

Houma Navigation Canal Lock Complex



Status Update
April 25, 2016



Agenda

- Timeline
- Morganza to the Gulf Status Update
- Proposed Houma Navigation Canal Lock Features
- Public Comments

2016

- Complete Preliminary Report Phase
 - Analysis of alternative structures and alignments.
 - Establish Ecological Benefits
- Begin Permitting Process
 - Perform Archeological Investigation
 - CUP, Corps 404, Corps 408

2017

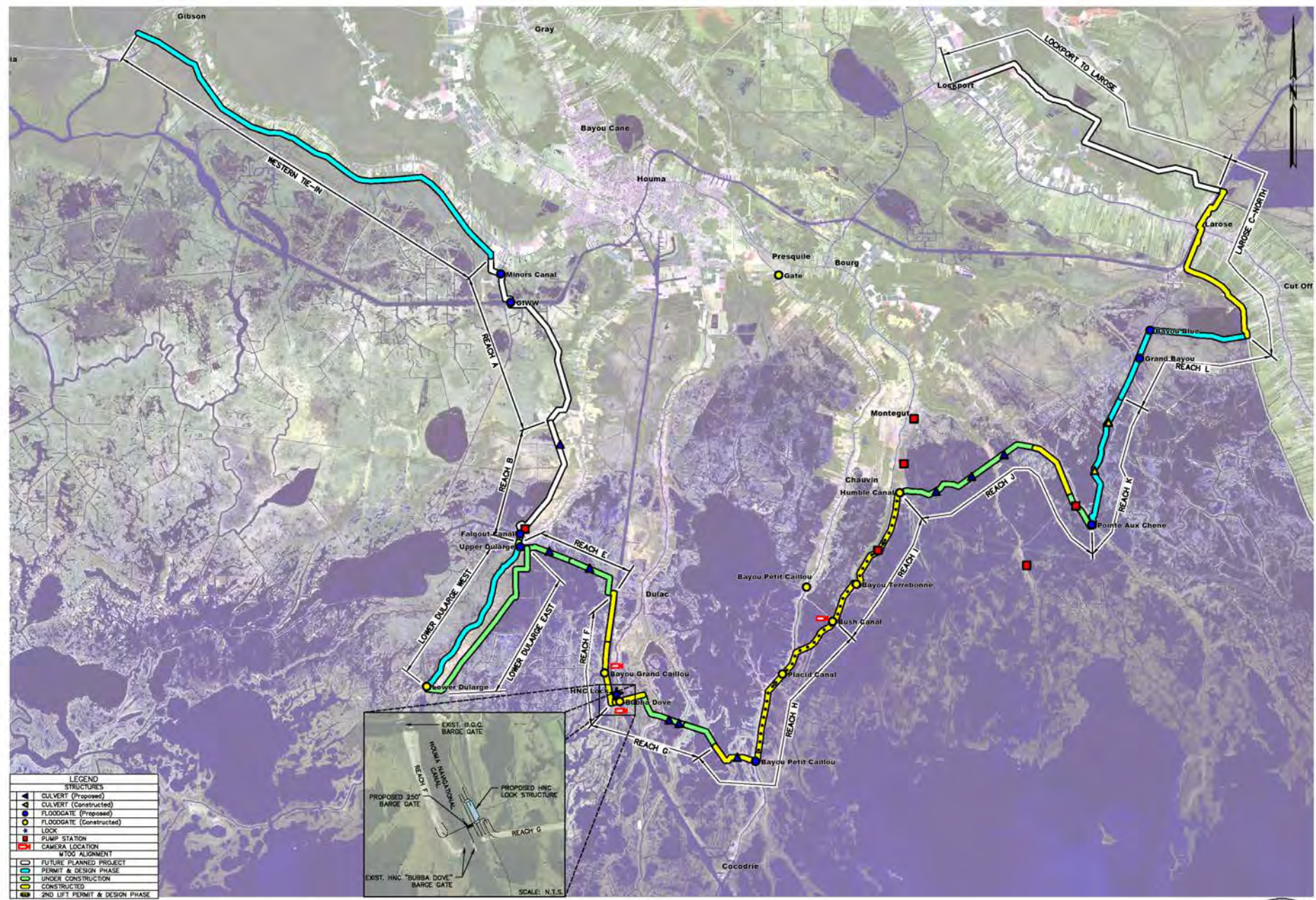
- Preliminary Design
- Begin final Design
- Continue Permitting

2018

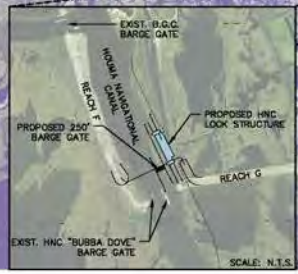
- Finalize Design
- Complete Permitting
- Start Construction



Reggie Dupre
Executive Director



LEGEND	
STRUCTURES	
▲	CULVERT (Proposed)
◀	CULVERT (Constructed)
●	FLOODGATE (Proposed)
●	FLOODGATE (Constructed)
○	LOCK
■	PUMP STATION
■	CAMERA LOCATION
MTOG ALIGNMENT	
—	FUTURE PLANNED PROJECT
—	PERMIT & DESIGN PHASE
—	UNDER CONSTRUCTION
—	CONSTRUCTED
—	2ND LIFT PERMIT & DESIGN PHASE

