



US Army Corps
of Engineers
Mobile District

June 2009

Mississippi Coastal Improvements Program (MsCIP)

Hancock, Harrison, and Jackson Counties, Mississippi

Comprehensive Plan and Integrated Programmatic
Environmental Impact Statement

VOLUME 5 - APPENDIX E: ENGINEERING



FOREWORD

This document is one of a number of technical appendices to the Mississippi Coastal Improvements Program (MsCIP) Comprehensive Plan and Integrated Feasibility Report and Environmental Impact Statement.

The Mississippi Coastal Improvements Program (MsCIP) Comprehensive Plan Integrated Feasibility Report and Environmental Impact Statement provides systems-based solutions and recommendations that address: hurricane and storm damage reduction, ecosystem restoration and fish and wildlife preservation, reduction of damaging saltwater intrusion, and reduction of coastal erosion. The recommendations contained in the Main Report/EIS also provide measures that aid in: greater coastal environmental and societal resiliency, regional economic re-development, and measures to reduce long-term risk to the public and property, as a consequence of hurricanes and coastal storms. The recommendations cover a comprehensive package of projects and activities, that treat the environment, wildlife, and people, as an integrated system that requires a multi-tiered and phased approach to recovery and risk reduction, irrespective of implementation authority or agency.



The MsCIP Study Area

The purpose of the Comprehensive Plan Report is to present, to the Congress of the United States, the second of two packages of recommendations (i.e., the first being the “interim” recommendations funded in May 2007, and this “final” response, as directed by the Congress), directed at recovery of vital water and related land resources damaged by the hurricanes of 2005, and development of recommendations for long-term risk reduction and community and environmental resiliency, within the three-county, approximately 70 mile-long coastal zone, including Mississippi Sound and its barrier islands, of the State of Mississippi.

1 This appendix, the Main Report/EIS, and all other appendices and supporting documentation, were
2 subject to Independent Technical Review (ITR) and an External Peer Review (EPR). Both review
3 processes will have been conducted in accordance with the Corps “Peer Review of Decision
4 Documents” process, has been reviewed by Corps staff outside the originating office, conducted by
5 a Regional and national team of experts in the field, and coordinated by the National Center of
6 Expertise in Hurricane and Storm Damage Protection, North Atlantic Division, U.S. Army Corps of
7 Engineers.

8 The report presents background on the counties that comprise the Mississippi coastline most
9 severely impacted by the Hurricanes of 2005, their pre-hurricane conditions, a summary of the
10 effects of the 2005 hurricane season, problem areas identified by stakeholders and residents of the
11 study area, a summary of the approach used in analyzing problems and developing
12 recommendations directed at assisting the people of the State of Mississippi in recovery,
13 recommended actions and projects that would assist in the recovery of the physical and human
14 environments, and identification of further studies and immediate actions most needed in a
15 comprehensive plan of improvements for developing a truly resilient future for coastal Mississippi.

16 This appendix contains detailed technical information used in the analysis of existing and future
17 without-project conditions, in the development of problem-solving measures, and in the analysis,
18 evaluation, comparison, screening, and selection of alternative plans, currently presented as
19 tentatively-selected recommendations contained in the Main Report/EIS.

20 Each appendix functions as a complete technical document, but is meant to support one particular
21 aspect of the feasibility study process. However, because of the complexity of the plan formulation
22 process used in this planning study, the information contained herein should not be used without
23 parallel consideration and integration of all other appendices, and the Main Report/EIS that
24 summarizes all findings and recommendations.

25 This appendix, The Engineering Appendix, contains detailed supporting data and technical
26 information on the many engineering options that were considered as possible measures that could
27 be used in the Comprehensive Plan. Each option can be used as a stand-alone measure or in
28 combination with other engineering options, environmental measures or non-structural programs in
29 the development of alternatives for the Comprehensive Plan.

30

EXECUTIVE SUMMARY

Hurricanes are commonly recurring hazards for coastal Mississippi. Climatologically, the central Gulf coast region has one of the highest rates of occurrence in the United States. The Atlantic tropical cyclone database since 1886 indicates significant tropical storm impacts on the region occurring about every 2-3 years, and at least category 1 hurricane impact about every 8-9 years. Development along the Mississippi coastline with relatively low elevations in many areas has created a landscape that is highly susceptible to storm damage. Two bays that divide the coastlines of the three counties also aggravate the potential for inland flooding due to storm surge. The influence that landfall location for hurricanes may impart on storm surge is based on physical reasons and dictates why western Mississippi might register higher stages for a given hurricane than elsewhere along the Mississippi Coast. While the central coast of Mississippi has the highest topography, major hurricanes such as Camille in 1969 and Katrina in 2005 still produced surges that devastated this highly developed area. The area that was completely inundated due the storm surge associated with Hurricane Katrina is shown in Figure ES-1. Approximately half of the coast of Mississippi including all of Harrison County has man-made beaches with high-value real estate immediately landward of the beaches. Essentially all of the structures facing the Mississippi Sound were completely destroyed in Katrina.

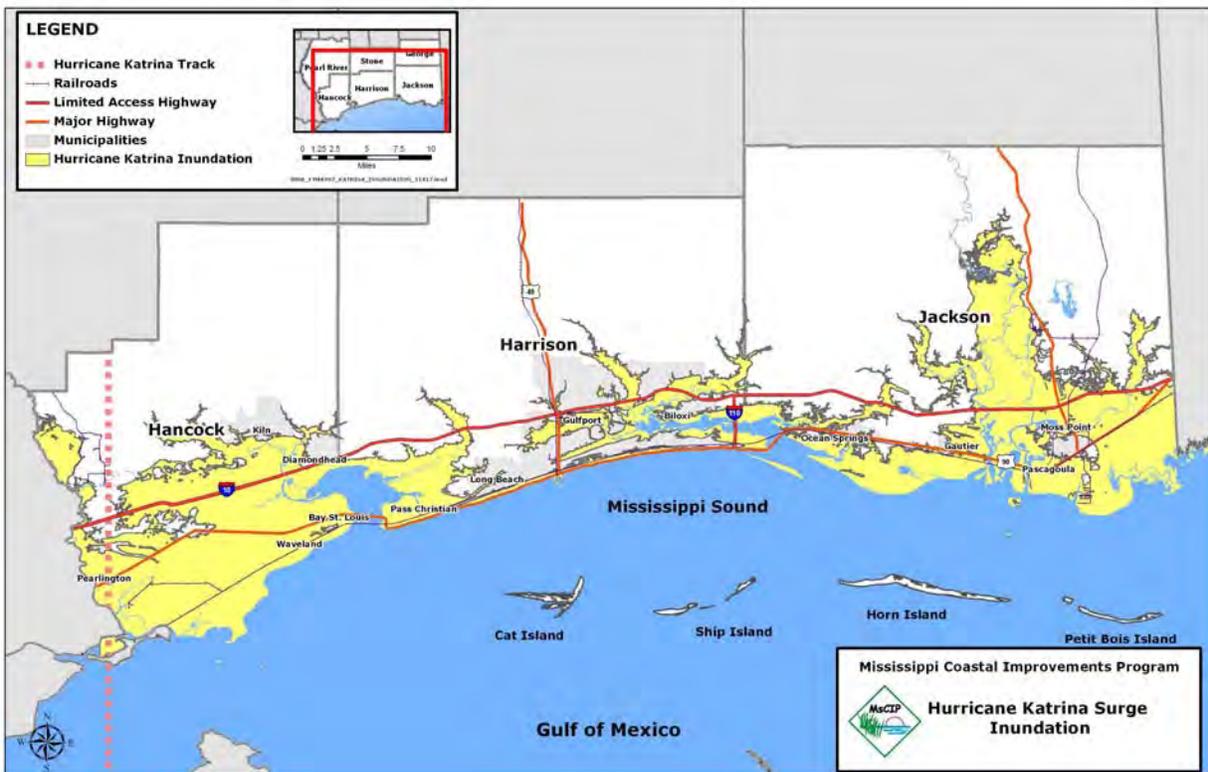


Figure ES-1. Inundated Areas of Coastal Mississippi from Hurricane Katrina Storm Surge

The Mississippi coast and its offshore chain of barrier islands is a wave-dominated coastline. Because prevailing wind in the Mississippi barrier island and mainland areas is from the eastern quadrants, most waves approach the shoreline at an angle and induce longshore currents that move sediment to the west. The islands migrate west due to littoral drift at approximately 50 ft/yr. Studies

1 also show that all of the barrier islands are losing surface area due to erosion caused by a number of
2 factors including the impacts of major storms.

3 Sea level rise and land surface subsidence have been taken into account as part of this study and is
4 reported as “relative sea level rise” which accounts for both as a single value. The Intergovernmental
5 Panel for Climate Change (IPCC) ‘high’ values were selected for evaluating project performance as
6 the ‘higher than observed rate’ versus those predicted using EPA and NRC methods because the
7 IPCC values are more recent and more widely (globally) used. In a subtle departure from USACE
8 guidance, relative sea level rise values based on IPCC ‘expected’ (also referred to as ‘medium’ and
9 ‘central value’) eustatic sea level rise predictions were adopted in lieu of rise computed using
10 extrapolated historic rates because most experts believe that the rate of sea level rise will increase
11 in this century and extrapolated historic rise assumes past relative sea level rise rates will persist.

12 With the task of developing a comprehensive hurricane damage reduction plan for the coast of
13 Mississippi, several issues had to be considered. First, it had to be technically feasible. The storm
14 damage reduction system must be designed such that it would be effective and at the same time not
15 destroy what it was supposed to help protect? It had to be reliable so when needed, it would do the
16 job it was designed for. It also needed to be cost effective. This system also had to be integrated into
17 other storm reduction concepts such as non-structural solutions and buy-out programs. It must also
18 include re-establishing some wetland areas as environmental components of the plan. The
19 development along the coast had some areas that were not contiguous to highly developed areas
20 like found in Harrison County where the entire coastline is densely developed. These outlying areas
21 will require individual means for any storm damage reduction. Almost any project along a coastline
22 has environmental concerns and this is true in Mississippi. In Jackson County, the Pascagoula River
23 system separates the city of Pascagoula from most of the coast to the west. This river system with
24 its vast marshes areas is one of the last major free-flowing rivers in the southeast and is home to an
25 endangered fish species. In the western portion of the state, extensive marshes create other
26 concerns along with the Pearl River that separates Mississippi from Louisiana. Other technical
27 issues also made working in this river problematic.

28 Review of the coastline in Mississippi using aerial photographs, topographic maps, LIDAR surveys,
29 and storm inundation data revealed that natural topography could play a major role in forming storm
30 barriers. Other features such as the offshore barrier islands, extensive beaches in many areas, and
31 existing beach-front roadways were also realized as having a role in formulating a storm defense
32 system. An existing railway track crosses the entire state near the coast and in the typical fashion of
33 railways, these tracks follow high ground. This same general alignment was judged to be favorable
34 for any type of inland barrier.

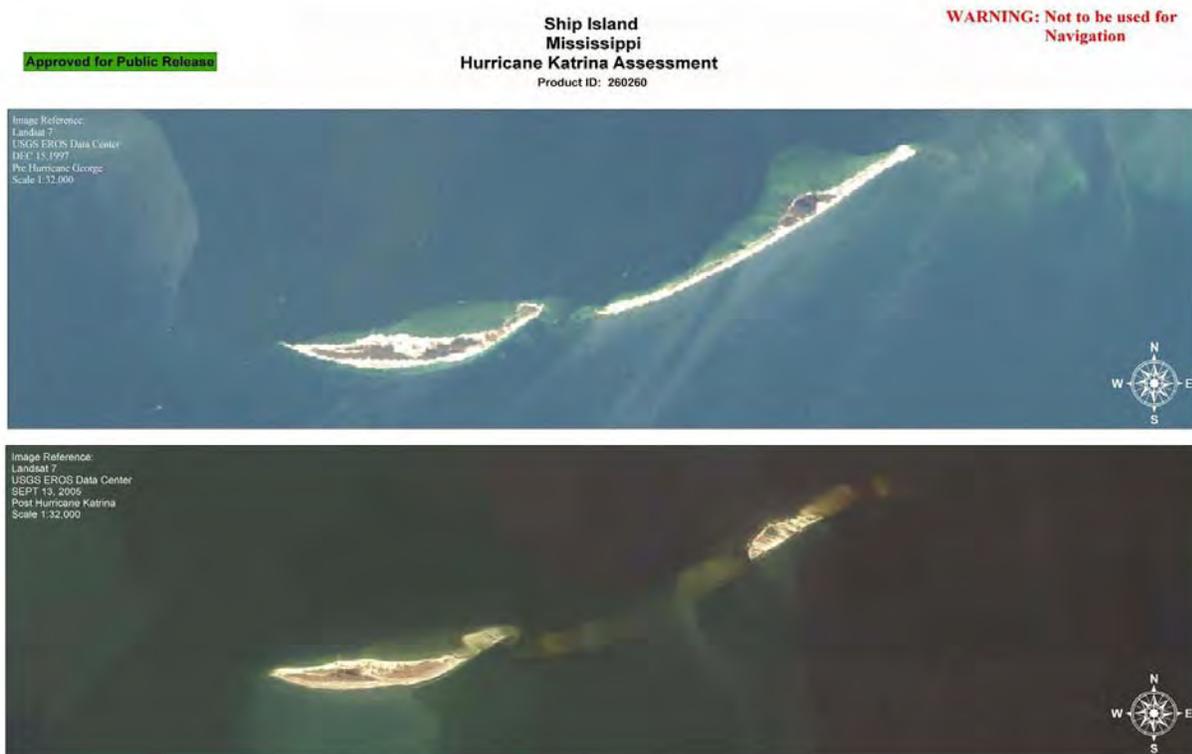
35 Review of the inundation maps from Katrina also revealed the extensive low-lying areas associated
36 with two bays that extend inland from the coast. It was apparent that any storm protection systems
37 would have to consider these as breaks in the line. Closing off rivers and bays with surge gates has
38 been used in Europe to protect inland areas and these type structures have been considered for
39 Mississippi.

40 During planning sessions with the project delivery team, a structural “Lines of Defense” concept was
41 drafted that started with the offshore barrier islands and progressed inland to what could be
42 considered the worst possible scenario with a extremely large hurricane, even worse than Katrina.
43 Research identified numerous methods that have been developed to provide protection from storm
44 surge. Along with the traditional methods of levee or structural seawall construction, many other
45 types of protection were reviewed. These included inflatable barriers, concrete sidewalks or
46 roadways that could be hydraulically rotated upwards to form a seawall, sliding panel gates, offshore
47 breakwaters, and many types of surge barriers to close off the bays. The lines would also provide
48 increasing levels of protection as you transgressed inland. It was understood that some lines would

1 not provide protection from large storms. It was also evident that several areas of the coast could not
2 be included in continuous line of defense and would be either placed in a ring levee system or
3 designated to a non-structural solution.

4 From the planning session came five conceptual lines of defense. The general concept for this plan
5 was made in a project team meeting that included engineers, environmentalists, planners, and
6 geologists. Information from along the coastline was gathered that included large scale aerial
7 photography, topographic maps, navigation maps, and a large collection of pre and post-Katrina
8 photographs.

9 The first apparent feature to be considered was the offshore barrier islands that had been included in
10 the Mississippi Governor's Hurricane Recovery Plan. Designated as Line of Defense (LOD) 1, the
11 barrier islands have been eroded by numerous storms. In 1969, Hurricane Camille caused extensive
12 erosion on the islands and created a large breach in Ship Island, (see Figure ES-2). This breach
13 began to heal from the east as the littoral drift of sand added land mass to the west end of East Ship
14 Island. This large scale breaching occurred again during Katrina, eroding away all the sand that had
15 collected over the previous 35 years since Hurricane Camille. The post-Camille shoreline of Ship
16 Island was documented by the Mississippi Department of Environmental Quality. After Katrina, it was
17 widely expressed that if the islands had been in a pre-Camille condition, the storm surge would have
18 been much less along the mainland coast. This scenario was modeled to help predict what effects
19 the islands play in storm reduction. There are a total of seven different options included in this report
20 covering a wide range of possible ways to mitigate erosion of the islands.



21
22 *Source – United States Geological Survey*

23 **Figure ES-2. Before and After. The aerial photograph on top shows the islands in 1997 prior to**
24 **Hurricane George in 1998. The bottom photograph shows the same view of the eroded condition**
25 **of East and West Ship Island after Hurricane Katrina. Prior to a breach during Hurricane Camille,**
26 **Ship Island was a single island, although the island has been breached prior to Camille.**

1 The beaches (manmade in the 1950s) that extend along much of the coast were also considered as
2 a feature that could be modified to provide some level of protection by construction of dunes on the
3 beaches. Other projects are underway to improve some of the beaches and proposed projects would
4 construct small dunes on most of the beaches. Improving on these features by adding higher dunes
5 and/or dune vegetation was designated as LOD-2. These would not provide protection from large
6 storms, but would be beneficial for smaller storms and would provide recreational and environmental
7 benefits. Each of the three counties has beaches that fit this scenario for adding dunes. For each
8 county, 11 options were considered for adding some measure of dune creation. Most of the options
9 have versions that included adding vegetation and sand fencing as well as dunes without these
10 features. Eight of the options in each county have the dune placed against roadways that parallel the
11 beaches with the assumption that these roadways would be elevated as a separate measure. Each
12 of these options have a dune crest elevation less than the adjacent roadway (possibly raised in the
13 future under LOD-3 options) to prevent sand from constantly being blown onto the road. A photo of
14 the existing condition of the beaches and roads in Harrison County is shown in figure ES-3. These
15 options have some value as protection for the road, but more value as an ecological benefit. Two
16 other options include a stand-alone dune out on the beach that could provide some level of surge
17 defense along with ecological benefits. Each county also has an option with a wide sand berm fully
18 planted with sea oats, the preferred vegetation to help stabilize dunes. This option will allow the sea
19 oats to trap wind-blown sand and naturally build a dune with time. The dune options in all three
20 counties total 33 different measures that could be considered.



21
22 **Figure ES-3. 2007 photograph of Biloxi Beach showing the existing beach berm and the adjacent**
23 **seawall and roadway.**

24 As mentioned above, another existing condition along much of the coast is roadways that coincide
25 with the beaches. It was envisioned that raising these roadways would have minimal environmental
26 impact and provide the first hardened barrier to surge damage. These roadways, while not

1 continuous along the coast, were designated as LOD-3. The new road elevations would not be as
2 high as to act as a seawall for very large storms, but like LOD-2, they would be beneficial for smaller,
3 more frequent storms. While different elevations were initially considered for the roadways, the
4 technical difficulty of raising the roads over six feet was realized. This is due to the numerous
5 intersecting roads, driveways, and parking areas that could not be constructed without extreme
6 grades. The existing beachfront roads in Hancock and Jackson have a typical grade elevation of 5.0
7 (NAVD88) and the general grade elevation for US 90 in Harrison County is 10.0 (NAVD88) although
8 it varies from elevation 7.0 to 16.0 (NAVD88) depending on the exact location. With the existing road
9 elevations, a top elevation of 11.0 (NAVD88) was selected for study in Hancock and Jackson County
10 and a top elevation of 16.0 (NAVD88) was selected for study in Harrison County for a total of three
11 options. It was also recognized that LOD-3 would require that a barrier be placed at the mouths of
12 the bays to be effective against back-flooding.

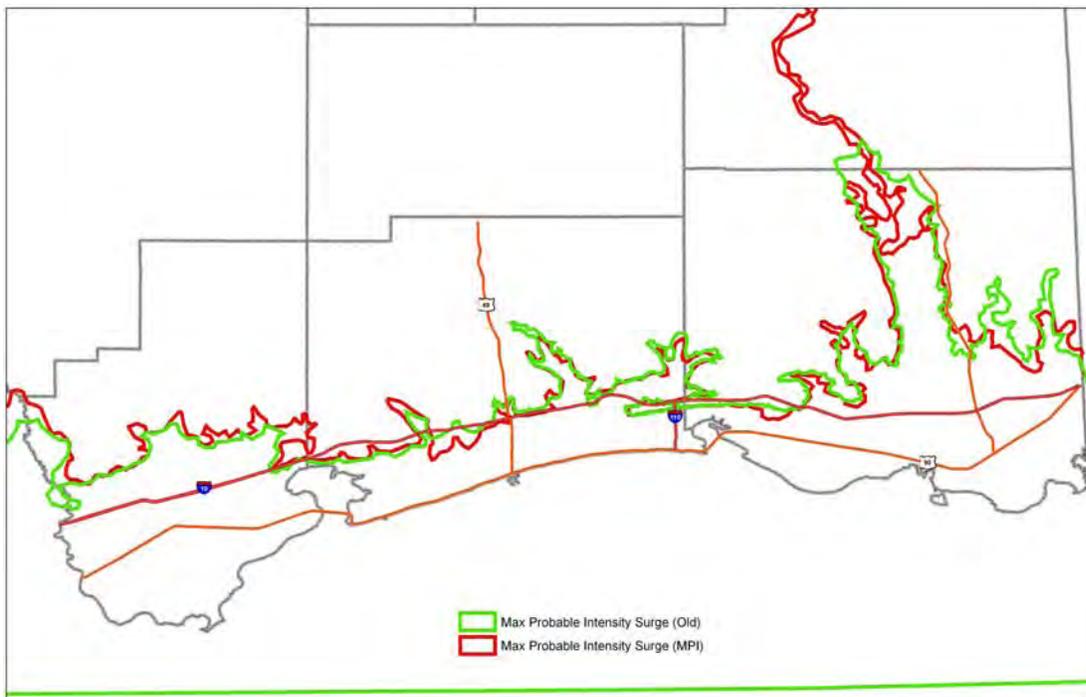
13 Some areas of the coast were not associated with beaches or existing roadways that allowed for a
14 continuous defense line. When including environmental and/or technical reasons, these areas could
15 only be viewed as stand-alone projects such as ring levees. These areas included five communities
16 in Jackson County and one in Hancock County. For discussion purposes, these were also included
17 in LOD-3. Each of the conceptual ring levees have been evaluated for construction at two elevations,
18 20.0 and 30.0 (NAVD88). The costs also included interior drainage, pumping stations, gates for
19 roadways and overtopping protection. Some sites also have one or more alternate alignments. The
20 alternate alignments were selected to lessen the impacts on wetlands, lessen the intensity of wave
21 action or to decrease the construction costs versus adding non-structural solution areas. With all ring
22 levee elevations and alternate alignments, there are 24 different options for further consideration.

23 Further inland, an existing railroad grade provided a levee-like barrier to storm surge from Katrina in
24 some areas, (see Figure ES-4). This railway extends all the way across the State crossing both St.
25 Louis Bay and Biloxi Bay. In Harrison County, the railway parallels the coastline just a few blocks
26 inland. Using a parallel, high-ground alignment as the railway system, an inland barrier was
27 envisioned that could be constructed to such an elevation as to protect from a large storm surge,
28 even larger than Katrina. Like LOD-3, this system would require that the bays be closed off with
29 barriers from surge to be effective. As LOD-4, this barrier was studied at elevations up to the
30 maximum storm surge or maximum possible intensity (MPI) storm that could be predicted based on
31 simulated hurricane events. These selected elevations are 20.0, 30.0 and 40.0 (NAVD88). Possible
32 options for LOD-4 include omitting the surge barrier across St. Louis Bay. This would require that
33 LOD-4 be terminated on the east side of the bay. An alternate alignment to satisfy this option was
34 selected at Menge Avenue in Pass Christian where the LOD-4 levee could be extended northward to
35 higher ground. This option would also leave the town of Bay St. Louis without any type of surge
36 protection. If this alternate alignment is used, Bay St. Louis hurricane defenses could be included as
37 a ring levee with an option under LOD-3. Many alignments for project termination on the western and
38 eastern sides of the state were considered before one that was selected, mostly due to technical and
39 environmental reasons. This system would not cross the Pearl River on the western side of the state
40 nor the Pascagoula River in Jackson County. Including all the different elevations and alignments for
41 LOD-4, there are a total of 22 options including the six options for the surge gates.



1
2 **Figure ES-4. The CSX Railway parallels the coast and its embankment acted as a low**
3 **levee-like storm surge barrier in some areas.**

4 As maximum protection from the largest storm surge event, the limits of surge predicted from the
5 MPI event was transposed to maps. This location of this line was shifted as refinements were made
6 in the storm surge modeling. While actually a non-structural measure, it was designated as LOD-5. It
7 would be an area north of any potential surge damage that would be recommended to local
8 governments for location of critical infrastructure such as hospitals and emergency facilities.



9
10 **Figure ES-5. The surge limits of a computer simulated Maximum Possible Intensity**
11 **hurricane based on early data and later refined modeling efforts**

1 To proceed with initial cost estimates, various components of the structural options were
2 conceptually designed to the selected elevations described in previous paragraphs. The initial
3 elevations selected for each component of the lines of defense are assumed to bracket a wide range
4 of potential storms with corresponding surge elevations. Using these preliminary designs, rough
5 order of magnitude cost estimates were completed for each of the structural options. These cost
6 estimates can used to develop cost curves for future use to estimate rough estimates after final
7 design elevations are selected. With these cost curves, future studies can also select varied levels of
8 protection based on risk assessments as well as taking into account future estimates of sea level
9 rise.

10 At this phase of the plan formulation process, there were no assessments made for HTRW
11 investigations nor remediation costs based on the vast number of properties potentially involved and
12 the uncertainties associated with project footprints. Also, the cost of escalation will be addressed as
13 projects are selected to proceed to feasibility level of design. The identification of a major HTRW site
14 within a project footprint could certainly have a cost impact, but none are known to exist at this time.
15 Likewise, depending on the time that a project is funded for further study to feasibility level, the
16 effects of escalation could be a major factor based on fuel costs or other items that can change
17 drastically outside the usual inflation rate.

18

Contents

1			
2	FOREWORD		1
3	EXECUTIVE SUMMARY		1
4	PART 1. GENERAL		1
5	1.1 Guidance.....		1
6	1.1.1 Engineer Regulations.....		1
7	1.1.2 Engineer Technical Letters		1
8	1.1.3 Engineer Manuals		2
9	1.2 History of Tropical Cyclones		3
10	1.2.1 Introduction		3
11	1.2.2 Historical Data.....		3
12	1.2.3 Results		3
13	1.2.4 Conclusion		6
14	1.2.5 References.....		7
15	1.3 Tide Gage Stage-Frequency Analysis.....		7
16	1.3.1 Background		7
17	1.3.2 Methodology.....		10
18	1.3.2.1 Presentation of Data.....		10
19	1.3.3 Results		14
20	1.3.3.1 Graphical Stage-Frequency Analysis		14
21	1.3.3.2 Composite Stage-Frequency Curves		23
22	1.3.4 References.....		29
23	1.4 Typical Wind, Wave, Water Level, Current, and Sediment Transport Conditions.....		30
24	1.4.1 Winds		30
25	1.4.2 Waves		30
26	1.4.3 Tides		30
27	1.4.4 Currents		30
28	1.4.5 Sediment Transport.....		31
29	1.5 Geologic Setting and General Geophysical Investigations		31
30	1.5.1 Geologic Setting and Physiography.....		31
31	1.5.2 Historical Offshore Sampling and Geophysical Exploration		33
32	1.5.3 Proposed Offshore Geophysical Exploration.....		34
33	1.5.4 Tectonic and Seismic Considerations.....		35
34	1.5.5 On-shore Borrow Areas		35
35	1.5.6 Offshore Borrow Areas		40
36	1.5.7 Inland River System Sand (Dredged Material)		42
37	1.5.8 References.....		50
38	1.6 Sea Level Rise.....		50
39	1.6.1 Mississippi Coast Relative Sea Level Rise.....		52
40	1.6.1.1 Mississippi Coast Subsidence		54
41	1.6.2 Projected Sea Level Rise.....		55
42	1.6.2.1 National Research Council (NRC) Methods.....		56
43	1.6.2.2 Environmental Protection Agency (EPA) Methods.....		57
44	1.6.2.3 Intergovernmental Panel for Climate Change (IPCC) Methods		58
45	1.6.3 Relative Sea Level Rise Summary		60
46	1.6.4 Relative Sea Level Rise Application		62

1	1.6.5	References.....	63
2	PART 2.	LONG-TERM ENGINEERING SOLUTIONS.....	65
3	2.1	Long-term Engineering Solutions	65
4	2.1.1	First Line of Defense – Barrier islands.....	70
5	2.1.2	Second Line of Defense – Dunes Along Existing Beaches	75
6	2.1.3	Third Line of Defense – Elevated Roadways/Seawalls and Ring Levees	76
7	2.1.4	Forth Line of Defense – Inland Barrier.....	81
8	2.1.5	Fifth Line of Defense – Beyond the Surge Limits	84
9	2.2	Hydrodynamic and Coastal Process Modeling.....	85
10	2.2.1	Introduction	85
11	2.3	Shore Response Database.....	85
12	2.3.1	Purpose.....	85
13	2.3.2	Computational Models	86
14	2.3.3	Surge Database	87
15	2.3.4	Methodology.....	87
16	2.3.4.1	Treatment of Future Sea Level Rise.....	88
17	2.3.5	Results	89
18	2.3.5.1	Future Without-Project Simulations	89
19	2.3.5.2	Future With-Project Simulations	90
20	2.3.6	Summary.....	92
21	2.4	Statistical Methodology.....	93
22	2.4.1	JPM-OS.....	93
23	2.4.1.1	Estimation of the ϵ term	99
24	2.4.1.2	Sampling of Storm Parameters for the JPM-OS	102
25	2.4.1.3	Specification of Variations in Pre-landfalling Hurricanes.....	102
26	2.4.2	Storm Suite	102
27	2.4.3	Measure Evaluation	111
28	2.4.4	References.....	112
29	2.5	Wind and Atmospheric Pressure Modeling	112
30	2.5.1	Computational Model	112
31	2.5.2	Methodology.....	113
32	2.5.3	Results	113
33	2.6	Offshore Wave Modeling	117
34	2.6.1	Computational Model	117
35	2.6.2	Methodology.....	118
36	2.6.3	Results	120
37	2.7	Nearshore Wave Modeling	122
38	2.7.1	Computational Models	122
39	2.7.1.1	STWAVE.....	122
40	2.7.1.2	COULWAVE	124
41	2.7.2	Methodology.....	124
42	2.7.3	Results	127
43	2.8	Storm Surge Modeling	129
44	2.8.1	Computational Model	130
45	2.8.2	Methodology.....	132
46	2.8.3	Results	134
47	2.8.4	Line of Defense 5 Results.....	139

1	2.9	Stage Frequency Curves	141
2	2.9.1	Integrated Modeling System	141
3	2.9.2	Save Stations	142
4	2.9.3	Results	142
5	2.9.3.1	Without-Project	142
6	2.9.3.2	Line of Defense 3.....	148
7	2.9.3.3	Line of Defense 4.....	152
8	2.10	Barrier Island Sensitivity	156
9	2.10.1	Storm Suite	156
10	2.10.2	Barrier Island Configuration	157
11	2.10.3	Results	159
12	2.10.4	Summary.....	170
13	2.11	Wetlands, Landscape Features, and Storm Surge.....	170
14	2.11.1	Literature Review	170
15	2.11.1.1	Existing Relationships	170
16	2.11.1.2	Engineering Relationships.....	173
17	2.11.2	Sensitivity Analysis.....	176
18	2.11.2.1	Landscape Feature Roughness and Frictional Resistance.....	177
19	2.11.2.2	Sensitivity of Peak Water Level and Maximum Waves to Marsh Condition.....	179
20	2.11.2.3	Summary	185
21	2.12	Regional Sediment Budget.....	185
22	2.12.1	Purpose.....	185
23	2.12.2	Mississippi Coast Physical Setting and Processes.....	185
24	2.12.3	Review of Existing Studies and Dredging Database	188
25	2.12.4	Historical Data Analysis	190
26	2.12.5	Numerical Modeling	192
27	2.12.6	Sediment Budget.....	192
28	2.13	Flood Damage Analysis Model HEC-FDA.....	198
29	2.13.1	Model Overview	198
30	2.13.2	Methodology.....	199
31	2.13.2.1	Planning Sub-units.....	199
32	2.13.2.2	Stage-Frequency Curve Overview	199
33	2.13.2.3	Assignment of Stage-Frequency Curves to Planning Sub Units.....	202
34	2.13.2.4	Scenarios.....	207
35	2.13.2.5	Scenario Stage-Frequency Curves	209
36	2.13.3	References.....	211
37	2.14	Lines of Defense Crest Elevation Analyses.....	211
38	2.14.1	Line of Defense 3.....	213
39	2.14.2	Line of Defense 4.....	219
40	2.14.3	References.....	223
41	PART 3. LINES OF DEFENSE.....	225	
42	3.1	Line of Defense 1 – Offshore Barrier Islands	225
43	3.1.1	General	225
44	3.1.2	Restoration of the Offshore Barrier Islands	230
45	3.1.2.1	General	230
46	3.1.2.2	Location	235
47	3.1.2.3	Existing Conditions	235
48	3.1.2.4	Coastal and Hydraulic Data.....	235

1	3.1.2.5	Option A – Restore Pre-Camille Island Footprint	236
2	3.1.2.5.1	Interior Drainage	237
3	3.1.2.5.2	Geotechnical Data	238
4	3.1.2.5.3	Structural, Mechanical and Electrical.....	241
5	3.1.2.5.4	HTRW	241
6	3.1.2.5.5	Construction Procedures and Water Control Plan.....	242
7	3.1.2.5.6	Project Security.....	243
8	3.1.2.5.7	Operations and Maintenance.....	243
9	3.1.2.5.8	Cost Estimate.....	243
10	3.1.2.5.9	Schedule for Design and Construction	243
11	3.1.2.6	Option B – Replenish Sand in Littoral Zone, Inland Source.....	244
12	3.1.2.6.1	Interior Drainage	247
13	3.1.2.6.2	Geotechnical Data	247
14	3.1.2.6.3	Structural, Mechanical and Electrical.....	248
15	3.1.2.6.4	HTRW	248
16	3.1.2.6.5	Construction Procedures	248
17	3.1.2.6.6	Project Security.....	248
18	3.1.2.6.7	Operations and Maintenance.....	248
19	3.1.2.6.8	Cost Estimate.....	248
20	3.1.2.6.9	Schedule for Design and Construction	249
21	3.1.2.7	Option C – Replenish Sand in Select Littoral Zones, Offshore and Inland	
22		River Sources	249
23	3.1.2.7.1	Interior Drainage	250
24	3.1.2.7.2	Geotechnical Data	250
25	3.1.2.7.3	Structural, Mechanical and Electrical.....	250
26	3.1.2.7.4	HTRW	251
27	3.1.2.7.5	Construction Procedures and Water Control Plan.....	251
28	3.1.2.7.6	Project Security.....	251
29	3.1.2.7.7	Operations and Maintenance.....	251
30	3.1.2.7.8	Cost Estimate.....	251
31	3.1.2.7.9	Schedule for Design and Construction	252
32	3.1.2.8	Option D – Environmental Restoration w/ 2-foot Dune	252
33	3.1.2.8.1	Interior Drainage	254
34	3.1.2.8.2	Geotechnical Data	254
35	3.1.2.8.3	Structural, Mechanical and Electrical.....	254
36	3.1.2.8.4	HTRW	254
37	3.1.2.8.5	Construction Procedures	255
38	3.1.2.8.6	Project Security.....	255
39	3.1.2.8.7	Operations and Maintenance.....	255
40	3.1.2.8.8	Cost Estimate.....	255
41	3.1.2.8.9	Schedule for Design and Construction	255
42	3.1.2.9	Option E – Environmental Restoration w/ 6-foot Dune.....	256
43	3.1.2.9.1	Interior Drainage	257
44	3.1.2.9.2	Geotechnical Data	257
45	3.1.2.9.3	Structural, Mechanical and Electrical.....	258
46	3.1.2.9.4	HTRW	258
47	3.1.2.9.5	Construction Procedures	258
48	3.1.2.9.6	Project Security.....	258
49	3.1.2.9.7	Operations and Maintenance.....	258
50	3.1.2.9.8	Cost Estimate.....	258
51	3.1.2.9.9	Schedule for Design and Construction	259
52	3.1.2.10	Option F – Environmental Restoration of Sea Grass Beds.....	259

1	3.1.2.10.1	Interior Drainage	260
2	3.1.2.10.2	Geotechnical Data	260
3	3.1.2.10.3	Structural, Mechanical and Electrical.....	261
4	3.1.2.10.4	HTRW	261
5	3.1.2.10.5	Construction Procedures	261
6	3.1.2.10.6	Project Security.....	261
7	3.1.2.10.7	Operations and Maintenance.....	261
8	3.1.2.10.8	Cost Estimate.....	261
9	3.1.2.11	Option G – Restore Ship Island Breach	262
10	3.1.2.11.1	Interior Drainage	266
11	3.1.2.11.2	Geotechnical Data	266
12	3.1.2.11.3	Structural, Mechanical and Electrical.....	267
13	3.1.2.11.4	HTRW	267
14	3.1.2.11.5	Construction Procedures and Water Control Plan.....	268
15	3.1.2.11.6	Project Security.....	268
16	3.1.2.11.7	Operations and Maintenance.....	268
17	3.1.2.11.8	Cost Estimate.....	268
18	3.1.2.11.9	Schedule for Design and Construction	269
19	3.1.2.12	Cost Estimate Summary	269
20	3.1.2.13	References	269
21	3.2	Line of Defense 2 – Beach/Dune Construction	271
22	3.2.1	General	271
23	3.2.2	Hancock County Beaches.....	271
24	3.2.2.1	General	271
25	3.2.2.2	Location	272
26	3.2.2.3	Existing Conditions	272
27	3.2.2.4	Coastal and Hydraulic Data.....	273
28	3.2.2.5	Future Without-Project Conditions.....	274
29	3.2.2.5.1	Results-Future Without-Project Conditions	274
30	3.2.2.6	Future With-Project Options	276
31	3.2.2.6.1	Results-Future With-Project Options	278
32	3.2.2.6.2	Summary-Future With-Project Options.....	279
33	3.2.2.6.3	Interior Drainage	280
34	3.2.2.6.4	Geotechnical Data	280
35	3.2.2.6.5	Structural, Mechanical and Electrical.....	280
36	3.2.2.6.6	HTRW	280
37	3.2.2.6.7	Construction Procedures and Water Control Plan.....	280
38	3.2.2.6.8	Project Security.....	280
39	3.2.2.6.9	Operations and Maintenance.....	281
40	3.2.2.6.10	Cost Estimate.....	281
41	3.2.2.6.11	Schedule and Design for Construction	281
42	3.2.2.7	Cost Estimate Summary	281
43	3.2.2.8	References	281
44	3.2.3	Harrison County Beaches	282
45	3.2.3.1	General	282
46	3.2.3.2	Location	283
47	3.2.3.3	Existing Conditions	283
48	3.2.3.4	Coastal and Hydraulic Data.....	284
49	3.2.3.5	Future Without-Project Conditions.....	285
50	3.2.3.5.1	Results-Future Without-Project Conditions	286
51	3.2.3.6	Future With-Project Options	287

1	3.2.3.6.1	Results-Future With-Project Options	289
2	3.2.3.6.2	Summary-Future With-Project Options.....	290
3	3.2.3.6.3	Interior Drainage	291
4	3.2.3.6.4	Geotechnical Data	291
5	3.2.3.6.5	Structural, Mechanical and Electrical.....	291
6	3.2.3.6.6	HTRW	291
7	3.2.3.6.7	Construction Procedures and Water Control Plan.....	291
8	3.2.3.6.8	Project Security.....	291
9	3.2.3.6.9	Operations and Maintenance.....	292
10	3.2.3.6.10	Cost Estimate.....	292
11	3.2.3.6.11	Schedule and Design for Construction	292
12	3.2.3.7	Cost Estimate Summary	292
13	3.2.3.8	References	293
14	3.2.4	Jackson County Beaches	294
15	3.2.4.1	General	294
16	3.2.4.2	Location	294
17	3.2.4.3	Existing Conditions	295
18	3.2.4.4	Coastal and Hydraulic Data.....	295
19	3.2.4.5	Future Without-Project Conditions.....	295
20	3.2.4.6	Future With-Project Options	296
21	3.2.4.6.1	Interior Drainage	296
22	3.2.4.6.2	Geotechnical Data	296
23	3.2.4.6.3	Structural, Mechanical and Electrical.....	296
24	3.2.4.6.4	HTRW	296
25	3.2.4.6.5	Construction Procedures and Water Control Plan.....	296
26	3.2.4.6.6	Project Security.....	297
27	3.2.4.6.7	Operations and Maintenance.....	297
28	3.2.4.6.8	Cost Estimate.....	297
29	3.2.4.6.9	Schedule and Design for Construction	297
30	3.2.4.7	Cost Estimate Summary	297
31	3.2.4.8	References	298
32	3.3	Line of Defense 3 – Elevated Roadways/Seawalls and Ring Levees	299
33	3.3.1	General	299
34	3.3.2	Hancock County Ring Levees, Pearlington	303
35	3.3.2.1	General.....	303
36	3.3.2.2	Locations	303
37	3.3.2.3	Existing Conditions	305
38	3.3.2.4	Coastal and Hydraulic Data.....	307
39	3.3.2.5	Option A – Elevation 20 ft NAVD88.....	309
40	3.3.2.5.1	Interior Drainage	311
41	3.3.2.5.2	Geotechnical Data	313
42	3.3.2.5.3	Structural, Mechanical and Electrical.....	313
43	3.3.2.5.3.1	Culverts.....	313
44	3.3.2.5.3.2	Pumping Facilities Structural	314
45	3.3.2.5.3.3	Pumping Stations Mechanical	314
46	3.3.2.5.3.4	Pumping Stations Electrical.....	314
47	3.3.2.5.3.5	Pumping Stations. Flow and Pump Sizes.....	315
48	3.3.2.5.3.6	Roadways	315
49	3.3.2.5.3.7	Railways	315
50	3.3.2.5.3.8	Levee and Roadway/Railway Intersections.....	315
51	3.3.2.5.4	HTRW	315

1	3.3.2.5.5	Construction Procedures and Water Control Plan.....	316
2	3.3.2.5.6	Project Security.....	316
3	3.3.2.5.7	Operation and Maintenance.....	316
4	3.3.2.5.8	Cost Estimate.....	317
5	3.3.2.5.9	Schedule for Design and Construction.....	317
6	3.3.2.6	Option B – Elevation 30 ft NAVD88.....	317
7	3.3.2.6.1	Interior Drainage.....	317
8	3.3.2.6.2	Geotechnical Data.....	317
9	3.3.2.6.3	Structural, Mechanical and Electrical.....	317
10	3.3.2.6.3.1	Pumping Facilities. Flow and Pump Sizes. Option B.....	317
11	3.3.2.6.4	HTRW.....	318
12	3.3.2.6.5	Construction and Water Control Plan.....	318
13	3.3.2.6.6	Project Security.....	318
14	3.3.2.6.7	Operation and Maintenance.....	318
15	3.3.2.6.8	Cost Estimate.....	318
16	3.3.2.6.9	Schedule for Design and Construction.....	318
17	3.3.2.7	Cost Estimate Summary.....	318
18	3.3.2.8	References.....	318
19	3.3.3	Hancock County, Bay St. Louis Ring Levee.....	319
20	3.3.3.1	General.....	319
21	3.3.3.2	Location.....	319
22	3.3.3.3	Existing Conditions.....	321
23	3.3.3.4	Coastal and Hydraulic Data.....	322
24	3.3.3.5	Option A – Elevation 20 ft NAVD88.....	325
25	3.3.3.5.1	Interior Drainage.....	327
26	3.3.3.5.2	Geotechnical Data.....	329
27	3.3.3.5.3	Structural, Mechanical and Electrical.....	330
28	3.3.3.5.3.1	Culverts.....	330
29	3.3.3.5.3.2	Pumping Facilities Structural.....	330
30	3.3.3.5.3.3	Pumping Stations Mechanical.....	330
31	3.3.3.5.3.4	Pumping Stations Electrical.....	331
32	3.3.3.5.3.5	Pumping Stations. Flow and Pump Sizes.....	331
33	3.3.3.5.3.6	Roadways.....	331
34	3.3.3.5.3.7	Levee and Roadway/Railway Intersections.....	331
35	3.3.3.5.4	HTRW.....	332
36	3.3.3.5.5	Construction Procedures and Water Control Plan.....	332
37	3.3.3.5.6	Project Security.....	332
38	3.3.3.5.7	Operation and Maintenance.....	332
39	3.3.3.5.8	Cost Estimate.....	333
40	3.3.3.5.9	Schedule for Design and Construction.....	333
41	3.3.3.6	Option B – Elevation 30 ft NAVD88.....	333
42	3.3.3.6.1	Interior Drainage.....	333
43	3.3.3.6.2	Geotechnical Data.....	333
44	3.3.3.6.3	Structural, Mechanical and Electrical.....	333
45	3.3.3.6.3.1	Levee and Roadway/Railway Intersections.....	334
46	3.3.3.6.4	HTRW.....	334
47	3.3.3.6.5	Construction and Water Control Plan.....	334
48	3.3.3.6.6	Project Security.....	334
49	3.3.3.6.7	Operation and Maintenance.....	334
50	3.3.3.6.8	Cost Estimate.....	334
51	3.3.3.6.9	Schedule for Design and Construction.....	334

1	3.3.3.7	Cost Estimate Summary	334
2	3.3.3.8	References	335
3	3.3.4	Hancock County, Elevated Roadway.....	335
4	3.3.4.1	General	335
5	3.3.4.2	Location	336
6	3.3.4.3	Existing Conditions	336
7	3.3.4.4	Coastal and Hydraulic Data.....	336
8	3.3.4.5	Option – Elevate Roadway to 11 ft NAVD88.....	339
9	3.3.4.5.1	Interior Drainage	342
10	3.3.4.5.2	Geotechnical Data	344
11	3.3.4.5.3	Pumping Stations. Flow and Pump Sizes.....	344
12	3.3.4.5.4	HTRW	344
13	3.3.4.5.5	Construction Procedures and Water Control Plan.....	345
14	3.3.4.5.6	Project Security.....	345
15	3.3.4.5.7	Operation and Maintenance	345
16	3.3.4.5.8	Cost Estimate.....	345
17	3.3.4.5.9	Schedule for Design and Construction	346
18	3.3.4.6	Hancock County. Elevated Roadway. Cost Estimate Summary	346
19	3.3.4.7	References	346
20	3.3.5	Harrison County, Elevated Roadway.....	347
21	3.3.5.1	General	347
22	3.3.5.2	Location	347
23	3.3.5.3	Existing Conditions	348
24	3.3.5.4	Coastal and Hydraulic Data.....	350
25	3.3.5.5	Option – Elevate US Highway 90 to Elevation 16.0 ft NAVD88	352
26	3.3.5.5.1	Interior Drainage	357
27	3.3.5.5.2	Geotechnical Data	358
28	3.3.5.5.3	Pumping Stations. Flow and Pump Sizes.....	359
29	3.3.5.5.4	HTRW	359
30	3.3.5.5.5	Construction Procedures and Water Control Plan.....	359
31	3.3.5.5.6	Project Security.....	359
32	3.3.5.5.7	Operation and Maintenance	360
33	3.3.5.5.8	Cost Estimate.....	360
34	3.3.5.5.9	Schedule for Design and Construction	360
35	3.3.5.6	Cost Estimate Summary	360
36	3.3.5.7	References	361
37	3.3.6	Forrest Heights Levee, City of Gulfport, Harrison County	361
38	3.3.6.1	General	361
39	3.3.6.2	Location	362
40	3.3.2.3	Existing Conditions	363
41	3.3.6.4	Coastal and Hydraulic Data.....	363
42	3.3.6.4.1	Engineering Performance	368
43	3.3.6.4.2	Performance Results	370
44	3.3.6.5	Option A - Elevation 17 ft NAVD88.....	371
45	3.3.6.5.1	Interior Drainage	375
46	3.3.6.5.2	Geotechnical Data	377
47	3.3.6.5.3	Structural, Mechanical and Electrical.....	378
48	3.3.6.5.3.1	Culverts.....	378
49	3.3.6.5.3.2	Levee and Roadway/Railway Intersections.....	378
50	3.3.6.5.4	HTRW	378
51	3.3.6.5.5	Construction Procedures and Water Control Plan.....	378

1	3.3.6.5.6	Project Security.....	378
2	3.3.6.5.7	Operation and Maintenance	379
3	3.3.6.5.8	Cost Estimate.....	379
4	3.3.6.5.9	Schedule for Design and Construction	379
5	3.3.6.6	Option B - Elevation 21 ft NAVD88.....	380
6	3.3.6.6.1	Interior Drainage	380
7	3.3.6.6.2	Geotechnical Data	380
8	3.3.6.6.3	Structural, Mechanical and Electrical.....	381
9	3.3.6.6.4	HTRW	381
10	3.3.6.6.5	Construction and Water Control Plan	381
11	3.3.6.6.6	Project Security.....	381
12	3.3.6.6.7	Operation and Maintenance	381
13	3.3.6.6.8	Cost Estimate.....	381
14	3.3.6.6.9	Schedule for Design and Construction	382
15	3.3.6.7	Cost Estimate Summary	382
16	3.3.6.8	References	382
17	3.3.7	Jackson County, Ocean Springs Elevated Roadway	382
18	3.3.7.1	General.....	382
19	3.3.7.2	Location	383
20	3.3.7.3	Existing Conditions	383
21	3.3.7.4	Coastal and Hydraulic Data.....	383
22	3.3.7.5	Option – Elevate Roadway to 11 ft NAVD88.....	387
23	3.3.7.5.1	Interior Drainage	389
24	3.3.7.5.2	Geotechnical.....	390
25	3.3.7.5.3	Pumping Stations. Flow and Pump Sizes.....	391
26	3.3.7.5.4	HTRW	391
27	3.3.7.5.5	Construction Procedures and Water Control Plan.....	391
28	3.3.7.5.6	Project Security.....	391
29	3.3.7.5.7	Operation and Maintenance	392
30	3.3.7.5.8	Cost Estimate.....	392
31	3.3.7.5.9	Schedule for Design and Construction	392
32	3.3.7.6	Cost Estimate Summary.....	392
33	3.3.7.7	References	393
34	3.3.8	Jackson County, Ocean Springs Ring Levee	393
35	3.3.8.1	General.....	393
36	3.3.8.2	Location	394
37	3.3.8.3	Existing Conditions.....	394
38	3.3.8.4	Coastal and Hydraulic Data.....	397
39	3.3.8.5	Option A – Elevation 20 ft NAVD88.....	397
40	3.3.8.5.1	Interior Drainage	400
41	3.3.8.5.2	Geotechnical Data	402
42	3.3.8.5.3	Jackson County Ring Levee. Ocean Springs. Option A - Elevation 20 ft NAVD88. Structural, Mechanical and Electrical	403
44	3.3.8.5.3.1	Culverts.....	403
45	3.3.8.5.3.2	Pumping Facilities Structural	403
46	3.3.8.5.3.3	Pumping Stations Mechanical	404
47	3.3.8.5.3.4	Pumping Stations Electrical	404
48	3.3.8.5.3.5	Pumping Stations. Flow and Pump Sizes.....	404
49	3.3.8.5.3.6	Roadways	404
50	3.3.8.5.3.7	Railways	405
51	3.3.8.5.3.8	Levee and Roadway/Railway Intersections.....	405

1	3.3.8.5.4	Jackson County Ring Levee. Ocean Springs. Option A - Elevation 20 ft	
2		NAVD88. HTRW	405
3	3.3.8.5.5	Construction Procedures and Water Control Plan.....	405
4	3.3.8.5.6	Project Security	406
5	3.3.8.5.7	Operation and Maintenance	406
6	3.3.8.5.8	Cost Estimate.....	406
7	3.3.8.5.9	Schedule for Design and Construction	407
8	3.3.8.6	Option B – Elevation 30 ft NAVD88.....	407
9	3.3.8.6.1	Interior Drainage	407
10	3.3.8.6.2	Geotechnical Data	407
11	3.3.8.6.3	Jackson County Ring Levee. Ocean Springs. Option B - Elevation 30 ft	
12		NAVD88. Structural, Mechanical and Electrical	407
13	3.3.8.6.4	HTRW	407
14	3.3.8.6.5	Construction and Water Control Plan	407
15	3.3.8.6.6	Project Security.....	408
16	3.3.8.6.7	Operation and Maintenance	408
17	3.3.8.6.8	Cost Estimate.....	408
18	3.3.8.6.9	Schedule for Design and Construction	408
19	3.3.8.7	Cost Estimate Summary	408
20	3.3.8.8	References	408
21	3.3.9	Jackson County, Gulf Park Estates Ring Levee	409
22	3.3.9.1	General	409
23	3.3.9.2	Location	409
24	3.3.9.3	Existing Conditions	409
25	3.3.8.4	Coastal and Hydraulic Data.....	412
26	3.3.9.5	Option A – Elevation 20 ft NAVD88.....	414
27	3.3.9.5.1	Interior Drainage	416
28	3.3.9.5.2	Geotechnical Data	418
29	3.3.9.5.3	Structural, Mechanical and Electrical.....	419
30	3.3.9.5.3.1	Culverts.....	419
31	3.3.9.5.3.2	Pumping Facilities Structural	419
32	3.3.9.5.3.3	Pumping Stations Mechanical	420
33	3.3.9.5.3.4	Pumping Stations Electrical	420
34	3.3.9.5.3.5	Pumping Stations. Flow and Pump Sizes.....	420
35	3.3.9.5.3.6	Roadways	420
36	3.3.9.5.3.7	Railways	421
37	3.3.9.5.3.8	Levee and Roadway/Railway Intersections.....	421
38	3.3.9.5.4	HTRW	421
39	3.3.9.5.5	Construction Procedures and Water Control Plan.....	421
40	3.3.9.5.6	Project Security.....	422
41	3.3.9.5.7	Operation and Maintenance	422
42	3.3.9.5.8	Cost Estimate.....	422
43	3.3.9.5.9	Schedule for Design and Construction	423
44	3.3.9.6	Option B – Elevation 30 ft NAVD88.....	423
45	3.3.9.6.1	Interior Drainage	423
46	3.3.9.6.2	Geotechnical Data	423
47	3.3.9.6.3	Structural, Mechanical and Electrical.....	423
48	3.3.9.6.3.1	Pumping Facilities. Flow and Pump Sizes.....	423
49	3.3.9.6.3.2	Levee and Roadway/Railway Intersections.....	423
50	3.3.9.6.4	HTRW	423
51	3.3.9.6.5	Construction and Water Control Plan	423
52	3.3.9.6.6	Project Security.....	424

1	3.3.9.6.7	Operation and Maintenance	424
2	3.3.9.6.8	Cost Estimate.....	424
3	3.3.9.6.9	Schedule for Design and Construction	424
4	3.3.9.7	Option C – Alternate Alignment, Elevation 20 ft NAVD88	424
5	3.3.9.7.1	Interior Drainage	425
6	3.3.9.7.2	Geotechnical Data	425
7	3.3.9.7.3	Structural, Mechanical and Electrical.....	425
8	3.3.9.7.3.1	Pumping Facilities Flow and Pump Sizes.....	425
9	3.3.9.7.3.2	Levee and Roadway/Railway Intersections.....	425
10	3.3.9.7.4	HTRW	425
11	3.3.9.7.5	Construction and Water Control Plan	425
12	3.3.9.7.6	Project Security.....	425
13	3.3.9.7.7	Operation and Maintenance	425
14	3.3.9.7.8	Cost Estimate.....	425
15	3.3.9.7.9	Schedule for Design and Construction	426
16	3.3.9.8	Option D – Alternate Alignment, Elevation 30 ft NAVD88	426
17	3.3.9.8.1	Interior Drainage	426
18	3.3.9.8.2	Geotechnical Data	426
19	3.3.9.8.3	Structural, Mechanical and Electrical.....	426
20	3.3.9.8.3.1	Pumping Facilities. Flow and Pump Sizes.....	426
21	3.3.9.8.3.2	Levee and Roadway/Railway Intersections.....	426
22	3.3.9.8.4	HTRW	426
23	3.3.9.8.5	Construction and Water Control Plan	426
24	3.3.9.8.6	Project Security.....	426
25	3.3.9.8.7	Operation and Maintenance	427
26	3.3.9.8.8	Cost Estimate.....	427
27	3.3.9.9	Schedule for Design and Construction	427
28	3.3.9.10	Cost Estimate Summary	427
29	3.3.9.11	References	427
30	3.3.10	Jackson County, Belle Fontaine Ring Levee	428
31	3.3.10.1	General	428
32	3.3.10.2	Location	428
33	3.3.10.3	Existing Conditions	428
34	3.3.10.4	Coastal and Hydraulic Data.....	431
35	3.3.10.5	Option A – Elevation 20 ft NAVD88.....	433
36	3.3.10.5.1	Interior Drainage	435
37	3.3.10.5.2	Geotechnical Data	437
38	3.3.10.5.3	Structural, Mechanical and Electrical.....	438
39	3.3.10.5.3.1	Culverts.....	438
40	3.3.10.5.3.2	Pumping Facilities Structural	438
41	3.3.10.5.3.3	Pumping Stations Mechanical	439
42	3.3.10.5.3.4	Pumping Stations Electrical	439
43	3.3.10.5.3.5	Pumping Stations. Flow and Pump Sizes.....	439
44	3.3.10.5.3.6	Roadways	439
45	3.3.10.5.3.7	Railways	440
46	3.3.10.5.3.8	Levee and Roadway/Railway Intersections.....	440
47	3.3.10.5.4	HTRW	440
48	3.3.10.5.5	Construction Procedures and Water Control Plan.....	440
49	3.3.10.5.6	Project Security.....	441
50	3.3.10.5.7	Operation and Maintenance	441
51	3.3.10.5.8	Cost Estimate.....	441

1	3.3.10.5.9	Schedule for Design and Construction	442
2	3.3.10.6	Option B – Elevation 30 ft NAVD88.....	442
3	3.3.10.6.1	Interior Drainage	442
4	3.3.10.6.2	Geotechnical Data	442
5	3.3.10.6.3	Structural, Mechanical and Electrical.....	442
6	3.3.10.6.3.1	Flow and Pump Sizes.....	442
7	3.3.10.6.3.2	Levee and Roadway/Railway Intersections.....	442
8	3.3.10.6.4	HTRW	442
9	3.3.10.6.5	Construction and Water Control Plan	442
10	3.3.10.6.6	Project Security.....	443
11	3.3.10.6.7	Operation and Maintenance	443
12	3.3.10.6.8	Cost Estimate.....	443
13	3.3.10.6.9	Schedule for Design and Construction	443
14	3.3.10.7	Option C – Alternate Alignment, Elevation 20 ft NAVD88.....	443
15	3.3.10.7.1	Interior Drainage	443
16	3.3.10.7.2	Geotechnical Data	444
17	3.3.10.7.3	Structural, Mechanical and Electrical.....	444
18	3.3.10.7.3.1	Pumping Stations. Flow and Pump Sizes.....	444
19	3.3.10.7.3.2	Levee and Roadway/Railway Intersections.....	444
20	3.3.10.7.4	HTRW	444
21	3.3.10.7.5	Construction and Water Control Plan	444
22	3.3.10.7.6	Project Security.....	444
23	3.3.10.7.7	Operation and Maintenance	444
24	3.3.10.7.8	Cost Estimate.....	444
25	3.3.10.7.9	Schedule for Design and Construction	444
26	3.3.10.8	Option D – Alternate Alignment, Elevation 30 ft NAVD88.....	444
27	3.3.10.8.1	Interior Drainage	445
28	3.3.10.8.2	Geotechnical Data	445
29	3.3.10.8.3	Structural, Mechanical and Electrical.....	445
30	3.3.10.8.3.1	Pumping Stations. Flow and Pump Sizes.....	445
31	3.3.10.8.3.2	Levee and Roadway/Railway Intersections.....	445
32	3.3.10.8.4	HTRW	445
33	3.3.10.8.5	Construction and Water Control Plan	445
34	3.3.10.8.6	Project Security.....	445
35	3.3.10.8.7	Operation and Maintenance	445
36	3.3.10.8.8	Cost Estimate.....	445
37	3.3.10.8.9	Schedule for Design and Construction	446
38	3.3.10.9	Cost Estimate Summary	446
39	3.3.10.10	References	446
40	3.3.11	Jackson County, Gautier Ring Levee	447
41	3.3.11.1	General.....	447
42	3.3.11.2	Location	447
43	3.3.11.3	Existing Conditions	447
44	3.3.11.4	Coastal and Hydraulic Data.....	451
45	3.3.11.5	Option A – Elevation 20 ft NAVD88.....	453
46	3.3.11.5.1	Interior Drainage	455
47	3.3.11.5.2	Geotechnical Data	457
48	3.3.11.5.3	Structural, Mechanical and Electrical.....	458
49	3.3.11.5.3.1	Culverts.....	458
50	3.3.11.5.3.2	Pumping Facilities Structural	458
51	3.3.11.5.3.3	Pumping Facilities Mechanical	458

1	3.3.11.5.3.4	Pumping Facilities Electrical.....	459
2	3.3.11.5.3.5	Pumping Stations. Flow and Pump Sizes.....	459
3	3.3.11.5.3.6	Boat Access Structure	459
4	3.3.11.5.3.7	Boat Access Structure. Mechanical.....	460
5	3.3.11.5.3.8	Boat Access Structure. Electrical	461
6	3.3.11.5.3.9	Roadways	461
7	3.3.11.5.3.10	Railways	461
8	3.3.11.5.3.11	Levee and Roadway/Railway Intersections.....	461
9	3.3.11.5.4	HTRW	461
10	3.3.11.5.5	Construction Procedures and Water Control Plan.....	462
11	3.3.11.5.6	Project Security.....	462
12	3.3.11.5.7	Operation and Maintenance	462
13	3.3.11.5.8	Cost Estimate.....	462
14	3.3.11.5.9	Schedule for Design and Construction	463
15	3.3.11.6	Option B – Elevation 30 ft NAVD88.....	463
16	3.3.11.6.1	Interior Drainage	463
17	3.3.11.6.2	Geotechnical Data	463
18	3.3.11.6.3	Structural, Mechanical and Electrical.....	463
19	3.3.11.6.3.1	Pumping Stations Flow and Pump Sizes.....	463
20	3.3.11.6.3.2	Levee and Roadway/Railway Intersections.....	464
21	3.3.11.6.4	HTRW	464
22	3.3.11.6.5	Construction and Water Control Plan	464
23	3.3.11.6.6	Project Security.....	464
24	3.3.11.6.7	Operation and Maintenance.	464
25	3.3.11.6.8	Cost Estimate.....	464
26	3.3.11.6.9	Schedule for Design and Construction	464
27	3.3.11.7	Cost Estimate Summary	464
28	3.3.11.8	References	465
29	3.3.12	Jackson County, Pascagoula/Moss Point Ring Levee	465
30	3.3.12.1	General.....	465
31	3.3.12.2	Location	465
32	3.3.12.3	Existing Conditions	467
33	3.3.12.4	Coastal and Hydraulic Data.....	469
34	3.3.12.5	Option A – Elevation 20 ft NAVD88.....	472
35	3.3.12.5.1	Interior Drainage	474
36	3.3.12.5.2	Geotechnical Data	477
37	3.3.12.5.3	Structural, Mechanical and Electrical.....	477
38	3.3.12.5.3.1	Culverts.....	477
39	3.3.12.5.3.2	Pumping Facilities Structural	478
40	3.3.12.5.3.3	Pumping Facilities Mechanical	478
41	3.3.12.5.3.4	Pumping Facilities. Electrical	478
42	3.3.12.5.3.5	Pumping Stations. Flow and Pump Sizes.....	479
43	3.3.12.5.3.6	Boat Access Structure	479
44	3.3.12.5.3.7	Boat Access Structure. Mechanical. Option A.....	479
45	3.3.12.5.3.8	Boat Access Structure. Electrical	479
46	3.3.12.5.3.9	Mechanical and Electrical. Roadways	479
47	3.3.12.5.3.10	Railways	481
48	3.3.12.5.3.11	Levee and Roadway/Railway Intersections.....	481
49	3.3.12.5.4	HTRW	481
50	3.3.12.5.5	Construction Procedures and Water Control Plan.....	481
51	3.3.12.5.6	Project Security.....	481

1	3.3.12.5.7	Operation and Maintenance	482
2	3.3.12.5.8	Cost Estimate.....	482
3	3.3.12.5.9	Schedule for Design and Construction	482
4	3.3.12.6	Option B – Elevation 30 ft NAVD88.....	483
5	3.3.12.6.1	Interior Drainage	483
6	3.3.12.6.2	Geotechnical Data	483
7	3.3.12.6.3	Structural, Mechanical and Electrical.....	483
8	3.3.12.6.3.1	Pumping Stations. Flow and Pump Sizes. Option B	483
9	3.3.12.6.3.2	Levee and Roadway/Railway Intersections. Option B.....	483
10	3.3.12.6.4	HTRW	483
11	3.3.12.6.5	Construction and Water Control Plan	483
12	3.3.12.6.6	Project Security.....	483
13	3.3.12.6.7	Operation and Maintenance	484
14	3.3.12.6.8	Cost Estimate.....	484
15	3.3.12.6.9	Schedule for Design and Construction	484
16	3.3.12.7	Option C – Washington Ave. Alternate Alignment, Elevation 20 ft NAVD88.....	484
17	3.3.12.7.1	Interior Drainage	485
18	3.3.12.7.2	Geotechnical Data	485
19	3.3.12.7.3	Structural, Mechanical and Electrical.....	485
20	3.3.12.7.3.1	Pumping Stations. Flow and Pump Sizes. Option C	485
21	3.3.12.7.3.2	Levee and Roadway/Railway Intersections. Option C	485
22	3.3.12.7.4	HTRW	485
23	3.3.12.7.5	Construction and Water Control Plan	485
24	3.3.12.7.6	Project Security.....	485
25	3.3.12.7.7	Operation and Maintenance	485
26	3.3.12.7.8	Cost Estimate.....	485
27	3.3.12.7.9	Schedule for Design and Construction	485
28	3.3.12.8	Option D – Washington. Alternate Alignment, Elevation 30 ft NAVD88.....	486
29	3.3.12.8.1	Interior Drainage	486
30	3.3.12.8.2	Geotechnical Data	486
31	3.3.12.8.3	Structural, Mechanical and Electrical.....	486
32	3.3.12.8.3.1	Pumping Stations. Flow and Pump Sizes. Option D	486
33	3.3.12.8.3.2	Levee and Roadway/Railway Intersections. Option D	486
34	3.3.12.8.4	HTRW	486
35	3.3.12.8.5	Construction and Water Control Plan	486
36	3.3.12.8.6	Project Security.....	486
37	3.3.12.8.7	Operation and Maintenance	486
38	3.3.12.8.8	Cost Estimate.....	487
39	3.3.12.8.9	Schedule for Design and Construction	487
40	3.3.12.9	Option E – Moss Point Alternate Alignment, Elevation 20 ft NAVD88	487
41	3.3.12.9.1	Interior Drainage	487
42	3.3.12.9.2	Geotechnical Data	488
43	3.3.12.9.3	Structural, Mechanical and Electrical.....	488
44	3.3.12.9.3.1	Pumping Stations. Flow and Pump Sizes. Option E	488
45	3.3.12.9.3.2	Levee and Roadway/Railway Intersections. Option E.....	488
46	3.3.12.9.4	HTRW	488
47	3.3.12.9.5	Construction and Water Control Plan	488
48	3.3.12.9.6	Project Security.....	488
49	3.3.12.9.7	Operation and Maintenance	488
50	3.3.12.9.8	Cost Estimate.....	488
51	3.3.12.9.9	Schedule for Design and Construction	488

1	3.3.12.10 Option F – Moss Point Alternate Alignment, Elevation 30 ft NAVD88	488
2	3.3.12.10.1 Interior Drainage	489
3	3.3.12.10.2 Geotechnical Data	489
4	3.3.12.10.3 Structural, Mechanical and Electrical.....	489
5	3.3.12.10.3.1 Pumping Stations. Flow and Pump Sizes. Option F.....	489
6	3.3.12.10.3.2 Levee and Roadway/Railway Intersections. Option F.....	489
7	3.3.12.10.4 HTRW	489
8	3.3.12.10.5 Construction and Water Control Plan	489
9	3.3.12.10.6 Project Security.....	489
10	3.3.12.10.7 Operation and Maintenance	489
11	3.3.12.10.8 Cost Estimate.....	489
12	3.3.12.10.9 Schedule for Design and Construction	490
13	3.3.12.11 Option G – Combined Washington Ave and Moss Point Alternate Alignments,	
14	Elevation 20 ft NAVD88	490
15	3.3.12.11.1 Interior Drainage	490
16	3.3.12.11.2 Geotechnical Data	491
17	3.3.12.11.3 Structural, Mechanical and Electrical.....	491
18	3.3.12.11.3.1 Pumping Stations. Flow and Pump Sizes. Option G	491
19	3.3.12.11.3.2 Levee and Roadway/Railway Intersections. Option G	491
20	3.3.12.11.4 HTRW	491
21	3.3.12.11.5 Construction and Water Control Plan	491
22	3.3.12.11.6 Project Security.....	491
23	3.3.12.11.7 Operation and Maintenance	491
24	3.3.12.11.8 Cost Estimate.....	491
25	3.3.12.11.9 Schedule for Design and Construction	491
26	3.3.12.12 Option H – Combined Washington Ave and Moss Point Alternate Alignment,	
27	Elevation 30 ft NAVD88	492
28	3.3.12.12.1 Interior Drainage	492
29	3.3.12.12.2 Geotechnical Data	492
30	3.3.12.12.3 Structural, Mechanical and Electrical.....	492
31	3.3.12.12.3.1 Pumping Stations. Flow and Pump Sizes. Option H	492
32	3.3.12.12.3.2 Levee and Roadway/Railway Intersections. Option H	492
33	3.3.12.12.4 HTRW	492
34	3.3.12.12.5 Construction and Water Control Plan	492
35	3.3.12.12.6 Project Security.....	492
36	3.3.12.12.7 Operation and Maintenance	492
37	3.3.12.12.8 Cost Estimate.....	493
38	3.3.12.12.9 Schedule for Design and Construction	493
39	3.3.12.13 Cost Estimate Summary	493
40	3.3.12.14 References	493
41	3.4 Line of Defense 4 – Inland Barrier and Surge Gates.....	494
42	3.4.1 General	494
43	3.4.1.1 Surge Gates.....	495
44	3.4.1.1.1 Literature Research	495
45	3.4.1.1.2 Design Rationale.....	501
46	3.4.1.2 Culverts.....	502
47	3.4.1.3 Pumping Stations.....	503
48	3.4.1.4 Levee and Roadway/Railway Intersections.....	504
49	3.4.1.5 Dedicated Flood Barriers	504
50	3.4.1.6 Operation and Maintenance	507
51	3.4.1.6.1 Levee	507

1	3.4.1.6.2	Culverts.....	507
2	3.4.1.6.3	Pumping Stations.....	507
3	3.4.1.6.4	Levee and Roadway/Railway Intersections.....	507
4	3.4.1.7	Physical Security	507
5	3.4.1.8	References	508
6	3.4.2	Hancock County Inland Barrier	508
7	3.4.2.1	General.....	508
8	3.4.2.2	Location	509
9	3.4.2.3	Existing Conditions.....	509
10	3.4.2.4	Coastal and Hydraulic Data.....	513
11	3.4.2.5	Option A – Elevation 20 ft NAVD88.....	516
12	3.4.2.5.1	Interior Drainage	519
13	3.4.2.5.2	Geotechnical Data	524
14	3.4.2.5.3	Structural, Mechanical and Electrical.....	525
15	3.4.2.5.3.1	Culverts.....	525
16	3.4.2.5.3.2	Pumping Stations.....	525
17	3.4.2.5.3.3	Levee and Roadway/Railway Intersections.....	526
18	3.4.2.5.4	HTRW	526
19	3.4.2.5.5	Construction Procedures and Water Control Plan.....	526
20	3.4.2.5.6	Project Security.....	526
21	3.4.2.5.7	Operations and Maintenance.....	527
22	3.4.2.5.8	Cost Estimate.....	527
23	3.4.2.5.9	Schedule and Design for Construction	527
24	3.4.2.6	Option B – Elevation 30.0 NAVD 88.....	527
25	3.4.2.6.1	Interior Drainage	527
26	3.4.2.6.2	Geotechnical Data	527
27	3.4.2.6.3	Structural, Mechanical and Electrical.....	528
28	3.4.2.6.3.1	Culverts.....	528
29	3.4.2.6.3.2	Pumping Stations.....	528
30	3.4.2.6.3.3	Levee and Roadway/Railway Intersections.....	529
31	3.4.2.6.4	HTRW	529
32	3.4.2.6.5	Construction Procedures and Water Control Plan.....	529
33	3.4.2.6.6	Project Security.....	529
34	3.4.2.6.7	Operations and Maintenance.....	530
35	3.4.2.6.8	Cost Estimate.....	530
36	3.4.2.6.9	Schedule and Design for Construction	530
37	3.4.2.7	Option C – Elevation 40.0 NAVD 88.....	530
38	3.4.2.7.1	Interior Drainage	530
39	3.4.2.7.2	Geotechnical Data	530
40	3.4.2.7.3	Structural, Mechanical and Electrical.....	531
41	3.4.2.7.3.1	Culverts.....	531
42	3.4.2.7.3.2	Pumping Stations.....	531
43	3.4.2.7.3.3	Levee and Roadway/Railway Intersections.....	531
44	3.4.2.7.4	HTRW	532
45	3.4.2.7.5	Construction Procedures and Water Control Plan.....	532
46	3.4.2.7.6	Project Security.....	532
47	3.4.2.7.7	Operations and Maintenance.....	533
48	3.4.2.7.8	Cost Estimate.....	533
49	3.4.2.7.9	Schedule and Design for Construction	533
50	3.4.2.8	Cost Estimate Summary	533
51	3.4.2.9	References	534

1	3.4.3	St. Louis Bay Surge Barrier	534
2	3.4.3.1	General	534
3	3.4.3.1.1	Interior Drainage	535
4	3.4.3.1.2	Geotechnical Data	538
5	3.4.3.1.3	Structural, Mechanical and Electrical.....	539
6	3.4.3.1.3.1	Structural	539
7	3.4.3.1.3.2	Mechanical.....	539
8	3.4.3.1.3.3	Electrical	539
9	3.4.3.1.4	HTRW	539
10	3.4.3.1.5	Construction Procedures and Water Control Plan.....	540
11	3.4.3.1.5.1	Construction Procedure	540
12	3.4.3.1.5.2	Water Control Plan	540
13	3.4.3.1.6	Physical Security.....	541
14	3.4.3.1.7	Operations and Maintenance.....	541
15	3.4.3.1.8	Cost Estimate.....	541
16	3.4.3.1.9	Schedule and Design for Construction	541
17	3.4.3.2	Location	542
18	3.4.3.3	Existing Conditions	542
19	3.4.3.4	Coastal and Hydraulic Data	542
20	3.4.3.5	Option A – Elevation 20.0	544
21	3.4.3.6	Option B – Elevation 30.0	545
22	3.4.3.7	Option C – Elevation 40.0.....	545
23	3.4.3.8	Cost Estimate Summary	546
24	3.4.3.9	References	547
25	3.4.4	Harrison County Inland Barrier	547
26	3.4.4.1	General	547
27	3.4.4.2	Location	547
28	3.4.4.3	Existing Conditions	548
29	3.4.4.4	Coastal and Hydraulic Data.....	550
30	3.4.4.5	Option A – Elevation 20 ft NAVD88.....	554
31	3.4.4.5.1	Interior Drainage	556
32	3.4.4.5.1.1	Surge Barrier	558
33	3.4.4.5.1.2	Biloxi Bay Modeling	559
34	3.4.4.5.1.3	St. Louis Bay Modeling.....	562
35	3.4.4.5.2	Geotechnical Data	565
36	3.4.4.5.3	Option A – Elevation 20 ft.NAVD88. Structural, Mechanical and	
37		Electrical	566
38	3.4.4.5.3.1	Pumping Stations.....	566
39	3.4.4.5.3.2	Levee and Roadway/Railway Intersections.....	566
40	3.4.4.5.4	HTRW	566
41	3.4.4.5.5	Construction Procedures and Water Control Plan.....	567
42	3.4.4.5.6	Project Security	567
43	3.4.4.5.7	Operation and Maintenance	567
44	3.4.4.5.8	Cost Estimate.....	568
45	3.4.4.5.9	Schedule for Design and Construction	568
46	3.4.4.6	Option B – Elevation 30 ft NAVD88.....	568
47	3.4.4.6.1	Option B – Elevation 30 ft.NAVD88. Interior Drainage.....	568
48	3.4.4.6.2	Option B – Elevation 30 ft.NAVD88. Geotechnical Data	568
49	3.4.4.6.3	Option B – Elevation 30 ft.NAVD88. Structural, Mechanical and	
50		Electrical	568
51	3.4.4.6.3.1	Pumping Stations.....	568
52	3.4.4.6.3.2	Levee and Roadway/Railway Intersections.....	569

1	3.4.4.6.4	Option B – Elevation 30 ft.NAVD88. HTRW	569
2	3.4.4.6.5	Option B – Elevation 30 ft.NAVD88. Construction Procedures and	
3		Water Control Plan.....	569
4	3.4.4.6.6	Option B – Elevation 30 ft.NAVD88. Project Security.....	569
5	3.4.4.6.7	Option B – Elevation 30 ft.NAVD88. Operations and Maintenance	569
6	3.4.4.6.8	Option B – Elevation 30 ft.NAVD88. Cost Estimate	569
7	3.4.4.6.9	Option B – Elevation 30 ft.NAVD88. Schedule and Design for	
8		Construction.....	569
9	3.4.4.7	Option C – Elevation 40 ft NAVD88.....	569
10	3.4.4.7.1	Interior Drainage	569
11	3.4.4.7.2	Geotechnical Data	569
12	3.4.4.7.3	Structural, Mechanical and Electrical.....	569
13	3.4.4.7.3.1	Pumping Stations.....	569
14	3.4.2.7.3.2	Levee and Roadway/Railway Intersections.....	570
15	3.4.4.7.4	HTRW	570
16	3.4.4.7.5	Construction Procedures and Water Control Plan.....	570
17	3.4.4.7.6	Project Security.....	570
18	3.4.4.7.7	Operations and Maintenance.....	570
19	3.4.4.7.8	Cost Estimate.....	570
20	3.4.4.7.9	Schedule and Design for Construction	570
21	3.4.4.8	Option D – Levee for Roadway, Elevation 20 ft NAVD88	570
22	3.4.4.8.1	Interior Drainage	570
23	3.4.4.8.2	Geotechnical Data	570
24	3.4.4.8.3	Structural, Mechanical and Electrical.....	570
25	3.4.4.8.3.1	Pumping Stations.....	571
26	3.4.4.8.3.2	Levee and Roadway/Railway Intersections.....	571
27	3.4.4.8.4	HTRW	571
28	3.4.4.8.5	Construction Procedures and Water Control Plan.....	571
29	3.4.4.8.6	Project Security.....	571
30	3.4.4.8.7	Operations and Maintenance.....	571
31	3.4.4.8.8	Cost Estimate.....	571
32	3.4.4.8.9	Schedule and Design for Construction	571
33	3.4.4.9	Option E – Levee for Roadway, Elevation 30 ft NAVD88.....	571
34	3.4.4.9.1	Interior Drainage	571
35	3.4.4.9.2	Option E – Levee for Roadway, Elevation 30 ft.NAVD88. Geotechnical	
36		Data	571
37	3.4.4.9.3	Structural, Mechanical and Electrical.....	572
38	3.4.4.9.3.1	Pumping Stations.....	572
39	3.4.4.9.3.2	Levee and Roadway/Railway Intersections.....	572
40	3.4.4.9.4	HTRW	572
41	3.4.4.9.5	Construction Procedures and Water Control Plan.....	572
42	3.4.4.9.6	Project Security.....	572
43	3.4.4.9.7	Operations and Maintenance.....	572
44	3.4.4.9.8	Cost Estimate.....	572
45	3.4.4.9.9	Schedule and Design for Construction	572
46	3.4.4.10	Option F – Menge Avenue Alternate Route, Elevation 20 ft NAVD88	572
47	3.4.4.10.1	Interior Drainage	572
48	3.4.4.10.2	Geotechnical Data	573
49	3.4.4.10.3	Structural, Mechanical and Electrical.....	573
50	3.4.4.10.3.1	Pumping Stations.....	573
51	3.4.4.10.3.2	Levee and Roadway/Railway Intersections.....	575
52	3.4.4.10.4	HTRW	575

1	3.4.4.10.5	Construction Procedures and Water Control Plan.....	575
2	3.4.4.10.6	Project Security.....	575
3	3.4.4.10.7	Operations and Maintenance.....	575
4	3.4.4.10.8	Cost Estimate.....	575
5	3.4.4.10.9	Schedule and Design for Construction.....	575
6	3.4.4.11	Option G – Menge Avenue Alternate Route, Elevation 30 ft NAVD88.....	575
7	3.4.4.11.1	Interior Drainage.....	575
8	3.4.4.11.2	Geotechnical Data.....	575
9	3.4.4.11.3	Structural, Mechanical and Electrical.....	575
10	3.4.4.11.3.1	Pumping Stations.....	575
11	3.4.4.11.3.2	Levee and Roadway/Railway Intersections.....	576
12	3.4.4.11.4	HTRW.....	576
13	3.4.4.11.5	Construction Procedures and Water Control Plan.....	576
14	3.4.4.11.6	Project Security.....	576
15	3.4.4.11.7	Operations and Maintenance.....	576
16	3.4.4.11.8	Cost Estimate.....	576
17	3.4.4.11.9	Schedule and Design for Construction.....	576
18	3.4.4.12	Option H – Menge Avenue Alternate Route, Elevation 40 ft NAVD88.....	576
19	3.4.4.12.1	Interior Drainage.....	576
20	3.4.4.12.2	Geotechnical Data.....	576
21	3.4.4.12.3	Structural, Mechanical and Electrical.....	576
22	3.4.4.12.3.1	Pumping Stations.....	577
23	3.4.4.12.3.2	Levee and Roadway/Railway Intersections.....	577
24	3.4.4.12.4	HTRW.....	577
25	3.4.4.12.5	Construction Procedures and Water Control Plan.....	577
26	3.4.4.12.6	Project Security.....	577
27	3.4.4.12.7	Operations and Maintenance.....	577
28	3.4.4.12.8	Cost Estimate.....	577
29	3.4.4.12.9	Schedule and Design for Construction.....	577
30	3.4.4.13	Option I – Levee for Roadway with Menge Avenue Alternate Route, Elevation	
31	20 ft NAVD88.....	577	
32	3.4.4.13.1	Interior Drainage.....	577
33	3.4.4.13.2	Geotechnical Data.....	578
34	3.4.4.13.3	Structural, Mechanical and Electrical.....	578
35	3.4.4.13.3.1	Pumping Stations.....	578
36	3.4.4.13.3.2	Levee and Roadway/Railway Intersections.....	578
37	3.4.4.13.4	HTRW.....	578
38	3.4.4.13.5	Construction Procedures and Water Control Plan.....	578
39	3.4.4.13.6	Project Security.....	578
40	3.4.4.13.7	Operations and Maintenance.....	578
41	3.4.4.13.8	Cost Estimate.....	578
42	3.4.4.13.9	Schedule and Design for Construction.....	578
43	3.4.4.14	Option J – Levee for Roadway with Menge Avenue Alternate Route,	
44	Elevation 30 ft NAVD88.....	578	
45	3.4.4.14.1	Interior Drainage.....	578
46	3.4.4.14.2	Geotechnical Data.....	579
47	3.4.4.14.3	Structural, Mechanical and Electrical.....	579
48	3.4.4.14.3.1	Pumping Stations.....	579
49	3.4.4.14.3.2	Levee and Roadway/Railway Intersections.....	579
50	3.4.4.14.4	HTRW.....	579
51	3.4.4.14.5	Construction Procedures and Water Control Plan.....	579
52	3.4.4.14.6	Project Security.....	579

1	3.4.4.14.7	Operations and Maintenance.....	579
2	3.4.4.14.8	Cost Estimate.....	579
3	3.4.4.14.9	Schedule and Design for Construction.....	579
4	3.4.4.15	Cost Estimate Summary.....	580
5	3.4.4.16	References.....	580
6	3.4.5	Back Bay of Biloxi Surge Barrier.....	581
7	3.4.5.1	General.....	581
8	3.4.5.1.1	Interior Drainage.....	581
9	3.4.5.1.2	Geotechnical Data.....	586
10	3.4.5.1.3	Structural, Mechanical and Electrical.....	586
11	3.4.5.1.3.1	Structural.....	586
12	3.4.5.1.3.2	Mechanical.....	587
13	3.4.5.1.3.3	Electrical.....	587
14	3.4.5.1.4	HTRW.....	587
15	3.4.5.1.5	Construction Procedures and Water Control Plan.....	587
16	3.4.5.1.5.1	Construction Procedure.....	588
17	3.4.5.1.5.2	Water Control Plan.....	588
18	3.4.5.1.6	Physical Security.....	588
19	3.4.5.1.7	Operations and Maintenance.....	589
20	3.4.5.1.8	Cost Estimate.....	589
21	3.4.5.1.9	Schedule and Design for Construction.....	589
22	3.4.5.2	Location.....	590
23	3.4.5.3	Existing Conditions.....	590
24	3.4.5.4	Coastal and Hydraulic Data.....	590
25	3.4.5.5	Option A – Elevation 20.0.....	592
26	3.4.5.5.1	Structural.....	592
27	3.4.5.6	Option B – Elevation 30.0.....	593
28	3.4.5.6.1	Structural.....	593
29	3.4.5.7	Option C – Elevation 40.0.....	593
30	3.4.5.7.1	Structural.....	593
31	3.4.5.8	Cost Estimate Summary.....	594
32	3.4.5.9	References.....	595
33	3.4.6	Jackson County Inland Barrier.....	595
34	3.4.6.1	General.....	595
35	3.4.6.2	Location.....	595
36	3.4.6.3	Existing Conditions.....	598
37	3.4.6.4	Coastal and Hydraulic Data.....	598
38	3.4.6.5	Option A – Elevation 20 ft NAVD88.....	601
39	3.4.6.5.1	Interior Drainage.....	603
40	3.4.6.5.2	Geotechnical Data.....	609
41	3.4.6.5.3	Structural, Mechanical and Electrical.....	610
42	3.4.6.5.3.1	Culverts.....	610
43	3.4.6.5.3.2	Pumping Stations.....	610
44	3.4.6.5.4	HTRW.....	611
45	3.4.6.5.5	Construction Procedures and Water Control Plan.....	611
46	3.4.6.5.6	Project Security.....	611
47	3.4.6.5.7	Operations and Maintenance.....	611
48	3.4.6.5.8	Cost Estimate.....	611
49	3.4.6.5.9	Schedule and Design for Construction.....	612
50	3.4.6.6	Option B – Elevation 30 ft NAVD88.....	612
51	3.4.6.6.1	Interior Drainage.....	612

1	3.4.6.6.2	Geotechnical Data	612
2	3.4.6.6.3	Structural, Mechanical and Electrical.....	613
3	3.4.6.6.3.1	Culverts.....	613
4	3.4.6.6.3.2	Pumping Stations.....	613
5	3.4.6.6.3.3	Dedicated Flood Barriers	613
6	3.4.6.6.4	HTRW	613
7	3.4.6.6.5	Construction Procedures and Water Control Plan.....	614
8	3.4.6.6.6	Project Security.....	614
9	3.4.6.6.7	Operations and Maintenance.....	614
10	3.4.6.6.8	Cost Estimate.....	615
11	3.4.6.6.9	Schedule and Design for Construction	615
12	3.4.6.7	Option C – Elevation 40 ft NAVD88.....	615
13	3.4.6.7.1	Interior Drainage	615
14	3.4.6.7.2	Geotechnical Data	615
15	3.4.6.7.3	Structural, Mechanical and Electrical.....	616
16	3.4.6.7.3.1	Culverts.....	616
17	3.4.6.7.3.2	Pumping Stations.....	616
18	3.4.6.7.3.3	Levee and Roadway/Railway Intersections.....	616
19	3.4.6.7.3.4	Dedicated Flood Barriers	616
20	3.4.6.7.4	HTRW	617
21	3.4.6.7.5	Construction Procedures and Water Control Plan.....	617
22	3.4.6.7.6	Project Security.....	617
23	3.4.6.7.7	Operations and Maintenance.....	618
24	3.4.6.7.8	Cost Estimate.....	618
25	3.4.6.7.9	Schedule and Design for Construction	618
26	3.4.6.8	Cost Estimate Summary	618
27	3.4.6.9	References	619
28	3.5	Line of Defense 5 – Retreat and/or Relocation of Critical Facilities	619
29	3.5.1	General	619
30	3.5.1.1	Existing Conditions	620
31	3.5.1.2	Coastal and Hydraulic Data.....	621
32	3.5.1.3	Alternative Plans.....	621

33

Figures

34			
35			
36		The MsCIP Study Area	1
37		Figure ES-1. Inundated Areas of Coastal Mississippi from Hurricane Katrina Storm Surge	1
38		Figure ES-2. Before and After. The aerial photograph on top shows the islands in 1997	
39		prior to Hurricane George in 1998. The bottom photograph shows the same	
40		view of the eroded condition of East and West Ship Island after Hurricane	
41		Katrina. Prior to a breach during Hurricane Camille, Ship Island was a single	
42		island, although the island has been breached prior to Camille.	3
43		Figure ES-3. 2007 photograph of Biloxi Beach showing the existing beach berm and the	
44		adjacent seawall and roadway.	4
45		Figure ES-4. The CSX Railway parallels the coast and its embankment acted as a low	
46		levee-like storm surge barrier in some areas.	6
47		Figure ES-5. The surge limits of a computer simulated Maximum Possible Intensity	
48		hurricane based on early data and later refined modeling efforts.....	6
49		Figure 1.2-1. Hurricanes that Have Affected Mississippi.....	4
50		Figure 1.3-1. Mobile District Tide Gage Network	8

1	Figure 1.3-2. Hurricane Katrina Impact on Tide Gages.....	9
2	Figure 1.3-3. CESAM Mississippi Coast Tide Gages	9
3	Figure 1.3-4. Gulfport, MS Annual Maximum Water Level	13
4	Figure 1.3-5. Biloxi, MS Annual Maximum Water Level	13
5	Figure 1.3-6. Pascagoula, MS Annual Maximum Water Level	14
6	Figure 1.3-7. Gulfport, MS Frequency Curve	15
7	Figure 1.3-8. Biloxi, MS Frequency Curves.....	16
8	Figure 1.3-9. Pascagoula, MS Frequency Curve	17
9	Figure 1.3-10. Graphical and Synthetic Stage-Frequency Curve Components at Gulfport	24
10	Figure 1.3-11. Composite Stage-Frequency Curve, Gulfport	25
11	Figure 1.3-12. Graphical and Synthetic Stage-Frequency Curve Components at Biloxi	26
12	Figure 1.3-13. Composite Stage-Frequency Curve, Biloxi	27
13	Figure 1.3-14. Graphical and Synthetic Stage-Frequency Curve Components at	
14	Pascagoula	28
15	Figure 1.3-15. Composite Stage-Frequency Curve, Pascagoula	29
16	Figure 1.5-1. Generalized Geologic Map of Coastal Mississippi (After Otvos, 1997)	32
17	Figure 1.5-2. Proposed Areas for Geophysical Surveys	34
18	Figure 1.5-3. Location of Permitted Mining (Borrow) Operations in Coastal Mississippi	
19	Counties	36
20	Figure 1.5-4. Map Showing the Location of St. Bernard Shoals.....	41
21	Figure 1.5-5. Sunflower disposal area on the Tombigbee River with large quantities of	
22	sand available for use on coastal projects in Mississippi.....	42
23	Figure 1.5-6. Littoral zone (white beaches and islands) along Central Gulf Coast extending	
24	from Bay County, Florida (top of picture) to Mississippi Barrier Islands (lower	
25	left), looking east	46
26	Figure 1.5-7. Samples of sand taken from (left to right) Chattahoochee River Mile 150,	
27	Disposal Area #39 on the Apalachicola River, and Petit Bois Island.....	46
28	Figure 1.5-8. Samples of sand taken from (left to right) Chattahoochee River Mile 150,	
29	Disposal Area #39 on the Apalachicola River, North Star disposal area on the	
30	Black Warrior River, Lower Princess disposal area on the Tombigbee River, and	
31	Petit Bois Island in Mississippi	47
32	Figure 1.5-9. Samples of sand taken from (left to right) North Star disposal area on the	
33	Black Warrior River, Lower Princess disposal area, and “Tumbled Lower	
34	Princess disposal area”	48
35	Figure 1.5-10. Inland Disposal Areas that Contain Economic Deposits of Sand.....	49
36	Figure 1.6-1. Biloxi, MS to New Orleans, LA Subsidence Rates for Periods Indicated in	
37	Years.....	55
38	Figure 1.6-2. Eustatic Sea Level Rise Scenarios (Figure 2-2 from NRC, 1987).....	56
39	Figure 1.6-3. IPCC Global Eustatic Sea Level Rise Estimates	59
40	Figure 2.1-1. Graphic developed during initial planning sessions that visualized a “Lines of	
41	Defense” approach.....	66
42	Figure 2.1-2. Artist’s conceptual drawing based on the initial vision for Lines of Defense	
43	(Dawkins, 2006)	67
44	Figure 2.1-3. Conceptual section that includes five lines of defense extending from the	
45	barrier islands inland to the upper limits of the maximum possible intensity (MPI)	
46	hurricane	68
47	Figure 2.1-4. Line of Defense Alignments in Hancock County	69
48	Figure 2.1-5. Line of Defense Alignments in Harrison County	69
49	Figure 2.1-6. Line of Defense Alignments in Jackson County	70

1	Figure 2.1-7. The Mississippi Barrier Islands shown in relationship to the numerous	
2	navigation channels near the islands	71
3	Figure 2.1-8. The aerial photograph on top shows the islands in 1997 prior to Hurricane	
4	George in 1998. The bottom photograph shows the same view of the eroded	
5	condition of East and West Ship Island after Hurricane Katrina. Prior to a breach	
6	during Hurricane Camille, Ship Island was a single island, although the island	
7	has been breached prior to Camille.	72
8	Figure 2.1-9. Aerial view of the Gulf Islands National Seashore showing the park	
9	boundaries that extend approximately one mile offshore in most areas (National	
10	Park Service).....	72
11	Figure 2.1-10. Sensitivity analysis of barrier island modification to differences in	
12	surge heights along mainland	73
13	Figure 2.1-11. Loss of land mass from storm erosion at the Chandeleur Islands, 1997 to	
14	2005. (US Navy).....	74
15	Figure 2.1.2-1. View of Harrison County beach looking towards existing seawall at US	
16	Highway 90	75
17	Figure 2.1.3-1. Photo of existing beach-front roadway and sea wall in Hancock County,	
18	June 2006. Equipment in the background is moving sand from the area just off-	
19	shore back onto the beach after being eroded by Hurricane Katrina.	77
20	Figure 2.1.3-2. Photo of existing beach and seawall/US Highway 90 in Harrison County,	
21	13 June 2007.	78
22	Figure 2.1.3-3. Bell Fontaine Ring levee alignments. The alignment inside the outer line is	
23	being considered for cost savings due to being located on a higher base	
24	elevation. This alternate alignment would place any structures between the lines	
25	into a non-structural solution.	80
26	Figure 2.1.3-4. Required Pumping Stations for the Pascagoula-Moss Point Ring Levee.....	80
27	Figure 2.1.4-1. Conceptual graphic of rising sector gate used to close the mouths of the	
28	bays in Mississippi during a storm surge. This would be of similar design to what	
29	was used on the Thames River in London. The gate to the left of the boat is in	
30	the raised position, the gate in front of the boat is in the down or open position	
31	and the gate to the right of the boat is in the up or maintenance position.	84
32	Figure 2.4-1a. Relationship between size scaling parameter (R_p) versus Central Pressure	
33	for 52 storm set in Gulf of Mexico (all storms > Cat 2). For reference, Hurricane	
34	Camille is characterized as $C_p=909$ mb and $R_{max}=11$ nm. Hurricane Katrina is	
35	characterized as $C_p=920$ mb and $R_{max}=19$ nm.	94
36	Figure 2.4-1b. Relationship between size scaling parameter (R_p) versus Central Pressure	
37	for 22 storm set in Gulf of Mexico (all storms with central pressure < 955)	95
38	Figure 2.4-2. Plot of mean storm heading angle and standard deviation around this angle	
39	as a function of location along reference line. Distance along the x-axis can be	
40	taken as equivalent to 1-degree increments along the coast.	96
41	Figure 2.4-3. Location of line for analysis of hurricane landfalling characteristics.....	96
42	Figure 2.4-4. Plot of forward speed of storm at landfall versus central pressure at landfall	97
43	Figure 2.4-5a. Plot of storm heading and forward speed at time of landfall for only central	
44	Gulf landfalling storms.....	98
45	Figure 2.4-5b. Plot of storm heading and forward speed at time of landfall for the entire 22-	
46	storm sample.....	98
47	Figure 2.4-6. Percentage of deviations per 0.1-foot class as a function of deviation in feet.....	101
48	Figure 2.4-7a. Synthesized Tracks Used in the Study	103
49	Figure 2.4-7b. Synthesized Tracks Used in the Study	103
50	Figure 2.4-7c. Synthesized Tracks Used in the Study.....	104
51	Figure 2.4-7d. Synthesized Tracks Used in the Study	104

1	Figure 2.4-8. Plot of difference in storm surge between line of defense 3 and the no project	
2	condition as a function of return period at a save location in St. Louis Bay.....	112
3	Figure 2.5-1. Location and value of maximum individual wind magnitude at every snapshot	
4	along with the storm track position for storm 821	114
5	Figure 2.5-2. Maximum overall wind speed color contour for storm 821	115
6	Figure 2.5-3. Minimum overall pressure field color contour for storm 821.....	115
7	Figure 2.5-4. Snapshot of the wind speed (color contoured) and wind direction at the	
8	landfall time for storm 821	116
9	Figure 2.5-5. Time plot of input to TC-96 and output derived from the wind and pressure	
10	field files for storm 821	117
11	Figure 2.6-1. Water depth contours for offshore wave model simulations. Depths are in	
12	meters.	119
13	Figure 2.6-2. Refined version of the water depth grid used in offshore wave model	
14	simulations. Boundary points closed symbols, and depths are in meters.....	120
15	Figure 2.6-3. Maximum overall total significant wave height (in meters) color contour for	
16	storm 821	121
17	Figure 2.6-4. Spatial and temporal variation in the H_{mo} (in meters) for the 119 boundary	
18	output locations for storm 821	122
19	Figure 2.7-1. MS-AL Bathymetry Grid (depths in feet)	126
20	Figure 2.7-2. West MS-SE LA Bathymetry Grid (depths in feet)	126
21	Figure 2.7-3. Maximum significant wave height for the MS-AL grid for storm 027	127
22	Figure 2.7-4. Maximum significant wave height for the MS-SE LA grid for storm 027	128
23	Figure 2.7-5. Peak wave period and direction at the time of maximum wave height for the	
24	MS-AL grid for storm 027	128
25	Figure 2.7-6. Peak wave period and direction at the time of maximum wave height for the	
26	MS-SE LA grid for storm 027	129
27	Figure 2.8-1. The ADCIRC SL15 Unstructured Grid	132
28	Figure 2.8-2. Envelope of maximum water level for storm 027 for the no project condition	135
29	Figure 2.8-3. Envelope of maximum water level for storm 027 for the line of defense 3.....	136
30	Figure 2.8-4. Difference in maximum water level between line of defense 3 and the no	
31	project condition for storm 027	137
32	Figure 2.8-5. Envelope of maximum water level for storm 027 for the line of defense 4.....	138
33	Figure 2.8-6. Difference in maximum water level between line of defense 4 and the no	
34	project condition for storm 027	139
35	Figure 2.8-7. Storm Tracks for Maximum Possible Intensity Storms.....	140
36	Figure 2.8-8. Envelope of Maximum Water Level for all MPI Storms.....	140
37	Figure 2.9-1. Diagram of Modeling System for Coastal Inundation Applications.....	141
38	Figure 2.9-2. Save Station Locations	142
39	Figure 2.10-1. Hypothetical Storm Tracks.....	157
40	Figure 2.10-2. Mississippi barrier island Post-Katrina and Restored-High configurations	158
41	Figure 2.10-3. Difference between Restored-Low and Post-Katrina Mississippi barrier	
42	island configurations	159
43	Figure 2.10-4. Katrina peak storm surge with waves; Post-Katrina configuration	160
44	Figure 2.10-5. Katrina peak storm surge with waves; Restored-High configuration.....	161
45	Figure 2.10-6. HST001-05 peak storm surge; Post-Katrina configuration.....	162
46	Figure 2.10-7. HST001-05 peak storm surge; Restored-High configuration	162
47	Figure 2.10-8. HST001-05 peak storm surge; Restored-Low configuration	163
48	Figure 2.10-9. HST002-05 peak storm surge; Post Katrina configuration	164
49	Figure 2.10-10. HST002-05 peak storm surge; Restored-High configuration	164
50	Figure 2.10-11. HST003-05 peak storm surge; Post-Katrina configuration.....	165

1	Figure 2.10-12. HST003-05 peak storm surge; Restored-High configuration	165
2	Figure 2.10-13. Difference in peak surge (Restored-High – Post Katrina) for Hurricane	
3	Katrina.....	166
4	Figure 2.10-14. Difference in peak surge water level (Restored-High – Post Katrina) for	
5	HST001-05.....	167
6	Figure 2.10-15. Difference in peak surge water level (Restored-Low – Post Katrina) for	
7	HST001-05.....	168
8	Figure 2.10-16. Difference in peak surge water level (Restored-High – Post Katrina) for	
9	HST002-05.....	169
10	Figure 2.10-17. Difference in peak surge water level (Restored-High – Post Katrina) for	
11	HST003-05.....	169
12	Figure 2.11-1. Ideal measurements for isolating the influence of landscape features on	
13	storm surge elevations	171
14	Figure 2.11-2. Observed maximum surge high water marks versus distance inland	
15	(USACE 1965)	172
16	Figure 2.11-3. Outline of marsh areas restored (red) and deteriorated (blue).....	179
17	Figure 2.11-4. Difference in peak surge: Biloxi Marsh raised to 1.05 ft minus base	
18	configuration.....	180
19	Figure 2.11-5. Difference in maximum wave height for CAT3 simulation: Biloxi Marsh	
20	raised to 1.05 ft minus base configuration.....	181
21	Figure 2.11-6. Difference in peak surge: Biloxi Marsh lowered to -2.0 ft minus base	
22	configuration.....	181
23	Figure 2.11-7. Difference in maximum wave height for CAT3 simulation: Biloxi Marsh	
24	lowered to -2.0 ft minus base configuration.....	182
25	Figure 2.11-8. Difference in peak surge only (no radiations stresses): Biloxi Marsh lowered	
26	minus base configuration for a CAT3 storm.	183
27	Figure 2.11-9. Difference in peak surge only (no radiation stresses): Biloxi Marsh lowered	
28	minus base configuration for a CAT1 storm.	184
29	Figure 2.11-10. Difference in maximum wave height: Biloxi Marsh lowered minus base	
30	configuration for a CAT1 storm.	184
31	Figure 2.12-1. Mississippi Gulf Coast, showing barrier island system, navigation channels,	
32	and the area of study for the regional sediment budget (image courtesy NASA’s	
33	Earth Observatory, dated 15 Sep 05).....	186
34	Figure 2.12-2. Cumulative maintenance dredging volumes and associated dredging rates	
35	for Horn Island Pass (Pascagoula Bar Channel) and Ship Island Pass (Gulfport	
36	Bar Channel)	189
37	Figure 2.12-3. Overview of hypothetical present-day sediment budget (thousands of cy/yr)	193
38	Figure 2.12-4. Hypothetical present-day sediment budget and macrobudget: Cat Island	
39	thousands of cy/yr).....	193
40	Figure 2.12-5. Hypothetical present-day sediment budget and macrobudget: West Ship	
41	Island and Ship Island Pass (thousands of cy/yr).....	194
42	Figure 2.12-6. Hypothetical present-day sediment budget and macrobudget: East Ship	
43	Island and Camille Cut (thousands of cy/yr).....	194
44	Figure 2.12-7. Hypothetical present-day sediment budget and macrobudget: Horn Island	
45	and Dog Keys Pass (thousands of cy/yr).	195
46	Figure 2.12-8. Hypothetical present-day sediment budget and acrobudget: Petit Bois Island	
47	and Horn Island Pass (thousands of cy/yr).....	195
48	Figure 2.12-9. Hypothetical present-day sediment budget and macrobudget: Dauphin	
49	Island and Petit Bois Pass (thousands of cy/yr).	196

1	Figure 2.12-10. Hypothetical present-day sediment budget: Hancock County, Gulfport	
2	Harbor Channel, and a portion of the Gulf Intercoastal Waterway (thousands of	
3	cy/yr)	196
4	Figure 2.12-11. Hypothetical present-day sediment budget: Harrison County, Pascagoula	
5	Harbor Channel, and a portion of the Gulf Intercoastal Waterway (thousands of	
6	cy/yr)	197
7	Figure 2.12-12. Hypothetical present-day sediment budget: Jackson County, Bayou La	
8	Batre, and a portion of the Gulf Intercoastal Waterway (thousands of cy/yr).....	197
9	Figure 2.13-1. PSU's and Save Points, Vicinity of Hancock County	200
10	Figure 2.13-2. Composite Stage-Frequency Curves, Hancock Co. Save Points	201
11	Figure 2.13-3. PSU's and Save Points, Vicinity of Harrison County.....	201
12	Figure 2.13-4. Composite Stage-Frequency Curves, Harrison Co. Save Points.....	204
13	Figure 2.13-5. Composite Stage-Frequency Curves, Harrison Co. Save Points (cont.).....	204
14	Figure 2.13-6. PSU's and Save Points, Vicinity of Jackson County	205
15	Figure 2.13-7. Composite Stage-Frequency Curves, Jackson Co. Save Points	206
16	Figure 2.13-8. Composite Stage-Frequency Curves, Jackson Co. Save Points (cont.)	206
17	Figure 2.13-9. Existing Condition Frequency Curve, PSU 1 Save Point 60, Hancock Co.....	210
18	Figure 2.13-10. Transformed Frequency Curve, PSU 1 Save Point 60, Hancock Co.	210
19	Figure 2.14-1. Typical Section, Levees	212
20	Figure 2.14-2. Typical Section, Elevated Roadway	212
21	Figure 2.14-3. Hancock County, Pearlinton Ring Levee	215
22	Figure 2.14-4. Hancock County, Bay St. Louis Ring Levee	215
23	Figure 2.14-5. Hancock County, Elevated Roadway and LOD4	216
24	Figure 2.14-6. Harrison County, LOD3 at Pass Christian.....	216
25	Figure 2.14-7. Jackson County, Ocean Springs Ring Levee.....	217
26	Figure 2.14-8. Jackson County, Gulf Park Estates Ring Levee	217
27	Figure 2.14-9. Jackson County, Bellefontaine Ring Levee.....	218
28	Figure 2.14-10. Jackson County, Gautier Ring Levee.....	218
29	Figure 2.14-11. Jackson County, Pensacola/Moss Point Ring Levee	219
30	Figure 2.14-12. Hancock County Inland Barrier	220
31	Figure 2.14-13. Harrison County Inland Barrier	221
32	Figure 2.14-14. Jackson County Inland Barrier	221
33	Figure 2.14-15. Bay St. Louis Surge Barrier	222
34	Figure 2.14-16. Biloxi Bay Surge Barrier.....	222
35	Figure 3.1.1-1. Location of the Mississippi Barrier Islands	225
36	Figure 3.1.1-2. Photo of interior of Horn Island. Note the mature pine trees that were	
37	killed from the effects of salt water that covered the island during Hurricane	
38	Katrina.....	226
39	Figure 3.1.1-3. Photo of the south beach at Horn Island. Pre-existing dunes	
40	have been destroyed by numerous hurricanes over the last several years.....	227
41	Figure 3.1.1-4. Boundaries of the Gulf Islands National Seashore	228
42	Figure 3.1.1-5. Aerial photo of West and East Ship Island taken in 2005 after Hurricane	
43	Katrina showing the locations of listed historical sites separated by Camille Cut.	228
44	Figure 3.1.1-6. Aerial photo of West and East Ship Island taken in 2001. Note the sand spit	
45	extending westward from East Ship Island and the pass between the two	
46	islands.	229
47	Figure 3.1.2.1-1. Changes in footprint of Cat Island from pre-Camille to post-Katrina	230
48	Figure 3.1.2.1-2. Changes in footprint of Ship Island from pre-Camille to post-Katrina.....	231
49	Figure 3.1.2.1-3. Changes in footprint of Horn Island from pre-Camille to post-Katrina	231
50	Figure 3.1.2.1-4. Changes in footprint of Petit Bois Island from pre-Camille to post-Katrina.....	232

1	Figure 3.1.2.1-5. Aerial photo of Horn Island. The darker areas are vegetation consisting of	
2	maritime forest and marsh grasses.	234
3	Figure 3.1.2.5-1. Typical sands dunes on gulf coast barrier island	238
4	Figure 3.1.2.5-2. Peat-like organic soils outcropping on the south beach of East Ship	
5	Island. These deposits are the remains of sediments and organic matter that	
6	settle in the bottom of the marshes and lakes that occur on the barrier islands.	
7	The deposits are exposed as the islands migrate northward.	239
8	Figure 3.1.2.5-3. Composite gradation from sieve analysis of sand taken from the barrier	
9	islands of Alabama that is within the littoral drift zone of the Mississippi barrier	
10	islands.	240
11	Figure 3.1.2.5-4. Grain Sphericity of composite sand sample taken the barrier islands	
12	of Alabama that are within the littoral drift zone of the Mississippi barrier islands	
13	Values for sphericity (roundness) are .15 - very angular, .20 - angular, .30 - sub-	
14	angular, .40 - sub-rounded, .60 – rounded, and .85 – well rounded.	241
15	Figure 3.1.2.5-5. St. Bernard Shoals is shown as the area in the center right of the map	
16	with the numbered borings that were taken in the past to sample the sand	
17	sediments located there. Note the southern end of the Chandeleur Islands	
18	northwest of the Shoals.	242
19	Figure 3.1.2.6-1. Potential areas for sand addition to the littoral drift zone at the Mississippi	
20	Barrier Islands. Actual locations would be based on sediment transport	
21	modeling.	244
22	Figure 3.1.2.6-2. Grain Sphericity of composite sand sample taken from Baldbar disposal	
23	area on the Black Warrior – Tombigbee River system in Alabama. Values for	
24	sphericity (roundness) are .15 - very angular, .20 - angular, .30 - sub-angular,	
25	.40 - sub-rounded, .60 – rounded, and .85 – well rounded.	245
26	Figure 3.1.2.6-3. Grain Sphericity of composite sand sample taken from Buena disposal	
27	area on the Black Warrior – Tombigbee River system in Alabama. Values for	
28	sphericity (roundness) are .15 - very angular, .20 - angular, .30 - sub-angular,	
29	.40 - sub-rounded, .60 – rounded, and .85 – well rounded.	246
30	Figure 3.1.2.8-1. Photo across the beach from the water on the south side of Horn Island.	
31	The wide, flat beach is now typical of the Mississippi Barrier Islands. The pine	
32	trees in the background are mostly dead, destroyed by the affects of Hurricane	
33	Katrina.	253
34	Figure 3.1.2.10-1. Location of Historical Sea Grass Beds near the Mississippi Barrier	
35	Islands.	260
36	Figure 3.1.2.11-1. Aerial photo of West and East Ship Island taken in 2005 after Hurricane	
37	Katrina showing the locations of listed historical sites.	263
38	Figure 3.1.2.11-2. Aerial photo of West and East Ship Island taken in 2001. Note the sand	
39	spit extending westward from East Ship Island and the pass between the two	
40	islands.	263
41	Figure 3.1.2.11-3. Photo of erosion on north side of Fort Massachusetts showing	
42	relationship to encroaching waters to the structure. Note the small jetty that has	
43	created severe scour at the down-current end.	264
44	Figure 3.1.2.11-4. Typical Mature Dands Funes on Gulf Coast Barrier Island	266
45	Figure 3.1.2.11-5. Peat-like organic soils outcropping on the south beach of East Ship	
46	Island. These deposits are the remains of sediments and organic matter that	
47	settle in the bottom of the marshes and lakes that occur on the barrier islands.	
48	The deposits are exposed as the islands migrate northward.	267
49	Figure 3.2.1-1. Project Location, Mississippi Coast Beach Evaluations	271
50	Figure 3.2.2-1. Project Location, Hancock County Beaches	272
51	Figure 3.2.2-2. Typical Cross Section, Hancock County Existing Conditions.	273
52	Figure 3.2.2-3. Typical Cross Sections, Hancock County Scenarios 1 and 2	275

1	Figure 3.2.2-4. Typical Cross Sections, Hancock County Options A-D and E-H.....	277
2	Figure 3.2.2-5. Typical Cross Section, Hancock County Comparative Dune Options I and J ...	277
3	Figure 3.2.2-6. Typical Cross Section, Hancock County Option K.....	278
4	Figure 3.2.3-1. Project Location, Harrison County Beaches	283
5	Figure 3.2.3-2. Typical Cross Section, Harrison County Existing Conditions	284
6	Figure 3.2.3-3. Typical Cross Sections, Harrison County Scenarios 1 and 2.....	286
7	Figure 3.2.3-4. Typical Cross Sections, Harrison County Options A-D and E- H.....	288
8	Figure 3.2.3-5. Typical Cross Section, Harrison County Comparative Dune Options I and J....	288
9	Figure 3.2.3-6. Typical Cross Section, Harrison County Option K	289
10	Figure 3.2.4-1. Project Location, Jackson County Beaches.....	294
11	Figure 3.3.1-1. Crossings Under 9ft (two lane gate shown; gate and structure would be	
12	mirrored to provide for four-lane highway).....	301
13	Figure 3.3.1-2. Crossing Over 9ft.....	302
14	Figure 3.3.1-3. Railroad Crossings.....	303
15	Figure 3.3.2-1. Vicinity Map, Pearlinton	304
16	Figure 3.3.2-2. Pearlinton Ring Levee.....	304
17	Figure 3.3.2-3. Pearlinton Ground Contours and City Limits.....	305
18	Figure 3.3.2-4. Hurricane Katrina Damage, Pearlinton, MS	306
19	Figure 3.3.2-5. Hurricane Katrina Damage, Pearlinton, MS	306
20	Figure 3.3.2-6. Ground Contours and Katrina High Water, Pearlinton	307
21	Figure 3.3.2-7. Hydrodynamic Modeling Save Point near Pearlinton.....	308
22	Figure 3.3.2-8. Existing Conditions at Save Point 62, near Pearlinton, MS.....	308
23	Figure 3.3.2-9. Pump/Culvert/Sub-basin Site Locations.....	309
24	Figure 3.3.2-10. North Sea, Germany, March 1976	310
25	Figure 3.3.2-11. Crown Scour from Hurricane Katrina at Mississippi River Gulf Outlet	
26	(MRGO) Levee in St. Bernard Parish, New Orleans, LA.....	310
27	Figure 3.3.2-12. Typical Section at Ring Levee	310
28	Figure 3.3.2-13. Typical Section at Culvert	311
29	Figure 3.3.2-14. Pearlinton Hydrologic Soil Groups	312
30	Figure 3.3.3-1. Vicinity Map, Bay St. Louis	320
31	Figure 3.3.3-2. Bay St. Louis Ring Levee.....	320
32	Figure 3.3.3-3. Bay St. Louis Ground Contours and City Limits.....	321
33	Figure 3.3.3-4. Hurricane Katrina Damage, Bay St. Louis, MS	322
34	Figure 3.3.3-5. Hurricane Katrina Damage, Bay St. Louis, MS	322
35	Figure 3.3.3-6. Ground Contours and Katrina High Water, Bay St. Louis	323
36	Figure 3.3.3-7. Hydrodynamic Modeling Save Point near Bay St. Louis.....	324
37	Figure 3.3.3-8. Existing Conditions at Save Point 56, near Bay St. Louis, MS.....	324
38	Figure 3.3.3-9. Pump/Culvert/Sub-basin Site Locations.....	325
39	Figure 3.3.3-10. North Sea, Germany, March 1976	326
40	Figure 3.3.3-11. Crown Scour from Hurricane Katrina at Mississippi River Gulf Outlet	
41	(MRGO) Levee in St. Bernard Parish, New Orleans, LA.....	326
42	Figure 3.3.3-12. Typical Section at Ring Levee	327
43	Figure 3.3.3-13. Typical Section at Culvert	327
44	Figure 3.3.3-14. Bay St. Louis Hydrologic Soil Groups	328
45	Figure 3.3.4-1. Vicinity Map near Waveland	336
46	Figure 3.3.4-2. Existing Conditions near Waveland	337
47	Figure 3.3.4-3. Hurricane Katrina Damage near Waveland	337
48	Figure 3.3.4-4. Hurricane Katrina Damage near Waveland	338
49	Figure 3.3.4-5. Ground Contours and Katrina High Water, Coastal Hancock Co.....	338

1	Figure 3.3.4-6. Hydrodynamic Modeling Save Points near Waveland	339
2	Figure 3.3.4-7. Existing Conditions at Save Point 56, near Waveland	340
3	Figure 3.3.4-8. Pump/Culvert/Boat Access Site Locations and Sub-basins	340
4	Figure 3.3.4-9. Culvert Site Location	341
5	Figure 3.3.4-10. North Sea, Germany, March 1976	341
6	Figure 3.3.4-11. Crown Scour from Hurricane Katrina at Mississippi River Gulf Outlet	
7	(MRGO) Levee in St. Bernard Parish, New Orleans, LA	342
8	Figure 3.3.4-12. Typical Section at Ring Levee	342
9	Figure 3.3.4-13. Typical Section at Culvert	343
10	Figure 3.3.5-1. Vicinity Map, Harrison County	347
11	Figure 3.3.5-2. Existing Conditions, Harrison County	348
12	Figure 3.3.5-3. Existing Condition near Keesler AFB	349
13	Figure 3.3.5-4. Hurricane Katrina Damage, Harrison County	349
14	Figure 3.3.5-5. Hurricane Katrina Damage, Harrison County	350
15	Figure 3.3.5-6. Katrina High Water Elevations, Harrison County	350
16	Figure 3.3.5-7. Katrina High Water Elevations, Harrison County	351
17	Figure 3.3.5-8. Ground Contours and Katrina High Water Elevations at Hwy 49	351
18	Figure 3.3.5-9. Hydrodynamic Modeling Save Points in Harrison County	352
19	Figure 3.3.5-10. Hydrodynamic Modeling Save Points in Harrison County	353
20	Figure 3.3.5-11. Existing Conditions at Save Point 50, near Pass Christian, MS	353
21	Figure 3.3.5-12. Pump/Culvert/Sub-basin Site Locations, Harrison County	354
22	Figure 3.3.5-13. Pump/Culvert/Sub-basin Site Locations, Harrison County	354
23	Figure 3.3.5-14. Pump/Culvert/Sub-basin Site Locations, Harrison County	355
24	Figure 3.3.5-15. Pump/Culvert/Sub-basin Site Locations, Harrison County	355
25	Figure 3.3.5-16. North Sea, Germany, March 1976	356
26	Figure 3.3.5-17. Crown Scour from Hurricane Katrina at Mississippi River Gulf Outlet	
27	(MRGO) Levee in St. Bernard Parish, New Orleans, LA	356
28	Figure 3.3.5-18. Typical Section at Ring Levee	357
29	Figure 3.3.5-19. Typical Section at Culvert	357
30	Figure 3.3.6-1. Vicinity Map	362
31	Figure 3.3.6-2. Forrest Heights Ring Levee Location	362
32	Figure 3.3.6-3. Hurricane Katrina Inundation and High Water, Forrest Heights	363
33	Figure 3.3.6-4. Hydrodynamic Modeling Save Point near Forrest Heights	364
34	Figure 3.3.6-5. Surge-only Stage Frequency Curve, Vicinity of Forrest Heights	365
35	Figure 3.3.6-6. Preliminary FEMA Flood Insurance Rate Map, Vicinity of Forrest Heights	366
36	Figure 3.3.6-7. Computed Discharge-Frequency Curve, Turkey Creek at Ohio Avenue	367
37	Figure 3.3.6-8. Computed Rating Curve, Turkey Creek at Ohio Avenue.	369
38	Figure 3.3.6-9. USACE Levee Certification Decision Tree, circa 2007	370
39	Figure 3.3.6-10. Engineering Performance	372
40	Figure 3.3.6-11. 17-ft Elevation Levee Alignment with Culvert and Pump/Detention Basin	
41	Locations	373
42	Figure 3.3.6-12. Channel Clearing and Snagging Limits	374
43	Figure 3.3.6-13. Crown Scour from Hurricane Katrina at Mississippi River Gulf Outlet	
44	(MRGO) Levee in St. Bernard Parish, New Orleans, LA	374
45	Figure 3.3.6-14. Typical Levee Overtopping Section	375
46	Figure 3.3.6-15. Typical Section at Culvert	375
47	Figure 3.3.6-16 17-ft Elevation Levee Sub-basins	376
48	Figure 3.3.6-17. 21-ft Elevation Levee Alignment with Culvert and Detention Basin/Pump	
49	Locations	380
50	Figure 3.3.6-18. 21-ft Elevation Flood Wall Section	381

1	Figure 3.3.7-1. Vicinity Map, Ocean Springs.....	384
2	Figure 3.3.7-2. Existing Conditions	384
3	Figure 3.3.7-3. Hurricane Katrina Damage, Jackson County	385
4	Figure 3.3.7-4. Hurricane Katrina Damage, Jackson County	385
5	Figure 3.3.7-5. Ground Contours and Katrina High Water, Ocean Springs.....	386
6	Figure 3.3.7-6. Hydrodynamic Modeling Save Points near Ocean Springs.....	386
7	Figure 3.3.7-7. Existing Conditions at Save Point 33, near Ocean Springs	387
8	Figure 3.3.7-8. Pump/Culvert/Sub-basin Site Location	387
9	Figure 3.3.7-9. North Sea, Germany, March 1976	388
10	Figure 3.3.7-10. Crown Scour from Hurricane Katrina at Mississippi River Gulf Outlet	
11	(MRGO) Levee in St. Bernard Parish, New Orleans, LA	388
12	Figure 3.3.7-11. Typical Section at Ring Levee	389
13	Figure 3.3.7-12. Typical Section at Culvert	389
14	Figure 3.3.8-1. Vicinity Map Ocean Springs, MS	394
15	Figure 3.3.8-2. Ocean Springs Ring Levee	395
16	Figure 3.3.8-3. Existing Conditions Ocean Springs, MS	395
17	Figure 3.3.8-4. Hurricane Katrina Damage Ocean Springs, MS	396
18	Figure 3.3.8-5. Hurricane Katrina Damage Ocean Springs, MS	396
19	Figure 3.3.8-6. Ground Contours and Katrina High Water	397
20	Figure 3.3.8-7. Hydrodynamic Modeling Save Points near Ocean Springs.....	398
21	Figure 3.3.8-8. Existing Conditions at Save Point 33, near Ocean Springs	398
22	Figure 3.3.8-9. Pump/Culvert/Sub-basin Locations.....	399
23	Figure 3.3.8-10. North Sea, Germany, March 1976	399
24	Figure 3.3.8-11. Crown Scour from Hurricane Katrina at Mississippi River Gulf Outlet	
25	(MRGO) Levee in St. Bernard Parish, New Orleans, LA.....	400
26	Figure 3.3.8-12. Typical Section at Ring Levee	400
27	Figure 3.3.8-13. Typical Section at Culvert	401
28	Figure 3.3.8-14. Ocean Springs Hydrologic Soil Groups.....	401
29	Figure 3.3.9-1. Vicinity Map Gulf Park Estates.....	410
30	Figure 3.3.9-2. Gulf Park Estates Ring Levee	410
31	Figure 3.3.9-3. Existing Conditions Gulf Park Estates.....	411
32	Figure 3.3.9-4. Hurricane Katrina Damage Gulf Park Estates.....	411
33	Figure 3.3.9-5. Hurricane Katrina Damage Gulf Park Estates, MS	412
34	Figure 3.3.9-6. Ground Contours and Katrina High Water	413
35	Figure 3.3.9-7. Hydrodynamic Modeling Save Points near Gulf Park Estates	413
36	Figure 3.3.9-8. Existing Conditions at Save Point 1, near Gulf Park Estates	414
37	Figure 3.3.9-9. Pump/Culvert/Sub-basin Locations.....	415
38	Figure 3.3.9-10. North Sea, Germany, March 1976	415
39	Figure 3.3.9-11. Crown Scour from Hurricane Katrina at Mississippi River Gulf Outlet	
40	(MRGO) Levee in St. Bernard Parish, New Orleans, LA	416
41	Figure 3.3.9-12. Typical Section at Ring Levee	416
42	Figure 3.3.9-13. Typical Section at Culvert	417
43	Figure 3.3.9-14. Gulf Park Estates Hydrologic Soil Groups	417
44	Figure 3.3.9-15. Alternative Alignment Pump/Culvert/Sub-basin Locations	424
45	Figure 3.3.10-1. Vicinity Map, Jackson County	429
46	Figure 3.3.10-2. Belle Fontaine Ring Levee.....	429
47	Figure 3.3.10-3. Existing Condition, Belle Fontaine	430
48	Figure 3.3.10-4. Hurricane Katrina Damage in Belle Fontaine.....	430
49	Figure 3.3.10-5. Hurricane Katrina Damage, Belle Fontaine.....	431

1	Figure 3.3.10-6. Ground Contours and Katrina High Water Elevations, Belle Fontaine	432
2	Figure 3.3.10-7. Hydrodynamic Modeling Save Points near Belle Fontaine	432
3	Figure 3.3.10-8. Existing Conditions at Save Point 30, near Belle Fontaine, MS.....	433
4	Figure 3.3.10-9. Pump/Culvert/Sub-basin Locations.....	434
5	Figure 3.3.10-10. North Sea, Germany, March 1976	434
6	Figure 3.3.10-11. Crown Scour from Hurricane Katrina at Mississippi River Gulf Outlet	
7	(MRGO) Levee in St. Bernard Parish, New Orleans, LA.....	435
8	Figure 3.3.10-12. Typical Section at Ring Levee	435
9	Figure 3.3.10-13. Typical Section at Culvert	436
10	Figure 3.3.10-14. Belle Fontaine Hydrologic Soil Groups	436
11	Figure 3.3.10-15. Alternative Alignment Pump/Culvert/Sub-basin Locations	443
12	Figure 3.3.11-1 Vicinity Map, Gautier, MS	448
13	Figure 3.3.11-2 Gautier Ring Levee.....	449
14	Figure 3.3.11-3. Existing Conditions	449
15	Figure 3.3.11-4. Hurricane Katrina Damage in Gautier, MS.....	450
16	Figure 3.3.11-5. Hurricane Katrina Damage in Gautier, MS.....	450
17	Figure 3.3.11-6. Ground Contours and Katrina High Water Elevations.....	451
18	Figure 3.3.11-7. Hydrodynamic Modeling Save Points near Gautier	452
19	Figure 3.3.11-8. Existing Conditions at Save Point 27, near Gautier, MS.....	452
20	Figure 3.3.11-9. Pump/Culvert/Sub-basin/Boat Access Site Locations.....	453
21	Figure 3.3.11-10. North Sea, Germany, March 1976	454
22	Figure 3.3.11-11. Crown Scour from Hurricane Katrina at Mississippi River Gulf Outlet	
23	(MRGO) Levee in St. Bernard Parish, New Orleans, LA.....	454
24	Figure 3.3.11-12. Typical Section at Ring Levee	455
25	Figure 3.3.11-13. Typical Section at Culvert	455
26	Figure 3.3.11-14. Gautier Hydrologic Soil Groups	456
27	Figure 3.3.11-15. Typical Small Boat Access Structure	460
28	Figure 3.3.12-1. Vicinity Map Pascagoula, MS	466
29	Figure 3.3.12-2. Pascagoula/Moss Point Ring Levees.....	467
30	Figure 3.3.12-3. Existing Conditions Pascagoula, MS	468
31	Figure 3.3.12-4. Hurricane Katrina Damage Pascagoula, MS	469
32	Figure 3.3.12-5. Hurricane Katrina Damage Pascagoula, MS	469
33	Figure 3.3.12-6. Ground Contours and Katrina High Water Elevations.....	470
34	Figure 3.3.12-7. Hydrodynamic Modeling Save Points near Pascagoula.....	471
35	Figure 3.3.12-8. Existing Conditions at Save Point 22, near Pascagoula, MS.....	472
36	Figure 3.3.12-9. Basic Alignment Pump/Culvert/Sub-basin/Boat Access Site Locations	473
37	Figure 3.3.12-10. North Sea, Germany, March 1976	473
38	Figure 3.3.12-11. Crown Scour from Hurricane Katrina at Mississippi River Gulf Outlet	
39	(MRGO) Levee in St. Bernard Parish, New Orleans, LA.....	474
40	Figure 3.3.12-12. Typical Section at Ring Levee	474
41	Figure 3.3.12-13. Typical Section at Culvert	475
42	Figure 3.3.12-14. Pascagoula/Moss Point Hydrologic Soil Groups.....	476
43	Figure 3.3.12-15. Typical Small Boat Access Structure	480
44	Figure 3.3.12-16. Washington Ave Alternate Alignment Pump/Culvert/Sub-basin/Boat	
45	Access Site Locations	484
46	Figure 3.3.12-17. Moss Point Alignment Pump/Culvert/Sub-basin/Boat Access Site	
47	Locations.....	487
48	Figure 3.3.12-18. Moss Point Alignment Pump/Culvert/Sub-basin Locations	490
49	Figure 3.4.1.1-1. Oosterscheldt Barrier, Netherlands.....	496
50	Figure 3.4.1.1-2. Maeslant Barrier, Rotterdam, Netherlands.....	497

1	Figure 3.4.1.1-3. Venice Lagoons Flood Barrier, Venice Italy	499
2	Figure 3.4.1.1-4. Thames River Barrier, Sea Side View.....	500
3	Figure 3.4.1.1-5. Thames River Barrier, Aerial Right Bank View	500
4	Figure 3.4.1.4-1. Crossings Under 9ft (two lane gate shown; gate and structure would be	
5	mirrored to provide for four-lane highway).....	505
6	Figure 3.4.1.4-2. Crossing Over 9ft.....	506
7	Figure 3.4.1.4-3. Railroad Crossings.....	506
8	Figure 3.4.2-1. Vicinity Map Hancock County, MS.....	509
9	Figure 3.4.2-2. Hancock County Inland Barrier	510
10	Figure 3.4.2-3. Hancock County Inland Barrier	510
11	Figure 3.4.2-4. Hancock County Inland Barrier	511
12	Figure 3.4.2-5. Existing Conditions Hancock County, MS.....	511
13	Figure 3.4.2-6. Hurricane Katrina Damage Hancock Co, MS.....	512
14	Figure 3.4.2-7. Hurricane Katrina Damage Hancock Co, MS.....	512
15	Figure 3.4.2-8. Ground Contours and Katrina High Water Elevations.....	513
16	Figure 3.4.2-9. Ground Contours and Katrina High Water Elevations.....	514
17	Figure 3.4.2-10. Hydrodynamic Modeling Save Points near Waveland/Bay St Louis	514
18	Figure 3.4.2-11. Hydrodynamic Modeling Save Points near Waveland/Bay St Louis	515
19	Figure 3.4.2-12. Existing Conditions at Save Point 56, near Waveland, MS.....	515
20	Figure 3.4.2-13. Pump/Culvert/Sub-basins/Boat Access Site Locations	516
21	Figure 3.4.2-14. Pump/Culvert/Sub-basins/Boat Access Site Locations	517
22	Figure 3.4.2-15. Pump/Culvert/Sub-basins/Boat Access Site Locations	517
23	Figure 3.4.2-16. North Sea, Germany, March 1976	518
24	Figure 3.4.2-17. Crown Scour from Hurricane Katrina at Mississippi River Gulf Outlet	
25	(MRGO) Levee in St. Bernard Parish, New Orleans, LA.....	518
26	Figure 3.4.2-18. Typical Section at Inland barrier	519
27	Figure 3.4.2-19. Typical Section at Culvert	519
28	Figure 3.4.2-20. St Louis Bay Surge Barrier Location	521
29	Figure 3.4.2-21. Thames River Barrier Gates	521
30	Figure 3.4.2-22. St Louis Bay Watershed	522
31	Figure 3.4.2-23. St. Louis Bay Watershed Calibration	523
32	Figure 3.4.2-24. St Louis Bay 10-yr Ponding to Elev. 6.8 ft NAVD88.....	524
33	Figure 3.4.3.1-1. St. Louis Bay Surge Barrier Location	535
34	Figure 3.4.3.1-2. St. Louis Bay Watershed	536
35	Figure 3.4.3.1-3. St. Louis Bay Watershed Calibration	537
36	Figure 3.4.3.1-4. St. Louis Bay 10-yr Ponding to Elev 6.8 ft NAVD88.....	538
37	Figure 3.4.3.4-1. Ground Contours and Katrina High Water	543
38	Figure 3.4.3.4-2. Hydrodynamic Modeling Save Points near St Louis Bay	543
39	Figure 3.4.3.4-3. Existing Conditions at Save Point 61, near the Mouth of St. Louis Bay	544
40	Figure 3.4.4-1. Vicinity Map Harrison County, MS	547
41	Figure 3.4.4-2. Existing Conditions Harrison County, MS	548
42	Figure 3.4.4-3. Existing Conditions Harrison County near Keesler AFB	549
43	Figure 3.4.4-4. Hurricane Katrina Damage Harrison County, MS	549
44	Figure 3.4.4-5. Hurricane Katrina Damage Harrison County, MS	550
45	Figure 3.4.4-6. Hurricane Katrina High Water Elevations.....	550
46	Figure 3.4.4-7. Hurricane Katrina High Water Elevations.....	551
47	Figure 3.4.4-8. Ground Contours and Katrina High Water Elevations near Hwy 49.....	551
48	Figure 3.4.4-9. Hydrodynamic Modeling Save Points in Harrison County	552
49	Figure 3.4.4-10. Hydrodynamic Modeling Save Points in Harrison County.....	553

1	Figure 3.4.4-11. Existing Conditions at Save Point 50, near Pass Christian, MS.....	553
2	Figure 3.4.4-12. Pump/Culvert/Sub-basin Site Locations.....	554
3	Figure 3.4.4-13. Pump/Culvert/Sub-basin Site Locations.....	554
4	Figure 3.4.4-14. Pump/Culvert/Sub-basin Site Locations.....	555
5	Figure 3.4.4-15. North Sea, Germany, March 1976	555
6	Figure 3.4.4-16. Crown Scour from Hurricane Katrina at Mississippi River Gulf Outlet	
7	(MRGO) Levee in St. Bernard Parish, New Orleans, LA.....	556
8	Figure 3.4.4-17. Typical Section at Levee.....	556
9	Figure 3.4.4-18. Typical Section at Culvert	557
10	Figure 3.4.4-19. Biloxi Bay Surge Barrier Location	558
11	Figure 3.4.4-20. St Louis Bay Surge Barrier Location	559
12	Figure 3.4.4-21. Thames River Barrier Gates	559
13	Figure 3.4.4-22. Biloxi Bay Watershed.....	560
14	Figure 3.4.4-23. Biloxi Bay Watershed Calibration, May 18, 1991	561
15	Figure 3.4.4-24. Biloxi Bay Watershed Calibration, Jan 21, 1993.....	561
16	Figure 3.4.4-25. Biloxi Bay 10-yr Ponding to Elev. 8.4 ft NAVD88	562
17	Figure 3.4.4-26. St Louis Bay Watershed	563
18	Figure 3.4.4-27. St. Louis Bay Watershed Calibration	564
19	Figure 3.4.4-28. St Louis Bay 10-yr Ponding to Elev. 8.4 ft NAVD88.....	565
20	Figure 3.4.4-29. Menge Avenue Alternate Route, Pump/Culvert, Sub-basin Site Locations.....	573
21	Figure 3.4.4-30. Menge Avenue Alternate Route, Pump/Culvert, Sub-basin Site Locations.....	574
22	Figure 3.4.4-31. Menge Avenue Alternate Route, Pump/Culvert, Sub-basin Site Locations.....	574
23	Figure 3.4.5.1-1. Biloxi Bay Surge Barrier Location	582
24	Figure 3.4.5.1-2. Biloxi Bay Watershed.....	583
25	Figure 3.4.5.1-3. Biloxi Bay Watershed Calibration.....	584
26	Figure 3.4.5.1-4. Biloxi Bay Watershed Calibration.....	584
27	Figure 3.4.5.1-5. Biloxi Bay 10-yr Ponding to Elev 8.4 ft NAVD88	585
28	Figure 3.4.5.1-6. Biloxi Bay 10-yr Ponding to Elev 8.4 ft NAVD88	586
29	Figure 3.4.5.4-1. Ground Contours and Katrina High Water	591
30	Figure 3.4.5.4-2. Hydrodynamic Modeling Save Points near Biloxi Bay.....	591
31	Figure 3.4.5.4-3. Existing Conditions at Save Point 8, near the Mouth of Biloxi Bay	592
32	Figure 3.4.6-1. Vicinity Map Jackson County, MS.....	596
33	Figure 3.4.6-2. Jackson County Inland Barrier.....	596
34	Figure 3.4.6-3. Jackson County Inland Barrier.....	597
35	Figure 3.4.6-4. Jackson County Inland Barrier.....	597
36	Figure 3.4.6-5. Existing Conditions Jackson County, MS.....	598
37	Figure 3.4.6-6. Hurricane Katrina Damage Near mouth of Old Fort Bayou, MS	599
38	Figure 3.4.6-7. Hurricane Katrina Damage in St Martin (nr Ocean Springs), MS.....	599
39	Figure 3.4.6-8. Ground Contours and Katrina High Water Elevations.....	600
40	Figure 3.4.6-9. Hydrodynamic Modeling Save Points near Gautier, MS	600
41	Figure 3.4.6-10. Existing Conditions at Save Point 33, near Ocean Springs, MS	601
42	Figure 3.4.6-11. Pump/Culvert/Sub-basin Site Locations.....	602
43	Figure 3.4.6-12. North Sea, Germany, March 1976	602
44	Figure 3.4.6-13. Crown Scour from Hurricane Katrina at Mississippi River Gulf Outlet	
45	(MRGO) Levee in St. Bernard Parish, New Orleans, LA	603
46	Figure 3.4.6-14. Typical Section at Inland Barrier	603
47	Figure 3.4.6-15. Typical Section at Culvert	604
48	Figure 3.4.6-16. Biloxi Bay Surge Barrier Location	605
49	Figure 3.4.6-17. Thames River Barrier Gates	606

1	Figure 3.4.6-18. Biloxi Bay Watershed.....	607
2	Figure 3.4.6-19. Biloxi Bay Watershed Calibration, 19 May 1991	608
3	Figure 3.4.6-20. Biloxi Bay Watershed Calibration, 21 Jan 1993	608
4	Figure 3.4.6-21. Biloxi Bay 10-yr Ponding to Elev. 8.4 ft NAVD88	609
5	Figure 3.5-1. Maximum Probable Intensity Storm Surge Limits	620

6

7 **Tables**

8	Table 1.2-1. Hurricanes Affecting Mississippi Coast (1715-2005).....	5
9	Table 1.3-1. Mississippi Coast Historic Annual Stages at Mobile District Tide Gages	10
10	Table 1.3-2. Results from Graphical Frequency Analysis	15
11	Table 1.3-3. Gulfport, MS Annual Peaks.....	17
12	Table 1.3-4. Biloxi, MS Annual Peaks	19
13	Table 1.3-5. Pascagoula, MS Annual Peaks.....	22
14	Table 1.5-1. Permitted Borrow Areas in Jackson County.....	37
15	Table 1.5-2. Permitted Borrow Areas in Harrison County	37
16	Table 1.5-3. Permitted Borrow Areas in Hancock County	39
17	Table 1.5-4. BWT Dredge Material Disposal Areas Over 100,000 CY.....	42
18	Table 1.5-5. TTW Dredge Material Disposal Areas Over 100,000 CY	43
19	Table 1.6-1. Relative Sea Level Rise Rates in the Vicinity of Coastal Mississippi	53
20	Table 1.6-2. Relative Sea Level Rise as Indicated by USACE MS Coast Gages	53
21	Table 1.6-3. Relative Sea Level Rise Rates at Various Gulf Coast Gages	54
22	Table 1.6-4. Relative Sea Level Rise Assuming Observed Rates Persist, 2005-2100.....	55
23	Table 1.6-5. Relative Sea Level Rise Estimates by NRC (1987) Methods, 2005-2100.....	57
24	Table 1.6-6. Relative Sea Level Rise Estimates by EPA (1995) Methods, 2005-2100	58
25	Table 1.6-7. Relative Sea Level Rise Estimates using IPCC Predictions, 2005-2100	60
26	Table 1.6-8. Comparison of Eustatic Sea Level Rise Predictions, 1990-2100	60
27	Table 1.6-9. Comparison of Computed Relative Sea Level Rise Estimates, 2005-2100.....	61
28	Table 1.6-10. Comparison of Adopted RSL 2005-2100 Versus Computed 2012-2111 RSL.....	62
29	Table 1.6-11. Computed 50-year Relative Sea Level Rise Estimates, 2005-2055.....	62
30	Table 2.3-1. Harrison County Without-Project Summary	90
31	Table 2.3-2. Hancock County Without-Project Summary	90
32	Table 2.3-3. Harrison County With-Project Summary	91
33	Table 2.3-4. Hancock County With-Project Summary	92
34	Table 2.4-1. Example of Expected Surge Values as a Function of Return Period With and	
35	Without ϵ -Term	101
36	Table 2.4-2. Central Pressure/Size Scaling Radius Combinations	105
37	Table 2.4-3. Storm Suite	107
38	Table 2.7-1. Water Levels and Wave Parameters Modeled with COULWAVE	127
39	Table 2.9-1. Stage-Frequency Relationships – Without Project.....	143
40	Table 2.9-2. Wave Height-Frequency Relationships – Without Project.....	145
41	Table 2.9-3. Wave Period-Frequency Relationships.....	147
42	Table 2.9-4. Stage-Frequency Relationships – LOD 3.....	149
43	Table 2.9-5. Wave Height-Frequency Relationships – LOD 3.....	151
44	Table 2.9-6. Stage-Frequency Relationships – LOD 4.....	152
45	Table 2.9-7. Wave Height-Frequency Relationships – LOD 4.....	154
46	Table 2.10-1. Barrier Island Sensitivity Storm Suite	156
47	Table 2.10-2. Peak Water Level for Barrier Island Sensitivity Storms	159
48	Table 2.11-1. $Z_{0\text{-land}}$ Factors and Manning's n Values for NLCD Classifications	177

1	Table 2.11-2. Difference in Surge-only Peak Water Level for the Marsh Change	
2	Configuration – Original Marsh Configuration for CAT 1 and CAT3 Storms.....	183
3	Table 2.12-1. Storms within 60 miles of Selected Mississippi, Alabama, and Louisiana	
4	Cities West of Mobile Bay, 1871/2 through 2006 ¹	186
5	Table 2.12-2. Summary of Dredging Rates for Navigation Channels Adjacent to Barrier	
6	Islands (modified from Byrnes and Griffiee 2007)	188
7	Table 2.12-3. Dredging Rates for Navigation Channels in Mississippi Sound (from SAM	
8	and NDC Database)	190
9	Table 2.12-4. Bathymetry Source Data Characteristics (from Byrnes and Griffiee 2007)	191
10	Table 2.13-1. Stage-Frequency Curve Components and Assignments	203
11	Table 2.13-2. Existing Condition and Without-Project Scenario HEC-FDA Simulations.....	207
12	Table 2.13-3. HEC-FDA Individual Measures Scenario Simulations.....	208
13	Table 2.14-1. Computed Structure Crest Elevations, LOD 3.....	214
14	Table 2.14-2. Computed Structure Crest Elevations, LOD 4.....	220
15	Table 3.1.2.5-1. The Amount of Land Mass Lost from each of the Mississippi Barrier	
16	Islands from pre-Camille conditions to post-Katrina Conditions	237
17	Table 3.1.2.5-2. Munsell Soil Color Evaluation of Sand Samples Taken from the Barrier	
18	Islands of Alabama that is within the Littoral Drift Zone of the Mississippi Barrier	
19	Islands.....	240
20	Table 3.1.2.6-1. Munsell Soil Color Evaluation of Sand Samples Taken from the Alabama,	
21	Black Warrior and Tombigbee River Systems in Alabama	246
22	Table 3.1.2.8-1. Quantities of Plantings for each Barrier Island	254
23	Table 3.1.2.9-1. Quantities of Plantings for each Barrier Island	257
24	Table 3.1.2.12-1. Summary of Total Project Costs	269
25	Table 3.2.2-1. Hancock County Without-Project Summary	275
26	Table 3.2.2-2. Hancock County With-Project Summary	279
27	Table 3.2.2-3. Hancock County LOD2 - Project Cost.....	282
28	Table 3.2.2-4. Hancock County LOD2 – Operation and Maintenance Cost	282
29	Table 3.2.3-1. Harrison County Without-Project Summary	286
30	Table 3.2.3-2. Harrison County With-Project Summary	290
31	Table 3.2.3-3. Harrison County LOD2 - Project Cost	293
32	Table 3.2.3-4. Harrison County LOD2 – Operation and Maintenance Cost	293
33	Table 3.2.4-1. Jackson County LOD2 - Project Cost.....	298
34	Table 3.2.4-2. Jackson County LOD2 – Operation and Maintenance Cost.....	298
35	Table 3.3.2-1. Pearlington Ring Levee Construction Cost Summary	318
36	Table 3.3.2-2. Pearlington Ring Levee O & M Cost Summary	318
37	Table 3.3.3-1. Bay St Louis Ring Levee Construction Cost Summary	334
38	Table 3.3.3-2. Bay St Louis Ring Levee O & M Cost Summary	335
39	Table 3.3.4-1. Hancock Co Elevated Roadway Construction Cost Summary	346
40	Table 3.3.4-2. Hancock Co Elevated Roadway O & M Cost Summary	346
41	Table 3.3.5-1. Harrison Co Elevated Roadway Construction Cost Summary	360
42	Table 3.3.5-2. Harrison Co Elevated Roadway O & M Cost Summary	360
43	Table 3.3.6-1. Surge Stage-Probability and Uncertainty	365
44	Table 3.3.6-2. Turkey Creek Flood Stages at Ohio Avenue, Harrison County FIS	365
45	Table 3.3.6-3. Discharge-Frequency, Turkey Creek at Ohio Avenue.....	368
46	Table 3.3.6-4. Construction Cost Summary	382
47	Table 3.3.6-5. O & M Cost Summary	382
48	Table 3.3.7-1. Jackson Co Ocean Springs Elevated Roadway Construction Cost Summary ...	392
49	Table 3.3.7-2. Jackson Co Ocean Springs Elevated Roadway O & M Cost Summary	393
50	Table 3.3.8-1. Jackson Co Ocean Springs Ring Levee Construction Cost Summary	408

1	Table 3.3.8-2. Jackson Co Ocean Springs Ring Levee O & M Cost Summary.....	408
2	Table 3.3.9-1. Jackson Co Gulf Park Estates Ring Levee Construction Cost Summary.....	427
3	Table 3.3.9-2. Jackson Co Gulf Park Estates Ring Levee O & M Cost Summary.....	427
4	Table 3.3.10-1. Jackson Co Belle Fontaine Ring Levee Construction Cost Summary.....	446
5	Table 3.3.10-2. Jackson Co Belle Fontaine Ring Levee O & M Cost Summary.....	446
6	Table 3.3.11-1. Boat Access Structure Dimensional Data by Site	459
7	Table 3.3.11-2. Jackson Co Gautier Ring Levee Construction Cost Summary.....	464
8	Table 3.3.11-3. Jackson Co Gautier Ring Levee O & M Cost Summary.....	464
9	Table 3.3.12-1. Boat Access Structure Dimensional Data by Site	481
10	Table 3.3.12-2. Jackson Co Pascagoula/Moss Point Ring Levee Construction Cost	
11	Summary.....	493
12	Table 3.3.12-3. Jackson Co Pascagoula/Moss Point Ring Levee O & M Cost Summary	493
13	Table 3.4.2-1. St. Louis Bay Ponding.....	524
14	Table 3.4.2-2. Hancock Co Inland Barrier Construction Cost Summary	533
15	Table 3.4.2-3. Hancock Co Inland Barrier O & M Cost Summary	534
16	Table 3.4.3.1-1. St. Louis Bay Ponding.....	538
17	Table 3.4.3.5-1. Gross Quantities for Saint Louis Bay Surge Barrier Elevation 20.0	
18	NAVD88	545
19	Table 3.4.3.6-1. Gross Quantities for Saint Louis Bay Surge Barrier Elevation 30.0	
20	NAVD88	545
21	Table 3.4.3.7-1. Gross Quantities for Saint Louis Bay Surge Barrier Elevation 40.0	
22	NAVD88	546
23	Table 3.4.3.8-1. St Louis Bay Surge Barrier Construction Cost Summary.....	546
24	Table 3.4.3.8-2. St Louis Bay Surge Barrier O & M Cost Summary.....	546
25	Table 3.4.4-1. Biloxi Bay Ponding	562
26	Table 3.4.4-2. St. Louis Bay Ponding.....	565
27	Table 3.4.4-3. Harrison Co Inland Barrier Construction Cost Summary.....	580
28	Table 3.4.4-4. Harrison Co Inland Barrier O & M Cost Summary.....	580
29	Table 3.4.5.1-1. Biloxi Bay Ponding	585
30	Table 3.4.5.5-1. Gross Quantities for Biloxi Bay Surge Barrier Elevation 20.0 NAVD88.....	593
31	Table 3.4.5.6-1. Gross Quantities for Biloxi Bay Surge Barrier Elevation 30.0 NAVD88.....	593
32	Table 3.4.5.7-1. Gross Quantities for Biloxi Bay Surge Barrier Elevation 40.0 NAVD88.....	594
33	Table 3.4.5.8-1. Back Bay of Biloxi Surge Barrier Construction Cost Summary	594
34	Table 3.4.5.8-2. Back Bay of Biloxi Surge Barrier O & M Cost Summary	594
35	Table 3.4.6.1-1. Biloxi Bay Ponding	609
36	Table 3.4.6.8-1. Jackson Co Inland Barrier Construction Cost Summary	618
37	Table 3.4.6.8-2. Jackson Co Inland Barrier O & M Cost Summary	619
38		
39		

PART 1. GENERAL

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- 34 • EM 1110-2-1607, "Engineering and Design - Tidal Hydraulics", 15 March 1991
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7 **1.2 History of Tropical Cyclones**

8 **1.2.1 Introduction**

9 Tropical cyclones are commonly recurring hazards in coastal Mississippi. Climatologically, the
10 central Gulf coast region has one of the highest rates of occurrence in the United States. The
11 Atlantic tropical cyclone database since 1886 indicates significant tropical storm impacts on the
12 region occurring about every 2-3 years, and at least category 1 hurricane impact about every 8-9
13 years. However, the record since 1886 has severe limitations in assessing a longer temporal
14 perspective on tropical cyclone activity. Historical records enable reconstruction of tropical cyclones
15 that extend back to the eighteenth century. Meteorological records afford a detailed and continuous
16 reconstruction at yearly resolution back to the mid 1800's.

17 **1.2.2 Historical Data**

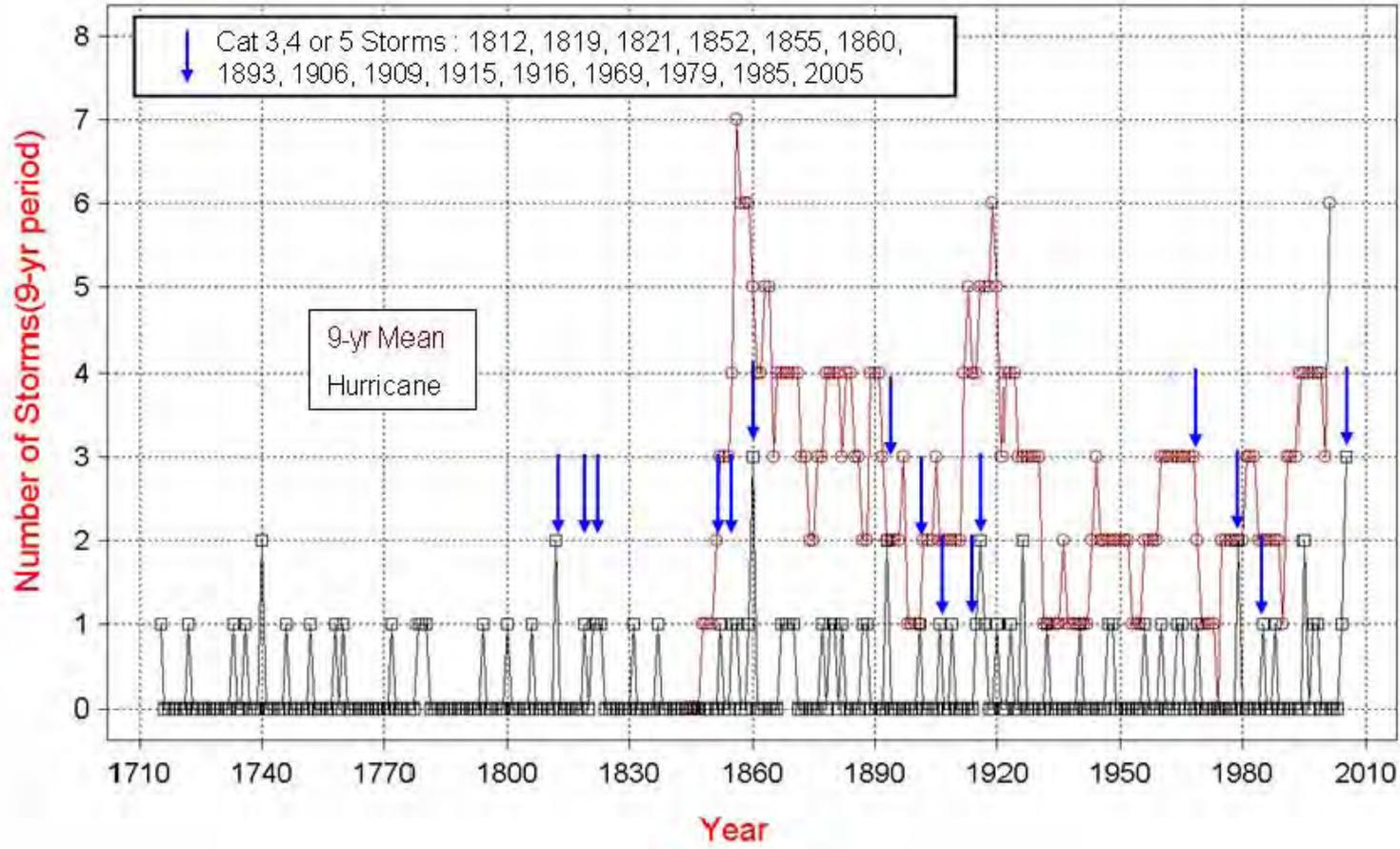
18 All available historical data has been utilized in the present study. First, tropical cyclone occurrences
19 were compiled for each year from the HURDAT database from 1851-2005, counting each storm
20 believed to be of hurricane intensity when it was centered within 75 miles of the Mississippi Coast.
21 Similarly, a compilation of early nineteenth century hurricanes (1800-1850) was utilized (Bossak,
22 2003). This database relied primarily upon the landmark work of Ludlum (1963). All storms prior to
23 1800 were compiled from Ludlum (1963). For the period 1800-1870, only minor adjustments were
24 made from a detailed examination of early instrumental records, diaries, and newspapers.

25 **1.2.3 Results**

26 A chronological listing of all known Hurricanes to affect Mississippi from 1711 to 2005 is given in
27 Table 1.2-1. The resultant time series is shown in Figure 1.2-1. For the period of record, 66 tropical
28 cyclones were identified as being of hurricane intensity Examination of the series reveals an obvious
29 discontinuity in storm frequency circa 1840. This is simply a statistical artifact, as many tropical
30 cyclone events prior to this time must have been unreported due to sparse population and lack of
31 communication. Not until daily Meteorological observations were initiated by U.S. Army Post
32 Surgeons at New Orleans in 1838, and near Mobile in 1840, can we be certain that all hurricanes
33 were accounted for.

34 Temporal analysis of the tropical cyclone record, smoothed by 9-year running frequencies, indicate
35 decadal variability in the historical past exceeding that of modern times. In particular, the 1850-1880
36 period was extraordinarily active. It was followed by another active period from 1910-1930. Much of
37 the twentieth century...1930-1990...was conspicuous for relative inactivity. Indeed, it was this era
38 that is the most anomalous period in the entire record.

Number of Hurricanes Affecting Mississippi



1
2 **Figure 1.2-1-1. Hurricanes that Have Affected Mississippi**

1
2

**Table 1.2-1.
Hurricanes Affecting Mississippi Coast (1715-2005)**

Year	Landfall	Estimated Storm Category at Landfall
1715 n.d.	Dauphin Island	(1)/Unknown
1722 Sept. 22-23	New Orleans	(1)
1733	Mobile	(1)
1736	Pensacola	(1)
1740 Sept. 22	Mobile	(1) The Twin Mobile Hurricanes of 1740
1740 Sept. 29	Mobile	(1) Second Mobile Hurricane
1746 n.d.	Ala.-Miss.-La.	(1)
1752 Nov. 3	Pensacola	(1)
1758 n.d.	N.W. Florida	(1)
1760 Aug. 12	Pensacola	(1)
1772 Aug. 30-Sept. 3	Fla.-La.	(1)
1778 Oct. 7-10	Fla.-La.	(1)
1779 Aug. 18	New Orleans	(1)
1780 Aug. 24	New Orleans	(1)
1794 Aug. 31?	Louisiana	(1)
1800 Aug	New Orleans	1
1806 Sept. 17	New Orleans	1
1812 June 11-12	Louisiana	1
1812 Aug 19	New Orleans	3
1819 July 27-28	Bay St. Louis	3/4
1821 Sept. 15-17	Bay St. Louis	3
1822 July 7-8	Biloxi	1
1823 Sept. 12-14	La.-Ala.	1
1831 Aug. 17-18	New Orleans	3/4
1837 Oct. 3-7	La.-Fla.	2
1852 Aug. 25	Pascagoula	3
1855 Sept. 15-16	Bay St. Louis	3
1856 Aug. 10-11	New Orleans	4
1859 Sept. 15	Mobile	1
1860 Aug. 11	Biloxi	3
1860 Sept. 14-15	Biloxi	2
1860 Oct. 2-3	Houma, La.	2
1867 Oct. 4-5	La.-Fla.	2
1868 Oct. 3-4	La.-Fla.	1
1869 Sept. 5	New Orleans	1
1870 July 30	Mobile	1
1877 Sept. 21	La.-Fla	1
1879 Aug. 31-Sept.1	New Orleans	2/3
1880 Aug. 26-30	Pensacola	1
1882 Sept. 10	Pensacola	3
1887 Oct. 19	Port Eads, La.	1
1888 Aug. 19-20	New Orleans	1/2
1893 Sept. 7-8	Grand Isle, La	1/2
1893 Oct. 2	Pascagoula	3
1901 Aug. 15	Gulfport	1
1906 Sept. 27	Pascagoula	3
1909 Sept. 20	New Orleans	3

1
2

Table 1.2-1.
Hurricanes Affecting Mississippi Coast (1715-2005) (continued)

Year	Landfall	Estimated Storm Category at Landfall
1915 Sept. 29	New Orleans	2/3
1916 July 5	Pascagoula	3
1916 Oct. 18	Perdido Key	3
1917 Sept. 28	Pensacola	2
1920 Sept. 21	Houma, La.	2
1923 Oct. 15	Houma, La	1/2
1926 Aug. 26	Houma, La	2
1926 Sept. 21	Perdido Key	1/2
1932 Sept. 1	Mobile	1
1940 Aug.6	La.-Tx.	1
1947 Sept. 19	New Orleans	2
1948 Sept. 4	New Orleans	1
1956 Sept. 24	Port Eads/ Ft. Walton	1
1960 Sept. 15	Gulfport	1
1964 Oct. 3	Franklin, La	1
1965 Sept. 10	New Orleans	3
1969 Aug. 17	Bay St. Louis	5
1979 July 5	Grand Isle	1
1979 Sept. 12	Mobile/Pascagoula	3
1985 Sept. 2	Biloxi	3
1988 Sept. 9	New Orleans	1
1995 Aug. 3	Pensacola	3
1995 Oct. 4	Navaree, Fla.	3
1997 July 19	Mobile	1
1998 Sept. 28	Biloxi	2
2004 Sept. 16	Pensacola	3
2005 July 6	Grand Isle, La.	1
2005 July 10	Navarre, Fla.	2
2005 Aug. 29	Bay St. Louis	3

3

4 The most active hurricane years were 1860 and 2005, with three hurricanes each. Since 1800, major
5 Hurricane impact (category 3 or greater) is clearly evident in 1812, 1819, 1852, 1855, 1860, 1893,
6 1906, 1909, 1915, 1916, 1947, 1969, 1985, and 2005.

7 The small but extremely intense Bay St. Louis Hurricane of July 27-28, 1819 and the nearly identical
8 Category 5 Hurricane Camille of August 17-18, 1969 were the most intense storms of record.
9 Hurricanes Camille (1969) and Katrina (2005) produced the largest known tidal surge.

10 **1.2.4 Conclusion**

11 Tropical cyclones affecting coastal Mississippi appear to have been somewhat more frequent in the
12 historical past than during the present human lifetime. Only during the last decade have we seen a
13 significant upswing in the frequency of occurrence. Six major hurricanes struck the Mississippi coast
14 during the 1800`s with seven major storms in the 1900`s. Only hurricane Katrina of 2005 has made
15 landfall as a major hurricane during the 21st Century. Thus, there is no evidence that land falling
16 hurricanes in Mississippi are becoming more intense.

1.2.5 References

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1.3 Tide Gage Stage-Frequency Analysis

The annual percent chance exceedance stage relationship, referred to as the 'stage-frequency curve,' is the single most important descriptor of a community's flood risk. The relationship describes the annual probability, expressed in percent, of a given stage (i.e. water surface elevation) being equaled or exceeded and is relied heavily upon for purposes of the National Flood Insurance Program, for the development and evaluation of flood damage reduction measures, for understanding and communicating annual and long-term risk, amongst others.

Historically, tide gage data have been used almost exclusively to describe the entirety of a given stage-frequency curve in a given coastal area. The shortcoming of this approach is that it tends to mask the true risk in the vicinity of the gage. The reasons for this are many, but perhaps the most important is related to the observation that, while the occurrence of strong hurricanes in a given coastal region is not probabilistically rare, the probability of a particular gage site taking a direct hit from one of those strong hurricanes is more rare. A more accurate representation of the true risk for severe hurricanes then can only be obtained over a long period of meteorological and water level observations (a century is not long enough) or through refined statistical analysis of storms and effects modeling efforts.

Present needs have required that a great deal of effort be placed on developing statistical methods and modeling approaches to improve our present understanding of severe hurricane risk. A Risk Assessment Group, led by scientists at the Engineer Research and Development Center (ERDC) in Vicksburg, MS, was assembled in the aftermath of Hurricane Katrina to develop such statistical and modeling methods (Ref. 1) for the Gulf of Mexico region, and those methods have been used for this program (ERDC modeling efforts are described in Chapter 2). Those efforts were focused on what might be called an extreme storm subset of the tropical storm/hurricane population. While their products and findings are many, one of their most important products was the development of 4% (1 in 25), 2% (1 in 50), 1% (1 in 100), 0.2% (1 in 500), and 0.1% (1 in 1000) annual chance stage exceedance estimates for numerous locations in the vicinity of coastal Mississippi. These estimates, combined with probabilistic analysis results of historic observed tide levels, were joined to create composite (i.e. consisting of both observed data and hydrodynamic modeling results) stage-frequency curves for planning subunits in coastal Mississippi. These in turn were used for a host of MsCIP design and evaluation efforts.

This chapter describes the available historic tide stage data and the development of that data into stage-frequency curves. The curves were compared to an historic stage-frequency curve and to ERDC model data at the location of the gage sites are displayed.

1.3.1 Background

The US Army Corps of Engineers Mobile District (CESAM) maintains a network of tide gages along the Gulf Coast from Gulfport, MS eastward to Carrabelle, FL. Gage locations are shown in Figure 1.3-1. Hurricane Katrina made landfall at the Louisiana-Mississippi State line August 29, 2005 and generated record storm surge along the Mississippi and Alabama coast. Preliminary high water mark (HWM) data values from FEMA indicate surge ranging from 28 ft at Bay St. Louis to 11.5 ft at

1 Mobile, AL. The following are Mobile District tide gages along the Mississippi and Alabama coast
2 with long term records; Gulfport, MS (42 years), Biloxi, MS (123 years) Pascagoula, MS (65 years),
3 Dauphin Island (42 years) and State Docks (65years). A graphical frequency analysis was
4 performed on the observed historical annual peak water (tide) levels to estimate the still water storm
5 surge return interval.

6 Water levels recorded at the gage sites are collected in a stilling well to minimize effects from wave
7 height and wave run-up. In cases where the tide gage was destroyed or malfunctioned, the
8 maximum water level was obtained from a high water mark measured in a nearby enclosed
9 structured.

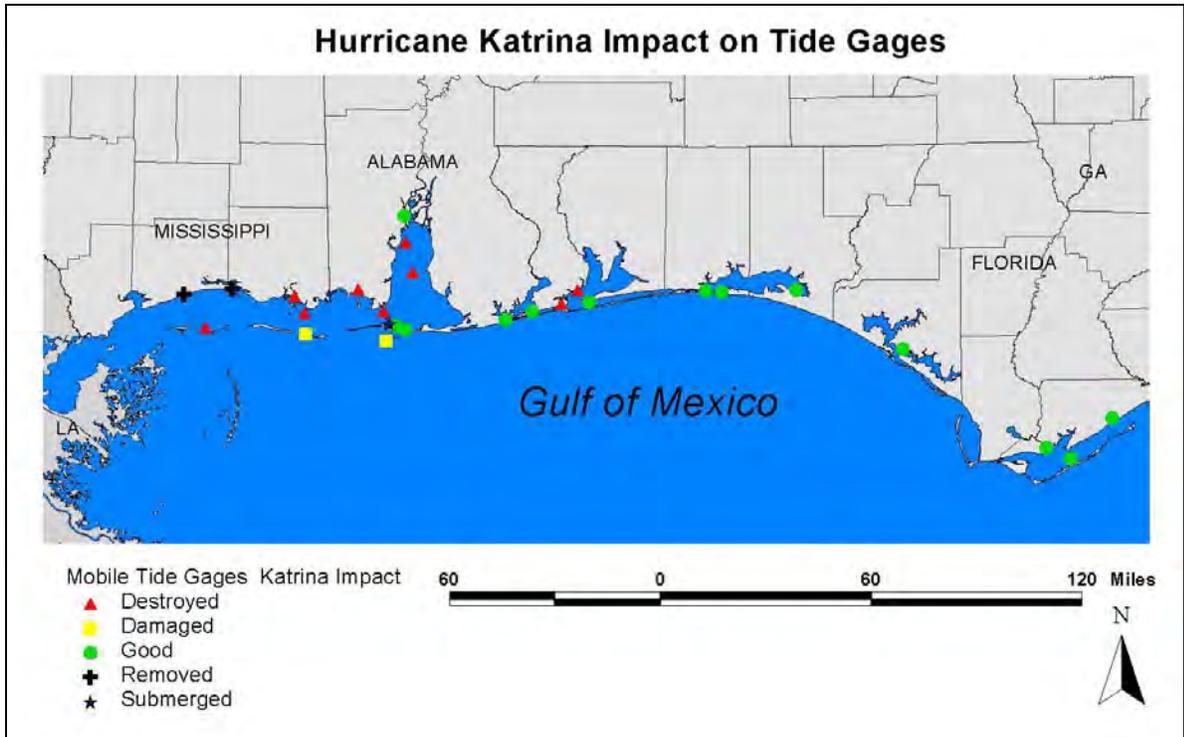
10 Each tide gage is installed to support our navigation coastal dredging program. Consequently the
11 gages are installed near the navigation projects such as harbors, ports, federal docks, and shipping
12 channels. The gages are operated and maintained by the Mobile District Engineering Division,
13 Hydraulics & Hydrology Branch. Mobile District archives the data for legal reasons and makes it
14 available to the public upon request. Monthly and annual reports of the tide levels are generated,
15 archived and made available upon request. The gages are accurate to +/- 0.1 foot. There is limited
16 quality control of the tide data.



17
18 **Figure 1.3-1. Mobile District Tide Gage Network**

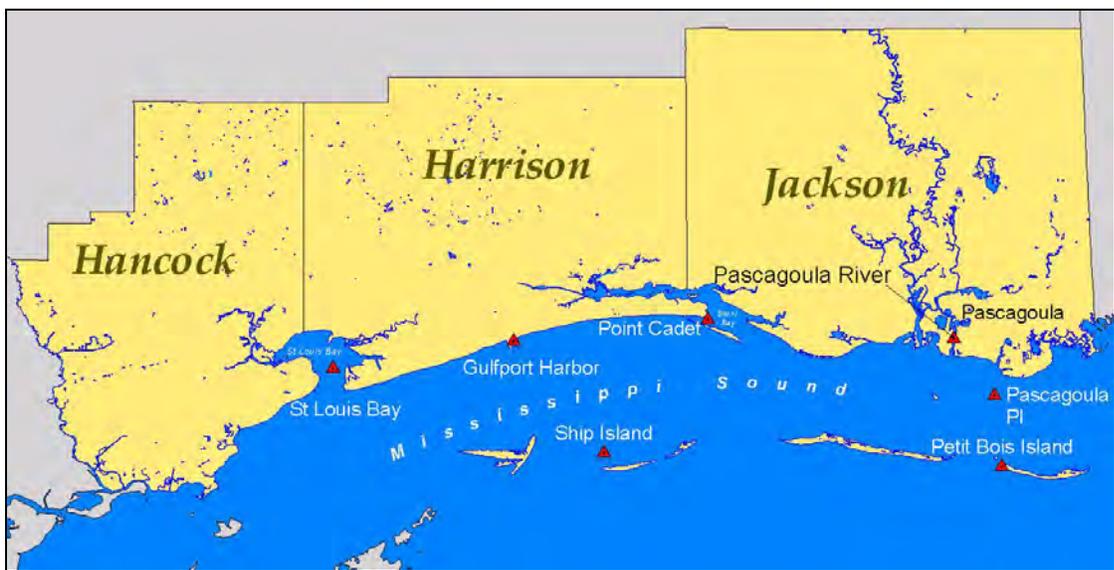
19 When a hurricane is forecast to strike the Gulf Coast, CESAM personnel are dispatched to remove
20 recorded data from coastal gages and ensure that the gages are working properly. All equipment is
21 removed from gage sites in areas of forecasted direct storm path 1-3 days before landfall. Therefore,
22 removing the proper gage is dependent on the accuracy of the hurricane path and surge forecast.

1 Two gages were removed in Mississippi and one in Alabama on 28 August 2005, one day before the
 2 projected H. Katrina landfall. Water levels along the Gulf Coast for the time period during the storm
 3 are available at 16 gages and partial record from 5 gages. A total of 9 CESAM gages were
 4 destroyed and 2 gages were damaged by the hurricane. Figure 1.3-2 shows the status of the gages
 5 shortly after H. Katrina.



6
 7 **Figure 1.3-2. Hurricane Katrina Impact on Tide Gages**

8 There are 7 active CESAM tide gages along the Mississippi Coast gages as shown in Figure 1.3-3.



9
 10 **Figure 1.3-3. CESAM Mississippi Coast Tide Gages**

1 **1.3.2 Methodology**

2 EM 1110-2-1415 (Ref. 2) recommends using graphical analysis for stage (elevation) frequency
 3 computations. The Corps of Engineers computer program Flood Frequency Analysis (FFA) was
 4 selected to compute the graphical plotting positions. Historical data was incorporated into the
 5 graphical analysis using the procedures outlined in Bulletin 17B (Ref. 3). The median plotting
 6 position formula was selected to derive probabilistic plotting positions because it corrects for the bias
 7 caused by small sample sizes.

8 Care was taken to select a uniform data set for the frequency analysis. Each event represents the
 9 peak water level for each January-December calendar year. There are a few years with less than 12
 10 months of recorded data; in most cases this is due to a gage malfunction or damage from a storm
 11 event. The data set includes the effects of subsidence and sea level rise and no attempts have been
 12 made to adjust the data to account for these factors. Of these, subsidence is more important in that it
 13 affects the datum of the gage and thus the absolute water surface elevation estimate. Future
 14 analysis by this office will research the necessary adjustments. Each of the three gages has been
 15 relocated within the period of record. No adjustments were required because of the close proximity
 16 of relocations. In cases where the gage was destroyed by a severe storm, a still water high water at
 17 or near the gage used to represent the peak elevation for that storm event.

18 Historic data is information before the collection of systemic record. The account is often described
 19 in newspaper article, personal accounts from a witness or an investigation by some agency or entity.
 20 Historic data is very useful for locations with relative short period of record and use to extend the
 21 period of systemic record. The use of historic record can improve the frequency estimate.

22 The population includes annual peaks that result from storm surge and normal tidal fluctuations.
 23 There are years were multiple storms caused storm surge above normal high tide. Only the
 24 maximum recorded for each year used in the analysis. Partial duration frequency analysis was
 25 eliminated because of limited available daily data for the full period of record.

26 Gulfport has 43 year, 1963-2005, on continuous systematic record. Well documented historic values
 27 for the years 1915, 1926, 1947, 1948, 1955-1957, and 1960 are included in the analysis. Biloxi has
 28 111 years, 1882-1885 and 1896-2005, of continuous systematic record. Pascagoula has 66 years,
 29 1940-2005, of continuous systematic record. The historic record of annual maximum stages is
 30 shown in Table 1.3-1 and presented graphically in Figures 1.3-4 through 1.3-6.

31 **1.3.2.1 Presentation of Data**

32 **Table 1.3-1.**
 33 **Mississippi Coast Historic Annual Stages at Mobile District Tide Gages**

Storm	Date	Gulfport (1963)		Pascagoula (1940)		Biloxi (1882)	
		Gage Height, ft.	ft. NAVD	Gage Height, ft.	ft. NAVD	Gage Height, ft.	ft. NAVD
Sep 1882	9/10/1882						2.42
27Sep1906	1906-Sep-27						6.05
20Sep1909	1909-Sep-20					10.43	4.48
12Aug1911	1911-Aug-12						4.49
14Sep1912	1912-Sep-14						3.51
29Sep1915	1915-Sep-29		9.13	¹			9.05
05Jul1916	1916-Jul-05						4.20
28Sep1917	1917-Sep-28					8.61	2.66
21Sep1920	1920-Sep-21						5.57

Storm	Date	Gulfport (1963)		Pascagoula (1940)		Biloxi (1882)			
		Gage Height, ft.	ft. NAVD	Gage Height, ft.	ft. NAVD	Gage Height, ft.	ft. NAVD		
15Oct1923	1923-Oct-15						11.96	6.01	⁷
21Sep1926	1926-Sep-21		6.13	¹				3.95	
Sep 1932	1932-Sep						9.16	3.21	
Oct 1932	1932-Oct						9.33	3.38	
July 1933	1933-Jul						9.16	3.21	
Sep 1933	1933-Sep						9.74	3.79	
Jun 1934	1934-Jun						8.98	3.03	
T.S. Jun 1939	1939-Jun						9.05	3.10	
26Sep1939	1939-Sep-29						9.5	3.55	
	1940-Aug-06				3.71		10.4	4.45	
12Sep1941	1941-Sep-12				3.38		9.52	3.57	
06Sep1945	1945-Sep-06					⁵	9.1	3.15	
	1947-Sep-08				2.68				⁶
19Sep1947	1947-Sep-19		14.13	¹	7.48	^{2,6}	16.88	10.93	^{2,6}
04Sep1948	1948-Sep-04		6.13	¹	4.08			5.73	
	1949-Sep-04				3.98			4.59	
Baker	1950-Aug-30				3.73			3.66	
Barbara	1954-Jul-29				2.43		9.1	3.15	
Brenda	1955-Aug-01				3.18			4.00	
26Aug1955	1955-Aug-26		6.13	¹	2.83			3.67	
	1956-Jun-13				3.48		10.78	4.83	
Flossy	1956-Sep-24		4.13	¹	3.18		9.39	3.44	
Audrey	1957-Jun-27				3.36			3.75	
T.S Ester	1957-Sep-18		6.63	¹	2.63			4.77	
Ethel	1960-Sep-15		5.13	¹	4.58			5.25	
Helda	1964-Oct-04	5.14	4.27		4.13			4.76	
Betsy	1965-Sep-09		10.83	^{2,7}	6.48		14.64	8.69	
Debbie	1965-Sep-29	6.8	3.93		2.92				⁶
Camille	1969-Aug-17		19.81	²	11.37	11.33	²	15.69	²
Felice	1970-Sep-15	3.01	3.14		2.43	2.39	8.94	2.99	
Fern	1971-Sep-05	2.68	2.54		2.37	2.33			
Edith	1971-Sep-16	3.35	3.21		2.08	2.04		3.63	
Carmen	1974-Sep-08	4.95	4.81		3.98	3.94		4.60	
Babe	1977-Sep-06	3.9	3.76				⁵		⁵
Bob	1979-Jul-11		6.13		4.63			5.75	
Frederic	1979-Sep-12		3.43		5.86			4.03	
Elena	1985-Sep-02		5.56		5.58			6.16	
Juan	1985-Oct-28		6.63		5.39			5.96	
Bonnie	1986-Jun-23		2.73		2.45			2.83	
Gilbert	1988-Sep-08		4.90		3.10			4.06	
Florence	1988-Sep-10		4.67		3.11			6.39	
Chantal	1989-Jul-31		3.13		2.31			3.48	
Andrew	1992-Aug-26		4.02		3.18			3.90	
TS Dean	1995-Jul-28		3.70		2.83			3.52	
Erin	1995-Aug-04		2.68		2.84			3.04	

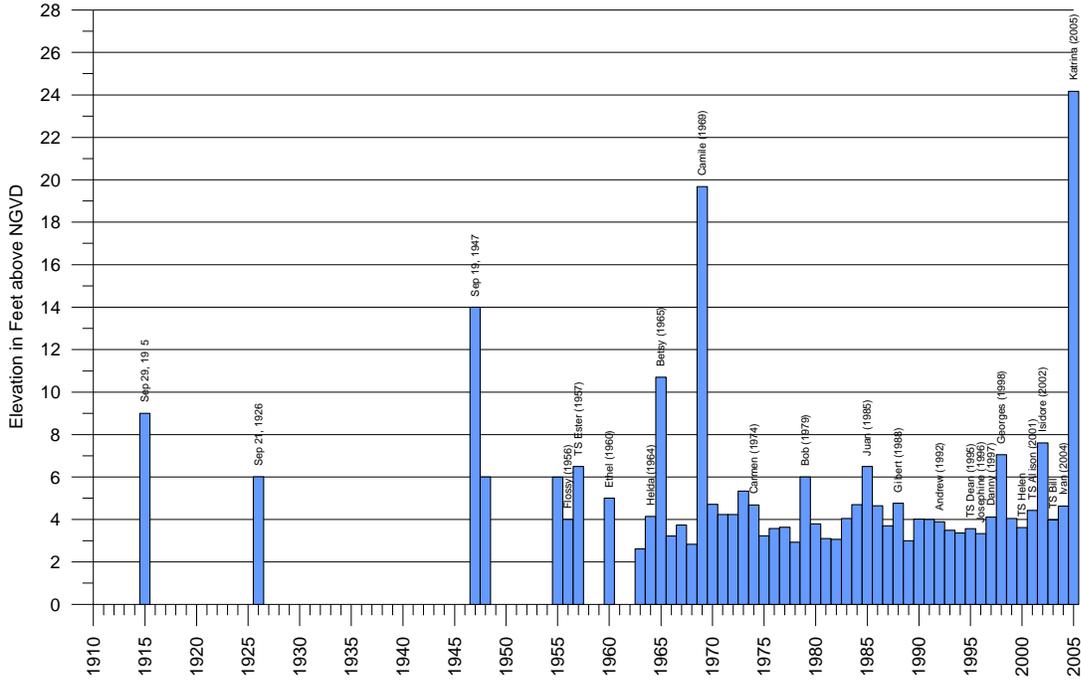
Storm	Date	Gulfport (1963)		Pascagoula (1940)		Biloxi (1882)		
		Gage Height, ft.	ft. NAVD	Gage Height, ft.	ft. NAVD	Gage Height, ft.	ft. NAVD	
Opal	1995-Oct-04		3.05		2.65			³
Josephine	1996-Oct-05		3.47		2.74		3.47	
Danny	1997-Jul-19		4.25		2.98		3.87	
Earl	1998-Sep-02		3.30		3.16	3.52	3.00	
Georges	1998-Sep-28		7.18		8.44	²	8.18	
T.S. Helen	2000-Nov-24		3.75		3.08		3.48	
T.S. Allison	2001-Jun-11		4.56		3.98			⁵
T.D. Edward	2002-Sep-06		4.13	4.09	3.45		3.57	
T.S. Hanna	2002-Sep-14	5.14	4.65	4.64	4.00		4.16	
Isidore	2002-Sep-26	8.26	7.77		5.83		6.99	
Lili	2002-Oct-04	3.79	3.30		3.96		4.88	
T.S. Bill	2003-Jul-10	4.6	4.11		3.41		4.12	
Ivan	2004-Sep-16	5.28	4.79		6.80	⁴	4.36	
T.S. Matthew	2004-Oct-10	4.88	4.39	3.66	3.02		4.32	3.80
T.S. Cindy	2005-Jul-06	6.16	5.67		5.83		5.97	
Dennis	2005-Jul-10	3.63	3.14		3.33		2.99	
Katrina	2005-Aug-29		24.30	⁴	16.68	²	23.93	⁴
Storm Count			45		51		65	

1

- | | |
|--|------------------------------------|
| 1 Report on Hurricane Survey | 5 No Record Gage Malfunctioned |
| 2 High Water Mark at Gage Site | 6 No Record gage destroyed |
| 3 No Record gage vandalized | 7 Partial Record, gage malfunction |
| 4 Gage Removed before landfall, HWM at gage site | |

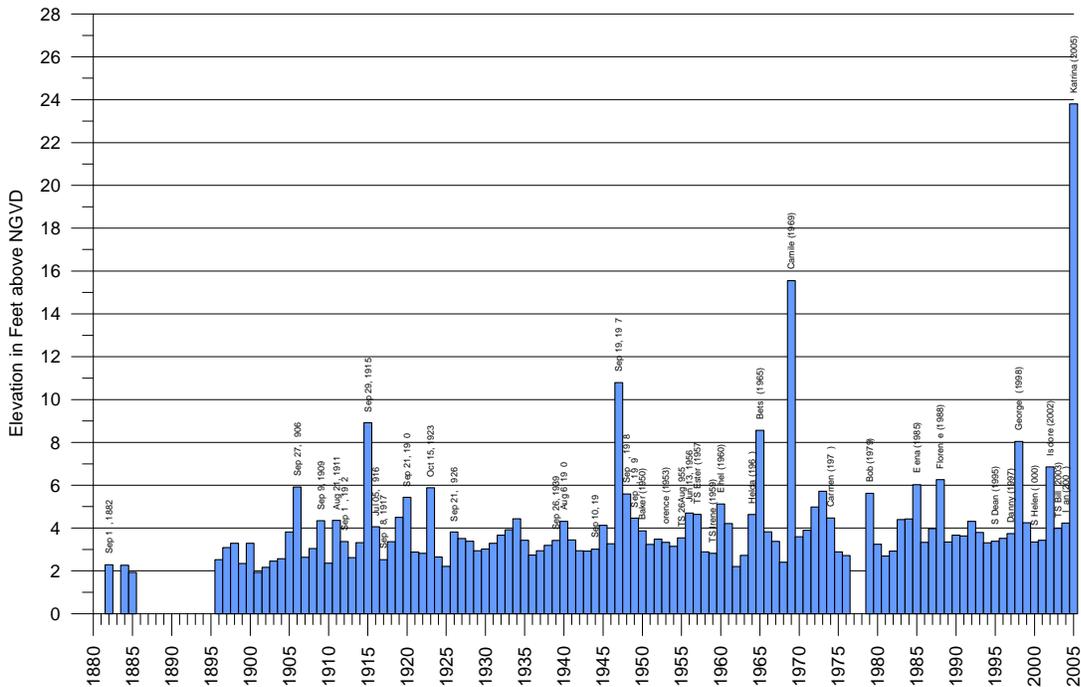
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Annual Maximum Water Level
Gulfport, MS



1
2 **Figure 1.3-4. Gulfport, MS Annual Maximum Water Level**

Annual Maximum Water Level
Biloxi, MS



3
4 **Figure 1.3-5. Biloxi, MS Annual Maximum Water Level**

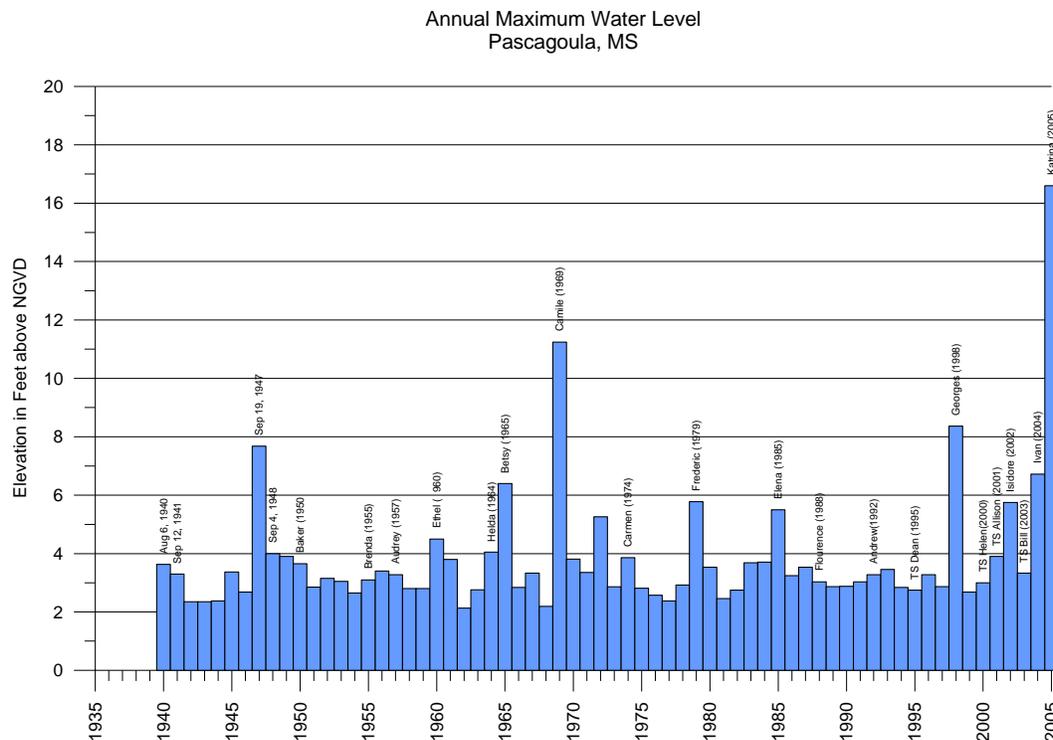


Figure 1.3-6. Pascagoula, MS Annual Maximum Water Level

1.3.3 Results

1.3.3.1 Graphical Stage-Frequency Analysis

A graphically fit (by eye) curve was drawn through the median plotting positions of the historic data for each gage site. Results for selected annual probabilities of occurrence are shown in Table 1.3-2. Comprehensive results are shown in tabular format with observed data in Tables 1.3-3 through 1.3-5. The computed Weibull plotting position is shown in those tables for reference only. Figures 1.3-7 through 1.3-9 show results presented graphically against an historic stage frequency curve. The historic curve (shown in red on the figures) was developed to represent the entire Mississippi Coast and published in a Mississippi Coast hurricane survey published by Mobile District in 1965 (Ref. 4). The hurricane survey curve was developed based on observed tidal data. That curve pre-dates some of the most intense surge-producing hurricanes to have struck the vicinity of Mississippi in the modern record: H. Betsy (1965), H. Camille (1969), H. Georges (1998), and H. Katrina (2005). The result is that, in the 40 years of record, one's impression of what the 1 in 100 chance annual stage might be according to these methods has increased dramatically, and at Gulfport that stage has nearly doubled. This observation reinforces the idea that the length of period of record is an important consideration, and that just a few historically significant events can dramatically impact the risk picture. Similarly, the tabulated results in Table 1.3-2 clearly show the influence that landfall location may impart on the stage frequency curve. While there are physical reasons why western Mississippi might register higher stages for a given hurricane than elsewhere along the Mississippi Coast, if H. Camille and H. Katrina landed more centrally there, the stage-frequency relationship would likely have been somewhat more uniform for low annual chance events at the three gages. This also demonstrates the need to combine gage data with statistical and modeling efforts to improve stage-frequency estimates.

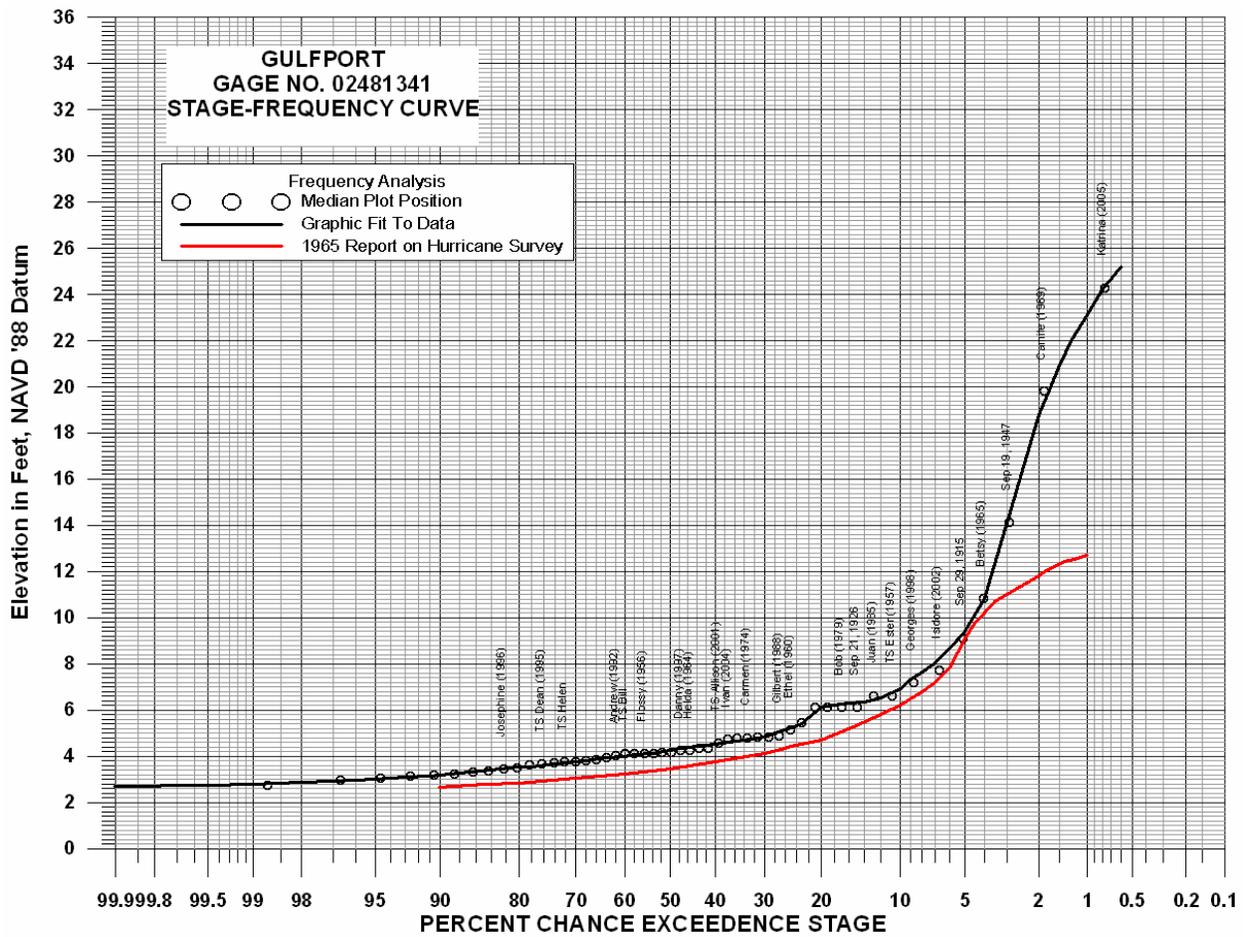
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Table 1.3-2.
Results from Graphical Frequency Analysis

Annual Percent Chance Exceedance	Pascagoula Stage	Biloxi Stage	Gulfport Stage
50	3.3	3.7	4.3
20	4.0	4.5	6.1
10	6.0	5.7	6.9
5	7.9	7.6	9.4
2	12.5	12.6	18.8
1	17.1	19.1	23.1

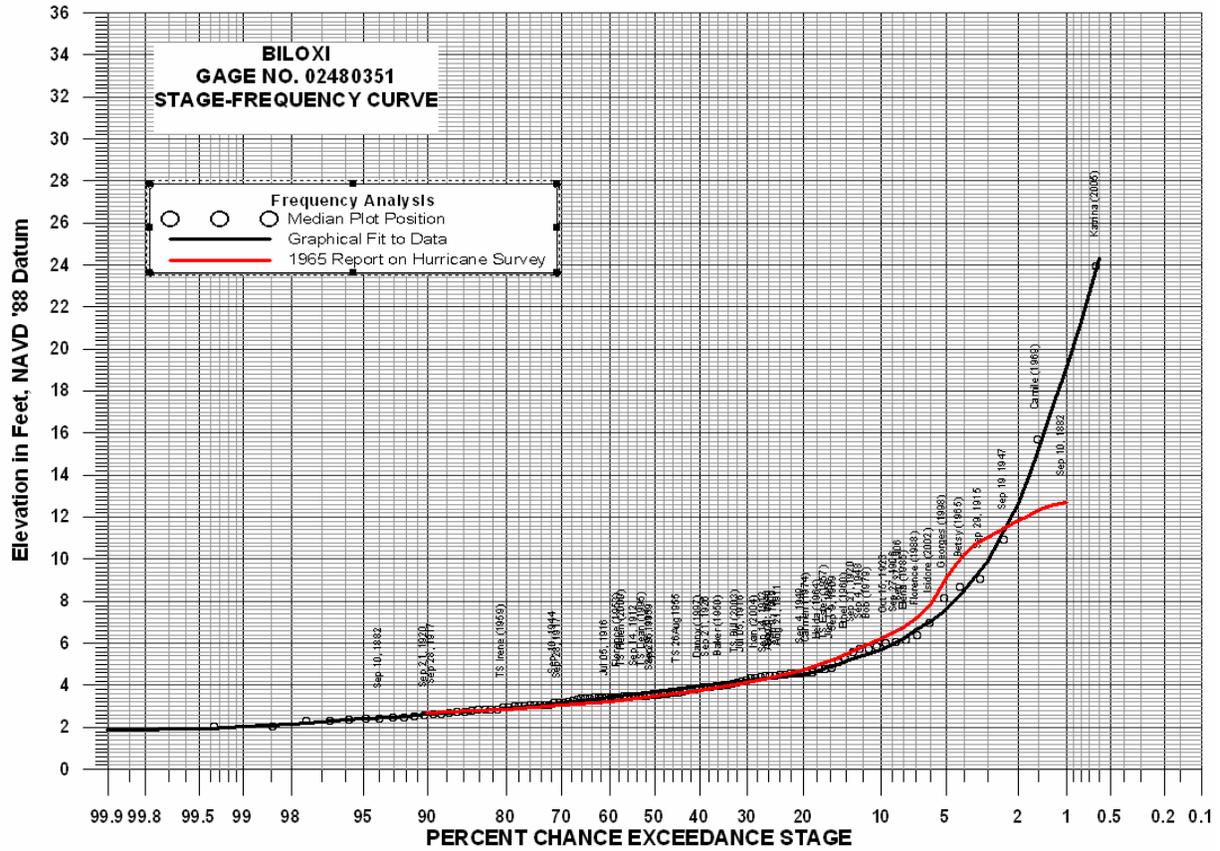
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Period of record: Pascagoula 1916-2005, Biloxi 1882-2005, Gulfport 1941-2005.

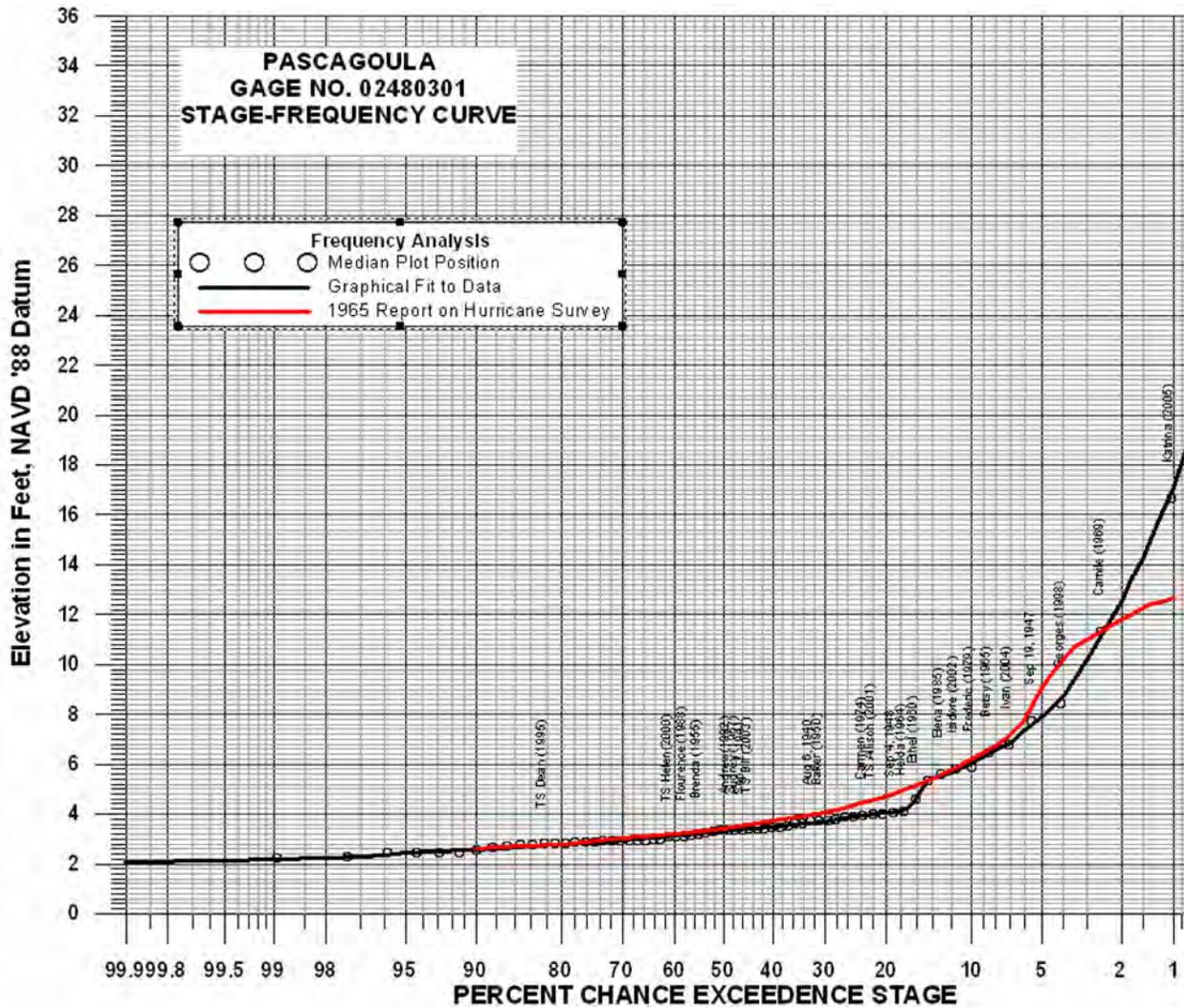


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Figure 1.3-7. Gulfport, MS Frequency Curve



1
2 **Figure 1.3-8. Biloxi, MS Frequency Curves**



1
2 Figure 1.3-9. Pascagoula, MS Frequency Curve

3
4 Table 1.3-3.
Gulfport, MS Annual Peaks

Year	Gage Height ft. NAVD	Rank	Weibull Plotting Position (FFA)	Median Plotting Position (FFA)	Storm
2005	24.30	1	1.09	0.77	Katrina (2005)
1969	19.81	2	2.17	1.86	Camille (1969)
1947	14.13	3	3.26	2.95	Sep 19, 1947
1965	10.83	4	4.35	4.05	Betsy (1965)
1915	9.13	5	5.43	5.14	Sep 29, 1915
2002	7.74	6	6.99	6.71	Isidore (2002)
1998	7.18	7	9.03	8.76	Georges (1998)
1957	6.63	8	11.06	10.8	TS Ester (1957)
1985	6.63	9	13.09	12.85	Juan (1985)
1926	6.14	10	15.12	14.89	Sep 21, 1926
1948	6.13	12	19.19	18.98	
1979	6.13	11	17.16	16.94	Bob (1979)

Year	Gage Height ft. NAVD	Rank	Weibull Plotting Position (FFA)	Median Plotting Position (FFA)	Storm
1955	6.12	13	21.22	21.03	
1973	5.46	14	23.25	23.08	
1960	5.13	15	25.28	25.12	Ethel (1960)
1988	4.90	16	27.32	27.17	Gilbert (1988)
1970	4.85	17	29.35	29.21	
1984	4.83	18	31.38	31.26	
1974	4.81	19	33.41	33.3	Carmen (1974)
1986	4.78	20	35.44	35.35	
2004	4.76	21	37.48	37.39	Ivan (2004)
2001	4.56	22	39.51	39.44	TS Allison (2001)
1971	4.36	23	41.54	41.49	
1972	4.36	24	43.57	43.53	
1964	4.27	25	45.6	45.58	Helda (1964)
1997	4.25	26	47.64	47.62	Danny (1997)
1983	4.18	27	49.67	49.67	
1999	4.18	28	51.7	51.71	
1990	4.14	29	53.73	53.76	
1956	4.13	30	55.77	55.8	Flossy (1956)
1991	4.13	31	57.8	57.85	
2003	4.11	32	59.83	59.89	TS Bill
1992	4.02	33	61.86	61.94	Andrew (1992)
1980	3.93	34	63.89	63.99	
1967	3.87	35	65.93	66.03	
1987	3.83	36	67.96	68.08	
1977	3.76	37	69.99	70.12	
2000	3.75	38	72.02	72.17	TS Helen
1976	3.71	39	74.05	74.21	
1995	3.70	40	76.09	76.26	TS Dean (1995)
1993	3.62	41	78.12	78.3	
1994	3.49	42	80.15	80.35	
1996	3.47	43	82.18	82.39	Josephine (1996)
1975	3.36	44	84.22	84.44	
1966	3.35	45	86.25	86.49	
1981	3.23	46	88.28	88.53	
1982	3.20	47	90.31	90.58	
1989	3.13	48	92.34	92.62	
1978	3.06	49	94.38	94.67	
1968	2.96	50	96.41	96.71	
1963	2.75	51	98.44	98.76	

1
2

**Table 1.3-4.
Biloxi, MS Annual Peaks**

Year	Gage Height ft. NAVD	Rank	Weibull Plotting Position (FFA)	Median Plotting Position (FFA)	Storm
2005	23.93	1	0.89	0.63	Katrina (2005)
1969	15.69	2	1.79	1.53	Camille (1969)
1947	10.93	3	2.68	2.42	Sep 19, 1947
1915	9.05	4	3.57	3.32	Sep 29, 1915
1965	8.69	5	4.46	4.22	Betsy (1965)
1998	8.18	6	5.36	5.12	Georges (1998)
2002	6.99	7	6.25	6.01	Isidore (2002)
1988	6.39	8	7.14	6.91	Florence (1988)
1985	6.16	9	8.04	7.81	Elena (1985)
1906	6.05	10	8.93	8.71	Sep 27, 1906
1923	6.01	11	9.82	9.61	Oct 15, 1923
1973	5.85	12	10.71	10.50	
1979	5.75	13	11.61	11.40	Bob (1979)
1948	5.73	14	12.50	12.30	Sep 4, 1948
1920	5.57	15	13.39	13.20	Sep 21, 1920
1960	5.25	16	14.29	14.09	Ethel (1960)
1972	5.12	17	15.18	14.99	
1956	4.83	18	16.07	15.89	Jun 13, 1956
1957	4.77	19	16.96	16.79	TS Ester (1957)
1964	4.76	20	17.86	17.68	Helda (1964)
1919	4.64	21	18.75	18.58	
1974	4.60	22	19.64	19.48	Carmen (1974)
1949	4.59	23	20.54	20.38	Sep 4, 1949
1934	4.57	24	21.43	21.27	
1984	4.56	25	22.32	22.17	
1983	4.53	26	23.21	23.07	
1911	4.49	27	24.11	23.97	Aug 21, 1911
1909	4.48	28	25.00	24.87	Sep 9, 1909
1940	4.45	29	25.89	25.76	Aug 6, 1940
1992	4.45	30	26.79	26.66	
1999	4.38	31	27.68	27.56	
2004	4.36	32	28.57	28.46	Ivan (2004)
1961	4.34	33	29.46	29.35	
1945	4.26	34	30.36	30.25	
1916	4.20	35	31.25	31.15	Jul 05, 1916
2003	4.12	36	32.14	32.05	TS Bill (2003)
1987	4.10	37	33.04	32.94	
1933	4.05	38	33.93	33.84	
1971	4.03	39	34.82	34.74	
1950	4.00	40	35.71	35.64	Baker (1950)
1966	3.96	41	36.61	36.54	
1905	3.95	42	37.50	37.43	
1926	3.95	43	38.39	38.33	Sep 21, 1926

Year	Gage Height ft. NAVD	Rank	Weibull Plotting Position (FFA)	Median Plotting Position (FFA)	Storm
1993	3.93	44	39.29	39.23	
1997	3.87	45	40.18	40.13	Danny (1997)
1932	3.80	46	41.07	41.02	
1990	3.80	47	41.96	41.92	
1991	3.76	48	42.86	42.82	
1970	3.72	49	43.75	43.72	
1955	3.67	50	44.64	44.61	TS 26Aug1955
1996	3.66	51	45.54	45.51	
1927	3.65	52	46.43	46.41	
1952	3.61	53	47.32	47.31	
1941	3.58	54	48.21	48.20	
1935	3.56	55	49.11	49.10	
2001	3.56	56	50.00	50.00	
1939	3.55	57	50.89	50.90	Sep 26, 1939
1928	3.52	58	51.79	51.80	
1995	3.52	59	52.68	52.69	TS Dean (1995)
1912	3.51	61	54.46	54.49	Sep 14, 1912
1967	3.51	60	53.57	53.59	
1918	3.50	62	55.36	55.39	
1989	3.48	63	56.25	56.28	
2000	3.48	64	57.14	57.18	TS Helen (2000)
1953	3.47	65	58.04	58.08	Florence (1953)
1986	3.47	66	58.93	58.98	
1914	3.45	67	59.82	59.87	
1994	3.44	68	60.71	60.77	
1898	3.42	70	62.50	62.57	
1900	3.42	71	63.39	63.46	
1931	3.42	69	61.61	61.67	
1946	3.40	72	64.29	64.36	
1980	3.38	73	65.18	65.26	
1951	3.37	74	66.07	66.16	
1938	3.33	75	66.96	67.06	
1954	3.28	76	67.86	67.95	
1897	3.23	77	68.75	68.85	
1908	3.17	78	69.64	69.75	
1930	3.16	79	70.54	70.65	
1944	3.15	80	71.43	71.54	Sep 10, 1944
1929	3.07	81	72.32	72.44	
1937	3.07	82	73.21	73.34	
1942	3.07	83	74.11	74.24	
1943	3.05	84	75.00	75.13	
1982	3.05	85	75.89	76.03	
1921	3.02	88	78.57	78.73	
1958	3.02	86	76.79	76.93	
1975	3.02	87	77.68	77.83	
1922	2.96	89	79.46	79.62	

Year	Gage Height ft. NAVD	Rank	Weibull Plotting Position (FFA)	Median Plotting Position (FFA)	Storm
1959	2.95	90	80.36	80.52	TS Irene (1959)
1936	2.87	91	81.25	81.42	
1963	2.86	92	82.14	82.32	
1976	2.85	93	83.04	83.21	
1981	2.83	94	83.93	84.11	
1924	2.79	95	84.82	85.01	
1907	2.77	96	85.71	85.91	
1913	2.75	97	86.61	86.80	
1904	2.70	98	87.50	87.70	
1896	2.66	99	88.39	88.60	
1917	2.66	100	89.29	89.50	Sep 28, 1917
1903	2.59	101	90.18	90.39	
1968	2.54	102	91.07	91.29	
1910	2.50	103	91.96	92.19	
1899	2.48	104	92.86	93.09	
1882	2.42	105	93.75	93.99	Sep 10, 1882
1884	2.40	106	94.64	94.88	
1925	2.35	107	95.54	95.78	
1962	2.34	108	96.43	96.68	
1902	2.30	109	97.32	97.58	
1885	2.07	110	98.21	98.47	
1901	2.07	111	99.11	99.37	

1

1
2

**Table 1.3-5.
Pascagoula, MS Annual Peaks**

Year	Gage Height ft. NAVD	Rank	Weibull Plotting Position (FFA)	Median Plotting Position (FFA)	Storm
2005	16.69	1	1.49	1.05	Katrina (2005)
1969	11.33	2	2.99	2.56	Camille (1969)
1998	8.45	3	4.48	4.07	Georges (1998)
1947	7.77	4	5.97	5.57	Sep 19, 1947
2004	6.81	5	7.46	7.08	Ivan (2004)
1965	6.49	6	8.96	8.58	Betsy (1965)
1979	5.87	7	10.45	10.09	Frederic (1979)
2002	5.84	8	11.94	11.60	Isidore (2002)
1985	5.59	9	13.43	13.10	Elena (1985)
1972	5.35	10	14.93	14.61	
1960	4.59	11	16.42	16.11	Ethel (1960)
1964	4.14	12	17.91	17.62	Helda (1964)
1948	4.09	13	19.40	19.13	Sep 4, 1948
1949	3.99	14	20.90	20.63	
2001	3.99	15	22.39	22.14	TS Allison (2001)
1974	3.95	16	23.88	23.64	Carmen (1974)
1970	3.90	17	25.37	25.15	
1961	3.89	18	26.87	26.66	
1984	3.80	19	28.36	28.16	
1983	3.77	20	29.85	29.67	
1950	3.74	21	31.34	31.17	Baker (1950)
1940	3.72	22	32.84	32.68	Aug 6, 1940
1980	3.62	23	34.33	34.19	
1987	3.62	24	35.82	35.69	
1993	3.54	25	37.31	37.20	
1956	3.49	26	38.81	38.70	
1945	3.46	27	40.30	40.21	
1971	3.44	28	41.79	41.72	
1967	3.42	29	43.28	43.22	
2003	3.42	30	44.78	44.73	TS Bill (2003)
1941	3.39	31	46.27	46.23	Sep 12, 1941
1957	3.37	32	47.76	47.74	Audrey (1957)
1992	3.37	33	49.25	49.25	Andrew(1992)
1996	3.37	34	50.75	50.75	
1986	3.33	35	52.24	52.26	
1952	3.24	36	53.73	53.77	
1955	3.19	37	55.22	55.27	Brenda (1955)
1953	3.14	38	56.72	56.78	
1988	3.12	39	58.21	58.28	Florence (1988)
1991	3.12	40	59.70	59.79	
2000	3.09	41	61.19	61.30	TS Helen(2000)
1978	3.01	42	62.69	62.80	
1990	2.97	43	64.18	64.31	
1989	2.96	44	65.67	65.81	
1973	2.95	46	68.66	68.83	
1951	2.94	47	70.15	70.33	

Year	Gage Height ft. NAVD	Rank	Weibull Plotting Position (FFA)	Median Plotting Position (FFA)	Storm
1966	2.93	48	71.64	71.84	
1994	2.93	49	73.13	73.34	
1975	2.90	50	74.63	74.85	
1958	2.89	51	76.12	76.36	
1959	2.89	52	77.61	77.86	
1963	2.85	53	79.10	79.37	
1982	2.84	54	80.60	80.87	
1995	2.84	55	82.09	82.38	TS Dean (1995)
1946	2.77	56	83.58	83.89	
1999	2.77	57	85.07	85.39	
1954	2.74	58	86.57	86.90	
1976	2.66	59	88.06	88.40	
1981	2.55	60	89.55	89.91	
1944	2.47	61	91.04	91.42	
1977	2.47	62	92.54	92.92	
1954	2.74	58	86.57	86.90	
1976	2.66	59	88.06	88.40	
1981	2.55	60	89.55	89.91	
1944	2.47	61	91.04	91.42	

1

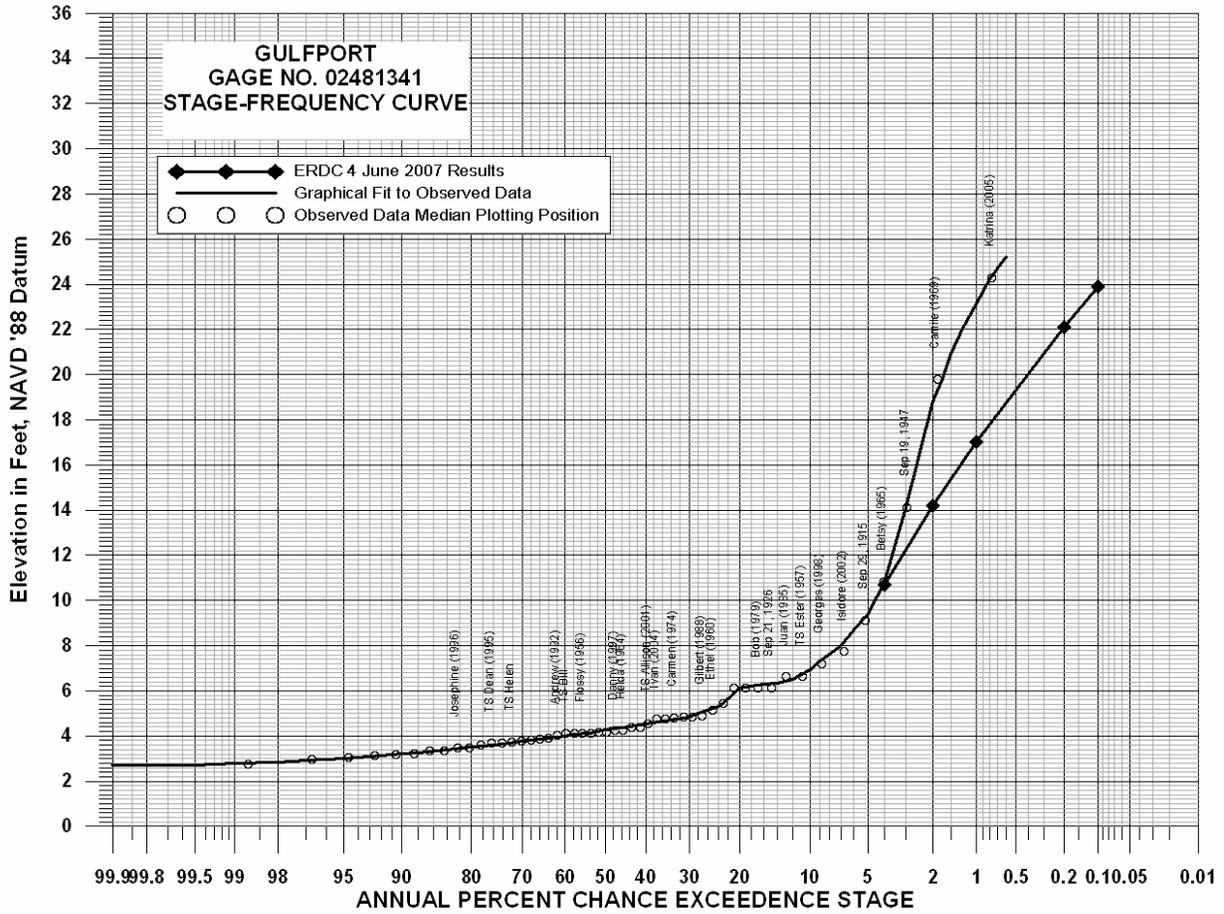
2 **1.3.3.2 Composite Stage-Frequency Curves**

3 As mentioned in Section 1.3, these probabilistic graphical analysis results were joined with
4 hydrodynamic and statistical model results to create composite stage-frequency curves used for a
5 host of MsCIP design and evaluation efforts as discussed throughout this report. This section
6 presents ERDC modeling results at the location of the USACE gages with those results obtained by
7 probabilistic analysis of gage data and shows how they were combined to form composite stage-
8 frequency curves.

9 Figure 1.3-10 shows stage-frequency components obtained through probabilistic analysis of historic
10 gage data at Gulfport with ERDC results for the same location. ERDC results were obtained from the
11 results of hydrodynamic modeling of severe storm events and statistical analysis of hydrodynamic
12 model output as described in Chapter 2. These results are referred to as ‘synthetic,’ as they were not
13 explicitly developed from observed data, and represent the best estimate of stage for a given annual
14 chance of occurrence. Uncertainty bands¹ for these best estimates were computed and are used in
15 the analyses supporting the MsCIP program. Figure 1.3-11 shows the joined, or composite, stage
16 frequency curves with uncertainty at 2 standard deviations. The curves were joined graphically. This
17 figure was obtained from the HEC-FDA model, in which one hundred feet has been added to stage
18 for computational purposes; the data are otherwise consistent. Similar figures are presented as
19 Figures 1.3-12 through 1.3-15 for both the Biloxi and Pascagoula gage locations.

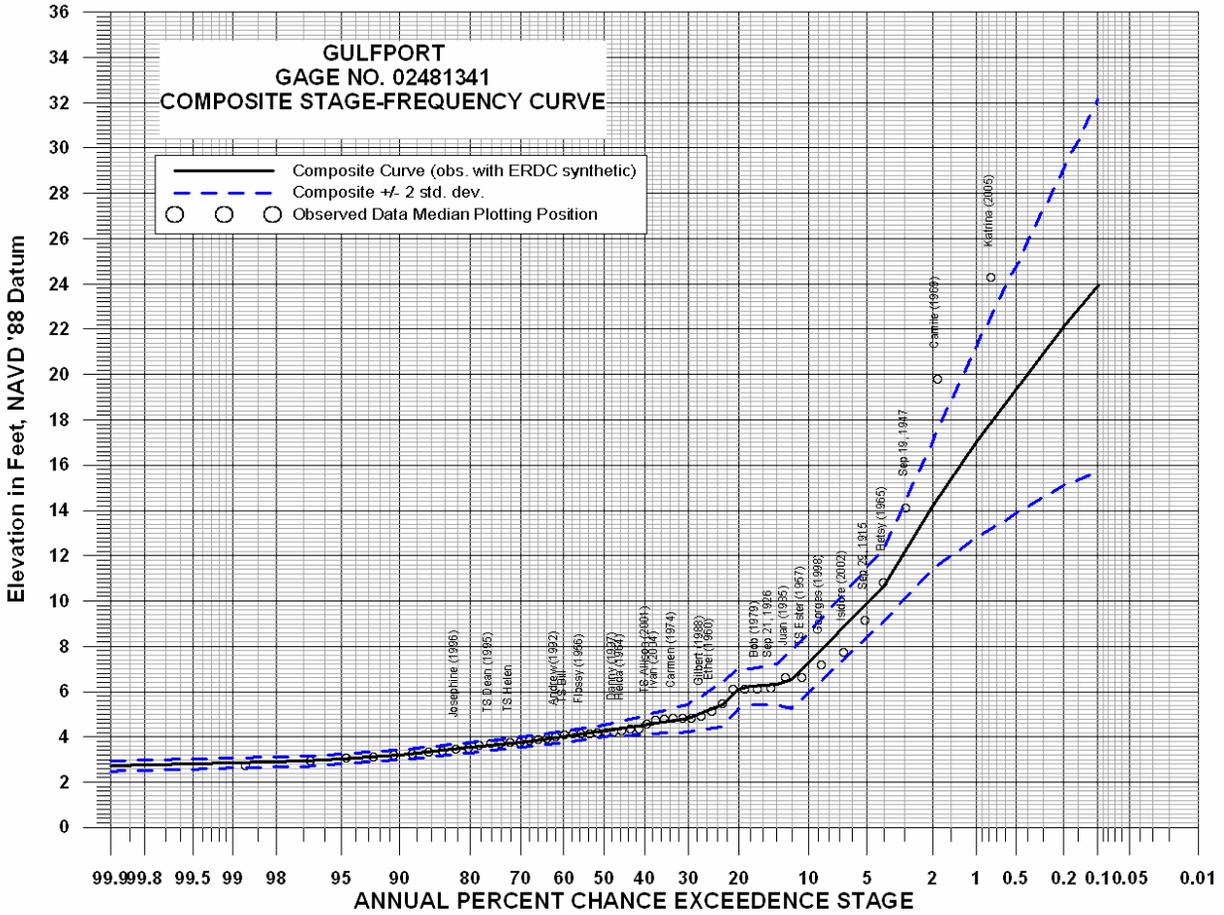
20 A more detailed discussion on the development and adaptation of composite stage-frequency
21 information to the flood damage evaluation purpose is provided in section 2.16.

¹ Uncertainty computations are discussed in sections 2.9 and 2.16.

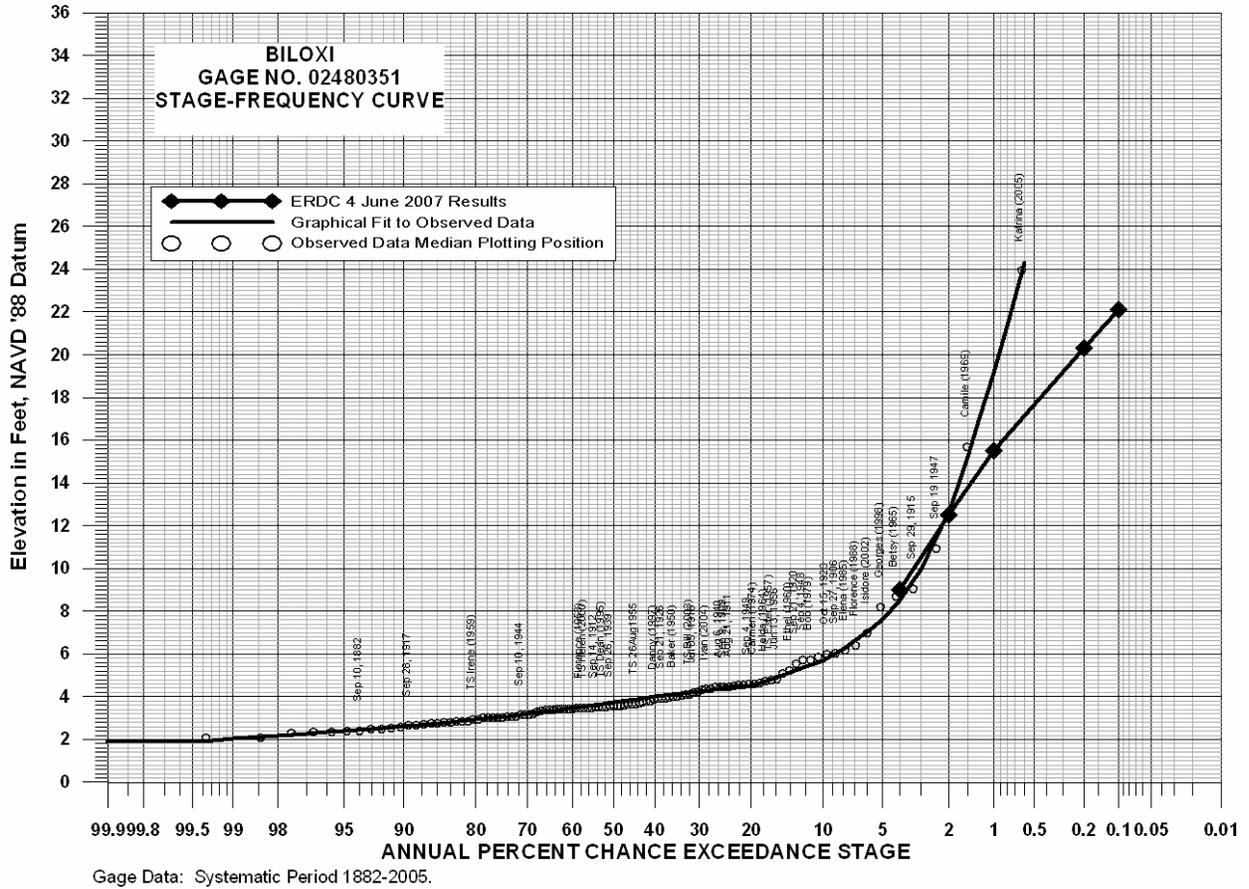


Gage Data: Historic Years 1915 & 1947, Systematic Period 1955-2005.

1
 2 **Figure 1.3-10. Graphical and Synthetic Stage-Frequency Curve Components at Gulfport**

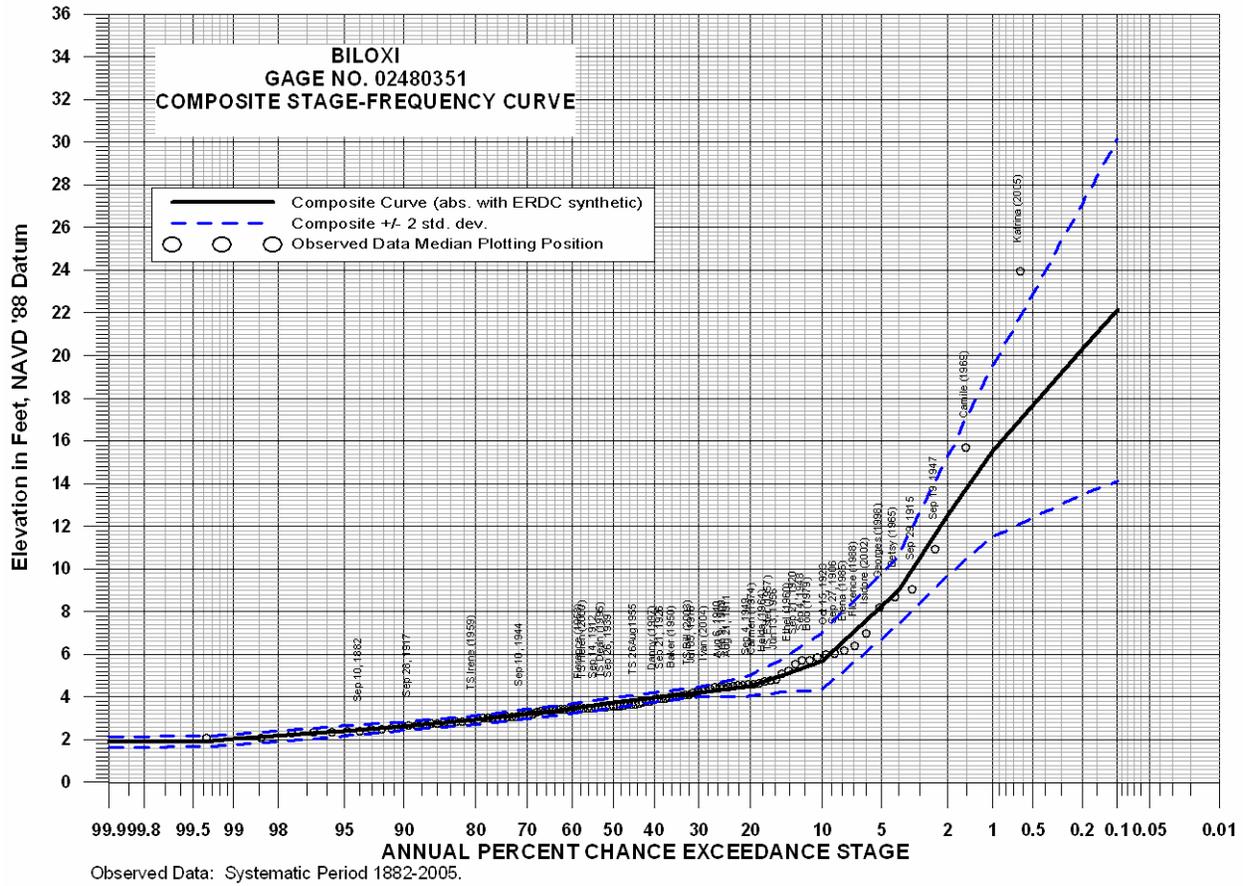


1
 2 **Figure 1.3-11. Composite Stage-Frequency Curve, Gulfport**



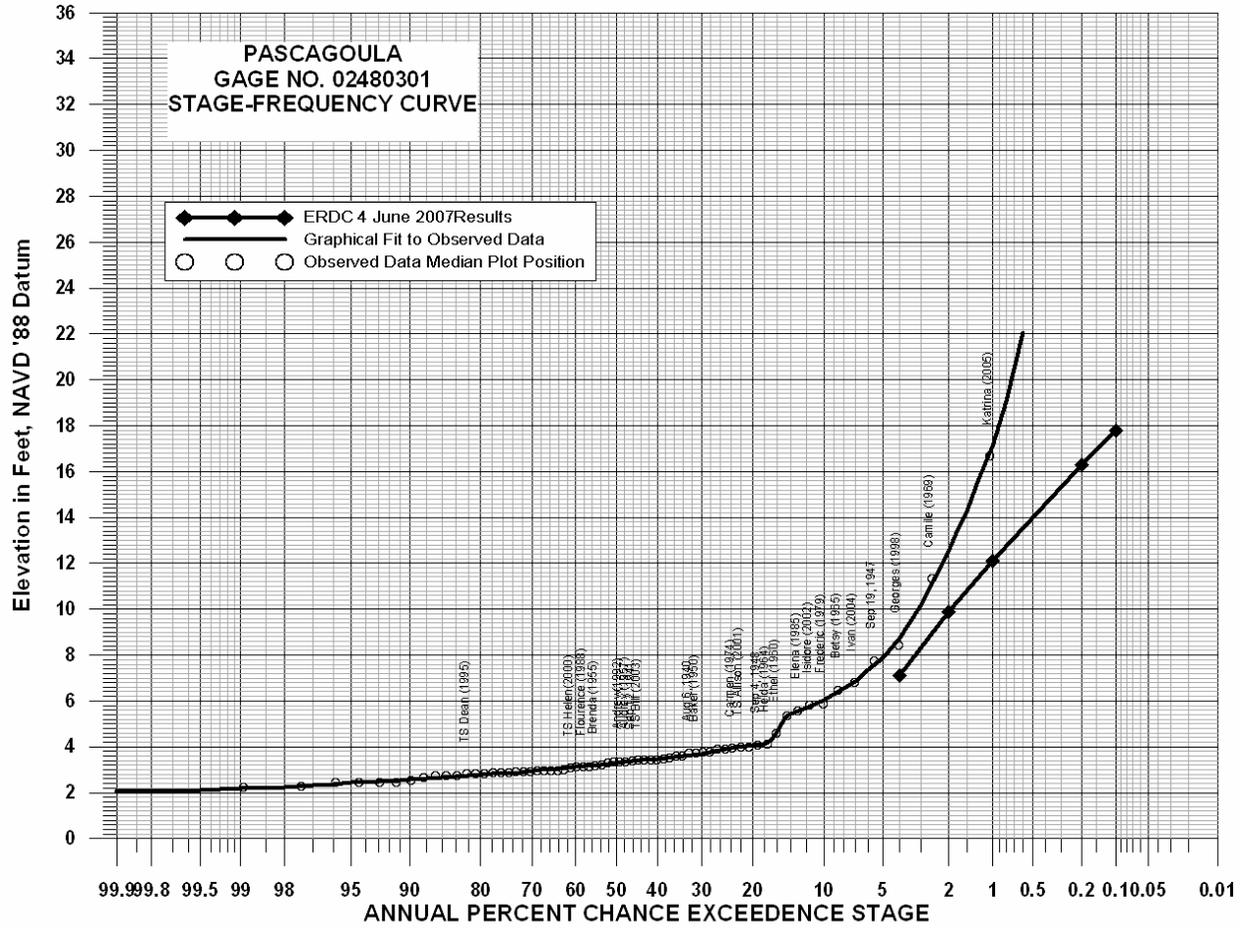
1

2 **Figure 1.3-12. Graphical and Synthetic Stage-Frequency Curve Components at Biloxi**

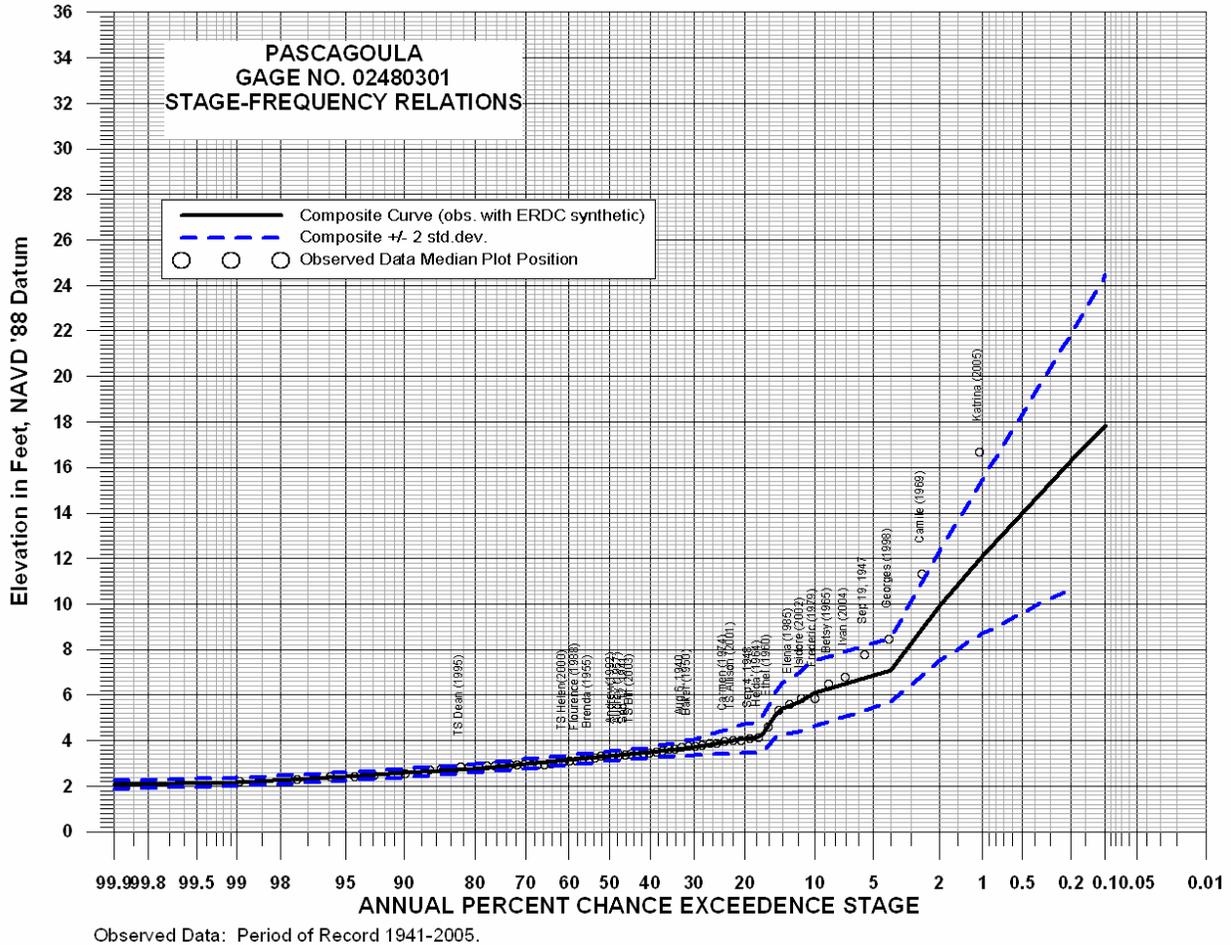


1
2

Figure 1.3-13. Composite Stage-Frequency Curve, Biloxi



- 1 Gage Data: Period of Record 1941-2005.
- 2 **Figure 1.3-14. Graphical and Synthetic Stage-Frequency Curve Components at Pascagoula**



1
2 **Figure 1.3-15. Composite Stage-Frequency Curve, Pascagoula**

3 **1.3.4 References**

4 Resio, D.T. (2007). White Paper on Estimating Hurricane Inundation Probabilities. Version 11. US
 5 Army Corps of Engineers, Engineer Research and Development Center. Vicksburg, MS. April
 6 2007.

7 USACE (1993). Hydrologic Frequency Analysis. Engineer Manual EM 1110-2-1415. US Army Corps
 8 of Engineers. Washington, DC. 5 March 1993.

9 IACWD (1982). Guidelines for Determining Flood Flow Frequency. Bulletin #17B. Interagency
 10 Advisory Committee on Water Data, Hydrology Subcommittee. US Department of the Interior,
 11 Geological Survey, Office of Water Data Coordination. Reston, VA. March 1982.

12 USACE (1965). Report on Hurricane Survey of Mississippi Coast. US Army Engineer District,
 13 Mobile, Alabama. 25 January 1965.

1.4 Typical Wind, Wave, Water Level, Current, and Sediment Transport Conditions

The Mississippi Sound extends from Mobile Bay, Alabama, to the east to Lake Borgne, Louisiana, to the west. The Sound is a mostly unstratified brackish water body approximately 81 miles long, 6.8 to 15 miles wide, and 820 square miles in area. The Sound has a mean depth of 10 ft Mean Low Water (MLW) and more than 99% of it is shallower than 20 ft MLW. The Sound extends about nine miles north to south from the Mississippi mainland coastline to a series of low, typically sandy barrier islands on the edge of the coastal shelf which marks the Gulf of Mexico.

1.4.1 Winds

Prevailing winds for the Mississippi coast are produced by two pressure ridges which dominate weather conditions: the Bermuda High, centered over the Bermuda-Azores area of the Atlantic and the Mexican Heat Low centered over Texas during warm months. Prevailing winds are predominately from the east and south east during spring and summer months, and from the east and north east during fall and winter months. The strongest winds are recorded in February and March with the exception of storm and May through October hurricane conditions. Hurricane wind fields and their effects on storm surge and waves are an area of particular concern for this study and are discussed at length in Chapter 2 of this appendix.

1.4.2 Waves

Wave intensity of the Mississippi Sound is typically low to moderate. Fetch and depth limited waves within the sound average less than 1 ft in height. Breaking wave heights along the shoreline of the barrier islands average about 3 ft with periods of five to eight seconds. Hurricane and storm conditions, and strong winter cold fronts can produce significant surges and much larger wave conditions at the coast and barrier islands. Wave phenomena due to hurricanes are discussed in detail in Chapter 2 of this appendix.

1.4.3 Tides

The mean tidal range near the Mississippi Sound shoreline is approximately 1.5 ft. Although the tidal range caused by astronomical forces is relatively small, atmospheric pressure variation and, particularly, winds can induce larger variations. Strong winds blowing from the north can force water out of the sound and result in current velocities of several knots in the passes. The reverse occurs with winds blowing from the southeast, which forces water shoreward toward the Mississippi coastline. The tidal variation in the Mississippi Sound and adjacent waters is typically diurnal (one high tide and one low tide daily) though mixed tides (two high tides and two low tides) occur a few days out of the month. The average tide cycle is 24.8 hours which is slightly less than one lunar day. Mobile District has a long tide level monitoring history in Mississippi as discussed in section 1.3. The long period of record provides for an interpretation as to the relative rate of sea level rise as discussed in section 1.6.

1.4.4 Currents

The general circulation patterns in the Mississippi Sound are primarily induced by tides and winds, with freshwater inflows having secondary influences. The currents caused by the tide diverge and split the Mississippi Sound into two distinct areas. Horn Island Pass and the area north of the pass is the natural dividing point for tidal currents. Currents from this area to Lake Borgne generally flow into the Sound through the Barrier Island Passes and flow westward on the flood tide. During ebb tide,

1 the flow is eastward and out of the Sound. From Horn Island Pass to Mobile Bay, currents flow in
2 through the Barrier Island Passes and eastward on the flood tide, and reverse westward and out of
3 the sound during ebb tide. Strong winds blowing from the north can force water out of the sound and
4 result in current velocities of several knots in the passes. The reverse occurs with winds blowing
5 from the southeast, which forces water shoreward toward the Mississippi coastline. Typical tidal
6 currents range between 0.5 to 1.0 ft/s.

7 **1.4.5 Sediment Transport**

8 The Mississippi coast is a wave-dominated coastline. Because prevailing wind in the Mississippi
9 barrier island and mainland areas is from the eastern quadrants, most waves approach the shoreline
10 at an angle and induce longshore currents that move sediment to the west. The islands migrate west
11 due to littoral drift at approximately 50 ft/yr. There are a variety of structures, such as outfalls, port
12 facilities, and sand enclosures along the Mississippi mainland coastline that divide the shoreline into
13 closed littoral cells. For annual average wave conditions, the beaches may shift due to specific storm
14 event but remain largely in equilibrium. For higher wave conditions there appears to be a tendency
15 for sand to bypass the structures. Small shoreline structures such as outfall pipes produce minor
16 localized perturbations in the coastline with accretion on the east sides of the structures indicating a
17 westward littoral drift, however, longshore processes have minimal influence on the beaches in
18 comparison to the cross-shore processes that exert primary control on shoreline response. The
19 Mississippi River and several rivers along the northern border direct silt and clay into the sound.
20 Salinity-induced flocculation of these very fine sediments induces settling and results in the
21 continuous infilling of the sound. The high sediment load also produced elevated turbidity levels,
22 giving the water of the Mississippi Sound its characteristically brownish appearance.

23 **1.5 Geologic Setting and General Geophysical** 24 **Investigations**

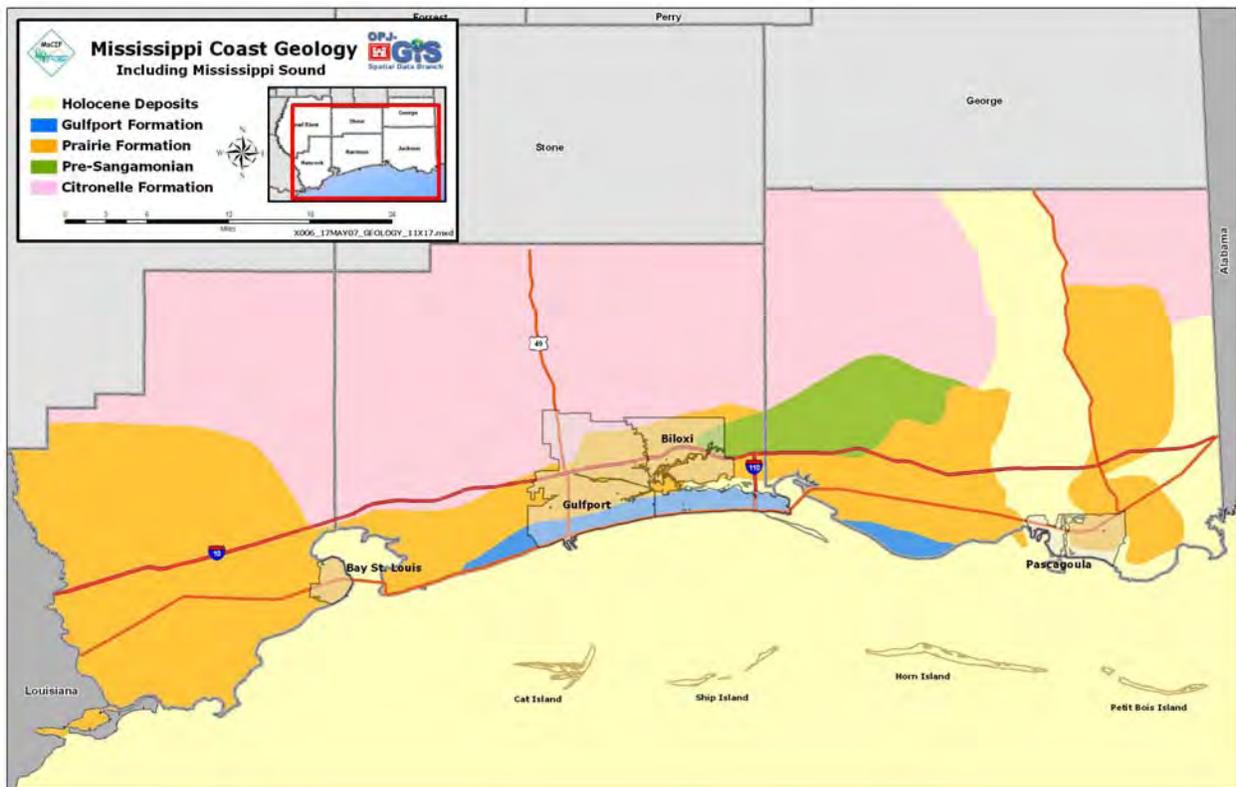
25 **1.5.1 Geologic Setting and Physiography**

26 The coastal area of Mississippi is part of the Gulf Coastal Plain that extends from Florida westward
27 to Texas. Coastal plains are generally characterized by gently sloping sedimentary formations that
28 dip towards the coast line. The Gulf Coastal Plain is also affected by the Mississippi Embayment
29 which is a trough that underlies the Mississippi River delta. This trough extends inward from the
30 coast and is gradually subsiding near the coast under the sediment load that is being transported by
31 the Mississippi River and deposited at the mouth of the river. Subsidence along this trough has
32 changed the dip of formations that make up the coastal plain of Miocene an older age to a somewhat
33 southwesterly direction. Of interest to this study are the three counties that front the Mississippi
34 Sound. The Sound is a narrow, east-west; shallow body of water that separates the mainland from
35 barrier islands that lie 10 to 15 miles offshore and the Gulf of Mexico southward of the islands.
36 These counties, east to west, are Jackson, Harrison, and Hancock.

37 The Geologic Map of Mississippi (Moore, 1976), published by the Mississippi Geological Survey
38 identifies three strata or formations that underlie the three subject counties. These include the
39 alluvial/coastal deposits of Holocene age, the Citronelle formation of Pliocene/Pleistocene age, and
40 the Pascagoula/Hattiesburg formation of Miocene age. Later and more detailed work (Otvos, 1986,
41 1992 and 2005) has further defined the various formations and provided information as to their
42 depositional environment. This work also provides information concerning the barrier islands which
43 lie off the coast of Mississippi. Some of this later work also addressed the presence of or lack of
44 sand and other sediments along the coast, in the Mississippi Sound and near the barrier islands.

1 Within the Mississippi Sound, Holocene aged deposits form thin, muddy, strata that cover the older
 2 Pleistocene formations. These include alluvial, estuarine, and lagoonal-bay deposits. Sampling
 3 studies have shown the strata to contain particle sizes from colloidal to sand size depending on the
 4 energy associated with its depositional environment (Upshaw, Creath and Brooks, 1966).

5 Closer to the coast, late Pleistocene sea level changes associated with global glacial action caused
 6 a transgressive-regressive sequence that reworked sand along the coast. The last glacial period
 7 created a coastline near the edge of the continental shelf. As the ice began to melt, the associated
 8 sea level rise and wave action began to form the exposed sand into barrier islands with
 9 replenishment to this system coming from the east associated with sediments from the Apalachicola
 10 River that contribute to the barrier islands in northwest Florida westward into Alabama along
 11 Dauphin Island. A predominant wave action from the southeast creates a westward littoral drift that
 12 replenishes the sand to the beaches and inlands as well as causing a westward drift to some of the
 13 islands In Mississippi. The transgressive-regressive sequence has reworked sand and other
 14 sediments along the coast that has resulted in three formations that correlate from the alluvium
 15 along the coast to the barrier islands. These formations are the Prairie, Biloxi, and Gulfport
 16 formations. The Gulfport and Prairie formations are generally very sandy and have some economic
 17 value because of the sand. A generalized geologic map of the Mississippi coast based on these
 18 studies is shown in Figure 1.5-1, (after Otvos, 1997). The Prairie formation is found just landward of
 19 the coast in all three counties and the Gulfport formation is found along the beaches and barrier
 20 islands.



21
 22 **Figure 1.5-1. Generalized Geologic Map of Coastal Mississippi (After Otvos, 1997)**

23 The Plio/Pleistocene Citronelle formation outcrops northward of the late Pleistocene formations.
 24 Utilizing outcrop, boring and fossil data from numerous locations, the Citronelle formation has been
 25 characterized as upland, alluvial/fluvial deposit that covers much of the study area. It consists

1 predominantly of silt and sand with some gravelly deposits. The source of the sand came from rivers
2 that drained to the Gulf coast. Where paleo-streams and rivers have been incised into the underlying
3 Miocene formation, Citronelle has formed thicker sequences than its general sedimentary deposits
4 that cover much of the three counties.

5 The northern portions of the three counties contain limited outcrops of the Miocene aged
6 Pascagoula/Hattiesburg formation. This formation contains inter-bedded clay, silt, and sand and is
7 exposed along river valleys that have incised through the younger Citronelle formation which
8 overlies it in the study area.

9 Collectively, the formations that outcrop within the study area provide vast quantities of useful
10 construction material that includes high quality sand, sandy clays and clay. The nature of the various
11 options discussed in this document will require all of these types of materials and the availability of
12 these materials commercially throughout the area will benefit any project costs. Other than limited
13 locations that fall within river channels or the bay bottoms, the geologic formations are expected to
14 provide good foundation conditions. The areas within the river channels and bay bottoms will require
15 deep geotechnical exploration to define local conditions, however the presence of major highway
16 bridges and train trestles indicate that suitable deep foundations can be designed.

17 The study area is located within the East Gulf Coastal Plain physiographic province. There are two
18 major physiographic regions in the Mississippi coastal region. The Gulf Coast Flatwoods form an
19 irregular belt through the southern half of the three-county region. This belt consists mainly of wet
20 lowlands and poorly drained depressions, with some higher, adequately-drained areas. The second
21 physiographic region, the Southern Lower Coastal Plain, is rolling and gently undulating, interior
22 uplands. Elevations range from sea level along the coast in Hancock, Harrison, and Jackson
23 Counties to about 420 feet above sea level. The slope of the land surface is generally oriented to the
24 south. The area is underlain by a thick sequence of sedimentary deposits dipping to the south and
25 west.

26 **1.5.2 Historical Offshore Sampling and Geophysical Exploration**

27 Historical Offshore Sampling and Geophysical Exploration - To support any nourishment of sand
28 along the mainland and on the barrier islands, extensive deposits of beach quality sand will be
29 required. The sand will have several physical requirements that include color, grain size, and particle
30 shape. Starting in the 1950s, literature contains extensive information about the sediments and
31 shallow strata in the Mississippi Sound and along the shoreline. These studies supported sediment
32 studies, the construction of beaches in Harrison and Jackson County as well as investigations for
33 proposed bridges out to the barrier islands. The Mississippi Office of Geology, Coastal Geology
34 Section, within the Mississippi Department of Environmental Quality maintains extensive records of
35 the borings and sampling that have occurred in the area of the Mississippi Sound,
36 (<http://geology.deq.state.ms.us/coastal>). There is also an abundance of information available from
37 the Gulf Coast Research Laboratory (Otvos, oral comm.) located in Ocean Springs, MS. Another
38 source of data exists with the US Geological Survey office located in St. Petersburg, Florida. Vast
39 amounts of acoustic profiles are contained within their files in analog format. (Oral communication,
40 Flocks, 2006) These profiles include the areas within Mississippi Sound, around the barrier islands,
41 and southward out into the Gulf.

42 Extensive additional information is also stored in archives at the United States Geological Survey,
43 but not in a user friendly format. These records include thousands of miles of acoustic profiles that
44 exist as analog data recorded on scrolls. Through cooperation with the Mineral Management
45 Service, efforts are underway to have these records transferred to a digital format that can be
46 incorporated into a GIS type database. Of particular interest to this study is the St. Bernard Shoals
47 that lie about 45 miles south of the barrier islands. St. Bernard Shoals is now a series of submerged

1 barrier islands that existed when the sea levels were much lower. It is believed that large quantities
2 of high quality sand exists in the Shoals that could be used for the restoration of beaches and dunes
3 both on the barrier islands and the mainland beaches.

4 **1.5.3 Proposed Offshore Geophysical Exploration**

5 Proposed Offshore Geophysical Exploration - Additional acoustic profiling is proposed for off-shore
6 areas within Mississippi Sound and in some areas south of the barrier islands. These surveys will
7 help identify sand deposits that could be used or re-nourishment of the islands and to provide data
8 on the shallow strata between the islands. Some of the area is within the boundaries of the Gulf
9 Islands National Seashore and work within these boundaries must be approved by the National Park
10 Service. Acoustic profiling is based on a source of acoustic energy that is generated and acoustic
11 reflections from that noise that are collected after bouncing off firm subsurface strata. The method
12 used to perform the survey consists of towing the energy source and hydrophones behind a boat
13 along traverse lines. The speed of the signal is measured and digitally recorded after it passes
14 through the upper, softer strata, is reflected off the firmer sub-bottom and returns to hydrophones
15 which act as receivers. This measured speed has a correlation to different types and thicknesses of
16 sediments. The exact location of the reflected signal is constantly recorded during the process using
17 GPS technology. Using data from a grid pattern, an isopach or 3-dimensional interpretation will be
18 completed to estimate the volumes of available sand. Areas to be surveyed were selected from prior
19 investigations that indicated large, extractable deposits of sand. This was based both on prior
20 acoustic profiling and sampling. To ensure the resolution is sufficient to allow for proper interpolation,
21 the proposed grid pattern will have a spacing of 500 feet while paralleling the coast and 1000 feet
22 while operating perpendicular to the coastline. The areas proposed for the geophysical survey are
23 shown in Figure 1.5-2.



24
25 **Figure 1.5-2. Proposed Areas for Geophysical Surveys**

26 In addition to the acoustic profiles, the bottom of the selected study areas will be surveyed with side-
27 scan sonar. This procedure locates any abrupt change in the bottom contour that may indicate
28 debris, shipwrecks, or even vegetation growing on the bottom. This will prevent damaging dredging
29 equipment if debris is found within the zones selected for borrow areas or damaging vegetation that
30 has high value to marine life.

31 During the geophysical survey, some locations will be selected to obtain actual samples of the
32 sediments to provide accurate correlation between the interpretations and actual conditions. The
33 contractor that performs the geophysical survey will obtain these samples during the operation.

1 These samples will also provide for a general analysis of grain size distribution, particle shape, and
2 color. All of these are important in selecting the borrow areas prior to placing the sand on beaches.
3 The results of the geophysical surveys will be used to estimate both location and quantities of the
4 required sand. After the acoustic profiling is completed, the next phase will be a more complete
5 exploration program that will verify the results of the geophysical survey. This phase will consist of
6 taking numerous Vibracore samples which provide a continuous sample from the sound/gulf bottom
7 to a depth of 20 feet. The spacing of these holes will be sufficient to ensure that the extracted sand
8 meets all quality specifications from a given location.

9 **1.5.4 Tectonic and Seismic Considerations**

10 Tectonic and Seismic Considerations - Numerous studies have been made concerning subsidence
11 around the mouth of the Mississippi River. General thoughts have attributed the subsidence to the
12 sediment loading of the lower delta as the river enters the Gulf of Mexico. Other studies have
13 concluded that recent faulting has occurred associated with both subsidence along the coast and
14 uplifting in the coastal plain (Bowen, 1990). While this low order faulting in soft sediments produces
15 no significant seismic events, associated displacements must be considered even if very small.
16 Computed subsidence of first-order benchmarks has concluded that the Mississippi coast had a
17 subsidence rate of 5 mm/year during the later half of the 20th century and continues to subside,
18 (Shinkle and Dokka, 2004). These rates are the subject of much discussion among various agencies
19 due to the fact that the primary benchmarks may not be stable thus influencing the results any
20 surveys. The need to update the benchmarks to provide accurate elevation data is recognized by the
21 National Geodetic Survey. Mississippi's subsidence has been factored into the relative sea level rise
22 based on over eighty years of observation at three tide gauges along the coastline, Gulfport, Biloxi
23 and Pascagoula. The relative sea level rise is based on both actual changes in sea level and any
24 subsidence combined into a single value. This change would be what the casual observer would
25 notice over time along the coast. The relative sea level values will be considered in all designs.

26 **1.5.5 On-shore Borrow Areas**

27 Coastal Mississippi, On-shore: There are a large number of commercial sources for different types of
28 soil along the three coastal counties of Mississippi. Depending on the project, these sources may be
29 utilized for construction of levees, beach nourishment and dune restoration. Deposits of sand found
30 in the Prairie formation may be of beach quality and have potential use for beach nourishment along
31 the mainland beaches. The presence of the Prairie and Citronelle formations in much of the study
32 area can provide necessary reserves for construction of levees. The sands included in these
33 formations can also be evaluated for beach restoration. These sources are permitted by the
34 Mississippi Department of Environmental Quality which publishes a list of permit holders. A review of
35 the listed sources shows that Jackson County has 14 operations, Harrison County has the most with
36 63 sources and Hancock has 33 sources. These locations are shown in Figure 1.5-3. Not all the
37 listed sources are believed to be active operations. At the present time, no information is available
38 on specific soil properties such as classification, gradations or color, all of which will be important
39 characteristics if used for beach nourishment. This information will be collected before any material
40 is selected for use. Attempts will be made to contact each of the listed operators to compile a current
41 list of sources that will provide an estimate of reserves, operational output, and more specific
42 information on the material that is actually produced. A review of the permitted size (acreage) of
43 most of the operations indicates that their individual site reserves may be less than one million cubic
44 yards, but collectively contain vast quantities of material. Many of the sources list specific information
45 as to what type of material that they produce while some of the permits do not indicate the type of
46 formation that is being mined other than a general statement such as "dirt". A list of the permitted

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**Table 1.5-1.
Permitted Borrow Areas in Jackson County**

County	Operator	Permit #	Permitted Acres	Material
Jackson	Bright	N/A	20	sand and clay
Jackson	Ward	P02-037	35	sandy clay
Jackson	Hence	P04-019	25	clay and sand
Jackson	Blain	P83-002	6	sand
Jackson	Yates	P-87-045T	29	sand and clay
Jackson	Jackson C	P91-061	10	sand and clay
Jackson	Mellette	P92-054	19	sand clay
Jackson	Talley	P93-020	24.8	dirt
Jackson	Graham	P93-029	20	sand and clay
Jackson	Dees	P94-036	6	dirt
Jackson	Dees	P95-058	16	dirt
Jackson	Jackson C	P96-014	19.5	soil clay fill
Jackson	Mellette K	P98-057	30	clay & sand
Jackson	Ward	P98-063	60	sandy clay

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**Table 1.5-2.
Permitted Borrow Areas in Harrison County**

County	Operator	Permit #	Permitted Acres	Material
Harrison	Waits	N/A	40	fill dirt
Harrison	Fore	N/A	40	
Harrison	Blacker	N/A	49.6	soil
Harrison	Dirt works	P00-020	9.7	sand
Harrison	Anchor	P00-065	20	fill dirt
Harrison	Dirt works	P01-014A	21.98	dirt/clay
Harrison	Williams D	P02-004	25.6	dirt
Harrison	Edwards	P02-007	12.7	dirt, sand and gravel
Harrison	Wallace T	P02-018	53	dirt
Harrison	Wallace T	P02-045	40	dirt
Harrison	fore	P03-010	38.2	dirt and sand
Harrison	Edwards	P03-044	7	sand, gravel and dirt
Harrison	TCB	P03-046	20	clay/sand
Harrison	Lamely D	P04-006A	25	clay, sand
Harrison	Edwards	P04-017AA	22.5	sand and dirt
Harrison	Du Pont	P04-036	38	clay
Harrison	Wetzel	P04-37	5.6	sand
Harrison	Fore	P04-043A	46.17	sand
Harrison	Fore_W. C.LLC	P05-005	40.02	sand
Harrison	Fore_W. C.LLC	P05-006	40.4	sand
Harrison	Saunders	P05-007	14.2	clay, sand
Harrison	Fore_W. C.LLC	P05-010	44.23	sand
Harrison	Warren Paving	P05-025	14.5	dirt
Harrison	Dirt	P06-002	15	dirt
Harrison	Cams	P80-022	20	fill dirt

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Table 1.5-2.
Permitted Borrow Areas in Harrison County (continued)

County	Operator	Permit #	Permitted Acres	Material
Harrison	Griffin	P81-030T	8	fill dirt
Harrison	Fore	P87-027	28	sand and clay
Harrison	Blackmer	P87-029T	8	clay/sand
Harrison	Dirtworks	P87-048T	5	fill dirt
Harrison	Mid C	P88-012	20	fill material
Harrison	Gulf	P88-025T	12	sand and gravel
Harrison	Fore	P88-027	30	sand and clay
Harrison	Fore	P88-027A	76	sand and clay
Harrison	Parker	P89-007	5	fill dirt
Harrison	Cams	P89-019	10	sand clay
Harrison	Lamey D	P89-022	5	fill dirt
Harrison	Ladner	P90-023	6.5	sand and gravel
Harrison	TCB	P90-024T	4	sand and gravel
Harrison	Ray	P92-014	10	soil/borrow
Harrison	Parker	P92-066	3	dirt
Harrison	Holden	P92-079T1	4.5	dirt
Harrison	Blackmer	P92-089	12	clay/sand fill
Harrison	Twin	P92-093	10	clay/sand fill
Harrison	Ladner	P93-009	6	sand and gravel
Harrison	Holden	P93-012	8	sand and clay
Harrison	Holden	P93-041	19.4	sand-clay
Harrison	Lamey D	P93-051	10	fill dirt
Harrison	Breeland	P93-064T	32	fill dirt
Harrison	Dubuisson	P93-113	0.7	sand clay
Harrison	Newells	P94-035	11.5	clay sand gravel
Harrison	Holden	P94-064T1	4	fill material
Harrison	Blackmer	P95-018	28	sandy clay
Harrison	Holden	P95-073	20	clay, sand-clay
Harrison	Dirtworks	P95-080T	7	fill dirt
Harrison	Fore P	P95-082	3	sand and gravel
Harrison	Fore P	P95-083	3	sand and gravel
Harrison	Holden	P96-022T1	8	dirt
Harrison	Fore C	P96-047	30	sand and clay
Harrison	Parker	P96-067	3	dirt
Harrison	Holden	P97-021	15	clay and sand clay
Harrison	Twin	P98-048	35	sand and gravel
Harrison	Prince	P98-055	10	sand and clay
Harrison	Wallace T	P99-052T	22	sand clay

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**Table 1.5-3.
Permitted Borrow Areas in Hancock County**

County	Operator	Permit #	Permitted Acres	Material
Hancock	Gibson	P00-034	4	fill dirt
Hancock	Boudin	P00-058	10	sand/clay/fill
Hancock	Phillips Tru	P02-016	40	sand and clay
Hancock	Fore	P02-027	37.25	dirt and sand
Hancock	Cuevas	P02-058	4	clay gravel
Hancock	B&C	P03-011A	12	dirt and sand
Hancock	Henley C	P03-028	8.75	clay and sand
Hancock	DK Agg	P04-007	40	sand and gravel
Hancock	DK Agg	P04-008	20	dirt/clay
Hancock	Frierson	P04-012	6	sand and clay
Hancock	Larry Nicks	P05-001	12	sandy clay
Hancock	Phillips Tru	P05-003	25	sand and dirt
Hancock	Knight	P86-016	1	sand and gravel
Hancock	Fore	P92-024	20	borrow/soil
Hancock	TCB	P93-022	25	sand clay
Hancock	SCI	P93-033	13.1	borrow
Hancock	Fore	P93-048	29	fill dirt
Hancock	Fore	P93-048	N/A	fill dirt
Hancock	Ladner P	P93-079	15	sand and clay
Hancock	Haas	P93-110	16.3	sandy clay
Hancock	Frierson	P95-012	4	dirt
Hancock	Fore	P95-047T	10	sand and sandy clay
Hancock	Henley C	P96-008	3.7	clay/sand
Hancock	C & G	P96-064	5	dirt/sand
Hancock	Ladner R	P97-023	3	fill dirt
Hancock	Pittman	P-97-032	46	sand and clay
Hancock	Fricke's	P97-044	6	sand and sandy clay
Hancock	Fore S	P-97-045T	20	sand and gravel
Hancock	Thigpen	P98-017	9	sand and gravel
Hancock	Fore	P98-064T	10	sand/clay/fill
Hancock	Fricke's	P98-065	8.7	sand, sandy clay
Hancock	Moran	P99-021	31.5	fill dirt
Hancock	Thigpen	P99-034	14	sand and gravel

3

4 Some projects along the coast are already under design as interim projects and will require sand for
5 beaches. These projects are located in all three coastal counties and the in-place quantities are as
6 follows:

- 7 • Jackson County, Pascagoula Beach - 270,000 cubic yards sand
- 8 • Harrison County Beach - 681,000 cubic yards sand
- 9 • Hancock County, Bay St, Louis Seawall - 159,000 cubic yards sand

10 All of these projects are limited in scope and could be easily supported by local on-shore commercial
11 operations or sand deposits that have located just offshore. These offshore sand deposits are limited

1 in size and may be due to past beach construction and nourishment projects where the sand was
2 eroded from the beach due to storms and wave action.

3 **1.5.6 Offshore Borrow Areas**

4 To provide the sand necessary to rebuild or nourish the beaches on the barrier islands, large
5 quantities of quality sand must be located. The inventory of these sand resources has been the
6 subject of many studies. Within the Seven Point Hurricane Recovery Strategy developed by the
7 Governor of the State of Mississippi, one is restoring the barrier islands of the coast of Mississippi to
8 a pre-hurricane Camille footprint. This is addressed in this appendix as Option A under the Barrier
9 Islands. This will involve establishing islands of a size similar to a pre-Camille condition with
10 allowances made for migration of the islands over time. This includes an estimated 30 percent loss
11 of volume during placement due to the losing finer sand particles in the outwash. All of these areas
12 may be contained within the littoral drift zone that transports sand along the chain of barrier islands.
13 The impacts of transferring this sand within the littoral drift zone will be evaluated through sediment
14 transport models. Some of these areas also are within the boundaries of the Gulf Islands National
15 Seashore which extend one mile from the shores of Petit Bois, Horn, and Ship Island. Other than
16 close to the mainland and island beaches, most areas within the Sound are expected to have muddy
17 Holocene deposits overlying any sand deposits. These deposits may render the sand unusable
18 without segregation of the different materials prior to being placed along the beaches.

19 At the present time, four areas have been selected for acoustic profiling near the barrier islands to
20 assist in identifying potentially useful deposits of sand. An initial quantity of 66,000,000 cubic yards
21 of sand has been estimated for use on the barrier islands as the quantity of sand for restoration to a
22 pre-Camille footprint as described above and would be the target for this survey. During hurricane
23 Katrina, the breach of Ship Island was widened to approximately three to four miles. This breaching
24 also occurred during Hurricanes Fredrick and Camille with a low sand spit reforming over time. This
25 erosion and other lesser amounts of erosion on the other islands has scattered sand on an area of
26 unknown extent. Much of this sand may still remain in the littoral drift zone. It may eventually be
27 transported where it could be naturally deposited on a beach. However, this process is slow and will
28 not aid in storm protection for a very long period of time. Identification of these sand deposits and
29 using them to restore the island would provide a more timely protection for the coast during lower
30 intensity storms.

31 If the islands were restored to the pre-Camille footprint, the restoration of Ship Island will be the
32 largest single project requiring up to 30,000,000 cubic yards of excavated sand. This volume is
33 roughly based on restoring the breach to an island width of 2,000 feet (including submerged portion)
34 for the full length of the breach and bringing sand dunes to at least elevation 20 feet (NAVD 88) with
35 a 10 foot existing water depth. This height will allow better protection against breaching during future
36 low intensity storms (Otvos, oral comm. 2006). Based on previous work (Otvos, 1975/76 and
37 Upshaw, Creath, and Brooks, 1966) which involved sampling and sub-bottom profiling, four areas
38 have been selected for exploration using acoustic profiling and vibracore sampling. This procedure
39 has been previously described in Proposed Off-shore Geophysical Exploration and the proposed
40 areas are shown in Figure 1.5-2. Three of the areas are located either partly or wholly within the
41 boundaries of the Gulf Islands National Seashore and any work within these boundaries must be
42 coordinated with the National Park Service. These boundaries include Petit Bois, Horn and Ship
43 Islands. Petit Bois and Horn Islands are also designated as Wilderness Areas by the Park Service
44 and receive a higher level of protection than Ship Island.

45 Review of the samples that were collected during these and other studies also indicate that sand
46 deposits underlie some of the Holocene deposits within the Mississippi Sound. The use of these
47 sands for beach nourishment would be dependant on segregation and removal of the overlying

1 muddy Holocene sediments. The Holocene sediments may have some value for use in the creation
2 of marshes and wetlands that could be considered if the underlying sands were needed to complete
3 a project. An example of this condition exists about two miles south of Deer Island. In a boring
4 referenced as Hole 785 and reported by Otvos (1985), the bottom of the Sound was recorded at 9.0
5 feet. From 9.0 to 13.3 feet the sample was described as muddy medium sands, poorly sorted.
6 Underlying this muddy sand, the samples showed medium sand from 13.3 to 16.7 feet and very to
7 well/moderately sorted, fine sand from 16.7 to 27.1 feet.

8 As one might expect, much of the quality sand deposits are within the littoral drift zone of the barrier
9 island chain. This high energy environment provides a sorting process that allows for deposition of
10 sand while preventing finer grained sediments from being deposited. While not removing the sand
11 from the littoral drift zone, the process of relocating of sand from any given area within the drift zone
12 and transporting it to another area within the zone must be considered. Using the same reference as
13 above (Otvos, 1985), a boring taken within the littoral drift zone between Horn and Ship Inland,
14 Boring S-6, the upper eleven feet of sediment to be well to moderately well sorted medium sand with
15 additional sand units below.

16 Prior studies of the St. Bernard Shoals (Oral Communication, USGS, 2006) are probably the best
17 source of the sand, although additional studies and sampling will be required to ensure the
18 sediments meet the quantity and quality requirements. St. Bernard Shoals are a series of
19 submerged barrier islands located south of the existing islands (see Figure 1.5-4) and are believed
20 to contain substantial quantities of high quality sand, more than enough to supply the quantity
21 needed for any use at the barrier islands. The US Geological Survey is presently compiling historical
22 data on offshore sand deposits that will include the St. Bernard Shoals area. This study will also
23 include some sampling of selected areas.



24
25 **Figure 1.5-4. Map Showing the Location of St. Bernard Shoals**

1 **1.5.7 Inland River System Sand (Dredged Material)**

2 After the construction of inland waterways in Alabama and Mississippi, maintenance dredging is
 3 sometimes required to maintain the channel depths and alignments. This material is typically moved
 4 to disposal areas along the banks of the river where it accumulates in diked areas. Figure 1.5-5
 5 shows an aerial view of one of the sites. Dredging of some of the areas along the river produces
 6 large quantities of sand that have potential use for beach nourishment. An inventory of current
 7 disposal sites indicates that approximately 30,000,000 cubic yards of sand may be available.
 8 Information on available sand on these two river systems is shown in Tables 1.5-4 and 1.5-5. Only
 9 disposal sites that contain a minimum of 100,000 cubic yards of sand were included in the inventory.
 10 Of interest to this study are disposal sites that are located along the Black Warrior – Tombigbee
 11 River system and the Tennessee – Tombigbee Waterway. Figure 1.5-10 shows the relationship of
 12 these disposal areas to the project sites along the Mississippi coast. The range of haul distances (by
 13 water) to the barrier islands western extent varies from 163 to 500 miles. Material from these sites
 14 could easily be transported by barge down the river system for use along the beaches. The cost to
 15 store this type of dredged material is high and it has recently been estimated that removing the sand
 16 from the existing disposal areas would save the Government over \$100,000,000 at today's cost.



17
 18 **Figure 1.5-5. Sunflower disposal area on the Tombigbee River with large quantities of**
 19 **sand available for use on coastal projects in Mississippi**

20 **Table 1.5-4.**
 21 **BWT Dredge Material Disposal Areas Over 100,000 CY**

Site	River Mile	Acquisition	Access/ Land	Access/ River	Est Material Placed To Date(CY)
C	78.2	Easement	No	Yes	1,500,000
D-1	82	Easement	No	Yes	515,000
E	86	Easement	No	Yes	250,000
E-2	87	Fee	No	Yes	110,000
F	88.5	Easement	No	Yes	315,000

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**Table 1.5-4.
BWT Dredge Material Disposal Areas Over 100,000 CY (continued)**

Site	River Mile	Acquisition	Access/ Land	Access/ River	Est Material Placed To Date(CY)
I	91.5	Easement	Yes	Yes	260,000
J	96	Easement	No	Yes	140,000
N	103.5	Easement	No	Yes	1,400,000
R	105	Fee	No	Yes	130,000
X-2	108	Fee	No	Yes	205,000
X	108.2	Easement	No	Yes	1,500,000
X-4	108.4	Fee	No	Yes	810,000
Z	108.6	Easement	No	Yes	1,250,000
CA-1	191.3	Easement	Yes	Yes	135,000
BA	297	Easement	No	Yes	300,000
AD	299.2	Easement	No	Yes	440,000
AE	300.4	Easement	No	Yes	465,000
AF	307	Easement	No	Yes	1,600,000
AG	313	Easement	No	Yes	1,020,000
BE	324	Easement	Yes	Yes	160,000
BD	329	Easement	No	Yes	170,000
TOTAL					12,675,000

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**Table 1.5-5.
TTW Dredge Material Disposal Areas Over 100,000 CY**

Site	River Mile	Acquisition	Access/ Land	Access/ River	Est Material Placed To Date(CY)
D-20	243.5	Easement	Yes	Yes	721985
D-24	249.5	Easement	Yes	Yes	196392
D-25	250.6	Easement	No	Yes	257137
D-29	256.5	Easement	Yes	Yes	127014
D-30A	257.3	Easement	Yes	Yes	750654
D-30B	257.7	Easement	Yes	Yes	195291
D-31A	259.3	Easement	Yes	Yes	298684
D-31B	260.3	Easement	Yes	Yes	231121
D-33	263.1	Easement	No	Yes	1825225
D-36	265.4	Easement	Yes	Yes	900317
G-13	287.8	Easement	No	Yes	242129
G-14	289.4	Easement	Yes	Yes	622745
G-15	290.5	Easement	No	Yes	710754
G-18	295.4	Easement	Yes	Yes	249803
G-20A	297.6	Fee	No	Yes	209650
G-21	299.8	Fee	No	Yes	1653977
G-22	301.8	Easement	No	Yes	116938
G-24	303.6	Easement	No	Yes	244175
G-25A	304.8	Easement	Yes	Yes	694172
G-26	305.7	Easement	Yes	Yes	295961
AL-7	317.3	Easement	Yes	Yes	109131

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**Table 1.5-5.
TTW Dredge Material Disposal Areas Over 100,000 CY (continued)**

Site	River Mile	Acquisition	Access/ Land	Access/ River	Est Material Placed To Date(CY)
AL-9	320.4	Easement	No	Yes	334863
AL-13	326.4	Easement	Yes	Yes	1274697
AL-14	328.2	Easement	Yes	Yes	271563
AL-16	333.6	Easement	Yes	Yes	130691
C-14	350	Easement	Yes	Yes	575875
C-18	352.1	Easement	No	Yes	140864
C-19	353.3	Easement	Yes	Yes	1049792
C-20B	355	Easement	Yes	Yes	148024
AB-6	362.3	Easement	No	Yes	270663
AB-9	364.3	Easement	Yes	Yes	116522
AB-12	365.9	Easement	Yes	Yes	3171722
AB-13	366.5	Easement	Yes	Yes	448743
PE-3	410.2	Easement	No	Yes	195636
PE-4	411.1	Easement	No	Yes	122290
TOTAL					18,905,200

3

4 Because of the shortage of additional disposal areas, the Corps of Engineers' Operations Division
 5 has contracted for several studies on the beneficial use of the sand. Some of these studies have
 6 been targeted at using the sand for beach nourishment, (Thompson Engineering, 2001). Using sand
 7 samples from some of the inland disposal areas along the Black Warrior – Tombigbee River, a
 8 series of analyses were conducted on the samples. For comparison purposes, several samples of
 9 actual beach sand and from the littoral drift zone from coastal Alabama were taken and subjected to
 10 the same tests. These tests included grain size distribution (gradation), color and roundness. The
 11 results of the tests indicated that some of the samples may be suitable for beach nourishment. The
 12 sand from the river was typically a finer grain size than the beach sand with the predominant river
 13 size being a fine sand while the beach sand was mostly medium sand. It was also noted that the
 14 beach sand was slightly more rounded than the river sand.

15 One factor that warranted further analysis was the color difference of the river sand as compared to
 16 the beach sand. All of the river sand had a brown tint described as “very pale brown” or “light yellow
 17 brown”. This compared to the beach sand samples which were described as “pale olive, white or
 18 light grey”. These colors were assigned along with evaluations for hue, value and chroma from a
 19 Munsell Soil Color chart which provides a standard method of assigning color to soils. The report
 20 also noted that beach sand came from a higher energy environment where any staining due the
 21 depositional environment may have been removed by abrasion due to wave action. It also noted that
 22 the sand might undergo bleaching from the ultraviolet radiation from the sun if the color was caused
 23 by a mineral staining. To test these conditions that may change the color of the sand, a series of
 24 tests were conducted on samples from the same areas that were used during the initial analyses,
 25 (Thompson, 2002). The samples were subjected to two tests. The first involved actual bleaching of
 26 the samples using a chemical oxidizer, hydrogen peroxide, for different periods of time. These tests
 27 did indicate that the bleaching process was detectable after 72 hours. Other tests were conducted to
 28 simulate the process of wave action causing an agitation of the particles which may remove any
 29 mineral coating or staining along with exposure to ultraviolet light. This process was conducted for
 30 144 hours without a notable difference in color.

1 Other studies on the dredge disposal areas by the Bureau of Mines, U.S. Department of the Interior
2 were conducted to characterize the sand for use as an aggregate in making concrete (Smith, 1995).
3 While these tests were not directed at use of the sand for beach nourishment, they did supply
4 information on chemical and physical characteristics of the materials from several locations. These
5 tests provided data that shows the sand to be clean, mostly fine grained, quartz sand with little of no
6 fines, to be non-toxic based on Toxic Characteristic Leachate Procedure (TCLP) and to contain very
7 little heavy minerals. All of these tests would indicate the material would be safe to place on a beach.

8 Review of the documents referenced above indicated that the color issue was not resolved and this
9 would be an important factor in the use of the sand on the barrier island beaches. The methods
10 employed, beaching and agitation with exposure to ultraviolet light, were not considered to be
11 effective in removal of what is suspected to be the basis of the color on the sand grains, amorphous
12 iron oxide more commonly referred to as rust. Hydrogen peroxide is a common household bleaching
13 agent that is effective in oxidation of organic matter, but would not effect iron oxide through chemical
14 removal. The same is true for the effects of ultraviolet light on iron oxide. The idea of using agitation
15 would be the most effective of the methods attempted if the color was a coating on the mineral
16 grains, but the test, as conducted, was not conclusive.

17 With the renewed interest in the possibility of using the sand as a source of material for the littoral
18 zone associated with the Mississippi barrier islands, the disposal areas warranted further study.
19 Again the color of the sand is a concern that has been raised by the National Park Service who has
20 control of the Mississippi Barrier Islands. This concern has both aesthetic and environmental
21 aspects. Aesthetically, the beaches on the barrier islands are composed of relatively white sand.
22 Numerous studies have indicated that the primary source of this sand is an Appalachian origin
23 probably associated with river systems discharging onto the Continental Shelf of present-day Florida
24 (Stone and Others, 2004). This sand is transported westward from the discharge of the river into the
25 Gulf of Mexico. Transport of this sand along the prevailing littoral current has created the white
26 beaches and barrier islands that extend from the mouth of the river in Florida westward across
27 Alabama to Mississippi.

28 Looking at the color differences of the sand along this system reveals a definite change as shown in
29 Figure 1.5-7. The sample on the left was taken from sand dredged from the Chattahoochee River
30 which is a major tributary of the Apalachicola River. This sampling location is approximately 150 river
31 miles above the Gulf. The middle sample was taken from Disposal Area 39 on the Apalachicola
32 River approximately 37 river miles above the Gulf. The sample on the right was taken from the south
33 beach of Petit Bois Island in Mississippi. Note the change progressive change in color from brown to
34 tan to white.

35 Geochemical processes could account for the consistent staining of the sand grains while in the river
36 system. As the sand entered the Gulf's littoral system, changes in the geochemical process would
37 not allow additional staining of the sand and any removal of the coating would allow the underlying
38 sand grain to display its true color. The mechanical process of abrasion would occur both in the river
39 system and the littoral system, but if the iron oxide staining was continuously reoccurring in the river
40 system, the resulting color would remain. As the sand grains entered a different geochemical
41 environment where re-staining did not occur, it would account for the difference where the color was
42 a coating. Review of selected sand samples taken from the Black Warrior–Tombigbee River system
43 disposal areas the reveal the same general color that is characteristic of the Chattahoochee-
44 Apalachicola River system. Figure 1.5-8 is a photograph of five samples that include the same
45 samples used in Figure 1.5-7 plus two additional samples, one from the Black Warrior River and
46 another from the Tombigbee River. Note the similarities in color of the Apalachicola River (fourth
47 from left), the Black Warrior (third from left and marked BWT North Star), and the Lower Princess
48 (second from left, Lower Tombigbee River).



1
2 **Figure 1.5-6. Littoral zone (white beaches and islands) along Central Gulf Coast extending from Bay County, Florida (top of picture) to Mississippi Barrier Islands (lower left), looking east**
3



4
5 **Figure 1.5-7. Samples of sand taken from (left to right) Chattahoochee River Mile 150, Disposal**
6 **Area #39 on the Apalachicola River, and Petit Bois Island**



1
2 **Figure 1.5-8. Samples of sand taken from (left to right) Chattahoochee River Mile 150, Disposal**
3 **Area #39 on the Apalachicola River, North Star disposal area on the Black Warrior River, Lower**
4 **Princess disposal area on the Tombigbee River, and Petit Bois Island in Mississippi**

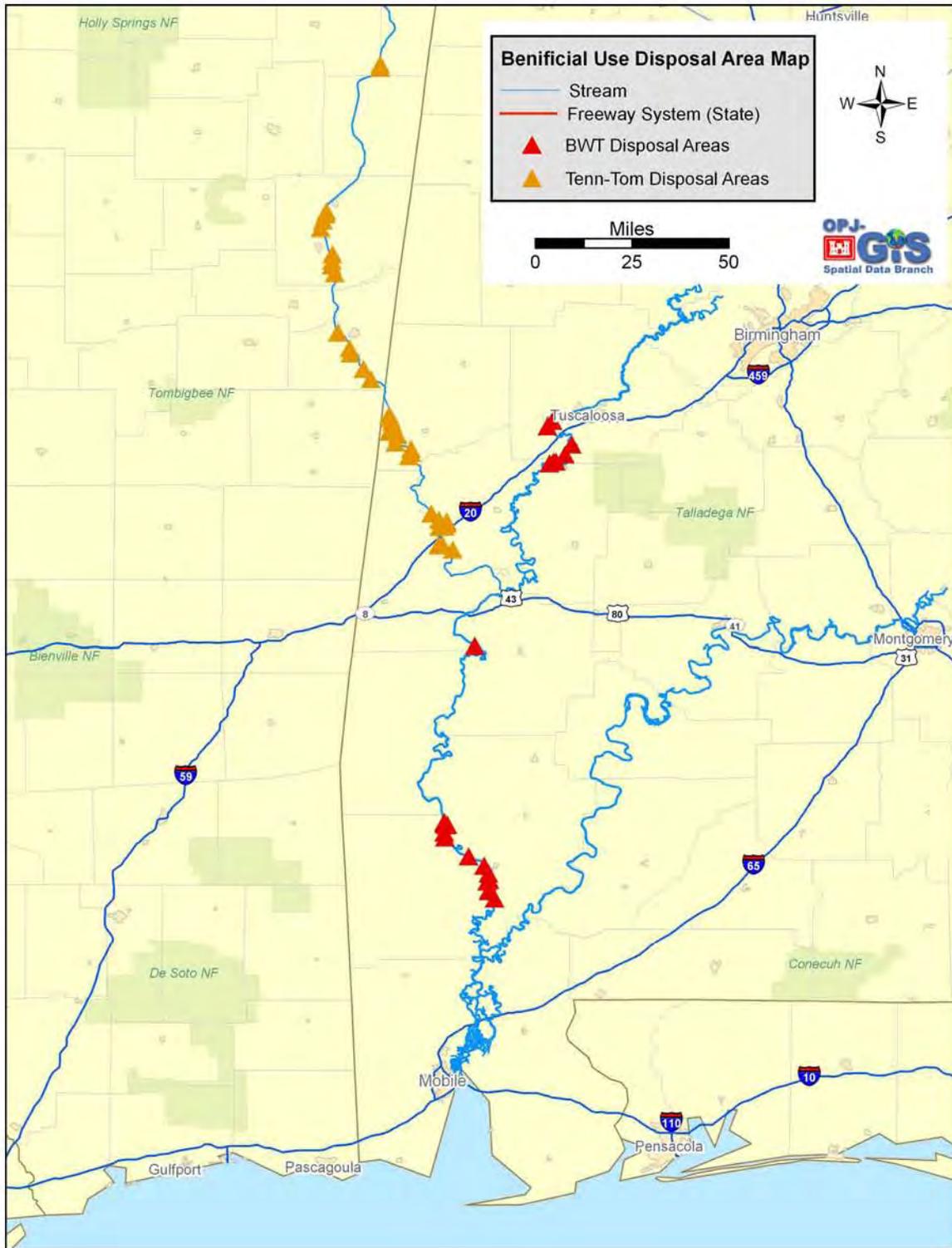
5 Assuming that the previous testing was not effective at removing the iron oxide staining on the sand
6 grains, a different bench-top test was performed. If iron oxide is only a coating on the sand grains
7 and occurs as a stain, abrasion would be effective in the removal. The addition of a week acid would
8 also aid in keeping the iron oxide from re-coating the sand grains as it is being removed. For the
9 experiment, I used a small “rock tumbler” of the type used to polish small stones. Into the chamber of
10 the rock tumbler was added a small quantity of sand obtained from the Lower Princess disposal area
11 on the Tombigbee River, enough water to just cover the sand and a tablespoon of “Zud”. Zud is a
12 household cleaning product that is composed of oxalic acid and abrasives. Oxalic acid is a weak
13 acid commonly used to remove rust stains. Zud contains about 10% oxalic acid and 90% fine
14 abrasives. The tumbling chamber was closed and placed the tumbler. An electric motor spins the
15 chamber which allows the contents to tumble. This process would mimic the process of sand grains
16 being transported along the littoral zone with the sand grains being abraded as they strike each
17 other. In the almost infinite volume of water in the Gulf, any iron stain that was removed would not
18 re-coat the sand, but be diluted away. This process started on 4 October 2007 and concluded 10
19 October 2007. The tumbler did not run over the included long weekend, but did operate for about 4
20 days. At the completion of the tumbling process, rinse water was added and decanted several times
21 until the turbidity levels dropped and the fines were removed. The remaining sand was air dried and
22 placed in a clear plastic bag for comparison with sand from the same parent sample. As shown in
23 Figure 1.5-9, the results of the experiment are quite dramatic. The tumbled sand lost most of the tan
24 color and is approaching white. This supports the process that occurs with the tan sand from the
25 Apalachicola River system becoming the white sand so familiar to beach-goers along the central
26 Gulf Coast.



1
2 **Figure 1.5-9. Samples of sand taken from (left to right) North Star disposal area on the Black**
3 **Warrior River, Lower Princess disposal area, and “Tumbled Lower Princess disposal area”**

4 Adding the sand into the littoral system along the gulf coast should provide the proper geochemical
5 and mechanical processes to remove the iron staining and provide the quality of sand that is desired
6 as it is transported along the littoral drift zone which contain the Mississippi Barrier Islands. Littoral
7 zone placement will also allow additional sorting by the currents and rounding of the sand grains
8 through continued abrasion during transport. Additional research and testing will be conducted to
9 ensure that these processes will in fact provide sand that is compatible with the existing sand in the
10 barrier island system.

11



1
2 **Figure 1.5-10. Inland Disposal Areas that Contain Economic Deposits of Sand**

1.5.8 References

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1.6 Sea Level Rise

Systematic long-term tide elevation observations suggest that the elevation of oceanic water bodies is gradually rising and this phenomenon is termed 'sea level rise.' The rate of rise is neither constant with time nor uniform over the globe. Present estimates of recent (over about the last 100 years)

1 global average, or eustatic, sea level rise are varied but the average value is about 2 millimeters per
2 year. Sea level is rising due to global warming, and there is uncertainty as to the future rate of sea
3 level rise, how much sea level will rise at any particular location, what the primary drivers of global
4 warming really are, and whether the rate of rise will be relatively constant or accelerate. Regardless
5 of these uncertainties, with 60 percent of the world's population, and 53 percent of the US
6 population, living near the shoreline (Reference 1), sea level rise is a phenomenon which requires
7 society's sustained attention and requires planning with consideration to the needs and protection of
8 future generations.

9 Sea level rise may be viewed in different ways. 'Eustatic' sea level rise refers to estimates of the rate
10 of sea level rise applied uniformly over the earth's oceanic water bodies. This is an interesting
11 concept and useful for communicating an averaged rate, but because sea level rise is not uniform
12 over the globe, it is not perhaps the most useful concept from a local or regional engineering point of
13 view. Eustatic sea level concepts are usually associated with studies of pre-historic sea level and
14 predictions of future sea level behavior but have been used in the Gulf Coast region in forensic
15 studies of modern coastal subsidence rates (Ref. 2).

16 'Relative' sea level rise (RSL) at a given location is the change in mean sea level at that location with
17 respect to an observer standing on or near the shoreline. It is determined by fitting a linear
18 relationship to monthly mean or annual mean sea level, either of which is computed from tide gage
19 observations. The slope of the fitted line gives the rate of sea level rise at the location of the tide
20 gage. The computed rate includes the rate of subsidence or uplift of the location upon which the tide
21 gage is founded, and thus the computed RSL rates may be extended locally or regionally to areas
22 with similar geotechnical and tidal conditions.

23 The National Research Council (NRC) alternatively defines relative sea level change as "the
24 difference between eustatic (global) sea level change and any change in local land elevation"
25 (Ref. 3). This definition is in keeping with the previous interpretation in that local vertical land motion
26 is represented in the change estimate, however, it seems to equate eustatic sea level change to the
27 local absolute sea level component of that change, whereas the previous interpretation makes no
28 such assumption. In practice, the distinction is often ignored because, excepting at the poles where
29 sea level rise would be expected to be higher than an average eustatic value, there are no
30 consistent relationships between eustatic sea level rise and sea level rise at any particular location.

31 Corps of Engineers Planning Guidance Notebook (Ref. 4) states that potential relative sea level rise
32 should be taken into consideration for coastal or estuarine projects at the feasibility level of study
33 and recommends, given the uncertainty of future sea level rise estimates, preference be given to
34 developing strategies that are robust over the entire range of potential sea level rise rates versus
35 those that perform well only over a limited range of potential sea level rise rates. The guidance
36 states that, at a minimum, project performance would be evaluated based on extrapolation of the
37 observed historic rate and should also consider a higher rate than that historically observed. The
38 guidance specifies, in the absence of more current, definitive information, that Curve 3 of the 1987
39 NRC study (Ref. 2), a curve presented as a high forecast rate of rise, be used as the eustatic
40 component in estimating the locally 'higher than observed' rate.

41 It is necessary then to determine (a) the observed historic relative rate of sea level rise along the
42 Mississippi Gulf Coast, (b) the observed and/or forecast rates of subsidence there, and (c) the Curve
43 3 rate and, if available, other updated, definitive estimate of eustatic sea level rise that may be
44 extended to the Mississippi coast. The following sections describe these determinations.

45 MsCIP studies are interpreting the guidance as requiring estimates of the magnitude of sea level rise
46 for the expected project life beginning at the base year. Early on in the study, this time period was
47 set at 2005-2100, but has since been revised to 2012 through 2011 (100 years). A number of
48 engineering activities had been well underway or substantially completed by the time the project

1 lifetime window had been revised and as such the relative sea level rise values used for those
2 activities were not revised to the period 2012 to 2100. It will be shown that the difference in selected
3 sea level rise predictions accorded these time windows is small and would not be expected to
4 materially change one's impression of project performance in and of itself.

5 **1.6.1 Mississippi Coast Relative Sea Level Rise**

6 Apparently, no long-term Mississippi coast tide gage records had been used to quantify relative sea
7 level rise since 1947. Mississippi is the only Gulf Coast state for which this is true.

8 The National Oceanic and Atmospheric Administration (NOAA) is responsible for monitoring,
9 forecasting, and publishing U.S. tide data. In 2001, NOAA published RSL estimates for all of its
10 National Water Level Observation Network (NWLON) tide gage stations with records equaling or
11 exceeding 25 years (Ref 5). Twenty-five years is considered the minimum record from which
12 reasonably reliable sea level rise rates might be determined. There were no NWLON stations in
13 Mississippi meeting this criterion and no RSL estimates were published.

14 The Permanent Service for Mean Sea Level (PSMSL) was established in 1933 at the Proudman
15 Oceanographic Laboratory, Liverpool, England and collects and interprets sea level data from
16 approximately 2,000 tide stations world-wide. The PSMSL regularly updates RSL estimates for most
17 locations they monitor; one of these is the NOAA station at Bay Waveland Yacht Club (USGS station
18 no. 8747437), though the period of record at that station is considered too short to provide a reliable
19 estimate of RSL.

20 Mobile District has long-term tide gages at Gulfport (USACE station no. 02481341), Biloxi
21 (02480351), and Pascagoula (02480301). A 1947 report of the Mobile District Engineer submitted to
22 Congress for the Harrison County Beach Erosion Control Study reported, based on 49 years of
23 record at the Biloxi gage, that annual mean stage was "rising gradually and is now approximately 0.3
24 of a foot higher than at the turn of the century."² RSL was computed for these and other stations for
25 present purposes by using the method of least squares to fit a linear relationship to the monthly
26 mean tide level (MTL). Monthly MTL is the average of the daily high and low water observations. The
27 resultant rate was multiplied by 12 to arrive at the average annual RSL rate. Annual MTL values (the
28 average of a calendar year's monthly MTL values) were also fit for comparison to RSL rates
29 computed using monthly data. This method is similar to that employed by NOAA and the PSMSL,
30 though there are differences. Monthly data were not weighted by the number of days in each month
31 in computing the annual MTL. Records for years missing more than 3 months of data were
32 discarded to minimize seasonal bias. The differences are not of significance here.

33 Computed RSL rates and the standard error of rates, in millimeters per year, spanning coastal
34 Mississippi are presented in Table 1.6-1. Computed RSL rates from the Permanent Service for Mean
35 Sea Level (PSMSL) web site, from NOAA's report (Ref. 5), and from Mobile District, USACE are
36 shown for comparison. Large discrepancies in the rates are mostly attributable to the period of
37 record analyzed; in general, rates computed from longer records are considered superior. Smaller
38 discrepancies are due to differences in methods used to compute the rates.

39 Neither NOAA nor PSMSL had estimated rates for the Mississippi tide gages at Gulfport, Biloxi, nor
40 Pascagoula. This is probably because these gages have historically been owned and operated by
41 the Corps of Engineers, though the Corps turned the Biloxi gage over to NOAA (USACE continues
42 to collect data from that gage) in September of 1999.

² As reported in U.S. House of Representatives Document No. 682, 80th Congress, 2nd Session, 1948. 'Annual Mean Stage' is therein defined as the average of all hourly tidal readings in a calendar year (8,760 readings might be obtained in one year) and is analogous to 'annual mean sea level.'

1 The Gulfport and Biloxi gages are in Harrison County. The Pascagoula gage is in Jackson County.
 2 Long-term gage data is not available for any locations in Hancock County, but data from short-record
 3 gages at Waveland Yacht Club (Y.C.) and Waveland were analyzed and are presented in
 4 Table 1.6-1 but application of those results is not recommended due to the short periods of record at
 5 these sites.

6 **Table 1.6-1.**
 7 **Relative Sea Level Rise Rates in the Vicinity of Coastal Mississippi**

		USACE based on				
		Monthly Average Data		Annual Average Data		
		MTL	MSL	MTL	MSL	
	PSMSL (2006)	NOAA (2001)	mm/yr. + - std. error			
Grand Isle, LA	9.52 +/- 0.37	9.85 +/- 0.35				
Record	1974-2003 (52 yrs.)	1947-1999				
Bay Waveland Y.C., MS	16.31 +/- 7.83	NA	5.40 +/- 0.17	5.21 +/- 0.16	4.65 +/- 2.04	4.44 +/- 2.06
Record	1987-1992 (5 yrs.)		1979-1992		1979-1992	
Waveland, MS	N/A	8.05 +/- 9.28*	9.33 +/- 0.42	10.58 +/- 0.41		
		1997-? 6 yrs.	1997-2005			
Gulfport, MS	N/A	N/A	1.70 +/- 0.04	N/A	1.96 +/- 0.7	N/A
Record			1964-1999		1964-2002	
Biloxi, MS	N/A	N/A	4.73 +/- 0.04	N/A	2.26 +/- 0.26	N/A
Record			1960-'98		1928-'76, '79-98	
Pascagoula, MS	N/A	N/A	2.9 +/- 0.04	N/A	3.72 +/- 0.30	N/A
Record			1960-'97		1940-'97	
Dauphin Island, AL	3.31 +/- 0.62	2.93 +/- 0.59	3.07 +/- 0.04	3.08 +/- 0.04	2.96 +/- 0.52	3.01 +/- 0.55
Record	1967-2003	1966-'97	1967-'68, '72-'74, '76-'80, '82-'97, '02-04		1967-'68, '72-'74, '76-'80, '82-'97, '02-04	
Pensacola, FL	2.12 +/- 0.17	2.14 +/- 0.15				
Record	1924-2003 (78 yrs.)	1923-'99				

8 *NOAA (2004) TR NOS/NGS 50.

9 Table 1.6-2 shows what were adopted, based on length of record, as the RSL rates for the vicinity of
 10 USACE gages in Mississippi. The computed rate for Biloxi, taken in conjunction with the 0.3 feet
 11 observed rise from 1900-1947 (1.94 mm/yr), suggests a 20th century relative sea level rise there of
 12 between 7.8 to 9.3 inches. These values may be compared to those computed by NOAA (Ref. 5) for
 13 all Gulf of Mexico tide stations with records exceeding 25 years in length shown in Table 1.6-3. The
 14 RSL rates computed for the Mississippi stations are lower than the average of all Gulf station values
 15 and consistent with those for coastal Florida and the southwestern Texas coast.

16 **Table 1.6-2.**
 17 **Relative Sea Level Rise as Indicated by USACE MS Coast Gages**

Location	Rise in mm/yr	Std. Error of Rise
Gulfport, MS	1.70	0.04
Record	1964-1999	
Biloxi, MS	2.26	0.26
Record	1928-'76, '79-98	
Pascagoula, MS	3.72	0.30
Record	1940-'97	

1
2

**Table 1.6-3.
Relative Sea Level Rise Rates at Various Gulf Coast Gages**

Station Name	First Year	Record Length	MSL Trend (mm/yr)	Std. Error (mm/yr)
Key West	1913	87	2.27	0.09
Naples	1965	35	2.08	0.43
Fort Meyers	1965	35	2.29	0.45
St. Petersburg	1947	53	2.4	0.18
Clearwater Beach	1973	27	2.76	0.65
Cedar Key	1914	86	1.87	0.11
Apalachicola	1967	33	1.53	0.58
Panama City	1973	27	0.3	0.64
Pensacola	1923	77	2.14	0.15
Dauphin Island, AL	1966	32	2.93	0.59
Grand Isle, LA	1947	53	9.85	0.35
Eugene Island, LA	1939	36	9.74	0.63
Sabine Pass, LA	1958	42	6.54	0.72
Galveston Pier 21, TX	1908	92	6.5	0.16
Galveston Pleasure Pier, TX	1957	43	7.39	0.53
Freeport, TX	1954	46	5.87	0.74
Rockport, TX	1948	52	4.6	0.41
Port Mansfield, TX	1963	35	2.05	0.75
Padre Island, TX	1958	37	3.44	0.56
Port Isabel, TX	1944	56	3.38	0.27
Average		49.2	4.00	
Weighted Average			4.06	
Median		42.5	2.85	

3 From Ref. 5.

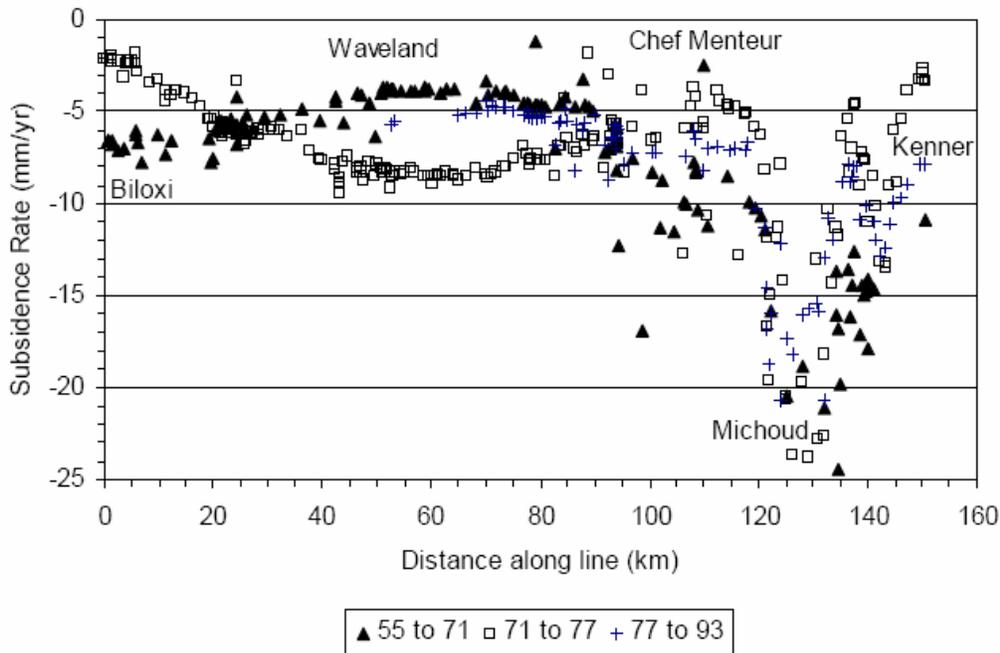
4

5 **1.6.1.1 Mississippi Coast Subsidence**

6 NOAA's National Geodetic Survey published (Ref. 2) estimated relative vertical displacement rates
 7 for areas including the Mississippi Gulf Coast in 2004. The rates were estimated by adjusting historic
 8 first-order leveling runs according to the estimated historic elevation of a Louisiana tide gage
 9 benchmarks in Louisiana. The elevation of said benchmark at the time of the historic leveling
 10 surveys was estimated by assuming it was subjected to an averaged eustatic sea level rise of 1.25
 11 mm/year. This value is comparable to the 1.20 mm/year given in NRC's document for 20th century
 12 eustatic sea level rise. The leveling data were then adjusted to estimate their true elevations at the
 13 time of the surveys; the elevation of a given point in one year was then compared to the elevation of
 14 the same point during a following survey many years later, which gave an estimate of the rate of
 15 subsidence. Results for surveys generally following the east-west alignment of the CSX railway line
 16 across Mississippi are shown in Figure 1.

17 Figure 1.6-1 gives estimated subsidence rates for the periods 1955 to 1971, 1971 to 1977, and 1977
 18 to 1993. The figure suggests that Mississippi coast subsidence varies from about -2 mm/year to -9
 19 mm/year and that the average subsidence is on the order of -6 mm/year (negative values imply that
 20 the ground is subsiding). It is interesting that series of the Mississippi portion of the comparison
 21 appear to be reflections of each other, though the reason for this is not apparent. The average

1 subsidence rate, approximately 6 mm/year, of the railway line near the coast exceeds the RSL rates
 2 (1.7 to 3.7 mm/yr) determined from tide gage data.



3
 4 From Ref. 2 Appendix 4.

5 **Figure 1.6-1. Biloxi, MS to New Orleans, LA Subsidence Rates for Periods Indicated in Years**

6 If equal confidence is given to both the RSL rate and the subsidence data, one must conclude that
 7 eustatic sea level in the Gulf of Mexico is not rising, but falling; this is doubtful. Therefore, it appears
 8 that either the gage data is erroneous, the subsidence estimates are flawed, or both. While it is most
 9 likely that neither the subsidence estimates nor the RSL estimates are infallible, the RSL rates are
 10 generally consistent with those observed elsewhere along the Gulf Coast, excepting those areas in
 11 Louisiana which are known to subside at abnormally large rates. This suggests that, while
 12 subsidence is probably occurring in Mississippi, tide gage data suggest that it may be occurring over
 13 much of the Mississippi coast at a rate that is consistent with Gulf Coast locations not associated
 14 with Mississippi River Delta formations. Also, since the question as to why subsidence estimates,
 15 taken in conjunction with tide gage data, suggest that sea level is dropping, as opposed to rising,
 16 remains unresolved, there is at present no clear rationale nor means to employ these subsidence
 17 estimates for purposes of estimating future RSL.

18 **1.6.2 Projected Sea Level Rise**

19 Table 1.6-4 shows extrapolated RSL for the period 2005-2100 based only on the rates derived from
 20 historic USACE station records (Table 1.6-2). The total relative rise predicted for the 95 year period
 21 is consistent with that suggested by Biloxi gage records over the 20th century.

22 **Table 1.6-4.**
 23 **Relative Sea Level Rise Assuming Observed Rates Persist, 2005-2100**

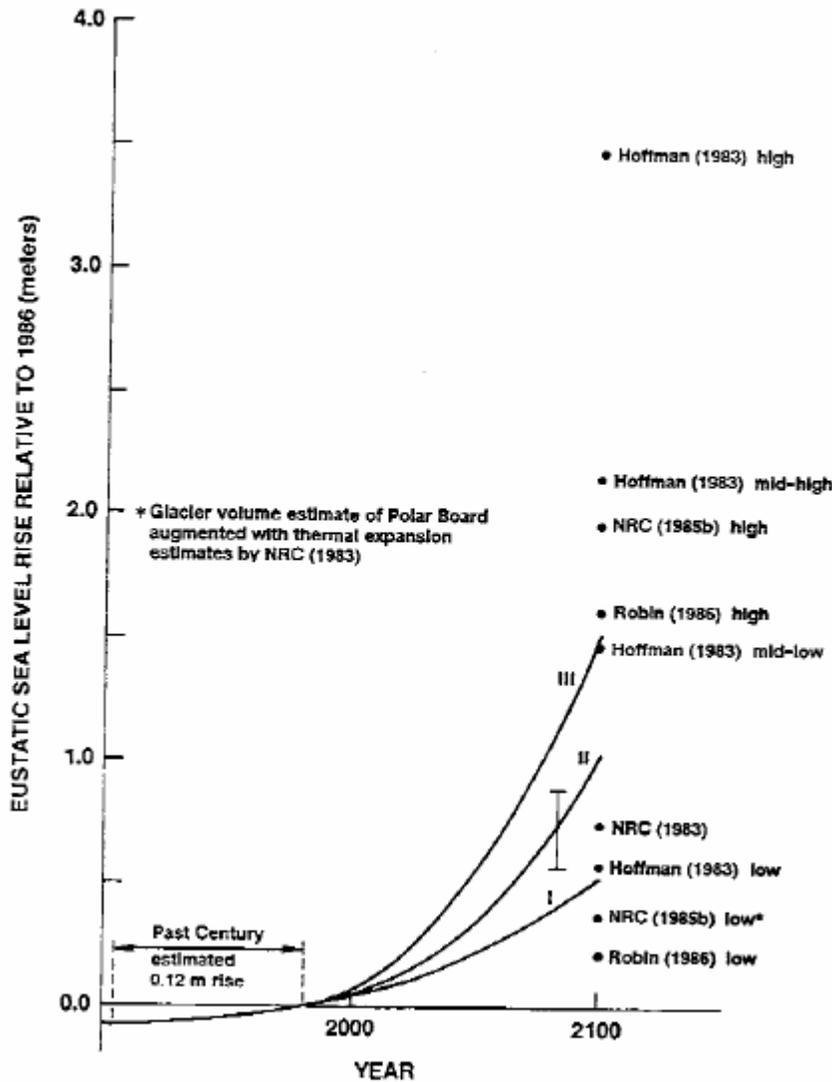
Gulfport		Pascagoula		Biloxi	
meters	feet	meters	feet	meters	feet
0.16	0.53	0.35	1.16	0.21	0.70

1 **1.6.2.1 National Research Council (NRC) Methods**

2 Corps of Engineers guidance recommends Curve 3 of the NRC report (Ref. 3), or more definitive
3 information, be used as the eustatic component of RSL for future high scenario estimates.

4 The NRC produced three curves, Curves 1, 2, and 3, which might be thought of as low, medium, and
5 high rate of rise estimates due to climate change and are reproduced here as Figure 1.6-2. These
6 curves were developed based on studies published between 1983 and 1986 and assume in global
7 eustatic sea level of 0.5 meters, 1 meter, and 1.5 meters, respectively between 1986 and 2100. The
8 curves are a function of time squared and thus suggest that the rate of sea level rise will increase
9 into the future, though as of 2001, no such increase had been detected (Ref. f). The suggestion that
10 sea level rise rates will increase in the future is common to all reports reviewed. These curves yield
11 high, medium, and low eustatic sea level increases of 0.47 m., 0.95 m., and 1.44 m. (1.54 ft., 3.13 ft.,
12 4.72 feet) respectively for the period 2005 to 2100. Relative sea level rise for a given location at the

13



14

15 **Figure 1.6-2. Eustatic Sea Level Rise Scenarios (Figure 2-2 from NRC, 1987)**

1 year 2100 would be arrived at by adding these values to the locally predicted subsidence, where the
 2 local subsidence would be the observed (or estimated rate where observations were not available)
 3 subsidence rate multiplied by the time span (in this case, 2100-2005 = 95 years). The document
 4 implies that local subsidence rates might be estimated by subtracting 1.2 mm/year (the assumed
 5 rate of global eustatic sea level rise) from RSL rates computed from tide gage data.

6 Relative sea level rise estimates for the period 2005 to 2100 at the locations of coastal Mississippi
 7 USACE tide stations using NRC methods are shown in Table 1.6-5. The values in the table have
 8 been computed converting the gage RSL rates to subsidence rates by subtracting 1.2 mm/year as
 9 suggested by the NRC. The total rise given in this table for Curve 3 is five to eight times those
 10 predicted by extrapolation of rates computed from historic gage data (Table 1.6-4).

11 **Table 1.6-5.**
 12 **Relative Sea Level Rise Estimates by NRC (1987) Methods, 2005-2100**

Basis	Gulfport		Pascagoula		Biloxi	
	meters	feet	meters	feet	meters	feet
Curve 1	0.51	1.69	0.71	2.32	0.57	1.86
Curve 2	1.00	3.28	1.19	3.91	1.05	3.46
Curve 3	1.49	4.88	1.68	5.51	1.54	5.05

13
 14 **1.6.2.2 Environmental Protection Agency (EPA) Methods**

15 The EPA (Ref. 6) estimated future eustatic sea level rise and also attempted to identify the
 16 probability distribution of this rise occurring. The EPA report is the only report reviewed which has
 17 attempted to assign probabilities to the sea level rise phenomenon. The one percent, mean, and
 18 99 percent non-exceedance eustatic sea level rise estimates for the time interval 1990 to 2100 are
 19 -0.01 m. (-0.03 ft.), 0.34 m. (1.11 ft.), and 1.04 m. (3.41 ft.). Estimates are also provided by EPA for
 20 the years 2050 and 2200. As with the other eustatic sea level rise forecasts discussed in this
 21 document, the estimates account for only those changes in sea level which might be attributed to
 22 climate change.

23 The EPA report recommends a simple procedure for estimating regional sea level rise based on
 24 their eustatic sea level rise estimates. The procedure is to add a normalized projection to the current
 25 (observed) relative rate of sea level rise as given by the following equation:

26
$$\text{Local (t)} = \text{normalized (t)} + (\text{t} - 1990) \times \text{trend} \quad \text{Eqn. 1.6-1}$$

27 Where: Local (t) is the projected local rise in sea level in some future year t.

28 Normalized (t) is the normalized eustatic rise given by Ref. 6 Table 9-1.

29 Trend is the observed trend at a representative gage location.

30 The 'normalized' eustatic rise value was developed by EPA in order to avoid double-counting the
 31 effects of the historic contribution of climate change, which are inherent in the observed trend value;
 32 double-counting would occur were future projections made using the predicted (as opposed to the
 33 normalized) eustatic sea level rise values in this equation. This concern over double counting does
 34 not come into effect if the predicted eustatic sea level rise contribution were to be combined with a
 35 known local subsidence rate.

36 EPA methods were used to develop sea level rise estimates for the period 2005 to 2100 for the
 37 vicinities of the USACE tide gages at Biloxi, Gulfport, and Pascagoula. The 50% and 99% non-
 38 exceedance eustatic normalized sea-level rise predictions were used in conjunction with the

historically observed rates for this purpose. Results are shown in Table 1.6-6. These values compare favorably to values give by NRC Curves 1 and 2 but are, as a rule, much lower than those given by Curve 3 (see Table 1.6-5). The 50% values are approximately 0.7 to 0.8 feet higher than those predicted by historical rates alone (see Table 1.6-4).

**Table 1.6-6.
Relative Sea Level Rise Estimates by EPA (1995) Methods, 2005-2100**

Location	m	feet
Gulfport 50%	0.39	1.3
99%	0.99	3.2
Biloxi 50%	0.44	1.4
99%	0.98	3.2
Pascagoula 50%	0.60	2.0
99%	1.18	3.9

1.6.2.3 Intergovernmental Panel for Climate Change (IPCC) Methods

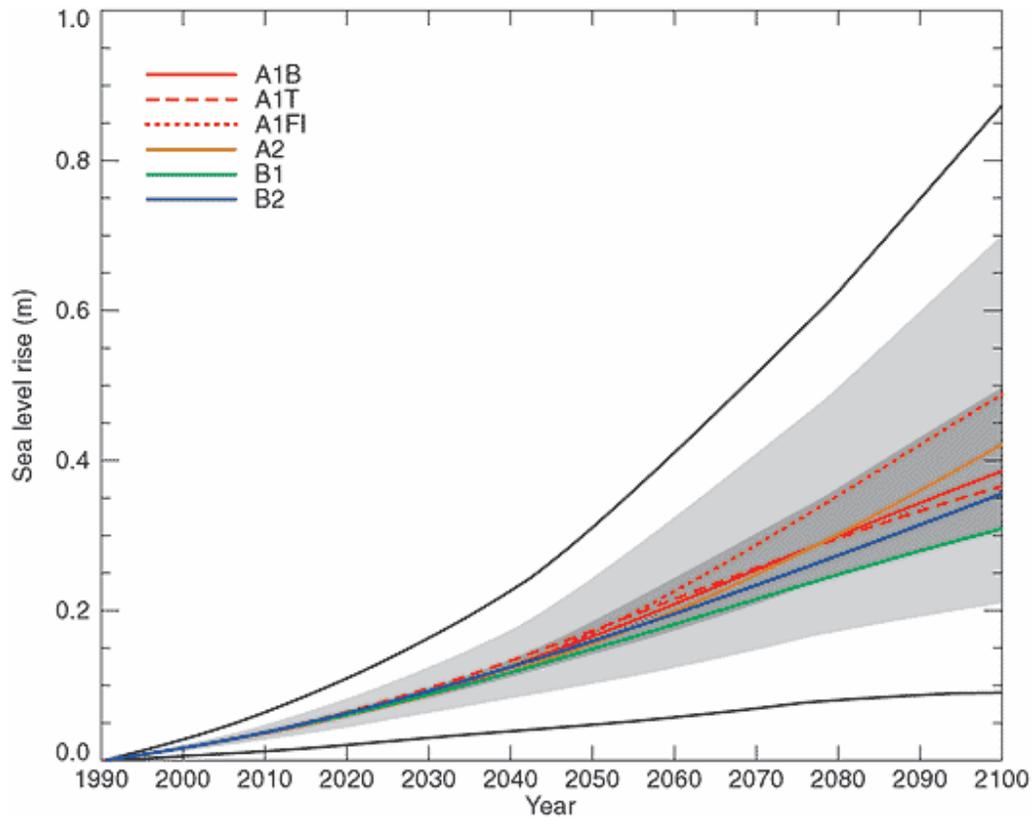
The Climate Change 2001 document (Ref. 7) by the IPCC is the most current and comprehensive publication available for this effort regarding the science of climate change and its implications for sea level rise. An updated IPCC climate change report is due in May of 2007 but due to the MsCIP schedule it arrives too late to be of use for estimating future sea level rise, though a summary of the findings of that report, released in early 2007, suggest that the global eustatic sea level rise central value estimate has not changed significantly.

The full suite of IPCC sea level rise projections is shown in Figure 1.6-3. The projections result from over 35 climate change scenarios, run in a number of different global circulation models. The projections represent the contribution of climate change to global average sea level rise. The IPCC predicts eustatic sea level rise of 0.09 to 0.88 m between 1990 and 2100 with a central value of 0.48 meters. The central value averaged over this time period is 4.36 mm/year, which is two to four times the average rate suggested by 20th century Mississippi Coast tide gage data.

In Figure 1.6-3:

- The black outer lines describe the range of all model estimates, including sensitivity to land ice withdrawal, sedimentation, and other assumptions.
- The lightly-shaded region shows the range from 35 scenarios tested in all circulation models.
- The darkly-shaded region shows the range of the average of those scenarios.
- The colored lines represent the computed average from each demonstration model, which are a subset of the 35 scenarios.

The values shown in Figure 1.6-3 are lower than those suggested in the earlier NRC study, and similar to those in the EPA publication. Since publication of the NRC document, estimates of the magnitude of future global warming have been cut in half, and this resulted in a reduction of the range of estimates of future sea level rise. The IPCC document suggests this reduction is primarily due to improvements in technology, improvements in the understanding of pollutant behavior (particularly aerosols), and revised pollutant discharge forecasts.



1
2 From Ref. 7 Figure 11.12.

3 **Figure 1.6-3. IPCC Global Eustatic Sea Level Rise Estimates**

4 The IPCC does not prescribe how these global eustatic sea level rise estimates might be adapted to
5 estimate future local relative sea level rise. Like the EPA before it, the IPCC acknowledges double-
6 counting as a valid issue, but does not provide normalized sea level rise estimates for use with their
7 eustatic sea level rise estimates, nor do they provide explicit instructions for adapting their predicted
8 sea level rise values to specific locations. The IPCC report does, however, suggest that the
9 approach advocated in EPA's report might be used.

10 Comparison of EPA's normalized and non-normalized eustatic sea level rise estimates (Tables 9-1
11 and 7-4, respectively, Ref. 6) reveal that EPA estimates the 20th century climatological contribution
12 to sea level rise at 0.82 mm/year. This contribution is essentially constant throughout the range of
13 EPA's probable sea level rise estimates. This value is reasonably consistent with IPCC's central
14 value (c.v.) estimate of said contribution at 0.7 mm/year (Table 11.10, Ref. 7). Since EPA has
15 applied a constant normalizing rate adjustment, it may be argued that the IPCC's estimate of 0.7
16 mm/year might be used in the same manner to normalize IPCC's estimate and facilitate use with
17 RSL rates obtained from gage data.

18 Therefore, future estimates of local sea level rise over the interval 2005 to 2100 might be obtained
19 using IPCC values as follows:

20
$$\text{Local rise} = [(\text{IPCC } 2100 - \text{IPCC } 2005) - n \cdot (2100 - 2005)] + (2100 - 2005) \cdot \text{trend} \quad \text{Eqn. 1.6-2}$$

21 Where: IPCC is the projected eustatic rise in sea level for the given year, from Figure 3 herein.

22 Trend is the observed trend at a representative gage location.

23 n is the normalizing factor = 0.7 mm/yr.

The normalization function is shown in brackets on the right-hand side of Equation 1.6-2.

Results of this method applied to the vicinity of the USACE gages are shown in Table 1.6-7.

**Table 1.6-7.
Relative Sea Level Rise Estimates using IPCC Predictions, 2005-2100**

Location	m	feet
Gulfport c.v.	0.54	1.8
high	0.96	3.2
Biloxi c.v.	0.60	2.0
high	1.02	3.3
Pascagoula c.v.	0.74	2.4
high	1.16	3.8

1.6.3 Relative Sea Level Rise Summary

Corps of Engineers Planning Guidance Notebook (Ref. 4) states that potential relative sea level rise should be taken into consideration for coastal or estuarine projects at the feasibility level of study and recommends. At a minimum, project performance would be evaluated based on extrapolation of the observed historic rate and should also consider a higher rate, based on NRC Curve 3 or more definitive data, than that historically observed.

'High,' 'medium,' and 'low' eustatic sea level rise estimates as given in the NRC in 1987 and more recent authoritative reports by the EPA (1995) and IPCC (2001) reports are summarized below in Table 1.6-8. The values in the table are eustatic values only and do not reflect local nor historic trends at the Mississippi Coast. While the three methodologies differ slightly, they commonly adjust, according to each agency's prediction of climate change effects, extrapolated historic local relative sea level rise. In other words, the only difference in the predicted RSL for each scenario at each location is that portion of rise attributed to possible effects of climate change. The table shows that the climate-driven component of sea level rise estimates has dropped substantially since publication of the NRC report, primarily due to advances in global fluid dynamics modeling technology and revised pollutant discharge estimates.

**Table 1.6-8.
Comparison of Eustatic Sea Level Rise Predictions, 1990-2100**

	Low, in m. (ft)	Medium, in m. (ft)	High, in m. (ft)
NRC ¹ (1987)	0.47 (1.53)	0.95 (3.13)	1.44 (4.72)
EPA ² (1995)	-0.01 (-0.03)	0.34 (1.11)	1.04 (3.41)
IPCC ³ (2001)	0.09 (0.29)	0.48 (1.57)	0.88 (2.89)

Notes: 1. NRC (1987) curves 1, 2, and 3 respectively. 1%, 50%, and 99% non-exceedance probabilities, respectively. From Ref. 6 Table 7-3. 2. Low and high values represent the extreme range with uncertainty and the medium value is the 'central estimate.'

The observed historic relative rates of relative sea level rise along the Mississippi Gulf Coast were determined from long-term USACE tide gage data and are summarized in Table 1.6-2. The rates are typical of RSL rates determined from other long-term Gulf of Mexico tide and lower than rates observed in Louisiana and eastern Texas.

1 Extrapolation of historically observed Mississippi coast RSL rates results in a relative sea level rise
 2 of 0.5 to 1.2 feet for the period 2005 to 2100. Extrapolation of observed rates is inconsistent with the
 3 climate change community view, held since at least the early 1980's, that sea level rise will
 4 accelerate in the 21st century. The USACE Mississippi coast gage data have not been interrogated
 5 to detect RSL rise acceleration for present purposes.

6 Subsidence rates and magnitudes have been estimated for the MS Coast but the estimated rates,
 7 weighed in consideration of RSL rates derived from tide gage data, do not seem to support the
 8 generally accepted view that sea level is rising. The reason this is so cannot at present be resolved
 9 and therefore the subsidence estimates were not used in favor of RSL rates determined from tide
 10 gage records to estimate future sea level rise.

11 Future relative sea level rise estimates were developed using NRC, EPA, and IPCC projections. The
 12 IPCC estimates are the most current available. The findings are summarized in Table 1.6-9 and
 13 rounded to the nearest 0.1 feet.

14 IPCC's 'high' values compare to within 0.1 feet of those computed using EPA's 99% non-
 15 exceedance values, while IPCC's central value (c.v.) estimates are slightly higher than those yielded
 16 using EPA's 50% (mean) normative sea level rise values. The 'high' and c.v. are similar to values
 17 yielded using NRC's Curve 1 ('low') and Curve 2 ('expected'; see Table 1.6-5).

18 The IPCC 2001 predictions were the most current and definitive available. The IPCC 'high' values
 19 were selected for evaluating project performance as the 'higher than observed rate' versus those
 20 predicted using EPA and NRC methods because the IPCC values are more recent and more widely
 21 (globally) used. In a subtle departure from USACE guidance, relative sea level rise values based on
 22 IPCC 'expected' (also referred to as 'medium' and 'central value') eustatic sea level rise predictions
 23 were adopted for present study purposes in lieu of rise computed using extrapolated historic rates
 24 because most experts believe that the rate of sea level rise will increase in this century and
 25 extrapolated historic rise assumes past relative sea level rise rates will persist.

26
 27

**Table 1.6-9.
 Comparison of Computed Relative Sea Level Rise Estimates, 2005-2100**

Basis	Gulfport		Pascagoula		Biloxi	
	High ¹ m. (ft)	Expected ² m. (ft.)	High ¹ m. (ft)	Expected ² m. (ft.)	High ¹ m. (ft)	Expected ² m. (ft.)
Extrapolated	-	0.16 (0.5)	-	0.35 (1.2)	-	0.21 (0.7)
NRC (1987)	1.49 (4.9)	1.00 (3.3)	1.68 (5.51)	1.19 (3.9)	1.51 (5.0)	1.05 (3.5)
EPA (1995)	0.99 (3.2)	0.39 (1.3)	1.18 (3.9)	0.60 (2.0)	0.98 (3.2)	0.44 (1.4)
IPCC (2001)	0.96 (3.2)	0.54 (1.8)	1.16 (3.8)	0.74 (2.4)	1.02 (3.3)	0.60 (2.0)

Values in **bold** are adopted.

28
 29

Notes: 1. NRC Curve 3; EPA 99% non-exceedence; IPCC upper-bound. 2. NRC Curve 2; EPA 50% non-exceedence; IPCC 'central value'.

30 It was mentioned earlier that the project lifetime evaluation period had been revised from 2005 –
 31 2100 to the 100-year period 2012 through 2111 after the time had passed for which RSL revisions
 32 might have been able to have been incorporated into related engineering efforts. RSL estimates
 33 were generated for the revised time frame using the IPCC predictions and compared to the adopted
 34 results from the 2005-2100 time frame as in Table 1.6-10. The project lifetime shift results in about
 35 0.2 feet (2.4 inches) difference which is believed to be insignificant for present purposes.

1 **Table 1.6-10.**
 2 **Comparison of Adopted RSL 2005-2100 Versus Computed 2012-2111 RSL**

Time Frame	Gulfport		Pascagoula		Biloxi	
	High ¹ m. (ft)	Expected ² m. (ft.)	High ¹ m. (ft)	Expected ² m. (ft.)	High ¹ m. (ft)	Expected ² m. (ft.)
2005-2100	0.96 (3.2)	0.54 (1.8)	1.16 (3.8)	0.74 (2.4)	1.02 (3.3)	0.60 (2.0)
2012-2112	1.01 (3.3)	0.60 (2.0)	1.21 (4.0)	0.81 (2.6)	1.05 (3.5)	.66 (2.2)

Values in **bold** are adopted.

3 Notes: 1. IPCC upper-bound. 2. IPCC 'central value'.

4 **1.6.4 Relative Sea Level Rise Application**

5 Plan formulation has identified three RSL scenarios to be evaluated over the project lifetime:
 6 (1) existing sea level; (2) 'expected' sea level rise, and (3) 'high' sea level rise. Existing sea level
 7 was selected primarily for exploratory comparative economic analysis of damage attributable to sea
 8 level rise in and of itself, which can be inferred by comparing storm damages due to storm surge at
 9 existing sea level against storm damage due to storm surge at some higher sea level. Note that
 10 there is no accompanying expectation or recommendation that any storm damage reduction system
 11 or element would be formulated or proposed based on a future sea level as it exists today. Expected
 12 relative sea level rise is interpreted to be that prediction based on IPCC's 'central value' eustatic sea
 13 level rise, and 'high' sea level rise was adopted based on the upper bound of IPCC's scenario
 14 testing results. Results are consistent with the level of detail appropriate for present needs but
 15 should be viewed as a 'first cut' at identifying historic and predicted relative sea level rise in the
 16 vicinity of coastal Mississippi.

17 The effects of sea level rise are many. From a practical standpoint, it is impossible to thoroughly
 18 explore all ramifications of sea level rise. Sea level rise implications will be tested in economic terms
 19 using the Hydrologic Engineering Center's Flood Damage Analysis (HEC-FDA) software, and the
 20 Engineer Research and Development Center's BeachFX program; these efforts are discussed in
 21 Chapter 2 of this Engineering Appendix, and related plan formulation considerations are discussed
 22 in the main body of this report. Flood damage evaluations will also be performed in HEC-FDA over a
 23 50-yr planning period to test the sensitivity of economic damages to the assumed project lifetime;
 24 computed relative sea level rise values using IPCC (2001) eustatic sea level rise predictions for this
 25 purpose are shown in Table 1.6-11. Coastal levee construction cost and levee protection
 26 implications are also discussed in Chapter 3 of this report.

27 **Table 1.6-11.**
 28 **Computed 50-year Relative Sea Level Rise Estimates, 2005-2055**

	Gulfport		Pascagoula		Biloxi	
	High m. (ft)	Expected m. (ft.)	High m. (ft)	Expected m. (ft.)	High m. (ft)	Expected m. (ft.)
Extrapolated	-	0.09 (0.3)	-	0.19 (0.6)	-	0.11 (0.4)
IPCC (2001)	0.40 (1.3) ¹	0.26 (0.9) ²	0.60 (2.0) ¹	0.46 (1.5) ²	0.46 (1.5) ¹	0.32 (1.0) ²

29 Notes: 1. IPCC upper-bound. 2. IPCC 'central value'.

30 Future design and evaluation efforts will require that these relative sea level rise predictions be
 31 updated, as (a) the IPCC published updated climate change effects documents in May of 2007 and
 32 (b) there are opportunities to improve local relative sea level rise estimation and prediction methods
 33 versus the status quo methodologies presented herein.

1 **1.6.5 References**

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21

1 PART 2. LONG-TERM ENGINEERING SOLUTIONS

2 2.1 Long-term Engineering Solutions

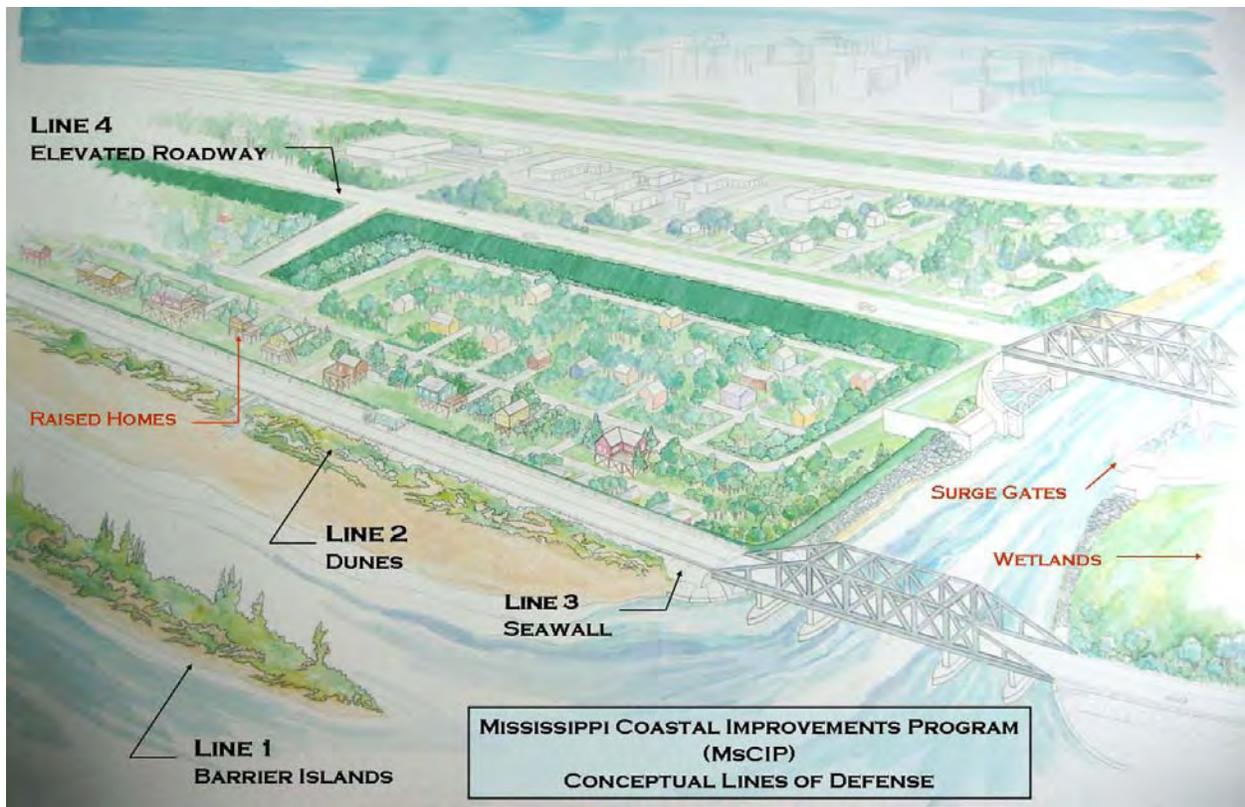
3 With the task of developing a hurricane damage reduction plan for the coast of Mississippi, several
4 issues had to be considered. First, it had to be technically feasible. Could a storm damage reduction
5 system be designed that would be constructible and at the same time not destroy what it was
6 supposed to help protect? It had to be reliable so when needed, it would do the job it was designed
7 for. It also needed to be cost effective. This system also had to integrate into other storm reduction
8 concepts such as non-structural solutions such as buy-out programs and re-establishing some areas
9 as environmental components of the plan. The development along the coast had some areas that
10 were not contiguous to highly developed areas like found in Harrison County where the entire
11 coastline is densely developed. These outlying areas may require individual means for any storm
12 damage reduction. Almost any project along a coastline has environmental concerns and this is true
13 in Mississippi. In Jackson County, the Pascagoula River system separates the city of Pascagoula
14 from most of the coast to the west. This river system is one of the last major free-flowing rivers in the
15 southeast and is home to endangered fish. In the western portion of the state, extensive marshes
16 create other concerns along with the Pearl River that separates Mississippi from Louisiana. Other
17 technical issues also made working in this river problematic. Another issue that was voiced early in
18 this project was the population did not want a high structural seawall along the coast. The concern of
19 losing the view of the water and beaches was repeated consistently in public meetings.

20 Review of the coastline in Mississippi using aerial photographs, topographic maps, LIDAR surveys,
21 and storm inundation data revealed that natural topography could play a major role in forming storm
22 barriers. Other features such as the offshore barrier islands, extensive beaches in many areas, and
23 existing beach-front roadways were also realized as having a role in formulating a storm defense
24 system. An existing railway track crosses the entire state near the coast and in the typical fashion of
25 railways, these tracks follow high ground. This same general alignment was judged to be favorable
26 for any type of inland barrier.

27 Review of the inundation maps from Katrina also revealed the extensive low-lying areas associated
28 with two bays that extend inland from the coast. It was apparent that any storm protection systems
29 would have to consider these as breaks in the line. Closing off rivers and bays with surge gates are
30 used in Europe to protect inland areas and these type structures could be considered for Mississippi.

31 During planning sessions with the project delivery team, a structural "Lines of Defense" (LOD)
32 concept was drafted that started with the offshore barrier islands and progressed inland to what
33 could be considered the worst possible scenario with a extremely large hurricane, even worse than
34 Katrina. Research identified numerous methods that have been developed to provide protection from
35 flooding. Along with the traditional methods of levee or structural seawall construction, many other
36 types of protection were reviewed. These included inflatable barriers, concrete sidewalks or
37 roadways that could be hydraulically rotated upwards to form a seawall, sliding panel gates, offshore
38 breakwaters, and many types of surge barriers to close off the bays. The lines would also provide
39 increasing levels of protection as you transgressed inland. It was understood that some lines would
40 not provide protection from large storms. It was also evident that several areas of the coast could not
41 be included in continuous line of defense and would be either placed in a ring levee system or
42 designated to a non-structural solution.

43 In the early stages of the study, it was understood that the results of proposed storm surge modeling
44 would not be available to the designers. These studies would be used to develop new stage-



1
2 **Figure 2.1-2. Artist's conceptual drawing based on the initial vision for Lines of Defense (Dawkins,**
3 **2006)**

4 The first apparent feature to be discussed was the offshore barrier islands that had been included in
5 the Mississippi Governor's recovery plan. Designated as LOD 1, the barrier islands have been
6 eroded by numerous storms. In 1969, Hurricane Camille caused extensive erosion on the islands
7 and created a large breach in Ship Island. After Katrina, it was widely expressed that if the islands
8 had been in a pre-Camille condition, the storm surge would have been much less along the
9 mainland coast. It was decided to model that scenario to help predict what effects the islands play in
10 storm reduction.

11 The beaches (manmade in the 1950s) that extend along much of the coast were also considered as
12 a feature that could be modified to provide some level of protection by the inclusion of dunes on the
13 beaches. Other projects were underway to improve the some of the beaches and proposed projects
14 would construct small dunes on most of the beaches. Improving on these by studying dunes at crest
15 elevations of 10.0 (NAVD88) and 15.0 (NAVD88) was designated as LOD-2. These would not
16 provide protection from large storms, but would be beneficial for smaller storms and would provide
17 recreational and environmental benefits.

18 Another existing condition along the coast is roadways that coincide with the beaches. It was
19 envisioned that raising these roadways would have minimal environmental impact and provide the
20 first hardened barrier to surge damage. These roadways, while not continuous along the coast, were
21 designated as LOD-3. Elevations of 12.0 (NAVD88), 18.0 (NAVD88) and 24.0 (NAVD88) were
22 initially selected for study. It was also recognized that LOD-3 would require that barrier be placed at
23 the mouths of the bays to be effective.

24 Some areas of the coast were not associated with these beaches and existing roadways or for
25 environmental and/or technical reasons could only be viewed as stand alone projects such as ring

1 levees. These areas included six communities in Jackson County and one in Hancock County. For
2 discussion purposes, these were also included in LOD-3 and would be studied at the same
3 proposed elevations.

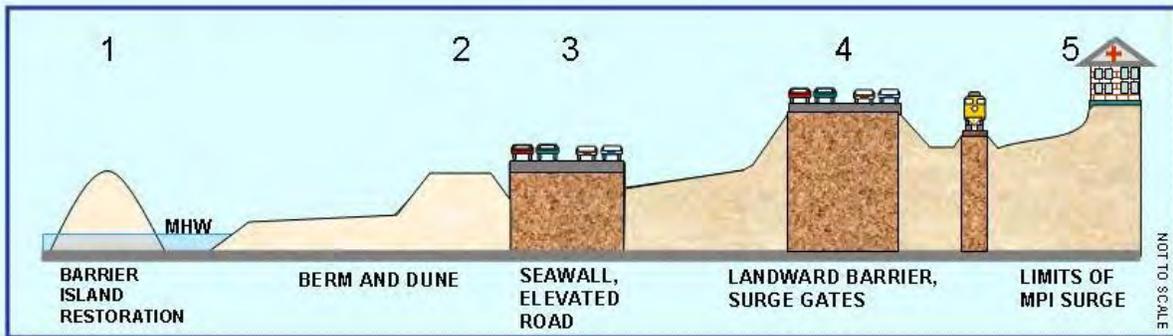
4 Further inland, the existing railroad grade had provided a levee-like barrier to storm surge from
5 Katrina in some areas. Using the same high-ground alignment, an inland barrier was envisioned that
6 could be constructed to such an elevation as to protect from a large storm surge, even larger than
7 Katrina. Like LOD-3, this system would require that the bays be closed off from surge to be effective.
8 As LOD-4, this barrier was to be studied at elevations of 24.0 (NAVD88), 32.0 (NAVD88) and 40.0
9 (NAVD88). Many alignments were considered before one that was recommended due to technical
10 and environmental reasons. This system would not cross the Pearl River on the western side of the
11 state nor the Pascagoula River in Jackson County.

12 For the highest level of protection from the largest storm surge event, the limits of surge predicted
13 from the MPI event was transposed to maps and while a non-structural measure, it was designated
14 as LOD-5. It would be an area north of any potential surge damage that would be recommended for
15 location of critical infrastructure such as hospitals and emergency facilities.

16 Figure 2.1-3 represents a section extending from the barrier islands to the MPI line.

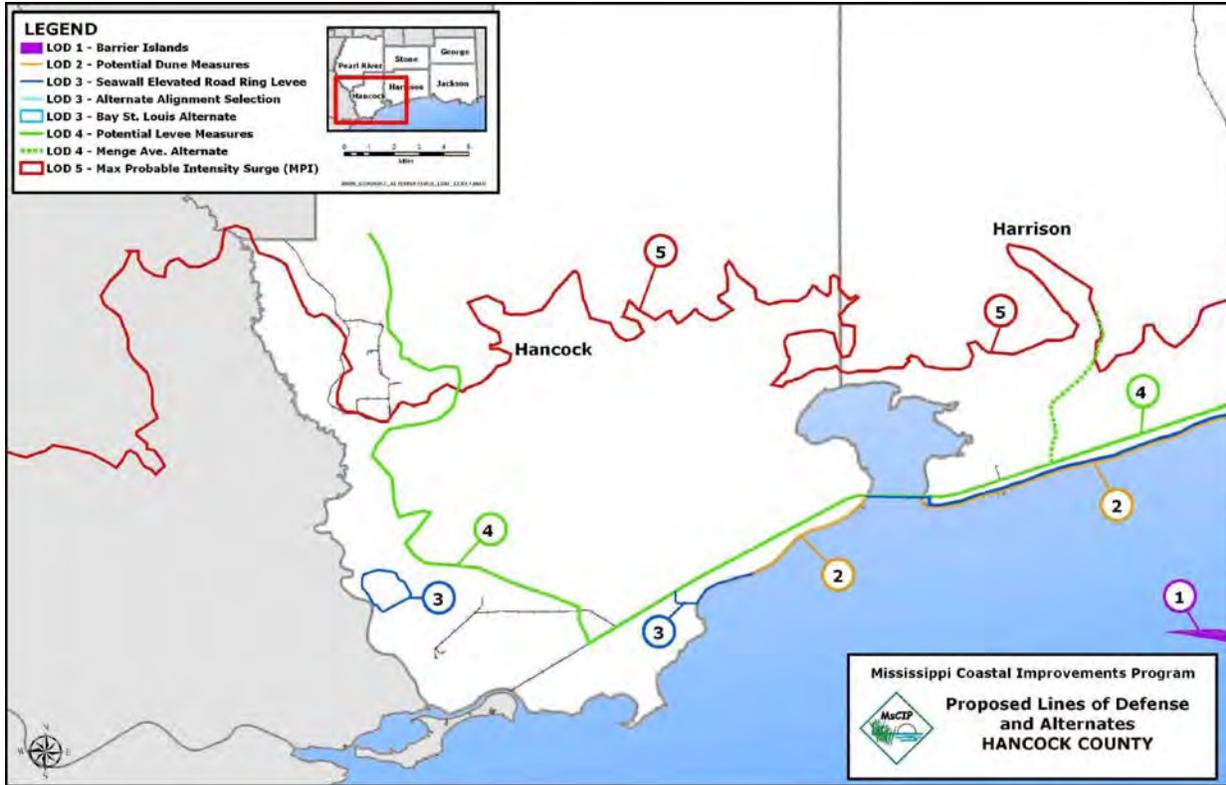
Concept of Integrated “Lines of Defense”

- Multiple lines – combination of natural and structural features
- Increasing levels of protection from off-shore to in-shore up to Maximum Possible Event (MPI)
- Integrated with rebuilding plan

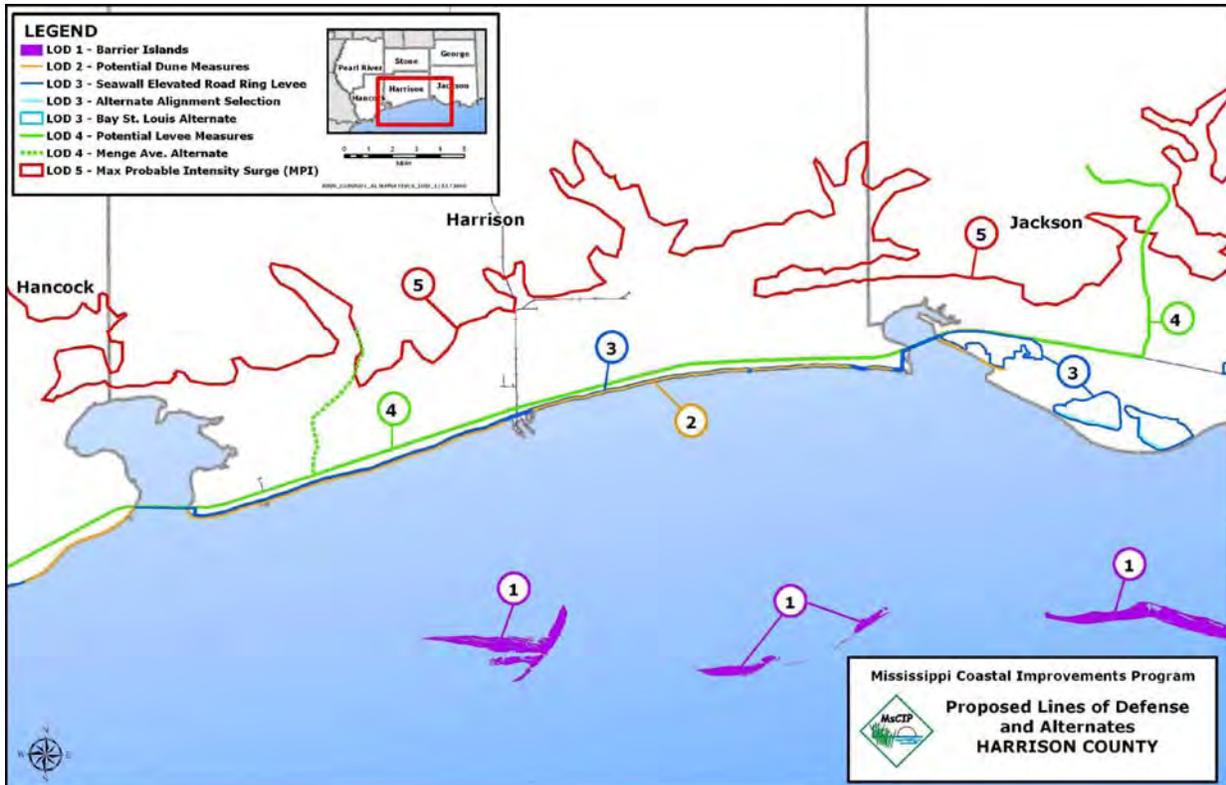


17
18 **Figure 2.1-3. Conceptual section that includes five lines of defense extending from the barrier**
19 **islands inland to the upper limits of the maximum possible intensity (MPI) hurricane**

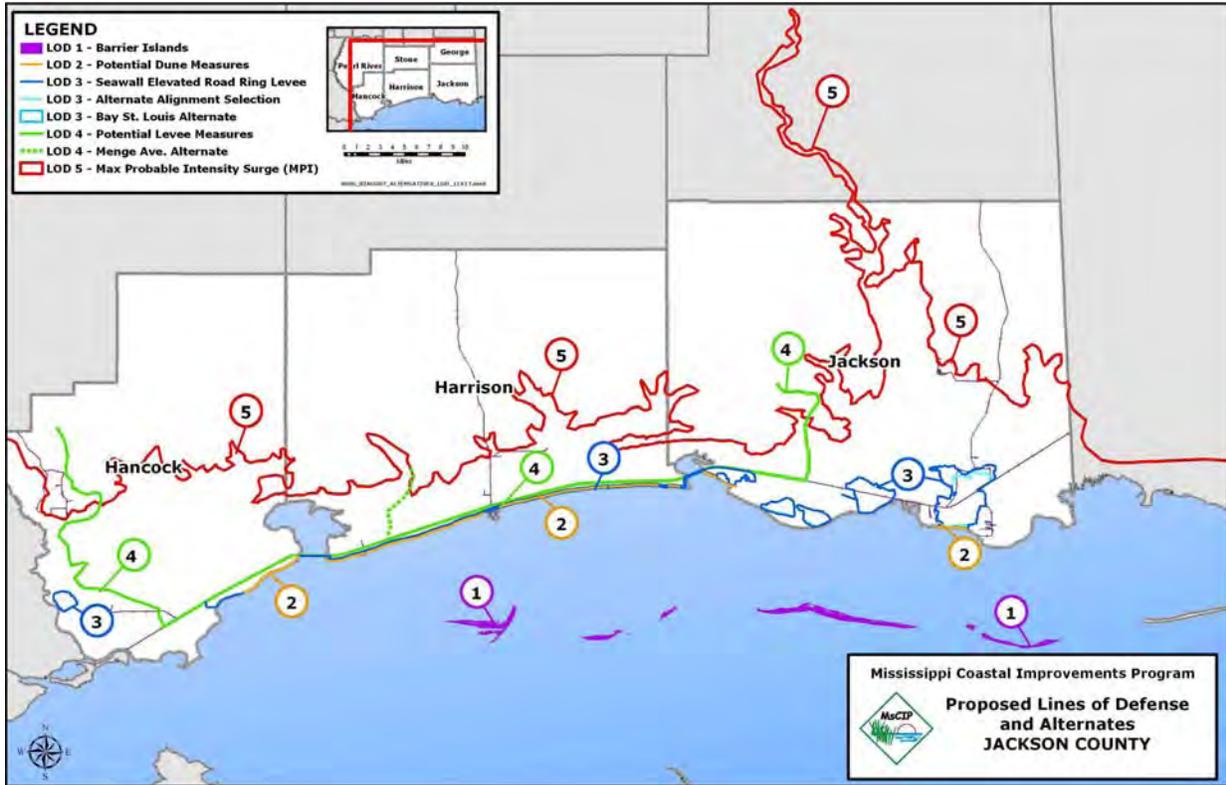
20 The proposed alignments for the LODs in each of the three coastal counties are shown in Figures
21 2.1-4, 2.1-5 and 2.1-6.



1
2 **Figure 2.1-4. Line of Defense Alignments in Hancock County**



3
4 **Figure 2.1-5. Line of Defense Alignments in Harrison County**



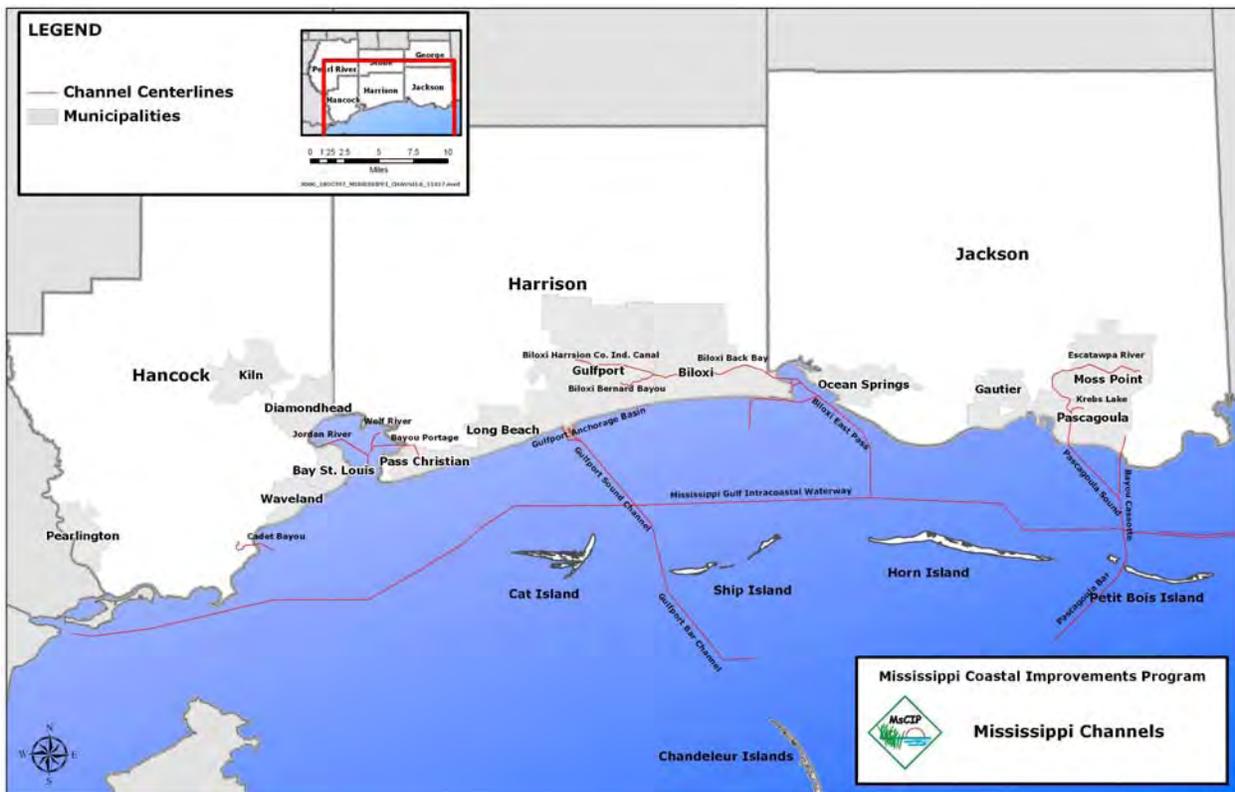
1
2 **Figure 2.1-6. Line of Defense Alignments in Jackson County**

3 The following discussions provide more detailed descriptions of the evolutions of each of the Lines of
 4 Defense from the initial concepts. Since this study generally did not provide feasibility level of
 5 design, there is still components that must be completed during “engineering and design” activities
 6 as shown in the cost estimates. This will include the completion of geotechnical investigations on the
 7 options that are carried forward. Part of the geotechnical work will be the verification of the different
 8 borrow areas including both onshore and off-shore sources.

9 **2.1.1 First Line of Defense – Barrier islands**

10 The coastline of mainland Mississippi is bordered on the south by the Mississippi Sound, a shallow
 11 body of water that separates the coast from four barrier islands that lie 10 to 15 miles to the south.
 12 These barrier islands are located along a littoral drift zone that moves sand westward creating three
 13 elongated islands and then to the westward most Cat Island where littoral currents are not as well
 14 defined. As shown in Figure 2.1-7, the islands are near several navigation channels. From east to
 15 west, the islands are Petit Bois, Horn, Ship, and Cat. Ship Island has been breached by prior
 16 hurricanes and now is actually two small islands, West Ship Island and East Ship Island, with a
 17 shallow sand bar between the two. Figure 2.1-8 shows the effect of recent hurricanes on Ship Island.

18 Since Hurricane Camille in 1969, the breach in Ship Island has existed with varying amounts of
 19 natural rebuilding between later storms as documented by the Mississippi Department of
 20 Environmental Quality, (Schmid and Yassin). The western ends of both Petit Bois and Ship Islands
 21 have migrated to the edge of navigation channels and the continuing littoral drift of the sand into the
 22 channels is causing an artificial termination of the migration. A new island has emerged on the west
 23 side of the channel from Petit Bois Island, created from the dredged sand coming from island that is
 24 disposed of on the west side of the channel.



1
2 **Figure 2.1-7. The Mississippi Barrier Islands shown in relationship to the numerous navigation**
3 **channels near the islands**

4 All of Petit Bois, Horn, and Ship Islands and part of Cat Island are within the boundaries of the Gulf
5 Islands National Seashore under the jurisdiction of the National Park Service. In most cases, the
6 boundary extends one mile from the shore of the island. The National Seashore boundaries are
7 shown in Figure 2.1-9. Petit Bois and Horn Islands have also been designated as Wilderness Areas
8 by the U.S. Department of the Interior and have a higher degree of protection than the other islands.

9 Other locations outside of park boundaries were studied for potential sites to construct breakwater
10 type barriers that might serve the same purpose as a barrier island. Numerous constraints were
11 identified with this concept. The depth of the water, other than being very close to the mainland
12 shoreline, would have required a vast amount of material such as jetty stone in creating these
13 breakwaters. And, as identified as a concern to local residents, locating these type structures close
14 to the mainline shoreline would not be aesthetically acceptable.

15 Soon after Hurricane Katrina, it was reported that many in Mississippi felt that if the islands had been
16 in the condition that existed prior to Hurricane Camille, there would have been less damage along
17 the coast from Hurricane Katrina. This idea was also included in the Mississippi Governor's which
18 called for restoring the islands to a pre-Camille footprint. This concept was included in the hurricane
19 protection study as LOD-1.

20

Approved for Public Release

Ship Island
Mississippi
Hurricane Katrina Assessment
Product ID: 260260

WARNING: Not to be used for
Navigation



1
2 (Source – US Navy)

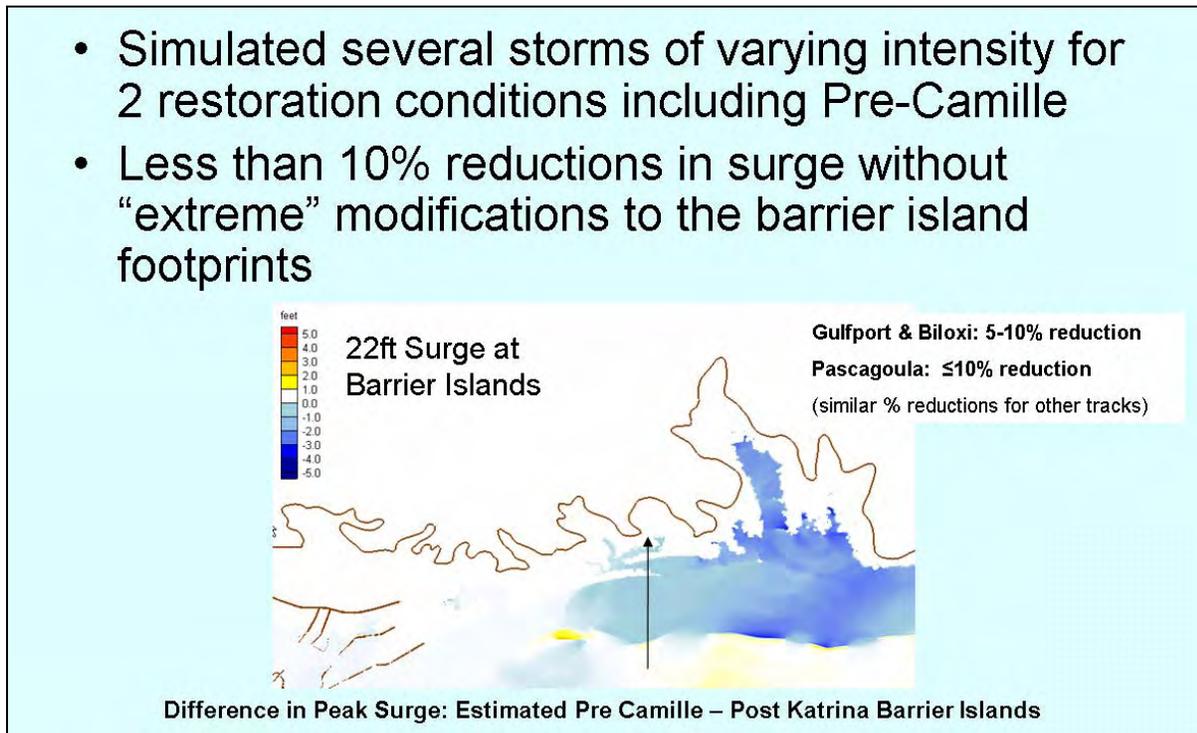
3 **Figure 2.1-8. The aerial photograph on top shows the islands in 1997 prior to Hurricane George in**
4 **1998. The bottom photograph shows the same view of the eroded condition of East and West Ship**
5 **Island after Hurricane Katrina. Prior to a breach during Hurricane Camille, Ship Island was a single**
6 **island, although the island has been breached prior to Camille.**



7
8 **Figure 2.1-9. Aerial view of the Gulf Islands National Seashore showing the park boundaries that**
9 **extend approximately one mile offshore in most areas (National Park Service)**

10 To determine the effects of the islands in reducing the surge damage to the mainland, a number of
11 storms were selected to model against the chain of islands in a pre-Camille and a post-Katrina
12 configuration. The post-Katrina condition can be considered a baseline condition for the modeling
13 and the pre-Camille condition would be an improved condition. The pre-Camille footprint of the
14 islands was obtained from historical records. It should be noted that some of the islands have
15 migrated and any reconstruction would be to increase their footprint at their present location and not
16 move them back to historical locations. Restoration of Ship Island in a pre-Camille configuration
17 includes closing the post-Katrina, 3-mile long breach to a 2000-foot width and with dunes, along with

1 some rebuilding of the other islands to a larger land area. Modeling efforts have concluded that over
2 a wide range of storms, there would be some protection provided to the eastern coast of Mississippi
3 along the Jackson County shoreline if the islands are in the pre-Camille condition. This area is the
4 most protected from the restored islands and this protection may result in only up to a 10% reduction
5 in storm surge. The result of the modeling is shown in Figure 2.1-10. The effect of this protection
6 diminishes rapidly to the west from Jackson County.

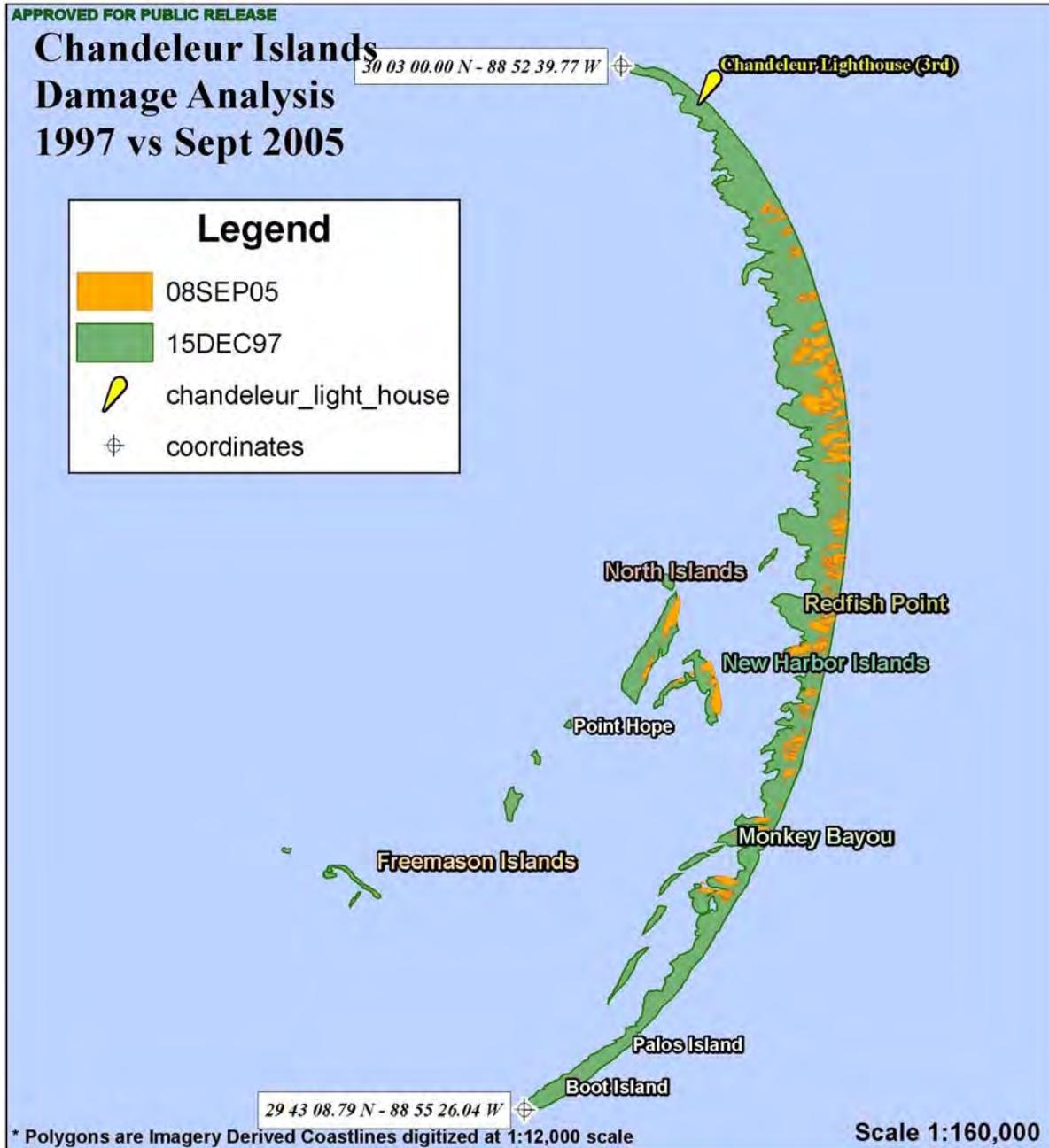


7
8 **Figure 2.1-10. Sensitivity analysis of barrier island modification to differences in changes in**
9 **surge heights along mainland**

10 Another positive affect that the islands have is to provide a natural off-shore breakwater for the large
11 sea waves that are generated from hurricanes. The presence of the islands and the relatively
12 shallow water of the Mississippi Sound between the islands and the mainland prevent the sea waves
13 from maintaining their considerable size as they move towards the mainland. Sea waves, often
14 reported at heights of 40 feet and higher in large storms, would break as they approach the chain of
15 islands. The open water between the islands and the mainland, generally ten miles or more, would
16 have enough fetch for waves to regenerate, but at a much lower height due to the shallower water.
17 The generally accepted relationship between water depth and wave height is that the wave can
18 sustain itself at a height that is one half the depth of the water.

19 An environmental impact of the islands continuing to diminish in size is to allow salinity increases in
20 the Mississippi Sound. Under current conditions, the islands provide a boundary condition between
21 the sea water salinity of the open Gulf of Mexico and the brackish water found in the Sound. Loss of
22 the islands would allow the salinity in the Sound to increase and result in a change of the ecological
23 habitats that exist now. This would impact shellfish and other forms of marine life. This occurred at
24 the Chandeleur Islands near the Mississippi barrier islands when almost the entire island structure
25 was eroded away by Hurricane Katrina (see Figure 2.1-11). Like Cat Island on the Mississippi barrier
26 islands, Chandeleur Islands are a remnant of a delta lobe from the Mississippi River where wave

1 action created a beach that remained as an island after sea level rise and erosion removed the land
2 mass between the island and the mainland.



3
4 **Figure 2.1-11. Loss of land mass from storm erosion at the Chandeleur Islands, 1997 to 2005.**
5 **(US Navy)**

6 With the consideration that these islands are within the National Park Service and that Petit Bois and
7 Horn Islands are designated Wilderness Areas, any improvements to these islands may be politically
8 difficult. One other consideration to help restore the islands is to supplement the sand in the littoral
9 system. This could be accomplished by adding sand in specific locations based on sediment
10 transport modeling. This would allow the littoral currents to move the sand onto the islands where

1 the natural process of island building could take place. This would not directly affect the present-day
2 islands and would help mitigate any effects of dredging the ship channels that pass through the
3 chain of islands where sand may have been lost from the system.

4 Another plan could involve environmental restoration of the islands through reshaping dunes on the
5 beaches with planted vegetation, planting of marshes and maritime forests, and planting sea
6 grasses in the near-shore areas of the islands.

7 **2.1.2 Second Line of Defense – Dunes Along Existing Beaches**

8 Essentially all the beaches along coastal Mississippi are man-made. Harrison County has the most
9 beach-front with 26-miles extending from Biloxi Bay to St. Louis Bay. Hancock County has several
10 miles of beach and Jackson County only a short length. In total, the beaches extend along less than
11 half of the Mississippi coastline. Most of the dunes that previously existed along these beaches were
12 destroyed by Katrina and much of the beach was damaged. Reconstruction of the dunes, where
13 beaches exist, will provide reduction of damaging wave action from smaller storms. A project to
14 restore the beaches in Harrison County has been funded and is underway. Other projects to
15 construct dunes to a height of 5-feet in Harrison County and to 2-feet in Hancock and Jackson
16 County has been proposed as an interim projects and has already been designed and are awaiting
17 funding.



18
19 **Figure 2.1.2-1. View of Harrison County beach looking towards existing seawall at**
20 **US Highway 90**

21 The beaches, as situated immediately seaward of roads and developed areas, provide a location
22 where elevated dunes could be constructed to provide some protection from smaller hurricanes.
23 Original concepts were to look at crest elevations of 10.0 (NAVD88) and 15.0 (NAVD88) as options
24 for the all dunes. Further discussions focused on the top elevation of the dunes needing to be below
25 the elevation of the adjoining roadway. This was to help mitigate the migration of the sand onto the

1 roadway as eolian (wind blown) deposits. It was decided to correlate the top of the dune to an
2 elevation that would be 1-foot lower than the adjacent road that would be included in LOD-3. As
3 described in the following section, LOD-3 elevated roadway elevations of 11.0 (NAVD88) were
4 selected for Jackson and Hancock Counties and 16.0 (NAVD88) for Harrison County. These
5 decisions for LOD-3 then dictated dune crest elevations of 10.0 (NAVD88) for Jackson and Hancock
6 Counties and 15.0 (NAVD88) for Harrison County.

7 Dunes are consistent with public preference for a more natural appearing defense than a hard
8 structure. Construction of dunes will include adding vegetation and sand fencing to help stabilize the
9 dunes. The dunes would be a sacrificial barrier, but could also be important by providing additional
10 protection for the toe of the existing roadway, especially in an elevated seawall or roadway
11 configuration as LOD-3. Placement of the dunes directly against a raised seawall or roadway would
12 also serve aesthetically to mask the appearance of a structural barrier.

13 While the measure described above joins LOD-2 with the adjoining roadway, consideration could be
14 given to having a stand-alone LOD-2 dune system that is on the existing beach, but separated from
15 the road. The quantity of sand for an option such as this would increase since the northern slope of
16 the dune would go down to a grade elevation of about 5.0 (NAVD88) and not abut against the
17 roadway. By doing so, the top elevation of the dune could vary and be above the roadway as
18 necessary. This may increase the need for maintaining the sand in the designated dune alignment
19 since it would be expected that the sand dune would tend to migrate under the prevailing wind
20 direction. This option was not fully designed as many unanswered questions remain that may have
21 to be simulated with models. This includes the width of the dune crest and the width of the beach
22 berm that might be required in front of the dune. This option would also block any view of the water
23 from the existing roadway in most areas, replacing the view with a dune scene including plantings of
24 sea oats or other beach type vegetation.

25 **2.1.3 Third Line of Defense – Elevated Roadways/Seawalls and Ring** 26 **Levees**

27 As previously mentioned, all of the beaches described as LOD-2 have a roadway landward of the
28 beach. The roads vary from local or county roads to US Highway 90, a major, four-lane, highway
29 that extends across the entire Harrison County coast. The existing roadways vary in elevation from
30 four to five feet in Jackson and Hancock County and up to about 15 feet above sea level in Harrison
31 County. All of these roads are evacuation routes and all have been damaged in past hurricanes. In a
32 damaged or destroyed condition, these roads make re-entry to the area difficult after a hurricane has
33 passed. Raising and using these roadways as barriers or having an associated seawall defines a
34 portion of the 3rd line of defense, LOD-3. This line will be the first hard engineered structure that will
35 not be affected by erosion from a storm such as a dune system.



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Figure 2.1.3-1. Photo of existing beach-front roadway and sea wall in Hancock County, June 2006. Equipment in the background is moving sand from the area just off-shore back onto the beach after being eroded by Hurricane Katrina.

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Initial strategy was to study three elevations for the structure, elevations 12.0 (NAVD88), 18.0 (NAVD88) and 24.0 (NAVD88). It was understood that due to limited heights, it would only provide protection from more frequent, smaller storms, but would be overtopped by some large storms. This coastal barrier will coincide with the beaches where they exist. Raising the beach-front road did present some engineering challenges due to the numerous intersections with other streets and roads. With several feet of elevation, the intersecting roads would require ramps that would be extremely long to have a reasonable grade. Each of these ramps would also create areas where rainfall would collect and have to be removed during a storm. It also soon became apparent that public opinion was against any structure that would block the view of the beaches and water from the adjoining properties immediately north of the roads. This was voiced in public meetings and also from agencies that were involved in the study. To maintain some level of support for this defense, it was decided to raise the roadways an average of six feet. This allowed reasonable road intersection construction and allowed the aesthetic view of the water to be maintained and would not be perceived as a high seawall along the coast.



1
2 **Figure 2.1.3-2. Photo of existing beach and seawall/US Highway 90 in Harrison County,**
3 **13 June 2007.**

4 Review of the typical roadway elevations allowed raising the roadways in Jackson and Hancock
5 County to Elevation 11.0 (NAVD88) and Highway 90 in Harrison County to Elevation 16.0
6 (NAVD88). It was decided to study these elevations without other options as the main part of LOD-3
7 with the understanding that these structures would not provide protection from large storms. As
8 describe above, the LOD-2 dunes could also be constructed against the elevated roadway to help
9 protect the toe of the structural wall associated with the road.

10 This line of defense would be connected to Line 4, described below, at the mouth of Biloxi Bay and
11 St. Louis Bay. It would also extend northward to higher ground or to Line 4 in Jackson County and
12 Hancock County. The bays are an inlet for storm surge that will be controlled by surge gates that are
13 a part of Line 4. It was also recognized that if LOD-3 was constructed without LOD-4, surge gates
14 across the bays would have to be included as part of LOD-3.

15 As the first hard structural defense, Line 3 will exclude some areas that may be considered potential
16 areas of retreat or have other non-structural solutions. This may be due to low population density,
17 ecological sensitivity, areas that contain numerous waterway crossings or areas that could not
18 function with a structural barrier in place. In Jackson County, Line 3 will encompass the southern
19 portion of Ocean Springs, but due to extended marshes and streams, it will extend northeastward
20 from near the eastern end of East Beach Road to higher ground. Areas east of this location contain
21 numerous marshes, streams, and scattered development. Ring levees will be evaluated for housing
22 developments in some areas. Further east in Jackson County are the cities of Gautier, Pascagoula
23 and Moss Point. The presence of numerous streams and inlets will make a continuous barrier very
24 difficult and these areas are also envisioned to have individual ring levees.

1 At the western end of LOD-3, the barrier will extend down North Beach Boulevard for several miles
2 to near Bayou Caddy and then turn north to tie in with higher ground. By following this path, the
3 existing roadway will provide an alignment and it will encompass much of the developed waterfront
4 from Bay St. Louis to Waveland, MS. Further west, the town of Pearlinton will be evaluated for
5 construction of a ring levee.

6 As with the main portion of LOD-3, the ring levees were initially considered with the same three
7 elevations of 12.0 (NAVD88), 18.0 (NAVD88) and 24.0 (NAVD88). Closer study revealed that in
8 many cases, the elevation 12.0 (NAVD88) was too low based on existing ground surfaces and the
9 elevation 24.0 (NAVD88) may not be high enough to be certified by FEMA for a 100-year storm
10 event. The elevations to be studied for the ring levees then was changed to 20.0 (NAVD88) and 30.0
11 (NAVD88) with the assumption that the 100-year event would fall between these elevations and that
12 the elevation 30.0 (NAVD88) design would be sufficiently high for even a 500-year event. A 100-year
13 minimum event is necessary for levee certification by FEMA. Having a conceptual design with cost
14 estimates for these two elevations would allow for a cost curve to help predict the costs for certain
15 storm events once the modeling studies were complete and stage frequency curves developed.

16 Initial alignments were set for the levees that tried to enclose most of the development. These
17 alignments were used to estimate quantities of materials required for construction. After these
18 alignments had been analyzed, the results of the surge modeling indicated that large reductions in
19 the quantities of material could be realized by moving the alignments to higher ground in some areas
20 to exclude some properties that facing or near the edges of marsh or water. Placing the levee behind
21 the structures on these properties would not provide any type of protection, but would greatly
22 decrease the cost of construction and at the same time preserve the aesthetic value that brought the
23 residents there. An example of this is shown in Figure 2.1.3-3. It was also noted that some of these
24 properties were within potential non-structural zones that were identified as potential flood-proofing
25 areas, either by raising or buyouts.

26 Another consideration is the presence of multiple large drainages or tidal inlets. Enclosing these
27 drainages within the levee system will require pumping stations to remove rainfall during storm
28 events. Depending on the area to be drained during a storm, these pumping stations can be very
29 large items, both in space required to construct them as well as initial cost and future maintenance.
30 These pumping facilities require a design that can withstand large storm events as they must stay
31 operational during and after the hurricane passes. Depending on topography, some areas such as
32 the interior of the potential Pascagoula – Moss Point levee (see Figure 2.1.3-4) would have
33 numerous drainages that would require water removal.

34 Using these stations in Mississippi has both advantages and disadvantages over their popular use in
35 Louisiana. In Louisiana, the pumps are required to keep large areas dry because parts of the city are
36 below sea level and the Mississippi River. This condition does not allow many areas to drain by
37 gravity flow. In Mississippi, operation of the pumps are only required when a hurricane has caused a
38 storm surge to push against the levee and gravity flow structures are closed. In most cases, this
39 drainage will be through culverts with flap gates that will not require any type of mechanically
40 assisted closure. This can also present a problem in many cases since the pumps will be in
41 drainages that will be dry unless there is rainfall occurring. Without a supply of water, exercising the
42 pumps as part of a maintenance program may be a problem. During this initial phase of design, most
43 drainages had pumping stations assigned to remove rainfall. Additional studies should allow for the
44 siting and design of storm water retention areas in many of the drainages that will negate the need
45 for pumps, but will require the acquisition of some property.



1
2 **Figure 2.1.3-3. Bell Fountaine Ring levee alignments. The alignment inside the outer line is being**
3 **considered for cost savings due to being located on a higher base elevation. This alternate**
4 **alignment would place any structures between the lines into a non-structural solution.**



5
6 **Figure 2.1.3-4. Required Pumping Stations for the Pascagoula-Moss Point Ring Levee**

1 Modeling for storms that could impact the Mississippi Coast will define the predicted return
2 frequency for these storms. The LOD-3 structures that might be used in Mississippi will not provide
3 protection from large storms and this level of protection will vary based on the location and type of
4 structure. While many options were reviewed for the type of structure to be used along the
5 roadways, a simple elevated roadway associated with an extension of the existing seawall was
6 chosen for reliability reasons. A structure that did not mainly rely on powered systems or with
7 multiple moving systems was deemed more suitable for the purposes of this line of defense. As
8 previously described, numerous conceptual designs were considered including inflatable barriers,
9 concrete sidewalks or roadways that could be hydraulically rotated upwards to form a seawall,
10 sliding panel gates within a seawall, and structural concrete seawalls. The ring levees were all
11 designed as earthen structures. It should be understood that all of these LOD-3 structures would
12 provide much less protection than would be required for a Camille or Katrina-like storm. LOD-3
13 storm damage reduction levels are limited and will be determined based on public and local
14 government acceptance and the amount of risk that Mississippi is willing to accept.

15 As previously mentioned, this line is dependent on having the ability of closure across the two bays
16 to prevent the storm surge from running inside the mouths of the bays. While the plan calls for surge
17 gates to be associated with Line 4, surge gates would also have to be incorporated with Line 3 if
18 Line 4 was not selected as an alternative. The top elevation of surge gates used solely for Line 3
19 would be of an elevation that would be compatible with the rest of that barrier. To develop a cost
20 curve for the barriers, cost estimates for elevations of 20.0 (NAVD88), 30.0 (NAVD88) and 40.0
21 (NAVD88) have been completed and will be used in conjunction with both LOD-3 and LOD-4. More
22 detailed discussion of the surge gates is found below under the LOD-4 section.

23 Interior drainage behind these barriers must be considered. Any large rainfall event would require
24 that the water trapped behind the barrier have a means to drain or even be mechanically pumped.
25 The amount of storage that a given watershed could provide behind a barrier during surge conditions
26 will vary. The means to block surge but allow drainage as the surge passes may include conduits
27 with flap valves or gated culverts up to surge gates across large bodies of water. The areas where
28 pumping is required are numerous, but necessary to prevent residual damages associated with this
29 blockage of normal drainage.

30 The pumping stations, where required, must survive any storm damage and continue to operate until
31 the storm event has passed. Elevated pump housing and power systems would be constructed to a
32 height commensurate with the risk associated with that line of defense. In some instances, housings
33 may need to be hardened to ensure protection from wind related damage.

34 **2.1.4 Forth Line of Defense – Inland Barrier**

35 To preserve the shoreline environment as much as possible, a 4th line of defense for very large
36 storms is envisioned that would be inland from the coast. This line of defense would be the highest
37 line and could contain a larger storm surge up to that associated with a “Maximum Possible
38 Intensity” (MPI) hurricane. LOD-4 was to be modeled as an infinitely high barrier with the screening
39 storms defining a surge elevation against the barrier. The top elevation could then be defined based
40 on selected protection from a selected screening storm. Storms that will be modeled against this line
41 will vary up to the MPI.

42 As the requirements of the MsCIP project studies were developed it became apparent early on that
43 several massive gate structures would be required to protect the large inlets from tidal surges during
44 larger storm events. In order to protect much of the developed areas around Biloxi and St. Louis
45 Bays, LOD-4 would have to include a structural surge barrier that would also cross the mouth of
46 these bays. These surge barriers would prevent storm surge from moving in through the inlets of the

1 bays. The structural barriers across the bays could be similar to designs used in Europe for storm
2 surge protection.

3 Initially it was thought that some adaptation of our customary tainter or vertical lift gate assemblies
4 might serve this purpose, but as the water levels to be resisted and the required length of the
5 structures were developed it became apparent that much more massive construction than we had
6 heretofore experienced would be required. This was further complicated by the need to minimize the
7 visual impact, obstruction to small vessel traffic, and normal tidal flow.

8 The search for a method of construction that would be efficient and effective while optimizing
9 freedom of tide flow and minimizing visual and physical obstruction under normal conditions led us to
10 the Netherlands, Italy, Russia, and the River Thames in the United Kingdom, where several very
11 massive and large scale projects of this type have been constructed or are presently in the planning
12 stages. While many types of barriers were reviewed, the rising sector design used on the Thames
13 River in London, England was selected

14 The Thames River Barrier was constructed during the 1980's to protect portions of historic London
15 and the surrounding area from tidal flooding. At this site there is a naturally wide variation in the
16 "spring tides" resulting in frequent very high tides, the maximum observed to date being +3.2 meters
17 (i.e. 3.2 meters above the normal tide influenced water level). Also at this site storm surges of as
18 much as +3.66 meters have been experienced. In the event that a storm surge equivalent to the
19 maximum experienced to date and a very high spring tide were to occur at the same time, the water
20 level could conceivably reach as much as +6.86 meters at this site. Based on this possibility, the top
21 of the gates at the Thames River barrier was set at +6.9 meters. This elevation is sufficient to fully
22 contain the 100-year flood event which would yield a water elevation of approximately +5.5 meters.
23 The design flood event was estimated as being the 2000-year flood.

24 The Barrier constructed includes a series of reinforced concrete piers and sills, supporting massive
25 steel gates. Each main pier is 11 meters wide and extends to a point slightly above the top of the
26 gates, with the operating machinery and machinery housings mounted atop each pier. Protective
27 and decorative machinery housings were constructed consisting of large curved coverings made of
28 wood and clad with stainless steel. The lowest pier foundations were sunk some 17 meters into the
29 chalk beneath the river bottom.

30 The barrier includes four main navigation openings measuring 61 meters (approximately 200 feet) in
31 width and two 31.5 meter (approximately 103-foot) openings for passage of smaller vessels. Each of
32 these openings is fitted with a rising sector gate. To allow for free water flow for practically the full
33 width of the river, four more 31.5 meter openings were included each having a falling radial gate,
34 similar to the tainter type gates common to our inland waterway control structures, as a barrier
35 against flood waters.

36 The rising sector gates are hollow stainless steel structures with the downriver side curved. Each
37 gate is mounted at either end to large steel disks giving the entire gate structure the appearance of a
38 cut-away cylinder. The gates are supported on trunnion shafts which rotate in bearings mounted in
39 the piers. They are operated by means of reversible hydraulic rams and operating arms mounted on
40 the top of the piers. Under normal conditions the gates lie flat in curved concrete sill recesses in the
41 river bed. Each can be operated upward and stopped at four positions, partially closed (1/8 turn of
42 the disk upward), fully closed (1/4 turn of the disk upward), underspill position (3/8 turn of the disk
43 upward), and maintenance position (1/2 turn of the disk upward). To facilitate operation of the gate
44 the interior of each gate chamber is evacuated of water resulting in a partially buoyant structure.

45 The facilities are operated from a Control Tower located on one bank of the river with a backup
46 control room on the opposite bank. Two service tunnels pass through the foundation of the barrier
47 beneath the river to connect between the two control rooms and to provide power and other utility

1 service access to each pier. In case of extreme emergency each gate can be operated from the
2 individual pier engine rooms. Operating power is provided by three 1.5 MW on-site power generating
3 units, with backup connection to the local electrical grid.

4 Since its commissioning the Thames River Barrier has been operated 4 to 5 times per year, for a
5 total of 276 times as of 29 April 2002. Each closing cycle takes approximately 15 minutes, though
6 the operation time is greatly extended because of the coordination required with operation of the port
7 facilities.

8 The Thames River Barrier was constructed between 1972 and 1982 and was formally opened in
9 1984. The total project construction cost was approximately \$760 million. The annual operating and
10 maintenance cost for the Barrier and appurtenant facilities is approximately \$13 million.

11 In considering the rising sector gate design for application to the MsCIP barrier structures several
12 points of advantage were identified. Under normal conditions the gates rest out of view at river
13 bottom level. This is appealing in that it would offer a minimum of obstruction to view, to tidal ebb
14 and flow, and to navigation through the structure. The piers, while substantial, are placed wide
15 enough apart that they should be no more obtrusive than the existing bridge structures. The speed
16 of operation would minimize the time the gates would be required to be in place before and after a
17 storm event, and the fact that the gates can be rotated to a full up position for maintenance
18 completely in the dry without installation of unwatering devices or dismantling of the structure is a
19 great maintenance advantage. The maintenance aspect is further enhanced by the fact that the gate
20 surface material is all stainless steel.

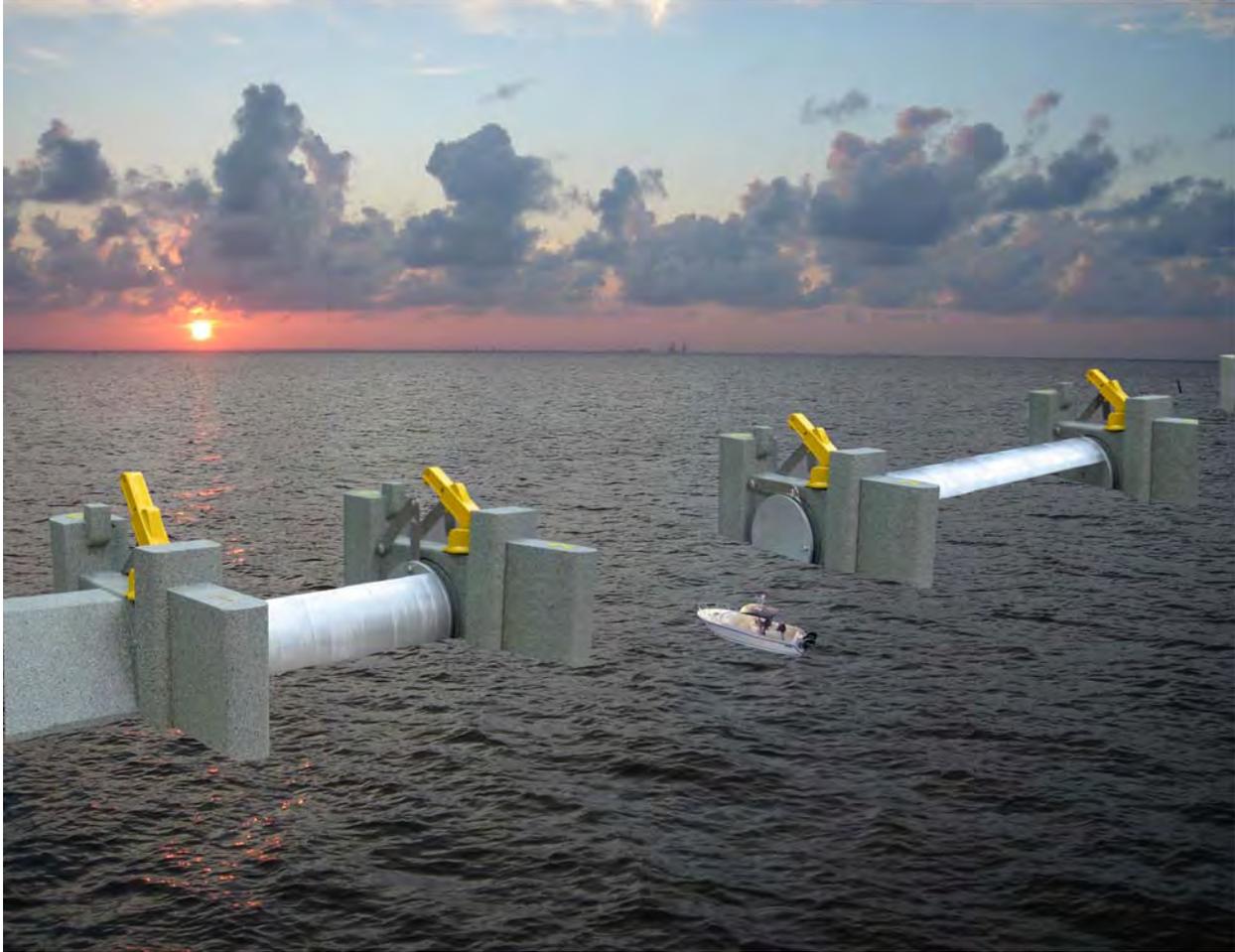
21 Readily observable disadvantages or questionable considerations include the very high construction
22 cost, the relatively small design head required at the Thames River installation as compared to those
23 for the MsCIP sites, the considerably weaker foundation materials existing at the Mississippi Gulf
24 Coast sites, and the relative lengths of the barrier structures required for the MsCIP project sites
25 compared to the Thames River site.

26 This type of structure would allow the least restriction to natural tidal flow and with gates flush with
27 the natural bottom, provide the least environmental concern.

28 The general alignment of line 4 is envisioned along the path of a railway that crosses the coast of
29 Mississippi. In Harrison County, this pathway is through heavily populated and commercial zones.
30 To the east in Jackson County, a decision was made not to cross the Pascagoula River and
31 associated marshes. To do so would have both technical and environmental concerns. Crossing this
32 major river system would create environmental problems as well as interior flooding. Constructing
33 barriers or levees across the marshes will change the surface water flow, restrict tidal exchange and
34 could alter existing salinity conditions leading to major ecosystem changes. Blocking the rivers with
35 surge gates, even for short periods could cause extensive flooding due to water backing up behind
36 the gates during storms as rain falls inland. This could cause more flooding than the storm surge.
37 The Pascagoula River system is also habitat to the endangered Gulf Sturgeon and any approved
38 construction or modifications in the river would be unlikely.

39 For these reasons, the first major watershed divide west of the Pascagoula River was selected to
40 turn the barrier north and extend it to a location beyond the extent of the storm surge associated with
41 a MPI event. Similarly to the west in Hancock County, LOD-4 follows the railway to a watershed
42 divide that is located east of the Pearl River where it follows the divide north to the MPI line. Both of
43 these northward extensions will cross the path of Interstate 10 and may dictate some modifications
44 to the highway depending on the selected top elevation of the line.

45



1
2 **Figure 2.1.4-1. Conceptual graphic of rising sector gate used to close the mouths of the bays in**
3 **Mississippi during a storm surge. This would be of similar design to what was used on the**
4 **Thames River in London. The gate to the left of the boat is in the raised position, the gate in front**
5 **of the boat is in the down or open position and the gate to the right of the boat is in the up or**
6 **maintenance position.**

7 LOD-4 could also be designed to have roadways, even major highways on top if desired. This line
8 would be the highest defense, but would not protect structures seaward from the larger storms that
9 might overtop Line 3. All facilities seaward of Line 4 would be prone to flooding in a large storm, so
10 flood-proofing would be necessary in this zone. As described prior, this barrier would extend from
11 high ground east of the Pearl River to high ground west of the Pascagoula River for a distance of
12 approximately 57 miles. It would not cross either of these river systems.

13 Like Line 3, interior drainage behind this barrier must also be considered. The watersheds may be
14 large and large rainfall events would require substantial structures designed to allow the water to
15 drain or be pumped over the structure in a storm.

16 **2.1.5 Fifth Line of Defense – Beyond the Surge Limits**

17 Computer simulations have predicted how far inland storm surge will extend if the worse-case
18 hurricane or maximum possible intensity (MPI) event hits the Mississippi coast. This line represents
19 a line of safety where homes, facilities or transportation routes north of this line should not be
20 affected by any storm surge. This would be an area where hospitals, schools, emergency response

1 and management facilities might be located. Present predictions based on modeling sets this line
2 near elevation 40 feet.

3 **2.2 Hydrodynamic and Coastal Process Modeling**

4 Part 2 documents the hydrodynamic and coastal processes modeling required to evaluate the lines
5 of defense. The coastal processes modeling analysis employed the engineering-economic model
6 Beach-*fx* (Gravens et al. 2007) is discussed first. Beach-*fx* relies on a shore response database to
7 evaluate the beach and dune line of defense (line of defense two). The beach and dune analysis is
8 primarily concerned with levels of protection below a 50-year return period and therefore the shore
9 response database was developed with an existing surge database commonly applied for beach
10 studies. The statistical methodology for computing the frequency relationships necessary for the
11 evaluation of the no project condition and lines three and four is then introduced. The numerical
12 models and methodology for providing the data to the statistical analysis is detailed including wind
13 and atmospheric pressure modeling, offshore wave modeling, nearshore wave modeling, and storm
14 surge modeling. The resulting frequency relationships are presented and discussed. The part
15 concludes with documentation of various sensitivity analyses, including sensitivity to barrier island
16 configuration (an evaluation of line of defense one), and wetlands.

17 **2.2.1 Introduction**

18 Part 2 documents the hydrodynamic and coastal processes modeling required to evaluate the lines
19 of defense. The coastal processes modeling analysis employed the engineering-economic model
20 Beach-*fx* (Gravens et al. 2007) is discussed first. Beach-*fx* relies on a shore response database to
21 evaluate the beach and dune line of defense (line of defense two). The beach and dune analysis is
22 primarily concerned with levels of protection below a 50-year return period and therefore the shore
23 response database was developed with an existing surge database commonly applied for beach
24 studies. The statistical methodology for computing the stage-frequency curves necessary for the
25 evaluation of the no project condition and lines three and four is then introduced. The numerical
26 models and methodology for providing the data to the statistical analysis is detailed including wind
27 and atmospheric pressure modeling, offshore wave modeling, nearshore wave modeling, and storm
28 surge modeling. The resulting stage-frequency curves are presented and discussed. The part
29 concludes with documentation of various sensitivity analyses, including sensitivity to model inputs,
30 barrier island configuration (an evaluation of line of defense one), and wetlands.

31 **2.3 Shore Response Database**

32 **2.3.1 Purpose**

33 The coastal processes modeling analysis employed the engineering-economic model Beach-*fx* as
34 the primary analysis tool. The purpose of this analysis is to evaluate the physical performance of the
35 beach and dune system for anticipated future without-project and alternative with project conditions
36 and to estimate the economic costs and benefits of each. This section of the report documents
37 development of the coastal processes input data and physical performance results of the Beach-*fx*
38 analysis, the economic results of the Beach-*fx* analysis are documented elsewhere in this report.
39 Central to the application of Beach-*fx* is development of the Shore Response Database (SRD). The
40 SRD is a relational database that stores results of beach profile change simulations of a historically
41 based suite of plausible storms impacting a pre-defined range of anticipated beach profile
42 configurations, as defined by ranges of berm width, dune width, and dune height. The SRD contains
43 the primary coastal morphology change data that is one of the basic elements of Beach-*fx*, a

1 comprehensive analytical framework for evaluating the physical performance and economic benefits
2 and costs of shore-protection projects, particularly, beach nourishment along sandy shores. The
3 SRD is site- and study-specific; that is, it is developed uniquely for each shore protection project
4 study area. Results stored in the SRD for each storm/profile combination are changes in berm width,
5 dune width, dune height and upland width, and cross-shore profiles of erosion, maximum wave
6 height, and total water elevation. The morphology changes (berm width, dune width, dune height
7 and upland width changes) are used to update the simplified pre-storm beach profile to obtain the
8 post-storm profile. Hence, through Monte Carlo simulations of the project lifecycle the morphological
9 evolution of the study area is estimated along with project costs and infrastructure damage
10 estimates. Simulation of multiple project lifecycles allows for the quantification of average expected
11 project evolution, project costs, and infrastructure damages together with statistical distributions of
12 these quantities. The damage driving parameters (cross-shore profiles of erosion, maximum wave
13 height, and total water elevation) are used to estimate damages within reaches associated with that
14 representative profile. The SRD is thus a pre-generated set of beach profile responses to storms and
15 a range of profile configurations that are expected to exist under different scenarios of storm events
16 and management actions (beach nourishment). The SRD, once generated, serves as a look-up table
17 by the Monte Carlo simulation model. The Monte Carlo simulation has available to it the same set of
18 storms used in populating the SRD.

19 **2.3.2 Computational Models**

20 The models applied to evaluate beach profile response to storms and project induced shoreline
21 change are model SBEACH (Larson and Kraus 1989) and GENESIS (Hanson and Kraus 1989).
22 SBEACH is a numerical model for simulating storm-induced beach change that has been applied at
23 numerous projects. SBEACH takes as input the storm time series (wave heights, wave periods, and
24 total water elevations) and the initial profile definition, as well as other descriptors of the beach (e.g.,
25 grain size) and model parameters, and produces as output, the estimated beach profile at the end of
26 the storm, as well as cross-shore profiles of erosion, maximum wave height, and total water
27 elevation including wave setup. This information is extracted from the SBEACH output by post-
28 processing routines and stored in the SRD. The storm time series input is derived from a pre-
29 computed surge response database developed by the Dredging Research Program (DRP) and the
30 Wave Information Studies (WIS) database.

31 Estimates of the project-induced shoreline change rate are obtained through application of a one-line
32 shoreline change model such as GENESIS (Hanson and Kraus 1989). The GENESIS model has
33 been applied to numerous engineering projects and has demonstrated favorable capability to predict
34 long-term shoreline change. GENESIS was designed to simulate long-term shoreline change
35 produced by temporal and spatial differences in the longshore sand transport at coastal engineering
36 projects. The beach profile is assumed to remain in a state of quasi-equilibrium over the long-term.
37 The accretion or erosion of the beach is realized as a seaward or landward translation of the entire
38 profile so that only one point of the profile, taken as the shoreline, is required to model the evolution
39 of a sandy coast. Project-induced shoreline change rates are computed for each of the planned
40 beach nourishment cycles which accounts for the improved performance of beach nourishment
41 projects that comes with project maturation. That is, theory and beach nourishment experience has
42 shown that dispersion losses at a beach nourishment project tend to decrease with the number of
43 project renourishments. This information is stored in the database by reach and nourishment cycle.
44 Project-induced shoreline changes capture the “spreading out” of a nourishment project on a long
45 straight shoreline. In this phase of the analysis, potential improvements along the Mississippi Sound
46 shoreline are assumed to be continuous along the Harrison and Hancock County shorelines. The
47 project in Harrison County is assumed to extend from Biloxi Bay in the east to Saint Louis Bay in the
48 west. In Hancock County the project is assumed to extend from Saint Louis Bay to Bayou Caddy.

1 Consequently, project-induced shoreline changes were assumed negligible because as the project is
2 continuous across the study domain.

3 **2.3.3 Surge Database**

4 The DRP tropical storm database consists of surge data hydrographs recorded at 486 discrete
5 locations corresponding to selected WIS and nearshore stations along the east and Gulf of Mexico
6 Coasts and Puerto Rico. The database was constructed by numerically simulating historically based
7 hurricanes that have impacted the east and Gulf coasts. The source of data for the simulations was
8 the National Oceanic and Atmospheric Administration's National Hurricane Center's HURDAT
9 (HURricane DATAbase).

10 For this study, a storm suite containing 71 historical storms from the year 1886 to 2001 with at least
11 a foot of storm surge along the Mississippi coast were identified. Storm surge hydrographs were
12 extracted from the DRP database for these 71 historical events at stations 509 and 510. The storm
13 surge hydrographs were subsequently combined with statistically representative astronomical tides
14 corresponding to high, mean, and low tidal ranges and the peak storm surge was aligned with four
15 tidal phases (high tide, mean tide falling, mean tide rising and low tide) to expand the historical storm
16 suite by a factor of 12 resulting in a plausible storm suite of 852 unique storm events. Time series of
17 wave heights and periods were obtained from WIS station 144 for those storms coinciding with the
18 WIS database. For storms not included in the WIS database wave heights and periods were
19 estimated based on methods outlined in the Shore Protection Manual.

20 **2.3.4 Methodology**

21 The methodology for generating the SRD involves a series of steps. First, representative beach
22 profiles are generated based on available measured beach profiles. Then the expected range of
23 upper beach profile configurations (dune height, dune width, and berm width) are surmised and
24 combined with the representative submerged beach profile. SBEACH simulations of beach profile
25 response are then performed for each unique beach profile and plausible storm combination. Finally,
26 a data extraction routine extracts upland width, dune height, dune width and berm width changes as
27 well as cross-shore profiles of erosion, total water elevation and maximum wave height from the
28 SBEACH output files and writes these data to the SRD. The SRD, once generated, serves as a look-
29 up table by the Beach-*fx* Monte Carlo simulation model. The Monte Carlo simulation has available to
30 it the same set of storms used in populating the SRD. As a given storm from the simulated sequence
31 takes place, the current profile (defined by representative profile, dune width, dune height and berm
32 width) is used to look up the results that are associated with that storm in the SRD for the profile that
33 is closest to the pre-storm profile as tracked in the simulation. The SRD results define the post-storm
34 profile to track volume changes and to determine within-storm erosion, and wave heights and water
35 elevations associated with the storm along the cross-shore profile. Within Beach-*fx*, storm-based
36 morphology change includes a representation of scarping of the seaward dune face. Dune scarping
37 takes place when the berm retreat is calculated to invade the seaward toe of the dune.

38 In this study, SRD databases were separately generated for Harrison and Hancock counties
39 because the representative profiles, design conditions and storm surge hydrographs differ between
40 the two counties. Unique SRD databases were generated for existing and future without-project
41 conditions and for the with-project conditions. In Harrison County the existing and future without-
42 project condition SRD is comprised of beach profile responses for a total of 10,224 beach profile –
43 storm combinations (12 beach profiles by 852 storms). The Harrison County with-project SRD is
44 comprised of beach profile responses for a total of 127,800 beach profile – storm combinations (150
45 beach profiles by 852 storms). In Hancock County the existing and future without-project condition
46 SRD is comprised of beach profile responses for a total of 6,816 beach profile – storm combinations

1 (8 beach profiles by 852 storms). The Hancock County with-project SRD is comprised of beach
2 profile responses for a total of 58,788 beach profile – storm combinations (69 beach profiles by 852
3 storms).

4 The SRD also includes an applied shoreline change rate, project-induced shoreline change rate, and
5 post-storm berm width recovery. The user-specified applied shoreline change rate is a reach level
6 calibration parameter and is specified in feet per year, for each reach. The applied shoreline change
7 rate is set so that the combination of the applied shoreline change rate and storm-induced change
8 returns on average over multiple lifecycle simulations the historical shoreline change rate for the
9 reach. The target historical shoreline change rate is determined based on a separate analysis of the
10 available historical beach profile and or shoreline position data. In this study, the applied shoreline
11 change rate for Harrison County was assigned a value of -0.244 ft/year to cause Beach-fx to return
12 the estimated historical shoreline change rate of -3.00 ft/year, based on available historical shoreline
13 position data. In Hancock County the applied shoreline change rate was assigned a value of -2.116
14 ft/year to cause Beach-fx to return the estimated historical shoreline change rate of -4.85 ft/year.

15 Post-storm recovery of eroded berm width after passage of a major storm is recognized by the
16 coastal engineering community although the present state of coastal engineering practice has not
17 yet developed a predictive capability for estimating this process. Consequently, the post-storm
18 recovery is represented in an ad hoc procedure in which the user specifies the percentage of the
19 estimated berm width loss during the storm that is recovered over a user specified recovery interval.
20 In this study the post-storm recovery factor was assigned a value of 80 percent and a recovery
21 interval of 21 days. That is, 80 percent of the berm width loss caused by a storm in the simulation is
22 restored over the 21 days following the storm event. If a second storm event occurs prior to full berm
23 width recovery (within 21 days) berm width recovery for the first storm is suspended. The post-storm
24 recovery factor in combination with the applied shoreline change rate serve as calibration factors in
25 Beach-fx. The basis for the selected recovery factor was made based on engineering judgment and
26 the expectation that, in the absence of storm activity, the Mississippi mainland shoreline should be
27 either stable or modestly erosional, selection of an 80 percent recovery factor resulted in an applied
28 erosion rate of -0.244 ft/year to achieve the long-term historical shoreline change rate of -3.00
29 ft/year, which satisfies the assumption of a mostly stable shoreline in the absence of storm activity.

30 **2.3.4.1 Treatment of Future Sea Level Rise**

31 The analysis described above was repeated three times for three different potential sea level rise
32 scenarios corresponding to the existing rate of sea level rise, a potential future moderate rate of sea
33 level rise and a potential future high rate of sea level rise. Incorporating potential future sea level rise
34 in the coastal processes analysis involved adding an increment of water elevation to the total water
35 elevation input to SBEACH. For the potential moderate future rate of sea level rise input water levels
36 were increased 2.4 ft and for the potential high future rate of sea level rise input water levels were
37 increased 3.8 ft. The potential future sea level rise scenarios significantly change the predicted
38 morphology evolution, the required nourishment fill volumes, and the predicted damages. For
39 example, in Harrison County the average long-term shoreline change rate of -3.00 ft/year for the
40 existing rate of sea level rise increases to -5.83 ft/year for the moderate rate of future sea level rise
41 and to -5.18 ft/year for the high rate of future sea level rise. The reason for the decrease in the
42 average annual rate of shoreline change between the moderate rate of sea level rise and the high
43 rate of sea level rise is due to more frequent complete inundation of the beach berm for the high rate
44 of sea level rise which results in less berm erosion and consequently less shoreline change. In
45 Hancock county the average long-term shoreline change rate of -4.85 ft/year for the existing rate of
46 sea level change increases to -5.18 ft/year for the moderate rate of future sea level rise and to -5.98
47 ft/year for the high rate of future sea level rise.

1 As mentioned, the future potential sea level rise scenarios result in much more frequent inundation
2 of the beach system. The potential moderate rate of future sea level rise increases the peak total
3 water elevation of 48 percent of the historical storms by more than a factor of 2. Similarly, the
4 potential high rate of future sea level rise increases the peak total water elevation of 78 percent of
5 the historical storms by more than a factor of 2, the peak total water elevation of 20 percent of the
6 historical storms is increased by more than a factor of 3.

7 **2.3.5 Results**

8 The results of the coastal processes analysis are presented in the context of the with- and without-
9 project simulations. All Beach-*fx* simulations involved consideration of 300 potential future lifecycles
10 of 105 year duration. The sequence and number of storm events in each lifecycle was randomly
11 selected from the plausible storm suite of 852 historically-based storm events. The sequence and
12 number of storms encountered in each lifecycle simulation is unique. However, the series of
13 lifecycles used in the evaluation of the with- and without-project alternatives are identical. On
14 average, 65 storms were encountered in each of the 105-year lifecycle simulations whereas the
15 maximum and minimum number of storms per lifecycle is 90 and 45 storms, respectively. The
16 standard deviation in the number of storms per lifecycle is 8. To illustrate the stochastic character of
17 the Beach-*fx* simulations Hurricane Camille, the most intense event in the suite of historically-based
18 plausible storms, is encountered a total of 267 times in the 300 105-year lifecycle simulations. In 96
19 lifecycles Camille is encountered just once, in 54 lifecycles Camille is encountered twice, in 14
20 lifecycles Camille is encountered three times, in four lifecycles Camille is encountered four times and
21 in one lifecycle Camille is encountered five different times. In 33 of the 300 simulated lifecycles
22 Hurricane Camille is never encountered.

23 **2.3.5.1 Future Without-Project Simulations**

24 The future without-project simulations assumed continuation of existing shore protection activities
25 and two alternative scenarios of the future shore protection activities were examined. The first
26 alternative examined continued maintenance of the existing berm project in Harrison and Hancock
27 counties. The second future without project alternative involved not only maintenance of the existing
28 berm project but also construction and maintenance of the “interim dune” feature, which involves a
29 2.9 yd³/ft dune feature positioned 50 ft seaward of the Hwy. 90 seawall with a 10 ft (NAVD 88) dune
30 elevation and a 10 ft dune crest width in Harrison County. In Hancock County the interim dune
31 feature is comprised of approximately 1.6 yd³/ft of sand with a 7 ft (NAVD 88) dune elevation and a
32 10 ft dune crest width. The berm project in Harrison County involves a 230 ft wide berm extending
33 seaward from the Hwy. 90 seawall to the Sound. The berm elevation varies from an elevation of
34 approximately 7.2 ft (NAVD 88) at the seawall to 3.5 ft at the slope break to the Sound. The Hancock
35 County berm project involves a 150 ft wide berm extending from the seawall to the Sound. The berm
36 elevation varies from approximately 5.0 (NAVD88) ft at the seawall to 3.5 ft at the slope break to the
37 Sound.

38 Maintenance of the future without project alternatives in Harrison County occurs on a 12 year
39 interval at which time the without project alternative template is restored by hydraulic placement of fill
40 material obtained from offshore sand sources. In Hancock County maintenance of the future without
41 project alternatives occurs on an annual basis by truck haul placement. These differences in the
42 frequency of beach maintenance in Harrison and Hancock Counties significantly influence the
43 volume requirements of maintaining the beaches in the two counties. The magnitude of the influence
44 of the maintenance cycle on with and without project volume requirements is discussed further in
45 section 2.3.4.

1 Table 2.3-1 summarizes the results of the Harrison County without-project Beach-*fx* simulations. The
 2 data in Table 2.3-1 indicate that existing beach maintenance practices will require approximately 130
 3 yd³/ft of beach over a 100 year project life assuming the existing rate of sea level rise persists into
 4 the future. If however, future rate of sea level rise increases the simulations indicate that the
 5 potential moderate rate of future sea level rise will result in about a 90 percent increase in volume
 6 requirements, whereas, a high rate of future sea level rise will result in about a 115 percent increase
 7 in project volume requirements.

8 **Table 2.3-1.**
 9 **Harrison County Without-Project Summary**

Alternative Name ¹	Number of Nourishments				Nourishment Volume (yd ³ /ft)			
	mean	SD	max	min	mean	SD	max	min
Berm_ESLR	6	1	8	4	142.3	22.0	214.7	85.6
Interim Dune & Berm ESLR	7	1	8	5	124.9	22.1	208.6	72.5
Berm_MSLR	8	1	8	5	278.1	36.6	385.3	179.6
Interim Dune & Berm MSLR	8	0	8	7	229.2	26.1	310.4	169.4
Berm_HSLR	8	0	8	6	324.4	39.2	437.7	211.3
Interim Dune & Berm HSLR	8	0	8	7	248.9	28.5	338.9	192.1

¹ ESLR refers to “existing” sea level rise, MSLR refers to a “moderate” potential future sea level rise rate, and HSLR refers to a “high” potential future sea level rise rate.

10 Table 2.3-2 summarizes the results of the Hancock County without-project Beach-*fx* simulations.
 11 The data in Table 2.3-2 indicate that existing beach maintenance practices will require approximately
 12 304 yd³/ft of beach over a 100 year project life assuming the existing rate of sea level rise persists
 13 into the future. If however, future rate of sea level rise increases the simulations indicate that the
 14 potential moderate rate of future sea level rise will result in about a 51 percent increase in volume
 15 requirements, whereas, a high rate of future sea level rise will result in about a 69 percent increase
 16 in project volume requirements.

17 **Table 2.3-2.**
 18 **Hancock County Without-Project Summary**

Alternative Name ¹	Number of Nourishments				Nourishment Volume (yd ³ /ft)			
	mean	SD	max	min	mean	SD	max	min
Berm_ESLR	100	0	100	100	297.7	28.1	379.7	250
Interim Dune & Berm ESLR	100	0	100	100	310.3	31.6	396.9	250
Berm_MSLR	100	0	100	100	443.7	47.0	581.7	302.9
Interim Dune & Berm MSLR	100	0	100	100	473.1	53.5	607.0	285.7
Berm_HSLR	100	0	100	100	497.2	53.1	654.8	351.9
Interim Dune & Berm HSLR	100	0	100	100	531.5	32.1	619.7	452.1

¹ ESLR refers to “existing” sea level rise, MSLR refers to a “moderate” potential future sea level rise rate, and HSLR refers to a “high” potential future sea level rise rate.

19 **2.3.5.2 Future With-Project Simulations**

20 The future with-project simulations involved evaluation of four alternative design cross-sections in
 21 both Harrison and Hancock counties. The maintenance or renourishment of the design cross-
 22 sections are the same as those used in evaluation of the future without-project alternatives:
 23 renourishment every 12 years by hydraulic placement in Harrison County and annual reconstruction

1 of the design cross-section, as required, by truck haul placement in Hancock County. The design
 2 cross-sections in Harrison County involved a 15 ft dune height, 35 ft dune crest width and a 160 ft
 3 berm width (Alternative 1); a 15 ft dune height, 25 ft dune crest width and a 170 ft berm width
 4 (Alternative 2); a 13 ft dune height, 45 ft dune crest width and a 160 ft berm width (Alternative 3);
 5 and a 13 ft dune height, 15 ft dune crest width and a 160 ft berm width (Alternative 4). Dune volumes
 6 for the four Harrison County design alternatives are 17.2 yd³/ft, 13.9 yd³/ft, 14.2 yd³/ft, and 6.7 yd³/ft
 7 for Alternatives 1, 2, 3, and 4, respectively. The design cross-sections in Hancock County involved a
 8 10 ft dune height, 40 ft dune crest width and 80 ft berm width (Alternative 1); a 10 ft dune height, 20
 9 ft dune crest width and 100 ft berm width (Alternative 2); an 8 ft dune height, 50 ft dune crest width
 10 and 80 berm width (Alternative 3); and an 8 ft dune height, 30 ft dune crest width and 100 ft berm
 11 width. Dune volumes for the four Hancock County design alternatives are 10.7 yd³/ft, 6.6 yd³/ft, 7.3
 12 yd³/ft, and 4.7 yd³/ft, for Alternatives 1, 2, 3, and 4, respectively.

13 Table 2.3-3 summarizes the results of the Harrison County with-project Beach-*fx* simulations. The
 14 data in Table 2.3-3 indicate that, in general, nourishment is required at the end of every nourishment
 15 cycle (the maximum number nourishments is 9) for the moderate and high potential future sea level
 16 rise rate. However, for the existing rate of sea level rise on average 2 nourishment cycles can be
 17 skipped for Alternative 1 and one nourishment cycle can be skipped for Alternatives 2 and 4.
 18 Nourishment volume requirements over the 100-year project life are approximately 197 yd³/ft of
 19 beach assuming the existing rate of sea level rise persists into the future. If however, the future rates
 20 of sea level rise increases the simulations indicate that the potential moderate rate of future sea level
 21 rise will result in about a 65 percent increase in volume requirements, whereas, a high rate of future
 22 sea level rise will result in about an 86 percent increase in project volume requirements.

23 Table 2.3-4 summarizes the results of the Hancock County without-project Beach-*fx* simulations.
 24 The data in Table 2.3-4 indicate that with-project nourishment volumes for the existing rate of sea
 25 level rise are approximately 369 yd³/ft of beach over a 100-year project life. If however, future rate of
 26 sea level rise increases the simulations indicate that the potential moderate rate of future sea level
 27 rise will result in about a 75 percent increase in volume requirements, whereas, a high rate of future
 28 sea level rise will result in about a 102 percent increase in project volume requirements.

29
30

**Table 2.3-3.
Harrison County With-Project Summary**

Alternative Name ¹	Number of Nourishments				Nourishment Volume (yd ³ /ft)			
	mean	SD	Max	min	mean	SD	max	min
Alternative 1 ESLR	7	1	9	4	202.6	37.5	334.7	116.6
Alternative 2 ESLR	8	1	9	4	199.9	37.3	360.2	99.4
Alternative 3 ESLR	8	1	9	4	203.7	38.0	351.9	122.8
Alternative 4 ESLR	8	1	9	4	180.7	35.5	321.3	82.8
Alternative 1 MSLR	9	1	9	7	366.7	48.5	506.6	240.8
Alternative 2 MSLR	9	0	9	7	360.9	47.9	488.6	243.1
Alternative 3 MSLR	9	1	9	7	351.5	46.7	483.7	235.0
Alternative 4 MSLR	9	0	9	7	296.9	40.1	396.2	203.8
Alternative 1 HSLR	9	0	9	7	421.4	49.1	531.2	312.0
Alternative 2 HSLR	9	0	9	7	411.2	49.4	539.9	278.1
Alternative 3 HSLR	9	0	9	7	418.0	44.7	540.8	294.9
Alternative 4 HSLR	9	0	9	7	335.5	36.8	437.1	247.8

¹ ESLR refers to “existing” sea level rise, MSLR refers to a “moderate” potential future sea level rise rate, and HSLR refers to a “high” potential future sea level rise rate.

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**Table 2.3-4.
Hancock County With-Project Summary**

Alternative Name ¹	Number of Nourishments				Nourishment Volume (yd ³ /ft)			
	mean	SD	max	min	mean	SD	max	Min
Alternative 1ESLR	100	0	100	100	384.1	68.3	829.8	283.6
Alternative 2 ESLR	100	0	100	100	352.9	61.8	758.5	272.0
Alternative 3 ESLR	100	0	100	100	380.6	65.8	748.8	294.7
Alternative 4 ESLR	100	0	100	100	358.1	75.7	1,117.7	279.3
Alternative 1MSLR	100	0	100	100	690.1	121.9	1,034.5	445.8
Alternative 2 MSLR	100	0	100	100	587.5	93.0	877.4	404.7
Alternative 3 MSLR	100	0	100	100	674.1	136.3	1,059.4	410.3
Alternative 4 MSLR	100	0	100	100	587.4	100.1	887.6	371.6
Alternative 1HSLR	100	0	100	100	835.8	107.6	1,252.4	624.3
Alternative 2 HSLR	100	0	100	100	682.1	77.3	883.9	490.9
Alternative 3 HSLR	100	0	100	100	704.0	80.5	1,012.8	549.6
Alternative 4 HSLR	100	0	100	100	599.9	63.7	853.2	449.3

¹ ESLR refers to “existing” sea level rise, MSLR refers to a “moderate” potential future sea level rise rate, and HSLR refers to a “high” potential future sea level rise rate.

3 **2.3.6 Summary**

4 The coastal processes analysis conducted as a part of this study has provided a number of useful
 5 insights with respect to morphology change, coastal evolution, and the primary drivers for storm-
 6 induced damages along the Mississippi Sound shoreline. First, the Mississippi Sound shoreline is
 7 primarily a stable, low energy coast that is dramatically impacted by tropical storm events. In the
 8 absence of tropical storm events the shoreline is expected to be only slightly erosive with shoreline
 9 change rates on the order of -1 ft/year. In general, moderate storm events produce more coastal
 10 erosion and volumetric beach change along the Mississippi Sound shoreline than do major
 11 hurricanes. This is because the large storm surge associated with the very intense storms
 12 completely inundates the beach system and protects it from the high energy dissipation associated
 13 with wave breaking, which results in less overall shoreline change and volumetric erosion of the
 14 beach. Damages to upland infrastructure are largely driven by inundation and direct wave attack as
 15 opposed to erosion, partly because most of the infrastructure is located landward of the sea wall that
 16 runs along Hwy 90 Harrison County and Beach Boulevard in Hancock County.

17 As a result of the difference in maintenance cycles in Harrison and Hancock counties the project
 18 volume requirements in Hancock County exceed those in Harrison County by approximately 225
 19 percent for without project conditions under existing sea level rise conditions, for the potential future
 20 sea level rise scenarios the increase in volume requirement is about 180 percent. For with project
 21 conditions the volume requirements in Hancock County exceed those in Harrison County by
 22 approximately 190 percent. The reason the volume requirements are so much higher in Hancock
 23 County is because the beach is restored to design conditions every year if needed, whereas in
 24 Harrison County the beach is restored to design conditions once every 12 years. If the beach in
 25 Harrison County is damaged by a major storm in the year following reconstruction of the design
 26 template the beach remains vulnerable for the remainder of the 11 year nourishment cycle.
 27 Essentially, the present analysis indicates that the nourishment cycle in Harrison County should be
 28 shortened or augmented with a provision for emergency dune reconstruction after the occurrence of
 29 a major storm event.

2.4 Statistical Methodology

A team of Corps of Engineers, FEMA, NOAA, private sector and academic researchers have been working toward the definition of a new system for estimating hurricane inundation probabilities. The findings and recommendations of this group are documented in a White Paper on Estimating Hurricane Inundation Probabilities (Resio 2007). The approach recommended by the group was a modified Joint Probability Method (JPM) referred to as the JPM with Optimal Sampling (JPM-OS). The JPM-OS methodology was applied for this study and is summarized here. For a full description, see Resio (2007).

2.4.1 JPM-OS

The JPM was developed in the 1970's (Myers, 1975; Ho and Meyers, 1975) and subsequently extended by a number of investigators (Schwerdt *et al.*, 1979; Ho *et al.*, 1987) in an attempt to circumvent problems related to limited historical records. In this approach, information characterizing a small set of storm parameters was analyzed from a relatively broad geographic area. The underlying concept of the JPM-OS methodology is to provide a good estimate of the surges in as small a number of dimensions as possible, while retaining the effects of additional dimensions by including an ε term within the estimated Cumulative Distribution Function (CDF) for surges. The ε term is considered to include, at a minimum, tides, random variations in the Holland B parameter, track variations not captured in storm set, model errors (including errors in bathymetry, errors in model physics, etc.), and errors in wind fields due to neglect of variations not included in the PBL winds. It is evident that the overall distribution of ε can only be approximated from ancillary information on errors in comparisons to high water marks and comparisons of results from runs with the "best-estimate" wind fields and PBL wind fields. Tides are factored into the analysis assuming linear superposition, with some degree of error introduced. Based on the best available approximations to all of these terms, assuming that all the "error" contributions are independent, and a loose application of the Central Limit Theorem, it is assumed that the "error" term can be represented as a Gaussian distribution with a mean of zero (assuming that the model suite is calibrated to this condition) and a standard deviation equal to some percentage of the modeled surge.

The JPM-OS treats geographic variation by using the Chouinard et al. (1997) method for determining optimal spatial size for estimating hurricane statistics. In this method, the optimal size for spatial sampling is estimated in a manner that balances the opposing effects of spatial variability and uncertainties related to sample size. It can be shown that the optimal spatial sample (kernel) size is in the range of 160 km for frequency analyses, and that the optimal spatial size for intensities reaches a plateau above about 200 km and does not drop off substantially at higher spatial kernel sizes. For developing the JPM-OS for the Mississippi and Louisiana coasts, a basic data set of 22 hurricanes, which had central pressures less than 955 mb, were analyzed. The hurricane sample set covers the interval 1941 through 2005.

A "line-crossing" frequency analysis methodology was applied since the frequency of landfalling storms is inherently better posed in this context. Sensitivity studies showed that the results for spatial samples for spatial kernels above 250 km do not vary markedly and a sample size of ± 3 degrees (333 km) along this line was selected. Results from this analysis were converted into an estimate of the frequency of hurricanes (which attain a minimum central pressure of 955 mb or less) making landfall within contiguous 1-degree increments along the reference line. For each 1-degree increment along the coast, pressure differentials at the time of landfall for all storms making landfall within the ± 3 -degree distance along the reference line were used to define a best-fit (conditional) Gumbel distribution, i.e. the distribution of hurricane intensity given that a hurricane (with central pressure less than 955 mb) does occur. Combining the storm frequency estimates with the Gumbel

1 coefficients for the pressure differentials, estimates of the omni-directional probability of intensity
 2 along the Gulf coast at the time of landfall can be made.

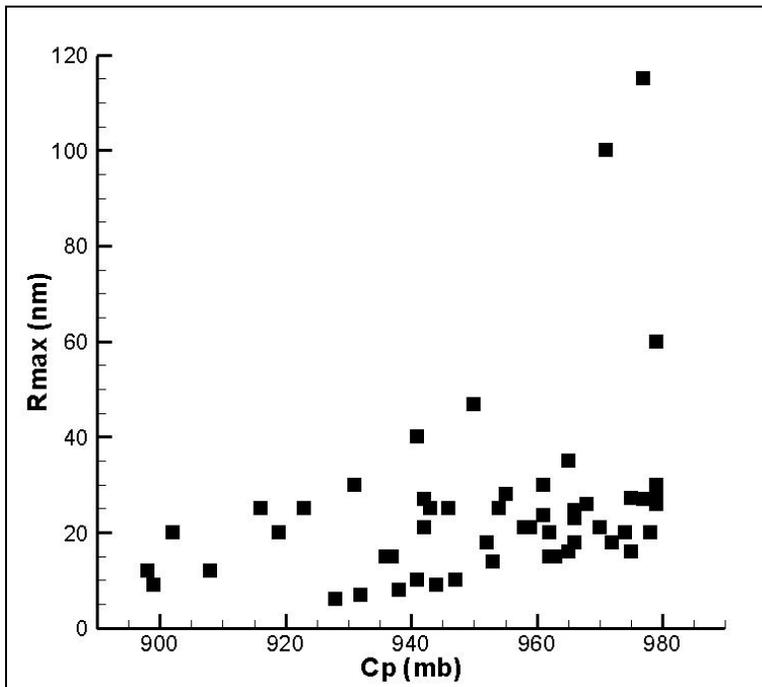
3 Storm size is not independent of storm intensity. Recently, Shen (2006) has shown that the potential
 4 intensity achievable by a hurricane is very sensitive to the size of a hurricane eye. Figures 2.4-1a
 5 and 2.4-1b show the relationships between the pressure scale radius (R_p) (i.e storm size) and
 6 central pressure of all storms exceeding Category 2 within the Gulf of Mexico at their time of
 7 maximum strength (52 storms –shown in Figure 2.4-1a) and the 22-storm sample of landfalling
 8 storms (Figure 2.4-1b). The following equation gives an estimate of the conditional probability of
 9 storm size as a function of central pressure:

$$P(R_p | \Delta p) = \frac{1}{\sigma(\Delta p)\sqrt{2\pi}} e^{-\frac{x^2}{2}}$$

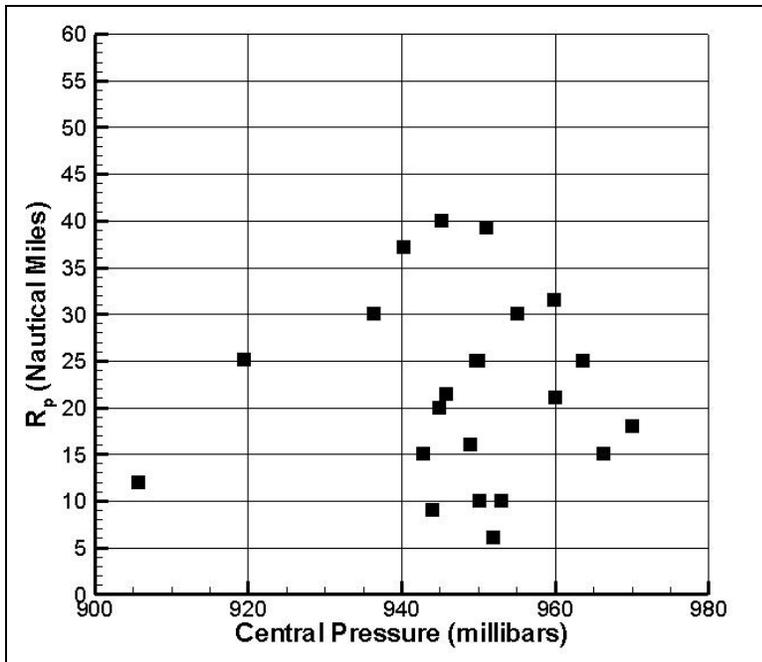
10 where

E2.4-1

$$x = \left(\frac{R_p - \bar{R}_p(\Delta p)}{\sigma(\Delta p)} \right)$$

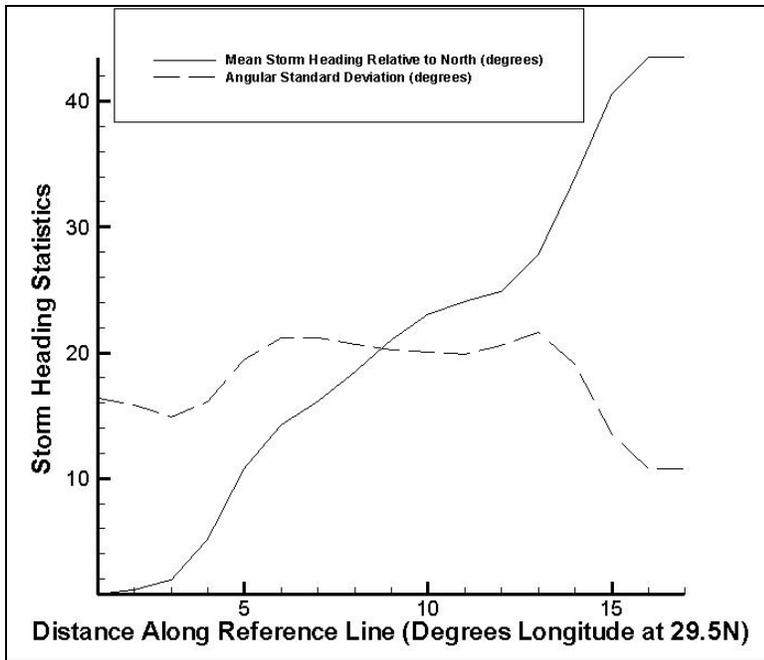


11
 12 **Figure 2.4-1a. Relationship between size scaling parameter (Rp)**
 13 **versus Central Pressure for 52 storm set in Gulf of Mexico**
 14 **(all storms > Cat 2). For reference, Hurricane Camille is**
 15 **characterized as Cp=909 mb and Rmax=11 nm. Hurricane**
 16 **Katrina is characterized as Cp=920 mb and Rmax=19 nm.**

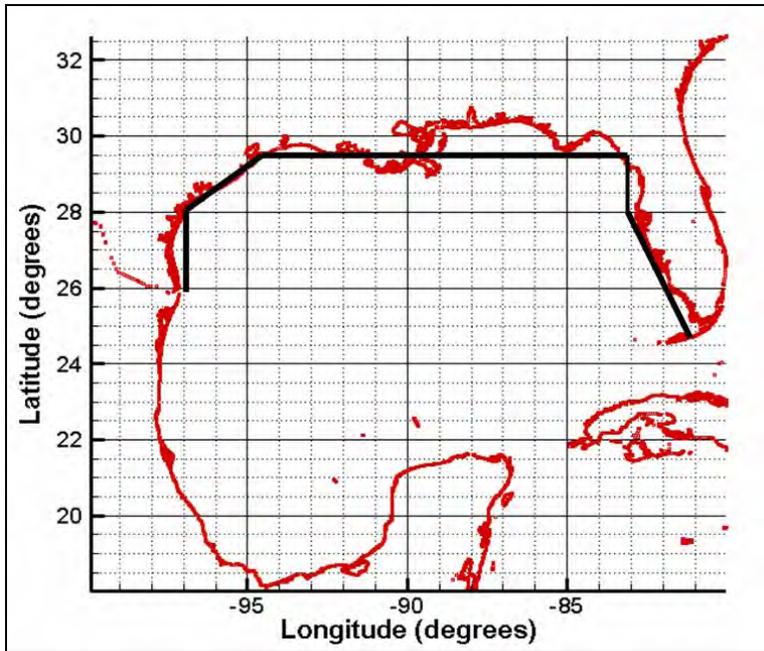


1
 2 **Figure 2.4-1b. Relationship between size scaling parameter (R_p)**
 3 **versus Central Pressure for 22 storm set in Gulf of Mexico**
 4 **(all storms with central pressure < 955)**

5 Figure 2.4-2 gives the mean angle of storm heading as a function of distance along the reference
 6 line shown in Figure 2.4-3, along with the standard deviation of the heading angles around this mean
 7 value. The direction convention used here is that a heading of due north represents an angle of zero
 8 degrees. Storms heading more westerly than due north will have positive angles, while storms
 9 heading more easterly will have negative angles. These estimates were derived by the same spatial
 10 averaging procedure used in deriving the central pressures and frequencies. A circular normal
 11 distribution is used to represent the storm heading probability distribution as a function of location
 12 along the reference line.

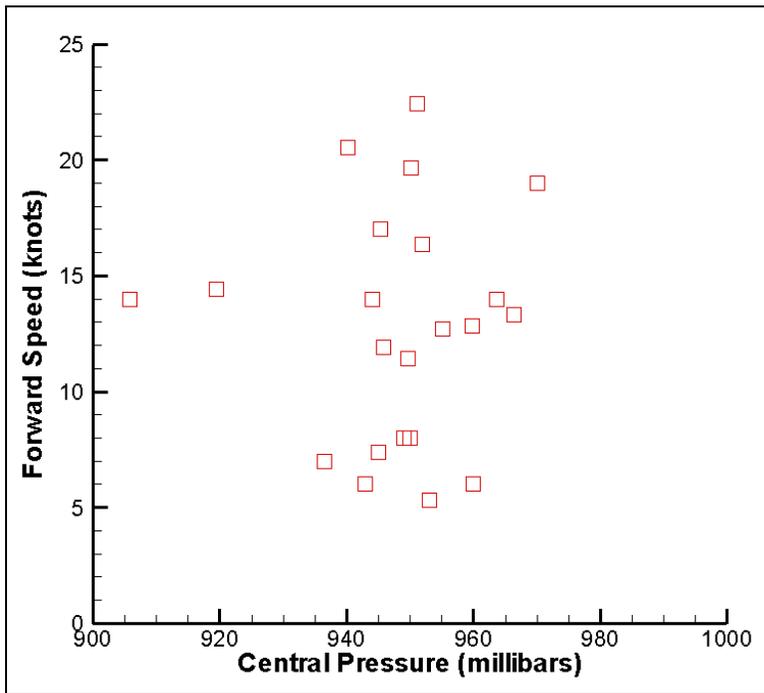


1
 2 **Figure 2.4-2. Plot of mean storm heading angle and standard**
 3 **deviation around this angle as a function of location along**
 4 **reference line. Distance along the x-axis can be taken as**
 5 **equivalent to 1-degree increments along the coast.**

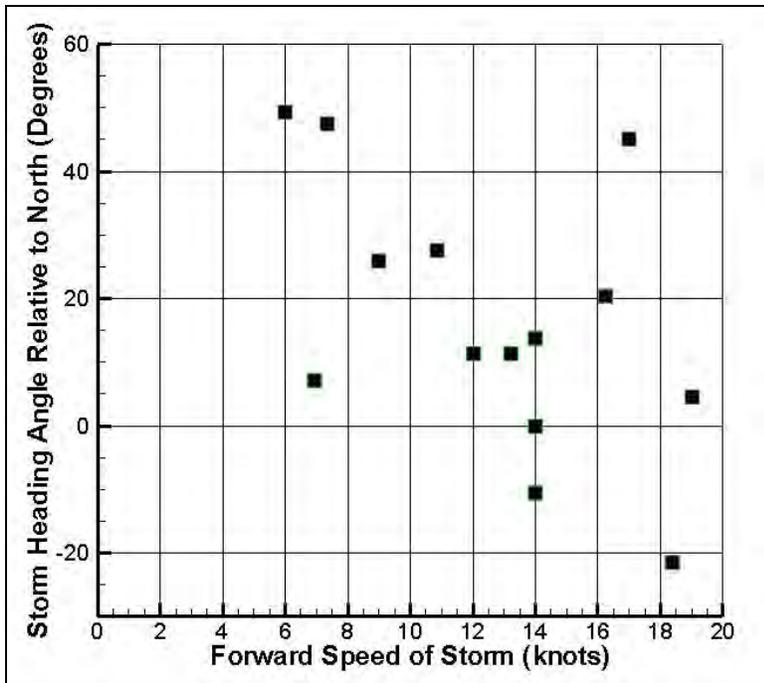


6
 7 **Figure 2.4-3. Location of line for analysis of hurricane landfalling**
 8 **characteristics**

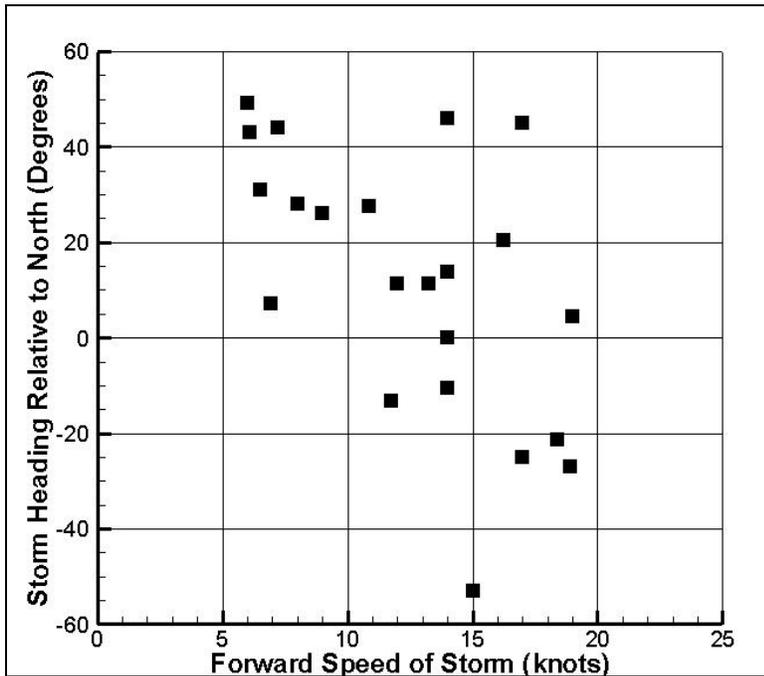
1 Figure 2.4-4 presents the estimated forward storm speed as a function of central pressure. This
2 figure suggests that storm intensity and the forward speed of the storm are approximately
3 independently distributed. Forward storm speed is plotted as a function of storm heading at landfall
4 for the 14 storm subset that intersect with the 29.5-degree latitude portion of the reference line in
5 Figure 2.4-3 and for the entire 22-storm sample of landfalling storms (shown in Figures 2.4-5a and
6 2.4-5b). These figures show that there is a tendency for higher forward speeds to be associated with
7 lower storm heading angle (a correlation of 0.52 which is significant at the 0.05 level of significance
8 with 21 degrees of freedom in a "Student's t " test). This is consistent with the expected behavior of
9 re-curving storms that become swept up in stronger westerly circulations. The primary exception to
10 the overall relationship is Hurricane Betsy, represented by the point in the upper right-hand corner of
11 Figure 2.4-5b. This storm moved rapidly into the New Orleans area after crossing the lower portion
12 of the Florida peninsula.



13
14 **Figure 2.4-4. Plot of forward speed of storm at landfall versus**
15 **central pressure at landfall**



1
 2 **Figure 2.4-5a. Plot of storm heading and forward speed at time**
 3 **of landfall for only central Gulf landfalling storms**



4
 5 **Figure 2.4-5b. Plot of storm heading and forward speed at time**
 6 **of landfall for the entire 22-storm sample**

1 Consolidating this information, for any point in the five-dimensional parameter space (retaining
 2 appropriate interrelationships among parameters), the final estimates of joint probability densities
 3 can be written as

$$p(c_p, R_p, v_f, \theta_l, x) = \Lambda_1 \cdot \Lambda_2 \cdot \Lambda_3 \cdot \Lambda_4 \cdot \Lambda_5$$

$$\Lambda_1 = p(c_p | x) = \frac{\partial F[a_0(x), a_1(x)]}{\partial c_p} = \frac{\partial}{\partial x} \left\{ \exp \left\{ -\exp \left[\frac{c_p - a_0(x)}{a_1(x)} \right] \right\} \right\} \quad (\text{Gumbel Distribution})$$

$$\Lambda_2 = p(R_p | c_p) = \frac{1}{\sigma(\Delta P)\sqrt{2\pi}} e^{-\frac{(\bar{R}_p(\Delta P) - R_p)^2}{2\sigma^2(\Delta P)}}$$

$$\Lambda_3 = p(v_f | \theta_l) = \frac{1}{\sigma\sqrt{2\pi}} e^{-\frac{(\bar{v}_f(\theta_l) - v_f)^2}{2\sigma^2}}$$

$$\Lambda_4 = p(\theta_l | x) = \frac{1}{\sigma(x)\sqrt{2\pi}} e^{-\frac{(\bar{\theta}_l(x) - \theta_l)^2}{2\sigma^2(x)}}$$

$$\Lambda_5 = \Phi(x)$$

E2.4-2

4
 5
 6 where the overbars denote average values of the dependent variable for a specified value of an
 7 independent variable in a regression equation, $a_0(x)$ and $a_1(x)$ are the Gumbel coefficients for the
 8 assumed Gumbel form of the central pressures, and $\Phi(x)$ is the frequency of storms per year per
 9 specified distance along the coast (taken as one degree in examples presented here).

10 **2.4.1.1 Estimation of the ε term**

11 Although there may be some degree of nonlinearity in the superposition of tides and storm surges,
 12 numerical experiments have shown that for the most part linear superposition provides a reasonable
 13 estimate of the (linearly) combined effects of tides and surges. Thus, the tidal component of the
 14 ε term, represents the percentage of time occupied by a given tidal stage and can be directly
 15 derived from available tidal information along the coast.

16 Careful analyses appropriate for formulating Holland B parameters for ocean response modeling
 17 have shown that this parameter falls primarily in the range of 1.1–1.6 offshore and 0.9–1.2 at the
 18 coast. For Gulf of Mexico hurricanes, a mean value of 1.27 in offshore areas is assumed with a
 19 standard deviation of 0.15, while at the coast the corresponding mean and standard deviation is 1.0
 20 and 0.10, respectively. Via numerical experiments, the maximum storm surge generated by a
 21 hurricane has been found to vary approximately linearly with variations in the Holland B parameter,
 22 at least for changes of the Holland B parameter in the range of 10–20%.

23 Off-coast track variations affect surges at the coast primarily through the effects of these track
 24 variations on wave fields, rather than by their effects on direct wind-driven surges. Wave fields tend
 25 to integrate wind field inputs over tens of hours; consequently, off-coast track variations tend to shift
 26 the wave fields somewhat while maintaining the general form and magnitude of the wave height
 27 contours. Near-coast radiation stresses are approximately proportional to gradients in wave energy
 28 fluxes, which, in turn, can be related to the square of the wave height gradient. In shallow water,
 29 where contributions of radiation stresses to surges are most important, wave heights tend to be
 30 depth limited. It is only in the incremental region, where larger waves make additional contributions
 31 due to increased energy losses offshore, that larger wave conditions affect the total wave set-up at

1 the coast. Numerical sensitivity studies suggest that once incident waves become much larger than
 2 about 10 meters, most of the additional energy loss is in depths that do not contribute very much to
 3 wave set up. For this reason plus the fact that in general the wave set-up term tends to be only
 4 about 15-30% of the total surge, we expect the effect of storm track variations on wave set-up at the
 5 coast to be fairly small (due to the fact that surge response is on a much faster scale than wave
 6 generation, where we noted that the “straight-track” approximation was not very good). It is assumed
 7 that the deviations around the mean surge will be approximately Gaussian. A standard deviation of
 8 20% of the calculated wave-set up contributions to the total surge (determined by subtracting the
 9 direct wind-only surge from the total surge due to winds and waves combined) will be used within
 10 this distribution.

11 Model errors combined in calibration/verification runs of ADCIRC have shown that this combination
 12 of model and forcing in the Louisiana-Mississippi coastal area provides relatively unbiased results
 13 with a standard deviation in the range of 1.75–2.50 ft. Details on model validation are given in IPET
 14 (2007a). Relative errors associated with the use of PBL winds increase the value of the standard
 15 deviation to 2.00 to 3.50 ft. See IPET (2007b) for details. This is not too surprising, since the
 16 accuracy of HWM's (the primary measurements to which the model results are compared) are quite
 17 variable.

18 Combining all of these terms, under the assumption that they are each independently distributed,
 19 gives

$$20 \quad p(\varepsilon) = \iiint \delta(\varepsilon_1 + \varepsilon_2 + \varepsilon_3 + \varepsilon_4 - \varepsilon) p(\varepsilon_1) p(\varepsilon_2) p(\varepsilon_3) p(\varepsilon_4) d\varepsilon_1 d\varepsilon_2 d\varepsilon_3 d\varepsilon_4 \quad E2.4-3$$

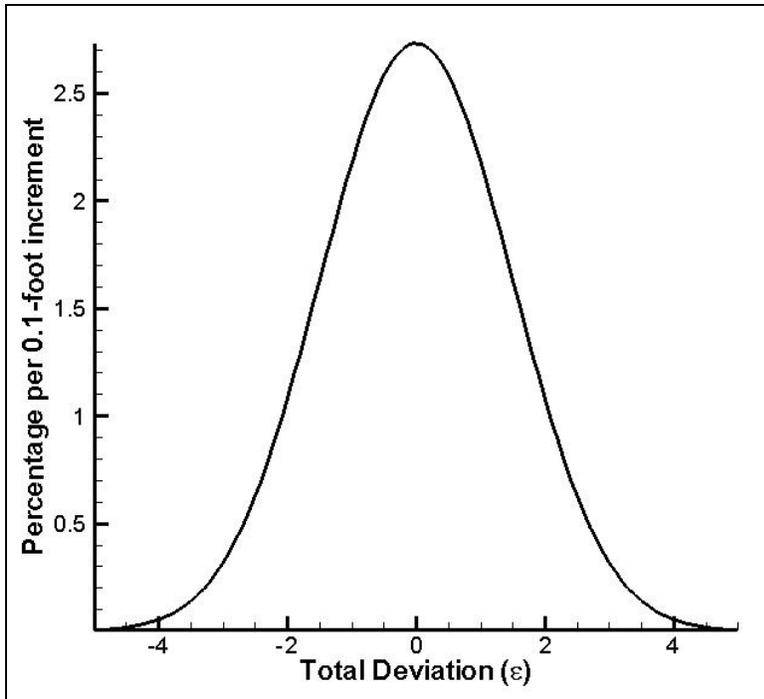
21 where

- 22 ε_1 is the deviation between a storm at a random tide phase and a zero tide level;
- ε_2 is the deviation created by variation of the Holland B parameter;
- ε_3 is the deviation created by variations in tracks approaching the coast; and
- ε_4 is the deviation created primarily by errors in models and grids.

23 Three of the terms ε_1 , ε_3 and ε_4 are treated here as though they are approximately independent of
 24 the magnitude of the surge, while the remaining term, ε_2 has been found to depend essentially
 25 linearly with the magnitude of the surge. For a monochromatic tide, the tidal elevation distribution, ε_1 ,
 26 is known to be bimodal distributed around its zero value; however, in nature, the effect of combining
 27 several tidal components with varying phases is to force the distribution toward a unimodal
 28 distribution. The probabilities of terms ε_3 and ε_4 are assumed to be normally distributed; thus, the
 29 probability distribution of the sum of these two terms will also be a normal distribution with the
 30 variance given by the sums of the individual variances of the two terms.

31 Figure 2.4-6 gives a numerical example of the combination of all four terms assuming a storm surge
 32 of 15 ft, as might be associated with a particular deterministic model execution based on a set of
 33 track and PBL parameters. As can be seen in this figure, the overall magnitude of these effects can
 34 add or subtract substantially to the total water depth. In this case, the distribution appears similar to
 35 a Gaussian distribution, since it is dominated by the term with the largest variance (deviations due to
 36 the omission of the Holland B parameter); however, the other terms have been included within the
 37 integral for $p(\varepsilon)$. Table 2.4-1 shows an example of the effect of adding this term on expected surge
 38 levels for selected return periods. In this example, a Poisson frequency of 1/16 was used in
 39 combination with a Gumbel distribution, with parameters $a_0 = 9.855$ and $a_1 = 3.63$. For this
 40 example, the effect of adding the ε -term is less than ½ ft for return periods up to 175 years and only

1 exceeds 1 ft at return periods greater than 400 years. However, for risk-based calculations which
 2 often include very large return periods (1000-10000 years), this term can become as large as 2-3 ft,
 3 even for the case where the effects of all neglected factors are assumed to be distributed around a
 4 mean deviation of zero. The effect could of course be larger if the deviations were biased.



5
 6 **Figure 2.4-6. Percentage of deviations per 0.1-foot class as a**
 7 **function of deviation in feet**

8 **Table 2.4-1.**
 9 **Example of Expected Surge Values as a Function of Return Period**
 10 **With and Without ϵ -Term**

Return Period (years)	Without ϵ -Term (ft)	With ϵ -Term (ft)
50	11.98	12.06
100	14.82	15.21
200	17.67	18.35
300	19.33	20.18
400	20.52	21.49
500	21.43	22.50

11
 12 From Table 2.4-1 and the above discussion, we see that the effect of the ϵ -term becomes much
 13 more pronounced at large return periods. Thus, older applications of the JPM that neglected this
 14 term were probably reasonably accurate at the 100-year return period, but were likely to have been
 15 progressively biased low at higher return periods. The important points to stress here are twofold.
 16 First, any neglect or suppression of natural variability in a procedure to estimate extremes will lead to
 17 some degree of underestimation of the estimated extremes; therefore, it is important to recognize
 18 and attempt to quantify all significant factors affecting surge heights at the coast. Second, to avoid
 19 making the number of dimensions in the JPM unmanageable, the estimated effects of the neglected

1 factors contributing to extreme surges should be addressed statistically, such as done here via the
2 addition of the ε -term to the JPM integral.

3 **2.4.1.2 Sampling of Storm Parameters for the JPM-OS**

4 In the conventional JPM, each simulation was typically treated as representative of its entire discrete
5 probability range (i.e. all of the probability for each multi-dimensional box centered on its mean
6 position). In these applications, the computational burden was considerably less than what is
7 considered appropriate for surge simulations. Even in the original JPM, however, a scaling
8 relationship between the pressure differential of a storm and computed surge levels was used to
9 reduce the number of computer runs. This relationship, based on theoretical considerations and
10 confirmed numerically in several studies, shows that surges are linearly proportional to the pressure
11 differential of a storm at all areas close to the area of maximum storm impact. This information can
12 be used effectively to interpolate between two different numerical results within the JPM integral.
13 Such an interpolation provides added resolution along the pressure differential axis in this integral,
14 which is very important due to the highly nonlinear characteristics of the probability of pressure
15 differentials [$p(\Delta P)$].

16 In addition to the scaling relationship between surge levels and pressure differentials, the JPM-OS
17 attempts to sample the parameter space in a fashion that can be used to estimate surges (develop
18 the response surface) in an optimal manner. This method has been developed via hundreds of
19 simulations on relatively straight coasts, as well as on coasts with other simple geometries, and is in
20 the process of being extended to more complex coasts. It attempts to alleviate the need for very
21 closely spaced parameter values in numerical simulations (essentially track spacing and number of
22 storm sizes, forward speeds, and track angles considered); thereby potentially greatly reducing the
23 total number of computer runs required for JPM execution. The storm suite for this study is
24 discussed in section 2.4.2.

25 **2.4.1.3 Specification of Variations in Pre-landfalling Hurricanes**

26 Whereas the original JPM considered storm size, intensity, and wind field distribution to be constant
27 in storms approaching the coast, the new JPM uses information from recent storms to estimate the
28 rate of change of these parameters for pre-landfall conditions. In general these trends show that
29 storms tend to fill by about 10-15 millibars, become slightly (15-30%) larger and have less peaked
30 wind speed distributions (Holland B parameter decreasing from about 1.27 to around 1.0) over the
31 last 90 nautical miles of coastal water before landfall. Since all of our probabilities have been
32 developed based on landfalling characteristics, the offshore characteristics must be estimated from a
33 generalized transform

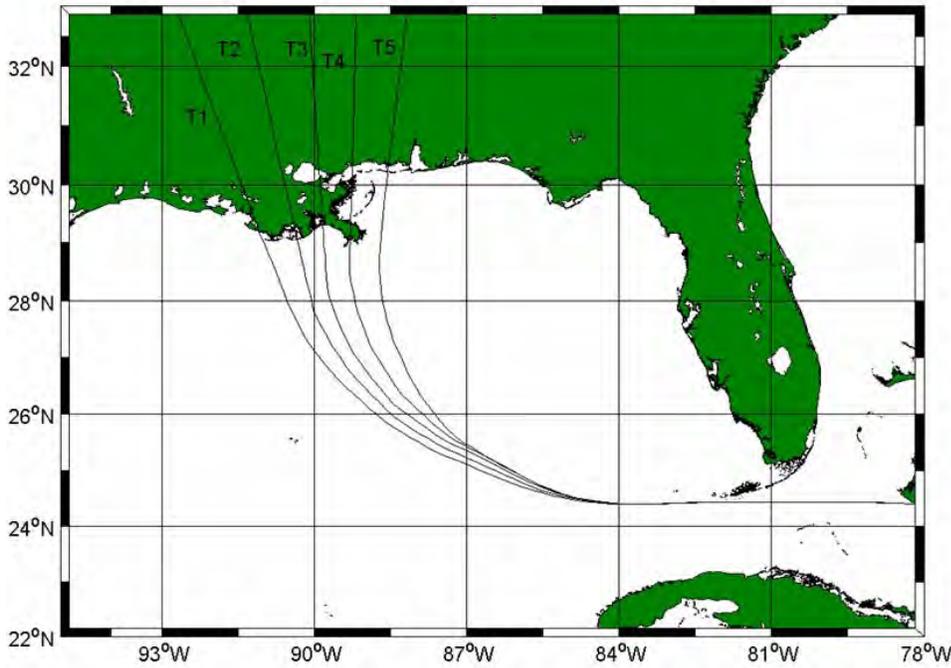
$$34 \quad p(\Delta P, R_p, v_f, \theta_l, x)_{\text{offshore}} = p(\Delta P, R_p, v_f, \theta_l, x)_{\text{landfall}} J^{-1} \quad \text{E2.4-4}$$

35 where J is the Jacobian for the transform from nearshore to offshore conditions. However, since 1)
36 storm heading during approach to the coast is relatively constant, 2) the forward speeds are
37 assumed to be constant during approach to land and 3) the points of intersection (x) are identical for
38 each offshore and landfall case, the transform can be viewed in only two dimensions, ΔP and R_p .

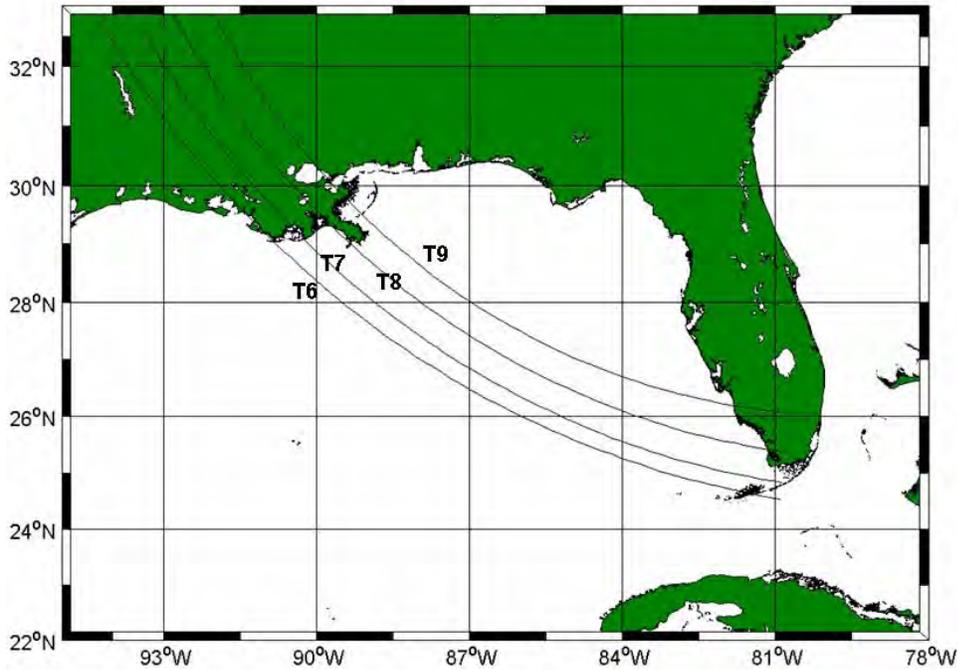
39 **2.4.2 Storm Suite**

40 Figures 2.4-7a to 2.4-7d show the synthesized primary tracks used in the study. The central tracks
41 essentially mimic the behavior of intense landfalling historical storms in the record, while preserving
42 the geographic constraints related to land-sea boundaries. These storms preserve the historical

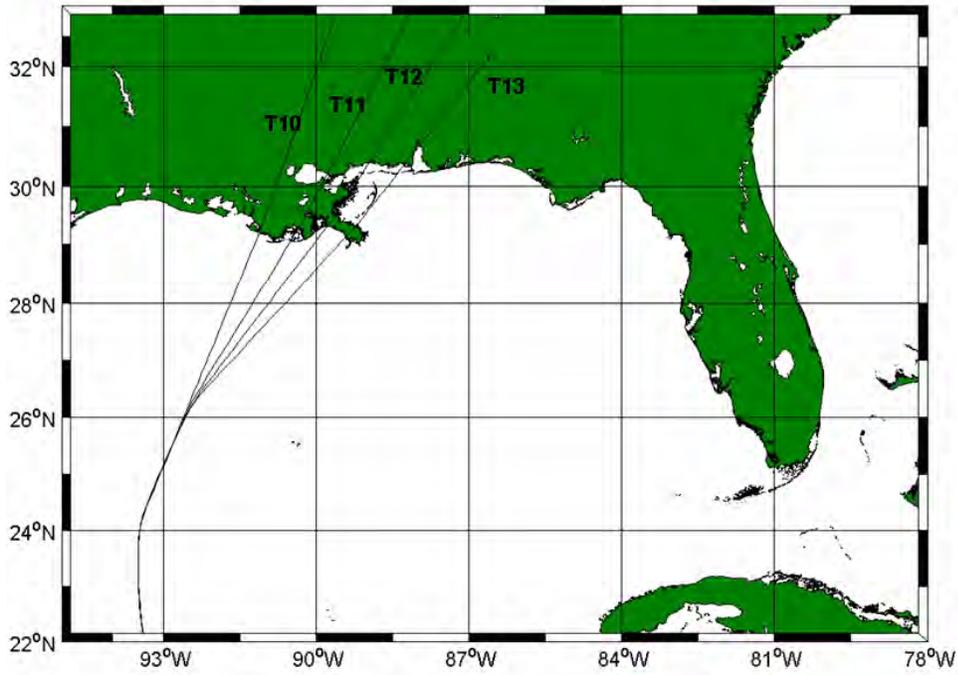
- 1 pattern of the tracks better than simply shifting the same storm tracks east or west along the coast,
- 2 since they capture the observed variations in mean storm angles along the coast.



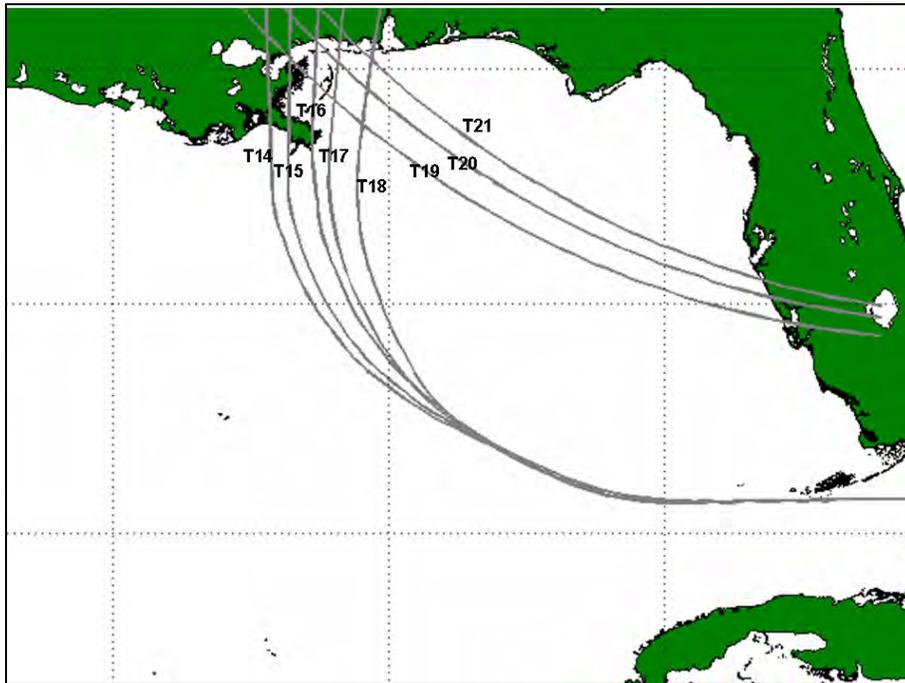
3
4 **Figure 2.4-7a. Synthesized Tracks Used in the Study**



5
6 **Figure 2.4-7b. Synthesized Tracks Used in the Study**



1
2 **Figure 2.4-7c. Synthesized Tracks Used in the Study**



3
4 **Figure 2.4-7d. Synthesized Tracks Used in the Study**

1 Along each of the tracks modeled, the central pressure is allowed to vary during a simulated
 2 intensification interval until its intensity reaches a plateau. This plateau is maintained until the storm
 3 comes within 90 nautical miles of the coast at that time, the pressures decay according to the (linear
 4 interpolation) relationship

$$C_p(s) = \lambda_0 C_p(s_0) - (1 - \lambda_0) \Delta P_{decay}$$

where

C_p is the central pressure at s

s is the distance along the storm track, with s_0 located 90 nm from landfall

λ_0 is an interpolation multiplier (=1 at 90 nm from landfall and =0 at landfall)

ΔP_{decay} is the total change in central pressure over 90 nm approach to landfall

E2.4-5

6 The pressure decay term is somewhat dependent on storm size, so the following relationship was
 7 used to represent this term

$$\Delta P'_{decay} = R_p - 6 \quad (\text{with } R_p \text{ given in nautical miles})$$

constrained by $\Delta P_{decay} = \text{Max}(\Delta P'_{decay}, 18); \text{Min}(\Delta P'_{decay}, 5)$

E2.4-6

9 Once a storm is one hour past landfall the pressure decay factor according to Vickery is applied

$$C_p = P_\infty - \delta P$$

E2.4-7

where

$$\delta P = \delta P_0 e^{-a\Delta t}$$

where

δP is the local pressure differential

δP_0 is the pressure differential one hour after landfall

a is an empirical constant

Δt is time after landfall minus 1 hour

10

11 Rmax and the Holland B parameter are allowed to vary linearly over the same distance as C_p for all
 12 storms except the smallest storm class used in this application. For that class ($R_{max} = 6$ nm), the
 13 storm is assumed to retain its intensity, its size, and its Holland B parameter all the way to landfall.
 14 Table 2.4-2 summarizes the central pressure / size scaling radius combinations used to define the
 15 storm suite.

16

17

Table 2.4-2.
Central Pressure/Size Scaling Radius Combinations

Central Pressure (mb)	Rmax (nm)					
900	6.0	12.5	14.9	17.7	18.4	21.8
930	8.0	17.7	25.8			
960	11.0	17.7	18.2	21.0	24.6	35.6

18

1 Defining three angles covers the important range for estimating the response surface of the surges.
 2 With the secondary variables (tidal phases, Holland B variations, wind field variations around the
 3 PBL central estimate, etc.) added to the integral, this provides a reasonable estimate of the surge
 4 CDF. The tracks approaching the Mississippi/Louisiana coast from the southeast are similar to the
 5 tracks of the 1947 Hurricane, Betsy, and Andrew. During the 1941-2005 interval, no tracks
 6 approached from the southwest; however, other storms such as the 1893 storm did approach
 7 eastern Louisiana from this direction. The 1893 track is fairly similar to one of the hypothetical tracks
 8 out of the southwest. A track from this direction represents the fact that these storms have to
 9 become caught up in the more westerly flow (winds blowing toward the east). For a storm to
 10 maintain its strength it cannot move too far west or too close to land; consequently, the track of a
 11 major storm is constrained somewhat to come from the region from which all the hypothetical (+45
 12 degree) tracks emerge in order for these storms to strike the Mississippi coast.

13 The effect of storm heading angle on surges at the coast appears to be twofold. First, the overall
 14 along-coast pattern is broadened; since the storm moves along the coast at the same time that it
 15 moves toward landfall. Second, there is a relatively slow variation in the maximum surges produced
 16 by a storm as a function of the angle of the storm track with the coast. Sensitivity studies have
 17 shown that the maximum surge is relatively weakly dependent on the angle of storm intersection
 18 with the coast. In general, the hurricane approaching slightly (15-30 degrees) from west of
 19 perpendicular to a straight east-west coast produces a somewhat higher surge (5% or so) than
 20 hurricanes moving perpendicularly to the coast. On the other hand, hurricanes approaching the
 21 straight east-west coast from a more easterly direction will tend to produce lower surges than
 22 hurricanes moving perpendicular to such a coast. This appears to be a fairly broad pattern that can
 23 be represented via interpolation.

24 The effect of forward storm speed is addressed by considering three different forward velocities
 25 $V_f=(11,6,17)$ knots, where 11 is around the mean and the 6-kt and 17-kt speeds span almost the
 26 entire range of V_f values at landfall for storms with C_p 's less than 950. Increased forward storm
 27 speed contributes to higher wind speeds in the hurricane PBL model. Consequently, one effect of
 28 increasing forward storm velocity is to increase the surge at the coast by a factor, which is similar to
 29 increasing the wind speeds within the hurricane, i.e.

$$\eta_1 = \eta_2 \left(\frac{v_{\max} + 0.5v_{f_1}}{v_{\max} + 0.5v_{f_2}} \right)^2$$

where

30 η_1 is the surge at the coast in storm 1, with forward speed = v_1 E2.4-8

η_2 is the surge at the coast in storm 2, with forward speed = v_2

v_{\max} is the maximum wind speed of a stationary storm

v_{f_i} is the forward storm velocity of the i^{th} storm

31 A second effect of storm speed is to change the duration that a flood wave has to propagate inland.
 32 Thus, a slowly moving storm may produce more extensive inland flooding than a faster moving
 33 storm. By covering essentially the entire range of forward storm speeds observed in major storms
 34 within the Gulf (see Figures 2.4-5a and 2.4-5b), the range of the effects of storm speed on surges
 35 can be quantified. Table 2.4-3 identifies the various parameters for the entire 197-storm suite.
 36 Tracks denoted with a and b are secondary tracks that fall between the primary tracks plotted in
 37 Figure 2.4-7.

1
2

**Table 2.4-3.
Storm Suite**

Run Number	Central Pressure (mb)	Rmax (nm)	Track (see Figure 1-7)	Forward Speed (knots)
Run001	960	11	1	11
Run002	960	21	1	11
Run003	960	35.6	1	11
Run004	930	8	1	11
Run005	930	17.7	1	11
Run006	930	25.8	1	11
Run007	900	6	1	11
Run008	900	14.9	1	11
Run009	900	21.8	1	11
Run010	960	11	2	11
Run011	960	21	2	11
Run012	960	35.6	2	11
Run013	930	8	2	11
Run014	930	17.7	2	11
Run015	930	25.8	2	11
Run016	900	6	2	11
Run017	900	14.9	2	11
Run018	900	21.8	2	11
Run019	960	11	3	11
Run020	960	21	3	11
Run021	960	35.6	3	11
Run022	930	8	3	11
Run023	930	17.7	3	11
Run024	930	25.8	3	11
Run025	900	6	3	11
Run026	900	14.9	3	11
Run027	900	21.8	3	11
Run028	960	11	4	11
Run029	960	21	4	11
Run030	960	35.6	4	11
Run031	930	8	4	11
Run032	930	17.7	4	11
Run033	930	25.8	4	11
Run034	900	6	4	11
Run035	900	14.9	4	11
Run036	900	21.8	4	11
Run037	960	11	5	11
Run038	960	21	5	11
Run039	960	35.6	5	11
Run040	930	8	5	11
Run041	930	17.7	5	11
Run042	930	25.8	5	11
Run043	900	6	5	11
Run044	900	14.9	5	11

**Table 2.4-3.
Storm Suite (continued)**

Run Number	Central Pressure (mb)	Rmax (nm)	Track (see Figure 1-7)	Forward Speed (knots)
Run045	900	21.8	5	11
Run046	960	18.2	6	11
Run047	960	24.6	6	11
Run048	900	12.5	6	11
Run049	900	18.4	6	11
Run050	960	18.2	7	11
Run051	960	24.6	7	11
Run052	900	12.5	7	11
Run053	900	18.4	7	11
Run054	960	18.2	8	11
Run055	960	24.6	8	11
Run056	900	12.5	8	11
Run057	900	18.4	8	11
Run058	960	18.2	9	11
Run059	960	24.6	9	11
Run060	900	12.5	9	11
Run061	900	18.4	9	11
Run066	960	18.2	10	11
Run067	960	24.6	10	11
Run068	900	12.5	10	11
Run069	900	18.4	10	11
Run070	960	18.2	11	11
Run071	960	24.6	11	11
Run072	900	12.5	11	11
Run073	900	18.4	11	11
Run074	960	18.2	12	11
Run075	960	24.6	12	11
Run076	900	12.5	12	11
Run077	900	18.4	12	11
Run078	960	18.2	13	11
Run079	960	24.6	13	11
Run080	900	12.5	13	11
Run081	900	18.4	13	11
Run082	960	17.7	1	6
Run083	900	17.7	1	6
Run084	960	17.7	2	6
Run085	900	17.7	2	6
Run086	960	17.7	3	6
Run087	900	17.7	3	6
Run088	960	17.7	4	6
Run089	900	17.7	4	6
Run090	960	17.7	5	6
Run091	900	17.7	5	6

**Table 2.4-3.
Storm Suite (continued)**

Run Number	Central Pressure (mb)	Rmax (nm)	Track (see Figure 1-7)	Forward Speed (knots)
Run092	930	17.7	6	6
Run093	930	17.7	7	6
Run094	930	17.7	8	6
Run095	930	17.7	9	6
Run097	930	17.7	10	6
Run098	930	17.7	11	6
Run099	930	17.7	12	6
Run100	930	17.7	13	6
Run101	930	17.7	1	17
Run102	930	17.7	2	17
Run103	930	17.7	3	17
Run104	930	17.7	4	17
Run105	930	17.7	5	17
Run106	930	17.7	6	17
Run107	930	17.7	7	17
Run108	930	17.7	8	17
Run109	930	17.7	9	17
Run111	930	17.7	10	17
Run112	930	17.7	11	17
Run113	930	17.7	12	17
Run114	930	17.7	13	17
Run115	960	17.7	1b	11
Run116	900	17.7	1b	11
Run117	960	17.7	2b	11
Run118	900	17.7	2b	11
Run119	960	17.7	3b	11
Run120	900	17.7	3b	11
Run121	960	17.7	4b	11
Run122	900	17.7	4b	11
Run123	960	17.7	6b	11
Run124	960	17.7	7b	11
Run125	960	17.7	8b	11
Run126	900	17.7	6b	11
Run127	900	17.7	7b	11
Run128	900	17.7	8b	11
Run131	960	17.7	10b	11
Run132	900	17.7	10b	11
Run133	960	17.7	11b	11
Run134	900	17.7	11b	11
Run135	960	17.7	12b	11
Run136	900	17.7	12b	11
Run137	960	17.7	1	6
Run138	900	17.7	1	6
Run139	960	17.7	2	6

**Table 2.4-3.
Storm Suite (continued)**

Run Number	Central Pressure (mb)	Rmax (nm)	Track (see Figure 1-7)	Forward Speed (knots)
Run140	900	17.7	2	6
Run141	960	17.7	3	6
Run142	900	17.7	3	6
Run143	960	17.7	4	6
Run144	900	17.7	4	6
Run145	930	17.7	6b	6
Run146	930	17.7	7b	6
Run147	930	17.7	8b	6
Run149	930	17.7	11b	6
Run150	930	17.7	12b	6
Run151	930	17.7	13b	6
Run152	930	17.7	1	17
Run153	930	17.7	2	17
Run154	930	17.7	3	17
Run155	930	17.7	4	17
Run156	930	17.7	6	17
Run157	930	17.7	7	17
Run158	930	17.7	8	17
Run160	930	17.7	10b	17
Run161	930	17.7	11b	17
Run162	930	17.7	12b	17
Run801	960	11	18	11
Run802	960	21	18	11
Run803	960	35.6	18	11
Run804	930	8	18	11
Run805	930	17.7	18	11
Run806	930	25.8	18	11
Run807	900	6	18	11
Run808	900	14.9	18	11
Run809	900	21.8	18	11
Run810	960	11	14	11
Run811	960	21	14	11
Run812	930	8	14	11
Run813	930	17.7	14	11
Run814	900	6	14	11
Run815	900	14.9	14	11
Run816	960	11	15	11
Run817	960	21	15	11
Run818	930	8	15	11
Run819	930	17.7	15	11
Run820	900	6	15	11
Run821	900	14.9	15	11
Run822	960	11	16	11
Run823	960	21	16	11

**Table 2.4-3.
Storm Suite (continued)**

Run Number	Central Pressure (mb)	Rmax (nm)	Track (see Figure 1-7)	Forward Speed (knots)
Run824	930	8	16	11
Run825	930	17.7	16	11
Run826	900	6	16	11
Run827	900	14.9	16	11
Run828	960	11	17	11
Run829	960	21	17	11
Run830	930	8	17	11
Run831	930	17.7	17	11
Run832	900	6	17	11
Run833	900	14.9	17	11
Run846	960	18.2	19	11
Run847	960	24.6	19	11
Run848	900	12.5	19	11
Run849	900	18.4	19	11
Run850	960	18.2	20	11
Run851	960	24.6	20	11
Run852	900	12.5	20	11
Run853	900	18.4	20	11
Run854	960	18.2	21	11
Run855	960	24.6	21	11
Run856	900	12.5	21	11
Run857	900	18.4	21	11

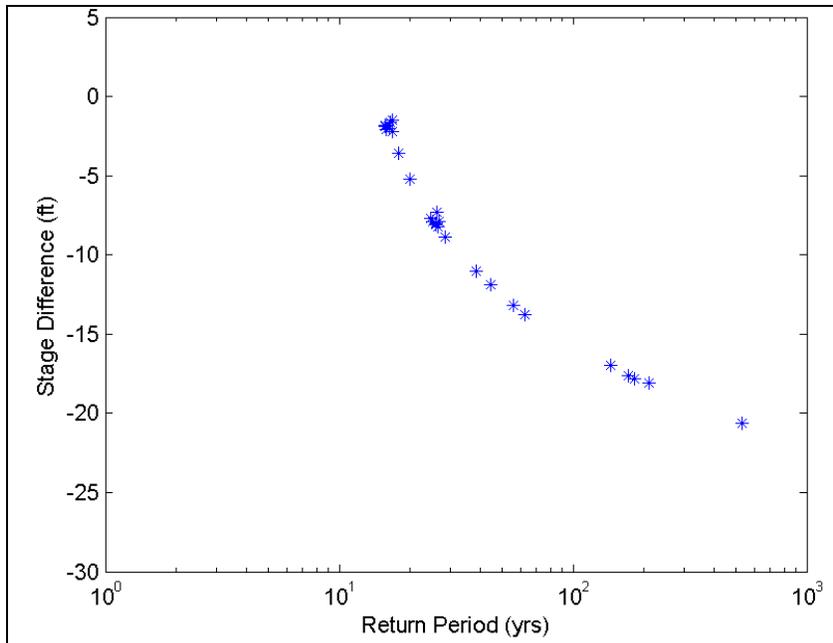
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2 **2.4.3 Measure Evaluation**

3 To evaluate the lines of defense 3 and 4, a subset of the 197-storm suite was simulated with the
 4 structures in place. Storms 019 to 045 were selected for this purpose. The deviation of the surge and
 5 wave response from the no project condition with the lines of defense in place was computed for
 6 each storm in the measure evaluation suite. It is assumed that the rank order of the storms does not
 7 change from the no project condition such that for a given station location

8
$$\eta'(T) = \eta(T) + \zeta(T)$$
 E2.4-9

9 where η' is the surge/waves with the line of defense in place, T is return period, η is surge/waves for
 10 the no project condition, and ζ is the deviation from the no project condition. The deviation as a
 11 function of return period ($\zeta(T)$) is computed from the subset of 27 storms. Figure 2.4-8 is an example
 12 plot showing the deviation between line 3 and the no project condition for a save station in St. Louis
 13 Bay. With a shape preserving interpolation, the deviation at each return period is computed and
 14 applied to adjust the stage frequency relationships for the proposed lines of defense.



1
2 **Figure 2.4-8. Plot of difference in storm surge between line of defense 3 and the no**
3 **project condition as a function of return period at a save location in St. Louis Bay.**

4 **2.4.4 References**

5 Interagency Performance Evaluation Task Force, 2007a, “Performance Evaluation of the New
6 Orleans and Southeast Louisiana Hurricane Protection System, Volume IV – The Storm,” U.S.
7 Army Corps of Engineers, Washington, D.C., <https://ipet.wes.army.mil/>

8 Interagency Performance Evaluation Task Force, 2007b, “Performance Evaluation of the New
9 Orleans and Southeast Louisiana Hurricane Protection System, Volume VIII – Engineering and
10 Operational Risk and Reliability Analysis, Appendix 8” U.S. Army Corps of Engineers,
11 Washington, D.C., <https://ipet.wes.army.mil/>

12 **2.5 Wind and Atmospheric Pressure Modeling**

13 Accurate modeling of wave and storm surge levels requires accurate wind and pressure field input to
14 the model. This section describes the methodology to generate wind and pressure fields for the 197
15 storms in the JPM-OS suite. The wind fields specified with this methodology drive the storm surge
16 simulations and the offshore and nearshore wave simulations.

17 **2.5.1 Computational Model**

18 The wind and pressure fields are generated with an Oceanweather Inc (OWI) highly refined meso-
19 scale moving vortex formulation developed originally by Chow (1971) and modified by Cardone et al.
20 (1992). The model is based on the equation of horizontal motion, vertically averaged through the
21 depth of the planetary boundary layer. The numerical modeling grid is represented by a series of
22 nests defined on a rectangular system; the highest resolution residing in the center of the vortex
23 (about 2-km) decreasing in resolution by a factor of two to the outer extremities. It is assumed a
24 tropical system changes structure relatively slowly (over a period of one or more hours). Hence, the
25 spatial and temporal evolution of this system can be represented by a series of *snapshots*

1 representing distinct phases in the storm's process. One added feature of this model is to conserve
2 the integrity in storm's structure so that the horizontal velocity components can be linearly
3 interpolated without loss in energy.

4 This model computes the surface wind and pressure field in tropical cyclones and is referred to as
5 the Planetary Boundary Layer Model, or TC-96 (Thompson and Cardone, 1996). For each simulation
6 in the suite a unique set of input conditions is defined. The data file includes the track position in
7 space and time, the forward speed (V_f) and direction, central pressure, pressure scale radius (R_p), a
8 rotation angle and a pressure profile peakedness parameter termed the *Holland B* factor (Holland,
9 1980). The wind and pressure field is generated and positioned on a fixed longitude/latitude grid
10 system covering the Gulf of Mexico. Using continuity of the storm center, these snapshots are
11 placed in time generating a complete account of the temporal and spatial evolution of a given
12 hurricane. It should be noted that all storm simulations are synthetic conditions based on input
13 criteria of the TC-96 model. Hence, no validation of the results can be pursued. This method has
14 been used successfully for the past decade over a wide range of tropical storm scenarios for a
15 number of studies (Cox and Cardone, 2000). Replacing the validation of the final wind and pressure
16 fields, extensive quality control products (QA/QC) were generated to assure consistency and
17 correctness of the forcing functions used for the wave and surge modeling efforts.

18 **2.5.2 Methodology**

19 The final wind and pressure fields resulting from TC-96 are targeted on a grid domain covering the
20 entire Gulf of Mexico. The lateral boundaries are at -98° to -80° Longitude; 18° to 31° Latitude with a
21 grid resolution of 0.05° (or $3'$). The temporal variation in these fields is set to 1800-s, (30-min
22 average wind) with lengths of storms ranging from 47- to 144-hr. All wind-fields are *marine-exposure*
23 (no effective roughness variations for land/sea changes), generated at a 10-m elevation. The
24 marine-exposure assumption will have implications as each of the tropical systems make landfall
25 altering their state because of differences in the roughness lengths between open water and
26 vegetated states. Each simulation retained consistent time of landfall at the identical date-time stamp
27 of 080100 (month, day, hour). This effectively assured the surge and nearshore wave modeling
28 efforts were synchronized in time. In addition each simulation has a unique name and internally a
29 unique date-time stamp (incrementing the year for each run). The wind and pressure fields were
30 generated for the entire 197-storm suite.

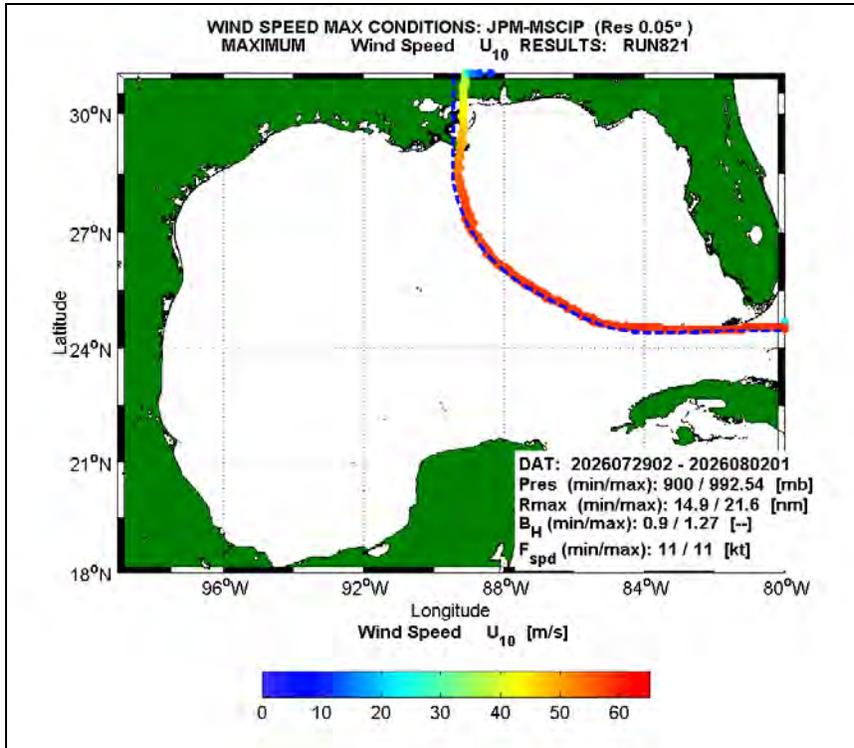
31 **2.5.3 Results**

32 The 197-storm suite was simulated with the TC-96 PBL model and the results were applied as
33 forcing for the surge and wave modeling. Example results for storm 821 of the wind and pressure
34 field generation are given in Figures 2.5-1 to 2.5-5. A series of seven individual graphical products
35 are used in the evaluation of the wind and pressure fields. These identify any inconsistencies that
36 would be attributed to incorrect input conditions to TC-96 since the model itself is very robust. These
37 products include track position and maximum wind speed; maximum (wind magnitude) and minimum
38 (pressure) field conditions over the entire simulation duration; wind and pressure field snapshot at
39 landfall, wind field snapshot at the overall maximum speed in the simulation; and time variation of
40 input.

41 Figure 2.5-1 plots the maximum wind speed found at each snapshot and the storm track position.
42 For each individual snapshot (at 1800-s time step intervals) the maximum wind speed is determined.
43 In general the wind maxima must be to the right of the storm track. If at any time the maximum wind
44 speed location falls to the left of the track a potential error in the input to TC-96 is flagged. As in the
45 case of storm 821 the locations of all maxima are to the right of the storm track. As this storm

1 approaches the coastline and makes landfall, the wind speed decreases from nearly 60-m/s at its
2 maximum to around 40-m/s indicative of filling of the pressure field.

3



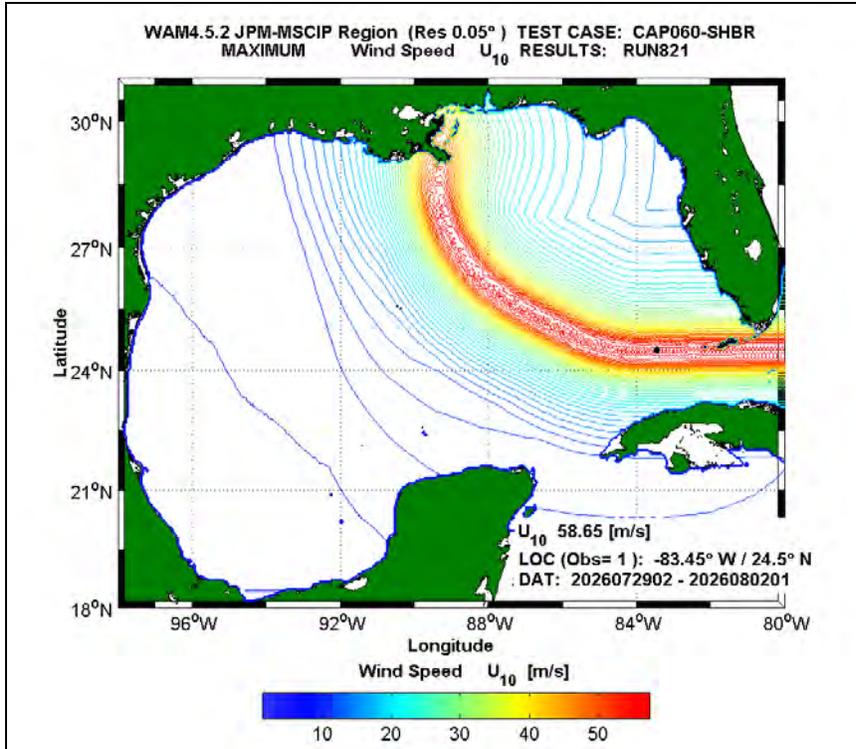
4

5 **Figure 2.5-1. Location and value of maximum individual wind magnitude**
6 **at every snapshot along with the storm track position for storm 821**

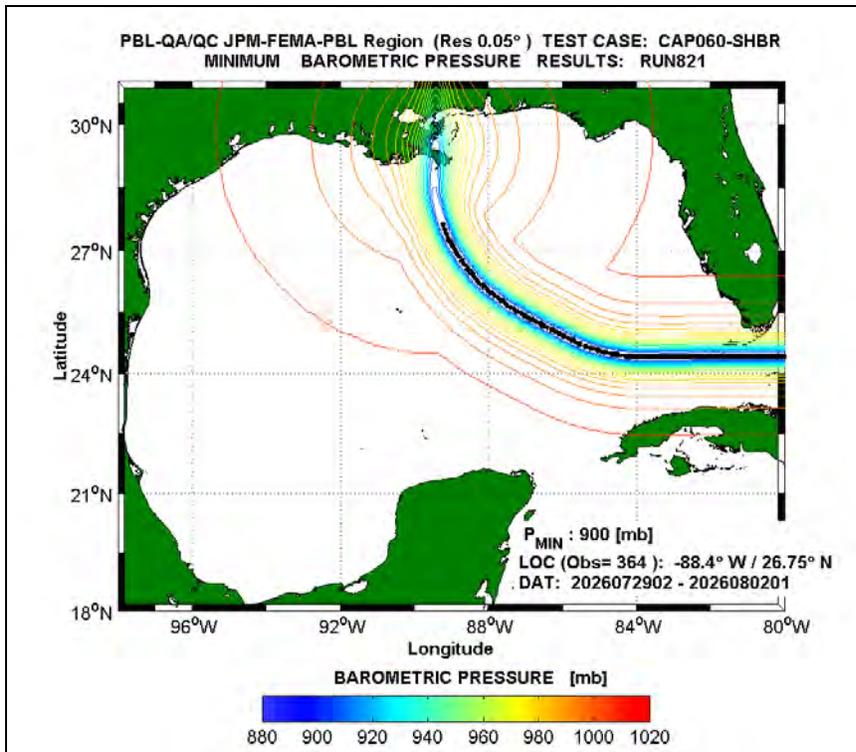
7 Figure 2.5-2 represents the spatial variation of the maximum wind speed, and Figure 2.5-3 is the
8 minimum overall pressure distribution. The wind field product (Figure 2.5-2) reflects the storm's path
9 and displays the spatial coverage of high winds (for this case above 50-m/s), an indication of the
10 breadth in the hurricane core. Figure 2.5-2 also shows the decay in the wind speed magnitude as it
11 makes landfall. The minimum pressure distribution (Figure 2.5-3) clearly shows the storm track
12 position, R_{max} , and where the filling of the pressure field occurs.

13 An example plot of the wind speed and wind direction vectors is shown in Figure 2.5-4. The wind
14 direction vectors have been sub-sampled every 4 grid points, and are pointing toward which the
15 winds are blowing. The directions also tend to reflect the base vortex in the TC-96 methodology.
16 This is clearly evident as you move from the extremities of the storm to its center. The wind speed
17 contouring clearly shows near continuous lines from the land to sea. This is indicative of generating
18 an exclusive set of marine exposure wind fields. The wind speed maximum is found in the right front
19 quadrant of the storm rotated about 45° counterclockwise from the orthogonal to the storm track.

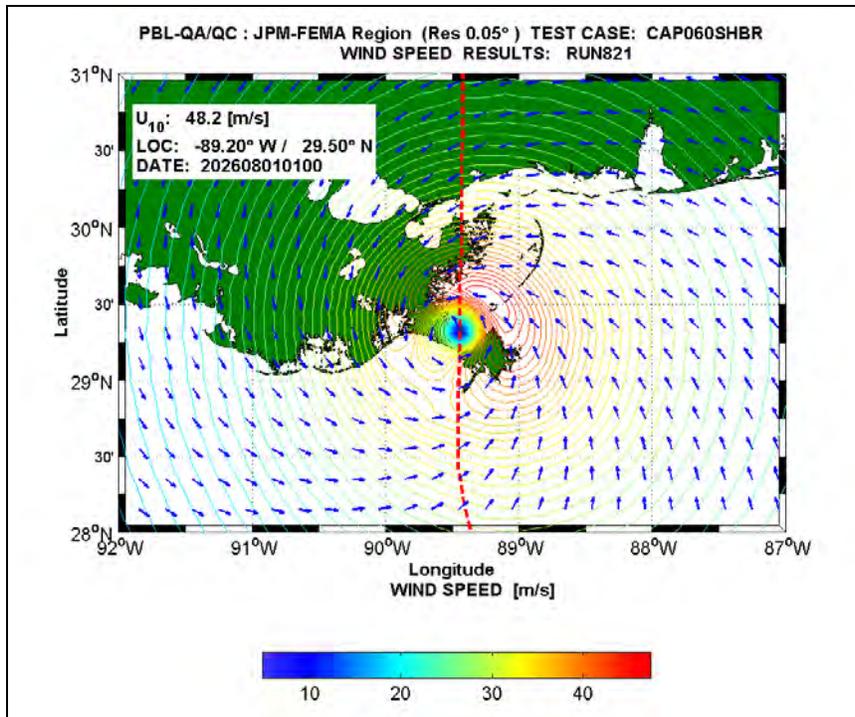
20



1
 2 **Figure 2.5-2. Maximum overall wind speed color contour for storm 821**

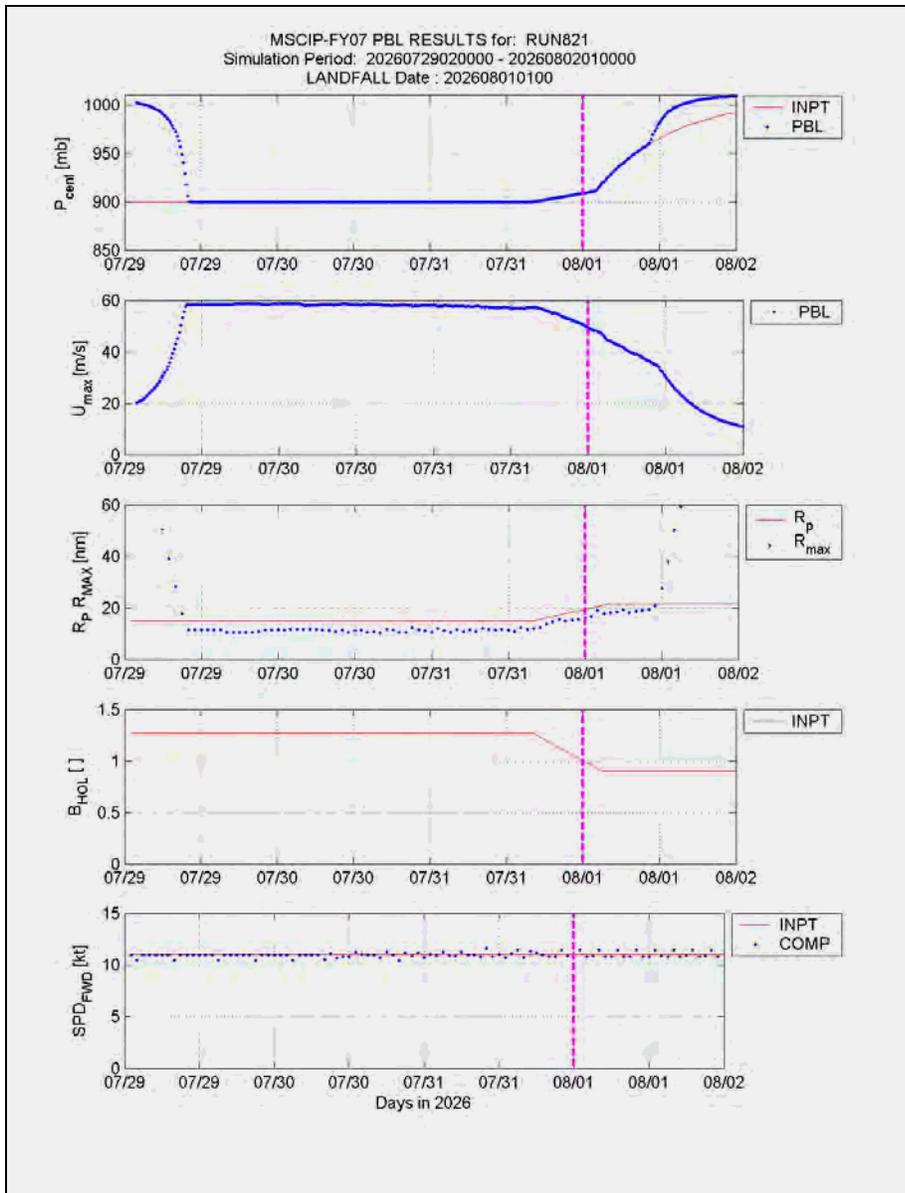


3
 4 **Figure 2.5-3. Minimum overall pressure field color contour for storm 821**



1
2 **Figure 2.5-4. Snapshot of the wind speed (color contoured) and wind**
3 **direction at the landfall time for storm 821**

4 Figure 2.5-5 displays time plots and comparisons between the input files used to build the wind and
5 pressure fields for TC-96 and results obtained from the resulting fields. It displays the minimum
6 pressure from the input and output, the maximum wind speed (only from the output wind fields to
7 check consistency); a comparison between R_p and a computed radius to maximum wind speed
8 (R_{max}); the input Holland B (for consistency checks); and a comparison between the input forward
9 speed and one computed from the field information. There are a few identifiable differences and
10 similarities found in this product. The top panel of Figure 2.5-5 shows a large difference between the
11 input and output minimum pressures. These differences will not influence any of the surge modeling
12 efforts since they lie outside of the ADCIRC simulation times. These differences are attributed to the
13 input file containing minimum pressures that are located outside of the defined grid domain. This
14 also holds true for the comparison between the pressure scale radius (R_p) and the computed R_{max} at
15 the start and end of the simulation. One must also note that R_p and R_{max} are not equivalent
16 variables, but are relatively similar. In addition, the estimate of R_{max} is dependent on the modeled
17 grid resolution of 0.05° or roughly 5.5-km. The value of R_p is a defined finite input value. In general
18 though, despite these differences, any large deviation (more than 20-percent of the value) would be
19 considered as questionable. The fourth panel displays the time variation in Holland B parameter
20 analyzed directly from the input file. This variable is either constant (a value of 1.0) over time, or
21 decreases as it does in this example just prior to landfall. This reflects the filling in the pressure field,
22 as well as a decrease in the wind maximum. For all no constant cases, the Holland B is equal to 1.0
23 at landfall. The lower panel checks for the proper forward speed. The solid line is derived from the
24 input file, while the symbols represent a computed forward speed derived from the output results.
25 The noted oscillations result from the specified grid resolution used with accuracy levels on the order
26 of about 5.5-km. Strong deviations from the input would suggest a phase error in the resulting wind
27 fields and subject to either further testing or evaluation.



1
 2 **Figure 2.5-5. Time plot of input to TC-96 and output derived from the wind**
 3 **and pressure field files for storm 821**

4 **2.6 Offshore Wave Modeling**

5 Offshore waves are required as a boundary condition for the nearshore wave modeling. This section
 6 describes the methodology to generate the offshore waves for the 197 storms in the JPM-OS suite.
 7 The offshore wave model is forced with the wind fields discussed in section 2.5.

8 **2.6.1 Computational Model**

9 The generation of the wave field and directional wave spectra for the various hurricane storm tracks
 10 is based on the implementation of a third generation discrete spectral wave model called WAM
 11 (Komen et al, 1994). This model solves the action balance equation:

$$1 \quad \frac{\partial N}{\partial t} + \vec{c}_G \cdot \frac{\partial N}{\partial \vec{x}} = \omega^{-1} \cdot \sum_i S_i \quad \text{E2.6-1}$$

2 where N is the action density defined by $F(f, \theta, x_i, t)/\omega$, where F is the energy density spectrum defined
 3 in frequency, (f) direction (θ) over space, (x_i) and time, (t) and the radial frequency ω is equal to $2\pi f$.
 4 S_i represent the source-sink terms:

$$5 \quad \sum_i S_i = S_{in} + S_{nl} + S_{ds} + S_{w-b} + S_{bk} \quad \text{E2.6-2}$$

6 S_{in} is the atmospheric input, S_{nl} represents the nonlinear wave-wave interactions, S_{ds} is the high
 7 frequency breaking (white-capping), S_{w-b} is wave bottom effects (bottom friction), and S_{bk} is depth
 8 limited wave breaking. The solution is solved for the spatial and temporal variation of action in
 9 frequency and direction, over a fixed grid defined in x_i (generally a fixed longitude latitude geospatial
 10 grid).

11 Computationally E2.6-1 is solved in two steps. The advection term (second term in E2.6-1) is solved
 12 first accounting for the propagation of wave energy. Each packet of energy in frequency and
 13 direction is moved based on the group speed of that particular frequency band and water depth. This
 14 assumes linear theory and superposition of wave packets. In a fixed longitude latitude grid system
 15 curvature effects are resolved where the energy is propagated in a spherical coordinate system. As
 16 the water depth decreases, the full dispersion relationship is applied. Wave shoaling and refraction
 17 effects the propagation of the energy packets.

18 After every propagation step the solution to the time rate change of the action density is solved
 19 including the source term integration. The wind field is read, and the atmospheric input source (S_{in})
 20 is applied. The nonlinear wave-wave interaction source term is the mechanism that self-stabilizes
 21 the spectral energy, transferring portions of the energy to the forward face and high frequency tail.
 22 Dissipation (S_{ds}) removes portions of energy that become too energetic for the given frequency
 23 band. For application in arbitrary depths energy is removed via the wave-bottom sink (S_{w-b}) and
 24 ultimately in very shallow water the spectrum releases much of its available energy due to breaking
 25 (S_{bk}). A more complete theoretical derivation and formulation of the source terms can be found in
 26 Komen et al. (1994).

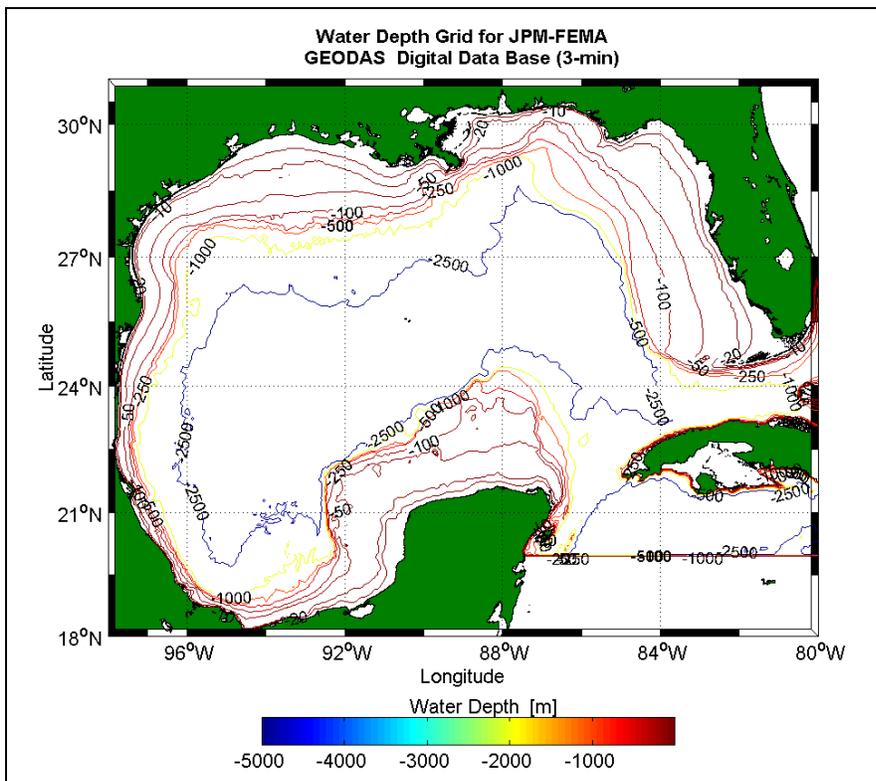
27 **2.6.2 Methodology**

28 The goal of the offshore wave modeling was to provide two-dimensional wave spectra in the coastal
 29 area to be used as input boundary condition to the nearshore wave modeling (STWAVE, Smith et al.
 30 2001). The spectral estimates contain all energy derived from the synthetic storm simulations.

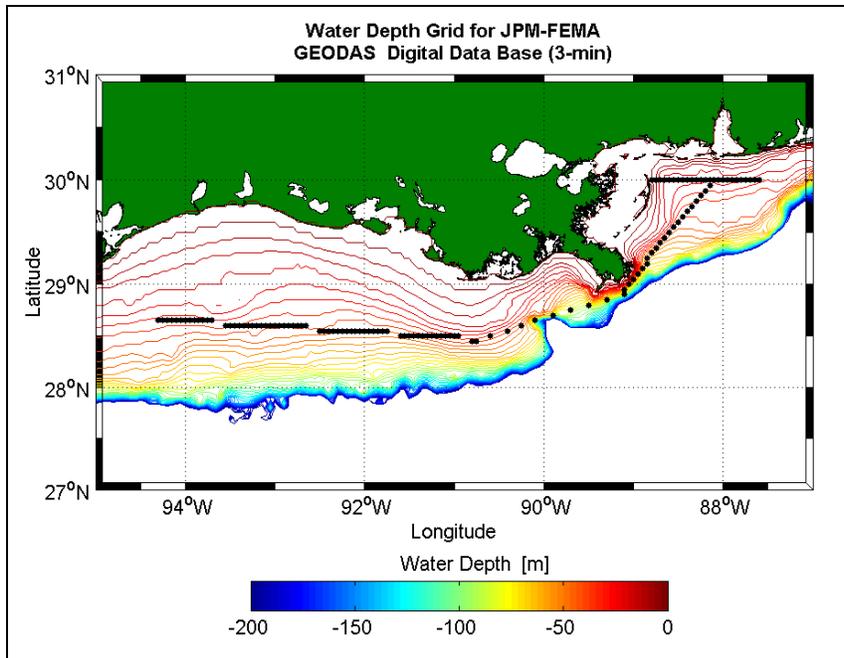
31 Initial sensitivity tests (and past hurricane simulations) indicated that only one grid at a nominal
 32 resolution of 0.05° was required to provide quality wave estimates. The target domain is shown in
 33 Figure 2.6-1. Figure 2.6-2 identifies the save locations for the boundary conditions for the nearshore
 34 transformation modeling STWAVE (Smith et al 2001). Two sets are used in this study. The Alabama-
 35 Mississippi set (AL-MS, ST001-ST025) consist of the line parallel to the Alabama and Mississippi
 36 coastline. The second set is the diagonal line running from the northeast to southwest intersecting
 37 the AL-MS boundary at ST011 and ending at ST046. There are many distinct features that can affect
 38 the incoming wave energy, however most all, with exception to the Mississippi Canyon are landward
 39 of the defined output boundary for STWAVE. The Mississippi Canyon because of its deep water acts
 40 as a filter, attenuating wave energy.

1 Two time steps are applied in the wave model simulations. The propagation time step is set so that
2 numerical stability is attained. The second time step the source term integration is set to the physical
3 processes and relaxation times of S_{in} , S_{nl} , S_{ds} , S_{w-b} . In addition the time steps are required to be
4 integer multiples of the wind input, and for the fine-scale grid also evenly divisible of the basin-scale
5 propagation time step.

6 All simulations are initiated from simple fetch laws using the first wind field. Wave field information
7 files are built for quality assurance, quality control graphical products displaying the temporal and
8 spatial evolution of various wave related parameters for each of the 197 storms. The offshore WAM
9 wave simulations supply the nearshore wave modeling effort supported by STWAVE (Smith, et al,
10 2001). The WAM directional wave spectra are output every 15-min at 28 discrete frequency bands
11 (exponential distribution where $f_{n+1} = 1.1 \cdot f_n$ and $f_0 = 0.031384$), and 24 direction bands centered
12 every 15-deg starting at $\theta_0 = 7.5$). The location of these special output locations are found in Figure
13 2.6-2.



14
15 **Figure 2.6-1. Water depth contours for offshore wave model simulations.**
16 **Depths are in meters.**

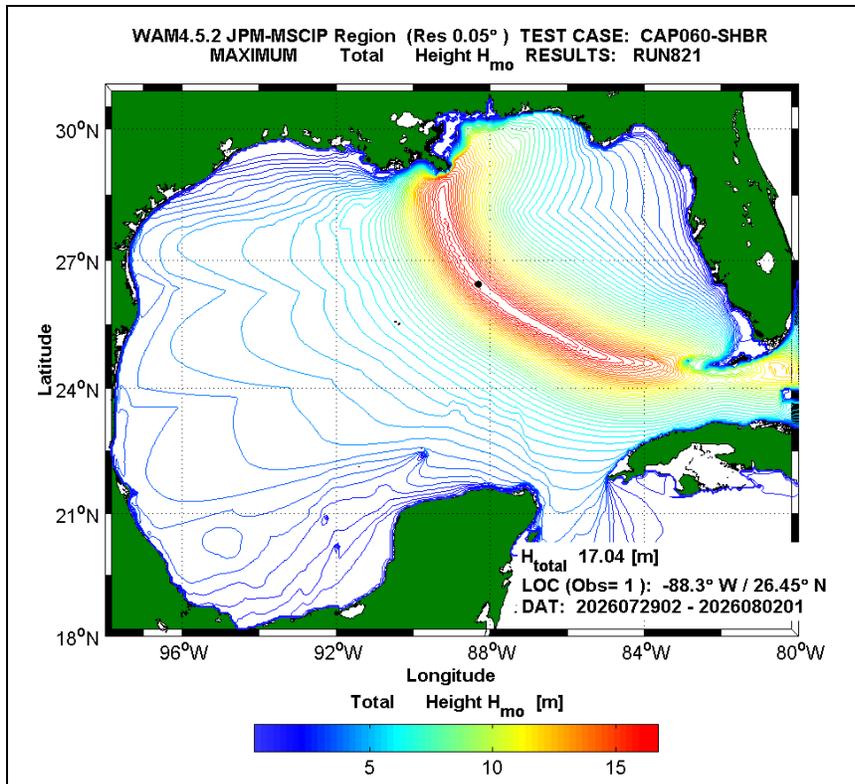


1
 2 **Figure 2.6-2. Refined version of the water depth grid used in offshore**
 3 **wave model simulations. Boundary points closed symbols, and depths**
 4 **are in meters.**

5 **2.6.3 Results**

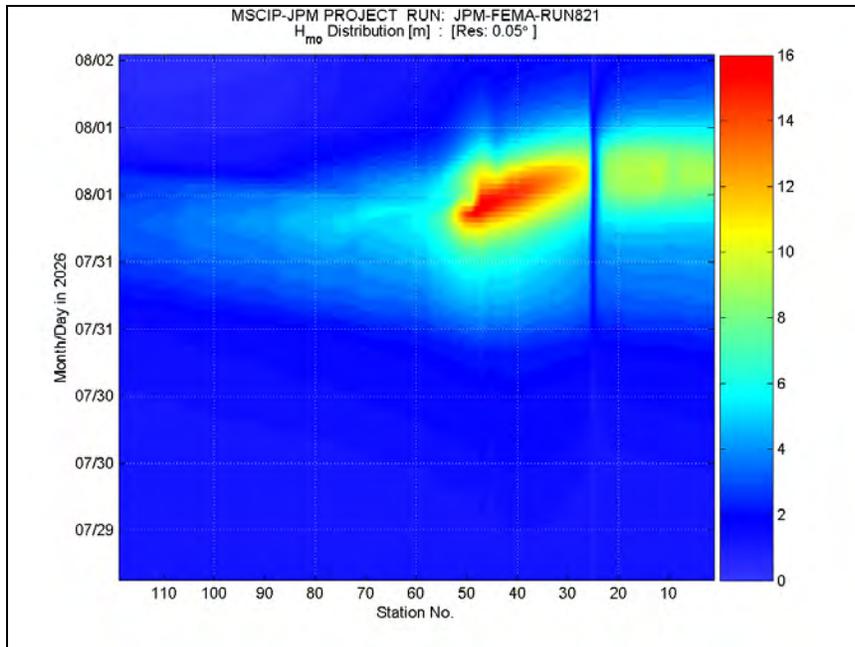
6 Generation of wave estimates based on synthetic storm simulations must be substantiated with
 7 verification/validation of the modeling results based on not only the technology used, but also the
 8 methods applied. This effort has been documented in previous studies (Interagency Performance
 9 Evaluation of the New Orleans and Southeast Louisiana Hurricane Project (IPET),
 10 <https://ipet.wes.army.mil/>) and more recently a Joint Coastal Surge Modeling Effort for the New
 11 Orleans District. These two reports focus on the verification of the WAM results using highly defined
 12 wind fields and also the PBL methods. A series of historical storms (Betsy, 1965, Rita 2005, Ivan
 13 2004, Camille 1969, Katrina 2005 and Andrew 2002) were selected and analyzed.

14 Two-dimensional wave spectra in the coastal area were calculated and output by WAM to be applied
 15 as the input boundary condition to the nearshore wave model STWAVE for the entire 197-storm
 16 suite. Example results of the maximum total significant wave height field for RUN801 are given in
 17 Figure 2.6-3. The envelope of high waves coincides with that of the wind core (see Figure 2.5-2).
 18 The maximum overall H_{m0} for this simulation is 17-m and falls far south of any of the boundary
 19 points. However, there is an area of 10-m maxima running all along the SE-LA boundary extending
 20 well into the Mississippi coastline. The distribution is skewed toward the east sending what appears
 21 to be more energy into the coastline. In the nearshore area, the H_{m0} results diminish to a range near
 22 8-m.



1
 2 **Figure 2.6-3. Maximum overall total significant wave height (in meters)**
 3 **color contour for storm 821**

4 Figure 2.6-4 is an example color contour plot generated to depict the spatial (x axis) and temporal (y-
 5 axis) variation of the significant wave heights at each of the 119 output locations designated for
 6 STWAVE input boundary information. ST001 through ST046 are the points located along the
 7 Mississippi coast. Figure 2.6-4 represents the significant wave heights (integrated from the
 8 directional wave spectra of the STWAVE boundary conditions) for storm 821. Rather than isolate
 9 only station information (ST001 through ST046) along the Mississippi coast, all 119 output locations
 10 are contoured. This aids in the overall evaluation of the wave model's performance, and isolates any
 11 potential problems, not only in the local domain (along the Mississippi-Alabama coastline) but the
 12 entire shoreline reach. The well defined discontinuity around ST025 requires some explanation. The
 13 location of ST001 through ST025 represented in Figure 2.6-2 as the horizontal line seaward
 14 Mississippi Sound and extending to the west to the Chandelier Islands. The water depth decreases
 15 to about 5-m at the western extent. This causes the wave heights to diminish to near zero. ST026 is
 16 the start of the SE-LA boundary (Figure 2.6-2) and starts just offshore of ST012, and is oriented in a
 17 NE/SW direction extending to the tip of Louisiana. For storm 821, there is a distinct lobe of high
 18 energy values (upwards of nearly 16-m) along the SE-LA boundary. Along the Mississippi coast the
 19 wave climate is diminished to 10-m. Despite this reduction in energy level the duration of these high
 20 waves occurs over a 12-hour time span. One must realize some of the energy contained in the
 21 spectrum may not reach the coast, propagating outside of a $\pm 90^\circ$ directional plane at the boundary.
 22 These conditions emulate that found in the maximum wave height graphic (Figure 2.6-3). The
 23 skewed nature of the maximum H_{mo} distribution is evident in this plot, where the Mississippi coastline
 24 is affected despite the landfall being located well to the west.



1
2 **Figure 2.6-4. Spatial and temporal variation in the H_{mo} (in meters) for**
3 **the 119 boundary output locations for storm 821**

4 Directional spectral wave estimates were generated based on the 28 frequency and 24 direction
5 bands at the 46 nearshore locations in the WAM grid domain for the entire 197-storm suite. This
6 information consists of time (900-s) and spatial (0.05-deg) varying energy density (defined here as
7 m^2-s) for the entire storm simulation period. This information is used as input criteria for STWAVE to
8 estimate the nearshore wave environment.

9 **2.7 Nearshore Wave Modeling**

10 This section describes the numerical modeling of nearshore wave transformation and generation.
11 Nearshore waves are required to calculate wave runup and overtopping on structures, and the wave
12 momentum (radiation stress) contribution to elevated water levels (wave setup). First the nearshore
13 wave model STWAVE and the Boussinesq wave model COULWAVE are briefly described, then the
14 modeling methodology is outlined. Finally, example results are presented.

15 **2.7.1 Computational Models**

16 **2.7.1.1 STWAVE**

17 The numerical model STWAVE (Smith 2000; Smith, Sherlock, and Resio 2001; Smith and Smith
18 2001; Thompson, Smith, and Miller 2004; Smith and Zundel 2006; Smith and Sherlock in
19 publication) was used to generate and transform waves to the shore. STWAVE numerically solves
20 the steady-state conservation of spectral action balance along backward-traced wave rays:

$$(C_{ga})_x \frac{\partial}{\partial x} \frac{C_a C_{ga} \cos(\mu - \alpha) E(f, \alpha)}{\omega_r} + (C_{ga})_y \frac{\partial}{\partial y} \frac{C_a C_{ga} \cos(\mu - \alpha) E(f, \alpha)}{\omega_r} = \sum \frac{S}{\omega_r} \quad \text{E2.7-1}$$

where

- C_{ga} = absolute wave group celerity
- x, y = spatial coordinates, subscripts indicate x and y components
- C_a = absolute wave celerity
- μ = current direction
- α = propagation direction of spectral component
- E = spectral energy density
- f = frequency of spectral component
- ω_r = relative angular frequency (frequency relative to the current)
- S = energy source/sink terms

The source terms include wind input, nonlinear wave-wave interactions, dissipation within the wave field, and surf-zone breaking. The terms on the left-hand side of E2.7-1 represent wave propagation (refraction and shoaling), and the source terms on the right-hand side of the equation represent energy growth and decay in the spectrum.

The assumptions made in STWAVE include mild bottom slope and negligible wave reflection; steady waves, currents, and winds; linear refraction and shoaling, and depth-uniform current. STWAVE can be implemented as either a half-plane model, meaning that only waves propagating toward the coast are represented, or a full-plane model, allowing generation and propagation in all directions. Wave breaking in the surf zone limits the maximum wave height based on the local water depth and wave steepness:

$$H_{mo_{max}} = 0.1L \tanh kd \quad \text{E2.7-2}$$

where

- H_{mo} = zero-moment wave height
- L = wavelength
- k = wave number
- d = water depth

STWAVE is a finite-difference model and calculates wave spectra on a rectangular grid. The model outputs zero-moment wave height, peak wave period (T_p), and mean wave direction (α_m) at all grid points and two-dimensional spectra at selected grid points. Recent upgrades to STWAVE include an option to input spatially variable wind and surge fields. The surge significantly alters the wave transformation and generation for the hurricane simulations in shallow areas (such as Lake Pontchartrain) and where low-lying areas are flooded.

The inputs required to execute STWAVE include the bathymetry grid (including shoreline position and grid size and resolution); incident frequency-direction wave spectra on the offshore grid boundary; current field (optional), surge and/or tide fields, wind speed, and wind direction (optional); and bottom friction coefficients (optional). The outputs generated by STWAVE include the fields of energy-based,

1 zero-moment wave height, peak spectral wave period, and mean direction; wave spectra at selected
2 locations (optional); fields of radiation stress gradients to use as input to ADCIRC (optional).

3 **2.7.1.2 COULWAVE**

4 Numerical results based on the standard Boussinesq equations or the equivalent formulations have
5 been shown to give predictions that compared quite well with field data (Elgar and Guza 1985) and
6 laboratory data (Goring 1978, Liu *et al.* 1985). COULWAVE (Cornell University Long and
7 Intermediate Wave model) is based on the Boussinesq-type equations, which are known to be
8 accurate for inviscid wave propagation from fairly deep water (wavelength/depth ~2) all the way to
9 the shoreline (Wei *et al.*, 1995).

10 The model consists of a fairly complex set of partial differential equations that are integrated in time
11 to solve for the free surface elevation. Fundamentally, the Boussinesq equations solved by
12 COULWAVE are inviscid. To accommodate frictional effects, viscous submodels are integrated. To
13 simulate the effects of wave breaking, the eddy viscosity model of Kennedy *et al.* (2000) is used here
14 with some modification as given in Lynett (2006b). Energy dissipation is added to the momentum
15 equation when the wave slope exceeds some threshold value, and continues to dissipate until the
16 wave slope reaches some minimum value when the dissipation is turned off.

17 The moving shoreline condition has been shown to capture shoreline motion due to a wide range of
18 wave frequencies, wave heights, and beach slopes. The shoreline algorithm has been extensively
19 compared with empirical runup laws and existing experimental data for runup due to regular waves.
20 (Korycansky & Lynett, 2005). The model results have also been compared to time-averaged
21 experimental data of overtopping of sloping structures (e.g. Kobayashi & Wurjanto, 1989; Dodd,
22 1998; Hu *et al.*, 2000) with good agreement. The Boussinesq model results were compared with well-
23 established empirical formulas such as those given by Owen (1984) and Van der Meer & Janssen
24 (1995). A noteworthy result of these comparisons is the conclusion that, when using the wave height
25 and water level at the toe of the last simple slope of the structure, there is no accuracy preference
26 between the empirical formulas and the detailed hydrodynamics (Boussinesq). Thus, for relatively
27 simple profiles where the wave height at the structure toe can be estimated with high confidence, the
28 empirical formulas provide the same level of accuracy as the Boussinesq with significantly less
29 computational expense. On the other hand, if the levee is fronted by a series of slopes or an
30 arbitrary shaped protecting structure, some method must be used to provide the wave height at the
31 toe of the last simple slope. For this situation, the Boussinesq can be used to provide this wave
32 height; however the Boussinesq can also provide the overtopping for such a configuration and would
33 be the logical choice for estimating overtopping, provided the computational resources and expertise
34 required by the modeling are available.

35 **2.7.2 Methodology**

36 STWAVE was applied on two grids with 200 m resolution for the Mississippi coast: Eastern
37 Mississippi/Alabama grid and Western Mississippi/Eastern Louisiana grid. The input for each grid
38 includes the bathymetry (interpolated from the ADCIRC domain), surge fields (interpolated from
39 ADCIRC output), and wind (interpolated from ADCIRC output). The wind applied in STWAVE is
40 spatially and temporally variable for all domains. STWAVE was run at 30-min intervals for 93 quasi-
41 time steps (46.5 hrs). The model output includes wave parameters (height, peak wave period, and
42 mean direction) to provide wave parameters for the calculation wave runup and overtopping on
43 structures and radiation stresses to be applied as forcing in ADCIRC to calculate wave setup.

44 The bathymetry grids cover the entire Gulf of Mexico coastline of Mississippi and extend east into
45 Alabama and west into Louisiana at a resolution of 656 ft (200 m). The East MS-AL grid domain
46 covers Eastern Mississippi and Alabama. The domain is approximately 70 by 75 miles (112.6 by 121

1 km). The West MS-Southeast LA grid is approximately 85 by 92 miles (136.6 by 148.8 km) and
2 extends from Mississippi Sound to the Mississippi River. The domain was broken into two parts to
3 capture the transformation of offshore waves from approximately the 100 ft (30 m) depth contour to
4 the shoreline. Figure 2.7-1 shows the bathymetry for the MS-AL grid and Figure 2.7-2 shows the
5 bathymetry for the MS-SE LA grid. Brown areas in the bathymetry plots indicate land areas at 0 ft or
6 higher elevation. These simulations are forced with both the local winds interpolated from ADCIRC
7 and waves interpolated on the offshore boundary from the regional WAM model. The simulations
8 were run with the half-plane version of STWAVE for computational efficiency.

9 Levees and other barriers such as seawalls and roadways are included in the STWAVE and
10 COULWAVE grids as bathymetric/topographic features. The STWAVE grids bathymetry/topography
11 was updated to include the lines of defense 3 and 4. However, the STWAVE model cannot resolve
12 the wave setup that occurs near structures such as levees and seawalls due to the resolution of the
13 grid and the assumption of negligible wave reflection. Local wave setup very near structures such
14 as levees and seawalls can increase the water level at the structure. To capture the additional wave
15 setup near the line of defense structures, COULWAVE was applied. COULWAVE was used to
16 generate a lookup table that, given input wave boundary condition information from STWAVE and a
17 representative profile, computes the additional wave setup and wave height at the toe of the
18 structure.

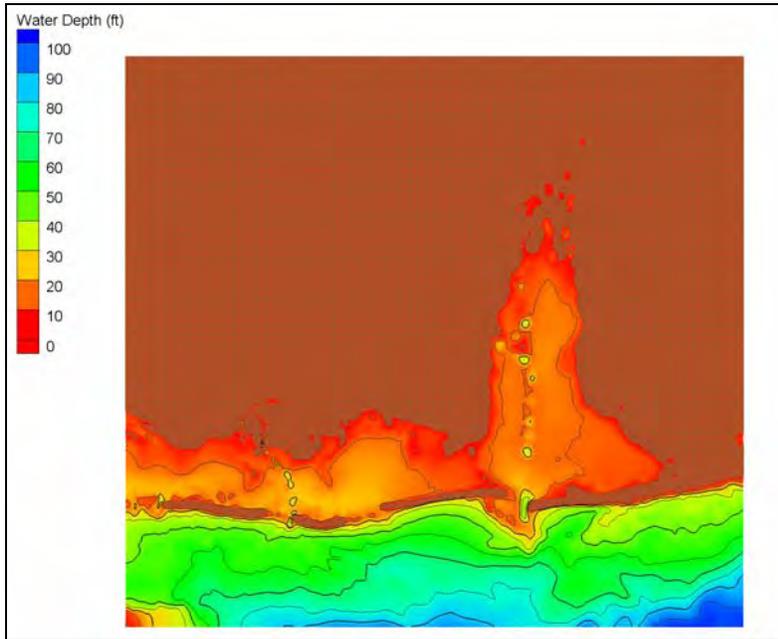
19 Representative profile data was collected at Hancock, west Harrison, east Harrison, and Jackson
20 counties. Profile data that extended from the mainland into Mississippi Sound at locations near
21 Waveland, Pass Christian, Harrison County just west of the western end of Deer Island, and in the
22 Pascagoula area were used to develop the representative profiles for the Mississippi coast. To
23 evaluate lines of defense 3 and 4, which include both a levee and seawall structure, the structures
24 were incorporated into the 4 representative profiles, giving a total of 8 profiles to be simulated. The
25 seawall had a 15 ft (NAVD88 2004.65) elevation for all four profiles. The levee was modeled with a
26 30 ft elevation for the Waveland, Pass Christian, and west of Deer Island profiles; and modeled with
27 a 15 ft elevation on the Pascagoula profile.

28 To develop the lookup table a set of independent parameters and their ranges were specified. The
29 independent parameters are levee slope, levee crest height, incident wave height, peak wave
30 period, and surge water elevation. All of the hydrodynamic parameters are specified at 600 ft from
31 the levee toe, and represent information provided from STWAVE and ADCIRC runs. The levee slope
32 evaluated was 1:3. The seawall was approximated as a very steep slope (5:1). The other
33 parameters used to develop the lookup table are given in Table 2.7-1. For each parameter
34 combination, a Boussinesq simulation was run for the 8 profiles. Save stations near proposed
35 structures were associated with the most appropriate representative profile. For the Mississippi
36 coast, a total of $8 \times 3 \times 3 \times 3 = 216$ simulations were run to create the lookup table.

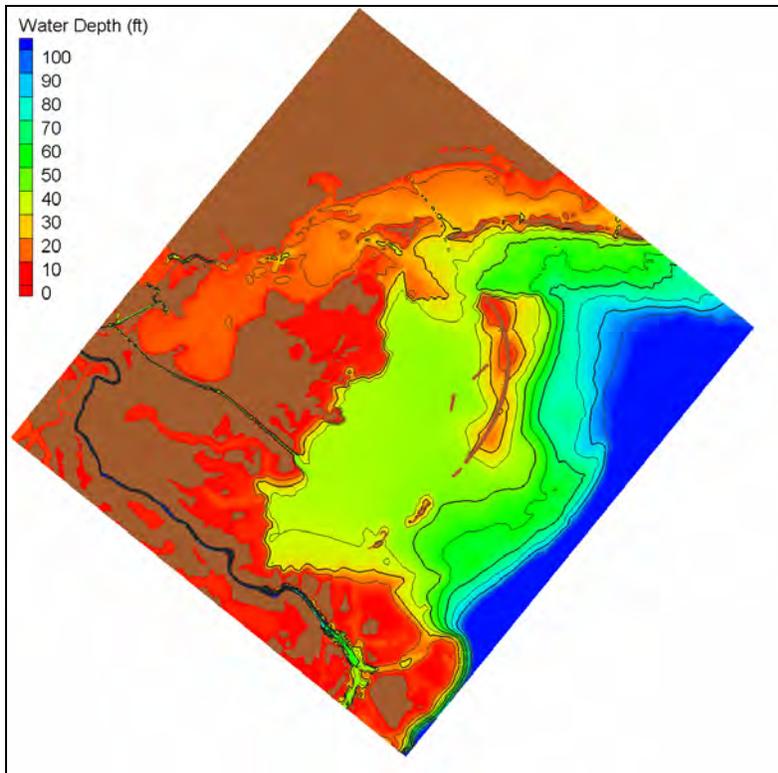
37 For each simulation, time series of free surface elevation, depth-averaged velocity, and mass flux
38 are recorded. Each time series is distilled to a significant wave height, a mean water level (from
39 which the local wave setup is obtained), and a mean flux. Note that mean flux, when measured on
40 the crest of a levee, is identical to the overtopping rate in units of water volume/time per unit length
41 of crest. Using interpolation routines, the wave height, wave setup, and overtopping values for any
42 combination of input conditions bracketed by the independent parameter ranges shown above can
43 be obtained. The lookup table script outputs the wave setup at the structure toe, the wave height at
44 the toe, and the overtopping rate predicted by COULWAVE.

45 The entire 197 storm suite was simulated with STWAVE forced with input boundary conditions
46 calculated by the offshore wave model WAM and water level supplied by the surge model. All storms
47 were run on both STWAVE grids. STWAVE was run for approximately a two-day period for each
48 storm to capture the peak wave conditions. Radiation stress gradients were calculated and applied

1 as a forcing condition to the surge model. To provide the wave height and period for boundary
2 conditions to COULWAVE, the STWAVE output was processed to extract the significant wave height
3 at the surge peak for save stations near the proposed structures.



4
5 **Figure 2.7-1. MS-AL Bathymetry Grid (depths in feet)**



6
7 **Figure 2.7-2. West MS-SE LA Bathymetry Grid (depths in feet)**

1
2

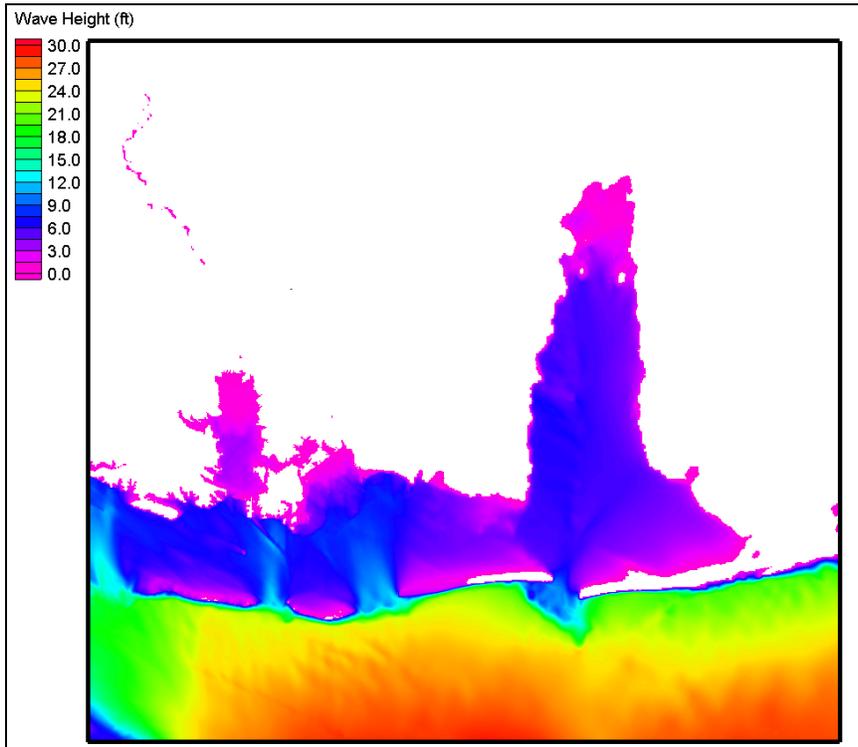
Table 2.7-1.
Water Levels and Wave Parameters Modeled with COULWAVE

Water Level Relative to Structure Crest (ft)	Wave Heights (ft)	Peak Periods (sec)
0	2, 5, 8	8, 12, 16
-2	2, 5, 8	8, 12, 16
-4	2, 5, 8	8, 12, 16

3

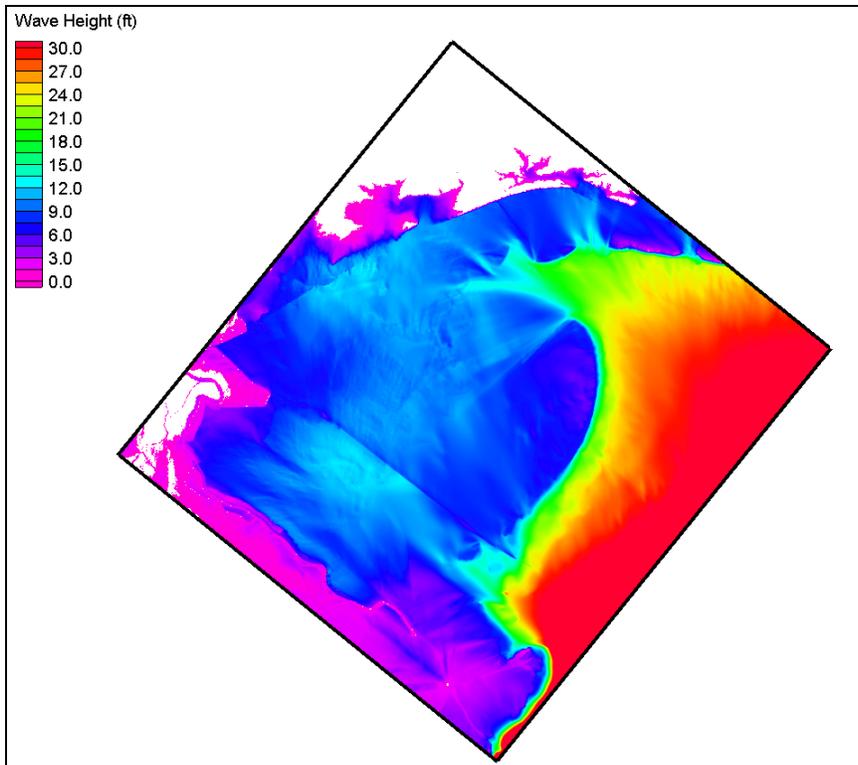
4 **2.7.3 Results**

5 Example output generated from the STWAVE model results are provided in Figures 2.7-3 to 2.7-6.
 6 Figures 2.7-3 to 2.7-4 show the maximum significant wave height and coincident direction produced
 7 by storm 027 for the MS-AL and MS-SE LA grids, respectively. Figures 2.7-5 to 2.7-6 are the peak
 8 wave periods at the time of maximum wave height. The maximum significant wave heights and
 9 periods in representative sections can be selected as boundary conditions for calculating wave
 10 runup and overtopping, wave forcing on structures, or other design purposes.

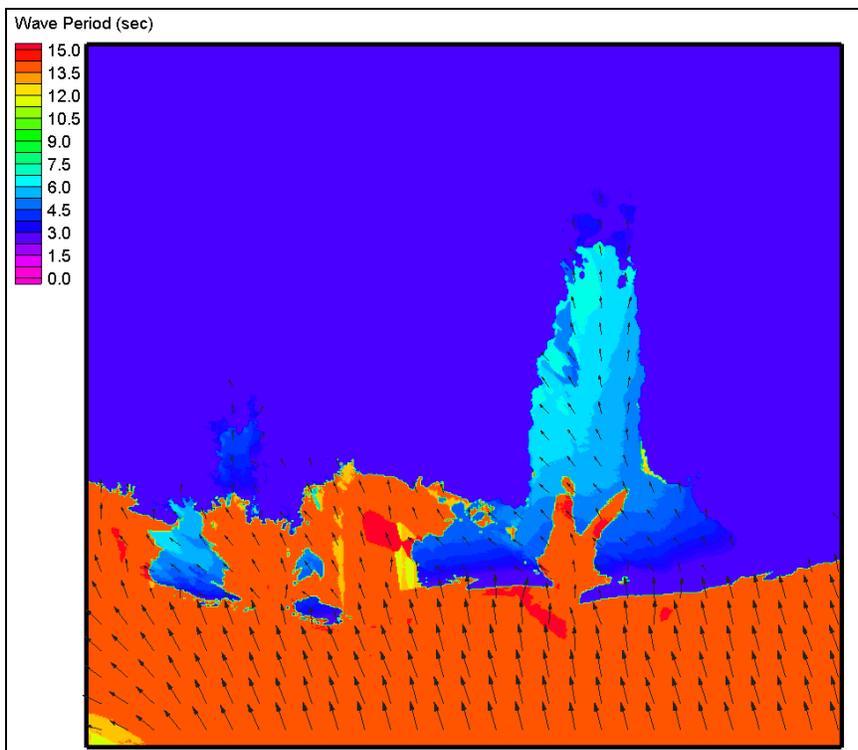


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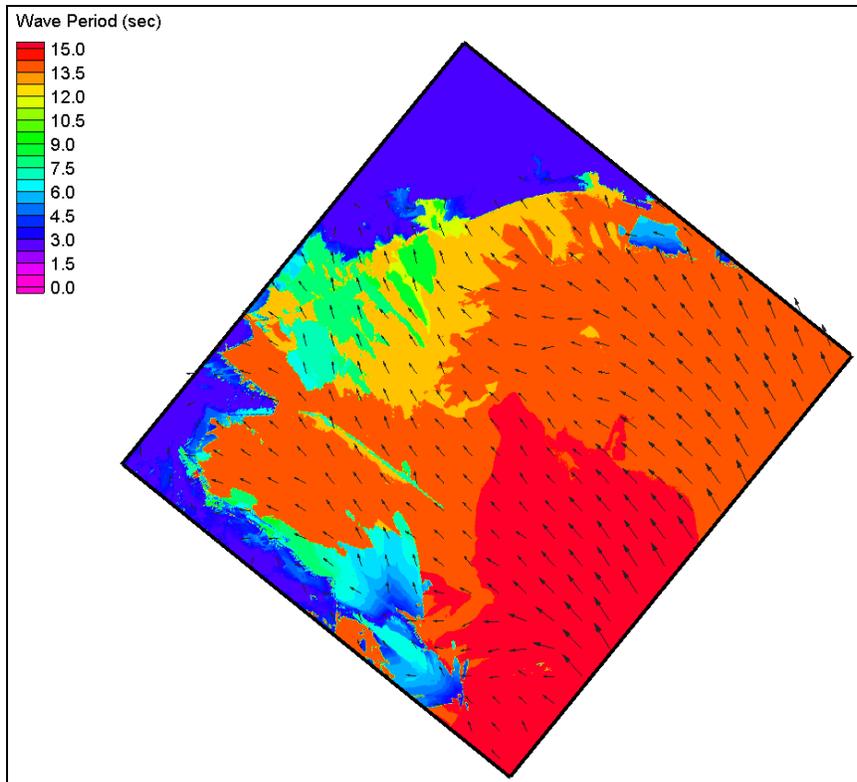
Figure 2.7-3. Maximum significant wave height for the MS-AL grid for storm 027



1
 2 **Figure 2.7-4. Maximum significant wave height for the MS-SE LA grid**
 3 **for storm 027**



4
 5 **Figure 2.7-5. Peak wave period and direction at the time of maximum**
 6 **wave height for the MS-AL grid for storm 027**



1
 2 **Figure 2.7-6. Peak wave period and direction at the time of maximum**
 3 **wave height for the MS-SE LA grid for storm 027**

4 For storm 027 at a save location near a proposed ring levee in the Pascagoula area, the wave height
 5 and period calculated by STWAVE at the peak of the storm was approximately 3.5 ft and 13.5 sec,
 6 respectively. With these input parameters, the wave setup at the toe of the structure obtained from
 7 the COULWAVE generated lookup table was about 1.3 ft. These calculations were made for all 27
 8 storms in the measure evaluation storm suite and the local wave setup was added to the water level.
 9 In general, the additional wave setup calculated near the structure was less than 1 ft, but
 10 occasionally was calculated to be as much as approximately 1.75 ft. Note that this additional wave
 11 setup was only applied to estimate water levels at the proposed lines of defense to assist in
 12 preliminary cost estimation.

13 **2.8 Storm Surge Modeling**

14 The Advanced CIRCulation Model (ADCIRC) was selected as the basis for the surge modeling
 15 effort. The domain and geometric/topographic description and resulting computational grid provides
 16 for a common domain and grid from the Sabine River to Mobile Bay which extends inland across the
 17 floodplains of Southern Louisiana and Mississippi (to the 30 to 75 ft contour NAVD88 2004.65) and
 18 extends seaward to the deep Atlantic Ocean. The grid, referred to as SL15, domain boundaries were
 19 selected to ensure the correct development, propagation and attenuation of storm surge without
 20 necessitating nesting solutions or specifying ad hoc boundary conditions for tides or storm surge.
 21 The grid will be used for all coastal analysis for Louisiana and Mississippi to ensure consistency and
 22 matching solutions at state line/region boundaries.

2.8.1 Computational Model

ADCIRC-2DDI, the two-dimensional, depth-integrated implementation of the ADCIRC coastal ocean model, was used to perform the hydrodynamic computations in this study (Luettich et al. 1992, Westerink et al. 1992, Westerink et al. 1993, Luettich and Fulcher 2004, Luettich and Westerink 2004). Imposing the wind and atmospheric pressure fields, the ADCIRC model can replicate tide induced and storm-surge water levels and currents. In two dimensions, the model is formulated with the depth-averaged shallow water equations for conservation of mass and momentum. Furthermore, the formulation assumes that the water is incompressible, hydrostatic pressure conditions exist, and that the Boussinesq approximation is valid. Using the standard quadratic parameterization for bottom stress and neglecting baroclinic terms and lateral diffusion/dispersion effects, the following set of conservation equations in primitive, nonconservative form, and expressed in a spherical coordinate system, are incorporated in the model (Flather 1988; Kolar et al. 1993):

$$\frac{\partial U}{\partial t} + \frac{1}{r \cos \phi} U \frac{\partial U}{\partial \lambda} + \frac{1}{R} V \frac{\partial U}{\partial \phi} - \left[\frac{\tan \phi}{R} U + f \right] V =$$

E2.8-1

$$- \frac{1}{R \cos \phi} \frac{\partial}{\partial \lambda} \left[\frac{p_s}{\rho_0} + g(\zeta - \eta) \right] + \frac{\tau_{s\lambda}}{\rho_0 H} - \tau_* U$$

$$\frac{\partial V}{\partial t} + \frac{1}{r \cos \phi} U \frac{\partial V}{\partial \lambda} + \frac{1}{R} V \frac{\partial V}{\partial \phi} - \left[\frac{\tan \phi}{R} U + f \right] U =$$

E2.8-2

$$- \frac{1}{R} \frac{\partial}{\partial \phi} \left[\frac{p_s}{\rho_0} + g(\zeta - \eta) \right] + \frac{\tau_{s\lambda}}{\rho_0 H} - \tau_* V$$

$$\frac{\partial \zeta}{\partial t} + \frac{1}{R \cos \phi} \left[\frac{\partial UH}{\partial \lambda} + \frac{\partial (UV \cos \phi)}{\partial \phi} \right] = 0$$

E2.8-3

where

t = time,

λ and ϕ = degrees longitude (east of Greenwich is taken positive) and degrees latitude (north of the equator is taken positive),

ζ = free surface elevation relative to the geoid,

U and V = depth-averaged horizontal velocities in the longitudinal and latitudinal directions, respectively,

- 1 R = the radius of the earth,
2 $H = \zeta + h$ = total water column depth,
3 h = bathymetric depth relative to the geoid,
4 $f = 2\Omega \sin \varphi$ = Coriolis parameter,
5 Ω = angular speed of the earth,
6 p_s = atmospheric pressure at free surface,
7 g = acceleration due to gravity,
8 η = effective Newtonian equilibrium tide-generating potential parameter,
9 ρ_0 = reference density of water,
10 $\tau_{s\lambda}$ and $\tau_{s\varphi}$ = applied free surface stresses in the longitudinal and latitudinal directions,
11 respectively, and
12 τ = bottom shear stress and is given by the expression $C_f(U^2 + V^2)^{1/2} / H$ where C_f is the bottom
13 friction coefficient.

14 The momentum equations (Equations 1 and 2) are differentiated with respect to λ and τ and
15 substituted into the time differentiated continuity equation (Equation 3) to develop the following
16 Generalized Wave Continuity Equation (GWCE):

$$\begin{aligned}
& \frac{\partial^2 \zeta}{\partial t^2} + \tau_0 \frac{\partial \zeta}{\partial t} - \frac{1}{R \cos \phi} \frac{\partial}{\partial \lambda} \left[\frac{1}{R \cos \phi} \left(\frac{\partial HUU}{\partial \lambda} + \frac{\partial (HUV \cos \phi)}{\partial \phi} \right) - UVH \frac{\tan \phi}{R} \right] \\
& \left[-2\omega \sin \phi HV + \frac{H}{R \cos \phi} \frac{\partial}{\partial \lambda} \left(g(\zeta - \alpha \eta) + \frac{p_s}{\rho_0} \right) + \tau_* HU - \tau_0 HU - \tau_{s\lambda} \right] \\
& - \frac{1}{R} \frac{\partial}{\partial \phi} \left[\frac{1}{R \cos \phi} \left(\frac{\partial HVV}{\partial \lambda} + \frac{\partial (HVV \cos \phi)}{\partial \phi} \right) + UUH \frac{\tan \phi}{R} + 2\omega \sin \phi HU \right] \\
& + \frac{H}{R} \frac{\partial}{\partial \phi} \left(g(\zeta - \alpha \eta) + \frac{p_s}{\rho_0} \right) + \tau_* - \tau_0 HV - \frac{\tau_{s\lambda}}{\rho_0} \\
& - \frac{\partial}{\partial t} \left[\frac{VH}{R} \tan \phi \right] - \tau_0 \left[\frac{VH}{R} \tan \phi \right] = 0
\end{aligned}$$

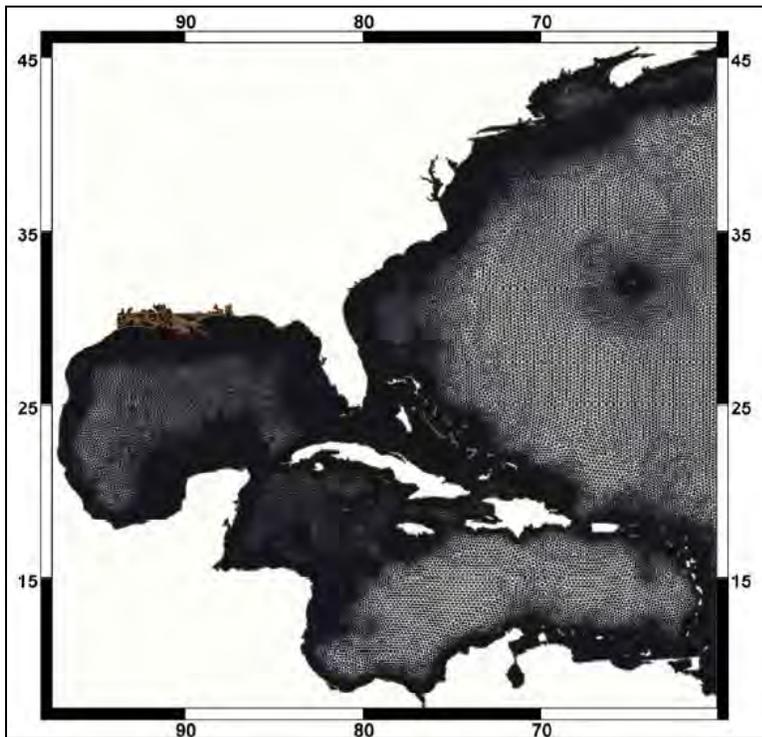
E2.8-4

22 The ADCIRC model solves the GWCE in conjunction with the primitive momentum equations given
23 in Equations 1 and 2. The GWCE-based solution scheme eliminates several problems associated
24 with finite-element programs that solve the primitive forms of the continuity and momentum
25 equations, including spurious modes of oscillation and artificial damping of the tidal signal. Forcing
26 functions include time-varying water-surface elevations, wind shear stresses, and atmospheric
27 pressure gradients.

1 The ADCIRC model uses a finite-element algorithm in solving the defined governing equations over
2 complicated bathymetry encompassed by irregular sea/ shore boundaries. This algorithm allows for
3 extremely flexible spatial discretizations over the entire computational domain and has demonstrated
4 excellent stability characteristics. The advantage of this flexibility in developing a computational grid
5 is that larger elements can be used in open-ocean regions where less resolution is needed, whereas
6 smaller elements can be applied in the nearshore and estuary areas where finer resolution is
7 required to resolve hydrodynamic details.

8 **2.8.2 Methodology**

9 The ADCIRC grid utilized for this study is that which was calibrated and validated for IPET with
10 Hurricane Katrina data and subsequently validated with data from Hurricane Rita for this and other
11 coastal surge studies conducted by USACE. The development of an accurate unstructured grid
12 storm surge model of Southern Louisiana and Mississippi requires appropriate selection of the
13 model domain and optimal resolution of features controlling surge propagation. The SL15 model
14 domain, shown in Figure 2.8-1, has an eastern open ocean boundary that lies along the 60° W
15 meridian, extending south from the vicinity of Glace Bay in Nova Scotia, Canada to the vicinity of
16 Coracora Island in eastern Venezuela (Westerink, Luettich and Muccino 1994, Blain et al. 1994,
17 Mukai et al. 2002, Westerink et al., 2006, Ebersole et al., 2006). This domain has a superior open
18 ocean boundary that is primarily located in the deep ocean and lies outside of any resonant basin.
19 There is little geometric complexity along this boundary. Tidal response is dominated by the
20 astronomical constituents and nonlinear energy is limited due to the depth. The boundary is not
21 located near tidal amphidromes. Hurricane storm surge response along this boundary is essentially
22 an inverted barometer pressure effect directly correlated to the atmospheric pressure deficit in the
23 meteorological forcing; it can therefore be easily specified. This boundary allows the model to
24 accurately capture basin-to-basin and shelf-to-basin physics. Hurricane forerunner and Gulf of
25 Mexico resonant modes can be generated as the hurricane moves from the Atlantic into the Gulf.



26
27 **Figure 2.8-1. The ADCIRC SL15 Unstructured Grid**

1 The grid design provides localized refinement of the coastal floodplains of Southern Louisiana and
2 Mississippi and of the important hydraulic features. The level of detail in Southern Louisiana and
3 Mississippi is unprecedented, with nodal spacing reaching as low as 100 ft in the most highly refined
4 areas. Unstructured grids can resolve the critical features and the associated local flow processes
5 with orders of magnitude fewer computational nodes than a structured grid, because the latter is
6 limited in its ability to provide resolution on a localized basis and fine resolution generally extends far
7 outside the necessary area. The SL15 grid is refined locally to resolve features such as inlets, rivers,
8 navigation channels, levee systems and local topography/bathymetry. In addition, wave breaking
9 zones have been identified based on local bathymetric gradients, and a swath of 150 to 700 ft grid
10 resolution has been placed along the coast and over barrier islands to ensure that the grid scale of
11 the flow model is consistent with that of the STWAVE models. The STWAVE forcing function is
12 accommodated by adding a high level of resolution where significant gradients in the wave radiation
13 stresses and forcing of surge through wave transformation and breaking are the largest. The high
14 resolution zones allow for the strong wave radiation stress gradients to fully force the water body in
15 these important regions and ensures that the resulting wave radiation stress induced set up is
16 sufficiently accurate. Barrier islands were in particular very highly resolved to 150 to 250 ft due to the
17 significant wave breaking and the resulting important wave radiations stresses as well as the very
18 high currents that develop over the features. The SL15 computational grid contains 2,137,978 nodes
19 and 4,184,778 elements. Grid resolution varies from approximately 12-15 mi in the deep Atlantic
20 Ocean to about 100 ft in Louisiana and Mississippi. The high grid resolution required for the study
21 region leads to a final grid with more than 90% of the computational nodes placed within or upon the
22 shelf adjacent to Southern Louisiana and Mississippi, enabling sufficient resolution while minimizing
23 the cost of including such an extensive domain. Geometry, topography and bathymetry in the SL15
24 model were all defined to replicate the prevailing conditions in August 2005 prior to Hurricane
25 Katrina with the exceptions of some of the barrier islands and area between Lake Pontchartrain and
26 Lake Borgne that were included as post Katrina September 2005 configurations. The bathymetric
27 and topographic data was interpolated to the SL15 computational mesh by moving progressively
28 from the coarsest and deepest to finest and shallowest areas of the computational domain.

29 Levee and road systems that are barriers to flood propagation are features that generally fall below
30 the defined grid scale and represent a non-hydrostatic flow scenario. It is most effective to treat
31 these structures as sub-grid scale parameterized weirs within the domain. ADCIRC defines these as
32 barrier boundaries by a pair of computational nodes with a specified crown height (Westerink et al.
33 2001). Once water level reaches a height exceeding the crown height, the flow across the structure
34 is computed according to basic weir formulae. This is accomplished by examining each node in the
35 defined pair for their respective water surface heights and computing flow according to the difference
36 in water elevation. The resulting flux is specified as a normal flow from the node with the higher
37 water level to the node with the lower water level for each node pair. Lines of Defense 3 and 4, as
38 described in Section 2.1, were incorporated into the ADCIRC grid as sub-grid scale weirs. Weir
39 boundary conditions also are implemented for external barrier boundaries, which permit surge that
40 overtops levee structures at the edge of the domain to transmit flow out of the computational area.

41 The entire JPM-OS synthetic storm suite was simulated for the no project condition forced with the
42 wind and pressure fields discussed in section 2.5 and radiation stress gradients calculated by
43 STWAVE (see section 2.7). The ADCIRC and STWAVE models were coupled in that wind and water
44 levels computed by ADCIRC were applied as a boundary condition for STWAVE, STWAVE was run
45 and the resulting radiation stress gradients were then applied as forcing to ADCIRC to compute the
46 final water level.

2.8.3 Results

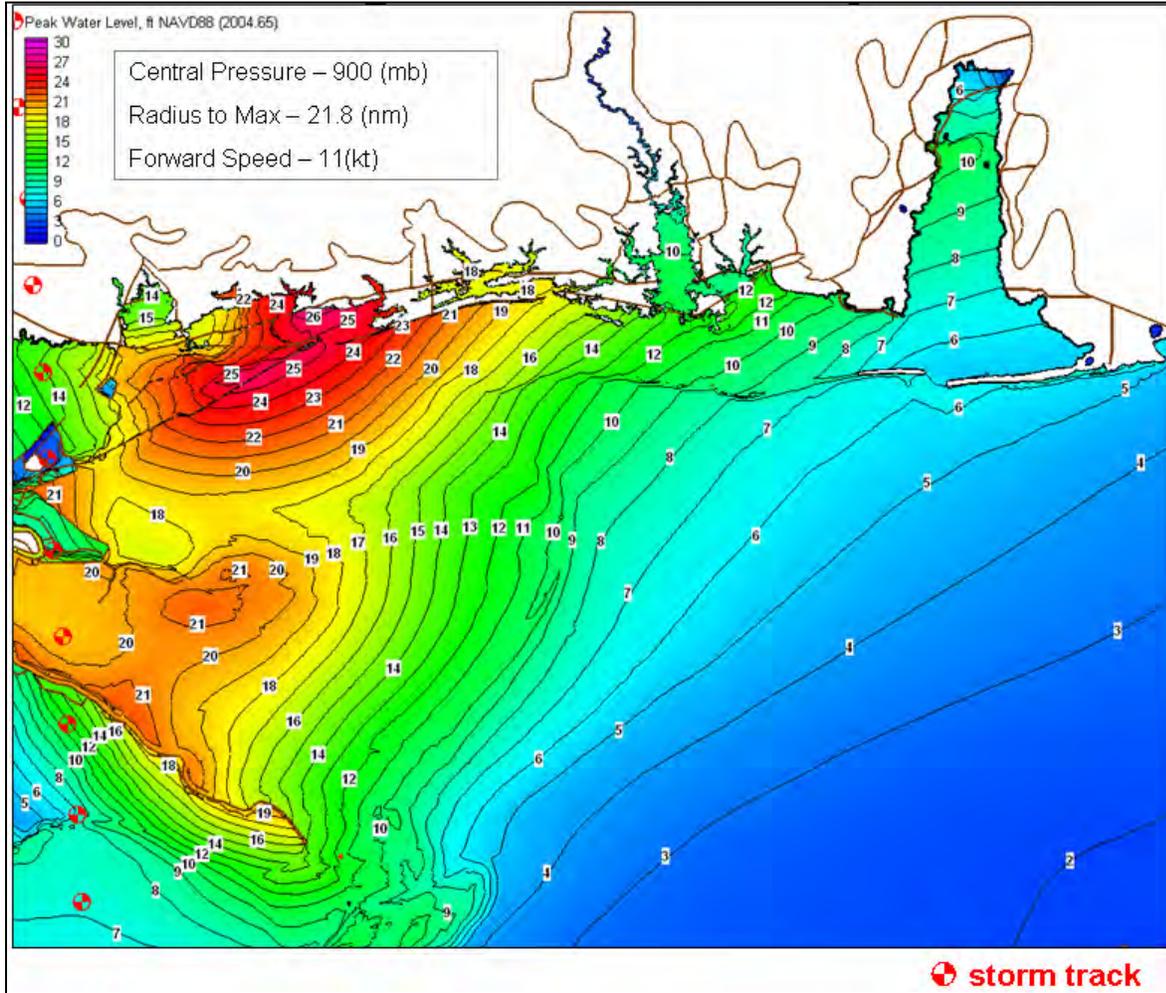
The primary goal of the ADCIRC simulations was to estimate overall peak water level for each storm in the JPM-OS suite for the calculation of stage-frequency curves for the no project condition and with proposed protection measures in place. This involved an examination of the entire spatial domain every 900 seconds (15 minutes) to determine if water levels exceeded the previous time steps maximum water level at any point in the domain. The result of this analysis is a maximum envelope of water level for a given simulation. Example output generated from the ADCIRC model results are provided in Figures 2.8-2 to 2.8-6 and discussed below. The peak surge elevations were saved at stations along the Mississippi coast for the entire JPM-OS storm suite and the computed water levels used as input for the JPM analysis.

Figure 2.8-2 is the envelope of maximum water level for storm 027 for the no project condition, Figure 2.8-3 is the envelope of maximum water level for the same storm with line of defense 3 in place, and Figure 2.8-4 is the difference between the line of defense 3 and the no project condition. For this particular storm, the maximum water level envelope for the no project condition (Figure 2.8-2) shows that the highest water levels are in the vicinity of Saint Louis Bay where the water level reaches 26 ft NAVD88 (2004.65). Approximately 25 miles to the east, Biloxi Bay water levels are at 18 ft NAVD88 (2004.65) and Pascagoula is at 10 ft NAVD88 (2004.65). The bays overflow their banks and the surrounding low-lying areas are inundated. The maximum water level envelope for the line of defense 3 (Figure 2.8-3) shows that the highest water levels are seaward of the line of defense 3 in the vicinity of Bay Saint Louis where the water level in the Gulf reaches 27 ft NAVD88 (2004.65) along the shoreline west of the entrance to Saint Louis Bay. Water within Saint Louis Bay is locally affected by the winds with water levels of 3-5 ft, but generally remains within its banks. Approximately 25 miles to the east, Biloxi Bay water levels are at 3 ft NAVD88 (2004.65) and Pascagoula remains at 10 ft NAVD88 (2004.65) since it is unprotected by the line of defense 3. The difference between the maximum water levels with line 3 of defense and the no project condition (Figure 2.8-4) shows areas in blue (Saint Louis Bay and Biloxi Bay) where water levels are reduced, indicating that the line of defense 3 provides protection to these regions. Water levels are reduced by 18-23 ft in St Louis Bay and 14 ft in Biloxi Bay. Figure 2.8-4 also shows slightly (~1-ft) higher water levels in the Gulf as indicated by the yellow and orange areas.

Figure 2.8-5 is the envelope of maximum water level for the storm 027 with line of defense 4 in place, and Figure 2.8-6 is the difference between the line of defense 4 and the no project condition. The results are very similar to the line of defense 3 results. The maximum water level envelope for the line of defense 4 (Figure 2.8-5) also shows that the highest water levels are seaward of the line of defense 4 in the vicinity of Bay Saint Louis where the water level in the Gulf reaches 27 ft NAVD88 (2004.65) along the shoreline west of the entrance to Saint Louis Bay. Water within Saint Louis Bay is again locally affected by the winds with water levels of 2-5 ft, but generally remains within its banks. Approximately 25 miles to the east, Biloxi Bay water levels are at 3 ft NAVD88 (2004.65) and Pascagoula remains at 10 ft NAVD88 (2004.65) since it is unprotected by the line of defense 4. The difference between the maximum water levels with line 4 of defense and the no project condition (Figure 2.8-6) shows areas in blue (Saint Louis Bay and Biloxi Bay) where water levels are reduced, indicating that the line of defense 4 provides protection to these regions. Water levels are reduced by 18-23 ft in St Louis Bay and 14 ft in Biloxi Bay. Figure 2.8-6 also shows slightly (~1-ft) higher water levels in the Gulf as indicated by the yellow and orange areas.

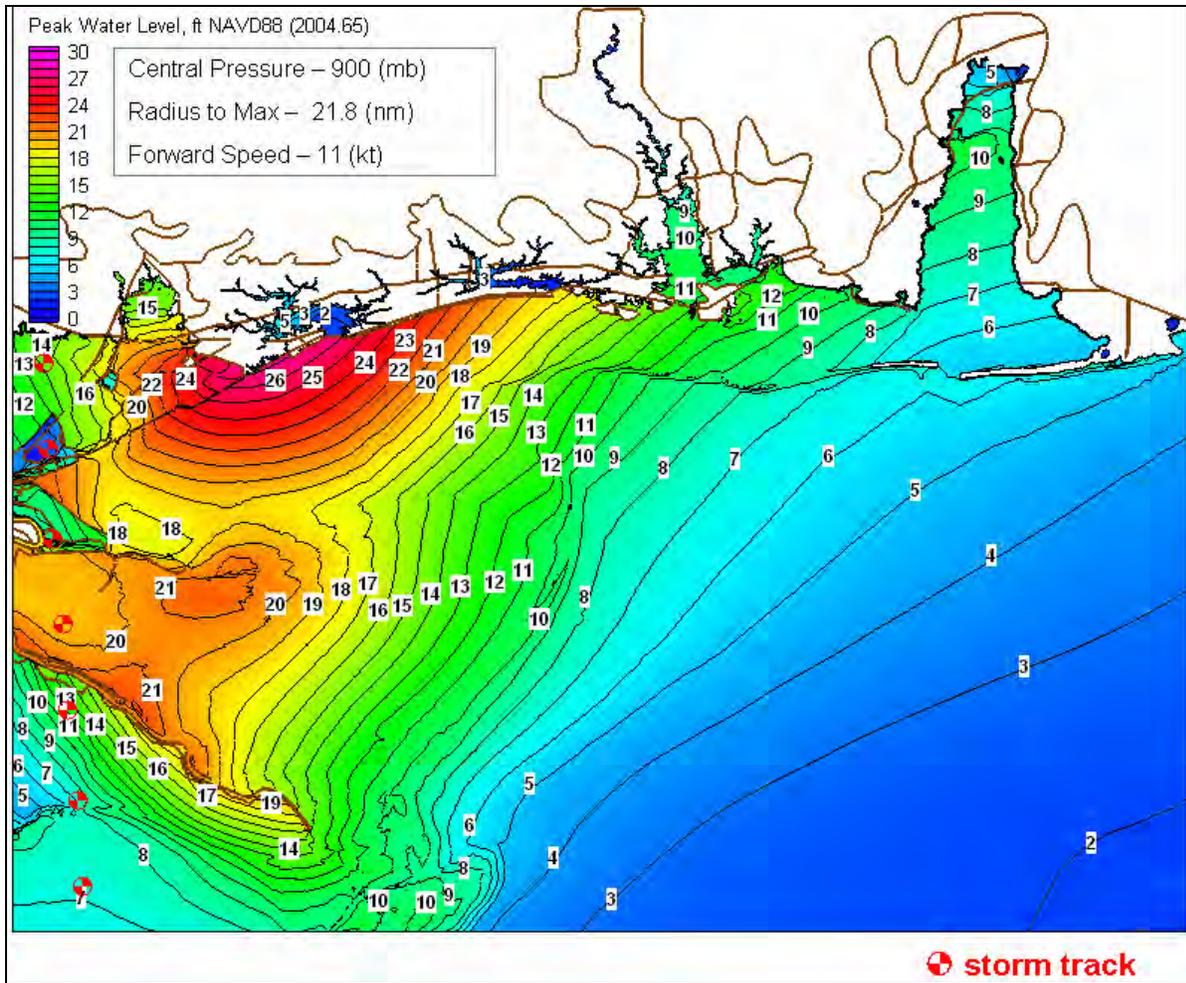
The peak surge elevations were saved at stations along the Mississippi coast for the entire JPM-OS storm suite and the computed water levels used as input for the JPM analysis. The peak surge elevations for the set of storms run with the lines of defense in place were also saved at stations along the coast and stage frequency curves developed with the methodology discussed in section 2.4.3. The resulting stage frequency relationships are given in section 2.9.

1



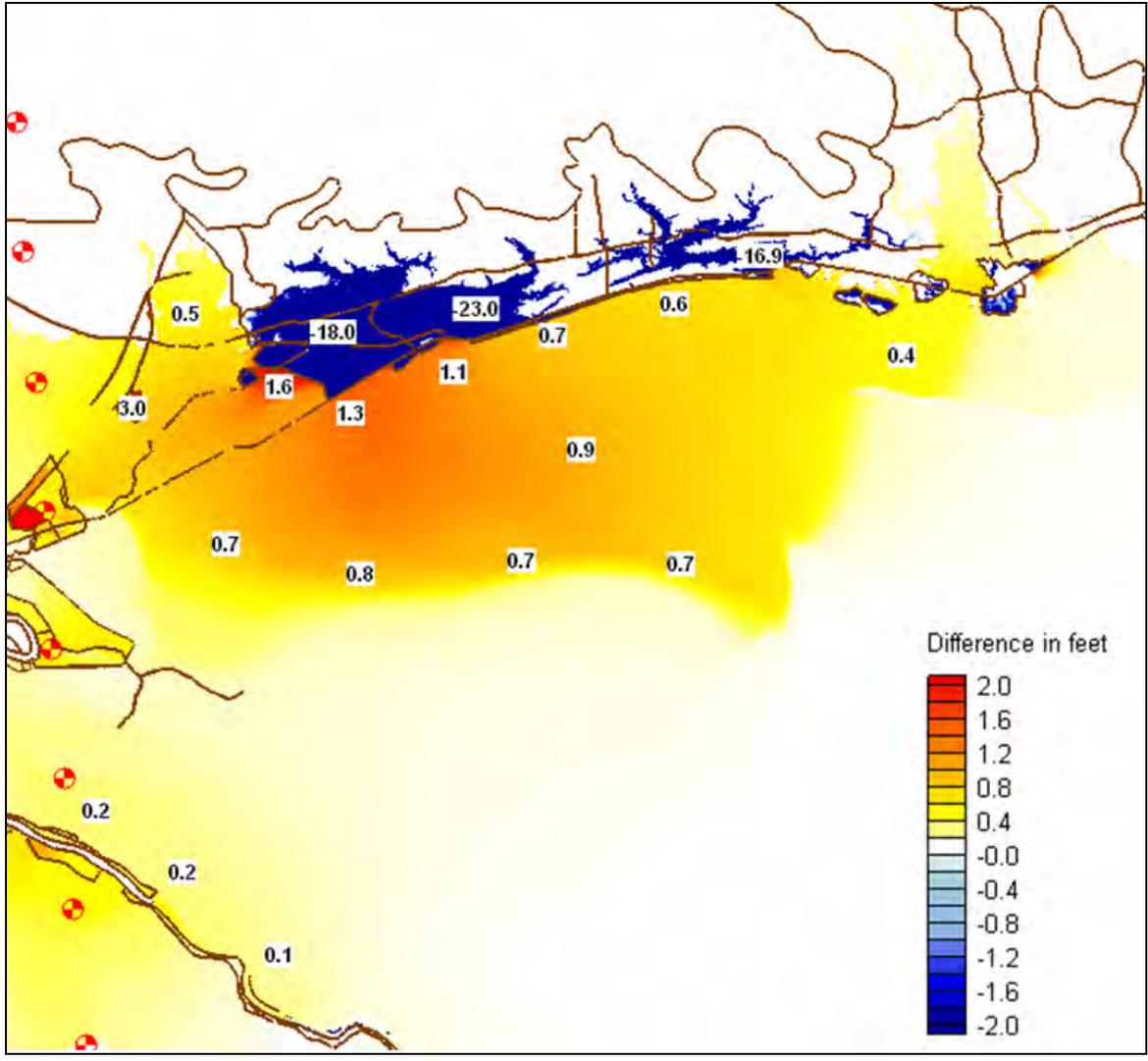
2

3 **Figure 2.8-2. Envelope of maximum water level for storm 027 for the no project condition**

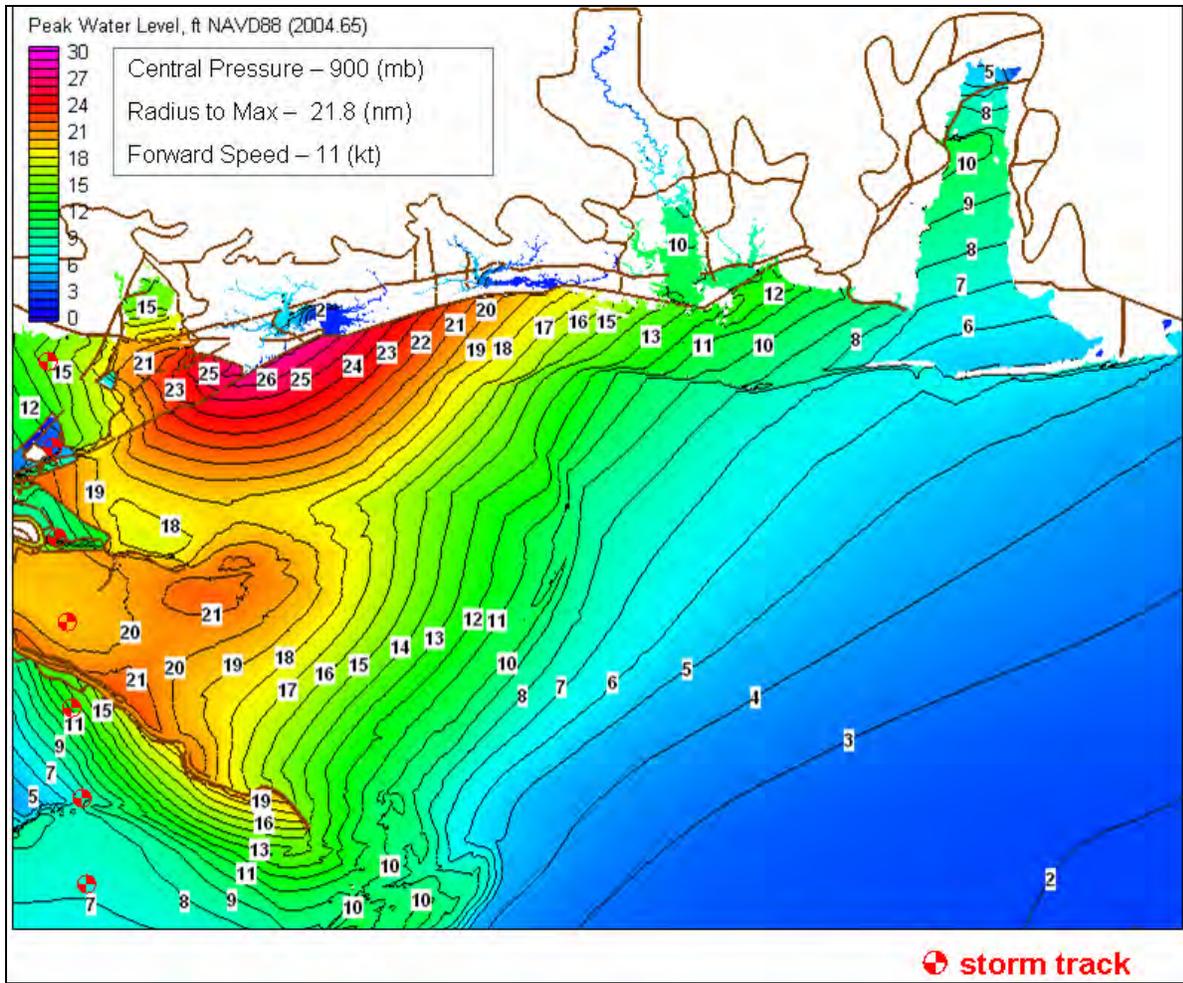


1

2 Figure 2.8-3. Envelope of maximum water level for storm 027 for the line of defense 3

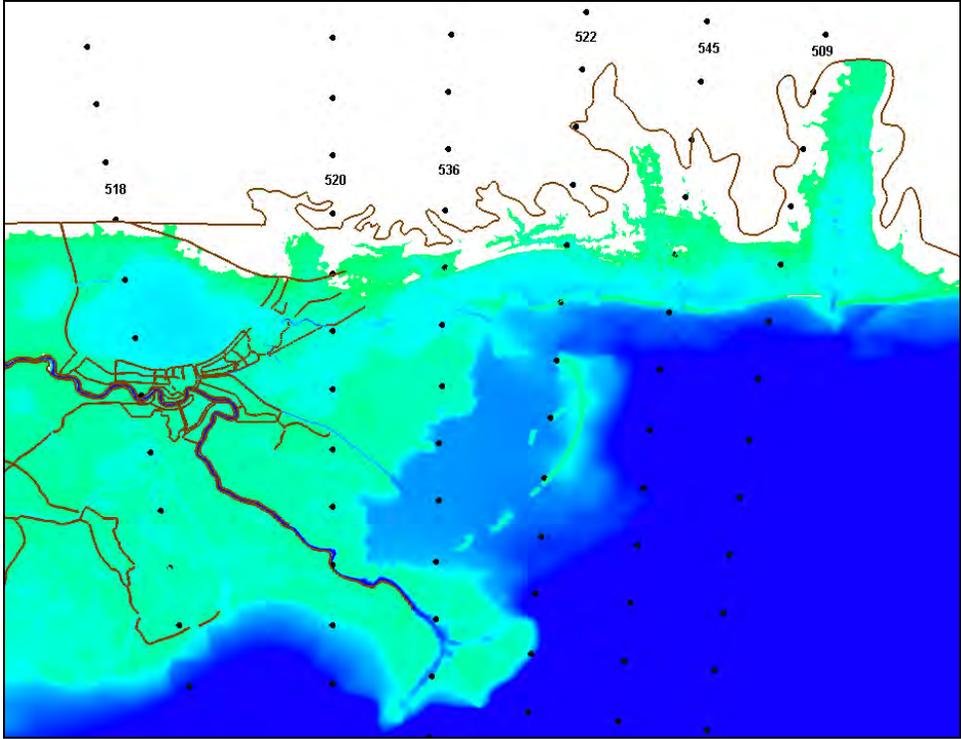


1
 2 **Figure 2.8-4. Difference in maximum water level between line of defense 3 and the no project**
 3 **condition for storm 027**



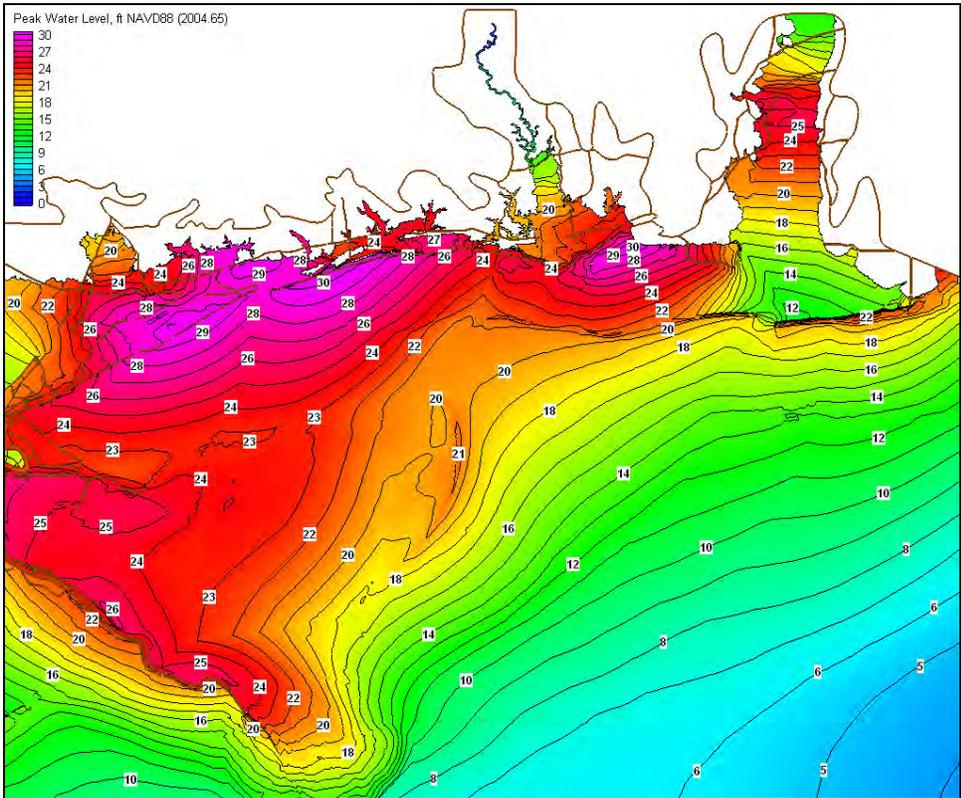
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2 Figure 2.8-5. Envelope of maximum water level for storm 027 for the line of defense 4



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Figure 2.8-7. Storm Tracks for Maximum Possible Intensity Storms



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Figure 2.8-8. Envelope of Maximum Water Level for all MPI Storms

2.9 Stage Frequency Curves

The purpose of hydrodynamic modeling was to estimate the surge and wave conditions for the no project condition and with lines of defense 3 and 4 in place. The expected return periods for those surge and wave conditions is also required to quantify the risk for the existing condition and the level of protection that might be possible with the proposed protection measures. Sixty-two save locations were selected to evaluate damage reaches across Mississippi. The surge and wave conditions at these 62 locations, plus 18 additional locations in the Mississippi Sound and seaward of the barrier islands were saved and analyzed with the JPM-OS methodology described in section 2.4. The calculation of the hydrodynamic conditions has been detailed in sections 2.5 to 2.8. In this section, a description of the integrated modeling system is given and the location of the save stations identified. Finally, the frequency results for both the surge and waves are presented.

2.9.1 Integrated Modeling System

Section 2.4 described the statistical methodology and sections 2.5 to 2.8 detailed the models and methodologies applied for computing the surge and wave estimates for the Mississippi coast. Each component is part of an integrated modeling system. For completeness, the integrated system is presented. A schematic diagram of the system is shown in Figure 2.9-1.

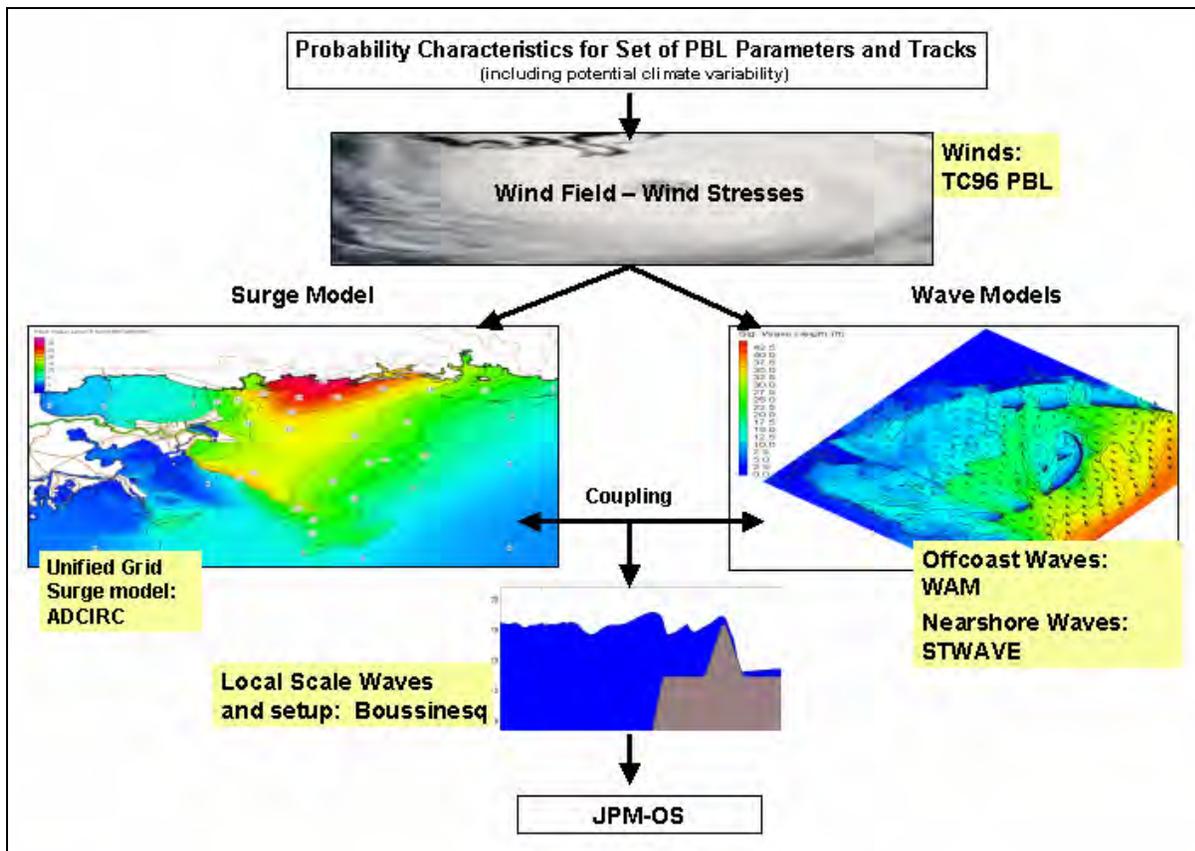


Figure 2.9-1. Diagram of Modeling System for Coastal Inundation Applications

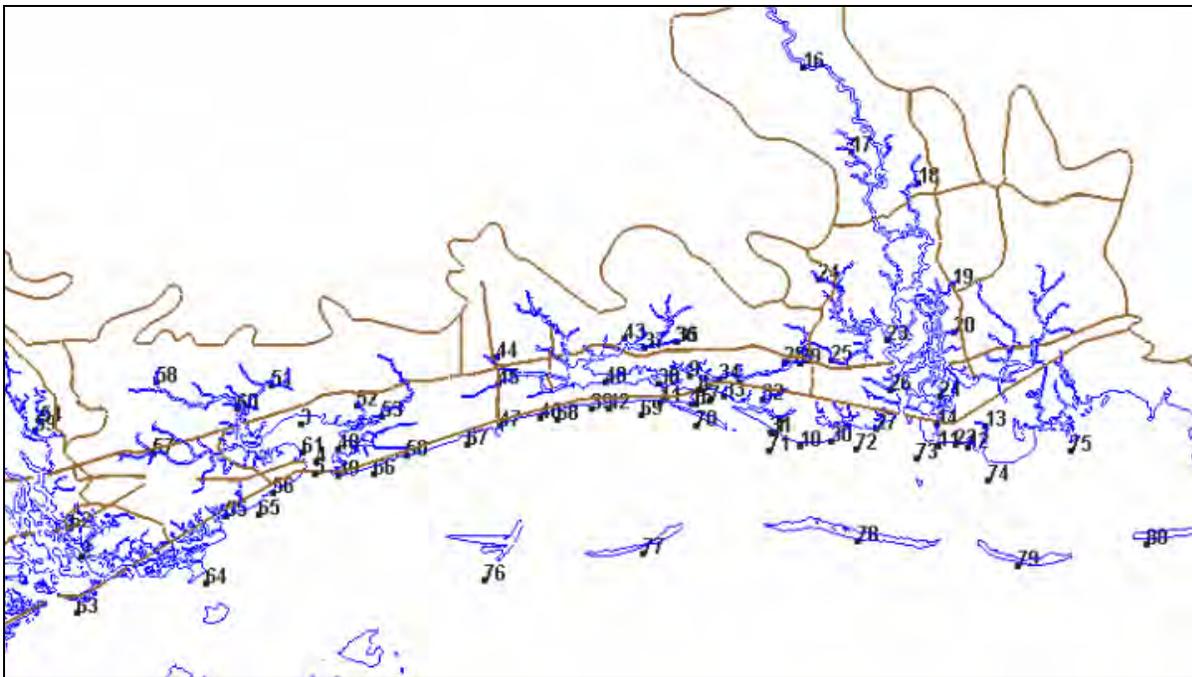
First, for each defined storm (a track and its time-varying wind field parameters) the TC96 PBL model (Thompson and Cardone, 1996) is used to construct 15-minute snapshots of wind and pressure fields for driving surge and wave models. ADCIRC is then run to compute the wind-driven

1 surge component. In parallel with the initial ADCIRC runs, the large-domain, discrete, time-
2 dependent spectral wave model WAM is run to calculate directional wave spectra that serve as
3 boundary conditions for local-domain, near-coast wave model STWAVE. Using initial water levels
4 from ADCIRC, winds that include the effects of sheltering due to land boundaries, and spectral
5 boundary conditions from the large-domain wave model, STWAVE is run to produce wave fields and
6 estimated radiation stress fields. The radiation stress fields are added to the PBL-estimated wind
7 stresses, and the ADCIRC model is run again for the time period during which the radiation stresses
8 potentially make a significant contribution to the water levels.

9 For simulations with the proposed structures, a method based on Boussinesq modeling (using a
10 lookup table based on interpolations from generic runs) is used to provide estimates of the
11 incremental contribution to the water level at the structure. The water levels from the second
12 ADCIRC run and waves from STWAVE in locations adjacent to structures are provided as the
13 boundary conditions for driving the Boussinesq-based runs.

14 **2.9.2 Save Stations**

15 Sixty-two save stations were identified to evaluate damage reaches across Mississippi. The surge and
16 wave conditions at these 62 stations, plus 18 additional stations in the Mississippi Sound and seaward
17 of the barrier islands were saved and analyzed. Figure 2.9-2 shows the location of each station.



18
19 **Figure 2.9-2. Save Station Locations**

20 **2.9.3 Results**

21 **2.9.3.1 Without-Project**

22 The peak surge elevations, maximum wave heights, and peak wave periods were saved at stations
23 along the Mississippi coast for the entire JPM-OS storm suite and used as input for the JPM
24 analysis. The resulting frequency relationships are provided by save station in Tables 2.9-1 to 2.9-3

1 below for water level, wave height, and wave period, respectively. Note that there are no waves at
 2 some of the inland points.

3
 4

**Table 2.9-1.
 Stage-Frequency Relationships – Without Project**

Station Number	Water Level (ft)				
	25-yr	50-yr	100-yr	500-yr	1000-yr
1	8.1	11.3	14.2	19.1	20.8
2	10	13.8	16.3	20.1	21.3
3	10.8	14.9	17.9	23	24.6
4	10.4	14.4	17.3	22.3	23.9
5	10.4	14.4	17.3	22.4	24
6	8.9	12.4	15.4	20.3	22.1
7	8.8	12.3	15.4	20.3	22.1
8	9	12.6	15.6	20.6	22.4
9	9.2	12.9	16	21	22.9
10	8.1	11.2	13.9	18.7	20.4
11	7.7	11.2	13.8	18.3	19.8
12	7.4	10.9	13.6	17.9	19.4
13	7.6	11.3	14	18.3	19.7
14	7.1	9.9	12.1	16.3	17.8
15	9	12.5	15.5	20.3	22.1
16	2.6	3.3	3.8	4.5	4.8
17	3.2	4.2	4.8	6.1	6.5
18	4.2	5.5	6.6	8.5	9.3
19	5.6	7.4	8.9	11.8	13
20	5.9	7.9	9.6	12.9	14.2
21	6.3	8.6	10.6	14.5	15.9
22	7.7	11.2	13.9	18.2	19.8
23	5.8	7.7	9.3	12.4	13.6
24	5.7	7.5	9	12	13.5
25	6.1	8.1	9.8	12.6	13.7
26	6.3	8.4	10.2	13.8	15.1
27	8.1	11.4	13.9	18.7	20.3
28	7.1	9.7	11.6	15	16.3
29	6.9	9.3	11.2	14.4	15.5
30	8.2	11.6	14.2	19	20.7
31	8.1	11.3	14.2	19.1	20.8
32	8.4	11.8	14.8	19.8	21.6
33	8.8	12.3	15.4	20.4	22.3
34	8.7	12.2	15.2	20	21.8
35	8.3	11.3	13.5	17.2	18.5
36	8.3	11.3	13.5	17.2	18.5
37	8.7	11.8	14.1	17.9	19.2
38	9.1	12.6	15.5	20.1	21.8
39	9.7	13.5	16.4	21.2	23
40	9	12.1	14.4	18.3	19.7
41	9.1	12.8	15.7	20.5	22.3

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Table 2.9-1.
Stage-Frequency Relationships – Without Project (continued)

Station Number	Water Level (ft)				
	25-yr	50-yr	100-yr	500-yr	1000-yr
42	9.5	13.3	16.2	21	22.8
43	8.9	12	14.3	18.3	19.6
44	9.1	12	14.1	17.7	18.8
45	8.8	11.6	13.7	17.2	18.3
46	10.2	13.9	16.7	21.6	23.4
47	10.7	14.2	17	22.1	23.9
48	10.4	14.3	17.2	22.2	23.8
49	10.5	14.3	17.3	22.6	24.3
50	10.8	14.3	17.2	22.6	24.4
51	10.5	14.4	17.1	21.6	23
52	10.4	14.3	17.3	22.4	24
53	10.3	14.1	17.1	22.2	23.8
54	6.8	9.7	11.6	14.6	15.6
55	10.9	15.1	18.1	22.9	24.3
56	10.7	14.8	17.8	22.8	24.4
57	8.9	12.1	14.3	18.2	19.4
58	10.1	13.7	16.3	20.4	21.6
59	6.9	9.9	11.8	14.9	16
60	10.6	14.5	17.2	21.6	23
61	10.6	14.5	17.5	22.4	24
62	9.6	13.5	16	20.1	21.4
63	10.1	14.1	16.5	20.3	21.5
64	10.3	14.2	16.9	21.2	22.5
65	10.6	14.7	17.6	22.5	24
66	10.6	14.2	17.1	22.4	24.2
67	10.6	14.1	16.8	22	23.8
68	10	13.7	16.5	21.4	23.1
69	9.1	12.7	15.7	20.4	22.2
70	8.5	12	14.9	19.6	21.3
71	8	11.1	13.8	18.5	20.2
72	7.9	11.2	13.7	18.4	20
73	7.5	10.8	13.3	17.7	19.2
74	7	10.3	13.2	17.4	18.8
75	6.9	10.3	14	18.7	20.2
76	9.4	12.2	14.3	17.8	19.1
77	8	11	13.2	16.8	18
78	6.7	9.6	12.1	15.9	17.3
79	5.8	8.7	11.7	15.7	17
80	5.6	8.3	11.7	16.1	17.3

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**Table 2.9-2.
Wave Height-Frequency Relationships – Without Project**

Station Number	Significant Wave Height (ft)				
	25-yr	50-yr	100-yr	500-yr	1000-yr
1	3.5	4.9	5.9	7.3	7.7
2	1.3	2.7	3.8	6	6.8
3	2.4	3.3	4	5.5	6
4	2	3.4	4.6	7.3	8.1
5	2.8	4.2	5.6	8	8.7
6	2.9	4.6	5.9	8.1	8.8
7	3.4	5.2	6.7	9.1	9.9
8	2.6	4.4	5.7	8	8.7
9	1.8	3.1	4	5.5	6
10	4.4	5.6	6.6	8	8.3
11	2.1	3.2	4.1	6.1	6.5
12	5	6.4	7.5	9.5	10
13	0.2	0.5	0.9	1.3	1.5
14	0.4	0.8	1.3	2.2	2.5
15	2.2	4.1	5.3	7.3	8
16	0	0	0	0	0
17	0	0	0	0	0
18	0	0	0	0	0
19	0	0	0	0	0
20	0.1	0.2	0.3	0.6	0.7
21	0.6	1.3	1.9	3.1	3.3
22	4.3	6	7.3	9.5	10.2
23	0.5	1	1.4	2.2	2.6
24	0	0	0	0	0
25	0	0	0	0	0
26	0.8	1.6	2.3	3.4	3.7
27	3.3	4.4	5.6	7.2	7.6
28	0	0	0	0	0
29	0	0	0	0	0
30	4.4	5.8	6.7	8.3	8.9
31	3.8	5.1	6.1	7.4	7.8
32	0.3	0.8	1.3	2.3	2.7
33	2.7	4.4	5.8	7.8	8.5
34	0	0.1	0.1	0.2	0.3
35	0	0	0	0	0
36	0	0	0	0	0
37	0	0	0	0	0
38	0.8	1.2	1.6	2.3	2.7
39	5.1	6.2	7	8.1	8.6
40	1	1.4	1.8	2.6	2.9
41	4.6	6.1	7.2	8.9	9.4
42	5.5	6.7	7.4	8.6	9.1
43	0	0	0	0	0
44	0	0	0	0	0

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Table 2.9-2.
Wave Height-Frequency Relationships – Without Project (continued)

Station Number	Significant Wave Height (ft)				
	25-yr	50-yr	100-yr	500-yr	1000-yr
45	0	0	0	0	0
46	4.5	5.5	6.4	8	8.5
47	4.4	5.8	6.5	7.8	8.4
48	0.5	1.1	1.8	4	4.7
49	3.1	4.4	5.6	8.2	8.9
50	0.5	1.8	3.9	7.3	8.5
51	0	0	0	0	0
52	0	0.1	0.1	0.2	0.3
53	0.1	0.2	0.3	0.6	0.7
54	0	0	0	0	0
55	2.7	4	5.3	7.4	8.1
56	3	4.4	5.8	8.4	9.1
57	0	0	0	0	0
58	0	0	0	0	0
59	0	0	0	0	0
60	0.6	1.2	1.8	2.6	3
61	2	3.1	4	5.7	6.3
62	0.5	1.2	1.8	3.8	4.5
63	2.5	4.1	5.5	8.1	9.2
64	3	4.2	5.2	7.6	8.4
65	3.7	5.1	6.3	9	9.8
66	4.2	5.1	6.1	8.4	9.2
67	5.1	6.1	6.7	8.1	8.7
68	4.4	5.5	6.4	8	8.4
69	6.3	7.6	8.4	9.8	10.2
70	5.5	6.9	8	9.6	10.2
71	5	6.1	7	8.3	8.7
72	5.2	6.6	7.7	9.8	10.5
73	4.8	6	6.8	8.3	8.8
74	4.7	6	6.8	8.1	8.4
75	6.4	7.7	9.6	11.3	11.7
76	8.3	9.9	11	13	13.6
77	10.6	12.4	13.6	15.5	16.1
78	10.4	12.2	13.6	16	17
79	11.9	13.6	15.1	17	17.5
80	10	11.5	13.3	15.4	15.9

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Table 2.9-3.
Wave Period-Frequency Relationships

Station Number	Peak Wave Period (sec)				
	25-yr	50-yr	100-yr	500-yr	1000-yr
1	8.4	11.6	13.9	16.3	16.3
2	3.4	6.3	7.9	12.6	14.4
3	3.8	5.1	6.7	9.9	11.1
4	5.5	7.0	8.0	10.2	11.0
5	7.0	9.2	11.1	14.6	14.9
6	6.2	10.1	13.0	15.9	16.3
7	9.5	12.7	14.2	16.3	16.3
8	5.9	8.9	12.1	14.7	15.6
9	6.0	8.3	11.7	14.8	15.6
10	9.5	12.6	14.3	16.3	16.3
11	10.7	13.1	14.9	16.3	16.3
12	11.7	13.0	14.0	14.9	14.9
13	2.3	2.6	3.0	3.5	3.8
14	4.4	5.2	5.8	7.0	7.4
15	5.3	7.5	9.8	13.6	14.6
16	2.2	2.4	2.4	2.4	2.4
17	2.2	2.4	2.4	2.4	2.4
18	2.2	2.4	2.4	2.4	2.4
19	2.2	2.4	2.4	2.4	2.4
20	2.2	2.4	2.6	2.9	2.9
21	2.4	2.8	3.2	4.1	4.5
22	12.1	13.2	14.1	14.9	14.9
23	3.0	3.5	3.9	4.3	4.3
24	2.2	2.4	2.4	2.4	2.4
25	2.2	2.4	2.4	2.4	2.4
26	2.4	2.9	3.3	3.9	4.2
27	8.5	11.6	14.0	16.3	16.3
28	2.2	2.4	2.4	2.4	2.4
29	2.2	2.4	2.4	2.4	2.4
30	5.2	7.1	10.7	14.9	14.9
31	10.4	12.3	13.6	16.1	16.3
32	2.6	3.4	4.3	8.5	11.2
33	10.2	12.7	13.9	16.3	16.3
34	2.2	2.4	2.6	2.9	2.9
35	2.2	2.4	2.4	2.4	2.4
36	2.2	2.4	2.4	2.4	2.4
37	2.2	2.4	2.4	2.4	2.4
38	2.7	3.2	3.7	4.4	4.7
39	11.4	12.8	13.6	15.1	15.6
40	2.5	3.0	3.3	4.0	4.1
41	11.3	12.6	13.5	14.9	15.2
42	11.4	12.8	13.7	15.5	16.0
43	2.2	2.4	2.4	2.4	2.4
44	2.2	2.4	2.4	2.4	2.4

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Table 2.9-3.
Wave Period-Frequency Relationships (continued)

Station Number	Peak Wave Period (sec)				
	25-yr	50-yr	100-yr	500-yr	1000-yr
45	2.2	2.4	2.4	2.4	2.4
46	11.4	13.0	14.1	16.3	16.3
47	10.2	12.7	13.9	15.8	16.3
48	2.6	3.4	4.4	6.2	6.8
49	7.1	9.6	11.3	15.5	16.3
50	2.8	6.5	10.3	13.5	13.5
51	2.2	2.4	2.4	2.4	2.4
52	2.4	2.8	3.2	3.8	3.9
53	2.2	2.4	2.6	2.7	2.7
54	0.0	0.0	0.0	0.0	0.0
55	8.0	10.8	12.4	15.3	16.3
56	7.0	8.9	10.3	12.7	13.8
57	2.2	2.4	2.6	2.7	2.7
58	2.2	2.4	2.4	2.4	2.4
59	0.0	0.0	0.0	0.0	0.0
60	2.3	2.8	3.2	3.9	4.2
61	3.7	6.0	7.7	10.8	12.2
62	2.6	3.6	4.9	7.5	8.3
63	5.4	6.7	7.7	9.3	9.9
64	7.0	8.6	10.0	12.0	12.7
65	6.1	7.7	9.0	10.8	11.4
66	6.1	9.7	12.4	14.9	14.9
67	10.7	13.7	14.9	14.9	14.9
68	11.3	12.9	13.9	14.9	14.9
69	11.5	13.2	14.5	16.3	16.3
70	11.3	12.9	14.0	14.9	14.9
71	5.3	8.8	13.1	16.2	16.3
72	5.7	8.9	12.6	14.9	14.9
73	11.6	13.3	14.3	14.9	14.9
74	7.2	10.6	12.9	16.3	16.3
75	12.1	13.9	14.9	14.9	14.9
76	12.4	14.1	15.1	16.3	16.3
77	12.0	13.3	14.3	14.9	14.9
78	12.4	13.8	14.6	14.9	14.9
79	12.7	14.0	14.7	14.9	14.9
80	12.4	13.8	14.6	14.9	14.9

3

4 **2.9.3.2 Line of Defense 3**

5 The peak water level, maximum wave height, and wave period for the set of storms run with the lines
6 of defense in place were also saved at stations along the coast. The water level at save stations
7 adjacent to the proposed structures was increased by the amount predicted from the Boussinesq
8 modeling. The waves were not calculated for stations behind the proposed line of defense. The

1 frequency relationships were estimated from the 27 storm subset and methodology discussed in
 2 section 2.4.3. The wave periods were not altered by the presence of the line of defense and thus are
 3 the same as for the no project condition. The frequency relationships for water level and wave height
 4 are provided by save station in Tables 2.9-4 and 2.9-5, respectively.

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**Table 2.9-4.
 Stage-Frequency Relationships – LOD 3**

Station Number	Water Level (ft)				
	25-yr	50-yr	100-yr	500-yr	1000-yr
1	8.5	12	15	19.8	21.6
2	10.2	14.3	16.8	21	22.3
3	1.3	1.3	1.5	2.5	2.6
4	1.2	1.2	1.4	1.8	2
5	11.9	15.5	18.3	23.9	25.5
6	9.2	13.2	16.4	21.5	23.4
7	9	12.8	16	21	22.9
8	9.3	13.2	16.3	21.5	23.4
9	1.3	1.3	1.4	1.4	1.5
10	8.1	11.4	14.3	18.9	20.7
11	8.1	11.5	14.3	18.9	20.4
12	8	11.1	14.3	18.5	20
13	8.2	12	14.9	19	20.4
14	7.1	9.9	12.1	16.5	18
15	9.3	13.3	16.4	21.4	23.3
16	2.6	3.2	3.8	4.5	4.8
17	3	4.3	4.9	6.2	6.6
18	4.2	5.6	6.7	8.5	9.3
19	5.6	7.6	9.1	12	13.1
20	6	7.9	9.8	13.1	14.3
21	6.6	9	11.1	14.9	16.3
22	8.2	11.8	14.6	18.8	20.4
23	6	7.9	9.5	12.6	13.7
24	5.8	7.6	9.1	12.1	13.6
25	4.2	5.4	6.5	8	8.1
26	6.5	8.7	10.6	14.1	15.4
27	8.4	11.9	14.6	19.2	20.8
28	1.6	1.7	2	2.3	2.4
29	1.6	1.8	2.2	2.9	2.9
30	8.6	12.2	15	19.6	21.4
31	8.5	12	15	19.8	21.6
32	8.7	12.1	15.3	20.1	22
33	9.1	12.9	16.1	21.2	23.2
34	1.3	1.3	1.4	1.4	1.5
35	1.2	1.9	2	2.2	2.4
36	1.2	1.9	2	2.2	2.4
37	1.3	2	2.1	2.5	2.7
38	1.1	1.3	1.3	1.4	1.4
39	10	14	16.8	21.8	23.7

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Table 2.9-4.
Stage-Frequency Relationships – LOD 3 (continued)

Station Number	Water Level (ft)				
	25-yr	50-yr	100-yr	500-yr	1000-yr
40	1.3	1.6	1.6	1.9	2
41	9.5	13.4	16.3	21.2	23.1
42	9.8	13.8	16.6	21.6	23.5
43	1.5	2.2	2.3	2.9	3.1
44	3	4.5	4.8	6.3	6.4
45	2.3	3.1	3.5	4.7	4.7
46	10.5	14.3	16.9	22.4	24.1
47	11	14.6	17.4	22.9	24.6
48	1.4	1.5	1.6	1.8	2
49	10.9	15.2	18.2	23.8	25.5
50	11	14.5	17.7	23.6	25.6
51	2.2	2.6	3.1	4.6	4.8
52	1.9	2	2.1	2.2	2.3
53	0	0	0.1	0.1	0.1
54	6.9	9.9	11.8	14.9	15.9
55	11.3	15.9	19.2	24.2	25.8
56	11.1	15.7	18.7	24.1	25.7
57	2.1	2.5	2.6	3.5	3.7
58	2.2	2.4	3.4	4.7	4.8
59	7	10.1	12.1	15.3	16.4
60	2.4	3.2	4	5.6	5.8
61	1.1	1.2	1.5	1.8	2
62	0	0	0	0	0
63	10.4	14.5	17.1	21.1	22.3
64	10.6	14.8	17.7	22.4	23.7
65	11	15.4	18.6	23.6	25.1
66	10.9	14.6	17.7	23.2	25
67	10.7	14.3	17.1	22.7	24.3
68	10.1	14	16.6	22	23.6
69	9.2	13	16.1	20.8	22.7
70	8.6	12.3	15.3	20	21.8
71	8	11.4	14.2	18.8	20.6
72	8	11.5	14	18.7	20.3
73	7.5	10.9	13.4	17.9	19.4
74	7	10.4	13.2	17.5	18.9
75	6.9	10.3	14	18.7	20.2
76	9.5	12.2	14.7	18.7	19.8
77	8	11.2	13.3	16.9	18.2
78	6.7	9.6	12.1	16	17.6
79	5.8	8.7	11.7	15.7	17
80	5.6	8.3	11.7	16.1	17.3

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**Table 2.9-5.
Wave Height-Frequency Relationships – LOD 3**

Station Number	Water Level (ft)				
	25-yr	50-yr	100-yr	500-yr	1000-yr
1	3.6	4.9	6.1	7.8	8.3
2	1.4	2.9	4.0	6.2	7.0
5	2.8	4.4	5.9	8.4	9.1
6	3.0	4.8	6.2	8.4	9.1
7	3.5	5.2	6.9	9.7	10.7
8	2.8	4.5	5.9	8.4	9.2
10	4.6	5.7	6.7	8.2	8.6
11	2.1	3.2	4.2	6.4	6.9
12	5.0	6.4	7.5	9.4	9.9
13	0.2	0.5	0.8	1.0	1.1
14	0.4	0.7	1.1	1.8	2.0
15	2.5	4.0	5.6	7.6	8.3
16	0.0	0.0	0.0	0.0	0.0
17	0.0	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	0.0
20	0.1	0.2	0.3	0.6	0.7
21	0.1	0.8	0.9	0.9	0.5
22	4.3	6.1	7.4	9.6	10.3
23	0.4	0.8	1.1	1.9	2.2
24	0.0	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	0.0
26	0.8	1.6	2.4	3.5	3.8
27	4.0	5.1	6.1	7.2	7.4
28	0.0	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	0.0
30	4.4	6.0	6.9	8.4	9.0
31	3.9	5.1	6.2	7.6	7.9
32	0.2	0.5	1.0	1.8	2.2
33	2.8	4.5	5.9	7.9	8.6
39	5.1	6.3	7.1	8.2	8.7
41	4.5	5.9	6.2	6.0	5.7
42	5.5	6.8	7.5	8.7	9.2
46	4.6	5.7	6.6	8.2	8.7
47	4.5	6.0	6.6	8.0	8.6
49	3.0	4.6	5.2	8.4	9.3
50	3.0	3.4	4.9	7.7	8.6
54	0.0	0.0	0.0	0.0	0.0
55	2.7	4.2	5.5	7.6	8.3
56	3.1	4.6	6.0	8.7	9.4
59	0.0	0.0	0.0	0.0	0.0
63	2.6	4.1	5.5	7.9	9.0
64	3.0	4.2	5.3	7.8	8.6
65	3.7	5.2	6.5	9.2	10.1

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Table 2.9-5.
Wave Height-Frequency Relationships – LOD 3 (continued)

Station Number	Water Level (ft)				
	25-yr	50-yr	100-yr	500-yr	1000-yr
66	4.3	5.2	6.2	8.6	9.4
67	5.1	6.3	6.8	8.2	8.8
68	4.4	5.6	6.5	8.1	8.5
69	6.3	7.7	8.3	9.4	9.6
70	5.5	7.0	8.1	9.8	10.4
71	5.1	6.0	7.2	8.4	8.7
72	5.2	6.6	7.8	10.0	10.8
73	4.8	5.9	7.0	9.1	9.9
74	4.8	6.0	6.7	7.7	7.9
75	6.5	7.8	9.7	11.4	11.8
76	8.3	9.9	10.9	12.7	13.2
77	10.7	12.4	13.6	15.5	16.1
78	10.2	12.2	13.3	15.0	15.7
79	11.9	13.6	15.1	16.8	17.2
80	10.0	11.4	13.3	15.7	16.4

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4 **2.9.3.3 Line of Defense 4**

5 The frequency relationships for line of defense 4 were also estimated from the 27 storm subset and
 6 methodology discussed in section 2.4.3. The waves were not calculated for stations behind the
 7 proposed line of defense. The wave periods were not altered by the presence of the line of defense
 8 and thus are the same as for the no project condition. The frequency relationships for water level
 9 and wave height are provided by save station in Tables 2.9-6 and 2.9-7, respectively.

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Table 2.9-6.
Stage-Frequency Relationships – LOD 4

Station Number	Water Level (ft)				
	25-yr	50-yr	100-yr	500-yr	1000-yr
1	8.2	11.6	14.6	19.4	21.1
2	10.2	14.2	16.8	20.7	22
3	1.2	1.2	1.4	2.3	2.4
4	1.2	1.2	1.3	1.3	1.4
5	11.9	15.5	18.2	23.8	25.4
6	9.1	13.1	16.4	21.5	23.4
7	9	12.8	16	21	22.9
8	9.3	13.2	16.3	21.5	23.4
9	1.2	1.2	1.3	1.3	1.4
10	8.1	11.4	14.3	18.9	20.7
11	7.7	11.2	13.9	18.5	19.7
12	7.5	10.9	13.7	18	19.3
13	7.6	11.4	14	18.4	19.8
14	7.1	9.9	12.1	16.5	18
15	9.2	13.2	16.4	21.4	23.3

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Table 2.9-6.
Stage-Frequency Relationships – LOD 4 (continued)

Station Number	Water Level (ft)				
	25-yr	50-yr	100-yr	500-yr	1000-yr
16	2.6	3.2	3.8	4.5	4.8
17	3.2	4.2	4.8	6.1	6.5
18	4.2	5.5	6.6	8.5	9.3
19	5.6	7.4	9	11.8	13.1
20	5.9	7.9	9.7	13	14.3
21	6.4	8.7	10.8	14.6	16
22	7.7	11.2	14	18.3	19.9
23	5.8	7.7	9.4	12.5	13.7
24	5.7	7.5	9	12	13.5
25	5.2	6.6	8	9.7	9.8
26	6.3	8.5	10.4	13.9	15.2
27	8.1	11.4	14.2	18.9	20.5
28	1	1	1.1	1.1	1.1
29	0.8	0.8	0.8	0.9	0.9
30	8.2	11.7	14.6	19.2	20.9
31	8.2	11.6	14.6	19.4	21.1
32	8.7	12.2	15.3	20.2	22.1
33	9.1	13	16.3	21.3	23.3
34	1.2	1.2	1.2	1.3	1.3
35	1.2	1.9	2	2.2	2.4
36	1.2	1.9	2	2.2	2.4
37	1.3	2	2.1	2.5	2.7
38	1	1.2	1.2	1.2	1.2
39	10	14	16.9	22	23.9
40	1.3	1.6	1.6	1.8	1.9
41	9.5	13.6	16.6	21.3	23.3
42	9.8	13.9	16.9	21.9	23.8
43	1.5	2.4	2.5	2.9	3.1
44	3	4.4	4.8	6.4	6.4
45	2.3	3.1	3.5	4.6	4.7
46	10.5	14.4	17	22.7	24.4
47	11	14.7	17.6	23.2	24.9
48	1	1.4	1.4	1.4	1.4
49	10.9	15.3	18.2	23.9	25.7
50	11.3	14.7	18.1	24.4	26.2
51	2.2	2.6	3.1	4.6	4.8
52	1.5	1.5	1.5	1.6	1.7
53	0	0	0.1	0.1	0.1
54	6.9	9.9	11.8	14.9	15.9
55	11.3	16	19.2	24.4	25.9
56	11.1	15.8	18.8	24.3	25.9
57	2.1	3	3.2	3.5	3.7
58	2.2	2.4	3.4	4.7	4.8
59	7	10.1	12.1	15.3	16.4

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Table 2.9-6.
Stage-Frequency Relationships – LOD 4 (continued)

Station Number	Water Level (ft)				
	25-yr	50-yr	100-yr	500-yr	1000-yr
60	2.4	3.3	4	5.6	5.8
61	1.3	1.3	1.4	1.4	1.4
62	9.7	13.8	16.4	20.7	22.1
63	10.4	14.5	17	21	22.3
64	10.6	14.7	17.6	22.3	23.6
65	10.9	15.4	18.5	23.6	25.1
66	10.8	14.6	17.6	23.2	25
67	10.8	14.3	17.1	22.7	24.3
68	10.1	14	16.6	22	23.6
69	9.2	13	16.1	20.8	22.7
70	8.6	12.3	15.3	20	21.8
71	8	11.4	14.2	18.8	20.5
72	8	11.5	14	18.6	20.2
73	7.5	10.9	13.4	17.9	19.4
74	7	10.4	13.2	17.5	18.9
75	6.9	10.3	14	18.7	20.2
76	9.5	12.2	14.7	18.6	19.8
77	8	11.2	13.3	16.9	18.2
78	6.7	9.6	12.1	15.9	17.1
79	5.8	8.7	11.7	15.7	17
80	5.6	8.3	11.7	16.1	17.3

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Table 2.9-7.
Wave Height-Frequency Relationships – LOD 4

Station Number	Water Level (ft)				
	25-yr	50-yr	100-yr	500-yr	1000-yr
1	3.6	4.9	6.1	8	8.6
2	1.3	2.9	4	6.3	7.1
5	2.8	4.3	5.7	8.1	9
6	3	4.8	6.2	8.7	9.5
7	3.4	5.2	6.9	9.7	10.7
8	2.8	4.5	6.2	9.4	10.5
10	4.6	5.7	6.8	8.5	9
11	2.1	3.2	4.2	6.4	6.9
12	4.8	6.2	7.2	9.1	9.6
13	0.1	0.3	0.5	0.8	1
14	0.2	0.7	1.1	1.8	2
15	2.4	4	5.5	7.8	8.6
16	0	0	0	0	0
17	0	0	0	0	0
18	0	0	0	0	0
19	0	0	0	0	0
20	0.1	0.2	0.3	0.6	0.7

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Table 2.9-7.
Wave Height-Frequency Relationships – LOD 4 (continued)

Station Number	Water Level (ft)				
	25-yr	50-yr	100-yr	500-yr	1000-yr
21	0.3	1	1.6	2.8	3
22	4.3	6.1	7.4	9.6	10.3
23	0.3	1	1.3	1.7	2
24	0	0	0	0	0
25	0	0	0	0	0
26	0.8	1.6	2.4	3.5	3.8
27	3.8	5	6	7.1	7.2
28	0	0	0	0	0
29	0	0	0	0	0
30	4.4	6	6.8	8.2	8.7
31	3.9	5.1	6.3	7.7	8.1
32	0.2	0.4	0.7	1	1.9
33	2.9	4.5	6	8.2	9
39	5.1	6.3	7.1	8.3	8.8
41	5.1	7.1	7.5	7.5	7.3
42	5.5	6.8	7.5	8.7	9.2
46	4.5	5.5	6.6	8.2	8.7
47	4.5	6	6.3	8	8.6
49	3.1	4.6	5.7	8.4	9.2
50	0.5	1.9	4.1	7.6	8.9
54	0	0	0	0	0
55	2.7	4.2	5.5	7.5	8.1
56	3	4.5	6	8.6	9.4
59	0	0	0	0	0
62	0.5	1.3	1.9	4	4.7
63	2.6	4.2	5.6	8.1	9.2
64	3	4.2	5.3	7.8	8.6
65	3.7	5.1	6.4	9.2	10.1
66	4.4	5.1	6.1	8.5	9.3
67	5.1	6.3	6.8	8.2	8.8
68	4.4	5.6	6.6	8.3	8.8
69	6.4	7.7	8.4	9.7	10.1
70	5.5	7	8.1	9.6	10.2
71	5.1	6	7.3	8.7	9.2
72	5.2	6.6	7.8	10.1	10.9
73	4.8	5.9	6.7	8.2	8.7
74	4.8	6.1	6.8	7.9	8.2
75	6.5	7.8	9.7	11.4	11.8
76	8.3	9.9	10.9	12.7	13.2
77	10.7	12.3	13.7	16.1	16.9
78	10.3	12.2	13.3	15	15.7
79	11.9	13.6	15.1	17	17.5
80	10	11.3	13.2	15.5	16.1

2.10 Barrier Island Sensitivity

Topography, landscape features, and vegetation have the potential to reduce storm surge elevations. Land elevations greater than the storm surge elevation provide a physical barrier to the surge. Landscape features (e.g., ridges and barrier islands) even when below the surge elevation have the potential to create friction and slow the forward speed of the storm surge. The barrier islands serve as the first line of defense for the Mississippi coast. The purpose of this section is to document a sensitivity study of various barrier island configurations to qualitatively assess the impact of barrier island restoration on storm surge at the mainland coast for storms of varying intensities.

The barrier island sensitivity study was conducted on a grid consistent with that applied for the Interagency Performance Evaluation Team (IPET) study. The analysis provides valuable information on trends and relative performance but one should be cautious about making quantitative assessments of surge reduction. It should be noted that the analysis does not consider the morphologic changes to the barrier islands caused by erosion that occur during a storm's passage. The analysis also does not consider changes in the structure of the hurricane itself due to landfall infilling phenomenon that may be influenced by landscape features such as barrier islands.

2.10.1 Storm Suite

Eleven storms were identified for evaluating storm surge response to changes in barrier island configuration: two historical storms and nine hypothetical storms (Table 2.10-1). The two historical storms, Camille and Katrina, were selected because those hurricanes did in fact make landfall on the Mississippi coast in 1969 and 2005, respectively. A suite of storms making landfall on the Mississippi coast were also designed and selected for simulation. The first hypothetical storm (HST001) was designed to produce a 22 ft surge potential seaward of the barrier islands on the Mississippi coast. The storm had a central pressure of 890 mb and a radius to maximum winds of approximately 11 nm, that of Hurricane Camille. Two additional storms were defined by scaling HST001 to produce storms with a surge potential of 13 ft seaward of the barrier islands (HST002) and a surge potential of 8 ft (HST003). The hypothetical storms followed the Katrina track (both geographically and temporally), but were shifted eastward to make landfall at the three locations shown in Figure 2.10-1.

Table 2.10-1.
Barrier Island Sensitivity Storm Suite

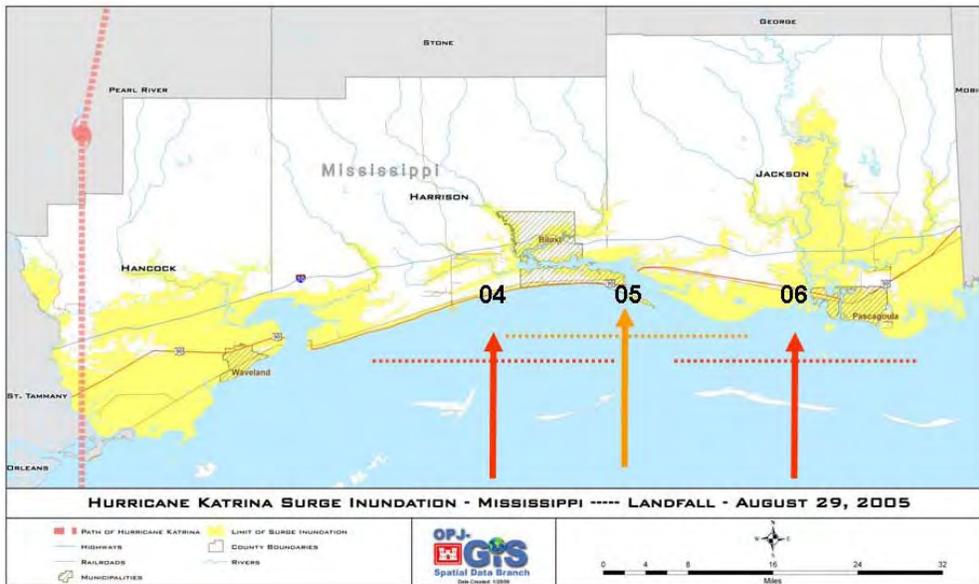
Storm Number	Storm Name	Track	Barrier Island Configuration
1	Katrina	Historical	Post-Katrina
			Restored-High
2	Camille	Historical	Post-Katrina
			Restored-High
3	HST001-04	04	Post-Katrina
			Restored-High
			Restored-Low
4	HST003-04	04	Post-Katrina
			Restored-High
5	HST001-06	06	Post-Katrina
			Restored-High
			Restored-Low
6	HST003-06	06	Post-Katrina
			Restored-High
7	HST002-04	04	Post-Katrina
			Restored-High

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**Table 2.10-1.
Barrier Island Sensitivity Storm Suite (continued)**

Storm Number	Storm Name	Track	Barrier Island Configuration
8	HST002-06	06	Post-Katrina
			Restored-High
9	HST001-05	05	Post-Katrina
			Restored-High
			Restored-Low
10	HST002-05	05	Post-Katrina
			Restored-High
11	HST003-05	05	Post-Katrina
			Restored-High

3



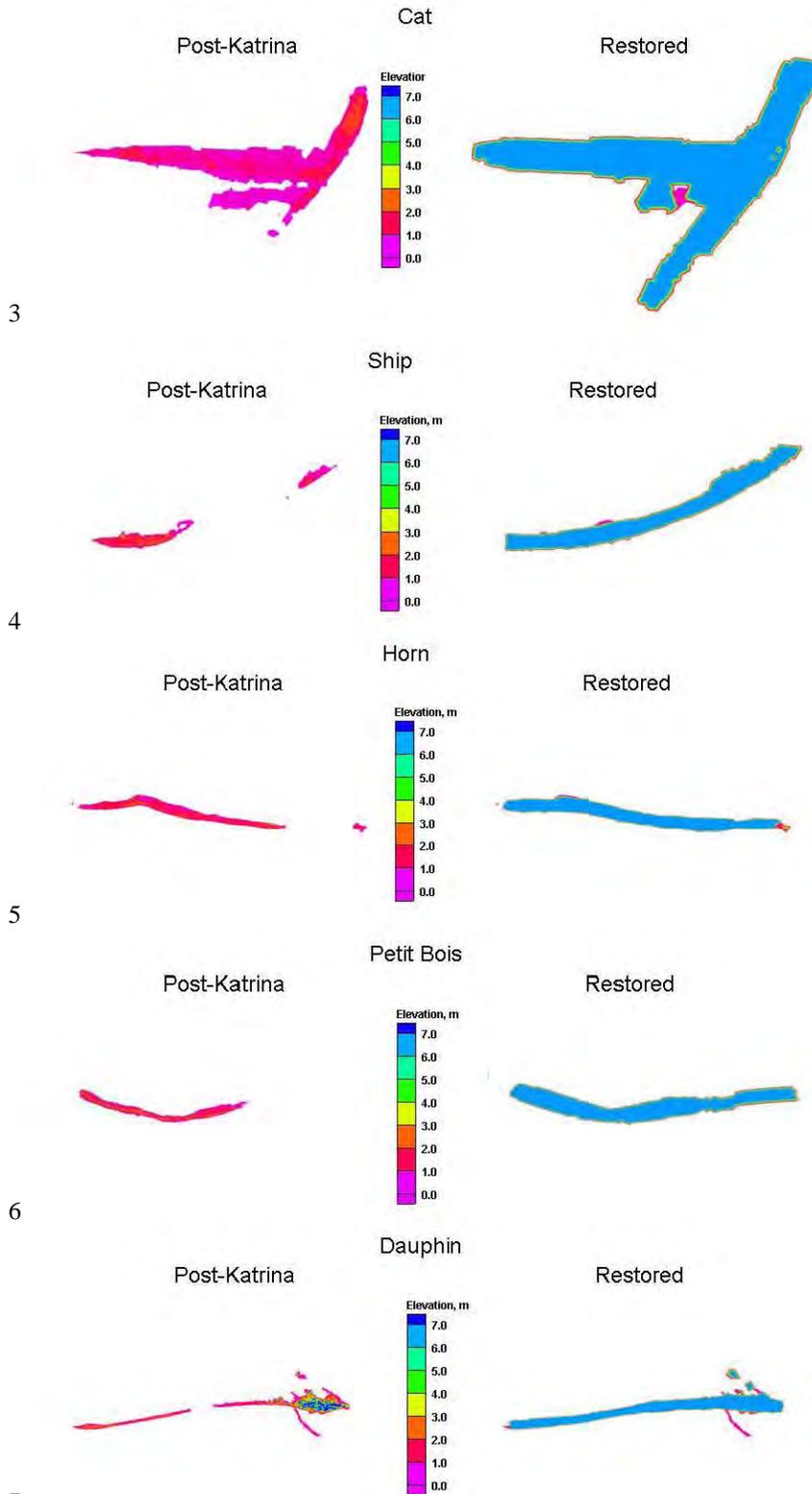
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Figure 2.10-1. Hypothetical Storm Tracks

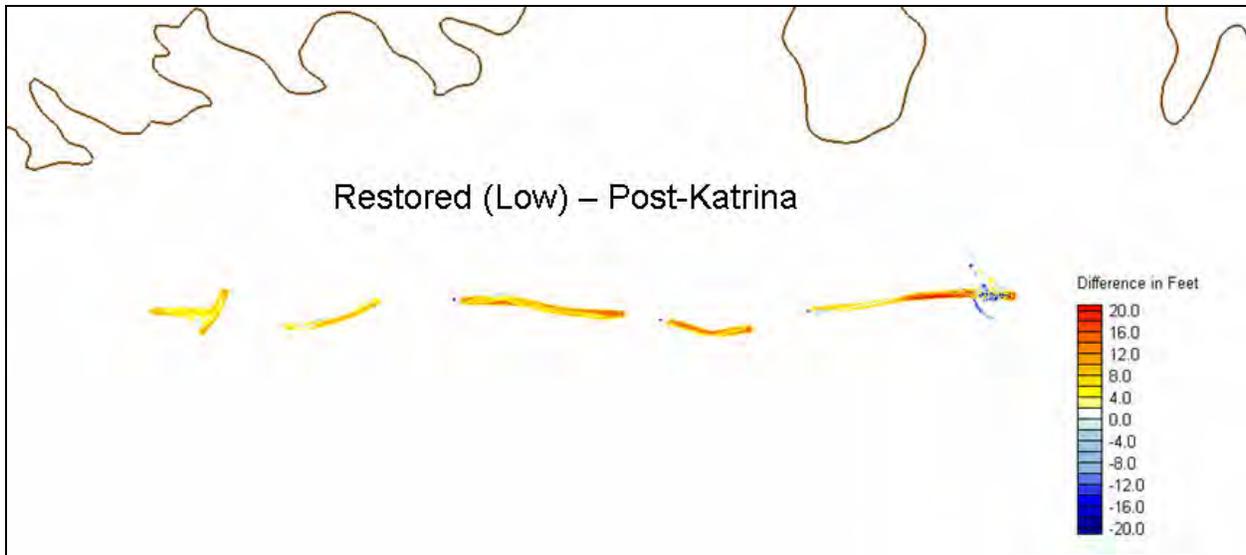
6 **2.10.2 Barrier Island Configuration**

7 The sensitivity storm suite consisting of the eleven storms described in Section 2.10.1 was used to
 8 simulate storm surge on three barrier island configurations. The barrier island configurations
 9 modeled were: 1) the existing Post-Katrina degraded condition (elevations ranging from
 10 approximately 2 to 6 ft (NAVD88 2004.65)); 2) a Restored-High barrier island configuration with an
 11 extended (pre-Camille) footprint and an elevation of 20 ft NAVD88 2004.65; and 3) a Restored-Low
 12 configuration with a footprint representative of the islands pre-Katrina and elevations ranging from
 13 approximately 5 to 10 ft (NAVD88 2004.65). The Restored-High configuration represents a massive
 14 barrier island configuration that would be difficult to achieve and was modeled for sensitivity
 15 purposes. The Restored-Low is a more likely restoration scenario with pre-Katrina footprints and
 16 heights of 10 ft or less. Figures 2.10-2 shows the topography of each of the five Mississippi barrier
 17 islands for the Post-Katrina and the Restored condition. Note that for the Restored-High condition,
 18 the gaps in Ship Island and Dauphin Island have been repaired to the pre-Camille configuration.
 19 Bathymetry for the Post-Katrina degraded condition was derived from a SHOALS air-borne LIDAR

1 survey taken in September/October 2005. Figure 2.10-3 shows the difference between the
2 Restored-Low and Post-Katrina conditions.



8 **Figure 2.10-2. Mississippi barrier island Post-Katrina and Restored-High configurations**



1
2 **Figure 2.10-3. Difference between Restored-Low and Post-Katrina Mississippi barrier**
3 **island configurations**

4 The entire eleven storm suite was simulated on the Post-Katrina and Restored-High grids. Storms
5 HST001-04, HST001-05, and HST001-06 were also simulated on the Restored-Low grid (see Table
6 2.10-1).

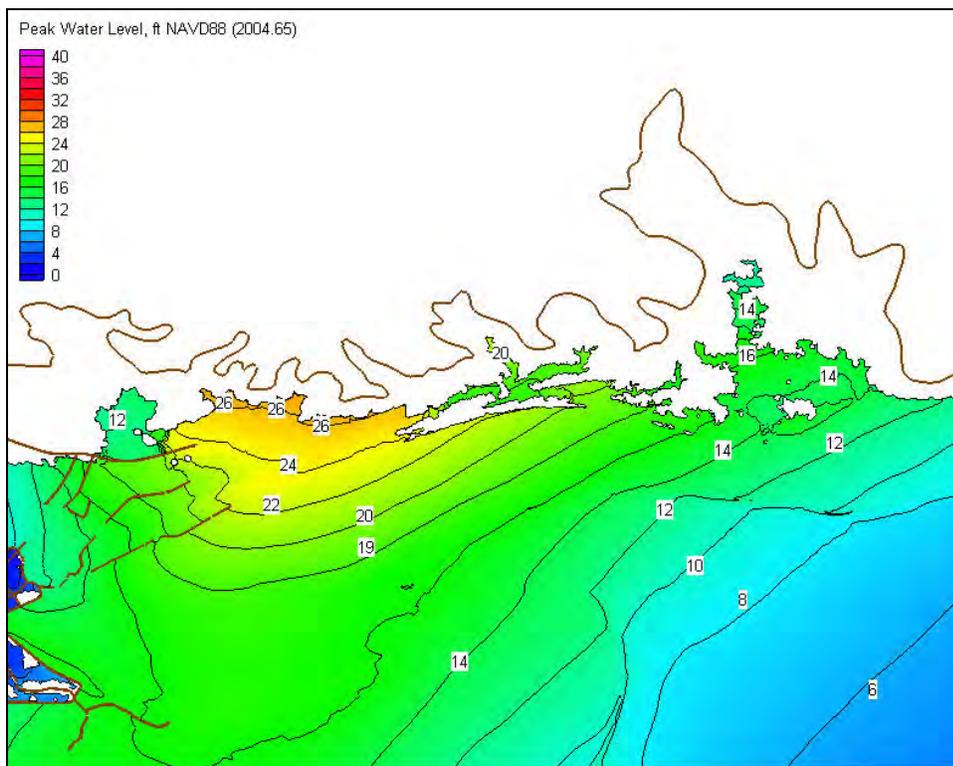
7 **2.10.3 Results**

8 Peak water level maps for each of the 11 storms simulated on the existing Post-Katrina configuration
9 were compared to the same storms simulated on the Restored-High barrier island configuration; and
10 the three storms simulated on the Restored-Low configuration were also compared to Post-Katrina.
11 In general, raising the barrier islands caused a decrease in peak water level landward of the barrier
12 islands when compared to the peak water level for the baseline Post-Katrina configuration and an
13 increase in peak water level seaward of the barrier islands. Table 2.10-2 shows the peak water
14 levels for each simulation with Post-Katrina and the Restored-High barrier island configurations.
15 Reduction in the peak water level landward of the barrier islands is as much as 10 ft.

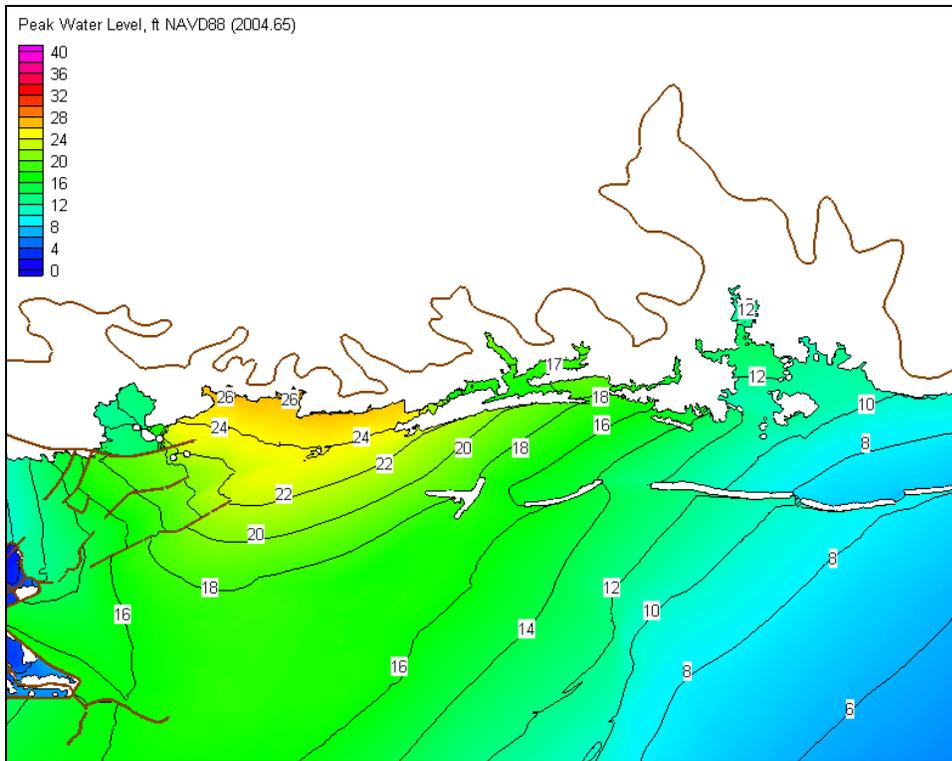
16 **Table 2.10-2.**
17 **Peak Water Level for Barrier Island Sensitivity Storms**

Storm Name	Track	Peak Water Level, ft					
		Waveland		Biloxi		Pascagoula	
		Post-Katrina	Restored	Post-Katrina	Restored	Post-Katrina	Restored
Katrina	Historical	26-28	26-28	20	18	16	12
Camille	Historical	28	26	22	20	12	10
HST001-04	04	8-12	8-10	40	35	28	18
HST003-04	04	6	6	14	13	6	6
HST001-06	06	3	3	8	8	40	31
HST003-06	06	2	2	6	6	12	6
HST002-04	04	8	6	24	20	14	9
HST002-06	06	2	2	8	6	16	14
HST001-05	05	3	3	24	22	32-33	26-27
HST002-05	05	3	3	18	14	16	11
HST003-05	05	2	2	12	10	7	6

1 For the purposes of discussion and comparison, Figures 2.10-4 through 2.10-12 show peak water
2 levels for simulations of Hurricane Katrina, HST001-05, HST002-05, HST003-05 storms for both the
3 Post-Katrina and Restored-High barrier island configurations and HST001-05 for the Restored-Low
4 configuration. Peak water levels for Hurricane Katrina show maximum water levels of approximately
5 26-28 ft for the Waveland area for both the Post-Katrina and Restored-High barrier island
6 configurations (Figures 2.10-4 and 2.10-5). This area of maximum water level is west of all barrier
7 islands that protect the Mississippi coast, therefore little change is observed in this region when the
8 barrier islands are raised. Peak water levels near Biloxi are approximately 20 ft for Post-Katrina and
9 18 ft for the Restored condition. This area is afforded 1-2 ft of surge protection from the raised Ship
10 and Horn Islands. Further to the east, water levels in Pascagoula are reduced from 12-16 ft to 10-12
11 ft with the presence of the raised Horn, Petit Bois, and Dauphin Islands. Note that the barrier islands
12 are completely inundated for the Post-Katrina configuration and remain dry for the Restored-High
13 barrier island configuration.



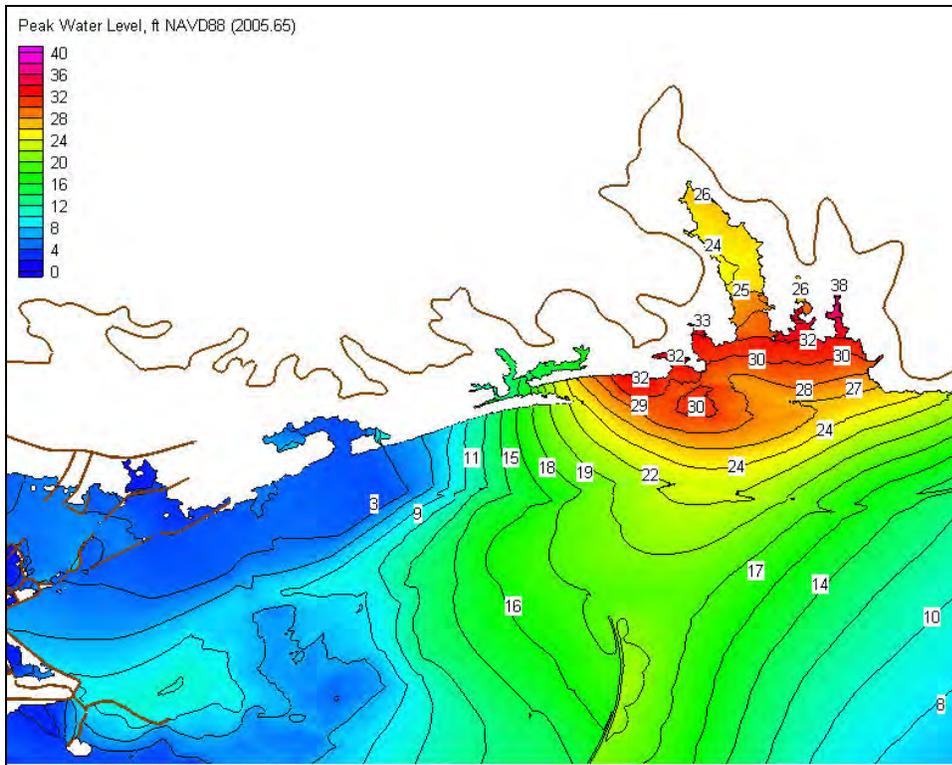
14
15 **Figure 2.10-4. Katrina peak storm surge with waves; Post-Katrina configuration**



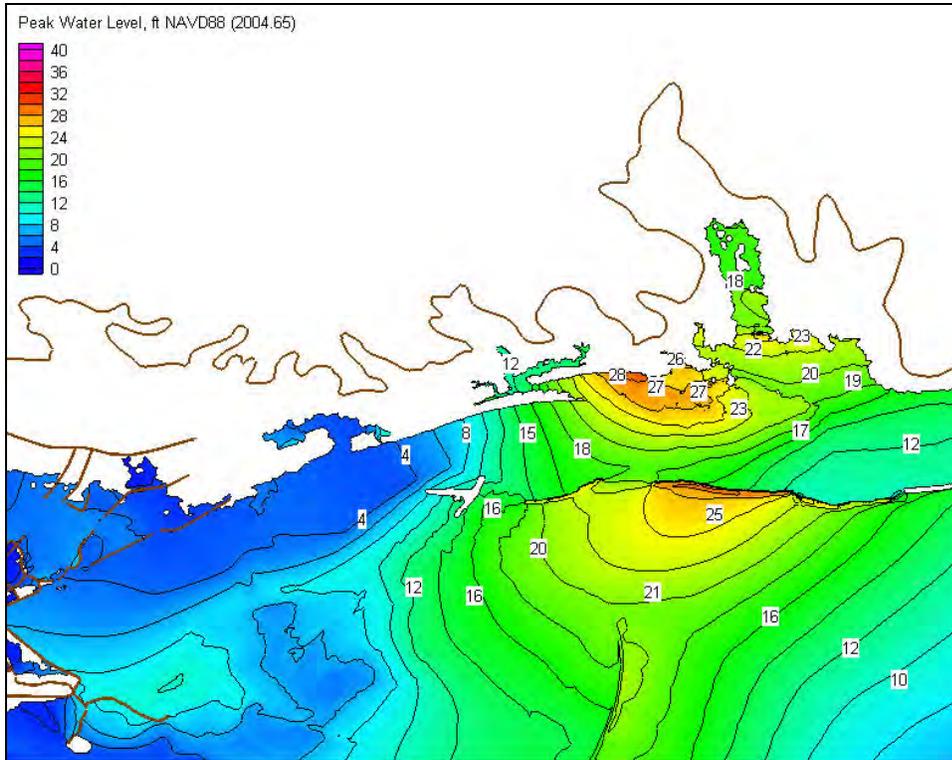
1
2 **Figure 2.10-5. Katrina peak storm surge with waves; Restored-High configuration**

3 Peak water levels for the HST001-05 storm are higher than the Hurricane Katrina water levels, with
 4 the greatest inundation levels in Biloxi and Pascagoula (Figures 2.10-6 to 2.10-8). Post-Katrina peak
 5 water levels are 32-33 ft and extend well into the Pascagoula basin with water levels of 24-26 ft.
 6 Peak water levels are a maximum of 26-27 ft for the Restored-High barrier island configuration and
 7 are 28-30 ft for the Restored-Low. The water levels up the Pascagoula basin reach 18 ft for the
 8 Restored-High barrier island configuration and reach 22 ft for the Restored-Low. Water levels at the
 9 entrance to Biloxi Bay are 22-24 ft for Post-Katrina, 20-22 ft with the Restored-High barrier islands,
 10 and 22-24 ft for the Restored-Low. Water levels seaward of the raised barrier islands are elevated
 11 compared to the Post-Katrina barrier islands. That is, the raised barrier islands effectively block
 12 some of the surge and it piles up seaward of the islands. Water levels near St. Louis Bay are nearly
 13 identical with and without raised barrier islands.

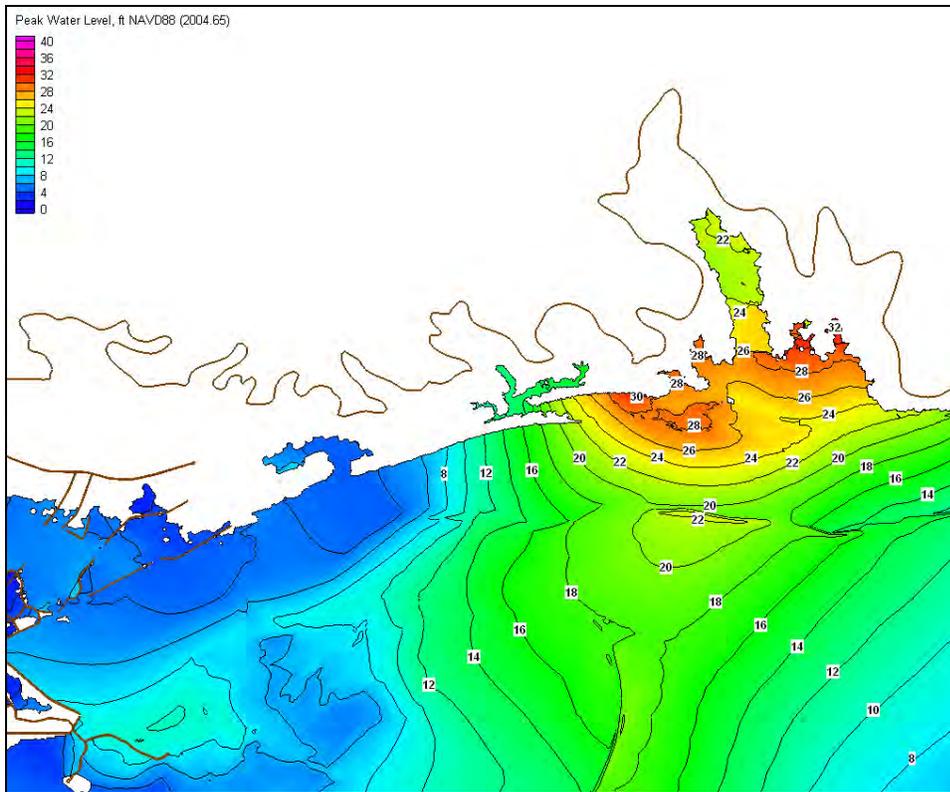
14



1
2 **Figure 2.10-6. HST001-05 peak storm surge; Post-Katrina configuration**



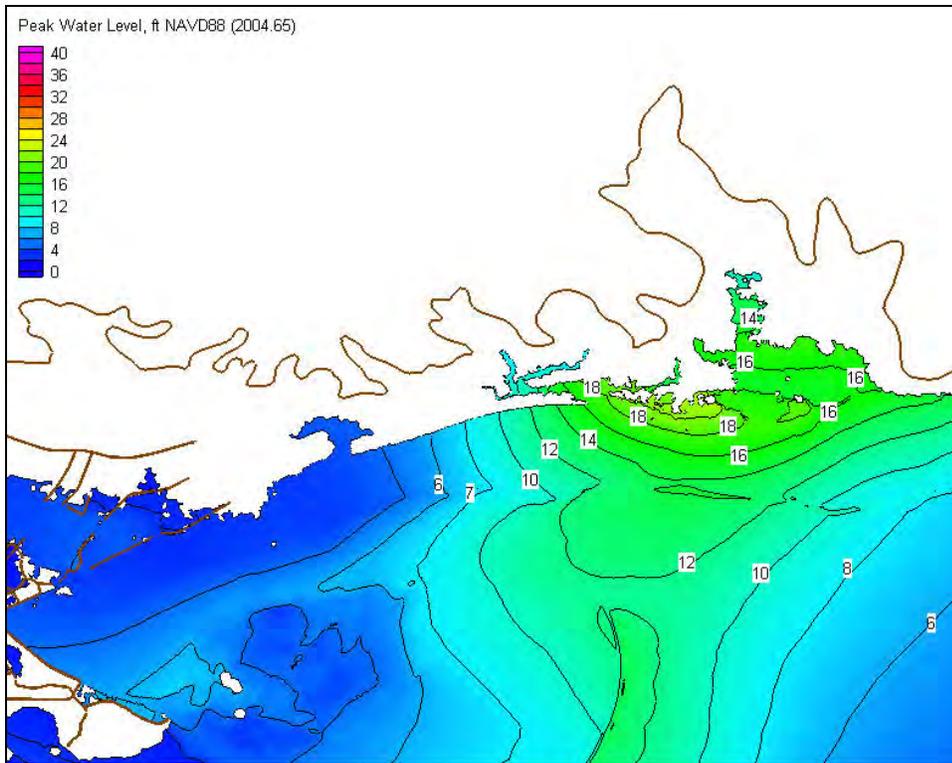
3
4 **Figure 2.10-7. HST001-05 peak storm surge; Restored-High configuration**



1
2 **Figure 2.10-8. HST001-05 peak storm surge; Restored-Low configuration**

3 Peak water levels for the HST002-05 storm (Figures 2.10-9 and 2.10-10) are less than the HST001-
 4 05 water levels, as expected. The general geographical area of maximum surge however is in the
 5 same location (Biloxi and Pascagoula). Peak water levels for the Post-Katrina barrier islands are 14-
 6 16 ft in Pascagoula and 16-18 ft near Biloxi. Penetration distance into the Pascagoula basin for the
 7 less intense storm is less, as expected. Peak water levels for the Restored-High barrier islands are
 8 10-11 ft in Pascagoula and 14 ft at Biloxi. Water levels seaward of the raised barrier islands are
 9 elevated compared to the Post-Katrina barrier islands. Note that even for the 13 ft surge potential
 10 storm, the barrier islands are inundated for the Post-Katrina configuration and remain dry for the
 11 Restored barrier island configuration.

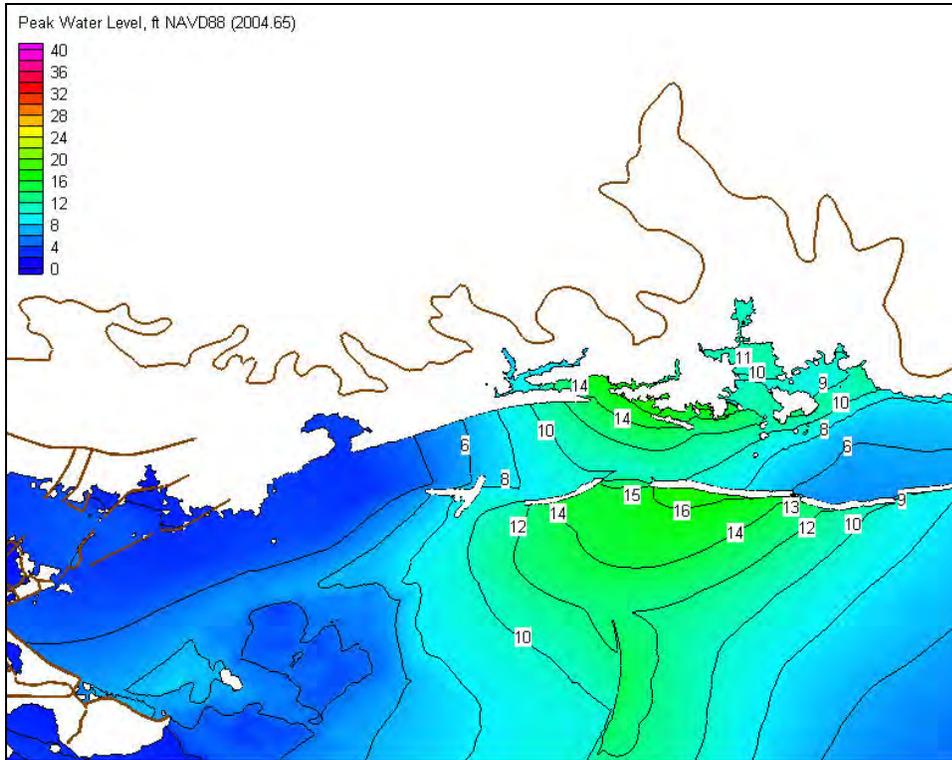
12 Peak water levels for the HST003-05 storm (Figures 2.10-11 and 2.10-12) are less than the
 13 HST001-05 and HST002-05 water levels, as expected. The penetration distance into the
 14 Pascagoula basin is shorter and peak water levels are only 5-7 ft. Water levels at the entrance to
 15 Biloxi Bay are 10-12 ft for the Post-Katrina configuration and 10 ft for the Restored-High barrier
 16 islands. The difference between the Post-Katrina and Raised-High barrier island peak surges level is
 17 approximately 1-2 ft. Surge build-up seaward of the raised barrier islands is observed near Ship and
 18 Horn Islands and the barrier islands are still inundated for the Post-Katrina configuration for the 8 ft
 19 surge potential storm.



1

2

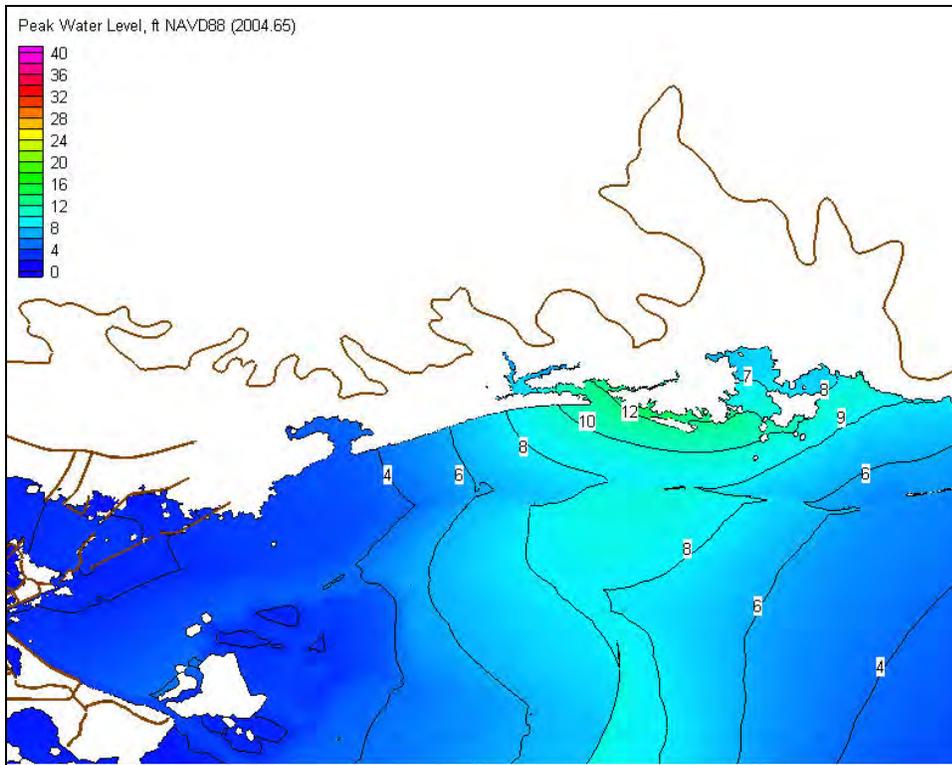
Figure 2.10-9. HST002-05 peak storm surge; Post Katrina configuration



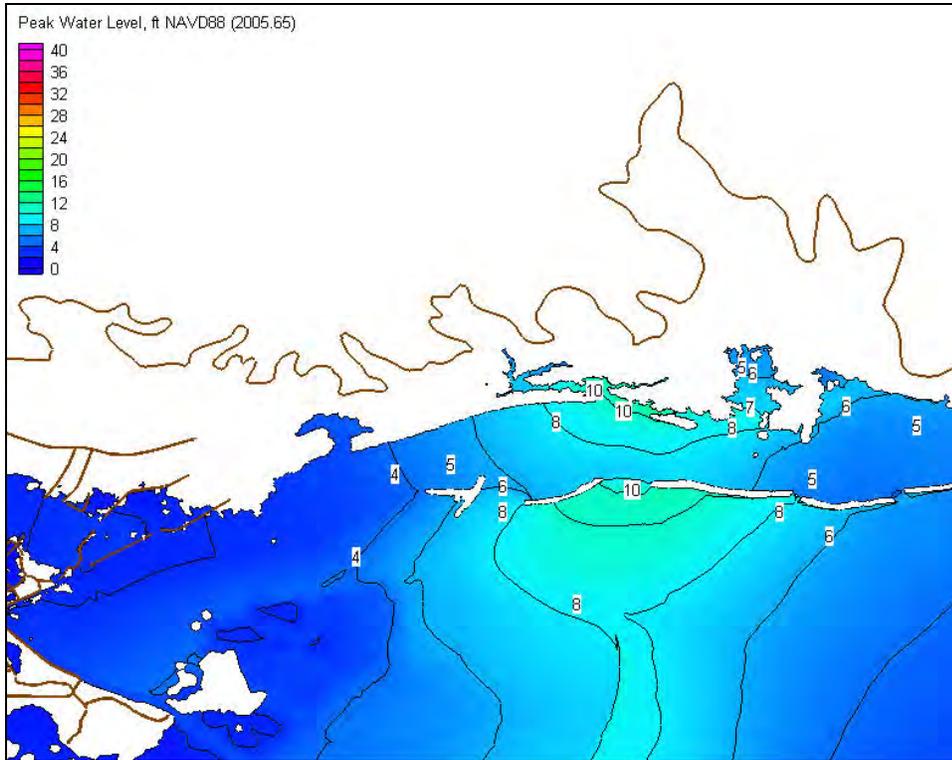
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4

Figure 2.10-10. HST002-05 peak storm surge; Restored-High configuration

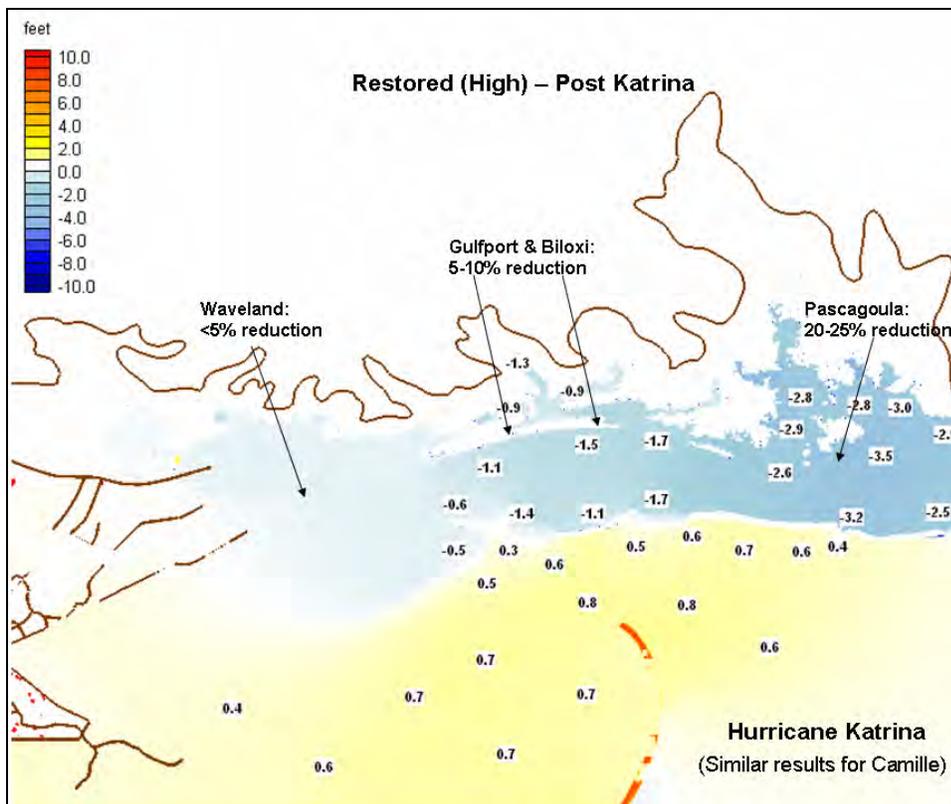


1
2 **Figure 2.10-11. HST003-05 peak storm surge; Post-Katrina configuration**



3
4 **Figure 2.10-12. HST003-05 peak storm surge; Restored-High configuration**

1 The difference in Hurricane Katrina peak water levels for the Restored-High barrier islands versus
 2 the Post-Katrina barrier islands (Figure 2.10-13) shows a reduction in water level of 1.0 to 3.5 ft
 3 landward of the barrier islands and an increase in water level of less than 1 ft seaward of the barrier
 4 islands. The most significant change in water level is in the Pascagoula basin where water levels are
 5 reduced 1-3 ft. Note that the area of maximum water level for Hurricane Katrina is in Waveland,
 6 which is west of all barrier islands that protect the Mississippi coast. Therefore, little change in peak
 7 water level (less than 0.5 ft) is observed in this region when the barrier islands are raised. Peak
 8 water levels near Biloxi are approximately 20 ft for Post-Katrina and 18 ft for the Restored-High
 9 condition. This area is afforded 1-2 ft of surge protection from the raised Ship and Horn Islands.
 10 Further to the east, water levels in Pascagoula are reduced from 12-16 ft to 10-12 ft with the
 11 presence of the raised Horn, Petit Bois, and Dauphin Islands. The percent reduction in peak water
 12 level landward of the barrier islands is greatest in the eastern part of the state (behind Horn and Petit
 13 Bois islands) and decreases to the west. Surge reductions were approximately 20% in the
 14 Pascagoula area, 5 to 10% in the central part of the state, and less than 5% in Waveland. Similar
 15 percent reductions in surge were calculated for Hurricane Camille.

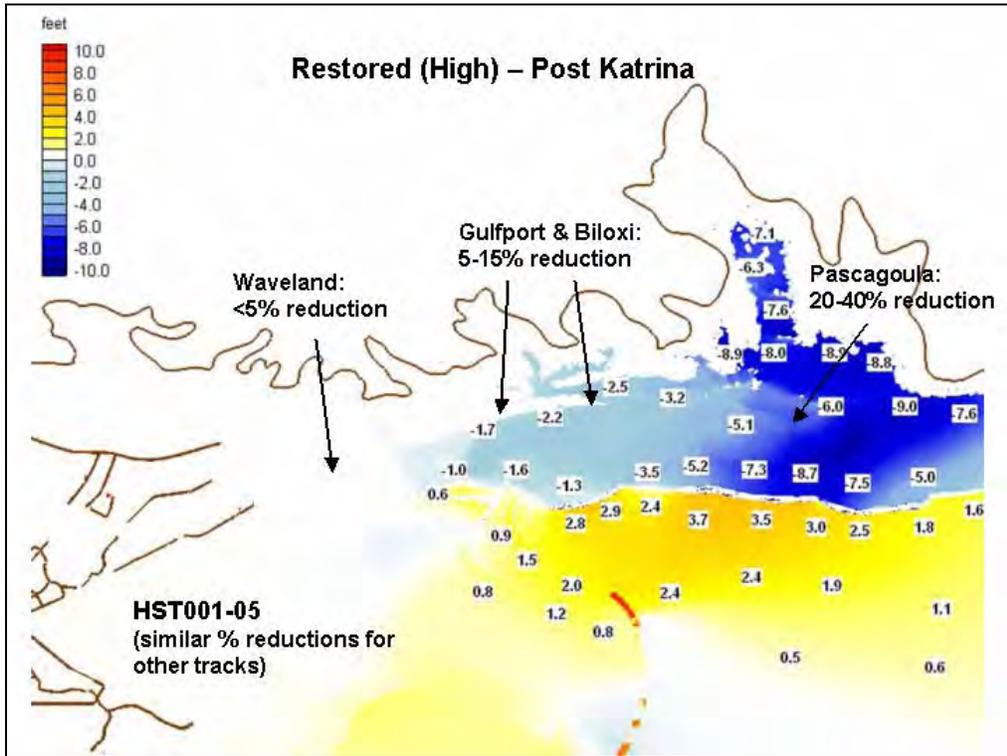


16
 17 **Figure 2.10-13. Difference in peak surge (Restored-High – Post Katrina) for Hurricane Katrina**

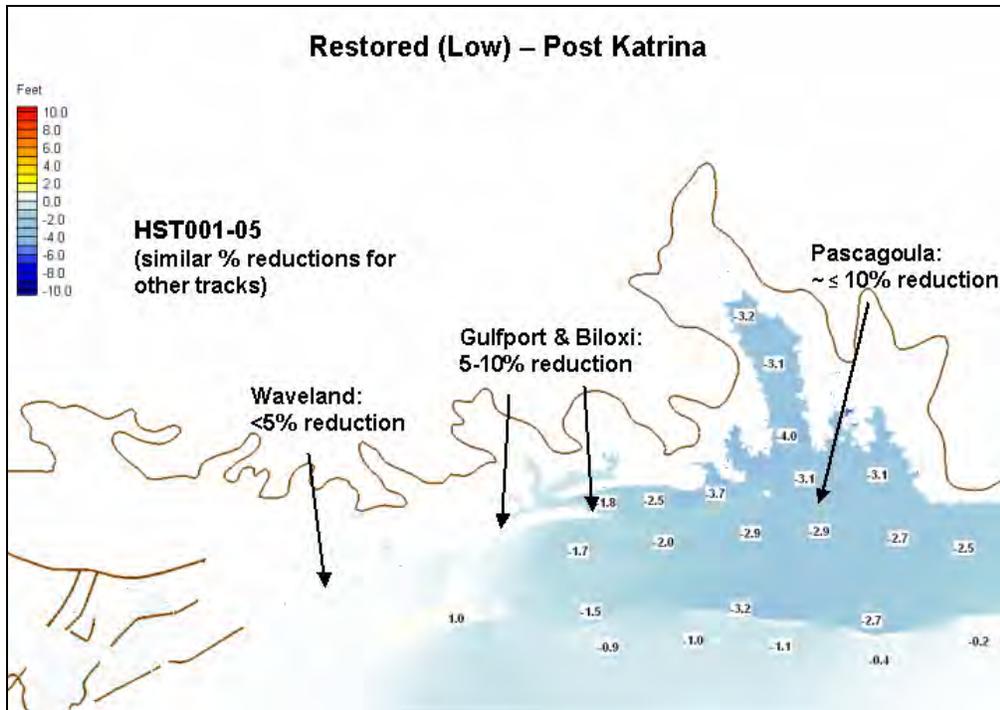
18 A greater change in water level from the Post-Katrina to the Restored-High barrier island
 19 configuration was observed for the HST001-05 (Figure 2.10-14). HST001-05 made landfall at Biloxi
 20 and maximum water levels are observed east of the landfall point, where hurricane winds are
 21 strongest. This track passes between Ship and Horn Islands, therefore restoring Horn Island causes
 22 a major buildup of surge seaward of this island. Water levels landward of the barrier islands are
 23 greatly reduced for the Restored-High barrier island configuration. Post-Katrina flooding extends well
 24 into the Pascagoula basin. Water levels are 6-8 ft less in Pascagoula and 2-3 ft less near Biloxi for
 25 the Restored-High barrier island configuration. Seaward of the barrier islands surge levels increase
 26 2-4 ft for the Restored-High barrier island configuration. The percent reduction in peak water level

1 landward of the barrier islands is greatest in the eastern part of the state (behind Horn and Petit Bois
 2 islands) and decreases to the west. Surge reductions were approximately 20-40% in the Pascagoula
 3 area, 5 to 15% in the central part of the state, and less than 5% in Waveland. Similar percent
 4 reductions in surge were calculated for other tracks.

5 A much smaller change in water level is observed between the Post-Katrina and Restored-Low
 6 barrier island configurations (Figure 2.10-15). Water level reductions are cut in half relative to the
 7 high restoration with 3-4 ft less surge compared to Post-Katrina in Pascagoula and 0-2 ft less in the
 8 central part of the state. The percent reduction in peak water level landward of the barrier islands is
 9 again greatest in the eastern part of the state (behind Horn and Petit Bois islands) and decreases to
 10 the west. However, surge reductions are approximately 10% or less coast-wide. Similar percent
 11 reductions in surge were calculated for other tracks.



12
 13 **Figure 2.10-14. Difference in peak surge water level (Restored-High – Post Katrina) for HST001-05**

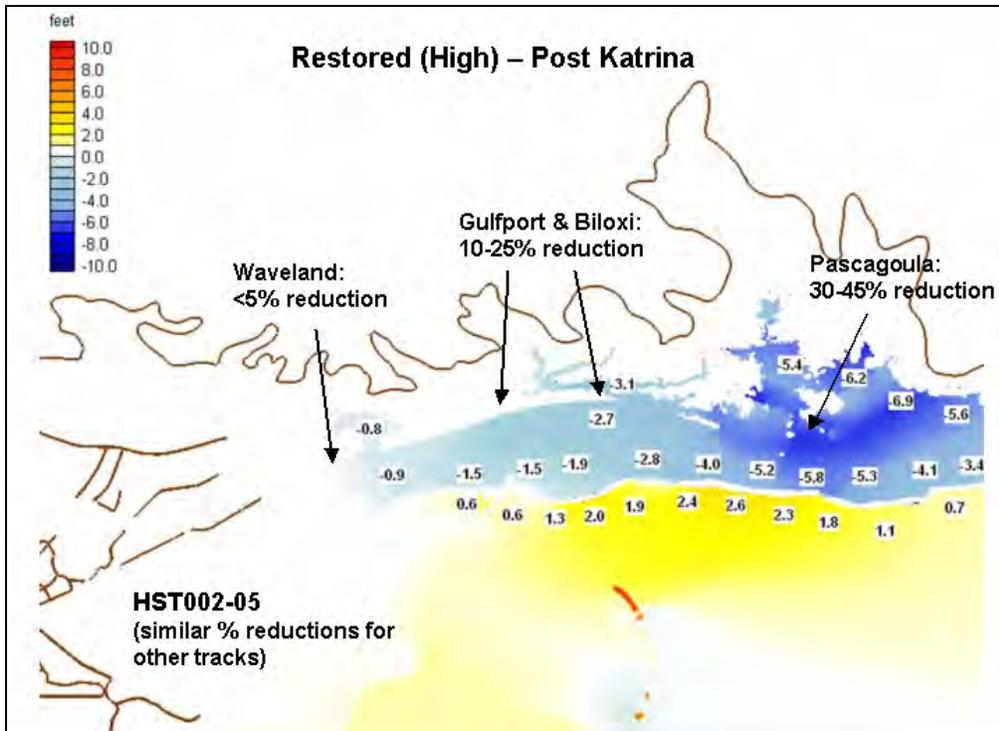


1
 2 **Figure 2.10-15. Difference in peak surge water level (Restored-Low – Post Katrina) for HST001-05**

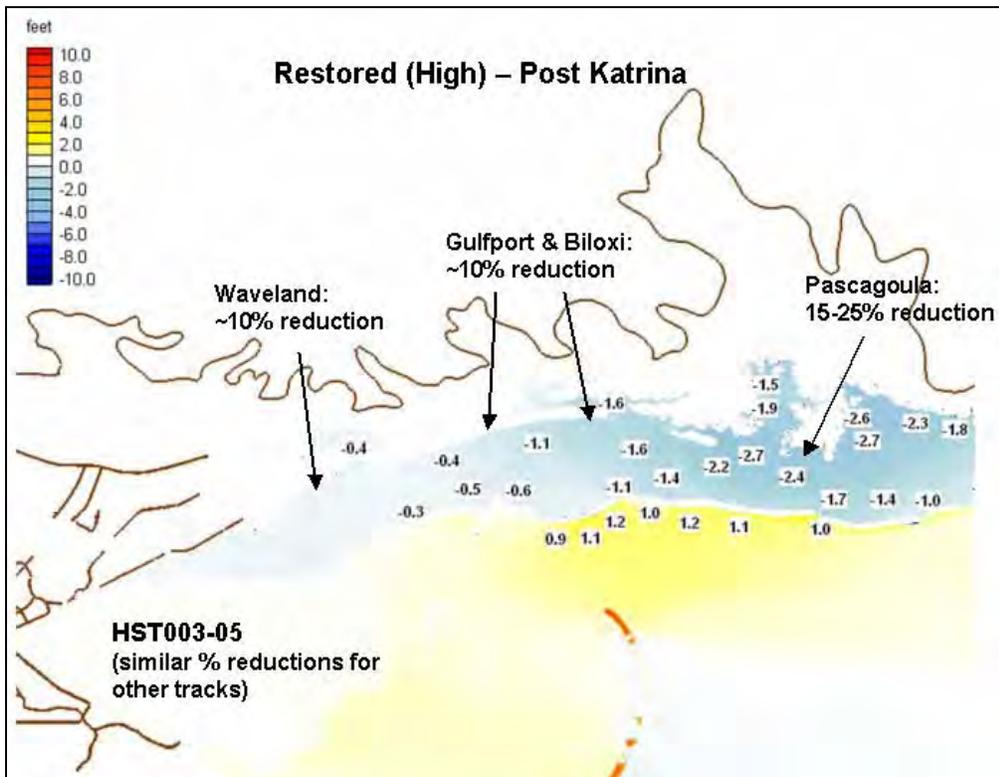
3 For HST002-05, the difference in the peak water level for the Restored-High barrier island
 4 configuration versus the Post-Katrina shows that water levels landward of the barrier islands are
 5 reduced 5-6 ft (Figure 2.10-16). Note that the inundation was less for the 13 ft surge potential storm
 6 compared to the 22 ft surge potential storm and the reduction in water level is also less for the
 7 weaker storm. Reduction in water level with the Restored-High barrier islands is most significant in
 8 Pascagoula (5-6 ft) and Biloxi (3 ft). Increased water level seaward of the barrier islands is most
 9 significant near Horn Island, but the build up is not as intense as for HST001-05. The percent
 10 reduction in surge was greatest for this storm.

11 With HST003-05, peak water levels were only 10-12 ft at the entrance to Biloxi Bay for the Post-
 12 Katrina barrier islands and 10 ft with the Restored-High barrier islands. The difference in peak water
 13 level for the Restored-High versus Post-Katrina barrier island configurations shows the protection
 14 afforded by the raised barrier islands is 1 to about 2.5 ft at the coast (Figure 2.10-17). The general
 15 pattern/area that is protected by the raised barrier islands is still the Pascagoula (~2 ft) and Biloxi
 16 (~1.5 ft) areas and surge build-up is observed seaward of Horn Island (~1 ft).

17



1
2 **Figure 2.10-16. Difference in peak surge water level (Restored-High – Post Katrina) for HST002-05**



3
4 **Figure 2.10-17. Difference in peak surge water level (Restored-High – Post Katrina) for HST003-05**

2.10.4 Summary

The model results indicate that the barrier islands do provide some level of protection for most of the Mississippi coast, and that restoration of the islands will reduce surges at the mainland coast. The higher and greater in planform extent the islands are, the greater amount of protection the islands provide. The barrier islands do not significantly reduce surges in Hancock County and the surge reductions increase moving from west to east, with the greatest reductions in Jackson County. While model results showed that surge in Jackson County was reduced by as much as 40% for the Restored-High configuration, this represents a massive barrier island configuration that would be difficult to achieve. The Restored-Low is a more likely restoration scenario with pre-Katrina footprints and heights of 10 ft or less, the percent reduction in Jackson County for this configuration was much less at approximately 10%.

2.11 Wetlands, Landscape Features, and Storm Surge

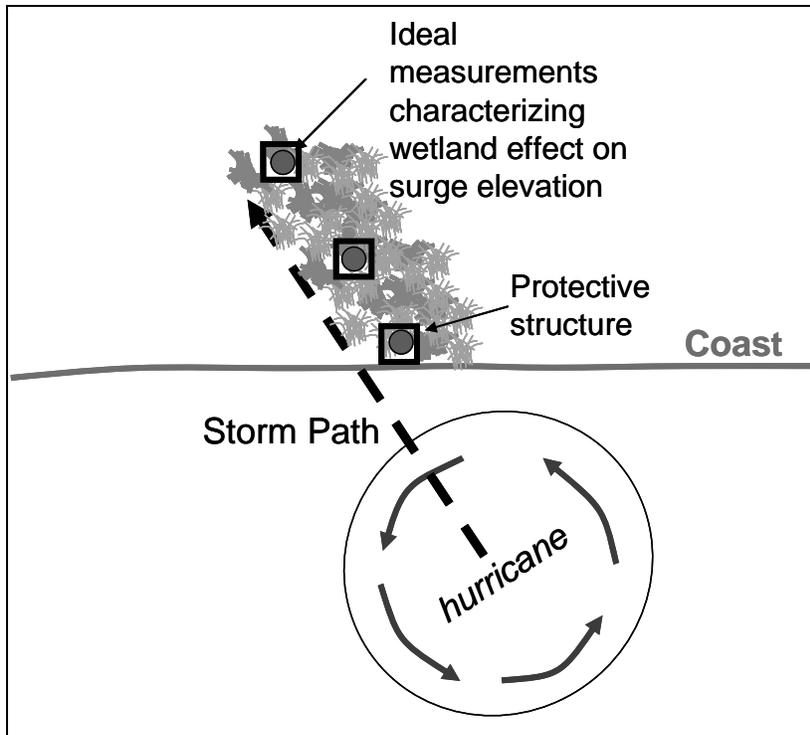
Topography, landscape features, and vegetation have the potential to reduce storm surge elevations. Land elevations greater than the storm surge elevation provide a physical barrier to the surge. Landscape features (e.g., ridges and barrier islands) and vegetation (e.g., maritime forests and wetlands) are typically below the surge elevation, but they have the potential to create friction and slow the forward speed of the storm surge. The surge then has time to dissipate offshore and alongshore, reducing inland surge elevations. The purpose of this section is to present a literature review that documents studies that have measured and modeled storm surge elevations with the goal of understanding how landscape features and vegetation modify the surge elevation. A sensitivity study of a degraded and restored Biloxi marsh utilizing the modeling tools applied for this study is also presented. Sensitivity to barrier islands is discussed in Section 2.10.

2.11.1 Literature Review

The purpose of this literature review is to document studies that have measured storm surge elevations with the goal of understanding how landscape features and vegetation modify the surge elevation. Numerical modeling studies of this phenomenon are also reviewed.

2.11.1.1 Existing Relationships

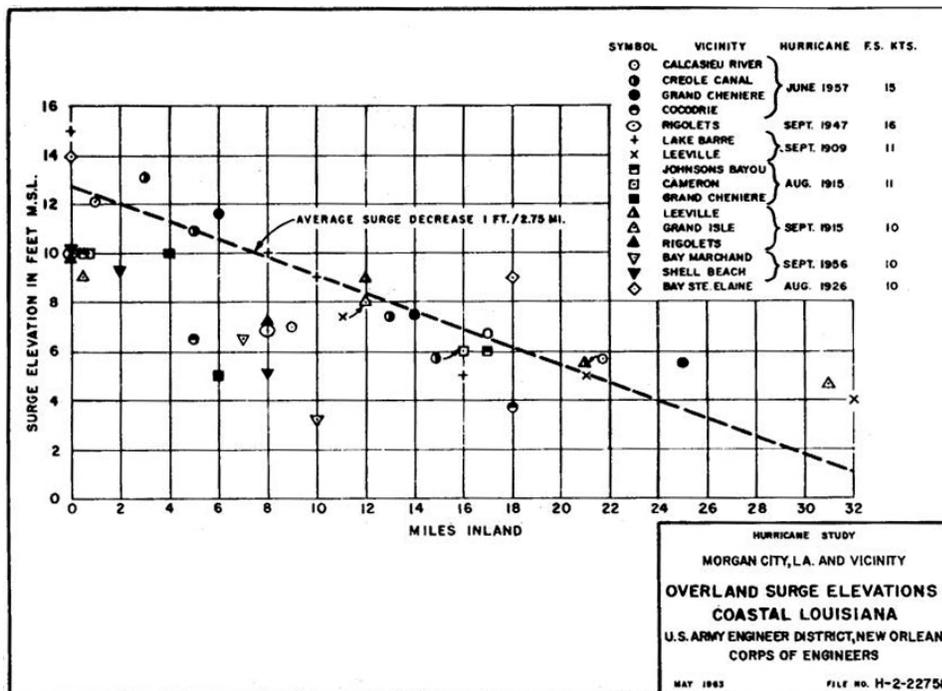
Relationships documenting the reduction in storm surge elevation due to landscape features and vegetation have been determined based on limited measurements in Louisiana. Obtaining reliable data from field observations is difficult as many factors control the elevation of the surge. To properly characterize the influence of landscape features and vegetation on storm surge, measurements should be (1) in line with the path of the storm, (2) on the same side of the storm, (3) not so far apart that processes (e.g., barometric pressure, winds, rainfall) are significantly different, (4) inside an enclosed space, to remove the influence of wave height on the measurements, and (5) representative of a homogeneous landscape feature (Figure 2.11-1). The relationships developed from the limited data available and discussed below do not, in general, adhere to these requirements and therefore should not be relied upon for engineering design.



1
2 **Figure 2.11-1. Ideal measurements for isolating the influence**
3 **of landscape features on storm surge elevations**

4 In a Letter from the Chief of Engineers (1965) documenting an interim hurricane survey of Morgan
5 City and vicinity, Louisiana, measurements of high water marks due to hurricane surge were
6 correlated with distance inland from the coast. Surge elevations at 16 locations near Morgan City
7 due to seven hurricanes (Sep 1909, Aug 1915, Sep 1915, Aug 1926, Sep 1947, Sep 1956, and Jun
8 1957) were documented giving 42 data points (Figure 2.11-2). The report states that this area has
9 numerous bays and marshes, but the data evaluated include the western part of Louisiana with
10 cheniers (relatively high wooded ridges). Inconsistent results were obtained when attempting to
11 correlate hurricane translation speed, surge hydrograph at the coast, and surge elevations inland.
12 However, a trend was observed for the decrease in storm surge as a function of distance inland, and
13 is independent of hurricane translation speed, wind speed, and direction. The relationship indicates
14 that storm surge was reduced by 1 foot for every 2.75 miles inland (1 cm decrease in storm surge
15 per 145 m inland).

16 Lovelace (1994) documented storm surge elevations after Hurricane Andrew in Louisiana. Citing this
17 study, the Louisiana Coastal Wetlands Conservation and Restoration Task Force and the Wetlands
18 Conservation and Restoration Authority (2004) suggest that storm surge reduces about 3-inch (0.25
19 ft) per mile (1 cm per 211 m) of marsh along the central Louisiana coast. Stone et al. (2003)
20 modeled a Category 3 hurricane that made landfall in 1915 and compared wave and storm surge for
21 the south-central Louisiana coast in 1950 (1.09 million acres of land) to that in 1990 (0.85 million
22 acres of land). Models used were a hurricane planetary boundary model, ADCIRC circulation model,
23 and SWAN wave model. Acreage impacted by a 2.1 m (7 ft) surge and 3.7 m (12 ft) increased by
24 69,000 and 49,000 acres, respectively, between 1950 and 1990. Surge levels greater than 4.6 m
25 (15 ft) were not significantly different between the two time periods.



1
2 **Figure 2.11-2. Observed maximum surge high water marks**
3 **versus distance inland (USACE 1965)**

4 The Louisiana Coastal Wetlands Conservation and Restoration Task Force and the Wetlands
5 Conservation and Restoration Authority (2004; Chapter 6, p. 55) discuss that it is “commonly
6 acknowledged that barrier islands and wetlands reduce the magnitude of hurricane storm surges
7 and related flooding; however, there are scant data as to the degree of reduction.” At the time the
8 report was written, the best information documenting this phenomenon came from gages measuring
9 water elevations during the second landfall of Hurricane Andrew (data documented by Lovelace
10 1994), which occurred in the vicinity of Point Chevreuil, Louisiana on August 26, 1992. Gage data
11 from Cocodrie, Louisiana indicated a maximum water level elevation equal to 9.3 ft (2.8 m) during
12 this Category 3 Hurricane. Over a 23-mile (37 km) stretch of marsh and open water from Cocodrie to
13 the Houma Navigation Canal, the water elevation decreased from 9.3 ft (2.8 m) to 3.3 ft (1 m),
14 equating to a reduction in surge amplitude equal to 3.1 inch (0.26 ft) per mile of marsh and open
15 water (1 cm per 203 m). A similar set of measurements showed reduction of the storm surge from
16 4.9 ft (1.5 m) at Oyster Bayou to 0.5 ft (0.15 m) at Kent Bayou, located 19 miles (30.6 km) north.
17 This second set of measurements indicated a 2.8-inch (0.23 ft) decrease in surge per mile (1 cm per
18 230 m) over “fairly solid marsh.” The report cautions that these represent measurements from one
19 storm; other factors, such as storm characteristics, coastal geomorphology, and track of the storm
20 influence the degree to which wetlands decrease storm surge.

21 The Working Group for Post-Hurricane Planning for Louisiana Coast (2006) wrote “barrier islands,
22 shoals, marshes, forested wetlands and other features of the coastal landscape can provide a
23 significant and potentially sustainable buffer from wind wave action and storm surge generated by
24 tropical storms and hurricanes.” ADCIRC results from Rick Luettich (Dec 30, 2005) indicated if
25 wetlands east of the Mississippi River Gulf Outlet (MRGO) were removed and the lake was
26 deepened to 2.5-m (8-ft), the storm surge from Hurricane Katrina would increase by 1-2 m (3-6 ft) for
27 St. Bernard Parish and Eastern New Orleans.

1 **2.11.1.2 Engineering Relationships**

2 This section presents a preliminary review of the engineering literature about the quantitative
3 relationships between coastal landscape features and the characteristics of hurricane storms. The
4 effects of each landscape feature on each of the hurricane storm characteristics are reviewed.

5 Wetlands contain a variety of vegetation types. The physical properties of wetlands that modify
6 storm characteristics include the vegetation type, location, height and density. Vegetation has an
7 effect on storm waves. Waves become depth limited, not fetch limited, over relatively short distance
8 if the friction factor is high enough. Wind stress is also affected by land cover. The sediment
9 geotechnical properties and morphology of each wetland can modify wave height and direction.

10 Barrier islands and interior landscape ridges modify storm surge as a function of location, elevation,
11 width, vegetation cover, and foreshore slope. The degree to which a barrier island decreases storm
12 surge elevation depends on whether the island is overtopped and if the adjacent tidal inlet cross
13 sectional area is in equilibrium with the bay tidal prism. Inlet parameters include location, cross
14 sectional area, depth, width, and frictional roughness.

15 **2.11.1.2.1 Winds**

16 The strength and impact of hurricane winds in coastal areas is affected by landscape features in two
17 distinct manners. First, the intensity of hurricane storms undergoes a significant decrease in intensity
18 after landfall. Data suggest that this process, referred to as “filling,” is initiated before the eye of the
19 storm crosses over land. The filling gradually reduces the wind velocity within the storm. The rate of
20 wind speed reduction has been related to the number of hours after landfall and to the geographic
21 region (NWS 23 1979). This rate of reduction is of highest category for the Mississippi coast,
22 showing a reduction of the wind speed of about 15% at 5 hours after landfall and a reduction of
23 about 30% at 10 hours after landfall.

24 Landscape features also affect hurricane winds because vegetation which extends above the water
25 surface, both before and during flooding, reduces the speed of the wind at the water surface. This
26 reduction in wind speed translates to a reduction in the wind stress which generates both storm
27 waves and surges. The reduction in wind stress due to the presence of vegetation has been
28 described with a “stress reduction factor” or SRF (Federal Emergency Management Agency (FEMA)
29 1985). The SRF is affected differently by various land covers and the most important contribution is
30 the areal distribution of the various land covers. Wooded areas have the greatest effect, with the
31 type, height and density of the trees being of primary importance. The SRF may be as low as 0.10,
32 indicating a 90% reduction of the open water wind stress. The SRF for wooded areas is related to
33 the fractional projected area of the trees. This fractional area is the area of the trees divided by the
34 total flow area, with both areas being projected on a vertical plane perpendicular to the wind velocity.
35 The effect of trees on the SRF is not linear. For a fractional projected area of 10% the SRF is 0.85,
36 while for 40%, the SRF is 0.30. The effect decreases with higher fractional areas. At fractional areas
37 equal to 60% and 80%, the SRF is 0.20 and 0.10, respectively.

38 Marsh grasses also affect the SRF, although this effect is very complex. Overall marsh grass has a
39 smaller roughness than wooded areas, and has a smaller effect on wind velocity. Marsh grass is
40 quite flexible and can be blown over during the hurricane. Also the marsh grasses can become
41 inundated exposing the water surface to the full effect of the wind. The expected range in SRF for
42 marsh is 0.70 to 0.90 with the higher value being used when the surge height is higher than the
43 average height of the marsh grass.

44 A value for 0.30 for the SRF has been used successfully by the USGS in the SWIFT2D hydrologic
45 modeling of coastal wetlands (Swain 2005). The value of SRF equal to 0.30 was used for all

1 computational grids having a Manning's coefficient greater than 0.10, implying that the vegetation is
2 emergent.

3 Open water near land can experience a reduction in the wind stress when the wind is blowing
4 offshore. This "downwind sheltering effect" results from the modification of the winds surface
5 boundary layer as it passes a land surface having high roughness. This effect may extend to a
6 distance of 2 to 10 nautical miles from the upwind land, and would be particularly important behind
7 barrier islands. The approach used by FEMA is to linearly increase the wind stress from the reduced
8 overland value to the open water value over a distance of from 2 to 10 nautical miles.

9 **2.11.1.2.2 Waves**

10 Storm waves are affected by several coastal landscape properties. These properties include the
11 water depth (before and during flooding), bottom roughness or friction, water column friction, and
12 bottom sediment characteristics.

13 The effect of water depth on waves becomes fundamental as waves propagate into shallow water
14 and controls wave kinematics and dynamics (U.S. Army Corps of Engineers 2003). Shallow water
15 wave processes includes generation, shoaling, refraction, diffraction, reflection, breaking, setup, run-
16 up, bottom friction, water column friction, and dissipation of wave energy through wave/bottom
17 interaction. The water depth and variations in water depth associated with coastal landscape
18 features become particularly important when they cause wave breaking. Wave breaking occurs
19 when the still water depth equals about 78% of the wave height and involves intense energy loss
20 and can, for example, reduce wave heights by 90% over a distance of 10 meters. Wave run-up and
21 overtopping occur if the height of a barrier island or an interior ridge equals or is less than the still
22 water elevation.

23 Bottom friction and wave/bottom interaction in shallow bays dissipates wave energy and can limit the
24 height of waves to values considerably below the breaking criteria. This effect depends upon the
25 type of bottom sediment in the bay. Muddy bottom sediments have a response that can involve
26 actual motion of the bottom due to the elastic properties of clay and mud.

27 The wave energy loss through vegetation results from the drag force of the wave current on the
28 plants (FIA 1984, FEMA 1988). The rate of energy loss depends upon the geometry of the individual
29 plants and the density of the plants in a given area. For areas containing a variety of plant types, the
30 number of plants of each type can be specified as the fraction of the total area covered by a plant
31 type and the average number of plants per square foot in the fractional area. The total energy loss
32 for all plants along a transect is the sum of the energy loss associated with all of the individual plant
33 types. The time average energy loss, $E_{i,j}$ for all plants of all plant types is given by:

$$34 \quad E_{i,j} = \frac{\int_0^T \int_0^{h_i} |F_{i,j} u| dz dt}{T} \quad \text{E 2.11-1}$$

35

36 where z is the elevation, $F_{i,j}$ is the drag force for the j^{th} member of the i^{th} plant type, h_i is the height of
37 the submerged plant or the wave crest height if the plant is exposed, u is the horizontal wave
38 current, and T is the total time being evaluated. The drag force on each individual plant is given as:

$$39 \quad F_{i,j} = \frac{\rho C_D D_{i,j} |u| u}{2} \quad \text{E 2.11-2}$$

40

1 where ρ is the water mass density, C_D is the plant drag coefficient, and D_{ij} is the effective diameter
 2 of the j^{th} member of the i^{th} plant type. The drag coefficient generally varies with plant roughness and
 3 the Reynolds number, but is taken as 1.0 for most plants. The contribution from the flat parts of the
 4 plant leaves is generally ignored.

5 The growth or decay of wind waves propagating over vegetated areas can estimate the effects of
 6 high friction by adjusting the fetch length (Camfield 1977). In this analysis the friction factors
 7 associated with vegetation can be up to 100 times the friction factor associated with unvegetated
 8 shallow water. The friction factor for various vegetation types are given as a function of water depth
 9 for thick stands of marsh grass; dense grass, brush or bushy willows and scattered trees; and dense
 10 stands of trees. Based upon a water depth of 3 m (10 ft), the friction factor for marsh grass is 0.20,
 11 for dense grass and brush it is 0.48 and for dense stands of trees, 0.90. These values represent an
 12 increase over the unvegetated bottom friction by factors of 20, 48, and 90, respectively. An example
 13 can be cited of the effectiveness of vegetated wetlands to dissipate wave energy (U.S. Army Corps
 14 of Engineers 2003). Storm waves having an initial height of 3 m (10 ft) are predicted to be reduced to
 15 a height of 1.5 m (4.8 ft) after passing over 1000 m (3300 ft) of tall grass and brush.

16 *2.11.1.2.3 Currents and Storm Surge Elevation*

17 Currents and surge are affected by coastal landscape features through two mechanisms. Bottom
 18 friction is generated by fluid shear stresses on the water bottom, while flow-drag resistance is
 19 generated by fluid stresses on objects extending through the water column (FEMA 1985). Bottom
 20 friction only occurs in bays whereas bottom friction and flow-drag resistance can occur in vegetated
 21 areas.

22 The most widely used formulation of bottom friction for flow in shallow water is the Manning-Chezy
 23 formula,

$$24 \quad \tau = \frac{g|U|u}{C^2}, \text{ and } C = \frac{1.486h^{1/6}}{N} \quad \text{E 2.11-3}$$

25
 26 where τ is the bottom stress, $|U|$ is the flow speed, u is the vector velocity, C is the Chezy coefficient,
 27 h is the flow depth, and N is the Manning's coefficient. The Manning's coefficient is not a constant and
 28 varies with water depth and bottom roughness. For bays the Manning's coefficient has been
 29 represented as an exponential function of the water depth, by the following formula (FEMA 1985),

$$30 \quad N = Ah^{-B} \quad \text{E 2.11-4}$$

31
 32 where A and B are curve fitting parameters. Calibration data for various studies indicate B is about
 33 0.5 and A varies between 0.08 and 0.12, with a mean value of 0.10. This formula indicates the
 34 Manning's coefficient decreases as the water depth increases, with values of N of about 0.044 for a
 35 depth of 1.5 m (5 ft), 0.032 for a depth of 3 m (10 ft) and 0.022 for a water depth of 6 m (20 ft). Since
 36 the Manning's N is typically used as a tuning factor in calibrating hydrodynamic models, in this
 37 formulation A can be used for the same purpose. For flooded wetlands, the Manning's N is assumed
 38 to be a constant that varies with vegetation type.

39 Flow-drag resistance also occurs in vegetated areas and represents flow resistance within the water
 40 column. Taking the approach that the flow-drag force on natural vegetation can be expressed as some
 41 the force on an equivalent cylinder, the total drag force for a given area of wetland can be given by

$$42 \quad F_d = \frac{\rho C_d n D h_p V^2}{2} \quad \text{E 2.11-5}$$

1 where F_d is the drag force, C_d is the drag coefficient for the cylinder, n is the total number of plants,
2 D is the diameter of each cylinder, h_p is the height of the submerged part of the cylinder, and V is the
3 flow velocity. The drag coefficient C_d is not a constant and depends upon the size and proximity of
4 each plant. An equivalent stress can be defined as the total drag force over an area, divided by the
5 size of the area.

6 An alternative representation of the drag force on a number of plants is based upon the Darcy-
7 Weisbach formulation,

$$8 \quad F_d = \frac{\rho f V^2}{8} \quad \text{E 2.11-6}$$

9
10 where f is the Darcy-Weisbach resistance coefficient. This coefficient has been related to the
11 “roughness concentration” given as

$$12 \quad f = a\sigma^b, \text{ and } \sigma = nDh_p \quad \text{E 2.11-7}$$

13
14 where σ is the roughness concentration, and a and b are calibration parameters.

15 The effect of wetland vegetation density on the Manning’s coefficient for overland flow was studied in
16 a series of laboratory experiments (Hall 1994). The experiments involved placing bulrushes in
17 various spatial densities in a 1.2 m (4 ft) wide channel and then subjecting them to discharges of
18 0.009, 0.026, 0.044 and 0.057 m³/sec. The results of the tests indicated that for flow velocities in the
19 range of 0.01 to 0.05 m/sec (0.03 to 0.16 ft/s), the Manning’s N decreased as the average flow
20 velocity increased, ranging about 0.3-0.9 at the lowest velocity to 0.2-0.3 at the highest velocity. A
21 linear relationship was found between the density of plants and the Manning’s N , with the value of N
22 being about 0.6 for a density of 800 stems per square meter.

23 **2.11.2 Sensitivity Analysis**

24 A sensitivity analysis was performed to assess the impact of bathymetric and frictional resistance
25 changes on ADCIRC-simulated peak surge elevations and STWAVE-simulated waves. The impact
26 of coastal landscape features on surge propagation and waves is a relatively new application for
27 surge and wave models and an area of active research that suffers from a lack of quality data. The
28 purpose of the analysis is to qualitatively assess the potential of coastal features for reducing storm
29 surge and waves for hurricanes with varying intensity. The analysis provides valuable information on
30 trends and relative performance but should not be taken as a quantitative assessment of surge and
31 wave reduction. It should be noted that the analysis does not consider the changes to the landscape
32 that occur during a storms passage, where vegetation cover can be stripped away and land masses
33 eroded. The analysis also does not consider changes in the structure of the hurricane itself due to
34 landfall infilling phenomenon that may be influenced by landscape features. The physics of this
35 process are not well known and research in this area is required. The analysis was performed for
36 differing configurations of the Biloxi marsh on the Louisiana coast, south of the Mississippi coast.

37 A base configuration consistent with that applied for the Interagency Performance Evaluation Team
38 (IPET) study and two Biloxi marsh conditions, one degraded and one improved from the base case,
39 are evaluated. The marsh elevations for both the improved and degraded cases were provided by
40 the environmental group at the USACE New Orleans District. Two storms were simulated for each
41 configuration: 1) Hurricane Katrina as it occurred in August 2005, making landfall as a Saffir-
42 Simpson scale Category 3 (CAT3) storm and 2) Hurricane Katrina reduced to a Category 1 (CAT1)
43 storm at landfall. The smaller CAT1 storm was only simulated with ADCIRC without radiation stress
44 forcing. STWAVE simulations were performed for both the CAT3 and CAT1 storms. The analysis

1 first discusses the friction formulations in the models that impact surge and waves. The peak water
 2 levels and waves for each marsh configuration are then compared to the base condition. Finally,
 3 results for storms with varying intensity are compared.

4 **2.11.2.1 Landscape Feature Roughness and Frictional Resistance**

5 Coastal landscape features can reduce surge potential by reducing surface winds due to higher sub-
 6 aerial surface roughness and slow surge propagation due to bottom friction in shallow flow at the
 7 inundation front. The base condition coastal feature landscape land cover type was taken from the
 8 USGS National Land Cover Dataset (NLCD) classification raster map based upon Landsat imagery.
 9 Each NLCD classification has an associated land roughness length (z_{0land}) and Manning's n value as
 10 defined by Federal Emergency Management Association (2005). These values are applied in the
 11 models as described below to reduce wind and water speeds. The values used for this analysis are
 12 summarized in Table 2.11-1. It should be noted that the passage of large storms can alter the
 13 landscape, stripping away vegetation cover in some areas and this impact is not considered in this
 14 analysis.

15 **Table 2.11-1.**
 16 **Z_{0-land} Factors and Manning's n Values for NLCD Classifications**

NLCD Class	Description	Z_{0-land}	Manning's n
11	Open Water	0.001	0.020
12	Ice/Snow	0.012	0.020
21	Low Residential	0.330	0.070
22	High Residential	0.500	0.140
23	Commercial	0.390	0.050
31	Bare Rock/Sand	0.090	0.040
32	Gravel Pit	0.180	0.060
33	Transitional	0.180	0.100
41	Deciduous Forest	0.650	0.120
42	Evergreen Forest	0.720	0.150
43	Mixed Forest	0.710	0.120
51	Shrub Land	0.120	0.050
61	Orchard/Vineyard	0.270	0.100
71	Grassland	0.040	0.034
81	Pasture	0.060	0.030
82	Row Crops	0.060	0.035
83	Small Grains	0.050	0.035
84	Fallow	0.050	0.030
85	Recreational Grass	0.050	0.025
91	Woody Wetland	0.550	0.100
92	Herbaceous Wetland	0.110	0.035
95	Cypress Forest	0.550	0.100

17
 18 The winds input to the ADCIRC and STWAVE models are reduced to account for the higher surface
 19 roughness through a directional land masking procedure. Since the wind boundary layer does not
 20 adjust to surface roughness instantaneously, wind reduction factors are computed based on the
 21 weighted average of roughness coefficients (z_{0land}) within 10 km in the upwind direction. The wind
 22 reduction factor (f_r) is calculated as (Powell et al. 1996, Simiu and Scanlan 1986):

23

$$f_r = \left(\frac{z_{0_{marine}}}{z_{0_{land}}} \right)^{0.0706} \quad \text{E 2.11-8}$$

where $z_{0_{marine}}$ is the marine roughness length that is computed based on the Charnock relationship (Charnock 1955) and the relationship between the friction velocity and the applied drag law (Hsu 1988):

$$z_{0_{marine}} = \frac{\alpha_c C_d W_{10}^2}{g} \quad \text{E 2.11-9}$$

where the Charnock parameter (α_c) is set to 0.018, C_d is the air-sea drag coefficient, W_{10} is the wind speed sampled at a 10 m height over a 10 min period, and g is the acceleration due to gravity. As inundation takes place, landscape features are submerged and their roughness is reduced. In the model, the roughness length is reduced according to (Simiu and Scanlan 1986):

$$z_0' = z_{0_{land}} - \frac{d}{30} \quad \text{for } z_0' \geq z_{0_{marine}} \quad \text{E 2.11-10}$$

where d is the local water depth. The reduced roughness length is limited to the marine roughness value.

In addition to reducing wind speeds, coastal landscape features can also inhibit wind from penetrating through the features and shelter the water surface from wind stress. Features such as heavily forested canopies allow little momentum transfer from wind fields to the water column (Reid and Whitaker 1976) and thus areas classified as NLCD forest do not apply a wind stress in the model.

The speed at which a storm surge propagates and thus surge water level is affected by coastal landscape features through bottom friction and form drag. Bottom friction is the generated by fluid shear stresses at the water bottom and flow-drag resistance is generated by fluid stresses on objects extending through the water column (FEMA 1985). Bottom friction occurs in relatively shallow areas and bottom friction and flow-drag resistance can occur in vegetated areas. The ADCIRC and STWAVE models presently only account for bottom friction, the effect of form drag can only be approximated by increasing the bottom friction coefficient. The ADCIRC and STWAVE models apply a Manning's-type bottom friction formulation with the bottom friction coefficient specified as:

$$C_f = g \frac{n^2}{d^{1/3}} \quad \text{E 2.11-11}$$

where n is the Manning roughness coefficient with values based on the USGS land use factors. The Manning n values applied for this analysis are summarized in Table 2.11-1. The values applied in the model for both the Manning n values and the roughness coefficients were validated through

1 comparison of model hindcast results and measured high water marks for Hurricanes Katrina and
2 Rita.

3 **2.11.2.2 Sensitivity of Peak Water Level and Maximum Waves to Marsh Condition**

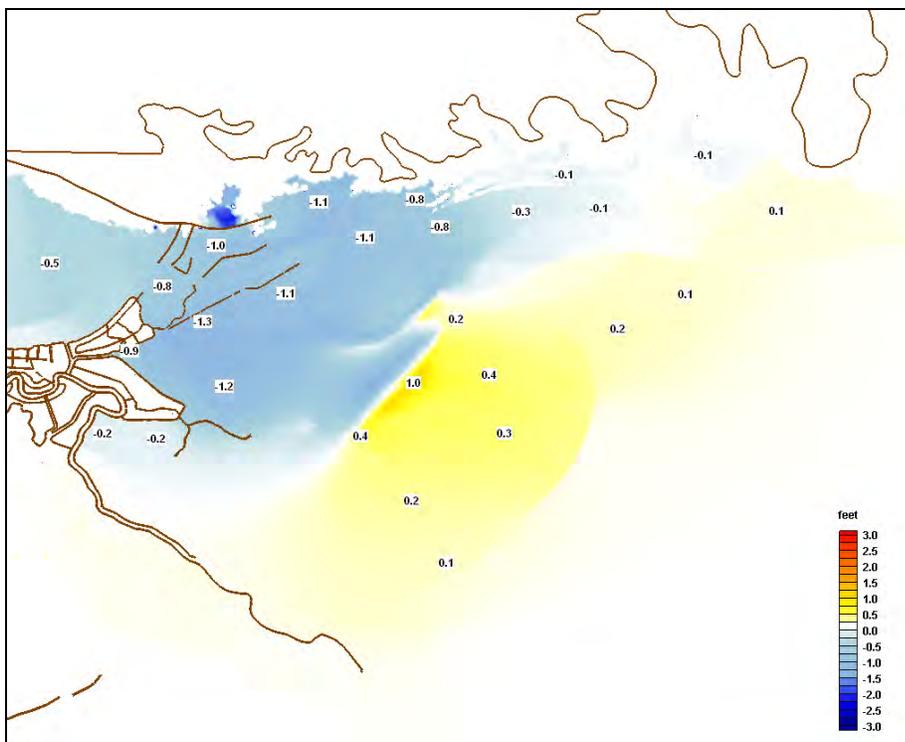
4 The CAT3 and CAT1 storms were simulated on a base configuration, a case with Biloxi marsh
5 raised to 1.05 ft NAVD 88 (2004.65) and restored to herbaceous wetland, and a case with Biloxi
6 marsh lowered to -2 ft NAVD 88 (2004.65) and represented as open water. For the degraded case,
7 the entire Biloxi marsh area was lowered and for the restored case only two strips of Biloxi marsh
8 were altered (see Figure 2.11-3). Discussion of the peak water levels refers to the surge-plus-wave
9 simulation results for the CAT3 storm only. Similarly, peak wave height maps for each of the CAT3
10 simulations were compared to the baseline configuration. In addition, maximum wave height maps
11 were compared for the CAT1 simulations.



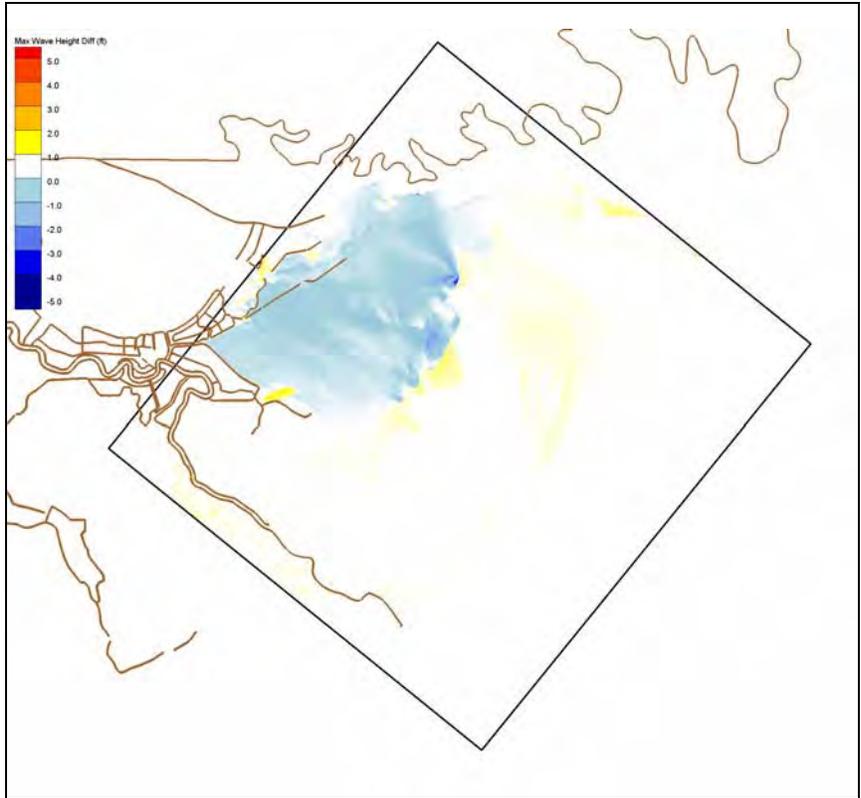
12
13 **Figure 2.11-3. Outline of marsh areas restored (red) and**
14 **deteriorated (blue)**

15 Biloxi marsh was raised and restored to herbaceous wetland along two 100,000 ft by 15,000 ft strips
16 of marshland for a total raised area of 116 sq mi. The change in bathymetry and frictional resistance
17 slowed surge propagation resulting in an increase in water level seaward of the change and a
18 decrease in water level landward of the change. The greatest change in peak water level was
19 observed landward of the marsh feature where the decrease in peak water level was 0.9 to 1.3 ft
20 (Figure 2.11-4). Changes on the Mississippi coast were less than 1 ft. The percent reduction in peak
21 water level was as much as 8% in the New Orleans area and less than 3% on the Mississippi coast.
22 The original STWAVE grid was also modified to represent the raised Biloxi marsh configuration and
23 changes in maximum wave height are shown in Figure 2.11-5. The greatest change in maximum
24 wave height was observed landward of the marsh feature where the decrease in maximum wave
25 height was 1.0 to 2.0 ft for the CAT3 simulation. No changes in wave height were estimated on the
26 Mississippi coast. Similar result patterns were observed for the reduced Katrina CAT1 simulation.
27 The wave change patterns are consistent with the water level changes suggesting that the waves
28 are depth limited.

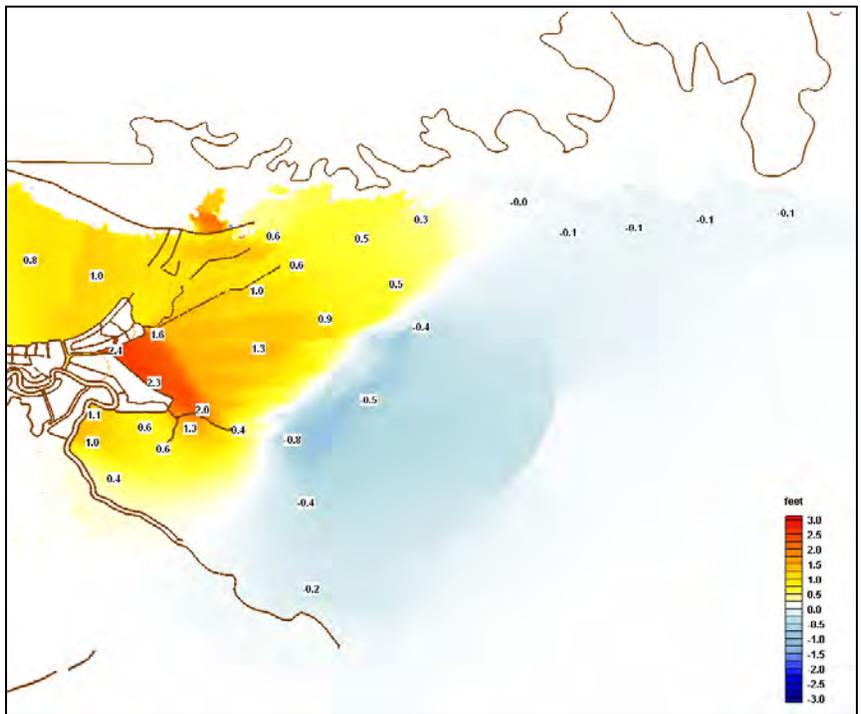
1 The spatial extent where Biloxi marsh was lowered greatly exceeds the area that was raised. The
2 lowered Biloxi marsh area encompassed 507 sq mi and was degraded (lowered) to -2.0 ft (NAVD88
3 2004.65) and returned to open water. The marsh reduction allows surge to propagate more rapidly,
4 resulting in a rise in peak water level (relative to the original simulation peak water level) that
5 extended beyond the Biloxi marsh region. The Biloxi marsh area increased in peak water level by
6 2.4 ft at the MRGO-GIWW junction (Figure 2.11-6). Peak water level south of English Turn increased
7 1.1 ft, Lake Pontchartrain peak water levels increased approximately 0.8 ft, and water levels on the
8 Mississippi coast increased by less than 0.5 ft. The percent increase in peak water level was 8-13%
9 near the New Orleans area levees but was less than 3 percent on the Mississippi coast. A map of
10 changes in maximum wave height is shown in Figure 2.11-7. The greatest change in maximum wave
11 height was observed landward of the marsh feature where the increase in maximum wave height
12 was 2.0 to 4.5 ft for the Katrina CAT3 simulation. Similar result patterns were observed for the
13 reduced Katrina CAT1 simulation. The wave change patterns are consistent with the water level
14 changes suggesting that the waves are depth limited.



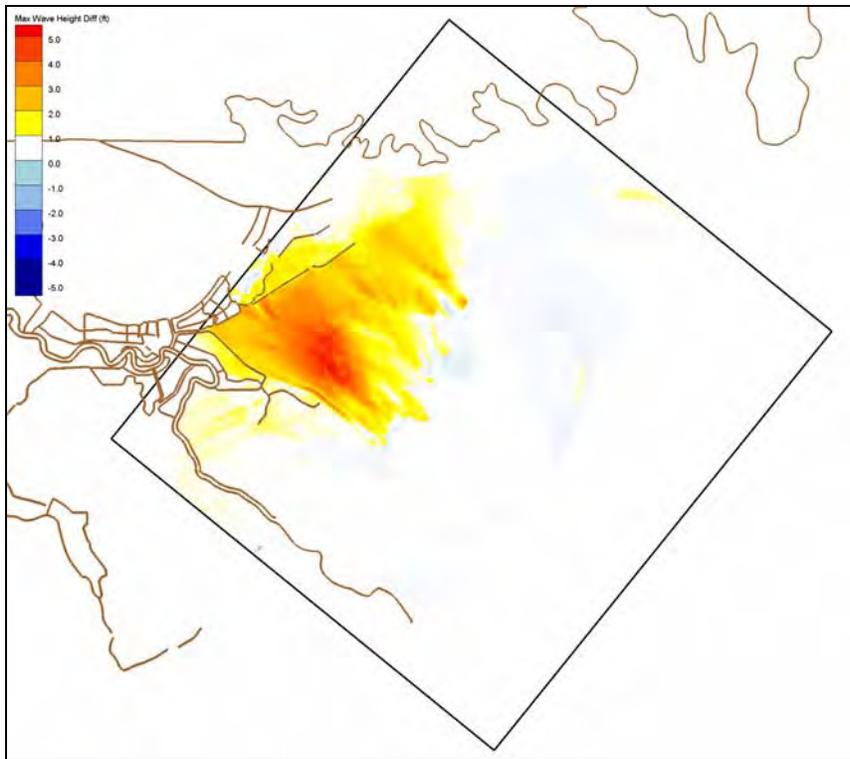
15
16 **Figure 2.11-4. Difference in peak surge: Biloxi Marsh raised to 1.05 ft minus**
17 **base configuration.**



1
 2 **Figure 2.11-5. Difference in maximum wave height for CAT3 simulation:**
 3 **Biloxi Marsh raised to 1.05 ft minus base configuration.**



4
 5 **Figure 2.11-6. Difference in peak surge: Biloxi Marsh lowered to -2.0 ft**
 6 **minus base configuration.**



1
 2 **Figure 2.11-7. Difference in maximum wave height for CAT3 simulation:**
 3 **Biloxi Marsh lowered to -2.0 ft minus base configuration.**

4 The CAT3 storm discussed in the previous section was scaled to produce a storm of Category 1
 5 intensity on the Saffir-Simpson scale and thus has less surge potential. Simulations without wave
 6 radiation stress forcing were made for the less intense (CAT1) storm. Analysis and comparison of
 7 the CAT1 peak water level differences to the CAT3 surge only peak water level differences show
 8 similar patterns. Table 2.11-2 lists the peak water level change for the CAT1 and CAT3 storms for
 9 comparison. Water level changes on the Mississippi coast were less than 0.5 ft. The most significant
 10 difference in peak water level change between the CAT1 and CAT3 storms occurred when the
 11 marsh was lowered. The difference in surge for the two storm intensities for the lowered marsh
 12 configuration is given in Figure 2.11-8 and Figure 2.11-9. The peak water level is higher for the
 13 CAT3 storm, but the high peaks in Biloxi marsh extend over a broader area with the CAT1 storm. In
 14 the region further south from the lowered Biloxi marsh area, the CAT3 storm causes greater
 15 increases than the CAT1 storm in peak water level. For these cases, the change in peak water level
 16 change for a CAT3 storm can be more than double the change in peak water level for a CAT1 storm.
 17 A similar trend is observed with the STWAVE results when comparing storm intensity and maximum
 18 wave height. An example of the maximum wave height difference for the two storm intensities is
 19 given in Figures 2.11-7 and 2.11-10. Note that the maximum wave height change is larger and
 20 broader in extent for the CAT3 storm when compared to the CAT1 storm. This trend was especially
 21 evident for the lowered marsh configuration simulations performed for this study. For the raised
 22 marsh configuration, the area of changes in maximum wave heights is broader in extent, even if the
 23 maximum values are comparable for both CAT3 and CAT1 simulations.

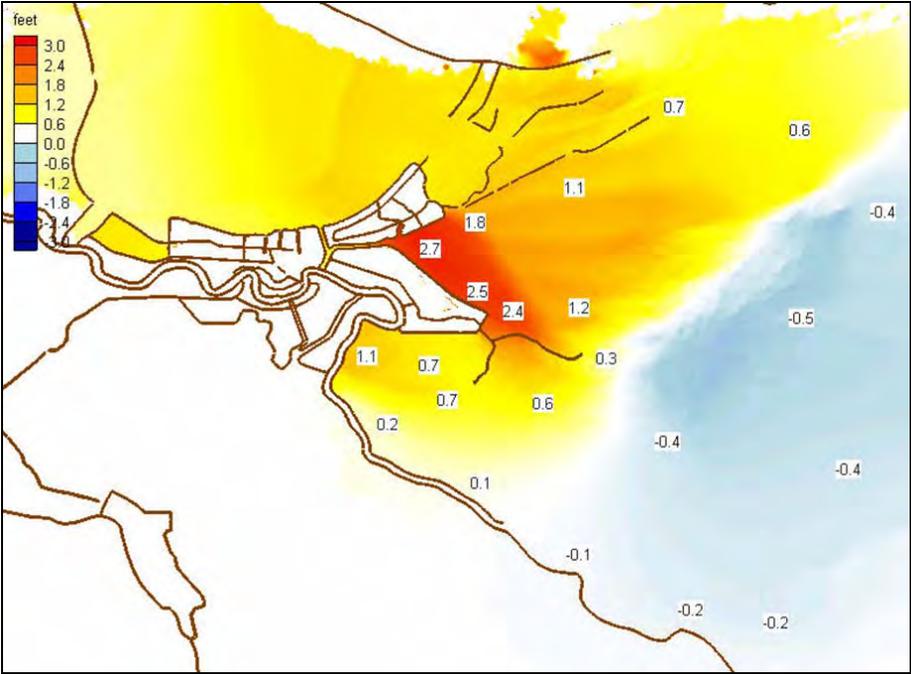
24

1
2
3

Table 2.11-2.
Difference in Surge-only Peak Water Level for the Marsh Change Configuration –
Original Marsh Configuration for CAT 1 and CAT3 Storms

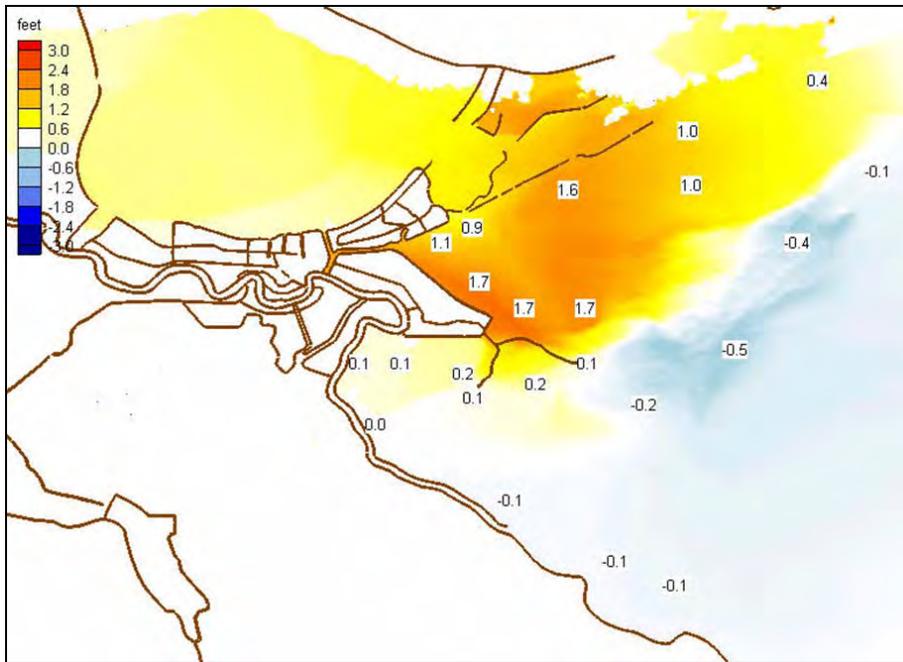
Marsh Condition	Maximum Change in Peak Water Level, ft	
	CAT1	CAT3
Restored	-1.2	-1.4
Degraded	1.7	2.7

4

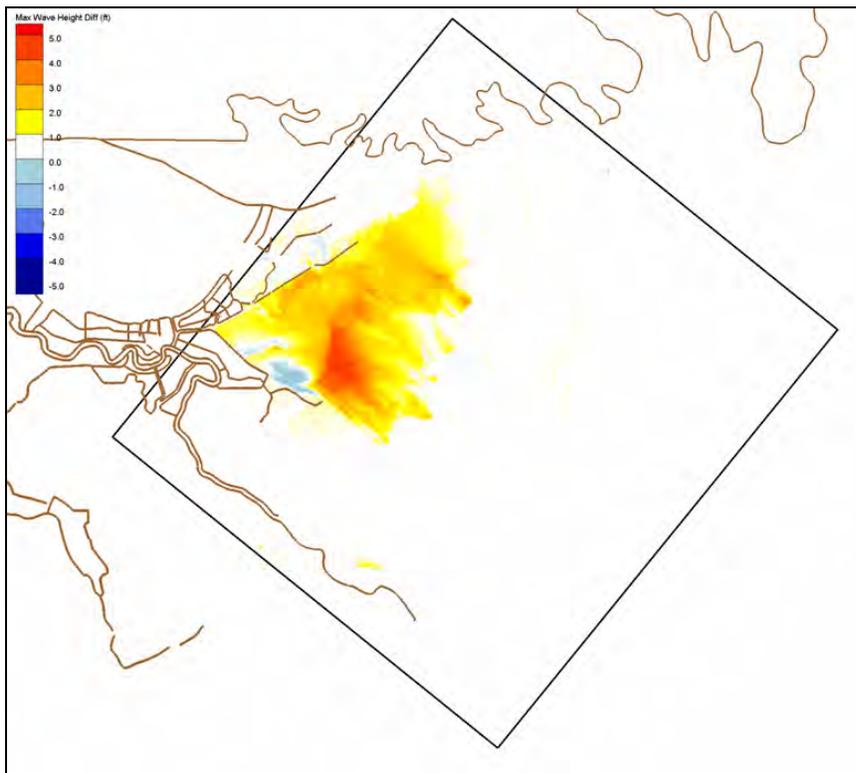


5
6
7

Figure 2.11-8. Difference in peak surge only (no radiations stresses):
Biloxi Marsh lowered minus base configuration for a CAT3 storm.



1
 2 **Figure 2.11-9. Difference in peak surge only (no radiation stresses):**
 3 **Biloxi Marsh lowered minus base configuration for a CAT1 storm.**



4
 5 **Figure 2.11-10. Difference in maximum wave height: Biloxi Marsh**
 6 **lowered minus base configuration for a CAT1 storm.**

1 **2.11.2.3 Summary**

2 The purpose of this sensitivity analysis is to qualitatively assess the potential of coastal landscape
3 features for reducing storm surge and waves for hurricanes with varying intensity. The impact of
4 landscape features on surge propagation is a relatively new application for surge and wave models
5 and an area of active research that suffers from a lack of quality data. The analysis provides
6 valuable information on trends and relative performance but should not be taken as a quantitative
7 assessment of surge and wave reduction. Results indicate that coastal marsh does have surge and
8 wave reduction potential. Restoration and degradation of marsh resulted in decreases (for
9 restoration cases) and increases (for degradation cases) in both surge and waves for both a
10 Category 3 storm on the Saffir-Simpson scale and a less intense Category 1 storm. The magnitude
11 of change was greatest for the more intense storm. The magnitude of change was also correlated
12 with the magnitude of the horizontal extent and elevation changes in the marsh. In general, the wave
13 change patterns are consistent with the water level changes suggesting that the waves are depth
14 limited. Results indicate that the impact of the landscape features is amplified in areas where there
15 are levee pockets, such as at the MRGO and GIWW junction and south of English Turn. Results
16 also indicate that changes in the Biloxi marsh will have little or no impact on water levels and waves
17 for the Mississippi coast.

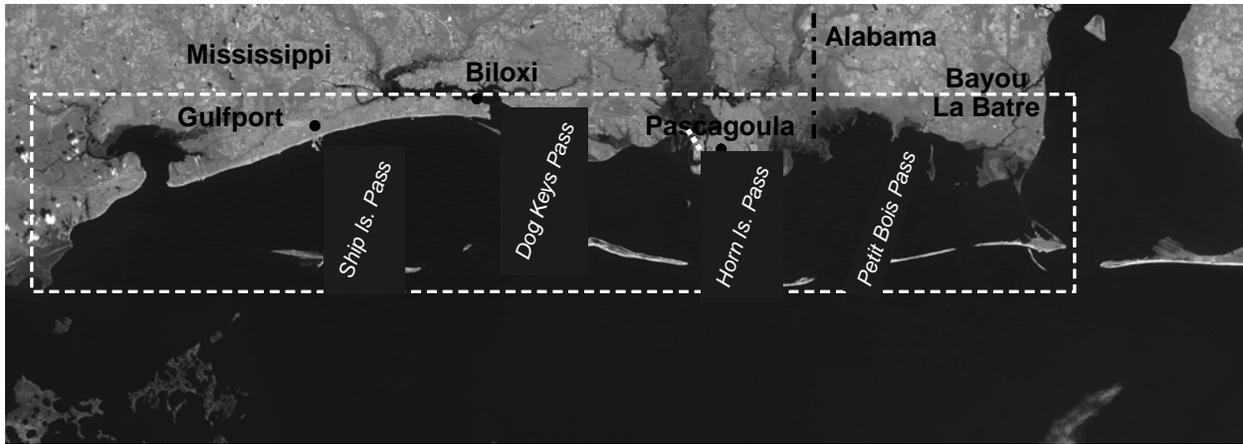
18 **2.12 Regional Sediment Budget**

19 **2.12.1 Purpose**

20 This study evaluated the existing regional sediment transport magnitudes and directions for the
21 Mississippi and Alabama barrier islands fronting Mississippi Sound and the mainland coast,
22 including an analysis of historical long-term barrier island migration. Based on analysis of previous
23 studies, historical bathymetric and shoreline change, and numerical modeling, a suite of sediment
24 budgets was developed. First, a conceptual sediment budget was developed through a review of
25 existing studies; this budget formed the framework for the historical and calculated sediment
26 budgets. Next, a historical sediment budget was developed through analysis of bathymetric and
27 shoreline position change through time. Engineering activities and significant storm events were also
28 documented. A calculated sediment budget was developed based on numerical modeling of regional
29 waves and sediment transport, for the Gulf and Bay shorelines of the barrier islands as well as the
30 mainland coast. The final sediment budget was formulated from all these intermediate budgets, and
31 is presented herein along with a summary of information pertinent to the final budget. Details about
32 the conceptual, historical, and calculated sediment budgets and further discussion of the entire study
33 can be found in Rosati et al. (2007).

34 **2.12.2 Mississippi Coast Physical Setting and Processes**

35 The barrier islands in the project area, Cat, West and East Ship, Horn, Petit Bois, and Dauphin
36 Islands, provide the offshore boundary for Mississippi Sound (Figure 2.12-1). These islands are the
37 first line of defense for the mainland as tropical storms, hurricanes, and cold fronts pass the region.
38 Table 2.12-1 summarizes the tropical storm and hurricane history for locations in and around the
39 study area from 1871 (or 1872) through 2006. Because data were not provided for a city in Hancock
40 County, New Orleans, Louisiana is shown in Table 2.12-1 to provide a western boundary to the
41 study area. Locations in Hancock County are assumed to have storm occurrences similar to those
42 presented for New Orleans and Gulfport.



1
2 **Figure 2.12-1. Mississippi Gulf Coast, showing barrier island system, navigation channels, and the**
3 **area of study for the regional sediment budget (image courtesy NASA's Earth Observatory, dated**
4 **15 Sep 05)**

5 **Table 2.12-1.**
6 **Storms within 60 miles of Selected Mississippi, Alabama, and Louisiana Cities West of**
7 **Mobile Bay, 1871/2 through 2006¹**

Location (from west to east)	Year of Storm Occurrence t=tropical storm; b=brush; h=hurricane	Frequency of Occurrence (yr)	
		Brush or Hit	Direct Hit
New Orleans, LA	1879h, 1879t, 1887h, 1888b, 1897b, 1892t, 1893h, 1900tb, 1901h, 1905t, 1907t, 1909h, 1914t, 1915h, 1916b, 1932t, 1934tb, 1936t, 1944tb, 1947h, 1948h, 1949t, 1955t, 1964t, 1965h, 1969b, 1979h, 1985b, 1988t, 1992b, 1998t, 2002t(2), 2004tb, 2005t, 2005h	3.8	12.4
Gulfport, MS	1872t, 1879b, 1881b, 1885t, 1885tb, 1887t, 1892t, 1893h, 1895t, 1900t, 1901b, 1904tb, 1905tb, 1906h, 1907tb, 1912b, 1914tb, 1916h, 1923t, 1926t, 1932b, 1934tb, 1944t, 1947h, 1947t, 1955tb, 1960t, 1965b, 1969h, 1979b, 1985h, 1988b, 1998h, 2002tb, 2002t(2), 2004b, 2005t, 2005h	3.5	15.1
Biloxi, MS	1879b, 1880b, 1881t, 1885t, 1885tb, 1887t, 1892tb, 1893h, 1895h, 1900t, 1901h, 1906h, 1907tb, 1912h, 1916h, 1923t, 1926h, 1932h, 1934tb, 1947h, 1955tb, 1960t, 1969h, 1985h, 1997b, 1998h, 2002t, 2002tb, 2004b, 2005t, 2005h	4.4	11.3
Pascagoula, MS	1872b, 1881t, 1885t, 1885tb, 1887t, 1893h, 1893b, 1895t, 1900t, 1901h, 1902tb, 1904tb, 1906h, 1912h, 1914tb, 1916h, 1923tb, 1926h, 1932h, 1934tb, 1944tb, 1947b, 1950b, 1960b, 1969h, 1979h, 1985h, 1998h, 2002t, 2004h, 2005t, 2005h	3.8	9.7
Dauphin Island, AL	1880b, 1881t, 1882b, 1885, 1887t, 1893h, 1895tb, 1900t, 1901t, 1902t, 1904t, 1906h, 1910h, 1911b, 1912b, 1914tb, 1916b, 1919tb, 1922tb, 1923tb, 1926h, 1932h, 1934t, 1939t, 1944tb, 1947t, 1950h, 1956b, 1959t, 1960tb, 1979h, 1985h, 1985tb, 1995b, 1997h, 1998b, 2002t, 2004h, 2005(2)tb, 2005h	3.3	11.3

¹ <http://www.hurricanecity.com/>. This database does not have any locations in Hancock County, Mississippi; thus, data for New Orleans, Louisiana are included to provide a western boundary for the study area. Locations in Hancock County are assumed to have storm occurrences similar to those provided for New Orleans and Gulfport.

1 The frequency of direct landfall is approximately equal for Biloxi, Pascagoula, and Dauphin Island,
2 with a direct hit every 10-11 years. The likelihood for a direct hit decreases to approximately once
3 every 15 and 12 years for Gulfport and New Orleans, respectively. However, all locations listed in
4 Table 1 have historically been brushed or hit with a tropical storm or hurricane approximately once
5 every 3-4 years. Cold fronts, although less intense than tropical storms and hurricanes, occur more
6 frequently at approximately 30 to 40 times per year (Stone et al. 1999).

7 The barrier islands protecting Mississippi Sound experience a low energy wave climate, with
8 average significant wave height at National Data Buoy Center (NDBC) Buoy 42007 (22 nautical
9 miles south-southeast of Biloxi, in 46 ft depth) averaging 2 ft and 1.3 ft in the winter and summer
10 months, with associated average peak wave periods of 4 to 3.5 sec, respectively. Wave
11 transformation modeling by Cipriani and Stone (2001) indicated that breaking wave heights on the
12 barrier islands range from 1 to 2 ft. Waves in Mississippi Sound are fetch- and depth-limited. The
13 Coastal Studies Institute's Wave-Current Surge Information System (WAVCIS³) gage CSI-13 located
14 at Ship Island Pass (23 ft depth) from June 1998 through July 2005 measured an average significant
15 wave height of 0.3 ft and associated average wave period of 2.5 sec.

16 Tides in Mississippi Sound are diurnal, with a tidal range of 1.5 ft and 1.8 ft for the mean and spring
17 tides at Biloxi, Mississippi⁴, respectively. However, the relatively shallow and large area of the Sound
18 create strong currents in the tidal passes between the barrier islands, ranging from 1.63 to 3.3 ft/sec
19 and 5.9 to 11.5 ft/sec on flood and ebb tides, respectively (Foxworth et al. 1962). In the winter
20 months, winds from the same direction and of a sufficient magnitude are capable of lowering water
21 surface elevations in the bays and nearshore from 1-2 ft (U.S. Army Corps of Engineers Mobile
22 District 1984).

23 For the Gulf barrier island beaches, net longshore sediment transport is from east to west, although
24 local reversals in the net transport occur adjacent to the tidal passes. The primary sources of
25 sediment are longshore sediment transport from east to west, and, potentially, the offshore shelf
26 (Otvos 1979, Cipriani and Stone 2001). Cipriani and Stone (2001) discussed that a well-defined
27 cellular structure exists for each barrier island in which, over historic times, little sand transfer exists
28 between islands. However, dredging records at Horn Island and Ship Island Passes (also called
29 Pascagoula Bar Channel and Gulfport Bar Channel, respectively) suggest that infilling of sand from
30 adjacent barrier islands occurs, indicating the potential for transport of sand between islands.
31 Eastern Dauphin Island, with a Pleistocene core, is more stable than the other barriers although
32 eastern Dauphin Island has been eroding in response to the dominant westerly-directed transport.
33 Based on grain size analysis, Cipriani and Stone (2001) inferred that offshore sources may provide
34 some sediment to central Petit Bois Island. The Mississippi Sound barrier islands range from very
35 well vegetated, with maritime forests on east Dauphin Island, to low elevation barriers that are
36 overwashed and breached during hurricanes. Long-term relative sea level rise for Dauphin Island,
37 Alabama from 1966 to 1997 was 0.12 +/- 0.023 in/year⁵.

38 On the mainland coast, beach change in Harrison County has been dominated by harbor
39 construction, beach restoration and replenishment since 1951 (Byrnes et al. 1993a, 1993b). Cross-
40 shore sediment transport processes dominate beach change, with wave-induced sediment transport
41 processes of secondary importance, typically from east-to-west (Byrnes et al. 1993a, 1993b).
42 Hancock County had beach nourishment in 1993-1994 between Waveland and Bay St Louis and
43 again in 1996 for the Bay St Louis Downtown beach (Schmid 2002). Net longshore transport in
44 Hancock County is generally from northeast to southwest. The bays, distributaries, and bayous of

³ <http://www.wavcis.lsu.edu/>, dated 11 December 2006, accessed 11 December 2006.

⁴ <http://tidesandcurrents.noaa.gov/tides05/tab2ec4.html#107>, dated 25 March 2005, accessed 11 December 2006.

⁵ http://tidesandcurrents.noaa.gov/sltrends/sltrends_station.shtml?stnid=8735180, dated 10 February 2006, accessed 29 July 2006.

1 the remaining coast are typically bordered with marsh populated by *Spartina-Juncus* succession
 2 (Christmas 1973).

3 **2.12.3 Review of Existing Studies and Dredging Database**

4 Existing studies were reviewed for the project area to provide information about sediment transport
 5 processes of the barrier island and mainland coast. This knowledge gained was incorporated into
 6 the sediment budget as appropriate. For a full summary of each study that was reviewed, please see
 7 Rosati et al. (2007).

8 Dredging rates for navigation channels within Mississippi Sound were also evaluated in the study. As
 9 shown in Figure 2.13-1, the study area is traversed by many navigation channels: two “bar” channels
 10 that extend through Horn Island Pass (also called Pascagoula Bar Channel) and Ship Island Pass
 11 (also called Gulfport Bar Channel); the Gulf Intercoastal Waterway (GIWW) that runs east-west
 12 through Mississippi Sound; and five Sound navigation channels that extend from Gulfport, Biloxi,
 13 Pascagoula, Bayou Cassotte, and Bayou La Batre. The SAM dredges these channels on a regular
 14 basis. The U.S. Army Corps of Engineers’ Navigation Data Center⁶ (NDC) has documented all Corps
 15 contract and non-contract dredging for all Districts for Fiscal Year (FY) 1990 through 2005. NDC’s
 16 database for SAM’s entire District dredging program is provided in Rosati et al. (2007).

17 Byrnes and Griffiee (2007) culled historical dredging and placement information from published
 18 Corps reports and databases to develop annual dredging and placement rates for each of the bar
 19 channels. Sediment dredged from the GIWW and other channels extending through Mississippi
 20 Sound was side-cast or placed in disposal areas to either side of the channels, and is assumed to
 21 shoal primarily from fine sediment that is mobilized in the bay. Thus, these dredging and placement
 22 activities in the Sound do not change the sediment budget for the mainland and barrier islands.
 23 However, dredging and placement adjacent to the barrier islands (Ship Island Pass/Gulfport Bar
 24 Channel and Horn Island Pass/Pascagoula Bar Channel) must be considered in the sediment
 25 budget.

26 Dredging data provided by Byrnes and Griffiee (2007) have been analyzed to provide estimated
 27 maintenance shoaling rates for each of the Bar Channels as a function of channel depth, width, and
 28 length (Table 2.12-2). Of particular interest is the maintenance dredging rate as a function of channel
 29 depth, as shown in Figure 2.12-2.

30 **Table 2.12-2.**
 31 **Summary of Dredging Rates for Navigation Channels Adjacent to Barrier Islands**
 32 **(modified from Byrnes and Griffiee 2007)**

Date	Description	New Work (cy)	Maintenance (cy)
Ship Island Pass/Gulfport Bar Channel (Data from 1881-2003)			
Mar 1899–Mar 1948	26-ft deep, 300-ft width, 0.76-mile long channel (1.9-mile length dredged in 1922)	163,401	2,115,576 (43,175 cy/yr) (33,028 cu m/yr)
Mar 1948–Jul 1992	32-ft deep, 300-ft wide, 8 miles long	3,679,044	21,111,495 (476,200 cy/yr) (364,292 cu m/yr)
Nov 1993–Apr 2003	38-ft, 300-ft wide, 8 miles long	9,695,988	5,456,817 (579,485 cy/yr) (443,306 cu m/yr)

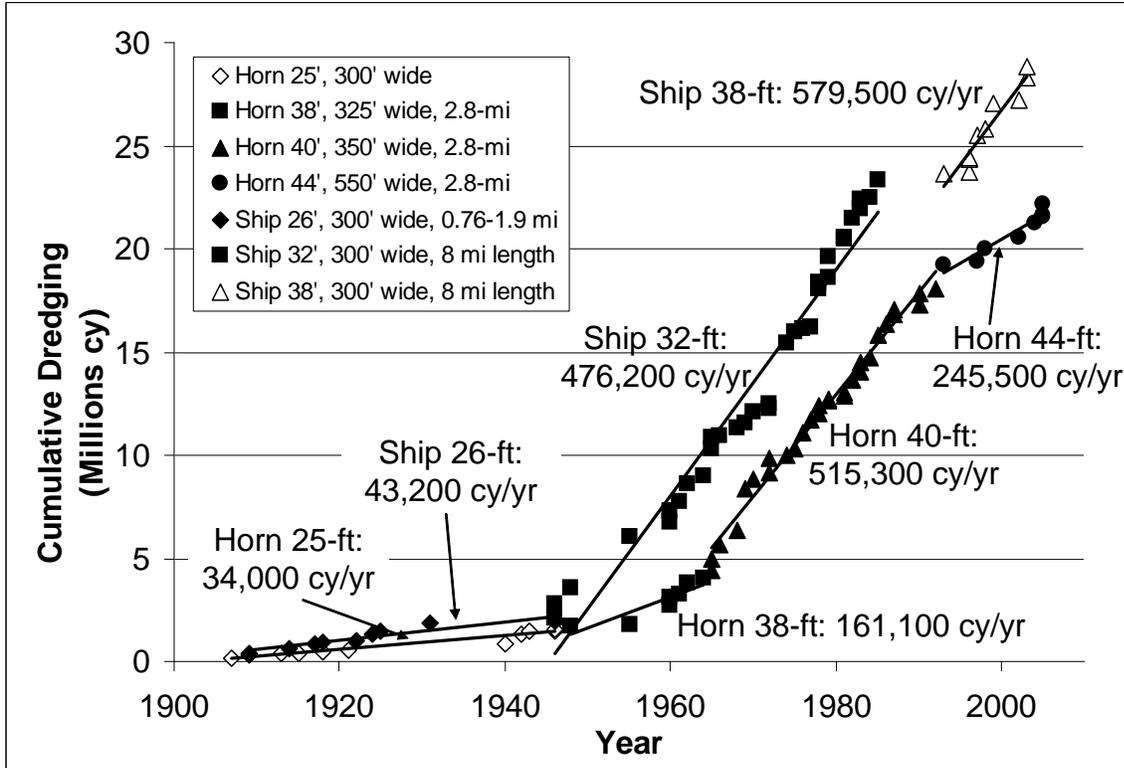
⁶ <http://www.iwr.usace.army.mil/NDC/data/datadrg.htm> , updated 25 July 2006, accessed 13 December 2006.

1
2
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Table 2.12-2.
Summary of Dredging Rates for Navigation Channels Adjacent to Barrier Islands
(modified from Byrnes and Griffie 2007) (continued)

Date	Description	New Work (cy)	Maintenance (cy)
1899 to 2003	Total Dredging	13,538,433	28,683,888 (275,807 cy/yr) (210,992 cu m/yr)
Horn Island Pass/Pascagoula Bar Channel (Data from 1881-2005)			
Feb 1897–Mar 1948	25-ft deep, 300-ft wide channel	896,748	1,735,817 (34,000 cy/yr) (26,010 cu m/yr)
Mar 1948–Jan 1965	38-ft deep, 325-ft wide, 2.8 mile length	2,910,835	2,711,925 (161,104 cy/yr) (123,245 cu m/yr)
Jan 1965–Sep 1993	40-ft deep, 350-ft wide; Impoundment area along the western end of Petit Bois Island	1,305,589	14,772,517 (515,320 cy/yr) (394,220 cu m/yr)
Sep 1993–Nov 2005	44-ft deep, 550-ft wide; Impoundment area along the western end of Petit Bois Island	3,117,658	2,986,712 (245,483 cy/yr) (187,690 cu m/yr)
1897 to 2005	Total Dredging	8,230,830	22,206,971 (205,600 cy/yr) (157,284 cu m/yr)

4



5
6
7

Figure 2.12-2. Cumulative maintenance dredging volumes and associated dredging rates for Horn Island Pass (Pascagoula Bar Channel) and Ship Island Pass (Gulfport Bar Channel)

1 These data indicate that deepening Ship Island Pass in 1948 by 23% (from 26 to 32 ft depth) and
 2 lengthening the channel (from 0.76 and 1.9 miles to 8 miles) increased the maintenance dredging
 3 rate by more than an order of magnitude (from 43,200 to 476,200 cy/yr). Dredging rates also
 4 increased more than an order of magnitude at Horn Island Pass through several depth increases
 5 from 25 to 40 ft, an increase in width from 325 to 350 ft, and length to 2.8 miles (dredging increased
 6 from 34,000 to 515,300 cy/yr). However, the dredging rate at Horn Island Pass decreased most
 7 recently when the channel was deepened to 44 ft and widened to 550 ft. This decrease in shoaling is
 8 opposite to what would be expected and possibly indicates a change in dredging or placement
 9 practices at Horn Island Pass. As these channels were deepened, they were also lengthened to
 10 provide safe navigation from a similar depth contour offshore. Thus, the deeper channels not only
 11 provided a better trap for sand moving alongshore but also resulted in longer channels which
 12 captured more of sand that is being transported in the offshore zone.

13 As mentioned previously, dredging for channels in the Sound do not modify the sediment budget for
 14 the barrier islands and mainland coast. The NDC's dredging database has been evaluated to
 15 provide a complete regional sediment budget as shown in Table 2.12-3.

16 **Table 2.12-3.**
 17 **Dredging Rates for Navigation Channels in Mississippi Sound (from SAM and NDC Database)**

Location	Dates	Duration (years)	Shoaling Rate (cu yd/yr)	Notes
Gulfport Harbor Channel ¹	Jul 1991 – Sep 2004	8.3	1,151,000	Assume includes GIWW dredging
Biloxi Harbor Channel	Dec 1991 – Aug 2003	12.5	43,600	
Pascagoula Harbor Channel	Aug 1992 – Jan 2005	13.5	3,074,600	Assume includes GIWW dredging in vicinity of Pascagoula
Bayou Cassotte	Sep 1992 – Sep 2000	8	248,500	
Bayou La Batre	May 1996 – Sep 2004	8.3	732,400	Assume includes GIWW dredging

¹ Omitted Gulfport deepening in 1992.

18 **2.12.4 Historical Data Analysis**

19 A second phase of this study developed a historical sediment budget for the barrier islands and
 20 adjacent passes based on bathymetric change, shoreline position change, and dredging and
 21 placement data. The historical sediment budget is utilized to develop the present-day sediment
 22 budget. In this chapter, historical volumetric change, shoreline position change, and dredging data
 23 are reviewed. This portion of the study was conducted by Byrnes and Griffiee (2007).

24 Shoreline and bathymetric data were compiled within a Geographic Information System (GIS) for the
 25 Mississippi Sound region. This database has associated metadata specifying the coordinate system,
 26 vertical datum, measurement units, and timing of data collection for each data set. Data are
 27 available for 1846/57, 1916/21, and 1960/71 periods, with coverage of the eastern portion of the
 28 study area available for 1984/89.

29 The primary goal of bathymetric change analysis is to identify regional sediment transport pathways
 30 and quantify net sediment volume changes associated with the historical evolution of nearshore
 31 morphology and adjacent beaches. Table 2.12-4 provides a summary of bathymetric data available
 32 for the Mississippi Sound area. Initial bathymetric surveys of the area were completed for the period
 33 1847/56. All data have been compiled within a GIS framework, so metadata regarding coordinate

1 system, vertical datum, measurement units, and timing of data collection are provided in the attribute
 2 table for each data set. These data, in addition to recorded shoreline changes, have been used to
 3 quantify regional sediment dynamics throughout the study area and evaluate the historical sediment
 4 budget for the period 1917/21 to 1960/71. Limited coverage offshore of Horn, Petit Bois, and
 5 Dauphin Islands for the 1960/71 period limits volumetric change calculations and, ultimately, the
 6 historical sediment budget.

7 **Table 2.12-4.**
 8 **Bathymetry Source Data Characteristics (from Byrnes and Griffiee 2007)**

Date	Data Source	Comments and Map Numbers
1847/56	USC&GS Hydrographic Sheets 1:20,000	First regional bathymetric survey within the study area. 1847 - H-00191; 1847/48 – H-00192; 1848 – H-00193, H-00194; 1851 – H-00256, H-00261; 1852 – H-00329; 1853 – H-00328, H-00365; 1854 – H-00430; 1855 – H-00485, H-00488, H-00489; 1856 – H-00546.
1916/20	USC&GS Hydrographic Sheets 1:40,000 (all others) 1:80,000 (H-4171)	Second regional bathymetric survey in the study area. 1916/17 – H-03960; 1917 – H-04000; 1917/18 – H-04020, H-04021, H-04023; 1920 - H-04171.
1960/71	USC&GS Hydrographic Sheets 1:10,000 (H-08524, H-08525, H-08560, H-08561, H-08562, H-08642, H-08643, H-08644, H-08645, H-08646, H-08649 to 08652, H-08922, H-08923, H-08925, H-08970, H-09156, H-09177) 1:20,000 (all others)	Third regional bathymetric survey in the study area. 1960 – H-08524, H-08525, H-08562, H-08563); 1960/61 - H-08560, H-08561; 1961 – H-08642; 1961/62 - H-8643 to 08648; 1962 – H-08649 to 08652; 1966/68 – H-08922, H08923; 1967/68 – H-08924, H-08925; 1968 – 08970, H-08971; 1968/69 – H-09004; 1970 – 09103, H-09109; H-09028, H-09156, H-09177; 1971 – H-09200.
1984/89	USC&GS Hydrographic Sheets 1:20,000 (D-00079, F-00324, H- 10179, H-10208, H-10226, H-10247, H-10261) 1:40,000 (D-00078, H-10206) 1:80,000 (D-00065)	Survey covering eastern portion of the study area; 1984/87 - D-00065, D-00078; 1985/87 - H-10179; 1985 - H-10206, H-10208; 1986/88 – H-10226; 1987 - H-10247, H-10261; 1988 - D-00079; 1989 - F-00324.

9
 10 Several insights into forcing processes and engineering activities were observed from the
 11 bathymetric change data.

12 (1) Overall, the barrier islands have eroded on the eastern regions and accreted to the west,
 13 indicating the dominant direction of longshore sand transport from east-to-west. Similarly, the
 14 Passes between barrier islands have also migrated to the west, as noted by the ebb shoal that
 15 erodes to the east and reforms to the west. Thus, the migrating barrier islands naturally “push” the
 16 Passes to the west.

17 (2) Dredging of the ship channels in Mississippi Sound is readily observed in the bathymetric change
 18 maps that include the 1960/71 surface, with side-casting and placement of the dredged material
 19 shown on either side of the channels. This side-cast sediment does not appear to move within
 20 Mississippi Sound.

21 (3) As the barrier islands have eroded, portions of the barriers have rolled over towards the Sound.
 22 For example, East Ship Island and western Dauphin Island have eroded on the Gulf side and
 23 reformed in a more northerly location further into the Sound. The processes transporting sand into
 24 the Sound is a combination of overwash during storms and inlet formation and possible subsequent
 25 closure.

1 (4) Portions of the barrier islands are relatively stable and maintain position through time (this is
2 observed in Byrnes and Griffee's (2007) shoreline position data). Examples of these locations are
3 the widest portions of Horn, Petit Bois, and Dauphin Islands. These areas are likely more stable
4 ancient Pleistocene formations along which the sand spits which comprise the rest of the barrier
5 island morphology form.

6 (5) Cat Island is not part of the sand-sharing system that comprises Dauphin, Petit Bois, Horn, and
7 Ship Islands and the Passes that separate these barrier islands. Cat Island is a separate entity and
8 the bathymetric change maps do not indicate that sand from Ship Island naturally bypasses or
9 transports to Cat Island. If there were connectivity between Ship and Cat Island, it would be
10 evidenced by erosion or accretion of morphologic features between the islands.

11 (6) From the historical shoreline position data (Byrnes and Griffee 2007), it is evident that the barrier
12 islands have experienced cycles of breaching and mending throughout history. For example,
13 Dauphin Island breached in 1917 in response to the 1915 hurricane, and reformed by 1957 slightly
14 further northward (into the Sound) at the location of the washover deposit. Dauphin Island again
15 shows a breach in the 2006 shoreline position data. Similarly, Ship Island breached in response to
16 the 1947 hurricane and the barrier had reformed by 1950. Ship Island has been divided into East
17 and West Ship Islands since another breach formed in the 1960s. These cycles of breaching and
18 reformation indicate that breaches will naturally mend through the dominant longshore sand
19 transport direction to the west, if a sufficient source of sediment is available. The historical data
20 analysis is further discussed in Byrnes and Griffee (2007) and Rosati et al. (2007).

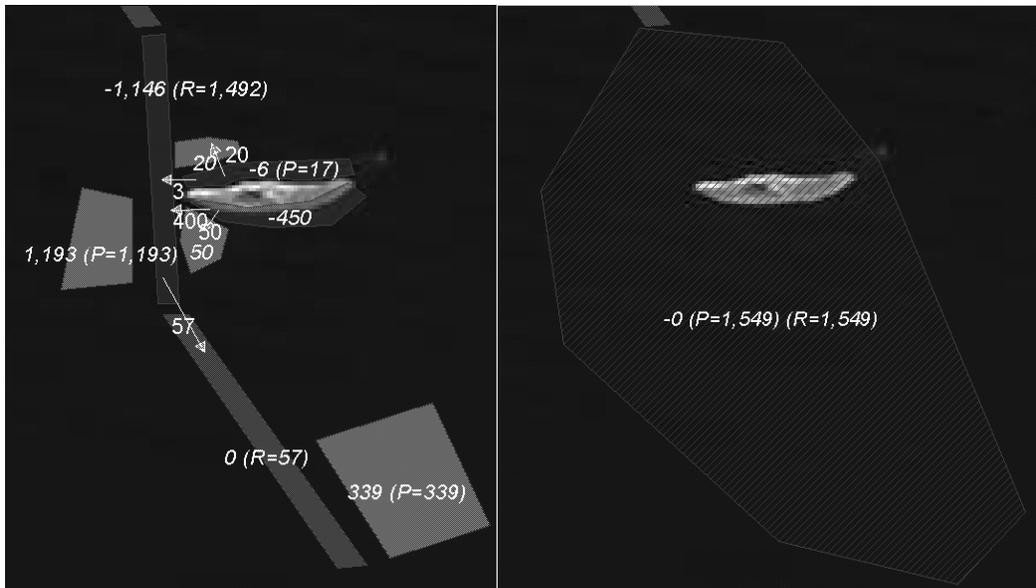
21 **2.12.5 Numerical Modeling**

22 Two numerical models were applied to develop estimates of sediment transport magnitudes and
23 pathways. First, GENESIS shoreline change modeling that was conducted as a part of a larger
24 regional study was incorporated to provide potential longshore sand transport rates for the Gulfside
25 of the barrier islands for representative yearly waves. This model used pre-Katrina shoreline
26 positions. Next, regional wave transformation modeling was conducted with STWAVE to estimate
27 breaking wave height and direction magnitudes for the Gulfside and mainland coast beaches. These
28 wave parameters and the shoreline orientation for sections of the Gulf barrier beaches and mainland
29 coast were used to calculate potential longshore sand transport rates. Potential longshore sand
30 transport rates are those estimated to occur if a sufficient quantity of sand were available for
31 transport. Thus, these calculations do not apply to muddy coastlines or wetland regions of the study
32 area. Finally, STWAVE was also applied to estimate wind-induced wave parameters for the Sound
33 side of the barrier islands and subsequent sand transport on the Sound barrier coast. The
34 methodology and results for this numerical modeling are discussed in Rosati et al. (2007).

