

**DEPARTMENT OF THE ARMY  
GALVESTON DISTRICT, CORPS OF ENGINEERS  
P.O. BOX 1229  
GALVESTON, TEXAS 77553-1229**

**November 2000  
HYDROGRAPHIC BULLETIN**

**CHANNELS WITH PROJECT DEPTHS UNDER 25 FEET**

**A report of the depths available for navigation in the Federal Project Waterways of the Galveston District**

**★ Indicates changes from previous report**

**● Indicates dredging under contract**

**✳ Indicates changes from previous report and dredging under contract**

**Distances are in statute miles**

**Depths are based on Corps of Engineers mean low tide datum**

NOTE: Miles are measured west of Harvey Lock, Louisiana, via the channel across Galveston Bay and channel from Aransas Bay to Corpus Christi Bay.

NOTE: Mileage's are measured west of Harvey Lock, Louisiana, via the Gulf Intracoastal Waterway and Houston Ship Channel to the usual take-off points on Houston Ship Channel.

The main route of the Gulf Intracoastal Waterway traverses the following reaches of other waterways that are maintained under separate projects:

<u>Waterway</u>	<u>Reach</u>
Sabine - Neches Waterway	Sabine River to West Port Arthur
Port Isabel Channel	Port Isabel Turning Basin to Connecting Channels
Connecting Channel *	Port Isabel Channel to Brownsville Channel
Brownsville Channel	Connecting Channel* to Port Brownsville

\* Channel connecting Port Isabel and Brownsville Channel called the East and West Wye's.

Critical reaches of the waterway. Interruptions to traffic may occur during rises in the Brazos River since it may not be practicable to operate the floodgates at this crossing during such periods. Some delays may occur at the Colorado River Locks while vessels are locked for passage across the river during rises. Experience thus far in operating the Brazos River Floodgates and the Colorado River Locks has indicated that shoaling during rises of short duration is usually negligible when the structures are kept closed and causes no interruptions to traffic. During major rises in the rivers; however, heavy shoaling may occur in the forebays of the structures; and at times, some dredging may be required before traffic can pass.

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**PROJECT DIMENSIONS**

**PROJECT CONDITIONS**

SHALLOW DRAFT CHANNELS	Date of Survey	PROJECT DIMENSIONS			PROJECT CONDITIONS		
		Feet Width	Miles Length	Feet Depth	Left ¼ Channel (Feet)	Middle ½ Channel (Feet)	Right ¼ Channel (Feet)
<b>GULF INTRACOASTAL WATERWAY MAIN CHANNEL</b>							
Sabine River - High Island	★ 10/00	125	53.1	12	★ 9.9	★ 11.8	★ 10.3
High Island - Galveston Bay	7/00	125	30.0	12	6.7	10.8	8.7
Across Galveston Bay	7/00	125	7.2	12	9.3	11.8	11.3
Alternate Route via Galv. Ch.(REOPENED)	7/00	125	10.3	12	9.6	9.8	8.7
Galveston Bay - Chocolate Bayou	★ 10/00	125	19.0	12	★ 10.4	★ 11.9	★ 11.6
Chocolate Bayou - Freeport Harbor	9/99	125	19.0	12	10.0	12.0	9.8
Freeport Harbor - Brazos River	6/99	125	5.9	12	15.0	16.0	14.0
Brazos River Crossing	7/00	125	0.7	12	13.1	13.8	12.8
Brazos River - San Bernard River	● 2/00	125	4.0	12	12.3	13.2	11.6
San Bernard River - Colorado River	6/00	125	35.6	12	16.4	15.3	12.3
Colorado River Crossing	8/99	125	1.0	12	12.0	16.0	13.0
Colorado River - Matagorda Bay (Mile 461.6 WHL)	7/00	125	20.1	12	15.0	15.5	15.1
Mile 461.6 - Port O'Connor	12/99	125	11.1	12	4.3	9.0	12.8
Port O'Connor - San Antonio Bay	3/99	125	19.0	12	8.0	10.0	7.0
Across San Antonio Bay	1/99	125-235	8.6	12	10.0	13.0	9.0
San Antonio Bay - Aransas Bay (Light 1)	2/99	125	10.4	12	8.0	11.0	12.0
Across Aransas Bay	1/99	125	13.8	12	14.0	14.0	14.0
Aransas Bay to Corpus Christi Ship Channel	2/98	125	14.4	12	7.0	10.0	7.0
Aransas Bay 49 to Light 83	★ 3/00	125	7.9	12	★ 9.8	★ 11.6	★ 12.6
Light 83 to Corpus Christi Ship Channel	★ 3/00	125	3.8	12	★ 11.4	★ 11.1	★ 10.3
Corpus Christi Ship Channel to S. Bird Island	2/99	125	25.2	12	③ 3.0	10.5	10.0
S. Bird Island to Light 175	★ 8/99	125	22.5	12	7.5	10.0	8.0
Light 175 - Banderia Island	★ 8/99	125	21.6	12	★ 4.9	★ 6.9	★ 9.2
Banderia Island - Channel to Port Mansfield	4/99	125	23.2	12	10.0	11.0	7.0
Channel to Port Mansfield-Arroyo Colorado	11/99	125	14.5	12	9.0	9.4	5.8
Arroyo Colorado - Port Brownsville	10/99	125	37.6	12	6.3	9.0	4.7

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					Left ¼ Channel (Feet)	Middle ½ Channel (Feet)	Right ¼ Channel (Feet)
<b>GULF INTRACOASTAL WATERWAY TRIBUTARY CHANNELS</b>							
Channel	8/00	100	1.6	12	5.0	7.0	6.0
4.1 Miles in Bay to Mouth of Bayou	10/96	125	4.1	7	0.5	4.0	2.0
Mouth of Bayou to 2 Miles above Mouth	8/99	100	2.0	7	6.1	6.9	4.9
Channel	7/00	100	7.1	13	8.0	9.0	7.0
Orangefield Turning Basin	7/00	300	0.1	13	2.5	11.0	7.0
Channel	10/99	125	2.2	12	⑤ 2.8	⑤ 2.7	⑤ 0.8
Bay Channel	11/99	125	5.6	12	10.8	13.3	9.5
Land Cut	2/00	125	2.9	12	10.2	13.6	8.1
Mile 0 to Mile 0.5	5/99	1032-100	0.5	9	4.3	7.3	3.0
Mile 0.5 to Mile 3.75	5/99	100	3.3	9	8.5	9.5	6.7
Mile 3.75 to Mile 8.0	4/94	100	4.3	9	n/a	9.0	n/a
Mile 8.0 to Mile 20.5	4/94	100	12.5	9	n/a	9.0	n/a
Mile 20.5 to Mile 25.2	4/94	100	4.7	9	n/a	9.5	n/a
Mile 25.2 to Mile 26.0	4/94	100	0.8	9	n/a	9.0	n/a
Mile 0 (Gulf) to Mile 0.8	● 8/00	200	0.8	15	9.6	9.2	8.6
Mile 0.8 to Mile 2.5	● 7/00	100	1.7	12	10.6	10.0	7.7
Mile 2.5 to Mile 7.11 (GIWW)	● 7/00	100	4.6	12	0.6	1.9	5.4

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		Feet Width	Miles Length	Feet Depth	Left ¼ Channel (Feet)	Middle ½ Channel (Feet)	Right ¼ Channel (Feet)
By-Pass Channel			x				
Mile 0 (GIWW) to Mile 2	★⑦ 10/00	100	2.0	9	★⑦ 6.4	★⑦ 1.6	★⑦ 1.5
Mile 2 to Mile 8	⑦ 9/99	100	6.0	9	⑦ 5.0	⑦ 6.9	⑦ 6.1
Mile 8 to Mile 13.5	⑦ 9/99	100	5.5	9	⑦ 2.1	⑦ 4.0	⑦ 1.6
Mile 13.5 to Mile 15.5	⑦ 9/99	100	2.0	9	⑦ 1.8	⑦ 4.2	⑦ 3.5
Turning Basin	⑦ 9/99	100	0.1	9	⑦ 11.3	⑦ 11.6	⑦ 11.1
Mile 0 (GIWW) to Light 40	1/99	125	10.0	12	16.0	16.0	16.0
Light 40 to City Basin	1/99	125	6.2	12	14.0	14.0	14.0
City Basin	1/99	150	0.1	12	14.0	14.0	14.0
Entrance Channel to Mun. Basin	1/99	400-130	0.1	12	13.0	13.0	13.0
Municipal Basin	1/99	240	0.2	12	14.0	14.0	14.0
Port Lavaca Channel	2/99	125	4.1	12	7.0	8.0	6.0
Lynn Bayou Turning Basin	2/99	30-300	0.1	12	10.0	10.0	10.0
Approach Channel	2/99	125	2.1	12	7.0	9.0	8.0
North-South Basin	2/99	300	0.3	12	9.0	11.0	10.0
East-West Basin	2/99	250	0.3	12	7.0	7.0	7.0
Mile 0 to Mile 6.5	2/99	100	6.5	6	3.0	3.5	1.5
Mile 6.5 to F.M. Rd. 616	10/98	100	13.7	6	4.0	4.0	4.0

