State of Texas Operations and Maintenance

Barbour Terminal Ship Channel

The Barbour Terminal Channel and Turning Basin is a 1.7-mile-long deep draft waterway that extends from the Houston Ship Channel at Mile 26.3 west across Galveston Bay. The project is located in the vicinities of Houston, Pasadena, La Porte, and Shore Acres in Harris County, Texas. Operations and maintenance funds allow the Corps to keep the waterway open for navigation, as the commodities imported and exported through the ship channel contribute to the economic success of the nation.

FY12 President's Budget:
$0
FY13 President's Budget:
$3,011,000

Bayport Ship Channel

The Bayport Ship Channel and Turning Basin is a 4.5-mile-long deep draft waterway that extends from the Houston Ship Channel at Mile 20.5 west across Galveston Bay. The project is located in the vicinities of Houston, Pasadena, La Porte, and Shore Acres in Harris County, Texas. The flare of the Bayport Ship Channel serves as the entrance to the Bayport Terminal and its facilities. It has become a high shoal area that requires annual dredging to maintain project depth in this high volume container terminal for the Port of Houston. The Houston Pilots and Coast Guard Vessel Traffic Service closely monitor this section and have imposed draft restrictions in prior years. Operations and maintenance funds allow the Corps to keep the waterway open for navigation, as the commodities imported and exported through the ship channel contribute to the economic success of the nation.

FY12 President's Budget:
$3,776,000
FY13 President's Budget:
$1,398,000

Brazos Island Harbor

The Brazos Island Harbor project in Cameron County, Texas provides deep draft access from the Gulf of Mexico through a jettied entrance channel to Brownsville, a side channel (authorized to 36 feet) and a shallow draft fishing boat harbor near Port Isabel. The project is 22.8 miles in length. The authorized depths are 42 feet for the main channel and 44 feet through the jetties and outer bar. Operations and maintenance funds allow for the continued maintenance of the waterway, which fulfills the Corps' mission of keeping waterways open for navigation so that vessels carrying steel are not forced to be rerouted to Mexico.

FY12 President's Budget:
$3,878,000
FY13 President's Budget:
$3,560,000

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Buffalo Bayou and Tributaries (Addicks and Barker Dams and Reservoirs)

The project is located on Buffalo Bayou and Mayde Creek on the west side of the City of Houston, in Harris and Fort Bend counties, Texas. Addicks Dam and Reservoir is an earthen dam 61,166-feet long and 48.5 feet above the Mayde Creek streambed with a storage capacity of 199,650 acre-feet. Barker Dam and Reservoir is an earthen dam 71,900-feet long and 36.5 feet above the Buffalo Bayou streambed with a storage capacity of 209,600 acre feet. Operations and maintenance funds for the Addicks and Barker dams and reservoirs allow for the project to continue serving its purpose of reducing flooding in the City of Houston, protecting residents downstream in the nation's fourth largest city.

FY12 President's Budget:
$3,670,000
FY13 President's Budget:
$2,862,000

Cedar Bayou

This shallow draft channel is an important navigation channel adjacent to the Houston and Bayport Ship Channels. The improved portion of the channel extends from its junction with the Houston Ship Channel near Mile 25 eastward across Galveston Bay to the mouth of Cedar Bayou to a point three miles upstream. The project dimensions are 10 by 100 feet and supports heavy barge traffic to facilities. Operations and maintenance funds allow the Corps to keep the waterway open for navigation and reduce safety hazards.

FY12 President's Budget:
$350,000
FY13 President's Budget:
$227,000

Channel to Harlingen

The project is located in the vicinity of Rio Hondo and Harlingen in Cameron and Willacy counties, Texas. The project consists of a channel 25.8-miles long. The channel extends from its junction with the main channel of the Gulf Intracoastal Waterway through the Arroyo Colorado to the turning basin at Harlingen. It also includes a barge-mooring basin near the channel's junction with the Gulf Intracoastal Waterway. Authorized channel dimensions are 12 feet by 125 feet. The inability to maintain the project to the authorized depth will cause safety hazards and severe economic loss to the agricultural and petrochemical industries in the region.

