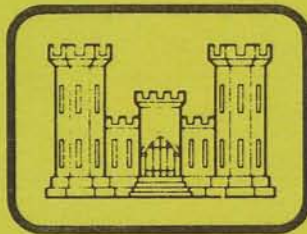


FLOOD CONTROL  
MISSISSIPPI RIVER AND TRIBUTARIES  
MISSISSIPPI RIVER LEVEES

ITEM M-97.2 TO 95.6-L  
JACKSON AVE TO THALIA ST.  
FLOODWALL

ORLEANS PARISH, LOUISIANA  
RELOCATION OF FACILITIES  
DESIGN MEMORANDUM NO. 89



**United States Army  
Corps of Engineers**

*... Serving the Army  
... Serving the Nation*

DEPARTMENT OF THE ARMY  
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS  
NEW ORLEANS, LOUISIANA

DECEMBER 1986

Serial No. 05

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DEPARTMENT OF THE ARMY  
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS  
P.O. BOX 60267  
NEW ORLEANS, LOUISIANA 70160-0267

REPLY TO  
ATTENTION OF:

LMNED-SR

December 1986

SUBJECT: Flood Control, Mississippi River and Tributaries, Item M-97.2 to 95.6-L, Jackson Ave. to Thalia Street Floodwall, Orleans Parish, Louisiana, Relocation of Facilities, Design Memorandum No. 89

President  
Mississippi River Commission  
ATTN: MRCEd-TD

1. The subject design memorandum is submitted herewith for review and approval in accordance with the provisions of ER 1110-2-1150 dated 15 Nov 84, and IMVD Supplement 1, dated 9 Sep 85.
2. A final environmental impact statement on Mississippi River Levees and Channel Improvement was filed with the Council on Environmental Quality on 16 April 1976.
3. Based on studies and investigations at this stage of design, the proposed action is not likely to jeopardize the continued existence of any endangered or threatened species or result in the destruction or adverse modification of critical habitat of such species.
4. Construction of the floodwall does not involve the disposal of dredge or fill material in navigable waters or wetlands, therefore Section 404 of the Clean Water Act does not apply.
5. A Memorandum of Agreement (MOA) covering the subject floodwall has been signed by the NOD, State Historic Preservation Officer and the Advisory Council on Historic Preservation. The MOA stipulates the procedure to be followed by NOD in order to avoid, protect or mitigate properties listed on or determined eligible for the National Register.
6. A historic review has been conducted by Mr. William and Ms. Sally Reeves under contract to NOD. Preliminary data indicates that the alignment will impact 18th and 19th century remains. Thus, it is reasonable to anticipate additional archeological investigations during construction. No delay in initiation of construction is anticipated on account of cultural resources, however.
7. An archeological monitoring plan for four proposed floodwall projects in the City of New Orleans was completed in 1985. This report by R. Christopher Goodwin and Associates, Inc., addresses the subject Jackson to Thalia alignment and makes predictions concerning particular areas to monitor within the alignment. Three areas may contain significant buried cultural resources

LMNED-6R

SUBJECT: Flood Control, Mississippi River and Tributaries, Item M-97.2 to 95.6-L, Jackson Ave. to Thalia Street Floodwall, Orleans Parish, Louisiana, Relocation of Facilities, Design Memorandum No. 89

eligible for the National Register of Historic Places. These include St. James to Market Streets (Municipal Ice Manufacturing Co.) and the foot of Robin Street and the foot of Thalia Street (both areas may contain remains of unusual wharf types). Archeological monitoring will provide an opportunity to identify significant cultural resources that will be preserved in place landward of the floodwall. The remaining areas will not be monitored unless cultural resources are discovered by the construction contractor and a follow-up archeological inspection must be made.

8. The submittal of this design memorandum is in accordance with the existing project schedule which provides for relocation expenditures to begin in the third quarter of fiscal year 1987.

9. Approval of the design memorandum is recommended.

Encl (12 sets)  
Design Memorandum No. 89

LLOYD K. BROWN  
Colonel, CE  
Commanding

FLOOD CONTROL  
MISSISSIPPI RIVER AND TRIBUTARIES  
MISSISSIPPI RIVER LEVEES  
ORLEANS PARISH  
LOUISIANA

ITEM M-97.2 TO 95.6-L  
JACKSON AVENUE TO THALIA ST. FLOODWALL

RELOCATION OF FACILITIES

RELOCATION DESIGN MEMORANDUM NO. 89

PREPARED BY: NOEL GREGO AND ROBERT LOMMASSON  
FOR THE  
DEPARTMENT OF THE ARMY  
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS

ENGINEERING DIVISION  
DESIGN SERVICES BRANCH  
RELOCATIONS SECTION  
NEW ORLEANS, LOUISIANA  
DECEMBER 1986

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STATUS OF DESIGN MEMORANDUMS

FLOOD CONTROL  
MISSISSIPPI AND TRIBUTARIES  
RELOCATION OF FACILITIES

Note: MISSISSIPPI RIVER LEVEES (M)  
ATCHAFALAYA RIVER LEVEES (A)  
ATCHAFALAYA BASIN FLOODWAY LEVEES (E-EAST;  
W-WEST)  
LOWER RED RIVER LEVEES (R)

<u>Design Memo No.</u>	<u>Title</u>	<u>Submission Date</u>
1	Item M-25.0-R, Buras Levee Setback, Plaquemines Parish, Louisiana	23 Nov 70
2	Item M-26.0-R, Upper Buras Levee Setback, Plaquemines Parish, Louisiana	21 Jan 71
3	Item M-14.9-R, Commander Levee Enlargement, Plaquemines Parish, Louisiana	11 Jun 71
4	Item M-10.7-R, Venice Levee Enlargement and Setback, Plaquemines Parish, Louisiana	6 Apr 71
5	South Bank Red River Levees, Item R-117.0-R (1957 Mileage), Levee Enlargement, Rapides-Cotton Bayou Levee, Rapides Parishes, Louisiana	22 Jan 71
6	Item M-31.3-R, Tropical Bend Levee Setback, Plaquemines Parish, Louisiana	30 Mar 71
7	Item M-10.4-R, Lower Venice Levee Enlargement and Setback, Plaquemines Parish, Louisiana	27 Aug 71
8	Item M-18.9-R, Fort Jackson-Boothville Levee Enlargement, Plaquemines Parish, Louisiana	30 Nov 72
9	Item M-21.5-R, Childress Levee Enlargement, Plaquemines Parish, Louisiana	23 Sep 71

STATUS OF DESIGN MEMORANDUMS (cont'd)

FLOOD CONTROL  
 MISSISSIPPI AND TRIBUTARIES  
 RELOCATION OF FACILITIES

<u>Design Memo No.</u>	<u>Title</u>	<u>Submission Date</u>
10	Item M-23.2-R, Buras-Triumph Levee Enlargement, Plaquemines Parish, Louisiana	31 May 73
11	Item M-55.3-R, Upper Junior Levee Setback, Plaquemines Parish, Louisiana	21 Jun 71
12	Item M-51.0-L, Gravolet Levee Enlargement and Setback, Plaquemines Parish, Louisiana	14 Sep 72
13	Item R-123.5-R (1957 Mileage), Scott Home-Bertrand Levee Enlargement, Rapides Parish, Louisiana	15 Sep 72
14	Item M-96.9-R, Amelia Street Levee, Jefferson Parish, Louisiana	31 Aug 71
15	Item M-41.7-R, Port Sulphur Levee Enlargement and Setback, Plaquemines Parish, Louisiana	28 Jan 74
16	Item M-33.4-R, Nairn Levee Enlargement, Plaquemines Parish, Louisiana	22 Dec 75
17	Item M-37.7-R, Homeplace Levee Enlargement, Plaquemines Parish, Louisiana	5 Jan 73
18	Item M-57.7-R, Myrtle Grove Levee Enlargement, Plaquemines Parish, Louisiana	31 Jan 73
19	Item M-28.0-R, Empire Levee Enlargement, Plaquemines Parish, Louisiana	30 Aug 73
20	Item M-49.5-R, Woodland Levee Enlargement, Plaquemines Parish, Louisiana	24 Aug 73
21	Item M-47.2-R, Nolan Levee Enlargement, Plaquemines Parish, Louisiana	29 Jun 73



STATUS OF DESIGN MEMORANDUMS (cont'd)

FLOOD CONTROL  
MISSISSIPPI AND TRIBUTARIES  
RELOCATION OF FACILITIES

<u>Design Memo No.</u>	<u>Title</u>	<u>Submission Date</u>
22	Item M-45.0-R, Socola Levee Enlargement, Plaquemines Parish, Louisiana	28 Nov 72
23	Item M-75.0-L, Scarsdale Levee Setback, Plaquemines Parish, Louisiana	7 Dec 73
24	Item M-89.5-R, Cutoff Levee Setback, Orleans Parish, Louisiana	20 Dec 74
25	Item M-130.0-L, Gypsy Levee Setback, St. Charles Parish, Louisiana	30 Dec 74
26	Item A-31.3-L, Cross Bayou Levee Setback, Pointe Coupee Parish, Louisiana	8 Nov 74
27	Item M-39.0-R, Freeport Levee Enlargement, Plaquemines Parish, Louisiana	27 Dec 74
28	Item M-30.2-R, Upper Emoire Levee Enlargement and Setback, Plaquemines Parish, Louisiana	30 Apr 75
29	Item M-63.0-L, Monsecour Levee Enlargement, Plaquemines Parish, Louisiana	15 Oct 75
30	Item A-25.5-R, Goudeau Levee Setback St. Landry Parish, Louisiana	30 Jun 76
31	Item M-320 to 303-R, Fifth Louisiana Levee District Levee Enlargement, Concordia, West Feliciana, and Pointe Coupee Parishes, Louisiana	30 Jun 75
32	Item A-4.6-L, Legonier Levee Setback, Pointe Coupee Parish, Louisiana	30 Sep 75
33	Item M-35.0-R, Nairn Levee Setback, Plaquemines Parish, Louisiana	22 Dec 75

STATUS OF DESIGN MEMORANDUMS (cont'd)

FLOOD CONTROL  
MISSISSIPPI AND TRIBUTARIES  
RELOCATION OF FACILITIES

<u>Design Memo No.</u>	<u>Title</u>	<u>Submission Date</u>
34	Item M-99.0-L, Louisiana Avenue Floodwall, Orleans Parish, Louisiana	21 Oct 75
35	Item M-144.5-L, Angelina Levee Setback, St. John the Baptist Parish., Louisiana	12 Dec 75
36	Item M-205.0-R, Point Pleasant Levee Setback, Iberville Parish, Louisiana	29 Nov 76
37	Item M-58.0-L, St. Sophie Levee Enlargement, Plaquemines Parish, Louisiana, Relocation of Facilities	15 Sep 75
38	Item A-38.0-L, Holloway Lake Levee Setback, Pointe Coupee Parish, Louisiana	26 Mar 76
39	Item M-90.5-L, Chalmette Slip Levee Enlargement, St. Bernard Parish, Louisiana	5 May 77
40	Item M-95.5-L, Thalia-Poydras Levee Setback, Orleans Parish, Louisiana	10 Jun 76
41	Item M-2175-L, Chariot Levee Setback, East Baton Rouge Parish, Louisiana	11 Jun 76
42	Item M-52.6-R and M-52.1-R Junior and Lower Junior Levee Setbacks, Plaquemines Parish, Louisiana	24 Jan 77
43	Item M-86.0-R, Stanton Levee Setback, Orleans Parish, Louisiana	10 Oct 78
44	Item M-215.3-L, Manchac Bend Levee Setback, East Baton Rouge Parish, Louisiana	23 Dec 76
45	Item M-28.5-R, Empire Levee Setback, Plaquemines Parish, Louisiana	16 Dec 77
46	Item M-94.0-R, Woodland Levee Setback, Plaquemines Parish, Louisiana	28 Nov 77

STATUS OF DESIGN MEMORANDUMS (cont'd)

FLOOD CONTROL  
MISSISSIPPI AND TRIBUTARIES  
RELOCATION OF FACILITIES

<u>Design Memo No.</u>	<u>Title</u>	<u>Submission Date</u>
47	Atchafalaya Basin Floodway, New Berwick Floodwall, St. Mary Parish, Louisiana	14 Mar 79
48	Atchafalaya Basin Floodway, New Morgan City Floodwall, St. Mary Parish, Louisiana	16 Mar 81
49	Atchafalaya Basin Floodway, New Tiger Island Floodwall, St. Mary Parish, Louisiana	17 Oct 79
47	Atchafalaya Basin Floodway, New Berwick Floodwall, St. Mary Parish, Louisiana	14 Mar 79
48	Atchafalaya Basin Floodway, New Morgan City Floodwall, St. Mary Parish, Louisiana	16 Mar 81
49	Atchafalaya Basin Floodway, New Tiger Island Floodwall, St. Mary Parish, Louisiana	17 Oct 79
50	Item M-24.8-R, Buras-Triumph Levee Setback, Plaquemines Parish, Louisiana	30 Sep 77
51	Item E-69.0 and E-73.3, Levee Enlargements, St. Martin and Iberville Parishes, Louisiana, Relocation of Louisiana State Route 997	3 Jun 77
52	Item M-100.0-L, Nashville-Napoleon Floodwall, Orleans Parish, Louisiana	25 Aug 77
53	Item M-88.0-R, Algiers Lock Forebay Levee Enlargement, Orleans Parish, Louisiana	1 Aug 77
54	Item M-29.4-R, Empire Lock Modifications, Plaquemines Parish, Louisiana	19 May 78
55	Item W-86.0 Levee Enlargement, St. Mary Parish, Louisiana	NOT SCHEDULED

STATUS OF DESIGN MEMORANDUMS (cont'd)

FLOOD CONTROL  
MISSISSIPPI AND TRIBUTARIES  
RELOCATION OF FACILITIES

<u>Design Memo No.</u>	<u>Title</u>	<u>Submission Date</u>
56	Item E-89, Driving Steel Sheet Piling and Levee Enlargement, St. Mary Parish, Louisiana	15 May 78
57	Item M-94.3-R, Algiers Point Setback, Levee Enlargement and Slope Pavement, Orleans Parish, Louisiana	8 Aug 79
58	Item M-48.7-L, East Pointe-a-la-Hache Ferry Landing and Levee Enlargement, Plaquemines Parish, Louisiana	2 Jun 78
59	Item M-97.2-L, Jackson Avenue Floodgate, Orleans Parish, Louisiana	9 Jun 78
61	Item E-36.0, Levee Enlargement, Iberville Parish, Louisiana	28 Mar 79
62	Item M-292 to 283-R, Raccourci Levee Enlargement, Pointe Coupee Parish, Louisiana	12 Jun 79
63	Item W-85, Levee Enlargement, Iberia and St. Martin Parishes, Louisiana	6 Oct 80
64	Item M-98.2 to 97.2-L, Louisiana-Jackson Avenue Floodwall Orleans Parish, Louisiana	1 Jun 82
65	Item M-94.9-94.6-L, Canal-Toulouse Street Floodwall, Orleans Parish, Louisiana	17 Dec 82
66	Item W-117.0, Levee Enlargement, St. Mary Parish, Louisiana	15 Dec 80
67	Item M-56.1-L, Harlem Levee Setback Plaquemines Parish, Louisiana	17 Feb 82
68	Item M-71.0-L, Linwood Levee Setback, Plaquemines Parish, Louisiana	16 Mar 81

STATUS OF DESIGN MEMORANDUMS (cont'd)

FLOOD CONTROL  
MISSISSIPPI AND TRIBUTARIES  
RELOCATION OF FACILITIES

<u>Design Memo No.</u>	<u>Title</u>	<u>Submission Date</u>
69	Item M-75.6 - 74.5-L, Scarsdale-Stella Levee Setback and Enlargement, Plaquemines Parish, Louisiana	9 Jun 81
70	Item W-68.0, Levee Enlargement & Berms, St. Martin Parish, Louisiana	Value Engineered No RDM Required
71	Item E-58.0A, Levee Enlargement & Berms, Iberville Parish, Louisiana	27 Mar 81
72	Item M-94.3-R and M-97.2-R, Algiers and Gretna Ferry Terminal Floodwalls, Orleans and Jefferson Parishes, Louisiana	2 Nov 81
73	Item M-94.3, Algiers Point Setback and Levee Enlargement, Orleans Parish, Louisiana	20 Jun 83
74	Item M-94.3 - 93.3-L, Barracks-Montegut Street Floodwall, Orleans Parish, Louisiana	14 Mar 85
75	RESERVED	
76	Item M-90.5 - 89.5-L, Chalmette Battlefield, St. Bernard Parish, Louisiana	4 Oct 83
77	Item M-70.D-L, Bertrandville Levee Setback, Plaquemines Parish, Louisiana	4 Jan 85
78	Item M-181.1 to 180.2-L, Marchand Levee Setback, Ascension Parish, Louisiana	8 Jan 85
79	Item A-26.5-R, Goodwood Levee Setback, St. Landry Parish, Louisiana	14 Jun 84

STATUS OF DESIGN MEMORANDUMS (contd)

FLOOD CONTROL  
 MISSISSIPPI AND TRIBUTARIES  
 RELOCATION OF FACILITIES

NOTE: Scheduled (S)

<u>Design Memo No.</u>	<u>Title</u>	<u>Submission Date</u>
80	Item M-93.3 to 92.8-L, Independence St. and IHNC Floodwall, Orleans Parish, Louisiana	24 Jul 84
81	Atchafalaya River Levees - East River Levee, Coswell Bayou Levee Setback, St. Martin Parish, Louisiana	15 Apr 85
82	Item M-110 to 108-R, Waggaman Levee Setback, Enlargement and I-Wall, Jefferson Parish, Louisiana	3 Jul 85
83	Item M-107 to 105-R, Bridge City Levee Setback, Enlargement and I-Wall, Jefferson Parish, Louisiana	30 Oct 85
84	Item M-105 to 100-R, Westwego Levee Enlargement, Jefferson Parish, Louisiana	30 Jun 86
85	Item M-93.9 to 93.3-L, Montegut St. to Independence St. Enlargement, Orleans Parish, Louisiana	31 Jul 86
86	Item M-100 to 95-R, Gretna Levee Enlargement, Phase I, Jefferson & Orleans Parishes, Louisiana	
87	Item M-230 to 227-L, Baton Rouge Front Phase I, East Baton Rouge Parish, Louisiana	(S) 30 Dec 86
88	Item E-28, Levee Enlargement, Iberville Parish, Louisiana	(S) 10 Sep 86
89	Item M-97.2 to 95.6-L, Jackson Ave. - Thalia St. Floodwall, Orleans Parish, Louisiana	(S) 31 Dec 86
90	RESERVED	

FLOOD CONTROL  
MISSISSIPPI RIVER AND TRIBUTARIES  
MISSISSIPPI RIVER LEVEES  
ORLEANS PARISH  
LOUISIANA

ITEM M-97.2 to 95.6-L  
JACKSON AVE. TO THALIA ST. FLOODWALL

RELOCATION OF FACILITIES

RELOCATION DESIGN MEMORANDUM NO. 89

PREPARED BY NOEL GREGO AND ROBERT LOMMASSON  
FOR THE  
DEPARTMENT OF THE ARMY  
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS

ENGINEERING DIVISION  
DESIGN SERVICES BRANCH  
RELOCATIONS SECTION  
NEW ORLEANS, LOUISIANA  
DECEMBER 1986

FLOOD CONTROL  
MISSISSIPPI RIVER AND TRIBUTARIES  
MISSISSIPPI RIVER LEVEES

RELOCATION DESIGN MEMORANDUM NO. 89

PERTINENT DATA

LOCATION OF PROJECT:

The Jackson Ave. to Thalia St. floodwall project, Item M-97.2 to 95.6-L, is located within the City of New Orleans, Orleans Parish, Louisiana, on the left descending bank of the Mississippi River, between 2nd order baseline stations 333+62.86 and 402+47 of the Orleans Levee District (east), within approximate river miles 97.2 to 95.6 above Head of Passes.

TYPE OF PROJECT:

The project consists of I-type and T-type floodwalls. The total length of the floodwall will be approximately 6,900 linear feet. Nine floodgates will be incorporated into the floodwall for access and will consist of four swing and five bottom roller designs.

AUTHORITY:

The Flood Control Act of 15 May 1928 (Public Law 391, 70th Congress), as amended and supplemented, provides authorization for the project.

<u>GENERAL DATA:</u>	<u>UNIT/DATUM</u>	<u>QUANTITY</u>
Design Floodwall Grade	El., NGVD, Ft.	23.7
Design Flowline	El., NGVD, Ft.	18.5
Freeboard	Ft.	5.2
Project Design Flow	C.F.S.	1,250,000
Length of Design	Ft.	6,900

AFFECTED FACILITIES:

<u>Owner</u>	<u>Description</u>	<u>Plate No.</u>
New Orleans Public Service, Inc.	4-115 kv Overhead Powerlines;	9, 10, 11, 13, 15
	3-13.8 kv Overhead Powerlines;	4, 6, 8
	5-240 v Overhead Powerlines;	4, 9, 11
	8 Guy Wires;	4, 5, 11, 15
	4-Underground Electric Conduits;	8, 9, 15
	1-6" Fuel Line in 24" Concrete Casing	9
	1-2" Natural Gasline in 6" Casing	15



<u>Owner</u>	<u>Description</u>	<u>Plate No.</u>
Port of New Orleans	10-8" Waterlines;	5-9, 11
	4-12" Waterlines;	10, 13, 15
	1-2" FRP w/5" Steel Casing	6
South Central Bell	2 Overhead Lines	8, 15
New Orleans Public Belt Railroad	3 Railroad Tracks	4, 8, 10
	1-10" Drainline	11
Illinois Central Gulf Railroad	1 Railroad Track	8, 9, 10
Sewerage & Water Board	2-8" Sewerage Lines	6
	3-12" Drainlines	15
	1-24' Drainline	15
Streets Department	3 Road Vehicular Access	6, 8, 15

LOCAL ASSURANCE AGENCY (Levee Board):

The Orleans Levee Board (Levee Board) is the governing body of the Orleans Levee District.

