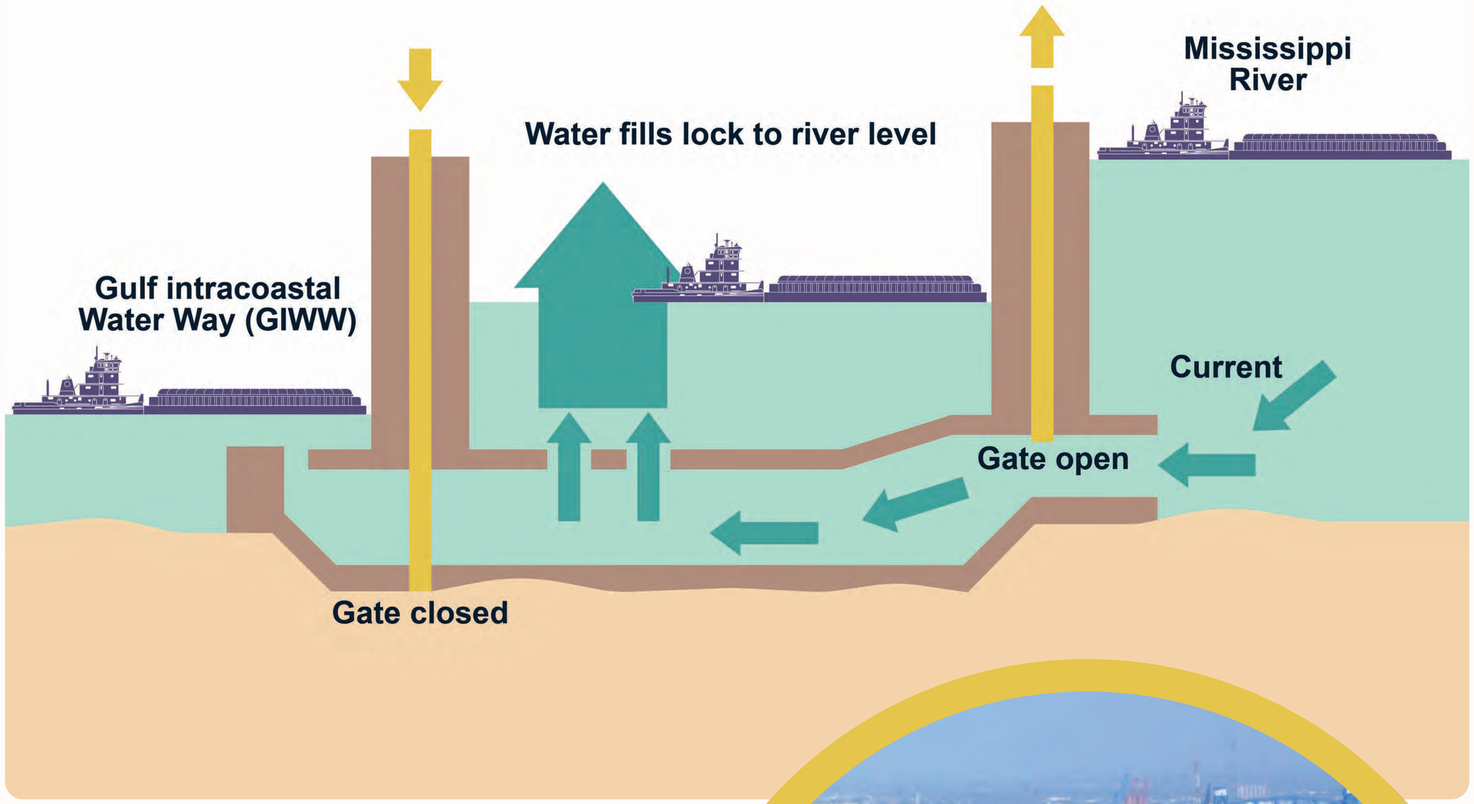
WHAT IS A LOCK?

A lock is **a water elevator for boats, ships, and other vessels to travel between bodies of water with different water levels.** The lock has a chamber with gates on both sides. The sealed chamber can be filled with water or emptied to raise or lower vessels to match the water level on either side of the lock. This allows the vessels to either be raised or lowered as they travel between waterways.



What is the Inner Harbor Navigation Canal (IHNC) Lock Replacement?

The IHNC Lock allows for passage between the Gulf Intracoastal Waterway and the Mississippi River. The lock was constructed in 1923. To better handle today's needs, this project would:

- **Replace the existing lock within the Industrial Canal to create a modern, reliable, and more efficient water passage**
- **Realign flood walls and other flood risk management infrastructure in the project area as necessary**
- **Replace the St. Claude Avenue Bridge over the existing canal**

The U.S. Congress has authorized the U.S. Army Corps of Engineers (Corps) to complete this project.

INNER HARBOR NAVIGATION CANAL LOCK

Why is the Inner Harbor Navigation Canal (IHNC) Lock, also Known Locally as the Industrial Canal, Important?

- Provides critical water passage for shipping in the U.S.
- Joins some of the busiest and most important waterways for the U.S. economy.
- Provides economic benefit for New Orleans, Louisiana, and the U.S.
- Allows boats, ships, and other vessels, assisted by tug boats, to pass form the Gulf Intracoastal Waterway (GIWW) to the Miss River.

Did you know?

Shutdowns of the IHNC Lock add **17 days of transit time** for vessels, forcing costly detours and disrupting supply chains.

IHNC Lock Replacement Project: Recommended Plan

2025 FAQ

IS THE INNER HARBOR NAVIGATION CANAL BEING EXPANDED?

The IHNC Lock Replacement does not expand the canal. All construction activities—including the new lock and the temporary bypass channel around it—**remain within the existing federally authorized right-of-way. There is no permanent widening or deepening** of the IHNC as part of this project. While three residences would require relocation, the owners would be compensated. Other adverse impacts within the affected neighborhoods would be temporary. (Chapter 3 and Appendix B Annex 11 - IHNC Lock - 2025 Plates)

WILL VIBRATIONS FROM CONSTRUCTION AND PILE DRIVING DAMAGE HOMES?

Construction contracts will include vibration monitoring and structural pre-assessments to protect nearby buildings during pile driving. The Corps uses low-impact equipment and best practices to reduce vibration risk in urban settings. No damage to structures as a result of vibrations caused by pile driving is anticipated. (Chapter 6)

WHY NOT MOVE THE LOCK TO VIOLET?

The Violet site was thoroughly evaluated but eliminated because it would have caused significant wetland impacts—approximately 335 acres of marsh would be permanently destroyed and over 9,300 acres of marsh would be negatively impacted—violating CWA guidelines. It also required a breach in the Mississippi River levee, expensive high-rise bridges, and significant new infrastructure at the recently completed Hurricane and Storm Damage Risk Reduction System (HSDRRS) gate at Bayou Dupre. By contrast, the IHNC site stays within existing federal right-of-way and avoids those environmental and logistical hurdles. (Chapter 3.3.4)

WON'T THIS LARGE PROJECT DISCOURAGE INVESTMENT IN HOUSING/BUSINESS DEVELOPMENT NEARBY?

Construction can be disruptive—but the Corps seeks to reduce the burden on nearby neighborhoods and small businesses. The Community Impact Mitigation Plan includes tools to help stabilize the community during construction and make it easier for businesses and homeowners to invest with confidence. Replacing the aging St. Claude Bridge with a more reliable and accessible crossing will also improve connections between neighborhoods and support long-term revitalization. (Appendix E Draft Community Impact Mitigation Plan 2025)

IS THERE ANY ECONOMIC BENEFIT TO CITIZENS OF NEW ORLEANS?

The project isn't just about the navigation industry—it's also about people. New Orleans residents benefit through construction jobs, local spending, and programs that help protect homes and small businesses in the project area. These efforts—part of the Community Impact Mitigation Plan—are focused on keeping neighborhoods strong, helping residents stay in place, and making sure small businesses can weather construction and thrive long-term. (Appendix E Draft Community Impact Mitigation Plan 2025)

WILL DYNAMITE OR EXPLOSIVES BE USED TO DEMOLISH THE LOCK OR FLOODWALLS?

No dynamite or explosives will be used. The project will follow all best industry practices and safety standards—meaning lower-impact, mechanical demolition methods would be used such as cutting and breaking.

ARE A LARGE NUMBER OF HOMES BEING DEMOLISHED?

The St. Claude Avenue Bridge replacement affects only three residential structures, which require **relocation or demolition**. Owners, who were notified of this in 2019, will be compensated under Public Law 91-646, Title II Relocation Assistance. The **lock replacement** and associated Flood Risk Reduction Features **do not require the demolition of** any homes or businesses. (Chapter 4.5)

IS THE SEDIMENT AT THE BOTTOM OF THE CANAL HAZARDOUS OR TOXIC?

- Sediment from the IHNC and the new bypass channel has been thoroughly tested for pollutants and toxicity. The results show the material is safe to dredge and dispose of using standard methods. The sediment dredging and disposal plan poses no risk to people or the environment (Chapters 2 and 6).
- Canal bottom soils and sediments that require excavation for project construction have been thoroughly evaluated under regulations and procedures developed under requirements of the Clean Water Act and may be divided into two categories: 1) Suitable for open water discharge; and 2) Unsuitable for open water discharge.
  - Suitable for Open Water Discharge - Approximately 614,000 cubic yards of dredged material be discharged into the Mississippi River. Discharged sediments would not violate or exceed regulatory water quality criteria or drinking water standards and would mix with the river's normal suspended and bedload sediments and be carried downstream.
  - Unsuitable for Open Water Discharge - Approximately 105,000 cubic yards of dredged material would be excavated with an environmental bucket dredge to minimize on-site loss of material and turbidity and would be hauled to and permanently disposed in a permitted solid waste landfill.

WILL CONSTRUCTION NOISE BE UNBEARABLE?

Construction will create noise—especially from things like pile driving and demolition—but it won't be constant or unregulated. Most loud work will happen between 7 AM and 7 PM, and the contractor will use noise-reducing equipment and follow strict rules to limit disruptions. The Corps and/or its contractors will monitor noise levels throughout the project and may use temporary noise barriers near schools, homes, and other sensitive areas. The latest construction and pile-driving technologies will be used, including silent pile pushers wherever possible, to reduce the impact on nearby residents. You'll also be notified ahead of especially noisy work, so there are no surprises. (Chapter 6 and Appendix E Draft Community Impact Mitigation Plan 2025)

IHNC Lock Replacement Project: Recommended Plan

2025 FAQ

WON'T A BIGGER LOCK MEAN THAT BRIDGE OPENINGS WILL BE LONGER, MAKING TRAFFIC WORSE?

The amount of time the bridges are open won't get longer—but you might notice some changes in when and how often they open. The good news is that the **Florida and St. Claude bridges will likely open less often**, because the new lock can move more barges through more efficiently. At Claiborne Avenue, you might see some seasonal increases in openings, especially during periods of higher river levels. And don't worry— **the current curfews stay in place: No bridge openings are allowed from 6:30–8:30 AM or 3:30–5:45 PM on weekdays**, to keep rush-hour traffic moving. (Chapter 6 and Appendix E Draft Transportation Mitigation Program 2025)

WILL THE RISK OF FLOODING INCREASE BY BRINGING THE MISSISSIPPI RIVER FURTHER INLAND?

It's true the new lock will connect to the Mississippi River a few blocks farther inland, but all floodwalls and levees will be extended and modernized to maintain the same level of storm surge and riverine risk reduction. Replacing the 102-year-old existing structure with a modern, reinforced system improves reliability and strengthens the system that helps reduce risk from storms and high water.

WILL TRAFFIC BE UNBEARABLE?

- While there will be some unavoidable disruption, multiple layers of mitigation have been designed to ensure traffic remains manageable throughout the project. Importantly, **construction near the St. Claude Avenue Bridge will not span the entire 14-year project duration**—most major work in this area is anticipated between Years 10 and 14. During that time, the existing bridge will **remain open to traffic for the majority of construction**, with **at least one lane in each direction maintained**, depending on the type and timing of construction activities. Pedestrian access across the canal will also be maintained. The Florida Avenue and Claiborne Avenue bridges will not be modified, and Florida Avenue operations are expected to remain unchanged. **Full closures at St. Claude are expected to be limited and will be scheduled to minimize disruption**, with a preference for nights and weekends whenever feasible. These will be **announced in advance and coordinated** with emergency services, RTA, and local and state transportation agencies.
- Temporary traffic control plans (TCPs) will be deployed during construction, including detour signage and real-time digital message boards placed throughout the affected area (e.g., St. Claude, North Claiborne, North Robertson, and Florida Ave) to keep drivers informed about detours and congestion. **After construction, permanent message boards will display real-time bridge opening information to help commuters choose the fastest route across the canal.**
- In addition, a full Transportation Mitigation Program was developed under Congressional authority (WRDA 2007, Section 5083). **That plan includes a comprehensive suite of real-time monitoring systems and intelligent transportation technology.**
- The TMP also includes longer-term improvements like resurfacing affected roadways, implementing traffic calming measures after construction, and potentially enhancing public transit access in collaboration with the RTA. These efforts are aimed at not only offsetting construction impacts but leaving the transportation network better off than before. (Chapter 6 and Appendix E Draft Transportation Mitigation Program 2025)

WILL THE ST. CLAUDE AVENUE BRIDGE BE CLOSED TO TRAFFIC FOR YEARS ON END?

The St. Claude Avenue Bridge will remain open to vehicle and pedestrian traffic during most of construction. Temporary closures may occur for safety during specific activities, but **long-term closure is not expected.** (Chapter 6, Traffic Congestion: Replacement Bridge)

WILL THERE BE MASSIVE DISRUPTION TO LOCAL COMMUNITIES FOR 14 YEARS?

While the full construction timeline spans approximately 14 years, it's important to understand that this doesn't mean the entire community will be impacted in the same way for that entire period. The work is carefully phased and geographically distributed, meaning different areas will experience different types of activity at different times. For example, the new St. Claude Avenue Bridge isn't scheduled to begin construction until roughly Year 10 and will take about three years to complete. Floodwall and levee work is concentrated in Years 2 through 7, while the new lock itself is expected to be built between 2034 and 2041. Additionally, some impacts—such as short-term lane closures or temporary increases in construction noise—will be coordinated to occur at night or on weekends to minimize disruption. The Corps and its partners will also work closely with local stakeholders to reduce impacts wherever possible, and mitigation programs are in place to support residents and businesses during these periods. (Chapter 4)

HAS THE ALABO STREET GRAIN TRAIN TRAFFIC BEEN CONSIDERED IN THE TRAFFIC STUDY?

