

The Corps has launched a new USACE Web Site www.mvn.usace.army.mil

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US Army Corps of Engineers

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Floodwalls

Building them bigger, stronger, better
The U.S. Army Corps of Engineers is continuing to work expeditiously to complete the Hurricane and Storm Damage Risk Reduction System (HSDRRS) by 2011. To this end, the Corps is using valuable lessons learned to construct more resilient levees and floodwalls.

[See for yourself >>](#)

PUBLIC INFORMATION

6 Hurricane & Flood Risk Reduction
[Learn more about what the Corps is doing to reduce risk here>>](#)

Emergency Information
[Road Closures, Disaster Recovery, Parish Information and More>>](#)

Nola Environmental
Did you miss a meeting? No problem! Find presentations, summaries and [More>>](#)

TOP HEADLINES

[USACE releases environmental document confirming action on Westwego t Harvey](#)

[Corps releases environmental document for public review](#)

[Corps to provide update on Westbank risk reduction projects](#)

[Corps Seeks Industry Input on Design and Construction Techniques for Westbank](#)

Scroll: [Faster](#) | [Slower](#) | [Off](#)
 [RSS](#) ([What is RSS?](#))

ASK THE CORPS

The Corps wants to hear from you!

Q. *Do you have information on the closing of Industrial Locks on August 1, 2008 for 60 days?*

A. *Yes, for information regarding the August 1st closing of the Inner Harbor Navigation Canal Lock, [please click here.](#)*

Submit questions or comments to askthecorps@usace.army.mil.

FEATURED VIDEOS

West Closure Complex
Learn more about the alternatives under consideration to reduce risk on the Westbank. [Watch >>](#)

Hurricane & Storm Damage Risk Reduction System
From levees to pumping stations, [find out more](#) about system features.

9/9/2008 [DISCLAIMER](#) [PUBLIC INQUIRIES](#) [PRIVACY AND SECURITY](#) [FOIA](#) [INFORMATION QUALITY ACT](#) [ACCESSIBILITY](#)



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Army Corps Public Meeting

Tonight's Topics:

IER 11: Inner Harbor Navigation Canal

IERs 6 & 7: New Orleans East Levees

&

Borrow

November 18, 2008



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National Environmental Policy Act: NEPA

- Required for all major Federal actions
- Analyze potential impacts to the human and natural environment and investigate reasonable alternatives
- Analyses documented in Individual Environmental Reports (IER)
- Public Involvement is KEY! We want to hear from you!
- Goal: more informed decision making through public involvement



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Improving Hurricane Protection on the Inner Harbor Navigation Canal IER 11 Tier 2 Borgne





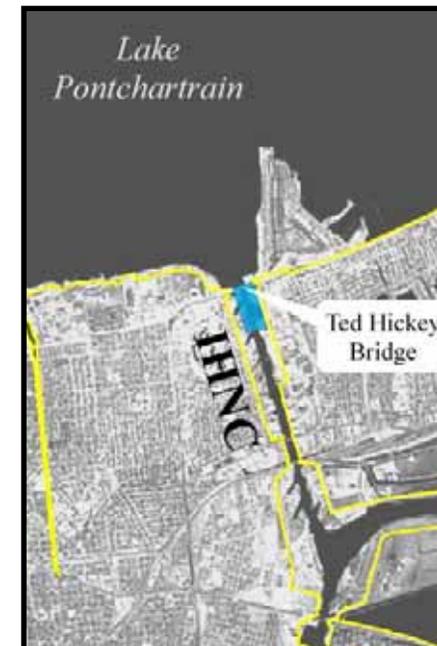
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IER 11 Tier 2: Where we've been

- Awarded largest design-build, civil works construction contract on April 3, 2008 for over \$695 million. Contract includes providing advance measures by hurricane season 2009.
- IER 11 Tier 1 Decision Record signed March 14, 2008 for Borgne 1 and Pontchartrain 2.



Borgne 1



Pontchartrain 2



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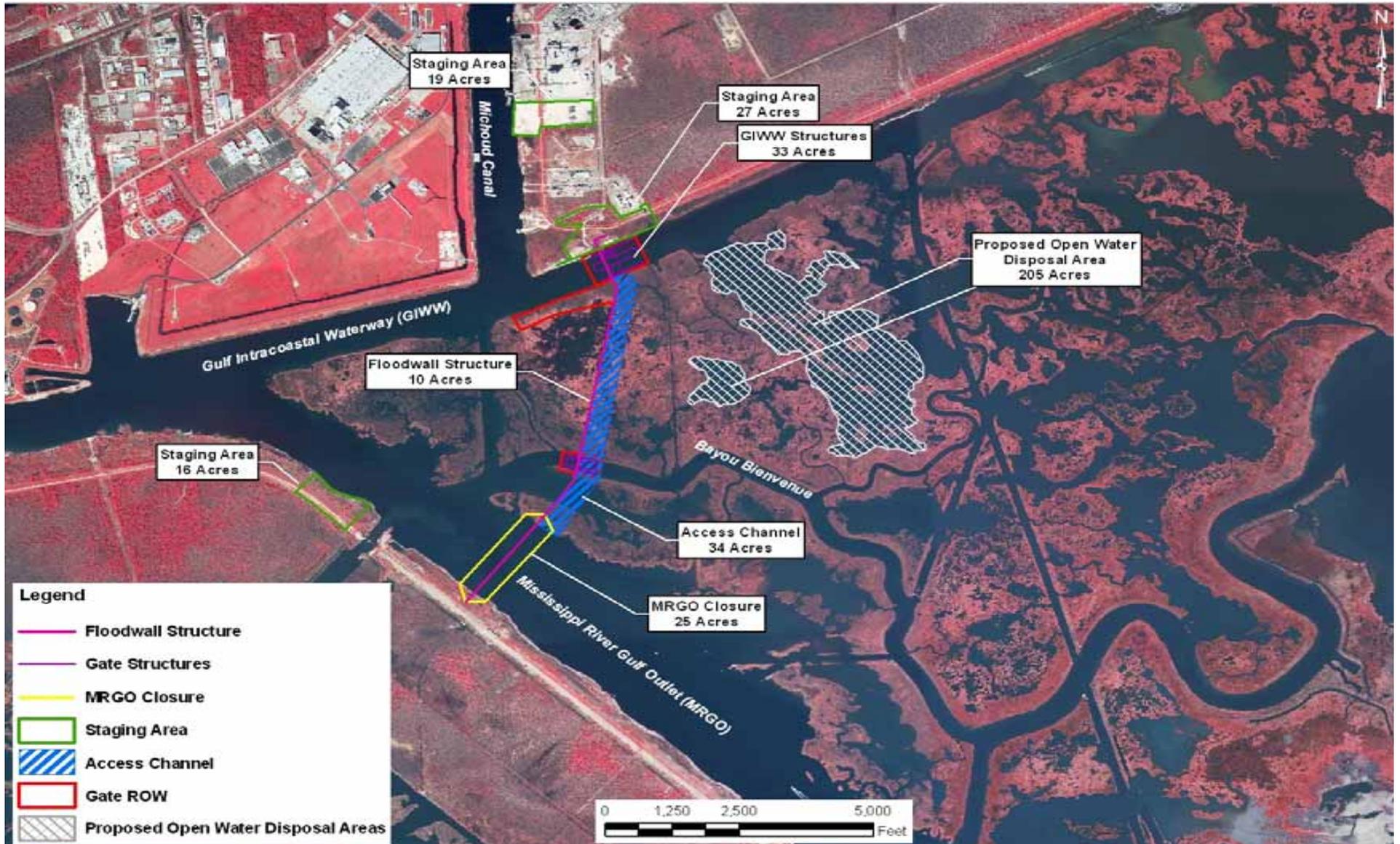
IER 11 Tier 2: Status Update

