MISSISSIPPI RIVER, BATON ROUGE TO THE GULF OF MEXICO
MISSISSIPPI RIVER-GULF OUTLET, LOUISIANA
NEW INDUSTRIAL CANAL LOCK
AND CONNECTING CHANNELS PROJECT

DRAFT GENERAL REEVALUATION REPORT AND
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

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ENVIRONMENTAL REPORT

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Inner Harbor Navigation Canal Lock Replacement Project

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1.0 PROJECT DESCRIPTION

1.1 Location - The proposed new lock would be constructed in the Inner Harbor Navigation Canal (IHNC), Orleans Parish, Louisiana. The project area is located in Orleans Parish in southeastern Louisiana. The area is generally bounded by Lake Pontchartrain on the north, the Mississippi River on the south and west, and Lake Borgne, Breton Sound, and the Gulf of Mexico on the east and south. The IHNC channel connects the Mississippi River, the Gulf Intracoastal Waterway (GIWW), the remaining authorized portion of the Mississippi River Gulf Outlet (MR-GO), and Lake Pontchartrain, and serves the Port of New Orleans and inland waterway system users. The area potentially affected by changes in vessel traffic includes the navigation channels and related land areas in the vicinity of the project area and in the inland waterway system on the GIWW and the Mississippi River. The new lock would be constructed in the IHNC, north of the existing lock, between the Claiborne Avenue and Florida Avenue Bridges (Figure 1).

Figure 1 – Inner Harbor Navigation Canal Lock Replacement Project Area Map

1.2 Purpose - The purpose of the proposed project is to relieve navigation traffic congestion associated with the existing lock by producing sufficient lock and channel capacity for vessels traveling primarily between the Lower Mississippi River, IHNC, and GIWW. The IHNC lock allows for navigation between the higher water surface elevations of the Mississippi River and the lower water surface elevations of the IHNC and the eastern portion of the GIWW. A larger lock would replace the existing lock, which has been in operation since 1923, to accommodate continued vessel traffic and modern barge tows.

1.3 Proposed Project - The cast-in-place (CIP) lock construction method is the proposed action for the IHNC lock replacement project. The CIP method is conventional construction requiring a cofferdam and dewatering of the construction site so that construction can be accomplished as if it were on dry land. The CIP method is a change from the float-in-place construction method proposed in the 1997 EIS and 2009 SEIS for this project. No off-site construction area would be required for the CIP method. The main component of the TSP is a new 900-foot long by 110-foot wide by 22-foot deep lock connecting the Mississippi River with GIWW via the IHNC.

Prior activities and work that have been completed for this project include: Acquisition of real estate required for project construction except for temporary construction easements; demolition and removal of the Galvez Street Wharf; demolition and removal of all businesses on the east bank of the IHNC between the existing lock and Florida Avenue; environmental remediation of that area; and testing of various pile driving equipment. These activities are compatible with and applicable to this current lock replacement TSP.

- A cofferdam around the new lock construction site is required so that the site can be dewatered. Foundational support is required for the cofferdam, therefore jet grouting of the canal bottom sediments utilizing barge-mounted equipment would be performed to strengthen the sediments. The soil improvements would occur prior to placement of sheeting for the cofferdam. The required sheet pile tip elevation for the cofferdam is elevation -90 feet (NAVD88). The sheet pilings would be placed using a barge-mounted vibratory hammer to form cell walls, and the interior of the cofferdam cells would be filled with sand to an elevation of +3.5 feet (NAVD 88).
- The north-south section (eastern wall) of the cofferdam would be constructed within the IHNC as the first actual construction feature of the project. Construction of this part of the cofferdam in the navigation channel would separate two distinct dredging areas, namely the new lock construction site on the west side and the north bypass channel on the east side. The lock construction site and the north bypass channel require excavation to significantly different depths. The dredging depth required for the new lock site is elevation -33 feet (NAVD 88). For the north bypass channel, the required elevation is -17 feet (NAVD 88).
- A temporary bypass channel would be excavated between the north-south cofferdam section and the floodwall located along the east bank of the IHNC. Some of the existing east bank of the IHNC may need to be removed. The north bypass channel would accommodate vessel traffic around the new lock construction site. To protect the east bank of the IHNC and cofferdam, and the vessels transiting the bypass channel, tugboats would be permanently stationed to assist vessels transiting the area. In addition, protection cells would be placed along the west side of the bypass channel to protect the cofferdam. All vessel traffic would be rerouted through the north bypass channel while the new lock is being constructed.
- Approximately 106,000 cubic yards of sediment would need to be dredged to construct the north bypass channel. The majority of this dredged material – approximately 70,000 cubic yards from DMMU 6 – is suitable for open water placement and would be discharged into the Mississippi River. The remaining dredged material, about 36,000

cubic yards from DMMU 7, is not suitable for discharge into the Mississippi River and would be bucket dredged and disposed of in a solid waste landfill.

- Once the north bypass channel is operational, the new lock site would be dredged by a combination of hydraulic and bucket dredges. Approximately 69,000 cubic yards of dredged material from DMMU 5 is unsuitable for discharge into the aquatic environment and would be bucket dredge and disposed of in a solid waste landfill. An additional 278,000 cubic yards of dredged material would be removed from the new lock site (DMMUs 3 and 4) by hydraulic dredging. That material is suitable for disposal in the freshwater aquatic environment and would be discharged into the Mississippi River.
- After completing the dredging work at the new lock site, the east-west sections (northern and southern walls) of the cofferdam would be constructed to close the cofferdam for dewatering. Dewatering of the cofferdam would be accomplished with a combination of pumps, sumps, and wells, including pressure relief wells. All water collected within the cofferdam would be pumped into the IHNC.
- Foundation pilings would be driven within the dewatered cofferdam to support the concrete pours of the lock module. Foundation pilings would consist of 24-inch x 24-inch precast, pre-stressed concrete pilings spaced on approximately 10-foot centers with tighter spacing under lock module walls. A total of 1,386 vertical pilings would be driven to a depth of 136 feet below grade. Either a vibratory or impact hammer, or a combination of both, would be used for pile driving. Concrete pours for the lock modules would begin at the gates and work inward to the chambers. Alternate sections of the module would be poured, and some concrete pours may need to occur at night with the use of lighting due to concrete technical restrictions. Machinery, valves, electrical and mechanical connections would all be installed after completion of concrete placement. An on-site concrete batch plant would be necessary, and nearby staging areas for construction materials and parking areas for construction workers would be required.
- Following completion of the lock modules, the cofferdams would be removed and the area re-watered. Areas around the lock modules would be backfilled with excess sand from the cofferdams and earthen fill material from off-site commerical sources. The west side of the lock would be backfilled first, prior to opening the lock, so that administration buildings can be constructed in that area and to avoid working on the west side of the lock while traffic is passing through the lock. The lock would then be opened to navigation traffic in a pass-through mode and the bypass channel backfilled with earthen fill material from an offsite source. Completion of tie-ins to existing floodwalls on both sides of the IHNC would be achieved after construction of the new lock, while the new lock remains in the pass-through mode (all gates open). During this time, the existing lock would continue normal operation.
- Two temporary, single-bascule bridges would be constructed adjacent to the St. Claude Avenue Bridge to provide a comparable level of traffic flow while the St. Claude Avenue Bridge is replaced with a low-level double bascule bridge.
- Floodwalls and levees between the new lock and the Mississippi River would be raised as needed to provide adequate protection from Mississippi River flooding.
- Once the new lock becomes operational and all new levees and floodwalls are constructed, the old lock would be put into pass-through mode. During this time a

south bypass channel around the east side of the old lock would be constructed to allow for continued vessels traffic while the old lock is demolished. Hydraulic and/or mechanical dredges would remove approximately 85,000 cubic yards of sediment from DMMU 10 to construct the south bypass channel. This material is suitable for open water placement, and would be discharged into the Mississippi River.

- Once the south bypass channel is operational, the old lock would be demolished and the structural material hauled away to be salvaged or scrapped. About 181,000 cubic yards of dredged material would then be removed from the lock demolition site (DMMU 9) with hydraulic and / or mechanical dredges. This material is suitable for open water discharged into the Mississippi River. Upon completion of this dredging, the new lock and connecting channels would be fully functional.

1.4 Proposed Dredged Material and Fill Placement Areas - There would be a dredged material disposal site and a fill site required for construction of the proposed IHNC Lock Replacement Project. See Figure 1.

(1) The dredged material disposal site is the main channel of the Mississippi River just south of the IHNC's intersection with the Mississippi River (River Site). This site is comprised exclusively of waters of the U.S. that are regulated under Section 404 of the Clean Water Act.

(2) The fill site is the new lock construction site including the area where a temporary cofferdam would be constructed to dewater the construction site and the area on both sides of the new lock that would require backfill and tie-ins to existing levees and floodwalls (IHNC Channel Site). Additional excavation and fill would be required intermittently within, and adjacent to the IHNC, from the Florida Avenue Bridge to the Mississippi River.

Approximately 719,000 cubic yards of material would be dredged from the IHNC and its banks during construction. The portion of this material that is not suitable for open water disposal would be dredged with a bucket dredge using an "environmental bucket" designed to minimize the spillage of water and material. The amount to be bucket dredged would be about 105,000 cubic yards. This material would be hauled to a properly licensed and permitted solid waste landfill for permanent disposal.

The Mississippi River Site would serve as the primary disposal site for the project, with an expected discharge of about 614,000 cubic yards of dredged material that has been determined to be suitable for open water disposal. Dredged material would be excavated with a hydraulic dredge and discharged unconfined at the river's surface. The material would mix with the river's suspended and bed load sediments and be dispersed downstream.

In addition to the earthen material discussed above, undetermined amounts of rock and concrete rip-rap of various sizes would be required for erosion control along the banks of the IHNC following excavation and fill of earthen material. The quantities and locations of the rock and rip-rap would be determined during detailed project design, and possibly as late as during project construction. Mooring buoys anchored to the water bottom and mooring dolphins (pile clusters) may also be included in the final designs for the project to aid navigation traffic while entering and existing the new lock.

1.5 General Description of Dredged and Fill Materials

1.5.1 Prior Evaluation of Sediment Quality - Features for the deep-draft alternative proposed in previous studies share the same general plan-view footprint as those proposed for the currently proposed shallow-draft lock, including the north and south bypass channels, new lock construction site, and old lock demolition site. However, the prior deep-draft lock alternatives and the current shallow-draft dredging plans require significantly different excavation depths. The current TSP proposes excavation of the new lock construction site to 33-feet deep (reduced from 54-feet) and bypass channels to 17-feet deep (reduced from 36-feet). Additionally, the deep-draft alternative envisioned deepening of the GIWW on the forebay and tailbay ends of the new lock. Such deepening is no longer proposed for the shallow-draft lock TSP as these segments of the channel are sufficiently deep to accommodate vessel traffic that would be able to transit through the shallow-draft lock.

A detailed physical, chemical, and biological evaluation of sediment and soils within the proposed deep-draft lock alternative footprint was conducted in 2009. The evaluation divided the IHNC area laterally into 11 Dredged Material Management Units (DMMUs) based on the position of project features and known / suspected areas of contamination. See Figure 2. To account for suspected vertical differences in sediment quality within the dredging template of the deep-draft alternative, further subdivision of the area into vertical dredging units allowed for differentiation of non-native shoals that formed since construction of the existing lock and native subsurface clays and alluvial formations below the original IHNC channel bed surface. A third distinct soil type included non-native fill material consisting of material placed adjacent to the IHNC channel for industrial development over the life of the channel. As would be expected, the non-native shoals and non-native fill material were found to contain higher concentration of constituents of concern, compared to the native subsurface clays and alluvial formations.

With respect to the lateral division of the project area into 11 DMMUs originally proposed for the deep-draft alternative, the findings of the 2009 evaluation may be used to evaluate the current TSP's dredged material disposal plan because of similarities between the positioning of project features. However, subdivision of the area into vertical dredging units is no longer warranted due to reduced excavation requirements for the current TSP. Because minimal penetration into native subsurface layers is expected, results from chemical and biological testing of the non-native shoals and non-native fill material were utilized to assess the current TSP's dredged material disposal alternatives. This approach provides worst-case scenario determinations for contaminant maximums and toxicity determinations. In addition, the highest contamination levels within any overlapping unit were considered to represent the entire dredging unit (i.e., benthic toxicity observed in any subdivided portion of a DMMU was used to characterize the

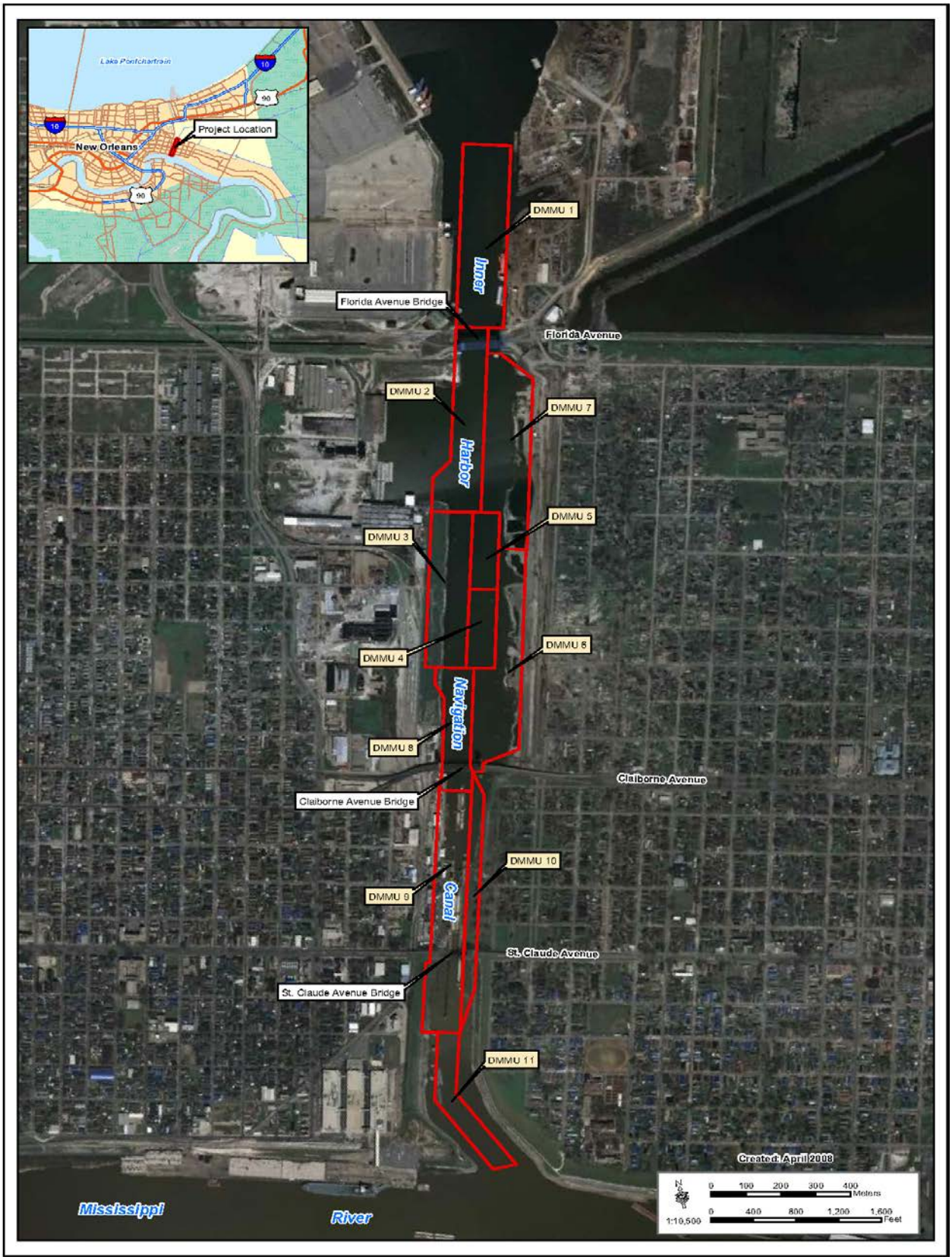

Figure 2 – Location of Dredged Material Management Units.

entire dredging unit, even if toxicity was not observed in treatments from other vertical and lateral portions of that DMMU).

Based on the findings of the 2009 evaluation, the following dredged material disposal plan was developed for the TSP. Note that DMMUs 1, 2, 8, and 11 are sufficiently deep to accommodate the currently proposed project and do not require dredging.

(1) Approximately 614,000 cubic yards of dredged material from DMMUs 3, 4, 6, 9, and 10 is "suitable for open water disposal", and would be discharged in the Mississippi River open-water disposal site. This material is non-toxic to sensitive benthic organisms, does not contain contaminants at concentrations that would adversely bioaccumulate or biomagnify in aquatic food webs, and discharges into the Mississippi River would not violate or exceed regulatory water quality criteria or drinking water standards. The dredged material would mix with the river's normal suspended and bedload sediments and be carried downstream.

(2) Approximately 105,000 cubic yards of dredged material in DMMUs 5 and 7 is "unsuitable for open water disposal" because it is toxic to sensitive benthic organisms. This material would be excavated with an "environmental Bucket" dredge. The material would be hauled to a permitted solid waste landfill. The most likely process would require placement of the excavated sediment into hopper barges and barge-hauling the material to a landfill. The material would be dewatered either on-site at the IHNC or at the barge unloading site. Specialized equipment may be employed to separate the liquid and solid fractions of the material.

1.5.2 Physical Characteristics of Dredged Material - Dredged material removed during construction would be comprised predominantly of non-native sediment and fill. Non-native sediments can be characterized as fine-grained material with a high moisture content. Combined clay and silt fractions for non-native material were observed to be typically greater than 87%, with less than 12% coarse-grained material and a moisture content ranging between 37% and 58%. By weight, organic carbon content in non-native sediments is variable with a range of 11,700 to 29,100 mg/kg of organic carbon.

Observed grain size distribution in non-native fill materials was less consistent. Some fill material contained more than 50% coarse-grained material, while other sample sites had very high proportions, up to 96%, of fine grained material. Organic carbon content varied from 9,270 to 25,300 mg/kg, with a moisture content ranged between 27% and 33%.

1.5.3 Quantity of Material - Approximately 614,000 cubic yards of dredged material would be discharged at the Mississippi River disposal site; and about 105,000 cubic yards of material would be hauled to a permitted landfill. It has not been determined how much material would be needed to construct the cofferdam needed to dewater the lock construction site nor how much material would be needed to build the tie-ins between the new lock and the floodwalls on the banks of the IHNC. There is little doubt the volume of material will be in the order-of-magnitude of hundreds of thousands of cubic yards. Most of the material is expected to be granular fill (sand), but some levee-grade clay material would almost certainly be required as well. Some of this fill material could come from excavation of existing embankments on

USACE-owned property at the existing lock site.

River discharges would include: (1) 70,000 cubic yards of material removed from DMMU 6 during construction of the north bypass channel; (2) 231,000 cubic yards removed from DMMU 3 and 47,000 cubic yards from DMMU 4 during preparation of the new lock site; (3) 85,000 cubic yards from DMMU 10 and 181,000 cubic yards from DMMU 9 during construction of the south bypass channel demolition of the existing lock.

An undetermined amount of rock and concrete rip-rap would be placed along the banks of the IHNC once earthen material has been excavated or placed to provide erosion protection. It will not be known where and how much rock and rip-rap would be required until detailed plans are developed. Also, mooring buoys anchored to the water bottom and mooring dolphins (pile clusters) may be placed in the IHNC to aid navigation entering and exiting the new lock.

1.6 Description of Proposed Discharge Sites

1.6.1 Location and Size

River Site - Material deposited in the river would be discharged beyond the 50-foot contour of the river, in the vicinity of the IHNC. The River Site is not defined by topographical limits.

IHNC Channel Site - Most of the fill material would be deposited on both sides of the new lock to tie it into floodwalls located on the canal banks. Sand fill material from the cofferdam cells will likely be salvaged to provide some of the needed fill material. The exact location of fill placement sites will be determined during preparation of construction plans and specifications.

1.6.2 Type of Site/Habitat of Discharge Sites

River Site - The River Site is the main channel of the Mississippi River where the depth is over 50 feet. Under the Cowardin, *et al*. (1979) system, the area is riverine, lower perennial, unconsolidated sand and mud bottom. The existing subaqueous habitat at the river site is characterized by moving sediments, mostly of fine sand and silt. The number of fish species that utilize the main channel of the Mississippi River is limited by high flow rates, lack of food items, and normally high turbidity levels. Some species that may be found in this area are blue catfish, gizzard shad, channel catfish, buffalo fish, yellow bass, largemouth bass, white crappie, and river shrimp.

IHNC Channel Site - The area around the lock construction site is highly industrialized and provides minimal habitat for terrestrial species. The channel provides poor habitat for aquatic species due to disturbance from navigation traffic, noise, and vibrations from bridge crossings.

1.6.3 Timing and Duration of Discharge - The entire project construction schedule is expected to last about 11 years. Discharges associated with dredging of the 11 DMMUs would follow the timeline below:

DMMUs 3, 4, 5, 6 and 7: Construction years 1 and 2 (north bypass channel and new lock site)
DMMU 9 and DMMU 10: Construction year 7 (south bypass channel)

DMMU 9: Construction year 11 (lock demolition and channel shaping)
DMMUs 1, 2, 8, and 11: No dredging required

River Site - Discharge of material in the River Site would occur intermittently during construction and would last for up to several months per event, during years 1, 2, 7, and 11 of the construction sequence.

IHNC Channel Site - Cofferdam construction would occur in years 1 and 2 of project construction. Fill around the new lock would occur in years 5 and 6 of project construction.

1.7 Description of Discharge Methods - Dredging would be performed by hydraulic and mechanical dredges. Mechanical dredges would utilize an environmental bucket to excavate material from DMMUs 5 and 7 for transport to a solid waste landfill. Hydraulic dredges would mix dredged sediments with ambient water for transport via a pipeline to the River Site. A combination of hydraulic and mechanical dredges would be used to remove material to build the south bypass channel and old lock site.

2.0 FACTUAL DETERMINATIONS

2.1 Physical Substrate Determinations

2.1.1 Substrate Elevation and Slope

River Site - The disposal of dredged material at the River Site would have an insignificant effect on the bottom elevation since it would be dispersed downstream. The depth of the Mississippi River in the vicinity of the proposed disposal is approximately 95 feet. The underwater slope of the river is steep from the bank near the IHNC to the main channel.

IHNC Channel Site - Elevations vary at the IHNC Channel Site from approximately 20 feet above sea level where embankments are located adjacent to the existing lock to more than 30 feet below sea level within the IHNC. Slopes vary considerably along the canal and its banks, but most areas are not steeply sloped.

2.1.2 Sediment Type

River Site - The bottom of the Mississippi River has been described as unconsolidated sand and mud. Mississippi River sediments are predominantly coarse-grained (57% sand) with a specific gravity of approximately 2.7, low plastic and liquid limits (22 and 35, respectively), a low moisture content (34%), and a low organic carbon content (10,300 mg/kg). Dredged material placement at the River Site would not affect physical characteristics of the river because the channel size and velocity would contribute towards a high level of dispersion of the material.

IHNC Channel Site - Sediments are a mixture of native alluvial material and fill material. Much of the fill material is from excavation of the IHNC, although at least some is likely to have been hauled in from nearby sources. Most of the material is silt and clay, although lenses of fine sand are not uncommon.

2.1.3 Dredged and Fill Material Movement

River Site - The Mississippi River will transport the dredged material deposited in the River Site downstream and eventually to Mississippi Delta wetlands and the Gulf of Mexico. Heavier sediment particles would settle out downstream of the disposal site but would gradually shift downriver with the bed load.

IHNC Channel Site - The material deposited within the IHNC will mostly be used for embankments and not expected to move from where it is placed.

2.1.4 Physical Effects on Substrate

River Site - Minimal physical effects on substrate are expected due to the proposed discharge into the Mississippi River. The Mississippi River will transport the finer dredged material deposited in the river disposal site downstream and eventually to the delta marshlands and Gulf of Mexico. Heavier sediment particles would settle out downstream of the disposal site but would gradually shift downriver with the bed load. These factors, combined with the significant amount of dispersion of dredged material, would minimize physical effects on Mississippi River substrate.

IHNC Channel Site - Fill material would intentionally be placed to convert open water areas to upland and structural features.

2.1.5 Duration and Extent of Change

River Site - Discharge into the River site would occur intermittently during construction in years 1, 2, 7, and 11. Each disposal event is expected to last from 2 weeks to several months. Substrate changes would be temporary as the dredged material disperses and blends with the river's suspended and bed loads.

IHNC Channel Site - Widespread changes in where substrate is located would occur in the IHNC from the St. Claude Avenue Bridge north to near the Florida Avenue Bridge. The channel substrate where the new lock would be constructed would change from water bottom to areas occupied by the new lock and areas filled with earthen material to tie the new lock into flood protection floodwalls. The area occupied by the existing lock would be converted to channel. All remaining and reconfigured channel bottom substrates are expected to be a mixture of sand, silt, and clay once construction is completed. The amount of substrate connected directly to Mississippi River influence would increase and the amount subjected to tidal, estuarine influence would decrease because the new lock would be located farther away from the Mississippi River, compared to the existing lock.

2.1.6 Actions Taken to Minimize Adverse Impacts

River Site - The lower Mississippi River, from Baton Rouge to the Gulf of Mexico is subjected to extensive dredging and within-channel disposal to maintain the deep draft navigation channel

and access to numerous wharves and docks. The material to be deposited into the river is generally the same type of alluvial material that naturally occurs in the river.

IHNC Channel Site - This site has been extensively modified for navigation and commercial and industrial use, and the proposed action would result in a reconfiguration of this already highly modified location. Important and productive aquatic habitats are avoided.

2.2 Water Column Determinations

2.2.1 Salinity

River Site - Salinity in the Mississippi River ranged from 0.13-0.28 ppt, with an average of 0.19 ppt, between January 2008 and October 2016. These values were derived from data collected at the USGS National Stream Quality Accounting Network (NASQAN) site located in the river near Belle Chasse, Louisiana. No change in salinity is expected at the River Site.

IHNC Channel Site - Salinity in the IHNC at I-10 ranged from 1.1-10.5 ppt, with an average of 4.0 ppt, between April 2009 and October 2012. These values were derived from real-time data collected by the USGS for characterization of the effects of the Mississippi River Gulf Outlet closure completed in June 2009, and flood risk reduction structures on the IHNC near Lake Pontchartrain and on the GIWW near the Michoud Canal, which were completed in July 2012. The salinity level within the IHNC between the location of the existing lock and the location of the new lock would change from low, brackish salinity to fresh water since that part of the canal would be directly influenced by the Mississippi River. Salinity levels on the north side of the new lock would not be altered.

2.2.2 Water Chemistry

2.2.2.1 pH

River Site - pH in the Mississippi River ranged from: 7.2 – 8.3 with an average of 7.8 between January 2008 and August 2016. These values were derived from data collected at the USGS NASQAN site located in the river near Belle Chasse, Louisiana. Due to the high mixing ability of the river site, as well as high alkalinities observed in the river (73.6 – 154 mg/L as $CaCO_2$, with an average of 111.5 mg/L as $CaCO_2$), there is no reason to believe that disposal of dredged material at the site would affect pH.

IHNC Channel Site - pH in the GIWW west of the Paris Road (Highway 47) Bridge ranged from: 7.1 – 8.4 with an average of 7.6 between July 2010 and October 2012. These values were derived from real-time data collected by the USGS for characterization of the effects of the Mississippi River Gulf Outlet closure completed in June 2009, and flood risk reduction structures on the IHNC near Lake Pontchartrain and on the GIWW near the Michoud Canal, which were completed in July 2012. Alkalinity in the IHNC at Lake Pontchartrain ranged from 12.0-54.5 mg/L as CaCO2, with an average of 21.5 mg/L as CaCO2. These values were derived from data collected by the LDEQ for regular water quality monitoring in support of the 2016 annual State

303(d)/305(b) integrated water quality assessment of state waterbodies. Dredging and placement of fill in the IHNC may result in short term effects on pH. Factors typically associated with dredge and fill activities may cause pH in receiving area waters to shift toward more acidic conditions, including increased turbidity, organic enrichment, chemical leaching, reduced dissolved oxygen, and elevated carbon dioxide levels.

2.2.2.2 Water Column Impacts

River Site - Chemical analysis of over 170 contaminants of concern was performed on dredging elutriates from each DMMU to determine if detected contaminants exceeded regulatory water criteria or non-regulatory screening standards protective of human health and the environment. For those contaminants where exceedances were noted, the degree of dilution required to meet water quality standards was determined and the size of mixing zone required to achieve the dilution calculated using parameters specific to the Mississippi River disposal site. Additionally, toxicity tests were performed on sensitive water column organisms exposed to serial dilutions of the DMMU elutriates. Dilution targets (typically 1% of a calculated LC50) were developed based on the results of the elutriate toxicity tests, and dilution and mixing zone requirements to meet these targets were determined.

Using physical and chemical properties of the receiving water at the Mississippi River disposal site, attainable dilution was calculated for high and low flow receiving water conditions for barge dump and for continuous pipeline discharge. Maximum area required to meet either water quality standards or dilution targets for both flow conditions and discharge scenarios were then compared to allowable mixing zone size established by the Louisiana Department of Environmental Quality (LDEQ).

Based on the modeling conducted for disposal at the Mississippi River Site, a 700 fold dilution could be met within 2,100 feet of the discharge point for low flow conditions and within 1,000 feet for high flow conditions. This meets the most stringent dilution requirements based on comparison of elutriate concentrations to water quality criteria and will also satisfy the maximum dilution requirements based on the elutriate toxicity testing (maximum required dilution factor of 400). Further, evaluation of potential impacts on the St. Bernard Parish waterworks inlet indicates that dilution required in order to meet drinking water standards can be achieved within no more than 350 feet from the point of disposal for all scenarios. As these mixing zone dimensions appear to be reasonable and consistent with past operation and LDEQ regulation, it appears that none of the materials tested would be excluded from open water disposal on the basis of water column impacts outside of an authorized mixing zone.

IHNC Channel Site - Fill material would be placed intentionally to convert open water areas of the IHNC to upland and other construction features.

2.2.3 Clarity/Turbidity

River Site - Increased concentrations of suspended sediments being discharged at the River Site would not cause any significant adverse impacts because of the normally heavy suspended sediment load carried by the river. Turbidity levels in the Mississippi River are naturally high; therefore, any increase in turbidity as a result of the disposal activity would only minimally reduce water clarity. It is estimated that the total amount of dredged material discharged into the river would only represent about 3.5% of the average daily sediment load.

IHNC Channel Site - Temporary increases in turbidity may occur during the installation of the cofferdam and other project features. Dredge and fill activities may result in the temporary elevation of turbidity during project construction.

2.2.4 Color

River Site - The Mississippi River is normally very turbid with a generally tan color due to high suspended clay-sized particles. During extended very low flow conditions, which occasionally occur during August through November, turbidity decreases and the river's color turns greenish due to phytoplankton. During normal flow periods, any discharge into the river would quickly be dispersed by the river flow and high ambient turbidity making color changes imperceptible downstream. During very low flow conditions on the river, a color change may be perceivable for a short distance downstream, but only in a narrow band within the river.

IHNC Channel Site - The existing lock acts as a barrier to water flow in the IHNC, with the only flows limited by tidal fluctuations of generally one foot or less to the north of the lock and by discharges of water during lockages. The IHNC channel is typically very turbid due to influence from the Mississippi River, low flow conditions, and vessel traffic stirring up bottom sediment. The color of water in the IHNC is not expected to change significantly from fill deposition although there would be temporary and very localized turbidity, and hence color changes at fill deposition sites.

2.2.5 Odor

River Site - Since the total quantity of material to be disposed in the river will only constitute about 3.5% of the river's normal daily sediment load, mixing is expected to confine odor to the immediate disposal site with no odor expected to be associated with the Mississippi River water downstream of the disposal site. The nearest municipal water supply intake is 4.7 miles downstream of the proposed disposal activities and odor is not expected to be a concern.

IHNC Channel Site - Slight petroleum odors at the dredging site may occur during excavation of DMMUs 5 and 7 with bucket dredging equipment. Any odors that may occur would be expected to dissipate within a short distance of the dredging site and not be noticeable beyond the floodwalls along the IHNC.

2.2.6 Taste

River Site - The nearest potable water intake along the Mississippi River is 4.7 miles downstream of the IHNC entrance. Any possible effects would diminish long before reaching the closest municipal water intake.

IHNC Channel Site - There are no potable water intakes along the IHNC and taste would, therefore, not be a concern.

2.2.7 Dissolved Gas Levels

River Site - Dissolved oxygen in the Mississippi River ranged from 4.6 – 13.8 mg/L, with an average of 8.5 mg/L, between January 2008 and August 2016; these values were derived from data collected at the USGS NASQAN site located in the river near Belle Chasse, Louisiana. It is estimated that the amount of dredged material discharged into the river would only be about 3.5% of the average sediment load. Therefore, no significant alterations in dissolved gases at the River site would be expected.

IHNC Channel Site - Dissolved Oxygen in the GIWW west of the Paris Road Bridge ranged from 0.2 - 11 mg/L, with an average of 6 mg/L, between July 2010 and October 2012. These values were derived from real-time data collected by the USGS for characterization of the effects of the Mississippi River Gulf Outlet closure completed in June 2009, and flood risk reduction structures on the IHNC near Lake Pontchartrain and on the GIWW near the Michoud Canal, which were completed in July 2012. During filling operations a temporary reduction in dissolved oxygen or release of ammonia may occur within the IHNC. Any such effects on dissolved oxygen levels and introduction of ammonia would be minimal and short-lived.

2.2.8 Nutrients and Eutrophication

River Site - Because the total quantity of dredged material discharge would represent only 3.5% of the average daily sediment load at the river site, the discharge would not result in eutrophication of the river.

IHNC Channel Site - Dredging and disposal of fill material may result in a release of ammonia. However, no eutrophication would be observed for the receiving waters.

2.2.9 Actions Taken to Minimize Adverse Impacts

River Site - Management of dredged material during placement, including the use of a baffle plate at the end of the discharge pipeline, would introduce oxygen to the dredged material slurry and dissipate ammonia.

IHNC Channel Site - No specific actions are warranted in this highly modified and industrialized corridor.

2.3 Water Circulation, Fluctuation, and Salinity Gradient Determination

River Site - Due to the size and flow rate of the Mississippi River, the proposed discharge of dredged material would have no discernable effect on current patterns, flow, velocity, stratification, hydrologic regimes, salinity, or water fluctuations.

IHNC Channel Site - As stated previously, the new lock would be located farther north in the IHNC than the existing lock. This would result in the area of the IHNC influenced by the Mississippi River to expand up to the location of the new lock, and a corresponding decrease in the area influenced by tidal action. Beyond this change, the project would have no effect on current patterns, flow, velocity, stratification, hydrologic regimes, salinity, or water fluctuations.

2.3.1 Actions Taken to Minimize Adverse Impacts

River Site - Discharges into the Mississippi River would be intermittent over the course of construction and are expected to fully disperse before subsequent discharges. A baffle plate at the end of the discharge pipeline, would introduce oxygen to the dredged material slurry and dissipate ammonia.

IHNC Channel Site - No specific actions are warranted in this highly modified and industrialized corridor. However, it is important to note that the siting of the lock replacement project within an existing industrialized corridor avoids and minimizes impacts by not adversely affecting less disturbed and more productive aquatic habitats.

2.4 Contaminant Determinations

Sediments from the DMMUs and disposal site reference areas were analyzed for the presence of over 170 contaminants of concern (COC), including metals, organotins, polychlorinated biphenyls (PCB), semi-volatiles and volatile organic compounds, total petroleum hydrocarbons (TPH), pesticides, and herbicides. The concentration of detected COCs in the DMMUs were compared to COCs detected at the reference sites, as well as non-regulatory screening values to gauge potential ecological impacts from the TSP's disposal alternatives. In general, project sediments may best be characterized by the presence of petroleum related contaminants that are typical of marinas and harbors. However, DMMU 7 also contained elevated levels of pesticides and PCBs that may pose a risk to sensitive aquatic organisms.

Average Concentration of Metals
The National Oceanic & Atmospheric Administration's "*Effects Range Median* (ER-M)" sediment quality benchmarks for metals were used to produce a standardized score for or ER-M Quotient (ER-MQ). An ER-MQ approaching or exceeding 1.0 may potentially be associated with adverse biological effects to benthic invertebrates, while values closer to zero are expected not to be associated with adverse effects. There is considerable variation among non-native sediments, with ERM-Q ranging from 0.07 to 0.30. ERM-Qs were above 0.2 in non-native DMMUs 2, 4, 5, and 7, and were influenced primarily by high concentrations of lead and zinc. ER-MQs were less than 0.1 for the remaining non-native and disposal reference sediments, all non-native fill material, and all native subsurface soils.

