



US Army Corps of Engineers



# Inner Harbor Navigation Canal Lock Replacement Project Public Hearing



Martin Luther King Jr. Charter School

Wednesday, Nov. 12, 2008

*Building Strong*



# Agenda

Open House	Presentation	Comments
6:00 p.m. – 7:00 p.m.	7:00 p.m.	7:30 p.m.
Introductions.....		Rene Poche
Welcome .....		Col. Alvin Lee
Comments from Port of New Orleans .....		Joe Cocchiara
Presentation of IHNC Lock Replacement Project .....		Larry Poindexter
Overview of Supplemental Environmental Impact Statement .....		Richard Boe
Acceptance of comments .....		Col. Lee
Conclusion of public hearing .....		Rene Poche



## Existing Inner Harbor Navigation Canal (IHNC) and Lock

- Locally known as Industrial Canal
- Construction of the lock was completed in 1923
- Small size and frequent need for maintenance limit the lock's ability to accommodate larger vessels and increased volumes of traffic





## Regional Value of Inner Harbor Navigation Canal

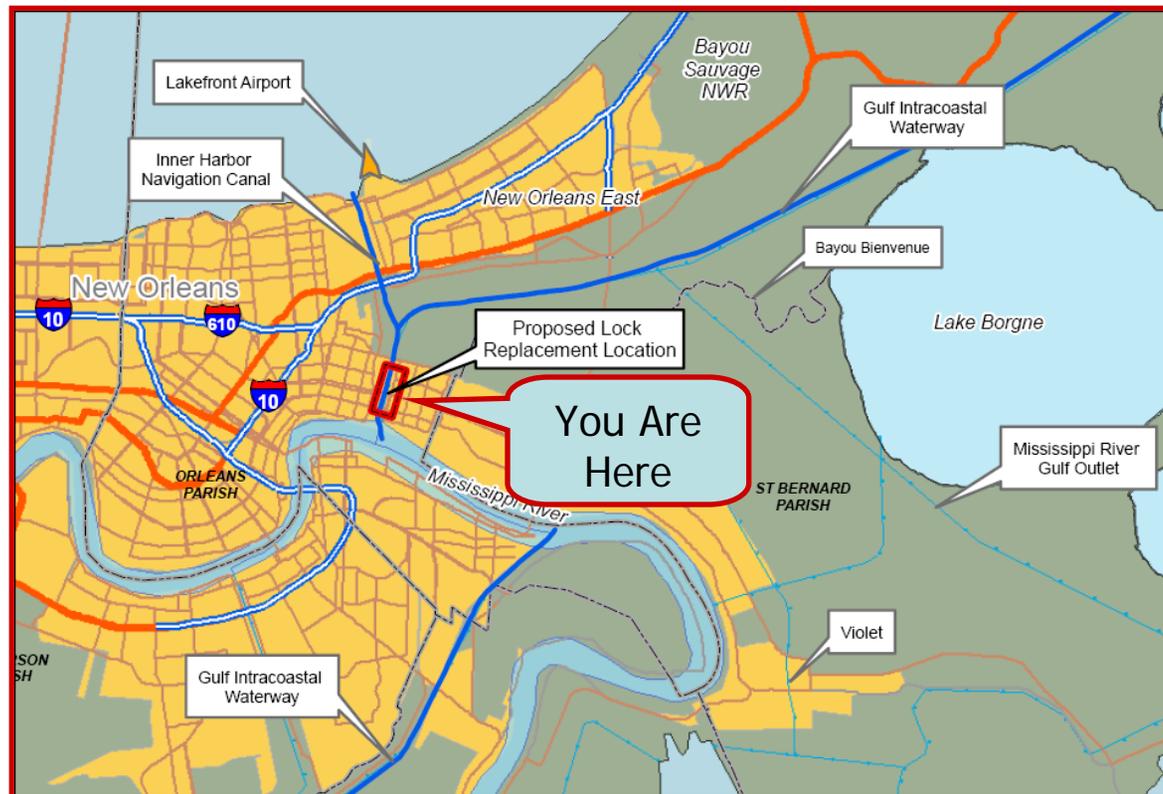
- Provides a continuous route for east and west bound vessels to follow the Gulf Intracoastal Waterway and cross the Mississippi River
- Avoids the Gulf of Mexico, inclement weather and long trip down the Mississippi River





## Local Value of Inner Harbor Navigation Canal

- With the planned closure of the Mississippi River Gulf Outlet, the lock's local economic value will increase substantially by providing jobs, increased local spending and local tax revenue





## 1997 Environmental Impact Statement (EIS)

Congress authorized replacement of the lock in the Rivers and Harbors Act of 1956 and the Water Resources Development Act of 1986.

The purpose and need of the IHNC Lock Replacement Project are to develop plans that:

- Reduce or eliminate delays between the Mississippi River and waterways to the east
- Avoid and minimize relocations and other impacts on local residents and businesses
- Avoid and minimize environmental impacts



## 2008 Supplemental Environmental Impact Statement (SEIS)

- In 2005, Hurricane Katrina struck the Gulf Coast causing substantial damage to communities surrounding the current lock.
- In 2006, the Federal District Court, Eastern New Orleans District stopped all project-related activities and required a reassessment of the project's impacts as they relate to Hurricane Katrina.
- The Corps has prepared an SEIS to address the current conditions of the surrounding communities.



## 2008 SEIS Alternatives

The 2008 SEIS evaluates four alternatives:

- Plan 1: No-Build/Deauthorization Plan (No Action Plan)
- Plan 2: 1997 EIS Plan
- Plan 3a: Cast-In-Place (CIP) Plan
- Plan 3b: Float-In-Place (FIP) Plan (Recommended Plan)



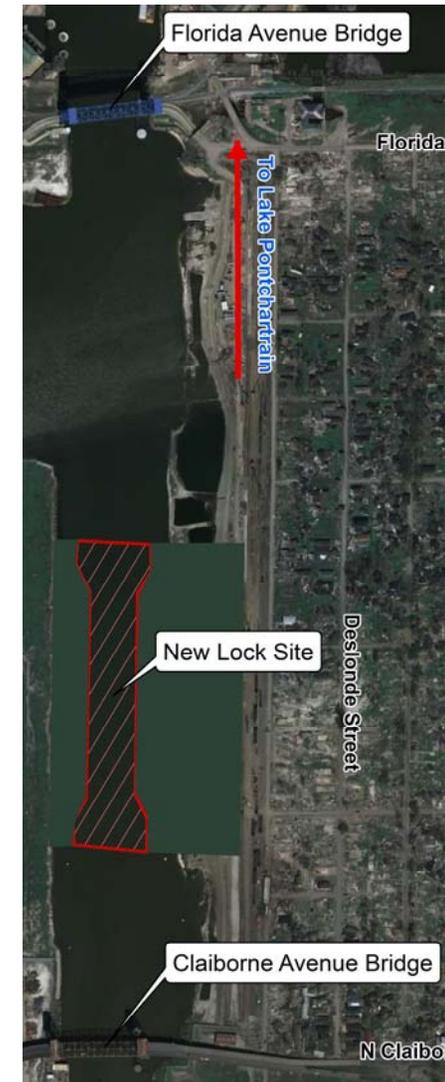
## Plan 1: No-Build/Deauthorization Plan

- Lock replacement would be deauthorized by Congress.
- A new lock would not be constructed.
- Federal Government would continue to operate and maintain the existing lock.
- The small size of the lock and its frequent need for maintenance would continue to limit efficiency of local and regional maritime industries.



## Plan 2: 1997 Plan

- Replace the existing lock with a new lock north of the Claiborne Avenue Bridge. Dimensions:
  - 110-feet wide
  - 1,200-feet long
  - 36-feet deep
- Replace existing St. Claude Avenue Bridge and modify Claiborne Avenue Bridge.
- Construct the new lock at two locations:
  - An off-site construction location
  - New lock site north of the Claiborne Ave. Bridge
- Extend flood protection to new lock site and demolish existing lock.



Pre-Katrina image depicts  
1997 Plan



## Plan 3a: Cast-in-Place (CIP)

- Construction activities would occur entirely at the new lock site
- Creates greater impacts to surrounding neighborhoods than Plan 3b

## Plan 3b: Float-in-Place (FIP) Recommended Plan

- Construction would occur at an off-site construction location on the south side of the Gulf Intracoastal Waterway and at the new lock site
- Off-site construction would minimize impacts to surrounding neighborhoods



## Highlights of 2008 Plans

- Refinement of the community needs assessment, resources increased to \$43 million due to inflation
- Change in status of new Florida Avenue Bridge
- Refined dredged material disposal plan
- Updated cost estimates
- Components of the 1997 plan have been implemented



# Proposed Project Components

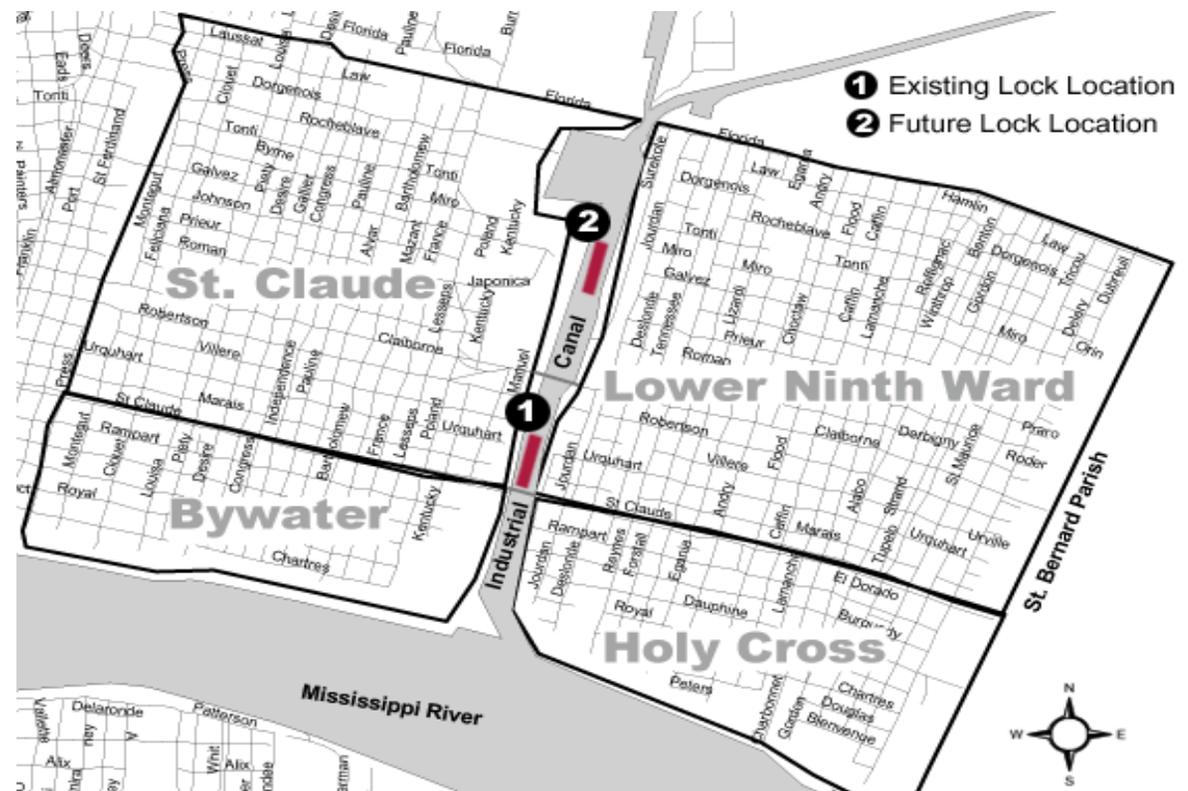




## Community Impact Mitigation Plan

Recommendations of the Community Based Mitigation Committee include spending \$43 million to improve nearby neighborhoods. Improvements will address:

- Noise
- Aesthetics
- Job Training
- Police and fire protection
- Traffic Congestion
- Property Values
- Community cohesion
- Community facilities and services





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# Project Impacts



## Dredged Material Disposal Plan

- Meets Clean Water Act guidelines for disposal developed by Environmental Protection Agency and the Corps
- Includes four disposal sites





## Confined Disposed Materials

- **Barium** – heavy metal used in the petroleum industry as a drilling lubricant
- **Aroclors** – a chemical compound formerly used to make reactive flame retardants, lubricating oils, hydraulic fluids, pesticides, sealants (for caulking in schools and commercial buildings) and other products. Aroclors were banned in the 1970's
- **Polyaromatic Hydrocarbons** – generated from industrial processes and produced during burning of wood, coal, and operating cars, trucks and other vehicles



## Air Quality Impacts and Mitigation

- Project contractors would be required to monitor and comply with federal and state air quality standards.
- Construction equipment would be properly maintained to reduce emission levels.
- Dust levels would be reduced by watering down construction sites





## Water Quality Impacts and Mitigation

- Meets Environmental Protection Agency and Clean Water Act guidelines
  - Would not significantly impact aquatic life
  - Would not impact drinking water supply intakes
- A State Water Quality Certification will be obtained from Louisiana Department of Environmental Quality prior to construction.
- Unsuitable dredged material would be placed in a Confined Disposal Facility.

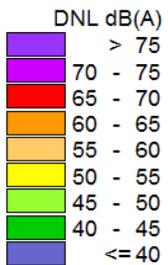
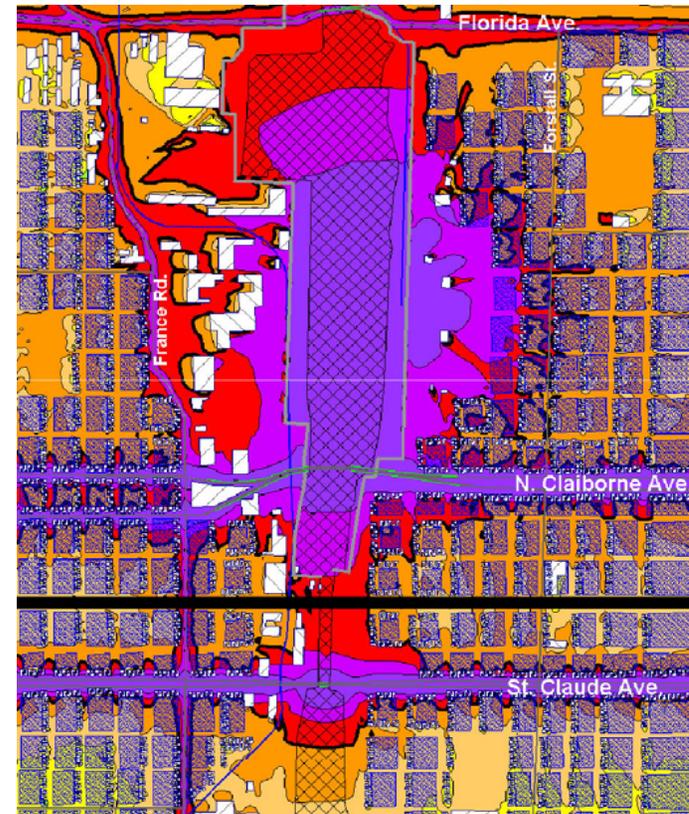


## Noise Impacts

### Current Noise Levels



### Worst Case Scenario (construction)



80 dBA = garbage disposal  
70 dBA = vacuum cleaner  
50 dBA = quiet urban daytime



## Noise Impact Mitigation

Construction contractors would be required to:

- Meet local and state noise ordinances and verify adherence to specifications
- Limit noise to certain levels at specified distances, pile driving and heavy truck hauling would be restricted to daylight hours
- Use innovative pile driving equipment designed to minimize noise levels
- Coordinate pile driving for the St. Claude Ave. Bridge during the summer to avoid impacts to schools
- Compensate residents immediately adjacent to high noise activities (i.e. provide hotel night stays)



## Cultural Resources and Mitigation

- St. Claude Avenue Bridge and the existing IHNC Lock are eligible for listing in the National Register of Historic Places.

Mitigation has been accomplished and involved documentation of the structures in accordance with procedures developed by the National Park Service.

Memorandum of Agreement executed with:

- Advisory Council on Historic Preservation
  - Louisiana State Historic Preservation Office
- All ground disturbing activities in high-probability areas at the off-site construction facility would be monitored by a professional archeologist



## Aesthetics Impacts and Mitigation

- Floodwalls constructed on levees would reduce the recreational use of the levees

### Mitigation:

- Both sides of the new lock would be backfilled and landscaped to create greenspace and recreation areas
- Street lighting would be improved or added
- A recreation path would be built in proximity to the floodwalls and levees





## Aesthetics Impacts and Mitigation cont.

- Bridge approaches, piers and re-aligned levees and floodwalls would adversely affect the aesthetic appeal of historic neighborhoods.

Mitigation:

- Landscaping, textured surfaces and lighting would be used to add visual appeal

- A large grove of oak trees would be removed for the bypass channel.

Mitigation:

- The oak trees or more trees from mature nursery stock would be transplanted to nearby public lands





## Community Impacts

- A housing improvement program and vacant lot cleanup program has been partially implemented as mitigation.
- Other community based mitigation, such as parks, lighting and improvements to transportation would have long-term benefits to property values.
- Property values in the area could temporarily be impacted during construction activities.