- **IER 11 Tier 2 Borgne:**
 - Tier 2 Decision Record signed on October 21, 2008
 - Notice to proceed to construction was granted on November 3, 2008
 - Ground breaking event on December 4, 2008
- **IER 11 Tier 2 Pontchartrain:**
 - Alignment and design alternatives within “Pontchartrain 2” are being developed.



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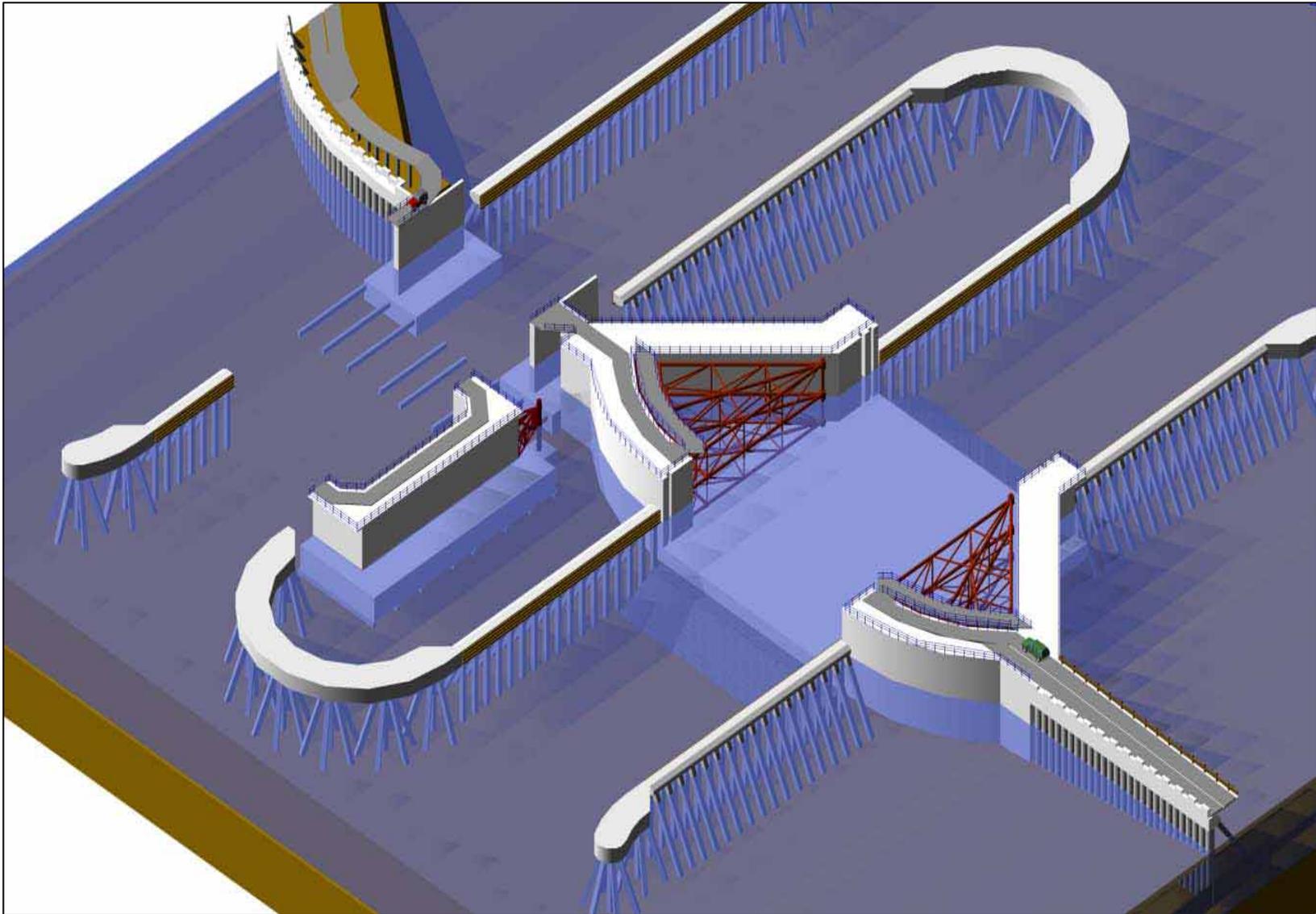
IHNC Lake Borgne Surge Barrier Selected Alignment





