

Military Road Committee of STLDCD, 3/19/24

The MRC committee met at the old Levee Board office at 630 pm 3/19/24. Fifteen people were in attendance. 12 of the 15 were engineers or oceanographers.

Discussion centered around the five (5) assignments to the MRC:

Levee interest/ideas

Slab elevation

Surge barrier

Restoring Fritchie Marsh

Wall along Hwy 90/190

Rigolets surge barrier

No interest from attendees has been generated for the Corp Levee proposal or any other alignment options. Therefore, after asking for further interest from this group, and finding none, I recommend we remove Levee alignments from further discussion. All agreed. I pointed out that any person or group can make a proposal to the MRC or STLDCD at any time.

Slab Elevation: Rod Scott had attended two of the original MRC meetings and outlined what was available (FEMA grants) and what could be available (USACE grants) if funding were to occur. There has been no discussion within the group and no interest at the last two meetings. I recommend we remove slab elevation from further considerations unless funding occurs or other new information arises. All agreed.

We reviewed all action that have occurred regarding Fritchie Marsh restoration (past, pending, and future). There is unanimous support for pursuing all mitigation. It was suggested consolidating the identifiable opportunities and the stakeholders into a master document. All agreed. This document will be shared when completed.

I met with STP engineering staff at Koop Drive earlier in the day to review activities on their part for Fritchie Marsh. Representatives from Royal Engineering from Lafayette made a presentation regarding their efforts at a marsh restoration proposal for the south Fritchie marsh with landowners (La Concha, LLC). They have had formal meetings but no progress. I will try to facilitate those communications.

Rigolets Land Bridge: Neil van de Voor (Oceanographer) presented his work on reanalysis of the 2017 Rand data and reworked the data on his computer models. His findings are that simple 2 foot weir structure across the Rigolets (placed for storms, not permanent) plus leaving Hwy 90 at present elevations +/- 1 foot, would have the maximum cost/benefit ration in reducing surge. It was pointed out that funding is allocated for pursuit of that project. All agreed to continue analysis and participation on the Land Bridge/Barrier.

It was agreed to further pursue a road surge barrier study similar to the Eden Isles proposal, along Hwy 190 to the West Pearl, down Hwy 90 to the Rigolets and across the Pearl basin to

Pearlington. Combined with a Rigolets surge barrier, this could provide comprehensive surge reduction to the Military Road area, in combination with Marsh restoration efforts.