



Gulf Intracoastal Waterway, TX

U.S. ARMY CORPS OF ENGINEERS

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FACT SHEET as of September 24, 2014

AUTHORIZATION: Various, including PL 77-675 (1942) and Section 101(a)(29) of WRDA `96

TYPE OF PROJECT: Navigation

PROJECT PHASE: Operation and Maintenance



Barge traffic along the Gulf Intracoastal Waterway

CONGRESSIONAL INTEREST: Senators Cornyn and Cruz (TX), Representatives Farenthold (TX-27), Weber (TX-14), Stockman (TX-36), Vela (TX-34) and Olson (TX-22).

NON-FEDERAL SPONSOR: Texas Department of Transportation

BACKGROUND: The Texas portion of the Gulf Intracoastal Waterway (GIWW) navigation project consists, generally, of a 12-ft deep by 125-ft wide by approximately 423 mile long shallow-draft channel, traversing the entire Texas Coast. The main channel extends from the Sabine River to Port Isabel, Texas and includes several tributary channels along its length. The GIWW project also includes flood gates and lock navigation structures at the Brazos and Colorado Rivers, respectively. Finally, mooring basins and mooring buoys are maintained in 12 separate locations along the length of the GIWW. The mooring basins support the heavy barge traffic, which totaled over 17,000 trips per year in FY2013.

The Texas portion of the GIWW provides for an intermodal link between the Texas deep draft and shallow draft ports. This intermodal link is essential in connecting Texas ports and waterways with the petrochemical industries and refineries staggered along the Texas coast. It also provides a critical link between the Texas ports with national coastal and inland port facilities. The amount of commercial tonnage transiting the Texas portion of the GIWW annually is equivalent to the seventh largest port in the nation (73 million tons total in 2012).

The GIWW Mooring Basin Discretionary Report is a navigation study being conducted to provide a detailed assessment evaluating the capacity of existing mooring facilities at Port Arthur, Port Bolivar, Pelican Island and the Brazos River Floodgates and the possibility of expanding the capacities for navigational efficiency.

The High Island to Brazos Preliminary Assessment is an ongoing navigation study being conducted to provide a detailed management plan of dredged material for a 20-year time horizon from High Island to the Brazos River reach of the GIWW.

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STATUS: FY 2014 activities included dredging the following reaches; Turnstake to Live Oak, High Island to Bolivar, and Corpus Christi to Port Isabel. The Rollover to Causeway maintenance dredging contract was awarded in FY 2014, but will be executed during FY 2015. Additional activities included maintenance of Mooring Buoys, and annual operations at Brazos River Floodgates (BRFG) and Colorado River Locks (CRL), and Preliminary Assessment of the High Island to Brazos River Crossing portion of channel.

ISSUES: Additional funding is needed to effectively maintain the various channel reaches within the GIWW project, provide necessary disposal capacity for the shoaled material, and improve and maintain barge mooring facilities to accommodate increased traffic, and execute Disposal Area Management Practices (DAMP) on multiple placement areas (PAs) to allow greater consolidation of material increasing the lifespan of PAs.

FINANCIAL SUMMARY (\$):

	<u>O&M</u>
Federal Cost Estimate	N/A
Non-Federal Cost Estimate	N/A
Total Project Cost	N/A
Allocation thru FY 2011	N/A
Allocation for FY 2012	24,330,000
Allocation for FY 2013	20,921,000
Allocation for FY 2014	28,596,000
President Budget FY 2015	25,761,000
Balance to Complete	N/A

SCHEDULE:

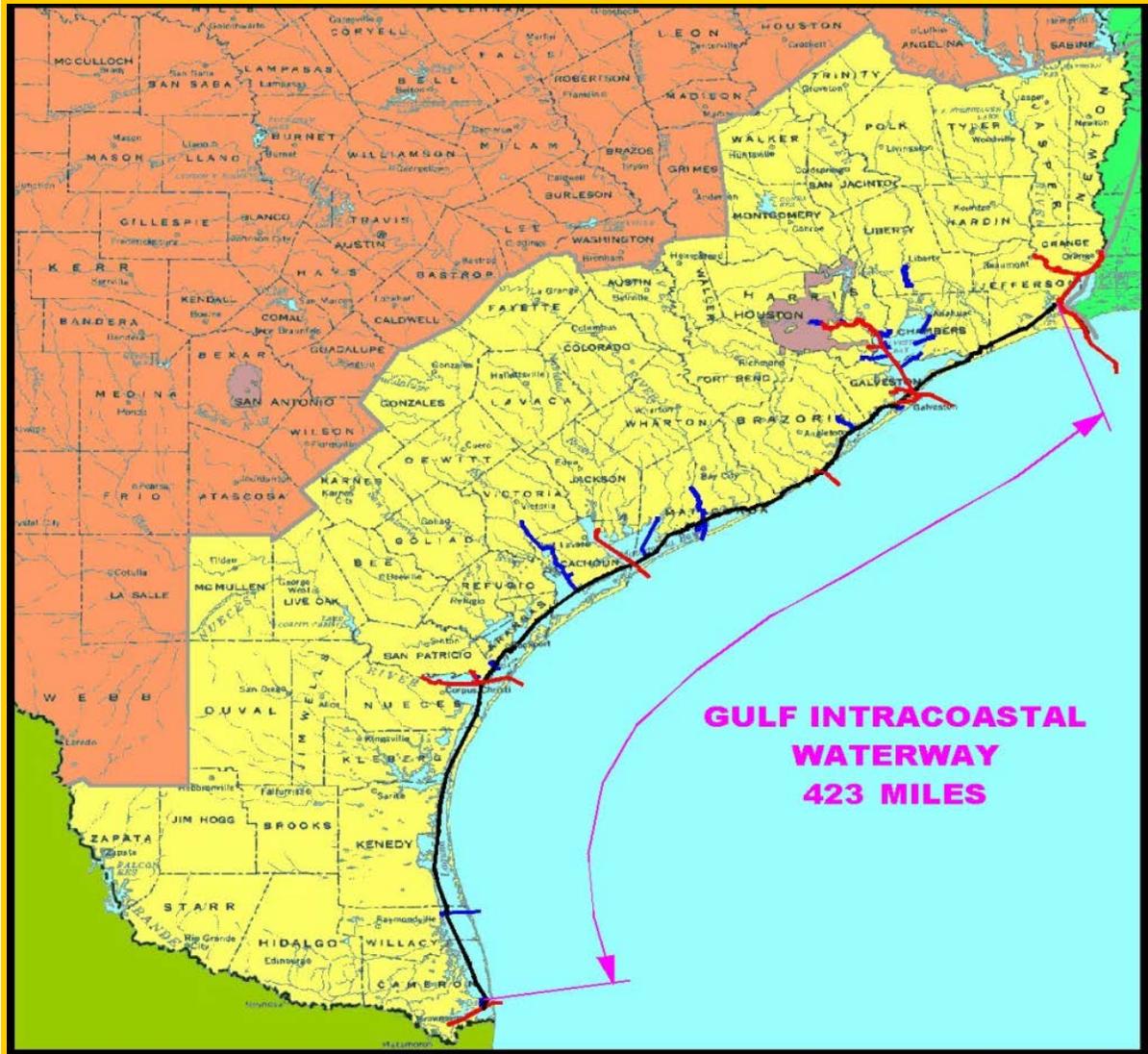
FY 2014 Work: FY 2014 activities included Operations activities at the BRFG, Operations activities at the CRL, dredging the following channel reaches: High Island to Port Bolivar, Alt Channel at Matagorda Bay, Turnstake to Live Oak, and Corpus Christi to Port Isabel, perform maintenance of existing mooring buoys, perform maintenance of BRFG concrete slabs, wiring, conduit, handrails, intercom system and signage, perform maintenance at the CRL traffic signals, wiring, conduits, and signage, install shoreline protection at the CRL east lock and bypass channel, repair guide walls at CRL, perform preliminary assessment study for High Island to Brazos River Crossing portion of the project.

FY 2015 Budget: FY 2015 activities will include Operations activities at the BRFG (\$1,750,000), Operations activities at the CRL (\$1,750,000); dredge the following projects to project depth: High Island to Rollover reach (\$3,000,000), Colorado River to Upper Matagorda Bay reach (\$3,000,000), Causeway to Bastrop reach (\$4,813,000), Channel across Aransas Bay (\$4,000,000), Alt Channel at Matagorda Bay (\$725,000), perform maintenance of existing mooring buoys & debris removal (\$1,500,000), perform maintenance of BRFG & CRL concrete slabs, wiring, conduit, handrails, ladders, intercom system and signage (\$1,800,000), complete Preliminary Assessment study for High Island to Brazos River Crossing portion of the project (\$253,000), monitoring at Laguna Madre as part of the approved DMMP (\$70,000), and dredging the reach from High Island to Rollover Pass to advance maintenance depth (\$3,100,000).

Additional funding could be utilized to dredge the following projects to advance maintenance depth: Colorado River to Upper Matagorda Bay reach to the advanced maintenance depth (\$3,700,000), Channel across Aransas Bay (\$4,800,000), San Bernard to Live Oak (\$2,900,000), Channel to Palacios (\$2,100,000), and the Lydia Ann Channel (\$1,850,000), install erosion protection along ANWR shoreline (\$2,800,000), perform mooring basin expansion at the following: Pelican Island Mooring Basin (\$2,500,000), Colorado River Moring Basin (\$500,000), Brazos River Moring Basin (\$500,000), and Port O'Connor Moring Basin (\$6,500,000) perform dewatering activities at PA 28, 34, 35 & 42 (\$1,200,000), perform dewatering activities at PA 129, 131 & 201 (\$5,200,000), perform an environmental assessment for the Mouth of the San Bernard River reach (\$75,000), site repairs at Channel to Palacios PA #67, dredge the following projects to project depth: Main Channel across Aransas Bay (\$3,500,000), San Bernard to Live Oak (\$2,700,000), reach from Causeway to Bastrop (\$3,200,000), Lydia Ann Channel (\$2,700,000), Channel to Palacios reach (\$3,000,000), and Mouth of San Bernard River (\$3,500,000), dredge Port Isabel side channel reach to project depth (\$1,600,000).

COMPLETION: With optimum funding, the project/study completion date is N/A.

For more information regarding the Gulf Intracoastal Waterway, TX project, contact Mr. Edmond J. Russo, Jr, P.E. Deputy District Engineer for Project Management, Chief Programs and Project Management Division at 409-766-3018 or Edmond.J.Russo@usace.army.mil.



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