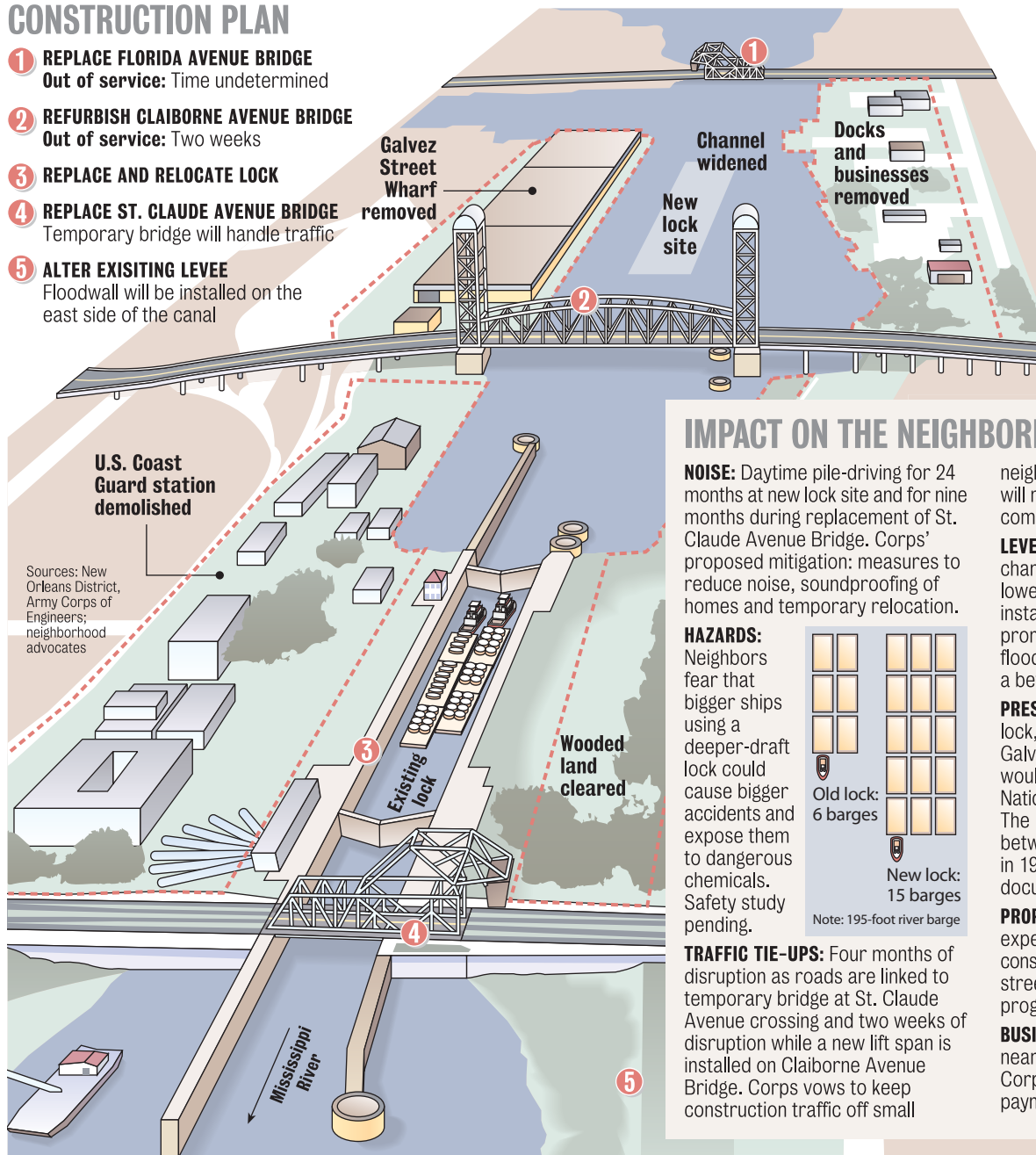


# CANAL UPGRADE FIGHT

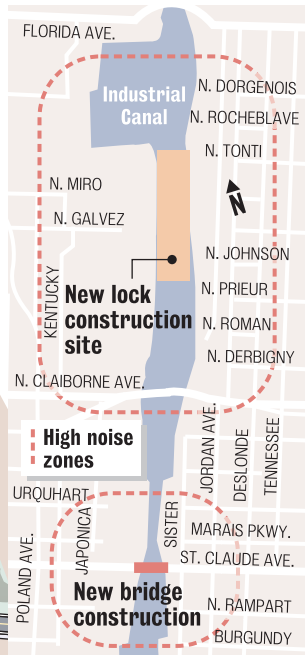
The Army Corps of Engineers plans to replace the Industrial Canal's lock and revamp its channel. The work will fix a bottleneck affecting thousands of barges plying the Intracoastal Waterway. But advocates of 9th Ward neighborhoods say the \$531 million project, extending over 10 to 12 years, will wreak havoc on property values and quality of life. They are waging an uphill campaign to get it killed.

## CONSTRUCTION PLAN

- 1 REPLACE FLORIDA AVENUE BRIDGE**  
Out of service: Time undetermined
- 2 REFURBISH CLAIBORNE AVENUE BRIDGE**  
Out of service: Two weeks
- 3 REPLACE AND RELOCATE LOCK**
- 4 REPLACE ST. CLAUDE AVENUE BRIDGE**  
Temporary bridge will handle traffic
- 5 ALTER EXISTING LEVEE**  
Floodwall will be installed on the east side of the canal



Sources: New Orleans District, Army Corps of Engineers; neighborhood advocates



## IMPACT ON THE NEIGHBORHOOD

**NOISE:** Daytime pile-driving for 24 months at new lock site and for nine months during replacement of St. Claude Avenue Bridge. Corps' proposed mitigation: measures to reduce noise, soundproofing of homes and temporary relocation.

**HAZARDS:** Neighbors fear that bigger ships using a deeper-draft lock could cause bigger accidents and expose them to dangerous chemicals. Safety study pending.

**TRAFFIC TIE-UPS:** Four months of disruption as roads are linked to temporary bridge at St. Claude Avenue crossing and two weeks of disruption while a new lift span is installed on Claiborne Avenue Bridge. Corps vows to keep construction traffic off small

neighborhood streets. At no time will more than one bridge be out of commission during the project.

**LEVEE CHANGE:** Neighbors lament changes in green space from the lowering of levee height and installation of floodwall. Corps promises landscaping and says the floodwall, when lowered, will offer a better walking surface.

**PRESERVATION ISSUES:** The present lock, St. Claude Avenue Bridge and Galvez Street Wharf, all of which would be razed, are eligible for the National Register of Historic Places. The lock and bridge were built between 1918 and 1921, the wharf in 1929. Each structure would be documented before its removal.

**PROPERTY VALUES:** Homeowners expect depressed prices during construction. Corps offers to rebuild streets and sponsor housing repair programs to shore up values.

**BUSINESS LOSSES:** Small businesses near canal fear loss of customers. Corps to consider mitigation payments and a business incubator.

