CONTRACT ADMIN[redacted]FICE RECORD

CO[redacted]

Lake Pontchartrain La., & Vic.

SCHEDULED DELIVERY DATE

TELEPHONE NO.

General Correspondence 1975 JULY - DECEMBER

DATE	NATURE OF ACTION	SIGNATURE
3 Nov 75	Letter to Katherine Kennedy of WES returning films	Richter
28 Jul 75	Letter to Regional Planning Commission (Lannes) - Interim response to RPC 4 June 75 letter	Heiberg
11 Jun 75 - 29 Sep 75	DF's to and from H+H Branch to answer RPC 4 Jun 75 letter	Seale Becnel
15 Oct 75	Letter to Regional Planning Commission (Lannes) - Response to RPC 24 Sep 75 letter asking about 4 Jun 75 letter	Rush
10 Nov 75	Letter to Regional Planning Commission (Lannes) - Response to RPC 4 Jun 75 letter - flood elevations + Jefferson pump. sta.	Rush
7 Nov 75	Letter to Mr. Moses Attaya responding to his 15 Oct 75 letters to Pont. Levee Dist & DPW on status of St. Charles Woods	Rush
19 Nov 75	Letter to Raymond Mix responding to his 11 Nov 75 letter on New Orleans East drainage structures	Rush
21 Nov 75	Letter to RPC (O'Daniel) responding to his 11 Nov 75 letter on Chalmette back levee flood gates	Rush
11 Dec 75	Letter to Times-Picayune concerning LeMieux's comments in paper on SOWB suit	Scogin
11 Dec 75	Notes & Fact Sheets for OLD meeting - Orleans Marina & Citrus Lakefront Levee	—
12 Dec 75	Letter from City Planning Commission (Katner) forwarding copy of Booker's statement at cpc meeting on N.O. East	Lewin
15 Dec 75	Letter from City Planning Commission (Katner) requesting comment on statements at cpc meeting on N.O. East & info on request for tidal flow in N.O. East	Gustafson
16 Dec 75	Letter to the Editor, TIMES - PICAYUNE concerning Scogin's Letter to EDITOR 14 DEC 75	LeMieux
17 Dec 75	Letter to Aguillard (La. Dept. Public Works) notification of completion additional work on Bayou Dupre control structure	Rush
17 Dec 75	Letter to Gouzales (St. Bernard Police Jury) notification of completion additional work on Bayou Dupre structure	Rush
17 Dec 75	Letter to Willhaft (Lake Borgne Basin Levee District) notification of completion additional work on Bayou Dupre structure	Rush
30 Oct 75	Letter to Clifford (asst. to Booker) initial response to Clifford letter of 29 Sept 75	Chatry
13 Nov 75	DF to ECON RE: information concerning various phases of project to be used in response to Clifford letter 29 Sept	Johnson
22 Dec 75	Letter to Clifford (asst. to Booker) supplying information requested in his letter 29 Sept 75	Chatry

LMN Form 747
15 Feb 67

CONTRACT OFFICE RECORD	CONTRACT	
Lake Pontchartrain, La. & Vic.	SCHEDULED DELIVERY DATE	TELEPHONE NO.
GENERAL CORRESPONDENCE 1975 JULY-DECEMBER		

DATE	NATURE OF ACTION	SIGNATURE
15 Jul 75	Letter to Levy, Answers objections to project	Koisch
19 Jul 75	Letter to Gen. Koisch, Refers to Koisch letter of 15 Jul 75 States objections to project	Levy
	Draft reply for Levy's 19 Jul 75 letter – Telecopied to LMVD	
23 Jul 75	Letter to Heiberg, Acknowledges 2 Jul 75 letter, promises response	Fontenot
1 Aug 75	Letter to Heiberg, Criticizes WDSU-TV documentary and Heiberg's statements	Scogin
8 Aug 75	Letter to Scogin, Explains Corps role in documentary and supports statements made	Heiberg
21 Apr 75	Letter to LMVD, stating Water Quality + Stream Gaging requirements	Harrington
17 Jul 75	1st Ind. to 21 Apr 75 letter – to NOD requiring letter report to justify Water Quality & Stream Gaging requirements	Nettles
14 Aug 75	DF to H+H, requesting additional justification for letter report	Sommer
12 Aug 75	Letter to Heiberg, Comments on copy of 8 Aug 75 Scogin letter	Levy
12 Aug 75	Letter to Heiberg, Responds to 8 Aug 75 Scogin letter	Scogin
22 Aug 75	Letter to Regional Planning Commission (Schneider) on duration and frequency of barrier closure	Chatry
3 Sep 75	Letter to Dornblatt on operating procedures of barrier complexes	Chatry
17 Sep 75	Letter to Regional Planning Commission (Lanner) in response to environmental comments made at RPC meeting	Rush
30 Jul 75	Letter from Save Our Wet Lands notifying of intent to file suit on New Orleans East Lakefront Levee	Fontana
27 Aug 75	Letter from Save Our Wet Lands notifying of intent to file suit on New Orleans East Back Levee	Fontana
22 Aug 75	Letter to Scogin, Responds to 12 Aug 75 letter	Heiberg
6 Oct 75	Letter to Harold Cook, New Orleans East, Inc., identifying wetlands in New Orleans East	Scherr
25 Sep 75	Letter from Deborah Chatry forwarding newspaper clipping	Chatry
23 Oct 75	Letter to Raymond Mix explaining New Orleans East drainage situation	Rush
26 Sep 61	Letter to La. Wildlife & Fish. Com. explaining 15% reduction of flows through the Rigolets structures	Baehr

LMN Form 747
15 Feb 67

{20 Aug 75 Letter from Scogin to Heiberg
{22 Aug 75 Note from Heiberg to Scogin

CONTRACT ADMINISTRATION OFFICE RECORD	CONTRACT	
Lake Pontchartrain La., & Vic.	SCHEDULED DELIVERY DATE	TELEPHONE NO.
GENERAL CORRESPONDENCE 1975 JULY - DECEMBER		

DATE	NATURE OF ACTION	SIGNATURE
8 JUN 75	LETTER to HEIBERG QUESTIONING B/C RATIO ON PROJECT REQUEST CORPS CONSIDER VALUE OF WETLANDS	PARKER
20 JUN 75	DF to C/PlanningDiv. REQUEST DRAFT REPLY TO PARKER LETTER ABOVE	BAEHR
29 JUN 75	DF TO C/ENGR. DIV REPLY TO PARKER LETTER (ABOVE) GIVEN	CHATRY
1 JUL 75	THE COL. RESPONDS BY LETTER TO PARKER TO HIS QUESTION REGARDING B/C RATIO ON PROJECT	HEIBERG
2 JUL 75	Letter to Cook informing him that since his Orlandia project borders wetlands he needs PERMITS FROM U.S. ARMY SUGGESTS MEETING W/ STAFF	HEIBERG
29 MAY 75	DF TO C/ENGR DIV PROVIDING COMMENTS ON AN ARTICLE ABOUT THE PROJECT APPEARING IN "ECOLOGY Center Newsletter"	CHATRY
20 MAY 75	DF TO C/PLNG REQUESTING INPUT ABOUT ABOVE ARTICLE	BAEHR
28 MAY 75	DF TO DES. MEMO BR INCL. INPUT ON ARTICLE MENTIONED ABOVE	BECNEL
20 MAY 75	DF TO HYDRO. BR REQUEST INPUT ON ARTICLE GIVEN ABOVE	SEALE
MAR 75	ECOLOGY Center Newsletter w/same subject article	
12 MAY 75	NOTE TO BAEHR REQUESTS LOW KEY & STRONG REBUTTAL TO ARTICLE	Heiberg
2 JUL 75	Letter to author of same article (FONTENOT) CORPS REBUTTAL GIVEN	Heiberg
16 JUL 75	LETTER to HEIBERG ACKNOWLEDGES RECEIPT OF COPY OF ABOVE FONTENOT LETTER, CONG. COL. ON NEW ASSIGNMENT	BOGGS
17 JUL 75	Ditto to HEIBERG	TREEN
17 JUL 75	Ditto to HEIBERG	HEBERT
23 JUL 75	Teletype from HEADQUARTERS WASH. D.C. CONCERNED REGARDING CORPS CONTACT W/ ENVIRONMENTAL ORGANIZATIONS	
24 JUL 75	LISTING OF ENVIRONMENTAL CONTACTS APR-JUN 75	SHELTON
28 JUL 75	PHONE call w/LANDIS OF NAT'L CENTER FOR RESOURCE RECOVERY; REQUEST PROTECTION INFO. ON S. PT. To GIWW REGARDING A DEVELOPMENT LANDIS WORKING ON	SHELTON
	NOD RESPONSE TO LETTER OF LEVY 12 MAY 75	
12 MAY 75	LETTER to NOD, MISSED 9 MAY 75 MEETING WISHES TO MAKE COMMENTS (OBJECTS TO BARRIER) FOR the RECORD	LEVY
27 MAY 75	LETTER TO LEVY ACKNOWLEDGES RECEIPT OF ABOVE LETTER	HEIBERG

LMN Form 747
15 Feb 67

Extra sheets under 7

IN REPLY REFER TO
LMNED-MP

22 December 1975

Mr. Doug Clifford, Legislative Assistant to
Honorable Edward H. Booker
Louisiana House of Representatives
2833 General Pershing
New Orleans, Louisiana 70115

Dear Mr. Clifford:

This is in reply to your letter of 29 September 1975 requesting information on a number of different points concerning the Lake Pontchartrain, Louisiana and Vicinity hurricane protection project.

As I indicated in my letter of 30 October 1975, members of our staff have met with you several times over the last 3 months to discuss the various points raised in your letter. Because of the complexity of your request and the broad scope and detailed nature of these meetings, I will make reference to them, briefly itemize the topics discussed and then further address the points of your letter not discussed in these meetings.

With respect to the economic aspects of the project, Messrs. Johnson and Lookingbill met with you on 12 November 1975 and discussed in detail the three basic benefit categories--flood protection, land intensification, and area redevelopment--and how they are determined. The past economic analysis and the current reanalysis of the New Orleans East area were thoroughly discussed. As mentioned, the term "precise data" as applied to future development is subjective; however, such data are developed from population projections and current land use trends. The original Lake Pontchartrain, Louisiana and Vicinity economic study projected that the New Orleans East Area would develop in the absence of a Federal project ("without project" conditions). Therefore, flood damages prevented were computed on anticipated development within New Orleans East for "without project" conditions. At the time of the original Lake Pontchartrain, Louisiana and Vicinity study, the flood damages prevented were based solely on growth projections. Our reanalysis of the project,

using current guidelines, will specifically outline the number of residences and commercial and industrial developments anticipated. All other major undeveloped areas within the metropolitan area were projected to develop only under "with project" conditions, thus land intensification benefits were taken for these areas. Land intensification benefits amounted to only three percent of the total 1974 project benefits. No detailed economic studies, however, have been conducted on the nature of the development under "with project" conditions. Due to the highly speculative character of such detailed examinations, they lie outside the purview of our studies. Neither benefits nor costs of the developments themselves have been included in the project justification.

Our guidance on windfall is drawn from Engineer Regulation 1120-2-113 dated 16 June 1968 (subsequent to project authorization) which states in part: "Narrative and tabular presentations should be made to provide a clear understanding of the nature and extent of flood control or hurricane protection project service areas.... Benefited individuals and firms should be identified as necessary to insure a clear and full understanding of the incidence, degree of uniformity, and other characteristics of benefit distribution.... Where there are project benefits arising from changes or intensification in land use made possible by the project..., the presentation...should show the ownership of the affected lands and the values and uses anticipated with and without the project. The purpose of this presentation is to facilitate the determination of the likelihood of windfall benefits warranting special local cooperation". When the project was presented for initial authorization, no recommendations for special cost sharing for windfall were made, and the local cooperation required under the project as authorized includes none. Subsequent to project authorization, we reviewed in detail land ownership patterns within the Chalmette Extension, which had been added to the project under the discretionary authority of the Chief of Engineers in 1969. The results of that ownership analysis are inclosed (inclosure 1). In 1970, we conducted a review of ownership patterns in the St. Charles Parish area. The results of that review are attached as inclosure 2. No analysis has been made of the areas comprising the upper Chalmette area. Likewise, a land ownership analysis of the New Orleans East Area was not made because no land intensification benefits were claimed for the area. At the present time, we have no plans for undertaking additional land ownership analyses.

A copy of the official 1974 Form 23 on the project, although previously furnished is attached as inclosure 3. As was discussed, you are correct in assuming that local agency costs quite properly have not been calculated and deducted from the land intensification figures.

LMNED-MP 22 December 1975
Mr. Doug Clifford

Although the so-called high level plan was rejected in favor of the more feasible barrier plan at the time of authorization, a brief reanalysis of the plan was made in 1972. We do not maintain current data on previously rejected alternatives; however, I can cite illustrative information from the 1972 calculations which, hopefully, will address your question. Tabulated below are the design levee elevations for the appropriate project works for the high level plan and the barrier plan:

Levee Location	Design Levee Elevation (ft., m.s.l.) High-Level Plan	Barrier Plan
St. Charles Parish Lakefront	17.5-19.5	12.5
Jefferson Parish Lakefront	16.0	10.0
New Orleans Lakefront	17.5	12.0
Citrus Lakefront	18.5	13.5
New Orleans East Lakefront	18.0	13.5
South Point to GIWW	15.0-17.5	12.5-14.0

Based on these required grades, the July 1972 price level estimated costs for the high-level and barrier plans were $199,000,000 and $165,900,000, respectively. These costs include the above listed levees and the Rigolets and Chef Menteur Complexes but do not include the Mandeville seawall due to its deferred status or the Jefferson or Orleans Parish outfall canals due to the changes in the nature of the required work. The Seabrook Complex is included in each of the estimated costs due to its requirement in both plans. An updating of these costs to July 1975 price levels through the use of the Engineering News-Record cost indexes gives high-level and barrier plan costs for the same project features of $252,300,000 and $210,400,000, respectively. The inclusion of the Mandeville seawall and the Jefferson and Orleans Parish outfall canal requirements in this comparison would increase the cost difference between the plans. The figures presented represent total construction costs without consideration of any project works which may have already been constructed. It is improper to incrementally analyze a project system designed to function as a unit. The advantages of the barrier plan over the high-level plan have been outlined in other documents previously furnished. Briefly, in addition to the cost savings, they are:

a. Less foundation difficulties - Building high levees on the poor soils of the area with the resulting settlement problems is difficult.

b. Shorter construction times - These foundation problems dictate longer construction periods for the higher levees.

c. Less rights-of-way requirements - Constructing a higher levee on these soils necessitates a wider levee base and thus a much larger right-of-way. This is a substantial problem for the Citrus Lakefront levee and portions of the Jefferson and Orleans Parish Lakefront levees.

d. Better interior drainage - Under hurricane conditions both gravity and mechanical drainage systems can operate much more efficiently in conjunction with a lower lake level afforded by the operation of the barrier complexes.

e. Reduced flood stages in the Inner Harbor Navigation Canal (IHNC) - The lower lake level afforded by the operation of the barrier complexes allows some flows to be passed through the Seabrook Complex into Lake Pontchartrain with a resulting lower flood stage in the IHNC.

f. Broader protection to areas around Lake Pontchartrain - Due to the lower lake level resulting from the operation of the barrier complexes, a higher degree of protection can be afforded to all of the land areas around Lake Pontchartrain.

On 18 November 1975, you met with Messrs. Soileau and Shelton concerning the hydraulic aspects of your letter. The discussion included the observations of the tilting effect in Hurricanes Betsy and Camille, the differences between the tilting effect and seiche in reference to Dr. Simpson's remarks to the Regional Planning Commission, the figures quoted for the tidal rises with respect to the critical zones, and the probable operation of the barrier complexes during Hurricane Camille and the resulting effect on the emptying time for Lake Pontchartrain. You were provided with a histogram illustrating this last point, a copy of the report on Hurricane Camille, and a copy of the comparable tidal station curve for West End and Mandeville during Hurricane Betsy.

With reference to your question concerning supporting data from the Waterways Experiment Station on current velocities, salinities, and flow, please refer to the US Fish and Wildlife report, "A Detailed Report on Hurricane Study Area #1 Lake Pontchartrain and Vicinity, Louisiana," attached as inclosure 4. We have prepared a graph of current velocities versus time for the period noon, 30 March 1974 to noon, 31 March 1974 (inclosure 5) which gives the order of magnitude of current velocities through The Rigolets for normal conditions and a spring tide in Lake Borgne with a range of 1.8 feet. By normal conditions we mean periods of fair weather during which storms or hurricanes are not influencing the tide levels in Lake Borgne. A spring tide is the tide which has a maximum range in the lunar month, approximately 2 feet in Lake Borgne, as opposed to a neap tide which has a minimum range in the lunar month, approximately 0.1 foot in Lake Borgne. The mean range of tide in Lake Borgne is 1.1 feet. Also shown on the graph are current velocities

LMNED-MP
Mr. Doug Clifford

22 December 1975

through the Rigolets control structure and Rigolets lock after these structures have been constructed for the same tidal range in Lake Borgne (1.8 feet). Please note that for this spring tide condition, the current velocities in the lock exceed those in the pass for the natural conditions for about 4 hours each on the ebb and flood tides for a total of 8 hours in a tidal day (usually 24 hours and 50 minutes). We have stated that on the average, locking will be necessary for 5 hours during the tidal day at the Rigolets lock (2½ hours each on the ebb and flood tides). This is for tides greater than the mean range and is consistent with the information presented in inclosure 5 for those days during the lunar month; locking would not be required at all because of the neap tides and those tides whose range in Lake Borgne would be less than the mean range of 1.1 feet. For Seabrook lock, we have stated that on the average, locking will be necessary for 7 hours during the tidal day (3 hours on the ebb tide and 4 hours on the flood tide). The lock operation at The Rigolets is dependent on the tide range in Lake Borgne. The lock operation at Seabrook is dependent on the tide range in Breton Sound to which it is connected via the Mississippi River-Gulf Outlet. The tides in Breton Sound and Lake Borgne are by nature out of phase with each other and this phase difference causes the lock operation at Seabrook to be will longer than they will be at The Rigolets. The primary criteria for lock operation is safe navigation in that the velocity not be higher than those in the natural state.

The Regional Planning Commission in a letter dated 4 June 1975 requested considerable information on the project especially projected flooding elevations. Having been made aware of this letter through your contacts with the Regional Planning Commission, you have verbally requested the same information. As the request and our responses were rather lengthy, I feel that the best manner in which to respond to your request is to forward copies of the Regional Planning Commission letter dated 4 June 1975 (inclosure 6) and our replies dated 28 July 1975 (inclosure 7) and 10 November 1975 (inclosure 8) which I feel are self-explanatory.

I hope this has satisfactorily addressed your inquiry. If you have any further questions or desire any clarification, please call us.

Sincerely yours,

FREDERIC M. CHATRY
Chief, Engineering Division

8 Incl
As stated

CF: wo incl
Regional Planning Commission
333 St. Charles Avenue
Suite 900
New Orleans, Louisiana 70130

BARTON
LMNED--MP
SEALE
LMNED-M
BECNEL
LMNED-H
ROY
LMNED
TOWERS
LMNOC
CHATRY
LMNED

LAND OWNERSHIP ANALYSIS

CHALMETTE EXTENSION

OCTOBER 1969

Inclosure 2

BREAKDOWN OF PROJECT BENEFITS BY PRINCIPAL LANDOWNERS

Table 1 - Reach E

Owner	Acres	Enhancement Benefits, Annually	Enhancement Benefits % Total Project Benefits	Flood Damage Prevented on Future Development Annually	Flood Damage Prevented on Future Development-% Total Project Benefits
		$		$	
Borgnemouth Realty Co., Ltd.	533	11,281	1.08	20,761	1.98
Louise Reiss, Louis Claverie, Wm. G. Madary	466	9,938	0.95	18,166	1.73
Catherine R. Sartalamacchia, Et. Al.	23	537	0.05	877	0.08
John Sartalamacchia, Succ.	23	537	0.05	877	0.08
Blaise S. D'Antoni	137	2,955	0.28	5,330	0.51
Joseph Bilognia	46	940	0.09	1,789	0.17
Concetta Caserta	43	940	0.09	1,683	0.16
Gaetano Caserta	47	940	0.09	1,824	0.17
Frances and Joseph Keko	47	940	0.09	1,824	0.17
Mrs. Mildred L. Loveras	69	1,477	0.14	3,016	0.29
Merquix and Nunez, Inc.	59	1,209	0.12	-	-
Seymour Weiss, Et. Al.	165	3,492	0.33	19,288	1.84
Frank Joseph Smith	77	1,612	0.15	4,489	0.43
Edward L. Jeanfreau	94	2,015	0.19	2,735	0.26
Paul Naquin	50	1,074	0.10	-	-
Alexander Menendez	96	2,015	0.19	-	-
Gulf States Land and Industries, Inc.	568	12,087	1.15	71,471	6.82
Anthony Leon	192	4,029	0.38	-	-
TOTAL	2,735	58,018	5.52	154,130	14.69

TOTAL enhanced acres IN REACH E: 6310

Enclosure 3

BREAKDOWN OF PROJECT BENEFITS BY PRINCIPAL LANDOWNERS

Table 2 - Reach 1

Owner	Acres	Enhancement Benefits, Annually	Enhancement Benefits % Total Project Benefits	Flood Damage Prevented on Future Development Annually	Flood Damage Prevented on Future Development-% Total Project Benefits
		$		$	
Violet Canal, Inc.	203	3,739	0.36	-	-
Borgnemouth Realty Co., Ltd.	855	15,580	1.49	-	-
Williams, Inc.	1,925	35,055	3.35	-	-
Gabriel Beauregard	119	2,181	0.21	-	-
Anthony Leon	451	8,257	0.79	-	-
Rich. Acosta, Wm. P. Webber, Edward J. Martin	1,237	22,591	2.16	-	-
Horatio Turner, Et. Al.	372	6,699	0.64	-	-
Paul Naquin	121	2,181	0.21	-	-
Gulf States Land and Industries, Inc.	1,123	20,410	1.95	-	-
Claire Chalaron	84	1,558	0.15	2,044	0.19
August Verret	54	935	0.09	1,314	0.12
Church Property	52	935	0.09	1,265	0.12
Williams, Inc.	480	8,725	0.83	-	-
TOTAL	7,076	128,846	12.32	4,623	0.43

TOTAL Enhanced acre in REACH 1 - 8556

Inclosure 4

BREAKDOWN OF PROJECT BENEFITS BY PRINCIPAL LANDOWNERS

Table 3 - Reach 2

Owner	Acres	Enhancement Benefits, Annually	Enhancement Benefits % Total Project Benefits	Flood Damage Prevented on Future Development Annually	Flood Damage Prevented on Future Development % Total Project Benefits
		$		$	
Paul M. Brignac, Et. Al.	259	9,614	0.92	7,228	0.69
Henry Jacob Schackai	127	4,750	0.45	3,991	0.38
Lawrence P. Smith	92	3,393	0.32	2,309	0.22
Anthony Centanni	59	2,149	0.20	1,481	0.15
Andrew P. Armbruster	77	2,828	0.27	2,409	0.23
Philip Sorci	56	2,036	0.19	1,757	0.17
Mrs. Corinne McCloskey, Et. Al.	59	2,149	0.20	1,481	0.15
Sou. Nat. Gas Co.	75	2,828	0.27	3,764	0.36
Anthony Leon	245	9,161	0.87	5,120	0.49
Chas. Kehl, and Henry Marquize	92	3,393	0.32	3,840	0.37
Anthony Leon	92	3,393	0.32	-	-
Morris Hutchinson	75	2,828	0.27	2,083	0.20
Gulf States Land and Industries, Inc.	389	14,477	1.38	12,197	1.16
J. E. Pierce	67	2,488	0.24	1,857	0.18
TOTAL	1,764	65,487	6.22	49,517	4.75

Total Area Enhanced in Reach 2 = 3032

Inclosure 5

BREAKDOWN OF PROJECT BENEFITS BY PRINCIPAL LANDOWNERS

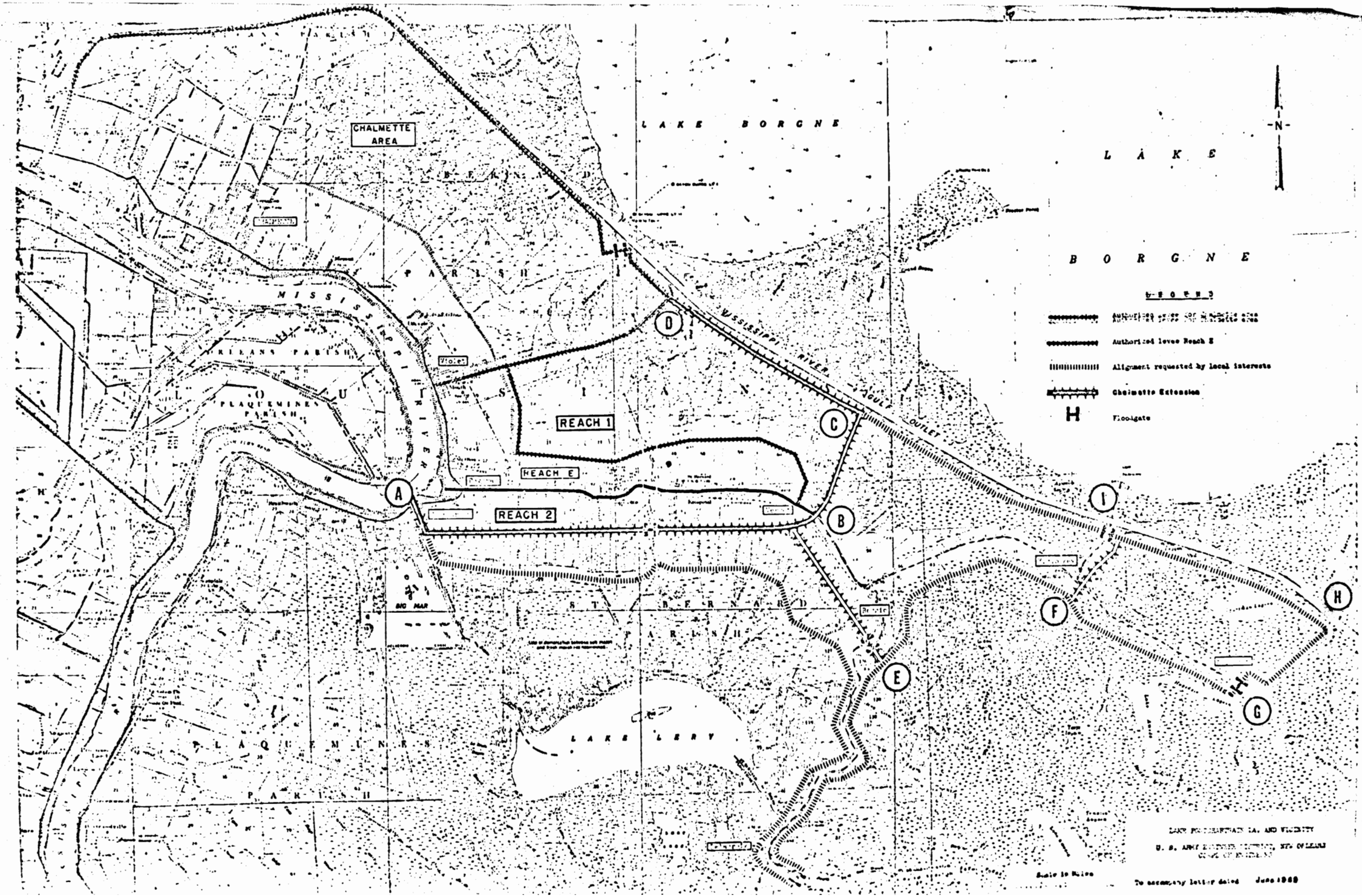
Table 4

Owner	Acres	Enhancement Benefits, Annually	Enhancement Benefits % Total Project Benefits	Flood Damage Prevented on Future Development Annually	Flood Damage Prevented on Future Development-% Total Project Benefits
		$		$	
Borgnemouth Realty Co., Ltd.	1,388	26,861	2.57	20,761	1.98
Louise Reiss, Louis Claverie, Wm. G. Madary	466	9,938	0.95	18,166	1.73
Catherine R. Sartalamacchia, Et. Al.	23	537	0.05	877	0.08
John Sartalamacchia, Succ.	23	537	0.05	877	0.08
Blaise S. D'Antoni	137	2,955	0.28	5,330	0.51
Joseph Bilognia	46	940	0.09	1,789	0.17
Concetta Caserta	43	940	0.09	1,683	0.16
Gaetano Caserta	47	940	0.09	1,824	0.17
Frances and Joseph Keko	47	940	0.09	1,824	0.17
Mrs. Mildred L. Loveras	69	1,477	0.14	3,016	0.29
Merquix and Nunez, Inc.	59	1,209	0.12	-	-
Seymour Weiss, Et. Al.	165	3,492	0.33	19,288	1.84
Frank Joseph Smith	77	1,612	0.15	4,489	0.43
Edward L. Jeanfreau	94	2,015	0.19	2,735	0.26
Paul Naquin	171	3,255	0.31	-	-
Alexander Menendez	96	2,015	0.19	-	-
Gulf States Land and Industries, Inc.	2,080	46,974	4.48	83,668	7.98
Anthony Leon	980	24,840	2.36	5,120	0.49
Paul M. Brignac, Et. Al.	259	9,614	0.92	7,228	0.69
Henry Jacob Schackai	127	4,750	0.45	3,991	0.38
Lawrence P. Smith	92	3,393	0.32	2,309	0.22
Anthony Centanni	59	2,149	0.20	1,481	0.15
Andrew P. Armbruster	77	2,828	0.27	2,409	0.23
Philip Sorci	56	2,036	0.19	1,757	0.17
Mrs. Corinne McCloskey, Et. Al.	59	2,149	0.20	1,481	0.15
Sou. Natural Gas Co.	75	2,828	0.27	3,764	0.36
Chas. Kehl, and Henry Marquize	92	3,393	0.32	3,840	0.37
Morris Hutchinson	75	2,828	0.27	2,083	0.20

BREAKDOWN OF PROJECT BENEFITS BY PRINCIPAL LANDOWNERS

Table 4 (cont'd)

Owner	Acres	Enhancement Benefits, Annually	Enhancement Benefits % Total Project Benefits	Flood Damage Prevented on Future Development Annually	Flood Damage Prevented on Future Development-% Total Project Benefits
		$		$	
J. E. Pierce	67	2,488	0.24	1,857	0.18
Violet Canal, Inc.	203	3,739	0.36	-	-
Williams, Inc.	2,405	43,780	4.18	-	-
Gabriel Beauregard	119	2,181	0.21	-	-
Rich. Acosta, Wm. P. Webber, Ed. J. Martin	1,237	22,591	2.16	-	-
Horatio Turner, Et. Al.	372	6,699	0.64	-	-
Claire Chalaron	84	1,558	0.15	2,044	0.19
August Verret	54	935	0.09	1,314	0.12
Church Property	52	935	0.09	1,265	0.12
TOTAL	11,575	252,351	24.06	208,270	19.87


CHALMETTE AREA
LAKE BORGNE
LAKE
BORGNE
N
ST BERNARD PARISH
PLAQUEMINES PARISH
ORLEANS PARISH
MISSISSIPPI RIVER
MISSISSIPPI RIVER-GULF OUTLET
REACH 1
REACH E
REACH 2
LAKE LERY
A
B
C
D
E
F
G
H
I
Authorized levee Reach E
Alignment requested by local interests
Chalmette Extension
Floodgate
Scale in Miles
June 1968

Lake Pontchartrain, Louisiana and Vicinity,
LMMED-BE St. Charles Parish Lakefront Levee

Ch, Planning and Reports Br. Ch, Basin Planning Br. 9 Jun 70
Mr. Johnson/kr/387

1. Reference is made to your DF dated 9 January 1970, subject as above, comment from this branch dated 27 February 1970, and subsequent discussions between Messrs. Doll and Broussard. Reanalysis of the project benefits and a comparison with those reported in the House Document 281/89/1 are included in inclosure 1 hereof.

2. The cost data used in the reanalysis were provided by your branch.

3. We have made an analysis of land ownerships in the benefited area. The results of this analysis are shown on inclosure 2. In view of the fact that the local cooperation requirements for the levee have been fixed by the Congress, we have not addressed, in the economic reanalysis, the matter of windfall.

2 Incl
as

FREDERIC H. CHATRY
Chief, Basin Planning Branch

INCL. #2

LISTING OF LANDOWNERS OF LARGE PROPERTIES
WHICH WILL BE ENHANCED BY THE ST. CHARLES PARISH LAKEFRONT
HURRICANE PROTECTION LEVEE
(AS OF MAY 1970)

Owner's name	Total No. of Acres (even acres)
William A. Monteleone, et al	11,859
Leon Kemp (Great Westlake Area Subdivision)	2,250
Kathryn Briede Gore	272
Kathryn Briede Gore, et al	781
Kathryn Briede Gore, et al	280
St. Charles Airline Lands, Inc.	200
St. Charles Airline Lands, Inc.	1,000
Gen. American Transportation Corp.	915
Illinois Central RR Co.	734
William J. Guste, Jr., et al	695
Alfred W. Brown	688
Shell Oil Co.	627
Sidney J. Becnel, Sr., et al	600
International Tank Terminals, Ltd.	496
Lawrence P. Smith	473
Wm. A. Elfer, et al	395
Wm. A. Elfer	195
The American Oil Co.	316
City of New Orleans	204

Owner's name	(even acres)
L. & A. Railroad Co.	240
Georgia Pacific Corp.	191
Kitchen & Ostarly Land Co.	184
Large Land Owner total	23,595
Minus acres not subject to flooding	-784
Total large land owner area subject to flooding	22,811 (75% of total acres in protected areas)
Total acres in protected area	30,250

ECONOMIC ANALYSIS

TO		FROM	
	DIVISION ENGINEER U. S. ARMY ENGINEER DIVISION LOWER MISSISSIPPI VALLEY VICKSBURG, MISSISSIPPI ATTN: LMVPD-E		DISTRICT ENGINEER US ARMY ENGINEER DISTRICT NEW ORLEANS

NAME OF PROJECT LAKE PONTCHARTRAIN AND VICINITY, LA. (Hurricane Protection)

DATE PREPARED 16 May 1974 ____ DATE OF APPRVD. COST EST. $327,000,000 DATE OF AGRI. PRICE LEVEL Current Norm.

		FEDERAL	NON-FEDERAL
1.	ESTIMATED CONSTRUCTION COST (MRT-) (FCG)	$ 224,000,000	$ [illegible] 1/
2.	INTEREST DURING CONSTRUCTION (Const. Period ____ yrs.) 2/	19,560,000	[illegible],236,000
3.	GROSS INVESTMENT	243,560,000	112,236,000
4.	SALVAGE VALUE (minus)	-	-
5.	NET INVESTMENT	248,560,000	112,236,000

6. ANNUAL CHARGES	FEDERAL	NON-FEDERAL	TOTAL
INTEREST RATE USED: 3 1/8%	3.125 %	3.125 %	
a. INTEREST	$ 7,611,500	$ [illegible]	$ [illegible]
b. AMORTIZATION (____ YRS.) 3/	537,500	[illegible]	[illegible]
c. MAINTENANCE & OPERATION	[illegible] 4/	347,100	637,[illegible]
d. REPLACEMENTS	-	[illegible]	[illegible]
e. FISH AND WILDLIFE	-	-	-
f. OTHER ~~(loss of taxes)~~ [illegible] on land	-	400,000	400,000
TOTAL ANNUAL CHARGES	$ [illegible]	$ 4,605,100	$ [illegible]

7. BENEFITS		TOTAL
a. FLOOD DAMAGE PREVENTED		
(1) Crop	$ 19,000	
(2) Non-Crop	157,277,000	
b. ~~ENHANCEMENT~~ AND INTENSIFICATION		
~~(1) Cleared land~~	5,696,000	
~~(2) Wooded land~~		
~~(3) Urban~~		
TOTAL FLOOD CONTROL BENEFITS (a + b)		162,992,000
c. IRRIGATION		-
d. NAVIGATION		-
e. RECREATION		-
f. FISH AND WILDLIFE		-
g. WATER QUALITY CONTROL		-
h. WATER SUPPLY		-
i. REDEVELOPMENT (para 4, ER 1165-2-6)		2,686,000
j. ADDITIONAL REDEVELOPMENT (para 7, ER 1165-2-6)		-
k. OTHER		-
l. NEGATIVE BENEFITS (minus)		-
TOTAL PROJECT BENEFITS		$ 165,678,000

BENEFIT-TO-COST RATIO 12.6 to 1

FOOTNOTES AND REMARKS

1/ Includes cash contribution of [illegible],685,000: [illegible],835,000 for construction and [illegible],850,000 for capitalized cost of [illegible] Rigolets Lock.

2/ Varies for different units.

3/ [illegible] Lock ([illegible] Federal and [illegible],000 Non-Federal) amortized in [illegible] years; all other [illegible] Federal and [illegible] Non-Federal [illegible] in 100 years.

4/ Operation and maintenance of Rigolets Lock.

LMV Form 23 (Rev)
2 MAY 69

INCL. #43

LAKE PONTCHARTRAIN AND VICINITY, LA.
(HURRICANE PROTECTION)

BENEFIT-COST RATIO:	Latest Presented to Congress 1 July 1973	Based on PB-3 of 1 July 1974
Benefit-Cost Ratio	12.3 to 1	12.6 to 1
ANNUAL BENEFITS:		
Flood Damage Prevented	$141,706,000	$157,296,000
Land Intensification (Formerly Enhancement)	5,178,000	5,796,000
Area Redevelopment	-	2,686,000
Total	$146,884,000	$165,678,000
ANNUAL COSTS:		
Interest	$10,077,200	$11,118,900
Amortization	670,600	736,900
Maintenance	586,800	637,000
Replacements	202,700	220,900
Economic Loss on Land	381,700	420,300
Total	$11,919,000	$13,134,000

The current Federal (Corps of Engineers) cost estimate of $224,000,000 is an increase of $21,000,000 over the latest estimate ($203,000,000) submitted to Congress. This change includes $11,973,000 for higher price levels; $4,646,000 due to an adjustment in construction features between Federal and Non-Federal costs; $1,005,000 in Levees and Floodwalls based on actual bid price for South Point to GIWW Levee; modification of contract on Bayou Bienvenue Control Structure and addition of the Florida Avenue Complex; and $2,334,000 in Engineering and Design and $1,042,000 in Supervision and Administration based on a reanalysis of requirements.

Annual interest and amortization costs increased due to the increase in estimated construction costs. Federal maintenance and operation increased due to an increase in the capitalized cost of operation and maintenance of Rigolets Lock. Economic loss on lands increased due to an increase in land values. All other annual costs increased due to higher price levels.

Flood damage prevented (crop) benefits increased due to a change from 1968-1972 5-year seasonal average to current normalized agricultural price levels. Non-crop flood damages prevented increased by $15,587,000; $12,752,000 due to higher price levels and $2,835,000 due to added development in the project area. Land intensification (formerly enhancement) benefits increased due to an increase in land values. Area redevelopment benefits have been added for the first time.

The net result was an increase in the benefit-cost ratio from 12.3 to 12.6 to 1.

Flood damage prevented to crops is based on current normalized agricultural price levels. All other benefits and all costs are based on July 1974 price levels.

A detailed, five-point statement of environmental impact, required by section 102(2)(c) of the National Environmental Policy Act of 1969, is being prepared for submission to CEQ; however, the submission date is in the process of being revised.

The project interest rate is 3 1/8% and the amortization periods are 50 years for Seabrook Lock and 100 years for all other parts as shown on LMV Form 23.

FLOOD CONTROL BENEFITS:

(a) Protection against hurricane flooding occurring far less often than once in 100 years, or, in other words, essentially complete protection will be provided to 151,580 acres, comprised of 45,640 acres of urban type development, 21,160 acres of open land, 10,970 acres of other developed land, and 73,810 acres of woodland, swamp and/or marsh. 151,580 − 73,810 = 77,770

(b) Protection in varying degrees will also be provided for an additional 350,200 acres comprised of 2,400 acres of urban development, 7,600 acres of open land, 340,200 acres of woodland, swamp and/or marsh.

(c) Land intensification (formerly enhancement) benefits will accrue to approximately 68,500 acres of urban type land and 260 acres of marshland.

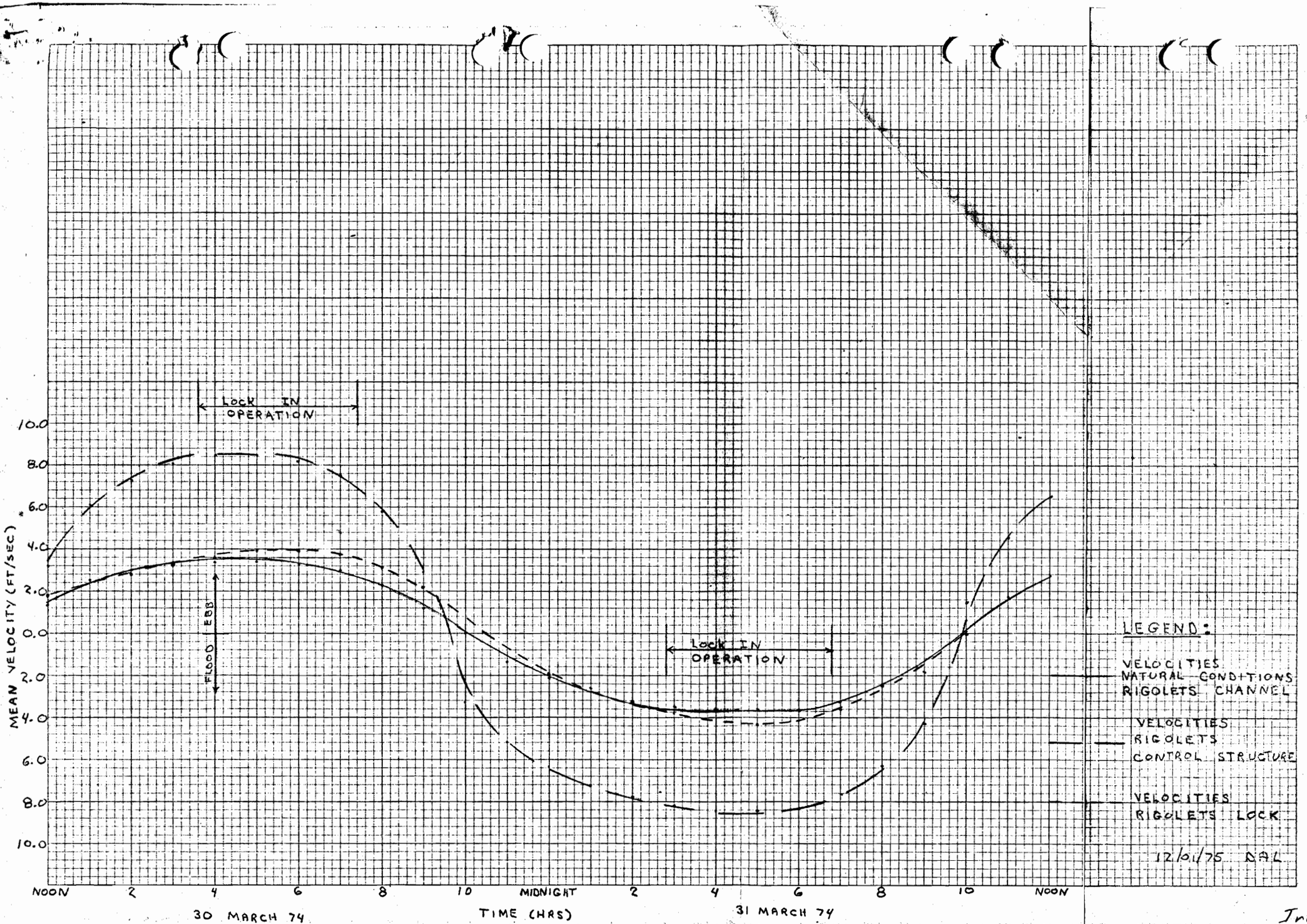
AREA REDEVELOPMENT (or BENEFITS:

State and Parish/County	Project Area Qual. under Title	Criteria for Qualification
Louisiana		
Jefferson	I	-
Orleans	IV	(7)
Plaquemines	-	-
St. Bernard	-	-
St. Charles	-	-
St. John the Baptist	IV	(1)
St. Tammany	-	-
Tangipahoa	IV	(1)
Mississippi		
Hancock	IV	(4)

(1) Substantial and persistent unemployment.
(4) Unusual and abrupt rise in unemployment resulting from the loss, removal, curtailment, or closing of a major employment source.
(7) Decline in per capita employment.

Mississippi

The project lies in or within reasonable commuting distance to the above listed parishes in Louisiana and one Mississippi county. Three Louisiana parishes and Hancock County have been qualified as redevelopment areas by the Economic Development Administration under Title IV Criteria of the Public Works and Economic Development Act of 1965, as amended. Jefferson Parish is qualified under Title I of the same act for grant assistance. The underemployed labor resources in the area are expected to be sufficient to meet the construction demands of this project. It is anticipated that underemployed labor will be available for project O&M and that this labor pool will decline on a straight-line basis to zero in 20 years.


LOCK IN OPERATION
LOCK IN OPERATION
FLOOD
EBB
10.0
8.0
6.0
4.0
2.0
0.0
2.0
4.0
6.0
8.0
10.0
MEAN VELOCITY (FT/SEC)
NOON
2
4
6
8
10
MIDNIGHT
2
4
6
8
10
NOON
30 MARCH 74
TIME (HRS)
31 MARCH 74
LEGEND:
VELOCITIES NATURAL CONDITIONS RIGOLETS CHANNEL
VELOCITIES RIGOLETS CONTROL STRUCTURE
VELOCITIES RIGOLETS LOCK
12/01/75 DAL
EUGENE DIETZGEN CO. MADE IN U. S. A.
NO. 3400-10 DIETZGEN GRAPH PAPER 10 X 10 PER INCH

Inc/#5

June 4, 1975

REGIONAL PLANNING COMMISSION
JEFFERSON • ORLEANS
ST. BERNARD • ST. TAMMANY
PARISHES

Colonel E. R. Heiberg, III
District Engineer
U.S. Army Corps of Engineers
Foot of Prytania
P. O. Box 60267
New Orleans, Louisiana 70160

Subject: Request for the New Orleans Area Hurricane Protection System Status

Dear Colonel Heiberg:

In order to determine the current status of the New Orleans Hurricane Protection System, I would like to request answers to the following questions:

1. What will the still water height of Lake Pontchartrain be under the following conditions:
   a. For a 100 year storm without the Chef Menteur and Rigolets Barriers
   b. For a 100 year storm with the Chef Menteur and Rigolets Barriers
   c. For a Standard Project Hurricane without the Chef Menteur and Rigolets Barriers
   d. For a Standard Project Hurricane with the Chef Menteur and Rigolets Barriers
2. For each of the four conditions cited in question one above, what would be the recommended heights of the inverts of the outflow pipes from each drainage pumping station discharging into Lake Pontchartrain?
3. What are the anticipated costs and schedule of constructing the Chef Menteur and Rigolets Barriers?
4. What are the estimated costs and fiscal year(s) of construction for each major segment of the Hurricane Protection System?
5. For each of the four conditions cited in question one above, what level of flooding (i.e. mean sea level of flood waters and average amount of water above ground) would be anticipated for each flood reach area in Jefferson, Orleans, St. Bernard and St. Tammany Parishes assuming that:
   a. All drainage pumping stations remained fully operative with:
      1. Present levee heights

Incl # 6

(504) 523-1732
SUITE 1000

2. Levee heights recommended in the approved New Orleans Hurricane Protection System Plan

b. There was a 50% reduction in drainage pumping station capacity with:
   1. Present levee heights
   2. Levee heights recommended in the approved New Orleans Hurricane Protection System Plan

c. Pumping stations became inoperative with:
   1. Present levee heights
   2. Levee heights recommended in the approved New Orleans Hurricane Protection System Plan

d. There was a failure of the levee system at one or more of the pumping stations

6. What are the local parish shares required and appropriated for the Hurricane Protection System?

7. As drainage pumping station improvements in Jefferson Parish are presently under study and as there are serious concerns relating to the proper design specifications of the drainage pumping stations due to the status of the Chef Menteur and Rigolets Barriers, could the following improvements to insure the integrity of the levee system be eligible for federal funding as part of the Hurricane Protection System:
   a. Flood walls located in front of Jefferson Parish Pumping Stations 1, 3 and 4
   b. Related construction required to insure continuous operation of the said pumping stations such as discharge tubes, engine cooling systems, etc.;

   could the eligible improvements be funded by existing federal appropriations for the New Orleans Hurricane Protection System or would additional appropriations be needed?

8. If the improvements described in question seven are funded by existing federal appropriations for the New Orleans Hurricane Protection System will the use of the existing federal appropriated funds for these additional improvements result in the removal, curtailment delay or modification of any existing feature of the Lake Pontchartrain and Vicinity Hurricane Protection Plan?

9. If the answer to question eight is yes, please describe the existing feature of the Lake Pontchartrain and Vicinity Hurricane Protection Plan that will be effected and the manner in which they will be effected.

10. What is the status of the St. Charles Parish levee segment of the New Orleans Hurricane Protection System?

Your every effort to answer these questions will be most appreciated, if you have any questions please contact me at 279-9481.

Sincerely,

REGIONAL PLANNING COMMISSION

GREG J. LANNES, JR.
HURRICANE/LEVEE PROTECTION
COMMITTEE

GJLJR/LDD/lh

cc: Mr. Emile Gex
Mr. Le Roy Dauterive
Mr. B. M. Dornblatt
Mr. C. J. Eagan
Mr. Emile E. Prattini, Sr.

IN REPLY REFER TO
LMNED-MP

28 July 1975

Mr. Greg J. Lannes, Jr.
Regional Planning Commission
333 St. Charles Avenue
Suite 900
New Orleans, LA 70130

Dear Mr. Lannes:

This is in response to your letter of 4 June 1975 in which you requested information on a number of different points concerning the Lake Pontchartrain, Louisiana, and Vicinity hurricane protection project.

The still water elevations in Lake Pontchartrain under the conditions you hypothesized are listed below:

a. For a 100-year storm without the hurricane complexes (Chef Menteur, Rigolets, Seabrook): South shore - 10.3 feet mean sea level (m.s.l.); Mandeville - 11.6 ft. m.s.l.

b. For a 100-year storm with the barrier complexes: South shore - 7.7 feet m.s.l.; Mandeville - 7.4 feet m.s.l.

c. For a Standard Project Hurricane (SPH) without the barrier complexes: South shore - 11.5 feet m.s.l.; Mandeville - 12.8 feet m.s.l.

d. For an SPH with the barrier complexes: South shore - 8.7 feet m.s.l.; Mandeville - 8.0 feet m.s.l.

The recommended heights of the inverts of the outflow pipes from each drainage pumping station discharging into Lake Pontchartrain along the south shore are the same as the still water elevations for each condition as listed above.

Incl #7

LMNED-MP 25 July 1975
Mr. Greg J. Lannes, Jr.

The estimated cost and construction schedules of the various portions of the hurricane protection project are tabulated below:

Feature	Estimated Cost (1 July 75)	Estimated Construction
Chef Menteur Complex	$41,955,000	FY 76 - FY 91
Rigolets Complex	63,915,000	FY 76 - FY 83
Seabrook Complex	30,260,000	FY 78 - FY 80
Mandeville Seawall	640,000	Indefinitely Deferred
St. Charles Parish Lakefront Levee	31,615,000	Indefinitely Deferred
Jefferson Parish Lakefront Levee	1,325,000	FY 90
Chalmette Area Plan - Orleans Parish	18,700,000	FY 69 - FY 87
Chalmette Area Plan - St. Bernard Prsh	61,110,000	FY 67 - FY 86
New Orleans Lakefront Levee and West Bank of Inner Harbor Navigation Canal (IHNC)	27,717,000	FY 67 - FY 84
Citrus Lakefront Levee (IHNC to Paris Road), East Bank of IHNC and Citrus Back Levee (IHNC to Michoud Canal)	33,192,000	FY 67 - FY 82
New Orleans East Lakefront Levee (Paris Road to South Point), South Point to Gulf Intracoastal Waterway Levee and New Orleans East Back Levee (Michoud Canal to Chef Menteur Complex)	41,571,000	FY 73 - FY 83

The strengthening and repair of the Mandeville Seawall has been placed in an indefinitely deferred status due to a lack of local cooperation. At the initial public meeting to discuss a separate study, "Lake Pontchartrain, North Shore, Louisiana," in December of 1965, the Mayor of Mandeville opposed the plan authorized under the hurricane protection project to restore and strengthen the existing seawall. He also opposed emergency repairs of the damages to the seawall caused by Hurricane Hilda in 1964 and Betsy in 1965. At that same public meeting, he requested the complete replacement of the existing seawall and its extension westward to include the entire lakefront within the corporate

limits of Mandeville. On 4 October 1972, we held the second public meeting on the Lake Pontchartrain, North Shore, Louisiana, study and presented three separate plans. The plan for a high levee along the Mandeville lakefront was not economically justified. The Mayor's plan was also not economically justified. The third plan was a modification of the authorized plan for strengthening the existing seawall. This plan would substitute a sand beach in front of the seawall in place of the authorized riprap. A sand beach would strengthen and protect the existing seawall as well as provide recreational opportunities. It was economically justified but was rejected in its entirety by the Mayor and others. As a result of the unanimous local opposition to the beach plan, it will not be included in our recommended plan of improvement for the north shore of Lake Pontchartrain. The town of Mandeville will continue to have the option of accepting or rejecting the repair work for the seawall as authorized in the Lake Pontchartrain, Louisiana, and Vicinity hurricane protection project.

The St. Charles Parish Lakefront levee would alter some 20,000 or more acres of marshland. The economic justification for the levee is largely based on land enhancement with only a small portion of the benefits owing to flood control. My predecessor, Colonel Hunt, recognized this in his statement of findings on the environmental statement wherein he stated that the damages caused by construction of the levee may have more detrimental impact on the environment than can be justified by offsetting flood protection benefits. Work on the levee was deferred pending further environmental studies which were soon initiated. Subsequently, Bayous Trepagnier and LaBranche were included in the Louisiana Natural and Scenic Rivers System thus precluding any construction work on the lakefront levee. Accordingly, the studies which had been initiated to provide a basis for a decision on whether or not to proceed with the lakefront levee were reoriented to provide an essential base of environmental and technical data for use in the overall Lake Pontchartrain, Louisiana, and Vicinity hurricane protection project. A recent preliminary reanalysis of an Airline Highway (US Highway 61) alinement indicates that further investigation of this alternative is advisable. This will be done. Meanwhile, the lakefront levee has been indefinitely deferred.

The estimated costs (1 July 1975) to the various local assuring agencies for the project (excluding the barrier complexes) are as follows:

Pontchartrain Levee District	$ 9,640,000
Orleans Levee District	36,515,000
St. Tammany Parish Police Jury	190,000
Lake Borgne Basin Levee District/ St. Bernard Parish Police Jury	18,330,000

LMNED-MP 28 July 1975

Mr. Greg J. Lannes, Jr.

