

Mississippi River Commission

High Water Inspection

Colonel Peter J. Rowan
April 22, 2005
New Orleans, Louisiana

SLIDE

SCRIPT

1. Title Slide

Photo: Aerial, New Orleans
Bullet: MRC High Water
Inspection, New Orleans,
April 22, 2005

2. Required graphic.

Bullets:
-2,800 miles of navigable
channel
-14,500 miles of coast
-973 MR&T miles of levees
-327 miles of hurricane
levees
-18 locks and control
structures
-15 pumping plants
-13 recreation areas

Good morning, Brig. Gen. Crear, members of the Mississippi River Commission and distinguished guests. As New Orleans district engineer, it's my pleasure to present the status of the Mississippi River and Tributaries Project and associated programs in the New Orleans District.

3. Graphic: Topics:

*River Stages
*Funding Program
*MR&T Studies
*MR&T Projects
*Coastal Restoration

These are the topics I'll cover this morning ...

I'll begin my presentation with river stages in the New Orleans District since the low water inspection back in August.

4. Graphic: Total Latitude
Flows

At the latitude of Old River, total flows crested just above 1.7 million cubic feet per second on February 3. Since that crest, Mississippi River stages and flows have been fluctuating with rises occurring in early March and again in early April. Presently, the stages and flows are falling and are expected to continue falling over the next week.

5. Photo: Bonnet Carre
Graphic: Crest Stages
Feb. 3, 2005 1935-2004
(flood crest) Max. Avg.

| | | | |
|-----|------|------|------|
| RRL | 55.0 | 52.3 | 31.5 |
| BR | 38.5 | 38.9 | 19.4 |
| NO | 16.1 | 19.2 | 7.4 |
| Sim | 37.2 | 47.9 | 23.5 |
| MC | 6.9 | 6.4 | 1.8 |

6. Graphic: River areas
where accidents occurred
Title: High water incidents

7. Graphic: 70/30

8. Title: FY 2005 Program
Bullets:
\$379M Major Appropriations Pro
-- Includes 57M Emergency
Supplemental
\$58M Coastal Restoration
(Breaux Act) Expenditures
\$6.9M Regulatory and Flood
Control & Coastal Emergencies
\$.5M Other Programs (PAS,
CAP, FCCE, IIS)
\$20M Local Interests (non-fed
contributed funds)
\$464.4M Total

9. Graphic: Bar chart of
N.O. District budget trends
(FY06 \$297M Pres Budget)

Shown here are the February 3rd crest stages at various locations on the Mississippi and Atchafalaya rivers, and the corresponding maximum and average stages since 1935. During this flood event, new daily maximum stages were set at Red River Landing and Morgan City.

Today (April 22, 2005), the combined discharge of the Mississippi and Atchafalaya rivers at the latitude of Old River is _____ cubic feet per second. The average discharge for this date is 1.1 million CFS. And the stage today at New Orleans is _____ ft. The maximum seepage through the Bonnet Carre Spillway was 6,350 cubic feet per second on February 2, 2005.

From mid-January to about mid-February, high water made navigating so difficult that it tested even the best pilots. What you see here are the locations of the two collisions, 2 vessels capsizing and five groundings during high water. The vessel Arabella actually grounded twice; once near Bonnet Carre and again near Venice.

At present, we are maintaining the 70/30-flow distribution between the Mississippi and Atchafalaya rivers. The cumulative percent into the Atchafalaya Basin since January 1 is a little under 30 percent (29.979). The deficit is about 26,500 cfs, and it will be made up by year-end. Now let's move on to our FY 05 program...

The Fiscal Year 2005 program includes \$379 million available for the New Orleans District for General Investigations, Construction General, O&M General, and Miss. River & Tributaries projects. We're receiving \$58 million for coastal restoration, \$6.9 million for Regulatory, Flood Control & Coastal Emergency programs, and half-a-million dollars for other programs, including the Interagency and Intergovernmental Service Program. About \$20 million of non-Federal funds are available to expend on district projects for a total program of \$464.4 million.

Overall, the New Orleans District program funding has seen a downward trend from FY 2002 through FY 2006. We have seen a substantial increase in GI, CG is about half, O&M is down slightly, and MR&T is flat. The FY 2006 President's Budget is \$297 million for these appropriations.