1. PURPOSE.

a. This Design Memorandum will present the plan for the relocation of facilities which will be affected by the construction of Item M-97.2 to 95.6-L, Jackson Avenue to Thalia St. Floodwaall. The term "Relocation" as used herein includes, but is not necessarily limited to, reconstruction in place, raising, lowering, altering, adjusting, or protecting a facility.

b. It is in compliance with Appendix Q of EFARS dated 1 Oct 1984, and establishes the necessity for the relocations described. It documents the legal obligations of the Federal Government as to compensation or reimbursement to owners and provides a basis for negotiations with the facility owners and for preparation of plans and specifications.

2. PROJECT AUTHORIZATION.<sup>1/</sup>

a. Setback Projects For The Main Line Mississippi Levees.

(1) Authority for the construction of levee setbacks of mainline Mississippi River levees is contained in the Act of 15 May 1928 (PL 391, 70th Congress), as amended. Payment or reimbursement of costs to local cooperating agencies for rights-of-way furnished including necessary relocation or alteration of public roads, highways, railroads, public utilities, and pipelines is authorized by the Flood Control Act of 18 August 1941 (PL 228, 77th Congress, 1st Session), as amended by the Flood Control Act of 22 December 1944 (PL 534, 78th Congress, 2d Session).

(2) Landward movement of the riverside toe of the levee to avoid attack by the river is the governing criterion in determining whether a project is a levee setback performed under the category of maintenance work.

b. Enlargement Projects For The Main Line Mississippi River Levees.

(1) The authority for construction, enlargement, or improvement of main line levees is substantially the same law as above, except that the furnishing, without cost to the United States, of all rights-of-way for levee foundations and levees is an obligation of local interests. Relocation of public roads, railroads, and utilities is reimbursable as a Federal cost as a matter of policy (MRC letter, LMVED-TL 20 Sep 1966).

<sup>1/</sup> Note, Item M-97.2 to 95.6-L is an enlargement.

(2) Projects along the present alinement of flood control which involve flattening of levee slopes, raising of net levee grade, or the construction of berms are classified as enlargements and are funded under the category of construction.

c. Requirements of Local Cooperation.

(1) Local interests are organized into a legally constituted levee district and have given satisfactory assurances of local cooperation for all authorized work and have agreed to perform and execute the obligations and requirements of local cooperation as set forth in the 15 May 1928 Flood Control Act. The Commissioners of the Orleans Levee District furnished assurances of local cooperation and supporting resolution of this project on 19 September 1950. The required local assurances for this project were expanded to comply with the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, Public Law 91-646 (URA) on 13 April 1973.

The Acts cited above require that the levee board,

(a) maintain all flood control structures, except controlling and regulating spillway structures, including special relief levees; maintenance includes normally such matters as cutting grass, removal of weeds, local drainage and minor repairs of main river levees.

(b) accept all lands turned over to it under the provisions of Section 4 of the said Act of 15 May 1928.

(c) provide without cost to the United States, except as provided in Section 3(d) under item "Lower Mississippi River" of the Flood Control Act approved 18 August 1941, all rights-of-way for levee foundations and levees on the main stem of the Mississippi River and such drainage works as may be made necessary by levee construction.

(d) hold and save the United States free from damage claims resulting from the construction of the project.

(2) For future setbacks of main line Mississippi River Levees, Section 3(d), cited above, Public Law 228, 77th Congress, 1st Session, authorized the Chief of Engineers, with the approval of the Secretary of the Army, to reimburse local authorities for actual reasonable expenditures for providing, in accordance with local legal procedure or custom, rights-of-way and flowage easements required.

3. AUTHORITY FOR ACCOMPLISHING RELOCATIONS.

a. Public Law. Reimbursement of authorized and reasonable costs to local cooperating agencies in perfecting relocation of interfering facilities may be made pursuant to the Act of 23 April 1934, Public Law 171, 73rd Congress. In those cases where the local cooperating agency is not financially able to arrange for relocation or alteration of interfering facilities, subject to reimbursement of costs, the District Engineer is authorized to enter into a contract with the facility owner, subject to requirements of engineering regulations.

b. Owner's Compensable Interest. The attorney's report, which considers the compensable interests of the owners of the facilities affected by this project is attached as Appendix I. The attorney's report concludes that it is the obligation of the Federal Government to relocate all of the facilities located outside the existing levee right-of-way.

c. References. To facilitate review of this memorandum the following references are listed:

- (1) Post-Authorization Studies Report, Item M-97.2 to 95.6-L, Louisiana, approved 2 May 1986.
- (2) Plans and Specifications, Jackson Avenue to Thalia St. Floodwall, submittal scheduled Feb 1987.
- (3) DIVR 1110-2-1, ENGINEERING AND DESIGN, Relocation of Facilities - MR&T, 1 Sep 1985.
- (4) ER 1110-2-1150, ENGINEERING AND DESIGN, Post-Authorization Studies, 15 Nov 1984.
- (5) ER 1110-23-1, ENGINEERING AND DESIGN, Planning, Engineering, and Design Services, 12 Feb 1973.
- (6) EFARS, ENGINEER FEDERAL ACQUISITION REGULATION SUPPLEMENT CONTRACT INSTRUCTION 1 Oct 1984.
- (7) LMV Supplement 1 to ER 1110-2-1150, 9 Sep 1985.
- (8) DIVR 1110-2-2, CH 1-2, ENGINEERING AND DESIGN, Design Memoranda, 15 Jan 1968.

4. DESCRIPTION OF AFFECTED FACILITIES.

a. Roads.

(1) The City of New Orleans, Department of Streets (Streets Department) owns the roads affected by the construction of the floodwall project. All streets described below extend riverward to the wharf apron:

<u>Item</u>	<u>Description/ Condition</u>	<u>Affected Length</u>	<u>Baseline Station/ Plate</u>
R-1	44 feet wide access road with a cross-section of 1-inch thick asphalt wearing course over a 6-inch thick granite paver blocks on a 1.5-inch thick sand/cement cushion. Condition - Fair.	12-foot wide strip	347+60/6
R-2	30-foot wide access road with a cross-section of 1-inch thick asphalt wearing course over a 6-inch thick granite paver blocks on a 1.5-inch thick sand/cement cushion. Condition - Fair	12-foot wide strip	357+00/8
R-3	27 feet wide access road with a cross-section of 1-inch thick asphalt wearing course over 6-inch thick granite paver blocks on a 1.5-inch sand/cement cushion. Condition - Fair	12-foot wide strip	400+00/15

b. Railroads.

(1) The New Orleans Public Belt Railroad (NOPBR) owns the following railroad tracks affected by the floodwall project:

<u>Item</u>	<u>Description/ Condition</u>	<u>Affected Length</u>	<u>Approximate Baseline Station/ Plate</u>
RR-1	80 lb. 39-foot rails 7-inch X 9-inch X 8.5 feet treated crossties, 23 ties per rail, crushed rock ballast. Condition - Fair.	40 feet	334+50/4
RR-3	80 lb. 39-foot rails 7-inch X 9-inch X 8.5 feet treated crossties, 23 ties per rail, crushed rock ballast. Condition - Good	210 feet	356+36/8

(2) The Illinois Central Gulf Railroad (ICGRR) owns the following railroad track affected by the floodwall project:

<u>Item</u>	<u>Description/ Condition</u>	<u>Affected Length</u>	<u>Approximate Baseline Station/ Plate</u>
RR-4	80 lb. 39-foot rails, 7-inch X 9-inch X 8.5 feet treated crossties, 23 ties per rail, crushed rock ballast. Condition - Good	1640 feet	359+00 - 375+40/ 8, 9, 10

(3) The Missouri Pacific Railroad Co. (MPRR) owns the following railroad track affected by the floodwall project:

<u>Item</u>	<u>Description/ Condition</u>	<u>Affected Length</u>	<u>Approximate Baseline Station/ Plate</u>
RR-6	80 lb. 39-foot rails, 7-inch X 9-inch X 8.5 feet treated crossties, 23 ties per rail, crushed rock ballast. Condition - Good	30 feet	376+00/11

c. Utilities.

(1) New Orleans Public Service, Inc., (NOPSI) owns the following facilities affected by the floodwall project:

<u>Item</u>	<u>Description/ Condition</u>	<u>Affected Length</u>	<u>Approximate Baseline Station/ Plate</u>
P-1	Overhead Primary and Secondary Powerlines 13.8 kV/240v. Condition - Good	150 feet	334+24/4
P-2	Overhead Guy Wire Condition - Good	145 feet	334+75/4
P-3	Overhead Guy Wire Condition - Good	145 feet	335+80/4
P-4	3 Overhead Guy Wires Condition - Good	150 feet	336+95/5
P-5	Overhead Guy Wire Condition - Good	100 feet	342+59/6
P-6	Overhead Primary Powerline 13.8kV Condition - Good	140 feet	347+28/6
P-7	Overhead Primary Powerline 13.8 kV Condition - Good	135 feet	357+20/8
P-8	Overhead Secondary Powerline 240V Condition - Good	135 feet	364+40/9
P-9	Overhead Secondary 240V. Condition - Good	135 feet	366+30/9
P-10	Overhead Secondary Powerline 240V Condition - Good	155 feet	368+88/9
P-11	Overhead Guy Wire Condition - Good	265 feet	375+40/11
P-12	Overhead Secondary Powerline 240V Condition - Good	245 feet	377+00/11

P-13	Overhead Transmission Line 115 kV Condition - Good	1240 feet	364+00- 376+40/ 9, 10, 11
P-14	Overhead Transmission Line 115 kV. Condition - Good	250 feet	390+00/13
P-15	Overhead Transmission Line 115 kV. Condition - Good	300 feet	398+90/15
P-16	Overhead Transmission Line 115 kV. Condition - Good	250 feet	402+47/15
C-1	3 High X 3 Wide 4" Fibre Underground (Electric) Conduit Bank (13.8 kV) Condition - Abandoned	12 feet	361+25/8
C-2	2 High X 3 Wide 3-1/2" Fibre Underground (Electric) Conduit Bank (empty). Condition - Abandoned	12 feet	365+20/9
C-3	6" Steel Fuel Oil Line in 24" Concrete Casing Condition - Fair	12 feet	366+00/9
C-4	3 High X 3 Wide 4" Fibre Underground (Electric) Conduit Bank (Empty) Condition - Abandoned	12 feet	369+25/9
C-5	2 High X 2 Wide 20" Steel Underground (Electric) Concrete Encased Conduit (13.8kV) Condition - Good	12 feet	399+95/15
G-1	2" Steel High Pressure Natural Gasline in 6" Casing. Condition - Abandoned	12 feet	399+70/15

(2) South Central Bell Telephone Company (SCB) owns the following facilities affected by the floodwall project:



<u>Item</u>	<u>Description/ Condition</u>	<u>Affected Length</u>	<u>Approximate Baseline Station/ Plate</u>
T-1	Overhead Distribution Line 200 Pair - 26 Gauge. Condition - Good	129 feet	357 +20/8
T-3	Overhead Distribution Line 200 Pair - 26 Gauge Condition - Good	130 feet	399+45/15

(3) The Board of Commissioners for the Port of New Orleans (Dock Board) owns the following facilities affected by the floodwall project. These underground facilities cross the floodwall alignment at various locations. Approximately 12 linear feet of each facility will be affected by the floodwall. These facilities were installed in the early 1900's and are still in good condition. The affected facilities are as follows:

<u>Item</u>	<u>Description/ Condition</u>	<u>Affected Length</u>	<u>Approximate Baseline Station/ Plate</u>
W-1	8-inch dia. C.I. Waterline, Service Life- 80 years. Condition - Good	12 feet	337+92/5
W-2	8-inch dia. C.I. Water- line, Service Life - 80 years. Condition - Good	12 feet	342+89/6
W-3	8-inch dia. C.I. Water- line, Service Life - 80 years. Condition - Good	12 feet	347+22/6
W-4	8-inch dia. C.I. Water- line, Service Life - 80 years. Condition - Good	12 feet	352+77/7
W-5	8-inch dia. C.I. Water- line w/manhole, Service Life - 80 years. Condition - Good	20 feet	356+90/8

W-6	8-inch dia. C.I. Water- line, Service Life - 80 years. Condition - Good	12 feet	361+24/8
W-7	8-inch dia. C.I Water- line, Service Life - 80 years. Condition - Good	12 feet	365+15/9
W-8	8-inch dia. C.I. Water- line, Service Life - 80 years. Condition - Good	12 feet	369+10/9
W-9	12-inch dia. C.I. Water- line, Service Life - 30 years. Condition - Good	12 feet	372+60/10
W-10	8-inch dia. C.I Water- line, Service Life - 80 years. Condition - Good	12 feet	376+34/11
W-11	8-inch dia. C.I. Water- line, Service Life - 80 years. Condition - Good	12 feet	380+60/11
W-12	12-inch dia. C.I. Water- line, Service Life - 80 years. Condition - Good	12 feet	390+70/13
W-13	12-inch dia. C.I. Water- line, Service Life - 80 years. Condition - Good	12 feet	400+26/15
W-14	12-inch dia. C.I. Water- line, Service Life - 80 years. Condition - Good	12 feet	402+47/15
S-3	2-inch Fiber Reinforced Sewerline w/5-inch Steel Casing Service Life - 75 years. Condition - Good	12 feet	346+80/6

(4) The Sewerage and Water Board of the City of New Orleans (N.O. S&WB) owns the following facilities affected by the floodwall project. These underground facilities cross the floodwall alignment at various locations. Approximately 12 feet of each facility will be affected by the floodwall. These facilities were installed in the early 1900's and are still in good condition. The affected facilities are as follows:

<u>Item</u>	<u>Description/ Condition</u>	<u>Affected Length</u>	<u>Approximate Baseline Station/ Plate</u>
S-1	8-inch dia. Vitrified Clay Sewerline Service life - 50 years Condition - Good	12 feet	342+54/6
S-2	8-inch dia. Vitrified Clay Sewerline Service Life - 50 years Condition - Good	12 feet	399+92/15
D-2	12-inch dia. Reinforced Concrete Drainline Service Life - 50 years Condition - Good	12 feet	399+78/15
D-3	12-inch dia. Reinforced Concrete Drainline, Service Life - 50 years Condition - Good	12 feet	399+67/15
D-4	24-inch dia. Reinforced Concrete Drainline, Service Life - 50 years Condition - Good	12 feet	399+98/15
D-5	12-inch dia. Reinforced Concrete Drainline, Service Life - 50 years Condition - Good	12 feet	401+21/15

(5) The New Orleans Public Belt Railroad (NOPBRR) owns Item D-1, a 10-inch reinforced concrete drainline which will be affected by the floodwall project at station 376+20. Approximately 12 feet of <sup>each facility</sup> will be affected.

5. FIELD RECONNAISSANCE AND INVESTIGATION. Field surveys, field inspections, consultations, and correspondence with the affected facility owners provided the basic information from which this design memorandum and the proposed relocations plans were prepared. This work was accomplished principally by Messrs. Robert Lommasson, Stuart Williamson and Noel Grego of this District's Relocations Section, Design Services Branch, Engineering Division.

6. CRITERIA FOR RELOCATED FACILITIES.

a. Roads. The design and relocation of items R-1 thru R-3

will be accomplished in accordance with the provisions of the "General Specifications and Standard Plans for Street Paving and Temporary Surfacing of the City of New Orleans, Louisiana," adopted 29 November 1969.

b. Railroads.

(1) The design criteria for the relocation of items RR-1, RR-3, RR-5, and RR-6 will be accomplished in accordance with the "American Railway Engineering Association Manual for Railway Engineering" and the requirements of NOPBRR, ICGRR AND MPRR.

(2) The removal of Item RR-4 will be effected in compliance with the owner's recommendations.

c. Utilities. The design criteria for the relocation of utilities will be accomplished in accordance with the owners' design standards and recommendations.

d. Betterments. If an owners' criteria results in a betterment, the betterment will be discussed with the owner, and payment for the betterment will be disallowed by this District. This in accordance with paragraph 73-106 of EFARS, Appendix Q, which stipulates that "...a substitute facility will be provided which will, as nearly as practicable, serve the owner in the same manner and reasonably as well as does the existing facility."

7. DESCRIPTION OF PROPOSED RELOCATIONS.

a. Roads. There will be minimum impact on the vehicular access roads, item R-1 thru R-3, by the construction of their respective floodgates. Approximately twelve (12) linear feet of roadway perpendicular to the floodwall will be removed for the placement of their respective floodgates. Once the gate sills have been cast to their proper elevations the road will be constructed to closely match existing materials and section, thereby providing a smooth transition from the top of the gate sill to the existing road.

b. Railroads.

(1) The temporary relocation of items RR-1 and RR-6; and the permanent relocation of items RR-3 and RR-5 will be performed by their owners concurrently with the construction of the floodwall gates 1, 6, 3, and 6, respectively. The Federal Government will provide, install and remove the falsework <sup>required for the track relocation as part of the floodwall</sup> construction contract. The owner will provide template track for ease of removal from falsework once the gate monolith construction is ongoing. Once the gate sills have been cast to their proper elevation the falsework will be removed and the railroad tracks will be reconstructed at the same location with previously removed materials.

(2) Item RR-4 will be permanently removed to accommodate the floodwall project. Removal of the railroad track will be performed by the owner. The track owner's customers will be served by means of item RR-5.

c. Utilities.

(1) New Orleans Public Service, Inc., (NOPSI).

(a) Items P-1, P-6 thru P-10, and P-12 will be temporarily relocated around the pile driving activity and form work. The lines will be reinstalled at a low wire ground clearance of 30 ft. Since the lines will be relocated around Government work, it will not be de-energized.

(b) Items P-2, P-3 and P-11 will be permanently removed.

(c) Item P-4 will be temporarily removed by the addition of a push-brace.

(d) Item P-5 will be removed and replaced permanently by a down guy on the protected side.

(e) Items P-13 thru P-16 will be de-energized in turn as deemed necessary for safety while form work is in progress beneath those lines.

(f) Items C-1, C-2, and C-4 are abandoned feeder conduit banks that will be severed to accommodate the pile driving activity. The contractor will notify NOPSI before proceeding, so that field measurements can be made to verify that all cables have been removed and/or de-energized.

(g) Items C-3 and C-5 will be uncovered and service turned off. A 12-foot section will be cut to allow for the driving of the sheetpiles into position. An opening will be cut in the sheetpile and a 12-foot section will be passed through the sleeve and re-connected. Waterproof packing and casing seals will be installed and service restored.

(h) Item G-1 will be cut off and abandoned in place prior to construction of the floodwall. This gas line no longer supplies gas to the riverside of the floodwall and will not be required in the foreseeable future.

(2) South Central Bell Telephone Company (SCB). Items T-1 and T-3 will be temporarily relocated around the pile driving activity and form work. The lines will be reinstalled at a low wire ground clearance of 30 ft. Since the lines will be relocated around the Government work, they will not be de-energized.

(3) The Board of Commissioners for the Port of New Orleans (Dock Board). Items W-1 thru W-14 and S-3 will be uncovered and service turned off. A typically 12-foot section

will be cut and removed to allow for the driving of the sheetpiles into position. An opening will be cut in the sheetpile, a sleeve installed and a 12-foot section is passed through the sleeve and re-connected. Waterproof packing and casing seals will be installed and service restored.

(4) The Sewerage and Water Board of the City of New Orleans (N.O. S&WB).

(a) Items S-1 and S-2 will be de-activated wherever possible or a holding tank will be provided to contain the effluent. Typically, the pipeline will be uncovered and a 12-foot section of pipe will be cut and removed to allow for the driving of the sheetpiles into position. An opening will be cut in the sheetpile, a sleeve installed and a 12-foot section is passed through the sleeve and re-connected. Waterproof packing and casing seals will be installed and service restored.

(b) Items D-2 thru D-5 will be uncovered, removed and a 12-foot section of drain pipe will be cut from each line to allow for the driving of the sheetpiles into position. An opening will be cut in the sheetpile, a sleeve installed and a 12-foot section is passed through the sleeve and re-connected. Waterproof packing and casing seals will be installed and service restored.

(5) The New Orleans Public Belt Railroad (NOPBRR). The relocation of Item D-5 will follow the same procedure as (4)(b) above.