In addition to the above costs, the local assuring agencies' share of the cost of the barrier complexes (Chef Menteur, Rigolets, Seabrook) is $45,325,000. Since the barrier complexes benefit all of the parishes participating in the project except St. Bernard Parish, it has been determined by the Louisiana Department of Public Works (DPW) that the non-Federal costs for their construction should be shared by the benefiting parishes. Based on reductions in the cost of lakefront levees as a result of constructing the barrier, the sharing of non-Federal costs has been tentatively determined by DPW to be essentially as follows:

St. Charles Parish	11.4 percent
Jefferson Parish	19.0 percent
Orleans Parish	67.1 percent
St. Tammany Parish	2.5 percent

Based on the currently estimated non-Federal cost of $45,325,000, the estimated costs (1 July 1975) to the various local assuring agencies for the barrier complexes (Chef Menteur, Rigolets, Seabrook) are as follows:

Pontchartrain Levee District	$13,779,000
Orleans Levee District	30,413,000
St. Tammany Parish Police Jury	1,133,000

The resulting total estimated costs (1 July 1975) to the various local assuring agencies for the entire project are as follows:

Pontchartrain Levee District	$23,419,000
Orleans Levee District	66,928,000
St. Tammany Parish Police Jury	1,323,000
Lake Borgne Basin Levee District/ St. Bernard Parish Police Jury	18,330,000

The determination of the limits of flooding under the various conditions you have proposed will require considerable effort by my staff as will the investigation of the situation regarding the Jefferson Parish lakefront pumping stations. I hope to forward this information in the near future. In the interim, I felt that this partial response to your inquiry would be helpful to you. If I may be of any further assistance, please call on me.

Sincerely yours,

E. R. HEIBERG III
Colonel, CE
District Engineer

IN REPLY REFER TO
LMNED-MP

10 November 1975

Mr. Greg J. Lannes, Jr.
Regional Planning Commission
333 St. Charles Avenue
Suite 900
New Orleans, Louisiana 70130

Dear Mr. Lannes:

This is in further response to your letter of 4 June 1975 in which you requested information on a number of different points concerning the Lake Pontchartrain, Louisiana, and Vicinity hurricane protection project. An interim reply to your letter was provided by my predecessor, Brigadier General Heiberg, on 28 July 1975 and I further discussed the matter in my letter of 15 October 1975.

The levels of flooding for each of the leveed reaches of the project area are indicated in the tabulations attached as inclosures 1 and 2 for 100-year storm conditions and standard project hurricane (SPH) conditions, respectively. The various reaches for which the data are tabulated are identified on the map furnished as inclosure 3. These reaches correspond to those used for the flood insurance reports for Orleans Parish dated May 1971 and for Jefferson Parish dated March 1974. The map is color coded by parish to provide easier differentiation of the similarly numbered reaches.

As requested, the flood level data are presented for the following conditions:

a. Without the Rigolets, Chef Menteur, and Seabrook barrier complexes and with the present levee system as now in place (without barrier-present levees).

b. Without the barrier complexes but with the project levee system (without barrier-project levees).

Inc/#8

c. With the barrier complexes in place and operating as designed and with the present levee system (with barrier-present levees).

d. With the barrier complexes and with the project levee system (with barrier-project levees).

Also as requested, we assumed 100 percent, 50 percent, and no pumping capacity for each of the above conditions. Additionally for comparative purposes, we included the flooding level for each reach for the preauthorization (July 1965) conditions assuming that the pumps would be flooded and not operable. All of the elevations are in feet--mean sea level (m.s.l.). The depth of flooding for any given location may be determined by subtracting the ground elevation at that location from the flooding elevation for the appropriate reach. Please note that reach 8 of St. Bernard Parish also includes a portion of Orleans Parish as indicated on inclosure 3. This was done for convenience since the data are applicable to both areas.

Listed below is a tabulation of flood situations along the north shore of Lake Pontchartrain in St. Tammany Parish for present conditions and for conditions which would obtain after completion of the barrier complexes.

Location	Existing Conditions		Project Conditions	
	100-year	SPH	100-year	SPH
	Elev., feet m.s.l.		Elev., feet m.s.l.	
Howze Beach	11.2	13.1	8.2	9.5
Mandeville	11.6	12.8	7.4	8.0

As indicated before, the depth of flooding at any given location may be determined by subtracting the ground elevation at that location from the flooding elevation given. Hurricanes critical to the area would cause the average level of Lake Pontchartrain to rise to elevation 5 to 9 feet m.s.l. With the barrier complexes operational, the average lake level would be limited to about elevation 2.5 feet m.s.l. which accounts for the lowering of the flood levels for the project conditions by 3 to 5 feet, as indicated in the tabulation above.

As indicated in an informational copy we have of a report on the pumping stations prepared for the Fourth Jefferson Drainage District by Burk & Associates, dated December 1965, a failure of the timber sheathing in old

segments of pumping stations 1, 3, and 4 in east bank Jefferson Parish under hurricane conditions is a distinct possibility. This fact has been verified by representatives of your staff and that of the Jefferson Parish Department of Sewerage and Drainage. Such a failure would result in a flooding elevation of 0.5 foot m.s.l. in Jefferson Parish reaches 16 and 20. The stage for this condition would be the same with or without the barrier complexes and would be the same for any major hurricane.

The existing pumping stations in east bank Jefferson Parish, with the exception of the Suburban Canal Pumping Station No. 2, are inadequate in height and structural integrity under SPH and certain other conditions, in our opinion. In order to fulfill our hurricane protection criteria, the discharge pipes of the pumping stations should pass through a structural wall or levee capable of withstanding hurricane loading. Furthermore, either the invert elevations of the discharge pipes should be the same as or higher than the still water elevations as discussed in our previous letter or some form of approved, positive cutoff for the pipes should be provided at the wall or levee. The construction of the initial Jefferson Parish lakefront levee was authorized by the Flood Control Act of 1950. Under the requirements of local cooperation for that Act, local interests must provide, operate, and maintain pumping plants consistent with the level of protection provided under that authorization. Under the Lake Pontchartrain, Louisiana, and Vicinity hurricane protection project, local interests must accomplish all necessary alterations to drainage structures required by the construction of the project. However, the cost of accomplishing these alterations is properly creditable toward the local interest share of the cost of the project. Accordingly, the cost of providing the increment of protection between that required under the 1950 authorization and that required under the hurricane protection project, allowing for no increase in pumping capacity, is a local interest expense properly creditable toward the local interest share of the cost of the hurricane protection project. A specific evaluation by this district of alternative plans to accomplish this protection would be necessary in order to establish this credit. Since no Federal funds are directly required to accomplish this work, it will have little effect on the accomplishment of the remainder of the project by the Federal Government.

This brief discussion of the pumping station situation in Jefferson Parish relates only to the provision of continuous protection along the

LMNED-MP 10 November 1975
Mr. Greg J. Lannes, Jr.

lakeshore and to the prevention of intrusion of lake waters into the protected area. It does not relate to the adequacy of the stations insofar as drainage is concerned. Under the project, it is the responsibility of local interests to deal with drainage, and local funds expended for that purpose are not creditable toward the local interest share of the project cost.

I hope that this has satisfactorily answered your questions regarding the hurricane protection of the area. If I may be of further service, please call on me.

Sincerely yours,

3 Incl
As stated

EARLY J. RUSH III
Colonel, CE
District Engineer

LAKE PONTCHARTRAIN LOUISIANA VICINITY
HURRICANE PROTECTION PROJECT
FLOODING LEVELS
15 OCTOBER 1975
100-YEAR STORM CONDITIONS

ORLEANS PARISH

REACH NO.	PRE-AUTHORIZATION CONDITIONS	WITHOUT BARRIER - PRESENT LEVEES			WITHOUT BARRIER - PROJECT LEVEES			WITH BARRIER - PRESENT LEVEES			WITH BARRIER - PROJECT LEVEES		
	JULY 1965 NO PUMPING	100% PUMP	50% PUMP	NO PUMPING	100% PUMP	50% PUMP	NO PUMPING	100% PUMP	50% PUMP	NO PUMPING	100% PUMP	50% PUMP	NO PUMPING
1	3.0	-2.0	-1.5	-1.1	-2.2	-1.7	-1.3	-4.8	-4.6	-3.0	-4.9	-4.7	-3.2
2	2.5	-2.5	*	*	-2.5	*	*	-2.5	*	*	-2.5	*	*
3	2.5	-2.0	*	*	-2.0	*	*	-2.0	*	*	-2.0	*	*
5	9.6	-4.0	-3.8	-3.4	-4.0	-3.8	-3.4	-4.5	-4.2	-3.9	-5.7	-5.4	-5.0
6	2.0	-1.0	-0.9	-0.6	-1.1	-1.0	-0.7	-4.8	-4.6	-3.6	-4.9	-4.7	-3.7
7	2.0	-1.1	-0.9	-0.2	-1.1	-1.0	-0.3	-2.1	-1.7	-1.2	-2.4	-1.8	-1.3
8	4.2	1.8	2.0	2.2	1.7	1.9	2.1	-2.1	-1.7	-1.2	-2.4	-1.8	-1.2
9	2.2	1.8	2.0	2.2	1.7	1.9	2.1	-1.2	-0.6	0.0	-1.4	-0.8	-0.2
10	0.5	-0.2	0.2	0.5	-0.2	0.2	0.5	-0.2	0.2	0.5	-0.2	0.2	0.5
11	-0.2	-2.4	-2.1	-1.8	-2.4	-2.1	-1.8	-2.4	-2.1	-1.8	-2.4	-2.1	-1.8
12	2.5	-1.4	-1.1	-0.8	-1.4	-1.1	-0.8	-1.4	-1.1	-0.8	-1.4	-1.1	-0.8
13	-0.2	-2.4	-2.1	-1.8	-2.4	-2.1	-1.8	-2.4	-2.1	-1.8	-2.4	-2.1	-1.8
14	2.5	-1.4	-1.1	-0.8	-1.4	-1.1	-0.8	-1.4	-1.1	-0.8	-1.4	-1.1	-0.8
15	0.0	-0.8	-0.4	-0.1	-0.8	-0.4	-0.1	-0.8	-0.4	-0.1	-0.8	-0.4	-0.1
16	0.2	-0.7	-0.2	0.2	-0.7	-0.2	0.2	-0.7	-0.2	0.2	-0.7	-0.2	0.2
23	5.0	***	***	5.0	***	***	NA	***	***	NA	***	***	0.8
25	5.0	***	***	6.5	***	***	NA	***	***	NA	***	***	0.8
4	12.2												
19	9.6												
20	9.6												
21	9.6												
22	5.0												
24	5.0												
28	9.6												

NOTE: THE FLOODING LEVELS IN ORLEANS PARISH REACHES 4, 19, 20, 21, 22, 24, AND 28 ARE NOT INFLUENCED BY THE OPERATION OF THE BARRIER COMPLEXES.
SEE FLOOD INSURANCE STUDY, ORLEANS PARISH, DATED MAY 1971, FOR THE BASE FLOOD ELEVATIONS FOR THESE REACHES.

JEFFERSON PARISH

16 & 20	2.0	-3.2	-3.18	-3.15	-3.2	-3.18	-3.15	-3.2	-3.18	-3.15	-3.2	-3.18	-3.15

NOTE: THE FLOODING LEVELS IN JEFFERSON PARISH REACHES 9, 18, 19, AND 21 ARE NOT INFLUENCED BY THE OPERATION OF THE BARRIER COMPLEXES.
SEE FLOOD INSURANCE REPORT, JEFFERSON PARISH, DATED MARCH 1974 FOR THE BASE FLOOD ELEVATIONS FOR THESE REACHES.

ST. BERNARD PARISH

1	12.2	***	***	6.0	***	***	2.4
2	12.2	***	***	5.0	***	***	2.7
3	11.4	1.2	*	*	1.2	*	*
4	11.4	1.2	*	*	1.2	*	*
5	12.2	-1.4	*	*	-1.4	*	*
8	12.2	***	***	6.0	***	***	3.7

GENERAL NOTES: ALL ELEVATIONS ARE IN FEET - MEAN SEA LEVEL
* NOT APPLICABLE - PUMPING CAPACITY NOT RESTRICTED BY FLOODING CONDITIONS.
*** NOT APPLICABLE - PUMPS NON-EXISTENT
NA NOT AVAILABLE

THIS TABLE WAS DEVELOPED AT THE REQUEST OF THE REGIONAL PLANNING COMMISSION TO INDICATE THE IMPACT OF VARIOUS ASSUMED IMPAIRMENTS OF PUMPING CAPACITY AT THE PUMPING STATIONS. NO SUCH DATA WERE DEVELOPED FOR THE PUMPING STATIONS OF ORLEANS PARISH REACHES 2 AND 3 AND ST. BERNARD PARISH REACHES 3, 4, AND 5. THESE STATIONS DISCHARGE INTO A LEVEED AREA, AND THE LIKELIHOOD OF THEIR CAPACITIES BEING IMPAIRED BY HURRICANE FLOOD CONDITIONS ON THE DISCHARGE SIDE IS CONSIDERED TOO REMOTE TO WARRANT COMPUTATION UNDER THE ASSUMED CONDITIONS OF FAILURE. IN FURNISHING THIS DATA TO THE REGIONAL PLANNING COMMISSION, THE CORPS OF ENGINEERS MAKES NO JUDGMENT AS TO THE POSSIBILITY OF THE ASSUMED FAILURE CONDITIONS ACTUALLY OCCURRING.

LAKE PONTCHARTRAIN LOUISIANA VICINITY
HURRICANE PROTECTION PROJECT
FLOODING LEVELS
15 OCTOBER 1975
STANDARD PROJECT HURRICANE CONDITIONS

ORLEANS PARISH

	PRE-AUTHORIZATION CONDITIONS	WITHOUT BARRIER - PRESENT LEVEES			WITHOUT BARRIER - PROJECT LEVEES			WITH BARRIER-PRESENT LEVEES			WITH BARRIER - PROJECT LEVEES		
REACH NO.	JULY 1963 NO PUMPING	100% PUMP	50% PUMP	NO PUMPING	100% PUMP	50% PUMP	NO PUMPING	100% PUMP	50% PUMP	NO PUMPING	100% PUMP	50% PUMP	NO PUMPING
1	3.0	2.2	2.3	2.9	2.2	2.3	2.9	-1.4	-1.2	0.4	-5.2	-4.6	-3.0
2	3.0	-2.1	*	*	-2.1	*	*	-2.1	*	*	-2.1	*	*
3	3.0	-1.4	*	*	-1.4	*	*	-1.4	*	*	-1.4	*	*
5	9.6	5.5	5.7	5.8	5.5	5.7	5.8	-3.0	-2.7	-2.4	-4.5	-4.2	-3.9
6	8.0	**	**	8.0	**	**	8.0	-3.7	-3.5	-2.5	-4.8	-4.6	-3.6
7	8.0	**	**	8.0	**	**	8.0	-1.4	-1.1	-0.5	-2.1	-1.8	-1.2
8	7.0	**	**	7.0	**	**	7.0	-0.4	-0.1	0.5	-2.1	-1.8	-1.2
9	7.0	**	**	7.0	**	**	7.0	-0.4	-0.1	0.5	-1.2	-0.8	0.0
10	4.0	**	**	2.9	**	**	2.9	0.6	1.0	1.3	0.6	1.0	1.3
11	4.5	**	**	4.5	**	**	4.5	-2.1	-1.8	-1.2	-2.1	-1.8	-1.2
12	4.5	**	**	4.5	**	**	4.5	-1.2	-0.8	0.0	-1.2	-0.8	0.0
13	4.0	**	**	2.9	**	**	2.9	-2.1	-1.8	-1.2	-2.1	-1.8	-1.2
14	3.0	**	**	2.9	**	**	2.9	-1.2	-0.8	0.0	-1.2	-0.8	0.0
15	4.0	**	**	2.9	**	**	2.9	0.6	1.0	1.4	0.6	1.0	1.4
16	4.0	**	**	2.9	**	**	2.9	1.0	1.3	1.6	1.0	1.3	1.6
23	5.0	***	***	6.3	***	***	NA	***	***	NA	***	***	1.0
25	5.0	***	***	6.8	***	***	NA	***	***	3.1	***	***	1.0
4	13.0												
19	9.6												
20	9.6												
21	9.6												
22	5.0												
24	5.0												
28	9.6												

NOTE: THE FLOODING LEVELS IN ORLEANS PARISH REACHES 4, 19, 20, 21, 22, 24, AND 28 ARE NOT INFLUENCED BY THE OPERATION OF THE BARRIER COMPLEXES.
SEE FLOOD INSURANCE STUDY, ORLEANS PARISH, DATED MAY 1971, FOR THE BASE FLOOD ELEVATIONS FOR THESE REACHES.

JEFFERSON PARISH

16 & 20	4.4	-2.2	-2.18	-2.15	-2.2	-2.18	-2.15	-3.2	-3.18	-3.15	-3.2	-3.18	-3.15

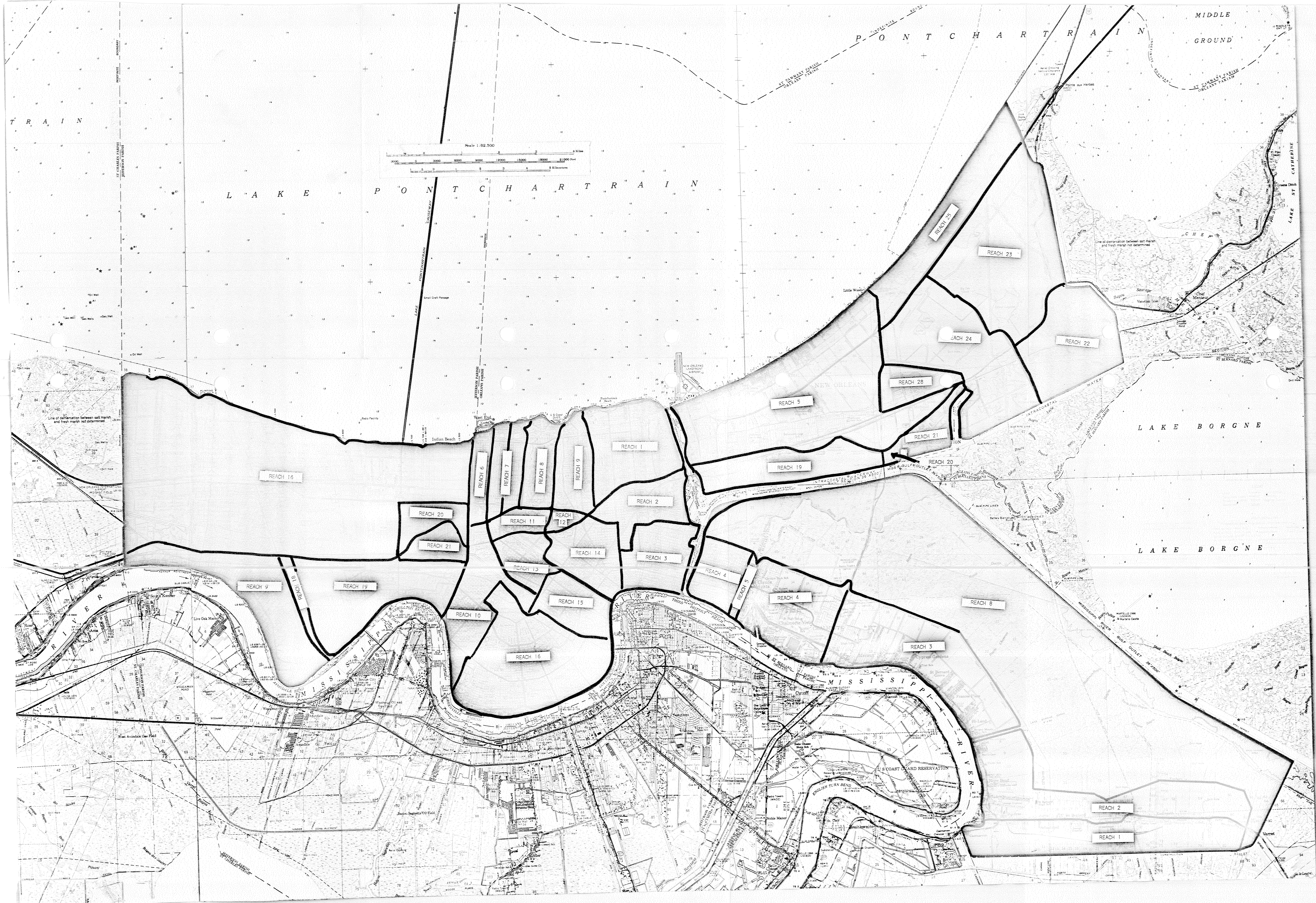
NOTE: THE FLOODING LEVELS IN JEFFERSON PARISH REACHES 9, 18, 19, AND 21 ARE NOT INFLUENCED BY THE OPERATION OF THE BARRIER COMPLEXES.
SEE FLOOD INSURANCE REPORT, JEFFERSON PARISH, DATED MARCH 1974 FOR THE BASE FLOOD ELEVATIONS FOR THESE REACHES.

ST. BERNARD PARISH

1	13.0	***	***	8.5	***	***	2.6
2	13.0	***	***	8.5	***	***	3.0
3	13.0	1.8	*	*	1.8	*	*
4	13.0	1.8	*	*	1.8	*	*
5	13.0	-1.0	*	*	-1.0	*	*
8	13.0	***	***	6.7	***	***	3.7

GENERAL NOTES: ALL ELEVATIONS ARE IN FEET-MEAN SEA LEVEL
* NOT APPLICABLE-PUMPING CAPACITY NOT RESTRICTED BY FLOODING CONDITIONS.
** NOT APPLICABLE-PUMPS WILL BE FLOODED AND NOT OPERABLE
*** NOT APPLICABLE-PUMPS NON-EXISTENT
NA NOT AVAILABLE

THIS TABLE WAS DEVELOPED AT THE REQUEST OF THE REGIONAL PLANNING COMMISSION TO INDICATE THE IMPACT OF VARIOUS ASSUMED IMPAIRMENTS OF PUMPING CAPACITY AT THE PUMPING STATIONS. NO SUCH DATA WERE DEVELOPED FOR THE PUMPING STATIONS OF ORLEANS PARISH REACHES 2 AND 3 AND ST. BERNARD PARISH REACHES 3, 4, AND 5. THESE STATIONS DISCHARGE INTO A LEVEED AREA, AND THE LIKELIHOOD OF THEIR CAPACITIES BEING IMPAIRED BY HURRICANE FLOOD CONDITIONS ON THE DISCHARGE SIDE IS CONSIDERED TOO REMOTE TO WARRANT COMPUTATION UNDER THE ASSUMED CONDITIONS OF FAILURE. IN FURNISHING THIS DATA TO THE REGIONAL PLANNING COMMISSION, THE CORPS OF ENGINEERS MAKES NO JUDGMENT AS TO THE POSSIBILITY OF THE ASSUMED FAILURE CONDITIONS ACTUALLY OCCURRING, EXCEPT AS INDICATED BY THE DOUBLE ASTERISK (**).


LAKE PONTCHARTRAIN
MIDDLE GROUND
LAKE BORGNE
Scale 1:62,500
ST CHARLES PARISH
JEFFERSON PARISH
ST TAMMANY PARISH
ORLEANS PARISH
ST BERNARD PARISH
LAKE PONTCHARTRAIN CAUSEWAY
NEW ORLEANS LAKEFRONT AIRPORT
NEW ORLEANS INTERNATIONAL AIRPORT (MOISANT FIELD)
West End
Indian Beach
Little Woods
Pointe aux Herbes
Chef Menteur
Venetian Isles
LAKE ST CATHERINE
Line of demarcation between salt marsh and fresh marsh not determined
INTRACOASTAL WATERWAY
MISSISSIPPI RIVER GULF OUTLET 36'X500'
MISSISSIPPI RIVER
AVONDALE BEND
CARROLLTON BEND
GREENVILLE BEND
ENGLISH TURN BEND
U S COAST GUARD RESERVATION
South Kenner
Live Oak Manor
Avondale
Bridge City
Westwego Oil and Gas Field
West Avondale Gas Field
Bayou Segnette Oil Field
Cutoff
Belle Chasse
Noble Manor
Braithwaite
Verret
REACH 1
REACH 2
REACH 3
REACH 4
REACH 5
REACH 6
REACH 7
REACH 8
REACH 9
REACH 10
REACH 11
REACH 12
REACH 13
REACH 14
REACH 15
REACH 16
REACH 18
REACH 19
REACH 20
REACH 21
REACH 22
REACH 23
REACH 24
REACH 25
REACH 28

STATE OF LOUISIANA
HOUSE OF REPRESENTATIVES
BATON ROUGE

EDWARD H. BOOKER
DISTRICT 91

Phone Office 895-4477
Phone Home 891-4414
2833 GENERAL PERSHING
NEW ORLEANS, LA. 70115

COMMITTEES:
VICE CHAIRMAN – WAYS & MEANS
JUDICIARY B
RETIREMENT

September 29, 1975

Stan Shelton
Project Engineering Section
U.S. Army Corps of Engineers
New Orleans, La.

Dear Mr. Shelton,

Pursuant to our conversation last week, I am listing several items of the Lake Pontchartrain Hurricane Protection Plan on which I have questions.

I have tried to be as specific as possible in requesting information and data, but as you will see, some of the questions are still rather broad. Please bear with me on those.

1. Effects of a SPH on Lake Pontchartrain. In the February, 1975 public hearing, it was stated that hurricane tides would raise the water level of the lake to +9 feet m.s.l., and that wave action and the "tilting effect" would combine to cause surges of +13 feet along leveed areas. In other Corps documents, slightly different figures are presented: initial water levels of between +5 and +9 feet, and of between +5 and +7 feet, are referred to, with similar variations in the "tilting effect." I have questions in two areas: A.) I understand that the figure of +9 feet m.s.l. was presented as an "upper limit" stage for a SPH; is this figure applicable to all SPH's entering into Zone III (cf. Slide 6, "Record of Public Meeting"), or just to storms along certain critical paths? If it is the latter, what estimates exist for Lake stages during a "non-specific" SPH in Zone III? My question, essentially, is that once we get away from the idea of "critical paths" and concentrate on "critical zones," is the +9 ft. figure still valid? I suspect I am asking here for considerable data on how these figures were reached, and how they were interpreted.

Also: B.) I feel that the "tilting effect" is a most important item that was presented without much documentation. As shown in the public hearing (Slide 11) the hurricane "tilt" would cause a difference of about 5 feet in water levels from one side of the lake to the other. I frankly wonder whether 100 mph winds could accomplish this feat. Has this severe "tilt" been observed during past hurricanes in Lake Pontchartrain? On what observations is it based, and what data exists to support the figure of +13 feet tidal surges for the SPH?

2. Land Ownership Analysis. It is stated several times that, "As a matter of policy, where project benefits are

expected to arise from changes or intensification of land use, ownership of the land involved is analyzed in detail to determine the possibility of 'windfall' profits accruing as a result of project construction. Where this possibility exists, Corps policy requires that special cost sharing be invoked to preclude unwarranted localized individual, or corporate gains. In the project under discussion, the analyses disclosed no basis for anticipating such gains." (Final Environmental Statement, p. VIII-21). You said last week that, to your knowledge, this ownership analysis was conducted only for the St. Charles Parish area, and not for the Chalmette and New Orleans East areas. I am concerned that, to an extent, Corps policy has not been followed in the Hurricane Protection Project. I would be interested in: A.) any written policy statements concerning action of this type; B.) specific policies or guidelines on the extent of cost sharing, where warranted; and C.) details of any current Corps plans to undertake land ownership analyses of project areas in Chalmette and New Orleans East. I would also like to see the full analysis report for St. Charles Parish.

3. It is stated that the purpose of the project is to "afford flood protection to existing improvements as well as to future developments that would occur in the absence of the project" (Environmental Statement, p. VIII-5). What precise data exists on the matter, both for envisioned development in the absence of the project, and for development with completion of the Hurricane Protection Project, in presently unprotected areas?

4. Alternate Actions. It is stated that the partially-responsive "High Levee" plan would be more costly, would take longer to construct, and would involve more relocation of inhabitants than the proposed project (Environmental Statement, p. V-2). It was charged at the public hearing that "No serious attempts to develop alternate plans have been made or studied...all attempts by this writer to obtain SPECIFIC details of a 'High Level Plan' have been in vain. This writer has asked for specific details regarding costs, areas to be leveed, heights of levees and their location. This information could not be furnished..." (letter from David P. Levy, dated Feb. 18, 1975; Record exhibit 61). I am interested in any significant studies of the "High Levee" plan, including: A.) Initial cost estimate studies; B.) Current cost estimates, with consideration for project works already under construction or completed; C.) Height and/or width of levees required; D.) estimated construction period, both for "High Levee" plan and for improvements to existing levees under Barrier Plan; and E.) details of all necessary relocation under "High Levee" plan. I am similarly concerned that this alternate plan may not have been studied in sufficient detail to warrant the final judgment on its practicality.

5. Economic Analyis. I would like to be furnished with

the full economic report, summarized in the Environmental Statement and the Record of the Public Hearing, which gives a benefit/cost ratio of 12.6 to 1. I am concerned not only that "nonquantifiable environmental costs" (loss of marsh, etc.) were not included, but that additional costs related to land intensification in the project area--costs to be borne by local agencies--may not have been fully calculated.

6. Barrier Operation and Effect. I find considerable difference of opinion over the statement that "the barrier structures in the Rigolets and Chef Menteur Passes will engender no material change in the flow and salinity regimen of Lake Pontchartrain." I would like to see applicable supporting data from Vicksburg Testing Station on this, including figures on existing and envisioned current velocities in the passes. Fear has been expressed (Record of Public Hearing, exhibit 94-K, p. 4) that existing tidal build up at the passes is not sufficient to support the envisioned velocity of tide water through the barrier passes. I also note that estimates of when locking operations would be necessary at Seabrook and Rigolets have varied, and that the presently proposed locking schedules have been questioned. I would like supporting data on this matter.

As my knowledge of the Hurricane Protection Project is still rather limited, I don't know whether the information requested here is something you will automatically have at your fingertips, or whether I am asking for data that will take considerable effort to locate. If you have any questions or suggestions for me, call at 891-4414. Thanks for your help, and I look foreward to hearing from you.

Yours,

Doug Clifford

Doug Clifford
Legislative Assistant

TELEPHONE OR VERBAL CONVERSATION RECORD

For use of this form, see AR 340-15; the proponent agency is The Adjutant General's Office.

DATE: 21 November 1975

SUBJECT OF CONVERSATION: Rigolets South Barrier Levee

INCOMING CALL

PERSON CALLING	ADDRESS	PHONE NUMBER AND EXTENSION

PERSON CALLED	OFFICE	PHONE NUMBER AND EXTENSION

OUTGOING CALL

PERSON CALLING	OFFICE	PHONE NUMBER AND EXTENSION
Stan Shelton	NOD	XH30

PERSON CALLED	ADDRESS	PHONE NUMBER AND EXTENSION
Mary Sauter	4536 Francis Dr. N.O. 70126 now 8801 Bunker Hill Rd. N.O. 70127 later	899-3423 or 241-0469

SUMMARY OF CONVERSATION

Returned her call of 20 Nov. 75. She wanted to know if a specific camp about 2 miles west of Fort Pike is inside our R/W. I identified the camp as #12 by the 50ct73 surveys with pictures kept by Levees Section. I told her that the camp is 20 ft. outside the R/W and that the toe of the levee would be about 12 feet inside the R/W. I told her that a shell road may be constructed within the R/W for camp access and that the levee probably would not be built until early 1977. She asked about "How Sweet It Is" (#11) and I told her it ~~is~~ just outside the R/W but that the steps ~~are~~ are about 5½' inside the R/W but that they could probably stay.

DA FORM 1 APR 66 751 REPLACES EDITION OF 1 FEB 59 WHICH WILL BE USED.

★ GPO: 1968 O — 343-778, 84

Mr. Shelton/pbs/430

IN REPLY REFER TO
LMNED-MP

30 October 1975

Mr. Doug Clifford, Legislative Assistant to
Honorable Edward H. Booker
Louisiana House of Representatives
2833 General Pershing
New Orleans, Louisiana 70115

Dear Mr. Clifford:

This is in response to your letter of 29 September 1975 requesting information on a number of different points concerning the Lake Pontchartrain, Louisiana, and Vicinity hurricane protection project.

During previous meetings over the last 2 months, we have provided a great deal of both general and specific information on the project. As you correctly expressed in your letter, the information you have requested thereby is both far-reaching in scope and detailed in nature. As was pointed out in your last visit to our offices on 23 October 1975, fulfilling this request involves extensive research, and collection and coordination of information. Our technical staff is limited and because of the complexity of your request and the competition from other elements of our total program, we have been unable to respond as quickly as both you, and we, would have liked. Nevertheless, we have been conducting the necessary research and hope to have the requested information available within 3 weeks. In the interim, please feel free to visit our offices and further discuss the project.

I ask your understanding, and assure you of my appreciation of your thoughtful consideration of the need for adequate hurricane protection for the metropolitan area.

Sincerely yours,

FREDERIC M. CHATRY
Chief, Engineering Division

EEB
BARTON
LMNED-MP

SEALE
LMNED-M

CHATRY
LMNED

STATE OF LOUISIANA
HOUSE OF REPRESENTATIVES
BATON ROUGE

H. BOOKER
RICT 91

Phone Office 895-4477
Phone Home 891-4414
2833 GENERAL PERSHING
NEW ORLEANS, LA. 70115

COMMITTEES:
VICE CHAIRMAN – WAYS & MEANS
JUDICIARY B
RETIREMENT

September 29, 1975

Stan Shelton
Project Engineering Section
U.S. Army Corps of Engineers
New Orleans, La.

Dear Mr. Shelton,

Pursuant to our conversation last week, I am listing several items of the Lake Pontchartrain Hurricane Protection Plan on which I have questions.

I have tried to be as specific as possible in requesting information and data, but as you will see, some of the questions are still rather broad. Please bear with me on those.

1. Effects of a SPH on Lake Pontchartrain. In the February, 1975 public hearing, it was stated that hurricane tides would raise the water level of the lake to +9 feet m.s.l., and that wave action and the "tilting effect" would combine to cause surges of +13 feet along leveed areas. In other Corps documents, slightly different figures are presented: initial water levels of between +5 and +9 feet, and of between +5 and +7 feet, are referred to, with similar variations in the "tilting effect." I have questions in two areas: A.) I understand that the figure of +9 feet m.s.l. was presented as an "upper limit" stage for a SPH; is this figure applicable to all SPH's entering into Zone III (cf. Slide 6, "Record of Public Meeting"), or just to storms along certain critical paths? If it is the latter, what estimates exist for Lake stages during a "non-specific" SPH in Zone III? My question, essentially, is that once we get away from the idea of "critical paths" and concentrate on "critical zones," is the +9 ft. figure still valid? I suspect I am asking here for considerable data on how these figures were reached, and how they were interpreted.

Also: B.) I feel that the "tilting effect" is a most important item that was presented without much documentation. As shown in the public hearing (Slide 11) the hurricane "tilt" would cause a difference of about 5 feet in water levels from one side of the lake to the other. I frankly wonder whether 100 mph winds could accomplish this feat. Has this severe "tilt" been observed during past hurricanes in Lake Pontchartrain? On what observations is it based, and what data exists to support the figure of +13 feet tidal surges for the SPH?

2. Land Ownership Analysis. It is stated several times that, "As a matter of policy, where project benefits are

expected to arise from changes or intensification of land use, ownership of the land involved is analyzed in detail to determine the possibility of 'windfall' profits accruing as a result of project construction. Where this possibility exists, Corps policy requires that special cost sharing be invoked to preclude unwarranted localized individual, or corporate gains. In the project under discussion, the analyses disclosed no basis for anticipating such gains." (Final Environmental Statement, p. VIII-21). You said last week that, to your knowledge, this ownership analysis was conducted only for the St. Charles Parish area, and not for the Chalmette and New Orleans East areas. I am concerned that, to an extent, Corps policy has not been followed in the Hurricane Protection Project. I would be interested in: A.) any written policy statements concerning action of this type; B.) specific policies or guidelines on the extent of cost sharing, where warranted; and C.) details of any current Corps plans to undertake land ownership analyses of project areas in Chalmette and New Orleans East. I would also like to see the full analysis report for St. Charles Parish.

3. It is stated that the purpose of the project is to "afford flood protection to existing improvements as well as to future developments that would occur in the absence of the project" (Environmental Statement, p. VIII-5). What precise data exists on the matter, both for envisioned development in the absence of the project, and for development with completion of the Hurricane Protection Project, in presently unprotected areas?

4. Alternate Actions. It is stated that the partially-responsive "High Levee" plan would be more costly, would take longer to construct, and would involve more relocation of inhabitants than the proposed project (Environmental Statement, p. V-2). It was charged at the public hearing that "No serious attempts to develop alternate plans have been made or studied...all attempts by this writer to obtain SPECIFIC details of a 'High Level Plan' have been in vain. This writer has asked for specific details regarding costs, areas to be leveed, heights of levees and their location. This information could not be furnished..." (letter from David P. Levy, dated Feb. 18, 1975; Record exhibit 61). I am interested in any significant studies of the "High Levee" plan, including: A.) Initial cost estimate studies; B.) Current cost estimates, with consideration for project works already under construction or completed; C.) Height and/or width of levees required; D.) estimated construction period, both for "High Levee" plan and for improvements to existing levees under Barrier Plan; and E.) details of all necessary relocation under "High Levee" plan. I am similarly concerned that this alternate plan may not have been studied in sufficient detail to warrant the final judgment on its practicality.

5. Economic Analyis. I would like to be furnished with

the full economic report, summarized in the Environmental Statement and the Record of the Public Hearing, which gives a benefit/cost ratio of 12.6 to 1. I am concerned not only that "nonquantifiable environmental costs" (loss of marsh, etc.) were not included, but that additional costs related to land intensification in the project area--costs to be borne by local agencies--may not have been fully calculated.

6. Barrier Operation and Effect. I find considerable difference of opinion over the statement that "the barrier structures in the Rigolets and Chef Menteur Passes will engender no material change in the flow and salinity regimen of Lake Pontchartrain." I would like to see applicable supporting data from Vicksburg Testing Station on this, including figures on existing and envisioned current velocities in the passes. Fear has been expressed (Record of Public Hearing, exhibit 94-K, p. 4) that existing tidal build up at the passes is not sufficient to support the envisioned velocity of tide water through the barrier passes. I also note that estimates of when locking operations would be necessary at Seabrook and Rigolets have varied, and that the presently proposed locking schedules have been questioned. I would like supporting data on this matter.

As my knowledge of the Hurricane Protection Project is still rather limited, I don't know whether the information requested here is something you will automatically have at your fingertips, or whether I am asking for data that will take considerable effort to locate. If you have any questions or suggestions for me, call at 891-4414. Thanks for your help, and I look foreward to hearing from you.

Yours,

Doug Clifford
Legislative Assistant

Mr Soote
Mr Brubaker
MKE 12/24/75

LMNOD-O

17 December 1975

Mr. Raymond Willhoft, President
Lake Borgne Basin Levee District
P.O. Box 216
Violet, Louisiana 70092

Dear Mr. Willhoft:

This is to inform you that the additional work on the Bayou Dupre control structure and channel requested by your board, the St. Bernard Parish Police Jury, and the Louisiana State Department of Public Works, has been completed by the United States under Public Law 89-298, Section 204, Title II - Flood Control, 89th Congress, approved 27 October 1965.

It is requested that your board and the St. Bernard Parish Police Jury now accept this structure for full operation and maintenance in accordance with the joint act of assurances furnished by both your agencies prior to construction.

If you still desire a meeting as requested in your letter of 16 July 1975, and are able to arrange for state and local participants, we will be most happy to attend.

We have tried to schedule such a meeting since receipt of your letter; however, it has been virtually impossible to find a mutually agreeable time for all concerned.

Sincerely yours,

EARLY J. RUSH III
Colonel, CE
District Engineer

CF:
St. Bernard Parish Police Jury
DPW, Baton Rouge
DPW, New Orleans

Area Engineer, New Orleans AO
C/Engineering Div

LMMOD-O

17 December 1973

Mr. Roy H. Gonzales, President
St. Bernard Parish Police Jury
St. Bernard Courthouse Annex
Chalmette, Louisiana 70043

Dear Mr. Gonzales:

This is to inform you that the additional work on the Bayou Dupre control structure and channel requested by your jury, the Lake Borgne Basin Levee District and Louisiana Department of Public Works has been completed by the United States under Public Law 89-298, Section 204, Title II - Flood Control, 89th Congress, approved 27 October 1965.

It is requested that your jury and the Lake Borgne Basin Levee District now accept this structure for full operation and maintenance in accordance with the joint act of assurances furnished by both your agencies prior to construction.

Sincerely yours,

EARLY J. RUSH III
Colonel, CE
District Engineer

CF:
Lake Borgne Basin Levee District
DPW, Baton Rouge
DPW, New Orleans

Area Engineer, New Orleans AO
Engineering Div

LMNOD-O

17 December 1975

Mr. Roy Aguillard, Director
Louisiana Department of Public Works
P.O. Box 44155, Capitol Station
Baton Rouge, Louisiana 70804

Dear Mr. Aguillard:

This is to inform you that the additional work on the Bayou Dupre control structure and channel requested by your agency, the St. Bernard Parish Police Jury and the Lake Borgne Basin Levee District has been completed by the United States under Public Law 89-298, Section 204, Title II - Flood Control, 89th Congress, approved 27 October 1965.

By separate correspondence the St. Bernard Parish Police Jury and the Lake Borgne Basin Levee District have been informed of the completed work and have been requested to accept full operation and maintenance responsibility in accordance with their joint act of assurances furnished prior to construction.

Sincerely yours,

EARLY J. RUSH III
Colonel, CE
District Engineer

CF:
St. Bernard Parish Police Jury
Lake Borgne Basin Levee District
DPW, New Orleans

Area Engineer, New Orleans AO
C/Engineering Div

The Board of Levee Commissioners

OF THE

Orleans Levee District

200 WILDLIFE AND FISHERIES BUILDING

418 ROYAL STREET

New Orleans, La.

70130

GUY F. LEMIEUX, PRESIDENT
BERNEL R. SANDERS, PRES. PRO-TEM
DANIEL P. KELLY, JR.
JOHN D. LAMBERT, JR.
~~XXXXXXXX~~
EUGENE V. MACON
JAMES C. SCALISE

PROTECTING YOU AND YOUR FAMILY

RICHARD J. McGINITY, GENERAL COUNSEL
JOHN P. McNAMARA, CHIEF ENGINEER & SECRETARY
GEORGE J. LaBRECHE, EXECUTIVE ADMINISTRATOR

December 16, 1975

Richard J. Kernion

Letter to the Editor
The Times Picayune
3800 Howard Avenue
New Orleans, Louisiana 70125

Dear Sir:

It it were not for the fact that hurricane flood protection is so vital to the people who live in New Orleans I would find St. Tammany Parish State Representative Edward Scogin's Letter to the Editor of December 14th to be ludicrous. It shows, once again, that Mr. Scogin is a master of misstatement and innuendo. His disregard for truth and fact are appalling.

First, let me set the record straight with regard to the Orleans Levee Board's maintenance of Mississippi River levees. Our levees are maintained on a continuing basis with the highest degree of concern and care. They are further subject to an annual inspection by the U. S. Army Corps of Engineers and the Department of Public Works and these agencies have annually awarded the Orleans Levee Board with a Certificate of Excellence.

Mr. Scogin's description of the Nashville Avenue cave in as a "near major tragedy" is certainly a misnomer, it was no "near major tragedy" and was not caused by lack of maintenance as he asserts but by an undetectable geological fault.

The Orleans Levee Board was established in 1890. Since that time New Orleans has not been flooded from the river but we have lost many lives as a result of hurricane induced flooding; yet Mr. Scogin continues to try to prevent the citizens of New Orleans from acquiring adequate flood protection.

Enclosed are copies of legislation introduced by Representative Ed Booker in the 1975 session of the Louisiana Legislature. It would appear to any reasonable person that all of this legislation was obviously instigated by Representative Scogin since his name, along with other legislators from St. Tammany Parish, appears on most of the bills. Representative Booker (who did not try for reelection) was the only legislator from Orleans Parish to join with the St. Tammany group in attempting to pass this legislation. It does

seem strange that out of 25 legislators from New Orleans Representative Booker could not find any among them to coauthor his bill but found ready support in St. Tammany Parish.

The records of the House Transportation/Highway and Public Works Committee of the 1975 Louisiana Legislature will clearly substantiate my position. House Bill 177 which was prepared by Representative Booker, Scogin, et als was defeated by a vote of 11 to 2. The two dissenting votes were cast by Representatives Scogin and Strain (of St. Tammany). This bill attempted to accomplish by legislative act what Representative Booker is now attempting to do through court action.

Representative Scogin has been the leader of a group from St. Tammany Parish who have opposed flood protection for New Orleans for many years and in their various attacks they gloss over the facts with wild accusations. They completely ignore the fact that all of the eastern section of New Orleans has been within levees since the mid 1950's and they also ignore the fact that the Lake Pontchartrain and Vicinity Hurricane Protection Plan has complied with all of its required public hearings and has subsequently received the approval of the U. S. Environmental Protection Agency.

Representative Scogin has built his politics on an anti-New Orleans program. He has been vociferously against former Mayor Schiro's attempt to supply east New Orleans with water from the Pearl River, against the crime package of legislation introduced by our District Attorney to lower the New Orleans crime rate and, of course, against New Orleans flood protection.

As President of the State Agency responsible for flood protection for Orleans Parish I would be derelict in my duties if I did not do all that is possible to protect our people against hurricane induced flooding.

Sincerely,

GUY F. LeMIEUX
PRESIDENT

GFL/mja

cc: New Orleans States-Item
Daily Sentry News
Slidell Daily Times
WDSU-TV
WWL-TV
U. S. Army Corps of Engineers

LeMieux Says 'Conspiracy'

Orleans Levee Board president Guy F. LeMieux said Wednesday a recent suit seeking to block construction of part of the proposed Lake Pontchartrain and vicinity hurricane protection project results from a conspiracy by state Reps. Edward C. "Ed" Scogin and Edward H. Booker.

LeMieux said St. Tammany Rep. Scogin, of Slidell, has been an opponent of the plan "from the very beginning" and "he is the mastermind behind the scheme to try to destroy and stop the flood protection for the city of New Orleans."

The levee board president added that Rep. Booker of New Orleans filed three unsuccessful bills "against" the Orleans Levee Board during the last session of the Legislature.

LeMieux said the new suit, filed in Federal District Court by Booker and Luke Fontana on behalf of Save Our Wetlands Inc., is an outgrowth of one of the Booker bills.

The levee board president said that bill was an attempt by Booker to stop construction in the New Orleans East area by making Little River a "scenic river."

LeMieux added, "If he could make Little River a scenic river, then it would be impossible for us to complete the barrier plan on the south side of Lake Pontchartrain."

The levee board president said Booker and Scogin are attempting to accomplish in the court what they failed to achieve in the legislature.

The legal action asks the court to declare that the Corps of Engineers has failed in its statutory obligation to consider all facets of the public interest in implementing its projects, and to give full consideration to recommendations from the U.S. Fish and Wildlife Service for the protection, restoration and enhancement of environmental resources, particularly as it relates to construction of the lakeshore levee in New Orleans East and operation of navigable floodgates in Chalmette.

"As the plan is set now," LeMieux said, "the city of New Orleans will receive effective protection from it in about 10 years. It's going to take 10 years of work to push the plan to a point where the city does get the protection we feel it should have."

At present, he said, the levee board barely has its 30 per cent share of funds needed to match the federal government's 70 per cent.

"If we get a delay and they're able to stop us in federal court for any length of time, as environmentalists have been able to do in other projects, with climbing construction costs it is very probable that we would not be able to come up with our share of the money to complete it," LeMieux warned.

Suit should be modified, says Scogin

BY MIKE MONTGOMERY
(MANAGING EDITOR)

Rep. Ed Scogin of Slidell says he would support a suit to stop a large portion of the Lake Pontchartrain Hurricane Protection Plan if it were modified and if two St. Tammany Parish groups would enter as friends of the plaintiffs.

Scogin believes the suit, filed by attorneys for SOWL (Save Our Wetlands) may be too large in scope, since much of the project is already completed. The local legislator added, however, he could see backing the suit if at least two conditions were met:

First, if bodies such as the St. Tammany Parish Police Jury and the St. Tammany Municipal Association joined the plaintiffs; and, second, if the groups would join under the condition that the suit be narrowed to only ask an end to the barrier aspect of the project (damming the Seabrook, Chef Menteur and Rigolets passes of the lake).

In the meantime, Scogin continued, he suggests that local opponents to the barrier "pursue it in the same manner in which we have all these years."

Since 1956, Scogin, Slidell Mayor Frank Cusimano and other local and parish officials have campaigned against the lake dams by arguing with Corps of Engineers officials and state and federal representatives. No legal action has been taken by local opponents, who say the barriers will cause severe flood damage in the parish, in addition to hurting the environment of the Lake Pontchartrain estuarine system and cripple the lake's shipbuilding industry.

Scogin, who recently appeared on a WDSU-TV documentary to voice his opposition to the barrier plan, emphasized that opponents here are only against the lake dams, and don't oppose levee protection for the New Orleans area.

A major thrust of the SOWL suit is to stop construction of levees in the New Orleans East area, claiming the structures will require the draining of wetlands and accelerate urbanization in the area.

SOWL, claiming some 30 members from New Orleans, Slidell and Mandeville, says "certain portions of the Lake Pontchartrain and Vicinity Hurricane Protection Project (Barrier Plan)" will inflict "irreparable injury" to the plaintiffs if completed. Eight examples are listed by SOWL attorneys Luke Fontana and Rep. Ed Booker, both of New Orleans:

a) Physical destruction of areas actually used and enjoyed by plaintiff's members;

b) Loss of fisheries and wildlife resources;

c) Loss and destruction of areas of natural and scenic beauty;

d) Loss of areas suitable and desireable for study and research by marine biologists, estuarien ecologists and landscape architects;

e) Alternatives providing for fish and wildlife mitigation and multi-use water resource development will be precluded;

f) Plaintiff will be denied its right to have a full good faith disclosure of the impact of the project set forth in an Environmental Impact Statement and to have plaintiff's comments thereto fully and completely answered;

g) Plaintiff's extended efforts in connection with Corps of Engineers and State of Louisiana studies of alternatives to the project will be frustrated;

h) Plaintiff will be denied full and equal consideration by the Corps of Engineers to fish and Wildlife resources as required

WEATHER REPORT

Skies will be mostly cloudy today, with a high in the upper 50's and a low tonight in the 40's.

HOUSE BILL No. 177—

By Mr. Booker:

AN ACT

To amend Section 1846 of Title 56 of the Louisiana Revised Statutes of 1950 by adding thereto a new Paragraph to be designated as Paragraph 37 thereof, relative to the inclusion of "Little River" located in Orleans Parish in the Louisiana Natural and Scenic Rivers System and otherwise to provide with respect thereto.

Be it enacted by the Legislature of Louisiana:

Section 1. Paragraph 37 of Section 1846 of Title 56 of the Louisiana Revised Statutes of 1950 is hereby enacted to read as follows:

§1846. Instantaneous natural and scenic rivers

The following rivers or designated segments thereof are hereby designated as being instantaneous natural and scenic rivers:

* * *

37. Little River	Orleans Parish	From its origin near Interstate 10 including its original river bed now known as Little Woods Canal to where it drains into Lake Pontchartrain.

Section 2. If any provision or item of this Act or the application thereof is held invalid, such invalidity shall not affect other provisions, items, or applications of this Act which can be given effect without the invalid provisions, items, or applications, and to this end the provisions of this Act are hereby declared severable.

Section 3. All laws or parts of laws in conflict herewith are hereby repealed.

Regular Session, 1971

HOUSE CONCURRENT RESOLUTION NO. 70

ORIGINAL BILL

BY MR. BOOKER, Strain, Scoggin, Sheridan & Sen. Raymond

A CONCURRENT RESOLUTION

To authorize and direct the House Committee on Ways and Means and the Senate Committee on Finance to establish a joint legislative committee to study the operation of the Orleans Levee District and the coordination of its activities with flood problems of adjacent parishes.

WHEREAS, prior to a recent local tax election, the Orleans Levee Board represented that funds generated by the increased millage would be used for the repair and improvement of existing facilities and the continued operation of the board; and

WHEREAS, the Orleans Levee Board has since the election proposed diverting a portion of the proceeds from said tax to develop hurricane protection levees; and

WHEREAS, the construction of hurricane protection levees in Orleans Parish poses a threat to surrounding parishes as well as to the parish of Orleans due to their possible effect on the ecology and navigability of Lake Ponchatrain and on any future use of the Bonnet Carre Spillway during flood seasons of the Mississippi River without endangering the low lands surrounding Lake Ponchatrain; and

WHEREAS, the use and expenditure of funds by the Orleans Levee Board affects substantially the general economy of the city of New Orleans and the surrounding parishes; and

WHEREAS, the diversion of funds by the Orleans Levee Board from

their authorized purposes jeopardizes the operation of that board for the purposes for which it was organized; and

WHEREAS, Sections 38 and 39 of Article VI of the Constitution of Louisiana authorizes the legislature to reorganize, consolidate and divide existing levee districts and to create new districts; and

WHEREAS, the legislature, in futherance of its interest in the welfare of the people of this state, should obtain further information concerning the operation of the Orleans Levee District and the coordination of its activities with the flood problems in adjacent parishes.

THEREFORE, BE IT RESOLVED by the House of Representatives of the Legislature of Louisiana, the Senate thereof concurring, that the House Committee on Ways and Means and the Senate Committee on Finance are hereby authorized and directed to establish a joint legislative committee to study the operation of the Orleans Levee District and the coordination of its activities with the flood problems in adjacent parishes.

BE IT FURTHER RESOLVED that said joint legislative committee be composed of four members of the House of Representatives, three of whom shall be members of the House Committee on Ways and Means appointed by the chairman thereof, and one shall be a member of the House of Representatives appointed by the Speaker of the House of Representatives, and of three members of the Senate Finance Committee appointed by the chairman of that committee.

BE IT FURTHER RESOLVED that the respective committees herein named may, in their discretion, establish one or more joint subcommittees for the purpose of this study.

BE IT FURTHER RESOLVED that for purposes of such study the committees herein named and any joint subcommittee created under authority hereof shall have all powers otherwise provided by law and by the rules of the respective houses as well as all powers inherent in legislative committees and that the members thereof shall receive such per diem and mileage as is provided for committees by the rules of the respective houses.

BE IT FURTHER RESOLVED that the committees shall make a written

report of their findings to the legislature prior to the 1976 Regular Session, together with any specific proposals for legislation.

HOUSE BILL No. 1424—

By Messrs. Booker, Strain, Scoggin and Sheridan and Senator Rayburn:

AN ACT

To amend Title 38 of the Louisiana Revised Statutes of 1950 by adding a new part to Chapter 4 of said title to be designated as Part XIX-A of Chapter 4 comprising new sections to be designated as Sections 1271 through to create a new levee district comprising the Parish of Orleans to provide hurricane flood protection for the Parish of Orleans and to be designated as the Orleans Hurricane Protection Levee District; to provide for the appointment of a board of commissioners and designate the board's powers, duties and functions; to provide for the transfer to the board any and all jurisdiction and authority pertaining to the construction and maintenance of hurricane flood protection levees which may be construed as having been vested heretofore in the Orleans Levee District together with any and all funds, records, revenue, contracts, and personnel thereunto appertaining; to provide for the taxing and bonding authority of the board; and otherwise to provide with respect thereto.

