

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:	
	PED \$8,393,000
	Total cost
	\$111,430,000

