

**MINUTES OF THE  
SOUTHEAST LOUISIANA FLOOD PROTECTION AUTHORITY – EAST  
BOARD MEETING  
THURSDAY, OCTOBER 20, 2011**

The regular monthly Board Meeting of the Southeast Louisiana Flood Protection Authority - East (Authority or SLFPA-E) was held on Thursday, October 20, 2011, in the Second Floor Council Chambers, Joseph Yenni Building, 1221 Elmwood Park Boulevard, Harahan, Louisiana, after due legal notice of the meeting was sent to each Board member and the news media and posted.

Mr. Doody called the meeting to order at 9:45 a.m. and led in the pledge of allegiance.

**PRESENT:**

Timothy P. Doody, President  
John M. Barry, Vice President  
Louis E. Wittie, Secretary  
Stephen Estopinal, Treasurer  
David P. Barnes, Jr.  
Thomas L. Jackson  
G. Paul Kemp  
George Losonsky, PhD  
Ricardo S. Pineda

**OPENING COMMENTS:**

Mr. Doody called upon Steve Wilson, President of the Pontchartrain Levee District (PLD), for comment.

Mr. Wilson informed the Board about several efforts that he considered important for the SLFPA-E to understand. LaBranche Wetlands are not only important as a buffer to the PLD's hurricane protection levee in St. Charles Parish, but also to the SLFPA-E's West Return Wall, and commented on the lack of a sustainability plan for the wetlands. He explained that there is now a very concerted on-going effort and that the PLD Board approved an additional \$50,000 of matching funds for a USACE effort to study the LaBranche Wetlands and for work on modeling, hydrology and salinity levels. Two years ago the PLD was financing efforts on the LaBranche Wetlands alone; however, the Federal partners have now stepped up, a Memorandum of Understanding developed and Federal funding provided. The concept is to revitalize the LaBranche Wetlands and make them sustainable. The levees in St. Charles Parish are lower than the SLFPA-E's levees because of the four miles of wetlands between the levees and the lake or for environmental reasons. Several years ago the PLD recognized the need to launch and complete a feasibility study. The PLD is currently working on the engineering for a project to improve the weirs. The award of a \$350,000 grant for a weir repair was announced at yesterday's Coastal Protection and Restoration Authority (CPRA) meeting. The LaBranche Wetlands provide storm surge reduction; therefore, improving the health of the wetlands is in the interest of both the PLD and SLFPA-E.

Mr. Wilson advised that the aforementioned study includes several phases dealing with (1) salinity levels and improving tidal exchange, (2) putting foreshore protection in place that will allow tidal exchange, and (3) a proposed path to pump sediment from the Bonnet Carre Spillway into the west LaBranche Wetlands. In addition, a corridor from the Mississippi River has been identified for the location of a pipe transfer on the eastern flank of the wetlands with minimal obstructions. There was a brief discussion on phosphates and other pollutants in the Mississippi River.

Mr. Wilson commented that the PLD recognizes that the SLFPA-E has studies that are on-going relative to compartmentalization. He stated that the PLD does not object to the SLFPA-E's compartmentalization efforts; however, the PLD wants to ensure that the SLFPA-E understands that there are drainage implications that should not be overlooked. He explained that drainage problems occur not just at Airline Highway, but also at ditches and conveyance systems all the way back to the river where water traverses between St. Charles and Jefferson Parishes that should not be left out of consideration.

Mr. Wilson advised a 1,320 cfs pump station will be dedicated in about three weeks that will pump water from I-310 west to Prospect Avenue. The pump station that will handle the bigger watershed from I-310 towards Jefferson Parish is at the 90 percent plan. The next phase, which is in its infancy, is for the study of pumping problems affecting both St. Charles and Jefferson Parishes in the northeast corner of the Airport. Therefore, the PLD and SLFPA-E must work together on pumping and compartmentalization issues and efforts. He added that the PLD and the SLFPA-E have worked well together and the PLD would like to continue this good working relationship. He offered to meet with the SLFPA-E on these issues and to provide any necessary data.

Mr. Wilson commented on the U.S. Army Corps of Engineer's (USACE) Turf Reinforcement Mat (TRM) levee test section located in the PLD. The grass is growing on the test section; however, the PLD has not yet had an opportunity use mowing equipment on it. He advised that in the next several days a test section using TRM will be installed in a location where there are problems with hogs digging into the levee.

Mr. Wilson commented on the 2011 Mississippi River High Water Event. Some serious seepage occurred this year in the levee at Duncan Point at the lower end of East Baton Rouge Parish. This seepage has occurred in the past and the PLD began studying the problem about five years ago. The USACE has awarded a contract for the construction of a new seepage berm and drainage feature at Duncan Point. The pre-construction conference was held on Monday. In addition, the PLD had 35 sand boils, primarily in East Baton Rouge, Iberville and the upper end of Ascension Parishes.

Robert Turner, SLFPA-E Regional Director, advised that levee district personnel participated in site visits in the PLD to gain first hand information on spotting and handling sand boils. Mr. Doody pointed out that the PLD is one of the first levee districts to assist other local levee districts during high water and storm events.

Mr. Doody advised that he attended yesterday's CPRA meeting and reported on several updates and presentations that were provided at the meeting:

- Gulf Ecosystem Task Force Report – Mr. Doody advised that Mr. Kemp has been appointed to Chair the Coastal Advisory Committee (CAC) and that he has been requested to convene a meeting of the CAC to review the Report. The Report was issued in draft form for comment and will ultimately form the basis of the recovery for the five coastal states from the British Petroleum (BP) oil spill. He noted that the report lacked a sense of urgency.
- National Resource Disaster Assessment (NRDA). -- Drue Banta with the CPRA will provide an update on NRDA to the SLFPA-E at the next Board meeting.
- USACE Policies and Procedures on Surface Areas Along and Adjacent to the Federal Navigation Channels in Coastal Louisiana provided by Chris Accardo, USACE -- It was pointed out that there is insufficient funding to do all the work that is necessary and that maritime industry needs will be met before sediment needs for coastal restoration projects. The Association of Levee Boards of Louisiana (ALBL) and the SLFPA-E have historically supported a full funding of the USACE so that all the necessary work can be achieved.
- Youth Wetlands Presentation – Mr. Doody advised that he requested that the CAC consider ways in which to get the local youth engaged in coastal restoration issues.

Mr. Doody reported that SLFPA-E representatives attended the USACE's armoring meeting held yesterday. The USACE was requested to update the Board as new information is learned. Yesterday's meeting did not provide sufficient new information to warrant an update; however, updates will be provided as information is developed on the test section and the options that the SLFPA-E and other interested sponsors requested that they consider, such as the placement of additional levee lifts where they will be needed in the near future prior to the placement of armoring.

Mr. Doody stated that he attended a recent Framework Development Team meeting in Baton Rouge. The Framework Development Team is developing the tool that will be used by the State to prioritize coastal restoration projects. Since the Framework Development Team holds its meetings on the same date as the SLFPA-E Board meetings, he requested that Carlton Dufrechou attend the meetings as the SLFPA-E's designated representative. He commented on the wide range of membership on the Team and on the attempt to develop a framework that is scientifically based.

Mr. Doody advised that he also attended the Comprehensive Hurricane Protection meeting. He explained that the Comprehensive Hurricane Protection group met often prior to Hurricane Katrina and is now being re-energized. The group adopted a resolution commenting on the USACE's Modified Charleston Method (MCM). The MCM is a method of computing the mitigation necessary for projects or developments that are being built. The MCM at times can generate as much as an 18 to 1 ratio. This ratio may be acceptable for commercial developments; however, the SLFPA-E would not want to have to mitigate for a coastal restoration project. The ALBL has also provided comments on this issue. The CAC has been requested to review this issue and provide guidance on the Board's official comment on the MCM. A draft resolution was placed on the today's agenda; however, he requested that the issue be discussed and that the Board request the same time extension as the CPRA for comments and allow the CAC

to provide guidance so that all of the comments relative to the SLFPA-E's interests are included. The CPRA requested that the USACE extend the comment period on the MCM until January 17, 2012. The USACE adopted the MCM in May, 2011, and is currently using this method.

Mr. Doody reported that he and Mr. Turner met with Craig Taffaro, St. Bernard Parish President, to discuss the use of the Violet Canal as a harbor of refuge during hurricanes. One of the SLFPA-E's concerns discussed was that vessels seeking shelter in advance of a storm are not so large as to potentially damage the hurricane protection system. Funding may be available to St. Bernard Parish for the construction of infrastructure to accommodate local commercial fishing vessels. Another concern discussed was the timing for closing control structure gates, which must be accomplished in accordance with the operations manual and hydraulic guidelines, and the tendency of some commercial fishing vessels to remain out as long as possible only to find that the control gates have been closed and cannot be safely reopened. The outcome of the discussion was that the operating requirements for the control structure gates will be well communicated to the fishing industry and that options will be provided for vessels to seek safe shelter in other locations. The option of placing a horn at the structures that would sound about an hour prior to the closure of the gate was also discussed. At this time the operating manual instructions will probably call for the closure of gates at a water level of one foot and rising; however, he noted that the potential for future sea level rise is at least one foot. The closing of the Bayou Dupre Control has been and continues to be a more frequent occurrence.

Mr. Doody advised that he and Mr. Jackson attended the public meeting for the Pre-Disaster Mitigation Grant application for the construction of a safe room to be located between two of the St. Bernard Parish pump stations to provide a safe haven for Lake Borgne Basin Levee District (LBBLD) personnel during hurricanes. The safe room will accommodate eight to ten individuals and will be rated for approximately 240 mph winds. The State approved the benefit cost analysis for the grant application and must rate the application for priority prior to its submission to FEMA. FEMA will then rate the application along with the other submissions received. He noted that when the Board was first seated that Mr. Jackson had stated that its members should make a promise to themselves to ensure that all of the levee district personnel that are required to remain during a hurricane have a safe haven. Mr. Pineda pointed out that the information contained in the grant application can be used as a basis for requesting funding from other sources for additional safe rooms needed for LBBLD personnel. At this time plans have been made for LBBLD personnel required to remain during hurricanes to be housed in some of the safe havens designated for St. Bernard Parish personnel.

#### **ADOPTION OF AGENDA:**

A motion was offered by Mr. Estopinal, seconded by Mr. Barry and unanimously approved, to adopt the agenda.

#### **RESOLUTION NO. 10-20-11-01 – APPROVAL OF SEPTEMBER 15, 2011 BOARD MEETING MINUTES**

On the motion of Mr. Barry,  
Seconded by Mr. Wittie, the following resolution was offered:

**BE IT HEREBY RESOLVED**, that the Southeast Louisiana Flood Protection Authority-East approves the minutes of the Board Meeting held on September 15, 2011.