FY12 President's Budget:
$0
FY13 President's Budget:
$0

Channel to Port Bolivar

The project is located near the City of Port Bolivar, Galveston County, Texas. The Channel to Port Bolivar is an approximately 14-feet deep, 200-feet wide, and 950-feet long shallow-draft channel, extending from the entrance to Galveston Bay northward to the tip of Bolivar Peninsula. The channel is maintained to accommodate Texas Department of Transportation's Galveston-Port Bolivar ferry. The ferry system serves as the only feasible access to/from Bolivar Peninsula from/to Galveston Island. It provides a hurricane evacuation route for the residents of Bolivar Island, an emergency services system for transporting Bolivar Island residents to Galveston hospital facilities, and a means for businesses and residents to traverse the area. Operations and maintenance funds allow for the channel to remain open for navigation, reducing draft restrictions, navigation hazards, possible channel closures, loss of commerce and increase future maintenance costs.

FY12 President's Budget:
$0
FY13 President's Budget:
$409,000

Channel to Port Mansfield

The project is located in the vicinity of Port Mansfield in Willacy County, Texas. The Channel to Port Mansfield is a 10.3 mile shallow draft channel from the Gulf of Mexico across the lower Laguna Madre to Port Mansfield. It includes a jettied entrance channel of about 0.7-mile long from the barrier island into the Gulf of Mexico. The channel crosses the main channel of the Gulf Intracoastal Waterway at Mile 630, making it a harbor of refuge for mariners traveling between Brownsville and Corpus. In addition to local economic concerns, the United States Coast Guard and Texas Parks and Wildlife are negatively affected by the channel conditions, as the current condition of the channel hinders Homeland Security and law enforcement.

FY12 President's Budget:
$0
FY13 President's Budget:
$0

Corpus Christi Ship Channel

The Corpus Christi Ship Channel (CCSC) is a 45-feet deep channel that extends from the Gulf of Mexico 34 miles into the Port of Corpus Christi. The Port of Corpus Christi is ranked 6th in the nation for tonnage shipped (2010). The CCSC is used by both commercial and recreational traffic – oil tankers, barges, and private fishing and recreational vessels. Operations and maintenance funds allow the Corps to keep the waterway open for navigation, address high shoaling area to prevent navigation restrictions.

FY12 President's Budget:
$5,912,000
FY13 President's Budget:
$8,129,000

Double Bayou

Double Bayou is located just north of the junction of Farm Roads 1985 and 562, 50 miles southwest of Beaumont in Chambers County, Texas. The Double Bayou project consists of a shallow draft channel that extends from the seven-foot contour in Trinity Bay to the Mouth of Double Bayou at Oak Island, Texas, and then follows the meanders of the West Fork of Double Bayou for two miles. Total length of the Channel is 5.9 miles. Operations and maintenance funds allow the Corps to keep the waterway open for navigation, which benefits barges servicing offshore oil rigs, commercial fishing, deep-draft shrimp boats, marine service vessels, and recreational boaters.

FY12 President's Budget:
$0
FY13 President's Budget:
$0

Freeport Harbor

This navigation project is located in the vicinity of Freeport, in Brazoria County, Texas. The project is a deep draft channel, 8.5 miles in length, extending from deep water in the Gulf of Mexico, through a jettied entrance channel, to the Upper Turning Basin. Operations and maintenance funds allow the Corps to keep the waterway open for navigation, as the commodities imported and exported through the channel contribute to the economic success of the nation.

FY12 President's Budget:
$4,796,000
FY13 President's Budget:
$8,848,000

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Galveston Harbor and Channel

The project is located in the vicinity of Galveston in Galveston County, Texas. Galveston Harbor and Channel is a 14.4-mile deep draft channel that is maintained to 45 feet. The channel extends from deep water in the Gulf of Mexico to Galveston Bay near Bolivar Roads and turns into the Galveston Inner Harbor where it extends to 43rd Street in Galveston, Texas. Operations and maintenance funds allow the Corps to keep the waterway open for navigation, as the commodities imported and exported through the channel contribute to the economic success of the nation.

FY12 President's Budget:
$3,738,000
FY13 President's Budget:
$3,914,000

Greens Bayou Channel

The project is located in the vicinities of Houston and Channelview in Harris County, Texas. The Greens Bayou Channel is a 1.6-mile long deep and shallow draft waterway that extends from the Houston Ship Channel at mile marker 42.9 up into Greens Bayou. Operations and maintenance funds allow the Corps to keep the waterway open for navigation.

