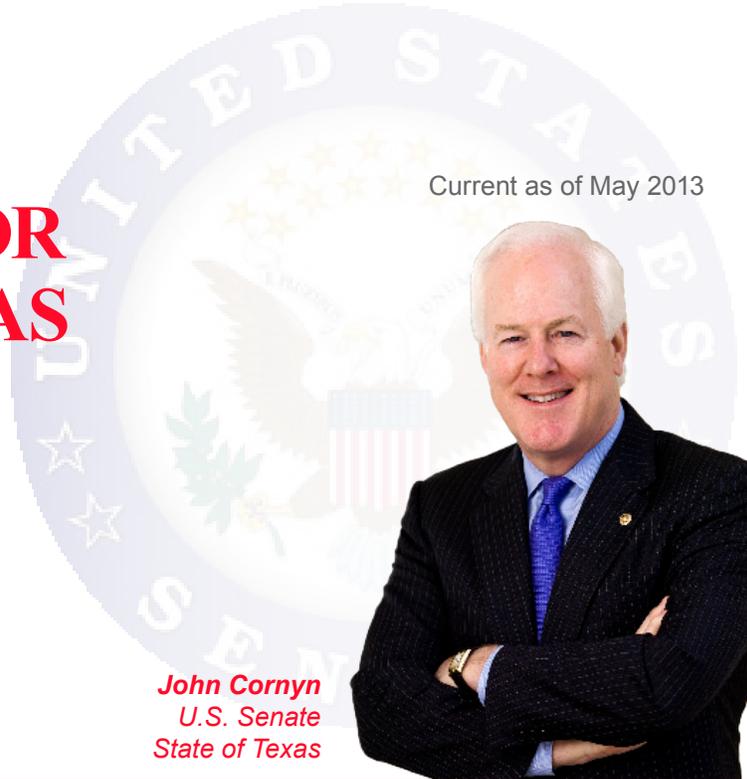




**US Army Corps  
of Engineers®**  
Galveston District

# UPDATE REPORT FOR THE STATE OF TEXAS

Current as of May 2013



**John Cornyn**  
U.S. Senate  
State of Texas

## About the Galveston District

**W**ith its rich heritage in Texas history, the U.S. Army Corps of Engineers Galveston District plays a key role in America's well-being by keeping waterways open for navigation and commerce and serves the nation as part of the world's largest public engineering, design and construction management agency.

Encompassing the Texas coast from Louisiana to Mexico; an area that spans across 50,000 square miles, includes 48 counties, two parishes and 18 congressional districts, the Galveston District successfully executes its mission of providing vital public engineering services in peace and war to strengthen our nation's security, energize the economy and reduce risks from disasters.

With its 300 dedicated professionals and annual budget of approximately \$150 million, the Galveston District will continue to provide valuable navigation, flood risk mitigation, environmental, shoreline protection, regulatory, military construction and emergency management services to our nation and remains fully committed to continuing our mission of building strong.

*"It is a great privilege to serve our nation  
as the commander of the U.S. Army  
Corps of Engineers Galveston District."*

*– Col. Christopher W. Sallese  
District Engineer and Commanding Officer  
U.S. Army Corps of Engineers Galveston District*



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**LEGEND**

- COMPLETED SEGMENT
- PROPOSED SEGMENT DETENTION
- PROPOSED SEGMENT NON-DETENTION
- UNDESIGNED/UNBUILT AREA

SCALE: 1" = 100'

UTM ZONE: 17N  
Easting: 650,000  
Northing: 16,000,000



**Contact:**  
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## Brays Bayou

### Background:

The authorized project, located in southwest Houston (within Harris County), consists of four regional detention basins (Sam Houston, Old Westheimer Road, Eldridge Road and Willow Waterhole), enlargement or modification of 21.1 miles of earthen channel, replacement and/or lengthening of 27 bridges and recreation features including hike-and-bike trails, picnic facilities, comfort stations and parking areas. As stated in the Water Resources Development Act of 1996, Section 211, subject to the approval of the Secretary of the Army, the non-federal interest may design and construct an alternative to the diversion component. The General Re-evaluation Report (GRR) for the alternative to the diversion component was approved April 3, 2009. The Project Corporation Agreement was amended in March 2010, uniting the upstream and downstream (formally the diversion component) into one project.



Brays Bayou.

The sponsor is seeking reimbursement for the federal share on the GRR (\$2,094,000) for an alternative to the authorized diversion feature (downstream element), and reimbursement for the federal share of the 11 completed discrete segments totaling \$36 million in both the upstream and downstream detention areas and channel improvements. Delays in reimbursement delays reduction of flood risks for 250,000 residents in the 500-year floodplain, the Texas Medical Center complex and Interstate 45, a major hurricane evacuation route for the Houston-Galveston area.

### Issue:

The sponsor is seeking reimbursement for the federal share on the GRR (\$2,094,000) for an alternative to the authorized diversion feature (downstream element), and reimbursement for the federal share of the 11 completed discrete segments totaling \$36 million in both the upstream and downstream detention areas and channel improvements. Delays in reimbursement delays reduction of flood risks for 250,000 residents in the 500-year floodplain, the Texas Medical Center complex and Interstate 45, a major hurricane evacuation route for the Houston-Galveston area.

### Current Status:

Fiscal year 2013 funds will be used for final reimbursement for Discrete Segment (DS) 54 Eldridge Detention Basin (\$410,000), DS84 Willow Waterhole (\$410,000), DS94 Channel vegetation and landscaping along channel (\$410,000), partial reimbursement for DS204 Willow Waterhole Detention Basin (\$870,000).

Federal dollars to date:	\$123,195,000
Sponsor dollars to date:	\$ 9,023,000
Total cost of project:	\$587,470,000
FY13 President's Budget:	\$2,100,000
FY14 President's Budget:	\$2,500,000



**Contact:**

Enrique (Rick) Villagomez

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## Buffalo Bayou and Tributaries, Addicks and Barker Dams

### Background:

The Addicks and Barker Reservoirs are federally funded and operated dams located adjacent to each other on the upper watershed of Buffalo Bayou. They serve as detention basins designed to collect excessive amounts of rainfall and release that rainfall down Buffalo Bayou at a controlled rate that prevents flooding in downtown Houston and the urban areas west of downtown. The dams underwent an evaluation in 2009 in which two structural areas of concern were identified. The areas of concern include the outlet structures in the dams that allow outflow into Buffalo Bayou and the embankments at the ends of the dams. When these two areas of risk are combined with the potential consequences to the Houston metropolitan area should there be a failure, Addicks and Barker dams were designated as extremely high risk and classified as Dam Safety Action Classification (DSAC) I dams.

The intent of the ongoing Dam Safety Modification (DSM) Study is to identify a preferred alternative risk management plan that will address the areas of concern that drove the DSAC I classification and support the ultimate goal of having a safe dam that meets USACE guidelines and for which the total residual risk for the dams is considered tolerable.

### Issue:

Approval of the DSM report by the Assistant Secretary of the Army for Civil Works, ASA (CW) must be completed by June 2013 for the project to be included in the President's Fiscal Year 2015 Budget for a new construction start.

### Current Status:

FY12 activities included completion of the draft DSM report; conducting reviews by the agency technical review panel, the quality control and consistency panel and the senior oversight group and award of a contract to Battelle in September 2012, to conduct an independent external peer review. Approval of the Addicks and Barker DSM report for Buffalo Bayou and tributaries, Houston, is scheduled for May 2013. Development of plans and specifications for construction of the preferred alternative risk management plan is scheduled to begin in June 2013.

Outlet structure at Barker Dam.



Federal dollars to date:	\$11,060
Sponsor dollars to date:	N/A
Total cost of project:	\$78,900,000
FY13 President's Budget:	\$2,160,000
FY14 President's Budget:	\$0



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# Cedar Bayou Navigation Project

State Hwy 146

Baytown

HLSP

 **Contact:**  
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## Cedar Bayou

### Background:

The navigation project extends from its junction with the Houston Ship Channel near Barbour's Cut Container Terminal at Mile 25, eastward across Galveston Bay, to the mouth of Cedar Bayou to

a point three miles upstream. The proposed project extends the channel by eight miles to Highway 146 (dimensions are 10 by 100 feet). The Water Resources Development Act (WRDA) 2007 not only authorized the Assistant Secretary of the Army (Civil Works) to reimburse the sponsor for their portion of the cost of the feasibility study (50 percent), but also established project cost sharing based on Section 101 of WRDA 1986 for projects under 20 feet, which includes Cedar Bayou. The cost sharing would be 90/10, federal/non-federal and amends the project authorization to construct a 10-foot deep channel rather than 12-foot deep.



Cedar Bayou and the Houston Ship Channel.

### Issue:

The project is authorized and waiting for construction appropriations to deepen and widen the existing channel to more efficiently serve the existing industries along the bayou.

### Current Status:

The project is not in the FY13 or FY14 president's budgets and is on hold pending receipt of new start construction funding.

Federal dollars to date:

**\$493,000**

Sponsor dollars to date:

**\$717,000**

Total cost of project:

**\$47,019,000**

FY13 President's Budget:

**\$0**

FY14 President's Budget:

**\$0**

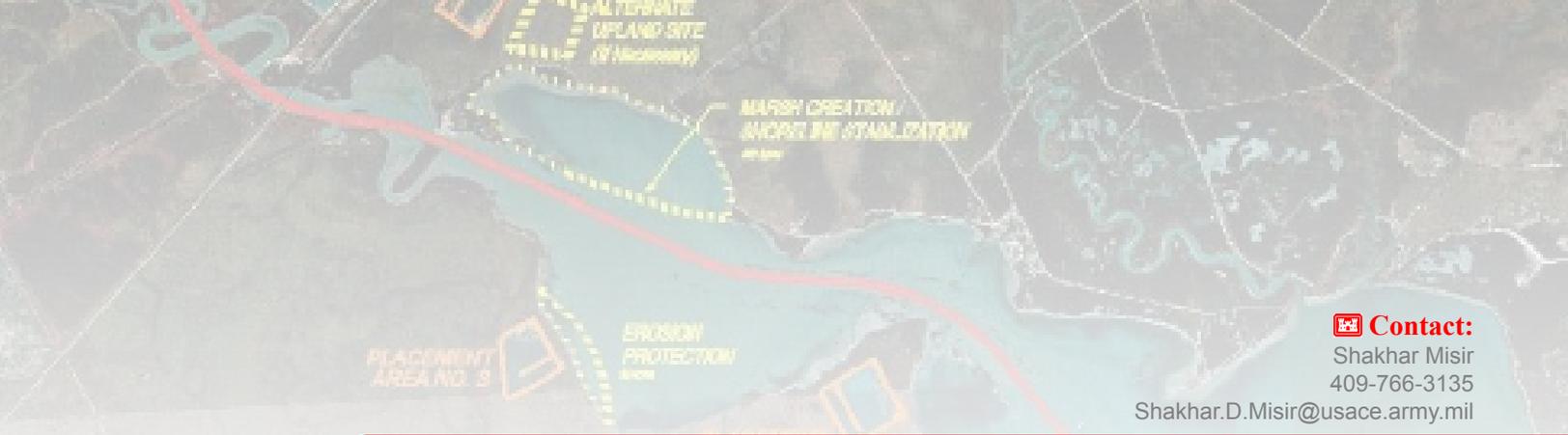


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**Contact:**

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# Chocolate Bayou

## Background:

The Chocolate Bayou Channel is a federally-authorized 8.2 mile channel traversing Chocolate Bay and 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 (mean low tide) 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



Barge Traveling up Chocolate Bayou.

a long-term management plan that will use 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.

## Issue:

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 and will extend the life of existing upland confined placement areas.

## Current Status:

This project was not funded in the FY13 budget and is not in the FY14 President's Budget.

The Dredged Material Management Program (DMMP) is being revised to incorporate comments received from the USACE Southwestern Division. After revisions are included, the DMMP will return to the division for review and transmission to USACE headquarters for approval. Under the revised DMMP, the first dredging cycle is expected to occur in 2014 for which Construction General Funds will be required to build the levees for the placement areas and operation and maintenance (O&M) funds for maintenance dredging. This project was not funded in FY13 nor FY14 for either Construction General or O&M funds. Construction General Funds are required only for the construction of the placement areas while O&M funds are used for the dredging of the channel.

Federal dollars to date:	\$5,510,000
Sponsor dollars to date:	\$0
Total cost of project:	\$23,510,000
FY13 President's Budget:	\$0
FY14 President's Budget:	\$0



**Contact:**

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## Clear Creek

### Background:

The proposed flood risk management project, located in Harris, Galveston and Brazoria counties, will include channel improvements and in-channel detention along the main channel and



Clear Creek area  
Flooding.

tributaries. Dredging and construction of the second outlet channel was completed in July 1997, and the outlet and gated structure were transferred in March 1998 to the local sponsor for operation and maintenance. The local sponsors are the Harris County Flood Control District (acting for Harris County), Galveston County and Brazoria Drainage District No. 4. Opposition to the authorized project over environmental concerns arose during construction in 1997 and, as a result, led to the preparation of a General Re-evaluation Report (GRR) that is currently ongoing.