Be it enacted by the Legislature of Louisiana:

Section 1. Pursuant to authority contained in Section 38 of Article VI of the Constitution of Louisiana of 1974, in order to reorganize the levee district within the Parish of Orleans and to create a new levee district therein for the purpose of protection against hurricane floods, Part XIX-A of Chapter 4 of Title 38 of the Louisiana Revised Statutes of 1950, comprising Sections 1271 through of said Title, is hereby enacted to read as follows:

PART XIX-A. ORLEANS HURRICANE PROTEC-

TION LEVEE DISTRICT

§ 1271. Limits of district

STATE OF LOUISIANA
HOUSE OF REPRESENTATIVES
BATON ROUGE

EDWARD C. SCOGIN
DISTRICT 76

Phone Home 643-6853
Phone Office 641-0262
2063 SECOND STREET
RT. 1, BOX 603
SLIDELL, LA. 70458

COMMITTEES:
EDUCATION
HEALTH & WELFARE
LABOR & INDUSTRY

December 11, 1975

Editor
Times=Picayune
3800 Howard Avenue
New Orleans, Louisiana

Dear Sir:

I noted with interest an article in this morning's Times-Picayune concerning certain charges by Orleans Levee Board President, Guy LeMieux; charges I had entered into a conspiracy with Representative Ed Booker and others in Orleans Parish seeking to block construction of the proposed Lake Pontchartrain and Vicinity Hurricane Protection Project. Such statements or charges by this appointed official are both ridiculous and comical. I wasn't even aware that the suit was being filed until I read of it in the New Orleans newspapers and have nothing whatsoever to do with the suit. As a matter of fact, I disagree with the suit because I think it is too all encompassing. Neither I nor any of the officials of the Florida Parishes have ever voiced any objection to any portion of the project except the barrier phases at Rigolets, Chef Menteur and Seabrook, and Mr. LeMieux well knows this.

Mr. LeMieux's position as the appointed President of the Orleans Levee Board certainly makes a good case for keeping presently elective offices in this state as elective offices. If we start appointing everybody, there is a possibility that we might get some more Guy LeMieuxs, and what a tragedy that would be.

If Mr. LeMieux and the special vested interests that he is associated with are permitted to continue to act in the manner they have in the past, they are going to either 1) allow or 2) cause many people in St. Tammany, St. Bernard and Orleans Parish to lose their lives.

1) Allow people to lose their lives by inadequate maintenance of the Mississippi River levees under their jurisdiction; as witness, the cave in at Nashville Avenue recently in which railroad tracks, buildings and everything else in that area fell into the river. I think the people of Orleans Parish should be made aware of how near a major tragedy they almost experienced there.

2) Cause people to lose their lives by continuing to trumpet the barrier phases of the protection plan. Incidentally, taxing

STATE OF LOUISIANA
HOUSE OF REPRESENTATIVES
BATON ROUGE

WARD C. SCOGIN
DISTRICT 76

Phone Home 643-6853
Phone Office 641-0262
2063 SECOND STREET
RT. 1, BOX 603
SLIDELL, LA. 70458

COMMITTEES:
EDUCATION
HEALTH & WELFARE
LABOR & INDUSTRY

proposals for the funding of the project at the local level have been rejected by the electorate three (3) times!!

I am continually amazed by Mr. LeMieux's apparent lack of knowledge concerning the whole project. He has once again demonstrated his lack of competency and his inability to serve in the very important post as President of the Orleans Levee Board. But perhaps he is to be more pitied than ridiculed.

Let me make it clear that I represent the people of St. Tammany Parish and they are now, and have been, unalterably opposed to the barrier phases of this controversial project and I shall continue to speak for them concerning the matter whenever the occasion presents itself.

I would certainly agree that there is a conspiracy involved in much of this gigantic pork-barrel project and Mr. LeMieux, being a part and party to same, knows where the conspiracy <u>really</u> lies.

Sincerely,

Edward C. Scogin
ECS:ja
cc w/enc.: New Orleans States-Item
Daily Sentry News
Slidell Daily Times
WDSU TV
WWL TV
Mr. Guy LeMieux
U. S. Army Corps of Engineers

My name is Edward Booker, I am State Representative from District 91 in New Orleans.

Gentlemen, I am very concerned over this proposed development of New Orleans East. I am concerned for a number of reasons:

First, this area is functioning marshland. Much of it has been partially cut off from Lake Pontchartrain, but there are large areas that still enjoy some tidal intershange by seepage. The site of "Orlandia" includes thousands of acres of healthy, active marsh. Destroying these wetlands could have a serious effect on the ecology of Lake Pontchartrain and the New Orleans environment.

Second, I am concerned about the manner in which this development has been handled by government agencies. "Orlandia" is intricately tied to the Hurricane Protection Project of the Army Corps of Engineers. Development of New Orleans East could not even be considered without the levees and floodwalls that are part of the Hurricane Project. And in examining the Corps' project--particularly as it relates to "Orlandia"--I find that a number of inconsistent and questionable actions were taken.

Finally, I am concerned that this land will be unsuitable for any development, even with completion of the new levee system. There is the great problem of land subsidence, which developers are only beginning to recognize. But this is not all. "Orlandia," if it is built, will face another, more severe problem--the danger of massive flooding.

The fact is, gentlemen, that even with the new levees of the Hurricane Protection Project, the entire New Orleans East area,

including "Orlandia," will still be subject to extensive hurricane flooding. The area will not be protected at the 100-year level, as required by the National Flood Insurance Act. This is not just my opinion; it is the position expressed by officials of the Corps of Engineers, which I will discuss shortly.

Let's first examine the land that "Orlandia" will be built on. The 28,000-acre tract owned by New Orleans East, Inc. is almost entirely marsh and swampland. Almost half of the marshes in the tract are still connected to the Lake Pontchartrain estuary, and have been termed "critical environmental areas" in the Planning Commission's Coastal Zone Management Plan.

Within "Orlandia's" boundaries, almost 15,000 acres of wetlands will be drained and developed by this project. Most of this--the area south of I-10--is contained, fresh-water marsh, which has apparently already been damaged beyond repair.

But north of I-10, between the expressway and the lakeshore, are 3,250 acres of brackish marsh which is in excellent condition, despite its being separated from the lake by the Southern Railroad embankment. This is the marshland that "Orlandia" will destroy, though it could easily be saved.

This area has been a subject of a number of recent studies, including a report prepared for "New Town In Town" by Wallace, McHarg, Roberts & Todd. This report recommended that the marshland north of I-10 be restored to full natural conditions, by providing openings under the railroad embankment for tidal interchange.

Other studies--including Dr. Anthony Mumphrey's--determined

that this area is essentially unaltered marshland, and should be preserved as part of the Lake Pontchartrain estuary.

The U.S. Fish and Wildlife Service and the Louisiana Wildlife and Fisheries Commission have also requested the Corps of Engineers to modify its levee designs in New Orleans East, to provide tidal interchange to this marsh.

The point here is that the Lake Pontchartrain estuary system has already been placed under so much stress from urban development that it is on the verge of collapse. We cannot continue to tear off these marshes and wetlands and expect the lake to live.

From an environmental viewpoint, there is every reason to preserve the area north of I-10 as natural marsh. But is there some other, overpowering reason why this area need be developed? I don't think there is.

Let me turn to how "Orlandia" got to where it is today. The development is predicated on one assumption--that the Corps of Engineers, together with the Orleans Levee Board, would improve the levees to the south and east, and build a new levee behind the Southern Railroad line along the lakeshore. With these levees--part of the Hurricane Protection Project--the marshland of New Orleans East could be drained and developed.

And why are the levees being built? Because, according to the Corps of Engineers, this marshland is going to be developed <u>anyway</u>, so it is necessary to provide flood protection to the area.

As a result, we have two interrelated projects--"Orlandia" and the levee system--each of which is being proposed for the

ostensible reason that the other came first. It's a nice circle.

Now, the Corps of Engineers is restricted by a number of regulations and policies when it comes to constructing flood protection works. One such laudable policy is that all Corps projects should be built for the benefit of the general public, rather than for the benefit of private individuals or corporations.

This simple idea gets rather complex when the Corps begins to levee wetlands and marshes, opening them up to commercial development. The process of "land intensification," as the Corps calls it, always holds the possibility of bestowing huge profits--at taxpayer expense--to the owners of large tracts of marshland. Here is the Corps' policy covering such cases (I quote from the Final Environmental Impact Statement for the Lake Pontchartrain Hurricane Protection Project):

> Where project benefits are expected to arise from changes or intensification of land use, ownership of the land involved is analyzed in detail to determine the possibility of 'windfall' profits accruing as a result of project construction. Where this possibility exists, Corps policy requires that special cost sharing be invoked to preclude unwarranted localized individual or corporate gain.

You would expect, from this policy statement, that ownership of all the marshland in New Orleans East would have been analyzed by the Corps of Engineers, and that large landowners might have been assessed some share of the cost of building the levees.

That, at least, is what New Orleans East, Inc. originally anticipated. In a cost study drawn up for "New Town In Town" in February, 1974, by Kaiser Engineers, the cost of flood protection was included in the development cost. At the time, the Corps of Engineers estimated the pricetag of the lakefront levee to be $13.7 million. Kaiser appropriately assessed New Orleans East, Inc.

the 30% local share required by the Corps, and added the construction cost of the improved levee to the east. The conclusion was that the developers of "New Town In Town," who would be a principle beneficiary of the levee project, would have to pay over $5 million directly to the Corps for construction.

But this "cost-sharing" was never invoked by the Corps of Engineers--for the simple reason that the required "land ownership analysis" for New Orleans East was never undertaken by the Corps.

Was this policy deliberately circumvented? Well, a "land ownership analysis" is required only when benefits from Corps projects arise from "land intensification"--in other words, when previously undevelopable land is made more valuable by the sudden presence of levees.

For instance, when the Corps proposed to levee 25,000 acres of marshland in St. Charles Parish, it undertook an analysis of all land owners in that area.

But in New Orleans East, the Corps decided not to list any project benefits under "land intensification." Working on its assumption that New Orleans East, Inc. would build houses on this marshland even if there were no protective levees, the Corps listed all economic benefits in the "Orlandia" area as "Flood Damage Prevented to Urban Development."

Thus, the Corps assumed not only that development of the area would inevitably occur even without levees--a preposterous assumption, when you consider the nature of the land--but it assumed that the development in fact already existed.

This accomplished two things. First, it did away with the need for a land ownership analysis, possibly saving the developers of "Orlandia" over $5 million.

Second, it grossly inflated the projected economic benefits that would come from leveeing New Orleans East. Let me explain:

A central document in the Hurricane Protection Project is the economic analysis prepared by the Corps.

The economic analysis shows annual benefits of about $5.7 million for "land intensification" for the project. This figure applies to about 43,000 acres of wetlands in St. Charles Parish and in Chalmette that were to be leveed. According to my arithmetic, this comes out to roughly $132 per acre, per year, in benefits from the leveeing of marsh.

For the "Orlandia" marshes, the figure is astonishingly higher. Calculated as "Flood Damage Prevented," the Corps' projected benefits in New Orleans East total almost $35 million per year. That amounts to almost 20% of <u>all</u> economic benefits that would result from the <u>entire</u> Hurricane Protection Project.

It also comes out to a value of about $1,250 per acre of marshland in New Orleans East--about ten times as much as for similar undeveloped marsh in Chalmette and St. Charles Parish.

Are these benefit figures for the "Orlandia" area too high? I think so, and apparently the Corps is beginning to think so.

Right now, the Corps is reworking its economic analysis of the Hurricane Protection Project. According to Corps

officials, the original figure of $35 million in annual benefits for New Orleans East will be revised sharply downward.

In the words of one official, it will be revised down "close to zero dollars." The Corps is, in short, writing off this segment of the Hurricane Protection Project almost entirely.

The Corps is doing this because it has just recently determined that, even with the new levee system, most--if not all--of "Orlandia" will still be insufficiently protected from flooding.

Homes and buildings in "Orlandia" will <u>not</u> be protected at the 100-year level--unless they are built on stilts. Homeowners will <u>not</u> qualify for flood insurance subsidies, or for FHA loans, under federal law.

Here are the facts: once it is drained, this marshland will subside quickly--by five or six feet in some areas, by as much as twelve feet in others. And slow subsidence will continue after that. But according to data from the Corps of Engineers, the levee system will give 100-year flood protection to the area only at elevations of plus-one-foot and above.

The first six to twelve feet of all buildings in "Orlandia" will be under flood waters in a major hurricane. This is what the Corps of Engineers says will happen, even after its Hurricane Protection Project is built.

Gentlemen, by allowing the development of "Orlandia" to continue, you will be permitting citizens of this city to move into an area that is known to be unsafe. It is unsafe now, it will continue to be unsafe when the new levees are built.

I should say "if" the new levees are built. The Corps

of Engineers is now in the unenviable position of proposing to spend millions of dollars of taxpayers' money to levee the wetlands of New Orleans East, when its own figures show that there is virtually nothing to be gained from the project. In the economic analysis, the Corps' benefit-cost ratio for the New Orleans East levees is now unfavorable.

The levees should not be built.

Meanwhile, the "Orlandia" development not only should not proceed, it cannot. It is untenable in terms of the possible environmental impact, and it is untenable in terms of human life and safety.

To develop this land in New Orleans East--even with the new levees--is to invite the most disastrous hurricane flooding in this city's history.

The statistics to support this conclusion--the exact projections of flooding in the "Orlandia" area--are available from the Corps of Engineers.

I am sure that once you examine this data, you will agree that "Orlandia" cannot be developed safely under existing conditions.

Thank you.

NWBB
12/17/75

CITY OF NEW ORLEANS

PRIDE BUILDS NEW ORLEANS

MOON LANDRIEU
MAYOR

December 15, 1975

Mr. Stan Shelton
Projects Engineering Division - Building 22
U. S. Army Corps of Engineers
P. O. Box 60267
New Orleans, LA 70160

RE: Proposed Development in New Orleans East (Orlandia)

Dear Mr. Shelton:

On behalf of the Planning Commission staff members who met with you and your associates last week, I would like to again express our thanks for the assistance and information you provided us.

Jim Lewin of our staff has sent you a copy of Rep. Booker's statement made at the Orlandia Public Hearing on December 3, 1975. A copy of the complete Public Hearing transcript will be sent to you as soon as it is available. We would appreciate a copy of any response that the Corps might make to either Rep. Booker's or other statements made at the Hearing.

In addition, during the course of our meeting with you, it was mentioned that the U. S. Fish and Wildlife Service had requested that the Corps reestablish tidal flow in the land area between Interstate 10 and Lake Pontchartrain. We would also appreciate a copy of any response you might make to this request.

Yours truly,

William M. Gustafson, Jr.

William M. Gustafson, Jr.
Associate Planner

WMG/mjv
APPROVED:

Harold R. Katner
Director-Secretary

CITY OF NEW ORLEANS

PRIDE BUILDS NEW ORLEANS

MOON LANDRIEU
MAYOR

December 12, 1975

Mr. Stan Shelton
Engineering Division - Building 22
U.S. Army Corps of Engineers
P.O. Box 60267
New Orleans, La. 70160

Re: Public Hearing Statement from Representative Booker

Dear Mr. Shelton:

Enclosed please find a copy of the statement made by Representative Booker at the Orlandia public hearing. When the full transcript becomes available we will forward it to you. We would appreciate receiving copies of any comments that you may write regarding statements made at the public hearing.

If you have any questions, please call.

Very truly yours,

James Lewin

James Lewin
Associate Planner

JL/py

APPROVED:

Harold R. Katner
Director/Secretary

12/9/75

28 Nov

MEMO FOR COLONEL RUSH

Guy LeMieux's secretary called requesting a meeting with you as soon as your schedule would permit on the Orleans Marina Floodwall. After checking your calendar, I told her the earliest would be 11 Dec. She asked for a 10 a.m. start time. Chatry's people are prepared to brief you on this as soon as you give the word. → BRIEFING ON AM 11 DEC 0800 HRS PLEASE

I wouldn't be surprised though, if LeMieux didn't try to talk with you on this at the LMVFCA meeting.

JLF

P.S. This is on your calendar.

INCLUDE THE TOPICS OF THE LTR TOO.

WHAT DO WE NOW HAVE IN WRITING THAT I CAN TAKE WITH ME WHEN I LEAVE ON SUNDAY?

---

3 Dec

This letter arrived today confirming the 11 Dec meeting.

Then, a little later on, Mary Adams (LeMieux's secty) called again stressing the importance of a different meeting. This one is on the permit for the airport. The way she talked, I think LeMieux may do his best to catch you on this issue at LMVFCA.

I alerted Decker's office that you may want to be brief on this first thing in the a.m.

JLF

Meeting 11 Dec 75 DE's conference room.

Present: Col. Rush, Messrs. Shelton, Lee, Crabtree, Chatry of NOD
Messrs. LeMieux, McNamara, Bodet of OLD

The Board of Levee Commissioners

OF THE

Orleans Levee District

200 WILDLIFE AND FISHERIES BUILDING
418 ROYAL STREET

New Orleans, La.
70130

PROTECTING YOU
AND YOUR FAMILY

December 1, 1975

Colonel E. J. Rush III
District Engineer
Department of the Army
New Orleans Division
Corps of Engineers
P. O. Box 60267
New Orleans, Louisiana 70160

Dear Colonel Rush:

When we requested and were granted an appointment with you at 9:00 ~~10:00~~ A.M. on December 11, 1975, we stated that the purpose of the meeting was to discuss the Marina Floodwall.

If you have no objections, I would like to expand the discussion to include, in addition to the Marina Floodwall, the levee on the south side of the M.R.G.O. in the Diefenthal area, the Citrus Lakefront Levee, the floodgate at the L&N Railroad on the South-point to GIWW levee and the Citrus Back Levee.

Yours truly,

John P. McNamara

John P. McNamara
Chief Engineer

JPM/cwt

xc: Guy F. LeMieux

MEMO FOR COLONEL RUSH

LAKE PONTCHARTRAIN, LOUISIANA AND VICINITY
HURRICANE PROTECTION PROJECT

ORLEANS MARINA FLOODWALL 4 December 1975

A floodwall in the West End area on the land side of the Orleans Marina is planned as part of the New Orleans Lakefront Levee - West of IHNC. Our proposed alinement (I-wall) is illustrated at the top of the attached sketch. On 28 May 1975, the Orleans Levee Board presented an alternate alinement (T-wall) which is illustrated at the bottom of the attached sketch.

The Orleans Levee Board fears that the existing bulkhead at water's edge can not withstand the loads predicted for our design conditions and that severe damage to the bulkhead, parking area and other facilities would result. They are concerned that our alinement along Lake Avenue will create a traffic hazard for vehicular traffic entering the parking lot. They also feel that our I-wall alinement will be esthetically depressing to the marina and the surrounding land area. Their cost estimates were $2,087,000 and $708,000 for their and our alinements respectively; but, they feel that the advantages of their T-wall proposal compensate for the increase in cost.

Our estimates for their T-wall alinement and our I-wall alinement are $2,228,000 and $675,000 respectively. We believe the I-wall plan to be the most economical plan, satisfying all of our hurricane protection criteria. We consider any resulting traffic hazard in the parking lot to be minimal. It is felt that a failure of the existing bulkhead under hurricane conditions would not affect the stability of the proposed I-wall. We also believe that a beautified I-wall will have no greater impact on the esthetics of the area than will the proposed T-wall. Therefore, if the levee board opts to implement the T-wall plan, its credit cannot exceed the estimated cost of the I-wall plan. The credit would be limited to the following estimated amounts: for construction, $675,000; for E&D, $38,000 ($75,000 estimated less $37,000 expended); for S&A, $69,000; and the value of 0.55 acre of right-of-way.

It appears that the bulkhead will have to be replaced in the near future regardless of the floodwall alinement selected. The Orleans Levee Board would like to accomplish this as a part of the hurricane protection project at a cost of only 30% to them. However, the Federal Government's interest in any alinement cannot exceed that of the least costly alinement. A copy of our review of their proposal is attached.

2 Attachments

STAN SHELTON

11Dec75meeting NOD agreed to reexamine alternate floodwall alinements.

IN REPLY REFER TO
LMNED-MP

4 August 1975

Mr. John P. McNamara
Board of Commissioners
Orleans Levee District
200 Wildlife and Fisheries Building
418 Royal Street
New Orleans, Louisiana 70130

Dear Mr. McNamara:

Reference is made to the 28 May 1975 meeting held in our offices concerning the Orleans Marina floodwall portion of the Lake Pontchartrain, Louisiana and Vicinity hurricane protection project. At this meeting you proposed a plan for a T-wall to be located near the existing bulkhead at water's edge to replace our plan for an I-wall to be located between the marina parking lot and Lake Avenue.

The report you submitted was of a preliminary nature; therefore, a detailed review was not possible. It appears, however, that your proposal is feasible. Your estimate of $2,087,000 for the T-wall apparently does not include the cofferdam lakeward of the T-wall and the connecting I-wall between the east end of the T-wall and Lake Avenue. Our survey scope estimate for the T-wall with these same exclusions, is $2,228,000. Our estimate for the connecting I-wall (approximately 75 feet) at the east end of the T-wall is $35,000. We are unable to estimate the cost of the cofferdam since no information was provided relative to its design. Our estimate for the appropriate reach of I-wall along Lake Avenue is $675,000, and the estimated engineering and design (E&D) and supervision and administration (S&A) costs for the I-wall plan are $75,000 and $69,000 respectively. It should be noted that approximately $37,000 has already been expended by the Corps of Engineers on the design of the I-wall plan. The estimated right-of-way requirements for the T-wall and I-wall plans are 1.13 acres and 0.55 acres respectively.

We believe the I-wall plan to be the most economical plan, satisfying all of our hurricane protection criteria. It is felt that a failure of the existing bulkhead under hurricane conditions would not affect the

Attachment 2

LMNED-MP
Mr. John P. McNamara

4 August 1975

stability of the proposed I-wall. We also believe that a beautified I-wall will have no greater impact on the aesthetics of the area than will the proposed T-wall. Therefore, if the levee board opts to implement the T-wall plan, its credit cannot exceed the estimated cost of the I-wall plan. The credit would be limited to the following estimated amounts: for construction, $675,000; for E&D, $38,000 ($75,000 less $37,000 expended); for S&A, $69,000; and the value of 0.55 acre of right-of-way.

Should you decide to continue your study of the T-wall plan, the following points should be considered:

a. Recent modifications to our freeboard criteria require an increase in the elevation of the top of the wall to 10.5 feet mean sea level (m.s.l.). The costs cited above would have to be revised accordingly.

b. Based on our topographic data in the marina, the bottom slopes to elevation -13 feet m.s.l. in a distance of about 70 feet from the proposed wall which results in an unbalanced horizontal earth load, below the base of the wall, of 856 pounds per linear foot of wall which will have to be carried by the piling to provide a minimum factor of safety of 1.3 against conventional shear.

c. The detailed report should be submitted for our review and comment. This should include pile capacity curves developed for twice the design loads and analyses of the proposed I-wall tie-ins at the east and west ends of the T-wall.

If you have any questions regarding this matter, please contact me.

Sincerely yours,

FREDERIC M. CHATRY
Chief, Engineering Division

for BARTON
LMNED-MP

SEALE
LMNED-M

BECNEL
LMNED-H

SOMMERS
LMNED-D

CANNON
LMNED-F

CHATRY
LMNED

MEMO FOR COLONEL RUSH

LAKE PONTCHARTRAIN, LOUISIANA, AND VICINITY
HURRICANE PROTECTION PROJECT

CITRUS LAKEFRONT LEVEE
IHNC TO PARIS ROAD

5 December 1975

The Citrus Lakefront Levee consists primarily of an enlargement of an existing levee from the east end of the Lakefront Airport to Paris Road with a short length of floodwall at Lincoln Beach (a former amusement park). A new levee is to be constructed from the east end of the Lakefront Airport to the vicinity of the Downman Road underpass with a new floodwall from there to tie in with the IHNC floodwall system. Sluice gate structures will be provided in the levee for the St. Charles and Citrus pumping stations. One has already been constructed by local interests at Jahncke pumping station. Local interests will be given partial credit for the existing levee and full credit for the sluice gate structures which they will construct. Portions of the levee work were begun prior to the authorization of the project and are thus not creditable. The levee is located on the land side of the double-tracked Southern Railroad embankment between that embankment and Hayne Blvd. which is currently being widened by the state highway department with the reach from Downman Road to the Citrus Canal already complete. The right-of-way available for this levee is extremely limited and it has taken protracted negotiations with the Southern Railroad and compromises of our design standards to produce an acceptable levee design that will satisfy the horizontal and vertical spacing and drainage demands of the railroad. In a letter to the Southern Railroad dated 21 November 1975, we presented finalized levee designs which we feel meet all of their demands.

We are presently preparing the draft GDM with submission scheduled for February 1976. Our currently estimated award and completion dates for the floodwall portions are September 1977 and September 1980 respectively. The currently estimated award and completion dates for the levee portions are November 1977 and February 1979 respectively. The total cost including wave wash protection is $11,860,000.

The Orleans Levee Board proposes to accomplish the closure of the Citrus Canal and the construction of the sluice gate structure there in the near future. The existing pumping station located on the south side of the Hayne Blvd. bridge is not operable. The existing pumping capacity is provided by an externally mounted electric pump located on the protected side of the pumping station and pumping through a 50-inch steel pipe which passes under Hayne Blvd. and over the existing low levee and empties into the canal between the Hayne Blvd bridge and the Southern Railroad trestle (see attached drawing).

The least expensive means of providing for a pumping outlet through the levee system would be to close the canal and route the 50-inch pipe over the raised levee. The pipe invert would be above the still water elevation thus satisfying our protection criteria. It would, however, introduce additional head into the system by raising the pipe to the new levee elevation. This would reduce the pumping capability somewhat. This reduced capability may be equal to the present requirements, but it is still a reduced capability and it will not be equal to future requirements. Therefore, some type of structure in the levee is in order through which the existing pumping capability can be maintained and by which positive cutoff can be provided to prevent backflow under storm conditions. Under the terms of local cooperation, the construction of such a structure is a local interest responsibility but the cost is creditable toward the local interest share of the project cost. Local interests intend to replace the pumping station and greatly expand the existing pumping capacity at a future date as development in the area dictates. It is logical, therefore, to provide a sluice gate structure of sufficient size to accommodate these future expansions. With this in mind, we determined that the cost of constructing a larger sluice gate structure, though excessive in terms of current needs, would be creditable. The basic premise for allowing this credit, however, is that a structure is needed through which the existing pumping capacity can be maintained. The drawings upon which we agreed to credit the structure showed the 50-inch pipe passing through the structure.

On 6 October 1975, the Orleans Levee Board (Mr. McNamara) submitted plans and specifications for the accomplishment of the canal closure and sluice gate structure for our review. These plans indicate that the 50-inch pipe will pass over the raised levee and will not be tied into the sluice gate structure. This seems to indicate that the resulting reduced pumping capacity is adequate until such time as the station is rebuilt. This in turn throws doubt on the propriety of crediting the cost of this undertaking. We feel that the 50-inch pipe, which must be routed over the levee during construction, should be eventually tied into the sluice gate structure, and that ideally this should be done at the time of construction of the structure. At the very least, the routing over the levee should be indicated as being temporary with a firm commitment from the levee board that either the pumping station improvement with resulting tie in with the structure will be accomplished in the near future or the 50-inch pipe will be tied into the structure in the near future.

I communicated the above position to Mr. Bodet of the Orleans Levee Board. Mr. McNamara was on vacation at the time and Mr. Bodet indicated that he would discuss the matter with Mr. McNamara upon his return and then coordinate with me on an easy way to resolve the matter. He has not as yet contacted me and we have not proceeded with the review of their plans and specifications. Mr. LeMieux may wish to discuss this issue in detail.

+ 11 Dec 75 meeting NOD agreed to examine possibility of including OLD buildings within floodwall system. OLD will provide statement on scheduled work on puming station. OLD said to use one floodgate at Lincoln Beach.

1 Attachment

STAN SHELTON

STATE OF LOUISIANA
HOUSE OF REPRESENTATIVES
BATON ROUGE

EDWARD C. SCOGIN
DISTRICT 76

Phone Home 643-6853
Phone Office 641-0262
2069 SECOND STREET
ST. I, BOX 603
SLIDELL, LA. 70458

COMMITTEES:
EDUCATION
HEALTH & WELFARE
LABOR & INDUSTRY

December 11, 1975

Editor
Times-Picayune
3800 Howard Avenue
New Orleans, Louisiana

COPY

Dear Sir:

I noted with interest an article in this morning's Times-Picayune concerning certain charges by Orleans Levee Board President, Guy LeMieux; charges I had entered into a conspiracy with Representative Ed Booker and others in Orleans Parish seeking to block construction of the proposed Lake Pontchartrain and Vicinity Hurricane Protection Project. Such statements or charges by this appointed official are both ridiculous and comical. I wasn't even aware that the suit was being filed until I read of it in the New Orleans newspapers and have nothing whatsoever to do with the suit. As a matter of fact, I disagree with the suit because I think it is too all encompassing. Neither I nor any of the officials of the Florida Parishes have ever voiced any objection to any portion of the project except the barrier phases at Rigolets, Chef Menteur and Seabrook, and Mr. LeMieux well knows this.

Mr. LeMieux's position as the appointed President of the Orleans Levee Board certainly makes a good case for keeping presently elective offices in this state as elective offices. If we start appointing everybody, there is a possibility that we might get some more Guy LeMieuxs, and what a tragedy that would be.

If Mr. LeMieux and the special vested interests that he is associated with are permitted to continue to act in the manner they have in the past, they are going to either 1) allow or 2) cause many people in St. Tammany, St. Bernard and Orleans Parish to lose their lives.

1) Allow people to lose their lives by inadequate maintenance of the Mississippi River levees under their jurisdiction; as witness the cave in at Nashville Avenue recently in which railroad tracks, buildings and everything else in that area fell into the river. I think the people of Orleans Parish should be made aware of how near a major tragedy they almost experienced there.

2) Cause people to lose their lives by continuing to trumpet the barrier phases of the protection plan. Incidentally, taxing

STATE OF LOUISIANA
HOUSE OF REPRESENTATIVES
BATON ROUGE

EWARD C. SCOGIN
DISTRICT 76

Phone Home 643-6851
Phone Office 641-0262
2053 SECOND STREET
ST. 8, BOX 603
SLIDELL, LA. 70458

COMMITTEES:
EDUCATION
HEALTH & WELFARE
LABOR & INDUSTRY

proposals for the funding of the project at the local level have been rejected by the electorate three (3) times!!

I am continually amazed by Mr. LeMieux's apparent lack of knowledge concerning the whole project. He has once again demonstrated his lack of competency and his inability to serve in the very important post as President of the Orleans Levee Board. But perhaps he is to be more pitied than ridiculed.

Let me make it clear that I represent the people of St. Tammany Parish and they are now, and have been, unalterably opposed to the barrier phases of this controversial project and I shall continue to speak for them concerning the matter whenever the occasion presents itself.

I would certainly agree that there is a conspiracy involved in much of this gigantic pork-barrel project and Mr. LeMieux, being a part and party to same, knows where the conspiracy <u>really</u> lies.

Sincerely,

Edward C. Scogin
ECS:ja
cc w/enc.: New Orleans States-Item
Daily Sentry News
Slidell Daily Times
WDSU TV
WWL TV
Mr. Guy LeMieux
U. S. Army Corps of Engineers

LeMieux Says 'Conspiracy'

Orleans Levee Board president Guy F. LeMieux said Wednesday a recent suit seeking to block construction of part of the proposed Lake Pontchartrain and vicinity hurricane protection project results from a conspiracy by state Reps. Edward C. "Ed" Scogin and Edward H. Booker.

LeMieux said St. Tammany Rep. Scogin, of Slidell, has been an opponent of the plan "from the very beginning" and "he is the mastermind behind the scheme to try to destroy and stop the flood protection for the city of New Orleans."

The levee board president added that Rep. Booker of New Orleans filed three unsuccessful bills "against" the Orleans Levee Board during the last session of the Legislature.

LeMieux said the new suit, filed in Federal District Court by Booker and Luke Fontana on behalf of Save Our Wetlands Inc., is an outgrowth of one of the Booker bills.

The levee board president said that bill was an attempt by Booker to stop construction in the New Orleans East area by making Little River a "scenic river."

LeMieux added, "If he could make Little River a scenic river, then it would be impossible for us to complete the barrier plan on the south side of Lake Pontchartrain."

The levee board president said Booker and Scogin are attempting to accomplish in the court what they failed to achieve in the legislature.

The legal action asks the court to declare that the Corps of Engineers has failed in its statutory obligation to consider all facets of the public interest in implementing its projects, and to give full consideration to recommendations from the U.S. Fish and Wildlife Service for the protection, restoration and enhancement of environmental resources, particularly as it relates to construction of the lakeshore levee in New Orleans East and operation of navigable floodgates in Chalmette.

"As the plan is set now," LeMieux said, "the city of New Orleans will receive effective protection from it in about 10 years. It's going to take 10 years of work to push the plan to a point where the city does get the protection we feel it should have."

At present, he said, the levee board barely has its 30 per cent share of funds needed to match the federal government's 70 per cent.

"If we get a delay and they're able to stop us in federal court for any length of time, as environmentalists have been able to do in other projects, with climbing construction costs it is very probable that we would not be able to come up with our share of the money to complete it," LeMieux warned.

Suit should be modified, says Scogin

BY MIKE MONTGOMERY
(MANAGING EDITOR)

Rep. Ed Scogin of Slidell says he would support a suit to stop a large portion of the Lake Pontchartrain Hurricane Protection Plan if it were modified and if two St. Tammany Parish groups would enter as friends of the plaintiffs.

Scogin believes the suit, filed by attorneys for SOWL (Save Our Wetlands) may be too large in scope, since much of the project is already completed. The local legislator added, however, he could see backing the suit if at least two conditions were met:

First, if bodies such as the St. Tammany Parish Police Jury and the St. Tammany Municipal Association joined the plaintiffs; and, second, if the groups would join under the condition that the suit be narrowed to only ask an end to the barrier aspect of the project (damming the Seabrook, Chef Menteur and Rigolets passes of the lake).

In the meantime, Scogin continued, he suggests that local opponents to the barrier "pursue it in the same manner in which we have all these years."

Since 1956, Scogin, Slidell Mayor Frank Cusimano and other local and parish officials have campaigned against the lake dams by arguing with Corps of Engineers officials and state and federal representatives. No legal action has been taken by local opponents, who say the barriers will cause severe flood damage in the parish, in addition to hurting the environment of the Lake Pontchartrain estuarine system and cripple the lake's shipbuilding industry.

Scogin, who recently appeared on a WDSU-TV documentary to voice his opposition to the barrier plan, emphasized that opponents here are only against the lake dams, and don't oppose levee protection for the New Orleans area.

A major thrust of the SOWL suit is to stop construction of levees in the New Orleans East area, claiming the structures will require the draining of wetlands and accelerate urbanization in the area.

SOWL, claiming some 30 members from New Orleans, Slidell and Mandeville, says "certain portions of the Lake Pontchartrain and Vicinity Hurricane Protection Project (Barrier Plan)" will inflict "irreparable injury" to the plaintiffs if completed. Eight examples are listed by SOWL attorneys Luke Fontana and Rep. Ed Booker, both of New Orleans:

a) Physical destruction of areas actually used and enjoyed by plaintiff's members;

b) Loss of fisheries and wildlife resources;

c) Loss and destruction of areas of natural and scenic beauty;

d) Loss of areas suitable and desireable for study and research by marine biologists, estuarien ecologists and landscape architects;

e) Alternatives providing for fish and wildlife mitigation and multi-use water resource development will be precluded;

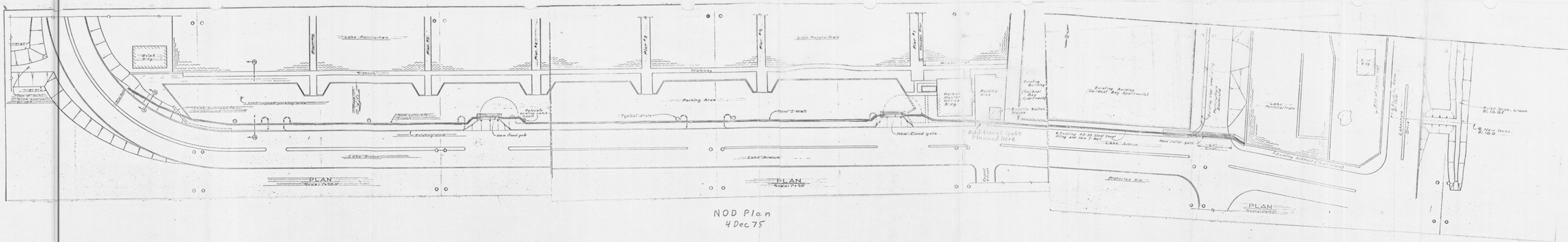
f) Plaintiff will be denied its right to have a full good faith disclosure of the impact of the project set forth in an Environmental Impact Statement and to have plaintiff's comments thereto fully and completely answered;

g) Plaintiff's extended efforts in connection with Corps of Engineers and State of Louisiana studies of alternatives to the project will be frustrated;

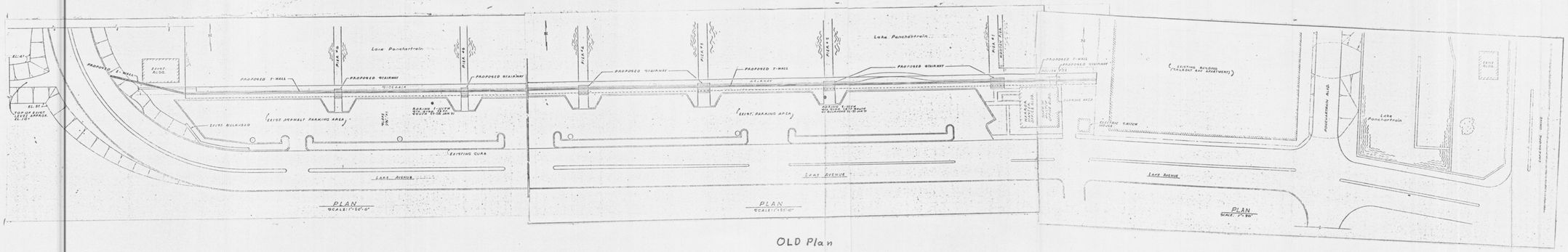
h) Plaintiff will be denied full and equal consideration by the Corps of Engineers to fish and Wildlife resources as required under the Federal Wildlife Coordination Act.

WEATHER REPORT

Skies will be mostly cloudy today, with a high in the upper 50's and a low tonight in the 40's.

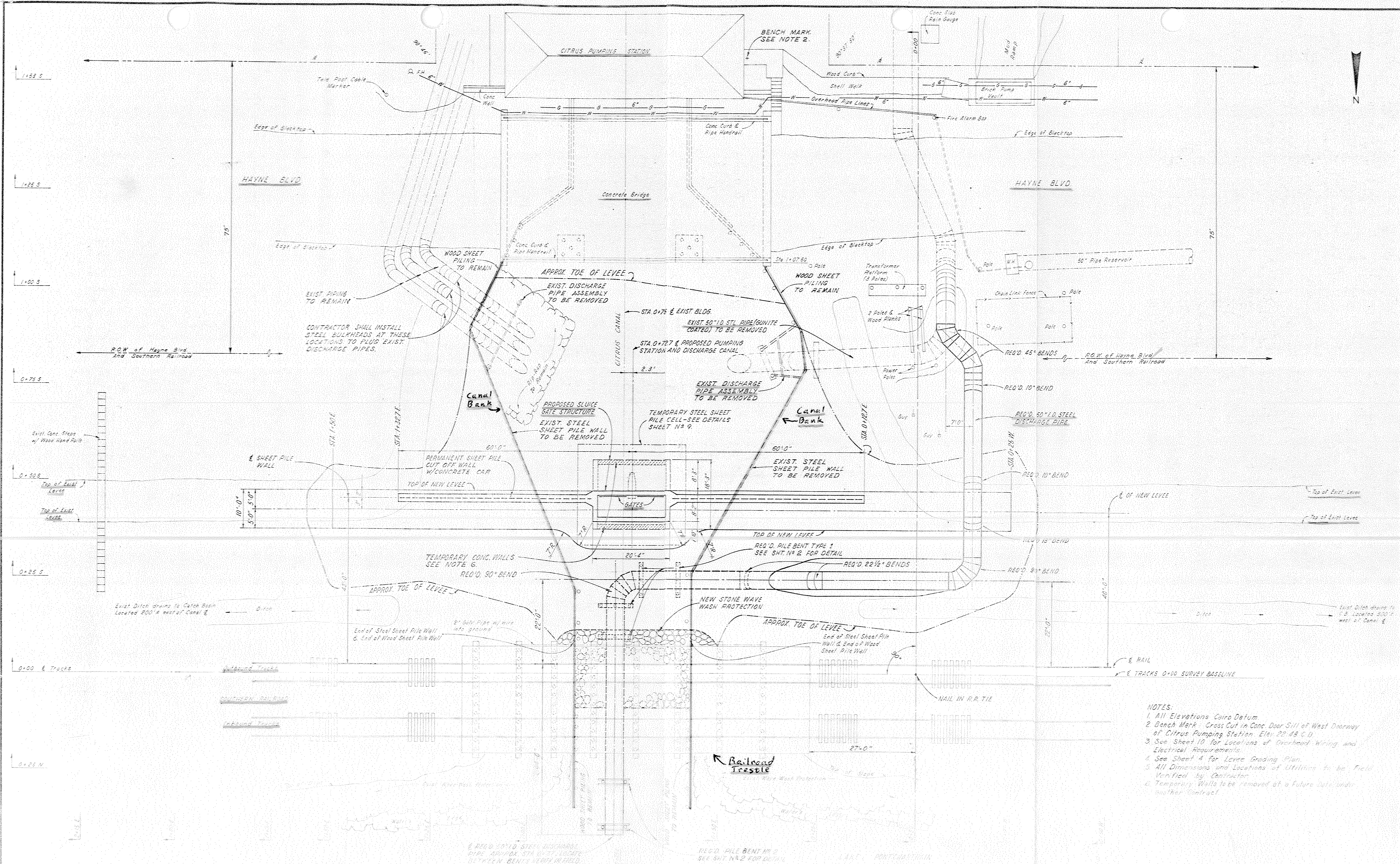


NOD Plan
4 Dec 75



OLD Plan
4 Dec 75

Attachment 1



No	DATE	REMARKS	No	DATE	REMARKS
6			3		
5			2		
4			1		

REVISIONS — REVISIONS

N-Y ASSOCIATES, INC.
CONSULTING ENGINEERS
ARCHITECTS & PLANNERS

STAMP:

DESIGNED BY: E.E.T.
DRAWN BY: W.D.
CHECKED BY: E.E.T.
APPROVED BY: M.O.S.
DATE: JULY 1975

CITRUS CANAL CLOSURE LEVEE
AND
SLUICE GATE STRUCTURE

THE ORLEANS LEVEE DISTRICT

GENERAL LAYOUT AND SITE PLAN

JOB No. 262-74
SCALE: 3/32"=1'
SHEET No.

Mr. Shelton/pbs/430

IN REPLY REFER TO
LMNED-MP

21 November 1975

Mr. Charles F. O'Donial, Jr.
Regional Planning Commission
333 St. Charles Avenue
Suite 900
New Orleans, Louisiana 70130

Dear Mr. O'Donial:

This is in reply to your letter of 11 November 1975 concerning the physical condition of the floodgate system near the Verret end of the hurricane protection levee in St. Bernard Parish.

The matter which you address apparently refers to floodgates in the old back levee between Violet and Verret which is strictly a state and local matter. It apparently does not refer to any portion of the Chalmette Area Plan of the Lake Pontchartrain, Louisiana, and Vicinity hurricane protection project. I understand that the Louisiana Department of Public Works and the Lake Borgne Basin Levee District are coordinating a study of the problem you reference. For further information, I recommend that you contact those agencies.

I hope this clarifies our position with regard to this matter. If I may be of any further service, please contact me.

Sincerely yours,

EARLY J. RUSH III
Colonel, CE
District Engineer

BARTON
LMNED-MP

SEALE
LMNED-M

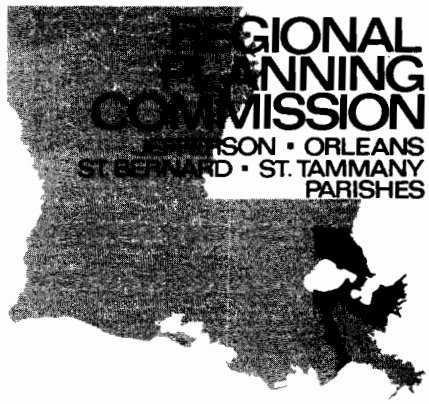
CHATRY
LMNED

Exec Ofc

CF:
Mr. Daniel Cresap, Chief Engineer
Louisiana Department of Public Works
P.O. Box 44155, Capitol Station
Baton Rouge, LA 70804

Mr. Earl J. Magner, District Engineer
Louisiana Department of Public Works
7252 Lakeshore Drive
New Orleans, LA 70124

LMNED-D



November 11, 1975

Early J. Rush, III
Colonel, CE
District Engineer
Department of the Army
New Orleans District
Corps of Engineers
Post Office Box 60267
New Orleans, Louisiana 70160

Re: Physical condition of the flood gate system near the Verret end of the hurricane protection levee in St. Bernard Parish

Dear Colonel Rush:

Attached are copies of news-items appearing in the Times-Picayune and St. Bernard News of October 29, 1975, concerning the current physical condition of the flood gate system near the Verret end of the hurricane protection levee in St. Bernard Parish.

Kindly favor this Commission with an expression of your views regarding this important matter and the Lake Pontchartrain and Vicinity Hurricane Protection project.

Sincerely,

REGIONAL PLANNING COMMISSION

CHARLES F. O'DONIEL, JR.
DIRECTOR

BY: Emile J. Gex, Jr.
EMILE J. GEX, JR.
SENIOR PLANNER

CFO/EJG/pw
Attachment

(504) 523-1432
SUITE 900
MASONIC TEMPLE BUILDING
333 ST. CHARLES AVENUE
NEW ORLEANS • LOUISIANA 70130

Times Picayune
10/29/75
Section 1 Page 5

Levee Probe Requested

State Sen. Samuel B. Nunez said today he has asked the state Department of Public Works for "an immediate investigation" of levees, flood gates and lateral canals in St. Bernard Parish.

The request for the investigation follows recent charges by Ward 5 police jury candidate Lynn B. Dean that the parish is in danger of flooding because of rotten floodgates in the lower end of the parish.

Nunez said he has asked for the investigation " to determine if the charges filed by a political candidate against the Lake Borgne Levee District (board) are true."

He said that "serious accusations concerning possible flooding" were made and he believes the people "have a right to know the truth."

In a press release, Nunez said the flood gates, lateral canals and levees are under the jurisdiction of the Lake Borgne Basin Levee District and he will ask for "immediate dismissal of the board members if they have neglected protecting the citizens of St. Bernard."

Nunez said he contacted the Public Works Department and was told that the department continues to monitor levees in the parish but will immediately check "to see if the charges are true or political in nature."

Later Tuesday Raymond G. Willhoft, president of the levee district, said he has received numerous inquiries about the condition of the flood gates since Dean made a statement on their condition last week.

"When I became president of the board (three years ago), we immediately asked our engineers, who are (provided by) the Louisiana State Department of Public Works, to survey the floodgates and report to us," he said.

Willhoft said the engineers reported that the gates were in "very bad condition" and $400,000 would be required to replace them.

He charged that the previous board—"comprised of Maurice Vinsanau, Dan Calauda and Mr. Janssen" —were aware of the condition of the gates but preferred to "purchase shacks on the Violet Canal for $112,000" and "pay the federal government $1,150,000 rather than fix the floodgates."

St. Bernard News
10/29/75

Violet to Verret flooding danger cited by Dean

Lynn Dean, president of Elevating Boats Inc. and a property owner in Ward Five of St. Bernard Parish, has charged that residents in St. Bernard from Violet to Verret have no real hurricane protection due to the deteriorated condition of the flood gates.

Dean says that the flood gate system near the Verret end of the hurricane protection levee has burned with the gate bridge destroyed and holes burned into the wooden retaining wall.

Dean says that "the actual gates have become completely ineffectual allowing the tides to flow into the protected side."

He also charges that the other set of gates, near Violet, have deteriorated and are in need of replacement.

Recommended is the installation of pumping stations with both flood gates renovated at least. Dean estimates that the cost of two barges equipped with pumps would run less than $1,000,000.

Dean adds that "had Hurricane Eloise continued its course before turning toward Florida, the Fifth Ward of St. Bernard, including the part behind the protection levee, would have been a disaster."

Mr. Shelton/pbs/430

IN REPLY REFER TO
LMNED-MP

19 November 1975

Mr. Raymond A. Mix
Little Woods Lakeside
Property Owners Association
233 Broadway
New Orleans, Louisiana 70118

Dear Mr. Mix:

This is in reply to your letter of 11 November 1975 concerning the New Orleans East portion of the Lake Pontchartrain, Louisiana, and Vicinity hurricane protection project.

I appreciate your interest in the possible modification of the South Point drainage structure. We will consider your remarks in our studies and will inform you of the results.

If I may be of any further service, please call on me.

Sincerely yours,

EARLY J. RUSH III
Colonel, CE
District Engineer

BARTON
LMNED-MP

SEALE
LMNED-M

CHATRY
LMNED

Exec Ofc

LITTLE WOODS LAKESIDE PROPERTY OWNERS ASSOCIATION

233 Broadway
NEW ORLEANS, LA. 70118

November 11, 1975

Early J. Rush
Colonel, C.E., District Engineer
New Orleans District
Corps of Engineers
P.O. Box 60267
New Orleans, Louisiana 70160

Dear Colonel Rush:

We are in receipt of a copy of a letter to Congressman F. Edward Hebert, responding to correspondence relative to Representative Hebert's genuine interest in protecting the ten-thousand acre wetland encompassed by levee between Paris Road and South Point. We are indeed encouraged in our efforts to insure the integrity and continuing productivity of the wildlife and primal charastics of the area when you indicate in your October 20, 1975, reply to the Congressman that a modification of the drainage structures at South Point is being investigated to determine if it is feasible to provide for tidal interchange through that structure until the areas are developed for intensive human habitation.

Even though you have stated in your correspondence that this area is clearly destined for further development, we do not share your opinion because of the following:

1. the difficulty which real estate developers will encounter in securing permits from the U.S. Corps of Engineers to fill or alter the natural bayous, lakes, lagoons and sloughs which have always existed in the area;

2. the monumental task of convincing the taxpayers to pass the necessary bond issues to construct sewage treatment plants and utilities for this vast area; and also, the development of hundreds of miles of public streets required for such development;

3. drainage and deveopment of the tract would remove the entire area as a wildlife habitat;

4. the development would drain its wastes into surrounding wetlands, polluting other wildlife habitats;

5. the tract provides very unstable soil for construction of homes, and over the years would require expensive restoration of soil levels by home owners; or possible danger of homes being

5. (cont'd)

destroyed by gas explosions by land subsistence.

When your feasibility studies concerning possible tidal interchange through the drainage structure at South Point are completed, we would very much appreciate a copy of your recommendations regarding the implementation of the findings of this study.

Very truly yours,

Raymond A. Mix

Raymond A. Mix, President
RAM/vm
CC:
Hon. F. Edward Hebert
Hon. Edward C. Scoggins
Mr. Norm Chubb, Dept. of the Interior
Ecological Service
Director, Environmental Protection Agency
State House Natural Resources Committee
Mr. Charles Freyling, Gulf Coast Regional
Conservation Committee
Dr. Anthony Mumphrey, Univerity of New Orleans
Mr. E.J. Durabb, University of New Orleans
Sierra Club
Audubon Society
Louisiana Wildlife Federation
South Louisiana Environmental Council, Inc.
National Wildlife Association
U.S. Fish and Wildlife Service
Citizens' Advisory Committee
on Environmental Quality
Louisiana Commission on Coastal and Marine Resources
Bureau of Environmental Health
Ecology Center of Louisiana
Mr. Ronald Faucheux

IN REPLY REFER TO
LMNED-MP

7 November 1975

Mr. Moses Attaya
5029 Folse Drive
Metairie, LA 70002

Dear Mr. Attaya:

Mr. John L. Lauricella, Jr., President of the Board of Levee Commissioners of the Pontchartrain Levee District, and Mr. Daniel V. Creasp, Chief Engineer for the Louisiana Department of Public Works have requested that I respond to your letters to them of 15 October 1975 concerning the St. Charles Parish features of the Lake Pontchartrain, Louisiana, and Vicinity hurricane protection project.

The project as initially authorized by Congress provided for construction of a new earthen levee along the St. Charles Parish lakeshore from the Bonnet Carre Floodway to the St. Charles—Jefferson Parish line. Prior to construction, we recognized that the levee might have more adverse environmental impacts than could be justified by offsetting flood protection benefits. Accordingly, the decision was made to defer the construction work on the levee indefinitely so that further environmental studies could be conducted upon which to base a decision on the final disposition of the levee. Subsequent to this action, Bayous Trepagnier and LaBranche were included in the Louisiana Natural and Scenic Rivers System thereby precluding construction work on the levee without further legal action. In view of this action, the environmental studies which had been initiated were reoriented to provide an essential base of environmental and technical data for use in the overall Lake Pontchartrain, Louisiana, and Vicinity project. A contract for this study is currently being negotiated with the Center for Wetlands Resources of Louisiana State University.

A preliminary reanalysis of an Airline Highway (US Highway 61) alinement indicates that further investigation of this alternative is advisable. This will be done. Meanwhile, the construction of the St. Charles Parish lakefront levee is in an indefinitely deferred status. No work will be done to implement the lakefront levee unless extensive additional studies indicate that construction would be in the total public interest.

Mr. Shelton/dma/430

LMNED-MP 7 November 1975

Mr. Moses Attaya

I hope this has answered your question. If I may be of any further service, please contact me.

Sincerely yours,

EARLY J. RUSH III
Colonel, CE
District Engineer

BARTON
LMNED-MP

SEALE
LMNED-M

CHATRY
LMNED

ROY
LMNPL

Exec Ofc

Copy furnished:
Mr. John L. Lauricella, Jr.
Board of Commissioners of the
Pontchartrain Levee District
148 St. Albert Street
Lutcher, LA 70071

Mr. Daniel V. Cresap
Louisiana Department of Public Works
PO Box 44155, Capitol Station
Baton Rouge, LA 70804

The Board of Levee Commissioners
OF THE
Pontchartrain Levee District

148 ST. ALBERT STREET

Lutcher, La.
70071

(504) 869-3562
(504) 869-3903

October 23, 1975

Corps of Engineers, U. S. ARmy
New Orleans District
P. O. Box 60267
New Orleans, Louisiana 70160

Gentlemen:

Enclosed please find a photostatic copy of a letter addressed to the Board from Moses Attaya.

We would appreciate your forwarding him a reply as soon as possible.

Thanking you for your cooperation, I remain,

Very truly yours,

John L. Lauricella, Jr.
President

JLLJR/dzv
Encl.

5029 False Drive
Metairie, Louisiana 70002
October 15, 1975

Pontchartrain Levee District
Board of Commissioners
P.O. Box 426
Latcher, Louisiana 70071

Attention: Mr. John Lauricella, President

Dear Mr. Lauricella,

I would appreciate Very Much the latest official information you can furnish regarding the present Status of the St. Charles Feature of the Lake Pontchartrain and Vicinity, Louisiana, hurricane protection Levee.

Very truly yours
Moses Attaya

ROY AGUILLARD
DIRECTOR

State of Louisiana

DEPARTMENT OF PUBLIC WORKS
P. O. BOX 44155, CAPITOL STATION
BATON ROUGE, LOUISIANA 70804

11/4/75

October 29, 1975

Mr. Moses Attaya
5029 Folse Drive
Metairie, Louisiana 70002

RE: St. Charles Levee
Lake Pontchartrain and
Vicinity Hurricane Project

Dear Mr. Attaya:

I am in receipt of your letter of October 15, 1975, requesting information as to the present status of the above referenced levee.

