	Eli Ivory	6122 Douglas.	277-8452

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business liability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

<u>NAME</u>	<u>SIGNATURE</u>	<u>ADDRESS</u>	<u>PHONE NO.</u>
Lakethia Stewart	Lakethia Stewart	1401 Sessons St.	948-4099
Rebecca Weatherly	Rebecca Weatherly	2216 Choctaw St.	949-2753
Shawn Smith	Shawn Smith	1618 Choctaw St.	948-7336
Gloria Jones	Gloria Jones	1431 Jordon Ave.	943-1046
Gorsha Brock	Chelita	1340 Alamo St.	947-3906
Evelyn Brown	Evelyn Brown	1726 Delany	271-0977
Shonda Washington	Shonda Washington	1304 Lamonde	949-9877
Samuel Dupre	Samuel Dupre	6217 N. Priour St	276-8846
Dacynne Clark	Dacynne Clark	1407 Tricou St.	277-7002
Miceli Maye	Miceli Maye	1247 Alamo St.	943-3940
Therrell Maye	Therrell Maye	1247 " " "	943-3940
Albert Proctor	Albert Proctor	3020 N. Galvez	945-7537
Cedeline Jacobs	Cedeline Jacobs	5016 Chartres	949-0170
Juanita Thomas	Juanita Thomas		9473637 ✓
Vivian Griffen	Vivian Griffen	5448 Galvez	

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Corey Washington	Corey Washington	708 Lizardi	943-5292
ERNEST SMITH	Ernest Smith	5020 DAUPHINE	945-9747
Shawn Pichon	Shawn Pichon	4824 DAUPHINE	944-7170
SEM WILGA TUMPER	Sem Wilga Tumper	5214 DAUPHINE	945-9080
Mwendelyn J. Smith	Mwendelyn J. Smith	624 Forstall	947-1732
Charles Hickman	Charles Hickman	5123 Charters	949-7295
Edward Broadway	Edward Broadway	607 FORSTALL	—
TONYA MORGAN	Tonya Morgan	700 Egan St.	947-0960
Trenise Philbert	Trenise Philbert	1585 St. Nazaire	279-3071
Natasha Charles	Natasha Charles	5236 Bourgeois St.	949-4504
Corneka Stone	Corneka Stone	3012 Royal St.	945-7539
JOSEPH ARSENA	Joseph Arsenia	625 Flood St	943-5353
LLOYD J. ESCZIG	Lloyd J. Esczig	627 Flood St.	943-3524
SARAH LUTER	Sarah Luter	703 Flood St	949-3291
JUDGE LUTER	Judge Luter	703 Flood St.	949-3291

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business liability, family and social fabric, as well as, transportation that can not be compensated.

( We will not accept this project. We believe the process the Corps of Engineers used is unfair.

<u>NAME</u>	<u>SIGNATURE</u>	<u>ADDRESS</u>	<u>PHONE NO.</u>
Margie Morrow		1314 Lamande St	947-2163
Brenda Jones		2139 Forstall St	943-1199
Leath D.		5614 N. Rampart St	947-1337
Sabrina Hene		6027 N. Rampart St	971-8334
Leonard Keadley		1911 Deslonde St.	944-6270
Shanda Keadley		1911 Deslonde St	
Roxane Martinez	Roxane Martinez	1609 Deslonde St	949-5494
Lita J. Foley		1616 Caffin Ave	945-0439
Arthur Foley		1616 Caffin Ave	945-0439
George L. Amedee	George L. Amedee	8230 Aberdeen Kd	286-5098
Lee Roy Clemons	Lee Roy Clemons	6400 Press Drive	286-5235
Burn M. Glapion	Burn M. Glapion	700 ST. MAURICE AVE	279-3392
Burn S. Glapion	Burn S. Glapion	700 St. Maurice Avenue	279-3392
Jesse S. Gordon	Jesse Gordon	2006 1/2 Lamande St	947-5352
Jacqueline Gordon	Jacqueline Gordon	2006 1/2 Lamande St	947-5352