The foregoing was submitted to a vote, the vote thereon was as follows:

YEAS: Mr. Barnes, Mr. Barry, Mr. Estopinal, Mr. Jackson, Mr. Kemp,  
Mr. Losonsky, Mr. Pineda and Mr. Wittie

NAYS: None

ABSENT: None

**PUBLIC COMMENTS:**

Roy Arrigo, a resident along the 17<sup>th</sup> Street Canal, commented on comments that he stated were made concerning false accusations about residents threatening flood protection, false statements made about the wealth of homeowners, false claims that Bellaire Street property could be taken without compensation and personal attacks on Board members. He commented on the inability of the residents to use property for which they were told that they had free and unobstructed use, but must still pay property taxes and insure. He stated that the homeowners were wronged by the Board.

Mr. Doody reminded everyone that there is on-going litigation relative to the property referred to by Mr. Arrigo.

Craig Berthold, a resident along the 17<sup>th</sup> Street Canal, explained that the property owners along the 17<sup>th</sup> Street Canal are in a precarious position relative to recent legislation passed by the State Legislature concerning the toe plus 15-foot issue. He expressed concern that even if the current Board states that it does not want the additional nine feet referred to in the legislation, that a future Board or the USACE may decide that it wants the additional property. He asked whether the current Board could do anything to resolve this concern.

Mr. Doody explained that an ALBL member requested that this legislation be passed. The SLFPA-E is still attempting to determine exactly what this legislative change means to this Authority. He stated that his understanding is that there is a clear zone requirement of 15-ft. for levees in the rest of the nation. The recent legislation may have been an attempt to bring Louisiana into conformity with the rest of the country. Guidance has been requested from the Attorney General; however, an opinion has not yet been received.

Mr. Berthold added that if the property is needed to alleviate a risk, then it should be taken; however, the property owner should be compensated. There is now an open ended situation going from the toe plus 6-ft. requirement to the toe plus 15-ft. He requested that the Board look into this situation.

Tommy Meric advised that he is representing his father who resides along the 17<sup>th</sup> Street Canal. His concern is that the accessory building and pool at the back of his residence will be difficult to maintain because of the additional nine foot requirement. The Orleans Levee District (O.L.D.) had agreed that the existing conditions are adequate and that there should not be a need to change the existing configuration. He asked whether he could be given some level of comfort that the existing configuration will not have to be altered.

Mr. Doody asked for guidance from the Board's General Counsel on this issue. He reiterated that the SLFPA-E is still attempting to determine what the change in law will mean to this Authority. Robert Lacour, SLFPA-E General Counsel, clarified that this is not a taking of property—it is a restriction on how the property can be used. The levee district and the USACE cannot place any object within the 15-ft. zone. Property owners can be restricted from placing certain objects within the 15-ft. zone that could adversely affect the levee. Mr. Doody requested that Mr. Meric meet with Gerry Gillen, O.L.D. Executive Director, regarding this matter.

Mr. Meric requested information relative to an empty lot that he owns along the 17<sup>th</sup> Street Canal. He explained that the house was torn down after Hurricane Katrina. The designs for a new house have changed about three times due to setback requirements. The recent change in State law will again affect the design and size of the house. Mr. Lacour explained that Mr. Meric should check the property title to determine where the levee servitude falls. The inward dimension for measuring the 15-ft. requirement begins from the levee servitude. He clarified that property owners cannot build anything within the 15-ft. zone that can adversely affect the levee or that would keep the levee from being inspected.

Mr. Pineda commented that the 15-ft. requirement is a nationwide issue and relates to the USACE's need for greater control of encroachments and better maintenance because of recent problems. The new requirement becomes complicated when dealing with structures that have already been placed on the property.

Carol Byram, a resident along the 17<sup>th</sup> Street Canal, commented on the money and materials used to strengthen and enlarge levees along the east side of the 17<sup>th</sup> Street Canal, except in Lakewood South. She stated that no money or funding was used to improve the Lakewood South area because it was not necessary. She commented on the fence and tree removal in the Lakewood South area. She stated that she read hundreds of old and new studies over the past four years, including the USACE's new extensive reports. She stated that the consensus was and is that roots strengthen slopes, including at the toe, and that removing the roots can cause erosion. She asked if the Board is capable of doing the right thing about compensation and restoring what was taken unnecessarily because of false information. She commented about her impression about the plus 6-ft. requirement after reading the reports. She stated that the 17<sup>th</sup> Street Canal is a controlled drainage canal and asked should the same conditions apply to both a drainage canal and the Mississippi River.

Epsie Hennessy, a resident along the 17<sup>th</sup> Street Canal, explained that she has lived along the canal since childhood and that the canal had gotten bigger and wider. She

stated that the levee in Lakewood South is the highest, widest and safest in the area. She commented on the new State law relative to the 15-ft. requirement. She stated that the 17<sup>th</sup> Street Canal is not a navigable waterway. She stated that she was told by a State Representative that the new requirement was put into the law to protect the levees from people transporting houses over them and bringing in boats. She stated that the solution is to give the property owners back their property.

Stradford Goins, a former SLFPA-E Commissioner, commented that as far as he could tell the hurricane storm modeling has still not been reviewed by the Authority or any State agency. He stated that the LSU Hurricane Center has 152 storms posted on a web site. However, when he compared the LSU information with the information on four storms for which he received information from the USACE, there was a two-foot difference in the surge elevation between the two models for one of the storms. He commented on his attempts to obtain information from the USACE on this matter. He commented on the need to resolve conflicts in drainage and flood protection issues, which result from the handling of these aspects by two different parts of the USACE organization. He commented on his concern that if the modeling is wrong, the newly constructed Hurricane and Storm Damage Risk Reduction System (HSDRRS) may not hold up to hurricane threats. He stated that the modeling assumptions are critical. Mr. Goins added that he was glad to see that Dr. Kemp was appointed to the Board. He commented that the coastal restoration component of protection thus far has not been adequately addressed and that coastal restoration should have been addressed parallel with flood protection in order to provide multiple lines of defense.

Mr. Goins commented that protection for both sides of the Monticello Levee should be addressed at the same time. He also commented that the USACE has not followed Revised Statute (R.S.) 38:219, which specifically prohibits installing gates or any obstructions in drainage canals. He stated that this State law provides an opportunity to push for the construction of Option 2 for the outfall canals and that it was time to demand what is right from the USACE.

Laura DiRosa, a resident along the 17<sup>th</sup> Street Canal, commented that after she purchased and moved into her house she found out that her land was being taken. She stated that she was told by the USACE that the 17<sup>th</sup> Street Canal was a navigable waterway and that the USACE promised that that no additional land would be taken after the 6-ft. She added that instituting the 15-ft. requirement will involve buildings.

## **PRESENTATIONS:**

### **1. Update on the development of Louisiana's 2012 Coastal Master Plan.**

Kirk Reinhart, Director of Planning for the CPRA, explained that a high level overview was provided to the Board on the Louisiana 2012 Coastal Master Plan about a year-and-a-half ago and that details of the plan would be covered in today's presentation. He discussed the work of the Gulf Coast Ecosystem Task Force. The Federal government and agencies involved in Louisiana's restoration and protection will look to the 2012 Master Plan update as to what needs to be implemented. The Plan is also being used to highlight the Federal implementation issues that impede restoration efforts.

Mr. Reinhart advised that almost 1,900 square miles of land have been lost to date. A presentation slide showed the historic land loss. Louisiana is in a massive crisis situation and the State must be able to advance and think big. The Framework Development Team includes a broad membership. Team members are asked not only to bring local parochial issues and advocacy, but to remain open in the bigger context of what Louisiana is facing with its 1,900 square miles of land loss. The Plan integrates coastal restoration and protection. Protection elements can be structural, such as levees and floodgates, as well as non-structural. An attempt is being made to bring understanding of the contribution of ecosystem wetlands to flood protection. Four major hurricanes in five years, the Nation's largest oil spill and the record 2011 High Water Event have impacted the coast. A more resilient coast is needed.

Mr. Reinhart addressed the reasons for the lack of effectiveness in addressing the large scale problem:

- Very small projects were built because of funding limitations.
- The focus has been on single projects in a particular area as opposed to looking at a system of projects. This involves leveraging projects to gain maximum risk reduction levels.
- Compromises have been made in the past on projects. The current crisis prohibits the building of less effective projects because of any one particular interest.
- The tradeoffs were not fully understood.

Mr. Reinhart discussed the opportunity for potential future funding from the National Resources Damage Assessment (NRDA) from the Deepwater Horizon Oil Spill, Clean Water Act penalties, GOMESA (Gulf of Mexico Energy Security Act) and other sources. Current estimates show potential available funding for restoration and protection in the range of \$20 to \$50 billion (present day value) over the next fifty years. The suite of protection and restoration projects being analyzed is estimated at approximately \$250 billion. Therefore, dollars must be spent wisely and investments focused to produce the best return. Key questions must be answered: Which investments should be made and when? What financial resources are required? What outcomes can be achieved through this plan? How can the Plan evolve over time to be robust to uncertain future conditions?

Mr. Reinhart explained that the hundreds of individual projects can be assembled in different ways to come up with different suites of alternatives for the \$20 to \$50 billion. Interactions among projects can be significant. Due to significant uncertainty about future conditions, an attempt is being made through modeling efforts to understand how the future will look when exposed to different rates of sea level rise and subsidence. The 2012 Master Plan is the first of Louisiana's coastal plans to outline a series of specific projects for addressing land loss and reducing flood risks. The 2007 Master Plan was largely conceptual.

Karim Belhadjali explained that the 2012 Master Plan is built on past projects and plans. Thirty-four structural protection projects and 170 non-structural protection projects are being considered. Some of the projects overlap. For example, several protection alignments may be considered in order to determine which alignment provides the best



protection in the most cost effective way. Non-structural protection projects include flood proofing of residential and nonresidential structures (FEMA Flood Depth = 0 - 3 feet), elevation of residential structures (FEMA Flood Depth = 3 to 18 feet), and a voluntary acquisition program (FEMA Flood Depth = greater than 18 feet). A number of predictive models and planning tools are being used to assist in the evaluation of the effectiveness of the projects. All efforts are being modeled through a number of uncertainties (such as sea level rise and subsidence) and different scenarios are being assembled based on the uncertainties. The starting point was 2010 and the latest USGS landscape is being used and moved into the future. The 2010-2060 modeling output indicating potential future land loss in an intermediated scenario over the next 50 years was depicted on a slide.

Mr. Belhadjali reiterated that the 2012 Master Plan is being built upon the 2007 Master Plan, which had four objectives. A fifth objective to promote a working coast concept was added. The objectives lead to a vision of what Louisiana wants to achieve and a path to focus State investments, the ability to understand and confront trade-offs and a way to document progress. Ecosystem services will be considered in evaluations. Targets are being developed for protection of different communities. An objective approach is required. Population densities and total populations using 2010 Census Data are being used as a rationale for identifying targets. A level of protection for every inhabited area of the coast has been established. He discussed the targeted level of protection for various population densities indicated on one of the presentation slides. Models and other tools are being used to try to understand whether the targeted levels can be achieved. Understanding is needed on which projects are needed to achieve the risk reduction targets and the project costs and effectiveness. The risk reduction targets will potentially be achieved through the construction of levees and other structures, through non-structural elements and the contribution of the landscape.

