

**East Jefferson Levee District Status Report
September 2011**

East Jefferson Levee District LPV 27 26

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

LPV 27 26 WRL – West Return Levee

Description:

The West Return Levee is located along the St. Charles Parish Line in Kenner and is comprised of floodwalls, earthen levees and floodgates. The earthen levees in this section are at the south end of the section surrounding the airport runway. This section was elevated in the spring of 2005 by the Louis Armstrong International Airport, to the pre-Katrina design elevation of 12' plus 2' of overbuild, or 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 were replaced with deeper, stronger 60' sheeting. The earthen berms along these sheetpile I-walls were enlarged and reinforced with concrete slope paving to provide additional stability and improve scour protection.

Construction:

The East Jefferson Levee District assisted the Corps' Memphis hired labor crew with modifications made to the earthen berms at the south end of the West Return levee to provide additional stability and improve drainage. 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. Phase 2 100-year protection of the earthen levees surrounding the airport runway has been awarded with completion in the 4th Quarter of 2011. The West Return levee floodwall has been divided into North and South segments. Interim 100-year protection is in place. The north segment will be complete in the 2nd Quarter of 2012. The south segment will be complete in the 3rd Quarter of 2011.

Inspection:

Issues: None

LPV 27 26 R1 – Reach 1

Description:

The Reach 1 levee is located between the Duncan Canal in Kenner and the St. Charles Parish Line and is comprised of floodwalls, earthen levees and floodgates. The earthen levees in this section were elevated in Phase 1 to the pre-Katrina authorized 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 the Duncan Canal Pump Station into the earthen levees were improved with interim protection. The earthen berms along these I-walls were enlarged and reinforced with concrete slope paving to provide additional stability and to improve scour protection.

Construction:

The project to build the breakwater designed to protect the Duncan Canal Pump Station is complete. The breakwater will provide 100-year protection for Duncan Pump Station. The contract for the construction of the Duncan Canal Pump Station fronting protection and the replacement of the I-wall tie-ins was awarded April 15, 2010 and should be complete in the 3rd Quarter of 2013. The Phase 2 100-year protection for the Reach 1 earthen levee is complete with the exception of turf establishment.

Inspection:

Issues: None

LPV 27 26 R2 – Reach 2

Description:

The Reach 2 levee is located between the Elmwood Canal in Metairie and the Duncan Canal in Kenner and is comprised of floodwalls, earthen levees and floodgates. The earthen levees do not meet the Corps' current stability requirements. 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 floodgates and the I-walls that tie in the Duncan and Elmwood Canal Pump Stations to the earthen levees were improved with interim protection. The earthen berms along these I-walls were enlarged and reinforced with concrete slope paving to provide additional stability and to improve scour protection.

Construction:

Phase 2 100-year protection for the Reach 2 earthen levee is complete with the exception of turf establishment. Interim 100-year protection for the Elmwood Canal Pump Station is in place. Permanent 100-year protection for the Elmwood Canal pump station and the replacement of the I-wall tie-ins will be complete by the 4th Quarter of 2011 and the entire project will be complete by the 3rd Quarter of 2013. The Williams Boulevard floodgate project is essentially complete.

Inspection:

Issues: None

LPV 27 26 R3 – Reach 3

Description:

The Reach 3 levee is located between the Elmwood Canal in Metairie and the Suburban Canal in Metairie and is comprised of floodwalls and earthen levees. The earthen levees in this section were elevated during Phase 1 to the pre-Katrina authorized 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 were improved with interim protection. The earthen berms along these I-walls were enlarged and reinforced with concrete slope paving to provide additional stability and to improve scour protection.

Construction:

Interim 100-year protection for the Suburban Canal Pump Station is in place with permanent 100-year protection for the pumping station and replacement of the I-wall tie-ins completed by the 4th Quarter of 2011. The entire project is expected to be complete

by the 3rd Quarter of 2013. The construction for the Phase 2 100-year earthen protection is complete with the exception of turf establishment.

Inspection:

Issues: None.

LPV 27 26 R4 – Reach 4

Description:

The Reach 4 levee is located between the Suburban Canal in Metairie and Causeway Blvd. in Metairie and is comprised of floodwalls and earthen levees. The earthen levees in this section were elevated in Phase 1 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 Lake Pontchartrain protection at Causeway Boulevard formally consisted of a crib wall under the bridge spans. The 100-year project will consist of a floodwall with the Causeway bridge spans atop the wall. The wall is being built to 2057 standards for strength, height and stability. This project incorporates the all-weather access road passing under the bridge to allow for maintenance and construction vehicles of the levee district to access both sides of Causeway.