FY12 President's Budget:
$800,000
FY13 President's Budget:
$0

Gulf Intracoastal Waterway

The project traverses the entire Texas Coast, from the Sabine River to Port Isabel, Texas. The navigation portion of the main channel of the Gulf Intracoastal Waterway covers a distance of 423 miles, along with other tributaries. The authorized depth and width is generally 12 feet by 125 feet. The Texas portion of the GIWW is critical in the intermodal transportation between the Texas deep draft ports. The amount of commercial navigation on the Gulf Intracoastal Waterway is equivalent to the fourth largest port in the nation. Operations and maintenance funds allow the Corps to keep the waterway open for navigation.

FY12 President's Budget:
$24,277,000
FY13 President's Budget:
$25,580,000

Gulf Intracoastal Waterway - Channel to Victoria

This navigation project is located near the communities of Seadrift and Victoria in Calhoun and Victoria Counties, Texas. The project provides a 12-foot deep, 125-foot wide shallow draft channel, extending 34.8 miles, from its junction with the main channel of the Gulf Intracoastal Waterway at Mile 492, northwesterly across San Antonio Bay, through a landlocked section lying east of the Guadalupe River, and terminating at the turning basin near the City of Victoria.

FY12 President's Budget:
$3,519,000
FY13 President's Budget:
$363,000

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Gulf Intracoastal Waterway - Chocolate Bayou

FY12 President's Budget:
$500,000
FY13 President's Budget:
$0

This navigation project is located between the communities of Galveston and Freeport in Brazoria County, Texas. The project provides a 12-foot-deep, 125-foot-wide shallow draft channel, extending 8.2 miles, from its junction with the main channel of the Gulf Intracoastal Waterway at Mile 376, through Chocolate Bay and Chocolate Bayou to a point 8.2 miles north of the Gulf Intracoastal Waterway.

Gulf Intracoastal Waterway - Mouth of Colorado River

FY12 President's Budget:
$0
FY13 President's Budget:
$0

The project is located near the community of Matagorda in Matagorda County, Texas. The project includes a 15-foot-deep, 200-foot-wide jettied entrance channel, a 12-foot deep, 100-foot wide shallow draft navigation channel, extending 6.5 miles, a harbor and turning basin adjacent to the Gulf Intracoastal Waterway, and two recreation areas. Additionally, the project includes a 20-foot-deep, 250-foot-deep, and 3.1-mile-long channel and diversion dam to divert the flow of the Colorado River into Matagorda Bay.

Houston Ship Channel

The Houston Ship Channel consists of the main channel, Barbour Terminal Channel, Bayport Ship Channel and Greens Bayou Channel. The main channel is a 54-mile long deep draft waterway which extends from Bolivar Roads near Galveston, Texas, north through Galveston Bay, the San Jacinto River, and Main Turning Basin at Houston, Texas, and includes a 6.5-mile long shallow draft reach. The light draft channel extends upstream of the main turning basin. The channel is maintained to 45-feet from Bolivar Roads up to the Upper Bayou where it transitions from 40 feet to 36 feet at the turning basin. The Barbour Terminal Channel and turning basin is a 1.7 mile long deep draft waterway (authorized depth of 40 feet) that extends from the HSC at Mile 26.3 west across Galveston Bay. The Bayport Ship Channel and turning basin is a 4.5-mile long deep draft waterway (authorized depth of 40 feet) that extends from the HSC at Mile 20.5 west across Galveston Bay. The Greens Bayou Channel is a 1.6-mile long shallow and deep draft waterway which extends from the HSC at mile 42.9 northeast up Greens Bayou. Operations and maintenance funds allow the Corps to keep the waterway open for navigation.

FY12 President's Budget:
$18,188,000
FY13 President's Budget:
$19,701,000

Inspection of Completed Works

FY12 President's Budget:
$193,000
FY13 President's Budget:
$485,000

This project provides for the inspection of federal flood protection projects that have non-federal sponsors responsible for operations, maintenance, repair, replacement and rehabilitation. The primary purposes of these inspections are to prevent loss of life and catastrophic damages; preserve the value of the federal investment; and to encourage nonfederal sponsors to bear responsibility for their own protection. Funding allows the program to assure sponsor compliance with existing agreements that the structures and facilities constructed by the U.S. for flood control protection will be continuously maintained as necessary to obtain the maximum benefits.