### Issue:

The project was not funded in the FY13 or FY14 president's budgets. Work is ongoing with FY11 carryover funds.

### Current Status:

A determination by the USACE Headquarters was made that the project does not need to be re-authorized. A public review of the Draft GRR/Environmental Impact Statement; revision of the report; final Agency Technical Review and submission of the final report to the USACE Southwestern Division for approval were completed. An estimated \$23,572,000 in annual benefits will be realized, with a benefit to cost ratio of 2.3 at 3.75% for the recommended plan in the GRR.

Federal dollars to date:

**\$35,433,000**

Sponsor dollars to date:

**\$2,345,000**

Total cost of project:

**\$266,592,000**

FY13 President's Budget:

**\$0**

FY14 President's Budget:

**\$0**



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# Corpus Christi Ship Channel

## Background:

The Corpus Christi Ship Channel is a 45-foot deep, 34-mile long federally constructed deep draft navigation channel serving the ports at Harbor Island, Ingleside and Corpus Christi. The recommended plan of improvement will deepen the channel to 52 feet, widen to 530 feet,

add barge shelves on both sides of the channel across Corpus Christi Bay and extend the La Quinta Channel 1.5 miles at a depth of 39 feet. Construction of this project was authorized in the Water Resources Development Act (WRDA) 2007. There are four separable elements that make up the project– the La Quinta Channel extension, ecosystem restoration, the main channel and barge shelves.

## Issue:

Increases in fuel prices and construction costs since completion of the feasibility report in 2003 have resulted in a current working cost estimate that exceeds the congressionally authorized maximum project costs (often referred to as the 902 Limit) as set out in

Section 902 of WRDA 1986. A Limited Re-evaluation Report (LRR) is currently under development to document if the project is still economically justified, document the current estimated project costs and request congressional reauthorization at the higher cost.

## Current Status:

American Recovery and Reinvestment Act (ARRA) funds were provided in FY10 to initiate the first construction contract, Placement Area 14, of the La Quinta Channel Extension. That contract was completed Oct. 12, 2010. Construction general funds in FY11 allowed for continued construction of the La Quinta Channel extension and ecosystem restoration elements. These contracts will conclude in July 2013. FY11 funds were used to complete a LRR to update the benefits and costs for the main channel and barge shelves in order to request reauthorization of the project (as a result of the current working project estimated exceeding the authorized 902 limit). The LRR update was approved in February 2013.

Federal dollars to date:	\$47,927,000
Sponsor dollars to date:	\$7,921,067
Total cost of project:	\$381,854,000
FY13 President's Budget:	N/A
FY14 President's Budget:	N/A



Corpus Christi Ship Channel improvements.



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## Greens Bayou

### Background:

Greens Bayou is a tributary of Buffalo Bayou and is located in the north-central portion of Harris County, Texas. The purpose of the project is flood risk management for an extensively developed urban area. The original authorized plan has been re-evaluated. The reformulated plan consists of 3.7 miles of channel improvement in the upper reaches, between Veterans Memorial Drive and Cutten Road. The project was authorized for construction in the Water Resources Development Act of 2007.

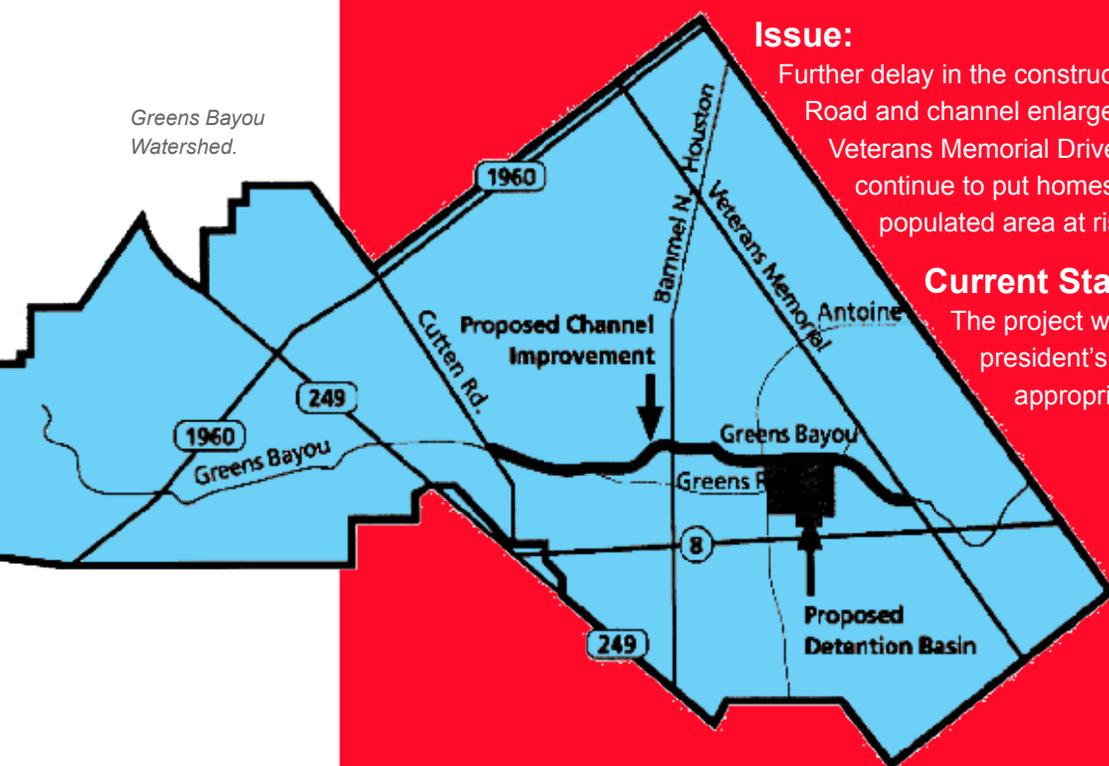
### Issue:

Further delay in the construction of the lower reach at Greens Road and channel enlargement and rectification from Veterans Memorial Drive upstream to Cutten Road will continue to put homes and businesses in this highly populated area at risk for severe flood damage.

### Current Status:

The project was not in the FY13 or FY14 president's budgets. The project is awaiting appropriation for initial construction.

Greens Bayou Watershed.



Federal dollars to date:	
	\$6,757,000
Sponsor dollars to date:	
	\$0
Total cost of project:	
	\$76,597,000
FY13 President's Budget:	
	\$0
FY14 President's Budget:	
	\$0



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**Contact:**

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## Gulf Intracoastal Waterway - High Island to Brazos River

### Background:

This navigation project is located on the Gulf Coast in southeast Texas at approximately the mid-point between Corpus Christi and Galveston. The project provides for rerouting the GIWW in the vicinity of the Matagorda Ship Channel to avoid the strong currents and high shoaling occurring at the intersection. Several ecosystem restoration features and beneficial use of dredged material features are included in the placement plan. The project was authorized for construction in the Water Resources Development Act 2007. Tonnage transported along this section of the GIWW totaled 58.1 million tons in 2010 (per the USACE Navigation Data Center), with petroleum and chemicals and related products as the major commodities shipped. The recommended project entails construction of a sediment basin at Rollover Pass; widening the channel area an additional 75 feet for a length of 1,400 feet at Sievers Cove; widening the channel at the Texas City Wye; setting back existing mooring facilities by 80 feet at Pelican Island establishing a mooring basin at Greens Lake and protecting existing open channels from wave action at the West Bay washout.

and chemicals and related products as the major commodities shipped. The recommended project entails construction of a sediment basin at Rollover Pass; widening the channel area an additional 75 feet for a length of 1,400 feet at Sievers Cove; widening the channel at the Texas City Wye; setting back existing mooring facilities by 80 feet at Pelican Island establishing a mooring basin at Greens Lake and protecting existing open channels from wave action at the West Bay washout.

### Issue:

The project is a new start for construction and is not in the FY12 or FY13 president's

budgets. This project is part of the nation's inland waterways and as such, construction will be funded with a 50/50 match from the Inland Waterways Trust Fund. This section of the GIWW contains significant wetland and environmentally sensitive areas. Navigational difficulties are caused by frequent shoaling at Rollover Pass and traffic congestion at Sievers Cove and Texas City Wye.

### Current Status:

The project was not in the FY13 or the FY14 president's budgets.



High Island.

Federal dollars to date:	
	\$607,000
Sponsor dollars to date:	
	\$0
Total cost of project:	
	\$17,540,000
FY13 President's Budget:	
	\$0
FY14 President's Budget:	
	\$0



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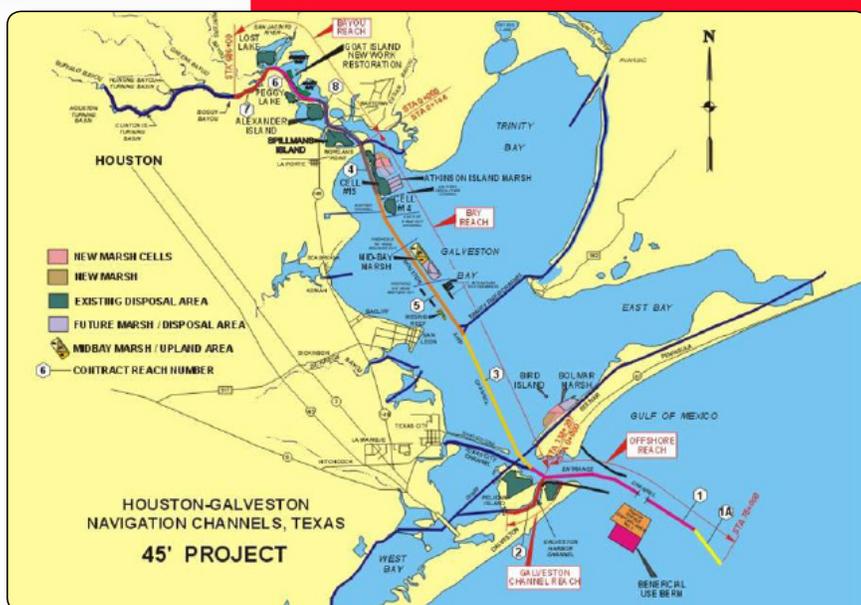
Byron Williams  
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# Houston-Galveston Navigation Channel

## Background:

The project is located in Texas, Chambers, Galveston and Harris counties. The project includes channel deepening of the Galveston Entrance Channel, Galveston Harbor Channel (GC) and the Houston Ship Channel (HSC) to Boggy Bayou in Houston as well as the construction of



Houston-Galveston Navigation Channel map.

environmental restoration and mitigation features. Deepening of the HSC and GC were completed in 2005 and 2010, respectively. The ecosystem restoration features of the project include 2,850 acres of marsh at Bolivar and Atkinson Island and a six-acre bird nesting Island. As much as 30 percent (45,000 acres) of estuarine emergent wetlands in Galveston Bay have been lost due to subsidence and development.

## Issue:

The remaining marsh creation is to be linked to the continued maintenance of the Bay Reach of the HSC meaning that a new marsh cell will be filled during each maintenance dredging contract. In order for the environmental restoration to not impede

channel maintenance, the federal government and the sponsor must diligently budget for the deferred construction so that funds are available when needed.

## Current Status:

Current ongoing construction includes efforts to repair placement areas, construction of additional marsh acreage at Bolivar and provision of additional capacity at Lost Lake, Mid Bay, Placement Area (PA) 14 and PA15 for maintenance dredging. Future efforts on this project will be dedicated solely to the creation of marsh within the Atkinson Island marsh complex.

Federal dollars to date:	
	\$487,145,000
Sponsor dollars to date:	
	\$152,452,000
Total cost of project:	
	\$846,145,000
FY13 President's Budget:	
	N/A
FY14 President's Budget:	
	N/A



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### Map Legend

- Channel Boundary
- Reservoir or Basin
- Bridge Location

## Hunting Bayou Flood Damage Reduction Project

- Will save about 5 million of lives by the year 2050
- Will save about 1.5 billion of dollars by the year 2050
- Will save about 1.5 million of lives by the year 2050
- Will save about 1.5 billion of dollars by the year 2050

### Contact:

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# Hunting Bayou

## Background:

The Hunting Bayou watershed is 29 square miles located approximately five miles northeast of downtown Houston in Harris County, Texas. The watershed is highly developed with a mix of residential, commercial and industrial land use.

The proposed project will reduce the number of structures subject to the 100-year storm from 7,000 to 1,400. The reformulated project will be identified by the General Re-evaluation Report (GRR) and is anticipated to include channel modifications and detention features. The USACE Galveston District will provide guidance and oversight to the Harris County Flood Control District during preparation of the report.

## Issue:

Section 211(f) of Water Resources Development Act 1996 authorizes nonfederal interests to plan, design and construct federal flood risk management projects.



Hunting Bayou.

Federal funding is needed in order to provide federal oversight of the GRR, which the sponsor is currently working to complete.