10. Graphic: Four areas.
Alexandria
Lower Atchafalaya Basin
Morganza
Donaldsonville

Moving on to our MR&T study efforts, we're currently managing four studies in the New Orleans District:
- Alexandria to the Gulf
- the Lower Atchafalaya Basin Re-evaluation
- Morganza to the Gulf
- and Donaldsonville to the Gulf
All are sub-watershed studies focusing on water resource problems. Now let me give you a closer look at each one.

11. Graphic: Alexandria to the Gulf of Mexico map (19 miles of channel; 2 control structures)

The Alexandria to the Gulf feasibility was initiated in May 2004. The total cost of the study is \$3.9 million and will be cost-shared with the Louisiana Department of Transportation and Gravity Drainage District No.1 of Rapides Parish. To date, we have completed the structure inventory and surveys of the existing tributaries in the Alexandria area. The remainder of this fiscal year will be spent designing the hydraulic model and preparing for a public meeting in June.

12. Graphic: Lower Atchafalaya Basin Study map
Photo: Atch levee system

We're coordinating with Division on the preliminary draft report for the Atchafalaya Basin Re-evaluation study.

13. Title: Morganza to the Gulf
Graphic: Project Area, J-1

Project design is ongoing on the overall Morganza to the Gulf hurricane protection project. The local sponsor is authorized to advance construction on Levee Reach J-1 which is scheduled for this summer.

14. Graphic: Donaldsonville to the Gulf of Mexico map
Photo: aerial, Luling

On our last study, these are the possible hurricane levee alignments that are being studied for Donaldsonville to the Gulf. We're currently testing the interior drainage hydraulic model and the hurricane model. Using the hurricane model, we expect to provide heights for the levees by July.

And now for construction progress on the Mississippi River levee system in the New Orleans District.

15. Photo: Romeville to Remy
Bullet: MR levee mileage
Completed: 501
Under Construction: 0
Remaining: 11
Total: 512

We're 99% complete and have only 11 miles of work remaining. Except for a short reach in Baton Rouge -- which will be raised this year -- only deficiencies in freeboard remain. Currently, we have two ongoing construction projects, East Bank Gap Closures and Baton Rouge Front, Phase II.

16. Hohen Solms to Modeste Levee

We'll award two construction contracts by the end of the calendar year. The two contracts primarily include slope paving for the Hohen Solms to Modeste reach and the West Bank Gaps. Once the West Bank Gaps levee is complete, work can begin on the St. Charles Parish west bank bike path.

17. Graphic or Photo: Davis Pond

Bullets: Davis Pond contracts

Completed FY05:

-East Guide Levee

To be awarded:

-West Guide Levee

We also recently completed the 2nd lift contract for the East Guide Levee at Davis Pond. Under construction are modifications to the Gabion Weir. We're scheduled to award a contract for improvements to the West Guide Levee in May 2005. These contracts will allow us to operate the diversion structure at maximum levels if required by salinities.

18. Photo: WABPL-95

Bullet: Atch Basin levee miles

Completed: 395

Under Construction: 12

Remaining: 42

Total: 449

These numbers reflect our levee progress in the Atchafalaya Basin, where we're about 93% physically complete.

19. Graphic: Atchafalaya

Bullet: Atch contracts

Completed FY04:

Todd; WLOW

Under Construction:

W-52 Levee; E-69/73

Levee; W85; WLOE

To be awarded:

Krotz Springs; Melville;

WBS Gordy; WBS North

Bend; W74; E33; Hwy 317

Ramp at Gordy

In Fiscal Year 04 we completed two contracts, but funding levels precluded awarding any new contracts in 04. We have five contracts currently under construction and intend to award seven more contracts covering 25 miles in FY 05. No new contracts are scheduled for the coming fiscal year.

20. Photo: Atch Basin

Title: Authorized

Management Units

Bullets:

- Buffalo Cove

- Beau Bayou

- Cocodrie Swamp

- Flat Lake

- Henderson Lake

On February 24, 2005, the Assistant Secretary of the Army for Civil Works gave us approval for execution of the Buffalo Cove cooperation agreement. We anticipate beginning construction in August/September at 100% Federal funding. Approval was also gained to begin the supplemental environmental impact statement process for the five authorized management units.

21. Graphic/photo: Lake End Park plan
Curtis Delaune

We're also coordinating activities with our local sponsor on the Lake End Parkway project in Morgan City. We're conducting planning, engineering and design in FY 05 for 70 acres of recreational improvements along the Lake Palourde shoreline. Our partners are the Louisiana Department of Natural Resources, St. Mary Parish and Morgan City. Sponsors are seeking authority for a type-A regional visitor's center adjacent to the park.