Chlorinated Pesticides, Total Aroclors, and Sum PAHs
The organochlorine pesticides (DDTs), Aroclors, and semi-volatile polynuclear aromatic hydrocarbons (PAH) are classes of organic compounds that may be associated with adverse ecological effects when present in sediment at total concentrations above 7, 180, and 40,000 ppb (respectively). Sediment total organic carbon (TOC) concentration has a major influence on the bioavailability and toxicity of hydrophobic organic contaminants in sediments and soils. For sediments with the same bulk concentration of a hydrophobic compound, the sediment with the highest TOC content is expected to contain the lowest bioavailable fraction and lowest porewater concentration of that compound. The sediment with the higher TOC content would be associated with the lowest bioaccumulation of that compound in exposed organisms. Therefore, presentation of TOC-normalized total concentrations of hydrophobic organic contaminants in sediments provide metrics that can be used to estimate potential for bioaccumulation or potential to promote toxicity in benthic organisms exposed to these sediments.

The TOC-normalized concentration of Total-DDT (sum concentration of DDD, p,p'DDE, p,p'DDT) in non-native sediment from DMMU 7 was about 3.5 times higher than bioavailability in the Mississippi River Site disposal area. TOC-normalized concentration for all other DMMUs was comparable or below that measured for the river disposal site. Non-native sediment DMMUs 6 and 9; fill portion of DMMUs 6, 7, and 10; and all native subsurface from all DMMUs had TOC-normalized concentration of Total-DDT similar to the Saint Bernard reference sediment.

As with Total-DDT, TOC-normalized concentration of Total Aroclor in non-native sediment from DMMU 7 far exceeded that of the Reference Sites. Concentrations for non-native material from DMMUs 3 and 10 were slightly greater than that observed for the river site (less than a factor of 5), with all others comparable to the disposal sites.

With the exception of surface non-native sediment from DMMU 6, TOC-normalized concentration of Total PAH was 10 to 80 times higher for all DMMUs compared to the Mississippi River site. Concentrations in fill and native subsurface soil from all DMMUs were generally1.5 to 9 times higher than in the disposal reference areas. Total PAH concentration for native subsurface soil from DMMUs 3, 7, and 10 were within ranges measured for the disposal sites.

Reported Oil and Chemical Spills
According the U.S. Geological Survey dataset queried per their website (http://nrc.uscg.mil/) for spills of greater than 5 gallons, there have been 7 reported spills in the IHNC vicinity since the 2009 evaluation (incident numbers: 1022827, 892724, 1088000, 875597, 949376, 841220, and 812441). Spilled material included various or unknown petroleum products and distillates.

Four of the spills were in the IHNC. One of those 4 spills was in the IHNC lock chamber and it was a 10-gallon oil spill. Only one spill had an unknown estimated total volume, with the amount listed as being 42 gallons minimum. Due to the low volume of material released and actions to contain or recover spilled material, these incidents did not have any measurable impact on the project area, and specifically it is estimated these spills would not cause changes in the sediment chemistry compared to the 2007/2008 sediment chemistry evaluation.

2.5 Aquatic Ecosystem and Organism Determination

2.5.1 Effects on Plankton

River Site - Due to the existing high turbidity, high current velocities, and shifting substrates, the Mississippi River does not support a large plankton population. Existing plankton populations are those adapted to turbid environments and disposal of material is not anticipated to significantly increase turbidity. Adverse effects on plankton populations are expected to be minimal and localized at the site of disposal.

IHNC Channel Site - Open water areas within the new lock and levee tie-in construction footprints would intentionally be converted to upland and structural features.

2.5.2 Effects on Benthos

2.5.2.1 Physical Effect on Benthos

River Site - The effects of dredged material discharge on benthos would not differ significantly from the effects of normal river sediment transport. Any benthic organisms that may exist at the river disposal site would be adapted to natural shifting of the bedload.

IHNC Channel Site - Open water areas within the new lock and levee tie-in construction footprints would intentionally be converted to upland and structural features.

2.5.2.2 Toxic Effect and Bioaccumulation on Benthos - Based on the results of the benthic toxicity evaluation wherein sensitive benthic organisms were exposed to dredged material, IHNC non-native sediments from DMMU 5 and from DMMU 7 are predicted to be acutely toxic to freshwater benthic organisms as the survival of freshwater amphipods exposed to dredged material from those DMMUs was significantly lower than for the reference site in solid-phase toxicity tests. Therefore DMMUs 5 and 7 are unsuitable for disposal in the Mississippi River. Dredged material from the remaining DMMUs are not predicted to be acutely toxic to freshwater benthic organisms and were further evaluated for bioaccumulation potential using solid-phase exposures of a freshwater clam to dredged material.

The benthic bioaccumulation evaluation revealed that tissue concentrations of all contaminants of concern for DMMUs evaluated were either statistically less than USFDA action levels or there are no USFDA levels for the contaminants. For contaminants with USFDA action levels, body burden in clams exposed to dredged material were lower than reported action levels by over two orders of magnitude. Moreover, tissue concentration associated with the DMMUs evaluated for bioaccumulation were statistically less than Fish Contaminant Goals (FCGs) developed by The California Office of Environmental Hazard Assessment (OEHHA) or there are no FCG for the contaminants. Therefore,

proposed placement of IHNC material at the Mississippi River open-water disposal site would not pose adverse human health risks due to bioaccumulation.

Further evaluation revealed that statistically elevated tissue residue relative to the reference site was detected for at least one contaminant of concern for all DMMUs investigated for bioaccumulation potential. Compounds statistically elevated in tissue residue which are considered of low concern as bioaccumulative compounds were aluminum, barium, chromium, 4-methylphenol, diethyl phthalate and phenol. Compounds with high potential concern as bioaccumulative compounds were lead, nickel, selenium, tributyltin, PAHs, 4,4'-DDD, 4,4'-DDE, 4,4'-DDT, alpha-chlordane and PCBs. Despite their statistically elevated concentration, compounds with both low and high bioaccumulative potential would not promote unacceptable adverse biological effects based on: 1) the low magnitude of exceedence; 2) the small number of contaminants with potential to bioaccumulate in predator fish; and 3) prediction of no adverse biological effects associated with measured body residue in invertebrates and predicted body residue in predator fish. DMMUs proposed for discharge at the Mississippi River disposal site would, therefore, not result in adverse impacts to aquatic organisms due to bioaccumulation.

In conclusion, the proposed disposal of dredged material from the IHNC into the Mississippi River open water disposal site is not likely to have an unacceptable adverse effect on survival, growth or reproduction of aquatic organisms or pose a human health risk due to bioaccumulation. Neither the magnitude of bioaccumulation, nor residues of metals and organic compounds in tissues of organisms exposed to canal sediment and soils, indicates a cause for concern for aquatic organisms living at the proposed placement sites, or for humans who may consume those organisms.

2.5.3 Effects on Nekton

River Site - Nekton populations at the river site are not expected to be affected due to the paucity of nekton in the main channel of the river and the localized area of disturbance expected from dredged material disposal.

IHNC Channel Site - Open water areas within the new lock and levee tie-in construction footprints would intentionally be converted to upland and structural features that are inaccessible to nekton.

2.5.4 Effects on Aquatic Food Web

River Site - Disposal of material into the Mississippi River would have minimal impacts on associated aquatic habitats due to the localized nature of material placement. Increased concentrations of suspended sediments being discharged at the river site should not cause any significant adverse impacts because of the normal heavy sediment load carried by the river. Turbidity levels in the river are naturally high and any disposal activity would be localized and only minimally reduce water clarity in the short-term. Given the high ambient suspended sediment concentration in the river and high flow rates, suspended sediments would rapidly be

carried downstream and return to ambient suspended sediment concentrations. No measurable adverse impacts on aquatic life downstream would be expected.

IHNC Channel Site - Open water areas within the new lock and levee tie-in construction footprints would intentionally be converted to upland and structural features that would preclude aquatic food webs.

2.5.5 Special Aquatic Sites Effects

2.5.5.1 Sanctuaries and Refuges - Not applicable.

2.5.5.2 Wetlands - Not applicable.

2.5.5.3 Mud Flats - Not applicable.

2.5.5.4 Vegetated Shallows - Not applicable.

2.5.5.5 Coral Reefs - Not applicable.

2.5.5.6 Riffle and Pool Complexes - Not applicable.

2.5.6 Effects on Threatened and Endangered Species - Several Federally-listed species are known to occur in the general vicinity of the lock replacement project. These species are Gulf sturgeon (*Acipenser oxyrhynchus desotoi*), threatened; pallid sturgeon (*Scaphirhynchus albus*), endangered; and West Indian manatee (*Trichechus manatus*); endangered. Gulf sturgeon occur in the brackish waters of Lakes Pontchartrain and Borgne and nearby waterways. West Indian manatee are occasionally observed in and around Lake Pontchartrain, especially in areas containing submerged aquatic vegetation, upon which they feed. Their occurrence in the Mississippi River is extremely rare. Pallid sturgeon occur in the Mississippi River and are common in the lower river above New Orleans. Due to the developed and industrialized nature of the project area, dredging and construction activities are expected to not likely have an adverse effect on threatened or endangered species.

River Site - Pallid sturgeon could occur in the main channel of the Mississippi River at the disposal site. However, the disposal of dredged material at this location is not expected to adversely affect this species, since individuals of this species are expected to be able to safely avoid the relatively small area where material is deposited within the river channel.

IHNC Channel Site - The IHNC channel and the proposed fill areas in it have been heavily impacted by human activities and provide no or low quality habitat for threatened and endangered species. Disposal of fill material into the IHNC is expected to have no effect on listed species.

2.5.7 Other Wildlife

River Site - Very few species of wildlife occur at this location. Laughing gulls and terns sometimes feed in the river. These avian species would be displaced during project construction to other areas where food is available. No adverse impacts to these species are expected.

IHNC Channel Site - Very few species of wildlife occur at this location. Laughing gulls, terns, brown pelicans and white pelicans sometimes feed in the IHNC on the north side of the existing lock during lockages, when small fish are disoriented by the turbulent discharge. These avian species would be displaced during project construction to other areas where food is available. No adverse impacts to these species are expected.

2.5.8 Actions to Minimize Adverse Effects

River Site and IHNC Channel Site - Material that is not suitable for open water disposal would be dredged with an environmental bucket which minimizes leakage of material, loaded into barges, dewatered, and disposed into a solid waste landfill, thus avoiding and minimizing adverse impacts to waters of the U.S. The remaining disposal of dredged material into the Mississippi River and deposition of fill material at and around the new lock construction site is not expected to cause impacts that warrant special construction conditions. Construction specifications would include measures to avoid and minimize impacts to threatened and endangered species if they are observed in or near the construction site, even though no such encounters are expected.

2.6 Proposed Discharge Site Determinations

River Site - Based on the modeling conducted for disposal in the Mississippi River disposal site, a 700 fold dilution could be met within 2,100 feet from the discharge point for low flow conditions, and within 1,000 feet for high flow conditions. The available mixing will meet the most stringent dilution requirements based on comparison of elutriate concentrations to water quality criteria, and will also satisfy the maximum dilution requirements based on the elutriate toxicity testing.

IHNC Channel Site - The proposed fill materials to be placed in the IHNC are all clean earthen material and man-made materials such as concrete and steel which are not expected to cause unacceptable adverse impacts.

2.7 Determination of Cumulative Effects on the Aquatic Ecosystem

2.7.1 Potential Effects on Aquatic Ecosystems

River Site - The cumulative effect of disposal at the river site is expected to be insignificant. Because of the existing sediment load carried by the river, rapid movement of material by the river, the amount of sediment currently dredged from the river, and normal scouring, the cumulative effect of the added sediment would be minimal.

IHNC Channel Site - The IHNC channel is a completely man-made feature. The end result of the proposed action would be essentially the same as the existing condition, with the exception that more of the channel would be influenced by the Mississippi River and less by tidal actions from the estuarine environment on the north end of the lock. No additional cumulative effects on aquatic system are expected.

2.7.2 Potential Effects on Human Use Characteristics

a. Municipal and Private Water Supply - The only drinking water intake in the project's vicinity serves the St. Bernard Parish waterworks and is located approximately 4.7 miles below the mouth of the IHNC. As the concentration of contaminants in project elutriates would be diluted below Federal primary and secondary drinking water standards within 50 to 300 feet of the discharge, no impact to the St. Bernard drinking water intake is expected.

b. Water Related Recreation - Opportunities for water recreation in the project area are limited by commercial vessel movements and U.S. Coast Guard restrictions on the river and IHNC, though some small watercraft transit the area. Construction activities would not further limit the transit of recreational vessels, but restrictions on vessel speed and added vessel to vessel coordination would slow the passage of boats during project construction.

c. Aesthetics - During construction activities, including levee and floodwall construction, new lock construction, demolition of the existing lock and bridge replacement, there would be adverse impacts on aesthetics, as views of the IHNC would include construction equipment and activities. Noise generated by project construction would also adversely affect the aesthetic quality of the area.

d. Parks, National Historic Monuments, National Seashores, Wilderness Areas, Research Sites, and Similar Preserves - Two structures eligible for listing in the National Register of Historic Places would be removed. These are the St. Claude Avenue Bridge and the existing IHNC Lock. The removal of these structures would be an adverse effect. A permanent historical record of eligible structures has been prepared in coordination with the State Historic Preservation Officer (SHPO), the Advisory Council for Historic Preservation (ACHP), and the New Orleans Historic Districts Landmarks Commission. One or more of the key historically-significant components of the old lock and the St. Claude Avenue Bridge would be salvaged and displayed.

2.8 Determination of Secondary Effects on the Aquatic Ecosystem - The proposed project is not expected to have any significant secondary adverse effects on the aquatic ecosystem, other than the effects discussed in previous sections (some of which may be considered secondary).

3.0 FINDINGS OF COMPLIANCE OR NON-COMPLIANCE WITH THE RESTRICTIONS ON DISCHARGE

3.1 Adaption of the Section 404(b)(1) Guidelines to this Evaluation - No significant adaptations of the guidelines were made relative to this evaluation.

3.2 Evaluation of Availability of Practicable Alternatives to the Proposed Discharge that Would Have Less Adverse Impact on the Aquatic Ecosystem - Alternatives to the proposed project have been evaluated in multiple reports dating to 1975, and this evaluation is part of the third EIS that has been prepared to evaluate alternatives for reducing navigation problems at the current IHNC Lock. Alternatives discussed in detail in this current supplemental EIS include four replacement lock sizes, all of which are proposed to be constructed with cast-in-place construction method within the IHNC at the location known as North of Claiborne Avenue. The alternative lock sizes range from 900 to 1,200 feet long and 75 to 110 feet wide. Lock construction at the North of Claiborne location minimizes adverse impacts to nearby residential neighborhoods and businesses as no permanent relocations of residents are required.

The most important feature of the proposed action, and similar lock replacement alternatives at the IHNC, from a Clean Water Act Section 404 perspective is the dredging and disposal of material that requires excavation for lock construction. Plans recommended in the two previous EISs included disposal of large quantities of material in confined disposal facilities along the south bank of the Gulf Intracoastal Waterway, including some material that was determined to not be suitable for open water disposal. Those plans were subjected to much criticism. Commenters opposed the wetland impacts and asserted that contaminated material would be spread into residential areas during severe storms. The current TSP eliminates the need for confined disposal of dredged material in jurisdictional wetlands. With current design plans, it is feasible to bucket dredge material that is not suitable for open water disposal and haul this material off-site to a solid waste landfill. The remainder of the dredged material would be hydraulically disposed in the Mississippi River, thereby eliminating all wetland impacts and any potential impacts to residential areas from migration of the material. The proposed project represents the least environmentally damaging practicable alternative. No practicable alternative exists that meets the study objectives and does not involve discharge of fill into waters of the United States.

3.3 Determination of Compliance with Applicable Water Quality Standards - The available mixing at the Mississippi River disposal site will meet the most stringent dilution requirements based on comparison of elutriate concentrations to water quality criteria, and will also satisfy the maximum dilution requirements based on the elutriate toxicity testing.

3.4 Compliance with Applicable Toxic Effluent Standard of Prohibition under Section 307 of the Clean Water Act - This project would be in full compliance of Section 307 of the Clean Water Act and would not violate the Toxic Effluent Standards. Appropriate evaluations of analytical and eco-toxicological testing of sediment, water column, and elutriate revealed that no adverse impacts would result from the proposed project.

3.5 Compliance with the Endangered Species Act of 1973 - Three listed species may occur in the vicinity of the proposed action. The USACE has determined that the proposed action may affect, but is not likely to adversely affect pallid sturgeon. The USACE has determined that there would be no effect on West Indian manatee or Gulf sturgeon. The project area is not essential habitat for threatened or endangered species. Construction specifications would include standard measures to avoid and minimize impacts to protected species.

3.6 Compliance with the Specified Protection Measures for Marine Sanctuaries Designated by the Marine Protection, Research, and Sanctuaries Act of 1972 - Not Applicable.

3.7 Evaluation of Extent of Degradation of the Waters of the Unites States - The proposed placement of dredged material would not contribute to significant degradation of waters of the United States. Nor would it result in significant adverse effects on human health and welfare, including municipal and private water supplies; recreation and commercial fishing; life stages of organisms dependent on the aquatic ecosystem; ecosystem diversity, productivity, and stability; or recreational, aesthetic or economic values.

3.8 Appropriate and Practicable Steps Taken to Minimize Potential Adverse Impacts of the Discharge on the Aquatic Ecosystem - All material that has been determined to be unsuitable for open water disposal would be bucket dredged and hauled to a solid waste landfill. This eliminates all wetland impacts and minimizes effluent discharge. Dredged material from the IHNC construction area has physical attributes similar to sediments carried by the Mississippi River. The proposed river disposal site has been previously used for the placement of dredged material excavated from the IHNC lock forebay. Management of dredged material during placement, including the use of a baffle plate at the end of the discharge pipeline, would introduce oxygen to the dredged material slurry and dissipate ammonia. Construction specifications would include measures to avoid and minimize potential impacts to threatened and endangered species.

4.0 EVALUATION RESPONSIBILITY

Evaluation Prepared By:

Richard E. Boe, Supervisory Environmental Resources Specialist, U.S. Army Corps of Engineers, New Orleans District

Jeff Corbino, Environmental Resources Specialist, Regional Planning and Environmental Division, U.S. Army Corps of Engineers, New Orleans District

Evaluation Reviewed By:

Edward P. Lambert, Supervisory Fisheries Biologist, Regional Planning and Environmental Division, U.S. Army Corps of Engineers, Memphis District

5.0 DETERMINATION

On the basis of the guidelines, the proposed disposal sites for the discharge of dredged and fill material are specified as complying with the requirements of these Section 404(b)(1) guidelines, with the inclusion of appropriate and practical conditions to minimize pollution and adverse effects to the aquatic ecosystem.

DRAFT

Date: _____

_____
Michael N. Clancy
Colonel, U.S. Army
District Commander

ANNEX 2: Draft U.S. Fish and Wildlife Service Final Coordination Act Report

United States Department of the Interior

FISH AND WILDLIFE SERVICE
646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506
December 9, 2016

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

Dear Colonel Clancy:

Please reference our March 1997 and February, 2009, Fish and Wildlife Coordination Act Report for the Inner Harbor Navigation Canal Lock Replacement Project, Orleans Parish, Louisiana. This report supplements our March 1997 and February 2009 FWCAR. This report contains a description of the existing fish and wildlife resources of the project area, discusses future with- and without-project habitat conditions, identifies fish and wildlife-related impacts of the proposed project, and provides recommendations for the Tentatively Selected Plan. This report does not constitute the report of the Secretary of the Interior as required by Section 2(b) of the Fish and Wildlife Coordination Act. This report has been provided to the Louisiana Department of Wildlife and Fisheries and the National Marine Fisheries Service; their comments will be incorporated into our final report.

We appreciate the cooperation of your staff on this study. Should your staff have any questions regarding the enclosed report, please have them contact Ms. Catherine Breaux (504/862-2689) of this office.

Sincerely,

Joe Ranson
Supervisor
Louisiana Field Office

Attachment

cc: EPA, Dallas, TX
NMFS, Baton Rouge, LA
CPRA, Baton Rouge, LA
LDWF, Baton Rouge, LA

United States Department of the Interior

FISH AND WILDLIFE SERVICE
646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506
December 9, 2016

Mr. Richard Hartman
Branch Chief
Habitat Conservation Division
National Marine Fisheries Service
c/o Louisiana State University
Baton Rouge, Louisiana 70803-7535

Dear Mr. Hartman:

Attached is the Draft Fish and Wildlife Coordination Act Report on the "the Inner Harbor Navigation Canal Lock Replacement Project, Orleans Parish, Louisiana" for your review. This report does not constitute the final report of the Secretary of the Interior as required by Section 2(b) of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.). Please review and provide comments to our office within two weeks of receiving. The Fish and Wildlife Service will incorporate your agency's comments into the final report prior to its submission to the U.S. Army Corps of Engineers. Should your staff have any questions regarding this report, please have them contact Catherine Breaux (504/862-2689) of this office.

Sincerely,

Joe Ranson
Supervisor
Louisiana Field Office

Attachment

United States Department of the Interior

FISH AND WILDLIFE SERVICE
646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506
December 9, 2016

Charlie Melancon
Secretary
Louisiana Department of Wildlife and Fisheries
Post Office Box 98000
Baton Rouge, Louisiana 70898-9000

Dear Mr. Melancon:

Attached is the Draft Fish and Wildlife Coordination Act Report on the "the Inner Harbor Navigation Canal Lock Replacement Project, Orleans Parish, Louisiana" for your review. This report does not constitute the final report of the Secretary of the Interior as required by Section 2(b) of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.). Please review and provide comments to our office within two weeks of receiving. The Fish and Wildlife Service will incorporate your agency's comments into the final report prior to its submission to the U.S. Army Corps of Engineers. Should your staff have any questions regarding this report, please have them contact Catherine Breaux (504/862-2689) of this office.

Sincerely,

Joe Ranson
Supervisor
Louisiana Field Office

Attachment

INNER HARBOR NAVIGATION CANAL LOCK REPLACEMENT PROJECT, ORLEANS PARISH, LOUISIANA

FISH AND WILDLIFE COORDINATION ACT REPORT

U.S. FISH AND WILDLIFE SERVICE

ECOLOGICAL SERVICES

LAFAYETTE, LOUISIANA

DECEMBER 2016

INNER HARBOR NAVIGATION CANAL LOCK REPLACEMENT PROJECT, ORLEANS PARISH, LOUISIANA

FISH AND WILDLIFE COORDINATION ACT REPORT

SUBMITTED TO

NEW ORLEANS DISTRICT

U.S. ARMY CORPS OF ENGINEERS

NEW ORLEANS, LOUISIANA

PREPARED BY

CATHERINE BREAUX, FISH AND WILDLIFE BIOLOGIST

U.S. FISH AND WILDLIFE SERVICE

ECOLOGICAL SERVICES

LAFAYETTE, LOUISIANA

DECEMBER 2016

EXECUTIVE SUMMARY

The Inner Harbor Navigation Canal (IHNC) and Lock, located in metropolitan New Orleans, provides a link between the Mississippi River, the Gulf Intracoastal Waterway (GIWW), and Lake Pontchartrain. Constructed in 1923 by the Board of Commissioners of the Port of New Orleans, the antiquated lock is currently operated beyond its design capacity. Because of an anticipated increase in barge and ship traffic, the lock replacement project was authorized, to be implemented by the U.S. Army Corps of Engineers, New Orleans (Corps), in Chapter 112 of the Rivers and Harbors and Flood Control Acts of 1956. The original Final Environmental Impact Statement (EIS) and Main Report for the Inner Harbor Navigation Canal Lock Replacement Project (also referred to as the IHNC new lock project and previously called the Mississippi River Gulf Outlet, New Lock and Connecting Channels), Orleans Parish, Louisiana, issued in March 1998, focused on the potential impacts of new lock construction, including impacts to the local community and supporting infrastructure. Following the release of the 1998 report and EIS, a 2009 Supplemental EIS (SEIS) was required under Federal court order to address the post-hurricane Katrina conditions of the area and provide an updated plan for dredging and disposal of canal bottom sediments and canal bank soils. Currently an additional SEIS is being conducted in order to reevaluate a need for a small draft lock as well as the previous deep draft lock due to changes in lock traffic since the closure of the MRGO in 2009.

In concert with the above mentioned efforts, the Service prepared March 1997 and February 2009 Fish and Wildlife Coordination Act Reports (FWCAR) addressing the impacts on fish and wildlife resources from implementation of the Tentatively Selected Plan (TSP), and also providing recommendations to mitigate adverse impacts on those resources (herein incorporated by reference). The TSP includes the replacement of the existing lock with a new lock having usable dimensions of 900 feet long by 110 feet wide by 22 feet deep lock to be constructed between the banks of the IHNC, north of the Claiborne Avenue Bridge and south of the Florida Avenue Bridge.

This report, which compliments the updated SEIS, incorporates and supplements our March 1997 and February 2009 FWCAR. This report contains descriptions of the existing fish and wildlife resources of the project area, discusses future with- and without-project habitat conditions, identifies fish and wildlife-related impacts of the proposed project, and provides recommendations for the TSP. This document does not constitute the report of the Secretary of the Interior as required by Section 2(b) of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.). This report has been provided to the National Marine Fisheries Service (NMFS) and the Louisiana Department of Wildlife and Fisheries (LDWF) and their comments will be incorporated into the final report (see appendix).

The lock replacement will have minimal impacts to fish and wildlife resources. The Service commends the Corps for avoiding wetland impacts with contaminated dredged material which could have posed a threat to fish and wildlife resources. The Service does not oppose

replacement of the IHNC lock, provided the following fish and wildlife conservation recommendations are implemented concurrently with project implementation:

1. The Service and NMFS strongly support the additional project feature of constructing a siphon or concrete channel around the lock to divert water from the river to the head of Bayou Bienvenue.

2. The Service strongly supports using all clean dredged material to create brackish marsh that will improve fish and wildlife habitat in the project area.

3. The Service recommends the use of silt curtains while dredging material at the IHNC to minimize siltation and the spread of contaminated materials.

4. If contaminated material is used for backfill at the new lock, that material must be contained so that it is not open to or redistributed in the IHNC.

5. The Service and NMFS shall be provided an opportunity to review and submit recommendations on future detailed planning reports (e.g., Design Document Report, Engineering Document Report, etc.) and the draft plans and specifications on the Inner Harbor Navigation Canal Lock Replacement Project addressed in this report.

6. Part of Bayou Bienvenue is a Louisiana designated Natural and Scenic River. LDWF has reviewed the project and determined that Bayou Bienvenue will not be adversely impacted by the project; therefore, no Scenic Stream Permit will be required. If any project features should change the Corps should reinitiate consultation with the LDWF, Scenic Rivers Program prior to conducting any activities within or adjacent to the banks of that bayou. Scenic Rivers Coordinator Chris Davis can be contacted at (225) 765-2642.

7. Coordination should continue with the Service and NMFS on detailed contract specifications to avoid and minimize potential impacts to manatees, Gulf sturgeon, and pallid sturgeon. Incorporation of protective conservation measures presented in this report should be included in applicable plans and specifications.

8. If the proposed project has not been constructed within 1 year or if changes are made to the proposed project, the Corps should re-initiate Endangered Species Act consultation with the Service.

9. Should the landfill option for disposal of contaminated dredged material change or not be used, the Service, National Marine Fisheries Service (NMFS), and Louisiana Department of Wildlife and Fisheries (LDWF) should be consulted regarding the adequacy of any proposed alternative.

Provided that the above recommendations are included in the feasibility report and related authorizing documents, the Service will support further planning and implementation of the TSP.

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APPENDIX

INTRODUCTION

The Inner Harbor Navigation Canal (IHNC) and Lock, located in metropolitan New Orleans, provides a link between the Mississippi River, the Gulf Intracoastal Waterway (GIWW), and Lake Pontchartrain. Constructed in 1923 by the Board of Commissioners of the Port of New Orleans, the antiquated lock is currently operated beyond its design capacity. Because of an anticipated increase in barge and ship traffic, the lock replacement project was authorized, to be implemented by the U.S. Army Corps of Engineers, New Orleans (Corps), in Chapter 112 of the Rivers and Harbors and Flood Control Acts of 1956. The original Final Environmental Impact Statement (EIS) and Main Report for the Inner Harbor Navigation Canal Lock Replacement Project (also referred to as the IHNC new lock project and previously called the Mississippi River Gulf Outlet, New Lock and Connecting Channels), Orleans Parish, Louisiana, issued in March 1998, focused on the potential impacts of new lock construction, including impacts to the local community and supporting infrastructure. Following the release of the 1998 report and EIS, a 2009 Supplemental EIS (SEIS) was required under Federal court order to address the post-hurricane Katrina conditions of the area and provide an updated plan for dredging and disposal of canal bottom sediments and canal bank soils. Currently an additional SEIS is being conducted in order to reevaluate a need for a small draft lock as well as the previous deep draft lock due to changes in lock traffic since the closure of the MRGO in 2009.

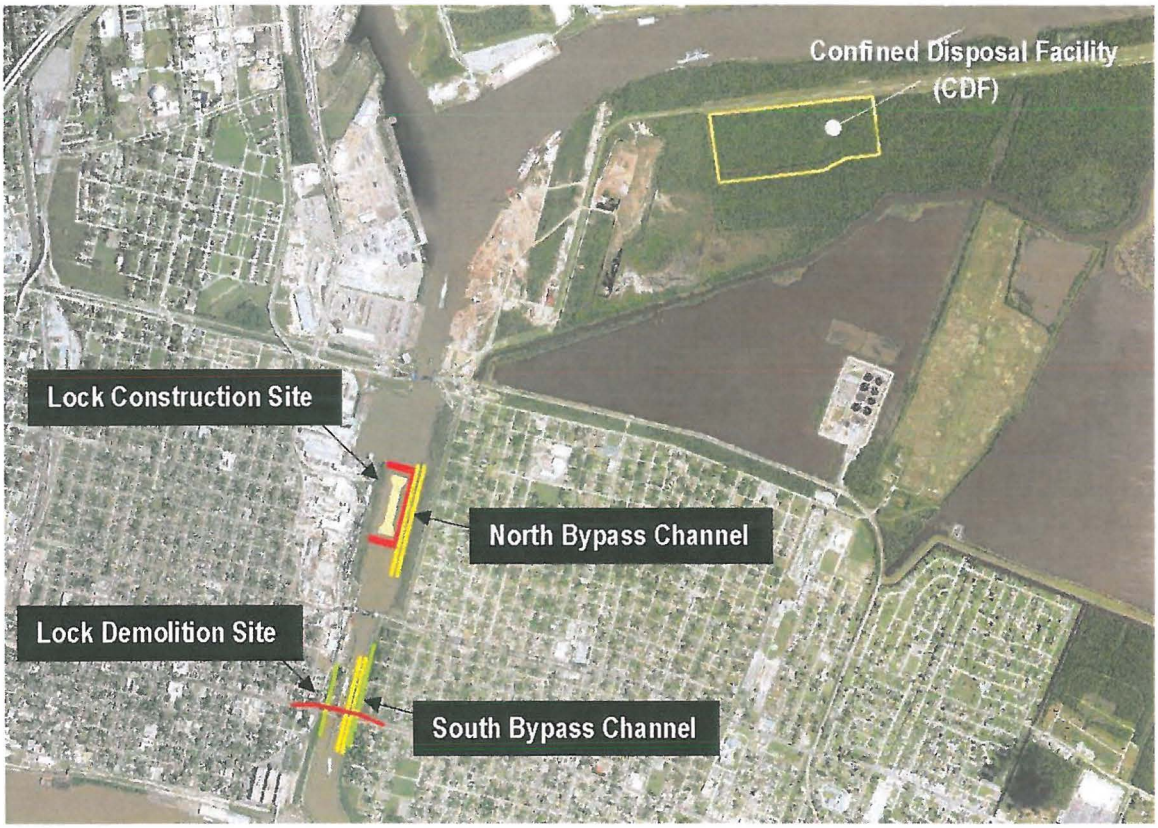
In concert with the above mentioned efforts, the Service prepared March 1997 and February 2009 Fish and Wildlife Coordination Act Reports (FWCAR) addressing the impacts on fish and wildlife resources from implementation of the Tentatively Selected Plan (TSP), and also providing recommendations to mitigate adverse impacts on those resources (herein incorporated by reference). The TSP includes the replacement of the existing lock with a new lock having usable dimensions of 900 feet long by 110 feet wide by 22 feet deep lock to be constructed between the banks of the IHNC, north of the Claiborne Avenue Bridge and south of the Florida Avenue Bridge.

This report, which compliments the updated SEIS, incorporates and supplements our March 1997 and February 2009 FWCAR. This report contains descriptions of the existing fish and wildlife resources of the project area, discusses future with- and without-project habitat conditions, identifies fish and wildlife-related impacts of the proposed project, and provides recommendations for the TSP. This document does not constitute the report of the Secretary of the Interior as required by Section 2(b) of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.). This report has been provided to the National Marine Fisheries Service (NMFS) and the Louisiana Department of Wildlife and Fisheries (LDWF) and their comments will be incorporated into the final report.

DESCRIPTION OF STUDY AREA

The study area is located in southeastern Louisiana within Orleans Parish (Figure 1). The IHNC lock, one of the busiest locks in the Nation, is located in Orleans Parish. It connects the Mississippi River with the GIWW. The area surrounding the lock is highly urbanized. Both the IHNC and adjacent residential and industrial lands have negligible value to fish and wildlife.

Figure 1. The Project Area and Feature Locations for the Inner Harbor Navigation Canal, New Orleans, Louisiana Project.



FISH AND WILDLIFE RESOURCES

Description of Habitats

Fish and wildlife habitats found in the study area include developed lands and open water. Developed habitats in the study area include residential and commercial areas, as well as roads and existing levees. Those habitats do not support significant wildlife use. Some of the development is located on higher elevations of the Mississippi River natural

levees and former distributary channels; however, vast acreages of swamp and marsh have been placed under forced drainage systems and developed.

Major open water areas in and around the project area include Lake Pontchartrain, the IHNC, the Mississippi River, the GIWW, and the MRGO.

Restoration activities near the project area include MRGO closure, surge barrier, wetland creation demonstration, Coastal Wetlands Planning, Protection and Restoration Act projects, and beneficial use of dredged material during Corps maintenance of Federal navigation channels.

Fisheries Resources

The IHNC has minimal fishery value. Representative freshwater fishes found in the adjacent Mississippi River include channel catfish, blue catfish, freshwater drum, yellow bass, largemouth bass, and white crappie.

The 1996 amendments to the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act; P.L. 104-297) set forth a new mandate for National Oceanic and Atmospheric Administration's (NOAA) NMFS regional fishery management councils (FMC), and other federal agencies to identify and protect important marine and anadromous fish habitat. The Essential Fish Habitat (EFH) provisions of the Magnuson-Stevens Act support one of the nation's overall marine resource management goals-maintaining sustainable fisheries. The proposed project is not expected to impact EFH.

Wildlife Resources

The project area provides habitat for a number of songbirds. Neotropical migrants expected in the project area include warblers, vireos, wrens, flycatchers, and many other species. Resident species include the blue jay, cardinal, and mourning dove. Seabirds using the adjacent open water areas may include laughing gull and several species of terns. Small game mammals that may be present in the project area and adjacent wooded areas include gray squirrel, eastern cottontail, and raccoon; and common furbearers include the raccoon, mink, nutria, and muskrat. Nongame mammals that occur in the area include Virginia opossum, nine-banded armadillo, and several species of bats, rodents and insectivores. Reptiles include the common snapping turtle, red-eared turtle, various water snakes, five-lined skink, and green anole. Representative amphibians include the green treefrog, southern leopard frog, and northern spring peeper.

Threatened and Endangered Species

Federally listed threatened and endangered species and/or their designated critical habitat occurring in the study area include the endangered West Indian manatees (*Trichechus manatus*), the threatened Gulf sturgeon (also known as the Atlantic sturgeon, *Acipenser oxyrhynchus desotoi*), and the endangered pallid sturgeon (*Scaphirhynchus albus*).