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business liability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME	SIGNATURE	ADDRESS	PHONE NO.
W. Smith	<del>W. Smith</del>	1616 Cagwin Ave	947-2151
HENRY DABON III	Henry Dabon III	3812 BUCHANAN ST	286-0715
NOEMAN BANKS	Noeman Banks	5803 LAUREL	948-7278
Leslie Reed	Leslie Reed	1710 ALABO ST.	947-5888
Darnell Gelles	DARNELL GELLES	1616 CAGWIN AV	947-2151
Darnell Gelles	Darnell Gelles	1616 CAGWIN AV	941-3021
SHERMAN BEFFLO	Sherman Befflo	1616 CAGWIN AVE	941-3021
ADRIENNE BELL	Adrienne Bell	1616 CAGWIN AVE	941-3021
ADRIENNE BELL	Adrienne Bell	1616 CAGWIN AVE	947-2151
Ruby Morgan	Ruby Morgan	5238 CHARLES ST	948-2338
LORENZO CHILES	Lorenzo Chiles	718 ANDRY ST.	948-2060
DWANE A MAGRAFF	Dwane A Magraff	1904 BURGUNDY ST	944-2736
Caron B. Mosley	Caron B. Mosley	1933 Abundance St	949-2629
Nicole Jackson	Nicole Jackson	1708 ALABO ST	949-0456
Emil R Johnson	Emil R Johnson	2217 HILAND DR.	682-1257



February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business liability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME	SIGNATURE	ADDRESS	PHONE NO.
Eric P. Davis	<i>Eric P. Davis</i>	3736 Panger St.	486-2835
DON C. HUBBARD	<i>Don C. Hubbard</i>	5941 KENSINGTON BLVD	242-9485
Wilson N. Morton	<i>Wilson N. Morton</i>	4810 Britton Ct	254-2349
THOMAS JASPER	<i>Thomas Jasper</i>	1421 TRICOU ST.	271-3215
Deloris Boungear	<i>Deloris Boungear</i>	3641 DESIRE BL	949-5901
Charles Brown	<i>Charles Brown</i>	736 Saint E - Same	891-8561
Sherman N. Coplin, Jr.	<i>Sherman N. Coplin, Jr.</i>	2016 De Key St	279-7023
Melvin E. Walker	<i>Melvin E. Walker</i>	3421 Lake Arrowhead	367-9827
Ann D. Haynes	<i>Ann D. Haynes</i>	2223 Deshade St. NOLA	70117
Renee Gauthier	<i>Renee Gauthier</i>	718 E LAVERGNE ST	345-3650
Ruth Hobson	<i>Ruth Hobson</i>	207 Brett Pl	6043 2353
Charlene James	<i>Charlene James</i>	812 Tourdon Ave.	944-0613
Tina Johnson	<i>Tina Johnson</i>	6025 Urquhart St.	947-2854
Ricardo A. Daniels	<i>Ricardo A. Daniels</i>	6025 Urquhart St	947-2854
BARBARA HAYNES	<i>Barbara Haynes</i>	2539 Jamanche St	944-2832

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Marilyn Grant	Marilyn Grant	718 Lamarche	945-6390
John P. Delord	John P. Delord	614 CAFFINAUE	945-8174
Abdul Calumbech	Abdul Calumbech	6022 Chartres	277 9970
Wanda Johnson	Wanda Johnson	6024 Chartres	277 2810
DONALD Dillard	Donald Dillard	1815 HOLLYWOOD	866-8534
Georgia A DeJern	Georgia A DeJern	430 Fajal	279-3365
Mary M Landry	MARY LANDRY	323 Lilow	271-3051
Alfred M. Parche	Alfred M. Parche	6412 Marque ST.	---
Karen Brickley	Karen Brickley	319 JUBEN ST	2774589
Lisa Brickley	Lisa Brickley	319 Jubin St.	277-4559
Danny Lewis	Danny Lewis	1609 N. Lopez	NO L4 20119 / 948.2301
Mathias Celeste	Mathias Celeste	705 maroules	---
Dorothy Hills	Dorothy Hills	DOROTHY HILLS	---
Jeanette Williams	Jeanette Williams	JEANETTE WILLIAMS	---
Harry A Mills	Harry A Mills	527 St. maroules	---