Mr. Belhadjali discussed some of the modeling efforts, including flood surge and damage modeling for evaluating damage assessments, and storm surge and wave models. A Coastal Louisiana Risk Assessment (CLARA) model was developed that calculates economic impacts of flooding. The CLARA model can be used to evaluate potential projects to reduce monetary damages by utilizing storm surge and wave elevations and calculating damages to structures and assets. The planning tool developed will assist in sifting through data, assembling alternatives and selecting the most effective alternative. The results of the models and planning tools will be reviewed by experts and stakeholders to ensure that the project combinations make sense and to determine whether key projects are missing from the alternatives.

Mr. Doody pointed out that the presentation today deals with the conceptual aspects. A presentation will be provided at the next Board meeting relative to projects that have been constructed or planned for construction. He also explained that the Gulf Ecosystem Restoration Task Force is tasked to work with various interacting Federal agencies to attempt to speed up coastal restoration efforts. However, a plan must be in place in order to know what projects need to be built and project priorities. Mr. Belhadjali noted that almost one billion dollars of projects have been constructed.

Mr. Belhadjali advised that ten regional meetings were conducted across the State and attended by over 550 citizens and over 40 public officials. Currently, the modeling is being done and projects are being evaluated. The draft Master Plan is anticipated to be released in early January of 2012 for public review and comment. Public comments will be received until the end of February, 2012.

Mr. Belhadjali explained that \$790 million of surplus State dollars have been dedicated to the program between 2007 and 2008. These dollars were used to pay for the cost of LERRDS (lands, easements, rights-of-ways, relocations and servitudes). Approximately \$25 to \$35 million is received from the trust fund generated from oil and gas revenues. The State is dependent on current lease sales and future production. The BP oil spill interrupted production and \$222,000 was received from the program last year. The State wants to be prepared so that anticipated monies, such as NRDA and GOMESA funds, are spent wisely when they are received. Mr. Doody added that the USACE must mitigate for the HSDRRS projects and that the estimate of the mitigation is \$250 million. The SLFPA-E's position is that a better use of the mitigation dollars would be to include these monies with coastal restoration dollars to produce a greater impact.

Mr. Belhadjali advised that projects were taken from the USACE's LaCPR, the Coastal Wetlands Planning, Protection and Restoration Act program (CWPPRA), Parish plans and other sources for inclusion in the Louisiana Coastal Master Plan evaluation process. A 50 year horizon was set to look long term with a ten year action plan.

Mr. Doody requested that the Coastal Advisory Committee review the draft plan when released. Mr. Kemp commented that the Board must ultimately be an opinion leader and should keep very close tabs on the development of the Master Plan.

## **2. Levee Safety Action Classification System - U.S. Army Corps of Engineers**

Walter Baumy, Chief of the Engineering Division and Levee Safety Officer for the USACE New Orleans District, explained that the Levee Safety Classification Program was a result of the 2007 Levee Safety Act. The program that resulted from the Act mimics a previous program in dam safety. The dam safety program has been in progress for many years and uses a risk informed decision making process. The USACE is in the early stages of instituting a Levee Safety program; however, substantial progress has been made. The three major components of the program are inventory (National Levee Database), inspection and assessment. This is the first opportunity to assess a segment of the system by also using risk methodologies to determine the state of the system. This will result in risk informed decisions in the interest of public safety. A very high emphasis is placed on life safety implications in this type of assessment. The framework is risk assessment, risk management and risk communication. USACE levee inventories are included in the National Levee Database. States and other entities will soon be able to input their levee inventories for inclusion in the National Levee Database. The USACE is in the early stages of doing the assessments and processing the results. Several workshops have been held throughout the country that included professionals from State, private industry and the Federal government. The workshops dealt with the layout of the program and soliciting feedback and comments. Comments from the workshops are still being processed and

could result in potential changes. Thus far the risk assessment has been applied to only a very small sampling of systems. A very rigorous process with multiple steps is being utilized, which is anticipated to lead to the approval of ratings sometime next year.

The SLFPA-E's attempt to obtain data from the USACE relative to the 152 storms used in modeling efforts was discussed. Mr. Doody asked that Mr. Reinhart, Mr. Turner, Mr. Jacobsen and Mr. Goins confer to develop a request for the data discussed. Mr. Goins clarified that he had requested data relative to storm numbers, wind speeds, pressure, landfall wind speed, landfall pressure, the radius and forward velocities of storms, and a map showing storm tracks. Mr. Turner advised that he and Mr. Baummy would be meeting relative to a number of issues.

Richard Varuso, Levee Safety Program Manager for the USACE New Orleans District, was unable to provide the presentation on the Levee Safety Action Classification System due to time constraints. The presentation will be scheduled for the next Board meeting.

A motion was offered by Mr. Barry to amend the agenda to remove the item listed under Executive Session (Discussion of Attorney General opinion request regarding amendment of R.S. 38:225). Mr. Lacour advised that he was tasked by the Board at its last meeting with obtaining an Attorney General's opinion on the applicability and the Constitutionality of the amendment of R.S. 38:225. A rough draft of the opinion request was prepared and submitted to the Assistant Attorney General assigned to the SLFPA-E. The Assistant Attorney General responded that an opinion would not be issued at the present time because there is no concrete situation. Mr. Estopinal commented on the need to discuss this issue. Mr. Lacour pointed out that at this time the SLFPA-E does not know the ramifications of the amended statute. The motion to amend the agenda was seconded by Mr. Losonsky and unanimously adopted by a roll call vote.

Mr. Doody called for a brief recess for lunch.

The Board reconvened in regular session and the meeting was called back to order.

### **COMMITTEE REPORTS:**

**Finance Committee:** The Finance Committee met on October 6<sup>th</sup>. Motions were placed on the Board's agenda relative to the items discussed at the Committee meeting.

**Operations Committee:** The Operations Committee did not meet during the month of October.

**Legal Committee:** The Legal Committee did not meeting during the month of October.

**Engineering Advisory Committee:** Mr. Jackson reported that the Engineering Advisory Committee met on October 6<sup>th</sup>. The Committee discussed the Monticello Levee and a motion has been placed on the Board's agenda concerning this matter. Robert Jacobsen provided a report on task orders related to compartmentalization and the review of USACE Hurricane Surge Return Frequency Analysis to the Committee.

Mr. Jacobsen advised that a Community Development Block Grant (CDBG) is the funding source for a task order to look at potential compartmentalization projects within the polders to reduce residual risks. The first task order deals with a proposed structure east of the Airport along the St. Charles/East Jefferson Parish line. A stakeholders meeting will be held on November 2<sup>nd</sup> in the Council Chambers of the Joseph Yenni Building to discuss the potential issues in evaluating this project for reducing residual risks inside the polder. The meeting will include drainage department officials, floodplain administrators, Billy Marchal and other interested parties. The SLFPA-E must be selective in the number of scenarios that will be used in the modeling. He pointed out that this is not a comprehensive feasibility study, but just looking for low hanging fruit opportunities to minimize potential damage.

**CPRA/Governmental Affairs:** Mr. Barry stated that he has done some work with the Gulf Ecosystem Task Force; however, he did not know whether any of his thoughts would be reflected in the task force's final draft report. Mr. Kemp advised that the comments that he had made to the Task Force to this point mostly emphasized the significance of the Delta in the overall Gulf of Mexico as the driver of the ecosystem. The apparent conflict among various agencies relative to the control of sediments entering the Mississippi River and the beneficial use of sediments was briefly discussed.

**REGIONAL DIRECTOR'S REPORT:** A copy of the Regional Director's Report is appended to the minutes. Mr. Turner called the Board's attention to the following items:

- Turf establishment on earthen embankments continues to be a significant outstanding HSDRRS issue. In many of the cases turf is anticipated to be established before the growing season stops and the dormant period for the grass begins. However, turf will not be established on some of the projects and the USACE will be unable to turn those projects over to the levee districts this year.
- The completion of the Seabrook Control Structure Project will be delayed for up to 23 weeks due to the recasting of bearings for the sector gate leaves. The USACE is considering modifying the existing cofferdam at Seabrook because of this delay and the impact of the cofferdam on navigation.
- The USACE is currently developing the Operations and Maintenance Manuals and a schedule of training for the non-federal sponsor that will begin in early 2012 for the IHNC Storm Surge Barrier. The SLFPA-E is establishing a Storm Surge Barrier Work Group, which will be made up of staff members. The Work Group will look at the resources required to operate and maintain the IHNC Storm Surge Barrier, develop potential organizational changes and provide recommendations. A motion has been placed on the Board's agenda for assistance in this matter.
- The West Return (Airport Runway) Levee project will be delayed approximately 45 days due to the need to raise an electrical conduit bridge installed by the airport's electrical contractor to provide sufficient clearance above the levee embankment.
- The USACE is working out the details of the correction plan to make the floodgate at LPV 101.02 close and seal properly.

- The guard rail system at LPV 103.01.A2 is in need of realignment and a resolution is needed from the O.L.D. Non-Flood Division because of a roadway under its purview that must be taken into account.
- The USACE worked out a plan for taking corings on LPV 149 and the corings were taken yesterday.
- Information was provided to the Board from yesterday's USACE armoring meeting. The USACE Project Delivery Team (PDT) is now considering the placement of armoring at LPV 106 where an I-wall was constructed on top of the levee. An issue relative to the use of Turf Reinforcement Matt (TRM) is the possibility that the USACE may issue separate contracts for securing the materials and for installing the TRM. This could potentially result in the contractors disputing responsibility for problems that may occur. The SLFPA-E recommended that the USACE have a single contractor responsible for warranting the entire work including materials.
- The FEMA NFIP (National Flood Insurance Program) Levee System Accreditation is progressing. About 19 projects are at risk for meeting the accreditation schedule imposed by the USACE. The 50 percent level hydraulic modeling results were received from FEMA for the three parishes and are being reviewed for comment. One issue concerns how the interior non-federal levees located in the Orleans and Lake Borgne Basin Levee Districts will be considered in the modeling. The issue is whether these levees will be viewed like normal riverine or coastal levees requiring certification or as drainage divides. The certification process for the non-federal levees could cost the local levee districts from four to five million dollars. The SLFPA-E is attempting to investigate potential sources of funding should certification of the non-federal levees be required. Mapping the system by FEMA without including the non-federal levees would significantly impact base flood elevations and drive up NFIP premiums.
- Halcrow, Inc. has completed its review of the Safe Water Elevation Reports and the designs for the remediation work proposed by the USACE for all three outfall canals. There have been no major problems discovered on most of the USACE's work that was reviewed by Halcrow. Halcrow pointed out some problematic areas, particularly with regards to meeting the geometric requirements for I-walls, such as stick-up and embedment depths. Halcrow is reviewing the engineering technical letter issued by the USACE dated June, 2011, relative to the evaluation of I-walls to determine whether the letter impacts any of the work thus far accomplished. In addition, Mr. Baummy has instructed the USACE project team to re-review the work.
- No specific problems were identified by Halcrow/Fenstermaker in their structural review of the LPV 144 (Bayou Dupre) sector gate leaf. The structure appears to have been significantly overdesigned from a strength perspective. The consultants noted that a formal reanalysis was not performed to account for the eccentricities of members and structure deflection for completeness. The USACE has agreed to make the structural run using the structural analysis program. The results of the USACE's analysis will be submitted to Halcrow/Fenstermaker for review.
- In addition to the work group for the IHNC Surge Barrier, the SLFPA-E has established a work group consisting of the levee districts maintenance staff for operations and maintenance. This effort will be headed by Fran Campbell, East

Jefferson Levee District (EJLD) Executive Director. Operations and Maintenance manuals will be provided to the work group for review and comment.