Federally listed as endangered, West Indian manatees regularly enter Lake Pontchartrain, which is hydrologically connected to the IHNC, and adjacent coastal waters and streams during the summer months (i.e., June through September). It also can be found less regularly in other Louisiana coastal areas, most likely while the average water temperature is warm. Based on data maintained by the Louisiana Natural Heritage Program (LNHP), over 80 percent of reported manatee sightings (1999-2011) in Louisiana have occurred from the months of June through December. Manatee occurrences in Louisiana appear to be increasing and they have been regularly reported in the Amite, Blind, Tchefuncte, and Tickfaw Rivers, and in canals within the adjacent coastal marshes of southeastern Louisiana. Manatees may also infrequently be observed in the Mississippi River and coastal areas of southwestern Louisiana. Cold weather and outbreaks of red tide may adversely affect these animals. However, human activity is the primary cause for declines in species number due to collisions with boats and barges, entrapment in flood control structures, poaching, habitat loss, and pollution.

The following are conditions that should be implemented to avoid impacts to manatee. All contract personnel associated with the project shall be informed of the potential presence of manatees and the need to avoid collisions with manatees, which are protected under the Marine Mammal Protection Act of 1972 and the Endangered Species Act of 1973. All construction personnel are responsible for observing water-related activities for the presence of manatee(s). Temporary signs should be posted prior to and during all construction/dredging activities to remind personnel to be observant for manatees during active construction/dredging operations or within vessel movement zones (i.e., work area), and at least one sign should be placed where it is visible to the vessel operator. Siltation barriers, if used, should be made of material in which manatees could not become entangled, and should be properly secured and monitored. If a manatee is sighted within 100 yards of the active work zone, special operating conditions should be implemented, including: no operation of moving equipment within 50 feet of a manatee; all vessels shall operate at no wake/idle speeds within 100 yards of the work area; and siltation barriers, if used, should be re-secured and monitored. Once the manatee has left the 100-yard buffer zone around the work area on its own accord, special operating conditions are no longer necessary, but careful observations would be resumed. Any manatee sighting should be immediately reported to the U.S. Fish and Wildlife Service (337/291-3100) and the Louisiana Department of Wildlife and Fisheries, Natural Heritage Program (225/765-2821).

The Gulf sturgeon, federally listed as a threatened species, is an anadromous fish that occurs in many rivers, streams, and estuarine waters along the northern Gulf coast between the Mississippi River and the Suwanee River, Florida. In Louisiana, Gulf sturgeon have been reported at Rigolets Pass, rivers and lakes of the Lake Pontchartrain basin, and adjacent estuarine areas. Spawning occurs in coastal rivers between late winter and early spring (i.e., March to May). Adults and sub-adults may be found in those rivers and streams until November, and in estuarine or marine waters during the remainder of the year. Sturgeon less than two years old appear to remain in riverine habitats and estuarine areas throughout the year, rather than migrate to marine waters.

Habitat alterations such as those caused by water control structures that limit and prevent spawning, poor water quality, and over-fishing have negatively affected this species.

The following are conditions that would be used to avoid impacts to sturgeon. The Corps should induce Gulf sturgeon to leave the immediate work area prior to bucket dredging regardless of water depth or time of year. At the commencement of dredging, the bucket should be dropped into the water and retrieved empty one time. After the bucket has been dropped and retrieved, a one-minute no dredging period must be observed. If, at any time, more than fifteen minutes elapses with no dredging, then the empty bucket drop/retrieval process shall be performed again prior to initiating dredging. If a hydraulic/cutter head dredge is utilized, the suction/cutterhead shall remain completely buried in the bottom material during dredging operations. If pumping water through the suction/cutterhead is necessary to dislodge material, or to clean the pumps or suction/cutterhead, etc., the pumping rate shall be reduced to the lowest rate possible until the cutterhead is at mid-depth, where the pumping rate can then be increased. During dredging, the pumping rates shall be reduced to the slowest speed feasible while the suction/cutterhead is descending to or ascending from the channel bottom.

Further consultation with this office will be necessary if the proposed action may directly or indirectly affect the Gulf sturgeon. In addition, should the proposed action involve federal implementation, funding, or a federal permit and directly or indirectly affects designated critical habitat, further consultation with this office or the NMFS will be necessary. As part of the critical habitat designation, the Service and NMFS consultation responsibility was divided by project location and Federal action agency. In riverine waters, the Service is responsible for all consultations regarding Gulf sturgeon and critical habitat, while in marine waters the NMFS is responsible for consultation. For estuarine waters, the Service is responsible for consultations with the Department of Transportation (DOT), the Environmental Protection Agency (EPA), the U.S. Coast Guard (USCG), and the Federal Emergency Management Agency (FEMA). All other Federal agencies should consult with the NMFS office (Ms. Cathy Tortorici at 727.209.5953).

The pallid sturgeon is an endangered fish found in Louisiana, in both the Mississippi (which is hydrologically connected to the IHNC and will be used for disposal of dredged material) and Atchafalaya Rivers (with known concentrations in the vicinity of the Old River Control Structure Complex). The pallid sturgeon is adapted to large, free-flowing, turbid rivers with a diverse assemblage of physical characteristics that are in a constant state of change. Many life history details and subsequent habitat requirements of this fish are not known. However, the pallid sturgeon is believed to utilize Louisiana riverine habitat during reproductive stages of its life cycle. Habitat loss through river channelization and dams has adversely affected this species throughout its range. Should the proposed project directly or indirectly affect the pallid sturgeon or its habitat, further consultation with this office will be necessary.

DESCRIPTION OF TENATIVELY SELECTED PLAN

The main feature of the tentatively selected plan (TSP) is replacement of the existing lock with a new lock having usable dimensions of 900 feet long by 110 feet wide by 22 feet deep which is to be constructed between the banks of the IHNC, north of the Claiborne Avenue Bridge and south of the Florida Avenue Bridge. Prior activities and work that have been completed for the prior deep-draft lock replacement project that was under construction include: Acquisition of real estate required for project construction except for temporary construction easements; demolition and removal of the Galvez Street Wharf; demolition and removal of all businesses on the east bank of the IHNC between the existing lock and Florida Avenue; environmental remediation of that area; and testing of various pile driving equipment. These activities are compatible with and applicable to this lock replacement plan.

Under the No-action alternative, the proposed construction of a replacement lock or an additional lock would not occur. The Federal government would continue to operate and maintain the existing lock. Delay times would be similar to existing conditions due to the inadequate dimensions of the existing lock. Lock repairs and maintenance would be a continuous concern due to the age and condition of the lock.

Dredged Material Disposal Plans

The lock replacement alternatives evaluated in prior reports (2007 and 2009) would have required large areas for the disposal of dredged material generated from lock construction. In those reports, large quantities, up to 1,400,000 cubic yards, were to be excavated with hydraulic dredges and pumped as a slurry to confined disposal areas located along the south bank of the GIWW/MRGO east of the IHNC. This material had been determined unsuitable for open water disposal and therefore required upland confinement. The confined disposal areas varied in size from around 200 to over 500 acres, depending on the lock size and construction method (float-in or cast-in-place). Material determined suitable for aquatic disposal was to be used beneficially to mitigate for effects of the confined disposal areas on wooded wetland habitat. Material to be dredged near the old lock site, late in the construction sequence, was to be hydraulically dredged and disposed of in the deep channel of the Mississippi River. The 2009 SEIS evaluated an option for disposal of the contaminated material in a solid waste landfill; however the time, cost and logistics of dredging such a large quantities of material necessary to build a deep draft lock with mechanical equipment, and hauling and disposing of it in a landfill, made this option impractical, and it was not part of the recommended plan.

A reevaluation of dredged material disposal alternatives was conducted for the current study. Current surveys from 2016 provided the basis for calculating quantities of material from each dredged material management unit (DMMU). DMMUs (Figure 2) were established during preparation of the 2009 SEIS to designate dredging areas based on expected levels of contaminants of concern. It was determined that the required

dredging quantities for all DMMUs were significantly reduced from the volumes described for all of the alternatives assessed in the 2009 SEIS.

Cost estimates were developed and evaluated for disposing material not suitable for open water into a confined disposal area versus disposal into a solid waste landfill. The landfill disposal alternative was determined to cost less and to have less project-related environmental impacts than the confined disposal alternative.

Figure 2. Layout of 11 Dredged Material Management Units (DMMU) used for the assessment of sediments and soils for the IHNC Lock Replacement Project.

PROJECT IMPACTS

The President's Council on Environmental Quality defined the term "mitigation" in the National Environmental Policy Act regulations to include:

(a) avoiding the impact altogether by not taking a certain action or parts of an action; (b) minimizing impacts by limiting the degree or magnitude of the action and its implementation; (c) rectifying the impact by repairing, rehabilitating, or restoring the affected environment; (d) reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and (e) compensating for the impact by replacing or providing substitute resources or environments.

The Service supports and adopts this definition of mitigation and considers its specific elements to represent the desirable sequence of steps in the mitigation planning process. Based on current and expected future without-project conditions, the planning goal of the Service is to develop a balanced project, i.e., one that is responsive to the IHNC New Lock project needs while addressing the co-equal need for fish and wildlife resource conservation.

The Service's Mitigation Policy (Federal Register, Volume 46, No. 15, January 23, 1981) identifies four resource categories that are used to ensure that the level of mitigation recommended by Service biologists will be consistent with the fish and wildlife resource values involved. Considering the high value of bottomland hardwood for fish and wildlife and the relative scarcity of that habitat type, those wetlands are designated as Resource Category 2 habitats, the mitigation goal for which is no net loss of in-kind habitat value.

The landfill disposal alternative for contaminated dredged material eliminates all project-related environmental impacts to wetlands and fish and wildlife habitats and the need for mitigating any environmental impacts. The confined disposal alternative would have covered 82 acres of wooded wetlands and required compensatory mitigation of resource 2 category. It would also have required perpetual maintenance of this isolated site by the Government to assure the site is never altered or disturbed, and seasonal mowing would have been necessary to minimize wildlife usage.

Other dredged material (Figure 2) originating from DMMU's 3 (New Lock Construction), 4 (New Lock Construction), 6 (North Bypass Channel), 9 (Existing Lock Demolition) and 10 (South Bypass Channel) (total 755,500 CY) would be disposed of in the Mississippi River. For DMMU's 9 and 10, construction of the south bypass channel and demolition of the existing lock would occur later in the overall sequence of tasks, in years 9 and 10, respectively.

Using the WVA methodology, impact assessments were conducted by the Service on the proposed 82 acres of wooded wetlands to be used for confined disposal. The WVA was based on site visits (on March 17, 2016, April 21, 2016, June 2016, and Oct 2016),

knowledge of the area, and experience with similar projects. The WVAs and their assumptions can be provided upon request by contacting Cathy Breaux (504-862-2689).

The Service commends the Corps for avoiding wetland impacts for the IHNC Lock Replacement Project. The contaminant levels documented in the IHNC sediments and soils could have posed a significant threat to those species using areas affected by contaminated spoil disposal. If the landfill option is not used or any other changes occur in the handling of contaminated dredged material, the Corps should consult with the Service to find an appropriate solution. Based upon the information provided, the Service has no objections to the Corps dredged sediment disposal plans as they are proposed.

Wildlife Resources

During implementation of the TSP, construction activities at the lock location may disrupt or displace wildlife resources. However, this temporary impact (11 years) would be localized to an area that has little wildlife value and most wildlife species would move to an area with more favorable conditions and return after construction is completed. After completion of the new lock wildlife conditions would be similar to current conditions.

Fisheries Resources

Impacts to fisheries at the new lock site would generally be associated with construction activities and would be temporary (11 years) and include injury or mortality to sessile and slow-moving aquatic organisms due to burial or increased turbidity. More mobile fisheries would be temporarily displaced to other suitable locations. After construction activities cease, displaced fishery species would return to the proposed action area.

Essential Fish Habitat

Impacts to EFH resulting from construction activities would be localized and temporary. There would be increases in turbidity as a result of construction in the IHNC site. Once construction is complete it is expected EFH would return to similar to existing conditions.

Threatened and Endangered species

The Corps is responsible for determining whether the selected alternative is likely (or not likely) to adversely affect any listed species and/or critical habitat, and for requesting the Service's concurrence with that determination. If the Corps determines, and the Service concurs, that the selected alternative is likely to adversely affect listed species and/or critical habitat, a request for formal consultation in accordance with Section 7 of the

Endangered Species Act should be submitted to the Service. That request should also include the Corps rationale supporting their determination.

FISH AND WILDLIFE CONSERVATION MEASURES

The potential of additional marsh creation and enhancement should be considered with beneficial use of non-contaminated dredged material or by diverting water and/or sediment to the head of Bayou Bienvenue. Coastal marshes are considered by the Service to be aquatic resources of national importance due to their increasing scarcity and high habitat value for fish and wildlife within Federal trusteeship (i.e., migratory waterfowl, wading birds, other migratory birds, threatened and endangered species, and inter-jurisdictional fisheries).

1. The Service encourages the use of all suitable dredged material for marsh creation.
2. The Service also encourages the Corps to consider the feasibility of constructing a siphon or concrete channel around the lock to divert water from the river to the head of Bayou Bienvenue.
3. Should the landfill option for disposal of contaminated dredged material change or not be used, the Service, National Marine Fisheries Service (NMFS), and Louisiana Department of Wildlife and Fisheries (LDWF) should be consulted regarding the adequacy of any proposed alternative.

SERVICE POSITION AND RECOMMENDATIONS

The lock replacement will have minimal impacts to fish and wildlife resources. The Service commends the Corps for avoiding wetland impacts with contaminated dredged material which could have posed a threat to fish and wildlife resources. The Service does not oppose replacement of the IHNC lock, provided the following fish and wildlife conservation recommendations are implemented concurrently with project implementation:

1. The Service and NMFS strongly support the additional project feature of constructing a siphon or concrete channel around the lock to divert water from the river to the head of Bayou Bienvenue.

2. The Service strongly supports using all clean dredged material to create brackish marsh that will improve fish and wildlife habitat in the project area.

3. The Service recommends the use of silt curtains while dredging material at the IHNC to minimize siltation and the spread of contaminated materials.

4. If contaminated material is used for backfill at the new lock, that material must be contained so that it is not open to or redistributed in the IHNC.

5. The Service and NMFS shall be provided an opportunity to review and submit recommendations on future detailed planning reports (e.g., Design Document Report, Engineering Document Report, etc.) and the draft plans and specifications on the Inner Harbor Navigation Canal Lock Replacement Project addressed in this report.
6. Part of Bayou Bienvenue is a Louisiana designated Natural and Scenic River. LDWF has reviewed the project and determined that Bayou Bienvenue will not be adversely impacted by the project; therefore, no Scenic Stream Permit will be required. If any project features should change, the Corps should reinitiate consultation with the LDWF Scenic Rivers Program prior to conducting any activities within or adjacent to the banks of that bayou. Scenic Rivers Coordinator Chris Davis can be contacted at (225) 765-2642.

7. Coordination should continue with the Service and NMFS on detailed contract specifications to avoid and minimize potential impacts to manatees, Gulf sturgeon, and pallid sturgeon. Incorporation of protective conservation measures presented in this report should be included in applicable plans and specifications.

8. If the proposed project has not been constructed within 1 year or if changes are made to the proposed project, the Corps should re-initiate Endangered Species Act consultation with the Service.

9. Should the landfill option for disposal of contaminated dredged material change or not be used, the Service, National Marine Fisheries Service (NMFS), and Louisiana Department of Wildlife and Fisheries (LDWF) should be consulted regarding the adequacy of any proposed alternative.

Provided that the above recommendations are included in the feasibility report and related authorizing documents, the Service will support further planning and implementation of the TSP.

LITERATURE CITED

U.S. Army Corps of Engineers, New Orleans District. 1997. Mississippi River - Gulf Outlet New Lock and Connecting Channels Environmental Impact Statement. 118 pages.

U.S. Fish and Wildlife Service, Ecological Services, Lafayette, Louisiana. 1997. Mississippi River-Gulf Outlet New Lock and Connecting Channels, Louisiana, Re-evaluation Study Fish and Wildlife Coordination Act Report.

U.S. Fish and Wildlife Service, Ecological Services, Lafayette, Louisiana. 2009. Inner Harbor Navigation Canal Lock Replacement Project, Orleans Parish, Louisiana, Fish and Wildlife Coordination Act Report. 52 pages.

JOHN BEL EDWARDS
GOVERNOR

State of Louisiana
DEPARTMENT OF WILDLIFE AND FISHERIES

CHARLES J. MELANCON
SECRETARY

December 7, 2016

Mr. Joe Ransom, Supervisor
U.S. Fish and Wildlife Service
646 Cajundome Blvd.
Suite 400
Lafayette, LA 70506

RE: *Notice Number: Inner Harbor Navigation Canal Lock Replacement Project*
Applicant: U.S. Fish and Wildlife Service
Notice Date: December 1, 2016

Dear Mr. Ransom:

The professional staff of the Louisiana Department of Wildlife and Fisheries (LDWF) has reviewed the above referenced Fish and Wildlife Coordination Act Report concerning the proposed Inner Harbor Navigation Canal Lock Replacement Project (IHNC), in Orleans Parish, Louisiana. Based upon this review, the following has been determined:

Scenic Rivers:
The U.S. Fish and Wildlife Service noted the presence of Bayou Bienvenue, a Louisiana Scenic Stream, within the vicinity of the proposed IHNC. LDWF has reviewed the project and determined that Bayou Bienvenue will not be adversely impacted by project related activates and, therefore, no Scenic River Permit will be required. Scenic Rivers Coordinator Chris Davis can be contacted at 225-765-2642 should additional questions remain regarding this issue.

Additional comments:
Given the project's location within a previously developed site and a lack of associated wetland impacts, LDWF has no objection to the implementation of the IHNC as proposed. However, with the exception of any Scenic Rivers concerns (addressed above), LDWF does concur with implementation of the fish and wildlife conservation recommendations made by the U.S. Fish and Wildlife Service in their report.

The Louisiana Department of Wildlife and Fisheries appreciates the opportunity to review and provide recommendations to you regarding this proposed activity. Please do not hesitate to contact Habitat Section biologist Zachary Chain at 225-763-3587 should you need further assistance.

Sincerely,

Kyle F. Balkum
Biologist Director

zc/cm

ANNEX 3: Scoping Report

US Army Corps
of Engineers
New Orleans District

National Environmental Policy Act

SCOPING REPORT

Inner Harbor Navigation Canal Lock Replacement Project
General Reevaluation Report and Supplemental Environmental Impact Statement

February 2015

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National Environmental Policy Act

SCOPING REPORT

Inner Harbor Navigation Canal Lock Replacement Project
General Reevaluation Report and Supplemental Environmental Impact Statement

February 2015

1.0 INTRODUCTION

The National Environmental Policy Act (NEPA) of 1969 (Public Law 91-190; 42 U.S.C 4321 *et seq*) and the Regulations for Implementing the Procedural Provisions of the NEPA (40 CFR §§ 1500-1508) require the federal government to use all practicable means to create and maintain conditions under which man and nature can exist in productive harmony. The NEPA procedures insure that environmental information is available to the public before decisions are made and before actions are taken. Additionally, NEPA requires an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action. This process is referred to as scoping.

The U.S. Army Corps of Engineers, Mississippi Valley Division, New Orleans District (CEMVN) published a Notice of Intent (NOI) to prepare a Draft Supplemental Environmental Impact Statement (EIS) for the Mississippi River, Baton Rouge to the Gulf of Mexico, Mississippi River-Gulf Outlet, Louisiana, New Industrial Canal Lock and Connecting Channels Project, New Orleans, LA (otherwise referred to as the Inner Harbor Navigation Canal (IHNC) Lock Replacement Project) in the *Federal Register* (volume 80, number 19, pp 4911-12) on Thursday, January 29, 2015. This will be the second supplemental EIS prepared for this project.

A public scoping meeting was held on Wednesday, February 4, 2015 at the Dr. Martin Luther King Jr. Charter School for Science and Technology in New Orleans, Louisiana. NEPA scoping meeting announcements were advertised in the Times Picayune and New Orleans Advocate several days prior to the meeting. A mailing list was compiled utilizing an internal CEMVN mailing database and individual letters were mailed to Federal, State and local agencies, Parish and City Council members and other interested parties and stakeholders. A total of 62 individuals signed the attendance records positioned at the main entrance of the meeting hall. These included, but were not limited to, private citizens, industry stakeholders and non-governmental organization representatives.

2.0 STUDY BACKGROUND AND AUTHORITY

The existing Inner Harbor Navigation Canal (IHNC) Lock, located in Orleans Parish, Louisiana, connects the Mississippi River to Lake Pontchartrain, the Gulf Intracoastal Waterway (GIWW), and the remaining authorized six miles of the Mississippi River – Gulf Outlet (MR-GO) between the Industrial Canal and the Michoud Slip. The IHNC lock, located between the St. Claude and Claiborne Avenue (Judge Seeber) Bridges in New Orleans, was commissioned and constructed by non-federal interests in 1923 to allow vessel traffic from the Mississippi River to Lake

Pontchartrain and to permit industrial development away from the river. The federal government purchased the existing lock at a later date.

The project was authorized by an act of Congress entitled "AN ACT to authorize construction of the Mississippi River-Gulf outlet [sic]", approved on March 29, 1956, as Chapter 112 of Public Law 455, of the 84th Congress as an amendment to the existing Mississippi River, Baton Rouge to the Gulf of Mexico to provide for the construction of the Mississippi River-Gulf Outlet substantially in accordance with the report and recommendation of the Chief of Engineers in House Document No. 245 of the 82nd Congress. The 1956 authorization was later amended by Section 844 of the Water Resources Development Act of 1986, Pub. L. 99-662, and Section 326 of the Water Resources Development Act of 1996, Pub. L. 104-303.

The original EIS and project evaluation report was finalized in March 1998. A Record of Decision was signed on December 18, 1998, selecting a construction method and location for a replacement lock north of the Claiborne Avenue Bridge, replacement of the St. Claude Avenue Bridge, modification of the Claiborne Avenue Bridge, extension of the Mississippi River flood protection levees and floodwalls, a community impact mitigation plan, and a fish and wildlife mitigation plan.

In 2003, the Corps' decision to construct a new lock was challenged in United States District Court, Eastern District of Louisiana (Case No. 2:03-cv-00370). In October 2006, the Court enjoined the Corps from continuing with the Project until additional compliance with the NEPA was completed.

In accordance with the provisions of Section 7013 of the Water Resources Development Act of 2007, Pub. L. 110-114, that portion of the MR-GO from Mile 60 on the southern bank of the Gulf Intracoastal Waterway to the Gulf of Mexico was deauthorized effective upon the June 5, 2008 submittal by the Assistant Secretary of the Army (Civil Works) to Congress of the Report of the Chief of Engineers dated January 29, 2008 recommending partial deauthorization of the MR-GO. In July 2009, in accordance with the 2008 MR-GO Chief's Report, the Corps completed construction of a rock closure structure on the MR-GO at Bayou LaLoutre.

In 2007, the Corps initiated preparation of a Supplemental Environmental Impact Statement (SEIS) to address changes in the existing conditions after Hurricane Katrina, further analyze anticipated impacts associated with construction of the new lock and determine if any significant changes to the previously-recommended plan were necessary. The final SEIS considered three deep-draft lock alternatives and the no-action alternative (i.e., continued operation and maintenance of the existing lock), two dredging alternatives for the excavation that would be necessary for the construction of a new deep-draft lock, and three disposal alternatives for the dredged sediment. On May 20, 2009, a Record of Decision was signed, recommending the float-in-place plan for construction of the lock, the hydraulic dredging method for excavation of sediment from the canal, and a dredged material disposal plan that included three locations for disposal of excavated sediments.

In 2010, the Corps' decision to construct a new lock was again challenged in United States District Court, Eastern District of Louisiana in a case that was subsequently consolidated with

the 2003 case. On September 9, 2011, the Court found that the 2009 SEIS failed to sufficiently consider the impact of the closure of the MR-GO to deep-draft traffic and the effect of that closure on the depth of the new lock and potentially how that depth may affect dredging and disposal alternatives for the Project.

3.0 STUDY PURPOSE AND NEED

The purpose of this study is to address the feasibility of improving navigation efficiencies for traffic travelling on the Gulf Intracoastal Waterway and the Mississippi River via the Inner Harbor Navigation Canal lock. A general reevaluation study of the lock replacement is required due to changes in the scope of the project which require reanalysis of the recommended plan. The scope changes include changes in existing conditions, including navigation traffic; methodology; commodity movements; and transportation costs.

4.0 STUDY AREA

The study area is located in Orleans, St. Bernard and Plaquemines Parishes in southeastern Louisiana. The area is generally bounded by Lake Pontchartrain on the north, the Mississippi River on the south and west, and Lake Borgne, Breton Sound and the Gulf of Mexico on the east and south. The area includes parts of the cities and communities of New Orleans, Chalmette, and Pointe a la Hache, Louisiana. Areas potentially affected by changes in vessel traffic include the navigation channels and related land areas in the study area, and the Gulf Intracoastal Waterway and the Mississippi River.

5.0 PROJECT GOALS/OBJECTIVES

The project goal is to identify a recommended plan to replace the existing Inner Harbor Navigation Canal lock with a new lock. The results of this general reevaluation study may affirm the previous 1997 and 2009 plan(s); reformulate and modify it, as appropriate; or find that no plan is currently justified.

The following objectives are those that were established in the 1997 Evaluation Report that are relevant to this study. They were developed in response to the problems, needs, and opportunities identified by public and private interests. The 1997 objective that related to serving deep draft traffic is no longer relevant due to closure of the Mississippi River Gulf Outlet (MR-GO) in 2009 with the MR-GO Closure Structure.

- To select a plan that reduces delays to navigation between the Mississippi River and waterways to the east of the Mississippi River.
- To select a plan to avoid and minimize relocations and other impacts on local residents and businesses to the maximum extent practicable.
- To select a plan to avoid and minimize environmental impacts to the maximum extent practicable; and
- To design and recommend appropriate mitigation features for unavoidable impacts on local residents, cultural resources, and environmental resources.

6.0 SCOPING MEETING

On January 22, 2015, a scoping meeting public notice fact sheet was mailed to approximately 145 individual mailing addresses compiled from an internal CEMVN mailing database. These individual addresses were comprised of various Federal, State and local agencies and officials, Parish and city government representatives, non-governmental organizations, and individual stakeholders and members of the public. The fact sheet provided an overview of the meeting purpose, date, address and time as well as sufficient project background, study alternatives, the purpose and need and issues/resources to be addressed. Two questions were also provided as a means of focusing the public's concerns:

- *Question #1: What are the most important issues, resources, and impacts that should be considered in the SEIS?*
- *Question #2: Are there any other alternatives or modifications to the tentative alternatives that should be considered in the SEIS?*

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In addition to the individual letters, four separate scoping meeting publications were run in two local newspapers on the following dates:

- *Wednesday, January 28, 2015* – Times Picayune
- *Wednesday, January 28, 2015* – New Orleans Advocate
- *Sunday, February 1, 2015* – Times Picayune
- *Sunday, February 1, 2015* – New Orleans Advocate

The January 29, 2015 Notice of Intent (volume 80, number 19, pp 4911-12), identified the NEPA public scoping meeting date, location, time and meeting format. The scoping meeting was held on Wednesday, February 4, 2015 at the Dr. Martin Luther King Jr. Charter School for Science and Technology, 1617 Caffin Avenue, New Orleans, Louisiana, 70117. The scoping meeting began at 6:00 p.m. with an Open House wherein the public was invited to visit a series of poster stations staffed by the project delivery team members and subject matter experts. The posters on display covered the following topics:

- *Project Study Area Map* – map depicting the southeast region of Louisiana showing various proposed alternative lock sites.
- *Site Specific Map* – map showing the Inner Harbor Navigation Canal, existing lock, and surrounding communities.
- *Cargo Volume Transportation Comparison* – comparison of three modes of cargo transportation and their respective capacities.
- *Gulf Intracoastal Waterway Map* – map depicting the inland navigation route for the Gulf Intracoastal Waterway.
- *Alternate Inland Navigation Waterway Transportation Map* – map showing a 14-day alternative inland navigation waterway route along the Mississippi River and Tennessee Tombigbee waterway.

Following the open house, a brief presentation was made to the attendees by the Environmental manager. This presentation provided an overview of the NEPA process, discussed the historical

background of the existing IHNC Lock, highlighted the prior 1997 and 2009 environmental studies, and provided the context for the current study and project scoping meeting. Meeting attendees were informed that all comments and questions received during the meeting and those postmarked before February 18, 2015 would be included in the project scoping report.

After the presentation, the facilitator initiated the public comment period of the meeting. Individuals were invited to present their verbal and/or written scoping comments to be recorded without interruption. This part of the meeting continued until no further scoping comments were offered. In total, 62 individuals signed the attendance records positioned at the main entrance of the meeting hall. As the meeting concluded, all attendees were reminded to pick up postage-paid comment cards if they wished to submit additional comments at a later date.

7.0 SCOPING COMMENTS

This NEPA Scoping Report presents and summarizes the scoping comments expressed at the public scoping meetings, as well as all other scoping comments received during the scoping comment period beginning January 29, 2015, and ending February 18, 2015. This information will be considered both during the study process and in preparation of the draft Supplemental EIS. Each scoping comment was reviewed for content and categorized by where in the draft Supplemental EIS individual comments would likely be addressed. A transcript of comments made at the scoping meeting was prepared by a certified court reporter and is presented in Appendix A.

A combined total of 149 comments were recorded from scoping meeting participants and comments submitted during the scoping comment period (Table 1). Table 1 identifies the source of the comment and the section of the draft Supplemental EIS where comments are likely to be addressed. A scoping comment may be addressed in more than one section of the draft Supplemental EIS if such consideration is required to appropriately address the ramifications of the comment. Draft Supplemental EIS subject matter headings include: purpose and need for action (PN); alternatives, including the proposed action (Alt); affected environment (AE); environmental consequences (EC); and consultation and coordination (CC) with the Federal, state and other agencies. Compliance with regulations (Federal, state, and local environmental laws and regulations) is included in the latter category. Compliance with major environmental laws and regulations such as the Endangered Species Act of 1973, the Coastal Zone Management Act of 1972, and the Fish and Wildlife Coordination Act will be addressed in specific sections of the draft Supplemental EIS (especially in the Environmental Consequences section).

Table 1. Inner Harbor Navigation Canal Lock Replacement Project – Summary of Scoping Comments

Table 1. This table categorizes scoping comments by EIS subject matter, which is where an individual comment would likely be addressed in the draft Supplemental EIS. EIS categories include: PN = Purpose and Need; ALT = Alternatives; AE = Affected Environment; EC = Environmental Consequences; CC = Consultation, Coordination, and Compliance with Regulations (Federal, state, and local environmental laws and regulations). An individual scoping comment may be categorized under more than one EIS subject matter heading. A transcript of oral scoping comments from the NEPA public scoping meeting is provided in Appendix A. Copies of all written comments are provided in Appendix B. NOTE: Court reports of scoping meeting oral comments were not modified and public comments may have grammatical or spelling errors.

Draft Supplemental EIS section where comment addressed						**NEPA SCOPING COMMENTS**
#	**PN**	**ALT**	**AE**	**EC**	**CC**	
						The American Waterway Operators, Letter dated February 18, 2015.
1	**X**	**X**		**X**		*Comment 1: The Inner Harbor Navigation Canal Lock is a critical component of the Gulf Intracoastal Waterway and our nation's inland waterways system. Its continued safe and reliable operation is needed to allow commerce to flow through the GIWW. The nation's economy depends on the replacement of this antiquated lock with a modern shallow draft structure.*
	X			**X**		*Comment 2: The IHNC Lock provides the most efficient means to move from the Western Rivers and the western section of the GIWW. The only other marine option requires an additional 17 days transit, adding significant costs to moving goods.*
				X		*Comment 3: Closing the IHNC Lock would also cause severe environmental impacts. One tank barge carries the same amount of cargo as 144 trucks. Given the number of refineries and the extensive petrochemical infrastructure along the GIWW, inhibiting navigation on the GIWW would exponentially increase highway traffic and emissions in Louisiana and along the Gulf Coast.*
		X		**X**		*Comment 4: Replacing the current IHNC lock with a new shallow draft structure would benefit all stakeholders. A properly-sized lock would enable fewer trips through the structure, reducing maintenance costs to the nation. In addition, fewer trips would reduce traffic from bridge openings and the number of barges waiting in queue near the lock.*
						Citizens Against Widening the Industrial Canal (CAWIC), Electronic Mail Attachment dated February 6, 2015.
2			**X**	**X**		*Comment 1: The Corps has not considered real risks and adverse impacts but has offered "mitigation" payments instead (token side payments) because real compensation would greatly add to cost to the project*

						and make it infeasible. Environmental justice issues for the project in a largely minority community have been just as largely ignored.
	X					*Comment 2: There is little economic justification for the project (Stearns, 2008). It will not pay for itself.*
	X		**X**			*Comment 3: The Corps now (2015) asks to proceed by merely updating the highly controversial 9-volume EIS of 1997 by a "Supplemental EIS." However, since ecosystem conditions have changed profoundly since 1997, and because of the deficiencies of that report, a much more extensive, basic evaluation would be much more appropriate and should be required for the lock project. Not just a supplement. It would be very difficult for the public to cover all that ground again. A brand new look would seem much more efficient.*
Citizens Against Widening the Industrial Canal (CAWIC), Electronic Mail Attachment dated February 6, 2015.						
		X	**X**	**X**	**X**	*Comment 4: A new analysis should include realistic risk and impact assessment, cost and benefit analyses, consideration of alternative solutions, coastal restoration needs, climate change, protection of environmental and historic resources, and fairness to minority communities.*
			X	**X**		*Comment 5: Safety of larger barge tows on the river and along the Intracoastal (GIWW) is a growing concern, especially for areas of high population.*
			X	**X**	**X**	*Comment 6: Residents of Lower 9 have little interest in a new lock. or expanded redesigned channel, especially considering previous losses and the hazards. They would rather the canal be filled in than bring more hardship and difficulties. Among such are toxic sediments, barge dangers, years of elevated noise, dust, and houses shaking, and compromised infrastructure.*
		X	**X**	**X**		*Comment 7: They don't want the bigger tows, longer bridge waits, construction traffic, compromised roadways, levees messed with and pushed out of shape and flood-walled instead, oak trees gone, high generic new bridge, years of depressed property values, Mississippi River levels all the way in past N Claiborne.*
		X	**X**	**X**		*Comment 8: They don't want the insult, the taking for granted, the arrogance, the lies, the bad science and rigged plans, the lack of genuine community engagement and partnership. The lock project from Lower Nine is a very bad proposition, with no upside and no respect. Residents of Lower Nine and New Orleans would like to have confidence in the Corps and work with the Corps on so much, as fellow Americans, but not a new lock here.*
John Koeferl, Citizens Against Widening the Industrial Canal (CAWIC), Electronic Mail dated February 18, 2015.						
3			**X**	**X**		*Comment 1: This is to inform you that we do not consider it prudent or appropriate to do a Supplemental Environmental Impact Statement for the Inner Harbor Navigation Canal Lock project. The original EIS was*

						done too long ago. Many factors have changed significantly for this channel and its human and natural environment since, markedly from Katrina and the closure of MR-GO.
	X	**X**	**X**	**X**	**X**	*Comment 2: The Port of New Orleans was the local sponsor for the IHNC lock that was repeatedly defined as a function of MR-GO, and as deep draft. The Port was the major influence in the siting of the new lock in the IHNC for its own proprietary and somewhat arbitrary purposes. The other major site, favored by the Corps at Violet, was rejected by the Port, as well as by citizens there who did not want the deep lock because of the encroaching MR-GO salt water intrusion damages to the wetlands. Who could blame them? To fulfill requirements for a formal process the site "selection" was staged to eliminate all but IHNC. This was not an objective or equitable process. At that time environmental justice did not include urban and minority considerations, but NEPA does now and we want this protection.*
John Koeferl, Citizens Against Widening the Industrial Canal (CAWIC), Electronic Mail dated February 18, 2015.						
		X	**X**	**X**		*Comment 3: There were also the issues of cost benefit related to volumes and projections for barge traffic, and omission of the substantial offsetting costs and damages to historic and minority neighborhoods due to the loss of the existing lock and other impacts and risks far beyond mitigation assumptions.*
			X	**X**		*Comment 4: We recognize that there is a strong impetus in the Corps itself, especially among operations personnel, and barge operators, to drill on through to a new lock in the IHNC. This is understandable. They have waited a long time. Yet there are other considerations with the IHNC site that affect the lives and livelihoods and health of many, many people who live in the neighborhoods surrounding the canal. These considerations do not come up for other sites, and they are real.*
			X	**X**	**X**	*Comment 5: A new SEIS based on the EIS of 1997 will not do justice or be objective. A sound basis for lock selection would have to venture back to decisions of the 1970's. Some Records of Decision have engineered into truth some things that should not have been and we have all paid a price for this. The Corps has broad powers but broad responsibility. For this reason it seems prudent to involve in this decision about a lock the broadest coalition of experts in every field and well as the public. This is a complex undertaking that seems to demand more than ordinary collaboration.*
		X				*Comment 6: We do not, and cannot, support a new lock in the IHNC. For us the only option is "No Project." We do, of course, support refurbishing of the existing lock. consistent with its original design.*
		X	**X**	**X**		*Comment 7: It is extremely important for our downriver New Orleans neighborhoods that the existing lock and bridge be retained. We know they are of national maritime and engineering significance and recommended not to be disturbed if a new lock is needed. The study said to keep it for posterity. We certainly do not want it dynamited, and our houses shaken apart as an alternative. There are many problems associated with life here because of the existing lock and bridge but we have learned to tolerate these hardships, to live*

