

(A0004729)

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Mr. Dicharry/ph/239

7 December 1977

IN REPLY REFER TO
LMNED-MP

Mr. Stuart H. Brahm, Jr.
Executive Director
Sewerage & Water Board of New Orleans
City Hall, Civic Center
New Orleans, Louisiana 70165

Dear Mr. Brahm:

Mr. Larry Bodet has furnished me a copy of your letter to Mr. August
Peres, III dated 23 November 1977 relative to his letter to the editor
of the Times Picayune dated 21 November 1977.

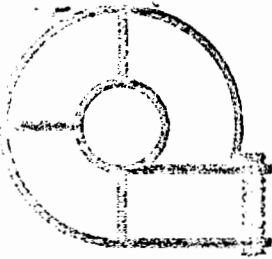
I think your letter presents an excellent assessment of the problem of
hurricane protection for the Lake Pontchartrain and vicinity area, and
represents an appropriate response by a concerned public official to
that problem.

You can be sure that we in the New Orleans District will continue to
work to bring adequate hurricane protection to this area at the earliest
practicable date.

Sincerely yours,

FREDERIC M. CHATRY
Chief, Engineering Division

RJG
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MOON LANDRIEU, President
HARRY McCALL, JR., President Pro-Tem.

Sewerage & Water Board OF NEW ORLEANS

STUART H. BREHM, JR.
Executive Director

CITY HALL • CIVIC CENTER
NEW ORLEANS, LA., 70165 • 586-4588

November 23, 1977

Mr. August Perez, III
2609 Canal Street
New Orleans, LA 70119

Dear Augie:

I read your letter in the Times Picayune of November the 21st, relative to "Hurricane Protection".

While I can agree with much of what you say, I certainly cannot agree with your conclusion that we should abandon the barrier plan.

I did not even know that a "Part B" proposal had been developed, but I certainly can agree with your logical conclusion that to construct high level levees around the entire Shoreline of Lake Pontchartrain, as well as in other contiguous waterway areas where this high level levee would be needed would be almost ludicrous.

I don't know if you are aware or not, but in order to keep Lake Pontchartrain from emptying into the City of New Orleans under the project hurricane it would be necessary that the small back levees in the area between the Industrial Canal and Jefferson Parish be raised to an elevation around twenty feet plus or minus over mean sea level. This will require utilization of a Land Strip approximately 150 feet in width in the current parkway area extending along that section of the Lakefront. Additionally, because of the tide level aspects that will be encountered, something similar or perhaps some very special type of levee would be required along the London Avenue Drainage Canal, the Orleans Avenue Drainage Canal, and the Seventeenth Street Drainage Canal. A possible alternative (certainly a safer one) would be to relocate Drainage pumping stations 6, 7, and 5 to the Lakefront making the high level canals low level, then rearranging the drainage system between the Lake and Florida Avenue/Metairie Ridge and between the Orleans/Jefferson Parish Line and the Industrial Canal.

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From the Lakefront Airport East, one of two options would be available, raise the existing levees and at the same time broaden these levees so as to either add on the Lakeside or to widen on the riverside and use Haynes Blvd., or in the alternative to put some type of sheet piling in this entire levee area with a concrete cap.

You stated that "second a most important consideration is exactly what the probability of this "killer" storm is. This cannot be calculated mathematically because it has never happened in recorded history." This is incorrect, Camille was a project hurricane that struck the Gulf Coast. The wind force intensity and "fetch" of Camille was utilized by Dr. Simpson of Miami, and he shifted the location of Camille 30 miles west to the project area for New Orleans, (pass Chef Menteur) and based upon this shift and computer study it indicated that between 100,000 and 150,000 people would have died depending on the time of day on night.

I must admit there will be some inconvenience brought on by the barrier plan. As an example, when you or I decide to go fishing through either the Chef or Rigolets we may encounter some delay in going through the systems. I doubt, however, that this would be much more of a delay than waiting for the L & N Railroad Bridge when a train is approaching or passing.

I cannot agree with your contention that this would have an adverse effect because of the "additional cost of commercial water transportation". I think when we are considering the lives of the people of the City of New Orleans; I do not think that a small delay in commercial water transportation would in any manner or form significantly compare to this danger.

Also, let me point out that this is not the first barrier arrangement for hurricane protection. There are three such barrier plans that have been executed along the East Coast, and the fourth is now under construction. Additionally, in other portions of the world this is being put into effect, such as the Thames River in England.

I want to call to your attention that as regards to the ecology impact, that the Environmental Impact statement that was prepared in connection with this project has been approved by all official agencies that are involved, and I can think of no one except some hard core environmentalists and ecologists who feel that this barrier plan is not environmentally sound, and they would sacrifice the project as well as the lives of the people of the City of New Orleans. In closing, let me point out just one instance that I personally know of as relative to a project hurricane.

In 1974, when "Carmen" was hovering over the Coast of Louisiana

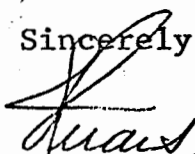
and her course had been plotted so that the eye was to cross at pass Chef Menteur; we, "Sewerage and Water Board, Levee Board, and City Officials" met with corp of engineer personnel at Prytania Street to determine what course of action should we take i.e., attempt some type of evacuation or "ride it out". At that time, the Chief Hydrologist for the corp predicted that with the winds that were in Carmen at that time and following the path that the storm was taking, we could expect to have four feet of clear water running over the back levees along the Lakefront between the Industrial Canal and the New Basin Canal.