8. PROCEDURE FOR ACCOMPLISHING RELOCATIONS.

a. Roads. The restoration of the affected roads, Item R-1 thru R-3 will be accomplished by the Federal Government for the owner as part of the floodwall construction contract. This District will prepare the detailed plans and specifications for the reconstruction of the roads at no cost to the owners. No additional right-of-way will be required.

b. Railroads. The owners will furnish the criteria and detail design for the relocations of their railroad tracks. The relocation of the affected tracks will be accompanied by their respective owners. Since the owners' work is to be performed at Federal expense, under statutory authority, this District will advise the Levee Board of the dollar reimbursement to the owner. Payment will be based on actual cost for accomplishing the work, adjusted where appropriate, for depreciation, salvage and betterments. No additional right-of-way will be required.

c. Utilities.

(1) For all government-owned utilities, Items W-1 thru W-14, S-1 thru S-3, and D-2 thru D-5, it is proposed that preparation of detailed plans and specifications and reconstruction of affected waterlines, sewerlines and drainage

lines be accomplished by the Federal Government in conjunction with design work for the floodwall. Under this proposal, the relocation of those utilities would be carried out with construction of the floodwall. No additional right-of-way will be required.

(2) For all other utilities, i.e. Items P-1 thru P-16, C-1 thru C-5, G-1, T-1, T-3, and D-1, the affected utility owners will prepare detailed plans and specifications for the cutting, abandoning, removing, de-energizing, or relocating of their facilities, and they will accomplish their work in a manner that will not interfere with the project. The owner's plans and specifications will be reviewed by this District to determine if the owner's proposals are compatible with the project. The relocations will be closely coordinated among all parties involved. The Levee Board, as the local assuring agency for the work, will advise owners to effect their relocations. These items will be relocated by the respective owners at the Federal Government's expense. Any rights-of-way required for the relocation will be obtained by the respective utility owner. No additional right-of-way will be required.

d. Unknown Owner. The Levee Board will declare as abandoned any interfering facilities for which owners are unknown. The Levee Board will also grant this District written releases to allow the Government contractor to remove such affected facilities.

9. ATTITUDE OF OWNERS. All affected facility owners and their representatives have cooperated in developing the information presented in this Design Memorandum. Our latest contact with these owners indicate that they will be ready to perform or cooperate in the relocation in a timely manner upon notification from the Levee Board. We do not anticipate any problems in accomplishing the relocations required by this project; however, close coordination will be necessary at all times.

10. ESTIMATE OF COST. The estimated Federal cost for accomplishing the proposed relocations, has been prepared in accordance with the provisions of EFARS, Appendix Q, paragraph Q-73-301.1 and is based on relocation plans proposed by or agreed to by the affected owners. The relocations cost are summarized in Table 1, page 16, and are presented in more detail in Table 3 through 5 of Appendix II.\* All costs presented in this report shall be chargeable to "Construction Funds."

11. COMPARISON WITH PRIOR COST ESTIMATES. The current working cost estimate for the relocations required by the Jackson Ave. to Thalia Street Floodwall project are summarized in Table 2, page 17. The latest approved cost estimate for construction funds is the incremental IMV Form 17 worksheets for PB-3, submitted 20 Feb 1986 and approved 22 Apr 1986. Its effective date is 1 Oct 1986. The estimates for input to the PB-3 were prepared "in-house" without the benefit of input from the affected owners.

12. RECOMMENDATION. We recommend that this relocations design memorandum be approved as the basis for negotiations with the owners for accomplishing the relocations as described in this report, and as the basis for preparation of plans and specifications.



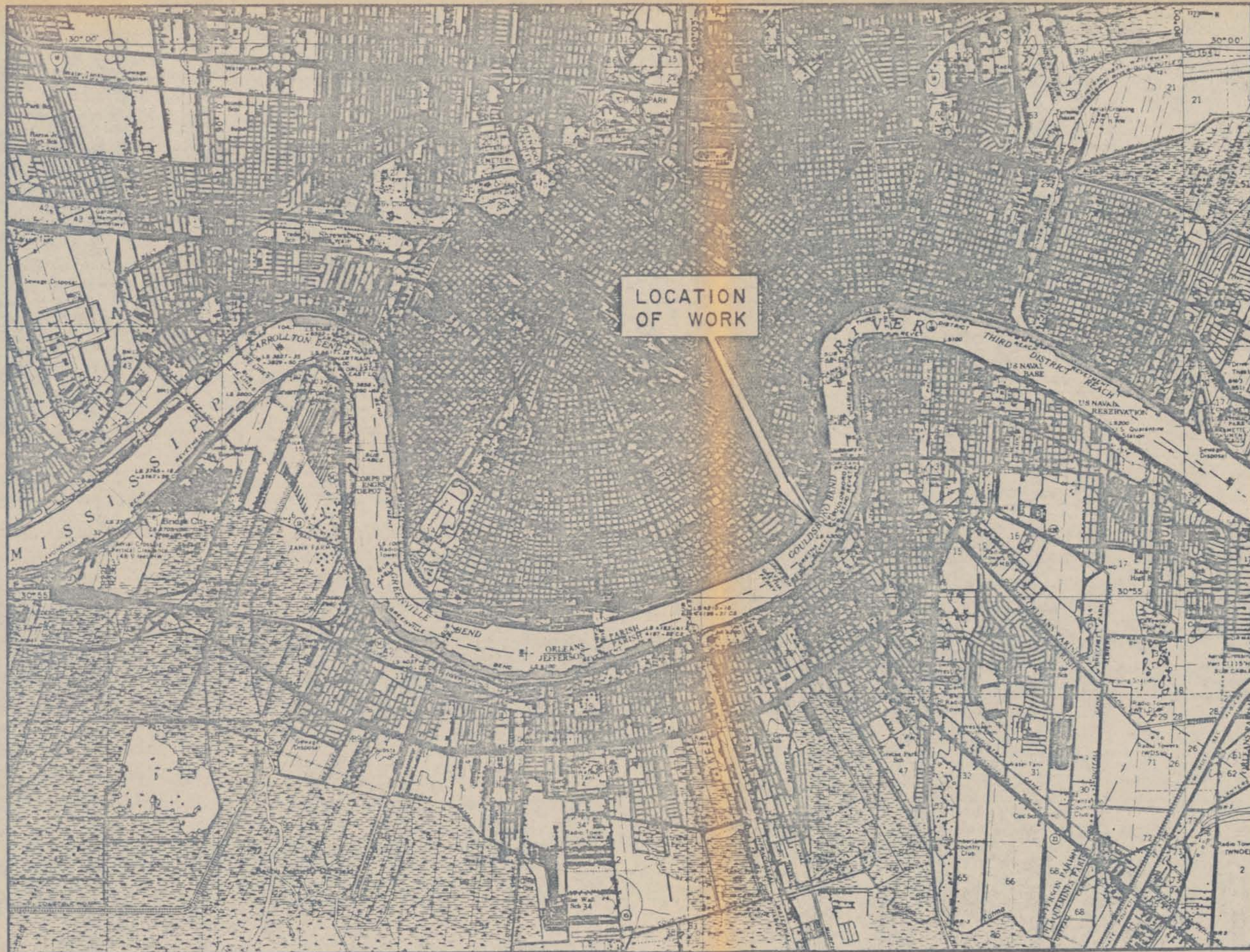
TABLE 1  
SUMMARY OF ESTIMATED FEDERAL RELOCATIONS COST  
(June 1987 Price Levels)

<u>Descriptive/Owner</u>	<u>Facility (\$)</u>	<u>R/W (\$)</u>
<u>Roads</u>		
Streets Dept.	10	
Subtotal Roads	10	0
<u>Railroads:</u>		
NOPBRR	59	
ICGRR	99	
MPRR	19	
Subtotal Railroads	177	0
<u>Utilities:</u>		
NOPSI	19	
SCB	29	
Dock Board	78	
N.O. S&WB	33	
NOPBRR	5	
Subtotal Utilities	<u>164</u>	0
SUBTOTAL	351 <u>1/</u>	
E&D (6%+)	<u>21</u>	
SUBTOTAL	372	
S&A (6%+)	<u>22</u>	
TOTAL	394	

1/ 25% Contingencies included in line items

**TABLE 2**  
**COMPARISON OF COST-CONSTRUCTION FUNDS**

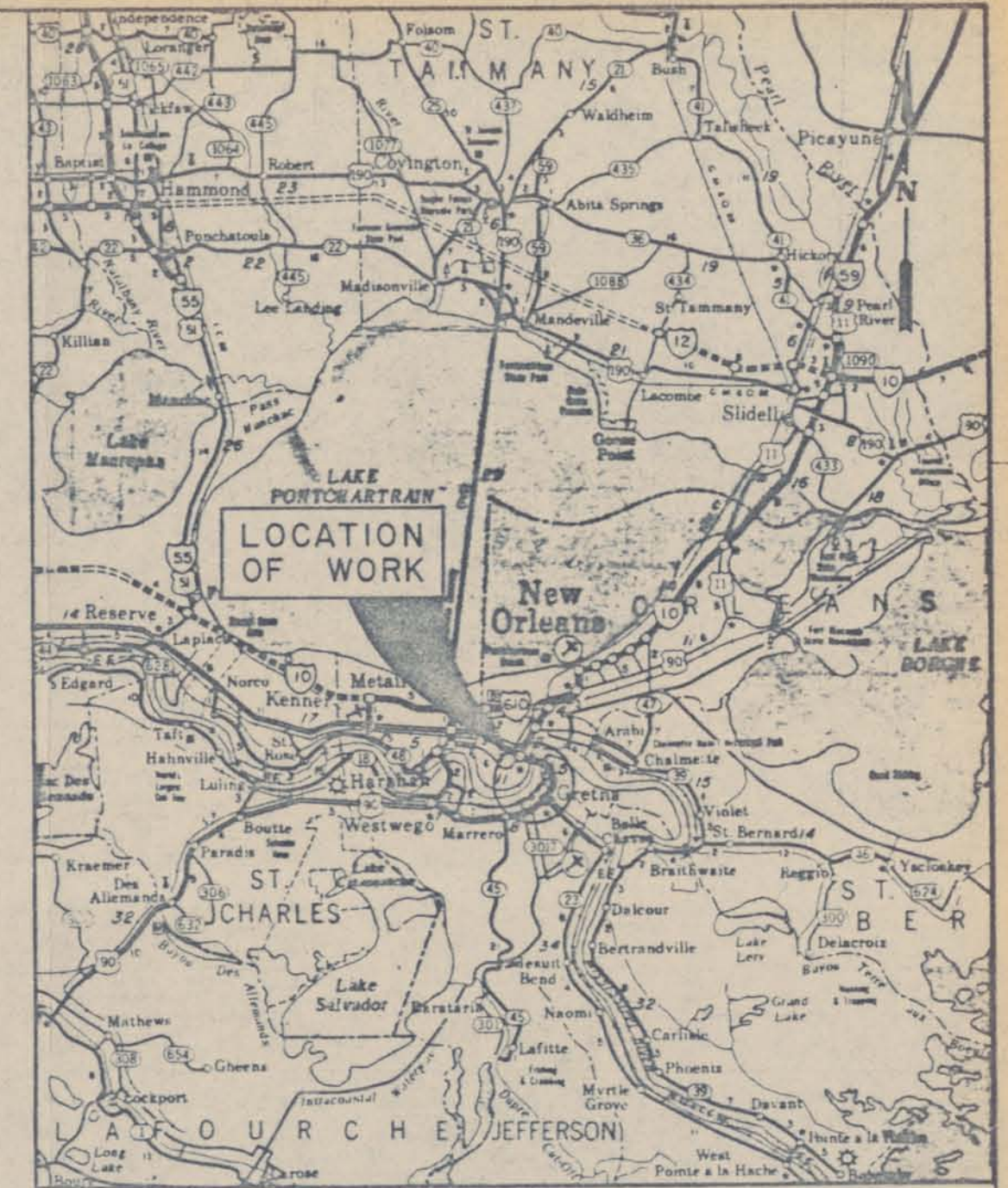
<u>Item</u>	<u>Latest FB-3</u> <u>(1,000's)</u>	<u>Current</u> <u>Working Estimate</u> <u>(1,000's)</u>	<u>Difference</u> <u>from FB-3</u> <u>(\$1,000's)</u>
<b>Relocations</b>			
Roads	8	10	+ 2
Railroads	131	177	+46
Utilities	<u>224</u>	<u>164</u>	<u>-60</u>
Subtotal	363	351	-12
E&D (6%)	<u>22</u>	<u>21</u>	<u>- 1</u>
Subtotal	385	372	-13
S&A (6%+)	<u>23</u>	<u>22</u>	<u>- 1</u>
Total (Rounded)	408	394	-14



LOCATION OF WORK

LOCATION MAP

SCALE 1:31,680  
0 1 2 MILES



LOCATION OF WORK

VICINITY MAP

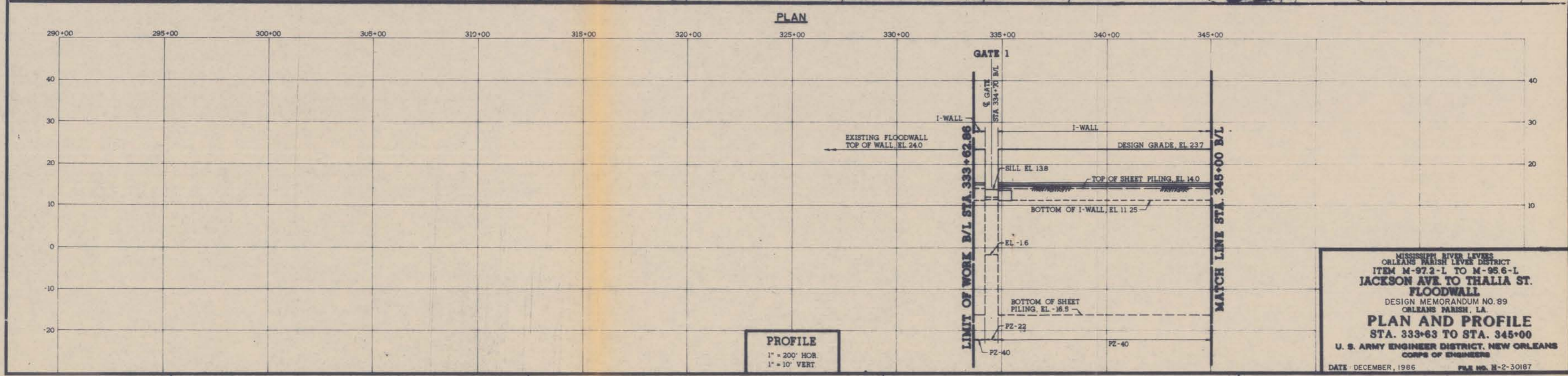
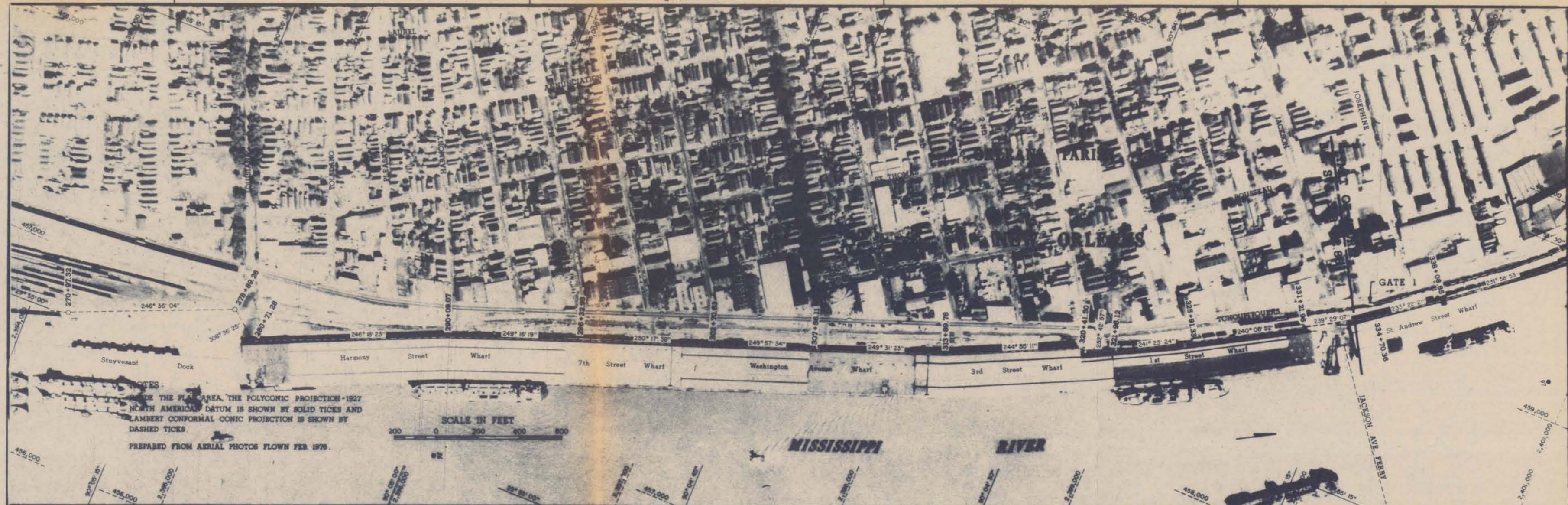
SCALE IN MILES  
0 5 10 15

U.S. ARMY ENGINEER DISTRICT, NEW ORLEANS  
CORPS OF ENGINEERS  
NEW ORLEANS, LA.

MISSISSIPPI RIVER LEVEES ORLEANS LEVEE DISTRICT

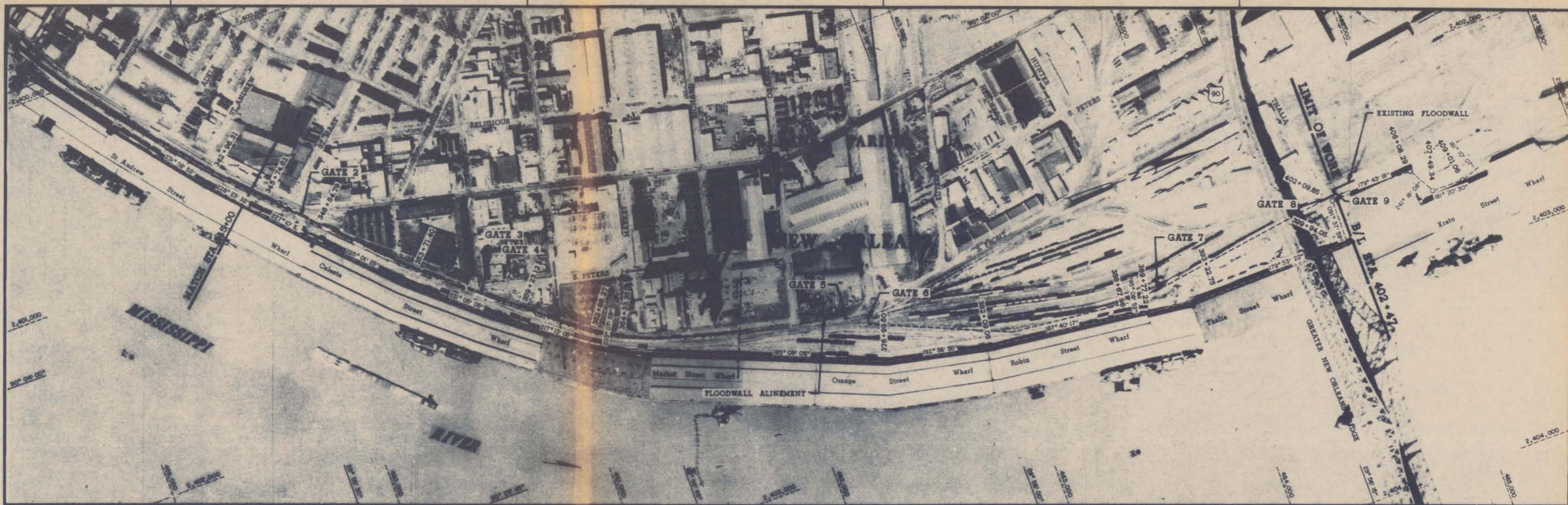
ITEM M-97.2 TO 95.6-L  
DESIGN MEMORANDUM NO. 89  
JACKSON AV TO THALIA ST  
FLOODWALL  
LOCATION MAP

DATE: DECEMBER, 1986 FILE NO. H-2-30187

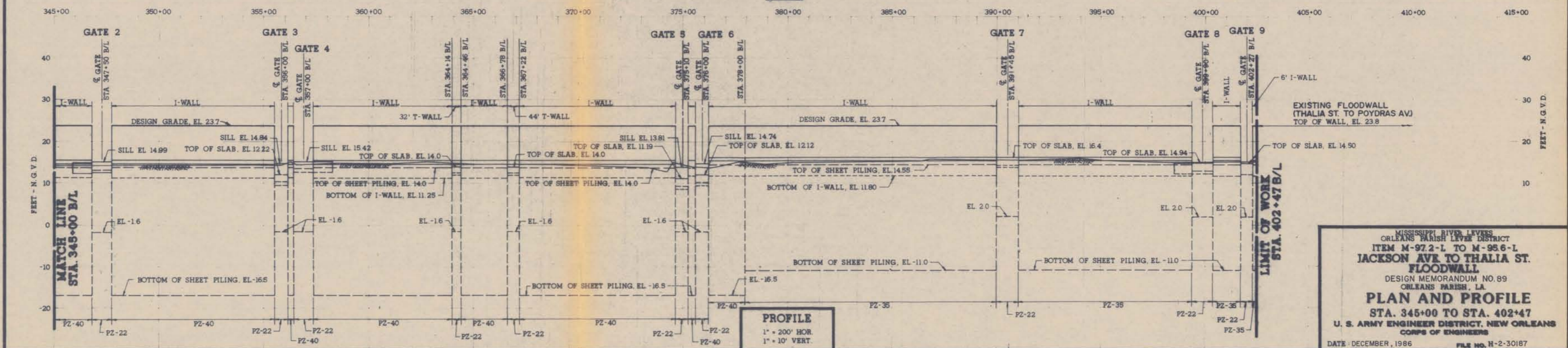


**PROFILE**  
 1" = 200' HOR  
 1" = 10' VERT

MISSISSIPPI RIVER LEVEE  
 ORLEANS PARISH LEVEE DISTRICT  
 ITEM M-97.2-1 TO M-95.6-1  
**JACKSON AVE TO THALIA ST.  
 FLOODWALL**  
 DESIGN MEMORANDUM NO. 89  
 ORLEANS PARISH, LA.  
**PLAN AND PROFILE**  
 STA. 333+63 TO STA. 345+00  
 U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS  
 CORPS OF ENGINEERS  
 DATE: DECEMBER, 1986 FILE NO. H-2-30187



PLAN







MAGNOLIA WAREHOUSE

ST ANDREW STREET

ST MARY ST

TCHOUPILOULAS

FLOODWALL ALINEMENT

GATE 2

MATCH LINE B/L STA. 341+00

MATCH LINE B/L STA. 348+00

TABLE OF EXISTING FACILITIES				
ITEM	DESCRIPTION	OWNER	STA.	RELOCATED BY
P-5	GUY WIRE	N.O.P.S. 1	342+59	OWNER
S-1	6" VITRIFIED CLAY SEWERLINE	N.O.S. & W.B.	342+54	GOVT. CONT. (GC)
W-2	8" C.I. WATERLINE	DOCK BOARD	342+89	G.C.
W-3	8" C.I. WATERLINE	DOCK BOARD	347+22	G.C.
P-6	12.5KV OVERHEAD POWERLINE	N.O.P.S. 1	347+28	OWNER
R-1	ROAD VEHICULAR ACCESS	STREETS DEPT.	347+60	G.C.
S-3	2" FRP W/5" STEEL CASING	DOCK BOARD	346+80	G.C.