I am by copy of this letter requesting the U. S. Corps of Engineers to inform you of the current status of this project. Due to the environmental considerations, this study of the Lake Pontchartrain and Vicinity Project is being deferred. I believe, however, that the Corps of Engineers can furnish you with more detailed information.

Sincerely yours,

Daniel V. Cresap

DANIEL V. CRESAP
CHIEF ENGINEER

ART:sls

cc: U. S. Army, Corps of Engineers

IN REPLY REFER TO
LMNED-MP

10 November 1975

Mr. Greg J. Lannes, Jr.
Regional Planning Commission
333 St. Charles Avenue
Suite 900
New Orleans, Louisiana 70130

Dear Mr. Lannes:

This is in further response to your letter of 4 June 1975 in which you requested information on a number of different points concerning the Lake Pontchartrain, Louisiana, and Vicinity hurricane protection project. An interim reply to your letter was provided by my predecessor, Brigadier General Heiberg, on 28 July 1975 and I further discussed the matter in my letter of 15 October 1975.

The levels of flooding for each of the leveed reaches of the project area are indicated in the tabulations attached as inclosures 1 and 2 for 100-year storm conditions and standard project hurricane (SPH) conditions, respectively. The various reaches for which the data are tabulated are identified on the map furnished as inclosure 3. These reaches correspond to those used for the flood insurance reports for Orleans Parish dated May 1971 and for Jefferson Parish dated March 1974. The map is color coded by parish to provide easier differentiation of the similarly numbered reaches.

As requested, the flood level data are presented for the following conditions:

a. Without the Rigolets, Chef Menteur, and Seabrook barrier complexes and with the present levee system as now in place (without barrier-present levees).

b. Without the barrier complexes but with the project levee system (without barrier-project levees).

c. With the barrier complexes in place and operating as designed and with the present levee system (with barrier-present levees).

d. With the barrier complexes and with the project levee system (with barrier-project levees).

Also as requested, we assumed 100 percent, 50 percent, and no pumping capacity for each of the above conditions. Additionally for comparative purposes, we included the flooding level for each reach for the preauthorization (July 1963) conditions assuming that the pumps would be flooded and not operable. All of the elevations are in feet—mean sea level (m.s.l.). The depth of flooding for any given location may be determined by subtracting the ground elevation at that location from the flooding elevation for the appropriate reach. Please note that reach 8 of St. Bernard Parish also includes a portion of Orleans Parish as indicated on inclosure 3. This was done for convenience since the data are applicable to both areas.

Listed below is a tabulation of flood situations along the north shore of Lake Pontchartrain in St. Tammany Parish for present conditions and for conditions which would obtain after completion of the barrier complexes.

Location	Existing Conditions		Project Conditions	
	100-year Elev., feet m.s.l.	SPH Elev., feet m.s.l.	100-year Elev., feet m.s.l.	SPH Elev., feet m.s.l.
Howze Beach	11.2	13.1	8.2	9.5
Mandeville	11.6	12.8	7.4	8.0

As indicated before, the depth of flooding at any given location may be determined by subtracting the ground elevation at that location from the flooding elevation given. Hurricanes critical to the area would cause the average level of Lake Pontchartrain to rise to elevation 5 to 9 feet m.s.l. With the barrier complexes operational, the average lake level would be limited to about elevation 2.5 feet m.s.l. which accounts for the lowering of the flood levels for the project conditions by 3 to 5 feet, as indicated in the tabulation above.

As indicated in an informational copy we have of a report on the pumping stations prepared for the Fourth Jefferson Drainage District by Burk & Associates, dated December 1965, a failure of the timber sheathing in old

segments of pumping stations 1, 3, and 4 in east bank Jefferson Parish under hurricane conditions is a distinct possibility. This fact has been verified by representatives of your staff and that of the Jefferson Parish Department of Sewerage and Drainage. Such a failure would result in a flooding elevation of 0.5 foot m.s.l. in Jefferson Parish reaches 16 and 20. The stage for this condition would be the same with or without the barrier complexes and would be the same for any major hurricane.

The existing pumping stations in east bank Jefferson Parish, with the exception of the Suburban Canal Pumping Station No. 2, are inadequate in height and structural integrity under SPH and certain other conditions, in our opinion. In order to fulfill our hurricane protection criteria, the discharge pipes of the pumping stations should pass through a structural wall or levee capable of withstanding hurricane loading. Furthermore, either the invert elevations of the discharge pipes should be the same as or higher than the still water elevations as discussed in our previous letter or some form of approved, positive cutoff for the pipes should be provided at the wall or levee. The construction of the initial Jefferson Parish lakefront levee was authorized by the Flood Control Act of 1950. Under the requirements of local cooperation for that Act, local interests must provide, operate, and maintain pumping plants consistent with the level of protection provided under that authorization. Under the Lake Pontchartrain, Louisiana, and Vicinity hurricane protection project, local interests must accomplish all necessary alterations to drainage structures required by the construction of the project. However, the cost of accomplishing these alterations is properly creditable toward the local interest share of the cost of the project. Accordingly, the cost of providing the increment of protection between that required under the 1950 authorization and that required under the hurricane protection project, allowing for no increase in pumping capacity, is a local interest expense properly creditable toward the local interest share of the cost of the hurricane protection project. A specific evaluation by this district of alternative plans to accomplish this protection would be necessary in order to establish this credit. Since no Federal funds are directly required to accomplish this work, it will have little effect on the accomplishment of the remainder of the project by the Federal Government.

This brief discussion of the pumping station situation in Jefferson Parish relates only to the provision of continuous protection along the

Mr. Shelton/gze/430

LMNED-MP
Mr. Greg J. Lannes, Jr.

10 November 1975

lakeshore and to the prevention of intrusion of lake waters into the protected area. It does not relate to the adequacy of the stations insofar as drainage is concerned. Under the project, it is the responsibility of local interests to deal with drainage, and local funds expended for that purpose are not creditable toward the local interest share of the project cost.

I hope that this has satisfactorily answered your questions regarding the hurricane protection of the area. If I may be of further service, please call on me.

Sincerely yours,

3 Incl
As stated

EARLY J. RUSH III
Colonel, CE
District Engineer

CF: w incl
LMNED-H
LMNED-D

BARTON
LMNED-MP
SEALE
LMNED-M
BECNEL
LMNED-H
SOMMER
LMNED-D
CHATRY
LMNED

Exec O

LAKE PONTCHARTRAIN LOUISIANA VICINITY
HURRICANE PROTECTION PROJECT
FLOODING LEVELS
15 OCTOBER 1975
100-YEAR STORM CONDITIONS

ORLEANS PARISH

REACH NO.	PRE-AUTHORIZATION CONDITIONS JULY 1965 NO PUMPING	WITHOUT BARRIER - PRESENT LEVEES 100% PUMP	50% PUMP	NO PUMPING	WITHOUT BARRIER - PROJECT LEVEES 100% PUMP	50% PUMP	NO PUMPING	WITH BARRIER - PRESENT LEVEES 100% PUMP	50% PUMP	NO PUMPING	WITH BARRIER - PROJECT LEVEES 100% PUMP	50% PUMP	NO PUMPING
1	3.0	-2.0	-1.5	-1.1	-2.2	-1.7	-1.3	-4.8	-4.6	-3.0	-4.9	-4.7	-3.2
2	2.5	-2.5	*	*	-2.5	*	*	-2.5	*	*	-2.5	*	*
3	2.5	-2.0	*	*	-2.0	*	*	-2.0	*	*	-2.0	*	*
5	9.6	-4.0	-3.8	-3.4	-4.0	-3.8	-3.4	-4.5	-4.2	-3.9	-5.7	-5.4	-5.0
6	2.0	-1.0	-0.9	-0.6	-1.1	-1.0	-0.7	-4.8	-4.6	-3.6	-4.9	-4.7	-3.7
7	2.0	-1.1	-0.9	-0.2	-1.1	-1.0	-0.3	-2.1	-1.7	-1.2	-2.4	-1.8	-1.3
8	4.2	1.8	2.0	2.2	1.7	1.9	2.1	-2.1	-1.7	-1.2	-2.4	-1.8	-1.3
9	2.2	1.8	2.0	2.2	1.7	1.9	2.1	-1.2	-0.6	0.0	-1.4	-0.8	-0.2
10	0.5	-0.2	0.2	0.5	-0.2	0.2	0.5	-0.2	0.2	0.5	-0.2	0.2	0.5
11	-0.2	-2.4	-2.1	-1.8	-2.4	-2.1	-1.8	-2.4	-2.1	-1.8	-2.4	-2.1	-1.8
12	2.5	-1.4	-1.1	-0.8	-1.4	-1.1	-0.8	-1.4	-1.1	-0.8	-1.4	-1.1	-0.8
13	-0.2	-2.4	-2.1	-1.8	-2.4	-2.1	-1.8	-2.4	-2.1	-1.8	-2.4	-2.1	-1.8
14	2.5	-1.4	-1.1	-0.8	-1.4	-1.1	-0.8	-1.4	-1.1	-0.8	-1.4	-1.1	-0.8
15	0.0	-0.8	-0.4	-0.1	-0.8	-0.4	-0.1	-0.8	-0.4	-0.1	-0.8	-0.4	-0.1
16	0.2	-0.7	-0.2	0.2	-0.7	-0.2	0.2	-0.7	-0.2	0.2	-0.7	-0.2	0.2
23	5.0	***	***	5.0	***	***	NA	***	***	NA	***	***	0.8
25	5.0	***	***	6.5	***	***	NA	***	***	NA	***	***	0.8
4	12.2												
19	9.6												
20	9.6												
21	9.6												
22	5.0												
24	5.0												
28	9.6												

NOTE: THE FLOODING LEVELS IN ORLEANS PARISH REACHES 4, 19, 20, 21, 22, 24, AND 28 ARE NOT INFLUENCED BY THE OPERATION OF THE BARRIER COMPLEXES.
SEE FLOOD INSURANCE STUDY, ORLEANS PARISH, DATED MAY 1971, FOR THE BASE FLOOD ELEVATIONS FOR THESE REACHES.

JEFFERSON PARISH

16 & 20	2.0	-3.2	-3.18	-3.15	-3.2	-3.18	-3.15	-3.2	-3.18	-3.15	-3.2	-3.18	-3.15

NOTE: THE FLOODING LEVELS IN JEFFERSON PARISH REACHES 9, 18, 19, AND 21 ARE NOT INFLUENCED BY THE OPERATION OF THE BARRIER COMPLEXES.
SEE FLOOD INSURANCE REPORT, JEFFERSON PARISH, DATED MARCH 1974 FOR THE BASE FLOOD ELEVATIONS FOR THESE REACHES.

ST. BERNARD PARISH

1	12.2	***	***	6.0	***	***	2.4
2	12.2	***	***	5.0	***	***	2.7
3	11.4	1.2	*	*	1.2	*	*
4	11.4	1.2	*	*	1.2	*	*
5	12.2	-1.4	*	*	-1.4	*	*
8	12.2	***	***	6.0	***	***	3.7

GENERAL NOTES: ALL ELEVATIONS ARE IN FEET - MEAN SEA LEVEL
* NOT APPLICABLE - PUMPING CAPACITY NOT RESTRICTED BY FLOODING CONDITIONS.
*** NOT APPLICABLE - PUMPS NON-EXISTENT
NA NOT AVAILABLE

THIS TABLE WAS DEVELOPED AT THE REQUEST OF THE REGIONAL PLANNING COMMISSION TO INDICATE THE IMPACT OF VARIOUS ASSUMED IMPAIRMENTS OF PUMPING CAPACITY AT THE PUMPING STATIONS. NO SUCH DATA WERE DEVELOPED FOR THE PUMPING STATIONS OF ORLEANS PARISH REACHES 2 AND 3 AND ST. BERNARD PARISH REACHES 3, 4, AND 5. THESE STATIONS DISCHARGE INTO A LEVEED AREA, AND THE LIKELIHOOD OF THEIR CAPACITIES BEING IMPAIRED BY HURRICANE FLOOD CONDITIONS ON THE DISCHARGE SIDE IS CONSIDERED TOO REMOTE TO WARRANT COMPUTATION UNDER THE ASSUMED CONDITIONS OF FAILURE. IN FURNISHING THIS DATA TO THE REGIONAL PLANNING COMMISSION, THE CORPS OF ENGINEERS MAKES NO JUDGMENT AS TO THE POSSIBILITY OF THE ASSUMED FAILURE CONDITIONS ACTUALLY OCCURRING.

LAKE PONTCHARTRAIN LOUISIANA VICINITY
HURRICANE PROTECTION PROJECT
FLOODING LEVELS
15 OCTOBER 1975
STANDARD PROJECT HURRICANE CONDITIONS

ORLEANS PARISH

REACH NO.	PRE-AUTHORIZATION CONDITIONS JULY 1963 NO PUMPING	WITHOUT BARRIER - PRESENT LEVEES 100% PUMP	WITHOUT BARRIER - PRESENT LEVEES 50% PUMP	WITHOUT BARRIER - PRESENT LEVEES NO PUMPING	WITHOUT BARRIER - PROJECT LEVEES 100% PUMP	WITHOUT BARRIER - PROJECT LEVEES 50% PUMP	WITHOUT BARRIER - PROJECT LEVEES NO PUMPING	WITH BARRIER-PRESENT LEVEES 100% PUMP	WITH BARRIER-PRESENT LEVEES 50% PUMP	WITH BARRIER-PRESENT LEVEES NO PUMPING	WITH BARRIER - PROJECT LEVEES 100% PUMP	WITH BARRIER - PROJECT LEVEES 50% PUMP	WITH BARRIER - PROJECT LEVEES NO PUMPING
1	3.0	2.2	2.3	2.9	2.2	2.3	2.9	-1.4	-1.2	0.4	-5.2	-4.6	-3.0
2	3.0	-2.1	*	*	-2.1	*	*	-2.1	*	*	-2.1	*	*
3	3.0	-1.4	*	*	-1.4	*	*	-1.4	*	*	-1.4	*	*
5	9.6	5.5	5.7	5.8	5.5	5.7	5.8	-3.0	-2.7	-2.4	-4.5	-4.2	-3.9
6	8.0	**	**	8.0	**	**	8.0	-3.7	-3.5	-2.5	-4.8	-4.6	-3.6
7	8.0	**	**	8.0	**	**	8.0	-1.4	-1.1	-0.5	-2.1	-1.8	-1.2
8	7.0	**	**	7.0	**	**	7.0	-0.4	-0.1	0.5	-2.1	-1.8	-1.2
9	7.0	**	**	7.0	**	**	7.0	-0.4	-0.1	0.5	-1.2	-0.8	0.0
10	4.0	**	**	2.9	**	**	2.9	0.6	1.0	1.3	0.6	1.0	1.3
11	4.5	**	**	4.5	**	**	4.5	-2.1	-1.8	-1.2	-2.1	-1.8	-1.2
12	4.5	**	**	4.5	**	**	4.5	-1.2	-0.8	0.0	-1.2	-0.8	0.0
13	4.0	**	**	2.9	**	**	2.9	-2.1	-1.8	-1.2	-2.1	-1.8	-1.2
14	3.0	**	**	2.9	**	**	2.9	-1.2	-0.8	0.0	-1.2	-0.8	0.0
15	4.0	**	**	2.9	**	**	2.9	0.6	1.0	1.4	0.6	1.0	1.4
16	4.0	**	**	2.9	**	**	2.9	1.0	1.3	1.6	1.0	1.3	1.6
23	5.0	***	***	6.3	***	***	NA	***	***	NA	***	***	1.0
25	5.0	***	***	6.8	***	***	NA	***	***	3.1	***	***	1.0
4	13.0												
19	9.6												
20	9.6												
21	9.6												
22	5.0												
24	5.0												
28	9.6												

NOTE: THE FLOODING LEVELS IN ORLEANS PARISH REACHES 4, 19, 20, 21, 22, 24, AND 28 ARE NOT INFLUENCED BY THE OPERATION OF THE BARRIER COMPLEXES.
SEE FLOOD INSURANCE STUDY, ORLEANS PARISH, DATED MAY 1971, FOR THE BASE FLOOD ELEVATIONS FOR THESE REACHES.

JEFFERSON PARISH

16 & 20	4.4	-2.2	-2.18	-2.15	-2.2	-2.18	-2.15	-3.2	-3.18	-3.15	-3.2	-3.18	-3.15

NOTE: THE FLOODING LEVELS IN JEFFERSON PARISH REACHES 9, 18, 19, AND 21 ARE NOT INFLUENCED BY THE OPERATION OF THE BARRIER COMPLEXES.
SEE FLOOD INSURANCE REPORT, JEFFERSON PARISH, DATED MARCH 1974 FOR THE BASE FLOOD ELEVATIONS FOR THESE REACHES.

ST. BERNARD PARISH

1	13.0	***	***	8.5	***	***	2.6
2	13.0	***	***	8.5	***	***	3.0
3	13.0	1.8	*	*	1.8	*	*
4	13.0	1.8	*	*	1.8	*	*
5	13.0	-1.0	*	*	-1.0	*	*
8	13.0	***	***	6.7	***	***	3.7

GENERAL NOTES: ALL ELEVATIONS ARE IN FEET-MEAN SEA LEVEL
* NOT APPLICABLE-PUMPING CAPACITY NOT RESTRICTED BY FLOODING CONDITIONS.
** NOT APPLICABLE-PUMPS WILL BE FLOODED AND NOT OPERABLE
*** NOT APPLICABLE-PUMPS NON-EXISTENT
NA NOT AVAILABLE

THIS TABLE WAS DEVELOPED AT THE REQUEST OF THE REGIONAL PLANNING COMMISSION TO INDICATE THE IMPACT OF VARIOUS ASSUMED IMPAIRMENTS OF PUMPING CAPACITY AT THE PUMPING STATIONS. NO SUCH DATA WERE DEVELOPED FOR THE PUMPING STATIONS OF ORLEANS PARISH REACHES 2 AND 3 AND ST. BERNARD PARISH REACHES 3, 4, AND 5. THESE STATIONS DISCHARGE INTO A LEVEED AREA, AND THE LIKELIHOOD OF THEIR CAPACITIES BEING IMPAIRED BY HURRICANE FLOOD CONDITIONS ON THE DISCHARGE SIDE IS CONSIDERED TOO REMOTE TO WARRANT COMPUTATION UNDER THE ASSUMED CONDITIONS OF FAILURE. IN FURNISHING THIS DATA TO THE REGIONAL PLANNING COMMISSION, THE CORPS OF ENGINEERS MAKES NO JUDGMENT AS TO THE POSSIBILITY OF THE ASSUMED FAILURE CONDITIONS ACTUALLY OCCURRING, EXCEPT AS INDICATED BY THE DOUBLE ASTERISK (**).

IN REPLY REFER TO
LMNED-MP

28 July 1975

Mr. Greg J. Lannes, Jr.
Regional Planning Commission
333 St. Charles Avenue
Suite 900
New Orleans, LA 70130

Dear Mr. Lannes:

This is in response to your letter of 4 June 1975 in which you requested information on a number of different points concerning the Lake Pontchartrain, Louisiana, and Vicinity hurricane protection project.

The still water elevations in Lake Pontchartrain under the conditions you hypothesized are listed below:

a. For a 100-year storm without the hurricane complexes (Chef Menteur, Rigolets, Seabrook): South shore - 10.3 feet mean sea level (m.s.l.); Mandeville - 11.6 ft. m.s.l.

b. For a 100-year storm with the barrier complexes: South shore - 7.7 feet m.s.l.; Mandeville - 7.4 feet m.s.l.

c. For a Standard Project Hurricane (SPH) without the barrier complexes: South shore - 11.5 feet m.s.l.; Mandeville - 12.8 feet m.s.l.

d. For an SPH with the barrier complexes: South shore - 8.7 feet m.s.l.; Mandeville - 8.0 feet m.s.l.

The recommended heights of the inverts of the outflow pipes from each drainage pumping station discharging into Lake Pontchartrain along the south shore are the same as the still water elevations for each condition as listed above.

The estimated cost and construction schedules of the various portions of the hurricane protection project are tabulated below:

Feature	Estimated Cost (1 July 75)	Estimated Construction
Chef Menteur Complex	$41,955,000	FY 76 - FY 91
Rigolets Complex	63,915,000	FY 76 - FY 83
Seabrook Complex	30,260,000	FY 78 - FY 80
Mandeville Seawall	640,000	Indefinitely Deferred
St. Charles Parish Lakefront Levee	31,615,000	Indefinitely Deferred
Jefferson Parish Lakefront Levee	1,325,000	FY 90
Chalmette Area Plan - Orleans Parish	18,700,000	FY 69 - FY 87
Chalmette Area Plan - St. Bernard Prsh	61,110,000	FY 67 - FY 86
New Orleans Lakefront Levee and West Bank of Inner Harbor Navigation Canal (IHNC)	27,717,000	FY 67 - FY 84
Citrus Lakefront Levee (IHNC to Paris Road), East Bank of IHNC and Citrus Back Levee (IHNC to Michoud Canal)	33,192,000	FY 67 - FY 82
New Orleans East Lakefront Levee (Paris Road to South Point), South Point to Gulf Intracoastal Waterway Levee and New Orleans East Back Levee (Michoud Canal to Chef Menteur Complex)	41,571,000	FY 73 - FY 83

The strengthening and repair of the Mandeville Seawall has been placed in an indefinitely deferred status due to a lack of local cooperation. At the initial public meeting to discuss a separate study, "Lake Pontchartrain, North Shore, Louisiana," in December of 1965, the Mayor of Mandeville opposed the plan authorized under the hurricane protection project to restore and strengthen the existing seawall. He also opposed emergency repairs of the damages to the seawall caused by Hurricane Hilda in 1964 and Betsy in 1965. At that same public meeting, he requested the complete replacement of the existing seawall and its

limits of Mandeville. On 4 October 1972, we held the second public meeting on the Lake Pontchartrain, North Shore, Louisiana, study and presented three separate plans. The plan for a high levee along the Mandeville lakefront was not economically justified. The Mayor's plan was also not economically justified. The third plan was a modification of the authorized plan for strengthening the existing seawall. This plan would substitute a sand beach in front of the seawall in place of the authorized riprap. A sand beach would strengthen and protect the existing seawall as well as provide recreational opportunities. It was economically justified but was rejected in its entirety by the Mayor and others. As a result of the unanimous local opposition to the beach plan, it will not be included in our recommended plan of improvement for the north shore of Lake Pontchartrain. The town of Mandeville will continue to have the option of accepting or rejecting the repair work for the seawall as authorized in the Lake Pontchartrain, Louisiana, and Vicinity hurricane protection project.

The St. Charles Parish Lakefront levee would alter some 20,000 or more acres of marshland. The economic justification for the levee is largely based on land enhancement with only a small portion of the benefits owing to flood control. My predecessor, Colonel Hunt, recognized this in his statement of findings on the environmental statement wherein he stated that the damages caused by construction of the levee may have more detrimental impact on the environment than can be justified by offsetting flood protection benefits. Work on the levee was deferred pending further environmental studies which were soon initiated. Subsequently, Bayous Trepagnier and LaBranche were included in the Louisiana Natural and Scenic Rivers System thus precluding any construction work on the lakefront levee. Accordingly, the studies which had been initiated to provide a basis for a decision on whether or not to proceed with the lakefront levee were reoriented to provide an essential base of environmental and technical data for use in the overall Lake Pontchartrain, Louisiana, and Vicinity hurricane protection project. A recent preliminary reanalysis of an Airline Highway (US Highway 61) alinement indicates that further investigation of this alternative is advisable. This will be done. Meanwhile, the lakefront levee has been indefinitely deferred.

The estimated costs (1 July 1975) to the various local assuring agencies for the project (excluding the barrier complexes) are as follows:

Pontchartrain Levee District	$ 9,640,000
Orleans Levee District	36,515,000
St. Tammany Parish Police Jury	190,000
Lake Borgne Basin Levee District/ St. Bernard Parish Police Jury	18,330,000

LMNED-MP 28 July 1975
Mr. Greg J. Lannes, Jr.

In addition to the above costs, the local assuring agencies' share of the cost of the barrier complexes (Chef Menteur, Rigolets, Seabrook) is $45,325,000. Since the barrier complexes benefit all of the parishes participating in the project except St. Bernard Parish, it has been determined by the Louisiana Department of Public Works (DPW) that the non-Federal costs for their construction should be shared by the benefiting parishes. Based on reductions in the cost of lakefront levees as a result of constructing the barrier, the sharing of non-Federal costs has been tentatively determined by DPW to be essentially as follows:

St. Charles Parish	11.4 percent
Jefferson Parish	19.0 percent
Orleans Parish	67.1 percent
St. Tammany Parish	2.5 percent

Based on the currently estimated non-Federal cost of $45,325,000, the estimated costs (1 July 1975) to the various local assuring agencies for the barrier complexes (Chef Menteur, Rigolets, Seabrook) are as follows:

Pontchartrain Levee District	$13,779,000
Orleans Levee District	30,413,000
St. Tammany Parish Police Jury	1,133,000

The resulting total estimated costs (1 July 1975) to the various local assuring agencies for the entire project are as follows:

Pontchartrain Levee District	$23,419,000
Orleans Levee District	66,928,000
St. Tammany Parish Police Jury	1,323,000
Lake Borgne Basin Levee District/ St. Bernard Parish Police Jury	18,330,000

The determination of the limits of flooding under the various conditions you have proposed will require considerable effort by my staff as will the investigation of the situation regarding the Jefferson Parish lakefront pumping stations. I hope to forward this information in the near future. In the interim, I felt that this partial response to your inquiry would be helpful to you. If I may be of any further assistance, please call on me.

Sincerely yours,

E. R. HEIBERG III
Colonel, CE
District Engineer

EEB
BARTON
LMNED-MP
SEALE
LMNED-M
BECNEL
LMNED-H
SOMMER
LMNED-D
CHATRY
LMNED

HTL

CF:
LMNED-H
LMNED-D

June 4, 1975

REGIONAL PLANNING COMMISSION
JEFFERSON • ORLEANS
ST. BERNARD • ST. TAMMANY
PARISHES

Colonel E. R. Heiberg, III
District Engineer
U.S. Army Corps of Engineers
Foot of Prytania
P. O. Box 60267
New Orleans, Louisiana 70160

Subject: Request for the New Orleans Area Hurricane Protection System Status

Dear Colonel Heiberg:

In order to determine the current status of the New Orleans Hurricane Protection System, I would like to request answers to the following questions:

1. What will the still water height of Lake Pontchartrain be under the following conditions:
   a. For a 100 year storm without the Chef Menteur and Rigolets Barriers
   b. For a 100 year storm with the Chef Menteur and Rigolets Barriers
   c. For a Standard Project Hurricane without the Chef Menteur and Rigolets Barriers
   d. For a Standard Project Hurricane with the Chef Menteur and Rigolets Barriers
2. For each of the four conditions cited in question one above, what would be the recommended heights of the inverts of the outflow pipes from each drainage pumping station discharging into Lake Pontchartrain?
3. What are the anticipated costs and schedule of constructing the Chef Menteur and Rigolets Barriers?
4. What are the estimated costs and fiscal year(s) of construction for each major segment of the Hurricane Protection System?
5. For each of the four conditions cited in question one above, what level of flooding (i.e. mean sea level of flood waters and average amount of water above ground) would be anticipated for each flood reach area in Jefferson, Orleans, St. Bernard and St. Tammany Parishes assuming that:
   a. All drainage pumping stations remained fully operative with:
      1. Present levee heights

(504) 523-1432
SUITE 900
MASONIC TEMPLE BUILDING
333 ST. CHARLES AVENUE
NEW ORLEANS • LOUISIANA 70130

2. Levee heights recommended in the approved New Orleans Hurricane Protection System Plan

b. There was a 50% reduction in drainage pumping station capacity with:
   1. Present levee heights
   2. Levee heights recommended in the approved New Orleans Hurricane Protection System Plan

c. Pumping stations became inoperative with:
   1. Present levee heights
   2. Levee heights recommended in the approved New Orleans Hurricane Protection System Plan

d. There was a failure of the levee system at one or more of the pumping stations

6. What are the local parish shares required and appropriated for the Hurricane Protection System?

7. As drainage pumping station improvements in Jefferson Parish are presently under study and as there are serious concerns relating to the proper design specifications of the drainage pumping stations due to the status of the Chef Menteur and Rigolets Barriers, could the following improvements to insure the integrity of the levee system be eligible for federal funding as part of the Hurricane Protection System:
   a. Flood walls located in front of Jefferson Parish Pumping Stations 1, 3 and 4
   b. Related construction required to insure continuous operation of the said pumping stations such as discharge tubes, engine cooling systems, etc.;

   could the eligible improvements be funded by existing federal appropriations for the New Orleans Hurricane Protection System or would additional appropriations be needed?

8. If the improvements described in question seven are funded by existing federal appropriations for the New Orleans Hurricane Protection System will the use of the existing federal appropriated funds for these additional improvements result in the removal, curtailment delay or modification of any existing feature of the Lake Pontchartrain and Vicinity Hurricane Protection Plan?

9. If the answer to question eight is yes, please describe the existing feature of the Lake Pontchartrain and Vicinity Hurricane Protection Plan that will be effected and the manner in which they will be effected.

10. What is the status of the St. Charles Parish levee segment of the New Orleans Hurricane Protection System?

Your every effort to answer these questions will be most appreciated, if you have any questions please contact me at 279-9481.

Sincerely,

REGIONAL PLANNING COMMISSION

GREG J. LANNES, JR.
HURRICANE/LEVEE PROTECTION
COMMITTEE

GJLJR/LDD/lh

cc: Mr. Emile Gex
Mr. Le Roy Dauterive
Mr. B. M. Dornblatt
Mr. C. J. Eagan
Mr. Emile E. Prattini, Sr.

Scale 1:82,500

REACH 1
REACH 2
REACH 3
REACH 4
REACH 5
REACH 6
REACH 7
REACH 8
REACH 9
REACH 10
REACH 11
REACH 12
REACH 13
REACH 14
REACH 15
REACH 16
REACH 18
REACH 19
REACH 20
REACH 21
REACH 22
REACH 23
REACH 24
REACH 25
REACH 28

LAKE PONTCHARTRAIN

MIDDLE GROUND

LAKE BORGNE

MISSISSIPPI RIVER

MISSISSIPPI RIVER GULF OUTLET

INTRACOASTAL WATERWAY

LAKE PONTCHARTRAIN CAUSEWAY

Line of demarcation between salt marsh and fresh marsh not determined

ST CHARLES PARISH
JEFFERSON PARISH

ST TAMMANY PARISH
ORLEANS PARISH

JEFFERSON PARISH
ORLEANS PARISH

PLAQUEMINES PARISH
ST CHARLES PARISH

ORLEANS PARISH
ST BERNARD PARISH

ST TAMMANY PARISH
ST CHARLES PARISH

ST BERNARD PARISH
PLAQUEMINES PARISH

Incl3

IN REPLY REFER TO
LMNED-MP

15 October 1975

Mr. Greg J. Lanmas, Jr.
Regional Planning Commission
333 St. Charles Avenue
Suite 900
New Orleans, Louisiana 70130

Dear Mr. Lanmes:

This is in response to your letter of 24 September 1975 requesting an expedited response to your 4 June 1975 letter concerning the Lake Pontchartrain, Louisiana, and Vicinity hurricane protection project.

As you correctly noted, an interim response to your rather lengthy inquiry was provided. This response covered all but two of your topics—flooding elevations under various conditions and the matter of the Jefferson Parish lakefront pumping stations. In this response, it was explained that developing the additional information requested would involve considerable effort.

I share your conviction that adequate hurricane protection is critically needed in the metropolitan area. I suspect, however, that the complexity and scope of the work needed to comply with the remaining two items of your request are not fully appreciated by you.

The work in question includes extensive collection and coordination of information, and multiple flood routing procedures. Our technical staff is limited, and requests such as yours (and such requests are numerous) must, of necessity, be processed within our total engineering program. Because of the complexity of the work, and the competition from other elements of the total program, we have been unable to respond as quickly as both you, and we, would have liked. Nevertheless, we have been proceeding diligently, and hope to have the requested information available within 3 weeks.

Messrs. Chatry/Shelton/gze/430

LMNED-MP
15 October 1975

Mr. Greg J. Lannes, Jr.

I ask your understanding, and assure you of my continuing interest in helping to bring adequate hurricane protection to the metropolitan area.

Sincerely yours,

EARLY J. RUSH III
Colonel, CE
District Engineer

CF:
LMNED-H

BARTON
LMNED-MP
SEALE
LMNED-M
CHATRY
LMNED
Exec Ofc

2:30
10/14

REGIONAL PLANNING COMMISSION
JEFFERSON • ORLEANS
ST. BERNARD • ST. TAMMANY
PARISHES

September 24, 1975

Colonel Early J. Rush, III
District Engineer
U.S. Army District
Corps of Engineers
Post Office Box 60267
New Orleans, Louisiana 70160

Subject: Response to Regional Planning Commission
Letter of June 4, 1975
Re Hurricane Protection Planning

Dear Colonel Rush:

On June 4, 1975, I sent a letter to your predecessor, Colonel Heiberg, requesting information relative to the status of the Hurricane Protection System and other technical assessments which are key to the Regional Planning Commission's efforts to promote the completion of adequate hurricane and flood protection works for our region.

As of this date I have received only a partial response to my letter of June 4th.

Your every effort to expedite a full response to my letter of June 4th will be most appreciated. I would hope that you would agree that three and one-half months is an extraordinarily long time to wait for a full response in this most critical effort.

Should you need any clarification, please feel free to call me at 279-9481.

Sincerely,

REGIONAL PLANNING COMMISSION

GREG J. LANNES, JR., CHAIRMAN
HURRICANE PROTECTION COMMITTEE

GJL/rr

(504) 523-1432
SUITE 900
MASONIC TEMPLE BUILDING
333 ST. CHARLES AVENUE
NEW ORLEANS • LOUISIANA 70130

June 4, 1975

Colonel E. R. Heiberg, III
District Engineer
U.S. Army Corps of Engineers
Foot of Prytania
P. O. Box 60267
New Orleans, Louisiana 70160

Subject: Request for the New Orleans Area Hurricane Protection System Status

Dear Colonel Heiberg:

In order to determine the current status of the New Orleans Hurricane Protection System, I would like to request answers to the following questions:

1. What will the still water height of Lake Pontchartrain be under the following conditions:
   a. For a 100 year storm without the Chef Menteur and Rigolets Barriers
   b. For a 100 year storm with the Chef Menteur and Rigolets Barriers
   c. For a Standard Project Hurricane without the Chef Menteur and Rigolets Barriers
   d. For a Standard Project Hurricane with the Chef Menteur and Rigolets Barriers
2. For each of the four conditions cited in question one above, what would be the recommended heights of the inverts of the outflow pipes from each drainage pumping station discharging into Lake Pontchartrain?
3. What are the anticipated costs and schedule of constructing the Chef Menteur and Rigolets Barriers?
4. What are the estimated costs and fiscal year(s) of construction for each major segment of the Hurricane Protection System?
5. For each of the four conditions cited in question one above, what level of flooding (i.e. mean sea level of flood waters and average amount of water above ground) would be anticipated for each flood reach area in Jefferson, Orleans, St. Bernard and St. Tammany Parishes assuming that:
   a. All drainage pumping stations remained fully operative with:
      1. Present levee heights

2. Levee heights recommended in the approved New Orleans Hurricane Protection System Plan

b. There was a 50% reduction in drainage pumping station capacity with:
   1. Present levee heights
   2. Levee heights recommended in the approved New Orleans Hurricane Protection System Plan

c. Pumping stations became inoperative with:
   1. Present levee heights
   2. Levee heights recommended in the approved New Orleans Hurricane Protection System Plan

d. There was a failure of the levee system at one or more of the pumping stations

6. What are the local parish shares required and appropriated for the Hurricane Protection System?

7. As drainage pumping station improvements in Jefferson Parish are presently under study and as there are serious concerns relating to the proper design specifications of the drainage pumping stations due to the status of the Chef Menteur and Rigolets Barriers, could the following improvements to insure the integrity of the levee system be eligible for federal funding as part of the Hurricane Protection System:
   a. Flood walls located in front of Jefferson Parish Pumping Stations 1, 3 and 4
   b. Related construction required to insure continuous operation of the said pumping stations such as discharge tubes, engine cooling systems, etc.;

   could the eligible improvements be funded by existing federal appropriations for the New Orleans Hurricane Protection System or would additional appropriations be needed?

8. If the improvements described in question seven are funded by existing federal appropriations for the New Orleans Hurricane Protection System will the use of the existing federal appropriated funds for these additional improvements result in the removal, curtailment delay or modification of any existing feature of the Lake Pontchartrain and Vicinity Hurricane Protection Plan?

9. If the answer to question eight is yes, please describe the existing feature of the Lake Pontchartrain and Vicinity Hurricane Protection Plan that will be effected and the manner in which they will be effected.

C40

10. What is the status of the St. Charles Parish levee segment of the New Orleans Hurricane Protection System?

Your every effort to answer these questions will be most appreciated, If you have any questions please contact me at 279-9481.

Sincerely,

REGIONAL PLANNING COMMISSION

Lannes signed original

GREG J. LANNES, JR.
HURRICANE/LEVEE PROTECTION
COMMITTEE

GJLJR/LDD/lh

cc: Mr. Emile Gex
Mr. Le Roy Dauterive
Mr. B. M. Dornblatt
Mr. C. J. Eagan
Mr. Emile E. Prattini, Sr.

IN REPLY REFER TO
LMNED-MP

23 July 1975

Mr. Greg J. Lannes, Jr.
Regional Planning Commission
333 St. Charles Avenue
Suite 900
New Orleans, LA 70130

Dear Mr. Lannes:

This is in response to your letter of 4 June 1975 in which you requested information on a number of different points concerning the Lake Pontchartrain, Louisiana, and Vicinity hurricane protection project.

The still water elevations in Lake Pontchartrain under the conditions you hypothesized are listed below:

a. For a 100-year storm without the hurricane complexes (Chef Menteur, Rigolets, Seabrook): South shore - 10.3 feet mean sea level (m.s.l.); Mandeville - 11.6 ft. m.s.l.

b. For a 100-year storm with the barrier complexes: South shore - 7.7 feet m.s.l.; Mandeville - 7.4 feet m.s.l.

c. For a Standard Project Hurricane (SPH) without the barrier complexes: South shore - 11.5 feet m.s.l.; Mandeville - 12.8 feet m.s.l.

d. For an SPH with the barrier complexes: South shore - 8.7 feet m.s.l.; Mandeville - 8.0 feet m.s.l.

The recommended heights of the inverts of the outflow pipes from each drainage pumping station discharging into Lake Pontchartrain along the south shore are the same as the still water elevations for each condition as listed above.

The estimated cost and construction schedules of the various portions of the hurricane protection project are tabulated below:

Feature	Estimated Cost (1 July 75)	Estimated Construction
Chef Menteur Complex	$41,955,000	FY 76 - FY 91
Rigolets Complex	63,915,000	FY 76 - FY 83
Seabrook Complex	30,260,000	FY 78 - FY 80
Mandeville Seawall	640,000	Indefinitely Deferred
St. Charles Parish Lakefront Levee	31,615,000	Indefinitely Deferred
Jefferson Parish Lakefront Levee	1,325,000	FY 90
Chalmette Area Plan - Orleans Parish	18,700,000	FY 69 - FY 87
Chalmette Area Plan - St. Bernard Prsh	61,110,000	FY 67 - FY 86
New Orleans Lakefront Levee and West Bank of Inner Harbor Navigation Canal (IHNC)	27,717,000	FY 67 - FY 84
Citrus Lakefront Levee (IHNC to Paris Road), East Bank of IHNC and Citrus Back Levee (IHNC to Michoud Canal)	33,192,000	FY 67 - FY 82
New Orleans East Lakefront Levee (Paris Road to South Point), South Point to Gulf Intracoastal Waterway Levee and New Orleans East Back Levee (Michoud Canal to Chef Menteur Complex)	41,571,000	FY 73 - FY 83

The strengthening and repair of the Mandeville Seawall has been placed in an indefinitely deferred status due to a lack of local cooperation. At the initial public meeting to discuss a separate study, "Lake Pontchartrain, North Shore, Louisiana," in December of 1965, the Mayor of Mandeville opposed the plan authorized under the hurricane protection project to restore and strengthen the existing seawall. He also opposed emergency repairs of the damages to the seawall caused by Hurricane Hilda in 1964 and Betsy in 1965. At that same public meeting, he requested the complete replacement of the existing seawall and its extension westward to include the entire lakefront within the corporate

limits of Mandeville. On 4 October 1972, we held the second public meeting on the Lake Pontchartrain, North Shore, Louisiana, study and presented three separate plans. The plan for a high levee along the Mandeville lakefront was not economically justified. The Mayor's plan was also not economically justified. The third plan was a modification of the authorized plan for strengthening the existing seawall. This plan would substitute a sand beach in front of the seawall in place of the authorized riprap. A sand beach would strengthen and protect the existing seawall as well as provide recreational opportunities. It was economically justified but was rejected in its entirety by the Mayor and others. As a result of the unanimous local opposition to the beach plan, it will not be included in our recommended plan of improvement for the north shore of Lake Pontchartrain. The town of Mandeville will continue to have the option of accepting or rejecting the repair work for the seawall as authorized in the Lake Pontchartrain, Louisiana, and Vicinity hurricane protection project.

The St. Charles Parish Lakefront levee would alter some 20,000 or more acres of marshland. The economic justification for the levee is largely based on land enhancement with only a small portion of the benefits owing to flood control. My predecessor, Colonel Hunt, recognized this in his statement of findings on the environmental statement wherein he stated that the damages caused by construction of the levee may have more detrimental impact on the environment than can be justified by offsetting flood protection benefits. Work on the levee was deferred pending further environmental studies which were soon initiated. Subsequently, Bayous Trepagnier and LaBranche were included in the Louisiana Natural and Scenic Rivers System thus precluding any construction work on the lakefront levee. Accordingly, the studies which had been initiated to provide a basis for a decision on whether or not to proceed with the lakefront levee were reoriented to provide an essential base of environmental and technical data for use in the overall Lake Pontchartrain, Louisiana, and Vicinity hurricane protection project. A recent preliminary reanalysis of an Airline Highway (US Highway 61) alinement indicates that further investigation of this alternative is advisable. This will be done. Meanwhile, the lakefront levee has been indefinitely deferred.

The estimated costs (1 July 1975) to the various local assuring agencies for the project (excluding the barrier complexes) are as follows:

Pontchartrain Levee District	$ 9,640,000
Orleans Levee District	36,515,000
St. Tammany Parish Police Jury	190,000
Lake Borgne Basin Levee District/ St. Bernard Parish Police Jury	18,330,000

LMNED-MP 28 July 1975
Mr. Greg J. Lannes, Jr.

In addition to the above costs, the local assuring agencies' share of the cost of the barrier complexes (Chef Menteur, Rigolets, Seabrook) is $45,325,000. Since the barrier complexes benefit all of the parishes participating in the project except St. Bernard Parish, it has been determined by the Louisiana Department of Public Works (DPW) that the non-Federal costs for their construction should be shared by the benefiting parishes. Based on reductions in the cost of lakefront levees as a result of constructing the barrier, the sharing of non-Federal costs has been tentatively determined by DPW to be essentially as follows:

St. Charles Parish	11.4 percent
Jefferson Parish	19.0 percent
Orleans Parish	67.1 percent
St. Tammany Parish	2.5 percent

Based on the currently estimated non-Federal cost of $45,325,000, the estimated costs (1 July 1975) to the various local assuring agencies for the barrier complexes (Chef Menteur, Rigolets, Seabrook) are as follows:

Pontchartrain Levee District	$13,779,000
Orleans Levee District	30,413,000
St. Tammany Parish Police Jury	1,133,000

The resulting total estimated costs (1 July 1975) to the various local assuring agencies for the entire project are as follows:

Pontchartrain Levee District	$23,419,000
Orleans Levee District	66,928,000
St. Tammany Parish Police Jury	1,323,000
Lake Borgne Basin Levee District/ St. Bernard Parish Police Jury	18,330,000

The determination of the limits of flooding under the various conditions you have proposed will require considerable effort by my staff as will the investigation of the situation regarding the Jefferson Parish lakefront pumping stations. I hope to forward this information in the near future. In the interim, I felt that this partial response to your inquiry would be helpful to you. If I may be of any further assistance, please call on me.

Sincerely yours,

E. R. HEINBERG III
Colonel, CE
District Engineer

BARTON
LMNED-MP
SEALE
LMNED-M
BECNEL
LMNED-H
SOMMER
LMNED-D
CHATRY
LMNED
Exec Ofc

4

CF:
LMNED-H
LMNED-D

REGIONAL PLANNING COMMISSION
JEFFERSON • ORLEANS
ST. BERNARD • ST. TAMMANY
PARISHES

Colonel E. R. Heiberg, III
District Engineer
U.S. Army Corps of Engineers
Foot of Prytania
P. O. Box 60267
New Orleans, Louisiana 70160

Subject: Request for the New Orleans Area Hurricane Protection System Status

Dear Colonel Heiberg:

In order to determine the current status of the New Orleans Hurricane Protection System, I would like to request answers to the following questions:

1. What will the still water height of Lake Pontchartrain be under the following conditions:
   a. For a 100 year storm without the Chef Menteur and Rigolets Barriers
   b. For a 100 year storm with the Chef Menteur and Rigolets Barriers
   c. For a Standard Project Hurricane without the Chef Menteur and Rigolets Barriers
   d. For a Standard Project Hurricane with the Chef Menteur and Rigolets Barriers
2. For each of the four conditions cited in question one above, what would be the recommended heights of the inverts of the outflow pipes from each drainage pumping station discharging into Lake Pontchartrain?
3. What are the anticipated costs and schedule of constructing the Chef Menteur and Rigolets Barriers?
4. What are the estimated costs and fiscal year(s) of construction for each major segment of the Hurricane Protection System?
5. For each of the four conditions cited in question one above, what level of flooding (i.e. mean sea level of flood waters and average amount of water above ground) would be anticipated for each flood reach area in Jefferson, Orleans, St. Bernard and St. Tammany Parishes assuming that:
   a. All drainage pumping stations remained fully operative with:
      1. Present levee heights

(504) 523-1432
SUITE 900
MASONIC TEMPLE BUILDING
333 ST. CHARLES AVENUE
NEW ORLEANS • LOUISIANA 70130

2. Levee heights recommended in the approved New Orleans Hurricane Protection System Plan

b. There was a 50% reduction in drainage pumping station capacity with:
   1. Present levee heights
   2. Levee heights recommended in the approved New Orleans Hurricane Protection System Plan

c. Pumping stations became inoperative with:
   1. Present levee heights
   2. Levee heights recommended in the approved New Orleans Hurricane Protection System Plan

d. There was a failure of the levee system at one or more of the pumping stations

6. What are the local parish shares required and appropriated for the Hurricane Protection System?

7. As drainage pumping station improvements in Jefferson Parish are presently under study and as there are serious concerns relating to the proper design specifications of the drainage pumping stations due to the status of the Chef Menteur and Rigolets Barriers, could the following improvements to insure the integrity of the levee system be eligible for federal funding as part of the Hurricane Protection System:
   a. Flood walls located in front of Jefferson Parish Pumping Stations 1, 3 and 4
   b. Related construction required to insure continuous operation of the said pumping stations such as discharge tubes, engine cooling systems, etc.;

   could the eligible improvements be funded by existing federal appropriations for the New Orleans Hurricane Protection System or would additional appropriations be needed?

8. If the improvements described in question seven are funded by existing federal appropriations for the New Orleans Hurricane Protection System will the use of the existing federal appropriated funds for these additional improvements result in the removal, curtailment delay or modification of any existing feature of the Lake Pontchartrain and Vicinity Hurricane Protection Plan?

9. If the answer to question eight is yes, please describe the existing feature of the Lake Pontchartrain and Vicinity Hurricane Protection Plan that will be effected and the manner in which they will be effected.

10. What is the status of the St. Charles Parish levee segment of the New Orleans Hurricane Protection System?

Your every effort to answer these questions will be most appreciated, if you have any questions please contact me at 279-9481.

Sincerely,

REGIONAL PLANNING COMMISSION

GREG J. LANNES, JR.
HURRICANE/LEVEE PROTECTION
COMMITTEE

GJLJR/LDD/lh

cc: Mr. Emile Gex
Mr. Le Roy Dauterive
Mr. B. M. Dornblatt
Mr. C. J. Eagan
Mr. Emile E. Prattini, Sr.

Interim reply:

Ref. Ltr dtd 6/4/75 from Regional Planning Comm. to DE, Subj. Req for N.O. Area Hurricane Prot System Status

Ref. Par 1. a. Lake Pont. - 100-yr storm w/o Barriers
South Shore = 10.3' msl Mandeville = 11.6' msl

1. b. Lake Pont. - 100 yr. Storm w Barriers
South Shore: 7.7' msl Mandeville = 7.4' msl

1. c. Lake Pont. - SPH w/o Barriers
South Shore = 11.5' msl Mandeville = 12.8' msl

1. d. Lake Pont. - SPH w Barriers
South Shore = 8.7' msl Mandeville = 8.0' msl

Ref. Par. 2. Recommended heights of the invert of the outflow pipes for each drainage pumping station discharging into Lake Pont. along the South Shore are the same as the stillwater heights for each condition as listed above.

7/16/75 afb

LAKE PONTCHARTRAIN HAYDUK 3 JULY 75
(FOR DM BR., J. SHELTON)
ANSWERS FOR REG. PLAN. COMM., 4 JUN 75 LETTER

QUESTION (3)

ANSWER: CHEF MENTEUR COMPLEX - EST. COST = $41,955,000
CONST. EST. TO BEGIN FY 76 & CONTINUE THRU FY 91
RIGOLETS COMPLEX - EST. COST = $63,915,000
CONST. EST TO BEGIN FY 76 & CONTINUE THRU FY 83

QUESTION (4)

ANSWER: MANDEVILLE SEAWALL - EST COST $640,000
CONST SCHED. INDEF. DUE TO OBJECTIONS OF LOCAL INTERESTS FOR THIS FEATURE
ST. CHAS. PARISH LAKEFRONT LEVEE - EST. COST = $31,615,000
CONST SCHED. INDEF DUE TO INCLUSION OF 2 BAYOU IN LA. NAT. & SCENIC RIVER SYSTEM, & ADDITIONAL ENVIR. STUDIES.
JEFF. PARISH LAKEFRONT LEVEE - EST. COST = $1,325,000
CONST SCHED. FOR FY 90
CHALMETTE UNIT - ORLEANS PARISH; EST. COST = $18,700,000.
CONST STARTED FY 69 & WILL CONTINUE THRU FY 87
ST. BERNARD PARISH; EST. COST = $61,110,000.
CONST. STARTED FY 67 & WILL CONTINUE THRU FY 86
N. O. EAST UNIT - NEW ORLEANS; N.O. LAKEFRONT LEVEE FROM JEFF PARISH TO IHNC & WEST BANK OF IHNC FROM L. PONT. TO IHNC LOCK. EST. COST = $27,717,000
CONST. STARTED FY 67 & WILL CONTINUE THRU FY 84.
CITRUS; CITRUS LAKEFRONT LEVEE FROM IHNC TO PARIS RD, CITRUS BACK LEVEE FROM IHNC ALONG GIWW THRU WEST BANK OF MICHOUD CANAL, & EAST BANK OF IHNC FROM L. PONT. TO THE MRGO.

EST. COST. = $33,192,000 CONST BEGAN IN FY 67 & WILL CONTINUE THRU FY 82.

NEW ORLEAN EAST; N.O. EAST LAKEFRONT LEVEE FROM PARIS RD TO SOUTH POINT, SO. PT. TO GIWW LEVEE, & N.O. EAST BACK LEVEE ALONG GIWW & ALONG EAST BANK OF MICHOUD CANAL EST COST = $41,571,000

CONST STARTED IN FY 73 & WILL CONTINUE THRU FY 83

SEABROOK COMPLEX EST COST = $30,260,000 CONST. EST. TO BEGIN IN FY 78 & CONTINUE THRU FY 80

QUESTION (6)

ANSWER; LOCAL ASSURING AGENCY COST SHARING AS FOLLOWS:

LAKE BORGNE LEVEE DIST. (ST. BERNARD PARISH) = $18,330,000

ORLEANS LEVEE BOARD (ORLEANS PARISH) = $36,515,000

PONTCHARTRAIN LEVEE DIST. (ST. CHAS & JEFF PARISH) = $9,640,000

ST. TAMMANY POLICE JURY (ST. TAMMANY ") = $190,000

BARRIER COMPLEXES (RIGOLETS, CHEF & SEABROOK) = $45,325,000

ALL ASSURING AGENCIES, EXCEPT THE LAKE BORGNE LEVEE DIST, WILL SHARE THE LOCAL INTEREST COST OF THE BARRIER COMPLEXES AT A PERCENTAGE AS SPECIFIED BY THE LA. DEPT. OF PUBLIC WORKS.

IN REPLY REFER TO
LMNED-MP

3 November 1975

Ms. Katherine M. Kennedy
Waterways Experiment Station
ATTN: WESTR
P.O. Box 631
Vicksburg, Mississippi 39180

Dear Ms. Kennedy:

I am returning the two films entitled "A Plan for Protection" and "When Disaster Strikes" by separate mailing this date. The films were very interesting and informative.

I want to thank you for your cooperation and courtesy in fulfilling my request. I am inclosing your 21 October 1975 letter for your convenient reference in this matter.

Sincerely yours,

1 Incl
As stated

RICHARD RICHTER
Design Memo Branch
Engineering Division

DEPARTMENT OF THE ARMY
WATERWAYS EXPERIMENT STATION, CORPS OF ENGINEERS
P. O. BOX 631
VICKSBURG, MISSISSIPPI 39180

IN REPLY REFER TO: WESTR

21 October 1975

District Engineer
U. S. Army Engineer District, New Orleans
ATTN: LMNED-MP/Mr. Rick Richter
P. O. Box 60267
New Orleans, Louisiana 70160

Dear Mr. Richter:

Reference is made to your request of 20 October 1975 for the loan of Corps of Engineers' motion picture film(s) listed below. The film(s) will be available for the scheduled dates and will be sent in ample time for your scheduled showing.

Because of the many requests we receive for our films and the tight schedule we must maintain in order to meet these requests, it is imperative that the film(s) be returned on the day following your last scheduled showing. Please do not disappoint the next user.

The film(s) should be returned via insured parcel post, valued at $100 ea., to the Director, U. S. Army Engineer Waterways Experiment Station, ATTN: WESTR, P. O. Box 631, Vicksburg, Mississippi 39180.

Sincerely yours,

Katherine M. Kennedy

KATHERINE M. KENNEDY
Chief, Services Branch

TITLE OF FILM(S)	SHOW DATE
PLAN FOR PROTECTION	--
WHEN DISASTER STRIKES	--

WES FL No. 1980
September 1971

LMNGH

26 September 1961

Director
Louisiana Wild Life and Fisheries Commission
400 Royal Street
New Orleans, Louisiana

Dear Sir:

This is in reply to your letter of 31 August 1961 in which you requested information as to the extent to which the proposed hurricane control structures in the Chef Menteur and Rigolets passes, with openings of 25 percent of the natural area, will influence the present volume and rate of exchange between Lakes Pontchartrain and Borgne.

Analytical studies involving flood routings between Lake Pontchartrain and Lake Borgne supplemented by an analysis of the available model test results indicates that the control structures with 25 percent of the natural channel areas will reduce average tidal flows about 15 percent.

