

# U.S. Army Corps of Engineers: Channel to Harlingen, TX



## Channel to Harlingen, TX Operation and Maintenance

U.S. ARMY CORPS OF ENGINEERS

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FACT SHEET as of April 01, 2019

**AUTHORIZATION:** House Doc. 402, 77th Congress, First Session

**TYPE OF PROJECT:** Navigation

**PROJECT PHASE:** Operation and Maintenance



Barge traffic on Channel to Harlingen

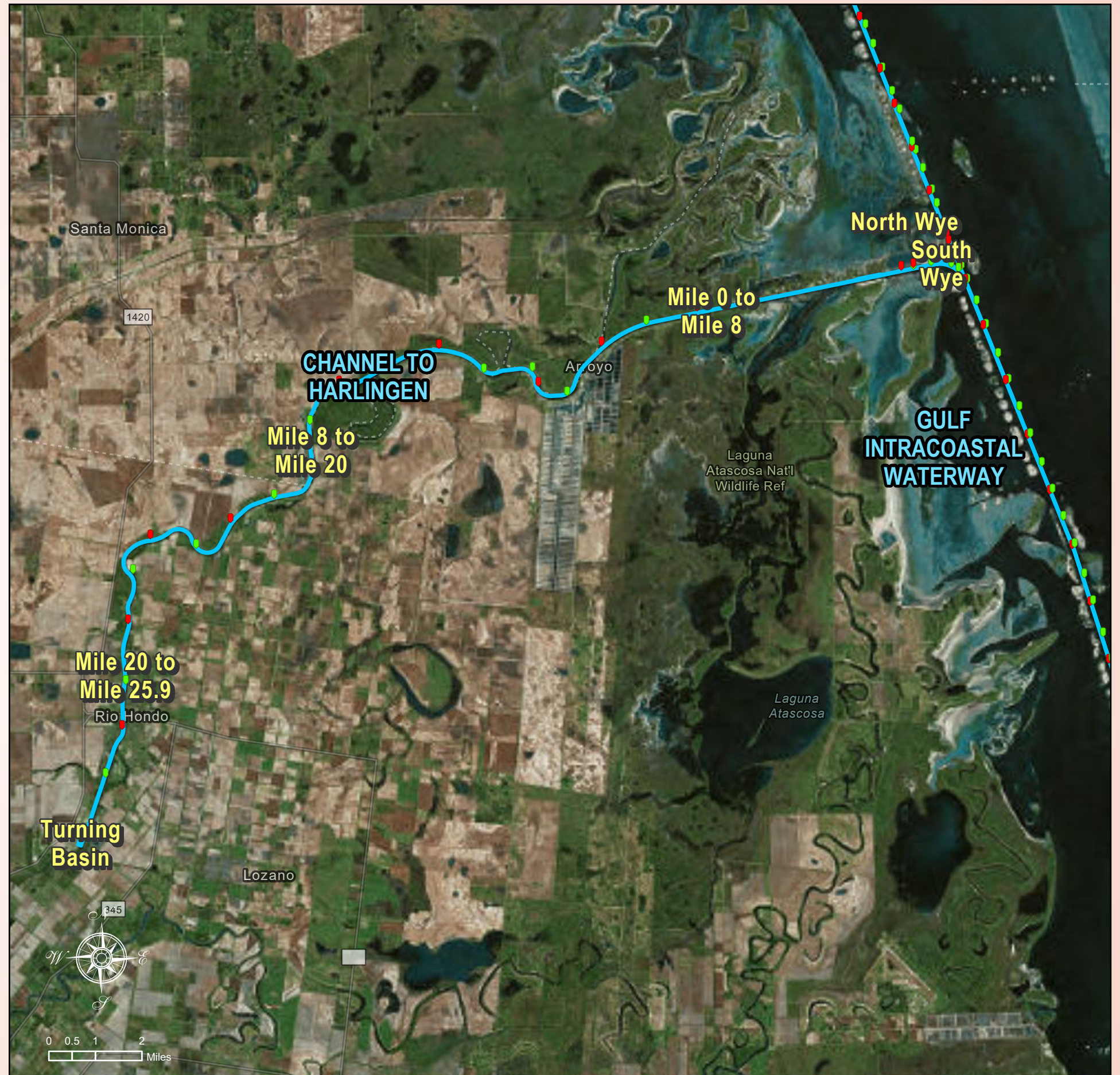
**CONGRESSIONAL INTEREST:** Senators Cornyn and Cruz (TX), Representatives Gonzalez (TX-15), Cloud (TX-27), Cuellar (TX-28) and Vela (TX-34)

**NON-FEDERAL SPONSOR:** Port of Harlingen Authority

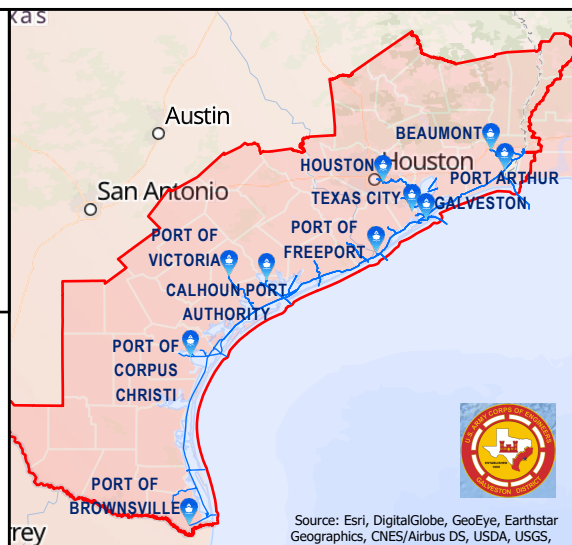
**BACKGROUND:** The Channel to Harlingen shallow draft navigation project consists of a 14-foot deep by 125-foot wide by approximately 26.6 mile long channel, which extends from its junction with the Gulf Intracoastal Waterway (GIWW); through the Arroyo Colorado; to the turning basin at the facilities at Harlingen. The project also includes a barge-mooring basin near the channel's junction with the GIWW. The project is located in the vicinity of Rio Hondo and Harlingen in Cameron and Willacy Counties, Texas.

The Port of Harlingen moves bulk cargo and petroleum between Harlingen and other areas in South Texas and Mexico. In 2017, the Port of Harlingen moved approximately 0.75 million tons of commercial cargo; with sugar and chemicals being the most common commodities. While sugar is among the largest commodity, the port also ships petroleum, cement, sand and fertilizer. South Texas sugar cane is shipped by barge from the Port of Harlingen, via the GIWW, Mississippi River and Ohio River to the Domino sugar manufacturing facility in New York. Over 90% of all fertilizer products and 70% of all gasoline products for south Texas arrive by barge through the Port of Harlingen.

**STATUS:** FY 2018 activities included maintenance dredging of the Main Channel and Turning Basin to project depth.



The USACE Galveston District plays a key role in America's well-being by keeping waterways open for navigation and commerce. The Galveston District is directly responsible for monitoring more than 1,000 miles of channel. Dredges are constantly at work keeping vital marine arteries open for waterborne traffic carrying cargo ranging from crude oil to coffee. Other priorities include construction of jetties or breakwaters to protect harbor and inlet entrances and the locks along the Gulf Intracoastal Waterway at the crossing of the Brazos and Colorado rivers.



- Aids to Navigation**
- GREEN
  - RED
  - ★ YELLOW
  - Texas Ports
  - CESWG District Offices
  - Navigation Channel

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS,