

# Gulf Intracoastal Waterway Texas (GIWW) Colorado River Locks (CRL)



**AUTHORIZATION:** *River and Harbors Act, 21 Jan '27, House Document 238, 68<sup>th</sup> Congress, 1<sup>st</sup> Session*

**LOCATION:** 0.5 miles south of Matagorda, Texas at the intersection of the Colorado River and the Gulf Intracoastal Waterway

**HISTORY:** Soon after construction of the GIWW across the Colorado River, rapid shoaling occurred at the crossing and it became evident that a navigation structure was required to prevent excessive shoaling and dredging costs. Originally constructed as Floodgates in Sept. 1944 by Brown & Root Co. for \$3,279,400, navigation delays due to excessive head differentials prompted construction of lock chambers. Conversion to lock chambers was completed in Apr. 1954 by Texas Construction Co. for \$3,489,000.

**GENERAL DESCRIPTION:** Four lock gates consisting of two sector gates each are located on each side of the Colorado River creating a 1200 foot lock chamber on each side of the river along the GIWW. Gates and chambers are 75' wide with sill elevations of -16' MLLW, sealing depth of 33' and operate on rack and pinion drives. Each gate weighs 200,000 lbs or 100 tons. The project is operated by a Lockmaster, Assistant Lockmaster, Mechanic, and 10 Lock and Dam Operators. The IMTS job and structure model is currently in place.

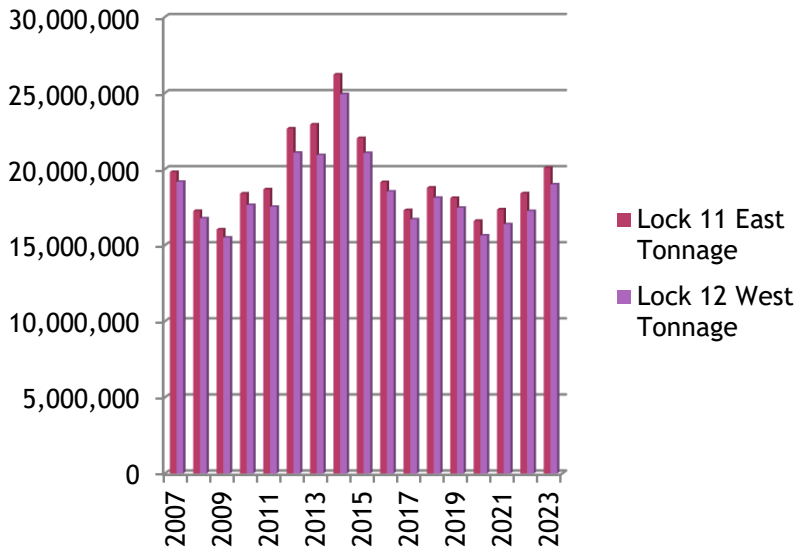
**CURRENT STATUS:** Conducting Operations and Maintenance of Colorado River Locks with O&M General funds (96X3123). Repairing gate houses and boat house including guidewall repairs using in-house maintenance crews. The project is scheduled for completion in Sept. 2026

**POTENTIAL ISSUES:** A major allision could shut down navigation for days to weeks. Most allisions at the locks are chargeable back to industry as insurance repairs

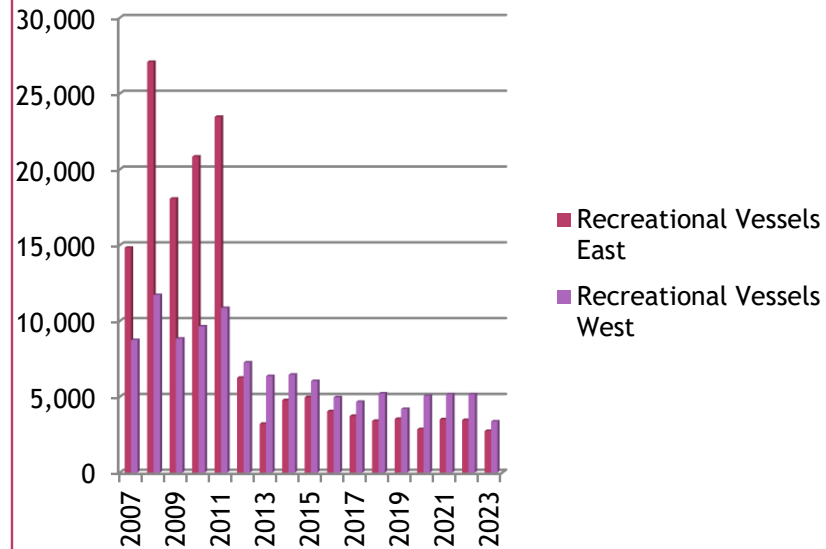
**PROJECT FUNDING:**

Allocation for FY25	\$2,750,000
President's Budget for FY26	\$2,755,000

## Colorado River Locks Commercial Tonnage



## Colorado River Locks Recreational Vessels



### Did You know

1 barge  
= 15 rail cars  
= 60 trucks

1 gal of fuel moves  
1 ton of cargo  
60 miles by truck  
202 miles by rail  
514 miles by barge

Annual economic impact of \$151m annually for each foot of draft lost by not dredging in the GIWW

## Colorado River Floodgates Commodities



The Texas portion of the Gulf Intracoastal Waterway (GIWW) extends from the Sabine River to Port Isabel, Texas, and includes several tributary channels.

- 12-foot deep by 125-foot wide
- 423 miles long,
- Traverses the entire Texas Coast.
- Flood Gates at the Brazos River
- Navigation Lock at the Colorado River.
- Handle over 24,000 barge trips in 2023
- 10 Mooring basins with mooring buoys
- 76,000 million tons of cargo in 2023
- If considered a port, would be 3<sup>th</sup> largest navigation project in the state

The Inland Waterways moves over 630 million tons of cargo valued at over \$77 billion annually. Texas ships over \$11 billion.

According to research by the Tennessee Valley Authority, this cargo moves at a savings of \$10.67 per ton over alternative modes. This translates to over \$7 billion annually in transportation savings to the American Economy