



DEPARTMENT OF THE ARMY
LOWER MISSISSIPPI VALLEY DIVISION, CORPS OF ENGINEERS
P. O. BOX 80
VICKSBURG, MISSISSIPPI 39181-0080

REPLY TO
ATTENTION OF

CELMV-ET-CO

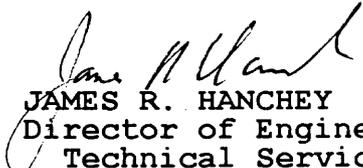
16 September 1996

MEMORANDUM For Commander, New Orleans District,
ATTN: CELMN-OD-T

SUBJECT: Preliminary Assessment for Dredge Material Management
Plan for Atchafalaya River and Bayou Chene, Boeuf, and Black,
Louisiana

1. Reference memorandum, CELMN-OD-T, 3 July 1996, SAB.
2. The Subject Preliminary Assessment is approved and is being forwarded to CECW.
3. We concur with the conclusions and recommendation that a Dredged Material Management Plan is warranted to ensure the long-term viability of the project.

FOR THE COMMANDER:


JAMES R. HANCHEY
Director of Engineering and
Technical Services

APPENDIX A

PRELIMINARY ASSESSMENT
DREDGED MATERIAL MANAGEMENT PLAN

The preliminary assessment dredged material management plan of the Atchafalaya River and Bayous, Chene, Boeuf, and Black, Louisiana, is presented in this appendix.

**ATCHAFALAYA RIVER
AND
BAYOUS CHENE, BOEUF, AND BLACK, LA**

**Dredged Material Management Plan
Preliminary Assessment**

Summary of Findings and Recommendations

1. PROJECT DESCRIPTION

The Atchafalaya River and Bayous Chene, Boeuf, and Black, Louisiana project is located in south-central Louisiana in the vicinity of Morgan City in the parishes of Assumption, St. Mary and Terrebonne (see Plate 1). The purpose of the project is to provide an adequate navigation outlet for the major marine fabrication and repair facilities which build mobile offshore petroleum drilling rigs, and to provide shelters of refuge for these rigs and related floating equipment from Gulf storms and hurricanes. The channel was constructed from the vicinity of U.S. Highway 90 at Bayou Boeuf (east of Morgan City) to the Gulf of Mexico. The channel follows a route along reaches of the Gulf Intracoastal Waterway and Bayou Chene, through the Avoca Island-Cutoff Bayou drainage channel to the Lower Atchafalaya River, and from there through the Atchafalaya Bay to the 20-foot depth contour in the Gulf of Mexico.

The channel is 20 feet deep with a bottom width of 400 feet, except in Bayou Boeuf where industrial development on both sides of the bayou necessitates a 300-foot-wide channel. The project includes a 20-foot deep by 400-foot-wide channel constructed from the major shipyard on Bayou Black at U.S. Highway 90 through the Gulf Intracoastal Waterway to Bayou Chene.

Construction was initiated in April 1974 on the bay and Gulf reaches and was completed that same year. Construction on the inland portions of Bayou Boeuf and Bayou Black was begun in 1977 and completed in 1978. Construction of the final reach, Bayou Chene and the Avoca Island-Cutoff reach was initiated in 1980 and completed in 1981.

PROJECT FEATURES

CWIS Number	Reach or Segment	Nominal Depth		Nom. Chan. Width		Max. Sailing Draft	Project Sponsor (Y/N)
		(as auth.)	(as maint.)	(as auth.)	(as maint.)		
00680	Project limits	20	20	400	400	19	Y
Project Sponsor							
Name: Morgan City Harbor and Terminal District							
Address: P.O. Box 1460							
City: Morgan City				State: LA		Zip: 70381	
Point of Contact:				Phone #: (504) 384-0850			

2. AUTHORITY

The project was authorized by the River and Harbor Act of 1968 (Public Law 90-485), in accordance with House Document 155, 90th Congress, 1st Session. The authorized project provides for a channel 20 feet over a bottom width of 400 feet from the vicinity of the U.S. Highway 90 crossing over Bayou Boeuf to the Gulf of Mexico via the Gulf Intracoastal Waterway (GIWW), Bayou Chene, the Avoca Island-Cutoff Bayou drainage channel, the Lower Atchafalaya River, and the existing project across Atchafalaya Bay to the 20-foot depth contour in the Gulf of Mexico, except in Bayou Boeuf where the width would be reduced to not less than 300 feet because of industrial development on both sides of the bayous; and a 20- by 400-foot channel in Bayou Black and the GIWW from the major shipyard on Bayou Black at U.S. Highway 90 to Bayou Chene.

