

Hurricane Katrina - What Happened?

Tulane University
Field Trip
1 Year Anniversary Edition
August 29, 2006

<http://www.tulane.edu/~sanelson/Katrina>



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Photos - Top - looking north from I-10 overpass over Carrollton Ave. Middle - cars and other debris in park on Fleur de Lis near 17th St. Canal breach. Bottom - missing house and Cypress stumps at 17th St. Canal Breach (photos by Stephen Nelson)



Figure 1. Google Earth oblique view of New Orleans showing location of levee breaches and important geographical features.

Levee Breaches in New Orleans during Hurricane Katrina

Hurricane Katrina struck the Gulf Coast on August 29, 2005. It first made landfall near the mouth of the Mississippi River, near Buras, LA at 6:10 A.M. Central Daylight Time as a Category 3 Hurricane with wind speeds up to 125 mph and made a second landfall at 10:00 AM near the Mississippi-Louisiana border. One day before, on August 28, Katrina peaked as a Category 5 Storm (Knabb et al. 2005). On August 29, the Mississippi Gulf Coast was subjected to storm surge up to 28 feet above sea level. 20 foot storm surge was experienced in southeast Louisiana, with 18 feet of surge reaching the eastern margins of Orleans and St. Bernard Parish. Levees were overtopped along the Mississippi River – Gulf Outlet, which flooded much of St. Bernard Parish, and along the Intracoastal Waterway to flood Eastern New Orleans and St. Bernard Parish. Catastrophic levee failures occurred along the Industrial Canal (Inner Harbor Navigation Canal) accompanying the overtopping and flooding parts of New Orleans both to the east and west of the canal. Drainage canals in the interior of New Orleans were not overtopped, but 3 levee/floodwall failures (2 on the London Avenue Canal and on one the 17th St. Canal) resulted in further flooding of New Orleans. In all, over 80% of the city was flooded as a result of these levee failures. Two common misconceptions about the flooding in New Orleans are apparently still widely believed. First, at least outside of New Orleans, many people still think that the flooding resulted from breaches on the Lake Front levees or the Mississippi River levee. Neither of these levees breached. Second, many people, even some in the New Orleans area, still believe that the breaches occurred the day after Katrina made landfall. All of the breaches and overtoppings occurred early in the morning of August 29, some even before the main pulse of the storm reached the city. Below is a summary of the breaches, most of which will be visited on the field trip.

2 breaches on the east side of the Industrial Canal - between N. Galvez & N. Roman Streets and at Florida Ave.
Flooded Lower 9th Ward.

2 breaches on the west side of the Industrial Canal near France Road.

2 Breaches on the London Avenue Canal, one near Mirabeau Ave. & Warrington Drive and the other near Robert E. Lee Blvd. & Pratt Drive. These breaches flooded parts of New Orleans near the west side of the Industrial canal and throughout Gentilly.

1 Breach at the 17th St. Canal near Belaire Drive between Stafford Place & 40th Street
Flooded Lakeview, Mid City, Old Metairie, Jefferson, & parts of Uptown

No Lakefront or Mississippi River levees were overtopped, although some minor splash over occurred at some locations along the lakefront levees and more extensive overtopping and erosion of the Lakefront levees occurred in New Orleans East.

The Industrial Canal is about 35 feet deep and provides a shipping channel between the Mississippi River and Lake Ponchartrain and connects with the Intra Coastal Waterway (ICW) and the Mississippi River - Gulf Outlet (MR-GO).

The 17th St., Orleans (Marconi), and London Avenue Canals are about 8 to 18 feet deep and provide drainage to pump rainwater out of New Orleans into Lake Pontchartrain.

A summary of the critical errors as determined by the Independent Levee Investigation Team (ILIT, 2006), a timeline of important events leading up to Hurricane Katrina, and a timeline of events during Hurricane Katrina can be found on page 44 of this guide.

Field Trip Itinerary

(Note: due to the ever changing nature of the cleanup, demolition, and restoration in the New Orleans area, you may not be able to follow all routes exactly as they are detailed below. Be prepared to make minor alterations to the routes. It would be useful to bring along a road map of New Orleans). Figure 1 shows the general area that will be visited.

Field Trip will leave Tulane driving down river on St. Charles Ave. to Jefferson Ave. – left on Jefferson.

Continue on Jefferson to Claiborne – right on Claiborne

Continue on Claiborne to Interstate 10 eastbound (stay in left lane on overpass to enter I-10 eastbound).

Continue on Interstate 10 eastbound to the North Claiborne Ave. exit and exit onto N. Claiborne.

North Claiborne becomes North Robertson, continue eastbound over the Claiborne Ave. Bridge over the Industrial Canal.

Turn left (North) on Forstall Street into Lower Ninth Ward (note that nearly all street signs are down in the Lower Ninth ward, so you will have to guess at which street you are on in this area).

About 3 blocks North of Claiborne, turn left and head as close to the Industrial Canal levee breach as possible. This is **Stop 1**.

After leaving Stop 1 and driving through the Lower Ninth Ward, return to N. Claiborne Ave. turn right and head west back over the Claiborne Avenue Bridge.

Continue West to Poland Avenue, right (North) on Poland Ave.

Continue North on Poland Ave. As it crosses the overpass it becomes Alvar St. Continue North on Alvar St. to Chickasaw St. Left on Chickasaw St.

Continue West on Chickasaw to Louisa – Right on Louisa St.

Continue north on Louisa St., passing over the railroad track and I-10, then at Chef Menteur Hwy turn left.

Continue West on Chef Menteur Hwy which becomes Gentilly Blvd. after going under the railroad overpass. Note that Gentilly Blvd. runs along Gentilly Ridge (more about why it is a ridge at Stop 1). Continue on Gentilly Blvd to Elysian Fields – turn right onto Elysian Fields.

Continue North on Elysian Fields to Mirabeau Ave. then turn left.

Continue West on Mirabeau Ave. Warrington Drive and turn right on Warrington Drive and **Stop 2**

Continue North on Warrington Dr. and turn right at Filmore St.

Continue East on Filmore to St. Anthony Ave, then left on St. Anthony Ave.

Continue North on St. Anthony Ave. to Leon C. Simon. – Left on Leon C. Simon.

Continue West on Leon C. Simon. to Pratt Drive - Left on Pratt Drive.

Continue South on Pratt Drive to Robert E. Lee Blvd and park at levee breach on London Ave. Canal - **Stop 3**

Continue West on Robert E. Lee Blvd. to Marconi Dr. - right on Marconi Dr.

Continue North to Lakeshore Drive then left to parking lot near Lakeshore Levees - **Stop 4**

Continue on Lakeshore Drive - West, then South to Robert E. Lee Blvd. - right on Robert E. Lee.

Continue West on Robert E. Lee to Fleur de Lis Drive - left on Fleur de Lis

Continue South on Fleur de Lis - 1 block to Hay Place - right on Hay Place.

Continue West on Hay Place to Belaire Dr. - left on Belaire Dr.(17th St. Canal levee breach)

Continue South on Belaire to Spencer Ave.. - left on Spencer Ave.. - **Stop 5**

Continue East on Spencer Ave. to Fleur de Lis Drive - left on Fleur de Lis

Continue North on Fleur de Lis to Robert E. Blvd. - right on Robert E. Lee.

Continue East on Robert E. Lee Blvd. to Canal Blvd. - right on Canal Blvd.

Continue South on Canal Blvd. to Harrison Ave., left on Harrison.

Continue East on Harrison to Marconi Drive, then right on Marconi.

Continue South on Marconi to just before the I-610 underpass. **Stop 6**

Continue South on Marconi to City Park Ave.

If returning to Tulane turn left on City Park Ave. and continue to Carrollton Ave, then right on Carrollton to return to Tulane.

If going to alternate Stop 7, turn right on City Park Ave. - becoming Metairie Road after crossing under I-10.

Continue West on Metairie Road to Friedrichs Ave. - left on Friedrichs Ave.

Continue South on Friedrichs Ave. to Northline St. - left on Northline

Continue East on Northline, 1 block to Orpheum Ave. and 17th St. Canal **Stop 7**

Continue East across the bridge, jog left then right onto Palmetto and take Palmetto to Carrollton

Take right on Carrollton and head back to Tulane.

Field Trip Guide

The field trip will leave from the front of the Tulane Campus and proceed as per the above itinerary. We start in Uptown New Orleans. Uptown New Orleans, generally south of Freret St. was not affected to any large extent by flooding. As we pass Freret St. It becomes notable that flooding occurred. Water marks on the sides of homes and cars that remain in the areas indicating the level of standing water become clearly visible. Piles of debris along the curb indicate that the homes were flooded. Dead vegetation due to standing water (particularly lawn grass) is also a good indicator of areas where standing water remained for as much as 3 weeks. Note that the water marks (scum marks) indicate the level of standing water and likely not the maximum flood level in all neighborhoods (more discussion of this will ensue when we reach the stops at the levee breaches).

The land on which New Orleans is built has origins that began about 5,000 years ago. As sea level was rising after the last glacial maximum, a series of barrier islands was built outward from the coast of Mississippi across what is now the southeastern edge of Lake Ponchartrain (Figure 2). Then, beginning about 4,300 years ago the

Mississippi River began to build the St. Bernard Delta complex out toward the east. Some of the distributary channels for this delta lobe ran along what is now the Metairie Ridge and Gentilly Ridge. The natural levee deposits built high areas and the channels eventually filled in with sediment. Between the distributary channels the low areas became swamps, accumulating organic-rich clays and peat (Figure 3).

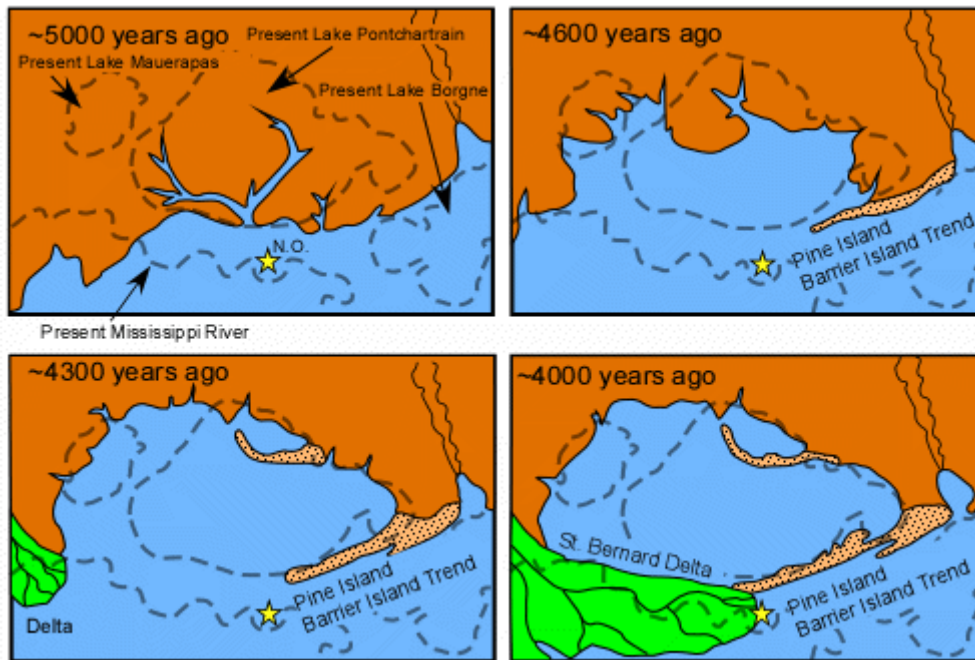


Figure 2. Geologic history of southeast Louisiana between about 5,000 and 4,000 years ago showing the development of the Pine Island barrier island trend (modified after Snowden et al., 1980).

Figures 4 & 5 from the front page of the Times-Picayune newspaper on November 3, 2005, show some aspects of the topography of the New Orleans “bowl”. Areas that were inhabited in 1878 (Figure 4) were mostly high areas and these high areas (along the Mississippi River, Old Metairie, and Gentilly) are generally areas where water depths were less during the flooding resulting from levee breaches during Hurricane Katrina in 2005 (Figure 5). Note that Figure 5 shows estimated flood water depths on Sept. 11, and are not the maximum water depths.

Prominent on Figures 4 and 5 is the sinuous nature of the Metairie ridge which becomes the Gentilly Ridge in central New Orleans. Currently Metairie Road and City Park Avenue run along the top of the Metairie Ridge and join with the Gentilly Ridge along which runs along Gentilly Boulevard. Esplanade Ave. runs from the River to the Gentilly Ridge. These ridges represent older Mississippi River distributary channels and their associated natural levee systems that were active within the last 4,000 years (Figures 3 and 6).