22. Photo: Simmesport Boat Launch site
Bullet: Future boat landings and improvements:
-Simmesport in Avoyelles Parish (under construction)
-Millet Point in St. Mary Parish
-Bayou Pigeon in Iberville Parish
-Bayou Sorrell in Iberville Parish
-Krotz Springs in St. Landry
-Butte LaRose in St. Martin Parish

Construction on the Simmesport boat launch is underway and scheduled for completion in December 05. We're conducting right-of-entry negotiations with a non-federal sponsor for the Millet (mee yet) Point Boat Launch. A construction contract is ready to be awarded once negotiations are final. We're also in the planning phase for boat landings and related improvements at the four sites shown.

23. Graphic: Pie chart
50K/338K

To date, the Corps has purchased more than 47,000 acres in the basin, and acquired another 108,000 acres for easements.

24. Super: Channel Improvement
Bullet:
381 authorized
362 completed
19 remaining

As for the district's channel improvement program, we've constructed just over 362 miles, making revetment work about 95% complete on the Mississippi River. This year we placed half-a-mile of underwater stone at Carrollton Bend (Mile 102-L).

25. Video: Multi-beam survey/bank failures (Port Sulfur Dock, Carrolton)

In October 2004 the Freeport Sulfur Dock located on the right descending bank of the Mississippi River near Port Sulphur collapsed into the river. Hydrographic surveys indicated a bank failure had occurred. We believe the bank failure was the result of 10-foot waves hitting the levee during hurricane Ivan. Bank repairs were completed in mid-January.

26. Photo: bank erosion
Bullet: West Atchafalaya River Levee

We continue to monitor eroding areas along the West Atchafalaya River Levee between Miles 58 and 62. We have completed the design and initiated environmental clearances to perform additional work if funds become available.

27. Photo: generic
revetment work on Atch R.
Bullet: Atch Basin Bank
Stabilization (miles)
Completed: 56.8
Schl'd this Year: .3
Remaining: 4.9
Total: 62

We'll build one-third (.3) mile of revetment on the left descending bank of Courtableau at Mile 48. Completion of this work will leave about 5 miles of required Atchafalaya revetment to be constructed.

28. Graphic: Map of Bayous
Chene, Boeuf & Black

We're still addressing the feasibility of providing deeper access channels to facilities on the Lower Atchafalaya River below Morgan City and on Bayous Chene, Boeuf and Black east of Morgan City. The existing waterways provide a 20 by 400-foot channel to major marine fabrication and repair facilities that build offshore oil and gas rigs and platforms. Scheduled completion of the feasibility study is September 2006.

29. Photo: Hurricane Ivan
Recovery – dredging
Chart: Contract areas &
costs

Following Hurricane Ivan, we began dredging at these locations. The work shown here is either completed or under construction. There's about \$8.5 million remaining in supplemental funds to be awarded this Fiscal Year.

30. Photo: Hurricane Ivan
Recovery – dredging (same
photo as above)
Chart: Specific location-
activity and tons/cubic feet
dredged

Here are the specific areas being worked and the amounts being dredged at each location.

The Atchafalaya River and Bayous Chene, Boeuf and Black Project received \$15 million in supplemental funding. A \$12.5 million contract is currently underway in the Atchafalaya River Bar Channel. The contract should be complete and the channel restored to project dimensions by late May or early June 2005. The balance of the Atchafalaya supplemental funding will be used in dredging other reaches in the river.

31. Montage or series
photos: Float-outs/river
projects (shuttle booster, oil
platforms)

Seven deepwater drilling rig and production platform components sailed from Amelia down Bayou Chene and the Atchafalaya to the Gulf of Mexico from May to August. Drafts ranged from 6 to 14 feet. The last project in the Amelia yard is the Atlantis and contains three modules to sail May 20, 25 and 30.

One vessel with a 14-foot draft, carrying the Taylor oilrig jacket Simba, was unsuccessful in offloading the jacket in the Gulf this past July and had to sail upriver to Amelia to be reconfigured.

And in December, NASA-Michoud transported the space shuttle external fuel tank that will return the U.S. to manned space flight. The barge traveled east from Michoud on the GIWW to the Gulf.