Authorization for a project across Atchafalaya Bay was originally provided by the River and Harbor Act of 1910 (Public Law 61-264), which provided for a 20- by 200-foot channel for a length of 15.75 miles from the 20- foot contour in Atchafalaya Bay (which is approximately 4 miles beyond the mouth of the Atchafalaya River) to the 20-foot contour in the Gulf of Mexico. Construction of the project was completed in 1914; and the project incorporated into the Atchafalaya River and Bayous Chene, Boeuf, and Black, Louisiana project in 1968.

3. ECONOMIC ASSESSMENT

In the latest study completed in 1972, most of the benefits for the 20- by 400-foot channel accrued from savings in more efficient movements of the offshore drilling and construction equipment shown in the table below. The table shows the major benefit categories that the last study featured as requiring a 20- by 400-foot channel as well as their expected frequency of movement. Current conditions represent the total traffic for the period between 1991 and 1993. This information was compiled from data provided by the Waterborne Commerce Statistics Center (WCSC). As the table demonstrates, current traffic levels in the study area are far below that assumed in the last study. For this reason, justification of maintaining the channel to its current authorized dimensions is questionable. Additional economic analyses and surveys will be needed to verify the reported level of traffic movements and the number of offshore wells being drilled annually. There has been significant non-reporting and/or under reporting of traffic to the WCSC on other waterways in the region that service a similar traffic base. Therefore, a more detailed analysis could result in a more favorable conclusion.

ECONOMIC STATISTICS

Reach or Segment	Benefit Indicators:	Annual Traffic Movements (1972 Study)	Annual Traffic Movements (Current Conditions)	Trend	Summary/Remarks
Project Limits	Launch Barges	44	Less than 10	-	-
	Derrick Barges	288	Less than 10	-	
	Submersible Drilling Rigs	1	None	-	
	Mobile Rigs	30	None	-	
Conclusion	Justification of continued maintenance of the subject area is questionable. An Economics Analysis should be conducted.				

CHANNEL MAINTENANCE COST HISTORY

Reach or Segment	Construction/ Acquisition		Dredging Cost (\$000 per year)						
	Year	Cost		1990	1991	1992	1993	1994	Ave.
Project limits	81	\$31,280,000	Dredging:	\$3,464	\$8,123	\$6,825	\$10,437	\$7,527	\$7,275
			S & I:	\$80	\$329	\$253	\$388	\$393	\$289
			Env Studies:	\$0	\$11	\$0	\$0	\$12	\$5
			Disposal Site O & M:	\$0	\$0	\$0	\$0	\$0	\$0
			Total:	\$3,544	\$8,463	\$7,078	\$10,825	\$7,932	\$7,568

CHANNEL MAINTENANCE COST PROJECTIONS

Reach or Segment	Programmed Dredging Cost (\$000 per year, consistent with 10-year project maintenance schedule)											
		1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Ave.
Reach A	Dredging:	\$0	\$2,700	\$0	\$0	\$3,700	\$0	\$0	\$4,300	\$0	\$0	\$1,070
	S & I:	\$0	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4
	Env Studies:	\$0	\$20	\$0	\$0	\$30	\$0	\$0	\$30	\$0	\$0	\$8
	Disposal Site O & M:	\$0	\$1,000	\$0	\$0	\$1,500	\$0	\$0	\$1,500	\$0	\$0	\$400
	Subtotal:	\$0	\$3,760	\$0	\$0	\$5,230	\$0	\$0	\$5,830	\$0	\$0	\$1,482
Horse-shoe Bend	Dredging:	\$1,000	\$1,000	\$1,000	\$1,000	\$1,200	\$1,200	\$1,200	\$1,300	\$1,300	\$1,300	\$1,150
	S & I:	\$40	\$40	\$40	\$40	\$40	\$40	\$40	\$40	\$40	\$40	\$40
	Env Studies:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Disposal Site O & M:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$1,040	\$1,040	\$1,040	\$1,040	\$1,240	\$1,240	\$1,240	\$1,340	\$1,340	\$1,340	\$1,190

CHANNEL MAINTENANCE COST PROJECTIONS (continued)

Reach or Segment	Programmed Dredging Cost (\$000 per year, consistent with 10-year project maintenance schedule)											
		1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Ave.
Bay Channel	Dredging:	\$2,000	\$3,000	\$3,000	\$3,000	\$3,500	\$3,500	\$3,500	\$3,700	\$3,700	\$3,700	\$3,260
	S & I:	\$35	\$35	\$35	\$35	\$35	\$35	\$35	\$35	\$35	\$35	\$35
	Env Studies:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Disposal Site O & M:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$2,035	\$3,035	\$3,035	\$3,035	\$3,535	\$3,535	\$3,535	\$3,735	\$3,735	\$3,735	\$3,295
Bar Channel	Dredging:	\$6,191	\$6,000	\$6,100	\$6,100	\$6,200	\$6,200	\$6,200	\$6,300	\$6,300	\$6,300	\$6,189
	S & I:	\$60	\$60	\$60	\$60	\$60	\$60	\$60	\$60	\$60	\$60	\$60
	Env Studies:	\$0	\$120	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12
	Disposal Site O & M:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$6,251	\$6,180	\$6,160	\$6,160	\$6,260	\$6,260	\$6,260	\$6,360	\$6,360	\$6,360	\$6,261
Total:	\$9,326	\$13,995	\$10,235	\$10,235	\$16,235	\$11,035	\$11,035	\$17,235	\$11,435	\$11,435	\$12,220	

4. MAINTENANCE DREDGING HISTORY

Dredged material from enlargement of the channel to its authorized dimensions was deposited within diked disposal areas, confined shallow water areas, and unconfined disposal sites along the waterway.

