



Inner Harbor Navigation Canal Lock Replacement Project Public Scoping Meeting



Dr. Martin Luther King Jr. Charter School for Science and Technology

Wednesday, February 4, 2015

Building Strong



Agenda

Open House	Presentation	Comments
6:00 p.m. – 6:30 p.m.	6:30 p.m.	Following Presentation

Welcome & Introductions.....	Rene Poche
Presentation of IHNC Lock Replacement Project	Richard Boe
Comments	Public
Conclusion of public scoping meeting	Rene Poche



Project Authorization

1956 – 84th Congress authorized replacement of the lock under Chapter 112 of Pub L. 455.

1986 – Authorization amended under Sec 844 of the Water Resources and Development Act of 1986 (Pub L. 99-662).

1996 – Authorization amended under Sec 326 of the Water Resources Development Act of 1996 (Pub L. 104-303).



National Environmental Policy Act Scoping

- Scoping is defined as “early public consultation,” and is one of the first steps of the National Environmental Policy Act (NEPA) process.
- NEPA regulations (40 CFR § 1501.7) require scoping to determine the scope of the issues to be addressed in the environmental review and to identify significant issues.
- “Agencies shall: Make diligent efforts to involve the public in preparing and implementing their NEPA procedures” (40 CFR § 1506.6(a)). Public scoping meetings help to satisfy this requirement.



NEPA Scoping

- Scoping involves stakeholders and other interested parties early in the environmental compliance process to help determine the range of alternatives, the environmental effects, and the mitigation measures to be considered in an environmental document.
- The results of scoping process help to guide an agency's environmental review of a project.



NEPA Scoping

We ask that you consider the following:

- **What are the most important issues, resources, and impacts that should be considered in the Supplemental EIS?**
- **What alternatives should be considered in the Supplemental EIS?**



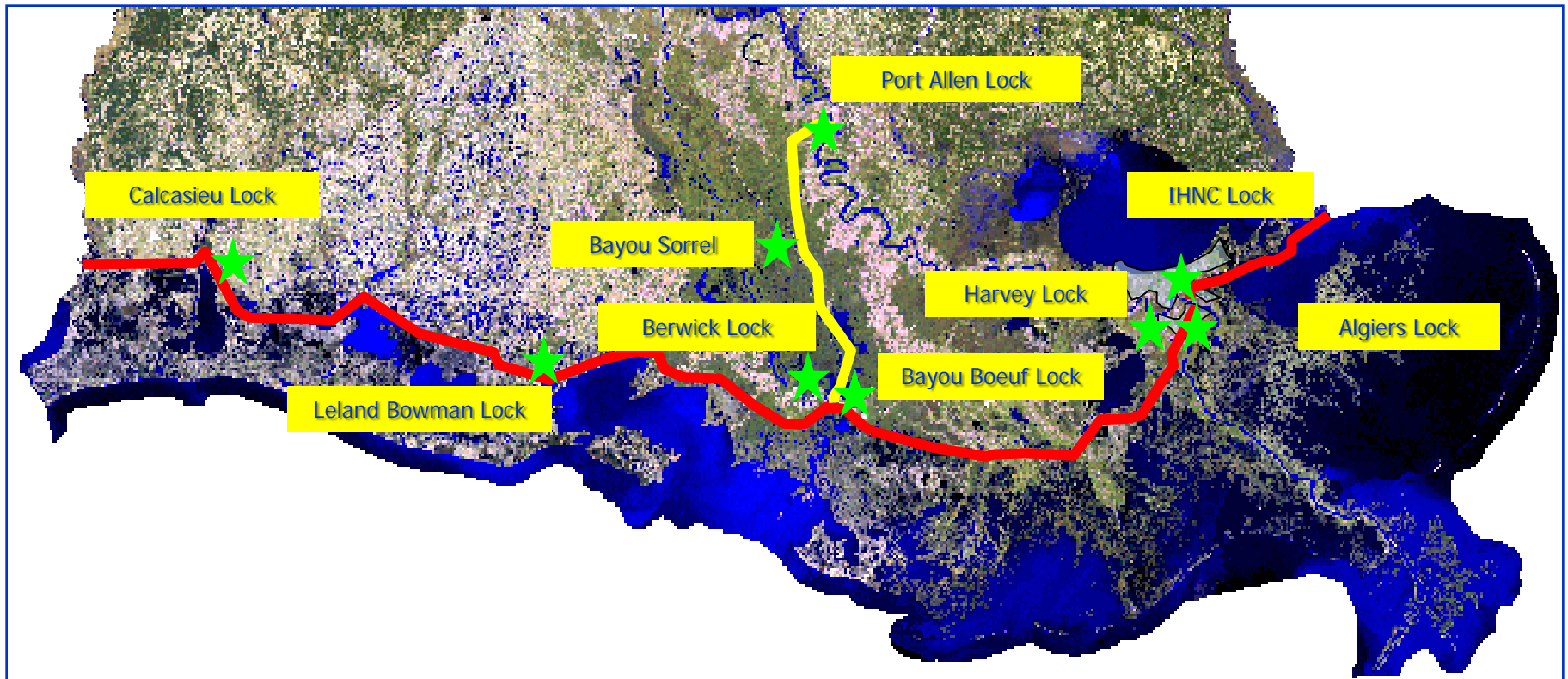
Regional Value of Inner Harbor Navigation Canal

- 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



Gulf Intracoastal Waterway (GIWW) Thru New Orleans District

— Main Stem — Alternate Route





Existing Inner Harbor Navigation Canal (IHNC) and Lock

- Locally known as Industrial Canal Lock.
- Construction by non-Federal interests completed in 1923.
- Small size and frequent need for maintenance limits ability to accommodate the volume of vessel traffic.
- 1956 authorized for replacement.





Environmental Impact Statement (EIS)

Record of Decision signed December 18, 1998.

1998 EIS and Project Evaluation Report evaluated and recommended:

- 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.
- A fish and wildlife mitigation plan.



Events leading to preparation of the 2009 Supplemental Environmental Impact Statement (SEIS)

- In 2003, the construction of the lock replacement project was challenged in the United States District Court.
- In 2005, Hurricane Katrina caused substantial damage to the area.
- In 2006, the Court enjoined the Corps from continuing with the project until additional compliance with the National Environmental Policy Act was completed.



2009 SEIS

- In 2007, the Corps began preparation of an SEIS to address the current conditions.
- In 2009, Corps completed construction of a rock closure structure on the MRGO at Bayou LaLoutre.
- Record of Decision signed May 20, 2009.

2009 SEIS recommended:

- Float-in-place construction method.
- Hydraulic dredging method for excavation of sediment from the canal.
- Dredged material disposal plan that included three locations for disposal of excavated sediments.



2009 SEIS Litigation

- In 2010 the lock replacement project was again challenged in Court.
- In 2011 the Court found that the 2009 SEIS failed to sufficiently consider the impacts from closure of the MRGO on the depth of the new lock.



2015 General Reevaluation and SEIS

- Purpose: Determine if construction of a more efficient navigational lock to replace the lock is economically justified and environmentally acceptable.
- Need: Currently, delays in passage of vessels through the existing lock due to volume of vessel traffic and the small size and inefficiencies of the lock.



Consideration of Important Resources in the Project Vicinity

- Socio-economics (i.e., property values, land use, public/community facilities and services)
- Flood risk reduction
- Traffic
- Water quality
- Air quality
- Noise
- Cultural and historic properties
- Wetlands
- Other environmental concerns



Comments may be submitted to:

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