

The **SELA Report**

Southeast Louisiana Flood Control Project



US Army Corps
of Engineers
New Orleans District

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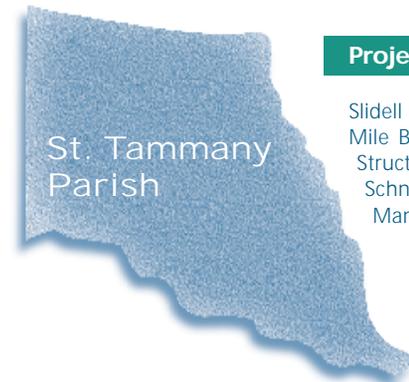
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Project Status: SELA Rolls On, Digs In

One of the largest urban civil works projects in our nation's history, the Southeast Louisiana Urban Flood Control Project (SELA) includes more than half a billion dollars in pumping station and drainage system projects to improve rainfall flood control in Orleans, Jefferson and

St. Tammany parishes. Fifty-six projects are currently included in the program, with a total construction cost of nearly \$600 million. Construction costs for all projects are shared between the federal government and a local sponsor, with a 75/25 percent split.

The project status chart on these two pages indicates all of the currently authorized SELA projects, their scheduled contract award (or completion) dates, and total project construction costs.



St. Tammany Parish



Orleans Parish

Project	Scheduled Award	Contract Amount (\$1,000)
Slidell Area Plan	Not Yet Scheduled	\$23,275
Mile Branch Improvements	Not Yet Scheduled	\$7,653
Structure Raising - Bayou Chinchuba/Abita/Lacombe	Not Yet Scheduled	\$8,450
Schneider Canal	Not Yet Scheduled	\$32,105
Mandeville Hurricane Protection	Not Yet Scheduled	\$21,465

Project	Scheduled Award	Contract Amount (\$1,000)
Awarded Contracts		
Broad St. Pump Station No. 1	17 July 97	\$5,700
Broad St. Pump Station No. 2	17 Dec 98	\$12,200
Advertised Contracts		
Napoleon Ave. Canal	8 Sept 99	\$25,000
Contracts to be Advertised		
Dwyer Road Canal	3 Oct 99	\$4,000
Dwyer Road Pump Station	4 Oct 99	\$10,000
Hollygrove Drainage Improvement No. 1	13 Oct 99	\$11,500
Claiborne - Nashville to Jena	2 Nov 99	\$10,000
Claiborne - Jena to Lacombe	2 Nov 99	\$10,000
Hollygrove Drainage Improvement No. 2	1 Dec 99	\$10,000
Pritchard St. Pump Station	1 Dec 99	\$4,000
Dwyer Road Intake	10 Dec 00	\$10,000