Sincerely yours,

cc: WES - ATTENTION:
Mr. H.B. Simmons

J.C. BAEHR
Chief, Planning and Reports Branch
Engineering Division

ROUTING	RECORD OF IMPORTANT TELEPHONE CALLS		
1 Mr. Fenwick			
2 ~~Mr. Fortson~~	DISTRICT OR OFFICE: WES	TIME: ☐ AM ☐ PM	DATE: 9/14/61
3 Mr. Tallant	CALL FROM (Name): Mr. George Price	OF (District, Section or Firm): New Orleans District	
4	CALL TO (Name): Mr. H. B. Simmons	OF (District, Section or Firm): Estuaries Section	
5	SUBJECT: Lake Pontchartrain Model Study		
6 MER			

BRIEF OF DISCUSSION

1. Mr. Price stated that his office had received an inquiry from the Louisiana Department of Fish and Wildlife as to the reduction in average tidal discharge in the passes between Lakes Pontchartrain and Borgne caused by the surge control structures. Mr. Price advised me that he had made some preliminary computations of discharges in the passes, based on current velocity data obtained in the model for existing conditions and with the surge control structures installed, and he requested my opinion as to whether the velocity data were sufficiently comprehensive as a basis for reliable discharge computations.

2. I told Mr. Price that, in view of the limited current velocity measurements made in the model, discharge computations based on these data were probably subject to errors of as much as plus or minus 20 per cent. I asked if the Fish and Wildlife Department was inquiring about the discharge in cfs with and without the structures, or if they were concerned about the degree of change in discharge effected by the structures. Mr. Price stated that they inquired about the degree of change only, so I suggested that he use the tide gage data in Lake Pontchartrain for existing and surge control structure conditions as a basis for computing the effects of the structures. For example, the average tidal range in the lake for existing conditions was about 0.4 ft, while the average range with the structures installed was about 0.3 ft. The reduction in tidal range, and also in average tidal discharge in the passes, was thus about 25 per cent. Mr. Price stated that the inquiry would be answered on this basis.

3. Mr. Price advised me that a few additional tests in the model will probably be required in the near future. These tests will be concerned with current velocities in the Inner Harbor Navigation Canal, and the results are needed to establish the requirements for a lock in this channel.

ACTION TAKEN OR RECOMMENDED

H. B. SIMMONS

Signature or Initial

WES FORM NO. 1030
20 FEB 1959

IN REPLY REFER TO
LMNED-MP

23 October 1975

Mr. Raymond A. Mix
Little Woods Lakeside
├─Property Owners Association
233 Broadway
New Orleans, Louisiana 70118

Dear Mr. Mix:

This is in reply to your letter of 23 September 1975 concerning the New Orleans East Lakefront levee portion of the Lake Pontchartrain, Louisiana, and Vicinity hurricane protection project.

As Brigadier General Heiberg described to you in his letter of 6 May 1975, drainage equivalent to that existing prior to the construction of the levee will be provided by the new Little Woods Canal. Your mention of the closing of various ditches, sloughs, bayous, and lagoons apparently refers to some temporary interruptions of drainage along the canal due to the construction activities. These interruptions are unavoidable; however, every effort is being made to maintain existing drainage conditions when possible during the construction period. This construction is presently scheduled to be completed by July 1977 after which the drainage of the area will be fully restored to its preconstruction condition.

Your reference to the continued tidal reaction of the area is perhaps a misunderstanding of Brigadier General Heiberg's statements. During the last 20 years, the only significant flow possible into or out of the area has been through the drainage structures in the levee from South Point to the Gulf Intracoastal Waterway (GIWW) and to a minor degree through the Little River drainage structure. The latter is a flap-gated structure which ceased to function several years ago, as previously discussed. Even if it were operational, however, it would allow only one-way flow into Lake Pontchartrain. The drainage structures in the South Point to GIWW levee are also flap-gated structures allowing only one-way flow from the area into Lake Pontchartrain. For many years,

23 October 1975

LMNED-MP
Mr. Raymond A. Mix

prior to the start of the levee construction work, there has been virtually no tidal interchange between the area and Lake Pontchartrain.

The preconstruction drainage condition of the area will be restored following the completion of the work; however, this condition as now planned will not involve tidal interchange with Lake Pontchartrain. A short-term modification of that situation, however, is being investigated. We are making studies with regard to the operation of the drainage structure at South Point. If it is determined to be feasible, tidal interchange through that structure could be allowed until developed areas are threatened. The New Orleans East area, however, has been effectively leveed for nearly 20 years, and is clearly destined for further development. Hence, any such plan would not have a long-term effect on the area.

I hope this has helped to clarify the present and future drainage situation in New Orleans East. If I may be of any further service, please call on me.

Sincerely yours,

EARLY J. RUSH III
Colonel, CE
District Engineer

EEB
BARTON
LMNED-M

SEALE
LMNED-M

CHATRY
LMNED

Exec Of

24

LITTLE WOODS LAKESIDE PROPERTY OWNERS ASSOCIATION

233 BROADWAY
NEW ORLEANS, LA.

Sept. 23, 1975

Col. Barly J. Rush
District Engineer
Department of the Army
New Orleans District Corps
of Engineers
P.O. Box 60267
New Orleans, La. 70160

Dear Col. Rush:

Reference is made to a letter from Col. E.R. Heiberg, District Engineer, dated 6 May, 1975, your reference LMNED-MP, in which he discussed the project of the New Orleans East Lakefront levee which is to be constructed along the shore of Lake Ponchartrain from Paris Road to South Point on the landside of the Southern Railway embankment. He states that the levee will be built on the site of the existing Little Woods Canal which will be relocated southward to the landside of the new levee to provide drainage to the area equivalent to that which now exists; and that drainage which is adequate will be provided by the relocated canal and the relocated drainage structure at South Point.

During the summer at a public hearing which was held at the University of New Orleans, I discussed with Col. Heiberg the closing of Little River and the related closing off of various ditches, sloughs, bayous and lagoons which have drained into the Little Woods Canal throughout its history. Col. Heiberg told me that these bodies of water would be reopened to drain into the new canal to the marsh side of the newly constructed levee so that the vast wetland area encompassed by the levee system would continue to drain and react to the tidal flow and thereby the ecology of the area would not be affected.

We should like to know whether Col. Heiberg's commitment on these matters, restoring these waterways as they enter the proposed new Little Woods Canal, still stand; and what the projected date of the completion for the levee project from Paris Road to South Point is.

Very truly yours,

Raymond A. Mix

Raymond A. Mix,
President

cc: Mr. Lawrence Moon, Att'y,
Dept. of the Inter, Wash, D.C.
Hon. F. Edward Hebert
Dr. Anthony Mumphrey, UNO
Mr. E.J. Durabb, Urban Studies Inst.,
UNO
Sierra Club
Audubon Society
Gulf Coast Regional Cons. Committee

STATE OF LOUISIANA

HOUSE OF REPRESENTATIVES COMMITTEE
ON NATURAL RESOURCES
BOX 44012 CAPITOL STATION
BATON ROUGE, LOUISIANA 70804
TELEPHONE: (504) 389-6141

September 25, 1975

Mr. Frederic M. Chatry, Chief
Engineering Division
U. S. Army Corps of Engineers
New Orleans District
Post Office Box 60267
New Orleans, Louisiana 70160

Dear Dad,

Mr. Scogin has once again requested that I send the enclosed article to all of the "proper officials of the U. S. Army Corps of Engineers in the New Orleans District".

Would you once again help me complete this request?

Sincerely,

Deborah Chatry,
Research Analyst

DC:rt

Enclosure

Endangered blue crabs, $12.37 shrimp

The Environment

By LES BRUMFIELD
of The States-Item Editorial Staff

It is the year 2012, believe it or not. Times are quite bad in Louisiana.

Shrimp, when you can get them, are $12.37 a pound. Blue crabs, once in great abundance throughout coastal Louisiana, are on the Endangered Species List.

Oyster bars are no longer to be found in New Orleans, although a replica of one, *circa 1975*, can be viewed in the new Louisiana Marine Life Museum at the Rivergate.

The U.S. Fish and Wildlife Service has just recommended that the speckled trout and redfish also be added to the Endangered Species List.

Federal authorities have closed all hunting seasons on waterfowl in Louisiana because urbanization, crowding relentlessly into the marshlands, has disrupted the birds' wintering habits and their numbers are dwindling rapidly. The blue-winged teal and the mallard, once favorites of south Louisiana sportsmen, have been on the Endangered Species List for five years. Each spring The Associated Press carries nostalgic stories on the small surviving flock of mallards in Canada.

The oil industry has pulled out of Louisiana, having drained the last well. And Louisiana state government's finances, long dependent on oil and gas severance taxes, are on the verge of collapse.

Statewide, unemployment is 17.5 per cent, as the conservative administration of Gov. Roswell Force lays off droves of state workers in a desperate effort to balance the budget, already $3.2 billion in the red.

Unemployment is chronic in the once-affluent coastal zone. Former trappers, shrimpers, oyster growers and commercial fishermen have joined the ranks of the subemployed, those poor wretched souls who no longer even bother to look for a job.

In New Orleans, several world-famous restaurants have closed their doors for good because of the scarcity of seafood. With the decline of the restaurants, tourism, the city's No. 1 industry, has dropped off drastically, and Dr. James R. Bobo IV, the University of New Orleans economics professor whose gloomy forecast for the city's economy was rejected at the Chamber of Commerce, has moved to Seattle.

The Port of New Orleans, re-established at Centroport on the St. Bernard "Cut," has slipped behind Mobile as the No. 1 port on the Gulf. Even the Corps of Engineers' nuclear-powered super dredging barge, the Mole, has been unable to maintain the canal's project depth of 50 feet because of continuous erosion and siltation.

Meanwhile, white-haired and stooped Dr. Sherwood M. Gagliano, who warned for years that unplanned growth was choking the life out of Louisiana's once-productive estuaries, is now the patron saint of the Evergreen Children, a group of environmental mystics who refuse to eat seafood and worship the crab.

Last week, the national convention of the Unipersons' Temperance Union packed the Superdome to hear keynote speaker Cora Blatz revile New Orleans officials for legalizing prostitution in the erzatz Storyville in a desperate effort to recoup the lost tourism trade.

If you have detected a trace of facetiousness in the foregoing, you are a perceptive reader. If you are wondering what this column is all about, it is about Coastal Zone Management. But suppose you had encountered that ponderous, bureaucratese-laden phrase in the first or second paragraph? Snoresville, right?

If you like turtle soup, try to imagine that Coastal Zone Management (hereafter and blessedly referred to simply as CZM) is a lovely green-and-blue preserve in which the snapper can find refuge and a future career as soup. Did you know the snapper is becoming relatively scarce?

To protect Louisiana's seafood, waterfowl and other recreational and economic assets along the coastal region, the State Planning Office is trying to establish CZM for Louisiana. To get people interested in the endeavor together, the Planning Office has been holding public meetings in various parts of the state. One will be held Thursday night at 7:30 in the Chamber of Commerce Building, 301 Camp, New Orleans.

Anything resembling the outlandish chaos described in the balmy beginning of this column might be avoided if Louisiana begins to coordinate development within the coastal zone now. But if development is allowed to roll blindly along, the estuaries which produce the seafood and sustain the waterfowl can be destroyed; and such natural calamities as flooding, land-sinking and salt-water intrusion are almost certain to increase. Farmers, shippers and developers will find themselves getting in each other's way, and the coastal zone could become one big brawling madhouse.

The State Planning Office, assigned by Gov. Edwards to get a handle on coastal resources management for Louisiana, is preparing legislation for the next session.

Past efforts to get CZM through the legislature failed, mainly because local officials carped that they had not been consulted. Well, they are being consulted in advance this time, so they will be in no position to po'-mouth when the next CZM bill is introduced.

—AP Wirephoto

Girl with bountiful shrimp catch
Just a memory in year 2000?

Inside story

Seafood story—all loused up

Without any seafood to speak of in Louisiana, restaurants are closing. The oil industry has departed, after having drained the state dry. Tourism is dead. The jobless have resorted to having tantrums along the banks of the bayous . . . That's how it might be, anyway, says environmental writer Les Brumfield, unless the citizens begin to support Coastal Zone Management. And unless the local officials do the same. Page A-8.

CPT Thomas/ga/264

CARD NO. 3284

A-17

LMNOD

6 October 1975

Mr. Harold Cook
New Orleans East, Inc.
P.O. Box 29188
New Orleans, Louisiana 70189

Dear Mr. Cook:

As a result of a joint field inspection by Dr. Glen Montz of the New Orleans District and representatives of New Orleans East, Inc., a map has been prepared designating which sections of the area investigated are classified as wetlands in accordance with our regulations and related guidance for the purpose of establishing jurisdiction under Section 404 of Public Law 92-500.

On the inclosed copy of a map of the area, the sections considered wetlands are identified by the red numbers 1 through 6. No work resulting in the discharge of dredged or fill material should be performed in those sections without a Corps permit. Permits will also be required for any work involving structures or discharges in navigable waters of the United States to include canals and wetlands subject to tidal action.

The investigation also revealed the existence of an aboriginal midden, designated by the letter A, which should not be disturbed.

Should you have further questions regarding the need for Corps permits, please feel free to contact Mr. Charles Decker of the Permits and Statistics Branch.

Sincerely yours,

HENRY R. SCHORR
Asst Chief, Operations Division

1 Incl
As stated

DECKER
LMNOD-S

SHELL
LMNPL-R

ROY
LMNPL

SCHORR
LMNOD-A

August 22nd, 1975

Honorable Edward C. Scogin
Louisiana Representative
2063 Second Street
Slidell, Louisiana 70458

Dear Mr. Scogin:

I received your clippings of the local coverage of our "exchange" after I sent you a note earlier today.

Thanks; I don't have any problem with the coverage, and think the widespread attention is healthy.

Sincerely,

E. R. HEIBERG III
BG, USA
District Engineer

STATE OF LOUISIANA
HOUSE OF REPRESENTATIVES
BATON ROUGE

EDWARD C. SCOGIN
DISTRICT 76

Phone Home 643-6853
Phone Office 641-0262
2063 SECOND STREET
RT. 1, BOX 603
SLIDELL, LA. 70458

COMMITTEES:
EDUCATION
HEALTH & WELFARE
LABOR & INDUSTRY

August 20, 1975

General E. R. Heiberg, III
U. S. Army Corps of Engineers
P. O. Box 60267
New Orleans, Louisiana 70160

Dear General Heiberg:

Enclosed find coverage in our local media concerning our exchange of letters. Though you have received the letter itself, I thought perhaps the newspaper coverage would be useful for any scrap book or similar memento that you might be keeping during your tenure in New Orleans. I apologize for the media's misuse of several of the words in both your letter and mine and for the incorrect punctuation and spelling which appeared. However, judging from the tremendous response I have received from throughout the entire southeastern section of Louisiana, and as a matter of fact, from several surrounding states, the article apparently received widespread attention.

Sincerely,

Edw. C. Scogin

Edward C. Scogin

ECS:ja
enc.

P.S. I am also enclosing copy of the recent issue of Aquanotes which I thought you might be interested in. ES

species.

Luminescence in some deep-water

Aquanotes

SEA GRANT DEVELOPMENT LOUISIANA STATE UNIVERSITY VOL. 4 ISSUE 3 AUGUST, 1975

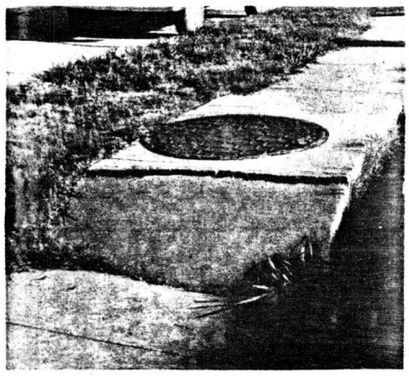
SUBSIDENCE Hazard Of Wetland Development

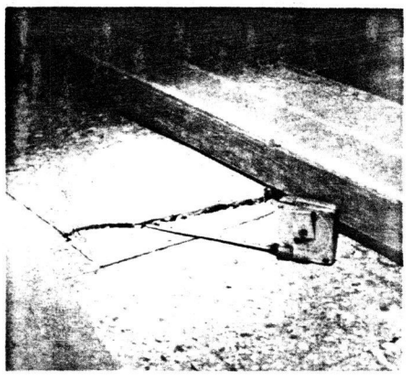
A sinking sidewalk, a crack running across the floor of a family room, a fissure opening in a brick wall. Occurrences such as these are often the result of subsidence, or land sinking, a phenomenon which is all too familiar to many residents in the New Orleans area.

As wetlands surrounding the central city have yielded to the persistent forces of urban sprawl, some homeowners in these areas have become painfully aware of the subsidence process and the problems and costs it brings. Through a National Science Foundation Fellowship in science applied to societal problems, Dan Earle, doctoral candidate in the LSU Department of Marine Sciences, has studied these problems in a portion of eastern New Orleans.

Earle notes that while gradual subsidence is a fundamental part of the natural cycle of river delta formation and subsequent deterioration, land sinkage is greatly accelerated by wetland drainage and development. He says that subsidence in reclaimed areas results from an interaction of several different processes, most of which are set into motion by a lowering of the ground water table through drainage.

Because wetland areas are built up by the deposition of river-carried sediments and by the accumulation of organic material from dead marsh plants, lowering the naturally high water table causes the soil to dry and shrink. Deprived of the buoyant force of the water, loosely deposited sediments compact and sink. As oxygen penetrates the drying soil, decay of organic matter causes further sinking. Excavation and vibration from construction for new development may cause additional problems in localized areas. The subsidence process does not occur all at once but continues at varying rates as the soil dries for many years or until the ground is well consolidated.





Subsidence is not unique to coastal Louisiana, but occurs worldwide. The coastal setting of the Netherlands has made the Dutch experts at predicting and dealing with subsidence problems. In California, a different variety of subsidence, caused by oil, gas, and water extraction from underground reservoirs, has resulted in land sinkage of up to twenty-six feet near Long Beach. In the San Joaquin valley, surface soil consolidation has occurred in

(Cont'd on page 5)

IN THIS ISSUE

areas as large as fourteen hundred square miles with sinking of up to twenty feet. Public costs in the range of $100 million directly related to land surface lowering in California have been reported.

In the New Orleans area, highly organic soils have produced some of the most dramatic sinking acts. The land surface in one subdivision in nearby Kenner sank a full foot in only thirty days. Total subsidence potential for some soils in the region is estimated to be as much as thirteen feet, if the water table is lowered sufficiently.

Working with the East Orleans Civic Council and the Soil Conservation Service, Earle undertook a questionnaire survey of homeowners and a field examination of their lots and houses in order to document the nature and extent of subsidence problems. He determined that within the study area, which contains approximately thirteen thousand single family units, about $800,000 is directly spent each year by homeowners to counteract the effects of subsidence. This amount does not include cost estimates of problems which go unrepaired and the costs borne by taxpayers and utilities customers for repair of streets and utility lines damaged by subsidence.

Earle found that homeowner costs were not evenly distributed within the region but rather were strongly dependent on soil characteristics and the time at which reclamation occurred. Areas with fairly stable soils, such as natural levees and the shoreline of Lake Pontchartrain, had relatively few problems. Along the lake front, where surface soils consist of beach ridge deposits, eighty-nine percent of residents reported no expenses.

Other areas reclaimed from marsh and swamp had an abundance of problems, especially those areas recently drained and developed without having an opportunity to partially consolidate. In the most recently reclaimed portion of the study area, less than eight percent of residents reported no expense, with five percent reporting costs of over $600 per year.

One of the most common costs borne by homeowners is the purchase of landfill to add to potholes and sunken areas. One resident laments, "This area looks bad because one must forever cover the grass with fill, so no one wants to buy good grass to have it covered again. This same applies to shrubbery and the constant transplanting which is needed."

Dan Earle

More serious structural damage to homes sometimes results from sinking land. As a responding homeowner states, "The floors must be sinking. The quarter-round at the bottom of baseboards is no longer resting on the floor." Another writes, "The slab broke. The living room drops and rises with the water table." A third relates that ducks from the bayou nest under his home's slab.

Earle found that the problem of foundation sinking and tilting is common in Orleans, Jefferson, and St. Bernard Parishes. One business firm repairs about one hundred homes a year at an average cost of $3,000. In one subdivision badly affected by subsidence, a realtor reported that homes which sold new for $38,300 seven years ago were being sold for $29,600, with appraisals much lower. Rather than depreciating, the realtor states that the average home should appreciate about two percent a year.

Such foundation problems can be somewhat alleviated by proper construction techniques. Earle found that homes whose concrete slabs were poured over a foundation reinforced by pilings have fewer problems. Often with such homes, however, the driveway which is not on pilings sinks, making the garage inaccessible.

While some residents are at a loss to explain the reasons for subsidence on their property, some note that when water levels in drainage canals are lowered to facilitate further development, further subsidence results. Because of the below-sea-level nature of most of the area, the objective of proper drainage and storm and flood protection is often in conflict with the goal of prevention of additional land sinking.

With documentation of subsidence problems and costs in this region of New Orleans, Earle feels that public officials will be in a better position to determine appropriate patterns for future growth. With most stable land already developed, urban pressures will continue to look toward subsidence-prone wetlands for areas of growth, and knowledge of subsidence costs will provide valuable input for land development and regulation decisions.

AQUANOTES
OFFICE OF SEA GRANT DEVELOPMENT
LOUISIANA STATE UNIVERSITY
BATON ROUGE, LA. 70803
Second Class

Rep. Edward C. Scogin
Rt.#1, Box 603
Slidell, LA 70458

The Daily Sentry-News

St. Tammany's Oldest Daily Newspaper - St. Tammany's Largest Paid Circulation

Official Journal St. Tammany Parish Police Jury, School Board

VOLUME 10, NUMBER 158 | MEMBER OF ASSOCIATED PRESS | SLIDELL, LOUISIANA | TUESDAY MORNING, AUGUST 19, 1975 | TELEPHONE 643-4918 | 10 CENTS PER COPY

Heiberg, Scogin Exchange Barrier Ideas

DEBORAH RADCLIFFE
(CITY EDITOR)

Environmental problems exist with several aspects of the Lake Pontchartrain Hurricane Protection project, but a delay in construction is a "clear risk" to life as well as property, Gen. E.R. "Vald" Heiberg says.

The U.S. Army Crops of Engineers district head made the comment in a recent letter to Rep. Ed Scogin regarding the controversial barrier phases of the project.

Scogin had written to Heiberg two weeks ago criticising him for his involvement with a television program on the hurricane project. "It is my feeling, and apparently that of many others, that it is a total outrage to present a program obviously designed as a "scare tactic" to the people of Orleans Parish. I know, you know, and I know Guy LeMieux (Orleans Levee Board president) knows that it is impossible to put water on or in the City of Orleans Parish from Lake Pontchartrain under any circumstances unless you pump it there," Scogin wrote.

In the hisotry of the city of New Orleans, Scogin went on to say, no water has ever been "dumped" there from the lake during a hurricane.

Heiberg made a prompt reply to the letter, saying, "For the full year I have been here, I have attempted to give you reasoned responses to your representations. I have come to the conclusion that you have closed your mind to the merits of the hurricane project. Having listened to all the arguments regarding the project, and having read reams of material, and having absolutely no personal stake in the project's conclusion (I leave here in a few weeks), I have concluded two additional things:

"a. There are some legitimate envirnomental problems with several parts of the project, but the district is making, as it has over the past 15 years, extensive studies and tests to identify and solve these problems.

"b. The Lake Ponchartrain area is facing a clear risk--to life as well as property--if there is further delay to completing this badly needed project."

Continuing, Heiberg termed Scogin's statement that hurricane flooding in the city was not by waters from the lake "amazing." I find it hard to believe you would put in print, particularly in view of the extensive evidence shared with your by not only the U.S. Army Crops of Engineers, but by many others," Heiberg responded.

In addition, the general sent Scogin several photographs which he said were taken in New Orleans during various hurricanes. The pictures show the city flooded by the lake waters, the general added.

Copies of Heiberg's response were sent to several persons, including David Levy of Balehi Marine Inc., who said the pictures give evidence of the "worst the lake areas have ever experienced, before the back levees were built, and show no evidence of loss of life or property."

In a letter to Heiberg dated August 12, Levy wrote, "If somebody really wants to do something to help the city, they should use the money intended for the barriers to modernize the 25 cycle, 100-year-old pumps that cannot possibly handle just a heavy regular rain."

Scogin also replied to Heiberg's letter, again charging the only way for lake waters to get into New Orleans would "be to pump it there."

The representative went on to say, "You further state that you have come to the conclusion that I have closed my mind to the merits of the hurricane project. That indicates to me that you have closed your mind to any reasoned responses from anyone regarding the validity of the barrier paases."

Scogin and others have been long-time outspoken opponents of the barrier portion of the plan, which calls for a series of locks, floodgates and levees to be built at the Chef Menteur, Seabrook and Rigolets passes. The corps has said in the past the project will proceed as planned, however.

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

File Name
info

LMNDE

22 August 1975

Honorable Edward C. Scogin
Louisiana Representative
2063 Second Street
Route 1, Box 603
Slidell, Louisiana 70458

Dear Mr. Scogin:

In regard to our continuing dialog on the Lake Pontchartrain and Vicinity Hurricane Protection project, it is crystal clear to me that our discussions have reached an impasse, a situation I sincerely regret. I can only add, with absolute conviction, that it is not a question of whether the Pontchartrain area will be challenged by a major hurricane...it is when. I hope the area has its protection in place.

Thank you for your kind wishes regarding my new assignment.

Sincerely yours,

E. R. HEIBERG III
BG, USA
District Engineer

LMMDE
Honorable Edward C. Scogin

22 August 1975

Copies furnished:

Daily Sentry News
Slidell Daily Times
New Orleans States-Item
Times-Picayune
Hon. F. Edward Hebert
Hon. Russell B. Long
Hon. J. Bennett Johnston
Mr. Guy LeMieux
Mr. Herb O'Donnell
Mr. E.E. Elam
Mr. Henry Casserleigh, Sr.
Mr. David Levy
Mayor & City Council, City of Slidell
Mr. Greg Lannes
Councilman John Lambert, New Orleans
City Council

Save Our Wet Lands, Inc.

SOWL

[redacted]

t:
IY HALPIN
Prytania
Orleans, Louisiana 70115
e: 897-0772

August 27, 1975

R.T.L. Corporation
c/o Officer-Director & Managing Agent
Mr. Terrel J. Carmouche
Box 177
Norco, Louisiana 70079

Mr. Guy LeBieux
Director & President of
Orleans Levee Board
400 Royal Street
New Orleans, La.

U.S. Army Corps of Engineers
Lt. William C. Gribble
Officer in charge of Chief of Engineers
Washington, D.C.

Colonel Heiberg
District Engineer
New Orleans Division
Box 60267
New Orleans, La. 70160

RE: Award of Contract from Corps to R.T.L. Corp. to dredge and maintain levee in proximity to Lake Borgne as part of Lake Pontchartrain vicinity Hurricane Barrier Project

Dear Sirs:

On behalf of Save Our Wetlands Inc. (SOWL), and under section 505 of the Federal Water Pollution Control Act (FWPCA), you are hereby put on notice that any dredging in above-captioned without a Section 404 permit will be a violation of FWPCA. Notice of intent to file suit pursuant to Section 505 (a)(1) of the act is hereby given.

Because of the Final EIS prepared by the Corps, any dredging activity as part of this project would be a violation of FWPCA, and NEPA.

This levee and others will be maintained by the Orleans Levee Board. It should be noted that the Orleans Levee Board is committing tax paying money to maintain 30% of the levee, but there has been rejection by the voters of this community against the Hurricane Barrier Project of the Corps on three (3) different occasions. I also refer you to Pontchartrain - NEW TOWN IN TOWN - New Orleans, Louisiana, Ecological Planning Study #2, p.43, prepared by Wallace, McHarg, Roberts & Todd, 1740 Cherry Street, Philadelphia, Penn. 19103.

Sincerely,

Luke Fontana.

LF:s

Note: Original to Towers

① Mr. [illegible] ② Mr. [illegible] [illegible] 9/12/75

Save Our Wet Lands, Inc.

SOWL

President:
MARY HALPIN
4821 Prytania
New Orleans, Louisiana 70115
Phone: 897-0772

Board of Directors:
MICHAEL BAGGE
JANET CAPION
PHYLISS COCI

Certified Mail
Return Receipt Requested

July 30, 1975

Atlas Construction Co.
c/o Mr. L. P. Matthews,
managing agent and dredging
division manager for Atlas
Construction Company and
Mr. T. L. James, owner of
Atlas Construction Co.
Box 826
Kenner, Louisiana

Guy Le Mieux
Director & President of
Orleans Levee Board
400 Royal St.
New Orleans, La.

U. S. Army Corps of Engineers
Lt. William C. Gribble
Officer in charge of Chief of
Engineers
Washington, D. C.

Colonel Heiberg
District Engineer
New Orleans Division
Box 60267
New Orleans, Louisiana 70160

RE: Dredging activity of Atlas Construction associated with the construction of a levee on the south side of the railroad tracks which is part of the Lake Pontchartr[ain] Louisiana and vicinity hurricane protection project of U. S. Army Corps of Enginee[rs] in East New Orleans.
This levee will be maintained by Orleans Levee Board.

Dear Sirs:

On behalf of Save Our Wetlands Inc. (SOWL), and under Section 505 of the Federal Water Pollution Control Act (FWPCA), you are hereby put on notice that the above caption[ed] dredging activity being conducted by Atlas Construction Co., under subcontract with the U. S. Army Corps of Engineers, does not have Section 404 permits for dredged or fill material as required under the FWPCA, and for other violations of FWPCA. Notice of inte[nt] to file suit pursuant to Section 505 (a) (1) of the act is hereby given.

It is our understanding that the award contract date from Corps to Atlas for this job was June 6, 1974 (contract [illegible]-74-[illegible]), and actual construction commenced on July [illegible], 1974, and presently continuing. It is continuing without Environmental Protection Agen[cy] (EPA) approval, and is a further violation of Section 210 and Section 103 of FWPCA as stated in 33 CFR 209.145. Atlas Construction Company and U. S. Army Corps of Engineers should not have proceeded without first obtaining Section 404 permits under FWPCA and

obtaining final approval from EPA. Because of the final EIS filed by the Corps, it is apparent that any 404 permits under FWPCA granted by the Army Corps of Engineers or eventually by EPA would be in violation of the aforesaid mentioned FWPCA. This levee and others within the hurricane protection project will be maintained by the Orleans Levee Board and Orleans Levee Board should not permit aforesaid activities in violation of FWPCA.

Sincerely,

Luke Fontana

Luke Fontana
Attorney for SOL
824 Esplanade Ave.
New Orleans, La. 70116
Phone: 524-0028

LF/sp

cc: Atlas Construction Co.
c/o Mr. Walden A. Cousins

Administrator of EPA

Regional Administrator of EPA

Louisiana Stream Control Commission

Attorney General of the United States

should not have granted

AUG 1973

LINED

NOM — Mr Seale EEB
Mr Sommer
Mr Becnel

LMNOD-S 2 July 1975

Mr. Harold Cook
New Orleans East, Inc.
P.O. Box 29188
New Orleans, Louisiana 70189

Dear Mr. Cook:

We have noted with interest the plans for your proposed Orlandia development in eastern New Orleans which was discussed at a recent meeting attended by representatives of this district and extensively covered in the local press. Since the area included within the boundaries of Orlandia includes tidal wetlands and the area is bordered by navigable waters of the United States, Department of Army permits may be required to implement your plans. Legislation under which permits may be required includes Sections 9, 10, and 13 of the River and Harbor Act of 1899 (30 Stat. 1151 and 1152; 33 U.S.C. 401, 403, and 407) and Section 404 of the Federal Water Pollution Control Act of 1972 (86 Stat. 816; 33 U.S.C. 1344).

It is suggested that representatives of your company meet with members of my staff to discuss your proposed plans and the need for permits. This could avoid future difficulties if work requiring permits is accomplished without authorization. Please call Mr. Charles Decker, Chief of our Permits and Statistics Branch at 865-1121, extensions 264 or 503, to arrange for a meeting at a convenient time.

Copies of our permit application form, a list of state and local agencies which must be contacted by applicants, the regulations governing our permit programs, possible revisions to these regulations, our current definition of navigable waterways, and an informational brochure are attached. Please contact Mr. Decker if you require any additional information.

Sincerely yours,

6 Incl
As stated

E. R. HEIBERG III
Colonel, CE
District Engineer

CF: wo/incl
LMNPL
LMNOC

STATE OF LOUISIANA
HOUSE OF REPRESENTATIVES
BATON ROUGE

EDWARD C. SCOGIN
DISTRICT 76

Phone Home 643-6853
Phone Office 641-0262
2063 SECOND STREET
RT. 1, BOX 603
SLIDELL, LA. 70458

COMMITTEES:
EDUCATION
HEALTH & WELFARE
LABOR & INDUSTRY

August 12, 1975

General E. R. Heiberg, III
U. S. Corps of Engineers
P. O. Box 60267
New Orleans, Louisiana 70160

Dear General Heiberg:

I received your letter with the accompanying photos in Monday's (yesterday) mail. I must say that I am even more baffled and disappointed with your performance as well as your comments.

First, let me say one more time just so it will be perfectly clear, that the only way water will be put on the city of New Orleans proper from Lake Pontchartrain would be to pump it there. That is, unless you fellows or the Orleans Levee Board go out and cut the levees which surround Orleans and protect it from Lake Pontchar train and let the water pour in. Then, I doubt seriously that there would be any major flooding if you did that. You do state in your letter that you have been in formed that your additional comments regarding environmental concerns as well as navigable concerns were edited out due to time limitations, and for that I commend you.

Let me further state that I find it almost incomprehensible to believe that you would put in print that you allowed yourself to be a part of the program without any knowledge whatsoever about the balance of the program and what it concerned. Amazing! Simply amazing! Certainly you must be aware that the general public wil find it very difficult to accept as fact that one would allow himself to be made a part of such a program without knowing anything about the program in its entirety.

Concerning the photographs. Noticeably absent were photographs of lower Ninth War which was flooded in 1965 through the MRGO, a Corps of Engineers project, during the 1965 storm "Betsy". Throughout the program you people and the Orleans Levee Board have continually attempted to lead the people of Orleans to believe that tha water or a portion of it accrued from Lake Pontchartrain when all of you know, as well as I, that not one drop of it was Lake Pontchartrain water. Concerning the St. Roch and Vienna Street photo of 1956, you failed to mention the accompanying tremendous number of inches of rainfall, the inadequacy and failure of the out-moded drainage pumps. This also applies to the People's Avenue photo between the Industrial Canal and London Avenue. The photo of the 1956 overtopping of the sea wall at New Orleans in the vicinity of the Industrial Canal; I could have shown

you, not once, but hundreds of times when there is no hurricane approaching or even in the Gulf. You know, or should know, that high tides and strong north winds continually create the scene as depicted in that photo. Certainly the photo across the Lakeshore development at Pontchartrain Beach by the Industrial Canal and London Avenue of September, 1947 once again failed to mention the tremendous rainfall involved and the fact that only the Lakefront flooded, an area which was totally undeveloped at that time and had back levees that were not topped. I might also mention to you that if you could find other photos in 1943 or any other years of St. Roch and Urquhart Street, you would find flooding consistently from rainfall, quite often 8-10 inches deep. These occurrences were without any hurricanes involved. The flooding such as shown in your photos is what commonly occurs in any year from above average rainfall, inadequate pumping facilities; facilities which are still noticeably lacking in some areas.

Before continuing, I would like to say that another one of your statements totally amazed me and I am equally disappointed and amazed that you would put it in print for the general public. I am speaking of your statement:"I have absolutely no personal stake in the project's conclusion". Are we, the general public, then to believe that you could care less as to what happens concerning construction of the barrier phases, or are we to believe that your not having a "personal stake" in the project means that there are certain special or vested interests that do have a "personal stake" in the project. It would appear that that statement needs clarifying. You will recall that your notice of a public hearing February 22, 1975 stated that there were five architectural firms involved in the planning, etc. of the project. Also, a number of engineering firms were involved.

General Heiberg, you further state that you have come to the conclusion that I have closed my mind to the merits of the hurricane project. That indicates to me that you have closed your mind to any reasoned responses from anyone regarding the validity of the barrier phases. You know full well, and I have stated it along with others opposing the barrier phases, that we are not opposed to the hurricane project, only to the barrier phases of the project, and we believe that we have given, on many occasions, excellent documentation showing that the protection can be provided without the barrier phases being completed. How could you possibly say such a thing! You further know, if you will check the records, that it is I, and those who feel the same as I, who suggested from the very outset the "high level" plan for what you people feel is the needed protection.

You give a number of dates of hurricanes and state that all caused extensive damage to the city and qualify that by saying that damage was due "in part" to waters fro Lake Pontchartrain inundating certain areas. I am going to follow now with my specific criticisms of the four (4) photographs received from your office this date

September 1947: When the hurricane of 1947 struck, the New Orleans Lakefront was protected by a stepped concrete seawall and locks at the New Basin Canal and Bayou St. John, built to an elevation of +10.0 M.S.L. Although the maximum tide level in the Lake reached only +5.42 at West End, the overtopping of the Lakefront seawall was caused by a combination of wave action aggrevated by the stepped construction and counter clockwise winds. However, East Jefferson Parish to the extent of 48.6 square miles was flooded during this hurricane. The storm water poured over the Lakefront New Orleans-Hammond Highway fill, built to an average elevation of only +3.5 M.S.L. Shortly after this flooding, the Corps of Engineers built a levee with a 50' crown to a minimum elevation of +10.0 M.S.L. protected with rip-rap on the lake side. This levee was constructed in time to protect East Jefferson when the Lake level reached 7.6 M.S.L. during Hurricane Betsy in 1965, breaking the 50 year old record held by the 1915 hurricane.

September 1956: Flooding shown by the three photographs was caused by wave action passing over the Lakefront seawall before the parallel levee behind the concrete wall was built by the Orleans Levee Board to an elevation of four (4) feet above the stepped concrete wall.

September 1965: It would have been interesting if photographs were submitted showing the flooded condition of the Ninth Ward in New Orleans and St. Bernard Parish caused by storm waters passing over the low and inadequate, so called levees along the Mississippi River Gulf Outlet (MRGO), built by the Corps of Engineers. Before Betsy struck, the New Orleans Levee Board had completed the levee behind the Lakefront seawall. The storm tide reached a level of 7.6 M.S.L. and although the Lakefront seawall was topped by wave action, the levee behind the wall restrained the Lake water from flooding the Lakefront area. The flood water that reached the Lakefront area was caused by back water from the MRGO, the Industrial Canal and disrupted drainage canals.

During the occurrence of future hurricanes in the New Orleans Lakefront area, which happen at approximately ten year intervals, the tide water will blow over the stepped seawall, but will be restrained by the rear levee. The wave wash could be greatly reduced, should the Orleans Levee Board build a sand beach outside the wall protected with groins, similar to Miami Beach, that decrease the depth of water during storms, the depth of which controls the wave height!

General Heiberg, it is still my feeling that the barrier phases of this project will serve no useful purpose worth its cost and, in fact, will be detrimental to life and property, not only in St. Tammany Parish, but actually in Orleans Parish. The bottling up of water in Lake Pontchartrain and it not being allowed to escape when the wind change occurs will create the tilting effect known as seiche.

If there are, and I believe this to be so, political objectives; they could have been achieved more cheaply by other means. In large measure, waste of taxpayer's dollars comes because so many decisions are made by highly specialized men who live in closed worlds of their own. This is the so-called "peer review system", which holds that such people alone are capable to judging what work is worth doing and that no one is to look over their shoulder when these decisions are made. Those who will benefit, but most often those who will lose, because of the end results of such work, are too frequently not brought in on the final decisions. Research and development programs related to the practice of uses of so-called flood control work have been formulated primarily by Corps engineers guided largely by their own perception of what would constitute useful projects or services. There have been very few organized efforts to permit users, losers, or beneficiaries to express their views and thus have a voice in planning.

I wish you well in your new position in the Ohio Valley.

Sincerely,

Edw. C. Scogin

Edward C. Scogin

ECS:ja
cc: Daily Sentry News
Slidell Daily Times
New Orleans States-Item
Times-Picayune
Hon. F. Edward Hebert
Hon. Russell B. Long
Hon. J. Bennett Johnston
Mr. Guy LeMieux
Mr. Herb O'Donnell
Mr. E. E. Elam
Mr. Henry Casserleigh, Sr.
Mr. David Levy
Mayor and City Council, City of Slidell

MAIN OFFICE
7600 LAKESHORE DR.
NEW ORLEANS, LA. 70124

BALEHI MARINE INC

SHIPYARD
P. O. BOX 600
LACOMBE, LA. 70445

August 12, 1975

Gen. E. R. Heiberg
District Engineer
U. S. Corps of Engineers
P. O. Box 60267
New Orleans, La. 70160

"Vald"

Dear ~~Gen. Heiberg,~~

Many thanks for your copy of the letter you wrote Ed. Scogin.

I feel it necessary to advise you of the following;

1. All of the pictures were taken before the 4 - 5' back levees were built.
2. Photo #15096-9 was taken from the vicinity of the old Naval Air Station looking toward the amusement park and the automobiles were on Lakeshore Dr. in a low spot. Note, the cabana is not under water and there are no houses in this area.
3. Photo #15096-7 shows the lake considerably lower than the sea wall. The spray breaking over the wall can be seen any winter day when a heavy rain preceeds a front and a 30 - 40 knot north wind drives spray over the sea wall. I would guess Lakeshore Dr. gets closed a dozen or so times each year.
4. The water in photo's #15096-6 and 15096-8 is rain water. You will note by the absence of wind that the hurricane had passed and the overtaxed pumps had not been able to pump it out. You will also note that the house slabs are <u>well</u> above the water. When I was a child this was an everyday occurrence when it rained.

If somebody really wants to do something to help the city, they should use the money intended for the Barriers to modernize the 25 cycle, 100 year old pumps that cannot possibly handle just a heavy regular rain.

In summary, the pictures you furnished are the <u>worst</u> the lake areas have ever experienced, before the back levees were built and show <u>no</u> evidence of loss of life or property.

Sincerely yours,

David P. Levy

DPL/sf

August 12, 1975

cc: Daily Sentry News
Slidell Times
Times-Picayune
States-Item
Mr. Guy Lemieux
Mr. Herb O'Donnell
Mr. E. E. Elam
Mr. Henry Casserleigh
Hon. J. Bennett Johnston
Hon. F. Edward Hebert
Hon. Russell B. Long
Hon. Edward C. Scogin

DISPOSITION FORM

For use of this form, see AR 340-15, the proponent agency is TAGCEN.

Stan
For your information
Bob

REFERENCE OR OFFICE SYMBOL	SUBJECT
LMNED-DD	Lake Pontchartrain, Louisiana and Vicinity--Justification for Funds for Water Quality and Stream Gaging

TO C/H&H Branch FROM C/Design Branch DATE 14 Aug 75 CMT 1

Mr. Guizerix/dm/445

1. In accordance with LMVD's 1st Ind to NOD's basic letter of 21 April 1975 (copy of each inclosed), you are requested to prepare the additional expenditure, justification, and scheduling information.

2. The information should reach this office by 12 September 1975.

1 Incl
as

WILLIAM E. SOMMER
Chief, Design Branch

LMVBC (NOD 21 Apr 75) 1st Ind
SUBJECT: Lake Pontchartrain and Vicinity, Louisiana, Project Costs for E&D and S&A

DA, Lower Mississippi Valley Division, Corps of Engineers, Vicksburg, Miss. 39180 17 Jul 75

TO: District Engineer, New Orleans, ATTN: LMNBC

1. The inclosed LMV Form 17 is returned for revision considering the following comments and those marked on the inclosure.

2. The increase in E&D and S&A is not approved pending receipt of additional information. These increases should be deleted from the cost estimate and a separate letter report submitted ATTN: LMVED, explaining more specifically how water quality and stream gage data will be used in the project. The report should include in detail the proposed expenditures and justification for the increased estimate, and a tentative schedule of activities.

FOR THE DIVISION ENGINEER:

EUGENE H. NETTLES
Chief, Program Development Office

1 Incl
1. wd 3 cys
2.-3. wd

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

LMNPD 21 April 1975

SUBJECT: Lake Pontchartrain and Vicinity, Louisiana, Project Costs for E&D and S&A

Division Engineer, Lower Mississippi Valley
ATTN: LMVBC

1. Requirements to accomplish the Water Quality Program and Stream Gaging are as follows:

	E&D	S&A
Barrier Unit	$340,000	$ 40,000
New Orleans East Unit	160,000	20,000
New Orleans West Unit	230,000	30,000
Chalmette Unit	160,000	20,000
Subtotal	$890,000	$110,000
Total Project	$1,000,000	

2. Details are as follows:

a. Water Quality Program.

(1) To comply with the requirements of ER 1130-2-334 which calls for the Federal Government to "provide leadership in the nationwide effort to protect and enhance the quality of our air, water, and land resources."

(2) To comply with the provisions of Section 404 of the Federal Water Pollution Control Act of 1972 concerning the Water Quality and dredged material analysis required before and during dredging operations.

b. Stream Gaging.

(1) To obtain data for the design and implementation of hurricane protection systems in the New Orleans Area.

LMNPD 21 April 1975

SUBJECT: Lake Pontchartrain and Vicinity, Louisiana, Project Costs for E&D and S&A

(2) To serve as a hurricane protection early warning system and give data on the effects of hurricanes during and after passage.

(3) To provide the data necessary for Tidal Studies and modeling efforts in Lake Pontchartrain.

(4) To estimate tidal effects on the salinity distributions in Lake Pontchartrain.

3. The above costs have been incorporated into the current submission of the Project Cost Estimate (PB-3) being submitted for approval.

FOR THE DISTRICT ENGINEER:

Thomas E. Harrington

THOMAS E. HARRINGTON, JR.
Chief, Program Development Office

3 Incl
1. Form 17 (quin)
2. Comparison of Fed Cost Est. (dupe)
3. DTO Comparison Sheet (dupe)

Mr. Soileau

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

LMNDE

8 August 1975

Honorable Edward C. Scogin
House of Representatives
Route 1, Box 603
Slidell, Louisiana 70458

Dear Mr. Scogin:

This regards your letter on the recent television program viewed locally, "A Time Bomb that is New Orleans."

I am sorry you were "severely disappointed with" my "portion of the presentation." The station asked me if I would give a very brief description of the project, which is exactly what I did. Included in my description were additional comments concerning our efforts underway to meet environmental concerns; I also mentioned navigation considerations. I am informed that those additional comments were edited out due to time limitations. My description covered exactly the project as now authorized, as discussed clearly and publicly at the February 22d hearing at the University of New Orleans, and as described in many documents in the public domain.

Channel 6 (WDSU-TV) is an important slice of media coverage for this area. As I think I should do, I respond to requests from all media sources to either provide information or to channel the request to the right point. You are well aware, I am sure, that I have no responsibility for how the channel (or any other element of the media) reports or editorializes. None of my remarks could be interpreted as indorsing or denying the validity of other portions of the tape. In fact, I had neither seen the script nor any portion of the tape prior to making my brief comments.

For the full year I have been here, I have attempted to give you reasoned responses to your representations. I have come to the conclusion that you have closed your mind to the merits of the hurricane project. Having listened to all the arguments

regarding the project, and having read reams of material, and having absolutely no personal stake in the project's conclusion (I leave here in a few weeks), I have concluded two additional things:

a. There are some legitimate environmental problems with several parts of the project, but the district is making, as it has over the past 15 years, extensive studies and tests to identify and solve these problems.

b. The Lake Pontchartrain area is facing a clear risk--to life as well as property--if there is further delay to completing this badly needed project.

For you to state with apparent conviction that "it is impossible to put water on or in the City or Orleans Parish from Lake Pontchartrain" is an amazing statement that I find hard to believe you would put in print, particularly in view of the extensive evidence shared with you by not only the US Army Corps of Engineers, but by many others. Even some of the project's other most bitter critics do admit the threat, yet suggest (and it is reasonable to discuss) a "high level" plan for the needed protection.

As a reminder, may I call your attention once again to the fact that the New Orleans side of the lake has been flooded, in varying degrees, at least 10 times from Lake Pontchartrain overflows during hurricanes prior to 1915. The 1915, 1947, and 1956 hurricanes all caused extensive damage to the city and neighboring parishes, again due in part to waters from Lake Pontchartrain inundating the area. (See attached photographs.) Additional documentation is available in the files of the Times-Picayune newspaper and from various reports on the subject.

Sincerely yours,

4 Incl
Photos

E. R. HEIBERG III
BG, USA
District Engineer

NOTE:
Copies furnished to
same distribution
made by you.

LMNDE
Honorable Edward C. Scogin

8 August 1975

Copy furnished: with inclosures
and copy of Mr. Scogin's letter

Daily Sentry News
Slidell Times
Times-Picayune
States-Item
Mr. Guy LeMieux
Mr. Herb O'Donnell
Mr. E. E. Elam
Mr. Henry Casserleigh
Mr. David Levy
Honorable J. Bennett Johnston
Honorable Russell B. Long
Honorable F. Edward Hebert
Colonel Cannon, LMVD
LTC Kruchten HQDA (DAEN-CWZ-F)

SCOGIN
T 76

Phone Home 643 6853
Phone Office 641 0262
2063 SECOND STREET
RT. 1, BOX 603
SLIDELL, LA. 70458

COMMITTEES
EDUCATION
HEALTH & WELFARE
LABOR & INDUSTRY

August 1, 1975

Col. E. R. Heiberg
District Engineer
U. S. Corps of Engineers
P. O. Box 60267
New Orleans, Louisiana 70160

Dear Col. Heiberg:

I, and apparently hundreds of others, judging from the phone calls and other correspondence I have received, observed the program on WDSU TV the evening of July 29 relating to the Lake Pontchartrain & Vicinity Hurricane Protection Project. Colonel, I was both amazed and, very frankly, severely disappointed with your portion of the presentation. It is my understanding, however, that you have explained to some that a portion of the presentation you were to present was edited out by the station.

It is my feeling, and apparently that of many others, that it is a total outrage to present a program obviously designed as a "scare tactic" to the people of Orleans Parish. I know, you know, and I know Guy LeMieux knows that it is impossible to put water on or in the City or Orleans Parish from Lake Pontchartrain under any circumstances, unless you pump it there. In the history of that city, since its founding, and through every hurricane that has ever occured, no water has ever been dumped on New Orleans from Lake Pontchartrain. This includes that long period of time when there were no ring levees or levees guarding Orleans and Jefferson Parish, such as do exist today.

May I inform you that a group of extremely concerned and qualified citizens have contacted WDSU TV asking for equal time to rebut or refute portions of the July 29th presentation. They have been granted this request. Among those requesting the equal time provision are highly competent civil engineers who in all respects qualify in that field as well as any one under the Corps of Engineers' or the Orleans Levee Board's jurisdiction. We have further been informed that the presentation in which you participated is scheduled for a re-run, and have been assured that we, too, will be given equal time after the re-run.

It would appear, in my opinion, that the Corps of Engineers would either appear on televgision or in media news releases and correct all of, or at least some of, the totally misrepresented facts. If the Corps is to maintain any semblance of creditability, it would appear that it is incumbent on the New Orleans District to follow such a process.

Very truly yours,

Edw. C. Scogin

Edward C. Scogin

ECS:ja
cc: Daily Sentry News
Slidell Times
Times-Picayune
States-Item
Mr. Guy LeMieux
Mr. Herb O'Donnell
Mr. E. E. Elam
Mr. Henry Casserleigh
Mr. David Levy
Hon. J. Bennett Johnston
Hon. F. Edward Hebert
Hon. Russell B. Long

527 LEGENDRE DRIVE
SLIDELL, LA. 70458
PHONE 643-8848

July 19, 1975

Dear Gen Kozisek:

I received your letter of 15 July 1975; I am certain you did not write it personally. This is why I am writing to you in person with the hope you may see fit to help us.

I feel it a waste of time to answer the misleading statements in the letter such as the description of the "impossible" SPH "designed" to justify the project, the 9-13' water when the highest has been 7.5'. Even the Corps people stated the lowest the Barrier Plan could keep the lake is 2' not 4-5'! I can prove to you that 30 miles of levees raised from one to 3' could NOT cost near as much as the Barriers; the Corps has refused to give us comparative figures on levees vs barriers studying where the levees would be built & how high & for how much - simply because they never figured it. I have lived & worked in this area for over 50 years; I personally witnessed the 18" additional rise because of the Spillway - in addition to the raise of sustained wind which we

appearance EVERY spring.

General, I know all these arguments are futile. Let me tell you who I am so you will not think I am an ecology freak. I am a 1944 graduate of the Naval Academy, a former V.P. of Equitable Equipment Co, son of the late Captain Neville LEVY and NOT an enemy of the Corps. I practice Naval ~~Architecture~~ Architecture.

It should be apparent to you, an honorable Army officer, that the following is the case:

1- The Barrier Plan is extremely unpopular.

2- It is extremely undesirable to rational people who do not want to see real estate development (waterfront), pleasure boating & industry thwarted by imposing locks between this area & the Gulf.

3- The people pushing the plan are a bunch of crooked politicians who want to line their pockets with federal money.

4- That honorable people such as the yacht clubs, AWO, Shipbuilders Council,

Slidell Chamber of Commerce, Councilman James Moreau, Congressmen Treen, Moore & ex Congressman Rarick, a host of individuals & agencies from the area where I live, etc, etc are against the BARRIER PLAN.

5 - And last - there is no urgent need to keep New Orleans from flooding from the lake from which it has NEVER flooded since Bienville founded the city in 1715. Certainly there are many worthy projects that the Corps can spend it's money on that are desirable & that the national people want.

General, I would appreciate your personal attention & help in this matter. I have to feel deep down in my heart the Vald Heiberg is somewhat sympathetic to us.

Thanking you for your consideration,

Sincerely,

David P. Levy

7/30/75

Louisiana Wildlife Federation, Inc.

P. O. Box 16089 LSU
Baton Rouge, Louisiana 70803
July 23, 1975

Colonel E. R. Heiberg
District Engineer
Corps of Engineers
P. O. Box 60267
New Orleans, Louisiana 70160

Dear Colonel Heiberg:

I want to apologize for the long delay in responding to your letter of July 2, 1975. I am now working for the Louisiana Wildlife Federation and my wife and I have moved to Baton Rouge. Ross has been in Washington and my mail piled up at the Ecology Center. I am sure that your letter will be printed in the Ecology Center Newsletter as soon as possible.

Your letter has answered many of my questions but you have also opened up some areas that need more clarification. I will write to you about these points as soon as I clear my desk a little.

Sincerely,

William A. Fontenot

William A. Fontenot
Executive Director

WAF:sp

DEPARTMENT OF THE ARMY
MISSISSIPPI RIVER COMMISSION, CORPS OF ENGINEERS
VICKSBURG, MISSISSIPPI 39180

ADDRESS REPLY TO: LMVEX
PRESIDENT, MISSISSIPPI RIVER COMMISSION
CORPS OF ENGINEERS
P. O. BOX 80
VICKSBURG, MISSISSIPPI 39180

15 July 1975

Mr. David P. Levy
David P. Levy Enterprises
527 Legendre Drive
Slidell, Louisiana 70458

Dear Mr. Levy:

Your statement of 12 May 1975 has been received and made a part of the record of the public hearing held by the Mississippi River Commission at New Orleans, Louisiana, on 9 May 1975. In your statement you expressed opposition to the barrier plan in connection with the Lake Pontchartrain and Vicinity Hurricane project. You indicated that constructing the barriers will not be compatible with the operation of Bonnet Carre Spillway, as the opening at the Rigolets, Chef, and Seabrook areas will be too small, and that because of this reduced cross-sectional area the spillway could not be opened to protect New Orleans without completely flooding St. Tammany Parish. You stated that in 1973, with Bonnet Carre open, the lake level was raised over 18 inches and flooded low roads and areas on the north shore of the lake. You suggested that the barrier plan be abandoned and whatever levee work deemed desirable in Orleans and Jefferson Parishes be undertaken in lieu thereof.

