



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

PORT ARTHUR PROJECT OVERVIEW



**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 Program (S2G Program) 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 Program 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 southern Orange County (the Orange Project).

Project Overview

The Port Arthur Project is a partnership of 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 two entities (approximately 65% Federal / 35% non-Federal), with USACE being responsible for managing 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 are necessary 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:

- The raising of approximately 6 miles of existing levees
- The addition or reconstruction of approximately 6 miles of floodwall and associated tie-in structures
- The construction of approximately 1,800 feet of new earthen levee in the Port Neches area
- The replacement of 26 road/railroad closure structures
- Erosion protection improvements at multiple locations

Importantly, nearly all improvements proposed will be constructed within the footprint of the existing hurricane flood protection system (and within DD7 easements/rights-of-way). Furthermore, the project is designed to maintain or increase the level of flood protection with no adverse impact to the area.



Port Arthur Project Overview

*Not to scale and for illustrative purposes only

- Improved Levees
- Improved Floodwalls
- New Levees



Project Status

One portion of the Port Arthur Project is currently under construction, known as PAV01. The PAV01 contract involves raises to approximately 5,500 feet of existing earthen levee in West Port Arthur. 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 features presented in this brochure are still subject to change. On the Port Arthur Project, USACE and DD7 plan to make nearly all improvements to the system within the existing project alignment. As such, once the work is done, 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.

What to Expect in the Construction Phase

Once the design is finalized, and any necessary real estate acquisition (the responsibility of the non-Federal sponsor) is completed, construction packages will go out for bid to private contractors. The number of construction contracts will depend on the size and complexity of the scope, with work likely to be grouped either geographically or by common work elements. 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.

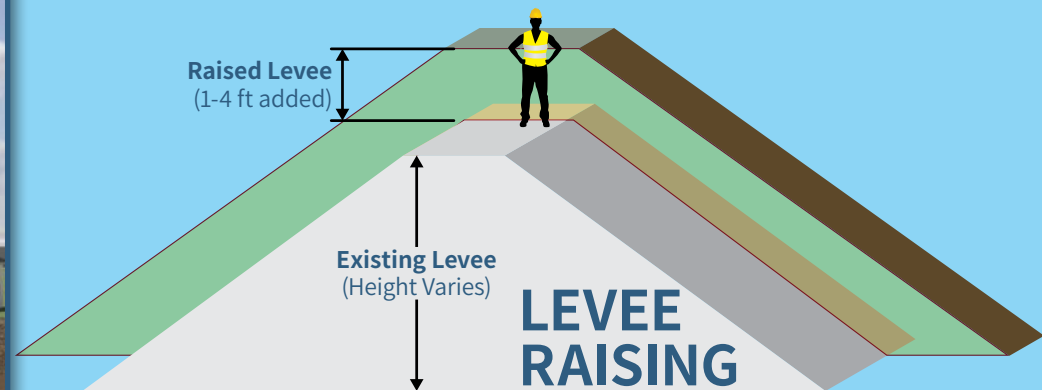
Construction activities for these types of projects typically include, but are not limited to, utility relocations, land clearing, fill/dirt placement, concrete work, and testing of new or improved systems. In addition, USACE and DD7 are closely coordinating with area industries (e.g. port and petrochemical facilities) and other stakeholders to manage sensitive environmental issues and to minimize disruptions to business operations.

After construction is finished, USACE will conduct final inspections to ensure that the project has been completed as designed. When 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.

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

Project Website



Project StoryMap