Construction:

The construction for the Phase 2 100-year earthen protection is complete with the exception of turf establishment. 100-year interim protection is in place at Causeway and permanent 100-year protection will be in place by the 1st Quarter of 2012. The entire Causeway project should be complete in the 4th Quarter of 2012.

Inspection:

Issues: None

LPV 27 26 R 5 – Reach 5

Description:

The Reach 5 levee is located between Causeway Boulevard in Metairie and the 17th St. Canal at the Orleans Parish Line and is comprised of floodwalls, earthen levees and floodgates. The earthen levees are about 2' low. To provide interim protection until the permanent levee project can be constructed, the earthen sections were elevated 3' using HESCO baskets filled with sand. The construction contract for the permanent lift was awarded in the 4th Quarter of 2008. 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 additional stability and to improve scour protection.

Construction:

The lift for this levee section has elevated the Reach to 16.5' with 10' crowns. This work is complete with the exception of turf establishment. This lift brings the levee section to 100-year protection and satisfies the new design criteria. The construction of the breakwater designed to protect the Bonnabel Canal Pump Station is complete. The Bonnabel Boulevard floodgate project is essentially complete. The contract for the construction of the Bonnabel Canal Pump Station fronting protection and replacement of the I-wall tie-ins should be complete by the 3rd Quarter of 2013.

Inspection:

Issues: None

LPV 27 26 ERL

Description:

The East Return Levee is located between the Hammond Highway Bridge and Pump Station 6 along the 17th St. Canal and is comprised of floodwalls, earthen levees and floodgates. Post-Katrina interim closure gates and temporary pumps were constructed at the lakefront outfall of the 17th Street Canal to eliminate the risk from lake waters filling the canal and causing failure of the canal walls as happened during Katrina. This interim protection will remain in place until a permanent structure can be installed.

Construction:

Work on the 17th Street Canal Remediation project, which is intended to increase the safe water elevation in the canal should be complete by the 4th Quarter of 2011.

Inspection:

Erosion and nutria burrowing along the canal bank are being monitored.

Issues: None

LPV 27 26 MRL

Description:

The Mississippi River Levee is located between the Orleans Parish Line and the St. Charles Parish line and is comprised of earthen levees only. The levees are constructed between an elevation of 24.5' and 26.5'.

Construction: The Corps has not yet provided information for the upcoming Mississippi River Levee lift. The bike paths will be replaced because they serve as an access road for routine inspections and emergency responses.

Inspection: Good

Issues: The Corps and the levee district will be compiling an inventory of trees within 6' of the toe of the levee that will need to be removed.

LPV 27 26 Special Issues

Shoreline Protection – Reaches 4 and 5

The levee district has contracted with Burk-Kleinpeter, Inc. to replace the shoreline rock lost during Hurricane Katrina. This approximately \$11.3 million project being funded by FEMA was awarded July 17, 2008, and will hopefully be completed before the end of 2011.

Shoreline Protection – Reaches 1, 2, 3 and 1000' of 4

The Corps of Engineers has designed foreshore protection along the lake shoreline from St. Charles Parish to 1000' east of the Suburban Canal. The work is covered by two projects and will build out the shoreline approximately 90' with a rock berm at the shoreline's edge. The contracts have been awarded and completion is expected by the 1st Quarter of 2012.

EJLD HIGHLIGHTS – SEPTEMBER 2011 CONSTRUCTION PROJECTS

Reaches 1-5 – Substantially complete. The EJLD is discussing the possibility of taking over mowing on R1, R4 and R5 to try to get better results than we have had with the Corps' contractor. The Corps' contractor will be mowing, fertilizing and reseeding R2 as necessary in an effort to improve Bermuda in the area. Ramp and other deficiencies are being addressed by the Corps. The final inspection for Reach 5 was August 31st. The Reach 1 final inspection is scheduled for September 8th. The remaining final inspections will occur as issues are addressed.

Duncan Breakwater – Turnover letter was sent to the State.

Bonnabel Breakwater – Turnover letter was sent to the State.

Williams Floodwall and Gate – Essentially complete. EJLD will operate the gate in an emergency but the final inspection will not take place until paint and concrete issues are resolved.

Bonnabel Floodwall and Gate – Essentially complete. The final inspection will occur after the gate bolts are torqued and the paint inspection occurs.

Fronting Protection – 47% complete. Work continues at Suburban and Elmwood pump stations. The contractor is mobilizing at the Bonnabel and Duncan pump stations.

Causeway – 40% complete. Contractor is working on bents, slab spans and footings for both the north and southbound sides of Causeway.