In order to provide information on the most recent maintenance dredging activities, the project was divided into two separate reaches, Reach A and Reach B (see Plate 2). Reach A extends from the project's upper limits near the vicinity of U.S. Highway 90 to the area near the junction of the lower Atchafalaya River and the Avoca Island-Cutoff Bayou drainage channel. Reach B stretches from the Avoca Island-Cutoff across Atchafalaya Bay to the 20-foot depth contour in the Gulf of Mexico.

In the past, dredging operations within Reach A were performed every six to seven years. Between 1977 and 1989, an annual average of approximately 2,200,000 cubic yards of material were removed from the channel¹. No dredging was performed on this reach during the period between 1990 through 1994. We anticipate that maintenance dredging will be needed within this reach in the near future, but quantities have not yet been verified.

Reach B is dredged annually. Over the last 5 years, an average of approximately 14,200,000 cubic yards per year (cy/yr) were removed from the channel. Reach B is located in the lower Atchafalaya River, an active distributary of the Mississippi River, and dredging can fluctuate significantly from year to year. Also, in 1995, a weir that was constructed across the Wax Lake Outlet in 1988, was removed. The Wax Lake Outlet weir had served to stabilize the distribution of flows between the Wax Lake Outlet and the lower Atchafalaya River and accelerated the development of the delta in Atchafalaya Bay. Maintenance dredging in Reach B is projected to increase as the delta develops. Without the weir, the development of the delta in Atchafalaya Bay, and the increase in maintenance dredging, will be slowed. For the purposes of this preliminary evaluation, it is projected that average annual dredging requirements for Reach B will remain relatively constant. Detailed analysis would be required to develop more accurate projections of maintenance dredging.

DREDGING HISTORY:

Reach or Segment	Primary Dredging Method	Dredging History (cy/yr)						Disposal Site(s) Used (Identifier)
		1990	1991	1992	1993	1994	Ave.	
Reach A	Cutterhead	0	0	0	0	0	2,186,617	Avoca Island/River
Reach B	Cutterhead	0	0	2,286,000	638,175	1,183,495	821,534	Horseshoe Bend
		2,190,000	3,371,841	1,800,000	2,492,155	2,812,975	2,533,394	Bay Channel
		7,290,000	11,203,759	10,630,972	14,290,013	10,594,042	10,801,757	Bar Channel
Total, Reach B		9,480,000	14,575,600	14,716,972	17,420,343	14,590,512	14,156,685	

¹ Average cubic yards per year over the 13 year period from 1977-1989 was derived from the following dredged material quantities removed for the years shown below:

Reach or Segment	Dredging History (cy/yr)			
	1977	1981	1988	Ave.
Reach A	14,066,493	11,476,367	2,883,155	2,186,617

ANTICIPATED DREDGING:

Reach or Segment	Programmed Dredging (CY * 1000) (consistent with 10-year O & M maintenance plan)											Disposal Site(s) to be Used
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Ave.	
Reach A	0	2,000	0	0	2,000	0	0	2,000	0	0	600	Avoca Island/River
Reach B	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Horseshoe Bend
	1,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	1,900	Bay Channel
	10,000	9,000	10,000	10,000	11,000	11,000	11,000	11,000	11,000	11,000	10,500	Bar Channel
Total: (Reach B)	12,000	12,000	13,000	13,000	14,000	14,000	14,000	14,000	14,000	14,000	13,400	

5. DREDGED MATERIAL DISPOSAL SITE CAPACITY AND USAGE

For maintenance dredging and disposal activities performed within Reach A and Reach B, a hydraulic cutterhead dredge is utilized to remove the material from the channel and deposit the sediments into the designated disposal areas.

In Reach A, material removed in restoring the channel to its authorized project dimensions is either deposited in existing diked disposal areas or placed into shallow, open water disposal sites, unconfined, and in a manner conducive to wetland creation/restoration.