- The recent announcement by the Port of New Orleans regarding revitalization of Norfolk Southern's rail lines to support the new Sunrise Foods "grain train" **came after the IHNC Lock traffic study was completed**, so it was not included in the current analysis.
- **The Corps is committed to conducting additional traffic modeling** during the project's design phase. At that stage, we'll have more detailed information about construction sequencing for the new St. Claude Bridge and will be better positioned to assess real-world traffic impacts, including rail and freight interactions. We'll continue to coordinate with the Port and other agencies to ensure the most current information is used in planning and mitigation. (Appendix E Draft Transportation Mitigation Program 2025)

HAS THE LIT TERMINAL CONSTRUCTION BEEN CONSIDERED IN THE TRAFFIC STUDY?

Yes—the Louisiana International Terminal (LIT) was considered in the IHNC Lock traffic analysis. The Corps consulted with the Regional Planning Commission (RPC), which provided long-range traffic growth projections that include future developments like the LIT. According to the RPC's modeling, the LIT is **not expected to generate significant additional vehicle traffic through the IHNC corridor**, especially in comparison to current daily volumes. As a result, its impact on local roadway congestion around St. Claude, Florida, and Claiborne was considered negligible and did not warrant specific traffic mitigation beyond what's already planned. The Corps will continue coordinating with the Port of New Orleans and RPC as both projects move forward to ensure regional traffic planning stays aligned. (Chapter 6.1.1)

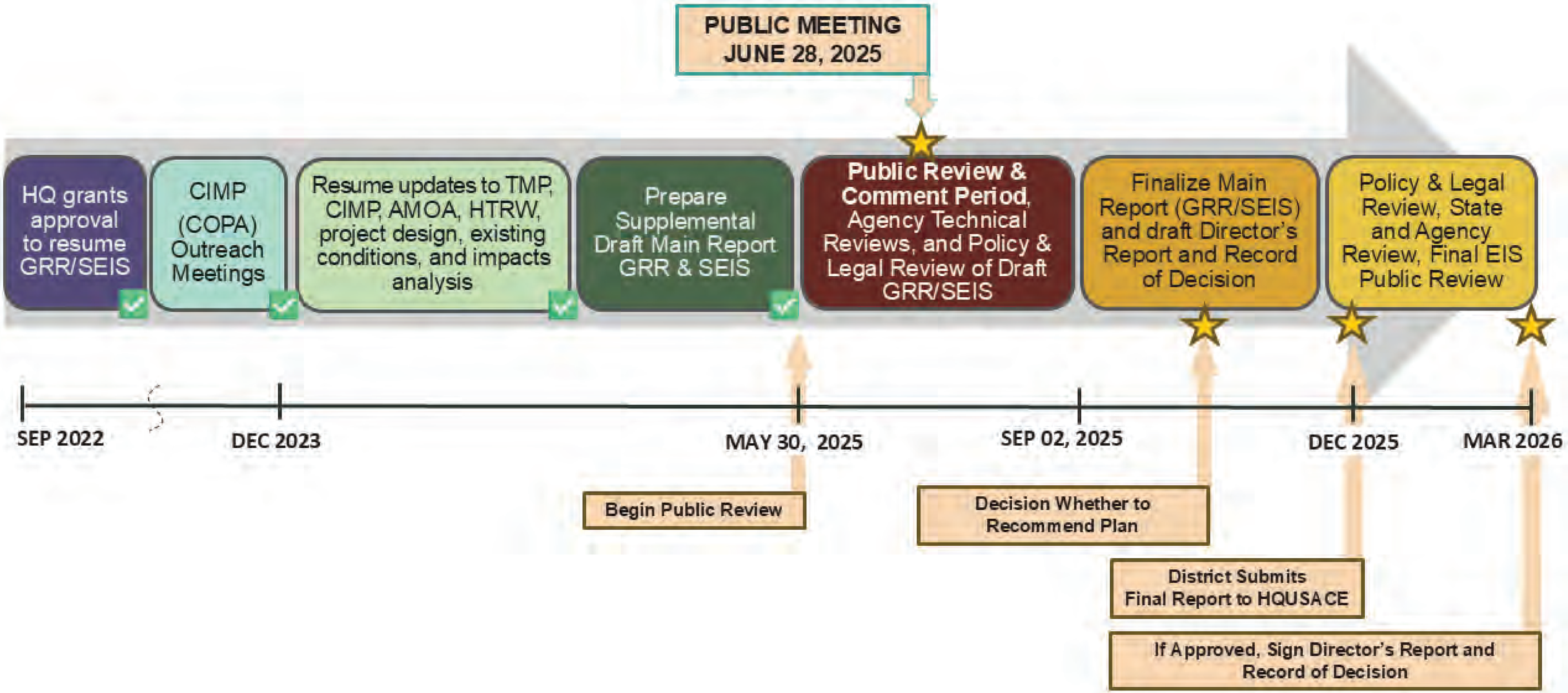
PROJECT HISTORY: IHNC LOCK REPLACEMENT

1923	1927	1928	1931	1949	1956	1965	1968	1986	1991
Lock Opens	**The Great Flood**	**Flood Control Act**	**Bonnet Carré Spillway**	**GIWW Completed**	**Congressional Authorization**	**Hurricane Betsy**	**MRGO Completed**	**Lock Purchased**	**Violet (Alternate Site)**
Deep Draft Lock built by Port of New Orleans	The 1927 Flood of the Mississippi River. Local leaders intentionally dynamite a section of levee in Plaquemines Parish.	The Flood Control Act of 1928 gives oversight of flood management on the Mississippi River to USACE.	Construction completed. Regulates river flow around New Orleans.	Inland shallow draft navigation channel. 1,300 miles long. IHNC is only access point east of New Orleans.	Chapter 112, Public Law 455, 84th Congress, 2nd Session Authorized Replacement of IHNC. MRGO also Authorized.	Hurricane Betsy	Construction on MRGO completed	USACE Purchases IHNC Lock from Port of New Orleans. WRDA 1986 no longer requires a Non-Federal Cost Share.	The alternate site of Violet was deemed too damaging to the environment as a viable alternative site.

PROJECT HISTORY: IHNC LOCK REPLACEMENT

1996	1997	2005	2007	2009	2013	2017	2019	2023	2025
Community Impact Mitigation	Draft Report Released	Hurricane Katrina	MRGO Deauthorized	Draft Report Released	100 Year Level of Risk Reduction	Draft Report Released	Bridge Replacement update	Community Impact Mitigation	Draft Report Released
WRDA 1996 Authorizes a Community Impact Mitigation Plan.	A draft report was released in 1997 recommending a deep draft lock.	Hurricane Katrina	MRGO was de-authorized as a navigable waterway.	Rock dam constructed to close off MRGO. Draft Report recommends a float-in-place deep draft lock.	The post-Katrina hurricane system closes off IHNC from storm surge	Draft Report recommends shallow draft cast-in-place lock.	Updated plan for St. Claude Bridge Replacement requires acquisition of 3 properties.	Community Engagement efforts undertaken to develop an updated CIMP.	Draft Report recommends shallow draft lock

WHERE ARE WE IN THE STUDY PROCESS & NEXT STEPS



POTENTIONAL DESIGN & CONSTRUCTION TIMELINE
IHNC LOCK REPLACEMENT

COULD BEGIN AS SOON AS 2029 PENDING APPROPRIATIONS

YEAR -3 to 1	YEAR 1	YEAR 2	YEAR 3	YEAR 4 to 9	YEAR 9 to 11	YEAR 11	YEAR 12 to 13	YEAR 14
Preconstruction Engineering and Design (PED)	“Construction Begins” Dredging Bypass Channel	Begin Cofferdam Construction	Begin to Dewater Cofferdam	Construct New Lock and Tie-In Flood Walls	Complete Guide walls and begin new St. Claude Bridge Construction	Complete New St. Claude Bridge and begin Demolition of Old Bridge and Lock	Construct Bullnose and Guide Wall under St. Claude Bridge	Final Site Clean Up and Contractor Demobilization
Develop designs and prepare to award construction contract.	Bypass channel dredging and begin construction of levees and flood walls.	Begin cofferdam construction at new lock site.	Dewater the cofferdam and prepare base for lock construction. Begin driving foundation piles.	Complete construction of new lock and backfill site. Construct tie-in flood walls. Remove cofferdam and bring new lock online for operation.	Begin cconstruction of new St. Claude Bridge and approach ramps. Access to remain during construction.	New St. Claude Bridge fully operational and start demolition of old bridge and lock. Complete floodwalls at old St. Claude Bridge site.	Complete guide walls under bridge. Complete demolition of old lock and finalize construction of new navigation channel.	Final site clean up and restoration. Removal of all equipment and project completion.

DESIGN

CONSTRUCTION

2017 vs 2025: WHAT'S CHANGED

2017

- Temporary Bypass Channel around Existing Lock
- New Floodwalls along Sister Street and Jourdan Ave.
- **CIMP: To be updated** in Design Phase
- **TMP: To be developed** in Design Phase

Temporary Bypass Channel

No temporary bridge means reduced overall construction duration. **Existing bridge remains accessible during construction while new bridge is built adjacent to it.**

2025

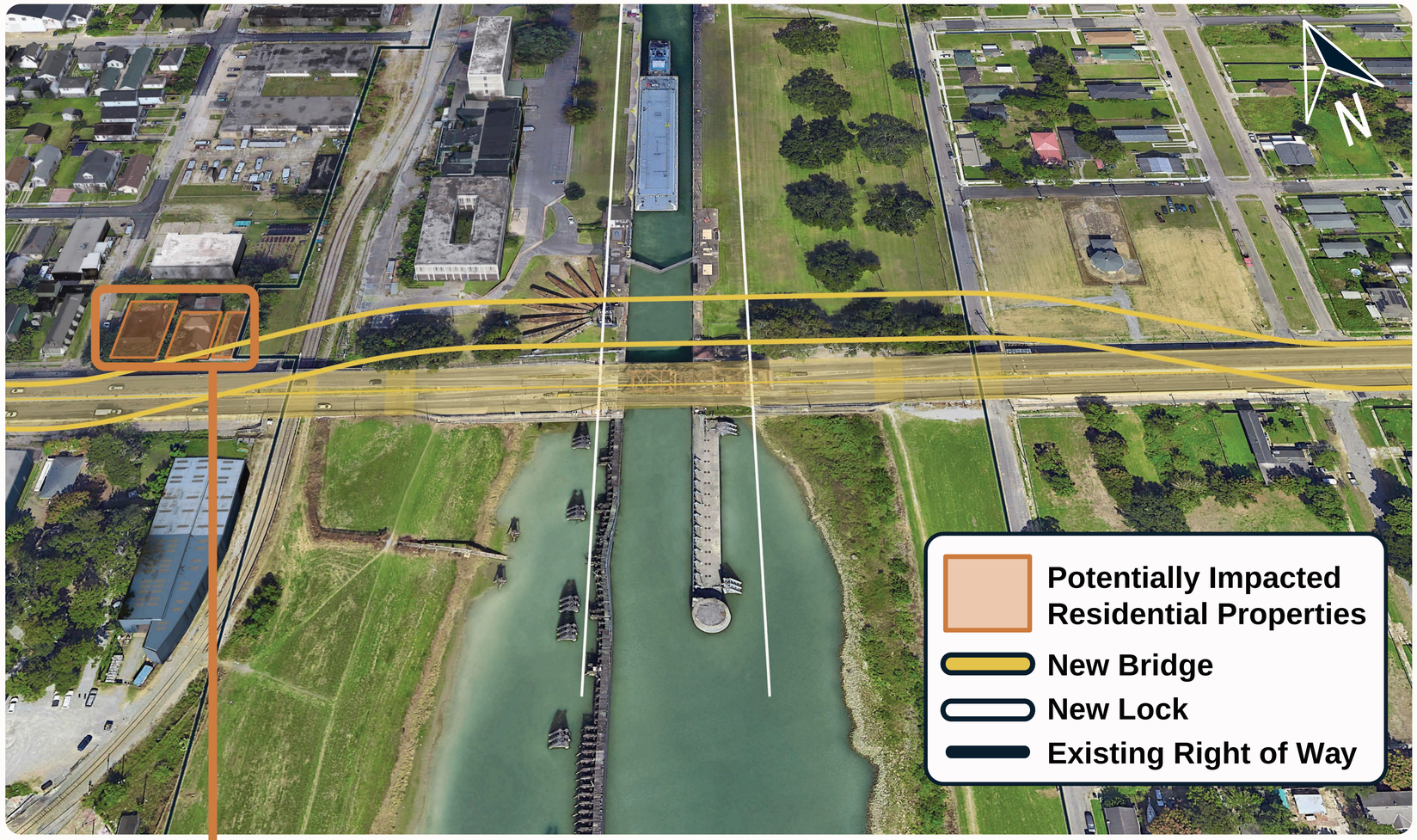
- **No Temporary Bypass** around existing lock
- Levees along Sister St. and Jourdan Ave instead of Floodwalls
- **CIMP: Draft Updated**
- **TMP: Draft Created**

No Temporary Bypass Channel around Existing Lock means reduced impacts and **improved viewscapes** in Holy Cross and Lower Ninth Ward by utilizing levees instead of Floodwall on east side of Canal

RESIDENTIAL RIGHT-OF-WAY IMPACTS

Why is Right-Of-Way Needed?

The St. Claude Avenue Bridge is part of the existing lock structure, so it would also be demolished along with the old lock. To keep the existing St. Claude Avenue Bridge open during construction, the new bridge must be built immediately adjacent to it. This requires additional space beyond the current right-of-way for the new alignment and approach ramps.



Potential Relocation of Historic Homes

Two of the three affected homes along St. Claude Avenue are contributing resources to the potential extension of the Bywater National Register Historic District (NRHD). If the Recommended Plan (RP) is approved and funded, these homes may be eligible for relocation assistance and could potentially be moved to alternate locations within the historic district.

Potentially Impacted Residential Properties

What Happens Next?

If the RP is approved, the Government would acquire the properties to support construction of the new bridge ramp. Property owners and residents would be contacted immediately and informed of their rights under the Uniform Relocation Assistance and Real Property Acquisition Policies Act (P.L. 91-646).

The map above is notional and not exact scale.

TRANSPORTATION & TRAFFIC IMPACTS

Existing Bridge Curfews Remain

Vehicle access uninterrupted during peak traffic times:

6:30–8:30AM

3:30–5:45PM

New St. Claude Avenue Bridge

will be completed before demolishing the old bridge and **the existing bridge will remain open to pedestrians during construction** and have at least one lane open to vehicles in each direction. Occasional short term closures may be necessary but will be clearly messaged to the public.

Future Modeling

While modeling of the finished project was completed, modeling of traffic during construction will be completed during design phase, when more bridge details are known.