## Current Status:

This project was not in the FY13 or FY14 president's budgets. Carry over funds will be used to continue oversight of sponsor efforts to continue GRR including an alternative formulation briefing and agency technical review of the draft GRR.

Federal dollars to date:	\$1,065
Sponsor dollars to date:	\$84,415
Total cost of project:	\$187,560,000
FY13 President's Budget:	\$0
FY14 President's Budget:	\$0



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# Sims Bayou

## Background:

Located in south central Houston within Harris County, the project consists of 19.3 miles of channel improvements that provide flood damage reduction and erosion control. The project also includes environmental quality measures and recreational features. The recreation plan includes 13.9 miles of trail system along the banks of the improved channel with the trails connecting to seven city parks that currently exist along the bayou. Additional recreational support facilities include benches, picnic tables and drinking fountains.

## Issue:

Flood risk management is the primary purpose for this project while recreation, a separate element, is a value-added benefit. The last contract of the flood risk management component is expected to be awarded in July 2013. The recreation component of the project and Project Partnership Agreement (PPA) with the non-federal sponsor awaits USACE HQ approval before execution with the sponsor - the City of Houston. The recreational component is a secondary feature of work within the flood risk management project's footprint.

## Current Status:

FY13 activities include physical completion of four channel construction contracts and a tree and shrub planting contract. The recreation element will be initiated upon approval of the PPA by USACE HQ.

Sims Bayou.



Federal dollars to date:	\$263,825,000
Sponsor dollars to date:	\$21,557,573
Total cost of project:	\$393,240,000
FY13 President's Budget:	\$2,171,000
FY14 President's Budget:	\$0



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# State of Texas Authorized Studies

## Brazos Island Harbor

**NAVIGATION STUDY:** The study area encompasses the entire Brownsville Ship Channel and surrounding region. The entrance channel is located offshore of Cameron County, Texas, in the Gulf of Mexico and ends at the Port of Brownsville Main Harbor. The primary purpose of the study is navigation, which consists of enlarging the existing Brownsville Ship Channel by deepening the entrance channel, jetty channel, and the lower section of the main channel to 50 feet and the upper section of the main channel to 48 feet. The feasibility report is scheduled for completion in FY14.

FY13 President's Budget:
\$726,000
FY14 President's Budget:
\$385,000
Total cost of phase:
\$9,940,000

## Buffalo Bayou and Tributaries, White Oak Bayou

**FLOOD RISK MANAGEMENT STUDY:** White Oak Bayou is located in central Harris County, covers about 111 square miles and includes three primary streams: White Oak Bayou, Little White Oak Bayou and Cole Creek. Frequent flooding of residential properties along White Oak Bayou and its tributaries occurs. A series of detention reservoirs and channel adjustments in the upper reaches could facilitate drainage in the watershed. A General Re-evaluation Report is currently being conducted by the non-federal sponsor, Harris County Flood Control District, under the authority of Section 211(f) of WRDA 1996.

FY13 President's Budget:
\$0
FY14 President's Budget:
\$0
Total cost:
\$9,522,000

## Clear Creek (study is complete/construction phase)

**FLOOD RISK MANAGEMENT STUDY:** The project is located in Harris, Galveston and Brazoria counties, Texas. The purpose of the project is flood damage reduction for an extensively developed urban area. The modified plan is composed of conveyance and in-line detention components on the main stem of Clear Creek and several tributaries. The plan also utilizes environmental features that reduce impacts while increasing acceptability of the project by the surrounding communities. The project, once completed, will reduce flooding in residential and commercial developments and provide environmentally sensitive flood risk reduction along some stretches of Clear Creek. The final General Reevaluation Report was approved Feb. 11, 2013.

FY13 President's Budget:
\$0
FY14 President's Budget:
\$0
Total cost:
\$266,592,000

## Freeport Harbor (study is complete/PED phase)

**NAVIGATION STUDY:** The Freeport Harbor project is located along the mid to upper Texas Coast and is formed by the improvement of the Brazos River, Texas, from the mouth about 6 miles upstream to Freeport, Texas. It provides for a 47-foot deep, 400-foot wide entrance channel; 45-foot deep, 400-foot wide main channel with three associated 45-foot deep turning basins; plus the 36-foot deep, 200-foot wide Brazos Harbor channel and associated 36-foot deep Brazos Harbor Turning Basin. The locally preferred plan (recommended by the ongoing feasibility study) deepens the existing channel to 55 feet and widens to 600 feet. The feasibility study determined the federal interest in expanding the reach of the navigation channel to the Stauffer Channel and turning basin. The feasibility study was completed in January 2013.

FY13 President's Budget:
\$0
FY14 President's Budget:
PED \$3,690,000
Total cost:
\$322,045,000



## Gulf Intracoastal Waterway, Port O'Connor to Corpus Christi Bay

**NAVIGATION STUDY:** The study area includes approximately 79 miles of the Texas section of the main channel of the GIWW extending from Port O'Connor to the Kennedy Causeway at Corpus Christi Bay. Tonnage transported along this section of the GIWW totaled 24.1 million tons in 2010 per the USACE Navigation Data Center, with petroleum and chemicals and related products as the major commodities shipped. Navigational difficulties are caused by traffic congestion near Port O'Connor and the lack of navigational aids and mooring facilities. The recommended plan consists of the construction of a mooring basin at Station 649+550 to Station 656+300 on the south side of GIWW channel at Blackberry Island (PA 118) and construction of a 1,677-foot breakwater for environmental mitigation adjacent to the GIWW from station 467+300 to station 469+170. Installation of the proposed mooring basin will impact approximately 2 acres of sea grasses. Mitigation for this impact will be accomplished by constructing a breakwater along the north bank of the GIWW adjacent to Texas Parks and Wildlife Department and Mad Island Marsh Wildlife Management Area in Matagorda County, Texas. The breakwater would serve to reduce shoreline erosion and would restore approximately 12 acres of emergent tidal marsh and shallow water habitat. The project is not in the FY14 President's Budget.

FY13 President's Budget:
\$0
FY14 President's Budget:
\$0
Total cost of study:
\$5,107,000

## Sabine Neches Waterway (study is complete)

**NAVIGATION STUDY:** The Sabine Neches Waterway (SNWW) is a federally constructed deep draft navigation project, which serves the Ports of Port Arthur, Beaumont and Orange in Jefferson and Orange counties, Texas, and Cameron and Calcasieu parishes, La. The waterway is ranked third in the nation for tonnage volume in foreign trade (according to data from the Waterborne Commerce Statistics Center) and supplies 55 percent of the nation's strategic petroleum reserves. The current study has recommended modifying the existing waterway by deepening the channel to 48 feet to avoid delays, increase safety and improve efficiency. The estimated construction cost is \$1.2 billion with a 1.3 benefit-to-cost ratio. The Office of Management and Budget has approved the feasibility report and environmental impact statement and the Assistant Secretary of the Army (Civil Works) transmitted the SNWW Report to Congress Feb. 14, 2012.

