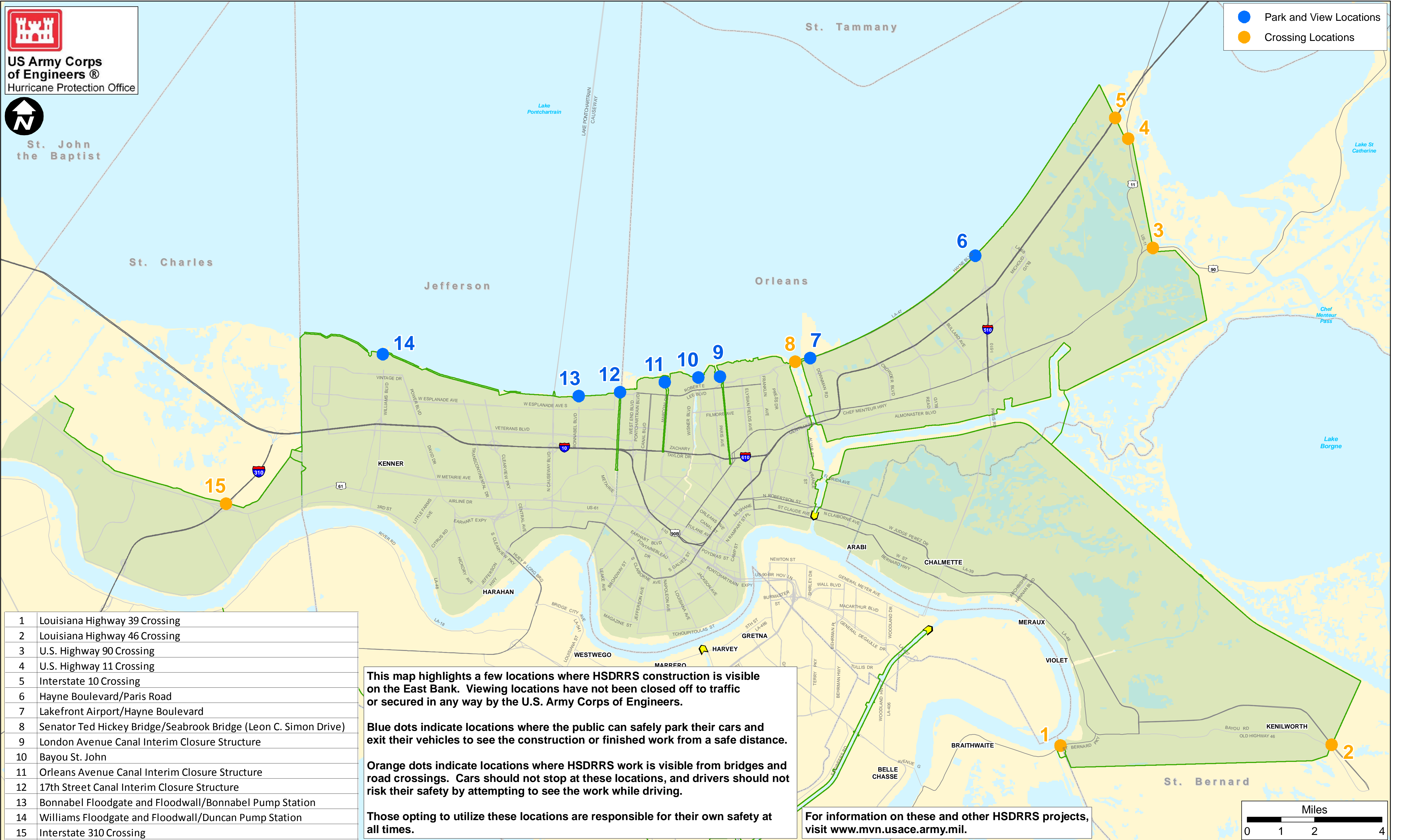


East Bank Hurricane and Storm Damage Risk Reduction System (HSDRRS) Points of Interest