PLAN



NOTE: Floodwall will be placed a minimum of 10' from the centerline of railroad tracks.

MISSISSIPPI RIVER AND TRIBUTARIES  
MISSISSIPPI RIVER LEVEE

**JACKSON AV. TO THALIA ST.  
FLOODWALL**

DESIGN MEMORANDUM NO. 89

**RELOCATION OF FACILITIES  
PROJECT PLAN**

U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS  
CORPS OF ENGINEERS

DATE DECEMBER, 1966 FILE NO. H-2-30187



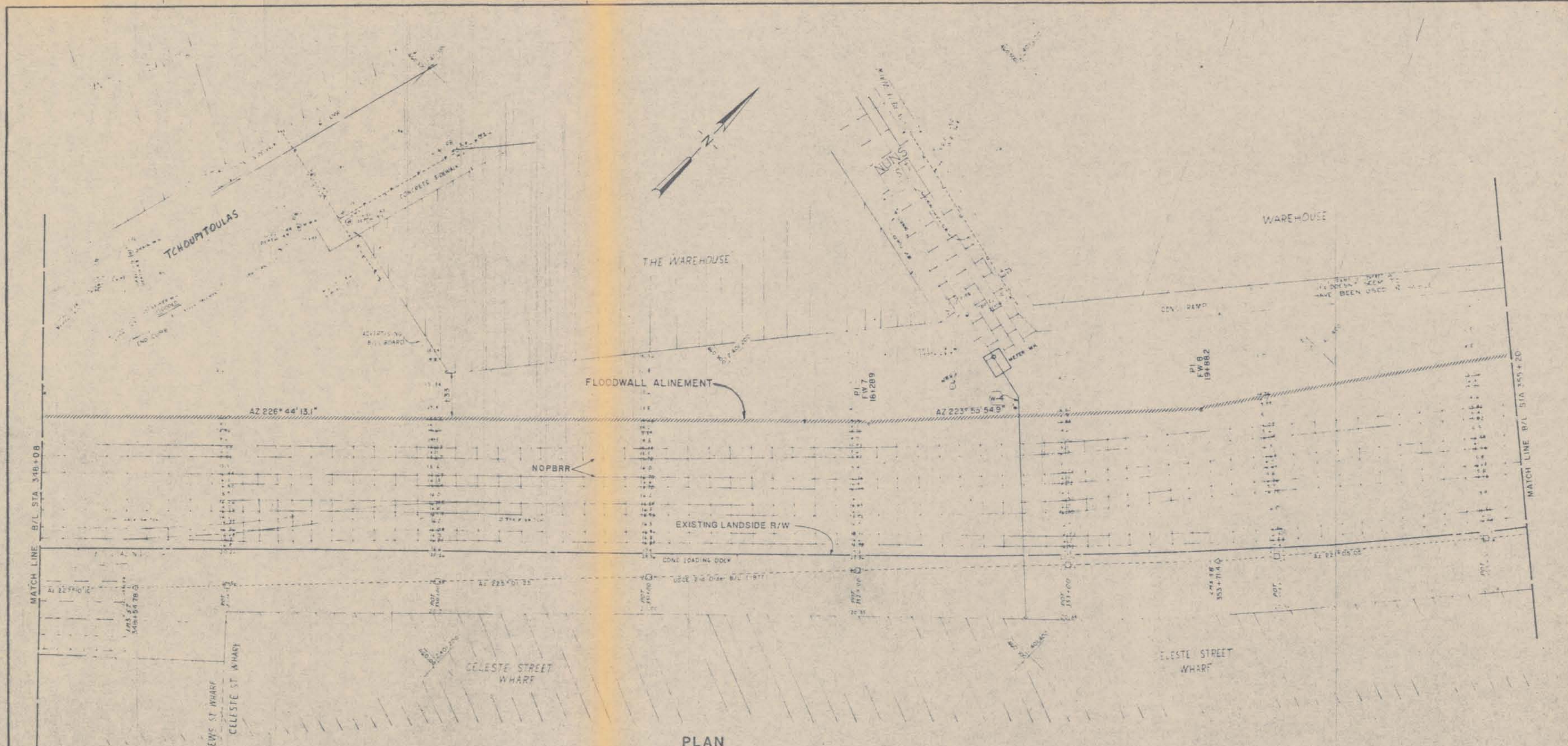
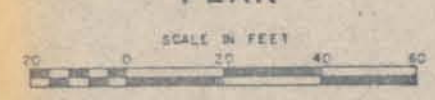


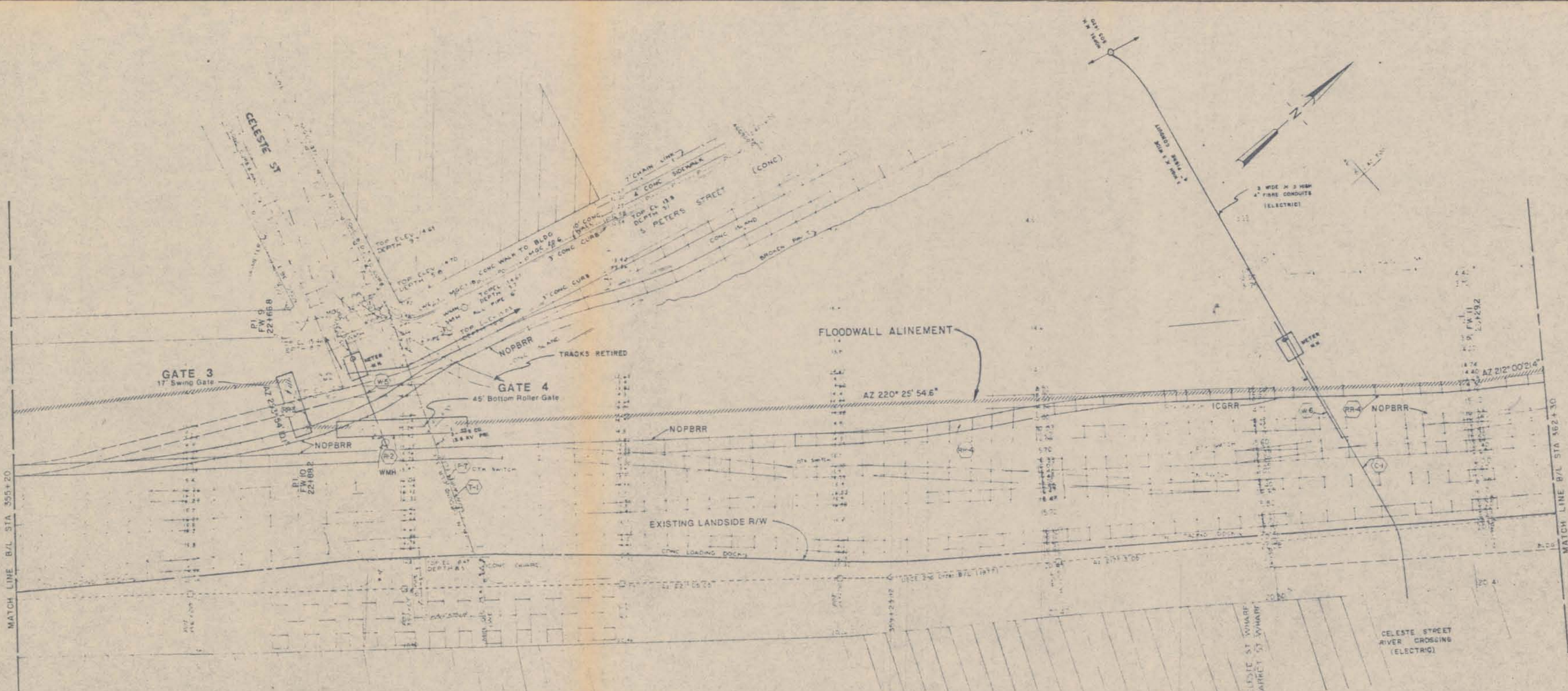
TABLE OF EXISTING FACILITIES

ITEM	DESCRIPTION	OWNER	STA	RELOCATED BY
W-4	8" CI WATERLINE	DOCK BOARD	352+77	GOV'T. CONT.



NOTE: Floodwall will be placed a minimum of 10' from the centerline of railroad tracks.

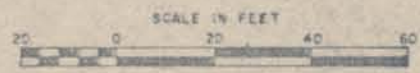
MISSISSIPPI RIVER AND TRIBUTARIES  
 MISSISSIPPI RIVER LEVEE  
**JACKSON AV. TO THALIA ST.  
 FLOODWALL**  
 DESIGN MEMORANDUM NO. 89  
**RELOCATION OF FACILITIES  
 PROJECT PLAN**  
 U S ARMY ENGINEER DISTRICT, NEW ORLEANS  
 CORPS OF ENGINEERS  
 DATE: DECEMBER, 1986 FILE NO: H-2-30187



**TABLE OF EXISTING FACILITIES**

ITEM	DESCRIPTION	OWNER	STA.	RELOCATED BY
RR-3	R.R. TRACKS	NOPBRR	356+36	OWNER & Govt. Cont. (G.C.)
T-1	OVERHEAD TELEPHONE LINE	S.C.B.	357+20	OWNER
W-5	8" C.I. WATERLINE & MANHOLE	DOCK BOARD	356+90	G.C.
R-2	ROAD VEHICULAR ACCESS	STREETS DEPT.	357+00	G.C.
P-7	13.8" OVERHEAD POWERLINE	NOPSI	357+20	OWNER
RR-4	CONNECTING TRACKS (TO BE REMOVED)	I.C.G.R.R.	359+00 375+40	OWNER
W-6	8" C.I. WATERLINE	DOCK BOARD	361+24	G.C.
C-1	3 HIGH x 3 WIDE 4" FIBRE COND.	NOPSI	361+25	OWNER

**PLAN**



NOTE: Floodwall will be placed a minimum of 10' from the centerline of railroad tracks.

MISSISSIPPI RIVER AND TRIBUTARIES  
MISSISSIPPI RIVER LEVEE

**JACKSON AV TO THALIA ST.  
FLOODWALL**

DESIGN MEMORANDUM NO. 89

**RELOCATION OF FACILITIES  
PROJECT PLAN**

U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS  
CORPS OF ENGINEERS

DATE: DECEMBER, 1986      FILE NO. H-2-30187

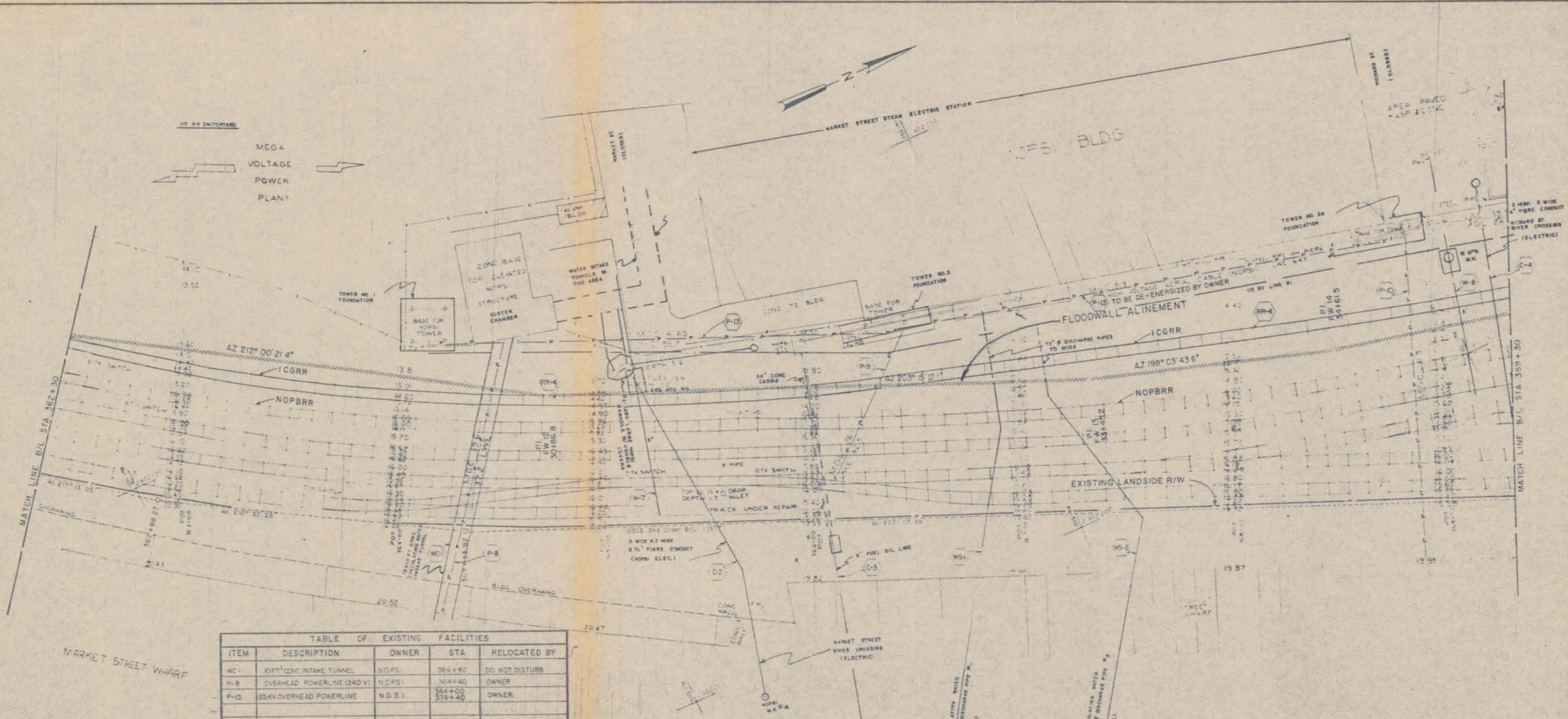


TABLE OF EXISTING FACILITIES

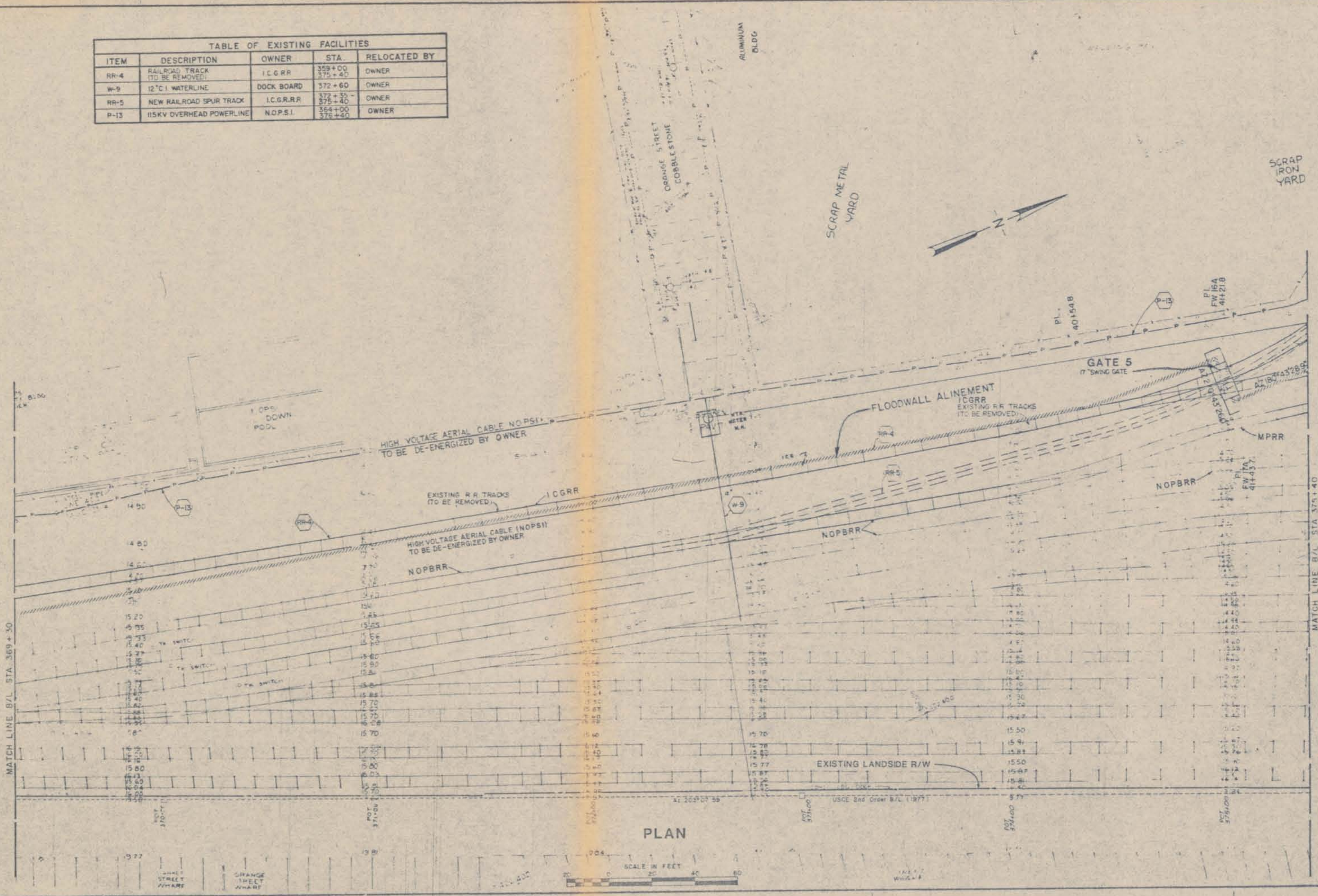
ITEM	DESCRIPTION	OWNER	STA	RELOCATED BY
WC-1	10FT <sup>2</sup> CONC INTAKE TUNNEL	N.O.P.S.I.	364+40	DO NOT DISTURB
P-8	OVERHEAD POWERLINE (240V)	N.O.P.S.I.	364+40	OWNER
P-13	15KV OVERHEAD POWERLINE	N.O.S.I.	364+00 376+40	OWNER
W-7	8" C.I. WATERLINE	DOCK BOARD	365+15	GOVT CONT (G.C.)
C-2	2 HIGH x 3 WIDE 3/4" FIBRE COND	N.O.P.S.I.	365+20	OWNER
C-3	8" FUEL OIL LINE IN 2" CONC	N.O.P.S.I.	366+00	OWNER
P-9	OVERHEAD POWERLINE (240V)	N.O.P.S.I.	366+30	OWNER
WS-1	72" Ø STEEL DISCHARGE PIPE	N.O.P.S.I.	366+90	DO NOT DISTURB
WS-2	72" Ø STEEL DISCHARGE PIPE	N.O.P.S.I.	367+10	DO NOT DISTURB
P-10	OVERHEAD POWERLINE (240V)	N.O.P.S.I.	368+88	OWNER
W-8	8" C.I. WATERLINE	DOCK BOARD	369+10	G.C.
C-4	3 HIGH x 3 WIDE 4" FIBRE COND	N.O.P.S.I.	369+25	OWNER
RR-4	RAILROAD TRACKS	ICGRR	359+00- 375+40	OWNER



NOTE: Floodwall will be placed a minimum of 10' from the centerline of railroad tracks.