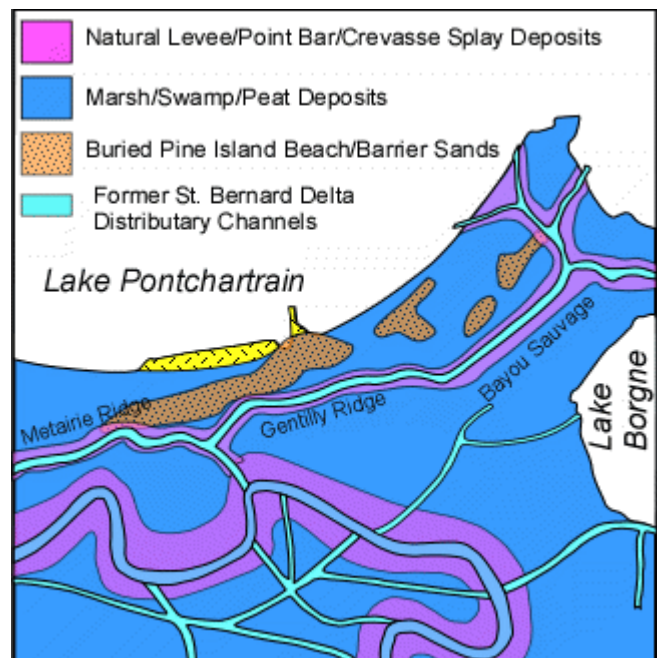
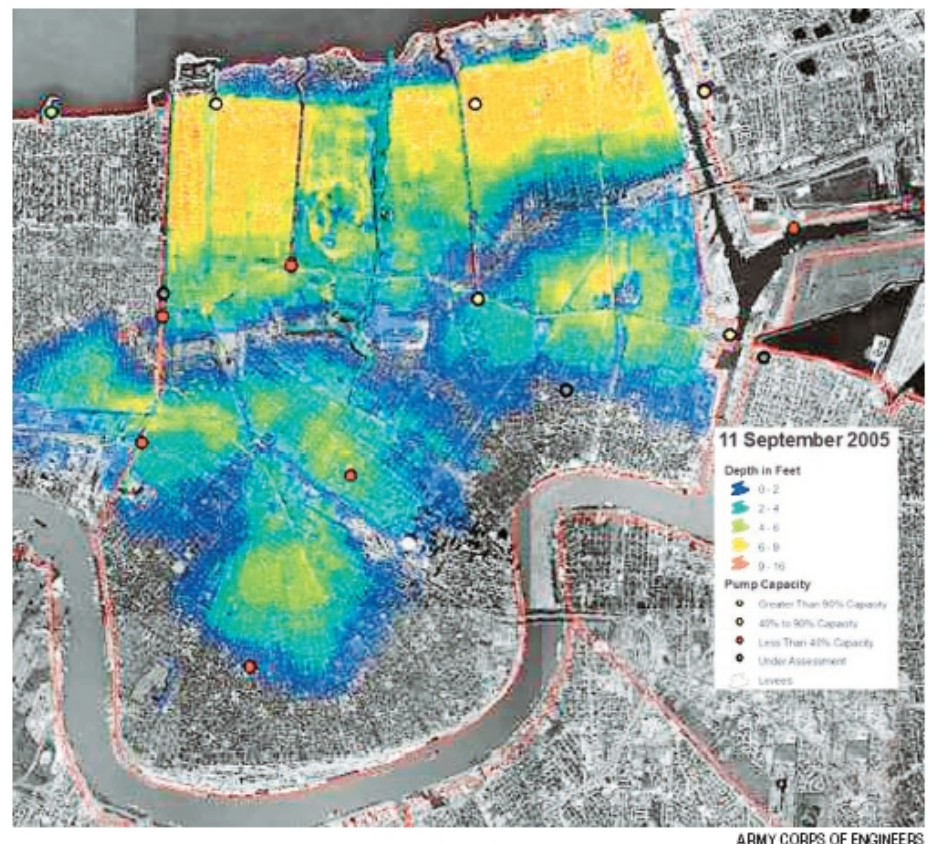


Figure 3. Surficial Geology of New Orleans (generalized) showing former distributary channels of the St. Bernard Delta and the buried Pine Island barrier island/beach sands.

Figure 4. 1878 Map of New Orleans showing the areas inhabited at the time. This was before most of the drainage projects that were designed to drain the swampy areas near the Lakefront and in what is now Mid City. It is clear from the map where the high areas were (and still are). Areas near the Mississippi River and along the Metairie Ridge – Gentilly Ridge – Esplanade Ridge were inhabited at the time. These ridges are high areas because they represent an old levee system. Compare this with the map in Figure 5 which shows the areas flooded due to levee breaches during Hurricane Katrina. Image from the Times Picayune front page November 3, 2005. The image accompanies the article by Gordon Russell (see references).



Figure 5. Image from the Times Picayune front page November 3, 2005, showing depths of flood waters on Sept. 11, 2005 from the Army Corps of Engineers. This image accompanies the article by Gordon Russell (see References). Compare this with the 1878 map of New Orleans in figure 4. Note that the areas least affected by flooding were areas near the Mississippi River and along the old levee system known as the Metairie Ridge, Gentilly Ridge, and Esplanade Ridge. This is not surprising since the high and low areas today are not much different from those back in 1878.



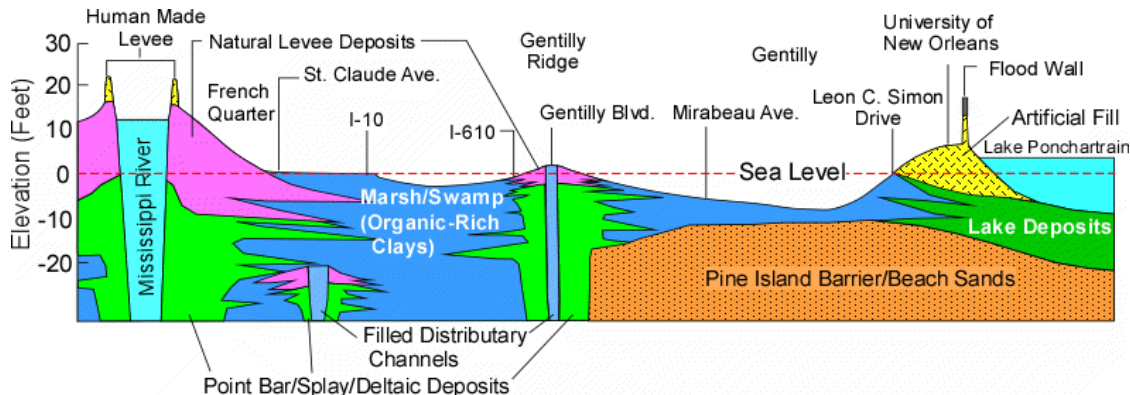


Figure 6. – Cross-section from the Mississippi River to Lake Pontchartrain showing Gentilly Ridge.

According to the chronology put together by the Interagency Performance Evaluation Task Force (IPET, 2006), the first flooding to occur in New Orleans took place between 4:30 – 5:00 AM along the west side of northern arm of the Industrial Canal (also known as the Inner Harbor Navigational Canal, a shipping channel completed in 1923) where the CSX railroad crosses the canal. Here, the floodgates were not working and sandbags were used to seal floodwalls (See Figure 7).

By about 6:00 AM the storm surge in Lake Borgne ran up Mississippi River Gulf Outlet (MR-GO), & Intracoastal Water Way (ICW), and overtopped levees along the southern margin of New Orleans East. By 7:30 AM, surge from the ICW had run up both the north and south arms of the Industrial Canal and had overtopped levees on both sides of the canal. The MR - GO ship channel is a human made channel (completed 1965) that helped to funnel water during the hurricane storm surge into St. Bernard Parish and the Industrial Canal (Brown, 2005 and van Heerden, 2005). Levees along the MRGO were overtopped and eroded sending water into St. Bernard Parish by about 8:00 AM.

At about 7:30 AM the levees on the east side of the Industrial Canal bordering the Lower Ninth Ward (Stop 1) were breached by surge waters in the Industrial Canal (Figs. 8, 9, & 10). The photographs in Fig. 8 and 10 show the breached levee two days after the storm. Note that at that time, water was running back into the Industrial Canal from the Lower Ninth Ward. Note also that both photos show a barge which came to rest in the Lower Ninth Ward, having floated through the breach from the Industrial Canal.

Photographs available on the U.S. Army Corps of Engineers, Interagency Performance Evaluation Task Force (IPET) web site and reproduced in Figure 11, show that along portions of the floodwall that did not fail, water flowing over the top of the floodwall eroded trenches on the protected side of the levee. It is likely that this erosion could have removed enough support on the protected side that the floodwalls and their underlying sheet piling eventually toppled into the protected side of the canal sending a huge surge of water into the Lower 9th Ward. Levee/Floodwall failures occurred at two places along the Industrial Canal levee. The longer breach (approximately 1,000 feet long) occurred between N. Galvez and N. Roman Streets (Figures 8, 10, & 13). The shorter (about 200 foot-long) breach occurred just to the south of Florida Avenue (Figures 10 & 14).

In both cases, all houses were removed in the areas immediately in front of the breaches (Figures 10, 12, 13 & 15) and in areas between the breaches the rush of water was forceful enough to lift houses off their foundations and float them around until they collided with other houses and either came to rest or broke apart to form piles of rubble (Figure 10). The floodwall and underlying sheet pilings were strewn into the first few blocks of the Lower 9th Ward like a ribbon (Figures 12, 13, and 14).

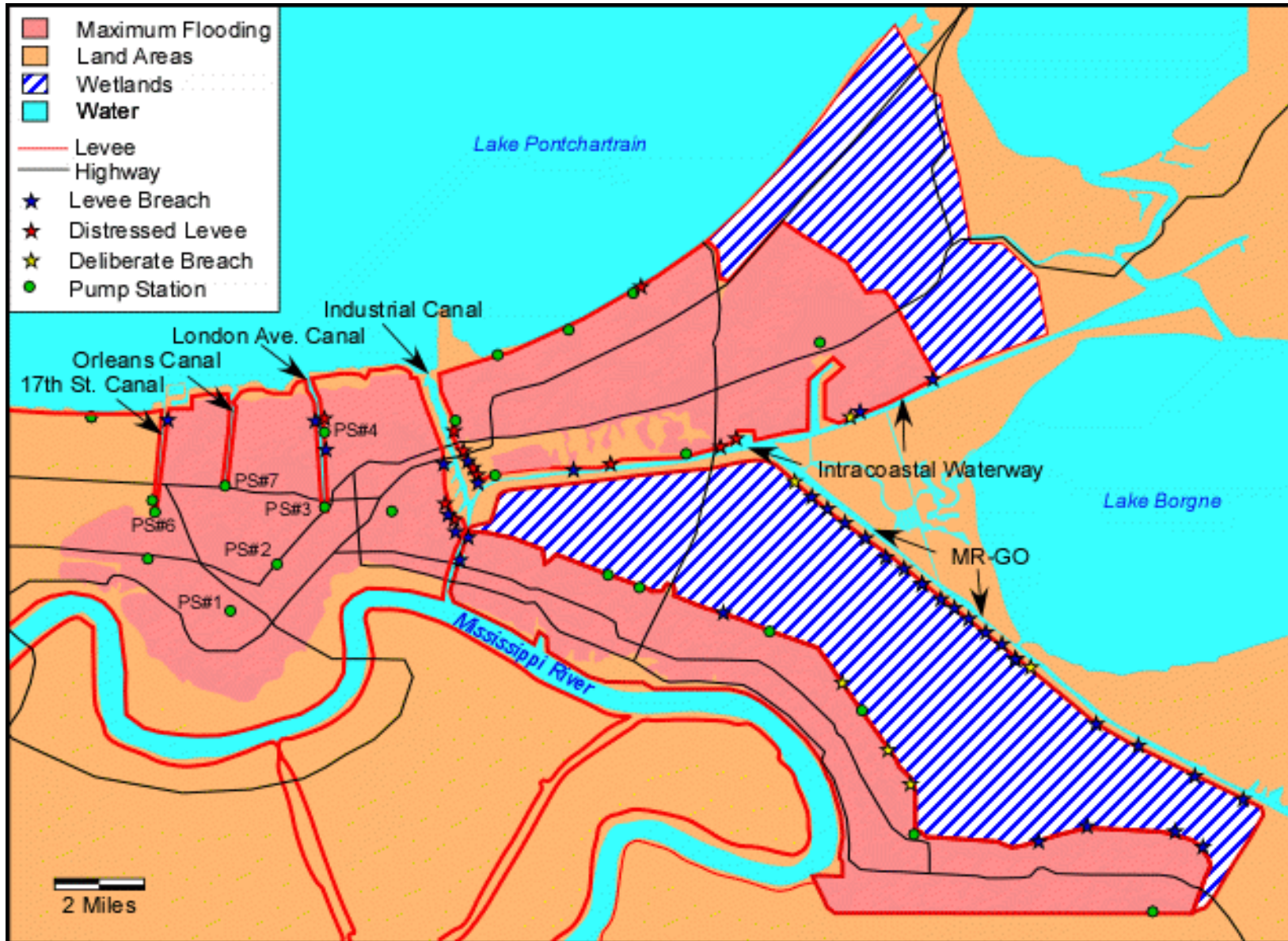


Figure 7. Map of maximum extent of flooding during Katrina modified and locations of breached levees after U.S. Army Corps of engineers-
<http://www.hq.usace.army.mil/cepa/katrina/pumps/pumps.html#New%20Orleans%20Pump%20Status> and Seed et al. (2005).



Figure 8. The large breach in the Industrial canal that flooded the Lower Ninth Ward could have been caused by a barge crashing through the floodwall during Katrina. Alternatively the barge could have floated in after the levee and floodwall were breached. Note the barge in the photo above. Note also that at the time of this photo water was running out of the Lower Ninth Ward back into the Industrial Canal. (Source - Vincent Laforet, AFP/Getty Images)

Stop 1 is in the Lower 9th Ward, where we can see into, but not enter, the breach repair. All of the broken floodwall and most of the remaining floodwall have been removed as of mid-February, 2006, and a new floodwall has been completed as of mid-June. The new floodwall rises to an elevation of 15.5 feet above sea level. The floodwall present at the time of Katrina rose to only 14 feet above sea level. The old floodwall was an I-wall that was cemented into $\frac{3}{4}$ " – thick steel sheet pilings that extended to a depth of 8 feet below sea level (Figure 15). The new floodwall is the much more stable T-wall design, which, in cross-section looks like an inverted T.

Most of the streets have been cleared, but many displaced cars, the rubble piles of former homes, and foundations of many homes remain, clearly showing the force of the floodwaters that poured through the breach. The barge that went through the breach was removed near the beginning of March, 2006.

In 1985, the research branch of the Army Corps of Engineers conducted experiments on the I-wall design. The constructed a levee and enclosure in the Atchafalaya Basin (to the southwest of New Orleans) and began filling the area next to the levee and sheet pile floodwall with water. As the water rose against the floodwall, deflections of the floodwall began to occur and a gap opened on the water side of the floodwall which allowed the full hydrostatic force of the water to penetrate to the tip of the sheet piling (Jackson, 1988, Oner and others, 1997). These findings were apparently never communicated to those in the Corps responsible for the design and construction of floodwalls in New Orleans (Marshall, March 14, 2006).

Although the Interagency Performance Evaluation Task Force (IPET, 2006) suggested that the main cause of failure here was the result of the surge waters in the Industrial Canal overtopping the floodwall and eroding away the levee on the protected side, the Independent Levee Investigation Team (ILIT, 2006) disputes this. They do agree that erosion of the levee on the protected side could have contributed, but their analysis indicates that the geological conditions present in the subsurface along with the shallow depth to the tip of the sheet pilings resulted in hydraulic piping beneath the sheet pilings which undermined the levee and caused it and the floodwall to collapse. Two layers of highly permeable marsh deposits occur at a shallow depth below the levee (Figure 16). According to the analysis of ILIT (2006), the added pressure in the canal forced water through these permeable layers and out at the toe of the levee on the protected side, thus removing support for the floodwall and levee.