Mr. Turner reported that he recently attended an International Network for Storm Surge Barrier Managers (I-Storm) symposium. The purpose of the network is for individuals to share knowledge and experience on storm surge barriers. The SLFPA-E's Storm Surge Barrier Work Group will interface with this network. He advised that he also met with representatives of the Deland Water Board concerning an information exchange system between the SLFPA-E, CPRA and Deland Water Board and a potential staff exchange between the CPRA and the Deland Water Board.

**Motion recommending changes to the Modified Charleston Method used for determining compensatory mitigation.**

Mr. Wittie offered a motion, which was seconded by Mr. Barry, to consider recommending changes to the Modified Charleston Method used for determining compensatory mitigation.

Mr. Doody explained that the Modified Charleston Method (MCM) is a method of calculating the mitigation acreage necessary when certain projects are approved and built. The MCM is currently being used by the USACE. The Association of Levee Boards of Louisiana (ALBL) adopted a resolution that formed the basis of the draft resolution before the Board. The ALBL resolution in part asks that there be no mitigation for flood protection projects. The CPRA discussed the MCM at its meeting yesterday and basically suggested that a request be made to the USACE to extend the October 25<sup>th</sup> deadline for comments. He suggested that the Coastal Advisory Committee be given an opportunity to carefully review the MCM and report back to the Board. There was concurrence that the SLFPA-E'S preliminary comments should be submitted to the USACE. The comments should include requests that the comment period be extended through the date of the next CPRA meeting, that no mitigation be required for coastal restoration and that the master plan be considered.

The motion offered by Mr. Wittie and seconded by Mr. Barry was withdrawn.

**RESOLUTION NO. 10-20-11-02 – APPROVAL OF LEGAL INVOICES**

On the motion of Mr. Barry,  
Seconded by Mr. Estopinal, the following resolution was offered:

**WHEREAS**, the legal invoices submitted to the Southeast Louisiana Flood Protection Authority-East (SLFPA-E), East Jefferson Levee District, Lake Borgne Basin Levee District and Orleans Levee District listed on the spreadsheet entitled "Legal Invoices Approved on October 20, 2011", have been reviewed and approved by the appropriate levee district Executive Director, the SLFPA-E Regional Director and the SLFPA-E General Counsel, Robert Lacour; and

**WHEREAS**, the aforementioned invoices were submitted to the members of the Legal Committee for review.

**BE IT HEREBY RESOLVED**, that the legal invoices listed on the spreadsheet entitled “Legal Invoices Approved on October 20, 2011” are hereby approved.

The foregoing was submitted to a vote, the vote thereon was as follows:

YEAS: Mr. Barnes, Mr. Barry, Mr. Estopinal, Mr. Jackson, Mr. Kemp,  
Mr. Losonsky, Mr. Pineda and Mr. Wittie

NAYS: None

ABSENT: None

**RESOLUTION NO. 10-20-11-03 – CDBG – ID-IQ CONTRACT TASK ORDER**

On the motion of Mr. Barry,

Seconded by Mr. Wittie, the following resolution was offered:

**WHEREAS**, the Southeast Louisiana Flood Protection Authority-East (SLFPA-E) applied for a grant through the Community Development Block Grant – Disaster Recovery Unit to conduct planning and study activities related to flood protection; and

**WHEREAS**, the SLFPA-E identified potential projects to be performed under the aforementioned grant that are extremely important to the Metropolitan New Orleans area; and

**WHEREAS**, the aforementioned studies are to be performed utilizing the SLFPA-E’s current Indefinite Delivery-Indefinite Quantity (ID/IQ) Contracts through the issuance of task orders; and

**WHEREAS**, the SLFPA-E wishes to proceed with the second phase of the study identified as Residual Risk Compartmentalization Study – Model Development and Validations.

**BE IT HEREBY RESOLVED**, that the SLFPA-E Regional Director is hereby authorized to negotiate a task order with Bob Jacobsen PE, who assumed the ID/IQ contract for Taylor Engineering with Board approval on July 21, 2011, in an amount not to exceed \$120,000 for Residual Risk Compartmentalization Study – Model Development and Validations and to execute and issue said task order with payment predicated upon the receipt of grant funds.

The foregoing was submitted to a vote, the vote thereon was as follows:

YEAS: Mr. Barnes, Mr. Barry, Mr. Estopinal, Mr. Jackson, Mr. Kemp,  
Mr. Losonsky, Mr. Pineda and Mr. Wittie

NAYS: None

ABSENT: None

**RESOLUTION NO. 10-20-11-04 – MONTICELLO LEVEE**

Mr. Jackson explained that this item is relative to a request received from Billy Marchal with the Flood Protection Alliance. Jefferson Parish received a grant in an amount between \$1.5 and \$1.8 million for the design and construction of drainage improvements. The box culvert of the Monticello Canal, which is a projection of the 17<sup>th</sup>

Street Canal, has been under capacity for the drainage area for a number of years. The resolution before the Board informs Jefferson Parish that the SLFPA-E does not want the parish to make modifications in this vicinity without considering the extension of the polder levee along the 17<sup>th</sup> Street Canal, which will be done at some point in the future. The opening (the Orleans/Jefferson Parish portion of Airline Highway) is currently sandbagged by Jefferson Parish personnel in anticipation of hurricane events. Mr. Jackson advised that he has expressed concern in the past about the construction of a gate structure across this portion of highway, which is used as an escape route.

There was a discussion on the difference between the flow of drainage waters between parishes and the flow of water from a catastrophic flood event between parishes and about the topography of the subject area.

On the motion of Mr. Wittie,  
Seconded by Mr. Estopinal, the following resolution was offered:

**WHEREAS**, the Jefferson Parish Department of Public Works has received a grant in the amount of \$1.5 - \$1.8 million for the design of drainage improvements at Airline Highway and the Monticello Canal; and

**WHEREAS**, when a hurricane threatens the region sandbags or Hesco baskets must be placed across Airline Highway at the location where the Monticello Levee ends on either side of the highway closing the highway to vehicular traffic; and

**WHEREAS**, it is the position of the Southeast Louisiana Flood Protection Authority-East (SLFPA-E) that the Monticello Levee, which creates polders on either side of the levee, should be maintained in order to protect both Orleans and Jefferson Parishes in the event flooding from overtopping or breaching outside of either parish during a hurricane event, and that the construction of the drainage project must not preclude the continuity of this polder levee; and

**WHEREAS**, the SLFPA-E supports a request to Jefferson Parish to incorporate the reconnection of the Monticello Levee in its proposed design study for drainage at Airline Highway and the Monticello Canal; and

**WHEREAS**, continuity of the levee across Airline Highway should be incorporated in any work done by Jefferson Parish on the drainage improvements.

**BE IT HEREBY RESOLVED**, that the Southeast Louisiana Flood Protection Authority-East supports the maintenance and enhancement of the aforementioned polder protection.

**BE IT FURTHER RESOLVED**, that a copy of this resolution be sent to the appropriate officials in Jefferson Parish.

The foregoing was submitted to a vote, the vote thereon was as follows:

YEAS: Mr. Barnes, Mr. Barry, Mr. Estopinal, Mr. Jackson, Mr. Kemp,  
Mr. Losonsky, Mr. Pineda and Mr. Wittie

NAYS: None

ABSENT: None



**RESOLUTION NO. 10-20-11-05 –  
RFQ FOR DEVELOPMENT OF AN OPERATIONS AND MAINTENANCE PLAN FOR  
THE IHNC STORM SURGE BARRIER AND NAVIGATION GATES**

Mr. Jackson explained that he and Mr. Turner discussed a means of putting together the operations and maintenance crew for the IHNC Surge Barrier before the USACE begins its training sessions. Mr. Turner had suggested that a crew be established with the sole responsibility of operating and maintaining the IHNC Surge Barrier. Due to the SLFPA-E staff's current workload, a consultant is needed in order to develop this important plan in a timely manner. In addition to developing an organizational structure, the consultant would work the USACE and its Operations and Maintenance (O&M) Manuals to prepare work schedules for personnel and provide a recommendation on the allocation of costs to the levee districts involved. The consultant will work with the SLFPA-E's work group, ensure that the information in the O&M Manuals is sufficient to operate and maintain this system, provide advice on staffing requirements, provide recommendations on whether it is more economical and efficient to perform all of the operations and maintenance in-house or whether portions should be contracted, along with advising the type of contract mechanisms that should be used, and provide advice on the frequency of inspections. Mr. Doody noted that AECOM has been tasked by the SLFPA-E to perform a study to determine future O&M costs for the levee districts.

On the motion of Mr. Wittie,  
Seconded by Mr. Jackson, the following resolution was offered:

**WHEREAS**, the Inner Harbor Navigation Canal (IHNC) Storm Surge Barrier Project will be completed in the near future by the U.S. Army Corps of Engineers and will be turned over to the Orleans Levee District and Lake Borgne Basin Levee District for operation and maintenance; and

**WHEREAS**, an Operations and Maintenance (O&M) Plan is needed by the Southeast Louisiana Flood Protection Authority-East and the levee districts for the IHNC Storm Surge Barrier, the Seabrook Complex and associated closure structures and navigation gates; and

**WHEREAS**, the O&M Plan should include a number of components, such as O&M resource requirements and a recommended organizational structure.

**BE IT HEREBY RESOLVED**, that the SLFPA-E Regional Director is instructed to advertise a Request for Qualifications for the development of an Operations and Maintenance Plan for the Hurricane and Storm Damage Risk Reduction System (HSDRRS) Storm Surge Barriers and associated closure structures and navigation gates.