Internal Draft Working Document



1	Louisiana Highway 39 Crossing
2	Louisiana Highway 46 Crossing
3	U.S. Highway 90 Crossing
4	U.S. Highway 11 Crossing
5	Interstate 10 Crossing
6	Hayne Boulevard/Paris Road
7	Lakefront Airport/Hayne Boulevard
8	Senator Ted Hickey Bridge/Seabrook Bridge (Leon C. Simon Drive)
9	London Avenue Canal Interim Closure Structure
10	Bayou St. John
11	Orleans Avenue Canal Interim Closure Structure
12	17th Street Canal Interim Closure Structure
13	Bonnabel Floodgate and Floodwall/Bonnabel Pump Station
14	Williams Floodgate and Floodwall/Duncan Pump Station
15	Interstate 310 Crossing

This map highlights a few locations where HSDRRS construction is visible on the East Bank. Viewing locations have not been closed off to traffic or secured in any way by the U.S. Army Corps of Engineers.

Blue dots indicate locations where the public can safely park their cars and exit their vehicles to see the construction or finished work from a safe distance.



Orange dots indicate locations where HSDRRS work is visible from bridges and road crossings. Cars should not stop at these locations, and drivers should not risk their safety by attempting to see the work while driving.

Those opting to utilize these locations are responsible for their own safety at all times.

For information on these and other HSDRRS projects, visit www.mvn.usace.army.mil.

East Bank Hurricane and Storm Damage Risk Reduction System (HSDRRS)

Points of Interest

 Park and View Locations
 Crossing Locations

1) Louisiana Highway 39 Crossing, St. Bernard Parish



Driving southbound on Highway 39 near the St. Bernard-Plaquemines parish line, you will approach the Caernarvon Canal at the southwestern edge of the Chalmette Loop Levee System. At this location you can see construction of the new sector gate and floodwall alignment that ties into the Mississippi River levee. As part of this project, floodgates are being constructed across Highway 39 and the adjacent Norfolk Southern Railroad crossing.

2) Louisiana Highway 46 Crossing, St. Bernard Parish



Driving southbound on Highway 46 in Verret, you will approach the construction of new floodgates across the north and southbound lanes with floodwall tie-ins to the Chalmette Loop Levee System on either side.

3) U.S. Highway 90 Crossing, New Orleans East



Driving on Highway 90 in New Orleans East near the Bayou Sauvage National Wildlife Refuge, you will approach a new floodgate across the widest levee in the entire Hurricane and Storm Damage Risk Reduction System. Measuring nearly 300 feet wide, about the length of a football field, this levee stretches north-south across the easternmost section of New Orleans East between Lake Pontchartrain at Southpoint and the CSX Railroad crossing just north of the Gulf Intracoastal Waterway.

4) U.S. Highway 11 Crossing, New Orleans East



Driving on Highway 11 near Irish Bayou, you will approach a new floodgate across the levee that stretches between Southpoint and the CSX Railroad crossing (see (3) for more information on this levee).

5) Interstate 10 Crossing, New Orleans East



Driving on Interstate 10 near Irish Bayou provides a third vantage point of the levee described in (3) and (4). The entire Interstate is being raised where it crosses the levee.

6) Hayne Boulevard / Paris Road, New Orleans East



Park your car at the northern end of Paris Road and walk toward the lake to see the levee along Lake Pontchartrain in New Orleans East. If you are facing the lake and you look to the right, you can see a completed stretch of levee. To the left you can see a new two-to-four-foot-high sheet pile wall built atop the levee.

7) Lakefront Airport / Hayne Boulevard, New Orleans East



Floodgates across Downman Road are visible just north of the intersection with Hayne Boulevard. Floodwalls tie into the floodgates on either side, stretching to the right (east) along the lake and left (west) to the Industrial Canal and Seabrook Floodgate Complex floodwall.