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		Feet Width	Miles Length	Feet Depth	Left ¼ Channel (Feet)	Middle ½ Channel (Feet)	Right ¼ Channel (Feet)
Mile 0 (GIWW) to Mile 11	10/98	100	11.0	9	9.0	11.0	11.0
Westerly connecting 'Y' channel	10/98	100	0.8	9	8.0	9.0	10.0
Mile 11 to Mile 14.0	10/98	100	3.0	9	11.0	11.0	11.0
Mile 14.0 to Mile 29	10/98	100	15.0	9	10.0	11.0	10.0
Mile 29 to Mile 34.7	10/98	100	5.7	9	11.0	11.0	11.0
Turning Basin	10/98	100-818	0.2	9	8.0	7.0	5.5
Connecting Channel to Seadrift	3/99	100	2.0	9	7.0	7.0	6.0
Seadrift Turning Basin	3/99	230	0.0	9	8.0	9.0	8.0
Channel	10/98	100	0.5	12	5.0	6.5	5.5
Turning Basin	10/98	200	0.2	12	6.0	7.0	5.5
Channel	4/98	100	6.8	9	9.5	10.0	9.0
Harbor Basin	4/98	350	0.2	9	5.0	8.0	7.0
Channel	2/99	125-175	6.1	14	12.0	13.0	11.0
Turning Basin	2/99	300	0.4	14	13.5	12.0	12.0
Connecting Channel	2/99	125	0.1	14	12.0	14.0	13.5
Conn Brown Harbor	2/99	50-510	0.4	14	12.0	12.0	12.0
Channel	7/98	100	0.2	12	6.0	6.0	5.0
Turning Basin	7/98	200-400	0.2	12	9.0	9.0	9.0

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		Feet Width	Miles Length	Feet Depth	Left ¼ Channel (Feet)	Middle ½ Channel (Feet)	Right ¼ Channel (Feet)
Entrance Channel	8/99	250	0.7	16	16.0	18.5	19.9
Mile 0.7 to Mile 1.3	8/99	100-300	0.6	14	15.2	15.4	16.5
Mile 1.3 to Mile 3	8/99	100	1.7	14	10.9	11.2	11.2
Mile 3 to Mile 6	8/99	100	3.0	14	8.7	10.2	14.4
Mile 6 to Main Channel (GIWW)	9/99	100	2.9	14	11.7	12.3	11.4
Entrance Curves	9/99	200	0.6	12	6.7	7.7	7.2
Main Channel to Turning Basin	9/99	125-200	0.9	14	11.6	12.5	12.1
Turning Basin	9/99	200-400	0.7	14	14.2	14.9	14.1
Shrimp Basin	9/99	350	0.3	12	11.5	12.1	12.3
Mile 0 to Mile 8	12/99	200-125	8.0	12	8.1	8.0	8.4
Mile 8 to Mile 20	1/00	125	12.0	12	7.9	10.6	7.9
Mile 20 to Mile 25.9	1/00	125	5.9	12	9.1	10.6	11.3
Turning Basin	1/00	400	0.1	12	3.5	11.0	9.3
60-foot channel	4/99	60	0.2	12	9.0	12.0	10.0
125-foot channel	4/99	125	1.1	12	10.0	11.0	10.0
					<b>USABLE DIMENSIONS</b>		
Entrance Channel	4/99	75	1.5	9	9ft by 75 ft		
Harbor Channel	4/99	50	0.3	7	6ft by 50 ft		
Basin	4/99	50-500	0.3	6	8ft by 50-500ft		