						with the lock. We would see the channel closed before a new lock here with more hardship and disruption. The potent issues of toxicity in the channel are never far from our minds, that tell us these are better undisturbed.
		X	**X**	**X**		*Comment 8: After refurbishing the IHNC lock, the building of a second lock on the east side of the River to serve the GIWW would offer economic choices and marginal advantages for operators and for tows of larger size and different agendas. It would cut the wait time. It would spread things out for barge and river safety and efficiency. It would allow bigger and more hazardous cargoes hold suitable distances from each other and from populated areas, increase overall capacity, and ease risk in maneuvers to and from congested parts of the River. A second lock would seem an invaluable resource that could double the pathways and triple the options.*
						John Koeferl, Citizens Against Widening the Industrial Canal (CAWIC), Electronic Mail dated February 18, 2015.
		X	**X**	**X**		*Comment 9: The siting of an alternative shallow draft lock would have environmental and community concerns as well as potential advantages wherever considered. One option---given community assent--- would be a river diversion incorporated into a new shallow draft lock design for the Violet Canal, not far from other channels and close to wetlands needing fresh water. Bridges could be built first with little disruption. This could get Inland Waterway User funding, MR-GO Ecosystem Restoration Tier 3 funds, and maybe even state funding.*
		X	**X**	**X**		*Comment 10: It would help to recognize that much of the solution has been greatly aggravated over the last forty years by the deep draft push, and wetland collapse with widespread flooding and loss. There is climate change now too. But in the search for a new shallow draft lock (no more deep ones please) we feel the Corps must look for broader options and alternatives than this present SEIS scoping limits suggest.*
						Dorothy Duval (Dottie Nelson), Electronic Mail dated February 18, 2015.
4		**X**				*Comment 1: Because of the closure of the MR-GO after Hurricane Katrina, vessels requiring a depth of 36 feet were denied access to the wharves east of the present lock. I am writing to urge the deepening of the lock in order to allow deep draft vessels to operate in the IHNC and GIWW.*
			X	**X**		*Comment 2: To not exploit our existing, unique, and ever-more-protected wharf facilities and to not enable their fuller usage by deep draft vessels seems a poorly timed and short-sighted decision. It would be a detriment to our city's and port's abilities to exercise competitive advantage in shipping at a time when the Panama Canal Expansion, for example, will offer more opportunities to the northern Gulf Coast.*
	X					*Comment 3: I understand that the project has a local cost-share requirement. It is my understanding that by a 1914 act of the Louisiana Legislature, the Port of New Orleans and the Orleans Levee Board were authorized to issue bonds to build the canal and the lock. The people of this state and region have thus not only already invested private equity in the development and operation of this system, it is they who provided the*

						infrastructure of the IHNC via the bonds. Surely the history of investment of this community in this structure should be cited to support the argument that the local cost-share requirement has been met.
		X				*Comment 4: I urge you to reconsider the appropriate lock dimensions during this Supplemental EIS phase.*
						Mark Stoppel & Mark Czarnecki, AEP River Operations, Electronic Mail dated February 9, 2015.
						Jim Stark, Gulf Intracoastal Canal Association, Letter dated February 9, 2015.
5		**X**				*Comment 1: A shallow draft replacement IHNC lock structure is extremely important to GICA members. The present lock is a critical component of the GIWW and of our nation's inland waterways system. Its continued safe and reliable operation is needed to allow commerce to flow east and west along the GIWW.*
		X				*Comment 2: A modern replacement lock structure is needed to ensure that reliability. Replacing the present structure with a larger and modern lock design will improve the economics and safety of barge transport through the industrial canal by reducing delays and tripping. And, of course, modern machinery will make it more reliable.*
			X	**X**		*Comment 3: Impacts of delays due to unanticipated lock closures (and for extended repairs or maintenance). Consider that recent closure of the Algiers Lock for 112 days resulted in costs to industry of $146 million. Similar closures cause significant delays as eastbound mariners must reroute up Mississippi and Ohio Rivers and down the Tennessee and Tennessee Tombigbee Waterway to reach terminals in Mississippi, Alabama and Florida. This detour can add 14-17 days to a typical voyage.*
			X	**X**		*Comment 4: A recent peer-reviewed National Waterways Foundation Study, conducted by the University of Kentucky and the University of Tennessee, concluded that the national impacts of long term closure of the GIWW are actually greater than similar closures of the Mississippi River, Ohio and Pacific Northwest routes. In its critical location, failure of the outdated, undersized IHNC lock could easily close a major portion of the GIWW for extended periods of time.*
			X	**X**		*Comment 5: Secondary efficiency, environmental and safety impacts of long term closures should be considered. Truck traffic could be expected to increase on roads in New Orleans and the I-10 corridor as shippers look for alternative means to get their products to users. Consider that it takes 144 tanker trucks to carry the same amount of oil as one typical barrel tank barge that operates routinely on this route. In a single year, thousands of tank barges transit the IHNC Lock and GIWW. More trucks on the road equal more pollution and an increase in potential accidental spills of products.*
			X	**X**		*Comment 6: Routine, daily delays due to waiting on turn in locking queues are expensive. These costs to shippers, tow operators, and their customers are simply passed on to consumers. A larger lock will eliminate much of the wait as a typical six-pack tow could lock through without time consuming and expensive tripping.*

						An additional benefit of fewer trippings will be a measurable reduction of bridge openings, noise, and disruptions associated with tows waiting to lock. This should result in a positive change for the immediate IHNC neighborhood.
						Mark Stoppel & Mark Czarnecki, AEP River Operations, Electronic Mail dated February 9, 2015.
						Jim Stark, Gulf Intracoastal Canal Association, Letter dated February 9, 2015.
		X	**X**	**X**		*Comment 7: A larger, modern lock will be safer for the mariners who routinely transit this area and, ultimately, for neighborhood residents. The margin for error when pushing tons of cargo in 200 or 300 foot long barges is greatly increased when the width and length of the lock chamber is expanded to the recommended 110 feet wide and 1200 feet long. Additionally, costs to the USACE and mariners for repairing damaged pilings, fenderworks and gates would decrease.*
		X				*Comment 8: Specific sizing of the shallow draft replacement lock must be carefully considered. Presently, GIWW shallow draft lock depths range from 12-15 feet. Logically, capital construction costs, operations and maintenance costs and environmental and social impacts would be expected to be less for a 12-15 foot deep lock than those of a deeper draft lock of 22 to 36 feet (as contemplated in the 2008 SEIS).*
		X				*Comment 9: It appears that several of the alternative locations for relocating the IHNC Lock are no longer feasible due to the closure of the MR-GO. Those should be eliminated from further time, and resource, consuming review.*
						Jim Stark, Gulf Intracoastal Canal Association, Electronic Mail dated February 18, 2015.
6		**X**	**X**			*Comment 1: One area which I did not address is the flood control aspects of a new lock. I assume a replacement lock structure (including monoliths, gates and associated levees) will have to meet post-Katrina standards for surge and overtopping. If so, it would seem to us that this is an additional benefit, accruing to the surrounding neighborhoods and the SELFPA-E area of responsibility, that should be considered in any B/C ratio calculations.*
		X	**X**	**X**		*Question 1: It would also appear that the lock and levees would be part of the HSDRRS system. Would the state then be responsible for cost sharing as non-federal sponsor for the flood control features of the lock?*
						Karl C. Gonales, Greater New Orleans Barge Fleeting Association, Inc., Letter dated February 11, 2015.
7		**X**	**X**	**X**		*Comment 1: Of notable importance, since the closure of the Mississippi River Gulf Outlet (MR-GO) canal, shallow draft mariners have only one dependable inland route {the GIWW) that links industries from the Lower Mississippi River and its tributaries to those located east of the IHNC Lock structure. A modern replacement lock is imperative to ensure a safe and reliable structure to facilitate the normal flow of*

						commerce throughout America. Of note, with the passage of HR 3080 and WRDA of 2014, further indicates that Congress recognizes the immediate need for improvement in our nation's infrastructure.
						Karl C. Gonales, Greater New Orleans Barge Fleeting Association, Inc., Letter dated February 11, 2015.
		X				*Comment 2: By replacing the outdated structure with a larger and modern lock design will improve the economics and SAFETY of marine traffic thru this particular area, and at the same time, modern machinery will make it more reliable.*
		X				*Comment 3: A larger, modern lock will be safer for the mariners who routinely transit this area, and ultimately, for neighborhood residents.*
		X				*Comment 4: Specific sizing of the shallow draft replacement lock must be carefully considered. Presently, GIWW shallow draft lock depths range from 12-15 feet. A shallower draft structure will be much cheaper to construct and maintain.*
			X	**X**		*Comment 5: On a daily basis, delays due to waiting on turn in locking queues are very expensive. These costs to shippers, tow operators, and their customers are passed on to consumers. A larger lock structure will eliminate much of the wait as a typical tow could lock through without time consuming and expensive tripping.*
			X	**X**		*Comment 6: Secondary efficiency, environmental and safety impacts of long term closures should be considered.*
			X	**X**		*Comment 7: A recent study by the University of Kentucky and the University of Tennessee, concluded that the national impacts of a long term closure of the GIWW are actually greater than similar closures of the Mississippi River, Ohio and Pacific Northwest routes. In its critical location, failure of the outdated, undersized IHNC Lock could easily close a major portion of the GIWW for extended periods of time.*
			X	**X**		*Comment 8: Delays due to unanticipated lock closures (for extended repairs and/or maintenance). Consider that a recent unscheduled closure of the Algiers Locks {New Orleans) for 112 days resulted in costs to the maritime industry and their customers approximately $146 million. Similar closures will cause significant delays as eastbound mariners must reroute via the Mississippi and Ohio Rivers and down the Tennessee and Tennessee Tombigbee Waterways to reach facilities in Mississippi, Alabama and Florida. A detour of this nature will add 15-18 days to complete a normal voyage.*
						Matt Rota, Gulf Restoration Network, Letter dated February 18, 2015.
8			**X**	**X**		*Comment 1: The GRN is deeply concerned about the potential environmental impacts associated with the construction of a replacement lock in the Inner Harbor Navigation Canal (IHNC).*

						Matt Rota, Gulf Restoration Network, Letter dated February 18, 2015.
	X					*Comment 2: The original Environmental Impact Statement (EIS) and project evaluation report were completed in March 1998. The first SEIS was completed in May of 2009. The Corps now proposes to complete a second SEIS. However, the lapse of time and significant changes to the surrounding neighborhoods and economy of the City caused by Hurricanes Katrina and Rita and the "recovery" from those storms have so changed the underpinnings of the original EIS as to require initiation of a new EIS, rather than supplementation of the existing EIS. Supplementing for a second time a 16 year old EIS is not appropriate.*
	X	**X**				*Comment 3: Further, it is our understanding that the local sponsor for deep draft navigation has pulled out of this project. Now that it will only be feasibly examined for shallow draft, a new EIS process would certainly be appropriate*
	X	**X**	**X**	**X**	**X**	*Comment 4:* ***The Need For and Justified Scope of the Project:*** *A) A full analysis of alternatives including, but not limited to, opportunities for lock improvement, rather than replacement, replacement without expansion of the lock, and a shallow draft lock. B) An updated cost-benefit analysis for the project, that including but not limited to: current vessel traffic through the lock; costs associated with additional testing of dredge sites needed to accurately determine levels of contaminants at those sites; current delays, if any, experienced by barges traveling through the lock predicted future use of the lock, particularly in light of de-authorization and closure of the Mississippi River Gulf Outlet as a navigation channel; costs associated with disposal of acutely toxic sediments dredged from the canal in a Type 1 disposal facility; and costs to the community, see below.*
			X	**X**		*Comment 5:* ***Community Impacts:*** *A) The effect of construction of the replacement lock, expected to last several years, on ongoing redevelopment of the Upper and Lower Ninth Ward adjacent to the canal; B) The effect of construction activities on the structural integrity of building in the historic Holy Cross Neighborhood, particularly in light of the impacts of Hurricane Katrina and Rita on those structures; C) The effect of construction on storm evacuation of the residents of Lower Ninth Ward and Chalmette, including but not limited to closure of a central evacuation route during construction; D) The effect of construction on the ability to timely move vessels in advance of a hurricane needed to allow closure of the new storm surge barrier.*

						Matt Rota, Gulf Restoration Network, Letter dated February 18, 2015.
			X	**X**	**X**	*Comment 6:* ***Environmental Impacts:*** *A) Increased noise associated with construction, as well as operation, on the adjacent community; B) The impact of the proposed dredging and construction on water quality in Lake Pontchartrain, the Mississippi River Gulf Outlet and other water bodies in the vicinity of the IHNC; C) Potential increases in air pollution (i.e. dust and particulate matter) from construction and operation; D) Impact on wetlands, including impacts associated with both the construction of the canal and construction of an appropriate confined sediment disposal facility. E) The impact of projected wetlands loss on storm surge attenuation in adjacent areas; F) The impacts of projected wetlands loss associated with construction of the lock on wetlands restoration projects contemplated by Coastal Wetland Planning and Restoration Authority, MR-GO Ecosystem Restoration Projects or Louisiana's Comprehensive Master Plan for a Sustainable Coast; and G) The indirect, cumulative and secondary impacts of replacement of the IHNC, including but not limited to increased industrial development in the vicinity of the canal.*
		X				*Comment 7:* ***Additional Alternatives:*** *A) While alternatives were not presented in any detail at the preliminary meeting, the following alternatives should be looked at. GRN does not necessarily endorse any of these alternatives, but suggests further research in these areas: a. Feasibility of building a new Claiborne Ave. bridge, and converting the existing bridge into a pedestrian/bike bridge; b. Retrofitting existing lock instead of a new lock; and c. Keeping the existing lock, in addition to building a new shallow draft lock to increase redundancy in case one lock needs repairs.*
						Michael J. Toohey, Waterways Council, Inc., Letter dated February 17, 2015.
9		**X**				*Comment 1: A modern replacement lock structure is needed to ensure that reliability. Replacing the present lock structure with a larger, modern lock will improve the economics and safety of barge transportation through the industrial canal by reducing delays and tripping.*
			X	**X**		*Comment 2: The economic impacts of delays due to unanticipated lock closures (and for extended repairs or maintenance) are harsh. Consider that the recent closure of the Algiers Lock for 112 days resulted in costs to industry of $146 million that are ultimately passed onto consumers who pay higher costs for goods they depend on. Similar closures cause significant delays as eastbound mariners must reroute to the Mississippi and Ohio Rivers and down the Tennessee and Tennessee Tombigbee Waterway to reach terminals in Mississippi, Alabama and Florida. This detour can add 14-17 days to a typical voyage.*
						Michael J. Toohey, Waterways Council, Inc., Letter dated February 17, 2015.
			X	**X**		*Comment 3: A recent peer-reviewed National Waterways Foundation study, conducted by the University of Kentucky and the University of Tennessee, concluded that the national impacts of long-term closure of the GIWW are actually greater than similar closures of the Mississippi River, Ohio and Pacific Northwest routes.*

						In its critical location, failure of the outdated, undersized IHNC lock could easily close a major portion of the GIWW for extended periods of time.
			X	**X**		*Comment 4: Secondary efficiency, environmental and safety impacts of long-term closures should be considered. Truck traffic could be expected to increase on roads in New Orleans and the I-10 corridor as shippers look for alternative means to get their products to users. Consider that it takes 144 tanker trucks to carry the same amount of oil as one typical barrel tank barge that operates routinely on this route. In a single year, thousands of tank barges transit the IHNC Lock and GIWW. More trucks on the road equal more pollution and an increase in potential accidental spills of products.*
			X	**X**		*Comment 5: Routine, daily delays due to waiting in locking queues are expensive. These costs to shippers, tow operators, and their customers are simply passed on to consumers. A larger lock will eliminate much of the wait as a typical six-pack tow could lock through without time consuming and expensive tripping. An additional benefit of fewer trippings will be a measurable reduction of bridge openings, noise, and disruptions associated with tows waiting to lock. This should result in a positive change for the immediate IHNC neighborhood.*
		X				*Comment 6: A larger, modern lock will be safer for the mariners who routinely transit this area and, ultimately, for neighborhood residents. The margin for error when pushing tons of cargo in 200 or 300 foot long barges is greatly increased when the width and length of the lock chamber is expanded to the recommended 110-feet wide and 1200-feet long. Additionally, costs to the USACE and mariners for repairing damaged pilings, fenderworks and gates would decrease.*
		X				*Comment 7: Specific sizing of the shallow draft replacement lock must be carefully considered. Presently, GIWW shallow draft lock depths range from 12-15 feet. Logically, capital construction costs, operations and maintenance costs and environmental and social impacts would be expected to be less for a 12-15 foot deep lock than those of a deeper draft lock of 22 to 36 feet (as contemplated in the 2008 SEIS).*
		X				*Comment 8: It appears that several of the alternative locations for relocating the IHNC lock are no longer feasible due to the closure of the MR-GO. Those should be eliminated from further review.*
						Walter Gallas, Public Scoping Meeting, Comment Card dated February 5, 2015.
10		**X**				*Comment/Question 1: USACE really needs to look at the cost of repairing/replacing elements of the lock – the 90 day closure we were told about – what the life of that maintenance is – compared to the much more expensive cost of the proposed lock replacement. Why not keep what you have and maintain it? We don't see the benefits of this project compared to the vast needs elsewhere.*
						Vanessa Gueringer, Public Scoping Meeting, Comment Card.

11		**X**	**X**	**X**		*Comment/Question 1: Will the residents of St. Bernard Parish be displaced if lock replacement is done there? They have recovered, lower nine hasn't.*
			X	**X**		*Question 2: What sort of negative impact would this project have on this community?*
						Darrell P. Wagner, Public Scoping Meeting, Comment Card.
12			**X**	**X**	**X**	*Comment/Question 1: Back in 1985 USACE started this project while digging they found bad contamination in the ground then stopped. Katrina caused the same. Where did it all go, did all the toxic left?*
						Mary "Patsy" Story, Public Scoping Meeting, Comment Card.
13			**X**	**X**	**X**	*Comment 1: Dredging will dredge up toxins that will travel to Lake Pontchartrain which has been healed. Some of the toxins previously found in small amounts are detrimental to plant and animal life.*
	X					*Comment 2: No! No! No! Purpose and Need – I live 2 houses from the canal since 1978. Rarely have I seen backed up water traffic except for things like blessing of fleet ships. No Need!*
		X				*Comment 3: No Deep Draft – to dangerous if [unreadable text].*
			X	**X**		*Comment 4: Mitigation plan was a joke. Too much [unreadable text] parking lots for work vehicles, etc. Better streets and lighting (that should come from city not mitigation funds).*
	X		**X**	**X**		*Comment 5: This community does not deserve to be displaced again by anything, esp. an unneeded project.*
						M. Doyle Johnston, Public Scoping Meeting, Comment Card.
14		**X**	**X**	**X**		*Question 1: Are you still going to have mitigation?*
					X	*Question 2: Who will we contact if we have problems with our properties?*
		X	**X**	**X**		*Question 3: Is the community base mitigation still be in place?*
						Charles W. Nelson, Waldemar S. Nelson and Company, Inc., Letter dated February 18, 2015.
15		**X**				*Comment 1: I urge your team to closely evaluate the design dimensions of the IHNC replacement lock. I urge you to place greater emphasis on the selection of dimensions suitable for deep draft vessels which are now blocked from existing and future wharf facilities in the IHNC and GIWW.*

			X			*Comment 2: Upon closure of the MR-GO post-Katrina, public and private wharves east of the present lock were negatively impacted: by that closure, vessels capable of navigating the MR-GO previously were prevented from accessing the available 36 foot depths in the eastern waterways.*
			X	**X**		*Comment 3: Landowners and taxpayers have provided hundreds of millions of dollars in waterfront infrastructure over the 92 years the IHNC has been in operation. To limit their future use of existing facilities and of those to be built in the next 100 years would be a serious injury to their interests.*
		X				*Comment 4: I understand the Port of New Orleans has removed itself as local sponsor due to the cost of cost-sharing for the incremental depth of the sill. But if the argument can be made that the original construction has already been paid for by local interests, then perhaps the Port, as local sponsor, can be seen to already have met its obligation to satisfy the cost-share requirement for the deeper lock.*
		X				*Comment 5: The physical dimensions affected by the lock depth are roughly four miles of the IHNC and seven miles of the GIWW. According to boaters using those sections of the waterways, both waterways have existing mid-channel depths of 36 feet. Facilities line both banks of the IHNC, and facilities could in the future line both banks of the GIWW. Several large industrial facilities have been built on the GIWW, and more have been proposed. Those future projects would make good use of their ability to get larger blue water ships into the protected harbor behind the new hurricane protection system.*
						Charles W. Nelson, Waldemar S. Nelson and Company, Inc., Letter dated February 18, 2015.
		X	**X**	**X**		*Comment 6: The availability of roughly 22 miles of deep water (both banks of 11 miles of waterway) is more than the 2015 deep water real estate controlled by the Port of New Orleans in the main channel of the Mississippi River. This asset is unique in port infrastructure in the entire United States, in that it is protected by the IHNC Surge Barrier, the Chalmette levees, the Seabrook Floodgate, and the enhanced post-Katrina levee system. To not make the best use of this asset for the future would be illogical, and poor public policy at best.*
		X				*Comment 7: In the interest of fairness to the previous investors (taxpayers who retired the bonds and private investors in the 92 years of progress in New Orleans East since completion of the IHNC lock in 1923), the appropriate lock dimensions should be intimately investigated during this Supplemental EIS phase of a much-needed project.*
						Philip K. Bell, Steel Manufacturers Association, Letter dated February 17, 2015.
16			**X**			*Comment 1: SMA is extremely concerned with the deteriorating condition of our nation's inland waterway system. Existing inefficiencies at the lock interrupt the flow of commerce; further deterioration could have a*

						negative impact on the competitive position of domestic steelmakers. As such, we urge the U.S. Army Corps of Engineers to please proceed with this project in a safe, timely manner.
						Bernard Pelletier, SSAB Enterprises, LLC, Letter dated February 17, 2015.
17		**X**				*Comment 1: A modern replacement lock for the IHNC is needed. In its crucial location, failure of the outdated, undersized IHNC lock could close a major portion of the GIWW for extended periods of time. For SSAB, our customers, as well as many other domestic manufacturers, such a closure would cause substantial damage and affect our nation's economic competitiveness. We ask that you consider the severe impact that delays or closures of the IHNC could have on U.S. manufacturers as you scope the Supplemental EIS for this project.*
						Sarah Louise Wood Ham, Wood Resources, LLC, Letter dated February 10, 2015.
18		**X**				*Comment 1: A modern replacement lock structure is needed to ensure that reliability. Replacing the present lock structure with a larger, modern lock will improve the economics and safety of barge transportation through the industrial canal by reducing delays and tripping.*
						Sarah Louise Wood Ham, Wood Resources, LLC, Letter dated February 10, 2015.
			X	**X**		*Comment 2: impacts of delays due to unanticipated lock closures (and for extended repairs or maintenance) are harsh. Consider that the recent closure of the Algiers Lock for 112 days resulted in costs to industry of $146 million. Similar closures cause significant delays as eastbound mariners must reroute to the Mississippi and Ohio Rivers and down the Tennessee and Tennessee Tombigbee Waterway to reach terminals in Mississippi, Alabama and Florida. This detour can add 14-17 days to a typical voyage.*
		X				*Comment 3: A recent peer-reviewed National Waterways Foundation study, conducted by the University of Kentucky and the University of Tennessee, concluded that the national impacts of long-term closure of the GIWW are actually greater than similar closures of the Mississippi River, Ohio and Pacific Northwest routes. In its critical location, failure of the outdated, undersized IHNC lock could easily close a major portion of the GIWW for extended periods of time.*
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			X	**X**		*Comment 5: Routine, daily delays due to waiting in locking queues are expensive. These costs to shippers, tow operators, and their customers are simply passed on to consumers. A larger lock will eliminate much of the wait as a typical six-pack tow could lock through without time consuming and expensive tripping. An additional benefit of fewer trippings will be a measurable reduction of bridge openings, noise, and disruptions associated with tows waiting to lock. This should result in a positive change for the immediate IHNC neighborhood.*
		X				*Comment 6: A larger, modern lock will be safer for the mariners who routinely transit this area and, ultimately, for neighborhood residents. The margin for error when pushing tons of cargo in 200 or 300 foot long barges is greatly increased when the width and length of the lock chamber is expanded to the recommended 110-feet wide and 1200-feet long. Additionally, costs to the USACE and mariners for repairing damaged pilings, fenderworks and gates would decrease.*
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						Sarah Louise Wood Ham, Wood Resources, LLC, Letter dated February 10, 2015.
		X				*Comment 8: It appears that several of the alternative locations for relocating the IHNC lock are no longer feasible due to the closure of the MR-GO. Those should be eliminated from further review.*
						Mr. Chris Pitts, Public Scoping Meeting Oral Comments, February 4, 2015.
19			**X**			*Mr. Chris Pitts: I own a company at 8000 Jourdan Road. My question tonight is: How is this lock closure going to affect our shipping industry on the industrial canal? I'm sure if you've been doing this since the Fifties, and this is the third or fourth one these are done, I'm sure you should have some answers to that.*
			X			*Mr. Chris Pitts: There was another question I had to a gentlemen earlier here today, and he said he was going to try and find out. Maybe you can answer this question. Is there a proposed lock closure for that lock later on this summer?*
			X			*Mr. Chris Pitts: How long is that going to last?*
			X			*Mr. Chris Pitts: Right. I understand. But I think the question I got is: What is my business at the same time going to -- I receive 100,000 tons of material a month, and I ship 100,000 tons of material a month. And that lock is the only way that my business stays alive. We're talking about a $10 million a month business being shut down for three months.*

			X			*Mr. Chris Pitts: I understand. But how come this thing wasn't addressed four years ago when y'all closed the MR-GO, which would have been the only other route other than a 1,020 mile route north in order to get that material out to Corpus. You should have known then that that lock was going to have to be closed at some point and time and that that was the only other route to go.*
			X			*Mr. Chris Pitts: I completely understand. Who's going to fund me for the next 90 days?*
						Mr. Ben Gordom, Public Scoping Meeting Oral Comments, February 4, 2015.
20			**X**	**X**	**X**	*Mr. Ben Gordom: There's a lot of toxins, including heavy metals, that are going to be dredged up. But when the sediment is dredged up, where is it going to be put, the wet sediment itself. And of course it's going to be released into the water and allow these toxic metals to go into Lake Pontchartrain, which we're just to the point now of bringing it back somewhat better environmental quality.*
						Mr. John Koeferl, Public Scoping Meeting Oral Comments, February 4, 2015.
21	**X**	**X**				*Mr. John Koeferl: I know the fact that the Port of New Orleans has been the sponsor for so long of the deep draft lock in the Industrial Canal. Having them gone may be a blessing because it seems to me that we need a second lock. We don't need to depend on one lock. We need another lock somewhere so that we don't have these problems.*
						Mr. Calvin Alexander, Public Scoping Meeting Oral Comments, February 4, 2015.
22		**X**				*Mr. Calvin Alexander: I'm curious about the second map over there from the door. There are a number of red dots on there that seem to indicate an alternate route. But based on what I'm seeing and hearing tonight, there's no intent for an alternate route. It seems to me we're here talking about replacing that lock, period, end of statement.*
						Mr. Teddy Carlisle, Public Scoping Meeting Oral Comments, February 4, 2015.
23		**X**				*Mr. Teddy Carlisle: I'm Teddy Carlisle, towboat captain on a canal barge. I ran the Industrial Canal with New Orleans through and out the canal. Feasible, there's no other spot to run another lock. If you go to Bonnet Carre, that means the towboat is going to cross 24 miles of open water over two bridges with high winds. You're taking the risk with two bridges (inaudible). You go down to Baptiste Collette. You can go all the way across Gulfport Ship Channel. But when the weather gets bad, no traffic is going to move. And Industrial Canal lock is the most feasible place to put the lock whereas commerce can keep on moving.*
						Mr. Matt Rota, Public Scoping Meeting Oral Comments, February 4, 2015.

24	**X**		**X**			*Mr. Matt Rota: The first thing is: As we're saying we're looking at the first EIS that happened in 1998 and then the 2nd Supplemental EIS in 2009. Now, we're looking at another supplemental in 20, whatever, 2017, 2018, when you get around and get to it. Why are you not doing a full Environmental Impact Statement? At this point, supplementals, I don't think, are going to cut it. I think we ought to be doing it starting from scratch, and you're starting from scratch, because if the public has to be going back and looking at something from 1998, what's amended from 2008, then amended again, it's confusing. And I think enough changes have happened between MR-GO closure, between Hurricane Katrina, and a a bunch of other things that enough has changed in 20 years that we should be doing a full Environmental Impact Statement.*
						Mr. Matt Rota, Public Scoping Meeting Oral Comments, February 4, 2015.
			X	**X**	**X**	*Mr. Matt Rota: Another thing that we're really concerned about is the disposal of dredged materials. That's one of the big things throughout this whole process is the contaminated sediments in the water. And before there would be proposed to be discharged in wha the Corps planned to be upwind cipher is actually in the middle of the wetlands. And what are some alternatives that you're looking at, and that particularly toxic chemicals needs to be disposed of in a Type 1 landfill facility. So I ask that that is looked at and wouldn't mind any responses on that.*
	X		**X**			*Mr. Matt Rota: And then another one that particularly comes up is during hurricanes, now that we have the large closure structure, how is that going to be factored in because we will probably be having a lot more barges, and I'm not a barge captain so I don't know about this, but coming in for safe harbor and things like that and trying to avoid the closure of the surge barrier. So is that going to be looked at in this scope of this new, what we hope to be the new EIS, not just a supplemental EIS?*
						Mr. Josh Lewis, Public Scoping Meeting Oral Comments, February 4, 2015.
25			**X**	**X**	**X**	*Mr. Josh Lewis: One thing that comes to mind with the previous EIS has been an issue for a lot of people in the environmental community was the disposal of sediments, which Matt was referencing.*
		X				*Mr. Josh Lewis: And it seems to me if what we're talking about – we made comments about -- we heard comments that the Port will not sponsor the deep draft portion of the lock. So that means the deep draft portion of the lock is not going to be built. It would be crazy. It wouldn't happen. That's my opinion.*
		X				*Mr. Josh Lewis: So in that case, we're looking at a 14- foot channel. The existing Industrial Canal channel is 30- foot. So if you're going to be, if this project actually goes forward, which we just heard they are rehabbing the lock and replacing the gates and probably spending a lot of money on that so it seems the better option being you wouldn't allow the destruction. But if you're already going to be generating all those sediments and you know there's toxins in them and you also know that within the Industrial Canal you have a 30-foot channel, I would say that why wouldn't we just dispose of those, you would just move those sediments*

						around within the channel bed because you only need a 14-foot channel within the Industrial Canal. You don't need a 30-foot channel in the Industrial Canal anymore.
						Mr. Mark Wright, Public Scoping Meeting Oral Comments, February 4, 2015.
26	**X**					*Mr. Mark Wright: I just had a question. I heard that the Port of New Orleans is deep draft sponsors. Who is the shall draft sponsor? Is there one?*
						Ms. Patsy Story, Public Scoping Meeting Oral Comments, February 4, 2015.
27			**X**	**X**	**X**	*Ms. Patsy Story: I'm wondering that when you have all the impacts done is it going to be in the house by the Corps or will, I guess, would it be allowed to have independent companies do the study also like a watchdog or a check or whatever?*
						Ms. Margaret Doyle Johnston, Public Scoping Meeting Oral Comments, February 4, 2015.
28		**X**	**X**	**X**		*Ms. Margaret Doyle Johnston: Are you still going to have mitigation? Who will we contact if we have a problem with our properties while you're doing this? And is the CBMC still in, will still be in place?*
						Mr. Frank Laplaca, Public Scoping Meeting Oral Comments, February 4, 2015.
29		**X**	**X**	**X**		*Mr. Frank Laplaca: One thing I want to get out the way is that the flood wall in the Industrial Canal on the New Orleans side, which would be the westside, it's approximately 12 feet. On the Lower Ninth Ward side, it's 16 feet. Now, when the Corps of Engineers did all the repair and put in the new flood wall, they didn't increase the height of the flood wall on the New Orleans side. I just want to get that out the way. That needs to be addressed and looked at for the safety of the people getting flooded out.*
		X	**X**	**X**		*Mr. Frank Laplaca: The other thing is the locks, all four new locks, the old locks by the St. Claude bridge are delapidated, old. It all needs to come up. And the new locks, I would say, need to be put in the Industrial Canal somewhere between the bridges where people go from one side of the canal to the other. When the locks are opened and closed, they won't interfere with traffic as the old locks do by the St. Claude bridge. When something passes through there, it takes forever. They open up the lock. The vehicles and boats have to go through. It takes quite a while. And this is all opened up everybody's transportation, ambulances, emergency service, people going to their jobs. It holds up everything. So I think those locks at St. Claude need to come out completely. I wouldn't even rebuild.*