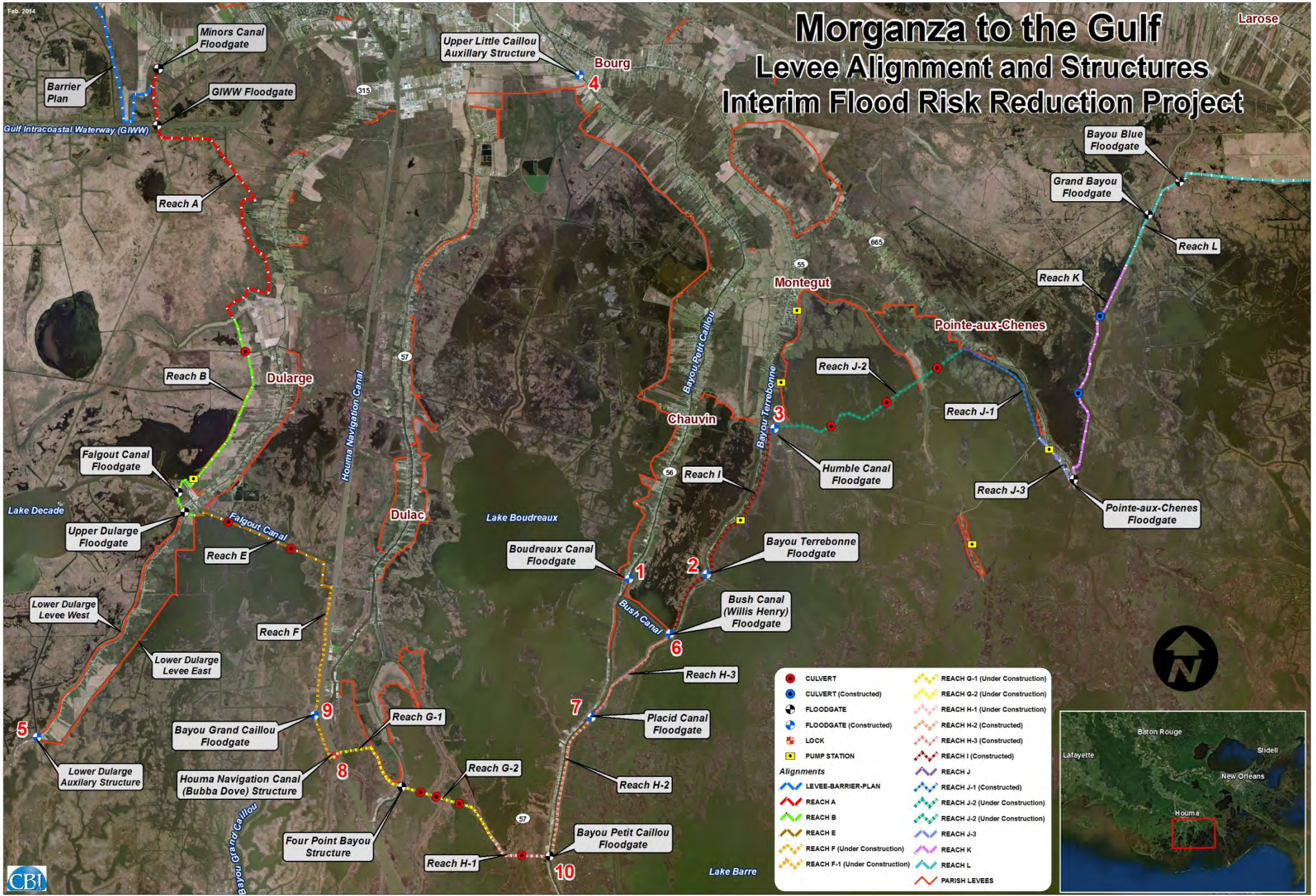


MORGANZA TO THE GULF HURRICANE PROTECTION PROJECT
2015 PROJECT STATUS MAP



NOTE: ACCESS TO REAL-TIME VIDEO AT CAMERA LOCATIONS SHOWN ON THIS MAP CAN BE FOUND AT: <https://delta.dad.org>

Morganza to the Gulf Levee Alignment and Structures Interim Flood Risk Reduction Project



DATA PROVIDED BY
TBS
T. BAKER SMITH
SOLUTIONS START HERE



DATA PROVIDED BY
TBS T. BAKER SMITH
SOLUTIONS START HERE





July 20, 2015
Lower Reach F

Placid Canal Floodgate
May 2012





Willis J Henry
Bush Canal Floodgate
May 2012

Reach H2 and Bayou Petit Caillou Floodgate
October 2015



Bayou Petit Caillou Floodgate
October 2015





July 20, 2015
HNC Bubba Dove
Floodgate



"BUBBA DOVE" FLOOD CONTROL STRUCTURE

Bubba Dove Flood Gate

- **Project Dates:**
 - Notice to proceed with design - January 2009
 - Construction Complete - August 2013
- **Current Structure:**
 - Steel receiving structure, a 273-foot long by 60-foot wide steel swing barge gate, a braced steel sheet pile floodwall, and earthen levee tie-ins. The current protection of the Bubba Dove Gate is +18.0 elevation.