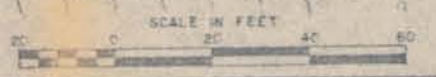
MISSISSIPPI RIVER AND TRIBUTARIES  
 MISSISSIPPI RIVER LEVEE  
**JACKSON AV. TO THALIA ST.  
 FLOODWALL**  
 DESIGN MEMORANDUM NO. 89  
**RELOCATION OF FACILITIES  
 PROJECT PLAN**  
 U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS  
 CORPS OF ENGINEERS  
 DATE: DECEMBER, 1968 FILE NO. H-2-30187

TABLE OF EXISTING FACILITIES				
ITEM	DESCRIPTION	OWNER	STA.	RELOCATED BY
RR-4	RAILROAD TRACK (TO BE REMOVED)	I.C.G.R.R.	359+00 375+40	OWNER
W-9	12" C.I. WATERLINE	DOCK BOARD	372+60	OWNER
RR-5	NEW RAILROAD SPUR TRACK	I.C.G.R.R.	372+35 375+40	OWNER
P-13	115KV OVERHEAD POWERLINE	N.O.P.S.I.	354+00 375+40	OWNER



NOTE: Floodwall will be placed a minimum of 10' from the centerline of railroad tracks.

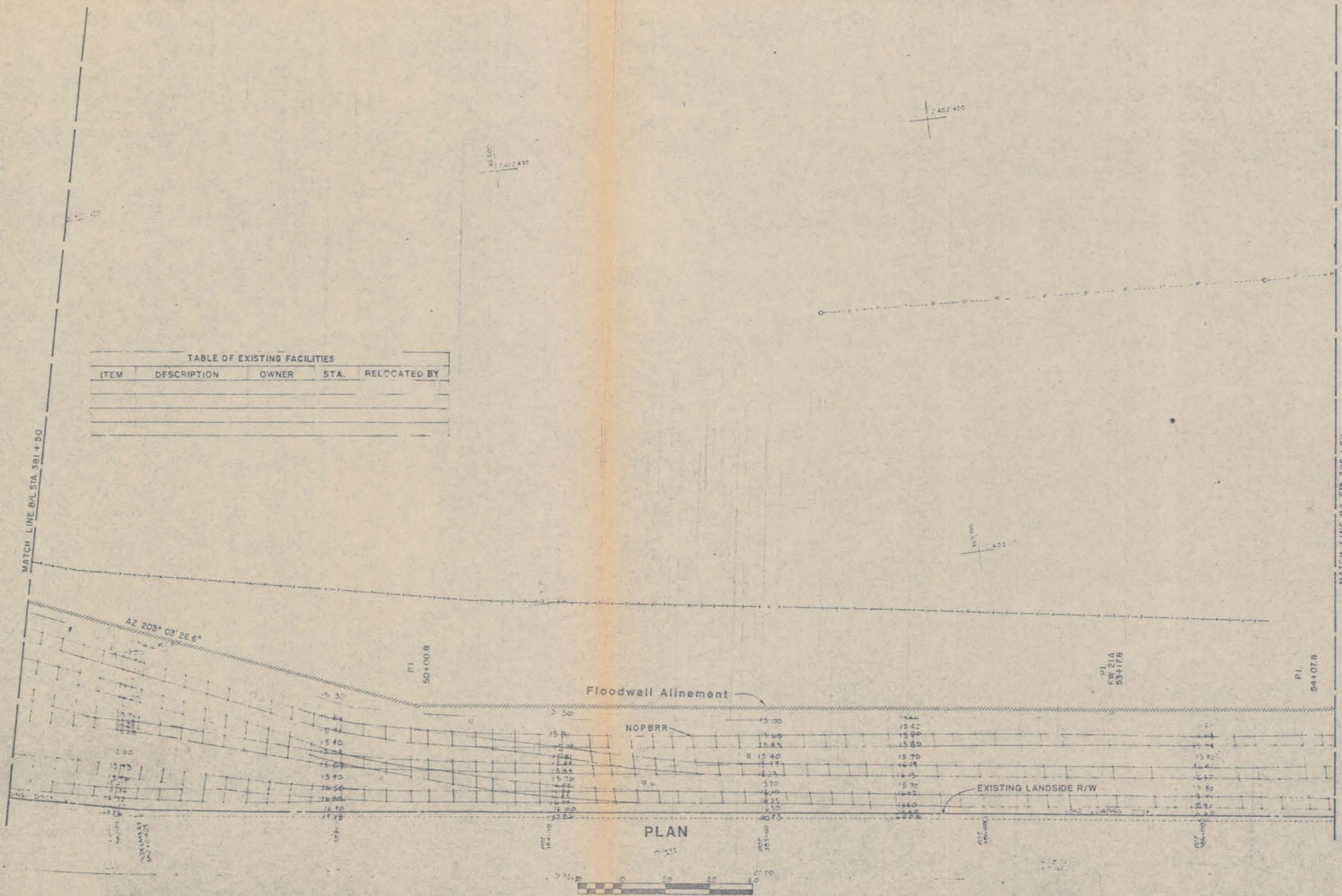
PLAN



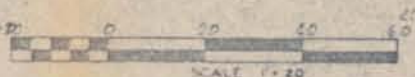
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 MISSISSIPPI RIVER LEVEE  
**JACKSON AV. TO THALIA ST.  
 FLOODWALL**  
 DESIGN MEMORANDUM NO. 89  
**RELOCATION OF FACILITIES  
 PROJECT PLAN**  
 U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS  
 CORPS OF ENGINEERS  
 DATE: DECEMBER, 1988 FILE NO. H-2-30187



TABLE OF EXISTING FACILITIES				
ITEM	DESCRIPTION	OWNER	STA.	RELOCATED BY



PLAN



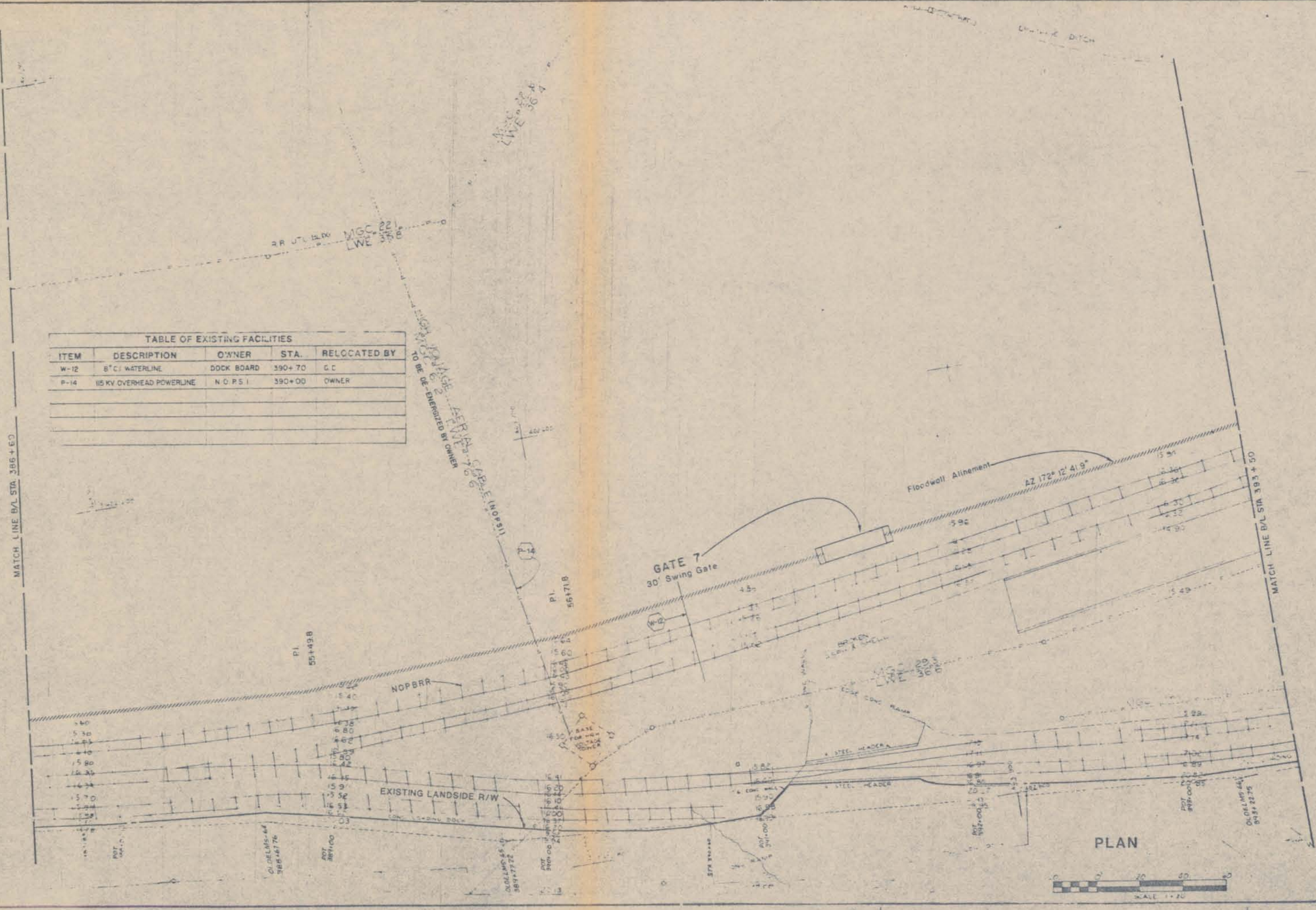
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 MISSISSIPPI RIVER LEVEE  
**JACKSON AV. TO THALIA ST.  
 FLOODWALL**  
 DESIGN MEMORANDUM NO. 89  
**RELOCATION OF FACILITIES  
 PROJECT PLAN**  
 U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS  
 CORPS OF ENGINEERS  
 DATE DECEMBER, 1986 FILE NO H-2-30187

TABLE OF EXISTING FACILITIES

ITEM	DESCRIPTION	OWNER	STA.	RELOCATED BY
W-12	8" C.I. WATERLINE	DOCK BOARD	390+70	G.C.
P-14	115 KV OVERHEAD POWERLINE	N.O.P.S.I.	390+00	OWNER

MATCH LINE B/L STA. 386+50

MATCH LINE B/L STA. 393+50



PLAN



MISSISSIPPI RIVER AND TRIBUTARIES  
 MISSISSIPPI RIVER LEVEE  
**JACKSON AV. TO THALIA ST.  
 FLOODWALL**  
 DESIGN MEMORANDUM NO. 89  
**RELOCATION OF FACILITIES  
 PROJECT PLAN**  
 U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS  
 CORPS OF ENGINEERS  
 DATE: DECEMBER, 1958 FILE NO. H-2-30187







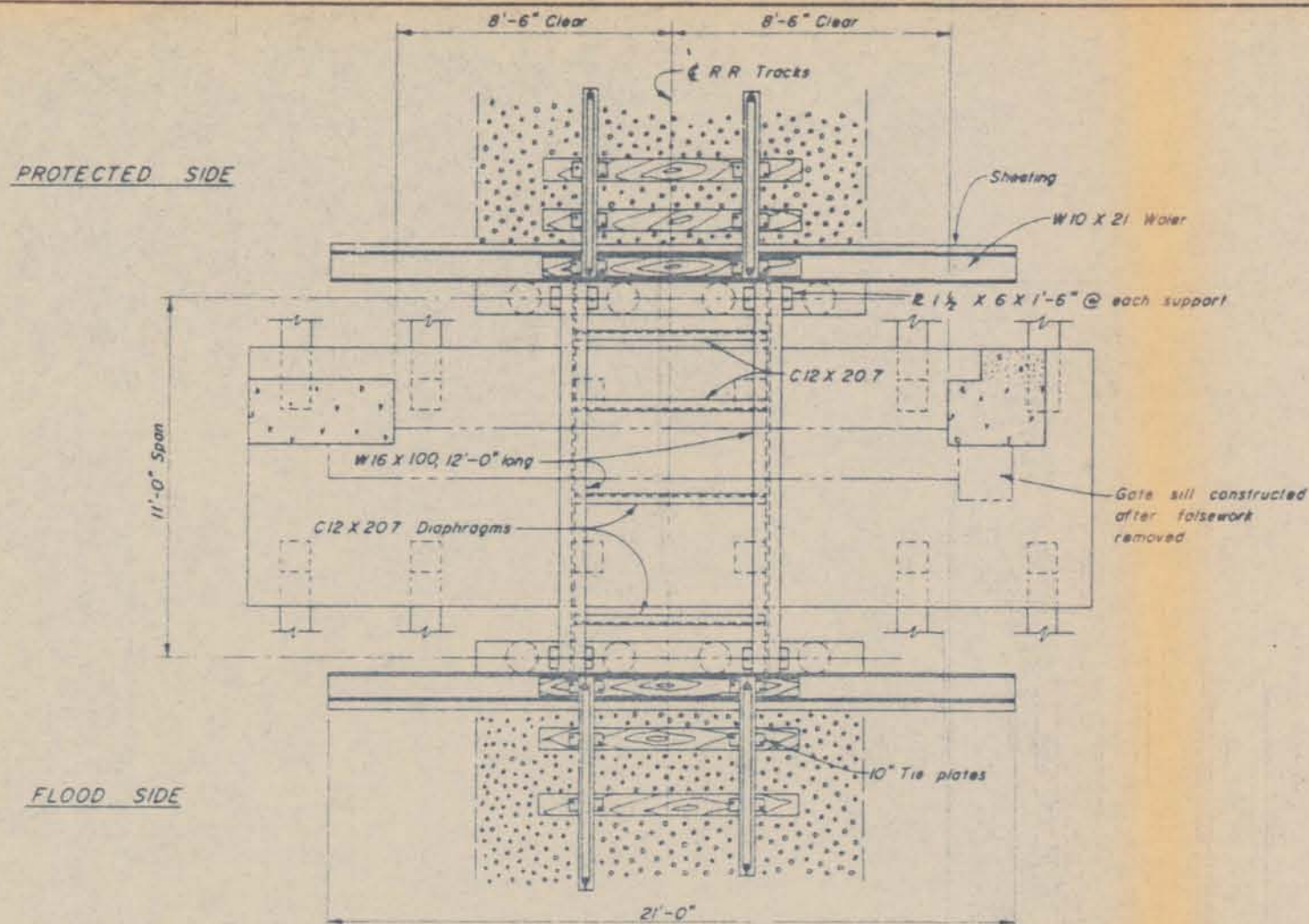
TABLE OF EXISTING FACILITIES				
ITEM	DESCRIPTION	OWNER	STA.	RELOCATED BY
P-15	115KV OVERHEAD TRANSMISSION LINE	N.O.P.S.I.	399+90	OWNER
T-3	OVERHEAD TELEPHONE LINE	S.C.B.	399+45	OWNER
C-5	20" STEEL PIPE CASING	N.O.P.S.I.	399+95	OWNER
D-3	12" Ø CONCRETE DRAINLINE	N.O.S.B.W.B.	399+67	GOVT. CONT. (GC)
G-1	2" NAT GAS LINE IN 6" CASING	N.O.P.S.I.	399+70	OWNER
D-2	12" Ø CONCRETE DRAINLINE	N.O.S.B.W.B.	399+78	GC
W-13	12" C.I. WATERLINE	DOCK BOARD	400+00	GC
S-2	8" Ø VITRIFIED CLAY SEWERLINE	N.O.S.B.W.B.	399+92	GC
D-4	24" Ø CONCRETE DRAINLINE	N.O.S.B.W.B.	399+98	GC
R-3	VEHICULAR ACCESS	N.O. ST. DEPT.	400+00	GC
D-5	12" Ø CONCRETE DRAINLINE	N.O.S.B.W.B.	401+21	GC
W-14	12" C.I. WATERLINE	DOCK BOARD	402+47	GC
P-16	115KV OVERHEAD TRANSMISSION LINE	N.O.P.S.I.	402+47	OWNER

NOTE: Item P-15 and P-16 are high Voltage Aerial Cables (NOPS.I) to be de-energized by owner

PLAN

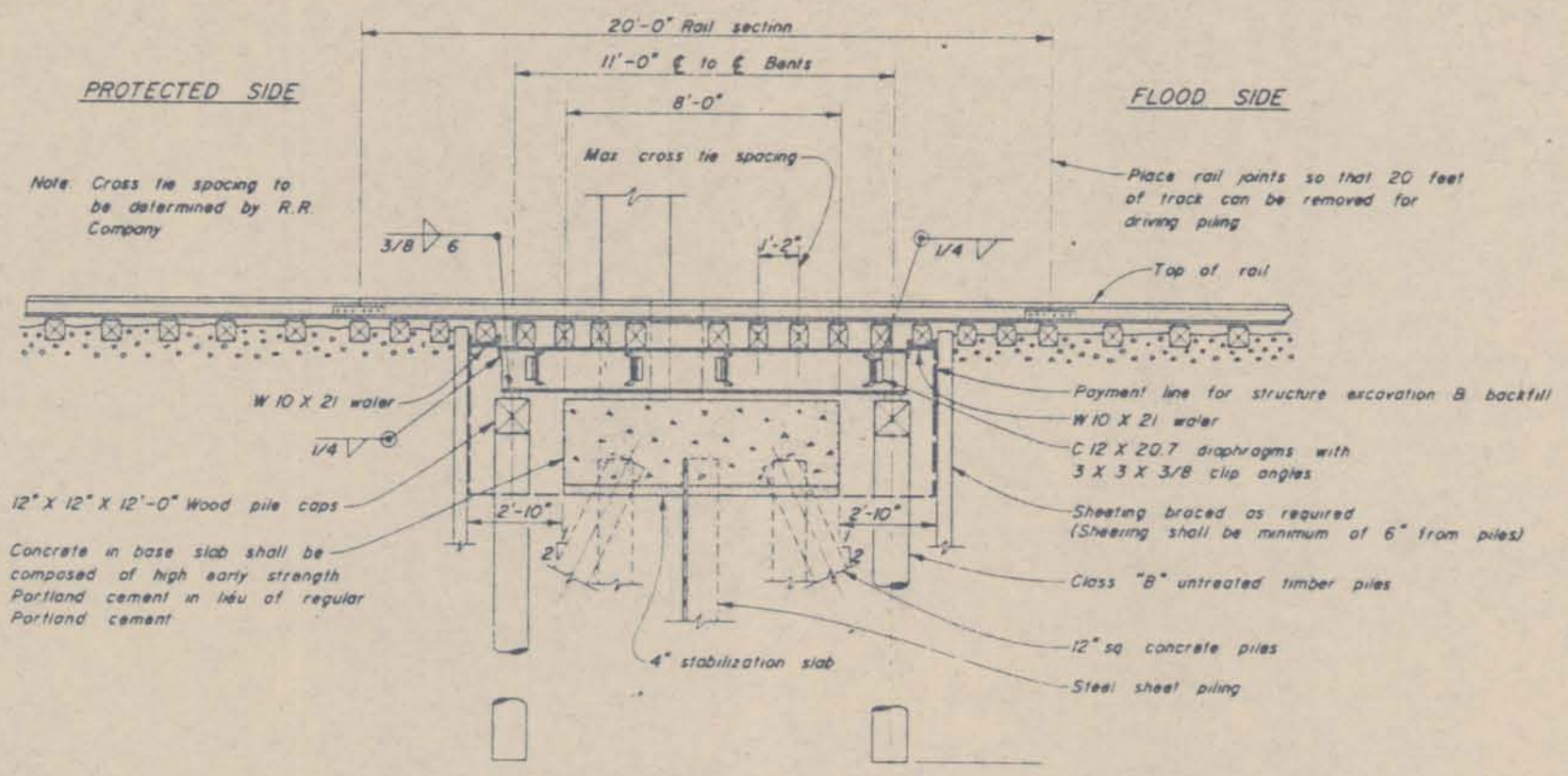


MISSISSIPPI RIVER AND TRIBUTARIES  
 MISSISSIPPI RIVER LEVEE  
**JACKSON AV. TO THALIA ST.  
 FLOODWALL**  
 DESIGN MEMORANDUM NO. 89  
**RELOCATION OF FACILITIES  
 PROJECT PLAN**  
 U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS  
 CORPS OF ENGINEERS  
 DATE: DECEMBER, 1986 FILE NO. H-2-30187