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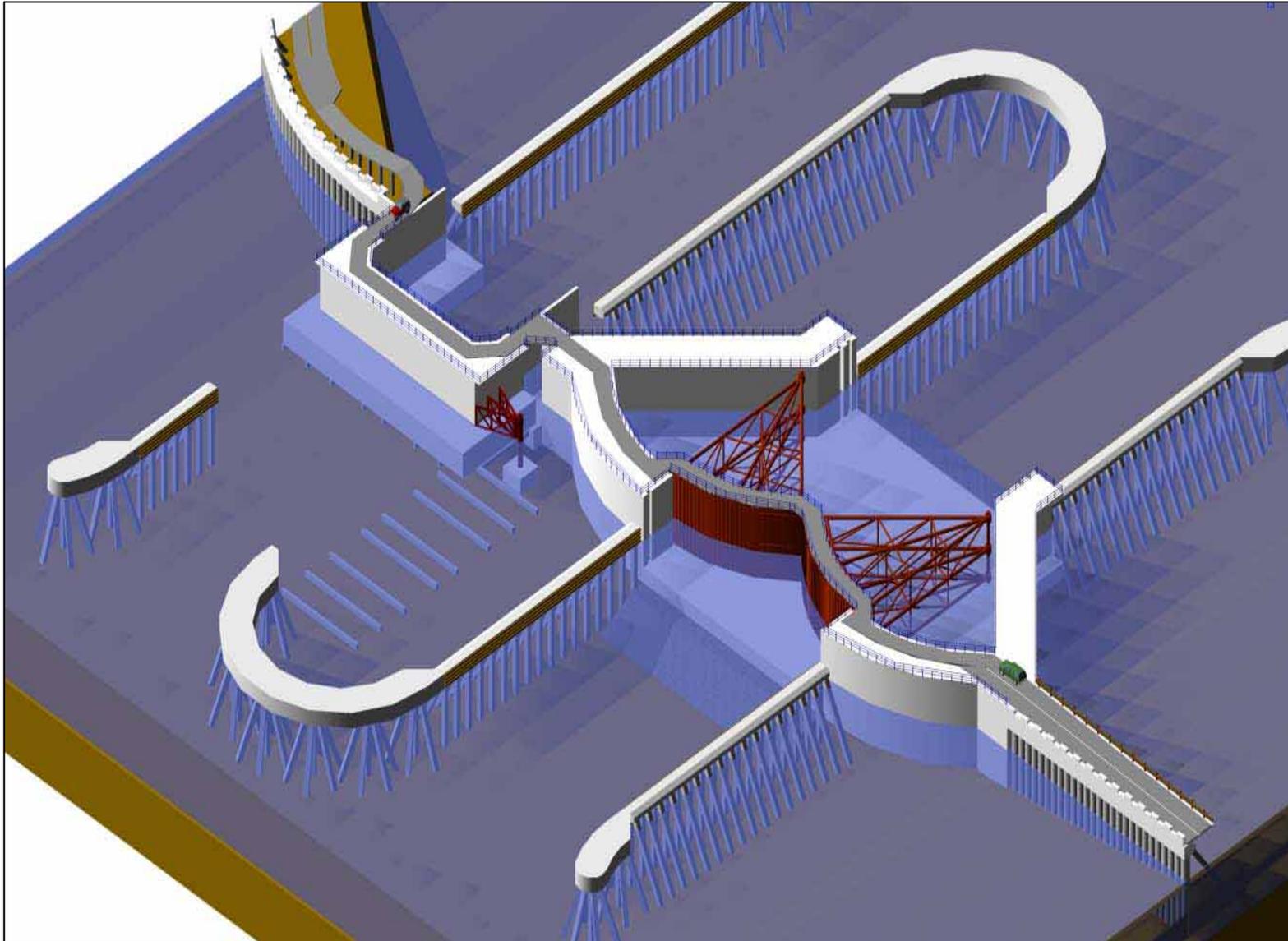
GIWW Sector Gate – Bypass Open





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GIWW Sector Gate – Bypass Closed



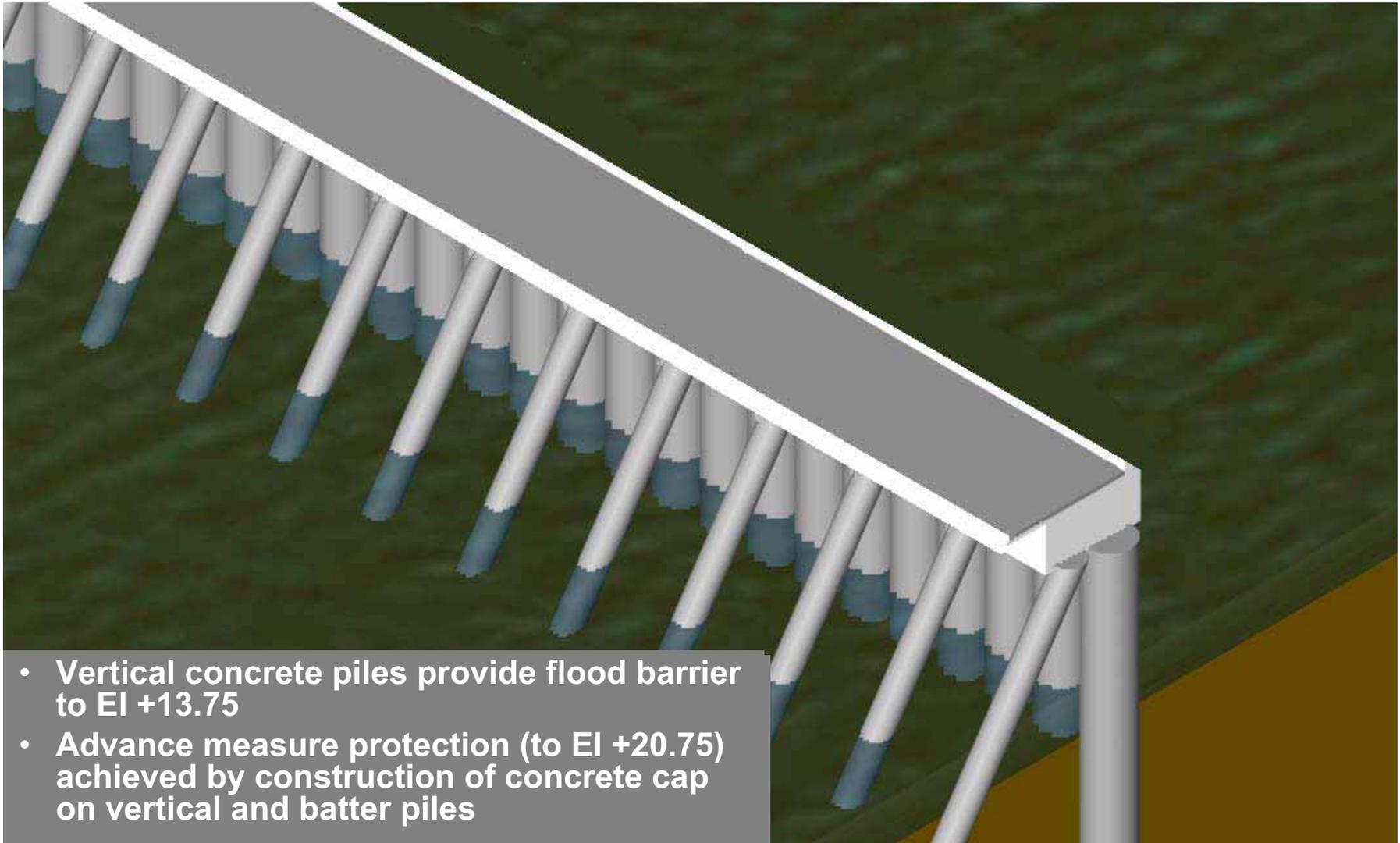
One Team: Relevant, Ready, Responsive, Reliable