						Mr. Frank Laplaca, Public Scoping Meeting Oral Comments, February 4, 2015.
		X	**X**	**X**		*Mr. Frank Laplaca: Now, they could put a flood gate there and that would stop the water one way going one way or the other. The new locks, like I say, in the Industrial Canal, I'm all for it. Another place they possibly could put the new locks is where the Intracoastal Canal, well, the Ship Channel where it comes into the Industrial Canal. Because you want to stop that water from getting into the canal, even when they had the MR-GO that's a long ways that the wind could make a rolling tide. These waves build up, and you have a roll of water coming all the way through the ship channel to the Industrial Canal. And then when it gets there, it's like a wall of water that comes right through it. That's why New Orleans, one of the reasons New Orleans got flooded was because of all that water coming in. So if you can put flood gates where the ship channel connects into the Industrial Canal, that would stop the flow of water coming through. However, either one. If you can't put it there or flood gates there where the ship channel connects to the Industrial Canal, then do put the new locks in the Industrial Canal.*
		X	**X**	**X**		*Mr. Frank Laplaca: Now, just to touch back on the old locks by the St. Claude bridge, if they do take those out, regardless, take them out or rebuild them. The old St. Claude bridge needs to come out. That place has been there for years. The thing vibrates. These 18-wheelers go over it, I mean, it is deplorable. It's terrible. What they ought to do when they take that bridge out, don't put one like the announcer was saying opens like this (indicating), put a new bridge like the Claiborne bridge. It's higher. Most boats that go through it, they won't even have to open the bridge, and it won't affect the traffic. And I'm going to wrap up. And the other things the ramp that goes to the old St. Claude bridge, those things are delapidated. My house if right against the bridge and the traffic comes over there, the 18-wheelers. That old bridge is bad. The Corps of Engineers has come out there and repair it, repair it, repair it, put on the black top, patch it up, whatever. The whole thing needs to come out and put a new roadway system.*
						Ms. Vanessa Gueringer, Public Scoping Meeting Oral Comments, February 4, 2015.
30			**X**			*Ms. Vanessa Gueringer: First of all, most of the maritime industry are building to protect us now. So to expand that lock to support supertankers coming through here, again, we don't have that kind of traffic. Enough see we have traffic, barge traffic, or volumes of traffic here, we don't see that kind of traffic.*
		X	**X**	**X**		*Ms. Vanessa Gueringer: Now, you talk about St. Bernard Parish being an alternative. Well, would their residents be displaced if the lock replacement is down there, as residents will be displaced here?*
						Mr. Shannon French, Public Scoping Meeting Oral Comments, February 4, 2015.
31					**X**	*Mr. Shannon French: I really am a proponent of community development happening on multiple scales. I think we need the government. We need industry. We need community meetings. We need grass roots*

						organizations all coming to the table. And I think if it's done well, and it's marketed well, any kind of development project like this can satisfy all the stakeholders needs.
		X				*Mr. Shannon French: And I think there's a few marketing opportunities here with the Corps. You know, some people think that there are supertankers about to go through the Industrial Canal, and I'm sure that's not the case. And I think you need to put that out there for public consumption that we're talking about very shallow locks here and barge traffic, and we're not talking about dredging the stuff out of this waterway anymore.*
		X	**X**	**X**		*Mr. Shannon French: Another big opportunity that has been missed, the bridges are not pedestrian friendly. They are not bike friendly. I think part of the reason why the lower Ninth Ward is cut off socioeconomically as it is, it feels cut off, is that the residents, many of whom don't even have cars or bikes --they don't allow for an adequate amount of bicycle or pedestrian transportation connecting the Lower Ninth Ward to the rest of the city. And the opportunity here, I think, is for new bridges or improvements to existing bridges to make those passageways more pedestrian friendly and more bicycle friendly. I am an avid cyclist. I think it's a huge problem. The St. Claude bridge is terrible. Cyclist have been killed in recent years. So anyway, there's a lot of traffic. It's very anti-urban status quo. There's an opportunity here to address the community's socioeconomic needs.*
		X			**X**	*Mr. Shannon French: I strongly recommend that the Corps of Engineers engage in the community and bring urban planners and architects to the table when designing these bridge improvements.*
						Ms. Sarah Debacher, Public Scoping Meeting Oral Comments, February 4, 2015.
32			**X**	**X**		*Ms. Sarah Debacher: To me, the most important issue is and the most important question for me as a resident is what is the benefit of this to the community.*
		X				*Ms. Vanessa Gueringer: What alternatives should be considered in the supplemental EIS, all of them.*
						Ms. Alisha Jacob, Public Scoping Meeting Oral Comments, February 4, 2015.
33			**X**	**X**		*Mr. Alisha Jacob: So I'm concerned about my property and what's going to happen with that. I can't move around and hop around like I'm young so I'm concerned about that.*
						Mr. Jason Banks, Public Scoping Meeting Oral Comments, February 4, 2015.
34			**X**			*Mr. Jason Banks: For a number of years I actually sat on the board, the mitigation board for the Corps of Engineers. And on that board for a number of years we wrote down all kinds of stuff, all kind of recommendations about how we are going to use that mitigation money to impact the quality of life for people here in the Lower Ninth Ward such as myself. And it seems like all the information that we put together for*

						many years we're starting from scratch all over again. So my question is: Why don't we use the information that's already been compiled?
						Mr. Loye Ruckman, Public Scoping Meeting Oral Comments, February 4, 2015.
35		**X**				*Mr. Loye Ruckman: In what other locations are you holding lock meetings like this if it's not a foregone conclusion that the lock is going to be right here?*
						Ms. Veronica Duplessis, Public Scoping Meeting Oral Comments, February 4, 2015.
36			**X**			*Ms. Veronica Duplessis: Right now, my concern is the project has not started. But I know residents from this area will tell you they have a lot of pounding that is going on right now and it devaluated the property for whenever the pounding it shakes the entire building. So when you have that construction and that is going to be going on at the same time. So definitely the residents need to take into account what's going to happen to their property.*
						Ms. Mary Amaret, Public Scoping Meeting Oral Comments, February 4, 2015.
37					**X**	*Ms. Mary Amaret: I just specifically want to know more about the relationship with the EPA at this point. I want to know what your relationship to the mitigation committees and if you have any information and why is that not presented at this meeting?*
						Mr. Mark Wright, Public Scoping Meeting Oral Comments, February 4, 2015.
38			**X**	**X**		*Mr. Mark Wright: I thought I heard Mr. Richard Boe making some question about you wanted to hear comments that addressed the economic benefits of shallow draft locks? There was something stated about the comments focusing on that. Did you say that?*
						Ms. Janelle Holmes, Public Scoping Meeting Oral Comments, February 4, 2015.
39		**X**	**X**	**X**		*Ms. Janelle Holmes: With the replacement of both bridges, has it definitely been decided no movement to the land area of displacing people with dividing of that area of the bridges, can you tell me that the same --*
						Ms. Naomi Dourner, Public Scoping Meeting Oral Comments, February 4, 2015.
40		**X**				*Ms. Naomi Dourner: My comment is really that former EIS, I wasn't here for that process. I mean, a lot of people have already stated that there has been the impacts sort of analyzed were very significant. And in terms of, you know, the deep draft no longer, I mean, so the Port is no longer on the table, the clarification I'd like*

						before I continue my question or comment is: Does that mean there is no speaking of the deep draft going forward?
		X				*Ms. Naomi Dourner: So in that case, I think that another lock is definitely what in a different location would be the way to go because if that's off the table, I think it was real misrepresented in the way it was presented. Because they said, oh, we don't have a sponsor, sure all alternatives are being considered. I think the fact a very concerning comment. And as a result, I think another lock location should definitely be considered.*
		X				*Ms. Naomi Dourner: And beyond that, you know, to the gentlemen who was talking about pedestrian (inaudible), that's always been an issue. It's something that's ongoing. That is very, very costly, very, very significantly impactful. It's absolutely not the way to, like, retrofit a bridge. If there's retrofitting, that's an option. Keep that alternative out as well.*
						Mr. John Koeferl, Public Scoping Meeting Oral Comments, February 4, 2015.
41		**X**	**X**			*Mr. John Koeferl: The very important parts of this for us is the big picture about the City of New Orleans and the historic assets that bind people together. The Corps of Engineers in 1986 did a great study about the national register eligibility of the lock. And it concluded that this was a structure of national maritime and engineering significance that should never be displaced. If the lock should be there, if a new lock needed to be built, it should be built somewhere else.*
						Mr. John Koeferl, Public Scoping Meeting Oral Comments, February 4, 2015.
		X				*Mr. John Koeferl: And I think we need to go back and look at that study again and consider it in contents of a city that's about to be 300 years old and has a great Corps of Engineers historic structure here, and it really needs to be restored and is very, very important to people living in the City fo New Orleans.*
						Ms. Patsy Story, Public Scoping Meeting Oral Comments, February 4, 2015.
42		**X**	**X**			*Ms. Patsy Story: And as far as the mitigation funds go, there was a lot of money put aside. I wasn't with it towards the end so I don't know what they decided to use the money on, but there was a lot of money that was supposed to be spent on parking lots for the workers and were going to fix our streets and our lighting and everything, which we should be getting that from the city anyway. That funding should not come out of mitigation funds.*

						Unknown Audience Member, Public Scoping Meeting Oral Comments, February 4, 2015.
43		**X**				*Unknown Audience Member: I'm curious about the "alternative sites." I know you people in a 36-month length of time do not operate day to day and week to week. I cannot believe that. So my question is this: Are there any plans or scheduled meetings regarding any of the other alternative sites for a lock replacement?*
		X	**X**			*Unknown Audience Member: We talked about options are on the table as far as construction itself, which is in regards to deep or shallow draft in the depth of the construction. Where does the deep draft factor go now and with the MR-GO being closed, why would we need a deep draft canal at this time?*
						Mr. Jeff Treffinger, Public Scoping Meeting Oral Comments, February 4, 2015.
44			**X**			*Mr. Jeff Treffinger: I am a property owner on the other side of canal on St. Claude Avenue and actually one of the authors of the report referred to. I was working for a firm in 1986. I assessed the lock. I did the national register on it. And it is indeed one of the most significant structures in a three- mile radius of this point, one of the greatest public works projects in the history of the City of New Orleans, designed by the Googels (phonetic) Engineering Firm, which also did the Golden Gate Bridge. The gate mechanisms are identical to those in the Panama Canal designed by the Schimberg Company. The only lock in the entire world with reversehead gates designed so that they could be high water.*
						Ms. Larraine Hoffman, Public Scoping Meeting Oral Comments, February 4, 2015.
45			**X**	**X**		*Ms. Larraine Hoffman: Little things that seem so far down on your list need to come up a lot higher when people talk about the historic nature of the community and how they are now having to maintain homes in the face of ongoing construction around them. A lady over here talked about houses shaking. Right now, there are sidewalk and sewer repairs going on of a relatively modest nature. But when a concrete saw drills on a sidewalk, it shakes some of these houses in the neighborhood. So of course people are understandably concerned about what would happen working around enormous construction project going on virtually all round.*
		X				*Ms. Larraine Hoffman: So the question I have is: It's not going to be why did you have preliminary meetings wtih the people in the maritime industry who rely directly on this canal to see what they want and what they need, but will you now have those meetings with them to see what would be best for them? And most people in this room are pretty sure it would be at another location.*
						Mr. Scott Coll, Public Scoping Meeting Oral Comments, February 4, 2015.
46		**X**				*Mr. Scott Coll: As we kind of understand today globally, the Panama Canal is getting ready to open. New orleans is in the middle of this. We need every piece of real estate we can get to create jobs. We need some of this new business. Up the Mississippi River, go look at all the new jobs. What about the east? Look at all that*

						real estate. We need new business. I'm looking at bringing deep water draft business to that neighborhood because with the Panama Canal you've got a lot of those smaller ships looking for business. It's protected water. It's a great place for investors to bring money to create jobs for the community.
						Ms. Sarah Debacher, Public Scoping Meeting Oral Comments, February 4, 2015.
47					**X**	*Ms. Sarah Debacher: I would like to request more notice about any future meetings. The piece of mail I received was late last night, and I had very little time over the weekend between the time that I got the piece of mail in just two business days or three business days to notify neighbors. I realize that some of them may not have signed up for mail. So really I would like a another scoping meeting in this community and one in which neighbors are given more advanced notice.*
						Ms. Vanessa Gueringer, Public Scoping Meeting Oral Comments, February 4, 2015.
48			**X**	**X**	**X**	*Ms. Vanessa Gueringer: The other issue is, again, y'all talked in 2007 about the sediment issue. At that time, there was discussion about storing that sediment on the canal, and there was a real negative comment of residents who were concerned about poisoning our water supply in this area.*
		X	**X**			*Ms. Vanessa Gueringer: The bottom line is the amount of money that is being spent to rehab the existing lock some of it also needs to go towards the maintenance and the painting of the St. Claude Bridge. We the residents here advocated for the Judge Seeber Bridge to be painted.*
			X			*Ms. Vanessa Gueringer: And as far as bike traffic, residents have been walking across these bridges, biking across these bridge, and riding across these bridges in vehicles forever. But if some of this stuff can be retrofitted to accommodate some of our newer residents who are bikers out of this neighborhood, but that's where that money needs to be spent, not on a lock expansion.*
						Mr. Frank Laplaca, Public Scoping Meeting Oral Comments, February 4, 2015.
49		**X**				*Mr. Frank Laplaca: Again, I want to say that the Industrial Canal is the right place to put a new lock system in it. It would serve two purposes. You'd have an extra lock in case the old locks go out. It would be a backup system. And another thing, it would act as a flood wall for flood gates if water came through the canal.*
		X				*Mr. Frank Laplaca: And the last thing I want to say, well, almost the last thing is the flood wall on the New Orleans side needs to be raised. And then if they do do something with the St. Claude Bridge, put a new bridge like the Claiborne bridge over there and replace the ramps without having to make the residents move and lose their home or property.*
						Mr. John Koeferl, Public Scoping Meeting Oral Comments, February 4, 2015.

50		**X**	**X**	**X**		*Ms. John Koeferl: But I wanted to say that there was a study that was done by some engineers in Paradis some years back, and you remember Ed Noony, who just passed away. He and this group determined that the bridges would not go up as often with the new plan, but they would stay up 40 percent longer. So in effect when you have this long line of barges coming to fill this big lock, they would be coming all the way in past the area of the St. Claude and under that, all the way back for that mile lining up and they would stay up a long time too. The changes to the Claiborne bridge would raise it 20 feet would cause it to -- it would mean it would take like six minutes to get up and then five minutes to get down after all the traffic went down. So the upshot was that the people whowere using these bridges would wait a longer time, and the bridges would be up together at the same time.*
						Mr. John Koeferl, Public Scoping Meeting Oral Comments, February 4, 2015.
		X	**X**			*Mr. John Koeferl: I know that one of the issues for us is there's a lot of they needed to put a seawall on some of the Holy Cross levee. That was the deal, and we were promised a seawall that would go into the ground for 10 months a year. And there were a lot of other issues about, like, the oak trees would be gone, the bypass channel would have to be dug along the canal on this side of the existing bridge, and the seawall there or the wall doesn't go down through the Corps channel completely. You know what I mean? What do they call them? The sheet pile. So we still have these wells on this side. So the banks of the canal aren't as solid as they need to be yet.*
						Mr. Robert Tannen, Public Scoping Meeting Oral Comments, February 4, 2015.
51			**X**		**X**	*Mr. Robert Tannen: There have been large-scale planning efforts, and I've been involved in several over the years. Has there been any considerastion of pulling together a national scientific experts group to look at this situation and not take the Corps responsibilities to undertake the environmental impact studies? It would do well to either have the National Science Foundation or several experts, not just on the matter of navigation, or the matter of transportation, but looking globally at the city and the future prospects of the city taking into account perhaps global warming and climate change, an impact that might have on a project such as this. But to bring together some national experts that could bring a different view to this matter. Has there been any consideration as such?*
						Ms. Kim Ford, Public Scoping Meeting Oral Comments, February 4, 2015.
52					**X**	*Ms. Kim Ford: The science foundation did express some interest. There were some organizations that expressed interest in participating with an open investigation, so to speak, and the feasibility of what you're proposing to do.*

8.0 SUMMARY OF SCOPING COMMENTS

The concerns expressed at the public scoping meeting are summarized below. The primary concerns expressed by scoping participants regard the affected environment, followed closely by the project alternatives and environmental consequences, with consultation and coordination and purpose and need only slightly regarded as important.

Many local residents provided comments and questions regarding the effect on the local community with construction of the new replacement lock within the IHNC. A common concern was raised about noise or vibration impacts from construction activities within the IHNC. Residents were also concerned about pedestrian and bicycle traffic on the bridges and whether or not those options would be considered as part of the project. An additional concern was raised about the potential loss of a historic lock and bridge replacement alternatives and the impact on the people in the area. Many local residents requested additional information regarding the results and potential implementation of the community based mitigation plan.

There were multiple comments from industry and maritime representatives stressing the need for a replacement lock at the existing IHNC site. An equally represented concern voiced by the local public and non-governmental organization representatives was the selection of an alternative site for a replacement lock while maintaining the existing lock. Related comments dealt with the concern over current alternatives to replacing the lock. The project alternatives concerns centered on the potential deep draft versus shallow draft lock alternatives and the economic benefits of each in light of the MR-GO closure. Some concerns were raised about the economic viability of the proposed IHNC replacement lock. Questions were raised about a new cost benefit analysis due in light of the MR-GO closure.

The last major category of comments dealt with dredging and the environmental impacts of the project. Some of the major concerns were the dredging and disposal of contaminated materials, including the method of disposal. Water quality issues for the surrounding communities and nearby wetlands impacts were also mentioned.

9.0 CONCLUSIONS

The scoping comments described herein will be addressed in the significant issues, range of alternatives, and consultation and coordination sections of the draft Supplemental EIS. Some comments are outside the scope of this project and CEMVN will consider them in consultation and coordination, where appropriate. The draft Supplemental EIS will be distributed for public comment and interagency review for a minimum of 45 days, which is anticipated to begin in January 2017.

ANNEX 3.1: Scoping Meeting Attendance Sheets

US Army Corps of Engineers
New Orleans District

ATTENDANCE RECORD

Date: 04 February 2015

IHNC Lock Replacement Scoping Meeting

Location: MLK Charter School- New Orleans

PLEASE PRINT CLEARLY

	First Last Name	Address	City	State	Zip	Email	Phone	Newspa
1	Johnston, M.	2524 Desire St. N.O.		LA	70117	mdouglejohnston@gmail.com	504 616 5732	✓
2	Frank LaPlaca	4511 St. Claude N.O.		La	70117	FALAPLACA@COX.NET	504 944-0825	
3	Teddy Carlisle	1118 Lebeau St Arabi		LA	70032	TC0T2@Bellsouth	504 912-3590	
4	BEN GORDON	P.O. BOX 7443	NOLA		70179	~~[illegible]~~		
5						BENH GORDON @ YAHOO.COM	(504 522-3751	
6	Chris Pitts	8000 Jourdan Rd			70126	CPitts521@Gmail.com	251-583-0526	
7	SHANNON FRENCH	413 ANDRY ST.			70117	shannondavidfrench@gmail.com	5042488578	
8	Conrad Bailey	6122 Dauphine	N.O.		70117	Cmbaileysr@gmail	250-3255	✓
9	Kenneth McGruder	917 GORDON ST			70117	SKCHIEF@BELLSOUTH.NET	352-6870	
10	Catherine Dunn	1350 Port of N.O. Place			70130	dunnc@portno.com	528-3215	✓
11	DURWARD DUNN	110 VETERANS BLVD SUITE 540	MET		70005	3D3@NOCOX MAIL.COM	842-1976	
12	Naomi Doerner	824 Jourdan Ave	New Orleans		70117	naomi@bikewalkalliance.org	678-485-2444	
13	Calvin Alexander	P.O. Box 3403	N.O. LA		70177		504 701-5519	
14	SARAH DEBAUCHER	701 DESLONDE St.	NOLA		70117	sdebaucher@gmail	504-945-8133	
15	WALTER GALLAS	LOUISIANA LANDMARKS 1440 MOSS ST.	NOLA		70119	wgallas@louisianalandmarks.org	504-482-0312	
16	Matt Rota	541 Julia St. Suite 310	NOLA		70130	Matt@healthygulf.org	504-525-1528 x206	
17	Billy Arata	200 CROFTON ROAD,	KENNER		70062	billy4@tulane.com	504 464 0181 x 111	
18	Louise Ivy	11222 Tennessee St	N.O. LA		70117			
19	Amanda Moore	3801 Canal St.	Suite 325		70119	moore@nwf.org		

US Army Corps of Engineers
New Orleans District

ATTENDANCE RECORD

Date: 04 February 2015	IHNC Lock Replacement Scoping Meeting	Location: MLK Charter School- New Orleans

PLEASE PRINT CLEARLY

	First Last Name	Address	City	State	Zip	Email	Phone	Newsp
1	Jerry L Irons	2526 St Maurice	N.O.	LA	70117		504 453-7307	
2	Darrell Wagner	1402 Tennessee	N.O	LA	70117			
3	Donald Urban	1305 Mehle Ave	Arabi	LA	70032		504 328-7037	
4	Theryn Henkel	2045 Lakeshore Drive	STE 339 NO	LA	70122	Theryn henkel@gmail.com		
5	Banks, Jason	2311 Tricou St.	N.O.	LA	70117	Copyzone2311@Hotmail.com	(504) 940-7998	
6	Alton Coleman	621 Andry St.	N.O	LA	70117	altoncoleman@cox.net	504 2587322	
7	Rodney P. Dejoie	515 Reynes St.	N.O.	LA	70117	rpdejoie	504.451-8168	
8	Jeffrey R. Chambliss	5416 Dauphine St.	N.O.	LA.	70117	JefChan@AOL.COM	504. 895-2131	
9	Marc Pokemper	5722 Dauphine	NO	LA	70117			
10	Mary Fontenot-Smith	1300 Poydras.	NO	LA	70122	MNFONTENOT-Smith@NOLA.gov	658-1050	
11	Don Shaw	7810 Hickory St	NO	LA	70118	donfshaw@gmail.com	830-370-6101	
12	Jason Emery	406 Tricou St	NO	LA	70117 70118	jason.emery@cox.net	(504) 214-5164	
13	Dorothy Nelson	1015 Elmore			70115			
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US Army Corps of Engineers
New Orleans District

ATTENDANCE RECORD

Date: 04 February 2015	IHNC Lock Replacement Scoping Meeting	Location: MLK Charter School- New Orleans

PLEASE PRINT CLEARLY

	First Last Name	Address	City	State	Zip	Email	Phone	Newsp
1	Elizabeth Sachs		New Orleans	LA	70117	sachs.eg@gmail.com		
2	Ashley Dibbs	2000 Jourdan Rd	New Orleans	LA	70186	apibbs94@gmail.com	251-583-0025	
3	LOYE RUCKMAN	6318 ROYAL ST	NEW ORLEANS	LA	70117	LOYERUCKMAN@COX.NET	504-450-0328	
4	Andrew Baker Jr.	1228 Tennessee St	N.O.	LA.	70117		504-481-1421	
5	Ronald Tobin SR NH 2014	1420 Charbonnet St	N.O.	LA	70117	RonTob@ATT.NET	805 258 3774	
6	Andrew Stephens	704 Tricou St	New Orleans	LA	70117	atstephe@gmail.com	636-399-6333	
7	Larraine Hoffmann	605 Deslonde St	NOLA		70117	nancylarraine@yahoo.com		
8	Scott Cole	4040 Read Rd.	Mandeville		70471	Scottc@3090management.org	504-240-3080	
9	~~Story~~ MARY "	PATSY "STORY 4709 N. Rampart no 69			70117	mstory@cox.net	504-377-38	38
10	Josh Lewis	3309 Banks St. NOLA 70119				jlewis@tulane.edu		
11	JOHN KOEFERL	4442 ARTS ST.	NOLA ~~70122~~		70122	johnkoeferl@gmail.com	504-615-7266	
12	Mark Wright	522 N. New Hampshire	Cov. LA		70433	mwright@vesselalliance.com		
13	Lacy Allen	3131 Royal St. NOLA 70117				lacymallen@gmail.com	504-400-3504	
14	VERONICA DUPLESSIS	1817 Reynes St N.O	LA		70117	qouri@aol.com	504 237 9544	
15	VANESSA GUERINGER	827 TUPELO ST.	N.O.	LA	70117	VANESSAGUERINGER@YAHOO.COM	504-296-6386	L
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17								
18								
19								

US Army Corps of Engineers
New Orleans District

ATTENDANCE RECORD

Date: 04 February 2015	IHNC Lock Replacement Scoping Meeting	Location: MLK Charter School- New Orleans

PLEASE PRINT CLEARLY

	First Last Name	Address	City	State	Zip	Email	Phone	Newsp
1	Robert McFarlane	Canal Place	NOLA			rmcfarlane@nola.com	5047473272	
2	Kim Ford	939 Reynes	NOLA			kimford.kimford@gmail.com		
3	K Kirke	2032 Tennessee	NO 12			Skirke5926@cox.net	504 254 8066	
4	Gertrude Dumas	7089 W. Tennessee	N.O. LA	70125		GertrudDumas@BellSouth.net	504 259 8052	V
5	Will McCartney	8201 W. Judge Perez	Dr. Chalmette	LA.	70043	wmccartney@sbpg.net	504 442-2420	
6	MARIN Tockman	6303 Burgundy Stree	NOLA		70117	dashingnewolens@gmail.com		
7	Tom Wells	1200 St Charles Ave	NOLA		70130	tom.wells@wsnelson.com	504.593.5395	V
8	BOB TANNEN	4725 DAUPHINE	"		70117	BTANNEN@COX.NET		
9	CHARLES NELSON	1200 ST. CHARLES AV	NOLA		70130	charles.nelson@wsnelson.com		V
10	Lee Walker	539 Desionde St	New Orleans		70117	walkingspiral@gmail		
11	Doreen Lior	834 Desiard	NO		70117			
12	William T Waters	5005 DAUPHINE	NO		20117	WATERSWP@hotmail.com	504 460-2689	
13	Molly Irland	934 St. Maurice Ave	NO		70117	Mollyirland@gMail.com	504.450-8725	
14	JEFF TREFFINGER	2817 GRAND RTE ST	JOHN NO		70119	jtreffinger@gmail.com	504-287-0812	
15	Smitty	1307 Cliffton Ave	NOLA		70117	—	504-942-1324	
16								
17								
18								
19								

ANNEX 3.2: Scoping Meeting Comment Letters, Emails, Postcards

The American Waterways Operators
www.americanwaterways.com

Southern Region
522 North New Hampshire Street
Suite 8
Covington, LA 70433

PHONE: (985) 674-3600
CELL: (985) 222-5230
FAX: (866) 457-9354
EMAIL: mwright@vesselalliance.com

Mark A. Wright
Vice President – Southern Region

February 18, 2015

Mr. Mark Lahare
U.S. Army Corps of Engineers, New Orleans District
Regional Planning and Environment Division,
South Coastal Environmental Compliance Section
CEMVN-PDC-CEC
PO Box 60267
New Orleans, LA 70160-0267

Re: Supplemental Environmental Impact Statement for the Inner Harbor Navigation Canal Lock Replacement Project, New Orleans, Louisiana

Dear Mr. Lahare:

The American Waterways Operators is the national trade association for the U.S. tugboat, towboat, and barge industry. Our industry is the largest segment of the nation's 40,000-vessel Jones Act fleet and moves more than 800 million tons of cargo each year safely and efficiently. AWO members lead the transportation and maritime industry in safety, security, and environmental stewardship. We are committed to working with government partners to advance our shared objectives.

The Inner Harbor Navigation Canal Lock is a critical component of the Gulf Intracoastal Waterway and our nation's inland waterways system. Its continued safe and reliable operation is needed to allow commerce to flow through the GIWW. The nation's economy depends on the replacement of this antiquated lock with a modern shallow draft structure.

A National Waterways Foundation peer-reviewed study conducted by the University of Kentucky and the University of Tennessee concluded that the long-term closure of the GIWW would have a greater impact on the economy than similar closures on the Western Rivers or the Columbia-Snake rivers. The IHNC Lock provides the most efficient means to move from the Western Rivers and the western section of the GIWW. The only other marine option requires an additional 17 days transit, adding significant costs to moving goods.

Since the closure of the Mississippi River Gulf Outlet (MRGO), no alternative exists that would not significantly increase the environmental and economic costs to the nation. The

IHNC Lock has been operating at the current location since 1923 and remains the best location to transit between the Mississippi River system and the GIWW.

Closing the IHNC Lock would also cause severe environmental impacts. One tank barge carries the same amount of cargo as 144 trucks. Given the number of refineries and the extensive petrochemical infrastructure along the GIWW, inhibiting navigation on the GIWW would exponentially increase highway traffic and emissions in Louisiana and along the Gulf Coast.

Replacing the current IHNC lock with a new shallow draft structure would benefit all stakeholders. A properly-sized lock would enable fewer trips through the structure, reducing maintenance costs to the nation. In addition, fewer trips would reduce traffic from bridge openings and the number of barges waiting in queue near the lock.

AWO strongly urges the Corps to consider all of these elements while conducting the SEIS. AWO stands ready to work with the Corps and other stakeholders to ensure that building a new IHNC Lock is done in a way that achieves a positive result for the nation's economy and environment.

Sincerely,

Mark A. Wright

Scoping the Lock Project Feb 4, 2015

Historical Background

About 1905 an aggressive "dock board" known now the Port of New Orleans "rolled back" the riverbank. The Port took blocks closest to the river including the Mother House of the Ursulines (1823). The Sisters moved uptown but their land became the "Industrial Canal" (1916-1923), AKA Inner Harbor Navigation Canal (IHNC), cutting off Lower Nine and St Bernard Parish from the city.

The lock had been in place for many years, and the neighborhoods had largely come to terms with the hardships and accepted it and the St Claude Bridge as part of the fabric of historic New Orleans. In 1986 a Corps study found the lock a maritime and engineering work of major national significance, not to be displaced even if a new lock was needed.

Yet the Port, its shippers and the barge industry have been restless, and pushed to extend the MRGO into the City with a new, deep MRGO lock for the IHNC. Congress authorized it. The Holy Cross Neighborhood Association (HCNA) and Citizens Against Widening the industrial Canal (CAWIC) with help of the Tulane Environmental Law Clinic, Gulf Restoration Network (GRN) and Louisiana Environmental Action Network (LEAN) sued over the issue of toxic sediments to be dredged and stored in the flood plain of Lower Nine Ward.

Despite objections the Corps kept on doing things to prepare the new lock. They tore down the Galvez St Wharf and exposed a weakened floodwall that came close to flooding the City in Hurricane Gustav. Before this, the premature start on a bypass channel without strengthening the floodwall enabled its collapse in Katrina, flooding Lower Nine and St Bernard

Corps Reasoning and Push-Back from Neighborhood

The Corps has not considered real risks and adverse impacts but has offered "mitigation" payments instead (token side payments) because real compensation would greatly add to cost to the project and make it infeasible. Environmental justice issues for the project in a largely minority community have been just as largely ignored.

There is little economic justification for the project. (Stearns, 2008). It will not pay for itself.

In 2011 the court determined the Corps had not done sufficient analysis of environmental impacts and halted the project.

After Katrina the deep draft MRGO channel was closed. MRGO was basis for the project. The Corps responded to this profound change of purpose by giving it an alias "lock replacement project"(2000, Supplemental Report #1)

The Corps now (2015) asks to proceed by merely updating the highly controversial 9-volume EIS of 1997 by a "Supplemental EIS." However, since ecosystem conditions have changed profoundly since 1997, and because of the deficiencies of that report, a much more extensive, basic evaluation would be much more appropriate and should be required for the lock project. Not just a supplement. It would be very difficult for the public to cover all that ground again. A brand new look would seem much more efficient.
A new analysis should include realistic risk and impact assessment, cost and benefit analyses, consideration of alternative solutions, coastal restoration needs, climate change, protection of environmental and historic resources, and fairness to minority communities.

Safety of larger barge tows on the river and along the Intracoastal (GIWW) is a growing concern, especially for areas of high population.

Why Neighborhood Opposes Proposed Project
Residents of Lower 9 have little interest in a new lock. or expanded redesigned channel, especially considering previous losses and the hazards. They would rather the canal be filled in than bring more hardship and difficulties. Among such are toxic sediments, barge dangers, years of elevated noise, dust, and houses shaking. and compromised infrastructure. It is hard enough living in L9. Without the historic lock and bridge, the canal that brought death enough already could be filled in because citizens don't want it here. They don't want the bigger tows, longer bridge waits, construction traffic, compromised roadways, levees messed with and pushed out of shape and flood-walled instead, oak trees gone, high generic new bridge, years of depressed property values, Mississippi River levels all the way in past N Claiborne. They don't want the insult, the taking for granted, the arrogance, the lies, the bad science and rigged plans, the lack of genuine community engagement and partnership. The lock project from Lower Nine is a very bad proposition, with no upside and no respect.

Residents of Lower Nine and New Orleans would like to have confidence in the Corps and work with the Corps on so much, as fellow Americans, but not a new lock here.

Citizens Against Widening the Industrial Canal (CAWIC)

From: John Koeferl
To: Lahare, Mark H MVN
Subject: [EXTERNAL] Comments on IHNC Lock Scoping (CAWIC)
Date: Wednesday, February 18, 2015 9:58:43 PM

<file://localhost/Users/koeferl/Library/Caches/TemporaryItems/msoclip/0/clip_image002.png>

(original by US Mail)

February 18, 2015 Ash Wednesday

U.S. Army Corps of Engineers(PDC-CE)

C/O Mark Lahare

P.O.Box 60267

New Orleans, LA 70160-0267

Mark.h.lahare@usaace.army.mil

RE: Scoping for New Lock

Dear Mr. Lahare,

This is to inform you that we do not consider it prudent or appropriate to do a Supplemental Environmental Impact Statement for the Inner Harbor Navigation Canal Lock project. The original EIS was done too long ago. Many factors have changed significantly for this channel and its human and natural environment since, markedly from Katrina and the closure of MRGO.

While we know that the 1997 EIS is an assumptive document that certainly deserves revisiting, it is not an "undisturbed ground" basis for planning now. The EIS was controversial and disputed then, even more so now after Katrina.

The Port of New Orleans was the local sponsor for the IHNC lock that was repeatedly defined as a function of MRGO, and as deep draft. The Port was the major influence in the siting of the new lock in the IHNC for its own proprietary and somewhat arbitrary purposes. The other major site, favored by the Corps at Violet, was rejected by the Port, as well as by citizens there who did not want the deep lock because of the encroaching MRGO salt water intrusion damages to the wetlands. Who could blame them? To fulfill requirements for a formal process the site "selection" was staged to eliminate all but IHNC. This was not an objective or equitable process. At that time environmental justice did not include urban and minority considerations, but NEPA does now and we want this protection.

There were also the issues of cost benefit related to volumes and projections for barge traffic, and

omission of the substantial offsetting costs and damages to historic and minority neighborhoods due to the loss of the existing lock and other impacts and risks far beyond mitigation assumptions.

We recognize that there is a strong impetus in the Corps itself, especially among operations personnel, and barge operators, to drill on through to a new lock in the IHNC. This is understandable. They have waited a long time. Yet there are other considerations with the IHNC site that affect the lives and livelihoods and health of many, many people who live in the neighborhoods surrounding the canal. These considerations do not come up for other sites, and they are real.

The MRGO deep channel and its failure for the wetlands and in Katrina flooding have affected us here greatly with loss of life, property, and plenty misery. The Corps failed to protect Lower Nine from damaging impacts and took unacceptable risks pursuing the lock project. Corps personnel put pursuit of this project ahead of people's lives and safety and this is not forgotten.

We do not say this to vent, but to speak to the matter. A new SEIS based on the EIS of 1997 will not do justice or be objective. A sound basis for lock selection would have to venture back to decisions of the 1970's. Some Records of Decision have engineered into truth some things that should not have been and we have all paid a price for this. The Corps has broad powers but broad responsibility. For this reason it seems prudent to involve in this decision about a lock the broadest coalition of experts in every field and well as the public. This is a complex undertaking that seems to demand more than ordinary collaboration.

This all said, we were encouraged to hear some Corps voices say the scoping process would in effect be more of a "general evaluation" or "reevaluation" about the need for a new lock and a suitable site. This seems to have more promise. We would not like to see it tied to the assumptions of the past but potential for the future. It is very hard to discern a clear scoping objective for alternatives from the recent information notices that assume IHNC is the default for whatever goes. The effort

so far seems dubious and focused on magically pulling a shallow draft new lock from the IHNC hat.

We do not, and cannot, support a new lock in the IHNC. For us the only option is "No Project." We do, of course, support refurbishing of the existing lock. consistent with its original design.

We hold this not in opposition to anyone but to protect our own values, property, community resources, and defend our neighborhoods and City, and be as fair as we can in doing so.

It is extremely important for our downriver New Orleans neighborhoods that the existing lock and bridge be retained. We know they are of national maritime and engineering significance and recommended not to be disturbed if a new lock is needed. The study said to keep it for posterity. We certainly do not want it dynamited, and our houses shaken apart as an alternative. There are many problems associated with life here because of the existing lock and bridge but we have learned to tolerate these hardships, to live with the lock. We would see the channel closed before a new lock here with more hardship and disruption. The potent issues of toxicity in the channel are never far from our minds, that tell us these are better undisturbed.

After refurbishing the IHNC lock, the building of a second lock on the east side of the River to serve the GIWW would offer economic choices and marginal advantages for operators and for tows of larger size and different agendas. It would cut the wait time. It would spread things out for barge and river safety and efficiency. It would allow bigger and more hazardous cargoes hold suitable distances from each other and from populated areas, increase overall capacity, and ease risk in maneuvers to and from congested parts of the River. A second lock would seem an invaluable resource that could double the pathways and triple the options. It would not be perfection for those fixated on the IHNC but it could be a much better for most everyone than long struggle and bitterness. We feel certain you have considered this as some solution.

The siting of an alternative shallow draft lock would have environmental and community concerns as well as potential advantages wherever considered. One option---given community assent--- would be a river diversion incorporated into a new shallow draft lock design for the Violet Canal, not far from other channels and close to wetlands needing fresh water. Bridges could be built first with little disruption. This could get Inland Waterway User funding, MRGO Ecosystem Restoration Tier 3 funds, and maybe even state funding. But of course you already know this.

We cannot stress enough how much as Americans and as taxpayers and simply as people we want there to be answers to genuine problems. It would help to recognize that much of the solution has been greatly aggravated over the last forty years by the deep draft push, and wetland collapse with widespread flooding and loss. There is climate change now too. But in the search for a new shallow draft lock (no more deep ones please) we feel the Corps must look for broader options and alternatives than this present SEIS scoping limits suggest.

We wish you success at finding just and workable solutions.

Respectfully,

John Koeferl

President, CAWIC

4442 Arts St

New Orleans, LA 70122

From: Dottie Nelson
To: Lahare, Mark H MVN
Subject: [EXTERNAL] IHNC lock
Date: Wednesday, February 18, 2015 5:11:08 PM

February 18, 2015

I attended one of your community presentations having to do with the IHNC lock.

Because of the closure of the MRGO after Hurricane Katrina, vessels requiring a depth of 36 feet were denied access to the wharves east of the present lock. I am writing to urge the deepening of the lock in order to allow deep draft vessels to operate in the IHNC and GIWW.

To not exploit our existing, unique, and ever-more-protected wharf facilities and to not enable their fuller usage by deep draft vessels seems a poorly timed and short-sighted decision. It would be a detriment to our city's and port's abilities to exercise competitive advantage in shipping at a time when the Panama Canal Expansion, for example, will offer more opportunities to the northern Gulf Coast.