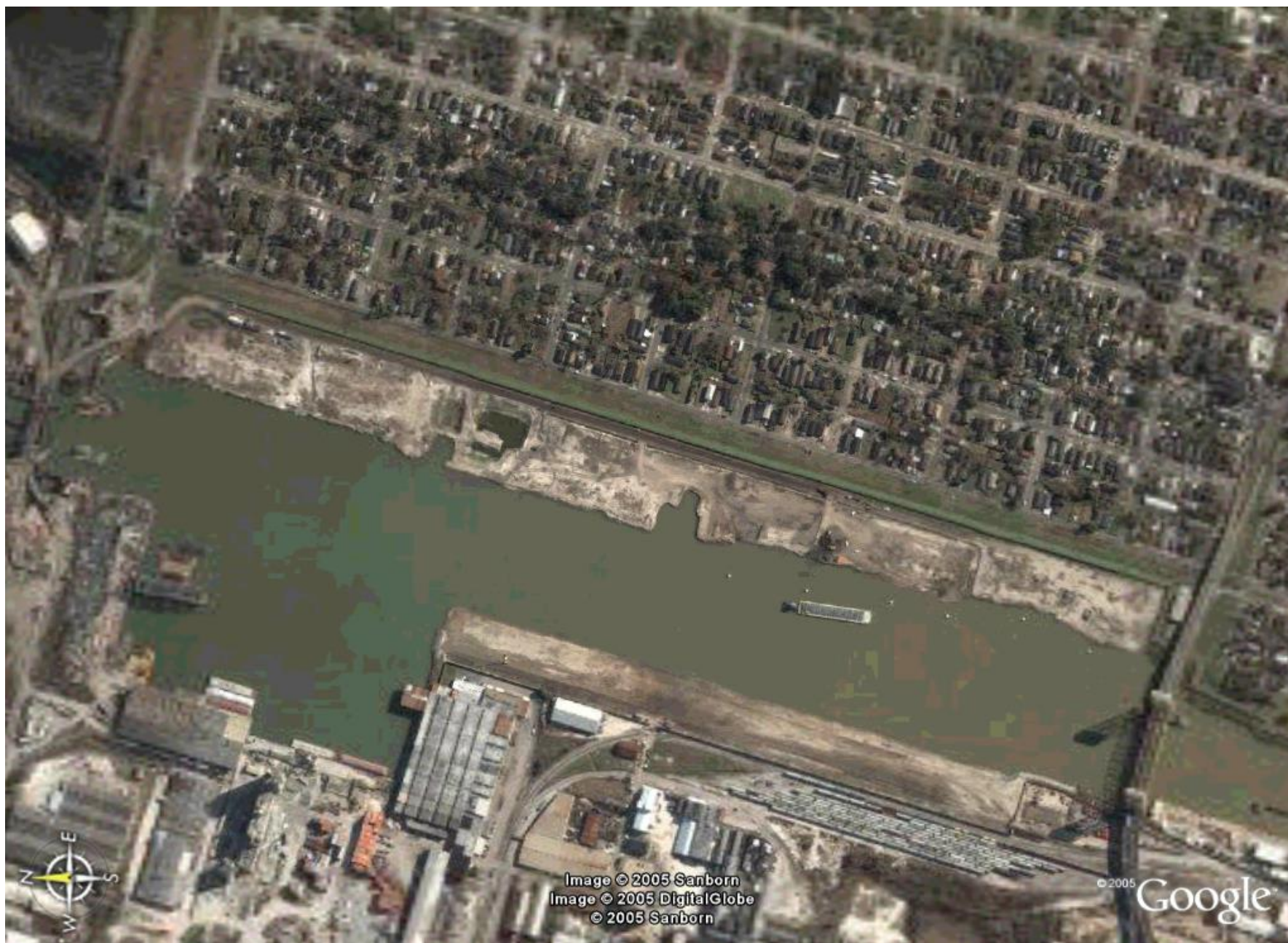


Figure 9. Satellite image of the area along the Industrial Canal where the levee was later breached during Hurricane Katrina. (Source - Google Earth)



Figure 10. Air photograph of the area where the Industrial Canal Levee was breached to flood the Lower Ninth Ward. Image acquired Sept. 3, 2005
Source: National Oceanic and Atmospheric Administration's National Geodetic Survey, Katrina Images - <http://ngs.woc.noaa.gov/katrina/>



Figure 11. Looking North along the floodwall of the Industrial Canal levee showing trenches eroded by water from the Industrial Canal that overtopped the floodwall. Photo from U.S. Army Corps of Engineers IPET web site, taken October 4, 2005.



Figure 12. Floodwall and sheet piling strewn into Lower 9th Ward at the southern (larger) breach on the Industrial Canal. Photo from U.S. Army Corps of Engineers IPET web site, taken October 4, 2005.



Figure 13. View of southern breach on the Industrial Canal, looking South. Note the floodwall and sheet piling (brown) strewn through the Lower Ninth Ward neighborhood where all houses were removed by the force of water coming through the breach. Gray deposits on right are breach repair gravels. Note barge near in the center near the top of the photo. Photo by L. Harder - Independent Levee Investigation Team Draft Final Report (2006).



Figure 14. Aerial view of the north breach on Industrial Canal. Photo by L. Harder - Independent Levee Investigation Team Draft Final Report (2006).



Figure 15. View of Lower Ninth Ward looking East as it appeared in December, 2005.

From Stop 1, we will proceed to the North passing through the part of the Lower Ninth Ward between the two levee breaches. Note that in general, homes built on slab foundations were not moved by the force of the flood waters in this part of the neighborhood. Homes built on pier foundations, however, were, in almost all cases lifted off their foundations and floated around the neighborhood. Note also that debris deposited on the roofs of single story homes indicates that the maximum of depth of the flood water was in excess of the roof line. This contrasts with the standing water line left on the houses, which was at a much lower. At the north end of the neighborhood, note that nearly all structures were removed from the area to the east of the northern breach.

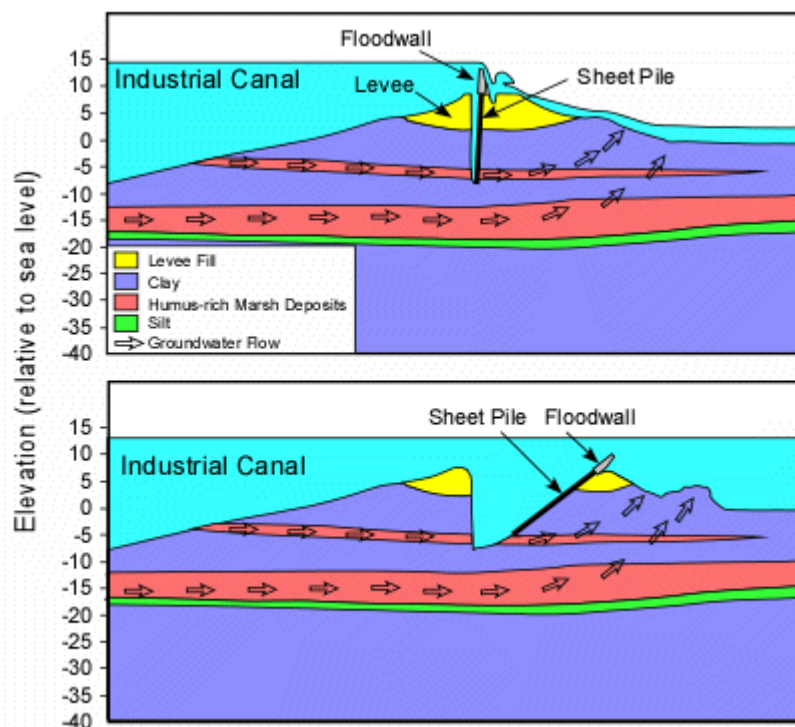


Figure 16. Possible failure mechanism at the Industrial Canal Levee breach in near the Lower 9th Ward

After crossing the Claiborne Ave. bridge and proceeding North along Poland Avenue, upon crossing the overpass, look off to the right to view deposits of white shells that were emplaced during the breach of a levee constructed mostly of shells on the west side of the Industrial Canal (one of two breaches on this side). After crossing the overpass, Poland Ave. becomes Alavar Street. Continue north on Alavar noting the debris trapped at the top of the fence to your right. This indicates that the water level was at least as high as the fence during the flood event. Upon reaching Chickasaw St. turn left and continue to Louisa St. Turn right on Louisa and continue heading North. One block to the left (west) is the school bus storage lot that became famous on the television news reports in the days immediately following Katrina. Continue on Louisa St. passing over the railroad tracks and under the I-10 overpass. At Chef Menteur Hwy. turn left. Chef Menteur Hwy becomes Gentilly Blvd. after passing beneath the railroad underpass.

Gentilly Blvd. runs along the Gentilly Ridge, one of the distributary channels of the St. Bernard Delta complex (Figures 3 & 6). Despite the fact that the Gentilly Ridge is one of the higher areas in the City, water did cover the ridge during Katrina's flood event. Still, the homes along Gentilly Blvd. were built high enough that most did not flood. The floodwaters killed most lawn grasses in New Orleans, but, as we drive along Gentilly Blvd. you may be able to see the line separating dead lawn grass (covered by floodwaters) from healthy lawn grasses that remained above the water.

Continue west along Gentilly Blvd. to Elysian Fields Ave. and turn right (north) on Elysian Fields. As we continue to the north the elevation again drops and you will note the standing water line, where it is still present, rises as we continue to the north.

Upon reaching Mirabeau Ave., turn left and head west. Ahead you can see the bridge over the London Ave. Canal, one of the three drainage canals that drain this part of New Orleans. Just before the bridge we will turn right onto Warrington Drive, and proceed northward a few blocks where we will park for Stop 2.

The London Avenue canal, along with the 17th St. Canal and Orleans Canal (Figures 1 & 7), are drainage canals that have existed since the mid 1800s. Their purpose is to drain rainwater out of the low lying areas of New Orleans. Unlike other drainage canals throughout the New Orleans area which are below street level, these three canals contain water at the level of Lake Pontchartrain (1 – 2 feet above sea level). Note that the three canals end near the Metairie and Gentilly Ridges at their southern end, where pump stations lift the water from lower areas to the south where the drainage is through canals below street level or underground drainage pipes. Note that the canals are shown on the 1878 map of New Orleans (Figure 4). In the Early 1900s, Baldwin Wood invented giant screw pumps that were installed at the southern ends of these canals. Similar pumps were later installed along the sides of the canals so that swampy areas could be drained to become habitable land.

After Hurricane Betsy (1965) when plans for the hurricane protection system were being made, the Army Corps of Engineers proposed that movable gates be placed near Lake Pontchartrain to block storm surge from the Lake from entering into the canals. This would also have required that the pumps be moved to the Lake so that rainwater could still be pumped out of the city during a hurricane if the gates were closed. The New Orleans Levee and Sewerage and Water boards objected to these plans because they would not have control over flooding scenarios (Braun and Vartabedian, 2005). After these boards successfully lobbied Congress against the floodgate plan, the Corps developed a plan to raise the levees on the drainage canals. Simply raising the levees was deemed impossible because raising levees also requires widening them. Because of right-of-way concerns along the canal levees, the plan became one of increasing their height by adding floodwalls. This change in plans obviously became a fatal mistake, but one that cannot be blamed on the Corps of Engineers.

Stop 2 is at Mirabeau Avenue and the London Avenue Canal. According to the second preliminary IPET report (IPET, 2006), the breach at this site occurred between 7:00 and 8:00 AM on August 29, when winds were blowing out of the northeast pushing water from Lake Pontchartrain into the drainage canals. Figure 17 shows

the area of the breach before Katrina and Figure 18 shows approximately the same view on August 31 when the breach was still active. A house in the center of the breach was moved out onto Warrington Drive (this house was demolished on about March 10, 2006). In Figure 18, natural gas can be seen bubbling up through the flood waters at the location of the now displaced house. The breach here is about 200 feet wide and is currently under repair. Like at the Industrial Canal, the new floodwall that will be constructed here will be a T-wall instead of the I-wall that was present before Katrina.

Notice the large deposits of sand that occur throughout the neighborhood. As of March 1, 2006 most of the sand has been removed from in front of the houses, but much remains in their back yards. The sand in these deposits did not originate from the canal water or lake water that was pushed into the canal during Katrina. Instead, it appears to have originated from beneath the levee. A geologic cross-section constructed from data on soil borings (done in 1986) (U.S. Army Corps of Engineers, 1989) from the banks of the London Avenue Canal is shown Figure 19. The cross-sections clearly show the presence of sand at a depth beginning between 10 and 15 feet below sea level. This sand is the same Pine Island beach sand that was deposited in the area between 4,000 and 5,000 years ago as shown in Figures 2 and 3.

Sand is a highly permeable material. This means that water can easily be transported between the sand grains, especially when the weight due to overlying water is increased due to the added height of the water column during a storm surge. This increases the pressure and could force the water through the pore spaces in the sand and back up to the surface on the other side of the levee. If enough flow takes place the sand will be picked up by the flowing groundwater and eventually form an underground channel. This could undermine the levee and cause it to collapse. The principle is illustrated in Figure 20 with a simple thought experiment. The underflow (called seepage or siphoning) is the apparent cause of the collapse at this section of the London Ave. Canal. The "As built" design specifications indicate that the sheet pilings (which should form an impermeable barrier to pressure induced flow in the sand) were placed to a depth of 14 feet below sea level (U.S. Army Corps of Engineers, 1994), one can see from the cross section in Figure 21, that the water still has a path back to the surface if it flows as groundwater beneath the sheet pilings. Note that in order to prevent such siphoning, the sheet pilings would need to be placed to a depth of about 50 feet below sea-level where they would penetrate a layer of clay. Clay, because the individual mineral grains stick together and thus reduce pore space and interconnection between pores, is much more impermeable than is sand.

There is no evidence that the water in the canal overtopped the floodwall built at the top of the levee in this area. Evidence to be discussed at stops 3 and 5 show that the maximum level of water during the surge was about 3 feet below the top of the floodwall. The floodwall in this area is about 12.5 feet above sea-level, although it was supposed to be at elevation of 14.5 feet.

At stop 2 we will be able to walk up Warrington Drive and observe the levee breach which is currently under repair. We can observe the sand deposits, and cross bedding within the sand. Sand fills many of the houses, as well as the cars that were deposited here along with the sand (most have been removed as of mid-May, 2006).

Figure 22 is a view looking down Warrington Drive before the sand deposits were removed in mid-February, 2006. Figure 23 shows our preliminary map of the extent of the sand that scoured from the bottom of the London Ave. Canal and the blowout hole beneath the levee and deposited throughout the neighborhood. The distribution and thickness of the actual deposit was controlled by current velocity and barriers such as houses, fences, and hedges. For more information on the sand deposits at this locality, see Nelson and Leclair (2006).