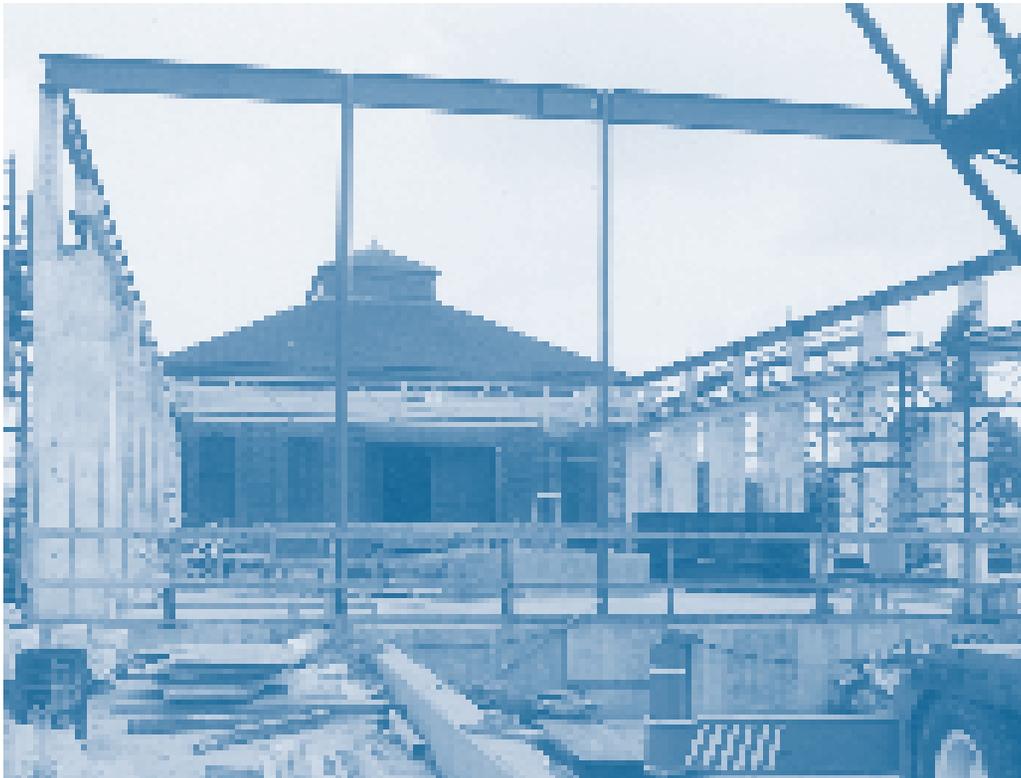
St. Tammany & Orleans Parishes

Project	Scheduled Award	Contract Amount (\$1,000)
Awarded Contracts		
Ave. D Canal	20 Mar 97	\$1,860
Suburban Canal - I-10 to Veterans	16 Apr 97	\$5,041
Canal No. 3 - I-10 to Elmwood Canal	20 Aug 97	\$8,494
Pump Station Equipment	20 Feb 98	\$17,769
Gardere Canal - Phase 1	31 Mar 98	\$3,602
Terry Parkway Canal	31 Mar 98	\$8,372
Suburban Canal - W Esplanade to Pump Station No. 2	17 Apr 98	\$2,704
Keyhole Canal	23 Apr 98	\$1,313
Elmwood Canal- W Esplanade to Pump Station No. 3	21 May 98	\$4,292
Elmwood Canal - Canal No. 3 to W Esplanade	1 June 98	\$4,211
Suburban Canal - Veterans to W Esplanade	13 July 98	\$9,467
Canal No. 3 - I-10 to Soniat Canal	10 Aug 98	\$8,853
Railroad Canal	2 June 99	\$4,943
Woodmere & Sunnymead Canals	16 June 99	\$5,035
Advertised Contracts		
Pump Station No. 2	17 Sept 99	\$14,000
Cousins Canal - Phase 1	14 Sept 99	\$3,500
Grand Cross Canal	23 Sept 99	\$570
Swift Canal & Canal A	29 Sept 99	\$5,900
Contracts to be Advertised		
Pump Station No. 3	30 Sept 99	\$13,000
Duges Canal	22 Sept 99	\$4,000
Pipeline Canal	24 Sept 99	\$2,500
Whitney Barataria Pump Station	5 Oct 99	\$17,400
Brown Ave. Canal	10 Oct 99	\$2,500
Suburban Canal @ W Esplanade	14 Oct 99	\$2,340
Suburban Canal @ I-10	30 Oct 99	\$3,500
Justice & Oil Company Canals	8 Nov 99	\$4,500
Two-Mile Canal - Phase 1	14 Nov 99	\$12,600
Soniat Canal - Canal No. 3 to W Napoleon	30 Nov 99	\$15,000
Mayronne Canal	10 Dec 99	\$1,750
Keyhole Canal - Phase II	10 Dec 99	\$1,883
Whitney Canal	26 Dec 99	\$1,130
Gardere Canal - Phase 2	7 Jan 00	\$10,000
Soniat Canal - W Napoleon to W Metairie	3 Feb 00	\$13,000
Suburban Canal @ Veterans	1 Mar 00	\$4,000
Soniat Canal @ W Metairie	30 Mar 00	\$1,000
Grand Cross Canal @ Lapalco	1 Apr 00	\$500
Soniat Canal @ Veterans	7 Apr 00	\$1,600
Elmwood Canal @ Kawanee	1 Oct 00	\$500
Cousins Canal - Phase 2	1 Oct 00	\$640
Elmwood Canal @ W. Esplanade	14 Oct 00	\$2,300

Jefferson Parish

You're Not Getting Older; You're Getting Better

New Pumps to Boost Capacity at A. Baldwin Wood Station



Concrete columns to support the overhead crane and roof of the addition to the A. Baldwin Wood Pumping Station are securely in place.

That old saying at left could well apply to the Sewerage and Water Board of New Orleans' oldest pumping station. A SELA project now under way will enlarge the A. Baldwin Wood Pumping Station and outflow channel to accommodate the addition of a 1,200-cubic-foot-per-second drainage pump and a second, backup pump of the same size. These improvements will push up the station's pumping capacity by 25 percent, from 4,700 cfs to 5,900 cfs.

An addition will be built to house the new pumps at the existing pumping station building, located in Orleans Parish at the intersection of Martin Luther King Jr. Boulevard and South Broad Street, and a copper roof will be installed over the entire building, including the new addition. Work associated with installing the pumps includes modifications to existing roads, bridges, outflow channels, buildings, utilities and other facilities.

