

Construction

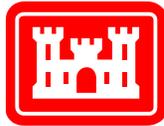
- » Brays Bayou
- » Buffalo Bayou and Tributaries, Addicks and Barker Dams
- » Cedar Bayou
- » Clear Creek
- » Fort Bend County, TX
- » Greens Bayou
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**US Army Corps
of Engineers®**
Galveston District

UPDATE REPORT FOR THE 22ND DISTRICT

Current as of May 2011



Pete Olson

*U.S. House of Representatives
22nd Congressional District*

About the Galveston District

With its rich heritage in Texas history, the U.S. Army Corps of Engineers Galveston District plays a key role in America's well-being by keeping waterways open for navigation and commerce and serves the nation as part of the world's largest public engineering, design and construction management agency.

Encompassing the Texas coast from Louisiana to Mexico; an area that spans across 50,000 square miles, includes 48 counties, two parishes and 16 congressional districts, the Galveston District successfully executes its mission of providing vital public engineering services in peace and war to strengthen our nation's security, energize the economy and reduce risks from disasters.

With its 370 dedicated professionals and annual budget of approximately \$150 million, the Galveston District will continue to provide valuable navigation, flood risk mitigation, environmental, shoreline protection, regulatory, military construction and emergency management services to our nation and remains fully committed to continuing our mission of building strong.

*"It is a great privilege to serve our nation
as the commander of the U.S. Army
Corps of Engineers Galveston District."*

*— Col. Christopher W. Sallase
District Engineer and Commanding Officer
U.S. Army Corps of Engineers Galveston District*



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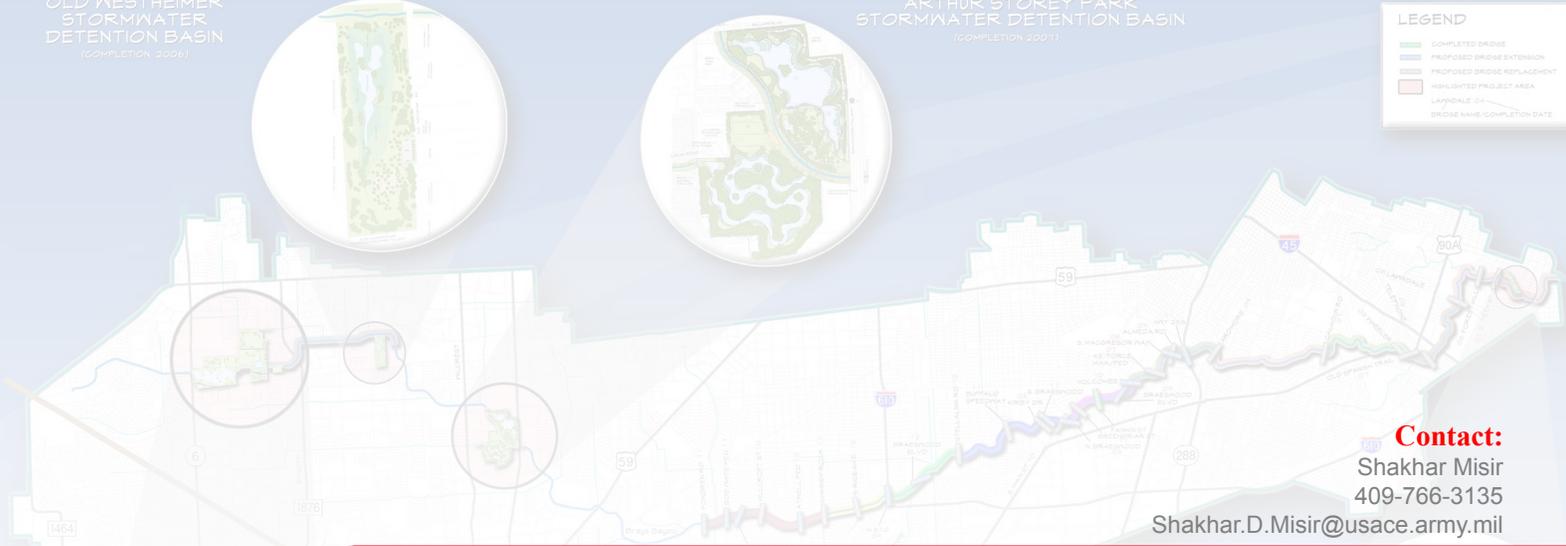
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LEGEND

- COMPLETED BRIDGE
- PROPOSED BRIDGE EXTENSION
- PROPOSED BRIDGE REPLACEMENT
- UNPAVED PROJECT AREA
- LANDPALE, TX
- BRIDGE NAME, COMPLETION DATE



