



IHNC-Lake Borgne Surge Barrier

Updated October 2010

U.S. ARMY CORPS OF ENGINEERS

BUILDING STRONG®

The Greater New Orleans Hurricane and Storm Damage Risk Reduction System

Congress has fully authorized and funded the Hurricane and Storm Damage Risk Reduction System (HSDRRS) for southeast Louisiana. The HSDRRS includes five parishes and consists of 350 miles of levees and floodwalls; 73 non-Federal pumping stations; 3 canal closure structures with pumps; and 4 gated outlets.

Project Purpose

The Inner Harbor Navigation Canal (IHNC)-Lake Borgne Surge Barrier is a new hurricane risk reduction feature, authorized by Congress in 2006, that will reduce the risk of storm damage to some of the region's most vulnerable areas, including New Orleans East, metro New Orleans, the Ninth Ward, Gentilly and St. Bernard Parish. This project will reduce risk to these areas from storm surge generated through the Gulf of Mexico and Lake Borgne.



Location

A surge barrier, similar to a floodwall but much larger, is being constructed near the confluence of the Gulf Intracoastal Waterway (GIWW) and the Mississippi River-Gulf Outlet (MRGO), generally running north-south from a point just east of the Michoud Canal on the north bank of the GIWW to a point just south of the existing Bayou Bienvenue flood control structure in St. Bernard Parish. Gates are being constructed where the barrier crosses the GIWW and Bayou Bienvenue to reduce the risk of storm surge coming from Lake Borgne and/or the Gulf of Mexico. The IHNC-Lake Borgne Surge Barrier will work in tandem with the Seabrook Floodgate Structure, currently being constructed where the IHNC meets Lake Pontchartrain, to block storm surge from entering the IHNC.

Status

The project consists of a bypass barge gate and a flood control sector gate at the GIWW, a vertical lift gate at Bayou Bienvenue, a braced concrete barrier wall across the MRGO and the Golden Triangle Marsh, and floodwalls on the north and south ends that tie into the risk reduction system in Orleans Parish and St. Bernard Parish, respectively.

In April 2008, the U.S. Army Corps of Engineers awarded the construction contract to The Shaw Group, making this the largest design-build civil works project in Corps history.

In December 2008, the Corps held a ground-breaking ceremony to mark the start of test pile-driving. Construction of the barrier floodwall, which will be 10,000 feet (1.8 miles) in length, began on May 9, 2009, and crews are working around the clock to meet the 1 June 2011 deadline. As of October 2010, the barrier wall and floodwall tie-ins are substantially complete. In addition, construction continues at the three gates. The barge gate is currently open to all marine traffic along the GIWW while a cofferdam closes off the sector gate portion of the channel.

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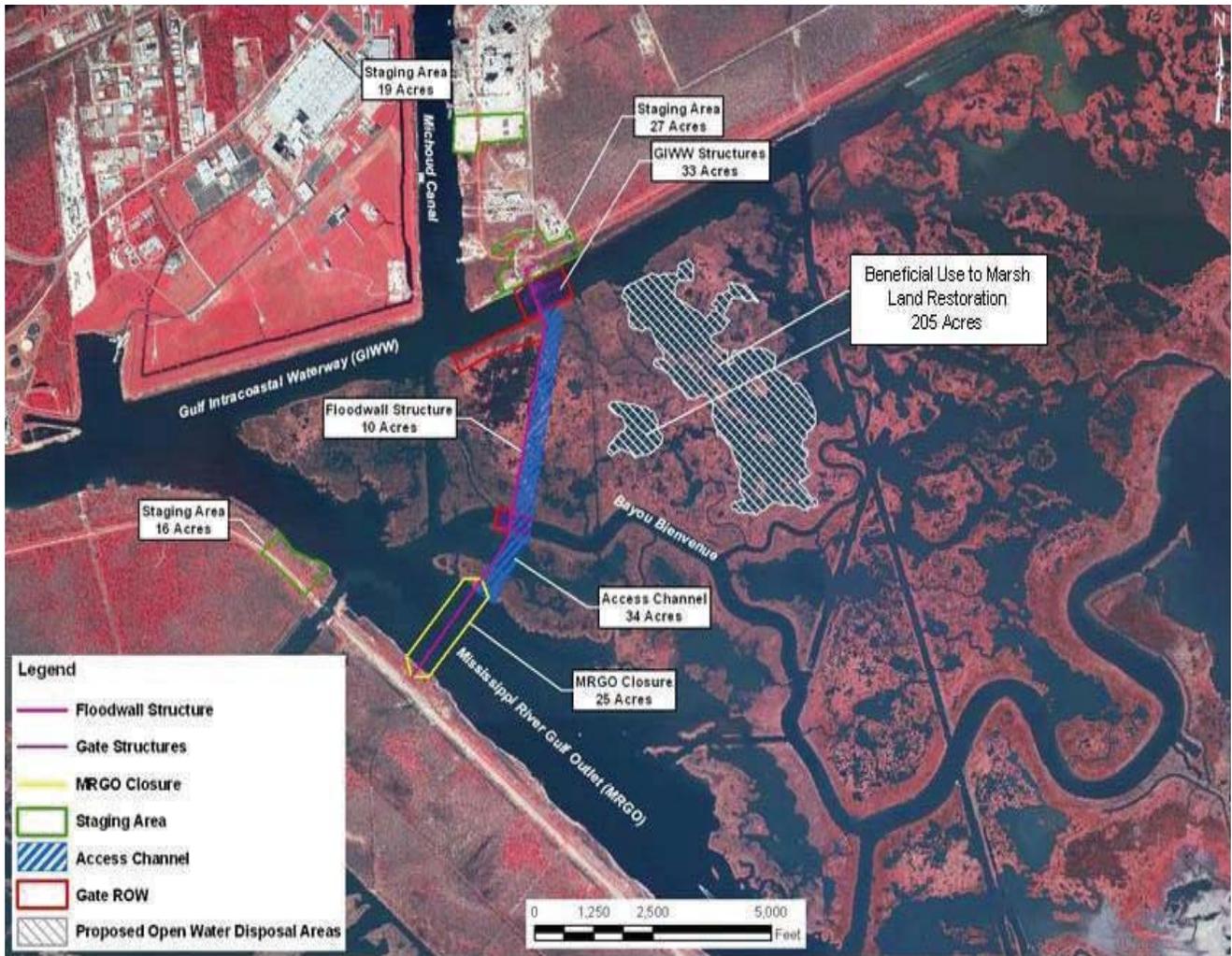
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