Fortunately, while we were "sweating it out" Carmen took a westerly course, passing west of New Orleans and we were spared. Needless to say, this scared my pants off, and I never again want to see a situation where we are faced with this danger.

As a final after thought, David P. Barnes, Chief Meteorologist for the New Orleans Hurricane Warning Office said, "The National Weather Service recognizes that the greatest natural disaster that could affect the United States may occur in the Lake Pontchartrain area as a result of massive Lake flooding induced by a severe hurricane". (Underlining added for emphasis).

I think the time has come when we had better start listening to those experts who have the responsibility to protect our lives and property and to quit listening to the special interests groups who want to protect and preserve all of their commercial and political opinions as well as the Environmental groups, who are perfectly willing to stick their heads in the sand to avoid facing the danger.

Sincerely,



Stuart H. Brehm, Jr.
Executive Director

SHBjr/dmp

SEWERAGE AND WATER BOARD OF NEW ORLEANS

EXT 4588



LARRY BODET:

THE ATTACHED IS THE FINAL
DRAFT THAT WAS SENT TO AUGIE
PENNER.

AM ALSO SENDING A COPY TO
REP. LIVINGSTON IN WASHINGTON

SAB

ROUTING AND TRANSMITTAL SLIP

Date

5 DEC 77

TO: (Name, office symbol, room number, building, Agency/Post)	Initials	Date
1. C/WRG RG <i>WRG</i>		
2. Mr. Bunt... <i>BT</i>		
3. Mr. ... <i>JK</i>		
4. Mr. ...		
5. Mr. ... <i>(For file)</i>		

Action	File	Note and Return
Approval	For Clearance	Per Conversation
As Requested	For Correction	Prepare Reply
Circulate	For Your Information	See Me
Comment	Investigate	Signature
Coordination	Justify	

REMARKS

LEO ODOM GAVE ME THIS PACKAGE FROM HIS FILES LAST SAT, A.M. WE MAY NOT HAVE COPIES OF SOME - AT LEAST I DIDN'T RECOGNIZE HAVING SEEN A FEW OF THEM.

DO NOT use this form as a RECORD of approvals, concurrences, disposals, clearances, and similar actions

FROM: (Name, org, symbol, Agency/Post)	Room No.—Bldg.
EARLY J. RUSP III Colonel, CE District Engineer	Phone No.

5041-102

☆ U. S. GPO: 1977-0-241-530/3273

OPTIONAL FORM 41 (Rev. 7-76)
Prescribed by GSA
FPMR (41 CFR) 101-11.206

IN REPLY REFER TO
LWNEB-MP

9 December 1977

Mr. August Perez, III
2609 Canal Street
New Orleans, Louisiana 70119

Dear Mr. Perez:

At the meeting on 30 November 1977 in the meeting room of the Orleans Levee District, you raised a few points concerning the Lake Pontchartrain, La. and Vicinity Hurricane Protection project that we feel need some clarification.

With the barriers in place, the tidal rise plus the tilting effect, during the standard project hurricane will raise the lake level to an elevation of 8.5 ft. m.s.l. The effects of wind driven waves, which vary all along the lakefront, require that the levees along the lakefront be raised to elevations higher than the 8.5 ft. m.s.l., as shown on the inclosed project map. You can see on the map that the levees vary in height from 10.0 ft. m.s.l. to 14.0 m.s.l., not 14.0 ft. m.s.l. all along the lakefront.

Without the barriers, the tidal rise plus the tilting effect, during the standard project hurricane will raise the lake level to approximately 13.0 ft. m.s.l. Waves, much greater in magnitude with the higher lake levels, will cause the height of the protection to be approximately 6 to 9 feet higher than the height of protection with the barriers. Where levees are used for the "high level" plan, the grade will have to be 6 feet higher than the grade of the levees with the barrier plan. Where floodwalls are used for the "high level" plan, the grade will have to be 9 feet higher than the grade of the barrier plan levees. This is due to the fact that levees have wave berms which help dissipate the wave energy and therefore do not have to be as high as floodwalls.

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Mr. Dicharry/ph/239

9 December 1977

LMNED-MP
Mr. August Perez, III

I was very disappointed that my staff and I did not get to talk with you after the meeting the other day. But, you are invited to visit us at any time if you would like to discuss this project.

Sincerely yours,

EARLY J. RUSH III
Colonel, CE
District Engineer

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CHATRY
LMNED
ROSSMAN
PAO
EXEC OFC

LMNED-DD

Lake Pontchartrain Hurricane Protection Project - Hearing
Before Subcommittee on Water Resources

C/Design Memo Br
C/H&H Br
(IN TURN)

C/Design Br

5 Jun 78
Mr. Guizerix/plt/443

Per the request of Mr. Chatry, please give us your comments on the official report of subject hearing (copy inclosed). Comments should be furnished by 23 Jun 78.

1 Incl
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BRUPBACHER

LMNED-MP

TO C/H&H Br
C/Design Br
(IN TURN)

FROM C/Design Memo Br

DATE 8 Jun 78 CMT 2
Mr. Dicharry/mlm/430

This is a verbatim record of the hearing, with subsequent information furnished for the record. Unless a rebuttal of others' testimony is wanted, we have no comment.

1 Incl
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HARRINGTON