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Barrier Wall

Advance Measures Case

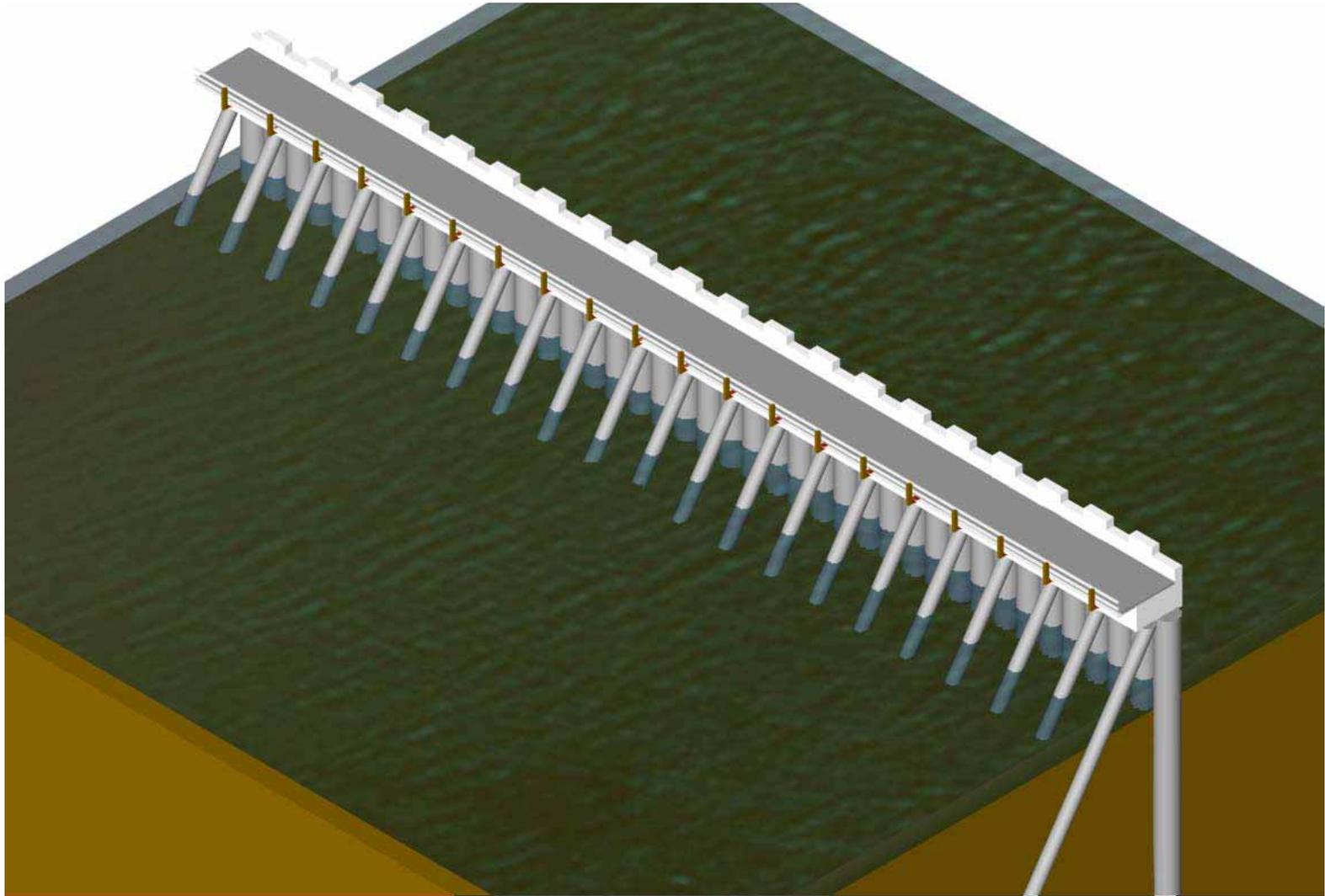


- Vertical concrete piles provide flood barrier to EI +13.75
- Advance measure protection (to EI +20.75) achieved by construction of concrete cap on vertical and batter piles



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Barrier Wall Final Protection





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Spun Cast Piles



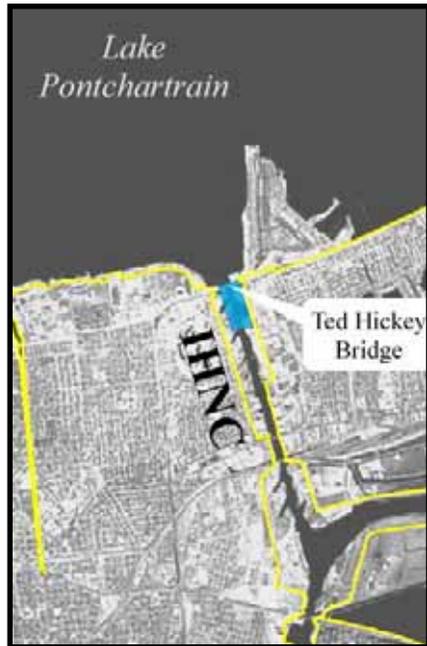
These piles are 66" in diameter and will be used in the construction of the IHNC Lake Borgne Surge Barrier Project