The design of the hurricane protection system for the project area is based on the standard project hurricane. The standard project hurricane is one that may be expected from the most severe combination of meteorological conditions that are reasonably characteristic of the area. It was developed in cooperation with the National Weather Service, formerly known as the U. S. Weather Bureau, and it has a frequency of occurrence of once in about 200 years in the study area. The passage of this hurricane through the project area would produce water levels of 9 to 13 feet above mean sea level (m.s.l.) along portions of the shore of Lake Pontchartrain, depending on the path of the hurricane. Clearly, the threat of flooding from Lake Pontchartrain is very real.

LMVEX 15 July 1975
Mr. David P. Levy

A salient feature of the hurricane protection project is the barrier which includes structures at the Rigolets, Chef Menteur Pass, and Seabrook. The operation of the barrier structures under hurricane conditions will result in a lake surface level 4 to 5 feet lower than the lake surface level that would be produced by the same hurricane conditions without the barrier structures. Our studies reveal that it is not only more economical to construct the barrier rather than raise levees to the higher grades which would be required without the barrier, but, also, that the barrier plan affords protection to a larger area and can be completed at an earlier date.

Our studies indicate that the discharge from the Bonnet Carre Spillway will increase the average level of Lake Pontchartrain by about 0.7 foot without the barriers and 1.1 feet with the barriers. The construction of the barrier complexes will not foreclose the use of the Bonnet Carre Spillway, nor will it substantially reduce its effectiveness. Strong winds across the lake will increase these stages along the leeward shore, the magnitude depending on the strength and duration of the winds.

During the 1973 Mississippi River flood, the Bonnet Carre Spillway was operated from 8 April through 21 June. The structure was fully open during the period 11 April through 31 May. The high stages recorded in the lake were caused primarily by the unusually strong (35 miles per hour) southeasterly winds which began on 15 April and continued through 24 April and by heavy rains which fell over the Lake Pontchartrain Basin on 16 and 17 April. The highest lake stage during the 1973 flood, 5.0 feet m.s.l., occurred on 18 April due primarily to the effects of the winds and rain. When the period of high winds ended, the lake level began to fall and by 29 April had returned to a near normal stage of 1.7 feet m.s.l. (about 0.7 foot above the normal lake level). The Mississippi River did not crest at the Bonnet Carre Spillway until 16 May. Large portions of Plaquemines, St. Bernard, and Orleans Parishes and part of St. Tammany Parish were flooded by the tidal overflow induced by the southeasterly winds and the heavy rainfall and not by the operation of the Bonnet Carre Spillway.

The Commission appreciates receiving your views and will be pleased to hear from you at future hearings in connection with matters under its jurisdiction.

Sincerely,

F. P. KOISCH
Major General, USA
President, Mississippi River Commission

CF:
NOD/Mr. Dodd

Mr. Danflous/ka/314

IN REPLY REFER TO
LMNED-DL

27 May 1975

Mr. David P. Levy
David P. Levy Enterprises
527 Legendre Drive
Slidell, Louisiana 70458

Dear Mr. Levy:

Thank you for your letter of 12 May 1975 concerning your objections to the barrier plan of the Lake Pontchartrain, Louisiana, and Vicinity hurricane protection project. I have forwarded your letter to the President of the Mississippi River Commission to be made a part of the record for the Mississippi River high water inspection trip public hearing held in New Orleans, Louisiana, on 9 May 1975.

Sincerely yours,

E. R. HEIBERG III
Colonel, CE
District Engineer

Copy furnished:
LMVEX

HART
LMNED-DL
SOMMER
LMNED-D
SEALE
LMNED-M
BAEHR
LMNED
Exec Ofc

Mr. Danflous/ka/314

IN REPLY REFER TO
LMNED-DL

27 May 1975

SUBJECT: Mississippi River High Water Inspection Trip, May 1975

President
Mississippi River Commission
ATTN: LMVEX

The inclosed letter is forwarded to be made a part of the record for the subject public hearing.

1 Incl
As stated

E. R. HEIBERG III
Colonel, CE
District Engineer

HART
LMNED-DL
SOMMER
LMNED-D
SEALE
LMNED-M
BAEHR
LMNED
Exec Ofc

DAVID P. LEVY ENTERPRISES
LEGENDRE DRIVE
SLIDELL, LA. 70458

May 12, 1975

Corps of Engineers, N. O. District
P. O. Box 60267
New Orleans, La. 70118

Gentlemen,

I was unable to attend the Public Hearing held aboard the MISSISSIPPI on May 9, 1975.

I wish to have this communication made a part of the records of subject hearing.

My main concern is opposition to the BARRIER PLAN in connection with the Lake Pontchartrain and Vicinity Hurricane Project.

Because of the fact that the Bonnet Carre' Spillway, which protects New Orleans from a potential river flood, empties into Lake Pontchartrain, it could not be gainfully used anymore. I wish to suggest that the BARRIER PLAN be abandoned. My reasons for this position are as follows:

1. The city of New Orleans, founded in 1715, has been flooded 7 times from the Mississippi River – the last time in 1927.

2. The city has never been flooded from the lake in the same period of time. In 1947, there was localized flooding in the present Lake Forrest area (behind the N. O. Lakefront airport) and in Jefferson Parish in the present Lakeside Area. Since then, these areas have been protected by levees built along the lakefront and have had no problems in the four serious hurricanes we have experienced since this time (Betsy, Camille, Flossie and Hilda).

3. Some years ago this writer questioned the Dist. Engineer, Col. Bowen, who stated that the Bonnet Carre' would never again be used, so the BARRIERS restricting the passes would not present any problem. However, in 1973, the Spillway was opened. By personal observation, the lake level was raised over 18" and flooded low roads and areas on the north shore of the lake.

4. If the cross-sectional area of the Rigolets were reduced from 134,000 sq.ft. to 24,000 sq. ft. and the Chef and Seabrook areas proportionally reduced, either the Spillway could not be opened to protect New Orleans, or St. Tammany Parish would be completely flooded.

5. This does not make sense – to expend taxpayer's money to protect New Orleans from the lakefront, from which it has never been jeopardized, and to expose the city from the river and the Industrial Canal from where it flooded in 1965 during Hurricane Betsy.

I would, therefore, respectfully suggest that in the interest of saving the taxpayer's money, acceeding to the wishes of the Public (as expressed in 3 seperate millage elections), not doing untold damage to the ecology, recreational, industrial, waterfront real estate, and navigational potential of the lake, the BARRIER PLAN be abandoned and whatever levee work deemed desirable in Orleans and Jefferson Parishes be undertaken in lieu thereof.

Respectfully submitted,

David P. Levy

DPL/sf

6/4/75

NOD RESPONSE TO LETTER
OF
MR. DAVID P. LEVY
DATED 12 MAY 1975

Mr. Levy's comments refer to the Lake Pontchartrain, Louisiana, and Vicinity hurricane protection project. Mr. Levy is an outspoken critic of the barrier concept of the hurricane protection project and has apparently taken the occasion of the Mississippi River Commission public hearing as an opportunity to comment on the project.

The design of the hurricane protection system for the project area is based on the standard project hurricane. The standard project hurricane is one that may be expected from the most severe combination of meteorological conditions that are reasonably characteristic of the area. It was developed in cooperation with the National Weather Service, formerly known as the US Weather Bureau, and it has a frequency of occurrence of once in about 200 years. The passage of this hurricane through the project area would produce water levels of 9 to 13 feet above mean sea level along portions of the shore of Lake Pontchartrain, the specific portion being determined by the path of the hurricane. Clearly, the threat of flooding from Lake Pontchartrain is very real.

The crux of the hurricane protection project is the barrier which includes structures at The Rigolets, Chef Menteur Pass and Seabrook. The operation of the barrier structures under hurricane conditions will result in a lake surface level 4 to 5 feet lower than the lake surface level that would be produced by the same hurricane conditions without the barrier structures. This result is the whole basis for the barrier plan and is applicable at any location on the shore of Lake Pontchartrain.

Our studies indicate that the discharge from the Bonnet Carre spillway will increase the level of Lake Pontchartrain by about 0.7 foot without the barriers and 1.1 feet with the barriers. The construction of the barrier complexes will not foreclose the use of the Bonnet Carre spillway, nor will it substantially reduce its effectiveness.

During the 1973 Mississippi River flood, the Bonnet Carre spillway was operated from 8 April through 21 June. The structure was fully open during the period 11 April through 31 May. The high stages recorded in the lake were caused primarily by the unusually strong (35 miles per hour) southeasterly winds which began on 15 April and continued through 24 April and by heavy rains which fell over the Lake Pontchartrain Basin on 16 and 17 April. The highest lake stage during the 1973 flood, 5.0 feet m.s.l., occurred

on 18 April due to the effects of the winds and rain. When the period of high winds ended, the lake level began to fall and by 29 April had returned to a near normal stage of 1.7 feet m.s.l. (about 0.7 foot above the normal lake level). The Mississippi River did not crest at the Bonnet Carre spillway until 16 May. Large portions of Plaquemines, St. Bernard and Orleans Parishes and part of St. Tammany Parish were flooded by the tidal overflow induced by the southeasterly winds and the heavy rainfall and not by the operation of the Bonnet Carre spillway. Similar flooding due to the high winds and heavy rainfall also occurred on the west bank of the Mississippi River where river stages could have absolutely no effect on the flooding levels.

The issues that were voted on in the "...3 separate millage elections..." refer to an increased tax millage to support the Orleans Levee District share of the funding for the project. A summary of the voting on these issues follows:

Constitutional Amendments No. 7 & 11 - 3 November 1970—failed locally; failed statewide.

Constitutional Amendment No. 11 - 1 February 1972—passed locally; failed statewide.

Constitutional Amendment No. 6 - 7 November 1972—failed locally; passed statewide.

The amendments on which the people voted were clearly tax issues and not referendums on the project. The wishes of the people, as reflected in the voting on these amendments, relate only to a matter of local taxes and, regardless of the motives of any of the voters, cannot be construed as relating to opposition to or support of the project or any of its features.

F. EDWARD HÉBERT
1ST DISTRICT, LOUISIANA

COMMITTEES:
ARMED SERVICES
STANDARDS OF OFFICIAL CONDUCT
(ETHICS)

Congress of the United States
House of Representatives
Washington, D.C. 20515

MARY SWANN
ADMINISTRATIVE ASSISTANT

VIRGINEA BURGUIERES
EXECUTIVE SECRETARY
DISTRICT OFFICE

July 17, 1975

Colonel E. R. Heiberg, III
U. S. Army Engineer District
Corps of Engineers
Foot of Prytania Street
New Orleans, Louisiana 70160

Dear Colonel Heiberg:

Thanks for your note of July 14 and enclosed copy of your letter to William A. Fontenot, concerning his analysis of the Lake Pontchartrain and Vicinity Hurricane Protection Project, as published in the March edition of the Ecology Center Newsletter.

I deeply appreciate your keeping me informed on this situation.

With best personal regards.

Sincerely,

F. Edw. Hébert

FEH:scc

DAVID C. TREEN
THIRD DISTRICT, LOUISIANA

MEMBER:
COMMITTEE ON
ARMED SERVICES

MEMBER:
COMMITTEE ON
MERCHANT MARINE AND
FISHERIES

MEMBER:
REPUBLICAN TASK FORCE ON
ENERGY AND RESOURCES

Congress of the United States
House of Representatives
Washington, D.C. 20515

TELEPHONE: CODE 202: 225-4031

DISTRICT OFFICES:
FEDERAL BUILDING, SUITE 107
HOUMA, LOUISIANA 70360
TELEPHONE: 504-876-3033

4900 VETERANS MEMORIAL BOULEVARD
METAIRIE, LOUISIANA 70002
TELEPHONE: 504-889-2303-4

210 EAST MAIN STREET
NEW IBERIA, LOUISIANA 70560
TELEPHONE: 318-365-7149

July 17, 1975

Colonel E. R. Heiberg III
District Engineer
Corps of Engineers
Post Office Box 60267
New Orleans, Louisiana 70160

Dear Colonel Heiberg:

Thank you for your handwritten note of July 14 transmitting a copy of your letter of July 2 to William A. Fontenot concerning his analysis of the Lake Pontchartrain Hurricane Protection project in the Ecology Center Newsletter.

I appreciate your making this information available to me.

With best wishes, I am

Very truly yours,

DAVID C. TREEN
Member of Congress

DCT:am

LINDY (MRS. HALE) BOGGS, M.C.
2D DISTRICT, LOUISIANA
COMMITTEES:
BANKING, CURRENCY AND HOUSING
HOUSE ADMINISTRATION
ARBA BOARD

Congress of the United States
House of Representatives
Washington, D.C. 20515

WASHINGTON OFFICE:
1519 LONGWORTH BUILDING
WASHINGTON, D.C. 20515
BARBARA RATHE
ADMINISTRATIVE ASSISTANT

July 16, 1975

Colonel E. R. Heiberg III
District Engineer
Army Corps of Engineers
New Orleans District
P.O. Box 60267
New Orleans, Louisiana 70160

Dear Colonel Heiberg:

The Office of the Chief of Engineers furnished me with a copy of the news release concerning your reassignment, and I just wanted to drop you a few lines and tell you how much I, personally, have appreciated your cooperation during your tour of duty in New Orleans.

We seem to be very fortunate in New Orleans in getting the very best of the Corps' officers to serve as District Engineers. You have continued the tradition set by your predecessors of going "above and beyond" to help the people of New Orleans with their problems. We will always be grateful to you for your understanding of our unique problems, and for your cooperation and assistance.

I will look forward to working with Colonel Rush but I did want to take a moment to thank you and to wish you the very best in your forthcoming new assignment.

Before closing, I also wanted to let you know that I received the copy of the letter you addressed to Bill Fontenot earlier this month with regard to the Lake Pontchartrain, Louisiana, and Vicinity hurricane protection project. Your office is indeed continuing to "do its homework", and I appreciate having this information.

My warmest personal regards and every good wish.

Sincerely,

Lindy Boggs

Lindy (Mrs. Hale) Boggs, M. C.

LB:mpk

LMNPL-RE
SUBJECT: Meeting of the Regional Planning Commission on 14 May 75 Concerning the Lake Pontchartrain, La., & Vic. Project

TO C/Eng Div FROM Acting C/Plng Div DATE 8 August 75 CMT 2
Mr. Shell/pl/383

1. Reference is made to LMNED-MP dated 29 July 75, in which you requested information relative to subject meeting.

2. Responses are provided in the same order as your request and are as follows:

a. We have studied the effects of the barrier structures on salinity regimes by both computations and physical model. It is doubtful that further studies will produce any additional knowledge on the subject. Monitoring of Water Quality in the prototype will produce the ultimate answers. As far as ingress and egress of marine and estuarine organisms are concerned the District has asked the Director of the Louisiana Wildlife and Fisheries Commission to clarify their position based on Mr. Johnnie Torver's data. See LMNPL letter dated 22 May 1975, copy attached. The comments made at subject meeting do not seem to justify entering upon a research project. This is especially true when you consider that no knowledge of the structural design was used to form the biological opinions. Also to be considered is the fact that the Corps' opinions that organisms will pass through the structures without detriment are based upon scientific opinions without benefit of any actual experimental data.

b. The management of resources as brought forth in Dr. Gagliano's speech, reference is made to pages 39 & 40 of minutes of subject meeting, appears to imply that a management program for the entire Lake Pontchartrain basin is required to prevent further deterioration of the natural resources. This would implicate all actions occurring in the area, not necessarily just the hurricane protection plan. He is also implying that insufficient data is available to implement such a program. Implementation of a management program for the Pontchartrain Basin would be the responsibility of a state and/or local entity. In this case, numerous levels of state and local governments would be required. The Corps would participate in a management program to the degree that their responsibilities in flood control, navigation and permit actions permit.

c. Clarification of the differences in Mr. Torver's two presentations is requested in the attached letter to Mr. Angelle.

d. We do not propose further ecological studies relative to the barriers at this time. Mr. Angelle's response to above referenced letter may change our proposal.

ROY

3 Incl
1 Incl added
3. Ltr dtd 22 May 75

DISPOSITION FORM

For use of this form, see AR 340-15; the proponent agency is The Adjutant General's Office.

REFERENCE OR OFFICE SYMBOL	SUBJECT
LMNED-MP	Meeting of the Regional Planning Commission on 14 May 75 Concerning the Lake Pontchartrain, La., & Vic. Project

TO: C/Plng Div | FROM: Actg C/Eng Div | DATE: 29 Jul 75 | CMT 1

Mr. Shelton/pbs/430

1. Inclosed is one copy each of a 9 Jul 75 letter from Mr. G. J. Lannes, Jr. of the Regional Planning Commission and the proceedings of subject meeting (Incl 1 & 2). Please provide input by COB 5 Aug 75 for a reply to the following items:

a. The sixth recommendation of the US Fish and Wildlife Service concerning studies on the effects of the barrier structures.

b. The comments of Dr. Gagliano concerning the management of resources, if possible.

c. The tone of Mr. Johnnie Tarver's persentation as opposed to his presentation at the 22 February 1975 public meeting on the project.

d. The questions posed in the 5th paragraph of Mr. Lannes' letter.

CHATRY

1 Incl
as

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

IN REPLY REFER TO
LMNPL

22 May 1975

Mr. J. Burton Angelle, Director
Louisiana Wildlife & Fisheries Commission
400 Royal Street
New Orleans, Louisiana 70130

Dear Burt:

On 14 May, this area's Regional Planning Commission sponsored another in a series of discussions on the Lake Pontchartrain hurricane protection project. Mr. Greg Lannes, Chairman of the Hurricane Levee Protection Committee of the Regional Planning Commission (RPC) chaired the discussion which focused on the environmental effects of the project. As you know, you were represented by Mr. Johnnie Tarver. Other panel members included Mr. John Green and two staff members from the US Fish and Wildlife Service and Woody Gagliano of Louisiana State University.

There is one area of discussion brought up by Mr. Tarver that was handled in such a way as to raise concern as to whether the position enunciated by your agency at the public meeting held last February has been modified. When your Commission commented at that hearing, a number of points of Commission concern were brought up that I am continuing to examine, along with other questions raised, as I move to reach final decisions and recommendations on the project. Mr. Tarver, in his remarks made publicly at RPC discussions, added a new note. His remarks left in the minds of those listening a serious question about the effects of the barrier complexes on the movement of various marine organisms. He referred to certain of his studies concerning the movements of such organisms in The Rigolets, Chef Menteur Pass, and the Industrial Canal, from which he had developed, for various species, distributions within the vertical water column. He speculated that the barrier structures might totally interdict the movement of organisms in the bottom portion of the channels, barring them ingress into Lake Pontchartrain and resulting in the loss of 6 million organisms annually. He further speculated that in some way the barrier might greatly reduce populations

Planning Division
Reading File

of the rangia clam, and, since the clam serves as food for many other species, result in reduced populations of such species as well. As you know, this subject was addressed in the design of the structures. Mr. Tarver's remarks implied that the sills of the barrier structures would resemble vertical walls which would present an insuperable obstacle to organisms moving along the channel bottoms. He seemed unaware, for example, that The Rigolets barrier sill would be at the same elevations as the natural channel, or that transition sections with bottom slopes of 1 vertical on 10 horizontal would be provided to connect the Chef Menteur barrier structure to its channel. He left in my mind the distinct impression—and the article on the front page of the Times Picayune for Thursday last does nothing to dispel it—that the Commission's position has now moved to opposition to construction of the barrier until further time-consuming studies are completed.

I have spent a good deal of time, both personally and with other parties, in addressing the issue of the effects of the barriers on Lake Pontchartrain. The extensive studies and tests made over the past 15 years have had as a major focus—answering this question. This view was not addressed by Mr. Tarver. At one point, he referred to lessons learned from certain water-control weirs and from the Freshwater Bayou lock—neither of which is analagous to the barrier situation. He did not acknowledge that the entire concept of the barrier plan mimics the natural ebb and flow of the tide into The Rigolets and Chef Menteur entrances to the lake. There was no mention that the fate of the rangia clam was an important consideration—raised by your agency—in support of the decision to construct the Seabrook lock. I got the impression that he was not familiar with this long and detailed background; if he was acquainted with it, he made no acknowledgment of the studies. Mr. Lannes, quite rightly, kept the focus of the discussion on environmental issues and panel participation so I felt it inappropriate for me to make comments at this meeting, nor was I called on to do so.

As I have publicly discussed on many occasions, I am quite prepared to do my best to answer environmental questions raised by knowledgeable experts in the field, and I intend to do so in the months ahead. There is a good deal of opposition to the project—as we all know—from special interests, and much of the opposition focuses on specific parts of the project. I am most concerned that the Commission may now be taking the stance that the barrier portion of the project must be delayed until further studies are made. My preliminary look at the results of the February hearing has confirmed my belief that we have studied the

LMNPL
Mr. J. Burton Angelle, Director

22 May 1975

environmental effects of the project from the standpoints of modeling, mathematics, and other scientific and engineering approaches in a broad-gaged and complete way. I accept the idea that we should closely monitor the effects of the barrier projects as these features are constructed. I also accept the fact that there remains some possibility that the barriers may bring about some changes that we have not predicted, but I suspect from all the evidence at hand that these changes will be relatively minor. This risk, which I feel is rather small, must be balanced against the possibility of further delay in alleviating a grave threat to the lives and property of thousands who live in the project area.

Please provide me your reaction to these thoughts, and I would particularly appreciate the Commission's position with respect to Mr. Tarver's comments calling for a further delay of the project for further studies. If this is the Commission's position, and given the contrary view of the Department of Public Works that delay of the project for further studies is not warranted, I will feel compelled to point out the call for a major delay in the project to the Governor's attention to assure that we have a clear expression of the State's interest.

By copy of this letter, I am informing the Department of Public Works of my concern over Mr. Tarver's remarks.

BAEHR
LMNED

CHATRY
LMNPL

SUMMERFORD
LMNDE-E

Exec Ofc

Sincerely yours,

E. R. HEIBERG III
Colonel, CE
District Engineer

Copy furnished:
Mr. Roy Aguillard, Director
Louisiana Department of Public Works
PO Box 44155, Capitol Station
Baton Rouge, Louisiana 70804

bc:
(See page 4 for distribution)

Planning Division
Reading File

LMNPL

22 May 1975

Mr. J. Burton Angelle, Director

bc:
Honorable F. Edward Hebert
House of Representatives
Washington, DC 20515

Honorable Corinne C. Boggs
House of Representatives
Washington, DC 20515

Honorable David C. Treen
House of Representatives
Washington, DC 20515

Honorable Gillis W. Long
United States Senate
Washington, DC 20510

Honorable J. Bennett Johnston
United States Senate
Washington, DC 20510

Mr. Greg Lannes
Chairman, Hurricane Levee Protection Committee
Regional Planning Commission for Jefferson,
Orleans, and St. Bernard Parishes
New Orleans, Louisiana 70130

LMNSD
LMVPD

D R A F T

Mr. David P. Levy
527 Legendre Drive
Slidell, Louisiana 70458

Dear Mr. Levy:

I received your letter of 19 July 1975 and was disappointed that you did not take our facts as we see them. The information I provided you in my letter of 15 July 1975 was entirely correct and accurate. It is consistent with the content of the many letters, meetings, and other personal contacts concerning the Lake Pontchartrain, Louisiana, and Vicinity project between you and the US Army Corps of Engineers in New Orleans over a period of many years. In another effort to clarify some of the points that you seem unable to accept, I am going to elaborate further on this.

You say that even the Corps people say the barrier plan can keep the lake only 2 feet lower rather than 4 or 5 feet. What the Corps people meant was that the lake would be kept at an elevation of 2 feet above sea level rather than 4 or 5 feet above sea level as it frequently does in hurricanes rise to now and causes flooding of many marginal lands around the lake. As you readily admit, already the lake has been as high as 7½ feet in the short period of recorded history. Some worse condition is always possible in nature. Those same records show that stages at Frenier have been as high as 13 feet.

You have been made aware repeatedly (one such instance was a letter from Colonel Hunt dated 12 February 1974 to you which elaborated on this comparison) of the many drawbacks of the so-called high-level plan and of the numerous advantages offered by the authorized project plan which was adopted in lieu of the high-level plan at the time of the authorization of the project (27 October 1965). At the time the two plans--the high-level plan and the barrier plan--were compared, it was vividly shown to us as well as Congress that the high-level plan was not as economical

and beneficial as the barrier plan. Since the high-level plan is no longer a viable ~~project~~ plan, it would be senseless to maintain current cost figures for a ~~dead project~~ high level plan. Thus, the information you have requested on the high-level plan is not available and would be a waste of valuable Federal effort to generate for one person's benefit.

The remaining points of your letter have been covered extensively in many communications between you and the Corps of Engineers over the years and need not be further addressed here. However, in order to put one inaccurate statement in your letter permanently to rest, I would like to show you several photographs which vividly show flooding from the 1947 hurricane and also the 1956 hurricane (Flossy). Please note that these photographs are not sources of the Corps of Engineers but rather from the Times-Picayune newspaper and the US Navy. A 24 September 1956 issue of the Times-Picayune shows several scenes of flooding in the city of New Orleans with the source being overtopping of the seawall on the lakefront. I hope you will accept the Times-Picayune as an unbiased source of information and a permanent historical record.

Sincerely yours,

5 Incl
1. Ltr dtd 12 Feb 74
2-4 Photographs

Memo

I talked today with Mr. Greg Landis of the National Center for Resource Recovery. The Center is developing plans for a sanitation operation in the area bounded by the L&N Railroad, the GIWW, the Sewerage and Water Board Canal and the South Point to GIWW levee. He wanted to know what level of protection will be afforded that area. I told him that the U.O. East Back levee is being shaped to el. 14 which will give 25-yr. protection by the end of 1975. No levee elevation increase will be brought about until mid 1983 when 17.5 is reached giving 200-yr. protection. The South Point to GIWW levee is at project grade (14). It provides 25-yr protection until Chef Menteur Complex is built. By end 1981, Chef will be far enough along to provide 200-yr protection. Taking into account both levees and the Chef Complex, there is now 25-yr protection and there will be no higher until mid 1983 when 200-yr protection is afforded.

28 July 1975

24 Jul 75

Environmental Contacts

Apr – Jun 75

Lake Pontchartrain, Louisiana and Vicinity

1 Apr 75	A	Milton Cambre, St. Charles Environmental Council	Letter
1 Apr 75	A	Michael Tribica, Marine Environment Reasearchers	Letter
~~11 Apr 75~~	~~A~~	~~Neil Alford~~	~~Letter~~
~~11 Apr 75~~	~~A~~	~~Clark~~	
11 Apr 75	A	Marion Fannaly, Baton Rouge Group Sierra Club	Letter
11 Apr 75	A	Edith Eckart, St. Tammany Environmental Council	Letter
11 Apr 75	A	Henri Ferrer, St. Tammany Sportsman's League	Letter
11 Apr 75	A	Doris McWilliams, League of Women Voters of Louisiana	Letter
11 Apr 75	A	J. Burton Angelle, Louisiana Wildlife & Fisheries Commission	Letter
11 Apr 75	A	Paul G. Gosselink, SMU Environmental Law Clinic	Letter
11 Apr 75	A	Thelma M. Ouder, Committee for Prevention of Death and Destruction in St. Tammany Parish	Letter
11 Apr 75	A	M. L. Cambre, St. Charles Environmental Council	Letter
11 Apr 75	A	Raymond A. Mix, Little Woods Lakeside Property Owners Association	Letter
11 Apr 75	A	William H. Stevenson, National Marine Fisheries Service	Letter
11 Apr 75	A	Margaret Dendinger, Committee for Prevention of Death and Destruction in St. Tammany Parish	Letter
14 Apr 75	A	Thelma Ouder, Committee for Prevention of Death and Destruction in St. Tammany Parish	Letter
14 Apr 75	A	Stuart T. Phillips, Sierra Club	Letter
15 Apr 75	A	Kenneth E. Black, U.S. Fish & Wildlife Service	Letter
2 May 75	A	OCE, Draft response to John S. Miller	Letter
6 May 75	B	Francis Braud, Louisiana Wildlife Federation	Foncan
6 May 75	A	Raymond A. Mix, Little Woods Lakeside Property Owners Association	Letter
7 May 75	A	Paul G. Gosselink, SMU Environmental Law Clinic	Letter
15 May 75	A	John S. Miller	Letter
23 May 75	A	Francis J. Braud, Bonnet Carre Rod and Gun Club	Letter
6 Jun 75	A	Wilson A. Miramon	Letter
11 Jun 75	A	M. L. Cambre, St. Charles Environmental Council	Letter
20 Jun 75	A	William Andersen	Letter

Category A 24

Category B 1

USA DIS ENG NO Mr Seale

USA DIS ENG NO

23 July

To: Eng Div
CY: [illegible]
Mr Roy [illegible]

UUUUU

R 231214Z JUL 75

FM DA WASHDC //DAEN-CWZ-P//

ZEN TO DIVENGR USAEDPO FT SHAFTER HI

AIG 7581

AIG 7582

ZMT DIVENGR USADH HUNTSVILLE AL

BT

UNCLAS

SUBJ: CONTACT WITH ENVIRONMENTAL ORGANIZATIONS

1. ASA(CW) HAS EXPRESSED CONCERN THAT THERE IS A LACK OF CONTACT BETWEEN CORPS PERSONNEL AND ENVIRONMENTAL ORGANIZATIONS. YOUR ASSISTANCE IS REQUESTED IN COMPILING A BRIEF INFORMATION PAPER FOR ASA(CW).

2. ACTION ADDRESSEES ARE REQUESTED TO PROVIDE ESTIMATES BY DISTRICT AND DIVISION OFFICE FOR THE MONTHS OF APRIL, MAY, AND JUNE.

A. NUMBER OF CONTACTS WITH ENVIRONMENTAL ORGANIZATIONS OR REPRESENTATIVES THEREOF INVOLVING DIVISION OR DISTRICT ENGINEERS AND DEPUTIES.

B. NUMBER OF SUCH CONTACTS INVOLVING OTHER DIVISION OR DISTRICT PERSONNEL.

C. PER CENT OF DIVISION/DISTRICT ENGINEERS' TIME ATTRIBUTABLE

TO CONTACTS WITH ENVIRONMENTAL ORGANIZATIONS.

3. ANY COMMENTS BY WAY OF CLARIFICATION OR OTHER INFORMATION THAT WOULD BE HELPFUL IN CONVEYING TO ASA(CW) A REALISTIC APPRAISAL OF THE EXTENT OF RELATIONS WITH ENVIRONMENTAL ORGANIZATIONS WILL BE APPRECIATED.

4. YOUR RESPONSE IS REQUESTED BY 25 JULY.

BT

RECORD OF PUBLIC MEETING

HELD BY

COLONEL E. R. HEIBERG III, DISTRICT ENGINEER
US ARMY ENGINEER DISTRICT, NEW ORLEANS

IN

UNIVERSITY CENTER BALLROOM
UNIVERSITY OF NEW ORLEANS
NEW ORLEANS, LOUISIANA

22 FEBRUARY 1975
9:00 A.M. - 5:00 P.M.

TO DISCUSS ALL ASPECTS OF THE
LAKE PONTCHARTRAIN, LOUISIANA, AND VICINITY
HURRICANE PROTECTION PROJECT

AND

TO DISCUSS THE PROCEDURES FOR THE
DISPOSAL OF DREDGED MATERIALS

Thank you for giving me this opportunity to present these views to you and presenting this project.

COLONEL HEIBERG:

Thank you, Mr. Bechac.

(Applause)

COLONEL HEIBERG:

I've been asked for those that come forward to please repeat their names and position in addition to my mentioning them when they come forward. Please do so.

Next, I'd like to call on Mr. Joseph E. Burgess, representing the United States Fish and Wildlife Service Department of the Interior.

MR. JOSEPH E. BURGESS (US FISH AND WILDLIFE SERVICE, LAFAYETTE, LOUISIANA):

Thank you, Colonel Heiberg. My name is Joseph E. Burgess, Jr., Fish and Wildlife Service, Lafayette, Louisiana.

Colonel Heiberg, distinguished guests, ladies and gentlemen, I am presenting this statement today on behalf of the Regional Director, Kenneth E. Black, US Fish and Wildlife Service. This statement represents the official position of the Fish and Wildlife Service on the Lake Pontchartrain, Louisiana, and Vicinity Hurricane Protection project.

Four major features of this project plan are of particular concern to the Fish and Wildlife Service. They are the Chalmette Area Plan, the New Orleans East Area Plan, the Barrier Structures located in Chef Menteur and Rigolets Pass and the St. Charles levee.

Completion of the Chalmette Area Plan will inclose approximately 18,000 acres of swamp, intermediate to brackish marsh and open water. The open tidal ponds and creeks in adjacent tidal marsh located within this project segment constitute an important nursery area for numerous sport and commercial fishes and shellfishes.

This area will supply nutrient and detritus material so valuable to the continuous high production levels in the adjacent estuarine areas.

The New Orleans East portion of the project, which encompasses approximately 21,000 acres has an estimated 14,000 acres of marsh and associated water bodies which have not been drained or developed. Although these wetlands which have been separatedfrom tidal influence, they still provide important habitat for numerous wetland wildlife species, including water fowl, fur bearers, game and non-game animals.

The final EIS contained a response by the District Engineer to a comment on the draft EIS by the New Orleans East, Incorporated. He noted: "That there is an interchange of water between the marsh and the lake at South Point." And that this exchange would tend to preserve the estuarine nursery by providing the release of traverse and the ingress and egress of juvenile and larvae forms of marine species.

We wholeheartedly concur and strongly recommend that before drainage structures, which are part of the New Orleans East, South Point to GIWW levee be modified to allow for the restoration of the estuarine character of approximately 14,000 acres of undeveloped and essentially unaltered wetlands located within the New Orleans East segment.

Another area of concern to the Service is the barrier structures to be located at Chef Menteur and Rigolets Passes. Lake Pontchartrain is an integral part of a vast estuarine complex in southeastern Louisiana. The value of the area has been documented in the final EIS and previous Fish and Wildlife Service Reports. The Fish and Wildlife Service is concerned that there is an insufficient amount of biological knowledge available to accurately predict the effects of the Barrier Structures on the movement of organisms into and out of the lake.

Contingency plans related to the modification of the barrier structures should be developed if it becomes apparent that the salinity regimens and/or the movement of organisms are adversely affected by these structures. This determination could be made by utilizing the data obtained during pre-construction and post-construction study of the movement rain and estuarine organisms through Chef Menteur and Rigolet Passes.

In the event that adverse effects exist, causes could be identified, the barriers modified to eliminate these problems.

The final area of concern relates to the St. Charles Parish levee portion of the project. Prior Fish and Wildlife Service comments and the Final EIS document the value of the area and the project induced effects that the proposed works on approximately 25,000 acres of marsh, swamp and open water areas in St. Charles Parish.

According to the final EIS, two streams in the St. Charles Parish area have recently been added to the Natural and Scenic River System of Louisiana. Construction of the St. Charles Parish levee, as currently planned, would involve the alteration of either or both of these bayous. Because this would contravene state law, this feature of the project is currently in a deferred status. We support this decision. We wish to point out that this action should not be based on the alteration of scenic streams alone. Recently, published research regarding the extraordinary fish and wildlife productivity of wetlands, coupled with public concern for the loss of these vital resources, has compelled many natural resource agencies to establish policies of wetlands preservation. The Fish and Wildlife Service is opposed to the needless destruction of wetland areas associated with the project proposed for the St. Charles levee.

In view of the above considerations, the Fish and Wildlife Service recommends the following items be accomplished:

1. That the St. Charles Parish segment of the project not be constructed as currently proposed.

2. That navigation floodgates located at Bayous Bienvenue and Dupre continue to be operated to allow maximum tidal exchange of waters from either side of the Chalmette area levees, except immediately prior to and during hurricanes.

3. Drainage structures associated with the New Orleans East segment be modified to allow maximum tidal interchange between the waters located on either side of the protection levee. This action would restore the estuarine character of the enclosed marshes and would help mitigate the project induced losses to valuable fish and wildlife habitat.

4. Ponding dikes associated with the New Orleans East barrier segment following the revegetation of the ponding areas in order to restore tidal influence. The time and extent of this action should be determined through consultation with representatives of the Fish and Wildlife Service and Estuarine Fisheries Service and the Louisiana Wildlife and Fisheries Commission.

5. The plans for spoil disposal areas near The Rigolets be moved to previously utilized sites located on the north side of this pass between US Highway 90 and The Rigolets entrance light No. 2, or on the upland site north of Lake Pontchartrain.

6. Studies be initiated to determine the effects of barrier structures on salinity regimens and on the ingress and egress of marine estuarine organisms through Chef Menteur and Rigolets Passes.

If these studies indicate that the structures are detrimental to the estuarine ecosystem, the structures should be modified to rectify the problem. This study should be accomplished--rather, should consist of at least 1 year preonstruction inventories; extend throughout the construction period and include the 2-year postconstruction inventory. It should be designed in consultation with the Fish and Wildlife Service, the National Marine Fishery Service and the Louisiana Wildlife and Fisheries Commission. This would prevent--this would, rather, permit verification of the results of model tests conducted at the Corps' experiment station in Vicksburg, Mississippi.

We note references in the public notice to losses and benefits if wetlands within the project--protective levees are not converted to urban development. The structures proposed for hurricane protection obviously make possible the conversion and development of wetlands that would be left in their natural state without the project.

The Fish and Wildlife Service does not object to the project features designed to protect developed areas of Metropolitan New Orleans from damaging hurricanes; however, we cannot concur in the construction and operation of features which cause or accelerate the development of valuable wetlands. We believe that the intent of Congress

regarding the conversion of the wetland areas to urban development was clearly established in House Report 91-917 on page 3, when it said:

"The Corps' obligation to consider all facets of the public interest in protecting estuaries, rivers, lakes, navigable waters, also arises from a national policy and directive expressed in many statutes and executive orders designed to minimize pollution, maximize recreation, protect esthetics, preserve natural resources and promote comprehensive planning and the use of water bodies to enhance the public interest rather than private gain."

We must also strive to preserve the highly productive ecosystems for future generations and strongly urge the Corps of Engineers adopt our previously discussed recommendations so that the destructive features of the Lake Pontchartrain and Louisiana and Vicinity hurricane protection project can be minimized.

Thank you.

(Applause)

MR. BURGESS:

Colonel, we will be forwarding our comments from the Regional Office.

COLONEL HEIBERG:

Okay. Thank you, Mr. Burgess. I neglected to mention, and I should have, that I arranged with Mr. Burgess ahead of time to give him 10 minutes.

I next call on Councilman John D. Lambert, City of New Orleans.

MR. JOHN D. LAMBERT (COUNCILMAN, CITY OF NEW ORLEANS):

Ladies and gentlemen, Colonel Heiberg, and my friend, Representative Scogin and Mayor Cusimano, and my other friend, Councilman Bechac, ladies and gentlemen.

I think that--can your hear me--I'm sorry.

COLONEL HEIBERG:

Thank you, Mr. Lambert. I would next like to call on Mr. Johnnie W. Tarver, Louisiana Wild Life and Fisheries Commission.

MR. JOHNNIE W. TARVER (LOUISIANA WILD LIFE AND FISHERIES COMMISSION):

Thank you, Colonel. Colonel Heiberg, distinguished guests, public officials, and ladies and gentlemen.

This statement is presented on behalf of the Director, Mr. J. Burton Angelle.

The Louisiana Wildlife and Fisheries Commission appreciates the opportunity to appear at this meeting and provide our comments as they relate to the fish and wildlife interests within the project area.

The Commission has been interested in this project since the discussions of a proposed hurricane protection scheme which preceded the actual authorization of this project by Congress in 1965. It was our interest and concern, along with that of the US Fish and Wildlife Service, that pushed far and participated in a model study of the lake.

This model study allayed some of our fears regarding the interdiction of flows by the construction of the barrier structures at The Rigolets and at Chef Menteur Passes. If the data produced by the model study proves valid, the interception of nutrient waters, the movement of organisms into and from the lake and the interchange of saline and fresh waters will not be significantly altered by these structures.

We do have some serious concern regarding the damages to productive oyster beds, especially in Lake Borgne, near the Chef Menteur barrier structure. Dredging near and construction of the wingwalls have a potential for a considerable harm to the existing highly valuable oyster beds.

Two important factors here are the plans for the containment of sediment which results from the project work, as well as the apparent lengthy duration of the construction. We

would like more information on each of these and would like an opportunity to work with you in planning to eliminate or reduce, to the greatest possible extent, the damages to this oyster producing area. We feel that oyster mortalities and closures of privately leased bedding grounds should be fully compensated by the project.

The proposed Seabrook structure was designed for addition to the Mississippi River-Gulf Outlet to partially correct the high salinities that are occasioned in the lake by waters from that navigation channel. This structure will provide the capability for managing salinities within the lake. Excessive salinities in the upper part of the lake, which were historically fresher, have caused considerable marsh deterioration and mortality of fresh water vegetation. The most spectacular evidence of this is the dead cypress trees visable from Interstate 10.

The damages due to prior urban development are noted in your announcement of January 22, 1975. The investment of valuable wetlands that formerly supported this important ecosystem, for previous developments has doubtlessly contributed to a decline in primary productivity.

Previous developments--we calculated that within 2 miles of the lake, of both lakes--we lost to industrialization and commercialization, or both, 50,000 acres since 1900.

We note that the suspension of the planning for the St. Charles Parish portion of the hurricane levee. You correctly state that the disruption of flows from this wetland would have serious adverse effects on the productivity of the lake. You further conclude that implementation of this part of the original protection plan would lead to urban type development of this still productive wetland. The realinement of the hurricane levee along US Highway 61, as you discuss on page 9, would minimize the damages to fish and wildlife interests.

Since the proposed construction is for the period 1975 through 1990, a periodic review and evaluation regarding the effects on fish and wildlife resources, in light of other prevailing factors, should be scheduled. It is suggested that such a review involving appropriate state and Federal fish and wildlife agencies be held at least every 3 or 4 years.

We will continue to maintain a high interest in Lake Pontchartrain because of its productivity and the very high degree of utilization by the populace pursuing water related activities. Its proximity to the urban population in excess of a million people, provide ample incentive for all agencies to work together to assure its continuation as a viable recreation and commercial facility.

This statement should be considered as an interim statement and may be amended after careful review of the proposed project works by the Board of the Louisiana Wild Life and Fisheries Commission. The next regular meeting of this Board is Tuesday, February 25, 1975.

Our comments on the spoil disposal portion of this meeting will be forwarded during the period that the record is held open for comment. We will be soliciting more information from your staff in order to properly evaluate the placement of spoils.

Thank you.

(Applause)

(Whereupon, the above statement was offered in evidence and marked for identification as Exhibit No. 13)

COLONEL HEIBERG:

Thank you, Mr. Tarver. Next, we will hear from Mr. Guy F. LeMieux, President of the New Orleans Levee Board.

MR. GUY F. LEMIEUX (PRESIDENT, ORLEANS LEVEE BOARD):

Good morning, Colonel Heiberg, distinguished guests, ladies and gentlemen.

I am Guy LeMieux, President of the Orleans Levee Board, and I am here to say a few words in favor of the Lake Pontchartrain and Vicinity hurricane Protection Plan. This would seem only natural, since I am sure most of you know the Orleans Levee Board and that I, personally, am completely convinced of the necessity for and the integrity of this plan.

COLONEL HEIBERG:

Thank you, Mr. LeMieux, I'll next call on Mr. Walter L. Sentenn, City Planning Commission.

FROM THE FLOOR:

I wish to protest the discussion in the back of the room. We can't hear the speakers from here.

COLONEL HEIBERG:

I agree with you. Let's get some of our people back there to try to urge people to carry their conversations on outside the door so those of us that want to give the courtesy to the speakers up here can do so.

Go ahead, sir.

MR. WALTER L. SENTENN (CITY PLANNING COMMISSION):

Thank you, Colonel.

My name is Walter Sentenn. I am appearing here on behalf of the New Orleans City Planning Commission and its Director, Harold Katner. The City Planning Commission, at its meeting on February 5th, directed the staff to appear at this meeting and to place before this body its recommendations and its feelings with regard to this hurricane protection plan. It indeed has also reviewed insofar as it has been able to the multitude of material that has been presented on this project.

Unfortunately, the City Planning Commission does not assert itself as capable engineers to assess the engineering techniques of the project and does, as most of you are aware of, with planning techniques approach the general overall plan and to perceive the general effect that it will have on the community.

As such, the City Planning Commission has asked us, the staff, to present these recommendations and that is that the City Planning Commission recommends the following to the United States Corps of Engineers:

1. That the City Planning Commission concurs that proper hurricane flood protection is a vital element

in the welfare and safety of the citizens of New Orleans and its neighbors.

2. That the City Planning Commission recognizes that the Corps of Engineers has devised, tested, and recommended the barrier plan as the best system for hurricane flood protection in New Orleans.

3. That this plan should be supported and encouraged in the absence of a more feasible system.

4. That without regard to the other considerations involved, the Corps of Engineers should be encouraged to proceed with the implementation of this plan with an abundance of caution for the vitality of the surrounding natural resources.

With particular regard to the Section 404 public hearing, the Commission directs the Corps' attention to proper surveillance of the archeological sites that are in the area and evaluation of the Sawmill Pass disposal areas; but, indeed, concurs in the procedures otherwise proposed for review in the Section 404 public hearing.

For the matter of the record, the archeological sites that the City Planning Commission seems to believe could be impacted by the disposal segment of the project consist of three primary sites:

1. Designated 16 OR 12, which is the South Point partially destroyed shell midden;

2. 16 OR 11, which is the Dwyer Canal, dredged shell midden; and

3. 16 OR 28, which is the Haughs Canal in the Little Woods quadrangle, and it is a potentially a significant archeological site.

In addition, further attention, as I said, should be given to the location of the disposal areas west and east of Sawmill Pass in the barrier units since the adjacent marsh and their impact on the provisions of the developing Coastal Zone Management Plan, which seeks to protect such marsh areas from further erosion and degradation could be important.

Thank you, Colonel.

(Whereupon, a reproduction of the semi-monthly Planning Meeting of Wednesday, February 5, 1975, was offered into evidence and marked as Exhibit No. 95)

(Applause)

MRB 8/12/75

LMNED-DL (29 Jul 75)
SUBJECT: Meeting of the Regional Planning Commission on 14 May 1975 Concerning the Lake Pontchartrain, La., & Vicinity Project

TO C/Design Memo Br FROM C/Design Br DATE 8 Aug 75 CMT 2

Mr. Danflous/sd/314

Our reply to the items are as follows:

a. Item a. This will be included in the first levee shaping contracts after hydraulic levee construction operations are completed within an area.

b. Item b. The disposal area west of Sawmill Pass, numbered 1 on inclosure 2, can be relocated to the suggested area. The New Orleans District will request an easement be obtained for this use by the assuring agency. The disposal area east of Sawmill Pass, numbered 2 on inclosure 2, will be deleted. The material that was to be wasted in the area will be disposed of in the ponding area north of the Rigolets, numbered 3 on inclosure 2. This ponding area is required for containing weak material removed from the levee base foundation, for containing the effluent from the sand pumped into excavated levee base, and for containing the material excavated during the construction and maintenance of the navigation channel leading to the Rigolets lock. Relocation of this area is not economically feasible. Should the assuring agency not be able to acquire the area recommended, between US Hwy. 90 and the Rigolets Entrance Light No. 2 or some other upland area, we will be forced to use area no. 1 shown on inclosure 2.

c. Item c. The hydraulic levee construction contracts will have ponding areas adjacent to the levee fill area to contain the effluents from the dredging operations. Spill boxes will be located in the ponding area dikes to allow clear water to flow from the ponding areas and to contain the sediments within the ponding areas. The location of the spill boxes will be coordinated with the Louisiana Wild Life & Fisheries Commission.

RBJ

WILLIAM E. SOMMER
Chief, Design Branch

2 Incl
Added 1 incl
2. Plan Map, Barrier Unit

DISPOSITION FORM

For use of this form, see AR 340-15; the proponent agency is The Adjutant General's Office.

REFERENCE OR OFFICE SYMBOL	SUBJECT
LMNED-MP	Meeting of the Regional Planning Commission on 14 May 75 Concerning the Lake Pontchartrain, La., & Vic. Project

TO: C/Design Br

FROM: C/Design Memo Br

DATE: 29 Jul 75

CMT 1: Mr. Shelton/pbs/430

Inclosed is one copy each of a 9 Jul 75 letter from Mr. Greg J. Lannes, Jr. of the Regional Planning Commission and a portion of the proceedings of subject meeting (Incl 1 & 2). Please provide input by COB 13 Aug 75 for a reply to the following items:

a. The fourth recommendation of the US Fish and Wildlife Service concerning the segmenting of the ponding dikes following revegetation.

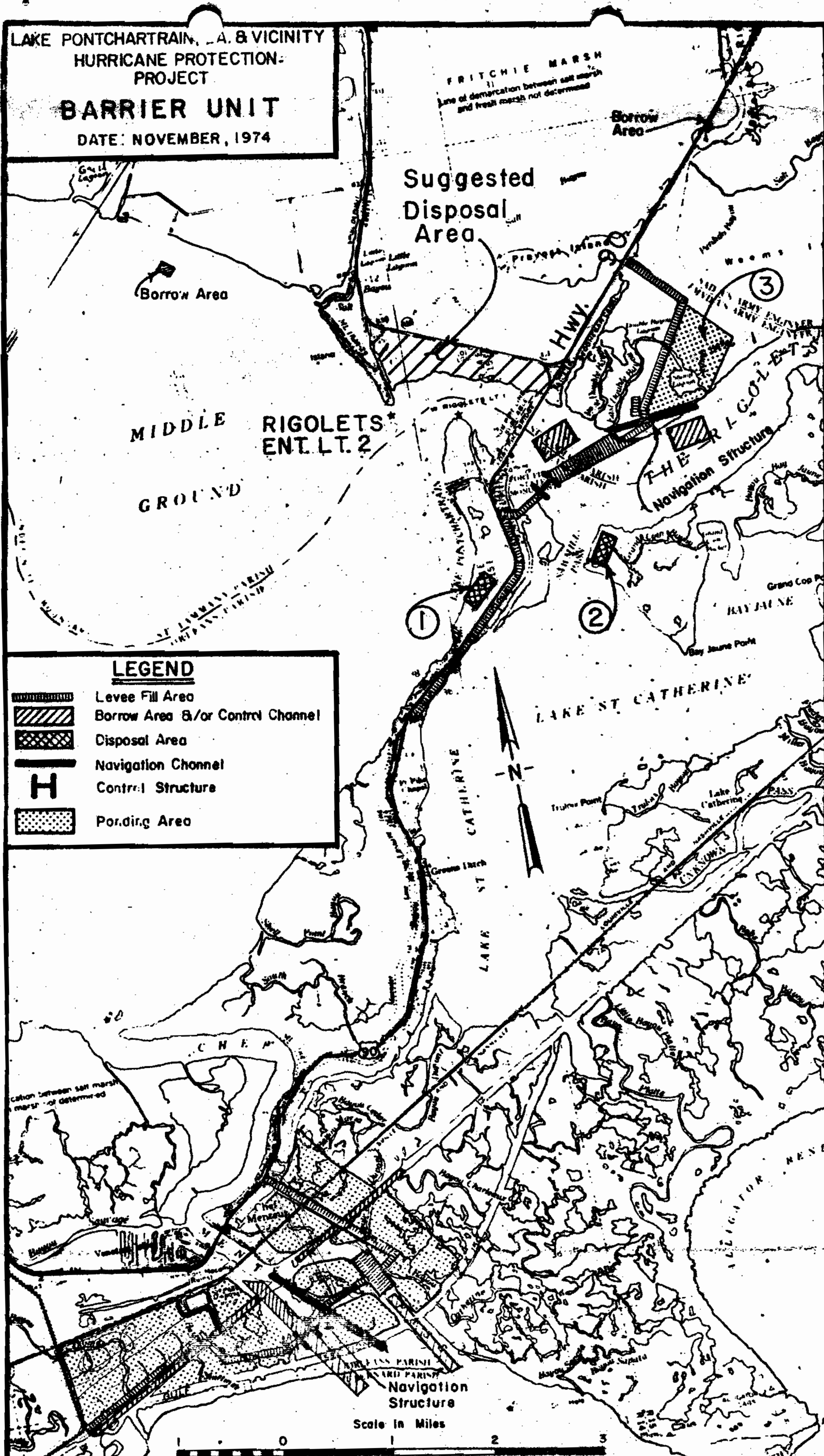
b. The fifth recommendation of the US Fish and Wildlife Service concerning the relocation of planned disposal areas near the Rigolets.

c. Mr. Tarver's request for more information concerning the plans for containment of sediments during construction of the Chef Menteur Complex and his request that the construction planning be coordinated with the Louisiana Wild Life and Fisheries Commission so to reduce the damage to the nearby oyster beds. These requests are contained in the Louisiana Wild Life and Fisheries Commission statement for the 22 Feb 75 public meeting on the project.

Seale

SEALE

1 Incl
as


LAKE PONTCHARTRAIN, LA. & VICINITY
HURRICANE PROTECTION
PROJECT
BARRIER UNIT
DATE: NOVEMBER, 1974
FRITCHIE MARSH
Borrow Area
Suggested
Disposal
Area
Borrow Area
Hwy.
MIDDLE GROUND
RIGOLETS*
ENT. LT. 2
THE RIGOLETS
Navigation Structure
LEGEND
Levee Fill Area
Borrow Area &/or Control Channel
Disposal Area
Navigation Channel
H
Control Structure
Ponding Area
LAKE ST CATHERINE
N
LAKE ST CATHERINE
BAY JAUNE
Navigation
Structure
Scale in Miles
1
0
1
2
3

e 2

Good letter ~~[illegible]~~

✓ cc: LeBlieux OLB
✓ Lambert } Orleans
✓ Landrain } Orleans
✓ Fagan } JP
✓ Dinnelon } JP
✓ Breaud – LaWF

✓ Crerar DPW
✓ Angelle LaWFC
✓ Launes – HPCmte, RPC
✓ Ross Vincent – ECLa
✓ B. Kohl –

✓ give me 5 copies to send handwritten notes to Congr. delegation →

Dear Colonel Heiberg:

I thought you might enjoy reading this issue of the Ecology Center Newsletter –

Sincerely

William Fontenot

ROUTING AND TRANSMITTAL SLIP

1 TO (Name, office symbol or location) Col Hester	INITIALS	ACTION: CIRCULATE	
	DATE	COORDINATION	
2 ~~Mr Baehr, Engr Div~~	INITIALS	FILE	
	DATE	INFORMATION	
3 ~~Mr. Mark~~ WBM	INITIALS	NOTE AND RETURN	
	DATE	PER CONVERSATION	
4 ~~Mr. Seale~~ Mr. Barton	INITIALS MJB	SEE ME	
	DATE	SIGNATURE	

REMARKS

Sorry. I'd like a low key but strong rebuttal to Fontenot's article to send back to ECL/Fontenot. Please ask your people to coordinate it with PlngDiv as appropriate.

The tone I'd like to set starts:

Dear Bill: Many thanks for sending me the copy of the E.C. Newsletter containing your analysis of the LPHPP. There are several points you made that I'd like to address.

First, you bring up several points I accept. . .

Second, there are some points where I fear you do a disservice unless you clarify them for your readers. . .

