



**Sabine Pass to Galveston Bay Coastal Storm  
Risk Management Project**

# **PORT ARTHUR PROJECT OVERVIEW**

**Fall 2024**



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



## Project Background

Along the Texas coast, vital resources critical to the social, economic, and environmental welfare of the region and the nation are at risk. When hurricanes or tropical storms come ashore in Texas, the immediate fallout and the continued aftermath affects not only the people who live in these coastal counties, but also the entire nation.

To increase the resiliency of the upper Texas coast, the Sabine Pass to Galveston Bay Coastal Storm Risk Management Project (S2G Project) has been established by the U.S. Army Corps of Engineers (USACE) and its non-Federal sponsors to deliver cost-effective and ecologically-sound solutions to reduce risk from coastal storm surge to communities, businesses, and industry in Orange, Jefferson, and Brazoria Counties.

The S2G Project is comprised of three unique projects: improvements to existing hurricane flood protection systems in the Freeport area (the Freeport Project) and the Port Arthur area (the Port Arthur Project), and the construction of a new coastal storm risk management system in Orange County (the Orange County Project).

## Project Overview

The Port Arthur Project is a partnership of the USACE and its non-Federal sponsor, the Jefferson County Drainage District No. 7 (DD7). Design and construction costs for the project are shared between these entities (65% Federal / 35% non-Federal), with USACE being responsible for managing design and construction, while DD7 will operate and maintain the system moving forward.

Authorized by the Flood Control Act of 1962, the existing hurricane flood protection system consists of approximately 32 miles of levees, floodwalls and associated coastal storm risk management infrastructure. In the face of stronger storms and rising seas, improvements to the existing system were authorized in the Water Resources Development Act of 2018 to increase the level of protection (risk reduction) provided by the system.

Specific features authorized for design and construction as part of the Port Arthur Project include:

- 16 miles of new or raised levees (raise 11 miles of existing levee / add 5 miles of new concrete levee)

- Replace existing I-Walls with new T-Walls
- 21 updated closure gate structures on road and railroad crossings
- Fronting protection for 11 existing pumping stations
- Levee erosion protection (stone armoring) to shield the system against storm surge

The map shown on the following page illustrates the project alignment as of March 2024.

Modifications or refinements to this alignment may occur as designs are finalized. Where possible, improvements to the system will be constructed within the existing DD7 easements/ rights-of-way for the existing hurricane flood protection system. If necessary, DD7 will be responsible for acquiring any additional lands, easements, and rights-of-way needed to construct the project, in addition to relocating any utilities and facilities impacted by the project.

Furthermore, the project is being designed to reduce the risk of flooding from coastal storm surge, while not increasing the impacts from local rainfall flood events within the Port Arthur area.



# Port Arthur Project Construction Contracts

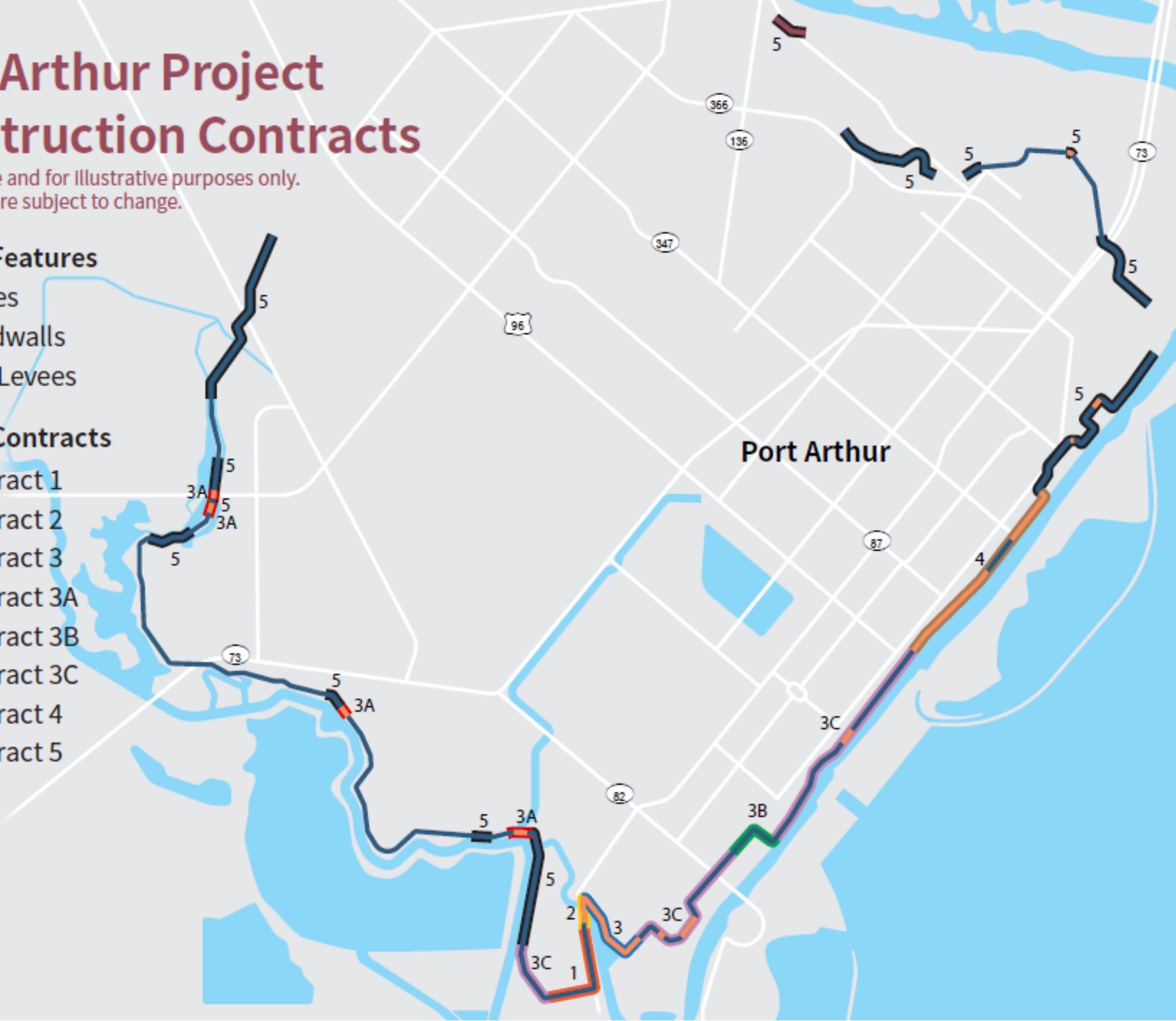
\*Not to scale and for illustrative purposes only.  
Contracts are subject to change.