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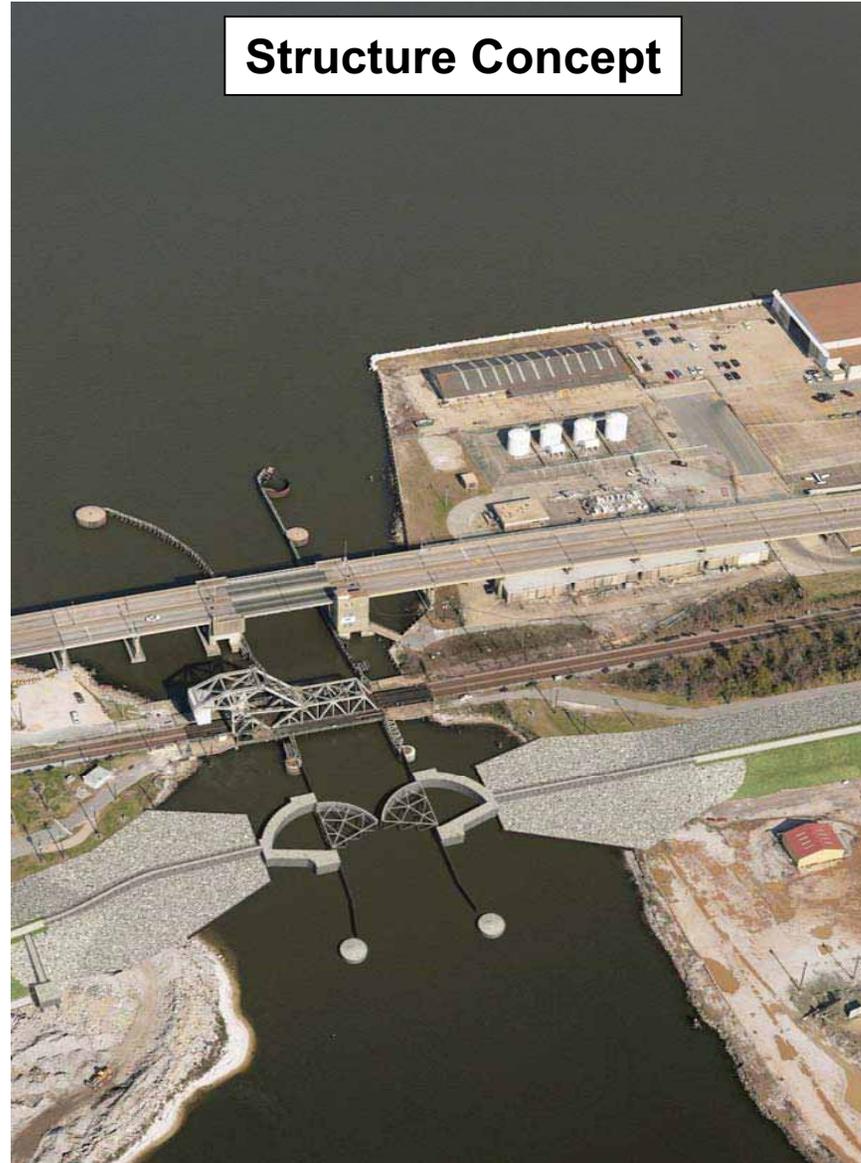
Seabrook Gate

**Location
Pontchartrain 2**



Exact location to be
determined within the
Pontchartrain 2 area

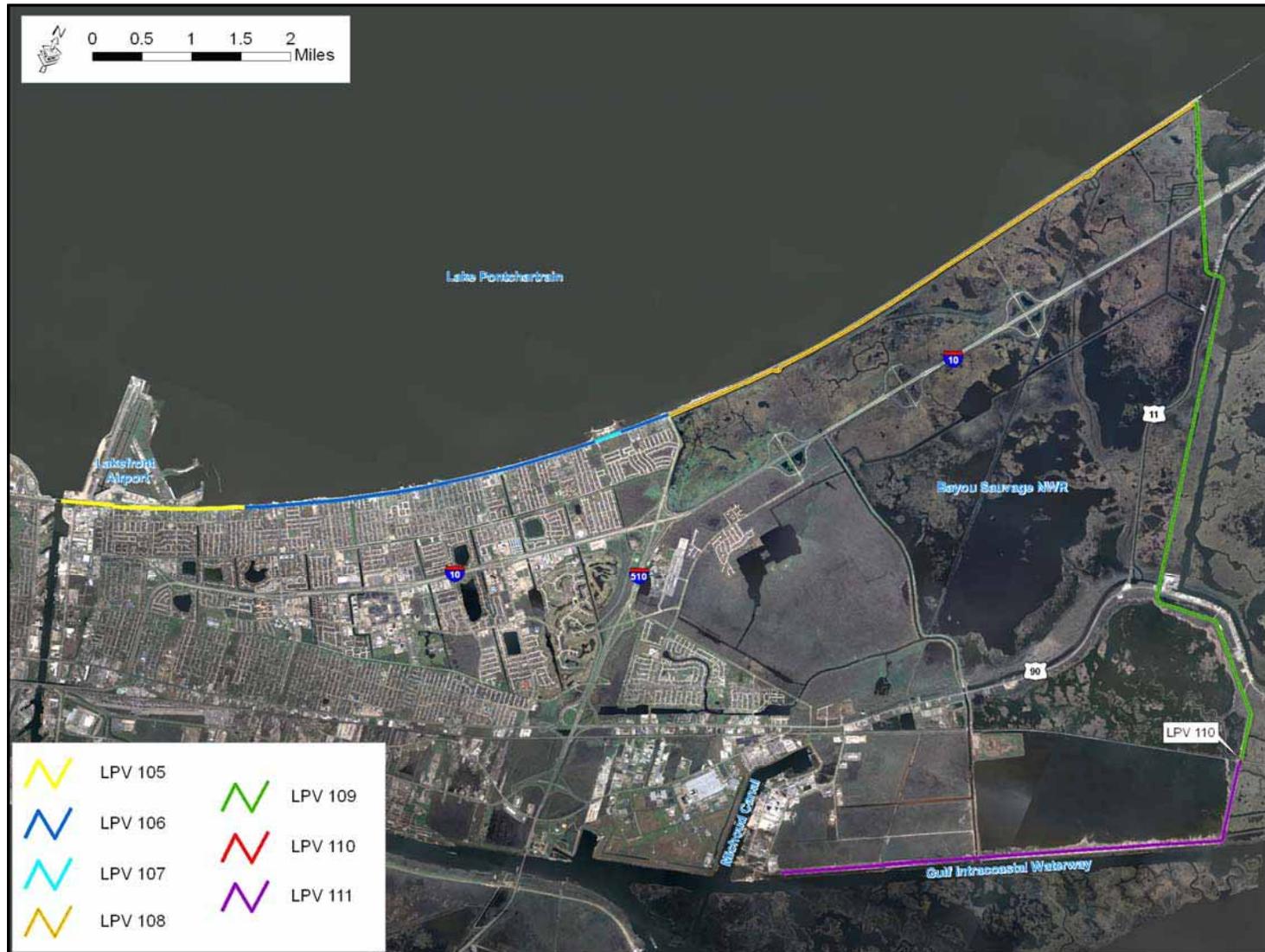
Structure Concept





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New Orleans East Levees IER 6 and IER 7