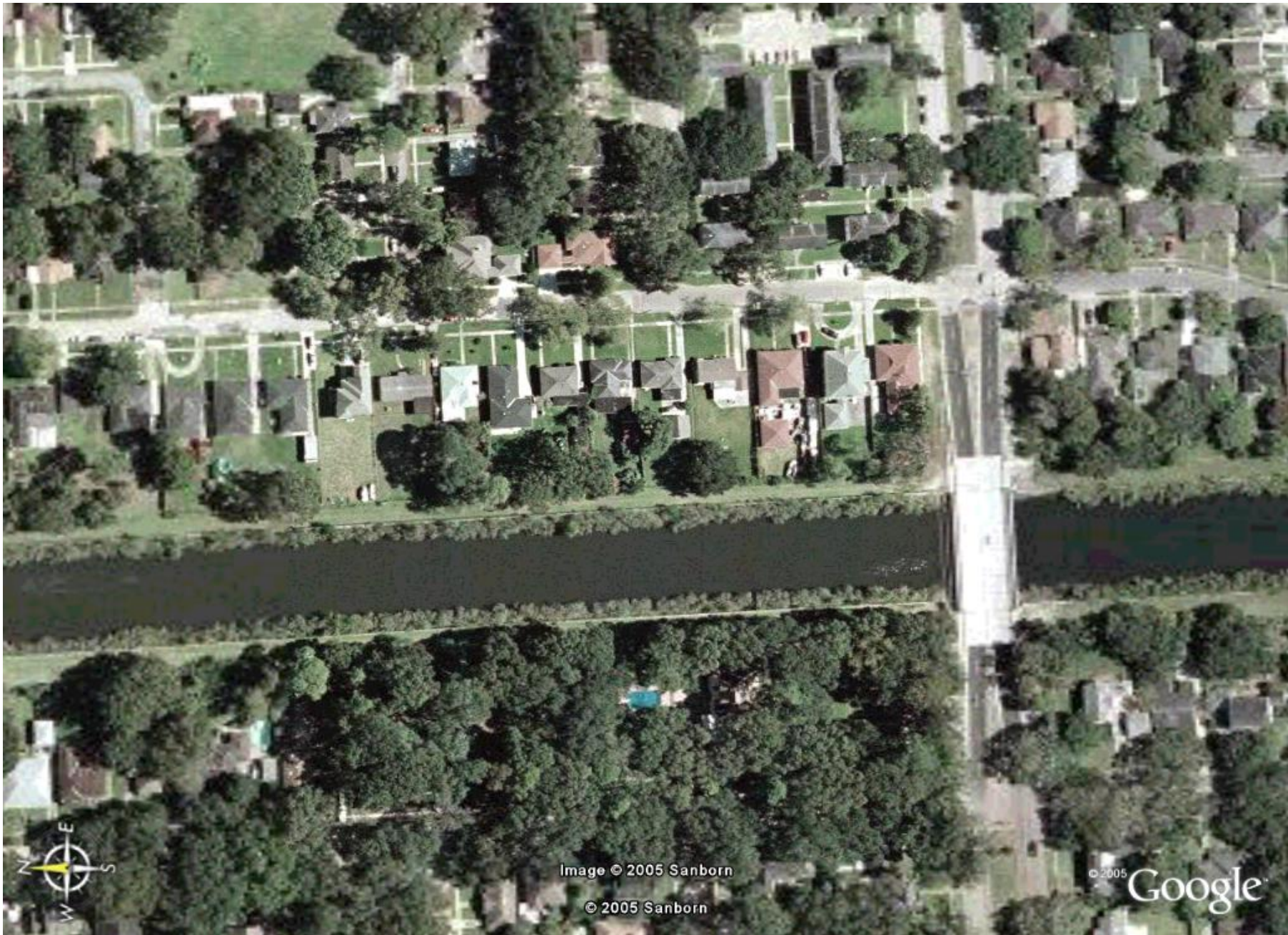


Figure 17. Satellite image of the area along the London Avenue Canal near Mirabeau Ave. and Warrington Drive (Stop 1), where the levee was later breached during Hurricane Katrina. (Source - Google Earth)



Figure 18. Air photograph of the area where the London Avenue Canal levee was breached near Mirabeau Ave. and Warrington Drive (Stop 1). Image acquired Aug. 31, 2005. Source: National Oceanic and Atmospheric Administration's National Geodetic Survey, Katrina Images - <http://ngs.woc.noaa.gov/katrina/>

London Avenue Canal - East Side

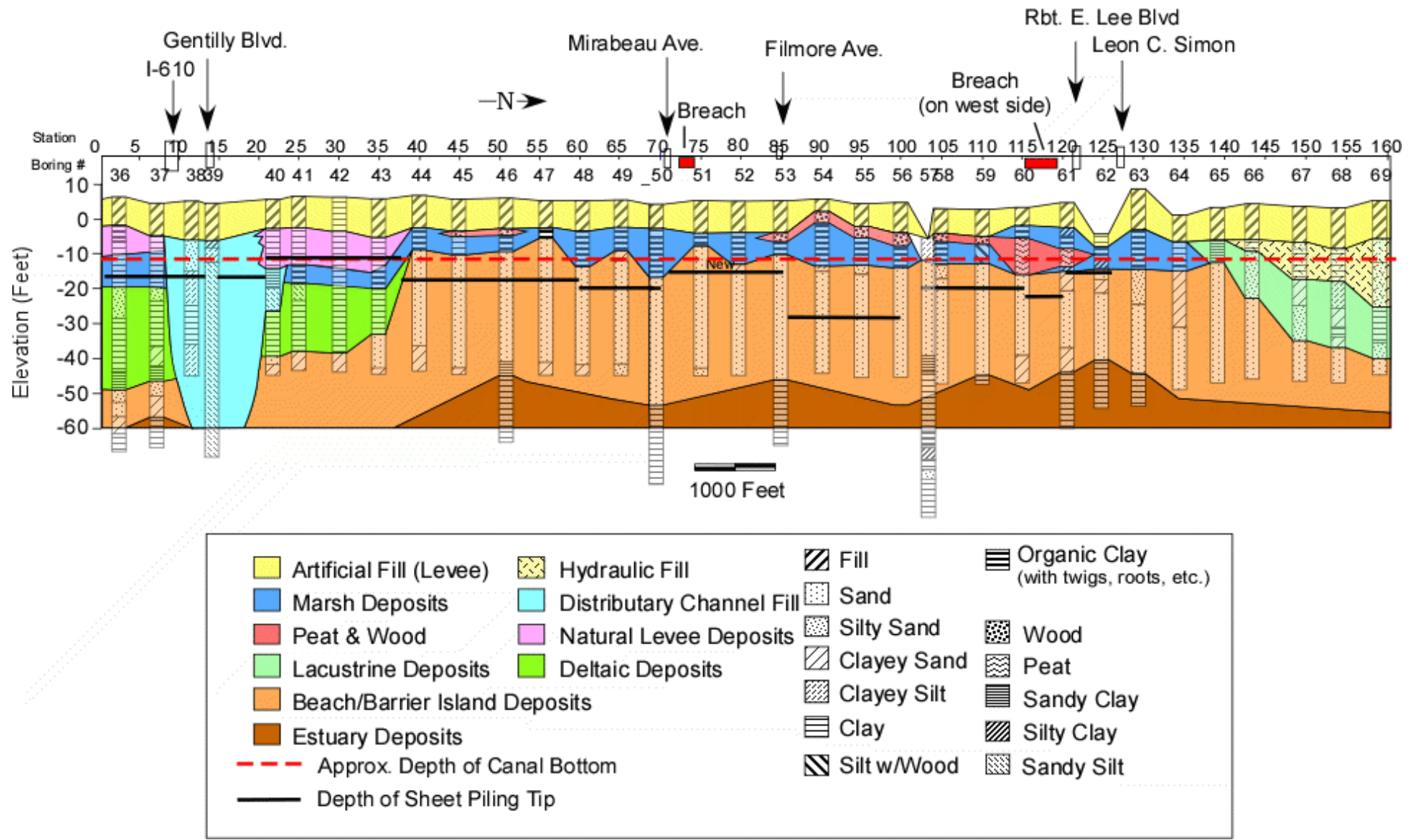


Figure 19. Geological cross-section along the east side of the London Avenue Canal constructed from data in U.S. Army Corps of Engineers (1989).

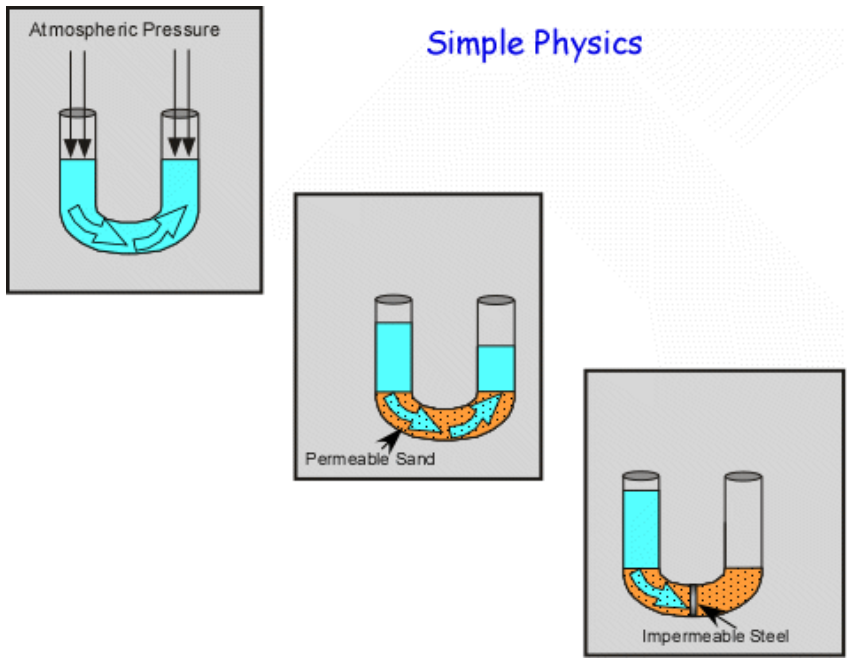


Figure 20. A simple thought experiment illustrates the principle of hydrostatic pressure by imagining a U-shaped glass tube. The water levels in each side of the tube rise to the same level because both sides of the tube are subject to the same pressure (atmospheric pressure). If a permeable material like sand is placed in the bottom of the tube and water is poured into one side, the water will find its way through the intricate pathways between the sand grains and will eventually, although not instantaneously rise to the same level on the other side of the tube. If an impermeable barrier is placed in the sand in the bottom of the tube, then the water will not get from one side to the other.

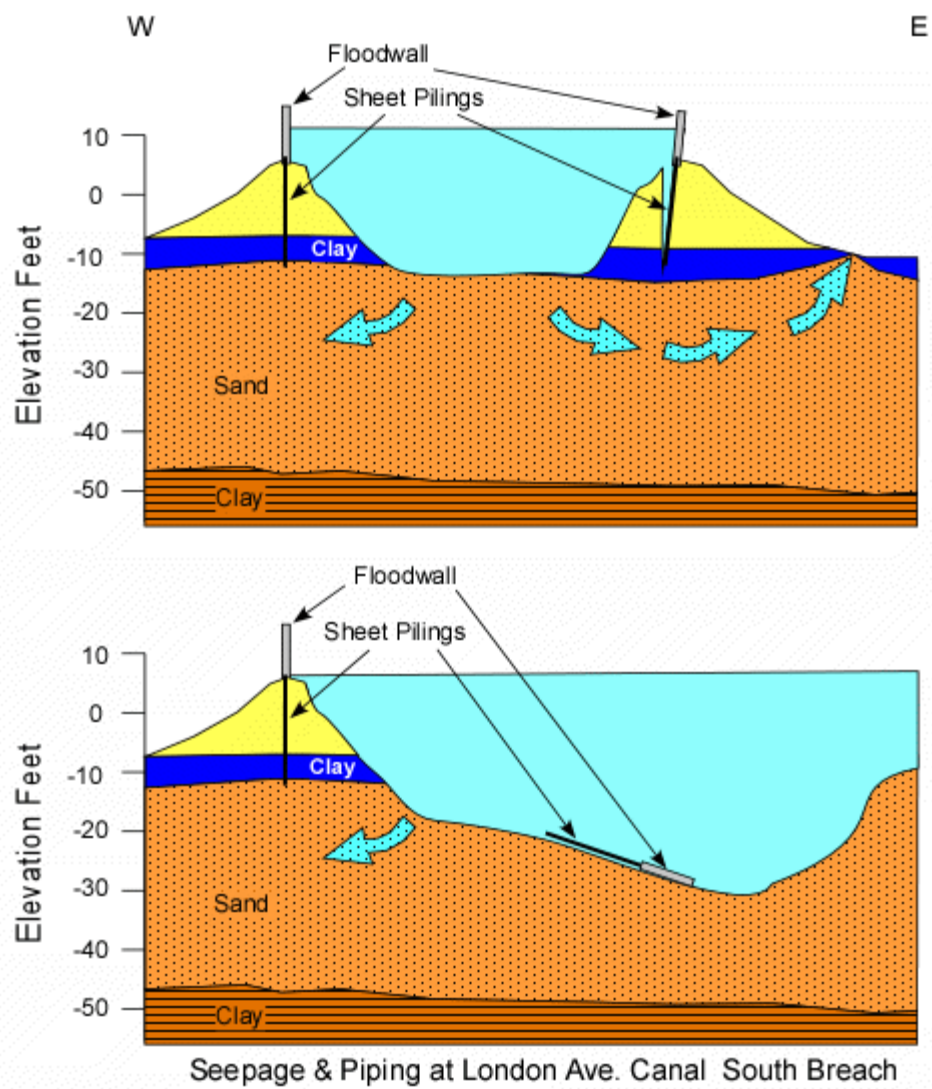


Figure 21. Geological cross section across the London Ave. Canal based on borings 16 and 51 (Figs. 19 and 26), shown at time of estimated high water during Katrina's storm surge. The sands form a permeable layer through which groundwater originating in the canal can penetrate and move below the sheet piling and up to the surface (top diagram), eventually undermining the levee and causing a blowout completely removing a section of levee and carrying sand into the neighborhood.



Figure 22. Sand deposits on Warrington drive showing deposition in the wake of houses as the currents flowed down the driveways between the houses. As of March 1, 2006, most of the sand deposits have been removed.

Our estimate of the volume of sand deposited in the neighborhood is about 932,000 ft³. Such a volume would cover a football field, from end to end (including the end zones) with over 16 feet of sand. Engineers working on the breach repair have reported that they had to dig to a depth of 30 feet below sea level to completely remove gravel and sand bags used to plug the breach in the first few days after Katrina. A conservative estimate of the volume of this hole is about 330,000 ft³. This only accounts for about 35% of the volume of sand found in the neighborhood, and implies that the canal bottom, both upstream and downstream from the breach, was scoured to an unknown depth. This raises questions about the stability of the levee/floodwall system outside the breach area if the canal bottom is now in permeable sand in these areas.