I understand that the project has a local cost-share requirement. It is my understanding that by a 1914 act of the Louisiana Legislature, the Port of New Orleans and the Orleans Levee Board were authorized to issue bonds to build the canal and the lock. The people of this state and region have thus not only already invested private equity in the development and operation of this system, it is they who provided the infrastructure of the IHNC via the bonds. Surely the history of investment of this community in this structure should be cited to support the argument that the local cost-share requirement has been met.

Please do not cut off this area of realized and future potential from commerce!

I urge you to reconsider the appropriate lock dimensions during this Supplemental EIS phase.

Sincerely,

Dorothy Duval

From:	Mark Stoppel
To:	Lahare, Mark H MVN
Subject:	[EXTERNAL] Inner Harbor Navigation Canal Lock Replacement Project, New Orleans, Louisiana
Date:	Monday, February 09, 2015 10:39:21 AM

Dear Mr. Lahare

The Gulf Intracoastal Canal Association (GICA) is a 109-year-old trade association representing 200 industry members involved in towboat and barge operations, shipping, shipyards and associated waterways industries which use the Gulf Intracoastal Waterway (GIWW) between Brownsville, Texas and St. Marks, Florida. GICA is committed to ensuring the GIWW is maintained, operated and improved to provide safe, efficient, economical and environmentally-sound water transportation, serving a wide variety of GIWW users and beneficiaries.

I am writing to offer the Association's comment on issues that should be considered in the Draft Supplemental Environmental Impact Statement (SEIS) for the Inner Harbor Navigation Canal (IHNC) Lock Replacement Project. A shallow draft replacement IHNC lock structure is extremely important to GICA members. The present lock is a critical component of the GIWW and of our nation's inland waterways system. Its continued safe and reliable operation is needed to allow commerce to flow east and west along the GIWW.

Since the closure of the Mississippi River Gulf Outlet (MRGO) canal, shallow draft mariners have only one dependable inland route (the GIWW) that links industries in western Gulf state (Texas and Louisiana) with those in the east (Mississippi, Alabama and Florida). As the IHNC sits astride this route, its safe and reliable operation is crucial. A modern replacement lock structure is needed to ensure that reliability. Clearly, the 1923 era machinery, lock walls and design are not apace with technologic advances in waterborne transportation - barges and tows are bigger and towboats more powerful. Replacing the present structure with a larger and modern lock design will improve the economics and safety of barge transport through the industrial canal by reducing delays and tripping. And, of course, modern machinery will make it more reliable.

GICA recommends the following be considered and carefully analyzed in scoping the SEIS:

* Impacts of delays due to unanticipated lock closures (and for extended repairs or maintenance). Consider that recent closure of the Algiers Lock for 112 days resulted in costs to industry of $146 million. Similar closures cause significant delays as eastbound mariners must reroute up Mississippi and Ohio Rivers and down the Tennessee and Tennessee Tombigbee Waterway to reach terminals in Mississippi, Alabama and Florida. This detour can add 14-17 days to a typical voyage.
* A recent peer-reviewed National Waterways Foundation Study, conducted by the University of Kentucky and the University of Tennessee, concluded that the national impacts of long term closure of the GIWW are actually greater than similar closures of the Mississippi River, Ohio and Pacific Northwest routes. In its critical location, failure of the outdated, undersized IHNC lock could easily close a major portion of the GIWW for extended periods of time.
* Secondary efficiency, environmental and safety impacts of long term closures should be considered. Truck traffic could be expected to increase on roads in New Orleans and the I-10 corridor as shippers look for alternative means to get their products to users. Consider that it takes 144 tanker trucks to carry the same amount of oil as one typical barrel tank barge that operates routinely on this route. In a single year, thousands of tank barges transit the IHNC Lock and GIWW. More trucks on the road equal more pollution and an increase in potential accidental spills of products.
* Routine, daily delays due to waiting on turn in locking queues are expensive. These costs to shippers, tow operators, and their customers are simply passed on to consumers. A larger lock will eliminate much of the wait as a typical six-pack tow could lock through without time consuming and expensive tripping. An additional benefit of fewer trippings will be a measurable reduction of bridge openings, noise, and disruptions associated with tows waiting to lock. This should result in a positive change for the immediate IHNC neighborhood.
* A larger, modern lock will be safer for the mariners who routinely transit this area and, ultimately,

for neighborhood residents. The margin for error when pushing tons of cargo in 200 or 300 foot long barges is greatly increased when the width and length of the lock chamber is expanded to the recommended 110 feet wide and 1200 feet long. Additionally, costs to the USACE and mariners for repairing damaged pilings, fenderworks and gates would decrease.

* Specific sizing of the shallow draft replacement lock must be carefully considered. Presently, GIWW shallow draft lock depths range from 12-15 feet. Logically, capital construction costs, operations and maintenance costs and environmental and social impacts would be expected to be less for a 12-15 foot deep lock than those of a deeper draft lock of 22 to 36 feet (as contemplated in the 2008 SEIS).

* It appears that several of the alternative locations for relocating the IHNC Lock are no longer feasible due to the closure of the MRGO. Those should be eliminated from further time, and resource, consuming review.

GICA and its 200 member companies certainly understand the concerns and reservations of the local neighborhood population in the vicinity of the IHNC Lock. Some 75 GICA member companies, (consisting of barge owners, shippers, towboat operators, ship yards, suppliers, fleet operators and more) call Louisiana home; and at least 25 of those are located in the greater New Orleans area. Our companies' employees and their families live in affected neighborhoods, pay city, parish and state taxes, and share in the economies of New Orleans and Louisiana.

GICA and its members stand ready to assist as the Corps embarks on this SEIS effort. The reasons for replacing this aged infrastructure are as valid today as they were in 1956, when replacement was initially authorized by Congress.

Sincerely,

Mark Stoppel, Managing Director Sales & Logistics

AEP River Operations

16150 Main Circle Drive, #400

Chesterfield, MO 63017-4660

636.530.2121 office • 314.452.5825 mobile • 636.530.4121 fax

mastoppel@aepriverops.com

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From:	Mark Czarnecki
To:	Lahare, Mark H MVN
Cc:	Mark Czarnecki; Mark Stoppel
Subject:	[EXTERNAL] IHNC- GIWW
Date:	Monday, February 09, 2015 10:30:03 AM

Mr. Mark Lahare

CEMVN-PDC-CEC

PO Box 60267

New Orleans, LA 70160-0267

Dear Mark,

Since the closure of the Mississippi River Gulf Outlet (MRGO) canal, shallow draft mariners have only one dependable inland route (the GIWW) that links industries in western Gulf state (Texas and Louisiana) with those in the east (Mississippi, Alabama and Florida). As the IHNC sits astride this route, its safe and reliable operation is crucial. A modern replacement lock structure is needed to ensure that reliability. Clearly, the 1923 era machinery, lock walls and design are not apace with technologic advances in waterborne transportation - barges and tows are bigger and towboats more powerful. Replacing the present structure with a larger and modern lock design will improve the economics and safety of barge transport through the industrial canal by reducing delays and tripping. And, of course, modern machinery will make it more reliable.

I, Mark Czarnecki, a sales rep with AEP River Operations, recommend the following be considered and carefully analyzed in scoping the SEIS:

- Impacts of delays due to unanticipated lock closures (and for extended repairs or maintenance). Consider that recent closure of the Algiers Lock for 112 days resulted in costs to industry of $146 million. Similar closures cause significant delays as eastbound mariners must reroute up Mississippi and Ohio Rivers and down the Tennessee and Tennessee Tombigbee Waterway to reach terminals in Mississippi, Alabama and Florida. This detour can add 14-17 days to a typical voyage.

- A recent peer-reviewed National Waterways Foundation Study, conducted by the University of Kentucky and the University of Tennessee, concluded that the national impacts of long term closure of the GIWW are actually greater than similar closures of the Mississippi River, Ohio and Pacific Northwest routes. In its critical location, failure of the outdated, undersized IHNC lock could easily close a major portion of the GIWW for extended periods of time.

- Secondary efficiency, environmental and safety impacts of long term closures should be considered. Truck traffic could be expected to increase on roads in New Orleans and the I-10 corridor as shippers look for alternative means to get their products to users. Consider that it takes 144 tanker trucks to carry the same amount of oil as one typical barrel tank barge that operates routinely on this route. In a single year, thousands of tank barges transit the IHNC Lock and GIWW. More trucks on the road equal more pollution and an increase in potential accidental spills of products.

- Routine, daily delays due to waiting on turn in locking queues are expensive. These costs to shippers, tow operators, and their customers are simply passed on to consumers. A larger lock will eliminate much of the wait as a typical six-pack tow could lock through without time consuming and expensive tripping. An additional benefit of fewer trippings will be a measurable reduction of bridge

openings, noise, and disruptions associated with tows waiting to lock. This should result in a positive change for the immediate IHNC neighborhood.

- A larger, modern lock will be safer for the mariners who routinely transit this area and, ultimately, for neighborhood residents. The margin for error when pushing tons of cargo in 200 or 300 foot long barges is greatly increased when the width and length of the lock chamber is expanded to the recommended 110 feet wide and 1200 feet long. Additionally, costs to the USACE and mariners for repairing damaged pilings, fenderworks and gates would decrease.

- Specific sizing of the shallow draft replacement lock must be carefully considered. Presently, GIWW shallow draft lock depths range from 12-15 feet. Logically, capital construction costs, operations and maintenance costs and environmental and social impacts would be expected to be less for a 12-15 foot deep lock than those of a deeper draft lock of 22 to 36 feet (as contemplated in the 2008 SEIS).

- It appears that several of the alternative locations for relocating the IHNC Lock are no longer feasible due to the closure of the MRGO. Those should be eliminated from further time, and resource, consuming review.

Thanks – Please call or email me with any questions/concerns.

Mark

Mark V. Czarnecki, Sales Representative

AEP River Operations

6582 HWY 44

P.O. Box 287

Convent, LA 70723

225-562-5069 office • 314.239.1003 mobile • 636.530.4129 fax

mvczarnecki@aepriverops.com <mailto:mvczarnecki@aepriverops.com>

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Gulf Intracoastal Canal Association
PO Box 6846
New Orleans, LA 70174
jstark@gicaonline.com · 901-490-3312

February 9, 2015

Mr. Mark Lahare
CEMVN-PDC-CEC
PO Box 60267
New Orleans, LA 70160-0267

Re: Draft Supplemental Environmental Impact Statement (Supplemental 2) for the Inner Harbor Navigation Canal Lock Replacement Project, New Orleans, Louisiana

Dear Mr. Lahare

The Gulf Intracoastal Canal Association (GICA) is a 109-year-old trade association representing 200 industry members involved in towboat and barge operations, shipping, shipyards and associated waterways industries which use the Gulf Intracoastal Waterway (GIWW) between Brownsville, Texas and St. Marks, Florida. GICA is committed to ensuring the GIWW is maintained, operated and improved to provide safe, efficient, economical and environmentally-sound water transportation, serving a wide variety of GIWW users and beneficiaries.

I am writing to offer the Association's comment on issues that should be considered in the Draft Supplemental Environmental Impact Statement (SEIS) for the Inner Harbor Navigation Canal (IHNC) Lock Replacement Project. A shallow draft replacement IHNC lock structure is extremely important to GICA members. The present lock is a critical component of the GIWW and of our nation's inland waterways system. Its continued safe and reliable operation is needed to allow commerce to flow east and west along the GIWW.

Since the closure of the Mississippi River Gulf Outlet (MRGO) canal, shallow draft mariners have only one dependable inland route (the GIWW) that links industries in western Gulf state (Texas and Louisiana) with those in the east (Mississippi, Alabama and Florida). As the IHNC sits astride this route, its safe and reliable operation is crucial. A modern replacement lock structure is needed to ensure that reliability. Clearly, the 1923 era machinery, lock walls and design are not apace with technologic advances in waterborne transportation - barges and tows are bigger and towboats more powerful. Replacing the present structure with a larger and modern lock design will improve the economics and safety of barge transport through the industrial canal by reducing delays and tripping. And, of course, modern machinery will make it more reliable.

GICA recommends the following be considered and carefully analyzed in scoping the SEIS:

- Impacts of delays due to unanticipated lock closures (and for extended repairs or maintenance). Consider that recent closure of the Algiers Lock for 112 days resulted in costs to industry of $146 million. Similar closures cause significant delays as eastbound mariners must reroute up Mississippi and Ohio Rivers and down the Tennessee and Tennessee Tombigbee Waterway to

reach terminals in Mississippi, Alabama and Florida. This *detour* can add 14-17 days to a typical voyage.

- A recent peer-reviewed National Waterways Foundation Study, conducted by the University of Kentucky and the University of Tennessee, concluded that the national impacts of long term closure of the GIWW are actually greater than similar closures of the Mississippi River, Ohio and Pacific Northwest routes. In its critical location, failure of the outdated, undersized IHNC lock could easily close a major portion of the GIWW for extended periods of time.
- Secondary efficiency, environmental and safety impacts of long term closures should be considered. Truck traffic could be expected to increase on roads in New Orleans and the I-10 corridor as shippers look for alternative means to get their products to users. Consider that it takes ***144*** tanker trucks to carry the same amount of oil as ***one*** typical barrel tank barge that operates routinely on this route. In a single year, thousands of tank barges transit the IHNC Lock and GIWW. More trucks on the road equal more pollution and an increase in potential accidental spills of products.
- Routine, daily delays due to waiting on turn in locking queues are expensive. These costs to shippers, tow operators, and their customers are simply passed on to consumers. A larger lock will eliminate much of the wait as a typical six-pack tow could lock through without time consuming and expensive tripping. An additional benefit of fewer trippings will be a measurable reduction of bridge openings, noise, and disruptions associated with tows waiting to lock. This should result in a *positive* change for the immediate IHNC neighborhood.
- A larger, modern lock will be safer for the mariners who routinely transit this area and, ultimately, for neighborhood residents. The margin for error when pushing tons of cargo in 200 or 300 foot long barges is greatly increased when the width and length of the lock chamber is expanded to the recommended 110 feet wide and 1200 feet long. Additionally, costs to the USACE and mariners for repairing damaged pilings, fenderworks and gates would decrease.
- Specific sizing of the shallow draft replacement lock must be carefully considered. Presently, GIWW shallow draft lock depths range from 12-15 feet. Logically, capital construction costs, operations and maintenance costs and environmental and social impacts would be expected to be less for a 12-15 foot deep lock than those of a deeper draft lock of 22 to 36 feet (as contemplated in the 2008 SEIS).
- It appears that several of the alternative locations for relocating the IHNC Lock are no longer feasible due to the closure of the MRGO. Those should be eliminated from further time, and resource, consuming review.

GICA and its 200 member companies certainly understand the concerns and reservations of the local neighborhood population in the vicinity of the IHNC Lock. Some 75 GICA member companies, (consisting of barge owners, shippers, towboat operators, ship yards, suppliers, fleet operators and more) call Louisiana home; and at least 25 of those are located in the greater New Orleans area. Our companies' employees and their families live in affected neighborhoods, pay city, parish and state taxes, and share in the economies of New Orleans and Louisiana.

GICA and its members stand ready to assist as the Corps embarks on this SEIS effort. The reasons for replacing this aged infrastructure are as valid today as they were in 1956, when replacement was initially authorized by Congress.

Sincerely,

Jim Stark,
Executive Director

From:	Jim Stark
To:	Boe, Richard E MVN
Cc:	Lahare, Mark H MVN
Subject:	RE: [EXTERNAL] Gulf Intracoastal Canal Association (GICA)- Comments for SEIS Scoping - IHNC Replacement Project (UNCLASSIFIED)
Date:	Wednesday, February 18, 2015 9:58:30 AM

Richard and Mark,
One area which I did not address is the flood control aspects of a new lock. I assume a replacement lock structure (including monoliths, gates and associated levees) will have to meet post-Katrina standards for surge and overtopping. If so, it would seem to us that this is an additional benefit, accruing to the surrounding neighborhoods and the SELFPA-E area of responsibility, that should be considered in any B/C ratio calculations.

It would also appear that the lock and levees would be part of the HSDRRS system. Would the state then be responsible for cost sharing as non-federal sponsor for the flood control features of the lock?

Please add this concern/question to our inputs as you consider scoping this important project. Thanks.

Jim Stark
Executive Director, GICA
P.O. Box 6846
New Orleans, LA 70174
901-490-3312
jstark@gicaonline.com

-----Original Message-----
From: Boe, Richard E MVN [mailto:Richard.E.Boe@usace.army.mil]
Sent: Friday, February 13, 2015 11:39 AM
To: Jim Stark
Cc: Lahare, Mark H MVN
Subject: RE: [EXTERNAL] Gulf Intracoastal Canal Association (GICA)- Comments for SEIS Scoping - IHNC Replacement Project (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

Jim, I think I failed to acknowledge receipt of your comments. We received your email and appreciate your comments.

-----Original Message-----
From: Jim Stark [mailto:jstark@gicaonline.com]
Sent: Monday, February 09, 2015 9:48 AM
To: Lahare, Mark H MVN; Boe, Richard E MVN
Cc: Landry, Victor A MVN; McKinzie, Richard R MVN
Subject: [EXTERNAL] Gulf Intracoastal Canal Association (GICA)- Comments for SEIS Scoping - IHNC Replacement Project

Mark, Richard,

See GICA comments in attached letter. I have also mailed hard copy to your office.

Please add me/GICA to your Interested Parties mailing list for this project.
Thanks.

Jim Stark

Executive Director, GICA

P.O. Box 6846

New Orleans, LA 70174

901-490-3312

jstark@gicaonline.com

Classification: UNCLASSIFIED
Caveats: NONE

Greater New Orleans Barge Fleeting Association, Inc.

P.O. Box 355
Destrehan, LA 70047
www.gnobfa.org

February 11th, 2015

Mr. Mark Lahare
CEMVN-PDC-CEC
Post Office Box 60267
New Orleans, Louisiana 70160-0267

RE: Draft Supplemental Environmental Impact Statement (Supplemental 2) Inner Harbor Navigation Canal Lock Replacement Project, New Orleans, LA

Dear Mr. Lahare:

The Greater New Orleans Barge Fleeting Association, Inc. (GNOBFA) is a 39 year old trade association representing over 75 maritime industry member companies that are involved in barge fleeting, barge operations, terminals, and towboat operators which use the Mississippi River and its' tributaries, including the Gulf Intracoastal Waterway (GIWW), and in particular, the Inner Harbor Navigation Canal Locks (IHNC).

I am writing this letter to offer the Association's comment(s) on various issues that we ask be considered in the Draft Supplemental Environmental Impact Statement (SEIS) for the Inner Harbor Navigation Canal (IHNC) Lock Replacement Project. In particular, a shallow draft replacement IHNC Lock structure is a critical component of the Lower Mississippi River, the GIWW, and our nation's inland waterways system. The importance of its continued safe and reliable operation is imperative in order to allow commerce to transit east and west along the GIWW.

Of notable importance, since the closure of the Mississippi River Gulf Outlet (MRGO) canal, shallow draft mariners have only one dependable inland route (the GIWW) that links industries from the Lower Mississippi River and its tributaries to those located east of the IHNC Lock structure. A modern replacement lock is imperative to ensure a safe and reliable structure to facilitate the normal flow of commerce throughout America. Of note, with the passage of HR 3080 and WRDA of 2014, further indicates that Congress recognizes the immediate need for improvement in our nation's infrastructure.

As you are aware, the IHNC is a 1923 era facility, which is not in pace with today's technologic advances in waterborne transportation provided by barge and towboats. By replacing the outdated structure with a larger and modern lock design will improve the economics and SAFETY of marine traffic thru this particular area, and at the same time, modern machinery will make it more reliable.

GNOBFA would recommend the following be considered and carefully analyzed in preparation of the SEIS:

1. A larger, modern lock will be safer for the mariners who routinely transit this area, and ultimately, for neighborhood residents.

2. Specific sizing of the shallow draft replacement lock must be carefully considered. Presently, GIWW shallow draft lock depths range from 12-15 feet. A shallower draft structure will be much cheaper to construct and maintain.

3. On a daily basis, delays due to waiting on turn in locking queues are very expensive. These costs to shippers, tow operators, and their customers are passed on to consumers. A larger lock structure will eliminate much of the wait as a typical tow could lock through without time consuming and expensive tripping.

4. Secondary efficiency, environmental and safety impacts of long term closures should be considered.

5. A recent study by the University of Kentucky and the University of Tennessee, concluded that the national impacts of a long term closure of the GIWW are actually greater than similar closures of the Mississippi River, Ohio and Pacific Northwest routes. In its critical location, failure of the outdated, undersized IHNC Lock could easily close a major portion of the GIWW for extended periods of time.

6. Delays due to unanticipated lock closures (for extended repairs and/or maintenance). Consider that a recent unscheduled closure of the Algiers Locks (New Orleans) for 112 days resulted in costs to the maritime industry and their customers approximately $146 million. Similar closures will cause significant delays as eastbound mariners must reroute via the Mississippi and Ohio Rivers and down the Tennessee and Tennessee Tombigbee Waterways to reach facilities in Mississippi, Alabama and Florida. A detour of this nature will add 15-18 days to complete a normal voyage.

We certainly understand the concerns and some reservations that the neighborhood population located in the vicinity of the present IHNC may have. Many of our member companies call Louisiana home; and maintain offices that are domiciled in the Greater New Orleans area. These companies' employees and their family along with their extended family members live in the affected neighborhoods, of which they too pay local and state tax(s), all contributing to the economics of the City of New Orleans and the State of Louisiana.

GNOBFA and our members stand ready to assist as the USACE embarks on this SEIS effort. For the reasons stated hereinabove, replacing the AGED infrastructure are as valid today as they were when discussed in 1956, when replacement of the IHNC Lock was initially authorized by Congress.

Thanking you in advance for your consideration regarding this matter, we remain,

Sincerely,

GREATER NEW ORLEANS BARGE FLEETING ASSOCIATION, INC.

By:_____

KARL C. GONALES
President
Post Office Box 355
Destrehan, Louisiana 70047
Office Phone: (504) 737-6993
E-Mail Address: karl@gulfsouthmarine.com

KCG:kg

GULF RESTORATION NETWORK
healthygulf.org

UNITED FOR A HEALTHY GULF

541 Julia Street, Suite 300, New Orleans, LA 70130
Phone: 504.525.1528 Fax: 504.525.0833

February 18, 2015

Mr. Mark Lahare
CEMVN-PDC-CEC
P.O. Box 60267
New Orleans, LA 70160-0267
Mark.h.lahare@usace.army.mil

Re: U. S. Army Corps of Engineers Notice of Scoping for the Draft Supplemental Environmental Impact Statement for the Inner Harbor Navigation Canal Lock Replacement Project, New Orleans, LA

The Gulf Restoration Network (GRN) is a diverse coalition of local, regional and national groups committed to uniting and empowering people to protect and restore the resources of the Gulf Region, forever protecting it for future generations. The GRN is deeply concerned about the potential environmental impacts associated with the construction of a replacement lock in the Inner Harbor Navigation Canal (IHNC).

The original Environmental Impact Statement (EIS) and project evaluation report were completed in March 1998. The first SEIS was completed in May of 2009. The Corps now proposes to complete a second SEIS. However, the lapse of time and significant changes to the surrounding neighborhoods and economy of the City caused by Hurricanes Katrina and Rita and the "recovery" from those storms have so changed the underpinnings of the original EIS as to require initiation of a new EIS, rather than supplementation of the existing EIS. Supplementing for a second time a 16 year old EIS is not appropriate. Further, it is our understanding that the local sponsor for deep draft navigation has pulled out of this project. Now that it will only be feasibly examined for shallow draft, a new EIS process would certainly be appropriate

In terms of the scope of the NEPA process, the GRN believes that the following issues must be addressed:

The Need For and Justified Scope of the Project

A. A full analysis of alternatives including, but not limited to, opportunities for lock improvement, rather than replacement, replacement without expansion of the lock, and a shallow draft lock.
B. An updated cost-benefit analysis for the project, that including but not limited to:

a. current vessel traffic through the lock;
b. costs associated with additional testing of dredge sites needed to accurately determine levels of contaminants at those sites;
c. current delays, if any, experienced by barges traveling through the lock
d. predicted future use of the lock, particularly in light of de-authorization and closure of the Mississippi River Gulf Outlet as a navigation channel;
e. costs associated with disposal of acutely toxic sediments dredged from the canal in a Type 1 disposal facility; and
f. costs to the community, see below.

Community Impacts

A. The effect of construction of the replacement lock, expected to last several years, on ongoing redevelopment of the Upper and Lower Ninth Ward adjacent to the canal;
B. The effect of construction activities on the structural integrity of building in the historic Holy Cross Neighborhood, particularly in light of the impacts of Hurricane Katrina and Rita on those structures;
C. The effect of construction on storm evacuation of the residents of Lower Ninth Ward and Chalmette, including but not limited to closure of a central evacuation route during construction;
D. The effect of construction on the ability to timely move vessels in advance of a hurricane needed to allow closure of the new storm surge barrier.

Environmental Impacts

A. Increased noise associated with construction, as well as operation, on the adjacent community;
B. The impact of the proposed dredging and construction on water quality in Lake Pontchartrain, the Mississippi River Gulf Outlet and other water bodies in the vicinity of the IHNC;
C. Potential increases in air pollution (i.e. dust and particulate matter) from construction and operation;
D. Impact on wetlands, including impacts associated with both the construction of the canal and construction of an appropriate confined sediment disposal facility.
E. The impact of projected wetlands loss on storm surge attenuation in adjacent areas;
F. The impacts of projected wetlands loss associated with construction of the lock on wetlands restoration projects contemplated by Coastal Wetland Planning and Restoration Authority, MRGO Ecosystem Restoration Projects or Louisiana's Comprehensive Master Plan for a Sustainable Coast; and
G. The indirect, cumulative and secondary impacts of replacement of the IHNC, including but not limited to increased industrial development in the vicinity of the canal.

Additional Alternatives

A. While alternatives were not presented in any detail at the preliminary meeting, the following alternatives should be looked at. GRN does not necessarily endorse any of these alternatives,

but suggests further research in these areas:

a. Feasibility of building a new Claiborne Ave. bridge, and converting the existing bridge into a pedestrian/bike bridge;
b. Retrofitting existing lock instead of a new lock; and
c. Keeping the existing lock, in addition to building a new shallow draft lock to increase redundancy in case one lock needs repairs.

Thank you for the opportunity to weigh in on this proposed project. We look forward to additional opportunities to contribute our opinions and expertise.

Respectfully submitted,

Senior Policy Director

From:	Deb Colbert
To:	Lahare, Mark H MVN
Subject:	[EXTERNAL] IHNC Letter, SEIS from Waterways Council, Inc.
Date:	Tuesday, February 17, 2015 1:54:07 PM
Attachments:	IHNC letter 2015.docx

Signed hard copy attached. Thank you.

WC-logo-web

February 17, 2015

Mr. Mark Lahare

CEMVN-PDC-CEC

PO Box 60267

New Orleans, LA 70160-0267

Mark.h.lahare@usace.army.mil <mailto:Mark.h.lahare@usace.army.mil>

Dear Mr. Lahare:

The closure of the Mississippi River Gulf Outlet (MRGO) canal has restricted to just one dependable inland route – The Gulf Intracoastal Waterway for shallow draft mariners. The GIWW links industries in the western Gulf states of Texas and Louisiana with those in the east (Mississippi, Alabama and Florida). As the Inner Harbor Navigation Canal Lock sits astride this route, its safe and reliable operation is crucial.

A modern replacement lock structure is needed to ensure that reliability. The 1923-era machinery, lock walls and design do not keep pace with the advances in waterborne transportation, with larger barges, tows and more powerful towboats. Replacing the present lock structure with a larger, modern lock will improve the economics and safety of barge transportation through the industrial canal by reducing delays and tripping.

Waterways Council, Inc. recommends the following points be considered in scoping the Supplemental Environmental Impact Statement (SEIS):

· The economic impacts of delays due to unanticipated lock closures (and for extended repairs or maintenance) are harsh. Consider that the recent closure of the Algiers Lock for 112 days resulted in costs to industry of $146 million that are ultimately passed onto consumers who pay higher costs for goods they depend on. Similar closures cause significant delays as eastbound mariners must reroute to the Mississippi and Ohio Rivers and down the Tennessee and Tennessee Tombigbee Waterway to reach

terminals in Mississippi, Alabama and Florida. This detour can add 14-17 days to a typical voyage.

· A recent peer-reviewed National Waterways Foundation study, conducted by the University of Kentucky and the University of Tennessee, concluded that the national impacts of long-term closure of the GIWW are actually greater than similar closures of the Mississippi River, Ohio and Pacific Northwest routes. In its critical location, failure of the outdated, undersized IHNC lock could easily close a major portion of the GIWW for extended periods of time.

· Secondary efficiency, environmental and safety impacts of long-term closures should be considered. Truck traffic could be expected to increase on roads in New Orleans and the I-10 corridor as shippers look for alternative means to get their products to users. Consider that it takes 144 tanker trucks to carry the same amount of oil as one typical barrel tank barge that operates routinely on this route. In a single year, thousands of tank barges transit the IHNC Lock and GIWW. More trucks on the road equal more pollution and an increase in potential accidental spills of products.

· Routine, daily delays due to waiting in locking queues are expensive. These costs to shippers, tow operators, and their customers are simply passed on to consumers. A larger lock will eliminate much of the wait as a typical six-pack tow could lock through without time consuming and expensive tripping. An additional benefit of fewer trippings will be a measurable reduction of bridge openings, noise, and disruptions associated with tows waiting to lock. This should result in a positive change for the immediate IHNC neighborhood.

· A larger, modern lock will be safer for the mariners who routinely transit this area and, ultimately, for neighborhood residents. The margin for error when pushing tons of cargo in 200 or 300 foot long barges is greatly increased when the width and length of the lock chamber is expanded to the recommended 110-feet wide and 1200-feet long. Additionally, costs to the USACE and mariners for repairing damaged pilings, fenderworks and gates would decrease.

· Specific sizing of the shallow draft replacement lock must be carefully considered. Presently, GIWW shallow draft lock depths range from 12-15 feet. Logically, capital construction costs, operations and maintenance costs and environmental and social impacts would be expected to be less for a 12-15 foot deep lock than those of a deeper draft lock of 22 to 36 feet (as contemplated in the 2008 SEIS).

· It appears that several of the alternative locations for relocating the IHNC lock are no longer feasible due to the closure of the MRGO. Those should be eliminated from further review.

Thank you for considering our input. Please don't hesitate to call me with any questions.

Sincerely,

Michael J. Toohey

President/CEO

499 S. Capitol Street, SW Suite 401 Washington, DC 20003

www.waterwayscouncil.org

WATERWAYS
COUNCIL, INC.

February 17, 2015

Mr. Mark Lahare
CEMVN-PDC-CEC
PO Box 60267
New Orleans, LA 70160-0267
Mark.h.lahare@usace.army.mil

Dear Mr. Lahare:

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A modern replacement lock structure is needed to ensure that reliability. The 1923-era machinery, lock walls and design do not keep pace with the advances in waterborne transportation, with larger barges, tows and more powerful towboats. Replacing the present lock structure with a larger, modern lock will improve the economics and safety of barge transportation through the industrial canal by reducing delays and tripping.

Waterways Council, Inc. recommends the following points be considered in scoping the Supplemental Environmental Impact Statement (SEIS):

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- A recent peer-reviewed National Waterways Foundation study, conducted by the University of Kentucky and the University of Tennessee, concluded that the national impacts of long-term closure of the GIWW are actually greater than similar closures of the Mississippi River, Ohio and Pacific Northwest routes. In its critical location, failure of the outdated, undersized IHNC lock could easily close a major portion of the GIWW for extended periods of time.

- Secondary efficiency, environmental and safety impacts of long-term closures should be considered. Truck traffic could be expected to increase on roads in New Orleans and the I-10 corridor as shippers look for alternative means to get their products to users. Consider that it takes 144 tanker trucks to carry the same amount of oil as one typical barrel tank barge that operates routinely on this route. In a single year, thousands of tank barges transit the IHNC Lock and GIWW. More trucks on the road equal more pollution and an increase in potential accidental spills of products.

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- A larger, modern lock will be safer for the mariners who routinely transit this area and, ultimately, for neighborhood residents. The margin for error when pushing tons of cargo in 200 or 300 foot long barges is greatly increased when the width and length of the lock chamber is expanded to the recommended 110-feet wide and 1200-feet long. Additionally, costs to the USACE and mariners for repairing damaged pilings, fenderworks and gates would decrease.

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- It appears that several of the alternative locations for relocating the IHNC lock are no longer feasible due to the closure of the MRGO. Those should be eliminated from further review.

Thank you for considering our input. Please don't hesitate to call me with any questions.

Sincerely,

Michael J. Toohey
President/CEO

499 S. Capitol Street, SW Suite 401 Washington, DC 20003
www.waterwayscouncil.org

Waldemar S. Nelson, P.E. (1916 – 2005)
Charles W. Nelson, P.E. *
Kenneth H. Nelson, P.E. *
James B. Lane, P.E. * †
Wayne J. Hingle, P.E. *
David R. Stewart, P.E. * †
Virginia N. Dodge, Corp. Sec.
Barton W. Harris, P.E. * †
Stephen M. Pumilia, P.E. * †
Arthur J. Smith, III, P.E. * †
Thomas W. Wells, P.E. * †
R. Kent Davis, P.E. * †
Leanne M. Geohegan, P.E. *
Michael D. Harbison, P.E. * †
Anthony D. Hoffman, P.E. *
Stephen O. Johns, P.E. *
Lyle F. Kuhlmann, P.E. *
Joseph R. Lawton, III, P.E. *, PMP

WALDEMAR S. NELSON AND COMPANY
INCORPORATED
ENGINEERS AND ARCHITECTS
www.wsnelson.com

2 NORTHPOINT DRIVE
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1200 ST. CHARLES AVENUE
NEW ORLEANS, LA 70130
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Facsimile (504) 523-4587

10375 RICHMOND AVENUE
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HOUSTON, TX 77042
Phone (281) 999-1989
Facsimile (281) 999-6757

Jack H. Neelis, II, P.E. * †
A. Pierre Olivier, P.E. *, P.L.S. *
Robert C. Olivier, R.A. * †
William E. Rushing, Jr., P.E. *
Clifton A. Snow, Jr., P.E. * †
Wayne D. Talley, P.E. * †
William F. Berg, P.E. * †
Stephen W. Carlson, P.E. †
Robert W. Griffin, P.E. * †
O. L. Haas, III, P.E. *
Richie A. Melancon, P.E. * †
R. Jason Ortis, P.E. *
Stephen E. Prados, P.E. *
Glenn J. Richoux, P.E. * †

* Licensed in Louisiana
† Licensed in Texas

Please Respond to the New Orleans Address

February 18, 2015

IHNC Lock Replacement Project
ATTN: Mark Lahare, CEMVN-PDC-CED
U.S. Army Corps of Engineers
P.O. Box 60267
New Orleans, LA 70160-0267

Re: IHNC Lock Replacement Project

Gentlemen:

As a Professional Engineer with 40 years' experience in the design of marine facilities both local and international, I urge your team to closely evaluate the design dimensions of the IHNC replacement lock. I urge you to place greater emphasis on the selection of dimensions suitable for deep draft vessels which are now blocked from existing and future wharf facilities in the IHNC and GIWW.

Upon closure of the MRGO post-Katrina, public and private wharves east of the present lock were negatively impacted: by that closure, vessels capable of navigating the MRGO previously were prevented from accessing the available 36 foot depths in the eastern waterways.

The history of the IHNC dates to 1914, when an act of the Louisiana Legislature allowed the Port of New Orleans and the Orleans Levee Board to issue bonds to build the canal and the lock. At some later point, I understand the lock was transferred to the U. S. government for ownership, operation and maintenance. Landowners and taxpayers have provided hundreds of millions of dollars in waterfront infrastructure over the 92 years the IHNC has been in operation. To limit their future use of existing facilities and of those to be built in the next 100 years would be a serious injury to their interests.

I understand the Port of New Orleans has removed itself as local sponsor due to the cost of cost-sharing for the incremental depth of the sill. But if the argument can be made that the original construction has already been paid for by local interests, then perhaps the Port, as local sponsor, can be seen to already have met its obligation to satisfy the cost-share requirement for the deeper lock.

The physical dimensions affected by the lock depth are roughly four miles of the IHNC and seven miles of the GIWW. According to boaters using those sections of the waterways, both waterways have existing mid-channel depths of 36 feet. Facilities line both banks of the IHNC, and facilities could in the future line both banks of the

GIWW. Several large industrial facilities have been built on the GIWW, and more have been proposed. Those future projects would make good use of their ability to get larger blue water ships into the protected harbor behind the new hurricane protection system.