FY13 President's Budget:
\$0
FY14 President's Budget:
\$0
Total cost of project:
PED \$3,520,000
Total cost
\$1,259,070,000

## Sabine Pass to Galveston Bay

**ENVIRONMENTAL RESTORATION STUDY:** The current study will investigate storm damage reduction and ecosystem restoration alternatives along six counties of the upper Texas coast: Galveston, Harris, Brazoria, Jefferson, Chambers and Orange. The non-federal sponsor for the project is the Texas General Land Office. This region is home to more than five million people, three of the nation's top ten deep-draft ports and 40 percent of the nation's petrochemical industry. The feasibility cost sharing agreement was executed Jan. 10, 2013, and a project kick-off meeting occurred Jan. 17, 2013.

FY13 President's Budget:
\$200,000
FY14 President's Budget:
\$400,000
Total cost of project:
\$3,000,000



## Raymondville Drain (PED phase)

**FLOOD RISK MANAGEMENT STUDY:** The Raymondville Drain Project, once constructed, will provide flood control and storm water management, as well as water resource management with potential re-use and conservation applications, and protection and provision for economic development on a regional basis. The proposed project covers approximately 1080 square miles of watershed with improvements that will provide positive impacts to several counties including Hidalgo and Willacy counties. The proposed 60-mile drainage system is being designed to accommodate additional drainage capacity for 100-year floods by providing a new channel that connects existing channels (providing diversion from one watershed to another) and enlarging existing channels, as well as improvements to the system consisting of in-line and off-line detention, reservoirs, and control structures that stretches from Edinburg Lake (Hidalgo County) to the Laguna Madre (Willacy County). The project is located in one of the most economically depressed areas of the country. The non-federal sponsor, Hidalgo County Drainage District No. 1, is currently conducting this study under the authority of Section 211 of WRDA 1996.

FY13 President's Budget:	
	\$0
FY14 President's Budget:	
	\$0
Total cost of project:	
	<b>PED \$8,393,000</b>
	<b>Total cost</b>
	<b>\$111,430,000</b>



# State of Texas Operations and Maintenance

## Barbour Terminal Ship Channel

The Barbour Terminal Channel and Turning Basin is a 1.7-mile-long deep draft waterway that extends from the Houston Ship Channel at Mile 26.3 west across Galveston Bay. The project is located in the vicinities of Houston, Pasadena, La Porte, and Shore Acres in Harris County, Texas. Operations and maintenance funds allow the Corps to keep the waterway open for navigation, as the commodities imported and exported through the ship channel contribute to the economic success of the nation.

FY13 President's Budget:

**\$3,011,000**

FY14 President's Budget:

**See Houston Ship Channel**

## Bayport Ship Channel

The Bayport Ship Channel and Turning Basin is a 4.5-mile-long deep draft waterway that extends from the Houston Ship Channel at Mile 20.5 west across Galveston Bay. The project is located in the vicinities of Houston, Pasadena, La Porte, and Shore Acres in Harris County, Texas. The flare of the Bayport Ship Channel serves as the entrance to the Bayport Terminal and its facilities. It has become a high shoal area that requires annual dredging to maintain project depth in this high volume container terminal for the Port of Houston. The Houston Pilots and Coast Guard Vessel Traffic Service closely monitor this section and have imposed draft restrictions in prior years. Operations and maintenance funds allow the Corps to keep the waterway open for navigation, as the commodities imported and exported through the ship channel contribute to the economic success of the nation.

FY13 President's Budget:

**\$1,398,000**

FY14 President's Budget:

**See Houston Ship Channel**

## Brazos Island Harbor

The Brazos Island Harbor project in Cameron County, Texas, provides deep draft access from the Gulf of Mexico through a jettied entrance channel to Brownsville, a side channel (authorized to 36 feet) and a shallow draft fishing boat harbor near Port Isabel. The project is 22.8 miles in length. The authorized depths are 42 feet for the main channel and 44 feet through the jetties and outer bar. Operations and maintenance funds allow for the continued maintenance of the waterway, which fulfills the Corps' mission of keeping waterways open for navigation so that vessels carrying steel are not forced to be rerouted to Mexico.

FY13 President's Budget:

**\$3,560,000**

FY14 President's Budget:

**\$3,200,000**



## Buffalo Bayou and Tributaries (Addicks and Barker Dams and Reservoirs)

The project is located on Buffalo Bayou and Mayde Creek on the west side of the City of Houston, in Harris and Fort Bend counties, Texas. Addicks Dam and Reservoir is an earthen dam 61,166-feet long and 48.5 feet above the Mayde Creek streambed with a storage capacity of 199,650 acre feet. Barker Dam and Reservoir is an earthen dam 71,900-feet long and 36.5 feet above the Buffalo Bayou streambed with a storage capacity of 209,600 acre feet. Operations and maintenance funds for the Addicks and Barker dams and reservoirs allow for the project to continue serving its purpose of reducing flooding in the City of Houston, protecting residents downstream in the nation's fifth largest city.

FY13 President's Budget:

**\$2,862,000**

FY14 President's Budget:

**\$2,884,000**

## Cedar Bayou

This shallow draft channel is an important navigation channel adjacent to the Houston and Bayport ship channels. The improved portion of the channel extends from its junction with the Houston Ship Channel near Mile 25 eastward across Galveston Bay to the mouth of Cedar Bayou to a point three miles upstream. The project dimensions are 10 by 100 feet and supports heavy barge traffic to facilities. Operations and maintenance funds allow the Corps to keep the waterway open for navigation and reduce safety hazards.

FY13 President's Budget:

**\$227,000**

FY14 President's Budget:

**\$100,000**

## Channel to Harlingen

The project is located in the vicinity of Rio Hondo and Harlingen in Cameron and Willacy counties, Texas. The project consists of a channel 25.8-miles long. The channel extends from its junction with the main channel of the Gulf Intracoastal Waterway through the Arroyo Colorado to the turning basin at Harlingen. It also includes a barge-mooring basin near the channel's junction with the GIWW. Authorized channel dimensions are 12 feet by 125 feet. The inability to maintain the project to the authorized depth will cause safety hazards and severe economic loss to the agricultural and petrochemical industries in the region.