The repair operation is only taking place in the area of the breach. The operation has involved digging out the material used in the initial emergency repair, filling it with clay and constructing a T-wall to replace the missing I-wall. Fortunately, the Corps of Engineers is now completing removable floodgates near the mouths of the London Ave, Orleans, and 17th St. canals near Lake Pontchartrain. These floodgates will be closed in the event of a hurricane and should prevent storm surge from reaching onto the floodwalls in the canals. If the gates are closed, however, the pumps at the southern end of the canals cannot be used to pump rainwater out of the city. Thus, the Corps is in the process of building pumping stations at the Lake (where they should have been built in the first place), but full pumping capacity will not be available for the 2006 hurricane season. Still rainwater flooding is better than having Lake Pontchartrain drain into the city.

After leaving Stop 2, we will then wind our way around Gentilly looking at the damage and water marks eventually ending up at Stop 3 on Robert E. Lee Blvd. and the London Avenue Canal at Pratt Drive.



Figure 23. Preliminary map of sand deposits (by S. A. Nelson) from the Mirabeau Ave. Breach on the London Ave. Canal. Underlying image is a composite from Google Earth.

Stop 3 is near the intersection of Pratt Drive and Robert E. Lee Blvd. where the London Avenue Canal levee was breached on the west side of the canal. The estimated chronology suggested by IPET (2006) suggests that this breach also occurred sometime before 9:00 AM on August 29. Figure 24 shows an image of this area before Katrina. Figure 25 shows approximately the same area in an image taken on August 31 after the breach occurred and before the floodwaters had been pumped out.

We will first walk onto the levee on the west side of the canal, north of Robert E. Lee Blvd. Note that there is no flood wall on the levee north of Robert E. Lee and although the top of the earthen levee is higher here than south of Robert E. Lee Blvd., the top of the levee has an elevation well below the floodwall to the south. Although this earthen levee has had some rock material added since Katrina, it is not substantially higher than it was pre-Katrina. Still there is no evidence that this earthen levee was topped and eroded by floodwaters coming out of the canal. Thus, the maximum water level in the canal would have not been higher than the top of the floodwall on the section of the levee to the south.

Further evidence of water level can be obtained within the canal itself. Note that there is abundant vegetation along the walls of the canal inside the floodwalls. This vegetation traps debris flowing in the canal and the height of this trapped debris in the vegetation can be used to estimate water level. Such evidence observed shortly after the storm indicates that the water level in the canal was no higher than about 3 feet from the top of the floodwall.

From this position on the levee north of Robert E. Lee Blvd., one can also observe the “distressed” floodwall on the east side of the canal. The floodwall is leaning away from the canal, but did not breach, probably because the west side breached and relieved the pressure on the east side (As of early May, 2006, the distressed floodwall has been removed and replaced by sheet piling).

Due to changes in construction activity at the breach, we may or may not be able to walk into the breach. The breach is about 400 feet wide. A geologic cross section of the west side of the levee is shown in Figure 26. Note that the conditions beneath the surface are similar to those at the Mirabeau Ave. breach, with a sand layer about 12 feet below sea-level. Here a peat layer is also observed. Peat is organic matter (vegetation that is in the process of decay). It represents material accumulated in swampy areas and indicates that this area was a swamp in the not too distant past. Peat is very porous and has the additional property that it shrinks when it is dried out and expands when water is added. The presence of peat can make for very unstable soil conditions.

Although the “as built” design documents (U.S. Army Corps of Engineers, 1994) show that the depth of the sheet pilings were at 14 feet below sea-level, water still had access to the peat layer and thus the peat layer could have played a role in the collapse of the levee. Another phenomenon that was observed here was that of ground heave in the area of collapse. Water, and perhaps expanding peat, apparently pushed up the levee and land surface on the west side of the canal prior to collapse of the levee. This is illustrated in Figures 27 and 28. Although the clubhouse shown in figure 27 has been removed during the repair of the levee, the house (with the mispositioned air conditioner compressor) is the 5th house south of Robert E. Lee Blvd. on Pratt Drive.

A short walk down Pratt Drive or along the levee breach reveals the presence of thick bodies of sand scoured from the bottom of the canal. These deposits are similar to the ones observed at the Mirabeau Ave. breach, but also contain blocks of peat as expected from the geologic cross sections shown in Figure 26.

From here we will proceed west on Robert E. Lee Boulevard to Marconi Ave, then north to the Lakefront and Stop 4.

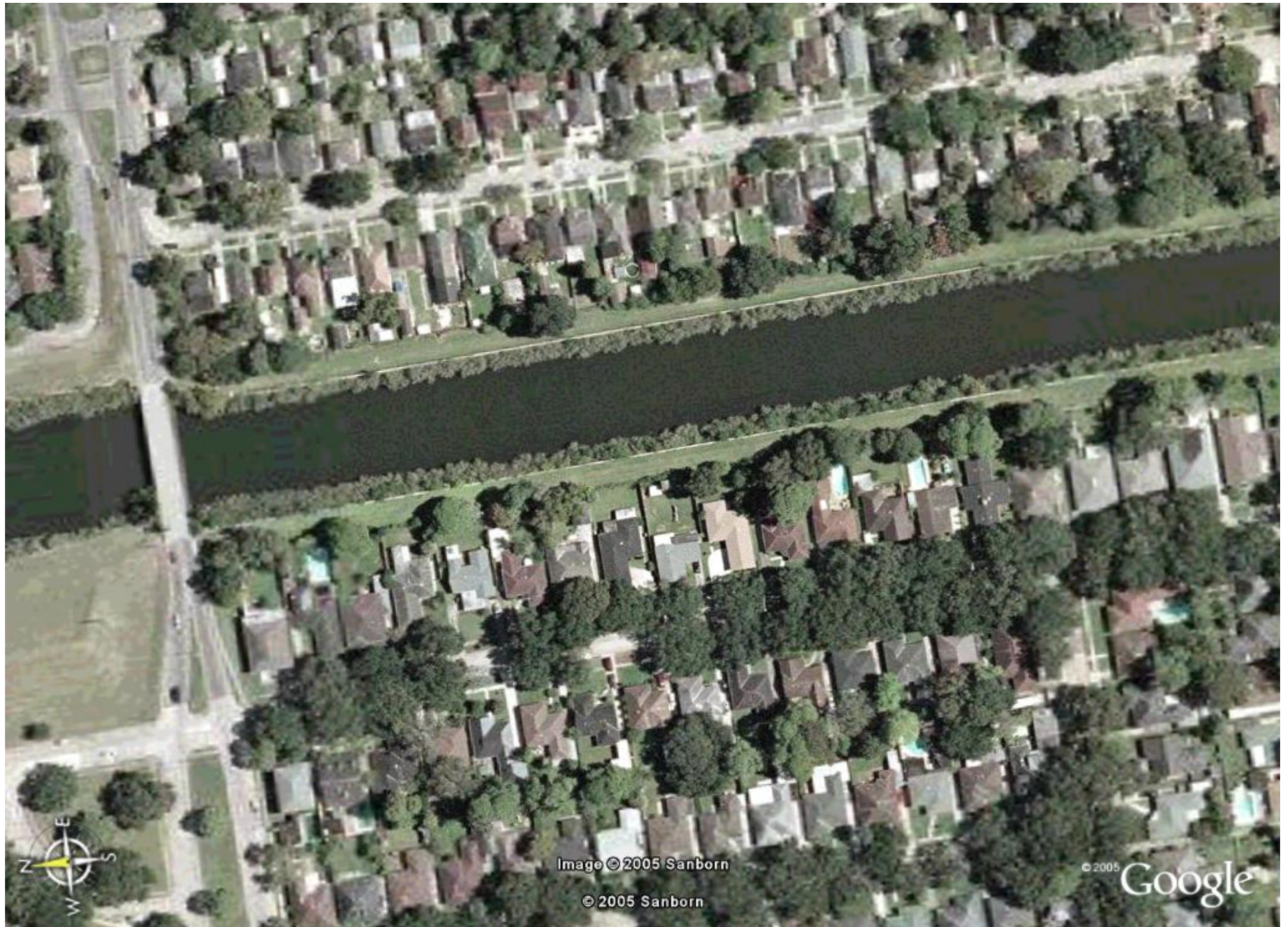


Figure 24. Satellite image of the area along the London Avenue Canal near Robert E. Lee Blvd. and Pratt Drive (Stop 2), where the levee was later breached during Hurricane Katrina. (Source - Google Earth)



Figure 25. Air photograph of the area where the London Avenue Canal levee was breached near Robert E. Lee Ave. and Pratt Drive (Stop 2). Drive. Image acquired Aug. 31, 2005. Source: National Oceanic and Atmospheric Administration's National Geodetic Survey, Katrina Images - <http://ngs.woc.noaa.gov/katrina/>

London Avenue Canal - West Side

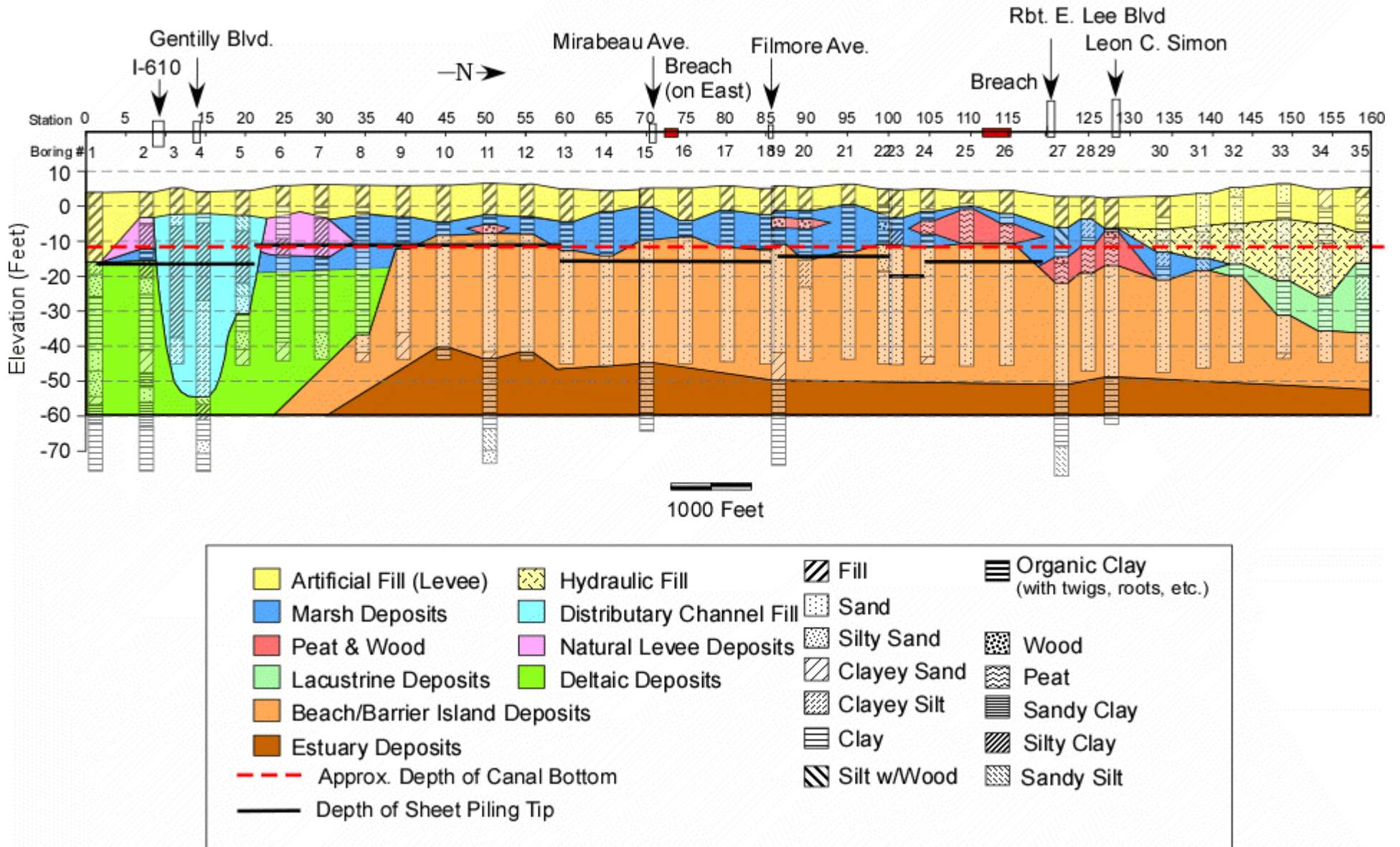
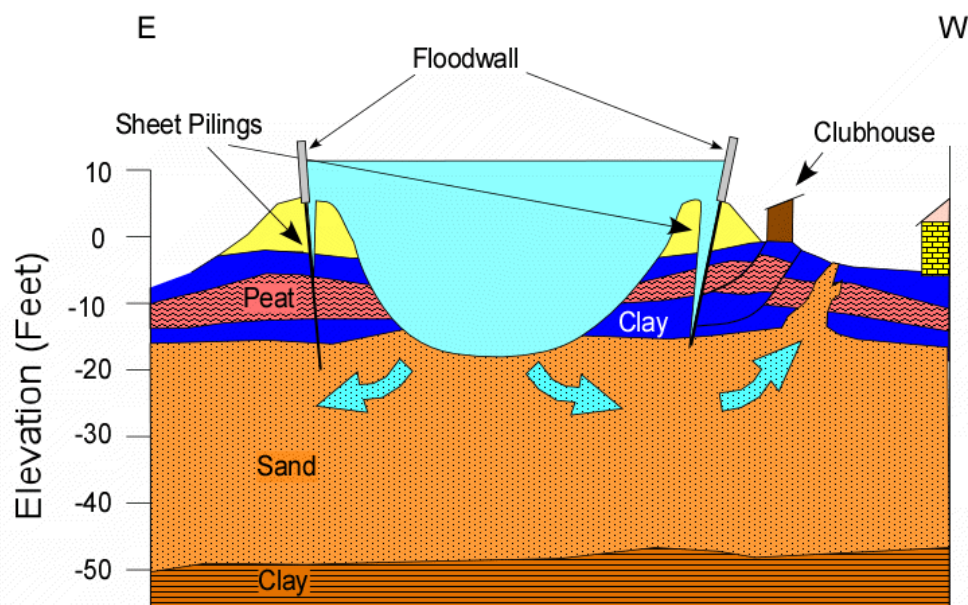


Figure 26. Geological cross-section along the west side of the London Avenue Canal constructed from data in U.S. Army Corps of Engineers (1989).

