



# NEW ORLEANS EAST

Updated May 2015

**U.S. ARMY CORPS OF ENGINEERS**

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Public safety is the Corps of Engineers' top priority. Congress has fully authorized and funded the Hurricane and Storm Damage Risk Reduction System (HSDRRS) for southeast Louisiana. The \$14.45 billion 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 Summary

The perimeter system in New Orleans East stretches from the eastern end of the Inner Harbor Navigation Canal (IHNC) along Lake Pontchartrain to the northeast, continues southeast to the Gulf Intracoastal Waterway, southwest to the Michoud Slip and then ties in to the IHNC Surge Barrier. The structural features reduce the risk associated with a storm surge event that has a one percent chance of occurring in any given year, or a 100-year storm surge. The total construction value for the New Orleans East perimeter system is an estimated \$1 billion.



## Project Features

Approximately 25 miles of levee have been raised and approximately 2 miles of floodwall have been constructed around the perimeter of New Orleans East. Along the New Orleans East lakefront near the Lakefront Airport, a new concrete T-wall and a vehicle gate at Downman Road (LPV 105) were constructed. Between the Lakefront Airport and Paris Road, the existing embankment was raised with a 2 to 4 foot high floodwall (LPV 106) and a new T-wall and access gate were constructed at Lincoln Beach (LPV 107). Between Paris Road and Southpoint, the existing levee was raised and T-walls were constructed at the Collins Pipeline Crossing. All features along the New Orleans East lakefront are at an elevation of between 15 and 18 feet above sea level.

On the eastern edge of New Orleans East between Southpoint and the CSX Railroad, the existing levee was raised and vehicle gates (LPV 109.02a&c) were constructed. In order to raise the levee expeditiously, innovative construction techniques - wick drains and a sand drainage blanket - were used to strengthen and consolidate the underlying soil. Vehicle gates were also built at Highway 90 and Highway 11, and Interstate 10 was raised where it crosses the levee (LPV 109.02b). The entire LPV 109 stretch was raised to an elevation between 16.5 and 25 feet above sea level.

At the CSX Railroad crossing, a 27.5 foot high gate (LPV 110) was constructed. Between the CSX Railroad and the Michoud Canal, the existing levee and T-wall around Drainage Pump Station 15 were raised and a floodwall to tie into the Inner Harbor Navigation Canal-Lake Borgne Surge Barrier (LPV 111) was constructed. In order to strengthen the underlying soil, deep soil mixing (a process that involves injecting a cement-water mixture deep into the native soil and mixing it with the soil) was used to strengthen the levee's foundation. The levee and floodwalls in this location were raised to an elevation of between 25 and 32 feet above sea level. Further west, between the Michoud Canal and the Michoud Slip, the existing levee was raised to 19.5 feet above sea level (LPV 113).

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## Project Status

All 100-year level risk reduction features in the New Orleans East perimeter system were completed in June 2011.



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