As shown in Plates 3 through 5, Reach B is divided into three segments for disposal activities. Material removed in conjunction with routine maintenance dredging performed in the upper portion of this reach, called the Horseshoe Bend area, is either deposited into the five designated disposal sites located between the Avoca Island Cutoff junction and the Atchafalaya Bay or discharged into the river downstream of the proposed work in open water disposal areas that have sufficient bottom depth to accommodate the material removed. Disposal sites A-E shown on Plate 3 are shallow, open-water areas located on the left- and right-descending banks of the waterway, totalling approximately 500 acres. Material removed during maintenance dredging is placed into these areas, unconfined, in a manner conducive to wetland development. Future dredging requirements and the remaining capacity of these disposal sites will be dependent on the response of the river since the removal of the Wax Lake Outlet weir and the potential of increased sediments loads from upstream. If future dredging is required based upon the FY92 and FY94 dredging cycles, it is possible that the remaining capacity of these five disposal areas could be rapidly exhausted.

3 Disposal of dredged material from the lower Atchafalaya River channel between Station 60+00 and Station 495+00, the Bay Channel area, involves use of the disposal areas A-F located on the east side of the navigation channel in Atchafalaya Bay between Shell Island and the Point Au Fer Shell Reef (see Plate 4). Dredged material deposited into these areas is used beneficially to rehabilitate the delta islands on the east side of the channel and help

preserve the productive fresh marsh established behind the previously used disposal areas on the west side of the channel. The estimated size of these disposal sites total approximately 100 acres. Future disposal sites within this reach are identified and approved on a yearly basis in consultation with the Louisiana Department of Natural Resources (DNR) and the Louisiana Department of Wildlife and Fisheries in order to maximize the environmental benefits to the Atchafalaya Delta Wildlife Management Area. The size and capacity of future disposal areas within this segment of Reach B are currently being investigated.

Dredged material resulting from maintenance dredging of the lower portion of the channel between Station 495+00 and Station 1340+00 is either placed for beneficial use in an open water disposal site on the left descending bank of the bar channel between Station 495+00 and Station 555+00, or disposed into the approved Ocean Dredged Material Disposal Site (ODMDS) shown on Plate 5. Material deposited in the designated disposal area adjacent to the Point Au Fer Shell Reef is placed unconfined, and in a manner conducive to the establishment of islands for colonial nesting seabirds. The size of the site is estimated at approximately 363 acres. There is no opportunity for beneficial use of dredged material deposited in the ODMDS.

An Environmental Assessment (EA) was recently completed to identify additional disposal capacity within the Horseshoe Bend area. The dredged material obtained from maintenance of the lower Atchafalaya River between river mile 128 and river mile 135 would be deposited into shallow, open water areas along the left- and right- descending banks of the waterway within the same reach of the river. All dredged material would be placed unconfined in a manner conducive to wetland creation. A Finding Of No Significant Impact (FONSI) is pending while awaiting a Waterways Experiment Station report on the preferred channel at Horseshoe Bend/Crewboat Cut.

DISPOSAL SITE DATA:

Disposal Site(s)	Site Type	Disposal Site Capacity		Beneficial Uses (CY/Year * 1000)		Other Users	Disposal Site Sponsor (Y/N)
		Original (CY * 1000)	Percent Filled	Existing	Anticipated		
Reach A Avoca Island/ River	On Shore, Designated Open Water	80,000	10%	3,000	3,000	None	Y
Horseshoe Bend	Designated Open Water	13,000	25%	1,000	1,000	None	Y
Bay Channel	Designated Open Water	50,000	20%	2,000	2,000	None	Y
Bar Channel	Designated Open Water, ODMDS	136,000	25%	1,500	1,500	None	Y
Sponsor for Disposal Site(s):							
Name: Morgan City Harbor and Terminal District							
Address: P.O. Box 1460							
City: Morgan City				State: LA		Zip: 70381	
Point of Contact:				Phone #: (504) 384-0850			

PLACEMENT HISTORY:

Disposal Site(s)	Primary Disposal Method	Placement History (CY per year)					
		1990	1991	1992	1993	1994	Ave.
Reach A, Avoca Island/River	Hydraulic Pipeline	No Work	No Work	No Work	No Work	No Work	2,186,617
Horseshoe	Hydraulic Pipeline	0	0	2,286,000	638,175	1,183,495	821,534
Bay Channel	Hydraulic Pipeline	2,190,000	3,371,841	1,800,000	2,492,155	2,812,975	2,533,394
Bar Channel	Hydraulic Pipeline	7,290,000	11,203,759	10,630,972	14,290,013	10,594,042	10,801,757
Total, Reach B		9,480,000	14,575,600	14,716,972	17,420,343	14,590,512	14,156,685

6. ENVIRONMENTAL COMPLIANCE

A Final Environmental Impact Statement (FEIS), entitled "Atchafalaya River and Bayous Chene, Boeuf, and Black, Louisiana" filed with the Council on Environmental Quality (CEQ) on 15 January 1974, evaluated enlargement of existing navigation channels to permit the passage of large offshore drilling rigs and related marine equipment between construction and repair facilities on Bayous Boeuf and Black, and drilling sites in the Gulf of Mexico. Impacts of the authorized project were addressed in the final supplement to the FEIS filed with CEQ on 4 February 1977. Environmental impacts associated with disposal of dredged material on the east side of the channel in the developing delta were assessed in an Environmental Assessment (EA) signed on 28 August 1985. An EA addressing bendway widening along Bayou Chene to facilitate the movement of larger offshore rigs constructed at shipyards along Bayous Boeuf and Black was completed in February 1989, and the Finding of No Significant Impact (FONSI) was signed on 7 March 1989. Open water disposal areas in the lower Atchafalaya River were assessed by an EA completed in September 1989 with the associated FONSI signed on 22 September 1989.

