



Larose to Golden Meadow

Updated August 2012

U.S. ARMY CORPS OF ENGINEERS

BUILDING STRONG®

Project Purpose

The purpose of the Larose to Golden Meadow project is to provide an authorized hurricane risk reduction system to the communities located along Bayou Lafourche between Larose and Golden Meadow.

The project seeks to reduce the risk of storm surge flooding for several communities including Larose, Cutoff, Galliano and Golden Meadow. The total population within the project area is estimated at approximately 24,000 people. Approximately 2,300 acres of residential and commercial land and 9,400 acres of agricultural land are within the project area, as well as an additional 4,500 acres of mostly undeveloped land.

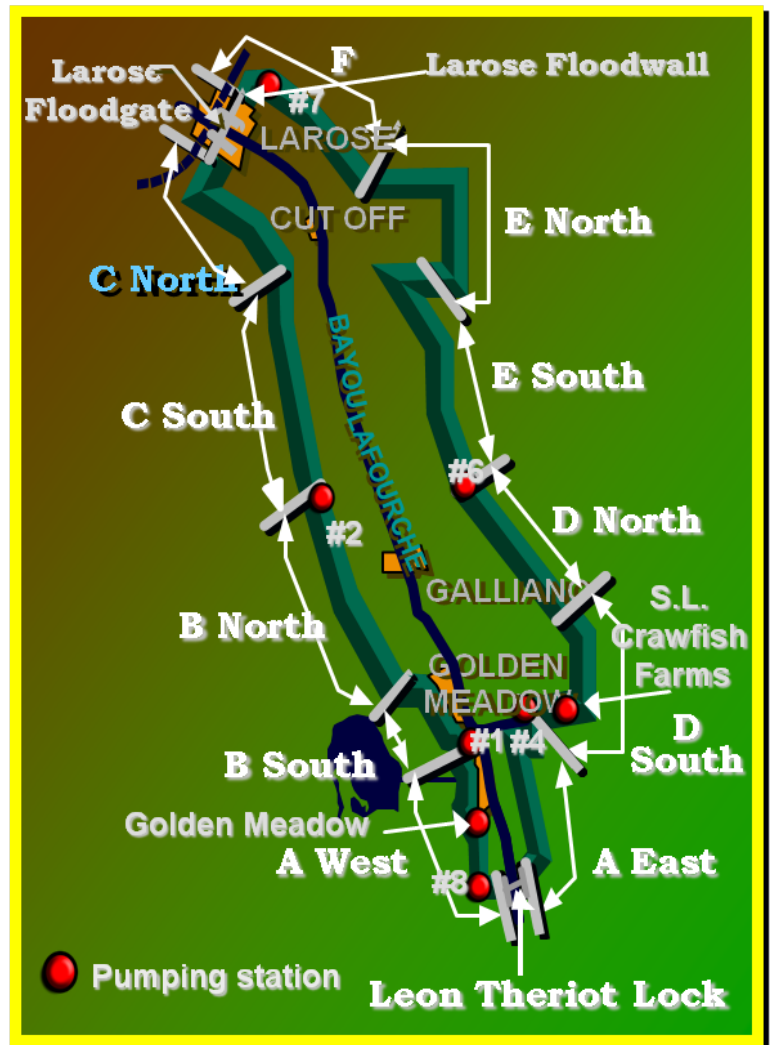
The storage distribution center for the Louisiana Offshore Oil Port (LOOP), LLC facility is located in the vicinity of Galliano. This 40 million barrel capacity facility is central to the distribution of the nation's refining capacity. Pumps, meters that measure the crude oil receipts and deliveries, above ground tanks and the system control center are vulnerable to hurricane-related damages. Hurricane Katrina closed the distribution center for 4 days. While the control center generators are elevated to reduce risk from flooding, major flooding would disrupt the workforce.

Project Location

The project is located in Lafourche Parish about 28 miles southwest of New Orleans and about 25 miles inland from the Gulf of Mexico along Bayou Lafourche.

