



# IHNC-LAKE BORGNE SURGE BARRIER

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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 1.8-mile-long Inner Harbor Navigation Canal (IHNC)-Lake Borgne Surge Barrier is located at the confluence of the Gulf Intracoastal Waterway (GIWW) and the Mississippi River Gulf Outlet (MRGO), about 12 miles east of downtown New Orleans. The surge barrier works in tandem with the Seabrook Floodgate Complex, which is being constructed at the north end of the IHNC (also known locally as the Industrial Canal) near Lake Pontchartrain. The projects reduce the risk associated with a storm surge that has a one percent chance of occurring in any given year, or a 100-year storm surge, for some of the areas hardest hit by Hurricane Katrina, including New Orleans East, metro New Orleans, Gentilly, the Ninth Ward and St. Bernard Parish. The total construction value for the IHNC-Lake Borgne Surge Barrier is an estimated \$1.1 billion.

## Project Features

The IHNC-Lake Borgne Surge Barrier is the largest design-build civil works project in the history of the Corps. The concrete barrier wall stretches for 1.8 miles across the Mississippi River Gulf Outlet and the Golden Triangle Marsh. It also consists of a bypass barge gate and a flood control sector gate (each 150 feet wide) at the GIWW and a 56-foot-wide vertical lift gate at Bayou Bienvenue. The surge barrier has floodwall tie-ins to the New Orleans East risk reduction system on the north end and the St. Bernard risk reduction system on the south end. The entire structure is at an elevation of 25 and 26 feet above sea level.

The Bayou Bienvenue gate will allow recreational boats to pass to and from Lake Borgne, while the sector gate at the GIWW will be the main passage route for shallow draft navigation. The barge gate currently serves as the temporary passage route for shallow draft navigation on the GIWW while the sector gate is under construction.



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## Project Status

All major construction efforts are complete and the structure is fully functional and capable of defending against a 100-yr storm surge. Operations and maintenance responsibility has been transferred to the non-Federal sponsor.



**Barge Gate and Sector Gate at the Gulf Intracoastal Waterway**



**Vertical Lift Gate at Bayou Bienvenue**

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