Unconfined, open water disposal for wetland creation and possible river disposal were assessed by an EA completed in September 1990. A FONSI regarding this proposed action was signed on 21 September 1990. An EA on open water disposal to establish islands for colonial-nesting birds was completed in November 1990 with the FONSI signed on 13 December 1990. An EA assessing additional disposal areas and possible future realignment of a short channel segment was completed in December 1993. A FONSI is pending and is awaiting a Waterways Experiment Station report on the preferred channel at Horseshoe Bend/Crewboat Cut area.

All currently utilized disposal sites, with the exception of the offshore disposal area (ODMDS) within the bar channel, have been reviewed for potential impacts to cultural resources. Where necessary, cultural resource investigations have been completed and the results coordinated with the Louisiana State Historic Preservation Officer. Because of the potential for historic shipwrecks in the ODMDS area, a remote sensing survey is scheduled for FY96.

Additional environmental clearances and cultural resource investigations will be needed for proposed disposal areas in the Bayous Chene, Boeuf, and Black area and for the west side of the lower Atchafalaya River in the delta region, should this latter location be chosen as a future disposal site. No major environmental or cultural resource impediments are foreseen at these sites. Disposal capacity is a concern in the Horseshoe Bend area and is dependent upon a number of factors including sediment loads from upstream, the efficacy of the Wax Lake Outlet, and erosion and sediment reworking in the Horseshoe Bend area. Booster pumps may have to be utilized to pump dredged material removed from this area to distant disposal sites located in the lower Atchafalaya River, or the bay and bar channels. If this action is undertaken, project maintenance costs will increase. The rapidly accreting delta area appears to have sufficient disposal sites for the next ten years, but even here we cannot make long-term projections due to the extreme variability of the lower Atchafalaya River.

PROJECT COMPLIANCE:

Reach or Segment	Document	Preparation Date	Expiration Date	Scheduled Update
Reach A & B	FEIS - Operations and Maintenance	15 Jan 1974	-	-
Reach A, Avoca Island	Supplement to the FEIS	4 Feb 1977	-	-
	WQC	12 Dec 1978		
Reach B (middle), Bay Channel	EA#51 - Deposition of Dredged Material within the Developing Atchafalaya River Delta/FONSI	28 Aug 1985	-	-
	WQC 850905-01	28 Oct 1985		
	WQC 881220-06	7 Mar 1989		
Reach A, Avoca Island	EA#84 - Widening of Bendways along Bayou Chene, St. Mary and Terrebonne Parishes/FONSI	3 Feb 1989/ 7 Mar 1989	-	-
	WQC 890215-04	8 May 1989		
Reach B (upper), Horseshoe	EA#93 - Lower Atchafalaya River Maintenance Dredging/FONSI	20 Sep 1989/ 22 Sep 1989		
	WQC 890929-03	7 Feb 1990		
Reach A, Avoca Island	EA#108 - Atchafalaya River and Bayous Chene, Boeuf and Black: Additional Disposal Areas needed for Maintenance Dredging/FONSI	20 Sep 1990/ 21 Sep 1990	-	-
	WQC 900925-08	27 Nov 1990		
Reach B (lower), Bar Channel	EA#129 - Atchafalaya River and Bayous Chene, Boeuf and Black: Additional Disposal Areas for Beneficial Use of Maintenance Material/FONSI	6 Dec 1990/ 13 Dec 1990	-	-
	WQC 881220-06	11 Jan 1991		
	WQC 910815-01	9 Oct 1991		
Reach B (Upper), Horseshoe	EA#149 - Atchafalaya River and Bayous Chene, Boeuf and Black: Lower Atchafalaya River Maintenance and Additional Dredged Material Disposal Areas, St. Mary and Terrebonne Parishes/FONSI	24 Nov 1993/ Pending	-	-

7. CONCLUSIONS

The economic parameters compiled for this preliminary assessment indicated that the number of vessels currently operating over the waterway are far below that assumed to justify the construction and subsequent maintenance of the project to its authorized dimensions. For this reason, it was concluded that maintaining a 20- by 400-foot channel may not be warranted and that further studies will be required to determine the optimal channel dimensions.