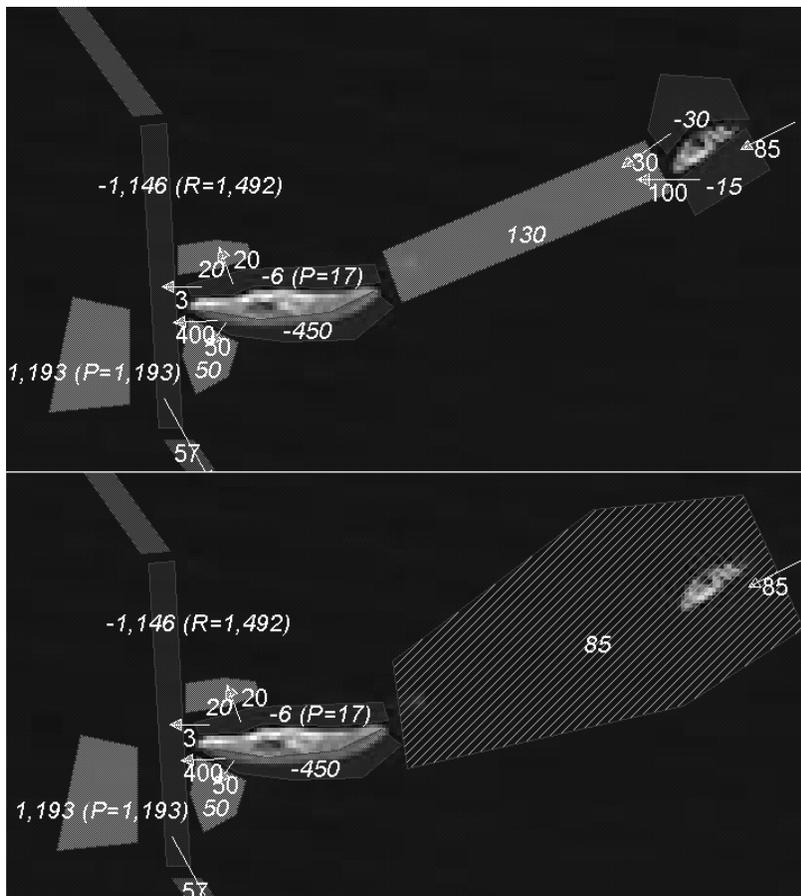
35 **2.12.6 Sediment Budget**

36 Using the calculated and historical sediment budgets, and dredging and placement practices from
37 1993-2005 as presented by Rosati et al. (2007), a present-day (post-Katrina shoreline position)
38 sediment budget has been hypothesized. In formulating this budget, several assumptions were
39 made as follows:

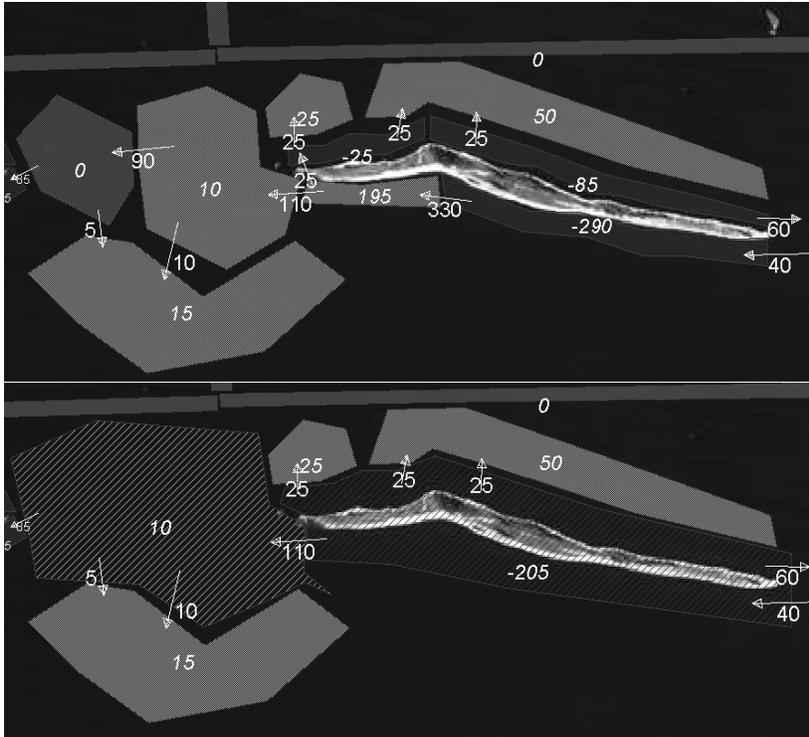
40 (1) The historical sediment budget (1917/20-1960/71) was weighted more heavily than the
41 calculated sediment budget, because the historical budget is based on actual measured changes in
42 the region. However, for portions of the barrier islands that have changed morphology since the
43 1917/20 to 1960/71 period, or would be modified by a change in dredging or placement practices,
44 the calculated sediment budget was given preference. The calculated sediment budget was adopted



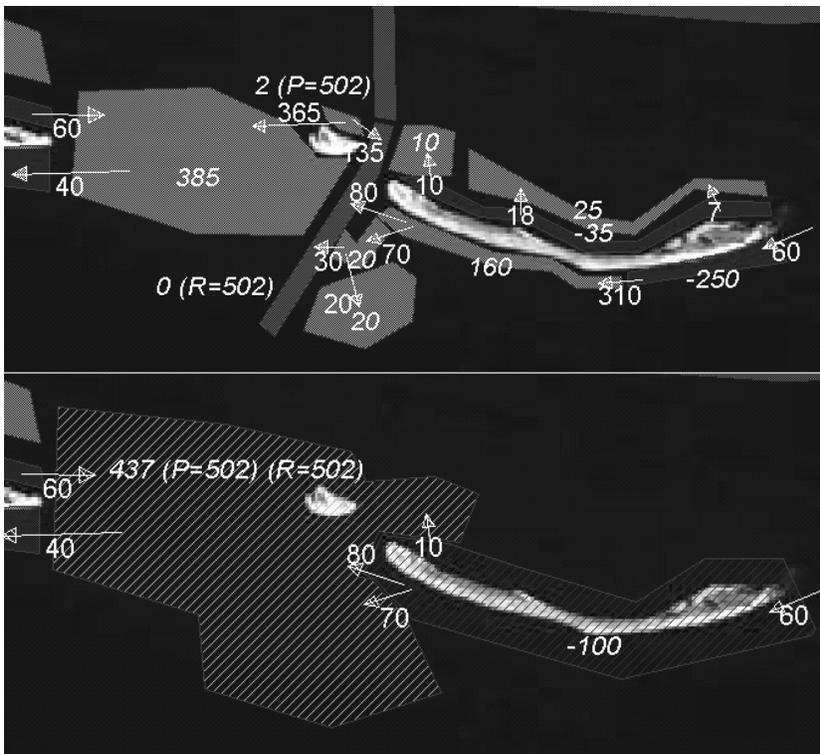
1
 2 **Figure 2.12-5. Hypothetical present-day sediment budget and macrobudget:**
 3 **West Ship Island and Ship Island Pass (thousands of cy/yr).**



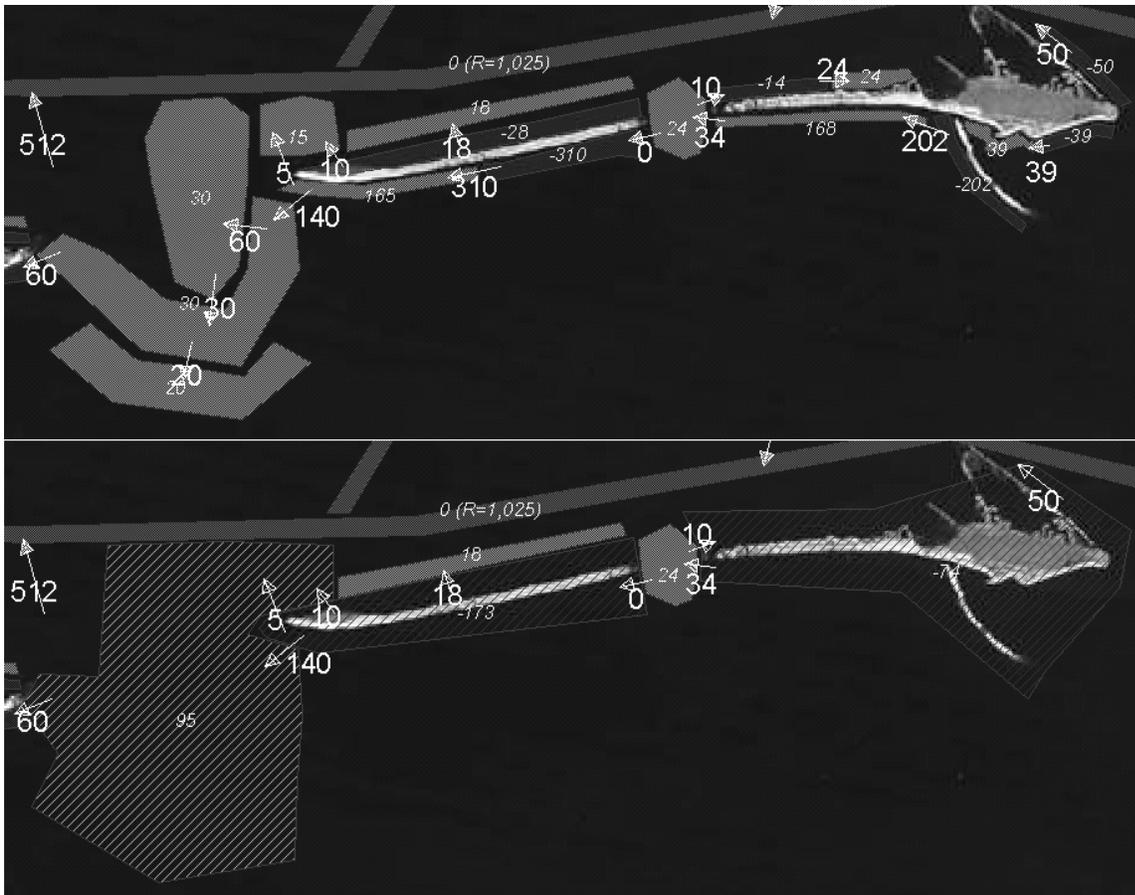
4
 5 **Figure 2.12-6. Hypothetical present-day sediment budget and**
 6 **macrobudget: East Ship Island and Camille Cut (thousands of cy/yr).**



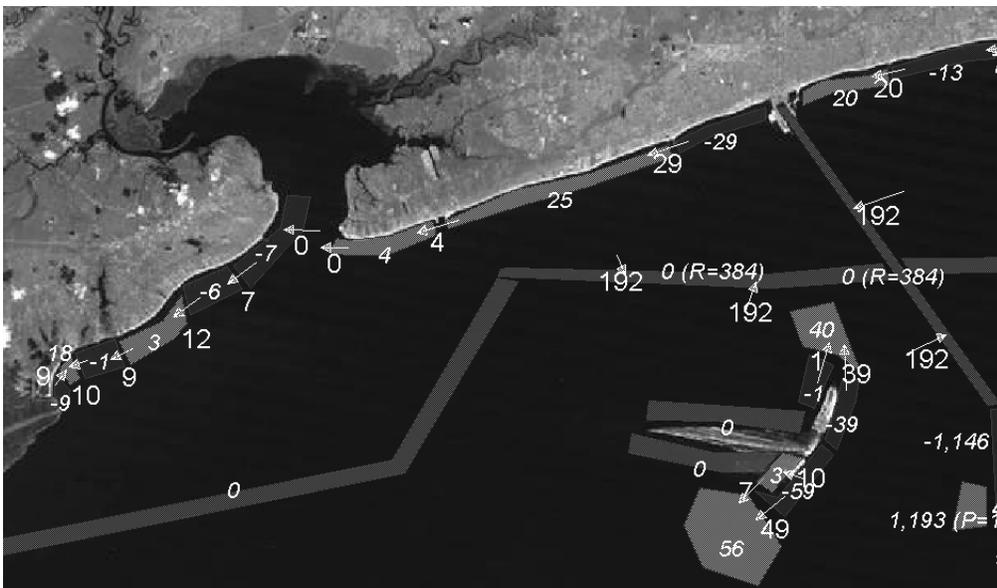
1
 2 **Figure 2.12-7. Hypothetical present-day sediment budget and**
 3 **macrobudget: Horn Island and Dog Keys Pass (thousands of cy/yr).**



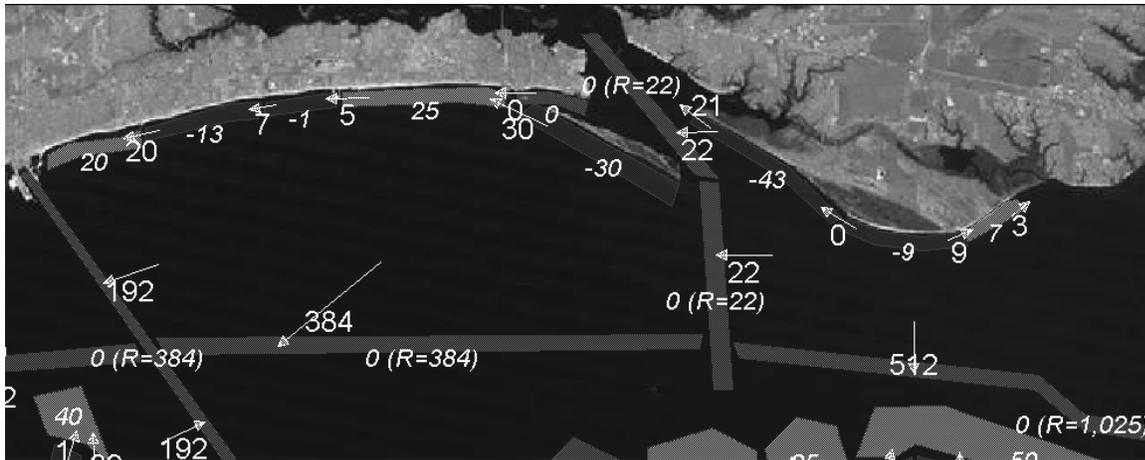
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 5 **Figure 2.12-8. Hypothetical present-day sediment budget and**
 6 **acrobudget: Petit Bois Island and Horn Island Pass (thousands of cy/yr).**



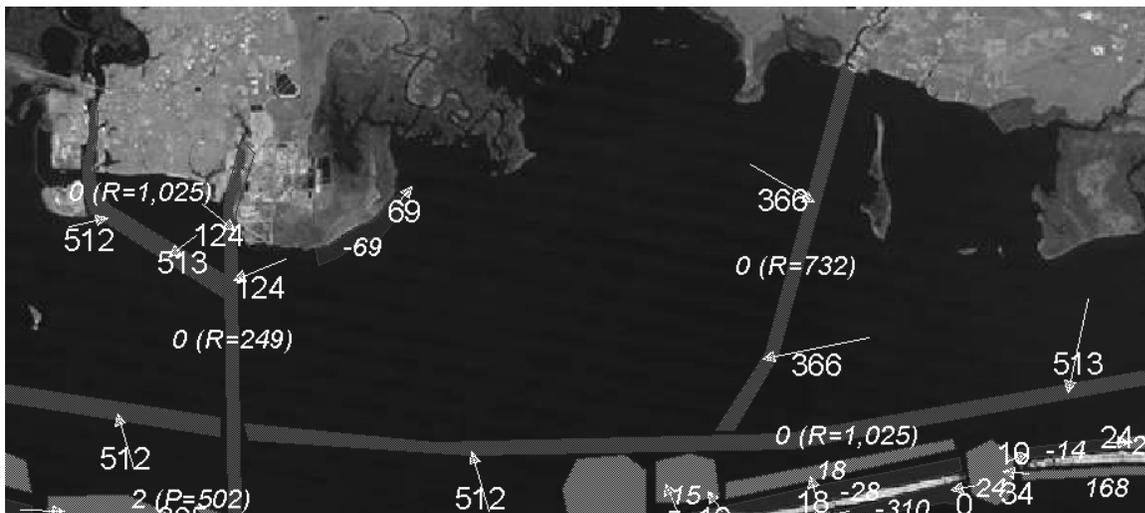
1
 2 **Figure 2.12-9. Hypothetical present-day sediment budget and macrobudget: Dauphin Island**
 3 **and Petit Bois Pass (thousands of cy/yr).**



4
 5 **Figure 2.12-10. Hypothetical present-day sediment budget: Hancock County, Gulfport**
 6 **Harbor Channel, and a portion of the Gulf Intercoastal Waterway (thousands of cy/yr).**



1
2 **Figure 2.12-11. Hypothetical present-day sediment budget: Harrison County, Pascagoula**
3 **Harbor Channel, and a portion of the Gulf Intercoastal Waterway (thousands of cy/yr).**



4
5 **Figure 2.12-12. Hypothetical present-day sediment budget: Jackson County, Bayou La Batre,**
6 **and a portion of the Gulf Intercoastal Waterway (thousands of cy/yr).**

7 Knowledge gained through this study and recommendations that follow include the following:

8 (1) Cat Island is not a part of the barrier island littoral system represented by Dauphin, Petit Bois,
9 Horn, and East and West Ship Islands. Cat Island is a separate morphologic feature that is naturally
10 eroding due to waves, storm surge, and relative sea level rise in the region. Dredged sand that is
11 placed in the littoral zone to the west of Ship Island Pass most likely will not be transported to Cat
12 Island. Even in the absence of any engineering activities in Mississippi Sound, there is no evidence
13 that sand from Ship Island would ever reach Cat Island.

14 (2) The net longshore sand transport rate for the barrier islands is from east-to-west. The barrier
15 islands are migrating towards the west and, as they move west, also move the Passes between
16 islands in a westerly direction. The source of sand for this region is the Mobile Pass ebb tidal shoal
17 and the sandy shelf and shoreline to the east of Mobile Pass. Ship Island is the terminus of the
18 longshore sand transport system in this region. Thus, the regional shortage of littoral sand will be
19 most profoundly observed at Ship Island. We do observe disintegration of this barrier island,
20 especially since Hurricane Katrina in 2005. We recommend that restoration of any barrier islands in

1 Mississippi Sound begin with Ship Island. In addition, we recommend back-passing sand dredged
2 from Ship Island Pass, placing this sand either in Camille Cut, near East Ship Island, or in Dog Keys
3 Pass. Sand can be placed in the surf zone (3 to 6-ft depths) and the natural longshore sand
4 transport process will rebuild the island and begin to mend breaches.

5 (3) The historical sediment budget from 1917/20 to 1960/71 includes bathymetry change, shoreline
6 position change, and dredging and placement practices representative of this period. However, data
7 for the 1960/71 period are very sparse offshore of the barrier islands. This lends some uncertainty to
8 the historical budget. In addition, Ship Island Pass and Horn Island Pass were deepened (and Horn
9 Island was widened) in 1992/1993. Since that time, dredging rates have increased from those that
10 occurred during the 1917/20 to 1960/71 period. Thus, the historical sediment budget is not
11 representative of present-day dredging and placement activities, and has uncertainty with respect to
12 bathymetric change offshore of the barrier islands. We recommend measurement of modern
13 bathymetry (to 30 or 40-ft depths) and formulation of a sediment budget characterizing the period
14 from 1917/20 (which has sufficient bathymetric coverage) to present-day.

15 (4) The historical analysis indicated that Horn Island has not experienced washover deposition
16 across the entire island and has only been breached on a part of terminal spit during Hurricane
17 Katrina (personal communication, Ms. Linda Lillycrop, May 2005). This cross-shore stability implies
18 that the elevation and width of this barrier island might be a good template to evaluate for possible
19 future restoration of the Mississippi Sound barrier islands.

20 (5) Wave modeling indicated that the mainland coast experiences a greatly reduced wave climate
21 due to sheltering by the barrier islands fronting Mississippi Sound, as well as the Chandeleur
22 Islands, and the Mississippi River's Bird's Foot delta. Restoration of the barrier islands could also
23 consider lengthening the islands to recreate a previous historical footprint to provide additional wave
24 protection for the mainland coast.

25 **2.13 Flood Damage Analysis Model HEC-FDA**

26 The Hydrologic Engineering Center's Flood Damage Analysis (HEC-FDA) program uses risk-based
27 analysis methods for evaluating flood damage and flood damage reduction alternatives. The
28 program relies on hydrologic, hydraulic, and economic data input. Uncertainties in these data are
29 input and used by the model for computing annual damages. The program's risk-based analysis
30 methods conform to Corps of Engineers policy regulations (Ref. 1, 2) and technical procedures
31 (Ref. 3).

32 Version 1.2.3b dated August 2007 was used. This is a customized version of the current official
33 release version 1.2 dated March 2000. The official version computes uncertainty using the method of
34 order statistics as described in ETL 1110-2-537. Because uncertainty distributions for the synthetic
35 portion of the stage-frequency curves used for these evaluations were developed using methods
36 different than order statistics, customization by the HEC was required in order to permit user-
37 specified stage-frequency uncertainty as discussed in Section 2.13.2. Detailed model information is
38 contained in the HEC-FDA User's Manual (Ref. 4).

39 This section of the Engineering Appendix deals primarily with the model's hydrologic and hydraulic
40 input. The Economic appendix describes the economic input and results. The MsCIP Main Report
41 describes how the model output was examined and used in the plan formulation process.

42 **2.13.1 Model Overview**

43 Generally, HEC-FDA computes flood damages for a given area by integrating the flooding source's
44 annual stage-frequency curve with that area's structure inventory's stage-damage curve, resulting in

1 a damage-frequency curve. The stage-frequency curve reflects the annual probability of a stage, or
2 water surface elevation, being equaled or exceeded and the resulting damage-frequency curve
3 represents the annual probability that a given dollar amount of damage will be equaled or exceeded.
4 Uncertainty is accounted for by sampling the stage-frequency and stage-damage curves throughout
5 their respective uncertainty ranges using an iterative numerical process called Monte Carlo
6 simulation and the expected annual damage (otherwise known as the probability weighted average
7 annual damage) with uncertainty is determined. Expected annual damage is the mean estimate of
8 annual damage obtained from the resultant annual damage probability distribution. There are
9 numerous permutations of economic output according to the plan (including the no-action plan and
10 alternative plan(s)), year, and subject area. MsCIP economic input and output is discussed in detail
11 within the economic appendix.

12 **2.13.2 Methodology**

13 HEC-FDA models were developed and model simulations were carefully constructed and executed
14 to systematically evaluate flood damage risk and the effectiveness of various storm damage
15 reduction measures, individually and combined, for reducing flood damage risk. All plans and
16 measures were evaluated against a range of sea level rise scenarios (no rise, 'expected' rise, and
17 'high' rise).

18 **2.13.2.1 Planning Sub-units**

19 FDA models were developed for each coastal Mississippi county: Hancock, Harrison, and Jackson
20 counties). Each county represents a planning unit, and each was further delineated into planning
21 sub-units (PSU). Each planning sub-unit is an HEC-FDA 'damage reach.' The planning subunits are
22 shown in Figures 2.13-1 through 2.13-3. The planning units were numbered only for bookkeeping
23 purposes. The PSU's were extended inland to early (Fall 2006) estimates of the inland limit of surge-
24 induced flooding and do not cover the entirety of each county. Political boundaries, source of
25 flooding, topography, development density, potential surge inundation limits, and preliminary Lines of
26 Defense (LOD) alignments were also considered when delineating the sub units. Where these
27 factors did not clearly dictate where PSU boundaries might exist, or where the planning units were
28 so large as to bring into question the whether the flooding threat for that planning unit might be
29 reasonably approximated by a single stage-frequency curve, circa 2001 hurricane surge atlases
30 (Ref. 5) were used to interpret where they might be located such that that PSU's representative
31 stage-frequency curve would be representative of the surge still water elevation to +/- 1 foot. There
32 are ten PSU's in Hancock County, 19 in Harrison County, and 26 in Jackson County.

33 **2.13.2.2 Stage-Frequency Curve Overview**

34 The source of flooding is Mississippi Sound with the primary cause being severe tropical system
35 disturbance of that water body. Stage datum is the North American Vertical Datum of 1988 (NAVD
36 '88). Stage-frequency curves were developed for each PSU from (a) long-term Mobile District tide
37 gage data for Biloxi no. 02480350, Gulfport no. 02481341, and Pascagoula no. 02480301 through
38 the 2005 calendar year; and (b) hydrodynamic simulation modeling conducted at the Engineer
39 Research and Development Center (ERDC) in Vicksburg, MS. USACE tide gage records are
40 discussed in Chapter 1.3, and the hydrodynamic modeling effort is described in Chapter 2. The
41 USACE Gulfport, Biloxi, and Pascagoula tide locations correspond to hydrodynamic model 'save
42 points' (a location for which detailed hydrodynamic output was obtained) 47, 15, and 14 respectively.
43 The observed data were plotted at the median plotting position based on the period of record of each
44 gage and graphically fit, while hydrodynamic plotting positions were determined by statistical
45 analysis of the computed inundation surface as described by the save points; the resultant frequency
46 curves were joined graphically resulting in a composite stage-frequency curve for each save point

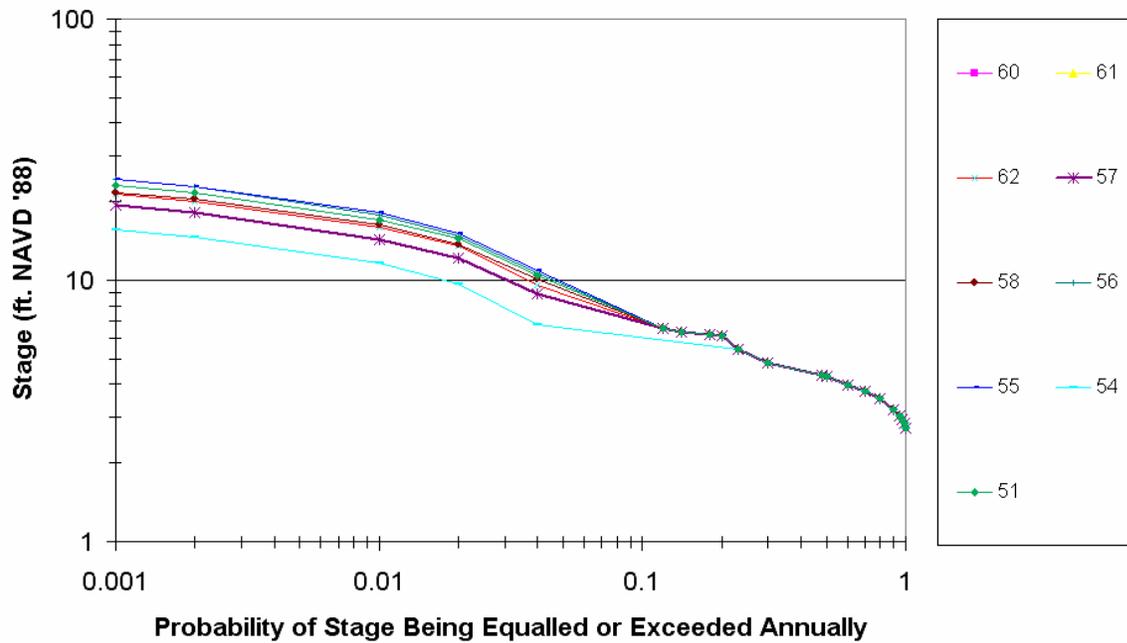
1 location. The observed data generally constitute that portion of each stage-frequency curve between
2 the 99.9 percent and 25 percent annual chance exceedance stages, while the ERDC results
3 composing the balance of the curves out to the 1 in 1000 annual chance event. Each stage-
4 frequency curve then is composed partly of one of the three gage data sets, and partly from one
5 'save point' output file.

6

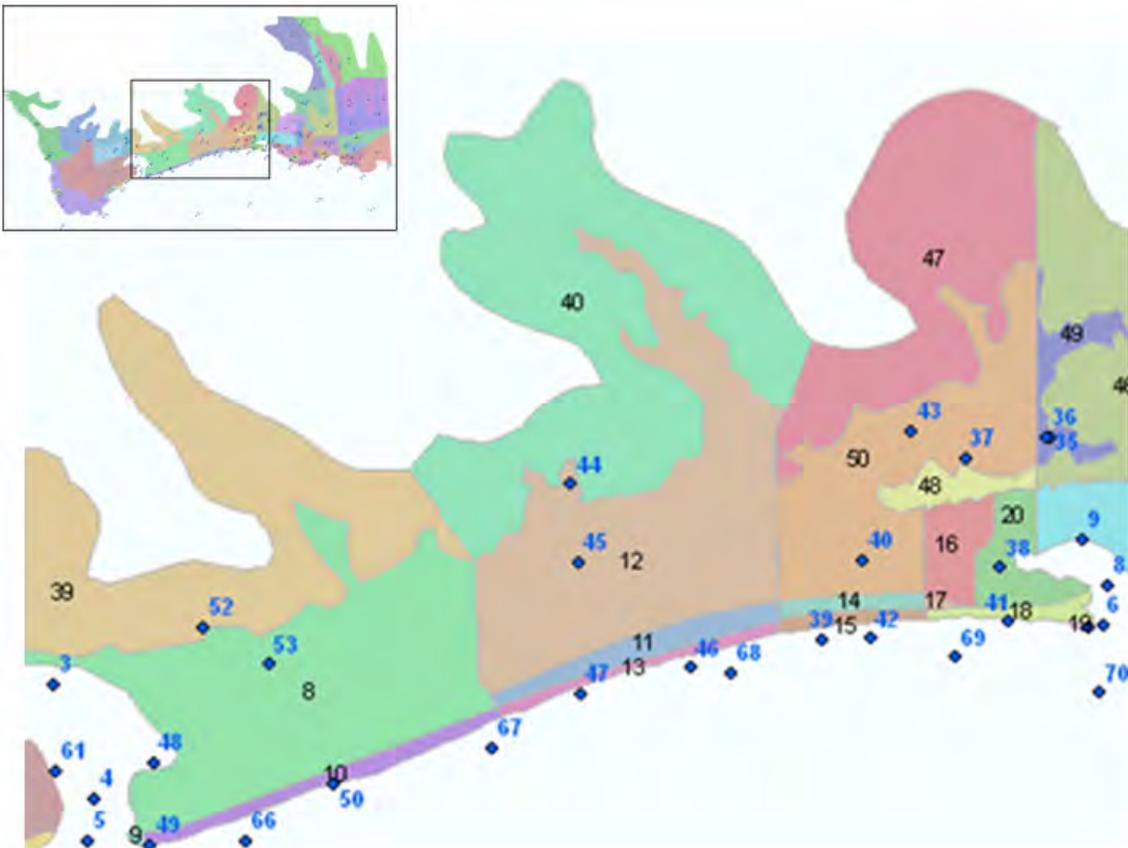


7

8 **Figure 2.13-1. PSU's and Save Points, Vicinity of Hancock County**



1
 2 Note: Save points referenced to USACE Gulfport gage.
 3 **Figure 2.13-2. Composite Stage-Frequency Curves, Hancock Co. Save Points**



4
 5 **Figure 2.13-3. PSU's and Save Points, Vicinity of Harrison County**

1 USACE technical guidance (Ref. 6) recommends the method of order statistics for computing
2 uncertainty for graphical, synthetic, or composite frequency curves. Stage uncertainty at +/- 1 and +/-
3 2 standard deviations was computed by the method of order statistics using HEC-FDA Version 1.2
4 dated March 2000. Uncertainty for that portion of the curve described by hydrodynamic modeling
5 results were estimated at one standard deviation by recently developed statistical methods
6 described by Resio et. al. (Ref. 7). Uncertainties obtained by both methods were merged graphically.
7 HEC-FDA Version 1.2 was modified by the HEC in order to allow direct input of these composite
8 stage-frequency uncertainties.

9 The stage-frequency curves represent an estimate of the probability of a 'still water elevation' being
10 equaled or exceeded in a calendar year. Waves are not explicitly accounted for in the stage-
11 frequency curves; in other words, the observed or computed portions of each stage frequency curve
12 have not been adjusted upward for surge-coincident wave amplitude⁷. This simplifying assumption is
13 necessary for a variety of reasons, the most compelling being that (1) while participatory scientists
14 agreed that existing shoreline and inundated area wave prediction methods are archaic and in need
15 of revision, there is presently no regionally unified agreement as to how to treat them; (2) surge
16 modeling evaluations do not provide for coincident unsteady freshwater inflow and (3) the level of
17 effort required to develop representative wave information, particularly over inundated
18 inhabited/developed areas where wave behavior is complex and highly variable, exceeded the
19 scope and time available for this effort. While these issues may be overcome to various degrees by
20 careful examination, such effort exceeds the scope and overall level of detail of this investigative
21 phase. The impact of this assumption is that damages and benefits may be somewhat understated.
22 The adopted method used does allow for a consistent evaluation between plans and is consistent
23 with the overall level of study detail.

24 Each PSU's stage frequency curve was adjusted for future relative sea level rise as required by
25 adding the computed sea level rise to the present stage for a given frequency. Adopted relative sea
26 level rise predictions were derived from IPCC circa 2001 sea level rise predictions and are shown in
27 Table 1.6-9.

28 The contribution of riverine or rainfall-runoff flood phenomena is not explicitly reflected in the FDA
29 stage-frequency curves with the exception of tributary runoff and its contribution to Bay St. Louis and
30 Biloxi Bay stage as a result of the surge barriers. This exception only applies for certain 'with-project'
31 scenarios. That runoff should be neglected for FDA purposes at this stage of analysis is necessary
32 one, given the relatively flat terrain and large number of sub-basins for which no previous hydrologic
33 studies exist, and should not obscure coastal storm damage problems or opportunities. Should
34 certain storm damage reduction measures be selected for further consideration, additional
35 consideration will be given to quantifying the coincident nature of riverine flooding and coastal surge.
36 Note that runoff has not been neglected in the conceptual design of the lines of defense, which
37 provide dedicated water conveyances for the 24-hour, 25-year event rain event (no hurricane), and
38 pumping for runoff coincident with hurricane storm events, as discussed in the Interior Drainage
39 sections of Chapter 3.

40 **2.13.2.3 Assignment of Stage-Frequency Curves to Planning Sub Units**

41 One stage-frequency curve is assigned to each Planning Sub Unit (PSU). Stage frequency curve
42 components and assignments are displayed by Planning Unit (i.e. county) and PSU in Table 2.13-1.
43 PSU (black numbering) and save point locations (blue numbering) are shown for Hancock, Harrison,
44 and Jackson counties in figures 2.13-1, 2.13-3, and 2.13-6 respectively. Composite without-project
45 stage-frequency curves are shown for Hancock County in Figure 2.13-2; for Harrison County in
46 figures 2.13-4 and 2.13-5, and for Jackson County in figures 2.13-7, 2.13-8.

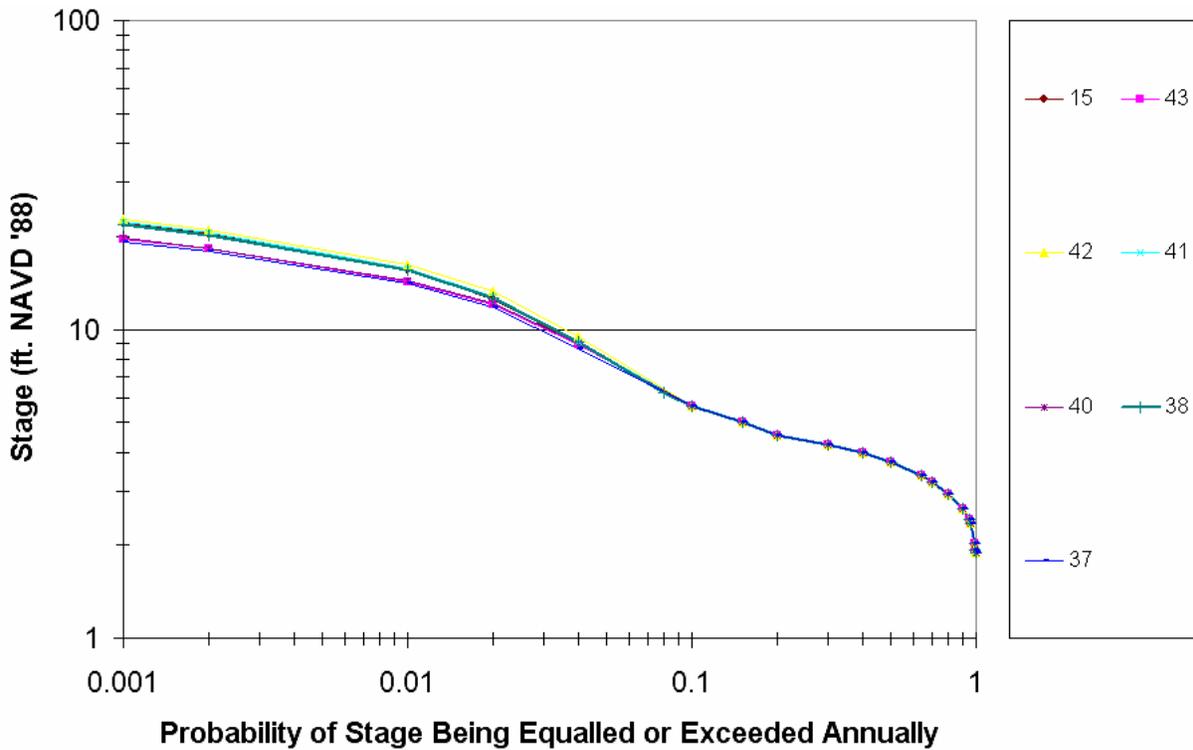
⁷ The contribution to surge due to wave radiation stresses is accounted for as discussed in Chapter 2.

1
2

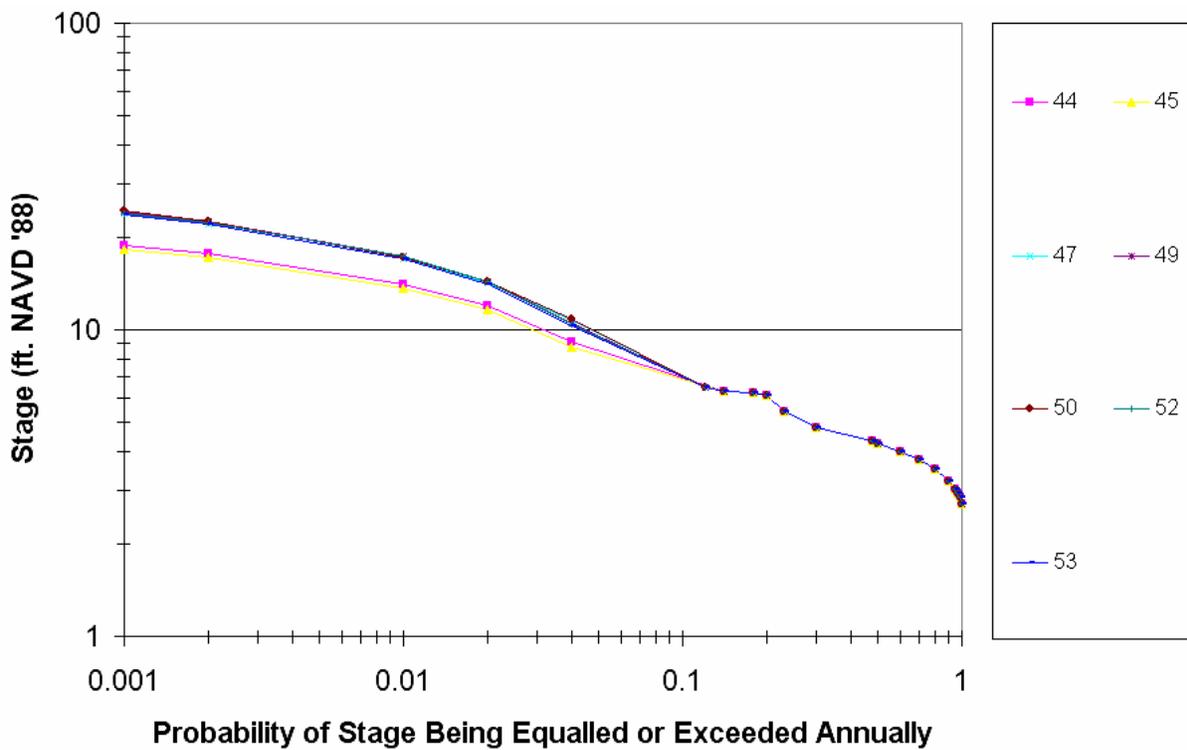
**Table 2.13-1.
Stage-Frequency Curve Components and Assignments**

County	PSU Number	Assigned Tide Gage	Assigned Save Point Number	County	PSU Number	Assigned Tide Gage	Assigned Save Point Number
Hancock County	5	Gulfport	62	Jackson County	21	Biloxi	9
	2	Gulfport	61		22	Biloxi	33
	1	Gulfport	60		23	Biloxi	29
	36	Gulfport	54		24	Biloxi	32
	6	Gulfport	62		25	Biloxi	25
	3	Gulfport	56		26	Biloxi	1
	4	Gulfport	55		27	Biloxi	30
	37	Gulfport	58		28	Biloxi	30
	7	Gulfport	57		29	Pascagoula	30
	38	Gulfport	51		30	Pascagoula	27
Harrison County	8	Gulfport	53	31	Pascagoula	26	
	9	Gulfport	49	32	Pascagoula	23	
	10	Gulfport	50	33	Pascagoula	17	
	11	Gulfport	47	34	Pascagoula	18	
	12	Gulfport	45	35	Pascagoula	20	
	13	Gulfport	47	41	Biloxi	28	
	14	Biloxi	42	42	Pascagoula	17	
	15	Biloxi	42	43	Pascagoula	24	
	16	Biloxi	38	44	Pascagoula	19	
	17	Biloxi	42	45	Pascagoula	18	
	18	Biloxi	41	46	Biloxi	35	
	19	Biloxi	15	49	Biloxi	35	
	20	Biloxi	38	51	Pascagoula	21	
	39	Gulfport	52	52	Pascagoula	22	
	40	Gulfport	44	53	Pascagoula	11	
	47	Biloxi	43	54	Pascagoula	21	
	48	Biloxi	37				
	50	Biloxi	40				

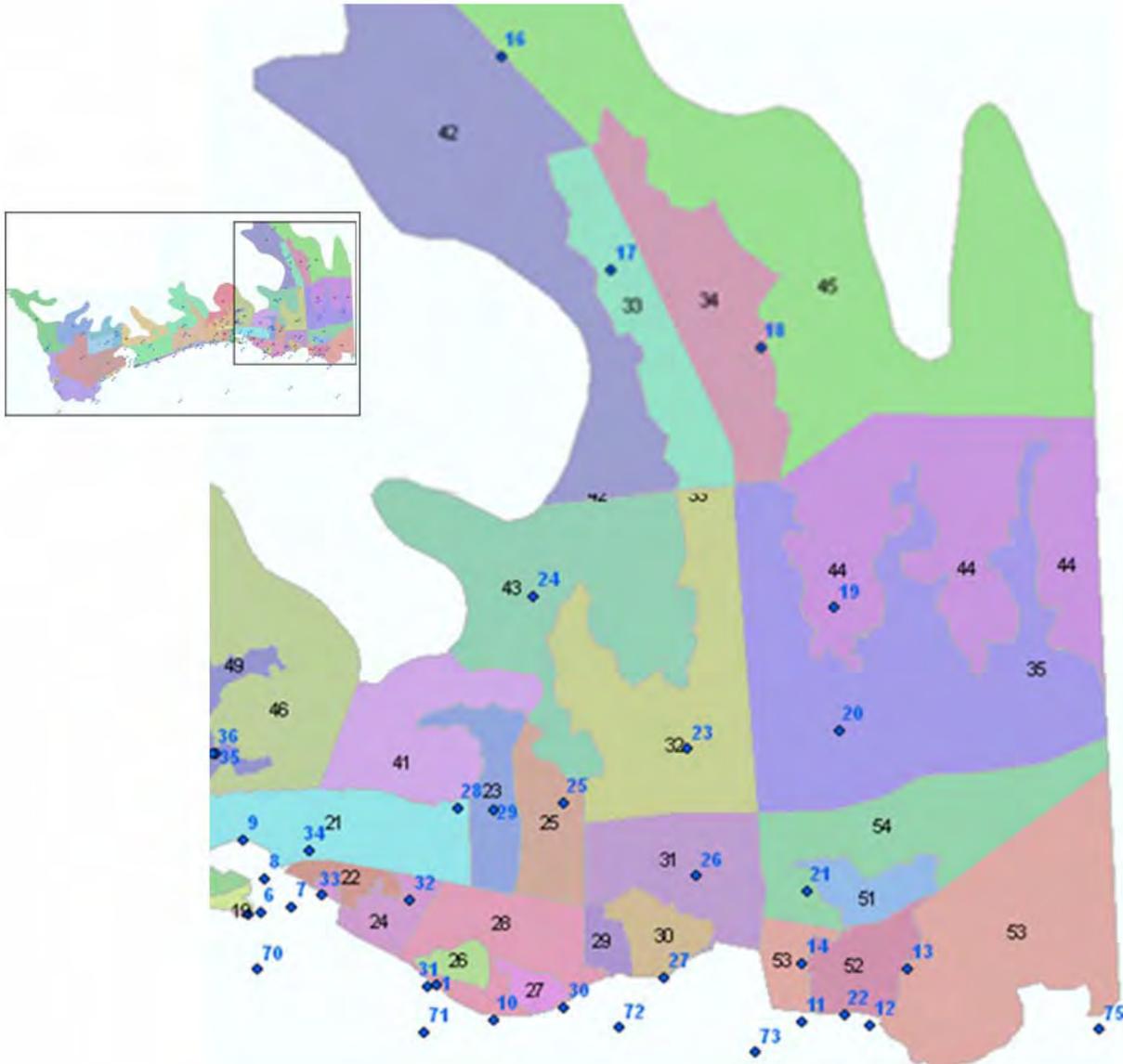
3



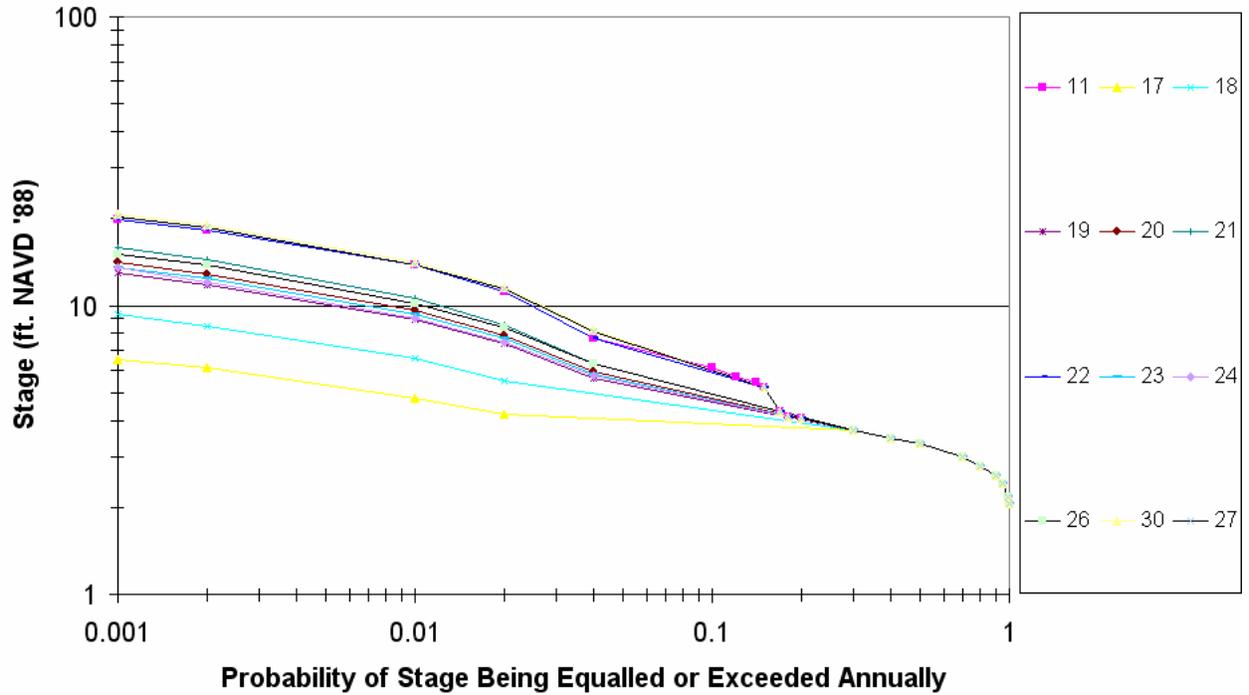
1
 2 Note: Save points referenced to USACE Biloxi gage.
 3 **Figure 2.13-4. Composite Stage-Frequency Curves, Harrison Co. Save Points**



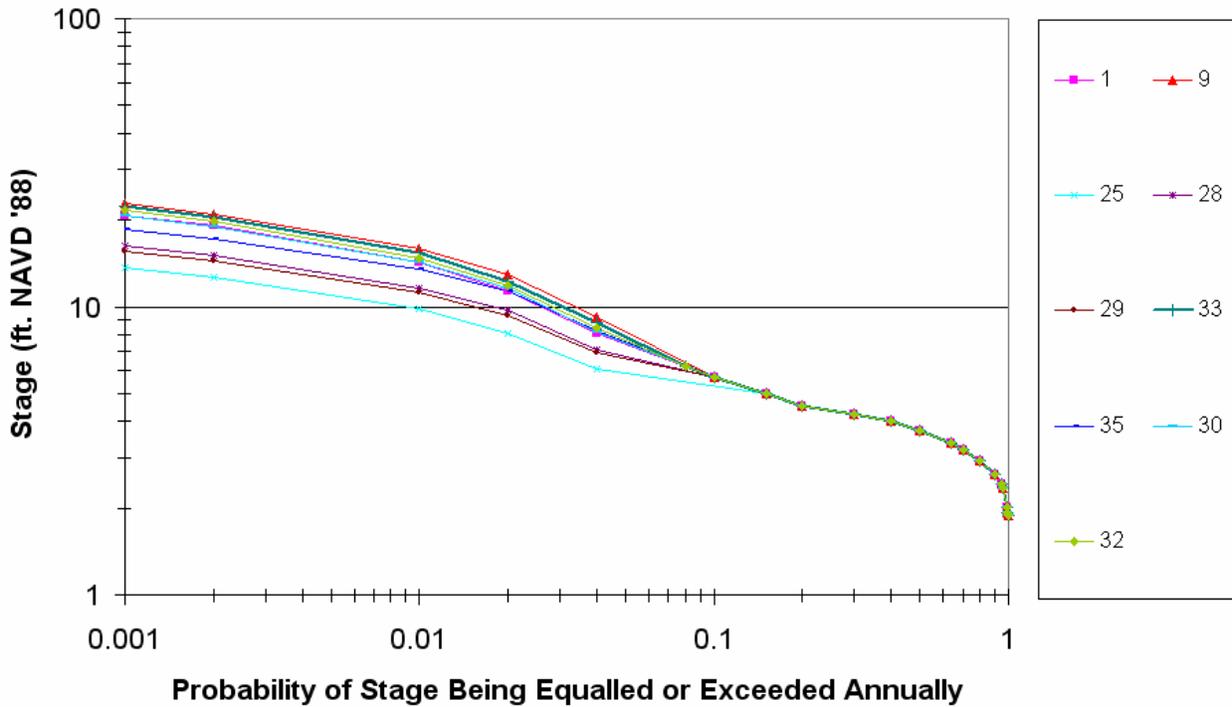
4
 5 Note: Save points referenced to USACE Gulfport gage.
 6 **Figure 2.13-5. Composite Stage-Frequency Curves, Harrison Co. Save Points (cont.)**



1
 2 **Figure 2.13-6. PSU's and Save Points, Vicinity of Jackson County**



1
 2 Note: Save points referenced to USACE Pascagoula gage.
 3 **Figure 2.13-7. Composite Stage-Frequency Curves, Jackson Co. Save Points**



4
 5 Note: Save points referenced to USACE Biloxi gage.
 6 **Figure 2.13-8. Composite Stage-Frequency Curves, Jackson Co. Save Points (cont.)**

1 **2.13.2.4 Scenarios**

2 A number of scenarios, or plans, were evaluated. Scenarios include the existing condition; the future
 3 without-project; and the future with-project. The existing condition is the assumed condition for the
 4 base year 2012. The future without-project is an ‘average’ of future conditions over the project
 5 lifetime, which in this case is presumed to be 100 years. Existing condition and without-project
 6 evaluations differ only in their assumed structure inventories, which were varied to evaluate the
 7 sensitivity of computed damages to reconstruction patterns. Without-project conditions were also
 8 evaluated against ‘expected’ and ‘high’ sea level rise scenarios to test damage sensitivity to sea
 9 level rise uncertainty. Existing condition and without-project scenarios are shown in Table 2.13-2.

10 **Table 2.13-2.**
 11 **Existing Condition and Without-Project Scenario HEC-FDA Simulations**

Run	County	Structure Inventory	MLFY (2111) Sea Level Scenario
1	Hancock	EC	Existing Sea Level
2	Harrison	EC	Existing Sea Level
3	Jackson	EC	Existing Sea Level
4	Hancock	Residential	Existing Sea Level
5	Hancock	Commercial/Condo	Existing Sea Level
6	Hancock	Residential	‘Expected’
7	Hancock	Commercial/Condo	‘Expected’
8	Hancock	Residential	High Sea Level Rise
9	Hancock	Commercial/Condo	High Sea Level Rise
10	Hancock	Residential	Existing Sea Level
11	Harrison	Commercial/Condo	Existing Sea Level
12	Harrison	Residential	‘Expected’
13	Harrison	Commercial/Condo	‘Expected’
14	Harrison	Residential	High Sea Level Rise
15	Harrison	Commercial/Condo	High Sea Level Rise
16	Harrison	Residential	Existing Sea Level
17	Jackson	Residential	‘Expected’
18	Jackson	Residential	High Sea Level Rise

12
 13 The future with-project condition represent an average of future conditions over the project lifetime
 14 with the incorporation of storm damage reduction measures, individually or in combination, in place.
 15 A number of model evaluations were structured in order to test the effectiveness of any one measure
 16 (e.g. Line of Defense 4) in the absence of all other measures for reducing without-project expected
 17 annual damages. The evaluations also provide for a cursory evaluation of measure performance
 18 with respect to uncertainty as to the rate of future sea level rise. The intent of structuring the model
 19 runs in this manner was to help identify measures that may warrant further consideration. Generally,
 20 the primary modeling differences between with-project conditions for a given planning unit rest (a)
 21 in the structural inventories attributed to the base year and most likely future year (MLFY); (b) the
 22 treatment of stage-frequency curves to reflect the presence of storm damage reduction measures;
 23 and (c) stage-frequency curve adjustments for sea level rise. Structure inventory assumptions are
 24 described in the Economics appendix.

25 With-project HEC-FDA evaluations are shown in Table 2.13-3. The simulations are grouped by
 26 county. Each measure is tested against a sea level rise scenario. The measures are assumed to
 27 remain ‘as-built’ (i.e. they are not significantly changed over their lifetime, and are not raised

1 according to the sea level rise that is assumed). Additional measures (e.g. Menge Avenue, Hancock
 2 Co. ring levee, etc.) have since been added under this program but have not been fully developed
 3 for economic evaluations at press time for this document; future versions of this document will be
 4 revised to reflect evaluation of the additional measures.

5 **Table 2.13-3.**
 6 **HEC-FDA Individual Measures Scenario Simulations**

Run	County	Measure	MLFY (2111) Sea Level Scenario	Run	County	Measure	MLFY (2111) Sea Level Scenario
1	Hancock	LOD4-20'	Existing Sea Level	42	Harrison	LOD4-20'	'High' sea level
2	Hancock	LOD4-30'	Existing Sea Level	43	Harrison	LOD4-30'	'High' sea level
3	Hancock	LOD4-40'	Existing Sea Level	44	Harrison	LOD4-40'	'High' sea level
4	Hancock	Seawall	Existing Sea Level	45	Harrison	Seawall	'High' sea level
5	Hancock	Pearlington 20'	Existing Sea Level	46	Harrison	Nonstruct 1	'High' sea level
6	Hancock	Pearlington 30'	Existing Sea Level	47	Harrison	Nonstruct 2	'High' sea level
7	Hancock	Nonstruct 1	Existing Sea Level	48	Harrison	Turkey Ck.	'High' sea level
8	Hancock	Nonstruct 2	Existing Sea Level	49	Jackson	LOD4-20'	Existing Sea Level
9	Hancock	SHORELINE	Existing Sea Level	50	Jackson	LOD4-30'	Existing Sea Level
10	Hancock	LOD4-20'	'Expected' sea level	51	Jackson	LOD4-40'	Existing Sea Level
11	Hancock	LOD4-30'	'Expected' sea level	52	Jackson	Seawall	Existing Sea Level
12	Hancock	LOD4-40'	'Expected' sea level	53	Jackson	Ring Dike 20'	Existing Sea Level
13	Hancock	Seawall	'Expected' sea level	54	Jackson	Ring Dike 30'	Existing Sea Level
14	Hancock	Pearlington 20'	'Expected' sea level	55	Jackson	Nonstruct 1	Existing Sea Level
15	Hancock	Pearlington 30'	'Expected' sea level	56	Jackson	Nonstruct 2	Existing Sea Level
16	Hancock	Nonstruct 1	'Expected' sea level	57	Jackson	Bayou Cumbest	Existing Sea Level
17	Hancock	Nonstruct 2	'Expected' sea level	58	Jackson	LOD4-20'	'Expected' sea level
18	Hancock	Shoreline	'Expected' sea level	59	Jackson	LOD4-30'	'Expected' sea level
19	Hancock	LOD4-20'	'High' sea level	60	Jackson	LOD4-40'	'Expected' sea level
20	Hancock	LOD4-30'	'High' sea level	61	Jackson	Seawall	'Expected' sea level
21	Hancock	LOD4-40'	'High' sea level	62	Jackson	Ring Dike 20'	'Expected' sea level
22	Hancock	Seawall	'High' sea level	63	Jackson	Ring Dike 30'	'Expected' sea level
23	Hancock	Pearlington 20'	'High' sea level	64	Jackson	Nonstruct 1	'Expected' sea level
24	Hancock	Pearlington 30'	'High' sea level	65	Jackson	Nonstruct 2	'Expected' sea level
25	Hancock	Nonstruct 1	'High' sea level	66	Jackson	Bayou Cumbest	Existing Sea Level
26	Hancock	Nonstruct 2	'High' sea level	67	Jackson	LOD4-20'	'High' sea level
27	Hancock	Shoreline	'High' sea level	68	Jackson	LOD4-30'	'High' sea level
28	Harrison	LOD4-20'	Existing Sea Level	69	Jackson	LOD4-40'	'High' sea level
29	Harrison	LOD4-30'	Existing Sea Level	70	Jackson	Seawall	'High' sea level
30	Harrison	LOD4-40'	Existing Sea Level	71	Jackson	Ring Dike 20'	'High' sea level
31	Harrison	Seawall	Existing Sea Level	72	Jackson	Ring Dike 30'	'High' sea level
32	Harrison	Nonstruct 1	Existing Sea Level	73	Jackson	Nonstruct 1	'High' sea level
33	Harrison	Nonstruct 2	Existing Sea Level	74	Jackson	Nonstruct 2	'High' sea level
34	Harrison	Turkey Creek	Existing Sea Level	75	Jackson	Bayou Cumbest	Existing Sea Level
35	Harrison	LOD4-20'	'Expected' sea level				
36	Harrison	LOD4-30'	'Expected' sea level				
37	Harrison	LOD4-40'	'Expected' sea level				
38	Harrison	Seawall	'Expected' sea level				
39	Harrison	Nonstruct 1	'Expected' sea level				
40	Harrison	Nonstruct 2	'Expected' sea level				
41	Harrison	Turkey Ck.	'Expected' sea level				

7

2.13.2.5 Scenario Stage-Frequency Curves

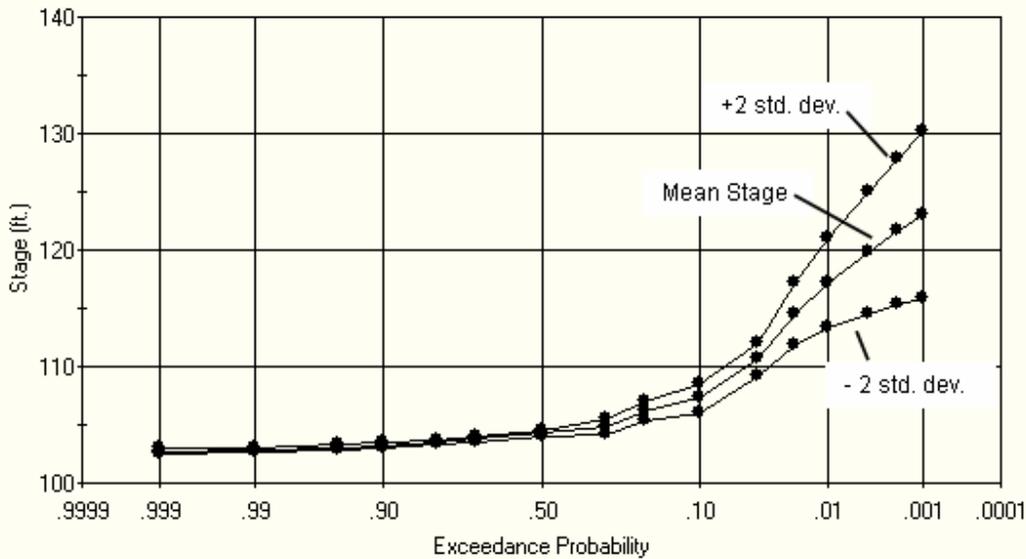
As discussed previously, the stage-frequency curves used in HEC-FDA analyses were composed from observed tide gage data and from hydrodynamic modeling results. In support of the HEC-FDA effort, the hydrodynamic modeling evaluated the existing condition; Line of Defense (LOD) 4 alone; and LOD 3 plus ring levees. Additional simulations could not be accomplished for this program. The LOD's and ring dikes were coded into the hydrodynamic terrain database of their respective hydrodynamic models as 'infinitely high walls', thus obtaining an estimate of the height of the LOD required to contain a given annual chance event from model output nodes located seaward of each LOD. LOD's 3 and 4 are discussed in detail in Chapter 3.

Existing condition stage-frequency curves (adjusted for sea level rise as required) were used for all damage reaches in many of the measure evaluations listed in Table 2.13-3.

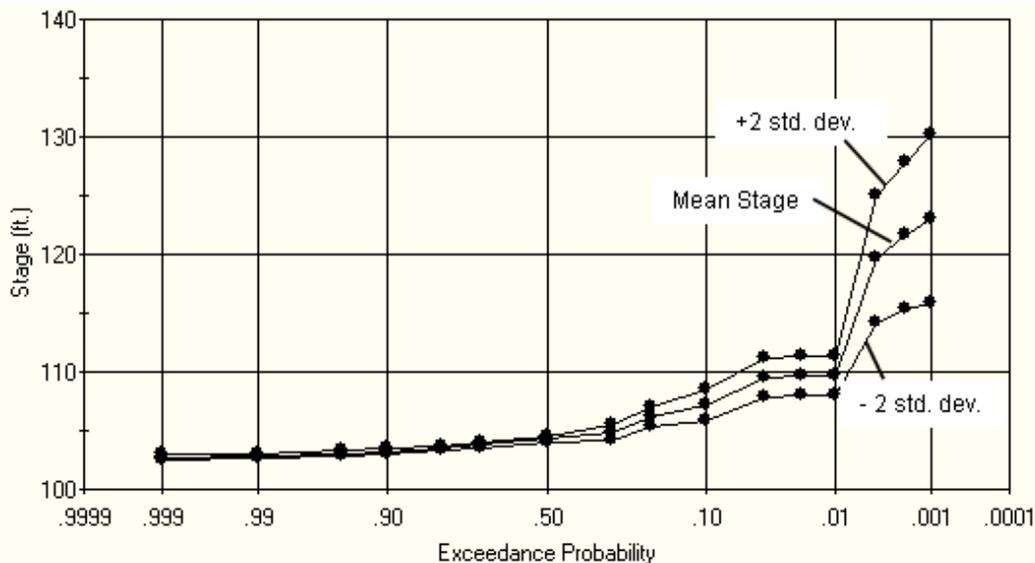
For future with-project HEC-FDA evaluations involving individual measures, stage-frequency curve development required use of either existing condition hydrodynamic model output, or LOD hydrodynamic model output, or both, depending upon the location of both the PSU and that PSU's hydrodynamic model save point with respect to the line of defense. Additional consideration was required if the PSU was subject to induced runoff storage due to Bay St. Louis or Biloxi Back Bay closure structures. The following paragraphs describe the methodology used to develop stage frequency curves for the with-project scenarios involving individual measures.

- *Save Point and PSU behind levee or ring-dike.* For example, consider PSU 7 and its representative save point (57) in Hancock County as shown in Figure 2.13-1. This PSU is located behind both of the conceptual LOD3 and 4 alignments. This case is typical of many inland PSU's that do not border Biloxi Bay or Bay St. Louis. For this circumstance, the existing condition stage-frequency curve is used and PSU is coded into HEC-FDA as being protected to the prescribed LOD crest elevation. The existing condition stage-frequency curve is used because the with-LOD save point is essentially 'dry' due to the infinite wall approach in the hydrodynamic modeling. The interior water surface elevation is assumed to equal the stage-frequency curve stage for all events exceeding the levee crest elevation.
- *Save Point in front of levee and PSU behind levee or ring dike.* Consider PSU 11 and its representative save point (47) in Harrison County as shown in Figure 2.13-3. This PSU is also located behind the prospective LOD 3 and 4 alignments, but its representative save point is outside (seaward) of the LOD's. This case is typical of nearshore and ring-levee PSU's. The stage-frequency curve was developed from observed gage data and the appropriate ERDC LOD model output and coded into HEC-FDA as being protected by a levee to the prescribed LOD crest elevation. As with the previous case, the interior water surface elevation is assumed to equal the stage-frequency curve stage for all events exceeding the levee crest elevation.
- *Save Point and PSU behind levee and PSU is subject to induced stage due to closure structures across bays.* As with the 'Save Point and PSU behind LOD' situation, this situation also utilizes the existing conditions stage-frequency curve but the HEC-FDA levee routine cannot be invoked because streamflow into Bay St. Louis and Biloxi Bay will cause their water surface elevations to rise when the surge barriers are closed to prevent hurricane surge inundation. Existing condition frequency curves (e.g. Figure 2.13-9) were transformed (e.g. Figure 2.13-10 for the LOD4 at 20' crest elevation) graphically using the following assumptions:
 - The surge barriers would be operated for extreme hurricanes only, on average once every twenty years (e.g. hurricanes resembling H. Katrina, H. Betsy, H. Camille, or the 1947 or 1915 hurricanes etc.)

- 1 ○ Closure of the barriers would result in Bay St. Louis and Biloxi Bay water surface elevations rising to elevation 6.8 ft. and 8.4 ft NAVD '88, respectively based on
- 2 preliminary hydrologic analyses (see Chapter 3.4).
- 3
- 4 ○ Should the crest elevation of the barrier be such that it overtopped, the representative
- 5 existing condition stage would rapidly be attained.
- 6 As mentioned previously, Most Likely Future Year (MLFY) stage frequency curves were adjusted for
- 7 future sea level rise by adding the predicted rise to stage for a given frequency.
- 8 Flood damage evaluation results are reported in the Economics Appendix.



9
10 Note: 100 ft. added to stage for HEC-FDA computational purposes.
11 **Figure 2.13-9. Existing Condition Frequency Curve, PSU 1 Save Point 60, Hancock Co.**



12
13 Note: 100 ft. added to stage for HEC-FDA computational purposes.
14 **Figure 2.13-10. Transformed Frequency Curve, PSU 1 Save Point 60, Hancock Co.**

2.13.3 References

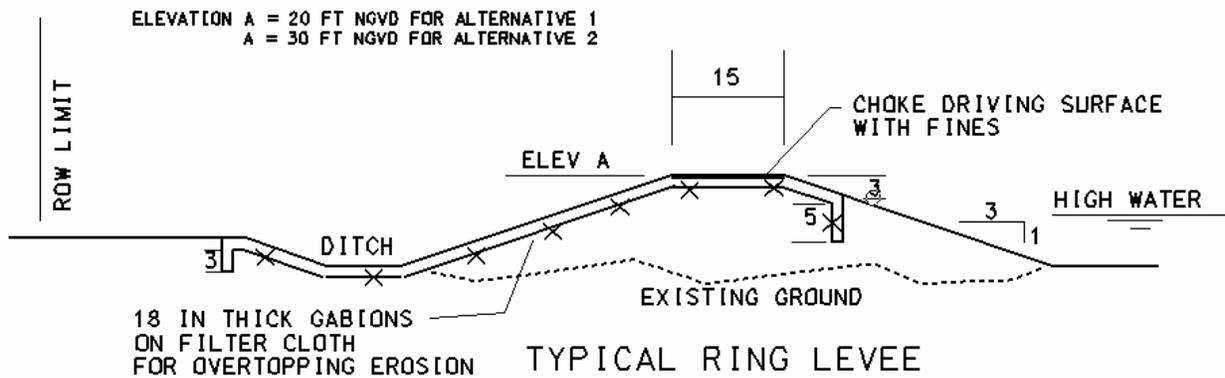
- USACE (2000). Planning Guidance Notebook. Engineer Regulation ER 1105-2-100. Department of the Army, US Army Corps of Engineers, Washington, D.C. 22 April 2000.
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- USACE (1998). HEC-FDA Flood Damage Reduction Analysis User's Manual. Hydrologic Engineering Center. Davis, CA. March 1998.
- FEMA, USACE (2001). Hurricane Surge Atlas. Harrison County, Hancock County, Jackson County, Mississippi. Federal Emergency Management Agency Region 4 and US Army Corps of Engineers, Mobile District. January 2001.
- USACE (1997). Uncertainty Estimates for Nonanalytic Frequency Curves. Engineering Technical Letter ETL 1110-2-537. US Army Corps of Engineers. Washington, DC. 31 October 1997.
- Resio, D.T. (2007). White Paper on Estimating Hurricane Inundation Probabilities. Version 11. US Army Corps of Engineers, Engineer Research and Development Center. Vicksburg, MS. April 2007.

2.14 Lines of Defense Crest Elevation Analyses

Evaluations were conducted to estimate the required levee crest elevation in order to provide protection to the one in one hundred (1%), one in five hundred (0.2%), and one in one thousand (0.1%) annual chance exceedance surge events.

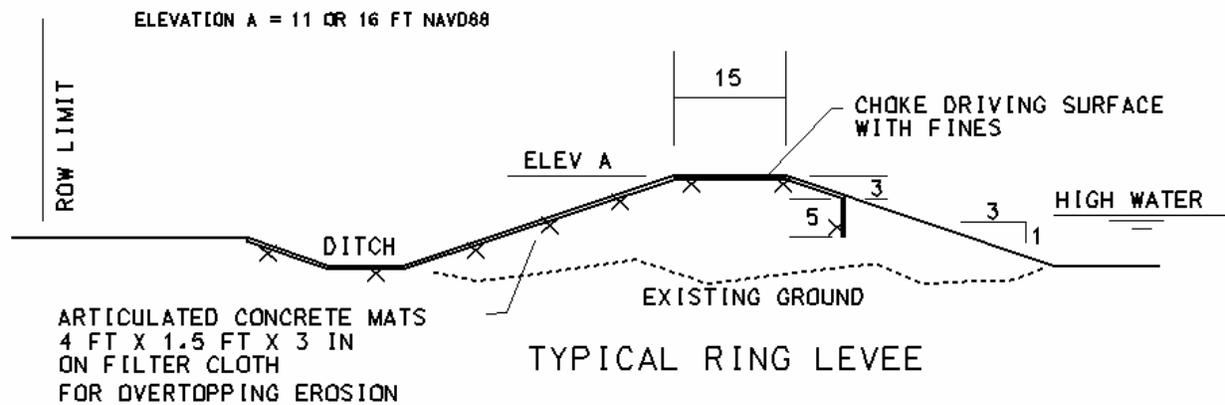
Typical levee and elevated roadway sections are shown in Figures 2.14-1 and 2.14-2. The crest elevations shown on the typical levee section were used to generate levee cost-height curves, and should not be interpreted to be design elevations. Design elevations follow from performance and cost effectiveness objectives as discussed in the main report.

Resultant crest elevations are a function of the surge still water elevation, wave height, wave period, levee slope, levee surface roughness, nearshore depth, nearshore slope, and the seaward levee side slope. Still water elevations for the given events were obtained for the nearest representative save points using the same ERDC results comprising the synthetic portions of the composite stage frequency curves. ERDC also provided mean estimates of the 1%, 0.2%, and 0.1% significant wave height (H_s) and peak period (T_p) estimates based on statistical analyses of with-project (either LOD3 or LOD4) STWAVE model results. Wave characteristics were computed independently of surge characteristics. Surge elevation, H_s , and T_p determinations are given in Chapter 2.9 of this appendix. Nearshore depth and geometry was estimated from a limited number of beach profiles (i.e. sections normal to the shoreline) obtained by Mobile District; and/or from interpretation of existing USGS topographic maps; and/or from interpretation of post-Katrina, LIDAR-derived topography. Levee side-slopes were assumed to be 3 to 1 (horizontal to vertical) with a mowed grass face except as noted in following paragraphs.



1
2 **Figure 2.14-1. Typical Section, Levees**

3



4
5 *Source: ERDC, Steven Hughes*
6 **Figure 2.14-2. Typical Section, Elevated Roadway**

7 Computations generally followed those prescribed in a recent, though draft, USACE Technical Letter
8 (Ref. 1). Crest elevations for a given event assumed coincident occurrence of percent chance event
9 surge and wave characteristics; in other words, the crest elevation computations for the 1% event
10 assumed coincident occurrence of the mean 1% Hs, 1%Tp, and 1% surge elevations. Because Tp
11 and Hs percentiles were computed independently of surge elevations, this assumption is thought to
12 yield somewhat conservative results (Ref. 1). Computations were performed using Table VI-5-11
13 (van der Meer and Janssen's equation) of the Coastal Engineering Manual (CEM) Professional
14 Edition software, version 2.0.1.1. All gamma factors in the underlying equation were assigned a
15 value of unity. The presence of other potentially complementary project features, such as sand
16 dunes and berms, was neglected.

17 Adequate protection was defined for these preliminary purposes as the crest elevation for which the
18 computed average overtopping rate for each event was on the order of 0.01 cubic feet per second
19 per foot (cfs/ft), which is equivalent to an average overtopping discharge rate of 10 cfs per 1,000 feet
20 of levee. This rate is less than the 0.1 cfs/ft which is currently being considered as an appropriate

1 threshold for well-designed and constructed coastal levee defenses, but this higher rate is best
2 applied in conjunction with conditional probability methods; the lower rate assumed herein was
3 judged appropriate for these preliminary purposes given the limited spatial extents of model output
4 and the deterministic methods otherwise employed.

5 The information available for these computations allows for just a few spot estimates of requisite
6 levee elevations. Those elevations presented in following paragraphs should be understood to be
7 applicable to a discreet location and not interpreted to describe the crest elevation of any particular
8 line of defense throughout its entire length. Should a levee or other structural line of defense
9 measure be selected for additional investigation, a much higher density of well positioned surge,
10 wave, and geometric information would be needed in order to adequately define the required levee
11 profile along its length for the desired level of performance. These computations are deterministic
12 thought in most instances the results are expected to agree reasonably with results determined
13 through a probabilistic conditional probability simulation.

14 **2.14.1 Line of Defense 3**

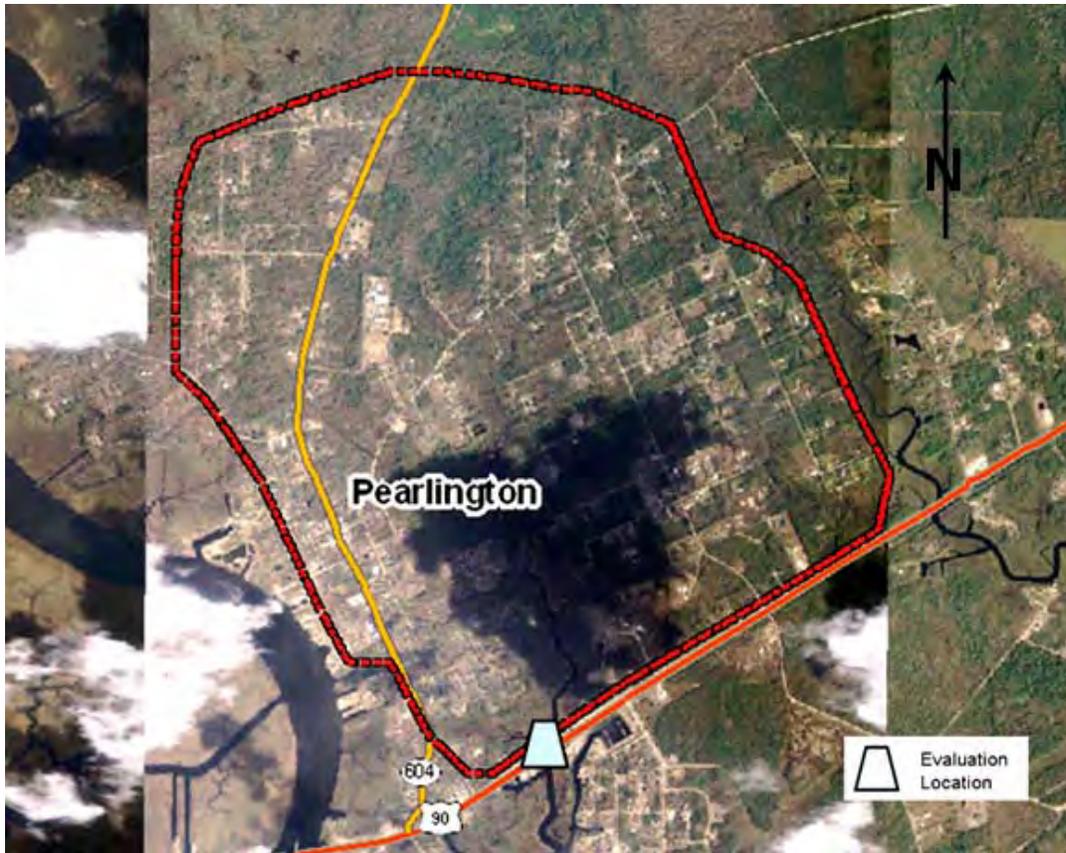
15 Computed crest elevations for locations along LOD 3 are given in Table 2.14-1. Crest elevations
16 given are reported in feet NAVD '88 datum. Locations at which the elevations were computed are
17 shown in Figures 2.14-3 through 2.14-11. Computed crest elevations range from elevation 13 feet to
18 53 feet over the range events. For the one in 100 chance events, computed crest elevations range
19 from 13 to 37 feet, with most locations yielding elevations in the high teens to mid twenties. In some
20 instance, such as the Harrison County elevated roadway, the computed elevation is on the order of
21 36 feet. Locations that yield these types of results would be inherently difficult to defend due to large
22 surge depths, severe storm wave climates, and the absence of a shallow foreshore. The typical
23 levee section is inappropriate where results such as these arise, which would probably be better
24 defended perhaps by a levee with some or all of the following features: (a) a frontal berm seaward of
25 the primary levee prism; (b) a flatter seaward slope (6 to 1 or greater); and (c) a roughened,
26 hardened slope in lieu of grass. Such features would reduce the required height at a given location
27 for a given event overtopping rate. Where possible, the levee height may also be reduced by
28 removing the structure landward from the shoreline to an upslope location beyond the wave breaking
29 zone. For example, the results in Table 2.14-1 suggest that the levee crest elevation at Pascagoula
30 might be reduced from 37 feet to 19 feet by removing the levee from the shoreline to an alignment in
31 the vicinity of Washington Avenue. Similar findings and recommendations apply when interpreting
32 LOD 4 levee performance and attributes.

1
2

**Table 2.14-1.
Computed Structure Crest Elevations, LOD 3**

Feature and Location LOD-3	Annual Event Chance		
	1 in 100	1 in 500	1 in 1000
Hancock County			
Pearlington Levee	20	30	34
Bay St Louis Levee	22	38	42
Hancock Elevated Road, 11.0	N/A ^{1/}	N/A ^{1/}	N/A ^{1/}
Harrison County			
Harrison Elevated Road, 16.0	36 ^{2/}	50 ^{2/}	N/A ^{3/}
Jackson County			
Ocean Springs Elevated Road, 11.0			
Ocean Springs Levee	20	27	29
Gulf Park Estates	24	35	40
Gulf Park Estates Alter.	20	25	29
Belle Fontaine	29	41	45
Bell Fontaine Alter.	20	29	33
Gautier	32	41	43
Pascagoula			
South Shore	37	39	53
Bayou Cassotte	18	23	26
River near tide gage	16	24	27
Moss Point	13	19	21
Pascagoula – Washington			
At Washington Ave.	19	28	31
Bayou Cassotte	18	23	26
River near tide gage	16	24	27
Moss Point	14	19	21
Pascagoula Moss Pt. Alter			
Moss Point Alt.	14	19	21
Bayou Cassotte	18	23	26
River near tide gage	16	24	27
South Shore	37	39	53
Pascagoula – Washington/MP			
Moss Point Alt.	14	19	21
Bayou Cassotte	18	23	26
River near tide gage	16	24	27
At Washington Ave.	19	28	31

3 Notes: ^{1/} This feature is given a discrete elevation. El. 11 ft. is approximately the 1 in 25 annual chance still water elevation.
 4 Feature was dropped from consideration. ^{2/} This feature is also given a discrete elevation. Crest el. of 16 ft. is between the 2% (1
 5 in 50 chance) and 1% (1 in 100) still water elevation. This feature was also dropped from consideration. ^{3/} Not computed due to
 6 excessive crest elevations required at this location for lesser events.



1
2 **Figure 2.14-3. Hancock County, Pearlington Ring Levee**



3
4 **Figure 2.14-4. Hancock County, Bay St. Louis Ring Levee**



1
 2 NOTE: LOD3 shown linked to inland LOD4 feature.
 3 **Figure 2.14-5. Hancock County, Elevated Roadway and LOD4**



4
 5 **Figure 2.14-6. Harrison County, LOD3 at Pass Christian**



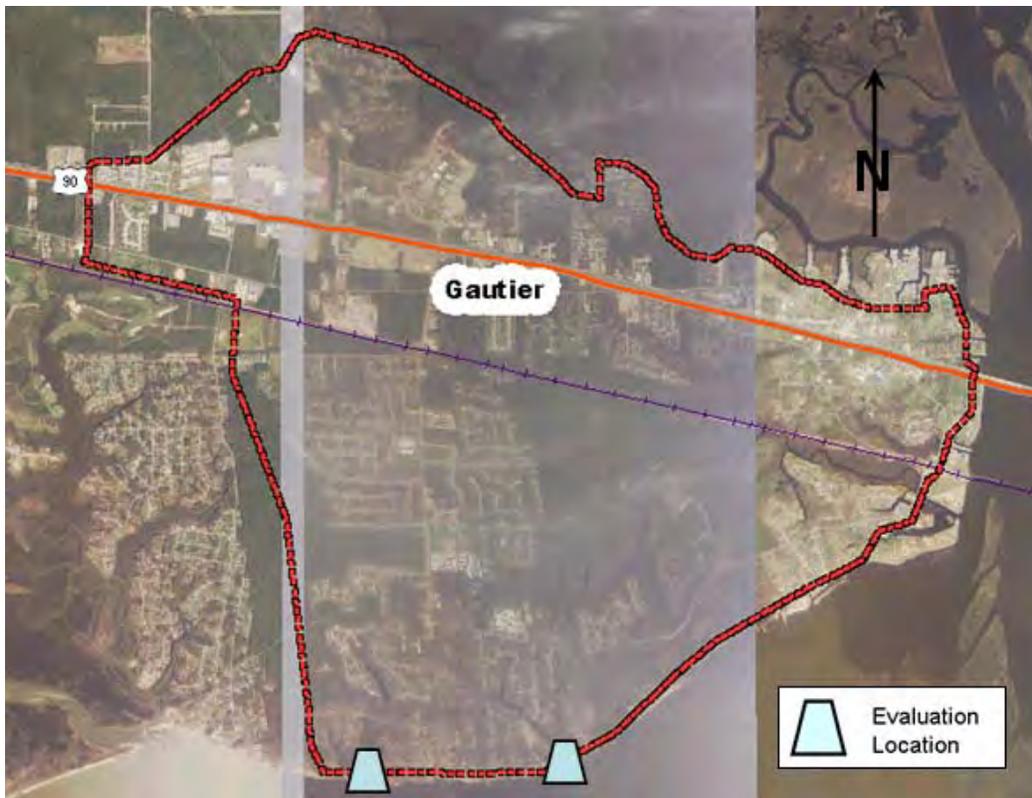
1
2 **Figure 2.14-7. Jackson County, Ocean Springs Ring Levee**



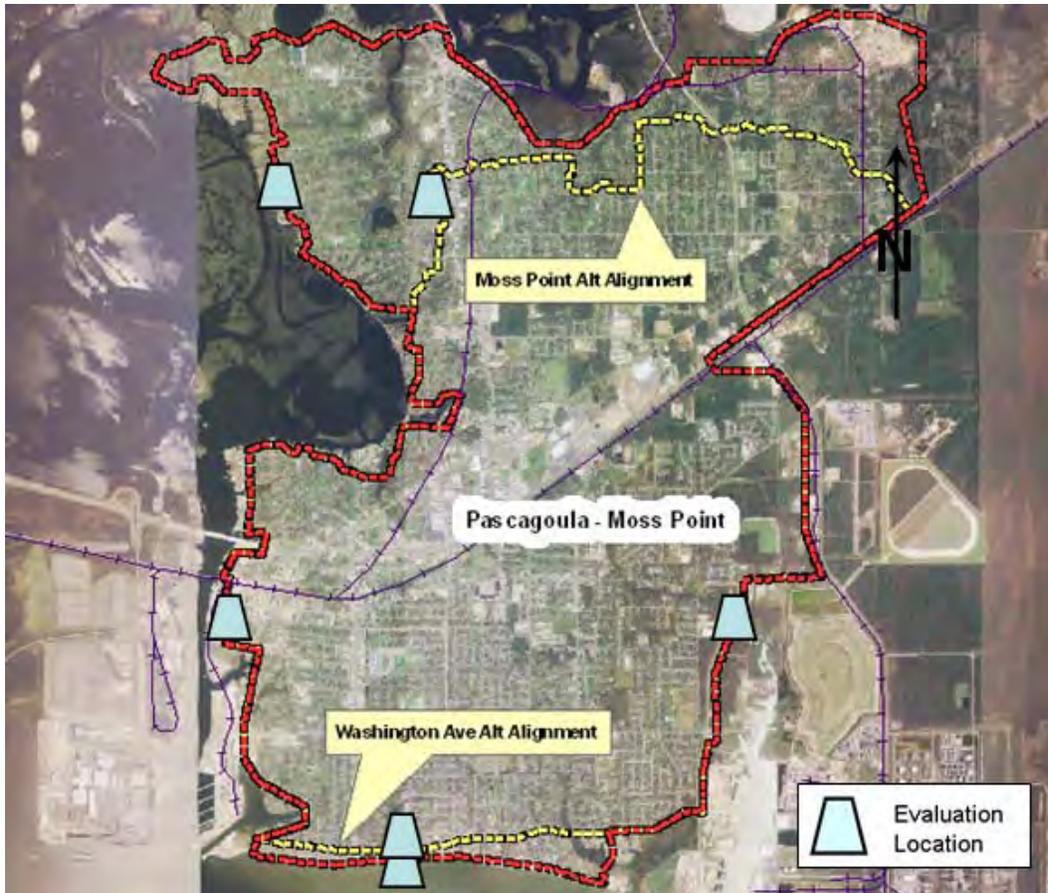
3
4 **Figure 2.14-8. Jackson County, Gulf Park Estates Ring Levee**



1
2 **Figure 2.14-9. Jackson County, Bellefontaine Ring Levee**



3
4 **Figure 2.14-10. Jackson County, Gautier Ring Levee**



1
2 **Figure 2.14-11. Jackson County, Pensacola/Moss Point Ring Levee**

3 **2.14.2 Line of Defense 4**

4 Computed crest elevations for locations along LOD 4 are given in Table 2.14-2. Crest elevations
 5 given are reported in feet NAVD '88 datum. Locations at which the elevations were computed are
 6 shown in Figures 2.14-12 through 2.14-16. Computed levee crest elevations range from elevation 18
 7 feet to 50 feet over the range events. For the one in 100 chance events, computed crest elevations
 8 range from 13 to 35 feet, with most locations yielding elevations in the high teens to mid twenties.
 9 Here, as also with LOD3, the given crest elevation for the 1 in 100 annual chance event is on the
 10 order of 30 to 35 feet; such results suggest that the typical levee cross-section geometry is not
 11 practicable at the given location and would benefit from modification and/or from a change in
 12 alignment to a more quiescent location.

13 The surge barriers are of novel geometry in their at-rest and deployed condition and empirical
 14 overtopping rate relations do not apply to them. Crest elevations for the surge barriers were
 15 computed using Table VI-5-13 (Franco and Franco's equation) of the Coastal Engineering Manual
 16 (CEM) Professional Edition software, version 2.0.1.1. This equation is most applicable to vertical wall
 17 structures. As with the levees, the elevations given assume an acceptable overtopping rate of 0.01
 18 cfs/ft without consideration to interior (i.e. landward of the barrier) flooding attributes. It is possible
 19 that a larger overtopping rate might be structurally and operationally acceptable for these features,
 20 which would result in a lower crest elevation and lower construction costs. Design refinement awaits
 21 further study as desired.

1
2

Table 2.14-2.
Computed Structure Crest Elevations, LOD 4

Feature and Location	Annual Event Chance		
	1 in 100	1 in 500	1 in 1000
Hancock County			
Clermont	35	47	50
Bay St. Louis Levee	22	29	32
Harrison County			
Pass Christian Harbor	21	29	31
Biloxi West	20	26	29
Biloxi Casino Row	20	29	34
Menge Ave	20	28	30
Jackson County			
Jackson County - Ocean Springs	18	25	28
Surge Barriers			
Bay St. Louis Closure Structure	30	44	49
Biloxi Bay Closure Structure	31	43	47

3



4
5

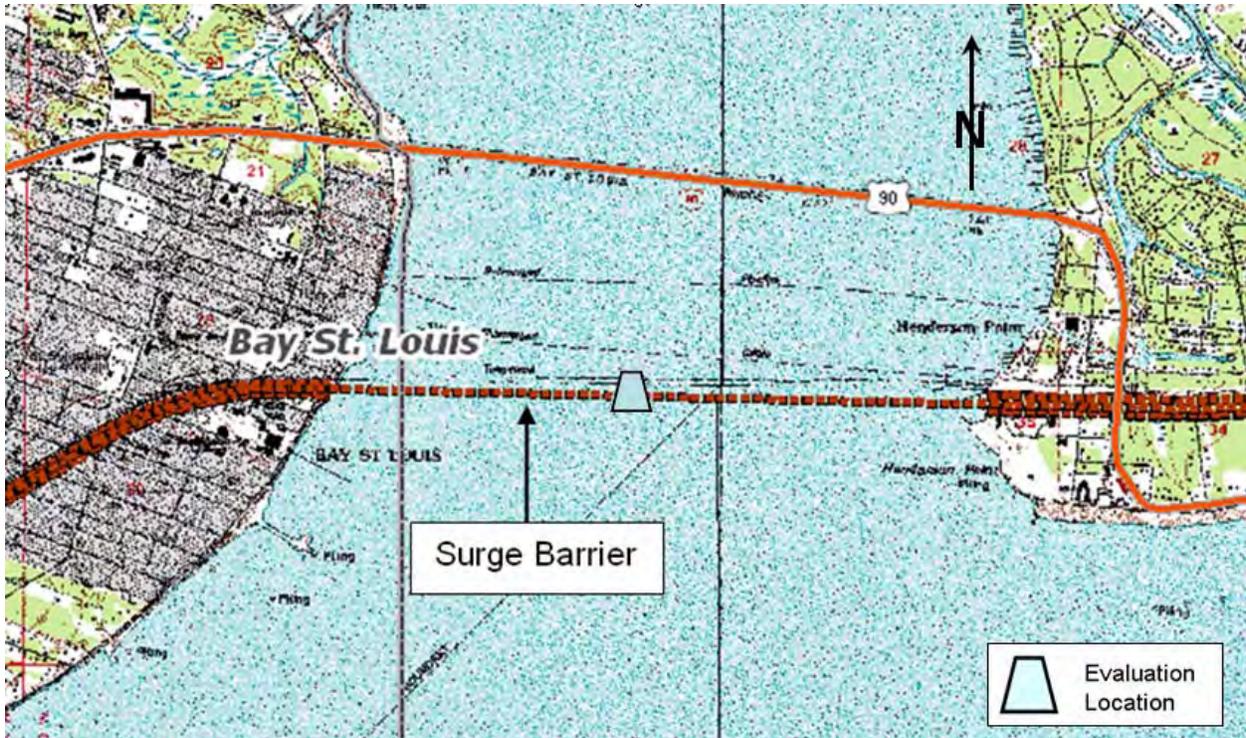
Figure 2.14-12. Hancock County Inland Barrier



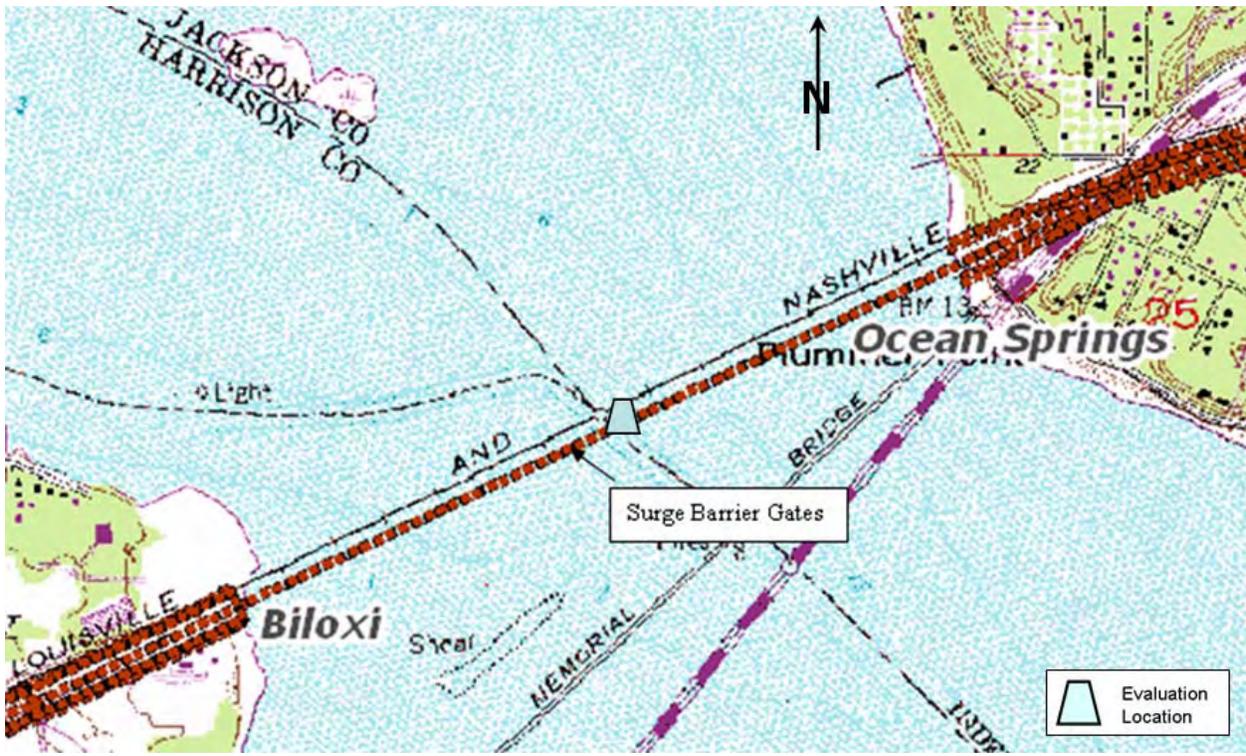
1
2 **Figure 2.14-13. Harrison County Inland Barrier**



3
4 **Figure 2.14-14. Jackson County Inland Barrier**



1
2 **Figure 2.14-15. Bay St. Louis Surge Barrier**



3
4 **Figure 2.14-16. Biloxi Bay Surge Barrier**

1 **2.14.3 References**

2 USACE (2007). Certification of Levee Systems for the National Flood Insurance Program (NFIP).
3 Technical Letter No. 1110-2-570. US Army Corps of Engineers, Washington, DC. 7 August
4 2007.
5

PART 3. LINES OF DEFENSE

3.1 Line of Defense 1 – Offshore Barrier Islands

3.1.1 General

The coastline of mainland Mississippi is bordered on the south by the Mississippi Sound, a shallow body of water that separates the coast from four barrier islands that lie several miles to the south as shown in Figure 3.1.1-1. These barrier islands are located along a littoral drift zone that moves sand westward creating three elongated islands and then westward toward Cat Island, where littoral currents are not as well defined. The birds-foot delta system from the Mississippi River has extended through the historic littoral system, cutting off the sediment transport. Cat Island had the same origin than the other islands, but now being re-shaped by wave action and lack of new sediments moving into the system. Wave action has created a beach on the eastern side of the island forming a distinctive T-shape. From west to east, the islands are Cat, Ship (now actually two islands, West and East Ship Island), Horn and Petit Bois. As noted above, Ship Island has been breached by prior hurricanes and now is actually two small islands, West Ship Island and East Ship Island, with a shallow sand bar between the two. Since Hurricane Camille in 1969, this breach has existed with varying amounts of natural rebuilding between later storms and is now known as Camille Cut. The western ends of both Petit Bois and West Ship Islands have migrated westward and are now against maintained deep-water navigation channels and the continuing littoral drift of the sand into the channels is causing an artificial termination of the migration. A small, new island has emerged on the west side of the channel from Petit Bois Island, created from the dredged sand coming from the island that is disposed of on the west side of the channel.



Figure 3.1.1-1. Location of the Mississippi Barrier Islands

1 Immediately following Hurricane Katrina, most of the effort was spent protecting human life and
2 securing structures throughout the impacted areas on the mainland; therefore, few assessments of
3 the vegetation impacts exist, especially on the barrier islands. For the barrier island system, most all
4 of the marsh vegetation recovered several months following Hurricane Katrina. The predominant
5 vegetation that has long-term impacts consists of those pines found in the maritime forests. It is
6 estimated that about 75% of these pine species were killed following the hurricane season of 2005,
7 with most of that attributable to Hurricane Katrina. Figure 3.1.1-2 is a photograph taken on Horn
8 Island after Hurricane Katrina that shows the loss to the pine trees. The emergent marsh habitat is
9 thriving so well it actually looks as though hurricanes never passed through the barrier island
10 system. The sea oats are still found in small patches due to the reduced dune system. Any option
11 that includes the planting of marsh vegetation will have to consider the current population of nutria
12 that inhabits the islands. These exotic animals from South America can destroy attempts to establish
13 marsh planting and any program should include the control of these rodents.



14
15 **Figure 3.1.1-2. Photo of interior of Horn Island. Note the mature pine trees that were**
16 **killed from the effects of salt water that covered the island during Hurricane Katrina.**

17 In 1998, Hurricane George played a role in destroying many of the sand dunes on the islands.
18 Although a relatively small storm, the constant pounding of the waves along the beaches eroded
19 most of the dunes on the southern shores which were the higher elevations on the islands. Along
20 with the destruction of the dunes was the loss of the associated vegetation and habitat.
21 Figure 3.1.1-3 is a photo of the south beach of Horn Island where hurricanes have destroyed the
22 dune system.

23 Prior to Hurricane Katrina, the State of Mississippi was working on a coastal storm protection plan
24 that included restoring the barrier islands to the condition that existed prior to Hurricane Camille. The
25 general assumption was that there would have been less damage along the coast from Hurricane
26 Katrina if the islands had been in this improved condition. This was also included in the Mississippi
27 Governor's Hurricane Katrina Recovery Plan which called for restoring the islands to a pre-Camille
28 footprint. This concept was included in the hurricane protection study as LOD-1.



1

2 **Figure 3.1.1-3. Photo of the south beach at Horn Island. Pre-existing dunes**
3 **have been destroyed by numerous hurricanes over the last several years.**

4 To determine the effects of the islands in reducing the surge damage to the mainland, a number of
5 storms were selected to model against the chain of islands in a pre-Camille and a post-Katrina
6 configuration. The post-Katrina condition can be considered a baseline condition for the modeling
7 and the pre-Camille condition would be an improved condition. The pre-Camille footprint of the
8 islands was obtained from historical records and an assumption was made as to a top of dune
9 elevation and a typical island width. During the modeling process, the island sizes were held
10 constant and not allowed to be destroyed. It should be noted that some of the islands have migrated
11 and any reconstruction would be to increase their footprint at their present location and not move
12 them back to historical locations. In general, the islands were modeled with a 2000-foot width and
13 with an elevation 20.0 dunes, but may be in a slightly different position. Modeling efforts have
14 concluded that over a wide range of storms, there would be some protection provided to the eastern
15 coast of Mississippi along the Jackson County shoreline if the islands are in the pre-Camille
16 condition. This area is the most protected from the restored islands and this protection may result in
17 only up to a 10% reduction in storm surge. The effect of this protection diminishes rapidly to the west
18 from Jackson County. An important aspect of the islands shown by the modeling is the reduction of
19 the large sea waves as they advance towards the mainland. Reduction in wave height up to several
20 feet is realized by the presence of the islands. Loss of Ship Island would leave a portion of the
21 heavily developed Harrison County shoreline subject to these larger waves.

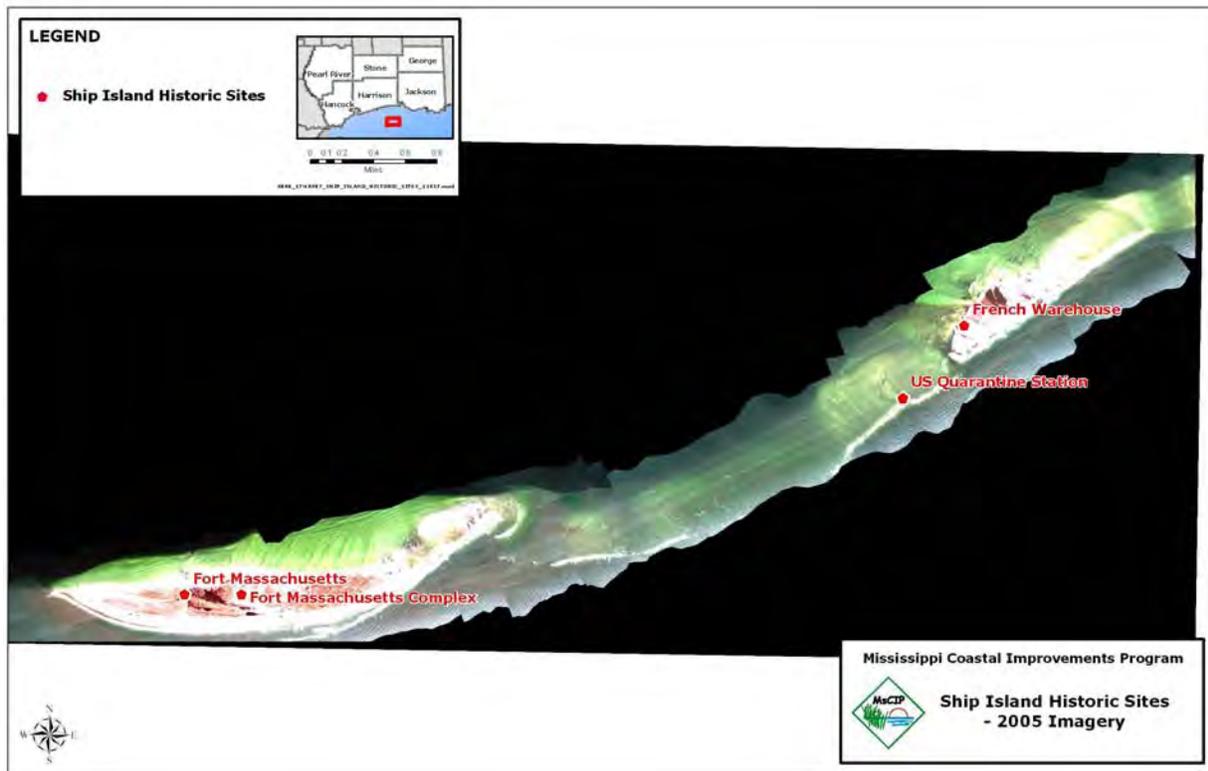
22 All of Petit Bois, Horn, and Ship Islands and part of Cat Island are within the boundaries of the Gulf
23 Islands National Seashore under the jurisdiction of the National Park Service. The park boundaries
24 are shown in Figure 3.1.1-4. In most cases, the boundary extends one mile from the shore of the
25 island. Petit Bois and Horn Islands have also been designated as Wilderness Areas by the U.S.
26 Department of the Interior and have a higher degree of protection than the other islands.

27 The formation of Camille Cut has created problems for the National Park Service due to the location of
28 two historically important sites. Fort Massachusetts is located on the northern shore of West Ship and

1 the French Warehouse is located on the northern shore of East Ship Island. Both of these sites are
 2 endangered by on-going erosion of the shoreline with Mississippi Sound. Another site known as the
 3 Quarantine Station has already been lost to erosion. These sites are shown in Figure 3.1.1.-5. This
 4 photo was taken after Hurricane Katrina, but, would be similar to conditions after Hurricane Camille.



5
 6 **Figure 3.1.1-4. Boundaries of the Gulf Islands National Seashore**



7
 8 **Figure 3.1.1-5. Aerial photo of West and East Ship Island taken in 2005 after Hurricane Katrina**
 9 **showing the locations of listed historical sites separated by Camille Cut.**

10 Fort Massachusetts was originally built on the western tip of Ship Island. The westward migration of
 11 sand along the southern shore and erosion of the northern shore now has put the fort almost a mile
 12 from the western tip of the island, but dangerously close to being in the Sound. Several emergency
 13 beach re-nourishments have taken place over the last 35 years to protect the fort from wave action
 14 during winter storms. At present, the NPS is again requesting that the Corps place sand along the
 15 shore near the fort in conjunction with dredging operations at the Gulfport navigation channel. This
 16 emergency placement of sand is being repeated about every five to six years.

1 The French Warehouse site has not had any sand placement on its shoreline in the past. The
2 erosive process is slower at that location, but now there are concerns from the NPS about the
3 integrity of the site. Unlike the location of the fort, the warehouse site is covered by maritime forest
4 which may be slowing the erosion of the shore.

5 The Corps was asked to visit Fort Massachusetts with the NPS during July, 2007 to look at the
6 present erosion problem and to discuss any possible long-term solutions to the loss of sand along
7 the shoreline. The immediate erosion problem will require re-nourishment of the beach adjacent to
8 the fort similar to the past protection projects. Any type of hardened structural feature as protection
9 for the fort was not desired by the NPS nor was this recommended by the Corps. There was a
10 breakwater placed north of the fort in the past (prior to the barrier islands becoming a National
11 Seashore under the NPS) and seems to be compounding the erosion problems. The problem of a
12 long-term fix may be tied to closing the three mile wide breach known as Camille Cut between West
13 and East Ship Island. Review of historical footprints of the islands indicates that after the breach
14 caused by Hurricane Camille, the westward migration of sand was continuing, but that the sand
15 supply was being depleted before it reached West Ship Island. Aerial photos show the formation of a
16 sand spit that extends westward from East Ship Island. The volume of sand that is creating this spit
17 is being depleted from reaching West Ship Island. The photos also show that a deeper channel has
18 formed a pass between the eastern end of West Ship Island and the western end of the spit. It
19 appears that an ebb tidal delta at this pass moves the sand southward where it is removed from any
20 migration along the northern shore of West Ship Island. The sand continues to supply the south
21 beach and extends the western tip of the island in its migration. The loss of the sand from the littoral
22 drift along the northern shore of West ship Island has resulted in erosion of that shoreline. Figure
23 3.1.1-6 shows an excellent aerial view of this process. Note the boat on the northern side of the
24 pass.



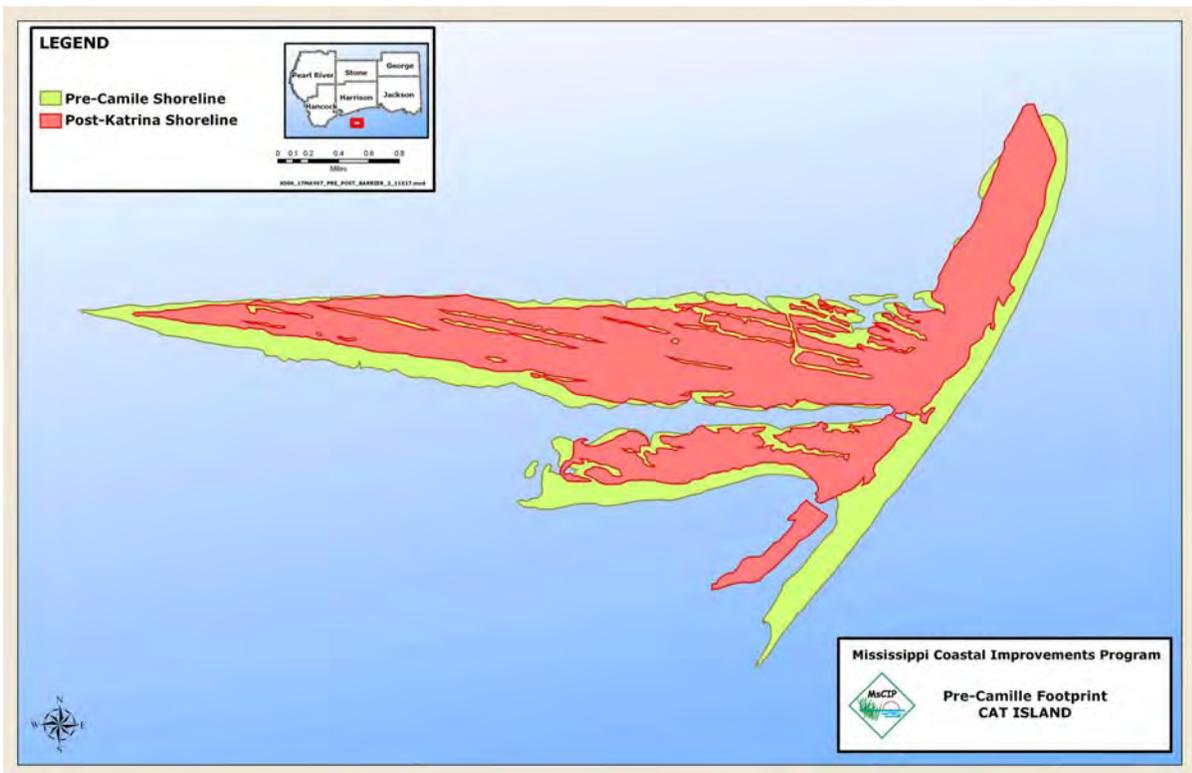
25 **Figure 3.1.1-6. Aerial photo of West and East Ship Island taken in 2001. Note the sand spit**
26 **extending westward from East Ship Island and the pass between the two islands.**
27

1 A positive by-product of filling of the Camille Pass would be to provide a longer term solution to the
2 erosion on the northern shores of West Ship Island. This will require modeling to better understand
3 the benefits that are believed to be associated with this plan. The costs will be substantial due to the
4 large quantities of high quality sand that will be required to fill the breach. Initial estimates for sand
5 requirements are approximately 8 million cubic yards. The fill would be expected to prevent the
6 continuing loss of sand to West Ship Island, but it is also understood that the islands are a dynamic
7 system, ever changing to nature's forces. Different types of dune vegetation planting would also be
8 included to restore habitat on the newly created land.

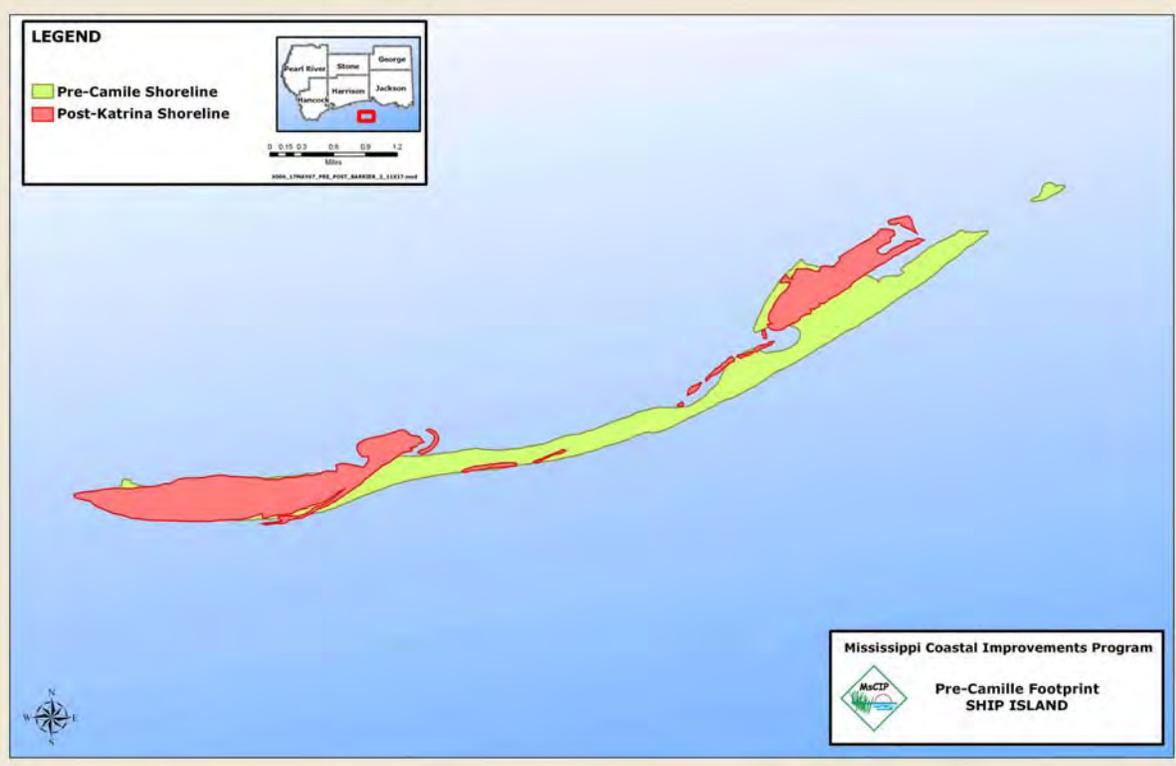
9 **3.1.2 Restoration of the Offshore Barrier Islands**

10 **3.1.2.1 General**

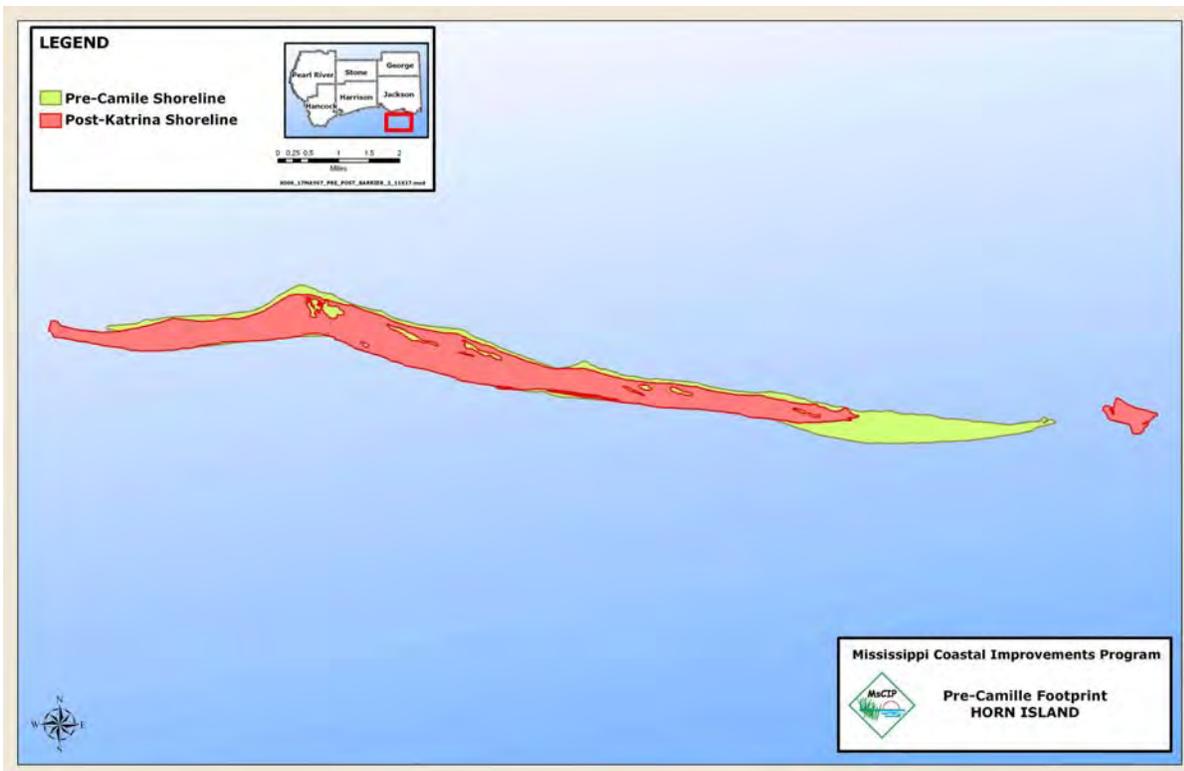
11 Soon after Hurricane Katrina, it was reported that many residents in Mississippi were of the opinion
12 that if the islands had been in the condition that existed prior to Hurricane Camille, there would have
13 been less damage along the coast from Hurricane Katrina. This initial concept was also included in
14 the Mississippi Governor's Restoration Plan which called for restoring the islands to a pre-Camille
15 footprint. Changes in the footprints are shown in Figures 3.1.2.1-1 through 3.1.2.1-4.



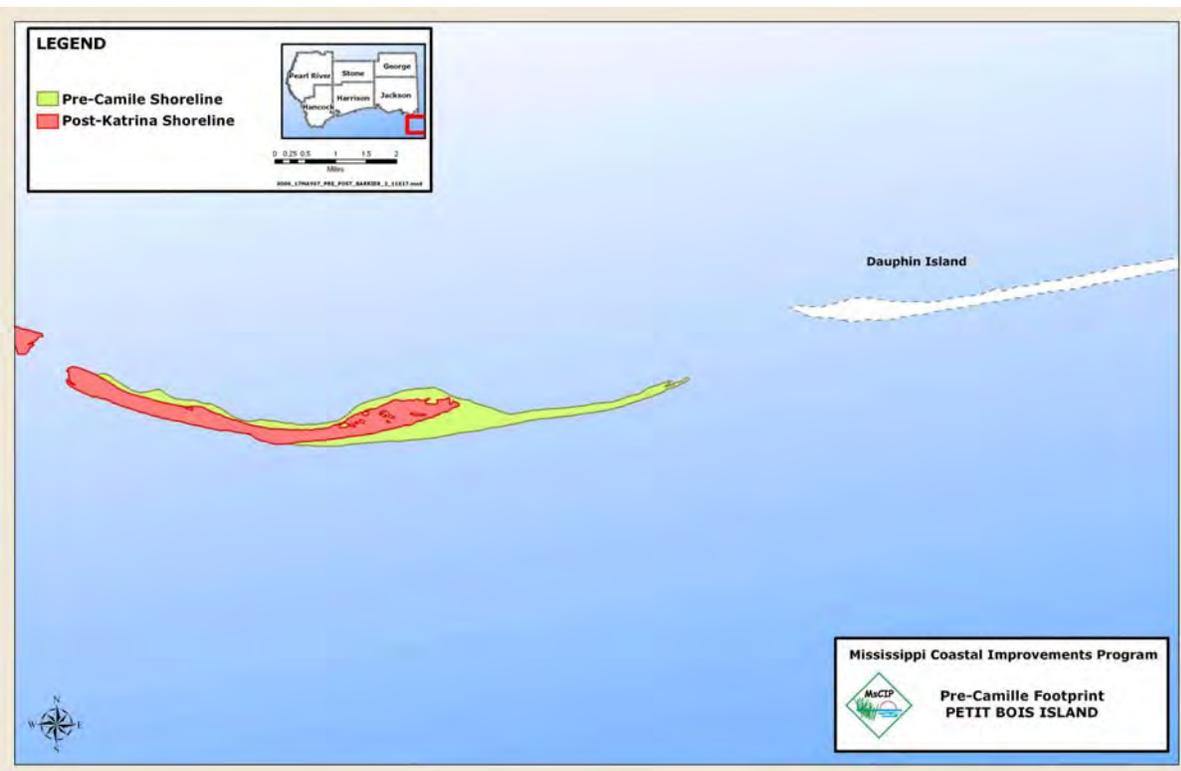
16
17 **Figure 3.1.2.1-1. Changes in footprint of Cat Island from pre-Camille to post-Katrina**



1
2 **Figure 3.1.2.1-2. Changes in footprint of Ship Island from pre-Camille to post-Katrina**



3
4 **Figure 3.1.2.1-3. Changes in footprint of Horn Island from pre-Camille to post-Katrina**



1
2 **Figure 3.1.2.1-4. Changes in footprint of Petit Bois Island from pre-Camille to post-Katrina**

3 As discussed in Section 3.1.1, a number of storms were selected to model against the chain of
 4 islands in a pre-Camille and a post-Katrina configuration. The post-Katrina condition can be
 5 considered a baseline condition for the modeling and the pre-Camille condition would be an
 6 improved condition. The pre-Camille footprint of the islands (USGS, 2007) was obtained from
 7 historical records and an assumption was made as to a top of dune elevation of 20 feet. It should be
 8 noted that some of the islands have migrated and any reconstruction would be to increase their
 9 footprint at their present location and not move them back to historical locations. This increase in
 10 size generally increased their length and maintained their typical width.

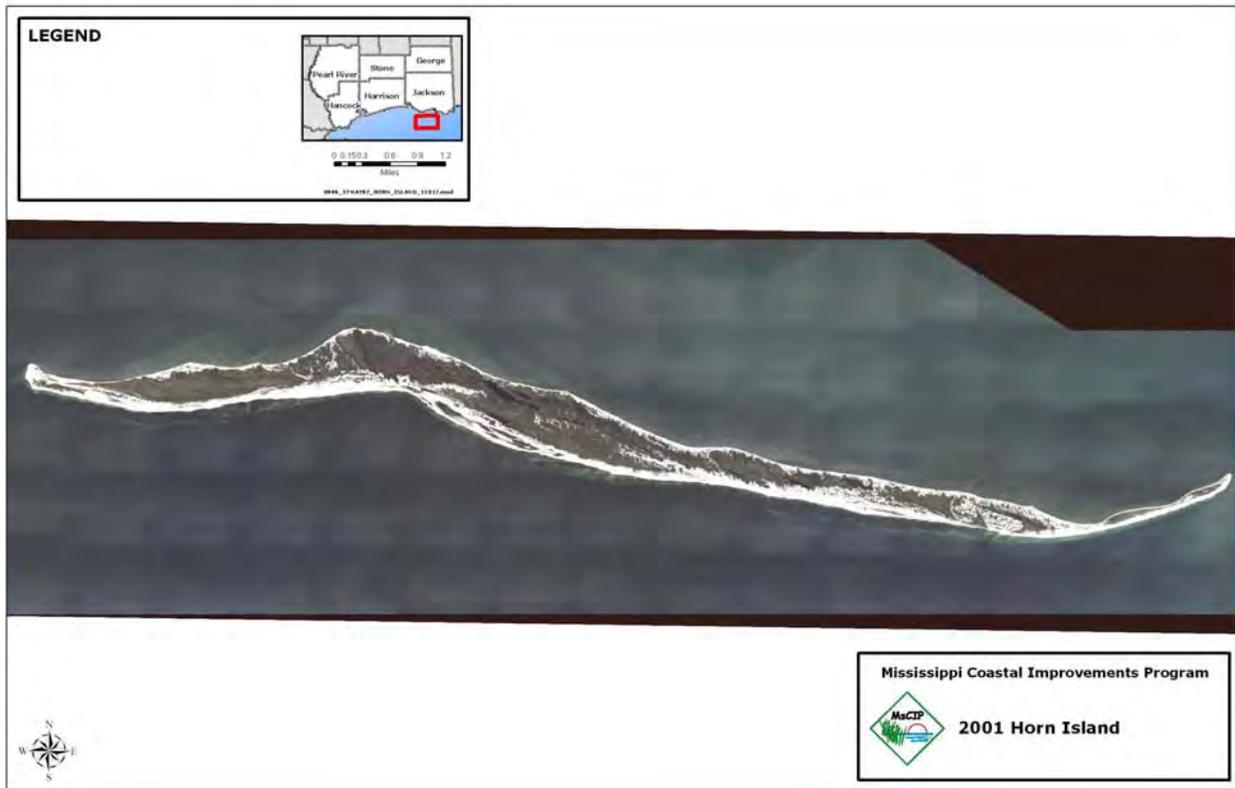
11 Modeling efforts have concluded that over a wide range of storms, there would be some protection
 12 provided to the eastern coast of Mississippi along the Jackson County shoreline if the islands are in
 13 the pre-Camille condition. This area is the most protected from the restored islands and this
 14 protection may result in only up to a 10% reduction in storm surge. As was shown in Figure 2.1-6,
 15 the effect of this protection diminishes rapidly to the west from Jackson County. With the
 16 consideration that these islands are within the National Park Service and that Petit Bois and Horn
 17 Islands are designated Wilderness Areas, any improvements to these islands may be politically
 18 difficult based on the limited benefits.

1 Another consideration to help restore the islands is to supplement the sand into the littoral system.
2 This could be accomplished by adding sand in specific locations based on sediment transport
3 modeling. This sand would not be put on the islands, but in areas between the islands where the
4 currents that make up the littoral drift zone could transport the sand to the islands where the natural
5 process of island building could take place. There, waves and wind could cause accretion on the
6 islands. This may mitigate the loss of land mass at the islands that has been occurring since
7 Hurricane Camille. The source of these sands may be from inland sources or from offshore borrow
8 areas. This would not directly affect the present-day islands and would help mitigate any effects of
9 dredging the ship channels that pass through the chain of islands where sand may have been lost
10 from the system.

11 A positive affect that the islands have is to provide a natural off-shore breakwater for the large sea
12 waves that are generated from hurricanes. For this to occur, the islands only need to be a low
13 stretch of sand or even a shallow sandbar. The presence of the islands and the relatively shallow
14 water of the Mississippi Sound between the islands and the mainland prevent the sea waves from
15 maintaining their considerable size as they move towards the mainland. Sea waves, often reported
16 at heights of 40 feet and higher in large storms, would break as they approach the chain of islands.
17 The open water between the islands and the mainland, generally ten miles or more, would have
18 enough fetch for waves to regenerate, but at a much lower height due to the shallower water. The
19 generally accepted relationship between water depth and wave height is that the wave can sustain
20 itself at a height that is one half the depth of the water.

21 An environmental impact of the islands continuing to diminish in size is to allow salinity increases in
22 the Mississippi Sound. Mississippi Sound would be classified as a 'bar-built' estuary as opposed to a
23 'drowned river valley' (like Mobile Bay). The physics of bar-built estuaries is very different from others
24 and you would expect to see broad zones of 'salinities' with the estuary which respond greatly to
25 both river flow and wind conditions. Should the 'bars' go away, then the estuary is totally lost
26 because in general an estuary is considered part of the coast as opposed to forming the coast.
27 Under current conditions, the islands provide a natural boundary between the water's salinity [~33
28 parts per thousand (ppt)] of the open Gulf of Mexico and the brackish water found in Mississippi
29 Sound. Salinity in the Sound during low flow periods range from 10 to 30 ppt. Highest salinities occur
30 just south of Pascagoula and Gulfport and the lowest salinities in the Lake Borgne-Pearl River area.
31 Several studies have investigated the impacts of diverting freshwater to promote reversing a historic
32 increase in salinity in the Mississippi Sound/Biloxi marshes area in order to support fresher marshes
33 and oyster reef health and productivity thus enhancing both their economic value and the ecological
34 services they provide. Oysters are sensitive to specific ranges of salinity. Additional modeling and
35 study would be required to determine impacts to salinity from the loss of the barrier islands.

36 One restoration option for the barrier islands would be to re-establish the vegetation that was
37 destroyed by Hurricane Katrina. This option could involve environmental restoration of the existing
38 islands through adding sand dunes on the beaches along with planted vegetation, planting of
39 marshes and maritime forests, and planting sea grasses in the near-shore areas of the islands. This
40 plan would not involve adding any land mass to the islands other than the possibility of adding to the
41 dune system. The addition of vegetation from sea oats up to trees would aid in reducing erosion of
42 the sand from wind thus helping in maintaining the stability of the islands. The vegetation would also
43 aid in preventing erosion by water in the event that the islands get overtopped by storm surge in a
44 large hurricane. Sources of this sand could be from the beach area behind the dunes or from
45 sources off the island. Historically, large areas of sea grass existed north of the islands. Much of this
46 sea grass is now gone and the loss of these areas have been mapped. Replanting the grasses and
47 other vegetation will aid in establishing valuable habitat that was lost from the ecological system.
48 Figure 3.1.2.1-5 shows the extent of vegetation on Horn Island prior to Hurricane Katrina.



1
 2 **Figure 3.1.2.1-5. Aerial photo of Horn Island. The darker areas are vegetation consisting of**
 3 **maritime forest and marsh grasses.**

4 As discussed in Section 3.1.1, an additional restoration option has been added that will fill and close
 5 Camille Cut between West and East Ship Island. In addition to providing some storm damage
 6 reduction, this option will provide some protection to two historical sites on West and East Ship
 7 Island, respectively. This option will require additional study to model the desired results of slowing
 8 erosion near the two sites. During coordination with the NPS, agreements have been reached that
 9 will provide positive affects to the barrier islands. These proposals have been incorporated into an
 10 alternative based on LOD-1 Options C and G. This alternative consists of adding sand into the littoral
 11 zone and closing the breach between West and East Ship island. This alternative is fully described
 12 in a separate appendix based on this combination of options titled the Comprehebsive Barrier Island
 13 Restoration Plan. A working paper that documents the NPS position on the barrier islands (NPS,
 14 Sept. 2007) along with other cooperating agencies is included in the Barrier Island Appendix. An
 15 important result of the NPS agreement was that any work that involved direct placement of any sand
 16 into Camille Cut would be a one-time event without additional O&M sand placement. In accordance
 17 with 2006 NPS Management Policies (see Barrier Isalnd Appendix Chapter 2, the NPS Vision
 18 Statement Section III), the NPS has concluded that this one time placement of sand would most
 19 directly counteract the long term reduction in sand supply which has resulted in Ship Island being
 20 diminished to the point where it may have lost the ability to restore and maintain itself s in the historical
 21 past. Natural re-building and maintenance of the barrier islands in the long term would then be
 22 supported by the continuing placement of sand back into the littoral zone during future maintenance
 23 dredging of navigation channels. Areas where continuing beneficial placement could be employed
 24 will be identified during additional sediment transport modeling conducted during the Engineering
 25 and Design phase prior to a contract award.

1 **3.1.2.2 Location**

2 The barrier islands of Mississippi are located 10 to 15 miles south of the mainland. Currently, there
3 are five islands in the chain that extends for 45 miles west from a point south of the Alabama –
4 Mississippi state line along the coast. Currently, Ship Island exists as two islands separated by
5 Camille Cut. It was breached during Hurricane Camille in 1969 and remains today as West and East
6 Ship Island. Two maintained navigation channels pass through the chain of islands. The Gulfport
7 channel passes near the west end of West Ship Island and the Pascagoula channel passes near the
8 end of Petit Bois Island. The present day location of the channels prevents any further westward
9 migration of either island.

10 **3.1.2.3 Existing Conditions**

11 As is typical of most barrier island systems, the Mississippi islands are an ever-changing and
12 dynamic landscape. Data shows that the islands have lost approximately 20 to 25 percent of their
13 land mass since pre-Camille times. The islands have been heavily influenced by the various
14 hurricanes including even the lower intensity ones. Hurricane George, in 1998, even though a small
15 hurricane, proved to be devastating to the islands due heavy erosion from waves. Many of the higher
16 dunes systems on the islands were destroyed and much of the elevation the islands once had is
17 gone. Most of the islands are now very susceptible to over-wash during storms. Another result of
18 being submerged during Hurricane Katrina was the loss of much of the maritime pine forest that
19 existed on the islands. The trees, mostly now dead from the salt water submergence, played a major
20 role in preventing erosion both from wind and any surges against the islands.

21 The westernmost island, Cat Island, has a similar origin from the other islands in the chain, but
22 isolated from the littoral current by a historical birds-foot delta from the Mississippi River that cut off
23 the path of the historical littoral zone. A change in wave climate has formed a T-shaped
24 configuration. Sorting of the sediments has created a beach on the east facing portion of the island.
25 Results of the sediment budget completed as part of this study indicates that little or no sand is
26 being added to Cat Island from the littoral drift system that supplies sand to the other islands in the
27 chain. The remainder of the islands have a westward drift that is more pronounced from the eastern-
28 most Petit Bois Island and decreasing respectively to the west to West Ship Island.

29 **3.1.2.4 Coastal and Hydraulic Data**

30 The barrier islands protecting the Mississippi Sound experience a low energy wave climate, with
31 average significant wave height at National Data Buoy Center (NDBC) Buoy 42007 (22 nautical
32 miles south-southeast of Biloxi, in 45 ft depth) averaging 2.0 and 1.3 feet in the winter and summer
33 months, with associated average peak wave periods of 4.0 to 3.5 s, respectively. Wave
34 transformation modeling by Cipriani and Stone (2001) indicated that breaking wave heights on the
35 barrier islands range from 1.0 to 2.0 feet. Waves in the Mississippi Sound are fetch and depth-
36 limited. The Coastal Studies Institute's Wave-Current Surge Information System (WAVCIS) gage
37 CSI-13 located at Ship Island Pass (23 foot depth) from June 1998 through July 2005 measured an
38 average significant wave height of 0.3 feet and associated average wave period of 2.5 sec.

39 Tides in the Mississippi Sound are diurnal, with a tidal range of 1.5 and 2.8 feet for the mean and
40 spring tides at Biloxi, Mississippi, respectively. However, the relatively shallow and large area of the
41 Mississippi Sound create strong currents in the tidal passes between the barrier islands, ranging
42 from 1.6 to 3.3 feet/sec and 6.0 to 11.5 feet/sec on flood and ebb tides, respectively (Foxworth et al.
43 1962). In the winter months, winds from the same direction and of a sufficient magnitude are capable
44 of lowering water surface elevations in the bays and nearshore from 3.6 to 2.0 feet (U.S. Army Corps
45 of Engineers Mobile District 1984).

1 For the Gulf barrier island beaches, net longshore sediment transport is from east to west, although
2 local reversals in the net transport occur adjacent to the tidal passes. The primary sources of
3 sediment are longshore sediment transport from east to west, and, potentially, the offshore shelf
4 (Otvos 1979, Cipriani and Stone 2001). Cipriani and Stone (2001) discussed that a well-defined
5 cellular structure exists for each barrier island in which, over historic times, little sand transfer exists
6 between islands. However, dredging records at Horn Island and Ship Island Passes (called
7 Pascagoula Bar Channel and Gulfport Bar Channel, respectively) suggest that infilling of sand from
8 adjacent barrier islands occurs, indicating the potential for transport of sand between islands.
9 Eastern Dauphin Island, with a Pleistocene core, is more stable than the other barriers although
10 eastern Dauphin Island has been eroding in response to the dominant westerly-directed transport.
11 Based on grain size analysis, Cipriani and Stone (2001) inferred that offshore sources may provide
12 some sediment to central Petit Bois Island. The Mississippi Sound barrier islands range from very
13 well vegetated, with maritime forests on east Dauphin Island, to low elevation barriers that are
14 overwashed and breached during hurricanes. Long-term relative sea level rise for Dauphin Island,
15 Alabama from 1966 to 1997 was 0.12 inch/year +/- 0.02 inch/year.

16 **3.1.2.5 Option A – Restore Pre-Camille Island Footprint**

17 As part of the Seven Step Strategy developed by the Governor of Mississippi, an option was
18 developed to look at restoring the barrier islands to a pre-Camille footprint. The pre-Camille footprint
19 of the islands was obtained from historical records and the amount of area that has been lost to
20 coastal erosion since that time was computed. Without accurate topography of the islands an
21 assumption was made that some dunes had a top of elevation of 20 feet. It should be noted that
22 some of the islands have migrated and any reconstruction would be to increase their footprint at their
23 present location and not move them back to historical locations. Figures 3.1.2.1-1 through 3.1.2.1-4
24 showed the changes in the land mass of the islands from a pre-Camille condition to a post-Katrina
25 condition. It was also recognized that NPS support for this option was unlikely due to conflicts with
26 that agencies 2006 Management Policies and statutory responsibilities.

27 Several approaches to restoration of the islands were considered. This option will only include new
28 land mass that is being added to the islands by using sand dredged and transported from an off-
29 shore location. The shaping of the sand into beaches, dunes and marsh areas will not affect the
30 existing islands other than that narrow strip of land that will form the boundary between the existing
31 island and the new land mass. This option can be used in combination with other options under this
32 line of defense should it be desired to restore habitat on the existing islands.

33 Restoration of Ship Island to a pre-Camille configuration includes closing the post-Katrina, 3-mile
34 long breach to a 2000-foot width and with elevation 20.0 dunes, along with some rebuilding of the
35 other islands to a larger land area. The land mass of each of the islands was estimated in a pre-
36 Hurricane Camille condition using historical aerial photography. The difference in the size of the
37 islands was then computed based on post-Hurricane Katrina aerial photography. The results of this
38 are as follows:

39 The difference in the land mass over this period was then converted to an acreage that it would take
40 to restore the size of the footprint. The width of the islands was maintained with the additional land
41 mass being added as length. Each of the surface areas was converted to a quantity by using an
42 average water depth of seven feet and raising the sand up to elevation of 10.0. It was assumed that
43 approximately 25 percent loss of the material would occur during the process of placement.

44 Sand of sufficient quality in the quantities required for this type of project is not known to occur in
45 close proximity to the islands. Proposed geophysical studies may locate sources near the existing
46 islands. Prior studies of the St. Bernard Shoals (Oral Communication, USGS, 2006) are probably the
47 best source of the sand. Additional studies and sampling will be required to ensure the source. As

1 previously described, St. Bernard Shoals are a series of submerged barrier islands. The average
 2 water depth over the shoals is 60 feet which puts the sand within reach of a hopper type dredge,
 3 however the water depth near the islands is too shallow for the draft of hopper dredge that would be
 4 used in this type of operation. In order to accomplish this, a basin would be dredged near each of the
 5 islands to discharge the sand being transported from the borrow area. Any suitable sand (if
 6 encountered in sufficient quantities) would be added as part of the fill, otherwise the material will be
 7 transported to approved disposal areas per the Regional Sediment Management guidelines. Using
 8 this procedure, the hopper dredge could enter the basin and bottom dump the sand. This would be
 9 much faster than pumping off the sand. Doing this would also allow the basin be placed outside the
 10 boundaries of the National Seashore. As the basin is filled, a suction dredge would be mobilized to
 11 the site and using this type of the equipment, the sand could be moved to the area where the
 12 material is needed to create additional land mass. As the sand is placed on the new land mass, it
 13 would be sculpted into dunes and swales which would vary from elevation 0 (NAVD 88) up to
 14 heights of 20 feet. The amount of new land mass at each of the islands would be approximately the
 15 same as the amount shown as lost in Table 3.1.2.5-1. The anticipated amount of sand required for
 16 each island is as follows:

- 17 Cat Island – 14,600,000 cubic yards
- 18 Ship Island – 21,240,000 cubic yards
- 19 Horn Island – 21,240,000 cubic yards
- 20 Petit Bois Island – 9,300,000 cubic yards

21 **Table 3.1.2.5-1.**
 22 **The Amount of Land Mass Lost from each of the Mississippi Barrier Islands from**
 23 **pre-Camille conditions to post-Katrina Conditions**

Island	Pre-Camille (acres)	Post-Katrina (acres)	Land Loss (acres)
Cat	2,344	1,957	387
Ship	1,172	631 (East and West)	541
Horn	3,612	3,077	535
Petit Bois	1,329	1,098	231

24
 25 As the new land mass is added to the existing islands, portions of the new island will be planted with
 26 various type of vegetation to provide habitat and to aid against erosion. Review of photographs of
 27 the islands prior to Hurricane Katrina has provided data on the percentages of the islands that were
 28 associated with maritime forest, marsh, dunes, and open beach. The percentage of maritime forest
 29 varied among the islands from one percent up to 23 percent. For the new land mass of the islands
 30 under Option A additions, it was decided to use a quantity of 20 percent of the land mass for planting
 31 the trees consisting of longleaf pine. The lower elevations of the new land mass would be planted
 32 with emerging marsh species that would cover 38 percent of the area. This would include *Spartina*
 33 *alterniflora*, *Spartina patens*, and *Juncus roemerianus*. Dunes planted with sea oats would make up
 34 two percent of the area and the beach areas would be left as open berms. With time, the dunes
 35 would transform themselves into a more natural state as wind shifted the sand and the planted
 36 vegetation established itself similar to the dunes shown in Figure 3.1.2.5-1.

37 **3.1.2.5.1 Interior Drainage**

38 The type of work anticipated for adding sand to increase the land mass of the islands will not require
 39 any type of drainage system. The addition of sand under this operation will be with dredge pipe
 40 discharge and all water will be allowed to run back to the sea.



1

2

Figure 3.1.2.5-1. Typical sands dunes on gulf coast barrier island

3

3.1.2.5.2 *Geotechnical Data*

4

The barrier islands are composed of Holocene aged deposits, mostly sand. These deposits formed after erosion of the Pleistocene formations during the last regression and transgression of the sea.

5

This occurred during the Wisconsinan glacial stage during the Late Pleistocene. As the sea

6

regressed, rivers incised channels and transported sediments southward. When the sea level

7

returned to present condition, sediments filled the river channels and started to cover the area that

8

would become the Mississippi Sound. Sandy deposits that had been transported into the Gulf began

9

to move westward from northwest Florida as wind driven littoral currents formed numerous barrier

10

islands across the northern Gulf Coast, including most of those in coastal Mississippi. As the sea

11

level continued to rise, the bays and associated river channels into the gulf also began to fill with

12

these deposits.

13

14

The actual Sound formed as an estuary after littoral drift of sandy sediments from the Alabama coast

15

formed a shoal south of the Mississippi mainland. These shoals became barrier islands as currents,

16

waves and wind pushed the sand above the water surface. The sand is typically medium grained,

17

white to light grey in color with well rounded particle shape. Within the interior of the islands,

18

marshes and fresh water lakes have created highly organic soils with a peat-like character. These

19

deposits, as shown in Figure 3.1.2.5-2, can be observed as beach outcrops on the southern shore of

20

East Ship Island after the island has migrated northward. This process was added by formation of

21

the St. Bernard delta of the Mississippi River that enclosed the western end of the Sound. The

22

western-most island in the chain, Cat Island, is a product of the historic St. Bernard delta lobe. What

23

remains today is a beach front face of the island where waves have sorted the material leaving the

24

sand and deltaic deposits behind the beach.



1

2 **Figure 3.1.2.5-2. Peat-like organic soils outcropping on the south beach of East Ship**
3 **Island. These deposits are the remains of sediments and organic matter that settle in**
4 **the bottom of the marshes and lakes that occur on the barrier islands. The deposits**
5 **are exposed as the islands migrate northward.**

6 East and West Ship Island, Horn Island and Petit Bois Island are migrating over Pleistocene
7 formations that created a relatively stable platform for the constantly moving islands. Other Holocene
8 deposits provide a relatively thin cover on the bottom of the Mississippi Sound and some areas
9 south of the Islands and consist of a muddy mixture of sand and clay along with shell fragments or
10 buried oyster shell beds.

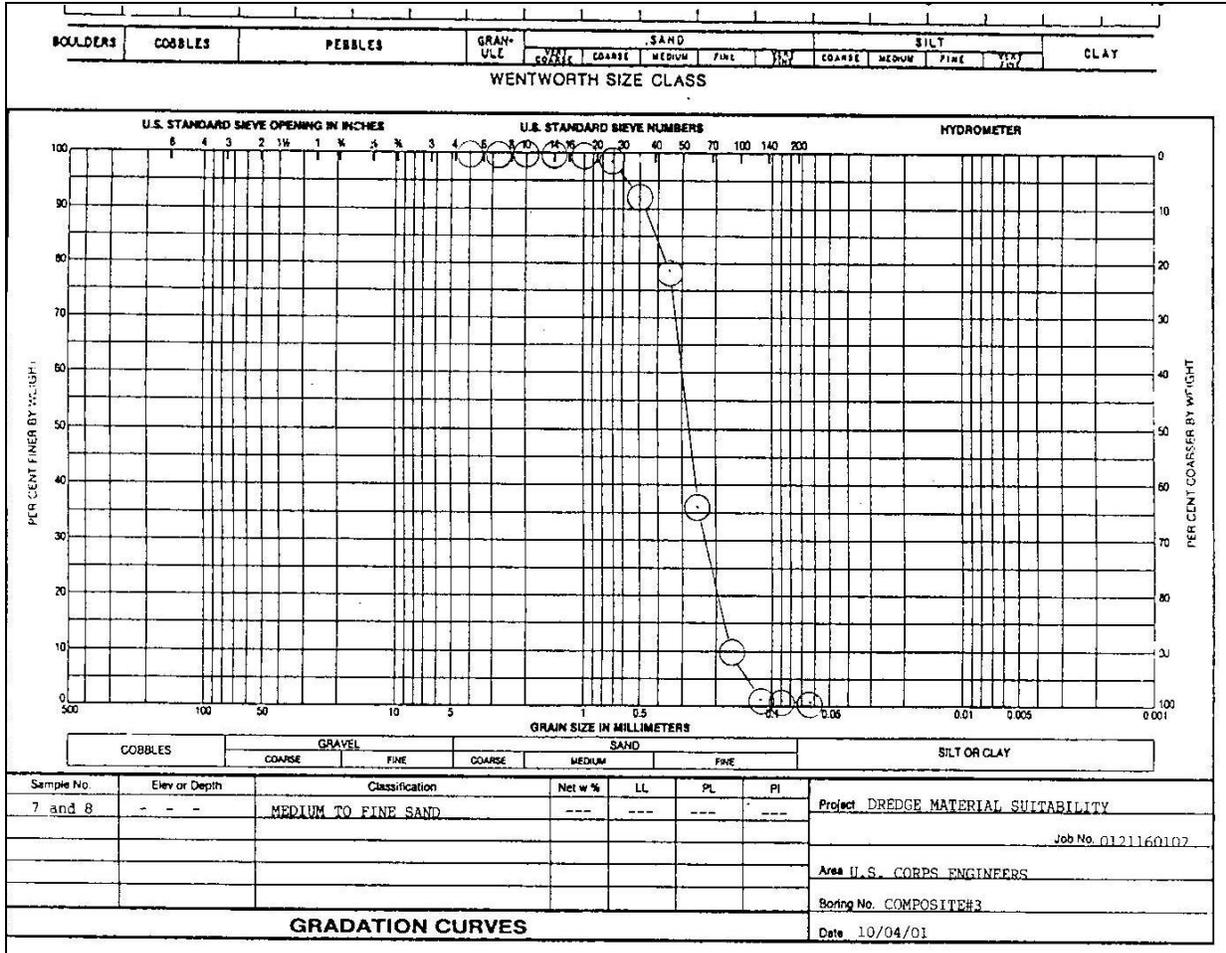
11 After the islands formed, the Sound became a brackish estuary and deposits of mostly fine grained,
12 muddy sediments began forming in the Sound. Other than Cat Island, the other islands such as they
13 exist today, are migrating along the littoral drift and are mostly composed of sand. Local layers of
14 peat-like organic soil that are forming in the inter-island lakes and marshes and can become
15 exposed on the beaches as the sand migrates.

16 If increasing the land mass of the islands, it would be desirable to maintain the same quality sand
17 that now makes up the existing islands. Sources of sand in the quantity that would be required for
18 this option are extremely large, especially when considering the quality standard that must be met.
19 Potential sources for sand were investigated both inland and offshore. Of concern is matching the
20 sand to the sand on the beaches of the National Seashore. Samples taken from Dauphin and
21 Pelican Island in Alabama are in the same island chain and have been tested for color, grain size
22 and particle shape. These results, included in this section as Table 3.1.2.5-2 and Figures 3.1.2.5-3
23 and 3.1.2.5-4, can be used to match potential sand sources.

1
2
3
4

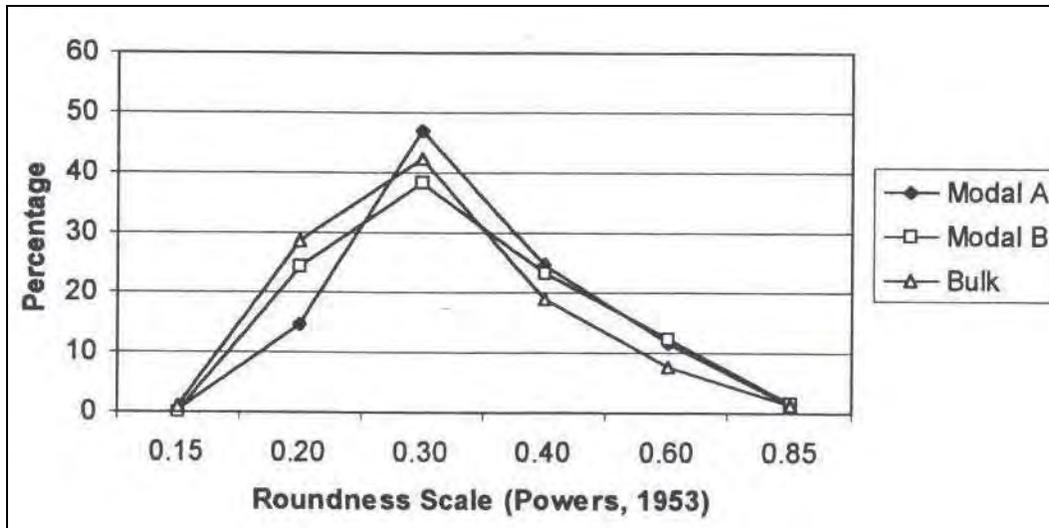
Table 3.1.2.5-2.
Munsell Soil Color Evaluation of Sand Samples Taken from the Barrier Islands of Alabama that is within the Littoral Drift Zone of the Mississippi Barrier Islands

Sample ID	Hue	Value	Chroma	Color
Composite 1	5YR	6	3	Pale Olive
Composite 2	10YR	8	1	White
Composite 3	10YR	8	2	White
Composite 4	2.5 YR	7	2	Light Grey



5
6
7

Figure 3.1.2.5-3. Composite gradation from sieve analysis of sand taken from the barrier islands of Alabama that is within the littoral drift zone of the Mississippi barrier islands.



1
 2 **Figure 3.1.2.5-4. Grain Sphericity of composite sand sample taken the barrier islands**
 3 **of Alabama that are within the littoral drift zone of the Mississippi barrier islands**
 4 **Values for sphericity (roundness) are .15 - very angular, .20 - angular, .30 - sub-angular,**
 5 **.40 - sub-rounded, .60 – rounded, and .85 – well rounded.**

6 These beaches are used for nesting by endangered sea turtles where grain size, particle shape and
 7 color of the sand are very important. The sand from inland river sources is not a perfect match to any
 8 of these criteria and its use was discounted for direct application on the islands. Using sand from the
 9 littoral drift zone around and between the islands would certainly be a good match, but it was
 10 generally felt that removing the quantity of sand required would be harmful to the future natural
 11 accretion of the islands in the future. Discussions with the USGS revealed that previous work by
 12 there agency has potentially identified a large source of high quality sand south of the existing
 13 islands. This source is a submerged chain of islands named St. Bernard Shoals, created when the
 14 sea level was lower in an interglacial period (see Figure 3.1.2.5-5). These islands are believed to
 15 have a sand of quality similar to what is found in the present day Mississippi islands and sufficient
 16 quantity to meet the needs of this option. Presently, limited geophysical profiling and samples have
 17 been completed, but additional work is being conducted by the USGS under a grant to the State of
 18 Mississippi by the Minerals Management Agency. This source is located approximately 45 miles
 19 south of the barrier islands and lies in about 60 feet of water.

20 **3.1.2.5.3 Structural, Mechanical and Electrical**

21 This option will have no structural, mechanical or electrical components.

22 **3.1.2.5.4 HTRW**

23 Due to the extent of the islands and lack of prior development, no preliminary assessment was
 24 performed to identify the possibility of hazardous waste on the sites. These studies will be conducted
 25 during the next phase of work after the final siting of the various structures. The construction costs
 26 appearing in this report therefore will not reflect any costs for remediation design and/or treatment
 27 and/or removal or disposal of these materials in the baseline cost estimate.



1
 2 **Figure 3.1.2.5-5. St. Bernard Shoals is shown as the area in the center right of the map with the**
 3 **numbered borings that were taken in the past to sample the sand sediments located there. Note**
 4 **the southern end of the Chandeleur Islands northwest of the Shoals.**

5 **3.1.2.5.5 Construction Procedures and Water Control Plan**

6 To increase the size of the footprint of each island and restore them back to a pre-Camille footprint
 7 will involve several different operations, some of which can take place concurrently. The source of
 8 sand that has been designated as the potential borrow area will require additional investigation using
 9 both geophysical techniques and physical sampling. The sand is expected to be in submerged
 10 shoals that will have to be located and mapped prior to any removal of the sand. This will be
 11 completed during design and before the construction begins.

12 Each of the islands will require that a “dump basin” be excavated by dredging before any sand is
 13 transported from the borrow areas which is located about 45 miles south of the islands. These basin
 14 are required due to the depth of the water which is too shallow for the dredges to approach the
 15 islands. The basins will typically be located about one mile from the beach of the respective island
 16 where sand is being added to surrounding waters. These basins will be of sufficient size to allow a
 17 large quantity of sand to be stored after being bottom dumped from a hopper dredge. The material
 18 dredged from these basins is anticipated to be unsuitable for placement on the islands and is
 19 expected to be transported to permitted disposal areas. As each basin is completed, a hopper
 20 dredge can begin to remove sand from the borrow area and transport it to the basin where it can be
 21 quickly dumped, allowing the dredge to have minimal delays between trips. When the sand in a
 22 basin reaches a set capacity, a cutterhead, suction dredge will move the sand from the basin to the
 23 area where the sand is needed. Where needed, booster pumps will be utilized. The discharge from
 24 the suction dredge will be moved over the areas where the size of the island is being increased. As
 25 an area is filled to the desired grade, the sand will be shaped into dunes, basins and beaches. As
 26 this earthwork is completed for a given area, planting can begin. The suction dredge will be moved

1 as needed to accommodate the excavation of the basins and the transfer of the sand from the
2 basins to the islands. It is anticipated that the suction dredge will be moved, then remobilized several
3 times during the entire process for completing an islands enlargement.

4 **3.1.2.5.6 Project Security**

5 The Protocol for security measures for this study has been performed in general accordance with the
6 Risk Assessment Methodology for Dams (RAM-D) developed by the Interagency Forum for
7 Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical
8 infrastructure throughout the Corps of Engineers. The determination of the level of physical security
9 provided for each facility is based on the following critical elements: 1) threat assessment of the
10 likelihood that an adversary will attack a critical asset, 2) consequence assessment should an
11 adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to
12 prevent a successful attack against an operational component.

13 The lowest level of physical security (Level 1) was selected for use in this study. Level 1 Security
14 provides no improved security for the selected asset. This security level would be applied to the
15 barrier islands and the sand dunes. These features present a very low threat level of attack and
16 basically no consequence if an attack occurred and is not applicable to this option.

17 **3.1.2.5.7 Operations and Maintenance**

18 The placement of sand to increase the land mass of each of the islands will be a one-time event. Per
19 an agreement with the National Park Service, no additional beach maintenance will be performed in
20 the future. This project will provide a one-time supplement of the sand supply of the islands and the
21 littoral system, after which, natural processes will be allowed to maintain and shape the islands in
22 accordance with 2006 NPS Management Policies. Therefore, there will be no costs associated with
23 operations and maintenance for this option.

24 **3.1.2.5.8 Cost Estimate**

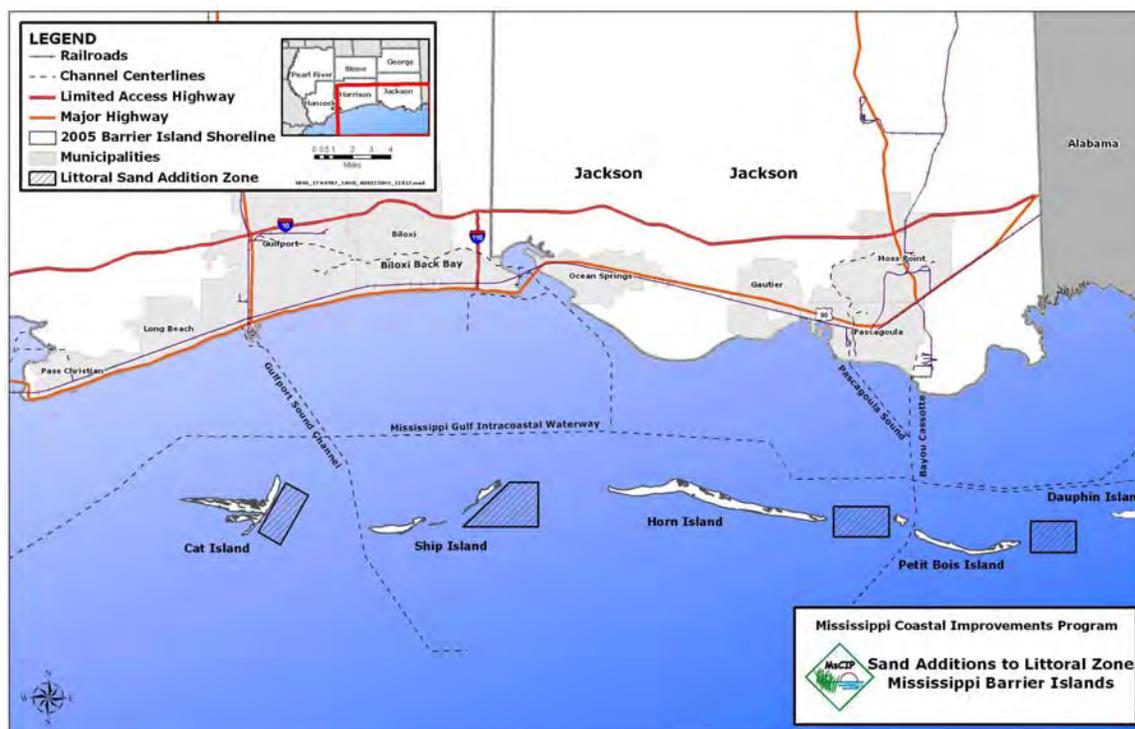
25 The costs for the various options included in this measure are presented in Section 3.1.2.11, Cost
26 Summary. Total project costs for the various options are included in Table 3.1.2.11-1. Estimates are
27 comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
28 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
29 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07.
30 Estimates excludes project Escalation and HTRW Cost. The costs include real estate, engineering
31 design (E&D), construction management, and contingencies. The E&D cost for preparation of
32 construction contract plans and specifications includes a detailed contract survey, preparation of
33 contract specifications and plan drawings, estimating bid quantities, preparation of bid estimate,
34 preparation of final submittal and contract advertisement package, project engineering and
35 coordination, supervision technical review, computer costs and reproduction. Contingency
36 developed and assigned at 25% to cover the Cost Growth of the project.

37 **3.1.2.5.9 Schedule for Design and Construction**

38 This option will require extensive coordination with both state and Federal agencies to acquire the
39 necessary permits that allow construction of this option. It is also anticipated that during the design
40 process additional modeling will be required to assist in determining the most appropriate
41 configuration of the additional land mass. Once the design is complete, construction may require
42 several years due to the large quantity of sand that would be required and the distance from the
43 borrow site to the island. Planting of vegetation can be concurrent with sand placement and shaping.

1 **3.1.2.6 Option B – Replenish Sand in Littoral Zone, Inland Source**

2 Another consideration to help restore the islands is to supplement the sand in the littoral system.
3 This could be accomplished by adding sand in specific locations based on sediment transport
4 modeling. This would allow the littoral currents to move the sand onto the islands where the natural
5 process of island building could take place. This would not directly affect the present-day islands and
6 would help mitigate any effects of dredging the ship channels that pass through the chain of islands
7 where sand may have been lost from the system. Potential locations for sand placement are shown
8 in Figure 3.1.2.6-1. NPS support for this option would be dependent on additional research, data
9 collection, analysis and modeling, particularly with respect to sand compatibility and littoral zone
10 placement.



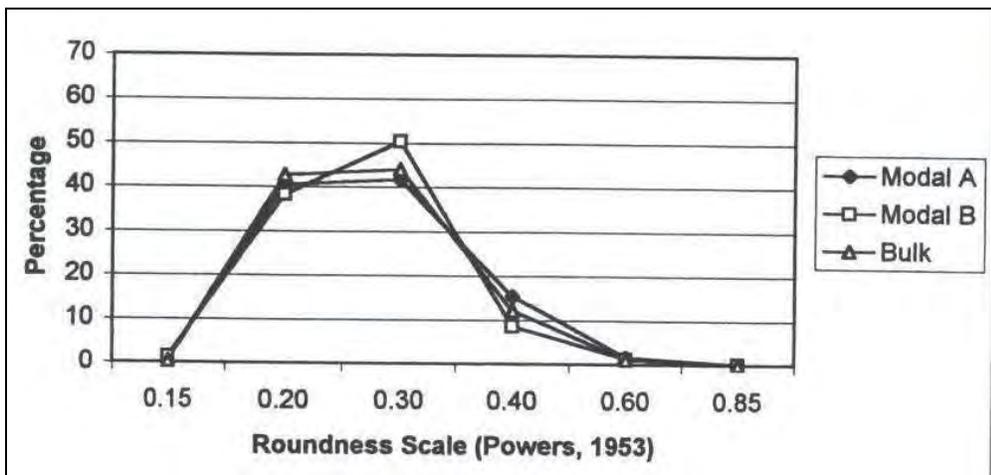
11
12 **Figure 3.1.2.6-1. Potential areas for sand addition to the littoral drift zone at the Mississippi**
13 **Barrier Islands. Actual locations would be based on sediment transport modeling.**

14 As discussed in Part 1, the construction of inland waterways in Alabama and Mississippi has
15 resulted in continuing maintenance dredging to maintain the channel depths and alignments. This
16 dredged material is now accumulated in disposal areas along the banks of the river. Dredging of
17 some of the areas along the river has produced large quantities of sand that have potential use for
18 replenishment of littoral zones such as are found along the Mississippi Barrier Islands. An inventory
19 of current disposal sites indicates that approximately 30,000,000 cubic yards of sand is available.
20 Only disposal sites that contain a minimum of 100,000 cubic yards of sand were included in the
21 inventory. Of interest to this study are disposal sites that are located along the Black Warrior –
22 Tombigbee River system and the Tennessee – Tombigbee Waterway. Figure 1.5-6 showed the
23 relationship of these disposal areas to the project sites along the Mississippi coast. Material from
24 these sites could easily be transported by barge down the river system for use among the islands
25 littoral zone. The cost to store this type of dredged material is high and it has recently been
26 estimated that removing the sand from the existing disposal areas would save the Government over

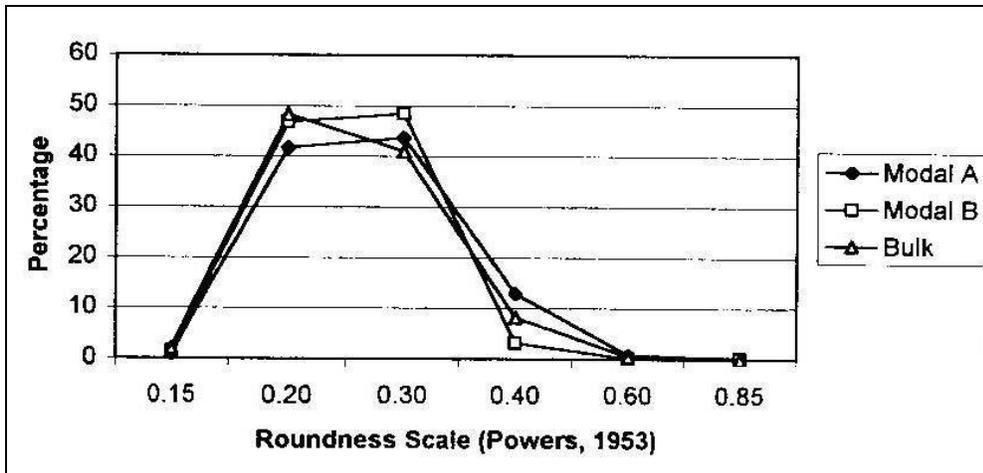
1 \$100,000,000 at today's cost. This cost is based on a recent cost estimate for all costs, real estate,
2 construction and mitigation, required to construct additional disposal areas.

3 Because of the shortage of additional disposal areas, the Corps of Engineers' Operations Division
4 has contracted for several studies on the beneficial use of the sand. Some of these studies have
5 been targeted at using the sand for beach nourishment, (Thompson Engineering, 2001). Using sand
6 samples from some of the inland disposal areas along the Black Warrior – Tombigbee River, a
7 series of analyses were conducted on the samples. For comparison purposes, several samples of
8 actual beach sand and from the littoral drift zone from coastal Alabama were taken and subjected to
9 the same tests. These tests included grain size distribution (gradation), color and roundness. The
10 results of the tests indicated that some of the samples may be suitable for beach nourishment. The
11 sand from the river was typically a finer grain size than the beach sand with the predominant river
12 size being a fine sand while the beach sand was mostly medium sand. It was also noted that the
13 beach sand was more rounded than the river sand. The roundness of two typical samples of the
14 river sand was described in the analyses shown in Figures 3.1.2.6-2 and 3.1.2.6-3. The majority of
15 the sample is angular to sub-angular in particle shape.

16 One factor that warranted further analysis was the color difference of the river sand as compared to
17 the beach sand. All of the river sand had a brown tint described as "very pale brown" or "light yellow
18 brown" (see Table 3.1.2.6-1). This compared to the beach sand samples which were described as
19 "pale olive, white or light grey". These colors were assigned along with evaluations for hue, value
20 and chroma from a Munsell Soil Color chart which provides a standard method of assigning color to
21 soils. The report also noted that beach sand came from a higher energy environment where any
22 staining due the depositional environment may have been removed by abrasion due to wave action.
23 It also noted that the sand might undergo bleaching from the ultraviolet radiation from the sun if the
24 color was caused by a mineral staining. To test these conditions that may change the color of the
25 sand, a series of tests were conducted on samples from the same areas that were used during the
26 initial analyses, (Thompson, 2002). The samples were subjected to two tests. The first involved
27 actual bleaching of the samples using a chemical oxidizer, hydrogen peroxide, for different periods
28 of time. These tests did indicate that the bleaching process was detectable after 72 hours. Other
29 tests were conducted to simulate the process of wave action causing an agitation of the particles
30 which may remove any mineral coating or staining along with exposure to ultraviolet light. This
31 process was conducted for 144 hours without a notable difference in color.



32
33 **Figure 3.1.2.6-2. Grain Sphericity of composite sand sample taken from Baldbar disposal**
34 **area on the Black Warrior – Tombigbee River system in Alabama. Values for sphericity**
35 **(roundness) are .15 - very angular, .20 - angular, .30 - sub-angular, .40 - sub-rounded,**
36 **.60 – rounded, and .85 – well rounded.**



1
2 **Figure 3.1.2.6-3. Grain Sphericity of composite sand sample taken from Buena disposal**
3 **area on the Black Warrior – Tombigbee River system in Alabama. Values for sphericity**
4 **(roundness) are .15 - very angular, .20 - angular, .30 - sub-angular, .40 - sub-rounded,**
5 **.60 – rounded, and .85 – well rounded.**

6 **Table 3.1.2.6-1.**
7 **Munsell Soil Color Evaluation of Sand Samples Taken from the Alabama, Black Warrior and**
8 **Tombigbee River Systems in Alabama**

Sample ID	Hue	Value	Chroma	Color
Buena Vista 2 (surface)	10YR	7	3	Very Pale Brown
Buena Vista 2 (1.5" depth)	10YR	7	3	Very Pale Brown
Bald Bar/Big Sand	10YR	6	4	Light Yellow Brown
North Star Wreck	10 YR	7	4	Very Pale Brown

9
10 As discussed in Section 2.1, recent testing with a different type of abrasion process has concluded
11 that the color of the sand is a grain surface staining should be removed as the sand abrades during
12 littoral transport, (Baehr, 2007). The resulting sand should then be similar in color to the existing
13 beaches. This process will be verified through additional controlled laboratory research and testing
14 based on multiagency work group recommendations prior to any sand placement.

15 By spreading the sand over large areas to a small thickness, approximately one foot, the natural
16 sediment transport process would blend the two sands together. The transport process may also
17 tend to remove any staining from the sand grains and could help to round the individual particles
18 through abrasion. Based on having 30,000,000 cubic yards of sand available, each of the islands
19 was assigned a percentage of that quantity. This percentage was based on the amount of land loss
20 (percentage of total loss) for each of the islands from pre-Camille to post-Katrina. The volumes of
21 sand to be placed near each island are as follows:

- 22 Cat – 4,200,000 cubic yards
- 23 Ship – 9,600,000 cubic yards
- 24 Horn – 9,600,000 cubic yards
- 25 Petit Bois – 6,600,000 cubic yards

1 The entire process would consist of loading the sand onto river barges at the various disposal areas,
2 moving the barges downriver and into the Mississippi Sound via tugboat tows, unloading the barges
3 with a “hydraulic unloader”, and spreading the sand with a “spreader barge”. The process would
4 require a continuous supply of loaded barges as the unloader only needs about an hour to remove
5 the sand from a typical river barge. Staging this process from within the Mississippi Sound would
6 also help with down time due to weather that would be more affected on the south side of the
7 islands.

8 **3.1.2.6.1 Interior Drainage**

9 The type of work anticipated for adding sand into the littoral drift zone will not require any type of
10 drainage system. The addition of sand under this operation will be with dredge pipe discharge into
11 open water.

12 **3.1.2.6.2 Geotechnical Data**

13 The barrier islands are composed of Holocene aged deposits, mostly sand. These deposits formed
14 after erosion of the Pleistocene formations during the last regression and transgression of the sea.
15 This occurred during the Wisconsinan glacial stage during the Late Pleistocene. As the sea
16 regressed, rivers incised channels and transported sediments southward. When the sea level
17 returned to present condition, sediments filled the river channels and started to cover the area that
18 would become the Mississippi Sound. Sandy deposits that had been transported into the Gulf began
19 to move westward from northwest Florida as wind driven littoral currents formed numerous barrier
20 islands across the northern Gulf Coast, including most of those in coastal Mississippi. As the sea
21 level continued to rise, the bays and associated river channels into the gulf also began to fill with
22 these deposits.

23 The actual Sound formed as an estuary after littoral drift of sandy sediments from the Alabama coast
24 formed a shoal south of the Mississippi mainland. These shoals became barrier islands as currents,
25 waves and wind pushed the sand above the water surface. The sand is typically medium grained,
26 white to light grey in color with a sub-angular to rounded particle shape. Within the interior of the
27 islands, marshes and fresh water lakes have created highly organic soils with a peat-like character.
28 These deposits can be observed as beach outcrops on the southern shore of East Ship Island after
29 the island has migrated northward. The estuary forming process was added by formation of the St.
30 Bernard delta of the Mississippi River that enclosed the western end of the Sound. The western-
31 most island in the chain, Cat Island, is a product of the historic St. Bernard delta lobe. What remains
32 as Cat Island today is a beach front face of the island where waves have sorted the material leaving
33 the sand and deltaic deposits behind the beach.

34 East and West Ship Island, Horn Island and Petit Bois Island are migrating within a littoral zone over
35 Pleistocene formations that created a relatively stable platform for the constantly moving islands. By
36 increasing the sand within the littoral zone, it would allow it to become subject to the same coastal
37 processes that move the sand already in the system.

38 The beaches of the Mississippi Barrier Islands are used for nesting by endangered sea turtles where
39 grain size, particle shape and color of the sand are very important. The sand from inland river
40 sources is not a perfect match to these criteria, but if added into the existing system, it would be
41 subject to the same forces that abrade the sand grains to a rounder particle shape. Using sand from
42 the same littoral drift zone where the Mississippi Islands are located would certainly be a good
43 match, but it was generally felt that removing the quantity of sand required would be harmful to
44 natural accretion of the islands in the future.

1 **3.1.2.6.3 Structural, Mechanical and Electrical**

2 This option will have no structural, mechanical or electrical components.

3 **3.1.2.6.4 HTRW**

4 Due to the extent of the islands and lack of prior development, no preliminary assessment was
5 performed to identify the possibility of hazardous waste on the sites. These studies will be conducted
6 during the next phase of work after the final siting of the various structures. The construction costs
7 appearing in this report therefore will not reflect any costs for remediation design and/or treatment
8 and/or removal or disposal of these materials in the baseline cost estimate.

9 **3.1.2.6.5 Construction Procedures**

10 To add off-site sand into the littoral system under this option, material from inland dredged material
11 disposal sites would be transported by barge down the river system for use among the islands littoral
12 zones.

13 Each of the areas designated for adding sand will require that a staging area where barges could be
14 unloaded and the sand spread over the selected area. The sand would be transported from each of
15 numerous disposal sites located up the river systems. The size of the locks on the river systems and
16 the depth of associated channels will dictate the size of barges that can be used. As the barges are
17 unloaded at each site, the sand would be pumped to spreader barges that would be able to cover an
18 area sufficient to control the depth of sand placement.

19 **3.1.2.6.6 Project Security**

20 The Protocol for security measures for this study has been performed in general accordance with the
21 Risk Assessment Methodology for Dams (RAM-D) developed by the Interagency Forum for
22 Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical
23 infrastructure throughout the Corps of Engineers. The determination of the level of physical security
24 provided for each facility is based on the following critical elements: 1) threat assessment of the
25 likelihood that an adversary will attack a critical asset, 2) consequence assessment should an
26 adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to
27 prevent a successful attack against an operational component.

28 The lowest level of physical security (Level 1) was selected for use in this study. Level 1 Security
29 provides no improved security for the selected asset. This security level would be applied to the
30 barrier islands and the sand dunes. These features present a very low threat level of attack and
31 basically no consequence if an attack occurred and is not applicable to this option.

32 **3.1.2.6.7 Operations and Maintenance**

33 The placement of sand into the littoral zone of each of the islands will be a one-time event. No
34 additional beach maintenance is anticipated in the future, therefore, there will be no costs associated
35 with operations and maintenance for this option.

36 **3.1.2.6.8 Cost Estimate**

37 The costs for the various options included in this measure are presented in Section 3.1.2.12, Cost
38 Summary. Total project costs for the various options are included in Table 3.1.2.12-1. Estimates are
39 comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
40 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
41 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07.
42 Estimates excludes project Escalation and HTRW Cost. The costs include real estate, engineering

1 design (E&D), construction management, and contingencies. The E&D cost for preparation of
2 construction contract plans and specifications includes a detailed contract survey, preparation of
3 contract specifications and plan drawings, estimating bid quantities, preparation of bid estimate,
4 preparation of final submittal and contract advertisement package, project engineering and
5 coordination, supervision technical review, computer costs and reproduction. Project Contingency
6 developed and assigned at 25% to cover the Cost Growth of the project.

7 **3.1.2.6.9 Schedule for Design and Construction**

8 This option will require extensive coordination with both state and Federal agencies to acquire the
9 necessary permits that allow implementation of this option. It is also anticipated that during the
10 design process additional sediment transport modeling will be required to assist in determining the
11 most appropriate locations for the addition of sand into the littoral system. Once the design is
12 complete, construction may require several years due to the large quantity of sand that would be
13 required and the distance from the inland borrow sites to the island.

14 **3.1.2.7 Option C – Replenish Sand in Select Littoral Zones, Offshore and Inland River** 15 **Sources**

16 Another consideration to help restore the islands is to supplement the sand in select littoral system
17 zones with sand obtained from both inland river and offshore borrow areas. Like Option B, this could
18 be accomplished by adding sand in specific locations based on sediment transport modeling.
19 Potential areas where the sand may be added was shown in Figure 3.1.2.6-1, but for this option
20 would be limited to the areas east of Ship Island and Petit Bois Island. These two areas were
21 selected based on cooperation between the National Park Service (NPS, 2007) and the Corps of
22 Engineers and is based on restoration policy of natural resources with the NPS. Both of these
23 islands are affected by the presence of navigation channels that limit westward migration. Placement
24 of sand into these two areas would add sediment into the system and would allow the littoral
25 currents to move the sand onto the islands where the natural process of island building could take
26 place. The sand that could be used in this option may come from the same offshore borrow area as
27 Option A, the St. Bernard Shoals located about 45 miles south of the barrier islands and the lower
28 inland river sand described in Option B. A hydrographic map showing the location of St. Bernard
29 Shoals in relationship to the southern end of the Chandeleur Islands was shown in Figure 3.1.2.5-5.
30 The sand from the inland river sources would be from the lower-most areas shown in Figure 1.5.6.
31 NPS support for this option would be dependent on additional research, data collection, analysis and
32 modeling, particularly with respect to sand compatibility and littoral zone placement.

33 The volume of sand that could be added into the littoral zone under this option could vary based on
34 additional modeling, but for the volumes of sand to be placed near each island are as follows:

35 Ship – 5,000,000 cubic yards

36 Petit Bois – 4,000,000 cubic yards

37 These volumes were computed based on records from maintenance dredging for the Pascagoula
38 Navigation Channel and represent that total volume less the sand that would be used to fill the
39 breach between East and west Ship Island. The higher volume of sand for the littoral zone
40 placement at the east end of East Ship Island was based on the professional judgement of a
41 Multiagency group (including the NPS) that is working on the barrier island measures. These
42 volumes could change based on additional sediment transport modeling that will assist in the exact
43 placement locations.

1 **3.1.2.7.1 Interior Drainage**

2 The type of work anticipated for adding sand into the littoral drift zone will not require any type of
3 drainage system. The addition of sand under this operation will be with dredge pipe discharge into
4 open water.

5 **3.1.2.7.2 Geotechnical Data**

6 The barrier islands are composed of Holocene aged deposits, mostly sand. These deposits formed
7 after erosion of the Pleistocene formations during the last regression and transgression of the sea.
8 This occurred during the Wisconsinan glacial stage during the Late Pleistocene. As the sea
9 regressed, rivers incised channels and transported sediments southward. Sandy deposits that were
10 transported into the Gulf began to move westward from northwest Florida as wind driven littoral
11 currents formed numerous barrier islands across the northern Gulf Coast, including most of those in
12 coastal Mississippi. As the sea level continued to rise, the bays and associated river channels into
13 the gulf also began to fill with deposits.

14 The actual Sound formed as an estuary after littoral drift of sandy sediments from the Alabama coast
15 formed a shoal south of the Mississippi mainland. These shoals became barrier islands as currents,
16 waves and wind pushed the sand above the water surface. The sand is typically medium grained,
17 white to light grey in color with well rounded particle shape. Within the interior of the islands,
18 marshes and fresh water lakes have created highly organic soils with a peat-like character. These
19 deposits can be observed as beach outcrops on the southern shore of East Ship Island after the
20 island has migrated northward. The estuary forming process was added by formation of the St.
21 Bernard delta of the Mississippi River that enclosed the western end of the Sound. The western-
22 most island in the chain, Cat Island, is a product of the historic St. Bernard delta lobe migrating
23 across the historic littoral zone. What remains of Cat Island today is a T-shaped island with an east
24 facing beach front face of the island where waves have reshaped the island and sorted the material
25 leaving the east-west elongated sand ridges and deposits behind the beach.

26 East and West Ship Island, Horn Island and Petit Bois Island are migrating over Pleistocene
27 formations that created a relatively stable platform for the constantly moving islands. Other Holocene
28 deposits provide a relatively thin cover on the bottom of the Mississippi Sound and some areas
29 south of the islands and consist of a muddy mixture of sand and clay along with shell fragments or
30 buried oyster shell beds.

31 If increasing the sand within the littoral zone, it is desirable to maintain the same quality sand that
32 now makes up the existing islands. Sources of sand in the quantity that would be required for this
33 option are large, especially when considering the quality standard that must be met. Potential
34 sources for this sand have potentially identified both offshore and from inland river sources. These
35 are the same borrow areas that is being considered for Option A and B. Of concern is matching the
36 sand being added to the littoral system to the physical characteristics of the sand on the beaches of
37 the National Seashore. As discussed in Option A for the barrier islands, sand from the St. Bernard
38 Shoals should be of similar quality to that presently on the islands. Discussions with the USGS
39 revealed that this source is a submerged chain of islands created when the sea level was lower in an
40 interglacial period. These islands are believed to have a sand of quality similar to what is found in
41 the present day Mississippi islands and sufficient quantity to meet the needs of this option. This
42 source is located approximately 45 miles south of the barrier islands and lies in about 60 feet of
43 water. The sand from Option B may also be suitable for this option following further testing for
44 compatibility.

45 **3.1.2.7.3 Structural, Mechanical and Electrical**

46 This option will have no structural, mechanical or electrical components.

1 **3.1.2.7.4 HTRW**

2 Due to the extent of the islands and lack of prior development, no preliminary assessment was
3 performed to identify the possibility of hazardous waste on the sites. These studies will be conducted
4 during the next phase of work after the final siting of the various structures. The construction costs
5 appearing in this report therefore will not reflect any costs for remediation design and/or treatment
6 and/or removal or disposal of these materials in the baseline cost estimate.

7 **3.1.2.7.5 Construction Procedures and Water Control Plan**

8 To increase sand within the littoral zone from inshore and off-shore sources will involve several
9 different operations, some of which can take place concurrently. The source of sand that has been
10 designated as the potential borrow area will require additional investigation using both geophysical
11 techniques and physical sampling. The offshore sand is expected to be dredged from submerged
12 shoals that will have to be located and mapped prior to any removal of the sand. This will be
13 completed during design and before the construction begins. The inland river sand will be loaded
14 and brought down the river on barges for transportation to the area where it will be spread.

15 **3.1.2.7.6 Project Security**

16 The Protocol for security measures for this study has been performed in general accordance with the
17 Risk Assessment Methodology for Dams (RAM-D) developed by the Interagency Forum for
18 Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical
19 infrastructure throughout the Corps of Engineers. The determination of the level of physical security
20 provided for each facility is based on the following critical elements: 1) threat assessment of the
21 likelihood that an adversary will attack a critical asset, 2) consequence assessment should an
22 adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to
23 prevent a successful attack against an operational component.

24 The lowest level of physical security (Level 1) was selected for use in this study. Level 1 Security
25 provides no improved security for the selected asset. This security level would be applied to the
26 barrier islands and the sand dunes. These features present a very low threat level of attack and
27 basically no consequence if an attack occurred and is not applicable to this option.

28 **3.1.2.7.7 Operations and Maintenance**

29 The placement of sand into the littoral zone of each of the islands will be a one-time event. No
30 additional direct beach maintenance is anticipated in the future, therefore, there will be no costs
31 associated with operations and maintenance for this option.

32 **3.1.2.7.8 Cost Estimate**

33 The costs for the various options included in this measure are presented in Section 3.1.2.12, Cost
34 Summary. Total project costs for the various options are included in Table 3.1.2.12-1. Estimates are
35 comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
36 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
37 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07.
38 Estimates excludes project Escalation and HTRW Cost. The costs include real estate, engineering
39 design (E&D), construction management, and contingencies. The E&D cost for preparation of
40 construction contract plans and specifications includes a detailed contract survey, preparation of
41 contract specifications and plan drawings, estimating bid quantities, preparation of bid estimate,
42 preparation of final submittal and contract advertisement package, project engineering and
43 coordination, supervision technical review, computer costs and reproduction. Contingency
44 developed and assigned at 25% to cover the Cost Growth of the project.

1 **3.1.2.7.9 Schedule for Design and Construction**

2 This option will require extensive coordination with both state and Federal agencies to acquire the
3 necessary permits that allow implementation of this option. It is also anticipated that during the
4 design process additional sediment transport modeling will be required to assist in determining the
5 most appropriate locations for the addition of sand into the littoral system. Once the design is
6 complete, construction may require several years due to the large quantity of sand that would be
7 required and the distance from the inland borrow sites to the island.

8 **3.1.2.8 Option D – Environmental Restoration w/ 2-foot Dune**

9 This option would involve environmental restoration of the islands consisting of shaping existing
10 sand into dunes on the beaches with planted vegetation and planting of maritime forests on the
11 existing islands where they were mostly destroyed by Hurricane Katrina. Despite continual changes
12 that occur, the barrier islands remain to buffer the mainland from storms and provide habitat for the
13 rich, diverse wildlife residing within the area. On the southern portion of the islands, sea oats
14 primarily, which are tolerant of high salt levels, thrive on the dune system which is located behind the
15 beach area. Behind the primary dunes, trees and shrubs, such as short-leaf and long-leaf pines, can
16 be found in the maritime forest. In the island interiors, emergent marshes collect fresh rainwater to
17 help support its inhabitants. NPS support for this option is unlikely due to conflicts with that agency's
18 2006 Management Policies and statutory responsibilities.

19 Gulf Coast barrier islands and barrier spits can support stunted oak and yaupon shrublands. These
20 scrub-scrub habitats are most often located on rises surrounded by black needlerush (*Juncus*
21 *roemerianus*) salt marshes and have been reported from the Gulf Islands National Seashore
22 (Natureserve Explorer 2002). Stunted slash pine may be present in the overstory, but most cover will
23 be in a shrub layer dominated by yaupon, live oak, sand live oak, wax myrtle, saw palmetto, and salt
24 bush (*Baccharis halimifolia*).

25 Immediately following Hurricane Katrina, most of the effort was spent protecting human life and
26 securing structures throughout the impacted areas; therefore, few assessments of the vegetation
27 impacts exist. For the barrier island system, most all of the vegetation recovered several months
28 following Hurricane Katrina. The predominant vegetation that has long-term impacts consists of
29 those pines found in the maritime forests. It is estimated that about 75% of these pine species were
30 killed following the hurricane season of 2005, with most that attributable to Hurricane Katrina. The
31 sea oats are still found in small patches due to the reduced dune system. Figure 3.1.2.8-1 is a photo
32 of the south beach of Horn Island showing the lack of dunes and the damaged pine forest. An
33 exception to the loss of vegetation is the emergent marsh habitat. It is thriving so well it actually
34 looks as though hurricanes never past through the barrier island system.

35 One restoration option for the barrier islands would be to re-establish the vegetation that was
36 destroyed by Hurricane Katrina. This option could involve restoration of the existing islands through
37 adding sand dunes on the beaches along with planted vegetation (i.e. *Uniola paniculata*), planting of
38 marshes (i.e. *Spartina alterniflora*, *Juncus roemerianus*, and *Spartina patens*) and maritime forests
39 (i.e. *Pinus elliottii* Engelm, *Serenoa repens*, *Sabal minor*, etc.), and planting seagrasses (i.e.
40 *Diplanthera wrightii*, *Cymodocea manatorum*, *Thalassia testudinum*, and *Ruppia maritime*) in the
41 near-shore areas of the islands. Foremost, the vegetation would restore the island's natural setting,
42 which allows for the diverse array of flora and fauna to persist. This plan would not involve adding
43 any land mass to the islands other than the possibility of adding to the dune system. Vegetation
44 would aid in reducing erosion from wind; thus helping in maintaining the stability of the islands. The
45 vegetation would also aid in preventing erosion in the event that the islands gets overtopped by
46 storm surge in a large hurricane.



1
2 **Figure 3.1.2.8-1. Photo across the beach from the water on the south side of Horn Island.**
3 **The wide, flat beach is now typical of the Mississippi Barrier Islands. The pine trees in**
4 **the background are mostly dead, destroyed by the affects of Hurricane Katrina.**

5 An environmental impact of the islands continuing to diminish in size is the increase in Mississippi
6 Sound's salinity. Under current conditions, the islands provide a boundary between the sea water
7 salinity [~33 parts per thousand (ppt)] of the open Gulf of Mexico and the brackish water found in the
8 Sound. Salinity in the Sound during low flow periods range from 10 to 30 ppt. Highest salinities occur
9 just south of Pascagoula and Gulfport and the lowest salinities in the Lake Borgne-Pearl River area.
10 Loss of the islands would allow the salinity to greatly increase changing the ecological habitats that
11 exist now. Mississippi Sound is one of the most productive systems on the Gulf coast. Changes in its
12 salinity would impact not only fisheries but also the estuarine marshes, and the saltwedge in the
13 area's rivers. This would impact shellfish and many other forms of marine life. Oysters currently
14 found in concentrated Mississippi Sound areas would possibly cease to exist. At the Chandeleur
15 Islands, loss in the island mass allows us to anticipate those potential environmental changes. Initial
16 assessments are showing seagrasses diminishing, marsh erosion ongoing, and wave energy having
17 no natural barrier.

18 The dune would be shaped from sand that would be removed from the surface between the
19 constructed dune and the edge of the vegetation north of the dune. The dune would have a height of
20 2-feet, 1v to 3h slopes and a crest width of 6 feet. The dune would be continuous for the length of
21 the gulf-side, south beach. While not designed as a structural defense against storms, the dune
22 would be used as a platform to establish a line of sea oats that in turn would help in the natural
23 process of creating larger and more pronounced sand dunes. The dunes would build with time as
24 wind driven deposits of sand become trapped by the vegetation.

25 As previously discussed, the marsh grasses were not adversely affected by Hurricane Katrina.
26 Island vegetation that was affected and would benefit the ecological community by a re-planting
27 program is pine trees in the interior of the islands and sea oats on the beaches. The pines could be
28 planted without any preparation, but the sea oats would benefit from a constructed dune to help

1 become established. The quantities of vegetation for each island with a 2-foot constructed dune on
 2 the southern beach are shown in Table 3.1.2.8-1.

3 **Table 3.1.2.8-1.**
 4 **Quantities of Plantings for each Barrier Island**

Island	2006 Acres	Pre-Katrina Acres Maritime Pine Forest	Replanting 75 Percent of Pine Forest Acres	Sea Oats - Planted 2-foot Dune Acres
Cat	1957	1% of Island	15 acres	6.3 acres
Ship (East & West)	631	3.7% of Island	18 acres	8.4 acres
Horn	3077	23% of Island	531 acres	23.4 acres
Petit Bois	1098	23% of Island	190 acres	13.2 acres

5

6 **3.1.2.8.1 Interior Drainage**

7 Interior drainage features are not applicable to the option.

8 **3.1.2.8.2 Geotechnical Data**

9 The barrier islands are composed of Holocene aged deposits, mostly sand. These deposits formed
 10 after erosion of the Pleistocene formations during the last regression and transgression of the sea.
 11 This occurred during the Wisconsinan glacial stage during the Late Pleistocene. As the sea
 12 regressed, rivers incised channels and transported sediments southward. When the sea level
 13 returned to present condition, sediments filled the river channels and started to cover the area that
 14 would become the Mississippi Sound. Sandy deposits that had been transported into the Gulf began
 15 to move westward from northwest Florida as wind driven littoral currents formed numerous barrier
 16 islands across the northern Gulf Coast, including most of those in coastal Mississippi. As the sea
 17 level continued to rise, the bays and associated river channels into the gulf also began to fill with
 18 these deposits.

19 The Mississippi Sound north of the islands formed as an estuary after littoral drift of the sandy
 20 sediments from the Alabama coast formed a shoal south of the Mississippi mainland. These shoals
 21 became barrier islands as currents, waves and wind pushed the sand above the water surface. The
 22 sand that composes the islands is typically medium grained, white to light grey in color with well
 23 rounded particle shape. Within the interior of the islands, marshes and fresh water lakes have
 24 created highly organic soils with a peat-like character. These deposits, as shown in Figure 3.1.2.5-2,
 25 can be observed as beach outcrops on the southern shore of East Ship Island after the island has
 26 migrated northward. This process was added by formation of the St. Bernard delta of the Mississippi
 27 River that enclosed the western end of the Sound. The western-most island in the chain, Cat Island,
 28 is a product of the historic St. Bernard delta lobe. What remains today is a beach front face of the
 29 island where waves have sorted the material leaving the sand and deltaic deposits behind the
 30 beach. The islands, such as they exist today, are migrating along the littoral drift and are mostly
 31 composed of sand with local layers of peat-like organic soil that are forming in the inter-island lakes
 32 and marshes.

33 **3.1.2.8.3 Structural, Mechanical and Electrical**

34 Structural, Mechanical and Electrical is not applicable to this option.

35 **3.1.2.8.4 HTRW**

36 Due to the extent of the islands and lack of prior development, no preliminary assessment was
 37 performed to identify the possibility of hazardous waste on the sites. These studies will be conducted
 38 during the next phase of work after the final selection of any sites associated with this option. The

1 construction costs appearing in this report therefore will not reflect any costs for remediation design
2 and/or treatment and/or removal or disposal of these materials in the baseline cost estimate.

3 **3.1.2.8.5 Construction Procedures**

4 This option will involve the planting of various types of vegetation in selected areas on the islands.
5 Actual construction activities will take place only during the shaping of the small dunes on the
6 beaches from existing the sand berm. Although the dune is of limited size, the total length of the
7 dune construction will be approximately 30 miles for all the islands.

8 **3.1.2.8.6 Project Security**

9 The Protocol for security measures for this study has been performed in general accordance with the
10 Risk Assessment Methodology for Dams (RAM-D) developed by the Interagency Forum for
11 Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical
12 infrastructure throughout the Corps of Engineers. The determination of the level of physical security
13 provided for each facility is based on the following critical elements: 1) threat assessment of the
14 likelihood that an adversary will attack a critical asset, 2) consequence assessment should an
15 adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to
16 prevent a successful attack against an operational component.

17 The lowest level of physical security (Level 1) was selected for use in this study. Level 1 Security
18 provides no improved security for the selected asset. This security level would be applied to the
19 barrier islands and the sand dunes. These features present a very low threat level of attack and
20 basically no consequence if an attack occurred and is not applicable to this option.

21 **3.1.2.8.7 Operations and Maintenance**

22 The initial planting of the various types of vegetation will have a warranty that will insure an approved
23 survival rate. There will be no additional maintenance of the established plants under this option.

24 **3.1.2.8.8 Cost Estimate**

25 The costs for the various options included in this measure are presented in Section 3.1.2.12, Cost
26 Summary. Total project costs for the various options are included in Table 3.1.2.12-1. Estimates are
27 comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
28 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
29 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07.
30 Estimates excludes project Escalation and HTRW Cost. The costs include real estate, engineering
31 design (E&D), construction management, and contingencies. The E&D cost for preparation of
32 construction contract plans and specifications includes a detailed contract survey, preparation of
33 contract specifications and plan drawings, estimating bid quantities, preparation of bid estimate,
34 preparation of final submittal and contract advertisement package, project engineering and
35 coordination, supervision technical review, computer costs and reproduction. Contingency
36 developed and assigned at 25% to cover the Cost Growth of the project.

37 **3.1.2.8.9 Schedule for Design and Construction**

38 This option will require extensive coordination with both state and Federal agencies to acquire the
39 necessary permits that allow implementation of this option. The actual design will be straight-forward
40 with designated areas for the different types of planting vegetation and general guidance for the
41 dune construction. The actual construction will require coordination with suppliers to furnish the large
42 number of plants that are required for this option.

3.1.2.9 Option E – Environmental Restoration w/ 6-foot Dune

This option would involve environmental restoration of the islands consisting of shaping existing sand into dunes on the beaches with planted vegetation and planting of maritime forests on the existing islands where they were mostly destroyed by Hurricane Katrina. The sand required to construct a dune of this size would be more than could be removed from the existing beach berm and would come from the same offshore borrow area as the sand used in Option A. Placement of the sand would require moving the sand from a hopper dredge to a staging area on the beach, then moving the sand to the area of placement along the beach.

Despite continual changes that occur, the barrier islands remain to buffer the mainland from storms and provide habitat for the rich, diverse wildlife residing within the area. On the southern portion of the islands, sea oats primarily, which are tolerant of high salt levels, thrive on the dune system which is located behind the beach area. Behind the primary dunes, trees and shrubs, such as short-leaf and long-leaf pines, can be found in the maritime forest. In the island interiors, emergent marshes collect fresh rainwater to help support its inhabitants. NPS support for This option is unlikely due to conflicts with agency natural resources management policies.

Gulf Coast barrier islands and barrier spits can support stunted oak and yaupon shrublands. These scrub-scrub habitats are most often located on rises surrounded by black needlerush (*Juncus roemerianus*) salt marshes and have been reported from the Gulf Islands National Seashore (Natureserve Explorer 2002). Stunted slash pine may be present in the overstory, but most cover will be in a shrub layer dominated by yaupon, live oak, sand live oak, wax myrtle, saw palmetto, and salt bush (*Baccharis halimifolia*).

Immediately following Hurricane Katrina, most of the effort was spent protecting human life and securing structures throughout the impacted areas; therefore, few assessments of the vegetation impacts exist. For the barrier island system, most all of the vegetation recovered several months following Hurricane Katrina. The predominant vegetation that has long-term impacts consists of those pines found in the maritime forests. It is estimated that about 75% of these pine species were killed following the hurricane season of 2005, with most that attributable to Hurricane Katrina. The sea oats are still found in small patches due to the reduced dune system. An exception to the loss of vegetation is the emergent marsh habitat. It is thriving so well it actually looks as though hurricanes never past through the barrier island system.

One restoration option for the barrier islands with be to re-establish the vegetation that was destroyed by Hurricane Katrina. This option could involve restoration of the existing islands through adding sand dunes on the beaches along with planted vegetation (i.e. *Uniola paniculata*), planting of marshes (i.e. *Spartina alterniflora*, *Juncus roemerianus*, and *Spartina patens*) and maritime forests (i.e. *Pinus elliottii* Engelm, *Serenoa repens*, *Sabal minor*, etc.), and planting seagrasses (i.e. *Diplanthera wrightii*, *Cymodocea manatorum*, *Thalassia testudinum*, and *Ruppia maritime*) in the near-shore areas of the islands. Foremost, the vegetation would restore the island's natural setting, which allows for the diverse array of flora and fauna to persist. This plan would not involve adding any land mass to the islands other than the possibility of adding to the dune system. Vegetation would aid in reducing erosion from wind; thus helping in maintaining the stability of the islands. The vegetation would also aid in preventing erosion in the event that the islands gets overtopped by storm surge in a large hurricane.

An environmental impact of the islands continuing to diminish in size is the increase in Mississippi Sound's salinity. Under current conditions, the islands provide a boundary between the sea water salinity [~33 parts per thousand (ppt)] of the open Gulf of Mexico and the brackish water found in the Sound. Salinity in the Sound during low flow periods range from 10 to 30 ppt. Highest salinities occur just south of Pascagoula and Gulfport and the lowest salinities in the Lake Borgne-Pearl River area.

1 Loss of the islands would allow the salinity to greatly increase changing the ecological habitats that
 2 exist now. Mississippi Sound is one of the most productive systems on the Gulf coast. Changes in its
 3 salinity would impact not only fisheries but also the estuarine marshes, and the saltwedge in the
 4 area's rivers. This would impact shellfish and many other forms of marine life. Oysters currently
 5 found in concentrated Mississippi Sound areas would possibly cease to exist. At the Chandeleur
 6 Islands, loss in the island mass allows us to anticipate those potential environmental changes. Initial
 7 assessments are showing seagrasses diminishing, marsh erosion ongoing, and wave energy having
 8 no natural barrier.

9 The dune would be shaped from sand that would be removed from the surface between the
 10 constructed dune and the edge of the vegetation north of the dune. The dune would have a height of
 11 6-feet, 1v to 3h slopes and a crest width of 6 feet. The dune would be continuous for the length of
 12 the gulf-side, south beach. While not designed as a structural defense against storms, the dune
 13 would be used as a platform to establish a line of sea oats that in turn would help in the natural
 14 process of creating larger and more pronounced sand dunes. The dunes would build with time as
 15 wind driven deposits of sand become trapped by the vegetation.

16 As previously discussed, the marsh grasses were not adversely affected by Hurricane Katrina.
 17 Island vegetation that was affected and would benefit the ecological community by a re-planting
 18 program is pine trees in the interior of the islands and sea oats on the beaches. The pines could be
 19 planted without any preparation, but the sea oats would benefit from a constructed dune to help
 20 become established. The quantities of vegetation for each island with a 6-foot high constructed dune
 21 on the southern beach are shown in Table 3.1.2.9-1.

22 **Table 3.1.2.9-1.**
 23 **Quantities of Plantings for each Barrier Island**

Island	2006 Acres	Pre-Katrina Acres Maritime Pine Forest	Replanting 75 Percent of Pine Forest Acres	Sea Oats - Planted 6-foot Dune Acres
Cat	1957	1% of Island	15 acres	14.9 acres
Ship (East & West)	631	3.7% of Island	18 acres	19.9 acres
Horn	3077	23% of Island	531 acres	55.3 acres
Petit Bois	1098	23% of Island	190 acres	31.2 acres

24

25 **3.1.2.9.1 Interior Drainage**

26 Interior drainage features are not applicable to the option.

27 **3.1.2.9.2 Geotechnical Data**

28 The barrier islands are composed of Holocene aged deposits, mostly sand. These deposits formed
 29 after erosion of the Pleistocene formations during the last regression and transgression of the sea.
 30 This occurred during the Wisconsinan glacial stage during the Late Pleistocene. As the sea
 31 regressed, rivers incised channels and transported sediments southward. When the sea level
 32 returned to present condition, sediments filled the river channels and started to cover the area that
 33 would become the Mississippi Sound. Sandy deposits that had been transported into the Gulf began
 34 to move westward from northwest Florida as wind driven littoral currents formed numerous barrier
 35 islands across the northern Gulf Coast, including most of those in coastal Mississippi. As the sea
 36 level continued to rise, the bays and associated river channels into the gulf also began to fill with
 37 these deposits.

38 The Mississippi Sound north of the islands formed as an estuary after littoral drift of the sandy
 39 sediments from the Alabama coast formed a shoal south of the Mississippi mainland. These shoals

1 became barrier islands as currents, waves and wind pushed the sand above the water surface. The
2 sand that composes the islands is typically medium grained, white to light grey in color with well
3 rounded particle shape. Within the interior of the islands, marshes and fresh water lakes have
4 created highly organic soils with a peat-like character. These deposits can be observed as beach
5 outcrops on the southern shore of East Ship Island after the island has migrated northward. This
6 process was added by formation of the St. Bernard delta of the Mississippi River that enclosed the
7 western end of the Sound. The western-most island in the chain, Cat Island, is a product of the
8 historic St. Bernard delta lobe. What remains today is a beach front face of the island where waves
9 have sorted the material leaving the sand and deltaic deposits behind the beach. The islands, such
10 as they exist today, are migrating along the littoral drift and are mostly composed of sand with local
11 layers of peat-like organic soil that are forming in the inter-island lakes and marshes.

12 **3.1.2.9.3 Structural, Mechanical and Electrical**

13 Structural, Mechanical and Electrical is not applicable to this option.

14 **3.1.2.9.4 HTRW**

15 Due to the extent of the islands and lack of prior development, no preliminary assessment was
16 performed to identify the possibility of hazardous waste on the sites. These studies will be conducted
17 during the next phase of work after the final selection of sites associated with this option. The
18 construction costs appearing in this report therefore will not reflect any costs for remediation design
19 and/or treatment and/or removal or disposal of these materials in the baseline cost estimate.

20 **3.1.2.9.5 Construction Procedures**

21 This option will involve placement of dredged material onto the existing beaches and shaping the
22 sand into low dunes as described. Other activities will involve the planting of various types of
23 vegetation in selected areas on the islands.

24 **3.1.2.9.6 Project Security**

25 The Protocol for security measures for this study has been performed in general accordance with the
26 Risk Assessment Methodology for Dams (RAM-D) developed by the Interagency Forum for
27 Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical
28 infrastructure throughout the Corps of Engineers. The determination of the level of physical security
29 provided for each facility is based on the following critical elements: 1) threat assessment of the
30 likelihood that an adversary will attack a critical asset, 2) consequence assessment should an
31 adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to
32 prevent a successful attack against an operational component.

33 The lowest level of physical security (Level 1) was selected for use in this study. Level 1 Security
34 provides no improved security for the selected asset. This security level would be applied to the
35 barrier islands and the sand dunes. These features present a very low threat level of attack and
36 basically no consequence if an attack occurred and is not applicable to this option.

37 **3.1.2.9.7 Operations and Maintenance**

38 The initial planting of the various types of vegetation will have a warranty that will insure an approved
39 survival rate. There will be no additional maintenance of the established plants under this option.

40 **3.1.2.9.8 Cost Estimate**

41 The costs for the various options included in this measure are presented in Section 3.1.2.12, Cost
42 Summary. Total project costs for the various options are included in Table 3.1.2.12-1. Estimates are

1 comparative-Level “Parametric Type” and are based on Historical Data, Recent Pricing, and
2 Estimator’s Judgment. Quantities listed within the estimates represent Major Elements of the Project
3 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07.
4 Estimates excludes project Escalation and HTRW Cost. The costs include real estate, engineering
5 design (E&D), construction management, and contingencies. The E&D cost for preparation of
6 construction contract plans and specifications includes a detailed contract survey, preparation of
7 contract specifications and plan drawings, estimating bid quantities, preparation of bid estimate,
8 preparation of final submittal and contract advertisement package, project engineering and
9 coordination, supervision technical review, computer costs and reproduction. Contingency
10 developed and assigned at 25% to cover the Cost Growth of the project.

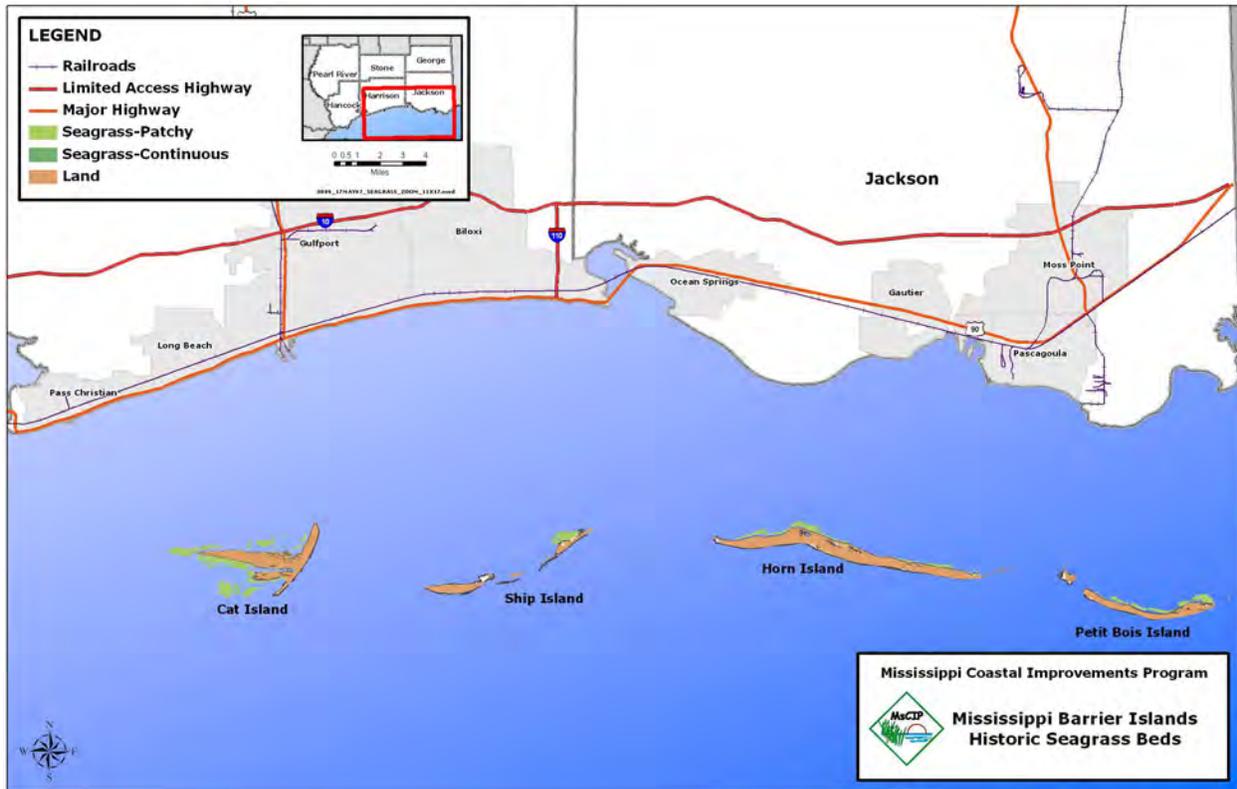
11 **3.1.2.9.9 Schedule for Design and Construction**

12 This option will require extensive coordination with both state and Federal agencies to acquire the
13 necessary permits that allow implementation of this option. The actual design will be straight-forward
14 with designated areas for the different types of planting vegetation and general guidance for the
15 dune construction. The actual construction will require coordination with suppliers to furnish the large
16 number of plants that are required for this option. The quantity of sand required for this project, while
17 not extremely large will require an off-shore source and could take considerable time to dredge,
18 transport and place.

19 **3.1.2.10 Option F – Environmental Restoration of Sea Grass Beds**

20 This option would involve environmental restoration of the sea grass beds that have historically
21 existed on the north side of the islands in the Mississippi Sound as shown in Figure 3.1.2.10-1.
22 Despite continual changes that occur, the barrier islands remain to buffer the mainland from storms
23 and provide habitat for the rich, diverse wildlife residing within the area. Knowledge of submerged
24 aquatic vegetation (SAVs) is limited to reports by Humm (1956) and Humm and Caylor (1957) before
25 the Gulf of Mexico Estuarine Inventory (GMEI) Study (1973). They reported the occurrence of five
26 flowering species known as “seagrasses” and 77 algal species all along the Mississippi barrier
27 islands. Studies carried out by the GMEI personnel revealed that there were about 17,000 acres of
28 SAVs in Mississippi Sound.

29 High turbidity and lack of suitable substrate have limited distribution of SAVs in Mississippi. SAVs
30 have been restricted to relatively quiet waters along the mainland and barrier island shores. Isolated
31 patches occur only several hundred acres in size along mostly the northern portions of the barrier
32 islands. In turbid waters of the Sound, seagrass beds are typically found in shallow water less than
33 six feet in depth, most in two or less. With the exception of shoal grass (*Halodule wrightii*), which
34 grows on hard sandy bottoms, the species characteristic of Mississippi Sound area prefer soft
35 muddy substrates. A study of the Mississippi portion of Mississippi Sound by Eleuterius in 1969
36 indicated that about 17,000 acres of SAVs were present including turtle grass (*Thalassia*
37 *testudinum*), manatee grass (*Cymodocea manatorum*), shoal grass, *Halophila engelmannii* (no
38 common name), and widgeon grass (*Ruppia maritima*). In 1969, Hurricane Camille destroyed the
39 majority of SAVs along the Mississippi Gulf coast (Eleuterius 1973). Moncreiff (1998) identified the
40 northern shorelines of Ship, Horn, and Petit Bois Islands as potential habitat for seagrass beds.
41 These areas have historically supported populations of shoal grass, *Halophila engelmannii*, manatee
42 grass, and turtle grass. Currently, these locations only appear to support beds of shoal grass. In
43 areas where SAVs are present, significant quantities of benthic and epibenthic macroalgae are
44 found, such as red, brown, and green species.



1
2 **Figure 3.1.2.10-1. Location of Historical Sea Grass Beds near the Mississippi Barrier Islands**

3 The Mississippi Department of Marine Resources (DMR) has provided the estimated pre-Camille
 4 acreage of the grass beds and the current amount of beds that exist today. The types of grass that
 5 would be planted include *Diplanthera wrightii* (i.e Shoal Grass), *Cymodocea manatorum* (i.e.
 6 Manatee Grass), *Thalassia testudinum* (i.e. Turtle Grass) and *Ruppia maritima* (i.e. widgeon grass).
 7 The planting would occur at selected locations in coordination with DMR and would cover 50 percent
 8 of the historical acreage. Due to the large number of plants required for this option, the supply of
 9 available stock would have to be matched to the planting schedule. The amount of acres of sea
 10 grasses to be planted at each island, based on 50 percent of pre-Camille acreage, is as follows:

- 11 Cat – 210 acres
- 12 Ship – 760 acres
- 13 Horn – 2,650 acres
- 14 Petit Bois – 780 acres

15 **3.1.2.10.1 Interior Drainage**

16 Interior drainage is not applicable to this option.

17 **3.1.2.10.2 Geotechnical Data**

18 The actual Sound formed as an estuary after littoral drift of sandy sediments from the Alabama coast
 19 formed a shoal south of the Mississippi mainland. These shoals became barrier islands as currents,
 20 waves and wind pushed the sand above the water surface. East and West Ship Island, Horn Island
 21 and Petit Bois Island are migrating over Pleistocene formations that created a relatively stable
 22 platform for the constantly moving islands. Other Holocene deposits provide a relatively thin cover

1 on the bottom of the Mississippi Sound and some areas south of the Islands and consist of a muddy
2 mixture of sand and clay along with shell fragments or buried oyster shell beds.

3 **3.1.2.10.3 Structural, Mechanical and Electrical**

4 Structural, Mechanical and Electrical is not applicable to this option.

5 **3.1.2.10.4 HTRW**

6 Due to the extent of the islands and lack of prior development, no preliminary assessment was
7 performed to identify the possibility of hazardous waste at the sites. These studies, if deemed
8 necessary, will be conducted during the next phase of work after the final selection of sites. The
9 construction costs appearing in this report therefore will not reflect any costs for remediation design
10 and/or treatment and/or removal or disposal of these materials in the baseline cost estimate.

11 **3.1.2.10.5 Construction Procedures**

12 This option will only involve the planting of various types of marine aquatic vegetation in selected
13 areas around the islands. No actual construction activities will take place. The extremely large
14 quantity of plants required for this type of project would require that the project would have to have
15 an extended project life to allow the procurement of the vegetation that would not be readily
16 available in today's market.

17 **3.1.2.10.6 Project Security**

18 The Protocol for security measures for this study has been performed in general accordance with the
19 Risk Assessment Methodology for Dams (RAM-D) developed by the Interagency Forum for
20 Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical
21 infrastructure throughout the Corps of Engineers. The determination of the level of physical security
22 provided for each facility is based on the following critical elements: 1) threat assessment of the
23 likelihood that an adversary will attack a critical asset, 2) consequence assessment should an
24 adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to
25 prevent a successful attack against an operational component.

26 The lowest level of physical security (Level 1) was selected for use in this study. Level 1 Security
27 provides no improved security for the selected asset. This security level would be applied to the
28 barrier islands and the sand dunes. These features present a very low threat level of attack and
29 basically no consequence if an attack occurred and is not applicable to this option.

30 **3.1.2.10.7 Operations and Maintenance**

31 The initial planting of the various types of sea grass will have a warranty that will insure an approved
32 survival rate. There will be no additional maintenance of the established plants under this option.

33 **3.1.2.10.8 Cost Estimate**

34 The costs for the various options included in this measure are presented in Section 3.1.2.12, Cost
35 Summary. Total project costs for the various options are included in Table 3.1.2.12-1. Estimates are
36 comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
37 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
38 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07.
39 Estimates excludes project Escalation and HTRW Cost. The costs include real estate, engineering
40 design (E&D), construction management, and contingencies. The E&D cost for preparation of
41 construction contract plans and specifications includes a detailed contract survey, preparation of
42 contract specifications and plan drawings, estimating bid quantities, preparation of bid estimate,

1 preparation of final submittal and contract advertisement package, project engineering and
2 coordination, supervision technical review, computer costs and reproduction. Contingency
3 developed and assigned at 25% to cover the Cost Growth of the project.

4 **3.1.2.11 Option G – Restore Ship Island Breach**

5 The most predominate affect of Hurricane Katrina on the Mississippi Barrier Islands was the large
6 increase in size of the breach in Ship Island commonly known as the Camille Cut, (see Figure
7 3.1.2.11-1). This photo was taken after Hurricane Katrina, but, would be similar to conditions after
8 Hurricane Camille.

9 The pre-Camille footprint of Ship Island was obtained from historical records and this data shows the
10 area that was breached during Hurricane Camille now forming two separate islands, West and East
11 Ship Island. Two major historic sites, one on each island, are in danger from the continuing erosion
12 of the barrier islands. Current studies by the Corps indicate that restoring the two islands to a single
13 island, pre-Camille condition may prevent the rapid erosion of the beaches that is now occurring as
14 well as potentially helping to provide wave erosion on the mainland. Estimates indicated that the
15 total restoration of Ship Island to a pre-Camille footprint, single land mass off the Mississippi coast
16 will involve approximately 21 million cubic yards of sand. Other variances of filling only the breach
17 and some areas along the northern shores with lesser quantities of sand may also provide
18 opportunity for a natural healing of the island. This limited sand placement, approximately
19 13,000,000 cubic yards, has the support of the NPS (NPS, 2007) and will be the basis of this option.
20 This volume is based on computing the the sand needed to fill the breach to a 1,000-foot width and
21 to a elevation of 2.0. The total volume of sediment removed during all historical maintenance
22 dredging for the Pascagoula Navigation Channel was compiled and the balance of that total will be
23 used for littoral zone placements under Option C as previously described. As happened during
24 Hurricane Camille, the breach was opened during Hurricane Katrina leaving two islands with
25 approximately three miles of open water between the remaining portions. This portion of the island
26 has also been breached during other prior hurricanes and while most of the island has reformed to a
27 low bar over time, it never gained enough sand to form dunes and establish vegetation along this
28 center portion. Consequently, even small storms easily washed over and eroded this part of the
29 island and reopened the breach. Natural healing from the littoral drift is hindered by the large amount
30 of sand that must rebuild the bar across the breach from the east. This is further aggravated by the
31 fact that Ship Island is the last island in a littoral system that extends westward from its main source
32 of sand on the panhandle of Florida, a distance of about 250 miles. Numerous opportunities exist
33 along this pathway for the amount of sand in the system to be diminished. An additional
34 consideration is the ebb tidal flushing in the deeper portion of the pass just east of West Ship Island
35 when sand is moved southward thus starving the northern shore of West Ship Island. To mitigate
36 this problem, the breach could be filled as single operation with planted dune vegetation that will
37 become established and promote stable dune growth. With an understanding that all barrier islands
38 are dynamic in nature and change constantly, the object of restoration would be to establish the
39 island with sufficient sand mass and enough vegetation to again have the island as a somewhat
40 stable member in the island chain. Fort Massachusetts located on the northern shore of West Ship
41 Island and the French Warehouse located on the northern shore of East Ship Island would benefit
42 from this option. Both of these sites are endangered by on-going erosion of the shoreline with
43 Mississippi Sound. Another site, known as the Quarantine Station, has already been lost to erosion
44 as shown in comparing Figure 3.1.2.11-1 and Figure 3.1.2.11-2.



1
 2 **Figure 3.1.2.11-1. Aerial photo of West and East Ship Island taken in 2005 after Hurricane**
 3 **Katrina showing the locations of listed historical sites.**



4
 5 **Figure 3.1.2.11-2. Aerial photo of West and East Ship Island taken in 2001. Note the sand spit**
 6 **extending westward from East Ship Island and the pass between the two islands.**

1 Fort Massachusetts was originally built on the western tip of Ship Island. The westward migration of
2 sand along the southern shore and erosion of the northern shore now has put the fort almost a mile
3 from the western tip of the island, but dangerously close to being in the Sound (see Figure
4 3.1.2.11-3). Several emergency beach re-nourishments have taken place over the last 35 years
5 through use of the beneficial use of dredged material from maintenance of the federally authorized
6 Gulfport Harbor Navigation Project to protect the fort from wave action during winter storms. At
7 present, the NPS is again requesting that the Corps place sand along the shore near the fort in
8 conjunction with dredging operations at the Federal Gulfport Harbor navigation channel. This
9 emergency placement of sand is being repeated about every five to six years. Figure 3.1.2.11-3
10 shows that in July, 2007, the north side of the fort showing and the relationship of the shore to the
11 structure. Note the small jetty that has created severe scour at the down-current end.



12
13 **Figure 3.1.2.11-3. Photo of erosion on north side of Fort Massachusetts showing**
14 **relationship to encroaching waters to the structure. Note the small jetty that has**
15 **created severe scour at the down-current end.**

16 The French Warehouse site has not had any sand placement on its shoreline in the past. The
17 erosive process is slower at that location, but now there are concerns from the NPS about the
18 integrity of the site. Unlike the location of the fort, the warehouse site is covered by maritime forest
19 which may be contributing to slowing the erosion of the shore due to the vegetation and the higher
20 surface elevation.

21 The filling of the Camille Cut to provide a longer term solution to the erosion on the northern shores
22 will require modeling to better understand the benefits that are believed to be associated with this
23 plan. The costs will be substantial due to the large quantities of high quality sand that will be required
24 to fill the breach. Initial estimates for sand requirements are approximately 8 million cubic yards. The
25 fill would be expected to prevent the continuing loss of sand to West Ship Island, but it is also
26 understood that the islands are a dynamic system, ever changing to nature's forces. As well as the
27 sand placement, this plan would include planting sea oats or other dune grasses to restore dune

1 habitat on the newly created land. The volume of sand estimated for this project is based on an
2 assumed average water depth of 5-feet in the existing breach.

3 There are many characteristics for the sand that must be considered during the design of the
4 projects. Ideally, any sand used for beach construction or re-nourishment would come from the
5 same littoral system so it would have the same gradation, particle shape and color. Ship Island is but
6 one of many barrier islands that extend westward toward Louisiana that is located within a
7 continuous littoral drift zone originating in Florida. The sand that migrates along this drift zone could
8 be envisioned as moving from one island to another over very long periods of time. With this in mind,
9 any sand of similar quality that is added into the drift zone would become part of the migration and
10 be mixed with existing material. This added sand would also be available to the islands as a source
11 for their beaches during the natural process of aggradations.

12 Sand of sufficient quality in the quantities required for this type of project is not known to occur in
13 close proximity to the islands. Proposed geophysical studies may locate sources near the western
14 end of West Ship Island, but this source has not yet been confirmed. Review of literature indicates
15 that suitable sand can be obtained from St. Bernard Shoals which is a chain of submerged barrier
16 islands that are located about 45 miles south of Ship Island. This sand should be very high quality
17 material and could be used in the island reconstruction. Prior studies of the St. Bernard Shoals (Oral
18 Communication, USGS, 2006) are probably the best source of the sand. Additional studies and
19 sampling will be required to ensure the source. As previously described, St. Bernard Shoals are a
20 series of submerged barrier islands. The average water depth over the shoals is 60 feet which puts
21 the sand within reach of a hopper type dredge, however the water depth near the islands is shallow
22 for the draft of hopper dredge that would be used in this type of operation. In order to accomplish
23 this, the dredge will have to pump-off from an offshore location.

24 Another source of sand could be sand from inland river systems. This sand could be considered as a
25 source for direct placement, but the material stored on the lower Tombigbee River would require
26 additional testing of physical characteristics to assure it meets the required quality standards. As
27 discussed under Option B, dredging of the inland rivers produces large quantities of well sorted sand
28 that may have potential use for sand replacement as described above. An inventory of current
29 disposal sites on the Mobile River system indicates that approximately 30,000,000 cubic yards of
30 sand is available. Only disposal sites that contain a minimum of 100,000 cubic yards of sand were
31 included in the inventory. Of interest to this study are disposal sites that are located along the lower
32 Tombigbee River which contain over 8,000,000 cubic yards of sand. Material from these sites could
33 easily be transported by barge down the river system for use.

34 The sand selected for use, regardless of the source, would have a quality control program to ensure
35 that it meets any established criteria prior to placement. The existing breach on Ship Island is
36 approximately three miles in length. With an average water depth of five feet, an island width of
37 approximately 1,000 feet the project will take 8,000,000 cubic yards of sand including a typical 30%
38 loss of material during placement. Some of this material would also be placed along the north shore
39 on either side of Camille Cut to repair existing erosion. Planting of the newly created land surface
40 would be initiated when placement progress allowed. The planting would include dune grasses in
41 two strips, one on each shoreline. The planting would consist of plants on 30-inch centers with the
42 width of the planted strips set at 60-feet. The planted strips would extend along all shorelines where
43 new beach is being created. With time, the dunes grasses will trap wind-blown sand and create
44 dunes. The newly formed land mass will transform itself into a more natural state as wind shifts the
45 sand and the planted vegetation establishes dunes similar to the beach scene shown in Figure
46 3.1.2.11-4.



1

2 **Figure 3.1.2.11-4. Typical Mature Dands Funes on Gulf Coast Barrier Island**

3 This potential option as a stand-alone measure will not provide any appreciable storm surge benefits
4 based on modeling of the islands, but will provide benefits from storm induced wave damage on the
5 shoreline. In addition, the role of the islands in maintaining the ecology of the Mississippi Sound has
6 been realized and this alone may well be justification for additional study of filling Camille Cut. With
7 this area under the control of the NPS, their endorsement is valuable to continued study.

8 **3.1.2.11.1 Interior Drainage**

9 The type of work anticipated for adding sand to increase the land mass of the islands will not require
10 any type of drainage system. The addition of sand under this operation will be with dredge pipe
11 discharge and all water will be allowed to run back to the sea.

12 **3.1.2.11.2 Geotechnical Data**

13 The barrier islands are composed of Holocene aged deposits, mostly sand. These deposits formed
14 after erosion of the Pleistocene formations during the last regression and transgression of the sea.
15 This occurred during the Wisconsinan glacial stage during the Late Pleistocene. As the sea
16 regressed, rivers incised channels and transported sediments southward. When the sea level
17 returned to present condition, sediments filled the river channels and started to cover the area that
18 would become the Mississippi Sound. Sandy deposits that had been transported into the Gulf began
19 to move westward from northwest Florida as wind driven littoral currents formed numerous barrier
20 islands across the northern Gulf Coast, including most of those in coastal Mississippi. As the sea
21 level continued to rise, the bays and associated river channels into the gulf also began to fill with
22 these deposits.

23 The actual Sound formed as an estuary after littoral drift of sandy sediments from the Alabama coast
24 formed a shoal south of the Mississippi mainland. These shoals became barrier islands as currents,
25 waves and wind pushed the sand above the water surface. The sand is typically medium grained,
26 white to light grey in color with well rounded particle shape. Within the interior of the islands,
27 marshes and fresh water lakes have created highly organic soils with a peat-like character. These

1 deposits, as shown in Figure 3.1.2.11-5, can be observed as beach outcrops on the southern shore
2 of East Ship Island after the island has migrated northward.



3
4 **Figure 3.1.2.11-5. Peat-like organic soils outcropping on the south beach of East Ship Island.**
5 **These deposits are the remains of sediments and organic matter that settle in the bottom of**
6 **the marshes and lakes that occur on the barrier islands. The deposits are exposed as the**
7 **islands migrate northward.**

8 East and West Ship Island are migrating over Pleistocene formations that created a relatively stable
9 platform for the constantly moving islands. Other Holocene deposits provide a relatively thin cover
10 on the bottom of the Mississippi Sound and some areas south of the Islands and consist of a muddy
11 mixture of sand and clay along with shell fragments or buried oyster shell beds.

12 If increasing the land mass of the islands, it would be desirable to maintain the same quality sand
13 that now makes up the existing islands. Sources of sand in the quantity that would be required for
14 this option are extremely large, especially when considering the quality standard that must be met.
15 Potential sources for sand were investigated both inland and offshore. Of concern is matching the
16 sand to the sand on the beaches of the National Seashore. Samples taken from Dauphin and
17 Pelican Island in Alabama are in the same island chain and have been tested for color, grain size
18 and particle shape. These results, included in this section, can be used to match potential sand
19 sources.

20 **3.1.2.11.3 Structural, Mechanical and Electrical**

21 This option will have no structural, mechanical or electrical components.

22 **3.1.2.11.4 HTRW**

23 Due to the extent of the islands and lack of prior development, no preliminary assessment was
24 performed to identify the possibility of hazardous waste on the sites. These studies will be conducted

1 during the next phase of work after the final siting of the various structures. The construction costs
2 appearing in this report therefore will not reflect any costs for remediation design and/or treatment
3 and/or removal or disposal of these materials in the baseline cost estimate.

4 **3.1.2.11.5 Construction Procedures and Water Control Plan**

5 Prior to any additional detailed design, this project will require extensive modeling to predict the
6 effects of partially or completely filling the breach. The modeling will be conducted to assist in
7 location of sand placement, quantities of sand that may be required for a partial filling, and to help
8 predict the amount of sand that would be required for future re-nourishment of the island's north
9 shore.

10 To fill the breach and associated shorelines will involve several different operations, some of which
11 can take place concurrently. The source of sand that has been designated as the potential borrow
12 area will require additional investigation using both geophysical techniques and physical sampling.
13 The sand is expected to be in submerged shoals that will have to be located and mapped prior to
14 any removal of the sand. This will be completed during design and before the construction begins.

15 **3.1.2.11.6 Project Security**

16 The Protocol for security measures for this study has been performed in general accordance with the
17 Risk Assessment Methodology for Dams (RAM-D) developed by the Interagency Forum for
18 Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical
19 infrastructure throughout the Corps of Engineers. The determination of the level of physical security
20 provided for each facility is based on the following critical elements: 1) threat assessment of the
21 likelihood that an adversary will attack a critical asset, 2) consequence assessment should an
22 adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to
23 prevent a successful attack against an operational component.

24 The lowest level of physical security (Level 1) was selected for use in this study. Level 1 Security
25 provides no improved security for the selected asset. This security level would be applied to the
26 barrier islands and the sand dunes. These features present a very low threat level of attack and
27 basically no consequence if an attack occurred and is not applicable to this option.

28 **3.1.2.11.7 Operations and Maintenance**

29 The direct placement of sand to fill Camille Cut and will be a one-time event. Per an agreement with
30 the National Park Service, no additional beach maintenance will be performed in the future. This
31 project will provide a boost in the existing sand within the littoral system, then in accordance with the
32 2006 NPS Management Policies, nature will take its course. Therefore, there will be no costs
33 associated with operations and maintenance for this option. Changes in future maintenance
34 dredging practices at both Gulfport and Pascagoula Navigation Channels will ensure that more sand
35 in the littoral zone will be available for natural beach building. This option will not preclude the NPS
36 from performing sand additions at Fort Massachusetts or the French Warehouse to protect these
37 structures from erosion of beaches that endangers these historic sites.

38 **3.1.2.11.8 Cost Estimate**

39 The costs for the various options included in this measure are presented in Section 3.1.2.12 Cost
40 Summary. Total project costs for the various options are included in Table 3.1.2.12-1. Estimates are
41 comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
42 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
43 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07.
44 Estimates excludes project Escalation and HTRW Cost. The costs include real estate, engineering

design (E&D), construction management, and contingencies. The E&D cost for preparation of construction contract plans and specifications includes a detailed contract survey, preparation of contract specifications and plan drawings, estimating bid quantities, preparation of bid estimate, preparation of final submittal and contract advertisement package, project engineering and coordination, supervision technical review, computer costs and reproduction. Contingency developed and assigned at 25% to cover the Cost Growth of the project.

3.1.2.11.9 Schedule for Design and Construction

This project will require additional study and investigation to verify borrow areas. These can be accomplished within a one-year time frame after funding at which time placement of sand can be initiated pending all required permits.

3.1.2.12 Cost Estimate Summary

The total project costs for all options are shown in Table 3.1.2.12-1. Estimates are comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07. Estimates excludes project Escalation and HTRW Cost.

**Table 3.1.2.12-1.
Summary of Total Project Costs**

Option	Total Project Costs
Option A – Restoration of Island Footprints	\$942,200,000
Option B – Replenish Littoral Zone w/ Inland River Sand	\$1,013,800,000
Option C – Replenish Littoral Zone w/ Off-shore Sand	\$147,400,000
Option D – Environmental Restoration w/ 2-foot Dune	\$14,200,000
Option E – Environmental Restoration w/ 6-foot Dune	\$39,200,000
Option F – Environmental Restoration of Sea Grass Beds	\$264,500,000
Option G – Restore Ship Island Breach	\$181,400,000

Note: There are no Operational and Maintenance costs for the barrier island options.

3.1.2.13 References

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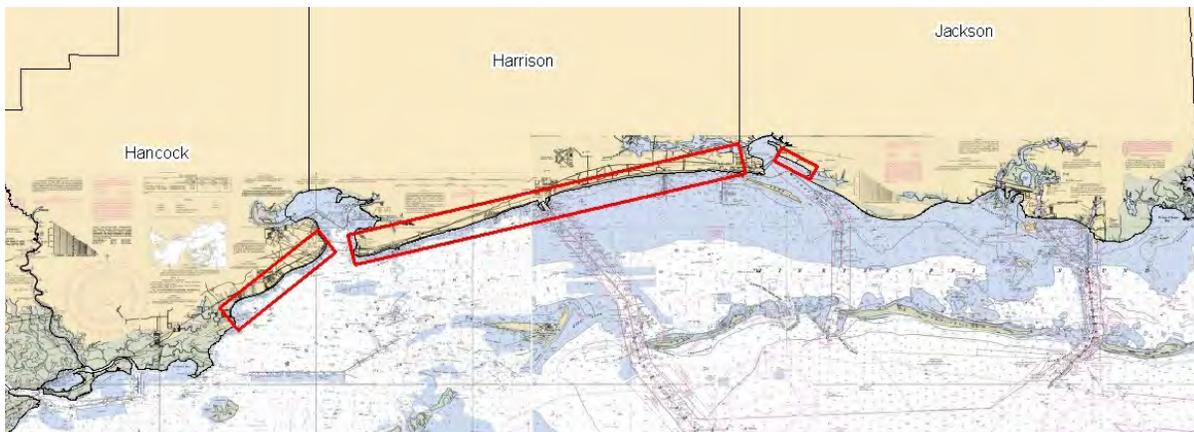
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4 **3.2 Line of Defense 2 – Beach/Dune Construction**

5 **3.2.1 General**

6 The Mississippi Mainland shoreline extends approximately 68 miles, and is divided into three coastal
7 counties: Jackson, Harrison, and Hancock Counties, Figure 3.2.1-1. The Mississippi coast beaches;
8 are a valuable asset and provide vital environmental, cultural, recreational, and economic resources;
9 they assist in maintaining the health and productivity of adjacent waters and provide for diverse
10 cultural and recreational activities. They are also important in limiting infrastructure damage and
11 providing protection to the seawalls along the coast (Schmid 2002). This study evaluated berm and
12 dune options for approximately 35 miles of shoreline along the three Mississippi coastal counties as
13 outlined in Figure 3.2.1-1. The coastal processes modeling analysis to evaluate the future without
14 and with project berm and dune systems were conducted through application of the engineering-
15 economic model Beach-fx. The purpose of the analysis was to evaluate the physical performance of
16 the beach and dune system for anticipated future without-project and with project conditions. The
17 development of the coastal processes input data and physical performance results of the Beach-fx
18 analysis are provided in detail in Section 2.3 of this report. For this study, the exploration of the
19 coastal processes and economic inventorying was conducted. Further study would be required to
20 combine the observed data and to evaluate the eleven alternatives previously mentioned. More
21 detail on the further study can be found in the MsCIP Comprehensive Plan Main Report.



22
23 **Figure 3.2.1-1. Project Location, Mississippi Coast Beach Evaluations**

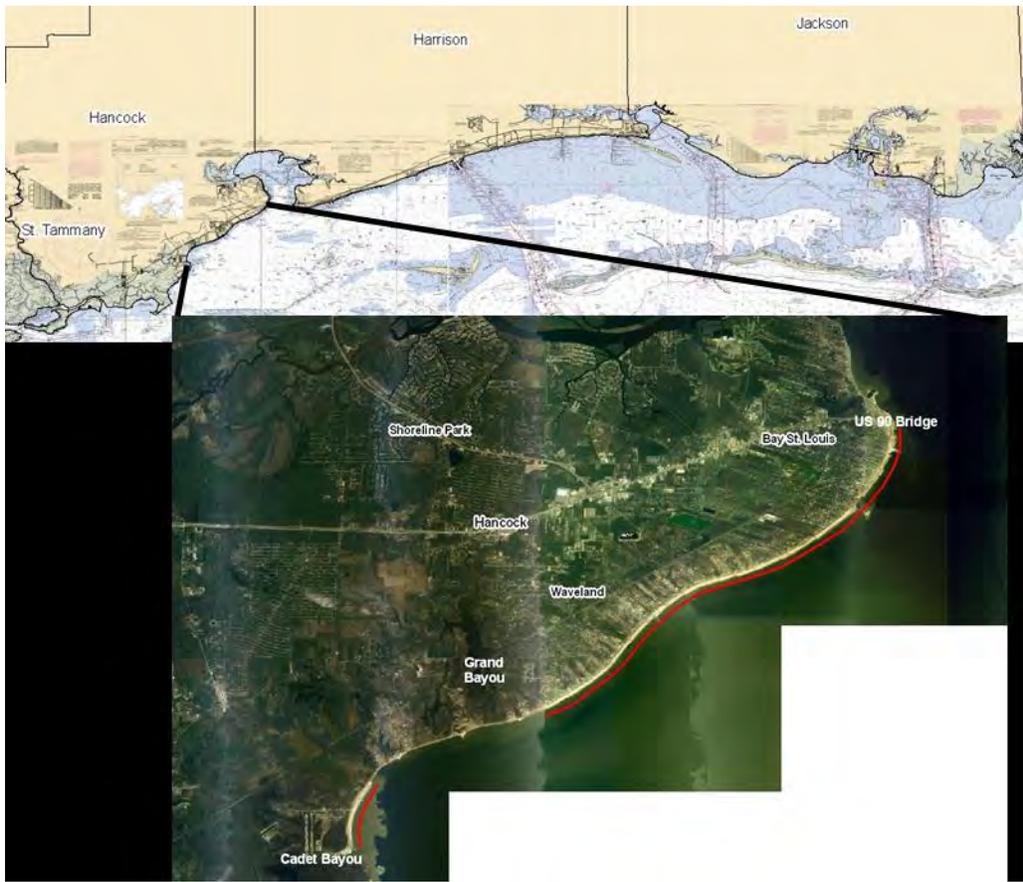
24 **3.2.2 Hancock County Beaches**

25 **3.2.2.1 General**

26 The purpose of this section is to provide engineering information and data for the planning and
27 design of shore protection and restoration to the shoreline along Hancock County, MS following
28 impacts from Hurricane Katrina, 29 August 2005. Hurricane Katrina severely damaged
29 approximately six miles of public beaches along the shoreline from the US 90 bridge extending
30 southwest to Beach Road.

1 **3.2.2.2 Location**

2 The Mississippi mainland shoreline is divided into three coastal counties: Jackson, Harrison, and
3 Hancock Counties. Hancock County, Figure 3.2.2-1, is the western-most coastal county in
4 Mississippi and is located approximately 95 miles west of Mobile, Alabama and approximately 40-
5 miles east of New Orleans, Louisiana. Hancock County is bordered to the east by Harrison County,
6 MS, and to the west by the Mississippi-Louisiana state line. The County consists of two
7 municipalities: Bay St. Louis and Waveland. The beaches along the Hancock County shoreline,
8 Figure 3.2.2-1, are separated in two sections: the reach extending approximately 6-miles from Grand
9 Bayou in Waveland to the US 90 bridge in Bay St Louis, and the reach extending northeastward
10 approximately 1-mile from Cadet Bayou.



11
12 **Figure 3.2.2-1. Project Location, Hancock County Beaches**

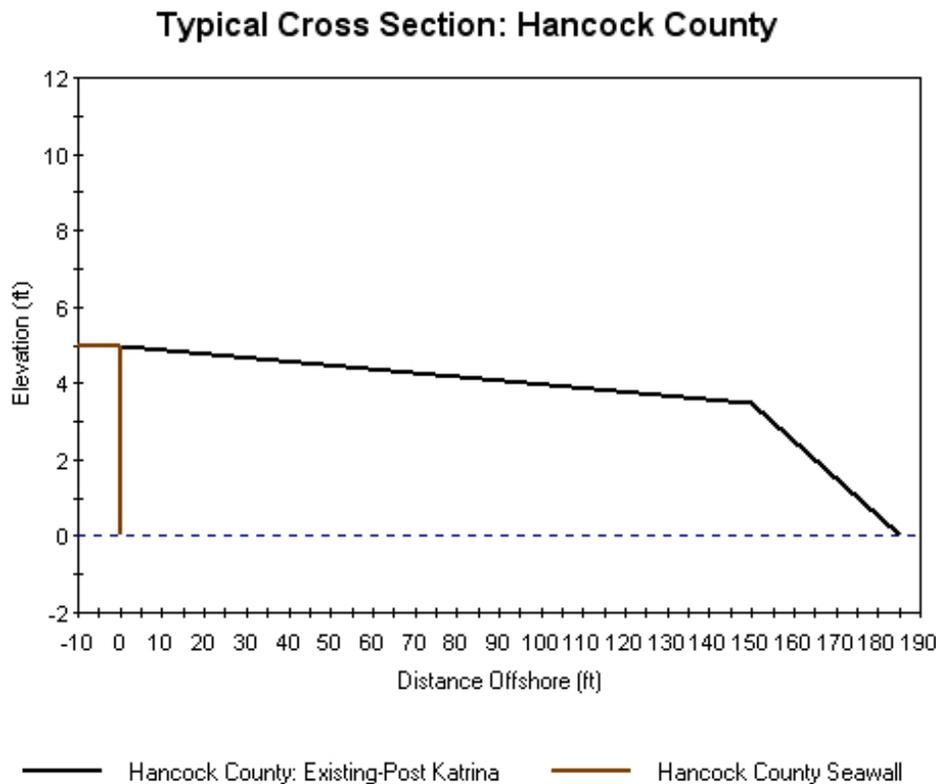
13 **3.2.2.3 Existing Conditions**

14 The Hancock County shoreline south of the US 90 bridge is protected by an 8 mile long,
15 approximately+ 5 ft elevation seawall extending from the US 90 bridge to Cadet Bayou. The
16 Hancock County beaches were constructed for shore protection; however, the area provides added
17 outdoor recreation and environmental benefits. The area experienced wave and wind erosion and is
18 therefore periodically maintained or renourished with sand. The elevation of the seawall ranges
19 between +3.8 and +5.0 feet (NAVD). The seawall fronting the downtown Bay St Louis beaches is
20 significantly higher. A sand beach was constructed along approximately 6 miles of the seawall in
21 1967 as part of the emergency repair and protection following Hurricane Betsy (September 1965).

1 The approximate 1 mile section of beach fronting the downtown Bay St Louis area was constructed
2 during the construction of the US 90 bridge. The 1 mile section extending from Bayou Cadet was
3 constructed in 2005.

4 The Hancock County beaches were renourished in 1994 with material from a borrow area located
5 approximately 1000 feet offshore. The beaches fronting downtown Bay St Louis, the northeast
6 section of the beaches, were again renourished in 1996 with material from a borrow area located on
7 the north side of the US 90 bridge. After renourishment, beach width was maintained by scraping
8 upper portions of the beach and moving sediment to widen the beach (Schmidt 2002).

9 The existing Hancock County beach profile consists of a berm only feature which extends
10 approximately 150 ft from the seawall to the Mississippi Sound. The berm elevation varies from
11 approximately 5.0 ft at the seawall to 3.5 ft at the slope break to the Mississippi Sound. The
12 downtown Bay St Louis area beaches include a bluff with an elevation of about +12 feet. Access
13 ramps and pavements are located along the beach, and storm water culverts pass beneath the
14 roadway adjacent to the beach to the shoreline to drain sections of Hancock County. A typical cross
15 section for the existing condition is shown in Figure 3.2.2-2.



16

17 **Figure 3.2.2-2. Typical Cross Section, Hancock County Existing Conditions**

18 **3.2.2.4 Coastal and Hydraulic Data**

19 The climate in the project area is subtropical, characterized by warm summers and short, mild
20 winters. Average temperatures are 82 degrees Fahrenheit for the summer months and 53 degrees
21 Fahrenheit for the winter months. The average annual rainfall is about 60 inches, and is fairly evenly
22 distributed throughout the year. Precipitation records also indicate July as the wettest month, while
23 October is the driest.

1 Mississippi Sound is a shallow coastal lagoon extending 80 miles along the coast of the Gulf of
2 Mexico from Mobile Bay, Alabama westward to Lake Borgne, Louisiana. The average depth in the
3 sound is 10 feet, and 99 percent of the sound is less than 29 feet deep.

4 Circulation patterns within the vicinity of the study area are controlled by astronomical tides, winds,
5 and freshwater discharges. The mean diurnal tide range in St. Louis Bay is 1.6 feet, and the extreme
6 (except during storms) is about 3.5 feet. The velocity of normal tidal currents ranges from 0.5 to
7 1.0 ft per second (fps) and their direction is generally east to west. Predominant winds average eight
8 miles per hour (mph) from the south during the summer and from the northeast during the winter.
9 Though the tides produced by astronomical forces are relatively small in magnitude, the wind can
10 produce larger variations. Strong winds from the north can evacuate the sound causing current
11 velocities of several knots in the passes to the gulf. Winds from the southeast can produce high
12 tides, piling water up against the shoreline. The study area has been impacted by several tropical
13 storms and hurricanes, most recently from Hurricane Katrina in 2005. Post-Hurricane Katrina high
14 water mark measurements in the area suggest storm surges on the order of 20 to 25 feet or more.

15 Transport is generally from northeast to southwest, although there are areas with reversals. From
16 1994 and 2000, 60 percent of the shoreline eroded at least -5.0 feet/year (ft/yr) which corresponds to
17 volumetric losses of approximately -12,000 CY/yr. A portion of this erosion was likely due to
18 adjustment of the renourished beaches in 1993-1994 and 1996. From 1997 to 2001, a period without
19 post-nourishment adjustment, only 30 percent of the beach retreated at rates higher than -5.0 ft/yr.
20 Schmidt estimated that renourishment would be required in 2012 if present retreat rates continued.
21 For the Bay St Louis Downtown beach, more than 2/3 was retreating at rates greater than -5.0 ft/yr
22 /yr, and Schmidt estimated that renourishment would be required earlier than 2012.

23 **3.2.2.5 Future Without-Project Conditions**

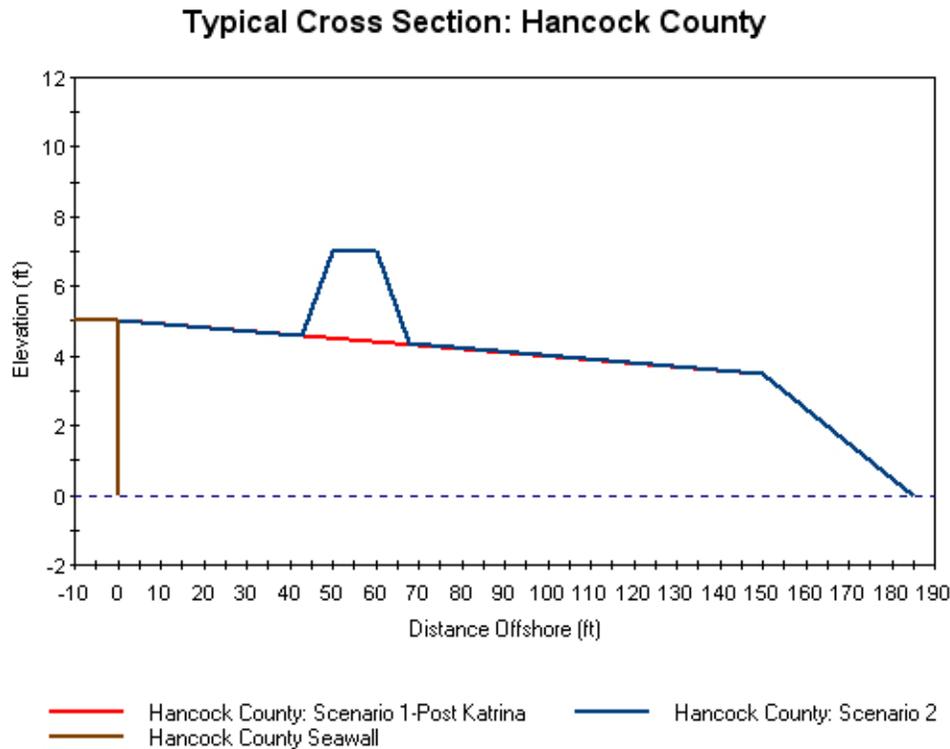
24 The future without-project conditions assumed continuation of the present maintenance activities in
25 Hancock County; maintenance occurs on an annual basis by truck haul placement. Two cross
26 sections or scenarios were considered as future without project conditions. The first scenario
27 examined continued maintenance of the existing post-Katrina cross section which included a berm
28 only feature, Figure 3.2.2-2 and Figure 3.2.2-3. Scenario 1, continued maintenance of the post-
29 Katrina berm only feature, consists of a berm which extends approximately 150 ft from the seawall to
30 the Mississippi Sound. The berm elevation varies from approximately 5.0 ft at the seawall to 3.5 ft at
31 the slope break to the Mississippi Sound. The downtown Bay St Louis area beaches include a bluff
32 with an elevation of about +12 feet. A typical cross section for the post-Katrina existing condition is
33 shown in Figure 3.2.2-3.

34 The second scenario included a dune feature and was identified as an interim project to this study
35 with funding appropriated for construction. Therefore both scenarios were considered in the
36 evaluation of future without-project conditions. Scenario 2 consists of a 7 ft (NAVD 88) dune
37 elevation with a 10 ft wide dune crest comprised of approximately 1.6 CY/ft of sand. The dune would
38 be constructed approximately 50 ft seaward of the existing seawall. To provide environmental habitat
39 and to reduce sand transport due to the strong winds, which frequently occur during storms, the
40 dunes will be vegetated and protected with sand fencing. A typical cross section for Scenario 2 is
41 shown in Figure 3.2.2-3.

42 **3.2.2.5.1 Results-Future Without-Project Conditions**

43 The coastal processes modeling analysis to evaluate the future without project berm and dune
44 systems were conducted through application of the engineering-economic model Beach-*fx*. The
45 purpose of the analysis was to evaluate the physical performance of the beach and dune system for
46 anticipated future without-project project conditions. The development of the coastal processes input

- 1 data for the Beach-fx analysis are provided in Section 2.3 of this report. The economic results of the
 2 Beach-fx analysis are documented in the Economic Appendices of this report.



3
 4 **Figure 3.2.2-3. Typical Cross Sections, Hancock County Scenarios 1 and 2**

5 Table 3.2.2-1 summarizes the results of the Hancock County without-project Beach-fx simulations.
 6 The data in Table 3.2.2-1 indicate that existing beach maintenance practices will require
 7 approximately 304 CY/ft of beach over a 100 year project life assuming the existing rate of sea level
 8 rise persists into the future. If the future rate of sea level rise increases, the simulations indicate that
 9 the potential moderate rate of future sea level rise will result in about a 51 percent increase in
 10 volume requirements, whereas, a high rate of future sea level rise will result in about a 69 percent
 11 increase in project volume requirements.

12 **Table 3.2.2-1.**
 13 **Hancock County Without-Project Summary**

Scenario Name ¹	Number of Nourishments				Nourishment Volume (CY/ft)			
	mean	sd	max	min	mean	sd	max	min
Scenario 1 ESLR	100	0	100	100	297.7	28.1	379.7	250
Scenario 2 ESLR	100	0	100	100	310.3	31.6	396.9	250
Scenario 1 MSLR	100	0	100	100	443.7	47.0	581.7	302.9
Scenario 2 MSLR	100	0	100	100	473.1	53.5	607.0	285.7
Scenario 1 HSLR	100	0	100	100	497.2	53.1	654.8	351.9
Scenario 2 HSLR	100	0	100	100	531.5	32.1	619.7	452.1

¹ ESLR refers to “existing” sea level rise, MSLR refers to a “moderate” potential future sea level rise rate, and HSLR refers to a “high” potential future sea level rise rate.