Average number of bridge openings per day:

Florida Avenue Bridge:

Current: 24 openings

With New Lock: 17 openings

Claiborne Avenue Bridge:

Current: 5 openings

With New Lock: ≤ 9 openings

Openings are seasonal and dependent on river level changes

St. Claude Avenue Bridge:

Current: 24 openings

With New Lock: 17 openings

Average wait time

sitting in traffic is currently about 7-10 minutes for all three bridges and will **remain the same** when the proposed new lock is completed.

Bridge construction is scheduled to begin in year 10 and will last through year 14.

The map above is notional and not exact scale.

TRAFFIC MITIGATION PROGRAM (TMP)

IMPACT AVOIDANCE & POTENTIAL MITIGATION FEATURES

Advanced Traveler Info. System

Help inform commuters of problem areas before they encounter them

Incident Management Plan

Have emergency response vehicles on standby during peak traffic hours for accident reporting and response

Traffic Control Officers

Provide officers to facilitate traffic flow through bridge construction areas

Traffic Signal Sychronization

Traffic signal sychronization and real-time traffic monitoring

Smartphone Applications

Monitor Bridge and Traffic Status in real-time from smartphones

Enhanced Public Transit

Coordinate with the Regional Transit Authority (RTA) to optimize additional bus routes and improve existing bus stops

ADA-compliant Transportation

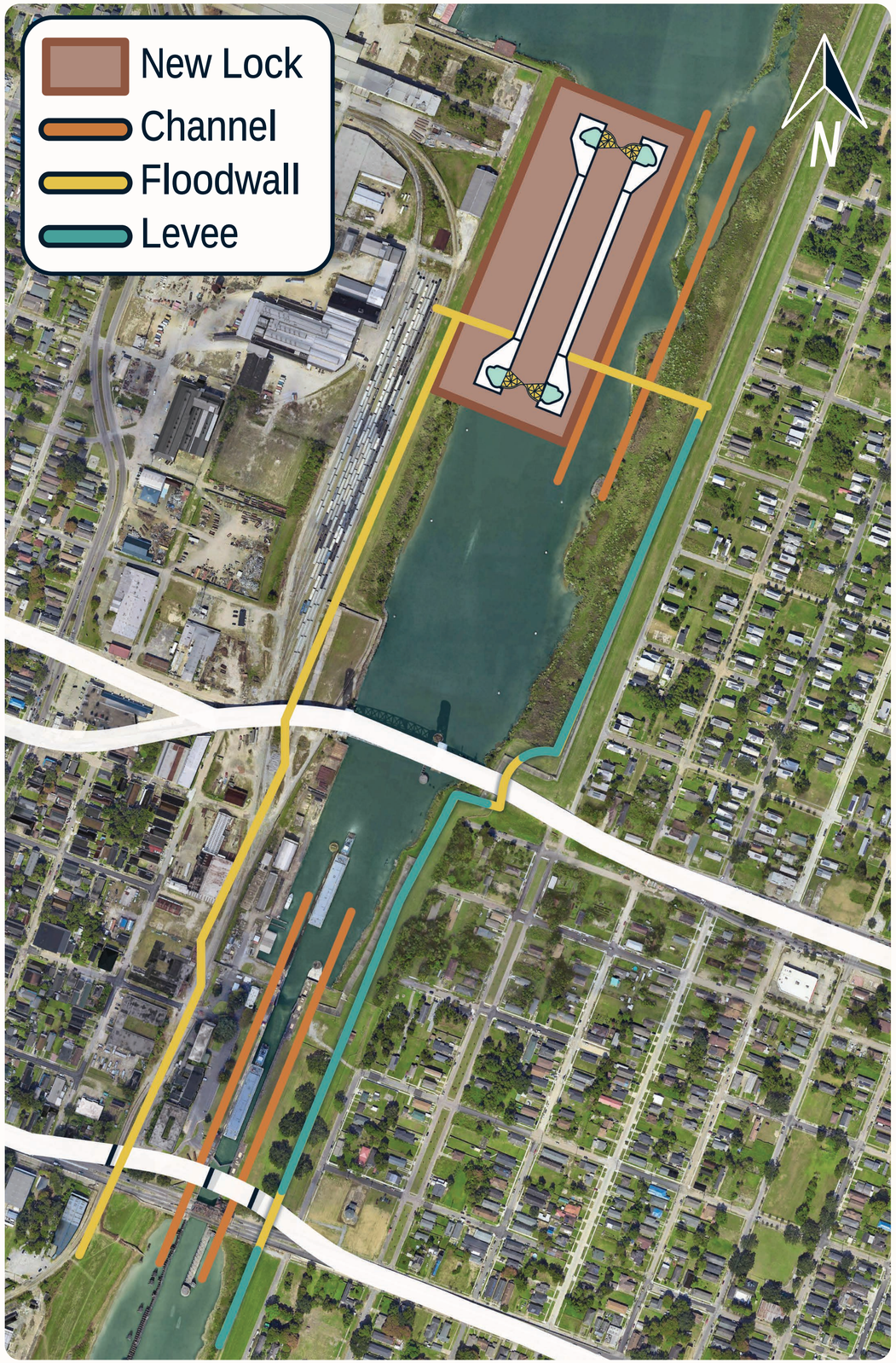
ADA-accessible transportation options or accommodations such as sidewalks, paratransit, accessible van/bus service line, etc

Expanded Walkways & Bicycle Paths

Provide additional sidewalks and bicycle paths as transportation options within the communities, including across the new bridge

Off-site Parking for Construction Workers

Workers will be shuttled from an offsite parking area to project location



CONSTRUCTION PHASING

Construction Phasing Minimizes Impacts

YEARS 1-2 — BYPASS CHANNEL & CONSTRUCT COFFERDAM

YEAR 3 — START COFFERDAM DEWATERING

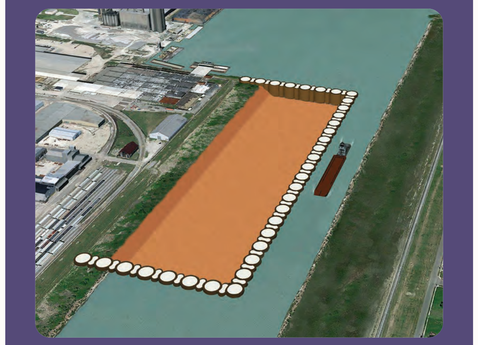
YEARS 4-9 — LOCK CHAMBER & GATE BAY CONSTRUCTION

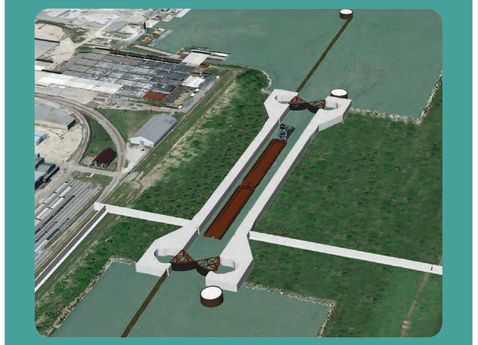
YEARS 9-10 — COMPLETE LOCK CHAMBER & GATE BAY CONSTRUCTION, REMOVE COFFERDAM, BACKFILL SITE

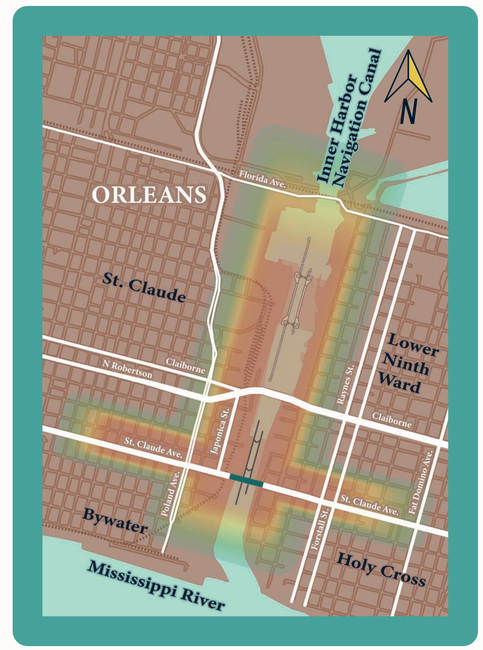
YEARS 10-14 — COMPLETE ST. CLAUDE BRIDGE CONSTRUCTION, DEMOLITION, GUIDEWALLS & BULLNOSE DOLPHINS

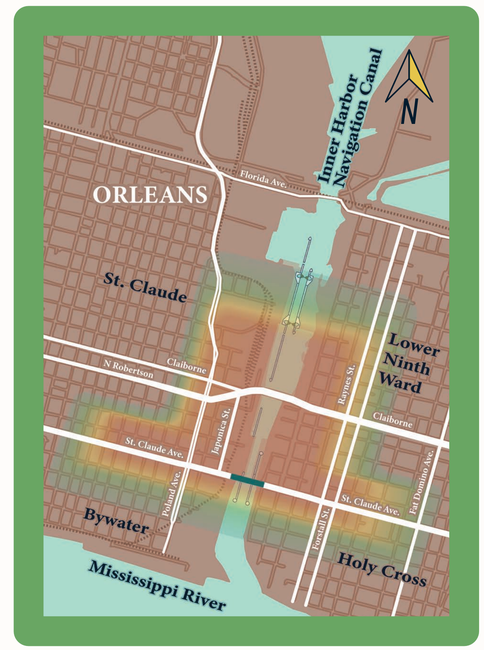
*The St. Claude Avenue Bridge will be open during construction. The new bridge will be built before demolishing the existing bridge.

The map above is notional and not exact scale.









POTENTIAL DESIGN & CONSTRUCTION TIMELINE

3 YEARS OF DETAILED DESIGN PRIOR TO CONSTRUCTION

CONSTRUCTION YEARS 1-2
BYPASS CHANNEL & CONSTRUCT COFFERDAM

CONSTRUCTION YEAR 3
START COFFERDAM DEWATERING

CONSTRUCTION YEARS 4-9
LOCK CHAMBER & GATE BAY CONSTRUCTION

CONSTRUCTION YEARS 9-10
COMPLETE LOCK CHAMBER & GATE BAY CONSTRUCTION, REMOVE COFFERDAM, BACKFILL SITE

CONSTRUCTION YEARS 10-14
COMPLETE ST. CLAUDE BRIDGE CONSTRUCTION, DEMOLITION, GUIDEWALLS & BULLNOSE DOLPHINS

BYPASS CHANNEL

DEWATERING

LOCK CONSTRUCTION

COMPLETED LOCK

ST. CLAUDE BRIDGE

WORST CASE SCENARIO: ANTICIPATED CONSTRUCTION NOISE IMPACTS

Construction activity may be audible beyond the highlighted areas, but expected noise levels outside these zones are anticipated to be below the 75 dB threshold where mitigation measures would be required.

Maps are notional and for planning purposes only

POTENTIAL DESIGN & CONSTRUCTION TIMELINE

WORST CASE SCENARIO: ANTICIPATED CONSTRUCTION NOISE IMPACTS

CONSTRUCTION YEARS 1-2

- Construct Bypass Channel
- Drive Sheet Pile Cofferdam
- Install Impact Protection Dolphins
- Area Inside Cofferdam Dredged to -33.0

BYPASS CHANNEL

Construction activity may be audible beyond the highlighted areas, but expected noise levels outside these zones are anticipated to be below the 75 dB threshold where mitigation measures would be required.

Maps are notional and for planning purposes only

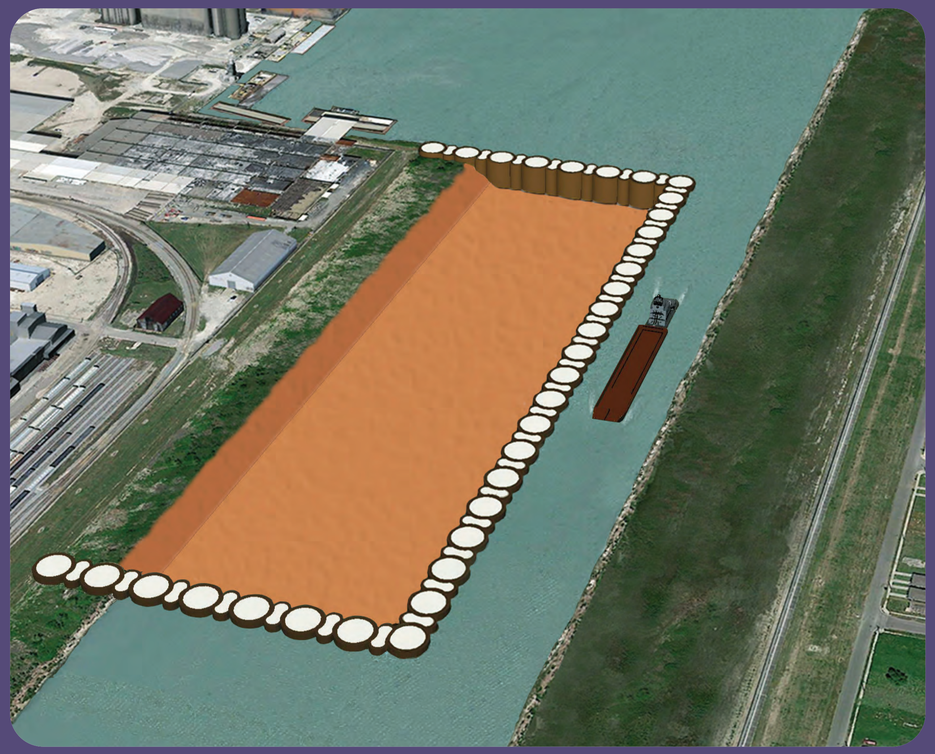
POTENTIAL DESIGN & CONSTRUCTION TIMELINE