Figure 27. Child's clubhouse behind the Cantrell home on Pratt Drive uplifted along the west side of the London Avenue Canal near the breach (Stop 3). Source: Times-Picayune Tuesday, October 4, 2005. See reference to article by John McQuaid, same date



Figure 28. Water in the canal at the north breach of the London Ave. Canal puts lateral pressure on the floodwall and sheet piling along with water driven through sand under the sheet pilings (and possibly through peat, depending on the depth to which the sheet pilings actually were driven) pushes up the ground outside of the canal in a phenomenon known as heave. This could eventually provide a flow path for water which would undermine the levee and cause its collapse. This may have responsible for the eventual collapse of the floodwall on the west side of the canal resulting in the breach. The floodwall on the east side of the canal was distressed, but did not breach.



Heaving at London Ave. Canal North Breach

Stop 4 is at the Lakefront opposite Mardi Gras Fountain. With the exception of the levees in New Orleans East on the east side of the Industrial Canal, the levees along the Lakefront were not overtopped by the storm surge from Lake Pontchartrain. Some minor splash-over did occur, but the 17 to 18 foot tall levees held up quite well and none were breached in this part of Orleans Parish (or in Jefferson Parish). There were substantial amounts of water in the area between the Lake and the levees and significant amounts of erosion occurred behind the seawall right along the Lake. Debris lines on the levee observed shortly after the storm indicate that the water level came within a few feet of overtopping the levees.

From here we will continue westward toward the Marina. A short stop will be made to observe the burned out Southern Yacht Club (now torn down), the destruction of the Lighthouse, and boats still broken and strewn about the New Orleans Marina. We will then proceed back to Robert E. Lee Blvd, heading west and turn left into the area of the 17th St. Canal breach and Stop 5.

Stop 5 is in the area of the breach on the 17th St. Canal (also called the Metairie Outfall Canal). According to data presented by IPET (2006) this breach started at about 6:30 AM and was completely open by about 9:00 AM on August 29. It was reported to WWL radio by the New Orleans Fire Department at 11:00 AM. The breach occurred along a 200 ft. section of the levee on the Orleans Parish side of the canal. Figure 29 shows an aerial view of the breach area before Katrina and Figure 30 shows approximately the same area on August 31 as water was still flowing through the breach into Lakeview.

Note that the breach occurred along Belaire Drive where, like the along the London Avenue Canal, houses are backed up against the levee. Here, the main part of the breach occurred in a recently cleared empty lot. A house to the south of the main part of the breach, built on a chain wall foundation, was completely removed (see also the photo in the lower right of Figure 38). Natural gas from a line that fed the house can be seen bubbling up through the floodwater. Another house to the north of the empty lot was built on a slab. The house was destroyed, but the slab remains.

Also visible in Figure 30 is a section of the levee that was displaced eastward by about 45 feet. Figures 31 and 32 show oblique aerial views of this displaced levee and floodwall. The area in front of the displaced levee was pushed horizontally outward near the position of the yellow school bus. This can also be seen in Figure 33 where the toe of the slide block is seen as an abrupt change in slope of the ground surface.

Before the debris was completely removed from the neighborhood, large blocks of peat were present throughout the neighborhood, some of which could be found a block away to the east near Fleur de Lis Blvd. Examples of the peat blocks before their removal can be seen in Figures 34 and the lower right of Figure 38.

Although most houses built on slabs received little structural damage except where rapid water currents ran through them or another house collided with them, houses built on piers were picked up by the floodwaters and moved along with the current until they ran into trees or another house. Notable examples of displaced wood-frame houses that were built on piers and floated away are seen on nearly every street leading away from Belaire Drive and the levee breach.

Figure 35 shows a geological cross section along the levee of the 17th street canal. The most notable feature of the cross section is the peat layer observed at depths between about 8 and 15 feet below sea level in the area of and to the south of the breach.

A series of articles in the Times Picayune, by John McQuaid, Bob Marshall, and Mark Schleifstein, and Sheila Grissett (see references section) discuss the role of the peat layer, the possible design flaws, and the possible mistakes made during the construction of the 17th St. Canal levee and floodwall system. Figure 36 summarizes the possible cause of failure. Although initial seismic tests performed on the sheet pilings suggested that they were only driven to a depth of 10 feet below sea level (Marshall, November 9, 2005; Olson Engineering, 2005), when sheet piles immediately adjacent to the breach were pulled they were shown to be at the design specification of 17 feet below sea level (Schleifstein, December 13, 2005); Schleifstein and Marshall, December 14, 2005; Marshall, December 19, 2005). Even at this depth, the sheet pilings would not have been deep enough to prevent failure (Marshall, November 30, 2005 & December 30, 2005), and were not even as deep as the bottom of the canal.

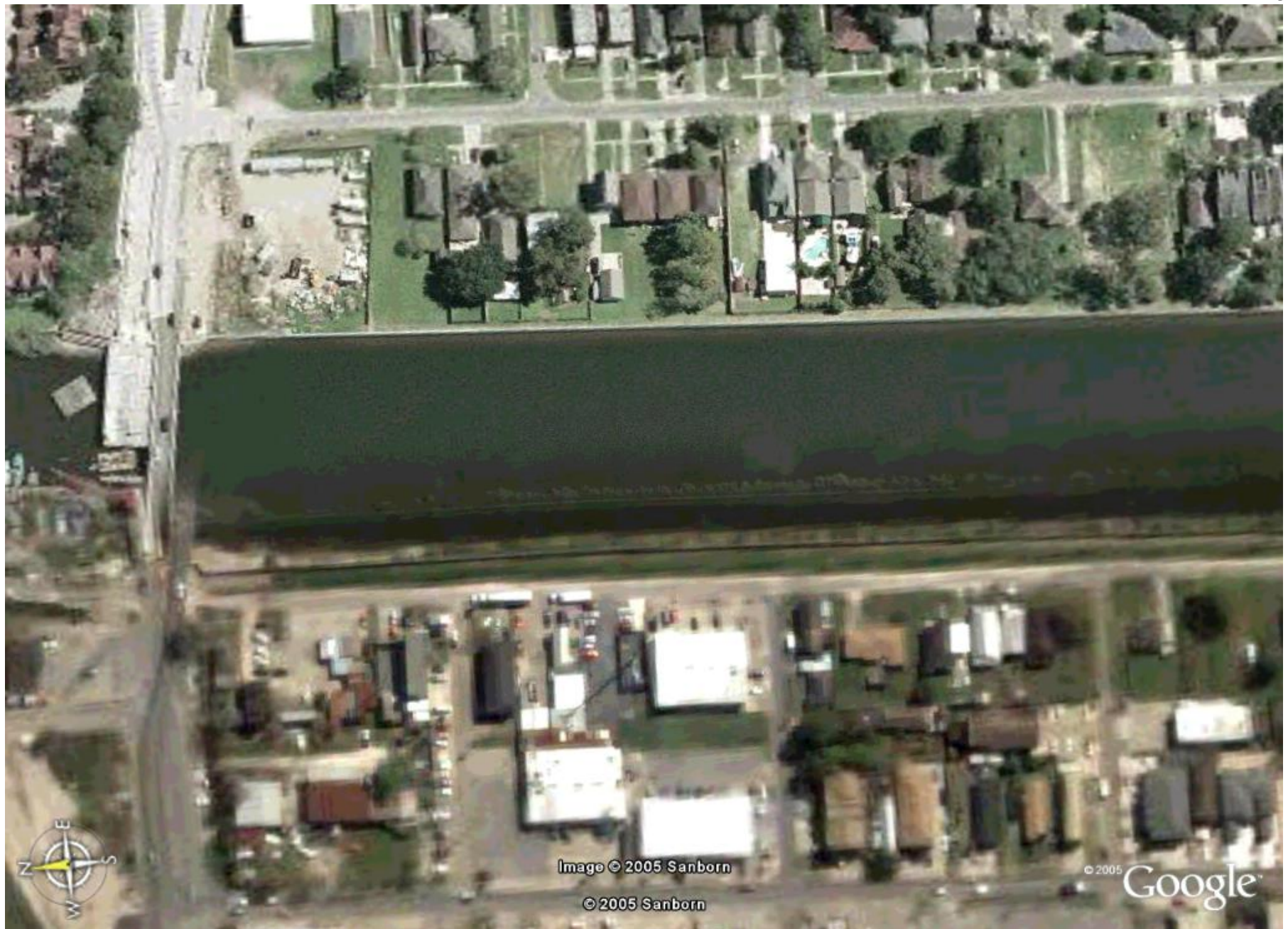


Figure 29. Satellite image of the area along the 17th Street Canal near the Old Hammond Highway Bridge (under construction), where the levee was later breached during Hurricane Katrina (stop 5). (Source - Google Earth)



Figure 30. Air photograph of the area where the 17th Street Canal Levee was breached near Belaire Drive (stop 5). Image acquired Aug. 31, 2005. Source: National Oceanic and Atmospheric Administration's National Geodetic Survey, Katrina Images - <http://ngs.woc.noaa.gov/katrina/>



Figure 31. View of 17th St. Canal breach looking toward south. Note displaced floodwall and levee just below the missing section of the levee.



Figure 32. View of 17th St. Canal breach looking toward east. Note fractures in the displaced part of the levee. Photo by J. Augustino FEMA.



Figure 33. Slide toe (at abrupt change in slope in front of school bus) where levee and neighborhood were displaced about 45 feet toward the viewer.



Figure 34. Blocks of Peat along Belaire Drive near the 17th St. Canal levee breach

17th St. Canal East Side (Orleans Parish)

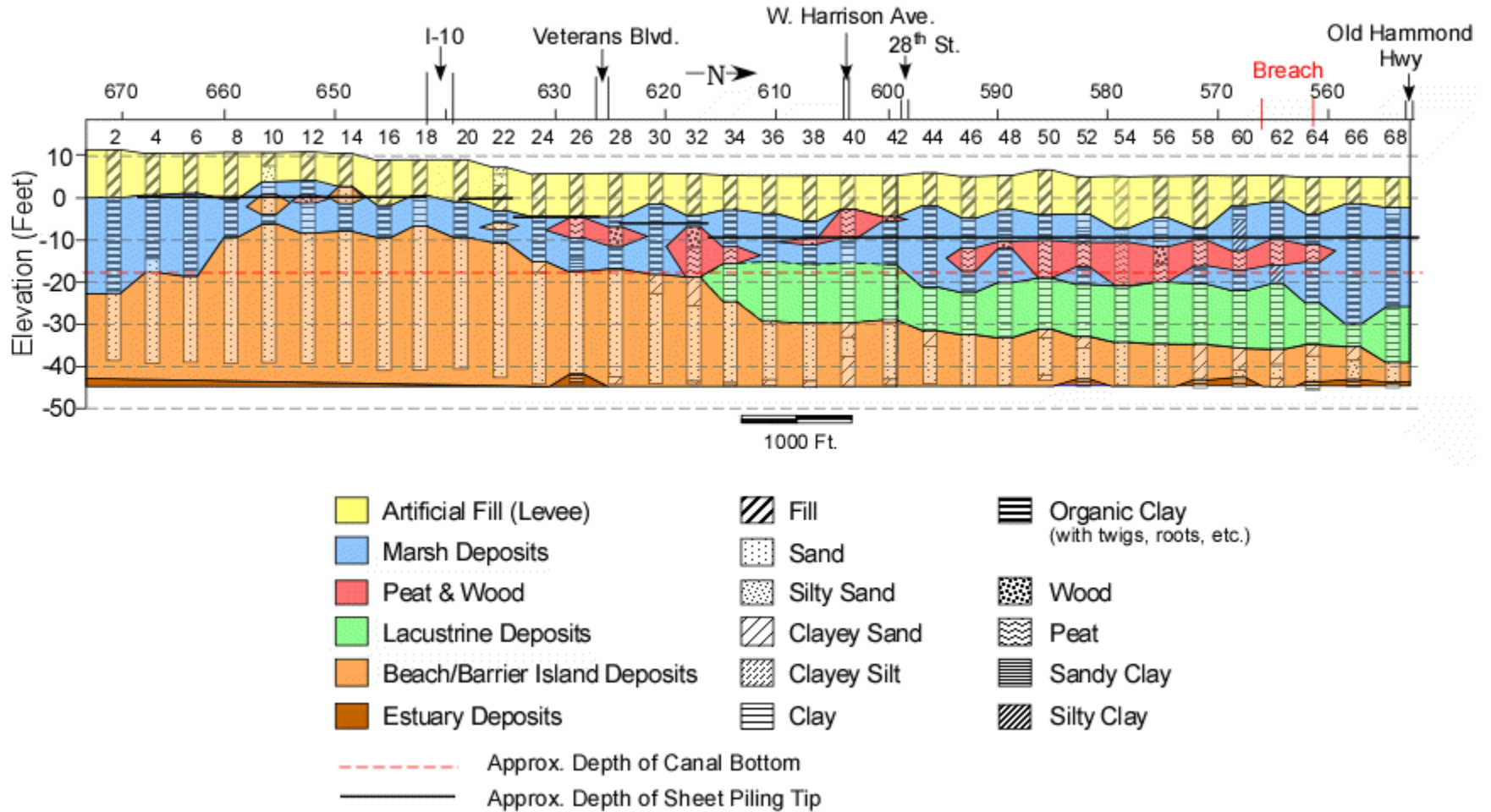


Figure 35. Geological cross-section along the eastern side of the 17th St. Canal (based on data in the U.S. Army Corps of Engineers design documents (1990). Notable in the cross-section is the peat layer that occurs in the area of the breach.

In years prior to Katrina, seepage through the levee was noted by residents along the 17th St. Canal, a clear sign of potential problems, but was never pursued (Marshall, November 18, 2005). Furthermore, the annual inspections of the levees is now seen to have been a ceremonial gathering rather than a detailed inspection (Marshall, December 5, 2005).

Other factors that could have contributed to the levee failure include the clearing of the empty lot at the site of the breach, wave action in the canals (Schleifstein, November 29, 2005), trees along the levee being uprooted by the strong winds accompanying the hurricane (U.S. Army Corps of Engineers, IPET, 2005), dredging of the canal on the Orleans Parish side that would have deepened the canal and removed the less permeable clays that had accumulated over the years on the canal bottom (Marshall and Grissett, December 9, 2005), and political factors that went into decisions about the construction of the floodwall/levee system (Marshall, November 19, 2005; McQuaid, December 18, 2005; Braun and Vartabedian, 2005).