The foregoing was submitted to a vote, the vote thereon was as follows:

YEAS: Mr. Barnes, Mr. Barry, Mr. Estopinal, Mr. Jackson, Mr. Kemp,  
Mr. Losonsky, Mr. Pineda and Mr. Wittie

NAYS: None

ABSENT: None

**RESOLUTION NO. 10-20-11-06 – EAST JEFFERSON LEVEE DISTRICT-CAPITAL OUTLAY PROGRAM FUNDING REQUEST**

On the motion of Mr. Barry,  
Seconded by Mr. Estopinal, the following resolution was offered:

**WHEREAS**, the State of Louisiana COP funding applications are required to be submitted by November 1, 2011, with a Resolution requesting sponsor funding; and

**WHEREAS**, the East Jefferson Levee District (EJLD) has projects that require funding from the COP in order to initiate planning, design, land acquisition and construction phases of said projects.

**BE IT HEREBY RESOLVED**, the Southeast Louisiana Flood Protection Authority-East on behalf of the EJLD by this Resolution formally requests the State of Louisiana COP to fund the following EJLD projects for Fiscal Year 2012-2013 in the amounts shown:

**Planning, Design, Land Acquisition and Construction of a Safehouse/Consolidated Operating Facility - \$20,720,877**

**BE IT FURTHER RESOLVED**, that the EJLD does hereby certify, in accordance with the State Capital Outlay Act, the following:

1. There is no bond funding, other than State general obligation bond funding, sufficient to fund the above Capital Outlay request.
2. All local options for funding for this Capital Outlay request through taxation, special assessments, loans, bonds, or other resources have been considered and rejected as not being feasible or readily acceptable at this time.
3. There is no revenue source for these non-recurring project appropriations.
4. No surplus and/or unobligated funds are available.

**BE IT FURTHER RESOLVED**, that the EJLD is committed to providing a local project match to the extent it is economically able for the amounts required/ recommended and necessary by the State.

**BE IT FURTHER RESOLVED**, that the EJLD Executive Director be authorized to sign any and all documents necessary to accomplish the above.

**BE IT FURTHER RESOLVED**, that the EJLD Executive Director is hereby authorized and designated to act on behalf of EJLD in all matters pertaining to each of the aforementioned Projects for which Capital Outlay funds are being requested including requests for State disbursements.

The foregoing was submitted to a vote, the vote thereon was as follows:

YEAS: Mr. Barnes, Mr. Barry, Mr. Estopinal, Mr. Jackson, Mr. Kemp,  
Mr. Losonsky, Mr. Pineda and Mr. Wittie

NAYS: None

ABSENT: None

**RESOLUTION NO. 10-20-11-07 –  
EJLD SAFEHOUSE AND CONSOLIDATED FACILITIES**

Ms. Campbell explained that the EJLD was advised that New Orleans City Council approval may not be provided until March of 2012; however, the EJLD will try to expedite the approval process. Mr. Jackson advised that any work that the architect may be authorized to accomplish at this time will not be site specific.

On the motion of Mr. Barry,  
Seconded by Mr. Estopinal, the following resolution was offered:

**WHEREAS**, by Resolution No. 04-16-09-08 the Board approved the selection of the firm of Waggoner and Ball Architects and the execution of a contract with said firm for EJLD Project No. 2009-08-01 - East Jefferson Safehouse and Operations Facilities; and

**WHEREAS**, the aforementioned contract consists of three phases (Phase I – Study Phase, Phase II – Design Phase and Phase III - Construction); and

**WHEREAS**, Phase I (Study Phase) of said contract has been completed and the recommendations are being implemented; and

**WHEREAS**, by Resolution No. 04-21-11-08 the Board approved the EJLD's purchase of 15 parcels of property surrounding the Louis Armstrong New Orleans International Airport from the City of New Orleans, subject to certain conditions, as the site for the construction of the EJLD Safehouse and Consolidated Facilities; and

**WHEREAS**, certain actions are required in order to expeditiously proceed with the acquisition of the required property and the design and construction of the proposed consolidated EJLD facilities.

**BE IT HEREBY RESOLVED**, that the EJLD Executive Director is hereby authorized to proceed with and execute any and all documents required to accomplish the following actions, subject to the approval of the purchase of the aforementioned Airport property by the New Orleans City Council and review by the SLFPA-E's General Counsel:

- Negotiation and issuance of a task order to the firm of BFM under the current SLFPA-E ID-IQ contract to perform the required surveys.
- Selection and retention of the services of a title insurance company to perform the required abstracts and insure the titles.
- Negotiation of specific fees with the firm of Waggoner and Ball for Phase II – Design Phase under the current contract.
- Environmental Assessment

The foregoing was submitted to a vote, the vote thereon was as follows:

YEAS: Mr. Barnes, Mr. Barry, Mr. Estopinal, Mr. Jackson, Mr. Kemp,  
Mr. Losonsky, Mr. Pineda and Mr. Wittie

NAYS: None

ABSENT: None

**RESOLUTION NO. 10-20-11-08 – ORLEANS LEVEE DISTRICT  
CAPITAL OUTLAY PROGRAM FUNDING REQUEST**

The Board discussed the clean up that is necessary along the lakefront after storm events and the erosion taking place behind the seawall. Mr. Gillen advised that the Orleans Levee District (O.L.D.) is awaiting an Attorney General opinion before it can proceed with the Sewall Erosion Project.

On the motion of Mr. Barry,  
Seconded by Mr. Estopinal, the following resolution was offered:

**WHEREAS**, the Orleans Levee District (O.L.D.) has successfully obtained funding from the State of Louisiana Capital Outlay Program (COP) for the design of several vital projects over the past years; and

**WHEREAS**, the State of Louisiana COP funding applications are required to be submitted by November 1, 2011, with a Resolution requesting sponsor funding; and

**WHEREAS**, the O.L.D. has projects that require funding from the COP in order to initiate design and/or construction phases of said projects.

**BE IT HEREBY RESOLVED**, that the Southeast Louisiana Flood Protection Authority-East on behalf of the O.L.D. by this Resolution formally requests the State of Louisiana COP to fund the following O.L.D. projects for Fiscal Year 2012-2013 in the amounts shown:

<b>A. Seawall Flood Protection Modification, Phase I (at Lakeshore Drive)</b>	<b>\$ 5,000,000</b>
<b>B. Bayou St. John Water Management Improvements</b>	<b>\$ 875,000</b>
<b>C. Highway 90 Land Bridge</b>	<b>\$ 5,000,000</b>

**BE IT FURTHER RESOLVED**, that the O.L.D. does hereby certify, in accordance with the State Capital Outlay Act, the following:

1. There is no bond funding, other than State general obligation bond funding, sufficient to fund the above Capital Outlay request.
2. All local options for funding for this Capital Outlay request through taxation, special assessments, loans, bonds, or other resources have been considered and rejected as not being feasible or readily acceptable at this time.
3. There is no revenue source for these non-recurring project appropriations.
4. No surplus and/or unobligated funds are available.

**BE IT FURTHER RESOLVED**, that the O.L.D. is committed to providing a local project match to the extent it is economically able to for the amounts required/recommended and necessary by the State.

**BE IT FURTHER RESOLVED**, that the O.L.D. Executive Director be authorized to sign any and all documents necessary to accomplish the above.

**BE IT FURTHER RESOLVED**, that the O.L.D. Executive Director is hereby authorized and designated to act on behalf of O.L.D. in all matters pertaining to

each of the aforementioned Projects for which Capital Outlay funds are being requested including requests for State disbursements.

The foregoing was submitted to a vote, the vote thereon was as follows:

YEAS: Mr. Barnes, Mr. Barry, Mr. Estopinal, Mr. Jackson, Mr. Kemp,  
Mr. Losonsky, Mr. Pineda and Mr. Wittie

NAYS: None

ABSENT: None

**RESOLUTION NO. 10-20-11-09 – RENEWAL OF O.L.D. FLOOD PROTECTION DIVISION AUTOMOBILE LIABILITY INSURANCE COVERAGE**

On the motion of Mr. Estopinal,  
Seconded by Mr. Barry, the following resolution was offered:

**WHEREAS**, the Orleans Levee District's (O.L.D.) Automobile Liability and Physical Damage Insurance policy will expire on November 1, 2011; and

**WHEREAS**, Praetorian Insurance Company, an admitted Company in the State of Louisiana, offered to renew the current Automobile Liability policy through Morrison Insurance Agency from first dollar for a term of one year, commencing on November 1, 2011 and expiring on November 1, 2012 at 12:01 am, at an estimated cost of \$153,174.

**BE IT HEREBY RESOLVED**, the Southeast Louisiana Flood Protection Authority-East authorizes the renewal of the Automobile Policy from Praetorian Insurance Company through Morrison Insurance Agency at the renewal quote of \$153,174 for a period of one year, commencing on November 1, 2011 and expiring on November 1, 2012 at 12:01 am.

**BE IT FURTHER RESOLVED**, that the O.L.D. Executive Director is authorized to sign any and all documents necessary to accomplish the above.

The foregoing was submitted to a vote, the vote thereon was as follows:

YEAS: Mr. Barnes, Mr. Barry, Mr. Estopinal, Mr. Jackson, Mr. Kemp,  
Mr. Losonsky, Mr. Pineda and Mr. Wittie

NAYS: None

ABSENT: None

**RESOLUTION NO. 10-20-11-10 – CONSULTANT AGREEMENT FOR GRANT EXTENSION**

Mr. Doody explained that a position has been created at the O.L.D. for a grant writer. The extension of the contract with Shelly Midura is needed because the contractual amount has been reached. Ms. Midura works on an hourly basis. The contract amount will be increased by \$20,000 in order to maintain Ms. Midura's services while the O.L.D finds a grant writer to fill the approved Civil Service position. Mr. Pineda commented that he has worked with Ms. Midura on the CDBG grant, the Levee Information Management System and the Pre-Disaster Mitigation Grant for the safe room and found her to be responsive and knowledgeable.

Mr. Barry requested that the Board accept a technical amendment in the draft resolution to substitute the word “contract” for the word “termination”. The technical amendment was accepted by Mr. Estopinal and there was no objection from the Board.

On the motion of Mr. Estopinal,  
Seconded by Mr. Barry, the following resolution was offered:

**WHEREAS**, a Consulting Agreement in the not-to-exceed amount of \$45,000 between Shelley Midura and the Orleans Levee District was entered into to provide assistance in grant identification, application and administration; and

**WHEREAS**, the Consulting Agreement was amended to expire on December 31, 2011; however, funding will be exhausted prior to this date, and

**WHEREAS**, additional services are required to continue grant application and compliance oversight until the in-house position of Administrative Program Specialist A is filled.

**BE IT HEREBY RESOLVED**, that the Consulting Agreement be amended to increase the not-to-exceed amount by \$20,000 and to extend the contract date to March 31, 2012.

**BE IT FURTHER RESOLVED**, that the Executive Director of the Orleans Levee District be authorized to sign the aforementioned Amendment.