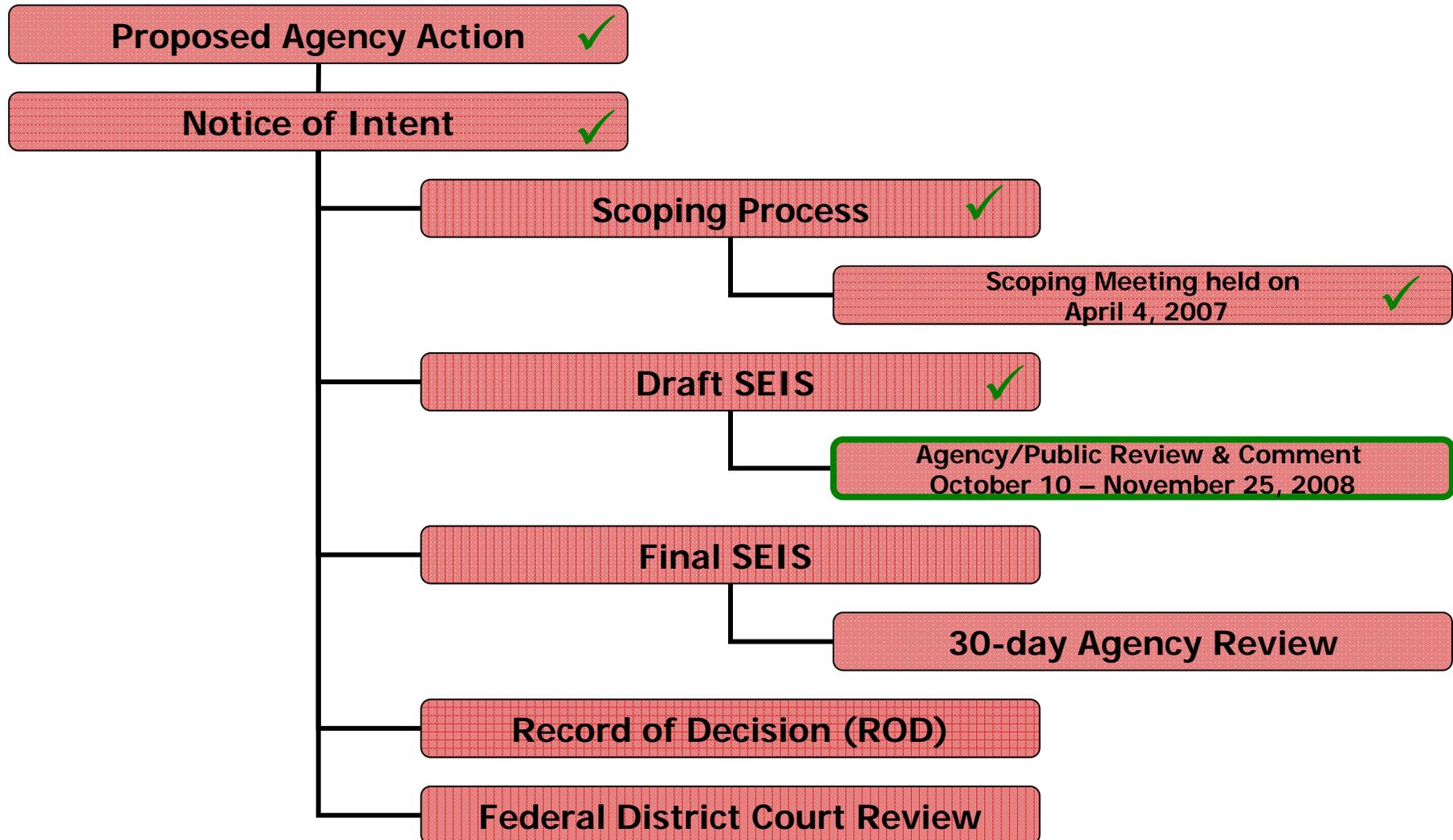


## Vehicular Transportation Impacts and Mitigation

- Alternate traffic flow would be provided by a temporary bridge at St. Claude Ave. while a permanent bridge is constructed.
- Local streets that serve construction traffic would be resurfaced prior to project construction and road damages would be repaired.
- Construction-related traffic would increase overall traffic delays.
- Specific routes would be designated for construction traffic and detours.



## Supplemental Environmental Impact Statement Process





## Comments on the IHNC Lock Replacement Project may be submitted to:

U.S. Army Corps of Engineers (PM-RP)  
c/o Richard Boe  
P.O. Box 60267  
New Orleans, LA 70160-0267  
Fax: (504) 862-2088  
E-mail: [ihnclockreplacement@usace.army.mil](mailto:ihnclockreplacement@usace.army.mil).



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# Thank You for attending the Public Hearing