Scheduled for completion in mid-2001, the \$12.2 million improvements are presently on track. Contractor for the project is C.R. Pittman Construction Company of New Orleans. A new pumping station floor and concrete columns for overhead crane and roof support have already been installed, and suction tubes for the pumps are now in place. In the discharge basin, one-third of the piling has been driven. The coffer dam and dewatering system that allow work to move forward are also under construction.

Traffic controls and detours will be ongoing throughout the project's duration. The pumping station, formerly known as Broad Street Pumping Station No. 1 (officially Melpomene Pumping Station No. 1), is circled by a street that was built after its installation. During an earlier project that rebuilt the canals and intake basin, traffic was closed on one

of side of the station. The street on that side is now open, and traffic is being diverted from the other side where the addition to the pumping station and the enlargement of the discharge basin are taking place.

Prior to the beginning of current construction, the New Orleans Sewerage and Water Board held a series of town meetings to get public input on the best ways to handle disruptions caused by the project – for example, the best places to relocate bus stops. Representatives of the U.S. Army Corps of Engineers attended all the meetings and answered questions from those present.

Since the meetings, detailed maps of the project area have been provided to the media so that accurate announcements can be made about traffic diversions, and handouts explaining construction progress are distributed regularly to local residents. In some cases, parking meters have been removed to facilitate parking in affected commercial areas, and one plot of city land has been surfaced to provide extra parking. ♦



Broad Street Pumping Station Renamed for Inventor

A. Baldwin Wood would be proud. The innovative engineer's name will now be publicly associated with the pumping system that is his legacy.

At ceremonies held August 16, 1999, the Broad Street Pumping Station No. 1 was renamed the A. Baldwin Wood Melpomene Pumping Station No. 1 to honor the designer of the screw-type pumps that have kept New Orleans mostly dry since the early 1900s. Wood designed the first "constant duty" screw pump, installed at the Broad Street station when it was built in 1910. (A constant-duty pump handles day-to-day pumping needs that are not storm related.)

Five years later, in a major step forward, two 12-foot-diameter screw pumps designed by Wood were installed at the site during an upgrade. They had the capacity to move more water than any other pump then in existence. After the disastrous flood of 1927, three 14-foot-diameter Wood screw pumps were installed. All of Wood's pumps are still used every time it rains.

Wood, a consultant on drainage projects around the world, worked for the Sewerage and Water Board of New Orleans for 57 years and permitted the Board to use all of his famous pumps without compensation and without royalties. ♦

New Orleans Mayor Marc Morial assists other Sewerage and Water Board officials in unveiling the sign for the newly renamed A. Baldwin Wood Pumping Station. Morial is president of the board.

Work Begins on Napoleon Avenue Canal

Work is now under way on the Napoleon Avenue canal project. Its two 3,200-foot canals, each 13 feet high by 19 feet wide, will extend north and south for nine blocks underground along the median from South Claiborne Avenue to South Broad Street. The box culvert dual canal will run next to the existing canal, which will remain in use during construction. The present canal is 20 feet wide by 10 feet high.

Detailed traffic plans have been drawn up in an effort to minimize the project's impact on the Broadmoor area through which it runs. One lane of traffic will be closed for a distance of no more than five blocks at a time. Under the terms of the contract, Broadmoor residents will have access to their homes at all times, with a lane left open for a three-block stretch solely for residents' use and for emergency vehicles.

More information on the project and its progress will appear in the next issue of *The SELA Report*. ♦

Jefferson Parish Keeps On Keepin' On

Jefferson Parish is marching out with SELA projects, virtually engulfing the parish in construction. As projects move forward, workers continue to widen mile after mile of canal and pour yard after yard of concrete.

This steady progress has led to the completion of four canal projects since October 1998. The work included improving over 3,500 feet of earthen channel, pouring nearly 5,000 feet of concrete flume, and constructing over 2,000 feet of concrete-lined canal and over 900 feet of sheetpile flume. Two of these projects, Gardere Canal Phase I and Keyhole Canal, were completed in the last week of July.

Construction Under Way

Even as those projects reached completion, construction on nine others continues:

- Canal No. 3 from I-10 to the Elmwood Canal — constructing 1,700 linear feet of modified concrete flume
- Suburban Canal from Veterans Boulevard to West Esplanade Boulevard — constructing 3,625 feet of concrete flume
- Canal No. 3 from I-10 to Soniat Canal — constructing 2,600 linear feet of modified concrete flume



Construction workers spread fresh concrete beneath I-10 on the Suburban Canal project that runs from Veterans Boulevard to West Esplanade.