Bayou Grand Caillou Gate

Reach F

Reach G

Bubba Dove Floodgate

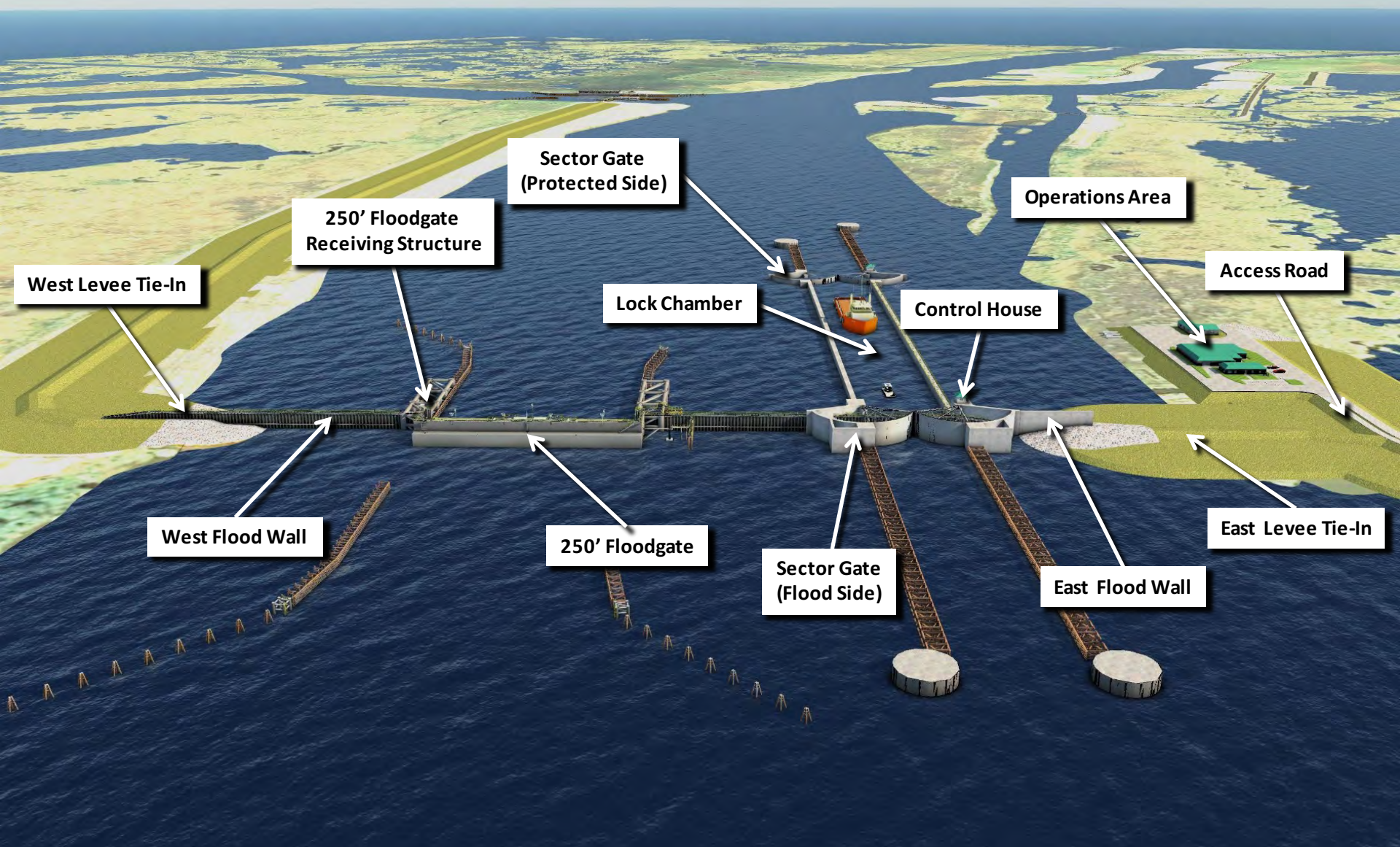
(Looking North)





Bubba Dove Floodgate

(Looking Southwest)



West Levee Tie-In

250' Floodgate Receiving Structure

Sector Gate (Protected Side)

Operations Area

Access Road

Lock Chamber

Control House

West Flood Wall

250' Floodgate

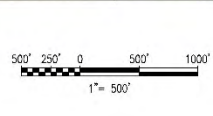
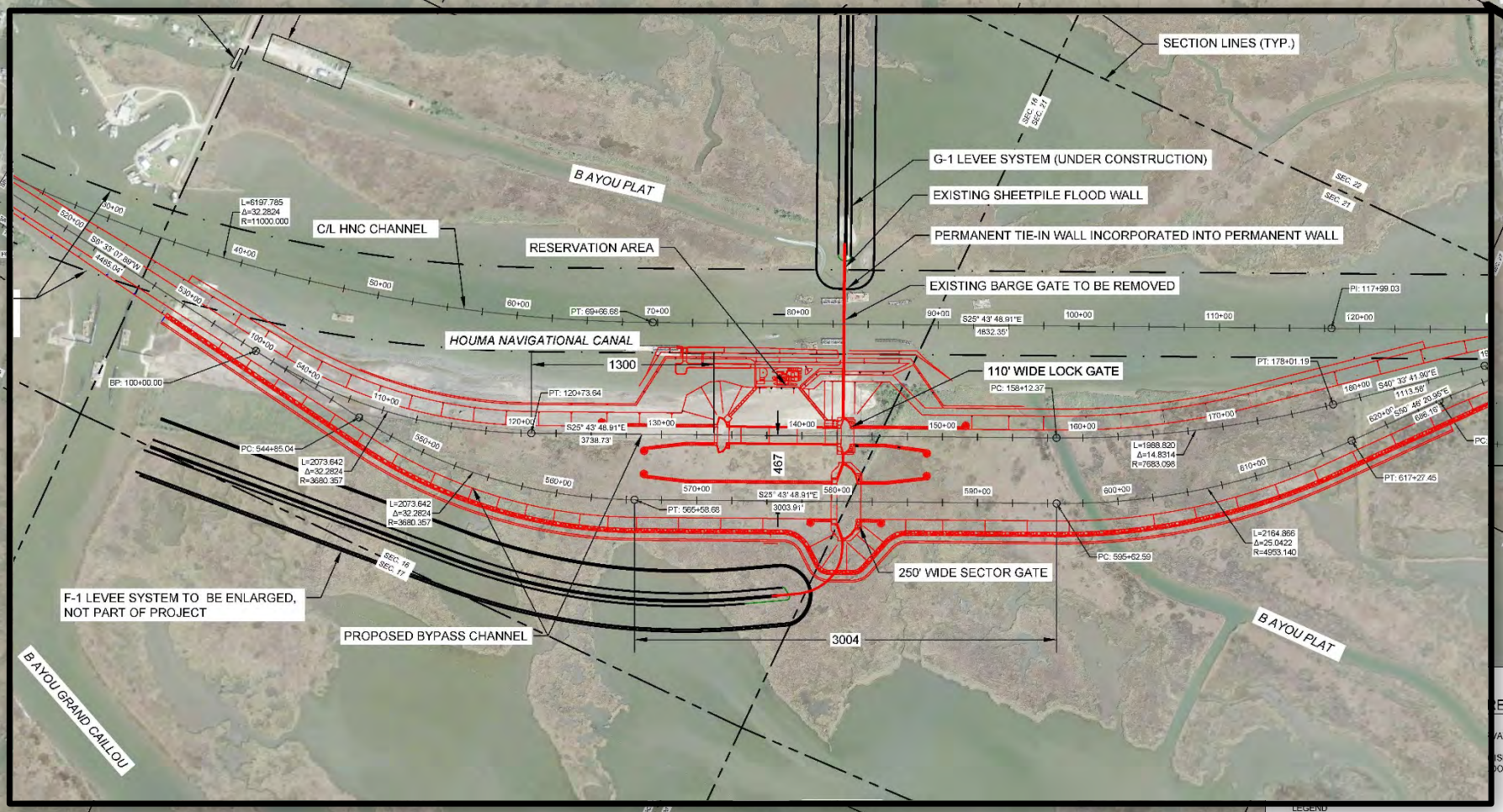
Sector Gate (Flood Side)

East Levee Tie-In

East Flood Wall



HNC Lock Complex – PAC Report Alignment



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REV	DATE	DESCRIPTION	BY

URS 3500 N. Causeway Blvd., Suite 500
 Metairie, Louisiana 70002
 (504) 837-6326

LOUISIANA COASTAL PROTECTION AND
 RESTORATION AUTHORITY
COASTAL ENGINEERING DIVISION
 450 LAUREL STREET
 BATON ROUGE, LOUISIANA 70802

OPTIMIZATION OF THE HOUMA NAVIGATION CANAL
 (HNC) LOCK COMPLEX (TE-113)
 TERREBONNE PARISH, LOUISIANA

URS PROJECT NUMBER 10001887

DRAWN BY: EEW DESIGNED BY: APD APPROVED BY: BRL

**ALT - 4
 OVERALL**

DATE: JANUARY 2014
 SHEET: C-10





HNC Lock Complex Proposed Alternative 2



Reach F

Reach G

A2 / A3 - ALIGNMENT

A1 - ALIGNMENT

PROJECT ALIGNMENT



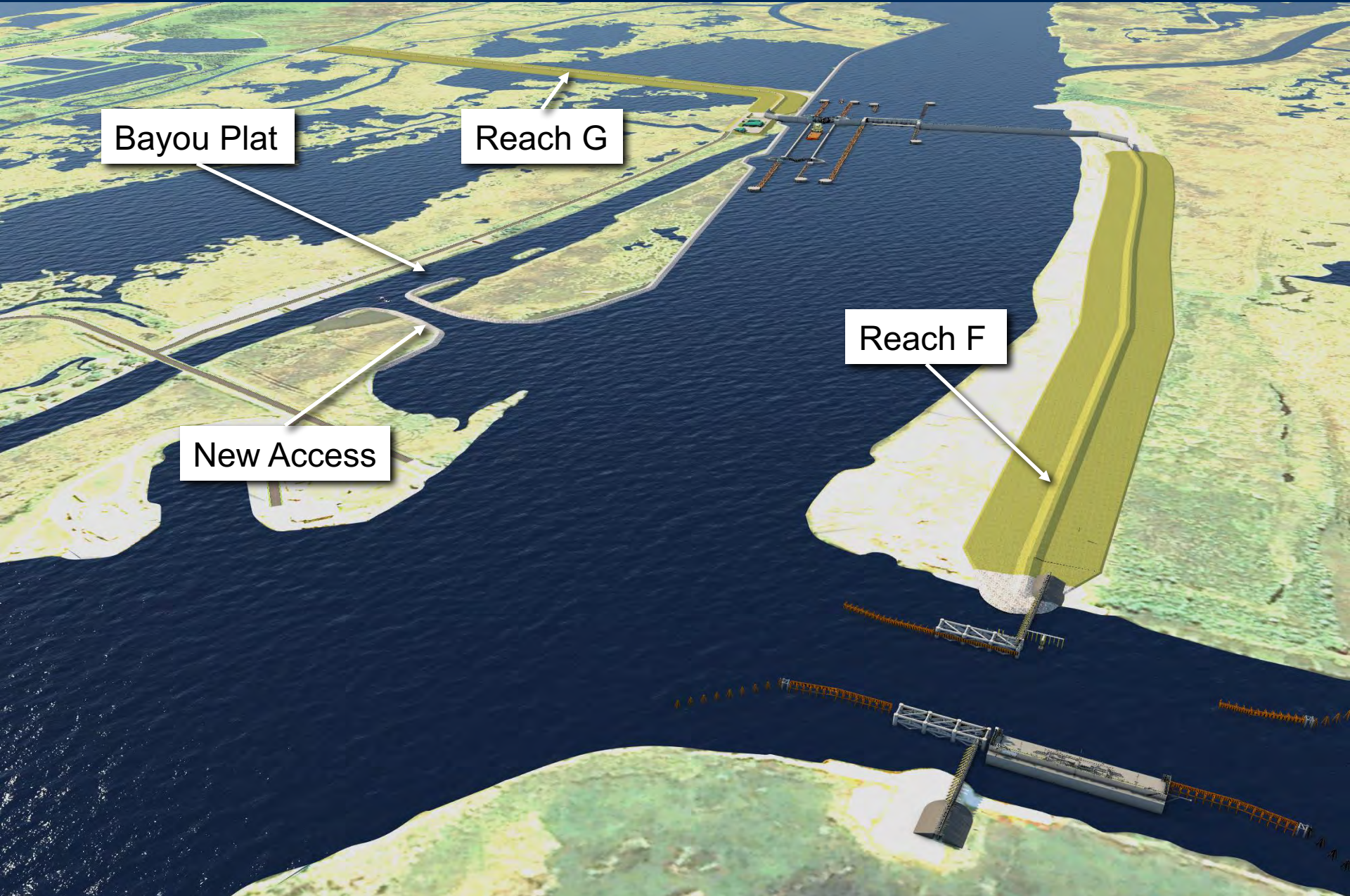
Reach F

Reach G

A2 / A3 - ALIGNMENT

A1 - ALIGNMENT

PROJECT ALIGNMENT



Bayou Plat

Reach G

New Access

Reach F

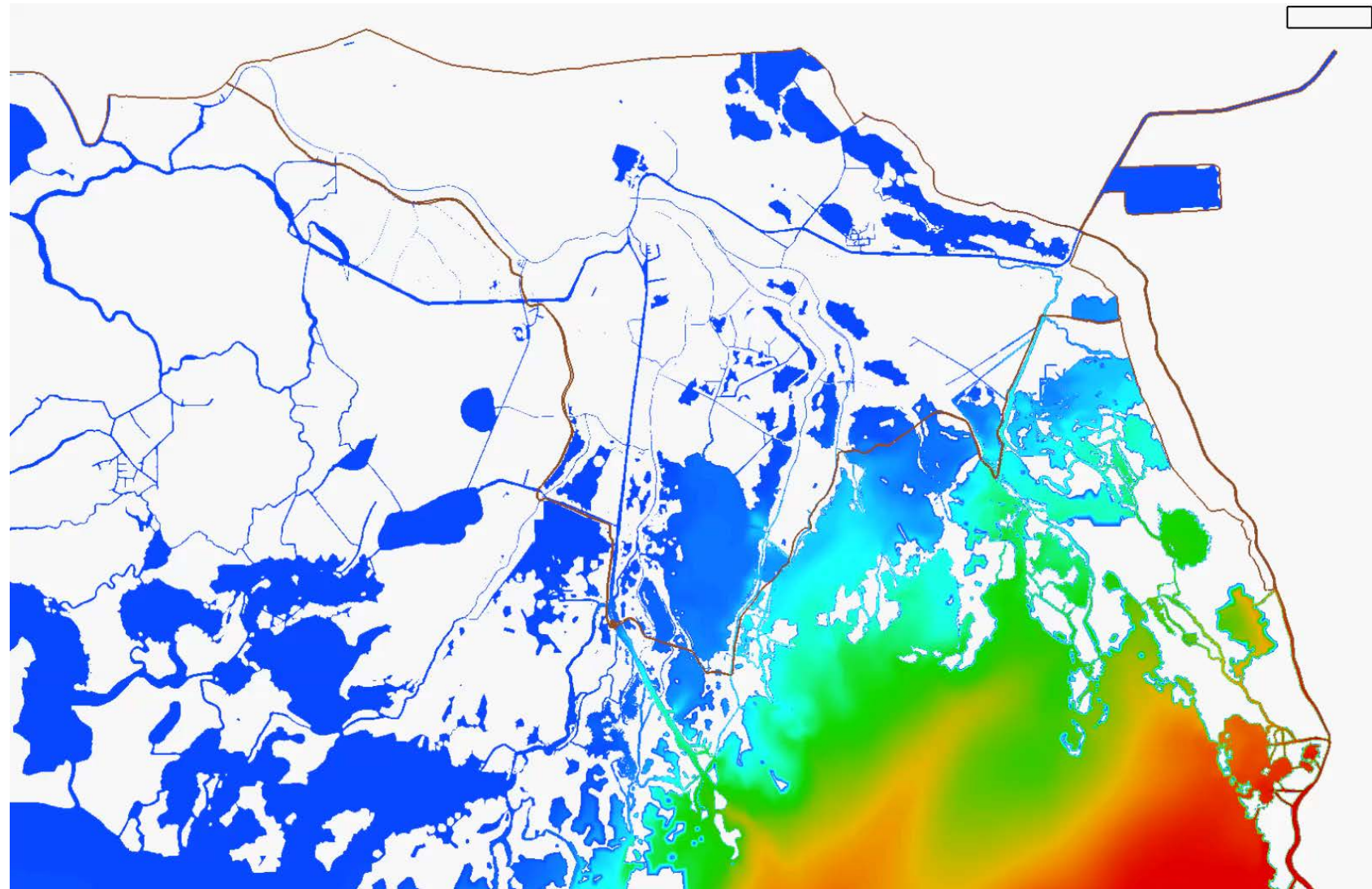
Salinity Reduction

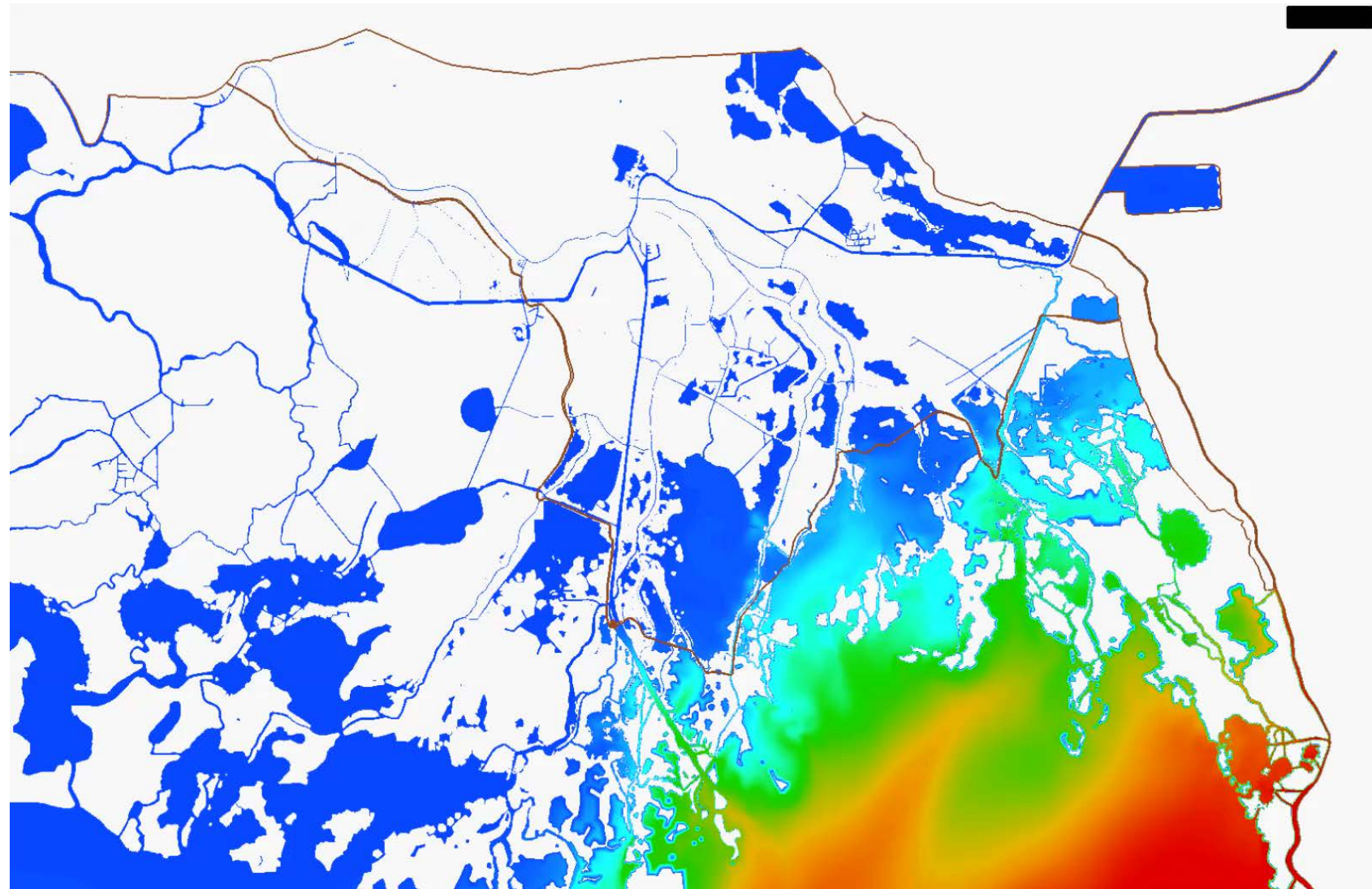
- Manage Saltwater Intrusion into Northern Terrebonne Basin
- Facilitate disbursement of Freshwater from Atchafalaya River
- Slow fresh/brackish wetland deterioration
- Improve habitat for fish & wildlife