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IER 6 LPV 105.01 West: Lakefront Airport Alternatives



- Retrofit I-wall to a L-wall along the current I-wall alignment
 - Construct T-wall along the current I-wall alignment
 - **Construct new T-wall south of the Norfolk Southern Railroad**
- Green text indicates the proposed action*



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IER 6 LPV 105.02 East: Lakefront Airport Alternatives



- Retrofit I-wall to a L-wall along the current I-wall alignment
- Construct T-wall along the current I-wall alignment
- **Construct T-wall and raise 2,100 ft of levee along existing alignment**

Green text indicates the proposed action



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IER 6 LPV 106: Citrus to Lakefront Levee Alternatives

- Raise levee* with and w/o retaining wall at Hayne Blvd.
- Raise levee* with seepage cut-off wall
- Raise levee* with Deep Soil Mixing (DSM)
- Construct a T-wall

* Alternatives include raising of breakwater



Green text indicates the proposed action



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IER 6 LPV 107: Lincoln Beach Alternatives

- Modify/retrofit I-wall & gate along existing alignment
- Construct T-wall & gate along existing alignment
- Shift alignment to south and construct T-wall & gate along LPV 106 alignment
- Replace I-wall and gate with levee* & gate



**levee construction may involve Deep
Soil Mixing (DSM)*

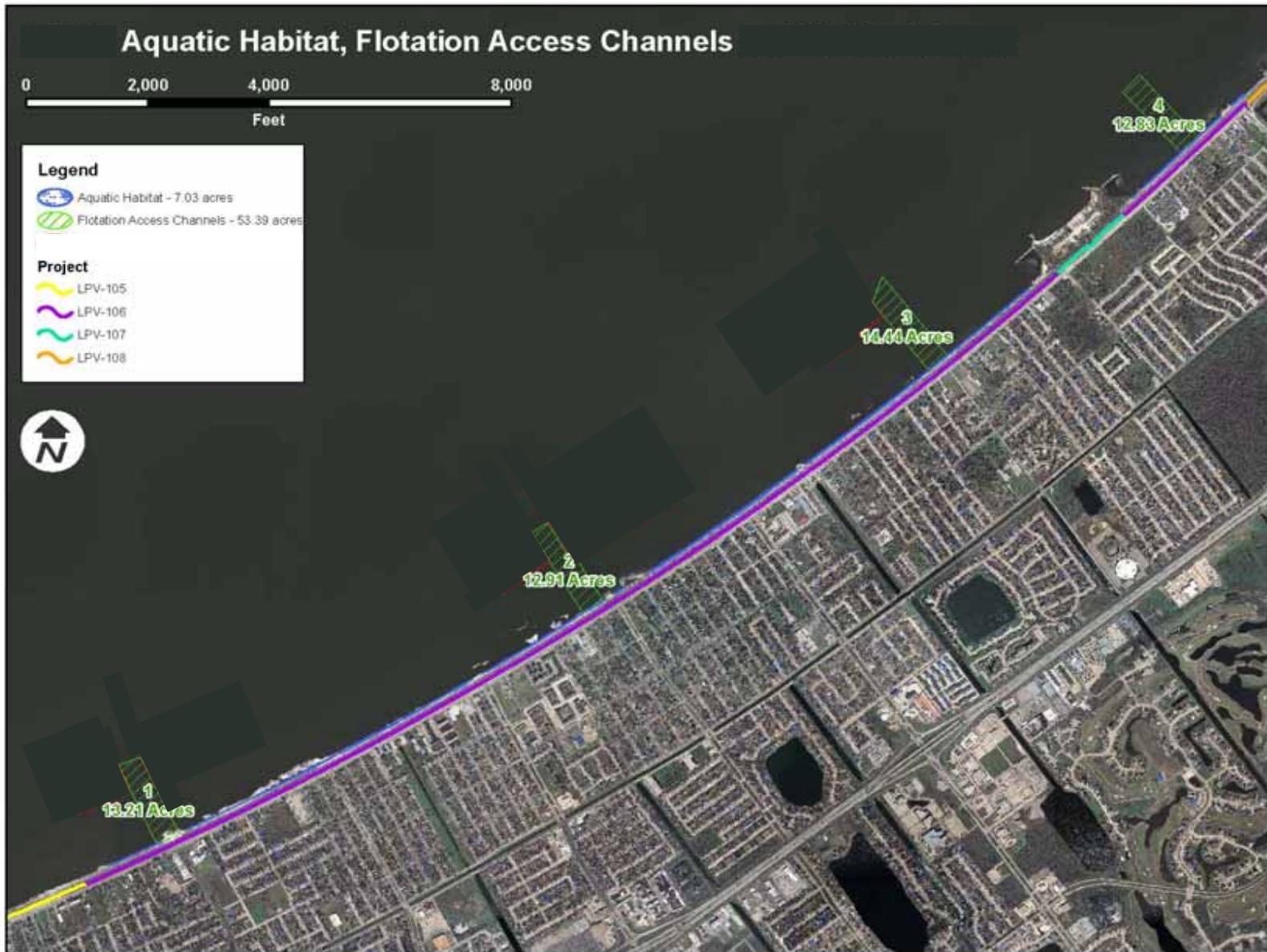
Green text indicates the proposed action



