



**US Army Corps  
of Engineers®**  
New Orleans District

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# News Release

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## **FOR IMMEDIATE RELEASE**

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## **Simulation demonstrates N.O. floodwall functions properly as designed in drainage of water**

NEW ORLEANS – Simulation of heavy rainfall demonstrated successfully Tuesday that the New Orleans floodwall on the Mississippi River drains water as it is designed to do.

The demonstration was conducted by the New Orleans District, U.S. Army Corps of Engineers, in cooperation with the Orleans Levee District, Port of New Orleans and New Orleans Public Belt Railroad.

“This demonstration showed clearly that the floodwall does not leak during heavy rains and tropical storms, and that it will perform according to its design,” said Brian Keller, the Corps’ flood control project manager.

Red dye tracked the drainage path of water sprayed from a fire hose, Keller said. The water did not leak through or under the wall as critics had alleged. And the buried French drains on the riverside of the floodwall are operating as designed. French drains are buried, perforated pipes, through which water is drained.

The demonstration was done in response to concerns of New Orleans City Council members and residents of the Faubourg Marigny neighborhood that the floodwall leaks profusely during heavy rainstorms. Residents said leaks were causing localized flooding, damaging streets and eroding green space.

“The Corps of Engineers would like to assure the citizens of New Orleans that the floodwall is structurally sound, functioning as designed and not leaking under rainfall conditions,” Keller said.

The New Orleans floodwall averages eight feet tall and two feet thick. Expansion joints between the massive concrete sections are sealed with heavy rubber devices known as waterstops.

Beneath the floodwall, and attached to it, are interlocked steel sheet piles 30 to 35 feet deep. The sheet piles are surrounded by compacted earth. The underground French drains run parallel to the riverside of the floodwall and drain rain that falls between the wall and the Public Belt railroad tracks.

“This design and construction prevents any seepage of water through or under the floodwall,” Keller said.