Dredged material resulting from maintenance activities on the Atchafalaya River and Bayous Chene, Boeuf, and Black, Louisiana project is deposited in confined disposal sites or unconfined in designated open water areas along the left and right descending banks of the channel. Every effort is made to maximum beneficial use of material dredged during routine maintenance. The majority of the dredged material is used to create wetlands or bird islands adjacent to the channel. Adequate disposal capacity in the Horseshoe Bend and bay channel areas is a concern for future disposal activities. Available disposal capacity within the Horseshoe Bend reach could be exhausted within 5 years if future dredging requirements are similar to the volume of material removed during the FY92 and FY94 dredging cycles. Within the bay channel reach, it is estimated that there is currently sufficient disposal capacity for the next ten years.

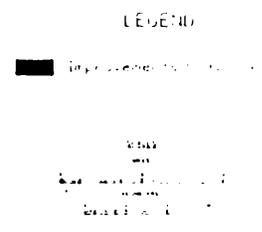
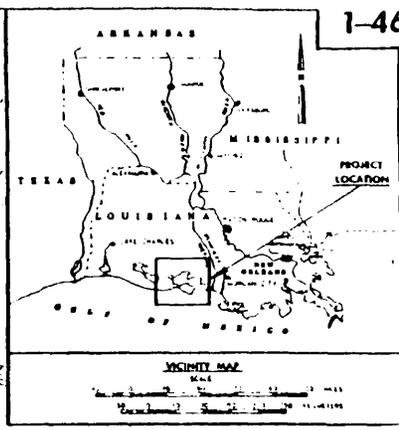
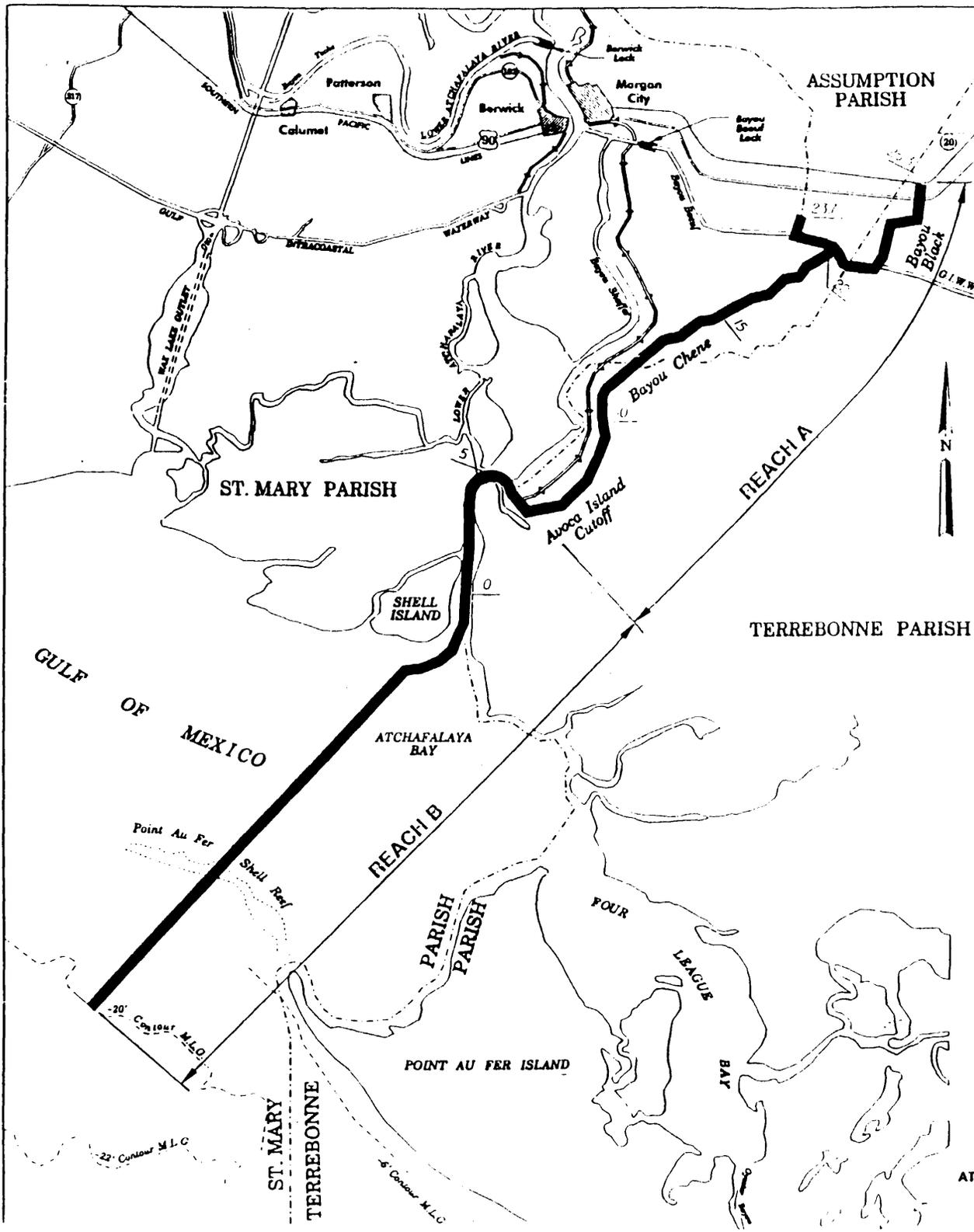
All dredge maintenance and disposal activities are in compliance with existing environmental laws and regulations. Additional clearances will be needed for future disposal areas, but no major impediments are anticipated.