1 As a result of the difference in maintenance cycles in Harrison and Hancock counties the project
2 volume requirements in Hancock County exceed those in Harrison County by approximately 225
3 percent for without project conditions under existing sea level rise conditions. For the potential future
4 sea level rise scenarios the increase in volume requirement is about 180 percent.

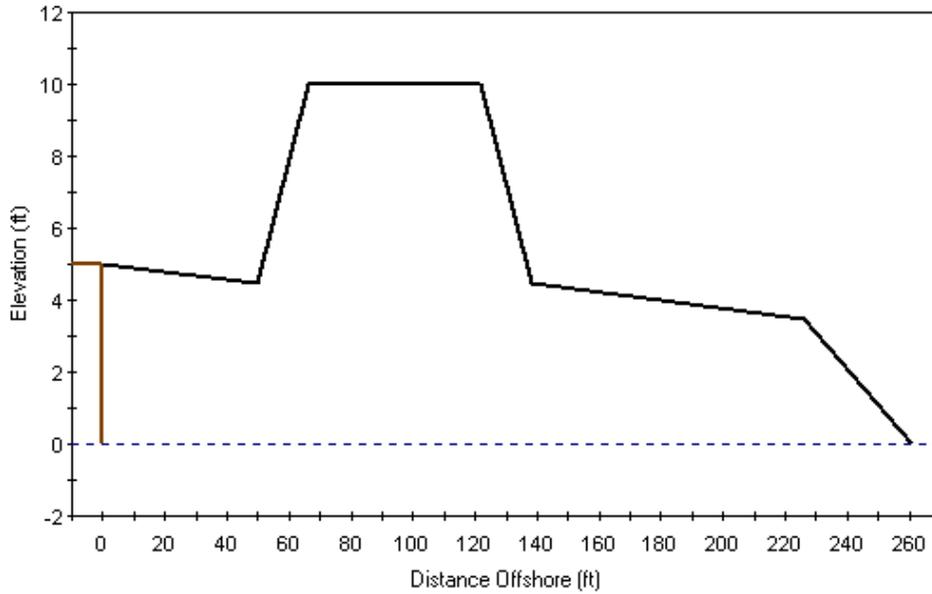
5 **3.2.2.6 Future With-Project Options**

6 The future with-project evaluations for Hancock County included 11 options which were evaluated
7 for environmental restoration and enhancement of environmental habitat. Options A through D
8 include four design cross-sections with varying dune and berm configurations. The berm and dune
9 options would be constructed adjacent to the seawall along the length of the beach. For
10 environmental and economic purposes, Options E through H further evaluated the four design cross-
11 sections to include sand fencing and plantings on the dune to provide environmental habitat and to
12 reduce sand transport due to the strong winds, which frequently occur during storms. The wider
13 dune features would provide for a larger spatial extent with which to create environmental habitat.
14 Options A through H were evaluated in conjunction with the Line of Defense 3 seawall.

15 Option A consists of a 10 ft dune elevation, 40 ft dune crest width, with a dune slope of 1:3, and a
16 berm with an 80 ft width, an upper berm elevation of 5.5 ft, and seaward berm elevation of 3.5 ft, and
17 a foreshore slope of 1:10. Option B consists of an 8 ft dune elevation, 50 ft dune crest width, with a
18 dune slope of 1:3, and a berm with an 80 ft width, an upper berm elevation of 5.5 ft, and seaward
19 berm elevation of 3.5 ft, and a foreshore slope of 1:10. Option C consists of a 10 ft dune elevation,
20 20 ft dune crest width, with a dune slope of 1:3, and a berm with a 100 ft width, an upper berm
21 elevation of 5.5 ft, and seaward berm elevation of 3.5 ft, and a foreshore slope of 1:10. Option D
22 consists of an 8 ft dune elevation, 30 ft dune crest width, with a dune slope of 1:3, and a berm with a
23 100 ft width, an upper berm elevation of 5.5 ft, and seaward berm elevation of 3.5 ft, and a foreshore
24 slope of 1:10. Dune volumes for the Hancock County design options are 10.7 CY/ft, 7.3 CY/ft, 6.6
25 CY/ft, and 4.7 CY/ft, for Options A, B, C, and D, respectively. Typical cross sections for Options A
26 through D are shown in Figure 3.2.2-4. The same cross sections were used for Options E through H.
27 For Options E through H, sea oats would be planted on the seaward dune face in an 18 by 18 inch
28 grid pattern, with a total of three rows of plants starting at the seaward toe of the dune.

29 Options I and J are comparative with-project options, for future evaluation, consisting of a design
30 cross-section which includes a dune and berm constructed as a stand alone project which does not
31 incorporate the Line of Defense 3 seawall. Option I consists of a dune feature constructed
32 approximately 50 ft seaward of the seawall at an elevation of 10 ft (NAVD 88), with a crest width of
33 55 ft, and a dune slope of 1:3. The berm width would be extended to accommodate the placement of
34 the dune feature. Sand fencing would be placed on the dunes to reduce sand transport due to the
35 strong winds which frequently occur during storms. The cross section for Option J is the same as
36 Option I; however the dune would be planted to provide for additional environmental habitat. For
37 Option J, sea oats would be planted on both the landward and seaward dune face in an 18 by 18
38 inch grid pattern, with a total of three rows of plants starting at the landward and seaward toes of the
39 dune. The dunes will require initial and continued maintenance of vegetation and sand fencing. A
40 typical cross section for Options I and J is shown in Figure 3.2.2-5.

Typical Cross Section: Hancock County

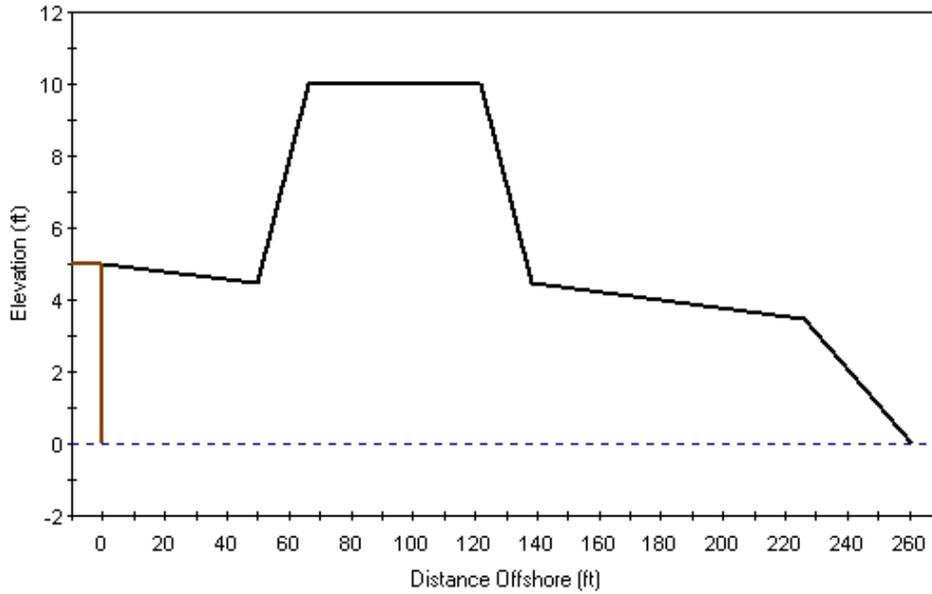


1
2

— Hancock County: Options I and J — Hancock County Seawall

Figure 3.2.2-4. Typical Cross Sections, Hancock County Options A-D and E-H

Typical Cross Section: Hancock County

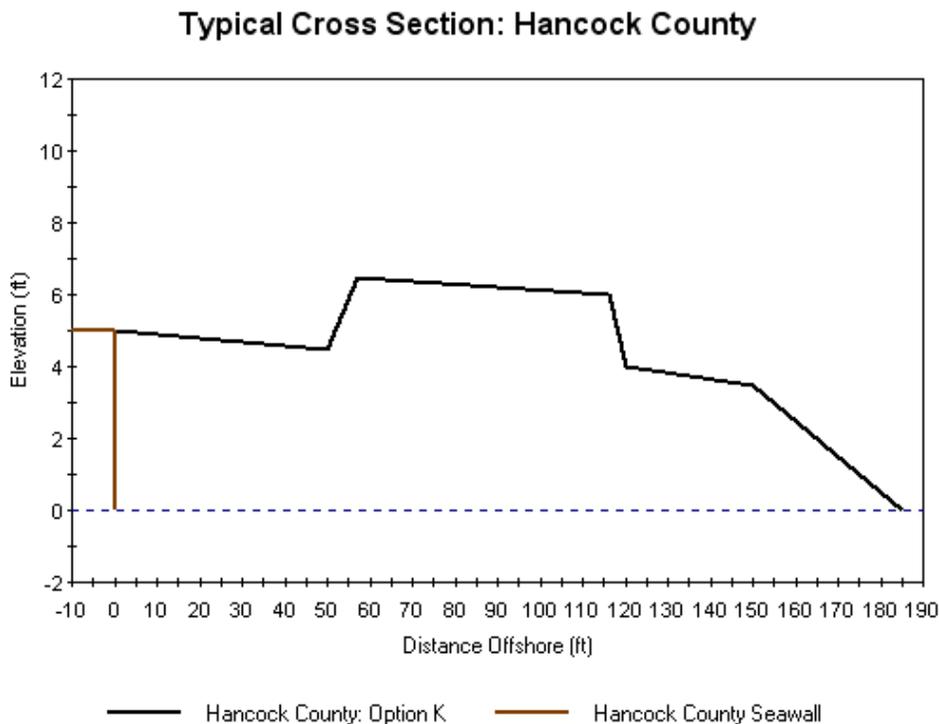


3
4

— Hancock County: Options I and J — Hancock County Seawall

Figure 3.2.2-5. Typical Cross Section, Hancock County Comparative Dune Options I and J

1 Option K is also an option for future evaluation which consists of an elevated berm section
 2 constructed primarily for the creation of environmental habitat. Option K would be constructed as a
 3 stand alone option which does not incorporate the Line of Defense 3 seawall. The elevated berm
 4 section would be constructed approximately 50 ft seaward of the existing seawall to an elevation 2 ft
 5 above the existing berm with a width of approximately 60 ft. The berm width would not be extended
 6 to accommodate the placement of the elevated berm feature. The new feature would be vegetated
 7 and sand fencing would be placed to create environmental habitat and to reduce sand transport due
 8 to the strong winds which frequently occur during storms. For Option K, sea oats would be planted in
 9 a 30 by 30 inch grid pattern over the entire elevated berm area. The new feature will require initial
 10 and continued maintenance of vegetation and sand fencing. A typical cross section for Option K is
 11 shown in Figure 3.2.2-6.



12
 13 **Figure 3.2.2-6. Typical Cross Section, Hancock County Option K**

14 **3.2.2.6.1 Results-Future With-Project Options**

15 The coastal processes modeling analysis to evaluate the future with project berm and dune systems,
 16 Options A through D, were conducted through application of the engineering-economic model
 17 Beach-*fx*. The purpose of the analysis was to evaluate the physical performance of the beach and
 18 dune system for anticipated future with-project conditions and to estimate the economic costs and
 19 benefits of each. The development of the coastal processes input data for the Beach-*fx* analysis are
 20 provided in Section 2.3 of this report. The economic results of the Beach-*fx* analysis are documented
 21 in the Economic Appendices of this report. The environmental benefits of Line of Defense 2 are
 22 documented in the Environmental Appendices of this report.

1 Table 3.2.2-2 summarizes the Hancock County with-project Beach-*fx* simulations. The data in Table
 2 3.2.2-2 indicate that with-project nourishment volumes for the existing rate of sea level rise are
 3 approximately 369 CY/ft of beach over a 100-year project life. If the future rate of sea level rise
 4 increases, the simulations indicate that the potential moderate rate of future sea level rise will result
 5 in about a 75 percent increase in volume requirements. A high rate of future sea level rise will result
 6 in about a 102 percent increase in project volume requirements.

7 **Table 3.2.2-2.**
 8 **Hancock County With-Project Summary**

Option Name ¹	Number of Nourishments				Nourishment Volume (CY/ft)			
	mean	sd	max	min	mean	sd	max	min
Option AESLR	100	0	100	100	384.1	68.3	829.8	283.6
Option B ESLR	100	0	100	100	380.6	65.8	748.8	294.7
Option C ESLR	100	0	100	100	352.9	61.8	758.5	272.0
Option D ESLR	100	0	100	100	358.1	75.7	1,117.7	279.3
Option A MSLR	100	0	100	100	690.1	121.9	1,034.5	445.8
Option B MSLR	100	0	100	100	674.1	136.3	1,059.4	410.3
Option C MSLR	100	0	100	100	587.5	93.0	877.4	404.7
Option D MSLR	100	0	100	100	587.4	100.1	887.6	371.6
Option AHSLR	100	0	100	100	835.8	107.6	1,252.4	624.3
Option B HSLR	100	0	100	100	704.0	80.5	1,012.8	549.6
Option C HSLR	100	0	100	100	682.1	77.3	883.9	490.9
Option D HSLR	100	0	100	100	599.9	63.7	853.2	449.3

¹ ESLR refers to “existing” sea level rise, MSLR refers to a “moderate” potential future sea level rise rate, and HSLR refers to a “high” potential future sea level rise rate.

9 **3.2.2.6.2 Summary-Future With-Project Options**

10 The coastal processes analysis conducted as a part of this study has provided a number of useful
 11 insights with respect to morphology change, coastal evolution, and the primary drivers for storm-
 12 induced damages along the Mississippi Sound shoreline. First, the Mississippi Sound shoreline is
 13 primarily a stable, low energy coast that is dramatically impacted by tropical storm events. In the
 14 absence of tropical storm events the shoreline is expected to be only slightly erosive with shoreline
 15 change rates on the order of -1 ft/year. In general, moderate storm events produce more coastal
 16 erosion and volumetric beach change along the Mississippi Sound shoreline than do major
 17 hurricanes. This is because the large storm surge associated with the very intense storms
 18 completely inundates the beach system and protects it from the high energy dissipation associated
 19 with wave breaking, which results in less overall shoreline change and volumetric erosion of the
 20 beach. Damages to upland infrastructure are largely driven by inundation and direct wave attack as
 21 opposed to erosion, partly because most of the infrastructure is located landward of the sea wall that
 22 runs along Highway 90 in Harrison County and Beach Boulevard in Hancock County.

23 For with project conditions, the volume requirements in Hancock County exceed those in Harrison
 24 County by approximately 190 percent. Because the beach is restored to design conditions every
 25 year, if needed, in Hancock County the volume requirements are much larger than the volume
 26 requirements in Harrison County. In Harrison County, the beach is restored to design conditions
 27 once every 12 years. If the beach in Harrison County is damaged by a major storm in the year
 28 following reconstruction of the design template the beach remains vulnerable for the remainder of
 29 the 11 year nourishment cycle. Essentially, the present analysis indicates that the nourishment cycle
 30 in Harrison County should be shortened or augmented with a provision for emergency dune
 31 reconstruction after the occurrence of a major storm event.

1 **3.2.2.6.3 Interior Drainage**

2 This section is not applicable.

3 **3.2.2.6.4 Geotechnical Data**

4 Geology. The Prairie formation is found southward of the Citronelle formation and is of Pleistocene
5 age. This formation consists of fluvial and floodplain sediments that extend southward from the
6 outcrop of the Citronelle formation to or near the mainland coastline. Sand found within this
7 formation has an economic value as beach fill due to its color and quality. Southward from its
8 outcrop area, the formation extends under the overlying Holocene deposits out into the Mississippi
9 Sound.

10 The Gulfport Formation is found along the coastline in Jackson County at Belle Fontaine Beach. This
11 formation of Pleistocene age overlies the Prairie formation and is present as well sorted sands that
12 mark the edge of the coastline during the last high sea level stage of the Sangamonian Interglacial
13 period. It does not extend under the Mississippi Sound.

14 Geotechnical. The Line 2 defense provides for the installation of dunes on the Mississippi Sound
15 side of the existing seawalls. These dunes are intended to provide toe protection for the seawall
16 when subjected to storm surges in the range of 3 to 5 ft. The dune slopes will be constructed to one
17 vertical to three horizontal side slopes with a ten ft crest. The dunes for Options E through H and J
18 through K will be reinforced with plantings of native sea grasses and fencing. The sand used for the
19 dune construction would come from upland sources within 10 miles of the work area. The sands will
20 be compatible with the existing sand with respect to grain size and color.

21 **3.2.2.6.5 Structural, Mechanical and Electrical**

22 This section is not applicable.

23 **3.2.2.6.6 HTRW**

24 Due to the extent and large number of real estate parcels along with the potential for re-alignment of
25 the structural aspects of this project, no preliminary assessment was performed to identify the
26 possibility of hazardous waste on the sites. These studies will be conducted during the next phase of
27 work after the final siting of the various structures. The real estate costs appearing in this report
28 therefore will not reflect any costs for remediation design and/or treatment and/or removal or
29 disposal of these materials in the baseline cost estimate.

30 **3.2.2.6.7 Construction Procedures and Water Control Plan**

31 Respects in that the easement limits must be established and staked in the field, the work area
32 cleared of all structures, pavements, etc. and the foundation prepared for the new work. Access
33 ramps shall be created and temporary haul routes shall be established. All temporary haul routes
34 shall be regraded upon completion of the work.

35 **3.2.2.6.8 Project Security**

36 Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical
37 infrastructure throughout the Corps of Engineers. The determination of the level of physical security
38 provided for each facility is based on the following critical elements: 1) threat assessment of the
39 likelihood that an adversary will attack a critical asset, 2) consequence assessment should an
40 adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to
41 prevent a successful attack against an operational component.

1 Three levels of physical security were selected for use in this study:

2 Level 1 Security provides no improved security for the selected asset. This security level would be
3 applied to the barrier islands and the sand dunes. These features present a very low threat level of
4 attack and basically no consequence if an attack occurred and is not applicable to this option.

5 **3.2.2.6.9 Operations and Maintenance**

6 The features that require periodic operations will be the regrading of the dune materials within the
7 beach system and the replacement of any appreciable loss of the sea grasses and the replacement
8 of any damaged fence sections.

9 **3.2.2.6.10 Cost Estimate**

10 The costs for the various options are presented in Section 3.2.2.7 Cost Estimate Summary. Total
11 project costs for the various options are included in Table 3.2.2-3 and costs for the annualized
12 Operation and Maintenance of the options are included in Table 3.2.2-4. Estimates are comparative-
13 Level "Parametric Type" and are based on Historical Data, Recent Pricing, and Estimator's
14 Judgment. Quantities listed within the estimates represent Major Elements of the Project Scope and
15 were furnished by the Project Delivery Team. Price Level of Estimate is April 2007. Estimates
16 excludes project Escalation and HTRW Cost. The project costs include real estate, engineering
17 design (E&D), construction management, and contingencies. The E&D cost for preparation of
18 construction contract plans and specifications includes a detailed contract survey, preparation of
19 contract specifications and plan drawings, estimating bid quantities, preparation of bid estimate,
20 preparation of final submittal and contract advertisement package, project engineering and
21 coordination, supervision technical review, computer costs and reproduction. Contingency
22 developed and assigned at 25 percent to cover the Cost Growth of the project.

23 **3.2.2.6.11 Schedule and Design for Construction**

24 After the authority for the design has been issued and funds have been provided, the design of these
25 structures will require approximately 12 months to complete comprehensive plans and
26 specifications, independent reviews and subsequent revisions. The construction of this option should
27 require approximately one year.

28 **3.2.2.7 Cost Estimate Summary**

29 Construction costs for the various options are included in Table 3.2.2-3 and costs for the annualized
30 Operation and Maintenance (O&M) of the options are included in Table 3.2.2-4. Estimates are
31 comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
32 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
33 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 2007.
34 Estimates excludes project Escalation and HTRW Cost.

35 **3.2.2.8 References**

36 Schmidt, K. 2002. Biennial report of sand beaches, Hancock County, 2001. Mississippi Department
37 of Environmental Quality, Office of Geology, Open-File Report 110B, April, 53 p.

1
2

**Table 3.2.2-3.
Hancock County LOD2 - Project Cost**

Option	Description						Project Cost
	Dune			Berm	Plantings	Sand Fencing	
	Elevation (ft)	Width (ft)	Side Slope	Width (ft)			
A*	10	40	1:3	80			\$8,070,000
B*	8	50	1:3	80			\$6,100,000
C*	10	20	1:3	100			\$4,960,000
D*	8	30	1:3	80			\$4,030,000
E*	10	40	1:3	80	X	X	\$8,400,000
F*	8	50	1:3	80	X	X	\$6,440,000
G*	10	20	1:3	100	X	X	\$5,300,000
H*	8	30	1:3	100	X	X	\$4,360,000
I**	10	55	1:3	Extend to accommodate		X	\$19,100,000
J**	10	55	1:3	Extend to accommodate	X	X	\$19,450,000
K**				Add 2ft, 60 ft width	X	X	\$4,640,000

* Options are in conjunction with the LOD3 Seawall

** Options are without a seawall

3
4
5

**Table 3.2.2-4.
Hancock County LOD2 – Operation and Maintenance Cost**

Option	Description						O&M Cost
	Dune			Berm	Plantings	Sand Fencing	
	Elevation (ft)	Width (ft)	Side Slope	Width (ft)			
A*	10	40	1:3	80			\$2,167,694
B*	8	50	1:3	80			\$1,638,530
C*	10	20	1:3	100			\$1,332,313
D*	8	30	1:3	80			\$1,082,504
E*	10	40	1:3	80	X	X	\$2,256,336
F*	8	50	1:3	80	X	X	\$1,729,857
G*	10	20	1:3	100	X	X	\$1,423,640
H*	8	30	1:3	100	X	X	\$1,171,146
I**	10	55	1:3	Extend to accommodate		X	\$5,130,478
J**	10	55	1:3	Extend to accommodate	X	X	\$5,224,492
K**				Add 2ft, 60 ft width	X	X	N/A

* Options are in conjunction with the LOD3 Seawall

** Options are without a seawall

6 **3.2.3 Harrison County Beaches**

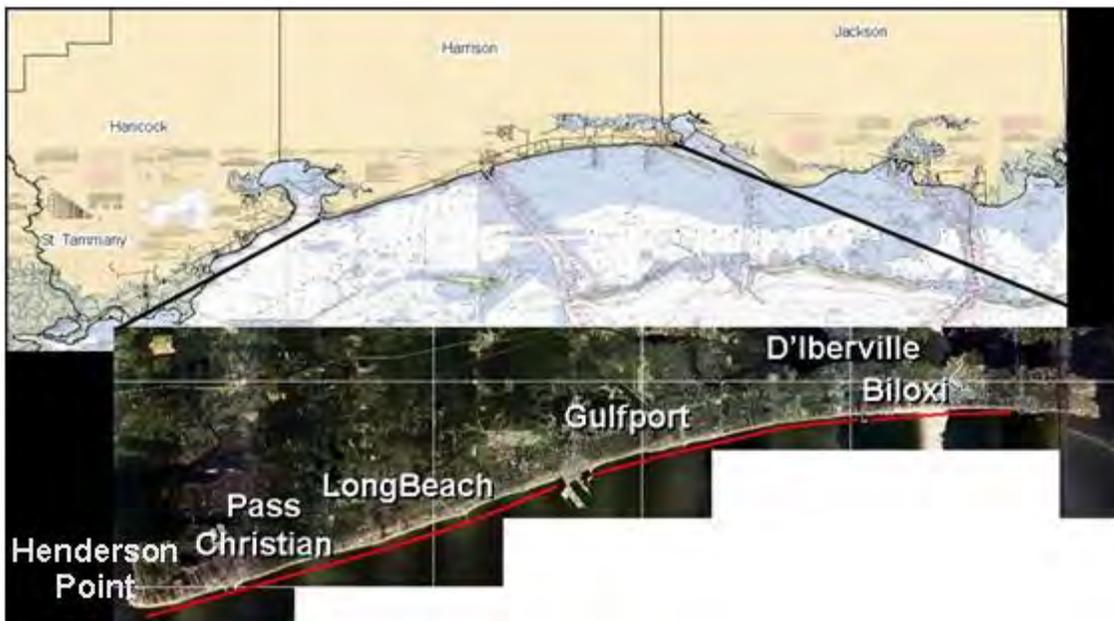
7 **3.2.3.1 General**

8 The purpose of this section is to provide engineering information and data for the planning and
 9 design of shore protection and restoration to the shoreline along Harrison County, MS following
 10 impacts from Hurricane Katrina, 29 August 2005. Hurricane Katrina severely damaged

1 approximately 26 miles of public beaches along the shoreline across the entire coastline of the
2 county's shoreline.

3 **3.2.3.2 Location**

4 The Mississippi mainland shoreline is divided into three coastal counties: Jackson, Harrison, and
5 Hancock Counties. Harrison County, Figure 3.2.3-1, extends approximately 27-miles, has the largest
6 population, and the greatest number of municipalities. It is bordered on the east by industrialized
7 Jackson County, on the west by Hancock County and the John C. Stennis Space Center and to the
8 north by primarily rural Stone County. The County consists of five municipalities: Biloxi, D'Iberville,
9 Gulfport, Long Beach, and Pass Christian. The Harrison County Federal Shore Protection Project,
10 Figure 3.2.3-1, extends approximately 26-miles from Biloxi on the east to Henderson Point on the
11 west.



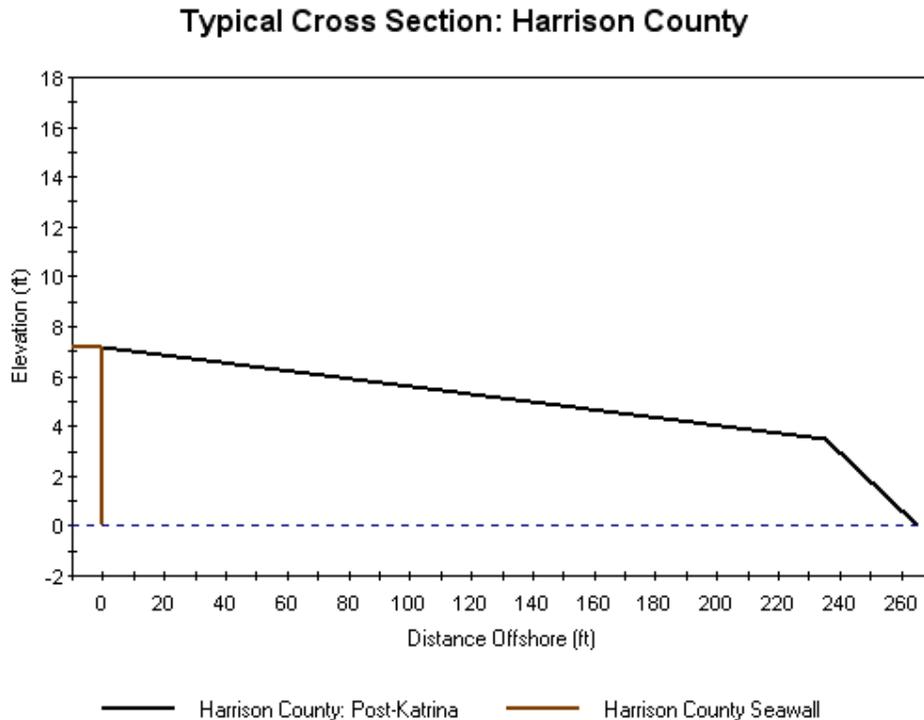
12
13 **Figure 3.2.3-1. Project Location, Harrison County Beaches**

14 **3.2.3.3 Existing Conditions**

15 As a result of the 1915 hurricane which destroyed half of U.S. 90, a seawall was constructed to
16 protect the roadway and beach front property. After the hurricane in 1947 and due to ongoing loss of
17 sediment, the Harrison County, Mississippi Federal Beach Erosion Control Project was constructed
18 in 1952 under the Section 2 authority of the River and Harbor Act approved July 3, 1930. The project
19 was constructed to protect the seawall and US 90, which provides an evacuation route for residents.
20 Broken concrete groins were constructed to compartmentalize the beach, and a total of 6 million CY
21 of fill was hydraulically pumped from borrow areas offshore of Gulfport Harbor.

22 The authorized Harrison County project provides for a beach profile consisting of a berm only feature
23 which extends approximately 265 ft from the seawall to mean sea level (MSL). The berm elevation
24 varies from an elevation of approximately 7.2 ft (NAVD 88) at the seawall to 3.5 ft at the slope break
25 to the Mississippi Sound. An approximately 10 ft wide boardwalk, located adjacent to the seawall,
26 extends along most of the Harrison County seawall. Access ramps and pavements are located along
27 the beach, and storm water culverts pass beneath US 90 to the shoreline to drain sections of Biloxi,

1 Long Beach, and Pass Christian. A typical cross section for the existing condition is shown in
2 Figure 3.2.3-2.



3
4 **Figure 3.2.3-2. Typical Cross Section, Harrison County Existing Conditions**

5 The Harrison County beaches were last renourished in 2001, which placed approximately 1.1 million
6 CY of beach quality sand obtained from borrows sites located about 1,500 ft offshore of the Harrison
7 County shoreline.

8 During Hurricane Katrina on 29 August 2005, the project experienced erosional damage due to wind
9 driven waves, debris scour, storm surge and subsequent return flow after the hurricane.

10 **3.2.3.4 Coastal and Hydraulic Data**

11 The climate in the project area is subtropical, characterized by warm summers and short, mild
12 winters. Average temperatures are 82 degrees Fahrenheit for the summer months and 53 degrees
13 Fahrenheit for the winter months. The average annual rainfall is about 60 inches, and is fairly evenly
14 distributed throughout the year. Precipitation records also indicate July as the wettest month, while
15 October is the driest.

16 Mississippi Sound is a shallow coastal lagoon extending 80 miles along the coast of the Gulf of
17 Mexico from Mobile Bay, Alabama westward to Lake Borgne, Louisiana. The average depth in the
18 sound is 10 ft, with the majority of the sound less than 30 ft deep. The offshore slope of the Sound is
19 relatively flat with the 6 ft contour located a few hundred yards offshore to as far as 1.5 miles
20 offshore. Bed materials are primarily fine grained sands and silt, with some areas of clay content and
21 others, particularly offshore of Bay St. Louis, occupied by expansive oyster beds.

22 Circulation patterns within the vicinity of the study area are controlled by astronomical tides and
23 winds. The mean diurnal tide range is 1.6 ft, and the extreme (except during storms) is about 3.5 ft.

1 The velocity of normal tidal currents ranges from 0.5 to 1.0 ft per second (fps) and their direction is
2 generally east to west. Predominant winds average eight miles per hour (mph) from the south during
3 the summer and from the northeast during the winter. Though the tides produced by astronomical
4 forces are relatively small in magnitude, the wind can produce larger variations. Strong winds from
5 the north can evacuate the sound causing current velocities of several knots in the passes to the
6 gulf. Winds from the southeast can produce high tides, piling water up against the shoreline. The
7 study area has been impacted by several tropical storms and hurricanes, most recently from
8 Hurricane Katrina in 2005. Post-Hurricane Katrina high water mark measurements in the area
9 suggest storm surges on the order of 20 to 25 ft or more.

10 In General, longshore sediment transport is low in magnitude and directed from east to east,
11 although seasonal reversals can occur. Areas dominated by marsh vegetation have minimal or no
12 longshore transport. In some sections groins or drainage structures reduce or block sediment
13 transport.

14 Sand accumulated to the east of each groin indicating a weak net transport direction to the west, and a
15 series of five profiles taken within each groin compartment indicated losses from the beach extending
16 from Henderson Point to the Biloxi lighthouse from 1951 to 1953 were approximately 32, 500 CY/year.

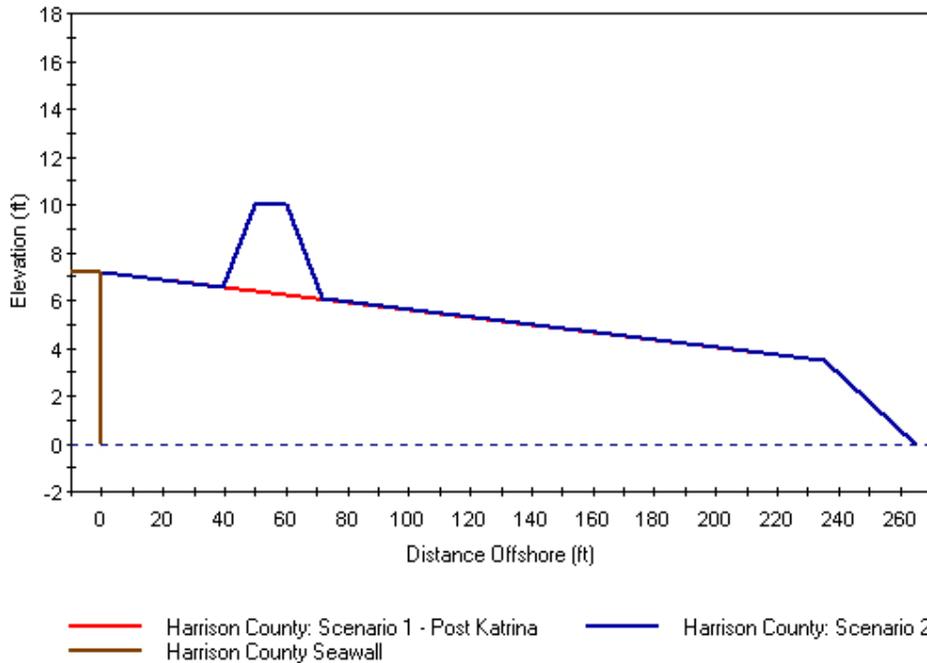
17 Byrnes et al. (1993a, 1993b) evaluated shoreline position change rates for the mainland beach in
18 Harrison County from 1851/52 to 1986, and found that long-term beach change has been minor
19 (0.7 ft/yr), with change from 1951-1986 erosive at -1.6 ft/year. The greatest shoreline change has
20 been associated with beach nourishment projects and impoundment or erosion at recently-
21 constructed littoral barriers. The coastal highway was protected by construction of a seawall in 1928,
22 and thus shoreline retreat has been limited by the structure. Seven geomorphic zones defined by
23 coastal structures and harbor complexes essentially block littoral transport from the east to the west
24 across each structure. The analysis showed impoundment of sand on the east side and erosion west
25 of each complex or structure, indicating littoral transport from east-to-west. More than 100 smaller
26 structures (e.g., water drainage pipes and canals that block littoral transport) and periodic beach
27 scraping resulted in variability in shoreline position within each geomorphic zone.

28 **3.2.3.5 Future Without-Project Conditions**

29 The future without-project conditions assumed continuation of the present maintenance activities in
30 Harrison County; maintenance occurs on a 12 year interval at which time the without project
31 template is restored by hydraulic placement of fill material obtained from offshore sand sources. Two
32 cross sections or scenarios were considered as future without project conditions. The first scenario
33 examined continued maintenance of the existing post-Katrina cross section which included a berm
34 only feature, Figure 3.2.3-2 and Figure 3.2.3-3. Scenario 1, continued maintenance of the post-
35 Katrina berm only feature, consists of a berm which extends approximately 230 ft from the seawall to
36 the Mississippi Sound. The berm elevation varies from approximately 7.2 ft (NAVD 88) at the seawall
37 to 3.5 ft at the slope break to the Mississippi Sound. A typical cross section for the post-Katrina
38 existing condition is shown in Figure 3.2.3-3.

39 The second scenario included a dune feature and was identified as an interim project to this study
40 with funding appropriated for construction. Therefore both scenarios were considered in the
41 evaluation of future without-project conditions. Scenario 2 consists of a 10 ft (NAVD 88) dune
42 elevation with a 10 ft wide dune crest comprised of approximately 2.9 CY/ft of sand. The dune would
43 be constructed approximately 50 ft seaward of the existing seawall. To provide environmental habitat
44 and to reduce sand transport due to the strong winds, which frequently occur during storms, the
45 dunes will be vegetated and protected with sand fencing. A typical cross section for Scenario 2 is
46 shown in Figure 3.2.3-3.

Typical Cross Section: Harrison County



1

2 **Figure 3.2.3-3. Typical Cross Sections, Harrison County Scenarios 1 and 2**

3 **3.2.3.5.1 Results-Future Without-Project Conditions**

4 Table 3.2.3-1 summarizes the results of the Harrison County without-project Beach-fx simulations.
 5 The data in Table 3.2.3-1 indicate that existing beach maintenance practices will require
 6 approximately 130 CY/ft of beach over a 100 year project life assuming the existing rate of sea level
 7 rise persists into the future. If the future rate of sea level rise increases, the simulations indicate that
 8 the potential moderate rate of future sea level rise will result in about a 90 percent increase in
 9 volume requirements, whereas, a high rate of future sea level rise will result in about a 115 percent
 10 increase in project volume requirements.

11

12

**Table 3.2.3-1.
 Harrison County Without-Project Summary**

Scenario Name ¹	Number of Nourishments				Nourishment Volume (CY/ft)			
	mean	sd	max	min	mean	sd	max	min
Scenario 1 ESLR	6	1	8	4	142.3	22.0	214.7	85.6
Scenario 2 ESLR	7	1	8	5	124.9	22.1	208.6	72.5
Scenario 1 MSLR	8	1	8	5	278.1	36.6	385.3	179.6
Scenario 2 MSLR	8	0	8	7	229.2	26.1	310.4	169.4
Scenario 1 HSLR	8	0	8	6	324.4	39.2	437.7	211.3
Scenario 1 HSLR	8	0	8	7	248.9	28.5	338.9	192.1

¹ ESLR refers to “existing” sea level rise, MSLR refers to a “moderate” potential future sea level rise rate, and HSLR refers to a “high” potential future sea level rise rate.

1 As a result of the difference in maintenance cycles in Harrison and Hancock counties the project
2 volume requirements in Hancock County exceed those in Harrison County by approximately 225
3 percent for without project conditions under existing sea level rise conditions. For the potential future
4 sea level rise scenarios the increase in volume requirement is about 180 percent.

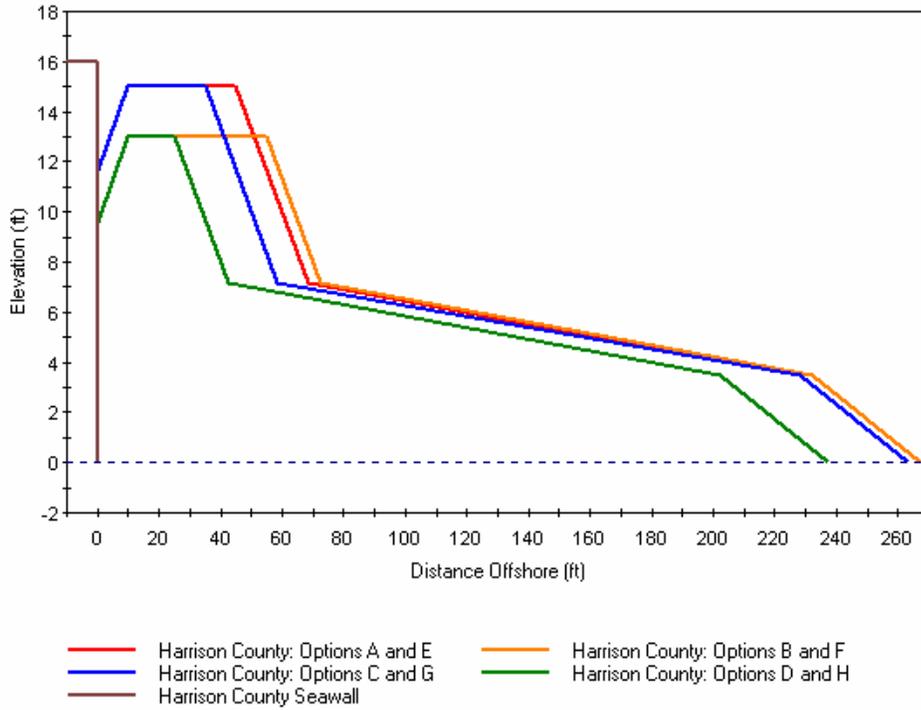
5 **3.2.3.6 Future With-Project Options**

6 The future with-project evaluations for Harrison County included 11 options which were evaluated for
7 environmental restoration and enhancement of environmental habitat. Options A through D included
8 four design cross-sections with varying dune and berm configurations. The berm and dune options
9 would be constructed adjacent to the seawall along the length of the beach. For environmental and
10 economic purposes, Options E through H further evaluated the four design cross-sections to include
11 sand fencing and plantings on the dune to provide environmental habitat and to reduce sand
12 transport due to the strong winds, which frequently occur during storms. The wider dune features
13 would provide for a larger spatial extent with which to create environmental habitat. Options A
14 through H were evaluated in conjunction with the Line of Defense 3 seawall.

15 Option A consists of a 15 ft dune elevation, 35 ft dune crest width, with a dune slope of 1:3, and a
16 berm with a 160 ft width, an upper berm elevation of 7.2 ft, and seaward berm elevation of 3.5 ft, and
17 a foreshore slope of 1:10. Option B consists of a 13 ft dune elevation, 45 ft dune crest width, with a
18 dune slope of 1:3, and a berm with a 160 ft width, an upper berm elevation of 7.2 ft, and seaward
19 berm elevation of 3.5 ft, and a foreshore slope of 1:10. Option C consists of a 15 ft dune elevation,
20 25 ft dune crest width, with a dune slope of 1:3, and berm with a 170 ft width, an upper berm
21 elevation of 7.2 ft, and seaward berm elevation of 3.5 ft, and a foreshore slope of 1:10. Option D
22 consists of a 13 ft dune elevation, 15 ft dune crest width, with a dune slope of 1:3, and a berm with a
23 160 ft width, an upper berm elevation of 7.2 ft, and seaward berm elevation of 3.5 ft, and a foreshore
24 slope of 1:10. Dune volumes for the Hancock County design options are 10.7 CY/ft, 7.3 CY/ft, 6.6
25 CY/ft, and 4.7 CY/ft, for Options A, B, C, and D, respectively. The dunes will be constructed to
26 accommodate the approximately 10 ft wide boardwalk which extends along most of the Harrison
27 County seawall. Typical cross sections for Options A through D are shown in Figure 3.2.3-4. The
28 same cross sections were used for Options E through H. For Options E through H, sea oats would
29 be planted on the seaward dune face in an 18 by 18 inch grid pattern, with a total of three rows of
30 plants starting at the seaward toe of the dune.

31 Options I and J are comparative with-project options, for future evaluation, consisting of a design
32 cross-section which includes a dune and berm constructed as a stand alone project which does not
33 incorporate the Line of Defense 3 seawall. Option I consists of a dune feature constructed
34 approximately 50 ft seaward of the seawall at an elevation of 15 ft (NAVD 88), with a crest width of
35 55 ft, and a dune slope of 1:3. The berm width would be extended to accommodate the placement of
36 the dune feature. Sand fencing would be placed on the dunes to reduce sand transport due to the
37 strong winds which frequently occur during storms. The cross section for Option J is the same as
38 Option I; however the dune would be planted to provide for additional environmental habitat. For
39 Option J, sea oats would be planted on both the landward and seaward dune face in an 18 by 18
40 inch grid pattern, with a total of three rows of plants starting at the landward and seaward toes of the
41 dune. The dunes will require initial and continued maintenance of vegetation and sand fencing. A
42 typical cross section for Options I and J is shown in Figure 3.2.3-5.

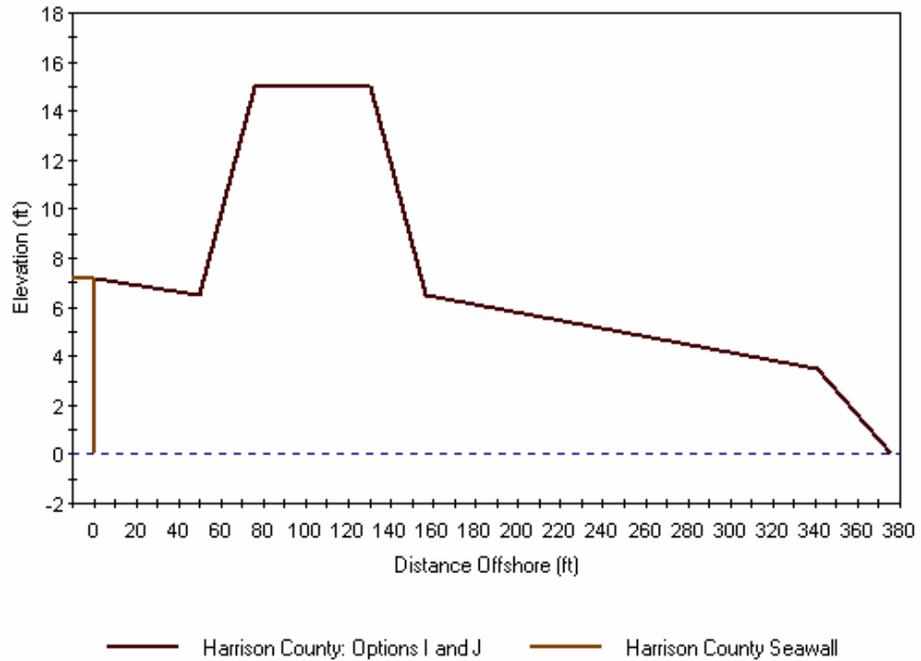
Typical Cross Section: Harrison County



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2

Figure 3.2.3-4. Typical Cross Sections, Harrison County Options A-D and E- H

Typical Cross Section: Harrison County

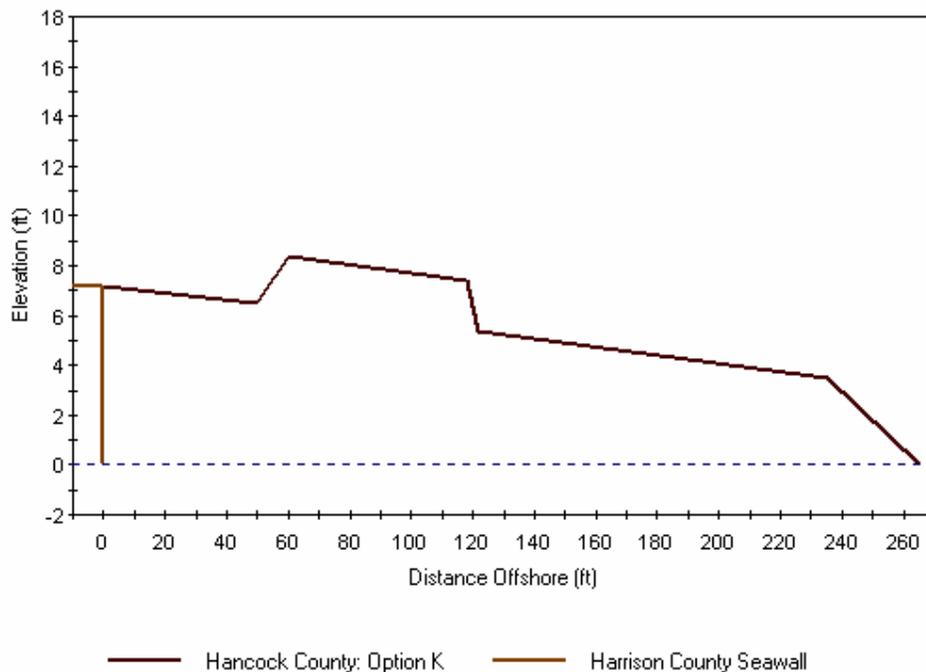


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Figure 3.2.3-5. Typical Cross Section, Harrison County Comparative Dune Options I and J

1 Option K is also an option for future evaluation which consists of an elevated berm section
 2 constructed primarily for the creation of environmental habitat. Option K would be constructed as a
 3 stand alone option which does not incorporate the Line of Defense 3 seawall. The elevated berm
 4 section would be constructed approximately 50 ft seaward of the existing seawall to an elevation 2 ft
 5 above the existing berm with a width of approximately 60 ft. The berm width would not be extended
 6 to accommodate the placement of the elevated berm feature. The new feature would be vegetated
 7 and sand fencing would be placed to create environmental habitat and to reduce sand transport due
 8 to the strong winds which frequently occur during storms. For Option K, sea oats would be planted in
 9 a 30 by 30 inch grid pattern over the entire elevated berm area. The new feature will require initial
 10 and continued maintenance of vegetation and sand fencing. A typical cross section for Option K is
 11 shown in Figure 3.2.3-6.

Typical Cross Section: Harrison County



12
 13 **Figure 3.2.3-6. Typical Cross Section, Harrison County Option K**

14 **3.2.3.6.1 Results-Future With-Project Options**

15 The coastal processes modeling analysis to evaluate the future with project berm and dune systems,
 16 Options A through D, were conducted through application of the engineering-economic model
 17 Beach-*fx*. The purpose of the analysis was to evaluate the physical performance of the beach and
 18 dune system for anticipated future with-project conditions and to estimate the economic costs and
 19 benefits of each. The development of the coastal processes input data for the Beach-*fx* analysis are
 20 provided in Section 2.3 of this report. The economic results of the Beach-*fx* analysis are documented
 21 in the Economic Appendices of this report. The environmental benefits of Line of Defense 2 are
 22 documented in the Environmental Appendices of this report.

23 Table 3.2.3-2 summarizes the Harrison County with-project Beach-*fx* simulations. The data in Table
 24 3.2.3-2 indicate that, in general, nourishment is required at the end of every nourishment cycle (the
 25 maximum number nourishments is 9) for the moderate and high potential future sea level rise rate.

1 However, for the existing rate of sea level rise, on average, 2 nourishment cycles can be skipped for
 2 Option A and one nourishment cycle can be skipped for Options C and D. Nourishment volume
 3 requirements over the 100-year project life are approximately 197 CY/ft of beach assuming the
 4 existing rate of sea level rise persists into the future. If the future rate of sea level rise increases, the
 5 simulations indicate that the potential moderate rate of future sea level rise will result in about a 65
 6 percent increase in volume requirements, whereas, a high rate of future sea level rise will result in
 7 about an 86 percent increase in project volume requirements.

8 **Table 3.2.3-2.**
 9 **Harrison County With-Project Summary**

Option Name ¹	Number of Nourishments				Nourishment Volume (CY/ft)			
	mean	sd	Max	min	mean	sd	max	min
Option A ESLR	7	1	9	4	201.3	37.3	328.0	116.6
Option B ESLR	8	1	9	4	203.7	38.0	351.9	122.8
Option C ESLR	7	1	9	4	198.7	37.2	360.1	99.4
Option D ESLR	8	1	9	4	180.7	35.5	321.3	82.8
Option A MSLR	9	1	9	7	365.7	48.9	506.2	239.9
Option B MSLR	9	1	9	7	351.5	46.7	483.7	235.0
Option C MSLR	9	0	9	7	359.1	47.6	488.2	242.8
Option D MSLR	9	0	9	7	296.9	40.1	396.2	203.8
Option A HSLR	9	0	9	7	420.8	49.4	538.3	311.9
Option B HSLR	9	0	9	7	418.0	44.7	540.8	294.9
Option C HSLR	9	0	9	7	409.5	49.0	539.7	277.9
Option D HSLR	9	0	9	7	335.5	36.8	437.1	247.8

¹ ESLR refers to “existing” sea level rise, MSLR refers to a “moderate” potential future sea level rise rate, and HSLR refers to a “high” potential future sea level rise rate.

10 **3.2.3.6.2 Summary-Future With-Project Options**

11 The coastal processes analysis conducted as a part of this study has provided a number of useful
 12 insights with respect to morphology change, coastal evolution, and the primary drivers for storm-
 13 induced damages along the Mississippi Sound shoreline. First, the Mississippi Sound shoreline is
 14 primarily a stable, low energy coast that is dramatically impacted by tropical storm events. In the
 15 absence of tropical storm events the shoreline is expected to be only slightly erosive with shoreline
 16 change rates on the order of -1 ft/year. In general, moderate storm events produce more coastal
 17 erosion and volumetric beach change along the Mississippi Sound shoreline than do major
 18 hurricanes. This is because the large storm surge associated with the very intense storms
 19 completely inundates the beach system and protects it from the high energy dissipation associated
 20 with wave breaking, which results in less overall shoreline change and volumetric erosion of the
 21 beach. Damages to upland infrastructure are largely driven by inundation and direct wave attack as
 22 opposed to erosion, partly because most of the infrastructure is located landward of the sea wall that
 23 runs along Highway 90 in Harrison County and Beach Boulevard in Hancock County.

24 For with project conditions, the volume requirements in Hancock County exceed those in Harrison
 25 County by approximately 190 percent. Because the beach is restored to design conditions every
 26 year, if needed, in Hancock County the volume requirements are much larger than the volume
 27 requirements in Harrison County. In Harrison County, the beach is restored to design conditions
 28 once every 12 years. If the beach in Harrison County is damaged by a major storm in the year
 29 following reconstruction of the design template the beach remains vulnerable for the remainder of
 30 the 11 year nourishment cycle. Essentially, the present analysis indicates that the nourishment cycle

1 in Harrison County should be shortened or augmented with a provision for emergency dune
2 reconstruction after the occurrence of a major storm event.

3 **3.2.3.6.3 Interior Drainage**

4 This option will not require any interior drainage considerations.

5 **3.2.3.6.4 Geotechnical Data**

6 Geology. The Prairie formation is found southward of the Citronelle formation and is of Pleistocene
7 age. This formation consists of fluvial and floodplain sediments that extend southward from the
8 outcrop of the Citronelle formation to or near the mainland coastline. Sand found within this
9 formation has an economic value as beach fill due to its color and quality. Southward from its
10 outcrop area, the formation extends under the overlying Holocene deposits out into the Mississippi
11 Sound.

12 The Gulfport Formation is found along the coastline in Jackson County at Belle Fontaine Beach. This
13 formation of Pleistocene age overlies the Prairie formation and is present as well sorted sands that
14 mark the edge of the coastline during the last high sea level stage of the Sangamonian Interglacial
15 period. It does not extend under the Mississippi Sound.

16 Geotechnical. The Line 2 defense provides for the installation of dunes on the Mississippi Sound
17 side of the existing seawalls. These dunes are intended to provide toe protection for the seawall
18 when subjected to storm surges in the range of 3 to 5 ft. The dune slopes will be constructed to one
19 vertical to three horizontal side slopes with a ten ft crest. The dunes for Options E through H and J
20 thorough K will be reinforced with plantings of native sea grasses and fencing. The sand used for the
21 dune construction would come from established off shore sources within one mile of the work area.
22 The sands will be compatible with the existing with respect to grain size and color.

23 **3.2.3.6.5 Structural, Mechanical and Electrical**

24 This section is not applicable.

25 **3.2.3.6.6 HTRW**

26 Due to the extent and large number of real estate parcels along with the potential for re-alignment of
27 the structural aspects of this project, no preliminary assessment was performed to identify the
28 possibility of hazardous waste on the sites. These studies will be conducted during the next phase of
29 work after the final siting of the various structures. The real estate costs appearing in this report
30 therefore will not reflect any costs for remediation design and/or treatment and/or removal or
31 disposal of these materials in the baseline cost estimate.

32 **3.2.3.6.7 Construction Procedures and Water Control Plan**

33 The construction procedures required for this option are similar to general construction in many
34 respects in that the easement limits must be established and staked in the field, the work area
35 cleared of all structures, pavements, etc. and the foundation prepared for the new work. Access
36 ramps shall be created and temporary haul routes shall be established. All temporary haul routes
37 shall be regraded upon completion of the work.

38 **3.2.3.6.8 Project Security**

39 Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical
40 infrastructure throughout the Corps of Engineers. The determination of the level of physical security
41 provided for each facility is based on the following critical elements: 1) threat assessment of the

1 likelihood that an adversary will attack a critical asset, 2) consequence assessment should an
2 adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to
3 prevent a successful attack against an operational component.

4 Three levels of physical security were selected for use in this study:

5 Level 1 Security provides no improved security for the selected asset. This security level would be
6 applied to the barrier islands and the sand dunes. These features present a very low threat level of
7 attack and basically no consequence if an attack occurred and is not applicable to this option.

8 **3.2.3.6.9 Operations and Maintenance**

9 The features that require periodic operations will be the regarding of the dune materials within the
10 beach system and the replacement of any appreciable loss of the sea grasses and the replacement
11 of any damaged fence sections.

12 **3.2.3.6.10 Cost Estimate**

13 The costs for the various options included in this measure are presented in Section 3.2.3.7 Cost
14 Summary. Total project costs for the various options are included in Table 3.2.3-3 and costs for the
15 annualized Operation and Maintenance of the options are included in Table 3.2.3-4. Estimates are
16 comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
17 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
18 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 2007.
19 Estimates excludes project Escalation and HTRW Cost. The total project costs include real estate,
20 engineering design (E&D), construction management, and contingencies. The E&D cost for
21 preparation of construction contract plans and specifications includes a detailed contract survey,
22 preparation of contract specifications and plan drawings, estimating bid quantities, preparation of bid
23 estimate, preparation of final submittal and contract advertisement package, project engineering and
24 coordination, supervision technical review, computer costs and reproduction. Contingency
25 developed and assigned at 25 percent to cover the Cost Growth of the project.

26 **3.2.3.6.11 Schedule and Design for Construction**

27 After the authority for the design has been issued and funds have been provided, the design of these
28 structures will require approximately 12 months to complete comprehensive plans and
29 specifications, independent reviews and subsequent revisions. The construction of this option should
30 require in approximately one year.

31 **3.2.3.7 Cost Estimate Summary**

32 Total project costs for the various options are included in Table 3.2.3-3 and costs for the annualized
33 Operation and Maintenance (O&M) of the options are included in Table 3.2.3-4. Estimates are
34 comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
35 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
36 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 2007.
37 Estimates excludes project Escalation and HTRW Cost.

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**Table 3.2.3-3.
Harrison County LOD2 - Project Cost**

Option	Description						Project Cost
	Dune			Berm	Plantings	Sand Fencing	
	Elevation (ft)	Width (ft)	Side Slope	Width (ft)			
A*	15	35	1:3	160			\$21,840,000
B*	13	45	1:3	160			\$18,600,000
C*	15	25	1:3	170			\$18,100,000
D*	13	15	1:3	160			\$10,400,000
E*	15	35	1:3	160	X	X	\$22,970,000
F*	13	45	1:3	80	X	X	\$19,760,000
G*	15	25	1:3	170	X	X	\$19,210,000
H*	13	15	1:3	160	X	X	\$11,520,000
I**	15	55	1:3	Extend to accommodate		X	\$40,290,000
J**	15	55	1:3	Extend to accommodate	X	X	\$41,460,000
K**				Add 2ft, 60 ft width	X	X	\$9,680,000

* Options are in conjunction with the LOD3 Seawall

** Options are without a seawall

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**Table 3.2.3-4.
Harrison County LOD2 – Operation and Maintenance Cost**

Option	Description						O&M Cost
	Dune			Berm	Plantings	Sand Fencing	
	Elevation (ft)	Width (ft)	Side Slope	Width (ft)			
A*	15	35	1:3	160			\$5,866,473
B*	13	45	1:3	160			\$4,996,172
C*	15	25	1:3	170			\$4,861,867
D*	13	15	1:3	160			\$2,793,559
E*	15	35	1:3	160	X	X	\$6,170,004
F*	13	45	1:3	80	X	X	\$5,307,761
G*	15	25	1:3	170	X	X	\$5,160,025
H*	13	15	1:3	160	X	X	\$3,094,403
I**	15	55	1:3	Extend to accommodate		X	\$10,822,354
J**	15	55	1:3	Extend to accommodate	X	X	\$11,136,629
K**				Add 2ft, 60 ft width	X	X	N/A

* Options are in conjunction with the LOD3 Seawall

** Options are without a seawall

6 **3.2.3.8 References**

7 Byrnes, M.R., M.W. Hiland, and R.A. McBride. 1993a. Historical shoreline position change for the
8 mainland beach in Harrison County, Mississippi. Proceedings, Coastal Zone '93, American
9 Shore and Beach Preservation Association, ASCE, July 19-23, 1408-1419.

1 Byrnes, M.R., M.W. Hiland, and R.A. McBride. 1993b. Harrison County, Mississippi, pilot erosion
2 rate study: phase III. Prepared for Federal Emergency Management Administration, Office of
3 Risk Assessment, Washington, D.C., under Cooperative Agreement No. EMW-90-K-3267, 45 p.

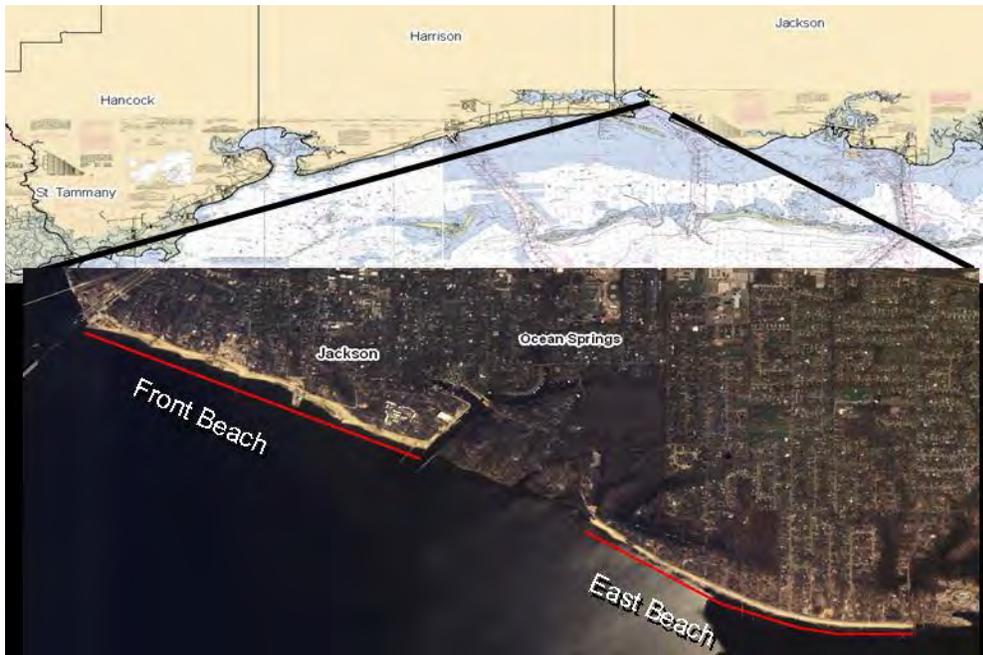
4 **3.2.4 Jackson County Beaches**

5 **3.2.4.1 General**

6 The purpose of this section is to provide engineering information and data for the planning and
7 design of shore protection and restoration to the shoreline along Jackson County, MS following
8 impacts from Hurricane Katrina, 29 August 2005. Hurricane Katrina severely damaged
9 approximately 7 miles of public beaches.

10 **3.2.4.2 Location**

11 The Mississippi mainland shoreline is divided into three coastal counties: Jackson, Harrison, and
12 Hancock Counties. Jackson County, Figure 3.2.4-1, is the eastern-most coastal county in Mississippi
13 and is bordered on the east by the Mississippi-Alabama state line and on the west by Harrison
14 County. Jackson County consists of four municipalities: Pascagoula, Moss Point, Gautier, and
15 Ocean Springs. Unlike the beaches of Harrison County, the Ocean Springs beaches are off of US 90
16 with less traffic and congestion. The beaches along the Ocean Springs shoreline are divided into two
17 reaches: Front Beach extending approximately 1 mile southeastward from US 90 along Front Beach
18 drive to the Ocean Springs Harbor, and East Beach extending approximately 1 mile from the Ocean
19 Springs Harbor to Halstead Road, Figure 3.2.4-1.



20
21 **Figure 3.2.4-1. Project Location, Jackson County Beaches**

1 **3.2.4.3 Existing Conditions**

2 The shoreline of Ocean Springs, Mississippi has undergone many changes since seaside tourism
3 first became popular in the area a century ago. Discontinuous Pleistocene dune bluffs, interspersed
4 with wetland-fringed bayous, were formerly fronted by muddy tidal flats containing varying amounts
5 of shell material. Seawalls were constructed along the shoreline fronting the developed sections of
6 Ocean Springs in the late 1920s. Two decades later, beach nourishment projects created sand
7 beaches in front of two seawall segments, and the modern shoreline reaches of Front Beach and
8 East Beach became named. Front Beach, more exposed to wave and tidal forces, experienced
9 greater levels of erosion, and renourishment with dredged material was conducted in the 1970s. At
10 wave-sheltered East Beach, marsh vegetation colonized the beachfront intertidal zone and thus
11 assisted in the stabilization of the shoreline. These new wetlands became modified by routine beach
12 maintenance activity in the 1980s, and shoreline retreat appears to have become more pronounced
13 by the early 1990s (Meyer-Arendt, 1992).

14 Both Front Beach and East Beach systems only consist of a berm with landward elevations ranging
15 from approximately 2.5 to 5 ft and berm widths of about 100 ft. Access ramps and pavements are
16 located along the beach, and storm water culverts pass beneath the roadway adjacent to the beach
17 to the shoreline to drain sections of Jackson County.

18 **3.2.4.4 Coastal and Hydraulic Data**

19 The climate in the project area is subtropical, characterized by warm summers and short, mild
20 winters. The average daily temperature ranges in the summer and winter are 72–89 and 42–63
21 degrees Fahrenheit, respectively. The average annual rainfall is about 64 inches, and is well
22 distributed throughout the year. Precipitation records indicate July as the wettest month, while
23 October is the driest.

24 Circulation patterns within the vicinity of the project site are controlled by astronomical tides, winds,
25 and freshwater discharges. The mean diurnal tide range in Mississippi Sound is 1.6 ft, and the
26 extreme (except during storms) is about 3.5 ft. The magnitude of normal tidal currents ranges from
27 0.5 to 1.0 ft per second (fps) and their direction is generally east to west. Predominant winds
28 average eight miles per hour (mph) from the south during the summer and from the northeast during
29 the winter. Though the tides produced by astronomical forces are relatively small in magnitude, the
30 wind can produce larger variations. Strong winds from the north can evacuate the sound causing
31 current velocities of several knots in the passes to the gulf. Winds from the southeast can produce
32 high tides, piling water up against the shoreline. Freshwater discharge into Mississippi Sound comes
33 primarily from the Pearl River and averages approximately 12,800 cubic ft per second (cfs). Wave
34 heights in Mississippi Sound exceed 5 ft more than 20 percent of the time in winter, but only 5
35 percent of the time in summer. The project area has been impacted by several tropical storms and
36 hurricanes, most recently from Tropical Storms Arlene and Cindy, and Hurricanes Dennis and
37 Katrina, all in 2005.

38 **3.2.4.5 Future Without-Project Conditions**

39 Evaluation of the Jackson County beaches was based on the analysis of the Hancock and Harrison
40 County beaches, and information was extracted and transferred to this study area. Therefore, the
41 reader is referred to Sections 3.2.2.5 and 3.2.2.5.1 for information regarding future without project
42 conditions for Hancock County.

1 **3.2.4.6 Future With-Project Options**

2 Evaluation of the Jackson County beaches was based on the analysis of the Hancock County
3 beaches, and information was extracted and transferred to this study area. The Jackson County
4 beach options are the same design as the Hancock County beaches; therefore, the reader is
5 referred to Section 3.2.2.6 for information regarding the Hancock County future with-project options.

6 **3.2.4.6.1 Interior Drainage**

7 This option will not require any interior drainage considerations.

8 **3.2.4.6.2 Geotechnical Data**

9 Geology. The Prairie formation is found southward of the Citronelle formation and is of Pleistocene
10 age. This formation consists of fluvial and floodplain sediments that extend southward from the
11 outcrop of the Citronelle formation to or near the mainland coastline. Sand found within this
12 formation has an economic value as beach fill due to its color and quality. Southward from its
13 outcrop area, the formation extends under the overlying Holocene deposits out into the Mississippi
14 Sound.

15 The Gulfport Formation is found along the coastline in Jackson County at Belle Fontaine Beach. This
16 formation of Pleistocene age overlies the Prairie formation and is present as well sorted sands that
17 mark the edge of the coastline during the last high sea level stage of the Sangamonian Interglacial
18 period. It does not extend under the Mississippi Sound.

19 Geotechnical. The Line 2 defense provides for the installation of dunes on the Mississippi Sound
20 side of the existing seawalls. These dunes are intended to provide toe protection for the seawall
21 when subjected to storm surges in the range of 3 to 5 ft. The dune slopes will be constructed to one
22 vertical to three horizontal side slopes with a ten ft crest. The dunes for Options E through H and J
23 thorough K will be reinforced with plantings of native sea grasses and fencing. The sand used for the
24 dune construction would come from upland sources within 10 miles of the work area. The sands will
25 be compatible with the existing sand with respect to grain size and color.

26 **3.2.4.6.3 Structural, Mechanical and Electrical**

27 This section is not applicable.

28 **3.2.4.6.4 HTRW**

29 Due to the extent and large number of real estate parcels along with the potential for re-alignment of
30 the structural aspects of this project, no preliminary assessment was performed to identify the
31 possibility of hazardous waste on the sites. These studies will be conducted during the next phase of
32 work after the final siting of the various structures. The real estate costs appearing in this report
33 therefore will not reflect any costs for remediation design and/or treatment and/or removal or
34 disposal of these materials in the baseline cost estimate.

35 **3.2.4.6.5 Construction Procedures and Water Control Plan**

36 The construction procedures required for this option are similar to general construction in many
37 respects in that the easement limits must be established and staked in the field, the work area
38 cleared of all structures, pavements, etc. and the foundation prepared for the new work. Access
39 ramps shall be created and temporary haul routes shall be established. All temporary haul routes
40 shall be regraded upon completion of the work.

1 **3.2.4.6.6 Project Security**

2 Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical
3 infrastructure throughout the Corps of Engineers. The determination of the level of physical security
4 provided for each facility is based on the following critical elements: 1) threat assessment of the
5 likelihood that an adversary will attack a critical asset, 2) consequence assessment should an
6 adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to
7 prevent a successful attack against an operational component.

8 Three levels of physical security were selected for use in this study:

9 Level 1 Security provides no improved security for the selected asset. This security level would be
10 applied to the barrier islands and the sand dunes. These features present a very low threat level of
11 attack and basically no consequence if an attack occurred and is not applicable to this option.

12 **3.2.4.6.7 Operations and Maintenance**

13 The features that require periodic operations will be the regarding of the dune materials within the
14 beach system and the replacement of any appreciable loss of the sea grasses and the replacement
15 of any damaged fence sections.

16 **3.2.4.6.8 Cost Estimate**

17 The costs for the various options included in this measure are presented in Section 3.2.4.7 Cost
18 Summary. Total project costs for the various options are included in Table 3.2.4-1 and costs for the
19 annualized Operation and Maintenance of the options are included in Table 3.2.4-2. Estimates are
20 comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
21 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
22 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 2007.
23 Estimates excludes project Escalation and HTRW Cost. The total project costs include real estate,
24 engineering design (E&D), construction management, and contingencies. The E&D cost for
25 preparation of construction contract plans and specifications includes a detailed contract survey,
26 preparation of contract specifications and plan drawings, estimating bid quantities, preparation of bid
27 estimate, preparation of final submittal and contract advertisement package, project engineering and
28 coordination, supervision technical review, computer costs and reproduction. Contingency
29 developed and assigned at 25 percent to cover the Cost Growth of the project.

30 **3.2.4.6.9 Schedule and Design for Construction**

31 After the authority for the design has been issued and funds have been provided, the design of these
32 structures will require approximately 12 months to complete comprehensive plans and
33 specifications, independent reviews and subsequent revisions. The construction of this option should
34 require in approximately one year.

35 **3.2.4.7 Cost Estimate Summary**

36 Total project costs for the various options are included in Table 3.2.4-1 and costs for the annualized
37 Operation and Maintenance (O&M) of the options are included in Table 3.2.4-2. Estimates are
38 comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
39 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
40 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 2007.
41 Estimates excludes project Escalation and HTRW Cost.

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**Table 3.2.4-1.
Jackson County LOD2 - Project Cost**

Option	Description						Project Cost
	Dune			Berm	Plantings	Sand Fencing	
	Elevation (ft)	Width (ft)	Side Slope	Width (ft)			
A*	10	40	1:3	80			\$1,910,000
B*	8	50	1:3	80			\$1,450,000
C*	10	20	1:3	100			\$1,180,000
D*	8	30	1:3	80			\$960,000
E*	10	40	1:3	80	X	X	\$1,990,000
F*	8	50	1:3	80	X	X	\$1,530,000
G*	10	20	1:3	100	X	X	\$1,260,000
H*	8	30	1:3	100	X	X	\$1,040,000
I**	10	55	1:3	Extend to accommodate		X	\$4,490,000
J**	10	55	1:3	Extend to accommodate		X	\$4,570,000
K**				Add 2ft, 60 ft width		X	\$1,110,000

* Options are in conjunction with the LOD3 Seawall

** Options are without a seawall

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**Table 3.2.4-2.
Jackson County LOD2 – Operation and Maintenance Cost**

Option	Description						O&M Cost
	Dune			Berm	Plantings	Sand Fencing	
	Elevation (ft)	Width (ft)	Side Slope	Width (ft)			
A*	10	40	1:3	80			\$513,048
B*	8	50	1:3	80			\$389,487
C*	10	20	1:3	100			\$316,961
D*	8	30	1:3	80			\$257,867
E*	10	40	1:3	80	X	X	\$534,537
F*	8	50	1:3	80	X	X	\$410,975
G*	10	20	1:3	100	X	X	\$338,450
H*	8	30	1:3	100	X	X	\$279,356
I**	10	55	1:3	Extend to accommodate		X	\$1,206,065
J**	10	55	1:3	Extend to accommodate		X	\$1,227,554
K**				Add 2ft, 60ft width		X	N/A

* Options are in conjunction with the LOD3 Seawall

** Options are without a seawall

5 **3.2.4.8 References**

6 Meyer-Arendt, K. J., 1992. Shoreline Changes at Ocean Springs, Mississippi, 1900-1992: Journal of
7 the Mississippi Academy of Sciences, v. 37, no. 1, p. 41

1 Rosati, J.D., Byrnes, M.R., Gravens, M.B., and Griffiee, SF (draft). Mississippi Coastal Improvement
2 Project Study: *Regional Sediment Budget for Mississippi Mainland and Barrier*, in publication.

3 Schmidt, K. 2002. Biennial report of sand beaches, Hancock County, 2001. Mississippi Department
4 of Environmental Quality, Office of Geology, Open-File Report 110B, April, 53 p.

5 **3.3 Line of Defense 3 – Elevated Roadways/Seawalls and** 6 **Ring Levees**

7 **3.3.1 General**

8 As previously mentioned, all of the beaches described as LOD-2 have a roadway landward of the
9 beach. The roads vary from local or county roads to US Highway 90, a major, four-lane, highway
10 that extends across the entire Harrison County coast. The existing roadways vary in elevation from
11 four to five feet in Jackson and Hancock County and up to about 15 feet above sea level in Harrison
12 County. All of these roads are evacuation routes and all have been damaged in past hurricanes. In a
13 damaged or destroyed condition, these roads make re-entry to the area difficult after a hurricane has
14 passed. Raising and using these roadways as barriers or having an associated seawall defines a
15 portion of the 3rd line of defense, LOD-3. This line will be the first hard engineered structure that will
16 not be affected by erosion from a storm such as a dune system.

17 Initial strategy was to study three elevations for the structure, elevations 12.0, 18.0 and 24.0. It was
18 understood that due to limited heights, it would only provide protection from more frequent, smaller
19 storms, but would be overtopped by some large storms. This coastal barrier will coincide with the
20 beaches where they exist. Raising the beach-front road did present some engineering challenges
21 due to the numerous intersections with other streets and roads. With several feet of elevation, the
22 intersecting roads would require ramps that would be extremely long to have a reasonable grade.
23 Each of these ramps would also create areas where rainfall would collect and have to be removed
24 during a storm. It also soon became apparent that public opinion was against any structure that
25 would block the view of the beaches and water from the roadways or adjoining properties
26 immediately north of the roads. This was voiced in public meetings and also from agencies that were
27 involved in the study. To maintain some level of support for this defense, it was decided to raise the
28 roadways an average of six feet. This allowed reasonable road intersection construction and allowed
29 the aesthetic view of the water to be maintained and would not be perceived as a high seawall along
30 the coast. Review of the typical roadway elevations allowed raising the roadways in Jackson and
31 Hancock County to Elevation 11.0 and Highway 90 in Harrison County to Elevation 16.0. It was
32 decided to study these elevations without other options as the main part of LOD-3 with the
33 understanding that these structures would not provide protection from large storms. As described
34 above, the LOD-2 dunes could also be constructed against the elevated roadway to help protect the
35 toe of the structural wall associated with the road.

36 This line of defense would be connected to Line 4, described below, at the mouth of Biloxi Bay and
37 St. Louis Bay. It would also extend northward to higher ground or to Line 4 in Jackson County and
38 Hancock County. The bays are an inlet for storm surge that will be controlled by surge gates that are
39 a part of Line 4. It was also recognized that if LOD-3 was constructed without LOD-4, surge gates
40 across the bays would have to be included as part of LOD-3.

41 As the first structural defense, Line 3 will exclude some areas that may be considered potential
42 areas of retreat or have other non-structural solutions. This may be due to low population density,
43 ecological sensitivity, areas that contain numerous waterway crossings or areas that could not
44 function with a structural barrier in place. In Jackson County, Line 3 will encompass the southern

1 portion of Ocean Springs, but due to extended marshes and streams, it will extend northeastward
2 from near the eastern end of East Beach Road to higher ground. Areas east of this location contain
3 numerous marshes, streams, and scattered development. Ring levees will be evaluated for housing
4 developments in some areas. Further east in Jackson County are the cities of Gautier, Pascagoula
5 and Moss Point. The presence of numerous streams and inlets will make a continuous barrier very
6 difficult and these areas are also envisioned to have individual ring levees. While alignments were
7 selected that provided the maximum protection for the most developed areas, some portions could
8 be excluded due to cost and technical issues with closing off drainages. Redrawing the alignments
9 would place some areas into a non-structural solution and could be considered as potential options
10 for further study. These alternate alignments were drawn for Pascagoula/Moss Point, Bell Fontaine,
11 and Gulf Park Estates.

12 At the western end of LOD-3, the barrier will extend down North Beach Boulevard for several miles
13 to near Bayou Caddy and then turn north to tie in with higher ground. By following this path, the
14 existing roadway will provide an alignment and it will encompass much of the developed waterfront
15 from Bay St. Louis to Waveland, MS. Further west, the town of Pearlinton will be evaluated for
16 construction of a ring levee.

17 As with the main portion of LOD-3, the ring levees were initially considered with the same three
18 elevations of 12.0, 18.0 and 24.0. Closer study revealed that in many cases, the elevation 12.0 was
19 too low based on existing ground surfaces and the elevation 24.0 may not be high enough to be
20 certified by FEMA for a 100-year storm event. The elevations to be studied for the ring levees then
21 was changed to 20.0 and 30.0 with the assumption that the 100-year event would fall between these
22 elevations and that the elevation 30.0 design would be sufficiently high for even a 500-year event. A
23 100-year minimum event is necessary for levee certification by FEMA. Having a conceptual design
24 with cost estimates for these two elevations would allow for a cost curve to help predict the costs for
25 certain storm events once the modeling studies were complete and stage frequency curves
26 developed.

27 Modeling for storms that could hit the Mississippi Coast will define the predicted return frequency for
28 LOD-3 structures based on the location and type of structure. While many options were reviewed for
29 the type of structure to be used along the roadways, a simple elevated roadway associated with an
30 extension of the existing seawall was chosen for reliability reasons. A structure that did not mainly rely
31 on powered systems or with multiple moving systems was deemed more suitable for the purposes of
32 this line of defense. As previously described, numerous conceptual designs were considered including
33 inflatable barriers, concrete sidewalks or roadways that could be hydraulically rotated upwards to form
34 a seawall, sliding panel gates within a seawall, and structural concrete seawalls. The ring levees were
35 all designed as earthen structures. It should be understood that all of these LOD-3 structures would
36 provide less protection than would be required for a Camille or Katrina-like storm. LOD-3 storm
37 damage reduction levels are limited and will be determined based on public and local government
38 acceptance and the amount of risk that Mississippi is willing to accept.

39 As previously mentioned, this line is dependent on having the ability of closure across the two bays
40 to prevent the storm surge from running inside the mouths of the bays. While the plan calls for surge
41 gates to be associated with Line 4, surge gates would also have to be incorporated with Line 3 if
42 Line 4 was not selected as an alternative. The top elevation of surge gates used solely for Line 3
43 would be of an elevation that would be compatible with the rest of that barrier. To develop a cost
44 curve for the barriers, cost estimates for elevations of 20.0, 30.0 and 40.0 have been completed and
45 will be used in conjunction with both LOD-3 and LOD-4. More detailed discussion of the surge gates
46 is found below under the LOD-4 section.

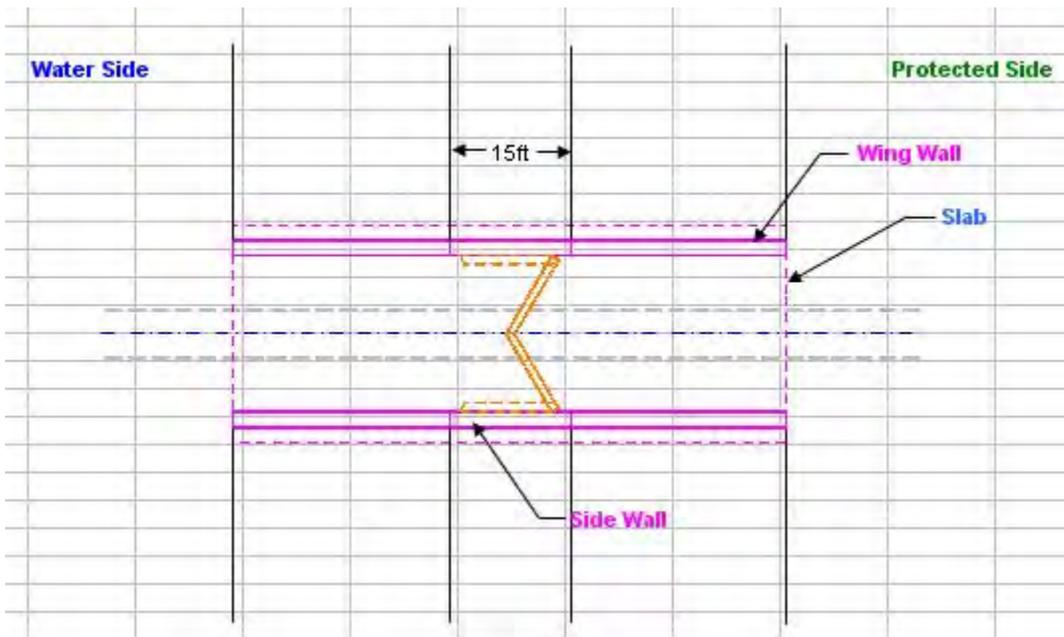
47 Interior drainage behind these barriers must be considered. Any large rainfall event would require
48 that the water trapped behind the barrier have a means to drain or even be mechanically pumped.

1 The amount of storage that a given watershed could provide behind a barrier during surge conditions
2 will vary. The means to block surge but allow drainage as the surge passes may include conduits
3 with flap valves or gated culverts up to surge gates across large bodies of water. The areas where
4 pumping is required are numerous, but necessary to prevent residual damages associated with this
5 blockage of normal drainage.

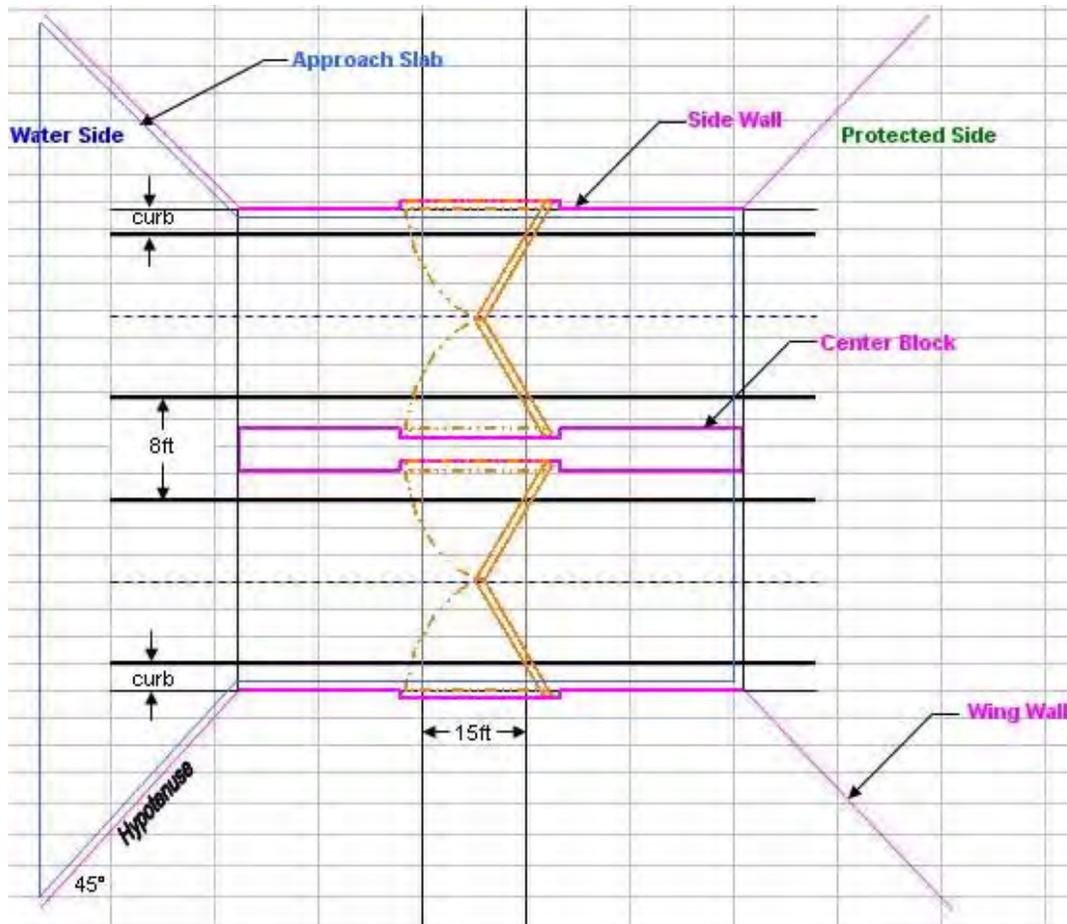
6 The pumping stations, where required, must survive any storm damage and continue to operate until
7 the storm event has passed. This will require hardened structures to house the pumps and power
8 systems and be constructed to a height that corresponds to the risk associated with that line of
9 defense.

10 At each point where a roadway crosses the protection line the decision must be made whether to
11 maintain this artery and adapt the protection line to accommodate it, or to terminate the artery at the
12 protection line and divert traffic to cross the protection line at another location. For this study it was
13 assumed that the majority of roadways and all railways crossing the levee alignment would be
14 retained.

15 Once the decision has been made to retain a particular roadway, it must then be determined how
16 best to configure the artery to conduct traffic across the protection line. The simplest means of
17 passing roadway traffic is to ramp the roadway over the protection line. This alternative is not always
18 viable because of severe right-of-way restraints caused by extreme levee height, urban congestion,
19 etc. In such instances other methods can be used including partial ramping in combination with low
20 profile roller gates. In more restricted areas full height gates which would leave the roadway virtually
21 unaltered might be preferable, even though this alternative would usually be more costly than
22 ramping. In some extreme circumstances where high levees are required to pass through very
23 congested areas, installation of tunnels with closure gates may be required. See Figures 3.3.1-1 and
24 3.3.1-2 for geometric plan representations of typical types of roadway crossing structures. All gates
25 up to and including 9 feet high would be roller gates. All above 9 feet high would be dual leaf swing
26 gates.



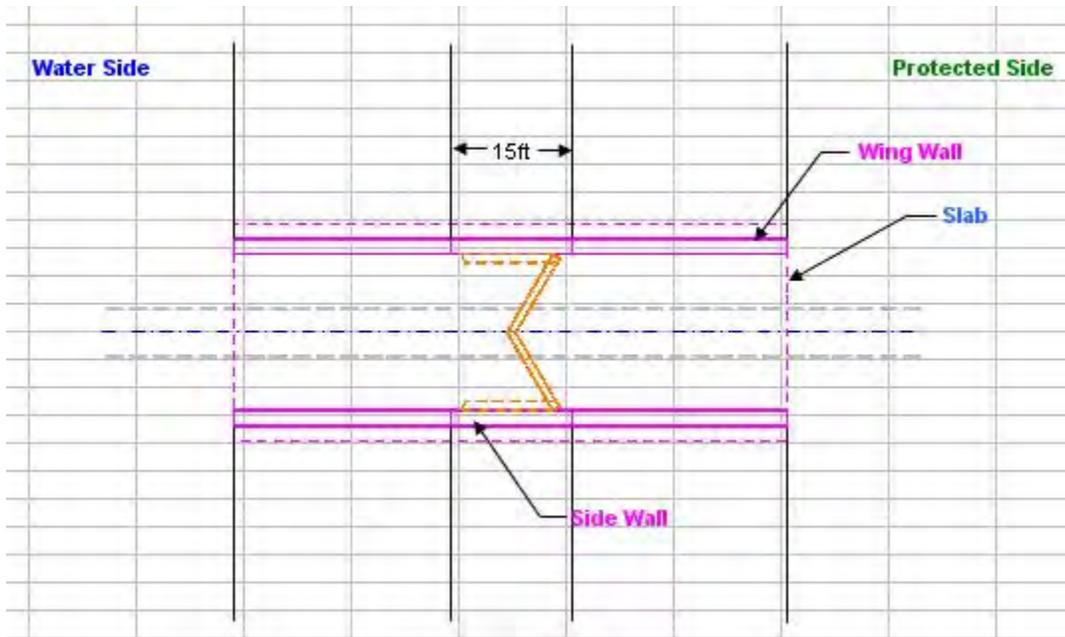
27
28 **Figure 3.3.1-1. Crossings Under 9ft (two lane gate shown; gate and structure would**
29 **be mirrored to provide for four-lane highway)**



1
2 **Figure 3.3.1-2. Crossing Over 9ft**

3 Some economy could probably be achieved in this effort by combining smaller arteries and passing
4 traffic through the protection line in fewer locations. However, this would involve detailed traffic
5 routing studies and designs that are beyond the scope of this effort. These studies would be
6 included in the next phase of the development of these options, should such be warranted.

7 Because of the extreme gradient restrictions necessarily placed on railway construction, it is
8 practically never acceptable to elevate a railway up and over a levee. Therefore, the available
9 alternatives would include gated pass through structures or much more expensive tunnel structures.
10 Because of the vertical clearance requirements of railroad traffic all railroad pass through structures
11 for this study were configured having vertical walls on either side of the railway with double swing
12 gates extending to the full height of the levee. See Figure 3.3.1-3 for geometric plan representation
13 of railroad crossing structures. All railroad gates were assumed to be dual leaf swing gates
14 extending to the full height of levee.



1
2 **Figure 3.3.1-3. Railroad Crossings**

3 **3.3.2 Hancock County Ring Levees, Pearlington**

4 **3.3.2.1 General**

5 Pearlington was an extremely hard hit area during the 2005 hurricane season. Water reached a
6 depth of 10-14 ft over the whole community. An earthen ring levee was evaluated for protection of
7 this area. The levee was evaluated at elevations 20 ft NAVD88 and 30 ft NAVD88. The top width
8 was assumed 15 ft with sideslopes of 1 vertical to 3 horizontal. Additional options not evaluated in
9 detail are described elsewhere in this report.

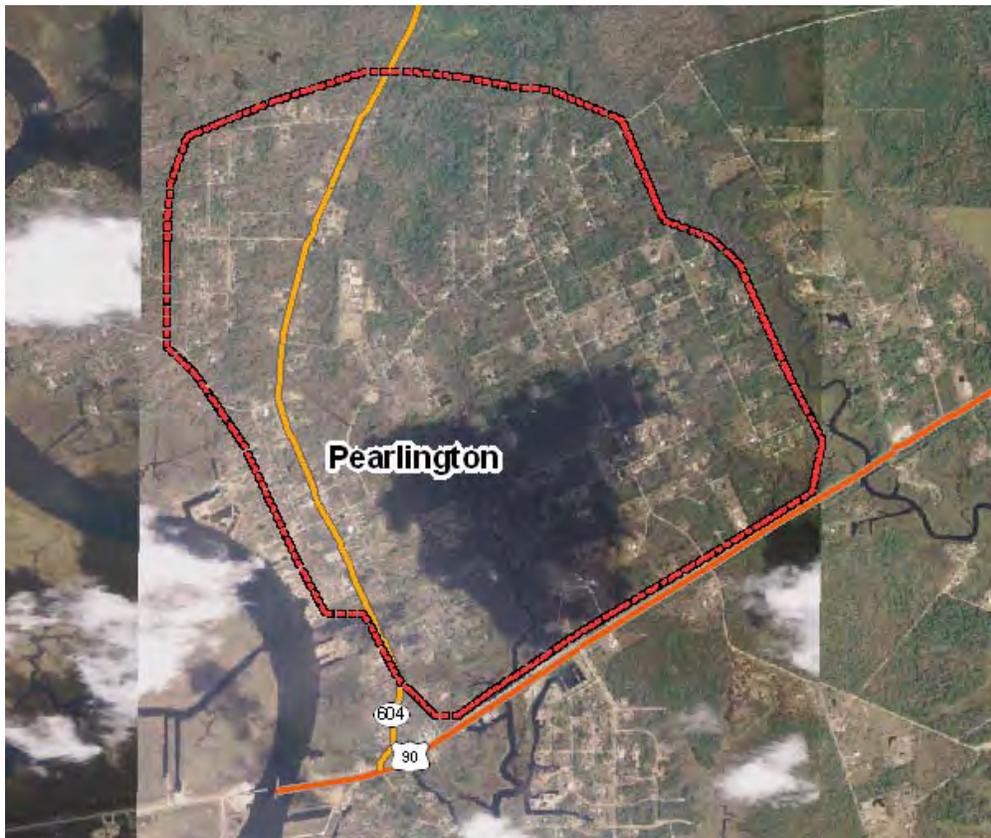
10 Evaluation of this protection option was done by comparing benefits computed by Hydrologic
11 Engineering Center's (HEC) Flood Damage Analysis (FDA) computer application HEC-FDA and
12 costs computed. HEC-FDA modeling was done comparing the study reaches using variations in
13 expected sea-level rise and development. Details regarding the methodology are presented in
14 Section 2.13 of the Engineering Appendix and in the Economic Appendix.

15 **3.3.2.2 Locations**

16 The location of the ring levee at Pearlington is shown below in Figure 3.3.2-1 and in Figure 3.3.2-2.



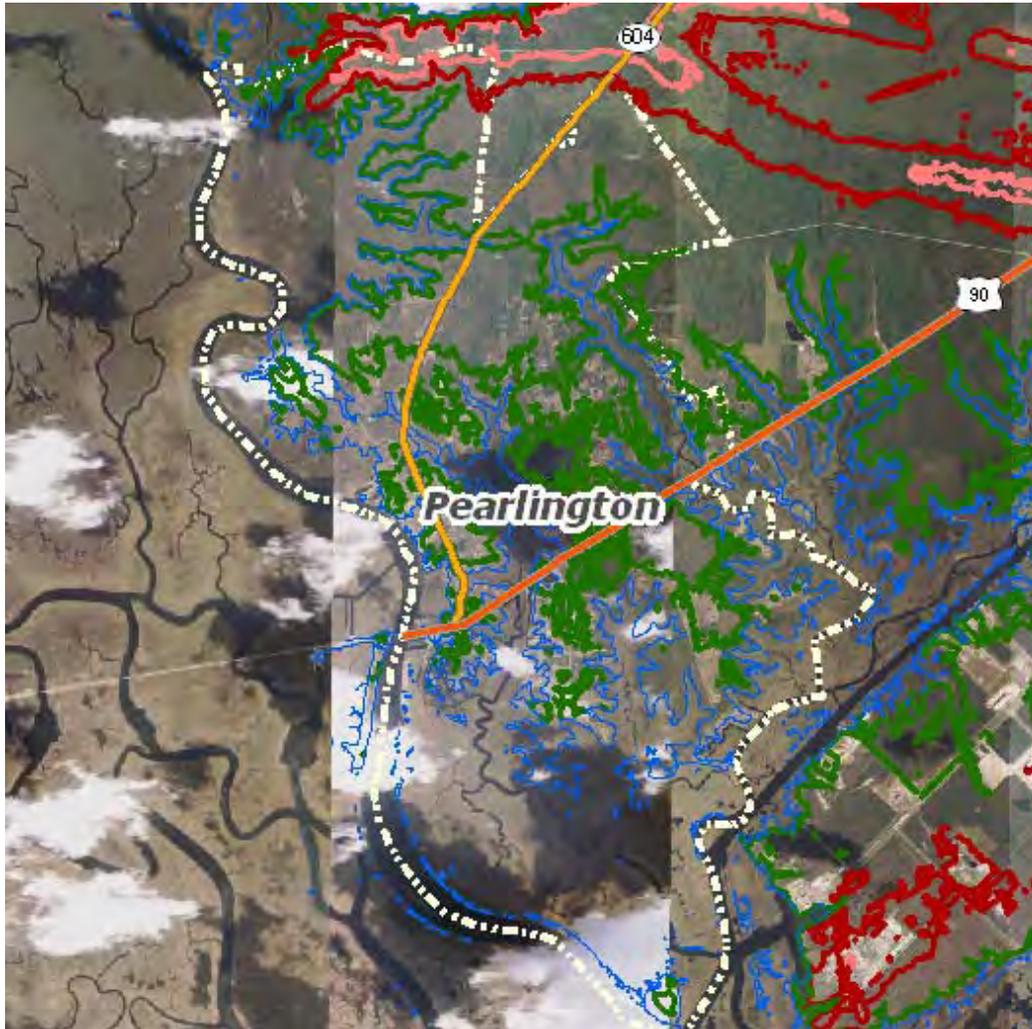
1
2 **Figure 3.3.2-1. Vicinity Map, Pearlington**



3
4 **Figure 3.3.2-2. Pearlington Ring Levee**

1 **3.3.2.3 Existing Conditions**

2 The town of Pearlington lies on the bank of the Pearl River about 5 miles from the Mississippi
3 Sound. Ground elevations over most of the residential and business areas are very low between
4 elevation 6-10 ft NAVD88. The city limits as well as the 4-ft(blue), 8-ft(dark green), 12-ft(green),
5 16-ft(brown), and 20-ft(pink) ground contour lines are shown below in Figure 3.3.2-3.



6
7 **Figure 3.3.2-3. Pearlington Ground Contours and City Limits**

8 Drainage is mostly through natural drainage ways to the Pearl River.

9 Impacts from hurricanes can be devastating. Damage from Hurricane Katrina in August, 2005 in the
10 Pearlington area are shown below in Figures 3.3.2-4 and 3.3.2-5.

11



1
2
3

Source: <http://ngs.woc.noaa.gov/storms/katrina/24615651.jpg>
Figure 3.3.2-4. Hurricane Katrina Damage, Pearlington, MS



4
5
6

Source: wndyfront, <http://www.flickr.com/photos/wndyfrost/230684420/>
Figure 3.3.2-5. Hurricane Katrina Damage, Pearlington, MS

1 **3.3.2.4 Coastal and Hydraulic Data**

2 Typical coastal data are shown in Section 1.4 of this report. High water marks taken by FEMA after
3 Hurricane Katrina in 2005 as well as the 4-ft(blue), 8-ft(dark green), 12-ft(green), 16-ft(brown), and
4 20-ft(pink) ground contour lines and Hurricane Katrina inundation limits are shown below in Figure
5 3.3.2-6. The data indicates the water was as high as 18-20 ft NAVD88 near the site, totally
6 inundating the entire area.

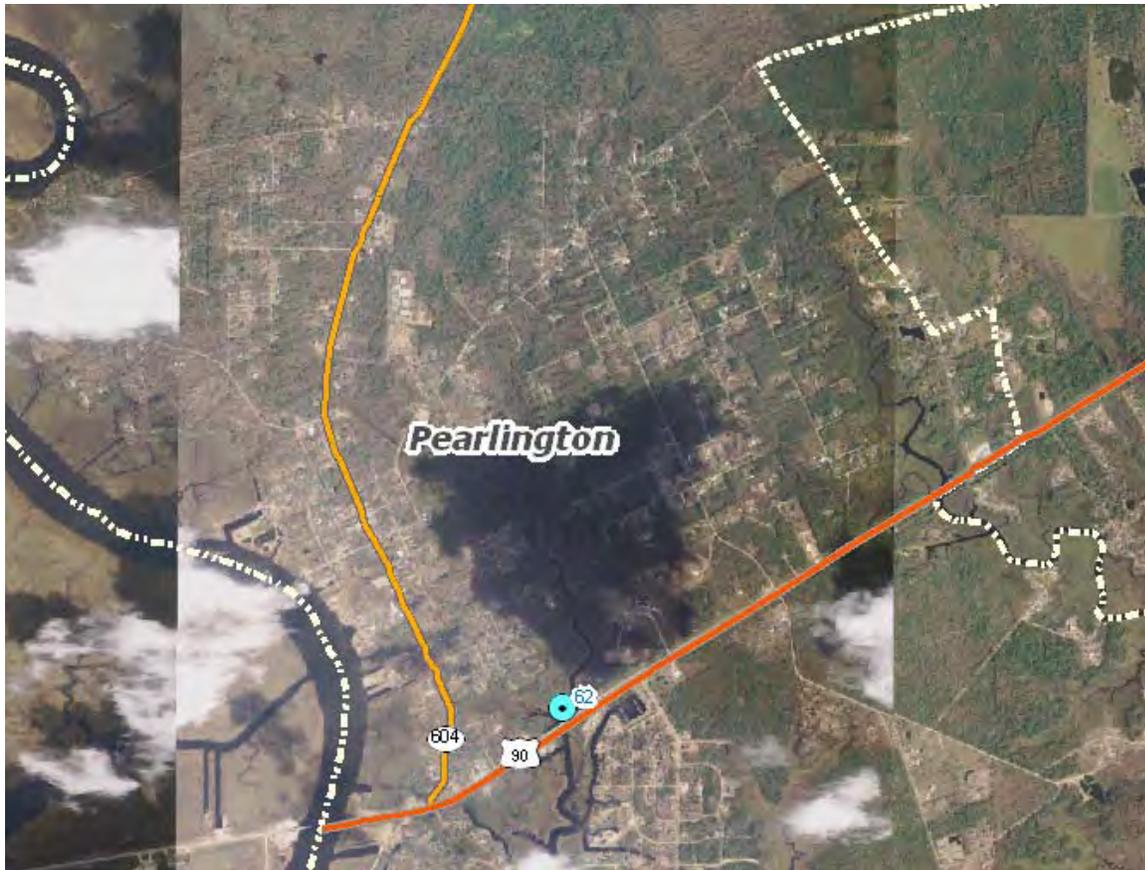


7
8 **Figure 3.3.2-6. Ground Contours and Katrina High Water, Pearlington**

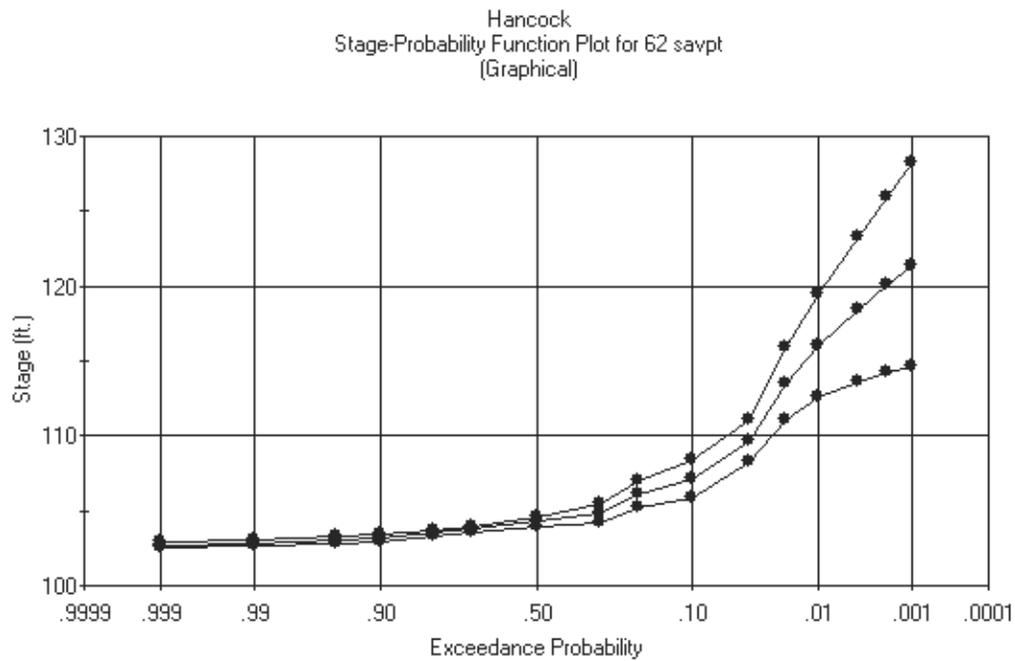
9 Stage-Frequency data for a suite of severe storms using Joint Probability Method (JPM) and
10 hydrodynamic modeling were developed by the Engineer Research and Development Center
11 (ERDC) for 80 locations along the study area. These data were combined with historical gage
12 frequencies for smaller storms to establish stage-frequency curves at 54 economic reaches in the
13 study area which were entered into Hydrologic Engineering Center's (HEC) Flood Damage Analysis
14 (HEC-FDA) application to evaluate benefits. An expanded description of the procedure is presented
15 in Section 2.13 of the Engineering Appendix and in the Economic Appendix. Points near Pearlington
16 at which data from hydrodynamic modeling was saved are shown below in Figure 3.3.2-7.

17 Existing Condition Stage –Frequency data for Save Point 62, at Highway 90 in Pearlington, is shown
18 below in Figure 3.3.2-8. The 95% confidence limits, approximately equally to plus and minus two
19 standard deviations, are shown bounding the median curve. The elevations are presented at 100 ft
20 higher than actual to facilitate HEC-FDA computations.

21 It should be noted that the frequency curve shown above reflects only that flooding resulting from
22 storm surge in the gulf. Riverine flooding is not incorporated into this curve.



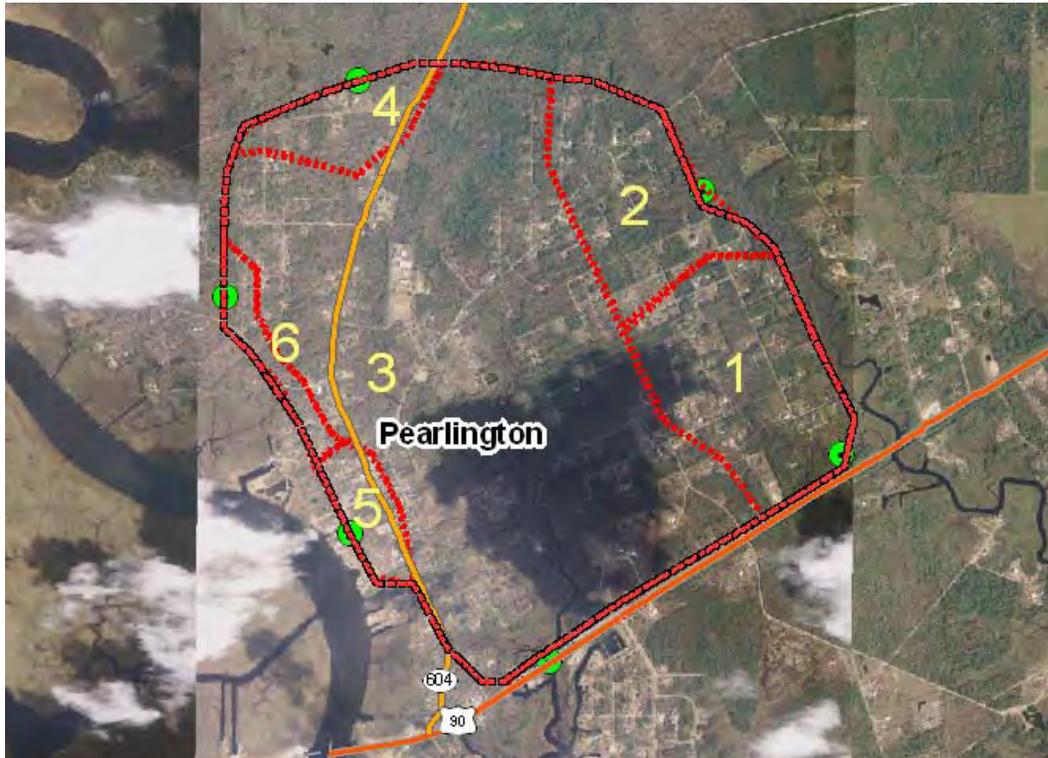
1
2 **Figure 3.3.2-7. Hydrodynamic Modeling Save Point near Pearlington**



3
4 **Figure 3.3.2-8. Existing Conditions at Save Point 62, near Pearlington, MS**

1 **3.3.2.5 Option A – Elevation 20 ft NAVD88**

2 This option consists of an earthen dike enclosing an area of 1217 acres around the most densely
3 populated areas of Pearlington as shown on the following Figure 3.3.2-9, along with the internal sub-
4 basins and levee culvert/pump locations. The levee would have a top width of 15 ft and slopes of
5 1 vertical to 3 horizontal.



6
7 **Figure 3.3.2-9. Pump/Culvert/Sub-basin Site Locations**

8 Damage and failure by overtopping of levees could be caused by storms surges greater than the
9 levee crest as shown below in Figure 3.3.2-10.

10 Overtopping failures are caused by the high velocity of flow on the top and back side of the levee.
11 Although significant wave attack on the seaward side of some of the New Orleans levees occurred
12 during Hurricane Katrina, the duration of the wave attack was for such a short time that major
13 damage did not occur from wave action. The erosion shown below in Figure 3.3.2-11 was caused by
14 approximately 1-2 ft of overtopping crest depth.

15 Revetment would be included in the levee design to prevent overtopping failure.

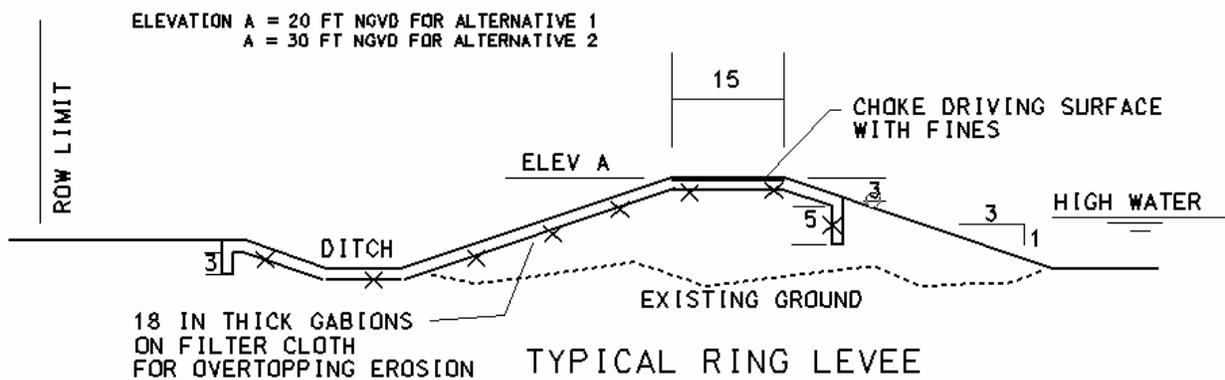
16 The levee would be protected by gabions on filter cloth as shown in Figure 3.3.2-12, extending
17 across a drainage ditch which carries water to nearby culverts and which would also serve to
18 dissipate some of the supercritical flow energy during overtopping conditions.



1
 2 Source: *Wave Overtopping Flow on Seadikes, Experimental and Theoretical Investigations*, Holger Schüttrumpf,
 3 (Photo: Leichtweiss-Institute) http://kfki.baw.de/fileadmin/projects/E_35_134_Lit.pdf
 4 **Figure 3.3.2-10. North Sea, Germany, March 1976**



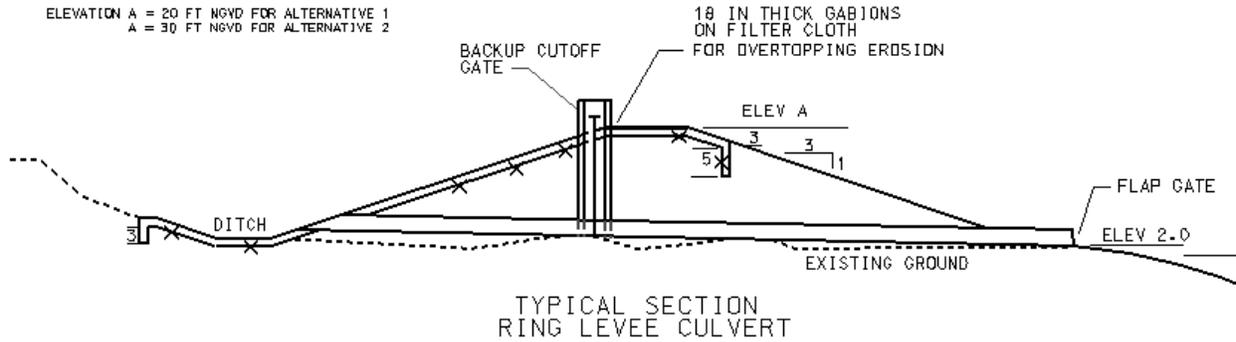
5
 6 Source: ERDC, Steven Hughes
 7 **Figure 3.3.2-11. Crown Scour from Hurricane Katrina at Mississippi River**
 8 **Gulf Outlet (MRGO) Levee in St. Bernard Parish, New Orleans, LA**



9
 10 **Figure 3.3.2-12. Typical Section at Ring Levee**

1 **3.3.2.5.1 Interior Drainage**

2 Drainage on the interior of the ring levee would be collected at the levee and channeled to culverts
3 placed in the levee at the locations shown above. The culverts would have flap gates on the
4 seaward ends to prevent backflow when the water in Mississippi Sound is high. An additional closure
5 gate would also be provided at every culvert in the levee for control in the event the flap gate
6 malfunctions. A typical section is shown below in Figure 3.3.2-13.



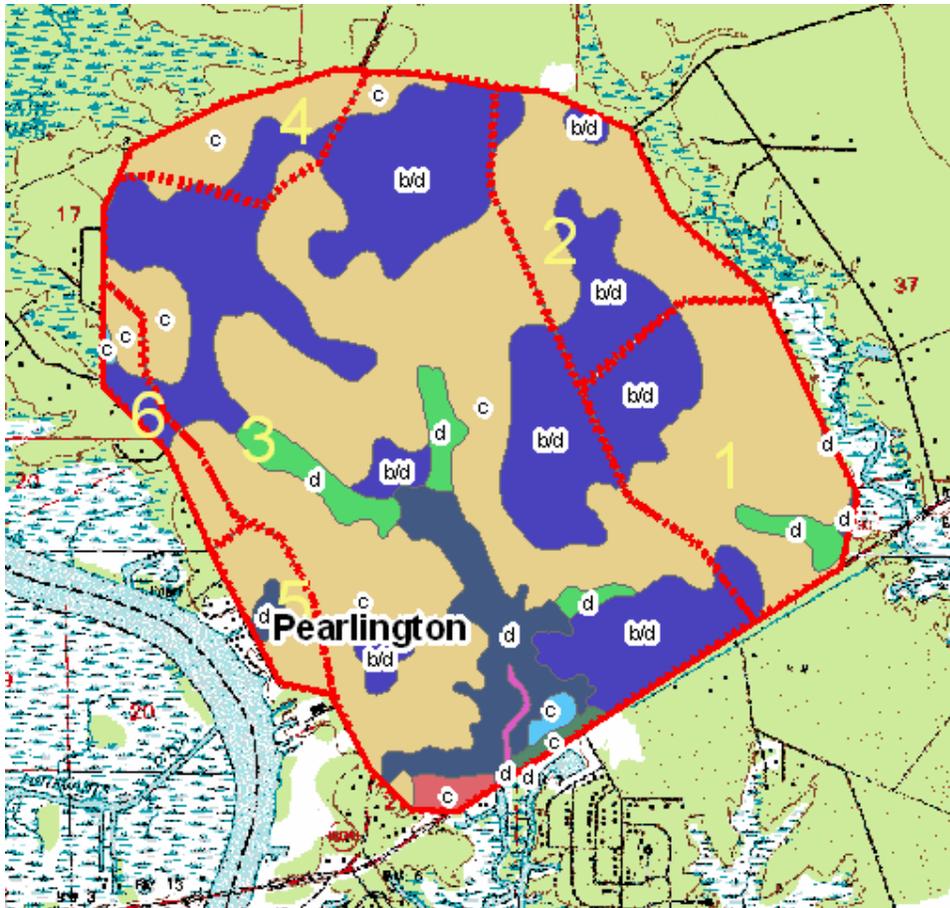
7
8 **Figure 3.3.2-13. Typical Section at Culvert**

9 In addition, pumps would be constructed near the outflow points to remove water from the interior
10 during storm events occurring when the culverts were closed because of high water in the sound.

11 Flow within the levee interior was determined by subdividing the interior of the ring levee into major
12 sub-basins as shown below in Figure 3.3.2-14 and computing flow for each sub-basin by USGS
13 computer application WinTR55. The method incorporates soil type and land use to determine a run-
14 off curve number. The variation in soil types, hydrologic soil groups, and major sub-basins are
15 shown below in Figure 3.3.2-14.

16 Hydrologic soil group A soils have low runoff potential and high infiltration rates, even with
17 thoroughly wetted and a high rate of water transmission. Hydrologic soil group B soils have
18 moderate infiltration rates when thoroughly wetted and a moderate rate of water transmission.
19 Hydrologic soil group C soils have low infiltration rates when thoroughly wetted and have a low rate
20 of water transmission. Hydrologic soil group C soils have high runoff potential and a very low rate of
21 water transmission.

22 Peak flows for the 1-yr to 100-yr storms were computed. Levee culverts were then sized to evacuate
23 the peak flow from a 25-year rain in accordance with practice for new construction in the area using
24 Bentley CulvertMaster application. For the culvert design, headwater elevations at the culverts were
25 maintained at an elevation no greater than 5 ft NAVD88 with a tailwater elevation of 2.0 ft NAVD88
26 assumed. Drainage ditches along the toe of the levee will be required to assure that smaller basins
27 can be drained to a culvert/pump site. These ditches were sized using a normal depth flow
28 computation. Curve numbers, pump, and culvert capacity tables are not included in the report
29 beyond that necessary to obtain a cost estimate. The data are considered beyond the level of detail
30 required for this report.



1
2 **Figure 3.3.2-14. Pearllington Hydrologic Soil Groups**

3 During periods of high water in Mississippi Sound, pumps would be required to evacuate rainfall.
 4 Pump sizes were determined for the peak flow resulting from a 10-yr rainfall. This decision was
 5 based on an evaluation of rainfall observed during hurricane and tropical storm events as presented
 6 in two sources. The first is "Frequency and Areal Distributions of Tropical Storm Rainfall in the US
 7 Coastal Region on the Gulf of Mexico" US Dept of Commerce, Environmental Science Services
 8 Administration, ESSA Technical Report WB-7, Hugo V Goodyear, Office Hydrology, July 1968. The
 9 second is "National Hurricane Research Project Report No. 3, Rainfall Associated with Hurricanes
 10 (And Other Tropical Disturbances)", R.W. Schoner and S. Molansky, 1956, Weather Bureau and
 11 Corps of Engineers. This decision was also based on coordination with the New Orleans District.

12 During some hurricane events, when the gates are shut, and rainfall exceeds the average 10-yr
 13 intensity over the basin, some ponding from rainfall will occur. Detailed modeling of all the interior
 14 sub-basins for all the areas was not possible for this report, therefore the exact extent of the ponding
 15 for extreme events is not precisely defined. However, in some of the areas, existing storage could be
 16 adequate to pond water without causing damage, even without pumps. In other areas that do have
 17 pumps, some rise in interior water during interior events greater than the 10-yr rain could occur, but
 18 may not cause damage. Designing the pumps for the peak 10-yr flow provides a significant pumping
 19 capacity. Further studies will detail the requirement for the appropriate ponding areas, pump sizes,
 20 or buyouts in the affected areas.

21 During non-hurricane periods of low water in the sound, when rainfall greater than the 25-yr event
 22 occurs, the pumps could also be used to augment the flow capacity of the levee culverts.

1 **3.3.2.5.2 *Geotechnical Data***

2 Geology: Citronelle formation extends north of Interstate 10 and is a relatively thin unit of fluvial
3 deposits of Plio-Pleistocene age consisting of gravelly sand and silty sand layers. Typically the
4 formation is 30 to 80 feet thick, except where it has filled eroded channels in the underlying
5 formations. The sand in the formation has a variety of colors, often associated with the presence of
6 iron oxides in the form of hematite or goethite. Thin discontinuous clay layers are found in some
7 areas. The iron oxide has occasionally cemented the sand into a somewhat friable sandstone,
8 usually occurring only as a localized layer. Within the study area, this formation outcrops north of
9 Interstate 10 and will not be encountered at project sites other than any levees that might extend
10 northward to higher ground elevations.

11 The Prairie formation is found southward of the Citronelle formation and is of Pleistocene age. This
12 formation consists of fluvial and floodplain sediments that extend southward from the outcrop of the
13 Citronelle formation to or near the mainland coastline. Sand found within this formation has an
14 economic value as beach fill due to its color and quality. Southward from its outcrop area, the
15 formation extends under the overlying Holocene deposits out into the Mississippi Sound.

16 The Gulfport Formation is found along the coastline in most of Harrison County and western Jackson
17 County at Belle Fontaine Beach. This formation of Pleistocene age overlies the Prairie formation and
18 is present as well sorted sands that mark the edge of the coastline during the last high sea level
19 stage of the Sangamonian Interglacial period. It does not extend under the Mississippi Sound.

20 Geotechnical: The inland barrier earthen levee section will have one vertical to three horizontal side
21 slopes with a fifteen foot crest width. All work areas to receive the fill shall be cleared and grubbed of
22 all trees and surface organics and all existing foundations, streets, utilities, etc. will be removed and
23 the subsequent cavities backfilled and compacted. The levee will be constructed of sand clay
24 materials obtained from off site commercial sources, trucked to the work area, placed in thin lifts and
25 compacted to 95 percent of the maximum modified density. The final surface will be armored by the
26 placement of 24 inch thick gabion mattress filled with small stone for erosion protection during an
27 event that overtops the levee. The armoring will be anchored on the front face by trenching and
28 extend across the downstream slope and the 25 foot easement area beyond the toe. The front side
29 of the levee and all non critical surface areas will be subsequently covered by grassing. Road
30 crossings will incorporate small gate structures or ramping over the embankment where the surface
31 elevation is near that of the crest elevation. The elevation relationship of the crest and the adjacent
32 railroad will be a governing factor. The surfaces will be paved with asphalt and the corresponding
33 drainage will be accommodated. Those areas where the subgrade geology primarily consists of
34 clean sands, seepage underneath the levee and the potential for erosion and instability must be
35 considered. Final designs may require the installation of a bentonite concrete cutoff wall deep within
36 the foundation. This condition will be investigated during any design phase and its requirement will
37 be incorporated.

38 **3.3.2.5.3 *Structural, Mechanical and Electrical***

39 Structural, Mechanical, and Electrical data are presented for culverts and pumping facilities. The
40 sites are shown above.

41 **3.3.2.5.3.1 *Culverts***

42 As any flood barrier is constructed the natural groundwater runoff would be inhibited. In order to
43 maintain the natural runoff patterns culverts would be inserted through the protection line at
44 appropriate locations. For this study these were configured as cast-in-place reinforced concrete box
45 structures fitted with flap gates to minimize normal backflows and sluice gates to provide storm
46 closure when needed. The shear number of these structures that would be required throughout the

1 area covered by this study would dictate that an automated system be incorporated whereby the
2 gates could be monitored and operated from some central location within defined districts. Detailed
3 design of these monitoring and operating systems is beyond the scope of this study, however a
4 parametric cost was developed for each site and included in the estimated construction cost for
5 these facilities.

6 **3.3.2.5.3.2 Pumping Facilities Structural**

7 The layout of each pumping facility was made in conformance with Corp of Engineers Guidance
8 document EM 1110-2-3105, Mechanical and Electrical Design of Pumping Stations. The basic plant
9 dimensions for each site were set using approximate dimensions derived based on specific pump
10 data (pump impeller diameter, pump bell bottom clearance, etc.). Each facility was roughly fitted to
11 its site using existing ground elevations taken from available mapping and height of levee data. In
12 every case the top of the pump floor was required to be above the 100 year flood elevation. Nominal
13 sidewall and sump and pump floor thicknesses were assumed, along with wall and roof thicknesses
14 for the pump room enclosure. Using these basic dimensions and the preliminary number and size of
15 pumping units determined for each site, the overall plant footprint and elevations were set and
16 quantities of basic construction materials computed. The pumping plants were configured, to the
17 greatest extent possible with the data provided, to provide multiple pumps at each site.

18 Discharge piping for each plant was estimated using over the levee piping with one pipe per
19 pumping unit. For estimating purposes the piping was sized to match the pump diameter. Each pipe
20 was extended approximately 25 feet beyond the toe of the embankment on the discharge end to
21 allow for energy dissipation features to be incorporated into the pipe discharge.

22 At the discharge end of the piping a heavy mat of grouted riprap was added as protection for the
23 levee slope and immediately adjacent area. In each case the 4-foot deep stone mat was estimated
24 as extending 30 feet up the levee slope and 50 feet out from the levee toe for a total width of 80 feet.
25 The lateral extent was estimated at 10 feet per discharge pipe.

26 **3.3.2.5.3.3 Pumping Stations Mechanical**

27 Vertical shaft pumps were used for all of the pumping facilities. Preliminary mechanical design of the
28 required pumping equipment was made by adaptation of manufacturer's stock pumping equipment
29 to approximate hydraulic head and flow data developed for each pumping location. This data was
30 coordinated with a pump manufacturer who supplied a cross check of the pump selections and cost
31 data for use in preparation of project construction cost estimates. In consideration of the primary
32 purpose which this equipment would serve, and in light of the widespread unavailability of electric
33 power during and immediately after a major storm, it was determined that the pumps should be
34 diesel engine driven.

35 **3.3.2.5.3.4 Pumping Stations Electrical**

36 The electrical design for these facilities would consist primarily of providing station power for the
37 facilities. For each of the sites this would include installation of Power Poles, Cable, Power Pole
38 Terminations, miscellaneous electrical appurtenances, and an Electrical 30 kW Diesel Generator Set
39 for backup power.

40 Because of the number of pumping facilities involved and the need to closely control the pumping
41 operations over a large area, a system of several operation and monitoring stations would be
42 required from which the pumping facilities could be started and their operation monitored during and
43 immediately following a storm event. The detailed design of this monitoring and operation system is
44 beyond the scope of this study, however a parametric estimate of the cost involved in developing

1 and installing such a system was made and included in the estimate of construction costs for these
2 facilities.

3 **3.3.2.5.3.5 Pumping Stations. Flow and Pump Sizes**

4 Design hydraulic heads derived for the 6 pumping facilities included in the Pearlington Ring Levee
5 system for the elevation 20 protection level were constant at approximately 15 feet and the
6 corresponding flows required varied from 47,127 to 594,701 gallons per minute. The plants thus
7 derived varied in size from a plant having one 42-inch diameter, 290 horsepower pumps, to one
8 having eight 60-inch diameter pumps each running at 560 horsepower.

9 **3.3.2.5.3.6 Roadways**

10 At each point where a roadway crosses the protection line the decision must be made whether to
11 maintain this artery and adapt the protection line to accommodate it, or to terminate the artery at the
12 protection line and divert traffic to cross the protection line at another location. For this study it was
13 assumed that all roadways and railways crossing the levee alignment would be retained except
14 where it was very evident that traffic could be combined without undue congestion.

15 Once the decision has been made to retain a particular roadway, it must then be determined how
16 best to configure the artery to conduct traffic across the protection line. The simplest means of
17 passing roadway traffic is to ramp the roadway over the protection line. This alternative is not always
18 viable because of severe right-of-way restraints caused by extreme levee height, urban congestion,
19 etc. In such instances other methods can be used including partial ramping in combination with low
20 profile roller gates. In more restricted areas full height gates which would leave the roadway virtually
21 unaltered might be preferable, even though this alternative would usually be more costly than
22 ramping. In some extreme circumstances where high levees are required to pass through very
23 congested areas, installation of tunnels with closure gates may be required.

24 Some economy could probably be achieved in this effort by combining smaller arteries and passing
25 traffic through the protection line in fewer locations. However, in most instances this would involve
26 detailed traffic routing studies and designs that are beyond the scope of this effort. These studies
27 would be included in the next phase of the development of these options, should such be warranted.

28 **3.3.2.5.3.7 Railways**

29 Because of the extreme gradient restrictions necessarily placed on railway construction, it is
30 practically never acceptable to elevate a railway up and over a levee. Therefore, the available
31 alternatives would include gated pass through structures. Because of the vertical clearance
32 requirements of railroad traffic all railroad pass through structures for this study were configured
33 having vertical walls on either side of the railway with double swing gates extending to the full height
34 of the levee.

35 **3.3.2.5.3.8 Levee and Roadway/Railway Intersections**

36 With the installation of a ring levee around the Pearlington area to elevation 20, 18 roadway
37 intersections would have to be accommodated. For this study it was estimated that all 18 would
38 require swing gate structures.

39 **3.3.2.5.4 HTRW**

40 Due to the extent and large number of real estate parcels along with the potential for re-alignment of
41 the structural aspects of this project, no preliminary assessment was performed to identify the
42 possibility of hazardous waste on the sites. These studies will be conducted during the next phase of
43 work after the final siting of the various structures. The real estate costs appearing in this report

1 therefore will not reflect any costs for remediation design and/or treatment and/or removal or
2 disposal of these materials in the baseline cost estimate.

3 **3.3.2.5.5 Construction Procedures and Water Control Plan**

4 The construction procedures required for this option are similar to general construction in many
5 respects in that the easement limits must be established and staked in the field, the work area
6 cleared of all structures, pavements, utilities, trees, organics, etc. and the foundation prepared for
7 the new work. Where the levee alignment crosses the existing streams or narrow bays, the
8 alignment base shall be created by displacement with layers of crushed stone pushed ahead and
9 compacted by the placement equipment and repeated until a stable platform is created. The required
10 drainage culverts or other ancillary structures can then be constructed. The control of any surface
11 water will be handled by temporary sheetpile cofferdams and pumping. The control of groundwater
12 will be a series of wellpoints systems designed to keep the excavations dry to a depth and width
13 sufficient to install the new work.

14 **3.3.2.5.6 Project Security**

15 The Protocol for security measures for this study has been performed in general accordance with the
16 Risk Assessment Methodology for Dams (RAM-D) developed by the Interagency Forum for
17 Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical
18 infrastructure throughout the Corps of Engineers. The determination of the level of physical security
19 provided for each facility is based on the following critical elements: 1) threat assessment of the
20 likelihood that an adversary will attack a critical asset, 2) consequence assessment should an
21 adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to
22 prevent a successful attack against an operational component.

23 Three levels of physical security were selected for use in this study:

24 Level 1 Security provides no improved security for the selected asset. This security level would be
25 applied to the barrier islands and the sand dunes. These features present a very low threat level of
26 attack and basically no consequence if an attack occurred and is not applicable to this option.

27 Level 2 Security applies standard security measures such as road barricades, perimeter fencing,
28 and intrusion detection systems for unoccupied buildings and vertical structures and security lighting.
29 The intrusion detection systems will be connected to the local law enforcement office for response
30 during an emergency. Facilities requiring this level of security would possess a higher threat level
31 than those in Level 1 and would include assets such as levees, access roads and pumping stations.

32 Level 3 Security includes all of the features of Level 2 plus enhanced security measures such as the
33 use of video cameras for real-time monitoring of the facility, monitors, motion detectors and alarm
34 sound system in the occupied control buildings. Facilities requiring this level of security would
35 possess the highest threat level of all the critical assets. Power plants would require this level of
36 security.

37 **3.3.2.5.7 Operation and Maintenance**

38 Operation and maintenance activities for this project will be required on an annual basis. All pumps
39 and gates will be operated to assure proper working order. Debris and shoaled sediment will be
40 removed. Vegetation on the levees will be cut to facilitate inspection and to prevent roots from
41 causing weak levee locations. Rills will be filled and damaged revetment will be repaired.
42 Maintenance costs are included in this report.

1 **3.3.2.5.8 Cost Estimate**

2 The costs for the various options included in this measure are presented in Section 3.3.2.7, Cost
3 Summary. Construction costs for the various options are included in Table 3.3.2-1 and costs for the
4 annualized Operation and Maintenance of the options are included in Table 3.3.2-2. Estimates are
5 comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
6 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
7 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07.
8 Estimates excludes project Escalation and HTRW Cost. The construction costs include real estate,
9 engineering design (E&D), construction management, and contingencies. The E&D cost for
10 preparation of construction contract plans and specifications includes a detailed contract survey,
11 preparation of contract specifications and plan drawings, estimating bid quantities, preparation of bid
12 estimate, preparation of final submittal and contract advertisement package, project engineering and
13 coordination, supervision technical review, computer costs and reproduction. Construction
14 Contingency developed and assigned at 25% to cover the Cost Growth of the project.

15 **3.3.2.5.9 Schedule for Design and Construction**

16 After the authority for the design has been issued and funds have been provided, the design of these
17 structures will require approximately 12 months including comprehensive plans and specifications,
18 independent reviews and subsequent revisions. The construction of this option should require in
19 excess of two years.

20 **3.3.2.6 Option B – Elevation 30 ft NAVD88**

21 This option consists of an earthen levee around the most populated areas of Pearlington. The
22 alignment of the levee is the same as Option A, above, and is not reproduced here. The only
23 difference between the description of this option and preceding description of Option A is the height
24 of the levee, pumping facilities, number of roadway and railroad intersections, and the length of the
25 levee culverts. Other features and methods of analysis are the same.

26 **3.3.2.6.1 Interior Drainage**

27 Interior drainage analysis and culverts are the same as those for Option A, above, except that the
28 culvert lengths through the levees would be longer.

29 **3.3.2.6.2 Geotechnical Data**

30 The Geology and Geotechnical paragraphs for Option B are the same as for Option A, above.

31 **3.3.2.6.3 Structural, Mechanical and Electrical**

32 The only difference between the description of this option and preceding description of Option A is
33 the height of the levee, pumping facilities, and the length of the levee culverts. Culvert length
34 variations are not presented but are incorporated into the cost estimate. The other data for Option B
35 is presented below.

36 **3.3.2.6.3.1 Pumping Facilities. Flow and Pump Sizes. Option B.**

37 Design hydraulic heads derived for the 6 pumping facilities included in the Pearlington Ring Levee
38 system for the elevation 30 protection level were constant at approximately 25 feet and the
39 corresponding flows required varied from 47,127 to 594,701 gallons per minute. The plants thus
40 derived varied in size from a plant having one 42-inch diameter, 475 horsepower pumps, to one
41 having eight 60-inch diameter pumps each running at 1000 horsepower.

1 **3.3.2.6.4 HTRW**

2 The HTRW paragraphs for Option B are the same as for Option A, above.

3 **3.3.2.6.5 Construction and Water Control Plan**

4 The Construction and Water Control Plan paragraphs for Option B are the same as for Option A,
5 above.

6 **3.3.2.6.6 Project Security**

7 The Project Security paragraphs for Option B are the same as for Option A, above.

8 **3.3.2.6.7 Operation and Maintenance**

9 The Operation and Maintenance paragraphs for Option B are the same as for Option A, above.

10 **3.3.2.6.8 Cost Estimate**

11 The Cost Estimate paragraphs for Option B are the same as for Option A, above.

12 **3.3.2.6.9 Schedule for Design and Construction**

13 The Schedule for Design and Construction paragraphs for Option B are the same as for Option A,
14 above.

15 **3.3.2.7 Cost Estimate Summary**

16 The costs for construction and for operations and maintenance of all options are shown in Tables
17 3.3.2-1 and 3.3.2-2 below. Estimates are comparative-Level “Parametric Type” and are based on
18 Historical Data, Recent Pricing, and Estimator’s Judgment. Quantities listed within the estimates
19 represent Major Elements of the Project Scope and were furnished by the Project Delivery Team.
20 Price Level of Estimate is April 07. Estimates excludes project Escalation and HTRW Cost.

21 **Table 3.3.2-1.**
22 **Pearlington Ring Levee Construction Cost Summary**

Option	Total project cost
Option A – Elevation 20 ft NAVD88	\$104,800,000
Option B – Elevation 30 ft NAVD88	\$120,200,000

23
24 **Table 3.3.2-2.**
25 **Pearlington Ring Levee O & M Cost Summary**

Option	O&M Cost
Option A – Elevation 20 ft NAVD88	\$1,320,000
Option B – Elevation 30 ft NAVD88	\$1,526,000

26
27 **3.3.2.8 References**

28 US Army Corps of Engineers (USACE) 1987. Hydrologic Analysis of Interior Areas. Engineer Manual
29 EM 1110-2-1413. Department of the Army, US Army Corps of Engineers, Washington, D.C.
30 15 January 1987.

1 USACE 1993. Hydrologic Frequency Analysis. Engineer Manual EM 1110-2-1415. Department of
2 the Army, US Army Corps of Engineers, Washington, D.C. 5 March 1993.

3 USACE 1995. Hydrologic Engineering Requirements for Flood Damage Reduction Studies.
4 Engineer Manual EM 1110-2-1419. Department of the Army, US Army Corps of Engineers,
5 Washington, D.C. 31 January 1995.

6 USACE 2006. Risk Analysis for Flood Damage Reduction Studies. Engineer Regulation ER 1105-2-
7 101. Department of the Army, US Army Corps of Engineers, Washington, D.C. 3 January
8 2006.

9 National Resource Conservation Service (NRCS). 2003. WinTR5-55 User Guide (Draft). Agricultural
10 Research Service. 7 May 2003.

11 Environmental Science Services Administration. 1968. "Frequency and Areal Distributions of
12 Tropical Storm Rainfall in the US Coastal Region on the Gulf of Mexico" US Dept of
13 Commerce, Environmental Science Services Administration, ESSA Technical Report WB-7,
14 Hugo V Goodyear, Office Hydrology, July 1968.

15 Weather Bureau and USACE. 1956. National Hurricane Research Project Report No. 3, "Rainfall
16 Associated with Hurricanes (And Other Tropical Disturbances)", R.W. Schoner and S.
17 Molansky, 1956, Weather Bureau and Corps of Engineers.

18 **3.3.3 Hancock County, Bay St. Louis Ring Levee**

19 **3.3.3.1 General**

20 Bay St. Louis was an extremely hard hit area during the 2005 hurricane season. Water reached a
21 depth of 10-20 ft over the coastal community. An earthen ring levee was evaluated for protection of
22 this area. The levee was evaluated at elevations 20 ft NAVD88 and 30 ft NAVD88. The top width
23 was assumed 15 ft with sideslopes of 1 vertical to 3 horizontal. Additional options not evaluated in
24 detail are described elsewhere in this report.

25 Evaluation of this protection option was done by comparing benefits computed by Hydrologic
26 Engineering Center's (HEC) Flood Damage Analysis (FDA) computer application HEC-FDA and
27 costs computed. HEC-FDA modeling was done comparing the study reaches using variations in
28 expected sea-level rise and development. Details regarding the methodology are presented
29 elsewhere in this report.

30 **3.3.3.2 Location**

31 The location of the ring levee at Bay St. Louis is shown below in Figures 3.3.3-1 and in
32 Figure 3.3.3-2.



1
2 **Figure 3.3.3-1. Vicinity Map, Bay St. Louis**

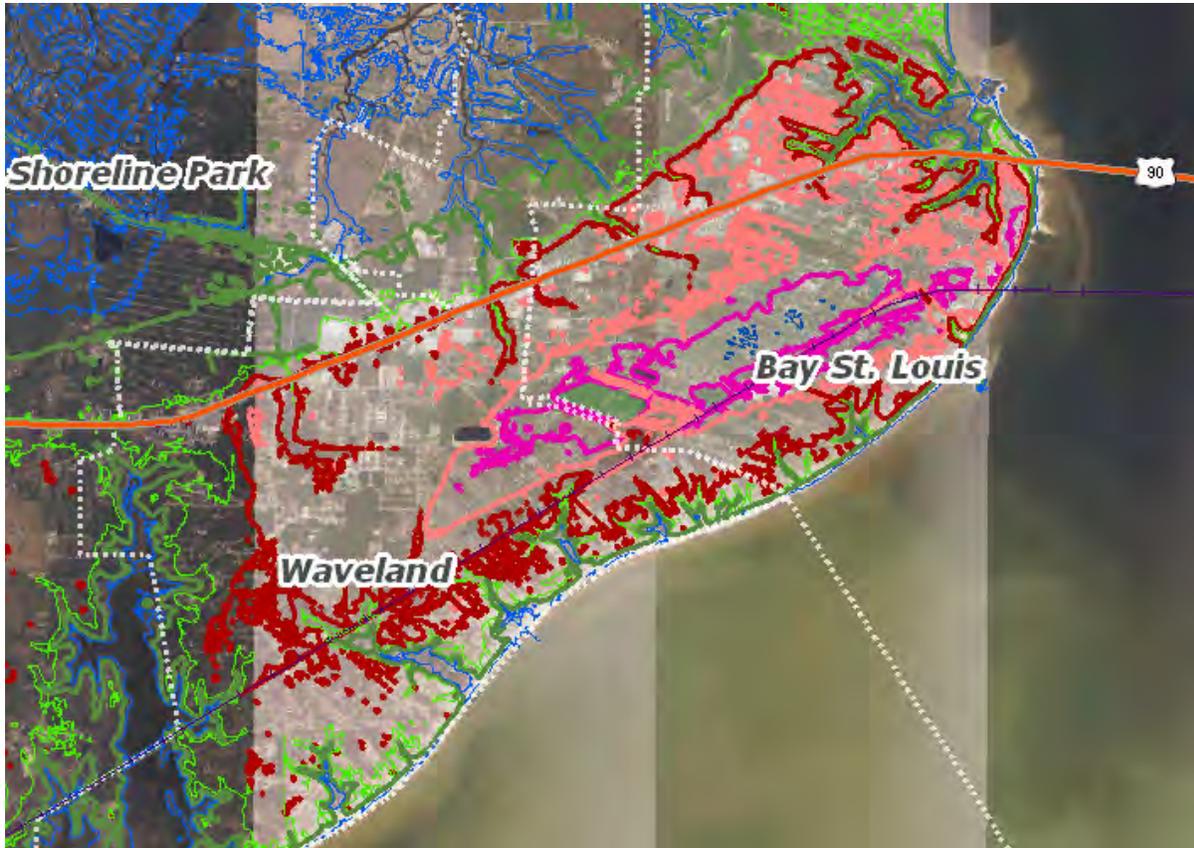


3
4 **Figure 3.3.3-2. Bay St. Louis Ring Levee**

1 **3.3.3.3 Existing Conditions**

2 Drainage at Bay St. Louis and Waveland is to the Mississippi Sound to the south and to tributaries of
3 St. Louis Bay to the north. The Shoreline Park subdivision area to the north of Bay St. Louis is very
4 low at elevations of 4-6 ft NAVD88 and subject to frequent flooding from storm surge. The 4-ft(blue),
5 8-ft(dark green), 12-ft(green), 16-ft(brown), 20-ft(peach), and 24-ft(dark pink) ground contour lines
6 are shown below in Figure 3.3.3-3.

7 Impacts from hurricanes can be devastating. Damage from Hurricane Katrina in August, 2005 in the
8 Bay St. Louis area are shown below in Figure 3.3.3-4 and 3.3.3-5.



9
10 **Figure 3.3.3-3. Bay St. Louis Ground Contours and City Limits**



1
2 Source: <http://ngs.woc.noaa.gov/storms/katrina/24614515.jpg>
3 **Figure 3.3.3-4. Hurricane Katrina Damage, Bay St. Louis, MS**

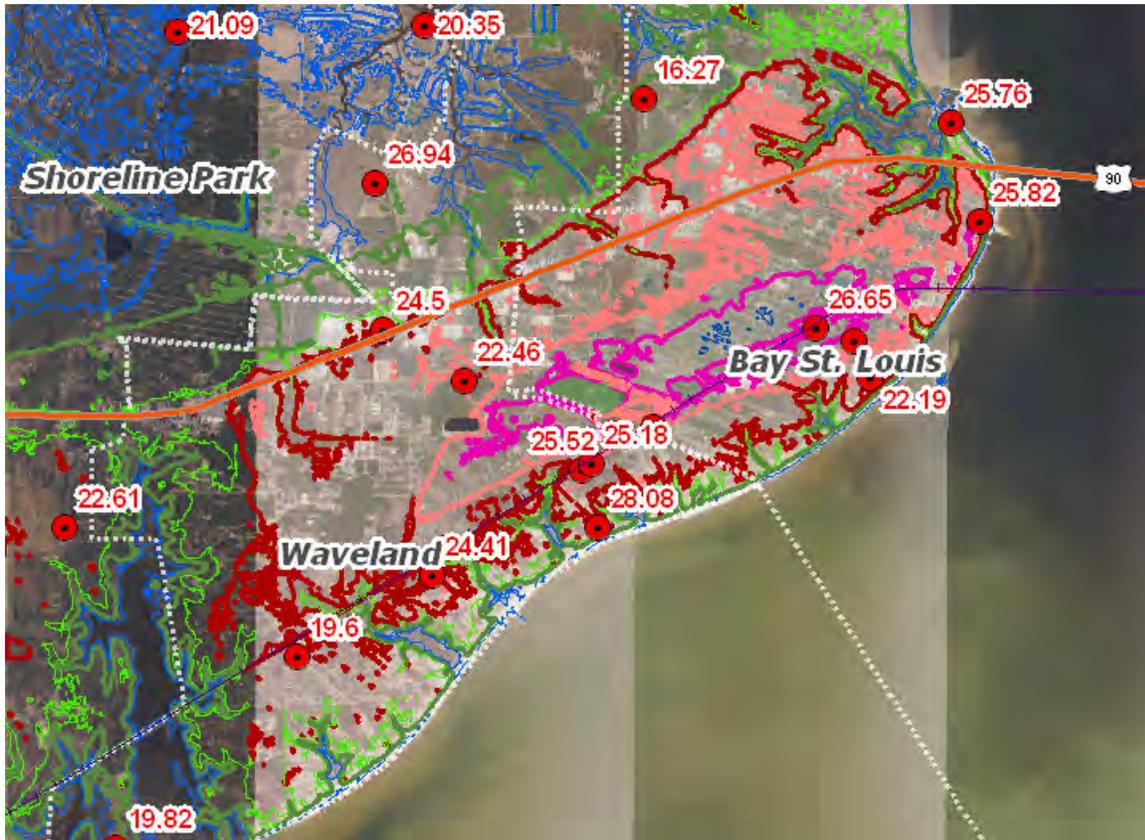


4
5 Source: <http://www.pbase.com/dbphotos/image/48766824>
6 **Figure 3.3.3-5. Hurricane Katrina Damage, Bay St. Louis, MS**

7 **3.3.3.4 Coastal and Hydraulic Data**

8 Historic coastal data are shown in Paragraph 1.4, elsewhere in this report. High water marks taken
9 by FEMA after Hurricane Katrina in 2005 as well as the 4-ft(blue), 8-ft(dark green), 12-ft(green),
10 16-ft(brown), 20-ft(peach), and 24-ft(dark pink) ground contour lines and Hurricane Katrina
11 inundation limits are shown below in Figure 3.3.3-6. The data indicates the water was as high as
12 22-28 ft NAVD88 near the site, totally inundating most of the area.

1 Stage-Frequency data for a suite of severe storms using Joint Probability Method (JPM) and
2 hydrodynamic modeling were developed by the Engineer Research and Development Center
3 (ERDC) for 80 locations along the study area. These data were combined with historical gage
4 frequencies for smaller storms to establish stage-frequency curves at 54 economic reaches in the
5 study area which were entered into Hydrologic Engineering Center's (HEC) Flood Damage Analysis
6 (HEC-FDA) application to evaluate benefits. An expanded description of the procedure is shown
7 elsewhere in this report. Points near Bay St. Louis at which data from hydrodynamic modeling was
8 saved are shown below in Figure 3.3.3-7.

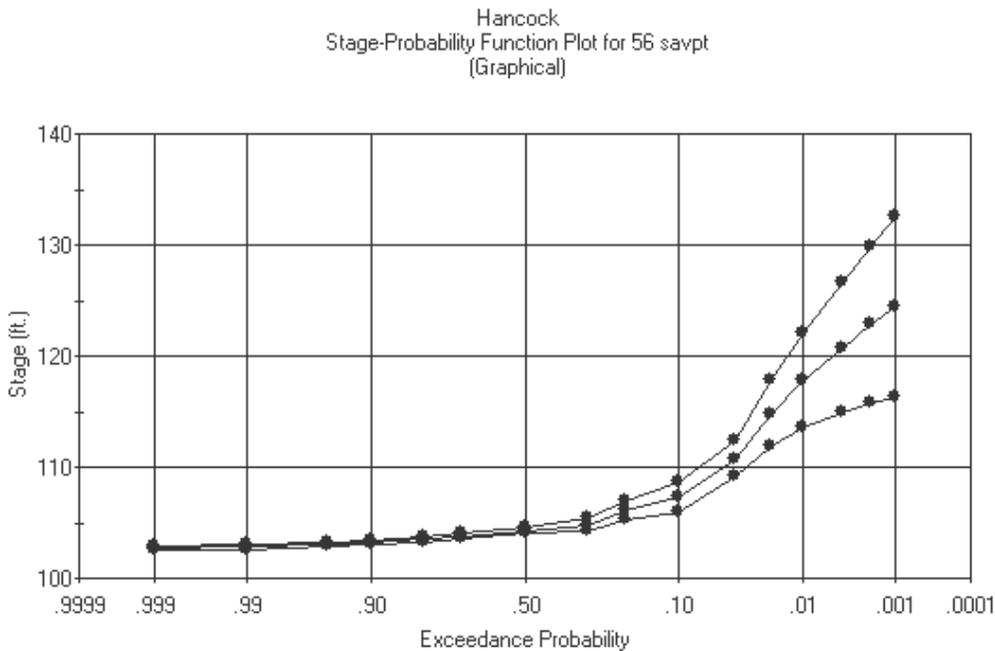


9
10 **Figure 3.3.3-6. Ground Contours and Katrina High Water, Bay St. Louis**



1
2 **Figure 3.3.3-7. Hydrodynamic Modeling Save Point near Bay St. Louis**

3 Existing Condition Stage –Frequency data for Save Point 62, at Highway 90 in Bay St. Louis, is
 4 shown below in Figure 3.3.3-8. The 95% confidence limits, approximately equally to plus and minus
 5 two standard deviations, are shown bounding the median curve. The elevations are presented at
 6 100 ft higher than actual to facilitate HEC-FDA computations.



7
8 **Figure 3.3.3-8. Existing Conditions at Save Point 56, near Bay St. Louis, MS**

1 It should be noted that the frequency curve shown above reflects only that flooding resulting from
2 storm surge in the gulf. Riverine flooding is not incorporated into this curve.

3 **3.3.3.5 Option A – Elevation 20 ft NAVD88**

4 This option consists of an earthen dike enclosing an area of 3591 acres around the most densely
5 populated areas of Bay St. Louis as shown on the following Figure 3.3.3-9, along with the internal
6 sub-basins and levee culvert/pump locations. The levee would have a top width of 15 ft and slopes
7 of 1 vertical to 3 horizontal.



8
9 **Figure 3.3.3-9. Pump/Culvert/Sub-basin Site Locations**

10 Damage and failure by overtopping of levees could be caused by storms surges greater than the
11 levee crest as shown in Figure 3.3.3-10.

12 Overtopping failures are caused by the high velocity of flow on the back side of the levee. Although
13 significant wave attack on the seaward side of some of the New Orleans levees occurred during
14 Hurricane Katrina, the duration of the wave attack was for such a short time that major damage did
15 not occur from wave action. The erosion shown below in Figure 3.3.3-11 was caused by
16 approximately 1-2 ft of overtopping crest depth.



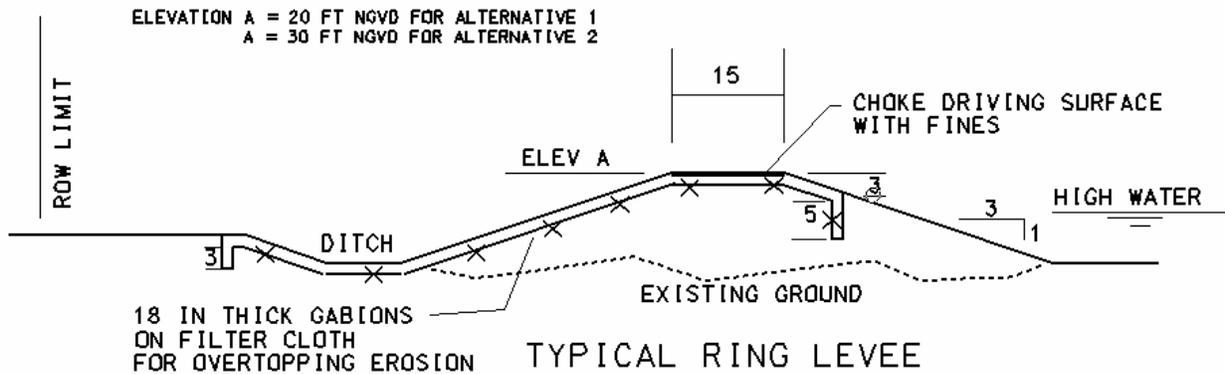
1
2 Source: *Wave Overtopping Flow on Seadikes, Experimental and Theoretical Investigations*, Holger Schüttrumpf,
3 (Photo:Leichtweiss-Institute) http://kfki.baw.de/fileadmin/projects/E_35_134_Lit.pdf
4 **Figure 3.3.3-10. North Sea, Germany, March 1976**



5
6 Source: ERDC, Steven Hughes
7 **Figure 3.3.3-11. Crown Scour from Hurricane Katrina at Mississippi**
8 **River Gulf Outlet (MRGO) Levee in St. Bernard Parish, New Orleans, LA**

9 Revetment would be included in the levee design to prevent overtopping failure.

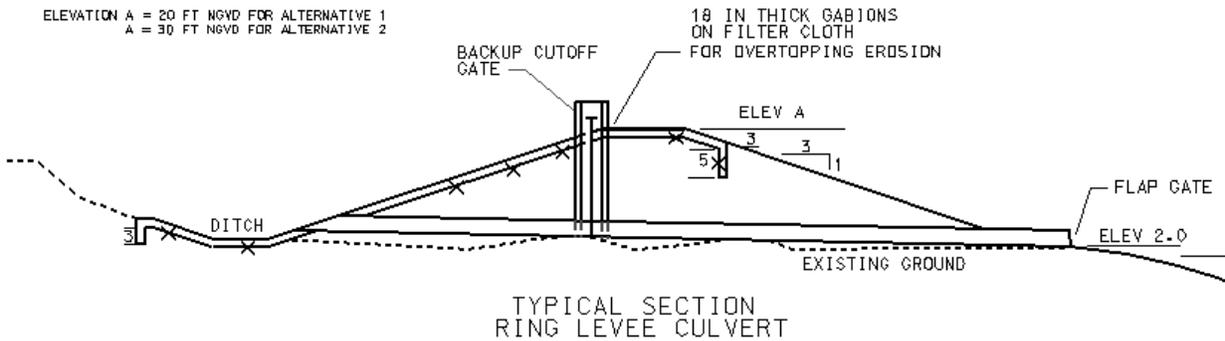
10 The levee would be protected by gabions on filter cloth as shown in Figure 3.3.3-12, extending
11 across a drainage ditch which carries water to nearby culverts and which would also serve to
12 dissipate some of the supercritical flow energy during overtopping conditions.



1
2 **Figure 3.3.3-12. Typical Section at Ring Levee**

3 **3.3.3.5.1 Interior Drainage**

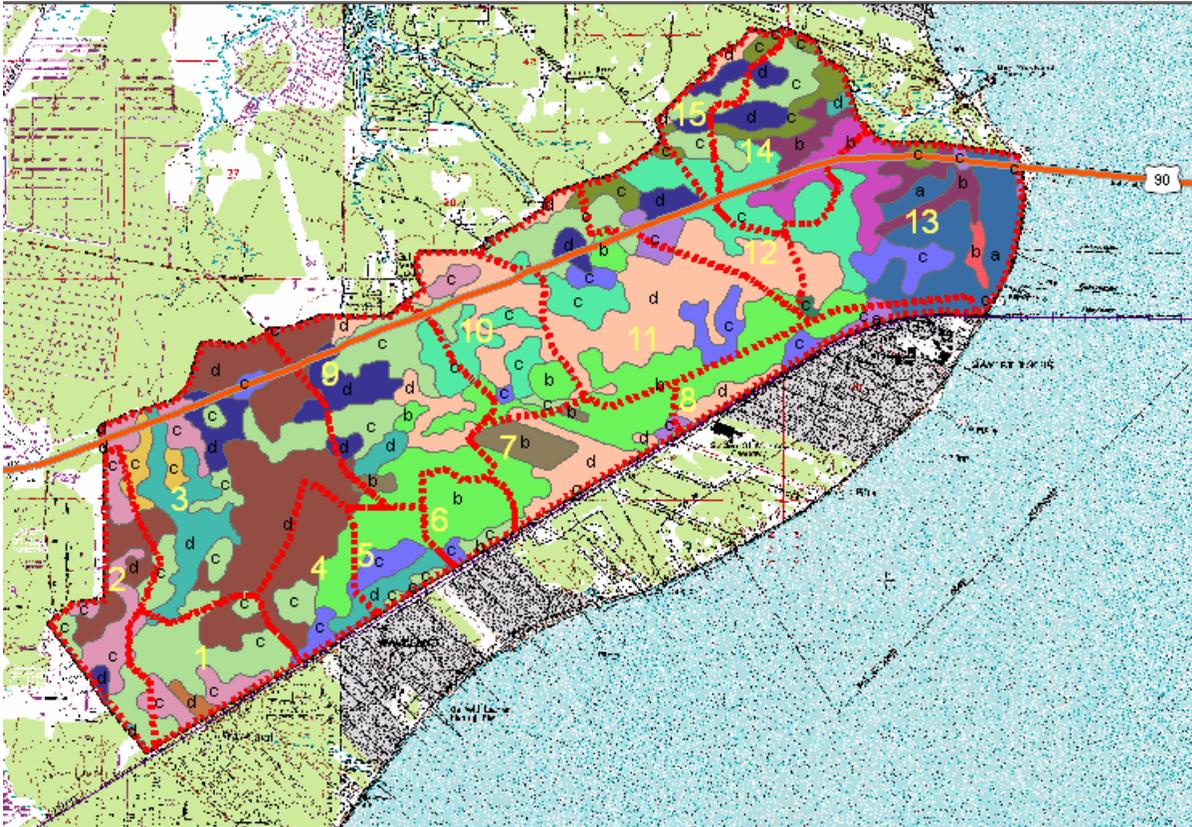
4 Drainage on the interior of the ring levee would be collected at the levee and channeled to culverts
 5 placed in the levee at the locations shown above. The culverts would have flap gates on the
 6 seaward ends to prevent backflow when the water in Mississippi Sound is high. An additional closure
 7 gate would also be provided at every culvert in the levee for control in the event the flap gate
 8 malfunctions. A typical section is shown below in Figure 3.3.3-13.



9
10 **Figure 3.3.3-13. Typical Section at Culvert**

11 In addition, pumps would be constructed near the outflow points to remove water from the interior
 12 during storm events occurring when the culverts were closed because of high water in the sound.

13 Flow within the levee interior was determined by subdividing the interior of the ring levee into major
 14 sub-basins as shown in Figure 3.3.3-9 and computing flow for each sub-basin by USGS computer
 15 application WinTR55. The method incorporates soil type and land use to determine a run-off curve
 16 number. The variation in soil types and their hydrologic soil grouping and sub-basins are shown in
 17 Figure 3.3.3-14.



1
2 **Figure 3.3.3-14. Bay St. Louis Hydrologic Soil Groups**

3 Hydrologic soil group A soils have low runoff potential and high infiltration rates, even with
4 thoroughly wetted and a high rate of water transmission. Hydrologic soil group B soils have
5 moderate infiltration rates when thoroughly wetted and a moderate rate of water transmission.
6 Hydrologic soil group C soils have low infiltration rates when thoroughly wetted and have a low rate
7 of water transmission. Hydrologic soil group C soils have high runoff potential and a very low rate of
8 water transmission.

9 Peak flows for the 1-yr to 100-yr storms were computed. Levee culverts were then sized to evacuate
10 the peak flow from a 25-year rain in accordance with practice for new construction in the area using
11 Bentley CulvertMaster application. For the culvert design, headwater elevations at the culverts were
12 maintained at an elevation no greater than 5 ft above the upstream invert with a tailwater elevation of
13 2.0 ft above the downstream invert assumed. Drainage ditches along the toe of the levee will be
14 required to assure that smaller basins can be drained to a culvert/pump site. These ditches were
15 sized using a normal depth flow computation. Curve numbers, pump, and culvert capacity tables are
16 not included in the report beyond that necessary to obtain a cost estimate. The data are considered
17 beyond the level of detail required for this report.

18 During periods of high water in Mississippi Sound, pumps would be required to evacuate rainfall.
19 Pump sizes were determined for the peak flow resulting from a 10-yr rainfall. This decision was
20 based on an evaluation of rainfall observed during hurricane and tropical storm events as presented
21 in two sources. The first is "Frequency and Areal Distributions of Tropical Storm Rainfall in the US
22 Coastal Region on the Gulf of Mexico" US Dept of Commerce, Environmental Science Services
23 Administration, ESSA Technical Report WB-7, Hugo V Goodyear, Office Hydrology, July 1968. The
24 second is "National Hurricane Research Project Report No. 3, Rainfall Associated with Hurricanes

1 (And Other Tropical Disturbances)", R.W. Schoner and S. Molansky, 1956, Weather Bureau and
2 Corps of Engineers. This decision was also based on coordination with the New Orleans District.

3 During some hurricane events, when the gates are shut, and rainfall exceeds the average 10-yr
4 intensity over the basin, some ponding from rainfall will occur. Detailed modeling of all the interior
5 sub-basins for all the areas was not possible for this report, therefore the exact extent of the ponding
6 for extreme events is not precisely defined. However, in some of the areas, existing storage could be
7 adequate to pond water without causing damage, even without pumps. In other areas that do have
8 pumps, some rise in interior water during interior events greater than the 10-yr rain could occur, but
9 may not cause damage. Designing the pumps for the peak 10-yr flow provides a significant pumping
10 capacity. Further studies will detail the requirement for the appropriate ponding areas, pump sizes,
11 or buyouts in the affected areas.

12 During non-hurricane periods of low water in the sound, when rainfall greater than the 25-yr event
13 occurs, the pumps could also be used to augment the flow capacity of the levee culverts.

14 **3.3.3.5.2 Geotechnical Data**

15 Geology: Citronelle formation extends north of Interstate 10 and is a relatively thin unit of fluvial
16 deposits of Plio-Pleistocene age consisting of gravelly sand and silty sand layers. Typically the
17 formation is 30 to 80 feet thick, except where it has filled eroded channels in the underlying
18 formations. The sand in the formation has a variety of colors, often associated with the presence of
19 iron oxides in the form of hematite or goethite. Thin discontinuous clay layers are found in some
20 areas. The iron oxide has occasionally cemented the sand into a somewhat friable sandstone,
21 usually occurring only as a localized layer. Within the study area, this formation outcrops north of
22 Interstate 10 and will not be encountered at project sites other than any levees that might extend
23 northward to higher ground elevations.

24 The Prairie formation is found southward of the Citronelle formation and is of Pleistocene age. This
25 formation consists of fluvial and floodplain sediments that extend southward from the outcrop of the
26 Citronelle formation to or near the mainland coastline. Sand found within this formation has an
27 economic value as beach fill due to its color and quality. Southward from its outcrop area, the
28 formation extends under the overlying Holocene deposits out into the Mississippi Sound.

29 The Gulfport Formation is found along the coastline in most of Harrison County and western Jackson
30 County at Belle Fontaine Beach. This formation of Pleistocene age overlies the Prairie formation and
31 is present as well sorted sands that mark the edge of the coastline during the last high sea level
32 stage of the Sangamonian Interglacial period. It does not extend under the Mississippi Sound.

33 Geotechnical: The inland barrier earthen levee section will have one vertical to three horizontal side
34 slopes with a fifteen foot crest width. All work areas to receive the fill shall be cleared and grubbed of
35 all trees and surface organics and all existing foundations, streets, utilities, etc. will be removed and
36 the subsequent cavities backfilled and compacted. The levee will be constructed of sand clay
37 materials obtained from off site commercial sources, trucked to the work area, placed in thin lifts and
38 compacted to 95 percent of the maximum modified density. The final surface will be armored by the
39 placement of 24 inch thick gabion mattress filled with small stone for erosion protection during an
40 event that overtops the levee. The armoring will be anchored on the front face by trenching and
41 extend across the downstream slope and the 25 foot easement area beyond the toe. The front side
42 of the levee and all non critical surface areas will be subsequently covered by grassing. Road
43 crossings will incorporate small gate structures or ramping over the embankment where the surface
44 elevation is near that of the crest elevation. The elevation relationship of the crest and the adjacent
45 railroad will be a governing factor. The surfaces will be paved with asphalt and the corresponding
46 drainage will be accommodated. Those areas where the subgrade geology primarily consists of
47 clean sands, seepage underneath the levee and the potential for erosion and instability must be

1 considered. Final designs may require the installation of a bentonite concrete cutoff wall deep within
2 the foundation. This condition will be investigated during any design phase and its requirement will
3 be incorporated.

4 **3.3.3.5.3 Structural, Mechanical and Electrical**

5 Structural, Mechanical, and Electrical data are presented for culverts and pumping facilities. The
6 sites are shown above.

7 **3.3.3.5.3.1 Culverts**

8 As any flood barrier is constructed the natural groundwater runoff would be inhibited. In order to
9 maintain the natural runoff patterns culverts would be inserted through the protection line at
10 appropriate locations. For this study these were configured as cast-in-place reinforced concrete box
11 structures fitted with flap gates to minimize normal backflows and sluice gates to provide storm
12 closure when needed. The shear number of these structures that would be required throughout the
13 area covered by this study would dictate that an automated system be incorporated whereby the
14 gates could be monitored and operated from some central location within defined districts. Detailed
15 design of these monitoring and operating systems is beyond the scope of this study, however a
16 parametric cost was developed for each site and included in the estimated construction cost for
17 these facilities.

18 **3.3.3.5.3.2 Pumping Facilities Structural**

19 The layout of each pumping facility was made in conformance with Corp of Engineers Guidance
20 document EM 1110-2-3105, Mechanical and Electrical Design of Pumping Stations. The basic plant
21 dimensions for each site were set using approximate dimensions derived based on specific pump
22 data (pump impeller diameter, pump bell bottom clearance, etc.). Each facility was roughly fitted to
23 its site using existing ground elevations taken from available mapping and height of levee data. In
24 every case the top of the pump floor was required to be above the 100 year flood elevation. Nominal
25 sidewall and sump and pump floor thicknesses were assumed, along with wall and roof thicknesses
26 for the pump room enclosure. Using these basic dimensions and the preliminary number and size of
27 pumping units determined for each site, the overall plant footprint and elevations were set and
28 quantities of basic construction materials computed. The pumping plants were configured, to the
29 greatest extent possible with the data provided, to provide multiple pumps at each site.

30 Discharge piping for each plant was estimated using over the levee piping with one pipe per
31 pumping unit. For estimating purposes the piping was sized to match the pump diameter. Each pipe
32 was extended approximately 25 feet beyond the toe of the embankment on the discharge end to
33 allow for energy dissipation features to be incorporated into the pipe discharge.

34 At the discharge end of the piping a heavy mat of grouted riprap was added as protection for the
35 levee slope and immediately adjacent area. In each case the 4-foot deep stone mat was estimated
36 as extending 30 feet up the levee slope and 50 feet out from the levee toe for a total width of 80 feet.
37 The lateral extent was estimated at 10 feet per discharge pipe.

38 **3.3.3.5.3.3 Pumping Stations Mechanical**

39 Vertical shaft pumps were used for all of the pumping facilities. Preliminary mechanical design of the
40 required pumping equipment was made by adaptation of manufacturer's stock pumping equipment
41 to approximate hydraulic head and flow data developed for each pumping location. This data was
42 coordinated with a pump manufacturer who supplied a cross check of the pump selections and cost
43 data for use in preparation of project construction cost estimates. In consideration of the primary
44 purpose which this equipment would serve, and in light of the widespread unavailability of electric

1 power during and immediately after a major storm, it was determined that the pumps should be
2 diesel engine driven.

3 **3.3.3.5.3.4 Pumping Stations Electrical**

4 The electrical design for these facilities would consist primarily of providing station power for the
5 facilities. For each of the sites this would include installation of Power Poles, Cable, Power Pole
6 Terminations, miscellaneous electrical appurtenances, and an Electrical 30 kW Diesel Generator Set
7 for backup power.

8 Because of the number of pumping facilities involved and the need to closely control the pumping
9 operations over a large area, a system of several operation and monitoring stations would be
10 required from which the pumping facilities could be started and their operation monitored during and
11 immediately following a storm event. The detailed design of this monitoring and operation system is
12 beyond the scope of this study, however a parametric estimate of the cost involved in developing
13 and installing such a system was made and included in the estimate of construction costs for these
14 facilities.

15 **3.3.3.5.3.5 Pumping Stations. Flow and Pump Sizes**

16 Design hydraulic heads derived for the 12 pumping facilities included in the Bay St. Louis Ring
17 Levee system for the elevation 20 protection level varied from approximately 10 feet to 15 feet and
18 the corresponding flows required varied from 56,695 to 390,483 gallons per minute. The plants thus
19 derived varied in size from a plant having two 36-inch diameter, 125 horsepower pumps, to one
20 having eight 42-inch diameter pumps each running at 290 horsepower.

21 **3.3.3.5.3.6 Roadways**

22 At each point where a roadway crosses the protection line the decision must be made whether to
23 maintain this artery and adapt the protection line to accommodate it, or to terminate the artery at the
24 protection line and divert traffic to cross the protection line at another location. For this study it was
25 assumed that all roadways and railways crossing the levee alignment would be retained except
26 where it was very evident that traffic could be combined without undue congestion.

27 Once the decision has been made to retain a particular roadway, it must then be determined how
28 best to configure the artery to conduct traffic across the protection line. The simplest means of
29 passing roadway traffic is to ramp the roadway over the protection line. This alternative is not always
30 viable because of severe right-of-way restraints caused by extreme levee height, urban congestion,
31 etc. In such instances other methods can be used including partial ramping in combination with low
32 profile roller gates. In more restricted areas full height gates which would leave the roadway virtually
33 unaltered might be preferable, even though this alternative would usually be more costly than
34 ramping. In some extreme circumstances where high levees are required to pass through very
35 congested areas, installation of tunnels with closure gates may be required.

36 Some economy could probably be achieved in this effort by combining smaller arteries and passing
37 traffic through the protection line in fewer locations. However, in most instances this would involve
38 detailed traffic routing studies and designs that are beyond the scope of this effort. These studies
39 would be included in the next phase of the development of these options, should such be warranted.

40 **3.3.3.5.3.7 Levee and Roadway/Railway Intersections**

41 With the installation of a ring levee around the Bay St. Louis area to elevation 20, 21 roadway
42 intersections would have to be accommodated. For this study it was estimated that of this number,
43 4 would require swing gate structures, with the rest requiring roller gates of various heights.

1 **3.3.3.5.4 HTRW**

2 Due to the extent and large number of real estate parcels along with the potential for re-alignment of
3 the structural aspects of this project, no preliminary assessment was performed to identify the
4 possibility of hazardous waste on the sites. These studies will be conducted during the next phase of
5 work after the final siting of the various structures. The real estate costs appearing in this report
6 therefore will not reflect any costs for remediation design and/or treatment and/or removal or
7 disposal of these materials in the baseline cost estimate.

8 **3.3.3.5.5 Construction Procedures and Water Control Plan**

9 The construction procedures required for this option are similar to general construction in many
10 respects in that the easement limits must be established and staked in the field, the work area
11 cleared of all structures, pavements, utilities, trees, organics, etc. and the foundation prepared for
12 the new work. Where the levee alignment crosses the existing streams or narrow bays, the
13 alignment base shall be created by displacement with layers of crushed stone pushed ahead and
14 compacted by the placement equipment and repeated until a stable platform is created. The required
15 drainage culverts or other ancillary structures can then be constructed. The control of any surface
16 water will be handled by temporary sheetpile cofferdams and pumping. The control of groundwater
17 will be a series of wellpoints systems designed to keep the excavations dry to a depth and width
18 sufficient to install the new work.

19 **3.3.3.5.6 Project Security**

20 The Protocol for security measures for this study has been performed in general accordance with the
21 Risk Assessment Methodology for Dams (RAM-D) developed by the Interagency Forum for
22 Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical
23 infrastructure throughout the Corps of Engineers. The determination of the level of physical security
24 provided for each facility is based on the following critical elements: 1) threat assessment of the
25 likelihood that an adversary will attack a critical asset, 2) consequence assessment should an
26 adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to
27 prevent a successful attack against an operational component.

28 Three levels of physical security were selected for use in this study:

29 Level 1 Security provides no improved security for the selected asset. This security level would be
30 applied to the barrier islands and the sand dunes. These features present a very low threat level of
31 attack and basically no consequence if an attack occurred and is not applicable to this option.

32 Level 2 Security applies standard security measures such as road barricades, perimeter fencing,
33 and intrusion detection systems for unoccupied buildings and vertical structures and security lighting.
34 The intrusion detection systems will be connected to the local law enforcement office for response
35 during an emergency. Facilities requiring this level of security would possess a higher threat level
36 than those in Level 1 and would include assets such as levees, access roads and pumping stations.

37 Level 3 Security includes all of the features of Level 2 plus enhanced security measures such as the
38 use of video cameras for real-time monitoring of the facility, monitors, motion detectors and alarm
39 sound system in the occupied control buildings. Facilities requiring this level of security would
40 possess the highest threat level of all the critical assets. Power plants would require this level of
41 security.

42 **3.3.3.5.7 Operation and Maintenance**

43 Operation and maintenance activities for this project will be required on an annual basis. All pumps
44 and gates will be operated to assure proper working order. Debris and shoaled sediment will be

1 removed. Vegetation on the levees will be cut to facilitate inspection and to prevent roots from
2 causing weak levee locations. Rills will be filled and damaged revetment will be repaired. Scheduled
3 maintenance should include periodic greasing of all gears and coupled joints, maintaining any
4 battery backup systems, and replacement of standby fuel supplies.

5 **3.3.3.5.8 Cost Estimate**

6 The costs for the various options included in this measure are presented in Section 3.3.3.7. Cost
7 Summary. Construction costs for the various options are included in Table 3.3.3-1 and costs for the
8 annualized Operation and Maintenance of the options are included in Table 3.3.3-2. Estimates are
9 comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
10 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
11 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07.
12 Estimates excludes project Escalation and HTRW Cost. The construction costs include real estate,
13 engineering design (E&D), construction management, and contingencies. The E&D cost for
14 preparation of construction contract plans and specifications includes a detailed contract survey,
15 preparation of contract specifications and plan drawings, estimating bid quantities, preparation of bid
16 estimate, preparation of final submittal and contract advertisement package, project engineering and
17 coordination, supervision technical review, computer costs and reproduction. Construction
18 Contingency developed and assigned at 25% to cover the Cost Growth of the project.

19 **3.3.3.5.9 Schedule for Design and Construction**

20 After the authority for the design has been issued and funds have been provided, the design of these
21 structures will require approximately 12 months including comprehensive plans and specifications,
22 independent reviews and subsequent revisions. The construction of this option should require in
23 excess of two years.

24 **3.3.3.6 Option B – Elevation 30 ft NAVD88**

25 This option consists of an earthen levee around the most populated areas of Bay St. Louis. The
26 alignment of the levee is the same as Option A, above, and is not reproduced here. The only
27 difference between the description of this option and preceding description of Option A is the height
28 of the levee, pumping facilities, number of roadway and railroad intersections, and the length of the
29 levee culverts. Other features and methods of analysis are the same.

30 **3.3.3.6.1 Interior Drainage**

31 Interior drainage analysis and culverts are the same as those for Option A, above, except that the
32 culvert lengths through the levees would be longer.

33 **3.3.3.6.2 Geotechnical Data**

34 The Geology and Geotechnical paragraphs for Option B are the same as for Option A, above.

35 **3.3.3.6.3 Structural, Mechanical and Electrical**

36 The only difference between the description of this option and preceding description of Option A is
37 the height of the levee, pumping facilities, and the length of the levee culverts. Culvert length
38 variations are not presented but are incorporated into the cost estimate. The other data for Option B
39 is presented below.

40 Pumping Facilities. Flow and Pump Sizes. Option B. Design hydraulic heads derived for the
41 12 pumping facilities included in the Bay St. Louis Ring Levee system for the elevation 30 protection

1 level varied from approximately 20 feet to 30 feet, and the corresponding flows required varied from
2 56,695 to 390,483 gallons per minute. The plants thus derived varied in size from a plant having 2
3 36-inch diameter, 250 horsepower pumps, to one having eight 42-inch diameter pumps, each
4 running at 475 horsepower.

5 **3.3.3.6.3.1 Levee and Roadway/Railway Intersections**

6 With the installation of a ring levee around the Bay St. Louis area to elevation 30, 69 roadway
7 intersections would have to be accommodated. For this study it was estimated that of this number,
8 62 would require swing gate structures, with the remaining 7 requiring roller gates of various heights.

9 **3.3.3.6.4 HTRW**

10 The HTRW paragraphs for Option B are the same as for Option A, above.

11 **3.3.3.6.5 Construction and Water Control Plan**

12 The Construction and Water Control Plan paragraphs for Option B are the same as for Option A,
13 above.

14 **3.3.3.6.6 Project Security**

15 The Project Security paragraphs for Option B are the same as for Option A, above.

16 **3.3.3.6.7 Operation and Maintenance**

17 The Operation and Maintenance paragraphs for Option B are the same as for Option A, above.

18 **3.3.3.6.8 Cost Estimate**

19 The Cost Estimate paragraphs for Option B are the same as for Option A, above.

20 **3.3.3.6.9 Schedule for Design and Construction**

21 The Schedule for Design and Construction paragraphs for Option B are the same as for Option A,
22 above.

23 **3.3.3.7 Cost Estimate Summary**

24 The costs for construction and for operations and maintenance of all options are shown in Tables
25 3.3.3-1 and 3.3.3-2 below. Estimates are comparative-Level "Parametric Type" and are based on
26 Historical Data, Recent Pricing, and Estimator's Judgment. Quantities listed within the estimates
27 represent Major Elements of the Project Scope and were furnished by the Project Delivery Team.
28 Price Level of Estimate is April 07. Estimates excludes project Escalation and HTRW Cost.

29 **Table 3.3.3-1.**

30 **Bay St Louis Ring Levee Construction Cost Summary**

Option	Total project cost
Option A – Elevation 20 ft NAVD88	\$283,000,000
Option B – Elevation 30 ft NAVD88	\$382,900,000

31

**Table 3.3.3-2.
Bay St Louis Ring Levee O & M Cost Summary**

Option	O&M Costs
Option A – Elevation 20 ft NAVD88	\$2,002,000
Option B – Elevation 30 ft NAVD88	\$2,803,000

3.3.3.8 References

US Army Corps of Engineers (USACE) 1987. Hydrologic Analysis of Interior Areas. Engineer Manual EM 1110-2-1413. Department of the Army, US Army Corps of Engineers, Washington, D.C. 15 January 1987.

USACE 1993. Hydrologic Frequency Analysis. Engineer Manual EM 1110-2-1415. Department of the Army, US Army Corps of Engineers, Washington, D.C. 5 March 1993.

USACE 1995. Hydrologic Engineering Requirements for Flood Damage Reduction Studies. Engineer Manual EM 1110-2-1419. Department of the Army, US Army Corps of Engineers, Washington, D.C. 31 January 1995.

USACE 2006. Risk Analysis for Flood Damage Reduction Studies. Engineer Regulation ER 1105-2-101. Department of the Army, US Army Corps of Engineers, Washington, D.C. 3 January 2006.

National Resource Conservation Service (NRCS). 2003. WinTR5-55 User Guide (Draft). Agricultural Research Service. 7 May 2003.

Environmental Science Services Administration. 1968. “Frequency and Areal Distributions of Tropical Storm Rainfall in the US Coastal Region on the Gulf of Mexico” US Dept of Commerce, Environmental Science Services Administration, ESSA Technical Report WB-7, Hugo V Goodyear, Office Hydrology, July 1968.

Weather Bureau and USACE. 1956. National Hurricane Research Project Report No. 3, “Rainfall Associated with Hurricanes (And Other Tropical Disturbances)”, R.W. Schoner and S. Molansky, 1956, Weather Bureau and Corps of Engineers.

3.3.4 Hancock County, Elevated Roadway

3.3.4.1 General

Residential and business areas along the coast in Hancock County are susceptible to storm surge damage. A damage reduction option is to raise the beach front road in Hancock County to elevation 11ft NAVD88 was evaluated. The levee alignment is shown in red below. Additional options not evaluated in detail are described elsewhere in this report. The option consists of more than one element and function. This option also contains a provision for a levee at elevation 16 ft NAVD88, shown in blue below. The elevation 16 ft NAVD88 levee functions in coordination with the Harrison County Elevated Hwy 90 Roadway also at elevation 16 ft NAVD and the St. Louis Bay closure structure.

Evaluation of this option was done by comparing benefits computed by Hydrologic Engineering Center’s (HEC) Flood Damage Analysis (FDA) computer application HEC-FDA and costs computed. HEC-FDA modeling was done comparing the study reaches using variations in expected sea-level rise and development. Details regarding the methodology are presented in Section 2.13 of the Engineering Appendix and in the Economic Appendix.

1 **3.3.4.2 Location**

2 The location of project in Hancock County is shown below in Figure 3.3.4-1.



3
4 **Figure 3.3.4-1. Vicinity Map near Waveland**

5 **3.3.4.3 Existing Conditions**

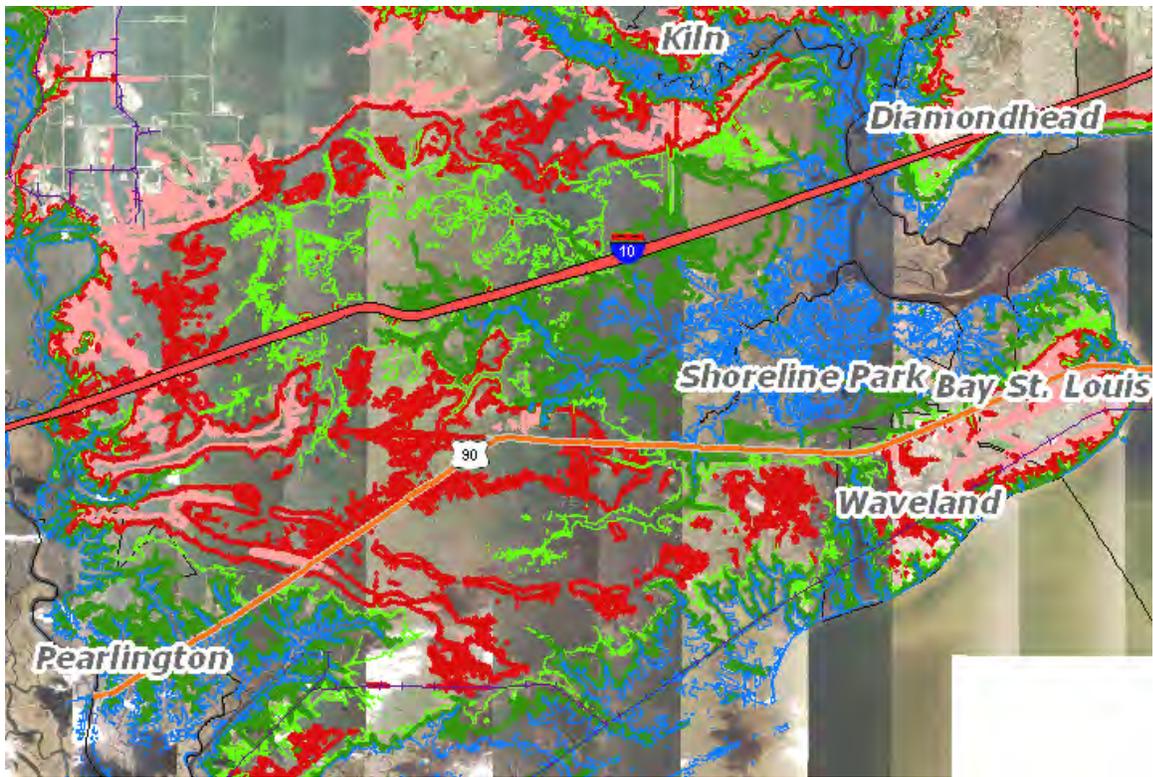
6 The beach front road in Hancock County joins the communities of Bay St. Louis and Waveland at
7 the mouth of St. Louis Bay. The 4-ft(blue), 8-ft(dark green), 12-ft(green), 16-ft(brown), and 20-ft(pink)
8 ground contour lines are shown below in Figure 3.3.4-2.

9 Drainage at Bay St. Louis and Waveland is to the Mississippi Sound to the south and to tributaries of
10 St. Louis Bay to the north. The Shoreline Park subdivision area to the north of Bay St. Louis is very
11 low at elevations of 4-6 ft NAVD88 and subject to frequent flooding from storm surge.

12 Impacts from hurricanes can be devastating. Damage from Hurricane Katrina in August, 2005 in the
13 Waveland area are shown below in Figures 3.3.4-3 and 3.3.4-4.

14 **3.3.4.4 Coastal and Hydraulic Data**

15 Typical coastal data are shown in Section 1.4 of this report. High water marks taken by FEMA after
16 Hurricane Katrina in 2005 as well as the 4-ft(blue), 8-ft(dark green), 12-ft(green), 16-ft(brown), and
17 20-ft(pink) ground contour lines and Hurricane Katrina inundation limits are shown below in Figure
18 3.3.4-5. The data indicates the Katrina high water was as high as 28 ft NAVD88 near the Mississippi
19 Sound, totally inundating the area.



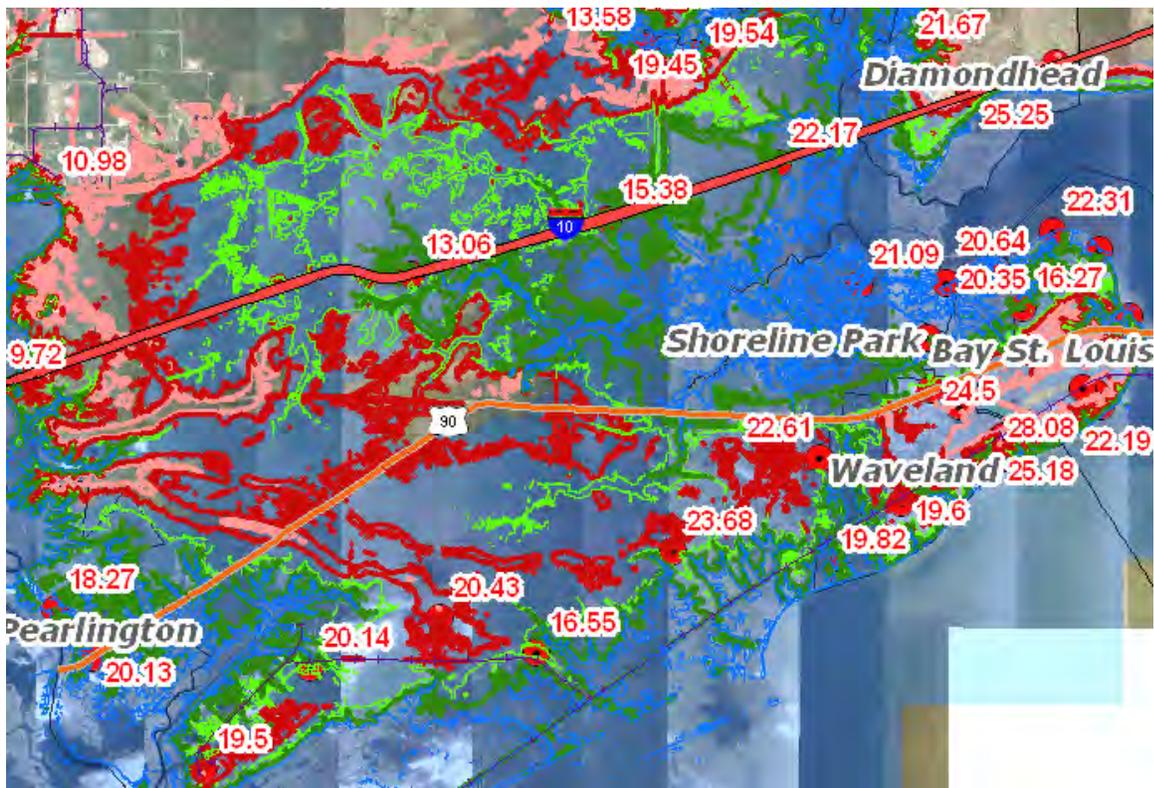
1
2 **Figure 3.3.4-2. Existing Conditions near Waveland**



3
4 Source: <http://ngs.woc.noaa.gov/storms/katrina/24334552.jpg>
5 **Figure 3.3.4-3. Hurricane Katrina Damage near Waveland**



1
 2 Source: G.J. Charlet III, http://www.flickr.com/photo_zoom.gne?id=46937047&size=m
 3 **Figure 3.3.4-4. Hurricane Katrina Damage near Waveland**



4
 5 **Figure 3.3.4-5. Ground Contours and Katrina High Water, Coastal Hancock Co.**

6 Stage-Frequency data for a suite of severe storms using Joint Probability Method (JPM) and
 7 hydrodynamic modeling were developed by the Engineer Research and Development Center
 8 (ERDC) for 80 locations along the study area. These data were combined with historical gage

1 frequencies for smaller storms to establish stage-frequency curves at 54 economic reaches in the
2 study area which were entered into Hydrologic Engineering Center's (HEC) Flood Damage Analysis
3 (HEC-FDA) application to evaluate benefits. An expanded description of the procedure is presented
4 in Section 2.13 of the Engineering Appendix and in the Economic Appendix. Points near Ocean
5 Springs at which data from hydrodynamic modeling was saved are shown below in Figure 3.3.4-6.

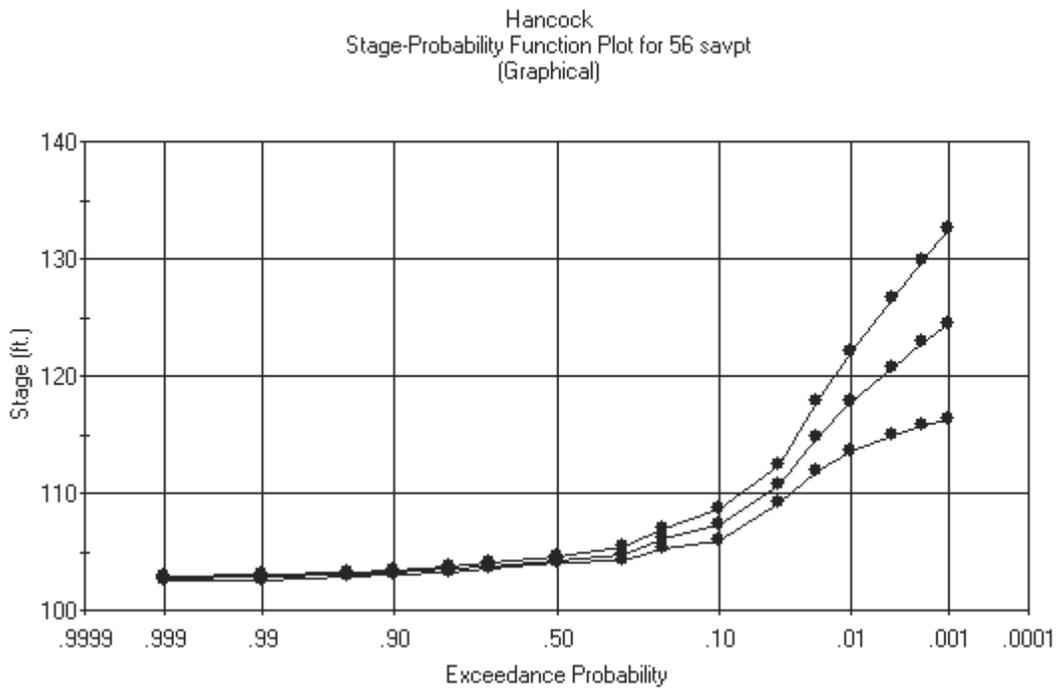
6 Existing Condition Stage –Frequency data for Save Point 56, just off the coast of Waveland, is
7 shown below as an example in Figure 3.3.4-7. The 95% confidence limits, approximately equally to
8 plus and minus two standard deviations, are shown bounding the median curve. The elevations are
9 presented at 100 ft higher than actual to facilitate HEC-FDA computations.

10 **3.3.4.5 Option – Elevate Roadway to 11 ft NAVD88**

11 This option consists of raising the beach front road to elevation 11 ft NAVD88 in the Bay St.
12 Louis/Waveland area as shown on the following Figures 3.3.4-8 and 3.3.4-9, along with the internal
13 sub-basins and levee culvert/pump locations. There is one culvert but no pumps associated with the
14 Elevation 16 ft NAVD88 levee. This levee runs mostly along the ridge line so the drainage is away
15 from the levee. A small boat access structure is also shown at the mouth of one basin. Rising sector
16 gates will be provided at this gate allowing shallow draft traffic most of the time. The gate will be
17 closed prior to hurricane storm surge. A drawing of a typical boat access gate is shown in
18 Figure 3.3.11-15.



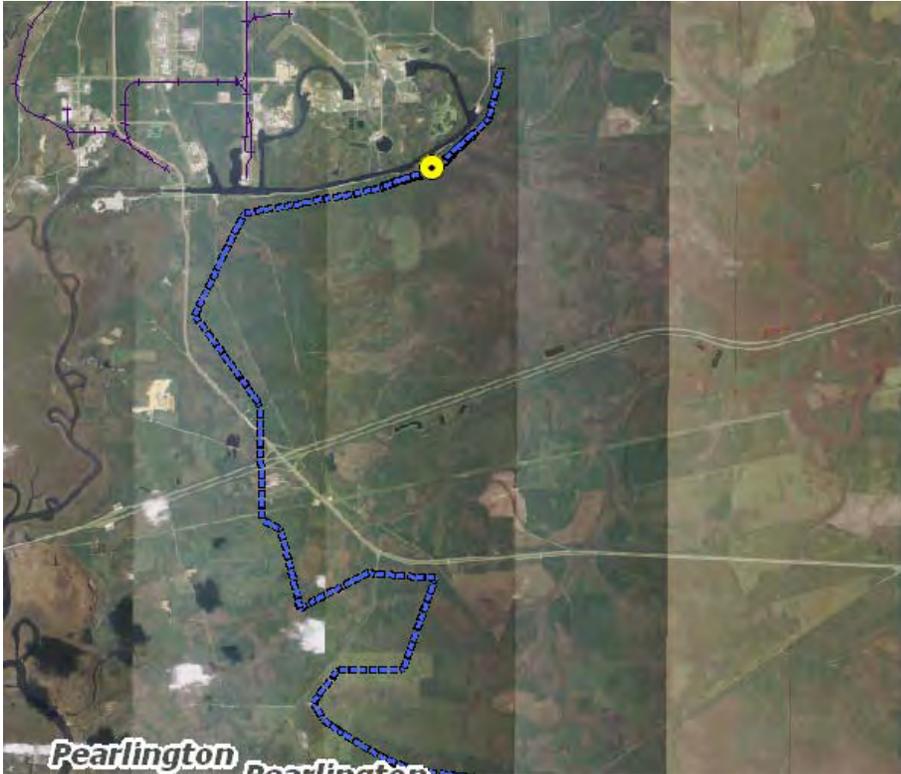
19
20 **Figure 3.3.4-6. Hydrodynamic Modeling Save Points near Waveland**



1
2 **Figure 3.3.4-7. Existing Conditions at Save Point 56, near Waveland**



3
4 **Figure 3.3.4-8. Pump/Culvert/Boat Access Site Locations and Sub-basins**



1
2 **Figure 3.3.4-9. Culvert Site Location**

3 Damage and failure by overtopping of levees could be caused by storms surges greater than the
4 levee crest as shown on Figure 3.3.4-10.



5
6 *Source: Wave Overtopping Flow on Seadikes, Experimental and Theoretical Investigations, Holger Schüttrumpf,*
7 *(Photo:Leichtweiss-Institute) http://kfki.baw.de/fileadmin/projects/E_35_134_Lit.pdf*
8 **Figure 3.3.4-10. North Sea, Germany, March 1976**

9 Overtopping failures are caused by the high velocity of flow on the top and back side of the levee.
10 Although significant wave attack on the seaward side of some of the New Orleans levees occurred
11 during Hurricane Katrina, the duration of the wave attack was for such a short time that major

1 damage did not occur from wave action. The erosion shown below in Figure 3.3.4-11 was caused by
2 approximately 1-2 ft of overtopping crest depth.

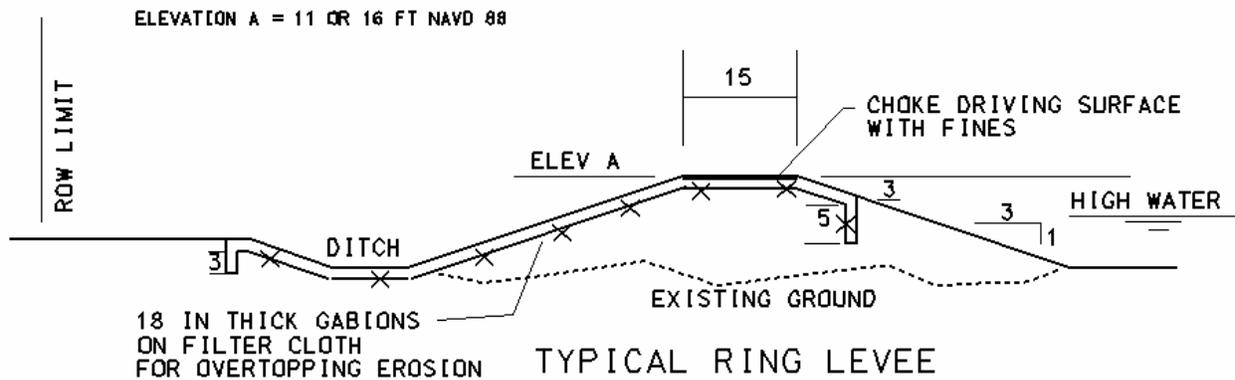


3
4 Source: ERDC, Steven Hughes

5 **Figure 3.3.4-11. Crown Scour from Hurricane Katrina at Mississippi River**
6 **Gulf Outlet (MRGO) Levee in St. Bernard Parish, New Orleans, LA**

7 Revetment would be included in the levee design to prevent overtopping failure.

8 The levee would be protected by gabions on filter cloth as shown above on Figure 3.3.4-12,
9 extending across a drainage ditch which carries water to nearby culverts and which would also serve
10 to dissipate some of the supercritical flow energy during overtopping conditions.

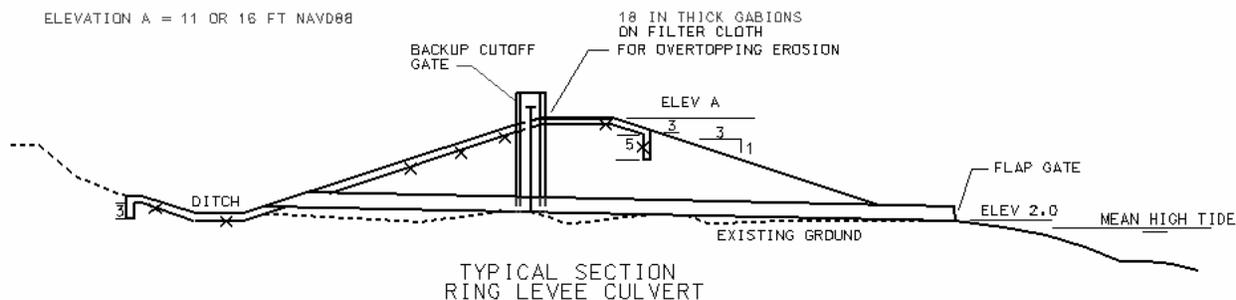


11
12 Source: ERDC, Steven Hughes

13 **Figure 3.3.4-12. Typical Section at Ring Levee**

14 3.3.4.5.1 Interior Drainage

15 Drainage on the interior of the raised roadway would be collected at the highway and channeled to
16 culverts placed at locations shown above. The culverts would have flap gates on the seaward ends
17 to prevent backflow when the water in Mississippi Sound is high. An additional closure gate would
18 also be provided at every culvert for control in the event the flap gate malfunctions. A typical section
19 is shown below in Figure 3.3.4-13.



1
2 **Figure 3.3.4-13. Typical Section at Culvert**

3 In addition, pumps would be constructed near the outflow points to remove water from the interior
4 during storm events occurring when the culverts were closed because of high water in the sound.

5 Flow within the levee interior was determined by subdividing the interior of the drainage basin into
6 major sub-basins as shown above and computing flow for each sub-basin by USGS computer
7 application WinTR55. The method incorporates soil type and land use to determine a run-off curve
8 number.

9 Peak flows for the 1-yr to 100-yr storms were computed. Culverts were then sized to evacuate the
10 peak flow from a 25-year rain in accordance with practice for new construction in the area using
11 Bentley CulvertMaster application. For the culvert design, headwater/tailwater elevation difference
12 was maintained at 3.0 ft or less. Drainage ditches along the toe of the highway will be required to
13 assure that smaller basins can be drained to a culvert/pump site. These ditches were sized using a
14 normal depth flow computation. Curve numbers, pump, and culvert capacity tables are not included
15 in the report beyond that necessary to obtain a cost estimate. The data is considered beyond the
16 level of detail required for this report.

17 During periods of high water in Mississippi Sound, pumps would be required to evacuate rainfall.
18 Pump sizes were determined for the peak flow resulting from a 10-yr rainfall. This decision was
19 based on an evaluation of rainfall observed during hurricane and tropical storm events as presented
20 in two sources. The first is "Frequency and Areal Distributions of Tropical Storm Rainfall in the US
21 Coastal Region on the Gulf of Mexico" US Dept of Commerce, Environmental Science Services
22 Administration, ESSA Technical Report WB-7, Hugo V Goodyear, Office Hydrology, July 1968. The
23 second is "National Hurricane Research Project Report No. 3, Rainfall Associated with Hurricanes
24 (And Other Tropical Disturbances)", R.W. Schoner and S. Molansky, 1956, Weather Bureau and
25 Corps of Engineers. This decision was also based on coordination with the New Orleans District.

26 During some hurricane events, when the gates are shut, and rainfall exceeds the average 10-yr
27 intensity over the basin, some ponding from rainfall will occur. Detailed modeling of all the interior
28 sub-basins for all the areas was not possible for this report, therefore the exact extent of the ponding
29 for extreme events is not precisely defined. However, in some of the areas, existing storage could be
30 adequate to pond water without causing damage, even without pumps. In other areas that do have
31 pumps, some rise in interior water during interior events greater than the 10-yr rain could occur, but
32 may not cause damage. Designing the pumps for the peak 10-yr flow provides a significant pumping
33 capacity. Further studies will detail the requirement for the appropriate ponding areas, pump sizes,
34 or buyouts in the affected areas.

35 During non-hurricane periods of low water in the sound, when rainfall greater than the 25-yr event
36 occurs, the pumps could also be used to augment the flow capacity of the levee culverts.

1 **3.3.4.5.2 Geotechnical Data**

2 Geology: The Prairie formation is found southward of the Citronelle formation and is of Pleistocene
3 age. This formation consists of fluvial and floodplain sediments that extend southward from the
4 outcrop of the Citronelle formation to or near the mainland coastline. Sand found within this
5 formation has an economic value as beach fill due to its color and quality. Southward from its
6 outcrop area, the formation extends under the overlying Holocene deposits out into the Mississippi
7 Sound.

8 The Gulfport Formation is found along the coastline in Jackson County at Belle Fontaine Beach. This
9 formation of Pleistocene age overlies the Prairie formation and is present as well sorted sands that
10 mark the edge of the coastline during the last high sea level stage of the Sangamonian Interglacial
11 period. It does not extend under the Mississippi Sound.

12 Geotechnical: The Line 3 defense elevates the roadway and accompanying seawall to elevation by
13 extending the seaway at its present slope to grade, creating the roadway subgrade then sloping the
14 backside to one vertical to three horizontal side slopes with a twenty five foot toe width for access
15 and drainage. All work areas to receive the fill shall be cleared and grubbed of all trees and surface
16 organics and all existing foundations, streets, utilities, etc. will be removed and the subsequent
17 cavities backfilled and compacted. The embankment will be constructed of sand clay materials
18 obtained from off site commercial sources, trucked to the work area, placed in thin lifts and
19 compacted to 95 percent of the maximum modified density. The final surface on the back side will be
20 armored by the placement of 12 inch thick gabion mattress filled with small stone for erosion
21 protection during an event that overtops the road. The armoring will be anchored on the back face by
22 trenching and extend across the toe easement. All non critical surface areas will be subsequently
23 covered by grassing. Road crossings will incorporate ramping over the embankment where the
24 surface elevation is near that of the crest elevation. The surfaces will be paved with asphalt and the
25 corresponding drainage will be accommodated. Those areas where the subgrade geology primarily
26 consists of clean sands, seepage underneath the roadway and the potential for erosion and
27 instability must be considered. Final designs may require the installation of a cutoff wall within the
28 foundation. This condition will be investigated during any design phase and its requirement will be
29 incorporated.

30 **3.3.4.5.3 Pumping Stations. Flow and Pump Sizes**

31 Design hydraulic heads derived for the 12 pumping facilities included in the Hancock County Raised
32 Roadway at the elevation 11 protection level was constant at 7 feet, and the corresponding flows
33 required varied from 78,994 to 263,913 gallons per minute. The plants thus derived varied in size
34 from a plant having two 42-inch diameter, 150 horsepower pumps, to one having four 60-inch
35 diameter pumps each running at 750 horsepower.

36 **3.3.4.5.4 HTRW**

37 Due to the extent and large number of real estate parcels along with the potential for re-alignment of
38 the structural aspects of this project, no preliminary assessment was performed to identify the
39 possibility of hazardous waste on the sites. These studies will be conducted during the next phase of
40 work after the final siting of the various structures. The real estate costs appearing in this report
41 therefore will not reflect any costs for remediation design and/or treatment and/or removal or
42 disposal of these materials in the baseline cost estimate.

1 **3.3.4.5.5 Construction Procedures and Water Control Plan**

2 Construction would be done by heavy construction equipment after removal of structures and
3 relocation of utilities. Water control will be addressed by constructing drainage facilities prior to
4 construction of the levee.

5 **3.3.4.5.6 Project Security**

6 The Protocol for security measures for this study has been performed in general accordance with the
7 Risk Assessment Methodology for Dams (RAM-D) developed by the Interagency Forum for
8 Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical
9 infrastructure throughout the Corps of Engineers. The determination of the level of physical security
10 provided for each facility is based on the following critical elements: 1) threat assessment of the
11 likelihood that an adversary will attack a critical asset, 2) consequence assessment should an
12 adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to
13 prevent a successful attack against an operational component.

14 Three levels of physical security were selected for use in this study:

15 Level 1 Security provides no improved security for the selected asset. This security level would be
16 applied to the barrier islands and the sand dunes. These features present a very low threat level of
17 attack and basically no consequence if an attack occurred and is not applicable to this option.

18 Level 2 Security applies standard security measures such as road barricades, perimeter fencing,
19 and intrusion detection systems for unoccupied buildings and vertical structures and security lighting.
20 The intrusion detection systems will be connected to the local law enforcement office for response
21 during an emergency. Facilities requiring this level of security would possess a higher threat level
22 than those in Level 1 and would include assets such as levees, access roads and pumping stations.

23 Level 3 Security includes all of the features of Level 2 plus enhanced security measures such as the
24 use of video cameras for real-time monitoring of the facility, monitors, motion detectors and alarm
25 sound system in the occupied control buildings. Facilities requiring this level of security would
26 possess the highest threat level of all the critical assets. Boat access gates and power plants would
27 require this level of security.

28 **3.3.4.5.7 Operation and Maintenance**

29 Operation and maintenance activities for this project will be required on an annual basis. All pumps
30 and gates will be operated to assure proper working order. Debris and shoaled sediment will be
31 removed. Vegetation on the levees will be cut to facilitate inspection and to prevent roots from
32 causing weak levee locations. Maintenance costs are included in this report.

33 **3.3.4.5.8 Cost Estimate**

34 The costs for the various options included in this measure are presented in Section 3.3.4.6, Cost
35 Summary. Construction costs for the various options are included in Table 3.3.4-1 and costs for the
36 annualized Operation and Maintenance of the options are included in Table 3.3.4-2. Estimates are
37 comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
38 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
39 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07.
40 Estimates excludes project Escalation and HTRW Cost. The construction costs include real estate,
41 engineering design (E&D), construction management, and contingencies. The E&D cost for
42 preparation of construction contract plans and specifications includes a detailed contract survey,
43 preparation of contract specifications and plan drawings, estimating bid quantities, preparation of bid
44 estimate, preparation of final submittal and contract advertisement package, project engineering and

1 coordination, supervision technical review, computer costs and reproduction. Construction
2 Contingency developed and assigned at 25% to cover the Cost Growth of the project.

3 **3.3.4.5.9 Schedule for Design and Construction**

4 After the authority for the design has been issued and funds have been provided, the design of these
5 structures will require approximately 12 months including comprehensive plans and specifications,
6 independent reviews and subsequent revisions. The construction of this option should require in
7 excess of two years.

8 **3.3.4.6 Hancock County. Elevated Roadway. Cost Estimate Summary**

9 The costs for construction and for operations and maintenance of all options are shown in Tables
10 3.3.4-1 and 3.3.4-2 below. Estimates are comparative-Level "Parametric Type" and are based on
11 Historical Data, Recent Pricing, and Estimator's Judgment. Quantities listed within the estimates
12 represent Major Elements of the Project Scope and were furnished by the Project Delivery Team.
13 Price Level of Estimate is April 07. Estimates excludes project Escalation and HTRW Cost.

14 **Table 3.3.4-1.**
15 **Hancock Co Elevated Roadway Construction Cost Summary**

Option	Total project cost
Option - Elevated Roadway	\$328,000,000

16
17 **Table 3.3.4-2.**
18 **Hancock Co Elevated Roadway O & M Cost Summary**

Option	O&M Cost
Option A – Elevated Roadway	\$3,831,000

19
20 **3.3.4.7 References**

21 US Army Corps of Engineers (USACE) 1987. Hydrologic Analysis of Interior Areas. Engineer Manual
22 EM 1110-2-1413. Department of the Army, US Army Corps of Engineers, Washington, D.C.
23 15 January 1987.

24 USACE 1993. Hydrologic Frequency Analysis. Engineer Manual EM 1110-2-1415. Department of
25 the Army, US Army Corps of Engineers, Washington, D.C. 5 March 1993.

26 USACE 1995. Hydrologic Engineering Requirements for Flood Damage Reduction Studies.
27 Engineer Manual EM 1110-2-1419. Department of the Army, US Army Corps of Engineers,
28 Washington, D.C. 31 January 1995.

29 USACE 2006. Risk Analysis for Flood Damage Reduction Studies. Engineer Regulation ER 1105-2-
30 101. Department of the Army, US Army Corps of Engineers, Washington, D.C. 3 January
31 2006.

32 National Resource Conservation Service (NRCS). 2003. WinTR5-55 User Guide (Draft). Agricultural
33 Research Service. 7 May 2003.

34 Environmental Science Services Administration. 1968. "Frequency and Areal Distributions of
35 Tropical Storm Rainfall in the US Coastal Region on the Gulf of Mexico" US Dept of

1 Commerce, Environmental Science Services Administration, ESSA Technical Report WB-7,
2 Hugo V Goodyear, Office Hydrology, July 1968.

3 Weather Bureau and USACE. 1956. National Hurricane Research Project Report No. 3, "Rainfall
4 Associated with Hurricanes (And Other Tropical Disturbances)", R.W. Schoner and S.
5 Molansky, 1956, Weather Bureau and Corps of Engineers.

6 **3.3.5 Harrison County, Elevated Roadway**

7 **3.3.5.1 General**

8 Residential and business areas along the coast in Harrison County are susceptible to storm surge
9 damage. A damage reduction option is to raise Highway 90 to elevation 16ft NAVD88 was
10 evaluated. Additional options not evaluated in detail are described elsewhere in this report.

11 Evaluation of this option was done by comparing benefits computed by Hydrologic Engineering
12 Center's (HEC) Flood Damage Analysis (FDA) computer application HEC-FDA and costs computed.
13 HEC-FDA modeling was done comparing the study reaches using variations in expected sea-level
14 rise and development. Details regarding the methodology are presented in Section 2.13 of the
15 Engineering Appendix and in the Economic Appendix.

16 **3.3.5.2 Location**

17 The location of Hwy 90 in Harrison County is shown below in Figure 3.3.5-1 extending from Biloxi
18 Bay to Pass Christian.



19
20 **Figure 3.3.5-1. Vicinity Map, Harrison County**

1 **3.3.5.3 Existing Conditions**

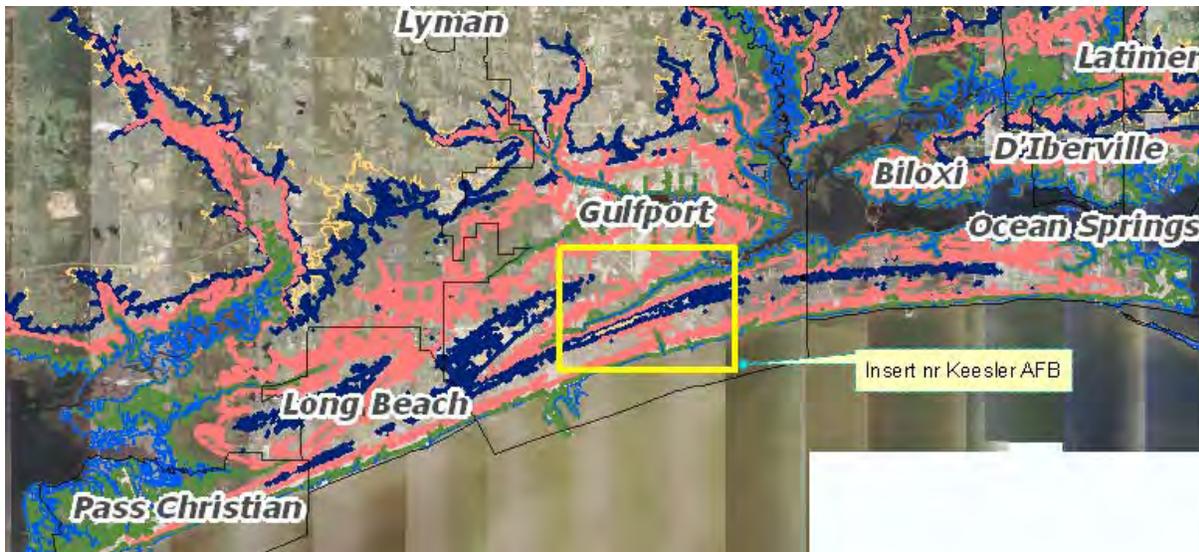
2 In Harrison County, ground elevations over most of the residential and business areas vary between
3 elevation 8-12 ft NAVD88 on the coast and rising within 1000 ft to elevation 30-36 along a ridge
4 parallel to the coast line, then decreasing to the north. The 4-ft (blue), 8-ft (green), 20-ft (pink), 30-ft
5 (dark blue) and 34-ft (gold) ground contours shown the pattern at the coastline for the county below
6 in Figure 3.3.5-2.

7 A close-up near Keesler Air Force Base is shown below. The 4-ft(blue), 8-ft(dark green), 12-ft(light
8 green), 16-ft(brown), 20-ft(pink), 24-ft(light purple), 28-ft (teal), and 32-ft (gold) ground contour lines
9 are shown below in Figure 3.3.5-3.

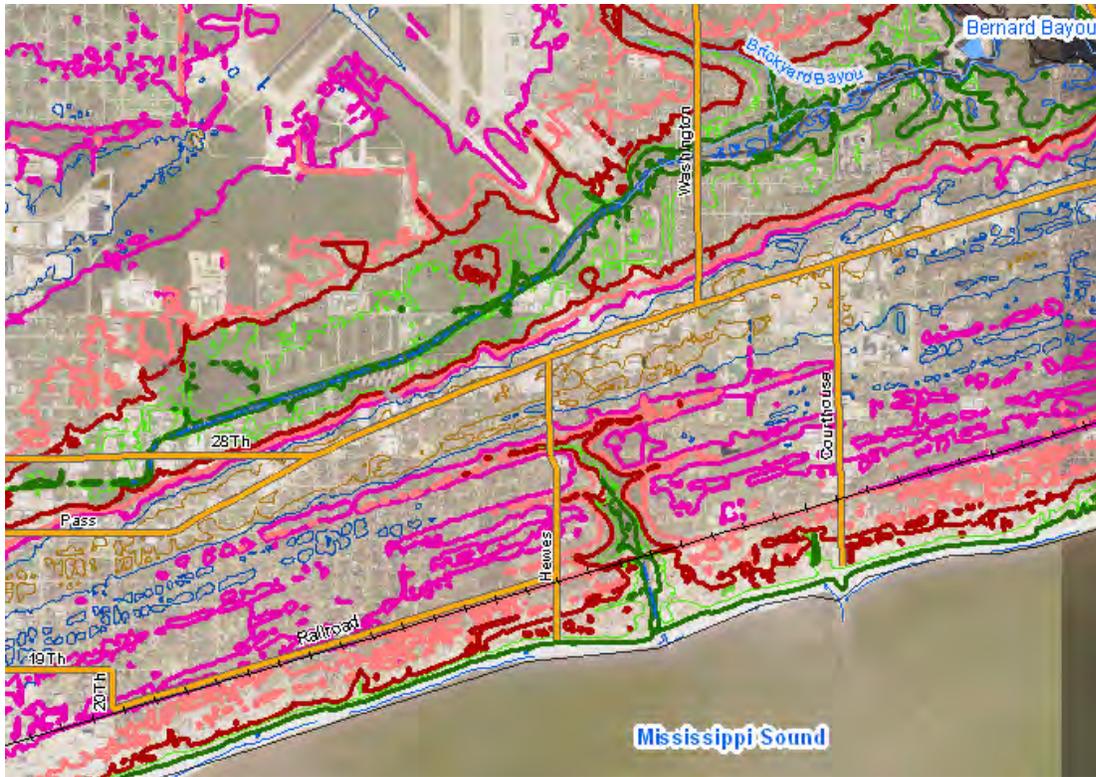
10 The area is drained by natural and some improved channels. Above the ridge water drains to the
11 north, thence to either the Back Bay of Biloxi on the east side of the county, or to the west to the St
12 Louis Bay. South of the ridge, the water drains to Mississippi Sound.

13 Drainage from ordinary rainfall is hindered on occasions when either of the rivers in the area or the
14 gulf is high, but impacts from hurricanes are devastating.

15 Damage from Hurricane Katrina in August, 2005 in the Pascagoula area are shown below in Figures
16 3.3.5-4 and 3.3.5-5. Many homes are still un-repaired, pending settlement of insurance claims.



17
18 **Figure 3.3.5-2. Existing Conditions, Harrison County**



1
2 **Figure 3.3.5-3. Existing Condition near Keesler AFB**



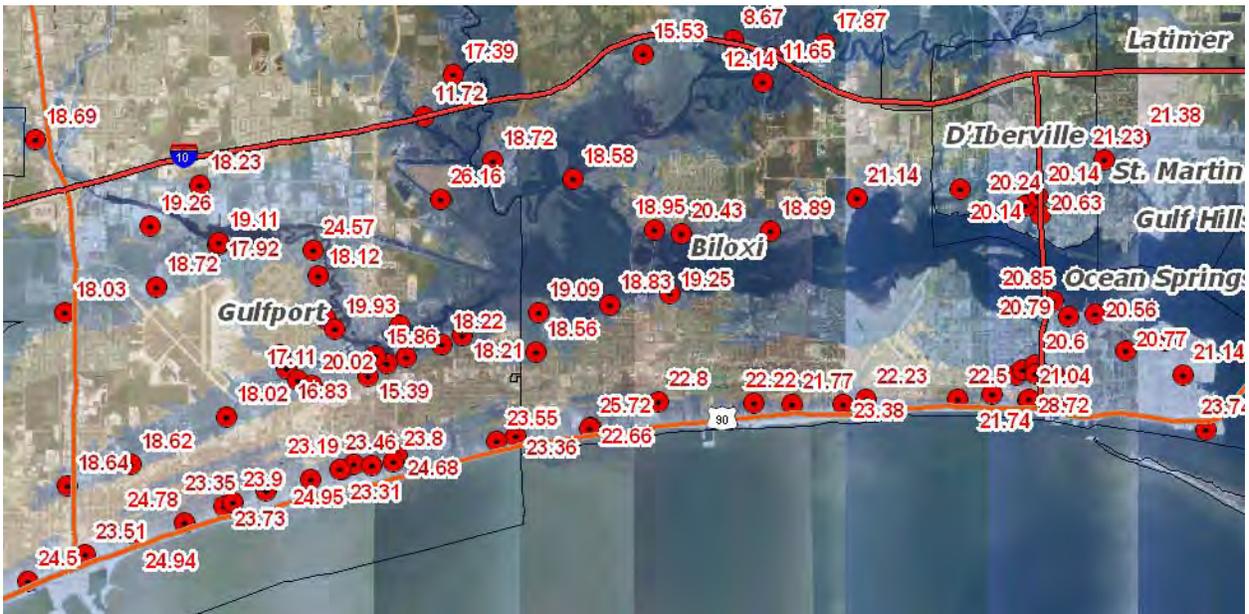
3
4 Source : <http://ngs.woc.noaa.gov/storms/katrina/24330924.jpg>
5 **Figure 3.3.5-4. Hurricane Katrina Damage, Harrison County**



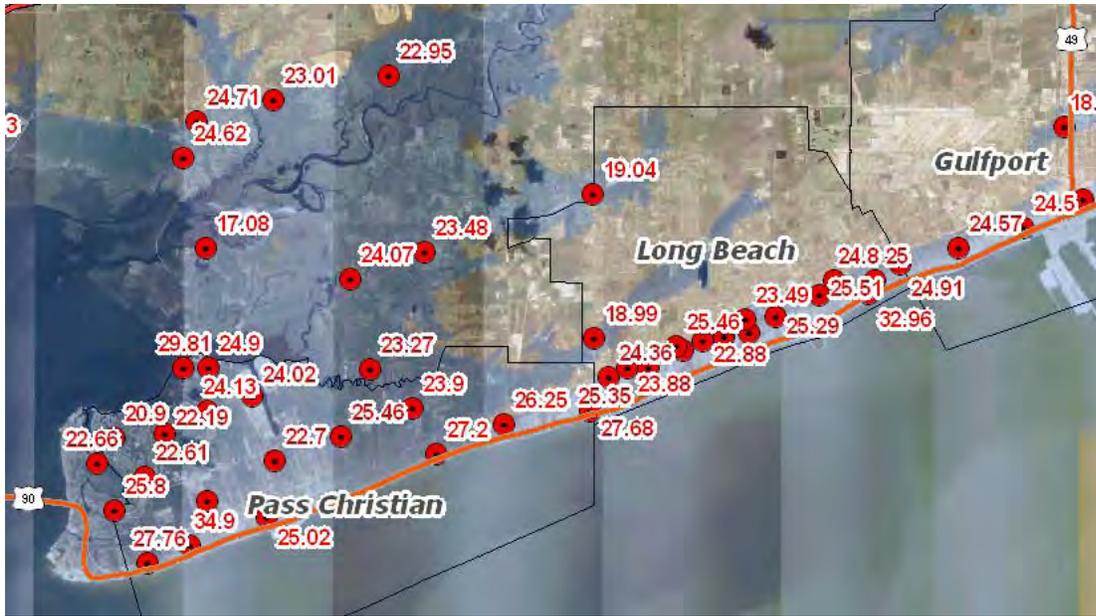
1
 2 Source: danakay, http://www.flickr.com/photo_zoom.gne?id=45235550&size=m
 3 **Figure 3.3.5-5. Hurricane Katrina Damage, Harrison County**

4 **3.3.5.4 Coastal and Hydraulic Data**

5 Typical coastal data are shown in Section 1.4 of this report. High water marks taken by FEMA after
 6 Hurricane Katrina in 2005 as well as the Katrina inundation limits are shown below in Figure 3.3.5-6
 7 and 3.3.5-7. The data indicates the Katrina high water was as high as 21 ft NAVD88 Biloxi, and 28 ft
 8 NAVD88 at Pass Christian.



9
 10 **Figure 3.3.5-6. Katrina High Water Elevations, Harrison County**



1
2 **Figure 3.3.5-7. Katrina High Water Elevations, Harrison County**

3 A closer view at the intersection of Hwy 90 and US Hwy 49 in Gulfport of existing flooding potential
4 along Harrison County is shown below in Figure 3.3.5-8. Ground contours shown are 4-ft(blue),
5 8-ft(dark green), 12-ft(light green), 16-ft(brown), 20-ft(pink), 24-ft(light purple), 28-ft (teal), and 32-ft
6 (gold).



7
8 **Figure 3.3.5-8. Ground Contours and Katrina High Water Elevations at Hwy 49**

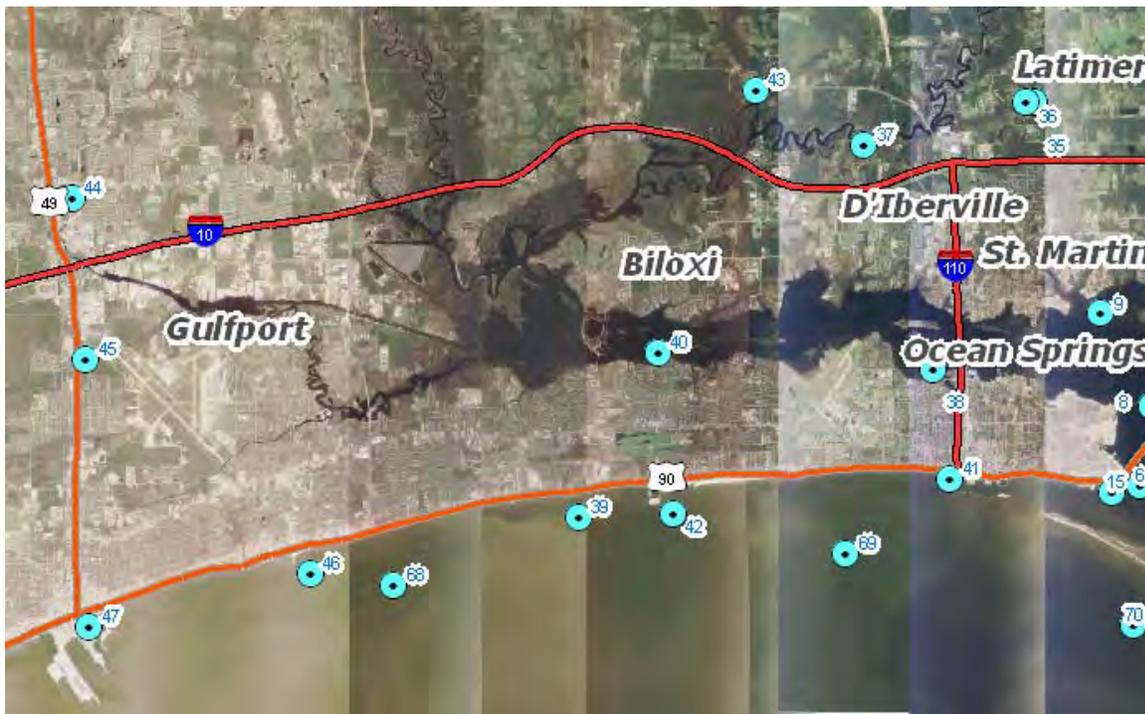
1 Stage-Frequency data for a suite of severe storms using Joint Probability Method (JPM) and
2 hydrodynamic modeling were developed by the Engineer Research and Development Center
3 (ERDC) for 80 locations along the study area. These data were combined with historical gage
4 frequencies for smaller storms to establish stage-frequency curves at 54 economic reaches in the
5 study area which were entered into Hydrologic Engineering Center's (HEC) Flood Damage Analysis
6 (HEC-FDA) application to evaluate benefits. An expanded description of the procedure is presented
7 in Section 2.13 of the Engineering Appendix and in the Economic Appendix. Points near the coast in
8 Harrison County at which data from hydrodynamic modeling was saved are shown below in Figures
9 3.3.5-9 and 3.3.5-10.

10 Existing Condition Stage –Frequency data for Save Point 50, just off the coast of Harrison County, is
11 shown below as an example in Figure 3.3.5-11. The 95% confidence limits, approximately equal to
12 plus and minus two standard deviations, are shown bounding the median curve. The elevations are
13 presented at 100 ft higher than actual to facilitate HEC-FDA computations.

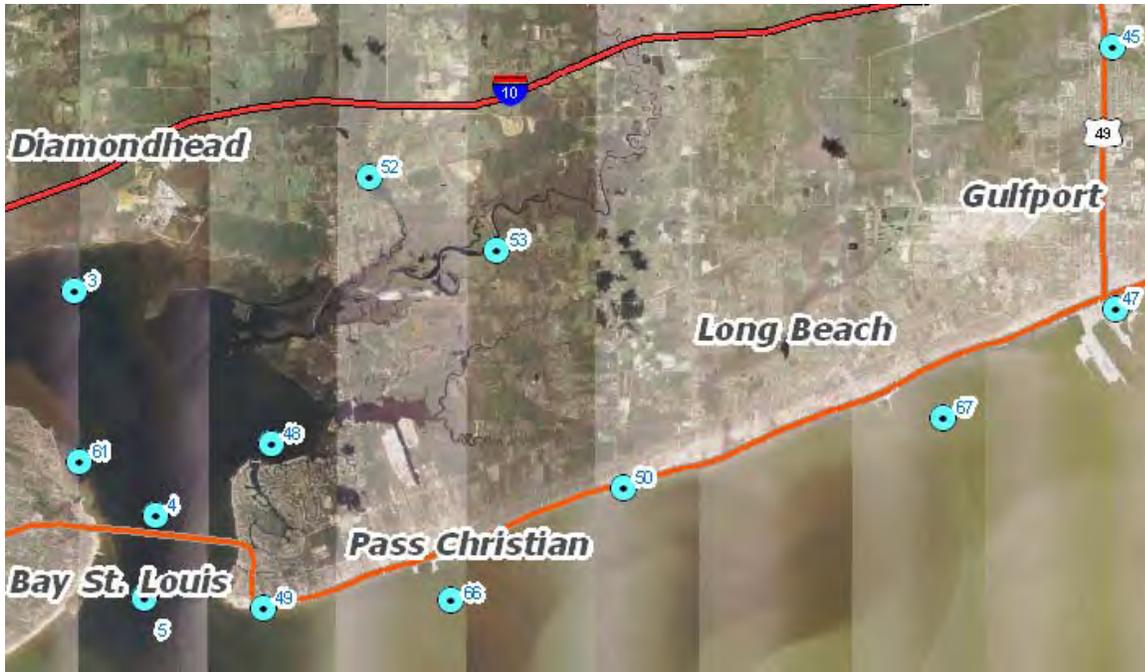
14 **3.3.5.5 Option – Elevate US Highway 90 to Elevation 16.0 ft NAVD88**

15 This option consists of raising US Hwy 90 to elevation 16 ft NAVD88 along the coast of Harrison
16 County as shown on the following Figures 3.3.5.12 through 3.3.5.15, along with the internal sub-
17 basins and levee culvert/pump locations.

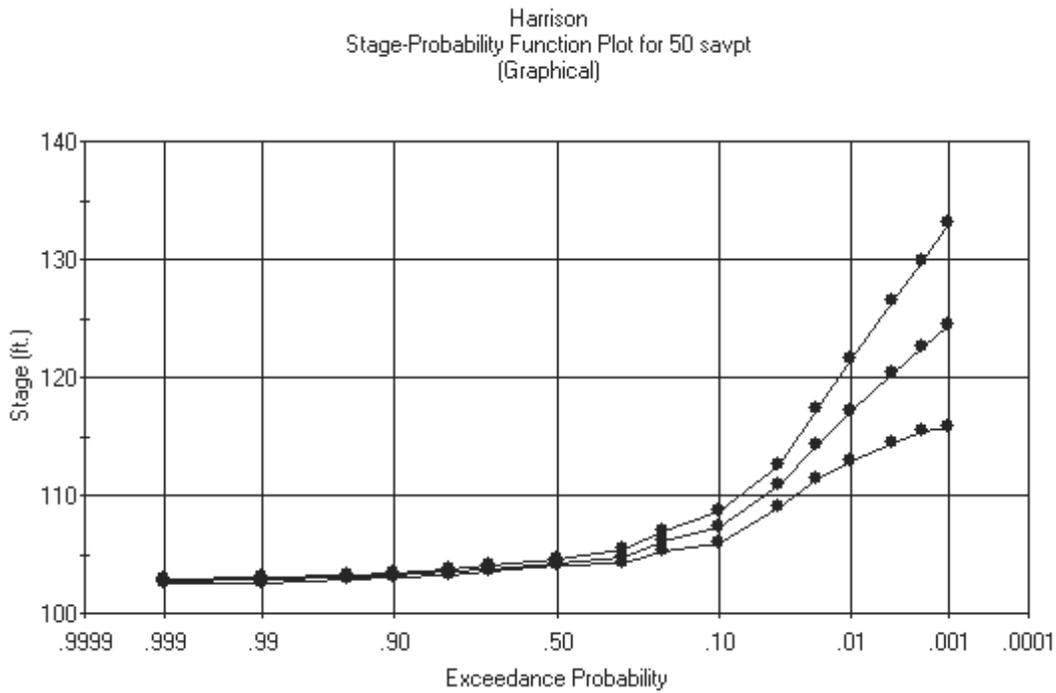
18 Damage and failure by overtopping of levees could be caused by storms surges greater than the
19 levee crest as shown below on Figure 3.3.5-16.



20
21 **Figure 3.3.5-9. Hydrodynamic Modeling Save Points in Harrison County**



1
2 **Figure 3.3.5-10. Hydrodynamic Modeling Save Points in Harrison County**



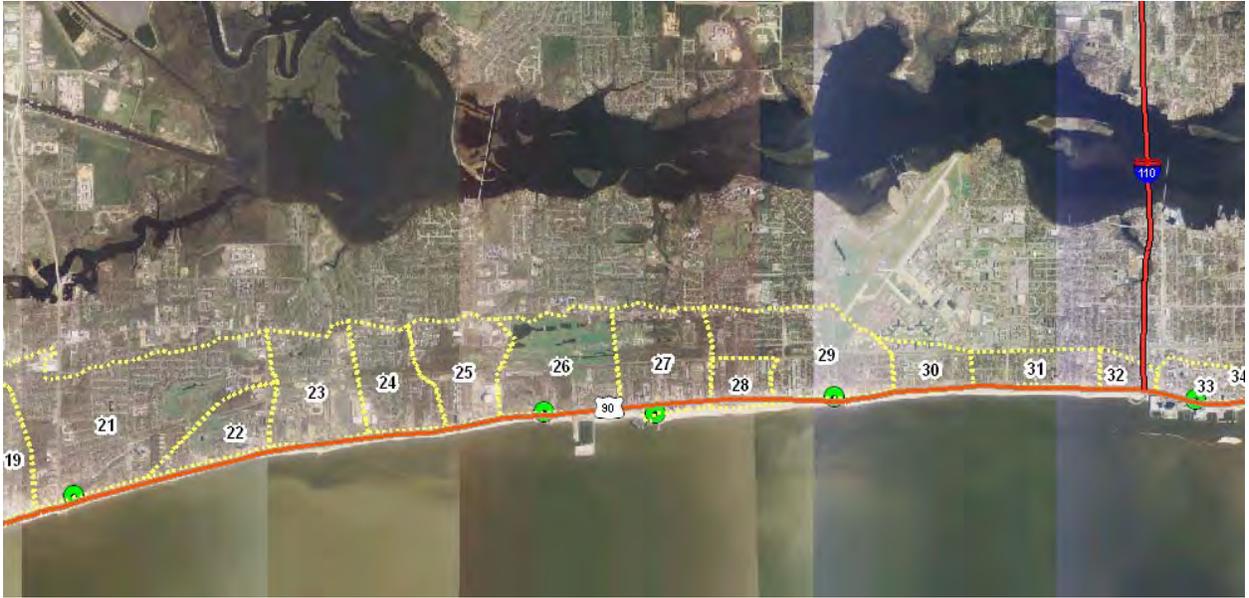
3
4 **Figure 3.3.5-11. Existing Conditions at Save Point 50, near Pass Christian, MS**



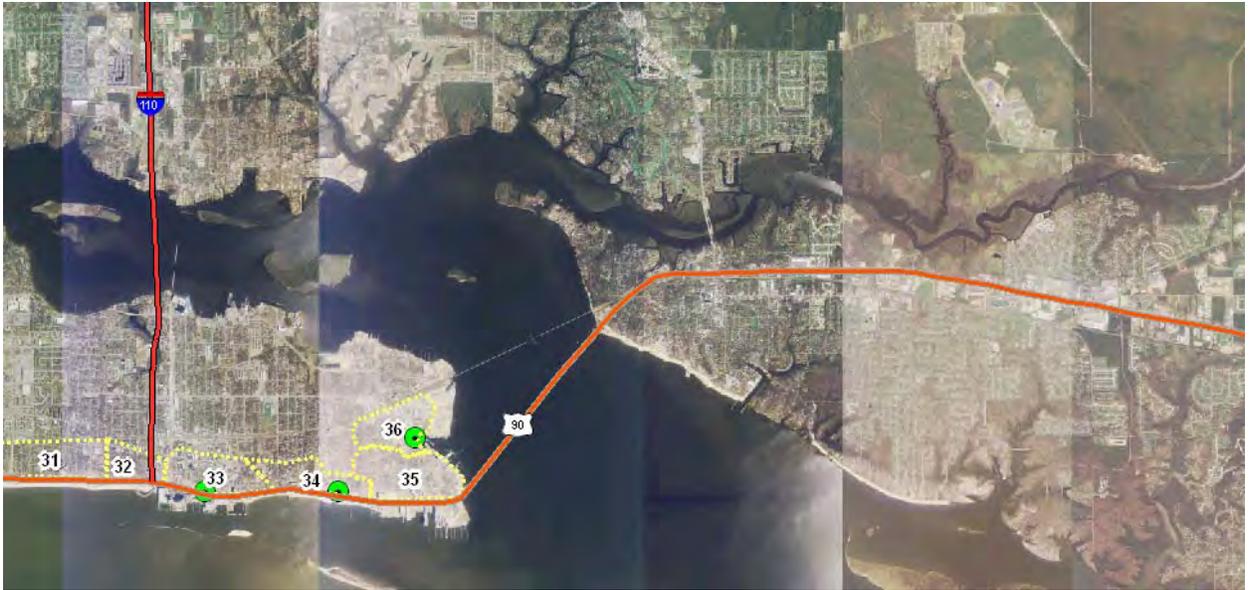
1
2 **Figure 3.3.5-12. Pump/Culvert/Sub-basin Site Locations, Harrison County**



3
4 **Figure 3.3.5-13. Pump/Culvert/Sub-basin Site Locations, Harrison County**



1
2 **Figure 3.3.5-14. Pump/Culvert/Sub-basin Site Locations, Harrison County**



3
4 **Figure 3.3.5-15. Pump/Culvert/Sub-basin Site Locations, Harrison County**



1
2 Source: *Wave Overtopping Flow on Seadikes, Experimental and Theoretical Investigations*, Holger Schüttrumpf,
3 (Photo:Leichtweiss-Institute) http://kfki.baw.de/fileadmin/projects/E_35_134_Lit.pdf

4 **Figure 3.3.5-16. North Sea, Germany, March 1976**

5 Overtopping failures are caused by the high velocity of flow on the top and back side of the levee.
6 Although significant wave attack on the seaward side of some of the New Orleans levees occurred
7 during Hurricane Katrina, the duration of the wave attack was for such a short time that major
8 damage did not occur from wave action. The erosion shown on Figure 3.3.5-17, below was caused
9 by approximately 1-2 ft of overtopping crest depth.

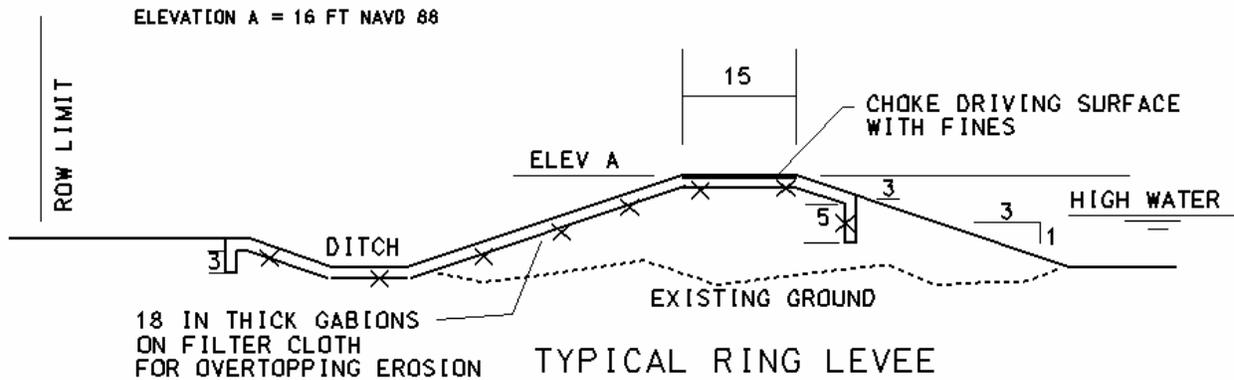


10
11 Source: ERDC, Steven Hughes

12 **Figure 3.3.5-17. Crown Scour from Hurricane Katrina at Mississippi River**
13 **Gulf Outlet (MRGO) Levee in St. Bernard Parish, New Orleans, LA**

14 Revetment would be included in the levee design to prevent overtopping failure.

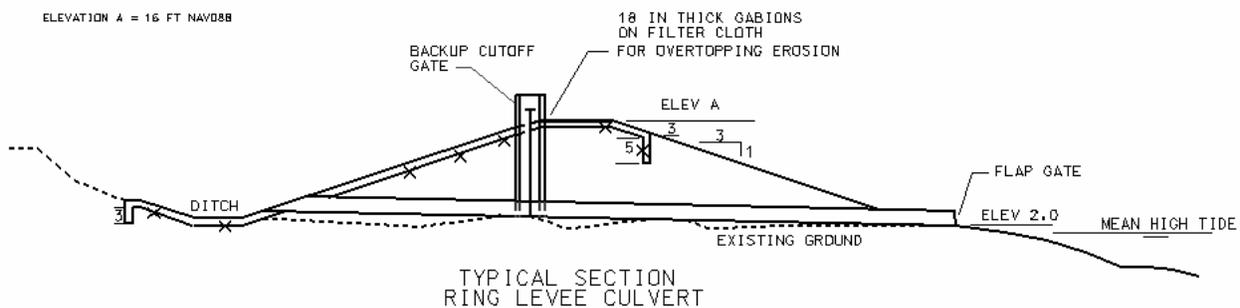
15 The levee would be protected by gabions on filter cloth as shown above in Figure 3.3.5-18,
16 extending across a drainage ditch which carries water to nearby culverts and which would also serve
17 to dissipate some of the supercritical flow energy during overtopping conditions.



1
2 **Figure 3.3.5-18. Typical Section at Ring Levee**

3 **3.3.5.5.1 Interior Drainage**

4 Drainage on the interior of the raised highway would be collected at the highway and channeled to
5 culverts placed at locations shown above. The culverts would have flap gates on the seaward ends
6 to prevent backflow when the water in Mississippi Sound is high. An additional closure gate would
7 also be provided at every culvert for control in the event the flap gate malfunctions. A typical section
8 is shown below in Figure 3.3.5-19.



9
10 **Figure 3.3.5-19. Typical Section at Culvert**

11 In addition, pumps would be constructed near the outflow points to remove water from the interior
12 during storm events occurring when the culverts were closed because of high water in the sound.

13 Flow within the levee interior was determined by subdividing the interior of the drainage basin into
14 major sub-basins as shown above and computing flow for each sub-basin by USGS computer
15 application WinTR55. The method incorporates soil type and land use to determine a run-off curve
16 number.

17 Peak flows for the 1-yr to 100-yr storms were computed. Culverts were then sized to evacuate the
18 peak flow from a 25-year rain in accordance with practice for new construction in the area using
19 Bentley CulvertMaster application. For the culvert design, headwater/tailwater elevation difference
20 was maintained at 3.0 ft or less. Drainage ditches along the toe of the highway will be required to
21 assure that smaller basins can be drained to a culvert/pump site. These ditches were sized using a
22 normal depth flow computation. Curve numbers, pump, and culvert capacity tables are not included

1 in the report beyond that necessary to obtain a cost estimate. The data is considered beyond the
2 level of detail required for this report.

3 During periods of high water in Mississippi Sound, pumps would be required to evacuate rainfall.
4 Pump sizes were determined for the peak flow resulting from a 10-yr rainfall. This decision was
5 based on an evaluation of rainfall observed during hurricane and tropical storm events as presented
6 in two sources. The first is "Frequency and Areal Distributions of Tropical Storm Rainfall in the US
7 Coastal Region on the Gulf of Mexico" US Dept of Commerce, Environmental Science Services
8 Administration, ESSA Technical Report WB-7, Hugo V Goodyear, Office Hydrology, July 1968. The
9 second is "National Hurricane Research Project Report No. 3, Rainfall Associated with Hurricanes
10 (And Other Tropical Disturbances)", R.W. Schoner and S. Molansky, 1956, Weather Bureau and
11 Corps of Engineers. This decision was also based on coordination with the New Orleans District.

12 During some hurricane events, when the gates are shut, and rainfall exceeds the average 10-yr
13 intensity over the basin, some ponding from rainfall will occur. Detailed modeling of all the interior
14 sub-basins for all the areas was not possible for this report, therefore the exact extent of the ponding
15 for extreme events is not precisely defined. However, in some of the areas, existing storage could be
16 adequate to pond water without causing damage, even without pumps. In other areas that do have
17 pumps, some rise in interior water during interior events greater than the 10-yr rain could occur, but
18 may not cause damage. Designing the pumps for the peak 10-yr flow provides a significant pumping
19 capacity. Further studies will detail the requirement for the appropriate ponding areas, pump sizes,
20 or buyouts in the affected areas.

21 During non-hurricane periods of low water in the sound, when rainfall greater than the 25-yr event
22 occurs, the pumps could also be used to augment the flow capacity of the levee culverts.

23 **3.3.5.5.2 Geotechnical Data**

24 Geology. The Prairie formation is found southward of the Citronelle formation and is of Pleistocene
25 age. This formation consists of fluvial and floodplain sediments that extend southward from the
26 outcrop of the Citronelle formation to or near the mainland coastline. Sand found within this
27 formation has an economic value as beach fill due to its color and quality. Southward from its
28 outcrop area, the formation extends under the overlying Holocene deposits out into the Mississippi
29 Sound.

30 The Gulfport Formation is found along the coastline in Jackson County at Belle Fontaine Beach. This
31 formation of Pleistocene age overlies the Prairie formation and is present as well sorted sands that
32 mark the edge of the coastline during the last high sea level stage of the Sangamonian Interglacial
33 period. It does not extend under the Mississippi Sound.

34 Geotechnical: The Line 3 defense elevates the roadway and accompanying seawall to elevation by
35 extending the seaway at its present slope to grade, creating the roadway subgrade then sloping the
36 backside to one vertical to three horizontal side slopes with a twenty five foot toe width for access
37 and drainage. All work areas to receive the fill shall be cleared and grubbed of all trees and surface
38 organics and all existing foundations, streets, utilities, etc. will be removed and the subsequent
39 cavities backfilled and compacted. The embankment will be constructed of sand clay materials
40 obtained from off site commercial sources, trucked to the work area, placed in thin lifts and
41 compacted to 95 percent of the maximum modified density. The final surface on the back side will be
42 armored by the placement of 12 inch thick gabion mattress filled with small stone for erosion
43 protection during an event that overtops the road. The armoring will be anchored on the back face by
44 trenching and extend across the toe easement. All non critical surface areas will be subsequently
45 covered by grassing. Road crossings will incorporate ramping over the embankment where the
46 surface elevation is near that of the crest elevation. The surfaces will be paved with asphalt and the
47 corresponding drainage will be accommodated. Those areas where the subgrade geology primarily

1 consists of clean sands, seepage underneath the roadway and the potential for erosion and
2 instability must be considered. Final designs may require the installation of a cutoff wall within the
3 foundation. This condition will be investigated during any design phase and its requirement will be
4 incorporated.

5 **3.3.5.5.3 Pumping Stations. Flow and Pump Sizes**

6 Design hydraulic heads derived for the 15 pumping facilities included in the Harrison County Raised
7 Roadway at the elevation 16 protection level was constant at 7 feet, and the corresponding flows
8 required varied from 39,945 to 515,258 gallons per minute. The plants thus derived varied in size
9 from a plant having two 42-inch diameter, 475 horsepower pumps, to one having six 60-inch
10 diameter pumps each running at 1000 horsepower.

11 **3.3.5.5.4 HTRW**

12 Due to the extent and large number of real estate parcels along with the potential for re-alignment of
13 the structural aspects of this project, no preliminary assessment was performed to identify the
14 possibility of hazardous waste on the sites. These studies will be conducted during the next phase of
15 work after the final siting of the various structures. The real estate costs appearing in this report
16 therefore will not reflect any costs for remediation design and/or treatment and/or removal or
17 disposal of these materials in the baseline cost estimate.

18 **3.3.5.5.5 Construction Procedures and Water Control Plan**

19 Construction would be done by heavy construction equipment after removal of structures and
20 relocation of utilities. Water control will be addressed by constructing drainage facilities prior to
21 construction of the levee.

22 **3.3.5.5.6 Project Security**

23 The Protocol for security measures for this study has been performed in general accordance with the
24 Risk Assessment Methodology for Dams (RAM-D) developed by the Interagency Forum for
25 Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical
26 infrastructure throughout the Corps of Engineers. The determination of the level of physical security
27 provided for each facility is based on the following critical elements: 1) threat assessment of the
28 likelihood that an adversary will attack a critical asset, 2) consequence assessment should an
29 adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to
30 prevent a successful attack against an operational component.

31 Three levels of physical security were selected for use in this study:

32 Level 1 Security provides no improved security for the selected asset. This security level would be
33 applied to the barrier islands and the sand dunes. These features present a very low threat level of
34 attack and basically no consequence if an attack occurred and is not applicable to this option.

