



US Army Corps
of Engineers
Mississippi Valley Division



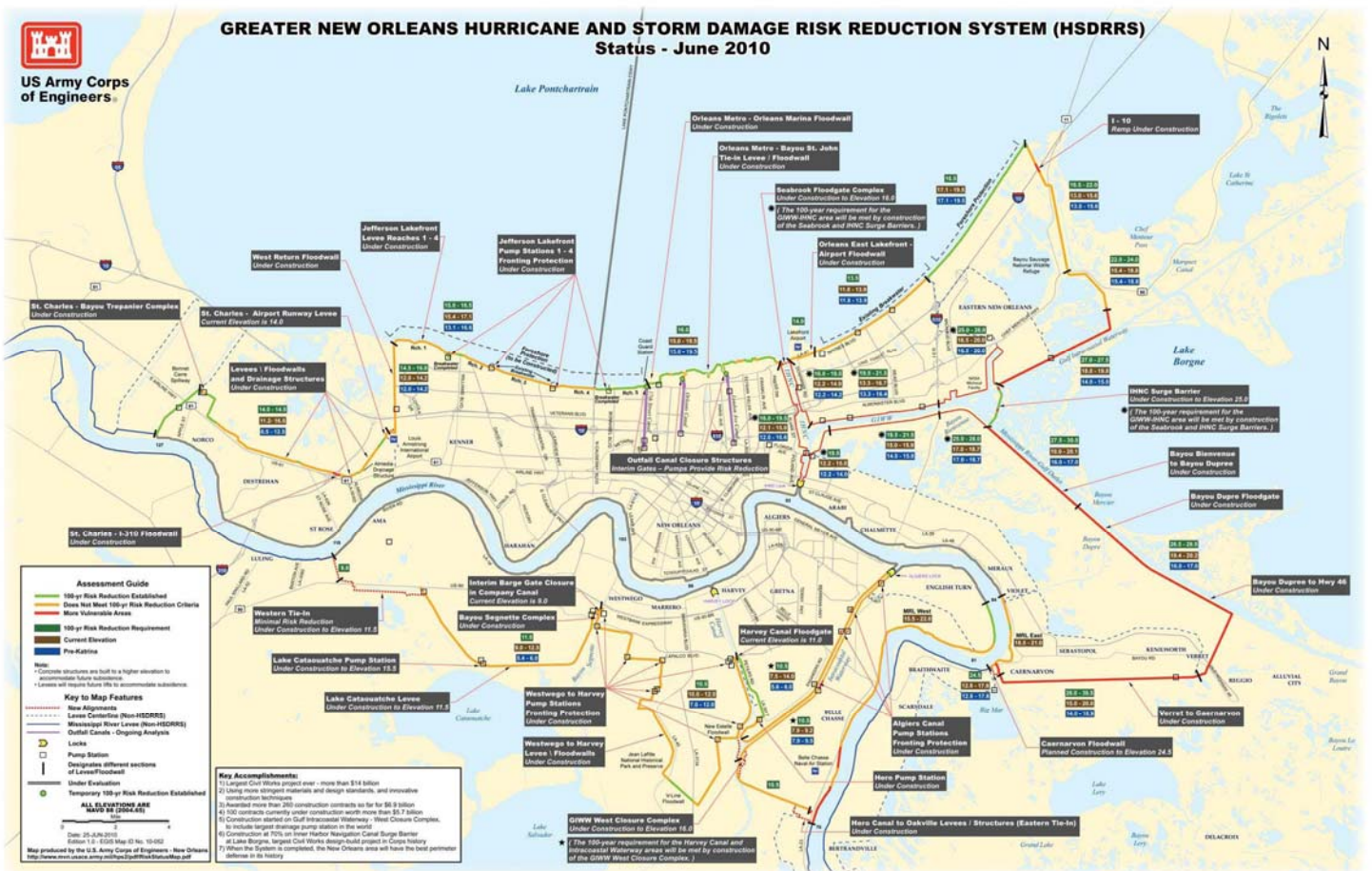
Corps Hurricane Response

Task Force Hope Status Report Newsletter

June 30, 2010

New HSDRRS Status Map available on Corps Web site

http://www.mvn.usace.army.mil/hps2/pdf/2010_System_Construction%20Status_Map.pdf



By Susan Spaht

The Corps of Engineers has released an updated Status Map of the Hurricane and Storm Damage Risk Reduction System (HSDRRS) depicting work completed to date.