The foregoing was submitted to a vote, the vote thereon was as follows:

YEAS: Mr. Barnes, Mr. Barry, Mr. Estopinal, Mr. Jackson, Mr. Kemp,  
Mr. Losonsky, Mr. Pineda and Mr. Wittie

NAYS: None

ABSENT: None

#### **RESOLUTION NO. 10-20-11-11 – POLICE SECURITY EQUIPMENT GRANT**

Mr. Gillen advised that the Cooperative Endeavor Agreement reflects conditions contained in the U.S. Department of Homeland Security grant to the City of New Orleans.

On the motion of Mr. Barry,  
Seconded by Mr. Estopinal, the following resolution was offered:

**WHEREAS**, the United States Department of Homeland Security Infrastructure Protection Office is providing a grant to the City of New Orleans through which the Orleans Levee District Police will receive several security equipment items, including two King Quads ATVs, a Kawasaki MULE 4010, portable area light stands, and security cameras; and

**WHEREAS**, the City of New Orleans has requested that a Cooperative Endeavor Agreement (CEA) be entered into between the agencies to transfer ownership of equipment; and

**WHEREAS**, the equipment accepted shall only be used by Orleans Levee District Police to protect critical infrastructure and public safety within Orleans Parish.

**BE IT HEREBY RESOLVED**, that the Orleans Levee District Executive Director is granted the authority to sign the CEA and future CEA amendments to Appendices as equipment arrives.

The foregoing was submitted to a vote, the vote thereon was as follows:

YEAS: Mr. Barnes, Mr. Barry, Mr. Estopinal, Mr. Jackson, Mr. Kemp,  
Mr. Losonsky, Mr. Pineda and Mr. Wittie

NAYS: None

ABSENT: None

**RESOLUTION #10-20-11-12 - LAKE BORGNE BASIN LEEVE DISTRICT  
CAPITAL OUTLAY PROGRAM FUNDING REQUEST**

Mr. Jackson inquired about the request for funding for the first item listed in the resolution (Drainage Improvements to LA 46 Roadway and Drainage Improvement Project between Parish Road and Webster Road). Mr. Turner explained that the request is for work within the Corrin Canal and primarily associated with replacing some of the culvert crossings with bridges and bank stabilization. The Highway Department enlarged the culvert under the highway, which resulted in the flow of additional water into the canal. Partial funding has been received in the past on this project.

On the motion of Mr. Barry,  
Seconded by Mr. Estopinal, the following resolution was offered:

**WHEREAS**, the Lake Borgne Basin Levee District (LBBLD) has successfully obtained funding from the State of Louisiana Capital Outlay Program (COP) for several vital projects over the past years; and

**WHEREAS**, the State of Louisiana COP funding applications are required to be submitted to Facility Planning and Control by November 1, 2011, with a Resolution requesting sponsor funding; and

**WHEREAS**, the LBBLD requires funding from the COP for various projects.

**BE IT HEREBY RESOLVED**, that the Southeast Louisiana Flood Protection Authority-East on behalf of the LBBLD by this Resolution formally requests the State of Louisiana COP to fund the following LBBLD projects for Fiscal Year 2012-2013 in the amounts and priority shown:

LIST OF PROJECTS

- |                                                                                                                                            |              |
|--------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| 1. Drainage Improvements to LA 46 Roadway and Drainage Improvement Project Between Parish Road and Webster Road, Planning and Construction | \$ 2,320,000 |
| 2. Flooding and Drainage Improvements, Planning and Construction                                                                           | \$ 270,000   |
| 3. Drainage Pump Stations and Channel Improvements,                                                                                        |              |

Land Acquisition, Planning and Construction	\$ 11,530,000
4. Bulkheading of Canals, Planning and Construction-Phase 1	\$ 2,040,000
5. Storm Proofing Pump Stations St. Bernard Parish, La. Planning and Construction – Phase 1	\$ 8,000,000
6. Storm Proofing Pump Stations St. Bernard Parish, La. Planning and Construction – Phase 2	\$ 8,000,000
7. Storm Proofing Pump Stations St. Bernard Parish, La. Planning and Construction – Phase 3	\$ 8,000,000

**BE IT FURTHER RESOLVED**, that the LBBLD does hereby certify, in accordance with the State Capital Outlay Act, the following:

1. There is no bond funding, other than State general obligation bond funding, sufficient to fund the above Capital Outlay request.
2. All local options for funding for this Capital Outlay request through taxation, special assessments, loans, bonds, or other resources have been considered and rejected as not being feasible or readily acceptable at this time.
3. There is no revenue source for this non-recurring project appropriation.
4. No surplus and/or unobligated funds are available.

**BE IT FURTHER RESOLVED**, that the LBBLD is committed to providing a local project match to the extent it is economically able to for the amount required/recommended and necessary by the State.

**BE IT FURTHER RESOLVED**, that the LBBLD Executive Director and/or SLFPA-E President is hereby authorized to sign any and all documents necessary to accomplish the above.

**BE IT FURTHER RESOLVED**, that the LBBLD Executive Director and/or SLFPA-E President is hereby authorized and designated to act on behalf of LBBLD in all matters pertaining to each of the aforementioned Projects for which Capital Outlay funds are being requested including requests for State disbursements.

The foregoing was submitted to a vote, the vote thereon was as follows:

YEAS: Mr. Barnes, Mr. Barry, Mr. Estopinal, Mr. Jackson, Mr. Kemp,  
Mr. Losonsky, Mr. Pineda and Mr. Wittie

NAYS: None

ABSENT: None

The next regular meeting will be on November 17, 2011 and hosted by the O.L.D.

There was no further business; therefore, the meeting was adjourned at 3:15 p.m.



SOUTHEAST LOUISIANA FLOOD PROTECTION AUTHORITY - EAST  
REGIONAL DIRECTOR'S REPORT

October 20, 2011

**100 Year Level of Protection**

IHNC 01- Seabrook Structure:

The Seabrook construction site, including the cofferdam, was flooded from high tides associated with Tropical Storm Lee. The cofferdam has been unwatered, and work is once again underway.

All tie-in T-Wall monoliths are complete. The sector gate foundation is complete. Rebar is currently being placed for the vertical lift gate piers. Concrete for all four lift gate piers will be placed up to elevation +16' by October 23, 2011. The steel vertical lift gates (60% complete) and sector-gate leafs (15% complete) are in fabrication and are scheduled to be delivered to the site by late fall of 2011.

The railroad floodgate originally included in the LPV104.02A Project has been constructed under the IHNC-01 Project, and all work on the gate is now complete. The gate has been exercised for the Orleans Levee District. The gate will not be turned over to the NFS for OMRR&R until the entire IHNC-01 Project is complete.

Four of the ten cast bearings for the sector gate leafs failed inspection. Recasting will delay completion of construction for up 23 weeks. Construction on the Project is now scheduled for completion between July and September of 2012.

A temporary irrigation system has been installed for placement of sod.

The IHNC is completely closed to navigation at the Seabrook construction site.

IHNC 02 - Inner Harbor Navigation Canal Hurricane Storm Surge Barrier:

The Contractor continues to make good progress. Overall design is almost 100% complete. Major construction activities are about 90% complete. The Floodwalls and T-Walls in this project are complete. The bypass gate is open to navigation while work continues on the sector gate.

Two field exercises have been conducted by the USACE and their Contractors to demonstrate the interim closure of the barge gate opening in the event of a storm this year. The interim closure requires the use of a tug boat and temporary pumps.

Work continues on placing the filter fabric and stone along the protected side of the surge barrier. Work is approximately 83% complete on scour stone placement.

Concrete placement has been completed at both the south and north control houses on the GIWW sector gate.

The Contractor is temporarily demobilized from the site awaiting the delivery of the hydraulic cylinders. Delivery of the cylinders is scheduled for mid November 2011. The HPU fabrication is complete.

The final mechanical systems for the barge gate are still a work in progress. The barge gate subcontractor is demobilized now and will re-mobilize on site in mid November 2011 to start the barge mechanical work.

17 of the 20 approach wall piles have been driven at the Bayou Bienvenue lift gate structure. The GIWW sector gate approach wall steel and concrete piles are in fabrication.

The fabrication and painting of the Bayou Bienvenue lift gate steel towers and vehicular bridge is 92% complete.

Construction on the Bayou Bienvenue lift gate structure control house will begin during the week of October 17, 2011.

O&M manuals are under development and onsite training for the NFS is scheduled to begin in January 2012.

#### **East Jefferson Levee District:**

##### Reaches 1 thru 5:

The Work is substantially complete. Turf establishment issues still remain. The vegetation contractor has started work on turf establishment. Reaches 1, 3 and 4 have been spot seeded and all three reaches have been fertilized. Reach 2 was cut, seeded and fertilized. Final inspections on Reaches 1 and 5 were completed in late August and early September. Reach 1 will be re-inspected in the coming weeks. There are also final inspections pending on Reaches 3 and 4. The USACE has modified contracts to address East Jefferson Levee District's concerns with access ramps in all reaches.

##### Bonnabel Breakwater Project:

The Notice of Construction Complete Letter for this Project was transmitted by the USACE to CPRA and copied to EJLD on November 12, 2010.

##### Duncan Breakwater Project:

The Notice of Construction Complete Letter for this Project was transmitted by the USACE to CPRA and copied to EJLD on February 2, 2011.

##### Williams Blvd. Floodwall and Gate:

Work is substantially complete. The final inspection was held on January 24, 2011. The USACE transmitted the final punch list and the Contractor is addressing the punch list items. The gate winch, which was sent back to the manufacturer for inspection and repair/replacement, has now been given to East Jefferson Levee District. The gate failed paint inspection and will have to be repainted. The cracking in the approach slabs are currently being addressed as well as the paint on the gate.

Bonnabel Floodwall and Gate:

Work is substantially complete. Final inspection was held on December 20, 2010. Turf establishment issues remain. The gate failed paint inspection and will have to be repainted. Roadway striping needs to be redone. The contractor has completed the bolt torque modification. There appears to be some settlement in the asphalt approach on the protected side NB lane. This will need to be addressed.

Pump Station Fronting Protection:

The Work is approximately 54% complete. Work is ongoing at Elmwood and Suburban Pump Stations and accompanying Breakwaters. Work has begun on a limited basis at Duncan and Bonnabel Pump Stations. The Contractor has installed interim measures at both Elmwood and Suburban Pump Stations to defend against a 100 year event.

LPV 017.2 (Causeway Crossing):

Causeway traffic has been rerouted onto a temporary roadway on the median for both northbound and southbound traffic. The contractor is continuing to work on NB and SB bridge spans as well as the mainline T-Wall. Pile driving continues for NB bridge spans and the western crib wall tie-in. Work is approximately 49% complete.

West Return Levee/Floodwall - North:

Work is approximately 83% complete. H-pile and sheet pile driving is nearly complete. The Contractor is continuing to place concrete in work fronts 1, 2, 4 and in the re-curve area. The USACE requested permission from the City of Kenner to work on the protected side of the old flood wall. This request was denied. The contractor has been given permission from the USACE to move forward with early demolition of the existing floodwall beginning November 1, 2011.