The availability of roughly 22 miles of deep water (both banks of 11 miles of waterway) is more than the 2015 deep water real estate controlled by the Port of New Orleans in the main channel of the Mississippi River. This asset is unique in port infrastructure in *the entire United States*, in that it is protected by the IHNC Surge Barrier, the Chalmette levees, the Seabrook Floodgate, and the enhanced post-Katrina levee system. To not make the best use of this asset for the future would be illogical, and poor public policy at best.

In the interest of fairness to the previous investors (taxpayers who retired the bonds and private investors in the 92 years of progress in New Orleans East since completion of the IHNC lock in 1923), the appropriate lock dimensions should be intimately investigated during this Supplemental EIS phase of a much-needed project.

Sincerely,
WALDEMAR S. NELSON AND COMPANY
Incorporated
Engineers and Architects

Charles W. Nelson, P.E.

Charles W. Nelson, P.E.
Chairman

CWN/khm

21st Century Steelmakers

Philip K. Bell
President
1150 Connecticut Ave. NW
Ste. 715
Washington, DC 20036
Phone: (202) 296-1515
Email: bell@steelnet.org

Tuesday, February 17, 2015

U.S. Army Corps of Engineers
Regional Planning and Environment Division, South
Coastal Environmental Compliance Section
c/o Mark Lahare
P.O. Box 60267
New Orleans, LA 70160-0267

Dear Mr. Lahare,

On behalf of the member companies of the Steel Manufacturers Association (SMA), I write to convey the SMA's strong support for the Inner Harbor Navigation Canal (IHNC) Lock Replacement project. SMA is the primary trade association for North America's electric arc furnace steel producers. SMA's 31 member companies account for over seventy-five percent of total domestic steel production. We are the largest steel industry trade association in North America. We count among our members Nucor Steel, ArcelorMittal, and SSAB.

The IHNC provides a critical link between the Gulf Intracoastal Waterway and the Mississippi River. Many of SMA's members rely upon this waterway for the movement of steelmaking raw materials and finished steel products.

SMA is extremely concerned with the deteriorating condition of our nation's inland waterway system. Existing inefficiencies at the lock interrupt the flow of commerce; further deterioration could have a negative impact on the competitive position of domestic steelmakers. As such, we urge the U.S. Army Corps of Engineers to please proceed with this project in a safe, timely manner.

We appreciate your attention and would be happy to answer any questions that you might have.

Sincerely,

Philip K. Bell

SSAB

February 17, 2015

U.S. Army Corps of Engineers
Regional Planning and Environment Division, South
Coastal Environmental Compliance Section
c/o Mark Lahare
P.O. Box 60267
New Orleans, LA 70160-0267

Re: Inner Harbor Navigation Canal Lock Replacement Project

Dear Mr. Lahare:

SSAB is a global leader in value added, high strength steel. SSAB offers products developed in close cooperation with its customers to attain a stronger, lighter and more sustainable world. We are proud to manufacture steel in the United States where we employ more than 1,250 skilled and dedicated people, with annual steelmaking capacity of approximately 3 million tons.

SSAB Americas is well known in the industry as a leading recycler of scrap steel. SSAB products manufactured in the United States contain about 97% recycled steel. Our operations are strategically located on waterways and we depend on a safe, reliable and efficient waterborne transportation to receive the scrap we use to manufacture steel plate and steel coil.

The Inner Harbor Navigation Canal Lock (IHNC) is critically important to SSAB's operations in Mobile, Alabama. During 2014, SSAB Alabama received 667,842 net tons of ferrous scrap by barge --approximately 90% of those barge loads passed through the IHNC lock. The Gulf Intracoastal Waterway (GIWW) is currently the only dependable inland route linking industries in the western Gulf States with those in the east. A modern replacement lock for the IHNC is needed. In its crucial location, failure of the outdated, undersized IHNC lock could close a major portion of the GIWW for extended periods of time. For SSAB, our customers, as well as many other domestic manufacturers, such a closure would cause substantial damage and affect our nation's economic competitiveness.

We ask that you consider the severe impact that delays or closures of the IHNC could have on U.S. manufacturers as you scope the Supplemental EIS for this project.

SSAB Enterprises, LLC
801 Warrenville Road, Suite 800
Lisle, IL 60532
T +1 630 810 4800
F +1 630 810 4600
Toll-free +1 877 594 7726
www.ssab.com

We appreciate the opportunity to comment on the proposed project and thank you for your work to support America's infrastructure. If you have any questions, please contact Katie Larson by telephone at (202) 737-8996, or by email at katie.larson@ssab.com.

Sincerely,

Bernard Pelletier
Vice President Operation Services
SSAB Americas

Wood Resources, L.L.C.

February 10, 2015

Army Corp of Engineers
Attn: Mr. Mark Lahare
CEMVN-PDC-CEC
P.O. Box 60267
New Orleans, LA 70160-0267

Dear Mr. Lahare,

Since the closure of the Mississippi River Gulf Outlet (MRGO) canal, shallow draft mariners have only one dependable inland route (the GIWW) that links industries in western Gulf state (Texas and Louisiana) with those in the east (Mississippi, Alabama and Florida). As the IHNC sits astride this route, its safe and reliable operation is crucial. A modern replacement lock structure is needed to ensure that reliability. Clearly, the 1923 era machinery, lock walls and design are not apace with technologic advances in waterborne transportation - barges and tows are bigger and towboats more powerful. Replacing the present structure with a larger and modern lock design will improve the economics and safety of barge transport through the industrial canal by reducing delays and tripping. And, of course, modern machinery will make it more reliable.

I, Sarah Louise Wood Ham, with Wood Resources, recommend the following be considered and carefully analyzed in scoping the SEIS:

- Impacts of delays due to unanticipated lock closures (and for extended repairs or maintenance). Consider that recent closure of the Algiers Lock for 112 days resulted in costs to industry of $146 million. Similar closures cause significant delays as eastbound mariners must reroute up Mississippi and Ohio Rivers and down the Tennessee and Tennessee Tombigbee Waterway to reach terminals in Mississippi, Alabama and Florida. This detour can add 14-17 days to a typical voyage.
- A recent peer-reviewed National Waterways Foundation Study, conducted by the University of Kentucky and the University of Tennessee, concluded that the national impacts of long term closure of the GIWW are actually greater than similar closures of the Mississippi River, Ohio and Pacific Northwest routes. In its critical location, failure of the outdated, undersized IHNC lock could easily close a major portion of the GIWW for extended periods of time.
- Secondary efficiency, environmental and safety impacts of long term closures should be considered. Truck traffic could be expected to increase on roads in New Orleans and the I-10 corridor as shippers look for alternative means to get their products to users. Consider that it takes 144 tanker trucks to carry the same amount of oil as one typical barrel tank barge that operates routinely on this route. In a single year, thousands of tank barges transit the IHNC Lock and GIWW. More trucks on the road equal more pollution and an increase in potential accidental spills of products.

5821 River Road, Avondale, LA 70094 • 504-436-1234 • Fax: 504-436-1878
www.woodresources.com

- Routine, daily delays due to waiting on turn in locking queues are expensive. These costs to shippers, tow operators, and their customers are simply passed on to consumers. A larger lock will eliminate much of the wait as a typical six-pack tow could lock through without time consuming and expensive tripping. An additional benefit of fewer trippings will be a measurable reduction of bridge openings, noise, and disruptions associated with tows waiting to lock. This should result in a positive change for the immediate IHNC neighborhood.
- A larger, modern lock will be safer for the mariners who routinely transit this area and, ultimately, for neighborhood residents. The margin for error when pushing tons of cargo in 200 or 300 foot long barges is greatly increased when the width and length of the lock chamber is expanded to the recommended 110 feet wide and 1200 feet long. Additionally, costs to the USACE and mariners for repairing damaged pilings, fenderworks and gates would decrease.
- Specific sizing of the shallow draft replacement lock must be carefully considered. Presently, GIWW shallow draft lock depths range from 12-15 feet. Logically, capital construction costs, operations and maintenance costs and environmental and social impacts would be expected to be less for a 12-15 foot deep lock than those of a deeper draft lock of 22 to 36 feet (as contemplated in the 2008 SEIS).
- It appears that several of the alternative locations for relocating the IHNC Lock are no longer feasible due to the closure of the MRGO. Those should be eliminated from further time, and resource, consuming review.

Sincerely,

Sarah Louise Wood Ham

5821 River Road, Avondale, LA 70094 • 504-436-1234 • Fax: 504-436-1878

The intent of public scoping meeting tonight is to solicit stakeholder input on the Inner Harbor Navigation Canal Lock Replacement Project, New Orleans, LA, General Reevaluation Report and Supplemental Environmental Impact Statement

Speaker Request/Comment Card

Would you like to speak tonight? **Yes** ☑ **No** ☐

Comments: ON ~~DREDGING~~ DISPOSAL OF ~~DREDGE~~ DREDGED SEDIMENT

Name BEN GORDON **Affiliation** PAX CHRISTI / GREEN PARTY

Street 3921 ST. CLAUDE **Phone** (504) 588-3751

City, St Zip N.O. LA. 70117 **Fax** ——

E-mail benhgorlps at yahoo.com

The intent of public scoping meeting tonight is to solicit stakeholder input on the Inner Harbor Navigation Canal Lock Replacement Project, New Orleans, LA, General Reevaluation Report and Supplemental Environmental Impact Statement

Speaker Request/Comment Card

Would you like to speak tonight? **Yes** ☑ **No** ☐

Comments: _____

Name Matt Rota **Affiliation** Gulf Restoration Network

Street 541 Julia St. Ste 300 **Phone** 504-525-1528

City, St Zip NOLA 70130 **Fax** _____

E-mail matt@healthygulf.org

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Speaker Request/Comment Card

Would you like to speak tonight? **Yes** ☑ **No** ☐

Comments: _____

_____

_____

_____

_____

_____

_____

_____

Name JOHN KOEFERL **Affiliation** CAWIC

Street _____ **Phone** _____

City, St Zip _____ **Fax** _____

E-mail _____

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Speaker Request/Comment Card

Would you like to speak tonight? **Yes** ☑ **No** ☐

Comments: ① WILL THE RESIDENTS OF ST. BERNARD PARISH BE DISPLACED IF LOCK REPLACEMENT IS DONE THERE?.. THEY HAVE RECOVERED FROM HURRICANE KATRINA, LOWER NINE HASN'T.
② ON ANY GIVEN WEEK HOW MUCH BARGE/SHIP TRAFFIC TRAVELS THROUGH THE... WE IN LOWER NINE DON'T SEE THE VOLUME OF TRAFFIC THE CORP SEES.
③ WHAT SORT OF ~~NO~~ NEGATIVE IMPACT WOULD THIS PROJECT HAVE ON THIS COMMUNITY?

Name VANESSA GUERINGER **Affiliation** A COMMUNITY VOICE
Street 829 TUPELO ST. **Phone** 296-6386
City, St Zip NOLA 70117 **Fax**
E-mail VANESSAGUERINGER@YAHOO.COM

The intent of public scoping meeting tonight is to solicit stakeholder input on the Inner Harbor Navigation Canal Lock Replacement Project, New Orleans, LA, General Reevaluation Report and Supplemental Environmental Impact Statement

Speaker Request/Comment Card

Would you like to speak tonight? **Yes** ☑ **No** ☐

Comments: BACK IN 1985 USACE Started this project while digging they found bad contamination in the Ground then Stopped. KATRINA Caused the Same Where did it ALL go. did all the toxic left?

Name Darrell D. Wagner **Affiliation** _____

Street 1402 Tennessee St **Phone** 504-655-6236

City, St Zip N.O., La. 70117 **Fax** " " "

E-mail darrellwagner470@yahoo.com

The intent of public scoping meeting tonight is to solicit stakeholder input on the Inner Harbor Navigation Canal Lock Replacement Project, New Orleans, LA, General Reevaluation Report and Supplemental Environmental Impact Statement

Dredging will break up toxins that will travel to Lake Pontchartrain. Some of the toxins previously which has been treated found in small amounts are detrimental to plant & animal life.

Speaker Request/Comment Card

Would you like to speak tonight? **Yes** ☐ **No** ☑

Comments: NO! NO! NO!

① Purpose & Need - I live 2 houses from the canal since 1928 - rarely have I seen backed up water traffic except for things like "Blessing of Fleets" etc. NO NEED!

NO DEEP DRAFT → to dangerous [illegible] barges.

Mitigation plan was a joke - Too much of [illegible] on parking lots for work vehicles etc. Better streets & lighting (that should come from city not mitigation funds.

This community does not deserve to be displaced again by anything [illegible]

Name Mary "Patsy" Story

Affiliation HCNA, CAWIC, Alert

Street 4709 N. Rampart St.

Phone 504-377-3838

City, St Zip N.O. La. 70117

Fax

E-mail mstory@cox.net

The intent of public scoping meeting tonight is to solicit stakeholder input on the Inner Harbor Navigation Canal Lock Replacement Project, New Orleans, LA, General Reevaluation Report and Supplemental Environmental Impact Statement

Speaker Request/Comment Card

Would you like to speak tonight? **Yes** ☑ **No** ☐

Comments: Here are my questions

1. Are you still going to have Mitigation?
2. Who will we Contact if we have problems with our properties?
3. Is the Community Base Mitigation still be in place?

Name M. Doyle Johnston **Affiliation** Upper 9th Ward Florida Comm. Assoc

Street 2524 Desire St. **Phone** 504-616-5132

City, St Zip N.O. LA. 70117 **Fax**

E-mail mdoylejohnston2@gmail.com

The intent of public scoping meeting tonight is to solicit stakeholder input on the Inner Harbor Navigation Canal Lock Replacement Project, New Orleans, LA, General Reevaluation Report and Supplemental Environmental Impact Statement

Speaker Request/Comment Card

Would you like to speak tonight? **Yes** ☑ **No** ☐

Comments: YES ON NEW LOCKS AT NEW SPOT IN INDUSTRIAL CANAL

ALSO COMENTS ON OLD LOCKS AT ST CLAUDE AND OLD ST. CLAUDE DRAW BRIDGE AND RAMPS

Name FRANK LAPLACA **Affiliation**

Street 4511 ST. CLAUDE AVE **Phone** 504-944-0325

City, St Zip N.O., LA. 70117 **Fax** Same phone, just ask

E-mail FALAPLACA@COX.NET

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c/o Public Affairs
CEMVN-PAO
P.O. Box 60267
New Orleans, LA 70160-0267

The intent of public scoping meeting tonight is to solicit stakeholder input on the Inner Harbor Navigation Canal Lock Replacement Project, New Orleans, LA, General Reevaluation Report and Supplemental Environmental Impact Statement

Speaker Request/Comment Card 2-5-15

Would you like to speak tonight? **Yes** ☐ **No** ☐

Comments: USACE REALLY NEEDS TO LOOK AT THE COST OF REPAIRING/REPLACING ELEMENTS OF THE LOCK - THE 90 DAY CLOSURE WE WERE TOLD ABOUT - WHAT THE LIFE OF THAT MAINTENANCE IS - COMPARED TO THE MUCH MORE EXTENSIVE COST OF THE PROPOSED LOCK REPLACEMENT. WHY NOT KEEP WHAT YOU HAVE & MAINTAIN IT? WE DON'T SEE THE BENEFITS OF THIS PROJECT COMPARED TO THE VAST NEEDS ELSEWHERE.

Name WALTER GALLAS **Affiliation** LOUISIANA LANDMARKS SOCIETY

Street 1440 MOSS ST. **Phone** 504-482-0312

City, St Zip NOLA 70119 **Fax** _____

E-mail wgallas@louisianalandmarks.org

ANNEX 3.3: Scoping Meeting Transcript

INNER HARBOR NAVIGATION CANAL LOCK REPLACEMENT

Public Scoping Meeting

New Orleans, Louisiana

****

The above-entitled cause came in for a meeting at the Martin Luther King Charter School, 1617 Caffin Avenue, New Orleans, Louisiana, on Wednesday, February 4, 2015, commencing at 6:00 p.m.

****

BEFORE:

TIFFENY SUIRE GALLARDO
Certified Court Reporter
In and For the State of
Louisiana

A P P E A R A N C E S

RENE POCHE, USACE, MODERATOR

RICHARD BOE, USACE

* * * * * *

I N D E X

PROCEEDINGS

MR. RENEE POCHE:

Welcome to tonight's meeting. Thank you so much for taking the time to come out and see what you have to say. And more important, we want to hear what you say about the reevaluation of this project. So I'm going to run through some notes here, and then we'll get into the presentation.

A couple of administrative things. The exits, they have the one you came in, if you need to get out for whatever reason, there's one over there. The restrooms are through the double doors back over there, also, if you need to use those.

Again, welcome to this meeting for the Draft Supplemental Environmental Impact Statement for the Inner Harbor Navigation Canal Lock Replacement, the Second Supplemental. The purpose of this evening's meeting, again, is to just get your input for this draft SEIS and hear your comments and concerns. That input that we'll get tonight will be used to help scope this SEIS and establish goals and objectives and issues being considered in project alternatives.

We've had a discussion period. It looks like it was pretty good judging from the conversations that I heard. We'll have this presentation. It should be about 15 to 20 minutes. And then we're going to open it up to hear your comments. There's a variety of ways also that you can provide input.

Everything that is submitted here, either oral or written, is treated equally. There's no weight assigned if someone sits down and writes the district name and sends that in. That doesn't get any more weight than you standing up here tonight and making your desires known.

We have a court reporter over here. So when we get into the comment period, please speak clearly so she can get the information as accurate as possible. So let's go ahead and get started. Again, there's the agenda. I didn't introduce myself. I'm sorry. I'm Renee Poche. I'm with the public affairs office. I get a little excited at the meetings sometimes and I forget so just bear with me on that.

I'll run through a couple of slides, and then Richard Boe will talk about the lock

replacement. And then we're going to open it up to your comments. And then we'll close the meeting out no later than 9:00 o'clock tonight if we go that long. Again, we want to hear your input on these things.

Next slide. Just a little history. It goes back to 1956 when the project was authorized, and then the authorization was amended again in 1986 and 1996, as well, so just a real quick history. I'm going to turn it over to Richard Boe. He's going to get into the real stuff that you want to hear tonight, and that's the reason why we're here.

I would ask that you hold all your comments to the comment period. You may have questions. But there was a lot of time and effort put into putting this presentation together tonight. You may find your question gets answered somewhere in the presentation. We just ask you to hold all those questions and comments until after the presentation.

MR. RICHARD BOE:

Thank you, Renee. My name is Richard Boe. I've been with the Corps since 1989. When I started with the Corps in 1989, I was assigned

to work on this project and been working on it on and off since then. So I have a long history with the project.

And let's start off by talking about National Environmental Policy Act. We call it NEPA, four-letter acronym. We call it NEPA. The National Environmental Policy Act requires federal agencies to assess the impacts and consider the impacts of their projects. And the way we do that, it's in preparation of the Environmental Impact Statements. NEPA regulations apply to all federal agencies, and those regulations requires a scoping process to be part of the NEPA process. That's why we're here tonight. As you can see, agencies are required to make diligent efforts to involve the public in preparing and implementing their NEPA procedures, including their Environmental Impact Statements. And of course public meetings are a great way to accomplish that. Next slide.

Continuing on the NEPA scoping, scoping involves stakeholders and other interested parties. And the results of the scoping tonight will help us in our environmental review of the project.

We ask that you consider the following when you make your comments. Scoping is really what are the issues and resources of impacts that you believe will happen, and that we should consider when we prepare our EIS, and what are the alternatives that we should consider in the EIS. So those are the two major topics that we would like to hear about. Of course, we want to hear anything and everything you say. But those are the two major things we want to hear about tonight.

Let's talk just a minute about the regional value of the canal. You might have seen the display in the back about the Gulf Intracoastal Waterway. As you can see, the Inner Harbor Canal. We call it the Inner Harbor. You may call it the Industrial Canal. It lies right in the middle, basically right in the middle of the Intracoastal Waterway. For traffic, it moves all the way from the Mexican boarder in Brownsville all the way to Florida and then it causes traffic to continue across Florida and up the Atlantic coast. The barge traffic that moves on the GIWW is the main traffic that flows through the Inner Harbor

Canal and Lock.

The next slide shows the locks on the Intracoastal Waterway in Louisiana. It also shows, the red line shows the Intracoastal Waterway. We call the red line the main stem. That's the main GIWW that goes from Mexico to Florida. The yellow vertical line in the center of the slide shows what we call the alternate route of the GIWW that goes from Morgan City to Port Allen Lock.

And the importance of this slide is that some people have questioned why do we need to, why do we think we may need to replace the lock that's on the canal. Well, as you can see, there is the Port Allen Lock, Harvey Lock, and Algiers Lock. They are all on the west side of the Mississippi River. And all those locks allow barges to travel from the river to points to the west. Whereas on the east side of the river, all we have is the IHNC Lock. There are no alternate routes.

Some of you are familiar with the area they say, well, there's locks down in Plaquemines Parish. There is. It's operated by the State of Louisiana. It's not a Corps of

Engineers lock. But there is no connecting channel that allows vessels to move throughout the lock out into the open waters of Breton Sound and to the east and then connect up into the GIWW eastbound. So the small size of the Kenner Harbor Lock and the fact that it's only one lock contributes to the delays that vessels have when they try to move through the waterway.

Focusing on the existing lock, it was constructed in 1923. It was completed in 1923 by the Port of New Orleans. The U.S. Government during World War II began leasing the lock from the Port. Prior to them, the Port actually charged a fee to go through the lock. And once the government began leasing it, it became part of the Gulf Intracoastal Waterway, and moving through the lock was free of charge for all vessels.

From World War II to about 1942, when we began leasing it, until 1986 the Corps operated and maintained the lock and paid their annual fee to the Port. We actually purchased, the government purchased the lock in 1986. And around the Year 2000, the government actually began, as part of this lock replacement project,

we actually acquired additional parcels of land around the lock and actually bought some of the canal itself in order to begin construction of the lock.

The 1976 authorization is important because it demonstrates that Congress realized almost 60 years ago the lock may need to be replaced. Since 1956, many studies and many, many meetings have occurred. I'm sure some of you here tonight have been in those previous meetings. The first meeting was actually held in 1960.

Throughout the Sixties, Seventies, and Eighties, there were many, many studies and a lot of those studies sound around where the new lock should be located or replacement lock, I should say. And of course many of you know that there was a lot of opposition to replacing the lock anywhere near the Inner Harbor Canal or in St. Bernard Parish. Those were the two main areas that were investigated for replacing the lock.

So in 1997, the Corps produced its first public document concerning replacement of the lock, and we released the Draft EIS in 1997.

In 1998, we prepared, we released a final Environmental Impact Statement. And accompanying the Environmental Impact Statement was what we call a Project Evaluation Report. And you can see a record of decision was signed in 1998.

And the information I want to tell you about on this slide -- the recommended plan at the time was a lock located, a new replacement lock located basically within the confines of the existing canal north of Claiborne Avenue. The lock would have been, the lock that was recommended at the time was 110 feet wide, 1,200 feet long, and 36 feet deep. It was 36 feet deep. We call that a deep draft lock. It would have accommodated large ships. At the time, the Mississippi River Gulf Outlet was still open. So it would have allowed vessels to move back and forth from the Mississippi River to the Mississippi River Gulf Outlet, MRGO.

The construction method means a lot to the Corps because the construction method is important. We looked at two different types of construction: cast replacement construction, which is basically very conventional. We de-

water the lock site. You build a lock as if it was on dry land. And we evaluated a float-in method, which would involve driving pilings underwater and bringing in lock modules prefabricated at an offsite location and ballasting them down onto the pilings and then filling in around it. That was called float-in.

We recommended at the time the float-in lock construction to try to minimize the impacts on the local area. A lot of the construction would have been able to occur at an offsite location. All of the lock construction would have occurred on the flood side of the existing flood walls and levees. No residential or commercial businesses would have been, had to have been relocated.

As part of the project, the St. Claude Avenue bridge would have been replaced with a new low-level, what we call, double bass fuel basically, two bridge openings like this (indicating) and a perdition for a temporary bridge during construction of that St. Claude Avenue bridge.

It would have also allowed, one of the reasons for the low-level bridge there was to

minimize impacts on local neighborhoods and also would have allowed for pedestrian traffic to continue to use that crossing.

The project would have also included modification of the Claiborne Avenue bridge by replacing the westbound and the tower so that the bridge, the deck where the cars drive across could actually rise higher because with the new lock at Claiborne, you would have river level stages underneath the Claiborne Avenue bridge. And when the river was high, you would have less clearance. So in order to accommodate vessels, we would have raised, not the stand while it was open for vehicles, but as it was raised it would be raised higher, and it would have been a duration of about two weeks to do that work.

Also part of that plan was the extension of Mississippi River level protection to the north to tie into the new the lock, demolition and removal of the existing lock. And we've also included a community impact mitigation plan, which would have provided mitigation to the local community in the form of things like increased playgrounds, increased level of police and fire protection, that sort

of thing, also a fish and wildlife mitigation plan to come to mitigate for some of the adverse impacts of the project on the fish and wildlife resources.

After we prepared that, the first evaluation report and EIS, around the Year 2000 or so is when we acquired land from the Port to begin construction. We demolished the Galvez Street bar and performed extensive remediation on the eastbank of the canal where there were some old businesses the Port used to lease to that left some contamination there -- would someone give me a glass of water, please? Sorry -- and we began implementing the impact mitigation plan.

But in 2003, we were challenged in court, plants alleged a variety of things. And while we were in litigation, Hurricane Katrina struck and caused damage to the area, substantial damage. And then after Hurricane Katrina, the Port joined the Corps continuing the project until we complied with the NEPA, National Environmental Policy Act.

Basically, the court ruled that the Corps could not continue with the project until

we reevaluated the project in light of the changed conditions as a result of Hurricane Katrina.

So in 2007, we began preparation of a Supplemental EIS to address those current conditions at the time. And notable during that time in the same time period, the Corps completed the closure, completed a rock structure on the MRGO at Bayou LaLoutre, which effectively closed off the MRGO to navigation traffic.

And the Supplemental EIS recommended, in most respects, the recommended plan was the same. We did refine the construction method. And the method of dredging material, excavation of the canal banks sediments, and canal soils, and sediments were a point of concern by the plaintiffs that some of them are contaminated. So we refined that disposal plan to accommodate all of the dredged material and designated three locations to disposal.

So in 2009, well, in 2010, the project was again found in court. Plaintiffs made a variety of claims, not the least of which was that the Supplemental EIS failed to consider the

impact of the MRGO closure on the depth of the new lock. Remember, the MRGO was 36-feet deep. We were recommending a 36-feet deep lock. And the court ruled that we should have considered a shallower lock in light of the fact the MRGO had been closed.

So now we're starting what we call a general reevaluation study. That's a term the Corps uses when it's obvious that a lock that a project that's already been under construction should be reevaluated. And of course the purpose is to determine if there is an economic justification for a more efficient navigation lock to replace the existing lock and that is environmentally acceptable. And we've already talked about the need because the vessels moving through navigation traffic delays. All Corps navigation project must be economically justified. And that's going to be a big part of our analysis is the benefits to navigation by reducing navigation delays and the cost of construction.

One important point is that for the original EIS and for the supplemental, the Port of New Orleans was our sponsor for the deep

draft lock of the project. Since that time, since we've prepared the supplemental EIS, the Port of New Orleans has informed us, the Corps, that they no longer wish to be a sponsor for the deep draft lock. That leaves us without a sponsor for the deep draft lock. So we will be evaluating shallow draft lock alternatives in the reevaluation and then what we're going to be calling the Second Supplemental EIS.

And then finally, just some of the items that we know are important to local community, and we're going to be evaluating all of these resources. And we ask you tonight to help us determine what other things and may add some detail into some of these things that we've already identified that we will be addressing in the EIS.

And that's all I have. Thank you so much for your attention.

MR. RENEE POCHE:

Thank you, Richard. There's some contact information. I just want to remind you, too, the table where you signed in, we do have some postage-paid envelopes. If you want to grab one on your way out, if you have some

thoughts, comments, after tonight's meeting, put it in this, drop it in the mail. These are all ways, as well, that you can get your information to us. Can you go back to Slide 14, please?

So what we want to do now is hear from you. But a couple of things I want you to keep in mind. We are in Week 2 of a 36-month project. So you may have questions that we're going to tell you we don't know the answer to because we are so early in the process. But it's so important to hear from you early in the process. That's why we're having this meeting now.

So what we'd like to do is open it up, but we're kind of limited with the mics. So we're going to work from this side of the audience over this way. And then we'll kind of come back around. We want to give everybody the chance to comment. So we're going to ask you to limit your comments to about three minutes or so. When you get close, I'll let you know. Then we want to run through the whole audience and give everybody a chance to make a comment. And then if you have follow=ups, we'll come back to you. Does that sound fair to everybody?

UNKNOWN AUDIENCE MEMBER:

Just a point of order, what were the cards for?

MR. RENEE POCHE:

Same thing. We ran out of cards. I'm sorry. I didn't clarify that. Those cards that some of you may have received when you came in, we ran out. So now we have an envelope. No different. Everything, like I told you before, everything is treated exactly the same, whether you write it, stand up here tonight and make a comment. It all goes into the record.

To be part of this process that we're doing tonight, February 18th is the deadline. But we'll continue to accept comments -- back on Slide 16 there. We'll continue to accept those comments this way and if you wish this way as well. Yes, sir.

UNKNOWN AUDIENCE MEMBER:

Do you mind extending the limit thing and let people talk for a while and see how it goes?

MR. RENEE POCHE:

No. It's so important that we get as many people to have their input. We'll have

time. It's not even 7:00 yet, and we have two hours. So what I'd like to do is go through and let everyone have a chance to make a comment, and then we'll come back around. And I'm sure you're going to have follow-ups.

UNKNOWN AUDIENCE MEMBER:

Maybe if we can have a show of hands and see how people feel.

MR. RENEE POCHE:

No. This is our meeting, and I want to keep it flowing this way so everyone has their change to comment. It wouldn't be fair if we got bogged down in a 15- or 20-minute discussion over here, and a lady and gentlemen over here wanted to make a comment, and they didn't have that opportunity. That's just not fair.

UNKNOWN AUDIENCE MEMBER:

Can we defer our time to another person?

MR. RENEE POCHE:

No, you may not yield your time. You read my mind. That was my next point. You may not yield your time.

UNKNOWN AUDIENCE MEMBER:

Could you turn to the slide where you

direct us in terms of what it is you're wanting to hear tonight.

MR. RENEE POCHE:

Yes. I want to go back to Slide 14 and then I think it's Slide 15 is what you're talking about. Slide 14, real quick. This is why we are here. This is the whole point of why we're here tonight.

UNKNOWN AUDIENCE MEMBER:

It was a really early slide that said there were two things.

MR. RENEE POCHE:

The two questions. Yeah. Let' see what slide number it was.

THE COURT REPORTER:

I need people to state their names if they're going to speak.

MR. RENEE POCHE:

Yes, if you would when it's your turn to make a comment, we ask that you state your name clearly. It's Slide 6.

MS. JANELLE HOLMES:

Janelle Holmes. My question is --

MR. RENEE POCHE:

Wait, wait. I just want to finish the

administrative part.

MS. JANELLE HOLMES:

I'm not making a comment. I have a question. Will there be a website that you are promoting this meeting because I didn't see it?

MR. RENEE POCHE:

The presentation?

MS. JANNELLE HOLMES:

Yes.

MR. RENEE POCHE:

Yeah. We're going to load it to the Corps of Engineers New Orleans District website. We were just talking about that. We're going to pdf this document, and it will be out there available to you some time tomorrow.

MS. JANELLE HOLMES:

Can you announce it for those who are not familiar?

MR. RENEE POCHE:

The website address, yes, is www.mvn.usace.army.mil.

MR. MARK LAHARE:

I just wanted to say real quick is that my contact information is at the end of this presentation. You can also contact me, and I

can email you if for some reason it doesn't download. I'm sorry.

My name is Mark Lahare. I'm the environmental manager of this project. I will be writing the Environmental Impact Statement. My contact information is at the very last slide.

MR. RENEE POCHE:

We'll put it up again with all this. Folks, we're not trying to hide anything from anyone. We're open and transparent in this whole process. We're going to give you as much information as we can.

So let's go ahead and get started. We're going to start on this side, and then we'll work our way across the room. So anybody on this end over there. She's going to come around with the mic. Please state your name first for the record and then your question.

MR. CHRIS PITTS:

My name is Chris Pitts. I own a company at 8000 Jourdan Road. My question tonight is: How is this lock closure going to affect our shipping industry on the Industrial Canal? I'm sure if you've been doing this since

the Fifties, and this is the third or fourth one these are done, I'm sure you should have some answers to that.

MR. VIC LANDRY:

Yes, sir. My name is Vic Landry. I'm the operations manager for the Gulf Intracoastal Waterway. So I'm at the existing lock, the operations side of it. I'm not on planning end but more the operations end.

Essentially, the waterway will never be impacted with any type of closure to navigation. The existing lock will remain in operation 24/7, 365, just like it is today. The new lock would be built mostly likely in a proposed northern location between the Florida and Claiborne bridge. And while it's being constructed, there will be a bypass channel to the side of it. But the channel wouldn't be widened. It wouldn't be made more narrow. It would always be passing traffic on the GIWW.

MR. CHRIS PITTS:

There was another question I asked the gentlemen earlier here today, and he said he was going to try and find out. Maybe you can answer this question. Is there a proposed lock closure

for that lock later on this summer?

MR. VIC LANDRY:

Currently, we're planning to de-water the lock for maintenance.

MR. CHRIS PITTS:

How long is that going to last?

MR. VIC LANDRY:

It's scheduled for 75 to 90 days. Now, this is maintenance on the lock to install new gates to replace the old 92-year-old gates that are in horrible condition.

MR. CHRIS PITTS:

Right. I understand. But I think the question I got is: What is my business at the same time going to -- I receive 100,000 tons of material a month, and I ship 100,000 tons of material a month. And that lock is the only way that my business stays alive. We're talking about a $10 million a month business being shut down for three months.

MR. VIC LANDRY:

That is correct. Is your traffic all rely on IHNC? Does any of it come from the east possible?

MR. CHRIS PITTS:

It can come from the east, yes, because it all comes form Missouri. But the problem is it's going to Corpus Christi. There is no other route.

MR. VIC LANDRY:

Yes, sir. I agree. That's why this lock is so critical to this nation's infrastructure and our economy because when this lock is closed, as Richard Boe indicated, it's the only eastern access from this side of the river up to the GIWW, but you have three forms of access on the west.

MR. CHRIS PITTS:

I understand. But how come this thing wasn't addressed four years ago when y'all closed the MRGO, which would have been the only other route other than a 1,020 mile route north in order to get that material out to Corpus. You should have known then that that lock was going to have to be closed at some point and time and that that was the only other route to go.

MR. VIC LANDRY:

In 2008, we did a maintenance de-watering as well. And it was a 60-day period

when we shut down. And that was when Hurricanes Gustav and Ike actually re-watered the chamber, and we did a maintenance cycle on it. And we were basically saying we're not sure when we'll have the opportunity to ever close the lock again with the MRGO, which was our alternate route. Before you could go down river to Baptiste Collette, over to the MRGO, and tie back in With the MRGO now gone, deauthorized, closed to all traffic, we've lost that access. You're right, sir. I agree with you 100 percent.

We have since received funding from the federal government to have new gates fabricated to install in the lock.

MR. CHRIS PITTS:

I completely understand. Who's going to fund me for the next 90 days?

MR. RENEE POCHE:

I think this might be something that could be better handled --

MR. VIC LANDRY:

You and I can talk on the side.

MR. RENEE POCHE:

We got to stick to the purpose of why

we're here tonight. Anybody else over in this area?

MR. BEN GORDOM:

My name is Ben Gordom. I live at 3921 St. Claude. I'm a fairly new person in this area, resident in this area. I had to move for a number of reasons. But I've been following many issues, the environmental issues. And there's a lot of issues that are being brought tonight, but I'm mainly concerned, but not only concerned, with some of the environmental issues.

And many of you remember the shell dredging struggle in Lake Pontchartrain in the Eighties. With the sediment, a lot of it has toxic. I've been reading some articles. There's a lot of toxins, including heavy metals, that are going to be dredged up. But when the sediment is dredged up, where is it going to be put, the wet sediment itself. And of course it's going to be released into the water and allow these toxic metals to go into Lake Pontchartrain, which we're just to the point now of bringing it back somewhat better environmental quality.

