

## INNER HARBOR NAVIGATION CANAL

---

The US Army Corps of Engineers (USACE) is constructing a replacement for the seventy-eight year old navigation lock on the Inner Harbor Navigation Canal (IHNC) in New Orleans. The existing lock on the IHNC is located north of the St. Claude Avenue Bridge. Construction of the new lock is estimated to be a ten to twelve year project. The East Bank Industrial Area (EBIA) will be the location of the By-Pass Channel. It is located between Florida Avenue and Claiborne Avenue, west of the floodwall between Surecote Road and Jordan Avenue. This remediation involves the site preparation phase of the project.

The By-Pass Channel will allow marine traffic to by-pass a portion of the existing canal. Following the completion of the site preparation phase of the project, the USACE will issue a contract to construct this channel. The construction will require removing the soils/sediments to a maximum depth of twenty-two feet using hydraulic dredges. These soils/sediments are proposed to be reused at the Mississippi River Gulf Outlet (MRGO) spoils deposit site. Because the future use of the soils is unknown, the RECAP standard (RS) for the site is the non-industrial standard.

Historically, the IHNC Area including the EBIA has been impacted by dredge material deposited during construction activities of the adjacent waterways. The EBIA consists of approximately 32 acres of former industrial sites that supported the marine and petroleum industry and were previously leased from the Port of New Orleans by private operators. The tenants had a history of contaminating the site with petroleum and chemical waste.

At the beginning of the project, the EBIA consisted of six facilities named for their former occupants. These were International Tank Terminal, Saucer Marine, Mayer Yacht – Distributor's Oil, Indian Towing, McDonough Marine, and Boland Marine. These facilities included approximately fifty above ground buildings, thirty-five additional concrete slabs, ten abandoned barges, wharves, bulkheads, fencing, paved areas, trash piles, above ground storage tanks, transformer units, miscellaneous equipment, and debris. Although the entire IHNC site is included under one Agency Interest (AI) number, each of the former facilities was treated as a separate Area of Investigation (AOI). The initial steps in the remediation were to remove these remnants of the facilities.

An extensive sampling and analysis program was conducted for the site to assure that the vertical and lateral extent of contamination was clearly defined. This Site Investigation also allowed the USACE contractor to remove only those soils that were contaminated and thereby minimize the quantity of material sent off site for disposal. If additional contamination was discovered during excavation or confirmatory sampling, those soils were excavated until the RS non-industrial standard was achieved. The remediation process chosen for the site is excavation, off-site disposal, and backfill with clean soil.

As of June 30, 2004, the remediation has been completed and the NFA-ATT status has been granted for three of the facilities: Indian Towing, Saucer Marine, and Mayer Yacht – Distributor’s Oil. Although remedial activities have been completed for International Tank Terminal and McDonough Marine, the final report and NFA-ATT request have not been received. The USACE has encountered funding cutbacks for the site. Work was essentially shut down for much of 2003 and the first part of 2004. Funding to continue remediation was restored in late 2004.



**General site view looking south from the entrance road**



**Track hoe filling drainage ditches**