



Chocolate Bayou (DMMP), Tx

U.S. ARMY CORPS OF ENGINEERS

FACT SHEET as of February 21, 2012

BUILDING STRONG®

AUTHORIZATION: Rivers & Harbors Act of October 1965

TYPE OF PROJECT: Navigation

PROJECT PHASE: Construction



CONGRESSIONAL INTEREST: Senators Cornyn and Hutchison, (TX) Representative Paul (TX-14)

NON-FEDERAL SPONSOR: Brazoria County Conservation & Reclamation Dist. # 3

BACKGROUND: The Chocolate Bayou Channel is a Federally-authorized 8.2-mile long channel which traverses Chocolate Bay, connecting industries at the northwest end of the bay within Chocolate Bayou and the Gulf Intracoastal Waterway. The channel, currently maintained at 12-foot deep (ML T) by 125-foot wide, is primarily used for transportation of crude petroleum and petrochemical products. The maintenance dredging frequency for the channel is every four years. This project provides a long-term management plan that will utilize maintenance material from dredging of the Chocolate Bayou Channel, over a 20-year period, to create and enhance approximately 560 acres of marsh and bird-nesting habitat within the Chocolate Bay area. Since 1950, approximately 32,400 acres of wetlands have been lost in the Chocolate Bay system. The development of long-term beneficial use sites will have a cumulative beneficial effect on the biological resources of the Chocolate Bayou system. Additionally, the beneficial use of the dredged material over the next 20 years will extend the life of existing upland confined placement areas. The Chocolate Bayou Dredge Material Management Plan (DMMP) was approved in December 2004; however, a revision is required to replace Beneficial Use Site (BUS) 4A. This BUS future capacity was lost due to unanticipated acceleration of environmental benefits after first cell creation. Consequently, the 2004 DMMP is being revised to identify an upland Placement Area (PA) 4E as capable substitute in capacity using O&M funds, the estimated completion date is August of 2012.

STATUS: An Independent External Peer Review (IEPR) waiver was obtained for the project. The Review Plans were approved and an Agency Technical Review (ATR) was conducted.

ISSUES: This project was not funded in the FY2011 or FY2012 President's Budget. By not funding this project to solve the inadequate placement area capacity, the periodic maintenance dredging will be postponed or curtailed. Consequently, increase shoaling will result in increase transportation costs and decrease environmental quality due to light loading and increase trips. Industries in the region have communicated that dramatic production increase and reopening of dormant production trains at existing plants are planned when the gas price goes beyond \$3 per gallon. Coupling the unmaintained channel condition with sharp demand for raw material / stock delivery by waterway under heavy shoaled conditions, the unmaintained channel will pose a hindrance to safety, industry cost, economic growth and environmental quality in the area.

FINANCIAL SUMMARY (\$):

CONSTRUCTION

Federal Cost Estimate	\$28,103,000
Non-Federal Cost Estimate	3,123,000
Total Project Cost	\$31,226,000
Allocation thru FY 2010	\$5,510,000
ARRA Funding	0
Allocation for FY 2011	0
Allocation for FY 2012	0
President Budget FY 2013	0
Amount That Could Be Used for FY 2013	6,190,000
Balance to Complete	\$22,593,000

SCHEDULE:

FY 2012 Scheduled Work Not in the President's FY2012 budget

FY 2013 Budget: Not in the President's FY2013 budget. If funding is received it will be used to complete Plans and Specifications and award a contract for construction of PA4E (\$4,225,000) and PA1A Cell 2a (\$1,965,000). This will preposition placement capacity for the FY14 dredging cycle.

COMPLETION: With optimum funding, the next construction cycle's completion date is August 2013. The project completion date is September 2030.

For more information regarding the Chocolate Bayou, TX DMMP project, contact Mr. Pete G. Perez, P.E., Deputy District Engineer, Chief, Programs and Project Management Division at (409)766-3018 or Pete.G.Perez@usace.army.mil.



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