The most recent information from the Interagency Performance Evaluation Task Force (IPET) [2006] suggests that the floodwall and levee failed at the 17th St. Canal as a result of water level rising to an elevation of about 8 feet above sea level in the canal. The floodwalls were designed to have tops at an elevation of 14 feet above sea level, but IPET data indicate that by the time of Katrina the tops of the floodwalls on the 17th Street Canal were about 12.5 feet above sea level. Thus, IPET estimates that water levels in the canal were still 4 feet below the tops. IPET has collected eyewitness accounts and scoured the neighborhood for clocks that were stopped as a result of the flooding in order to determine the time of the breach. One eyewitness account suggests that the floodwall at the breach area was leaning to the protected side at about 6:30 AM on August 29 and other accounts suggest that the breach was open by about 9:00 AM. This, along with levee breach experiments conducted on scale models in a large centrifuge led IPET to suggest that as water levels rose in the canal, the floodwall and sheet piling was pushed outward toward the land side, opening a gap between the levee and the floodwall on the canal side. This gap allowed water to seep down along the sheet piling and eventually push the levee on the protected side outward away from the canal. Based on sections of the breached levee observed in the breach area, IPET suggests that the failure did not occur along the peat layer, but along a layer of weak clay at the base of the peat. This clay layer was thrust over and through the peat as illustrated in Figure 36.

A photograph of the end result of IPET's scale model centrifuge experiment is shown in Figure 37. The canal side (on the left in the photograph) next to the sheet piling is seen to have dropped down as a result of the floodwall moving toward the right (toward the protected side). Indeed in the end result of the experiment, the levee, peat layer, and upper part of the underlying clay layer all have moved to the protected side. Viewing the complete video of the experimental run (<https://ipet.wes.army.mil/>), however, shows that the initial failure occurred either in the peat layer or at the peat – clay interface, and only when the sheet pile started to move to the right, away from the canal, did the upper part of the clay layer also move. Furthermore, the only part of the clay layer that moved was the part immediately in front of the tip of the sheet pile, and it only moved because it was being pushed along by the sheet pile.

When IPET announced that they had discovered the cause of the levee/floodwall failure at the 17th Street Canal, they implied that it was a different mechanism than had been observed before, that the peat had little to do with it, and that this failure mechanism could not have been foreseen (Marshall, March 11, 2006). Two days later it was pointed out that the Army Corps of Engineers had indeed seen this exact failure mechanism in an experiment they conducted on experimental levees in the Atchafalaya basin in 1985 (Marshall, March 14, 2006). This was before the design and construction of the canal levee/floodwall system in New Orleans. On April 5, 2006, General Strock of the Army Corps of Engineers admitted before Congress that there were failures in the design of the levee/floodwall system in New Orleans (Walsh, 2006).

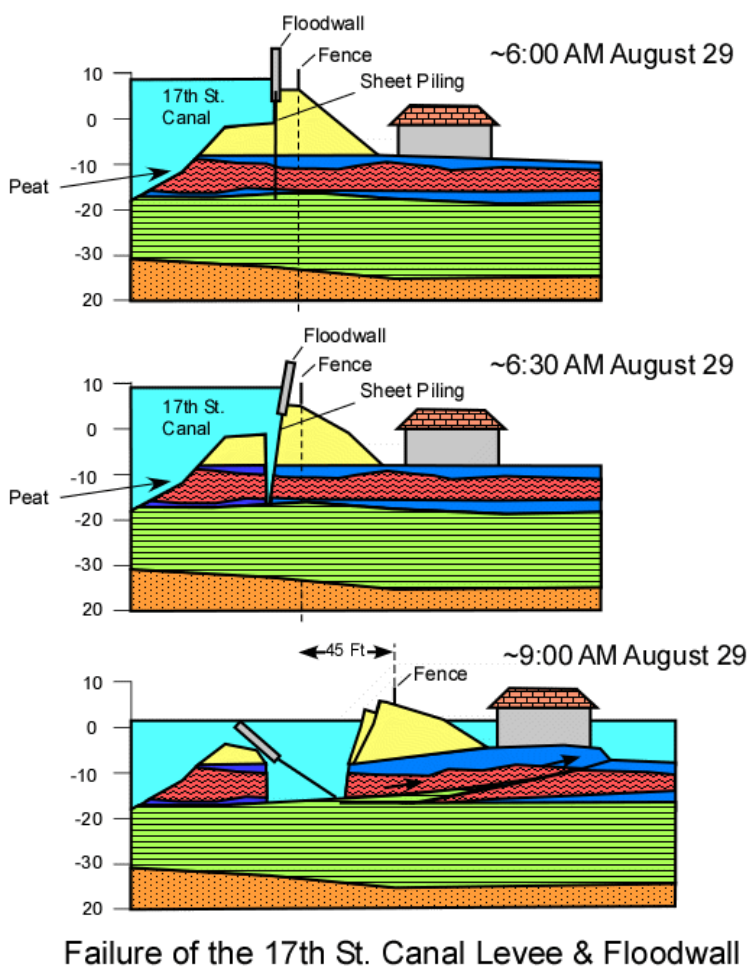


Figure 36. Diagrammatic cross sections across the 17th St. Canal in the vicinity of the breach (based partially on a sketch in Seed and others [2005] and IPET (2006).



Figure 37. Photograph of failed levee and floodwall in IPET's scale model centrifuge experiment representing the 17th St. Canal. The white at the top is clay and represents the levee. This overlies the dark peat layer, which in turn overlies another white clay layer meant to represent the estuary deposits beneath the peaty marsh deposits. Small rectangles were initially laid out in a rectangular grid and can be used to determine how much deformation has occurred during the experiment. (IPET, 2006).



Figure 38. Comparison of water levels on Sept.1, 2005 (photos on left by Kevin Himmel), with water lines on same structures indicate lines left by standing water are about 1.5 to 2 feet lower than the maximum water level. Note large block of peat in photo at the upper right. In photo at lower right, note the chainwall foundation of a house that was removed by the burst of water when the levee was breached and the cypress stump from a tree that was probably cut down 100 years ago when this Lakeview neighborhood was reclaimed from the cypress swamp.

Although throughout the field trip we have seen the water line (scum line) left by standing water, this line does not represent the maximum flood depth. As seen in Figure 38, comparison of the photos on the left, taken when the water level was near its maximum with the water line left on the same structures (photos on the right) indicate that the maximum flood depth was about 1.5 to 2 feet higher than the line left by standing water.

It is notable that the same peat layer and the same levee design and construction are present on the Jefferson Parish side of the canal, which by luck or the path of the storm, did not breach on August 29. Figures 39 shows a geological cross section of the west bank (Jefferson Parish side) of the 17th St. Canal constructed from data provided on the Army Corps of Engineers IPET web site - <https://ipet.wes.army.mil/> where it can be seen that the same geologic materials are present beneath the Jefferson Parish side as are found on the Orleans Parish side (compare with Figure 35). One major difference on the Jefferson Parish side is that a street occupies the area next to the levee and there are no trees, houses or swimming pools abutting the levee on that side.

After exploring the area of the breach and noting the abundance of globs of peat scattered throughout the breach area, we will proceed back to Robert E. Lee Blvd. and head east to Canal Blvd. then head south. The water line is prominent all along Canal Blvd. At Harrison Ave. we will turn left and drive East toward City Park.

Eventually we cross the Orleans Canal, the third drainage canal in this part of the city. Levees and floodwalls along the Orleans Canal did not fail during Hurricane Katrina. As we cross the Orleans canal, note that unlike the other drainage canals, the west side of the canal is separated from the residential area by a street (Orleans Ave.) and that the east side is bounded by City Park. Thus there were no trees and houses abutting the levee on the Orleans Canal. According to IPET (2006), the levees on the Orleans Canal are also wider than those on the other drainage canals. While these may be reasons that the levees did not fail on the Orleans Canal, the more probable reason will be explored at our next stop. Upon reaching Marconi Ave. in City Park, turn right and continue south to the I-610 overpass. To avoid the mud along the right hand side of Marconi Ave. pull into the side street to the left, just before the overpass.

Stop 6 is at the levee of the Orleans Canal just under the I-610 overpass. As we walk up to the levee, note that the floodwall on the top of the levee abruptly ends about 40 yards north of the overpass (Figure 40). An approximately 200 yard gap thus exists in the flood protection on the canal between the end of the floodwall and Pump Station Number 7 to south on the other side of the overpass. A smaller gap exists on the other side of the canal as well. During Katrina, water from the Orleans Canal was flowing freely through this gap as evidenced by the erosion that occurred around the support structures for the freeway overpass (Figure 41). Fresh concrete has since been poured around the support structures and the levee has been raised about 2 feet from its pre-Katrina level in an attempt to fix the problem. Why was such an obvious gap in the flood protection system allowed to remain? The Independent Levee Investigation Team (2006) offer the following explanation. Apparently, the Orleans Sewerage and Water Board, who run the pump station, objected to the Corps of Engineers plan to build the floodwall right up to the wall of the pump station. They argued that the wall of the pump station was not strong enough to withstand the force of the water if it backed up in the canal, and would fail with the result that the city would flood when the wall failed. Of course the net result was that the city flooded as the water poured through the gap. Nevertheless, the relief of pressure in the canal may have prevented the floodwalls and levees elsewhere on the canal from failing.

After leaving Stop 6, proceed South on Marconi to City Park Ave which is on the Metairie Ridge. If returning to Tulane turn left on City Park Ave and head back to Carrollton Ave. If going to Stop 7, turn right on City Park Avenue and Continue into Old Metairie turning left at Friedrichs Ave, then left on Northline St. to the Orpheum Ave. and Stop 7.

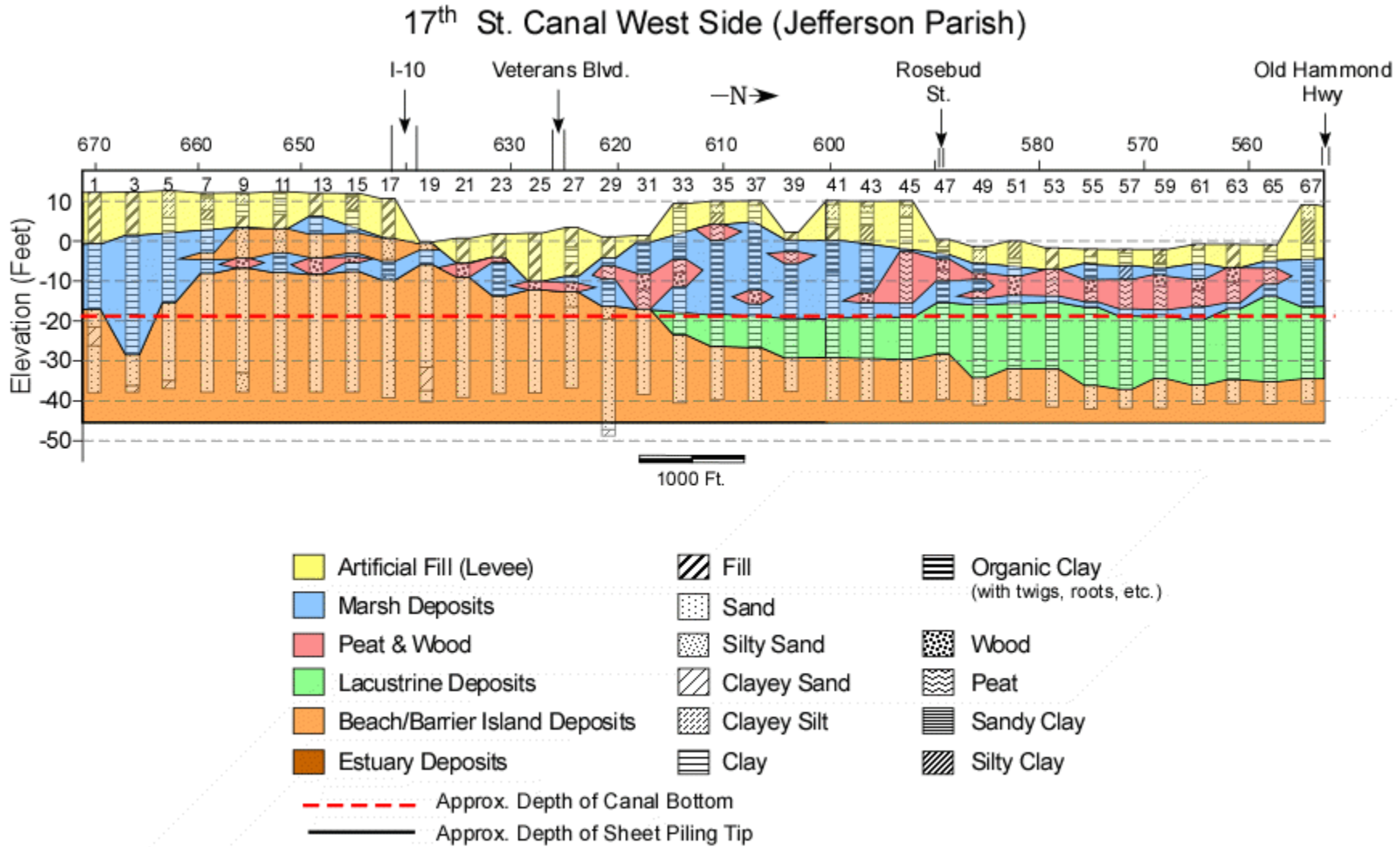


Figure 39 Geologic cross section of the west bank of the 17th St. Canal constructed from data provided to the U.S. Army Corps of Engineers (1990).



Figure 40. End of floodwall on Orleans Canal just north of I-610 overpass near Marconi Ave.



Figure 41. Erosion around the support structures for I-610 near Orleans Canal on Marconi Ave.

Stop 7 is that the corner of Orpheum Avenue and Northline Street. It is through this area and along Airline Drive south of here, that flood waters from the levee breaches in Orleans Parish reached into Jefferson Parish. The flooding occurred south of the Metairie Road (on the Metairie Ridge) and extended west to Causeway Blvd. and south to near the River. Figure 42 is a Google Earth image of the area at the junction of the Palmetto canal and the 17th St. canal before Katrina and Figure 43 shows approximately the same area on August 31. This area is at the southern end of the 17th St. Canal where the Palmetto Canal brings water from Pump Station #1 on Broad Street (Figure 7) into the 17th St. Canal where it is lifted by Pump Station #6 about 8 feet in elevation and pumped out to the Lake (or through the breach in the 17th St. Canal). The Palmetto Canal has a short floodwall (about 3 feet higher than the roadway). Note in Figure 43, how the floodwalls on the Palmetto Canal are completely covered by water. The two bridges over the 17th St. Canal are barely above water, but it is clear that water flowed over and around these bridges into Old Metairie. It is also clear that Airline Drive, to the south, was a conduit for water to enter Jefferson Parish.

