East Jefferson Levee District
Lake Pontchartrain and Vicinity Hurricane Protection Project Status Report
August 1, 2007

The hurricane protection levee system is divided into five Reaches along Lake Pontchartrain, plus the East Return Levee on the 17th St Canal and the West Return Levee on the St. Charles Parish Line. (Map of the East Jefferson Levee District is attached)

West Return Levee along the St. Charles Parish Line (Kenner)

These levees are comprised of floodwalls, earthen levees and gates. The earthen levees in this section are at the south end of the section surrounding the airport runway. This section was elevated just prior to Katrina, by the Louis Armstrong International Airport, to the design elevation of 12' plus 2' of overbuild, to a total of 14', to account for subsidence. The sheetpile I-wall at the corner of the West Return levee wall and the airport runway extension that ties in to the earthen levee section has been replaced with deeper stronger 60' sheeting. The earthen berms along these sheetpile I-walls have been enlarged and reinforced with concrete slope paving to provide scour protection. A 1,500' section of I-wall along the West Return levee at Vintage, which was sinking and leaning, was reinforced with 60' sheetpile, which was strengthened further with an enlarged berm and concrete slope paving to prevent scour. The entire West Return levee wall is slated for a re-build to the 100 year level of protection.

Reach 1 – Duncan Canal to the St. Charles Parish Line

These levees are comprised of floodwalls, earthen levees and gates. The earthen levees in this section have just been elevated to the design elevation of 16' plus 1' of overbuild, to a total of 17', to account for subsidence. The Re-Curve I-wall at the St. Charles Parish line and the I-walls that tie in the

Duncan Canal Pump Station to the earthen levees have been improved with interim protection. The earthen berms along these I-walls have been enlarged and reinforced with concrete slope paving to provide scour protection.

Reach 2 – Elmwood Canal to the Duncan Canal (Kenner/Metairie)
This levee section is comprised of walls, earthen levees and gates. The earthen levees are about 2' low. To provide interim protection until the permanent levee project can be constructed, the earthen sections have been elevated 3' using HESCO baskets filled with sand. Older sheetpile I-walls were replaced with deeper stronger 60' sheeting on the west side of the Elmwood Canal. The I-walls at the Williams Blvd roadway gates and the I-walls that tie in the Duncan and Elmwood Canal Pump Stations to the earthen levees have been improved with interim protection. The earthen berms along these I-walls have been enlarged and reinforced with concrete slope paving to provide scour protection.

Reach 3 – Elmwood Canal to the Suburban Canal (Metairie)
These levees are comprised of floodwalls and earthen levees. The earthen levees in this section are currently being elevated to the design elevation of 16' plus 1' of overbuild, to a total of 17', to account for subsidence. Older sheetpile I-walls were replaced with deeper stronger 60' sheeting on the east side of the Elmwood Canal and the west side of the Suburban Canal. The I-walls that tie in the Elmwood and Suburban Canal Pump Stations to the earthen levees have been improved with interim protection. The earthen berms along these I-walls have been enlarged and reinforced with concrete slope paving to provide scour protection.

Reach 4 – Suburban Canal to Causeway Blvd (Metairie)
These levees are comprised of floodwalls and earthen levees. The earthen levees in this section have recently been elevated to the design elevation of 16' plus 1' of overbuild, to a total of

17', to account for subsidence. Older sheetpile I-walls were replaced with deeper stronger 60' sheeting on the east side of the Suburban Canal. The I-walls that tie in the Causeway bridge structure and the Suburban Canal Pump Station to the earthen levees have been improved with interim protection. The earthen berms along these I-walls have been enlarged and reinforced with concrete slope paving to provide scour protection.

Reach 5 – Causeway to the 17th St. Canal (Metairie)
This levee section is comprised of walls, earthen levees and gates. The earthen levees are about 2' low. To provide interim protection until the permanent levee project can be constructed, the earthen sections have been elevated 3' using HESCO baskets filled with sand. The I-walls at the Bonnabel Blvd roadway gates and the I-walls that tie in the Bonnabel Canal Pump Station to the earthen levees have been improved with interim protection. The earthen berms along these I-walls have been enlarged and reinforced with concrete slope paving to provide scour protection.

17th Street Canal Interim Closure Structure
The Interim Closure gates and temporary pumps at the lakefront outfall of the 17th Street Canal are designed to eliminate the risk from lake waters filling the canal and causing failure of the canal walls as happened during Katrina. With the gates closed and safe water elevations maintained in the canal, the walls would not play a role in hurricane protection. This interim protection will stay in place until a permanent structure can be installed.

100 Year Protection
Post-Katrina work has been designed to repair damage caused by Katrina and to bring the levees to the Pre-Katrina authorized levels of protection. The Corps is now designing the currently authorized 100 year protection. This work may change the authorized elevations, and it may also require

increased stability. All I-walls, including gates that are too low, in the system will be replaced and built to the 100 year design elevations at that time. The entire project is scheduled for completion by 2011. The 10 mile lake shoreline of the East Jefferson Levee District is being evaluated for enhanced protection with the new 100 year designs.