The ability to maintain this project for the next 20 years is limited by:	
Disposal Site Capacity	Y
Economic Viability	Y
Environmental Compliance	N

8. RECOMMENDATIONS

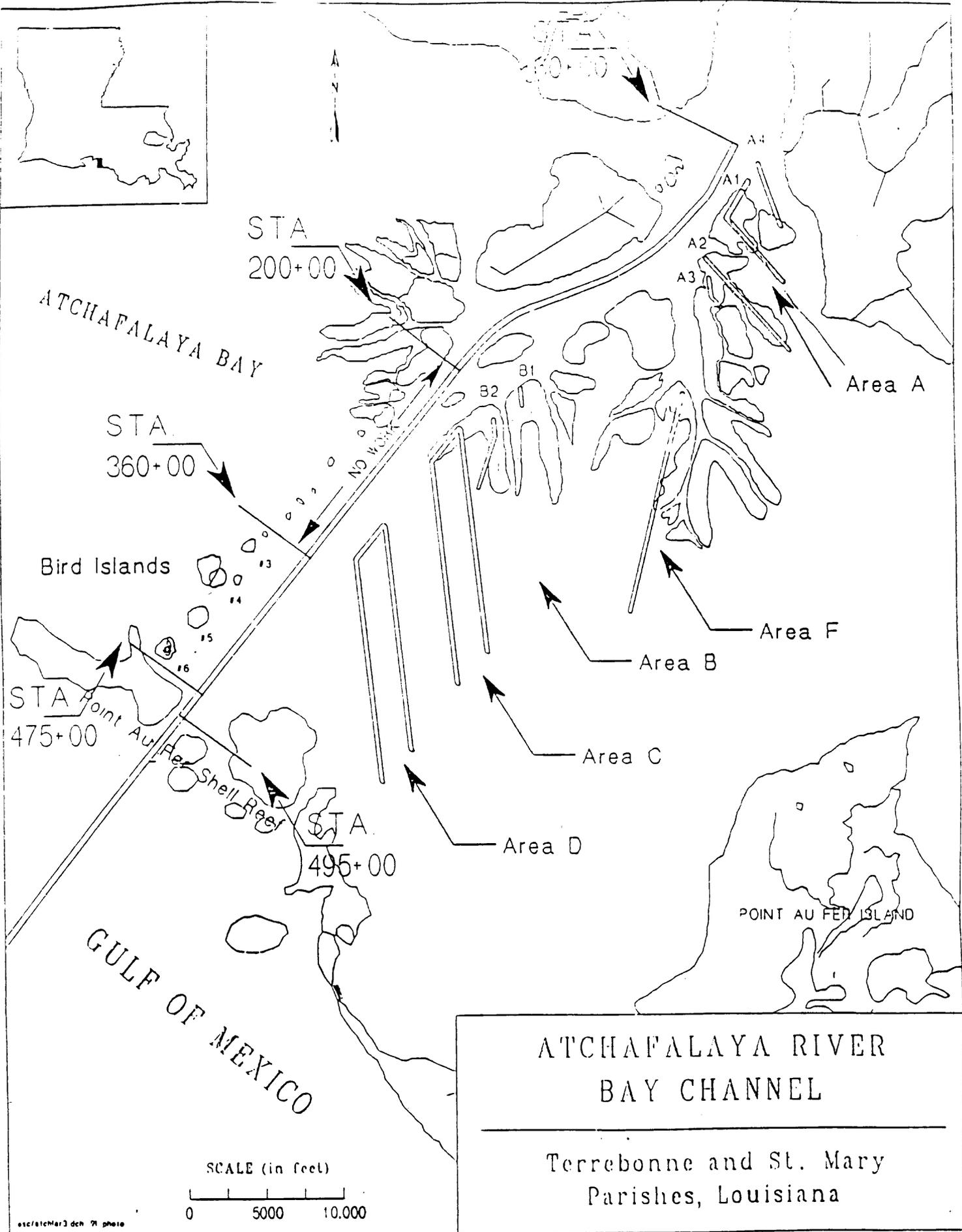
Significant problems to the continued maintenance of the project to its authorized dimensions have been identified in this preliminary assessment. A cost estimate for the Initial Phase of the Management Plan study required for this project is attached. The cost for the Initial Phase is estimated to be \$45,000.


