COASTAL IMPACT ASSISTANCE PROGRAM (CIAP)
PROJECT NOMINEE FACT SHEET

1). Project Title:

Shoreline Protection of the Houma Navigation Canal, Mile 12 – 31.4

2). Entity/Individual Nominating Project:

Terrebonne Parish Consolidated Government

3). Contact Information:

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4). Total State CIAP Funds Requested:

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$ 5,932,575.00

5). Infrastructure Funds Proposed:

There are no infrastructure funds proposed for this project.

6). Description and Location of Project:

The Houma Navigation Canal (HNC) is located approximately 45 miles southwest of New Orleans, Louisiana in the center/lower section of Terrebonne Parish, Region 3, in the Terrebonne Basin. Miles 12 to 31.4 have been selected for protection in this project.

7). Project Type: 1, 2, & 4

The HNC Shoreline Protection and Stabilization Project will be implemented for the conservation, restoration and protection of coastal areas including wetlands, for mitigation of damage to fish and wildlife and natural resources, and the implementation of a federally approved marine, coastal, or comprehensive conservation management plan.

8). Project Justification:

The shoreline of the Houma Navigation Canal is suffering from severe erosion due to tidal action and wave action caused by vessels navigating the channel. If this erosion is allowed to continue,

the entire area will be devastated by salt-water intrusion. This will eventually lead to the destruction of the entire management area. This project proposes placing a rock dike along the most critical reaches of the east and west bank lines of the channel from Bayou Plat to Bayou Provost. The rock dike would be placed off the bank line to allow for marsh creation behind the dike.

This project proposes placing a rock dike along a major portion from Mile 28 to 23.5 of the west bank of the channel and Mile 24.3 to 23.7 on the east bank of the channel. These reaches were identified as the most critical in need of bank stabilization. The proposed design is the same for all reaches and consists of a foreshore dike with an all rock section (36 inch gradation) placed on a geotextile reinforcement fabric. The dike extends 50 feet from bank to toe and is 5 feet NGVD at its highest elevation. (See Figure 2) Flotation dredging is required to access the worksite and will be allowed to elevation –8.0 MLG, beginning a minimum of 50 feet from the toe of the dike section proper. Approximately 25,000 yards of flotation dredging is required on the west bank and 60,000 yards on the east bank. The dredged material will be placed behind the rock dike.

Preliminary Project Benefits

This project will protect over 40000 acres of adjacent marsh will be protected by the implementation of this project. Failure to implement this project will result in the continued erosion of the shoreline from tidal action and marine vessel activity. The entire area would eventually succumb to the effects of increasing salinities, and would gradually convert to open water. In addition to the loss of critical marsh habitat, the navigation channel itself could sustain impacts.

Preliminary Estimated Construction Costs:

$5,932,575.00

Coast 2050 Strategy:

This project was developed under the Continuing Authorities Program (CAP) under the Section 1135 Authority of the 1986 Water Resources and Development Act (as amended) but has not been funded. It is consistent with the following Coast 2050 strategies for Region 3:

- Shoreline protection
- Protection and restoration of habitats in areas below the GIWW

The project is also consistent with Action Plan EM-6, (Shoreline Stabilization and Induced Deposition) of the Comprehensive Conservation Management Plan (CCMP) of the Barataria-Terrebonne National Estuary Program. In addition, this project also meets the restoration goals identified by the Strategic Plan for Coastal Restoration adopted by the Terrebonne Parish Coastal Zone Management and Restoration Advisory Committee and supported by the Terrebonne Parish Council.

9). Project Cost Share:

Project Cost Share is unknown at this time.

Attachments:

CAP Project Fact Sheet – Prepared by US Army Corps of Engineers 12/2004