35 Level 2 Security applies standard security measures such as road barricades, perimeter fencing,
36 and intrusion detection systems for unoccupied buildings and vertical structures and security lighting.
37 The intrusion detection systems will be connected to the local law enforcement office for response
38 during an emergency. Facilities requiring this level of security would possess a higher threat level
39 than those in Level 1 and would include assets such as levees, access roads and pumping stations.

40 Level 3 Security includes all of the features of Level 2 plus enhanced security measures such as the
41 use of video cameras for real-time monitoring of the facility, monitors, motion detectors and alarm
42 sound system in the occupied control buildings. Facilities requiring this level of security would

1 possess the highest threat level of all the critical assets. Boat access gates and power plants would
2 require this level of security.

3 **3.3.5.5.7 Operation and Maintenance**

4 Operation and maintenance activities for this project will be required on an annual basis. All pumps
5 and gates will be operated to assure proper working order. Debris and shoaled sediment will be
6 removed. Vegetation on the levees will be cut to facilitate inspection and to prevent roots from
7 causing weak levee locations. Maintenance costs are included in this report.

8 **3.3.5.5.8 Cost Estimate**

9 The costs for the various options included in this measure are presented in Section 3.3.5.6, Cost
10 Summary. Construction costs for the various options are included in Table 3.3.5-1 and costs for the
11 annualized Operation and Maintenance of the options are included in Table 3.3.5-2. Estimates are
12 comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
13 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
14 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07.
15 Estimates excludes project Escalation and HTRW Cost. The construction costs include real estate,
16 engineering design (E&D), construction management, and contingencies. The E&D cost for
17 preparation of construction contract plans and specifications includes a detailed contract survey,
18 preparation of contract specifications and plan drawings, estimating bid quantities, preparation of bid
19 estimate, preparation of final submittal and contract advertisement package, project engineering and
20 coordination, supervision technical review, computer costs and reproduction. Construction
21 Contingency developed and assigned at 25% to cover the Cost Growth of the project.

22 **3.3.5.5.9 Schedule for Design and Construction**

23 After the authority for the design has been issued and funds have been provided, the design of these
24 structures will require approximately 12 months including comprehensive plans and specifications,
25 independent reviews and subsequent revisions. The construction of this option should require in
26 excess of two years.

27 **3.3.5.6 Cost Estimate Summary**

28 The costs for construction and for operations and maintenance of all options are shown in Tables
29 3.3.5-1 and 3.3.5-2 below. Estimates are comparative-Level "Parametric Type" and are based on
30 Historical Data, Recent Pricing, and Estimator's Judgment. Quantities listed within the estimates
31 represent Major Elements of the Project Scope and were furnished by the Project Delivery Team.
32 Price Level of Estimate is April 07. Estimates excludes project Escalation and HTRW Cost.

33 **Table 3.3.5-1.**
34 **Harrison Co Elevated Roadway Construction Cost Summary**

Option	Total project cost
Option - Elevated Roadway	\$1,989,200,000

36 **Table 3.3.5-2.**
37 **Harrison Co Elevated Roadway O & M Cost Summary**

Option	O&M Cost
Option A – Elevated Roadway	\$19,586,000

3.3.5.7 References

- US Army Corps of Engineers (USACE) 1987. Hydrologic Analysis of Interior Areas. Engineer Manual EM 1110-2-1413. Department of the Army, US Army Corps of Engineers, Washington, D.C. 15 January 1987.
- USACE 1993. Hydrologic Frequency Analysis. Engineer Manual EM 1110-2-1415. Department of the Army, US Army Corps of Engineers, Washington, D.C. 5 March 1993.
- USACE 1995. Hydrologic Engineering Requirements for Flood Damage Reduction Studies. Engineer Manual EM 1110-2-1419. Department of the Army, US Army Corps of Engineers, Washington, D.C. 31 January 1995.
- USACE 2006. Risk Analysis for Flood Damage Reduction Studies. Engineer Regulation ER 1105-2-101. Department of the Army, US Army Corps of Engineers, Washington, D.C. 3 January 2006.
- National Resource Conservation Service (NRCS). 2003. WinTR5-55 User Guide (Draft). Agricultural Research Service. 7 May 2003.
- Environmental Science Services Administration. 1968. "Frequency and Areal Distributions of Tropical Storm Rainfall in the US Coastal Region on the Gulf of Mexico" US Dept of Commerce, Environmental Science Services Administration, ESSA Technical Report WB-7, Hugo V Goodyear, Office Hydrology, July 1968.
- Weather Bureau and USACE. 1956. National Hurricane Research Project Report No. 3, "Rainfall Associated with Hurricanes (And Other Tropical Disturbances)", R.W. Schoner and S. Molansky, 1956, Weather Bureau and Corps of Engineers.

3.3.6 Forrest Heights Levee, City of Gulfport, Harrison County

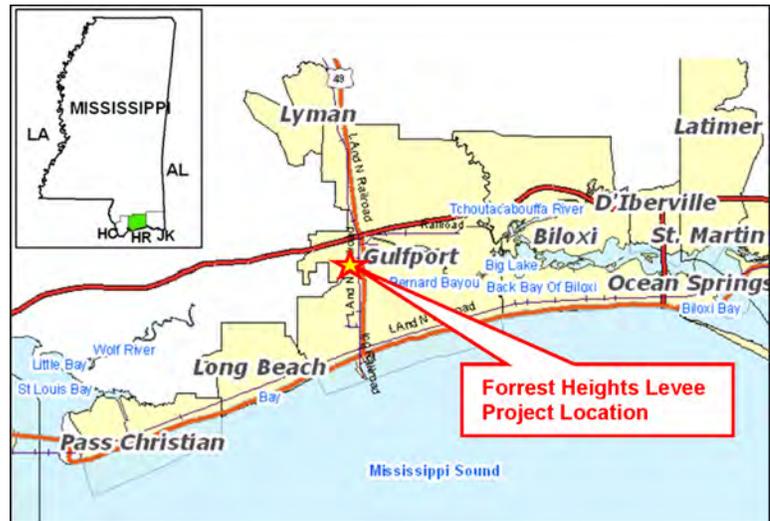
3.3.6.1 General

The culturally historical Forest Heights residential community in the City of Gulfport, Harrison County, Mississippi, has frequently been inundated by flood waters due to storm surges from the Mississippi Sound and from inland flooding along the lower Turkey Creek. Water reached a depth of 2-8 ft over the entire community during Hurricane Katrina inundation. The Forest Heights levee is proposed to be constructed as a pilot project for the MsCIP comprehensive plan. The levee will address the combination of storm surge protection, inland flooding protection, and evacuation. The levee is intended to be constructed to a height such that the levee might be certified under the National Flood Insurance Program. A preliminary engineering analysis suggests a levee built to approximately elevation 21 feet NAVD '88 would satisfy or exceed certification elevation criteria.

Engineering performance and economic evaluations of protection options were done using the Hydrologic Engineering Center's (HEC) Flood Damage Analysis (FDA) computer application HEC-FDA. HEC-FDA modeling was done using variations in with-project conditions compared to the future without-project conditions for the Turkey Creek study. Details regarding the methodology are presented in the Economic Appendix. Additional evaluation to determine the precise levee height will be performed during final engineering and design based upon analyzing the risk and uncertainty associated with the coincident occurrence of inland flooding and storm surge impacts.

1 **3.3.6.2 Location**

2 The Forrest Heights community is
3 located in an area known as North
4 Gulfport within the City of Gulfport
5 on the Mississippi Gulf Coast. The
6 location of the levee at Forrest
7 Heights is shown below in Figures
8 3.3.6-1 and 3.3.6-2. The community
9 lies along the lower Turkey Creek
10 floodplain, which has a tendency to
11 frequently exceed its stream
12 channel capacity and flood adjacent
13 low-lying areas.



14
15
16 **Figure 3.3.6-1. Vicinity Map**



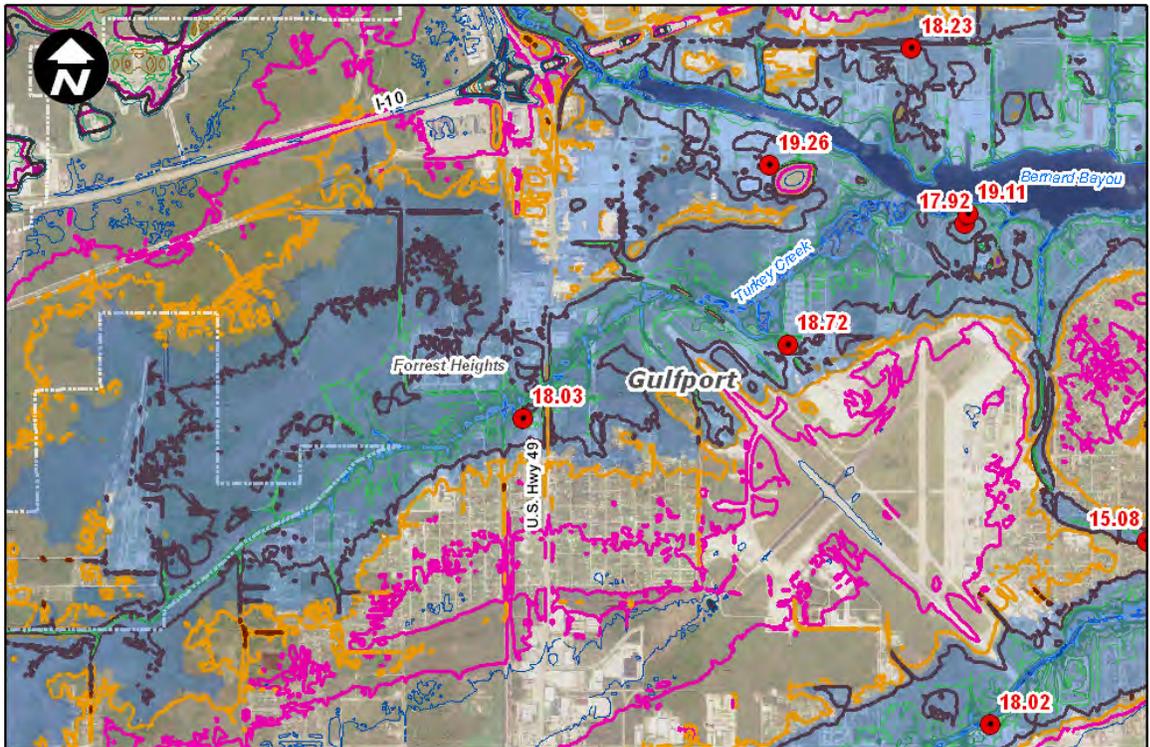
17
18 **Figure 3.3.6-2. Forrest Heights Ring Levee Location**

1 **3.3.2.3 Existing Conditions**

2 The community of Forrest Heights lies on the bank of Turkey Creek about 2.6 miles from the mouth
3 at Bernard Bayou. Ground elevations over most of the residential area are between elevations 10-14
4 ft NAVD88. Drainage is mostly along streets and through natural drainage ways to the Turkey Creek.
5 Impacts from flooding and hurricanes have been devastating. Hurricane Katrina in August, 2005
6 resulted in significant flood damages to residences in the Forrest Heights community. A levee with
7 top width of 6 ft was constructed around the community to elevation 16.5 ft NGVD with sideslopes of
8 1 vertical to 1.5 horizontal in 1969, prior to Hurricane Camile. It has not had adequate maintenance
9 and is a state of disrepair. It is scheduled to be restored to as-built condition by January of 2009.
10 However, the restored levee will not be sufficient to meet the present day standard for certification
11 according to the existing FEMA flood profiles in the vicinity. It is assumed that the as-built condition
12 of this restored levee will be the existing condition for this report.

13 **3.3.6.4 Coastal and Hydraulic Data**

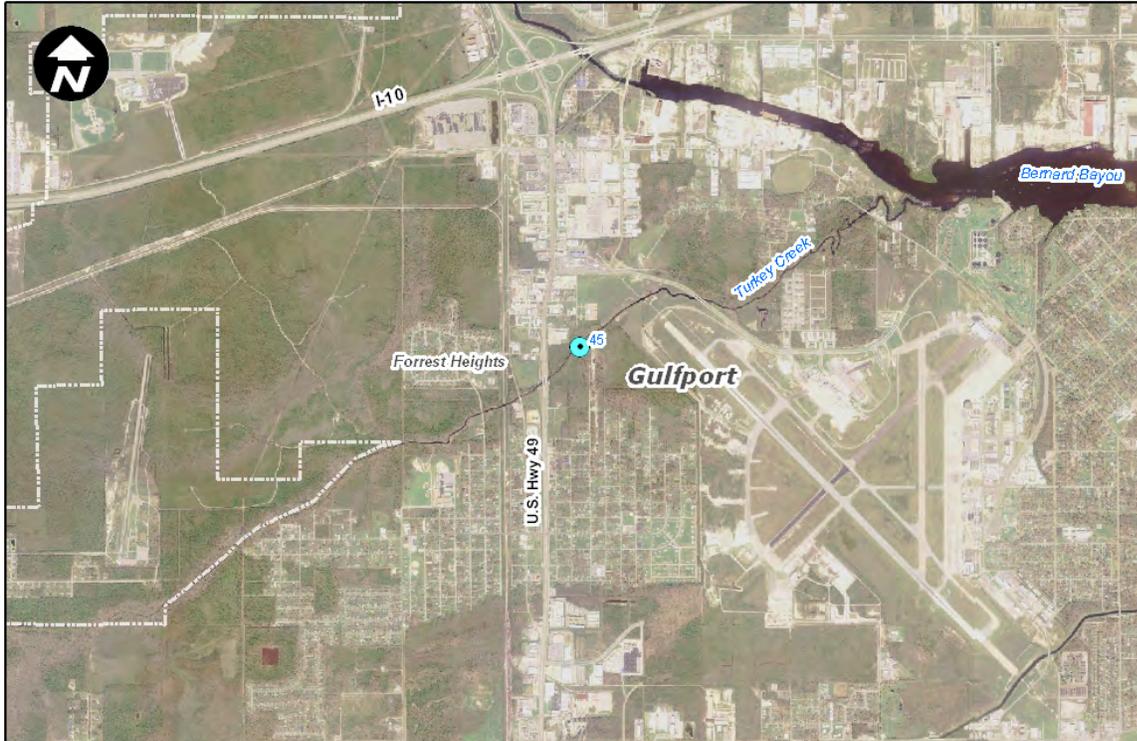
14 Typical coastal data are shown in Section 1.4 of this report. High water marks taken by FEMA after
15 Hurricane Katrina in 2005 as well as the 4-ft(blue), 8-ft(dark green), 12-ft(green), 16-ft(brown),
16 20-ft(orange), and 20-ft(pink) ground contour lines and Hurricane Katrina inundation limits are shown
17 below in Figure 3.3.6-3. The data indicates the water was as high as 18-20 ft NAVD88 near the site,
18 totally inundating the entire area.



19
20 **Figure 3.3.6-3. Hurricane Katrina Inundation and High Water, Forrest Heights**

21 Stage-Frequency data for a suite of severe storms using Joint Probability Method (JPM) and
22 hydrodynamic modeling were developed by the Engineer Research and Development Center
23 (ERDC) for 80 locations along the study area. These data were combined with historical coastal tide
24 gage frequencies for smaller storms to establish stage-frequency curves at 54 economic reaches in
25 the study area. An expanded description of the procedure is presented in Section 2.13 of the

1 Engineering Appendix and in the Economic Appendix. Points near Forrest Heights at which data
2 from hydrodynamic modeling was saved are shown below in Figure 3.3.6-4, and the stage frequency
3 curve for that location is shown in Figure 3.3.6-5. Hydrodynamic output stage-frequency pairs, with
4 uncertainty, are displayed in Table 3.3.6-1.

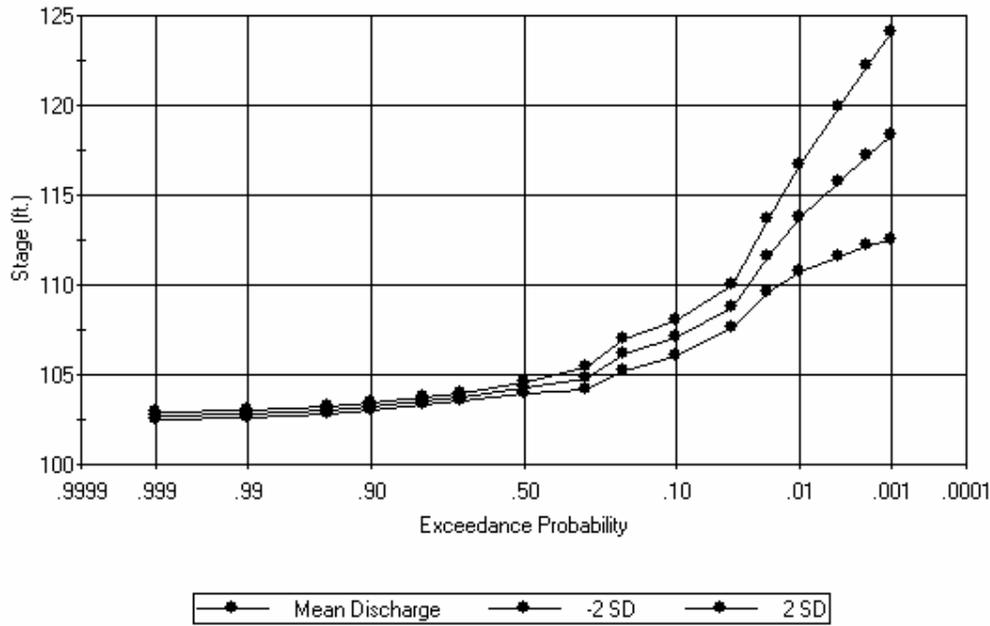


5
6 **Figure 3.3.6-4. Hydrodynamic Modeling Save Point near Forrest Heights**

7 It should be noted that the frequency curve reflects only that flooding resulting from storm surge in
8 the gulf. The Forrest Heights community is also subject to riverine flooding by Turkey Creek. The
9 preliminary FEMA Harrison County Flood Insurance Study (FIS) dated November 2007 provides
10 computed Turkey Creek flood profiles which appear to have been adjusted for the effects of
11 coincident surge in Back Bay of Biloxi. Table 3.3.6-2 shows relevant discharge and stage information
12 from the FIS for Turkey Creek at Ohio Avenue, the southern entrance to the Forrest Heights
13 community. In comparison to the preliminary FEMA Flood Insurance Study dated November 2007,
14 which is based on contemporary (post-Katrina) FEMA contractor hydrodynamic modeling, the ERDC
15 frequency curve, which is based on surge alone, suggests a lower stage associated with the annual
16 one in one hundred chance (0.01 exceedance probability) event.

17 Figure 3.3.6-6 shows a portion of the preliminary Harrison County Flood Insurance Rate Map in the
18 vicinity of Forrest Heights. Low-lying peripheral areas of the neighborhood are shown in a shaded
19 blue field as being in the 1% annual chance ('100-yr') regulatory floodplain, with the remainder of the
20 community occupying a shaded Zone X field, being areas subject to shallow flooding at annual
21 probabilities of occurrence between 0.02 (2%) and 0.01 (1%).

Stage-Probability Function Plot for 45 savpt
(Graphical)



1

2 **Figure 3.3.6-5. Surge-only Stage Frequency Curve, Vicinity of Forrest Heights**

3

4

**Table 3.3.6-1.
Surge Stage-Probability and Uncertainty**

Annual Probability	Stage (Ft. NAVD88)	Standard Deviation (Feet)
0.04	8.8	0.6
0.02	11.6	1
0.01	13.7	1.5
0.002	17.2	2.5
0.001	18.3	2.9

5

6

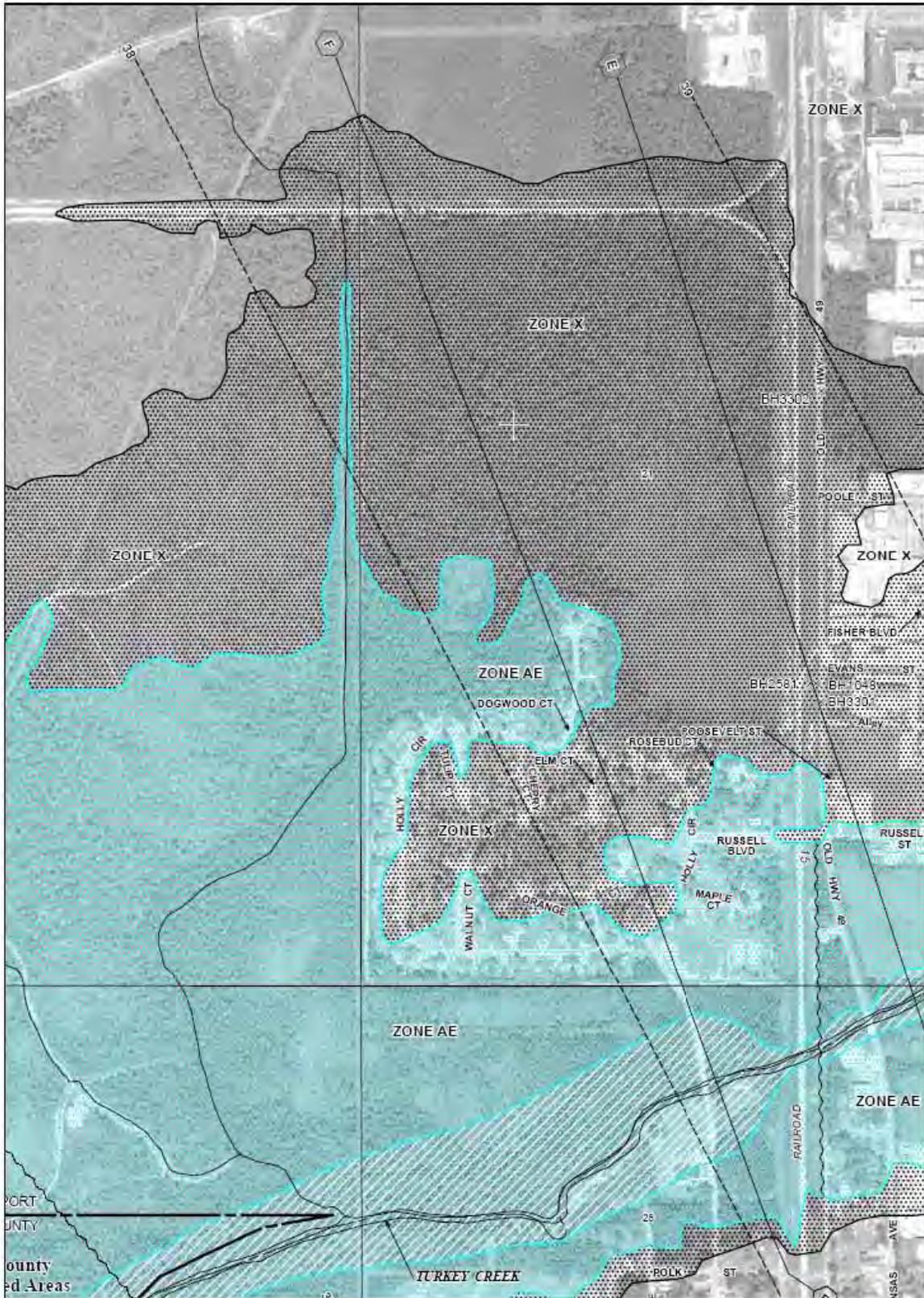
7

**Table 3.3.6-2.
Turkey Creek Flood Stages at Ohio Avenue, Harrison County FIS**

Exceedance Probability	Discharge (cfs)	Stage (ft. NAVD '88)
0.1	2600	12
0.02	3650	14.2
0.01	5500	15.5
0.002	7950	18.3

8

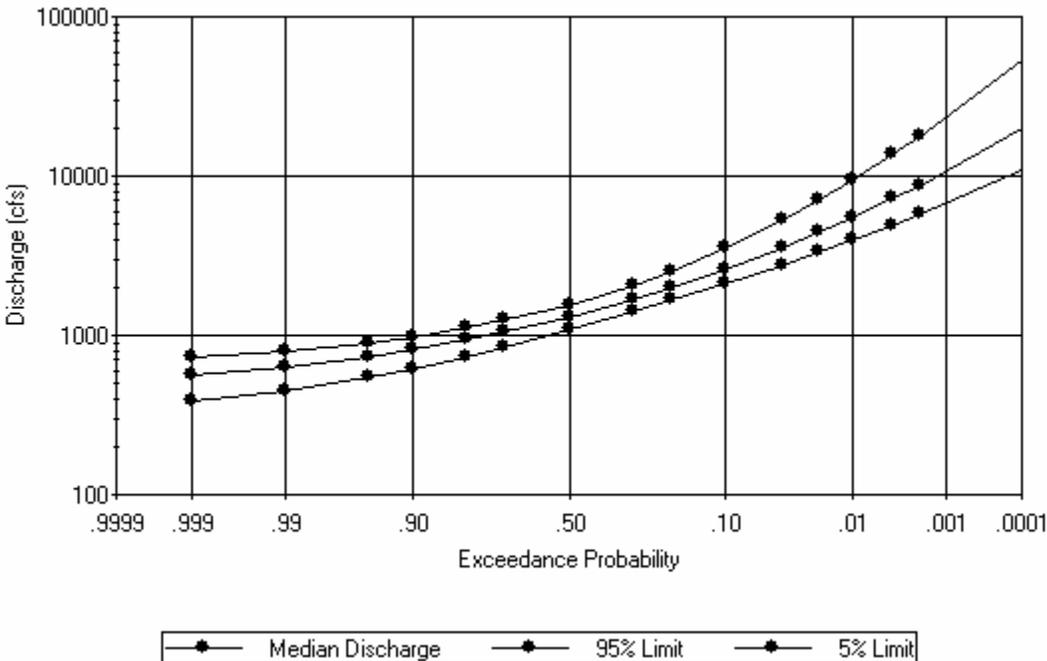
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1
2 **Figure 3.3.6-6. Preliminary FEMA Flood Insurance Rate Map, Vicinity of Forrest Heights**

1 Hydraulic data was developed for use in the Hydrologic Engineering Center's Flood Damage
 2 Analysis (HEC-FDA) program. The HEC-FDA program uses risk-based analysis methods for
 3 evaluating flood damage and flood damage reduction alternatives. The program relies on hydrologic,
 4 hydraulic, and economic data input. Uncertainties in these data are input and used by the model for
 5 computing annual damages. Version 1.2.3b dated August 2007 was used. As described in chapter 2
 6 of this appendix, this is a customized version of the current official release version 1.2 dated March
 7 2000. This section describes the model's hydrologic and hydraulic input as applied to the Forrest
 8 Heights community. The Economic appendix describes the economic input and results. The Main
 9 Report describes how the model output was examined and used in the plan formulation process.

10 Forrest Heights is subject to both riverine and surge flooding. For this reason, a discharge-frequency
 11 curve and a stage-discharge relationship (also known as a 'rating curve') were developed for input
 12 into the HEC-FDA model. The discharge-frequency curve was computed in FDA using synthetic
 13 statistics using the 0.5-, 0.1-, and 0.01 annual exceedance probability discharges from the
 14 preliminary Harrison County FIS (see Table 3.3.6-2). The version of FDA used extends the stage
 15 frequency curve to the 0.999 and 0.0001 annual exceedance values. Uncertainty about the
 16 discharge-frequency curve was computed by the FDA program assuming an equivalent period of
 17 record. Sensitivity analysis of discharge uncertainty with respect to the equivalent period of record
 18 was conducted. Interpretation of the standard error and apparent period of record of the underlying
 19 hydrologic information used to develop the FIS discharge values versus discharge uncertainty
 20 computed by the FDA program suggested that an equivalent period of record of 20 years provided a
 21 reasonable preliminary estimate of uncertainty of discharge in the un-gaged stream. The resultant
 22 discharge-frequency curve and curves at the 5% and 95% confidence limits are shown below in
 23 Figure 3.3.6-7 and the values are shown in Table 3.3.6-3. These relationships are representative in
 24 the vicinity of Ohio Avenue.



25 **Figure 3.3.6-7. Computed Discharge-Frequency Curve, Turkey Creek at Ohio Avenue.**

27

1
2

**Table 3.3.6-3.
Discharge-Frequency, Turkey Creek at Ohio Avenue**

Exceedance Probability	Discharge (cfs)	Confidence Limit Curves			
		Discharge (cfs)			
		95%	75%	25%	5%
0.9990	563	383	458	660	720
0.9900	634	447	525	733	795
0.9500	735	542	622	839	904
0.9000	811	614	696	918	986
0.8000	932	731	814	1,044	1,118
0.7000	1,045	840	924	1,165	1,245
0.5000	1,300	1,081	1,167	1,443	1,548
0.3000	1,678	1,412	1,511	1,882	2,051
0.2000	1,995	1,669	1,785	2,274	2,522
0.1000	2,601	2,118	2,281	3,066	3,515
0.0400	3,563	2,770	3,027	4,411	5,296
0.0200	4,449	3,330	3,684	5,716	7,104
0.0100	5,500	3,961	4,439	7,334	9,428
0.0040	7,211	4,935	5,625	10,093	13,561
0.0020	8,771	5,778	6,671	12,723	17,655
0.0001	19,704	11,042	13,464	33,224	52,792

3

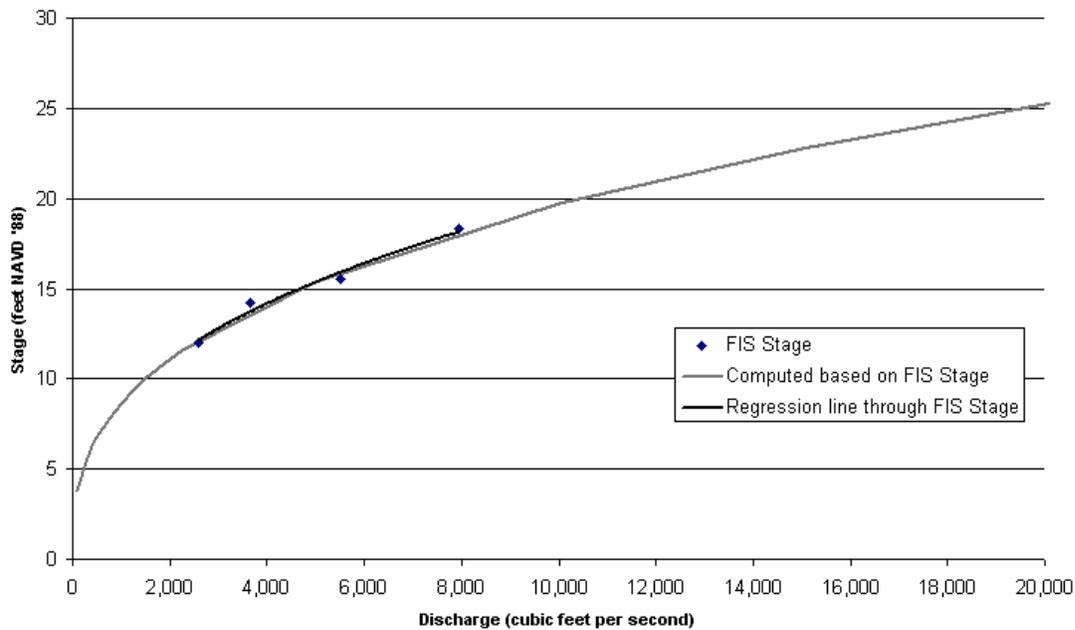
4 The stage-discharge curve was developed by fitting an equation of the form $H = CQ^a$ (H = water
5 surface elevation; Q is discharge; C and a determined by regression) through the Turkey Creek
6 stage at cross section F as shown on the Turkey Creek Flood Profile, Plate 83P, of the preliminary
7 FIS. The profile plate shows this location to have been adjusted for coincident probability of surge.
8 The equation thus developed was used to extend the rating curve through a broader range of
9 discharges than represented on the flood profiles. Uncertainty about the rating curve was assumed
10 to be 1.5 feet at the 10-year and higher discharges based on FIS hydraulic modeling techniques and
11 assuming a poor historic hydrologic data record (Turkey Creek is ungaged). The rating curve is
12 shown in Figure 3.3.6-8.

13 **3.3.6.4.1 Engineering Performance**

14 Project engineering performance was computed using HEC-FDA. Engineering performance was
15 computed for the existing and future without project conditions; and a variety of existing and future
16 with-project conditions. Performance was computed with risk and uncertainty. The base year was
17 assumed to be 2012, and the future year was assumed to be 2061 (50 year period of analysis).
18 Scenarios were also evaluated assuming (a) existing sea level, (b) expected sea level rise, and (c)
19 high sea level rise.

20 The existing condition assumes that the NRCS has reconstituted their levee around the Forest
21 Heights community to a crest elevation of 16.5 feet. The existing and future hydrologic and hydraulic
22 conditions are presumed to be as represented by the FIS hydrology and flood profiles with
23 uncertainty. Typically, one would consider increasing future flood discharges to account for possible
24 increases in runoff due to development and urbanization. However, in this case, the underlying FIS
25 hydrologic information is dated, being circa 1976, and subsequent studies have suggested that the
26 effective tributary drainage area in this relatively flat and undifferentiated portion of the Turkey Creek
27 watershed is less than the 25 or so square miles attributed to the creek at the location of Forest
28 Heights. The existing hydrology is most likely conservative, and revisions downward for an un-gaged
29 stream seem ill-advised. Additionally, the area in question benefits from an updated and
30 contemporary FIS, where the Turkey Creek profiles have been adjusted for coincident surge

1 elevations, and the floodplain has been re-mapped accordingly. In the end, it seems advisable to
2 rely on the existing FIS profiles and hydrology for conservative results.

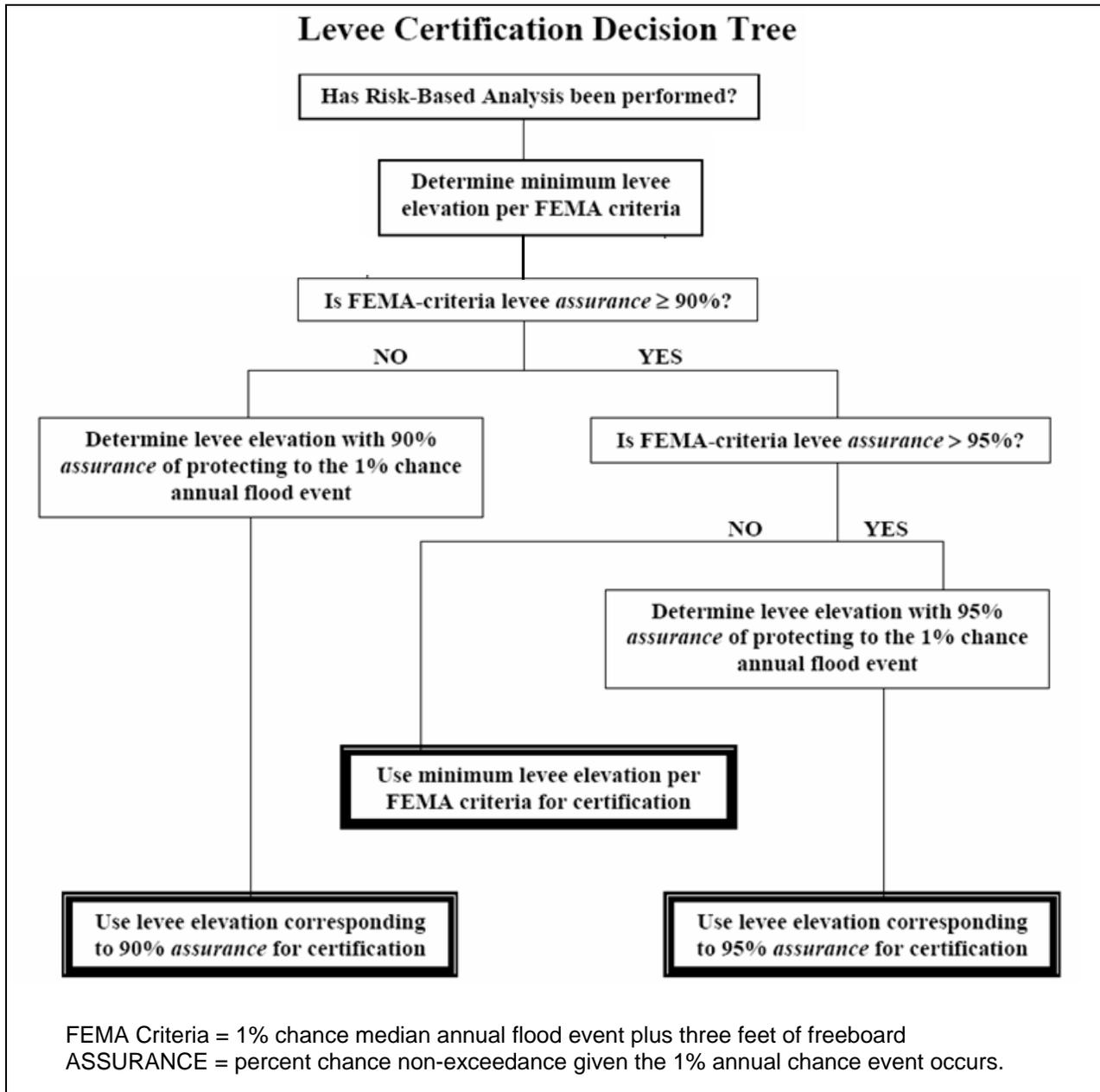


3
4 **Figure 3.3.6-8. Computed Rating Curve, Turkey Creek at Ohio Avenue.**

5 With-project conditions were evaluated for levees with crest elevations of 17 and 21 feet. The
6 existing with-project condition assumes clearing and snagging of debris in Turkey Creek will
7 counteract any local water surface profile impact due to flow obstruction by the levee. Future with-
8 project conditions assume that the channel maintenance has been neglected, and thus the rating
9 curve at Ohio Avenue is shifted upwards by 0.3 feet,

10 Performance was also evaluated assuming a levee built to the local Base Flood Elevation (BFE, the
11 regulatory one in one hundred annual chance ("100-year") water surface elevation plus three feet.
12 Historically, FEMA required levees to be built to the BFE plus three feet for certification. This
13 condition no longer in and of itself satisfies certification criteria, which now requires that risk and
14 uncertainty also be considered, as illustrated in Figure 3.3.6-9. This condition was evaluated for the
15 purposes of levee certification. Assuming the BFE is defined by the FIS water surface elevation at
16 Ohio Avenue as described on the FIS Turkey Creek Flood Profile, this elevation is 15.5 feet plus 3
17 feet, or elevation 18.5 feet.

18 Forest Heights occupies a small fringe of the floodplain, and the FDA simulations assume that when
19 the levee is overtopped, the interior floods to the exterior flood elevation.



1
2
3

Figure 3.3.6-9. USACE Levee Certification Decision Tree, circa 2007

4 **3.3.6.4.2 Performance Results**

5 Engineering performance results as computed by HEC-FDA are shown in Figure 3.3.6-10. Base
 6 year 2012 results are the same regardless of the sea level scenario and are thus only reported once.
 7 Note that ‘without project’ implies that an NRCS levee built to elevation 16.5 feet (NGVD).

8 In this, and similar tables, the median target stage describes the probability each year of the water
 9 surface elevation exceeding the levee crest elevation according to the best estimates of the
 10 discharge frequency curve and rating curve (i.e. uncertainty is not accounted for). The expected

1 annual exceedance probability takes discharge-frequency and stage-frequency into account when
2 estimated the annual probability of exceeding the levee crest.

3 Long term risk describes the probability that the water surface would exceed the levee crest
4 elevation in the specified time period. For example, according to these calculations, there is a 32.3
5 percent chance that the NRCS levee (aka 'without project) elevation would be equaled or exceeded
6 in a 30 year period. The expected probability is used in estimating long term risk.

7 The conditional non-exceedance probability describes the probability, given the occurrence of some
8 event, that the levee crest elevation would not be exceeded. For example, given the occurrence of
9 the 1% annual water surface elevation, there is about a 55% chance that the levee would not be
10 overtopped. Discharge and stage uncertainty is accounted for in this computation.

11 Figure 3.3.6-10 shows that the FEMA criteria levee at elevation 18.5 feet provides an assurance at
12 78.9%, which is less than 90%. With respect to the levee certification decision tree shown in Figure
13 3.3.6-9, and according to these analyses, the minimum certifiable levee elevation is that elevation
14 corresponding to 90% assurance (i.e. conditional non-exceedance probability). The el. 21 feet levee
15 is the only levee evaluated that exceeds the required assurance (92.9% base year, 91.9% future
16 year). Sensitivity analysis shows that the 90% assurance levee crest elevation is approximately 20.2
17 feet NAVD '88.

18 Note that crest elevation is not the sole determinant for levee certification; amongst other things, the
19 levee must be properly constructed of sound material; the levee must be properly maintained by the
20 owner; and interior flooding must be properly accounted for. Levee certification may be reconsidered
21 over time as physical conditions change. For example, Figure 3.3.6-10 shows that, all else remaining
22 the same, if sea level rises one foot in 50 years, a levee built to elevation 21 feet would provide an
23 assurance of 87.4 percent, and the probability that it would be overtopped in a 50 year time frame
24 would change from 11.6% to 16.9%. The point here is that, as the environment changes, the
25 benefits of investments change.

26 Engineering analyses for sufficiently demonstrating a certifiable levee will be carried forward in the
27 planning, engineering, and design phase of this project.

28 **3.3.6.5 Option A - Elevation 17 ft NAVD88**

29 This option consists of an earthen dike around the Forrest Heights community as shown on the
30 following Figure 3.3.6-11, along with the levee culvert/interior pump/detention location. The earth
31 dike will be trapezoidal in shape with a 12-foot top width with one foot vertical to three foot horizontal
32 slopes on both sides (1H:3V). For this option the two existing roadway entrances will be ramped
33 over the restored levee. The total length of the levee will be approximately 7900 feet.

34 Levees reduce the storage capacity and overbank flow conveyance of the adjacent floodplain. The
35 reductions in overbank flow area could induce higher water levels upstream. An HECRAS model
36 was used to evaluate the potential for induced damages and solutions. The modeling indicates that
37 selective clearing and snagging would prevent increases in water surface elevations upstream that
38 would occur due the placement of the levees in the floodplain.

39 The selective clearing and snagging would extend for approximately 4.5 miles from the mouth of
40 Turkey Creek at Bernard Bayou to the upstream limits as shown in Figure 3.3.6-12. Selective
41 clearing and snagging would remove obstructions such as debris dams and excessive sedimentation
42 that hinders the flow through the Turkey Creek channel. While the selective clearing and snagging
43 component of the plan does not eliminate flooding along Turkey Creek, the plan does reduce flood
44 damages along the creek and at the upper end of the canals at 28th Street. The main purpose of the

- 1 selective clearing and snagging is to make sure that induced damages do not occur due to the
- 2 construction of the levee.

Note: FEMA Base Flood Elevation at FIS x-section F, Turkey Ck. at Ohio Avenue, is 16.5 feet. Levee height then for "FEMA plus 3 ft" plan is 19.5 ft. + 3 ft. = 19.5 feet MAVD '88. FIS: Harrison County FIS, Preliminary, dated 16 November 2007.

Forest Heights Project Performance
by Plans and Damage Reaches by Analysis Year 2012
(Stages in It.)

Without Project Base Year Performance Target Criteria:
Event Exceedance Probability = 0.01
Residual Damage = 5.00 %

Plan Name	Stream Name	Damage Reach Name	Damage Reach Description	Target Stage	Target Stage Annual Exceedance Probability		Long-Term Risk (years)				Conditional Non-Exceedance Probability by Events				
					Median	Expected	10	30	50	100	4%	1%	.4%	.2%	
															10064
Without	Harrison Stream 12		Forest Heights Reach	levee	0.0064	0.0155	0.1447	0.3335	0.5434	0.9501	0.8957	0.7368	0.5493	0.3239	0.1938
17 FT Levee	Harrison Stream 12		Forest Heights Reach	levee	0.0047	0.0123	0.1180	0.2654	0.4803	0.9590	0.9281	0.7978	0.6227	0.3894	0.2511
21 FT Levee	Harrison Stream 12		Forest Heights Reach	levee	0.0036	0.0072	0.0218	0.0538	0.1043	1.0000	0.9978	0.9792	0.9290	0.8024	0.6714
FEMA plus 3 ft	Harrison Stream 12		Forest Heights Reach	levee	0.0022	0.0053	0.0610	0.1456	0.3699	0.9995	0.9984	0.9114	0.7560	0.5735	0.4118

Forest Heights Project Performance
by Plans and Damage Reaches by Analysis Year 2061
(Stages in It.)

Without Project Base Year Performance Target Criteria:
Event Exceedance Probability = 0.01
Residual Damage = 5.00 %

Plan Name	Stream Name	Damage Reach Name	Damage Reach Description	Target Stage	Target Stage Annual Exceedance Probability		Long-Term Risk (years)				Conditional Non-Exceedance Probability by Events				
					Median	Expected	10	30	50	100	4%	1%	.4%	.2%	
															00064
Without	Harrison Stream 12		Forest Heights Reach	levee	0.0064	0.0155	0.1447	0.3335	0.5434	0.9501	0.8957	0.7368	0.5493	0.3239	0.1938
17 FT Levee	Harrison Stream 12		Forest Heights Reach	levee	0.0057	0.0133	0.1305	0.2951	0.5030	0.9334	0.9127	0.7851	0.5919	0.3903	0.2202
21 FT Levee	Harrison Stream 12		Forest Heights Reach	levee	0.0047	0.0093	0.0244	0.0599	0.1163	1.0000	0.9988	0.9752	0.9191	0.7827	0.6454
FEMA plus 3 ft	Harrison Stream 12		Forest Heights Reach	levee	0.0025	0.0071	0.0689	0.1638	0.3004	0.9992	0.9724	0.8954	0.7611	0.5386	0.3788

Forest Heights Project Performance
by Plans and Damage Reaches by Analysis Year 2061
(Stages in It.)

Without Project Base Year Performance Target Criteria:
Event Exceedance Probability = 0.01
Residual Damage = 5.00 %

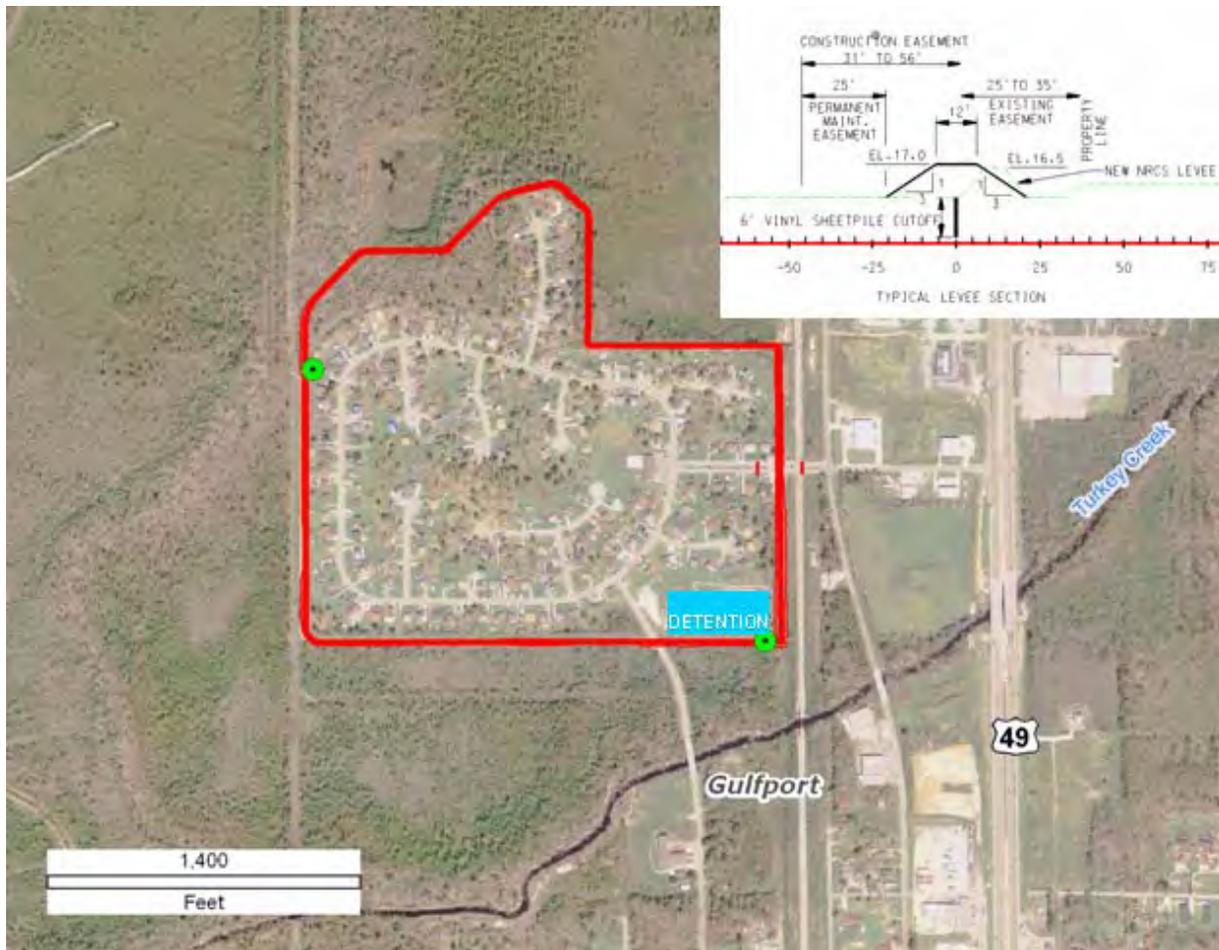
Expected Sea Level Rise, 1.0 feet															
Plan Name	Stream Name	Damage Reach Name	Damage Reach Description	Target Stage	Target Stage Annual Exceedance Probability		Long-Term Risk (years)				Conditional Non-Exceedance Probability by Events				
					Median	Expected	10	30	50	100	4%	2%	1%	.4%	.2%
Without	Harrison Stream 12		Forest Heights Reach	levee	0.0126	0.0257	0.2289	0.4779	0.7274	0.9640	0.7935	0.5888 <td>0.3905</td> <td>0.1986</td> <td>0.1118</td>	0.3905	0.1986	0.1118
17 FT Levee	Harrison Stream 12		Forest Heights Reach	levee	0.0110	0.0223	0.2019	0.4309	0.6762	0.9763	0.8255	0.6280	0.4266	0.2238	0.1278
21 FT Levee	Harrison Stream 12		Forest Heights Reach	levee	0.0012	0.0037	0.0385	0.0887	0.1634	0.9993	0.9922	0.9508	0.8744	0.7025	0.5488

Forest Heights Project Performance
by Plans and Damage Reaches by Analysis Year 2061
(Stages in It.)

Without Project Base Year Performance Target Criteria:
Event Exceedance Probability = 0.01
Residual Damage = 5.00 %

High Sea Level Rise, 1.5 feet															
Plan Name	Stream Name	Damage Reach Name	Damage Reach Description	Target Stage	Target Stage Annual Exceedance Probability		Long-Term Risk (years)				Conditional Non-Exceedance Probability by Events				
					Median	Expected	10	30	50	100	4%	2%	1%	.4%	.2%
Without	Harrison Stream 12		Forest Heights Reach	levee	0.0167 <td>0.0331</td> <td>0.2857</td> <td>0.5688</td> <td>0.8141</td> <td>0.9378</td> <td>0.7225</td> <td>0.5042</td> <td>0.3139</td> <td>0.1482</td> <td>0.0791</td>	0.0331	0.2857	0.5688	0.8141	0.9378	0.7225	0.5042	0.3139	0.1482	0.0791
17 FT Levee	Harrison Stream 12		Forest Heights Reach	levee	0.0150	0.0282	0.2489	0.5110	0.7879	0.9594	0.7646	0.5480	0.3490	0.1698	0.0819
21 FT Levee	Harrison Stream 12		Forest Heights Reach	levee	0.0016	0.0046	0.0449	0.1084	0.2061	0.9998	0.9882	0.9411	0.8449	0.6540	0.4961

Figure 3.3.6-10. Engineering Performance



1
2 **Figure 3.3.6-11. 17-ft Elevation Levee Alignment with Culvert and Pump/Detention Basin Locations**

3 The selective clearing and snagging work will follow Stream Obstruction Removal Guidelines
 4 established by the American Fisheries Society. Only debris, snags and sediment that obstruct
 5 the flow will be removed. Material to be removed includes: 1) fine sediment accumulations that obstruct
 6 flows and alter flow patterns; 2) Debris blockages that currently or in the near future cause
 7 obstructed flow and altered flow patterns; and 3) Rooted trees that obstruct flow or need to be
 8 cleared for equipment access. Access areas that are cleared will be reestablished at the conclusion
 9 of the selective clearing and snagging activities. Some access points, however, may remain for the
 10 non-Federal sponsor to use for maintenance activity of the completed project. The existing bank
 11 alignment along the entire reach will not be changed, including the downstream reaches of Turkey
 12 Creek along the meander bends. Specific reaches to be cleared and snagged will be identified by an
 13 interdisciplinary team prior to construction.

14 Damage and failure by overtopping of levees could be caused by storm surges greater than the
 15 levee crest. Overtopping failures are caused by the high velocity of flow on the top and back side of
 16 the levee. Although significant wave attack on the seaward side of some of the New Orleans levees
 17 occurred during Hurricane Katrina, the duration of the wave attack was for such a short time that
 18 major damage did not occur from wave action. The erosion shown below in Figure 3.3.6-13 was
 19 caused by approximately 1-2 ft of overtopping crest depth.

20 An overtopping reach of the levee with a revetment at the detention/culvert location would be
 21 included in the levee design to prevent overtopping failure. The levee would be protected by gabions

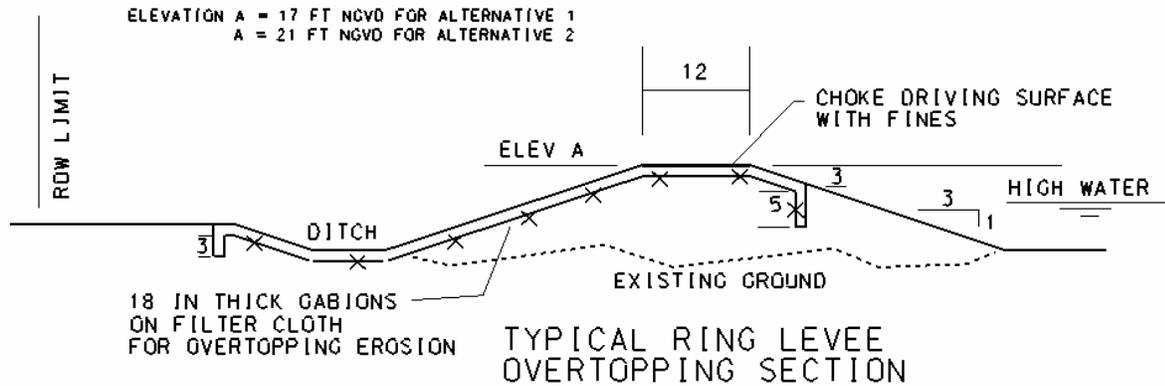
1 on filter cloth as shown in Figure 3.3.6-14, extending across a drainage ditch which carries water to
2 nearby culverts and which would also serve to dissipate some of the supercritical flow energy during
3 overtopping conditions.



4
5 **Figure 3.3.6-12. Channel Clearing and Snagging Limits**



6
7 *Source: ERDC, Steven Hughes*
8 **Figure 3.3.6-13. Crown Scour from Hurricane Katrina at Mississippi River**
9 **Gulf Outlet (MRGO) Levee in St. Bernard Parish, New Orleans, LA**

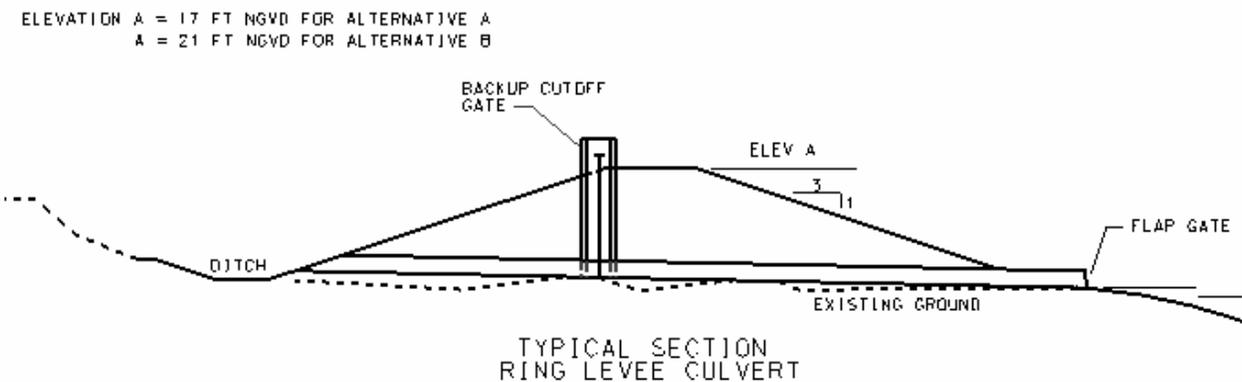


1
2 **Figure 3.3.6-14. Typical Levee Overtopping Section**

3 **3.3.6.5.1 Interior Drainage**

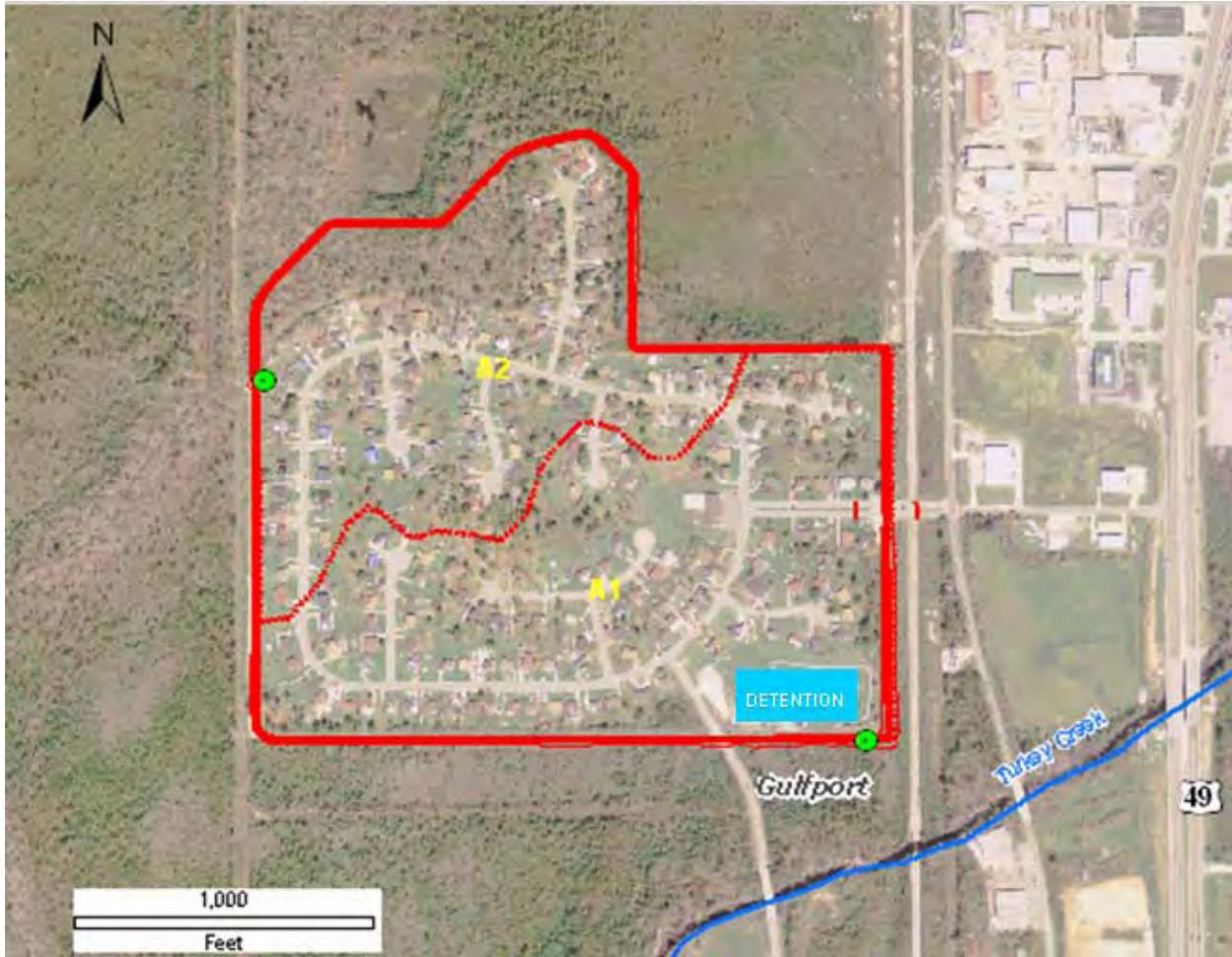
4 Drainage at the site is impacted by hurricanes in the gulf and by adjacent flooding from Turkey
5 Creek. Backwater from each of these sources prevents water from running off. The existing NRCS
6 levee at elevation 16.5 NAVD88 protects the neighborhood to some degree from these sources, but
7 does not eliminate the flooding during times when the water outside the levee is up and there is
8 rainfall inside the levee. This is the present condition at the site. Construction of the Corps levee will
9 follow the footprint of the NRCS levee and provide additional protection from flooding from
10 hurricanes and Turkey Creek. The interior flooding will be improved by adding a detention basin and
11 pumping facility.

12 Drainage on the interior of the ring levee would be collected at the levee and channeled to culverts
13 placed in the levee at the locations shown in Figure 3.3.6-9. The culverts would have flap gates on
14 the outside ends to prevent backflow when the water in Mississippi Sound is high. An additional
15 closure gate would also be provided in the levee for control in the event the flap gate malfunctions. A
16 typical section is shown below in Figure 3.3.6-15.



17
18 **Figure 3.3.6-15. Typical Section at Culvert**

19 Flow within the levee interior was determined by subdividing the interior of the ring levee into major
20 sub-basins shown below in Figure 3.3.6-16 and computing flow for each sub-basin by USGS
21 computer application WinTR55. The method incorporates soil type and land use to determine a run-
22 off curve number. The curve number was determined from previous studies done for Turkey Creek.



1
2 **Figure 3.3.6-16 17-ft Elevation Levee Sub-basins**

3 Peak flows for the 1-yr to 100-yr storms were computed. Levee culverts were then sized to evacuate
 4 the peak flow from a 25-year rain in accordance with practice for new construction in the area using
 5 Bentley CulvertMaster application. For the culvert design, headwater elevations at the culverts were
 6 maintained at an elevation no greater than 10 ft NAVD88 with a tailwater elevation of 6 ft NAVD88
 7 assumed. Drainage ditches along the toe of the levee will be required to assure that smaller basins
 8 can be drained to a culvert/pump site. These ditches were sized using a normal depth flow
 9 computation. Curve numbers and culvert capacity tables are not included in the report beyond that
 10 necessary to obtain a cost estimate. The data are considered beyond the level of detail required for
 11 this report.

12 During periods of high water in Turkey Creek or Mississippi Sound, pumping would be required to
 13 evacuate rainfall. Pump size was determined for the peak flow resulting from a 10-yr rainfall. This
 14 decision was based on an evaluation of rainfall observed during hurricane and tropical storm events
 15 as presented in two sources. The first is "Frequency and Areal Distributions of Tropical Storm
 16 Rainfall in the US Coastal Region on the Gulf of Mexico" US Dept of Commerce, Environmental
 17 Science Services Administration, ESSA Technical Report WB-7, Hugo V Goodyear, Office
 18 Hydrology, July 1968. The second is "National Hurricane Research Project Report No. 3, Rainfall
 19 Associated with Hurricanes (And Other Tropical Disturbances)", R.W. Schoner and S. Molansky,
 20 1956, Weather Bureau and Corps of Engineers. This decision was also based on coordination with
 21 the New Orleans District.

1 During some hurricane events or high water in Turkey Creek, when the culvert gates are shut, and
2 rainfall exceeds the average 10-yr intensity over the basin, some ponding from rainfall will occur. A
3 detention basin was added to help reduce the size of required pumps. The detention basin would
4 have an area of approximately 3 acres but would not be excavated. The area is the lowest site in the
5 subdivision and is presently is used for recreation facilities such as baseball and tennis. Detailed
6 modeling of the area was not possible for this report, therefore the exact extent of the detention
7 basin is not precisely defined. Designing the pumps for the peak 10-yr flow provides a significant
8 pumping capacity. Further design during construction will refine the requirement for the appropriate
9 detention area and pump sizes to provide protection from 100-yr rainfall.

10 During non-hurricane periods of low water in the sound, when rainfall greater than the 25-yr event
11 occurs, the pump could also be used to augment the flow capacity of the levee culverts.

12 **3.3.6.5.2 Geotechnical Data**

13 **Geology:** Citronelle formation extends north of Interstate 10 and is a relatively thin unit of fluvial
14 deposits of Plio-Pleistocene age consisting of gravelly sand and silty sand layers. Typically the
15 formation is 30 to 80 feet thick, except where it has filled eroded channels in the underlying
16 formations. The sand in the formation has a variety of colors, often associated with the presence of
17 iron oxides in the form of hematite or goethite. Thin discontinuous clay layers are found in some
18 areas. The iron oxide has occasionally cemented the sand into a somewhat friable sandstone,
19 usually occurring only as a localized layer. Within the study area, this formation outcrops north of
20 Interstate 10 and will not be encountered at project sites other than any levees that might extend
21 northward to higher ground elevations.

22 The Prairie formation is found southward of the Citronelle formation and is of Pleistocene age. This
23 formation consists of fluvial and floodplain sediments that extend southward from the outcrop of the
24 Citronelle formation to or near the mainland coastline. Sand found within this formation has an
25 economic value as beach fill due to its color and quality. Southward from its outcrop area, the
26 formation extends under the overlying Holocene deposits out into the Mississippi Sound.

27 The Gulfport Formation is found along the coastline in most of Harrison County and western Jackson
28 County at Belle Fontaine Beach. This formation of Pleistocene age overlies the Prairie formation and
29 is present as well sorted sands that mark the edge of the coastline during the last high sea level
30 stage of the Sangamonian Interglacial period. It does not extend under the Mississippi Sound.

31 **Geotechnical:** The inland barrier earthen levee section will have one vertical to three horizontal side
32 slopes with a fifteen foot crest width. All work areas to receive the fill shall be cleared and grubbed of
33 all trees and surface organics and all existing foundations, streets, utilities, etc. will be removed and
34 the subsequent cavities backfilled and compacted. The levee will be constructed of sand clay
35 materials obtained from off site commercial sources, trucked to the work area, placed in thin lifts and
36 compacted to 95 percent of the maximum modified density. The final surface will be armored by the
37 placement of 24 inch thick gabion mattress filled with small stone for erosion protection during an
38 event that overtops the levee. The armoring will be anchored on the front face by trenching and
39 extend across the downstream slope and the 25 foot easement area beyond the toe. The front side
40 of the levee and all non critical surface areas will be subsequently covered by grassing. Road
41 crossings will incorporate small gate structures or ramping over the embankment where the surface
42 elevation is near that of the crest elevation. The elevation relationship of the crest and the adjacent
43 railroad will be a governing factor. The surfaces will be paved with asphalt and the corresponding
44 drainage will be accommodated. Those areas where the subgrade geology primarily consists of
45 clean sands, seepage underneath the levee and the potential for erosion and instability must be
46 considered. Final designs may require the installation of a bentonite concrete cutoff wall deep within

1 the foundation. This condition will be investigated during any design phase and its requirement will
2 be incorporated.

3 **3.3.6.5.3 Structural, Mechanical and Electrical**

4 **3.3.6.5.3.1 Culverts**

5 Culverts for the project were assumed to be reinforced concrete box structures fitted with flap gates
6 and sluice gates to provide protection from high water outside the levee. An automated system could
7 be incorporated whereby the gates could be monitored and operated from some central location.
8 Detailed design of these monitoring and operating systems is beyond the scope of this study.

9 **3.3.6.5.3.2 Levee and Roadway/Railway Intersections**

10 With the installation of a ring levee around the Forrest Heights community 2 roadway intersections
11 would have to be accommodated. For this study it was estimated that for option 1 both roadway
12 entrances could use ramps for crossing the restored levee. For option 2 both roadway entrances
13 would use sliding flood gates.

14 **3.3.6.5.4 HTRW**

15 Due to the extent and large number of real estate parcels along with the potential for re-alignment of
16 the structural aspects of this project, no preliminary assessment was performed to identify the
17 possibility of hazardous waste on the sites. These studies will be conducted during the next phase of
18 work after the final siting of the various structures. The real estate costs appearing in this report
19 therefore will not reflect any costs for remediation design and/or treatment and/or removal or
20 disposal of these materials in the baseline cost estimate.

21 **3.3.6.5.5 Construction Procedures and Water Control Plan**

22 The construction procedures required for this option are similar to general construction in many
23 respects in that the easement limits must be established and staked in the field, the work area
24 cleared of all structures, pavements, utilities, trees, organics, etc. and the foundation prepared for
25 the new work. Where the levee alignment crosses the existing streams or narrow bays, the
26 alignment base shall be created by displacement with layers of crushed stone pushed ahead and
27 compacted by the placement equipment and repeated until a stable platform is created. The required
28 drainage culverts or other ancillary structures can then be constructed. The control of any surface
29 water will be handled by temporary sheetpile cofferdams and pumping. The control of groundwater
30 will be a series of wellpoints systems designed to keep the excavations dry to a depth and width
31 sufficient to install the new work.

32 **3.3.6.5.6 Project Security**

33 The Protocol for security measures for this study has been performed in general accordance with the
34 Risk Assessment Methodology for Dams (RAM-D) developed by the Interagency Forum for
35 Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical
36 infrastructure throughout the Corps of Engineers. The determination of the level of physical security
37 provided for each facility is based on the following critical elements: 1) threat assessment of the
38 likelihood that an adversary will attack a critical asset, 2) consequence assessment should an
39 adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to
40 prevent a successful attack against an operational component.

1 Three levels of physical security were selected for use in this study:

2 Level 1 Security provides no improved security for the selected asset. This security level would be
3 applied to the barrier islands and the sand dunes. These features present a very low threat level of
4 attack and basically no consequence if an attack occurred and is not applicable to this option.

5 Level 2 Security applies standard security measures such as road barricades, perimeter fencing,
6 and intrusion detection systems for unoccupied buildings and vertical structures and security lighting.
7 The intrusion detection systems will be connected to the local law enforcement office for response
8 during an emergency. Facilities requiring this level of security would possess a higher threat level
9 than those in Level 1 and would include assets such as levees, access roads and pumping stations.

10 Level 3 Security includes all of the features of Level 2 plus enhanced security measures such as the
11 use of video cameras for real-time monitoring of the facility, monitors, motion detectors and alarm
12 sound system in the occupied control buildings. Facilities requiring this level of security would
13 possess the highest threat level of all the critical assets. Power plants would require this level of
14 security.

15 **3.3.6.5.7 Operation and Maintenance**

16 Operation and maintenance activities for this project will be required on an annual basis. All gates
17 will be operated to assure proper working order. Debris and shoaled sediment will be removed from
18 the interior ponding area. Vegetation on the levees will be cut to facilitate inspection and to prevent
19 roots from causing weak levee locations. Rills will be filled and damaged revetment will be repaired.
20 An operation and maintenance (O&M) manual for the levee will be developed for the non-Federal
21 sponsor. The O&M manual will include guidelines for maintaining the integrity of the levee over the
22 50-year life of the project. Regular inspections and maintenance of the levees would be performed
23 by the non-federal sponsor and USACE personnel. Maintenance costs are included in this report.

24 **3.3.6.5.8 Cost Estimate**

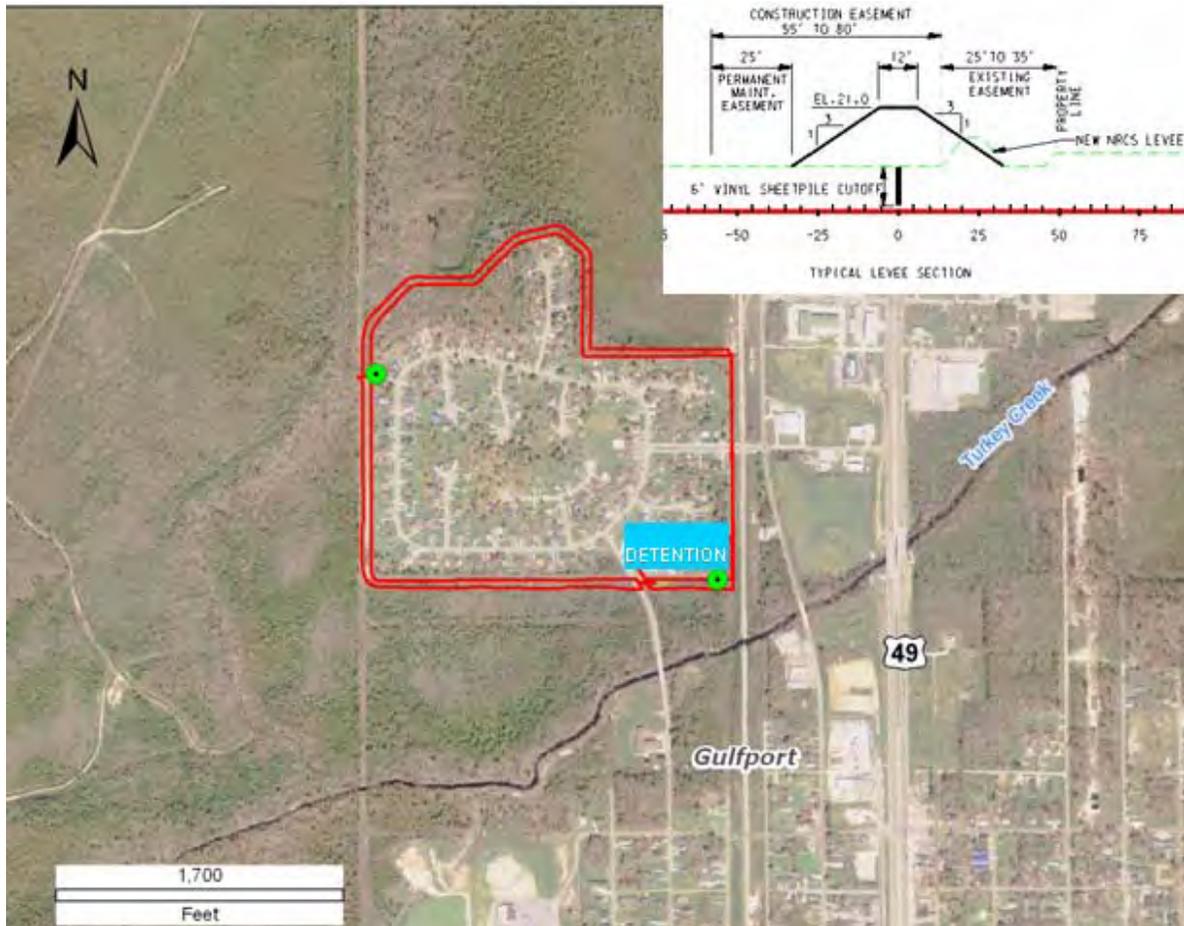
25 The costs for the various options included in this measure are presented in Section 3.3.6.7., Cost
26 Summary. Construction costs for the various options are included in Table 3.3.6-4 and costs for the
27 annualized Operation and Maintenance of the options are included in Table 3.3.6-5. Estimates are
28 comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
29 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
30 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07.
31 Estimates excludes project Escalation and HTRW Cost. The construction costs include real estate,
32 engineering design (E&D), construction management, and contingencies. The E&D cost for
33 preparation of construction contract plans and specifications includes a detailed contract survey,
34 preparation of contract specifications and plan drawings, estimating bid quantities, preparation of bid
35 estimate, preparation of final submittal and contract advertisement package, project engineering and
36 coordination, supervision technical review, computer costs and reproduction. Construction
37 Contingency developed and assigned at 25% to cover the Cost Growth of the project.

38 **3.3.6.5.9 Schedule for Design and Construction**

39 After the authority for the design has been issued and funds have been provided, the design of these
40 structures will require approximately 12 months including comprehensive plans and specifications,
41 independent reviews and subsequent revisions. The construction of this option should require in
42 excess of two years.

1 **3.3.6.6 Option B - Elevation 21 ft NAVD88**

2 This option consists of an earthen levee around northern, western, and southern sides of the Forrest
3 Heights community. Because of the height of the levee, the eastern side will be constructed with a
4 concrete “T”-wall structure. The “T” wall will take less space than an earthen levee and encroach
5 less into property along the alignment. The alignment of the levee is generally the same as Option A,
6 but is shown below in Figure 3.3.6-17. Closure gates across the two access roads to the subdivision
7 will be required. The lengths of the levee culverts will be slightly longer than those used in Option A.
8 Other features and methods of analysis are the same.



9
10 **Figure 3.3.6-17. 21-ft Elevation Levee Alignment with Culvert and Detention Basin/Pump Locations**

11 **3.3.6.6.1 Interior Drainage**

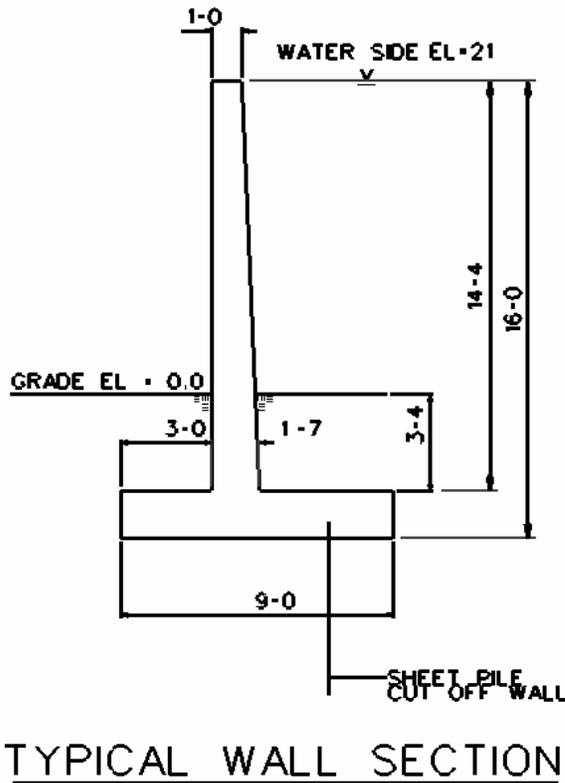
12 Interior drainage analysis and culverts are the same as those for Option A, above, except that the
13 culvert lengths through the levees would be longer.

14 **3.3.6.6.2 Geotechnical Data**

15 The Geology and Geotechnical paragraphs for Option B are the same as for Option A, above.

1 **3.3.6.6.3 Structural, Mechanical and Electrical**

2 Culvert lengths are not presented but are incorporated into the cost estimate. The "T" wall is shown
3 below in Figures 3.3.6-18.



4
5 **Figure 3.3.6-18. 21-ft Elevation Flood Wall Section**

6 **3.3.6.6.4 HTRW**

7 The HTRW paragraphs for Option B are the same as for Option A, above.

8 **3.3.6.6.5 Construction and Water Control Plan**

9 The Construction and Water Control Plan paragraphs for Option B are the same as for Option A,
10 above.

11 **3.3.6.6.6 Project Security**

12 The Project Security paragraphs for Option B are the same as for Option A, above.

13 **3.3.6.6.7 Operation and Maintenance**

14 The Operation and Maintenance paragraphs for Option B are the same as for Option A, above, with
15 additional requirements for periodic inspection and operation of the flood gates.

16 **3.3.6.6.8 Cost Estimate**

17 The Cost Estimate paragraphs for Option B are the same as for Option A, above.

1 **3.3.6.6.9 Schedule for Design and Construction**

2 The Schedule for Design and Construction paragraphs for Option B are the same as for Option A,
3 above.

4 **3.3.6.7 Cost Estimate Summary**

5 The costs for construction and for operations and maintenance of all options are shown in Tables
6 3.3.6-4 and 3.3.6-5 below. Estimates are comparative-Level "Parametric Type" and are based on
7 Historical Data, Recent Pricing, and Estimator's Judgment. Quantities listed within the estimates
8 represent Major Elements of the Project Scope and were furnished by the Project Delivery Team.
9 Price Level of Estimate is April 07. Estimates excludes project Escalation and HTRW Cost.

10 **Table 3.3.6-4.**
11 **Construction Cost Summary**

Option	Total project cost
Option A – Elevation 17 ft NAVD88	\$6,100,000
Option B – Elevation 21 ft NAVD88	\$11,400,000

12
13 **Table 3.3.6-5.**
14 **O & M Cost Summary**

Option	O&M Cost
Option A – Elevation 17 ft NAVD88	\$42,000
Option B – Elevation 21 ft NAVD88	\$114,000

15
16 **3.3.6.8 References**

17 US Army Corps of Engineers (USACE) 1987. Hydrologic Analysis of Interior Areas. Engineer
18 Regulation ER 1105-2-1413. Department of the Army, US Army Corps of Engineers,
19 Washington, D.C. 15 January 1987.

20 USACE 1993. Hydrologic Frequency Analysis. Engineer Regulation ER 1105-2-1415. Department of
21 the Army, US Army Corps of Engineers, Washington, D.C. 5 March 1993.

22 USACE 1995. Hydrologic Engineering Requirements for Flood Damage Reduction Studies.
23 Engineer Regulation ER 1105-2-1419. Department of the Army, US Army Corps of Engineers,
24 Washington, D.C. 31 January 1995.

25 USACE 2006. Risk Analysis for Flood Damage Reduction Studies. Engineer Regulation ER 1105-2-
26 101. Department of the Army, US Army Corps of Engineers, Washington, D.C. 3 January
27 2006.

28 **3.3.7 Jackson County, Ocean Springs Elevated Roadway**

29 **3.3.7.1 General**

30 Residential and business areas along the coast in Jackson County are susceptible to storm surge
31 damage. A damage reduction option is to raise the beach front road in Ocean Springs to elevation
32 11ft NAVD88 was evaluated. This option entails the raising of the Beach Road and the adjoining

1 seawall to Elevation 11.00 from Highway 90 eastward to the Jackson County Marina. The project
2 also provides for all utility infrastructure such as water, sewer, storm drain, gas and electric lines to
3 be removed and reinstalled to meet the new grades. Several options of this measure were
4 considered before selecting the final one for cost and economic comparisons. Additional options not
5 evaluated in detail are described elsewhere in this report.

6 Evaluation of this option was done by comparing benefits computed by Hydrologic Engineering
7 Center's (HEC) Flood Damage Analysis (FDA) computer application HEC-FDA and costs computed.
8 HEC-FDA modeling was done comparing the study reaches using variations in expected sea-level
9 rise and development. Details regarding the methodology are presented elsewhere in this report.

10 **3.3.7.2 Location**

11 The location of project in Ocean Springs is shown below in Figure 3.3.7.1.

12 **3.3.7.3 Existing Conditions**

13 The city of Ocean Springs lies at the eastern side of the Back Bay of Biloxi. Ground elevations over
14 most of the residential and business areas vary between elevation 16-24 ft NAVD88, with houses
15 along the coast at between 8-16 ft NAVD88. The 4-ft(blue), 8-ft(dark green), 12-ft(green),
16 16-ft(brown), and 20-ft(pink) ground contour lines are shown below in Figure 3.3.6-2.

17 Drainage is mostly through natural drainage ways, drowned at the mouth by Mississippi Sound.

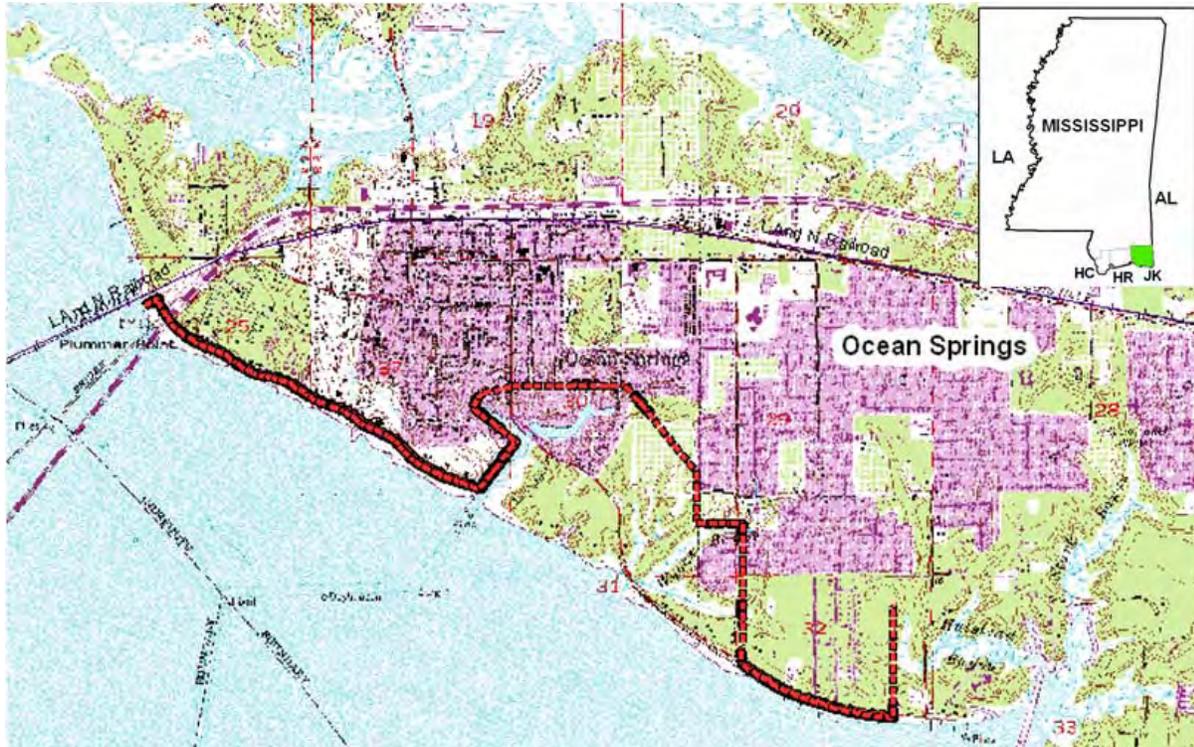
18 Impacts from hurricanes can be devastating. Damage from Hurricane Katrina in August, 2005 in the
19 Ocean Springs area are shown below in Figure 3.3.7-3 and 3.3.7-4.

20 **3.3.7.4 Coastal and Hydraulic Data**

21 Typical coastal data is shown in Paragraph 1.4, elsewhere in this report. High water marks taken by
22 FEMA after Hurricane Katrina in 2005 as well as the 4-ft(blue), 8-ft(dark green), 12-ft(green), 16-
23 ft(brown), and 20-ft(pink) ground contour lines and Hurricane Katrina inundation limits are shown
24 below in Figure 3.3.7-5. The data indicates the Katrina high water was as high as 22.5 ft NAVD88
25 near the Mississippi Sound.

26 Stage-Frequency data for a suite of severe storms using Joint Probability Method (JPM) and
27 hydrodynamic modeling were developed by the Engineer Research and Development Center
28 (ERDC) for 80 locations along the study area. These data were combined with historical gage
29 frequencies for smaller storms to establish stage-frequency curves at 54 economic reaches in the
30 study area which were entered into Hydrologic Engineering Center's (HEC) Flood Damage Analysis
31 (HEC-FDA) application to evaluate benefits. An expanded description of the procedure is shown in
32 Section 2.13 of the Engineering Appendix and in the Economic Appendix. Points near Ocean
33 Springs at which data from hydrodynamic modeling was saved are shown below in Figure 3.3.7-6.

34 Existing Condition Stage-Frequency data for Save Point 33, just off the coast of Ocean Springs, is
35 shown below in Figure 3.3.7-7. The 95% confidence limits, approximately equally to plus and minus
36 two standard deviations, are shown bounding the median curve. The elevations are presented at
37 100 ft higher than actual to facilitate HEC-FDA computations.



1
2 **Figure 3.3.7-1. Vicinity Map, Ocean Springs**



3
4 **Figure 3.3.7-2. Existing Conditions**



1

2 Source: <http://ngs.woc.noaa.gov/storms/katrina/24834173.jpg>

3 **Figure 3.3.7-3. Hurricane Katrina Damage, Jackson County**



4

5 Source: B&B Sanders, http://www.flickr.com/photo_zoom.gne?id=355219026

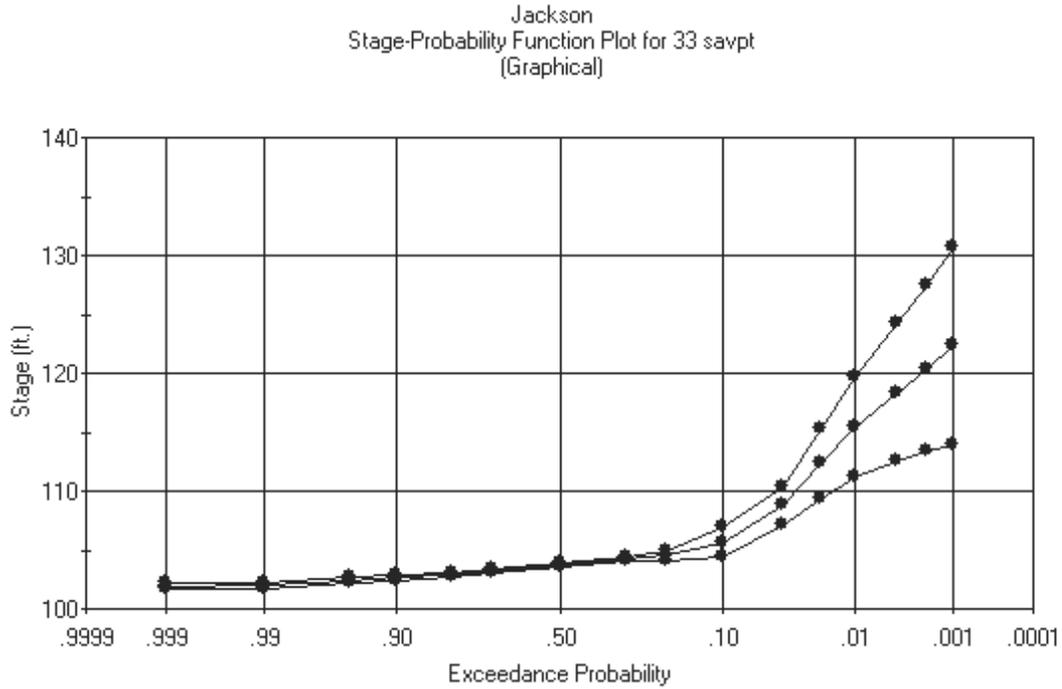
6 **Figure 3.3.7-4. Hurricane Katrina Damage, Jackson County**



1
2 **Figure 3.3.7-5. Ground Contours and Katrina High Water, Ocean Springs**



3
4 **Figure 3.3.7-6. Hydrodynamic Modeling Save Points near Ocean Springs**



1
2 **Figure 3.3.7-7. Existing Conditions at Save Point 33, near Ocean Springs**

3 **3.3.7.5 Option – Elevate Roadway to 11 ft NAVD88**

4 This option consists of raising the beach front road to elevation 11 ft NAVD88 in Ocean Springs as
5 shown on the following Figure 3.3.7-8, along with the internal sub-basins and levee culvert/pump
6 locations.



7
8 **Figure 3.3.7-8. Pump/Culvert/Sub-basin Site Location**

1 Damage and failure by overtopping of levees could be caused by storms surges greater than the
2 levee crest as shown in Figure 3.3.7-9.



3
4 Source: *Wave Overtopping Flow on Seadikes, Experimental and Theoretical Investigations*, Holger Schüttrumpf,
5 (Photo:Leichtweiss-Institute) http://kfki.baw.de/fileadmin/projects/E_35_134_Lit.pdf

6 **Figure 3.3.7-9. North Sea, Germany, March 1976**

7 Overtopping failures are caused by the high velocity of flow on the top and back side of the levee.
8 Although significant wave attack on the seaward side of some of the New Orleans levees occurred
9 during Hurricane Katrina, the duration of the wave attack was for such a short time that major
10 damage did not occur from wave action. The erosion shown below in Figure 3.3.7-10 was caused by
11 approximately 1-2 ft of overtopping crest depth.

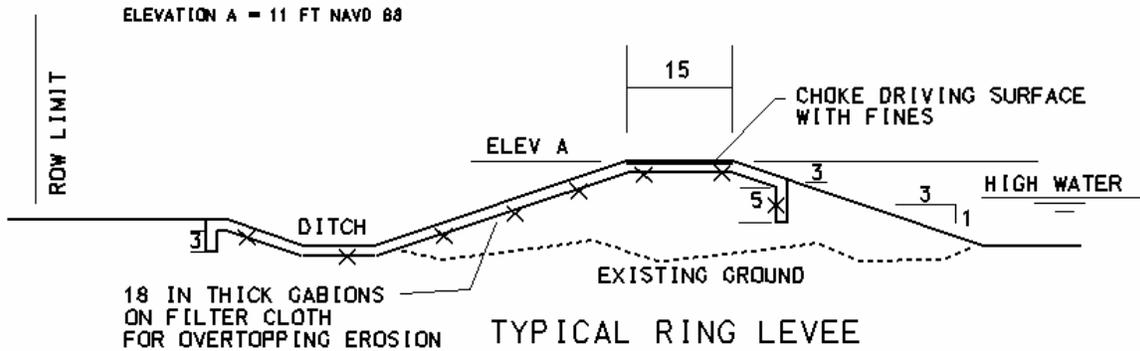


12
13 Source: ERDC, Steven Hughes

14 **Figure 3.3.7-10. Crown Scour from Hurricane Katrina at Mississippi River**
15 **Gulf Outlet (MRGO) Levee in St. Bernard Parish, New Orleans, LA**

16 Revetment would be included in the levee design to prevent overtopping failure.

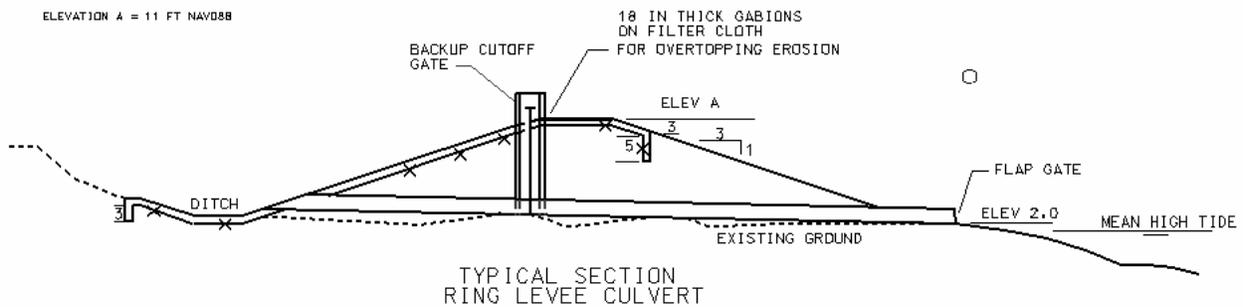
1 The levee would be protected by gabions on filter cloth as shown above in Figure 3.3.7-11,
 2 extending across a drainage ditch which carries water to nearby culverts and which would also serve
 3 to dissipate some of the supercritical flow energy during overtopping conditions.



4
 5 **Figure 3.3.7-11. Typical Section at Ring Levee**

6 **3.3.7.5.1 Interior Drainage**

7 Drainage on the interior of the raised highway would be collected at the highway and channeled to
 8 culverts placed at locations shown above. The culverts would have flap gates on the seaward ends
 9 to prevent backflow when the water in Mississippi Sound is high. An additional closure gate would
 10 also be provided at every culvert for control in the event the flap gate malfunctions. A typical section
 11 is shown below in Figure 3.3.7-12.



12
 13 **Figure 3.3.7-12. Typical Section at Culvert**

14 In addition, pumps would be constructed near the outflow points to remove water from the interior
 15 during storm events occurring when the culverts were closed because of high water in the sound.

16 Flow within the levee interior was determined by subdividing the interior of the drainage basin into
 17 major sub-basins as shown above and computing flow for each sub-basin by USGS computer
 18 application WinTR55. The method incorporates soil type and land use to determine a run-off curve
 19 number.

20 Peak flows for the 1-yr to 100-yr storms were computed. Culverts were then sized to evacuate the
 21 peak flow from a 25-year rain in accordance with practice for new construction in the area using
 22 Bentley CulvertMaster application. For the culvert design, headwater/tailwater elevation difference
 23 was maintained at 3.0 ft or less. Drainage ditches along the toe of the highway will be required to

1 assure that smaller basins can be drained to a culvert/pump site. These ditches were sized using a
2 normal depth flow computation. Curve numbers, pump, and culvert capacity tables are not included
3 in the report beyond that necessary to obtain a cost estimate. The data is considered beyond the
4 level of detail required for this report.

5 During periods of high water in Mississippi Sound, pumps would be required to evacuate rainfall.
6 Pump sizes were determined for the peak flow resulting from a 10-yr rainfall. This decision was
7 based on an evaluation of rainfall observed during hurricane and tropical storm events as presented
8 in two sources. The first is "Frequency and Areal Distributions of Tropical Storm Rainfall in the US
9 Coastal Region on the Gulf of Mexico" US Dept of Commerce, Environmental Science Services
10 Administration, ESSA Technical Report WB-7, Hugo V Goodyear, Office Hydrology, July 1968. The
11 second is "National Hurricane Research Project Report No. 3, Rainfall Associated with Hurricanes
12 (And Other Tropical Disturbances)", R.W. Schoner and S. Molansky, 1956, Weather Bureau and
13 Corps of Engineers. This decision was also based on coordination with the New Orleans District.

14 During some hurricane events, when the gates are shut, and rainfall exceeds the average 10-yr
15 intensity over the basin, some ponding from rainfall will occur. Detailed modeling of all the interior
16 sub-basins for all the areas was not possible for this report, therefore the exact extent of the ponding
17 for extreme events is not precisely defined. However, in some of the areas, existing storage could be
18 adequate to pond water without causing damage, even without pumps. In other areas that do have
19 pumps, some rise in interior water during interior events greater than the 10-yr rain could occur, but
20 may not cause damage. Designing the pumps for the peak 10-yr flow provides a significant pumping
21 capacity. Further studies will detail the requirement for the appropriate ponding areas, pump sizes,
22 or buyouts in the affected areas.

23 During non-hurricane periods of low water in the sound, when rainfall greater than the 25-yr event
24 occurs, the pumps could also be used to augment the flow capacity of the levee culverts.

25 **3.3.7.5.2 Geotechnical**

26 Geology: The Prairie formation is found southward of the Citronelle formation and is of Pleistocene
27 age. This formation consists of fluvial and floodplain sediments that extend southward from the
28 outcrop of the Citronelle formation to or near the mainland coastline. Sand found within this
29 formation has an economic value as beach fill due to its color and quality. Southward from its
30 outcrop area, the formation extends under the overlying Holocene deposits out into the Mississippi
31 Sound.

32 The Gulfport Formation is found along the coastline in Jackson County at Belle Fontaine Beach. This
33 formation of Pleistocene age overlies the Prairie formation and is present as well sorted sands that
34 mark the edge of the coastline during the last high sea level stage of the Sangamonian Interglacial
35 period. It does not extend under the Mississippi Sound.

36 Geotechnical: The Line 3 defense elevates the roadway and accompanying seawall to elevation by
37 extending the seawall at its present slope to grade, creating the roadway subgrade then sloping the
38 backside to one vertical to three horizontal side slopes with a twenty five foot toe width for access
39 and drainage. All work areas to receive the fill shall be cleared and grubbed of all trees and surface
40 organics and all existing foundations, streets, utilities, etc. will be removed and the subsequent
41 cavities backfilled and compacted. The embankment will be constructed of sand clay materials
42 obtained from off site commercial sources, trucked to the work area, placed in thin lifts and
43 compacted to 95 percent of the maximum modified density. The final surface on the back side will be
44 armored by the placement of 12 inch thick gabion mattress filled with small stone for erosion
45 protection during an event that overtops the road. The armoring will be anchored on the back face by
46 trenching and extend across the toe easement. All non critical surface areas will be subsequently
47 covered by grassing. Road crossings will incorporate ramping over the embankment where the

1 surface elevation is near that of the crest elevation. The surfaces will be paved with asphalt and the
2 corresponding drainage will be accommodated. Those areas where the subgrade geology primarily
3 consists of clean sands, seepage underneath the roadway and the potential for erosion and
4 instability must be considered. Final designs may require the installation of a cutoff wall within the
5 foundation. This condition will be investigated during any design phase and its requirement will be
6 incorporated.

7 **3.3.7.5.3 Pumping Stations. Flow and Pump Sizes**

8 Design hydraulic heads derived for the 7 pumping facilities included in the Jackson County Raised
9 Roadway at the elevation 11 protection level were approximately constant at 7 feet, and the
10 corresponding flows required varied from 83,926 to 237,864 gallons per minute. The plants thus
11 derived varied in size from a plant having two 42-inch diameter, 150 horsepower pumps, to one
12 having six 60-inch diameter pumps each running at 150 horsepower.

13 **3.3.7.5.4 HTRW**

14 Due to the extent and large number of real estate parcels along with the potential for re-alignment of
15 the structural aspects of this project, no preliminary assessment was performed to identify the
16 possibility of hazardous waste on the sites. These studies will be conducted during the next phase of
17 work after the final siting of the various structures. The real estate costs appearing in this report
18 therefore will not reflect any costs for remediation design and/or treatment and/or removal or
19 disposal of these materials in the baseline cost estimate.

20 **3.3.7.5.5 Construction Procedures and Water Control Plan**

21 Construction would be done by heavy construction equipment after removal of structures and
22 relocation of utilities. Water control will be addressed by constructing drainage facilities prior to
23 construction of the levee.

24 **3.3.7.5.6 Project Security**

25 The Protocol for security measures for this study has been performed in general accordance with the
26 Risk Assessment Methodology for Dams (RAM-D) developed by the Interagency Forum for
27 Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical
28 infrastructure throughout the Corps of Engineers. The determination of the level of physical security
29 provided for each facility is based on the following critical elements: 1) threat assessment of the
30 likelihood that an adversary will attack a critical asset, 2) consequence assessment should an
31 adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to
32 prevent a successful attack against an operational component.

33 Three levels of physical security were selected for use in this study:

34 Level 1 Security provides no improved security for the selected asset. This security level would be
35 applied to the barrier islands and the sand dunes. These features present a very low threat level of
36 attack and basically no consequence if an attack occurred and is not applicable to this option.

37 Level 2 Security applies standard security measures such as road barricades, perimeter fencing,
38 and intrusion detection systems for unoccupied buildings and vertical structures and security lighting.
39 The intrusion detection systems will be connected to the local law enforcement office for response
40 during an emergency. Facilities requiring this level of security would possess a higher threat level
41 than those in Level 1 and would include assets such as levees, access roads and pumping stations.

42 Level 3 Security includes all of the features of Level 2 plus enhanced security measures such as the
43 use of video cameras for real-time monitoring of the facility, monitors, motion detectors and alarm

1 sound system in the occupied control buildings. Facilities requiring this level of security would
2 possess the highest threat level of all the critical assets. Boat access gates and power plants would
3 require this level of security.

4 **3.3.7.5.7 Operation and Maintenance**

5 Operation and maintenance activities for this project will be required on an annual basis. All pumps
6 and gates will be operated to assure proper working order. Debris and shoaled sediment will be
7 removed. Vegetation on the levees will be cut to facilitate inspection and to prevent roots from
8 causing weak levee locations. Maintenance costs are included in this report.

9 **3.3.7.5.8 Cost Estimate**

10 The costs for the various options included in this measure are presented in Section 3.3.7.6 Cost
11 Summary. Construction costs for the various options are included in Table 3.3.7-1 and costs for the
12 annualized Operation and Maintenance of the options are included in Table 3.3.7-2. Estimates are
13 comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
14 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
15 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07.
16 Estimates excludes project Escalation and HTRW Cost. The construction costs include real estate,
17 engineering design (E&D), construction management, and contingencies. The E&D cost for
18 preparation of construction contract plans and specifications includes a detailed contract survey,
19 preparation of contract specifications and plan drawings, estimating bid quantities, preparation of bid
20 estimate, preparation of final submittal and contract advertisement package, project engineering and
21 coordination, supervision technical review, computer costs and reproduction. Construction
22 Contingency developed and assigned at 25% to cover the Cost Growth of the project.

23 **3.3.7.5.9 Schedule for Design and Construction**

24 After the authority for the design has been issued and funds have been provided, the design of these
25 structures will require approximately 12 months including comprehensive plans and specifications,
26 independent reviews and subsequent revisions. The construction of this option should require in
27 excess of two years

28 **3.3.7.6 Cost Estimate Summary**

29 The costs for construction and for operations and maintenance of all options are shown in Tables
30 3.3.7-1 and 3.3.7-2 below. Estimates are comparative-Level "Parametric Type" and are based on
31 Historical Data, Recent Pricing, and Estimator's Judgment. Quantities listed within the estimates
32 represent Major Elements of the Project Scope and were furnished by the Project Delivery Team.
33 Price Level of Estimate is April 07. Estimates excludes project Escalation and HTRW Cost.

34 **Table 3.3.7-1.**
35 **Jackson Co Ocean Springs Elevated Roadway**
36 **Construction Cost Summary**

Option	Total project cost
Option - Elevated Roadway	\$67,500,000

37

**Table 3.3.7-2.
Jackson Co Ocean Springs Elevated Roadway O & M Cost Summary**

Option	O&M Cost
Option A – Elevated Roadway	\$287,000

3.3.7.7 References

US Army Corps of Engineers (USACE) 1987. Hydrologic Analysis of Interior Areas. Engineer Manual EM 1110-2-1413. Department of the Army, US Army Corps of Engineers, Washington, D.C. 15 January 1987.

USACE 1993. Hydrologic Frequency Analysis. Engineer Manual EM 1110-2-1415. Department of the Army, US Army Corps of Engineers, Washington, D.C. 5 March 1993.

USACE 1995. Hydrologic Engineering Requirements for Flood Damage Reduction Studies. Engineer Manual EM 1110-2-1419. Department of the Army, US Army Corps of Engineers, Washington, D.C. 31 January 1995.

USACE 2006. Risk Analysis for Flood Damage Reduction Studies. Engineer Regulation ER 1105-2-101. Department of the Army, US Army Corps of Engineers, Washington, D.C. 3 January 2006.

National Resource Conservation Service (NRCS). 2003. WinTR5-55 User Guide (Draft). Agricultural Research Service. 7 May 2003.

Environmental Science Services Administration. 1968. "Frequency and Areal Distributions of Tropical Storm Rainfall in the US Coastal Region on the Gulf of Mexico" US Dept of Commerce, Environmental Science Services Administration, ESSA Technical Report WB-7, Hugo V Goodyear, Office Hydrology, July 1968.

Weather Bureau and USACE. 1956. National Hurricane Research Project Report No. 3, "Rainfall Associated with Hurricanes (And Other Tropical Disturbances)", R.W. Schoner and S. Molansky, 1956, Weather Bureau and Corps of Engineers.

3.3.8 Jackson County, Ocean Springs Ring Levee

3.3.8.1 General

Several high density residential and business areas in Jackson County were identified. They are: Pascagoula/Mosspoint, Gautier, Belle Fontaine, Gulf Park Estates, and Ocean Springs. These are subject to damage from storm surges associated with hurricanes. Earthen ring levees were evaluated for protection of these areas. The levees were evaluated at elevations 20 ft NAVD88 and 30 ft NAVD88. The top width was assumed 15 ft with sideslopes of 1 vertical to 3 horizontal. Each of the levees is presented separately in this report. Additional options not evaluated in detail are described elsewhere in this report.

Evaluation of this option was done by comparing benefits computed by Hydrologic Engineering Center's (HEC) Flood Damage Analysis (FDA) computer application HEC-FDA and costs computed. HEC-FDA modeling was done comparing the study reaches using variations in expected sea-level rise and development. Details regarding the methodology are presented in Section 2.13 of the Engineering Appendix and in the Economic Appendix.

1 **3.3.8.2 Location**

2 The location of the Ocean Springs ring levee in Jackson County is shown below in Figures 3.3.8-1
3 and 3.3.8-2.

4 **3.3.8.3 Existing Conditions**

5 The city of Ocean Springs lies at the eastern side of the Back Bay of Biloxi. Ground elevations over
6 most of the residential and business areas vary between elevation 16-24 ft NAVD88, with houses
7 along the coast at between 8-16 ft NAVD88. The 4-ft(blue), 8-ft(dark green), 12-ft(green),
8 16-ft(brown), and 20-ft(pink) ground contour lines are shown below in Figure 3.3.8-3.

9 Drainage is mostly through natural drainage ways, drained at the mouth by Mississippi Sound.

10 Impacts from hurricanes can be devastating. Damage from Hurricane Katrina in August, 2005 in the
11 Ocean Springs area are shown below in Figure 3.3.8-4 and 3.3.8-5.



12
13 **Figure 3.3.8-1. Vicinity Map Ocean Springs, MS**



1
2 **Figure 3.3.8-2. Ocean Springs Ring Levee**



3
4 **Figure 3.3.8-3. Existing Conditions Ocean Springs, MS**



1

2 Source: <http://ngs.woc.noaa.gov/storms/katrina/24834173.jpg>

3 **Figure 3.3.8-4. Hurricane Katrina Damage Ocean Springs, MS**



4

5 Source: B&B Sanders, http://www.flickr.com/photo_zoom.gne?id=355219026

6 **Figure 3.3.8-5. Hurricane Katrina Damage Ocean Springs, MS**

1 **3.3.8.4 Coastal and Hydraulic Data**

2 Typical coastal data are shown in Section 1.4 of this report. High water marks taken by FEMA after
3 Hurricane Katrina in 2005 as well as the 4-ft(blue), 8-ft(dark green), 12-ft(green), 16-ft(brown), and
4 20-ft(pink) ground contour lines and Hurricane Katrina inundation limits are shown below in Figure
5 3.3.8-6. The data indicates the Katrina high water was as high as 22.5 ft NAVD88 near the
6 Mississippi Sound.

7 Stage-Frequency data for a suite of severe storms using Joint Probability Method (JPM) and
8 hydrodynamic modeling were developed by the Engineer Research and Development Center
9 (ERDC) for 80 locations along the study area. These data were combined with historical gage
10 frequencies for smaller storms to establish stage-frequency curves at 54 economic reaches in the
11 study area which were entered into Hydrologic Engineering Center's (HEC) Flood Damage Analysis
12 (HEC-FDA) application to evaluate benefits. An expanded description of the procedure is shown in
13 Section 2.13 of the Engineering Appendix and in the Economic Appendix. Points near Ocean
14 Springs at which data from hydrodynamic modeling was saved are shown below in Figure 3.3.8-7.

15 Existing Condition Stage –Frequency data for Save Point 33, just off the coast of Ocean Springs, is
16 shown below in Figure 3.3.8-8. The 95% confidence limits, approximately equal to plus and minus
17 two standard deviations, are shown bounding the median curve. The elevations are presented at
18 100 ft higher than actual to facilitate HEC-FDA computations.

19 **3.3.8.5 Option A – Elevation 20 ft NAVD88**

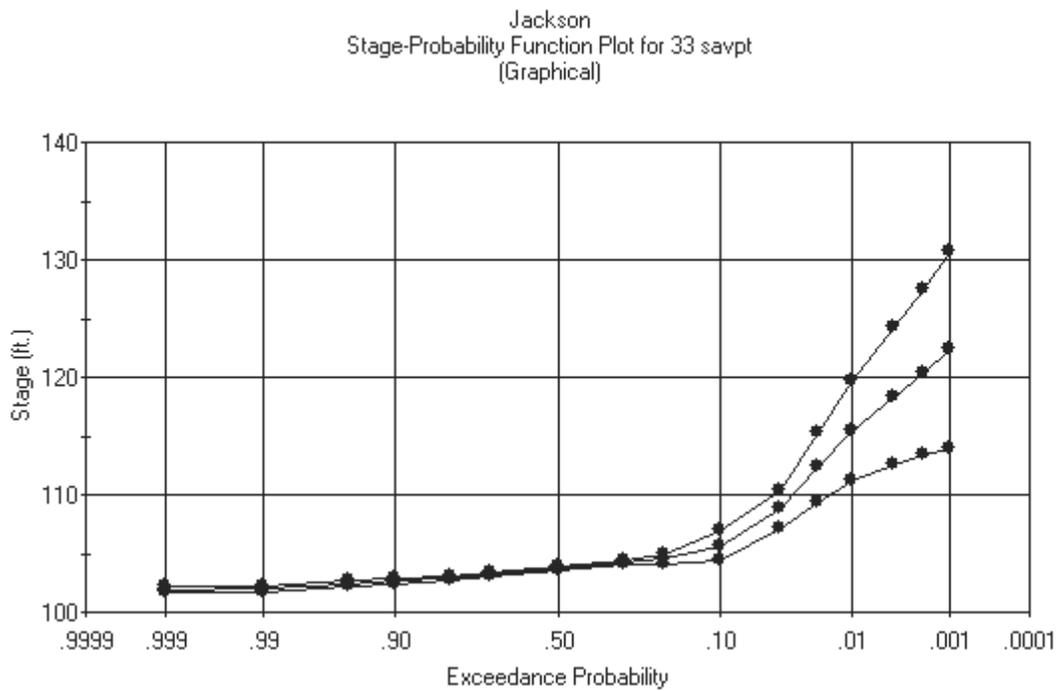
20 This option consists of an earthen dike enclosing an area of 1752 acres around the most densely
21 populated areas of Ocean Springs as shown on the following Figure 3.3.8-9, along with the internal
22 sub-basins and levee culvert/pump locations. The levee would have a top width of 15 ft and slopes
23 of 1 vertical to 3 horizontal.



24
25 **Figure 3.3.8-6. Ground Contours and Katrina High Water**



1
2 **Figure 3.3.8-7. Hydrodynamic Modeling Save Points near Ocean Springs**



3
4 **Figure 3.3.8-8. Existing Conditions at Save Point 33, near Ocean Springs**



1
2 **Figure 3.3.8-9. Pump/Culvert/Sub-basin Locations**

3 Damage and failure by overtopping of levees could be caused by storms surges greater than the
4 levee crest as shown in Figure 3.3.8-10.



5
6 *Source: Wave Overtopping Flow on Seadikes, Experimental and Theoretical Investigations, Holger Schüttrumpf,*
7 *(Photo:Leichtweiss-Institute) http://kfi.baw.de/fileadmin/projects/E_35_134_Lit.pdf*

8 **Figure 3.3.8-10. North Sea, Germany, March 1976**

9 Overtopping failures are caused by the high velocity of flow on the top and back side of the levee.
10 Although significant wave attack on the seaward side of some of the New Orleans levees occurred

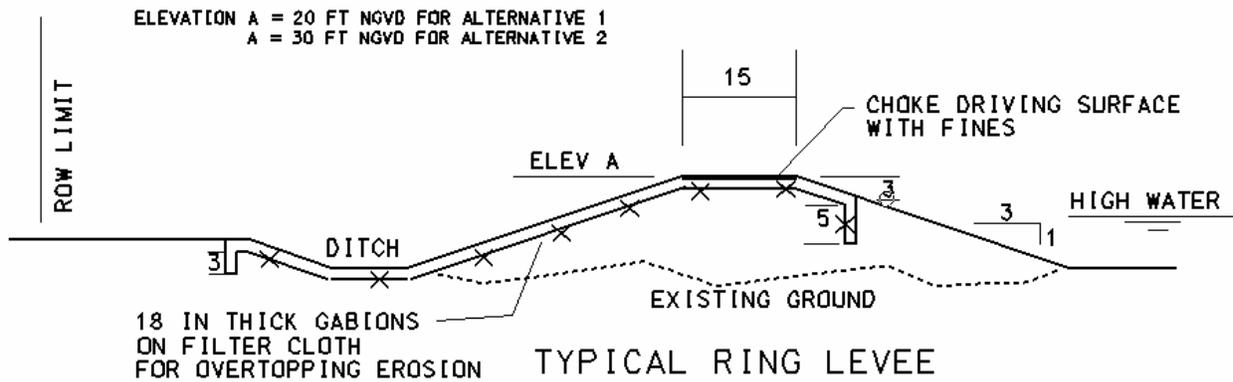
1 during Hurricane Katrina, the duration of the wave attack was for such a short time that major
 2 damage did not occur from wave action. The erosion shown below in Figure 3.3.8-11 was caused by
 3 approximately 1-2 ft of overtopping crest depth.



4
 5 Source: ERDC, Steven Hughes

6 **Figure 3.3.8-11. Crown Scour from Hurricane Katrina at Mississippi**
 7 **River Gulf Outlet (MRGO) Levee in St. Bernard Parish, New Orleans, LA**

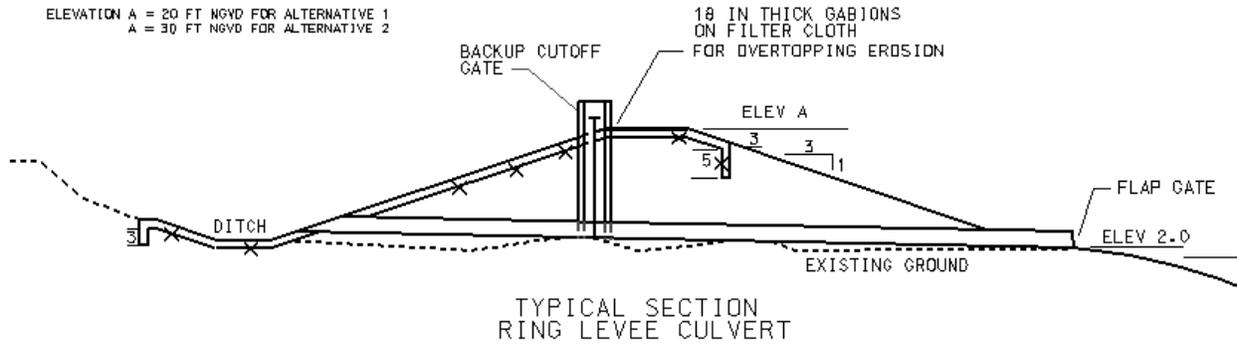
8 Revetment would be included in the levee design to prevent overtopping failure.
 9 The levee would be protected by gabions on filter cloth as shown in Figure 3.3.8-12, extending
 10 across a drainage ditch which carries water to nearby culverts and which would also serve to
 11 dissipate some of the supercritical flow energy during overtopping conditions.



12
 13 **Figure 3.3.8-12. Typical Section at Ring Levee**

14 **3.3.8.5.1 Interior Drainage**

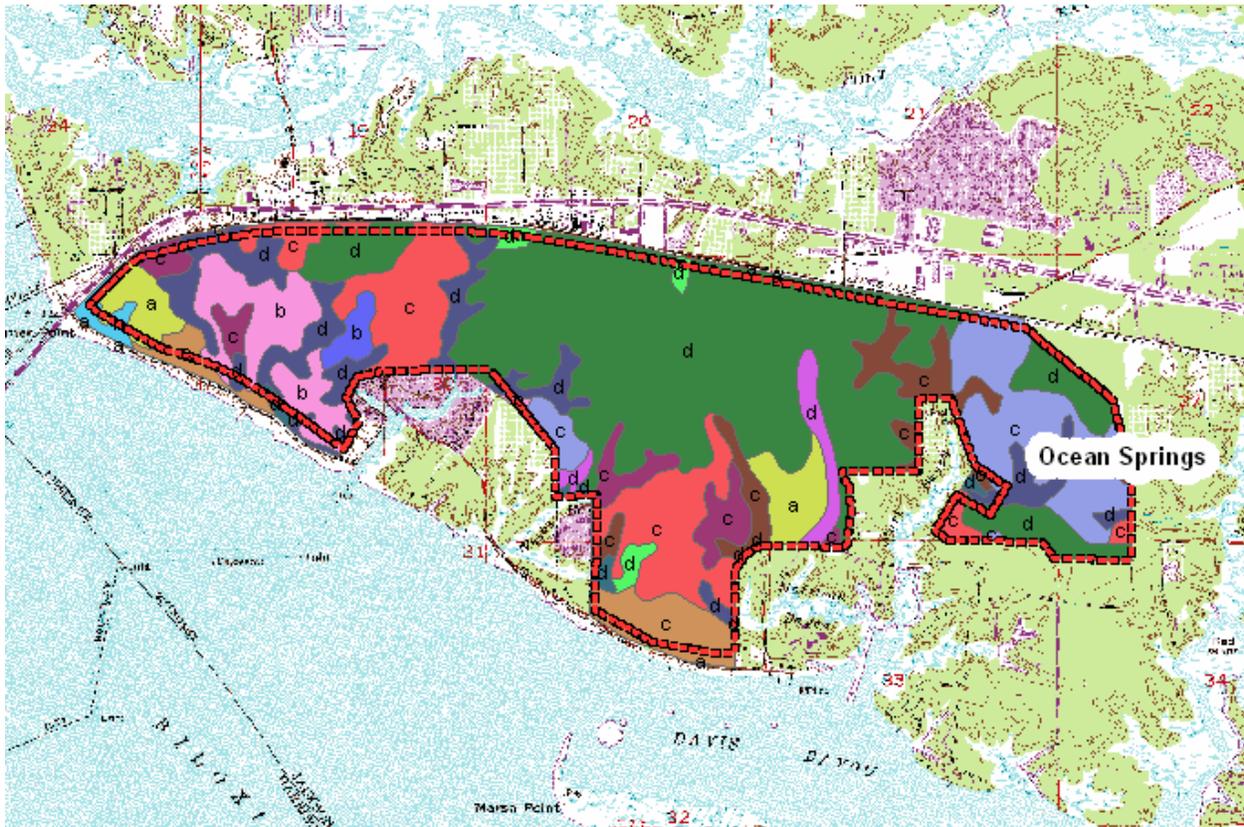
15 Drainage on the interior of the ring levee would be collected at the levee and channeled to culverts
 16 placed in the levee at the locations shown above in Figure 3.3.8-9. The culverts would have flap
 17 gates on the seaward ends to prevent backflow when the water in Mississippi Sound is high. An
 18 additional closure gate would also be provided at every culvert in the levee for control in the event
 19 the flap gate malfunctions. A typical section is shown below in Figure 3.3.8-13.



1
2 **Figure 3.3.8-13. Typical Section at Culvert**

3 In addition, pumps would be constructed near the outflow points to remove water from the interior
4 during storm events occurring when the culverts were closed because of high water in the sound.

5 Flow within the levee interior was determined by subdividing the interior of the ring levee into major
6 sub-basins as shown above in Figure 3.3.8-9 and computing flow for each sub-basin by USGS
7 computer application WinTR55. The method incorporates soil type and land use to determine a run-
8 off curve number. The variation in soil types, hydrologic soil groups, and sub-basins is shown below
9 in Figure 3.3.8-14.



10
11 **Figure 3.3.8-14. Ocean Springs Hydrologic Soil Groups**

1 Hydrologic soil group A soils have low runoff potential and high infiltration rates, even with
2 thoroughly wetted and a high rate of water transmission. Hydrologic soil group B soils have
3 moderate infiltration rates when thoroughly wetted and a moderate rate of water transmission.
4 Hydrologic soil group C soils have low infiltration rates when thoroughly wetted and have a low rate
5 of water transmission. Hydrologic soil group C soils have high runoff potential and a very low rate of
6 water transmission.

7 Peak flows for the 1-yr to 100-yr storms were computed. Levee culverts were then sized to evacuate
8 the peak flow from a 25-year rain in accordance with practice for new construction in the area using
9 Bentley CulvertMaster application. For the culvert design, headwater elevations at the culverts were
10 maintained at an elevation no greater than 5 ft NAVD88 with a tailwater elevation of 2.0 ft NAVD88
11 assumed. Drainage ditches along the toe of the levee will be required to assure that smaller basins
12 can be drained to a culvert/pump site. These ditches were sized using a normal depth flow
13 computation. Curve numbers, pump, and culvert capacity tables are not included in the report
14 beyond that necessary to obtain a cost estimate. The data are considered beyond the level of detail
15 required for this report.

16 During periods of high water in Mississippi Sound, pumps would be required to evacuate rainfall.
17 Pump sizes were determined for the peak flow resulting from a 10-yr rainfall. This decision was
18 based on an evaluation of rainfall observed during hurricane and tropical storm events as presented
19 in two sources. The first is "Frequency and Areal Distributions of Tropical Storm Rainfall in the US
20 Coastal Region on the Gulf of Mexico" US Dept of Commerce, Environmental Science Services
21 Administration, ESSA Technical Report WB-7, Hugo V Goodyear, Office Hydrology, July 1968. The
22 second is "National Hurricane Research Project Report No. 3, Rainfall Associated with Hurricanes
23 (And Other Tropical Disturbances)", R.W. Schoner and S. Molansky, 1956, Weather Bureau and
24 Corps of Engineers. This decision was also based on coordination with the New Orleans District.

25 During some hurricane events, when the gates are shut, and rainfall exceeds the average 10-yr
26 intensity over the basin, some ponding from rainfall will occur. Detailed modeling of all the interior
27 sub-basins for all the areas was not possible for this report, therefore the exact extent of the ponding
28 for extreme events is not precisely defined. However, in some of the areas, existing storage could be
29 adequate to pond water without causing damage, even without pumps. In other areas that do have
30 pumps, some rise in interior water during interior events greater than the 10-yr rain could occur, but
31 may not cause damage. Designing the pumps for the peak 10-yr flow provides a significant pumping
32 capacity. Further studies will detail the requirement for the appropriate ponding areas, pump sizes,
33 or buyouts in the affected areas.

34 During non-hurricane periods of low water in the sound, when rainfall greater than the 25-yr event
35 occurs, the pumps could also be used to augment the flow capacity of the levee culverts.

36 **3.3.8.5.2 Geotechnical Data**

37 Geology: Citronelle formation is found above the Interstate 10 alignment and is a relatively thin unit
38 of fluvial deposits of Plio-Pleistocene age consisting of gravelly sand and silty sand layers. Typically
39 the formation is 30 to 80 feet thick, except where it has filled eroded channels in the underlying
40 formations. The sand in the formation has a variety of colors, often associated with the presence of
41 iron oxides in the form of hematite or goethite. Thin discontinuous clay layers are found in some
42 areas. The iron oxide has occasionally cemented the sand into a friable sandstone, usually occurring
43 only as a localized layer. Within the study area, this formation outcrops north of Interstate 10 and will
44 not be encountered at project sites other than any levees that might extend northward to higher
45 ground elevations.

46 Prairie formation is found along the rest of the Line 4 alignment within Jackson County. The Prairie
47 formation is found southward of the Citronelle formation and is of Pleistocene age. This formation

1 consists of fluvial and floodplain sediments that extend southward from the outcrop of the Citronelle
2 formation to or near the mainland coastline. Sand found within this formation has an economic value
3 as beach fill due to its color and quality. Southward from its outcrop area, the formation extends
4 under the overlying Holocene deposits out into the Mississippi Sound.

5 Gulfport Formation is found along the coastline in most of western Jackson County at Belle Fontaine
6 Beach. This formation of Pleistocene age overlies the Prairie formation and is present as well sorted
7 sands that mark the edge of the coastline during the last high sea level stage of the Sangamonian
8 Interglacial period. It does not extend under the Mississippi Sound.

9 Geotechnical: The inland barrier earthen levee section will have one vertical to three horizontal side
10 slopes with a fifteen foot crest width. All work areas to receive the fill shall be cleared and grubbed of
11 all trees and surface organics and all existing foundations, streets, utilities, etc. will be removed and
12 the subsequent cavities backfilled and compacted. The levee will be constructed of sand clay
13 materials obtained from off site commercial sources, trucked to the work area, placed in thin lifts and
14 compacted to 95 percent of the maximum modified density. The final surface will be armored by the
15 placement of 24 inch thick gabion mattress filled with small stone for erosion protection during an
16 event that overtops the levee. The armoring will be anchored on the front face by trenching and
17 extend across the downstream slope and the 25 foot easement area beyond the toe. The front side
18 of the levee and all non critical surface areas will be subsequently covered by grassing. Road
19 crossings will incorporate small gate structures or ramping over the embankment where the surface
20 elevation is near that of the crest elevation. The elevation relationship of the crest and the adjacent
21 railroad will be a governing factor. The surfaces will be paved with asphalt and the corresponding
22 drainage will be accommodated. Those areas where the subgrade geology primarily consists of
23 clean sands, seepage underneath the levee and the potential for erosion and instability must be
24 considered. Final designs may require the installation of a bentonite concrete cutoff wall deep within
25 the foundation. This condition will be investigated during any design phase and its requirement will
26 be incorporated.

27 **3.3.8.5.3 Jackson County Ring Levee. Ocean Springs. Option A - Elevation 20 ft NAVD88.** 28 **Structural, Mechanical and Electrical**

29 **3.3.8.5.3.1 Culverts**

30 As any flood barrier is constructed the natural groundwater runoff would be inhibited. In order to
31 maintain the natural runoff patterns culverts would be inserted through the protection line at
32 appropriate locations. For this study these were configured as cast-in-place reinforced concrete box
33 structures fitted with flap gates to minimize normal backflows and sluice gates to provide storm
34 closure when needed. The shear number of these structures that would be required throughout the
35 area covered by this study would dictate that an automated system be incorporated whereby the
36 gates could be monitored and operated from some central location within defined districts. Detailed
37 design of these monitoring and operating systems is beyond the scope of this study, however a
38 parametric cost was developed for each site and included in the estimated construction cost for
39 these facilities.

40 **3.3.8.5.3.2 Pumping Facilities Structural**

41 The layout of each pumping facility was made in conformance with Corp of Engineers Guidance
42 document EM 1110-2-3105, Mechanical and Electrical Design of Pumping Stations. The basic plant
43 dimensions for each site were set using approximate dimensions derived based on specific pump
44 data (pump impeller diameter, pump bell bottom clearance, etc.). Each facility was roughly fitted to
45 its site using existing ground elevations taken from available mapping and height of levee data. In
46 every case the top of the pump floor was required to be above the 100 year flood elevation. Nominal

1 sidewall and sump and pump floor thicknesses were assumed, along with wall and roof thicknesses
2 for the pump room enclosure. Using these basic dimensions and the preliminary number and size of
3 pumping units determined for each site, the overall plant footprint and elevations were set and
4 quantities of basic construction materials computed. The pumping plants were configured, to the
5 greatest extent possible with the data provided, to provide multiple pumps at each site.

6 Discharge piping for each plant was estimated using over the levee piping with one pipe per
7 pumping unit. For estimating purposes the piping was sized to match the pump diameter. Each pipe
8 was extended approximately 25 feet beyond the toe of the embankment on the discharge end to
9 allow for energy dissipation features to be incorporated into the pipe discharge.

10 At the discharge end of the piping a heavy mat of grouted riprap was added as protection for the
11 levee slope and immediately adjacent area. In each case the 4-foot deep stone mat was estimated
12 as extending 30 feet up the levee slope and 50 feet out from the levee toe for a total width of 80 feet.
13 The lateral extent was estimated at 10 feet per discharge pipe.

14 **3.3.8.5.3.3 Pumping Stations Mechanical**

15 Vertical shaft pumps were used for all of the pumping facilities. Preliminary mechanical design of the
16 required pumping equipment was made by adaptation of manufacturer's stock pumping equipment
17 to approximate hydraulic head and flow data developed for each pumping location. This data was
18 coordinated with a pump manufacturer who supplied a cross check of the pump selections and cost
19 data for use in preparation of project construction cost estimates. In consideration of the primary
20 purpose which this equipment would serve, and in light of the widespread unavailability of electric
21 power during and immediately after a major storm, it was determined that the pumps should be
22 diesel engine driven.

23 **3.3.8.5.3.4 Pumping Stations Electrical**

24 The electrical design for these facilities would consist primarily of providing station power for the
25 facilities. For each of the sites this would include installation of Power Poles, Cable, Power Pole
26 Terminations, miscellaneous electrical appurtenances, and an Electrical 30 kW Diesel Generator Set
27 for backup power.

28 Because of the number of pumping facilities involved and the need to closely control the pumping
29 operations over a large area, a system of several operation and monitoring stations would be
30 required from which the pumping facilities could be started and their operation monitored during and
31 immediately following a storm event. The detailed design of this monitoring and operation system is
32 beyond the scope of this study, however a parametric estimate of the cost involved in developing
33 and installing such a system was made and included in the estimate of construction costs for these
34 facilities.

35 **3.3.8.5.3.5 Pumping Stations. Flow and Pump Sizes**

36 Design hydraulic heads derived for the 14 pumping facilities included in the Ocean Springs Ring
37 Levee system for the elevation 20 protection level varied from approximately 10 to 15 feet and the
38 corresponding flows required varied from 70,915 to 401,703 gallons per minute. The plants thus
39 derived varied in size from a plant having two 42-inch diameter, 150 horsepower pumps, to one
40 having four 60-inch diameter pumps each running at 560 horsepower.

41 **3.3.8.5.3.6 Roadways**

42 At each point where a roadway crosses the protection line the decision must be made whether to
43 maintain this artery and adapt the protection line to accommodate it, or to terminate the artery at the
44 protection line and divert traffic to cross the protection line at another location. For this study it was

1 assumed that all roadways and railways crossing the levee alignment would be retained except
2 where it was very evident that traffic could be combined without undue congestion.

3 Once the decision has been made to retain a particular roadway, it must then be determined how
4 best to configure the artery to conduct traffic across the protection line. The simplest means of
5 passing roadway traffic is to ramp the roadway over the protection line. This alternative is not always
6 viable because of severe right-of-way restraints caused by extreme levee height, urban congestion,
7 etc. In such instances other methods can be used including partial ramping in combination with low
8 profile roller gates. In more restricted areas full height gates which would leave the roadway virtually
9 unaltered might be preferable, even though this alternative would usually be more costly than
10 ramping. In some extreme circumstances where high levees are required to pass through very
11 congested areas, installation of tunnels with closure gates may be required.

12 Some economy could probably be achieved in this effort by combining smaller arteries and passing
13 traffic through the protection line in fewer locations. However, in most instances this would involve
14 detailed traffic routing studies and designs that are beyond the scope of this effort. These studies
15 would be included in the next phase of the development of these options, should such be warranted.

16 **3.3.8.5.3.7 Railways**

17 Because of the extreme gradient restrictions necessarily placed on railway construction, it is
18 practically never acceptable to elevate a railway up and over a levee. Therefore, the available
19 alternatives would include gated pass through structures. Because of the vertical clearance
20 requirements of railroad traffic all railroad pass through structures for this study were configured
21 having vertical walls on either side of the railway with double swing gates extending to the full height
22 of the levee.

23 **3.3.8.5.3.8 Levee and Roadway/Railway Intersections**

24 With the installation of a ring levee around the Ocean Springs area to elevation 20, 24 roadway
25 intersections would have to be accommodated. For this study it was estimated that 6 roller gate
26 structures and 18 swing gate structures would be required.

27 **3.3.8.5.4 Jackson County Ring Levee. Ocean Springs. Option A - Elevation 20 ft NAVD88.** 28 ***HTRW***

29 Due to the extent and large number of real estate parcels along with the potential for re-alignment of
30 the structural aspects of this project, no preliminary assessment was performed to identify the
31 possibility of hazardous waste on the sites. These studies will be conducted during the next phase of
32 work after the final siting of the various structures. The real estate costs appearing in this report
33 therefore will not reflect any costs for remediation design and/or treatment and/or removal or
34 disposal of these materials in the baseline cost estimate.

35 **3.3.8.5.5 Construction Procedures and Water Control Plan**

36 The construction procedures required for this option are similar to general construction in many
37 respects in that the easement limits must be established and staked in the field, the work area
38 cleared of all structures, pavements, utilities, trees, organics, etc. and the foundation prepared for
39 the new work. Where the levee alignment crosses the existing streams or narrow bays, the
40 alignment base shall be created by displacement with layers of crushed stone pushed ahead and
41 compacted by the placement equipment and repeated until a stable platform is created. The required
42 drainage culverts or other ancillary structures can then be constructed. The control of any surface
43 water will be handled by temporary sheetpile cofferdams and pumping. The control of groundwater

1 will be a series of wellpoints systems designed to keep the excavations dry to a depth and width
2 sufficient to install the new work.

3 **3.3.8.5.6 Project Security**

4 The Protocol for security measures for this study has been performed in general accordance with the
5 Risk Assessment Methodology for Dams (RAM-D) developed by the Interagency Forum for
6 Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical
7 infrastructure throughout the Corps of Engineers. The determination of the level of physical security
8 provided for each facility is based on the following critical elements: 1) threat assessment of the
9 likelihood that an adversary will attack a critical asset, 2) consequence assessment should an
10 adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to
11 prevent a successful attack against an operational component.

12 Three levels of physical security were selected for use in this study:

13 Level 1 Security provides no improved security for the selected asset. This security level would be
14 applied to the barrier islands and the sand dunes. These features present a very low threat level of
15 attack and basically no consequence if an attack occurred and is not applicable to this option.

16 Level 2 Security applies standard security measures such as road barricades, perimeter fencing,
17 and intrusion detection systems for unoccupied buildings and vertical structures and security lighting.
18 The intrusion detection systems will be connected to the local law enforcement office for response
19 during an emergency. Facilities requiring this level of security would possess a higher threat level
20 than those in Level 1 and would include assets such as levees, access roads and pumping stations.

21 Level 3 Security includes all of the features of Level 2 plus enhanced security measures such as the
22 use of video cameras for real-time monitoring of the facility, monitors, motion detectors and alarm
23 sound system in the occupied control buildings. Facilities requiring this level of security would
24 possess the highest threat level of all the critical assets. Power plants would require this level of
25 security.

26 **3.3.8.5.7 Operation and Maintenance**

27 Operation and maintenance activities for this project will be required on an annual basis. All pumps
28 and gates will be operated to assure proper working order. Debris and shoaled sediment will be
29 removed. Vegetation on the levees will be cut to facilitate inspection and to prevent roots from
30 causing weak levee locations. Rills will be filled and damaged revetment will be repaired. Scheduled
31 maintenance should include periodic greasing of all gears and coupled joints, maintaining any
32 battery backup systems, and replacement of standby fuel supplies.

33 **3.3.8.5.8 Cost Estimate**

34 The costs for the various options included in this measure are presented in Section 3.3.8.7, Cost
35 Summary. Construction costs for the various options are included in Table 3.3.8-1 and costs for the
36 annualized Operation and Maintenance of the options are included in Table 3.3.8-2. Estimates are
37 comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
38 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
39 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07.
40 Estimates excludes project Escalation and HTRW Cost. The construction costs include real estate,
41 engineering design (E&D), construction management, and contingencies. The E&D cost for
42 preparation of construction contract plans and specifications includes a detailed contract survey,
43 preparation of contract specifications and plan drawings, estimating bid quantities, preparation of bid
44 estimate, preparation of final submittal and contract advertisement package, project engineering and

1 coordination, supervision technical review, computer costs and reproduction. Construction
2 Contingency developed and assigned at 25% to cover the Cost Growth of the project.

3 **3.3.8.5.9 Schedule for Design and Construction**

4 After the authority for the design has been issued and funds have been provided, the design of these
5 structures will require approximately 12 months including comprehensive plans and specifications,
6 independent reviews and subsequent revisions. The construction of this option should require in
7 excess of two years.

8 **3.3.8.6 Option B – Elevation 30 ft NAVD88**

9 This option consists of an earthen levee around the most populated areas of Ocean Springs. The
10 only difference between the description of this option and preceding description of Option A is the
11 height of the levee, pumping facilities, number of roadway and railroad intersections, and the length
12 of the levee culverts. Other features and methods of analysis are the same.

13 **3.3.8.6.1 Interior Drainage**

14 Interior drainage analysis and culverts are the same as those for Option A, above, except that the
15 culvert lengths through the levees would be longer.

16 **3.3.8.6.2 Geotechnical Data**

17 The Geology and Geotechnical paragraphs for Option B are the same as for Option A, above.

18 **3.3.8.6.3 Jackson County Ring Levee. Ocean Springs. Option B - Elevation 30 ft NAVD88.** 19 **Structural, Mechanical and Electrical**

20 These data are the same as that presented for Option A and is not reproduced here. The only
21 difference between the description of this option and preceding description of Option A is the height
22 of the levee, pumping facilities, number of roadway and railroad intersections, and the length of the
23 levee culverts. Culvert length variations are not presented but are incorporated into the cost
24 estimate. The other data for Option B is presented below.

25 Pumping Facilities. Flow and Pump Sizes. Option B. Design hydraulic heads derived for the 14
26 pumping facilities included in the Ocean Springs Ring Levee system for the elevation 30 protection
27 level varied from approximately 15 to 25 feet and the corresponding flows required varied from
28 70,915 to 401,703 gallons per minute. The plants thus derived varied in size from a plant having two
29 42-inch diameter, 290 horsepower pumps, to one having four 60-inch diameter pumps each running
30 at 1000 horsepower

31 Levee and Roadway/Railway Intersections. Option B. With the installation of a ring levee around the
32 Ocean Springs area to elevation 30, 76 roadway intersections would have to be accommodated. For
33 this study it was estimated that 6 roller gate structures and 70 swing gate structures would be
34 required.

35 **3.3.8.6.4 HTRW**

36 The HTRW paragraphs for Option B are the same as for Option A, above.

37 **3.3.8.6.5 Construction and Water Control Plan**

38 The Construction and Water Control Plan paragraphs for Option B are the same as for Option A,
39 above.

1 **3.3.8.6.6 Project Security**

2 The Project Security paragraphs for Option B are the same as for Option A, above.

3 **3.3.8.6.7 Operation and Maintenance**

4 The Operation and Maintenance paragraphs for Option B are the same as for Option A, above.

5 **3.3.8.6.8 Cost Estimate**

6 The Cost Estimate paragraphs for Option B are the same as for Option A, above.

7 **3.3.8.6.9 Schedule for Design and Construction**

8 The Schedule for Design and Construction paragraphs for Option B are the same as for Option A,
9 above.

10 **3.3.8.7 Cost Estimate Summary**

11 The costs for construction and for operations and maintenance of all options are shown in Tables
12 3.3.8-1 and 3.3.8-2, below. Estimates are comparative-Level "Parametric Type" and are based on
13 Historical Data, Recent Pricing, and Estimator's Judgment. Quantities listed within the estimates
14 represent Major Elements of the Project Scope and were furnished by the Project Delivery Team.
15 Price Level of Estimate is April 07. Estimates excludes project Escalation and HTRW Cost.

16 **Table 3.3.8-1.**
17 **Jackson Co Ocean Springs Ring Levee Construction Cost Summary**

Option	Total project cost
Option A – Elevation 20 ft NAVD88	\$152,100,000
Option B – Elevation 30 ft NAVD88	\$327,000,000

18
19 **Table 3.3.8-2.**
20 **Jackson Co Ocean Springs Ring Levee O & M Cost Summary**

Option	O&M Cost
Option A – Elevation 20 ft NAVD88	\$1,414,000
Option B – Elevation 30 ft NAVD88	\$2,532,000

21
22 **3.3.8.8 References**

23 US Army Corps of Engineers (USACE) 1987. Hydrologic Analysis of Interior Areas. Engineer Manual
24 EM 1110-2-1413. Department of the Army, US Army Corps of Engineers, Washington, D.C. 15
25 January 1987.

26 USACE 1993. Hydrologic Frequency Analysis. Engineer Manual EM 1110-2-1415. Department of
27 the Army, US Army Corps of Engineers, Washington, D.C. 5 March 1993.

28 USACE 1995. Hydrologic Engineering Requirements for Flood Damage Reduction Studies.
29 Engineer Manual EM 1110-2-1419. Department of the Army, US Army Corps of Engineers,
30 Washington, D.C. 31 January 1995.

1 USACE 2006. Risk Analysis for Flood Damage Reduction Studies. Engineer Regulation ER 1105-2-
2 101. Department of the Army, US Army Corps of Engineers, Washington, D.C. 3 January
3 2006.

4 National Resource Conservation Service (NRCS). 2003. WinTR5-55 User Guide (Draft). Agricultural
5 Research Service. 7 May 2003.

6 Environmental Science Services Administration. 1968. "Frequency and Areal Distributions of
7 Tropical Storm Rainfall in the US Coastal Region on the Gulf of Mexico" US Dept of
8 Commerce, Environmental Science Services Administration, ESSA Technical Report WB-7,
9 Hugo V Goodyear, Office Hydrology, July 1968.

10 Weather Bureau and USACE. 1956. National Hurricane Research Project Report No. 3, "Rainfall
11 Associated with Hurricanes (And Other Tropical Disturbances)", R.W. Schoner and S.
12 Molansky, 1956, Weather Bureau and Corps of Engineers.

13 **3.3.9 Jackson County, Gulf Park Estates Ring Levee**

14 **3.3.9.1 General**

15 Several high density residential and business areas in Jackson County were identified. They are :
16 Pascagoula/Mosspoint, Gulf Park Estates, Belle Fontaine, Gulf Park Estates, and Ocean Springs.
17 These are subject to damage from storm surges associated with hurricanes. Earthen ring levees
18 were evaluated for protection of these areas. The levees were evaluated at elevations 20 ft NAVD88
19 and 30 ft NAVD88. The top width was assumed 15 ft with sideslopes of 1 vertical to 3 horizontal.
20 Each of the levees is presented separately in this report. Additional options not evaluated in detail
21 are described elsewhere in this report.

22 Evaluation of this option was done by comparing benefits computed by Hydrologic Engineering
23 Center's (HEC) Flood Damage Analysis (FDA) computer application HEC-FDA and costs computed.
24 HEC-FDA modeling was done comparing the study reaches using variations in expected sea-level
25 rise and development. Details regarding the methodology are presented in Section 2.13 of the
26 Engineering Appendix and in the Economic Appendix.

27 **3.3.9.2 Location**

28 The location of the Gulf Park Estate ring levee in Jackson County is shown below in Figure 3.3.9-1
29 and 3.3.9-2.

30 **3.3.9.3 Existing Conditions**

31 Gulf Park Estates Subdivision is located adjacent to and east of Ocean Springs. The area of study
32 for the ring levee is bounded by Simmons Bayou on the north and the Mississippi Sound on the
33 south. Ground elevations over most of the residential areas vary between elevation 10-20 ft
34 NAVD88. The 4-ft(blue), 8-ft(dark green), 12-ft(light green), 16-ft(brown), and 20-ft(pink) ground
35 contour lines and potential levee location (red) are shown below in Figure 3.3.9-3.

36 Drainage of the residential area is mostly to the north to Simmons Bayou. Only a small part of the
37 area drains to Mississippi Sound.

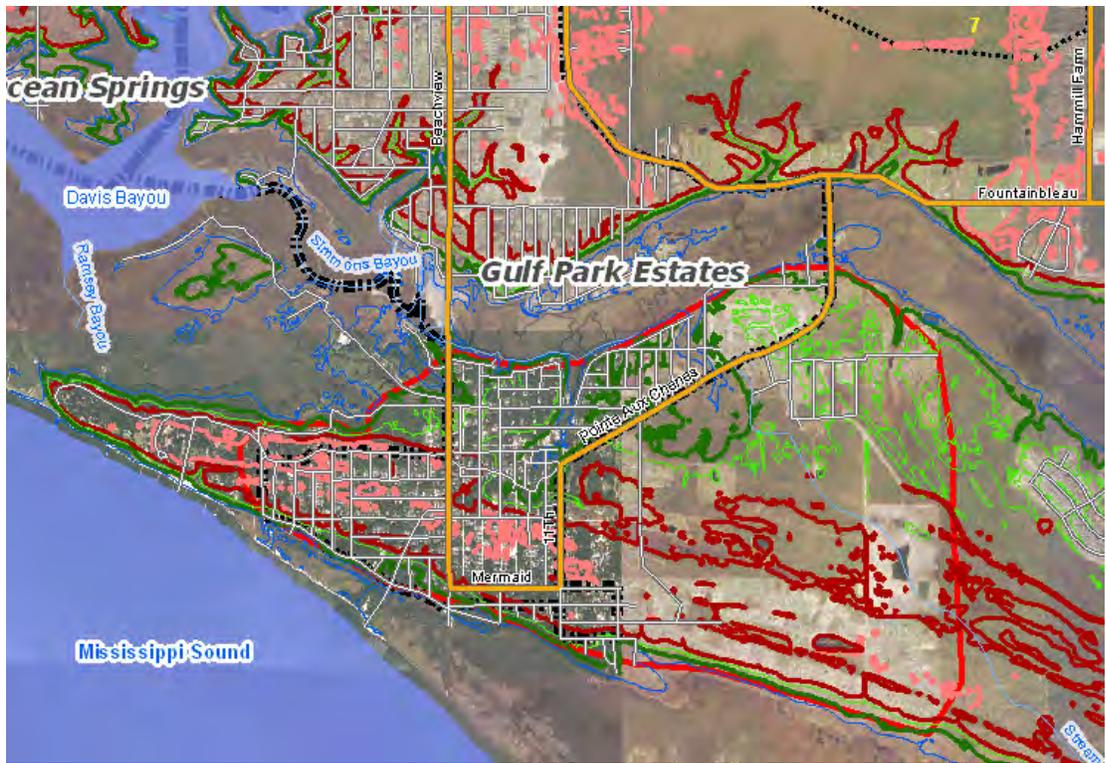
38 Impacts from hurricanes are devastating to the area. Recent damage from Hurricane Katrina in
39 August, 2005 the Gulf Park Estates area are shown below in Figures 3.3.9-4 and 3.3.9-5. Many
40 homes are still un-repaired, pending settlement of insurance claims.



1
2 **Figure 3.3.9-1. Vicinity Map Gulf Park Estates**



3
4 **Figure 3.3.9-2. Gulf Park Estates Ring Levee**



1
2 **Figure 3.3.9-3. Existing Conditions Gulf Park Estates**



3
4 Source: <http://ngs.woc.noaa.gov/storms/katrina/24333182.jpg>
5 **Figure 3.3.9-4. Hurricane Katrina Damage Gulf Park Estates**



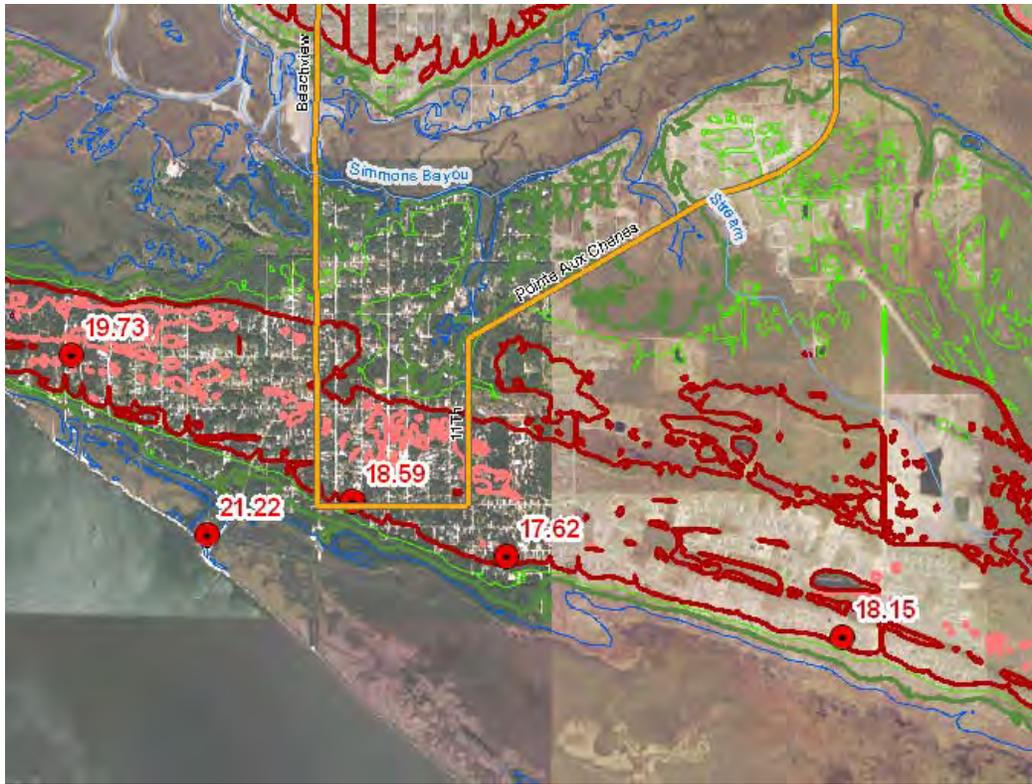
1
2 SourceSpartan1's Photos: http://www.flickr.com/photo_zoom.gne?id=362158993&size=m&context=photostream
3 **Figure 3.3.9-5. Hurricane Katrina Damage Gulf Park Estates, MS**

4 **3.3.8.4 Coastal and Hydraulic Data**

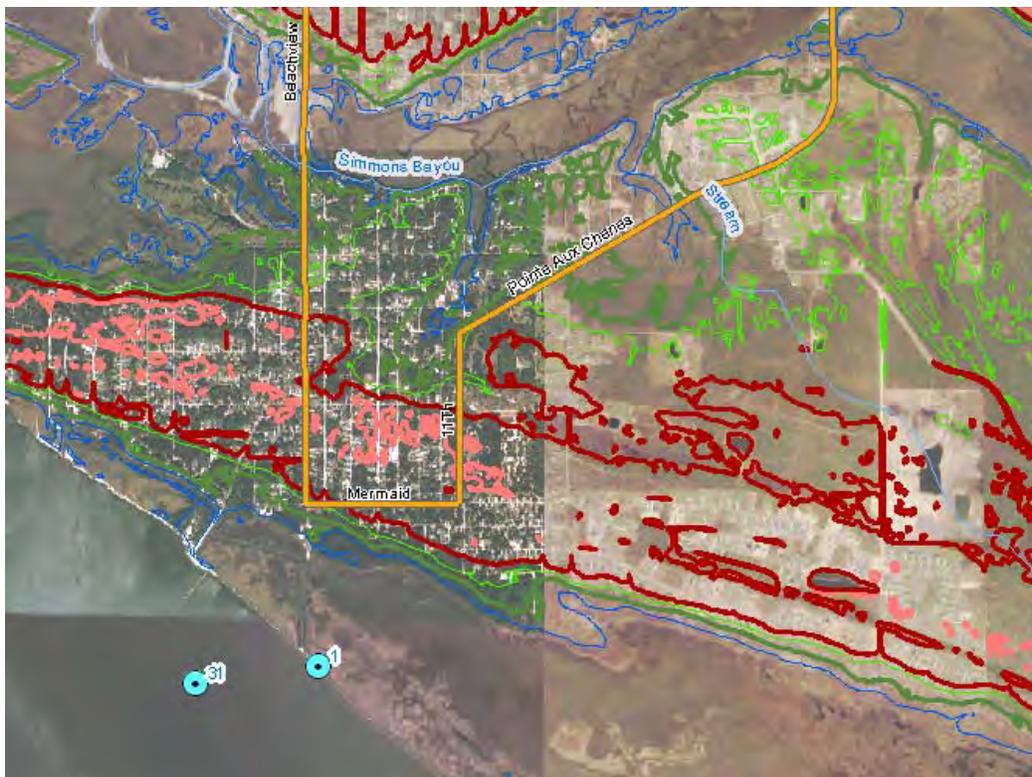
5 Typical coastal data are shown in Section 1.4 of this report. High water marks taken by FEMA after
6 Hurricane Katrina in 2005 as well as the 6-ft(blue), 12-ft(green), 16-ft(brown), and 20-ft(pink) ground
7 contour lines major streets are shown below in Figure 3.3.9-6. The data indicates the Katrina high
8 water was as high as 21 ft NAVD88 at the Mississippi Sound.

9 Stage-Frequency data for a suite of severe storms using Joint Probability Method (JPM) and
10 hydrodynamic modeling were developed by the Engineer Research and Development Center
11 (ERDC) for 80 locations along the study area. These data were combined with historical gage
12 frequencies for smaller storms to establish stage-frequency curves at 54 economic reaches in the
13 study area which were entered into Hydrologic Engineering Center's (HEC) Flood Damage Analysis
14 (HEC-FDA) application to evaluate benefits. An expanded description of the procedure is shown in
15 Section 2.13 of the Engineering Appendix and in the Economic Appendix. Points near Gulf Park
16 Estates at which data from hydrodynamic modeling was saved are shown below in Figure 3.3.9-7.

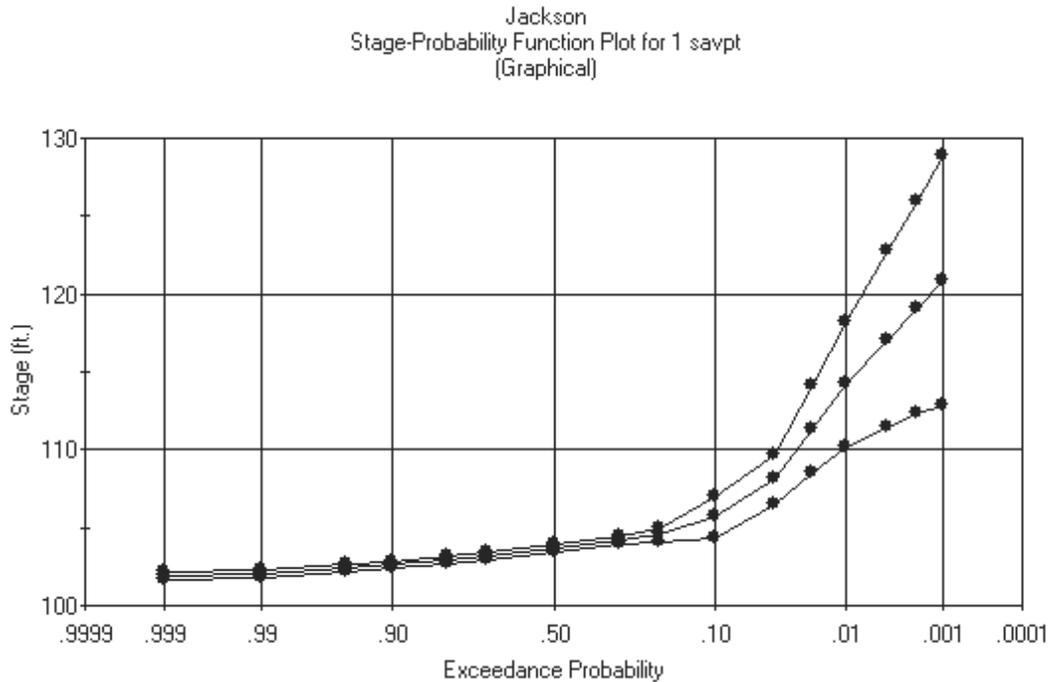
17 Existing Condition Stage –Frequency data for Save Point 1, just off the coast of Gulf Park Estates, is
18 shown below in Figure 3.3.9-8. The 95% confidence limits, approximately equally to plus and minus
19 two standard deviations, are shown bounding the median curve. The elevations are presented at
20 100 ft higher than actual to facilitate HEC-FDA computations.



1
2 **Figure 3.3.9-6. Ground Contours and Katrina High Water**



3
4 **Figure 3.3.9-7. Hydrodynamic Modeling Save Points near Gulf Park Estates**



1
2 **Figure 3.3.9-8. Existing Conditions at Save Point 1, near Gulf Park Estates**

3 **3.3.9.5 Option A – Elevation 20 ft NAVD88**

4 This option consists of an earthen dike enclosing an area of 1473 acres around the most densely
5 populated areas of Gulf Park Estates as shown on the following Figure 3.3.9-9, along with the
6 internal sub-basins and levee culvert/pump locations. The levee would have a top width of 15 ft and
7 slopes of 1 vertical to 3 horizontal.

8 Damage and failure by overtopping of levees could be caused by storm surges greater than the
9 levee crest as shown on Figure 3.3.9-10.

10 Overtopping failures are caused by the high velocity of flow on the top and back side of the levee.
11 Although significant wave attack on the seaward side of some of the New Orleans levees occurred
12 during Hurricane Katrina, the duration of the wave attack was for such a short time that major
13 damage did not occur from wave action. The erosion shown below in Figure 3.3.9-11 was caused by
14 approximately 1-2 ft of overtopping crest depth.



1
2 **Figure 3.3.9-9. Pump/Culvert/Sub-basin Locations**



3
4 *Source: Wave Overtopping Flow on Seadikes, Experimental and Theoretical Investigations, Holger Schüttrumpf,*
5 *(Photo:Leichtweiss-Institute) http://kfki.baw.de/fileadmin/projects/E_35_134_Lit.pdf*
6 **Figure 3.3.9-10. North Sea, Germany, March 1976**



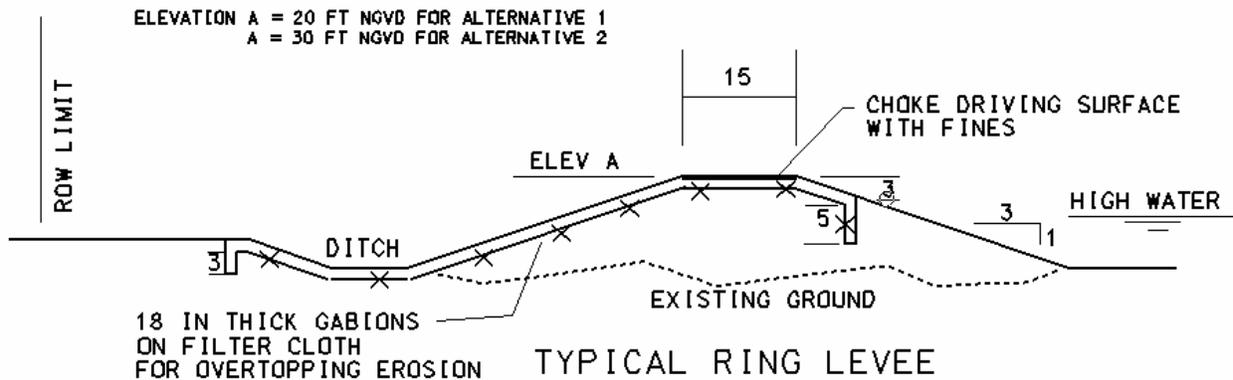
1
2
3
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5
6
7
8

Source: ERDC, Steven Hughes

Figure 3.3.9-11. Crown Scour from Hurricane Katrina at Mississippi River Gulf Outlet (MRGO) Levee in St. Bernard Parish, New Orleans, LA

Revetment would be included in the levee design to prevent overtopping failure.

The levee would be protected by gabions on filter cloth as shown in Figure 3.3.9-12, extending across a drainage ditch which carries water to nearby culverts and which would also serve to dissipate some of the supercritical flow energy during overtopping conditions.



9

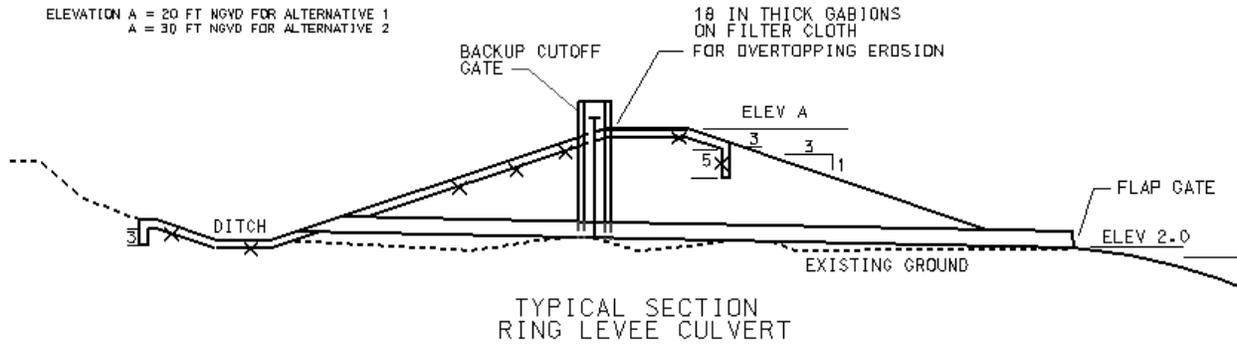
Figure 3.3.9-12. Typical Section at Ring Levee

3.3.9.5.1 Interior Drainage

Drainage on the interior of the ring levee would be collected at the levee and channeled to culverts placed in the levee at the locations shown above in Figure 3.3.9-9. The culverts would have tidal gates on the seaward ends to prevent backflow when the water in Mississippi Sound is high. An additional closure gate would also be provided at the upstream end at every culvert in the levee for manual control in the event the tidal gate malfunctions. A typical section is shown is shown below in Figure 3.3.9-13.

17

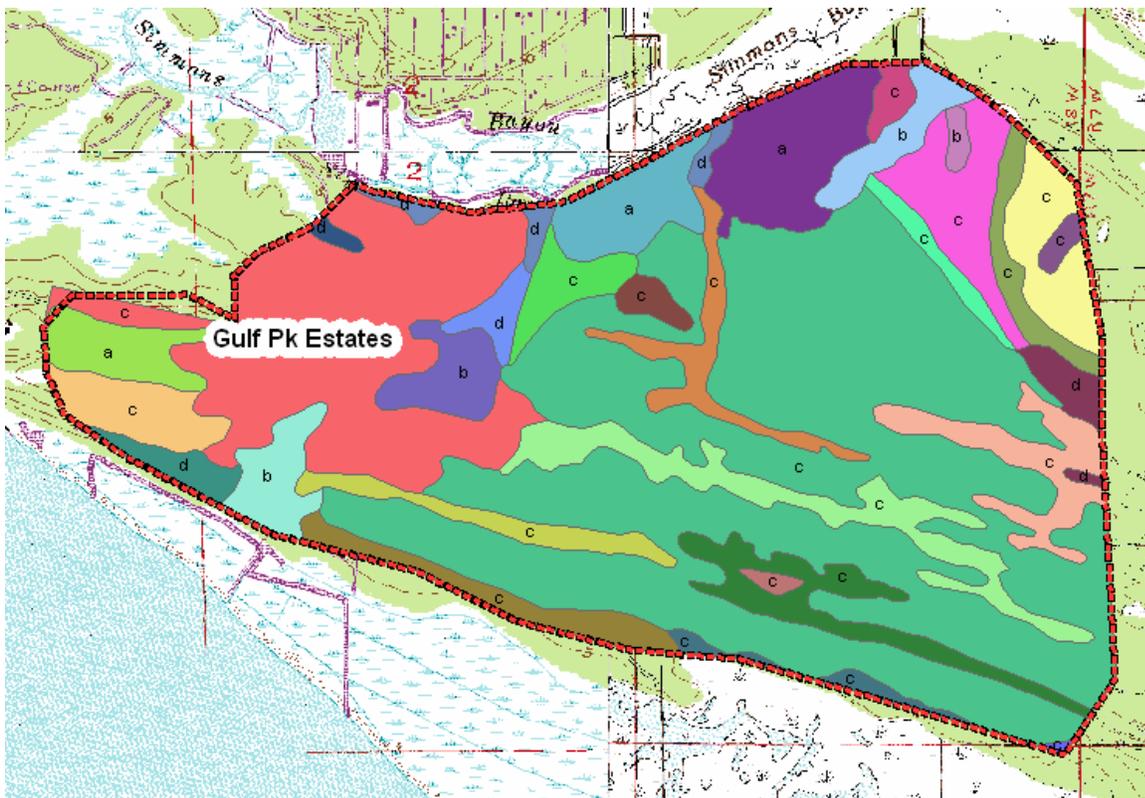
ELEVATION A = 20 FT NGVD FOR ALTERNATIVE 1
A = 30 FT NGVD FOR ALTERNATIVE 2



1
2 **Figure 3.3.9-13. Typical Section at Culvert**

3 In addition, pumps would be constructed near the outflow points to remove water from the interior
4 during storm events occurring when the culverts were closed because of high water in the sound.

5 Flow within the levee interior was determined by subdividing the interior of the ring levee into major
6 sub-basins as shown in Figure 3.3.9-9 and computing flow for each sub-basin by USGS computer
7 application WinTR55. The method incorporates soil type and land use to determine a run-off curve
8 number. The variation in soil types, hydrologic soil groups, and sub-basins is shown in Figure 3.3.9-14.



9
10 **Figure 3.3.9-14. Gulf Park Estates Hydrologic Soil Groups**

11 Hydrologic soil group A soils have low runoff potential and high infiltration rates, even with
12 thoroughly wetted and a high rate of water transmission. Hydrologic soil group B soils have
13 moderate infiltration rates when thoroughly wetted and a moderate rate of water transmission.

1 Hydrologic soil group C soils have low infiltration rates when thoroughly wetted and have a low rate
2 of water transmission. Hydrologic soil group C soils have high runoff potential and a very low rate of
3 water transmission.

4 Peak flows for the 1-yr to 100-yr storms were computed. Levee culverts were then sized to evacuate
5 the peak flow from a 25-year rain in accordance with practice for new construction in the area using
6 Bentley CulvertMaster application. For the culvert design, headwater elevations at the culverts were
7 maintained at an elevation no greater than 5 ft NAVD88 with a tailwater elevation of 2.0 ft NAVD88
8 assumed. Drainage ditches along the toe of the levee will be required to assure that smaller basins
9 can be drained to a culvert/pump site. These ditches were sized using a normal depth flow
10 computation. Curve numbers, pump, and culvert capacity tables are not included in the report
11 beyond that necessary to obtain a cost estimate. The data are considered beyond the level of detail
12 required for this report.

13 During periods of high water in Mississippi Sound, pumps would be required to evacuate rainfall.
14 Pump sizes were determined for the peak flow resulting from a 10-yr rainfall. This decision was
15 based on an evaluation of rainfall observed during hurricane and tropical storm events as presented
16 in two sources. The first is "Frequency and Areal Distributions of Tropical Storm Rainfall in the US
17 Coastal Region on the Gulf of Mexico" US Dept of Commerce, Environmental Science Services
18 Administration, ESSA Technical Report WB-7, Hugo V Goodyear, Office Hydrology, July 1968. The
19 second is "National Hurricane Research Project Report No. 3, Rainfall Associated with Hurricanes
20 (And Other Tropical Disturbances)", R.W. Schoner and S. Molansky, 1956, Weather Bureau and
21 Corps of Engineers. This decision was also based on coordination with the New Orleans District.

22 During some hurricane events, when the gates are shut, and rainfall exceeds the average 10-yr
23 intensity over the basin, some ponding from rainfall will occur. Detailed modeling of all the interior
24 sub-basins for all the areas was not possible for this report, therefore the exact extent of the ponding
25 for extreme events is not precisely defined. However, in some of the areas, existing storage could be
26 adequate to pond water without causing damage, even without pumps. In other areas that do have
27 pumps, some rise in interior water during interior events greater than the 10-yr rain could occur, but
28 may not cause damage. Designing the pumps for the peak 10-yr flow provides a significant pumping
29 capacity. Further studies will detail the requirement for the appropriate ponding areas, pump sizes,
30 or buyouts in the affected areas.

31 During non-hurricane periods of low water in the sound, when rainfall greater than the 25-yr event
32 occurs, the pumps could also be used to augment the flow capacity of the levee culverts.

33 **3.3.9.5.2 Geotechnical Data**

34 Geology: Citronelle formation is found above the Interstate 10 alignment and is a relatively thin unit
35 of fluvial deposits of Plio-Pleistocene age consisting of gravelly sand and silty sand layers. Typically
36 the formation is 30 to 80 feet thick, except where it has filled eroded channels in the underlying
37 formations. The sand in the formation has a variety of colors, often associated with the presence of
38 iron oxides in the form of hematite or goethite. Thin discontinuous clay layers are found in some
39 areas. The iron oxide has occasionally cemented the sand into a friable sandstone, usually occurring
40 only as a localized layer. Within the study area, this formation outcrops north of Interstate 10 and will
41 not be encountered at project sites other than any levees that might extend northward to higher
42 ground elevations.

43 Prairie formation is found along the rest of the Line 4 alignment within Jackson County. The Prairie
44 formation is found southward of the Citronelle formation and is of Pleistocene age. This formation
45 consists of fluvial and floodplain sediments that extend southward from the outcrop of the Citronelle
46 formation to or near the mainland coastline. Sand found within this formation has an economic value

1 as beach fill due to its color and quality. Southward from its outcrop area, the formation extends
2 under the overlying Holocene deposits out into the Mississippi Sound.

3 Gulfport Formation is found along the coastline in most of western Jackson County at Belle Fontaine
4 Beach. This formation of Pleistocene age overlies the Prairie formation and is present as well sorted
5 sands that mark the edge of the coastline during the last high sea level stage of the Sangamonian
6 Interglacial period. It does not extend under the Mississippi Sound.

7 Geotechnical: The inland barrier earthen levee section will have one vertical to three horizontal side
8 slopes with a fifteen foot crest width. All work areas to receive the fill shall be cleared and grubbed of
9 all trees and surface organics and all existing foundations, streets, utilities, etc. will be removed and
10 the subsequent cavities backfilled and compacted. The levee will be constructed of sand clay
11 materials obtained from off site commercial sources, trucked to the work area, placed in thin lifts and
12 compacted to 95 percent of the maximum modified density. The final surface will be armored by the
13 placement of 24 inch thick gabion mattress filled with small stone for erosion protection during an
14 event that overtops the levee. The armoring will be anchored on the front face by trenching and
15 extend across the downstream slope and the 25 foot easement area beyond the toe. The front side
16 of the levee and all non critical surface areas will be subsequently covered by grassing. Road
17 crossings will incorporate small gate structures or ramping over the embankment where the surface
18 elevation is near that of the crest elevation. The elevation relationship of the crest and the adjacent
19 railroad will be a governing factor. The surfaces will be paved with asphalt and the corresponding
20 drainage will be accommodated. Those areas where the subgrade geology primarily consists of
21 clean sands, seepage underneath the levee and the potential for erosion and instability must be
22 considered. Final designs may require the installation of a bentonite concrete cutoff wall deep within
23 the foundation. This condition will be investigated during any design phase and its requirement will
24 be incorporated.

25 **3.3.9.5.3 Structural, Mechanical and Electrical**

26 Structural, Mechanical, and Electrical data are presented for culverts and pumping facilities. The
27 sites are shown above in Figure 3.3.9-9.

28 **3.3.9.5.3.1 Culverts**

29 As any flood barrier is constructed the natural groundwater runoff would be inhibited. In order to
30 maintain the natural runoff patterns culverts would be inserted through the protection line at
31 appropriate locations. For this study these were configured as cast-in-place reinforced concrete box
32 structures fitted with flap gates to minimize normal backflows and sluice gates to provide storm
33 closure when needed. The shear number of these structures that would be required throughout the
34 area covered by this study would dictate that an automated system be incorporated whereby the
35 gates could be monitored and operated from some central location within defined districts. Detailed
36 design of these monitoring and operating systems is beyond the scope of this study, however a
37 parametric cost was developed for each site and included in the estimated construction cost for
38 these facilities.

39 **3.3.9.5.3.2 Pumping Facilities Structural**

40 The layout of each pumping facility was made in conformance with Corp of Engineers Guidance
41 document EM 1110-2-3105, Mechanical and Electrical Design of Pumping Stations. The basic plant
42 dimensions for each site were set using approximate dimensions derived based on specific pump
43 data (pump impeller diameter, pump bell bottom clearance, etc.). Each facility was roughly fitted to
44 its site using existing ground elevations taken from available mapping and height of levee data. In
45 every case the top of the pump floor was required to be above the 100 year flood elevation. Nominal
46 sidewall and sump and pump floor thicknesses were assumed, along with wall and roof thicknesses

1 for the pump room enclosure. Using these basic dimensions and the preliminary number and size of
2 pumping units determined for each site, the overall plant footprint and elevations were set and
3 quantities of basic construction materials computed. The pumping plants were configured, to the
4 greatest extent possible with the data provided, to provide multiple pumps at each site.

5 Discharge piping for each plant was estimated using over the levee piping with one pipe per
6 pumping unit. For estimating purposes the piping was sized to match the pump diameter. Each pipe
7 was extended approximately 25 feet beyond the toe of the embankment on the discharge end to
8 allow for energy dissipation features to be incorporated into the pipe discharge.

9 At the discharge end of the piping a heavy mat of grouted riprap was added as protection for the
10 levee slope and immediately adjacent area. In each case the 4-foot deep stone mat was estimated
11 as extending 30 feet up the levee slope and 50 feet out from the levee toe for a total width of 80 feet.
12 The lateral extent was estimated at 10 feet per discharge pipe.

13 **3.3.9.5.3.3 Pumping Stations Mechanical**

14 Vertical shaft pumps were used for all of the pumping facilities. Preliminary mechanical design of the
15 required pumping equipment was made by adaptation of manufacturer's stock pumping equipment
16 to approximate hydraulic head and flow data developed for each pumping location. This data was
17 coordinated with a pump manufacturer who supplied a cross check of the pump selections and cost
18 data for use in preparation of project construction cost estimates. In consideration of the primary
19 purpose which this equipment would serve, and in light of the widespread unavailability of electric
20 power during and immediately after a major storm, it was determined that the pumps should be
21 diesel engine driven.

22 **3.3.9.5.3.4 Pumping Stations Electrical**

23 The electrical design for these facilities would consist primarily of providing station power for the
24 facilities. For each of the sites this would include installation of Power Poles, Cable, Power Pole
25 Terminations, miscellaneous electrical appurtenances, and an Electrical 30 kW Diesel Generator Set
26 for backup power.

27 Because of the number of pumping facilities involved and the need to closely control the pumping
28 operations over a large area, a system of several operation and monitoring stations would be
29 required from which the pumping facilities could be started and their operation monitored during and
30 immediately following a storm event. The detailed design of this monitoring and operation system is
31 beyond the scope of this study, however a parametric estimate of the cost involved in developing
32 and installing such a system was made and included in the estimate of construction costs for these
33 facilities.

34 **3.3.9.5.3.5 Pumping Stations. Flow and Pump Sizes**

35 Design hydraulic heads derived for the 8 pumping facilities included in the Gulf Park Estates Ring
36 Levee system for the elevation 20 protection level varied from approximately 10 to 15 feet and the
37 corresponding flows required varied from 32,316 to 333,481 gallons per minute. The plants thus
38 derived varied in size from a plant having one 42-inch diameter, 154 horsepower pump, to one
39 having four 60-inch diameter pumps each running at 560 horsepower.

40 **3.3.9.5.3.6 Roadways**

41 At each point where a roadway crosses the protection line the decision must be made whether to
42 maintain this artery and adapt the protection line to accommodate it, or to terminate the artery at the
43 protection line and divert traffic to cross the protection line at another location. For this study it was

1 assumed that all roadways and railways crossing the levee alignment would be retained except
2 where it was very evident that traffic could be combined without undue congestion.

3 Once the decision has been made to retain a particular roadway, it must then be determined how
4 best to configure the artery to conduct traffic across the protection line. The simplest means of
5 passing roadway traffic is to ramp the roadway over the protection line. This alternative is not always
6 viable because of severe right-of-way restraints caused by extreme levee height, urban congestion,
7 etc. In such instances other methods can be used including partial ramping in combination with low
8 profile roller gates. In more restricted areas full height gates which would leave the roadway virtually
9 unaltered might be preferable, even though this alternative would usually be more costly than
10 ramping. In some extreme circumstances where high levees are required to pass through very
11 congested areas, installation of tunnels with closure gates may be required.

12 Some economy could probably be achieved in this effort by combining smaller arteries and passing
13 traffic through the protection line in fewer locations. However, in most instances this would involve
14 detailed traffic routing studies and designs that are beyond the scope of this effort. These studies
15 would be included in the next phase of the development of these options, should such be warranted.

16 **3.3.9.5.3.7 Railways**

17 Because of the extreme gradient restrictions necessarily placed on railway construction, it is
18 practically never acceptable to elevate a railway up and over a levee. Therefore, the available
19 alternatives would include gated pass through structures. Because of the vertical clearance
20 requirements of railroad traffic all railroad pass through structures for this study were configured
21 having vertical walls on either side of the railway with double swing gates extending to the full height
22 of the levee.

23 **3.3.9.5.3.8 Levee and Roadway/Railway Intersections**

24 With the installation of a ring levee around Gulf Park Estates to elevation 20, 20 roadway
25 intersections would have to be accommodated. For this study it was estimated that 2 roller gate
26 structures and 18 swing gate structures would be required.

27 **3.3.9.5.4 HTRW**

28 Due to the extent and large number of real estate parcels along with the potential for re-alignment of
29 the structural aspects of this project, no preliminary assessment was performed to identify the
30 possibility of hazardous waste on the sites. These studies will be conducted during the next phase of
31 work after the final siting of the various structures. The real estate costs appearing in this report
32 therefore will not reflect any costs for remediation design and/or treatment and/or removal or
33 disposal of these materials in the baseline cost estimate.

34 **3.3.9.5.5 Construction Procedures and Water Control Plan**

35 The construction procedures required for this option are similar to general construction in many
36 respects in that the easement limits must be established and staked in the field, the work area
37 cleared of all structures, pavements, utilities, trees, organics, etc. and the foundation prepared for
38 the new work. Where the levee alignment crosses the existing streams or narrow bays, the
39 alignment base shall be created by displacement with layers of crushed stone pushed ahead and
40 compacted by the placement equipment and repeated until a stable platform is created. The required
41 drainage culverts or other ancillary structures can then be constructed. The control of any surface
42 water will be handled by temporary sheetpile cofferdams and pumping. The control of groundwater
43 will be a series of wellpoints systems designed to keep the excavations dry to a depth and width
44 sufficient to install the new work.

1 **3.3.9.5.6 Project Security**

2 The Protocol for security measures for this study has been performed in general accordance with the
3 Risk Assessment Methodology for Dams (RAM-D) developed by the Interagency Forum for
4 Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical
5 infrastructure throughout the Corps of Engineers. The determination of the level of physical security
6 provided for each facility is based on the following critical elements: 1) threat assessment of the
7 likelihood that an adversary will attack a critical asset, 2) consequence assessment should an
8 adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to
9 prevent a successful attack against an operational component.

10 Three levels of physical security were selected for use in this study:

11 Level 1 Security provides no improved security for the selected asset. This security level would be
12 applied to the barrier islands and the sand dunes. These features present a very low threat level of
13 attack and basically no consequence if an attack occurred and is not applicable to this option.

14 Level 2 Security applies standard security measures such as road barricades, perimeter fencing,
15 and intrusion detection systems for unoccupied buildings and vertical structures and security lighting.
16 The intrusion detection systems will be connected to the local law enforcement office for response
17 during an emergency. Facilities requiring this level of security would possess a higher threat level
18 than those in Level 1 and would include assets such as levees, access roads and pumping stations.

19 Level 3 Security includes all of the features of Level 2 plus enhanced security measures such as the
20 use of video cameras for real-time monitoring of the facility, monitors, motion detectors and alarm
21 sound system in the occupied control buildings. Facilities requiring this level of security would
22 possess the highest threat level of all the critical assets. Power plants would require this level of
23 security.

24 **3.3.9.5.7 Operation and Maintenance**

25 Operation and maintenance activities for this project will be required on an annual basis. All pumps
26 and gates will be operated to assure proper working order. Debris and shoaled sediment will be
27 removed. Vegetation on the levees will be cut to facilitate inspection and to prevent roots from
28 causing weak levee locations. Rills will be filled and damaged revetment will be repaired. Scheduled
29 maintenance should include periodic greasing of all gears and coupled joints, maintaining any
30 battery backup systems, and replacement of standby fuel supplies.

31 **3.3.9.5.8 Cost Estimate**

32 The costs for the various options included in this measure are presented in Section 3.3.9.10., Cost
33 Summary. Construction costs for the various options are included in Table 3.3.9-1 and costs for the
34 annualized Operation and Maintenance of the options are included in Table 3.3.9-2. Estimates are
35 comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
36 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
37 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07.
38 Estimates excludes project Escalation and HTRW Cost. The construction costs include real estate,
39 engineering design (E&D), construction management, and contingencies. The E&D cost for
40 preparation of construction contract plans and specifications includes a detailed contract survey,
41 preparation of contract specifications and plan drawings, estimating bid quantities, preparation of bid
42 estimate, preparation of final submittal and contract advertisement package, project engineering and
43 coordination, supervision technical review, computer costs and reproduction. Construction
44 Contingency developed and assigned at 25% to cover the Cost Growth of the project.

1 **3.3.9.5.9 *Schedule for Design and Construction***

2 After the authority for the design has been issued and funds have been provided, the design of these
3 structures will require approximately 12 months including comprehensive plans and specifications,
4 independent reviews and subsequent revisions. The construction of this option should require in
5 excess of two years.

6 **3.3.9.6 *Option B – Elevation 30 ft NAVD88***

7 This option consists of an earthen levee around the most populated areas of Gulf Park Estates. The
8 alignment of the levee is the same as Option A, above, and is not reproduced here. The only
9 difference between the description of this option and preceding description of Option A is the height
10 of the levee, pumping facilities, number of roadway and railroad intersections, and the length of the
11 levee culverts. Other features and methods of analysis are the same.

12 **3.3.9.6.1 *Interior Drainage***

13 Interior drainage analysis and culverts are the same as those for Option A, above, except that the
14 culvert lengths through the levees would be longer.

15 **3.3.9.6.2 *Geotechnical Data***

16 The Geology and Geotechnical paragraphs for Option B are the same as for Option A, above.

17 **3.3.9.6.3 *Structural, Mechanical and Electrical***

18 The only difference between the description of this option and preceding description of Option A is
19 the height of the levee, pumping facilities, number of roadway and railroad intersections, and the
20 length of the levee culverts. Culvert length variations are not presented but are incorporated into the
21 cost estimate. The other data for Option B is presented below.

22 **3.3.9.6.3.1 *Pumping Facilities. Flow and Pump Sizes***

23 Design hydraulic heads derived for the 8 pumping facilities included in the Gulf Park Estates Ring
24 Levee system for the elevation 30 protection level varied from approximately 20 to 25 feet and the
25 corresponding flows required varied from 32,315 to 333,482 gallons per minute. The plants thus
26 derived varied in size from a plant having one 42-inch diameter, 300 horsepower pump, to one
27 having four 60-inch diameter pumps each running at 1000 horsepower.

28 **3.3.9.6.3.2 *Levee and Roadway/Railway Intersections***

29 With the installation of a ring levee around Gulf Park Estates to elevation 30, 13 roadway
30 intersections would have to be accommodated. For this study it was estimated that all 13 would
31 require swing gate structures.

32 **3.3.9.6.4 *HTRW***

33 The HTRW paragraphs for Option B are the same as for Option A, above.

34 **3.3.9.6.5 *Construction and Water Control Plan***

35 The Construction and Water Control Plan paragraphs for Option B are the same as for Option A,
36 above.

1 **3.3.9.6.6 Project Security**

2 The Project Security paragraphs for Option B are the same as for Option A, above.

3 **3.3.9.6.7 Operation and Maintenance**

4 The Operation and Maintenance paragraphs for Option B are the same as for Option A, above.

5 **3.3.9.6.8 Cost Estimate**

6 The Cost Estimate paragraphs for Option B are the same as for Option A, above.

7 **3.3.9.6.9 Schedule for Design and Construction**

8 The Schedule for Design and Construction paragraphs for Option B are the same as for Option A,
9 above.

10 **3.3.9.7 Option C – Alternate Alignment, Elevation 20 ft NAVD88**

11 This option consists of an earthen levee at elevation 20 ft NAVD88 enclosing an area of 1355 acres
12 around the most populated areas of Gulf Park Estates in an alignment slightly different from the
13 alignment for Options A and B. The alignment of the levee is shown in Figure 3.3.9-15 below, which
14 also shows the variation in the drainage sub-basins and the locations of the pumps and culverts.



15
16 **Figure 3.3.9-15. Alternative Alignment Pump/Culvert/Sub-basin Locations**

1 **3.3.9.7.1 Interior Drainage**

2 Interior drainage flows are similar to those computed for Option A, above. However, the appropriate
3 ditches, culverts and pumps were re-sized by either adjusting the previously computed flows by the
4 ratio of the change in areas of the sub-basins to get the revised flows, or by computing flows by TR-
5 55 methods.

6 **3.3.9.7.2 Geotechnical Data**

7 The Geology and Geotechnical paragraphs for Option C are the same as for Option A, above.

8 **3.3.9.7.3 Structural, Mechanical and Electrical**

9 The primary difference between the description of this option and preceding description of Option A
10 is a slight alteration in the routing of the levee resulting in slight alteration to the required pumping
11 facilities, number of roadway and railroad intersections, and the length of the levee culverts. Culvert
12 length variations are not presented but are incorporated into the cost estimate. The other data for
13 Option C is presented below.

14 **3.3.9.7.3.1 Pumping Facilities Flow and Pump Sizes**

15 Design hydraulic heads derived for the 9 pumping facilities included in the Gulf Park Estates Ring
16 Levee system for the optional alignment at elevation 20 protection level varied from approximately 5
17 to 20 feet and the corresponding flows required varied from 31,544 to 333,387 gallons per minute.
18 The plants thus derived varied in size from a plant having two 26-inch diameter, 150 horsepower
19 pumps, to one having eight 42-inch diameter pumps each running at 300 horsepower.

20 **3.3.9.7.3.2 Levee and Roadway/Railway Intersections.**

21 With the installation of a ring levee around Gulf Park Estates to elevation 20, 18 roadway gates for
22 intersections would have to be accommodated. For this study it was estimated that 14 would require
23 swing gate structures with the remaining 4 requiring roller gates of varying heights.

24 **3.3.9.7.4 HTRW**

25 The HTRW paragraphs for Option C are the same as for Option A, above.

26 **3.3.9.7.5 Construction and Water Control Plan**

27 The Construction and Water Control Plan paragraphs for Option C are the same as for Option A,
28 above.

29 **3.3.9.7.6 Project Security**

30 The Project Security paragraphs for Option C are the same as for Option A, above.

31 **3.3.9.7.7 Operation and Maintenance**

32 The Operation and Maintenance paragraphs for Option C are the same as for Option A, above.

33 **3.3.9.7.8 Cost Estimate**

34 The Cost Estimate paragraphs for Option C are the same as for Option A, above.

1 **3.3.9.7.9 Schedule for Design and Construction**

2 The Schedule for Design and Construction paragraphs for Option C are the same as for Option A,
3 above.

4 **3.3.9.8 Option D – Alternate Alignment, Elevation 30 ft NAVD88**

5 This option consists of an earthen levee around the most populated areas of Gulf Park Estates. The
6 alignment of the levee is the same as Option C, above, and is not reproduced here. The only
7 difference between the description of this option and preceding description of Option C is the height
8 of the levee, pumping facilities, number of roadway and railroad intersections, and the length of the
9 levee culverts. Other features and methods of analysis are the same.

10 **3.3.9.8.1 Interior Drainage**

11 Interior drainage analysis and culverts are the same as those for Option C, above, except that the
12 culvert lengths through the levees would be longer.

13 **3.3.9.8.2 Geotechnical Data**

14 The Geology and Geotechnical paragraphs for Option D are the same as for Option A, above.

15 **3.3.9.8.3 Structural, Mechanical and Electrical**

16 The primary difference between the description of this option and preceding description of Option A,
17 besides the height of the levee, is a slight variation in the levee alignment, resulting in changes to
18 the pumping facilities, number of roadway and railroad intersections, and the length of the levee
19 culverts. Culvert length variations are not presented but are incorporated into the cost estimate. The
20 other data for Option D is presented below.

21 **3.3.9.8.3.1 Pumping Facilities. Flow and Pump Sizes.**

22 Design hydraulic heads derived for the 8 pumping facilities included in the Gulf Park Estates Ring
23 Levee system for the elevation 30 protection level varied from approximately 15 to 30 feet and the
24 corresponding flows required varied from 31,544 to 333,387 gallons per minute. The plants thus
25 derived varied in size from a plant having two 26-inch diameter, 200 horsepower pump, to one
26 having eight 42-inch diameter pumps each running at 500 horsepower.

27 **3.3.9.8.3.2 Levee and Roadway/Railway Intersections**

28 With the installation of a ring levee around Gulf Park Estates to elevation 30, 15 roadway
29 intersections would have to be accommodated. For this study it was estimated that all 15 would
30 require 30 swing gate structures.

31 **3.3.9.8.4 HTRW**

32 The HTRW paragraphs for Option D are the same as for Option A, above.

33 **3.3.9.8.5 Construction and Water Control Plan**

34 The Construction and Water Control Plan paragraphs for Option D are the same as for Option A,
35 above.

36 **3.3.9.8.6 Project Security**

37 The Project Security paragraphs for Option D are the same as for Option A, above.

1 **3.3.9.8.7 Operation and Maintenance**

2 The Operation and Maintenance paragraphs for Option D are the same as for Option A, above.

3 **3.3.9.8.8 Cost Estimate**

4 The Cost Estimate paragraphs for Option D are the same as for Option A, above.

5 **3.3.9.9 Schedule for Design and Construction**

6 The Schedule for Design and Construction paragraphs for Option D are the same as for Option A,
7 above.

8 **3.3.9.10 Cost Estimate Summary**

9 The costs for construction and for operations and maintenance of all options are shown in Tables
10 3.3.9-1 and 3.3.9-2, below. Estimates are comparative-Level "Parametric Type" and are based on
11 Historical Data, Recent Pricing, and Estimator's Judgment. Quantities listed within the estimates
12 represent Major Elements of the Project Scope and were furnished by the Project Delivery Team.
13 Price Level of Estimate is April 07. Estimates excludes project Escalation and HTRW Cost.

14 **Table 3.3.9-1.**
15 **Jackson Co Gulf Park Estates Ring Levee Construction Cost Summary**

Option	Total project cost
Option A – Elevation 20 ft NAVD88	\$149,200,000
Option B – Elevation 30 ft NAVD88	\$220,600,000
Option C – Elevation 20 ft NAVD88	\$158,900,000
Option D – Elevation 30 ft NAVD88	\$208,700,000

16

17 **Table 3.3.9-2.**
18 **Jackson Co Gulf Park Estates Ring Levee O & M Cost Summary**

Option	O&M Cost
Option A – Elevation 20 ft NAVD88	\$1,499,000
Option B – Elevation 30 ft NAVD88	\$2,404,000
Option C – Elevation 20 ft NAVD88	\$1,295,000
Option D – Elevation 30 ft NAVD88	\$1,906,000

19

20 **3.3.9.11 References**

21 US Army Corps of Engineers (USACE) 1987. Hydrologic Analysis of Interior Areas. Engineer Manual
22 EM 1110-2-1413. Department of the Army, US Army Corps of Engineers, Washington, D.C. 15
23 January 1987.

24 USACE 1993. Hydrologic Frequency Analysis. Engineer Manual EM 1110-2-1415. Department of
25 the Army, US Army Corps of Engineers, Washington, D.C. 5 March 1993.

26 USACE 1995. Hydrologic Engineering Requirements for Flood Damage Reduction Studies.
27 Engineer Manual EM 1110-2-1419. Department of the Army, US Army Corps of Engineers,
28 Washington, D.C. 31 January 1995.

1 USACE 2006. Risk Analysis for Flood Damage Reduction Studies. Engineer Regulation ER 1105-2-
2 101. Department of the Army, US Army Corps of Engineers, Washington, D.C. 3 January
3 2006.

4 National Resource Conservation Service (NRCS). 2003. WinTR5-55 User Guide (Draft). Agricultural
5 Research Service. 7 May 2003.

6 Environmental Science Services Administration. 1968. "Frequency and Areal Distributions of
7 Tropical Storm Rainfall in the US Coastal Region on the Gulf of Mexico" US Dept of
8 Commerce, Environmental Science Services Administration, ESSA Technical Report WB-7,
9 Hugo V Goodyear, Office Hydrology, July 1968.

10 Weather Bureau and USACE. 1956. National Hurricane Research Project Report No. 3, "Rainfall
11 Associated with Hurricanes (And Other Tropical Disturbances)", R.W. Schoner and S.
12 Molansky, 1956, Weather Bureau and Corps of Engineers.

13 **3.3.10 Jackson County, Belle Fontaine Ring Levee**

14 **3.3.10.1 General**

15 Several high density residential and business areas in Jackson County were identified. They are :
16 Pascagoula/Mosspoint, Gautier, Belle Fontaine, Gulf Park Estates, and Ocean Springs. These are
17 subject to damage from storm surges associated with hurricanes. Earthen ring levees were
18 evaluated for protection of these areas. The levees were evaluated at elevations 20 ft NAVD88 and
19 30 ft NAVD88. The top width was assumed 15 ft with sideslopes of 1 vertical to 3 horizontal. Each of
20 the levees is presented separately in this report. Additional options not evaluated in detail are
21 described elsewhere in this report.

22 Evaluation of this option was done by comparing benefits computed by Hydrologic Engineering
23 Center's (HEC) Flood Damage Analysis (FDA) computer application HEC-FDA and costs computed.
24 HEC-FDA modeling was done comparing the study reaches using variations in expected sea-level
25 rise and development. Details regarding the methodology are presented in Section 2.13 of the
26 Engineering Appendix and in the Economic Appendix.

27 **3.3.10.2 Location**

28 The location of the Belle Fontaine ring levee in Jackson County is shown below in Figures 3.3.10-1
29 and 3.3.10-2. Two alignments are shown on Figure 3.3.10-2. These are evaluated separately.

30 **3.3.10.3 Existing Conditions**

31 The subdivision of Belle Fontaine is located just west of Gautier along the gulf coast on Mississippi
32 Sound. The northeastern part of the subdivision is near elevation 10-14 ft NAVD88 and very flat.
33 Ground elevations over the southwestern part of the area vary between elevation 16-20 ft NAVD88.
34 The 4-ft(blue), 8-ft (dark green), 12-ft(light green), 16-ft(brown), and 20-ft(pink) ground contour lines
35 and levee limits (red) are shown below in Figure 3.3.10-3.

36 The area is drained by very small natural and some improved channels. These channels drain to the
37 north to Graveline Bayou, and to Mississippi Sound.

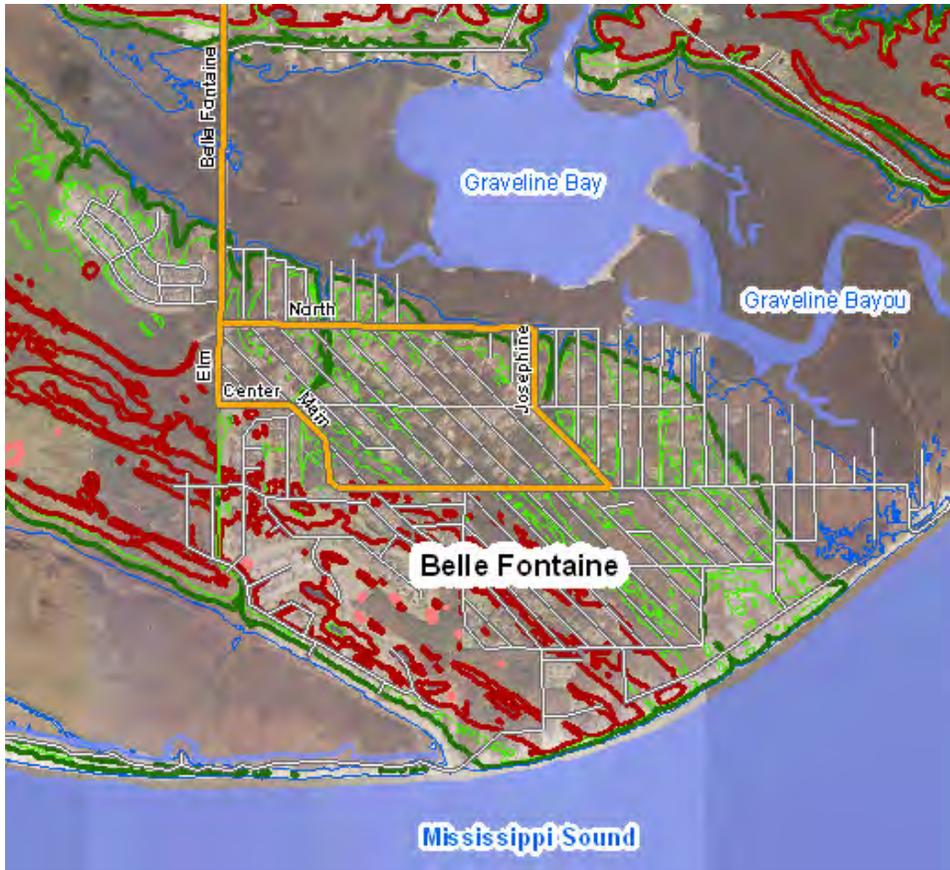
38 Drainage from ordinary rainfall is hindered on occasions when the gulf is high, but impacts from
39 hurricanes are devastating. Damage from Hurricane Katrina in August, 2005 in the Belle Fontaine
40 area are shown below in Figures 3.3.10-4 and Figure 3.3.10-5. Many homes are still un-repaired,
41 pending settlement of insurance claims.



1
2 **Figure 3.3.10-1. Vicinity Map, Jackson County**



3
4 **Figure 3.3.10-2. Belle Fontaine Ring Levee**



1
2 **Figure 3.3.10-3. Existing Condition, Belle Fontaine**



3
4 Source : <http://ngs.woc.noaa.gov/storms/katrina/24330547.jpg>
5 **Figure 3.3.10-4. Hurricane Katrina Damage in Belle Fontaine**



1
2 Source: <http://ngs.woc.noaa.gov/storms/katrina/24330558.jpg>
3 **Figure 3.3.10-5. Hurricane Katrina Damage, Belle Fontaine**

4 **3.3.10.4 Coastal and Hydraulic Data**

5 Typical coastal data are shown in Section 1.4 of this report. High water marks taken by FEMA after
6 Hurricane Katrina in 2005 as well as the 4-ft(blue), 8ft(dark green), 12-ft(light green), 16-ft(brown),
7 and 20-ft(pink) ground contour lines and levee limits are shown below in Figure 3.3.10-6. The data
8 indicates the Katrina high water was as high as 21 ft NAVD88 near the Mississippi Sound, totally
9 inundating the area.

10 Stage-Frequency data for a suite of severe storms using Joint Probability Method (JPM) and
11 hydrodynamic modeling were developed by the Engineer Research and Development Center
12 (ERDC) for 80 locations along the study area. These data were combined with historical gage
13 frequencies for smaller storms to establish stage-frequency curves at 54 economic reaches in the
14 study area which were entered into Hydrologic Engineering Center's (HEC) Flood Damage Analysis
15 (HEC-FDA) application to evaluate benefits. An expanded description of the procedure is shown in
16 Section 2.13 of the Engineering Appendix and in the Economic Appendix. Points near Belle Fontaine
17 at which data from hydrodynamic modeling was saved are shown below in Figure 3.3.10-7.

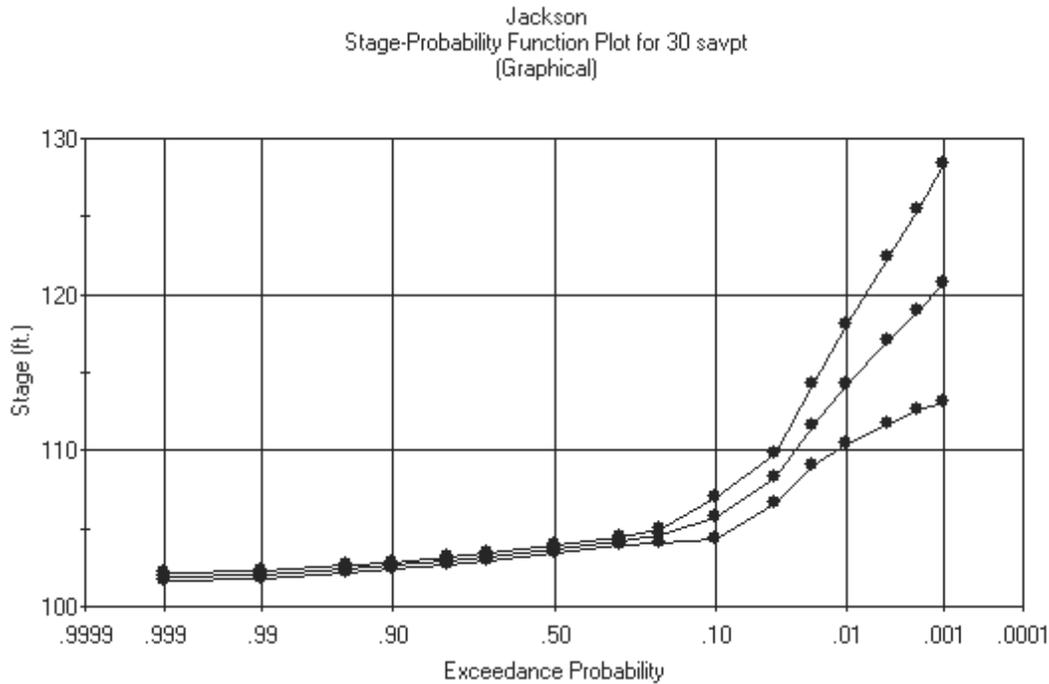
18 Existing Condition Stage –Frequency data for Save Point 30, just off the coast of Belle Fontaine, is
19 shown below in Figure 3.3.10-8. The 95% and 5% confidence limits, approximately equally to plus
20 and minus two standard deviations, are shown bounding the median curve. The elevations are
21 presented at 100 ft higher than actual to facilitate HEC-FDA computations.



1
2 **Figure 3.3.10-6. Ground Contours and Katrina High Water Elevations, Belle Fontaine**



3
4 **Figure 3.3.10-7. Hydrodynamic Modeling Save Points near Belle Fontaine**



1

2 **Figure 3.3.10-8. Existing Conditions at Save Point 30, near Belle Fontaine, MS**

3 **3.3.10.5 Option A – Elevation 20 ft NAVD88**

4 This option consists of an earthen dike enclosing an area of 1440 acres around the subdivision of
 5 Belle Fontaine as shown on the following Figure 3.3.10-9, along with the internal sub-basins and
 6 levee culvert/pump locations. The levee would have a top width of 15 ft and slopes of 1 vertical to 3
 7 horizontal.

8 Damage and failure by overtopping of levees could be caused by storms surges greater than the
 9 levee crest as shown in Figure 3.3.10-10.

10 Overtopping failures are caused by the high velocity of flow on the top and back side of the levee.
 11 Although significant wave attack on the seaward side of some of the New Orleans levees occurred
 12 during Hurricane Katrina, the duration of the wave attack was for such a short time that major
 13 damage did not occur from wave action. The erosion shown in Figure 3.3.10-11 was caused by
 14 approximately 1-2 ft of overtopping crest depth.

15



1
2 **Figure 3.3.10-9. Pump/Culvert/Sub-basin Locations**



3
4 *Source: Wave Overtopping Flow on Seadikes, Experimental and Theoretical Investigations, Holger Schüttrumpf,*
5 *(Photo:Leichtweiss-Institute) http://kfki.baw.de/fileadmin/projects/E_35_134_Lit.pdf*
6 **Figure 3.3.10-10. North Sea, Germany, March 1976**



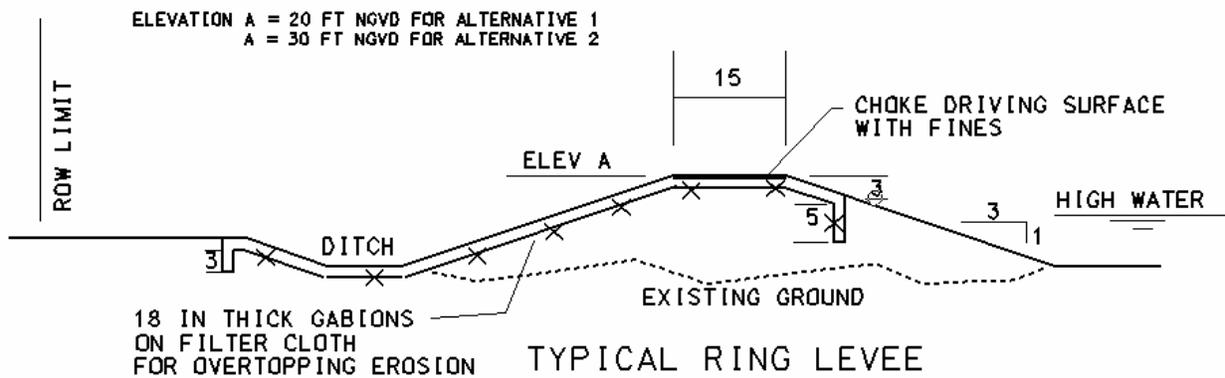
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Source: ERDC, Steven Hughes

Figure 3.3.10-11. Crown Scour from Hurricane Katrina at Mississippi River Gulf Outlet (MRGO) Levee in St. Bernard Parish, New Orleans, LA

Revetment would be included in the levee design to prevent overtopping failure.

The levee would be protected by gabions on filter cloth as shown in Figure 3.3.10-12, extending across a drainage ditch which carries water to nearby culverts and which would also serve to dissipate some of the supercritical flow energy during overtopping conditions.



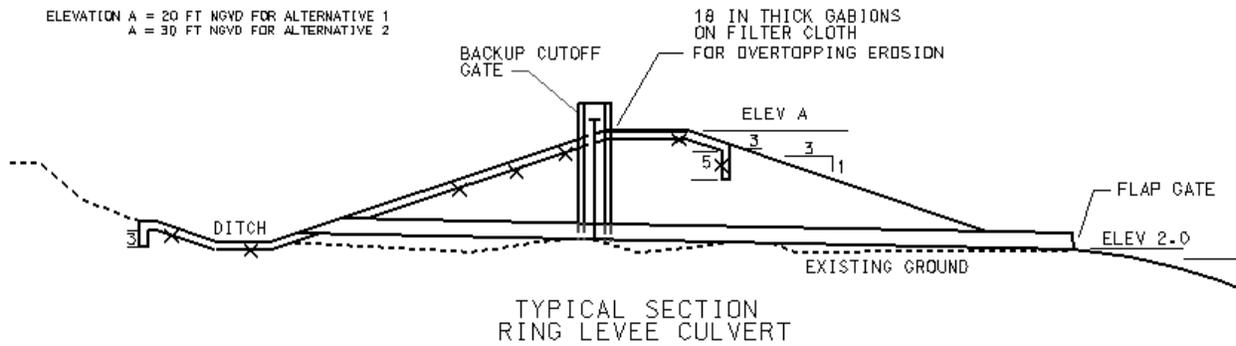
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Figure 3.3.10-12. Typical Section at Ring Levee

3.3.10.5.1 Interior Drainage

Drainage on the interior of the ring levee would be collected at the levee and channeled to culverts placed in the levee at the locations shown above. The culverts would have flap gates on the seaward ends to prevent backflow when the water in Mississippi Sound is high. An additional closure gate would also be provided at every culvert in the levee for control in the event the flap gate malfunctions. A typical section is shown below in Figure 3.3.10-13.

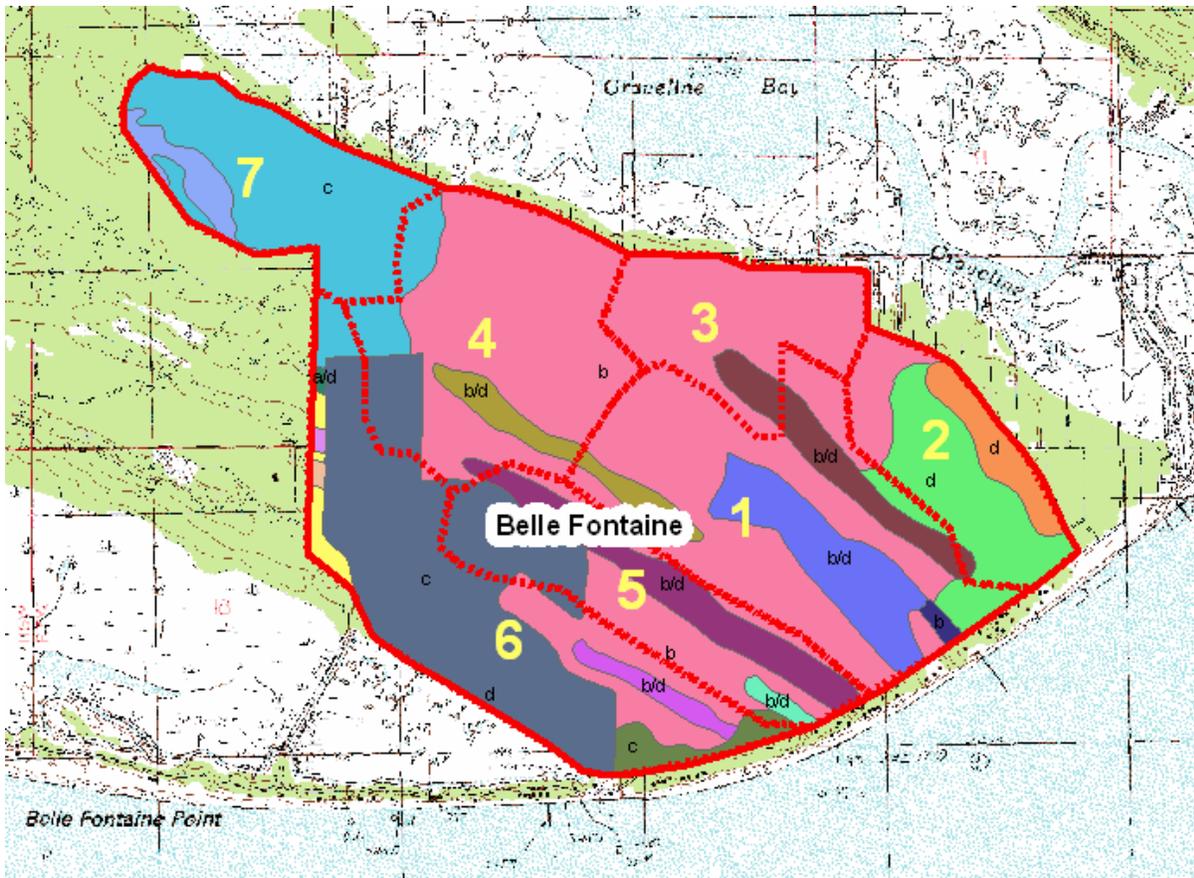
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1
2 **Figure 3.3.10-13. Typical Section at Culvert**

3 In addition, pumps would be constructed near the outflow points to remove water from the interior during storm events occurring when the culverts were closed because of high water in the sound.

5 Flow within the levee interior was determined by subdividing the interior of the ring levee into major sub-basins and computing flow for each sub-basin by USGS computer application WinTR55. The method incorporates soil type and land use to determine a run-off curve number. The variation in soil types, hydrologic soil groups, and major sub-basins are shown below in Figure 3.3.10-14.



9
10 **Figure 3.3.10-14. Belle Fontaine Hydrologic Soil Groups**

1 Hydrologic soil group A soils have low runoff potential and high infiltration rates, even with
2 thoroughly wetted and a high rate of water transmission. Hydrologic soil group B soils have
3 moderate infiltration rates when thoroughly wetted and a moderate rate of water transmission.
4 Hydrologic soil group C soils have low infiltration rates when thoroughly wetted and have a low rate
5 of water transmission. Hydrologic soil group C soils have high runoff potential and a very low rate of
6 water transmission.

7 Peak flows for the 1-yr to 100-yr storms were computed. Levee culverts were then sized to evacuate
8 the peak flow from a 25-year rain in accordance with practice for new construction in the area using
9 Bentley CulvertMaster application. For the culvert design, headwater elevations at the culverts were
10 maintained at an elevation no greater than 5 ft NAVD88 with a tailwater elevation of 2.0 ft NAVD88
11 assumed. Drainage ditches along the toe of the levee will be required to assure that smaller basins
12 can be drained to a culvert/pump site. These ditches were sized using a normal depth flow
13 computation. Curve numbers, pump, and culvert capacity tables are not included in the report
14 beyond that necessary to obtain a cost estimate. The data are considered beyond the level of detail
15 required for this report.

16 During periods of high water in Mississippi Sound, pumps would be required to evacuate rainfall.
17 Pump sizes were determined for the peak flow resulting from a 10-yr rainfall. This decision was
18 based on an evaluation of rainfall observed during hurricane and tropical storm events as presented
19 in two sources. The first is "Frequency and Areal Distributions of Tropical Storm Rainfall in the US
20 Coastal Region on the Gulf of Mexico" US Dept of Commerce, Environmental Science Services
21 Administration, ESSA Technical Report WB-7, Hugo V Goodyear, Office Hydrology, July 1968. The
22 second is "National Hurricane Research Project Report No. 3, Rainfall Associated with Hurricanes
23 (And Other Tropical Disturbances)", R.W. Schoner and S. Molansky, 1956, Weather Bureau and
24 Corps of Engineers. This decision was also based on coordination with the New Orleans District.

25 During some hurricane events, when the gates are shut, and rainfall exceeds the average 10-yr
26 intensity over the basin, some ponding from rainfall will occur. Detailed modeling of all the interior
27 sub-basins for all the areas was not possible for this report, therefore the exact extent of the ponding
28 for extreme events is not precisely defined. However, in some of the areas, existing storage could be
29 adequate to pond water without causing damage, even without pumps. In other areas that do have
30 pumps, some rise in interior water during interior events greater than the 10-yr rain could occur, but
31 may not cause damage. Designing the pumps for the peak 10-yr flow provides a significant pumping
32 capacity. Further studies will detail the requirement for the appropriate ponding areas, pump sizes,
33 or buyouts in the affected areas.

34 During non-hurricane periods of low water in the sound, when rainfall greater than the 25-yr event
35 occurs, the pumps could also be used to augment the flow capacity of the levee culverts.

36 **3.3.10.5.2 Geotechnical Data**

37 Geology: Citronelle formation is found above the Interstate 10 alignment and is a relatively thin unit
38 of fluvial deposits of Plio-Pleistocene age consisting of gravelly sand and silty sand layers. Typically
39 the formation is 30 to 80 feet thick, except where it has filled eroded channels in the underlying
40 formations. The sand in the formation has a variety of colors, often associated with the presence of
41 iron oxides in the form of hematite or goethite. Thin discontinuous clay layers are found in some
42 areas. The iron oxide has occasionally cemented the sand into a friable sandstone, usually occurring
43 only as a localized layer. Within the study area, this formation outcrops north of Interstate 10 and will
44 not be encountered at project sites other than any levees that might extend northward to higher
45 ground elevations.

46 Prairie formation is found along the rest of the Line 4 alignment within Jackson County. The Prairie
47 formation is found southward of the Citronelle formation and is of Pleistocene age. This formation

1 consists of fluvial and floodplain sediments that extend southward from the outcrop of the Citronelle
2 formation to or near the mainland coastline. Sand found within this formation has an economic value
3 as beach fill due to its color and quality. Southward from its outcrop area, the formation extends
4 under the overlying Holocene deposits out into the Mississippi Sound.

5 Gulfport Formation is found along the coastline in most of western Jackson County at Belle Fontaine
6 Beach. This formation of Pleistocene age overlies the Prairie formation and is present as well sorted
7 sands that mark the edge of the coastline during the last high sea level stage of the Sangamonian
8 Interglacial period. It does not extend under the Mississippi Sound.

9 Geotechnical: The inland barrier earthen levee section will have one vertical to three horizontal side
10 slopes with a fifteen foot crest width. All work areas to receive the fill shall be cleared and grubbed of
11 all trees and surface organics and all existing foundations, streets, utilities, etc. will be removed and
12 the subsequent cavities backfilled and compacted. The levee will be constructed of sand clay
13 materials obtained from off site commercial sources, trucked to the work area, placed in thin lifts and
14 compacted to 95 percent of the maximum modified density. The final surface will be armored by the
15 placement of 24 inch thick gabion mattress filled with small stone for erosion protection during an
16 event that overtops the levee. The armoring will be anchored on the front face by trenching and
17 extend across the downstream slope and the 25 foot easement area beyond the toe. The front side
18 of the levee and all non critical surface areas will be subsequently covered by grassing. Road
19 crossings will incorporate small gate structures or ramping over the embankment where the surface
20 elevation is near that of the crest elevation. The elevation relationship of the crest and the adjacent
21 railroad will be a governing factor. The surfaces will be paved with asphalt and the corresponding
22 drainage will be accommodated. Those areas where the subgrade geology primarily consists of
23 clean sands, seepage underneath the levee and the potential for erosion and instability must be
24 considered. Final designs may require the installation of a bentonite concrete cutoff wall deep within
25 the foundation. This condition will be investigated during any design phase and its requirement will
26 be incorporated.

27 **3.3.10.5.3 Structural, Mechanical and Electrical**

28 Structural, Mechanical, and Electrical data are presented for culverts and pumping facilities. The
29 sites are shown above.

30 **3.3.10.5.3.1 Culverts**

31 As any flood barrier is constructed the natural groundwater runoff would be inhibited. In order to
32 maintain the natural runoff patterns culverts would be inserted through the protection line at
33 appropriate locations. For this study these were configured as cast-in-place reinforced concrete box
34 structures fitted with flap gates to minimize normal backflows and sluice gates to provide storm
35 closure when needed. The shear number of these structures that would be required throughout the
36 area covered by this study would dictate that an automated system be incorporated whereby the
37 gates could be monitored and operated from some central location within defined districts. Detailed
38 design of these monitoring and operating systems is beyond the scope of this study, however a
39 parametric cost was developed for each site and included in the estimated construction cost for
40 these facilities.

41 **3.3.10.5.3.2 Pumping Facilities Structural**

42 The layout of each pumping facility was made in conformance with Corp of Engineers Guidance
43 document EM 1110-2-3105, Mechanical and Electrical Design of Pumping Stations. The basic plant
44 dimensions for each site were set using approximate dimensions derived based on specific pump
45 data (pump impeller diameter, pump bell bottom clearance, etc.). Each facility was roughly fitted to
46 its site using existing ground elevations taken from available mapping and height of levee data. In

1 every case the top of the pump floor was required to be above the 100 year flood elevation. Nominal
2 sidewall and sump and pump floor thicknesses were assumed, along with wall and roof thicknesses
3 for the pump room enclosure. Using these basic dimensions and the preliminary number and size of
4 pumping units determined for each site, the overall plant footprint and elevations were set and
5 quantities of basic construction materials computed. The pumping plants were configured, to the
6 greatest extent possible with the data provided, to provide multiple pumps at each site.

7 Discharge piping for each plant was estimated using over the levee piping with one pipe per
8 pumping unit. For estimating purposes the piping was sized to match the pump diameter. Each pipe
9 was extended approximately 25 feet beyond the toe of the embankment on the discharge end to
10 allow for energy dissipation features to be incorporated into the pipe discharge.

11 At the discharge end of the piping a heavy mat of grouted riprap was added as protection for the
12 levee slope and immediately adjacent area. In each case the 4-foot deep stone mat was estimated
13 as extending 30 feet up the levee slope and 50 feet out from the levee toe for a total width of 80 feet.
14 The lateral extent was estimated at 10 feet per discharge pipe.

15 **3.3.10.5.3.3 Pumping Stations Mechanical**

16 Vertical shaft pumps were used for all of the pumping facilities. Preliminary mechanical design of the
17 required pumping equipment was made by adaptation of manufacturer's stock pumping equipment
18 to approximate hydraulic head and flow data developed for each pumping location. This data was
19 coordinated with a pump manufacturer who supplied a cross check of the pump selections and cost
20 data for use in preparation of project construction cost estimates. In consideration of the primary
21 purpose which this equipment would serve, and in light of the widespread unavailability of electric
22 power during and immediately after a major storm, it was determined that the pumps should be
23 diesel engine driven.

24 **3.3.10.5.3.4 Pumping Stations Electrical**

25 The electrical design for these facilities would consist primarily of providing station power for the
26 facilities. For each of the sites this would include installation of Power Poles, Cable, Power Pole
27 Terminations, miscellaneous electrical appurtenances, and an Electrical 30 kW Diesel Generator Set
28 for backup power.

29 Because of the number of pumping facilities involved and the need to closely control the pumping
30 operations over a large area, a system of several operation and monitoring stations would be
31 required from which the pumping facilities could be started and their operation monitored during and
32 immediately following a storm event. The detailed design of this monitoring and operation system is
33 beyond the scope of this study, however a parametric estimate of the cost involved in developing
34 and installing such a system was made and included in the estimate of construction costs for these
35 facilities.

36 **3.3.10.5.3.5 Pumping Stations. Flow and Pump Sizes**

37 Design hydraulic heads derived for the 7 pumping facilities included in the Bellfontaine Ring Levee
38 system for the elevation 20 protection level varied from approximately 10 to 15 feet and the
39 corresponding flows required varied from 99,191 to 273,787 gallons per minute. The plants thus
40 derived varied in size from a plant having two 42-inch diameter, 290 horsepower pumps, to one
41 having four 60-inch diameter pumps each running at 560 horsepower.

42 **3.3.10.5.3.6 Roadways**

43 At each point where a roadway crosses the protection line the decision must be made whether to
44 maintain this artery and adapt the protection line to accommodate it, or to terminate the artery at the

1 protection line and divert traffic to cross the protection line at another location. For this study it was
2 assumed that all roadways and railways crossing the levee alignment would be retained except
3 where it was very evident that traffic could be combined without undue congestion.

4 Once the decision has been made to retain a particular roadway, it must then be determined how
5 best to configure the artery to conduct traffic across the protection line. The simplest means of
6 passing roadway traffic is to ramp the roadway over the protection line. This alternative is not always
7 viable because of severe right-of-way restraints caused by extreme levee height, urban congestion,
8 etc. In such instances other methods can be used including partial ramping in combination with low
9 profile roller gates. In more restricted areas full height gates which would leave the roadway virtually
10 unaltered might be preferable, even though this alternative would usually be more costly than
11 ramping. In some extreme circumstances where high levees are required to pass through very
12 congested areas, installation of tunnels with closure gates may be required.

13 Some economy could probably be achieved in this effort by combining smaller arteries and passing
14 traffic through the protection line in fewer locations. However, in most instances this would involve
15 detailed traffic routing studies and designs that are beyond the scope of this effort. These studies
16 would be included in the next phase of the development of these options, should such be warranted.

17 **3.3.10.5.3.7 Railways**

18 Because of the extreme gradient restrictions necessarily placed on railway construction, it is
19 practically never acceptable to elevate a railway up and over a levee. Therefore, the available
20 alternatives would include gated pass through structures. Because of the vertical clearance
21 requirements of railroad traffic all railroad pass through structures for this study were configured
22 having vertical walls on either side of the railway with double swing gates extending to the full height
23 of the levee.

24 **3.3.10.5.3.8 Levee and Roadway/Railway Intersections**

25 With the installation of a ring levee around the Bellefontaine area to elevation 20, 10 roadway
26 intersections would have to be accommodated. For this study it was estimated that 5 roller gate
27 structures and 5 swing gate structures would be required.

28 **3.3.10.5.4 HTRW**

29 Due to the extent and large number of real estate parcels along with the potential for re-alignment of
30 the structural aspects of this project, no preliminary assessment was performed to identify the
31 possibility of hazardous waste on the sites. These studies will be conducted during the next phase of
32 work after the final siting of the various structures. The real estate costs appearing in this report
33 therefore will not reflect any costs for remediation design and/or treatment and/or removal or
34 disposal of these materials in the baseline cost estimate.

35 **3.3.10.5.5 Construction Procedures and Water Control Plan**

36 The construction procedures required for this option are similar to general construction in many
37 respects in that the easement limits must be established and staked in the field, the work area
38 cleared of all structures, pavements, utilities, trees, organics, etc. and the foundation prepared for
39 the new work. Where the levee alignment crosses the existing streams or narrow bays, the
40 alignment base shall be created by displacement with layers of crushed stone pushed ahead and
41 compacted by the placement equipment and repeated until a stable platform is created. The required
42 drainage culverts or other ancillary structures can then be constructed. The control of any surface
43 water will be handled by temporary sheetpile cofferdams and pumping. The control of groundwater

1 will be a series of wellpoints systems designed to keep the excavations dry to a depth and width
2 sufficient to install the new work.

3 **3.3.10.5.6 Project Security**

4 The Protocol for security measures for this study has been performed in general accordance with the
5 Risk Assessment Methodology for Dams (RAM-D) developed by the Interagency Forum for
6 Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical
7 infrastructure throughout the Corps of Engineers. The determination of the level of physical security
8 provided for each facility is based on the following critical elements: 1) threat assessment of the
9 likelihood that an adversary will attack a critical asset, 2) consequence assessment should an
10 adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to
11 prevent a successful attack against an operational component.

12 Three levels of physical security were selected for use in this study:

13 Level 1 Security provides no improved security for the selected asset. This security level would be
14 applied to the barrier islands and the sand dunes. These features present a very low threat level of
15 attack and basically no consequence if an attack occurred and is not applicable to this option.

16 Level 2 Security applies standard security measures such as road barricades, perimeter fencing,
17 and intrusion detection systems for unoccupied buildings and vertical structures and security lighting.
18 The intrusion detection systems will be connected to the local law enforcement office for response
19 during an emergency. Facilities requiring this level of security would possess a higher threat level
20 than those in Level 1 and would include assets such as levees, access roads and pumping stations.

21 Level 3 Security includes all of the features of Level 2 plus enhanced security measures such as the
22 use of video cameras for real-time monitoring of the facility, monitors, motion detectors and alarm
23 sound system in the occupied control buildings. Facilities requiring this level of security would
24 possess the highest threat level of all the critical assets. Power plants would require this level of
25 security.

26 **3.3.10.5.7 Operation and Maintenance**

27 Operation and maintenance activities for this project will be required on an annual basis. All pumps
28 and gates will be operated to assure proper working order. Debris and shoaled sediment will be
29 removed. Vegetation on the levees will be cut to facilitate inspection and to prevent roots from
30 causing weak levee locations. Rills will be filled and damaged revetment will be repaired. Scheduled
31 maintenance should include periodic greasing of all gears and coupled joints, maintaining any
32 battery backup systems, and replacement of standby fuel supplies.

33 **3.3.10.5.8 Cost Estimate**

34 The costs for the various options included in this measure are presented in Section 3.3.10.9, Cost
35 Summary. Construction costs for the various options are included in Table 3.3.10-1 and costs for the
36 annualized Operation and Maintenance of the options are included in Table 3.3.10-2. Estimates are
37 comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
38 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
39 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07.
40 Estimates excludes project Escalation and HTRW Cost. The construction costs include real estate,
41 engineering design (E&D), construction management, and contingencies. The E&D cost for
42 preparation of construction contract plans and specifications includes a detailed contract survey,
43 preparation of contract specifications and plan drawings, estimating bid quantities, preparation of bid
44 estimate, preparation of final submittal and contract advertisement package, project engineering and

1 coordination, supervision technical review, computer costs and reproduction. Construction
2 Contingency developed and assigned at 25% to cover the Cost Growth of the project.

3 **3.3.10.5.9 Schedule for Design and Construction**

4 After the authority for the design has been issued and funds have been provided, the design of these
5 structures will require approximately 12 months including comprehensive plans and specifications,
6 independent reviews and subsequent revisions. The construction of this option should require in
7 excess of two years.

8 **3.3.10.6 Option B – Elevation 30 ft NAVD88**

9 This option consists of an earthen levee around the most populated areas of Belle Fontaine. The
10 alignment of the levee is the same as Option A, above, and is not reproduced here. The only
11 difference between the description of this option and preceding description of Option A is the height
12 of the levee, pumping facilities, number of roadway and railroad intersections, and the length of the
13 levee culverts. Other features and methods of analysis are the same.

14 **3.3.10.6.1 Interior Drainage**

15 Interior drainage analysis and culverts are the same as those for Option A, above, except that the
16 culvert lengths through the levees would be longer.

17 **3.3.10.6.2 Geotechnical Data**

18 The Geology and Geotechnical paragraphs for Option B are the same as for Option A, above.

19 **3.3.10.6.3 Structural, Mechanical and Electrical**

20 The only difference between the description of this option and preceding description of Option A is
21 the height of the levee, pumping facilities, number of roadway and railroad intersections, and the
22 length of the levee culverts. Culvert length variations are not presented but are incorporated into the
23 cost estimate. The other data for Option B is presented below.

24 **3.3.10.6.3.1 Flow and Pump Sizes**

25 Design hydraulic heads derived for the 7 pumping facilities included in the Bellefontaine Ring Levee
26 system for the elevation 30 protection level varied from approximately 20 to 25 feet and the
27 corresponding flows required varied from 99,191 to 273,787 gallons per minute. The plants thus
28 derived varied in size from a plant having two 42-inch diameter, 475 horsepower pumps, to one
29 having four 54-inch diameter pumps each running at 775 horsepower.

30 **3.3.10.6.3.2 Levee and Roadway/Railway Intersections**

31 With the installation of a ring levee around the Bellefontaine area to elevation 30, 13 roadway
32 intersections would have to be accommodated. For this study it was estimated that all 13 would
33 require swing gate structures.

34 **3.3.10.6.4 HTRW**

35 The HTRW paragraphs for Option B are the same as for Option A, above.

36 **3.3.10.6.5 Construction and Water Control Plan**

37 The Construction and Water Control Plan paragraphs for Option B are the same as for Option A,
38 above.

1 **3.3.10.6.6 Project Security**

2 The Project Security paragraphs for Option B are the same as for Option A, above.

3 **3.3.10.6.7 Operation and Maintenance**

4 The Operation and Maintenance paragraphs for Option B are the same as for Option A, above.

5 **3.3.10.6.8 Cost Estimate**

6 The Cost Estimate paragraphs for Option B are the same as for Option A, above.

7 **3.3.10.6.9 Schedule for Design and Construction**

8 The Schedule for Design and Construction paragraphs for Option B are the same as for Option A,
9 above.

10 **3.3.10.7 Option C – Alternate Alignment, Elevation 20 ft NAVD88**

11 This option consists of an earthen levee at elevation 20 ft NAVD88 enclosing an area of 1341 acres
12 around the most populated areas of Belle Fontaine in an alignment slightly different from the
13 alignment for Options A and B. The alignment of the levee is shown in Figure 3.3.10-15 below, which
14 also shows the variation in the drainage sub-basins and the locations of the pumps and culverts.



15
16 **Figure 3.3.10-15. Alternative Alignment Pump/Culvert/Sub-basin Locations**

17 **3.3.10.7.1 Interior Drainage**

18 Interior drainage flows are similar to those computed for Option A, above. However, ditches, culverts
19 and pumps were re-sized by adjusting the previously computed flows by the ratio of the change in
20 areas of the sub-basins to get the revised flows.

1 **3.3.10.7.2 Geotechnical Data**

2 The Geology and Geotechnical paragraphs for Option C are the same as for Option A, above.

3 **3.3.10.7.3 Structural, Mechanical and Electrical**

4 The only difference between the description of this option and preceding description of Option A is
5 the height of the levee, pumping facilities, number of roadway and railroad intersections, and the
6 length of the levee culverts. Culvert length variations are not presented but are incorporated into the
7 cost estimate. The other data for Option C is presented below.

8 **3.3.10.7.3.1 Pumping Stations. Flow and Pump Sizes**

9 Design hydraulic heads derived for the 7 pumping facilities included in the Bellefontaine Ring Levee
10 system for the elevation 20 protection level varied from approximately 10 to 20 feet and the
11 corresponding flows required varied from 99,453 to 274,644 gallons per minute. The plants thus
12 derived varied in size from a plant having two 42-inch diameter, 290 horsepower pumps, to one
13 having five 42-inch diameter pumps each running at 475 horsepower.

14 **3.3.10.7.3.2 Levee and Roadway/Railway Intersections**

15 With the installation of a ring levee around the Bellefontaine area to elevation 20, 13 roadway
16 intersections would have to be accommodated. For this study it was estimated that 5 of these would
17 require 10 swing gate structures with the remaining 8 requiring roller gates of varying heights.

18 **3.3.10.7.4 HTRW**

19 The HTRW paragraphs for Option C are the same as for Option A, above.

20 **3.3.10.7.5 Construction and Water Control Plan**

21 The Construction and Water Control Plan paragraphs for Option C are the same as for Option A,
22 above.

23 **3.3.10.7.6 Project Security**

24 The Project Security paragraphs for Option C are the same as for Option A, above.

25 **3.3.10.7.7 Operation and Maintenance**

26 The Operation and Maintenance paragraphs for Option C are the same as for Option A, above.

27 **3.3.10.7.8 Cost Estimate**

28 The Cost Estimate paragraphs for Option C are the same as for Option A, above.

29 **3.3.10.7.9 Schedule for Design and Construction**

30 The Schedule for Design and Construction paragraphs for Option C are the same as for Option A,
31 above.

32 **3.3.10.8 Option D – Alternate Alignment, Elevation 30 ft NAVD88**

33 This option consists of an earthen levee around the most populated areas of Belle Fontaine. The
34 alignment of the levee is the same as Option C, above, and is not reproduced here. The only
35 difference between the description of this option and preceding description of Option C is the height

1 of the levee, pumping facilities, number of roadway and railroad intersections, and the length of the
2 levee culverts. Other features and methods of analysis are the same.

3 **3.3.10.8.1 Interior Drainage**

4 Interior drainage analysis and culverts are the same as those for Option C, above, except that the
5 culvert lengths through the levees would be longer.

6 **3.3.10.8.2 Geotechnical Data**

7 The Geology and Geotechnical paragraphs for Option D are the same as for Option A, above.

8 **3.3.10.8.3 Structural, Mechanical and Electrical**

9 The only difference between the description of this option and preceding description of Option A is
10 the height of the levee, pumping facilities, number of roadway and railroad intersections, and the
11 length of the levee culverts. Culvert length variations are not presented but are incorporated into the
12 cost estimate. The other data for Option D is presented below.

13 **3.3.10.8.3.1 Pumping Stations. Flow and Pump Sizes.**

14 Design hydraulic heads derived for the 7 pumping facilities included in the Bellefontaine Ring Levee
15 system for the elevation 30 protection level varied from approximately 20 to 30 feet and the
16 corresponding flows required varied from 99,453 to 274,644 gallons per minute. The plants thus
17 derived varied in size from a plant having two 42-inch diameter, 475 horsepower pumps, to one
18 having three 60-inch diameter pumps each running at 1150 horsepower.

19 **3.3.10.8.3.2 Levee and Roadway/Railway Intersections**

20 With the installation of a ring levee around the Bellefontaine area to elevation 30, 11 roadway
21 intersections would have to be accommodated. For this study it was estimated that all 11 would
22 require 22 swing gate structures.

23 **3.3.10.8.4 HTRW**

24 The HTRW paragraphs for Option D are the same as for Option A, above.

25 **3.3.10.8.5 Construction and Water Control Plan**

26 The Construction and Water Control Plan paragraphs for Option D are the same as for Option A,
27 above.

28 **3.3.10.8.6 Project Security**

29 The Project Security paragraphs for Option D are the same as for Option A, above.

30 **3.3.10.8.7 Operation and Maintenance**

31 The Operation and Maintenance paragraphs for Option D are the same as for Option A, above.

32 **3.3.10.8.8 Cost Estimate**

33 The Cost Estimate paragraphs for Option D are the same as for Option A, above.

1 **3.3.10.8.9 Schedule for Design and Construction**

2 The Schedule for Design and Construction paragraphs for Option D are the same as for Option A,
3 above.

4 **3.3.10.9 Cost Estimate Summary**

5 The costs for construction and for operations and maintenance of all options are shown in Tables
6 3.3.10-1 and 3.3.10-2, below. Estimates are comparative-Level "Parametric Type" and are based on
7 Historical Data, Recent Pricing, and Estimator's Judgment. Quantities listed within the estimates
8 represent Major Elements of the Project Scope and were furnished by the Project Delivery Team.
9 Price Level of Estimate is April 07. Estimates excludes project Escalation and HTRW Cost.

10 **Table 3.3.10-1.**
11 **Jackson Co Belle Fontaine Ring Levee Construction Cost Summary**

Option	Total project cost
Option A – Elevation 20 ft NAVD88	\$137,600,000
Option B – Elevation 30 ft NAVD88	\$191,900,000
Option C – Elevation 30 ft NAVD88	\$103,900,000
Option D – Elevation 30 ft NAVD88	\$142,900,000

12
13 **Table 3.3.10-2.**
14 **Jackson Co Belle Fontaine Ring Levee O & M Cost Summary**

Option	O&M Cost
Option A – Elevation 20 ft NAVD88	\$1,371,000
Option B – Elevation 30 ft NAVD88	\$1,939,000
Option C – Elevation 30 ft NAVD88	\$989,000
Option D – Elevation 30 ft NAVD88	\$1,414,000

15
16 **3.3.10.10 References**

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26 101. Department of the Army, US Army Corps of Engineers, Washington, D.C. 3 January
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29 Research Service. 7 May 2003.

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2 Tropical Storm Rainfall in the US Coastal Region on the Gulf of Mexico" US Dept of
3 Commerce, Environmental Science Services Administration, ESSA Technical Report WB-7,
4 Hugo V Goodyear, Office Hydrology, July 1968.

5 Weather Bureau and USACE. 1956. National Hurricane Research Project Report No. 3, "Rainfall
6 Associated with Hurricanes (And Other Tropical Disturbances)", R.W. Schoner and S.
7 Molansky, 1956, Weather Bureau and Corps of Engineers.

8 **3.3.11 Jackson County, Gautier Ring Levee**

9 **3.3.11.1 General**

10 Several high density residential and business areas in Jackson County were identified. They are:
11 Pascagoula/Mosspoint, Gautier, Belle Fontaine, Gulf Park Estates, and Ocean Springs. These are
12 subject to damage from storm surges associated with hurricanes. Earthen ring levees were
13 evaluated for protection of these areas. The levees were evaluated at elevations 20 ft NAVD88 and
14 30 ft NAVD88. The top width was assumed 15 ft with sideslopes of 1 vertical to 3 horizontal. Each of
15 the levees is presented separately in this report. Additional options not evaluated in detail are
16 described elsewhere in this report.

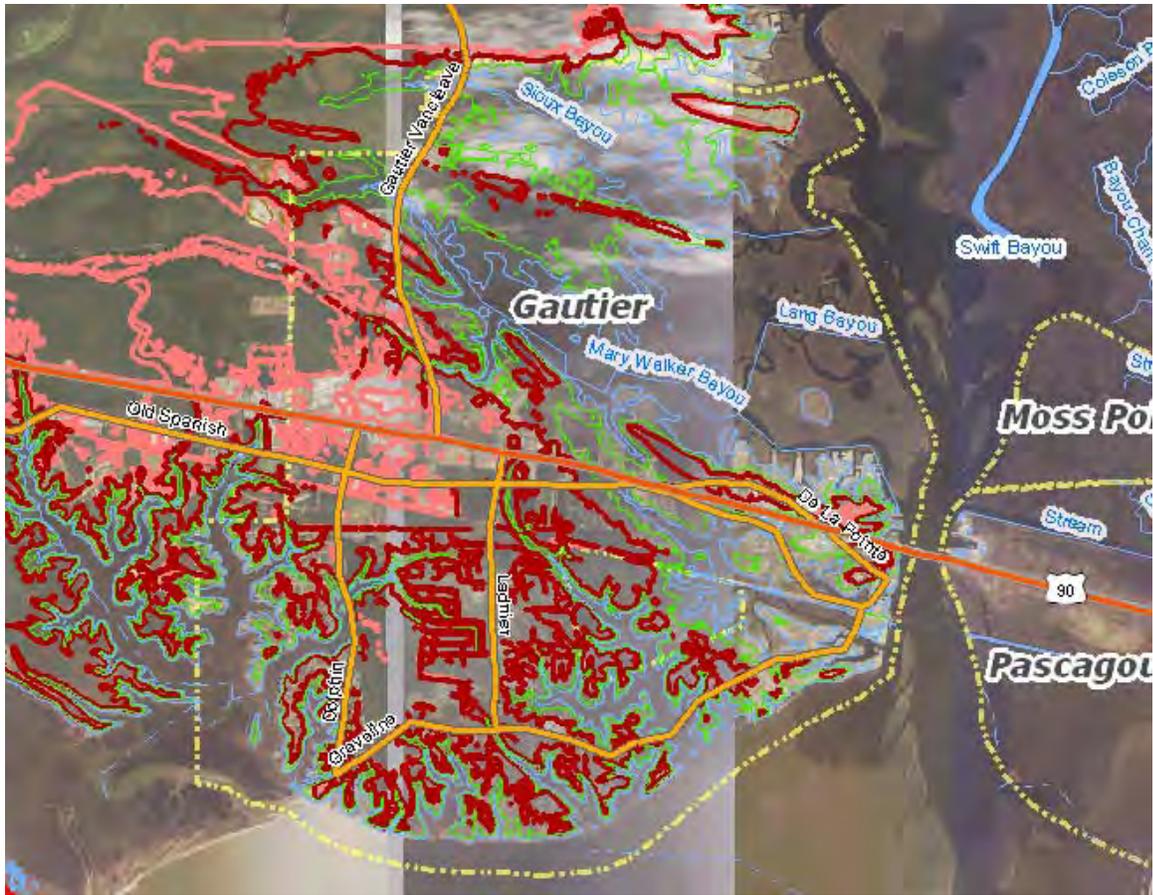
17 Evaluation of this option was done by comparing benefits computed by Hydrologic Engineering
18 Center's (HEC) Flood Damage Analysis (FDA) computer application HEC-FDA and costs computed.
19 HEC-FDA modeling was done comparing the study reaches using variations in expected sea-level
20 rise and development. Details regarding the methodology are presented in Section 2.13 of the
21 Engineering Appendix and in the Economic Appendix.

22 **3.3.11.2 Location**

23 The location of the Gautier ring levee in Jackson County is shown below in Figures 3.3.11-1 and
24 3.3.11-2.

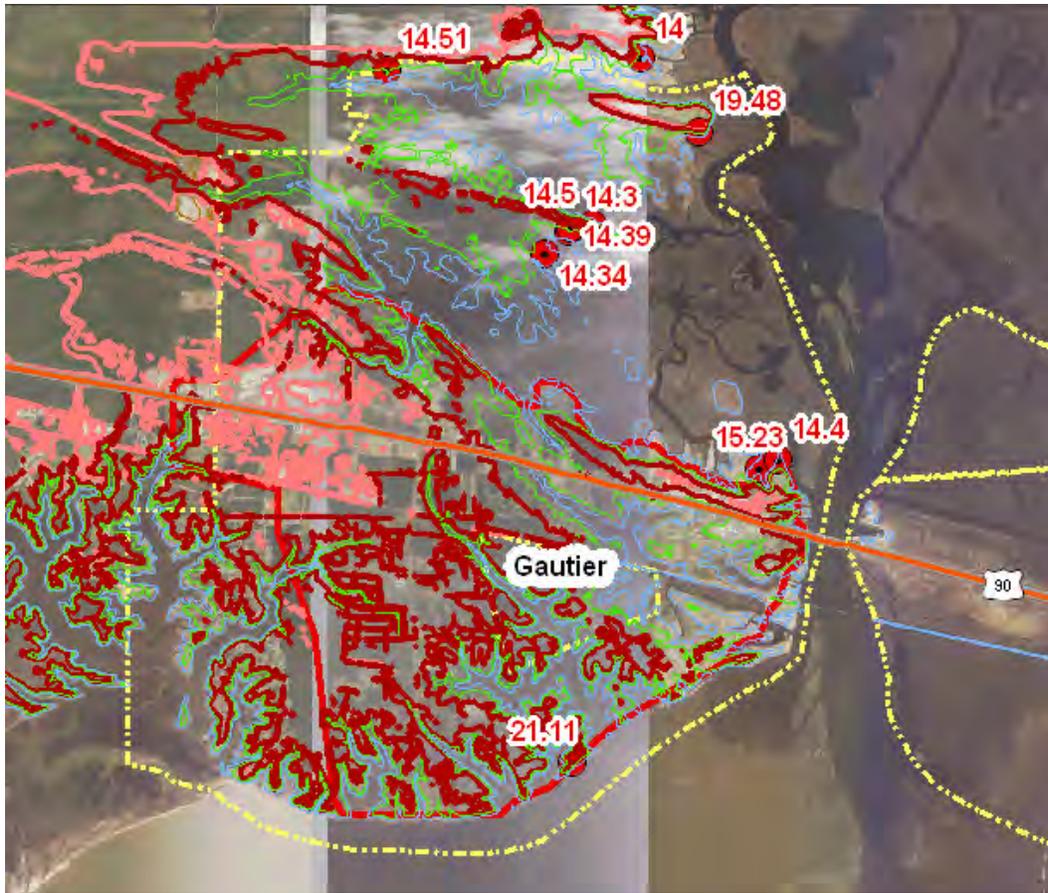
25 **3.3.11.3 Existing Conditions**

26 Gautier is located on the west side of the Pascagoula River delta at the mouth of the West
27 Pascagoula River at the Mississippi Sound. Ground elevations over most of the residential and
28 business areas vary between elevation 10-20 ft NAVD88. The southern-most part of the area is
29 drained by drowned natural drainage ways. The 6-ft(blue), 12-ft(green), 16-ft(brown), and 20-ft(pink)
30 ground contour lines and city limits are shown below in Figure 3.3.11-3.



1

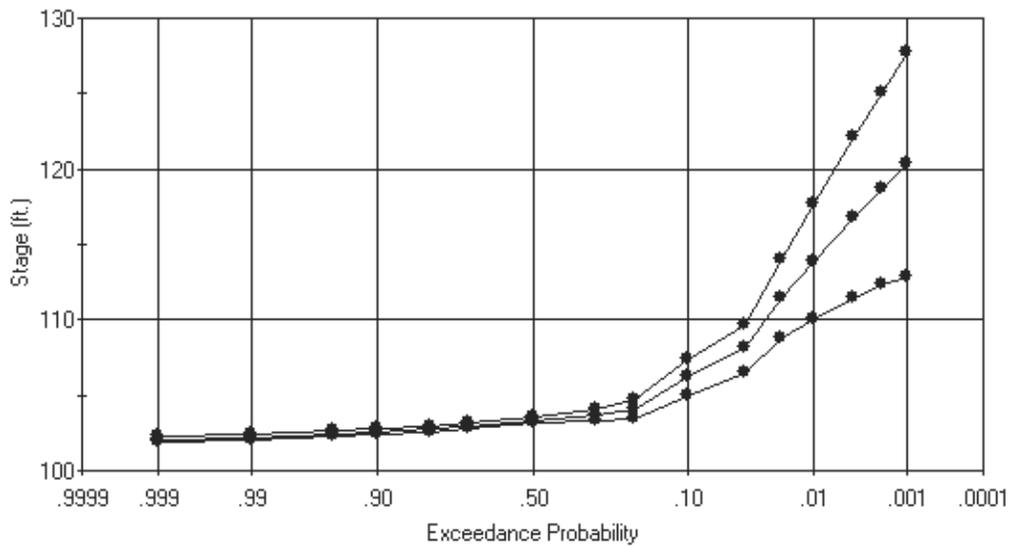
2 **Figure 3.3.11-1 Vicinity Map, Gautier, MS**



1
2

Figure 3.3.11-2 Gautier Ring Levee

Jackson
Stage-Probability Function Plot for 27 savpt
(Graphical)



3
4

Figure 3.3.11-3. Existing Conditions

1 Drainage in the southern part of the city is through drowned streams that empty into Mississippi
2 Sound. These are therefore unusually wider at the mouth and have productive environmental and
3 recreational benefits.

4 Drainage from ordinary rainfall is hindered on occasions when either of the rivers or the gulf is high,
5 but impacts from hurricanes are devastating.

6 Recent damage from Hurricane Katrina in August, 2005 the Gautier area are shown below in Figure
7 3.3.11-4 and 3.3.11-5. Many homes are still un-repaired, pending settlement of insurance claims.



