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.

FY12 President's Budget:
$726,000
FY13 President's Budget:
$726,000
Total cost of project:
$9,721,000

Buffalo Bayou and Tributaries (Main Stem)

FLOOD RISK MANAGEMENT STUDY: Buffalo Bayou and Tributaries (main stem) is located entirely within the city limits of Houston, Texas. The study area includes 32 miles of channel extending from the Houston Ship Channel Turning Basin upstream through the business district of Houston to Barker Dam. Congressional interest in this project has increased since Tropical Storm Allison hit the area in June 2001, causing significant flooding within the Houston area and impacting an estimated 45,000 residences (approximately $1.76 billion in damages) and 1,656 businesses (reported damages estimated at $1.08 billion). The non-federal sponsor for this study, Harris County Flood Control District, chose to pause the federal project in January 2011 to focus on developing an overall comprehensive watershed plan that integrates a broad range of goals and is not limited by the current Corps' feasibility study process.

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
$6,900,000

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.

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
$9,522,000

Clear Creek

FLOOD RISK MANAGEMENT STUDY: Located in Harris and Galveston counties, Texas, the authorized project consists of approximately 15.3 miles of channel enlargement and bend easing, more stringent regulations restricting development of the 100-year floodplain and a second outlet channel with a gated structure between Clear Lake and Galveston Bay. Opposition to the project over environmental concerns arose during construction in 1997

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
$16,355,000

and as a result led to the preparation of a General Re-evaluation Report that is still ongoing. Currently the proposed project includes channel improvements in the mainstem and three tributaries and in-line detention in parts of the mainstem. The project, once completed, will reduce flooding in residential and commercial developments and provide ecosystem restoration along some stretches of Clear Creek. A General Re-evaluation Report is currently scheduled for completion in FY13.

Freeport Harbor

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
$8,226,898

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 six miles upstream to Freeport, Texas. It provides for a 47-feet deep, 400-feet wide entrance channel; 45-feet deep, 400-feet wide main channel with three associated 45-feet deep turning basins; plus the 36-feet deep, 200-feet wide Brazos Harbor channel and associated 36-feet 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 will also determine the federal interest in expanding the reach of the navigation channel to the Stauffer Channel and turning basin. The feasibility study is scheduled for completion in FY13.

Freeport Harbor, Non-Federal Widening with Federal Assumption of Maintenance

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
$32,638,000

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 six miles upstream to Freeport, Texas. It provides for a 47-feet deep, 400-feet wide entrance channel; 45-feet deep, 400-feet wide main channel with three associated 45-feet deep turning basins; plus the 36-feet deep, 200-feet wide Brazos Harbor channel and associated 36-feet 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. Port Freeport would like to receive approval to initiate channel widening in the entrance channel only using 100 percent non-federal funds. Port Freeport received a permit to widen the entrance channel in March 2009. A Memorandum of Agreement for assumption of maintenance of this project is currently under review at HQUSACE.

Gulf Intracoastal Waterway, Brazos River to Port O'Connor

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
$6,550,000

NAVIGATION STUDY: The study area includes approximately 72 miles of the Gulf Intracoastal Waterway (GIWW) in Brazoria, Matagorda and Calhoun counties, from the Brazos River near Freeport to Port O'Connor, Texas. Tonnage transported along this section of the GIWW totaled over 53 million tons in 2008, with petrochemicals as the major commodity shipped. This study will evaluate operational problems along this reach of the GIWW. Initial problems identified by users along this reach include difficulties navigating currents encountered as a result of river flows from

the San Bernard; high shoaling at Jones Creek, bank erosion, safety concerns and dangerous currents across Matagorda Bay, and delays and one-way traffic at Caney Creek. In order to expedite identifying a viable solution to these safety issues, the Matagorda Bay reach was studied separately as an interim to the overall feasibility study. No feasibility cost sharing agreement is required and all study costs are 100 percent federal. This study is currently unfunded.

Gulf Intracoastal Waterway, Matagorda Bay (Reroute)

NAVIGATION STUDY: The navigation project is located on the Gulf Coast in southeast Texas at approximately the midpoint between Corpus Christi and Galveston. Severe crosscurrents and shoaling have resulted in a serious navigation hazard for barges traversing Matagorda Bay, threatening both loss of life and property. The authorized alternate channel would provide a safer passage for navigation traffic. The plan of improvement is to realign the navigation channel from Mile 460 to Mile 472, with a channel approximately 6,000 feet north of and paralleling the existing route. This project is currently unfunded.

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
PED Cost $1,267,000

Gulf Intracoastal Waterway, Modifications

NAVIGATION STUDY: The Brazos River Floodgates are located at the intersection of the Gulf Intracoastal Waterway and the Brazos River. The Colorado River Locks are located at the intersection of the Gulf Intracoastal Waterway and the Colorado River. The study will assess modifying the configuration of the crossings at the Brazos River Floodgates and the Colorado River Locks on the GIWW to reduce traffic accidents and navigation delays. Two feasibility studies have been recommended (one for each crossing). This study is currently unfunded.

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
$10,640,000

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 Gulf Intracoastal Waterway (GIWW), extending from Port O'Connor to the Kennedy Causeway at Corpus Christi Bay. Thirty-one miles of this reach of the waterway are within the critical habitat of the endangered whooping crane. This segment has been addressed under a separate feasibility study for the Aransas National Wildlife Refuge, and is therefore excluded from consideration. Navigational difficulties caused by frequent shoaling at various locations within the remainder of this reach, traffic congestion near Port O'Connor, and the lack of navigational aids and mooring facilities have been previously identified by users as areas of concern. The State of Texas is the non-federal sponsor of the GIWW and continues to maintain a high interest in the waterway because of the economic importance of the waterway to the state and its responsibility to provide dredged material disposal areas. This study is funded and work is ongoing in FY12, but it is not in the FY13 President's Budget.

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
$5,107,000

Halls Bayou, Houston

FLOOD RISK MANAGEMENT STUDY: The Halls Bayou basin lies between Greens Bayou to

the north, and White Oak and Hunting Bayous to the south. This location is about eight miles north of the central business district of Houston. The watershed area comprises older established neighborhoods and is now about 60 percent developed, with a 2009 population of about 309,000 (U.S. Census). The proposed project consists of the construction of 18 miles of stream improvements, recreation trails, picnic facilities, boat ramps, parking facilities and a comfort station. The project will provide an average of about a 30-year flood protection for existing urban developments. The non-federal sponsor for this study, Harris County Flood Control District, chose to pause the federal project in January 2011 to focus on developing an overall comprehensive watershed plan that integrates a broad range of goals and is not limited by the current Corps' feasibility study process.

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
$9,775,000

Hunting Bayou

FLOOD RISK MANAGEMENT STUDY: The Hunting Bayou watershed is 29 square miles. The project will reduce the number of structures subject to the 100-year storm from 7,000 to 1,400. 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. The reformulated project is anticipated to include channel modifications and detention features. The Corps will provide guidance and oversight to the Harris County Flood Control District during preparation of the report. The project allows the sponsor to conduct the GRR and be reimbursed once it is completed and approved.

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
$5,678,000

Sabine Neches Waterway

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. OMB has approved the Feasibility Report and Environmental Impact Statement and the Assistant Secreatary of the Army (CW) transmitted the SNWW Report to Congress on Feb. 14, 2012.

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
PED $3,506,000

Sabine Pass to Galveston Bay

FY12 President's Budget:
$200,000
FY13 President's Budget:
$200,000
Total cost of project:
$12,158,000

ENVIRONMENTAL RESTORATION STUDY: The study area is located along the southeastern Texas shoreline and consists of approximately 92 miles of Gulf of Mexico shoreline in Jefferson, Chambers, and Galveston counties from Sabine Pass to San Luis Pass at the western end of Galveston Island. This study will address the significant shoreline erosion occurring along the upper Texas Coast causing the destruction of nationally significant wetlands, loss of land, and damage to homes, commercial property, and State Highway 87. An effort to rescope this feasibility study to include four additional counties (Orange, Chambers, Harris and Brazoria) is currently ongoing. Once completed the feasibility study will be re-initiated to include a six county area, and the new non-federal sponsor will be the Texas General Land Office (GLO). A Feasbility Cost Sharing Agreement with GLO is scheduled to be executed in late FY12.

Raymondville Drain

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
$8,393,000

FLOOD RISK MANAGEMENT STUDY: The Raymondville Drain flood damage reduction project provides drainage for a large area in western Hidalgo and northern Willacy counties. The authorized plan provides for enlarging existing and constructing new channels - a total of 43.8 miles of channel work. Edinburg, Texas, in Hidalgo County and the City of Raymondville, in Willacy County, would receive flood protection against a 9.5-year storm. Additional flood protection features proposed include new drainage channels, enlarging existing channels, water control structures, and on-site and off-site retention basins. 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.

Jacintoport Channel

FY12 President's Budget:
$0
FY13 President's Budget:
$0
Total cost of project:
$519,000

ASSUMPTION OF MAINTENANCE (AOM) STUDY: The less than one-mile-long Jacintoport Channel and Plateau are located as a branch channel off the Houston Ship Channel (HSC). The Jacintoport Channel is currently maintained by the Port of Houston Authority under U.S. Army Corps of Engineers (USACE) and state permitting to a depth of 40 feet mean low tide (MLT) and the Plateau to 39 feet MLT. The channel serves three terminal facilities, two of which are private. The analysis conducted for the AOM assessment is limited to the existing channel dimensions and no widening or deepening beyond the currently-constructed limits is included in the evaluation. The LRR for assumption of maintenance is expected to be completed in FY12.