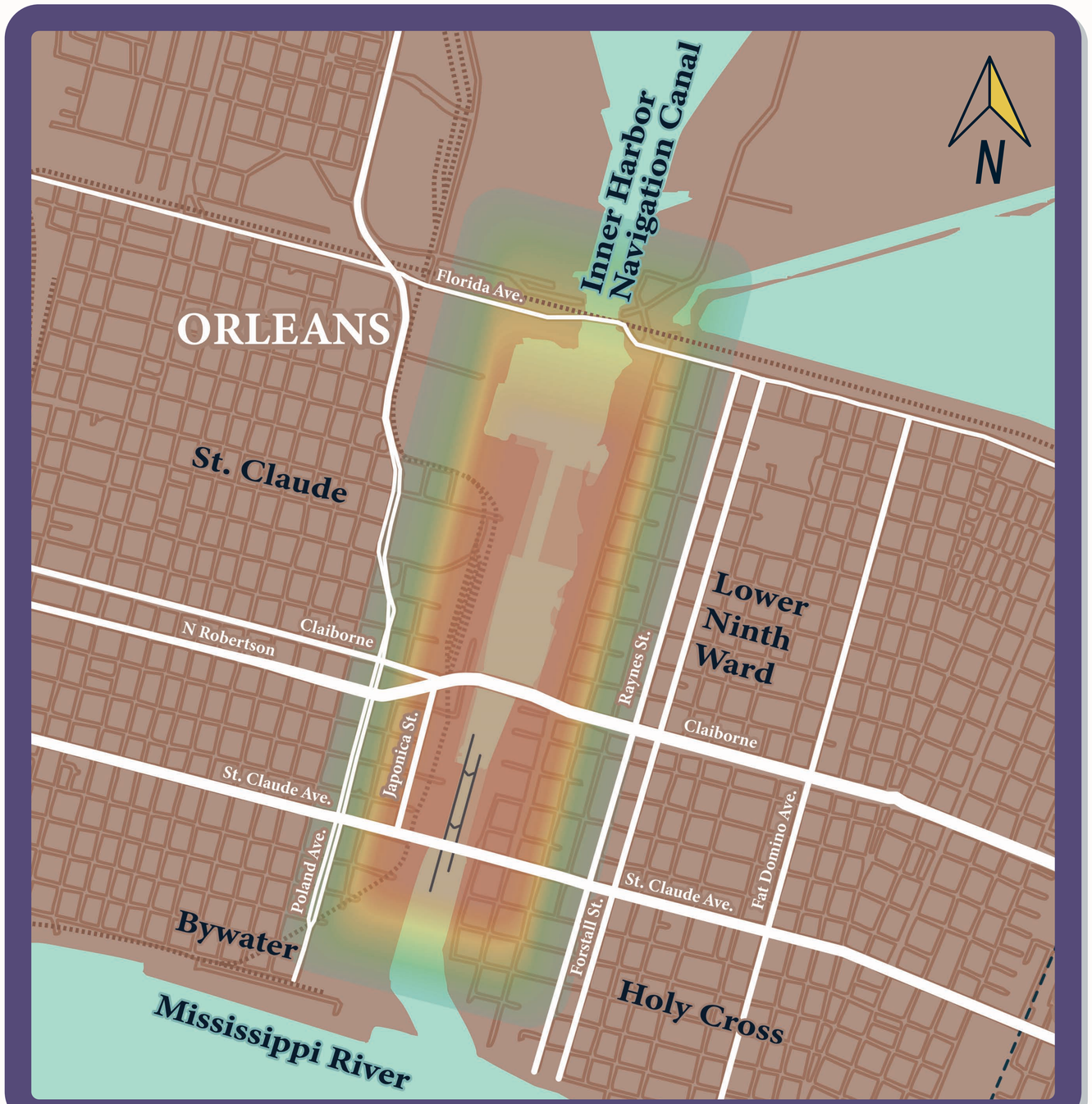
WORST CASE SCENARIO: ANTICIPATED CONSTRUCTION NOISE IMPACTS

CONSTRUCTION YEAR 3

- Dewater Cofferdam
- Some Levee and Floodwall Construction
- Lock Foundation Preparation and Site Work

DEWATERING





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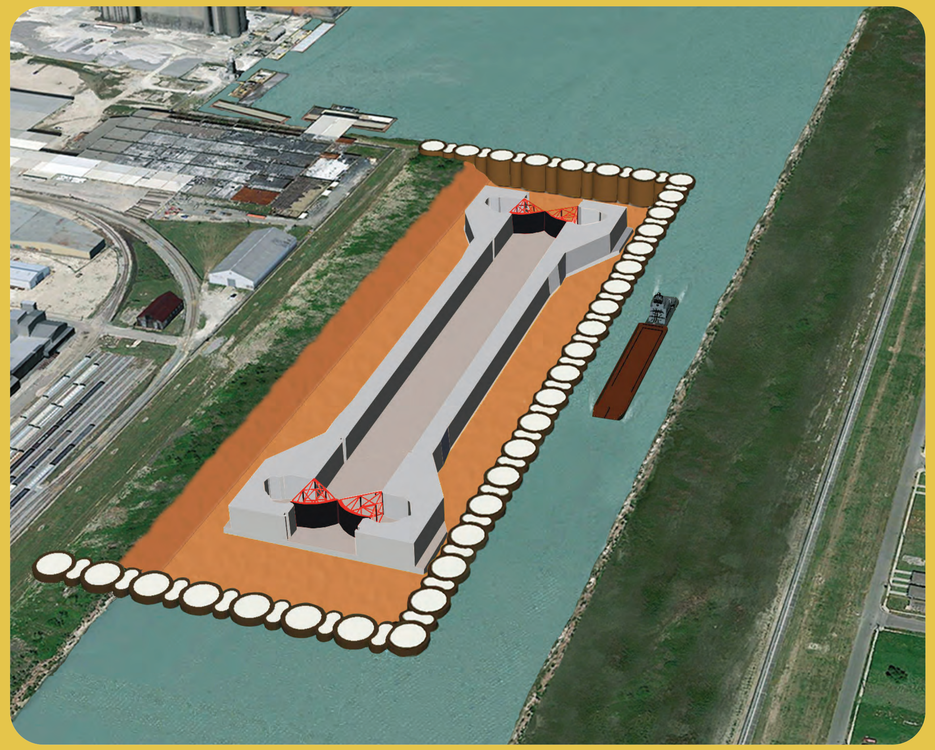
POTENTIAL DESIGN & CONSTRUCTION TIMELINE

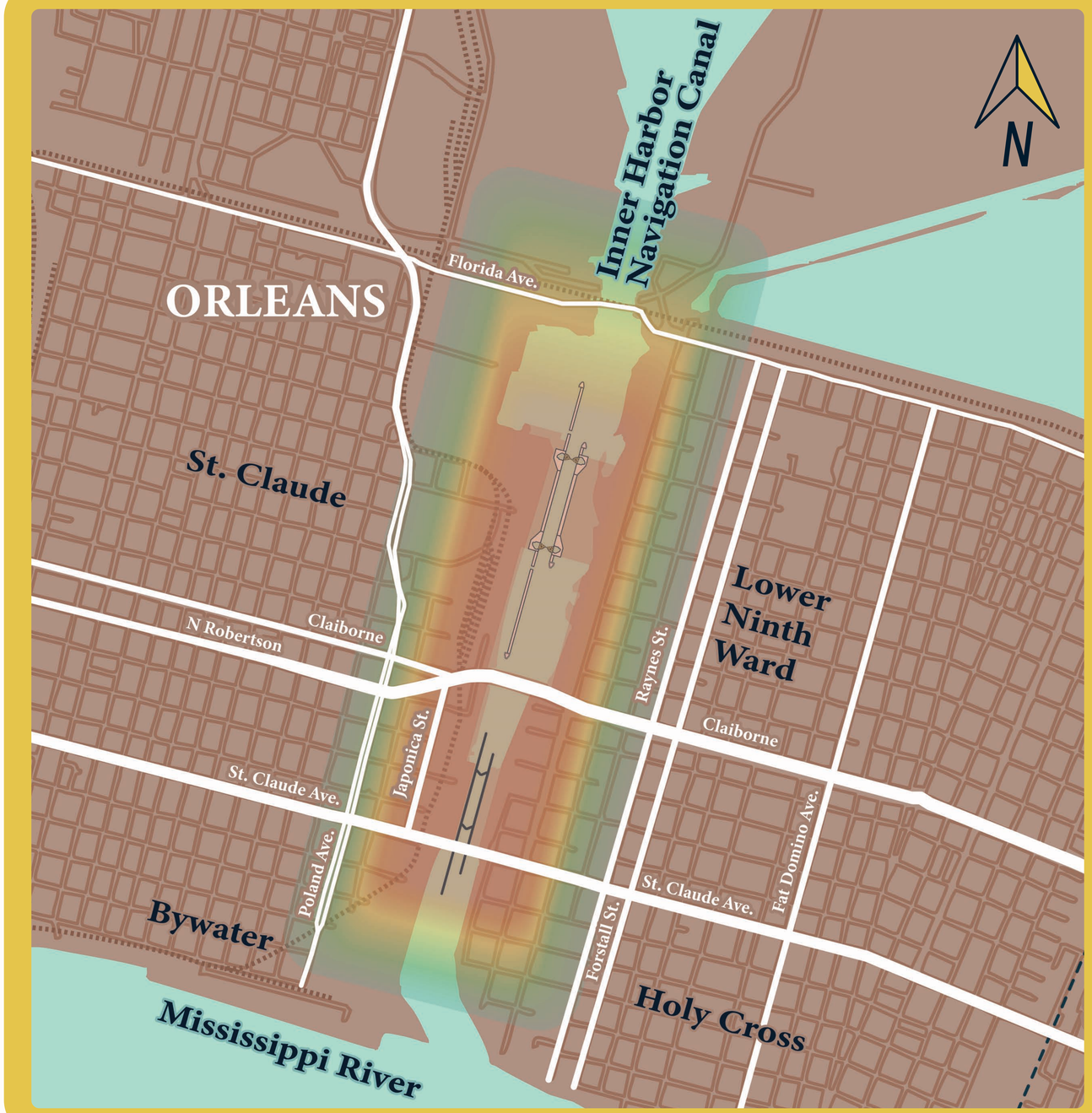
WORST CASE SCENARIO: ANTICIPATED CONSTRUCTION NOISE IMPACTS

CONSTRUCTION YEAR 4-9

- Drive Foundation Piles
- Construct Lock Chamber and Gate Bays
- Construct Partial Guide Walls and Bullnose Dolphins
- Some Levee and Floodwall Construction

LOCK CONSTRUCTION





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Maps are notional and for planning purposes only

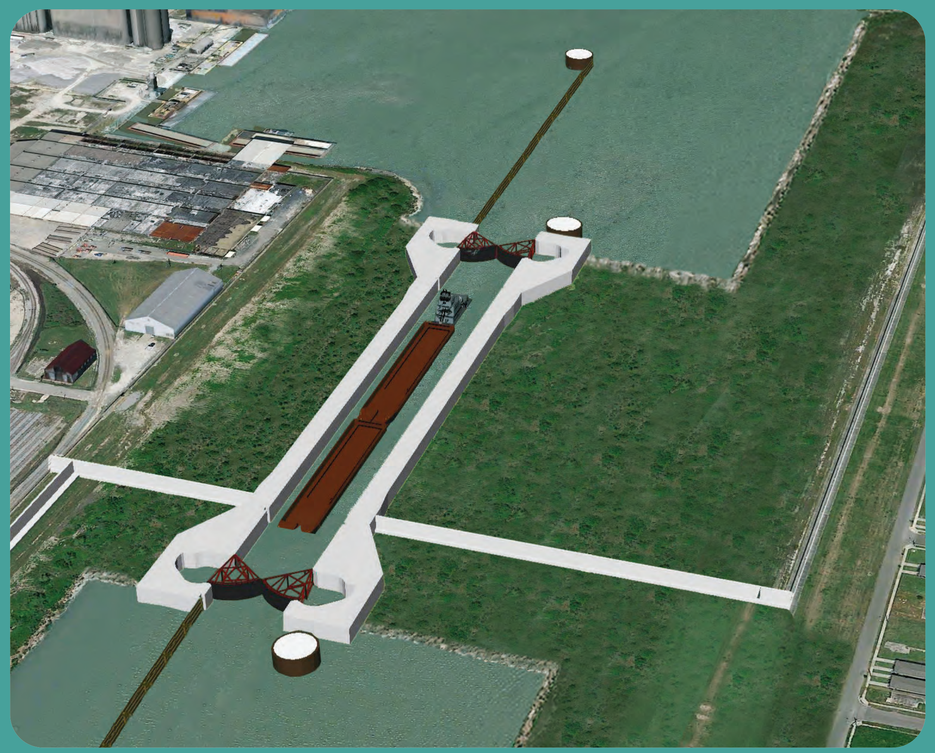
POTENTIAL DESIGN & CONSTRUCTION TIMELINE

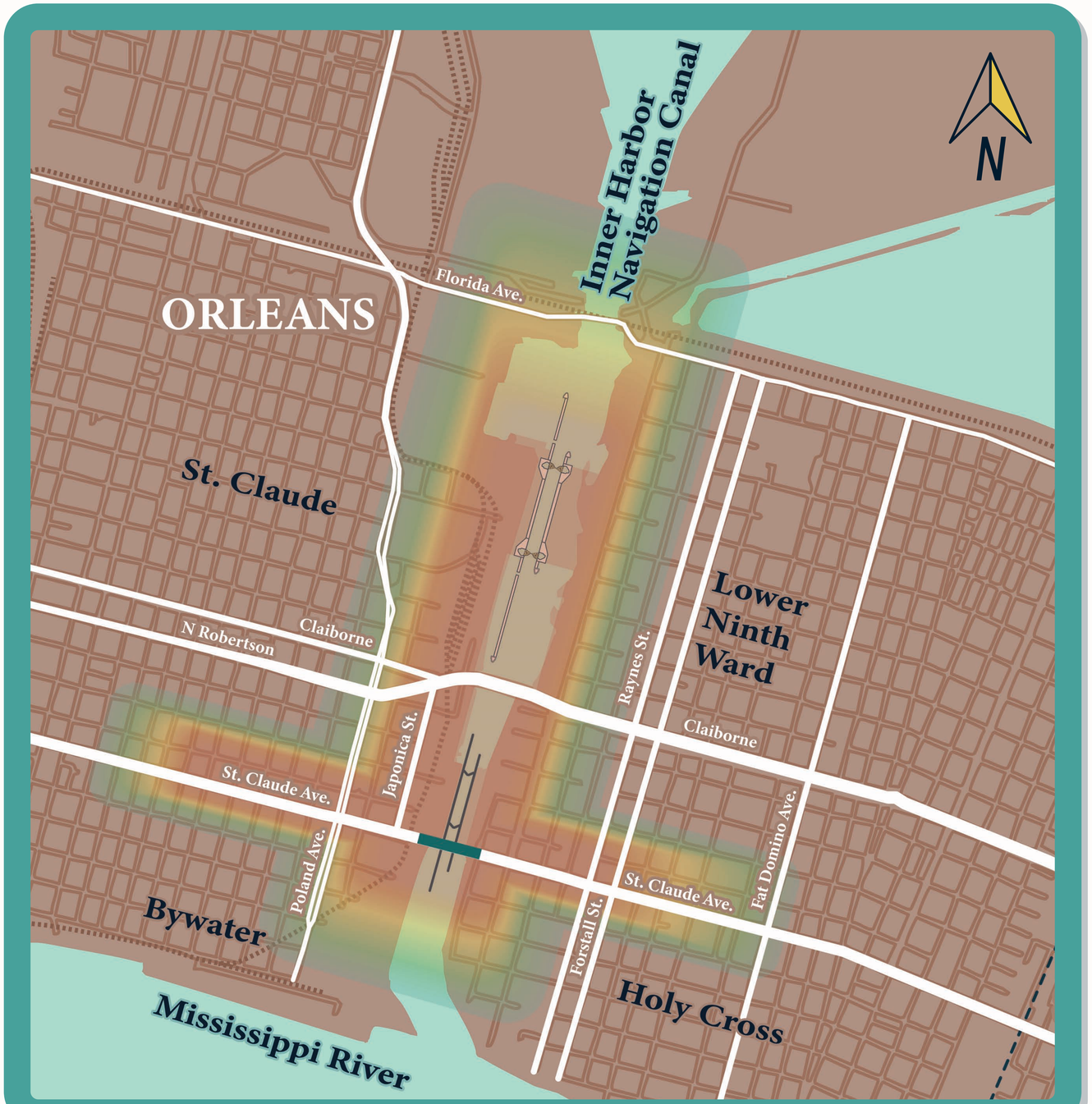
WORST CASE SCENARIO: ANTICIPATED CONSTRUCTION NOISE IMPACTS

CONSTRUCTION YEAR 9-10

- Lock Complete
- Site Backfilled & Construct Support Buildings
- Tie-In Floodwall Construction
- Riprap placement
- Start St. Claude Bridge Site Work

COMPLETED LOCK





Construction activity may be audible beyond the highlighted areas, but expected noise levels outside these zones are anticipated to be below the 75 dB threshold where mitigation measures would be required.