FY13 President's Budget:

**\$0**

FY14 President's Budget:

**\$0**

## Channel to Port Bolivar

The project is located near the City of Port Bolivar, Galveston County, Texas. The Channel to Port Bolivar is an approximately 14-foot deep, 200-foot wide, and 950-foot long shallow-draft channel, extending from the entrance to Galveston Bay northward to the tip of Bolivar Peninsula. The channel is maintained to accommodate Texas Department of Transportation's Galveston-Port Bolivar ferry. The ferry system serves as the only feasible access to/from Bolivar Peninsula from/to Galveston Island. It provides a hurricane evacuation route for the residents of Bolivar Island, an emergency services system for transporting Bolivar Island residents to Galveston hospital facilities and a means for businesses and residents to traverse the area. Operations and maintenance funds allow for the channel to remain open for navigation, reducing draft restrictions, navigation hazards, possible channel closures, loss of commerce and increase future maintenance costs.

FY13 President's Budget:

**\$409,000**

FY14 President's Budget:

**\$400,000**



## Channel to Port Mansfield

The project is located in the vicinity of Port Mansfield in Willacy County, Texas. The Channel to Port Mansfield is a 10.3 mile shallow draft channel from the Gulf of Mexico across the lower Laguna Madre to Port Mansfield. It includes a jettied entrance channel of about 0.7-mile long from the barrier island into the Gulf of Mexico. The channel crosses the main channel of the GIWW at Mile 630, making it a harbor of refuge for mariners traveling between Brownsville and Corpus Christi. In addition to local economic concerns, the United States Coast Guard and Texas Parks and Wildlife Department are negatively affected by the channel conditions, as the current condition of the channel hinders homeland security and law enforcement.

FY13 President's Budget:	\$0
FY14 President's Budget:	\$0

## Corpus Christi Ship Channel

The Corpus Christi Ship Channel (CCSC) is a 45-foot deep channel that extends from the Gulf of Mexico 34 miles into the Port of Corpus Christi. The Port of Corpus Christi is ranked 6th in the nation for tonnage shipped (2010). The CCSC is used by both commercial and recreational traffic – oil tankers, barges, and private fishing and recreational vessels. Operations and maintenance funds allow the Corps to keep the waterway open for navigation and address high shoaling area to prevent navigation restrictions.

FY13 President's Budget:	\$8,129,000
FY14 President's Budget:	\$7,250,000

## Double Bayou

Double Bayou is located just north of the junction of Farm Roads 1985 and 562, 50 miles southwest of Beaumont in Chambers County, Texas. The Double Bayou project consists of a shallow draft channel that extends from the seven-foot contour in Trinity Bay to the Mouth of Double Bayou at Oak Island, Texas, and then follows the meanders of the West Fork of Double Bayou for two miles. Total length of the Channel is 5.9 miles. Operations and maintenance funds allow the Corps to keep the waterway open for navigation, which benefits barges servicing offshore oil rigs, commercial fishing, deep-draft shrimp boats, marine service vessels and recreational boaters.

FY13 President's Budget:	\$0
FY14 President's Budget:	\$0

## Freeport Harbor

This navigation project is located in the vicinity of Freeport, Brazoria County, Texas. The project is a deep draft channel, 8.5 miles in length, extending from deep water in the Gulf of Mexico, through a jettied entrance channel to the Upper Turning Basin. Operations and maintenance funds allow the Corps to keep the waterway open for navigation, as the commodities imported and exported through the channel contribute to the economic success of the nation.

FY13 President's Budget:	\$8,848,000
FY14 President's Budget:	\$8,300,000



## Galveston Harbor and Channel

The project is located in the vicinity of Galveston in Galveston County, Texas. Galveston Harbor and Channel is a 14.4-mile deep draft channel that is maintained to 45 feet. The channel extends from deep water in the Gulf of Mexico to Galveston Bay near Bolivar Roads and turns into the Galveston Inner Harbor where it extends to 43rd Street in Galveston, Texas. Operations and maintenance funds allow the Corps to keep the waterway open for navigation, as the commodities imported and exported through the channel contribute to the economic success of the nation.

FY13 President's Budget:
\$3,914,000
FY14 President's Budget:
\$6,300,000

## Greens Bayou Channel

The project is located in the vicinities of Houston and Channelview in Harris County, Texas. The Greens Bayou Channel is a 1.6-mile-long deep and shallow draft waterway that extends from the Houston Ship Channel at mile marker 42.9 up into Greens Bayou. Operations and maintenance funds allow the Corps to keep the waterway open for navigation.

FY13 President's Budget:
\$0
FY14 President's Budget:
See Houston Ship Channel

## Gulf Intracoastal Waterway

The project traverses the entire Texas Coast, from the Sabine River to Port Isabel, Texas. The navigation portion of the main channel of the GIWW covers a distance of 423 miles, along with other tributaries. The authorized depth and width is generally 12 feet by 125 feet. The Texas portion of the GIWW is critical in the intermodal transportation between the Texas deep draft ports. The amount of commercial navigation on the GIWW is equivalent to the fourth largest port in the nation. Operations and maintenance funds allow the Corps to keep the waterway open for navigation.

FY13 President's Budget:
\$25,580,000
FY14 President's Budget:
\$28,885,000

## Gulf Intracoastal Waterway - Channel to Victoria

This navigation project is located near the communities of Seadrift and Victoria in Calhoun and Victoria counties, Texas. The project provides a 12-foot deep, 125-foot-wide shallow draft channel, extending 34.8 miles, from its junction with the main channel of the GIWW at Mile 492, northwesterly across San Antonio Bay, through a landlocked section lying east of the Guadalupe River and terminating at the turning basin near the City of Victoria.

FY13 President's Budget:
\$363,000
FY14 President's Budget:
\$3,200,000

## Gulf Intracoastal Waterway - Chocolate Bayou

This navigation project is located between the communities of Galveston and Freeport in Brazoria County, Texas. The project provides a 12-foot-deep, 125-foot-wide shallow draft channel extending 8.2 miles, from its junction with the main channel of the GIWW at Mile 376, through Chocolate Bay and Chocolate Bayou to a point 8.2 miles north of the GIWW.

FY13 President's Budget:
\$0
FY14 President's Budget:
\$2,800,000



## Gulf Intracoastal Waterway - Mouth of Colorado River

The project is located near the community of Matagorda in Matagorda County, Texas. The project includes a 15-foot-deep, 200-foot-wide jettied entrance channel, a 12-foot deep, 100-foot wide shallow draft navigation channel, extending 6.5 miles, a harbor and turning basin adjacent to the GIWW and two recreation areas. Additionally, the project includes a 20-foot-deep, 250-foot-deep and 3.1-mile-long channel and diversion dam to divert the flow of the Colorado River into Matagorda Bay.

