



# Inner Harbor Navigation Canal Lock

Updated March 2017

## U.S. ARMY CORPS OF ENGINEERS

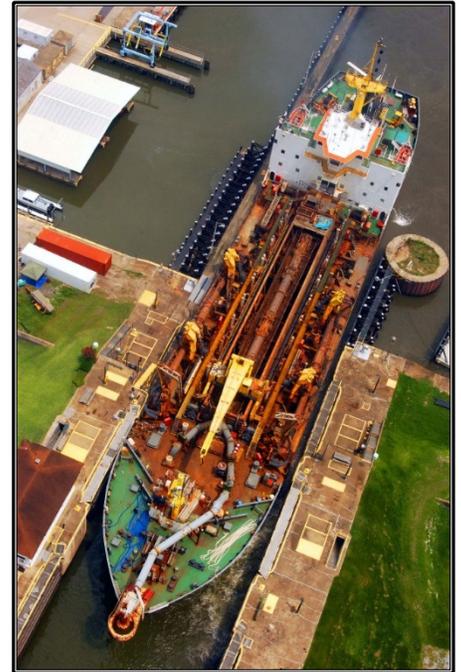
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The U.S. Army Corps of Engineers (USACE) primary navigation responsibilities include planning and constructing new navigation channels and locks and dams, and dredging to maintain mandated channel depths in U.S. harbors and on inland waterways. Nationally, the USACE operates and maintains 25,000 miles of navigable channels and 191 commercial lock and dam sites, and serves ports and waterways in 41 states.

The Corps of Engineers New Orleans District's navigation efforts focus on both inland and coastal waterways, including, but not limited to, the Mississippi River and Outlets at Venice, the Calcasieu River Ship Channel, the Atchafalaya Basin Project, and the Gulf Intracoastal Waterway between Mississippi and Texas.

### Project Purpose and History

The Inner Harbor Navigation Canal (IHNC or Industrial Canal) was constructed to create a connection between Lake Pontchartrain and the Mississippi River. A lock was required at the Mississippi River end of the 5.5-mile-long canal to allow vessels to move from the normally higher water level of the river to the lower level of the canal. The Port of New Orleans constructed the Industrial Canal and Lock between 1918 and 1923. The federal government purchased the lock in 1986.



The canal and lock are a part of the Gulf Intracoastal Waterway (GIWW), the third busiest inland waterway in the nation. The GIWW stretches 1,050 miles along the Texas coast around the Gulf of Mexico and down the Florida coast. The GIWW was first proposed by the federal government in 1909 and was completed in 1949.

In 1956 Congress passed the River and Harbor Act which included authorization for construction of a replacement lock. Studies initiated in 1960 estimated the dimensions of the lock would be obsolete by 1970. Subsequent to the 1956 legislation, the project was modified by the Water Resources Development Acts (WRDA) of 1986 (established cost sharing requirements) and was amended by the WRDA of 1996 (authorizing the Community Impact Mitigation Plan). In 1997 the U.S. Army Corps of Engineers released the IHNC Lock Evaluation Report and Environmental Impact Statement.

A Supplemental Environmental Impact Statement and Appendices were released in 2009. In January 2017 the Army Corps released the Draft General Reevaluation Report and Draft Supplemental Environmental Impact Statement for public review and comment. The tentatively selected plan in that report is to replace the existing lock with a larger, more efficient shallow-draft lock, to be located within the IHNC, north of Claiborne Avenue

### Existing Project Features

The IHNC Lock is 640 feet long by 75 feet wide by 31.5 feet deep. The lock is primarily used by barge traffic on the GIWW. In 1998, 2008, and 2016 the lock was dewatered for major maintenance. The most recent maintenance included the replacement of electric motors with hydraulic machinery and installation of modern gates.

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