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Deborah BARNES	<i>Deborah Barnes</i>	4819 Royal St.	948-4321
CARL A. BARNES, Sr.	<i>Carl A. Barnes, Sr.</i>	4819 Royal St	948 4321
Carl A. Barnes, Jr.	<i>Carl A. Barnes, Jr.</i>	4819 Royal St	948-4321
Claudette Polet	<i>Claudette Polet</i>	3815 N. Roman	948-9381
GRINETTA A. PARKER	<i>Ginetta Parker</i>	4820 ROYAL	948-2504
WESLEY WILLIAMS	<i>Wesley Williams</i>	4820 Royal	947-2504
Rachael Barnes	<i>Rachael Barnes</i>	4819 Royal St.	948-4321
<del>Elizabeth Blaise</del>	<del>Elizabeth Blaise</del>	<del>5832 Lombard</del>	<del>948-5447</del>
Cheryl Billew	<i>Cheryl Billew</i>	1919 Egan	944-7398
Joe Duplessis	<i>Joe Duplessis</i>	730 Delany	
WARRER HONORÉ	<i>Warren Honoré</i>	519 ST MAURICE	
JAMES B BENJAMIN	<i>JAMES B BENJAMIN</i>	6101 Douglas	
	<i>MARY VAN BUREN</i>	1944 CHARBONNET	
Arthur Hubbard	<i>Arthur F. Hubbard</i>	1944 Charbonnet	
Geraldine WIMBLEY		2017 CHARBONNETS	9490124

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Guendolyn Williams	Guendolyn Williams	4907 Dauphine St.	
Rodolfo Mejia	Rodolfo Mejia	4911 Dauphine St	949 3186
wife Yvette Bannister		6335 Dauphine St.	
Husband Raymond Bannister		6335 Dauphine	
Leslie Cheeray		528 Tapelo Street	
EUGENE CUMMINGS	Eugene Cummings	4902 Dauphine	943 8318
DONALD ELLIS		4840 DAUPHINE ST.	943-7945
WALTER E James		4901 Dauphine St	
MARY CLARE HOGAN		4916 1/2 Dauphine St	943 8665
Theresa Sims		1925 Lamarche St	943 2054
Trina Irving	Trina Irving	1920 LAMANCHE ST	947 8276
Doris Sims	Doris Sims	1922 Lamarche St	947 8276
Mrs. Joan Collins	Mrs. Joan Collins	2430 Reynes St.	945-6318
Jean E. Joseph	Jean E. Joseph	5523 St. Ferdinand	288-1168
LELIA CUMMINGS		1943 Lamarche St	70117

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
June Carr	June Carr	618 Forstall St	944-7177
Luzita Davis	Luzita Davis	5715 Dauphine St	941-8869
Mrs. Linda Bell	Linda Bell	650 Forstall St	944-2854
Dorothy Leavette	Dorothy Leavette	5101 St Charles	
Nedra Bell	Nedra Bell	5101 St Claude	943-4747
<del>Donna Bell</del>	Donna Bell	2514 Burkwood	
Sylvia Mitchell	Sylvia Mitchell	5018 Burgundy	949-2715
Sandra Sylvester		1211 Egania	944-8119
Juvius Smith	Juvius Smith	5020 Dauphine	945-9743
Sophie Celestine	Sophie Celestine	4837 Burgundy	943-1249
Darryl Williams	Darryl Williams	5415 N. Claiborne	
Jo Ann Green	Jo Ann Green	1214 Caffin	945-5086
April Kenney	April Kenney	2114 Caffin	944-3058
Antonia Slack	Antonia Slack		
MIKE WEST		4701 N. Rampart	945 6488
LINDA TOEBES		"	"