FY13 President's Budget:	
	\$0
FY14 President's Budget:	
	\$0

## Houston Ship Channel

The Houston Ship Channel consists of the main channel, Barbour Terminal Channel, Bayport Ship Channel and Greens Bayou Channel. The main channel is a 54-mile long deep draft waterway which extends from Bolivar Road near Galveston, Texas, north through Galveston Bay, the San Jacinto River, and Main Turning Basin at Houston, Texas, and includes a 6.5-mile long shallow draft reach. The light draft channel extends upstream of the main turning basin. The channel is maintained to 45-feet from Bolivar Roads up to the Upper Bayou where it transitions from 40 feet to 36 feet at the turning basin. The Barbour Terminal Channel and turning basin is a 1.7-mile-long deep draft waterway (authorized depth of 40 feet) that extends from the HSC at Mile 26.3 west across Galveston Bay. The Bayport Ship Channel and turning basin is a 4.5-mile-long deep draft waterway (authorized depth of 40 feet) that extends from the HSC at Mile 20.5 west across Galveston Bay. The Greens Bayou Channel is a 1.6-mile-long shallow and deep draft waterway which extends from the HSC at mile 42.9 northeast up Greens Bayou. Operations and maintenance funds allow the Corps to keep the waterway open for navigation. **\*FY14 FUNDING INCLUDES: HOUSTON SHIP CHANNEL, BARBOUR TERMINAL, BAYPORT SHIP CHANNEL AND GREENS BAYOU.**

FY13 President's Budget:	
	\$19,701,000
FY14 President's Budget:	
	\$30,150,000

## Inspection of Completed Works

This project provides for the inspection of federal flood protection projects that have non-federal sponsors responsible for operations, maintenance, repair, replacement and rehabilitation. The primary purposes of these inspections are to prevent loss of life and catastrophic damages, preserve the value of the federal investment and to encourage non-federal sponsors to bear responsibility for their own protection. Funding allows the program to assure sponsor compliance with existing agreements that the structures and facilities constructed by the U.S. for flood control protection will be continuously maintained as necessary to obtain the maximum benefits.

FY13 President's Budget:	
	\$485,000
FY14 President's Budget:	
	\$660,000

## Matagorda Ship Channel

The navigation project is located in the vicinities of Port O'Connor, Port Lavaca, and Point Comfort (in Matagorda and Calhoun counties, Texas). The project consists of a 38-foot-deep by 300-foot-wide entrance channel through a jettied entrance and a 36-foot draft by 200-foot-wide main channel that extends 25.2 miles and terminates at a 1,000-foot by 1,000-foot-wide

FY13 President's Budget:	
	\$4,920,000
FY14 President's Budget:	
	\$5,200,000



turning basin at Point Comfort. The Matagorda Ship Channel is ranked number 54 out of the top 100 of U.S. ports with respect to foreign and domestic tonnage. Operations and maintenance funds allow the Corps to keep the ship channel open for navigation.

### Project Condition Surveys

Project condition surveys provide information to project users, stakeholders and USACE for the purpose of identifying the channel conditions of un-funded and/or under-funded projects.

FY13 President's Budget:
\$225,000
FY14 President's Budget:
\$325,000

### Sabine-Neches Waterway

The Sabine-Neches Waterway is a 67-mile deep draft ship channel which extends from the 42-foot contour in the Gulf of Mexico through a jettied channel to Port Arthur, to Beaumont via the Neches River Channel, and to Orange, Texas, via the north part of Sabine Lake and continues via the Sabine River Channel. The project is located in the vicinities of Beaumont, Port Arthur, Orange and Sabine Pass in Jefferson and Orange counties, Texas, and Cameron and Calcasieu parishes, La. The channel is authorized to 40 feet from the jetty channel to the intersection of the Neches and Sabine River, where it is authorized at 30 feet. The Sabine Neches Waterway is ranked 4th in the nation by tonnage and supports a large percentage of the nation's petrochemical industry and has two Liquefied Natural Gas (LNG) facilities. The Port of Beaumont is a strategic military outload port that supports the war efforts. Operations and maintenance funds allow the Corps to keep the waterway open for navigation, as the commodities imported and exported through the channel contribute to the economic success of the nation.

FY13 President's Budget:
\$19,591,000
FY14 President's Budget:
\$16,050,000

### Texas City Channel

The Texas City Ship Channel was deepened in 2011 to a 45-foot channel that extends 9.4 miles from intersection with the Galveston Entrance Channel to the Port of Texas City. The Port of Texas City is ranked 10th in the nation for tonnage shipped. Operations and maintenance funds allow the Corps to keep the waterway open for navigation, as the petrochemical commodities imported and exported through the Texas City Ship Channel contribute to the economic success of the nation.

FY13 President's Budget:
\$2,234,000
FY14 President's Budget:
\$4,300,000

### Trinity River and Tributaries

The Trinity River project is a 47-mile shallow draft waterway beginning with the Anahuac Channel and extends for 5.6 miles from the 6 feet depth in upper Trinity Bay to the mouth of Trinity River at Anahuac, Texas. From the mouth of Trinity River, the Channel to Liberty proceeds for 41.4 miles along the meanders of the Trinity River to the Port of Liberty. The project also includes a 9-foot-depth channel (Channel to Smith Point) extending from the Houston Ship Channel along the east shore of the Trinity Bay to a point 1 mile south of Anahuac, Texas. Operations and maintenance funds allow the Corps to keep the Trinity River and tributaries open for navigation, as the commodities imported and exported through the channel contribute to the economic success of the nation.

FY13 President's Budget:
\$0
FY14 President's Budget:
\$0



## Wallisville Lake

Wallisville Lake is a multiple purpose project built on the Trinity River to prevent salinity intrusion and provide water supply, recreation, navigation, and fish and wildlife enhancements. The project includes approximately 8 miles of earthen dam and an overflow spillway with a taintor gate assembly and an 84-foot by 600-foot navigation lock with a sill depth of 16 feet for commerce and pleasure craft use. Construction initially began in the late 1960s but was stopped due to environmental concerns. Modifications resulted in a saltwater barrier project, with no reservoir pools, to emulate pre-project conditions as closely as possible. Construction resumed in 1996 and was completed in 1999. Operations and maintenance funds for the Wallisville Lake Project allow for water supply to continue, as well as recreation, navigation and fishing for the community.

FY13 President's Budget:

**\$2,482,000**

FY14 President's Budget:

**\$2,306,000**