## Project Features

- Levees
- Floodwalls
- New Levees

## Project Contracts

- Contract 1
- Contract 2
- Contract 3
- Contract 3A
- Contract 3B
- Contract 3C
- Contract 4
- Contract 5





# Project Status

As of October 2024, one portion of the Port Arthur Project has already been constructed. This portion involved raises to approximately 5,000 feet of existing earthen levee in West Port Arthur. A second construction contract was awarded in September 2023 which includes fronting protection features for three existing pump stations. A third construction contract is scheduled to be awarded by Spring 2025, which will include a significant amount of levee and floodwall construction.

The other sections of the project are in the Pre-construction Engineering and Design (PED) phase. During this phase, the project alignment is refined, and the design of all project features is finalized. Importantly, as the project is still in development, the detailed design of the project features is still subject to change. When construction is complete, the project will look very similar to how it does today. However, the enhancements will better safeguard the communities protected by the system from coastal storm surge in the future.

Updates on the design of the project can be found on the project's website and StoryMap, both of which can be accessed through the QR codes on the back of this brochure. As design and construction progress, further outreach will be performed to actively engage affected residents and stakeholders.

# What to Expect in the Construction Phase

Once the design is finalized, construction packages will go out for bid to private contractors. Real estate acquisition will be completed prior to construction packages being awarded. Eight construction contracts are planned for the improvements to the existing system. The selected contractors will construct the project, with oversight by USACE construction staff. Stakeholders will be notified in advance of anticipated impacts during construction and will be provided regular updates on construction progress. The public can expect to see machines and equipment, construction personnel, work zones, and changes in traffic patterns. Construction activities for these types of projects typically include, but are not limited to, utility

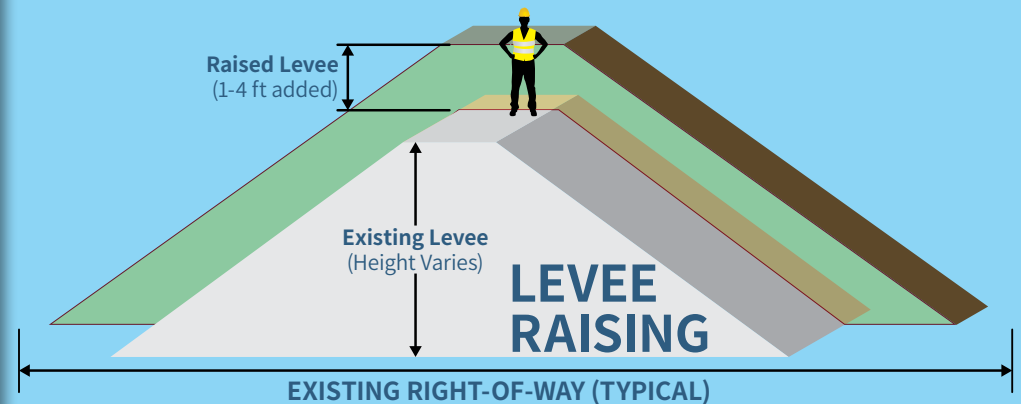
relocations, land clearing, fill/dirt placement, concrete work, and testing of new or improved systems. In addition, USACE and DD7 are closely coordinating with area industries (e.g. port and petrochemical facilities) and other stakeholders to manage sensitive environmental issues and to minimize disruptions to business operations.

After construction is complete, USACE will conduct final inspections to ensure that the project has been completed as designed. When this is complete, and the project is accepted from the contractor, it will be turned over to the non-Federal sponsor, DD7, for operation and maintenance. USACE and DD7 will maintain a close relationship after construction is complete and will work together to monitor the project to ensure it continues to provide its intended benefits.

# Port Arthur Project Timeline



# FLOODWALL COMPONENTS USED IN THIS PROJECT



# We Want to Hear from You!

USACE, in coordination with DD7, has begun reaching out proactively to stakeholders in the Port Arthur area to raise community awareness about the project, answer questions and concerns, and provide information about project construction plans.

**[S2GPortArthur@usace.army.mil](mailto:S2GPortArthur@usace.army.mil)**

For more information about the Port Arthur Project, please visit the project resources provided below:

**Project Website**



**Project StoryMap**