HDC

Do NOT use this form as a RECORD of approvals, concurrences, disapprovals, clearances, and similar actions

FROM (Name, office symbol or location)
HARRY D. COLLINS
LTC, CE
Deputy District Engineer

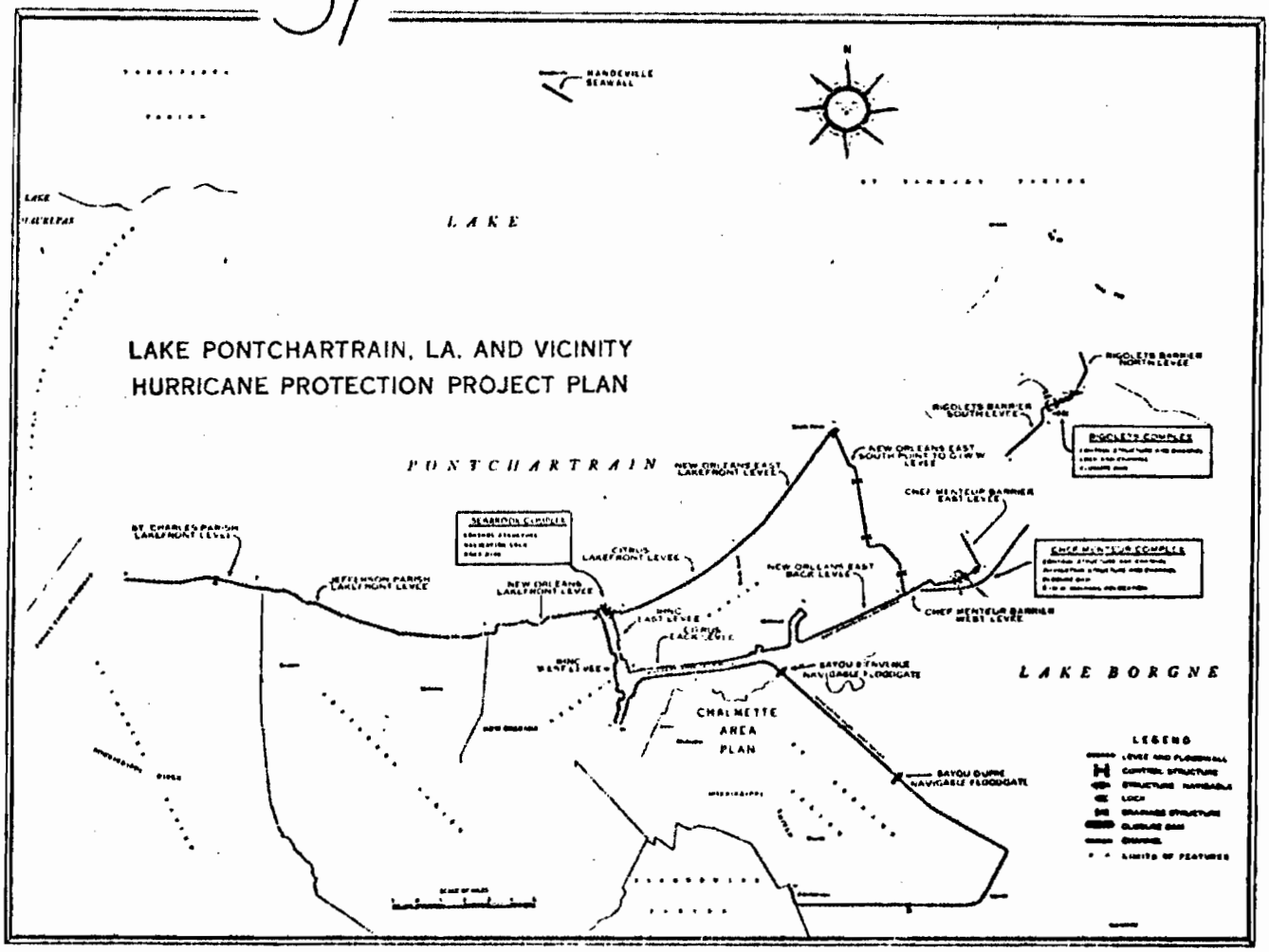
DATE 5/12/75

PHONE

OPTIONAL FORM 41
AUGUST 1967
GSA FPMR (41CFR) 100-11.206

048—16—81504-1 553-103 GPO 5041-101

Ecology Center Newsletter



VOL. V, No. 3 P.O. BOX 19344 - NEW ORLEANS - LOUISIANA - 70179 - 504-482-8760 MARCH, 1975

THE LAKE PONTCHARTRAIN AND VICINITY HURRICANE PROTECTION PROJECT

by William Fontenot

The following article is an excellent summary of the Corps of Engineers Hurricane Protection Project. William Fontenot has taken special interest in this project by attending public hearings, working with St. Charles Environmental Council, and has worked with the people of St. Bernard Parish Mississippi River Gulf Outlet. The Ecology Center stresses to its members the importance of writing to the Corps of Engineers and local officials on this detrimental project.

The U.S. Army Corps of Engineers is undertaking this Hurricane Protection Project despite the fact that it lacks local support and economic justification. This project will increase rather than decrease the potential for flooding in the project area. The Corps has failed to evaluate the adverse economic and environmental impacts of this project and project induced development. Finally, the Corps has failed to evaluate all feasible alternatives.

The one alternative which has not been evaluated is the high levee plan for developed areas. The barriers would not be necessary and the wetlands could be left as natural parts of the coastal estuarine system. The adverse economic and environmental impacts of this high levee plan would be far less than the plan which is being pushed by the Corps.

The following explains why the Hurricane Protection Project would have an adverse impact to the affected people and surrounding wetlands.

THE PROJECT LACKS LOCAL SUPPORT

St. Tammany Parish

Public officials and residents of St. Tammany Parish fear that the barrier structures planned for the Rigolets and Chef Menteur passes will increase flooding in the Slidell area and have adverse impacts on the environmental quality of Lake Pontchartrain. Opposition to the project is so strong the Police Jury has refused to pay for the local share of the project.

In Mandeville local officials and residents are generally in favor of having the sea wall repaired. The Corps of Engineers held a public hearing on this project and announced that the sea wall is not economically justifiable. The final environmental statement ignores everything by claiming the Mandeville seawall project has been deferred due to lack of local support. Meanwhile, the Corps is proceeding full speed ahead with the barrier plan in St. Tammany Parish. This plan not only lacks local support, it is being strongly opposed.

St. Charles Parish

Public officials and residents of St. Charles Parish are opposed to the proposed lakefront levee. Public hearings on this project have been a clear indicator of the strength of the opposition to this project. Colonel Richard L. Hunt of the Corps finally admitted the lakefront levee would be an environmental disaster and recommended the project be reconsidered. The Corps also admitted that the project was not a Hurricane Protection Project - but rather a land enhancement project. Benefits from the levee are strictly land speculation and future land development. These are benefits that will go to land speculators and developers; the taxpayers who pay for the project get nothing.

The Corps now claims the levee should be built despite the adverse environmental impacts. The Scenic Rivers System is being blamed for delaying the project. The levee would dam bayous La Branche and Trepagnia which would be a violation of the state law protecting these waterways.

If a levee must be built then it should be built adjacent to the Airline Highway, and the lakefront levee plan should be deauthorized. The Airline Highway alternative would protect all developed areas and the cost would be several million dollars less than the lakefront levee. Strangely enough the Corps insists that this alternate plan is not economical.

Orleans Parish

Officials and residents of Orleans parish are in favor of adequately protecting developed areas from flooding. Certain portions of the Corps protection plan have not been widely supported. The voters have repeatedly refused to fund the construction of the Barrier Structures. These are the same Barriers that are opposed by the residents of St. Tammany Parish.

The Orleans Levee Board proposed a new three (3) mill tax to pay for maintenance and construction work on existing levees. The voters were assured that no portion of this tax would be used on the barrier structures, or any other controversial or environmentally damaging projects. Shortly after the tax was approved the Levee Board rededicated the money to pay for the local costs of the barrier structures. The Corps of Engineers still claims the project has local support in Orleans Parish.

St. Bernard Parish

The project in St. Bernard Parish is a new high level levee along the Gulf Intercoastal Water Way and the Mississippi River Gulf Outlet. The existing levees near the Mississippi River could have been raised for a few million dollars less than the new project levees but the Corps claims that the less expensive alternative

was not economical. The new levees make some 31,000 acres of wetlands available for future land speculation and development. Many people feel that the impoundment of these wetlands may increase the potential for flooding. The natural floodplain is lost and high waters in the impoundment area could flood existing development. The economics of this project were not based on Hurricane Protection; land enhancement at extra cost seems to be the name of the game.

THE PROJECT LACKS ECONOMIC JUSTIFICATION

Except for those portions of the project which protect existing development the project is not economically justifiable. This project has run into problems because the Corps of Engineers insists on basing many of the benefits on land reclamation and future development without including the costs associated with this type of development. No facts are presented by the Corps to back up these economic claims; and this is where justification for most of the project fails. It appears that the Corps has adopted the theory whereby if new lands are added to the tax rolls, revenues will increase and goods and services will increase.

If this were true urban taxes would be lower than less developed areas or urban services would be better. Actually the present trend in population is a movement to rural areas to escape high city taxes and general urban degredation. History has clearly shown that the addition of property to the tax rolls does not increase the finances of urban areas. The cost of services and the investment required to provide those services has always increased as an area grows, not decreased.

New development such as that which is being planned for the wetlands within the project area require certain community services. These services include roads, drainage, water, sewerage and sewage treatment, garbage collection, police and fire protection, hospitals, and many more. The cost of providing such services to new developments far exceeds the revenue generated by that development. This means that one of three things will happen - taxes will increase, the municipal debt will increase, or there will be a decrease in goods and services for existing development. The speculators and developers will profit from this type of expansion, but the taxpayers will have to bear the cost. Is this the type of benefit the Corps of Engineers considers to be in the public interest?

THE PROJECT IS COUNTER PRODUCTIVE

One of the best ways to avoid excessive loss of life and property is to limit development in flood prone areas. The Corps of Engineers has chosen the other path by encouraging intensive development in one of the largest and most vulnerable flood plains between the Mississippi River and the Gulf of Mexico. The 73,000 thousand acres of undeveloped wetlands within the project area presently have an average elevation of 1.5 feet above mean sea level. Studies by the Soil Conservation Service and the Corps of Engineers clearly show that the soils in these wetland areas are unstable and unsuitable for any type of urban or industrial development. These studies further show that once these areas are drained, the humus soils will compact until the average elevation will range from five to eight feet below mean sea level. Once drained these areas will have the greatest potential for flooding of anywhere in the project area.

The Hurrican Protection Plan is not designed for the strongest hurricane we could expect; the Plan is only designed to withstand the Standard Project Hurricane (SPH). The Hurricane for which the system is designed would have sustained winds of 100 miles per hour and maximum wind tides of 13.0 feet in the Chalmette area. Hurricane Camille had high winds of 200 miles per hour and surges of 22.6 feet above mean sea level. Project levees in the Lake Borgne area will range from 9 feet at the barrier structures to 18 feet along the Mississippi River Gulf Outlet. The V which is formed by the intersection of the Gulf Outlet and the Gulf Intercoastal Waterway could funnel hurricane surges into the project area. Tidal surges of 23 feet or more could easily top or breach the project levees and flood extensive portions of the metropolitan area.

Representatives of the Hurricane center in Florida have stated that we cannot build a system which is Hurricane Proof. We can and should build a levee system which will provide adequate protection from a Camille type Hurricane. The present Hurricane Protection Plan is not designed for a hurricane with the wind and water force of a Camille. Thus many people are being lulled into a false sense of security with this Hurricane Protection Plan.

ADVERSE ENVIRONMENTAL IMPACTS

In urban areas all types of pollutants are collected in drainage ditches and canals. These pollutants include insecticides, herbicides, fertilizers, animal excrement; oil, grease and other materials derived from automobiles, service stations, garages and junk yards; chemicals produced from automobile washing, laundries and similar activities; and garbage, refuse, and trash washed or thrown into the drainage system. All of these pollutants accumulate in the drainage ditches and canals to decompose under conditions that are often anaerobic. Heavy rains flush these pollutants into our rivers and lakes until they become polluted. Coliform bacteria, which are clear indicators of human and animal excrement, have been found in Lake Pontchartrain many miles from shore. The impact of this urban pollution on Lake Pontchartrain has not been evaluated because public officials have avoided this problem. The Corps of Engineers has followed this pattern by refusing to evaluate the probable impact of project induced development on the quality of Lake Pontchartrain. Estimates have been made which give the lake 10 or 20 more years until it will die and become one giant sewer.

The lake will not only become more polluted, it will probably become more saline. Every year the fresh water/salt water line moves further inland from the Gulf of Mexico. There are many reasons for this phenomena but one of the major contributors is the draining of wetlands. These wetlands serve as tremendous fresh water reservoirs. The water slowly seeps out and tends to counteract the quick flushing action of the tides. If the wetlands are drained fresh water runoff will only be available when it rains. When these areas are developed the runoff will not only be infrequent, it will be polluted. These conditions will do little to maintain the natural balance of Lake Pontchartrain.

Draining the wetlands will also have a severe impact on the sub surface water supply. The Corps of Engineers has not mentioned that runoff could be increased by as much as 80% with a corresponding decrease in the underground water supply. Once the soils compact, the underground water supply will not be replenished and salt water will move into the project area.

Virtually all coastal states now recognize that waterfront property and wetlands represent economic, environmental and recreational values which are far more important to the public than the claimed benefits from developing such land for increased taxes. As a result, there is a definite trend for coastal states to impost stronger controls designed to reduce or eliminate this type of development. The destruction of our wetlands must be considered as long range economic liabilities rather than assets as presently claimed by the Corps.

The wetlands, lakes, and bays of Louisiana are essential for the production of wildlife, fish and other aquatic life. The economic impact of destroying these wetlands includes monetary, and esthetic values. While the wetlands are self-

sustaining natural areas their replacement with urban/industrial development will include costs for pollution control and similar costs which are passed on to the taxpayer. The Hurricane Protection Project would allow some 73,000 acres of wetlands to be converted to urban/industrial use. What will this project do to the fish and wildlife resources of Louisiana and the other Gulf states?

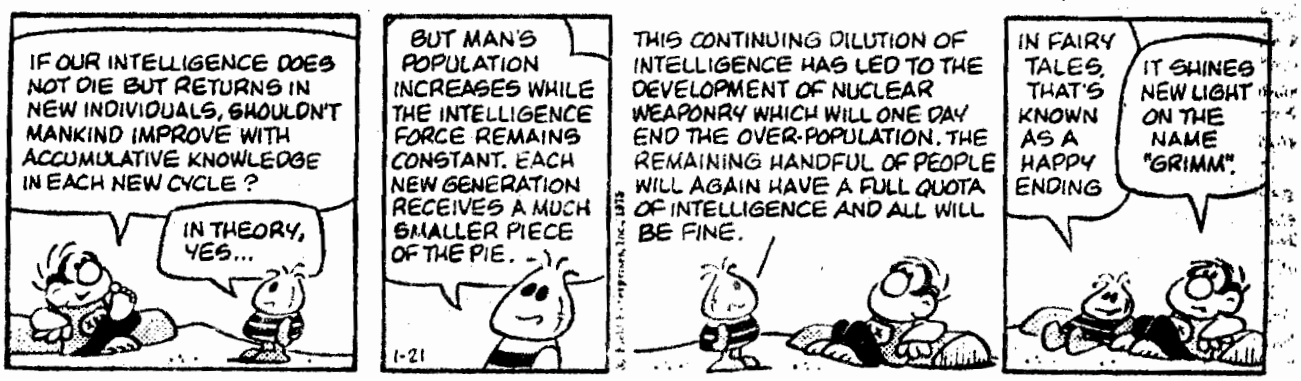
It is estimated that 96% of the fishery resources of Louisiana are directly dependent on the coastal wetlands for part of all of their food supply. Many important species such as shrimp, crabs and manheaden must spend part of their life cycle in fresh and brackish marsh. Many other important species such as oysters derive most of their food from the marshes in the form of detrital material.

The fishing industry of Louisiana has been given a conservative worth of about 200 million dollars annually. This figure is for commercial and sport fishing, but this value is a dockside value, not a wholesale or retail value. The actual value of the fishing industry is something closer to 500 million dollars annually when we consider things like restaurant sales and taxes. The U.S. Bureau of Fish and Wildlife has estimated that for each acre of wetlands that is destroyed we can expect to loose up to 565 pounds of fisheries per year. This means that the loss of 73,000 acres of wetlands could affect some 41 million pounds of fisheries per year. These figures begin to show why the Corps has refused to evaluate the impact of the Hurricane Project on fish and wildlife resources and water quality.

There is some difficulty in assessing the estimated fisheries value of Lake Pontchartrain, Lake Borgne and their related wetlands. This estuarine system is not a static system but rather a system which is alive and changing from day to day and month to month. The catalogue of species which the Corps of Engineers is trying to pass off as an environmental impact statement is simply nothing more than a catalogue. Thanks to the work of Dr. George H. Lowery Jr., Dr. Glen Montz and others, we now have a fair assessment of which plants, animals, and fish can be found in the vicinity of New Orleans. Unfortunately we know very little about their estimated numbers, their requirements such as food and range, and most important of all we have no idea of how this levee project and the planned urban/industrial development will affect their life styles and their numbers. There is some rather detailed information available on certain species that are trapped or hunted but this information is only alluded to in the Corps' Environmental Statement.

The Corps of Engineers seems to have calculated that the negative impacts of this project will be very limited and local in nature. Recent studies of blue crabs along the Gulf coast of Florida show that some crabs migrate as much as 140 miles during a single year. Until now it was assumed that crabs stayed in one general locale from year to year. The startling discovery that crabs travel great distances clearly indicates that the destruction of wetlands in Louisiana will have a detrimental impact on the fishery resources of Mississippi, Alabama, and Florida. The Corps evaluation does not even mention the possibility of the Hurricane Project affecting other states, but the evidence indicates that adverse impacts will clearly affect other states in the Gulf. Is this rather important omission a sign of incompetence on the part of the Corps, or was this merely a gross oversight on the part of those who limited the scope of this so-called environmental study? Unless immediate action is taken by the Corps of Engineers and Congress it will be too late to modify this unwanted and unacceptable project. Inaction by the Corps will very likely lead to legal action by local officials and concerned individuals.

CONCHY



POLITICIANS ARE HIJACKING OUR REGIONAL TRANSIT SYSTEM!!

By John R. Hammond

While the bus drivers, NOPSI and the City Council battle over a two year contract, local politicians are furtively attempting to hijack the whole transit system!

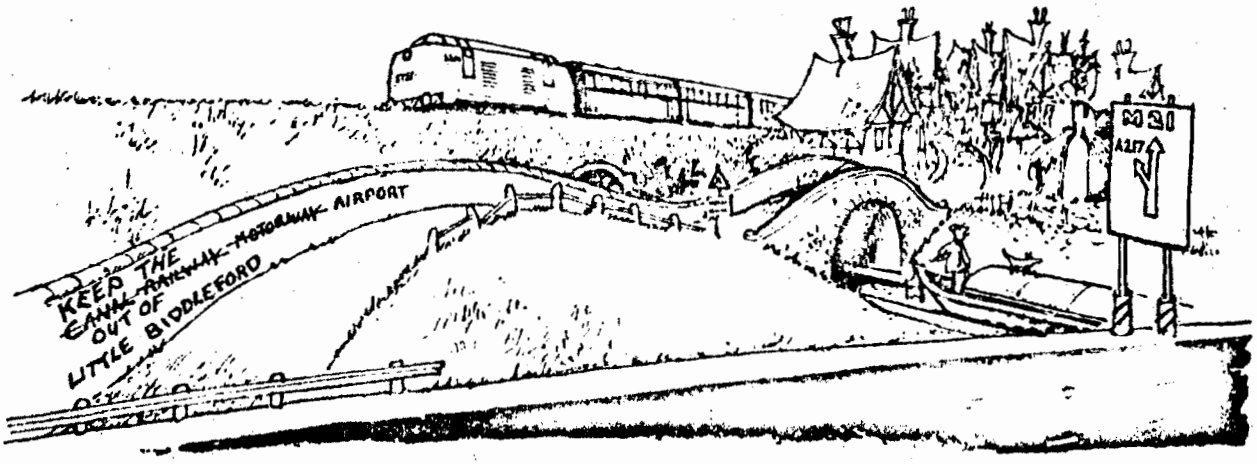
They have wriggled into the driver's seat in drafting legislation to permit the creation of "Regional Transit Authorities" (RTA's) - which will hold absolute authority over the operation of existing and planned regional transit systems. With the public left standing on the corner, local politicians are careening pell-mell down the road in their rush to deliver a "politically acceptable" bill to Baton Rouge in less than 40 days (the deadline is April 21st when the Legislature convenes).

If the four parishes in the metropolitan area can establish a "Regional Transit Authority", they can collectively receive $36 million in federal monies over the next six years. But before an RTA can be established here, the State Legislature must pass enabling legislation which will be either sloppily written and special interest oriented (in the "Great Louisiana Tradition"), or well written and citizen oriented. And in the interim, that bastion of citizen participation, the Mississippi River Bridge Authority, has magnanimously "offered" to act as the conduit for this year's $5.1 million of federal transit subsidies.

Right now local and state politicians from the New Orleans Area are massaging a 'preliminary draft' of RTA enabling legislation. A "Suggested Outline for Area-wide Transit Authority Legislation" was presented by consultant John Le Bourgeois to the ad hoc "Advisory Committee for Transit and Transit Authority Legislation" which is composed of three local politicians from each parish, chaired by Council President C.J. Eagan of the Regional Planning Commission, and some members of the "Greater New Orleans Transportation Committee" (composed of legislators from this area and chaired by Senator Nat Kiefer). LeBourgeois apparently paid for the closed luncheon at the International Hotel where this matter was discussed.

The "Suggested Outline" (copies are available from the Ecology Center or the Regional Planning Commission) was written poorly, researched inadequately and presented sloppily (again in the "Great Louisiana Tradition for Consultants on the Public Payroll"). Apparently this mess was acceptable to the Committees, which indicates their callous disregard of the critical public interest in regional transit (likely), or their ignorance of the significance of the issue before them (also likely).

This "Suggested Outline" deals sketchilly with the key issues of RTA powers, membership, voting and funding, allowing considerable room for change. As proposed this legislation would enable two or more contiguous parishes to own, operate and/or regulate interparish transit systems. The RTA, also, could regulate interparish operation of public and private transit, taxi and sightseeing activities. And, it can "acquire existing transit systems private enterprise no longer desires to operate" (read: "wants to dump on the public").



There are some new faces on the Board of Directors and will be more in the near future. We have lost Charlie Bosch, whose duties with the National Wildlife Federation keep him busier than anyone should be, and Sharon Tusa, who has left us to get married. They both will be missed. In replacing them, we have gained Dr. Carolyn Morillo, long an active member and former President of the Orleans Audubon Society, and Howard Schmalz, Chief Planner for the Community Improvement Agency in New Orleans.

Recent months have seen an increase in the number of active volunteers; an improvement in the Center's visibility, public image, and influence; and, in spite of tight money which generally tends to hurt organizations relying heavily on voluntary contributions, the Center has experienced a steady growth in membership and a slow but steady improvement in income.

That is not to say that things could not be better. They could be and, indeed, they will have to be by this time next year if the Center is to continue to be a viable part of the environmental movement in Louisiana.

The Board of Directors has been expanded to include more people and, for the first time, organizations. It will have to assume a greater role in making policy decisions and become much more active in assuring the execution of its policy decisions. The Center's committee system has been only marginally operable in the past; this situation will have to change. The members of the Center have not been as actively involved in the establishment of Center policy as they should be, primarily due to the fact that staff resources have not been adequate to assure that involvement. Volunteer recruitment and training programs have suffered also as a result of insufficient staffing. Staffing must be improved in the coming year.

The following are suggested as top priorities for the Board of Directors and the membership during the year ahead.

1) Staff salaries must be improved. Current salary levels (approx. $1,300/yr.) are disgracefully low. If they are not improved substantially within the next six months, we will lose our entire staff.

2) Paid clerical help is a must. A full-time secretary and office manager would relieve current staff members of routine duties now absorbing half or more of their time.

3) The Center's technical support capacity must be improved. This will involve hiring additional paid technical staff as well as improving the efficiency with which existing technical resources are utilized.

4) Special efforts must be made to improve and systematize communication among involved organizations.

5) Membership must be expanded and made more active in Center affairs.

6) The feasibility of creating organs within the environmental movement in Louisiana which are capable of active lobbying and overt political involvement must be explored carefully.

7) The leaders of the Center and other environmental groups in the State must be provided with the resources which will enable them to rise above the "brush-fires" and devote considerably more energy to the development of positive, long-range programs designed to address the many critical institutional, social, and political issues which impinge on environmental quality.

If substantial progress can be made in these priority areas, then there is every reason to believe that the Center -- indeed, the entire environmental movement in Louisiana -- will emerge from 1975 in even better shape than it is today. There is no longer any question that there exists in Louisiana a substantial and growing constituency for environmental quality. It remains only to develop the resources necessary to focus the energy and influence of that constituency.

The Authority would be controlled by a Board of 14 Directors composed of two elected officials and two citizens, appointed by the parish governing bodies from each of our four parishes. The politicians would each have a whole vote and citizen votes would be weighted according to population. Orleans would have a total of 7.361 votes; Jefferson 5.479 votes; St. Bernard 2.515 votes and St. Tammany 2.645 votes.

It is proposed that the revenues of the RTA would come primarily from four sources: operating fares, a re-allocation of the state highway trust fund, federal and state grants, and revenue and general obligation bonds. Obviously fares won't pay the bill if the RTA actually gets into operating buses. Opening the highway trust fund is an excellent suggestion, but unless it gets widespread public support the politics of doing this boggle the mind to anyone familiar with the struggle at the national level. Revenue bonds seem unlikely to provide substantial monies since the RTA seems restricted to basically non-profitmaking transit activities. General obligation bonds are usually paid for by some form of tax - which is where the real debate should focus. Many communities subsidize their transit systems with highly regressive taxes, such as the sales tax, which places undue burdens on the poor and persons on fixed incomes.

Obviously, there are many significant issues which need to be aired and debated in public. But, "for the sake of time" citizens are being kept off the bus deliberately. We will be provided little, if any, chance to participate in the critical of Regional Transit unless we demand it.

These ad hoc Committees and the Regional Planning Commission refuse to hold special, areawide public hearings. Instead, Council Presidents C.J. Eagan and James Moreau have offered to hold "public hearings" only as part of regularly scheduled Council meetings - hardly an adequate forum due to their inadequate notice and three minute limitation on public comment.

The Board of Directors of the Ecology Center has passed a resolution calling upon "local and state elected officials to hold special, open and areawide public hearings, in addition to any hearings held before separate parish legislatures, for the establishment of a Regional Transit Authority and about the proposed legislation."

NOW WHAT CAN WE DO? Immediately call or write any and all of your local and state officials and request full, open public hearings with adequate public notice and with the elected officials present.

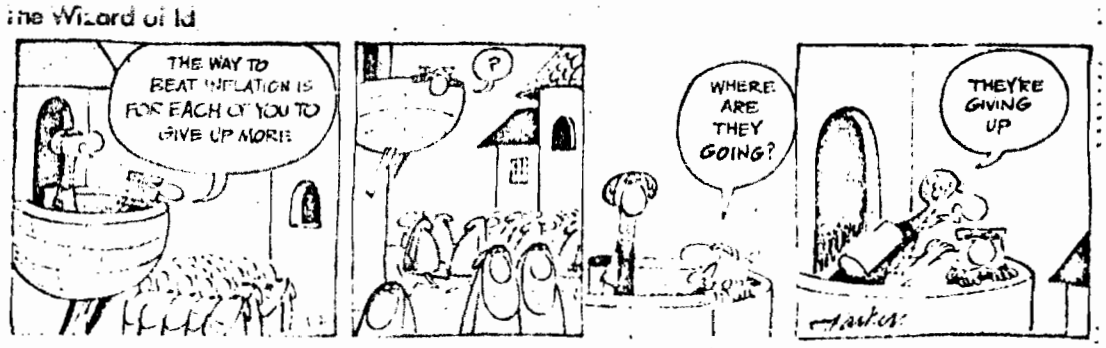
John Hammond is Vice-President in charge of Technical Services at the Ecology Center. John is presently active in various organizations that are working for a regional transit system for the metropolitan area of New Orleans

STATE OF THE CENTER REPORT

The following is adapted from the report presented by Center President Ross Vincent to the Center's Annual Meeting in February.

The past year has seen substantial changes in the Center, and the coming year will almost certainly see even more. Most of the changes have been positive; there is every reason to believe that those to come will be even more so.

There have been several staff changes. Jerry Wilson left the staff (though he remains an active member) in order to return to school full-time. John Hammond and Willie Fontenot have joined the staff and bring with them a wealth of talent and experience which will prove invaluable in the critical months to come.



Eco Notes

MONEY, MONEY, MONEY

The U.S. Supreme Court has ruled that the Nixon administration had no authority to impound 9 billion dollars in funds which had been authorized by Congress. As a result, Louisiana will receive about $50 million for sewage treatment plants. The suit was filed against EPA by Louisiana's Attorney General Office along with other states.

DISSOLVE OIL MONOPOLY

It seems as though the "Citizens Energy Platform (Washington-based group mentioned in the Feb. Newsletter) is getting some press coverage. A Times-Picayune article stated that CEP charged major oil companies, cooperating with other oil companies and government support, "act like sovereign powers" which reap excess profits. The independent fuel dealers are put out of the market which ends the free enterprize system. Spokesman Lovel said the solution is to "return to the free enterprize system. Break up the consortiums to encourage competition and eliminate government subsidies and protection from competition."

$80,000,000 LAWSUIT AGAINST ENVIRONMENTALISTS

The McKeon Construction company has an incredible $80,000,000 lawsuit against 5 Sacramento environmentalists who spoke against a land development plan. The firm is saying that there was a "conspiracy to make false statements about the property and to deprive the firm of its rights to develop its land as it pleased." The Sacramento Superior Court dismissed the case, but the firm appealed the decision. The lawsuit is becoming very expensive; and it also infringes upon the rights of individuals to speak on public issues.

The $14,000 legal costs are nearly exhausted, and if the McKeon firm persists, the case might go to the Supreme Court. Both environmentalists and major corporations are watching this case as it could be used in future legal decisions. The environmentalists must win this case so that citizens will have the right to speak in defense of environmental causes.

If you would like to contribute to this important legal decision, send all checks to Sacramento Citizen's Environmental Defense Fund. For tax deduction purposes, send to: Sierra Club Foundation, 220 Bush St., San Francisco 94104. (Please enclose note saying it is for the "Sacramento Five" defense fund.)

AIR QUALITY

Because James G. Roberts' wife suffers from an allergic reaction, Pittsburgh is losing its executive director of the Chamber of Commerce due to industrial air pollution. "I know it's a hell of a thing for an executive director of a Chamber of Commerce to say, but that's the truth," Robert explained. "We just had no choice although we tried to resist moving." Conservation News stated that air pollution was Roberts' sole reason fo- resigning. There are also reports that Pittsburgh residents may be drinking some of the nation's worst water. The suspects are industrial wastes from steel plants operated by U.S. Steel Corp. Citizen complaints are nausea, cramps, vomiting and diarrea along with bad taste and odor.

MAYBE WE CAN DO IT BY 1977? OR 1978? OR 1979? OR 1980?...
The big 3 auto-makers say they can't meet 1977 auto emission standards and want another year's delay. EPA's Russell Train is skeptical of the reasons given by the auto companies for a freeze of emission standards, and for good reason. An earlier study by the Department of Transportation says they can meet 1977 emission standards. Ralph Nader has also written a letter to the President challenging the auto makers' claims. It was accompanied by an analysis by the Federal Energy Administration that calculated that the Big Three could achieve the 40% fuel economy President Ford wants without any relaxation of pollution standards. (Sounds like the Big Three are up against the Big Three!)

THE U.S. CONSUMER PRODUCT SAFETY COMMISSION'S "HOTLINE"
To report a product-related injury, product hazards, or to request information on product safety, consumers may call the toll free "HOTLINE" number anywhere in the continental U.S., 800/638-2666. This number operates on a 24 hour basis.

LOUISIANA

ARE WETLANDS AND OIL PRODUCTION COMPATIBLE?
Robert Knecht, director of the federal Office of Coastal Environment said that the wetlands are suffering from "tremendous" damage because of offshore drilling on coastal areas, quoted the Times Picayune. He said preparations must be made before any oil production is started in an area such as development procedures or siting onshore facilities, acquiring land for recreation and conservation purposes, and funds for impacted areas.

AIR QUALITY STANDARD VIOLATIONS FROM FOUR LOUISIANA FIRMS
EPA indicates that the following plants are in violation of part of the Louisiana Air Control Commission:

Big River Industries, Inc. - airborne particulate matter.

International Paper Company, DeRidder Wood Treating Plant - smoke and operation of a single-chamber incinerator.

Edward Henes Lumber Company of Louisiana - smoke and airborne particulate matter.

Borden Chemical, Division of Borden, Inc. - airborne particulate matter.

These plants have 30 days to comply with the regulation. These plants will probably be given a deadline to achieve "cleanups", or civil action could be taken which could result in a fine of up to $25,000 per day of violation or imprisonment.

OAK SEEDLING PLANTING PROGRAM
Oak tree seedlings are now available for planting by individual and organizations to provide increased food for wildlife. Supplies are available and may be obtained by writing to the commission's main office, 400 Royal St., New Orleans, La. 70130; Baton Rouge Office, P.O. Box 44095, Capital Station, 70804; or any district office. Correspondence should be addressed to "Oaks for Wildlife".

NEW ORLEANS BOOKFAIR
New Orleans Symphony Bookfair will be held at the Oakwood Shopping Center, 10 A.M. to 9 P.M. on April 16 through 19, and 12 noon to 5 P.M. Sunday, April 20. There will be $1.00 admission on the 1st day only. For more information call 861-2004.

Center News

AMENDMENTS TO BY-LAWS
Some substantial amendments to the By-Laws were adopted at the Annual Meeting. Complete copies of the revised By-Laws will be available in a few weeks. Copies are available on request to members.

ELECTION RESULTS

The following people were elected to the Board of Directors for the next year: John H. Bertel; Edith P. Eckart; Frank P. Fischer, Jr.; William A. Fontenot; William H. Forman, Jr.; Carolyn R. Morillo; Michael Osborne; James R. Renner; Howard M. Schmalz; and Martha Sollberger. Many of these names will be familiar to most Center members; some may not be. If you would like to have additional information on the Board members, let us know. A full list will be prepared after the Board meeting in March and will be available on request to members.

CENTER MEMBER IN PRIME POSITION

Jim Renner has notified the Center that he has accepted a position with the Coastal Zone Management Program of the Office of State Planning and, therefore, will not be able to assume the seat to which he was elected on the Board of Directors. Of course, we will miss his involvement as a Board member, but look forward to his continued participation as an active Center member, not to mention the impacts he is certain to have on the development of coastal zone management policy in Louisiana. Congratulations and Thanks, Jim!

CENTER PARTICIPATES IN PROGRAM

The Center has been approved by the U.S. Environmental Protection Agency for participation in a Water Quality Awareness Program. EPA will make funds available up to a maximum of $1,200 to pay expenses incurred in the development of a presentation on local water quality problems and the publication of a newsletter on water quality events.

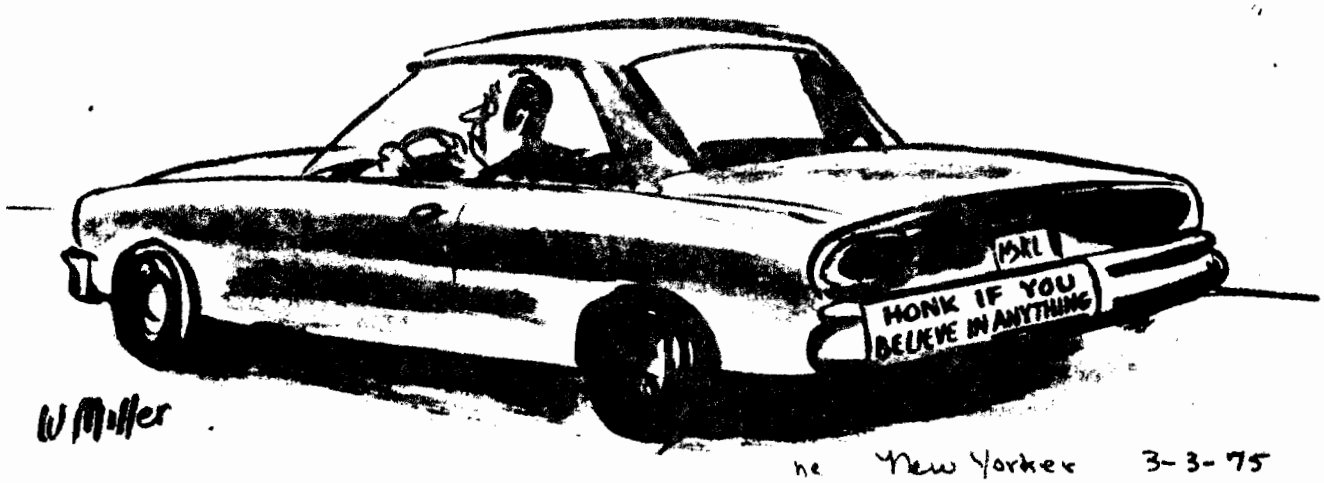
NOTES ON SOME FRIENDS OF THE CENTER

Center Vice-President John Hammond will be teaching a five-week (one night per week) course on "The Inner City and Environmental Quality" at Xavier University beginning on March 4th.

Dr. Gordon A. Saussy, Secretary of the Center's Board of Advisors and Director of the UNO Division of Business and Economic Research, has been named by New Orleans Mayor Moon Landrieu to the post of Chairman of the Mayor's new Council of Economic Advisors. Good move, Moon! Congratulations, Gordon!

HOUSE-GUESTS

Mardi Gras brought a variety of interesting visitors to the Center. President Ross Vincent's sister, Katie, and her husband Dan Janczewski managed to get here from Vancouver with a fantastic British Columbia salmon. Mighty tasty! Dan works for the Vancouver Planning Commission. From what he tells us, it seems that there is quite a difference between planning in Canada and planning in Louisiana. Also in town for part of the Carnival festivities was Terry Sopher, long-time friend and currently manager of the RANN (Research Applied to National Needs) Program's Land Use and Coastal Zone activities at the National Science Foundation in Washington. Rita Lyons, former Center Secretary and spouse of Cappy Lyons, charter President of the Center, was in town visiting the Lyons family during and after Carnival. Cappy chickened out on the trip but Rita did bring their two gorgeous daughters with her. It was good to see Rita again.



QUOTE OF QUOTES

"Do you know what this country needs today? A seven-cent nickel... If it works out, next year we could have an eight-cent nickel... You could go to the newsstand, buy a three cent newspaper, and get the same nickel back again. One nickel carefully used could last a lifetime."

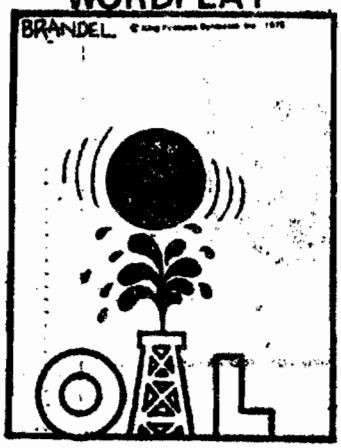
-Groucho Marx, in Animal Crackers, 1930

SOLAR-ENERGY POWERS

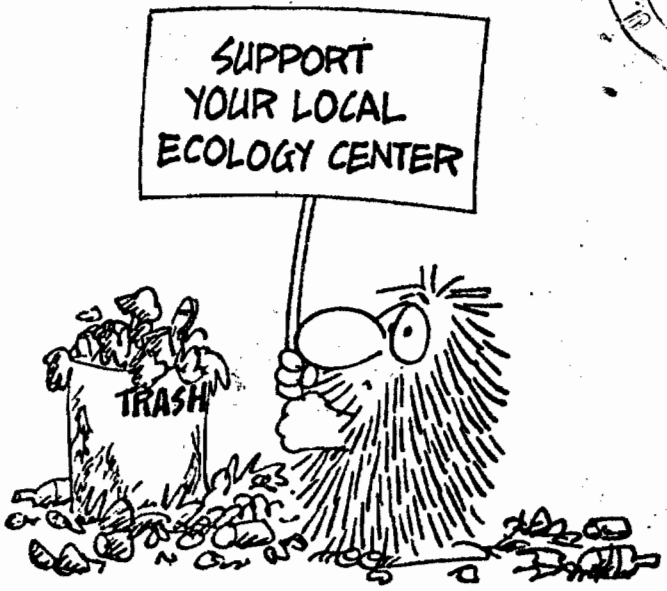
"Washington researchers have developed a revolutionary new clothes dryer powered entirely by solar energy. Called clothesline, the device basically consists of a random length ofcord suspended horizonally in an area calculated to receive maximum solar radiation. A side effect, scientists might make possible the age-old dream of locomotion without fuel. Scientists invision great ships moved over the seas by rank upon rank by blowing laundry."

Stephen Richman
Harper's Magazine

WORDPLAY



BROOM-HILDA'S PAL IRWIN SAYS



Ecology Center of Louisiana, Inc.
P.O. BOX 19344, NEW ORLEANS, LA. 70179

Colonel E.R. Heiberg III
U.S. Army Corps of Engineers
P.O. Box 60267
N.O., La 70160

DISPOSITION FORM

WBB 5/29/75

For use of this form, see AR 340-15; the proponent agency is The Adjutant General's Office.

REFERENCE OR OFFICE SYMBOL	SUBJECT
LMNED-MP	Lake Pontchartrain, La., & Vicinity Hurricane Protection Project

TO: C/Hyd & Hydro Br | FROM: C/Design Memo Br | DATE: 20 May 75 | CMT 1

Mr. Shelton/pbs/430

Attached is a copy of an article on subject project from the March edition of the "Ecology Center Newsletter" published by the Ecology Center of Louisiana, Inc. Please provide input for a reply for the portions of the article indicated on the attached copy. Your input should be in the spirit indicated in Col. Heiberg's note and should be provided by 28 May 75.

SEALE

1 Incl
as

LMNED-HC

TO C/Design Memo Br | FROM C/Hyd & Hydro Br | DATE 28 May 75 | CMT 2

Mr. Soileau/esk/369

The input you requested is inclosed.

BECNEL

1 Incl
wd incl 1

DA FORM 1 FEB 62 2496 REPLACES DD FORM 96, EXISTING SUPPLIES OF WHICH WILL BE ISSUED AND USED UNTIL 1 FEB 63 UNLESS SOONER EXHAUSTED.

GPO : 1966 O - 222-400

HURRICANE PROTECTION PLAN

You are correct in stating that the Hurricane Protection Plan is not designed for the strongest hurricane we could expect and that we are designing for the Standard Project Hurricane (SPH). But you use facts to your advantage without qualifying them as they should be, as the National Weather Service has done. True the SPH would have sustained winds of 100 miles per hour (over a period of 10 minutes), but Camille had instantaneous gusts estimated to approach the 200 miles per hour you quote, and 1-minute winds of 160 miles per hour, but the sustained winds for a 10-minute period are much lower; on the order of 140 miles per hour as determined by calibrated instruments of the National Weather Service. You quote unidentified personnel of the National Weather Service as having stated that we cannot build a system which is hurricane proof. By such a statement you give implication that we do not speak or communicate with other Federal agencies more knowledgeable of atmospheric phenomena than we are. I invite you to come in and investigate our communications with their predecessor, the US Weather Bureau, during the time this plan was being formulated in 1956 through 1962. You will find that the SPH was the hurricane which you could design against because anything greater (Camille, a Probable Maximum Hurricane) was yet undefined by the Weather Bureau because data needed to describe such horrendous storms were simply lacking. This means you cannot design for an inconceivable phenomena. The project was authorized by Congress in 1965 after receiving added impetus from the tragedies of Hurricane Betsy. However, it wasn't until 3 years later in October 1968 that the US Weather Bureau was capable of predicting a Camille (Probable Maximum Hurricane), too late to change the die already cast by Congress. But the present design still provides significant protection and has many meritorious features although you may not agree. For instance, most of the exposed levees are being built with 4.5 to 9 feet of levee height above the maximum design wind tides of 13.0 feet above mean sea level in the Lake Borgne/Chalmette area and 8.5 to 10.0 feet in Lake Pontchartrain. This extra

height is called freeboard and is intended to account for predictable wave runup but includes some protection against unknown factors too. As an example, the 22.6 foot surge you quote for Camille at Pass Christian includes wave runup on the high ground between Bay St. Louis and Gulfport, Mississippi. The maximum wind tide for Camille was less than 22.6 feet above mean sea level as documented from a stillwater mark in a structure at Bay St. Louis, 19.6 feet, where another stillwater mark, 15.2 feet above mean sea level was recorded in the same building during the 1947 Hurricane. You could say that Camille was 4.4 feet worse than the 1947 Hurricane in terms of maximum wind tide at Bay St. Louis. However, we cannot be fair about this problem without first establishing the relationship between Pass Christian/Bay St. Louis maximum wind tides and those in Lake Borgne/Chalmette area. In 1947 there was a 5 to 7 foot difference; 15.2 feet at Bay St. Louis, Lake Borgne being lower at 8 to 10 feet above mean sea level. In 1965 there was a 3 to 4 foot difference; 12.7 feet at Bay St. Louis, and Lake Borgne being lower again at 8 to 10 feet above mean sea level. Both the 1947 and Betsy were on critical paths to Lake Borgne but each produced higher water marks in the Bay St. Louis/Pass Christian areas. We believe it safe to expect that a Camille critical to Lake Borgne/Chalmette area would produce a lower maximum wind tide in Lake Borgne than a 22.6 foot surge as you imply. But, if you wish to compare the 22.6 feet recorded at Pass Christian with the design for the Lake Pontchartrain Project, you should compare 22.6 feet with 18 feet, the height of the design levee grade including wave runup, rather than the ~~maximum~~ stillwater level of 13 feet. Although the project is not totally hurricane proof, it is much better than nothing and construction should not be delayed until a new, more conservative plan is authorized. If local residents ask, and Congress directs us to, we would certainly determine the feasibility to provide Camille protection for developed areas. But, please keep in mind that, right or wrong, it has taken 20 years (1956 to 1975), to get where we are today.

DISPOSITION FORM

For use of this form, see AR 340-15; the proponent agency is The Adjutant General's Office.

REFERENCE OR OFFICE SYMBOL	SUBJECT
LMNED-MP	Lake Pontchartrain, La., & Vicinity Hurricane Protection Project

TO: C/Plng Div

FROM: C/Eng Div

DATE: 20 May 75

CMT 1

683

Mr. Shelton/pbs/430

Attached is a copy of an article on subject project from the March edition of the "Ecology Center Newsletter" published by the Ecology Center of Louisiana, Inc. Please provide input for a reply for the portions of the article indicated on the attached copy. Your input should be in the spirit indicated in Col. Heiberg's note and should be provided by 28 May 75.

1 Incl
as

for Mark
BAEHR

DA FORM 1 FEB 62 2496 REPLACES DD FORM 96, EXISTING SUPPLIES OF WHICH WILL BE ISSUED AND USED UNTIL 1 FEB 63 UNLESS SOONER EXHAUSTED.

GPO : 1966 O - 223-400

LMNPL-E
SUBJECT: Lake Pontchartrain, LA, and Vicinity Hurricane Protection Project

TO: C/Engineering Division FROM: C/Planning Division DATE: 29 May 1975 CMT 2
Mr. Chatry/ws/288

1. The following comments are applicable as noted:

a. Paras 1, 2, 3, Page 3. The benefit/cost analysis for Federal water resources development projects is intended to compare costs necessary to implement the project in question with the national economic benefits that the project will provide. Where project benefits are based on an increment which requires investments beyond the project for realization, such incremental costs are included in the benefit/cost analysis. In the Lake Pontchartrain, Louisiana, and Vicinity Project, however, there are no such benefits or costs. There are included what are termed "land enhancement" benefits, which reflect a palpable increase in the value of certain lands as a result of the removal of the hurricane overflow threat. In the case of the project in question, the computation of these benefits was done by preparing estimates of land values with and without the project based on analysis of actual sales. Implicitly, but not explicitly, taken into account were the costs of development of enhanced lands after the hurricane flood threat is removed, since the value of enhancement will vary with the difficulty involved in developing the lands. Explicit balancing of costs and benefits of development is properly accomplished by those who weigh the pros and cons of development and decide on the investment involved. The continuing references to the project's being dependent upon "reclamation" benefits are difficult to understand. It is conceded that the benefits attributable to the St. Charles Parish levee would be realized from the reclamation of undrained wetlands. But these benefits represent less than 3% of the total project benefits of more than $165 million annually. Moreover, we have made clear our conviction that the St. Charles levee should not be built without further study and analysis of its environmental and social consequences. Considering the remainder of the project, land enhancement benefits comprise less than 1% of the total project benefits and if they were entirely disregarded the economics would not be materially altered.

b. Para 4, page 3. The unique vulnerability of the project area to flooding is a fact. The locational advantages of the area are likewise facts. The problem is to accommodate inevitable increases in population within an admittedly flood prone area. Unfortunately, areas ideal for development by one set of standards may be unsuitable by another. In point of fact, for most of the project area, the decisions to develop have been taken long ago. Population within the project area is going to increase irrespective of whether improved protection against hurricanes is provided or not. With the exception of St. Charles Parish and portions of the Chalmette Area Plan, it is not the improved hurricane protection which will influence population distributions, but rather the desire of people to be located in reasonable proximity to those activities that the metropolitan area provides.

LMNPL-E
SUBJECT: Lake Pontchartrain, LA, and Vicinity Hurricane Protection Project

c. Para 3, page 4. Lake Pontchartrain currently sustains pollution from existing sources of stormwater runoff and municipal discharges. The trends that such pollution will follow in the future are conjectural, but those trends are not likely to be markedly influenced by the existence of the project. More significant in effect will be the emerging network of statutory constraints relating to pollution. It should also be noted that planning efforts are underway which will analyze existing and projected water quality problems in the project area and formulate plans to alleviate them. At the present time, it is impossible to predict what future public decisions will be in this matter, but there is an obvious national commitment to pollution abatement.

d. Para 4, page 4. The construction and subsequent operation and maintenance of the project will involve both beneficial and adverse impacts on the fish and wildlife resource. The beneficial impacts will result primarily from the ability to manage salinity regimes in the area, through use of the Seabrook complex. With the exception of the St. Charles levee portion of the project - construction of which is presently foreclosed by the Louisiana Scenic and Natural Rivers Act and which, in any event, would not be constructed without further detailed environmental and economic studies - the adverse impacts stem largely from the commitment of marshlands to use for project structures.

e. Para 4, page 5. While we do not, as the newsletter indicates, feel that the adverse impacts of the project are very limited and local, we do feel that the project will be, on balance, environmentally beneficial. As we have publicly discussed on many occasions, we are quite prepared to answer environmental questions raised by knowledgeable experts in the field, and we intend to do so in the months ahead. There is a good deal of opposition to the project - as we all know - from special interests, and much of the opposition focuses on specific parts of the project. Our preliminary look at the results of the February hearing has confirmed our belief that we have studied the environmental effects of the project from the standpoints of modeling, mathematics, and other scientific and engineering approaches in a broadgaged and complete way. We accept the idea that we should closely monitor the effects of the project as it is constructed. We also accept the fact that there remains some possibility that the project may bring about changes that we have not predicted, but we suspect from all the evidence at hand that these changes will be relatively minor. This risk, which we feel is rather small, must be balanced against the possibility of further delay in alleviating a grave threat to the lives and property of thousands who live in the project area.

CHATRY

1 Incl
wd

DISPOSITION FORM

For use of this form, see AR 340-15; the proponent agency is The Adjutant General's Office.

NWB 6/26/75

REFERENCE OR OFFICE SYMBOL	SUBJECT
LMNED-MP	Lake Pontchartrain, Louisiana, and Vicinity

TO C/Planning Division FROM C/Engineering Division DATE 20 Jun 75 CMT 1
Mr. Shelton/jz/430

Please provide input for a reply to the attached letter from Alan C. Parker by COB 27 Jun 75.

NWB

1 Incl
Letter

BAKHR

TO: C/Eng Div FROM: C/Plng Div DATE: 24 June 1975 CMT 2
Mr. Chatry/js/288

Suggest the following responses to statement by Alan C. Parker.

"We agree that the consequences of water resources proposals should be quantified to the maximum practicable extent, and that all consequences subject to expression in market-value terms should be included in benefit/cost analysis. The difficulty in the real world is that not all consequences are quantifiable and not all of those which are, are capable of expression in market-value terms.

"Benefit/cost analysis is one tool for evaluating investment proposals. As, currently practiced, it is concerned only with market-value data, even though in some cases the derivation of market-value may be indirect and complex.

"Unless input data can be related rationally to market-value, its inclusion in benefit/cost analysis implies such a distortion in that analysis as to render it invalid. This is not to say that information not expressible in market-value terms is without influence in investment decisions, but rather that its influence must be exerted through mechanisms other than benefit/cost analysis.

"We are aware of the considerable work done by various investigators in attempting to assign dollar values to what are usually referred to as "societal values" capabilities of marsh lands. Such values are not inherent in the market-value of marsh lands, which is a reflection of transactions between interested buyers and willing sellers. We are also aware of the wide range of societal values suggested by various investigators. The lack of general acceptance of the values, and the fact that they do not relate to market value, currently forecloses their use in benefit/cost analysis. As alluded to previously, this is not to say that they are without influence in the decision-making process. The concepts are valuable in providing the multi-faceted insights which any decision maker must have to exercise rational choice.

"In the project in question, both environmental losses and environmental gains will be realized. These have been described in the environmental statement in physical terms. With the possible exception of the St. Charles Parish Levee, we believe that the environmental consequences of the project will, on balance, be favorable."

"It is possible to proceed from the assumption that population of estuarine species is in direct proportion to the area of estuarine marsh, and that any reduction in such area will be reflected in a proportional reduction in population, and, concomitantly in the commercial harvest and recreational opportunity. We have done, on an interagency basis, extensive studies of the Louisiana coastal area. Based on these studies, and the assumption previously stated, the marshes in the area in which the project is located can be estimated to contribute to the commercial harvest of fish and wildlife, and to the recreational opportunities associated with fish and Wildlife, at a rate of about $25 per acre per year. The entire project, exclusive of the St. Charles Parish levee portion, will permanently alter some 2,000 acres of estuarine marsh, which, on the basis of the foregoing, represents an annual loss of $50,000. The project economic benefits currently are estimated at $165,678,000 annually. Inclusion of these losses in the analysis would, therefore, have no material effect on the benefit/cost ratio of 12.6 to 1. The $10,000 per acre value which you cite, referencing the Delta Sierran, derives, we believe, from the assumption that each acre of marsh produces $100 per year in fish production. If this value is used in lieu of the value of $25 per acre per year shown above, the annual loss would be $200,000 and the effect on the B/C ratio would again be negligible."

CHATRY

CHATRY

6/11/75

Alan C. Parker
719 Jefferson Park East
Jefferson, Louisiana 70121

June 8, 1975

Col. E. R. Heiberg
District Engineer
Corps of Engineers
P.O. Box 60267
New Orleans, Louisiana 70160

Dear Col. Heiberg:

The Delta Chapter of the Sierra Club has informed me of some incongruencies on the part of your office in formulating the cost/benefit ratio for the proposed Lake Pontchatrain Hurricane Protection Levee System. It seems as though you are neglecting to subtract from the benefit the value of the wetlands destroyed by the project. If a value of $10,000 per acre is assigned to the wetlands to be destroyed by this project, then what is the value of this project? Such a value is suggested in the Delta Sierran for June 1975.