Within a few days after the August 31 image was taken, Jefferson Parish constructed temporary rock and sandbag levees over these two bridges, across Airline Drive, and across Claiborne Ave./Jefferson Highway at the Jefferson/Orleans Parish boundary. These temporary levees were apparently constructed to prevent more flood water originating at the levee breaches in Orleans Parish from further flooding Jefferson Parish. Although the levee breaches in Orleans Parish were mostly stopped by the time the temporary levees at the Parish line were constructed, the damage had already been done. There are, however, reports that once these temporary levees were built, Jefferson Parish started pumping water out of Jefferson and back into Orleans Parish. If true, this would have increased the amount of water over that already standing in Orleans Parish while the levee breaches were being patched and before the pumps in Orleans parish could be started to remove the water from the severely flooded areas.

There is not much to see at this stop as of August, 2006, so it may be considered a stop of only minor interest unless one is interested in knowing why Old Metairie flooded during Katrina. From here, one can head east over the bridge, then jog left onto Palmetto St. and take Palmetto back to Carrollton Ave.

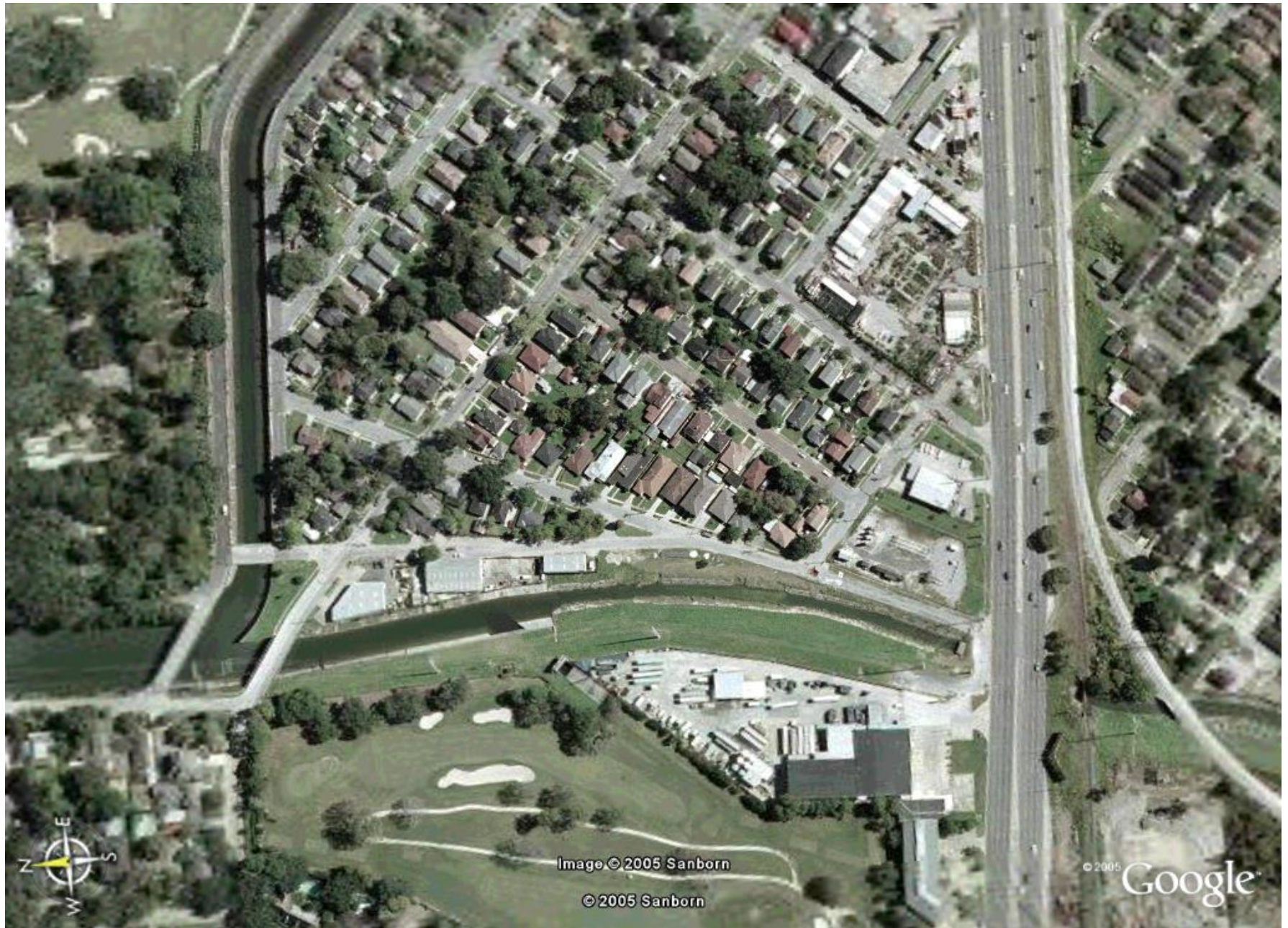


Figure 42. Satellite image of the area near the southern end of the 17th Street Canal near Old Metairie where water would enter Jefferson Parish from levee breaches in Orleans Parish during Hurricane Katrina (Stop 7). (Source - Google Earth)

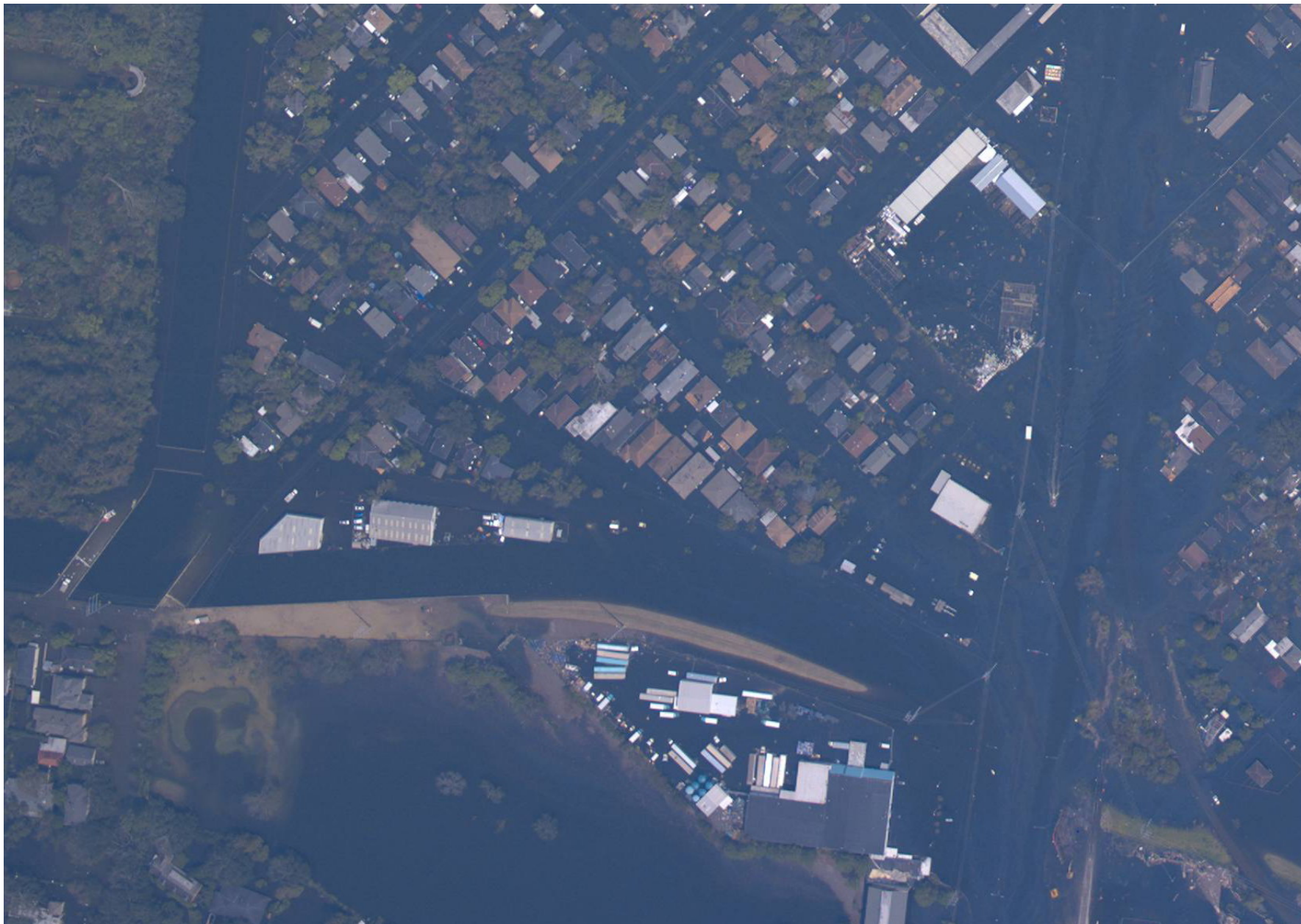


Figure 43. Air photograph of the area where the water from the 17th Street Canal Levee Breach ran back into Old Metairie, near Orpheum and Palm (stop 6). Image acquired Aug. 31, 2005. Source: National Oceanic and Atmospheric Administration's National Geodetic Survey, Katrina Images - <http://ngs.woc.noaa.gov/katrina/>

Critical Errors (summarized from ILIT [2006])

1. Decision not to install floodgates at the mouths of the drainage canals
2. Decision not to purchase right of ways along canals so that levees could be raised and widened.
3. Failure to inspect and restrict development at the toe of levees (keep trees & swimming pools away from levee toes).
4. Designers failed to use information from research levee experiments conducted in the Atchafalaya basin.
5. Failure to take into accounts the stress histories and effect of overburden stresses on levees.
6. Used estimates that were too optimistic in terms of underseepage flow and thus used sheet pilings that were too short to cut off such flow.
7. Failure to more thoroughly investigate soil conditions (too few borings, borings too widely spaced, not enough at both levee crest and levee toes.
8. Inadequate design review.
9. Used factor of safety far too low for protection of urban environment and didn't consider variability and uncertainty in soil conditions
10. Inadequate funding, uncertainties of funding, and pace of funding affected decision making process and forced corps to take shortcuts or not complete projects in a timely manner.
11. Lack of cooperation, oversight, and discussion among various bodies (levee boards, Sewerage & Water Board, Corps of Engineers, etc.

Time Line of Important Events Leading up to Hurricane Katrina*

5000–4500 BP	Deposition of Pine Island Trend Barrier Island/Beach Sands
4500–1000 BP	Deposition of St. Bernard Delta Lobe & formation of Metairie/Gentilly/Esplanade Distributary channels
~1000 BP	Current Mississippi River course established
1718	Founding of New Orleans
1833-34	Orleans Canal mostly excavated
1854-58	Upperline Canal (17 th St. Canal) excavated
1860s	Lower London Avenue Canal excavated
1871	City Surveyor W. H. Bell warns of storms moving up drainage canals – suggests moving pumps to lakefront.
1873-1878	Upper London Avenue Canal excavated
1895?	Lake Ponchartrain hurricane protection levee (6 ft. above lake level)
1915	Hurricane floods city through drainage canals
1915	Baldwin Wood invents high capacity screw pump which allows swamps to be drained for habitation.
1923	Industrial Canal completed
1940s	Inner Coastal Waterway completed
1947	Hurricane floods part of city along Industrial Canal
1960	Corps proposes plan for movable gates at the Lake end of drainage canals
1961	Corps proposal for gates at Rigolets and Chef Menteur Pass the “Barrier Plan”
1964	MR-GO completed
1965	Hurricane Betsy floods on both sides of Industrial Canal
1955	Lake Pontchartrain and Vicinity Hurricane Protection Plan passed by Congress
1970s	Floodwall built on Industrial Canal

1977	Courts rule against “Barrier Plan”, Corps adopts “High Level Plan”
1984	Corps modifies Lake Pontchartrain & Vicinity plan to include floodgates at mouths of canals
1990	Water Resources Development Act gives Corps responsibility for hurricane protection on Canals (previously the responsibility of the Orleans Levee district) after Levee District lobbyists successfully have language inserted into the bill.
1993-1999	Floodwalls built on drainage canals, but bridges still in progress in 2005.
August 29 2005	Hurricane Katrina
December 2005	Funding for gates at mouths of canals
August 2006	Near completion of gates, pumps not ready and would still only supply about 15% of normal pumping capacity.

*Based on ILIT (2006), Braun & Varabedian (2005), and Scheilfstein (Nov. 1, 2005)

**Hurricane Katrina Timeline
Levee Breaches and Overtoppings
All on August 29, 2005 (except where noted)**

	Times Picayune*	IPET (2006)	ILIT (2006)
CSX Railroad floodgate on Industrial Canal	4:30 AM		4:45 AM
New Orleans East	6:30 AM	6:00 AM	5:00 AM (southeast) 6:15 -7:00 AM (ICWW)
Lake Front Airport	8:30 AM		
MR-GO	5:00 AM	5:30 AM	6 -7:00 AM
St. Bernard Parish flooding	8:30 AM	8:20 AM	7:30 – 8:00 AM
Plaquemine Parish	6:10 AM (landfall)		7:00 AM - flooded
West side Industrial Canal	6:50 AM (overtopping) 7:30 AM (breach)	5:45 AM	7:00 – 8:30 AM
Lower 9 th North Breach	6:50 AM (overtopping) 7:45 AM (breach)	4:30 AM	7:45 AM
Lower 9 th South Breach	7:45 AM	7:45 AM	7:45 AM
London Ave. Canal South Breach	9:30 AM	6:00 – 7:00 AM	7:00 – 8:00 AM
London Ave. Canal North Breach	10:30 AM	7:00 – 8:00 AM	7:30 – 8:30 AM
Orleans South end	9:00 AM		
17 th St. Canal floodwall tipped	6:30 AM	6:00 AM	
17 th St. Canal breached	9:45 AM	<9:00 AM	9:00 – 9:15 AM
Equalization of Lake and floodwaters	Sept. 1 Mid-day		

*Marshall (May 14, 2006)

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(Note: Most of the web links in the following reference list still work, although some of the newspaper web sites continually change their policy on older news items). This list of references includes all that are discussed in the text above, as well as many others that are not explicitly referenced.) Many documents are on the U.S. Army Corps of Engineers Interagency Performance Evaluation Task Force (IPET) web site (<https://ipet.wes.army.mil/>). This is a difficult-to-navigate secure site, so it is not possible to provide direct links to documents on that site. If you have trouble finding a particular document, please contact me, as after months of frustrating experience, I have a pretty good handle on how to find things on the IPET site.

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