- Minimize Saltwater Impacts to Houma Water Treatment Plant

Management of Freshwater

- Operate in concert with Increase Atchafalaya Flow to Terrebonne Master Plan Project (State Project No. TE-110)

Saves est. 3,400 acres of marsh over 50 year timeline





Protection Benefits:

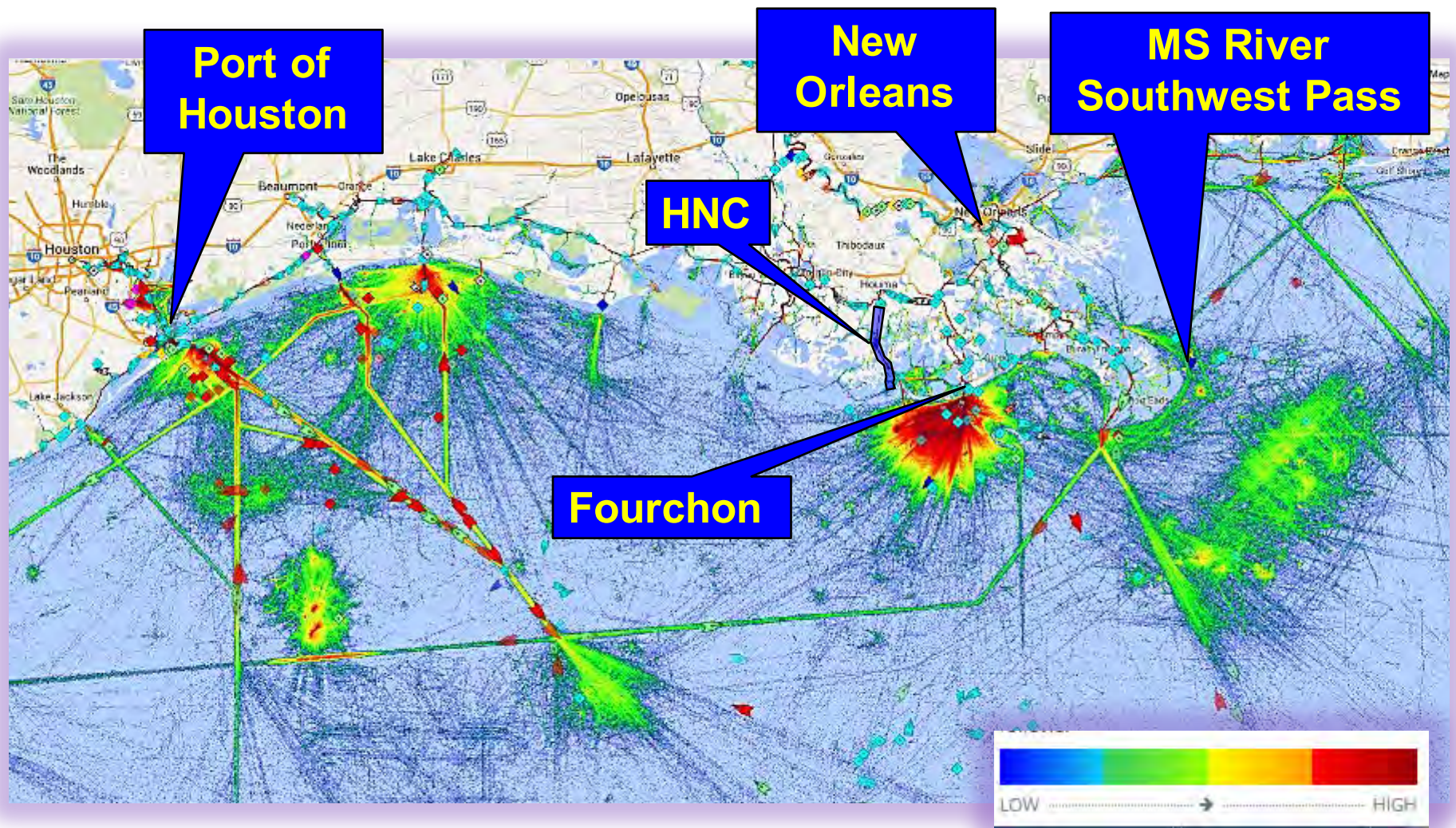
- Reduced risk of hurricane storm surge flooding
- Ability to close the HNC earlier and still maintain navigation.
- Accommodation of commercial & recreational navigation before and after storms. (Safe Harbor)
- Improved long-term economic health of region