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LPV 106.01

Temporary Access Channels

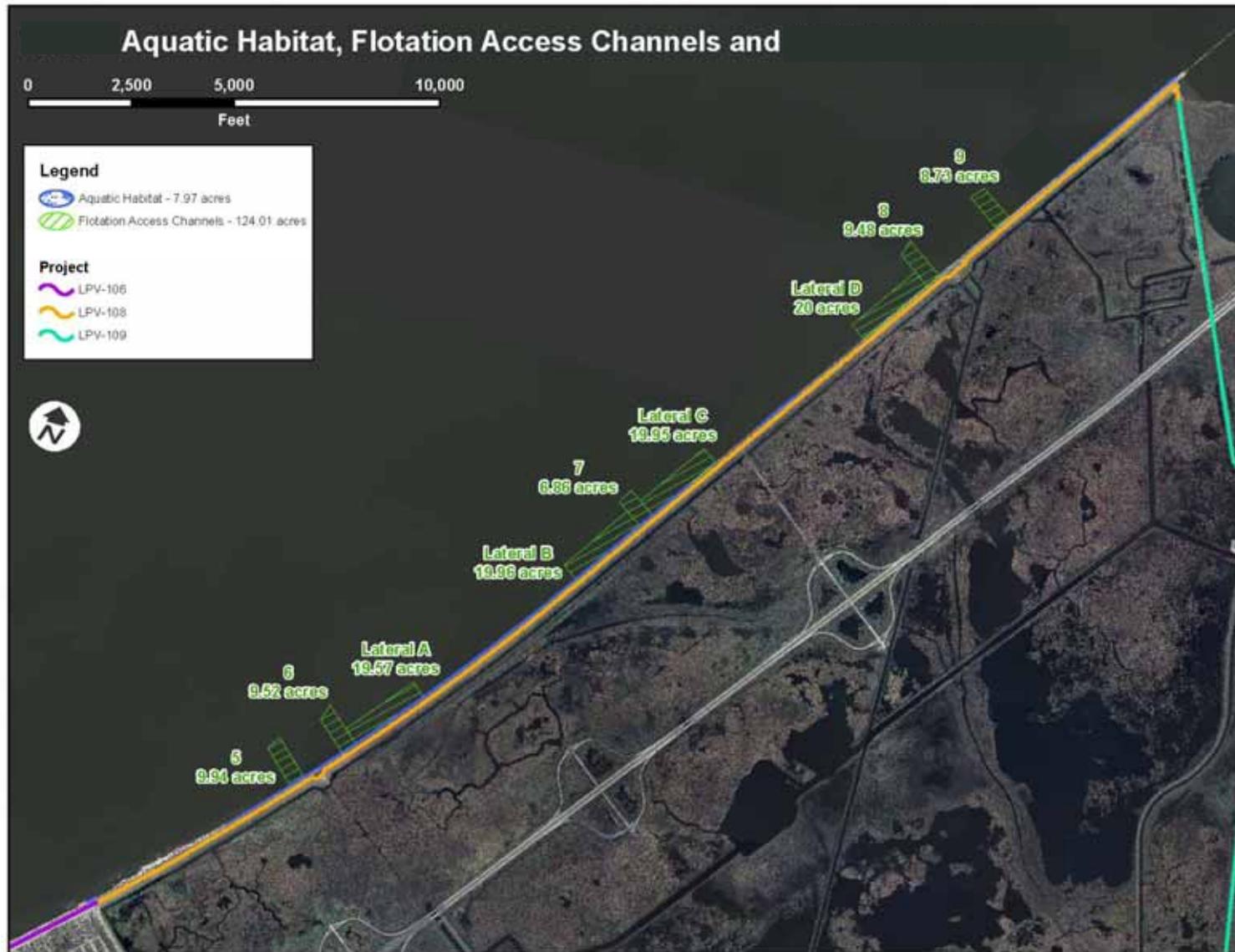




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LPV 106.01

Temporary Access Channels





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IER 7 LPV 108: Paris Road to South Point Alternatives

- Raise crown to meet authorized elevation, adding a stability berm for 100-year elevation*



**100-year project includes raising of foreshore protection*

Green text indicates the proposed action



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IER 7 LPV 108.01a: Lakefront Levee Alternatives

- Construct T-Wall along LPV 108 alignment
- Construct T-wall with 30 ft shift towards the protected side of existing floodwall



Green text indicates the proposed action



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IER 7 LPV 109.02a: South Point to CSX Gate Alternatives

- Raise levee with stability berms
- Raise levee with lightweight material
- Raise levee with high-strength geotextile, wick drains, slurry cutoff walls with and without partial Deep Soil Mixing
- Raise levees using Deep Soil Mixing



Green text indicates the proposed action



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IER 7 LPV 109.02b: I-10 Crossing Alternatives

- Construct a levee and raise I-10 with a ramp
- Construct a levee and raise I-10 with a bridge
- Construct a T-wall and raise I-10 with a bridge



Green text indicates the proposed action



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IER 7 LPV 110: Modify CSX Railroad Gate Alternatives

- Replace and raise existing gate along existing alignment
- Construct new T-wall & gate with an alignment shift



Green text indicates the proposed action



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IER 7 LPV 111.01:

CSX RR to Michoud Canal Alternatives

- Raise levee with stability berms
- Raise levee with lightweight material (aggregate core)
- Raise levee with high-strength geotextile, wick drains, slurry cutoff walls
- Raise levees using Deep Soil Mixing
- Raise levees with offset to protected side and Deep Soil Mixing, but w/o degrading the existing levee
- Construct T-wall



Green text indicates the proposed action



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IER 7 LPV 111.02: Pump Stations 15 Alternative