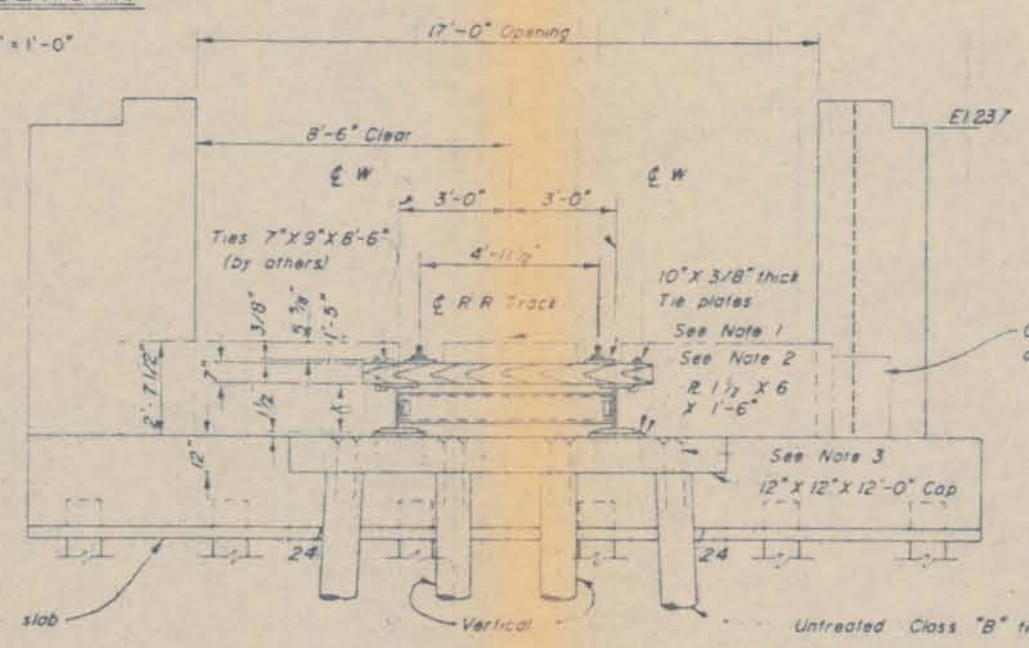
PLAN - FALSEWORK

SCALE 3/8" = 1'-0"



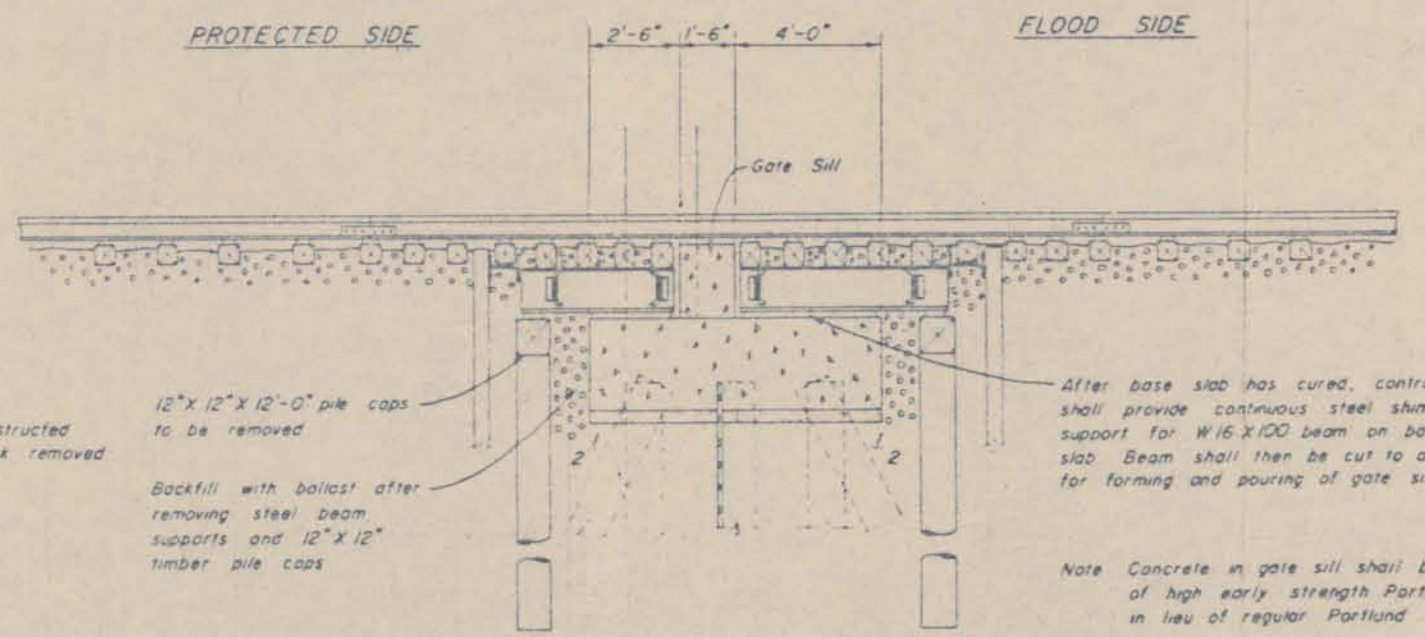
SECTION (FALSEWORK SPAN)

SCALE 3/8" = 1'-0"



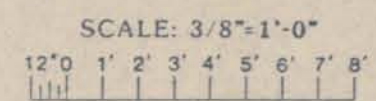
FLOOD SIDE ELEVATION - FALSEWORK BENTS

SCALE 3/8" = 1'-0"



SECTION (FALSEWORK REMOVED)

SCALE 3/8" = 1'-0"

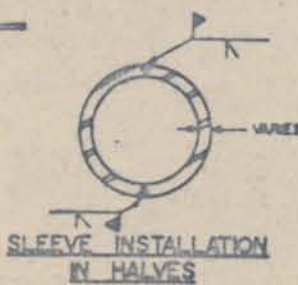
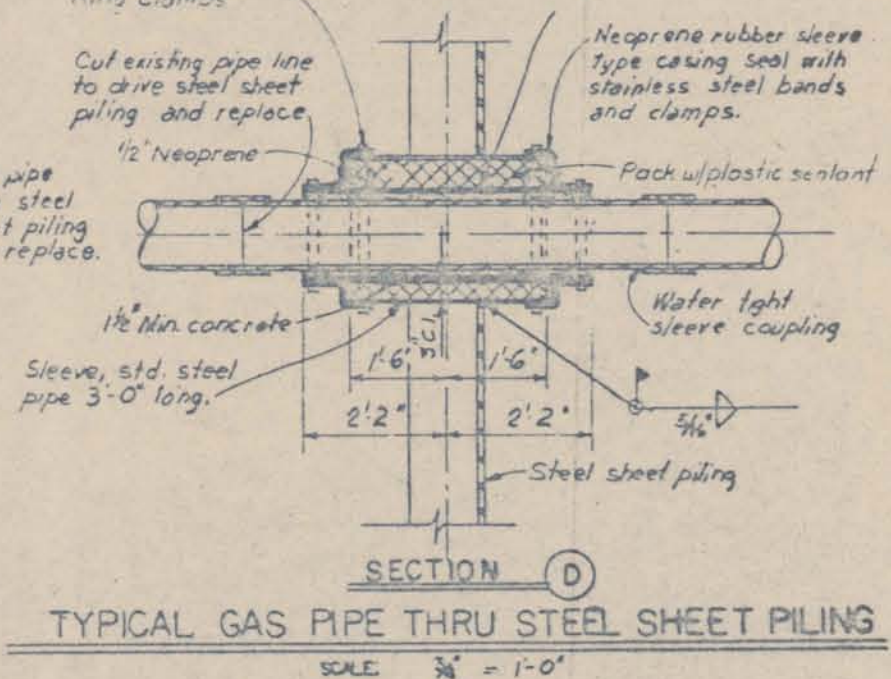
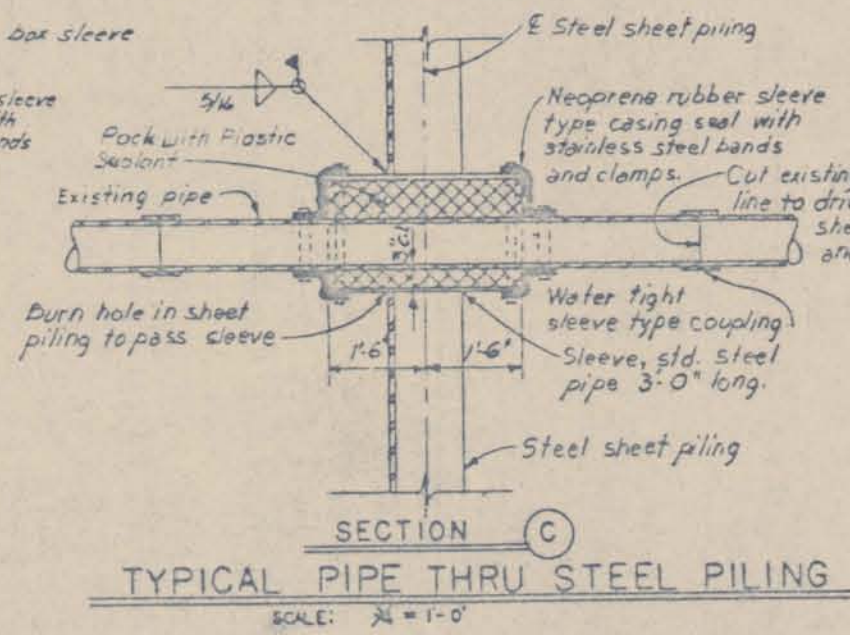
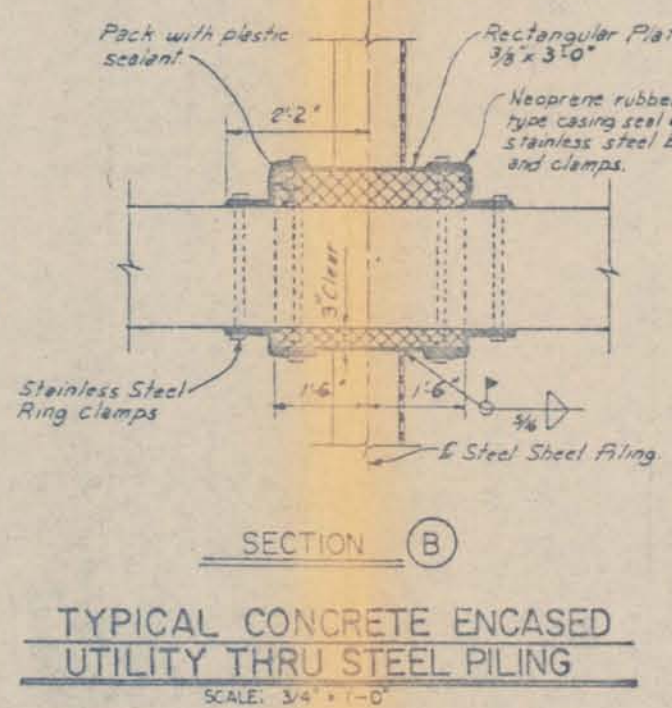
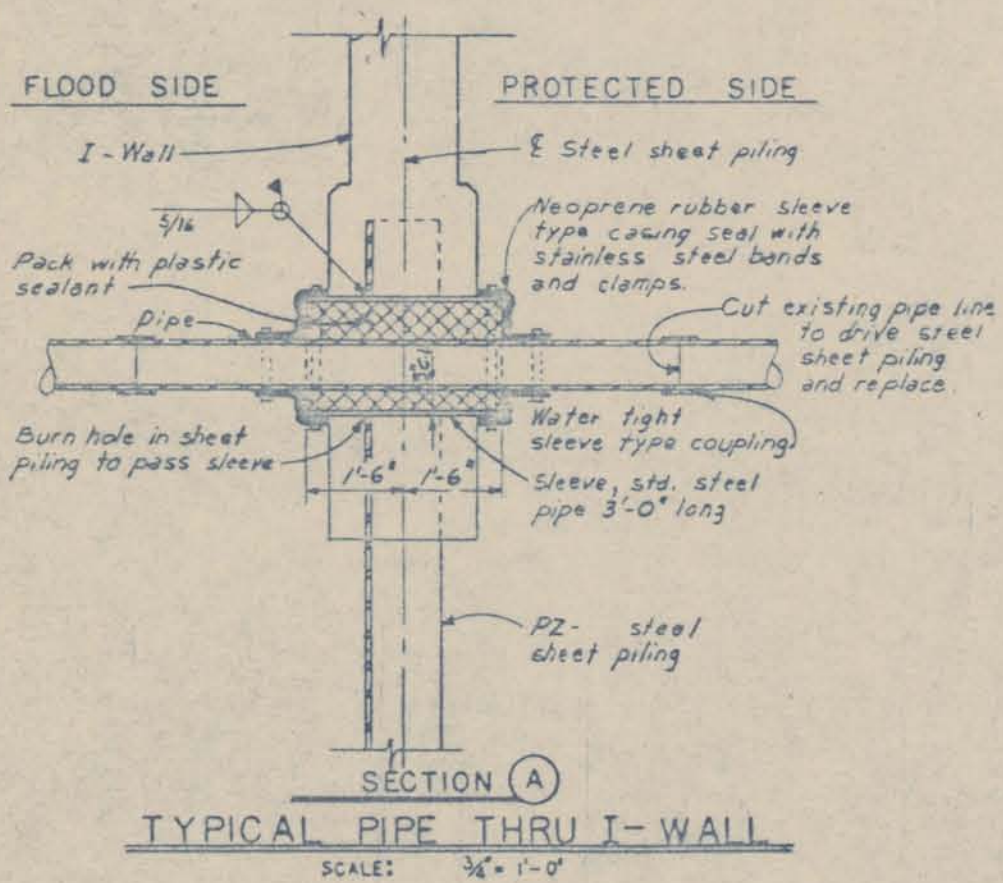
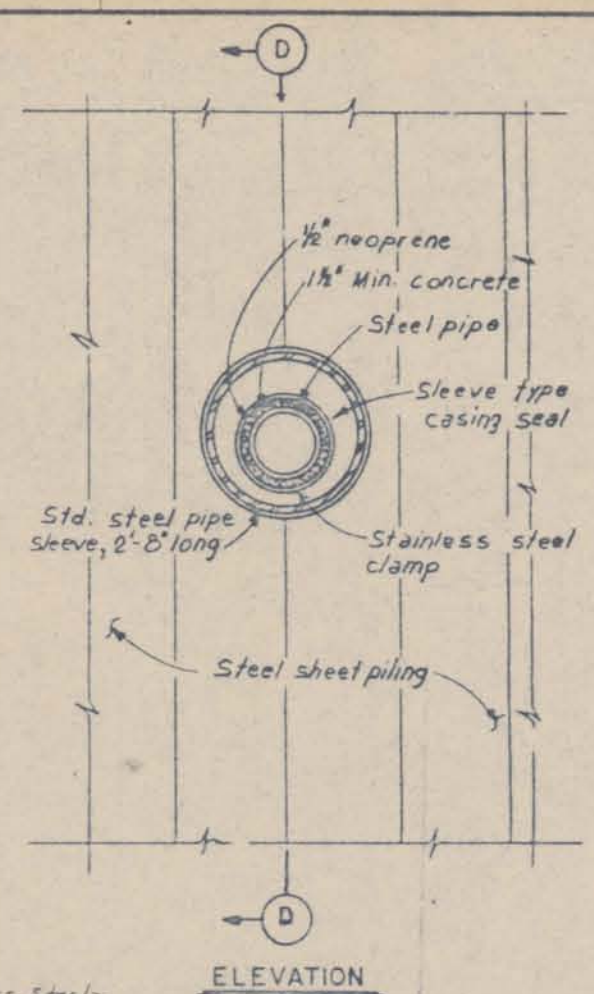
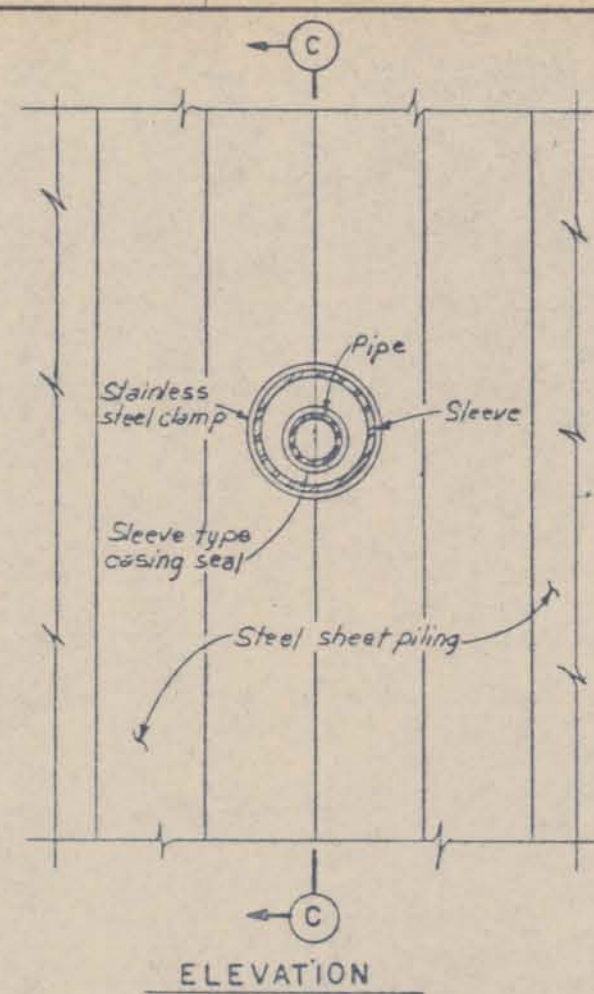
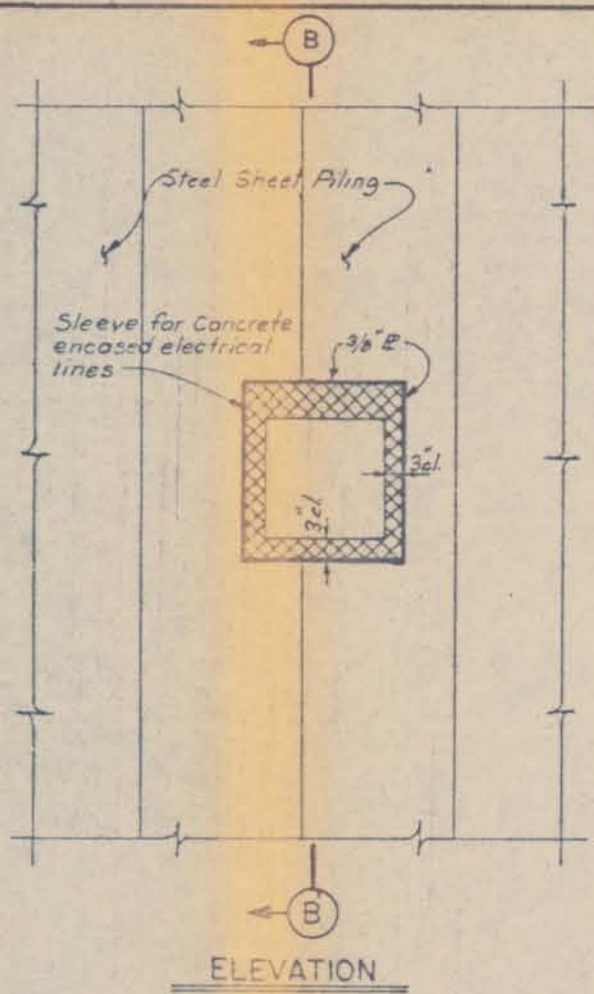
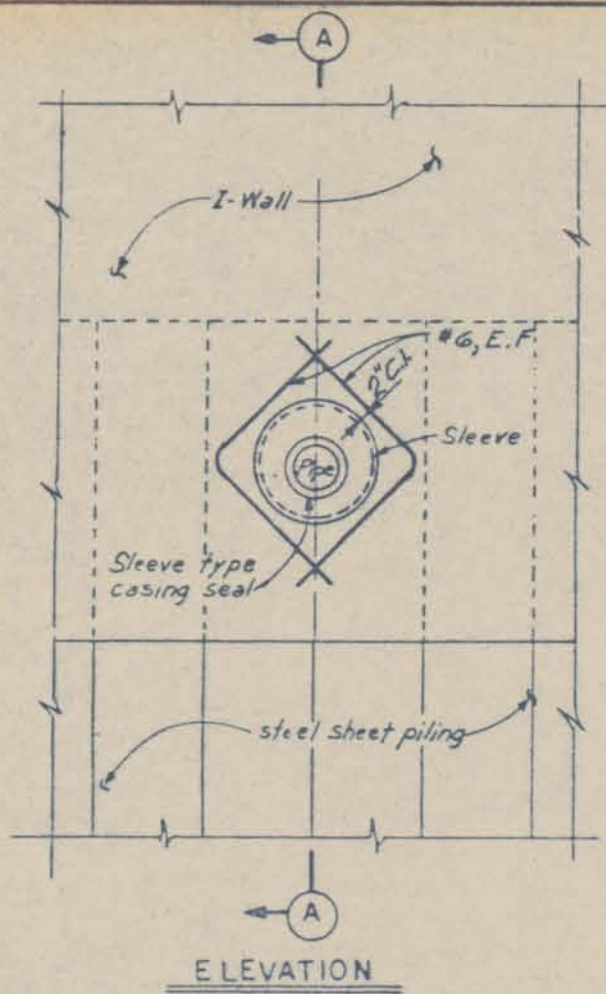


- General = DESIGN CRITERIA =
- The design of the temporary railroad bridge falsework was based on AREA specifications for the design of wood and steel structures. Each member was designed to support a railroad load and its own weight. The following design criteria is given:
1. Live load - Cooper E-80 axle loading
  2. Dead load - Weight of Materials
    - a) Steel - 490 Lbs per cu ft
    - b) Timber - 60 Lbs per cu ft
    - c) Track rails & Fasteners - 200 Lbs per lin ft of track
    - d) Earth fill & Ballast - 120 Lbs per cu ft
  3. Unit Working Stress
    - a) Timber - Stress grade conforming to AREA specifications for Structural Lumber
    - b) Steel - Basic stress conforms to AREA specifications for ASTM A-36
    - c) Piling (timber) - Tension, 26 Kips per pile; Compression, 38 Kips per pile; Corps of Engineers allowable

Note: Falsework bents on protected side are similar to those on flood side.