Maps are notional and for planning purposes only

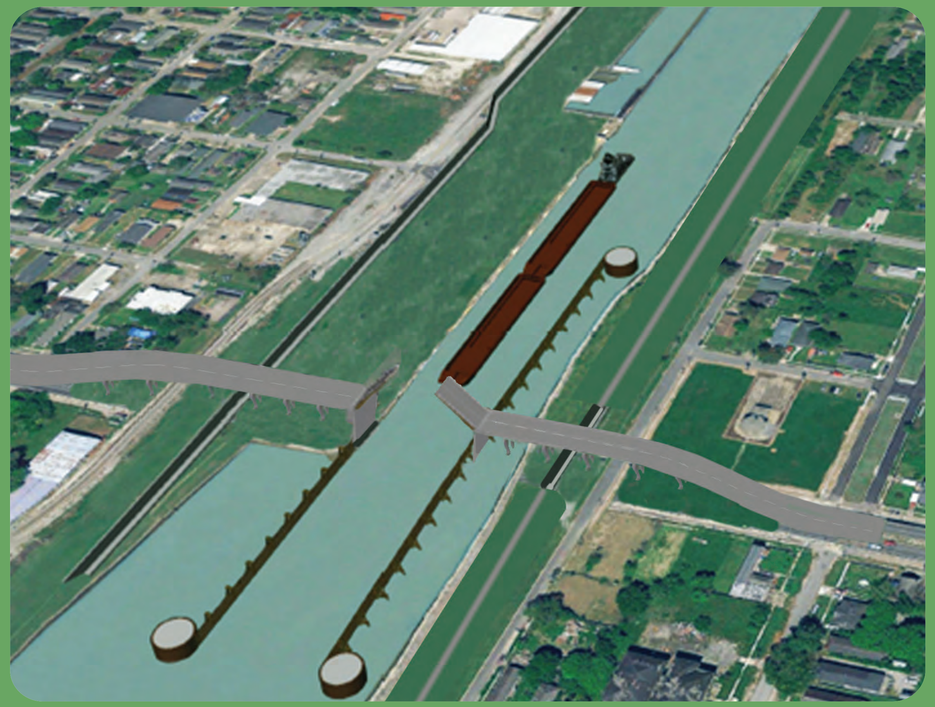
POTENTIAL DESIGN & CONSTRUCTION TIMELINE

WORST CASE SCENARIO: ANTICIPATED CONSTRUCTION NOISE IMPACTS

CONSTRUCTION YEAR 10-14

- Construct New St. Claude Bridge & Floodwalls
- Demolish Existing Lock
- Demolish Old St. Claude Bridge
- Construct Guide Walls and Bullnose Dolphins
- Construct Morring Dolphins
- Finish Permanent Navigation Channel

ST. CLAUDE BRIDGE



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COMMUNITY IMPACT MITIGATION PLAN (CIMP)

Also known as the Community Opportunities Plan of Action

As part of the lock replacement project, funds will be available to build new features or implement other measures to address community needs, bolstering community resiliency and quality of life in the surrounding neighborhoods in an effort to help offset impacts resulting from the lock replacement.

The Draft CIMP was re-developed through a series of community listening sessions, meetings, and targeted outreach in 2023 to gather community input and ideas about what projects and programs the communities would like to see, with the goal of increasing community well-being, resiliency, and quality of life.

The Corps wants your input to better understand your community's needs to help shape these quality-of-life investments.

How will the Mitigation Plans be implemented?

The implementation of these plans could begin during the construction phase of the project, with some features being started prior to the construction of the lock project itself and will continue through the duration of the project and beyond.

Mitigation features would require Partnering Agreements with a local sponsor to ensure long-term success of facilities or programs.

CONSTRUCTION NOISE & VIBRATION

What is a Decibel?

A decibel (dB) is the unit of measurement for how loud a sound is.

Normal **Conversation** **50-65 dB**

Dishwasher **75 dB**

Garbage Truck **100 dB**

Noise and vibrations will be further considered during the design phase as construction sequencing becomes more defined. Considerations would include sources of noise attributed to the project greater than 75 dB and vibrations over allowable limits.

Pile driving activities are not anticipated to expose adjacent structures to excessive or damaging vibrations. Vibration monitoring is required in construction contracts.

Noise Monitoring

Vibration Monitoring

Construction Activity at PCCP

Construction Activity at PCCP

Temporary Sound Barriers

COMMUNITY IMPACT MITIGATION PLAN

CONSTRUCTION NOISE & VIBRATION MITIGATION

Impact Avoidance Measures

Vibration Monitoring

Vibrations associated with pile driving, demolition operations, hauling, and movement of heavy equipment are monitored by the construction contractor and must remain within allowable limits and will be stopped if exceeded.

Set Working Hours

Louder construction activity would be limited to between 7am and 7pm.

Use Construction-Specific Routes

Construction vehicles will be routed along specific roadways to limit impacts from noise, vibrations, and dust.

Air Quality and Noise Monitoring

Contractor required per contract to monitor air quality and sound dB levels and verify compliance.

Impact Mitigation

Pile Driving Technology

Alternative methods like *hydraulic pile pushing* may be used to reduce noise and vibration during construction.

Soundproofing

Residential or commercial structures may be provided soundproofing through added insulation, new windows, HVAC improvements, or the use of deployable temporary sound barriers.

Optional Temporary Relocation

Temporary relocation assistance will be considered for those who experience noise levels greater than 75 dB, after all other mitigation measures have been exhausted.

COMMUNITY IMPACT MITIGATION PLAN

QUALITY OF LIFE IMPROVEMENTS

Green Infrastructure

Helps absorb stormwater, including permeable pavement or surfaces, landscaping or green space to store water, or a wetland or rain garden

Community Safety

Through non-federal entities, provide temporary police substation or mobile health clinics for the eastern side of the IHNC that would address impacts to community access to services.

Programming for Youth & Seniors

Provide opportunities through eductional, recreational, and skill-building programs and activities

Urban Community Gardens

Improve existing gardens and identify new site to expand access to green space, fresh produce, and hands-on learning

COMMUNITY IMPACT MITIGATION PLAN

AESTHETIC OPPORTUNITIES

Parks, Open Space, Playgrounds, Splashpad, Observation Deck

Partnering to improve and add recreation features to existing parks

Walking Paths Atop Levee

All weather access path atop levees and along floodwalls, with benches, lighting, and waste receptacles

Ornamental Landscaping

Plantings and ornamental trees and shrubs in right-of-ways and main corridors

Textured Surfaces on Bridge

Textured surfaces and design elements on new bridge

Lighting Improvements

Lighting improvements under bridge and on levee to increase safety and night-time use

COMMUNITY IMPACT MITIGATION

ECONOMIC OPPORTUNITIES

We heard the following ideas from community stewards:

Job Skills Training

Fund existing programs that provide residents with the technical, vocational, and trade skills needed to access higher-paying jobs.

Small Business Assistance

Make resources available to help launch a locally administered small business program, potentially in partnership with a city, university, or other non-federal entity. The program could offer training, grants, or low-interest loans to support startups and grow community wealth.

Broadband Wireless

Partner to bring Broadband wireless to all four neighborhoods

Homeowner Assistance/ Affordable Housing

Offer support for affordable homeownership, including down payment assistance, repair and resilience upgrades, and programs for first-time buyers. The goal is to keep long-time residents in their homes and stabilize the community amid change.

COMMUNITY IMPACT MITIGATION PLAN

CULTURAL RESOURCES MITIGATION MEASURES

Salvage & Display of Historic Structural Components

Selective historic architectural elements from the IHNC Lock and/or St. Claude Avenue Bridge to be displayed in an appropriate setting.

Historical Markers

Commemorative markers denoting and describing locations or occasions of historical interest, such as the St. Claude Avenue Bridge, Battleground Baptist Church, TEP Center (former McDonogh 19 Elementary School), Bush Park, St. Maurice Complex, and other locations throughout the four neighborhoods.

Maritime History Display

Interpret the navigation history in New Orleans and South Louisiana. Potentially incorporate a mechanical feature of the historic IHNC Lock.

Educational Brochure or Booklet

Includes various historical features of the existing IHNC Lock, St. Claude Avenue Bridge, and significant historical attributes of the surrounding community.

WHAT'S IN THE SEDIMENT?

Testing Found:

IN THE SOIL AT THE BOTTOM OF THE CANAL

What Happens to that Sediment?

Safe to Put in the River

About **614,000 cubic yards** of sediment meets federal safety standards and is not a risk to people or drinking water.

IT CAN SAFELY MIX WITH THE RIVER'S NATURAL SEDIMENT.

IT WON'T HARM FISH, WILDLIFE, OR PEOPLE WHO USE THE RIVER.

Not Safe to Put in the River

About **105,000 cubic yards** of sediment has higher contamination levels and could pose a risk to people it spread.

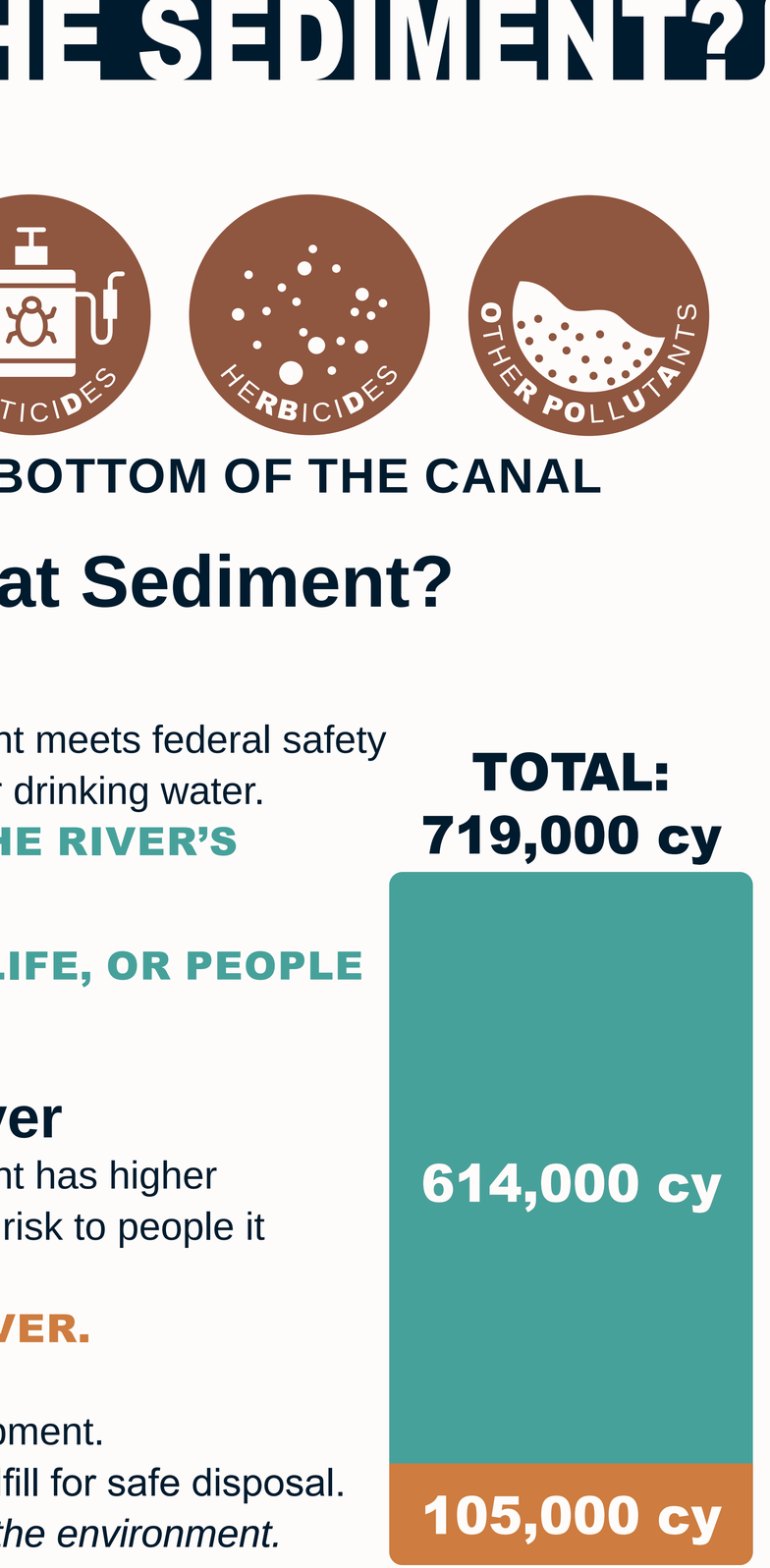
IT CANNOT GO IN THE RIVER.