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Home owner Urban Greerken	<i>Urban Greerken</i>	436 Tupelo St. Apt 3	941-6559(1,111)
Roger Belangen	<i>Roger Belangen</i>	436 Tupelo St	No phone
SIERRA FERNANDO	<i>Fernando Sierra</i>	530 Tupelo St. <sup>Apt 1</sup>	7011
JAMES BALLAS	<i>James Ballas</i>	417 Tupelo St.	277-0477
Aldo M. URIAS	<i>Aldo M. Urias</i>	436 Tupelo St. Apt 6	276-4568
LAWRENCE B. BROUSSARD SR	<i>Lawrence B. Broussard Sr</i>	419 TUPULO ST.	279-7725
JOANN J. HUTCHERSON	<i>Joann J. Hutcherson</i>	4732 St. Claude	949-4928
ELAINE M. JACKSON	<i>Elaine M. Jackson</i>	4732 St. Claude	949-4938
KEVIN O'NEIL	<i>Kevin O'Neil</i>	2817 CARONDELET	895-7218
DAEMON O'SHEA	<i>Daemon O'Shea</i>	2832 BEL ST. *E	?
Ron Black	<i>Ron Black</i>	2231 Royal St.	561-1127
Ze' daluz	<i>Ze' Daluz</i>	2623 Royal St.	940 5475
Helena Shoh	<i>Helena Shoh</i>	4727 Dauphine	948-0141
Phillip Daily	<i>Phillip Daily</i>	5011 CHATELAINES	944 3704
G GRAY	<i>G Gray</i>	601 RAYNES	944 3704

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
VERNELL EDWARDS	<i>Verneell Edwards</i>	820 Deslonde st	945-2302
VANESSA TROTTER	<i>Vanessa Trotter</i>	4818 Dauphin st	NONE
	<i>Noah Smith</i>	823 Deslonde	943 7542
Shawn Smith	<i>Shawn Smith</i>	620 DESLONDE ST	(504) 945-2556
DIEDRE JEFFERSON	<i>Diedre Jefferson</i>	830 Deslonde st	945-0761
Ethel Mumford	<i>Ethel Mumford</i>	4829 Burgundy	945-2210
Lois M. Callum	<i>Lois M. Callum</i>	4829 Burgundy St.	945-22
ESTELLE BEAVERS		4824 Burgundy	
MELANIE WILLIAMS	<i>Melanie Williams</i>	4827 N. Rampart St.	945-8418
Deidre M. Dumas	<i>Deidre Dumas</i>	4822 + 4824 W. Rampart	945-8265
Ms. Tracy Williams	<i>Tracy Williams</i>	4827 N. Rampart St.	945-8418
David Balthazar	<i>David Balthazar</i>	4827 N. Rampart St.	947-8000
Johnathan Saul	<i>Johnathan Saul</i>	4827 N. Rampart St.	945-7446
Jennifer Saul	<i>Jennifer Saul</i>	" "	" " "
TONGA Malone	<i>Tonga Malone</i>	" "	" " "

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business liability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Estelle F. Carter	Estelle F. Carter	2513 Deslonde St	948-2500
Irma C. Foxworth	Irma C. Foxworth	5010 N. Rocheforte	947-0529
Brenda Lynn E. Carter	Brenda Lynn E. Carter	2212 Benton	943-6311
Mildred Austin	Mildred M. Austin	915 Laman St.	945-0681
Lillie Mae Stokes	Lillie Mae Stokes	1943 Flood St	944-6849
Mae Ellis	Mae Ellis	5080 Chartres	945-7957
Ms. Lenita Howard	Ms. Lenita Howard	1316 Dupree	577-2863 Reg.
Barbara Kenney	Barbara K. Kenney	2114 C. Coffin Ave	949-3058
Mandy S. Kirk	Mandy S. Kirk	2215 Coffin Ave	943-0665
Beverly Howard	Beverly Howard	1022 Deslonde	947-1571
Larry Sly	Larry Sly	1015 Deslonde	944-3807
Mary Taylor			
Doris Franklin		1019 Coffin Ave	DORIS FRANKLIN 948-4048
Doris Thompson		5201 Holly Lane	Doris Thompson 241-6897
Anna Mae Washburn	A. N. A. M. Washburn	927 Forstall	944-5088