West Return Levee/Floodwall – South:

Work is approximately 82% complete. The Contractor has completed all pile driving for the project. The base slab and wall stems are scheduled to be complete by October 25, 2011, with the exception of flood side construction access points. The contractor will continue hauling sand and clay embankment in the airport triangle area. Rip rap installation is also beginning in the airport triangle area. The contractor has been given permission from the USACE to move forward with early demolition of the existing floodwall beginning November 1<sup>st</sup>.

### Foreshore Protection Reaches 1 and 2:

The contractor is placing fabric and stone. Work is approximately 70% complete. Reach 2 is 98% complete with contractor working on placing the last of the embankment. This will leave only the seeding and mulching to be completed on this reach. Reach 1 is 57% complete. The contractor is continuing to place geotextile fabric, stone and sand.

### Foreshore Protection Reaches 3 and 4:

Work is approximately 75% complete. The contractor is continuing to place geotextile fabric, stone and sand on Reach 3 heading east. They are also working on placing clay embankment on Reach 3. The contractor is planning on bringing in another rig to help with production of stone placement.

### West Return Levee (Airport Runway):

The contractor started work on Phase II of the project on September 21, 2011 and is 72% complete with the overall project. Excavation and placement of geotextile fabric is complete. Hauling and embankment operations are underway.

The electrical conduit bridge installed by the airport's electrical contractor was constructed at the wrong elevation. The contractor has proposed a "fix" that raises the center of the bridge 2 feet, which gives the needed clearance above the levee embankment. The proposed revision must be sent to the FAA for an airspace study to determine if the raising of the bridge will violate airspace restrictions. The review process could take up to 45 days. Construction is estimated to take about 4 weeks.

HESCO baskets are in place to defend against a 100 year storm surge event this year and will remain until the contractor has built the new levee to the required elevation.

### **Orleans Levee District:**

#### LPV 101.02 (17<sup>th</sup> St. Canal to Topaz Street):

Construction is approximately 98% complete. All walls are complete and are being painted. Retaining walls are being designed for the approaches to L-4.

The L1A floodgate column is bowed and prevents proper sealing of the gate in the closed position. The Contractor is surveying the site and has presented a plan to the USACE to correct the deficiencies. The Corps is reviewing the proposed correction plan. Corrective action will be taken after 2011 Hurricane Season. The gates were exercised for the OLD on October 18, 2011.

#### LPV 102.01, 103.01, and 104.01:

Projects are 100% complete. The Notice of Construction Complete has been transmitted to Orleans Levee District on all three Projects.

LPV 103.01 A1 (Bayou St. John):

Construction is now about 99% complete. The pre-final inspection was held on December 9, 2010. Turf issues still need to be addressed, along with safety and scour protection issues. Additional slope pavement has been added near the control structure. Final inspection will be scheduled after completion of all punch lists items.

LPV 103.01 A2 (Rail Street and Lake Terrace Flood Gate):

Construction is approximately 99% complete. Lakeshore drive is now fully open to traffic. The final inspection is scheduled for November 17, 2011. The guard rail at the Lake Terrace floodgate has to be realigned pending OLD Non-Flood Division approval.

LPV 104.01 A (Ramp Crossings – Lakeshore Dr.):

Construction is complete. All ramps are open to vehicular traffic. Turf establishment is still required at the Franklin Ave. and Canal Blvd. ramps. The Contractor is working the punch list items. Turf establishment will be turned over to an IDIQ contractor after final inspection.

LPV 104.02 (Seabrook West Side IHNC):

Construction is complete. The final inspection will be held on November 3, 2011. The Notice of Construction Completion (NCC) letter is being prepared by the USACE.

LPV 105.01 (Lakefront Airport T-Wall West):

Construction is complete. All lanes of traffic are open at Downman Rd. Final inspection is scheduled for November 9, 2011. The flood side of the T-Wall has been painted by the contractor. One street light and pole still have to be replaced. Guard rails at Downman Road are being corrected per LADOTD's direction.

LPV 105.02 (Lakefront Airport T-Wall East):

Construction is approximately 99% complete. All T-Wall monoliths are complete. Work is progressing on the discharge end of the St. Charles Drainage Pump Station. Turf establishment is ongoing. Exercising of valves and sluice gates for OLD will be scheduled after installation of the actuators. Walls will be walked on October 26, 2011.

LPV 106 (Citrus Lakefront Levee):

Construction is approximately 98% complete. Turf needs to be established. Concrete slope pavement cracks must be repaired. Safety issues still need to be addressed. The type of "safety" device for installation on the top of the I-Wall will be a 2' high PVC

coated chain link fence. Ramps must be paved. Pre-final inspection still needs to be scheduled.

LPV 107 (Lincoln Beach Floodgate):

Construction is complete. Final inspection is scheduled for November 1, 2011. Gates need to be demonstrated to OLD personnel. The winch pedestal is being repaired.

LPV 108 (New Orleans East Lakefront Levee):

The Project is substantially complete. The USACE hired labor group is mowing the grass. Turf and rill issues still remain. The access roadway has been removed. Slope pavement at Collins pipeline crossing still needs to be repaired.

LPV 109.02a (South Point to CSX Railroad – Levee Embankment):

Construction of the Project has been combined with LPV 109.02c (HWY 90 and HWY 11 floodgates). Construction is complete. Grass is growing well in most areas due to irrigation. Acceptable turf still needs to be established on the protected side of Area 4. The T-Wall monoliths associated with the floodgate at HWY 90 and HWY 11 are complete and the floodgates are installed and have been exercised. HWY 90 and HWY 11 are open to traffic. All remaining work at four drainage structures and two USFWS pump stations (except fencing) has been completed. Pre-final inspection was held on October 5, 2011.

LPV 109.02a1 (South Point to CSX Railroad - Wick Drain Test Section):

Construction is complete.

LPV 109.02a2 (South Point to CSX Railroad – Drainage Blanket):

Construction is complete.

LPV 109.02b (South Point to CSX Railroad - I-10 Crossing):

Construction is complete. I-10 traffic has been rerouted back to the normal lane configuration. Turf establishment issues remain. Sod is now being placed. Final inspection scheduled for November 3, 2011.

LPV 109.02c (South Point to CSX Railroad – Hwy 90 and Hwy 11 Floodgates):

Construction will be done under LPV 109.02a.

LPV 110 (CSX Railroad Crossing):

Construction is complete. Final inspection is scheduled for 10/25/11. The flood side berm needs turf reestablished due to damage caused by debris washed up by Tropical Storm Lee.

LPV 111.01 (North Side GIWW):

The Project is complete. All T-Wall construction and Deep Soil Mixing work is complete. Turf establishment is over 80% complete. The Contractor has installed a temporary irrigation system to facilitate turf establishment. The area between the protected side toe and the access roadway require turf establishment. Rills still need to be repaired.

Pumps are being installed at USFWS Pump Station CTU #6. All required levee crossings have been constructed.

Pre-final inspection was held on July 7, 2011 for Pump Station 15 and adjacent T-Wall. New Orleans Sewerage and Water Board participated in the inspection of and the commissioning of Pump Station 15. The contractor is working on a contract modification involving additional items (mechanical and walkways).

Pre-final inspection for the 1000 LF of T-Wall tie-in to IHNC surge barrier T-Wall was held on June 30, 2011. The punch list resolution meeting is scheduled for November 10, 2011.

LPV 113 (NASA):

Construction is complete. Pre-final inspection was conducted in the first week of October 2010. Corps in-house forces are repairing ruts and rills. Crown damage is being inspected.

OFC-03 London Ave. Canal:

The work is complete. A modification to the original contract has added 2100 linear feet of sheet pile and 630 linear feet of embankment to this Project, and this additional work has been completed. Turf still needs to be established. Final inspection is scheduled for November 10, 2011. The contractor has issues with OLD access on newly established grass.

OFC-04A Orleans Canal:

The work is complete and final inspection is scheduled for November 10, 2011. Turf and rill problems have been corrected.

OFC-05 17th Street Canal:

The work is complete. The bike path (with stairs) on the Jefferson Parish side of canal is completed. A punch list resolution meeting was held on October 13, 2011. Minor work should be completed by the end of November 2011.

OFC-06 Orleans Canal:

The work is complete. The final inspection was held on August 9, 2011. The punch list was finalized and completed. The NCC letter is being prepared by the USACE.

NOTE: OFC projects may be closed out and ID-IQ contractor(s) brought on board by USACE to correct grass and rill problems in early 2012.

LPV192.02bs Buttress Slab:

The scope of work includes installation of pre-stressed/precast concrete piles, placement of a buttress slab, structural backfill and stabilization slabs. The Work is nearing completion. Turf establishment issues still remain. The punch list meeting is scheduled for November 15, 2011.

LPV192.02 Berm:

USACE Memphis Hired Labor constructed this project (Phase 3). The Work is nearing completion. Turf establishment issues still remain. Hydro seeding is on-going. Final inspection is scheduled for November 17, 2011, pending successful turf establishment.

LPV192.03 Relief Wells

In Reach 2, the scope of work includes the installation of 12 new relief wells. In Reach 3, the scope of work includes the installation of 50 new relief wells, modification of 9 existing relief wells, and the installation of a subsurface collector line with cleanouts. The work is complete. Collector pipes are in place. Final inspection will be scheduled after turf has been adequately established.

**Lake Borgne Basin Levee District:**

LPV 144 (Bayou Dupre Control Structure):

Overall, the Work is approximately 93% complete. The pre-inundation inspection was held on May 26, 2011. Bayou Dupre will be closed to navigation at the existing control structure until construction is complete. The pre fabricated control house and generator building are being renovated on site prior to acceptance. The generators and gates have been tested and inspections are ongoing.

LPV 145 (Bayou Bienvenue to Bayou Dupre):

The USACE has instructed the contractor to use uncoated steel sheet piles and H-piles on this project in order to meet schedule demands. Construction is complete. The pre-final inspection was held on August 23, 2011. The stabilization slab saw cutting modification has been completed. The temporary construction access bridge at Bayou Bienvenue has been removed. Turf establishment is ongoing. The Project will be inspected mid November 2011.

LPV 146 (Bayou Dupre to Verret):



The USACE has instructed the Contractor to use uncoated steel sheet piles and H-piles on this project in order to meet schedule demands. The Work is approximately 100% complete. All wall monoliths are in place. The emergency by-pass ramp for LA HWY 46 has been completed and paved. Interim inspections of the T-Wall monoliths are complete. The final inspection was held on August 23, 2011. The stabilization slab saw cutting has been completed. As-Built and O&M Manual are under review by USACE.

LPV 147 (LA Hwy 46 Flood Gate):

The work is complete. Both trolley gates are in place and exercised.

The USACE has eliminated the emergency stand-by beams for all trolley gate projects in the St. Bernard Polder.