8
9 Source: <http://coastal.er.usgs.gov/hurricanes/katrina/quickphotos/gautier/>

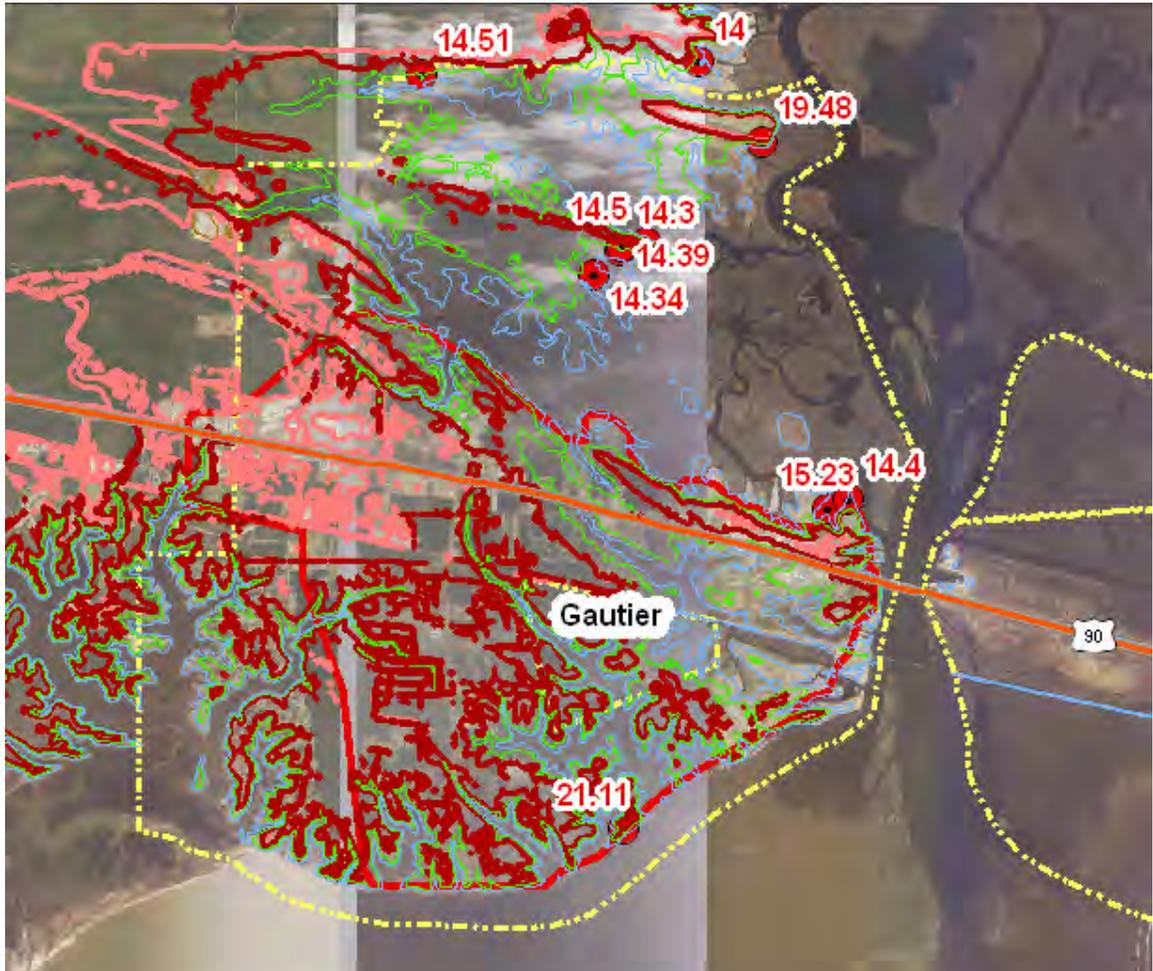
10 **Figure 3.3.11-4. Hurricane Katrina Damage in Gautier, MS**



11
12 **Figure 3.3.11-5. Hurricane Katrina Damage in Gautier, MS**

1 **3.3.11.4 Coastal and Hydraulic Data**

2 Typical coastal data are shown in Section 1.4, of this report. High water marks taken by FEMA after
3 Hurricane Katrina in 2005 as well as the 6-ft(blue), 12-ft(green), 16-ft(brown), and 20-ft(pink) ground
4 contour lines and city limits are shown below in Figure 3.3.10-6. The data indicates the Katrina high
5 water was as high as 21 ft NAVD88 at the Mississippi Sound and 15 ft NAVD88 north of Hwy 90.



6
7 **Figure 3.3.11-6. Ground Contours and Katrina High Water Elevations**

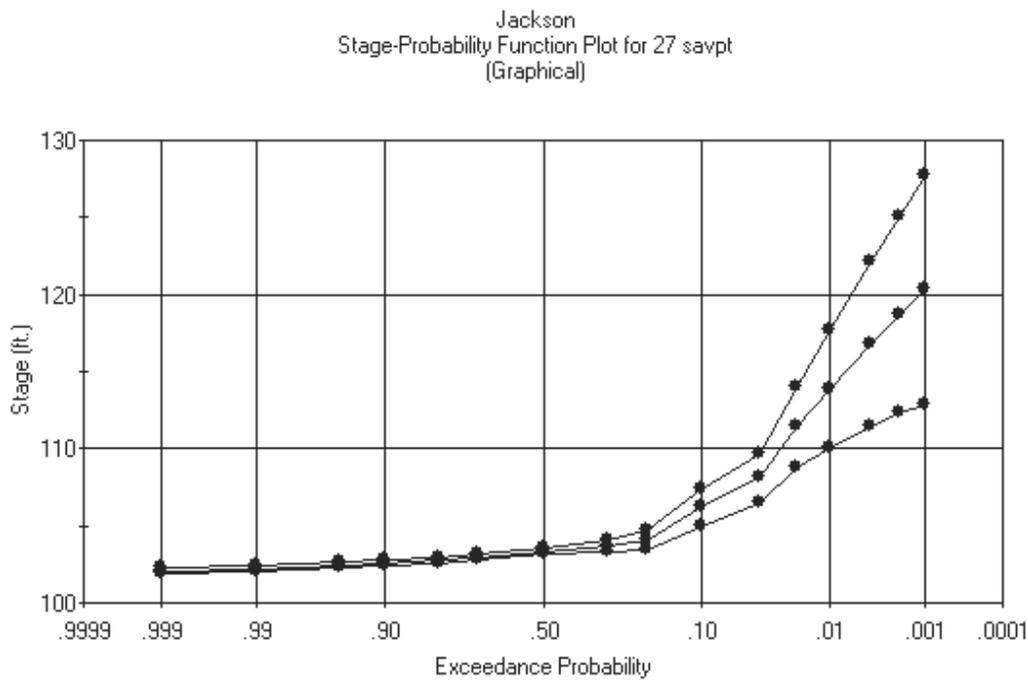
8 Stage-Frequency data for a suite of severe storms using Joint Probability Method (JPM) and
9 hydrodynamic modeling were developed by the Engineer Research and Development Center
10 (ERDC) for 80 locations along the study area. These data were combined with historical gage
11 frequencies for smaller storms to establish stage-frequency curves at 54 economic reaches in the
12 study area which were entered into Hydrologic Engineering Center's (HEC) Flood Damage Analysis
13 (HEC-FDA) application to evaluate benefits. An expanded description of the procedure is shown in
14 Section 2.13 of the Engineering Appendix and in the Economic Appendix 3.3.11.2. Points near
15 Gautier at which data from hydrodynamic modeling was saved are shown below in Figure 3.3.11-7.

16 Existing Condition Stage –Frequency data for Save Point 27, just off the coast of Gautier, is shown
17 below in Figure 3.3.11-8. The 95% confidence limits, approximately equally to plus and minus two
18 standard deviations, are shown bounding the median curve. The elevations are presented at 100 ft
19 higher than actual to facilitate HEC-FDA computations.



1
2

Figure 3.3.11-7. Hydrodynamic Modeling Save Points near Gautier



3
4

Figure 3.3.11-8. Existing Conditions at Save Point 27, near Gautier, MS

1 **3.3.11.5 Option A – Elevation 20 ft NAVD88**

2 This option consists of an earthen dike enclosing an area of 4833 acres around the most densely
3 populated areas of Gautier as shown on the following Figure 3.3.11-9, along with the internal sub-
4 basins and levee culvert/pump locations. The levee would have a top width of 15 ft and slopes of 1
5 vertical to 3 horizontal. A small boat access structure is also shown at the mouth of several basins.
6 Rising sector gates will be provided at these sites allowing shallow draft traffic most of the time. The
7 gates will be closed prior to hurricane storm surge. Damage and failure by overtopping of levees
8 could be caused by storms surges greater than the levee crest as shown below in Figure 3.3.11-10.

9 Overtopping failures are caused by the high velocity of flow on the top and back side of the levee.
10 Although significant wave attack on the seaward side of some of the New Orleans levees occurred
11 during Hurricane Katrina, the duration of the wave attack was for such a short time that major
12 damage did not occur from wave action. The erosion shown below in Figure 3.3.11-11 was caused
13 by approximately 1-2 ft of overtopping crest depth.



14
15 **Figure 3.3.11-9. Pump/Culvert/Sub-basin/Boat Access Site Locations**



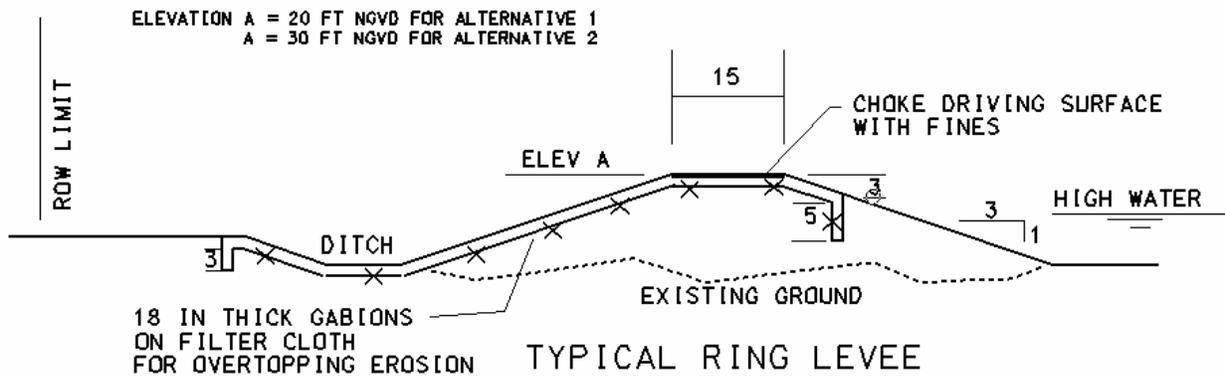
1
2 Source: *Wave Overtopping Flow on Seadikes, Experimental and Theoretical Investigations*, Holger Schüttrumpf,
3 (Photo:Leichtweiss-Institute) http://kfi.baw.de/fileadmin/projects/E_35_134_Lit.pdf
4 **Figure 3.3.11-10. North Sea, Germany, March 1976**



5
6 Source: ERDC, Steven Hughes
7 **Figure 3.3.11-11. Crown Scour from Hurricane Katrina at Mississippi**
8 **River Gulf Outlet (MRGO) Levee in St. Bernard Parish, New Orleans, LA**

9 Revetment would be included in the levee design to prevent overtopping failure.

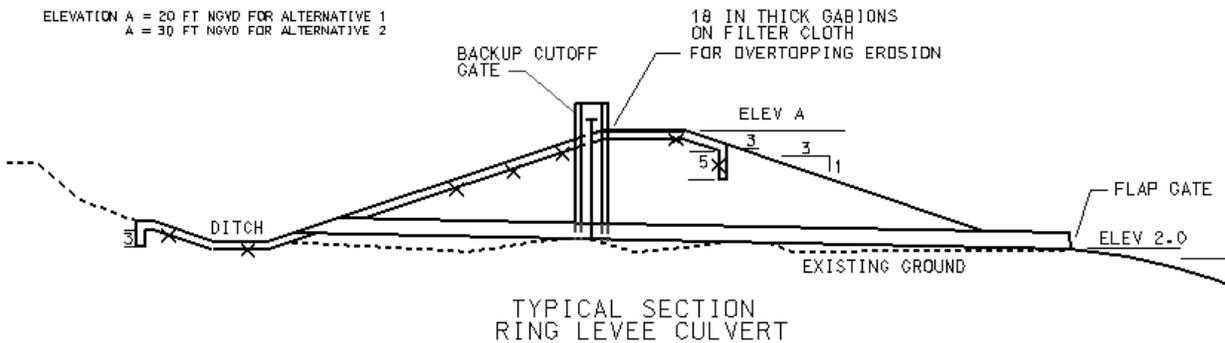
10 The levee would be protected by gabions on filter cloth as shown in Figure 3.3.11-12, extending
11 across a drainage ditch which carries water to nearby culverts and which would also serve to
12 dissipate some of the supercritical flow energy during overtopping conditions.



1
2 **Figure 3.3.11-12. Typical Section at Ring Levee**

3 **3.3.11.5.1 Interior Drainage**

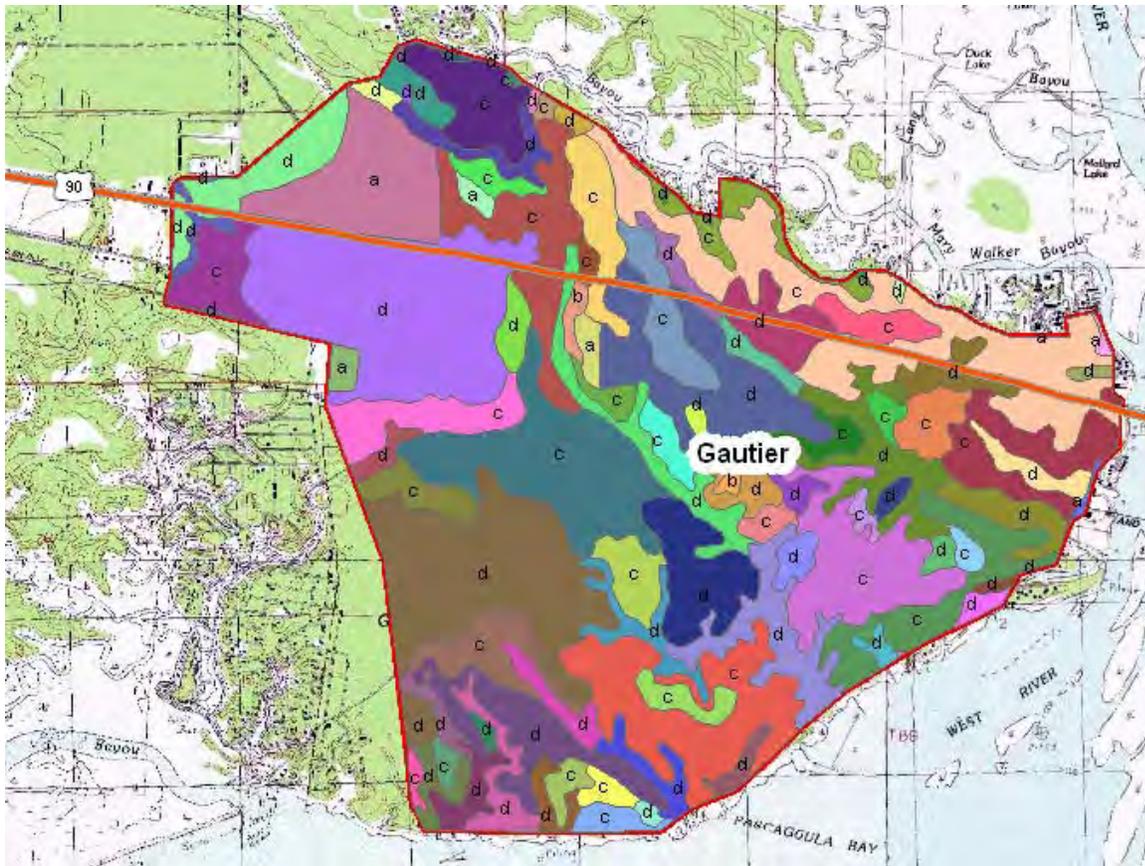
4 Drainage on the interior of the ring levee would be collected at the levee and channeled to culverts
 5 placed in the levee at the locations shown above in Figure 3.3.11-9. The culverts would have tidal
 6 gates on the seaward ends to prevent backflow when the water in Mississippi Sound is high. An
 7 additional closure gate would also be provided at the upstream end at every culvert in the levee for
 8 manual control in the event the tidal gate malfunctions. A typical section is shown is shown below in
 9 Figure 3.3.11-13.



10
11 **Figure 3.3.11-13. Typical Section at Culvert**

12 In addition, pumps would be constructed near the outflow points to remove water from the interior
 13 during storm events occurring when the culverts were closed because of high water in the sound.

14 Flow within the levee interior was determined by subdividing the interior of the ring levee into major
 15 sub-basins as shown above in Figure 3.3.11-9 and computing flow for each sub-basin by USGS
 16 computer application WinTR55. The method incorporates soil type shown below in Figure 3.3.11-14
 17 and land use to determine a run-off curve number. The variation in soil type, hydrologic soil groups,
 18 and sub-basins is shown below in Figure 3.3.11-14.



1
2 **Figure 3.3.11-14. Gautier Hydrologic Soil Groups**

3 Hydrologic soil group A soils have low runoff potential and high infiltration rates, even with
 4 thoroughly wetted and a high rate of water transmission. Hydrologic soil group B soils have
 5 moderate infiltration rates when thoroughly wetted and a moderate rate of water transmission.
 6 Hydrologic soil group C soils have low infiltration rates when thoroughly wetted and have a low rate
 7 of water transmission. Hydrologic soil group C soils have high runoff potential and a very low rate of
 8 water transmission.

9 Peak flows for the 1-yr to 100-yr storms were computed. Levee culverts were then sized to evacuate
 10 the peak flow from a 25-year rain in accordance with practice for new construction in the area using
 11 Bentley CulvertMaster application. For the culvert design, headwater elevations at the culverts were
 12 maintained at an elevation no greater than 5 ft NAVD88 with a tailwater elevation of 2.0 ft NAVD88
 13 assumed. Drainage ditches along the toe of the levee will be required to assure that smaller basins
 14 can be drained to a culvert/pump site. These ditches were sized using a normal depth flow
 15 computation. Curve numbers, pump, and culvert capacity tables are not included in the report
 16 beyond that necessary to obtain a cost estimate. The data are considered beyond the level of detail
 17 required for this report.

18 During periods of high water in Mississippi Sound, pumps would be required to evacuate rainfall.
 19 Pump sizes were determined for the peak flow resulting from a 10-yr rainfall. This decision was
 20 based on an evaluation of rainfall observed during hurricane and tropical storm events as presented
 21 in two sources. The first is "Frequency and Aerial Distributions of Tropical Storm Rainfall in the US
 22 Coastal Region on the Gulf of Mexico" US Dept of Commerce, Environmental Science Services
 23 Administration, ESSA Technical Report WB-7, Hugo V Goodyear, Office Hydrology, July 1968. The
 24 second is "National Hurricane Research Project Report No. 3, Rainfall Associated with Hurricanes

1 (And Other Tropical Disturbances)”, R.W. Schoner and S. Molansky, 1956, Weather Bureau and
2 Corps of Engineers. This decision was also based on coordination with the New Orleans District.

3 During some hurricane events, when the gates are shut, and rainfall exceeds the average 10-yr
4 intensity over the basin, some ponding from rainfall will occur. Detailed modeling of all the interior
5 sub-basins for all the areas was not possible for this report, therefore the exact extent of the ponding
6 for extreme events is not precisely defined. However, in some of the areas, existing storage could be
7 adequate to pond water without causing damage, even without pumps. In other areas that do have
8 pumps, some rise in interior water during interior events greater than the 10-yr rain could occur, but
9 may not cause damage. Designing the pumps for the peak 10-yr flow provides a significant pumping
10 capacity. Further studies will detail the requirement for the appropriate ponding areas, pump sizes,
11 or buyouts in the affected areas.

12 During non-hurricane periods of low water in the sound, when rainfall greater than the 25-yr event
13 occurs, the pumps could also be used to augment the flow capacity of the levee culverts.

14 **3.3.11.5.2 Geotechnical Data**

15 Geology: Citronelle formation is found above the Interstate 10 alignment and is a relatively thin unit
16 of fluvial deposits of Plio-Pleistocene age consisting of gravelly sand and silty sand layers. Typically
17 the formation is 30 to 80 feet thick, except where it has filled eroded channels in the underlying
18 formations. The sand in the formation has a variety of colors, often associated with the presence of
19 iron oxides in the form of hematite or goethite. Thin discontinuous clay layers are found in some
20 areas. The iron oxide has occasionally cemented the sand into a friable sandstone, usually occurring
21 only as a localized layer. Within the study area, this formation outcrops north of Interstate 10 and will
22 not be encountered at project sites other than any levees that might extend northward to higher
23 ground elevations.

24 Prairie formation is found along the rest of the Line 4 alignment within Jackson County. The Prairie
25 formation is found southward of the Citronelle formation and is of Pleistocene age. This formation
26 consists of fluvial and floodplain sediments that extend southward from the outcrop of the Citronelle
27 formation to or near the mainland coastline. Sand found within this formation has an economic value
28 as beach fill due to its color and quality. Southward from its outcrop area, the formation extends
29 under the overlying Holocene deposits out into the Mississippi Sound.

30 Gulfport Formation is found along the coastline in most of western Jackson County at Belle Fontaine
31 Beach. This formation of Pleistocene age overlies the Prairie formation and is present as well sorted
32 sands that mark the edge of the coastline during the last high sea level stage of the Sangamonian
33 Interglacial period. It does not extend under the Mississippi Sound.

34 Geotechnical: The inland barrier earthen levee section will have one vertical to three horizontal side
35 slopes with a fifteen foot crest width. All work areas to receive the fill shall be cleared and grubbed of
36 all trees and surface organics and all existing foundations, streets, utilities, etc. will be removed and
37 the subsequent cavities backfilled and compacted. The levee will be constructed of sand clay
38 materials obtained from off site commercial sources, trucked to the work area, placed in thin lifts and
39 compacted to 95 percent of the maximum modified density. The final surface will be armored by the
40 placement of 24 inch thick gabion mattress filled with small stone for erosion protection during an
41 event that overtops the levee. The armoring will be anchored on the front face by trenching and
42 extend across the downstream slope and the 25 foot easement area beyond the toe. The front side
43 of the levee and all non critical surface areas will be subsequently covered by grassing. Road
44 crossings will incorporate small gate structures or ramping over the embankment where the surface
45 elevation is near that of the crest elevation. The elevation relationship of the crest and the adjacent
46 railroad will be a governing factor. The surfaces will be paved with asphalt and the corresponding
47 drainage will be accommodated. Those areas where the subgrade geology primarily consists of

1 clean sands, seepage underneath the levee and the potential for erosion and instability must be
2 considered. Final designs may require the installation of a bentonite concrete cutoff wall deep within
3 the foundation. This condition will be investigated during any design phase and its requirement will
4 be incorporated.

5 **3.3.11.5.3 Structural, Mechanical and Electrical**

6 Structural, Mechanical, and Electrical data are presented for culverts, pumping facilities and for boat
7 access sites. The sites are shown above in Figure 3.3.11-9.

8 **3.3.11.5.3.1 Culverts**

9 As any flood barrier is constructed the natural groundwater runoff would be inhibited. In order to
10 maintain the natural runoff patterns culverts would be inserted through the protection line at
11 appropriate locations. For this study these were configured as cast-in-place reinforced concrete box
12 structures fitted with flap gates to minimize normal backflows and sluice gates to provide storm
13 closure when needed. The shear number of these structures that would be required throughout the
14 area covered by this study would dictate that an automated system be incorporated whereby the
15 gates could be monitored and operated from some central location within defined districts. Detailed
16 design of these monitoring and operating systems is beyond the scope of this study, however a
17 parametric cost was developed for each site and included in the estimated construction cost for
18 these facilities.

19 **3.3.11.5.3.2 Pumping Facilities Structural**

20 The layout of each pumping facility was made in conformance with Corp of Engineers Guidance
21 document EM 1110-2-3105, Mechanical and Electrical Design of Pumping Stations. The basic plant
22 dimensions for each site were set using approximate dimensions derived based on specific pump
23 data (pump impeller diameter, pump bell bottom clearance, etc.). Each facility was roughly fitted to
24 its site using existing ground elevations taken from available mapping and height of levee data. In
25 every case the top of the pump floor was required to be above the 100 year flood elevation. Nominal
26 sidewall and sump and pump floor thicknesses were assumed, along with wall and roof thicknesses
27 for the pump room enclosure. Using these basic dimensions and the preliminary number and size of
28 pumping units determined for each site, the overall plant footprint and elevations were set and
29 quantities of basic construction materials computed. The pumping plants were configured, to the
30 greatest extent possible with the data provided, to provide multiple pumps at each site.

31 Discharge piping for each plant was estimated using over the levee piping with one pipe per
32 pumping unit. For estimating purposes the piping was sized to match the pump diameter. Each pipe
33 was extended approximately 25 feet beyond the toe of the embankment on the discharge end to
34 allow for energy dissipation features to be incorporated into the pipe discharge.

35 At the discharge end of the piping a heavy mat of grouted riprap was added as protection for the
36 levee slope and immediately adjacent area. In each case the 4-foot deep stone mat was estimated
37 as extending 30 feet up the levee slope and 50 feet out from the levee toe for a total width of 80 feet.
38 The lateral extent was estimated at 10 feet per discharge pipe.

39 **3.3.11.5.3.3 Pumping Facilities Mechanical**

40 Vertical shaft pumps were used for all of the pumping facilities. Preliminary mechanical design of the
41 required pumping equipment was made by adaptation of manufacturer's stock pumping equipment
42 to approximate hydraulic head and flow data developed for each pumping location. This data was
43 coordinated with a pump manufacturer who supplied a cross check of the pump selections and cost
44 data for use in preparation of project construction cost estimates. In consideration of the primary

1 purpose which this equipment would serve, and in light of the widespread unavailability of electric
 2 power during and immediately after a major storm, it was determined that the pumps should be
 3 diesel engine driven.

4 **3.3.11.5.3.4 Pumping Facilities Electrical**

5 The electrical design for these facilities would consist primarily of providing station power for the
 6 facilities. For each of the sites this would include installation of Power Poles, Cable, Power Pole
 7 Terminations, miscellaneous electrical appurtenances, and an Electrical 30 kW Diesel Generator Set
 8 for backup power.

9 Because of the number of pumping facilities involved and the need to closely control the pumping
 10 operations over a large area, a system of several operation and monitoring stations would be
 11 required from which the pumping facilities could be started and their operation monitored during and
 12 immediately following a storm event. The detailed design of this monitoring and operation system is
 13 beyond the scope of this study, however a parametric estimate of the cost involved in developing
 14 and installing such a system was made and included in the estimate of construction costs for these
 15 facilities.

16 **3.3.11.5.3.5 Pumping Stations. Flow and Pump Sizes**

17 Design hydraulic heads derived for the 11 facilities included in the Gautier Ring Levee system for the
 18 elevation 20 protection level varied from approximately 15 to 20 feet and the corresponding flows
 19 required varied from 65,081 to 558,795 gallons per minute. The plants thus derived varied in size
 20 from a plant having two 42-inch diameter, 300 horsepower pumps, to one having six 60-inch
 21 diameter pumps each running at 560 horsepower.

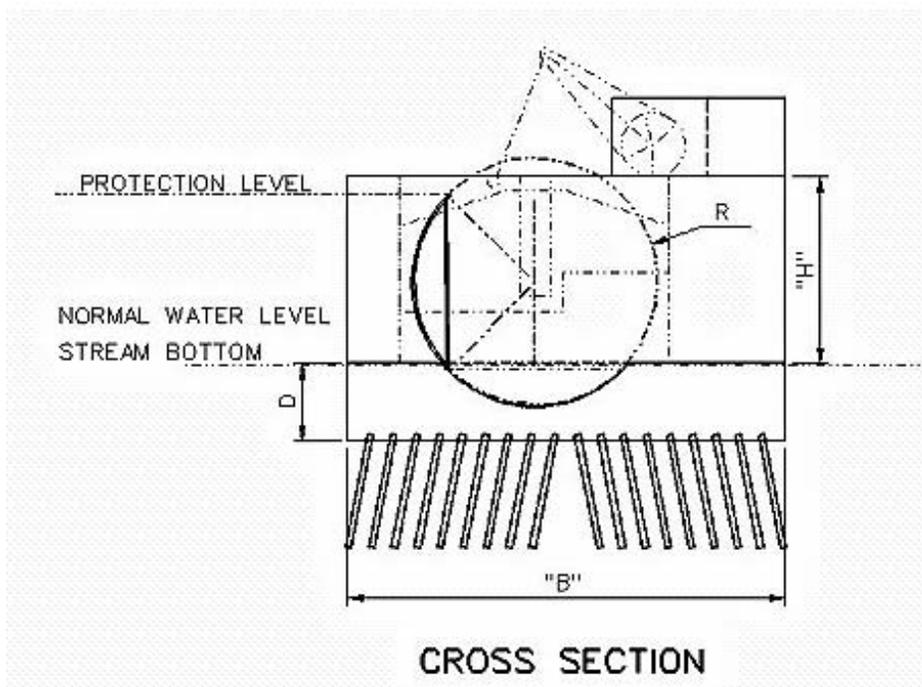
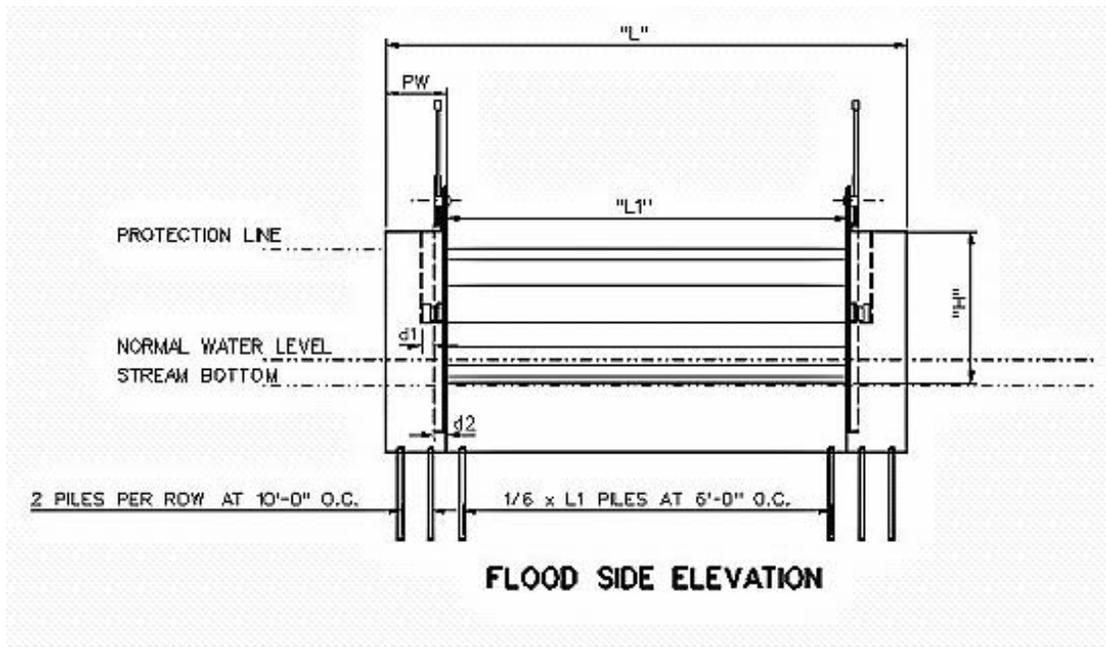
22 **3.3.11.5.3.6 Boat Access Structure**

23 At five sites the Gautier ring levee alignment would cross a moderately sized water course where it
 24 is apparent that boats currently traverse the area. (See Figure 3.3.11-9 above). To allow continued
 25 free boat access to the areas behind the levee this site was fitted with a scaled down adaptation of
 26 the larger rising sector gate structure used for the bay barriers at Biloxi and Bay Saint Louis. This
 27 structure would, for the most part, be much smaller and lighter than those used in the bays, however
 28 it would be substantial. The operation would be similarly critical in time of storm and they would
 29 require the same attention from an Operations and Maintenance standpoint as their larger, heavier
 30 counterparts. The structure is shown below in Figure 3.3.11-15 and in Table 3.3.11-1.

31 **Table 3.3.11-1.**

32 **Boat Access Structure Dimensional Data by Site**

Site Designation	Protection Elevation, ft NAVD88	L1 ft	PW ft	H ft
G-1	20.0	50	18	29.5
	30.0	50	18	42.0
G-2	20.0	70	18	29.5
	30.0	70	18	42.0
G-3	20.0	32	18	29.5
	30.0	32	18	42.0
G-4	20.0	132	18	29.5
	30.0	132	18	42.0
G-5	20.0	104	18	29.5
	30.0	104	18	42.0



1

2 **Figure 3.3.11-15. Typical Small Boat Access Structure**

3 **3.3.11.5.3.7 Boat Access Structure. Mechanical**

4 The mechanical equipment and operating system for these structures would be similar to those used
 5 for the bay barriers, and would include steel gate linkages and hydraulic rams and pivot pins for
 6 operation of the gates. Each gate would rotate on large bearings and pivot hubs at the ends of the
 7 gate. Various operating hydraulic and lubrication oil systems would also be required. It is estimated
 8 that each gate would have a maximum opening/closing time of 15 minutes.

1 **3.3.11.5.3.8 Boat Access Structure. Electrical**

2 Primary electrical power for operating these gates would be provided using dedicated, standard
3 transformers with emergency back-up generators. The electrical load demand at these facilities
4 would be low by comparison to the bay barrier structures. The supplemental generation aspect was
5 considered to be a vital component of the design because of the very high cost of commercial
6 standby power and because commercial electric power would almost certainly be unavailable during
7 and immediately following a storm event.

8 **3.3.11.5.3.9 Roadways**

9 At each point where a roadway crosses the protection line the decision must be made whether to
10 maintain this artery and adapt the protection line to accommodate it, or to terminate the artery at the
11 protection line and divert traffic to cross the protection line at another location. For this study it was
12 assumed that all roadways and railways crossing the levee alignment would be retained except
13 where it was very evident that traffic could be combined without undue congestion.

14 Once the decision has been made to retain a particular roadway, it must then be determined how
15 best to configure the artery to conduct traffic across the protection line. The simplest means of
16 passing roadway traffic is to ramp the roadway over the protection line. This alternative is not always
17 viable because of severe right-of-way restraints caused by extreme levee height, urban congestion,
18 etc. In such instances other methods can be used including partial ramping in combination with low
19 profile roller gates. In more restricted areas full height gates which would leave the roadway virtually
20 unaltered might be preferable, even though this alternative would usually be more costly than
21 ramping. In some extreme circumstances where high levees are required to pass through very
22 congested areas, installation of tunnels with closure gates may be required.

23 Some economy could probably be achieved in this effort by combining smaller arteries and passing
24 traffic through the protection line in fewer locations. However, in most instances this would involve
25 detailed traffic routing studies and designs that are beyond the scope of this effort. These studies
26 would be included in the next phase of the development of these options, should such be warranted.

27 **3.3.11.5.3.10 Railways**

28 Because of the extreme gradient restrictions necessarily placed on railway construction, it is
29 practically never acceptable to elevate a railway up and over a levee. Therefore, the available
30 alternatives would include gated pass through structures. Because of the vertical clearance
31 requirements of railroad traffic all railroad pass through structures for this study were configured
32 having vertical walls on either side of the railway with double swing gates extending to the full height
33 of the levee.

34 **3.3.11.5.3.11 Levee and Roadway/Railway Intersections**

35 With the installation of a ring levee around the Gautier area to elevation 20, 20 roadway intersections
36 would have to be accommodated. For this study it was estimated that 11 roller gate structures and
37 11 swing gate structures would be required.

38 **3.3.11.5.4 HTRW**

39 Due to the extent and large number of real estate parcels along with the potential for re-alignment of
40 the structural aspects of this project, no preliminary assessment was performed to identify the
41 possibility of hazardous waste on the sites. These studies will be conducted during the next phase of
42 work after the final siting of the various structures. The real estate costs appearing in this report
43 therefore will not reflect any costs for remediation design and/or treatment and/or removal or
44 disposal of these materials in the baseline cost estimate.

1 **3.3.11.5.5 Construction Procedures and Water Control Plan**

2 The construction procedures required for this option are similar to general construction in many
3 respects in that the easement limits must be established and staked in the field, the work area
4 cleared of all structures, pavements, utilities, trees, organics, etc. and the foundation prepared for
5 the new work. Where the levee alignment crosses the existing streams or narrow bays, the
6 alignment base shall be created by displacement with layers of crushed stone pushed ahead and
7 compacted by the placement equipment and repeated until a stable platform is created. The required
8 drainage culverts or other ancillary structures can then be constructed. The control of any surface
9 water will be handled by temporary sheetpile cofferdams and pumping. The control of groundwater
10 will be a series of wellpoints systems designed to keep the excavations dry to a depth and width
11 sufficient to install the new work.

12 **3.3.11.5.6 Project Security**

13 The Protocol for security measures for this study has been performed in general accordance with the
14 Risk Assessment Methodology for Dams (RAM-D) developed by the Interagency Forum for
15 Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical
16 infrastructure throughout the Corps of Engineers. The determination of the level of physical security
17 provided for each facility is based on the following critical elements: 1) threat assessment of the
18 likelihood that an adversary will attack a critical asset, 2) consequence assessment should an
19 adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to
20 prevent a successful attack against an operational component.

21 Three levels of physical security were selected for use in this study:

22 Level 1 Security provides no improved security for the selected asset. This security level would be
23 applied to the barrier islands and the sand dunes. These features present a very low threat level of
24 attack and basically no consequence if an attack occurred and is not applicable to this option.

25 Level 2 Security applies standard security measures such as road barricades, perimeter fencing,
26 and intrusion detection systems for unoccupied buildings and vertical structures and security lighting.
27 The intrusion detection systems will be connected to the local law enforcement office for response
28 during an emergency. Facilities requiring this level of security would possess a higher threat level
29 than those in Level 1 and would include assets such as levees, access roads and pumping stations.

30 Level 3 Security includes all of the features of Level 2 plus enhanced security measures such as the
31 use of video cameras for real-time monitoring of the facility, monitors, motion detectors and alarm
32 sound system in the occupied control buildings. Facilities requiring this level of security would
33 possess the highest threat level of all the critical assets. Boat access gates and power plants would
34 require this level of security.

35 **3.3.11.5.7 Operation and Maintenance**

36 Operation and maintenance activities for this project will be required on an annual basis. All pumps
37 and gates will be operated to assure proper working order. Debris and shoaled sediment will be
38 removed. Vegetation on the levees will be cut to facilitate inspection and to prevent roots from
39 causing weak levee locations. Rills will be filled and damaged revetment will be repaired. Scheduled
40 maintenance should include periodic greasing of all gears and coupled joints, maintaining any
41 battery backup systems, and replacement of standby fuel supplies.

42 **3.3.11.5.8 Cost Estimate**

43 The costs for the various options included in this measure are presented in Section 3.3.11.7, Cost
44 Summary. Construction costs for the various options are included in Table 3.3.11-2 and costs for the

1 annualized Operation and Maintenance of the options are included in Table 3.3.11-3. Estimates are
2 comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
3 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
4 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07.
5 Estimates excludes project Escalation and HTRW Cost. The construction costs include real estate,
6 engineering design (E&D), construction management, and contingencies. The E&D cost for
7 preparation of construction contract plans and specifications includes a detailed contract survey,
8 preparation of contract specifications and plan drawings, estimating bid quantities, preparation of bid
9 estimate, preparation of final submittal and contract advertisement package, project engineering and
10 coordination, supervision technical review, computer costs and reproduction. Construction
11 Contingency developed and assigned at 25% to cover the Cost Growth of the project.

12 **3.3.11.5.9 Schedule for Design and Construction**

13 After the authority for the design has been issued and funds have been provided, the design of these
14 structures will require approximately 12 months including comprehensive plans and specifications,
15 independent reviews and subsequent revisions. The construction of this option should require in
16 excess of two years.

17 **3.3.11.6 Option B – Elevation 30 ft NAVD88**

18 This option consists of an earthen levee around the most populated areas of Gautier The alignment
19 of the levee is the same as Option A, above, and is not reproduced here. The only difference
20 between the description of this option and preceding description of Option A is the height of the
21 levee, pumping facilities, and the length of the levee culverts. Other features and methods of
22 analysis are the same.

23 **3.3.11.6.1 Interior Drainage**

24 Interior drainage analysis and culverts are the same as those for Option A, above, except that the
25 culvert lengths through the levees would be longer.

26 **3.3.11.6.2 Geotechnical Data**

27 The Geology and Geotechnical paragraphs for Option B are the same as for Option A, above.

28 **3.3.11.6.3 Structural, Mechanical and Electrical**

29 These data are the same as that presented for Option A and is not reproduced here. The only
30 difference between the description of this option and preceding description of Option A is the height
31 of the levee, pumping facilities, number of roadway and railroad intersections, and the length of the
32 levee culverts. Culvert length variations are not presented but are incorporated into the cost
33 estimate. The other data for Option B are presented below.

34 **3.3.11.6.3.1 Pumping Stations Flow and Pump Sizes**

35 Design hydraulic heads derived for the 11 facilities included in the Gautier Ring Levee system for the
36 elevation 20 protection level were steady at approximately 25 feet and the corresponding flows
37 required varied from 65,081 to 558,795 gallons per minute. The plants thus derived varied in size
38 from a plant having two 42-inch diameter, 500 horsepower pumps, to one having six 60-inch
39 diameter pumps each running at 1000 horsepower.

1 **3.3.11.6.3.2 Levee and Roadway/Railway Intersections**

2 With the installation of a ring levee around the Gautier area to elevation 30, 23 roadway intersections
3 would have to be accommodated. For this study it was estimated that all 23 would require swing
4 gate structures.

5 **3.3.11.6.4 HTRW**

6 The HTRW paragraphs for Option B are the same as for Option A, above.

7 **3.3.11.6.5 Construction and Water Control Plan**

8 The Construction and Water Control Plan paragraphs for Option B are the same as for Option A,
9 above.

10 **3.3.11.6.6 Project Security**

11 The Project Security paragraphs for Option B are the same as for Option A, above.

12 **3.3.11.6.7 Operation and Maintenance.**

13 The Operation and Maintenance paragraphs for Option B are the same as for Option A, above.

14 **3.3.11.6.8 Cost Estimate**

15 The Cost Estimate paragraphs for Option B are the same as for Option A, above.

16 **3.3.11.6.9 Schedule for Design and Construction**

17 The Schedule for Design and Construction paragraphs for Option B are the same as for Option A,
18 above.

19 **3.3.11.7 Cost Estimate Summary**

20 The costs for construction and for operations and maintenance of all options are in Tables 3.3.11-2
21 and 3.3.11-3, shown below. Estimates are comparative-Level "Parametric Type" and are based on
22 Historical Data, Recent Pricing, and Estimator's Judgment. Quantities listed within the estimates
23 represent Major Elements of the Project Scope and were furnished by the Project Delivery Team.
24 Price Level of Estimate is April 07. Estimates excludes project Escalation and HTRW Cost.

25 **Table 3.3.11-2.**
26 **Jackson Co Gautier Ring Levee Construction Cost Summary**

Option	Total project cost
Option A – Elevation 20 ft NAVD88	\$348,300,000
Option B – Elevation 30 ft NAVD88	\$450,100,000

27
28 **Table 3.3.11-3.**
29 **Jackson Co Gautier Ring Levee O & M Cost Summary**

Option	Cost for O&M
Option A – Elevation 20 ft NAVD88	\$3,744,000
Option B – Elevation 30 ft NAVD88	\$4,904,000

1 **3.3.11.8 References**

2 US Army Corps of Engineers (USACE) 1987. Hydrologic Analysis of Interior Areas. Engineer Manual
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16 Tropical Storm Rainfall in the US Coastal Region on the Gulf of Mexico" US Dept of
17 Commerce, Environmental Science Services Administration, ESSA Technical Report WB-7,
18 Hugo V Goodyear, Office Hydrology, July 1968.

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20 Associated with Hurricanes (And Other Tropical Disturbances)", R.W. Schoner and S.
21 Molansky, 1956, Weather Bureau and Corps of Engineers.

22 **3.3.12 Jackson County, Pascagoula/Moss Point Ring Levee**

23 **3.3.12.1 General**

24 Several high density residential and business areas in Jackson County were identified. They are:
25 Pascagoula/Mosspoint, Gautier, Belle Fontaine, Gulf Park Estates, and Ocean Springs. These are
26 subject to damage from storm surges associated with hurricanes. Earthen ring levees were
27 evaluated for protection of these areas. The levees were evaluated at elevations 20 ft NAVD88 and
28 30 ft NAVD88. The top width was assumed 15 ft with sideslopes of 1 vertical to 3 horizontal. Each of
29 the levees is presented separately in this report. Additional options not evaluated in detail are
30 described elsewhere in this report.

31 Evaluation of this option was done by comparing benefits computed by Hydrologic Engineering
32 Center's (HEC) Flood Damage Analysis (FDA) computer application HEC-FDA and costs computed.
33 HEC-FDA modeling was done comparing the study reaches using variations in expected sea-level
34 rise and development. Details regarding the methodology are presented in Section 2.13 of the
35 Engineering Appendix and in the Economic Appendix.

36 **3.3.12.2 Location**

37 The general location of the Pascagoula/Moss Point ring levee in Jackson County is shown below in
38 Figure 3.3.12-1. Four optional alignments are presented. Each has two levee height options. Each
39 one is presented separately. The optional alignments are shown in Figure 3.3.12-2.



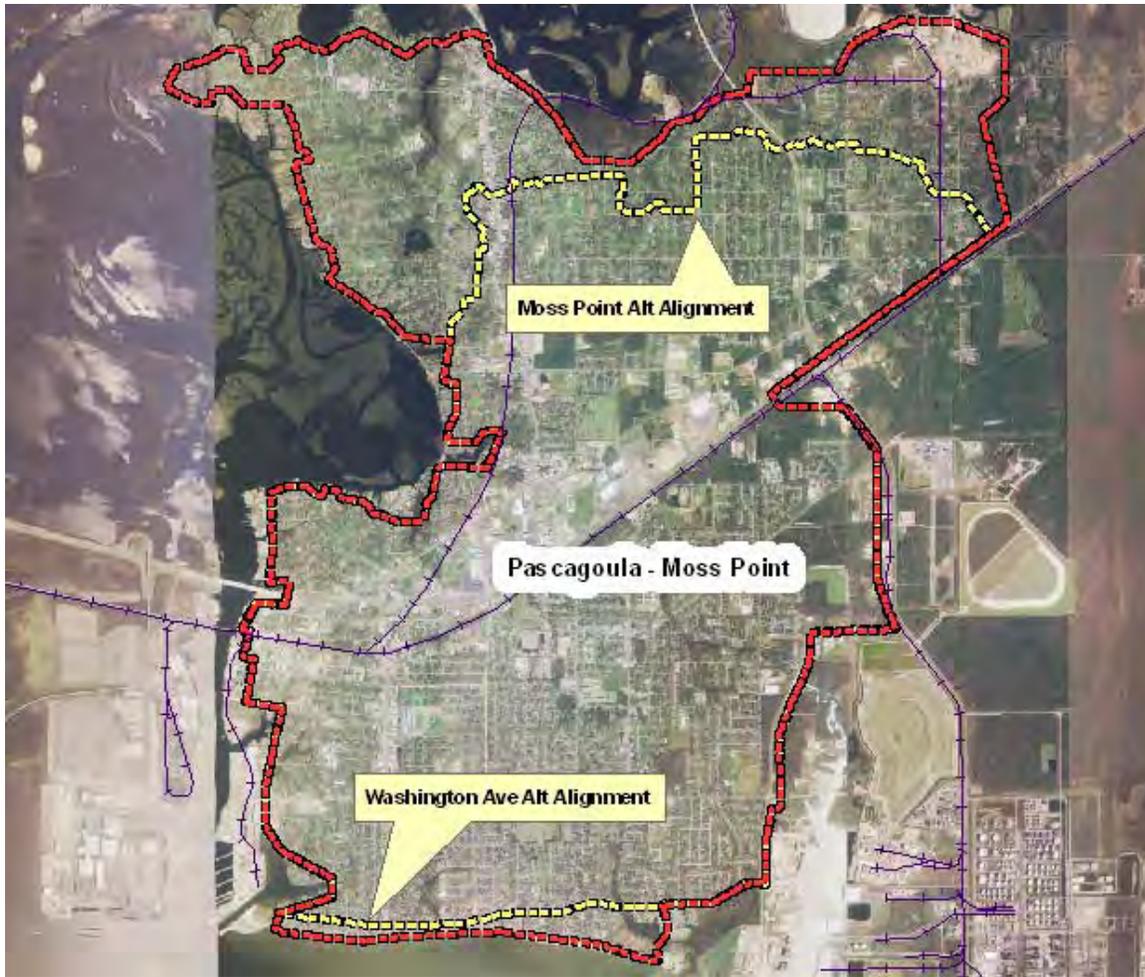
1
2 **Figure 3.3.12-1. Vicinity Map Pascagoula, MS**

3 The basic alignment is the most extensive and covers the main residential area in Pascagoula and
4 Moss Point.

5 The Washington Ave. Alternate Alignment is the same as the basic alignment except that the
6 alignment follows Washington Ave. on the southernmost leg of the levee.

7 The Moss Point Alternate Alignment is the same as the basic alignment except that the alignment
8 follows higher ground on the northernmost part of the levee.

9 The Combined Washington Ave. and Moss Point Alternate Alignment is the same as the basic
10 alignment except that it includes both the Washington Ave. and the Moss Point modifications on the
11 north and south.



1
2 **Figure 3.3.12-2. Pascagoula/Moss Point Ring Levees**

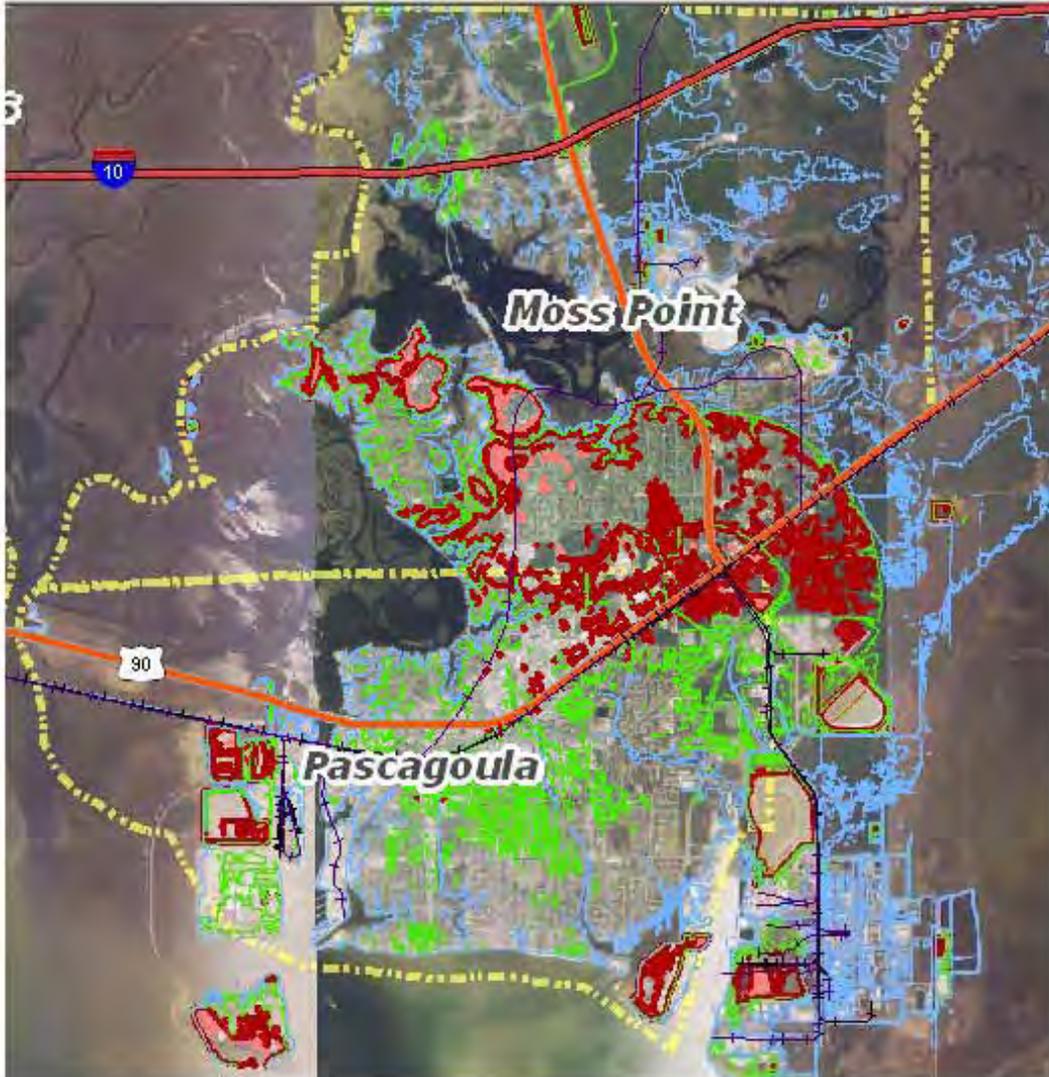
3 **3.3.12.3 Existing Conditions**

4 The cities of Moss Point and Pascagoula lie at the confluence of the Escatawpa and Pascagoula
 5 Rivers along the gulf coast on Mississippi Sound. Both the northern part of Moss Point and the
 6 southern part of Pascagoula are very flat. Ground elevations over most of the residential and
 7 business areas vary between elevation 10-12 ft NAVD88 in the southern part of the area
 8 (Pascagoula) and 14-20 ft NAVD88 in the northern part (Moss Point). The 6-ft(blue), 12-ft(green),
 9 16-ft(brown), and 20-ft(pink) ground contour lines and city limits are shown below in Figure 3.3.12-3.

10 The cities are drained by natural and some improved channels. These channels drain to the north to
 11 the Escatawpa River, the west to the Pascagoula River, to the south to the gulf, and to the east to
 12 Grand Bay Swamp, thence to the gulf. All are obviously subject to tidal influence.

13 Drainage from ordinary rainfall is hindered on occasions when either of the rivers or the gulf is high,
 14 but impacts from hurricanes are devastating.

15 Damage from Hurricane Katrina in August, 2005 in the Pascagoula area are shown below in Figures
 16 3.3.12-4 and 3.3.12-5. Many homes are still un-repaired, pending settlement of insurance claims.



1
2 **Figure 3.3.12-3. Existing Conditions Pascagoula, MS**



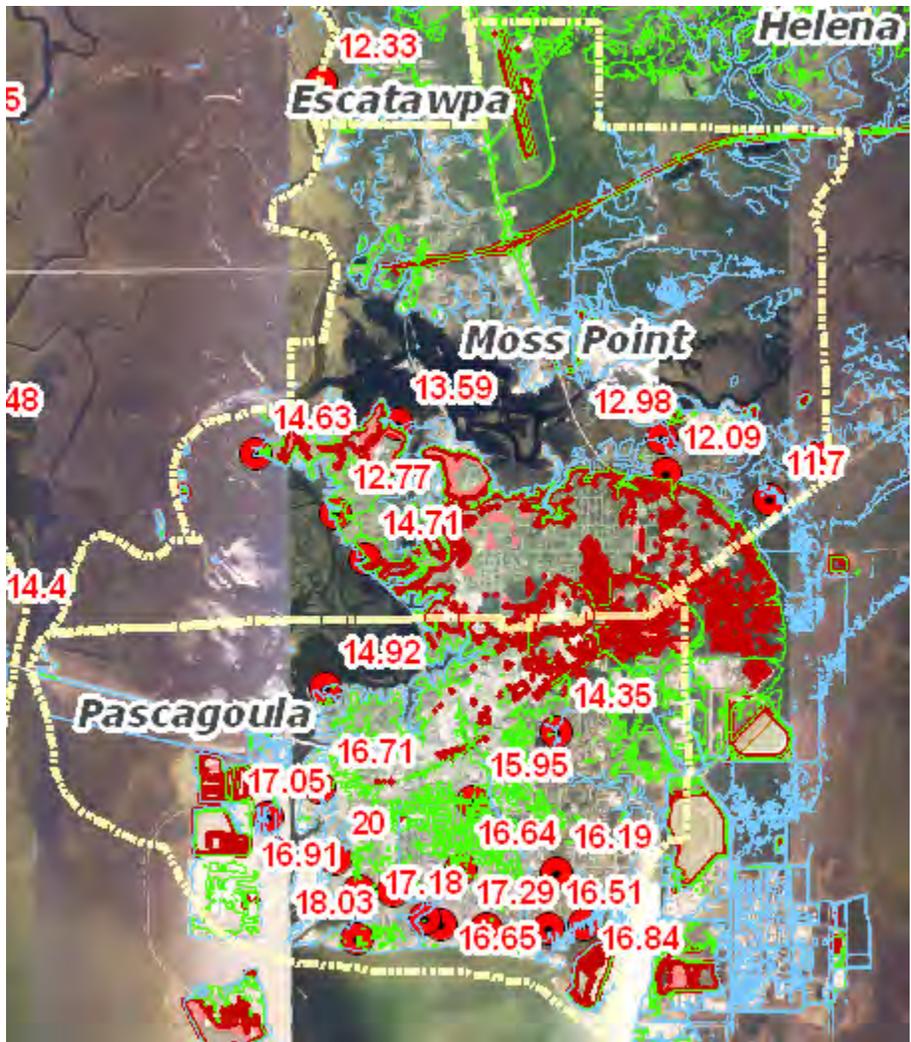
1
2 Source : <http://ngs.woc.noaa.gov/storms/katrina/24330050.jpg>
3 **Figure 3.3.12-4. Hurricane Katrina Damage Pascagoula, MS**



4
5 Source: http://www.wunderground.com/hurricane/Katrinassurge_part15.asp
6 **Figure 3.3.12-5. Hurricane Katrina Damage Pascagoula, MS**

7 **3.3.12.4 Coastal and Hydraulic Data**

8 Typical coastal data are shown in Section 1.4 of this report. High water marks taken by FEMA after
9 Hurricane Katrina in 2005 as well as the 6-ft(blue), 12-ft(green), 16-ft(brown), and 20-ft(pink) ground
10 contour lines and city limits are shown below in Figure 3.3.12-6. The data indicates the Katrina high
11 water was as high as 18-20 ft NAVD88 near the Mississippi Sound at Pascagoula and 12-15 ft
12 NAVD88 in Moss Point.



1
2 **Figure 3.3.12-6. Ground Contours and Katrina High Water Elevations**

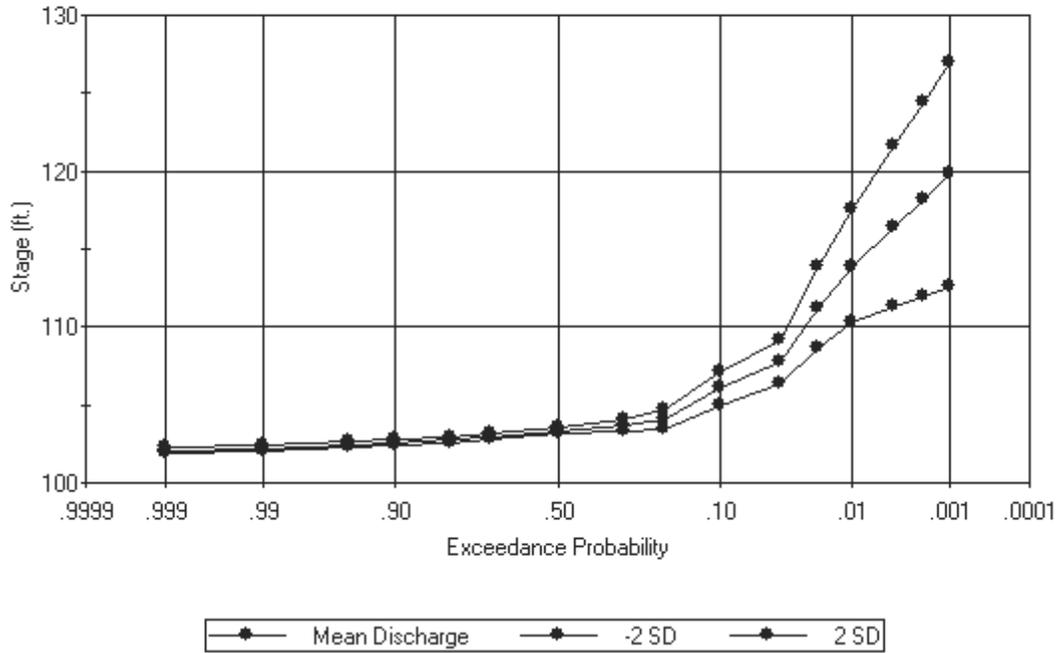
3 Stage-Frequency data for a suite of severe storms using Joint Probability Method (JPM) and
 4 hydrodynamic modeling were developed by the Engineer Research and Development Center
 5 (ERDC) for 80 locations along the study area. These data were combined with historical gage
 6 frequencies for smaller storms to establish stage-frequency curves at 54 economic reaches in the
 7 study area which were entered into Hydrologic Engineering Center's (HEC) Flood Damage Analysis
 8 (HEC-FDA) application to evaluate benefits. An expanded description of the procedure is shown in
 9 Section 2.13 of the Engineering Appendix and in the Economic Appendix. Points near Pascagoula at
 10 which data from hydrodynamic modeling was saved are shown below in Figure 3.3.12-7.



1
 2 **Figure 3.3.12-7. Hydrodynamic Modeling Save Points near Pascagoula**

3 Existing Condition Stage –Frequency data for Save Point 22, just off the coast of Pascagoula, is
 4 shown below in Figure 3.3.12-8. The 95% confidence limits, approximately equally to plus and minus
 5 two standard deviations, are shown bounding the median curve. The elevations are presented at
 6 100 ft higher than actual to facilitate HEC-FDA computations.

Jackson
 Stage-Probability Function Plot for 22 savpt
 (Graphical)



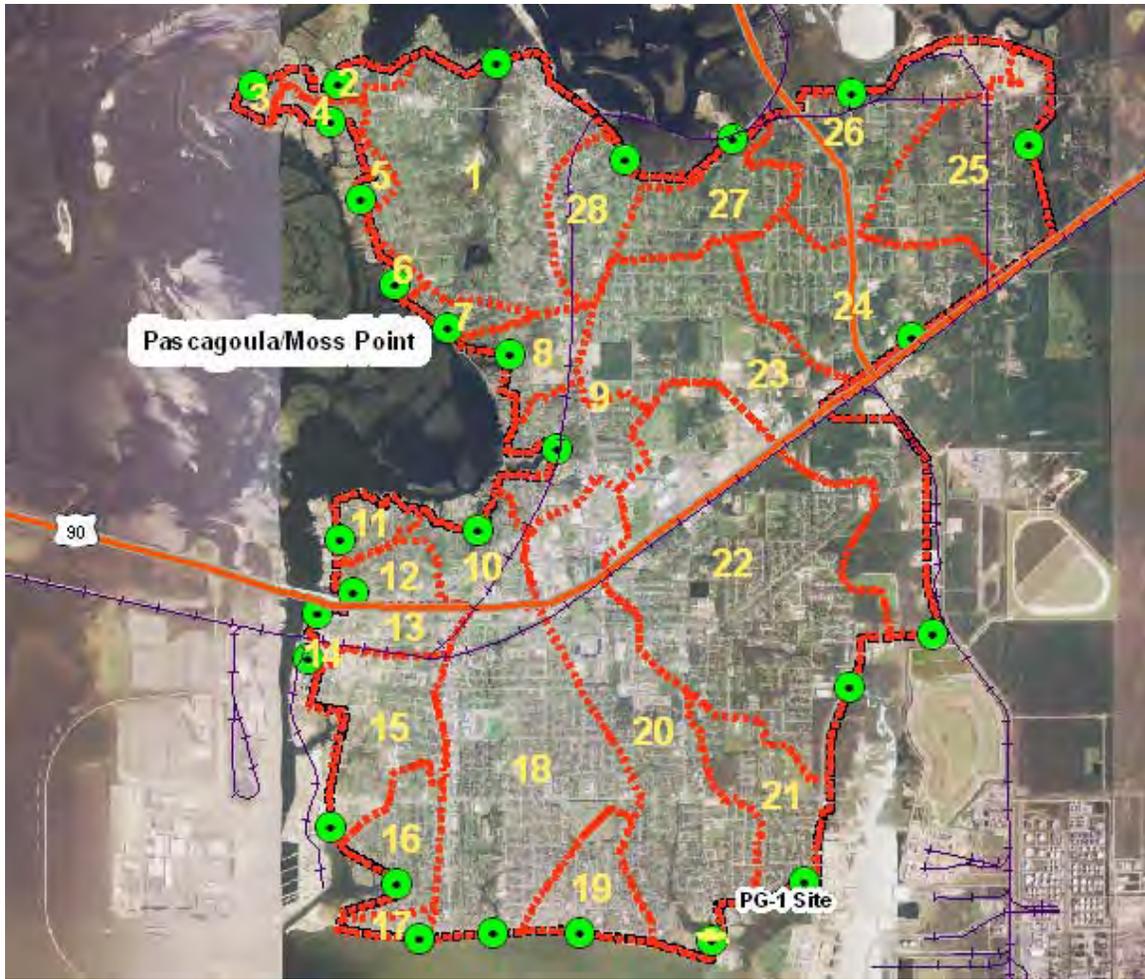
1

2 **Figure 3.3.12-8. Existing Conditions at Save Point 22, near Pascagoula, MS**

3 **3.3.12.5 Option A – Elevation 20 ft NAVD88**

4 This option consists of an earthen dike enclosing an area of 9523 acres around the most densely
 5 populated areas of Moss Point and Pascagoula as shown on the following Figure 3.3.12-9, along
 6 with the internal sub-basins and levee culvert/pump locations. The levee would have a top width of
 7 15 ft and slopes of 1 vertical to 3 horizontal. A small boat access structure is also shown at the
 8 mouth of Basin 20, PG-1 Site. Rising sector gates will be provided at this site allowing shallow draft
 9 traffic most of the time. The gates will be closed prior to hurricane storm surge. A drawing of a typical
 10 boat access gate is shown in Figure 3.3.12-15.

11 Damage and failure by overtopping of levees could be caused by storms surges greater than the
 12 levee crest as shown in Figure 3.3.12-10.



1

2

Figure 3.3.12-9. Basic Alignment Pump/Culvert/Sub-basin/Boat Access Site Locations



3

4

5

6

Source: *Wave Overtopping Flow on Seadikes, Experimental and Theoretical Investigations*, Holger Schüttrumpf, (Photo:Leichtweiss-Institute) http://kfki.baw.de/fileadmin/projects/E_35_134_Lit.pdf

Figure 3.3.12-10. North Sea, Germany, March 1976

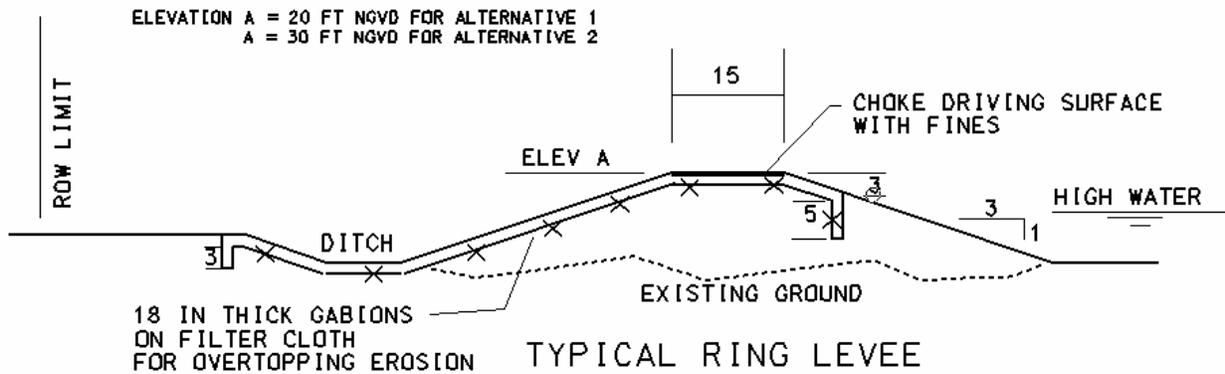
1 Overtopping failures are caused by the high velocity of flow on the top and back side of the levee.
 2 Although significant wave attack on the seaward side of some of the New Orleans levees occurred
 3 during Hurricane Katrina, the duration of the wave attack was for such a short time that major
 4 damage did not occur from wave action. The erosion shown below in Figure 3.3.12-11 was caused
 5 by approximately 1-2 ft of overtopping crest depth.



6
 7 Source: ERDC, Steven Hughes

8 **Figure 3.3.12-11. Crown Scour from Hurricane Katrina at Mississippi**
 9 **River Gulf Outlet (MRGO) Levee in St. Bernard Parish, New Orleans, LA**

10 Revetment would be included in the levee design to prevent overtopping failure.
 11 The levee would be protected by gabions on filter cloth as shown on Figure 3.3.12-12, extending
 12 across a drainage ditch which carries water to nearby culverts and which would also serve to
 13 dissipate some of the supercritical flow energy during overtopping conditions.

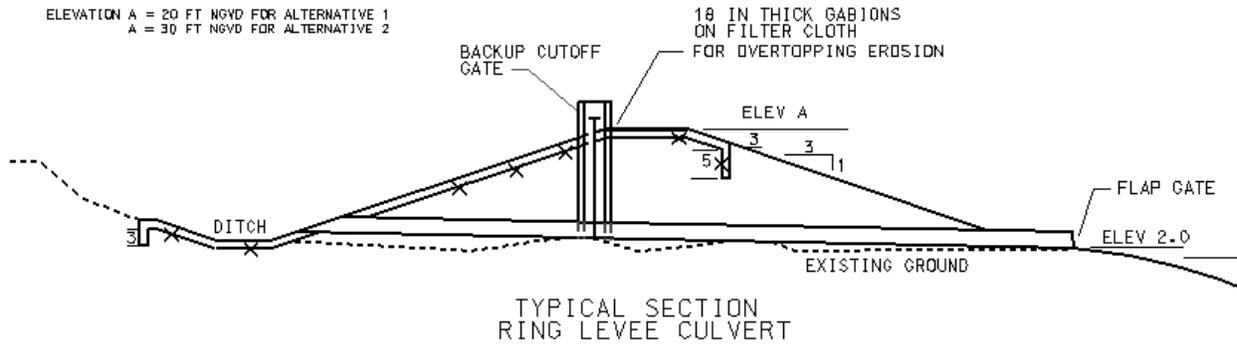


14
 15 **Figure 3.3.12-12. Typical Section at Ring Levee**

16 **3.3.12.5.1 Interior Drainage**

17 Drainage on the interior of the ring levee would be collected at the levee and channeled to culverts
 18 placed in the levee at the locations shown above in Figure 3.3.12-9. The culverts would have flap
 19 gates on the seaward ends to prevent backflow when the water in Mississippi Sound is high. An

1 additional closure gate would also be provided at every culvert in the levee for control in the event
2 the flap gate malfunctions. A typical section is shown below in Figure 3.3.12-13.



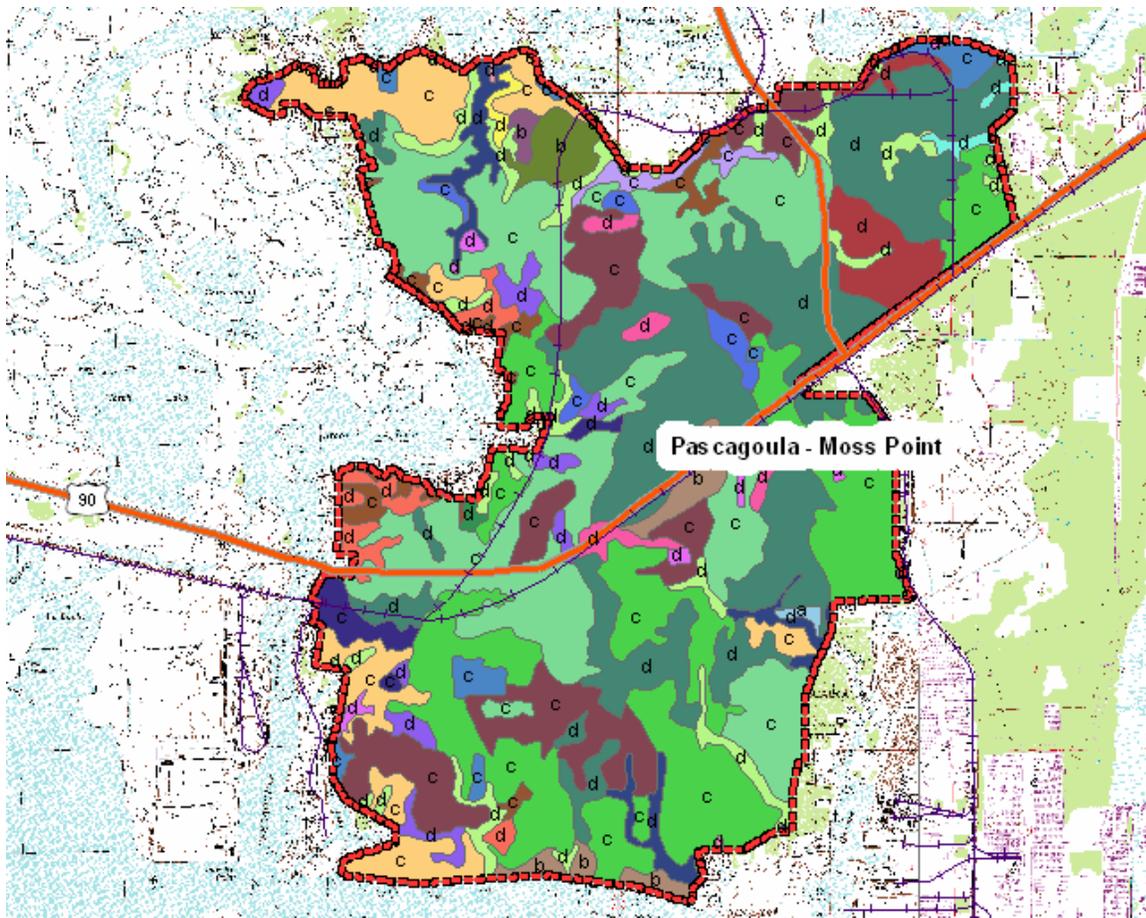
3
4 **Figure 3.3.12-13. Typical Section at Culvert**

5 In addition, pumps would be constructed near the outflow points to remove water from the interior
6 during storm events occurring when the culverts were closed because of high water in the sound.

7 Flow within the levee interior was determined by subdividing the interior of the ring levee into major
8 sub-basins as shown above in Figure 3.3.12-9 and computing flow for each sub-basin by USGS
9 computer application WinTR55. The method incorporates soil type and land use to determine a run-
10 off curve number. The variation in soil types, hydrologic soil groups, and sub-basins is shown below
11 in Figure 3.3.12-14.

12 Hydrologic soil group A soils have low runoff potential and high infiltration rates, even with
13 thoroughly wetted and a high rate of water transmission. Hydrologic soil group B soils have
14 moderate infiltration rates when thoroughly wetted and a moderate rate of water transmission.
15 Hydrologic soil group C soils have low infiltration rates when thoroughly wetted and have a low rate
16 of water transmission. Hydrologic soil group C soils have high runoff potential and a very low rate of
17 water transmission.

18 Peak flows for the 1-yr to 100-yr storms were computed. Levee culverts were then sized to evacuate
19 the peak flow from a 25-year rain in accordance with practice for new construction in the area using
20 Bentley CulvertMaster application. For the culvert design, headwater elevations at the culverts were
21 maintained at an elevation no greater than 5 ft NAVD88 with a tailwater elevation of 2.0 ft NAVD88
22 assumed. Drainage ditches along the toe of the levee will be required to assure that smaller basins
23 can be drained to a culvert/pump site. These ditches were sized using a normal depth flow
24 computation. Curve numbers, pump, and culvert capacity tables are not included in the report
25 beyond that necessary to obtain a cost estimate. The data are considered beyond the level of detail
26 required for this report.



1

2 **Figure 3.3.12-14. Pascagoula/Moss Point Hydrologic Soil Groups**

3 During periods of high water in Mississippi Sound, pumps would be required to evacuate rainfall.
 4 Pump sizes were determined for the peak flow resulting from a 10-yr rainfall. This decision was
 5 based on an evaluation of rainfall observed during hurricane and tropical storm events as presented
 6 in two sources. The first is "Frequency and Areal Distributions of Tropical Storm Rainfall in the US
 7 Coastal Region on the Gulf of Mexico" US Dept of Commerce, Environmental Science Services
 8 Administration, ESSA Technical Report WB-7, Hugo V Goodyear, Office Hydrology, July 1968. The
 9 second is "National Hurricane Research Project Report No. 3, Rainfall Associated with Hurricanes
 10 (And Other Tropical Disturbances)", R.W. Schoner and S. Molansky, 1956, Weather Bureau and
 11 Corps of Engineers. This decision was also based on coordination with the New Orleans District.

12 During some hurricane events, when the gates are shut, and rainfall exceeds the average 10-yr
 13 intensity over the basin, some ponding from rainfall will occur. Detailed modeling of all the interior
 14 sub-basins for all the areas was not possible for this report, therefore the exact extent of the ponding
 15 for extreme events is not precisely defined. However, in some of the areas, existing storage could be
 16 adequate to pond water without causing damage, even without pumps. In other areas that do have
 17 pumps, some rise in interior water during interior events greater than the 10-yr rain could occur, but
 18 may not cause damage. Designing the pumps for the peak 10-yr flow provides a significant pumping
 19 capacity. Further studies will detail the requirement for the appropriate ponding areas, pump sizes,
 20 or buyouts in the affected areas.

21 During non-hurricane periods of low water in the sound, when rainfall greater than the 25-yr event
 22 occurs, the pumps could also be used to augment the flow capacity of the levee culverts.

1 **3.3.12.5.2 Geotechnical Data**

2 Geology: Citronelle formation is found above the Interstate 10 alignment and is a relatively thin unit
3 of fluvial deposits of Plio-Pleistocene age consisting of gravelly sand and silty sand layers. Typically
4 the formation is 30 to 80 feet thick, except where it has filled eroded channels in the underlying
5 formations. The sand in the formation has a variety of colors, often associated with the presence of
6 iron oxides in the form of hematite or goethite. Thin discontinuous clay layers are found in some
7 areas. The iron oxide has occasionally cemented the sand into a friable sandstone, usually occurring
8 only as a localized layer. Within the study area, this formation outcrops north of Interstate 10 and will
9 not be encountered at project sites other than any levees that might extend northward to higher
10 ground elevations.

11 Prairie formation is found along the rest of the Line 4 alignment within Jackson County. The Prairie
12 formation is found southward of the Citronelle formation and is of Pleistocene age. This formation
13 consists of fluvial and floodplain sediments that extend southward from the outcrop of the Citronelle
14 formation to or near the mainland coastline. Sand found within this formation has an economic value
15 as beach fill due to its color and quality. Southward from its outcrop area, the formation extends
16 under the overlying Holocene deposits out into the Mississippi Sound.

17 Gulfport Formation is found along the coastline in most of western Jackson County at Belle Fontaine
18 Beach. This formation of Pleistocene age overlies the Prairie formation and is present as well sorted
19 sands that mark the edge of the coastline during the last high sea level stage of the Sangamonian
20 Interglacial period. It does not extend under the Mississippi Sound.

21 Geotechnical: The inland barrier earthen levee section will have one vertical to three horizontal side
22 slopes with a fifteen foot crest width. All work areas to receive the fill shall be cleared and grubbed of
23 all trees and surface organics and all existing foundations, streets, utilities, etc. will be removed and
24 the subsequent cavities backfilled and compacted. The levee will be constructed of sand clay
25 materials obtained from off site commercial sources, trucked to the work area, placed in thin lifts and
26 compacted to 95 percent of the maximum modified density. The final surface will be armored by the
27 placement of 24 inch thick gabion mattress filled with small stone for erosion protection during an
28 event that overtops the levee. The armoring will be anchored on the front face by trenching and
29 extend across the downstream slope and the 25 foot easement area beyond the toe. The front side
30 of the levee and all non critical surface areas will be subsequently covered by grassing. Road
31 crossings will incorporate small gate structures or ramping over the embankment where the surface
32 elevation is near that of the crest elevation. The elevation relationship of the crest and the adjacent
33 railroad will be a governing factor. The surfaces will be paved with asphalt and the corresponding
34 drainage will be accommodated. Those areas where the subgrade geology primarily consists of
35 clean sands, seepage underneath the levee and the potential for erosion and instability must be
36 considered. Final designs may require the installation of a bentonite concrete cutoff wall deep within
37 the foundation. This condition will be investigated during any design phase and its requirement will
38 be incorporated.

39 **3.3.12.5.3 Structural, Mechanical and Electrical**

40 Structural, Mechanical, and Electrical data are presented for culverts, pumping facilities and for boat
41 access sites. The sites are shown above in Figure 3.3.12-9.

42 **3.3.12.5.3.1 Culverts**

43 As any flood barrier is constructed the natural groundwater runoff would be inhibited. In order to
44 maintain the natural runoff patterns culverts would be inserted through the protection line at
45 appropriate locations. For this study these were configured as cast-in-place reinforced concrete box
46 structures fitted with flap gates to minimize normal backflows and sluice gates to provide storm

1 closure when needed. The shear number of these structures that would be required throughout the
2 area covered by this study would dictate that an automated system be incorporated whereby the
3 gates could be monitored and operated from some central location within defined districts. Detailed
4 design of these monitoring and operating systems is beyond the scope of this study, however a
5 parametric cost was developed for each site and included in the estimated construction cost for
6 these facilities.

7 **3.3.12.5.3.2 Pumping Facilities Structural**

8 The layout of each pumping facility was made in conformance with Corp of Engineers Guidance
9 document EM 1110-2-3105, Mechanical and Electrical Design of Pumping Stations. The basic plant
10 dimensions for each site were set using approximate dimensions derived based on specific pump
11 data (pump impeller diameter, pump bell bottom clearance, etc.). Each facility was roughly fitted to
12 its site using existing ground elevations taken from available mapping and height of levee data. In
13 every case the top of the pump floor was required to be above the 100 year flood elevation. Nominal
14 sidewall and sump and pump floor thicknesses were assumed, along with wall and roof thicknesses
15 for the pump room enclosure. Using these basic dimensions and the preliminary number and size of
16 pumping units determined for each site, the overall plant footprint and elevations were set and
17 quantities of basic construction materials computed. The pumping plants were configured, to the
18 greatest extent possible with the data provided, to provide multiple pumps at each site.

19 Discharge piping for each plant was estimated using over the levee piping with one pipe per
20 pumping unit. For estimating purposes the piping was sized to match the pump diameter. Each pipe
21 was extended approximately 25 feet beyond the toe of the embankment on the discharge end to
22 allow for energy dissipation features to be incorporated into the pipe discharge.

23 At the discharge end of the piping a heavy mat of grouted riprap was added as protection for the
24 levee slope and immediately adjacent area. In each case the 4-foot deep stone mat was estimated
25 as extending 30 feet up the levee slope and 50 feet out from the levee toe for a total width of 80 feet.
26 The lateral extent was estimated at 10 feet per discharge pipe.

27 **3.3.12.5.3.3 Pumping Facilities Mechanical**

28 Vertical shaft pumps were used for all of the pumping facilities. Preliminary mechanical design of the
29 required pumping equipment was made by adaptation of manufacturer's stock pumping equipment
30 to approximate hydraulic head and flow data developed for each pumping location. This data was
31 coordinated with a pump manufacturer who supplied a cross check of the pump selections and cost
32 data for use in preparation of project construction cost estimates. In consideration of the primary
33 purpose which this equipment would serve, and in light of the widespread unavailability of electric
34 power during and immediately after a major storm, it was determined that the pumps should be
35 diesel engine driven.

36 **3.3.12.5.3.4 Pumping Facilities. Electrical**

37 The electrical design for these facilities would consist primarily of providing station power for the
38 facilities. For each of the sites this would include installation of Power Poles, Cable, Power Pole
39 Terminations, miscellaneous electrical appurtenances, and an Electrical 30 kW Diesel Generator Set
40 for backup power.

41 Because of the number of pumping facilities involved and the need to closely control the pumping
42 operations over a large area, a system of several operation and monitoring stations would be
43 required from which the pumping facilities could be started and their operation monitored during and
44 immediately following a storm event. The detailed design of this monitoring and operation system is
45 beyond the scope of this study, however a parametric estimate of the cost involved in developing

1 and installing such a system was made and included in the estimate of construction costs for these
2 facilities.

3 **3.3.12.5.3.5 Pumping Stations. Flow and Pump Sizes**

4 The design hydraulic heads derived for the 28 facilities included in the Pascagoula-Mosspoint Ring
5 Levee system for the elevation 20 protection level varied from approximately 10 to 20 feet and the
6 corresponding flows required varied from 24,200 to 860,900 gallons per minute. The plants thus
7 derived varied in size from a plant having one 42-inch diameter, 290 horsepower pump, to one
8 including 10, 54-inch diameter pumps each running at 420 horsepower.

9 **3.3.12.5.3.6 Boat Access Structure**

10 At Site PG-1 the ring levee alignment would cross a moderately sized water course where it is
11 apparent that boats currently traverse the area. (See Figures 3.3.12-9 above and Figure 3.3.12-15
12 and Table 3.3.12-1, below). To allow continued free boat access to the areas behind the levee this
13 site was fitted with a scaled down adaptation of the larger rising sector gate structure used for the
14 bay barriers at Biloxi and Bay Saint Louis. This structure would, for the most part, be much smaller
15 and lighter than those used in the bays, however it would be substantial. The operation would be
16 similarly critical in time of storm and they would require the same attention from an Operations and
17 Maintenance standpoint as their larger, heavier counterparts.

18 **3.3.12.5.3.7 Boat Access Structure. Mechanical. Option A**

19 The mechanical equipment and operating system for these structures would be similar to those used
20 for the bay barriers, and would include steel gate linkages and hydraulic rams and pivot pins for
21 operation of the gates. Each gate would rotate on large bearings and pivot hubs at the ends of the
22 gate. Various operating hydraulic and lubrication oil systems would also be required. It is estimated
23 that each gate would have a maximum opening/closing time of 15 minutes.

24 **3.3.12.5.3.8 Boat Access Structure. Electrical**

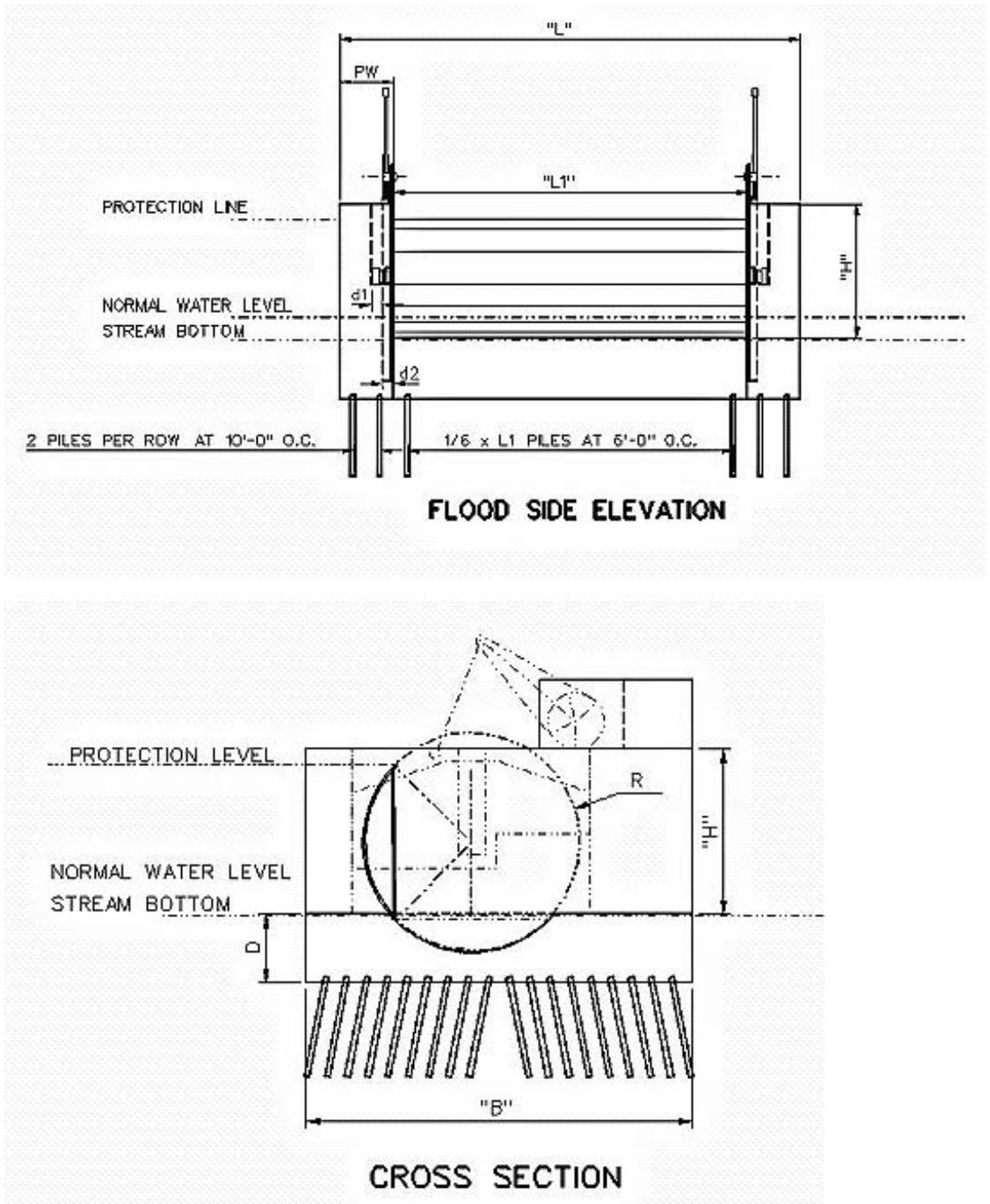
25 Primary electrical power for operating these gates would be provided using dedicated, standard
26 transformers with emergency back-up generators. The electrical load demand at these facilities
27 would be low by comparison to the bay barrier structures. The supplemental generation aspect was
28 considered to be a vital component of the design because of the very high cost of commercial
29 standby power and because commercial electric power would almost certainly be unavailable during
30 and immediately following a storm event.

31 **3.3.12.5.3.9 Mechanical and Electrical. Roadways**

32 At each point where a roadway crosses the protection line the decision must be made whether to
33 maintain this artery and adapt the protection line to accommodate it, or to terminate the artery at the
34 protection line and divert traffic to cross the protection line at another location. For this study it was
35 assumed that all roadways and railways crossing the levee alignment would be retained except
36 where it was very evident that traffic could be combined without undue congestion.

37 Once the decision has been made to retain a particular roadway, it must then be determined how
38 best to configure the artery to conduct traffic across the protection line. The simplest means of
39 passing roadway traffic is to ramp the roadway over the protection line. This alternative is not always
40 viable because of severe right-of-way restraints caused by extreme levee height, urban congestion,
41 etc. In such instances other methods can be used including partial ramping in combination with low
42 profile roller gates. In more restricted areas full height gates which would leave the roadway virtually
43 unaltered might be preferable, even though this alternative would usually be more costly than

- 1 ramping. In some extreme circumstances where high levees are required to pass through very
- 2 congested areas, installation of tunnels with closure gates may be required.



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4 **Figure 3.3.12-15. Typical Small Boat Access Structure**

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**Table 3.3.12-1.
Boat Access Structure Dimensional Data by Site**

Site Designation	Protection Elevation, ft NAVD88	L1 ft	PW ft	H ft
PG-1	20.0	75	18	29.5

Some economy could probably be achieved in this effort by combining smaller arteries and passing traffic through the protection line in fewer locations. However, in most instances this would involve detailed traffic routing studies and designs that are beyond the scope of this effort. These studies would be included in the next phase of the development of these options, should such be warranted.

3.3.12.5.3.10 Railways

Because of the extreme gradient restrictions necessarily placed on railway construction, it is practically never acceptable to elevate a railway up and over a levee. Therefore, the available alternatives would include gated pass through structures. Because of the vertical clearance requirements of railroad traffic all railroad pass through structures for this study were configured having vertical walls on either side of the railway with double swing gates extending to the full height of the levee.

3.3.12.5.3.11 Levee and Roadway/Railway Intersections

With the installation of a ring levee around the Pascagoula-Moss Point areas to elevation 20, 68 roadway/railway intersections would have to be accommodated. For this study it was estimated that 29 roller gate structures and 35 swing gate structures would be required at the points where roadways would cross the protection line. In addition, 8 railroad gate structures would be required.

3.3.12.5.4 HTRW

Due to the extent and large number of real estate parcels along with the potential for re-alignment of the structural aspects of this project, no preliminary assessment was performed to identify the possibility of hazardous waste on the sites. These studies will be conducted during the next phase of work after the final siting of the various structures. The real estate costs appearing in this report therefore will not reflect any costs for remediation design and/or treatment and/or removal or disposal of these materials in the baseline cost estimate.

3.3.12.5.5 Construction Procedures and Water Control Plan

The construction procedures required for this option are similar to general construction in many respects in that the easement limits must be established and staked in the field, the work area cleared of all structures, pavements, utilities, trees, organics, etc. and the foundation prepared for the new work. Where the levee alignment crosses the existing streams or narrow bays, the alignment base shall be created by displacement with layers of crushed stone pushed ahead and compacted by the placement equipment and repeated until a stable platform is created. The required drainage culverts or other ancillary structures can then be constructed. The control of any surface water will be handled by temporary sheetpile cofferdams and pumping. The control of groundwater will be a series of wellpoints systems designed to keep the excavations dry to a depth and width sufficient to install the new work.

3.3.12.5.6 Project Security

The Protocol for security measures for this study has been performed in general accordance with the Risk Assessment Methodology for Dams (RAM-D) developed by the Interagency Forum for

1 Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical
2 infrastructure throughout the Corps of Engineers. The determination of the level of physical security
3 provided for each facility is based on the following critical elements: 1) threat assessment of the
4 likelihood that an adversary will attack a critical asset, 2) consequence assessment should an
5 adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to
6 prevent a successful attack against an operational component.

7 Three levels of physical security were selected for use in this study:

8 Level 1 Security provides no improved security for the selected asset. This security level would be
9 applied to the barrier islands and the sand dunes. These features present a very low threat level of
10 attack and basically no consequence if an attack occurred and is not applicable to this option.

11 Level 2 Security applies standard security measures such as road barricades, perimeter fencing,
12 and intrusion detection systems for unoccupied buildings and vertical structures and security lighting.
13 The intrusion detection systems will be connected to the local law enforcement office for response
14 during an emergency. Facilities requiring this level of security would possess a higher threat level
15 than those in Level 1 and would include assets such as levees, access roads and pumping stations.

16 Level 3 Security includes all of the features of Level 2 plus enhanced security measures such as the
17 use of video cameras for real-time monitoring of the facility, monitors, motion detectors and alarm
18 sound system in the occupied control buildings. Facilities requiring this level of security would
19 possess the highest threat level of all the critical assets. Boat access gates and power plants would
20 require this level of security.

21 **3.3.12.5.7 Operation and Maintenance**

22 Operation and maintenance activities for this project will be required on an annual basis. All pumps
23 and gates will be operated to assure proper working order. Debris and shoaled sediment will be
24 removed. Vegetation on the levees will be cut to facilitate inspection and to prevent roots from
25 causing weak levee locations. Rills will be filled and damaged revetment will be repaired. Scheduled
26 maintenance should include periodic greasing of all gears and coupled joints, maintaining any
27 battery backup systems, and replacement of standby fuel supplies.

28 **3.3.12.5.8 Cost Estimate**

29 The costs for the various options included in this measure are presented in Section 3.3.12.13, Cost
30 Summary. Construction costs for the various options are included in Table 3.3.12-2 and costs for the
31 annualized Operation and Maintenance of the options are included in Table 3.3.12-3. Estimates are
32 comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
33 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
34 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07.
35 Estimates excludes project Escalation and HTRW Cost. The construction costs include real estate,
36 engineering design (E&D), construction management, and contingencies. The E&D cost for
37 preparation of construction contract plans and specifications includes a detailed contract survey,
38 preparation of contract specifications and plan drawings, estimating bid quantities, preparation of bid
39 estimate, preparation of final submittal and contract advertisement package, project engineering and
40 coordination, supervision technical review, computer costs and reproduction. Construction
41 Contingency developed and assigned at 25% to cover the Cost Growth of the project.

42 **3.3.12.5.9 Schedule for Design and Construction**

43 After the authority for the design has been issued and funds have been provided, the design of these
44 structures will require approximately 12 months including comprehensive plans and specifications,

1 independent reviews and subsequent revisions. The construction of this option should require in
2 excess of two years.

3 **3.3.12.6 Option B – Elevation 30 ft NAVD88**

4 This option consists of an earthen levee around the most populated areas of Pascagoula and Moss
5 Point. The alignment of the levee is the same as Option A, above, and is not reproduced here. The
6 only difference between the description of this option and preceding description of Option A is the
7 height of the levee, pumping facilities, and the length of the levee culverts. Other features and
8 methods of analysis are the same.

9 **3.3.12.6.1 Interior Drainage**

10 Interior drainage analysis and culverts are the same as those for Option A, above, except that the
11 culvert lengths through the levees would be longer.

12 **3.3.12.6.2 Geotechnical Data**

13 The Geology and Geotechnical paragraphs for Option B are the same as for Option A, above.

14 **3.3.12.6.3 Structural, Mechanical and Electrical**

15 These data are the same as that presented for Option A and is not reproduced here. The only
16 difference between the description of this option and preceding description of Option A is the height
17 of the levee, pumping facilities, number of roadway and railroad intersections, and the length of the
18 levee culverts. Culvert length variations are not presented but are incorporated into the cost
19 estimate. The other data for Option B is presented below.

20 **3.3.12.6.3.1 Pumping Stations. Flow and Pump Sizes. Option B**

21 The design hydraulic heads derived for the 28 facilities included in the Pascagoula-Mosspoint Ring
22 Levee system for the elevation 30 protection level varied from approximately 20 to 30 feet and the
23 corresponding flows required varied from 24,200 to 860,900 gallons per minute. The plants thus
24 derived varied in size from a plant having one 42-inch diameter, 475 horsepower pump, to one
25 including 10, 54-inch diameter pumps each running at 775 horsepower.

26 **3.3.12.6.3.2 Levee and Roadway/Railway Intersections. Option B**

27 With the installation of a ring levee around the Pascagoula-Moss Point areas to elevation 30, 79
28 roadway intersections would have to be accommodated. For this study it was estimated that 1 roller
29 gate structure and 73 swing gate structures would be required at the points where roadways would
30 cross the protection line. In addition, 5 railroad gate structures would be required.

31 **3.3.12.6.4 HTRW**

32 The HTRW paragraphs for Option B are the same as for Option A, above.

33 **3.3.12.6.5 Construction and Water Control Plan**

34 The Construction and Water Control paragraphs for Option B are the same as for Option A, above.

35 **3.3.12.6.6 Project Security**

36 The Project Security paragraphs for Option B are the same as for Option A, above.

1 **3.3.12.6.7 Operation and Maintenance**

2 The Operation and Maintenance paragraphs for Option B are the same as for Option A, above.

3 **3.3.12.6.8 Cost Estimate**

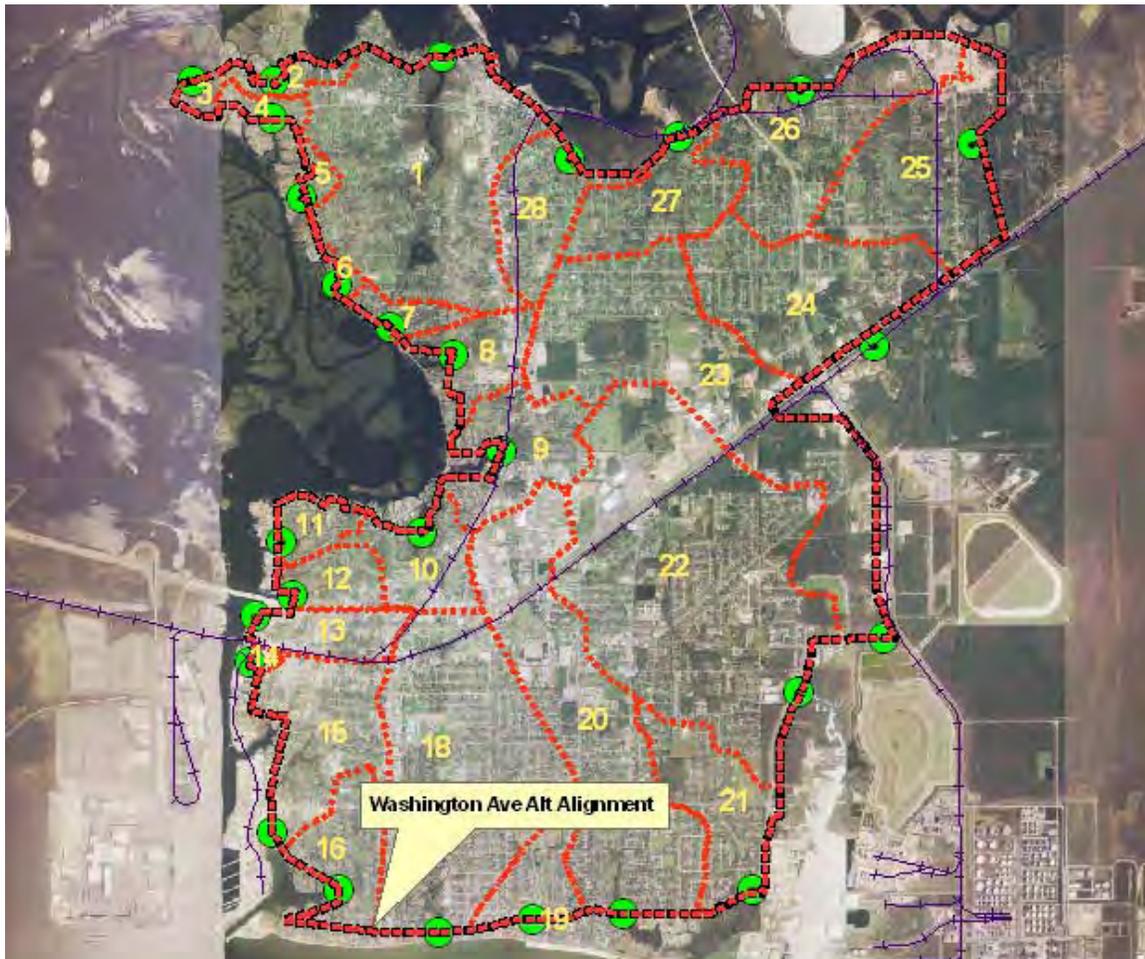
4 The Cost Estimate paragraphs for Option B are the same as for Option A, above.

5 **3.3.12.6.9 Schedule for Design and Construction**

6 The Schedule for Design and Construction paragraphs for Option B are the same as for Option A,
7 above.

8 **3.3.12.7 Option C – Washington Ave. Alternate Alignment, Elevation 20 ft NAVD88**

9 This option consists of an earthen levee enclosing an area of 9350 acres around the most populated
10 areas of Pascagoula and Moss Point. The alignment of the levee is the same as Option A, above,
11 except that it follows Washington Avenue on the south leg of the levee. The alignment is shown
12 below in Figure 3.3.12-16.



13

14 **Figure 3.3.12-16. Washington Ave Alternate Alignment Pump/Culvert/Sub-basin/Boat Access**
15 **Site Locations**

1 **3.3.12.7.1 Interior Drainage**

2 Interior drainage analysis and culverts are the same as those for Option A, above, except that the
3 culvert lengths through the levees would be longer.

4 **3.3.12.7.2 Geotechnical Data**

5 The Geology and Geotechnical paragraphs for Option C are the same as for Option A, above.

6 **3.3.12.7.3 Structural, Mechanical and Electrical**

7 The only difference between the description of this option and preceding description of Option A is
8 the alteration of the levee alignment to roughly follow Washington Avenue. This variance occasioned
9 changes to the pumping requirements and facilities for the sub-basins 16-20 on the south leg of the
10 levee, and alteration of the number of roadway and railroad intersections. This changed data for
11 Option C is presented below.

12 **3.3.12.7.3.1 Pumping Stations. Flow and Pump Sizes. Option C**

13 The design hydraulic heads derived for the facilities included in the Pascagoula-Mosspoint Option C
14 Ring Levee system for the elevation 20 protection level varied from approximately 10 to 20 feet and
15 the corresponding flows required varied from 171,578 to 490,124 gallons per minute. The plants thus
16 derived varied in size from a plant having three 48-inch diameter, 340 horsepower pump, to one
17 including seven 54-inch diameter pumps each running at 290 horsepower.

18 **3.3.12.7.3.2 Levee and Roadway/Railway Intersections. Option C**

19 With the installation of a ring levee around the Pascagoula-Moss Point areas to elevation 20 and the
20 inclusion of the Washington Avenue alignment, 76 roadway intersections would have to be
21 accommodated. For this study it was estimated that 24 roller gate structures and 108 swing gate
22 structures would be required at the points where roadways would cross the protection line. In
23 addition, 14 railroad gate structures would be required.

24 **3.3.12.7.4 HTRW**

25 The HTRW paragraphs for Option C are the same as for Option A, above.

26 **3.3.12.7.5 Construction and Water Control Plan**

27 The Construction and Water Control paragraphs for Option C are the same as for Option A, above.

28 **3.3.12.7.6 Project Security**

29 The Project Security paragraphs for Option C are the same as for Option A, above.

30 **3.3.12.7.7 Operation and Maintenance**

31 The Operation and Maintenance paragraphs for Option C are the same as for Option A, above.

32 **3.3.12.7.8 Cost Estimate**

33 The Cost Estimate paragraphs for Option C are the same as for Option A, above.

34 **3.3.12.7.9 Schedule for Design and Construction**

35 The Schedule for Design and Construction paragraphs for Option C are the same as for Option A,
36 above.

1 **3.3.12.8 Option D – Washington. Alternate Alignment, Elevation 30 ft NAVD88**

2 This option consists of an earthen levee around the most populated areas of Pascagoula and Moss
3 Point. The alignment of the levee is the same as Option C, above, and is not reproduced here. The
4 only difference between the description of this option and preceding description of Option C is the
5 height of the levee, pumping facilities, and the length of the levee culverts. Other features and
6 methods of analysis are the same.

7 **3.3.12.8.1 Interior Drainage**

8 Interior drainage analysis and culverts are the same as those for Option C, above, except that the
9 culvert lengths through the levees would be longer.

10 **3.3.12.8.2 Geotechnical Data**

11 The Geology and Geotechnical paragraphs for Option D are the same as for Option A, above.

12 **3.3.12.8.3 Structural, Mechanical and Electrical**

13 The only difference between the description of this option and preceding description of Option C is
14 the height of the levee and the resulting differences in the required pumping facilities, number of
15 roadway and railroad intersections, the length of the levee culverts, and the exclusion of the Boat
16 Access Structure. The changed data for Option D is presented below.

17 **3.3.12.8.3.1 Pumping Stations. Flow and Pump Sizes. Option D**

18 The design hydraulic heads derived for the 6 facilities included in the Pascagoula-Mosspoint Ring
19 Levee system for the elevation 30 protection level varied from approximately 20 to 30 feet and the
20 corresponding flows required varied from 171,578 to 490,124 gallons per minute. The plants thus
21 derived varied in size from a plant having three 48-inch diameter, 600 horsepower pumps, to one
22 including five 60-inch diameter pumps each running at 1150 horsepower.

23 **3.3.12.8.3.2 Levee and Roadway/Railway Intersections. Option D**

24 With the installation of a ring levee around the Pascagoula-Moss Point areas to elevation 30, 87
25 roadway intersections would have to be accommodated. For this study it was estimated that 1 roller
26 gate structure and 180 swing gate structures would be required at the points where roadways would
27 cross the protection line. In addition, 18 railroad gate structures of varying height would be required.

28 **3.3.12.8.4 HTRW**

29 The HTRW paragraphs for Option D are the same as for Option A, above.

30 **3.3.12.8.5 Construction and Water Control Plan**

31 The Construction and Water Control paragraphs for Option D are the same as for Option A, above.

32 **3.3.12.8.6 Project Security**

33 The Project Security paragraphs for Option D are the same as for Option A, above.

34 **3.3.12.8.7 Operation and Maintenance**

35 The Operation and Maintenance paragraphs for Option D are the same as for Option A, above.

1 **3.3.12.8.8 Cost Estimate**

2 The Cost Estimate paragraphs for Option D are the same as for Option A, above.

3 **3.3.12.8.9 Schedule for Design and Construction**

4 The Schedule for Design and Construction paragraphs for Option D are the same as for Option A,
5 above.

6 **3.3.12.9 Option E – Moss Point Alternate Alignment, Elevation 20 ft NAVD88**

7 This option consists of an earthen levee enclosing an area of 7535 acres around the most populated
8 areas of Pascagoula and Moss Point. The alignment of the levee is the same as Option A, above,
9 except that it follows a modified alignment through Moss Point on the north leg of the levee. The
10 alignment is shown below in Figure 3.3.12-17.



11
12 **Figure 3.3.12-17. Moss Point Alignment Pump/Culvert/Sub-basin/Boat Access Site Locations**

13 **3.3.12.9.1 Interior Drainage**

14 Interior drainage analysis and culvert design methods are the same as those for Option A, above.
15 Culvert/Pump locations are shown in Figure 3.3.12-17, above.

1 **3.3.12.9.2 Geotechnical Data**

2 The Geology and Geotechnical paragraphs for Option E are the same as for Option A, above.

3 **3.3.12.9.3 Structural, Mechanical and Electrical**

4 The only difference between the description of this option and preceding description of Option A is
5 the incorporation of the Moss Point Levee with that for Pascagoula and the resulting variance in the
6 pumping requirements and facilities for the sub-basins on the north leg of the levee and the number
7 of roadway and railroad intersections. The changed data for Option E is presented below.

8 **3.3.12.9.3.1 Pumping Stations. Flow and Pump Sizes. Option E**

9 The design hydraulic heads derived for the facilities included in the Pascagoula-Mosspoint Option E
10 Ring Levee system for the elevation 20 protection level varied from approximately 5 to 20 feet and
11 the corresponding flows required varied from 62,549 to 490,083 gallons per minute. The plants thus
12 derived varied in size from a plant having two 36-inch diameter, 125 horsepower pumps, to one
13 including seven 54-inch diameter pumps each running at 290 horsepower.

14 **3.3.12.9.3.2 Levee and Roadway/Railway Intersections. Option E**

15 With the installation of a ring levee around the Pascagoula-Moss Point areas to elevation 20, 43
16 roadway intersections would have to be accommodated. For this study it was estimated that 15 roller
17 gate structures and 56 swing gate structures would be required at the points where roadways would
18 cross the protection line. In addition, 10 railroad gate structures would be required.

19 **3.3.12.9.4 HTRW**

20 The HTRW paragraphs for Option E are the same as for Option A, above.

21 **3.3.12.9.5 Construction and Water Control Plan**

22 The Construction and Water Control paragraphs for Option E are the same as for Option A, above.

23 **3.3.12.9.6 Project Security**

24 The Project Security paragraphs for Option E are the same as for Option A, above.

25 **3.3.12.9.7 Operation and Maintenance**

26 The Operation and Maintenance paragraphs for Option E are the same as for Option A, above.

27 **3.3.12.9.8 Cost Estimate**

28 The Cost Estimate paragraphs for Option E are the same as for Option A, above.

29 **3.3.12.9.9 Schedule for Design and Construction**

30 The Schedule for Design and Construction paragraphs for Option E are the same as for Option A,
31 above.

32 **3.3.12.10 Option F – Moss Point Alternate Alignment, Elevation 30 ft NAVD88**

33 This option consists of an earthen levee around the most populated areas of Pascagoula and Moss
34 Point. The alignment of the levee is the same as Option E, above, and is not reproduced here. The
35 only difference between the description of this option and preceding description of Option E is the

1 height of the levee, pumping facilities, and the length of the levee culverts. Other features and
2 methods of analysis are the same.

3 **3.3.12.10.1 Interior Drainage**

4 Interior drainage analysis and culverts are the same as those for Option E, above, except that the
5 culvert lengths through the levees would be longer.

6 **3.3.12.10.2 Geotechnical Data**

7 The Geology and Geotechnical paragraphs for Option F are the same as for Option A, above.

8 **3.3.12.10.3 Structural, Mechanical and Electrical**

9 The primary differences between the description of this option and preceding description of Option A
10 is the incorporation of the Moss Point levee with that for Pascagoula and the increased height of the
11 levee and the resulting changes in the pumping facilities, number of roadway and railroad
12 intersections, and the length of the levee culverts. Culvert length variations are not presented but are
13 incorporated into the cost estimate. The changed data for Option F is presented below.

14 **3.3.12.10.3.1 Pumping Stations. Flow and Pump Sizes. Option F**

15 The design hydraulic heads derived for the 10 facilities included in the Pascagoula-Moss Point Ring
16 Levee system for the elevation 30 protection level varied from approximately 15 to 30 feet and the
17 corresponding flows required varied from 62,549 to 490,083 gallons per minute. The plants thus
18 derived varied in size from a plant having two 36-inch diameter, 250 horsepower pumps, to one
19 including five 60-inch diameter pumps each running at 750 horsepower.

20 **3.3.12.10.3.2 Levee and Roadway/Railway Intersections. Option F**

21 With the installation of a ring levee around the Pascagoula-Moss Point areas to elevation 30, 75
22 roadway intersections would have to be accommodated. For this study it was estimated that all of
23 these structures would be swing gates. In addition, seven sites with 14 railroad gate structures would
24 be required.

25 **3.3.12.10.4 HTRW**

26 The HTRW paragraphs for Option F are the same as for Option A, above.

27 **3.3.12.10.5 Construction and Water Control Plan**

28 The Construction and Water Control paragraphs for Option F are the same as for Option A, above.

29 **3.3.12.10.6 Project Security**

30 The Project Security paragraphs for Option F are the same as for Option A, above.

31 **3.3.12.10.7 Operation and Maintenance**

32 The Operation and Maintenance paragraphs for Option F are the same as for Option A, above.

33 **3.3.12.10.8 Cost Estimate**

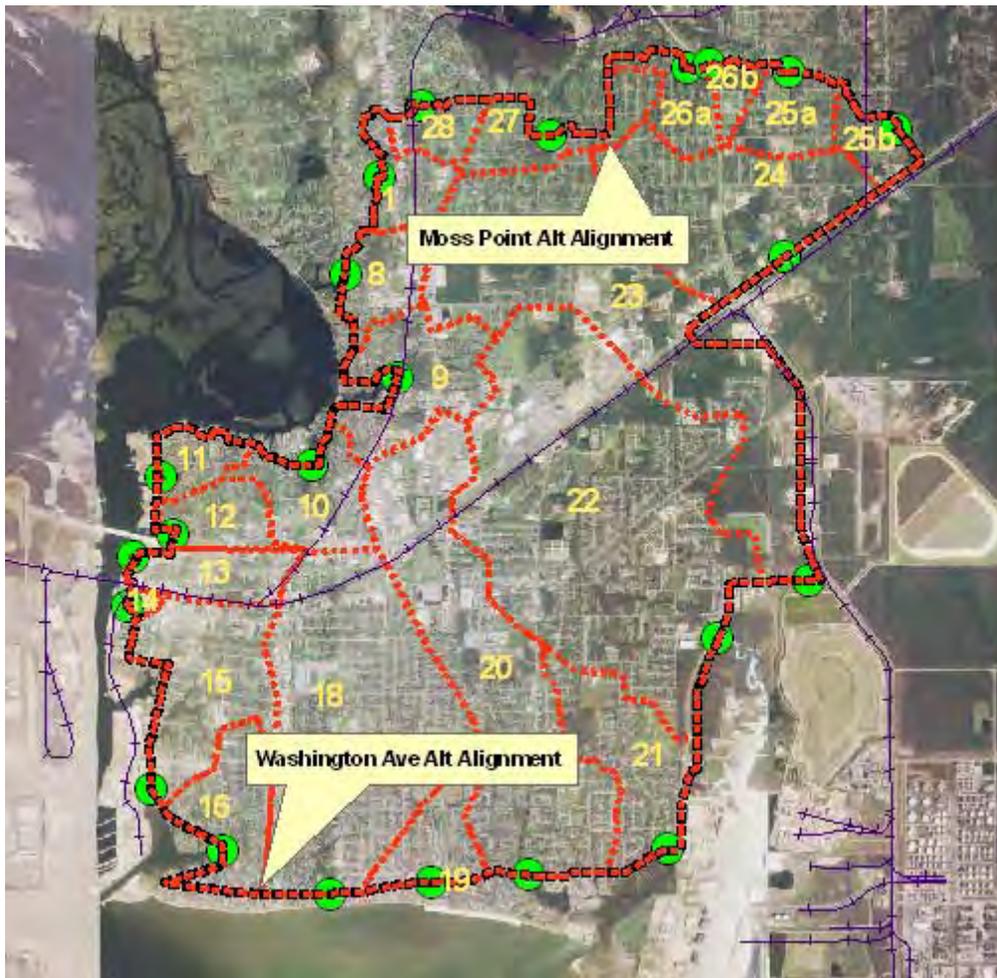
34 The Cost Estimate paragraphs for Option F are the same as for Option A, above.

1 **3.3.12.10.9 Schedule for Design and Construction**

2 The Schedule for Design and Construction paragraphs for Option F are the same as for Option A,
3 above.

4 **3.3.12.11 Option G – Combined Washington Ave and Moss Point Alternate Alignments,**
5 **Elevation 20 ft NAVD88**

6 This option consists of an earthen levee enclosing an area of 7356 acres around the most populated
7 areas of Pascagoula and Moss Point. The alignment of the levee is the same as Option A, above,
8 except that it follows the same modified alignment along Washington Ave as shown for Options C
9 and D on the south, and the modified alignment in Moss Point as shown for Options E and F along
10 the north leg of the levee. The alignment is shown below in Figure 3.3.12-18.



11
12 **Figure 3.3.12-18. Moss Point Alignment Pump/Culvert/Sub-basin Locations**

13 **3.3.12.11.1 Interior Drainage**

14 Interior drainage analysis and culvert design methods are the same as those for Option A, above.
15 Culvert/Pump locations are shown in Figure 3.3.12-18, above.

1 **3.3.12.11.2 Geotechnical Data**

2 The Geology and Geotechnical paragraphs for Option G are the same as for Option A, above.

3 **3.3.12.11.3 Structural, Mechanical and Electrical**

4 The primary differences between the description of this option and preceding description of Option A
5 would be the combination of the Pascagoula with Washington Avenue, and the Moss Point
6 alignments resulting in an variation in the pumping requirements and facilities for the sub-basins on
7 the north leg of the levee, number of roadway and railroad intersections, and the omission of the
8 Boat Access Structure south of the revised alignment. The other data for Option G is presented
9 below.

10 **3.3.12.11.3.1 Pumping Stations. Flow and Pump Sizes. Option G**

11 The design hydraulic heads derived for the facilities included in the Pascagoula-Mosspoint Option G
12 Ring Levee system for the elevation 20 protection level varied from approximately 5 to 20 feet and
13 the corresponding flows required varied from 62,388 to 490,083 gallons per minute. The plants thus
14 derived varied in size from a plant having two 36-inch diameter, 125 horsepower pump, to one
15 including seven 54-inch diameter pumps each running at 750 horsepower.

16 **3.3.12.11.3.2 Levee and Roadway/Railway Intersections. Option G**

17 With the installation of a ring levee around the Pascagoula-Moss Point areas to elevation 20, 48
18 roadway intersections would have to be accommodated. For this study it was estimated that 15 roller
19 gate structure and 72 swing gate structures would be required at the points where roadways would
20 cross the protection line. In addition, five sites with 10 railroad gate structures would be required.

21 **3.3.12.11.4 HTRW**

22 The HTRW paragraphs for Option G are the same as for Option A, above.

23 **3.3.12.11.5 Construction and Water Control Plan**

24 The Construction and Water Control paragraphs for Option G are the same as for Option A, above.

25 **3.3.12.11.6 Project Security**

26 The Project Security paragraphs for Option G are the same as for Option A, above.

27 **3.3.12.11.7 Operation and Maintenance**

28 The Operation and Maintenance paragraphs for Option G are the same as for Option A, above.

29 **3.3.12.11.8 Cost Estimate**

30 The Cost Estimate paragraphs for Option G are the same as for Option A, above.

31 **3.3.12.11.9 Schedule for Design and Construction**

32 The Schedule for Design and Construction paragraphs for Option G are the same as for Option A,
33 above.

1 **3.3.12.12 Option H – Combined Washington Ave and Moss Point Alternate Alignment,**
2 **Elevation 30 ft NAVD88**

3 This option consists of an earthen levee around the most populated areas of Pascagoula and Moss
4 Point. The alignment of the levee is the same as Option G, above, and is not reproduced here. The
5 only difference between the description of this option and preceding description of Option G is the
6 height of the levee, pumping facilities, and the length of the levee culverts. Other features and
7 methods of analysis are the same.

8 **3.3.12.12.1 Interior Drainage**

9 Interior drainage analysis and culverts are the same as those for Option G, above, except that the
10 culvert lengths through the levees would be longer.

11 **3.3.12.12.2 Geotechnical Data**

12 The Geology and Geotechnical paragraphs for Option H are the same as for Option A, above.

13 **3.3.12.12.3 Structural, Mechanical and Electrical**

14 The primary differences between the description of this option and preceding description of Option A
15 are the incorporation of the Pascagoula with Washington Avenue levee, with that for Moss Point, the
16 change in the height of the levee, and the resulting changes in the pumping facilities, number of
17 roadway and railroad intersections, the length of the levee culverts, and the omission of the Boat
18 Access Structure. Culvert length variations are not presented but are incorporated into the cost
19 estimate. The changed data for Option H are presented below.

20 **3.3.12.12.3.1 Pumping Stations. Flow and Pump Sizes. Option H**

21 The design hydraulic heads derived for the 14 facilities included in the Pascagoula-Mosspoint Ring
22 Levee system for the elevation 30 protection level varied from approximately 15 to 30 feet and the
23 corresponding flows required varied from 62,388 to 490,083 gallons per minute. The plants thus
24 derived varied in size from a plant having two 36-inch diameter, 250 horsepower pumps, to one
25 including five 60-inch diameter pumps each running at 1150 horsepower.

26 **3.3.12.12.3.2 Levee and Roadway/Railway Intersections. Option H**

27 With the installation of a ring levee around the Pascagoula-Moss Point areas to elevation 30, 79
28 roadway intersections would have to be accommodated. For this study it was estimated that all of
29 these would be swing gate structures. Fourteen railroad gate structures would be required.

30 **3.3.12.12.4 HTRW**

31 The HTRW paragraphs for Option H are the same as for Option A, above.

32 **3.3.12.12.5 Construction and Water Control Plan**

33 The Construction and Water Control paragraphs for Option H are the same as for Option A, above.

34 **3.3.12.12.6 Project Security**

35 The Project Security paragraphs for Option H are the same as for Option A, above.

36 **3.3.12.12.7 Operation and Maintenance**

37 The Operation and Maintenance paragraphs for Option H are the same as for Option A, above.

1 **3.3.12.12.8 Cost Estimate**

2 The Cost Estimate paragraphs for Option H are the same as for Option A, above.

3 **3.3.12.12.9 Schedule for Design and Construction**

4 The Schedule for Design and Construction paragraphs for Option H are the same as for Option A,
5 above.

6 **3.3.12.13 Cost Estimate Summary**

7 The costs for construction and for operations and maintenance of all options are shown in Tables
8 3.3.12-2 and 3.3.12-3, below. Estimates are comparative-Level “Parametric Type” and are based on
9 Historical Data, Recent Pricing, and Estimator’s Judgment. Quantities listed within the estimates
10 represent Major Elements of the Project Scope and were furnished by the Project Delivery Team.
11 Price Level of Estimate is April 07. Estimates excludes project Escalation and HTRW Cost.

12 **Table 3.3.12-2.**
13 **Jackson Co Pascagoula/Moss Point Ring Levee Construction Cost Summary**

Option	Total project cost
Option A – Elevation 20 ft NAVD88	\$699,000,000
Option B – Elevation 30 ft NAVD88	\$916,000,000
Option C – Elevation 20 ft NAVD88	\$671,600,000
Option D – Elevation 30 ft NAVD88	\$849,900,000
Option E – Elevation 20 ft NAVD88	\$874,400,000
Option F – Elevation 30 ft NAVD88	\$1,013,200,000
Option G – Elevation 20 ft NAVD88	\$921,400,000
Option H – Elevation 30 ft NAVD88	\$1,057,700,000

14
15 **Table 3.3.12-3.**
16 **Jackson Co Pascagoula/Moss Point Ring Levee O & M Cost Summary**

Option	O&M Costs
Option A – Elevation 20 ft NAVD88	\$5,719,000
Option B – Elevation 30 ft NAVD88	\$8,309,000
Option C – Elevation 20 ft NAVD88	\$4,658,000
Option D – Elevation 30 ft NAVD88	\$6,707,000
Option E – Elevation 20 ft NAVD88	\$3,761,000
Option F – Elevation 30 ft NAVD88	\$5,423,000
Option G – Elevation 20 ft NAVD88	\$3,537,000
Option H – Elevation 30 ft NAVD88	\$5,197,000

17
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17 **3.4 Line of Defense 4 – Inland Barrier and Surge Gates**

18 **3.4.1 General**

19 To preserve the shoreline environment as much as possible, a 4th line of defense for very large
20 storms is envisioned that would be inland from the coast. This line of defense would be the highest
21 line and could contain a larger storm surge up to that associated with a "Maximum Possible
22 Intensity" (MPI) hurricane. LOD-4 was modeled as an infinitely high barrier with the screening
23 storms defining a surge elevation against the barrier. The top elevation could then be defined based
24 on selected protection from a selected screening storm. Storms that will be modeled against this line
25 will vary from a Camille type storm up to the MPI. This alignment would follow the same path as the
26 railway that crosses the state near the coast but not cross either the Pearl River to the west or the
27 Pascagoula River to the east.

28 In order to protect much of the developed areas around Biloxi and St. Louis Bays, LOD-4 would
29 have to include a structural surge barrier that would also cross the mouth of these bays. These
30 surge barriers, when closed, would prevent storm surge from moving in through the inlets of the
31 bays. The structural barriers across the bays could be similar to designs used in Europe for storm
32 surge protection. While many types of barriers were reviewed, the rising sector design used on the
33 Thames River in London, England was selected. This type of structure would allow the least
34 restriction to natural tidal flow and with gates flush with the natural bottom, provide the least
35 environmental concern.

36 During initial planning, options were discussed that would provide a LOD-4 line of defense, but not
37 include closing off the bays with surge barriers. Due to the topography and the positions of the bays
38 and river systems, the project team collectively decided that to be effective, LOD-4 had to include a
39 barrier across Biloxi Bay, but that St. Louis Bay could possibly be excluded. The location of Biloxi
40 and Gulfport on a narrow coastal ridge with the Sound to the south and the Back Bay of Biloxi to the
41 north would not allow closure for a levee to higher elevations to the north. This would leave any type
42 of significant defense as a high ring levee or seawall following the shorelines of the sound and the
43 bay, something widely opposed in early public meetings. It would also leave many heavily developed

1 areas around the bay subject to surge from any future storms. Considering this for St. Louis Bay
2 provides a different option. There could be an optional alignment that would extend northward from
3 Long beach to a selected higher elevation. This northern extension would follow the general
4 alignment of Menge Avenue north of the railroad. There are two major drainages that would cross
5 along this alternate path that carry floodwaters from rainfall away from the town of Long Beach.
6 These drainages are canals that extend from the headwaters of Turkey Branch southwestward to
7 drain into St. Louis Bay. These drainages may require large pumping stations to prevent the canals
8 from flooding upstream if they were closed off during hurricanes. This revision of LOD-4 would leave
9 most of the area westward from Long Beach without any type of defense from storm surge including
10 the cities of Pass Christian and Bay St. Louis. The inclusion of a ring levee around Bay St. Louis
11 could be added should planners choose to not close off the bay.

12 The general alignment of line 4 is envisioned along the path of a railway that crosses the coast of
13 Mississippi. In Harrison County, this pathway is through heavily populated and commercial zones.
14 To the east in Jackson County, a decision was made not to cross the Pascagoula River and
15 associated marshes. To do so would have both technical and environmental concerns. Crossing this
16 major river system would create environmental problems as well as interior flooding. Constructing
17 barriers or levees across the marshes will change the surface water flow, restrict tidal exchange and
18 could alter existing salinity conditions leading to major ecosystem changes. Blocking the rivers with
19 surge gates, even for short periods could cause extensive flooding due to water backing up behind
20 the gates during storms as rain falls inland. This could cause more flooding than the storm surge.
21 The Pascagoula River system is also habitat to the endangered Gulf Sturgeon and any approved
22 construction or modifications in the river would be unlikely.

23 For these reasons, the first major watershed divide west of the Pascagoula River was selected to
24 turn the barrier north and extend it to a location beyond the extent of the storm surge associated with
25 a MPI event. Similarly to the west in Hancock County, LOD-4 follows the railway to a watershed
26 divide that is located east of the Pearl River where it follows the divide north to the MPI line. Both of
27 these northward extensions will cross the path of Interstate 10 and may dictate some modifications
28 to the highway depending on the selected top elevation of the line.

29 LOD-4 could also be designed to have roadways, even major highways on top if desired. This line
30 would be the highest defense, but would not protect structures seaward from the larger storms that
31 might overtop Line 3. All facilities seaward of Line 4 would be prone to flooding in a large storm, so
32 flood-proofing would be necessary in this zone. As described prior, this barrier would extend from
33 high ground east of the Pearl River to high ground west of the Pascagoula River for a distance of
34 approximately 57 miles. It would not cross either of these river systems.

35 Like Line 3, interior drainage behind this barrier must also be considered. The watersheds may be
36 large and large rainfall events would require substantial structures designed to allow the water to
37 drain or be pumped over the structure in a storm.

38 **3.4.1.1 Surge Gates**

39 **3.4.1.1.1 Literature Research**

40 As the requirements of the MsCIP project studies were developed it became apparent early on that
41 several massive gate structures would be required to protect the large inlets from tidal surges during
42 larger storm events. Initially it was thought that some adaptation of our customary tainter or vertical lift
43 gate assemblies might serve this purpose, but as the water levels to be resisted and the required
44 length of the structures were developed it became apparent that much more massive construction than
45 we had heretofore experienced would be required. This was further complicated by the need to
46 minimize the visual impact, obstruction to vessel traffic, and normal tidal flow.

1 Our search for a method of construction that would be efficient and effective while optimizing freedom
2 of tide flow and minimizing visual and physical obstruction under normal conditions, led us to the
3 Netherlands, Italy, Russia, and the River Thames in the United Kingdom, where several very massive
4 and large scale projects of this type have been constructed or are presently in the planning stages.

5 Oosterscheldt Barrier, Netherlands

6 The Dutch have fought these coastal flooding battles for centuries and, since the major floods
7 suffered in the middle of the 20th century, have made a concerted effort to protect their land and
8 people from the sea's ravages. As a result of these efforts several large and innovative structures
9 have been constructed by the Dutch, using very specialized construction techniques and involving
10 use of conventional construction materials on a massive scale.

11 The Eastern Scheldt Barrier (the Oosterscheldt Barrier) completed in 1986/87 effectively enclosed
12 the southwest coastline of Holland and Zeeland protecting some 100,000 people from flooding up to
13 the 1:4000 year storm event. The gate structure is three kilometers long, was constructed in three
14 segments, and consists of 65 reinforced concrete pillars ranging from 30.25 to 38.75 meters high,
15 and weighing approximately 18,000 tons each. The gaps between the piers were filled with massive
16 stones precisely placed to form the lower portion of the cutoff. The cutoff was completed by insertion
17 of massive reinforced concrete upper and lower beams and moveable steel gates. The 62 massive
18 steel gates, each 42 meters wide, are of the vertical lift type, operated by vertical overhead mounted
19 hydraulic rams. In the open (raised) position they are suspended between the piers over the North
20 Sea, and in the closed position they bridge vertically between the upper and lower concrete sill
21 beams. The gates vary in height from 6 to 12 meters. The largest weighs approximately 480 tons
22 and takes 82 minutes to close. These gates were designed for a maximum design head differential
23 of 5 meters. The entire barrier, including the levee and gated portions, was constructed at a total
24 cost to the Dutch Government of approximately \$8.7 billion (2005 U.S. price level). The annual cost
25 of operation is approximately 13 million dollars. See Figure 3.4.1.1-1 for a picture of these gates and
26 their intended operation.



27
28 (*Oostescheldekering*, Wikipedia, Internet Encyclopedia; *The Delta Project*,
29 Ministry of Transport, Public Works, and water Management, The Netherlands)

30 **Figure 3.4.1.1-1. Oosterscheldt Barrier, Netherlands**

1 This type design offers several advantages. Under normal conditions the gates are high and dry
2 leaving the structure exposed for ready access for maintenance. The construction method used
3 included prefabricated pier sections constructed in the dry in a series of below sea level construction
4 yards which were eventually flooded allowing the pier sections to be moved into place using specially
5 made ships, then sunk onto previously prepared stone mattress foundations. No foundation pilings
6 were required. The gates can be completely closed/opened in one hour. In considering application of
7 this design for the MsCIP several disadvantages were identified. The gate and pier structures are
8 always in view, extending above the water's surface, an undesirable feature in the locations under
9 consideration. The design head was relatively low when compared to that which might be encountered
10 along the Mississippi Gulf Coast. Because of the water depth at the site the gate sills were constructed
11 to a point well above the sea floor. This has caused definite and identifiable environmental changes in
12 the lakes and inlets inland of the barrier, one of which is marked reduction in salinity resulting in
13 changes in the species of flora and fauna growing in these areas. These changes have adversely
14 affected the commercial fishing industries and other commercial interests.

15 Maeslant Barrier, Rotterdam, Netherlands

16 The latest barrier constructed by the Dutch in their long fight against the North Sea tides was the
17 Maeslant Barrier completed in 1997, near the mouth of the Nieuwe Waterweg, the main access to
18 Rotterdam Harbor. This sea port is the second largest in the world, is surrounded by one of the
19 largest industrial areas in Europe, and is home to approximately 1,000,000 people.

20 This structural marvel consists of two opposing radial sector gates. Each gate is a watertight steel
21 chamber 22 meters high and 210 meters long mounted on two 237-meter long tubular steel space
22 frame radial arms. These arms extend from the protected side of each gate to massive steel ball joints
23 which are embedded in similarly massive concrete foundations in the banks of the Waterweg. These
24 gates move radially, floating from their moorings in concrete lined pocket channels within the opposite
25 banks of the navigation channel to their "closed" position near the center of the channel. When the
26 gates are within approximately 1.5 meters of each other they are flooded and sink to rest on a concrete
27 sill in the channel bottom. The entire gate operation is controlled by computers and is linked to a highly
28 sophisticated weather monitoring system. The gate closure operation is automatically triggered when
29 the storm surge of 3 meters above normal sea level is predicted for Rotterdam. The entire closing
30 operation, including ship warning and stopping of navigation traffic, takes approximately 5 hours.

31 The design criteria for this facility dictated that it provide maximum protection against flooding,
32 maintain optimal channel width and depth for navigation, that its operation require a minimum of
33 interruption to navigation traffic, and that it have no overhead obstructions. This structure and its
34 related protection works were designed to protect against the 1:10,000 year flood event. The total
35 construction cost of the barrier was 450-million Euros (about 500 million dollars) and it took
36 approximately six years to build. See Figure 3.4.1.1-2 for picture of these gates in operation.



37
38 *(Maeslantkering, Wikipedia, Internet Encyclopedia)*

39 **Figure 3.4.1.1-2. Maeslant Barrier, Rotterdam, Netherlands**

1 In assessing the adaptation of this design for the MsCIP flood barrier sites the ease and simplicity of
2 operation were noted as plusses. Also the linkage between the barrier operation and the weather
3 monitoring system would be of great value in our area of concern. However, it was also noted that
4 the width of the water opening at both Biloxi and Saint Louis Bays is substantially greater than that
5 required for the Maeslant site. Also, the hydraulic head for which the structure was designed is
6 significantly less than that which would be experienced along the Mississippi Gulf Coast. While the
7 opening width could possibly be restricted using finger dikes and pass-through culverts to maintain
8 the natural ebb and flow of tide water, this would drastically change the appearance of the bay inlets
9 and might greatly restrict the seaward view from the land side. These factors coupled with the
10 requirement that the barrier be designed to withstand considerably greater hydraulic loading than is
11 seen at the Maeslant site, were viewed as great disadvantages to the use of this type of barrier for
12 the MsCIP sites.

13 Venice Lagoons

14 The work done pursuant to addressing flooding problems in Venice, Italy was also cursorily
15 investigated for possible application to the Mississippi Gulf Coast study. This work is still in the
16 investigation and design stages, thus no actual construction details were available. This work would
17 involve the use of "tilt-up" tide gates which would be placed across the lagoon inlets in a string as
18 defense against higher than usual tides. As envisioned for the Venice application these gates would
19 consist of closed hollow chamber gates attached to foundation structures along their seaward edge
20 with hinges. These gates would normally rest filled with water in structure recesses in the sea
21 bottom., They would be raised only when the higher tides are forecast, by injection of air into the
22 hollow gate chambers thus causing the gates to float and hinge upward into their closed position.

23 The gates designed for the Venice application consisted of 79 separate gate leaves each 20 meters
24 wide providing a total protected length of 1,580 meters configured in three separate groupings. The
25 gates are approximately 30 meters high and were made to retain tides of up to 1.1 meters
26 (approximately 3.6 feet) higher than normal. Further investigation revealed that, as designed, the
27 hinge attachment is the only point of attachment of the gate leaves to the foundation or other
28 structure. The cost estimated for the "Mobile Gates" for the Venice Lagoons in 2004 was
29 approximately \$2.7 billion. See Figure 3.4.1.1-3 for graphic depiction of these gates and their
30 intended operation.

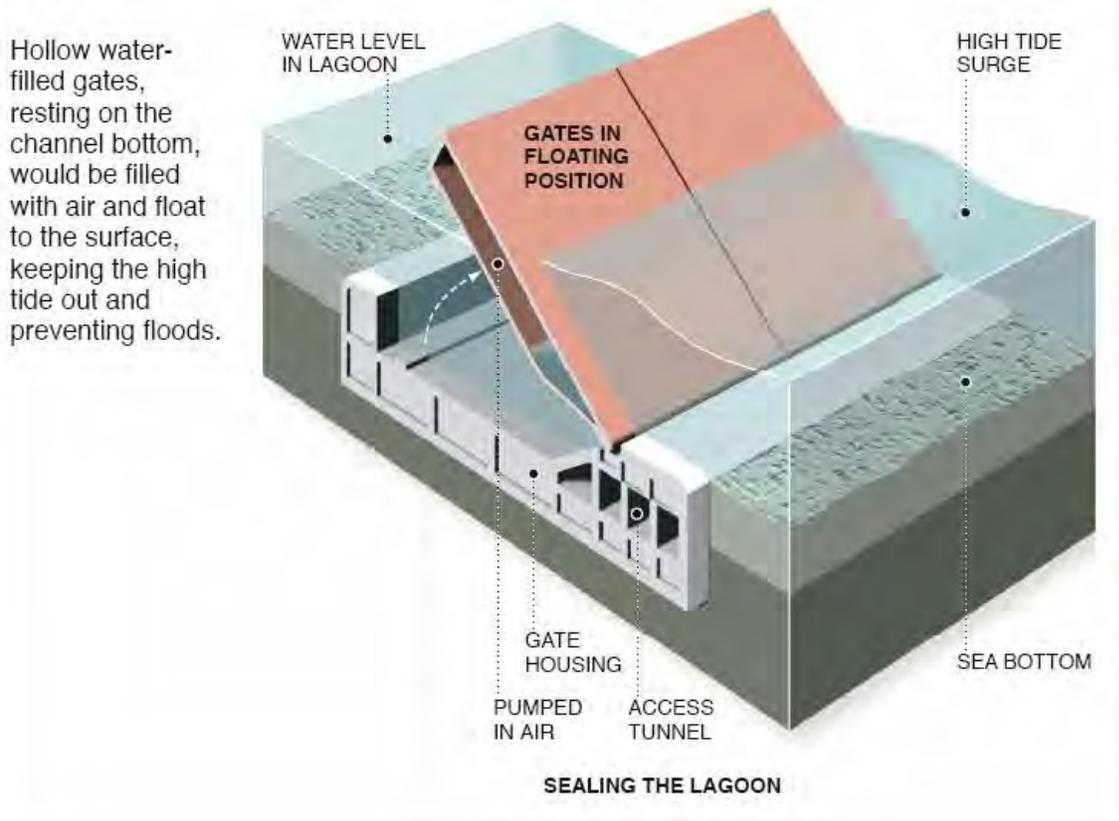
31 *(NOVA, Sinking City of Venice, PBS, Internet Transcript; Venice could provide gateway to 21st century flood control*
32 *method, Denise Brehm, Massachusetts Institute of Technology, 2002, Internet Article)*

33 In order to be functional in a high head situation with gates wide enough to fulfill other project
34 objectives, the gates and structure would have to be designed to resist high lateral loads. The gates
35 would likely need to bear on the structure at the ends of each gate, and the foundations would have
36 to be designed to resist the very large hydraulic loads anticipated. While this design method could
37 possibly be developed to fulfill the needs of our structures, this would have taken considerable work
38 and computation to ascertain the required structure configuration and requirements, much more than
39 the scope of this effort would afford.

40

Shielding Venice From the Sea

Construction is under way on a system of gates to protect Venice from extremely high tides surging from the Adriatic Sea into the Venetian lagoon.



1

2 Source: *Venice turns to the Future to Rescue its Past*, Elisabeth Rosenthal, WITS ARENA

3 **Figure 3.4.1.1-3. Venice Lagoons Flood Barrier, Venice Italy**

4 Thames River Barrier

5 The Thames River Barrier, Figure 3.4.1.1-4 and 3.4.1.1-5, was constructed during the 1980's to
6 protect portions of historic London and the surrounding area from tidal flooding. At this site there is a
7 naturally wide variation in the "spring tides" resulting in frequent very high tides, the maximum
8 observed to date being +3.2 meters (i.e. 3.2 meters above the normal tide influenced water level).
9 Also at this site storm surges of as much as +3.66 meters have been experienced. In the event that
10 a storm surge equivalent to the maximum experienced to date and a very high spring tide were to
11 occur at the same time, the water level could conceivably reach as much as +6.86 meters at this
12 site. Based on this possibility, the top of the gates at the Thames River barrier was set at +6.9
13 meters. This elevation is sufficient to fully contain the 100-year flood event which would yield a water
14 elevation of approximately +5.5 meters. The design flood event was estimated as being the 2000-
15 year flood.



1
2 **Figure 3.4.1.1-4. Thames River Barrier, Sea Side View**



3
4 **Figure 3.4.1.1-5. Thames River Barrier, Aerial Right Bank View**

5 The Barrier constructed includes a series of reinforced concrete piers and sills, supporting massive
6 steel gates. Each main pier is 11 meters wide and extends to a point slightly above the top of the
7 gates, with the operating machinery and machinery housings mounted atop each pier. Protective
8 and decorative machinery housings were constructed consisting of large curved coverings made of
9 wood and clad with stainless steel. The lowest pier foundations were sunk some 17 meters into the
10 chalk beneath the river bottom.

11 The barrier includes four main navigation openings measuring 61 meters (approximately 200 feet) in
12 width and two 31.5 meter (approximately 103-foot) openings for passage of smaller vessels. Each of
13 these openings is fitted with a rising sector gate. To allow for free water flow for practically the full
14 width of the river, four more 31.5 meter openings were included each having a falling radial gate,
15 similar to the tainter type gates common to our inland waterway control structures.

1 The rising sector gates are hollow stainless steel structures with the downriver side curved. Each
2 gate is mounted at either end to large steel disks giving the entire gate structure the appearance of a
3 cut-away cylinder. The gates are supported on trunnion shafts which rotate in bearings mounted in
4 the piers. They are operated by means of reversible hydraulic rams and operating arms mounted on
5 the top of the piers. Under normal conditions the gates lie flat in curved concrete sill recesses in the
6 river bed. Each can be operated upward and stopped at four positions, partially closed (1/8 turn of
7 the disk upward), fully closed (1/4 turn of the disk upward), underspill position (3/8 turn of the disk
8 upward), and maintenance position (1/2 turn of the disk upward). To facilitate operation of the gate
9 the interior of each gate chamber is evacuated of water resulting in a partially buoyant structure.

10 The sills were set at elevation -9.25 meters and the top of the gates in the fully closed position is
11 +6.9 meters (mean sea level), for an overall protection height of 16.15 meters (approximately 53
12 feet). The design head for these structures was 6.9 meters (approximately 22.6 feet).

13 The facilities are operated from a Control Tower located on one bank of the river with a backup
14 control room on the opposite bank. Two service tunnels pass through the foundation of the barrier
15 beneath the river to connect between the two control rooms and to provide power and other utility
16 service access to each pier. In case of extreme emergency each gate can be operated from the
17 individual pier engine rooms. Operating power is provided by three 1.5 MW on-site power generating
18 units, with backup connection to the local electrical grid.

19 Since its commissioning the Thames River Barrier has been operated 4 to 5 times per year, for a
20 total of 276 times as of 29 April 2002. Each closing cycle takes approximately 15 minutes, though
21 the operation time is greatly extended because of the coordination required with operation of the port
22 facilities.

23 The Thames River Barrier was constructed between 1972 and 1982 and was formally opened in
24 1984. The total project construction cost was approximately \$760 million. The annual operating and
25 maintenance cost for the Barrier and appurtenant facilities is approximately \$13 million.

26 *(Flood London, Thames Barrier: History, Technical Specifications, Why The Barrier is Too Small,*
27 *Internet articles; Thames Region – Operating the Barrier, Environmental Agency, 2007, Internet*
28 *Article)*

29 In considering the rising sector gate design for application to the MsCIP barrier structures several
30 points of advantage were identified. Under normal conditions the gates rest out of view at river
31 bottom level. This is appealing in that it would offer a minimum of obstruction to view, to tidal ebb
32 and flow, and to navigation through the structure. The piers, while substantial, are placed wide
33 enough apart that they should be no more obtrusive than the existing bridge structures. The speed
34 of operation would minimize the time the gates would be required to be in place before and after a
35 storm event, and the fact that the gates can be rotated to a full up position for maintenance
36 completely in the dry without installation of unwatering devices or dismantling of the structure is a
37 great maintenance advantage. The maintenance aspect is further enhanced by the fact that the gate
38 surface material is all stainless steel.

39 Readily observable disadvantages or questionable considerations include the very high construction
40 cost, the relatively small design head required at the Thames River installation as compared to those
41 for the MsCIP sites, the considerably weaker foundation materials existing at the Mississippi Gulf
42 Coast sites, and the relative lengths of the barrier structures required for the MsCIP project sites
43 compared to the Thames River site.

44 **3.4.1.1.2 Design Rationale**

45 The approach to selection of a structural model upon which to base our general design for the
46 MsCIP surge barrier structures was governed by certain basic assumptions and basic criteria:

- 1 • The structure must, as completely as possible, block the water surge resulting from the design
2 storm;
- 3 • It must be as unobtrusive to view from the sound side or the bay side as possible;
- 4 • It must not appreciably alter the natural ebb and flow of water from the Mississippi Sound into/out
5 of the bay areas to be protected;
- 6 • It must not appreciably alter the existing navigation of the affected waters by commercial and
7 pleasure craft.

8 After studying the facilities described above and assessing the features offered by each design
9 approach, along with the associated advantages and disadvantages, it was decided to use the
10 Thames River Barrier model as the basis for the cursory layout and design required for the surge
11 barriers at Biloxi and Saint Louis Bays. A structure layout was made for each bay crossing based on
12 available sounding and water surface information. Uniformity of structure height, gate bay width, and
13 end treatment were used so that one single design might be adapted to each bay crossing.

14 Preliminary gate designs were made using © STAAD computer modeling, and applying the water
15 pressure and wave action forces based on the prescribed protection levels. Various gate heights
16 were used for each design, as dictated by the protection level under consideration and the
17 configuration of the bay bottom along the route of the surge barrier.

18 Trial designs were made based on the maximum prescribed protection level and using a 200-foot
19 wide centerline to centerline of pier gate bay and a pier width of 28 feet. The resulting 172-foot wide
20 gates proved to be much too massive, requiring the use of very large structural shapes, very thick
21 covering plate elements, and very closely spaced stiffening frames within the gate proper. The
22 required gate operating disks would have been similarly massive using the 200-foot bay width. This
23 difference from the Thames River gates was primarily caused by the much greater design head
24 possible at the MsCIP sites, amounting to 40 feet at the MsCIP sites, as opposed to approximately
25 23 feet for the Thames River Site.

26 The gates were reconfigured using a 160-foot center to center of pier spacing and retaining the 28-
27 foot pier width, resulting in a gate clear width of 132 feet. These gates appeared to be much more
28 reasonable, the framing members required being in the mid range of structural shapes available. It
29 should be noted that these design computations were made purely to obtain rough materials weights
30 upon which to base construction cost estimates. Deflections were not checked, and member
31 connections were not designed. In the event that these facilities were to be designed for construction
32 much more work would be required to bring these gate structures to final design. However, the gate
33 structures arrived at through this effort should provide a good estimate of the materials that would be
34 required to construct such structures.

35 Once the gate structures were cursorily designed, concrete pier and sill monoliths were laid out and
36 iterative static stability analyses were made to arrive at a structure that would be stable under the
37 applied loading. The foundation bearing pressures resulting from these analyses were above that
38 deemed acceptable for the materials likely to be encountered at these sites. Therefore, as a final
39 design measure, these monoliths were fitted with an array of foundation piles. These piles were
40 battered to resist both vertical and horizontal loading. The resulting materials data are summarized
41 in the tables below, for the various protection levels and resulting monolith configurations.

42 **3.4.1.2 Culverts**

43 As any flood barrier is constructed the natural groundwater runoff would be inhibited. In order to
44 maintain the natural runoff patterns culverts would be inserted through the protection line at
45 appropriate locations. These features would be equipped with gates to provide for closure during

1 extreme storms. The sheer number of these structures required throughout the area covered by this
2 study could dictate that some automated system be incorporated whereby the gates could be
3 operated from a series of central locations. From each control point the culverts could be monitored
4 and the sluice gates operated to close off the culverts. Multiple flood protection districts would be set
5 up all along each protection line, each coordinating its efforts with all others.

6 **3.4.1.3 Pumping Stations**

7 The stoppage of normal runoff during storm events would dictate that some means be included by
8 which to evacuate groundwater from behind the protection line during such events. This would be
9 done using pumping stations located at appropriate points along each protection line as described
10 below.

11 Mechanical. Vertical shaft pumps were used for all of the pumping facilities. Preliminary mechanical
12 design of the required pumping equipment was made by adaptation of manufacturer's stock
13 pumping equipment to approximate hydraulic head and flow data developed for each pumping
14 location. This data was coordinated with a pump manufacturer who supplied a cross check of the
15 pump selections and cost data for use in preparation of project construction cost estimates. In
16 consideration of the primary purpose which this equipment would serve and in light of the
17 widespread unavailability of electric power during and immediately after a major storm it was
18 determined that the pumps should be diesel engine driven. Each engine would be battery started
19 through activation of a float switch and the start-up of the engines would be properly timed to
20 accommodate variations in required pumping volume.

21 Structural layout of each pumping facility was made in conformance with Corp of Engineers
22 Guidance document EM 1110-2-3105, Mechanical and Electrical Design of Pumping Stations. The
23 basic plant dimensions for each site were set using approximate dimensions derived based on
24 specific pump data (pump impeller diameter, pump bell bottom clearance, etc.). Each facility was
25 roughly fitted to its site using existing ground elevations taken from available mapping and height of
26 levee data. In every case the top of the pump floor was required to be above the 100 year flood
27 elevation. Nominal sidewall and sump and pump floor thicknesses were assumed along with wall
28 and roof thicknesses for the pump room enclosure. Using these basic dimensions and the
29 preliminary number and size of pumping units determined for each site, the overall plant footprint
30 and elevations were set and quantities of basic construction materials computed. The pumping
31 plants were configured, to the greatest extent possible with the data provided, to provide multiple
32 pumps at each site.

33 Discharge piping for each plant was estimated using over the levee piping with one pipe per
34 pumping unit. For estimating purposes the piping was sized to match the pump diameter. Each pipe
35 was extended approximately 25 feet beyond the toe of the embankment on the discharge end to
36 allow for energy dissipation features to be incorporated into the pipe discharge.

37 At the discharge end of the piping a heavy mat of grouted riprap was included as protection for the
38 levee slope and immediately adjacent area. In each case the 4-foot deep stone mat was estimated
39 as extending 30 feet up the levee slope and 50 feet out from the levee toe for a total width of 80 feet.

40 Electrical design for these facilities would consist primarily of providing station power for the facilities.
41 For each of the sites this would include installation of Power Poles, Cable, Power Pole Terminations,
42 miscellaneous electrical appurtenances, and an Electrical 30 kW Diesel Generator Set for backup
43 power.

1 **3.4.1.4 Levee and Roadway/Railway Intersections**

2 Roadways. At each point where a roadway crosses the protection line the decision must be made
3 whether to maintain this artery and adapt the protection line to accommodate it, or to terminate the
4 artery at the protection line and divert traffic to cross the protection line at another location. For this
5 study it was assumed that the majority of roadways and all railways crossing the levee alignment
6 would be retained.

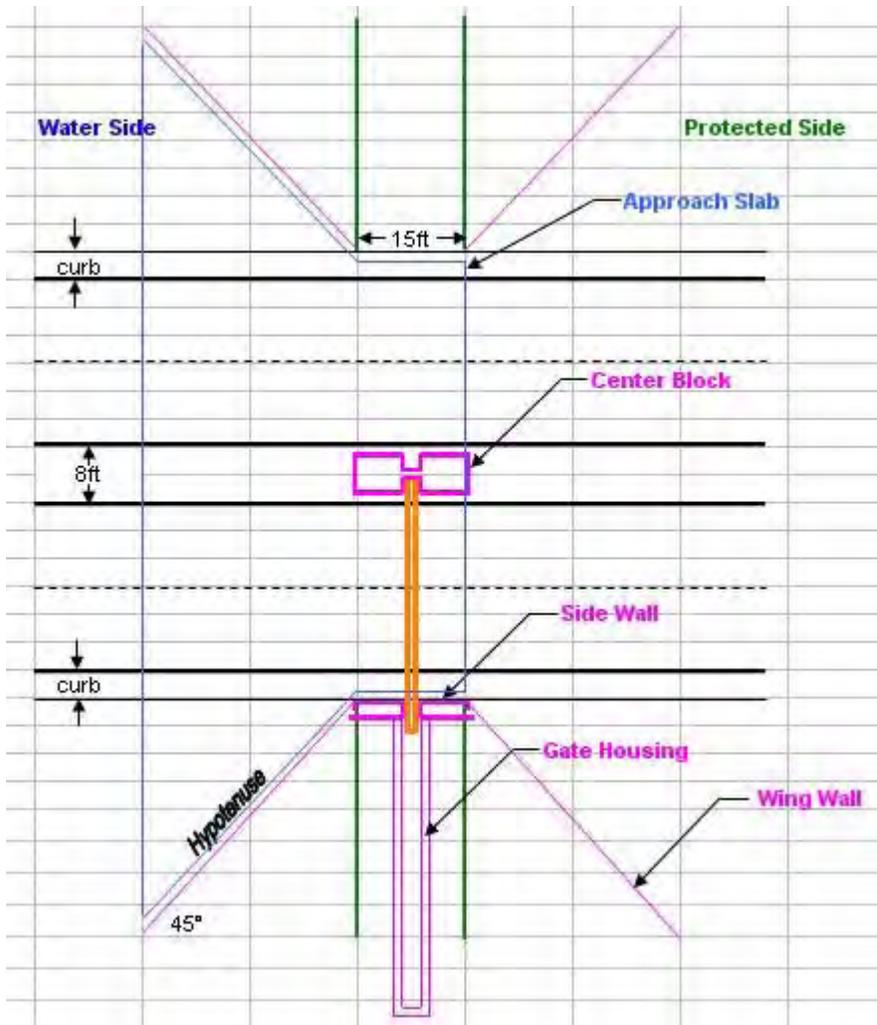
7 Once the decision has been made to retain a particular roadway, it must then be determined how
8 best to configure the artery to conduct traffic across the protection line. The simplest means of
9 passing roadway traffic is to ramp the roadway over the protection line. This alternative is not always
10 viable because of severe right-of-way restraints caused by extreme levee height, urban congestion,
11 etc. In such instances other methods can be used including partial ramping in combination with low
12 profile roller gates. In more restricted areas full height gates which would leave the roadway virtually
13 unaltered might be preferable, even though this alternative would usually be more costly than
14 ramping. In some extreme circumstances where high levees are required to pass through very
15 congested areas, installation of tunnels with closure gates may be required. See Figures 3.4.1.4-1
16 and 3.4.1.4-2 for geometric plan representations of typical types of roadway crossing structures. All
17 gates up to and including 9 feet high would be roller gates. All above 9 feet high would be dual leaf
18 swing gates.

19 Some economy could probably be achieved in this effort by combining smaller arteries and passing
20 traffic through the protection line in fewer locations. However, this would involve detailed traffic
21 routing studies and designs that are beyond the scope of this effort. These studies would be
22 included in the next phase of the development of these options, should such be warranted.

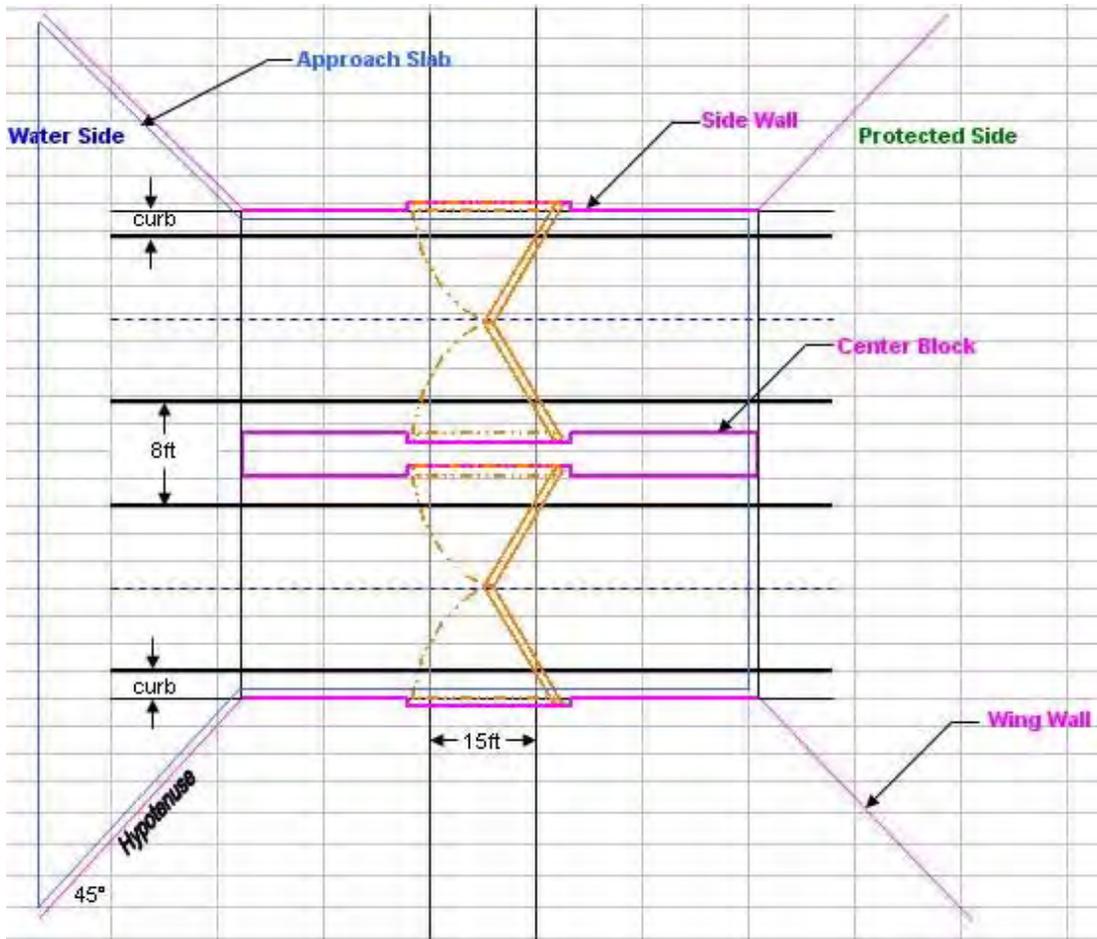
23 Railways. Because of the extreme gradient restrictions necessarily placed on railway construction, it
24 is practically never acceptable to elevate a railway up and over a levee. Therefore, the available
25 alternatives would include gated pass through structures or much more expensive tunnel structures.
26 Because of the vertical clearance requirements of railroad traffic all railroad pass through structures
27 for this study were configured having vertical walls on either side of the railway with double swing
28 gates extending to the full height of the levee. See Figure 3.4.1.4-3 for geometric plan representation
29 of railroad crossing structures. All railroad gates were assumed to be dual leaf swing gates
30 extending to the full height of levee.

31 **3.4.1.5 Dedicated Flood Barriers**

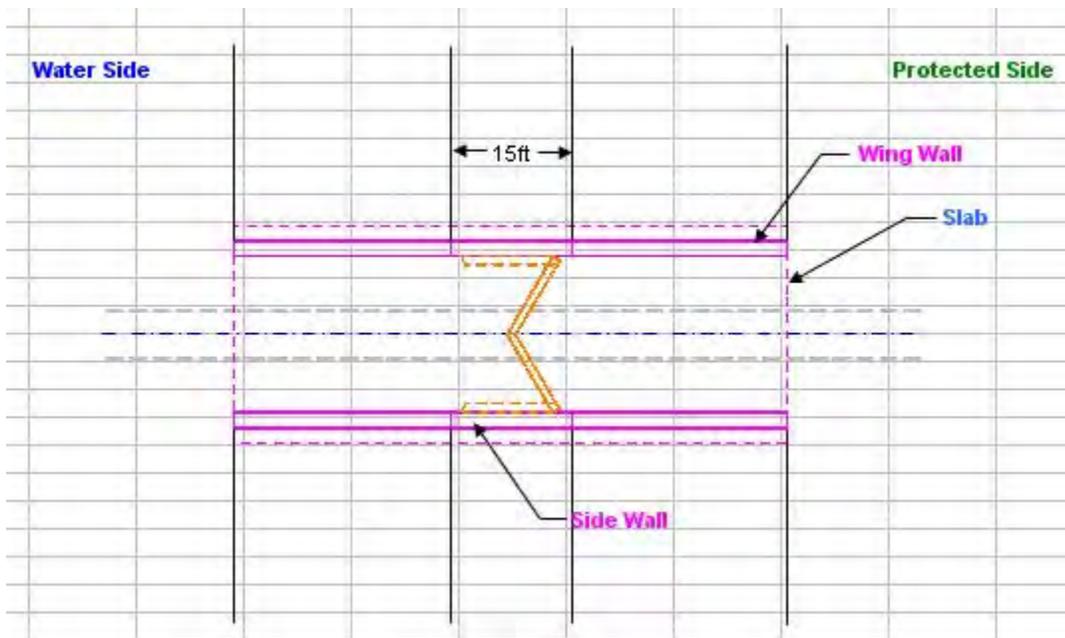
32 At certain locations there exist properties of vital government interest, extreme historic value, or vital
33 emergency response value in areas where the city congestion would preclude use of levee
34 structures to protect them. As a matter of prudent design these facilities should be removed from the
35 danger zone to a point behind the protection line and where this is possible, this option was followed.
36 However, there are a few instances where removal to a protected area is not desired or expedient.
37 In these instances other structural protection measures would be used as determined by the height
38 of protection required. Generally this protection has been provided using reinforced concrete Tee
39 Walls with sufficient pass through gates to maintain usefulness of the facilities during normal times.



1
 2 **Figure 3.4.1.4-1. Crossings Under 9ft (two lane gate shown; gate and**
 3 **structure would be mirrored to provide for four-lane highway)**



1
2 **Figure 3.4.1.4-2. Crossing Over 9ft**



3
4 **Figure 3.4.1.4-3. Railroad Crossings**

1 **3.4.1.6 Operation and Maintenance**

2 **3.4.1.6.1 Levee**

3 All levees will require periodic maintenance efforts to include mowing of surface grasses, monitoring
4 of any surface erosion and filling of any resulting cavities. The levees will be periodically monitored
5 for any evidence of subsidence, slope instabilities or seepage.

6 **3.4.1.6.2 Culverts**

7 All culverts penetrating the levee system would have to be periodically and regularly inspected for
8 damage, overgrowth, and sedimentation. The culvert intake and outfall areas would require periodic
9 clearing of vegetation and debris and the surrounding levee slopes and overbanks would have to be
10 kept free of erosion.

11 The gates and operating mechanisms at each culvert would also require periodic inspection and
12 operation to assure their operability. As planned for this study, all of the culvert gates would be
13 remotely operated. Therefore the periodic maintenance would also cover checks and fine tuning of
14 the remote monitoring and control system. These facilities would require a staff of mechanics and
15 technicians capable of maintaining all mechanical and electrical components in proper working
16 order.

17 **3.4.1.6.3 Pumping Stations**

18 Maintenance of the pumping facilities would require all of the normal civil maintenance activities
19 including clearing of impoundment and outfall areas and general housekeeping activities designed to
20 maintain a workable plant. In addition, the pumps themselves would require periodic inspection and
21 maintenance in keeping with the pump and pump driver manufacturers' warranty requirements. Such
22 requirements would also dictate that each pumping unit be exercised for a minimum duration and a
23 certain number of times during each year. This may pose some degree of difficulty for some of the
24 plants since some were designed almost totally to respond to flood situations. During normal times
25 there may be insufficient inflow to support operation of the pumps, even with the adjacent culverts
26 closed and the normal runoffs collected at the pumps. This difficulty would be addressed in detail in
27 any future study and design work that might be undertaken to refine this system.

28 **3.4.1.6.4 Levee and Roadway/Railway Intersections**

29 These features would require all of the civil maintenance required at the other structures but would in
30 general be more accessible being located along traveled ways. A possible exception to this would be
31 the railway crossings, however these are relatively few and would likely be maintained by railroad
32 personnel. At each of these sites the gates would require lubrication and operation and the gate
33 seals would require periodic inspection and renewal. The gates would be manually operated and
34 would require close coordination with local traffic authorities when any gate movement might be
35 planned.

36 **3.4.1.7 Physical Security**

37 The Protocol for security measures for this study has been performed in general accordance with the
38 Risk Assessment Methodology for Dams (RAM-D) developed by the Interagency Forum for
39 Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical
40 infrastructure throughout the Corps of Engineers. The determination of the level of physical security
41 provided for each facility is based on the following critical elements: 1) threat assessment of the
42 likelihood that an adversary will attack a critical asset, 2) consequence assessment should an

1 adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to
2 prevent a successful attack against an operational component.

3 Three levels of physical security were selected for use in this study.

4 Level 1 Security provides no improved security for the selected asset. This security level would
5 be applied to the barrier islands and the sand dunes. These features present a very low threat
6 level of attack and basically no consequence if an attack occurred.

7 Level 2 Security applies standard security measures such as road barricades, perimeter fencing,
8 and intrusion detection systems for unoccupied building and vertical structures and security
9 lighting. The intrusion detection systems will be connected to the local law enforcement office for
10 response during an emergency. Facilities requiring this level of security would possess a higher
11 threat level than those in Level 1 and would include assets such as levees, access roads and
12 pumping stations.

13 Level 3 Security includes all of the features of Level 2 plus enhanced security measures such as
14 the use of video cameras for real-time monitoring of the facility, monitors, motion detectors and
15 alarm sound system in the occupied control buildings. Facilities requiring this level of security
16 would possess the highest threat level of all the critical assets. The surge barriers located in the
17 bays, manned control buildings, and power plants would require this level of security.

18 **3.4.1.8 References**

19 (Oostescheldekering, Wikipedia, Internet Encyclopedia; The Delta Project, Ministry of Transport,
20 Public Works, and water Management, The Netherlands)

21 (Maeslantkering, Wikipedia, Internet Encyclopedia)

22 (NOVA, Sinking City of Venice, PBS, Internet Transcript; Venice could provide gateway to 21st
23 century flood control method, Denise Brehm, Massachusetts Institute of Technology, 2002,
24 Internet Article)

25 (Flood London, Thames Barrier: History, Technical Specifications, Why The Barrier is Too Small,
26 Internet articles; Thames Region – Operating the Barrier, Environmental Agency, 2007,
27 Internet Article)

28 EM 1110-2-3105, Mechanical and Electrical Design of Pumping Stations

29 **3.4.2 Hancock County Inland Barrier**

30 **3.4.2.1 General**

31 Several high density residential and business areas are located in Hancock County. These are
32 subject to damage from storm surges associated with hurricanes. Earthen levees were evaluated for
33 protection of these areas. The levees were evaluated at elevations 20 ft NAVD88 and 30 ft NAVD88
34 and 40 ft NAVD88. The top width was assumed 15 ft with side-slopes of 1 vertical to 3 horizontal.
35 Each of the levees is presented separately in this report. Storm surge gates across St Louis are also
36 included to prevent flooding from hurricanes. Additional options not evaluated in detail are described
37 elsewhere in this report.

38 Evaluation of this option was done by comparing benefits computed by Hydrologic Engineering
39 Center's (HEC) Flood Damage Analysis (FDA) computer application HEC-FDA and costs computed.
40 HEC-FDA modeling was done comparing the study reaches using variations in expected sea-level
41 rise and development. Details regarding the methodology are presented elsewhere in this report.

1 **3.4.2.2 Location**

2 The location of the levee in Hancock County is shown in Figures 3.4.2-1 through 3.4.2-4 parallel to
3 the CSX Railroad and the coast and turning northward across I-10 to tie into the corresponding
4 elevation.

5 **3.4.2.3 Existing Conditions**

6 Hancock County is located on the west side of the Mississippi coast of Mississippi Sound. The main
7 residential and business area is at Bay St Louis and Waveland. Ground elevations over the areas
8 behind the levee vary between elevations 10-20 ft NAVD88 at low areas to as low as 5 ft NAVD88 in
9 the Shoreline Park area. The drains to the south along the coast to Mississippi Sound, to the north
10 and east to St Louis Bay, and on the far west to Pearl River. The 4-ft(blue), 8-ft(Dark green),
11 12-ft(light green), 16-ft(brown), 20-ft(pink), and 24-ft(purple) ground contour lines are shown in
12 Figure 3.4.2-5.



13
14 **Figure 3.4.2-1. Vicinity Map Hancock County, MS**



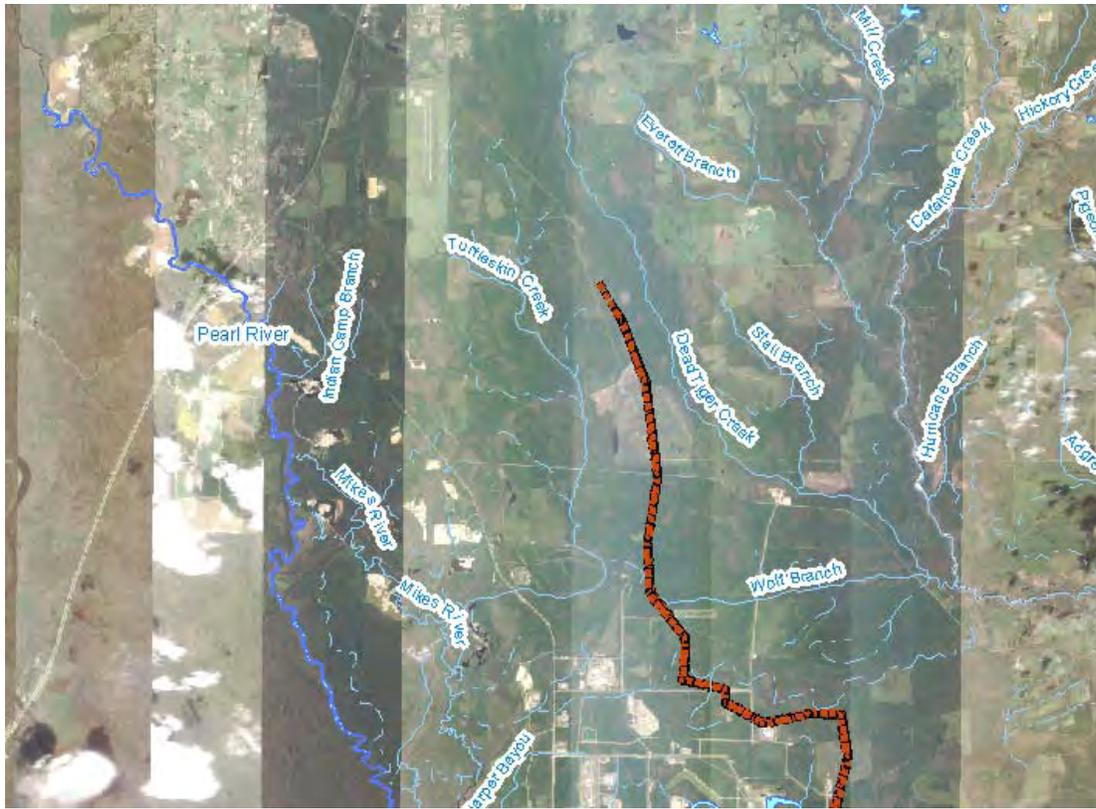
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Figure 3.4.2-2. Hancock County Inland Barrier

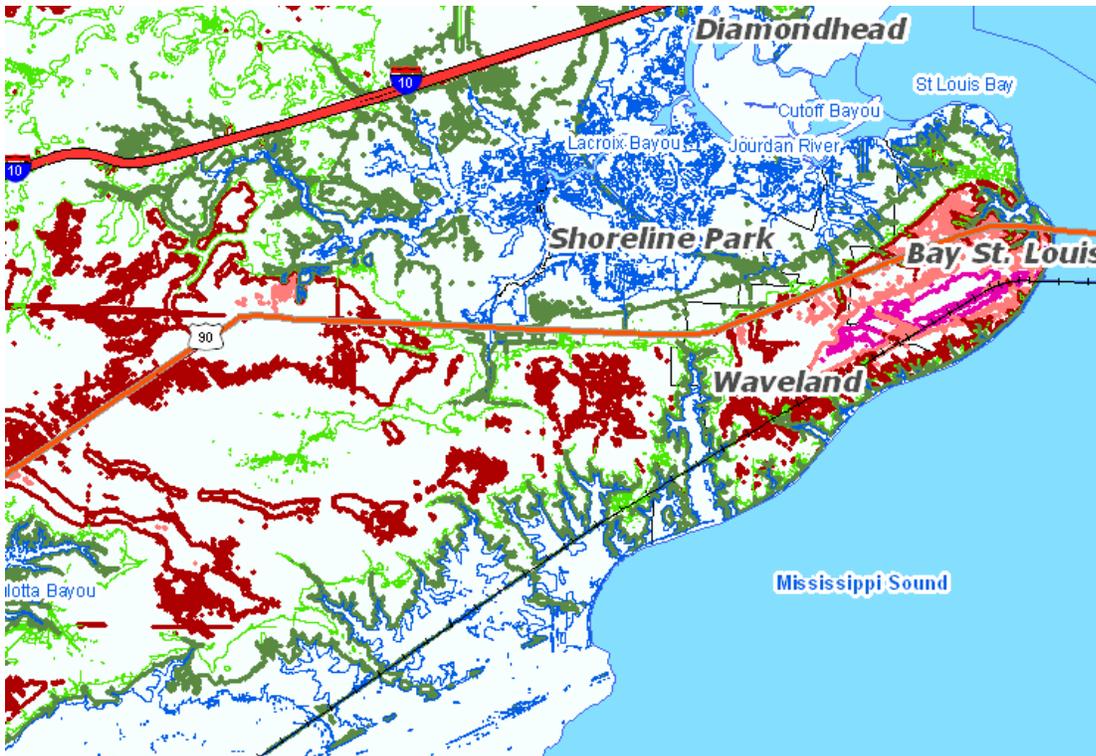


3
4

Figure 3.4.2-3. Hancock County Inland Barrier



1
2 **Figure 3.4.2-4. Hancock County Inland Barrier**



3
4 **Figure 3.4.2-5. Existing Conditions Hancock County, MS**

1 Drainage from ordinary rainfall is hindered on occasions when either of the rivers or the gulf is high,
2 but impacts from hurricanes are devastating. Damage from Hurricane Katrina in August, 2005 in the
3 Waveland area are shown in Figure 3.4.2-6 and 3.4.2-7.



4
5 Source: <http://ngs.woc.noaa.gov/storms/katrina/24334552.jpg>

6 **Figure 3.4.2-6. Hurricane Katrina Damage Hancock Co, MS**



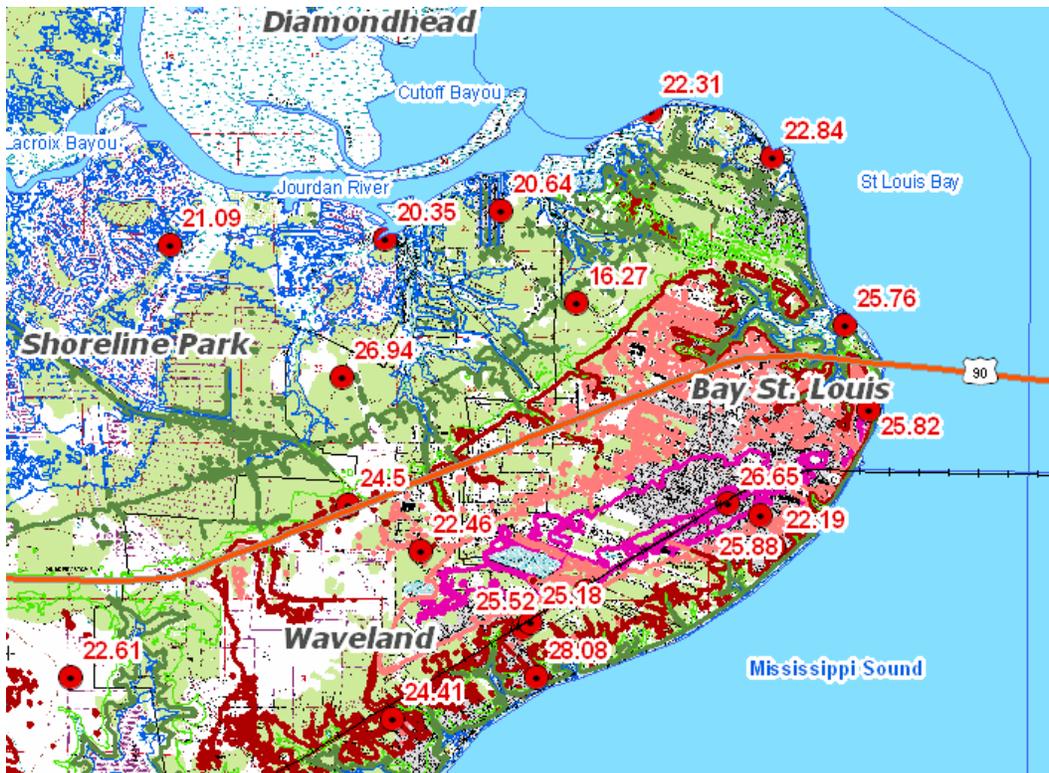
7
8 Source: G.J. Charlet III, http://www.flickr.com/photo_zoom.gne?id=46937047&size=m

9 **Figure 3.4.2-7. Hurricane Katrina Damage Hancock Co, MS**

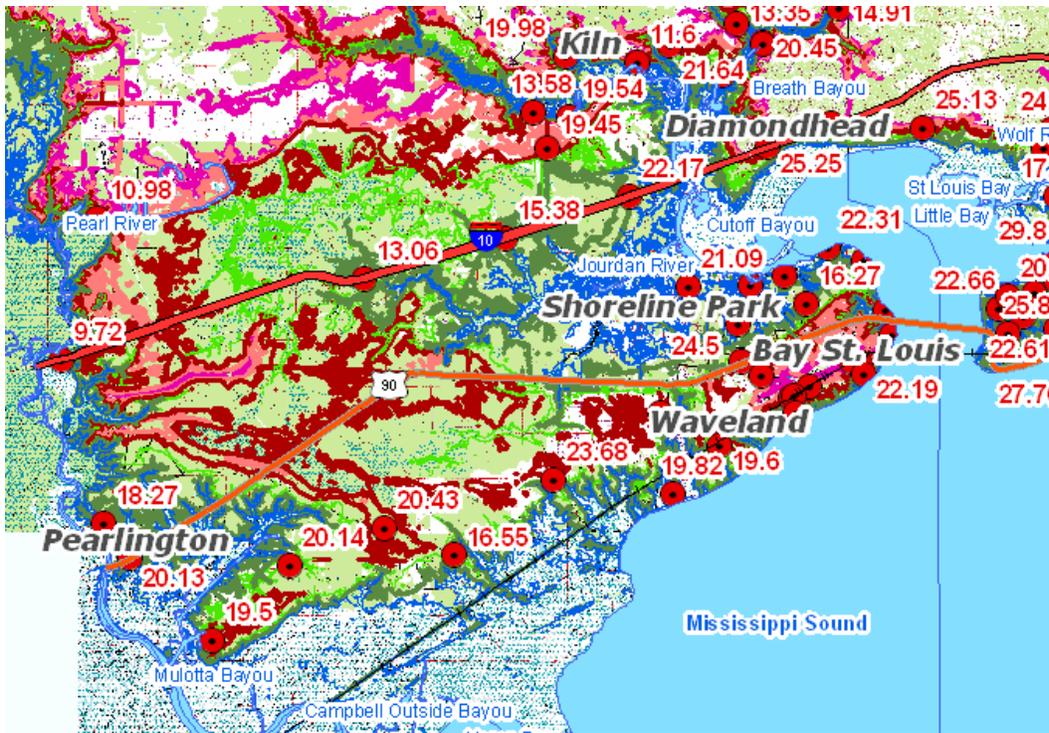
1 **3.4.2.4 Coastal and Hydraulic Data**

2 Historic coastal data is shown in Paragraph 1.4, elsewhere in this report. High water marks taken by
3 FEMA after Hurricane Katrina in 2005 as well as the 4-ft(blue), 8-ft(Dark green), 12-ft(light green),
4 16-ft(brown), 20-ft(pink), and 24-ft(purple) ground contour lines are shown below in Figures 3.4.2-8
5 and 3.4.2-9. The data indicates the Katrina high water was as high as 26 ft NAVD88 in the
6 Waveland/Bay St Louis area.

7 Stage-Frequency data for a suite of severe storms using Joint Probability Method (JPM) and
8 hydrodynamic modeling were developed by the Engineer Research and Development Center
9 (ERDC) for 80 locations along the study area. These data were combined with historical gage
10 frequencies for smaller storms to establish stage-frequency curves at 54 economic reaches in the
11 study area which were entered into Hydrologic Engineering Center's (HEC) Flood Damage Analysis
12 (HEC-FDA) application to evaluate benefits. An expanded description of the procedure is shown
13 elsewhere in this report. Points near Waveland/Bay St Louis at which data from hydrodynamic
14 modeling was saved are shown in Figures 3.4.2-10 and 3.4.2-11.



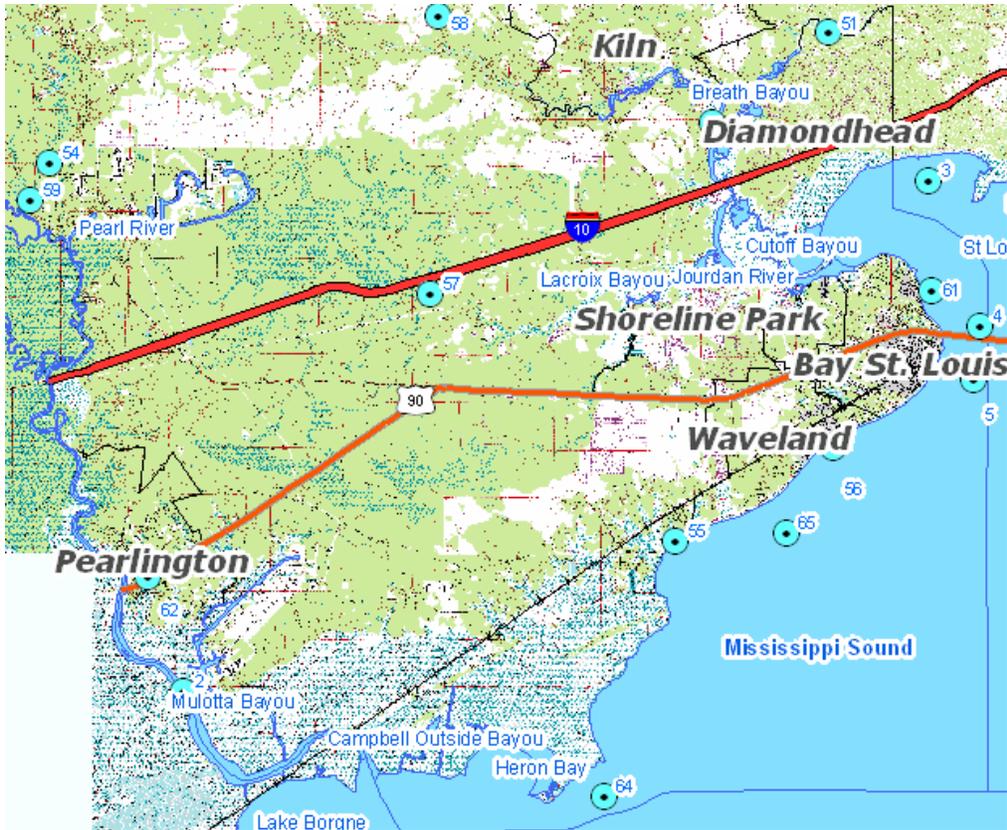
15
16 **Figure 3.4.2-8. Ground Contours and Katrina High Water Elevations**



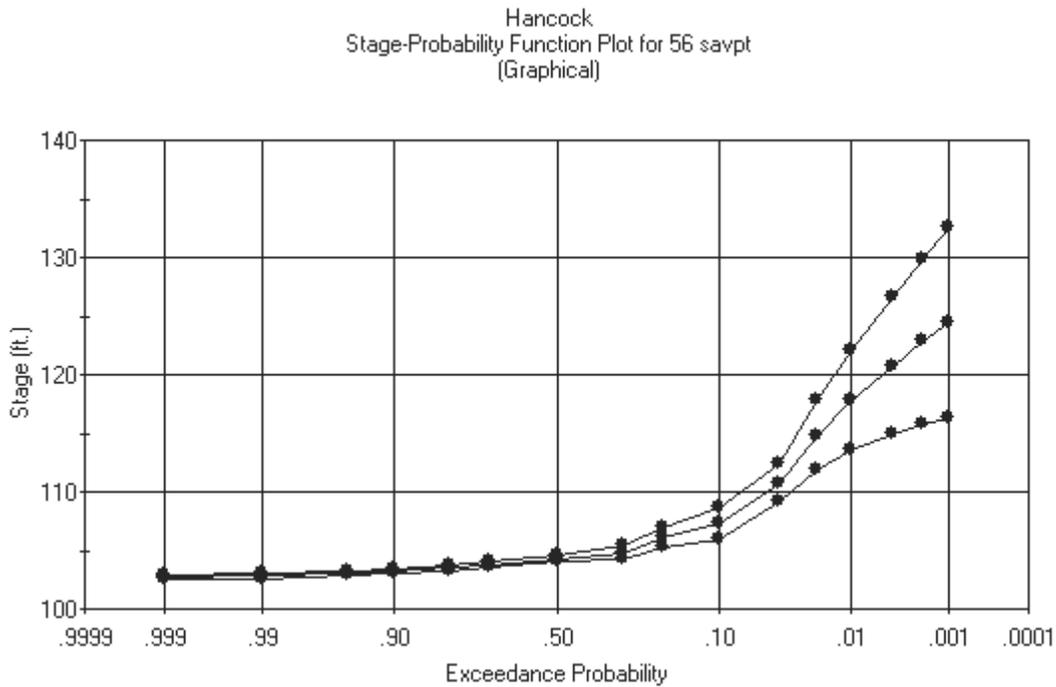
1
2 **Figure 3.4.2-9. Ground Contours and Katrina High Water Elevations**



3
4 **Figure 3.4.2-10. Hydrodynamic Modeling Save Points near Waveland/Bay St. Louis**



1
2 **Figure 3.4.2-11. Hydrodynamic Modeling Save Points near Waveland/Bay St Louis**



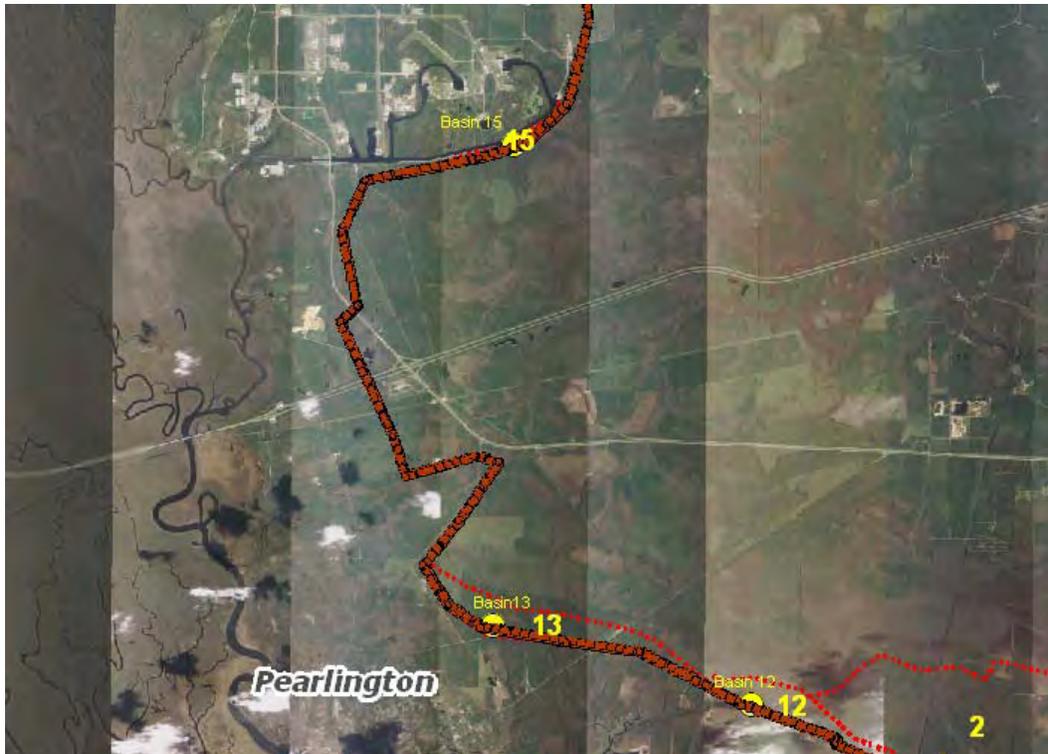
3
4 **Figure 3.4.2-12. Existing Conditions at Save Point 56, near Waveland, MS**

1 **3.4.2.5 Option A – Elevation 20 ft NAVD88**

2 This option consists of an earthen dike across the high ground of the county as shown on Figures
3 3.4.2-13 through 3.4.2-15, along with the internal sub-basins and levee culvert/pump locations. The
4 levee would have a top width of 15 ft and slopes of 1 vertical to 3 horizontal. The levee is located
5 mostly along high ground so ponding at the levee would be minimal. Some ditching would be
6 required on the outside of the levee which is shown in dark blue below. Small boat access structures
7 are also shown at the basin 2. Rising sector gates will be provided at these sites allowing shallow
8 draft traffic most of the time. The gates will be closed prior to hurricane storm surge. A drawing of a
9 typical boat access gate is shown in Figure 3.3.12-5.

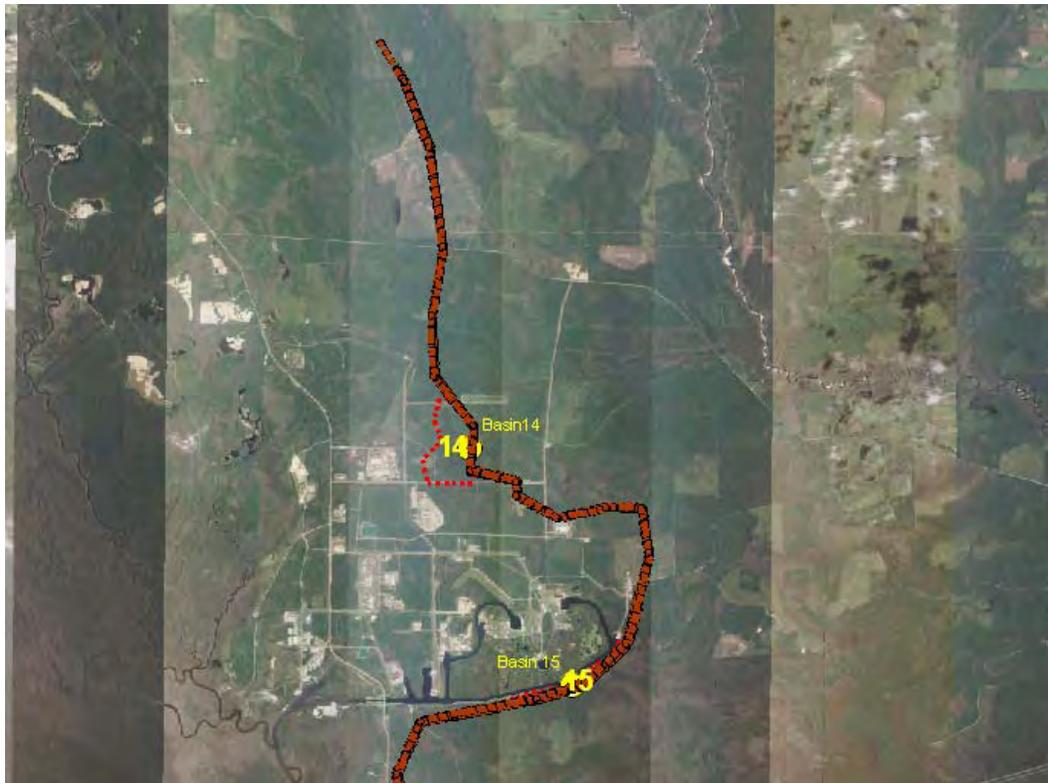


10
11 **Figure 3.4.2-13. Pump/Culvert/Sub-basins/Boat Access Site Locations**



1

2 **Figure 3.4.2-14. Pump/Culvert/Sub-basins/Boat Access Site Locations**



3

4 **Figure 3.4.2-15. Pump/Culvert/Sub-basins/Boat Access Site Locations**

1 Damage and failure by overtopping of levees could be caused by storms surges greater than the
2 levee crest as depicted in Figure 3.4.2-16.



3
4 Source: *Wave Overtopping Flow on Seadikes, Experimental and Theoretical Investigations*, Holger Schüttrumpf,
5 (Photo: Leichtweiss-Institute) http://kfki.baw.de/fileadmin/projects/E_35_134_Lit.pdf

6 **Figure 3.4.2-16. North Sea, Germany, March 1976**

7 Overtopping failures are caused by the high velocity of flow on the back side of the levee. Although
8 significant wave attack on the seaward side of some of the New Orleans levees occurred during
9 Hurricane Katrina, the duration of the wave attack was for such a short time that major damage did
10 not occur from wave action. The erosion shown in Figure 3.4.2-17 was caused by approximately 1-2
11 ft of overtopping crest depth.

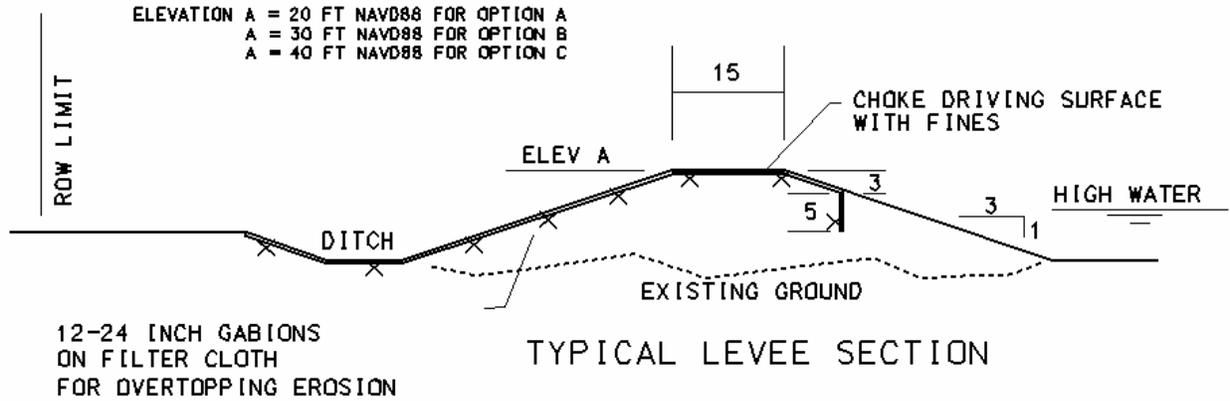


12
13 Source: ERDC, Steven Hughes

14 **Figure 3.4.2-17. Crown Scour from Hurricane Katrina at Mississippi River**
15 **Gulf Outlet (MRGO) Levee in St. Bernard Parish, New Orleans, LA**

16 Revetment will be included in the levee design to prevent overtopping failure.

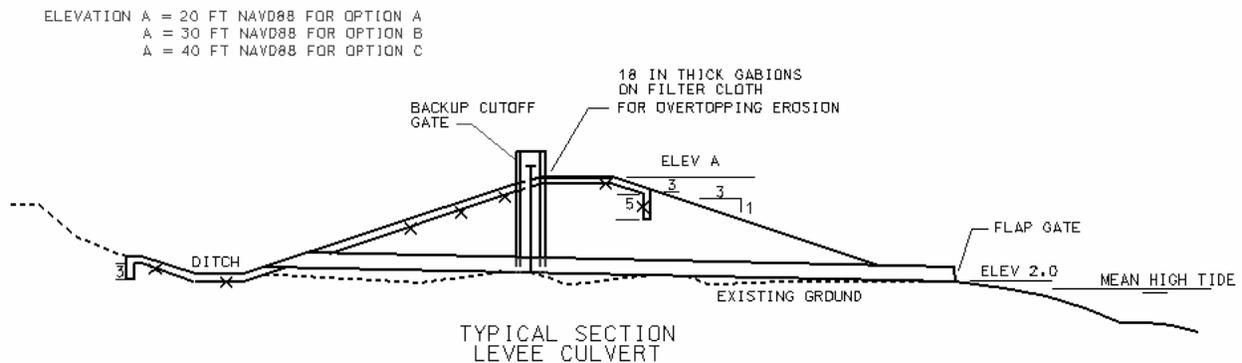
- 1 The levee would be protected by gabions on filter cloth as shown in Figure 3.4.2-18, extending
- 2 across a drainage ditch which carries water to nearby culverts and which would also serve to
- 3 dissipate some of the supercritical flow energy during overtopping conditions.



4
 5 **Figure 3.4.2-18. Typical Section at Inland barrier**

6 **3.4.2.5.1 Interior Drainage**

- 7 For smaller drainage areas, drainage on the interior of the inland barrier would be collected at the
- 8 levee and channeled to culverts placed in the levee at the locations shown in Figures 3.4.2-13
- 9 through 3.4.2-15. The culverts would have tidal gates on the seaward ends to prevent backflow
- 10 when the water in Mississippi Sound is high. An additional closure gate would also be provided at
- 11 the upstream end at every culvert in the levee for manual control in the event the tidal gate
- 12 malfunctions. A typical section is shown is shown in Figure 3.4.2-19.



13
 14 **Figure 3.4.2-19. Typical Section at Culvert**

- 15 In addition, pumps would be constructed near the outflow points to remove water from the interior
- 16 during storm events occurring when the culverts were closed because of high water in the sound.

- 17 Flow within the levee interior was determined by subdividing the interior of the inland barrier into
- 18 major sub-basins as shown in Figure 3.4.2-13 through 3.4.2-15 and computing flow for each sub-

1 basin by USGS computer application WinTR55. The method incorporates soil type and land use to
2 determine a run-off curve number.

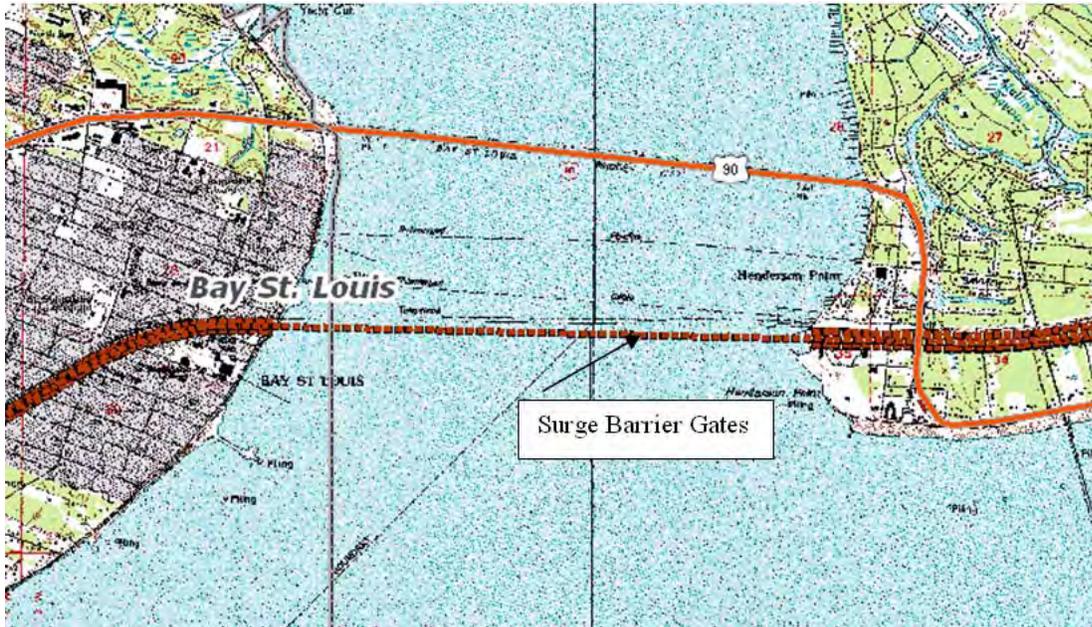
3 Peak flows for the 1-yr to 100-yr storms were computed. Levee culverts were then sized to evacuate
4 the peak flow from a 25-year rain in accordance with practice for new construction in the area using
5 Bentley CulvertMaster application. For the culvert design, headwater elevations at the culverts were
6 maintained at an elevation no greater than 5 ft NAVD88 with a tailwater elevation of 2.0 ft NAVD88
7 assumed. Drainage ditches along the toe of the levee will be required to assure that smaller basins
8 can be drained to a culvert/pump site. These ditches were sized using a normal depth flow
9 computation. Curve numbers, pump, and culvert capacity tables are not included in the report
10 beyond that necessary to obtain a cost estimate. The data is considered beyond the level of detail
11 required for this report.

12 During periods of high water in Mississippi Sound, pumps would be required to evacuate rainfall.
13 Pump sizes were determined for the peak flow resulting from a 10-yr rainfall. This decision was
14 based on an evaluation of rainfall observed during hurricane and tropical storm events as presented
15 in two sources. The first is "Frequency and Aerial Distributions of Tropical Storm Rainfall in the US
16 Coastal Region on the Gulf of Mexico" US Dept of Commerce, Environmental Science Services
17 Administration, ESSA Technical Report WB-7, Hugo V Goodyear, Office Hydrology, July 1968. The
18 second is "National Hurricane Research Project Report No. 3, Rainfall Associated with Hurricanes
19 (And Other Tropical Disturbances)", R.W. Schoner and S. Molansky, 1956, Weather Bureau and
20 Corps of Engineers. This decision was also based on coordination with the New Orleans District.

21 During some hurricane events, when the gates are shut, and rainfall exceeds the average 10-yr
22 intensity over the basin, some ponding from rainfall will occur. Detailed modeling of all the interior
23 sub-basins for all the areas was not possible for this report; therefore the exact extent of the ponding
24 for extreme events is not precisely defined. However, in some of the areas, existing storage could be
25 adequate to pond water without causing damage, even without pumps. In other areas that do have
26 pumps, some rise in interior water during interior events greater than the 10-yr rain could occur, but
27 may not cause damage. Designing the pumps for the peak 10-yr flow provides a significant pumping
28 capacity. Further studies will detail the requirement for the appropriate ponding areas, pump sizes,
29 or buyouts in the affected areas.

30 During non-hurricane periods of low water in the sound, when rainfall greater than the 25-yr event
31 occurs, the pumps could also be used to augment the flow capacity of the levee culverts.

32 In addition to the local drainage outlets at the levee described above, in the event of an imminent
33 hurricane, barrier gates across the St Louis Bay would be closed, and flow from the Jourdan and
34 Wolf Rivers, as well as local runoff would pond behind the gates. The location of the barrier is shown
35 in Figure 3.4.2-20.



1
2 **Figure 3.4.2-20. St Louis Bay Surge Barrier Location**

3 The gates would be similar to the gates across the Thames River in London, England, shown in
4 Figure 3.4.2-21.

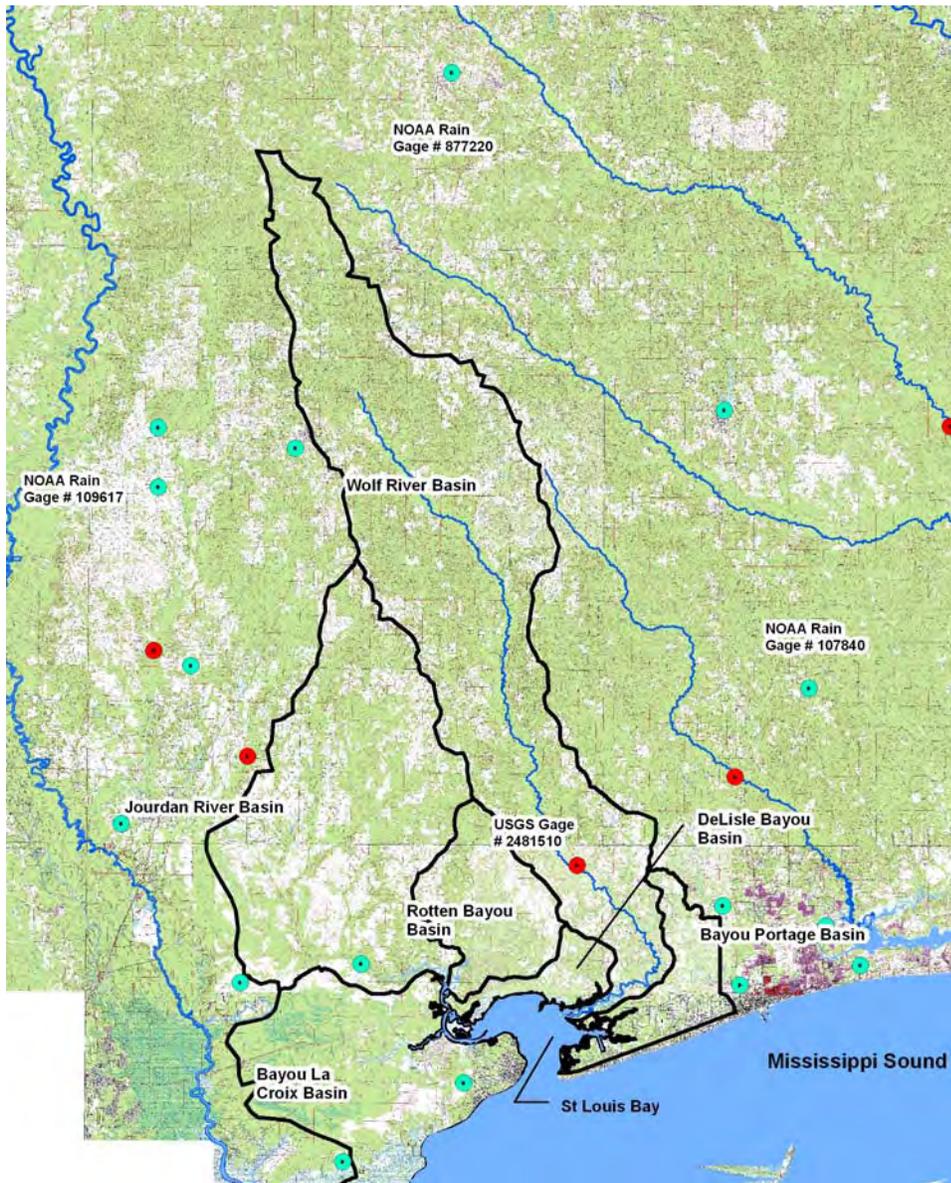


5
6 **Figure 3.4.2-21. Thames River Barrier Gates**

7 The Hydrologic Engineering Center's Hydrologic Modeling System (HEC-HMS) was used to model
8 the St. Louis Bay watershed in order to predict the maximum water elevation behind the gates in the
9 bay under several different scenarios.

10 The St. Louis Bay watershed covers approximately 654 square miles and is comprised of six sub-
11 basins that stretch across the Mississippi counties of Harrison, Hancock, Stone, and Pearl River.
12 There is one United States Geological Survey (USGS) discharge stream gage (#2481510) located in
13 the watershed along the Wolf River, near Landon, Mississippi. There are three significant National

1 Oceanic and Atmospheric Administration (NOAA) hourly precipitation gages located nearby to the
2 watershed: #109617 White Sand located to the west, #87720 Purvis 2 N to the north, and #109617,
3 87720, and 107840 Saucier Experimental Forest to the east of the basin. Data from these gages,
4 along with soils data from the National Cooperative Soil Survey and Technical Paper 40 (TP-40)
5 synthetic rainfall events were used to determine the peak discharge and total run-off volume entering
6 St. Louis Bay from the St. Louis Bay watershed for the 2 year, 5 year, 10 year, 25 year, 50 year and
7 100 year rainfall events. The St. Louis Bay watershed is shown in Figure 3.4.2-22.

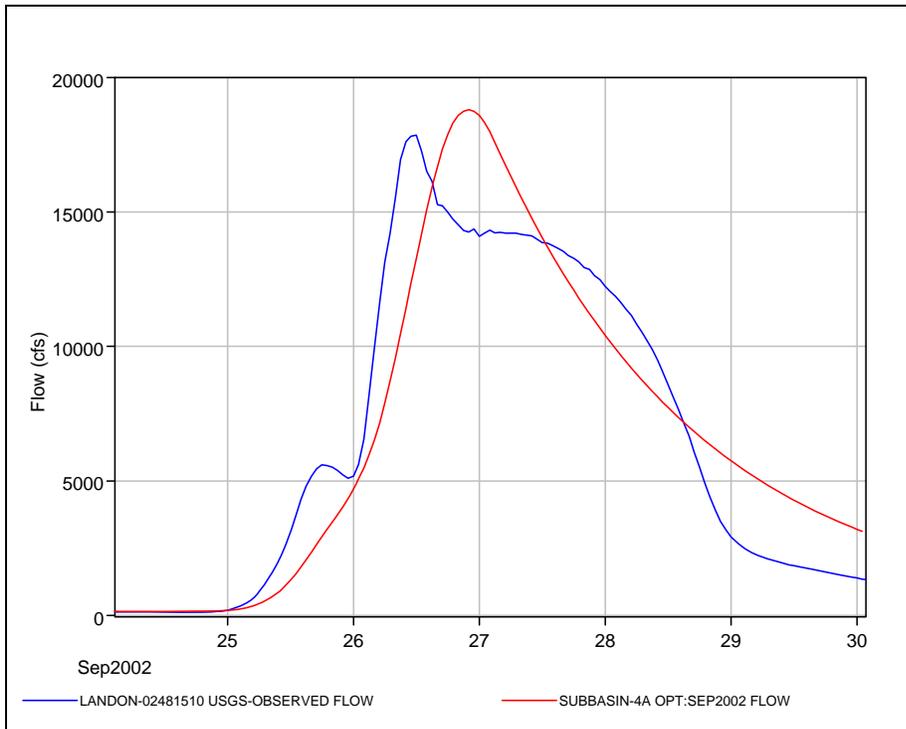


8
9 **Figure 3.4.2-22. St Louis Bay Watershed**

10 The Hydrologic Engineering Center's Hydrologic Modeling System (HEC-HMS) was used for the
11 modeling effort. The components of the model include the precipitation specification, the loss model,
12 the direct runoff model, and observed discharge data. Precipitation data used in the modeling
13 process included hourly precipitation from NOAA gages 109617, 87720, and 109617, 87720, and
14 107840 and the 2-100 year 24-hour TP-40 rainfall events. The initial and constant loss rate method

1 was used for the loss model while the Snyder's unit hydrograph (UH) method was used for the direct
2 runoff model. The model was calibrated to observed hourly discharge data for one event at USGS
3 gage 2481510. Several other events were analyzed but not used because the observed hourly
4 precipitation for those events did not match the TP-40 rainfall.

5 The HEC-HMS St. Louis Bay watershed model was calibrated to the September 24-30, 2002 storm
6 events. The model was calibrated at the Upper Wolf River sub-basin using observed precipitation
7 data from NOAA gages 109617, 87720, and 107840 and observed discharge data from USGS gage
8 2481510. This event had a total rainfall of 13.75 inches and peak discharge of 17,854 cfs. This event
9 was chosen due to the availability of both the hourly precipitation and discharge data. The observed
10 and computed hydrographs are shown in Figure 3.4.2-23.



11
12 **Figure 3.4.2-23. St. Louis Bay Watershed Calibration**

13 Ponding from the interior rivers behind the gates will depend partially on the elevation of the gulf
14 when the gates are closed. Several historical stage hydrographs of hurricanes were reviewed to
15 determine the duration of various stages along the gulf. From this review, it was determined that
16 storms generally reach 4 ft NAVD88 and recede to that elevation within 24 hours. Using this
17 information, various theoretical coincident rainfall events taken from T.P 40 were modeled to
18 determine the resulting water surface elevations behind the barrier during the 24-hour period the
19 gates are to be closed. A 10-yr rain was selected for the design condition, in accordance with studies
20 cited above. The highest inflow period of the inflow hydrograph was used to compute changes in bay
21 elevations in the 24-hour gate closure period.

22 Based on this method of analysis, the resulting elevations for the various storms are shown in Table
23 3.4.2-1, with the 10-yr elevation of 6.8 ft NAVD88 the design condition.

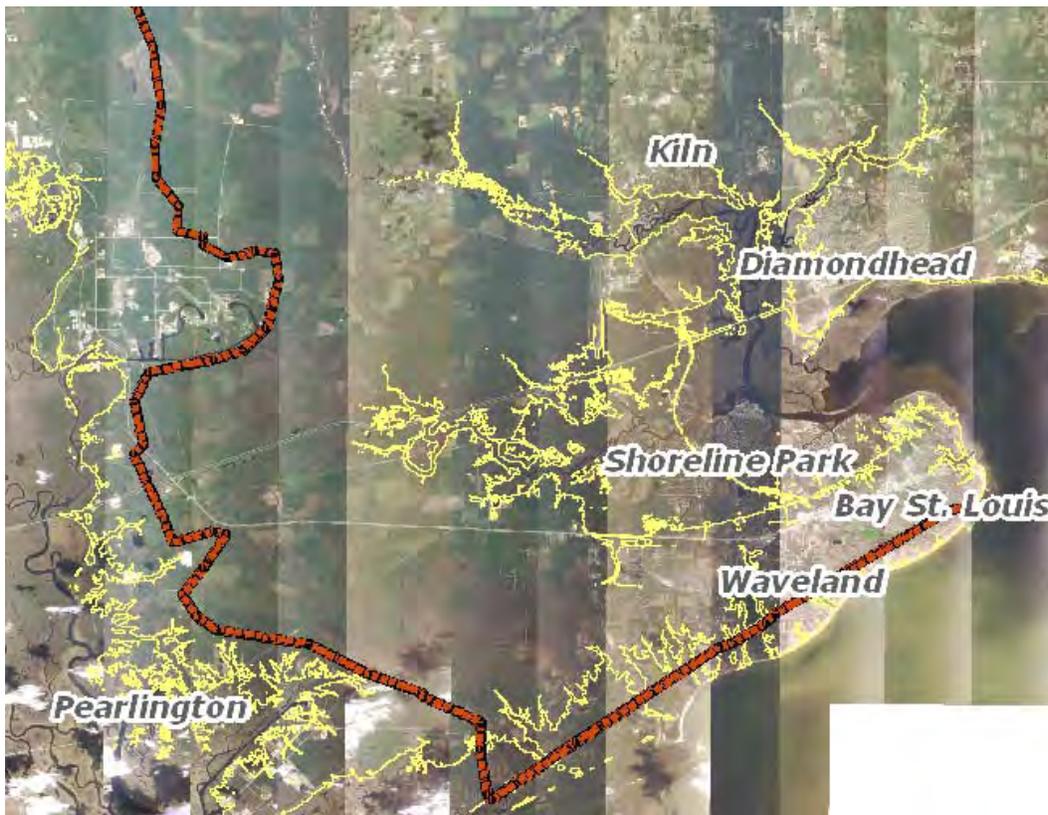
24 This ponded water area in Hancock County above the surge barrier gates is approximated by the
25 8-ft ground contour line shown in Figure 3.4.2-24.

1
2

**Table 3.4.2-1.
St. Louis Bay Ponding**

St. Louis Bay 4 ft. Base Elevations	
Strom Event	Bay Elevation (ft NAVD88)
2-year	5.5
5-year	6.3
10-year	6.8
25-year	7.5
50-year	7.9
100-year	8.4

3



4
5

Figure 3.4.2-24. St Louis Bay 10-yr Ponding to Elev. 6.8 ft NAVD88

6 **3.4.2.5.2 Geotechnical Data**

7 Geology: The Citronelle formation extends north of Interstate 10 and is a relatively thin unit of fluvial
8 deposits of Plio-Pleistocene age consisting of gravelly sand and silty sand layers. Typically the
9 formation is 30 to 80 feet thick, except where it has filled eroded channels in the underlying
10 formations. The sand in the formation has a variety of colors, often associated with the presence of
11 iron oxides in the form of hematite or goethite. Thin discontinuous clay layers are found in some
12 areas. The iron oxide has occasionally cemented the sand into somewhat friable sandstone, usually
13 occurring only as a localized layer. Within the study area, this formation outcrops north of Interstate
14 10 and will not be encountered at project sites other than any levees that might extend northward to
15 higher ground elevations.

1 The Prairie formation is found southward of the Citronelle formation and is of Pleistocene age. This
2 formation consists of fluvial and floodplain sediments that extend southward from the outcrop of the
3 Citronelle formation to or near the mainland coastline. Sand found within this formation has an
4 economic value as beach fill due to its color and quality. Southward from its outcrop area, the
5 formation extends under the overlying Holocene deposits out into the Mississippi Sound.

6 The Gulfport Formation is found along the coastline in most of Harrison County and western Jackson
7 County at Belle Fontaine Beach. This formation of Pleistocene age overlies the Prairie formation and
8 is present as well sorted sands that mark the edge of the coastline during the last high sea level
9 stage of the Sangamonian Interglacial period. It does not extend under the Mississippi Sound.

10 Geotechnical: The inland barrier earthen levee section will have one vertical to three horizontal side
11 slopes with a fifteen foot crest width. All work areas to receive the fill shall be cleared and grubbed of
12 all trees and surface organics and all existing foundations, streets, utilities, etc. will be removed and
13 the subsequent cavities backfilled and compacted. The levee will be constructed of sand clay
14 materials obtained from off site commercial sources, trucked to the work area, placed in thin lifts and
15 compacted to 95 percent of the maximum modified density. The final surface will be armored by the
16 placement of 24 inch thick gabion mattress filled with small stone for erosion protection during an
17 event that overtops the levee. The armoring will be anchored on the front face by trenching and
18 extend across the downstream slope and the 25 foot easement area beyond the toe. The front side
19 of the levee and all non critical surface areas will be subsequently covered by grassing. Road
20 crossings will incorporate small gate structures or ramping over the embankment where the surface
21 elevation is near that of the crest elevation. The elevation relationship of the crest and the adjacent
22 railroad will be a governing factor. The surfaces will be paved with asphalt and the corresponding
23 drainage will be accommodated. Those areas where the subgrade geology primarily consists of
24 clean sands, seepage underneath the levee and the potential for erosion and instability must be
25 considered. Final designs may require the installation of a bentonite concrete cutoff wall deep within
26 the foundation. This condition will be investigated during any design phase and its requirement will
27 be incorporated.

28 **3.4.2.5.3 Structural, Mechanical and Electrical**

29 See sections 3.4.2.5.3.1 through 3.4.2.5.3.3.

30 **3.4.2.5.3.1 Culverts**

31 Drainage features would be required at 16 locations ranging from 20-inch diameter reinforced
32 concrete pipe to reinforced concrete box culverts having 11 water passages, each measuring 12'
33 wide by 4' high. Each of the culverts was configured having nominally sized and reinforced structure
34 walls and top and bottom slabs. Each water passage would be fitted with both a flap gate at the
35 outlet end and a sluice gate placed near the center of the culvert with a vertical operator stem
36 extending through an access shaft to the top of levee elevation.

37 **3.4.2.5.3.2 Pumping Stations**

38 The design hydraulic heads derived for the three pumping facilities included in the Hancock County
39 Inland Barrier for the elevation 20 protection level varied from 15 to 20 feet and the corresponding
40 flows required varied from 59,694 to 390,483 gallons per minute. The facilities thus derived would
41 vary from a plant having two, 42-inch diameter, 300 horsepower pumps, to one having four, 60-inch
42 diameter pumps operating at 560 horsepower.

3.4.2.5.3 Levee and Roadway/Railway Intersections

With the installation of protection to elevation 20, 14 roadway intersections would have to be accommodated. For this study it was estimated that 4 roller gate structures and 6 swing gate structures would be required. In addition, 4 railway closures would be required.

3.4.2.5.4 HTRW

Due to the extent and large number of real estate parcels along with the potential for re-alignment of the structural aspects of this project, no preliminary assessment was performed to identify the possibility of hazardous waste on the sites. These studies will be conducted during the next phase of work after the final siting of the various structures. The real estate costs appearing in this report therefore will not reflect any costs for remediation design and/or treatment and/or removal or disposal of these materials in the baseline cost estimate.

3.4.2.5.5 Construction Procedures and Water Control Plan

The construction procedures required for this option are similar to general construction in many respects in that the easement limits must be established and staked in the field, the work area cleared of all structures, pavements, utilities, trees, organics, etc. and the foundation prepared for the new work. Where the levee alignment crosses the existing streams or narrow bays, the alignment base shall be created by displacement with layers of crushed stone pushed ahead and compacted by the placement equipment and repeated until a stable platform is created. The required drainage culverts or other ancillary structures can then be constructed. The control of any surface water will be handled by temporary sheetpile cofferdams and pumping. The control of groundwater will be a series of wellpoints systems designed to keep the excavations dry to a depth and width sufficient to install the new work.

3.4.2.5.6 Project Security

The Protocol for security measures for this study has been performed in general accordance with the Risk Assessment Methodology for Dams (RAM-D) developed by the Interagency Forum for Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical infrastructure throughout the Corps of Engineers. The determination of the level of physical security provided for each facility is based on the following critical elements: 1) threat assessment of the likelihood that an adversary will attack a critical asset, 2) consequence assessment should an adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to prevent a successful attack against an operational component.

Three levels of physical security were selected for use in this study:

Level 1 Security provides no improved security for the selected asset. This security level would be applied to the barrier islands and the sand dunes. These features present a very low threat level of attack and basically no consequence if an attack occurred and is not applicable to this option.

Level 2 Security applies standard security measures such as road barricades, perimeter fencing, and intrusion detection systems for unoccupied buildings and vertical structures and security lighting. The intrusion detection systems will be connected to the local law enforcement office for response during an emergency. Facilities requiring this level of security would possess a higher threat level than those in Level 1 and would include assets such as levees, access roads and pumping stations. This level is the most applicable to this option.

Level 3 Security includes all of the features of Level 2 plus enhanced security measures such as the use of video cameras for real-time monitoring of the facility, monitors, motion detectors and alarm sound system in the occupied control buildings. Facilities requiring this level of security would

1 possess the highest threat level of all the critical assets. The surge barriers located in the bays,
2 manned control buildings, and power plants would require this level of security.

3 **3.4.2.5.7 Operations and Maintenance**

4 The features that require periodic operations will be the exercising of the pumps and emergency
5 generators at the various pump stations, the testing of the gate structures at the various road
6 crossings, grass cutting of the levee slopes and toe areas and the filling of rilled areas within the
7 embankment due to surface erosion. Scheduled maintenance should include periodic greasing of all
8 gears and coupled joints, maintaining any battery backup systems, and replacement of standby fuel
9 supplies.

10 **3.4.2.5.8 Cost Estimate**

11 The costs for the various options included in this measure are presented in Section 3.4.2.8 Cost
12 Summary. Construction costs for the various options are included in Table 3.4.2-2 and costs for the
13 annualized Operation and Maintenance of the options are included in Table 3.3.4.2-3 Estimates are
14 comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
15 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
16 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07.
17 Estimates excludes project Escalation and HTRW Cost. The construction costs include real estate,
18 engineering design (E&D), construction management, and contingencies. The E&D cost for
19 preparation of construction contract plans and specifications includes a detailed contract survey,
20 preparation of contract specifications and plan drawings, estimating bid quantities, preparation of bid
21 estimate, preparation of final submittal and contract advertisement package, project engineering and
22 coordination, supervision technical review, computer costs and reproduction. Construction
23 Contingency developed and assigned at 25% to cover the Cost Growth of the project.

24 **3.4.2.5.9 Schedule and Design for Construction**

25 After the authority for the design has been issued and funds have been provided, the design of these
26 structures will require approximately 12 months including comprehensive plans and specifications,
27 independent reviews and subsequent revisions. The construction of this option should require in
28 excess of two years.

29 **3.4.2.6 Option B – Elevation 30.0 NAVD 88**

30 **3.4.2.6.1 Interior Drainage**

31 Interior drainage analysis and culverts are the same as those for Option A, above, except that the
32 culvert lengths through the levees would be longer.

33 **3.4.2.6.2 Geotechnical Data**

34 Geology: Citronelle formation extends north of Interstate 10 and is a relatively thin unit of fluvial
35 deposits of Plio-Pleistocene age consisting of gravelly sand and silty sand layers. Typically the
36 formation is 30 to 80 feet thick, except where it has filled eroded channels in the underlying
37 formations. The sand in the formation has a variety of colors, often associated with the presence of
38 iron oxides in the form of hematite or goethite. Thin discontinuous clay layers are found in some
39 areas. The iron oxide has occasionally cemented the sand into a somewhat friable sandstone,
40 usually occurring only as a localized layer. Within the study area, this formation outcrops north of
41 Interstate 10 and will not be encountered at project sites other than any levees that might extend
42 northward to higher ground elevations.

1 The Prairie formation is found southward of the Citronelle formation and is of Pleistocene age. This
2 formation consists of fluvial and floodplain sediments that extend southward from the outcrop of the
3 Citronelle formation to or near the mainland coastline. Sand found within this formation has an
4 economic value as beach fill due to its color and quality. Southward from its outcrop area, the
5 formation extends under the overlying Holocene deposits out into the Mississippi Sound.

6 The Gulfport Formation is found along the coastline in most of Harrison County and western Jackson
7 County at Belle Fontaine Beach. This formation of Pleistocene age overlies the Prairie formation and
8 is present as well sorted sands that mark the edge of the coastline during the last high sea level
9 stage of the Sangamonian Interglacial period. It does not extend under the Mississippi Sound.

10 Geotechnical: The inland barrier earthen levee section will have one vertical to three horizontal side
11 slopes with a fifteen foot crest width. All work areas to receive the fill shall be cleared and grubbed of
12 all trees and surface organics and all existing foundations, streets, utilities, etc. will be removed and
13 the subsequent cavities backfilled and compacted. The levee will be constructed of sand clay
14 materials obtained from off site commercial sources, trucked to the work area, placed in thin lifts and
15 compacted to 95 percent of the maximum modified density. The final surface will be armored by the
16 placement of 12 inch thick gabion mattress filled with small stone for erosion protection during an
17 event that overtops the levee. The armoring will be anchored on the front face by trenching and
18 extend across the downstream slope and the 25 foot easement area beyond the toe. The front side
19 of the levee and all non critical surface areas will be subsequently covered by grassing. Road
20 crossings will incorporate small gate structures or ramping over the embankment where the surface
21 elevation is near that of the crest elevation. The elevation relationship of the crest and the adjacent
22 railroad will be a governing factor. The surfaces will be paved with asphalt and the corresponding
23 drainage will be accommodated. Those areas where the subgrade geology primarily consists of
24 clean sands, seepage underneath the levee and the potential for erosion and instability must be
25 considered. Final designs may require the installation of a bentonite concrete cutoff wall deep within
26 the foundation. This condition will be investigated during any design phase and its requirement will
27 be incorporated.

28 **3.4.2.6.3 Structural, Mechanical and Electrical**

29 See sections 3.4.2.6.3.1 through 3.4.2.6.3.3.

30 **3.4.2.6.3.1 Culverts**

31 Drainage features would be required at 16 locations ranging from 20-inch diameter reinforced
32 concrete pipe to reinforced concrete box culverts having 11 water passages, each measuring 12'
33 wide by 4' high. Each of the culverts was configured having nominally sized and reinforced structure
34 walls and top and bottom slabs. Each water passage would be fitted with both a flap gate at the
35 outlet end and a sluice gate placed near the center of the culvert with a vertical operator stem
36 extending through an access shaft to the top of levee elevation.

37 **3.4.2.6.3.2 Pumping Stations**

38 Design hydraulic heads derived for the three pumping facilities included in the Hancock County
39 Inland Barrier for the elevation 30 protection level varied from 25 to 30 feet and the corresponding
40 flows required varied from 59,694 to 390,483 gallons per minute, respectively. The facilities thus
41 derived would consist of one plant having two, 42-inch diameter, 500 horsepower pumps to one
42 having four, 60-inch diameter pumps operating at 1000 horsepower.

3.4.2.6.3.3 Levee and Roadway/Railway Intersections

With the installation of protection to elevation 30, 31 roadway/railway intersections would have to be accommodated. For this study it was estimated that 9 roller gate structures and 18 swing gate structures would be required. In addition, 4 railway closure gates would be required.

3.4.2.6.4 HTRW

Due to the extent and large number of real estate parcels along with the potential for re-alignment of the structural aspects of this project, no preliminary assessment was performed to identify the possibility of hazardous waste on the sites. These studies will be conducted during the next phase of work after the final siting of the various structures. The real estate costs appearing in this report therefore will not reflect any costs for remediation design and/or treatment and/or removal or disposal of these materials in the baseline cost estimate.

3.4.2.6.5 Construction Procedures and Water Control Plan

The construction procedures required for this option are similar to general construction in many respects in that the easement limits must be established and staked in the field, the work area cleared of all structures, pavements, utilities, trees, organics, etc. and the foundation prepared for the new work. Where the levee alignment crosses the existing streams or narrow bays, the alignment base shall be created by displacement with layers of crushed stone pushed ahead and compacted by the placement equipment and repeated until a stable platform is created. The required drainage culverts or other ancillary structures can then be constructed. The control of any surface water will be handled by temporary sheetpile cofferdams and pumping. The control of groundwater will be a series of wellpoints systems designed to keep the excavations dry to a depth and width sufficient to install the new work.

3.4.2.6.6 Project Security

The Protocol for security measures for this study has been performed in general accordance with the Risk Assessment Methodology for Dams (RAM-D) developed by the Interagency Forum for Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical infrastructure throughout the Corps of Engineers. The determination of the level of physical security provided for each facility is based on the following critical elements: 1) threat assessment of the likelihood that an adversary will attack a critical asset, 2) consequence assessment should an adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to prevent a successful attack against an operational component.

Three levels of physical security were selected for use in this study:

Level 1 Security provides no improved security for the selected asset. This security level would be applied to the barrier islands and the sand dunes. These features present a very low threat level of attack and basically no consequence if an attack occurred and is not applicable to this option.

Level 2 Security applies standard security measures such as road barricades, perimeter fencing, and intrusion detection systems for unoccupied buildings and vertical structures and security lighting. The intrusion detection systems will be connected to the local law enforcement office for response during an emergency. Facilities requiring this level of security would possess a higher threat level than those in Level 1 and would include assets such as levees, access roads and pumping stations. This level of security is the most applicable to this option.

Level 3 Security includes all of the features of Level 2 plus enhanced security measures such as the use of video cameras for real-time monitoring of the facility, monitors, motion detectors and alarm sound system in the occupied control buildings. Facilities requiring this level of security would

1 possess the highest threat level of all the critical assets. The surge barriers located in the bays,
2 manned control buildings, and power plants would require this level of security.

3 **3.4.2.6.7 Operations and Maintenance**

4 The features that require periodic operations will be the exercising of the pumps and emergency
5 generators at the various pump stations, the testing of the gate structures at the various road
6 crossings, grass cutting of the levee slopes and toe areas and the filling of rilled areas within the
7 embankment due to surface erosion. Scheduled maintenance should include periodic greasing of all
8 gears and coupled joints, maintaining any battery backup systems, and replacement of standby fuel
9 supplies.

10 **3.4.2.6.8 Cost Estimate**

11 The costs for the various options included in this measure are presented in Section 3.4.2.8 Cost
12 Summary. Construction costs for the various options are included in Table 3.4.2-2 and costs for the
13 annualized Operation and Maintenance of the options are included in Table 3.3.4.2-3. Estimates are
14 comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
15 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
16 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07.
17 Estimates excludes project Escalation and HTRW Cost. The construction costs include real estate,
18 engineering design (E&D), construction management, and contingencies. The E&D cost for
19 preparation of construction contract plans and specifications includes a detailed contract survey,
20 preparation of contract specifications and plan drawings, estimating bid quantities, preparation of bid
21 estimate, preparation of final submittal and contract advertisement package, project engineering and
22 coordination, supervision technical review, computer costs and reproduction. Construction
23 Contingency developed and assigned at 25% to cover the Cost Growth of the project.

24 **3.4.2.6.9 Schedule and Design for Construction**

25 After the authority for the design has been issued and funds have been provided, the design of these
26 structures will require approximately 12 months including comprehensive plans and specifications,
27 independent reviews and subsequent revisions. The construction of this option should require in
28 excess of two years.

29 **3.4.2.7 Option C – Elevation 40.0 NAVD 88**

30 **3.4.2.7.1 Interior Drainage**

31 Interior drainage analysis and culverts are the same as those for Option A, above, except that the
32 culvert lengths through the levees would be longer.

33 **3.4.2.7.2 Geotechnical Data**

34 Geology: Citronelle formation extends north of Interstate 10 and is a relatively thin unit of fluvial
35 deposits of Plio-Pleistocene age consisting of gravelly sand and silty sand layers. Typically the
36 formation is 30 to 80 feet thick, except where it has filled eroded channels in the underlying
37 formations. The sand in the formation has a variety of colors, often associated with the presence of
38 iron oxides in the form of hematite or goethite. Thin discontinuous clay layers are found in some
39 areas. The iron oxide has occasionally cemented the sand into somewhat friable sandstone, usually
40 occurring only as a localized layer. Within the study area, this formation outcrops north of Interstate
41 10 and will not be encountered at project sites other than any levees that might extend northward to
42 higher ground elevations.

1 The Prairie formation is found southward of the Citronelle formation and is of Pleistocene age. This
2 formation consists of fluvial and floodplain sediments that extend southward from the outcrop of the
3 Citronelle formation to or near the mainland coastline. Sand found within this formation has an
4 economic value as beach fill due to its color and quality. Southward from its outcrop area, the
5 formation extends under the overlying Holocene deposits out into the Mississippi Sound.

6 The Gulfport Formation is found along the coastline in most of Harrison County and western Jackson
7 County at Belle Fontaine Beach. This formation of Pleistocene age overlies the Prairie formation and
8 is present as well sorted sands that mark the edge of the coastline during the last high sea level
9 stage of the Sangamonian Interglacial period. It does not extend under the Mississippi Sound.

10 Geotechnical: The inland barrier earthen levee section will have one vertical to three horizontal side
11 slopes with a fifteen foot crest width. All work areas to receive the fill shall be cleared and grubbed of
12 all trees and surface organics and all existing foundations, streets, utilities, etc. will be removed and
13 the subsequent cavities backfilled and compacted. The levee will be constructed of sand clay
14 materials obtained from off site commercial sources, trucked to the work area, placed in thin lifts and
15 compacted to 95 percent of the maximum modified density. The final surface will not be armored
16 since the elevation will not allow overtopping. All surfaces of the levee and all non critical surface
17 areas will be subsequently covered by grassing. Road crossings will incorporate small gate
18 structures or ramping over the embankment where the surface elevation is near that of the crest
19 elevation. The elevation relationship of the crest and the adjacent railroad will be a governing factor.
20 The surfaces will be paved with asphalt and the corresponding drainage will be accommodated.
21 Those areas where the subgrade geology primarily consists of clean sands, seepage underneath the
22 levee and the potential for erosion and instability must be considered. Final designs may require the
23 installation of a bentonite concrete cutoff wall deep within the foundation. This condition will be
24 investigated during any design phase and its requirement will be incorporated.

25 **3.4.2.7.3 Structural, Mechanical and Electrical**

26 See sections 3.4.2.7.3.1 through 3.4.2.7.3.3.

27 **3.4.2.7.3.1 Culverts**

28 Drainage features would be required at 16 locations ranging from 20-inch diameter reinforced
29 concrete pipe to reinforced concrete box culverts having 11 water passages, each measuring 12'
30 wide by 4' high. Each of the culverts was configured having nominally sized and reinforced structure
31 walls and top and bottom slabs. Each water passage would be fitted with both a flap gate at the
32 outlet end and a sluice gate placed near the center of the culvert with a vertical operator stem
33 extending through an access shaft to the top of levee elevation.

34 **3.4.2.7.3.2 Pumping Stations**

35 Design hydraulic heads derived for the three pumping facilities included in the Hancock County
36 Inland Barrier for the elevation 40 protection level varied from 30 to 35 feet and the corresponding
37 flows required varied from 59,694 to 390,483 gallons per minute, respectively. The facilities thus
38 derived would consist of one plant having two, 42-inch diameter, 500 horsepower pumps to one
39 having six, 54-inch diameter pumps operating at 1000 horsepower.

40 **3.4.2.7.3.3 Levee and Roadway/Railway Intersections**

41 With the installation of protection to elevation 40, 40 roadway/railway intersections would have to be
42 accommodated. For this study it was estimated that all 36 of the highway crossings would require
43 swing gates. In addition, 4 railway closure gates would be required.

1 **3.4.2.7.4 HTRW**

2 Due to the extent and large number of real estate parcels along with the potential for re-alignment of
3 the structural aspects of this project, no preliminary assessment was performed to identify the
4 possibility of hazardous waste on the sites. These studies will be conducted during the next phase of
5 work after the final siting of the various structures. The real estate costs appearing in this report
6 therefore will not reflect any costs for remediation design and/or treatment and/or removal or
7 disposal of these materials in the baseline cost estimate.

8 **3.4.2.7.5 Construction Procedures and Water Control Plan**

9 The construction procedures required for this option are similar to general construction in many
10 respects in that the easement limits must be established and staked in the field, the work area
11 cleared of all structures, pavements, utilities, trees, organics, etc. and the foundation prepared for
12 the new work. Where the levee alignment crosses the existing streams or narrow bays, the
13 alignment base shall be created by displacement with layers of crushed stone pushed ahead and
14 compacted by the placement equipment and repeated until a stable platform is created. The required
15 drainage culverts or other ancillary structures can then be constructed. The control of any surface
16 water will be handled by temporary sheetpile cofferdams and pumping. The control of groundwater
17 will be a series of wellpoints systems designed to keep the excavations dry to a depth and width
18 sufficient to install the new work.

19 **3.4.2.7.6 Project Security**

20 The Protocol for security measures for this study has been performed in general accordance with the
21 Risk Assessment Methodology for Dams (RAM-D) developed by the Interagency Forum for
22 Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical
23 infrastructure throughout the Corps of Engineers. The determination of the level of physical security
24 provided for each facility is based on the following critical elements: 1) threat assessment of the
25 likelihood that an adversary will attack a critical asset, 2) consequence assessment should an
26 adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to
27 prevent a successful attack against an operational component.

28 Three levels of physical security were selected for use in this study:

29 Level 1 Security provides no improved security for the selected asset. This security level would be
30 applied to the barrier islands and the sand dunes. These features present a very low threat level of
31 attack and basically no consequence if an attack occurred and is not applicable to this option.

32 Level 2 Security applies standard security measures such as road barricades, perimeter fencing,
33 and intrusion detection systems for unoccupied buildings and vertical structures and security lighting.
34 The intrusion detection systems will be connected to the local law enforcement office for response
35 during an emergency. Facilities requiring this level of security would possess a higher threat level
36 than those in Level 1 and would include assets such as levees, access roads and pumping stations.
37 This level of security is the most applicable to this option.

38 Level 3 Security includes all of the features of Level 2 plus enhanced security measures such as the
39 use of video cameras for real-time monitoring of the facility, monitors, motion detectors and alarm
40 sound system in the occupied control buildings. Facilities requiring this level of security would
41 possess the highest threat level of all the critical assets. The surge barriers located in the bays,
42 manned control buildings, and power plants would require this level of security.

1 **3.4.2.7.7 Operations and Maintenance**

2 The features that require periodic operations will be the exercising of the pumps and emergency
3 generators at the various pump stations, the testing of the gate structures at the various road
4 crossings, grass cutting of the levee slopes and toe areas and the filling of rilled areas within the
5 embankment due to surface erosion. Scheduled maintenance should include periodic greasing of all
6 gears and coupled joints, maintaining any battery backup systems, and replacement of standby fuel
7 supplies.

8 **3.4.2.7.8 Cost Estimate**

9 The costs for the various options included in this measure are presented in Section 3.4.2.8 Cost
10 Summary. Construction costs for the various options are included in Table 3.4.2-2 and costs for the
11 annualized Operation and Maintenance of the options are included in Table 3.4.2-3. Estimates are
12 comparative-Level “Parametric Type” and are based on Historical Data, Recent Pricing, and

13 Estimator’s Judgment. Quantities listed within the estimates represent Major Elements of the Project
14 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07.
15 Estimates excludes project Escalation and HTRW Cost. The construction costs include real estate,
16 engineering design (E&D), construction management, and contingencies. The E&D cost for
17 preparation of construction contract plans and specifications includes a detailed contract survey,
18 preparation of contract specifications and plan drawings, estimating bid quantities, preparation of bid
19 estimate, preparation of final submittal and contract advertisement package, project engineering and
20 coordination, supervision technical review, computer costs and reproduction. Construction
21 Contingency developed and assigned at 25% to cover the Cost Growth of the project.

22 **3.4.2.7.9 Schedule and Design for Construction**

23 After the authority for the design has been issued and funds have been provided, the design of these
24 structures will require approximately 12 months including comprehensive plans and specifications,
25 independent reviews and subsequent revisions. The construction of this option should require in
26 excess of two years.

27 **3.4.2.8 Cost Estimate Summary**

28 The costs for construction and for operations and maintenance of all options are shown below.
29 Estimates are comparative-Level “Parametric Type” and are based on Historical Data, Recent
30 Pricing, and Estimator’s Judgment. Quantities listed within the estimates represent Major Elements
31 of the Project Scope and were furnished by the Project Delivery Team. Price Level of Estimate is
32 April 07. Estimates excludes project Escalation and HTRW Cost.

33 **Table 3.4.2-2.**

34 **Hancock Co Inland Barrier Construction Cost Summary**

Option	Total project cost
Option A – Elevation 20 ft NAVD88	\$379,400,000
Option B – Elevation 30 ft NAVD88	\$852,200,000
Option C – Elevation 40 ft NAVD88	\$790,800,000

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**Table 3.4.2-3.
Hancock Co Inland Barrier O & M Cost Summary**

Option	O&M Costs
Option A – Elevation 20 ft NAVD88	\$3,390,000
Option B – Elevation 30 ft NAVD88	\$8,934,000
Option C – Elevation 40 ft NAVD88	\$7,562,000

3.4.2.9 References

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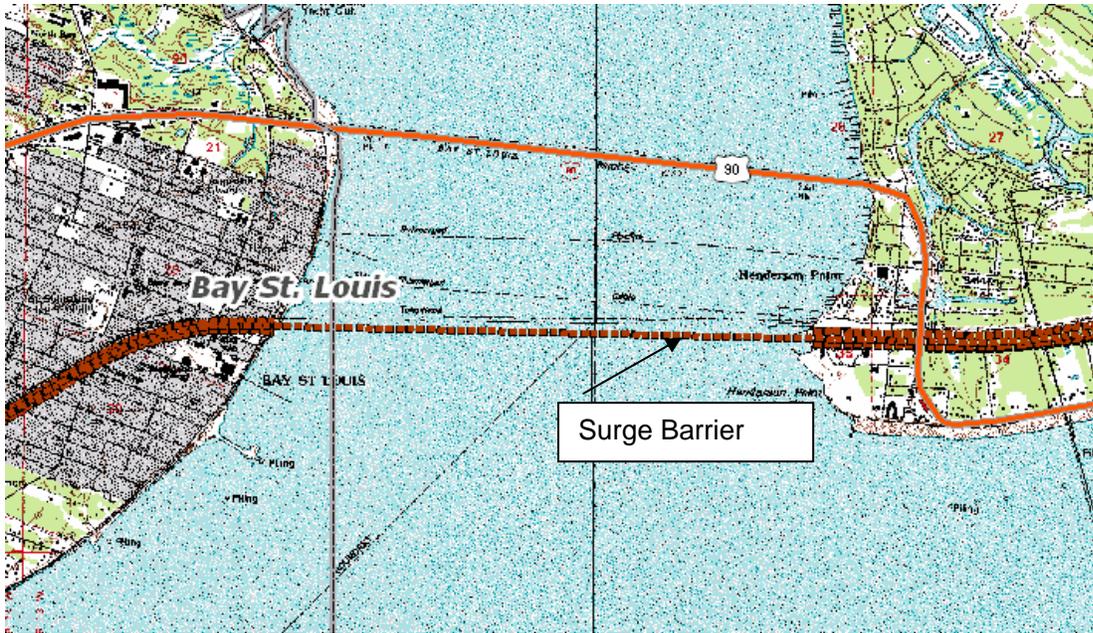
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3.4.3 St. Louis Bay Surge Barrier

3.4.3.1 General

In order to protect the properties surrounding Saint Louis Bay and along the lower portions of the various rivers and streams flowing into the bay, a barrier would be required at some point to block storm waters during major storm events. A proposed alignment for the surge barrier is shown in Figure 3.4.3.1-1. As outlined above, a search of other similar facilities constructed world wide revealed that the structure model best satisfying both the engineering and socio-ecological necessities of this site was that used for the Thames River Barrier in London, UK. The structure tentatively investigated for incorporation into this work was thus, patterned after the Thames River Barrier with certain minor modifications to adapt to the site and environment specific conditions enumerated previously.



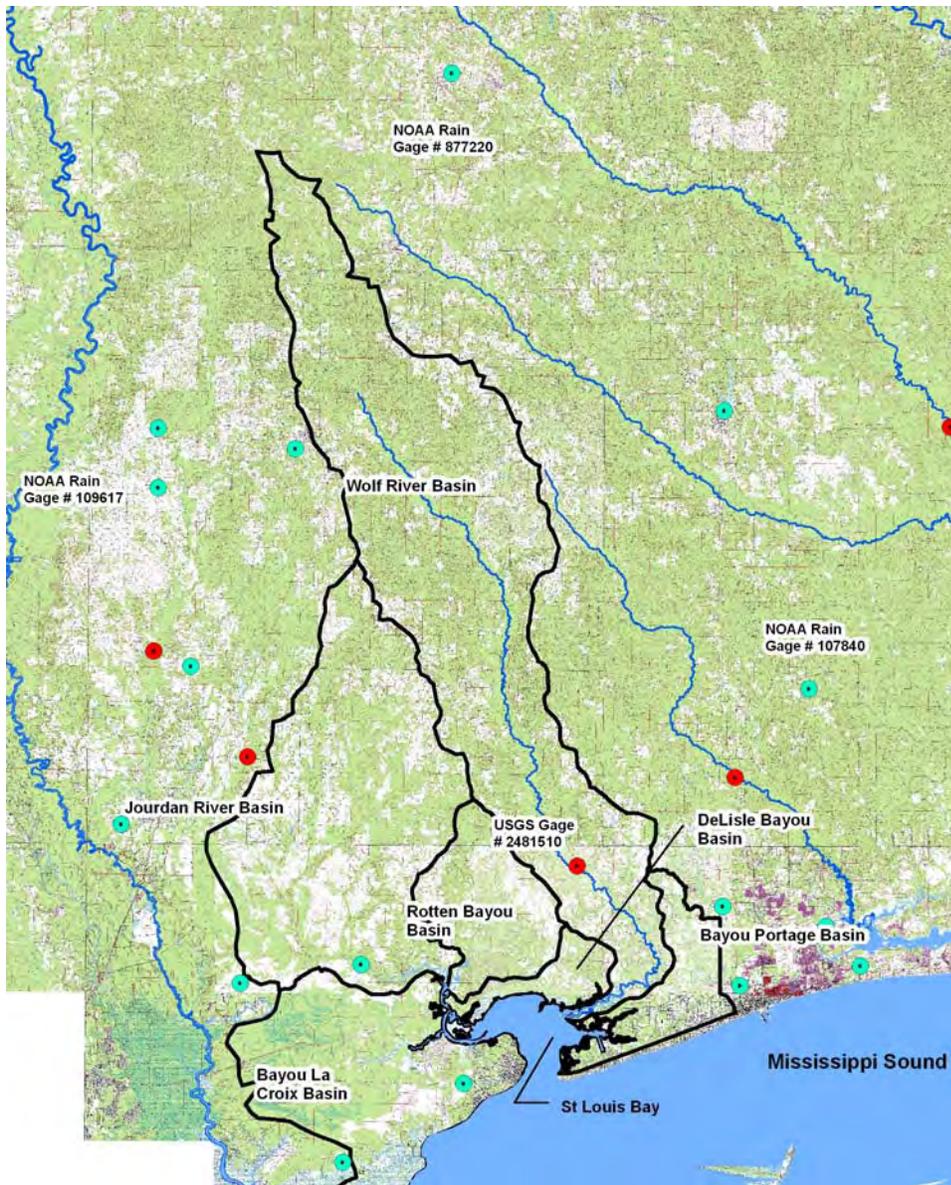
1
2 **Figure 3.4.3.1-1. St. Louis Bay Surge Barrier Location**

3 **3.4.3.1.1 Interior Drainage**

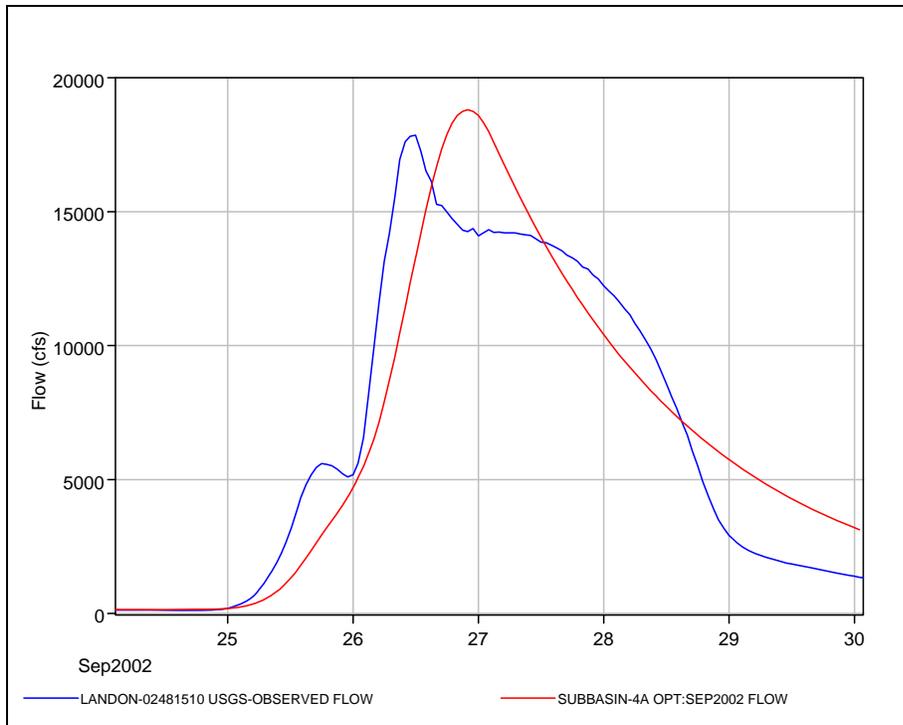
4 In the event of an imminent hurricane, the gates St Louis Bay would be closed, and flow from the
5 rivers feeding these bays, as well as local runoff would pond behind the gates. The tentative location
6 of the barrier chosen for this study is shown below.