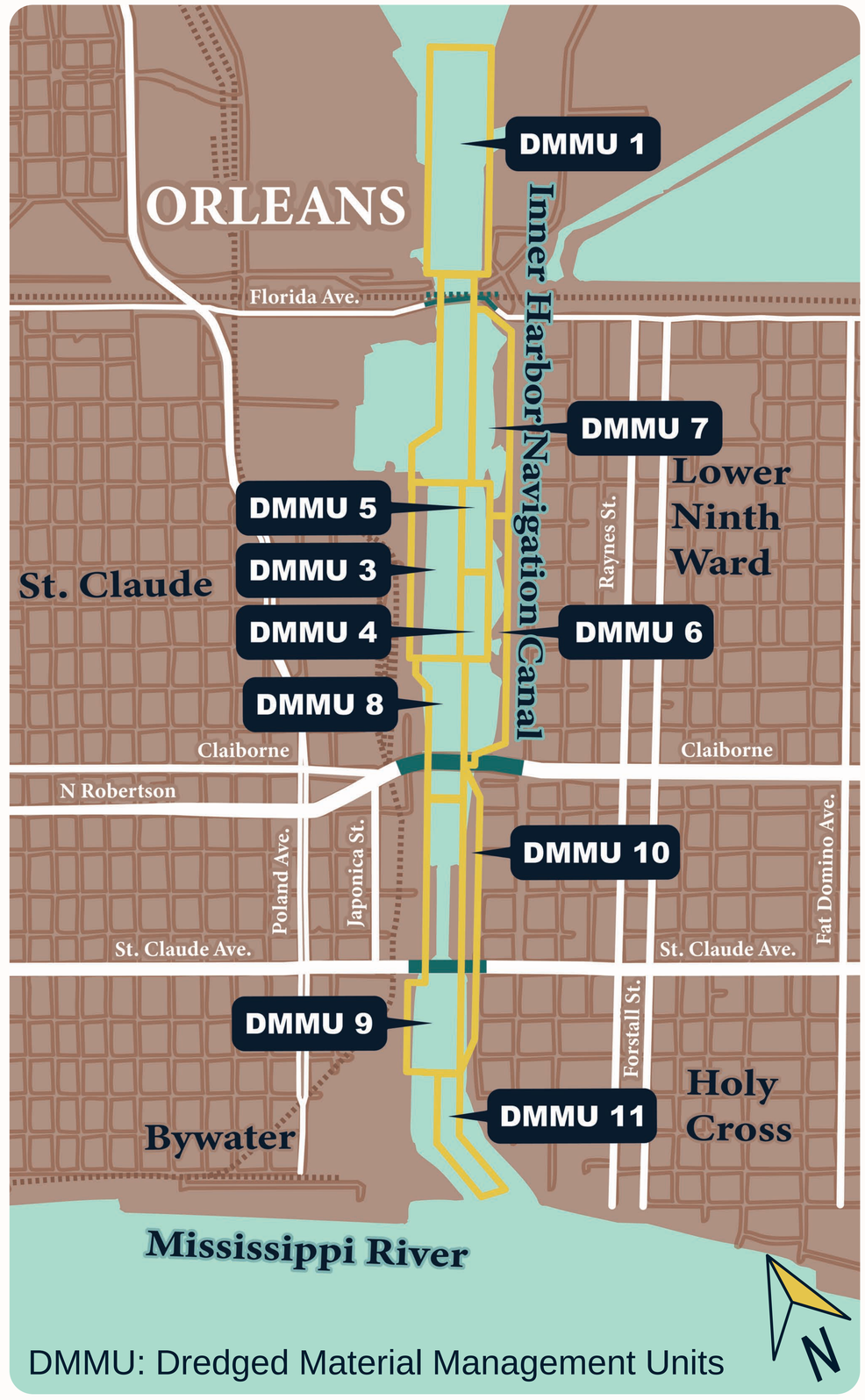
Instead, it will be:

Removed carefully with special equipment.

Sealed and taken to a permitted landfill for safe disposal.

This protects both the community and the environment.

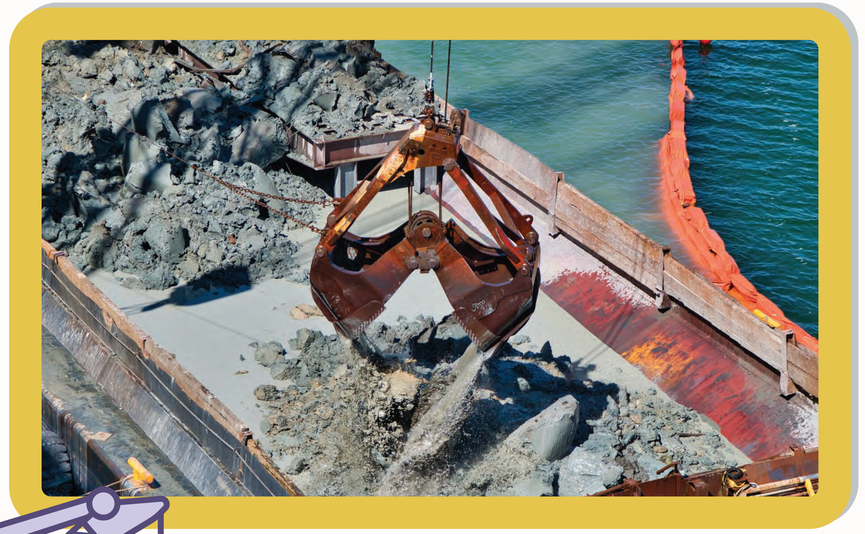




The map above is notional and not exact scale.

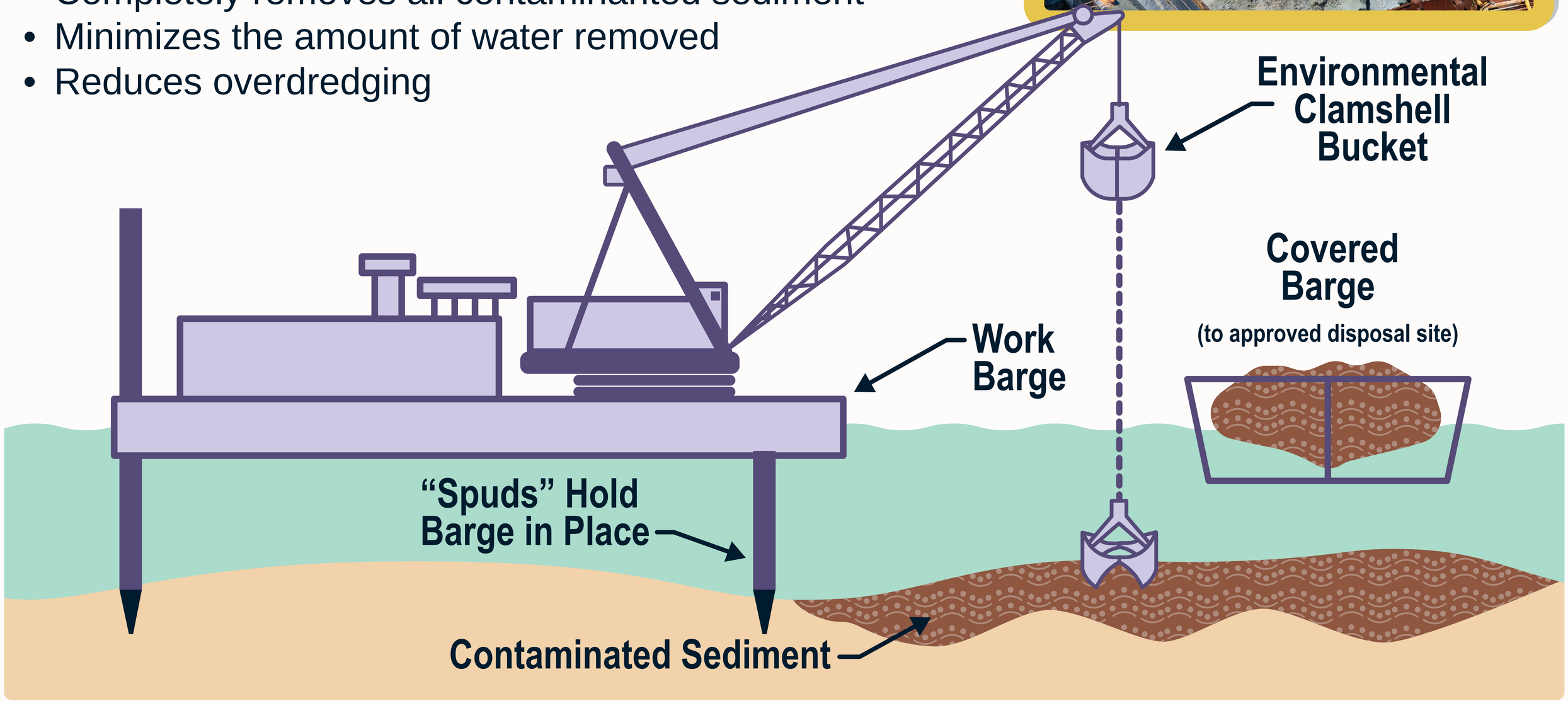
ENVIRONMENTAL DREDGING

Environmental dredging is the safe and precise removal of contaiminated sediment.



A successful environmental dredging project:

- Minimizes the resuspension of contaminants
- Completely removes all contaminanted sediment
- Minimizes the amount of water removed
- Reduces overdredging



VIOLET SITE ALTERNATIVE

The Violet site, formerly known as the Lower Site, was re-evaluated to reduce environmental impacts by using the existing Violet Canal and Bayou Dupre to connect the Mississippi River to the MR-GO and GIWW.

As part of the re-evaluation, the team assessed whether this site meets the Clean Water Act requirements for a “practicable alternative” by looking closely at:

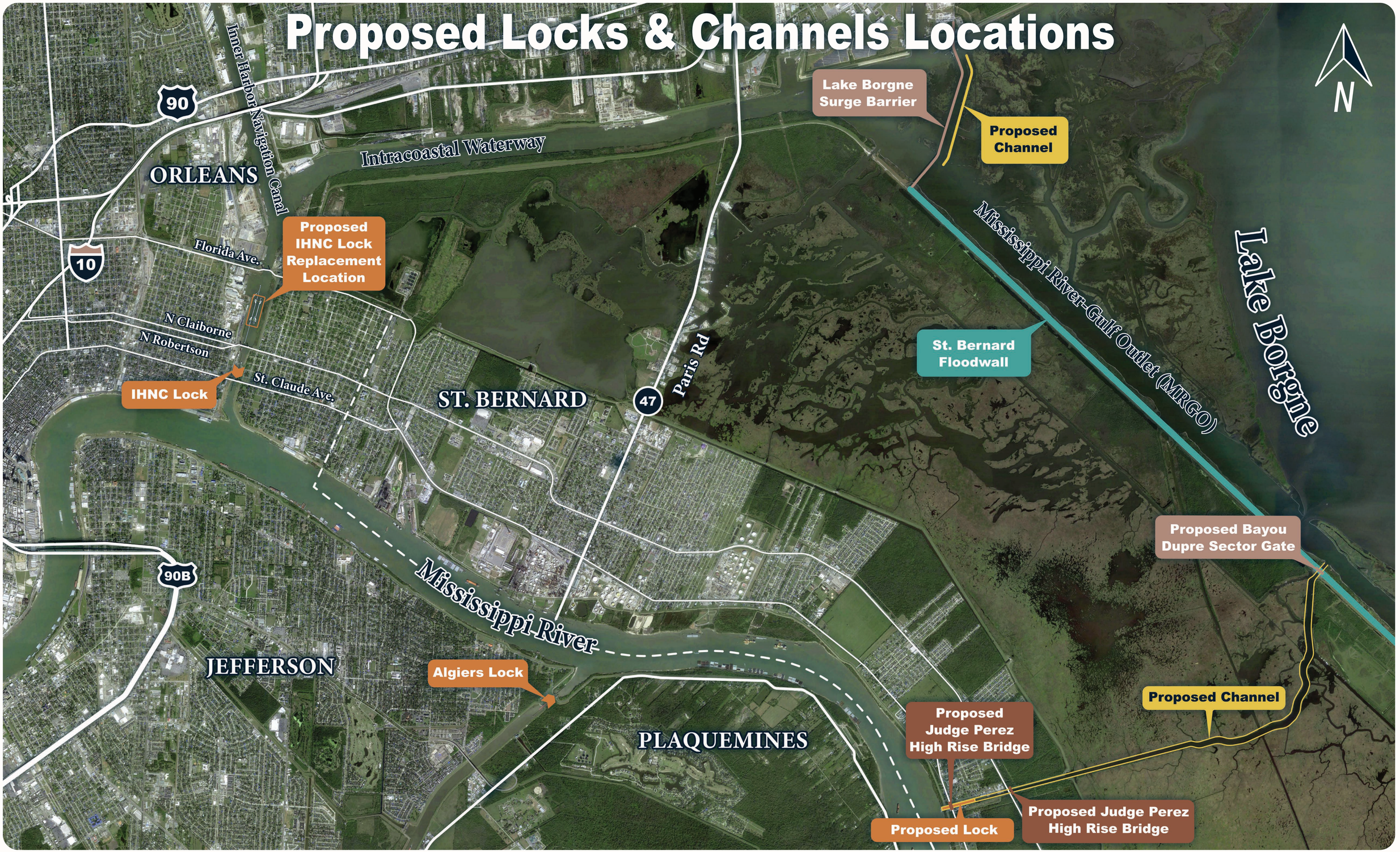
When considering these three factors, in light of the project purpose and need, **the re-evaluated Violet site plan is not considered to be the least environmentally damaging practicable alternative**. As such, the 2025 Draft Supplemental GRR/SEIS does not carry the Violet site forward for further analysis.

This evaluation was performed in the context of the project’s overall purpose. *(Reference: Clean Water Act, Section 404(b)(1); 40 CFR 230)*

The map above is notional and not exact scale.

VIOLET SITE ALTERNATIVE

Proposed Locks & Channels Locations



The map above is notional and not exact scale.

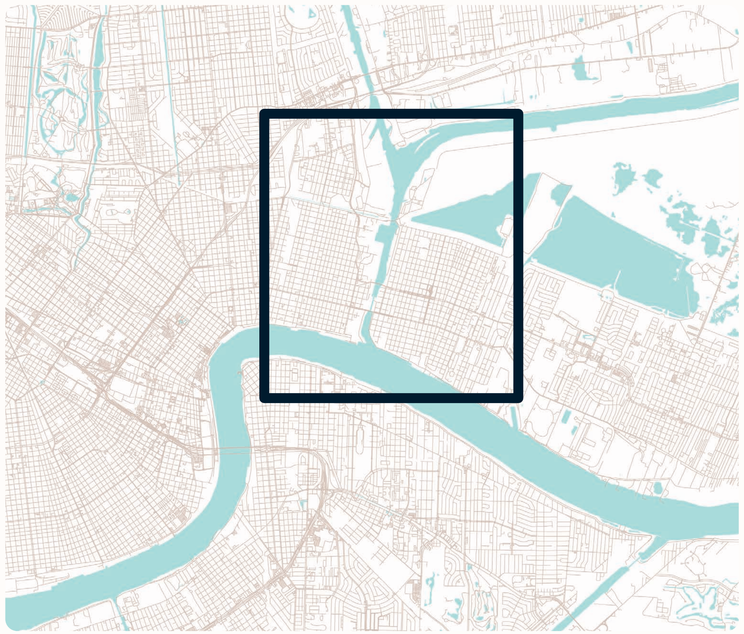
IHNC LOCK REPLACEMENT: AREA OF POTENTIAL EFFECTS (APE)

The map above is notional and not exact scale.