Navigation:

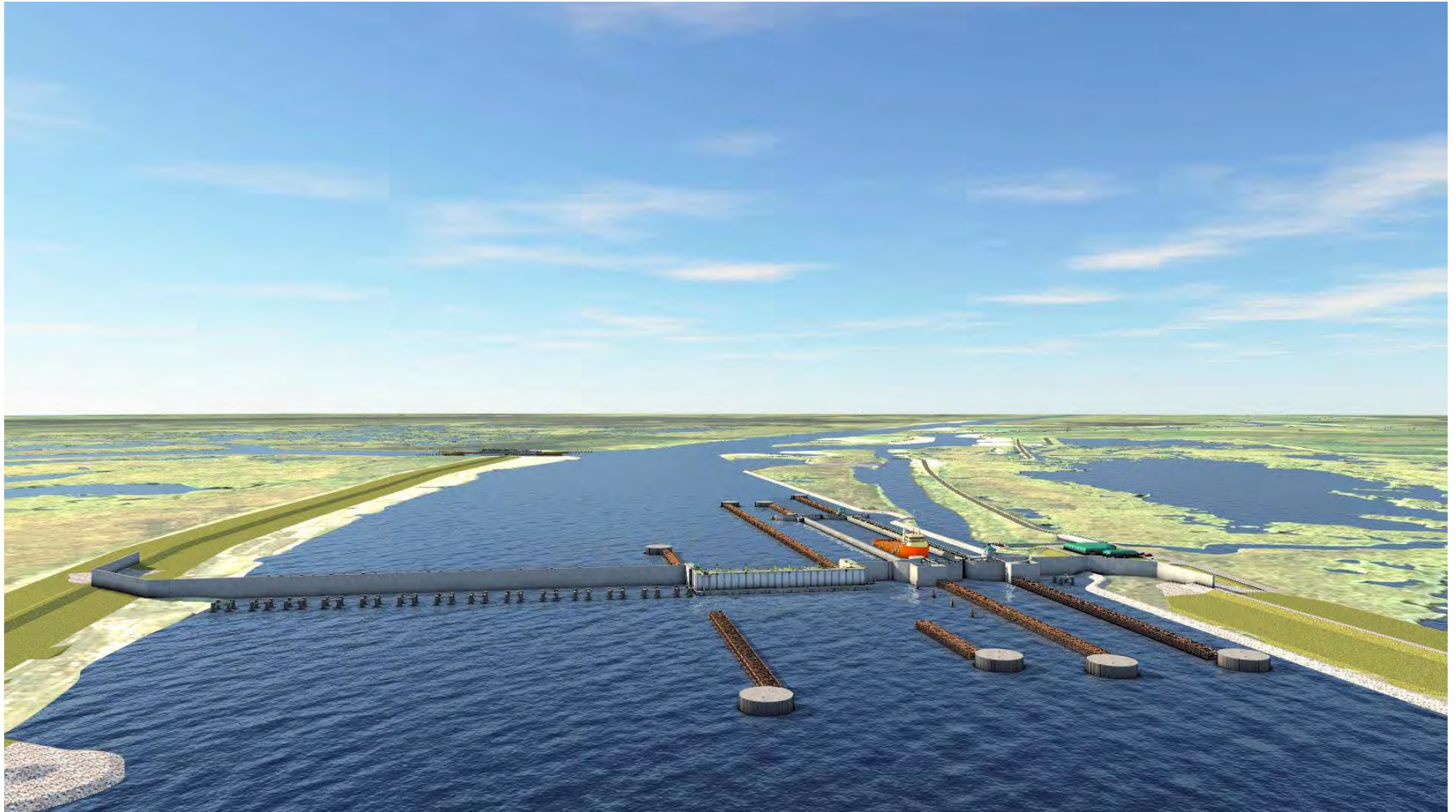
- A navigation study is currently being performed to determine future vessel traffic.
- The proposed lock will allow navigation to continue longer in the event of a storm.
- The new lock complex will provide a 250' gate to allow the larger vessels and offshore tows to pass.
- The new lock complex will accommodate the HNC to be dredged to a 20' depth allowing larger vessels to traverse the HNC without environmental impacts.
- The deeper draft will promote growth in the Port of Terrebonne and industry that is serviced by the HNC.