West Return Wall – North – 74% complete. The contractor is currently working 5 work fronts. H piles continue to be driven at the re-curve wall and work front #4. The contractor is also working on base slabs and walls.

West Return Wall - South – 75% complete. The contractor is working on base slabs and walls. The splicing and pile driving under I-10 should be complete this week. The red zone inspection is scheduled for October 15th.

Foreshore Protection – Reaches 1 and 2 – 49% complete prior to Tropical Storm Lee. Reach 2 was 87% complete. Reach 1 was 30% complete. Tropical Storm Lee has washed away clay material behind the rock.

Foreshore Protection – Reaches 3 and 4 – 71% complete prior to Tropical Storm Lee. Contractor is placing and shaping rock on Reach 3. The access channel for Reach 4 is dredged and work will begin on this reach very soon. T/S Lee has washed away clay material from Reach 3.

Foreshore Protection – Reaches 4 and 5 – 48% complete prior to Tropical Storm Lee. The contractor is now working between Bonnabel and Causeway but has lost quite a bit of berm behind the rock foreshore.

Airport Runway Levee – The north section has been seeded and fertilized. Safety fencing has been installed for the southern section. Borrow material will likely come from Willow Bend but the Corps is waiting for final approval. The final FAA flight check has been rescheduled.

MAINTENANCE DEPARTMENT

Danny, Robert and several maintenance supervisors continue to attend weekly construction meetings, red zone, pre-final and final inspections.

Danny and the staff continue to monitor and document turf establishment and ongoing construction project issues. Danny is working with Robert Guillot and Brett Herr to address all issues.

Maintenance crews continue to remove debris along the MRL.

Danny conducted a safety meeting highlighting working conditions in the heat and humidity.

Normal grass cutting operations continue.

Maintenance crews have cleaned the drains along the landside drainage system. Since Tropical Storm Lee they are picking up debris along the entire system.

Danny and Kerry met with Dr. Beasley to discuss TRM testing.

Danny and Kerry are meeting with the Bucktown fleet to discuss their hurricane plan.

POLICE DEPARTMENT

In the normal 24/7 patrols, the EJLD police continue to monitor levee conditions, permit violations and construction areas, trailers and gates for trespassers.

The Police Department continues to provide off duty and after hours security for the contractor's equipment for the Huey P. Long Bridge widening project.

EJLD has been assigned a mobile AFIS (Automated Fingerprint Identification Device). AFIS provides immediate identification and records for individuals without identification.

Police staff attended and/or participated in the following:

- 1) The Chief and Captain completed classroom work for the CPTP “Managing People Certificate.” They await instruction for a work related project for full certification.
- 2) Three officers completed the course “Ground Fighting for Police” offered by the LA State Police Training Academy.
- 3) Three officers completed training in “Drug Specialized Interdiction” offered by the JPSO Training Academy.
- 4) Officers attended the U.S. Dept. of Justice, DEA’s course for “Psychological Body Armor – The importance of Resiliency & Coping with Stress”.

OTHER

-Tropical Storm Lee – report attached

EAST JEFFERSON LEVEE DISTRICT MAINTENANCE DEPARTMENT

1135 Lesan Drive - Kenner, Louisiana - 70062 - Phone: 469-7522 - Fax: 469-7512



9-07-2011

SUMMARY FOR TROPICAL STORM LEE

A STATE OF EMERGENCY WAS ISSUED BY THE GOVERNOR'S OFFICE AND THE JEFFERSON PARISH EOC WAS OPENED ON SEPTEMBER 2ND DUE TO A TROPICAL SYSTEM LOCATED JUST OFF THE LOUISIANA COASTLINE. DAILY INSPECTIONS WERE PERFORMED FROM SEPTEMBER 2ND THROUGH SEPTEMBER 5TH. THE FOLLOWING WILL BE A CONDENSED SUMMARY OF THE EVENTS DURING THIS PERIOD.

AIRPORT LEVEE RUNWAY PROJECT

All went well with the airport levee runway project with the gaps closed off with the use of Hescos and supersized sandbags.

WEST RETURN SOUTH PROJECT

Water elevations at this location were approximately 2 ft. up the existing floodwall. The three temporary steel bulkheads were put in place with no problems. The sheet pile opening on the southernmost access gap was closed after some initial problems with pulling up a couple of the piles.

WEST RETURN NORTH PROJECT

Water elevations at this location were approximately 2 ft. up the existing wall. The four temporary steel bulkheads were put in place with no problems. A major concern was the inability to evacuate the 39 barges to their designated safe harbor location. Robert Guillot of the USACE stated that the tug boat captains refused to move the barges because of unsafe conditions in the lake. By the end of the event there were seven tugs total in the canal vicinity. Levee district personnel along with Odebrecht Johnson employees monitored this situation very closely. Booms on crane barges were not lowered to safest positions. Embankment material was not placed against re-curve wall before the event.