Legend

- Above-Ground Resources APE
- Cumulative APE
- Ground Disturbance APE
- Right Of Way

Location Map



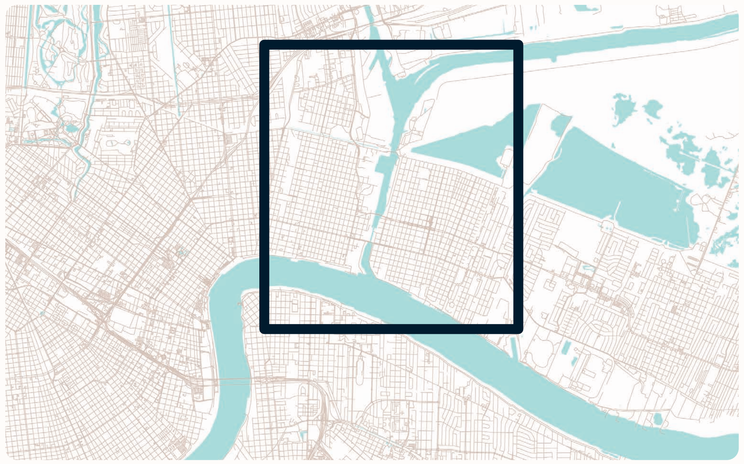
IHNC LOCK REPLACEMENT: HISTORIC PROPERTIES WITHIN APE

Legend

- Above-Ground Resources APE
- Cumulative APE
- Ground Disturbance APE
- Right Of Way
- NR_District
- NR_District - Eligible Extensions
- Eligible Resources

1. IHNC Lock
2. St. Claude Avenue Bridge
3. Galvez Street Wharf (Non Extant)
4. Holy Cross Historic District
5. Bywater Historic District
6. S&WB Pumping Station B
7. Judge Seeber Bridge (Claiborne)
8. U.S. Army Supply Base
9. Jackson Barracks
10. McDonogh 19 Elementary School

Location Map



The map above is notional and not exact scale.

IHNC LOCK REPLACEMENT: AREA OF POTENTIAL EFFECTS (APE)

Legend

Borrow APE

Location Map

The map above is notional and not exact scale.

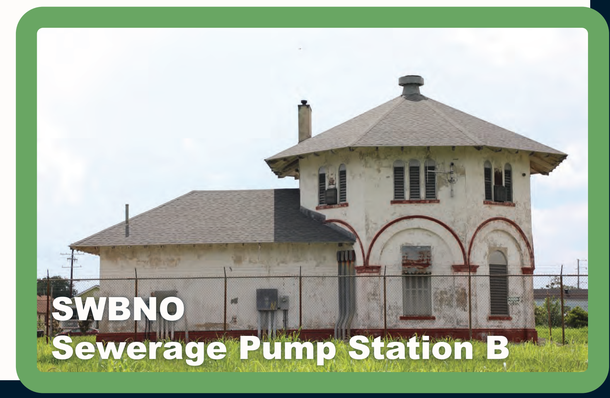
ASSESSMENT OF ADVERSE EFFECTS (36 CFR 800.5)

#	Resource Name	Period of Significance	NRHP Status	USACE Determination	APE	Effect
1	IHNC Lock	Ca. 1918-1923		Eligable (Individually)	Ground Distance	Adverse Effect
2	St. Claude Avenue Bridge	Ca. 1919		Eligable (Individually)	Ground Distance / Above-Ground	Adverse Effect
3	Galvez Street Wharf	Ca. 1922-1929		No longer extant	Ground Distance	Adverse Effect
4	Holy Cross Historic District	Ca. 1880-1936	Listed (NRHD) [1986]		Above-Ground	Adverse Effect
5	Bywater Historic District	Ca. 1807-1935	Listed (NRHD) [1986]		Above-Ground	Adverse Effect
6	SWBNO, Sewerage Pump Station B	Ca. 1905-1907		Eligable (Individually)	Above-Ground	Adverse Effect
7	Judge Seeber Bridge	Ca. 1957		Eligable (Individually)	Above-Ground	No Adverse Effect
8	U.S. Army Supply Base	Ca. 1918-1945	Listed (NRHD) [2016]		Above-Ground	No Adverse Effect
9	Jackson Barracks	Ca. 1834-1955	Listed (NRHD) [1976,2016]		Cumulative	No Adverse Effect
10	McDonogh 19 Elementary School	Ca. 1960-1961	Listed (NRHD) [2016, 2019]		Cumulative	No Adverse Effect

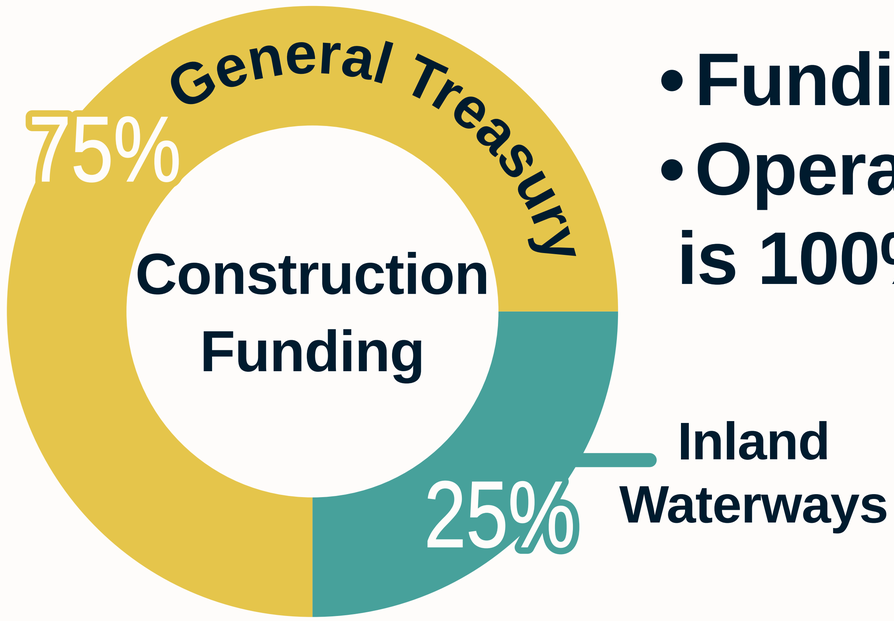

IHNC Lock


St. Claude Avenue Bridge


Galvez Street Wharf


SWBNO
Sewerage Pump Station B

PROJECT FUNDING & COST



- Funding is 100% Federal
- Operation Maintenance is 100% Federal

*Total First Cost =	$4.7 billion
Total Average Costs =	$222.5 million
Average Annual Benefits =	$229 million
Net Excess Benefits =	$6.5 million

The Benefit to Cost Ratio (BCR) is 1.03 to 1

*Project costs have not yet been certified (to be completed prior to Final Report release). The current difference between the Project First Cost and the Total Project Cost (Fully Funded) is approximately $2.3 billion

HOW WATERWAYS SUPPORT A HEALTHY ECONOMY

U.S. Army Corps of Engineers Navigation Mission:

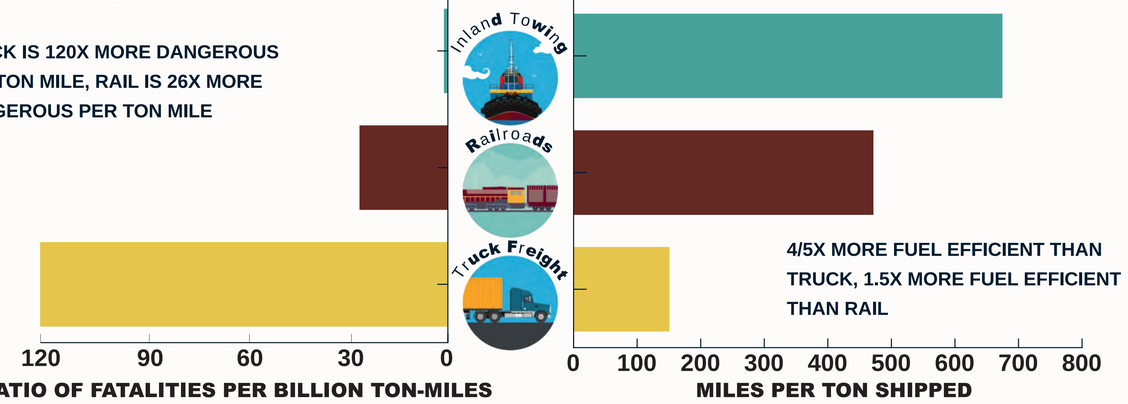
"Provide safe, reliable, efficient, and environmentally sustainable waterborne transportation systems for movement of commerce, national security needs, and recreation."

IHNC Closure Adds 17 Days to Barge Route

Transportation Fatalities

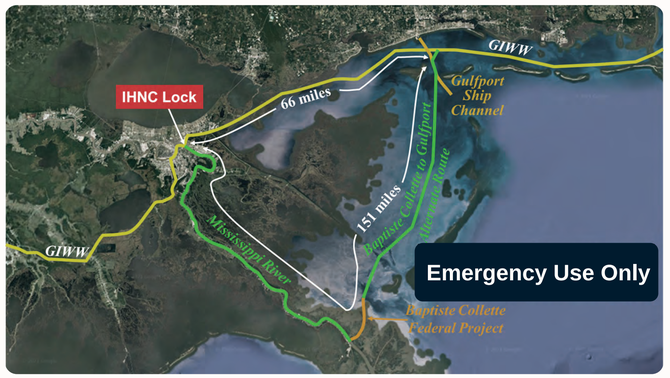
TRUCK IS 120X MORE DANGEROUS PER TON MILE, RAIL IS 26X MORE DANGEROUS PER TON MILE

Fuel Efficiency



4/5X MORE FUEL EFFICIENT THAN TRUCK, 1.5X MORE FUEL EFFICIENT THAN RAIL

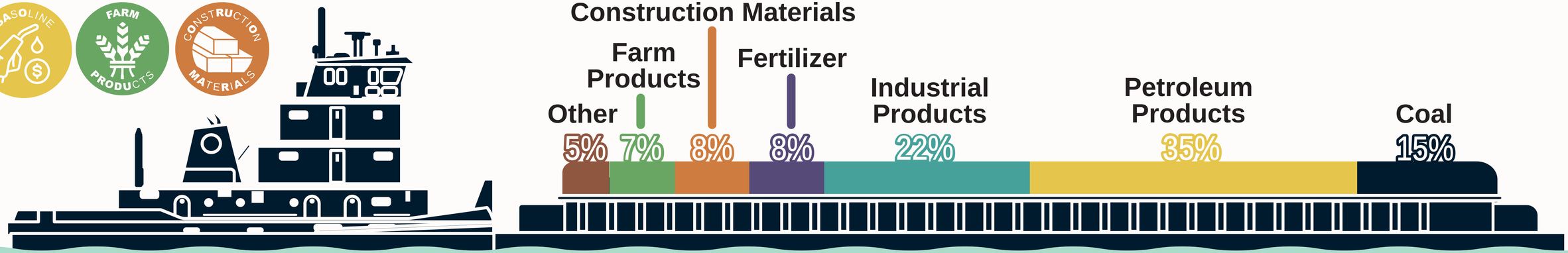
Source: A Modal Comparison of Domestic Freight Transportation Effects on the General Public: 2001-2019. Texas A&M Transportation Institute, January 2022



Economic Facts

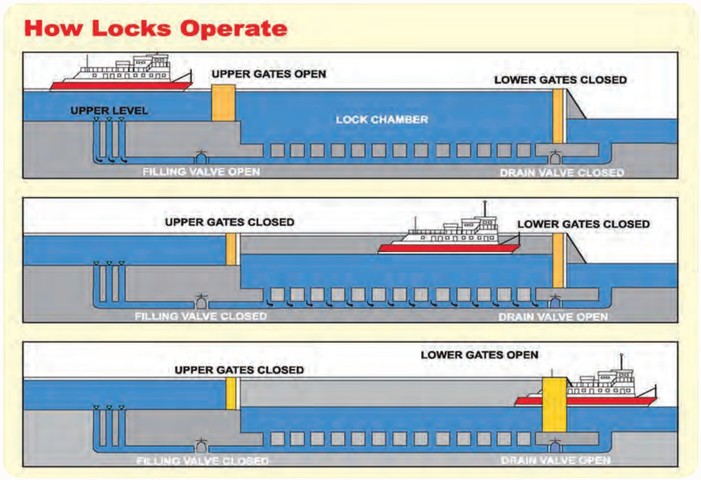
- **$5 billion** per year savings to the National Economy
- **$6.9 billion** per year worth of commodities
- Energy, farm, and steel products vital to a resilient **National Supply Chain**

Commodities transiting the IHNC travel to/from **19** states



Source: U.S. Army Engineer Instutute For Water Resources (IWR) Waterborne Commerce Statistic Center (WCSC)

NEED FOR REPLACING THE IHNC LOCK & BENEFITS OF A LARGER LOCK



EXISTING LOCK: 640’ Long x 75’ Wide

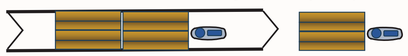
REPLACEMENT LOCK RECOMMENDED PLAN:
900’ Long x 110’ Wide

- Towboats push between 2 & 12 barges while navigating the Mississippi & GIWW
- Dry Cargo & Liquid Barges are 195’L x 35’ W
- Jumbo Liquid Barges are 300’ L x 54’W

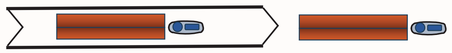
BENEFITS OF LARGER REPLACEMENT LOCK

EXISTING IHNC LOCK

640’L x 74’W – 100’ pushboat w/195’L x 35’W barge (four pack)

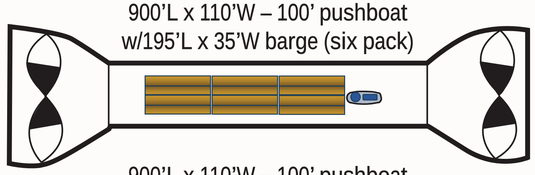


640’L x 74’W – 100’ pushboat w/300’L x 54’W barge

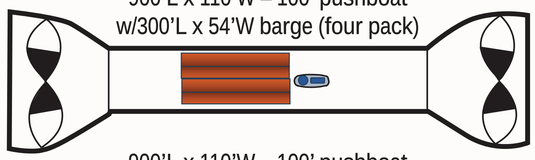


REPLACEMENT IHNC LOCK

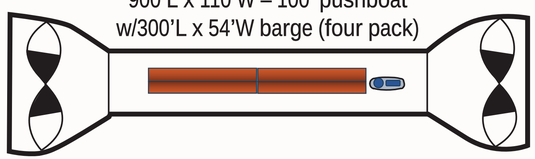
900’L x 110’W – 100’ pushboat w/195’L x 35’W barge (six pack)