32. Photo: Conquest Cruise Ship under power line

In 2002 Carnival introduced a cruise ship with an air draft of 208 feet for weekly cruises from New Orleans. But - Entergy's powerlines across the Mississippi near Chalmette hung too low for the vessel to pass in high water. The long-term solution, putting the lines under the river, was completed in May 04. Five months ago Entergy applied to us for a permit to keep the aerial lines, but last month they agreed to remove the lines and support-towers. Work will be coordinated with the port, the Coast Guard and the District to minimize disruption of river traffic.

33. Photo: Ground-breaking at Louis Armstrong Airport

A groundbreaking was celebrated Feb. 14 for the contract to rehab the East-West Runway at the New Orleans Airport. The airport included in its contract provisions to construct a floodgate for the Lake Pontchartrain and Vicinity hurricane protection project. By combining this work with the runway rehab, a second runway closure will not be required to construct the floodgate. Funding from this contract comes from the New Orleans Aviation Board and a Federal Aviation Administration grant. We only have one more small gap to close in St. Charles Parish, and we hope to award that contract in a couple of months.

34. Graphic: Comite River Diversion

The Lilly Bayou Control Structure, Phase II construction is the second contract awarded under the Comite River Diversion Project. The flood damage reduction project is estimated at \$163 million. The project is located south of Zachary, north of Baker, and will convey floodwaters from the Comite River to the Mississippi River.

Now, let me talk a about our progress in Coastal Louisiana.

35. Photo of Strock and Gov

On January 31st, Gov. Kathleen Babineaux Blanco and Lt. Gen. Carl A. Strock, Chief of Engineers, reaffirmed the state-federal partnership and its commitment to the significant national goal of reversing Louisiana's coastal losses. In the same ceremony, Gen. Strock signed the Chief of Engineers Report, a crucial step to advance the Louisiana Coastal Area Ecosystem Restoration Study, known as the LCA Study. The Chief's Report is a summary for the Congress, who will now decide whether to authorize the \$1.9 billion project.

36. Photo: MRGO/Coastal

Using existing authority and funding, the Corps is working with the State of Louisiana to develop scopes of work for necessary investigations of the critical near-term projects identified in the Chief's Report. This approach will help advance restoration efforts while authorization is pending.

37. Background Photo:

Mississippi Basin

Bullet: FY 05 and 06

initiatives

-Barataria Basin Barrier

Shoreline Restoration

-MRGO: Critical Near-

Term Restoration

-MRGO: Environmental

Restoration

-Beneficial Use of Dredge

Material

-Science & Technology

Program

-- Coastal Model East of

Mississippi River including

Breton Sound

-Demonstration Projects

This is a list of the first few elements that we will work on in this FY and in FY 06.

38. West Bay Diversion

Channel

West Bay is one of 131 authorized CWPPRA projects. CWPPRA authority was recently extended thru 2019, bringing the total federal/non-federal funding to \$2 billion over the life of the program.

39. Photo (aerial): New Orleans and disappearing marshes

That wraps up the current status of projects in the New Orleans District. Let me tell you though, about a few other things that impacted the District last year.

40-43. Photo: Hurricane video sequence

Title: Recovery Operations

119,017 temporary roofs

434 temporary housing units

31.2M liters of water

163M pounds of ice

1,403 generator assessments

585 generator installments

2.16M cubic yards of debris

removed

Hurricanes Charley, Francis, Jeanne and Ivan visited Florida -- triggering Federal Emergency Management Agency response. 149 New Orleans District employees deployed to Florida and Alabama to assist FEMA in recovery efforts. Four employees are still deployed.

These numbers reflect the total Army Corps of Engineers effort in supporting hurricane recovery operations in 2004.

44. Graphic: Iraq
Bullet: Restoring and
building facilities: Drinking
Water and Wastewater
Treatment Plants, Electrical
Power Production, Schools,
Hospitals, Communications

Our employees also distinguished themselves for service in Middle East operations. In all, 32 employees deployed this year. There are currently 15 in Iraq and two in Afghanistan on tours that average six months. They're providing technical expertise vital to restoring critical infrastructure and are also helping to provide quality facilities for basic services in healthcare, transportation and education. These are a few reasons why the New Orleans District is so proud of its people.

45. Photo: Coin and coastal
photo

In closing, I'd like to thank the levee districts, state and local representatives, district employees and the Mississippi River commissioners, who, working together, ensure the continued safety and economic benefits to citizens and businesses alongside the Mississippi.

Thank you for joining us here today.

46. NOD mission map

Used for reference by the public in the follow-up statements.