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**PROJECT DIMENSIONS**

**PROJECT CONDITIONS**

SHALLOW DRAFT CHANNELS	Date of Survey	Feet Width	Miles Length	Feet Depth	Left	Middle	Right
					$\frac{1}{4}$ Channel (Feet)	$\frac{1}{2}$ Channel (Feet)	$\frac{1}{4}$ Channel (Feet)
<b>HOUSTON SHIP CHANNEL, TRIBUTARY CHANNELS</b>							
Houston Ship Channel to U.S. Steel Dock	10/99	100	5.5	11	11.0	11.0	11.0
Barge Mooring Basin	9/98	100-150	1.8	12	10.0	10.0	10.0
First bend to Parker Brothers Slip	7/99	150-100	1.3	15	7.0	9.0	10.0
					<b>Left <math>\frac{1}{2}</math></b>		<b>Right <math>\frac{1}{2}</math></b>
Upstream from Cypress Str. Bridge	7/99	50	0.3	10	13.0		11.0
Downstream from Cypress Str. Bridge	7/99	50	0.5	10	5.0		5.0
Houston Turning Basin to 69th Street Bridge	1/00	60	0.8	10	3.0	6.0	6.0
69th Street Bridge to Lockwood Drive Bridge	1/00	60	1.5	10	9.0	8.0	8.0
Lockwood Drive Bridge to Jensen St. Bridge	1/00	60	1.7	10	5.0	2.0	2.0
Turkey Bend Channel	1/00	60	0.8	10	4.0	4.0	4.0
Jensen Street Bridge to Southern Pacific Dock	3/94	60	0.6	⑦ 9		10ft by 50ft	

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					Left ¼ Channel (Feet)	Middle ½ Channel (Feet)	Right ¼ Channel (Feet)

**USABLE DEPTHS IN OTHER SMALL ACTIVE CHANNELS**

**USABLE DIMENSIONS**

CHANNEL TO PORT BOLIVAR	4/99	200	0.1	14	18.0 ft by 200 ft		
Light 2 to Light 27	7/99	60	9.9	6	4.0 ft by 120 ft		
Light 27 to Highway 146 Bridge	7/99	60	1.5	6	6.0 ft by 100 ft		
Houston Ship Channel to Smith Point	1/00	150	6.4	9	5.0 ft by 150 ft		
Anahuac Channel	7/99	100	6.4	6.0	1.0 ft by 100 ft		
Anahuac Channel to Texas Gulf Sulphur Slip	2/94	100	11.3	6.0	4.5 ft at centerline		
Texas Gulf Sulphur Slip to Devers Canal	2/94	100	9.5	6	4.0 ft at centerline		
Devers Canal to South Liberty Oil Field	Ⓢ 7/95	100	12.2	6	10.0 ft by 150 ft		
South Liberty Oil Field to Cut Off Channel	Ⓢ 2/94	100	2.2	6	2.0 ft by 50 ft		
Cut Off Channel to Liberty	Ⓢ 2/94	100	3.1	6	+8.0 ft by 0 ft		
Entrance Channel	7/99	75	3.3	9	7 ft by 75 ft		
North Fork Channel	5/88	60	0.7	7	1.0 ft by 60 ft		
Clear Lake Channel	2/98	60	2.8	7	7.0 ft by 50 ft		
Clear Creek Channel	5/98		3.8		7.0 ft by 60 ft		
Five Mile Cut	9/98	125	1.9	12	9 ft by 125 ft		
Jewel Fulton Canal	9/98	100	0.9	12	17.0 ft by 100 ft		
Entrance Channel	4/99	100	0.1	15	14.0 ft by 100 ft		
Connecting Channel	4/99	265	0.2	15	13.0 ft by 265 ft		
West Basin	4/99	305-370	0.3	15	14 ft by 305 ft		
Middle Basin	4/99	305-370	0.2	15	13 ft by 305 ft		
East Basin	4/99	370	0.3	15	13.0 ft by 370 ft		

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**NOTES:**

- ① Not Used
- ② Not Used
- ③ Controlling depth found at the intersection of the CCSC and the GIWW.
- ④ Not Used
- ⑤ Controlling depths in the West Wye are (4,4,4) and the East Wye are (6,8,7) (3-99)
- ⑥ Navigable channel found west of centerline. Caution advised. (4-98)
- ⑦ Controlling depths shown exist in natural channel alignment (THALWEG). Old surveys were reevaluated to reflect Thalweg conditions.
- ⑧ Controlling depth found approximately 800ft from entrance.
- ⑨ Normal river stage is 3ft above 0-mlt and should be added to depths shown.
- ⑩ Controlling depth found in the vicinity of the Barge mooring area.