7 The St. Louis Bay watershed, Figure 3.4.3.1-2, covers approximately 654 square miles and is
8 comprised of six sub-basins that stretch across the Mississippi counties of Harrison, Hancock,
9 Stone, and Pearl River. There is one United States Geological Survey (USGS) discharge stream
10 gage (#2481510) located in the watershed along the Wolf River, near Landon, Mississippi. There are
11 three significant National Oceanic and Atmospheric Administration (NOAA) hourly precipitation
12 gages located nearby to the watershed: #109617 White Sand located to the west, #87720 Purvis 2 N
13 to the north, and #109617, 87720, and 107840 Saucier Experimental Forest to the east of the basin.
14 Data from these gages, along with soils data from the National Cooperative Soil Survey and
15 Technical Paper 40 (TP-40) synthetic rainfall events were used to determine the peak discharge and
16 total run-off volume entering St. Louis Bay from the St. Louis Bay watershed for the 2 year, 5 year,
17 10 year, 25 year, 50 year and 100 year rainfall events.

18 The Hydrologic Engineering Center’s Hydrologic Modeling System (HEC-HMS) was used for the
19 modeling effort. The components of the model include the precipitation specification, the loss model,
20 the direct runoff model, and observed discharge data. Precipitation data used in the modeling
21 process included hourly precipitation from NOAA gages 109617, 87720, and 109617, 87720, and
22 107840 and the 2-100 year 24-hour TP-40 rainfall events. The initial and constant loss rate method
23 was used for the loss model while the Snyder’s unit hydrograph (UH) method was used for the direct
24 runoff model. The model was calibrated to observed hourly discharge data for one event at USGS
25 gage 2481510. Several other events were analyzed but not used because the observed hourly
26 precipitation for those events did not match the TP-40 rainfall.



- 1
- 2 **Figure 3.4.3.1-2. St. Louis Bay Watershed**
- 3 Calibration results agree reasonably well with observed data as shown in Figure 3.4.3.1-3.



1
2

Figure 3.4.3.1-3. St. Louis Bay Watershed Calibration

3 Ponding from the interior rivers behind the gates will depend partially on the elevation of the gulf
 4 when the gates are closed. Several historical stage hydrographs of hurricanes were reviewed to
 5 determine the duration of various stages along the gulf. From this review, it was determined that
 6 storms generally reach 4 ft NAVD88 and recede to that elevation within 24 hours. Using this
 7 information, various theoretical coincident rainfall events taken from T.P 40 were modeled to
 8 determine the resulting water surface elevations behind the barrier during the 24-hour period the
 9 gates are to be closed. A 10-yr rain was selected for the design condition. This decision was based
 10 on an evaluation of rainfall observed during hurricane and tropical storm events as presented in two
 11 sources. The first is "Frequency and Areal Distributions of Tropical Storm Rainfall in the US Coastal
 12 Region on the Gulf of Mexico" US Dept of Commerce, Environmental Science Services
 13 Administration, ESSA Technical Report WB-7, Hugo V. Goodyear, Office Hydrology, July 1968. The
 14 second is "National Hurricane Research Project Report No. 3, Rainfall Associated with Hurricanes
 15 (And Other Tropical Disturbances)", R.W. Schoner and S. Molansky, 1956, Weather Bureau and
 16 Corps of Engineers. This decision was also based on coordination with the New Orleans District,
 17 U.S. Army Corps of Engineers.

18 The 24-hour period of highest inflow from the flow hydrograph was used to compute changes in bay
 19 elevations in the 24-hour gate closure period.

20 Based on this method of analysis, the resulting elevations for the various storms are shown in Table
 21 3.4.3.1-1, with the 10-yr elevation of 6.8 ft NAVD88 the design condition.

1
2

**Table 3.4.3.1-1.
St. Louis Bay Ponding**

St. Louis Bay 4 ft. Base Elevations	
Strom Event	Bay Elevation (ft NAVD88)
2-year	5.5
5-year	6.3
10-year	6.8
25-year	7.5
50-year	7.9
100-year	8.4

3
4
5

The ponded water area in above the surge barrier gates is approximated by the 8-ft ground contour line shown in Figure 3.4.3.1-4.



6
7

Figure 3.4.3.1-4. St. Louis Bay 10-yr Ponding to Elev 6.8 ft NAVD88

8 **3.4.3.1.2 Geotechnical Data**

9 The available mapping covering the bay bottom is very sketchy consisting mostly of quad maps. This
10 data indicates that the existing bay bottom elevation along the study alignment would be fairly
11 uniform at approximate (-)7 to (-) 8 feet across much of the bay width. The water depth naturally
12 tapers from full depth to the water's edge over some distance out from each bank. Information
13 gathered from the Mississippi Department of Transportation indicates that the bay bottom materials
14 are very loose and unstable to a significant depth below the bay bottom indicating that a significant
15 amount of undercutting would be required for any structure that might be installed, and that
16 structures of the magnitude under consideration would require very deep pile foundations.

1 **3.4.3.1.3 Structural, Mechanical and Electrical**

2 See sections 3.4.3.1.3.1 through 3.4.3.1.3.3.

3 **3.4.3.1.3.1 Structural**

4 Structurally, the Barrier as configured for this study would consist of a series of 38 large stainless
5 steel clad, structural steel framed gates called rising sector gates. Each of these would be supported
6 on reinforced concrete piers resting on large continuous concrete sills with pile foundations. The
7 tentative layout used to estimate the scope of the structure was configured having gates 132 feet
8 long mounted on 28-foot wide piers. The number of gates was determined by the extent of water
9 having depth sufficient to support their operation. To facilitate as nearly as possible the normal ebb
10 and flow of tide waters through the barrier, the concrete connector wall and rock fill portions of the
11 barrier either side of the gated structure would be fitted with a series of closely spaced low level
12 gated culverts. The gate and pier heights were varied to accommodate the “level of protection” under
13 consideration. The three elevations selected for this study were 20, 30, and 40 NAVD88. In each
14 instance the gate heights were set to match the protection level elevations with pier heights set
15 approximately 3 feet higher to provide minor wave clearance for protection of operating equipment.
16 Atop each pier an operating machinery block would be mounted to house the operating equipment.
17 No lateral access over the tops of the piers was envisioned because of the long spans and the
18 desire to keep the vista across the structure as clear as possible. Operating and utility access would
19 be provided through two continuous tunnels passing through the sill section and the rock fill, to
20 operating facilities located on each bank.

21 **3.4.3.1.3.2 Mechanical**

22 The mechanical equipment and appurtenances required for operation of these facilities would
23 include very large steel gate linkages and hydraulic rams and pivot pins for operation of each gate.
24 Each gate would rotate on large bearings and pivot hubs at each end of the gate. Various operating
25 hydraulic and lubrication oil systems would also be required. Each gate would have an
26 opening/closing time of approximately 15 minutes.

27 **3.4.3.1.3.3 Electrical**

28 Primary electrical power for operating the gates would be provided using dedicated, standard
29 transformers with emergency back-up generators. The size of the generators would be greatly
30 reduced by minimizing the wattage output through reduction of the demand on the facility. The
31 demand would be minimized by phasing the operation of the gates to the greatest extent possible.
32 For this study it was determined that this could possibly be done by operating a maximum of eight
33 gates at a time, with the last eight gates being left open until the storm threat was definite and
34 eminent. The operation would require that a maximum of four gates be started at one time, with the
35 remaining four gates sequenced to start 1 minute later. It was determined that this would allow the
36 entire closure and subsequent opening operations to be done over a period of 4 to 6 hours. The
37 supplemental generation aspect was considered to be a vital component of the design because of
38 the very high cost of Commercial standby power and because commercial electric power would
39 almost certainly be unavailable during and immediately following a storm event.

40 **3.4.3.1.4 HTRW**

41 Due to the extent and large number of real estate parcels along with the potential for re-alignment of
42 the structural aspects of this project, no preliminary assessment was performed to identify the
43 possibility of hazardous waste on the sites. These studies will be conducted during the next phase of
44 work after the final siting of the various structures. The real estate costs appearing in this report

1 therefore will not reflect any costs for remediation design and/or treatment and/or removal or
2 disposal of these materials in the baseline cost estimate.

3 **3.4.3.1.5 Construction Procedures and Water Control Plan**

4 Following is a very tentative description of a sequence of construction by which the barrier structure
5 and embankments might be built. There are admittedly myriad other means by which this could be
6 accomplished as demonstrated by the construction methods used in construction of the Thames
7 River Barrier and various structures in The Netherlands and elsewhere, any one of which might
8 result in more economical and expeditious construction of the barrier. However, at this juncture, in
9 the interest of clarity and brevity, it was considered expedient to describe this work using customary
10 construction techniques common to most of our large civil works projects constructed to date.

11 **3.4.3.1.5.1 Construction Procedure**

12 As configured for this study, the physical construction of the barrier would begin with installation of
13 the first of what would likely be a three stage cellular cofferdam. The arrangement assumed for this
14 study consisted of a series of circular sheet pile cells and connecting arcs measuring approximately
15 60 feet in diameter and extending 100 feet from the top of the cell to the pile tip elevation. These
16 cells would encompass either the east side or west side transition monoliths and approximately one-
17 third of the gated portion of the structure. It was assumed that for structures designed to provide the
18 highest protection level (Elevation 40 NAVD88) the top of cells could be placed at elevation 35 with
19 reasonable degree of safety. This would provide cell embedment of approximately 30 feet below the
20 lowest structure foundation elevation. This configuration was, naturally, modified to fit the lower
21 levels of protection, but in each case the configuration was made to provide the same relative of
22 protection during construction. With the cofferdam in place the interior would be dewatered using
23 hydraulic pumps, and excavation for the concrete structures would begin. Once the excavation in a
24 given area is brought to the required grade work would continue in this area with the installation of
25 foundation piles. Prior to completion of this phase of the work, installation would begin on the next
26 phase of the cofferdam.

27 Once the first phase of the concrete structure is completed and the first phase cofferdam removed,
28 installation of the gates and operating machinery would begin. Fabrication of the gates would have
29 been done on land in an outfitting yard and the gates transported by water to the proper installation
30 site. Note that this would likely require dredging of a temporary construction channel parallel to the
31 barrier for a portion of its length.

32 Construction of the rock fill embankments would require surcharging and pre-consolidation of the
33 bay bottom materials. (See section 3.4.3.1.2 above for discussion of the Geotechnical aspects of this
34 site.)

35 **3.4.3.1.5.2 Water Control Plan**

36 As this work progresses the flow into and out of Saint Louis Bay would be somewhat restricted for
37 practically the entire construction time. This restriction could be minimized by removal of the
38 cofferdams immediately upon completion of the concrete piers to some point above the normal high
39 tide level thus allowing flow over the completed sill sections as construction continues on the piers
40 and as the gates are being installed. It is estimated the maximum flow restriction at any time would
41 be approximately 30% of the inlet width and that this restriction could endure for as much as four to
42 seven years using the methods and approximate sequence of construction indicated above.

1 **3.4.3.1.6 Physical Security**

2 As described in 3.4.1.7, the construction of the project the contractor would be responsible for
3 maintaining security of all his work sites. This would be done in accordance with latest AT/FP
4 guidance for projects of this type and scope in addition to the normal site security requirements.

5 Upon completion of the project the facilities security responsibilities would pass to the U.S. Army
6 Corps of Engineers and the state, county and municipal law enforcement entities, all of whom would
7 coordinate a program of oversight under which the facilities would be operated and maintained and
8 under which specific security responsibilities would be defined and allocated. These agreements
9 would also be required to meet AT/FP requirements in addition to normal security criteria.

10 **3.4.3.1.7 Operations and Maintenance**

11 In order to assure proper functioning of the facilities once they are placed in service a program of
12 Operations and Maintenance would be developed by the U.S. Army Corps of Engineers, in
13 conjunction and cooperation with the affected state and local entities. This O & M Plan would
14 address specific responsibilities as to daily operation of the facilities, the periodic testing and
15 maintenance of the operating machinery, maintenance of specified stocks of replacement parts,
16 security of the facilities, and maintenance of any buildings and grounds associated with the
17 operation and maintenance of the facilities. As presently envisioned, this O & M responsibility would
18 remain under control of the U.S. Army Corps of Engineers and would be administered under its
19 Operations mission.

20 **3.4.3.1.8 Cost Estimate**

21 The costs for the various options included in this measure are presented in Section 3.4.3.8 Cost
22 Summary. Construction costs for the various options are included in Table 3.4.3.8-1 and costs for
23 the annualized Operation and Maintenance of the options are included in Table 3.4.3.8-2. Estimates
24 are comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
25 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
26 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07.
27 Estimates exclude project Escalation and HTRW Cost. The construction costs include real estate,
28 engineering design (E&D), construction management, and contingencies. The E&D cost for
29 preparation of construction contract plans and specifications includes a detailed contract survey,
30 preparation of contract specifications and plan drawings, estimating bid quantities, preparation of bid
31 estimate, preparation of final submittal and contract advertisement package, project engineering and
32 coordination, supervision technical review, computer costs and reproduction. Construction
33 Contingency developed and assigned at 25% to cover the Cost Growth of the project.

34 **3.4.3.1.9 Schedule and Design for Construction**

35 The scheduling for events following this conceptual study would of necessity include further study to
36 ascertain in greater detail the specific requirements of the project and the most feasible means by
37 which to fulfill these requirements. The Sequence of events would include but not be limited to the
38 following:

- 39 a. The alignment and extent of the proposed barrier should be subjected to detailed study to
40 determine the most feasible routing. This study should address, among other factors, the exact
41 location of utilities features crossing the bay inlet, the present and projected future needs of
42 boat traffic passing through the barrier, and how best to minimize the effects that the barrier
43 could have on the existing marine environment.

1 b. Detailed deep geotechnical investigation should be made to determine as accurately as
2 possible the engineering capabilities of the soils making up the bay bottom along the alignment
3 (or alignments) under consideration.

4 c. A more thorough and painstaking investigation of various types of gate structures should be
5 undertaken to confirm the choice of the rising sector gate for this application, or to replace this
6 type gate with another perhaps more appropriate to the circumstances.

7 d. Once exhaustive search and investigations and analyses have been completed a thorough
8 design of the structures to be included in the final facility would be undertaken addressing the
9 full range of hydraulic events that the structure might see, and making certain that all pertinent
10 design considerations are accounted for.

11 e. A thorough analysis of the power required to operate the gates in a timely manner in time of
12 storm must be made and the very best, most dependable means of providing this power
13 determined.

14 f. The link between the operation of the gates and the best available storm forecasting
15 system(s) would be designed and its operating features and equipment detailed.

16 **3.4.3.2 Location**

17 The alignment suggested herein for the barrier structure would run parallel with and south of the
18 Railroad Bridge crossing Saint Louis Bay. This would approximate the shortest route across the inlet
19 leading from the Mississippi Sound into the bay. As the layout of the barrier was developed it
20 became apparent that, because of the excavation required, a significant amount of separation would
21 be required between the railroad bridge and the ultimate location of the structures included in the
22 barrier. For this study the centerline of the barrier was positioned approximately 260 feet from the
23 center of the railroad bridge. This was left unaltered for all protection levels. The entire barrier would
24 be approximately 10,320 feet in length from water's edge to water's edge, and would consist of rock
25 fill levees extending from the overland levee at each bank for some distance into the bay and
26 enveloping the mass concrete non-overflow wall sections leading to each end of the gated structure.

27 **3.4.3.3 Existing Conditions**

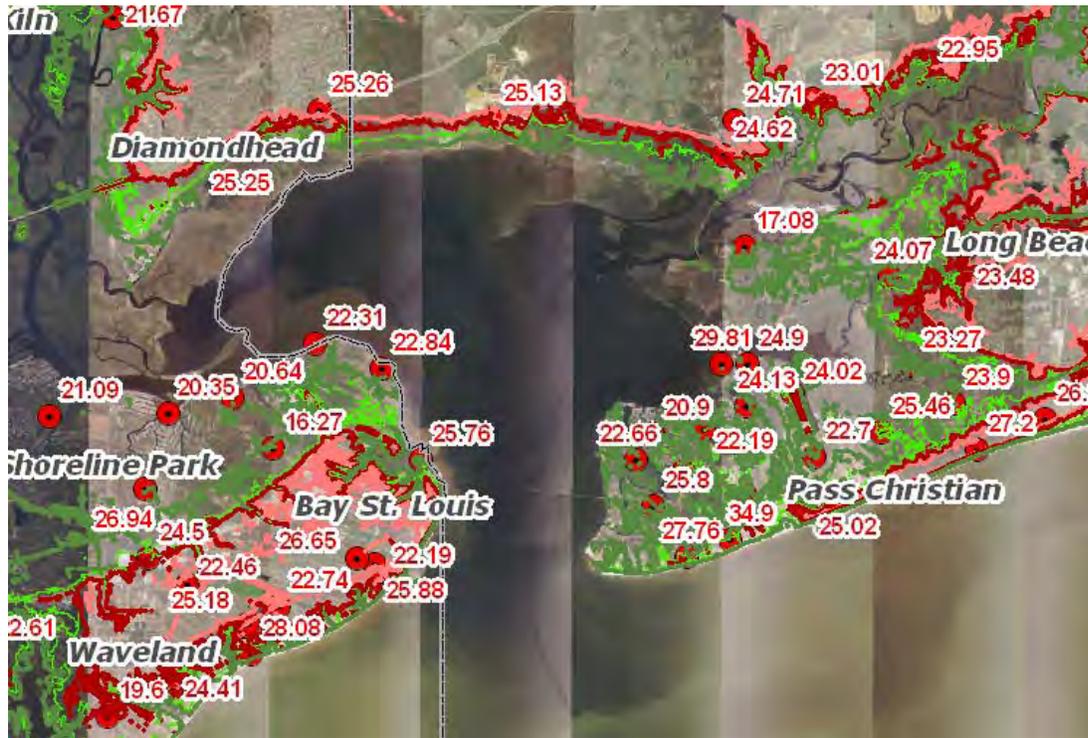
28 The points at which the barrier would come ashore in Jackson County on the east and Harrison
29 County on the west, are in urban areas with extensive residential and commercial development.
30 Several structures would need to be relocated and it is uncertain the extent to which existing utilities
31 might have to be relocated to clear the way for this facility.

32 **3.4.3.4 Coastal and Hydraulic Data**

33 Historic coastal data is shown in Paragraph 1.4, elsewhere in this report. High water marks taken by
34 FEMA after Hurricane Katrina in 2005 as well as the 8-ft(dark green), 12-ft(light green), 16-ft(brown),
35 and 20-ft(pink) ground contour lines are shown in Figure 3.4.3.4-1. The data indicates the Katrina
36 high water was as high as 22 ft NAVD88 at the mouth of the bay.

37 Stage-Frequency data for a suite of severe storms using Joint Probability Method (JPM) and
38 hydrodynamic modeling were developed by the Engineer Research and Development Center
39 (ERDC) for 80 locations along the study area. These data were combined with historical gage
40 frequencies for smaller storms to establish stage-frequency curves at 54 economic reaches in the
41 study area which were entered into Hydrologic Engineering Center's (HEC) Flood Damage Analysis
42 (HEC-FDA) application to evaluate benefits. An expanded description of the procedure is shown

1 elsewhere in this report. Points near the mouth of the bay at which data from hydrodynamic
2 modeling was saved are shown in Figure 3.4.3.4-2.

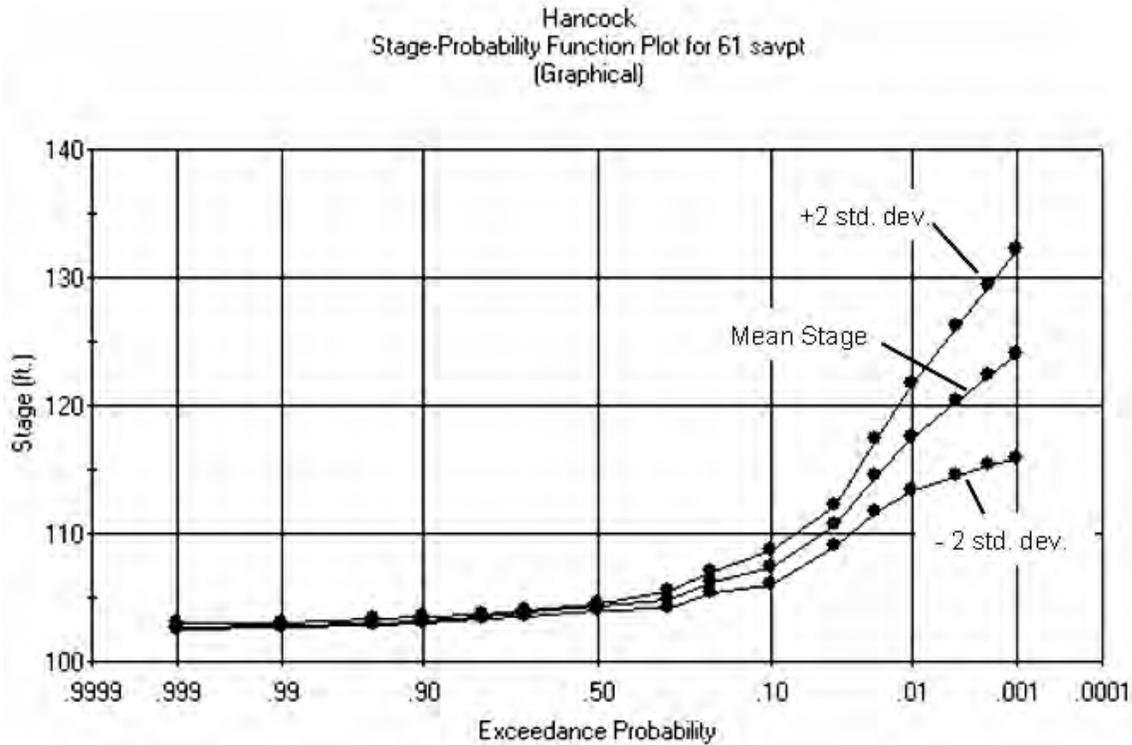


3
4 **Figure 3.4.3.4-1. Ground Contours and Katrina High Water**



5
6 **Figure 3.4.3.4-2. Hydrodynamic Modeling Save Points near St Louis Bay**

1 Existing Condition Stage –Frequency data for Save Point 61, near the mouth of the bay, is shown in
 2 Figure 3.4.3.4-3. The 95% confidence limits, approximately equally to plus and minus two standard
 3 deviations, are shown bounding the median curve. The elevations are presented at 100 ft higher
 4 than actual to facilitate HEC-FDA computations.



5
 6 **Figure 3.4.3.4-3. Existing Conditions at Save Point 61, near the Mouth of St. Louis Bay**

7 **3.4.3.5 Option A – Elevation 20.0**

8 In order to reasonably accurately approximate the scope of the structures required to form a
 9 moveable barrier to elevation 20 a very preliminary rising sector gate design was made for the gate
 10 and its operating disks, and the piers and foundations were approximated on a proportional basis. A
 11 system of foundation piles was then estimated from a stability analysis made for the most stringent
 12 hydraulic situation, water with wave impact to the top of the gates on the flood side and at elevation
 13 “Zero” on the protected side of the gate. Uplift for the situation described was assumed to vary from
 14 full static water head at the flood side edge of the sill to static water pressure equivalent to the
 15 embedment of the sill below elevation “zero” at the protected side edge of the sill. Static lateral water
 16 forces were derived for static water pressure to elevation 20 on the flooded side of the structure and
 17 to elevation “zero” on the protected side. Wave impact data from model testing was not yet available
 18 when these analyses were made. Therefore an approximation of the wave impact loading was made
 19 by applying 25% of the flooded side static head pressure at the top of the gate and allowing this to
 20 taper to zero at the base of the monolith. The force and moment resulting from this inverted
 21 triangular load was then added to that derived for the static head situation.

22 The preliminary design for a gated structure providing protection up to elevation 20 resulted in gross
 23 quantities of basic construction materials as indicated in Table 3.4.3.5-1 below.

Table 3.4.3.5-1.
Gross Quantities for Saint Louis Bay Surge Barrier Elevation 20.0 NAVD88

Item	Quantity	Units
Cofferdam Piling	38,008	Tons
Foundation Piling	20,540	Each
Concrete	493,700	Cubic Yards
Reinforcement	1,210	Tons
Rising Sector Gates (25 Each)	19,750	Tons
Gate Operating Machinery (Steel, 25 sets)	10,100	Tons

Note: Quantities taken from preliminary stability and other design computations.

3.4.3.6 Option B – Elevation 30.0

In order to reasonably accurately approximate the scope of the structures required to form a moveable barrier to elevation 30, a very preliminary rising sector gate design was made for the gate and its operating disks, and the piers and foundations were approximated on a proportional basis. The foundation piles were then estimated from a stability analysis made for the most stringent hydraulic situation, water with wave impact to the top of the gates on the flood side and at elevation “Zero” on the protected side of the gate. Uplift for the situation described was assumed to vary from full static water head at the flood side edge of the sill to static water pressure equivalent to the embedment of the sill below elevation “zero” at the protected side edge of the sill. Static lateral water forces were derived for static water pressure to elevation 30 on the flooded side of the structure and to elevation “zero” on the protected side. Wave impact data from model testing was not yet available when these analyses were made. Therefore an approximation of the wave impact loading was made by applying 25% of the flooded side static head pressure at the top of the gate and allowing this to taper to zero at the base of the monolith. The force and moment resulting from this inverted triangular load was then added to that derived for the static head situation.

The preliminary design for a gated structure providing protection up to elevation 30 resulted in gross quantities of basic construction materials as indicated in Table 3.4.3.6-1 below.

Table 3.4.3.6-1.
Gross Quantities for Saint Louis Bay Surge Barrier Elevation 30.0 NAVD88

Item	Quantity	Units
Cofferdam Piling	47,511	Tons
Foundation Piling	14,538	Each
Concrete	552,800	Cubic Yards
Reinforcement	1,083	Tons
Rising Sector Gates (25 Each)	24,260	Tons
Gate Operating Machinery (Steel, 25 sets)	10,100	Tons

Note: Quantities taken from preliminary stability and other design computations.

3.4.3.7 Option C – Elevation 40.0

In order to reasonably accurately approximate the scope of The structures required to form a moveable barrier to elevation 40, a very preliminary rising sector gate design was made for the gate and its operating disks, and the piers and foundations were approximated on a proportional basis. The foundation piles were then estimated from a stability analysis made for the most stringent hydraulic situation, water with wave impact to the top of the gates on the flood side and at elevation

1 “Zero” on the protected side of the gate. Uplift for the situation described was assumed to vary from
 2 full static water head at the flood side edge of the sill to static water pressure equivalent to the
 3 embedment of the sill below elevation “zero” at the protected side edge of the sill. Static lateral water
 4 forces were derived for static water pressure to elevation 40 on the flooded side of the structure and
 5 to elevation “zero” on the protected side. Wave impact data from model testing was not yet available
 6 when these analyses were made. Therefore an approximation of the wave impact loading was made
 7 by applying 25% of the flooded side static head pressure at the top of the gate and allowing this to
 8 taper to zero at the base of the monolith. The force and moment resulting from this inverted
 9 triangular load was then added to that derived for the static head situation.

10 The preliminary design for a gated structure providing protection up to elevation 40 resulted in gross
 11 quantities of basic construction materials as indicated in Table 3.4.3.7-1 below.

12 **Table 3.4.3.7-1.**
 13 **Gross Quantities for Saint Louis Bay Surge Barrier Elevation 40.0 NAVD88**

Item	Quantity	Units
Cofferdam Piling	47,511	Tons
Foundation Piling	20,540	Each
Concrete	561,300	Cubic Yards
Reinforcement	1,061	Tons
Rising Sector Gates (25 Each)	40,291	Tons
Gate Operating Machinery (Steel, 25 sets)	10,100	Tons

Note: Quantities taken from preliminary stability and other design computations.

14 **3.4.3.8 Cost Estimate Summary**

15 The costs for construction and for operations and maintenance of all options are shown below.
 16 Estimates are comparative-Level “Parametric Type” and are based on Historical Data, Recent
 17 Pricing, and Estimator’s Judgment. Quantities listed within the estimates represent Major Elements
 18 of the Project Scope and were furnished by the Project Delivery Team. Price Level of Estimate is
 19 April 07. Estimates excludes project Escalation and HTRW Cost.

20 **Table 3.4.3.8-1.**
 21 **St Louis Bay Surge Barrier Construction Cost Summary**

Option	Total project cost
Option A – Elevation 20 ft NAVD88	\$1,628,000,000
Option B – Elevation 30 ft NAVD88	\$1,963,600,000
Option C – Elevation 40 ft NAVD88	\$2,362,200,000

22
 23 **Table 3.4.3.8-2.**
 24 **St Louis Bay Surge Barrier O & M Cost Summary**

Option	O&M Costs
Option A – Elevation 20 ft NAVD88	\$22,674,000
Option B – Elevation 30 ft NAVD88	\$27,364,000
Option C – Elevation 40 ft NAVD88	\$32,936,000

1 **3.4.3.9 References**

2 See 3.4.3 General discussion above for references.

3 **3.4.4 Harrison County Inland Barrier**

4 **3.4.4.1 General**

5 Residential and business areas along the coast in Harrison County are susceptible to storm surge
6 damage. A damage reduction option is to construct an inland barrier to various elevations were
7 evaluated. Additional options not evaluated in detail are described elsewhere in this report.

8 Evaluation of this option was done by comparing benefits computed by Hydrologic Engineering
9 Center's (HEC) Flood Damage Analysis (FDA) computer application HEC-FDA and costs computed.
10 HEC-FDA modeling was done comparing the study reaches using variations in expected sea-level
11 rise and development. Details regarding the methodology are presented in Section 2.14 of the
12 Engineering Appendix and in the Economic Appendix.

13 **3.4.4.2 Location**

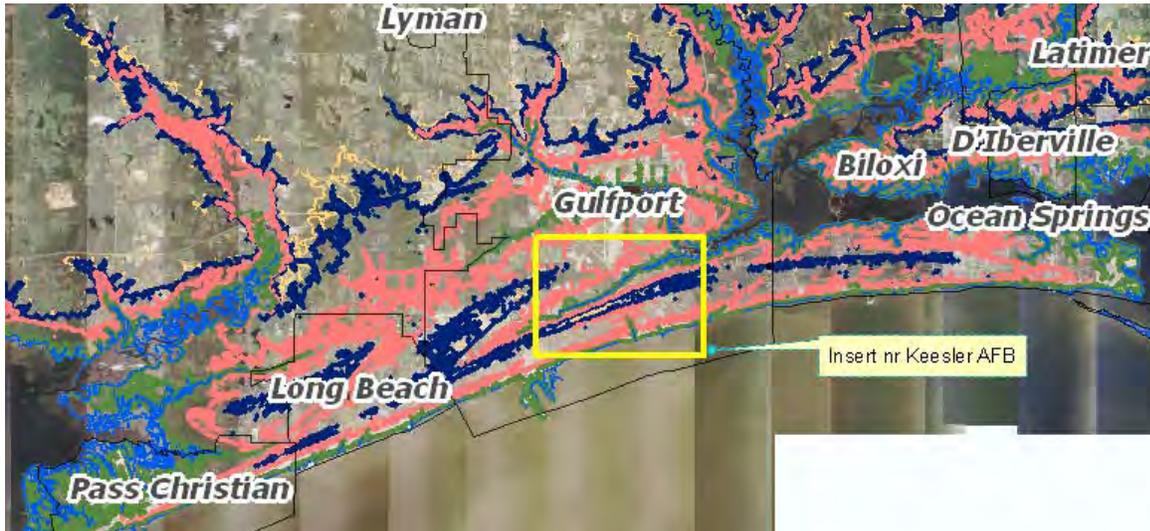
14 The location of the barrier in Harrison County is shown in Figure 3.4.4-1 extending from Biloxi Bay to
15 Pass Christian approximately 1000-3000 ft north of, and parallel to, the shoreline. This alignment is
16 evaluated in Options A through E. For Options F through J, an alternate alignment is evaluated. This
17 alternate alignment extends from Biloxi Bay to Menge Avenue, thence northward along Menge
18 Avenue to high ground. Both alignments are shown on the map. They are also shown in more detail
19 in the Option A section (Figures 3.4.4-12 through 3.4.4-14) and the Option F section (Figures
20 3.4.4-29 through 3.4.4-31).



21
22 **Figure 3.4.4-1. Vicinity Map Harrison County, MS**

1 **3.4.4.3 Existing Conditions**

2 In Harrison County, ground elevations over most of the residential and business areas vary between
3 elevation 8-12 ft NAVD88 on the coast and rising within 1000 ft to elevation 30-36 along a ridge
4 parallel to the coast line, then decreasing to the north. The 4-ft (blue), 8-ft (green), 20-ft (pink), 30-ft
5 (dark blue) and 34-ft (gold) ground contours show the pattern at the coastline for the county and are
6 shown in Figure 3.4.4-2.



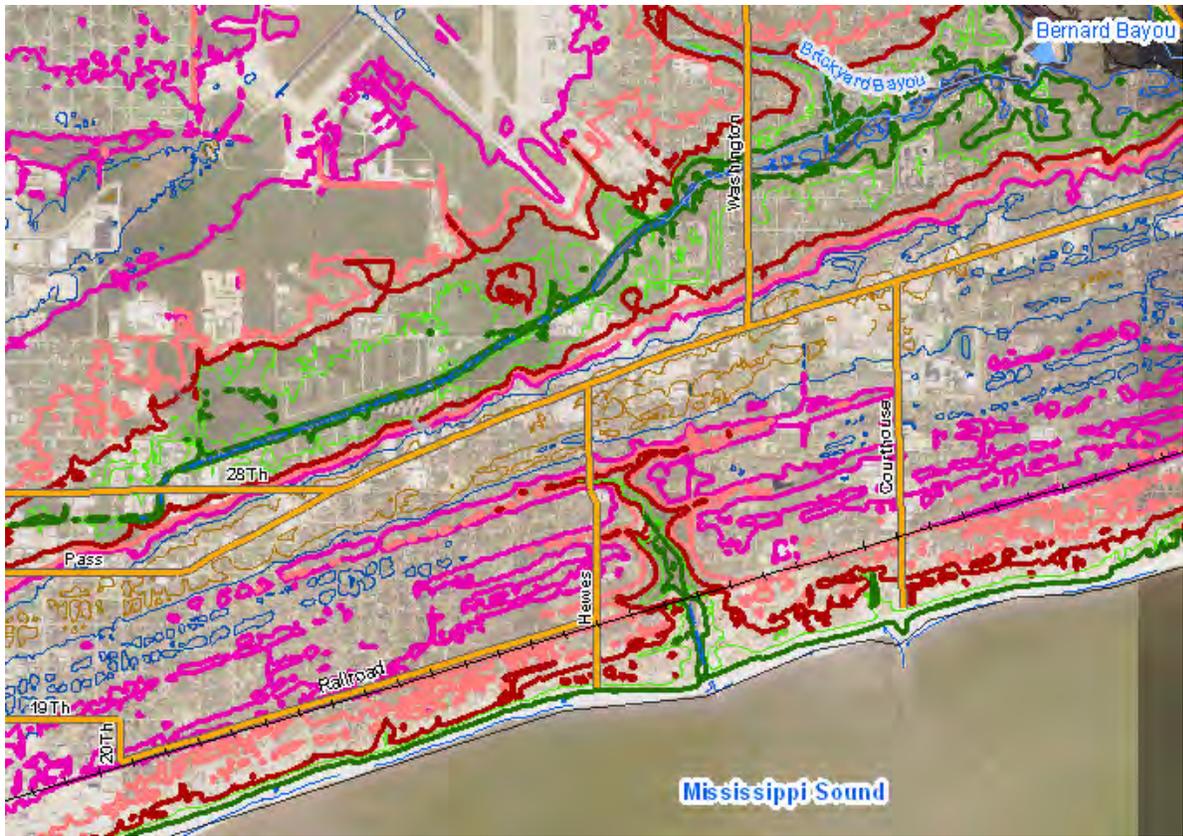
7
8 **Figure 3.4.4-2. Existing Conditions Harrison County, MS**

9 A close-up near Keesler Air Force Base is shown in Figure 3.4.4-3. The 4-ft(blue), 8-ft(dark green),
10 12-ft(light green), 16-ft(brown), 20-ft(pink), 24-ft(light purple), 28-ft (teal), and 32-ft (gold) ground
11 contour lines are shown.

12 The area is drained by natural and some improved channels. Above the ridge water drains o the
13 north, thence to either the Back Bay of Biloxi on the east side of the county, or to the west to the St
14 Louis Bay. South of the ridge, the water drains to Mississippi Sound.

15 Drainage from ordinary rainfall is hindered on occasions when either of the rivers in the area or the
16 gulf is high, but impacts from hurricanes are devastating.

17 Damage from Hurricane Katrina in August, 2005 in the Pascagoula area are shown in Figures
18 3.4.4-4 and 3.4.4-5. Many homes are still un-repaired, pending settlement of insurance claims.



1
2 **Figure 3.4.4-3. Existing Conditions Harrison County near Keesler AFB**



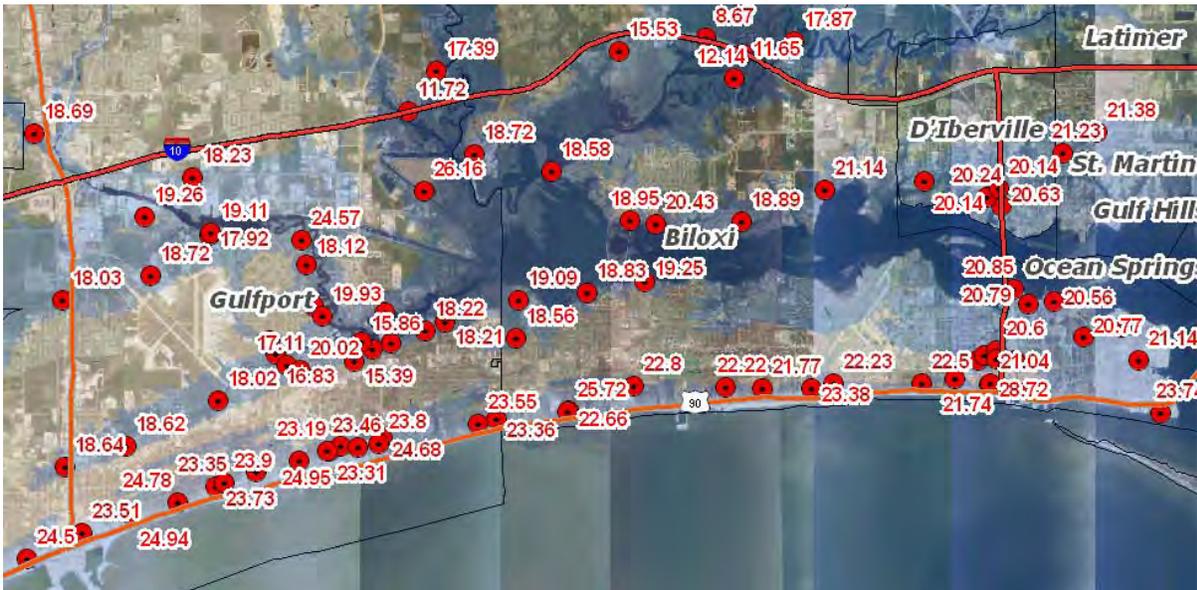
3
4 Source: <http://ngs.woc.noaa.gov/storms/katrina/24330924.jpg>
5 **Figure 3.4.4-4. Hurricane Katrina Damage Harrison County, MS**



1
 2 Source: danakay, http://www.flickr.com/photo_zoom.gne?id=45235550&size=m
 3 **Figure 3.4.4-5. Hurricane Katrina Damage Harrison County, MS**

4 **3.4.4.4 Coastal and Hydraulic Data**

5 Typical coastal data is shown in Section 1.4, of this report. High water marks taken by FEMA after
 6 Hurricane Katrina in 2005 as well as the Katrina inundation limits are shown in Figures 3.4.4-6 and
 7 3.4.4-7. The data indicates the Katrina high water was as high as 21 ft NAVD88 Biloxi, and 28 ft
 8 NAVD88 at Pass Christian.

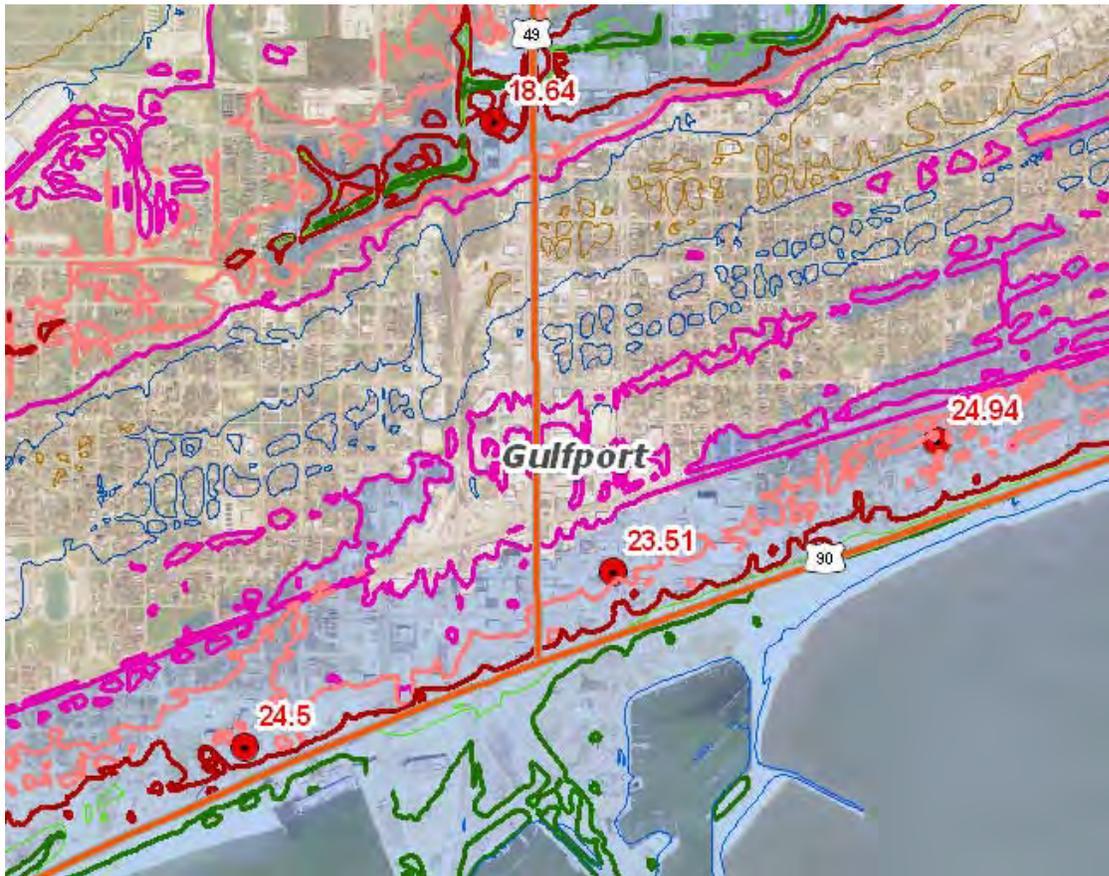


9
 10 **Figure 3.4.4-6. Hurricane Katrina High Water Elevations**



1
2 **Figure 3.4.4-7. Hurricane Katrina High Water Elevations**

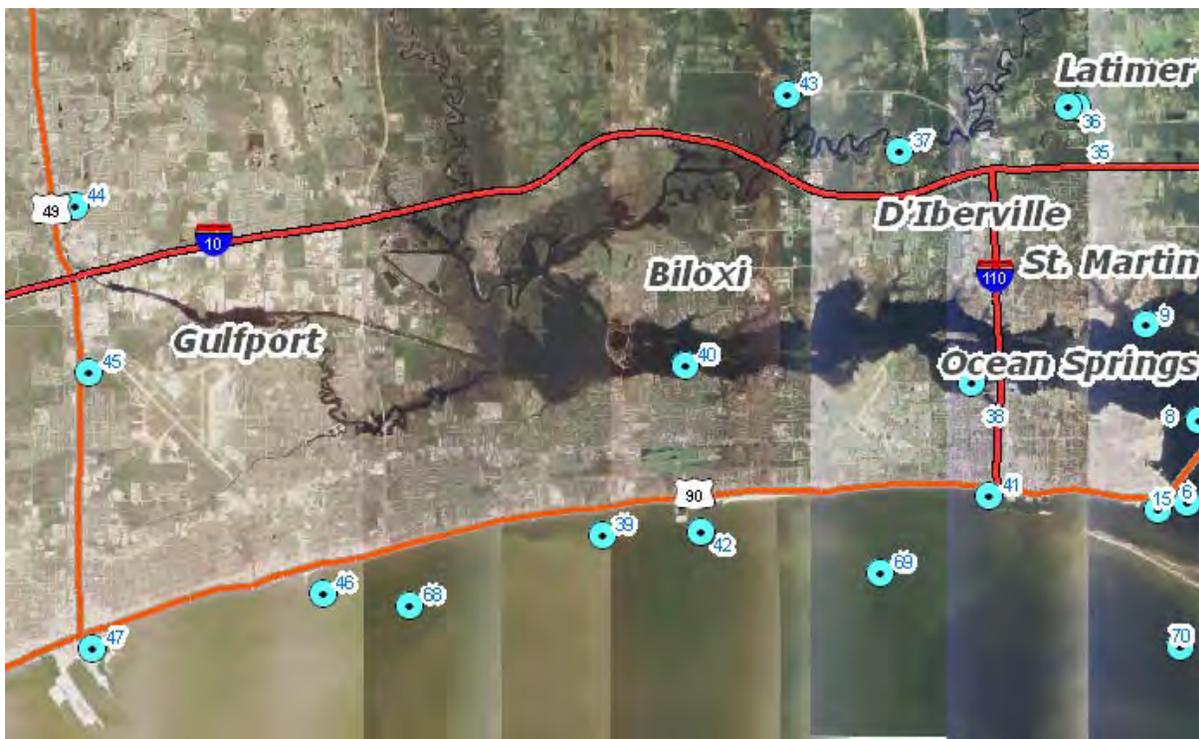
3 A closer view at the intersection of Hwy 90 and US Hwy 49 in Gulfport of existing flooding potential
4 along Harrison County is shown in Figure 3.4.4-8. Ground contours shown are 4-ft (blue), 8-ft (dark
5 green), 12-ft (light green), 16-ft (brown), 20-ft (pink), 24-ft (light purple), 28-ft (teal), and 32-ft (gold).



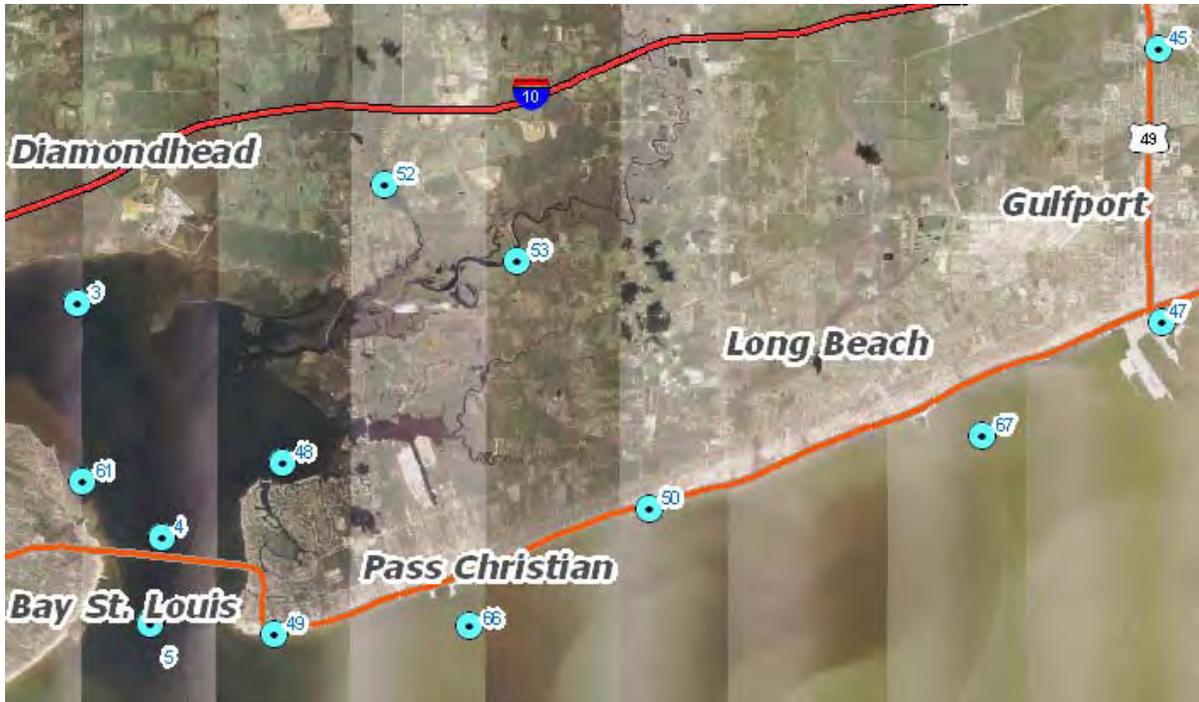
6
7 **Figure 3.4.4-8. Ground Contours and Katrina High Water Elevations near Hwy 49**

1 Stage-Frequency data for a suite of severe storms using Joint Probability Method (JPM) and
2 hydrodynamic modeling were developed by the Engineer Research and Development Center
3 (ERDC) for 80 locations along the study area. These data were combined with historical gage
4 frequencies for smaller storms to establish stage-frequency curves at 54 economic reaches in the
5 study area which were entered into Hydrologic Engineering Center's (HEC) Flood Damage Analysis
6 (HEC-FDA) application to evaluate benefits. An expanded description of the procedure is shown in
7 Section 2.14 of the Engineering Appendix and in the Economic Appendix. Points near the coast in
8 Harrison County at which data from hydrodynamic modeling was saved are shown in Figures 3.4.4-9
9 and 3.4.4-10.

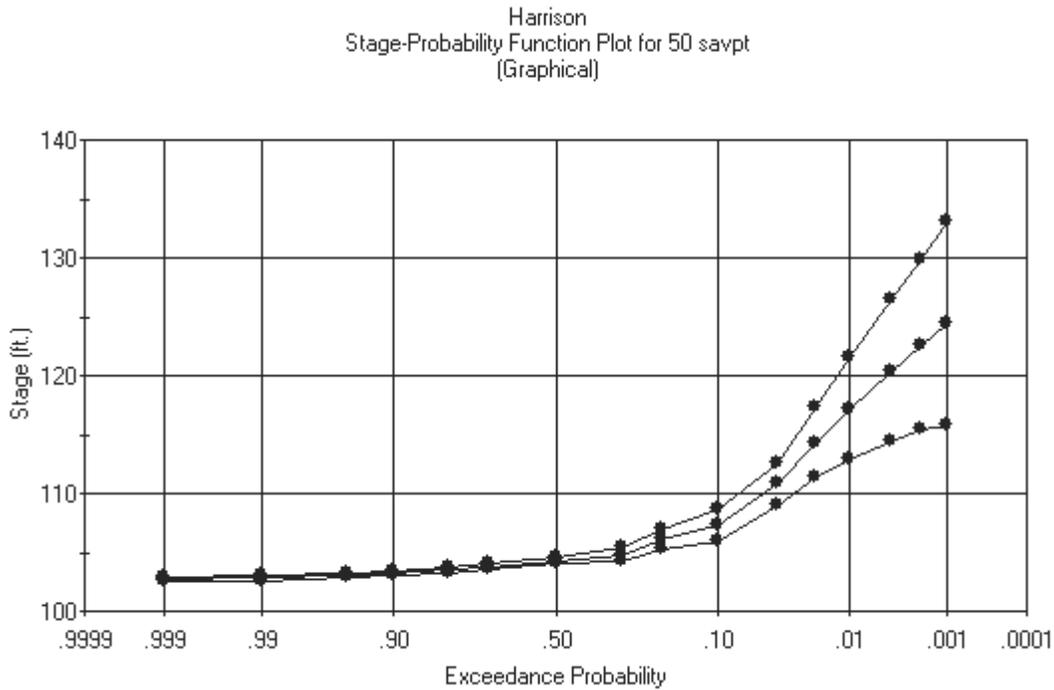
10 Existing Condition Stage –Frequency data for Save Point 50, just off the coast of Harrison County, is
11 shown in Figure 3.4.4-11. The 95% confidence limits, approximately equally to plus and minus two
12 standard deviations, are shown bounding the median curve. The elevations are presented at 100 ft
13 higher than actual to facilitate HEC-FDA computations.



14
15 **Figure 3.4.4-9. Hydrodynamic Modeling Save Points in Harrison County**



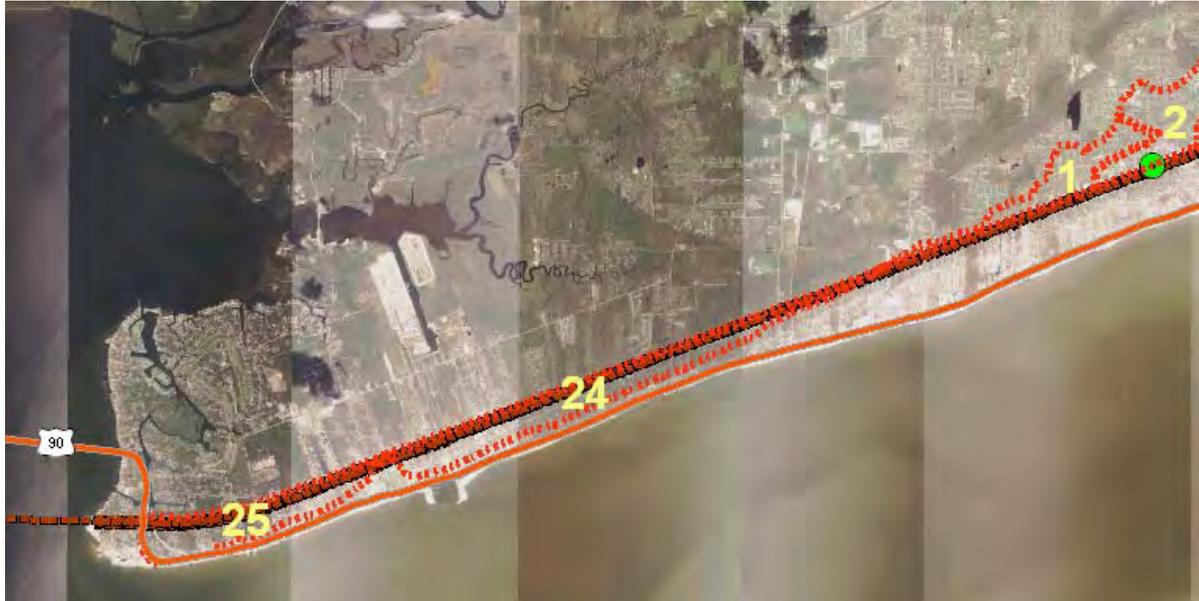
1
2 **Figure 3.4.4-10. Hydrodynamic Modeling Save Points in Harrison County**



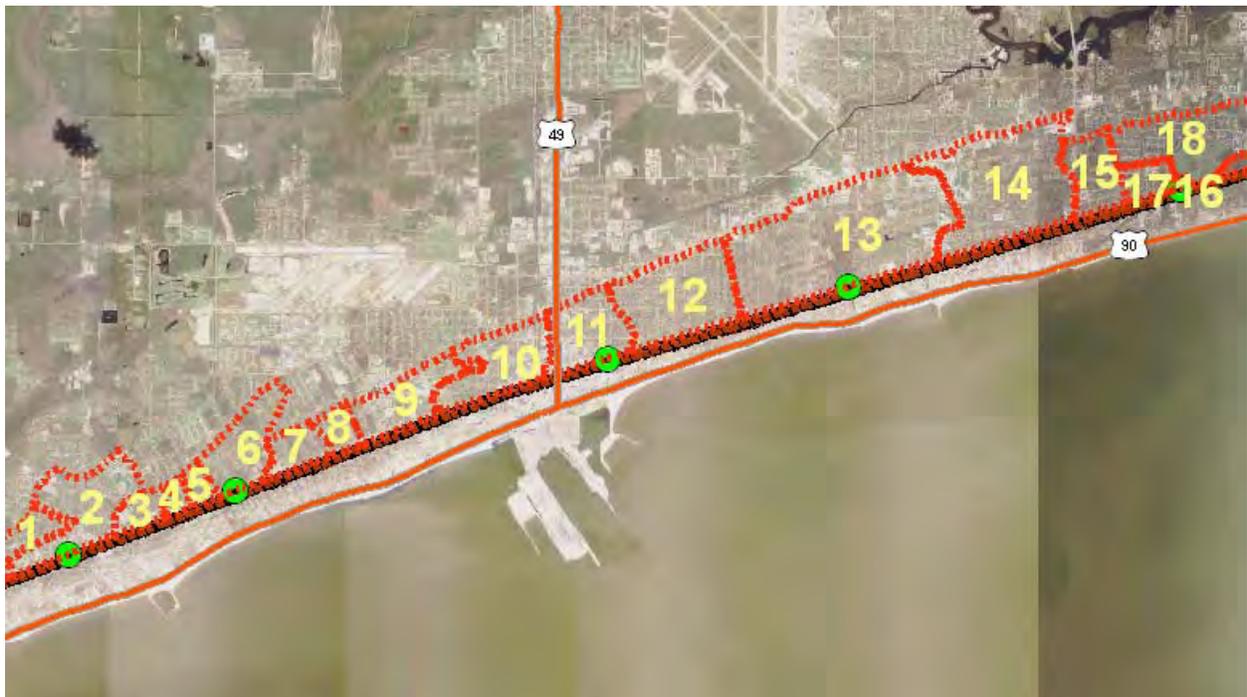
3
4 **Figure 3.4.4-11. Existing Conditions at Save Point 50, near Pass Christian, MS**

1 **3.4.4.5 Option A – Elevation 20 ft NAVD88**

2 This option consists of constructing a levee to elevation 20 ft NAVD88 along the coast of Harrison
3 County as shown on Figures 3.4.4-12 through 3.4.4-14, along with the internal sub-basins and levee
4 culvert/pump locations. Drainage basins 24 and 25 drain north against the levee. These sites will be
5 ditched along the levee to St. Louis Bay.



6
7 **Figure 3.4.4-12. Pump/Culvert/Sub-basin Site Locations**



8
9 **Figure 3.4.4-13. Pump/Culvert/Sub-basin Site Locations**



1
2 **Figure 3.4.4-14. Pump/Culvert/Sub-basin Site Locations**

3 Drainage basin 26 drains north against the levee. This site will be ditched along the levee to Biloxi
4 Bay.

5 Damage and failure by overtopping of levees could be caused by storms surges greater than the
6 levee crest as shown in the Figure 3.4.4-15.



7
8 *Source: Wave Overtopping Flow on Seadikes, Experimental and Theoretical Investigations, Holger Schüttrumpf,*
9 *(Photo: Leichtweiss-Institute) http://kfki.baw.de/fileadmin/projects/E_35_134_Lit.pdf*

10 **Figure 3.4.4-15. North Sea, Germany, March 1976**

11 Overtopping failures are caused by the high velocity of flow on the top and back side of the levee.
12 Although significant wave attack on the seaward side of some of the New Orleans levees occurred
13 during Hurricane Katrina, the duration of the wave attack was for such a short time that major

1 damage did not occur from wave action. The erosion shown in Figure 3.4.4-16 was caused by
2 approximately 1-2 ft of overtopping crest depth.

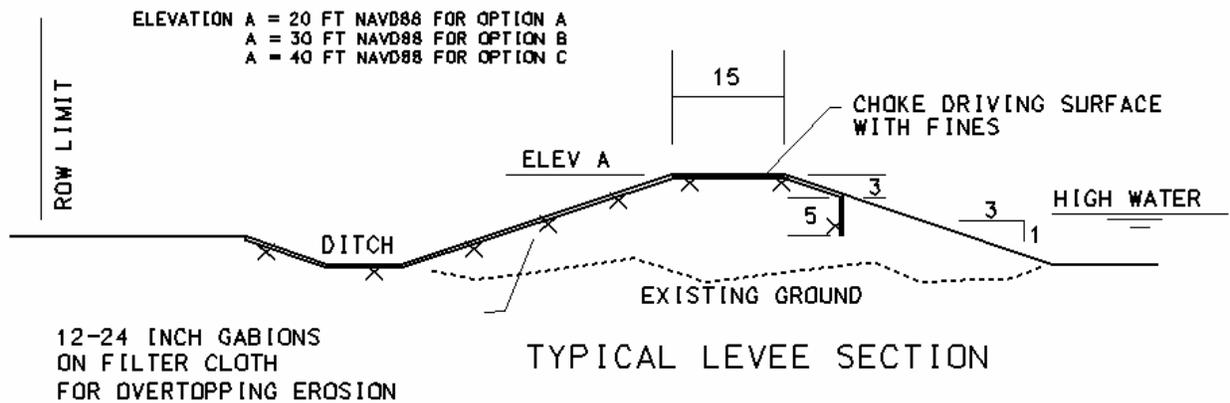


3
4 Source: ERDC, Steven Hughes

5 **Figure 3.4.4-16. Crown Scour from Hurricane Katrina at Mississippi**
6 **River Gulf Outlet (MRGO) Levee in St. Bernard Parish, New Orleans, LA**

7 Revetment will be included in the levee design to prevent overtopping failure.

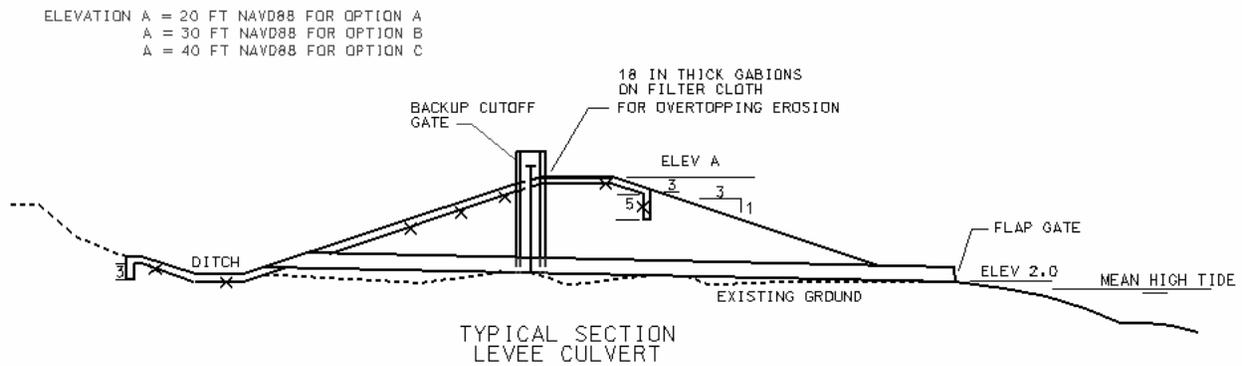
8 The levee will be protected by gabions on filter cloth as shown in Figure 3.4.4-17, extending across a
9 drainage ditch which carries water to nearby culverts and which would also serve to dissipate some
10 of the supercritical flow energy during overtopping conditions.



11
12 **Figure 3.4.4-17. Typical Section at Levee**

13 3.4.4.5.1 Interior Drainage

14 Drainage on the interior of the raised highway would be collected at the highway and channeled to
15 culverts placed at locations shown above. The culverts would have flap gates on the seaward ends
16 to prevent backflow when the water in Mississippi Sound is high. An additional closure gate would
17 also be provided at every culvert for control in the event the flap gate malfunctions. A typical section
18 is shown in Figure 3.4.4-18.



1
 2 **Figure 3.4.4-18. Typical Section at Culvert**

3 In addition, pumps would be constructed near the outflow points to remove water from the interior
 4 during storm events occurring when the culverts were closed because of high water in the sound.

5 Flow within the levee interior was determined by subdividing the interior of the drainage basin into
 6 major sub-basins and computing flow for each sub-basin by USGS computer application WinTR55.
 7 The method incorporates soil type and land use to determine a run-off curve number.

8 Peak flows for the 1-yr to 100-yr storms were computed. Culverts were then sized to evacuate the
 9 peak flow from a 25-year rain in accordance with practice for new construction in the area using
 10 Bentley CulvertMaster application. For the culvert design, headwater/tailwater elevation difference
 11 was maintained at 3.0 ft or less. Drainage ditches along the toe of the highway will be required to
 12 assure that smaller basins can be drained to a culvert/pump site. These ditches were sized using a
 13 normal depth flow computation. Curve numbers, pump, and culvert capacity tables are not included
 14 in the report beyond that necessary to obtain a cost estimate. The data is considered beyond the
 15 level of detail required for this report.

16 During periods of high water in Mississippi Sound, pumps would be required to evacuate rainfall.
 17 Pump sizes were determined for the peak flow resulting from a 10-yr rainfall. This decision was
 18 based on an evaluation of rainfall observed during hurricane and tropical storm events as presented
 19 in two sources. The first is "Frequency and Areal Distributions of Tropical Storm Rainfall in the US
 20 Coastal Region on the Gulf of Mexico" US Dept of Commerce, Environmental Science Services
 21 Administration, ESSA Technical Report WB-7, Hugo V Goodyear, Office Hydrology, July 1968. The
 22 second is "National Hurricane Research Project Report No. 3, Rainfall Associated with Hurricanes
 23 (And Other Tropical Disturbances)", R.W. Schoner and S. Molansky, 1956, Weather Bureau and
 24 Corps of Engineers. This decision was also based on coordination with the New Orleans District.

25 During some hurricane events, when the gates are shut, and rainfall exceeds the average 10-yr
 26 intensity over the basin, some ponding from rainfall will occur. Detailed modeling of all the interior
 27 sub-basins for all the areas was not possible for this report; therefore the exact extent of the ponding
 28 for extreme events is not precisely defined. However, in some of the areas, existing storage could be
 29 adequate to pond water without causing damage, even without pumps. In other areas that do have
 30 pumps, some rise in interior water during interior events greater than the 10-yr rain could occur, but
 31 may not cause damage. Designing the pumps for the peak 10-yr flow provides a significant pumping
 32 capacity. Further studies will detail the requirement for the appropriate ponding areas, pump sizes,
 33 or buyouts in the affected areas.

34 During non-hurricane periods of low water in the sound, when rainfall greater than the 25-yr event
 35 occurs, the pumps could also be used to augment the flow capacity of the levee culverts.

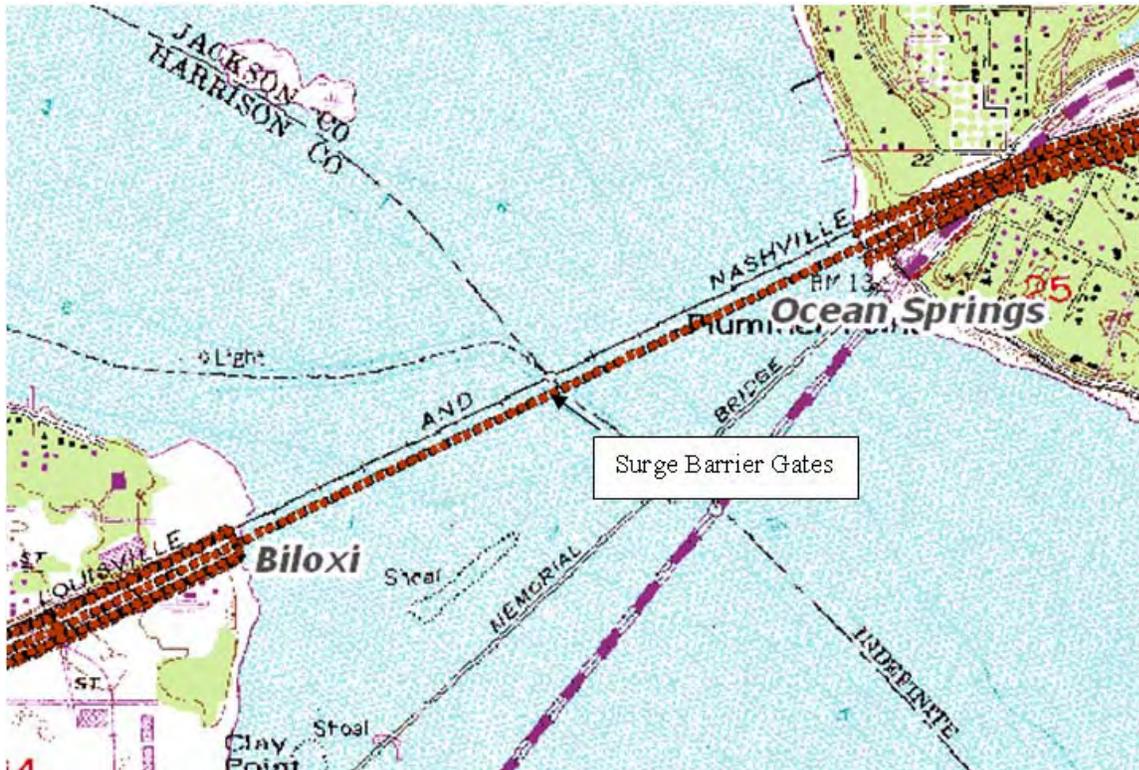
1 **3.4.4.5.1.1 Surge Barrier**

2 In order to prevent hurricane surges from circumventing the levee, surge barrier gates would be
3 constructed across both Biloxi Bay and St. Louis Bay. In the event of an imminent hurricane, the
4 gates across the Back Bay of Biloxi and St. Louis Bay would be closed, and flow from the rivers
5 feeding these bays, as well as local runoff would pond behind the gates. The location of the barriers
6 are shown in Figure 3.4.4-19 and 3.4.4-20.

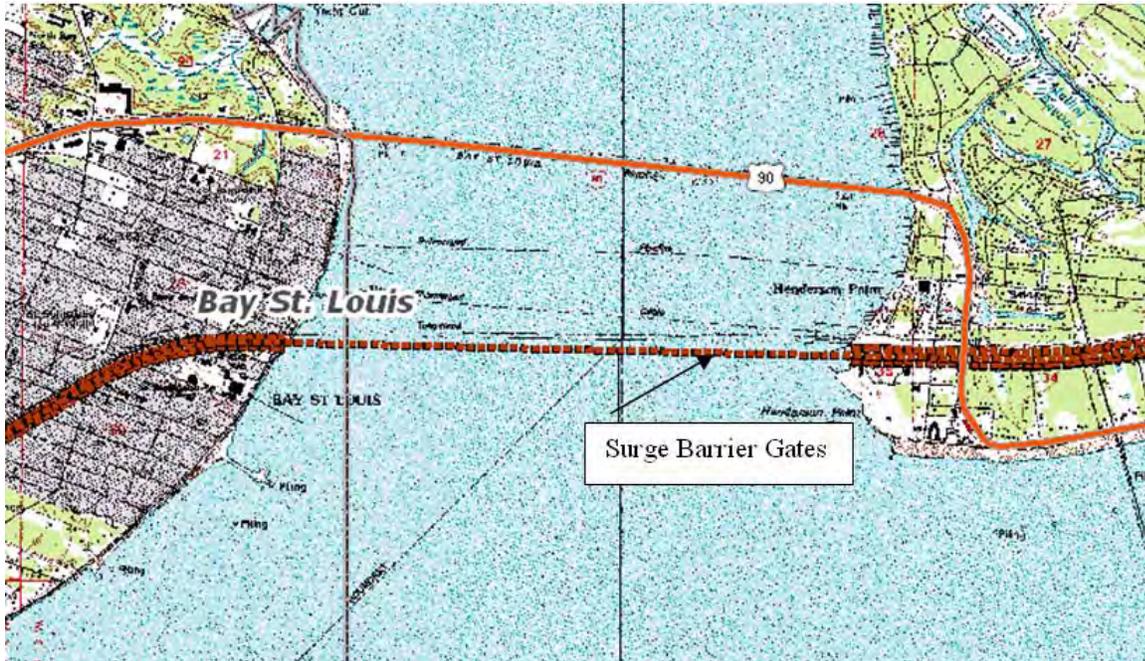
7 The gates would be similar to the rising sector gates across the Thames River in London, England,
8 shown in Figure 3.4.4-21.

9 The gates are described in more detail elsewhere in this report.

10 The Hydrologic Engineering Center’s Hydrologic Modeling System (HEC-HMS) was used to model
11 both the Biloxi Bay watershed and the St Louis Bay watershed in order to predict the maximum
12 water elevation behind the gates in the bays under several different storm scenarios. These two
13 basins will be described separately.



14
15 **Figure 3.4.4-19. Biloxi Bay Surge Barrier Location**



1
2 **Figure 3.4.4-20. St Louis Bay Surge Barrier Location**

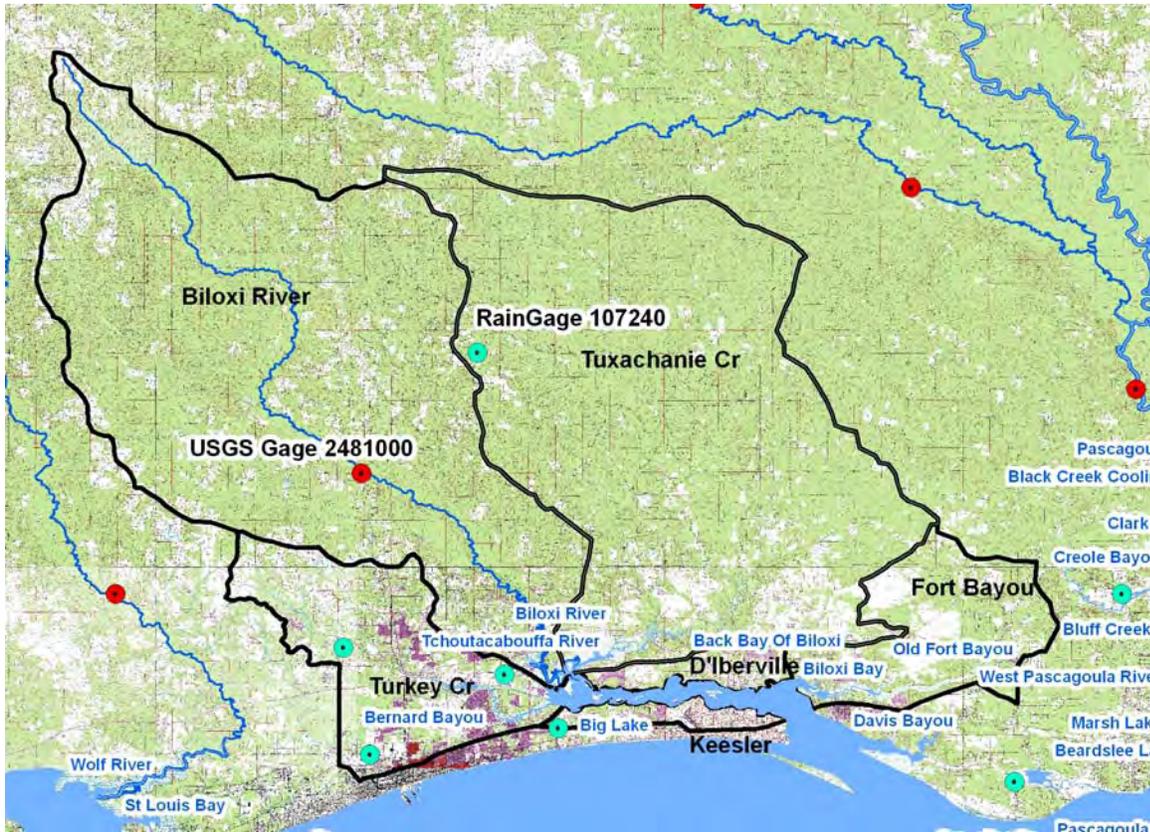


3
4 **Figure 3.4.4-21. Thames River Barrier Gates**

5 **3.4.4.5.1.2 Biloxi Bay Modeling**

6 The Biloxi Bay watershed is an approximately 640 square mile watershed comprised of six
 7 subbasins that stretch across Harrison, Stone, and Jackson County, MS. There is one United States
 8 Geological Survey (USGS) discharge gage located in the watershed along the Biloxi River and one
 9 National Oceanic and Atmospheric Administration (NOAA) hourly precipitation gage located on the
 10 east side of the watershed. The discharge gage is USGS gage 2481000 at Wortham, MS and the
 11 precipitation gage is NOAA gage 107840 (Saucier Experimental Forest). Data from these gages,

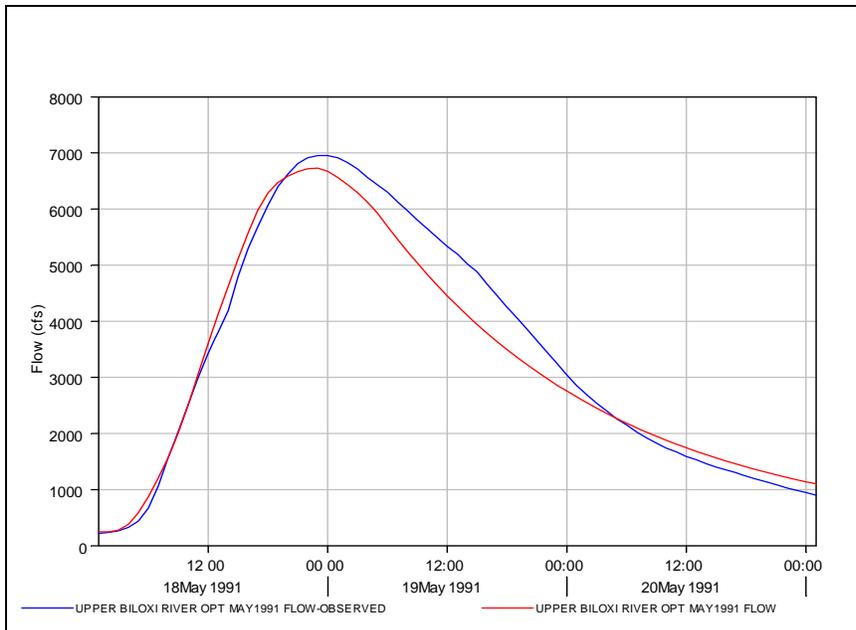
1 along with soils data from the National Cooperative Soil Survey and Technical Paper 40 (TP-40)
2 synthetic rainfall events were used to determine the peak discharge and total run-off volume entering
3 Biloxi Bay from the Biloxi Bay watershed for the 2-100 year rainfall events. The Hydrologic
4 Engineering Center's Hydrologic Modeling System (HEC-HMS) was used for the modeling effort.
5 The Biloxi Bay watershed is shown in Figure 3.4.4-22.



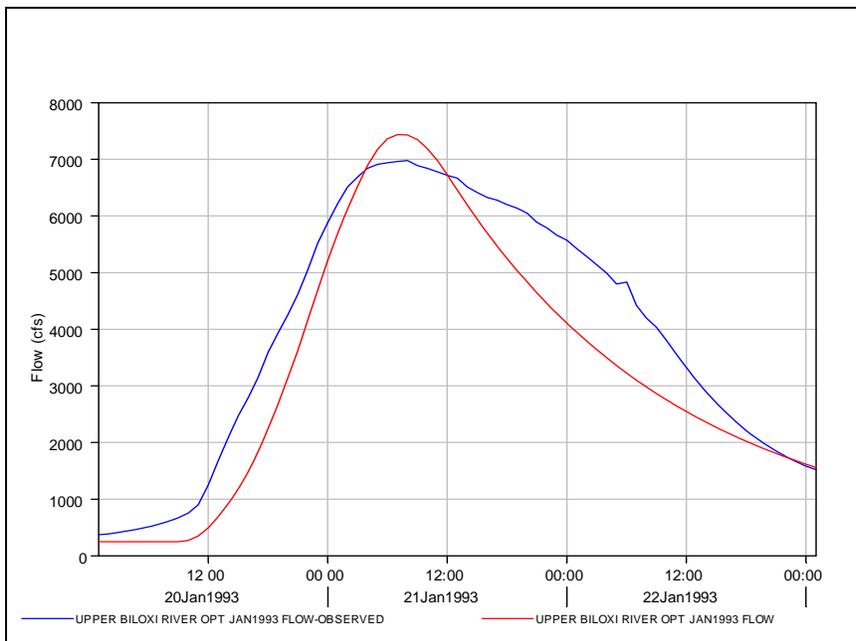
6
7 **Figure 3.4.4-22. Biloxi Bay Watershed**

8 The components of the model include the precipitation specification, the loss model, the direct runoff
9 model, and observed discharge data. Precipitation data used in the modeling process included
10 hourly precipitation from NOAA gage 107840 and the 2-100 year 24-hour TP-40 rainfall events. For
11 the loss model some basins used the initial and constant loss model and others (D'Iberville and
12 Keesler) used SCS curve number method. For the direct runoff model, all the basins used the
13 Snyder's unit hydrograph (UH) model. The model was calibrated to observed hourly discharge data
14 for two events at USGS gage 2481000. The basin models used in the calibration used the initial
15 constant loss model and Snyder's method for the direct runoff. The two calibration events (May 1991
16 and Jan 1993) had rainfall of about 6.4 inches and 7.6 inches each, corresponding to approximately
17 2-yr to 5-yr theoretical rainfall frequency.

18 Calibration results agree reasonable well with observed data as shown in Figures 3.4.4-23 and
19 3.4.4-24.



1
2 **Figure 3.4.4-23. Biloxi Bay Watershed Calibration, May 18, 1991**



3
4 **Figure 3.4.4-24. Biloxi Bay Watershed Calibration, Jan 21, 1993**

5 Ponding from the interior rivers behind the gates will depend partially on the elevation of the gulf
 6 when the gates are closed. Several historical stage hydrographs of hurricanes were reviewed to
 7 determine the duration of various stages along the gulf. From this review, it was determined that
 8 storms generally reach 4 ft NAVD88 and recede to that elevation within 24 hours. Using this
 9 information, various theoretical coincident rainfall events taken from T.P 40 were modeled to
 10 determine the resulting water surface elevations behind the barrier during the 24-hour period the
 11 gates are to be closed. A 10-yr rain was selected for the design condition, in accordance with studies

1 cited above. The highest inflow period of the inflow hydrograph was used to compute changes in bay
2 elevations in the 24-hour gate closure period.

3 Based on this method of analysis, the resulting elevations for the various storms are shown in Table
4 3.4.4-1, with the 10-yr elevation of 8.4 ft NAVD88 the design condition.

5 **Table 3.4.4-1.**
6 **Biloxi Bay Ponding**

Biloxi Bay 4 ft. Base Elevations	
Strom Event	Bay Elevation (ft NAVD88)
2-year	6.0
5-year	7.6
10-year	8.4
25-year	9.4
50-year	10.0
100-year	10.8

7
8 This ponded water area in Harrison County above the surge barrier gates at the 10-yr flood is at 8.4
9 ft NAVD88 and is approximated by the 8-ft ground contour line shown in Figure 3.4.4-25.

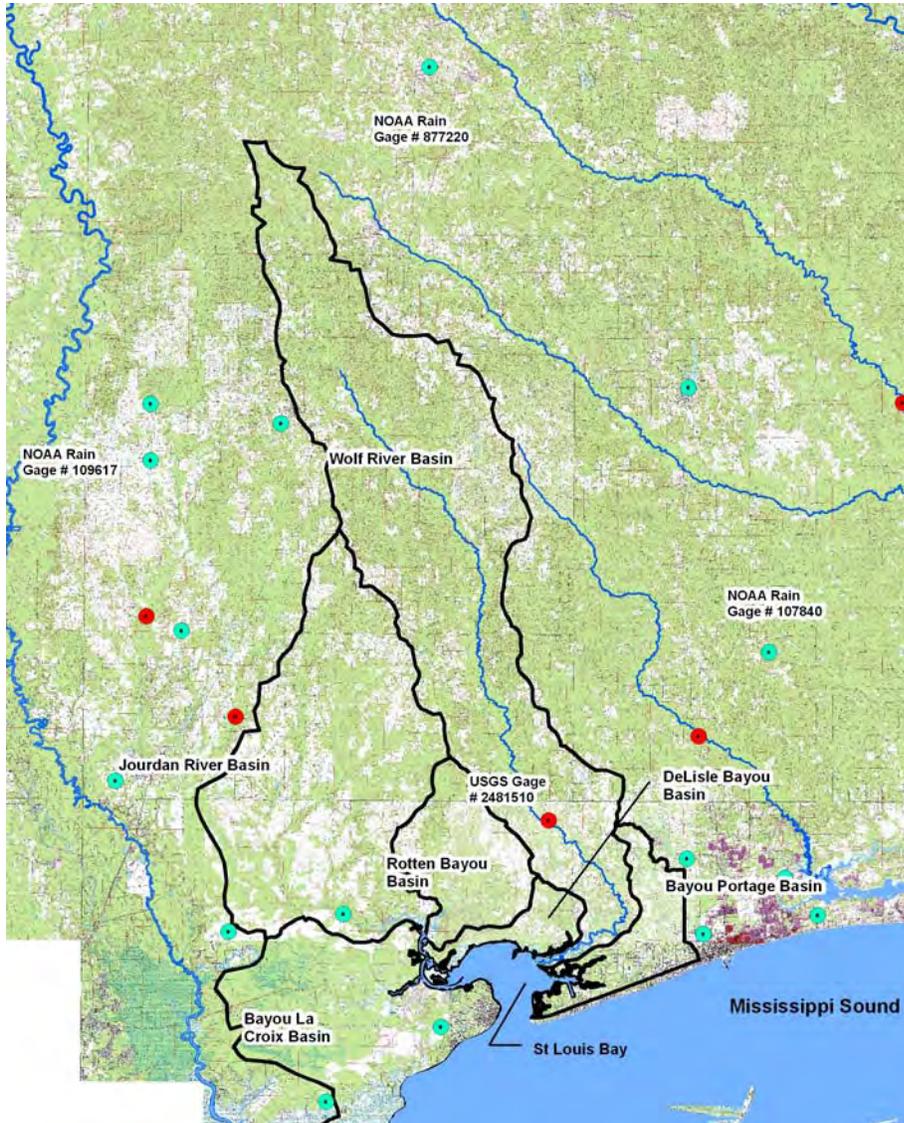


10
11 **Figure 3.4.4-25. Biloxi Bay 10-yr Ponding to Elev. 8.4 ft NAVD88**

12 **3.4.4.5.1.3 St. Louis Bay Modeling**

13 The St. Louis Bay watershed covers approximately 654 square miles and is comprised of six sub-
14 basins that stretch across the Mississippi counties of Harrison, Hancock, Stone, and Pearl River.

1 There is one United States Geological Survey (USGS) discharge stream gage (#2481510) located in
2 the watershed along the Wolf River, near Landon, Mississippi. There are three significant National
3 Oceanic and Atmospheric Administration (NOAA) hourly precipitation gages located nearby to the
4 watershed: #109617 White Sand located to the west, #87720 Purvis 2 N to the north, and #109617,
5 87720, and 107840 Saucier Experimental Forest to the east of the basin. Data from these gages,
6 along with soils data from the National Cooperative Soil Survey and Technical Paper 40 (TP-40)
7 synthetic rainfall events were used to determine the peak discharge and total run-off volume entering
8 St. Louis Bay from the St. Louis Bay watershed for the 2 year, 5 year, 10 year, 25 year, 50 year and
9 100 year rainfall events. The St. Louis Bay watershed is shown in Figure 3.4.4-26.

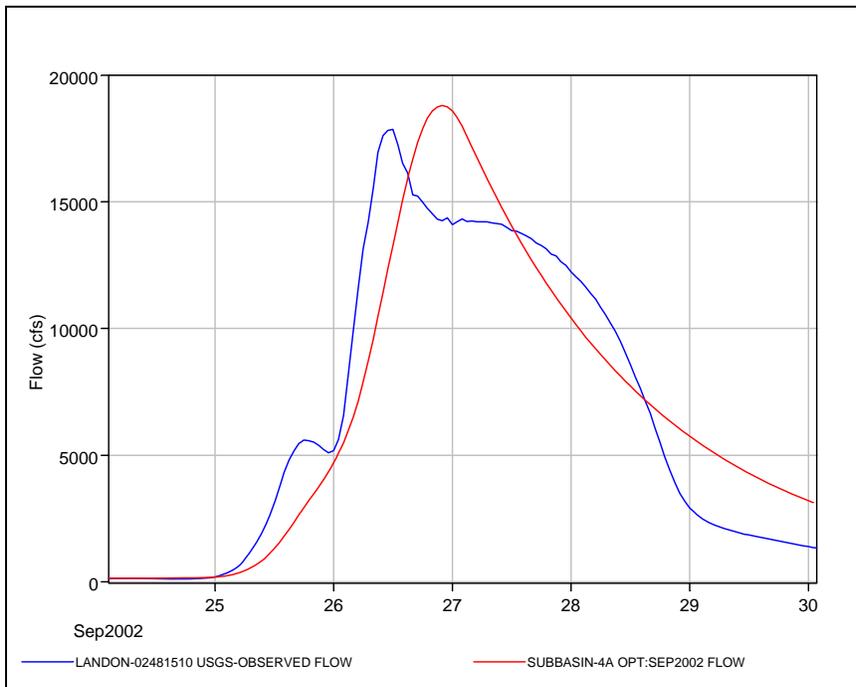


10
11 **Figure 3.4.4-26. St Louis Bay Watershed**

12 The Hydrologic Engineering Center’s Hydrologic Modeling System (HEC-HMS) was used for the
13 modeling effort. The components of the model include the precipitation specification, the loss model,
14 the direct runoff model, and observed discharge data. Precipitation data used in the modeling
15 process included hourly precipitation from NOAA gages 109617, 87720, and 109617, 87720, and
16 107840 and the 2-100 year 24-hour TP-40 rainfall events. The initial and constant loss rate method

1 was used for the loss model while the Snyder's unit hydrograph (UH) method was used for the direct
2 runoff model. The model was calibrated to observed hourly discharge data for one event at USGS
3 gage 2481510. Several other events were analyzed but not used because the observed hourly
4 precipitation for those events did not match the TP-40 rainfall.

5 The HEC-HMS St. Louis Bay watershed model was calibrated to the September 24-30, 2002 storm
6 events. The model was calibrated at the Upper Wolf River sub-basin using observed precipitation
7 data from NOAA gages 109617, 87720, and 107840 and observed discharge data from USGS gage
8 2481510. This event had a total rainfall of 13.75 inches and peak discharge of 17,854 cfs. This event
9 was chosen due to the availability of both the hourly precipitation and discharge data. The observed
10 and computed hydrographs are shown in Figure 3.4.4-27.



11
12 **Figure 3.4.4-27. St. Louis Bay Watershed Calibration**

13 Ponding from the interior rivers behind the gates will depend partially on the elevation of the gulf
14 when the gates are closed. Several historical stage hydrographs of hurricanes were reviewed to
15 determine the duration of various stages along the gulf. From this review, it was determined that
16 storms generally reach 4 ft NAVD88 and recede to that elevation within 24 hours. Using this
17 information, various theoretical coincident rainfall events taken from T.P 40 were modeled to
18 determine the resulting water surface elevations behind the barrier during the 24-hour period the
19 gates are to be closed. A 10-yr rain was selected for the design condition, in accordance with studies
20 cited above. The highest inflow period of the inflow hydrograph was used to compute changes in bay
21 elevations in the 24-hour gate closure period.

22 Based on this method of analysis, the resulting elevations for the various storms are shown in Table
23 3.4.4-2, with the 10-yr elevation of 6.8 ft NAVD88 the design condition.

1
2
3
4
5
6

**Table 3.4.4-2.
St. Louis Bay Ponding**

St. Louis Bay 4 ft. Base Elevations	
Storm Event	Bay Elevation (ft NAVD88)
2-year	5.5
5-year	6.3
10-year	6.8
25-year	7.5
50-year	7.9
100-year	8.4

This ponded water area in Harrison County above the surge barrier gates is at the 10-yr flood elevation of 6.8 ft NAVD88, but is approximated by the 8-ft ground contour line shown in Figure 3.4.4-28.



7
8

Figure 3.4.4-28. St Louis Bay 10-yr Ponding to Elev. 8.4 ft NAVD88

3.4.4.5.2 Geotechnical Data

Geology: The Prairie formation is found southward of Interstate 10 and is of Pleistocene age. This formation consists of fluvial and floodplain sediments that extend southward from the outcrop of the Citronelle formation to or near the mainland coastline. Sand found within this formation has an

1 economic value as beach fill due to its color and quality. Southward from its outcrop area, the
2 formation extends under the overlying Holocene deposits out into the Mississippi Sound.

3 The Gulfport Formation is found along the coastline in most of Harrison County. This formation of
4 Pleistocene age overlies the Prairie formation and is present as well sorted sands that mark the
5 edge of the coastline during the last high sea level stage of the Sangamonian Interglacial period. It
6 does not extend under the Mississippi Sound.

7 Geotechnical: The inland barrier earthen levee section will have one vertical to three horizontal side
8 slopes with a fifteen foot crest width. All work areas to receive the fill shall be cleared and grubbed of
9 all trees and surface organics and all existing foundations, streets, utilities, etc. will be removed and
10 the subsequent cavities backfilled and compacted. The levee will be constructed of sand clay
11 materials obtained from off site commercial sources, trucked to the work area, placed in thin lifts and
12 compacted to 95 percent of the maximum modified density. The final surface will be armored by the
13 placement of 24 inch thick gabion mattress filled with small stone for erosion protection during an
14 event that overtops the levee. The armoring will be anchored on the front face by trenching and
15 extend across the downstream slope and the 25 foot easement area beyond the toe. The front side
16 of the levee and all non critical surface areas will be subsequently covered by grassing. Road
17 crossings will incorporate small gate structures or ramping over the embankment where the surface
18 elevation is near that of the crest elevation. The elevation relationship of the crest and the adjacent
19 railroad will be a governing factor. The surfaces will be paved with asphalt and the corresponding
20 drainage will be accommodated. Those areas where the subgrade geology primarily consists of
21 clean sands, seepage underneath the levee and the potential for erosion and instability must be
22 considered. Final designs may require the installation of a bentonite concrete cutoff wall deep within
23 the foundation. This condition will be investigated during any design phase and its requirement will
24 be incorporated.

25 **3.4.4.5.3 Option A – Elevation 20 ft.NAVD88. Structural, Mechanical and Electrical**

26 See sections 3.4.4.5.3.1 and 3.4.2.5.3.2.

27 **3.4.4.5.3.1 Pumping Stations**

28 Design hydraulic head derived for the one pumping facility included in the Harrison County Inland
29 Barrier for the elevation 20 protection level was 15 feet and the corresponding flow required was
30 294,882 gallons per minute. The facility thus derived would consist of one plant having four, 60-inch
31 diameter and 560 horsepower pumps.

32 **3.4.2.5.3.2 Levee and Roadway/Railway Intersections**

33 With the installation of protection to elevation 20, 45 roadway intersections would have to be
34 accommodated. For this study it was estimated that 18 roller gate structures and 27 swing gate
35 structures would be required.

36 **3.4.4.5.4 HTRW**

37 Due to the extent and large number of real estate parcels along with the potential for re-alignment of
38 the structural aspects of this project, no preliminary assessment was performed to identify the
39 possibility of hazardous waste on the sites. These studies will be conducted during the next phase of
40 work after the final siting of the various structures. The real estate costs appearing in this report
41 therefore will not reflect any costs for remediation design and/or treatment and/or removal or
42 disposal of these materials in the baseline cost estimate.

1 **3.4.4.5.5 Construction Procedures and Water Control Plan**

2 The construction procedures required for this option are similar to general construction in many
3 respects in that the easement limits must be established and staked in the field, the work area
4 cleared of all structures, pavements, utilities, trees, organics, etc. and the foundation prepared for
5 the new work. Where the levee alignment crosses the existing streams or narrow bays, the
6 alignment base shall be created by displacement with layers of crushed stone pushed ahead and
7 compacted by the placement equipment and repeated until a stable platform is created. The required
8 drainage culverts or other ancillary structures can then be constructed. The control of any surface
9 water will be handled by temporary sheetpile cofferdams and pumping. The control of groundwater
10 will be a series of wellpoints systems designed to keep the excavations dry to a depth and width
11 sufficient to install the new work.

12 **3.4.4.5.6 Project Security**

13 The Protocol for security measures for this study has been performed in general accordance with the
14 Risk Assessment Methodology for Dams (RAM-D) developed by the Interagency Forum for
15 Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical
16 infrastructure throughout the Corps of Engineers. The determination of the level of physical security
17 provided for each facility is based on the following critical elements: 1) threat assessment of the
18 likelihood that an adversary will attack a critical asset, 2) consequence assessment should an
19 adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to
20 prevent a successful attack against an operational component.

21 Three levels of physical security were selected for use in this study:

22 Level 1 Security provides no improved security for the selected asset. This security level would be
23 applied to the barrier islands and the sand dunes. These features present a very low threat level of
24 attack and basically no consequence if an attack occurred and is not applicable to this option.

25 Level 2 Security applies standard security measures such as road barricades, perimeter fencing,
26 and intrusion detection systems for unoccupied buildings and vertical structures and security lighting.
27 The intrusion detection systems will be connected to the local law enforcement office for response
28 during an emergency. Facilities requiring this level of security would possess a higher threat level
29 than those in Level 1 and would include assets such as levees, access roads and pumping stations.
30 This security level will be applicable to this option.

31 Level 3 Security includes all of the features of Level 2 plus enhanced security measures such as the
32 use of video cameras for real-time monitoring of the facility, monitors, motion detectors and alarm
33 sound system in the occupied control buildings. Facilities requiring this level of security would
34 possess the highest threat level of all the critical assets. The surge barriers located in the bays,
35 manned control buildings, and power plants would require this level of security.

36 **3.4.4.5.7 Operation and Maintenance**

37 The features that require periodic operations will be the exercising of the pumps and emergency
38 generators at the various pump stations, the testing of the gate structures at the various road
39 crossings, grass cutting of the levee slopes and toe areas and the filling of rilled areas within the
40 embankment due to surface erosion. Scheduled maintenance should include periodic greasing of all
41 gears and coupled joints, maintaining any battery backup systems, and replacement of standby fuel
42 supplies.

1 **3.4.4.5.8 Cost Estimate**

2 The costs for the various options included in this measure are presented in Section 3.4.4.15, Cost
3 Summary. Construction costs for the various options are included in Table 3.4.4-3 and costs for the
4 annualized Operation and Maintenance of the options are included in Table 3.4.4-4. Estimates are
5 comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
6 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
7 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07.
8 Estimates excludes project Escalation and HTRW Cost. The construction costs include real estate,
9 engineering design (E&D), construction management, and contingencies. The E&D cost for
10 preparation of construction contract plans and specifications includes a detailed contract survey,
11 preparation of contract specifications and plan drawings, estimating bid quantities, preparation of bid
12 estimate, preparation of final submittal and contract advertisement package, project engineering and
13 coordination, supervision technical review, computer costs and reproduction. Construction
14 Contingency developed and assigned at 25% to cover the Cost Growth of the project.

15 **3.4.4.5.9 Schedule for Design and Construction**

16 Because of the size and scope of the possible options, feasibility study level of detail could not be
17 attained in this report. A significant additional detailed design effort will be required prior to attaining
18 feasibility level, and construction would normally not proceed until that level is completed and an
19 appropriate plan selected. After feasibility level design is complete and the authority for the design
20 has been issued and funds have been provided, the design of these structures will require
21 approximately 12 months including comprehensive plans and specifications, independent reviews
22 and subsequent revisions. The construction of this option should require in excess of two years.

23 **3.4.4.6 Option B – Elevation 30 ft NAVD88**

24 Option B is similar to option A except for the following items.

25 **3.4.4.6.1 Option B – Elevation 30 ft.NAVD88. Interior Drainage**

26 The alignment of the levee is the same as Option A, above, and is not reproduced here. Differences
27 between the description of this option and preceding description of Option A include the height of the
28 levee, pumping facilities (because of the increased head), and the length of the levee culverts. The
29 methods of analysis for interior drainage and computed flows are the same as for Option A.

30 **3.4.4.6.2 Option B – Elevation 30 ft.NAVD88. Geotechnical Data**

31 The Geology and Geotechnical paragraphs for Option B are the same as for Option A, above.

32 **3.4.4.6.3 Option B – Elevation 30 ft.NAVD88. Structural, Mechanical and Electrical**

33 See sections 3.4.4.6.3.1 and 3.4.4.6.3.2.

34 **3.4.4.6.3.1 Pumping Stations**

35 Design hydraulic heads derived for the 7 pumping facilities included in the Harrison County Inland
36 Barrier for the elevation 30 protection level varied from 5 and 20 feet and the corresponding flows
37 required varied from 172,800 to 294,882 gallons per minute respectively. The facilities thus derived
38 would consist of one plant having three, 54-inch diameter, 175 horsepower pumps and one having
39 four, 60-inch diameter pumps each running at 750 horsepower.

1 **3.4.4.6.3.2 Levee and Roadway/Railway Intersections**

2 With the installation of protection to elevation 30, 158 roadway/railway intersections would have to
3 be accommodated. For this study it was estimated that 78 roller gate structures and 78 swing gate
4 structures would be required at the roadway crossings. In addition, two railway closure gates would
5 be required.

6 **3.4.4.6.4 Option B – Elevation 30 ft.NAVD88. HTRW**

7 The HTRW paragraphs for Option B are the same as for Option A, above.

8 **3.4.4.6.5 Option B – Elevation 30 ft.NAVD88. Construction Procedures and Water Control**
9 **Plan**

10 The Construction Procedures and Water Control Plan paragraphs for Option B are the same as for
11 Option A, above.

12 **3.4.4.6.6 Option B – Elevation 30 ft.NAVD88. Project Security**

13 The Project Security paragraphs for Option B are the same as for Option A, above

14 **3.4.4.6.7 Option B – Elevation 30 ft.NAVD88. Operations and Maintenance**

15 The Operation and Maintenance paragraphs for Option B are the same as for Option A, above.

16 **3.4.4.6.8 Option B – Elevation 30 ft.NAVD88. Cost Estimate**

17 The Cost Estimate paragraphs for Option B are the same as for Option A, above.

18 **3.4.4.6.9 Option B – Elevation 30 ft.NAVD88. Schedule and Design for Construction**

19 The Schedule for Design and Construction paragraphs for Option B are the same as for Option A,
20 above.

21 **3.4.4.7 Option C – Elevation 40 ft NAVD88**

22 Option C is similar to option A except for the following items.

23 **3.4.4.7.1 Interior Drainage**

24 The alignment of the levee is the same as Option A, above, and is not reproduced here. Differences
25 between the description of this option and preceding description of Option A include the height of the
26 levee, pumping facilities (because of the increased head), and the length of the levee culverts. The
27 methods of analysis for interior drainage and computed flows are the same as for Option A.

28 **3.4.4.7.2 Geotechnical Data**

29 The Geology and Geotechnical paragraphs for Option B are the same as for Option A, above.

30 **3.4.4.7.3 Structural, Mechanical and Electrical**

31 See sections 3.4.4.7.3.1 and 3.4.2.7.3.2.

32 **3.4.4.7.3.1 Pumping Stations**

33 Design hydraulic heads derived for the 7 pumping facilities included in the Harrison County Inland
34 Barrier for the elevation 40 protection level varied from 15 and 30 feet and the corresponding flows

1 required varied from 172,800 to 294,882 gallons per minute respectively. The facilities thus derived
2 would consist of one plant having three, 54-inch diameter, 420 horsepower pumps and one having
3 four, 60-inch diameter pumps each running at 1150 horsepower.

4 **3.4.2.7.3.2 Levee and Roadway/Railway Intersections**

5 With the installation of protection to elevation 40, 161 roadway/railway intersections would have to
6 be accommodated. For this study it was estimated that 1 roller gate structure and 158 swing gate
7 structures would be required at the roadway crossings. In addition, two railway closure gates would
8 be required.

9 **3.4.4.7.4 HTRW**

10 The HTRW paragraphs for Option C are the same as for Option A, above.

11 **3.4.4.7.5 Construction Procedures and Water Control Plan**

12 The Construction Procedures and Water Control Plan paragraphs for Option C are the same as for
13 Option A, above.

14 **3.4.4.7.6 Project Security**

15 The Project Security paragraphs for Option C are the same as for Option A, above.

16 **3.4.4.7.7 Operations and Maintenance**

17 The Operations and Maintenance paragraphs for Option C are the same as for Option A, above.

18 **3.4.4.7.8 Cost Estimate**

19 The Cost Estimate paragraphs for Option C are the same as for Option A, above.

20 **3.4.4.7.9 Schedule and Design for Construction**

21 The Schedule for Design and Construction paragraphs for Option C are the same as for Option A,
22 above.

23 **3.4.4.8 Option D – Levee for Roadway, Elevation 20 ft NAVD88**

24 Option D is similar to option A except for the following items.

25 **3.4.4.8.1 Interior Drainage**

26 The alignment of the levee is the same as Option A, above, and is not reproduced here. The
27 difference between this option and Option A is that the width of the top of the levee in Harrison
28 County is 75 ft for Option D and 15 ft for Option A. This will allow Hwy 90 to be relocated along the
29 top of the levee. The methods of analysis for interior drainage and computed flows are the same as
30 for Option A.

31 **3.4.4.8.2 Geotechnical Data**

32 The Geology and Geotechnical paragraphs for Option D are the same as for Option A, above.

33 **3.4.4.8.3 Structural, Mechanical and Electrical**

34 See sections 3.4.4.8.3.1 and 3.4.4.8.3.2.

1 **3.4.4.8.3.1 Pumping Stations**

2 Design hydraulic head derived for the one pumping facility included in the Harrison County Inland
3 Barrier for the elevation 20 protection level was 15 feet and the corresponding flow required was
4 294,882 gallons per minute. The facility thus derived would consist of one plant having four, 60-inch
5 diameter and 560 horsepower pumps.

6 **3.4.4.8.3.2 Levee and Roadway/Railway Intersections**

7 With the installation of protection to elevation 20, 42 roadway/railway intersections would have to be
8 accommodated. For this study it was estimated that 18 roller gate structures and 48 swing gate
9 structures would be required at the roadway crossings.

10 **3.4.4.8.4 HTRW**

11 The HTRW paragraphs for Option D are the same as for Option A, above.

12 **3.4.4.8.5 Construction Procedures and Water Control Plan**

13 The Construction Procedures and Water Control Plan paragraphs for Option D are the same as for
14 Option A, above.

15 **3.4.4.8.6 Project Security**

16 The Project Security paragraphs for Option D are the same as for Option A, above

17 **3.4.4.8.7 Operations and Maintenance**

18 The Operation and Maintenance paragraphs for Option D are the same as for Option A, above.

19 **3.4.4.8.8 Cost Estimate**

20 The Cost Estimate paragraphs for Option D are the same as for Option A, above.

21 **3.4.4.8.9 Schedule and Design for Construction**

22 The Schedule for Design and Construction paragraphs for Option D are the same as for Option A,
23 above.

24 **3.4.4.9 Option E – Levee for Roadway, Elevation 30 ft NAVD88**

25 Option E is similar to option A except for the following items.

26 **3.4.4.9.1 Interior Drainage**

27 The alignment of the levee is the same as Option A, above, and is not reproduced here. The
28 difference between this option and Option A is that the width of the top of the levee in Harrison
29 County is 75 ft for Option E and 15 ft for Option A. In addition, the height of the levee is at 30 ft
30 NAVD88 for Option E and 20 ft NAVD88 for Option A. The added width will allow Hwy 90 to be
31 relocated along the top of the levee. The methods of analysis for interior drainage and computed
32 flows are the same as for Option A.

33 **3.4.4.9.2 Option E – Levee for Roadway, Elevation 30 ft.NAVD88. Geotechnical Data**

34 The Geology and Geotechnical paragraphs for Option E are the same as for Option A, above.

1 **3.4.4.9.3 Structural, Mechanical and Electrical**

2 See sections 3.4.4.9.3.1 through 3.4.4.9.3.2.

3 **3.4.4.9.3.1 Pumping Stations**

4 Design hydraulic heads derived for the 7 pumping facilities included in the Harrison County Inland
5 Barrier for the elevation 30 protection level varied from 5 and 20 feet and the corresponding flows
6 required varied from 172,800 to 294,882 gallons per minute respectively. The facilities thus derived
7 would consist of one plant having three, 54-inch diameter, 175 horsepower pumps and one having
8 four, 60-inch diameter pumps each running at 750 horsepower.

9 **3.4.4.9.3.2 Levee and Roadway/Railway Intersections**

10 With the installation of protection to elevation 30, 140 roadway/railway intersections would have to
11 be accommodated. For this study it was estimated that 82 roller gate structures and 112 swing gate
12 structures would be required at the roadway crossings. In addition, two railway closure gates would
13 be required.

14 **3.4.4.9.4 HTRW**

15 The HTRW paragraphs for Option E are the same as for Option A, above.

16 **3.4.4.9.5 Construction Procedures and Water Control Plan**

17 The Construction Procedures and Water Control Plan paragraphs for Option E are the same as for
18 Option A, above.

19 **3.4.4.9.6 Project Security**

20 The Project Security paragraphs for Option E are the same as for Option A, above

21 **3.4.4.9.7 Operations and Maintenance**

22 The Operation and Maintenance paragraphs for Option E are the same as for Option A, above.

23 **3.4.4.9.8 Cost Estimate**

24 The Cost Estimate paragraphs for Option E are the same as for Option A, above.

25 **3.4.4.9.9 Schedule and Design for Construction**

26 The Schedule for Design and Construction paragraphs for Option E are the same as for Option A,
27 above.

28 **3.4.4.10 Option F – Menge Avenue Alternate Route, Elevation 20 ft NAVD88**

29 Option F is similar to Option A except for the following items.

30 **3.4.4.10.1 Interior Drainage**

31 The alignment of the levee is the same as Option A on the east side of Harrison County but extends
32 to the north along Menge Avenue as shown on Figures 3.4.4-29 through 3.4.4-31 instead of
33 continuing westward. These figures also show the pump/culvert locations and the sub-basins. For
34 Option F, culverts are required at all sub-basins, but no pumps are required for sub-basins M3 – M8.
35 The methods of analysis for interior drainage and computed flows are the same as for Option A,
36 except that no surge barrier was included or evaluated for St Louis Bay.

1 **3.4.4.10.2 Geotechnical Data**

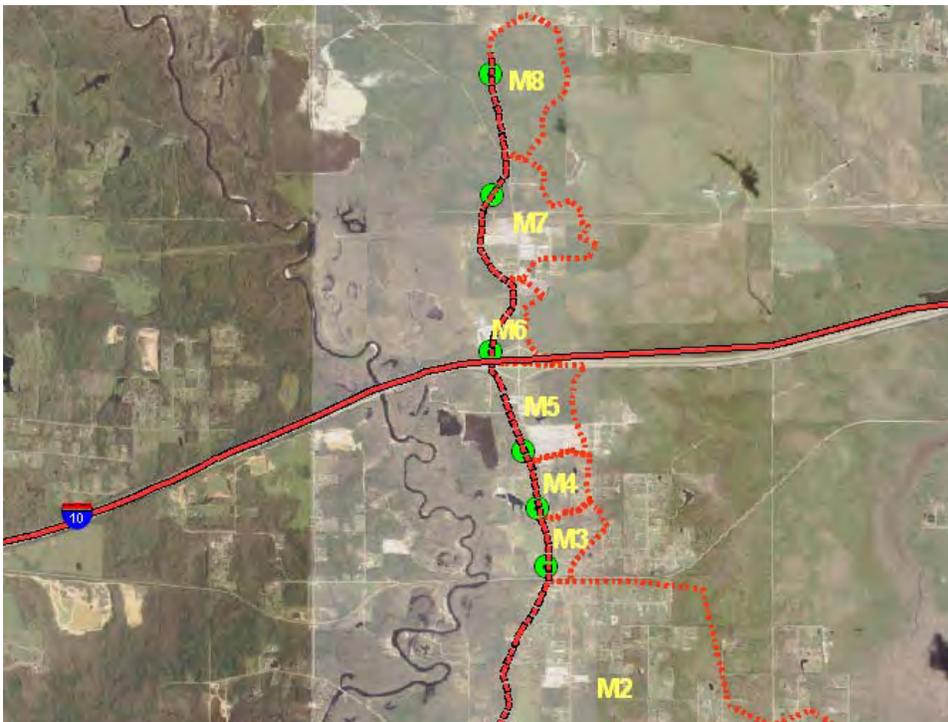
2 The Geology and Geotechnical paragraphs for Option F are the same as for Option A, above.

3 **3.4.4.10.3 Structural, Mechanical and Electrical**

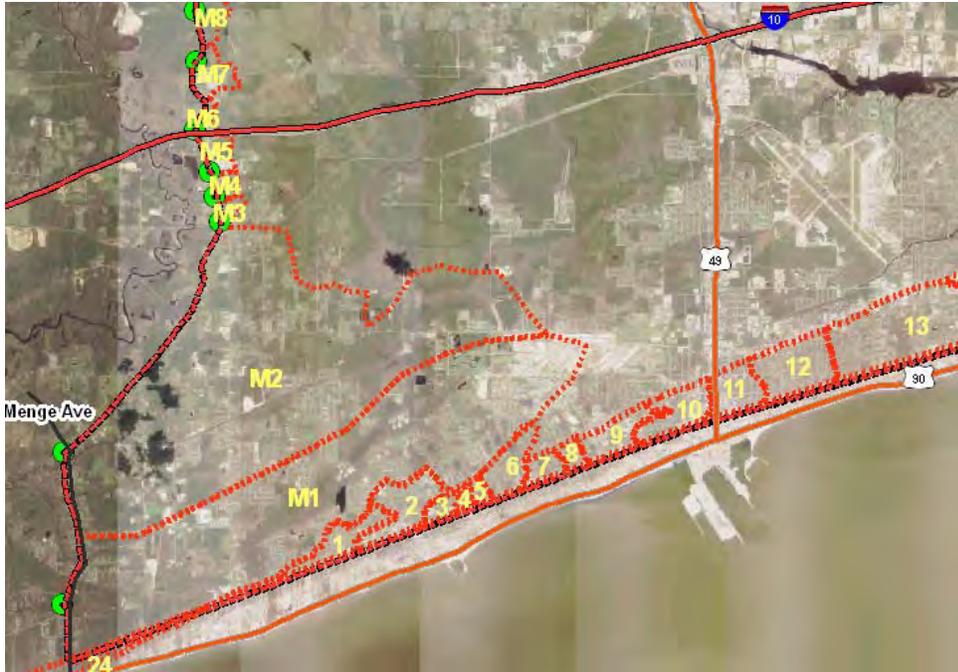
4 See sections 3.4.4.10.3.1 and 3.4.4.10.3.2.

5 **3.4.4.10.3.1 Pumping Stations**

6 Design hydraulic head derived for the two pumping facilities included in the Harrison County Inland
7 Barrier for the elevation 20 protection level was 16 feet, and the corresponding flow required varied
8 from 555,626 and 772,358 gallons per minute. The facilities thus derived would consist of one plant
9 having eleven, 42-inch diameter, 290 horsepower pumps, and one having thirteen, 48-inch diameter,
10 340 horsepower pumps.



11
12 **Figure 3.4.4-29. Menge Avenue Alternate Route, Pump/Culvert, Sub-basin Site Locations**



1
2 **Figure 3.4.4-30. Menge Avenue Alternate Route, Pump/Culvert, Sub-basin Site Locations**



3
4 **Figure 3.4.4-31. Menge Avenue Alternate Route, Pump/Culvert, Sub-basin Site Locations**

1 **3.4.4.10.3.2 Levee and Roadway/Railway Intersections**

2 With the installation of protection to elevation 20, 21 roadway/railway intersections would have to be
3 accommodated. For this study it was estimated that 17 roller gate structures and 4 swing gate
4 structures would be required at the roadway crossings.

5 **3.4.4.10.4 HTRW**

6 The HTRW paragraphs for Option F are the same as for Option A, above.

7 **3.4.4.10.5 Construction Procedures and Water Control Plan**

8 The Construction Procedures and Water Control Plan paragraphs for Option F are the same as for
9 Option A, above.

10 **3.4.4.10.6 Project Security**

11 The Project Security paragraphs for Option F are the same as for Option A, above

12 **3.4.4.10.7 Operations and Maintenance**

13 The Operation and Maintenance paragraphs for Option F are the same as for Option A, above.

14 **3.4.4.10.8 Cost Estimate**

15 The Cost Estimate paragraphs for Option F are the same as for Option A, above.

16 **3.4.4.10.9 Schedule and Design for Construction**

17 The Schedule for Design and Construction paragraphs for Option F are the same as for Option A,
18 above.

19 **3.4.4.11 Option G – Menge Avenue Alternate Route, Elevation 30 ft NAVD88**

20 Option G is similar to option A except for the following items.

21 **3.4.4.11.1 Interior Drainage**

22 The alignment of the levee is the same as Option F, shown above in Figures 3.4.4-29 through 3.4.4-
23 31 and is not repeated here. The primary difference between this option and Option F is the height of
24 the levee. Option F levee height is elevation 20 ft NAVD88 and Option G levee height is elevation 30
25 ft NAVD88. For this option, culverts are required at all sub-basins, but no pumps are required for
26 sub-basins M3 – M8. The methods of analysis for interior drainage and computed flows are the
27 same as for Option A, except that no surge barrier was included or evaluated for St Louis Bay.

28 **3.4.4.11.2 Geotechnical Data**

29 The Geology and Geotechnical paragraphs for Option G are the same as for Option A, above.

30 **3.4.4.11.3 Structural, Mechanical and Electrical**

31 See sections 3.4.4.11.3.1 and 3.4.4.11.3.2.

32 **3.4.4.11.3.1 Pumping Stations**

33 Design hydraulic head derived for the two pumping facilities included in the Harrison County Inland
34 Barrier for the elevation 30 protection level was 26 feet, and the corresponding flow required varied

1 from 555,626 and 772,358 gallons per minute. The facilities thus derived would consist of one plant
2 having eleven, 42-inch diameter, 475 horsepower pumps, and one having thirteen, 48-inch diameter,
3 600 horsepower pumps.

4 **3.4.4.11.3.2 Levee and Roadway/Railway Intersections**

5 With the installation of protection to elevation 30, 125 roadway/railway intersections would have to
6 be accommodated. For this study it was estimated that 86 roller gate structures and 37 swing gate
7 structures would be required at the roadway crossings. In addition, two railway closure gates would
8 be required.

9 **3.4.4.11.4 HTRW**

10 The HTRW paragraphs for Option G are the same as for Option A, above.

11 **3.4.4.11.5 Construction Procedures and Water Control Plan**

12 The Construction Procedures and Water Control Plan paragraphs for Option G are the same as for
13 Option A, above.

14 **3.4.4.11.6 Project Security**

15 The Project Security paragraphs for Option G are the same as for Option A, above

16 **3.4.4.11.7 Operations and Maintenance**

17 The Operation and Maintenance paragraphs for Option G are the same as for Option A, above.

18 **3.4.4.11.8 Cost Estimate**

19 The Cost Estimate paragraphs for Option G are the same as for Option A, above.

20 **3.4.4.11.9 Schedule and Design for Construction**

21 The Schedule for Design and Construction paragraphs for Option G are the same as for Option A,
22 above.

23 **3.4.4.12 Option H – Menge Avenue Alternate Route, Elevation 40 ft NAVD88**

24 Option H is similar to option A except for the following items.

25 **3.4.4.12.1 Interior Drainage**

26 The alignment of the levee is the same as Option F, shown above in Figures 3.4.4-29 through 3.4.4-
27 31 and is not repeated here. The primary difference between this option and Option F is the height of
28 the levee. Option F levee height is elevation 20 ft NAVD88 and Option H levee height is Elevation 40
29 ft NAVD88. For this option, culverts are required at all sub-basins, but no pump is required for sub-
30 basin M8. The methods of analysis for interior drainage and computed flows are the same as for
31 Option A, except that no surge barrier was included or evaluated for St Louis Bay.

32 **3.4.4.12.2 Geotechnical Data**

33 The Geology and Geotechnical paragraphs for Option H are the same as for Option A, above.

34 **3.4.4.12.3 Structural, Mechanical and Electrical**

35 See sections 3.4.4.12.3.1 and 3.4.4.12.3.2.

1 **3.4.4.12.3.1 Pumping Stations**

2 Design hydraulic head derived for the 7 pumping facilities included in the Harrison County Inland
3 Barrier for the elevation 40 protection level varied from 10 to 36 feet, and the corresponding flow
4 required varied from 46,225 to 772,358 gallons per minute. The facilities thus derived would consist
5 of one plant having two, 36-inch diameter, 125 horsepower pumps, and one having thirteen, 48-inch
6 diameter, 800 horsepower pumps.

7 **3.4.4.12.3.2 Levee and Roadway/Railway Intersections**

8 With the installation of protection to elevation 40, 157 roadway/railway intersections would have to
9 be accommodated. For this study it was estimated that 3 roller gate structures and 152 swing gate
10 structures would be required at the roadway crossings. In addition, two railway closure gates would
11 be required.

12 **3.4.4.12.4 HTRW**

13 The HTRW paragraphs for Option H are the same as for Option A, above.

14 **3.4.4.12.5 Construction Procedures and Water Control Plan**

15 The Construction Procedures and Water Control Plan paragraphs for Option H are the same as for
16 Option A, above.

17 **3.4.4.12.6 Project Security**

18 The Project Security paragraphs for Option H are the same as for Option A, above

19 **3.4.4.12.7 Operations and Maintenance**

20 The Operation and Maintenance paragraphs for Option H are the same as for Option A, above.

21 **3.4.4.12.8 Cost Estimate**

22 The Cost Estimate paragraphs for Option H are the same as for Option A, above.

23 **3.4.4.12.9 Schedule and Design for Construction**

24 The Schedule for Design and Construction paragraphs for Option H are the same as for Option A,
25 above.

26 **3.4.4.13 Option I – Levee for Roadway with Menge Avenue Alternate Route, Elevation**
27 **20 ft NAVD88**

28 Option I is similar to option A except for the following items.

29 **3.4.4.13.1 Interior Drainage**

30 The alignment of the levee is the same as Option F, shown above in Figures 3.4.4-29 through 3.4.4-
31 31 and is not repeated here. The primary difference between this option and Option F is the top
32 width of the east-west leg of the levee (Biloxi Bay to Menge Avenue). The east-west leg of Option F
33 barrier top width is 15 ft and the east-west leg of Option I barrier top width is 75 ft. This will allow
34 Hwy 90 to be relocated along the top of the levee. For this option, culverts are required at all sub-
35 basins, but no pumps are required for sub-basins M3 - M8. The methods of analysis for interior
36 drainage and computed flows are the same as for Option A, except that no surge barrier was
37 included or evaluated for St Louis Bay.

1 **3.4.4.13.2 Geotechnical Data**

2 The Geology and Geotechnical paragraphs for Option I are the same as for Option A, above.

3 **3.4.4.13.3 Structural, Mechanical and Electrical**

4 See section 3.4.4.13.3.1 and 3.4.4.13.3.2.

5 **3.4.4.13.3.1 Pumping Stations**

6 Design hydraulic head derived for the fourteen pumping facilities included in the Harrison County
7 Inland Barrier for the elevation 20 protection level varied from 8 to 18 feet, and the corresponding
8 flow required varied from 62,388 to 490,083 gallons per minute. The facilities thus derived would
9 consist of one plant having two, 36-inch diameter, 125 horsepower pumps, and one having seven,
10 54-inch diameter, 290 horsepower pumps.

11 **3.4.4.13.3.2 Levee and Roadway/Railway Intersections**

12 With the installation of protection to elevation 20, 20 roadway/railway intersections would have to be
13 accommodated. For this study it was estimated that 16 roller gate structures and 4 swing gate
14 structures would be required at the roadway crossings.

15 **3.4.4.13.4 HTRW**

16 The HTRW paragraphs for Option I are the same as for Option A, above.

17 **3.4.4.13.5 Construction Procedures and Water Control Plan**

18 The Construction Procedures and Water Control Plan paragraphs for Option I are the same as for
19 Option A, above.

20 **3.4.4.13.6 Project Security**

21 The Project Security paragraphs for Option I are the same as for Option A, above

22 **3.4.4.13.7 Operations and Maintenance**

23 The Operation and Maintenance paragraphs for Option I are the same as for Option A, above.

24 **3.4.4.13.8 Cost Estimate**

25 The Cost Estimate paragraphs for Option I are the same as for Option A, above.

26 **3.4.4.13.9 Schedule and Design for Construction**

27 The Schedule for Design and Construction paragraphs for Option I are the same as for Option A,
28 above.

29 **3.4.4.14 Option J – Levee for Roadway with Menge Avenue Alternate Route, Elevation**
30 **30 ft NAVD88**

31 Option J is similar to option A except for the following.

32 **3.4.4.14.1 Interior Drainage**

33 The alignment of the levee is the same as Option F, shown above in Figures 3.4.4-29 through 3.4.4-
34 31 and is not repeated here. The primary difference between this option and Option F is the top

1 width of the east-west leg of the levee (Biloxi Bay to Menge Avenue). The east-west leg of Option F
2 barrier top width is 15 ft and the east-west leg of Option J barrier top width is 75 ft. This will allow
3 Hwy 90 to be relocated along the top of the levee. In addition, the height of this Option J is at
4 elevation 30 ft NAVD88. For this option, culverts are required at all sub-basins, but no pumps are
5 required for sub-basins M3 - M8. The methods of analysis for interior drainage and computed flows
6 are the same as for Option A, except that no surge barrier was included or evaluated for St Louis
7 Bay.

8 **3.4.4.14.2 Geotechnical Data**

9 The Geology and Geotechnical paragraphs for Option J are the same as for Option A, above.

10 **3.4.4.14.3 Structural, Mechanical and Electrical**

11 See sections 3.4.4.14.3.1 and 3.4.4.14.3.2.

12 **3.4.4.14.3.1 Pumping Stations**

13 Design hydraulic head derived for the two pumping facilities included in the Harrison County Inland
14 Barrier for the elevation 30 protection level varied from 15 to 28 feet, and the corresponding flow
15 required varied 62,388 to 490,083 gallons per minute. The facilities thus derived would consist of
16 one plant having two, 36 inch diameter, 250 horsepower pumps, and one having five, 60-inch
17 diameter, 1145 horsepower pumps.

18 **3.4.4.14.3.2 Levee and Roadway/Railway Intersections**

19 With the installation of protection to Elevation 30, 123 roadway/railway intersections would have to
20 be accommodated. For this study it was estimated that 86 roller gate structures and 35 swing gate
21 structures would be required at the roadway crossings. In addition, two railway closure gates would
22 be required.

23 **3.4.4.14.4 HTRW**

24 The HTRW paragraphs for Option J are the same as for Option A, above.

25 **3.4.4.14.5 Construction Procedures and Water Control Plan**

26 The Construction Procedures and Water Control Plan paragraphs for Option J are the same as for
27 Option A, above.

28 **3.4.4.14.6 Project Security**

29 The Project Security paragraphs for Option J are the same as for Option A, above

30 **3.4.4.14.7 Operations and Maintenance**

31 The Operation and Maintenance paragraphs for Option J are the same as for Option A, above.

32 **3.4.4.14.8 Cost Estimate**

33 The Cost Estimate paragraphs for Option J are the same as for Option A, above.

34 **3.4.4.14.9 Schedule and Design for Construction**

35 The Schedule for Design and Construction paragraphs for Option J are the same as for Option A,
36 above.

1 **3.4.4.15 Cost Estimate Summary**

2 The costs for construction and for operations and maintenance of all options are shown below.
3 Estimates are comparative-Level "Parametric Type" and are based on Historical Data, Recent
4 Pricing, and Estimator's Judgment. Quantities listed within the estimates represent Major Elements
5 of the Project Scope and were furnished by the Project Delivery Team. Price Level of Estimate is
6 April 07. Estimates excludes project Escalation and HTRW Cost. Team. Price Level of Estimate is
7 April 07. Estimates excludes project Escalation and HTRW Cost.

8 **Table 3.4.4-3.**
9 **Harrison Co Inland Barrier Construction Cost Summary**

Option	Total project cost
Option A – Elevation 20 ft NAVD88	\$435,800,000
Option B – Elevation 30 ft NAVD88	\$731,600,000
Option C – Elevation 40 ft NAVD88	\$947,100,000
Option D – Roadway El 20 NAVD88	\$205,400,000
Option E – Roadway El 30 NAVD88	\$768,300,000
Option F – Menge El 20 NAVD88	\$140,400,000
Option G – Menge El 30 NAVD888	\$317,100,000
Option H – Menge El 40 NAVD88	\$506,300,000
Option I – Road/Menge El 20 ft NAVD88	\$178,600,000
Option J – Road/Menge El 30 ft NAVD88	\$462,900,000

10
11 **Table 3.4.4-4.**
12 **Harrison Co Inland Barrier O & M Cost Summary**

Option	O&M Costs
Option A – Elevation 20 ft NAVD88	\$2,007,000
Option B – Elevation 30 ft NAVD88	\$5,805,000
Option C – Elevation 40 ft NAVD88	\$8,343,000
Option D – Roadway El 20 NAVD88	\$1,868,000
Option E – Roadway El 30 NAVD88	\$5,871,000
Option F – Menge El 20 NAVD88	\$1,800,000
Option G – Menge El 30 NAVD888	\$4,052,000
Option H – Menge El 40 NAVD88	\$6,564,000
Option I – Road/Menge El 20 ft NAVD88	\$2,073,000
Option J – Road/Menge El 30 ft NAVD88	\$6,016,000

13
14 **3.4.4.16 References**

- 15 US Army Corps of Engineers (USACE) 1987. Hydrologic Analysis of Interior Areas. Engineer Manual
16 EM 1110-2-1413. Department of the Army, US Army Corps of Engineers, Washington, D.C. 15
17 January 1987.
- 18 USACE 1993. Hydrologic Frequency Analysis. Engineer Manual EM 1110-2-1415. Department of
19 the Army, US Army Corps of Engineers, Washington, D.C. 5 March 1993.

1 USACE 1995. Hydrologic Engineering Requirements for Flood Damage Reduction Studies.
2 Engineer Manual EM 1110-2-1419. Department of the Army, US Army Corps of Engineers,
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10 Tropical Storm Rainfall in the US Coastal Region on the Gulf of Mexico" US Dept of
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14 Associated with Hurricanes (And Other Tropical Disturbances)", R.W. Schoner and S.
15 Molansky, 1956, Weather Bureau and Corps of Engineers.

16 **3.4.5 Back Bay of Biloxi Surge Barrier**

17 **3.4.5.1 General**

18 In order to protect the properties surrounding Biloxi Bay and along the lower portions of the various
19 rivers and streams flowing into the bay, a barrier would be required at some point to block storm
20 waters during major storm events.

21 As outlined above, a search of other similar facilities constructed world wide revealed that the
22 structure model best satisfying both the engineering and socio-ecological necessities of this site was
23 that used for the Thames River Barrier in London, UK. The structure tentatively chosen for
24 incorporation into this work was thus, patterned after the Thames River Barrier with certain minor
25 modifications to adapt to the site and environment specific conditions enumerated previously.

26 **3.4.5.1.1 Interior Drainage**

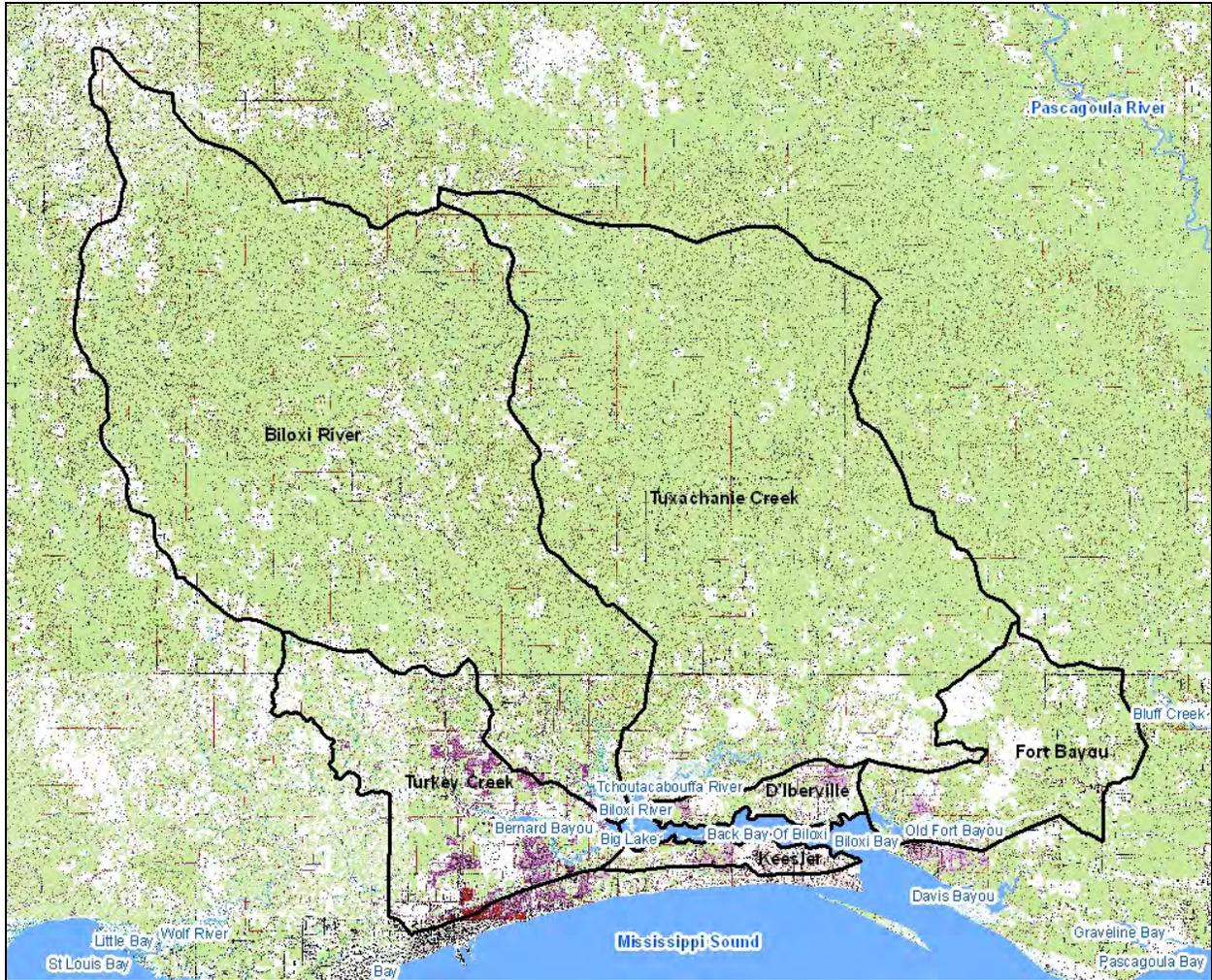
27 In the event of an imminent hurricane, the gates across the Back Bay of Biloxi would be closed, and
28 flow from the rivers feeding these bays, as well as local runoff would pond behind the gates. The
29 tentative location of the barrier chosen for this study is shown Figure 3.4.5.1-1.

30 The Biloxi Bay watershed is an approximately 640 square mile watershed comprised of six
31 subbasins that stretch across Harrison, Stone, and Jackson County, MS. There is one United States
32 Geological Survey (USGS) discharge gage located in the watershed along the Biloxi River and one
33 National Oceanic and Atmospheric Administration (NOAA) hourly precipitation gage located on the
34 east side of the watershed. The discharge gage is USGS gage 2481000 at Wortham, MS and the
35 precipitation gage is NOAA gage 107840 (Saucier Experimental Forest). Data from these gages,
36 along with soils data from the National Cooperative Soil Survey and Technical Paper 40 (TP-40)
37 synthetic rainfall events were used to determine the peak discharge and total run-off volume entering
38 Biloxi Bay from the Biloxi Bay watershed for the 2-100 year rainfall events. The Hydrologic
39 Engineering Center's Hydrologic Modeling System (HEC-HMS) was used for the modeling effort.
40 The Biloxi Bay watershed is shown in Figure 3.4.5.1-2.

41



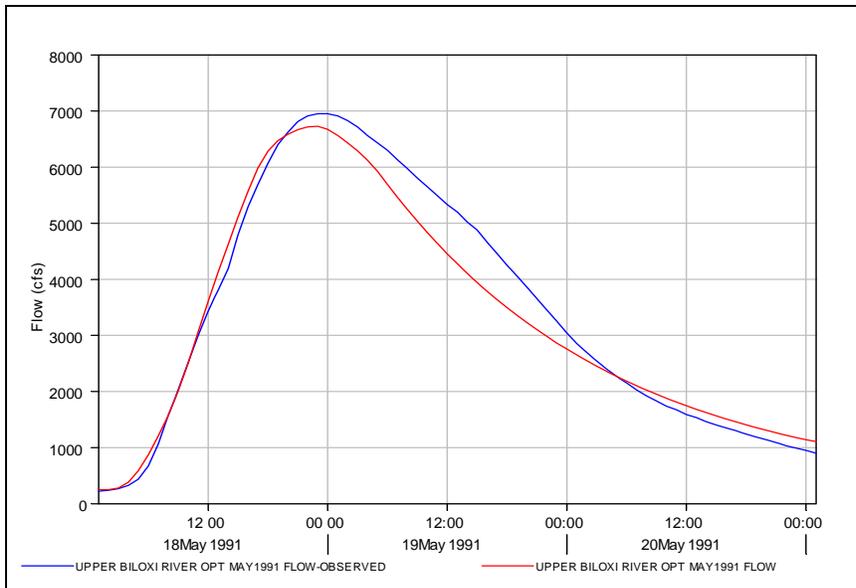
1
2 **Figure 3.4.5.1-1. Biloxi Bay Surge Barrier Location**
3



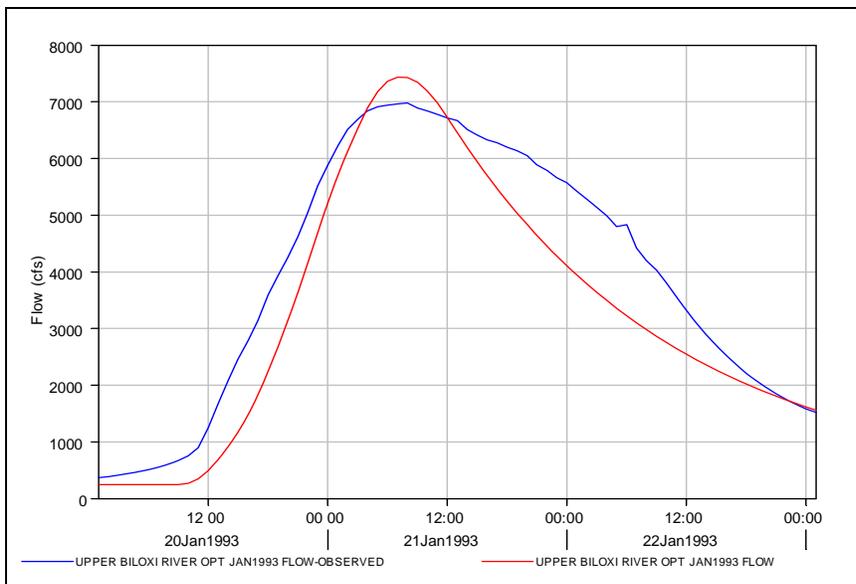
1
2 **Figure 3.4.5.1-2. Biloxi Bay Watershed**

3 The components of the model include the precipitation specification, the loss model, the direct runoff
 4 model, and observed discharge data. Precipitation data used in the modeling process included
 5 hourly precipitation from NOAA gage 107840 and the 2-100 year 24-hour TP-40 rainfall events. The
 6 initial and constant loss rate and SCS curve number methods were used for the loss model while the
 7 Snyder's unit hydrograph (UH) and SCS UH methods were used for the direct runoff model. The
 8 model was calibrated to observed hourly discharge data for two events at USGS gage 2481000.

9 Calibration results agree reasonable well with observed data as shown in Figures 3.4.5.1-3 and
 10 3.4.5.1-4.



1
2 **Figure 3.4.5.1-3. Biloxi Bay Watershed Calibration**



3
4 **Figure 3.4.5.1-4. Biloxi Bay Watershed Calibration**

5 Ponding from the interior rivers behind the gates will depend partially on the elevation of the gulf
 6 when the gates are closed. Several historical stage hydrographs of hurricanes were reviewed to
 7 determine the duration of various stages along the gulf. From this review, it was determined that
 8 storms generally reach 4 ft NAVD88 and recede to that elevation within 24 hours. Using this
 9 information, various theoretical coincident rainfall events taken from T.P 40 were modeled to
 10 determine the resulting water surface elevations behind the barrier during the 24-hour period the
 11 gates are to be closed. A 10-yr rain was selected for the design condition. This decision was based
 12 on an evaluation of rainfall observed during hurricane and tropical storm events as presented in two
 13 sources. The first is "Frequency and Areal Distributions of Tropical Storm Rainfall in the US Coastal
 14 Region on the Gulf of Mexico" US Dept of Commerce, Environmental Science Services
 15 Administration, ESSA Technical Report WB-7, Hugo V. Goodyear, Office Hydrology, July 1968. The

1 second is “National Hurricane Research Project Report No. 3, Rainfall Associated with Hurricanes
2 (And Other Tropical Disturbances)”, R.W. Schoner and S. Molansky, 1956, Weather Bureau and
3 Corps of Engineers. This decision was also based on coordination with the New Orleans District,
4 U.S. Army Corps of Engineers.

5 The 24-hour period of highest inflow from the flow hydrograph was used to compute changes in bay
6 elevations in the 24-hour gate closure period.

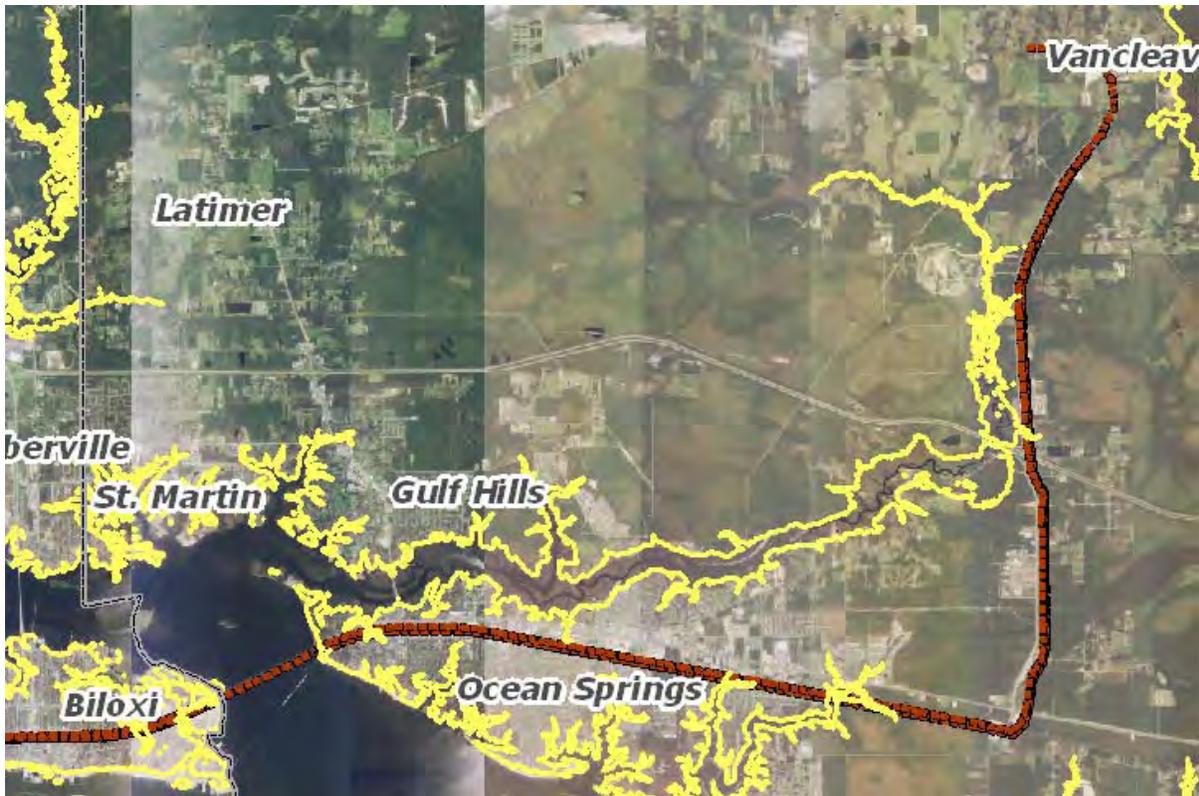
7 Based on this method of analysis, the resulting elevations for the various storms are shown in Figure
8 3.4.5.1-1, with the 10-yr elevation of 8.4 ft NAVD88 the design condition.

9 **Table 3.4.5.1-1.**
10 **Biloxi Bay Ponding**

Biloxi Bay 4 ft. Base Elevations	
Strom Event	Bay Elevation (ft NAVD88)
2-year	6.0
5-year	7.6
10-year	8.4
25-year	9.4
50-year	10.0
100-year	10.8

11

12 This ponded water area in Jackson County above the surge barrier gates at the 10-yr flood is at 8.4
13 ft NAVD88 and is approximated by the 8-ft ground contour line shown in Figure 3.4.5.1-5.



14

15 **Figure 3.4.5.1-5. Biloxi Bay 10-yr Ponding to Elev 8.4 ft NAVD88**

1 This ponded water area in Harrison County above the surge barrier gates at the 10-yr flood is at 8.4
2 ft NAVD88 and is approximated by the 8-ft ground contour line shown in Figure 3.4.5.1-6.



3
4 **Figure 3.4.5.1-6. Biloxi Bay 10-yr Ponding to Elev 8.4 ft NAVD88**

5 **3.4.5.1.2 Geotechnical Data**

6 The available mapping covering the bay bottom is very sketchy consisting mostly of quad maps. This
7 data indicates that the existing bay bottom elevation along the study alignment would vary from a
8 maximum of about (-)12 feet at the maintained channel (the nominal channel depth) to
9 approximately (-)3 feet near, and for some distance out from, each bank. Information gathered from
10 the Mississippi Department of Transportation subsequent to their emergency replacement of the
11 U.S. Highway 90 Bridge indicates that the bay bottom materials are very loose and unstable to a
12 significant depth below the bay bottom, indicating that a significant amount of undercutting would be
13 required for any structure that might be installed, and that structures of the magnitude under
14 consideration would require very deep pile foundations.

15 **3.4.5.1.3 Structural, Mechanical and Electrical**

16 See sections 3.4.5.1.3.1 through 3.4.5.1.3.3.

17 **3.4.5.1.3.1 Structural**

18 Structurally, the Barrier as configured for this study would consist of a series of 25 large stainless
19 steel clad, structural steel framed gates called rising sector gates. Each of these would be supported
20 on reinforced concrete piers resting on large continuous concrete sills with pile foundations. The
21 tentative layout used to estimate the scope of the structure was configured having gates 132 feet
22 long mounted on 28-foot wide piers. The number of gates was determined by the extent of water

1 having depth sufficient to support their operation. To facilitate as nearly as possible the normal ebb
2 and flow of tide waters through the barrier, the concrete connector wall and rock fill portions of the
3 barrier either side of the gated structure would be fitted with a series of closely spaced low level
4 gated culverts. The gate and pier heights were varied to accommodate the "level of protection" under
5 consideration. The three elevations selected for this study were 20, 30, and 40 NAVD88. In each
6 case the gate heights were set to match the protection level elevations with pier heights set
7 approximately 3 feet higher to provide minor wave clearance for protection of operating equipment.
8 Atop each pier an operating machinery block would be mounted to house the operating equipment.
9 No lateral access over the tops of the piers was envisioned because of the long spans and the
10 desire to keep the vista across the structure as clear as possible. Operating and utility access would
11 be provided through two continuous tunnels passing through the sill section and the rock fill, to
12 operating facilities located on each bank.

13 **3.4.5.1.3.2 Mechanical**

14 The mechanical equipment and appurtenances required for operation of these facilities would
15 include very large steel gate linkages and hydraulic rams and pivot pins for operation of each gate.
16 Each gate would rotate on large bearings and pivot hubs at each end of the gate. Various operating
17 hydraulic and lubrication oil systems would also be required. Each gate would have an
18 opening/closing time of approximately 15 minutes.

19 **3.4.5.1.3.3 Electrical**

20 Primary electrical power for operating the gates would be provided using dedicated, standard
21 transformers with emergency back-up generators. The size of the generators would be greatly
22 reduced by minimizing the wattage output through reduction of the demand on the facility. The
23 demand would be minimized by phasing the operation of the gates to the greatest extent possible.
24 For this study it was determined that this could possibly be done by operating a maximum of eight
25 gates at a time, with the last eight gates being left open until the storm threat was definite and
26 eminent. The operation would require that a maximum of four gates be started at one time, with the
27 remaining four gates sequenced to start 1 minute later. It was determined that this would allow the
28 entire closure and subsequent opening operation to be done over a period of 4 to 6 hours. The
29 supplemental generation aspect was considered to be a vital component of the design because of
30 the very high cost of commercial standby power and because commercial electric power would
31 almost certainly be unavailable during and immediately following a storm event.

32 **3.4.5.1.4 HTRW**

33 Due to the extent and large number of real estate parcels along with the potential for re-alignment of
34 the structural aspects of this project, no preliminary assessment was performed to identify the
35 possibility of hazardous waste on the sites. These studies will be conducted during the next phase of
36 work after the final siting of the various structures. The real estate costs appearing in this report
37 therefore will not reflect any costs for remediation design and/or treatment and/or removal or
38 disposal of these materials in the baseline cost estimate.

39 **3.4.5.1.5 Construction Procedures and Water Control Plan**

40 Following is a very tentative description of a sequence of construction by which the barrier structure
41 and embankments might be built. There are admittedly myriad other means by which this could be
42 accomplished as demonstrated by the construction methods used in construction of the Thames
43 River Barrier and various structures in The Netherlands and elsewhere, any one of which might
44 result in more economical and expeditious construction of the barrier. However, at this juncture, in

1 the interest of clarity and brevity, it was considered expedient to describe this work using customary
2 construction techniques common to most of our large civil works projects constructed to date.

3 **3.4.5.1.5.1 Construction Procedure**

4 As configured for this study, the physical construction of the barrier would begin with installation of
5 the first of what would likely be a two stage cellular cofferdam. The arrangement assumed for this
6 study consisted of a series of circular sheet pile cells and connecting arcs measuring approximately
7 60 feet in diameter and extending 100 feet from the top of the cell to the pile tip elevation. These
8 cells would encompass either the east side or west side transition monoliths and the portion of the
9 gated structure extending to the center of the boat channel. The second phase cofferdam would
10 encompass the remainder of the gated structure and the remaining non-overflow concrete section. It
11 was assumed that for structures designed to provide the highest protection level (Elevation 40
12 NAVD88) the top of cells could be placed at elevation 35 with reasonable degree of safety. This
13 would provide cell embedment of approximately 30 feet below the lowest structure foundation
14 elevation. This configuration was, naturally, modified to fit the lower levels of protection but in each
15 case the configuration was made to provide the same relative of protection during construction. With
16 the cofferdam in place the interior would be dewatered using hydraulic pumps, and excavation for
17 the concrete structures would begin. Once the excavation in a given area is brought to the required
18 grade work would continue in this area with the installation of foundation piles. Prior to completion of
19 the first phase of the concrete work, installation would begin on the next phase of the cofferdam.

20 Once the first phase of the concrete structure is completed and the first phase cofferdam removed,
21 installation of the gates and operating machinery would begin. Fabrication of the gates would have
22 been done on land in an outfitting yard and the gates transported by water to the proper installation
23 site. Note that this would likely require dredging of a temporary construction channel parallel to the
24 barrier for a portion of its length.

25 Construction of the rock fill embankments would require surcharging and pre-consolidation of the
26 bay bottom materials. (See section 3.4.3.1.2 above for discussion of the Geotechnical aspects of this
27 site.)

28 **3.4.5.1.5.2 Water Control Plan**

29 As this work progresses the flow into and out of Biloxi Bay would be somewhat restricted for
30 practically the entire construction time. This restriction could be minimized by removal of the
31 cofferdams immediately upon completion of the concrete piers to some point above the normal high
32 tide level thus allowing flow over the completed sill sections as construction continues on the piers
33 and as the gates are being installed. It is estimated the maximum flow restriction at any time would
34 be approximately 50% of the inlet width and that this restriction could endure for as much as three to
35 five years using the methods and approximate sequence of construction indicated above.

36 **3.4.5.1.6 Physical Security**

37 During the construction of the project the contractor would be responsible for maintaining security of
38 all his work sites. This would be done in accordance with guidance noted under Section 3.4.1.7
39 General, above, in addition to the normal site security requirements.

40 Upon completion of the project the facilities security responsibilities would pass to the U.S. Army
41 Corps of Engineers and the state, county and municipal law enforcement entities, all of whom would
42 coordinate a program of oversight under which the facilities would be operated and maintained and
43 under which specific security responsibilities would be defined and allocated. These agreements
44 would also be required to reflect the provisions of the guidance noted in Section 3.4.1.7 General,
45 above, in addition to normal security criteria.

1 **3.4.5.1.7 Operations and Maintenance**

2 In order to assure proper functioning of the facilities once they are placed in service a program of
3 Operations and Maintenance would be developed by the U.S. Army Corps of Engineers, in
4 conjunction and cooperation with the affected state and local entities. This O & M Plan would
5 address specific responsibilities as to daily operation of the facilities, the periodic testing and
6 maintenance of the operating machinery, maintenance of specified stocks of replacement parts,
7 security of the facilities, and maintenance of any buildings and grounds associated with the
8 operation and maintenance of the facilities. As presently envisioned, this O & M responsibility would
9 remain under control of the U.S. Army Corps of Engineers and would be administered under its
10 Operations mission.

11 **3.4.5.1.8 Cost Estimate**

12 The costs for the various options included in this measure are presented in Section 3.4.5.8 Cost
13 Summary. Construction costs for the various options are included in Table 3.4.5.8-1 and costs for
14 the annualized Operation and Maintenance of the options are included in Table 3.4.5.8-2. Estimates
15 are comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
16 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
17 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07.
18 Estimates exclude project Escalation and HTRW Cost. The construction costs include real estate,
19 engineering design (E&D), construction management, and contingencies. The E&D cost for
20 preparation of construction contract plans and specifications includes a detailed contract survey,
21 preparation of contract specifications and plan drawings, estimating bid quantities, preparation of bid
22 estimate, preparation of final submittal and contract advertisement package, project engineering and
23 coordination, supervision technical review, computer costs and reproduction. Construction
24 Contingency developed and assigned at 25% to cover the Cost Growth of the project.

25 **3.4.5.1.9 Schedule and Design for Construction**

26 The scheduling for events following this conceptual study would of necessity include extensive
27 further study to ascertain in greater detail the specific requirements of the project and the most
28 feasible means by which to fulfill these requirements. The Sequence of events would include but not
29 be limited to the following:

- 30 a. The alignment and extent of the proposed barrier should be subjected to detailed study to
31 determine the most feasible routing. This study should address, among other factors, the exact
32 location of utilities features crossing the bay inlet, the present and projected future needs of the
33 boat channel passing through the barrier, and how best to minimize the effects that the barrier
34 could have on the existing marine environment.
- 35 b. Detailed deep geotechnical investigation should be made to determine as accurately as
36 possible the engineering capabilities of the soils making up the bay bottom along the alignment
37 (or alignments) under consideration.
- 38 c. A more thorough and painstaking investigation of various types of gate structures should be
39 undertaken to confirm the choice of the rising sector gate for this application, or to replace this
40 type gate with another perhaps more appropriate to the circumstances.
- 41 d. Once this search and these investigations and analyses have been completed a thorough
42 design of the structures to be included in the final facility would be undertaken addressing the
43 full range of hydraulic events that the structure might see, and making certain that all pertinent
44 design considerations are accounted for.

1 e. A thorough analysis of the power required to operate the gates in a timely manner in time of
2 storm must be made and the very best, most dependable means of providing this power
3 determined.

4 f. The link between the operation of the gates and the best available storm forecasting
5 system(s) would be designed and its operating features and equipment detailed.

6 **3.4.5.2 Location**

7 The alignment suggested herein for the barrier structure would run parallel with and south of the
8 Railroad Bridge crossing Biloxi Bay. This would approximate the shortest route across the inlet
9 leading from the Mississippi Sound into the bay. As the preliminary layout of the barrier was
10 developed it became apparent that, because of the excavation required, a significant amount of
11 separation would be required between the railroad bridge and the ultimate location of the structures
12 included in the barrier. For this study the centerline of the barrier was positioned approximately 260
13 feet from the center of the railroad bridge. This was left unaltered for all protection levels. The entire
14 barrier would be approximately 6,100 feet in length from water's edge to water's edge, and would
15 consist of rock fill levees extending from the overland levee at each bank for some distance into the
16 bay and enveloping the mass concrete non-overflow wall sections leading to each end of the gated
17 structure.

18 **3.4.5.3 Existing Conditions**

19 The points at which the barrier would come ashore in Jackson County on the east and Harrison
20 County on the west, are in urban areas with extensive residential and commercial development.
21 Several structures would need to be relocated and it is uncertain the extent to which existing utilities
22 might have to be relocated to clear the way for this facility.

23 **3.4.5.4 Coastal and Hydraulic Data**

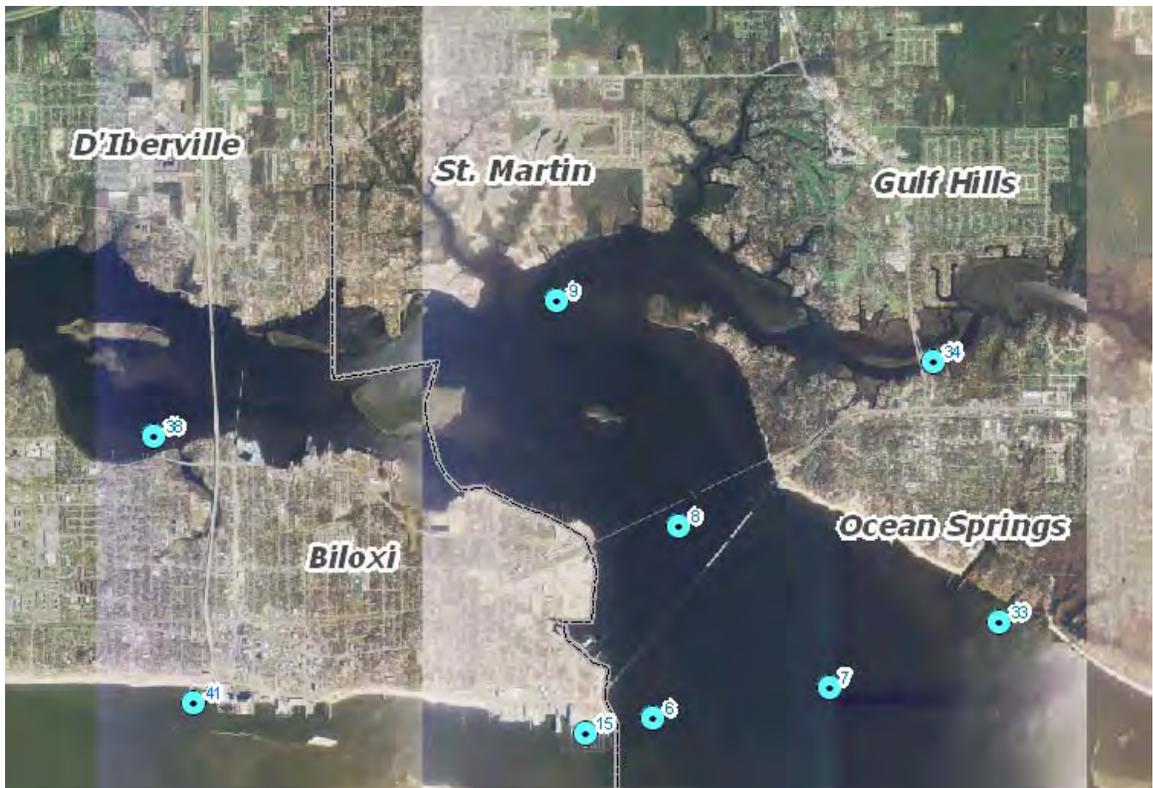
24 Historic coastal data is shown in Paragraph 1.4, elsewhere in this report. High water marks taken by
25 FEMA after Hurricane Katrina in 2005 as well as the 6-ft(blue), 12-ft(green), 16-ft(brown), and 20-
26 ft(pink) ground contour lines are shown in Figure 3.4.5.4-1. The data indicates the Katrina high water
27 was as high as 21 ft NAVD88 at the mouth of the bay.

28 Stage-Frequency data for a suite of severe storms using Joint Probability Method (JPM) and
29 hydrodynamic modeling were developed by the Engineer Research and Development Center
30 (ERDC) for 80 locations along the study area. These data were combined with historical gage
31 frequencies for smaller storms to establish stage-frequency curves at 54 economic reaches in the
32 study area which were entered into Hydrologic Engineering Center's (HEC) Flood Damage Analysis
33 (HEC-FDA) application to evaluate benefits. An expanded description of the procedure is shown
34 elsewhere in this report. Points near the mouth of the bay at which data from hydrodynamic
35 modeling was saved are shown in Figure 3.4.5.4-2.

36 Existing Condition Stage –Frequency data for Save Point 9, near the mouth of the bay, is shown in
37 Figure 3.4.5.4-3. The 95% confidence limits, approximately equally to plus and minus two standard
38 deviations, are shown bounding the median curve. The elevations are presented at 100 ft higher
39 than actual to facilitate HEC-FDA computations.

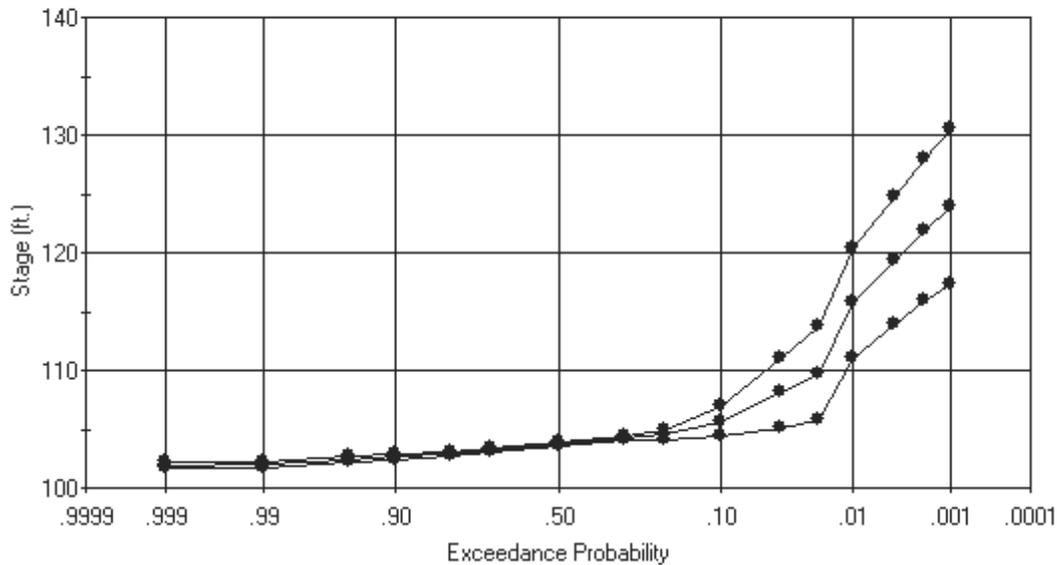


1
2 **Figure 3.4.5.4-1. Ground Contours and Katrina High Water**



3
4 **Figure 3.4.5.4-2. Hydrodynamic Modeling Save Points near Biloxi Bay**

Jackson
 Stage-Probability Function Plot for 9 savpt
 (Graphical)



1
 2 **Figure 3.4.5.4-3. Existing Conditions at Save Point 8, near the Mouth of Biloxi Bay**

3 **3.4.5.5 Option A – Elevation 20.0**

4 **3.4.5.5.1 Structural**

5 In order to reasonably accurately approximate the scope of the structures required to form a
 6 moveable barrier to elevation 20 a very preliminary rising sector gate design was made for the gate
 7 and its operating disks, and the piers and foundations were approximated on a proportional basis. A
 8 system of foundation piles was then estimated from a stability analysis made for the most stringent
 9 hydraulic situation, water with wave impact to the top of the gates on the flood side and at elevation
 10 “Zero” on the protected side of the gate. Uplift for the situation described was assumed to vary from
 11 full static water head at the flood side edge of the sill to static water pressure equivalent to the
 12 embedment of the sill below elevation “zero” at the protected side edge of the sill. Static lateral water
 13 forces were derived for static water pressure to elevation 20 on the flooded side of the structure and
 14 to elevation “zero” on the protected side. Wave impact data from model testing was not yet available
 15 when these analyses were made. Therefore an approximation of the wave impact loading was made
 16 by applying 25% of the flooded side static head pressure at the top of the gate and allowing this to
 17 taper to zero at the base of the monolith. The force and moment resulting from this inverted
 18 triangular load was then added to that derived for the static head situation.

19 The preliminary design for a gated structure providing protection up to elevation 20 resulted in gross
 20 quantities of basic construction materials as indicated in Table 3.4.5.5-1.

Table 3.4.5.5-1.
Gross Quantities for Biloxi Bay Surge Barrier Elevation 20.0 NAVD88

Item	Quantity	Units
Cofferdam Piling	23,294	Tons
Foundation Piling	50,540	Each
Concrete	493,700	Cubic Yards
Reinforcement	1,210	Tons
Rising Sector Gates (25 Each)	19,750	Tons
Gate Operating Machinery (Steel, 25 sets)	10,100	Tons

Note: Quantities taken from preliminary stability and other design computations.

3.4.5.6 Option B – Elevation 30.0

3.4.5.6.1 Structural

In order to reasonably accurately approximate the scope of the structures required to form a moveable barrier to elevation 30, a very preliminary rising sector gate design was made for the gate and its operating disks, and the piers and foundations were approximated on a proportional basis. The foundation piles were then estimated from a stability analysis made for the most stringent hydraulic situation, water with wave impact to the top of the gates on the flood side and at elevation “Zero” on the protected side of the gate. Uplift for the situation described was assumed to vary from full static water head at the flood side edge of the sill to static water pressure equivalent to the embedment of the sill below elevation “zero” at the protected side edge of the sill. Static lateral water forces were derived for static water pressure to elevation 30 on the flooded side of the structure and to elevation “zero” on the protected side. Wave impact data from model testing was not yet available when these analyses were made. Therefore an approximation of the wave impact loading was made by applying 25% of the flooded side static head pressure at the top of the gate and allowing this to taper to zero at the base of the monolith. The force and moment resulting from this inverted triangular load was then added to that derived for the static head situation.

The preliminary design for a gated structure providing protection up to elevation 30 resulted in gross quantities of basic construction materials as indicated in Table 3.4.5.6-1 below.

Table 3.4.5.6-1.
Gross Quantities for Biloxi Bay Surge Barrier Elevation 30.0 NAVD88

Item	Quantity	Units
Cofferdam Piling	31,837	Tons
Foundation Piling	14,538	Each
Concrete	552,800	Cubic Yards
Reinforcement	1,083	Tons
Rising Sector Gates (25 Each)	24,260	Tons
Gate Operating Machinery (Steel, 25 sets)	10,100	Tons

Note: Quantities taken from preliminary stability and other design computations.

3.4.5.7 Option C – Elevation 40.0

3.4.5.7.1 Structural

In order to reasonably accurately approximate the scope of The structures required to form a moveable barrier to elevation 40, a very preliminary rising sector gate design was made for the gate

1 and its operating disks, and the piers and foundations were approximated on a proportional basis.
 2 The foundation piles were then estimated from a stability analysis made for the most stringent
 3 hydraulic situation, water with wave impact to the top of the gates on the flood side and at elevation
 4 “Zero” on the protected side of the gate. Uplift for the situation described was assumed to vary from
 5 full static water head at the flood side edge of the sill to static water pressure equivalent to the
 6 embedment of the sill below elevation “zero” at the protected side edge of the sill. Static lateral water
 7 forces were derived for static water pressure to elevation 40 on the flooded side of the structure and
 8 to elevation “zero” on the protected side. Wave impact data from model testing was not yet available
 9 when these analyses were made. Therefore an approximation of the wave impact loading was made
 10 by applying 25% of the flooded side static head pressure at the top of the gate and allowing this to
 11 taper to zero at the base of the monolith. The force and moment resulting from this inverted
 12 triangular load was then added to that derived for the static head situation.

13 The preliminary design for a gated structure providing protection up to elevation 40 resulted in gross
 14 quantities of basic construction materials as indicated in Table 3.4.5.7-1 below.

15 **Table 3.4.5.7-1.**
 16 **Gross Quantities for Biloxi Bay Surge Barrier Elevation 40.0 NAVD88**

Item	Quantity	Units
Cofferdam Piling	31,837	Tons
Foundation Piling	20,540	Each
Concrete	561,300	Cubic Yards
Reinforcement	1,061	Tons
Rising Sector Gates (25 Each)	40,291	Tons
Gate Operating Machinery (Steel, 25 sets)	10,100	Tons

Note: Quantities taken from preliminary stability and other design computations.

17 **3.4.5.8 Cost Estimate Summary**

18 The costs for construction and for operations and maintenance of all options are shown below.
 19 Estimates are comparative-Level “Parametric Type” and are based on Historical Data, Recent
 20 Pricing, and Estimator’s Judgment. Quantities listed within the estimates represent Major Elements
 21 of the Project Scope and were furnished by the Project Delivery Team. Price Level of Estimate is
 22 April 07. Estimates excludes project Escalation and HTRW Cost.

23 **Table 3.4.5.8-1.**
 24 **Back Bay of Biloxi Surge Barrier Construction Cost Summary**

Option	Total project cost
Option A – Elevation 20 ft NAVD88	\$989,800,000
Option B – Elevation 30 ft NAVD88	\$1,267,100,000
Option C – Elevation 40 ft NAVD88	\$1,810,700,000

25
 26 **Table 3.4.5.8-2.**
 27 **Back Bay of Biloxi Surge Barrier O & M Cost Summary**

Option	O&M Costs
Option A – Elevation 20 ft NAVD88	\$13,770,000
Option B – Elevation 30 ft NAVD88	\$17,646,000
Option C – Elevation 40 ft NAVD88	\$25,243,000

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3.4.5.9 References

See 3.4.3 General discussion above for references.

3.4.6 Jackson County Inland Barrier

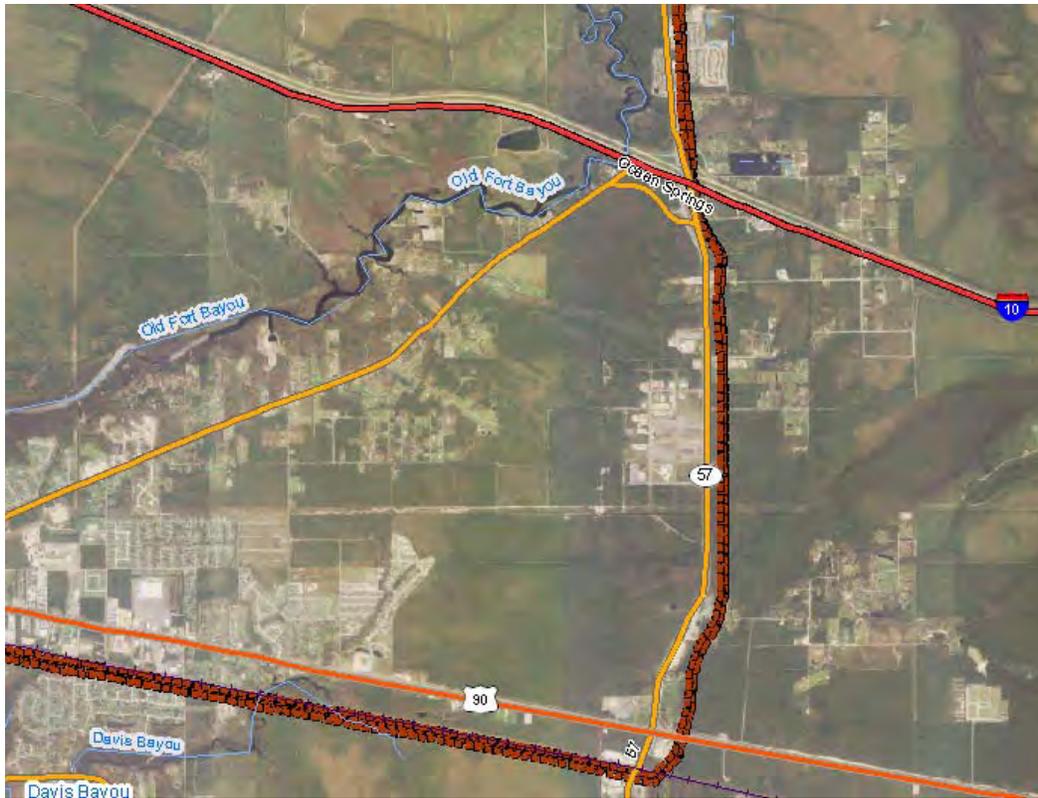
3.4.6.1 General

Several high density residential and business areas are located in Jackson County. These are subject to damage from storm surges associated with hurricanes. Earthen levees were evaluated for protection of these areas. The levees were evaluated at elevations 20 ft NAVD88 and 30 ft NAVD88 and 40 ft NAVD88. The top width was assumed 15 ft with sideslopes of 1 vertical to 3 horizontal. Each of the levees is presented separately in this report. Storm surge gates across Biloxi Bay are also included to prevent flooding from hurricanes. Additional options not evaluated in detail are described elsewhere in this report.

Evaluation of this option was done by comparing benefits computed by Hydrologic Engineering Center's (HEC) Flood Damage Analysis (FDA) computer application HEC-FDA and costs computed. HEC-FDA modeling was done comparing the study reaches using variations in expected sea-level rise and development. Details regarding the methodology are presented elsewhere in this report.

3.4.6.2 Location

The location of the levee in Jackson County is shown in Figures 3.4.6-1 through 3.4.6-4 parallel to the CSX railroad, Hwy 57 and Hwy 90.



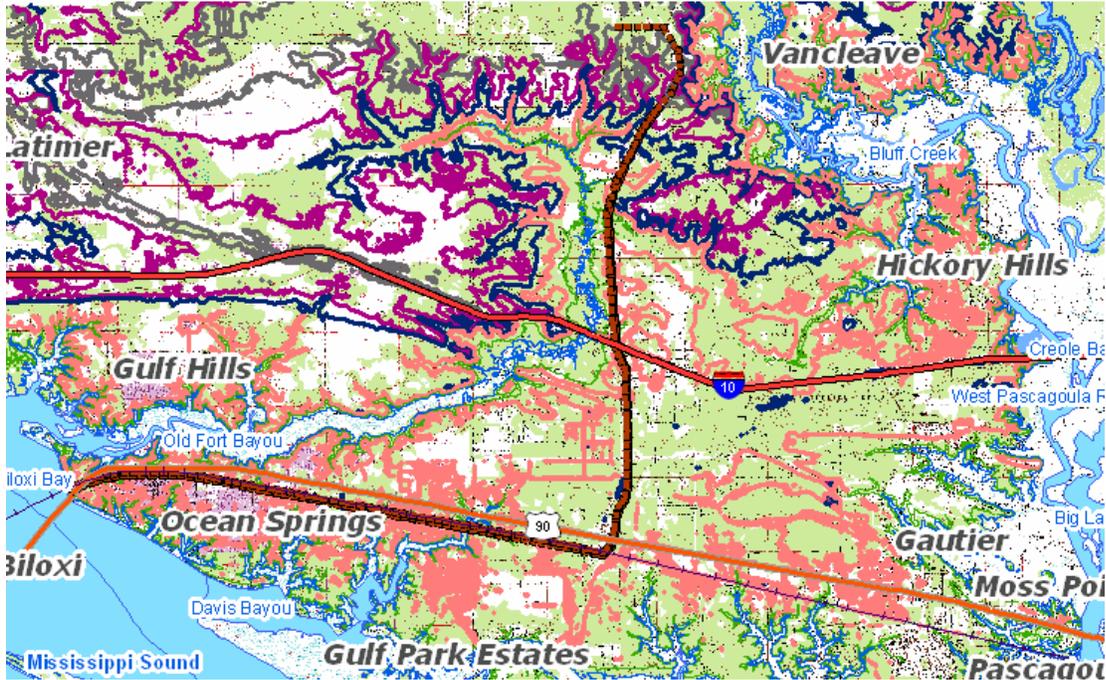
1
2 **Figure 3.4.6-3. Jackson County Inland Barrier**



3
4 **Figure 3.4.6-4. Jackson County Inland Barrier**

1 **3.4.6.3 Existing Conditions**

2 Jackson County is located on the east side of the Mississippi at the Mississippi Sound coast. The main
3 residential and business area is at Ocean Springs, which is mostly south of the levee. Ground
4 elevations over the areas behind the levee vary between Elevations 10-20 ft NAVD88 at low areas to as
5 high as 50 ft NAVD88. The area is drained by Old Fort Bayou. The 4-ft (blue), 10-ft (green), 20-ft (pink),
6 30-ft (dark Blue), 40-ft (purple), and 50-ft (gray) ground contour lines are shown in Figure 3.4.6-5.



7
8 **Figure 3.4.6-5. Existing Conditions Jackson County, MS**

9 Drainage from ordinary rainfall is hindered on occasions when either of the rivers or the gulf is high,
10 but impacts from hurricanes are devastating.

11 Recent damage from Hurricane Katrina in August, 2005 near the mouth of the Old Fort Bayou area
12 are shown in Figures 3.4.6-6 and 3.4.6-7.

13 **3.4.6.4 Coastal and Hydraulic Data**

14 Historic coastal data is shown in Paragraph 1.4, elsewhere in this report. High water marks taken by
15 FEMA after Hurricane Katrina in 2005 as well as 4-ft(blue), 10-ft(green),20-ft(pink), 30-ft(dark Blue),
16 40-ft(purple), and 50-ft(gray) ground contour lines are shown in Figure 3.4.6-8 below. The data
17 indicates the Katrina high water was as high as 21-22 ft NAVD88 in the Old Fort Bayou area north of
18 Ocean Springs.

19 Stage-Frequency data for a suite of severe storms using Joint Probability Method (JPM) and
20 hydrodynamic modeling were developed by the Engineer Research and Development Center
21 (ERDC) for 80 locations along the study area. These data were combined with historical gage
22 frequencies for smaller storms to establish stage-frequency curves at 54 economic reaches in the
23 study area which were entered into Hydrologic Engineering Center's (HEC) Flood Damage Analysis
24 (HEC-FDA) application to evaluate benefits. An expanded description of the procedure is presented
25 elsewhere in this report. Points near Gautier at which data from hydrodynamic modeling was saved
26 are shown in Figure 3.4.6-9.



1

2 Source: <http://ngs.woc.noaa.gov/storms/katrina/24806787.jpg>

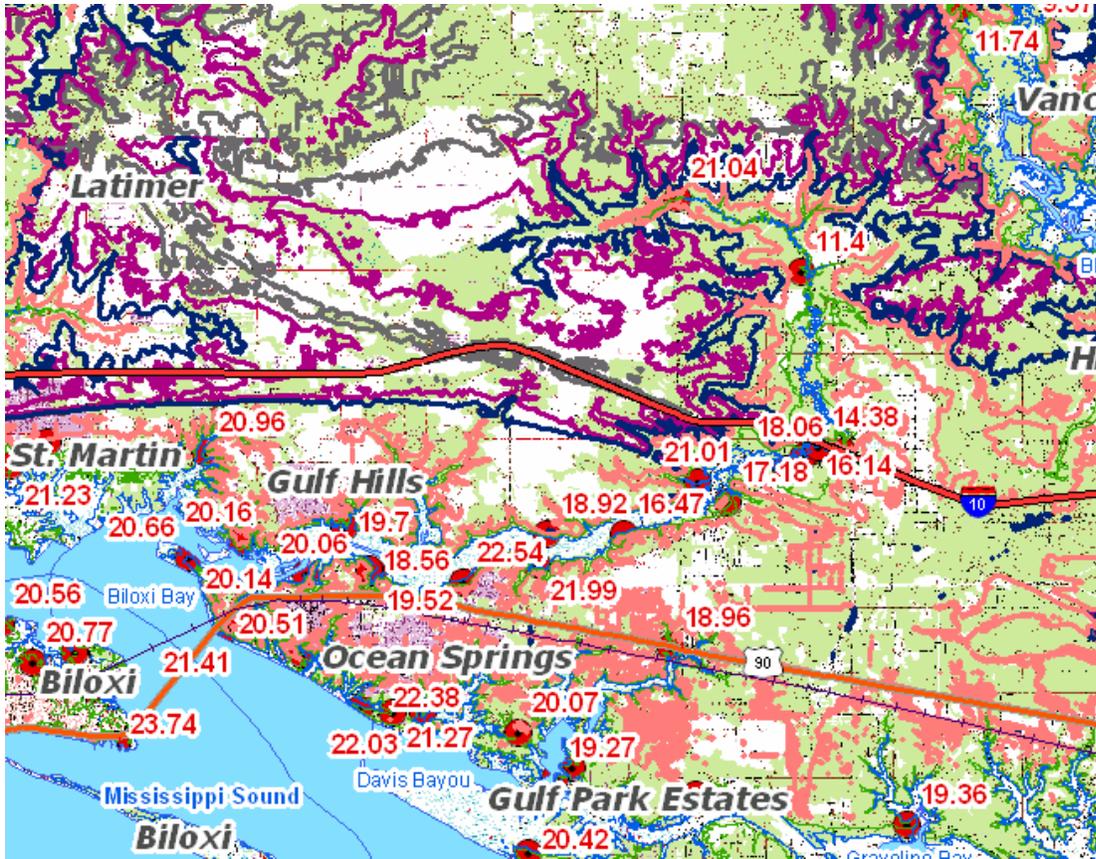
3 **Figure 3.4.6-6. Hurricane Katrina Damage Near mouth of Old Fort Bayou, MS**



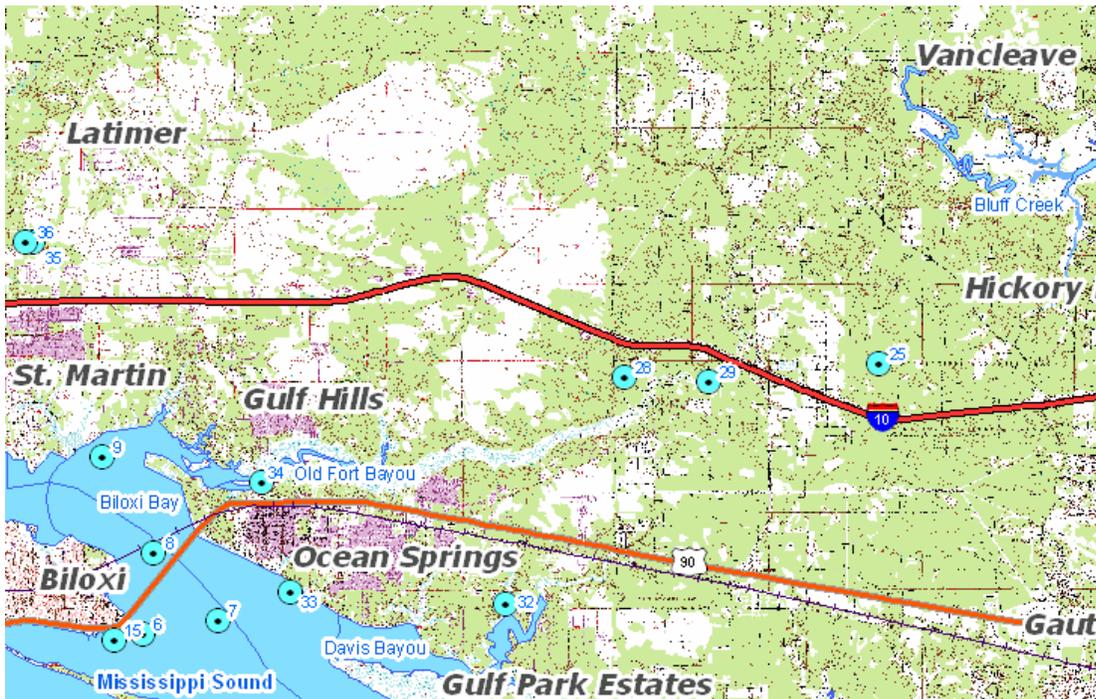
4

5 Source: <http://www.flickr.com/photos/cbsnaps/53488199/>, cbateteach

6 **Figure 3.4.6-7. Hurricane Katrina Damage in St Martin (nr Ocean Springs), MS**

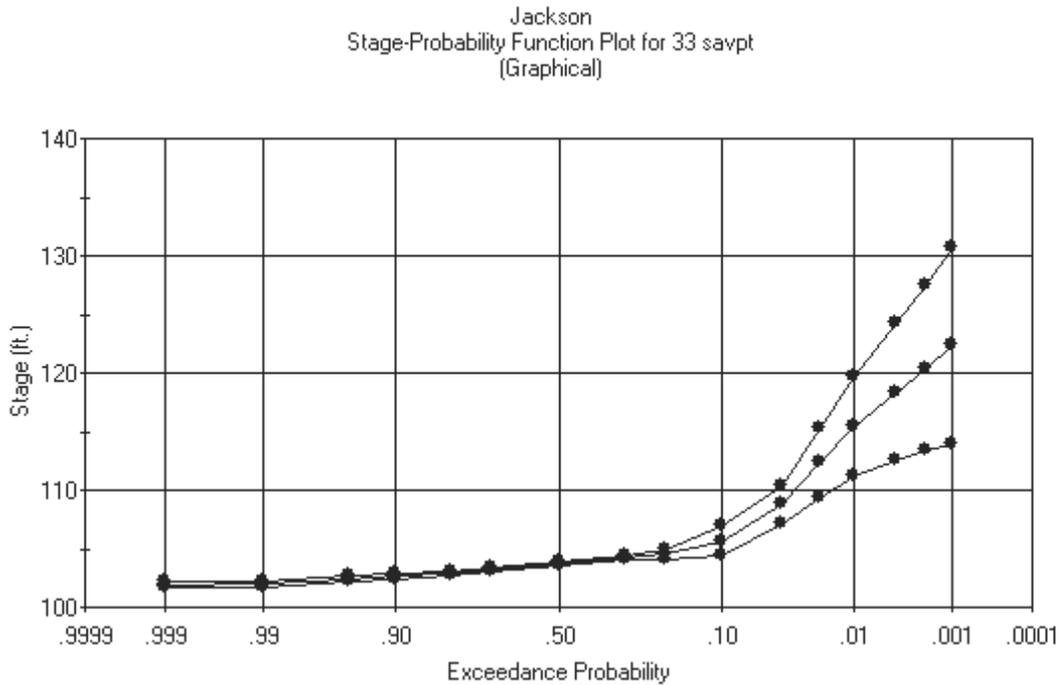


1
2 **Figure 3.4.6-8. Ground Contours and Katrina High Water Elevations**



3
4 **Figure 3.4.6-9. Hydrodynamic Modeling Save Points near Gautier, MS**

1 Existing Condition Stage –Frequency data for Save Point 33, near the Ocean Springs, is shown in
 2 Figure 3.4.6-10 as an example. The 95% confidence limits, approximately equally to plus and minus
 3 two standard deviations, are shown bounding the median curve. The elevations are presented at
 4 100 ft higher than actual to facilitate HEC-FDA computations.



5
 6 **Figure 3.4.6-10. Existing Conditions at Save Point 33, near Ocean Springs, MS**

7 **3.4.6.5 Option A – Elevation 20 ft NAVD88**

8 This option consists of an earthen dike around the areas north of Hwy 90 as shown on Figure 3.4.6-
 9 11, along with the internal sub-basins and levee culvert/pump locations. The levee would have a top
 10 width of 15 ft and slopes of 1 vertical to 3 horizontal. The levee is located mostly along high ground
 11 so ponding at the levee would be minimal. The levee surfaces will be armored with a layer of
 12 gabions to prevent scour during overtopping. Ponding will occur on the outside of the levee which
 13 would require ditching to other drainage basins. The ditch locations are shown in Figure 3.4.6-11 in
 14 dark blue.



1
2 **Figure 3.4.6-11. Pump/Culvert/Sub-basin Site Locations**

3 Damage and failure by overtopping of levees could be caused by storms surges greater than the
4 levee crest as depicted in Figure 3.4.6-12.



5
6 Source: *Wave Overtopping Flow on Seadikes, Experimental and Theoretical Investigations*, Holger Schüttrumpf,
7 (Photo: Leichtweiss-Institute) http://kfki.baw.de/fileadmin/projects/E_35_134_Lit.pdf
8 **Figure 3.4.6-12. North Sea, Germany, March 1976**

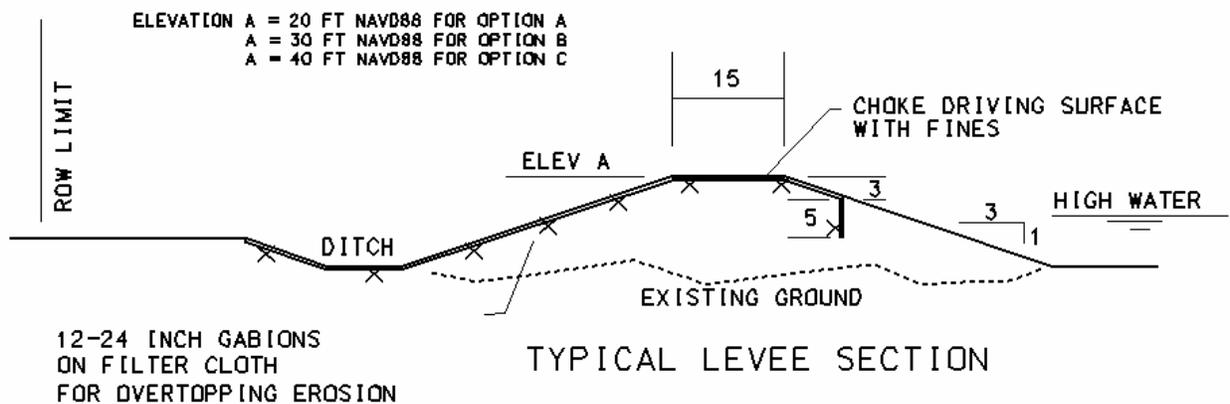
- 1 Overtopping failures are caused by the high velocity of flow on the back side of the levee. Although
- 2 significant wave attack on the seaward side of some of the New Orleans levees occurred during
- 3 Hurricane Katrina, the duration of the wave attack was for such a short time that major damage did
- 4 not occur from wave action. The erosion shown in Figure 3.4.6-13 was caused by approximately 1-2
- 5 ft of overtopping crest depth.
- 6 Revetment would be included in the levee design to prevent overtopping failure.



7
8 Source: ERDC, Steven Hughes

9 **Figure 3.4.6-13. Crown Scour from Hurricane Katrina at Mississippi River**
10 **Gulf Outlet (MRGO) Levee in St. Bernard Parish, New Orleans, LA**

- 11 The levee would be protected by gabions on filter cloth as shown in Figure 3.4.6-14, extending
- 12 across a drainage ditch which carries water to nearby culverts and which would also serve to
- 13 dissipate some of the supercritical flow energy during overtopping conditions.

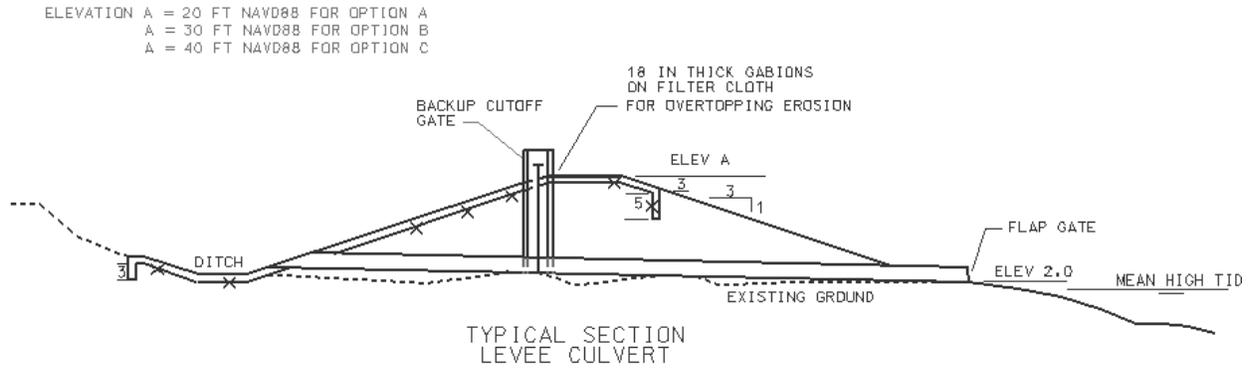


14
15 **Figure 3.4.6-14. Typical Section at Inland Barrier**

16 **3.4.6.5.1 Interior Drainage**

- 17 For smaller drainage areas, drainage on the interior of the inland barrier would be collected at the
- 18 levee and channeled to culverts placed in the levee at the locations shown in Figure 3.4.6-11. The
- 19 culverts would have tidal gates on the seaward ends to prevent backflow when the water in

1 Mississippi Sound is high. An additional closure gate would also be provided at the upstream end at
2 every culvert in the levee for manual control in the event the tidal gate malfunctions. A typical section
3 is shown in Figure 3.4.6-15.



4
5 **Figure 3.4.6-15. Typical Section at Culvert**

6 In addition, pumps would be constructed near the outflow points to remove water from the interior
7 during storm events occurring when the culverts were closed because of high water in the sound.

8 Flow within the levee interior was determined by subdividing the interior of the inland barrier into
9 major sub-basins as shown in Figure 3.4.6-11 and computing flow for each sub-basin by USGS
10 computer application WinTR55. The method incorporates soil type and land use to determine a run-
11 off curve number.

12 Peak flows for the 1-yr to 100-yr storms were computed. Levee culverts were then sized to evacuate
13 the peak flow from a 25-year rain in accordance with practice for new construction in the area using
14 Bentley CulvertMaster application. For the culvert design, headwater elevations at the culverts were
15 maintained at an elevation no greater than 5 ft NAVD88 with a tailwater elevation of 2.0 ft NAVD88
16 assumed. Drainage ditches along the toe of the levee will be required to assure that smaller basins
17 can be drained to a culvert/pump site. These ditches were sized using a normal depth flow
18 computation. Curve numbers, pump, and culvert capacity tables are not included in the report
19 beyond that necessary to obtain a cost estimate. The data is considered beyond the level of detail
20 required for this report.

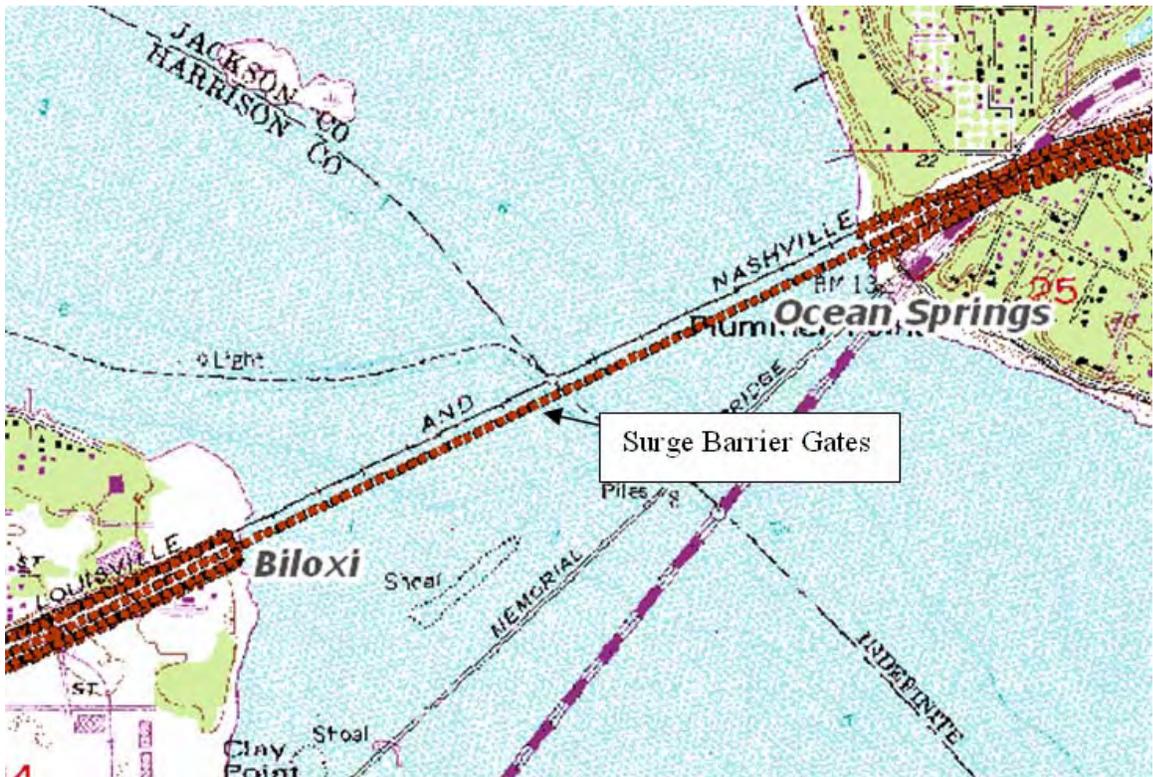
21 During periods of high water in Mississippi Sound, pumps would be required to evacuate rainfall.
22 Pump sizes were determined for the peak flow resulting from a 10-yr rainfall. This decision was
23 based on an evaluation of rainfall observed during hurricane and tropical storm events as presented
24 in two sources. The first is "Frequency and Aerial Distributions of Tropical Storm Rainfall in the US
25 Coastal Region on the Gulf of Mexico" US Dept of Commerce, Environmental Science Services
26 Administration, ESSA Technical Report WB-7, Hugo V Goodyear, Office Hydrology, July 1968. The
27 second is "National Hurricane Research Project Report No. 3, Rainfall Associated with Hurricanes
28 (And Other Tropical Disturbances)", R.W. Schoner and S. Molansky, 1956, Weather Bureau and
29 Corps of Engineers. This decision was also based on coordination with the New Orleans District.

30 During some hurricane events, when the gates are shut, and rainfall exceeds the average 10-yr
31 intensity over the basin, some ponding from rainfall will occur. Detailed modeling of all the interior
32 sub-basins for all the areas was not possible for this report; therefore the exact extent of the ponding
33 for extreme events is not precisely defined. However, in some of the areas, existing storage could be
34 adequate to pond water without causing damage, even without pumps. In other areas that do have

1 pumps, some rise in interior water during interior events greater than the 10-yr rain could occur, but
2 may not cause damage. Designing the pumps for the peak 10-yr flow provides a significant pumping
3 capacity. Further studies will detail the requirement for the appropriate ponding areas, pump sizes,
4 or buyouts in the affected areas.

5 During non-hurricane periods of low water in the sound, when rainfall greater than the 25-yr event
6 occurs, the pumps could also be used to augment the flow capacity of the levee culverts.

7 In addition to the local drainage outlets at the levee described above, in the event of an imminent
8 hurricane, barrier gates across the Back Bay of Biloxi would be closed, and flow from the Biloxi and
9 Tchoutacabouffa Rivers, as well as local runoff would pond behind the gates. The location of the
10 barrier is shown in Figure 3.4.6-16.



11
12 **Figure 3.4.6-16. Biloxi Bay Surge Barrier Location**

13 The gates would be similar to the gates across the Thames River in London, England, shown in
14 Figure 3.4.6-17.

15 The Hydrologic Engineering Center’s Hydrologic Modeling System (HEC-HMS) was used to model
16 the Biloxi Bay watershed in order to predict the maximum water elevation behind the gates in the
17 bay under several different scenarios.

18

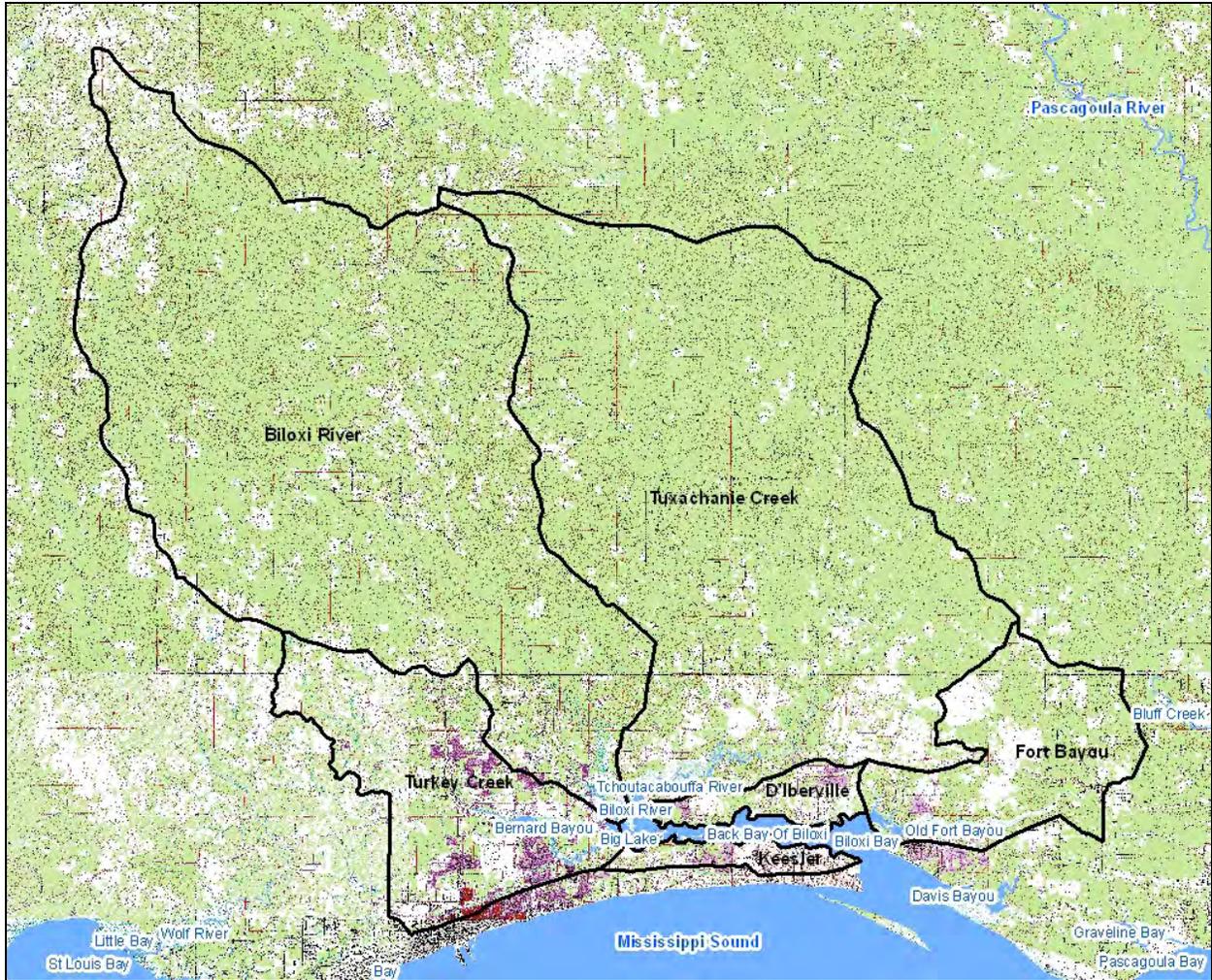


1

2 **Figure 3.4.6-17. Thames River Barrier Gates**

3 The Biloxi Bay watershed is an approximately 640 square mile watershed comprised of six
4 subbasins that stretch across Harrison, Stone, and Jackson County, MS. There is one United States
5 Geological Survey (USGS) discharge gage located in the watershed along the Biloxi River and one
6 National Oceanic and Atmospheric Administration (NOAA) hourly precipitation gage located on the
7 east side of the watershed. The discharge gage is USGS gage 2481000 at Wortham, MS and the
8 precipitation gage is NOAA gage 107840 (Saucier Experimental Forest). Data from these gages,
9 along with soils data from the National Cooperative Soil Survey and Technical Paper 40 (TP-40)
10 synthetic rainfall events were used to determine the peak discharge and total run-off volume entering
11 Biloxi Bay from the Biloxi Bay watershed for the 2-100 year rainfall events. The Hydrologic
12 Engineering Center's Hydrologic Modeling System (HEC-HMS) was used for the modeling effort.
13 The Biloxi Bay watershed is shown in Figure 3.4.6-18.

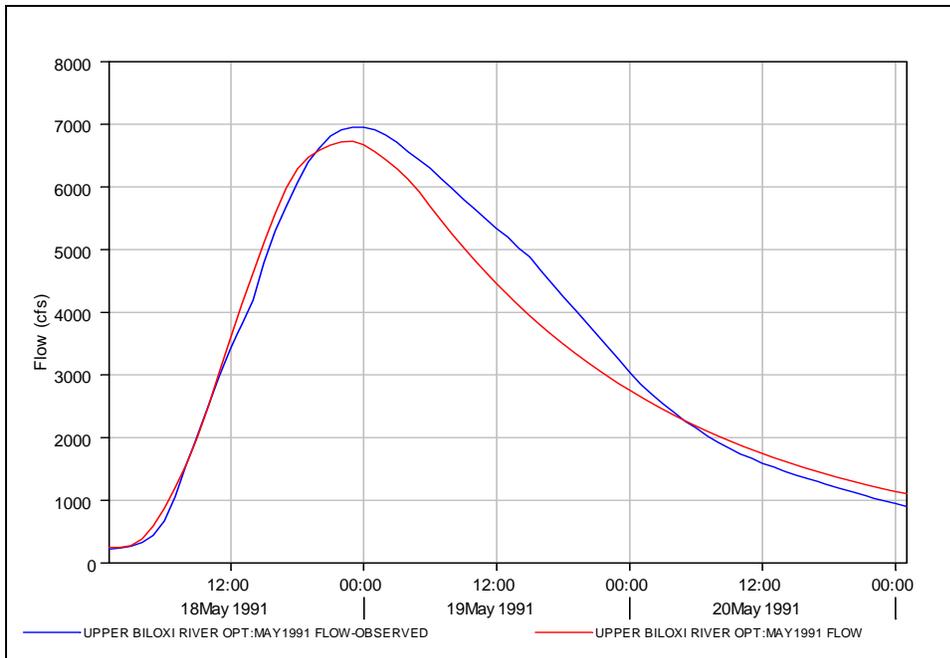
14 The components of the model include the precipitation specification, the loss model, the direct runoff
15 model, and observed discharge data. Precipitation data used in the modeling process included
16 hourly precipitation from NOAA gage 107840 and the 2-100 year TP-40 rainfall events. The initial
17 and constant loss rate and SCS curve number methods were used for the loss model while the
18 Snyder's unit hydrograph (UH) and SCS UH methods were used for the direct runoff model. The
19 model was calibrated to observed hourly discharge data for two events at USGS gage 2481000.



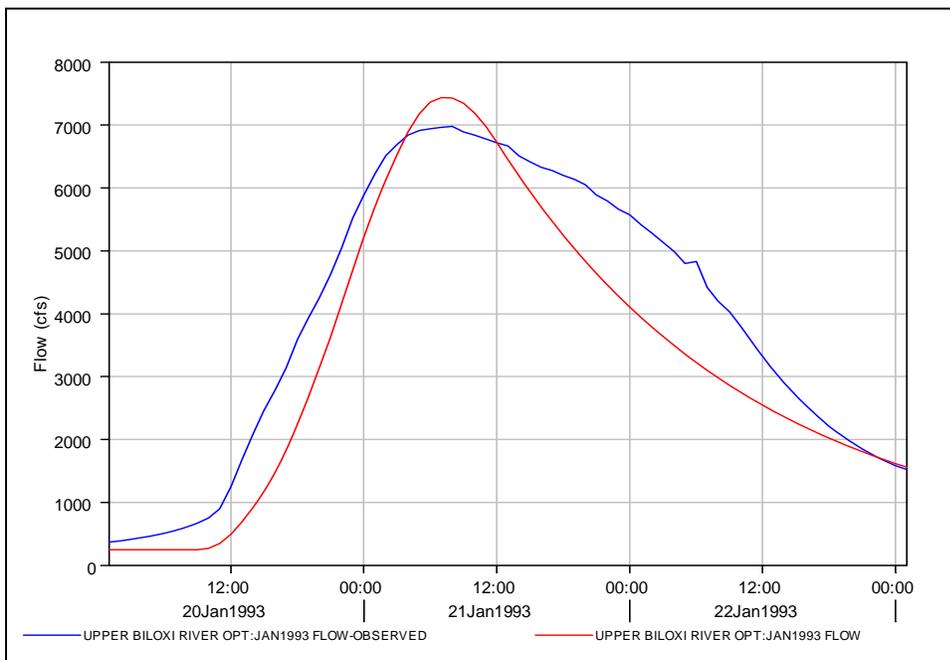
1
2 **Figure 3.4.6-18. Biloxi Bay Watershed**

3 Calibration results agree reasonable well with observed data as shown in Figures 3.4.6-19 and
4 3.4.6-20.

5 Ponding from the interior rivers behind the gates will depend partially on the elevation of the gulf
6 when the gates are closed. Several historical stage hydrographs of hurricanes were reviewed to
7 determine the duration of various stages along the gulf. From this review, it was determined that
8 storms generally reach 4 ft NAVD88 and recede to that elevation within 24 hours. Using this
9 information, various theoretical coincident rainfall events taken from T.P 40 were modeled to
10 determine the resulting water surface elevations behind the barrier during the 24-hour period the
11 gates are to be closed. A 10-yr rain was selected for the design condition, in accordance with studies
12 cited above. The highest inflow period of the inflow hydrograph was used to compute changes in bay
13 elevations in the 24-hour gate closure period.



1
2 **Figure 3.4.6-19. Biloxi Bay Watershed Calibration, 19 May 1991**



3
4 **Figure 3.4.6-20. Biloxi Bay Watershed Calibration, 21 Jan 1993**

5 Based on this method of analysis, the resulting elevations for the various storms are shown in Table
6 3.4.6.1-1, with the 10-yr elevation of 8.4 ft NAVD88 the design condition.

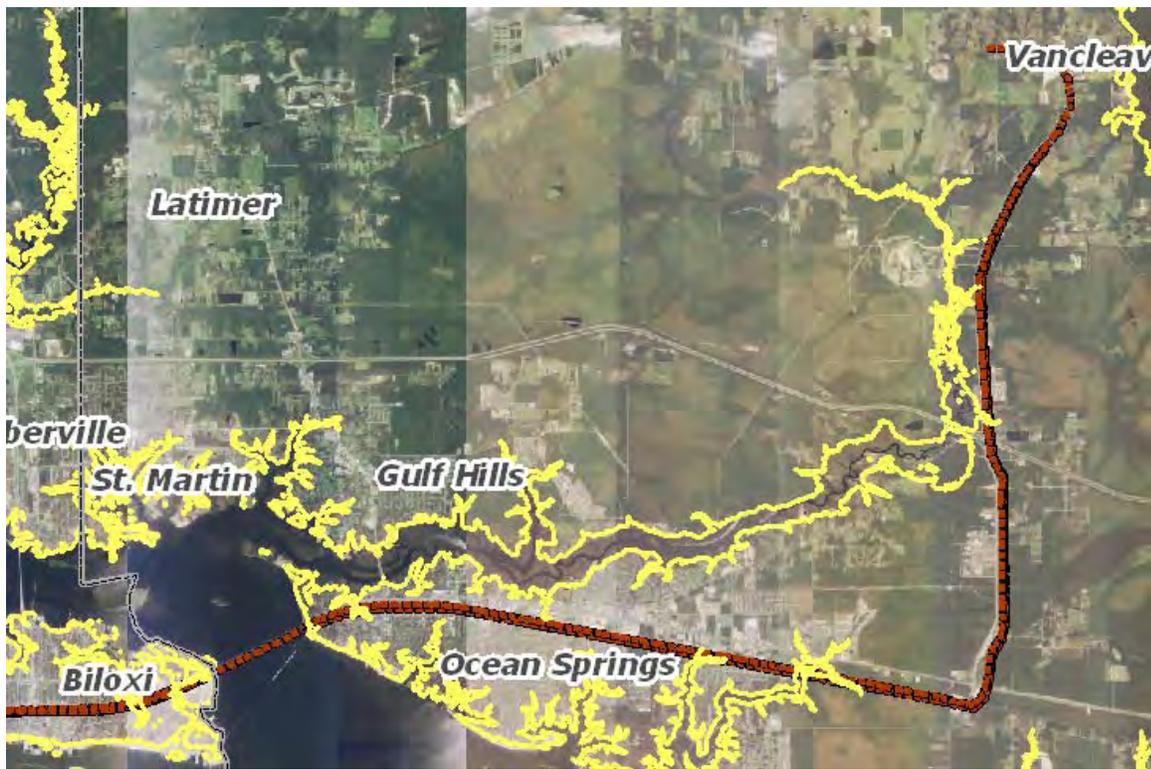
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2

**Table 3.4.6.1-1.
Biloxi Bay Ponding**

Biloxi Bay 4 ft. Base Elevations	
Strom Event	Bay Elevation (ft NAVD88)
2-year	6.0
5-year	7.6
10-year	8.4
25-year	9.4
50-year	10.0
100-year	10.8

3

4 This area in Jackson County is approximated by the 8-ft ground contour line shown in Figure 3.4.6-21.



5

6 **Figure 3.4.6-21. Biloxi Bay 10-yr Ponding to Elev. 8.4 ft NAVD88**

7 **3.4.6.5.2 Geotechnical Data**

8 Geology: Citronelle formation is found above the Interstate 10 alignment and is a relatively thin unit
9 of fluvial deposits of Plio-Pleistocene age consisting of gravelly sand and silty sand layers. Typically
10 the formation is 30 to 80 feet thick, except where it has filled eroded channels in the underlying
11 formations. The sand in the formation has a variety of colors, often associated with the presence of
12 iron oxides in the form of hematite or goethite. Thin discontinuous clay layers are found in some
13 areas. The iron oxide has occasionally cemented the sand into friable sandstone, usually occurring
14 only as a localized layer. Within the study area, this formation outcrops north of Interstate 10 and will
15 not be encountered at project sites other than any levees that might extend northward to higher
16 ground elevations.

1 Prairie formation is found along the rest of the Line 4 alignment within Jackson County. The Prairie
2 formation is found southward of the Citronelle formation and is of Pleistocene age. This formation
3 consists of fluvial and floodplain sediments that extend southward from the outcrop of the Citronelle
4 formation to or near the mainland coastline. Sand found within this formation has an economic value
5 as beach fill due to its color and quality. Southward from its outcrop area, the formation extends
6 under the overlying Holocene deposits out into the Mississippi Sound.

7 Gulfport Formation is found along the coastline in most of western Jackson County at Belle Fontaine
8 Beach. This formation of Pleistocene age overlies the Prairie formation and is present as well sorted
9 sands that mark the edge of the coastline during the last high sea level stage of the Sangamonian
10 Interglacial period. It does not extend under the Mississippi Sound.

11 Geotechnical: The inland barrier earthen levee section will have one vertical to three horizontal side
12 slopes with a fifteen foot crest width. All work areas to receive the fill shall be cleared and grubbed of
13 all trees and surface organics and all existing foundations, streets, utilities, etc. will be removed and
14 the subsequent cavities backfilled and compacted. The levee will be constructed of sand clay
15 materials obtained from off site commercial sources, trucked to the work area, placed in thin lifts and
16 compacted to 95 percent of the maximum modified density. The final surface will be armored by the
17 placement of 24 inch thick gabion mattress filled with small stone for erosion protection during an
18 event that overtops the levee. The armoring will be anchored on the front face by trenching and
19 extend across the downstream slope and the 25 foot easement area beyond the toe. The front side
20 of the levee and all non critical surface areas will be subsequently covered by grassing. Road
21 crossings will incorporate small gate structures or ramping over the embankment where the surface
22 elevation is near that of the crest elevation. The elevation relationship of the crest and the adjacent
23 railroad will be a governing factor. The surfaces will be paved with asphalt and the corresponding
24 drainage will be accommodated. Those areas where the subgrade geology primarily consists of
25 clean sands, seepage underneath the levee and the potential for erosion and instability must be
26 considered. Final designs may require the installation of a bentonite concrete cutoff wall deep within
27 the foundation. This condition will be investigated during any design phase and its requirement will
28 be incorporated.

29 **3.4.6.5.3 Structural, Mechanical and Electrical**

30 See sections 3.4.6.5.3.1 and 3.4.6.5.3.2.

31 **3.4.6.5.3.1 Culverts**

32 Reinforced concrete box culverts would be required at 2 locations, as described above, with the
33 culvert requirement ranging from seven 7' wide by 3' high, to eleven 10' wide by 4' high water
34 passages. Each of these culverts was configured having nominally sized and reinforced structure
35 walls and top and bottom slabs. Each water passage would be fitted with both a flap gate at the
36 outlet end and a sluice gate placed near the center of the culvert with a manually operated vertical
37 operator stem extending through an access shaft to the top of levee elevation.

38 **3.4.6.5.3.2 Pumping Stations**

39 Design hydraulic heads derived for the 2 pumping facilities included in the Jackson County Inland
40 Barrier for the elevation 20 protection level were 15 and 10 feet and the corresponding flows
41 required were 567,772 and 213,195 gallons per minute respectively. The facilities thus derived
42 would consist of one plant having six, 60-inch diameter, 560 horsepower pumps and one having
43 four, 54-inch diameter pumps each running at 290 horsepower.

1 **3.4.6.5.4 HTRW**

2 Due to the extent and large number of real estate parcels along with the potential for re-alignment of
3 the structural aspects of this project, no preliminary assessment was performed to identify the
4 possibility of hazardous waste on the sites. These studies will be conducted during the next phase of
5 work after the final siting of the various structures. The real estate costs appearing in this report
6 therefore will not reflect any costs for remediation design and/or treatment and/or removal or
7 disposal of these materials in the baseline cost estimate.

8 **3.4.6.5.5 Construction Procedures and Water Control Plan**

9 The construction procedures required for this option are similar to general construction in many
10 respects in that the easement limits must be established and staked in the field, the work area
11 cleared of all structures, pavements, utilities, trees, organics, etc. and the foundation prepared for
12 the new work. Where the levee alignment crosses the existing streams or narrow bays, the
13 alignment base shall be created by displacement with layers of crushed stone pushed ahead and
14 compacted by the placement equipment and repeated until a stable platform is created. The required
15 drainage culverts or other ancillary structures can then be constructed. The control of any surface
16 water will be handled by temporary sheetpile cofferdams and pumping. The control of groundwater
17 will be a series of wellpoints systems designed to keep the excavations dry to a depth and width
18 sufficient to install the new work.

19 **3.4.6.5.6 Project Security**

20 The Protocol for security measures for this study has been performed in general accordance with the
21 Risk Assessment Methodology for Dams (RAM-D) developed by the Interagency Forum for
22 Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical
23 infrastructure throughout the Corps of Engineers. The determination of the level of physical security
24 provided for each facility is based on the following critical elements: 1) threat assessment of the
25 likelihood that an adversary will attack a critical asset, 2) consequence assessment should an
26 adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to
27 prevent a successful attack against an operational component.

28 **3.4.6.5.7 Operations and Maintenance**

29 The features that require periodic operations will be the exercising of the pumps and emergency
30 generators at the various pump stations, the testing of the gate structures at the various road
31 crossings, grass cutting of the levee slopes and toe areas and the filling of rilled areas within the
32 embankment due to surface erosion. Scheduled maintenance should include periodic greasing of all
33 gears and coupled joints, maintaining any battery backup systems, and replacement of standby fuel
34 supplies.

35 **3.4.6.5.8 Cost Estimate**

36 The costs for the various options included in this measure are presented in Section 3.4.6.8 Cost
37 Summary. Construction costs for the various options are included in Table 3.4.6.8-1 and costs for
38 the annualized Operation and Maintenance of the options are included in Table 3.4.6.8-2. Estimates
39 are comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
40 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
41 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07.
42 Estimates excludes project Escalation and HTRW Cost. The construction costs include real estate,
43 engineering design (E&D), construction management, and contingencies. The E&D cost for
44 preparation of construction contract plans and specifications includes a detailed contract survey,
45 preparation of contract specifications and plan drawings, estimating bid quantities, preparation of bid

1 estimate, preparation of final submittal and contract advertisement package, project engineering and
2 coordination, supervision technical review, computer costs and reproduction. Construction
3 Contingency developed and assigned at 25% to cover the Cost Growth of the project.

4 **3.4.6.5.9** *Schedule and Design for Construction*

5 After the authority for the design has been issued and funds have been provided, the design of these
6 structures will require approximately 12 months including comprehensive plans and specifications,
7 independent reviews and subsequent revisions. The construction of this option should require in
8 excess of two years.

9 **3.4.6.6** *Option B – Elevation 30 ft NAVD88*

10 This option consists of an earthen levee around the most populated areas of Gautier The alignment
11 of the levee is the same as Option A, above, and is not reproduced here. The only difference
12 between the description of this option and preceding description of Option A is the height of the
13 levee, pumping facilities, and the length of the levee culverts. Other features and methods of
14 analysis are the same.

15 **3.4.6.6.1** *Interior Drainage*

16 Interior drainage analysis and culverts are the same as those for Option A, above, except that the
17 culvert lengths through the levees would be longer.

18 **3.4.6.6.2** *Geotechnical Data*

19 Geology: Citronelle formation is found above the Interstate 10 alignment and is a relatively thin unit
20 of fluvial deposits of Plio-Pleistocene age consisting of gravelly sand and silty sand layers. Typically
21 the formation is 30 to 80 feet thick, except where it has filled eroded channels in the underlying
22 formations. The sand in the formation has a variety of colors, often associated with the presence of
23 iron oxides in the form of hematite or goethite. Thin discontinuous clay layers are found in some
24 areas. The iron oxide has occasionally cemented the sand into a friable sandstone, usually occurring
25 only as a localized layer. Within the study area, this formation outcrops north of Interstate 10 and will
26 not be encountered at project sites other than any levees that might extend northward to higher
27 ground elevations.

28 Prairie formation is found along the rest of the Line 4 alignment within Jackson County. The Prairie
29 formation is found southward of the Citronelle formation and is of Pleistocene age. This formation
30 consists of fluvial and floodplain sediments that extend southward from the outcrop of the Citronelle
31 formation to or near the mainland coastline. Sand found within this formation has an economic value
32 as beach fill due to its color and quality. Southward from its outcrop area, the formation extends
33 under the overlying Holocene deposits out into the Mississippi Sound.

34 Gulfport Formation is found along the coastline in most of western Jackson County at Belle Fontaine
35 Beach. This formation of Pleistocene age overlies the Prairie formation and is present as well sorted
36 sands that mark the edge of the coastline during the last high sea level stage of the Sangamonian
37 Interglacial period. It does not extend under the Mississippi Sound.

38 Geotechnical: The inland barrier earthen levee section will have one vertical to three horizontal side
39 slopes with a fifteen foot crest width. All work areas to receive the fill shall be cleared and grubbed of
40 all trees and surface organics and all existing foundations, streets, utilities, etc. will be removed and
41 the subsequent cavities backfilled and compacted. The levee will be constructed of sand clay
42 materials obtained from off site commercial sources, trucked to the work area, placed in thin lifts and
43 compacted to 95 percent of the maximum modified density. The final surface will be armored by the

1 placement of 12 inch thick gabion mattress filled with small stone for erosion protection during an
2 event that overtops the levee. The armoring will be anchored on the front face by trenching and
3 extend across the downstream slope and the 25 foot easement area beyond the toe. The front side
4 of the levee and all non critical surface areas will be subsequently covered by grassing. Road
5 crossings will incorporate small gate structures or ramping over the embankment where the surface
6 elevation is near that of the crest elevation. The elevation relationship of the crest and the adjacent
7 railroad will be a governing factor. The surfaces will be paved with asphalt and the corresponding
8 drainage will be accommodated. Those areas where the subgrade geology primarily consists of
9 clean sands, seepage underneath the levee and the potential for erosion and instability must be
10 considered. Final designs may require the installation of a bentonite concrete cutoff wall deep within
11 the foundation. This condition will be investigated during any design phase and its requirement will
12 be incorporated.

13 **3.4.6.6.3 Structural, Mechanical and Electrical**

14 See sections 3.4.6.6.3.1 through 3.4.6.6.3.3.

15 **3.4.6.6.3.1 Culverts**

16 Reinforced concrete box culverts would be required at 2 locations, as described above, with the
17 culvert requirement ranging from seven 7' wide by 3' high, to eleven 10' wide by 4' high water
18 passages. Each of these culverts was configured having nominally sized and reinforced structure
19 walls and top and bottom slabs. Each water passage would be fitted with both a flap gate at the
20 outlet end and a sluice gate placed near the center of the culvert with a manually vertical operator
21 stem extending through an access shaft to the top of levee elevation.

22 **3.4.6.6.3.2 Pumping Stations**

23 Design hydraulic heads derived for the 2 pumping facilities included in the Jackson County Inland
24 Barrier for the elevation 30 protection level were 25 and 20 feet and the corresponding flows
25 required were 567,772 and 213,195 gallons per minute respectively. The facilities thus derived
26 would consist of one plant having six, 60-inch diameter, 1000 horsepower pumps, and one having
27 four, 54-inch diameter pumps each running at 560 horsepower.

28 **3.4.6.6.3.3 Dedicated Flood Barriers**

29 There are two sites in Jackson County that would require special flood protection with the flood
30 protection level set at elevation 40, the court facilities located immediately south of the protection line
31 in downtown Biloxi and similar governmental facilities in downtown Moss Point.

32 The Biloxi facilities would require a three sided Tee Wall structure approximately 1410 feet long
33 originating and terminating in the levee at its northwest and northeast ends. It would be fitted with
34 four face sealing roller gates to close off the required street and driveway access points in time of
35 flood.

36 The Moss Point Tee Wall would be similarly configured and would extend approximately 1552 feet. It
37 would require two roadway closure gates.

38 **3.4.6.6.4 HTRW**

39 Due to the extent and large number of real estate parcels along with the potential for re-alignment of
40 the structural aspects of this project, no preliminary assessment was performed to identify the
41 possibility of hazardous waste on the sites. These studies will be conducted during the next phase of
42 work after the final siting of the various structures. The real estate costs appearing in this report

1 therefore will not reflect any costs for remediation design and/or treatment and/or removal or
2 disposal of these materials in the baseline cost estimate.

3 **3.4.6.6.5 Construction Procedures and Water Control Plan**

4 The construction procedures required for this option are similar to general construction in many
5 respects in that the easement limits must be established and staked in the field, the work area
6 cleared of all structures, pavements, utilities, trees, organics, etc. and the foundation prepared for
7 the new work. Where the levee alignment crosses the existing streams or narrow bays, the
8 alignment base shall be created by displacement with layers of crushed stone pushed ahead and
9 compacted by the placement equipment and repeated until a stable platform is created. The required
10 drainage culverts or other ancillary structures can then be constructed. The control of any surface
11 water will be handled by temporary sheetpile cofferdams and pumping. The control of groundwater
12 will be a series of wellpoints systems designed to keep the excavations dry to a depth and width
13 sufficient to install the new work.

14 **3.4.6.6.6 Project Security**

15 The Protocol for security measures for this study has been performed in general accordance with the
16 Risk Assessment Methodology for Dams (RAM-D) developed by the Interagency Forum for
17 Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical
18 infrastructure throughout the Corps of Engineers. The determination of the level of physical security
19 provided for each facility is based on the following critical elements: 1) threat assessment of the
20 likelihood that an adversary will attack a critical asset, 2) consequence assessment should an
21 adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to
22 prevent a successful attack against an operational component.

23 Three levels of physical security were selected for use in this study:

24 Level 1 Security provides no improved security for the selected asset. This security level would be
25 applied to the barrier islands and the sand dunes. These features present a very low threat level of
26 attack and basically no consequence if an attack occurred.

27 Level 2 Security applies standard security measures such as road barricades, perimeter fencing,
28 and intrusion detection systems for unoccupied building and vertical structures and security lighting.
29 The intrusion detection systems will be connected to the local law enforcement office for response
30 during an emergency. Facilities requiring this level of security would possess a higher threat level
31 than those in Level 1 and would include assets such as levees, access roads and pumping stations.
32 Level 2 Security is the level to be applied to this option.

33 Level 3 Security includes all of the features of Level 2 plus enhanced security measures such as the
34 use of video cameras for real-time monitoring of the facility, monitors, motion detectors and alarm
35 sound system in the occupied control buildings. Facilities requiring this level of security would
36 possess the highest threat level of all the critical assets. The surge barriers located in the bays,
37 manned control buildings, and power plants would require this level of security.

38 **3.4.6.6.7 Operations and Maintenance**

39 The features that require periodic operations will be the exercising of the pumps and emergency
40 generators at the various pump stations, the testing of the gate structures at the various road
41 crossings, grass cutting of the levee slopes and toe areas and the filling of rilled areas within the
42 embankment due to surface erosion. Scheduled maintenance should include periodic greasing of all
43 gears and coupled joints, maintaining any battery backup systems, and replacement of standby fuel
44 supplies.

1 **3.4.6.6.8 Cost Estimate**

2 The costs for the various options included in this measure are presented in Section 3.4.6.8 Cost
3 Summary. Construction costs for the various options are included in Table 3.4.6.8-1 and costs for
4 the annualized Operation and Maintenance of the options are included in Table 3.4.6.8.-2. Estimates
5 are comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
6 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
7 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07.
8 Estimates excludes project Escalation and HTRW Cost. The construction costs include real estate,
9 engineering design (E&D), construction management, and contingencies. The E&D cost for
10 preparation of construction contract plans and specifications includes a detailed contract survey,
11 preparation of contract specifications and plan drawings, estimating bid quantities, preparation of bid
12 estimate, preparation of final submittal and contract advertisement package, project engineering and
13 coordination, supervision technical review, computer costs and reproduction. Construction
14 Contingency developed and assigned at 25% to cover the Cost Growth of the project.

15 **3.4.6.6.9 Schedule and Design for Construction**

16 After the authority for the design has been issued and funds have been provided, the design of these
17 structures will require approximately 12 months including comprehensive plans and specifications,
18 independent reviews and subsequent revisions. The construction of this option should require in
19 excess of two years.

20 **3.4.6.7 Option C – Elevation 40 ft NAVD88**

21 **3.4.6.7.1 Interior Drainage**

22 The alignment of the levee is the same as Option A, above, and is not reproduced here. Differences
23 between the description of this option and preceding description of Option A include the height of the
24 levee, pumping facilities (because of the increased head), and the length of the levee culverts. The
25 methods of analysis for interior drainage and computed flows are the same.

26 **3.4.6.7.2 Geotechnical Data**

27 Geology: Citronelle formation is found above the Interstate 10 alignment and is a relatively thin unit
28 of fluvial deposits of Plio-Pleistocene age consisting of gravelly sand and silty sand layers. Typically
29 the formation is 30 to 80 feet thick, except where it has filled eroded channels in the underlying
30 formations. The sand in the formation has a variety of colors, often associated with the presence of
31 iron oxides in the form of hematite or goethite. Thin discontinuous clay layers are found in some
32 areas. The iron oxide has occasionally cemented the sand into friable sandstone, usually occurring
33 only as a localized layer. Within the study area, this formation outcrops north of Interstate 10 and will
34 not be encountered at project sites other than any levees that might extend northward to higher
35 ground elevations.

36 Prairie formation is found along the rest of the Line 4 alignment within Jackson County. The Prairie
37 formation is found southward of the Citronelle formation and is of Pleistocene age. This formation
38 consists of fluvial and floodplain sediments that extend southward from the outcrop of the Citronelle
39 formation to or near the mainland coastline. Sand found within this formation has an economic value
40 as beach fill due to its color and quality. Southward from its outcrop area, the formation extends
41 under the overlying Holocene deposits out into the Mississippi Sound.

42 Gulfport Formation is found along the coastline in most of western Jackson County at Belle Fontaine
43 Beach. This formation of Pleistocene age overlies the Prairie formation and is present as well sorted

1 sands that mark the edge of the coastline during the last high sea level stage of the Sangamonian
2 Interglacial period. It does not extend under the Mississippi Sound.

3 Geotechnical: The inland barrier earthen levee section will have one vertical to three horizontal side
4 slopes with a fifteen foot crest width. All work areas to receive the fill shall be cleared and grubbed of
5 all trees and surface organics and all existing foundations, streets, utilities, etc. will be removed and
6 the subsequent cavities backfilled and compacted. The levee will be constructed of sand clay
7 materials obtained from off site commercial sources, trucked to the work area, placed in thin lifts and
8 compacted to 95 percent of the maximum modified density. The final surface will not be armored for
9 this option since the elevation of this option will not permit overtopping. The surface of the levee and
10 all non critical surface areas will be subsequently covered by grassing. Road crossings will
11 incorporate small gate structures or ramping over the embankment where the surface elevation is
12 near that of the crest elevation. The elevation relationship of the crest and the adjacent railroad will
13 be a governing factor. The surfaces will be paved with asphalt and the corresponding drainage will
14 be accommodated. Those areas where the subgrade geology primarily consists of clean sands,
15 seepage underneath the levee and the potential for erosion and instability must be considered. Final
16 designs may require the installation of a bentonite concrete cutoff wall deep within the foundation.
17 This condition will be investigated during any design phase and its requirement will be incorporated.

18 **3.4.6.7.3 Structural, Mechanical and Electrical**

19 See sections 3.4.6.7.3.1 through 3.4.6.7.3.4.

20 **3.4.6.7.3.1 Culverts**

21 Reinforced concrete box culverts would be required at 2 locations, as described above, with the
22 culvert requirement ranging from seven 7' wide by 3' high, to eleven 10' wide by 4' high water
23 passages. Each of these culverts was configured having nominally sized and reinforced structure
24 walls and top and bottom slabs. Each water passage would be fitted with both a flap gate at the
25 outlet end and a sluice gate placed near the center of the culvert with a vertical operator stem
26 extending through an access shaft to the top of levee elevation.

27 **3.4.6.7.3.2 Pumping Stations**

28 Design hydraulic heads derived for the 2 pumping facilities included in the Jackson County Inland
29 Barrier for the elevation 30 protection level were 35 and 30 feet and the corresponding flows
30 required were 567,772 and 213,195 gallons per minute respectively. The facilities thus derived
31 would consist of one plant having eight, 54-inch diameter, 1000 horsepower pumps, and one having
32 seven, 42-inch diameter pumps each running at 500 horsepower.

33 **3.4.6.7.3.3 Levee and Roadway/Railway Intersections**

34 With the installation of Line 4 protection to elevation 40, three roadway intersections would have to
35 be accommodated. It was determined that roller gate structures would suffice for all three of these
36 locations.

37 **3.4.6.7.3.4 Dedicated Flood Barriers**

38 There are two sites in Jackson County that would require special flood protection with the flood
39 protection level set at elevation 40, the court facilities located immediately south of the protection line
40 in downtown Biloxi and similar governmental facilities in downtown Moss Point.

41 The Biloxi facilities would require a three sided Tee Wall structure approximately 1410 feet long
42 originating and terminating in the levee at its northwest and northeast ends. It would be fitted with

1 four face sealing roller gates to close off the required street and driveway access points in time of
2 flood.

3 The Moss Point Tee Wall would be similarly configured and would extend approximately 1552 feet. It
4 would require two roadway closure gates.

5 **3.4.6.7.4 HTRW**

6 Due to the extent and large number of real estate parcels along with the potential for re-alignment of
7 the structural aspects of this project, no preliminary assessment was performed to identify the
8 possibility of hazardous waste on the sites. These studies will be conducted during the next phase of
9 work after the final siting of the various structures. The real estate costs appearing in this report
10 therefore will not reflect any costs for remediation design and/or treatment and/or removal or
11 disposal of these materials in the baseline cost estimate.

12 **3.4.6.7.5 Construction Procedures and Water Control Plan**

13 The construction procedures required for this option are similar to general construction in many
14 respects in that the easement limits must be established and staked in the field, the work area
15 cleared of all structures, pavements, utilities, trees, organics, etc. and the foundation prepared for
16 the new work. Where the levee alignment crosses the existing streams or narrow bays, the
17 alignment base shall be created by displacement with layers of crushed stone pushed ahead and
18 compacted by the placement equipment and repeated until a stable platform is created. The required
19 drainage culverts or other ancillary structures can then be constructed. The control of any surface
20 water will be handled by temporary sheetpile cofferdams and pumping. The control of groundwater
21 will be a series of wellpoints systems designed to keep the excavations dry to a depth and width
22 sufficient to install the new work.

23 **3.4.6.7.6 Project Security**

24 The Protocol for security measures for this study has been performed in general accordance with the
25 Risk Assessment Methodology for Dams (RAM-D) developed by the Interagency Forum for
26 Infrastructure Protection (IFIP). This methodology has been used for physical security for the critical
27 infrastructure throughout the Corps of Engineers. The determination of the level of physical security
28 provided for each facility is based on the following critical elements: 1) threat assessment of the
29 likelihood that an adversary will attack a critical asset, 2) consequence assessment should an
30 adversary be successful in disrupting, disabling or destroying the asset and 3) effectiveness to
31 prevent a successful attack against an operational component.

32 Three levels of physical security were selected for use in this study:

33 Level 1 Security provides no improved security for the selected asset. This security level would be
34 applied to the barrier islands and the sand dunes. These features present a very low threat level of
35 attack and basically no consequence if an attack occurred.

36 Level 2 Security applies standard security measures such as road barricades, perimeter fencing,
37 and intrusion detection systems for unoccupied building and vertical structures and security lighting.
38 The intrusion detection systems will be connected to the local law enforcement office for response
39 during an emergency. Facilities requiring this level of security would possess a higher threat level
40 than those in Level 1 and would include assets such as levees, access roads and pumping stations.
41 This option will be best supported by the Level 2 Security.

42 Level 3 Security includes all of the features of Level 2 plus enhanced security measures such as the
43 use of video cameras for real-time monitoring of the facility, monitors, motion detectors and alarm
44 sound system in the occupied control buildings. Facilities requiring this level of security would

1 possess the highest threat level of all the critical assets. The surge barriers located in the bays,
2 manned control buildings, and power plants would require this level of security.

3 **3.4.6.7.7 Operations and Maintenance**

4 The features that require periodic operations will be the exercising of the pumps and emergency
5 generators at the various pump stations, the testing of the gate structures at the various road
6 crossings, grass cutting of the levee slopes and toe areas and the filling of rilled areas within the
7 embankment due to surface erosion. Scheduled maintenance should include periodic greasing of all
8 gears and coupled joints, maintaining any battery backup systems, and replacement of standby fuel
9 supplies.

10 **3.4.6.7.8 Cost Estimate**

11 The costs for the various options included in this measure are presented in Section 3.4.6.8 Cost
12 Summary. Construction costs for the various options are included in Table 3.4.6.8-1 and costs for
13 the annualized Operation and Maintenance of the options are included in Table 3.4.6.8-2. Estimates
14 are comparative-Level "Parametric Type" and are based on Historical Data, Recent Pricing, and
15 Estimator's Judgment. Quantities listed within the estimates represent Major Elements of the Project
16 Scope and were furnished by the Project Delivery Team. Price Level of Estimate is April 07.
17 Estimates excludes project Escalation and HTRW Cost. The construction costs include real estate,
18 engineering design (E&D), construction management, and contingencies. The E&D cost for
19 preparation of construction contract plans and specifications includes a detailed contract survey,
20 preparation of contract specifications and plan drawings, estimating bid quantities, preparation of bid
21 estimate, preparation of final submittal and contract advertisement package, project engineering and
22 coordination, supervision technical review, computer costs and reproduction. Construction
23 Contingency developed and assigned at 25% to cover the Cost Growth of the project.

24 **3.4.6.7.9 Schedule and Design for Construction**

25 After the authority for the design has been issued and funds have been provided, the design of these
26 structures will require approximately 12 months including comprehensive plans and specifications,
27 independent reviews and subsequent revisions. The construction of this option should require in
28 excess of two years.

29 **3.4.6.8 Cost Estimate Summary**

30 The costs for construction and for operations and maintenance of all options are shown below.
31 Estimates are comparative-Level "Parametric Type" and are based on Historical Data, Recent
32 Pricing, and Estimator's Judgment. Quantities listed within the estimates represent Major Elements
33 of the Project Scope and were furnished by the Project Delivery Team. Price Level of Estimate is
34 April 07. Estimates excludes project Escalation and HTRW Cost.

35 **Table 3.4.6.8-1.**

36 **Jackson Co Inland Barrier Construction Cost Summary**

Option	Total project cost
Option A – Elevation 20 ft NAVD88	\$126,900,000
Option B – Elevation 30 ft NAVD88	\$224,800,000
Option C – Elevation 40 ft NAVD88	\$266,000,000

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**Table 3.4.6.8-2.
Jackson Co Inland Barrier O & M Cost Summary**

Option	O&M Costs
Option A – Elevation 20 ft NAVD88	\$819,000
Option B – Elevation 30 ft NAVD88	\$2,028,000
Option C – Elevation 40 ft NAVD88	\$2,438,000

3.4.6.9 References

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USACE 2006. Risk Analysis for Flood Damage Reduction Studies. Engineer Regulation ER 1105-2-101. Department of the Army, US Army Corps of Engineers, Washington, D.C. 3 January 2006.

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Environmental Science Services Administration. 1968. “Frequency and Areal Distributions of Tropical Storm Rainfall in the US Coastal Region on the Gulf of Mexico” US Dept of Commerce, Environmental Science Services Administration, ESSA Technical Report WB-7, Hugo V. Goodyear, Office Hydrology, July 1968.

Weather Bureau and USACE. 1956. National Hurricane Research Project Report No. 3, “Rainfall Associated with Hurricanes (And Other Tropical Disturbances)”, R.W. Schoner and S. Molansky, 1956, Weather Bureau and Corps of Engineers.

3.5 Line of Defense 5 – Retreat and/or Relocation of Critical Facilities

3.5.1 General

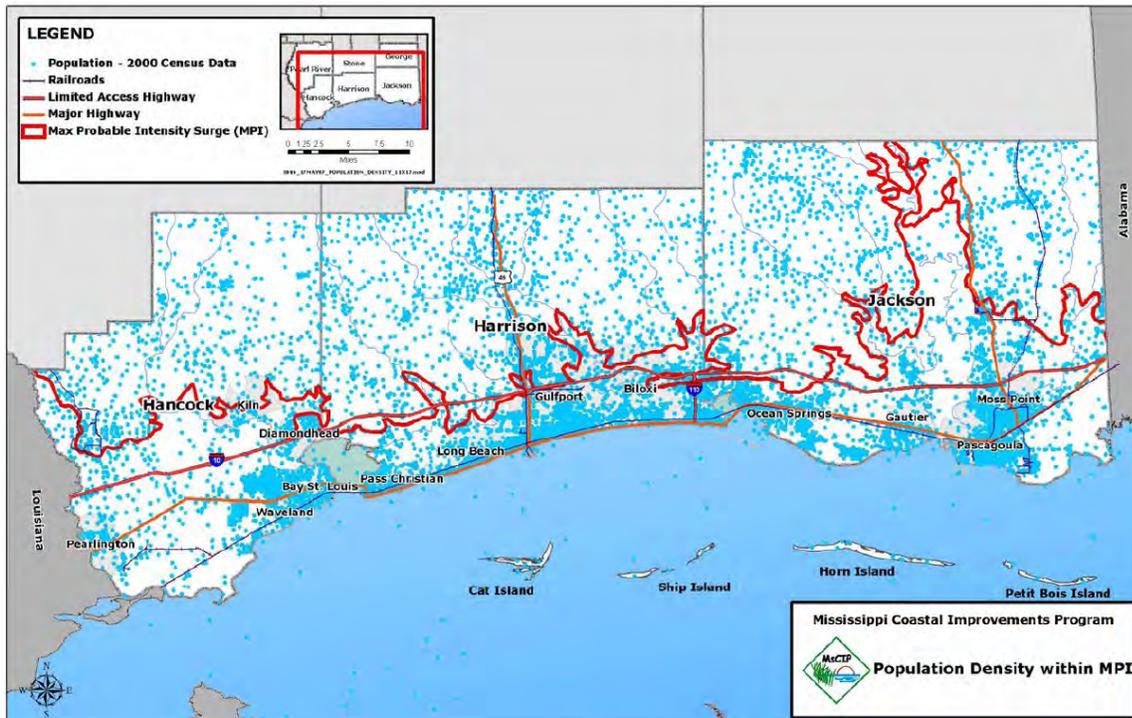
Hurricanes are a naturally occurring phenomena that wreak havoc on natural and man-made environments through three different but related mechanisms: torrential rainfall, high winds, and storm surge. While each of these can produce costly outcomes in their own right, storm surge is typically the most damaging and particularly deadly. It is also the most difficult and costly to provide enduring and confident protection against. However, if one cannot be reached by storm surge by virtue of being on ground at elevation higher than any storm surge might reach, one cannot be directly damaged by it. The limit of storm surge represents the first line of avoidance to hurricane related damages. It therefore makes sense to identify the potential inland limit of storm surge so that prudent choices might be made by any and all regarding their exposure to damage by storm surge.

1 The primary measures identified for the project area include permanent acquisitions, floodproofing
 2 by elevation and other means, relocations of public buildings, flood preparedness and evacuation
 3 planning, public education, changes in the current municipal and county NFIP and building codes,
 4 implementation of either a transfer of development rights or purchase of development rights
 5 program, potential changes in zoning ordinances, development impact fees, and redirection of new
 6 development. These measures have been combined into several plans that can be implemented by
 7 either agencies of the Federal government or collaboratively by those agencies and state, county
 8 and local governmental units. In several cases, only local jurisdictions can implement some of the
 9 measures identified.

10 **3.5.1.1 Existing Conditions**

11 Computer simulations have predicted¹ how far inland storm surge will extend if the worse-case
 12 hurricane or maximum possible intensity (MPI) event hits the Mississippi coast.

13 This line of defense is shown in Figure 3.5-1. This line represents a line of safety where homes,
 14 facilities or transportation routes north of this line should not be directly damaged by storm surge.
 15 This would be an area where hospitals, schools, emergency response and management facilities,
 16 power stations, water supply facilities, or other critical infrastructure might be located. It would also
 17 represent an area whereby future development (commercial, industrial, or residential) might be
 18 redirected. The maximum water level along the Mississippi coastline was determined to be
 19 approximately 30 ft along the entire western half of the state and east of Pascagoula. The landward
 20 extent of the inundation indicates the storm surge reaches Interstate 10 for much of the western
 21 portion of the state. Lower peaks near Biloxi and Mobile Bay (24-27 ft) may be attributed to the
 22 protection afforded by the barrier islands. The line of defense accordingly approximates the 24 to
 23 30 ft. (NAVD '88 datum) contours.



24
 25 **Figure 3.5-1. Maximum Probable Intensity Storm Surge Limits**

¹ Storm surge modeling is described in Chapters 2.2 through 2.8.

1 This 'line of defense' is a naturally occurring measure against storm surge. This line of defense is not
2 intended to suggest preferential protection against hurricane force winds. The line of defense is
3 located based on storm surge only and is best considered jointly with riverine flood inundation maps
4 published by FEMA for the purposes of promulgating the National Flood Insurance Program. FEMA
5 is currently revising inland riverine regulatory flood maps. In keeping with historic hydrologic
6 engineering practice, no probability of occurrence has been assigned to the MPI storm related surge,
7 though in the future, USACE may adopt methods targeted at assigning risk to the occurrence of
8 maximum probable storm events.

9 The area seaward of the line of defense is occupied by natural, rural, suburban, and urban
10 environments and residential, commercial, and industrial development. Approximately 1/3 (visually
11 estimated) of the coastal county areas fall within the estimated surge limits. With the exceptions of
12 seawalls fronting Harrison County, Bay St. Louis, and the city of Pascagoula, there are no hurricane
13 storm damage reduction structures in place. These structures provide little inundation protection
14 over what the natural ground elevation would provide for and do not provide hurricane protection for
15 surge events approaching or exceeding the 1 in 100 annual chance event.

16 **3.5.1.2 Coastal and Hydraulic Data**

17 The line of defense shown on Figure 3.5-1 is resultant of hydrodynamic modeling of six maximum
18 possible intensity (MPI) storms with landfall points along the Mississippi coast were simulated to
19 determine inundation limits for the Mississippi coastline. The six MPI storms made landfall at various
20 points along the Mississippi Coast. All MPI storms were defined at their most intense point as having
21 a minimum central pressure of 880 mb, radius to maximum winds of 36 n mi, and a forward speed of
22 11 kt. Peak water level envelopes from each of the six MPI simulations were computed. The six
23 peak water level envelopes were then compared to compute the "peak of peaks", which is
24 considered the inundation limit along the entire Mississippi coastline.

25 **3.5.1.3 Alternative Plans**

26 There are no alternative alignments to this line of defense. The line of defense alignment could be
27 changed or modified due to any of the following: (a) revised hydrodynamic modeling results; (b) the
28 construction of storm damage reduction measures, such as levees and/or storm surge barriers;
29 (c) sea level rise; (d) construction of other infrastructure (e.g. roadway embankments) that might
30 materially obstruct or alter surge flow pathways.

31 A thorough discussion of non-structural alternative measures is provided in the Non-Structural
32 Formulation Appendix.