The final inspection was held on August 5, 2011. Grass is growing well.

The LA Hwy 300 flood gate has been constructed under the LPV 148.02 Project.

LPV 148.02 (Verret to Caernarvon):

The USACE has instructed the Contractor to use uncoated steel sheet piles and H-piles on this project in order to meet schedule demands. Construction is now 98% complete. Floodwalls are completed and an interim inspection has been completed. Turf on the flood side is growing well.

The 4" clearance between the Bayou Road floodgate and the gate monoliths makes it difficult to properly close and seal the gate. No other gates in the system are designed and constructed with such a large clearance. The designer of record has been asked to review the design and propose a revision to reduce the gap to allow for reasonable gate closure procedures.

Contrary to St. Bernard Parish's wishes, the USACE has determined that the Creedmore Drainage Structure is no longer needed and it has been removed from the Project without replacing the structure's drainage capacity.

Work on walkways and on gate valves at St. Mary's Pump Station is complete. The contract has been modified to add slope paving under the discharge pipes and on the protected side of the floodwall.

LPV 149 (Caernarvon Control Structure and Floodwall):

The Work is approximately 99% complete. All 90 day breaks (lifts one and two) exceed the minimum requirements for compressive strength.

CPRA contracted with AECOM to provide technical assistance regarding concrete issues on this structure. AECOM inspected the structure. Several areas of concern were identified in the sections that contain the 90 day (slow setting) concrete. CPRA

has contracted with Fugro, Inc. to obtain core samples, conduct tests and prepare a report regarding the adequacy of the concrete.

A request has been submitted by SLFPAE for shielding of exposed gate controls on the south side of structure.

The upper hinge keeper plate and upper hinge bushings that support the sector gate leafs experienced distress during operational testing. All repairs have been completed and the sector gate leafs are now operational. The structure has been flooded.

Pre-final inspection is scheduled for October 21, 2011.

## **Armoring**

On June 6, 2011 the Corps gave a presentation on the results and recommendation from the AEP workgroup for armoring on the protected side of earthen levees in the HSDRRS. Mike Parks gave the presentation as to how the reviews were done, how the rating system was developed and provided the final decision matrix results. A copy of the AEP meeting minutes were also provided with further explanation as to the decision process.

The Corps had 6 alternatives that were reviewed, all for the 50% confidence level, at both 500 year and 750 year occurrence intervals. Three alternatives were given for each time period. One was for armoring on levees to the 2011 design elevation, the next for armoring and a 6" surface on top of the 2011 design elevation, and the final alternative was for armoring at the 2011 elevation with the risk assessment results included. The armoring for the 2011 elevation with the risk assessment results included at 500 years, had the highest rating from the committee.

A sensitivity study was also run that increased O&M from a 25% to 30% importance factor in the criteria. This resulted in a tie between the armoring for the 2011 elevation with risk assessments for both the 500 and 750 year occurrences.

No T-walls were considered for armoring, and no consideration was given to flood side armoring requirements.

On September 7, 2011, we attended a meeting at the New Orleans District for a presentation from members of the former Interagency Performance Evaluation Task Force (IPET) team (including Dr. Ed Link) regarding the risk assessment contribution to the armoring decision making process.

We visited a site in Lafitte Levee District (the Penn Levee) to see HPTRM in use and talk to the people who own and maintain it. Our staff has compiled a list of sites where HPTRM has been used in the past. Indications are that this material has not been used extensively for erosion protection on levees.

A test site was constructed in St. Charles Parish during the latter part of September 2011. It contains the following variations:

1. HPTRM covered with a layer of sod applied directly to the mat.
2. HPTRM covered with a layer of soil and then a layer of sod, and
3. HPTRM covered with soil and hydro-seeded.

The test site will be used to collect data pertaining to HPTRM installation, turf establishment, and operation and maintenance. SLFPAE and CPRA representatives have visited the site several times. No completion date has been set for the test project.

A technical meeting was held with the NFS and Armoring PDT team on October 19, 2011, to discuss NFS concerns on O&M and placement of HPTRM. The purpose of the meeting was to rehash the NFS's concerns and begin a resolution process.

The Armoring Project Description Document (PDD) is being reviewed by the NFS. The Corps has set the deadline for comment submittal for October 24, 2011. The PDD will then be forwarded to the Mississippi Valley Division Commander for signature.

### **Permanent Pump Stations**

The Design Build Contract was awarded on April 13, 2011 for \$675 million to CBY Design Builders, a joint venture of CDM, Brasfield and Gorrie, and Yates Construction, but the Award is under protest. The Government Accountability Office (GAO) upheld the protest. The decision to re-evaluate the current submittals or go out for new submittals has not yet been made. A decision briefing was held by the Corps on Sept. 28, 2011. The decision on the path forward will be made before the end of October 2011.

All three Pump Stations will undergo Independent External Peer Review.

### **HSDRRS Elevation and Status Maps**

The USACE has published a map showing the 100 year level of protection elevations for the hurricane protection levee system in the metro New Orleans area. The elevations depicted are current as of June 2010. The map can be found at the following web address:

[http://www.mvn.usace.army.mil/hps2/pdf/2010\\_System\\_Construction%20Status\\_Map.pdf](http://www.mvn.usace.army.mil/hps2/pdf/2010_System_Construction%20Status_Map.pdf)

The new Greater New Orleans HSDRRS June 2011 Status Map can be found at the following web address:

<http://www.mvn.usace.army.mil/hps2/pdf/riskstatusmap.pdf>

## **FEMA NFIP Levee System Accreditation**

According to the latest tally compiled by the New Orleans district, 19 projects are “at risk for accreditation”, and all but five are on the West Bank.

## **Coastal Protection and Restoration**

### Lake Borgne Basin Levee District:

The Violet Freshwater Diversion stopped flowing on September 9, 2011 due to low river level.

## **Flood Fight**

We are awaiting the Tropical Storm Lee after action review document from the New Orleans District.

The Mississippi River is below 3’ at the Carrollton Gage and is predicted to remain below 3’ for the next 28 days.

## **Design and Construction**

### East Jefferson Levee District:

Work is continuing on the EJLD Safe House. Discussions are underway with the Jefferson Parish Government and the City of Kenner regarding property acquisition.

### Orleans Levee District:

The Safe House Project is approximately 96% complete. The Contractor has completed the installation of the refrigeration equipment.

The Bayou St. John Water Management Study Draft Final Report has been distributed. This Project is being funded through State Capital Outlay.

A Contract Amendment has been signed with DEI for the Seawall Steps Erosion Project. The proposal for modifications is under negotiation.

The Outfall Canal Bank Stabilization Monitoring Project, awarded to Gerwick, is 43% complete.

### Lake Borgne Basin Levee District:

The 95% design submittal for the Engine Replacement Project at Pump Station 4 is being reviewed by LBBLD and comments will be forwarded to the consultant (BKI) on October 21, 2011.

100% Plans and Specifications have been completed by the consultant (Atkins Global) for pump inspections and repairs at Pump Station 6. The cost to complete the work has been estimated to be \$674,000.

In September 2011, LBBLD was authorized to execute an amendment to an existing consultant contract with W.S. Nelson to include basic design services for Phase 2 of the project to address seepage at Pump Stations 2 and 3. The amendment and associated contract documents are under review by the consultant.

Final bid documents are being prepared by the consultant (W.S. Nelson) for the Remote Control/Telemetry for Pump Station 2 and 3.

CPRA is working on the preparation of Plans and Specifications for the Violet Canal Dredging Project (Phase II). LBBLD secured the necessary right-of-way from the Meraux Foundation for dredge disposal.

Work on the Violet Canal Closure Structure Improvement Project is complete except for installation of rip-rap for erosion control. The required rip-rap will be installed under a new contract after work on the Bayou Dupre Control Structure is complete and open to barge traffic.

One of the three pumps at Pump Station 7 failed on August 8, 2011 (333cfs pump capacity). The pump will be repaired off site by Conhagen, Inc. Repair costs could exceed \$150,000.

## **Internal Affairs**

We have three inspectors working with us provided by CPRA. We have been getting additional technical assistance from CPRA staff, LDOTD staff, and consultants Atkins North America [formerly PBS&J] and Vali Cooper International through an ID/IQ contract with CPRA.

Our ID/IQ Consultant, Halcrow Inc. has completed the review of the Safe Water Elevation (SWE) Reports and the designs for the remediation work proposed by the USACE for all three outfall canals. All major comments submitted by Halcrow have been incorporated into the current plans or are under further review by the USACE's consultants. The maximum stick-up/minimum embedment issues identified by Halcrow are still being investigated by the USACE. The SWE Report was reissued as "Mean Operating Water Level" (MOWL) report with the text rewritten. Halcrow has reviewed the final version of the MOWL under their original SOW. The New Orleans District is having each canal's report reviewed in detail by other Corps Districts. The USACE ETL 1110-2-575 (6/14/2011) regarding Evaluation of I-Walls has been released by the Corps and Halcrow is reviewing the document to determine potential impacts to previously completed work.

The structural review of the LPV 144 sector gate leaf by Halcrow/Fenstermaker is complete. No specific problems were identified, but our consultant recommended that the USACE run additional analysis on the eccentricity of members and structure

deflection for completeness. The Corps has agreed to complete the additional analysis.

The SLFPA-E Emergency Module for Floodgate Management has been modified to function as a web based tool so that it can be used on a regional basis. It was used during Tropical Storm Lee. The upgrade was funded by CPRA, SLFPA-E, SLFPA-W and Plaquemines Parish.

The "Hurricane Risk & Safety Module for the New Orleans Levee System" demonstration project is well underway. Updated GIS, geotechnical H&H, P&S, etc. is being obtained from the USACE for the two demonstration sites (LPV 109.02A and LPV 111.01 totaling 15 miles of earthen levees). The Project is partially funded through a grant from the Netherlands Government (50/50 cost share).

The O&M Cost Study for all three levee districts is underway by AECOM. This work is funded through a CDBG Grant.

Preparation of contract documents for the LIMS Strategic Implementation Plan is underway. This project is funded through a CDBG Grant.

Per the request of the USACE team, a safety concern letter with photos was submitted on 14 July 2011. The purpose of the letter was to alert the USACE of safety and security concerns on various projects within the LPV program where safety measures need to be implemented to help prevent accidents. Security fencing and railing is being planned for floodwalls and floodwall base drop offs.

SLFPA-E staff is working closely with CPRA staff to develop an automated on line permitting process for levee districts.

**Safety:**

SLFPA-E levee districts will continue to conduct ongoing safety meetings to review levee district safety manuals and emphasize the importance of following safety rules and guidelines at all times. All field inspectors will conduct a similar ongoing safety meetings process.

**New Contracts:**

None.

**Hurricane Preparedness:**

Weekly radio checks are continuing.

Staff continues to monitor the tropics.

The 2011 Hurricane Season officially ends on November 30, 2011.