With all best wishes, I am sincerely,

Alan C. Parker

Encl 1

IN REPLY REFER TO
LMNED-MP

2 July 1975

Mr. William A. Fontenot
111 S. Hennessey Street
New Orleans, LA 70119

Dear Bill:

Many thanks for sending me a copy of the March 1975 edition of the Ecology Center Newsletter containing your analysis of the Lake Pontchartrain, Louisiana, and Vicinity hurricane protection project. You have brought up several points which I accept; however, there are some points where I fear you do a disservice unless you clarify them for the readers.

A high levee plan for only the currently developed areas would not be responsive to the future needs of the metropolitan area and would not conform to the authorizing legislation. This high levee plan would suffer from the same drawbacks that have been enumerated before for other plans involving higher levees. The soils of the area will not easily support the higher level construction without longer construction times and increased rights-of-way with resulting costly relocations of utilities, property, and persons. The efficiency of the interior drainage systems would be substantially reduced during a hurricane, due to the high level of Lake Pontchartrain. This would raise the possibility of interior flooding. The substantial protection afforded to all the unleveed areas around the lake by the barrier plan would not be possible. In cognizance of these drawbacks and of the need for such a project to provide for the requirements of the future, Congress authorized the barrier plan rather than such a high levee plan.

St. Tammany Parish residents and officials apparently continue to feel that the barrier structures will increase rather than decrease their susceptibility to hurricane and other flooding. This is in spite of repeated, extensive briefings, discussions, and visits to the model testing facilities in Vicksburg. The State of Louisiana, through the Governor, has consistently supported the project. Because of the

necessity of the barrier complexes for the protection of the areas around the lake in addition to St. Tammany Parish, the Governor has executed assurances for the project on behalf of the St. Tammany Parish Police Jury.

Your statements regarding the situation in Mandeville are very misleading. At the initial public meeting to discuss a separate study, "Lake Pontchartrain, North Shore, Louisiana," in December of 1965, the Mayor of Mandeville opposed the plan authorized under the hurricane protection project to restore and strengthen the existing seawall. He also opposed emergency repairs of the damages to the seawall caused by Hurricanes Hilda in 1964 and Betsy in 1965. At that same public meeting, he requested the complete replacement of the existing seawall and its extension westward to include the entire lakefront within the corporate limits of Mandeville. On 4 October 1972, we held the second public meeting on the Lake Pontchartrain, North Shore, Louisiana, study and presented three separate plans. The plan for a high levee along the Mandeville lakefront was not economically justified. The Mayor's plan was also not economically justified. The third plan was a modification of the authorized plan for strengthening the existing seawall. This plan would substitute a sand beach in front of the seawall in place of the authorized riprap. A sand beach would strengthen and protect the existing seawall as well as provide recreational opportunities. It was economically justified but was rejected in its entirety by the Mayor and others. As a result of the unanimous local opposition to the beach plan, it will not be included in our recommended plan of improvement for the north shore of Lake Pontchartrain. The town of Mandeville will continue to have the option of accepting or rejecting the repair work for the seawall as authorized in the Lake Pontchartrain, Louisiana, and Vicinity hurricane protection project. This feature of the project has been indefinitely deferred due to the lack of local cooperation.

Your statements concerning the St. Charles Parish levee are also very misleading. The actual statement made by my predecessor, Colonel Hunt, was that the lakefront levee may have more adverse environmental impacts than can be justified by offsetting flood protection benefits. Work on the levee was deferred pending further environmental studies which were soon initiated. These actions took place before Bayous Trepagnier and La Branche were included in the Louisiana Natural and Scenic Rivers System. We have never claimed that the levee should be built prior to the completion of the necessary environmental studies. Previously, an Airline Highway alinement was found to be economically unjustified. A recent preliminary reanalysis of that alinement indicates that further investigation of it is advisable. This will be done. Meanwhile, the lakefront levee has been indefinitely deferred.

The project has been continually supported by the elected officials of New Orleans (Orleans Parish)--the Mayor and the City Council. These officials, elected by the voters of Orleans Parish, recently reaffirmed their support of the project.

At the time of the project's formulation, it was found that a Chalmette area alinement along the Mississippi River-Gulf Outlet would be essentially no more costly than an alinement along the existing levees. This was so because we could take advantage of the dredged material deposited next to the Mississippi River-Gulf Outlet during its construction. This alinement was requested by local interests in St. Bernard Parish. It is difficult to understand how the potential for flooding in the Chalmette area could be increased by the implementation of this project.

The benefit/cost analysis for Federal water resources development projects is intended to compare costs necessary to implement the project in question with the national economic benefits that the project will provide. Where project benefits are based on an increment which, for realization, requires investments beyond the project, such incremental costs are included in the benefit/cost analysis. In the Lake Pontchartrain, Louisiana, and Vicinity project, however, there are no such benefits or costs. There are included what are termed "land enhancement" benefits, which reflect a palpable increase in the value of certain lands as a result of the removal of the hurricane overflow threat. In the case of the project in question, the computation of these benefits was done by preparing estimates of land values with and without the project based on analysis of actual sales. The costs of development of enhanced lands after the hurricane flood threat is removed were implicitly, but not explicitly, taken into account since the value of enhancement will vary with the difficulty involved in developing the lands. Explicit balancing of costs and benefits of development is properly accomplished by those who weigh the pros and cons of development and decide on the investment involved. The continuing references to the project being dependent upon "reclamation" benefits are difficult to understand. It is conceded that the benefits attributable to the St. Charles Parish levee would be realized from the reclamation of undrained wetlands. But these benefits represent less than 3 percent of the total project benefits of more than $165 million annually. Moreover, we have made clear our conviction that the St. Charles levee should not be built without further study and analysis of its environmental and social consequences. Considering the remainder of the project, land enhancement benefits comprise less than 1 percent of the total project benefits, and if they were entirely disregarded the economics would not be materially altered.

The unique vulnerability of the project area to flooding is a fact. The locational advantages of the area are likewise facts. The problem is to accommodate inevitable increases in population within an admittedly flood prone area. Unfortunately, areas ideal for development by one set of standards may be unsuitable by another. In point of fact, for most of the project area, the decisions to develop have been taken long ago. Population within the project area is going to increase irrespective of whether improved protection against hurricanes is federally provided or not. With the exception of St. Charles Parish and portions of the Chalmette Area Plan, it is not the improved hurricane protection which will exert a controlling influence on population distributions, but rather the desire of people to be located in the reasonable proximity to those activities that the metropolitan area provides.

You are correct in stating that the hurricane protection plan is not designed for the strongest hurricane we could expect and that we are designing for the Standard Project Hurricane (SPH). But you should properly qualify the facts you use. It is true that the SPH would have sustained winds of 100 miles per hour (over a period of 10 minutes) and that Camille had instantaneous gusts estimated to approach the 200 miles per hour you quote, and 1-minute winds of 160 miles per hour, but the sustained winds for a 10-minute period are much lower—on the order of 140 miles per hour as determined by calibrated instruments of the National Weather Service. We have coordinated extensively with other Federal agencies more knowledgeable of atmospheric phenomena than we are, particularly with the National Weather Service and its predecessor, the US Weather Bureau. During the time this plan was being formulated in 1956 through 1962, the SPH was the hurricane which one could design against. Anything greater (Camille, a probable maximum hurricane) was as yet undefined by the Weather Bureau because data needed to describe such horrendous storms were simply lacking. The project was authorized by Congress in 1965 after receiving added impetus from the tragedies of Hurricane Betsy. However, it was not until 3 years later in October 1968 that the US Weather Bureau was capable of predicting a Camille (probable maximum hurricane). The present design still provides significant protection against storms greater than the SPH. For instance, most of the exposed levees are being built with 4.5 to 9 feet of levee height above the maximum design wind tides of 13.0 feet above mean sea level (m.s.l.) in the Lake Borgne/Chalmette area and 8.5 to 10.0 feet m.s.l. in Lake Pontchartrain. This extra height is called freeboard and is intended to account for predictable wave runup but includes some protection against unknown factors too. As an example, the 22.6-foot surge you quote for Camille at Pass Christian includes wave runup on the high ground between Bay St. Louis and Gulfport, Mississippi. The maximum wind tide for Camille was 19.6 feet above m.s.l. as documented from a stillwater mark in a structure at Bay St. Louis. However, we cannot make any comparisons using these Camille figures without first establishing the relationship between Pass Christian/Bay St. Louis maximum

wind tides and those in the Lake Borgne/Chalmette area. Both the 1947 hurricane and Hurricane Betsy were on paths critical to Lake Borgne, but each produced higher water marks in the Pass Christian/Bay St. Louis areas--5 to 7 feet higher in 1947 and 3 to 4 feet higher in 1965. We believe it safe to expect that a Camille critical to the Lake Borgne/Chalmette area would produce a much lower maximum wind tide in Lake Borgne than a 22.6-foot surge as you imply.

Lake Pontchartrain currently sustains pollution from existing sources of stormwater runoff and municipal discharges. The trends that such pollution will follow in the future are conjectural, but those trends are not likely to be markedly influenced by the existence of the project. More significant in effect will be the emerging network of statutory constraints relating to pollution. It should also be noted that planning efforts are underway which will analyze existing and projected water quality problems in the project area and formulate plans to alleviate them. At the present time, it is impossible to predict what future public decisions will be in this matter, but there is an obvious national commitment to pollution abatement.

The construction and subsequent operation and maintenance of the project will involve both beneficial and adverse impacts on the fish and wildlife resource. The beneficial impacts will result primarily from the ability to manage salinity regimes in the area, through use of the Seabrook Complex. With the exception of the St. Charles levee portion of the project--construction of which is presently foreclosed by the Louisiana Natural and Scenic Rivers Act and which, in any event, would not be constructed without further detailed environmental and economic studies--the adverse impacts stem largely from the commitment of marshlands to use for project structures.

While we do not, as the newsletter indicates, feel that the adverse impacts of the project are very limited and local, we do feel that the project will be, on balance, environmentally beneficial. As we have publicly discussed on many occasions, we are quite prepared to answer environmental questions raised by knowledgeable experts in the field, and we intend to do so in the months ahead. There is a good deal of opposition to the project, as we all know, from special interests, and much of the opposition focuses on specific parts of the project. Our preliminary look at the results of the February hearing has confirmed our belief that we have studied the environmental effects of the project from the standpoints of modeling, mathematics, and other scientific and engineering approaches in a broadgaged and complete way. We accept the idea that we should closely monitor the effects of the project as it is constructed. We also accept the fact that there remains some possibility that the project may bring about changes that we have not predicted, but we suspect from all the evidence at hand that these changes will be relatively minor. This risk, which we feel is rather

Mr. Shelton/dma/430

LMNED-MP
Mr. William A. Fontenot

2 July 1975

small, must be balanced against the possibility of further delay in alleviating a grave threat to the lives and property of thousands who live in the project area.

I hope you will use these clarifying comments to present a more dispassionate and complete discussion of the project in the future. If you would like to discuss any of these points, please contact me.

Sincerely yours,

E. R. HEIBERG III
Colonel, CE
District Engineer

CF:
Editor, Ecology Center Newsletter
P.O. Box 19344
New Orleans, LA 70179

Mr. Guy F. LeMieux, President
Board of Commissioners
Orleans Levee District
200 Wildlife and Fisheries Bldg.
418 Royal Street
New Orleans, LA 70130

Councilman John D. Lambert, Jr.
New Orleans City Council
Room 2 E 09
City Hall
1300 Perdido St.
New Orleans, LA 70112

Honorable Moon Landrieu
Mayor of New Orleans
New Orleans, LA 70130

Mr. Charles Eagan, Chairman
Jefferson Parish Council
P.O. Box 9
Gretna, LA 70053

Mr. Thomas Donnelon
President of Jefferson Parish
192 Maque St.
Harahan, LA 70123

BARTON
LMNED-MP

SEALE
LMNED-M

BECNEL
LMNED-H

CHATRY
LMNPL

Exec Ofc

LMNED-MP
Mr. William A. Fontenot

2 July 1975

Mr. Francis J. Braud, President
Louisiana Wildlife Federation, Inc.
112 Goodhope Street
Norco, Louisiana 70079

Mr. Daniel V. Cresap, Chief Engineer
Louisiana Department of Public Works
P.O. Box 44155, Capitol Station
Baton Rouge, LA 70804

Mr. J. Burton Angelle, Director
Louisiana Wildlife & Fisheries Commission
400 Royal Street
New Orleans, Louisiana 70130

Mr. Greg Lannes, Chairman
Hurricane and Levee Protection Committee
Regional Planning Commission for Jefferson,
Orleans, and St. Bernard Parishes
New Orleans, Louisiana 70130

Mr. Ross Vincent
Ecology Center of Louisiana, Inc.
111 S. Hennesey St.
New Orleans, LA 70119

Mr. Barry Kohl, Chairman
Conservation Committee
Orleans Audubon Society
346 Audubon Street
New Orleans, LA 70118

also copies to Long, Johnston, [illegible], Boggs, Treen [illegible]

IN REPLY REFER TO
LMNED-MP

1 July 1975

Mr. Alan C. Parker
719 Jefferson Park East
Jefferson, LA 70121

Dear Mr. Parker:

This is in response to your letter of 8 June 1975 concerning the economics of the Lake Pontchartrain, Louisiana and Vicinity hurricane protection project.

We agree that the consequences of water resources proposals should be quantified to the maximum practicable extent, and that all consequences subject to expression in market-value terms should be included in benefit/cost analysis. The difficulty in the real world is that not all consequences are quantifiable and not all of those which are, are capable of expression in market-value terms.

Benefit/cost analysis is one tool for evaluating investment proposals. As, currently practiced, it is concerned only with market-value data, even though in some cases the derivation of market-value may be indirect and complex.

Unless input data can be related rationally to market-value, its inclusion in benefit/cost analysis implies such a distortion in that analysis as to render it invalid. This is not to say that information not expressible in market-value terms is without influence in investment decisions, but rather that its influence must be exerted through mechanisms other than benefit/cost analysis.

We are aware of the considerable work done by various investigations in attempting to assign dollar values to what are usually referred to as "societal" capabilities of marshlands. Such values are not inherent in the market-value of marshlands, which is a reflection of transactions between interested buyers and willing sellers. We are also aware of the

LMNED-MP
Mr. Alan C. Parker

wide range of societal values suggested by various investigators. The lack of general acceptance of the values and the fact that they do not relate to market value currently foreclose their use in benefit/cost analysis. As alluded to previously, this is not to say that they are without influence in the decisionmaking process. The concepts are valuable in providing the multifaceted insights which any decisionmaker must have to exercise rational choice.

In the project in question, both environmental losses and environmental gains will be realized. These have been described in the environmental statement in physical terms. With the possible exception of the St. Charles Parish levee, we believe that the environmental consequences of the project will, on balance, be favorable.

It is possible to proceed from the assumption that population of estuarine species is in direct proportion to the area of estuarine marsh, and that any reduction in such area will be reflected in a proportional reduction in population, and, concomitantly in the commercial harvest and recreational opportunity. We have done, on an interagency basis, extensive studies of the Louisiana coastal area. Based on these studies, and the assumption previously stated, the marshes in the area in which the project is located can be estimated to contribute to the commercial harvest of fish and wildlife, and to the recreational opportunities associated with fish and wildlife, at a rate of about $25 per acre per year. The entire project, exclusive of the St. Charles Parish levee portion, will permanently alter some 2,000 acres of estuarine marsh, which on the basis of the foregoing, represents an annual loss of $50,000. The project economic benefits currently are estimated at $165,678,000 annually. Inclusion of these losses in the analysis would, therefore, have no material effect on the benefit/cost ratio of 12.6 to 1. The $10,000 per acre value which you cite, referencing the Delta Sierran, derives, we believe, from the assumption that each acre of marsh produces $100 per year in fish production. If this value is used in lieu of the value of $25 per acre per year shown above, the annual loss would be $200,000 and the effect on the B/C ratio would again be negligible.

I hope this has helped to clarify the economics of this project. If I may be of any further assistance, please call on me.

Sincerely yours,

E. R. HEIBERG III
Colonel, CE
District Engineer

cc
BARTON
LMNED-MP
SEALE
LMNED-M
SAEHR
LMNED
CHATRY
LMNPL
Exec O

MB
6/11/75

Alan C. Parker
719 Jefferson Park East
Jefferson, Louisiana 70121

June 8, 1975

Col. E. R. Heiberg
District Engineer
Corps of Engineers
P.O. Box 60267
New Orleans, Louisiana 70160

Dear Col. Heiberg:

The Delta Chapter of the Sierra Club has informed me of some incongruencies on the part of your office in formulating the cost/benefit ratio for the proposed Lake Pontchatrain Hurricane Protection Levee System. It seems as though you are neglecting to subtract from the benefit the value of the wetlands destroyed by the project. If a value of $10,000 per acre is assigned to the wetlands to be destroyed by this project, then what is the value of this project? Such a value is suggested in the Delta Sierran for June 1975.

With all best wishes, I am sincerely,

Alan C. Parker

Mr. Shelton/pbs/430

IN REPLY REFER TO
LMNED-MP

22 August 1975

Mr. M. P. Schneider, Jr.
Regional Planning Commission
333 St. Charles Avenue
Suite 900
New Orleans, LA 70130

Dear Mr. Schneider:

This is in response to your letter of 31 July 1975 seeking clarification of the average annual time of closure of the barrier structures of the Lake Pontchartrain, Louisiana, and Vicinity hurricane protection project.

We have investigated records of hurricanes and tropical storms that have occurred since 1887 and find that we have experienced a hurricane in the Gulf of Mexico on the average of three times each year and that these storms have an average life of 3 days while in the Gulf. We therefore expect an average of three closures of 3 days' duration each during the hurricane season (June through October) for a total of about 9 days per season.

I hope this answers your question. If I may be of further service, please call on me.

Sincerely yours,

FREDERIC M. CHATRY
Chief, Engineering Division

for BARTON
LMNED-MP

SEALE
LMNED-M

BECNEL
LMNED-H

CHATRY
LMNED

REGIONAL PLANNING COMMISSION
JEFFERSON • ORLEANS
ST. BERNARD • ST. TAMMANY
PARISHES

July 31, 1975

Mr. Frederic M. Chatry
U. S. Army Corps of Engineers'
New Orleans District
P. O. Box 60267
New Orleans, Louisiana 70160

Dear Mr. Chatry:

I was pleased to learn that you have been named Chief of the Engineering Division of the U. S. Army Corps of Engineers', New Orleans District. During the several times I have spoken with you I have felt that you had a definite feeling of responsibility and dedication to your job.

During the recent meeting at the New Orleans Chamber of Commerce concerning the environmental effects of the hurricane barriere system, a question was raised as to how often and for what length of time the non-navigational flow structure would be closed. I would certainly appreciate you investigating this situation for me, and give me an average length of time during a normal year that this structure would be closed to tidal flow, based upon all of the past history of hurricane activity in the area affecting such closure.

Thank you for an early reply, and congratulations on your appointment with best wishes for success in your future endeavors.

Yours truly,

REGIONAL PLANNING COMMISSION

Pete Schneider

M. P. Schneider, Jr.

MPS,Jr:kd

cc: Mr. Charles O'Doniel, Director
Regional Planning Commission

(504) 523-1432
SUITE 900
MASONIC TEMPLE BUILDING
333 ST. CHARLES AVENUE
NEW ORLEANS • LOUISIANA 70130

DISPOSITION FORM

For use of this form, see AR 340-15; the proponent agency is The Adjutant General's Office.

8/15/75

REFERENCE OR OFFICE SYMBOL	SUBJECT
LMNED-MP	Lake Pontchartrain, La., and Vicinity - Closure of the Barrier Complex

TO: C/Hyd & Hydro Br
FROM: C/Design Memo Br
DATE: 6 Aug 75
CMT 1
Mr. Shelton/pbs/430

Please provide input for a reply to the second paragraph of the attached 31 Jul 75 letter from the Regional Planning Commission (Incl 1) by 13 Aug 75.

SEALE

1 Incl
as

LMNED-HC

TO C/Design Memo Br FROM C/Hyd & Hydro Br DATE 13 Aug 75 CMT 2
Mr. Sellers/esk/369

1. Input is provided as requested on the frequency and duration of barrier structure closures.

2. An analysis of 244 Gulf of Mexico hurricanes and tropical storms for the period of record 1887 to 1971 inclusive, indicate that storms have an average life expectancy of 3 days and on the average 3 storms occur each year in the Gulf of Mexico.

3. The average duration of any normal closure would be 3 days per event. In the months June through October of any year, as many as three closures may be required for a total of 9 days in aggregate on the average per year.

BECNEL

1 Incl
nc

SUBJ: Lake Pontchartrain, La., and Vicinity - Closure of the Barrier Complex

[redacted]-HC

TO C/Design Memo Br FROM C/Hyd & Hydro Br DATE 13 Aug 75 CMT 2
Mr. Soileau/esk/369

1. Input is provided as requested on the frequency and duration of barrier structure closures.

2. An analysis of 244 Gulf of Mexico hurricanes and tropical storms for the period of record 1887 to 1971 inclusive, indicate that storms have an average life expectancy of 3 days and on the average 3 storms occur each year in the Gulf of Mexico.

3. The average duration of any normal closure would be 3 days per event. In the months June through October of any year, as many as three closures may be required for a total of 9 days in aggregate on the average per year.

1 Incl
[redacted]

[redacted] BECHEL

REGIONAL
PLANNING
COMMISSION
JEFFERSON • ORLEANS
ST. BERNARD • ST. TAMMANY
PARISHES

July 31, 1975

Mr. Frederic M. Chatry
U. S. Army Corps of Engineers'
New Orleans District
P. O. Box 60267
New Orleans, Louisiana 70160

Dear Mr. Chatry:

I was pleased to learn that you have been named Chief of the Engineering Division of the U. S. Army Corps of Engineers', New Orleans District. During the several times I have spoken with you I have felt that you had a definite feeling of responsibility and dedication to your job.

During the recent meeting at the New Orleans Chamber of Commerce concerning the environmental effects of the hurricane barriere system, a question was raised as to how often and for what length of time the non-navigational flow structure would be closed. I would certainly appreciate you investigating this situation for me, and give me an average length of time during a normal year that this structure would be closed to tidal flow, based upon all of the past history of hurricane activity in the area affecting such closure.

Thank you for an early reply, and congratulations on your appointment with best wishes for success in your future endeavors.

Yours truly,

REGIONAL PLANNING COMMISSION

Pete Schneider

M. P. Schneider, Jr.

MPS,Jr:kd

cc: Mr. Charles O'Doniel, Director
Regional Planning Commission

(504) 523-1432
SUITE 900
MASONIC TEMPLE BUILDING
333 ST. CHARLES AVENUE

IN REPLY REFER TO
LMNED-MP

3 September 1975

Mr. B. M. Dornblatt
816 Howard Avenue
Suite 300
New Orleans, Louisiana 70113

Dear Mr. Dornblatt:

In reference to our telephone conversation on 26 August 1975, I am forwarding a set of artist's renditions of the features of the Lake Pontchartrain, Louisiana, and Vicinity hurricane protection project including the barrier complexes (inclosure 1) and I offer the following explanation of the operating procedures for those complexes.

Each barrier complex (Seabrook, Rigolets, and Chef Menteur) consists of a flood control structure, a navigation structure, and a closure dam. The flood control structures are being designed to be hydraulically equivalent to the natural passes and during normal weather conditions will remain fully open maintaining the existing natural flows through the passes. The control structure at Seabrook will also be used to regulate the tidal exchange between Lake Pontchartrain and the Mississippi River-Gulf Outlet at that location, thus allowing a favorable salinity regimen to be maintained in the lake. Concurrently, a certain minimum constant flow at Seabrook will be maintained to satisfy riparian use requirements.

Uninterrupted vessel transit of the Seabrook and Rigolets locks will be possible except during time periods when current velocities would make this procedure hazardous. During these times, vessels would be locked through. We estimate that locking will be required for 7 hours per day at Seabrook lock and for 5 hours per day for 15 days per month at the Rigolets lock. The Chef Menteur navigation structure is not a lock and will remain open at all times during normal weather conditions allowing uninterrupted navigational use.

Messrs. Richter-Shelton/gze/430

LMNED-MP
Mr. B. M. Dornblatt

3 September 1975

Under hurricane conditions the barrier complexes will limit the inflow of hurricane induced tides into Lake Pontchartrain, preserving a near normal surface elevation in the lake just prior to a hurricanes landfall. Accordingly, the control structure and the navigation structure of each complex will be closed when a hurricane threat is imminent. We have investigated records of hurricanes and tropical storms that have occurred since 1887 and find that we have experienced a hurricane in the Gulf of Mexico on the average of three times each year and that these storms have an average life of 3 days while in the gulf. We, therefore, expect an average of three closures of 3 days' duration each during the hurricane season (June through October) for a total of 9 days per season.

Subsequent to the closing of the barrier structures, vessels will be locked through the Seabrook and Rigolets locks until this action is no longer safe.

An additional function of the Seabrook control structure is to reduce the flood water levels in the Inner Harbor Navigation Canal. This will be accomplished by opening the structure when the stage in the canal reaches 3½ feet mean sea level and allowing the waters in the canal to flow into the lake. The average lake level increase caused by this procedure will be less than one inch.

I hope this has answered your questions regarding the operation of the barrier structures. If I can be of any further service, please call on me.

Sincerely yours,

FREDERIC M. CHATRY
Chief, Engineering Division

1 Incl
As stated

EEB BARTON LMNED-M
WBS SEALE LMNED-M
RAB BECNEL LMNED-H
CHATRY LMNED

IN REPLY REFER TO
LMMED-MP

17 September 1975

Mr. Greg J. Lannes, Jr.
Regional Planning Commission
333 St. Charles Avenue
Suite 900
New Orleans, Louisiana 70130

Dear Mr. Lannes:

This is in response to your letter of 9 July 1975 in which you asked my predecessor, Brigadier General Heiberg, to respond to the recommendations and suggestions offered at your meeting of 14 May 1975 on the environmental aspects of the Lake Pontchartrain, Louisiana, and Vicinity hurricane protection project.

At that meeting, Mr. John Green, on behalf of the US Fish and Wildlife Service, made the following six recommendations to which I have commented:

1. Recommendation: The St. Charles Parish segment of the project should not be constructed as currently proposed.

Comment: The matter of the project features in St. Charles Parish is most complex. In June of 1973 it was determined that the St. Charles Parish Lakefront levee appeared to possibly have more adverse environmental impacts than could reasonably be justified by offsetting flood protection benefits. Therefore, it was concluded that further studies would be required to support a decision on whether or not to proceed with the levee. Work on the levee was deferred pending the completion and analysis of these studies. During this same period of time, Bayous Trepagnier and LaBranche were added to the Louisiana Natural and Scenic Rivers System. Both streams would be affected by the construction of the St. Charles Parish Lakefront levee. As a result, a determination was sought from the State on the influence that inclusion of these streams in the system would have on the proposed levee construction. Based on information provided by Mr. J. Burton Angelle, administrator of the system, it was concluded that the levee could not be constructed

without contravening state law. In view of this determination and the environmental considerations previously mentioned, the St. Charles Parish Lakefront levee was placed in an indefinitely deferred status. Further, the studies which had been initiated to provide a basis for a decision on whether or not to proceed with the levee were reoriented to provide an essential base of environmental and technical data for use in the overall Lake Pontchartrain, Louisiana, and Vicinity project. A preliminary reanalysis of an Airline Highway (US Highway 61) alinement indicates that further investigation of this alternative is advisable. This investigation, in order to insure that it is comprehensive, must be made in conjunction with the general environmental study which I previously mentioned. This will be done. Meanwhile, the lakefront levee has been indefinitely deferred.

2. Recommendation: The navigable floodgates located at Bayous Bienvenue and Dupre should continue to be operated to allow maximum tidal exchange of waters on either side of the Chalmette Area Levees except immediately prior to and during hurricanes.

Comment: The navigable floodgates on Bayous Bienvenue and Dupre will remain open at all times under normal weather conditions allowing tidal interchange. They will not be closed until a hurricane threat is imminent, at which time they will be closed in conjunction with the barrier structures.

3. Recommendation: The drainage structures associated with the New Orleans East segment should be modified and operated to allow maximum tidal interchange between waters located on either side of the protection levees. This action would restore the estuarine character of the inclosed marshes, and would help mitigate the project-induced losses of valuable fish and wildlife habitat.

Comment: A modified operating plan for the drainage structure at South Point is being investigated. If it is determined to be feasible, tidal interchange could be allowed until developed areas are threatened. It is appropriate to remark, however, that the New Orleans East area has been effectively leveed for about a quarter of a century, and is clearly destined for further development. Hence any such plan would not have a long-term effect on the area.

4. Recommendation: Ponding dikes associated with the New Orleans East Barrier Plan should be segmented following revegetation of the ponded areas in order to restore tidal interchange. The timing and extent of this action should be determined through consultation with

representatives of the Fish and Wildlife Service, National Marine Fisheries Service, and the Louisiana Wildlife and Fisheries Commission.

Comment: This work will be coordinated with these agencies and included in the first levee shaping contracts after hydraulic levee construction operations are completed within an area.

5. Recommendation: The planned spoil disposal areas near The Rigolets Pass should be moved to previously utilized sites located on the north side of this pass between US Highway 90 and Rigolets Entrance Light Number 2 or to upland sites north of Lake Pontchartrain.

Comment: The disposal area west of Sawmill Pass, numbered 1 on inclosure 1, will be relocated to the suggested area. The New Orleans District will request that the assuring agency obtain a construction easement for the use of the recommended area. The disposal area east of Sawmill Pass, numbered 2 on inclosure 1, will be deleted. The waste material from construction of the control structure, approach channels, and closure dam which was to be deposited in area 2 will be disposed of in the ponding area north of The Rigolets, numbered 3 on inclosure 1. This ponding area is required to contain weak materials removed from the levee base foundation, the effluent from the sand pumped into the excavated levee base, and the material excavated during the construction and maintenance of the navigation channel approaches to Rigolets lock. Relocation of this disposal area 3 is not economically feasible.

6. Recommendation: Studies should be initiated to determine the effects of the barrier structures on salinity regimes, and on the ingress and egress of marine and estuarine organisms through the Chef Menteur and The Rigolets Passes. If these studies indicate that the structures are detrimental to this estuarine ecosystem, the structures should be modified to rectify this problem. This study should consist of at least 1 year of preconstruction inventories, extend throughout the construction period, and include 2 years of postconstruction inventories. It should be designed in consultation with the Fish and Wildlife Service, the National Marine Fisheries Service, and the Louisiana Wildlife and Fisheries Commission. This would permit verification of the results of the model studies conducted at the Corps' Waterways Experiment Station at Vicksburg, Mississippi.

Comment: We are committed to the principle of sizing the control structures at Chef Menteur and The Rigolets Passes so as to avoid any significant alteration of the pattern of tidal interchange. One of the

primary purposes of Seabrook Complex is to regulate and manage a salinity regime favorable to fish and wildlife. We have extensively studied the possible effects of the project on fish and wildlife and have documented our findings within various public records, most notably in the environmental statement filed with the Council on Environmental Quality. Continuing attention and study are given such matters, and we are currently negotiating with Louisiana State University in an attempt to structure and implement comprehensive, basin-wide environmental studies to insure that any adverse environmental consequences attendant to project construction and operation are minimized, and that any opportunities for environmental enhancement are fully exploited. We are prepared to address fully any other legitimate environmental concerns which may arise. Certainly, if there are any indications of significant detrimental effects resulting from the barrier complexes, corrective measures would be taken to alleviate these effects.

Mr. Johnnie Tarver of the Louisiana Wildlife and Fisheries Commission stated at our 22 February 1975 public meeting on the project, "We would like more information on (the plans for containment of sediment which results from the work on the Chef Menteur Complex) and would like an opportunity to work with you in planning to eliminate or reduce, to the greatest possible extent, the damages to this oyster-producing area." Our plans and specifications for the hydraulic levee construction contracts at Chef Menteur Complex will require diked ponding areas adjacent to the levee fill areas. Spill boxes will be located in the ponding area dikes so that clarified waters will flow out of the ponding areas after the solids in the dredged effluents fall from suspension. The design of the ponding areas will be coordinated with the Louisiana Wildlife and Fisheries Commission.

Mr. Tarver's discussion at your meeting of 14 May 1975 was not entirely consistent with the statement he made on behalf of the Louisiana Wildlife and Fisheries Commission at our public meeting. His remarks at your meeting seemingly indicate a lack of understanding and consideration of the design features of the barrier complexes and the extensive studies and tests of them made over the past 15 years. We have requested Mr. J. Burton Angelle, Director of the Commission, to clarify his agency's position with respect to Mr. Tarver's comments.

The management of resources as referenced by Dr. Sherwood Gagliano at your meeting implies a program much broader than any which could be developed within the content of the hurricane protection project. We are prepared to make that project as consistent with the requirements of overall management as is practicable. Further, we are prepared to

LMNED-MP
Mr. Greg J. Lannes, Jr.

17 September 1975

participate to the limit of our authorities and funds, to the development of overall management plans, and in fact are actively engaged in studies responsive to this objective. Two such studies are the Louisiana Coastal Area study, and the New Orleans-Baton Rouge Metropolitan Area study. Also in carrying out our responsibilities in navigable waters we must be concerned with the implications of not only our own actions, but those of all who operate within the broad limits of such waters. In summary, we share with many the perception that more comprehensive planning is desirable in coastal areas, and are committed to maximizing the contribution of all of our programs to its realization. At the same time, we recognize that our efforts can be most effective in support of local initiatives.

I believe that we have studied the environmental effects of the project from the standpoints of modeling, mathematics, and other scientific and engineering approaches in a thorough manner. I accept the idea that we should closely monitor the effects of the barrier complexes as they are constructed and I am committed to continuing environmental study and coordination on this project. I am also convinced that it is in the public interest to continue work on the project in order to provide protection for the lives and property of the citizens of the area.

I hope that I have addressed your questions to your satisfaction. If I can be of any further service, please call on me.

Sincerely yours,

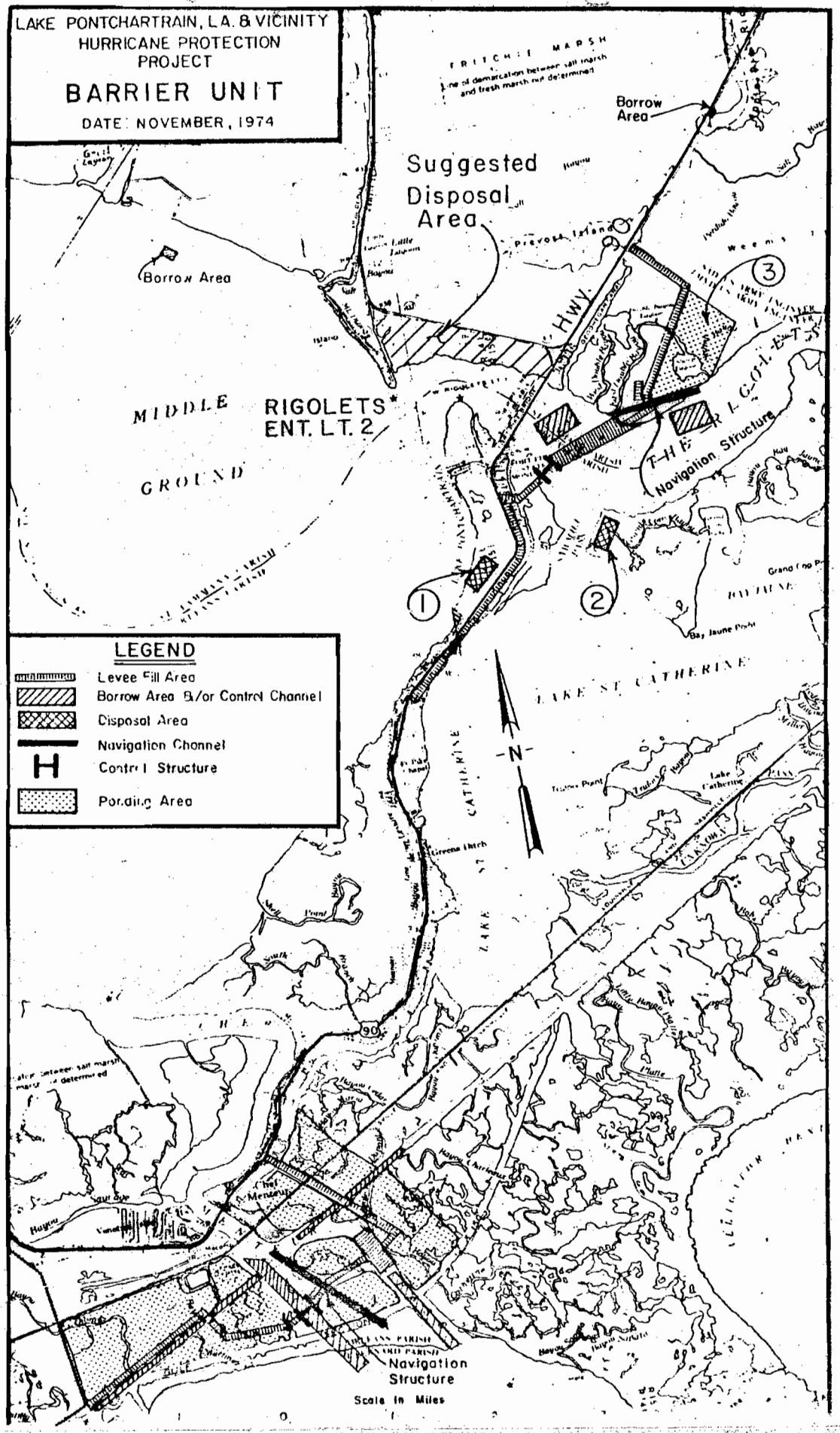
EARLY J. RUSH III
Colonel, CE
District Engineer

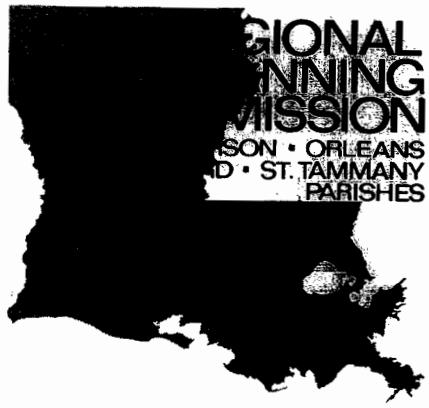
1 Incl
As stated

CF: w incl
Planning Div

BARTON
LMNED-MP
SEALE
LMNED-M
SOMMER
LMNED-D
CHATRY
LMNED
ROY
LMNPL
Exec Ofc

1750


LAKE PONTCHARTRAIN, LA. & VICINITY
HURRICANE PROTECTION
PROJECT
BARRIER UNIT
DATE: NOVEMBER, 1974
Suggested
Disposal
Area
Borrow
Area
Borrow Area
MIDDLE
GROUND
RIGOLETS*
ENT. LT. 2
HWY.
THE RIGOLETS
Navigation Structure
LAKE ST. CATHERINE
LAKE ST. CATHERINE
1
2
3
N
LEGEND
Levee Fill Area
Borrow Area &/or Control Channel
Disposal Area
Navigation Channel
H
Control Structure
Parking Area
Navigation
Structure
Scale in Miles
0



July 9, 1975

Colonel E. R. Heiberg, III
District Engineer
Department of the Army
New Orleans District
Corps of Engineers
Post Office Box 60267
New Orleans, Louisiana 70160

Dear Colonel Heiberg:

On February 22, the U. S. Army Corps of Engineers held a public meeting in New Orleans to discuss environmental aspects on the proposed Lake Pontchartrain and Vicinity Hurricane Protection Project. Mr. Joseph E. Burgess, Jr., Biologist, of the U. S. Fish and Wildlife Service, was at this meeting and made six recommendations.

Mr. Johnnie Tarver of the Louisiana Wildlife and Fisheries Commission stated: "We would like more information on (plans and containment of sediment and duration of construction), and would like an opportunity to work with you in planning to eliminate or reduce. . . damage to this oyster producing area."

On May 14, this Committee invited the U. S. Fish and Wildlife Service, the Louisiana Wildlife and Fisheries Commission, and a private consultant to speak on the ecology of the New Orleans area, both with and without the Lake Pontchartrain and Vicinity Hurricane Protection Project.

Mr. John Green, U.S.F.&W.S., repeated Mr. Burgess' six recommendations verbatim. (See transcript of this meeting, pages 68-71). Mr. Tarver, L.W.&F.C., gave some persons in attendance indications that he was opposed to construction of any "barriers" until further studies are completed. Dr. Sherwood Gagliano, of Coastal Environments, Inc., had praise for the engineering design of the "barriers" at Chef Menteur and Rigolets and the hurricane plan in general. However, he stated that in his opinion "our concepts of (Lake Pontchartrain) have changed considerably from the time when this plan was originally developed sometime ago to where we are in 1975." Dr. Gagliano further thought, "that before this project is fully implemented, that we should answer (management resource questions) to the best of our ability in 1975." (Enclosed transcript, pages 38-40).

In view of the above, is your agency prepared to answer the recommendations and suggestions offered by Messrs.

GREG J. LANNES, JR.
OFFICE: (504) 279-9481
c/o TENNECO OIL COMPANY
P.O. BOX 1007
CHALMETTE • LOUISIANA 70043

(504) 523-1432
SUITE 909
MASONIC TEMPLE BUILDING
333 ST. CHARLES AVENUE
NEW ORLEANS • LOUISIANA 70130

Burgess, Green, Tarver, and Gagliano? Do you propose further ecological studies prior to additional work on the planned "barriers"? Will ecological study be made while construction is in progress, and will the project be modified if studies so indicate a need?

We enclose herewith for your convenience a copy of Mr. Burgess' and Mr. Tarver's speech of February 22 (your meeting), together with a full copy transcript of our meeting of May 14.

An answer at your earliest convenience will be appreciated.

Sincerely,

REGIONAL PLANNING COMMISSION

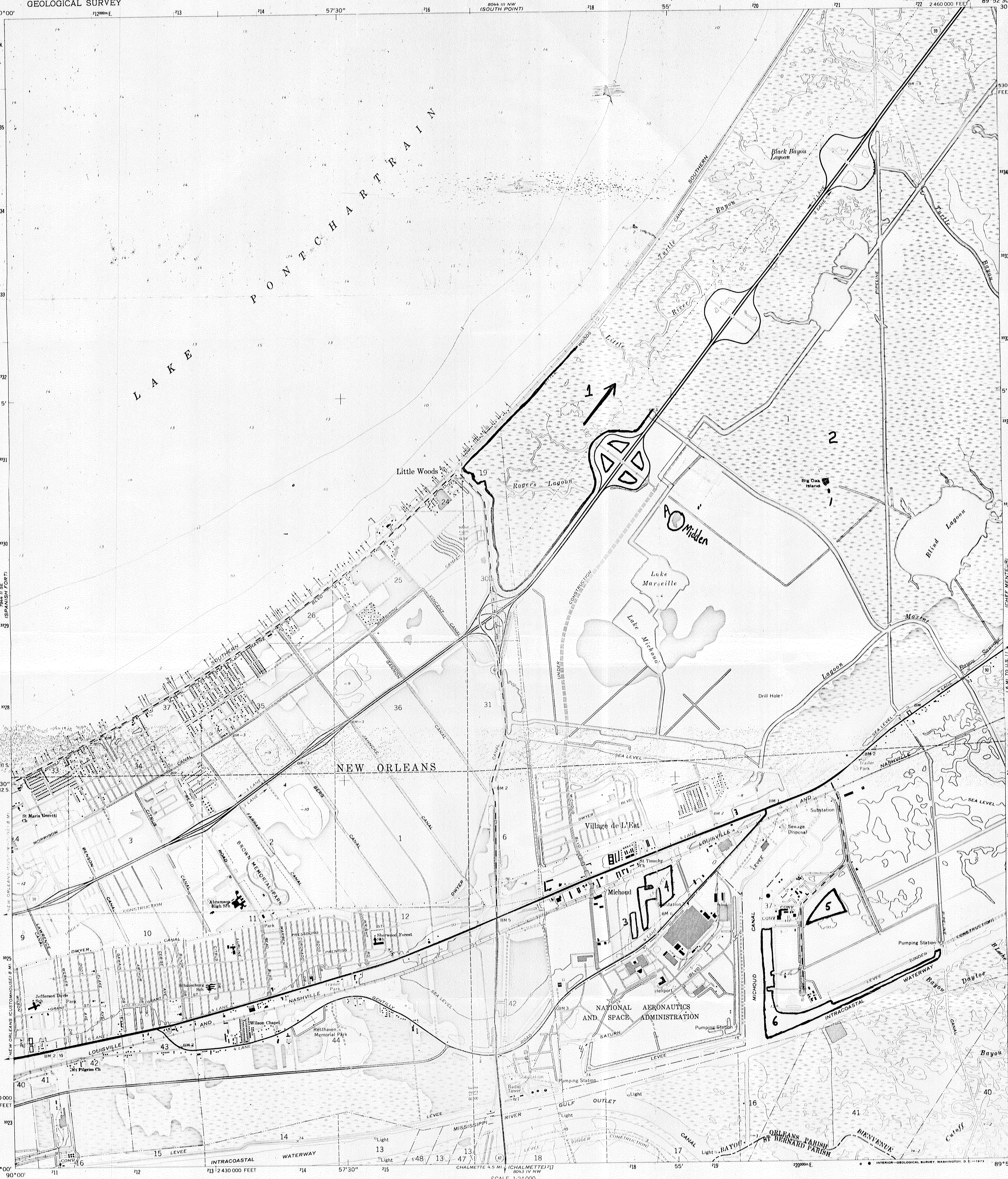
GREG J. LANNES, JR., CHAIRMAN
HURRICANE PROTECTION COMMITTEE

GJLJr/EJGJr/fts

Enclosures

UNITED ST ES
DEPARTMENT OF E INTERIOR
GEOLOGICAL SURVEY

LITTLE WOODS QUADRANGLE
LOUISIANA
7.5 MINUTE SERIES (TOPOGRAPHIC)
SW/4 CHEF MENTEUR 15' QUADRANGLE



7944 II NE (SPANISH FORT NE)
8044 III NW (SOUTH POINT)
8044 III NE (NORTH SHORE)
15 MI. TO INTERSTATE 59
90°00'
30°07'30"
89°52'30"
30°07'30"
57'30"
55'
2 460 000 FEET
530 000 FEET
LAKE PONTCHARTRAIN
SOUTHERN CANAL
Black Bayou Lagoon
Turtle Bayou
Turtle Canal
Little River
LITTLE WOODS
3 LANE
PIPELINE
1
2
Little Woods
Rogers Lagoon
Big Oak Island
Midden
Lake Marseille
Lake Michoud
UNDER CONSTRUCTION
Blind Lagoon
Maxent Lagoon
Bayou Sauvage
1.6 MI. TO U.S. 11
GULFPORT 52 MI.
(CHEF MENTEUR) 8044 III SE
Drill Hole
7944 II SE (SPANISH FORT)
SOUTHERN SHAYNE BLVD
MORRISON
VINCENT CANAL
GANNON
JAHNCKE CANAL
NEW ORLEANS
BERG CANAL
FARRAR
CITRUS
READ
BROWN MEMORIAL PARK
BENSON
CANAL
DWYER
St Maria Goretti Ch
Abramson High Sch
Sherwood Forest Sch
Schaumburg Sch
Jefferson Davis Sch
Park
Wilson Chapel
Resthaven Memorial Park
Trailer Park
Mt Pilgrim Ch
LOUISVILLE AND NASHVILLE
GENTILLY ROAD
SEA LEVEL
NEW ORLEANS (CUSTOMHOUSE) 8 MI.
Village de L'Est
St Timothy Ch
Michoud
Substation
Sewage Disposal
3
4
5
6
NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
Heliport
SATURN
Pumping Station
MICHOUD CANAL
LEVEE
INTRACOASTAL WATERWAY
Bayou Daytoe
Bayou
Cutoff
B Leche
CONSTRUCTION
Radio Tower
MISSISSIPPI RIVER GULF OUTLET
Light
ORLEANS PARISH
ST BERNARD PARISH
BAYOU BIENVENUE
CHALMETTE 4.5 MI. (CHALMETTE) 8043 IV NW
2 430 000 FEET
490 000 FEET
30°00'
90°00'
89°52'30"
INTERIOR—GEOLOGICAL SURVEY, WASHINGTON, D.C.—1973
(NEW ORLEANS EAST) 7943 I NE
(MARTELLO CASTLE) 8043 IV NE

Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Planimetry by photogrammetric methods from aerial photographs taken 1965. Topography by planetable surveys 1967
Supersedes map dated 1935–51

Selected hydrographic data compiled from USC&GS Chart 1269 (1967)
This information is not intended for navigational purposes

Polyconic projection. 1927 North American datum
10,000-foot grid based on Louisiana coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks, zone 16, shown in blue

Red tint indicates areas in which only landmark buildings are shown

All or part of this quadrangle lies within a subsidence area
City of New Orleans and Orleans Parish are coextensive

Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked

UTM GRID AND 1972 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET
(GN, MN; 1°28' 26 MILS; 5° 89 MILS)

SCALE 1:24 000
1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 KILOMETER

CONTOUR INTERVAL 5 FEET
DATUM IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY ¼ FOOT

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR WASHINGTON, D. C. 20242
AND BY THE STATE OF LOUISIANA, DEPARTMENT OF PUBLIC WORKS, BATON ROUGE, LOUISIANA 70804
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

LOUISIANA
QUADRANGLE LOCATION

Revisions shown in purple compiled from aerial photographs taken 1972. This information not field checked

Purple tint indicates extension of urban areas

ROAD CLASSIFICATION
Heavy-duty — Light-duty
Medium-duty — Unimproved dirt
Interstate Route — U. S. Route — State Route

LITTLE WOODS, LA.
SW/4 CHEF MENTEUR 15' QUADRANGLE
N3000—W8952.5/7.5

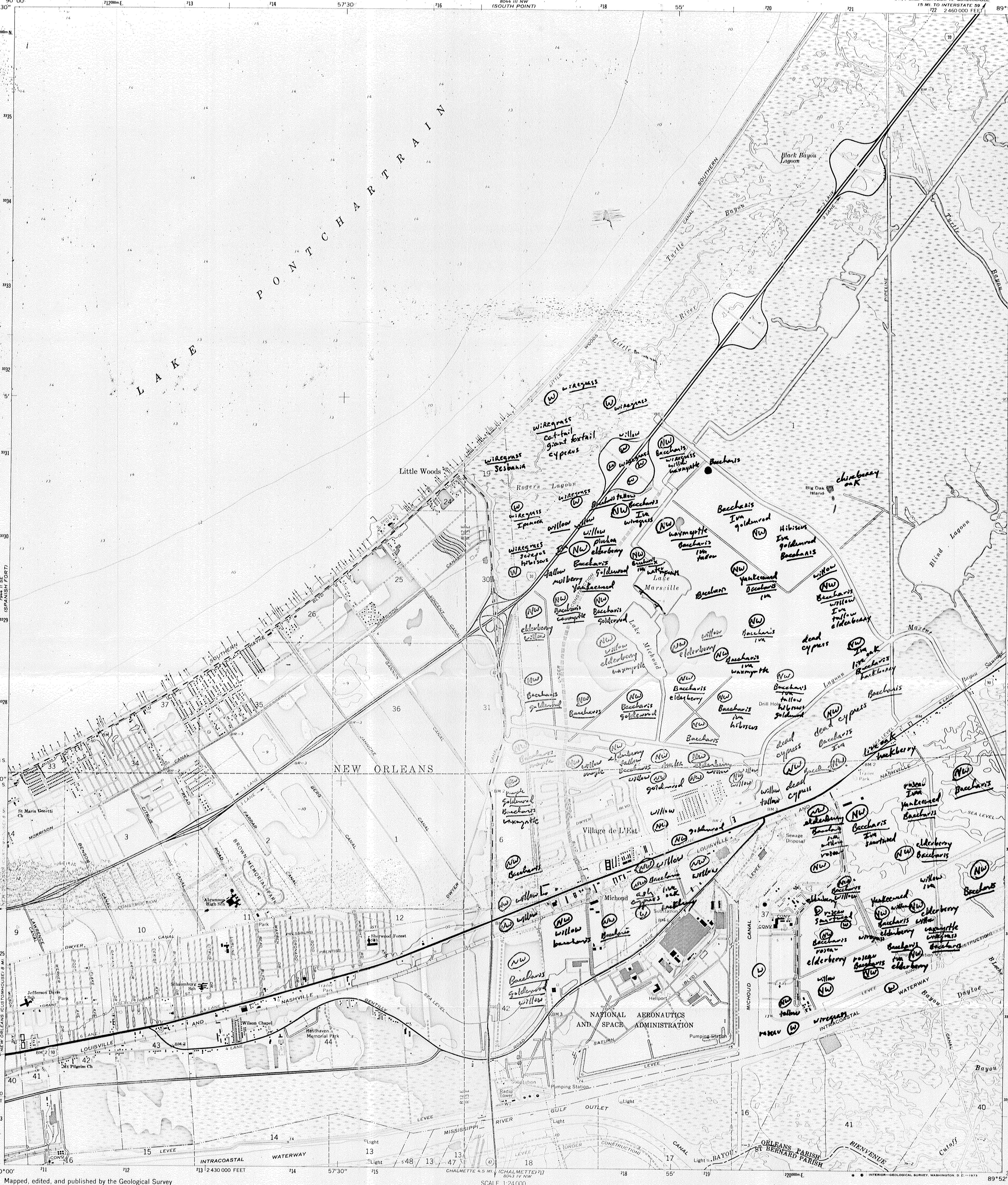
1967
PHOTOREVISED 1972
AMS 8044 III SW—SERIES V885

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

LITTLE WOODS QUADRANGLE
LOUISIANA
7.5 MINUTE SERIES (TOPOGRAPHIC)
SW/4 CHEF MENTEUR 15' QUADRANGLE

7944 II NE (SPANISH FORT NE)

8044 III NE (NORTH SHORE)



(NEW ORLEANS EAST) 7943 I NE

(MARTELLO CASTLE) 8043 IV NE

Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Planimetry by photogrammetric methods from aerial photographs taken 1965. Topography by planetable surveys 1967
Supersedes map dated 1935–51

Selected hydrographic data compiled from USC&GS Chart 1269 (1967)
This information is not intended for navigational purposes

Polyconic projection. 1927 North American datum
10,000-foot grid based on Louisiana coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks, zone 16, shown in blue

Red tint indicates areas in which only landmark buildings are shown

All or part of this quadrangle lies within a subsidence area
City of New Orleans and Orleans Parish are coextensive

Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked

UTM GRID AND 1972 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET
GN MN 1°28' 26 MILS 5° 89 MILS

SCALE 1:24 000
1 MILE — 7000 FEET — 1 KILOMETER

CONTOUR INTERVAL 5 FEET
DATUM IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY ¼ FOOT

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR WASHINGTON, D.C. 20242
AND BY THE STATE OF LOUISIANA, DEPARTMENT OF PUBLIC WORKS, BATON ROUGE, LOUISIANA 70804
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

LOUISIANA
QUADRANGLE LOCATION

Revisions shown in purple compiled from aerial photographs taken 1972. This information not field checked

Purple tint indicates extension of urban areas

ROAD CLASSIFICATION

Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
Interstate Route	U.S. Route
State Route	

LITTLE WOODS, LA.
SW/4 CHEF MENTEUR 15' QUADRANGLE
N3000—W8952.5/7.5

1967
PHOTOREVISED 1972
AMS 8044 III SW—SERIES V885