The color-keyed map illustrates the

established **100-year risk reduction elevations, current elevations, and the pre-Katrina elevations** for individual areas throughout the system.

The Corps has repaired hurricane-damaged components to higher standards, analyzed the entire system and reinforced weak points, in-

creased some heights, and strengthened many areas to improve resiliency.

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Status Map reverse side shows updated photos of projects around HSDDRS



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The 100-year elevations were determined from data developed through extensive modeling using the most advanced technology available. A team of scientists, engineers, members of academia, and other experts used a comprehensive surge modeling system to determine storm surge elevations for an event that has a 1% chance of occurrence in any given year throughout every reach of the system. The required 100-year elevations vary throughout the system based on individual hydrological requirements.

Included on the new map are areas of initial analysis for the Mississippi River levees from the HSDDRS tie-in at Caernarvon on the east bank, and

from Oakville on the west bank, up to river mile 84. Any required work to meet the 100-year level of risk reduction will be completed by June 2011. Mississippi River levees above mile 84 are under evaluation.

Also new to this year's map are the final alignments on the West Bank for the Eastern and Western Tie-In projects; construction is underway on both projects.



Karen Durham-Aguilera

Funded at almost \$15 billion, the

HSDDRS is the Corps' largest civil works program ever, and the Corps' number one priority in the U.S. The Corps has awarded more than 260 construction contracts to date worth more than \$6.9 billion.

Construction is more than 35% complete on the nearly \$1 billion Gulf Intracoastal Waterway-West Closure Complex, an enormous project that will include the world's largest drainage pump station capable of pumping almost 20,000 cfs. Additionally, 3.5 miles of massive floodwalls are complete along the east side of the Harvey Canal.

Construction at the \$1.3 billion Inner Harbor Navigation Canal Surge Bar-

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The *Status Report Newsletter* supports the information program for Task Force Hope and its stakeholders. It also serves as the primary tool for accurately transmitting the Corps' hurricane risk reduction efforts to stakeholders.

This is an online publication that is open to public distribution.

This issue and past issues can be found at: <http://www.mvn.usace.army.mil/hps>

Comments and questions may be sent to the Status Report Newsletter editor at: b2fwdpao@usace.army.mil

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New Status Map Assessment Guide and Key to Map Features plus a list of Key Accomplishments to date

Assessment Guide

- █ 100-yr Risk Reduction Established
- █ Does Not Meet 100-yr Risk Reduction Criteria
- █ More Vulnerable Areas
- █ 100-yr Risk Reduction Requirement
- █ Current Elevation
- █ Pre-Katrina

Note:

- Concrete structures are built to a higher elevation to accommodate future subsidence.
- Levees will require future lifts to accommodate subsidence.

Key to Map Features

- - - - - New Alignments
- - - - - Levee Centerline (Non-HSDRRS)
- — — — — Mississippi River Levee (Non-HSDRRS)
- — — — — Outfall Canals - Ongoing Analysis
- ▶ Locks
- Pump Station
- | Designates different sections of Levee/Floodwall
- Under Evaluation
- Temporary 100-yr Risk Reduction Established

ALL ELEVATIONS ARE NAVD 88 (2004.65)

Mile

0 2 4

Date: 25-JUN-2010
Edition 1.0 - EGIS Map ID No. 10-052

Map produced by the U.S. Army Corps of Engineers - New Orleans
<http://www.mvn.usace.army.mil/hps2/pdf/RiskStatusMap.pdf>

Key Accomplishments:

- 1) Largest Civil Works project ever - more than \$14 billion
- 2) Using more stringent materials and design standards, and innovative construction techniques
- 3) Awarded more than 260 construction contracts so far for \$6.9 billion
- 4) 100 contracts currently under construction worth more than \$5.7 billion
- 5) Construction started on Gulf Intracoastal Waterway - West Closure Complex, to include largest drainage pump station in the world
- 6) Construction at 70% on Inner Harbor Navigation Canal Surge Barrier at Lake Borgne, largest Civil Works design-build project in Corps history
- 7) When the System is completed, the New Orleans area will have the best perimeter defense in its history

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rier, the largest civil works design-build project in Corps history, is 70% complete. This project will include the longest surge barrier wall (1.8 miles) of its kind in the world. The wall will be completed in July 2010 while work continues on the three surge barrier gates.