- Replace and raise existing floodwall at Pump Station 15



Green text indicates the proposed action



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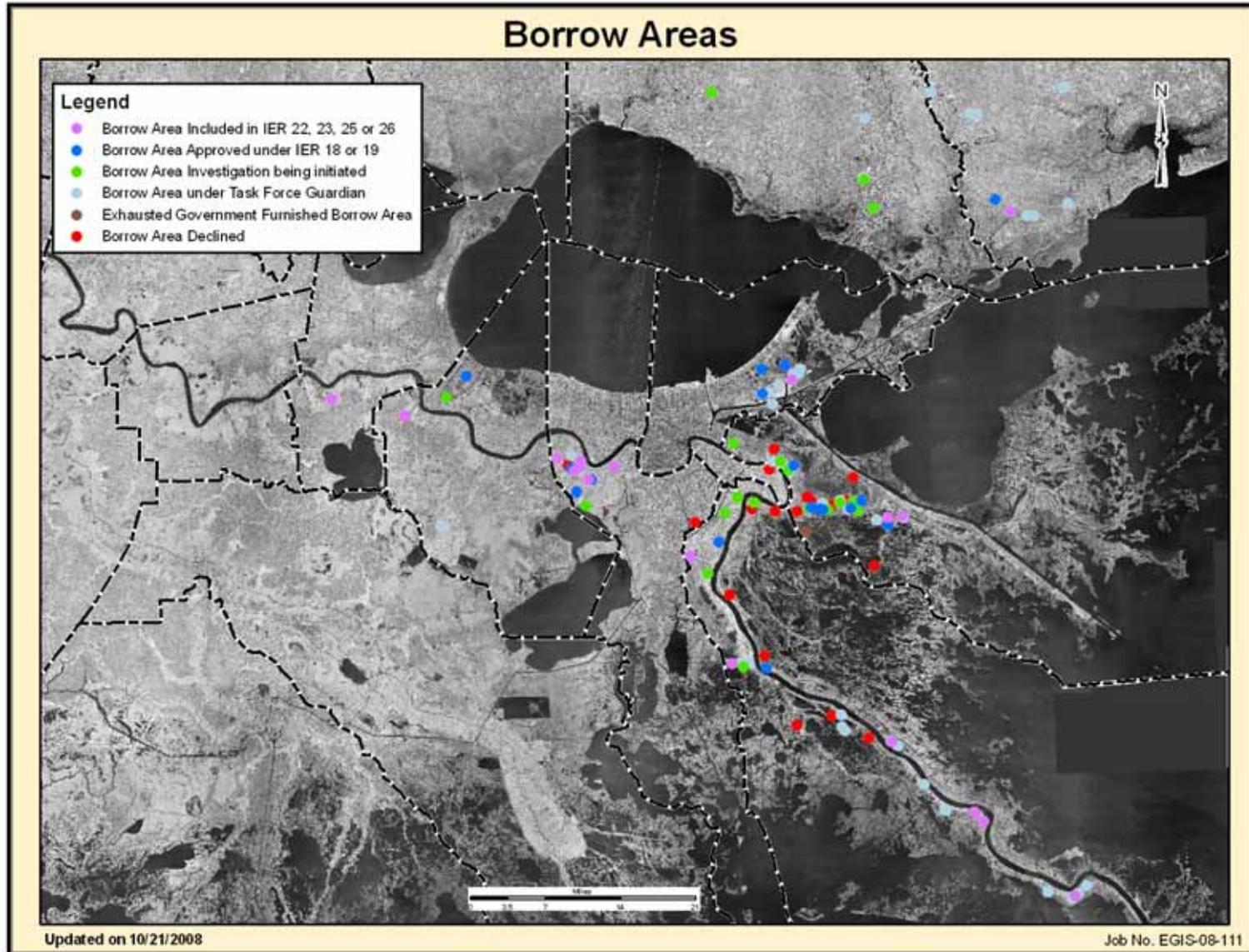
Borrow

- **The Corps currently needs approximately 75 million cubic yards of clay material**
- **Sources of Borrow**
 - **Government Furnished**
 - **Contractor Furnished**
 - **Supply Contract**



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Investigated Borrow Sites – System Wide





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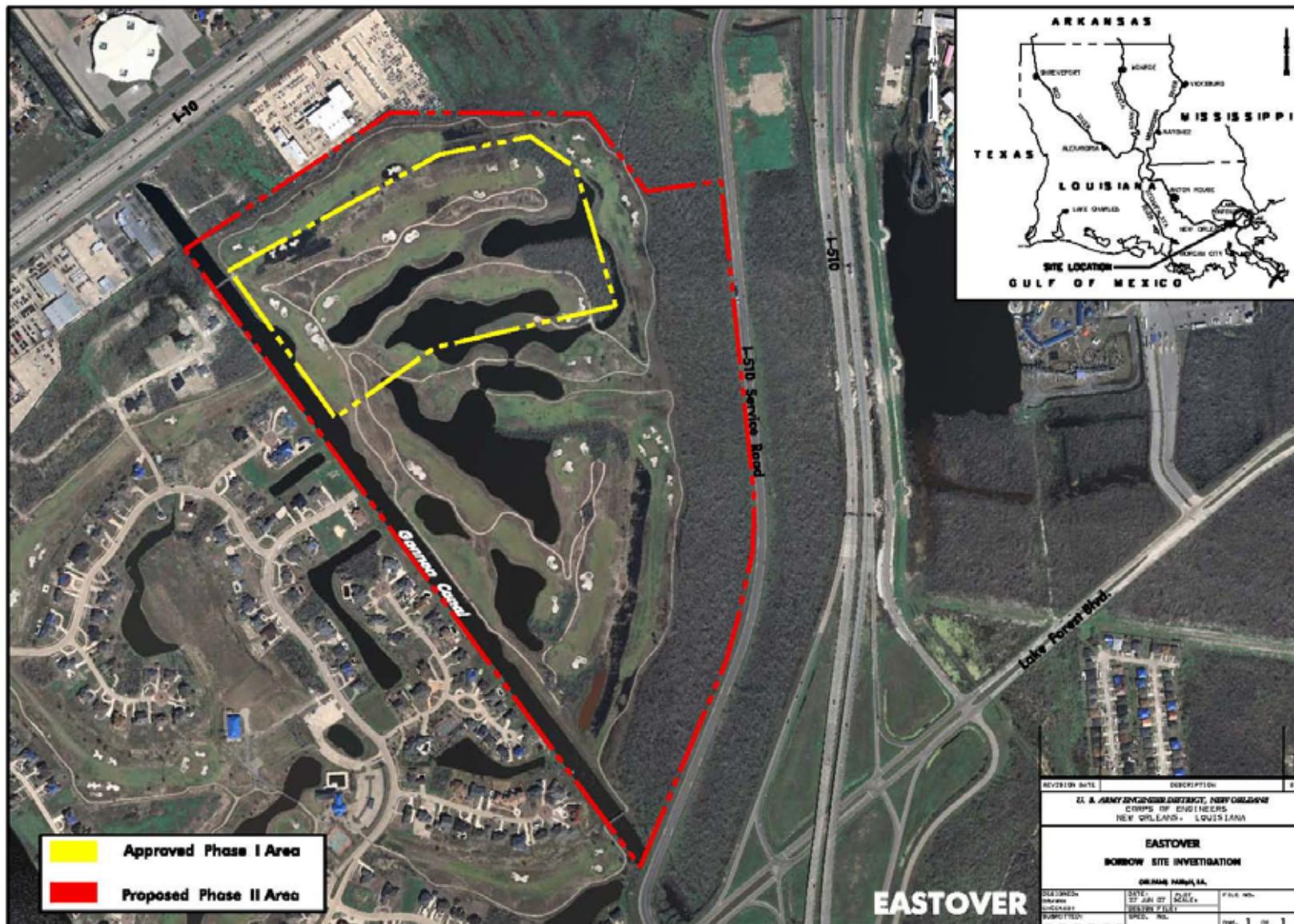
New Orleans East Borrow Sites





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Eastover





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Opportunities for Public Input

- **Monthly Public Meetings throughout New Orleans Metro Area**
 - Make sure to sign in tonight to get on our meeting notification mailing list
- **Comments can be submitted at any time at www.nolaenvironmental.gov**
- **Individual Environmental Reports (IER) 30-day Public Review**

Questions and comments regarding Hurricane Protection Projects should be addressed to:

Gib Owen

PM-RS

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