Matagorda Ship Channel

The navigation project is located in the vicinities of Port O'Connor, Port Lavaca, and Point Comfort (in Matagorda and Calhoun counties, Texas). The project consists of a 38-feet deep by 300-feet wide entrance channel through a jettied entrance and a 36-feet draft by 200-feet wide main channel that extends 25.2 miles and terminates at a 1,000-feet by 1,000-feet wide turning basin at Point Comfort. The Matagorda Ship Channel is ranked number 54 out of the top 100 of U.S. ports with respect to foreign and domestic tonnage. Operations and maintenance funds allow the Corps to keep the ship channel open for navigation.

FY12 President's Budget:
$4,307,000
FY13 President's Budget:
$4,920,000

Project Condition Surveys

Project condition surveys provide information to project users, stakeholders and USACE for the purpose of identifying the channel conditions of un-funded and/or under-funded projects.

FY12 President's Budget:
$100,000
FY13 President's Budget:
$225,000

Sabine-Neches Waterway

The Sabine-Neches Waterway is a 67-mile deep draft ship channel which extends from the 42-feet contour in the Gulf of Mexico through a jettied channel to Port Arthur, to Beaumont via the Neches River Channel, and to Orange via the north part of Sabine Lake and continues via the Sabine River Channel. The project is located in the vicinities of Beaumont, Port Arthur, Orange, and Sabine Pass in Jefferson and Orange counties, Texas, and Cameron and Calcasieu Parishes, La. The channel is authorized to 40 feet from the Jetty Channel to the intersection of the Neches and Sabine River, where it is authorized at 30 feet. The Sabine Neches Waterway is ranked 4th in the nation by tonnage and supports a large percentage of the nation's petrochemical industry and has two Liquefied Natural Gas (LNG) facilities. The Port of Beaumont is a strategic military outload port that supports the war efforts. Operations and maintenance funds allow the Corps to keep the waterway open for navigation, as the commodities imported and exported through the channel contribute to the economic success of the nation.

FY12 President's Budget:
$14,182,000
FY13 President's Budget:
$19,591,000

Texas City Channel

The Texas City Ship Channel was recently deepened to a 45-feet channel that extends 9.4 miles from intersection with the Galveston Entrance Channel to the Port of Texas City. The Port of Texas City is ranked 10th in the nation for tonnage shipped. Operations and maintenance funds allow the Corps to keep the waterway open for navigation, as the petrochemical commodities imported and exported through the Texas City Ship Channel contribute to the economic success of the nation.

FY12 President's Budget:
$4,667,000
FY13 President's Budget:
$2,234,000

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Trinity River and Tributaries

The Trinity River project is a 47-mile shallow draft waterway beginning with the Anahuac Channel and extends for 5.6 miles from the six-feet depth in upper Trinity Bay to the mouth of Trinity River at Anahuac, Texas. From the mouth of Trinity River, the Channel to Liberty proceeds for 41.4 miles along the meanders of the Trinity River to the Port of Liberty. The project also includes a nine-feet depth channel (Channel to Smith Point) extending from the Houston Ship Channel along the east shore of the Trinity Bay to a point one mile south of Anahuac, Texas. Operations and maintenance funds allow the Corps to keep the Trinity River and tributaries open for navigation, as the commodities imported and exported through the channel contribute to the economic success of the nation.

FY12 President's Budget:
$0
FY13 President's Budget:
$0

Wallisville Lake

Wallisville Lake is a multiple purpose project built on the Trinity River to prevent salinity intrusion and provide water supply, recreation, navigation, and fish and wildlife enhancements. The project includes approximately eight miles of earthen dam and an overflow spillway with a taintor gate assembly, and an 84-feet by 600-feet navigation lock with a sill depth of 16 feet for commerce and pleasure craft use. Construction initially began in the late 1960s but was stopped due to environmental concerns. Modifications resulted in a saltwater barrier project, with no reservoir pools, to emulate pre-project conditions as closely as possible. Construction resumed in 1996 and was completed in 1999. Operations and maintenance funds for the Wallisville Lake Project allow for water supply to continue, as well as recreation, navigation and fishing for the community.

FY12 President's Budget:
$1,990,000
FY13 President's Budget:
$2,482,000