Gulf of Mexico Vessel Traffic Density Map Showing AIS Traffic Flow (Marine Traffic Data)



2014 data traffic is focused primarily in / out of the Bayou Lafourche waterway.





Brad Miller
Project Manager

Current Status of Funding:

- Currently CPRA is using State Surplus dollars to fund \$18M of E&D.
- An additional \$16M for E&D has been approved for funding under the Direct Component of the RESTORE Act.
- CPRA's 2012 Master Plan and FY 17 Annual Plan include the HNC Lock Project.

Future Status of Funding:

- CPRA is currently working on its updated RESTORE Plan to address both Direct Component and Spill Impact Component funds.
- HNC will be included in this updated Plan subject to public comment and CPRA Board approval.
- CPRA is working with the RESTORE Council and the U.S. Department of Treasury to determine the options for using RESTORE dollars to fund large-scale projects in the near term while working under a 15-year payout schedule.

Houma Navigation Canal Lock Complex

Public Hearing



Submit Written Comments to:

ATTN: Nicholas Matherne

CB&I

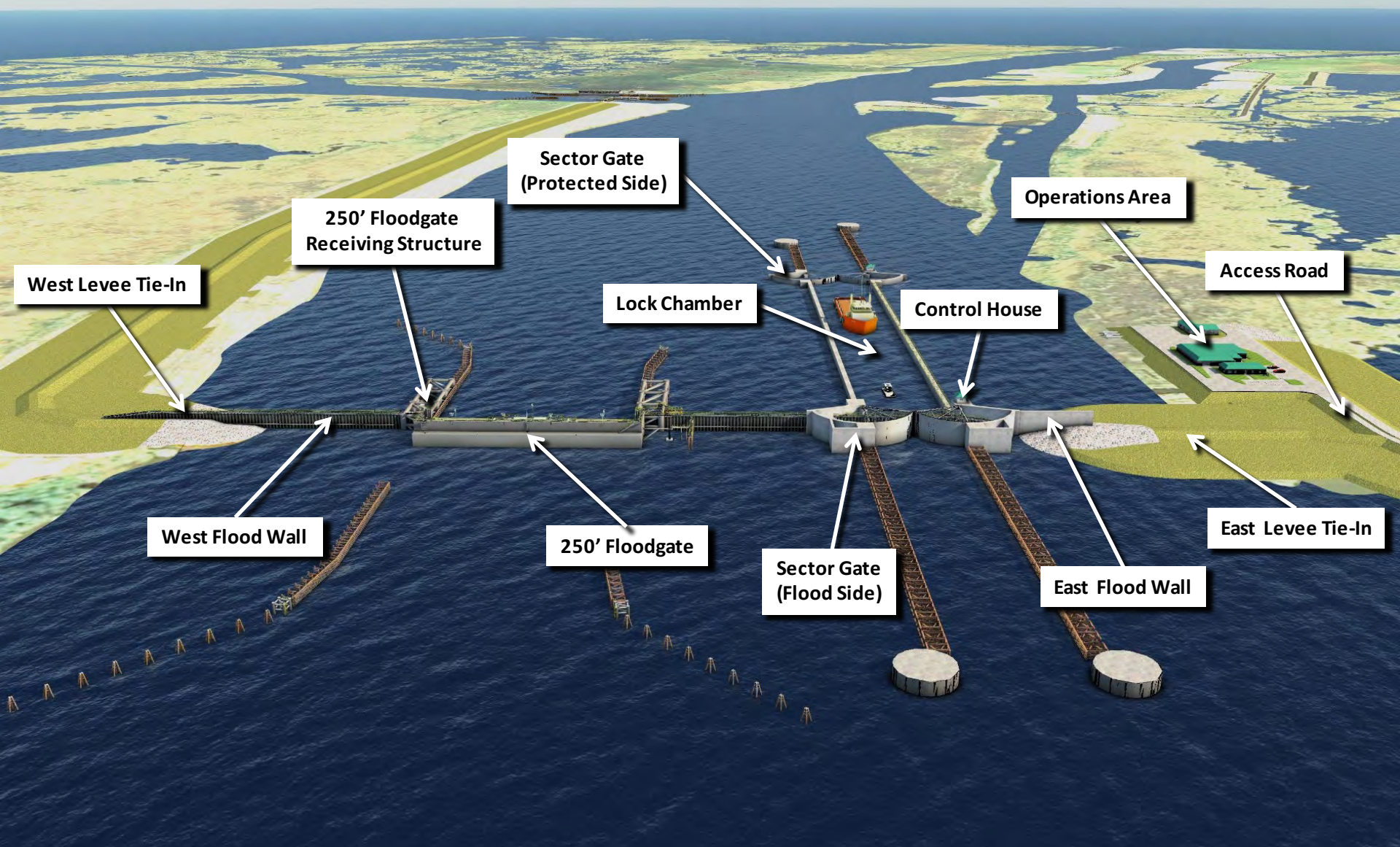
197 Elysian Dr.

Houma, LA 70363

Submit Comments By Email to:

hnclockcomplex@cbi.com

QUESTIONS/COMMENTS





Thank You for Your Participation

Houma Navigation Canal Lock Complex



Status Update & Public Hearing
Grand Caillou Gymnasium
April 21, 2016



- Fill Out & Hand In Speaker Card
- Time Limit: 3 minutes
- Guidance: 1 min, 30 sec, and Time Elapsed
- Speaker Cards will be collected until 7:30 pm
- Written and Email Comments accepted through May 13, 2016