REACH 1 & 2 FORESHORE PROTECTION

Water overtopped the rock dike along the shoreline and brought with it a heavy debris line that extended all the way to the fence near the All Weather Access Road. There is a good possibility that the access channels were filled in and may have to be dredged again. The rock dike for the most part held up nicely except for the obvious loss of uncompacted fill and sand. Pictures were taken of the gap in rock dikes between the Treasure Chest and the on-going reach 2 project where water and debris poured in and flooded the access driveway to the Treasure Chest. This area has previously been brought to the Corps' attention as a deficiency in our shoreline

protection. As with the West Return project, tug captains would not evacuate the barges to safe harbor because of dangerous seas. Bertucci did have more than enough horsepower with their 6 tugs to manage 20 barges and all booms on cranes were laid down. Pictures were taken of washed out embankment on the on-going ramp projects on reach 2. This will be discussed with the Corps.

FRONTAL PROTECTION PROJECTS

Gaps in flood protection at both Elmwood and Suburban pump stations were closed with Hesco baskets and supersized sandbags. The basins were flooded from drainage pumps and will have to be de-watered. Pictures were taken of equipment and materials that were entirely too close to the shoreline. Two wooden work platforms from the Suburban station came ashore on the reach 4 rock project. Odebrecht was notified of this situation. There were no crane booms safely laid down at these two stations. There was also a crane at the Duncan site that was not lowered until the Corps was contacted. Embankment material was not placed against the flood side wall on the west side of the Duncan canal.

REACH 3 & 4 FORESHORE PROTECTION

During the event, the dike on reach 3 was submerged with obvious loss of embankment material. Some debris noted on reach 3 with heavy debris on 4. An emergency call was made to the Corps when a barge broke loose on Reach 3. This barge was part of a group that was left unattended offshore near the Causeway. The captain of the tug pulled into the boat launch at Williams and stated that his boat was not equipped to handle the conditions in the lake at that time. The loose barge was eventually towed to Reach 1 where it joined Bertucci's tugs. Had wind directions changed, structures such as the Causeway Bridge and the Suburban breakwater could have been subjected to damage.

REACH 5 FORESHORE PROTECTION

The rock dike and embankment material suffered the least amount of damage on this reach. A small amount of debris washed ashore. Equipment needs to be moved further inland and pictures were taken of ponding water behind the dike that was not capable of draining properly. Pictures were taken of what appears to be a rock dike elevation problem near the elevated parking lot at the Bonnabel boat launch.

CAUSEWAY PROJECT

Equipment and materials was too close to the shoreline. During an event they must be moved further from the water's edge.

GATE CLOSURES

Gates E-4, E-5 and E-8 on the 17th St. canal were closed. Gate L-1 is in the closed position and L-3, L-4, L-9A, L-9B, and E-9 remained open.

SUMMARY OF ITEMS OF INTEREST

1. WHAT ARE THE REQUIREMENTS FOR THE SIZE AND THE NUMBER OF TUGS TO PUSH BARGES TO A SAFE HARBOR? EMPHASIZE THE NEED TO GET TO SAFE HARBOR.
2. A NUMBER OF CONTRACTORS HAVE STATED THAT THEY WILL PULL THE TRIGGER THEMSELVES WITHOUT WAITING FOR CORPS INSTRUCTIONS TO SEEK SAFE HARBOR.
3. A NEED FOR DISCUSSIONS WITH THE CONTRACTORS AND THE CORPS PERTAINING TO CRANE BOOMS NOT BEING LOWERED TO SAFE POSITIONS.
4. A NEED FOR DISCUSSIONS WITH THE CONTRACTORS AND THE CORPS REGARDING MATERIALS AND EQUIPMENT TOO CLOSE TO THE SHORELINE DURING THIS EVENT.
5. THE NEED FOR BETTER COMMUNICATION BETWEEN THE CONTRACTOR, CORPS AND THE LOCAL SPONSOR DURING AN EVENT.
6. I WOULD SUGGEST A QUICK BUT THOROUGH RIDE-THROUGH WITH CORPS' PERSONNEL TO VISIT EACH PROJECT AND DISCUSS ACTION ITEMS WITH THE PARTICULAR CONTRACTOR.

SPECIAL THANKS TO KERRY MIGLIORE AND CAPT. YETTA FOR THEIR EFFORTS DURING THIS STORM EVENT.