8) Senator Ted Hickey Bridge, metro New Orleans



Driving eastbound on the Senator Ted Hickey Bridge (Leon C. Simon Drive) over the Industrial Canal, look toward the canal to see construction of the Seabrook Floodgate Complex. You can see the completed rock dike that reduces water flow and construction of the cofferdam in which the sector gate will be built. The complex will consist of a sector gate and two vertical lift gates, as well as floodwall tie-ins on the east and west sides.

9) London Avenue Canal ICS, metro New Orleans



Park your car on Pratt Drive just north of Frankfort Street and walk on top of the levee and up to the floodwall lining the canal to see the London Avenue Canal Interim Closure Structure. The closure structure remains open except during tropical weather events. When closed, the interim pumps transport water in the canals around the gates northward into Lake Pontchartrain. The gated structures block storm surge generated in Lake Pontchartrain from entering the canals into the heart of the city. The interim closure structures at all three outfall canals (London Avenue, Orleans Avenue and 17th Street) were completed in the summer of 2006 and will be replaced with permanent canal closures and pump stations in 2014.

10) Bayou St. John, metro New Orleans



Park your car on Beauregard Avenue near the Oriole Street intersection and walk toward Bayou St. John. From that location, you can see the recently-replaced floodwalls along the bayou. When facing the canal, you can see the recently-modified Bayou St. John sector gate to your right.

11) Orleans Avenue Canal ICS, metro New Orleans



Park your car on Marconi Drive between Calla Lane and Snipe Street and walk toward the canal. From this location, you can see the Orleans Avenue Canal Interim Closure Structure. (For more information on the outfall canal interim closure structures, see (9)).

12) 17th Street Canal ICS, metro New



Driving westbound on Hammond Highway, you will cross the Hammond Highway Bridge. Once on the bridge, the 17th Street Canal Interim Closure Structure is visible on the right side. You can also park your car just past Il Tony's Restaurant on the west side of the canal and walk on the sidewalk along the Hammond Highway Bridge to see the closure structure. (For more information on the outfall canal interim closure structures, see (9)).

13) Bonabel Floodgate / Floodwall / Pump Station, Jefferson Parish



Driving northbound on Bonabel Boulevard, you will drive through the Bonabel floodgate and into the Bonabel Boat Launch and Recreational area. You can park your vehicle in the lot on the north side (unprotected side) of the floodgate and floodwalls. Bonabel Pump Station is located to the west of the floodgate. Work is currently ongoing to storm proof Bonabel Pump Station so that it can remain operational during a tropical weather event. In addition, a breakwater is located north of the pump station.

14) Williams Floodgate / Floodwall / Duncan Pump Station, Jefferson Parish



Driving northbound on Williams Boulevard past Joe Yenni Boulevard, you will cross the Williams floodgate into the Williams Boat Launch and Recreational area. You can park your vehicle in the lot on the north side (unprotected side) of the floodgate and floodwalls. A portion of the Reach 2 Lakefront Levee and Duncan Pump Station is located to the west of the floodgate. Work is currently ongoing to storm proof Duncan Pump Station so that it can remain operational during a tropical weather event. In addition, a breakwater is located north of the pump station.

15) Interstate 310 Crossing, St. Charles Parish



Driving westbound on Airline Highway past Almedia Road, you can see construction of the Interstate 310 Floodwall on your right side. You can see 10 completed floodwall sections and pile driving for the base of the remaining 28 floodwall sections. In addition to the construction, you can see HESCO baskets, which provide temporary risk reduction throughout construction.

NOTE: All of these projects will reduce 100-year hurricane storm surge risk generated in the Gulf of Mexico, Lake Borgne and Lake Pontchartrain for the East Bank of greater New Orleans. Visiting all risk reduction features would take approximately 6 hours to complete, depending on traffic and weather conditions and the amount of time spent at each location. Visiting the risk reduction projects along Lake Pontchartrain ((6) through (14)) would take approximately 3 hours to complete.