Plans call for the IHNC Surge Barrier project to work in tandem with the Seabrook Floodgate Complex to provide 100-year level risk reduction to Gentilly, the Ninth Ward, New Orleans East, Orleans Metro and St. Bernard Parish.

“In our final year of design and con-

struction,” said Karen Durham-Aguilera, Director of Task Force Hope, “our momentum and determination continue as we drive to complete the 100-year level components of the HSDRRS by June 2011.

“Upon completion of the system, the greater New Orleans area will have the best perimeter defense in its history.”



To find the required 100-year system elevations for your neighborhood, and to download the new Status Map showing progress to date, go to this Web site:
http://www.mvn.usace.army.mil/hps2/pdf/2010_System_Construction%20Status_Map.pdf

Final HSDRRS contract awarded in St. Bernard Parish

“We have a tremendous task ahead of us in St. Bernard Parish,” said Col. Robert Sinkler, Commander of the Hurricane Protection Office, “where we will construct two sector gates, nine flood gates, three highway gates, one railroad gate, and 23 miles of floodwalls in the next 12 months. (see map on page 5)

“We will be constructing two miles of concrete and steel floodwalls per month,” added Col. Sinkler, “to meet our operational goal of finishing all key features of the Hurricane and Storm Damage Risk Reduction System by June 2011.”

On June 15, the Corps of Engineers awarded a \$49.6 million contract to Conti Federal Services Inc. for a new floodwall alignment and sector gate across the Caernarvon Canal. The new floodwall will tie into the Verret to Caernarvon levee on the eastern side of the Caernarvon Canal and the Mississippi River levee system on the western side. The project also includes construction of floodgates across Highway 39 and the Norfolk Southern railroad crossing. This was the last of six HSDRRS contracts in St. Bernard Parish valued at a total of approximately \$1.2 billion.

“This is the one of the most significant milestones yet in St. Bernard Parish,” said Parish President Craig P. Taffaro, Jr. “This last contract award enables us to fully move to construction on the entire St. Bernard portion of the system. I want to thank our partners in the Corps of Engineers for all their support in this rebuilding process.”



Craig Taffaro, left, St. Bernard Parish President, recently toured the IHNC Surge Barrier project construction with Col. Robert Sinkler, Commander of the Hurricane Protection Office.
USACE Photo by Paul Floro



Ongoing construction in St. Bernard Parish

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All contracts awarded for 100-year projects in St. Bernard

Continued on page 4

LPV* 144 (Bayou Dupre Floodgate)

- **Contractor:** Tetra Tech EC Inc.
- **Scope:** Replace Bayou Dupre Floodgate; construct T-wall tie-ins.
- **Status:** The contractor is removing riprap from the channel. Installation of the new floodgate cofferdam will begin in July 2010. Currently, Bayou Dupre is closed to all marine traffic and will remain closed until summer 2011. Marine traffic will need to utilize Bayou Bienvenue to exit the Central Wetlands. Construction will be complete in the spring of 2011.

LPV 145 (Bayou Bienvenue to Bayou Dupre)

- **Contractor:** Chalmette Levee Constructors

Scope: Construct new T-walls on top of the existing levee; drive sheet pile for seepage cut-off.

- **Status:** Construction of 30,000 linear feet of T-wall is under way and scheduled to be complete in June 2011. Crews have constructed a temporary bridge on the protected side of Bayou Bienvenue to provide continuous access from Paris Road to Bayou Dupre. Small vessels are able to pass under the bridge without delay, while large vessels (more than 14 feet of clearance) are allowed to pass four times a day.

