



ST. BERNARD PARISH

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 St. Bernard system encompasses the populated portion of St. Bernard Parish, as well as the Lower Ninth Ward in Orleans Parish. It is bound by the recently de-authorized Mississippi River Gulf Outlet (MRGO) to the east, the Mississippi River and the Inner Harbor Navigation Canal (IHNC; also known locally as the Industrial Canal) to the west, the Gulf Intracoastal Waterway (GIWW) to the north and the Verret-to-Caernarvon floodwall to the south. 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 St. Bernard system is an estimated \$1 billion.



Project Features

The St. Bernard system, also known locally as the Chalmette Loop, consists of approximately 23 miles of floodwalls, roadway gates and sector gates that extend from the existing Bayou Bienvenue sector gate in the northeast to the Mississippi River in Caernarvon in the southwest. Along three separate stretches – Lake Pontchartrain and Vicinity (LPV) 145, LPV 146 and LPV 148 – floodwalls were constructed on top of existing levees. Along LPV 145 and 146, the floodwalls range in height from 28 feet to 32 feet above sea level, and from 26 feet to 32 feet above sea level along LPV 148, which ties into the Mississippi River levee in Caernarvon (LPV 149) at about 21.5 feet.

In addition to floodwalls, several gates were constructed in St. Bernard Parish. Where Bayou Dupre flows into the MRGO (LPV 144), a sector gate was constructed to an elevation of 32 feet above sea level. Further south, where Highway 46 crosses the HSDRRS, a vehicle gate was constructed to an elevation of 26 feet above sea level. At the Caernarvon Canal (LPV 149), a sector gate was built to an elevation of 26 feet above sea level. Also in Caernarvon, floodgates were constructed at Highway 39 and the adjacent Norfolk Southern Railroad tracks to an elevation of 26 feet above sea level.

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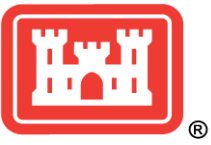
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Project Status

All 100-year level risk reduction features in the St. Bernard perimeter system were completed in May 2011.



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