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Brays Bayou

Background:

The authorized project, located in southwest Houston (within Harris County), consists of four regional detention basins (Sam Houston, Old Westheimer Road, Eldridge Road and Willow Waterhole), enlargement or modification of 21.1 miles of earthen channel, replacement and/or lengthening of 27 bridges and recreation features including hike-and-bike trails, picnic facilities, sports fields, comfort stations and parking areas. As stated in the Water Resources Development Act of 1996, Section 211, subject to the approval of the Secretary of the Army, the non-federal interest may design and construct an alternative to the diversion component. The General Re-evaluation Report (GRR) for the alternative to the diversion component was approved April 3, 2009. The Project Corporation Agreement was amended in March 2010, uniting the upstream and downstream (formally the diversion component) into one project.



Brays Bayou.

Issue:

The sponsor is seeking reimbursement for the federal share on the GRR (\$2,094,000) for an alternative to the authorized diversion feature (downstream element), and reimbursement for the federal share of the completed construction in both the upstream and downstream detention areas. The sponsor is not constructing both upstream and downstream elements. To date, the sponsor has completed 47 percent of the detention basins and received federal reimbursement for 100 percent of the completed detention basins.

Current Status:

Fiscal year 2011 funds are being used for the Willow Waterhole Detention Basin, Discrete Segment (DS) 203 final reimbursement (\$810,000) and partial reimbursement of DS 209 at Willow Waterhole Detention Basin (\$6,930,000).

Federal dollars to date:	\$91,650,000
Sponsor dollars to date:	\$8,629,053
Total cost of project:	\$571,660,000
FY11 President's Budget:	\$7,740,000
FY12 President's Budget:	\$3,000,000



Addicks

Houston

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Buffalo Bayou and Tributaries, Addicks and Barker Dams

Background:

The earthen dams, located in Houston, underwent a major rehabilitation effort under the Dam Safety Assurance Program in 1991. Improvements included raising embankments and protecting the ends of the dams with concrete to protect against possible overtopping and to meet modern safety standards. Significant development in the Buffalo Bayou watershed (since the 1991 upgrade) has increased flow into the reservoir. The dam safety team's most recent screening indicated that both dams were inadequate in areas including the spillway and/or stilling basin system, outlet works and conduit, embankment, and erosion along the reservoirs' rims. The Interim Risk Reduction Measures Plan requires the determination of areas of potential impact and the threat to local interests from a major rainfall event.

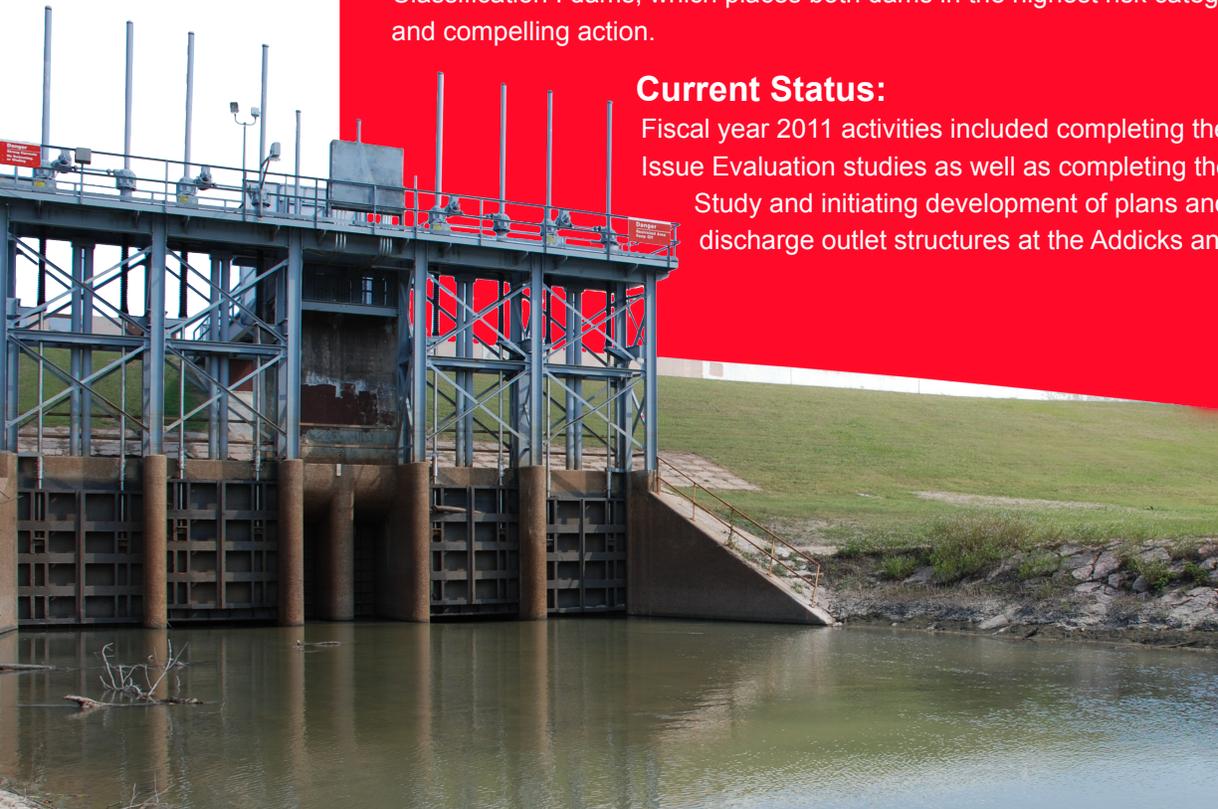
Issue:

The National Dam Safety Cadre Team classified Addicks and Barker dams as Dam Safety Action Classification I dams, which places both dams in the highest risk category and requires urgent and compelling action.

Current Status:

Fiscal year 2011 activities included completing the Value Engineering and Issue Evaluation studies as well as completing the Dam Safety Modification Study and initiating development of plans and specifications for the discharge outlet structures at the Addicks and Barker dams.

Outlet structure at
Barker Dam.



Federal dollars to date:	\$5,556,000
Sponsor dollars to date:	N/A
Total cost of project:	\$48,956,000
FY11 President's Budget:	\$1,900,000
FY12 President's Budget:	\$1,500,000



Cedar Bayou Navigation Project



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Cedar Bayou

Background:

The navigation project extends from its junction with the Houston Ship Channel near Barbour's Cut Container Terminal at Mile 25, eastward across Galveston Bay, to the mouth of Cedar Bayou to

a point three miles upstream. The proposed project extends the channel by eight miles to Highway 146 (dimensions are 10 by 100 feet). The Water Resources Development Act (WRDA) 2007 not only authorized the Assistant Secretary of the Army (Civil Works) to reimburse the sponsor for their portion of the cost of the feasibility study (50 percent), but also established project cost sharing based on Section 101 of WRDA 1986 for projects under 20 feet, which includes Cedar Bayou. The cost sharing would be 90/10, federal/non-federal, and amends the project authorization to construct a 10-foot deep channel rather than 12-foot deep.



Cedar Bayou and the Houston Ship Channel.

Issue:

The project is authorized and waiting for construction appropriations to deepen and widen the existing channel to more efficiently serve the existing industries along the bayou.

Current Status:

The project is not in the fiscal year 2012 President's Budget and is on hold pending receipt of new start construction funding.

Federal dollars to date:

\$418,000

Sponsor dollars to date:

\$717,000

Total cost of project:

\$17,680,000

FY11 President's Budget:

\$0

FY12 President's Budget:

\$0



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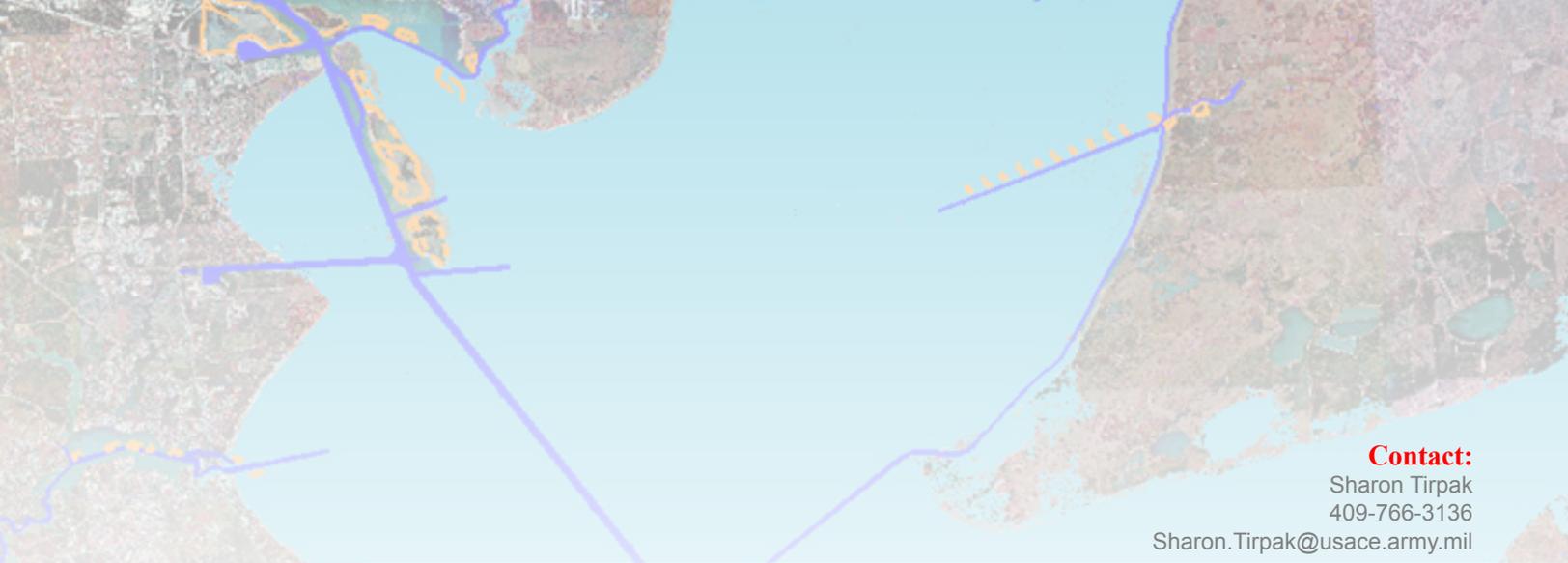
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Clear Creek

Background:

The proposed flood risk management project, located in Harris, Galveston and Brazoria counties, will include channel improvements and in-channel detention along the main channel and



Clear Creek area
Flooding.

tributaries. Dredging and construction of the second outlet channel was completed in July 1997, and the outlet and gated structure were transferred in March 1998 to the local sponsor for operation and maintenance. The local sponsors are the Harris County Flood Control District (acting for Harris County), Galveston County and Brazoria Drainage District No. 4. Opposition to the authorized project over environmental concerns arose during construction in 1997 and, as a result, led to the preparation of a General Re-evaluation Report (GRR) that is currently ongoing.

Issue:

The project was not funded in the fiscal year 2012 President's Budget. The preparation of the GRR will stop without federal funding.

Current Status:

A determination by the U.S. Army Corps of Engineers Headquarters was made that the project does not need to be re-authorized. In addition, an in-progress-review was held in October 2010 to discuss the draft GRR/Environmental Impact Statement (EIS). Resolution of review comments will extend the schedule between three to four months. Once reviews are completed, the GRR/EIS will be revised and reviewed before public review. Final report approval is expected by November 2011.

Federal dollars to date:	\$34,823,000
Sponsor dollars to date:	\$2,315,000
Total cost of project:	\$226,147,000
FY11 President's Budget:	\$0
FY12 President's Budget:	\$0



Contact:

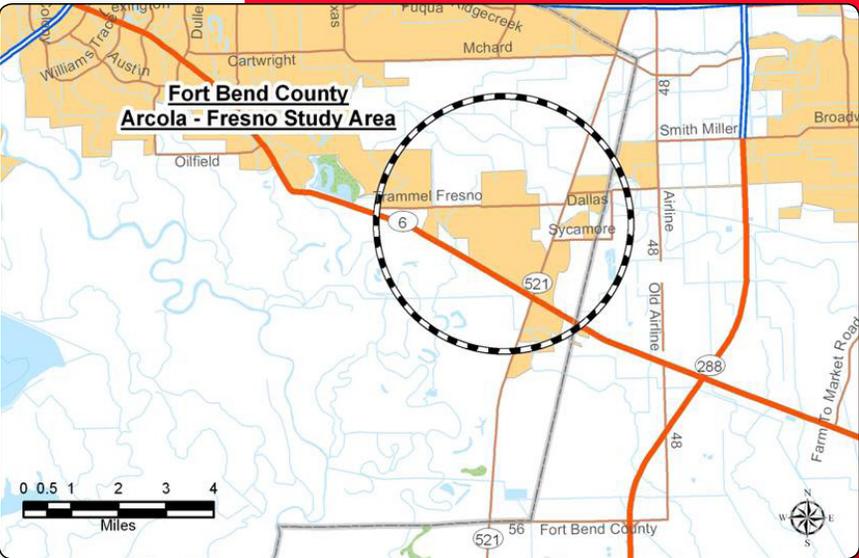
Byron Williams
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Fort Bend County

Background:

There is no comprehensive water supply system (with the exception of three small water supply companies) in the project area which is located south of the City of Houston along the Farm to



Fort Bend County study area.

Market Road 521 corridor east of Missouri City and west of Pearland (approximately 4,600 acres in the project area). The majority of all water is provided by private water wells. The existing wells produce low quality water. Environmental complaints within the Arcola region generally exceed the total complaints received in the remainder of Fort Bend County. Wastewater treatment is typically accomplished through the use of private septic tanks. Additionally, lot sizes are often too small to provide an adequate drain field area for a proper functioning system. The Fort Bend County Health Department reports serious health concerns resulting from malfunctioning septic systems in the area.

Issue:

Funds are needed to initiate and complete the construction of wastewater infrastructure near the City of Arcola and in multiple areas in Fort Bend County.

Current Status:

The project has not been started. Funds are not included in the fiscal year 2012 President's Budget.

Federal dollars to date:	\$0
Sponsor dollars to date:	\$0
Total cost of project:	\$26,670,000
FY11 President's Budget:	\$0
FY12 President's Budget:	\$0



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Greens Bayou

Background:

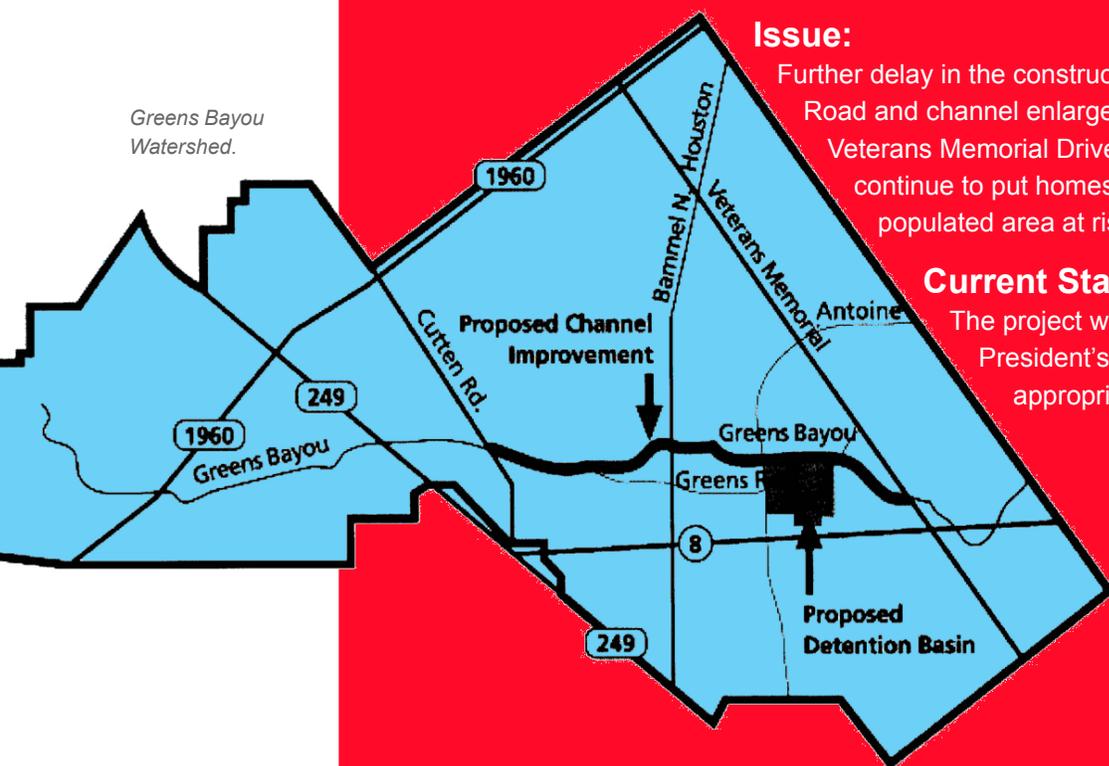
Greens Bayou is a tributary of Buffalo Bayou and is located in the north-central portion of Harris County, Texas. The purpose of the project is flood risk management for an extensively developed urban area. The original authorized plan has been re-evaluated. The reformulated plan consists of 3.7 miles of channel improvement in the upper reaches, between Veterans Memorial Drive and Cutten Road. The project was authorized for construction in the Water Resources Development Act of 2007.

Issue:

Further delay in the construction of the lower reach at Greens Road and channel enlargement and rectification from Veterans Memorial Drive upstream to Cutten Road will continue to put homes and businesses in this highly populated area at risk for severe flood damage.

Current Status:

The project was not in the fiscal year 11 or FY12 President's Budgets. The project is awaiting appropriation for initial construction.



Federal dollars to date:	\$6,686,000
Sponsor dollars to date:	\$0
Total cost of project:	\$45,080,000
FY11 President's Budget:	\$0
FY12 President's Budget:	\$0



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Gulf Intracoastal Waterway - High Island to Brazos River

Background:

The Gulf Intracoastal Waterway (GIWW) is part of the nation's inland waterway system and stretches from Brownsville, Texas, along the entire Gulf of Mexico to St. Marks, Fla. The High Island to Brazos River reach includes approximately 43 miles of channels in Galveston and Brazoria counties, from Rollover Pass at GIWW Mile 330 to West Bay at Mile 373. Commerce transported along this section of the GIWW totaled nearly \$56 million in 2008 with petrochemicals



High Island.

as the major commodity shipped. The recommended project entails construction of a sediment basin at Rollover Pass, widening the channel area an additional 75 feet for a length of 1,400 feet at Sievers Cove, widening the channel at the Texas City Wye, setting back existing mooring facilities by 80 feet at Pelican Island, establishing a mooring basin at Greens Lake, and protecting existing open channels from wave action at the West Bay washout. The project was authorized for construction in the Water Resources Development Act of 2007.

Issue:

This section contains significant wetland and environmental sensitive areas which must be protected. Navigational difficulties are caused by frequent shoaling at Rollover Pass, traffic congestion at Sievers Cove and Texas City Wye. This portion of the channel requires realignment and new mooring facilities. Construction to alleviate these problems cannot be initiated until construction funds are appropriated.

Current Status:

The project was not funded in the fiscal year 2011 nor the FY12 President's Budgets.

Federal dollars to date:	
	\$668,000
Sponsor dollars to date:	
	\$0
Total cost of project:	
	\$16,910,000
FY11 President's Budget:	
	\$0
FY12 President's Budget:	
	\$0



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Patrick Bayou

Background:

Patrick Bayou is a small tidal tributary of the Houston Ship channel. The non-tidal portion of Patrick Bayou lies south of State Highway (SH) 225, is largely concrete lined and serves as drainage for the City of Deer Park. The bayou downstream of this point has earthen banks and a soft mud bottom. Most of the bayou north of SH 225 is tidally influenced to some degree. This



Map showing Patrick Bayou.

project would create a 35-acre detention basin south of SH 225 in the Patrick Bayou watershed that would provide for storage of storm water and flooding protection in the Patrick Bayou watershed. The USACE has the authority under Section 205, 1948 Flood Control Act (Public Law 80-858), as amended, to study this type of project.

Issue:

A history of flooding has occurred, impacting thousands of residents in the area, as a result of the undersized sewer pipes north of SH 225. Pipes are inadequate to convey the storm water from SH 225 into the open channel of Patrick Bayou.

Current Status:

This project was not in the fiscal year 2011 or FY12 President's Budgets.

Federal dollars to date:	\$0
Sponsor dollars to date:	\$0
Total cost of project:	\$100,000
FY11 President's Budget:	\$0
FY12 President's Budget:	\$0





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Sims Bayou

Background:

Located in south central Houston within Harris County, the project consists of 19.3 miles of channel improvements that provide flood damage reduction and erosion control. The project also includes environmental quality measures, recreational features and entails connecting the authorized channel end into an existing large detention basin, which magnifies the intended benefits of the project. The recreation plan includes 13.9 miles of trail system along the banks of the improved channel with the trails connecting to seven city parks that currently exist along the bayou. Additional recreational support facilities include benches, picnic tables and drinking fountains.

Issue:

Flood risk management is the primary purpose for this project while recreation, a separable element, is a value added benefit. Final segments of the flood risk management component are under construction and completion is expected by last quarter of fiscal year 2012. The recreation component of the project and Project Partnership Agreement with the non-federal sponsor cannot be executed until substantial completion of the flood risk management component. The recreational component is a secondary feature of work within the flood risk management project's footprint.

Current Status:

Hurricane supplemental funds were used for storm repair and sediment removal while American Recovery and Reinvestment Act of 2009 funds were used to award a contract for the Martin Luther King Bridge plug removal and award the final for South Post Oak to Croquet. FY12 activities include completing the four channel construction contracts and awarding a tree and shrub planting contract. The recreation element will be initiated late FY12, upon completion of the flood risk management features.

Sims Bayou.



Federal dollars to date:	\$268,274,000
Sponsor dollars to date:	\$21,557,573
Total cost of project:	\$393,925,000
FY11 President's Budget:	\$0
FY12 President's Budget:	\$0



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Texas City Channel

Background:

Texas City Channel is a deep-draft navigation project located on the northern Texas coast in Galveston Bay, adjacent to Texas City, Galveston County, Texas. The channel, which intersects with the Houston/Galveston Navigation Channel to the east, serves the Port of Texas City which

in 2009 ranked 10th in the U.S. in tonnage volume, with 52.6 million short tons (USACE Navigation Data Center). The main import is crude oil while primarily exporting gasoline, diesel, jet fuel, intermediate chemicals and petroleum coke.

Issue:

A deeper channel is necessary to enable larger vessels to have access to the port, bringing more efficiency to port operations and the associated petrochemical refineries that are located adjacent to the port.

Current Status:

Prior to 2010 the channel was maintained at a 40-foot depth. In October 2009, Weeks Marine, Inc. was awarded a \$61,810,000 contract, including



Houston-Galveston Navigation Channel map.

\$39,097,500 in American Recovery and Reinvestment Act (ARRA) funds, to deepen the 6.8 mile-long channel to a 45-foot depth and construct five new open water dredged material placement areas that in time will be converted to emergent marsh. The deepening of the channel is on-going and dredging is expected to be completed by the summer of 2011.

Federal dollars to date:	
	\$54,308,000
Sponsor dollars to date:	
	\$16,652,000
Total cost of project:	
	\$72,410,000
FY11 President's Budget:	
	\$0
FY12 President's Budget:	
	\$0



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Texas Environmental Infrastructure Program

Background:

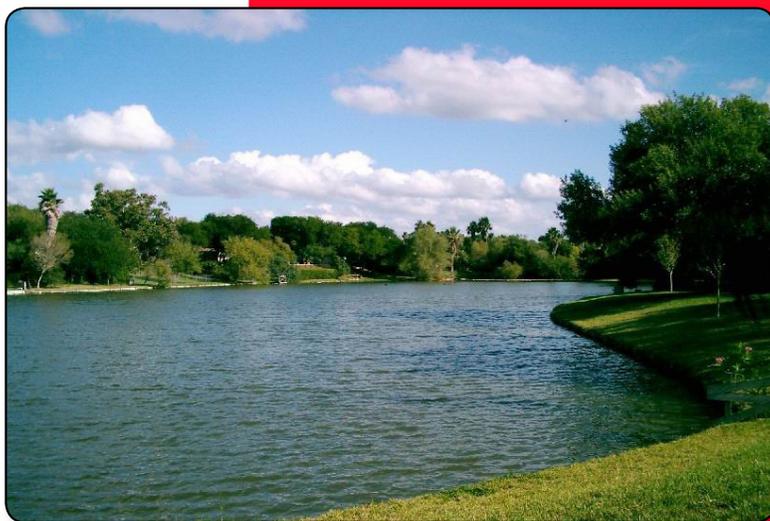
The program consists of providing environmental assistance in the form of planning, design and construction assistance for water-related environmental infrastructure and resource protection and development projects to non-federal interests in Texas. This work includes projects for water supply; storage; treatment and related facilities; water quality protection; wastewater treatment and related facilities; environmental restoration; and surface water resource protection and development; as identified by the Texas Water Development Board (TWDB). The TWDB, in coordination with the Texas Water Conservation Association, Texas Rural Water Association and individual local public entities, have identified \$210 million in currently proposed projects that are in urgent need of funds to meet short-term water supply needs. Out of this \$210 million, 12 high-priority projects have been identified totaling \$46,086,000.

Issue:

The Texas State Water Plan regional planning groups identified about 4,500 water management strategies to meet water supply needs over the next 50 years. Many of these strategies have been initiated and federal assistance (under the Texas Environmental Infrastructure Program, coupled with significant funding appropriated by the Texas Legislature), will ensure that water supply needs are met in the most efficient and timely manner.

Current Status:

There were no funds allocated in the fiscal year 2011 or FY12 President's Budgets for this program.



Example of a reservoir near Brownsville, Texas.



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22nd District Authorized Studies

Clear Creek

FLOOD RISK MANAGEMENT STUDY: Located in Harris and Galveston counties, Texas, the project consists of approximately 15.3 miles of channel enlargement and bend easing, more stringent regulations restricting development of the 100-year floodplain and a second outlet channel with a gated structure between Clear Lake and Galveston Bay. The proposed project will include channel improvements and detention along the main channel and tributaries. Opposition to the project over environmental concerns arose during construction in 1997 and as a result led to the preparation of a General Re-evaluation Report that is still ongoing. The project, once completed, will reduce flooding in residential and commercial developments and provide ecosystem restoration along some stretches of Clear Creek.

FY11 President's Budget:	\$0
FY12 President's Budget:	\$0
Total cost of project:	\$226,147,000

Freeport Harbor

NAVIGATION STUDY: The Freeport Harbor project is located along the mid to upper Texas Coast and is formed by the improvement of the Brazos River, Texas, from the mouth about six miles upstream to Freeport, Texas. It provides for a 47-foot deep, 400-foot wide entrance channel; 45-foot deep, 400-foot wide main channel with three associated 45-foot deep turning basins; plus the 36-foot deep, 200-foot wide Brazos Harbor channel and associated 36-foot deep Brazos Harbor Turning Basin. The locally preferred plan (recommended by the ongoing feasibility study) deepens the existing channel to 55 feet and widens to 600 feet. The feasibility study will also determine the federal interest in expanding the reach of the navigation channel to the Stauffer Channel and turning basin.

FY11 President's Budget:	\$0
FY12 President's Budget:	\$0
Total cost of project:	\$9,230,000



Freeport Harbor, Non-Federal Widening with Federal Assumption of Maintenance

NAVIGATION STUDY: The Freeport Harbor project is located along the mid to upper Texas Coast and is formed by the improvement of the Brazos River, Texas, from the mouth about six miles upstream to Freeport, Texas. It provides for a 47-foot deep, 400-foot wide entrance channel; 45-foot deep, 400-foot wide main channel with three associated 45-foot deep turning basins; plus the 36-foot deep, 200-foot wide Brazos Harbor channel and associated 36-foot deep Brazos Harbor Turning Basin. The locally preferred plan (recommended by the ongoing feasibility study) deepens the existing channel to 55 feet and widens to 600 feet. Port Freeport would like to receive approval to initiate channel widening in the entrance channel only using 100 percent non-federal funds. They have obtained a recommendation for federal assumption of maintenance from the U.S. Army Corps of Engineers, Galveston District, and are seeking final approval from Assistant Secretary of the Army (Civil Works) at this time. Port Freeport received a permit to widen the entrance channel in March 2009.

FY11 President's Budget:	
	\$0
FY12 President's Budget:	
	\$0
Total cost of project:	\$1,640,000

Gulf Intracoastal Waterway, High Island to Brazos River (Realignments)

NAVIGATION STUDY: The study area includes approximately 85 miles of the Gulf Intracoastal Waterway (GIWW) in Galveston and Brazoria counties from High Island, Texas, to the Brazos River. The GIWW is designated as part of the nation's Inland Waterway System. The primary study purpose is navigation. The problems to be addressed include difficulties negotiating two sharp bends in the channel near High Island, a double "S" curve near Freeport, and the intersection with the Chocolate Bayou Channel. Additionally, long-range dredge material placement plans will be developed.

FY11 President's Budget:	
	\$200,000
FY12 President's Budget:	
	\$200,000
Total cost of project:	\$2,255,000



22nd District 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.

FY11 President's Budget:

\$1,811,000

FY12 President's Budget:

\$0

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.

FY11 President's Budget:

\$4,028,000

FY12 President's Budget:

\$3,776,000

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 200,840 acre-feet. Barker Dam and Reservoir is an earthen dam 71,960-feet long and 36.5 feet above the Buffalo Bayou streambed with a storage capacity of 209,000 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.

FY11 President's Budget:

\$3,518,000

FY12 President's Budget:

\$3,670,000





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 extends from deep water in the Gulf of Mexico to Galveston Bay near Bolivar Roads, where it is maintained to 45 feet. The 40-foot channel portion extends up 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.

FY11 President's Budget:
\$8,441,000
FY12 President's Budget:
\$3,738,000

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. Operations and maintenance funds allow the Corps to keep the waterway open for navigation.

FY11 President's Budget:
\$27,792,000
FY12 President's Budget:
\$24,277,000

Gulf Intracoastal Waterway - Mouth of Colorado River

This navigation project is located in the vicinity of Matagorda in Matagorda County, Texas. The Mouth of the Colorado River consists of an entrance channel 15-feet deep and 200-feet wide with jetties to protect the entrance in the Gulf; a 6.5-mile navigation channel, 12-feet deep and 100-feet wide, and a harbor and turning basin adjacent to the Gulf Intracoastal Waterway, and two recreation areas. Diversion features consist of a 3.1 mile long channel with a 20-foot depth and a 250-foot width to divert the flow of the Colorado River into Matagorda Bay, a diversion dam and navigation connecting channel, closing of Tiger Island Channel, and creation of an oyster cultch in Matagorda Bay. Operations and maintenance funds allow the Corps to keep the channel open for navigation.

FY11 President's Budget:
\$0
FY12 President's Budget:
\$0





Houston Ship Channel

The Houston Ship Channel (HSC) 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.

FY11 President's Budget:
\$17,978,000
FY12 President's Budget:
\$18,188,000

Texas City Channel

The Texas City Ship Channel is a 40-foot 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. The construction project to deepen the ship channel to 45 feet was initiated in January 2009 for the main turning basin. The design-build contract for deepening the main channel was awarded in October 2009 and scheduled to be completed in late 2011. 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.

FY11 President's Budget:
\$1,436,000
FY12 President's Budget:
\$4,667,000

