



# GIWW High Island to Brazos River Realignment, TX

U.S. ARMY CORPS OF ENGINEERS

BUILDING STRONG®

FACT SHEET as of February 13, 2012

**AUTHORIZATION:** Section 216, 1970 Flood Control Act, Review of Completed Projects

**TYPE OF PROJECT:** Navigation

**PROJECT PHASE:** Feasibility



**CONGRESSIONAL INTEREST:** Senators Hutchison and Cornyn (TX); Representatives Poe (TX-2), Paul (TX-14) and Olson (TX-22)

**NON-FEDERAL SPONSOR:** Texas Department of Transportation

**BACKGROUND:** 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 the following channel segments: two sharp bends 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. An initial appraisal of the entire 423-mile Texas Section of the GIWW was completed in November 1989. The GIWW - High Island to Brazos reconnaissance study, which was completed and submitted to HQ on February 16, 1995, concluded that modifications to the existing GIWW were economically feasible from reduction in delay benefits. Investigations to identify potential solutions to resolve the navigation issues along this reach of the GIWW have been divided into two interim feasibility studies. The first study is the GIWW High Island to Brazos River, Texas study. The study addressed potential improvements to the waterway between Rollover Pass and West Bay. The GIWW High Island to Brazos River Interim Feasibility was completed in July 2003. This is the second interim study, GIWW High Island to Brazos River Realignments Interim Feasibility.

**STATUS:** FY11 funding was used to continue the Feasibility Study for the High Island Bends reach, including analysis of potential placement areas and development of a scope of work for geotechnical borings. The State of Texas, represented by tThe Texas Department of Transportation (TXDOT) is the non-Federal sponsor of the project and no longer supports this project. All work on this project has been stopped.

**ISSUES:** The non-Federal sponsor no longer supports this project and all work on this project has been stopped.

<b><u>FINANCIAL SUMMARY (\$):</u></b>	<u>Feasibility</u>
Federal Cost Estimate	\$2,255,000
Non-Federal Cost Estimate	0
Total Project Cost	\$2,255,000
Allocation thru FY 2010	\$599,000
ARRA Funding	0
Allocation for FY 2011	56,000
Allocation for FY 2012	191,000
President Budget FY 2013	0
Amount That Could Be Used for FY 2013	0
Balance to Complete	\$1,409,000

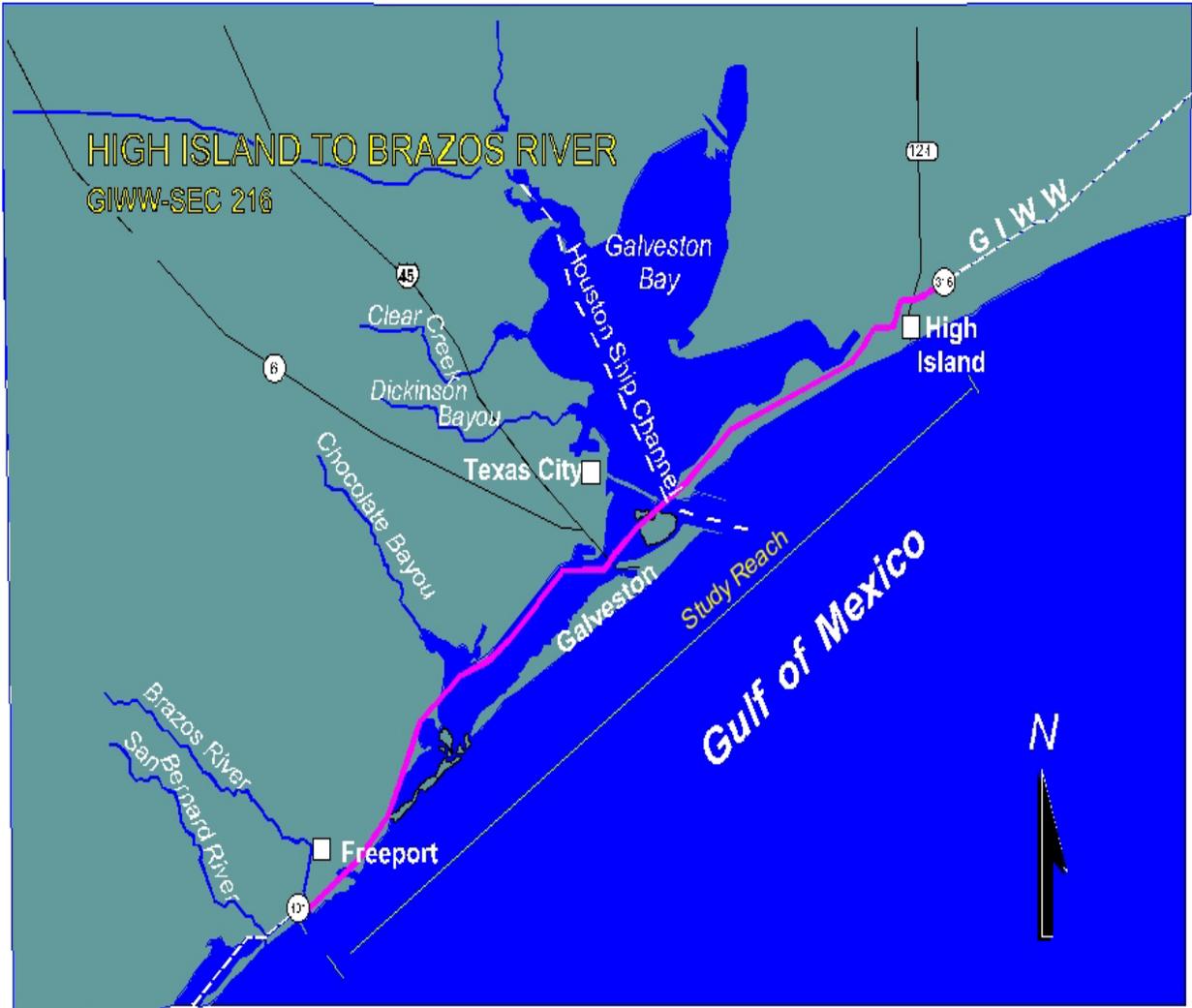
**SCHEDULE:**

**FY 2012 Scheduled Work:** The received funding in FY2012. However, no work is being done because the non-Federal Sponsor no longer supports the study.

**FY 2013 Budget:** The project is not in the President's FY2013 Budget.

**COMPLETION:** All work on this project has been stopped and the study has been recommended for termination.

**For more information** regarding the GIWW High Island to Brazos River Realignment study, contact Mr. Pete Perez, P.E. Deputy District Engineer, Chief Programs and Project Management Division at 409-766-3018 or Pete.G.Perez@usace.army.mil.



U.S. ARMY CORPS OF ENGINEERS – GALVESTON DISTRICT  
[www.swg.usace.army.mil](http://www.swg.usace.army.mil)