EAST JEFFERSON LEVEE DISTRICT POLICE DEPARTMENT

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POLICE DEPARTMENT EMERGENCY RESPONSE ACTIVITY – TROPICAL STORM LEE 9/2011

THURSDAY 9/1 :

Capt. Yetta

Monitoring disturbance in the Gulf. All pool units topped off with fuel. Reserve commander notified of possible reserve deployment. Reviewed EJLD Emergency Manual. Tropical Depression 13 declared this evening. All EJLD Police personnel placed on alert status.

FRIDAY 9/2 :

Capt. Yetta

TD-13 forecast to become Tropical Storm Lee. All EJLD pool radios charged for service. Lt. Zabala manned JP EOC that day and reported to me as necessary. Reviewed all e-mails from EJLD Admin relative to gate closures and tugs/barges making preparations to head to safe harbor away from the Lake Pontchartrain construction areas. General orders to all Police Supervisors relative to check all gates, gaps in system and WRL and ERL at Airline Dr. / US61 for seepage concerns. I responded to the emergency Police meeting at the JP EOC that afternoon. In constant communication with Chief Garner and ED Campbell.

Communications / Administrative

All backup radios charged and in fine working order. Tim Doody's office requested a template for SLFA zone. Provided by fax with instructions. Started process, with assistance of the maintenance department, of stationing police pool units on the West Return Levee. Conducted Radio Exercise with designated personnel with the SLFPAE and Levee Districts. Monitored throughout weather event all news media, weather outlets and Jefferson Parish EOC weather communiqués. Hourly updates to Chief Garner.

SATURDAY 9/3 :

Capt. Yetta

Inspected lake reaches and responded to the Phylway barge issue in Reach 3. Deployment of extra police reserve also assisted that day. Met with Doug Creel, General Superintendent for Oderbrecht of the WRL contract, who reported no seepage or other anomalies relative to high tides and windy conditions. Our officers reported that between River Rd. and Jefferson Hwy. on Monticello Ave., portion of the New Orleans levee there has some erosion (sandy material) spilling onto the roadway causing slippery conditions. I immediately notified OLD Maj. Booth about this concern. In constant communication with Chief Garner and ED Campbell.

Watch Commanders

Grandlake Dr. near Vintage holding water. Water up to grass for several blocks. No threat posed to levee system. Phylway barge B0627 up on shore near Cleveland Place. Proper authorities notified about incident. Reserve Officer Tricon was positioned to monitor the barge. Officer advised that at 1400, the barge was moved out and properly secured by Phylway personnel. BBL has water covering parking area up to ramp by the elevated parking lot. Area being monitored by reserve personnel.

Gate E-9, water levels at gauge are as follows, 1150hrs – 4'6", 1600hrs – 4'. Beside scattered debris, all other areas secured. All pumping stations were operational. River area: trees observed down on the batture at Coventry Ct., Orchard, Florida and Central. Barges of no threat to levee system.

SUNDAY 9/4 :

Capt. Yetta

Inspected lake reaches and met with Danny and Kerry. Inspected the WRL construction areas and found all marine tugs and barges were secured. Canal by EJLD facility (WRL to US 61) not overtopped. In constant communication with Chief Garner and ED Campbell.

Watch Commanders

All areas are the same as reported on 9/4. Gauge at E-9 is at or just below 4'. River area: Monticello from River Rd. to Jefferson Hwy, mud runoff occurred from the levee system. This levee is part of Orleans Parish. Major Booth of OLD notified. Mud / sand have collected onto Monticello. Rain intermittent. No flooding anywhere along system.

MONDAY 9/5 :

Capt. Yetta

Inspected lake reaches. Met with Danny at Cleary / Lake Reach 3 where Lt. Zabala located two small pontoon marine platforms which were washed up along shoreline. Danny notified the USACE relative to this find. Officers instructed to remain vigilant along the reaches due to strong northerly winds. In constant communication with Chief Garner and ED Campbell.

Watch Commanders

Station Markers 120, 150, 160 and 280, observed downed trees. Multiple reports of ruts in numerous areas, forwarded to police administration to follow-up with the maintenance department. Pontoon work platforms monitored continually at Cleary and the lake. Station Marker 170, 2600 Gay Lynn: two dredging implements on shoreline in lake water. Ridgelake and the lake: backhoe in construction area sitting in lake water. Reach 3: several of the vehicles outside of the fence are sitting in lake water and there is debris throughout the construction area. Reach 2: There is debris along fence encroaching the construction site. Reach 5: at the new Bucktown Marina construction site several of the newly planted trees are now leaning. BBL: water is over the launch piers.