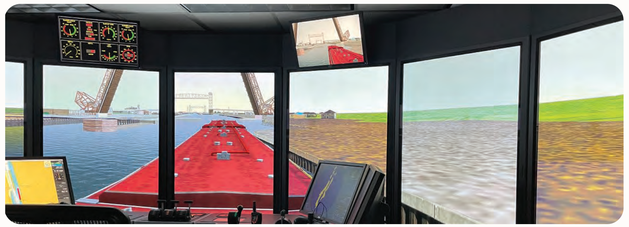
900’L x 110’W – 100’ pushboat w/300’L x 54’W barge (four pack)



900’L x 110’W – 100’ pushboat w/300’L x 54’W barge (four pack)

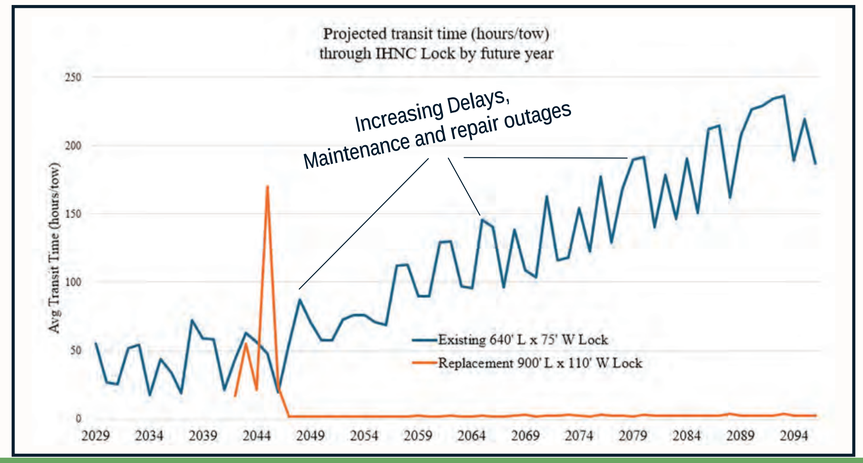


- Most Towboats take multiple trips through existing lock,
- **Waterway traffic congestion:** currently *19 hours* of delay for each tow, projected to exceed *50 hours* by 2030



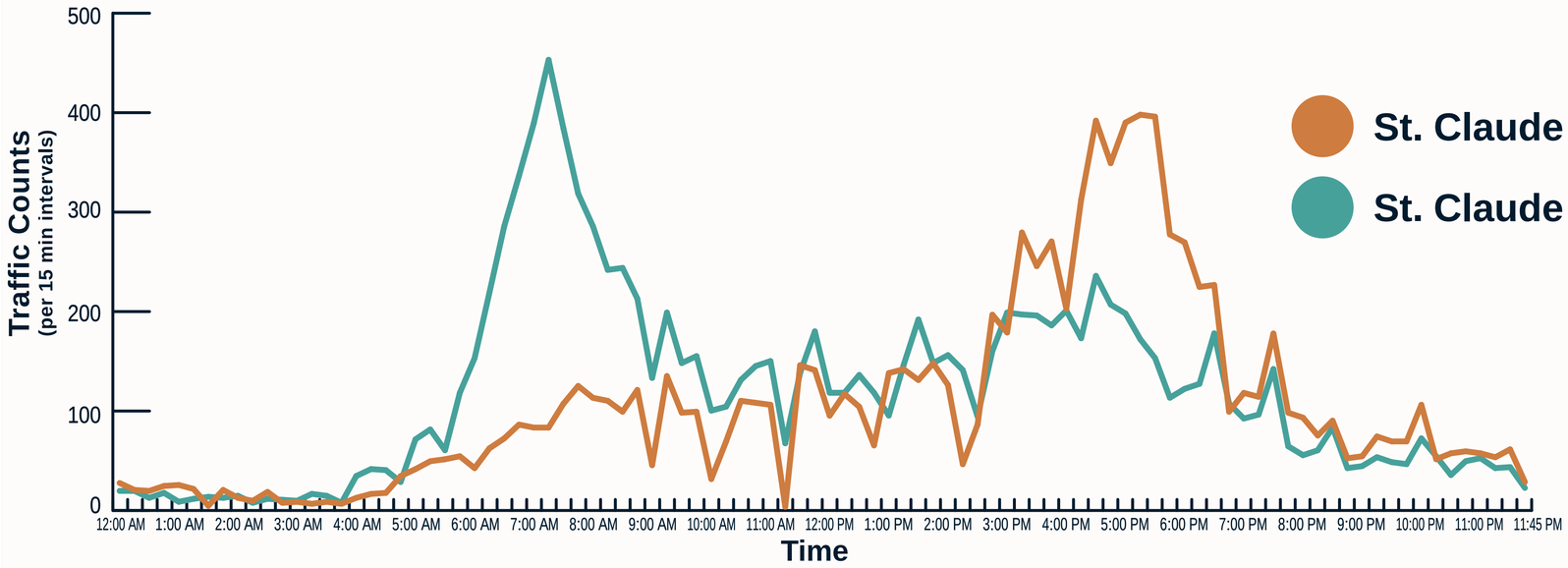
Simulations of the replacement lock show:

- Most Towboats take single trip through replacement lock,
- Alleviates congestion: <1 hour of delay for each tow (except during construction)
- **Benefits of Lock Replacement:** *$229 million per year*



ANALYSIS OF TRAFFIC IMPACTS

Traffic Data Collection



DATA COLLECTION INCLUDED:

- **Intersection Traffic Counts**
- Bridge Openings
- Vessel Heights / Arrivals
- Seasonal Water Levels

Traffic Simulation Software (PTV VISSIM)

Low-Rise: zero vessel clearance means bridge must **lift for each vessel**

Larger lock results in fewer tow trips, resulting in **fewer bridge lifts**

Mid-Rise: 40 ft vessel height clearance

Seasonal water levels in Mississippi River reduce clearance, leading to more bridge lifts

Curfews remain in place

Approximately **50% of vessels** require Claiborne to lift today, or **about 5x a day**

With **new lock**, approx. **90% of vessels** will require Claiborne to lift, up to **9x day** and varies due to river levels

LOCAL AGENCY COORDINATION

Urban Systems inc.
Traffic Engineering & Transportation Planning

DOTD

US Army Corps of Engineers®

RPC REGIONAL PLANNING COMMISSION FOR THE PARISHES OF LOUISIANA
ST. JOHN THE BAPTIST · ST. TAMMANY · TANGIPAHOA · JEFFERSON · ORLEANS · PLAQUEMINES · ST. BERNARD · ST. CHARLES

TRANSPORT EFFICIENCY: BARGES VS RAIL & TRUCKS

CARGO **CAPACITY**

ONE BARGE
1,750 TON
58,333 BUSHELS
1,555,000 GALLONS

ONE 15-BARGE TOW
26,250 TON
874,995 BUSHELS
23,325,000 GALLONS

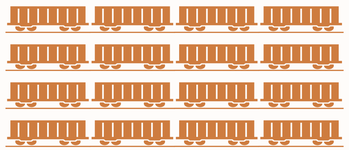
ONE RAIL CAR
110 TON
4,000 BUSHELS
33,870 GALLONS

ONE 108-CAR TRAIN
11,880 TON
400,000 BUSHELS
3,387,000 GALLONS

ONE LARGE SEMI
25 TON
910 BUSHELS
7,865 GALLONS

EQUIVALENT **UNITS**

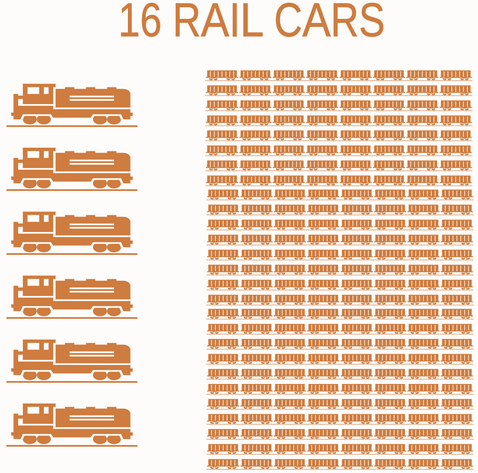
ONE BARGE



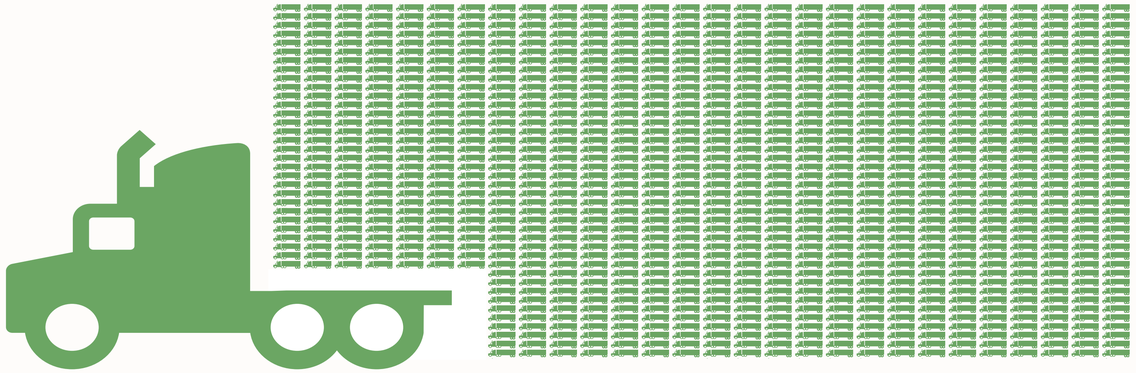
16 RAIL CARS

70 LARGE SEMIS/TRACTOR TRAILERS

ONE 15-BARGE TOW AND TOW BOAT



6 LOCOMOTIVES & 216 RAIL CARS



1,050 LARGE SEMIS/TRACTOR TRAILERS

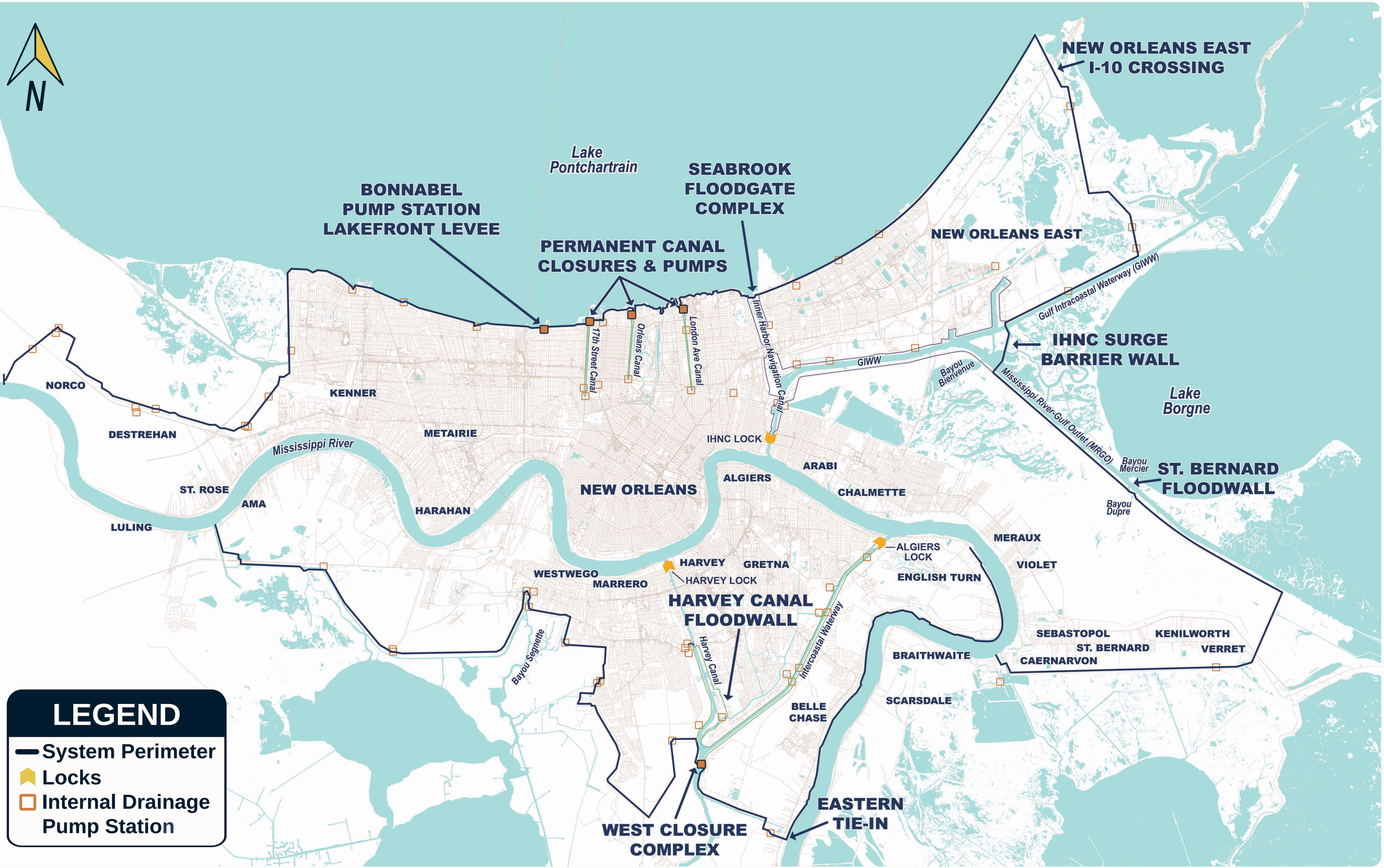
EQUIVALENT **LENGTHS**

ONE 15-BARGE TOW
0.25 MILE

TWO 108-CAR TRAINS
2.6 MILES

1,050 LARGE SEMIS/TRACTOR TRAILERS
13.9 MILES (BUMPER TO BUMPER)

HURRICANE & STORM DAMAGE RISK REDUCTION SYSTEM



LEGEND

- System Perimeter
- Locks
- Internal Drainage Pump Station

SEND US YOUR COMMENTS

Written comments can be submitted to:

District Engineer
U.S. Army Corps of Engineers New Orleans District
7400 Leake Avenue
New Orleans, Louisiana 70118

Email comments can be submitted to:

ihnclockreplacement@usace.army.mil

The full Draft Report is available on our website at:

www.mvn.usace.army.mil