- Note 1: 3/4" X 1'-2" anchor bolts, threaded 3" W/3" flat washer  
 Note 2: 3/4" X 1'-0" drift bolts w/button head and wedge point  
 Note 3: 7/8" X 2'-0" drift bolts w/countersunk head and wedge point

MISSISSIPPI RIVER LEVEES  
 ORLEANS PARISH LEVEE DISTRICT  
 ITEM M-97.2-L TO M-95.6-L  
 JACKSON AV. TO THALIA ST.  
 FLOODWALL  
 DESIGN MEMORANDUM NO. 89  
 ORLEANS PARISH, LA.  
**RAILROAD FALSEWORK**  
 U.S. ARMY ENGINEER DISTRICT NEW ORLEANS  
 CORPS OF ENGINEERS



**NOTE:**  
If conditions permit, an alternate method of passing a utility line through sheet piling can be accomplished without cutting the line. This method consists of laterally displacing the utility line, driving the steel piling, nailing them, and installing sleeves in halves.

MISSISSIPPI RIVER LEVEES  
ORLEANS PARISH LEVEE DISTRICT  
ITEM M-972-L TO M-956-L  
JACKSON AV TO THALIA ST  
FLOODWALL  
DESIGN MEMORANDUM NO. 89  
ORLEANS PARISH, LA.  
**TYPICAL UTILITY CROSSINGS**  
U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS  
CORPS OF ENGINEERS  
DATE: DECEMBER, 1966 FILE NO. R-2-30187

FLOOD CONTROL  
MISSISSIPPI RIVER AND TRIBUTARIES  
MISSISSIPPI RIVER LEVEES  
ORLEANS PARISH  
LOUISIANA

ITEM M-97.2 TO 95.6-L  
JACKSON AVE. TO THALIA ST. FLOODWALL  
RELOCATION DESIGN MEMORANDUM NO. 89

APPENDIX I

ATTORNEY'S INVESTIGATION AND REPORT  
ON COMPENSABLE INTEREST

NOTE:

The attached Attorney's Report is being revised to include the compensable interest of Missouri Pacific Railroad Company(MPRR) and the New Orleans Streets Department (Streets Dept). The facility owned by MPRR was not mentioned in the report and the facilities owned by the Streets Dept were listed as being owned by the Board of Commissioners of the Part of New Orleans.

ATTORNEY'S INVESTIGATION  
AND REPORT OF  
COMPENSABLE INTEREST

Item M-97.2 To 95.6-L  
Jackson-Thalia Floodwall  
Orleans Parish, Louisiana

This investigation and report is made in accordance with DIVR 1110-2-2 (see also DIVR 1110-2-1, 29 January 1968) and ER 1180-1-1, Section 73, Part 3, 73-203 and 73-204 on the following facilities which will be affected by the subject project:

See Attached Schedule A.

The above-mentioned facilities are located on sheets 2-13, file number H-8-29916, entitled "Item M-97.2 to 95.6-L, Jackson-Thalia Floodwall, Preliminary Floodwall Alinement."

I.

COMPENSABLE INTEREST  
OF  
NEW ORLEANS PUBLIC SERVICE, INC.

New Orleans Public Service, Inc. is a Louisiana public utility domiciled in Orleans Parish. It provides electric and gas service throughout the Parish of Orleans. It has the right of eminent domain, LA. REV. STAT. ANN. 19:2(7-). The facilities located in Section I of Schedule A are owned and maintained by New Orleans Public Service, Inc. They are located outside of the existing right-of-way limits. There has been no evidence furnished to date that the right-of-way in need of relocation was purchased from a fee owner. However, a public utility with the power of eminent domain, possess a real right in the right-of-way in need of relocation even without the use of conventional negotiation and acquisition of the subject right-of-way through the Doctrine of Unopposed Use, LA. REV. STAT. ANN. 19:14 and 19:2(7).

Accordingly, New Orleans Public Service, Inc., does have a compensable interest to these facilities which are located outside the existing right-of-way.

II.

THE COMPENSABLE INTEREST  
OF  
THE BOARD OF COMMISSIONERS,  
PORT OF NEW ORLEANS

The Board of Commissioners for the Port of New Orleans is authorized pursuant to authority granted in LA. REV. STAT. ANN. 34:1. It is a political subdivision of the State of Louisiana and is charged with regulating commerce

and traffic in the port and harbor of New Orleans, LA. REV. STAT. ANN. 34:21. Pursuant to this authority it is charged with providing light, water, police protection, and other services for wharves, landing sheds as it deems advisable, LA. REV. STAT. ANN. 34:21. It also has the power of eminent domain, LA. REV. STAT. ANN. 34:23. The facilities listed in Section II of Schedule A are located outside the existing right-of-way. Where facilities are located outside the levee right-of-way, the owner has compensable interest by virtue of the Doctrine of Unopposed use. Under this doctrine, the Board of Commissioners, through the power of eminent domain, possesses a vested right in the facility in need of relocation without having to furnish evidence that the right-of-way was purchased from the fee owner. SEE. LA. REV. STAT. ANN. 48:44 and 19:14.

Accordingly, the Board of Commissioners for the Port of New Orleans has a compensable interest in the right-of-way for the facilities in question.

### III.

#### COMPENSABLE INTEREST OF SOUTH CENTRAL BELL

South Central Bell Telephone Company is a Delaware Corporation licensed to do business in the State of Louisiana. The Company is considered to be a public utility by virtue of LA. REV. STAT. ANN. 45:781. Pursuant to this statutory authority, South Central Bell possesses the right of eminent domain, LA. REV. STAT. ANN. 19:2(6).

The facilities located in Section III of Schedule A are located outside the existing right-of-way. There is no evidence furnished to date that the right-of-way of for these facilities were purchased from fee owners. However, a public utility having the right of eminent domain possesses a vested right in the right-of-way in need of relocation, even without the use of conventional negotiation and acquisition of the subject right-of-way through the Doctrine of Unopposed Use, LA. REV. STAT. ANN. 19:1(6) and 19:14.

Therefore, South Central Bell does have a compensable interest to these facilities located outside the existing Right-of way.

### IV

#### COMPENSABLE INTEREST OF NEW ORLEANS PUBLIC BELT RAILROAD

The New Orleans Public Belt Railroad is operated by the City of New Orleans through a commission known as the Public Belt Railroad Commission, LA. STAT. ANN. 33:4530. The City of New Orleans through the Commission has the power to operate a railroad system within or without the Parish of

Orleans. LA. REV. STAT. ANN. 33:4530(6). It also has the right of eminent domain, LA. REV. STAT. ANN. 19:2(3).

The facility listed in Section IV of Schedule A lies outside of the existing right-of-way. There is no evidence furnished to date that the right-of-way for these facilities was purchased from the fee owner. However, a corporation having the power of eminent domain possesses a vested right in the right-of-way in need of relocation, even without the use of conventional negotiation and acquisition of the subject right-of-way, LA. REV. STAT. ANN. 33:4530 and 19:14.

Accordingly, New Orleans Public Belt Railroad has a compensable interest to these facilities where they are located outside the existing floodwall right-of-way.

V.

COMPENSABLE INTEREST  
OF  
ILLINOIS CENTRAL GULF RAILROAD

Illinois Central Gulf Railroad is a Delaware Corporation licensed to do business in the State of Louisiana. It operates railroad facilities throughout the state. It is classified as a public utility by virtue of LA. REV. STAT. ANN. 33:4161. It has the power of eminent domain through the authority granted by LA. REV. STAT. ANN. 19:2(2).

There has been no evidence to date that the right-of-way for the facilities listed in Section V of Schedule A were purchased from the fee owners. However, a corporation having the power of eminent domain has a real right to the right-of-way in need of relocation through the consent and acquiescence of the landowner by virtue of LA. REV. STAT. ANN. 19:14. Therefore, Illinois Central Gulf Railroad has a real right to the right-of-way being affected by the project.

Accordingly, Illinois Central Gulf Railroad has a compensable interest in the facilities listed in Section V of Schedule A being affected by the project.

VI.

COMPENSABLE INTEREST  
OF  
SEWERAGE AND WATER BOARD OF  
THE CITY OF NEW ORLEANS

The Sewerage and Water Board of the City of New Orleans is a subdivision of the State of Louisiana. It was authorized pursuant to the authority of LA. REV. STAT. ANN. 33:4093. It has the power of eminent domain through the authority granted by LA. REV. STAT. ANN. 19:1.



There has been no evidence to date that the right-of-way for the facilities listed in Section VI of Schedule A belonging to the Sewerage and Water Board was purchased from the underlying fee owners. However, a political subdivision having the power of eminent domain acquires a real right in the real estate of the facilities to be relocated through the Doctrine of Unopposed Use. Under this Doctrine, when a political corporation constructs facilities upon, under, or over property with the consent or acquiescence of the owner of the property such owner shall deem to have waived his right to contest or object to the taking of such property for public purposes, LA. REV. STAT. ANN. 19:14 and 19:1.

Accordingly, the Sewerage and Water Board had a real right to these facilities regardless of the ownership of the underlying land. Because it has a real right to this property, it has a compensable interest to all the facilities listed in Section VI of Schedule A.

## VII

### AUTHORITY AND OBLIGATION

Authority for construction, enlargement, or improvement of mainline Mississippi River levees, including berms, is contained in the Act of 15 May 1928 (Public Law No. 391, 70th Congress), as amended. The furnishing of right-of-way for levee foundations and levees on the mainline Mississippi River, except levee setbacks, is an obligation of local interest (See Section 3, Act of 15 May 1928). The replacement or relocation of public roads, highways, railroads, public utilities, and pipelines required for the construction of mainline Mississippi River levees will be accomplished at Federal expense. Reimbursement of costs to local cooperating agencies in perfecting relocation of interfering facilities may be made pursuant to the Act of 23 April 1934 (Public Law No. 171, 73rd Congress).

## VIII

### SUMMARY

It is the obligation of the Federal Government to relocate all of the facilities listed in Sections I, II, III, IV, V and VI of Schedule A, located outside the existing levee right-of-way.

23 June 1986  
Date

Carolyn S. Cole  
CAROLYN S. COLE  
Attorney Advisor  
U. S. Army Engineer District  
New Orleans

There has been no evidence to date that the right-of-way for the facilities listed in Section VI of Schedule A belonging to the Sewerage and Water Board was purchased from the underlying fee owners. However, a political subdivision having the power of eminent domain acquires a real right in the real estate of the facilities to be relocated through the Doctrine of Unopposed Use. Under this Doctrine, when a political corporation constructs facilities upon, under, or over property with the consent or acquiescence of the owner of the property such owner shall deem to have waived his right to contest or object to the taking of such property for public purposes, LA. REV. STAT. ANN. 19:14 and 19:1.

Accordingly, the Sewerage and Water Board had a real right to these facilities regardless of the ownership of the underlying land. Because it has a real right to this property, it has a compensable interest to all the facilities listed in Section VI of Schedule A.

#### AUTHORITY AND OBLIGATION

Authority for construction, enlargement, or improvement of mainline Mississippi River levees, including berms, is contained in the Act of 15 May 1928 (Public Law No. 391, 70th Congress), as amended. The furnishing of right-of-way for levee foundations and levees on the mainline Mississippi River, except levee setbacks, is an obligation of local interest (See Section 3, Act of 15 May 1928). The replacement or relocation of public roads, highways, railroads, public utilities, and pipelines required for the construction of mainline Mississippi River levees will be accomplished at Federal expense. Reimbursement of costs to local cooperating agencies in perfecting relocation of interfering facilities may be made pursuant to the Act of 23 April 1934 (Public Law No. 171, 73rd Congress).

Pursuant to authority granted by Public Law No. 91-646, EP 405-1-2, Section 3, Paragraph 6-14 (A)(6) allows for the removal, reinstallation, reestablishment, including such modification as deemed necessary by the District Engineer, and reconstruction of utilities for machinery, equipment, appliances, or other items, not acquired as real property.

#### SUMMARY

It is the obligation of the Federal Government to relocate all of the facilities listed in Sections I, II, III, IV, V and VI of Schedule A, located outside the existing levee right-of-way.

23 June 1986  
Date

Carolyn S. Cole  
CAROLYN S. COLE  
Attorney at Law  
U. S. Army Engineer District  
New Orleans

**SCHEDULE A  
LIST OF FACILITIES BY OWNER  
NEW ORLEANS PUBLIC SERVICE, INCORPORATED**

**I**

<b>Item</b>	<b>Description</b>	<b>Baseline Station</b>	<b>Sheet</b>
P-1	Overhead Primary and Secondary Distribution Lines	334+24	2
P-2	Overhead Guy Wire	334+25	2
P-3	Overhead Guy Wire	335+80	2
P-4	3 Overhead Guy Wires	336+95	3
P-5	Overhead Guy Wire	342+59	4
P-6	Overhead Primary Electric Distribution Line	347+20	4
P-7	Overhead Primary Electric Distribution Line (3 Wires)	357+20	6
P-8	Overhead Secondary Electric Distribution Lines (2 Bundles of 3 Wires)	364+29	7
P-9	Overhead Secondary Electric Distribution Lines	366+30	7
P-10	Overhead Secondary Electric Distribution Lines	368+88	7
P-11	Overhead Guy Wire	375+40	9
P-12	Overhead Secondary Electric Distribution Lines	377+00	9

NEW ORLEANS PUBLIC SERVICE, INCORPORATED

<u>Item</u>	<u>Description</u>	<u>Baseline Station</u>	<u>Sheet</u>
P-13	Overhead Secondary Electric Distribution Lines	377+11	9
P-14	Overhead Electric Transmission Line	390+00	11
P-15	Overhead Electric Transmission Line	398+90	13
P-16	Overhead Electric Transmission Line	402+47	13
P-17	Overhead Transmission Line	399+59 - 402+47	13
P-18	Guy Wire	402+47	13
C-1	Underground Electric Conduit Bank	361+35	6
C-2	Underground Electric Conduit Bank	365+50	7
C-3	6" Steel Fuel Oil Line in 24" Concrete Casing	366+08	7
C-4	Underground Electric Conduit Bank	369+25	7
C-5	Underground Electrical Concrete Encased Conduit	399+60	13
WS-1	72" Dia. Steel Discharge Pipe	366+88	7
WS-2	72" Dia. Steel Discharge Pipe	367+10	7
G-1	2" Steel High Pressure Gasline in 6" Casing	399+70	13

BOARD OF COMMISSIONERS OF THE PORT NEW ORLEANS

II

<u>Item</u>	<u>Description</u>	<u>Baseline Station</u>	<u>Sheet</u>
W-1	8" C.I. Waterline	337+98	3
W-2	8" C.I. Waterline	342+89	4
W-3	8" C.I. Waterline	347+15	4
W-4	8" C.I. Waterline	352+77	5
W-5	8" C.I. Waterline	356+90	6
W-6	8" C.I. Waterline	361+20	6
W-7	8" C.I. Waterline	365+15	17
W-8	8" C.I. Waterline	369+10	7
W-9	12" C.I. Waterline	372+83	8
W-10	8" C.I. Waterline	376+60	9
W-11	8" C.I. Waterline	380+60	9
W-12	12" C.I. Waterline	390+80	11
W-13	12" C.I. Waterline	400+10	13
W-14	12" C.I. Waterline	402+47	13
R-1	Road Vehicular Access	347+40 - 347+82	4

BOARD OF COMMISSIONERS OF THE PORT NEW ORLEANS

II

<u>Item</u>	<u>Description</u>	<u>Baseline Station</u>	<u>Sheet</u>
R-2	Road Vehicular Access	357+00	6
R-3	Road Vehicular Access	399+59 400+09	13
R-4	Road Vehicular Access	402+47	13

\*All facilities owned by the Board of Commissioners of the Port of New Orleans are located outside of the existing levee rights-of-way.

SOUTH CENTRAL BELL

III

<u>Item</u>	<u>Description</u>	<u>Baseline Station</u>	<u>Sheet</u>
T-1	200 PR. 26 Gauge Aerial Distribution	356+82	6
T-3	200 PR. 26 Gauge Aerial Distribution	399+40	13

\*All facilities owned by South Central Bell are located outside of the existing levee rights-of-way.

NEW ORLEANS PUBLIC BELT RAILROAD

IV

<u>Item</u>	<u>Description</u>	<u>Baseline Station</u>	<u>Sheet</u>
RR-1	Railroad Tracks	334+50	2
RR-3	Railroad Tracks	355+40 - 357+20	6
RR-5	Railroad Tracks	372+55	8
D-1	10" Concrete Drainline	376+30	9

\*All facilities owned by the New Orleans Public Belt Railroad are located outside of the existing levee rights-of-way.



ILLINOIS CENTRAL GULF RAILROAD

V

<u>Item</u>	<u>Description</u>	<u>Baseline Station</u>	<u>Sheet</u>
RR-4	Railroad Track (Removal)	359+00 - 375+40	6, 7 & 8

\*The facility owned by the Illinois Central Gulf Railroad is located outside of the existing levee rights-of-way.

SEWERAGE AND WATER BOARD OF NEW ORLEANS

VI

<u>Item</u>	<u>Description</u>	<u>Baseline Station</u>	<u>Sheet</u>
S-1	8" Sewer	342+60	4
S-2	8" Sewer	399+85	13
D-2	12" Drain Line	399+78	13
D-3	12" Drain Line	399+59	13
D-4	24" Drain Line	399+92	13
D-5	12" Drain Line	401+05	13

\*The facility owned by the Sewerage and Water Board of New Orleans are located outside of the existing levee rights-of-way.

FLOOD CONTROL  
MISSISSIPPI RIVER AND TRIBUTARIES  
MISSISSIPPI RIVER LEVEES  
ORLEANS PARISH  
LOUISIANA

ITEM M-97.2 TO 95.6-L  
JACKSON AVE. TO THALIA ST. FLOODWALL  
RELOCATION DESIGN MEMORANDUM NO. 89

APPENDIX II

DETAILED COST ESTIMATES

**TABLE 3**  
**DETAILED COST ESTIMATE**  
**STREETS DEPARTMENT - NEW ORLEANS**

(December 1986 Price Levels)

Roads: Item R-1

<u>Description</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Cost (\$)</u>	<u>Amount</u>
Mob & Demob	LS	--		\$ 800
Removal of Cobblestones Covered with Asphalt	LS	528 sq ft		550
Excavation 2 ft. Depth	LS	528 sq ft		300
1'0" Compacted Sand Fill	SF	528	0.40	210
Filter Fabric	SF	528	0.33	175
10" Compacted Shell	SF	528	0.55	290
1/2" Asphaltic Binder	SF	528	0.95	502
1-1/2" Wearing Course Asphalt	SF	528	0.60	317
Signs & Barricades	LS	--		<u>100</u>
			Subtotal	\$3,200
			Contingencies (25%+)	<u>800</u>
			<b>TOTAL</b>	<b>\$4,000</b>

(NOTE: All totals rounded to nearest \$1000.)

TABLE 3  
 DETAILED COST ESTIMATE  
 STREETS DEPARTMENT - NEW ORLEANS

(December 1986 Price Levels)

Roads: Item R-2

<u>Description</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Cost (\$)</u>	<u>Amount</u>
Mob & Demob	LS	--		\$ 800
Removal of Cobblestones Covered with Asphalt	LS	360 sq ft		400
Excavation 2 ft. Depth	LS	360 sq ft		200
1'0" Compacted Sand Fill	SF	360	0.40	144
Filter Fabric	SF	360	0.33	120
10" Compacted Shell	SF	360	0.55	198
2-1/2" Asphaltic Binder	SF	360	0.95	342
1-1/2" Wearing Course Asphalt	SF	360	0.60	216
Signs & Barricades	LS	--		<u>100</u>
			Subtotal	\$2,500
			Contingencies (25%+)	<u>600</u>
			Total	\$3,000

(NOTE: All totals rounded to nearest \$1000.)

TABLE 3  
 DETAILED COST ESTIMATE  
 STREETS DEPARTMENT - NEW ORLEANS

(December 1986 Price Levels)

Roads: Item R-3

<u>Description</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Cost (\$)</u>	<u>Amount</u>
Mob & Demob	LS	--		\$ 800
Removal of Cobblestones Covered with Asphalt	LS	324 sq ft		325
Excavation 2 ft. Depth	LS	324 sq ft		175
1'0" Compacted Sand	SF	324	0.40	130
Filter Fabric	SF	324	0.33	108
10" Compacted Shell	SF	324	0.55	178
2-1/2" Asphaltic Binder	SF	324	0.95	308
1-1/2" Wearing Course Asphalt	SF	324	0.60	194
Signs and Barricades	LS	--		<u>100</u>
			Subtotal	\$2,300
			Contingencies (25%+)	<u>600</u>
			Total	\$ 3,000

(NOTE: All totals rounded to nearest \$1000).

TABLE 4  
 DETAILED COST ESTIMATE  
 NEW ORLEANS PUBLIC BELT RAILROAD

(December 1986 Price Levels)

Railroads: Item RR-1

<u>Description</u>	<u>Lump Sum Amount (\$)</u>
Temporary removal and Reconstruction of track in existing location	
curve track, 40 ft. of 80 lb. 39 ft. rail	
labor (track work)	
ballast rock	
cross ties, 7-inch x 9-inch x 8.5 ft. treated,	
23 per/rail	
spikes	
labor (grade work)	
Removal and Construction Total	\$12,000
Contingencies (25%+)	3,000
Total	\$15,000

NOTE: All totals rounded to nearest \$1,000.