Project Features

- Ring Levee
This feature is approximately 48 miles in length, protecting the areas along the east and west banks of Bayou Lafourche, and extending from Larose to just south of Golden Meadow. The base of the levee varies from 150 feet to 400 feet wide. The levee elevations are approximately +9 feet above sea level on the north end and +13 feet above sea level on the south end.
- Floodwalls
These structures are built in areas where congestion and limited right-of-way prevented the construction of levees.
- Navigable Floodgates
These structures are constructed on Bayou Lafourche at the upper and lower limits of the project area. The Leon Theriot Lock (formerly known as the Golden Meadow Floodgate) has an elevation of +13 feet. The Ted Gisclair Floodgate (formerly known as the Larose Floodgate) has an elevation of +10 feet. The floodgates will remain open for navigation, but will close, as necessary, to prevent tidal flooding from Bayou Lafourche.
- Drainage Structure
In lieu of the eight gravity drainage structures that were authorized, the non-Federal sponsor chose to pay the additional cost for pumping stations.





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Project Status

Currently, there are three ongoing efforts on behalf of the Corps; remedial measures, a Post Authorization Change (PAC) Study, and construction of a portion of the original project that was never completed.

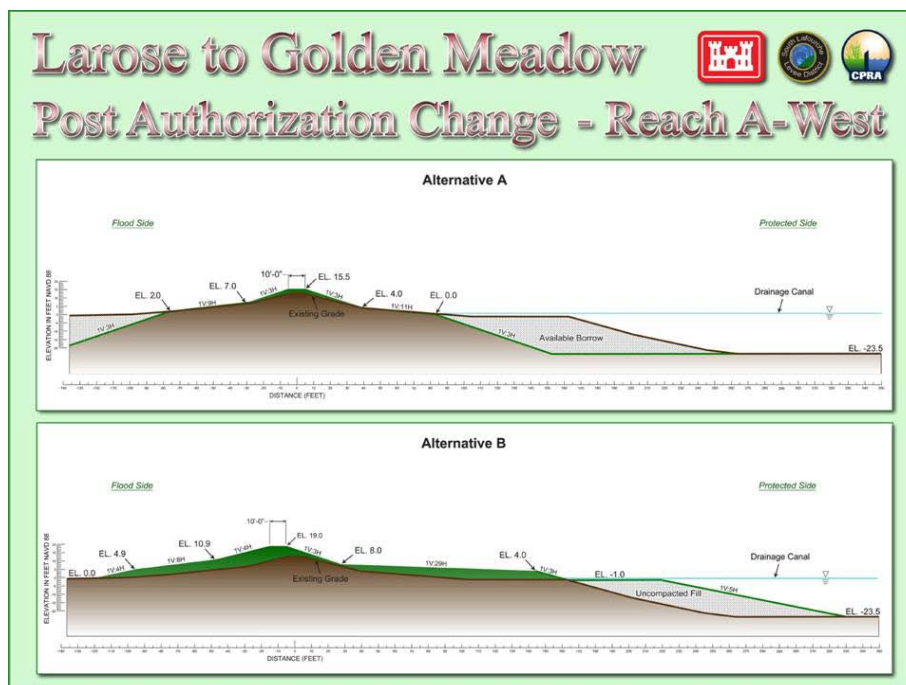
Remedial measures at the LOOP access ramp were completed in November 2011 and the Golden Meadow Pumping Station Floodwall was completed in May 2012. The construction contract for the GIWW/Larose Floodwall Reach 1 was awarded in August 2011 and will be completed mid September 2012. Remedial measures are being designed for the GIWW/Larose Floodwall Reach 2a and Pumping Station #2, and these contracts should be awarded in June 2013 and September 2013, respectively, and are scheduled to be complete by May 2014.

The PAC Study will address three alternatives;

- **Alt A** - Complete LGM without exceeding the 1965 authorized elevation using the current Hurricane and Storm Damage Reduction System (HSDRRS) design guidelines with the exclusion of the Post-Hurricane Katrina H&H Design Guidelines.
- **Alt B** - Complete LGM without exceeding the 1965 authorized Stillwater elevations using the current HSDRRS design guidelines to include the Post Hurricane Katrina surge models.
- **Alt C** - Complete LGM based on pre-Hurricane Katrina expressed remaining work (10 structures).

The re-evaluation of alternative levels of protection will involve the development of a mitigation plan. The PAC Study developed new design elevations in October 2010, and levee and structural designs for the three alternatives are being studied and were completed in April 2012. The PAC Study Draft Report schedule is currently under revision. American Recovery and Reinvestment Act (ARRA) funds, in the amount of \$6.37 million, were used on 13 contracts to take surveys and soil borings and to perform structural and economic analysis for the PAC Study. ARRA funds were financially closed out in May 2011.

Construction of the last portion of the original project is Section C-North HWY 24 Crossing, which is scheduled to be awarded in November 2013 and completed in November 2014.



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