KENNETH H. CLOW
COLONEL, U. S. ARMY
DISTRICT ENGINEER



LOWER MISSISSIPPI VALLEY DIVISION OF THE
 RIVER AND HARBOUR IMPROVEMENTS
**ATCHAFALAYA RIVER AND BAYOU CHENE,
 BOEUF AND BLACK, LA.**
 SCALE AS SHOWN
 OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.
 REVISED BY CONTRACTOR AND

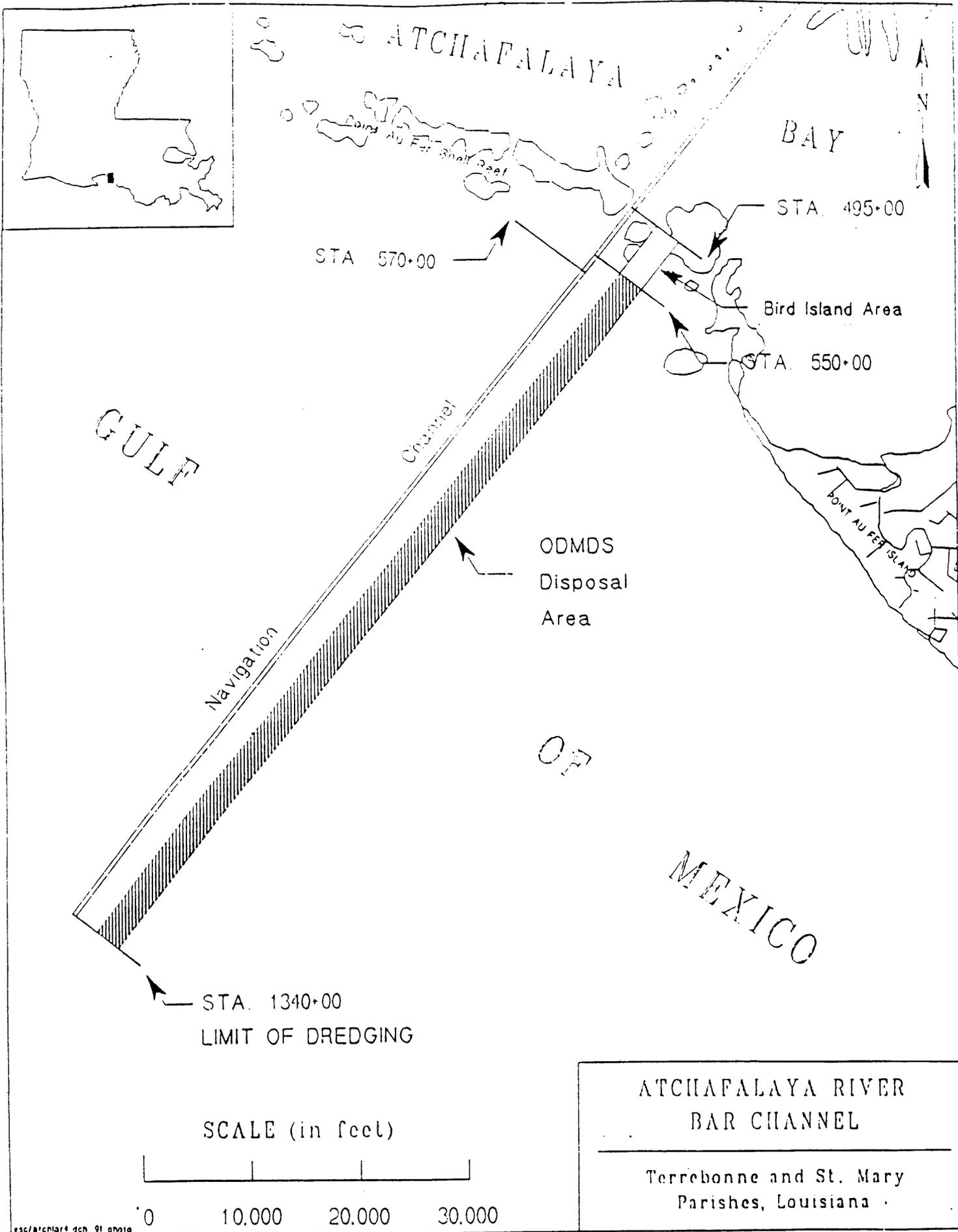
PLATE 2



ATCHAFALAYA RIVER
BAY CHANNEL

Terrebonne and St. Mary
Parishes, Louisiana

esc/stcMar3 dch '91 photo



ATCHAFALAYA RIVER
BAR CHANNEL

Terrebonne and St. Mary
Parishes, Louisiana