- Elmwood Canal from Canal No. 3 to West Esplanade Boulevard — constructing 3,400 linear feet of earthen bottom/concrete-paved slopes
- Terry Parkway Canal — installing 4,400 feet of concrete box culvert
- Elmwood Canal from West Esplanade to Pump Station No. 3 — constructing 4,100 linear feet of riprap bottom/concrete-paved slopes
- Suburban Canal from West Esplanade to Pump Station No. 2 — constructing 1,100 linear feet of riprap bottom/concrete-paved slopes
- Railroad Canal — constructing 1,476 linear feet of pipe culvert, 676 linear feet of concrete flume, and 60 linear feet of sheetpile flume



Work is under way on the Suburban Canal from West Esplanade to Pumping Station No. 2. The steel beams that cross the canal will support a construction platform from which contractors can work on the canal below.



New concrete box culvert takes shape in the Terry Parkway Canal.

- Woodmere and Sunnymead Canals — constructing 4,950 linear feet of concrete-lined canal, 550 linear feet of earthen channel and 300 linear feet of concrete box culvert

Three of these projects — Terry Parkway Canal, Suburban Canal from West Esplanade to Pump Station No. 2, and Elmwood Canal from West Esplanade to Pump Station No. 3 — should be completed by the end of 1999.

And More to Come

Jefferson Parish has no intention of easing up on construction as it approaches the new millennium. By January 1, 2000, 13 more SELA projects are scheduled to begin

construction, and three additional contracts are set to be awarded. Three of these 16 projects will improve pumping stations in the parish:

- Whitney/Barataria Pump Station — constructing a new 3,600 cubic-foot-per-second (cfs) pumping station
- Pump Station No. 3 — increasing pumping capacity by 2,400 cfs
- Pump Station No. 2 — increasing pumping capacity by 2,400 cfs

As long as plans and construction continue on schedule, Jefferson Parish should have seven projects completed and 19 projects under construction by the end of 1999. ♦

Funding Settled in St. Tammany Parish

It's all water under the bridge. At least that's the message being sent in St. Tammany Parish. After its earlier trouble finding local money, the parish now has sponsors for all but one of its SELA projects, and funding seems manageable.

A Sponsor for Slidell

In April 1998, Slidell-area voters rejected a 1/4 cent tax increase to fund a SELA project, casting doubt on the future of Slidell's flood control project. The local sponsor, Gravity Drainage District No. 3, was left without the money to match federal funds and withdrew its support. But by fall 1998, the city of Slidell had stepped forward to sponsor a smaller, localized effort. Instead of improving drainage for the entire Slidell area, the scope of the new project is limited to the city of Slidell — about 40 percent the size of the original plan.

As the Corps presses forward with surveys and plans for the remainder of St. Tammany's projects, local sponsors are ready to do their part.

Unfortunately, the initial loss of a sponsor slowed the planning process for the Slidell project. According to Stan Green, SELA project manager for St. Tammany Parish, the U.S. Army Corps of Engineers was required to stop working when Gravity District No. 3 withdrew and then had to re-evaluate plans when the city of Slidell agreed to a smaller scale project.

Although the exact amount of local money needed won't be known until the Corps' planning is complete, Slidell Mayor Sam Caruso is optimistic that the city will be able to provide the 25 percent local share and hopes to use money from the general fund to pay for the project. When the Corps finishes its plans, the city will evaluate the costs, and if the price tag exceeds the amount available, it will have to ask for a small dedicated sales tax or millage. Because the scope of the project is limited to the city, this increase in taxes would need approval only from city

voters. According to Mayor Caruso, that localization increases the chances of passing the tax.

And the Other Sponsors Are. . .

As the Corps presses forward with surveys and plans for the remainder of St. Tammany's projects, local sponsors are ready to do their part.

The city of Covington is sponsoring the Mile Branch channel improvement and will provide the 25 percent local match for improving channels and repairing and replacing bridges in the Mile Branch area.

Local sponsors for St. Tammany's four structure-raising projects have less money to raise than either Slidell or Covington. These sponsors are responsible only for matching the planning costs while individual owners are responsible for 25 percent of the costs for actual construction. The following are sponsors for St. Tammany's structure-raising projects:

- The city of Mandeville is sponsoring the Bayou Chinchuba project and the Mandeville hurricane protection project.
- The St. Tammany Police Jury is sponsoring the projects in Abita Springs and Lacombe.

In total, around 200 structures will be raised by these projects. ♦