MR. RENEE POCHE:

Who can best address that question?

MS. JASMINE SMITH:

Hi, I'm Jasmine Smith. I'm the project manager for the lock replacement. At this time, like Renee said earlier, we're early on in the study stage. We don't know at this time. Later on further in the study, we will determine that. So at this time we don't know, but we appreciate your comment. You can leave your comment on the comment card or email Mark for any other concerns you may have.

MR. JOHN KOEFERL:

Hello. I'm John Koeferl. I'm the President of the Citizens against widening the Industrial Canal. I've been listening, and I think we could all be on the same page here if we worked at it. I know the fact that the Port of New Orleans has been the sponsor for so long of the deep draft lock in the Industrial Canal. Having them gone may be a blessing because it seems to me that we need a second lock. We don't need to depend on one lock. We need another lock somewhere so that we don't have these problems.

MR. CALVIN ALEXANDER:

My name is Calvin Alexander. I'm a resident here in the Lower Ninth Ward. And actually my question ties right in what John just said. I'm curious about the second map over there from the door. There are a number of red dots on there that seem to indicate an alternate route. But based on what I'm seeing and hearing tonight, there's no intent for an alternate route. It seems to me we're here talking about replacing that lock, period, end of statement.

MR. RENEE POCHE:

Thank you, sir.

UNKNOWN AUDIENCE MEMBER:

Can you respond to that?

MR. RENEE POCHE:

I'll respond this way. We're two weeks into a 36-month study. There have been no decisions made. that a map shows a project area. You saw some history here tonight. And then on Slide 14, it shows the real purpose of why we're here. So no decision has been made. No decision has been made.

MS. JANELLE HOLMES:

Are you saying you're in the course --

MR. RENEE POCHE:

We're data gathering right now. We want to hear your comments and concerns. Trying to engage in a dialogue right now when we're two weeks into a 3 -year study is real difficult.

MS. JANELLE HOLMES:

I'm trying to find out (inaudible) during the course of the study, will their questions be directly answered within the study as opposed to just being before the deadline, the 18th? Or is it during the 36 course?

MR. RENEE POCHE:

Yes, they will be. They will be at some point. We're bouncing around here. We're trying to get there.

MR. TEDDY CARLISLE:

Teddy Carlisle. I'm Teddy Carlisle, towboat captain on a canal barge. I ran the Industrial Canal with New Orleans through and out the canal. Feasible, there's no other spot to run another lock. If you go to Bonnet Carre, that means the towboat is going to cross 24 miles of open water over two bridges with high

winds. You're taking the risk with two bridges (inaudible). You go down to Baptiste Collette. You can go across all the way to Gulfport Ship Channel. But when the weather gets bad, no traffic is going to move. And Industrial Canal lock is the most feasible place to put the lock whereas commerce can keep on moving.

UNKNOWN AUDIENCE MEMBER:

But if you have a second lock.

MR. RENEE POCHE:

We're not going to debate here. We're taking comments. We're not going to debate the issue. If you want to do that, you can go outside and discuss it. We're here to gather comments tonight.

MR. MATT ROTA:

Hi, I'm Matt Rota with the Gulf Restoration Network and a few questions that I have and comments. Number one --

MR. RENEE POCHE:

Just keep in mind, your questions may not get answers. We're two weeks into a three-year study. You're going to hear that over and over again.

MR. MATT ROTA:

The first thing is: As we're saying, we're looking at the first EIS that happened in 1998 and then the 2nd Supplemental EIS in 2009. Now, we're looking at another supplemental in 20, whatever, 2017, 2018, when you get around and get to it.

Why are you not doing a full Environmental Impact Statement? At this point, supplementals, I don't think, are going to cut it. I think we ought to be doing it starting from scratch, and you're starting from scratch, because if the public has to be going back and looking at something from 1998, what's amended from 2008, then amended again, it's confusing. And I think that enough changes have happened between MRGO closure, between Hurricane Katrina, and a a bunch of other things that enough has changed in 20 years that we should be doing a full Environmental Impact Statement.

MR. RENEE POCHE:

Any other comments?

MR. MATT ROTA:

Oh, yeah. And we will be submitting more in-depth comments before the comment period ends. Another thing that we're really concerned

about is the disposal of dredged materials. That's one of the big things throughout this whole process is the contaminated sediments in the lock. And before there would be proposed to be discharged in what the Corps planned to be upwind cipher is actually in the middle of the wetlands.

And what are some alternatives that you're looking at, you'll be looking at alternatives and that particularly toxic chemicals needs to be disposed of in a Type 1 landfill facility. So I ask that that is looked at and wouldn't mind any responses on that.

And then another one that particularly comes up is: During hurricanes, now that we have the large closure structure, how is that going to be factored in because we will probably be having a lot more barges, and I'm not a barge captain so I don't know about this, but coming in for safe harbor and things like that and trying to avoid the closure of the surge barrier.

So is that going to be looked at in this scope of this new, what we hope to be the new EIS, not just a supplemental EIS?

MR. RENEE POCHE:

Richard, did you want to address supplemental versus new.

MR. RICHARD BOE:

Actually, we've heard that comment previously about supplemental versus a new EIS. And what we didn't get into was: NEPA, the National Environmental Policy Act, is a very short law. It's only about three pages long. The president's council on environmental quality wrote regulations for agencies that implement NEPA. And there's no revision of regulations that I can understand that allows an agency to basically throw away an EIS that was prepared originally for a project and start over again. I've been through it, and I've talked to a lot of people about it. I don't know that agencies ever do that. I know the Corps never does it.

But the fact that we're calling it the 2nd Supplemental in no way limits us to just -- it does not limit us in any way. We could write and will write a fully -- we're going to address every known issue in that EIS. So just because we're calling it a supplement, doesn't mean it's going to be a little short document that doesn't

fully address all of the concerns. Don't get hung up with that word.

MR. RENEE POCHE:

Who's next over here?

MR. JOSH LEWIS:

Hi, Josh Lewis, Tulane University. One thing that comes to mind with the previous EIS has been an issue for a lot of people in the environmental community was the disposal of sediments, which Matt was referencing. And it seems to me if what we're talking about -- we made comments about -- we heard comments that the Port is not sponsoring the deep draft portion of the lock. So that means the deep draft portion of the lock is not going to be built. It would be crazy. It wouldn't happen. That's my opinion.

So in that case, we're looking at a 14-foot channel. The existing Industrial Canal channel is 30 feet. So if you're going to be, if this project actually goes forward, which we just heard they are rehabbing the lock and replacing the gates and probably spending a lot of money on that so it seems the better option being you wouldn't allow the destruction. But

if you're already going to be generating all those sediments, and you know there's toxins in them, and you also know that within the Industrial Canal you have a 30-foot channel, I would say that why wouldn't we just dispose of those, you would just move those sediments around within the channel bed because you only need a 14-foot channel within the Industrial Canal. You don't need a 30-foot channel in the Industrial Canal anymore.

Once that lock gets built to shallow draft standards, you can't get large ships in the Industrial Canal at all. So that fundamentally changes the way that the Industrial Canal project works, the channel dimensions, what control concerns, all of those things change.

So I just hope there's a communication process goes well, and that we see there's not going to be, that those sorts of things are addressed, that the whole system is being transformed right now, and there could be some creative ways to handle some of these issue. But again, I think we just heard the lock is being rehabbed and a lot of things done on it

anyway. So hopefully this is just a no action as a result of this. Thanks.

MR. RENEE POCHE:

Yes, sir. Right over here.

MR. MARK WRIGHT:

Mark Wright, 522 North New Hampshire, Covington, 70433. I just had a question. I heard that the Port of New Orleans is deep draft sponsors. Who is the shall draft sponsor? Is there one?

MR. RICHARD BOE:

That's a good question. The first slide that Renee showed you talked about authorization. One of those authorizations was the 1986 Water Resource Development Act. That act, that law, changed the whole game of how the Corps financed projects. It required cost sharing.

And the short answer to your question is: The shallow draft portion of the lock would be cost shared 50 percent by the federal treasury and 50 percent by what's called the Inland Waterway Trust Fund, which is an inland waterway users board who sets priorities for inland navigation projects. At one time the

lock was one of its top priorities. I'm not sure where it's in there just now, the lock replacement of the IHNC.

But that's the answer to your question. 50 percent. That trust fund, money from that trust fund comes from fuel taxes collected from inland waterway users, basically the barge industry.

MS. PATSY STORY:

I'm sorry y'all. It's hard for me to get up.

MR. RENEE POCHE:

You don't need to stand up. Just state your name and your comment.

MS. PATSY STORY:

I'm Patsy Story. And I'm a resident of Holy Cross since 1978. Can you hear me? So I've seen all this stuff come and go and come back again. I'm wondering that when you have all the impacts done, is it going to be in the house by the Corps or will, I guess, would it be allowed to have independent companies do the study also like a watchdog or a check or whatever? You know what I mean?

MR. RICHARD BOE:

It's the federal agency's responsibility to prepare the Environmental Impact Statements. Sometimes we'll hire consultants or architect engineering firms or professional services contractors, but generally it's the federal agency's responsibility.

In recent years, the Corps, Congress has required the Corps to go through more rigorous reviews. Our reevaluation report and EIS will be subjected to what we call independent external peer review, IEPR, if you like acronyms. But as far as having someone else prepare the EIS, generally, the only way that that can happen is if someone who is on contract to the Corps, or if we have a local sponsor, sometimes we can allow them to help us with the EIS.

But generally, it would not be prepared by -- certainly, you'll have the ability to comment and hire anyone you want to do scrutinize it. We don't -- we wouldn't allow our EIS to be -- it' actually we can't allow, by law, we can't allow anyone else to prepare it for us.

MR. RENEE POCHE:

Anybody else on this side? We'll move on to this side. I do want to remind you there's some questions about the two questions up there. Take one of these on the way out. You should have received one when you came in. If you didn't get one of these. It has the questions. It has the background. It has Mark's contact info on there so we're not bouncing back and forth on the slide. So make sure you get one of these. If you walk out with nothing else tonight, walk out with this.

So we're going to move to this side of the room now.

MS. MARGARET DOYLE JOHNSTON:

My name is Margaret Doyle Johnston. And my questions are: Are you still going to have mitigation? Who will we contact if we have a problem with our properties while you're doing this? And is the CBMC still in, will still be in place?

MR. RENEE POCHE:

I can tell you two weeks into three years worth of work, al lot of those things will be addressed. I can't give you any kind of definite answer now. But we have your questions

on the record so we will go back in and look at those things.

MR. FRANK LAPLACA:

My name is Frank Laplaca. I live 4511 St. Claude. I've been there since 1959. One thing I want to just get out the way is that the flood wall in the Industrial Canal on the New Orleans side, which would be the west side, it's approximately 12 feet. On the Lower Ninth Ward side, it's 16 feet. Now, when the Corps of Engineers did all the repair and put in the new flood wall, they didn't increase the height of the flood wall on the New Orleans side. I just want to get that out the way. That needs to be addressed and looked at for the safety of the people getting flooded out.

The other thing is the locks, all four new locks, the old locks by the St. Claude bridge are delapidated, old. It all needs to come up. And the new locks, I would say, need to be put in the Industrial Canal somewhere between the bridges where people go from one side of the canal to the other.

When the locks are opened and closed, they won't interfere with traffic as the old

locks do by the St. Claude bridge. When something passes through there, it takes forever. They open up the lock. The vehicles and boats have to go through. It takes quite a while. And this is all holding up everybody's transportation, ambulances, emergency service, people going to their jobs. It holds up everything. So I think those locks at St. Claude need to come out completely. I wouldn't even rebuild. Now, they could put a flood gate there and that would stop the water one way going one way or the other.

The new locks, like I say, in the Industrial Canal, I'm all for it. Another place they possibly could put the new locks is where the Intracoastal Canal, well, the Ship Channel where it comes into the Industrial Canal. Because you want to stop that water from getting into the canal, even when they had the MRGO, that's a long ways that the wind could make a rolling tide. These waves build up, and you have a roll of water coming all the way through the ship channel to the Industrial Canal. And then when it gets there, it's like a wall of water that comes right through it. That's why

New Orleans, one of the reasons New Orleans got flooded was because of all that water coming in.

So if you can put flood gates where the ship channel connects into the Industrial Canal, that would stop the flow of water coming through. However, either one. If you can't put it there or flood gates there where the ship channel connects to the Industrial Canal, then do put the new locks in the Industrial Canal.

Now, just to touch back on the old locks by the St. Claude bridge, if they do take those out, regardless, take them out or rebuild them. The old St. Claude bridge needs to come out. That place has been there for years. The thing vibrates. These 18-wheelers go over it, I mean, it is deplorable. It's terrible.

What they ought to do when they take that bridge out, don't put one like the announcer was saying opens like this (indicating), put a new bridge like the Claiborne bridge. It's higher. Most boats that go through it, they won't even have to open the bridge, and it won't affect the traffic.

And I'm going to wrap up. And the other things the ramp that goes to the old St.

Claude bridge, those things are delapidated. My house if right against the bridge and the traffic comes over there, the 18-wheelers. That old bridge is bad. The Corps of Engineers has come out there and repair it, repair it, repair it, put on the black top, patch it up, whatever. The whole thing needs to come out and put a new roadway system.

MS. VANESSA GUERINGER:

My name is Vanessa Gueringer. I'm a lifelong resident of the Lower Ninth Ward. I want to talk about these two questions you have here. The issues. First of all, most of the maritime industry are building to protect us now. So to expand that lock to support supertankers coming through here, again, we don't have that kind of traffic. Enough see we have traffic, barge traffic, or volumes of traffic here, we don't see that kind of traffic. So that's the question that we have.

Resources. The maritime industry, this gentlemen just talked about his company making $10 million a month. The maritime industry, the Port of New Orleans, the Corps of Engineers, they never put a dime, any money, into this

community, ever, playgrounds, community centers, nothing.

In 2007, y'all came here. I came here and I listened to y'all talk about the impact that it would have on this community, devaluation of our property, traffic jams like crazy, dump trucks running up and down our community 24/7, okay, all sorts of negativity. Have y'all looked around this community? We are still recovering from Hurricane Katrina.

Now, you talk about St. Bernard Parish being an alternative. Well, would their residents be displaced if the lock replacement is down there, as residents will be displaced here? You know, again, you come to this community and ask us, who are still recovering from a horrible storm, to deal with this issue again. When are you people going to get that our lives daily on fighting to come back. And yet, you are coming here to push this project. This is absolutely appalling and outrageous.

MR. SHANNON FRENCH:

Hello, my name is Shannon French. I live in Holy Cross. I'm a resident of the Lower Ninth Ward. I'm an architect and former Peace

Corps volunteer.

I really am a proponent of community development happening on multiple scales. I think we need the government. We need industry. We need community meetings. We need grass roots organizations all coming to the table. And I think if it's done well, and it's marketed well, any kind of development project like this can satisfy all the stakeholders needs.

And I think there's a few marketing opportunities here with the Corps. You know, some people think that there are supertankers about to go through the Industrial Canal, and I'm sure that's not the case. And I think you need to put that out there for public consumption that we're talking about very shallow locks here and barge traffic, and we're not talking about dredging the stuff out of this waterway anymore.

Another big opportunity that has been missed, the bridges are not pedestrian friendly. They are not bike friendly. I think part of the reason why the lower Ninth Ward is cut off socioeconomically as it is, it feels cut off, is that the residents, many of whom don't even have

cars or bikes --

UNKNOWN AUDIENCE MEMBER:

Do you have a problem with that?

MR. RENEE POCHE:

Hold on. We're not getting engaged in this kind of debate. Excuse me. He's making his comment. Let him make h is comment, please.

MR. SHANNON FRENCH:

The problem with the bridges is that they don't allow for an adequate amount of bicycle or pedestrian transportation connecting the Lower Ninth Ward to the rest of the city. And the opportunity here, I think, is for new bridges or improvements to existing bridges to make those passageways more pedestrian friendly and more bicycle friendly. I am an avid cyclist. I think it's a huge problem. The St. Claude bridge is terrible. Cyclist have been killed in recent years. So anyway, there's a lot of traffic. It's very anti-urban status quo. There's an opportunity here to address the community's socioeconomic needs.

I strongly recommend that the Corps of Engineers engage in the community and bring urban planners and architects to the table when

designing these bridge improvements. Thank you.

MS. SARAH DEBACHER:

I'm Sarah Debacher. I'm not a lifelong resident but I have been involved in this particular project for some years now. In fact, today I reviewed the Corps' response to the community's input on the last supplemental EIS. And I think what Ms. Holmes was asking earlier about how we respond to the questions is a legitimate concern. And what Mr. French was saying about this opportunity for community engagement, that's also true.

I think the real issue we ask is what is the most important issue. To me, the most important issue is and the most important question for me as a resident is what is the benefit of this to the community. That's never been adequately addressed. It's always been addressed in a speculative way. There would likely be, eventually, after decades an increase to your property value. But there would be significant adverse impacts. And those are the words before in the meantime, significant adverse effects.

What Ms. Gueringer is talking about is

super important because not only does the neighborhood recovery, but the neighborhood is recovering from harm done by the federal government with no help from the federal government. So to me, the community impact needs to be really like equal to the economic impact, the maritime industry, or the speculative impact it would be on maritime industry. That's huge to me.

What alternatives should be considered in the supplemental EIS, all of them. I mean, this would be potentially devastating, potentially devastating for up to, and if not more than a decade. And the thing I'm concerned about in reviewing the Corps' comments on our questions, you know, like I asked a question and the comment from the Corps was, "The Corps does not have evidence of this at this time."

And they weren't looking for evidence to answer my question. It was just we don't have evidence of this at this time. So I would like for our questions to be taken seriously. I would like for alternatives to be explored.

At the beginning of the meeting, Mr. Boe said, I'm sorry, I'm quoting him. Maybe he

doesn't want me to. But "Why do we need, excuse me, why do we think we may need a lock replacement." And that slip told me a lot.

I also agree that this feels like a foregone conclusion and that the impacts on the community are going to be huge. They should be chief among the important issues. And resources, we are a resource. So please take us seriously. Please answer our questions. And please don't attempt to divide us with the mitigation committee that -- I think you know what I mean.

MR. RENEE POCHE:

Thank you. Yes, sir. Right over here. Sir, raise your hand again, please, so she can get the mic to you.

MR. ANDY BAKER:

My name is Andy Baker. I live at 1228 Tennessee Street. You said you are two weeks into a 36-week study, but it seems like you're putting a band-aid on a bleeding artery. It's like y'all trying (inaudible) going this way.

MR. RENEE POCHE:

Thank you. We'll go to you, ma'am. We're coming to you, sir, in the back next.

MS. ALISHA JACOB:

My name is Alisha Jacob. And I live at 1223 Tennessee Street. I'm a long resident of 17 years. So I'm concerned about my property and what's going to happen with that. I can't move around and hop around like I'm young so I'm concerned about that.

MR. RENEE POCHE:

Thank you. We'll go to the back row.

MR. JASON BANKS:

My name is Jason Banks. I'm a resident of Lower Ninth Ward. I live at 2311 Trichou. I've been there all my life. For a number of years I actually sat on the board, the mitigation board for the Corps of Engineers. And on that board for a number of years we wrote down all kinds of stuff, made all kind of recommendations about how we are going to use that mitigation money to impact the quality of life for people here in the Lower Ninth Ward such as myself.

And it seems like all the information that we put together for many years we're starting from scratch all over again. So my question is: Why don't we use the information

that's already been compiled? I'm sure the person over that program still has all that stuff. It's only been about a year ago. And we can use that as a springboard to find out what has already been decided by the Corps to be done in this area because y'all had made some decisions for what you're going to do and why not use those same decisions that we tore over for many hours, many years to come up with that. Can someone answer that question for me?

CORPS REPRESENTATIVE:

We are certainly going to use all the information that we collected in the past. I don't know what formal decisions were made in the past because it means we documented and worked out with you all.

But certainly there is a lot of good work and you mentioned some of it and that certainly will be considered over the next 36 months. We're not going to give that information away. We've done a lot of data collection on the channel, determine soil contaminants, et cetera. We've had all that. That's going to be used.

MR. JASON BANKS:

You already understand the impacts on the residents down here already.

MR. RENEE POCHE:

We can't hear you.

MR. JASON BANKS:

I'm saying we already know from previous studies what's the impacts this area is going to be and how everybody is going to be affected. So I'm saying we need to springboard this stuff. We don't need to be dragging along and then at the end of another two or three years it's declined and went back. It's been going on for too long. I'm tired of it myself.

MR. RENEE POCHE:

And that's making an assumption we're nowhere near. You're already assuming that the decision has been made. There is no decision. I understand your points. But to make that jump that far would mean there was a decision already made. That's just not the case. Any other questions on this side. Yes, sir. We'll come back to you next, ma'am.

MR. LOYE RUCKMAN:

Loye Ruckman. In what other locations are you holding lock meetings like this if it's

not a foregone conclusion that the lock is going to be right here?

MR. RENEE POCHE:

It'S the only one right now scheduled.

MR. LOYE RUCKMAN:

There we go.

MR. RENEE POCHE:

If you want to make that jump, that's certainly your prerogative. I'll tell you that's not the case. You can believe what you wish. Yes, ma'am. Right here.

MS. VERONICA DUPLESSIS:

My name is Veronica Duplessis of Lower Ninth Ward. Right now, my concern is the project has not started. But I know residents from this area will tell you they have a lot of pounding that is going on right now and it devaluated the property for whenever the pounding it shakes the entire building.

So when you have that construction and that is going to be going on at the same time. So definitely the residents need to take into account what's going to happen to their property.

MR. RENEE POCHE:

Thank you. Anybody else on this side of the room that would like to make a comment that hasn't made a comment yet?

MS. MARY AMARET:

My name is Mary Amaret. I just specifically want to know more about the relationship with the EPA at this point. I also want to know what your relationship to the mitigation committees. And if you have any information and why is that not presented at this meeting?

MR. RENEE POCHE:

I'm the non technical guy here. I can't respond directly to that. Can somebody from the Corps address those?

CORPS REPRESENTATIVE:

Our relationship with the EPA is like with any other federal or state agency. In terms of why we're not presenting information here tonight, the purpose of this meeting really is we're a few weeks into a 36-month schedule. We're really here to listen to you all and hear your concerns. We're going to bring that back. We're going to host other meetings as needed to continue this discussion. I hope that you will

all get bored of seeing our team over the next 36 months. I really do hope that.

So the Corps is not going to come here tonight with a decision and a bunch of information. It would be predecisional. I don't have any decisions. We did not make any decisions. The relationship with EPA is like what we have with any other project. That's another federal agency. We will work with EPA on this project just like we will with US Fish, DEQ, and any other state and federal agency. That's our due process. But more importantly, we need to hear with you all and work with you all as well.

MR. RENEE POCHE:

We're going to move back to this side of the room. We'll start with another round of questions or comments, actually. I keep saying questions. It's really comments. We're not in a position to answer a whole lot of questions. Yes, sir. Could you state your name.

MR. MARK WRIGHT:

Mark Wright, 522 North New Hampshire, Covington, 70433. I thought I heard Mr. Richard Boe making some question about you wanted to

hear comments that addressed the economic benefits of shallow draft lock? There was something stated about the comments focusing on that. Did you say that?

MR. RICHARD BOE:

I don't remember saying that.

MR. MARK WRIGHT:

I guess I misunderstood.

MS. JANELLE HOLMES:

My name is Janelle Holmes and my question is: With the replacement of both bridges, has it definitely been decided no movement to the land area of displacing people with dividing of that area of the bridges, can you tell me that the same --

MR. RENEE POCHE:

There's no decision being made on anything. We've been gathering information right now. We're not at the point where we can intelligently address that.

MS. NAOMI DOURNER:

I'm Naomi Dourner. I'm a resident here in the Lower Ninth Ward. My comment is really that former EIS, I wasn't here for that process. I mean, a lot of people have already stated that

there have been the impacts that were sort of analyzed were very significant. And in terms of, you know, the deep draft no longer, I mean, so the Port is no longer on the table, the clarification I'd like before I continue my question or comment is: Does that mean that there is no seeking of the deep draft going forward? You can't probably answer that question.

CORPS REPRESENTATIVE:

Backing up here. No, what we've said here tonight is all alternatives are on the table. So that's the shallow draft and that's deep draft.

MS. NAOMI DOURNER:

That's the clarification that I was looking for. So in that case, I think that another lock is definitely what in a different location would be the way to go because if that's off the table, I think it was real misrepresented in the way it was presented. Because they said, oh, we don't have a sponsor, sure all alternatives are being considered.

I think the fact a very concerning comment. And as a result, I think another lock

location should definitely be considered. And beyond that, you know, to the gentlemen who was talking about pedestrian (inaudible), that's always been an issue. It's something that's ongoing. That is very, very costly, very, very significantly impactful. It's absolutely not the way to, like, retrofit a bridge. If there's retrofitting, that's an option. Keep that alternative out as well. That's my comment.

JOHN KOEFERL:

John Koeferl, again. The very important parts of this for us is the big picture about the City of New Orleans and the historic assets that bind people together. The Corps of Engineers in 1986 did a great study about the national register eligibility of the lock. And it concluded that this was a structure of national maritime and engineering significance that should never be displaced. If the lock should be there, if a new lock needed to be built, it should be built somewhere else.

I'll first say in that particular setting, 350 pages, very thorough. It was done by really expert people engineers changed the executive summary to say, well, the Corps needs

to do what the Corps needs to do, and we'll save some pieces of the bridge, I mean, and the lock. And I think we need to go back and look at that study again and consider it in contents of a city that's about to be 300 years old and has a great Corps of Engineers historic structure here, and it really needs to be restored and is very, very important to people living in the City fo New Orleans.

PATSY STORY:

It's Patsy Story again. I just wanted to make a comment on the mitigation committee. Many years ago, I was one of the two people on the mitigation committee representing the Holy Cross Neighborhood Association. We were actually dismissed because we refused to sign a partnering agreement with the New Orleans Corps, which was very lopsided in the favor of the corps.

And as far as the mitigation funds go, there was a lot of money put aside. I wasn't with it towards the end so I don't know what they decided to use the money on, but there was a lot of money that was supposed to be spent on parking lots for the workers and were going to

fix our streets and our lighting and everything, which we should be getting that from the city anyway. That funding should not come out of mitigation funds. But there was a lot of things that were faulty with that mitigation.

UNKNOWN AUDIENCE MEMBER:

I'm curious about the "alternative sites." I know you people in a "36-month length of time" do not operate day to day and week to week. I cannot believe that. So my question is this: Are there any plans or scheduled meetings regarding any of the other alternative sites for a lock replacement?

MR. RENEE POCHE:

No, to my knowledge, there's no meeting scheduled.

UNKNOWN AUDIENCE MEMBER:

Okay. We talked about options are on the table as far as construction itself, which is in regards to deep or shallow draft in the depth of the construction. Where does the deep draft factor go now and with the MRGO being closed, why would we need a deep draft canal at this time? I'm just missing something obviously. Thank you.

MR. JEFF TREFFINGER:

Hi, my name is Jeff Treffinger. I am a property owner on the other side of canal on St. Claude Avenue and actually one of the authors of the report referred to. I was working for a firm in 1986. I assessed the lock. I did the national register on it. And it is indeed one of the most significant structures in a three-mile radius of this point, one of the greatest public works projects in the history of the City of New Orleans, designed by the Googels (phonetic) Engineering Firm, which also did the Golden Gate Bridge. The gate mechanisms are identical to those in the Panama Canal designed by the Schimberg Company. The only lock in the entire world with reversehead gates designed so that they could be high water.

That being said, I also was involved in surveing the St. Claude neighborhood for the same Corps of Engineers in determining what damage would be done to the context to the neighborhoods by the bridge should the lock be replaced. We also at Tulane University studied what would happen to the other side of the St. Claude Avenue. This neighborhood has been

studied. The bywater neighborhood has been studied. The effects of the midrise bridge have been studied. You got neighbors here who have vocally expressed what would happen to their property values.

I have one simple question is: What more information do you need? I mean, I was a young man when this started, 1986, I was a young guy. I'm like almost 60, and you still haven't put a shovel on this project. Where do you get this kind of job? I really don't understand, and I'm paying for it.

MS. LARRAINE HOFFMAN:

My name is Larraine Hoffman. I live at 605 Deslande. If the Army Corps of Engineers historically has done a tremendous job trying to handle navigational issues around transportation pertaining to great rise and glory dealing with issues around Mississippi River. It just seems so strange that if transportation is the primary focus here that the gentlemen in maritime industry knew aboslutely nothing about these plans.

So there seems to be a real big disonnect here. And the disconnect means that

the Corps is not having ongoing discussions or didn't have preliminary discussions with people who are economically impacted in a business sense. It was embarrassing to hear the gentlemen talk about what this would mean to him. What that does is sets up a scenario that pits the people with business interest against people who live here. You realize that of course. And it's really, it's putting everybody in the community in a very unfair position.

Little things that seem so far down on your list need to come up a lot higher when people talk about the historic nature of the community and how they are now having to maintain homes in the face of ongoing construction around them. A lady over here talked about houses shaking. Right now, there are sidewalk and sewer repairs going on of a relatively modest nature. But when a concrete saw drills on a sidewalk, it shakes some of these houses in the neighborhood. So of course people are understandably concerned about what would happen working around enormous construction project going on virtually all round.

So the question I have is: It's not going to be why did you have preliminary meetings wtih the people in the maritime industry who rely directly on this canal to see what they want and what they need, but will you now have those meetings with them to see what would be best for them? And most people in this room are pretty sure it would be at another location.

MR. SCOTT COLL:

My name is Scott Coll. I have a business at 4040 Read Road. And I also have numerous properties around the Michoud Slip. And I do have a deep water 32-foot draft contract that we do have in and out of Michoud and extended of that.

As we kind of understand today globally, the Panama Canal is getting ready to open. New orleans is in the middle of this. We need every piece of real estate we can get to create jobs. We need some of this new business. Up the Mississippi River, go look at all the new jobs. What about the east? Look at all that real estate. We need new business.

I'm looking at bringing deep water

draft business to that neighborhood because with the Panama Canal you've got a lot of those smaller ships looking for business. It's protected water. It's a great place for investors to bring money to create jobs for the community. Thank you.

MR. RENEE POCHE:

Back over this way. Is there anybody else over here? I'll come back to you next, ma'am.

SARAH DEBACHER:

I would like to request more notice about any future meetings. The piece of mail I received was late last night, and I had very little time over the weekend between the time that I got the piece of mail in just two business days or three business days to ntoify neighbors. I realize that some of them may not have signed up for mail.

So really I would like a another scoping meeting in this community and one in which neighbors are given more advanced notice. My name is Sarah Debacher, 701 Deslonde Street.

MS. VANESSA GUERINGER:

Vanessa Gueringer, 827 Tupelo Street.

I do have issues of notification. I talked to those elected officials that represent our area and they could be lying like that do often, but they did say they did not receive notification that this meeting was actually happening tonight. And as you can see, there's not a lot of residents that I see from the north side of my community here.

The other issue is, again, y'all talked in 2007 about the sediment issue. At that time, there was discussion about storing that sediment on the canal, and there was a real negative comment of residents who were concerned about poisoning our water supply in this area. So again, I can't sympathize with business and maritime people. I can't sympathize with the Corps who has never invested in this community at all. And for you all to just say when someone asks you the question, were there any other meetings being held at alternative locations about a lock replacement being done somewhere else, and you said no, well, that is a form of conclusion to us that this is where you want to do this lock replacement.

The bottom line is the amount of money

that is being spent to rehab the existing lock some of it also needs to go towards the maintenance and the painting of the St. Claude Bridge. We the residents here advocated for the Judge Seeber Bridge to be painted.

And as far as bike traffic, residents have been walking across these bridges, biking across these bridge, and riding across these bridges in vehicles forever. But if some of this stuff can be retrofitted to accommodate some of our newer residents who are bikers out of this neighborhood, but that's where that money needs to be spent, not on a lock expansion.

If we're talking about only barge traffic, and when you think about the Port has pulled out as far as funding, you have to wonder why. The Port has made millions for decades of time. So again, we have been used as a scapegoat for everything for decades. And we're tired of it. It's enough is enough.

MR. FRANK LAPLACA:

Again, I want to say that the Industrial Canal is the right place to put a new lock system in it. It would serve two purposes.

You'd have an extra lock in case the old locks go out. It would be a backup system. And another thing, it would act as a flood wall for flood gates if water came through the canal.

And the last thing I want to say, well, almost the last thing is the flood wall on the New Orleans side needs to be raised. And then if they do do something with the St. Claude Bridge, put a new bridge like the Claiborne bridge over there and replace the ramps without having to make the residents move and lose their home or property.

MR. RENEE POCHE:

Any more comments or questions from anybody on this side of the room? Over here. Last call.

JOHN KOEFERL:

I could have said this in four and a half minutes, but I didn't want to pressure you. But I wanted to say that there was a study that was done by some engineers in Paradis some years back, and you remember Ed Noony, who just passed away. He and this group determined that the bridges would not go up as often with the new plan, but they would stay up 40 percent

longer.

So in effect when you have this long line of barges coming to fill this big lock, they would be coming all the way in past the area of the St. Claude and under that, all the way back for that mile lining up and they would stay up a long time too. The changes to the Claiborne bridge would raise it 20 feet would cause it to -- it would mean it would take like six minutes to get up and then five minutes to get down after all the traffic went down.

So the upshot was that the people who were using these bridges would wait a longer time, and the bridges would be up together at the same time. That's what they said, okay.

I think tonight there are a lot of other things that probably need to be said. I know that one of the issues for us is there's a lot of they needed to put a seawall on some of the Holy Cross levee. That was the deal, and we were promised a seawall that would go into the ground for 10 months a year. And there were a lot of other issues about, like, the oak trees would be gone, the bypass channel would have to be dug along the canal on this side of the

existing bridge, and the seawall there or the wall doesn't go down through the Corps channel completely. You know what I mean? What do they call them? The sheet pile. So we still have these wells on this side. So the banks of the canal aren't as solid as they need to be yet.

Well, I can see I'm reaching three minutes. I have more comments I'd like to talk to you about.

MR. RENEE POCHE:

Yes, sir, in the back.

MR. ROBERT TANNEN:

My name is Robert Tannen. I have property at 4725 Dauphine Street, between (inaudible). There have been large-scale planning efforts, and I've been involved in several over the years. Has there been any considerastion of pulling together a national scientific experts group to look at this situation and not take the Corps responsibilities to undertake the environmetnal impact studies? It would do well to either have the National Science Foundation or several experts, not just on the matter of navigation, or the matter of transportation, but looking

globally at the city and the future prospects of the city taking into account perhaps global warming and climate change, an impact that might have on a project such as this. But to bring together some national experts that could bring a different view to this matter.

Has there been any consideration as such?

MR. RENEE POCHE:

I don't know that answer. But it is part of the record now.

MS. KIM FORD:

Just trying to piggyback on what he's saying.

MR. RENEE POCHE:

I want to make sure we get this into the record.

MS. KIM FORD:

My name is Kim Ford. And I'm a resident of the Lower Ninth Ward. The science foundation did express some interest. There were some organizations that expressed interest in participating with an open investigation, so to speak, and the feasibility of what you're proposing to do.

MR. RENEE POCHE:

Thank you. Any other comments anyone would like to make? Okay. Then we're going to wrap it up here. I remind you again before you leave, if you didn't get a handout, get one. It has all the contact information, everything you need there. If you need to give a comment card, you need some way to submit your written comments, we do have postage-paid return envelopes on the table back there. Please get one of those if you need it before you leave.

Thank you so much for coming out this evening and providing us with your comments. Please drive safely.

(THE PROCEEDINGS ENDED AT 7:17 P.M.)

CERTIFICATE

This certification is valid only for a transcript accompanied by my original signature and official seal on this page.

That this testimony was reported by me in the Stenomask method (voice-writing), was prepared and transcribed by me or under my personal direction and supervision, and is a true and correct transcript to the best of my ability and understanding; that the transcript has been prepared in compliance with transcript format guidelines required by statute or by rules of the board; that I have acted in compliance with the prohibition on contractual relationships, as defined by Louisiana Code of Civil Procedure Article 1434 and in rules and advisory opinions of the board; that I am not related to counsel or to the parties herein; am not otherwise interested in the outcome of this matter; and am a valid member in good standing of the Louisiana State Board of Examiners of Certified Shorthand Reporters.

Tiffeny Suire Gallardo

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ANNEX 4: Section 106 Consultation Letters and Memorandum of Agreement

ANNEX 5: Endangered Species Act Consultation

ANNEX 6: Louisiana Coastal Resources Program Consistency Determination

ANNEX 7: Louisiana State Water Quality Certification
(Clean Water Act Section 401 Compliance)