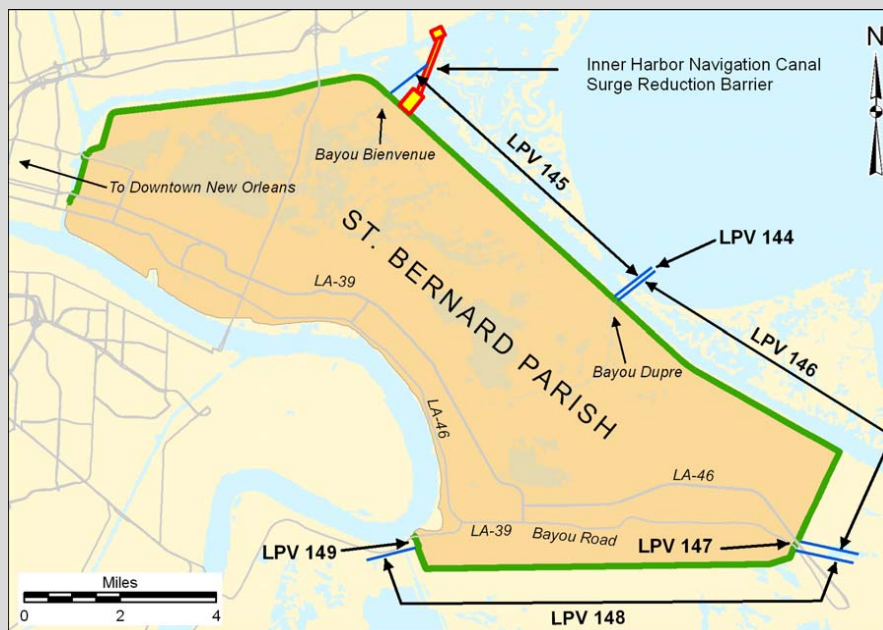
LPV 146 (Bayou Dupre to Hwy 46)

- **Contractor:** St. Bernard Levee Partners, LLC
- **Scope:** Construct new T-walls on top of the existing levee; drive sheet pile for seepage cut-off; construct an emergency bypass for Hwy 46.

disposition plans are being finalized and reviewed. Construction is scheduled to be complete in April 2011.

LPV 148.02 (Verret to Caernarvon)

- **Contractor:** Cajun Constructors
- **Scope:** Construct new T-walls on top of the existing levee; drive sheet pile for seepage cut-off; replace T-walls around St. Mary's Pump Station; demolish existing Creedmore Drainage Structure.
- **Status:** The contractor is currently constructing the access road and the T-wall. Construction will be complete in summer 2011.



- **Status:** Construction crews continue to drive sheet piles and h-piles. The first concrete pour is scheduled for mid-July. Crews are also placing embankment to construct the emergency access road. Construction is scheduled to be complete in June 2011.

LPV 147 (Highway 46 Floodgates)

- **Contractor:** Integrated Pro Services, LLC
- **Scope:** Replace Bayou Dupre Floodgate; construct T-wall tie-ins.
- **Status:** The sheet piles are currently being coated and are expected to be delivered to the site the second week of July. Utility relocation and

LPV 149 (Caernarvon Canal at Highway 39/ Railroad)

- **Contractor:** Conti Federal Services, Inc.
- **Scope:** Build new T-walls along an offset alignment that crosses the Caernarvon Canal and ties into the Mississippi River levee; construct new gates across Hwy 39 and the Norfolk Southern railroad track; construct a sector gate across the Caernarvon Canal.
- **Status:** Construction is expected to last until summer 2011.



*Lake Pontchartrain & Vicinity

A word from our
Commander

Major General Michael J. Walsh

As we enter the heart of what is predicted to be a very active hurricane season, the Mississippi Valley Division (MVD)* is prepared and ready to respond to the next hurricane emergency. We are part of the federal government's unified national response to disasters and emergencies.

When hurricanes do strike, MVD responds as a regional team, and we deploy people and resources from all of our six districts.

During the past three months, we've held two hurricane preparation exercises, both internally and with local, state and federal agencies, to ready ourselves for the next event.

We have specially-trained teams ready to perform public works and engineering-related missions. We also pre-award contracts that can be quickly acti-



vated for missions such as water, ice, temporary roofing, generator installation, and debris management.

Our goals during a hurricane response include sustaining lives with critical commodities, temporary emergency power, and other needs. We also initiate recovery efforts by assessing and restoring critical infrastructure.

One of the most important components of the MVD Mission is to continuously improve our readiness to respond to regional and national emergencies. Our goal is to go

from "Good to Great" as an emergency response agency, and I believe we are well on our way.

Building Strong!

Michael J. Walsh

MG Michael J. Walsh

*The New Orleans District is one of six districts in the Mississippi Valley Division