TABLE 4  
 DETAILED COST ESTIMATE  
 NEW ORLEANS PUBLIC BELT RAILROAD

(December 1986 Price Levels)

Railroads: Item RR-3

<u>Description</u>	<u>Lump Sum Amount (\$)</u>
Remove existing track, relocate existing switch approximately 92.50 ft. upstream and construct approximately 220 ft. of track, in new location, to accommodate the floodgate	
curve track & switch, 220 ft. of 80 lb. 39 ft. spikes labor (grade work) falsework	
Removal and Construction Total	\$31,000
Removal of roadway at track (10' x 27') and reconstruction of roadway of new track	4,000
Subtotal	\$35,000
Contingencies (25%)	9,000
Total	\$44,000

Note: All totals rounded to nearest \$1,000.



TABLE 4  
 DETAILED COST ESTIMATE  
 ILLINOIS CENTRAL GULF RAILROAD

(December 1986 Price Levels)

Railroads: Item RR-4

<u>Description</u>	<u>Lump Sum Amount (\$)</u>
Removal of track (permanently)	
Removal of half of the crossover and straight rail track, 1640 ft. of 80 lb. 39 ft. rail	\$ 4,000 <u>20,000</u>
Removal Total	\$24,000
Contingencies (25%+)	<u>6,000</u>
Total	\$30,000

TABLE 4  
 DETAILED COST ESTIMATE  
 ILLINOIS CENTRAL GULF RAILROAD

(December 1986 Price Levels)

Railroads: Item RR-5

<u>Description</u>	<u>Lump Sum Amount (\$)</u>
Construction of track & switch in new location to accommodate the floodgate, Item RR-5	
curve track & switch, 200 ft. of 80 lb. 39 ft. rail	
labor (track work)	
ballast rock	
cross ties, 7-inch x 9-inch x 8.5 ft. treated, 23	
per rail	
spikes	
labor (grade work)	
Construction Total	\$55,000
Contingencies (25%+)	<u>14,000</u>
TOTAL	\$69,000

TABLE 4  
 DETAILED COST ESTIMATE  
 MISSOURI PACIFIC RAILROAD

(December 1986 Price Levels)

Railroads: Item RR-6

<u>Description</u>	<u>Amount (\$)</u>
Temporary removal and reconstruction of track in existing location	
curve track, 30 ft. of 80 lb. 39 ft. rail	
labor (track work)	
ballast rock	
cross ties, 7-inch x 9-inch x 8.5 ft. treated,	
23 per rail	
spikes	
labor (grade work)	
falsework	
Removal and Construction Total	\$15,000
Contingencies (25%+)	4,000
Total	\$19,000

NOTE: All totals rounded to nearest \$1,000.

TABLE 5  
DETAILED COST ESTIMATE  
NEW ORLEANS PUBLIC SERVICE INCORPORATED

(June 1987 Price Levels)

Utilities: Item P-1 Thru P-16, C-1 Thru C-5 and G-1

<u>Description</u>	<u>Lump Sum Amount(\$)</u>
Materials	\$ 6,000
Labor	11,000
Less Salvage	<u>(2,000)</u>
Subtotal	15,000
Contingencies (25% <u>±</u> )	<u>4,000</u>
Total	\$19,000

(Note: All totals rounded to nearest \$1,000)

TABLE 5  
 DETAILED COST ESTIMATE  
 SOUTH CENTRAL BELL TELEPHONE COMPANY

(September 1986 Price Levels)

Utilities: Item T-1

<u>Description</u>	<u>Lump Sum Amount (\$)</u>
1. Removal of existing 200 pair cable and temporary 200 pair cable	
a. Labor	\$ 178.60
2. Place temporary 200 pair cable and final 200 pair cable	
a. Labor	2,320.65
b. Materials	<u>1,356.41</u>
Subtotal	\$4,000.00
Contingencies (25%+)	<u>1,000.00</u>
Total	\$5,000.00

(Note: All totals rounded to nearest \$1,000.)

TABLE 5  
DETAILED COST ESTIMATE  
SOUTH CENTRAL BELL TELEPHONE COMPANY

(September 1986 Price Levels)

Utilities: Item T-3

<u>Description</u>	<u>Lump Sum Amount (\$)</u>
1. Remove 100, 200, and 300 pair cables of Thalia St. feed Robin and Thalia St. Wharfs	
a. Labor	\$ 1,000
2. Place new 600 pair cable from Terpsichore and South Peters to Robin St. Wharf. Also, place 100 pair cable from Robin St. Wharf to Thalia St. Wharf	
a. Labor	9,000
b. Material	<u>9,000</u>
Subtotal	\$19,000
Contingencies (25%+)	<u>5,000</u>
Total	\$24,000

TABLE 5  
 DETAILED COST ESTIMATE  
 PORT OF NEW ORLEANS

(December 1986 Price Levels)

Utilities: Items W-1 thru W-14 and 5-3

<u>Description</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Amount</u>
1. Labor and materials cost to remove sleeve through the floodwall and reconnect the following items:			
a. 10-8" C.I. Waterlines, 12-foot section per line (W-1 thru W-8, W-10, W-11)	L.F.	20.00	2,400
b. 4-12" C.I. Waterlines, 12-foot section per line (W-9, W-12 thru W-14)	L.F.	25.00	1,200
c. 1-2" FRP Sewerline w/5" Steel Casing 12-foot section (S-3)	L.F.	20.00	240
d. 10 C.I. Sleeve Connections for the 8" Waterlines	ea.	3,600	3,600
e. 4 C.I. Sleeve Connections for the 12" Waterlines	ea.	4,200	16,800
f. 1 C.I. Sleeve Connection for the 5" Steel Casing	ea.	3,000	3,000
2. Labor and materials cost to relocate a manhole (W-5)	ea.	2,400	<u>2,400</u>
Total Labor and Materials			\$62,000
3. Contingencies (25%+)			<u>16,000</u>
Total			\$78,000

(Note: All totals rounded to the nearest \$1,000.)

**TABLE 5**  
**DETAILED COST ESTIMATE**  
**SEWERAGE AND WATER BOARD**

(December 1986 Price Levels)

Utilities: Items S-1, S-2 and D-2 thru D-5

<u>Description</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Amount (\$)</u>
1. Labor and materials cost to remove sleeve through the floodwall and reconnect the following items:			
a. 2-8" Vitrified Clay Sewerlines, 12-foot section per line (S-1), S-2)	L.F.	10.00	240
b. 3-12" Reinforced Concrete Drainlines, 12-foot section per line (D-2, D-3, D-5)	L.F.	15.00	540
c. 1-24" Reinforced Concrete Drainline, 12-foot section (D-4)	L.F.	30.00	360
d. 2 C.I. Sleeve Connections for the 8" Sewerlines	ea.	3,500.00	7,000
e. 3 C.I. Sleeve Connections for the 12" Drainlines	ea.	4,200.00	12,600
f. 1 C.I. Sleeve Connections for the 24" Drainlines	ea.	4,800.00	4,800
Total Labor and Materials			\$26,000
2. Contingencies (25%+)			<u>7,000</u>
Total			\$33,000

Note: All totals rounded to the nearest \$1,000.



TABLE 5  
 DETAILED COST ESTIMATE  
 NEW ORLEANS PUBLIC BELT RAILROAD

(December 1986 Price Levels)

Utilities: Item D-1

<u>Description</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Amount (\$)</u>
1. Labor and materials cost to remove, sleeve through the floodwall and reconnect the following item:			
a. 1-10" Reinforced Concrete Drainline, 12-foot section	L.F.	10.00	\$ 120
b. 1 C.I. Sleeve Connection for the 10" Drainline	ea.	3600.00	<u>3,600</u>
		Total Labor and Materials	\$4,000
2. Contingencies (25%+)			<u>1,000</u>
		TOTAL	\$5,000

NOTE: All totals rounded to the nearest \$1,000.

FLOOD CONTROL  
MISSISSIPPI RIVER AND TRIBUTARIES  
MISSISSIPPI RIVER LEVEES  
ORLEANS PARISH  
LOUISIANA

ITEM M-97.2 TO 95.6-L  
JACKSON AVENUE TO THALIA ST. FLOODWALL

RELOCATION DESIGN MEMORANDUM NO. 89

APPENDIX III

PERTINENT CORRESPONDENCE

# NEW ORLEANS PUBLIC BELT RAILROAD

1247 INTERNATIONAL TRADE MART

P.O. BOX 51658

NEW ORLEANS, LA. 70151

C. J. DUGAS  
GENERAL SUPERINTENDENT

D. D. CHILDRESS  
MANAGER, ENGINEERING  
AND MAINTENANCE

G. G. YOUNG  
ASSISTANT SECRETARY-TREASURER

F. A. WEBB, JR.  
GENERAL MANAGER

M. DUMAS, JR.  
ASSISTANT GENERAL MANAGER  
AND SECRETARY-TREASURER

November 13, 1986

F. E. HEATH  
MANAGER, PURCHASES, CLAIMS  
AND LABOR RELATIONS

D. J. MATHEWS  
MANAGER, CAR ACCOUNTING

A. E. CYPRUS  
MANAGER, FREIGHT CLAIMS AND  
ASST. MANAGER, CAR ACCOUNTING

Mr. Frederic M. Chatry *22 15<sup>th</sup>*  
Chief Engineering Division  
Department of the Army  
U. S. Corps of Engineers  
P. O. Box 602077  
New Orleans, Louisiana 70160

Re: Jackson Avenue to Thaila St. Floodwall  
Item M-97.2 to 95.7-L.

Dear Mr. Chatry:

The following is our Plan of Action on the referenced project as requested in your letter dated September 9, 1986:

RR1 (Gate 1 - vicinity Josephine & Tchoupitoulas Streets serving Pelican Paper Co. & Paulsen Wire Rope Co.). We will remove track and replace rail with new ties and ballast after floodgate construction. No falsework is proposed at this gate. Three (3) days is estimated with five (5) days prior notification required.  
The estimated cost is \$11,500.00

RR3 (Gate 3 - vicinity Celeste & St. Peters Streets serving A to Z Paper Co., Glazer Steel Co. and Universal Furniture Co.). We need to relocate the existing Switch approximately 92.50 feet upstream and build approximately 220 feet of track over to a tie-in point with our Market Street lead track. The utilities and cobblestone in Celeste Street must be removed prior to our track work construction. Falsework for this gate is required for continuous switching service to our Customers. Eight (8) days is estimated with ten (10) days prior notification required.

The estimate of construction is \$30,650.00

RR4 (Crossover Switch to ICGRR - vicinity Celeste St.). We will remove our half of the crossover and straight rail our mainline, with the Corps' Contractor to remove the ICGRR half of the Crossover. Two (2) days is estimated with five (5) days prior notification required.

The estimate of construction is \$4,000.00

RR5 (New Track and Gate No. 5 - vicinity Race Street, serving Glazer Steel Co.). We need to install a No. 9 turnout and build approximately 200 feet of track over to a tie in point in Race Street. The Corps' Contractor must remove existing ICGRR track and any cobblestone up to the tie in point. No falsework is proposed at this gate. Eight (8) days is estimated with ten (10) days prior notification required.

The estimate of cost is \$55,000.00

Mr. Frederic M. Chatry

- 2 -

New Orleans, Louisiana  
November 13, 1986

RR6 (Gate No. 6 - vicinity Race Street serving Westvaco Co., Long Ace Bag Co., Lincoln Big Three, Lengsfeld Bros., Douglas Container and Glazer Steel). Falsework is required at this gate for continuous rail service. We will remove track over the gate, place "blind bridge" timbers, temporarily replace track, remove track for sill construction, then permanently replace track over gate. Four (4) days is estimated with ten (10) days prior notification required.

The estimate of cost is \$15,000.00

For this gate the Corps' Contractor with proper coordination and/or the Union Pacific Railroad may perform the above stated work in lieu of the Public Belt Railroad.

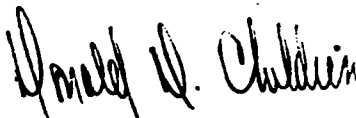
D-1 (10 inch Drain Line, - vicinity Race Street) This ten (10) inch drain line ties our Race Yard drainage system into the City's System (copy furnished to Relocation Section, April 2, 1985). We request a sleeve be installed through the wall for this line.

Gate No. 7 - As requested by the Dock Board and City Streets Dept., we agree that the gate should be moved down to align with the concrete ramps off the Robin Street Wharf.

Gate No. 8 (Thalia Street). Drainage on the river side of the tracks between Gate 7 and Gate 8 is extremely poor. Consideration should be given to improving the drainage in this area.

If you should have any questions concerning the above please call the Engineering Department at 523-5335.

Very truly yours,



MANAGER, ENGINEERING  
AND MAINTENANCE



October 31, 1986

*BTM/nf*

Mr. Frederic M. Chatry  
Chief, Engineering Division  
Department of the Army  
New Orleans District Corps of Engineers  
P. O. Box 60267  
New Orleans, Louisiana 70160-0267

Dear Mr. Chatry,

Subject: Floodwall \* Jackson Avenue to Thalia Street

Reference is made to your letter dated September 9, 1986 and my letter dated October 6, 1986 concerning the Jackson Avenue to Thalia Street floodwall segment.

The work required to accommodate our facilities should be included in your plans and specifications and performed by your contractor as has been the practice on other floodwall projects. We do not have the personnel to accomplish that work in a timely fashion. Please furnish us a copy of the plans and specifications for review prior to advertising for bids.

The review by this Board of plans and specifications, submission of comments relative to such review and/or the submission of a statement of agreement that such plans and specifications meet with our requirements as respects the operations of our facilities does not constitute a grant of right-of-entry for the construction of flood protection. Such right-of-entry must be requested separately through Henry L. Pepper, Port Real Estate Coordinator.

Sincerely,

*B.T. Morse, Jr.*  
Brenton T. Morse, Jr.  
Chief, Planning Division

BTM/nf





# NEW ORLEANS PUBLIC SERVICE INC.

POST OFFICE BOX 90300

NEW ORLEANS, LOUISIANA 70160

595-2362

AREA CODE 504 ~~504~~  
817 BARONNE STREET

ENGINEERING DEPARTMENT

January 9, 1986

Mr. Thomas E. Harrington, Jr.  
Chief, Design Services Branch  
Department of the Army  
New Orleans District, Corps of Engineers  
P. O. Box 60267  
New Orleans, Louisiana 70160

Dear Mr. Harrington:

Attention: Mr. Robert Lommasson

Subject: Item M-97.2-L to M-95.6-L  
Jackson St. to Thalia St. Floodwall  
New Orleans, Louisiana

In response to your November 13, 1985 letter requesting further descriptive information on New Orleans Public Service Inc. (NOPSI) gas and electric facilities situated within and adjacent to the limits of the subject project, we have the following comments:

### Gas

(See enclosed project plans, Sheet 15 - Item G-1)  
The existing 2" steel high pressure natural gas line in a 6" casing which crosses the proposed floodwall at baseline station 399+70 is shown correctly on the plans.

This gas line no longer supplies gas to the riverside of the proposed new floodwall and will not be required in the foreseeable future. Therefore, we intend to cut it off and abandon it in place prior to construction of the floodwall.

The descriptive information concerning this gas line is given in Enclosure 3.

### Electric

(See enclosed project plans)  
Sheet 4 -

Item P-1; These existing overhead primary and secondary electric distribution lines at baseline Sta. 334+24 can be temporarily relocated to avoid conflict with the pile driving operation.

Item P-1-1; This existing overhead guy wire (not shown on plans) at baseline Sta. 334+75 can be permanently removed as required.

Item P-3; This existing overhead guy wire at baseline Sta. 335+80 can be permanently removed as required.

**Mr. Thomas E. Harrington, Jr.**

**Page two**

**January 9, 1986**

**Sheet 5 -**

**Item P-4; These existing overhead guy wires (3) at baseline Sta. 336+95 can be temporarily removed by the addition of a push - brace to avoid conflict with the pile driving operation.**

**Sheet 6 -**

**Item P-5; This existing overhead guywire at baseline Sta. 342+59 can be removed on the riverside of the proposed floodwall and from conflict with floodwall construction. This can be achieved by the installation of an additional down guy on the protected side, which would remain permanently.**

**Item P-6; This existing overhead primary electric distribution line (3 wires) at baseline Sta. 347+20 can be temporarily relocated to avoid conflict with the pile driving operation.**

**Sheet 8 -**

**Item P-8; This existing overhead primary electric distribution line (3 wires) at baseline Sta. 357+20 can be temporarily relocated to avoid conflict with the pile driving operation.**

**Item C-1; This existing underground electric conduit bank at baseline Sta. 361+35 is encased in concrete. This abandoned primary feeder conduit bank could be severed to accommodate the pile driving operation. However, the contractor should notify MOPSI Underground Lines (telephone 595-3809) before proceeding, so that field measurements can be made to verify that all cables have been removed and/or de-energized.**

**Sheet 9 -**

**Item P-7; These existing overhead secondary electric distribution lines (Two bundles of 3 wires) at baseline Sta. 364+29 can be temporarily relocated to avoid conflict with the pile driving operation.**

**Item C-2; This existing underground electric concrete encased conduit bank at baseline Sta. 365+50 is also abandoned and could be severed to accommodate pile driving. Even though our records indicate that the conduits are empty, this should be field verified.**

**Item P-9; These existing overhead secondary electric distribution lines (2 wires) at baseline Sta. 366+30 can be temporarily relocated to avoid conflict with the pile driving operation.**

**Item P-10; These existing overhead secondary electric distribution lines (4 wires) at baseline Sta. 368+88 can be temporarily relocated to avoid conflict with the pile driving operation.**

**Item C-4; Same comments as Item C-2 above.**

**Sheet 11 -**

**Item P-12; This existing overhead guy wire at baseline Sta. 375+40 can be permanently removed as required.**

**Item P-13; These existing overhead secondary electric distribution lines (4 wires bundle) at baseline Sta. 377+00 can be temporarily relocated to avoid conflict with the pile driving operation.**

Mr. Thomas E. Harrington, Jr.  
Page three  
January 9, 1986

Sheet 13 -

Item P-14; The NOPSI high voltage electric transmission line crossing the proposed floodwall at baseline Sta. 390+00 is an integral part of the interconnected grid for bulk power flow between major substations. NOPSI does not de-energize transmission lines for contractor convenience and it is the responsibility of the contractor to maintain all clearances as specified by the Occupational Safety and Health Administration (OSHA) when working in close proximity to energized electric circuits.

However, if proper electrical clearances cannot be maintained or if a physical conflict exists, transmission lines can be de-energized to accommodate construction, provided NOPSI system conditions permit de-energization at the time of request. It is the NOPSI policy not to schedule crippling outages (line not available for service) or non-crippling outages (line available for service but de-energized to permit construction in close proximity to the line) during the summer peak load period (May 1 through October 1), since NOPSI system loads are greatest during this period and maximum transfer capability must be available.

If scheduled outage to the line must be requested, the contractor should contact the following NOPSI representative at least two (2) weeks in advance:

Mr. J. A. (John) Schultz  
NOPSI Construction Conflicts Foreman  
Telephone 595-3839

The contractor should be advised to schedule his work such that the planned outage could be arranged during the hours of 9 AM to 3 PM Monday thru Friday, so that the transmission line could be restored for night and weekend service when construction activities have ceased. Should an outage request be granted, the contractor must understand that during emergency operating conditions, he must immediately clear the area to permit the transmission line to be energized for service. System conditions at the time could even result in cancellation of the scheduled outage.

Sheet 15 -

Items P-15 and P-18 at baseline Sta. 398+90 and 402+47 respectively; comments same as above for Item P-14 on Sheet 13.

Item C-5; This existing underground electric concrete encased conduit bank at baseline Sta. 399+48 is active and cannot be interrupted and still maintain electric service to the Thalia Street Wharf. We request that this conduit bank (shown in red on Sheet 15 and detailed on enclosed NPSI Dwg. No. OD-81-0122-1) be allowed to remain, both during and following construction of the proposed floodwall.

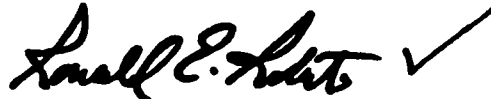
As requested in your November 13, 1985 letter, enclosed is one set of drawings of the subject project (enclosure 2) and descriptive information (enclosure 3) for the above mentioned NPSI gas and electric facilities



Mr. Thomas E. Harrington, Jr.  
Page four  
January 9, 1986

within the requested limits. In addition, we have also enclosed descriptive information forms (enclosure 3) for the NOPSI Market Street Power Plant facilities involved (See subject project plans, Sheet 9 - Items WC-1, C-3, WS-1 and WS-2). Copies of available NOPSI drawings for those facilities were furnished previously. Exact locations and elevations of those major facilities should be verified by field inspection (probing or open excavation).

Very truly yours,



R. E. Roberts  
Division Engineer

RER:mca  
Enclosures

cc: Mr. C. E. Bailey  
Chief Engineer, Orleans Levee District

bcc: Messrs. J. P. Lozes, Jr.  
H. E. Markel, Jr.  
S. L. Seiler  
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