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business liability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Michael A. Mercader	Michael A. Mercader	919 Forstall	948-4599
ROOSEVELT C. WASHINGTON	Roosevelt C. Washington	919 Forstall St	945-1322
Nathaniel Washington	Nathaniel Washington	919 Forstall St.	945-1322
Richard Matthews	Richard Matthews	920 Forstall St	945-9416
MIRGIE NELSON	Virgie Nelson	930 FORSTALL ST	944-1703
Marshall L Johnson	Marshall L Johnson	5024 N. Rampart	943-0849
HORACE GAINES	Horace Gaines	5022 N Rampart	
RACHEL ALEX	Rachel C. Alex	1015 REYNES AVE	70117
ELLA MAE LEFLORE	Ella Mae Leflore	1018 REYNES AVE	
Wanda Shaw	Wanda Shaw	4965 N. Rampart	NO. 22 70117
Dorsey Green	Dorsey Green	4965 N. Rampart	NO. 22 70117
Johnny Baxley	Johnny Baxley	938 Jordan Ave	70117 NO. 22
BEVERLY THOMPSON	Beverly Thompson	938 Jordan Ave	NO. 22 70117
Maria Meadows	Maria Meadows	938 Jordan Ave.	70117

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
ROBERT PAUL TURNER	Robert D. Turner	4839 N. Rampart	947-7617
ROBERT D. JARVIS	ROBERT D. JARVIS	1020 Forrestall	945-2177
IRWIN D. LIVERS	IRWIN D. LIVERS	1020 FORSTALL ST	945-6255
ROSEY LASARDE	ROSEY LASARDE	1020 Forstall St	945-6255
JAMES WARD	JAMES WARD	5030 ST CLAUDE	945-6255
ERIC SONNET	ERIC SONNET	ST. CLAUDE	945-6255
TYRONE LOCKETT	TYRONE LOCKETT	ST. CLAUDE	945-6255
BRYANT PIERRE	BRYANT PIERRE	5030 ST. CLAUDE	" "
FLEXMER KNIGHT	FLEXMER KNIGHT	5029 ST. CLAUDE	949-6255
PWAYVE SENTINO	PWAYVE SENTINO	5113 N. Rampart	947-7644
ROSEAL BUNAWAY	ROSEAL BUNAWAY	NONE	NONE
CARME HOWARD	CARME HOWARD	1015 Forrestall St.	944-2630
FLYNN WINTH	FLYNN WINTH	" "	" "
SHIRLEY FREEMAN	SHIRLEY FREEMAN	931 Forrestall St.	
ELANE WASHINGTON	ELANE WASHINGTON	919 Forrestall St.	945-1352

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Trissa Miller		7823 Fy St	866 8645
Jim Charbonnet		935 Dante St	486 4708
Juliana Padgett		935 Dante St.	865-7143
Mark Derby		1122 Napoleon	899-5960
AMAROSAN		2120 TENA St AFD	899 4146
ANITA Coisre		7823 Fy St	866-8645
Paul Edmonds		1007 Jackson	588-9247
Alix Bowman		4850C Magazine St	891-2850
George Young		2917 Magazine St	899-2332
Michael Kelly		2025 Urvart	949-4956
Kathie Fournier		622 So. Main St NOLA (608) 888-4452	
Neti Vaandrager		2527 Marengo St. <sup>70115</sup>	895-8678
Manica Edelstein		1025 Uperune NOLA <sup>70115</sup>	891-1311
Paul Patch		4801 N Rampart NOLA. <sup>70117</sup>	
Kathleen Kraus		679/81 Jourdan Ave	944 1666

February 17, 199

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
Chackene James	Mr. Chackene A James	813 Jordan	944-0913
John Tibbet	John Tibbet	4801 Dauphine	
Kim Jones	Kim Jones	1321 Potts	947-4132
Aurell Porter	Aurell Porter	715 Sorbonne Ave	948-2746
Alexandra McCormick	Alexandra McCormick	115 Jordan Ave	948-7787
GENE CARAUBON	Gene Caraubon	701 Courmand	949-1466
Mario de Steiguer	Mario de Steiguer	41816 Dauphine	943-7498
Danielle Gladney	Danielle Gladney	701 Deslonde St.	
Monique Dupard	Monique Dupard	703 Deslonde St.	947-8764
Debra Gaines	Debra Gaines	702 Deslonde St.	943-6100
Patricia Hagan	Patricia Hagan	712 Deslonde St	944-5235
Ann Butler	Ann Butler	4801 Dauphine	943-3769
Geneva Burch	Geneva Burch	1201 Dauphine	945-3969
Stacie Cook	Stacie Cook	4819 Dauphine	
Derrick Jones	Derrick Jones	819 Deslonde	947-160

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
<del>Earl Doucette</del>	SAL DOUCETTE	915 JOURDAN	945-4434
Earl Doucette	Earl L. Doucette	915 JOURDAN	945-4434
Lauren M. Roberts	Lauren M. Roberts	913 Jourdan	944-1804
Eleachin Marshall	Eleachin Marshall	911 Jourdan	940-0898
Kermit A. Roberts	Kermit A. Robert	913 Jourdan	944-1880
Edna M. Kinebrew	Edna Mae Kinebrew	916 Jourdan	949-8470
FRANZIA K. Alexis	Franzia Alexis	918 Jourdan	943-1338
Malda Green	Golda Green	908 JOURDAN	949-9076
Jerome Green	Jerome Green	908 JOURDAN	949-9076
Larry Green	Larry Green	908 Jourdan	949-9076
LAWRENCE GREEN	Lawrence Green	908 Jourdan	949-9076
Jonus Gillan	Jonus Gillan	901 Jourdan	
JAMAL PETERS	Jamal Peters	908 .	242-8909
Alfred Humphrey	Alfred Humphrey	833 Jourdan Ave	947-6404
SAM HALL JR		827 JOURNAL AVE.	

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
CONNERA EDWARDS	<i>[Signature]</i>	2560 CHADWICK	827-0986
Margaret Byers	<i>[Signature]</i>	2616 Dauchie	277-4448
Benny Gardner	<i>[Signature]</i>	6116 Royal St.	
Dorothy Magee	<i>[Signature]</i>	6118 Royal St.	279-6253
Sharon Patton	<i>[Signature]</i>	1661 97. Robinson	940-0880
Michelle Hagan	<i>[Signature]</i>	638 Dupont St.	276-4185
Helia Bolen	<i>[Signature]</i>	636 Dupont St.	276-5101
Monica Wilson	<i>[Signature]</i>	818 Chicago St.	276-8002
Jandra Brady	<i>[Signature]</i>	607 Royal St.	276-8877
Sammy Brady	<i>[Signature]</i>	6107 Royal St.	276-8870
J.R. Williams	<i>[Signature]</i>	6101 Royal St.	277-6989
Joseph Dorsey	<i>[Signature]</i>	700 Guyard St.	271-7361
Anthony Bolton	<i>[Signature]</i>	5727 Dundry	995-5855
James P. Anderson	<i>[Signature]</i>	8509 L'Amanche	949-9182
Joseph Anderson	<i>[Signature]</i>	1701 FORSTAL ST	943-1767







FROM : Alice M. Harte Elem. School

PHONE NO. : 504 398 7103

Mar. 03 1997 03:44PM P1

**ALICE M. HARTE**  
ELEMENTARY SCHOOL

5300 BERKLEY DRIVE NEW ORLEANS, LA 70131

Dr. Stacy F. Rockwood  
Principal

FAX TRANSMITTAL MEMO

DATE: 2-

PLEASE DELIVER THE FOLLOWING PAGES:

NAME: Les Wagnerspack

FIRM: Neighborhood Unif - Holy Cross CDC

CITY/STATE: \_\_\_\_\_

FAX NUMBER: 862-2572

SENDER'S NAME: Dr. Stacy Rockwood

FAX NUMBER: (504) 398-7103

TOTAL NUMBER OF PAGES, INCLUDING THIS COVER PAGE 2

\*\*\*\*\*

IF YOU DO NOT RECEIVE ALL PAGES, PLEASE CONTACT  
ALICE M. HARTE SCHOOL AT (504) 398-7101

\*\*\*\*\*

REMARKS:



"EXCELLENCE IN EDUCATION"

(504) 398-7101  
(504) 398-7102

February 17, 1997

WIDENING OF THE INDUSTRIAL CANAL

We the residents of the Lower Ninth Ward and others hereby declare our opposition to the Industrial Canal expansion project of the U.S. Corps of Engineer. We believe this project is a direct threat to safety, environment, residential property values, historical continuity, business viability, family and social fabric, as well as, transportation that can not be compensated.

We will not accept this project. We believe the process the Corps of Engineers used is unfair.

NAME (Printed)	SIGNATURE	ADDRESS	PHONE NO.
LINDA BOLLINS	<i>Linda Bollins</i>	3721 Rue Delphine NOLA	394-0958
Stacy ROCKWOOD	<i>Stacy Rockwood</i>	506 Flood St NOLA	947-1402
June Thornton	<i>June Thornton</i>	5224 Abbey Dr. NOLA	392-5557
Mary Jane Clark	<i>Mary Jane Clark</i>	9711 Mullet St. NOLA	212-4502
Katherine Ballou	<i>Katherine Galtner</i>	908 Napoleon Ave NOLA	899-2495
Cheri Clay	<i>Cheri Clay</i>	6146 Bradford Place	394-6125
Leslie Duvrney	<i>Leslie Duvrney</i>	5120 Cordgrass Dr.	282-9389
Debra Hill	<i>Debra Hill</i>	733 Cresswood Village	433-1424
Iselle Brunel	<i>Iselle Brunel</i>	1343 Terry St	366-2911
Debrah Frederickson	<i>Debrah Frederickson</i>	3671 Plymouth Pl	394-4334
Luz Caldwell	<i>Luz Caldwell</i>	5829 Brighton Pl	392-0053
Sharon W. Muhleisen	<i>Sharon Muhleisen</i>	1817 Newbury Ct.	362-7403
Jan Giordano	<i>Jan Giordano</i>	5176 St. Louis St.	392-9236
Vickie Marvin	<i>Vickie Marvin</i>	3600 Rue Nichole	394-0123
Ann Breau	<i>Ann Breau</i>	2500 Houma Blvd	456-1458
VICKI LANZA	<i>Vicki Lanza</i>	14 Grand Cypress Ct	392-0213





On February 19, 1997, a town meeting was conducted in St Bernard Parish to receive public comment on the Industrial Canal Lock Replacement Project proposed by the U.S. Corps of Engineers.

We, the undersigned would like to express our support for a Lock Project if and only if, the Corps of Engineers will include the closure of the Mississippi River Gulf Outlet as a primary element of the proposed project and a high rise bridge be erected at Florida Avenue over the Industrial Canal.

Lynn Dean St. Bernard Dist #1.  
1. Orval R. Belmonte Jr. 11 Pharis "Pete" Savoye  
2. Louis Bertaut 12 Linda Dejean  
3. Anne P. Jackson 13 Lynn Dean <sup>Senate</sup> Dist #1  
4. L. A. Bachemeis Jr. 14 Barbara H. Lopez  
5. John J. Girard Sr. 15 Jay W. Fatta  
6. Aquil Reuther 16 Ruth Moran  
7. Angelyn LeBeau 17 Jacqueline Arceneuf  
8. William Gilman Jr. 18 Daniel Greeneau  
9. Alvin J. Perin 19 J. R. Esch  
10. Ed. Dommenica 20 Juanita Busich

- 21. Chris Helm
- 22. August Seid
- 23. Chris Andry
- 24. Henry P. Moustern
- 25. Bruce Berman
- 26. Charles H. Kuster
- 27.
- 28.