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LAKE PONTCHARTRAIN, LOUISIANA AND VICINITY  
EIS RESTUDY-STATUS REPORT  
For the Period of 1 January - 31 March 1980

1. Reference currently approved study schedule (incl 1).
2. Discussion of major work items is keyed to incl 1.

a. Engineering Studies-

(1) Design and Cost Estimates--This line item is proceeding on schedule. To date, Planning Division has received first cost estimates of a number of "High Level" plans as well as estimates for several variations of the Barrier Plan (different sized openings at the tidal passes). Cost estimates originally furnished all assumed 1965 base level conditions using Mar 79 price levels. Estimates were completed on 7 Jan 80 for the various plans which include first costs and O&M costs, based on 1979 base level conditions and Mar 79 price levels. Pertinent replacement costs and construction schedules were completed in Mar 80.

(2) Reanalysis of Flooding Potential-

Preproject  
Existing  
With Project

Preproject and Existing Conditions were to be completed by the end of Nov 79, and With Project Conditions by mid-May 80. Some technical difficulties have delayed the generation of data; however, the difficulties have been resolved and the Preproject and Existing Conditions for the priority 1 area (Jefferson Parish) were furnished in mid-Feb; some revision of the data has been necessary, but the necessary changes have essentially been completed. The remaining data will be furnished piecemeal for priority 2, 3, and 4 areas (Orleans and New Orleans East, North Shore, and Chalmette and St. Bernard, respectively) by 30 Sep 80. Therefore, the overall line item has slipped about 4 1/2 months. Consequently, the economic work items contingent upon receipt of this data, i.e., flood-damage computations and benefit summary and report preparation can also be expected to slip 4 1/2 months. It should be noted that data will reflect updated (1979) topographic conditions. Also, revised Water Resource Council guidelines dictate that the effects of the 500-year flood event be reported and displayed. This requirement is not expected to delay the overall schedule.

(3) WES Model Studies--We now estimate that the WES modeling effort will be completed by 15 Oct 80. As pointed out in the 1 Oct-31 Mar 79 status report, WES studies are incorrectly shown on the approved schedule as being completed in Sep 79; in fact, the approved completion date is Mar 80. Due to administrative and technical difficulties, completion of this item is now expected by 15 Oct 80. Completion of the WES study in Oct would not impact the overall schedule, per se, as this line item is not on the critical path. However, as discussed later on, the results of the WES study could potentially affect other line items.

b. Environmental Studies-

(1) LSU Baseline Contract--This item was originally scheduled for completion by Sep 79; however, the contract was modified to extend to Dec 79 so benthic data could be included in the final report. An additional modification is presently being processed to extend the contract until 30 Jun 80. The purpose of this modification is to allow sufficient time for completion of the final report and Government review. The contractor's involvement with negotiations for another NOD contract consumed a large portion of the time allocated to the final report. Also due to the technical complexity of the report, it will take more time than initially anticipated for in-house review. The Draft Final Reports have been received and are presently being reviewed. The discrepancies in the LSU hydrodynamic model are presently under study. Further review of LSU's changes to the model has been requested from WES. It is expected that this issue will be resolved within the next month.

(2) Barrier Transport Contracts--These contracts are, at present, critical to the study schedule. The Barrier Transport Study has been broken into two parts: LSU is to do biologic and hydrologic investigations; and, UNO is to do chemical analyses. The LSU contract was signed on 28 Dec 79. The UNO contract was signed 13 Feb 80. The LSU and UNO contracts have slipped the originally scheduled start date by 8 and 10 months, respectively. In addition, it is possible that LSU contract will incur an additional 3-month slippage due to lack of synchrony between the LSU and UNO contract studies. At this point, Phase I of the transport contract should end in Aug 80. This Aug date includes allowances made for contract realignments necessary to bring the two contracts back in synchrony. Hence, the overall completion of the transport study is expected to be delayed by 10 months.

The ongoing WES modeling effort and the prototype data collection program being conducted under the transport contract have been and will continue to be coordinated so that both efforts will produce complimentary results. The mechanism by which an assessment will be made of project effects on total transport, both biological and chemical, has been conceptually defined. The degree of resolution of the biological data necessary to conduct a statistically valid sampling program is one of the primary purposes of the Phase I portion of the LSU-UNO contracts. As part of this effort, an intensive hydrologic data collection program will be accomplished in order to characterize three-dimensional flow patterns at selected ranges in the passes. This data will then be used to supplement and expand results obtained from the WES two-dimensional model of the Lake Pontchartrain system. The effect of the anticipated delay in WES studies upon scheduled impact analysis of barrier structures has not been ascertained at this time.

When finalized, all data and study results from both the LSU-UNO and WES studies will be evaluated and analyzed by the study group headed by Dr. Eugene Cronin. This group will ultimately render an impact assessment of the proposed barrier on the Lake Pontchartrain ecosystem.

(3) Preparation of DEIS--In the last status report it was felt that the slip in DEIS could be held to 7 months; however, the development of the synchrony problem involves an additional 3 months. Presuming no further

delays as well as a timely review of Phase I by the NOD and the Technical Advisory Committee, the slip in completion of the DEIS could be held to 10 months.

c. Economic Reanalysis--During the last quarter, efforts primarily consisted of collecting baseline type data, and this portion of the reanalysis is considered on schedule. However, it should be pointed out that completion of future economic analyses depends upon input from other elements, i.e., engineering and environmental inputs. The delays anticipated with regards to receipt of data from the reanalysis of flooding potential will delay completion of the flood damage computation restudy effort by 4 1/2 months. The expected slippage in the transport contract, approximately 10 months, will cause a corresponding slippage in the Benefit Summary and Report Preparation line item. While the delay in flood damage computations is currently contained within the transport contract slippage, a decision to switch plans could cause the former delay to become critical to the study.

3. Discussion of Other Items--A comparison of alternatives, for plan formulation purposes, has been accomplished and is currently undergoing district review. Assuming no untimely delays we should be in a position to brief the Division Engineer by early May, at the latest.

4. General Discussion--At present, the currently approved study schedule has slipped 10 months, due to delays in the Barrier Contract, which is now critical to our study efforts. However, if a decision were to be made in mid-1980, based on the anticipated May 80 presentation, that the authorized plan is not the most viable plan, then the critical study path would be dictated by the time required to process the report recommending the change in plans.

