



U.S. ARMY CORPS OF ENGINEERS

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**FACT SHEET as of February 6, 2012**

**AUTHORIZATION:** Section 216 1970 Flood Control Act

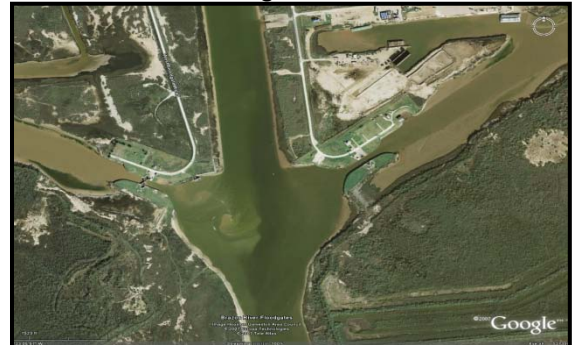
**TYPE OF PROJECT:** Navigation

**PROJECT PHASE:** Feasibility

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

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

Brazos River Floodgates



Colorado River Locks



**BACKGROUND:** The Brazos River Floodgates are located at the intersection of the Gulf Intracoastal Waterway and the Brazos River. The Colorado River Locks are located at the intersection of the Gulf Intracoastal Waterway and the Colorado River. The study will assess modifying the configuration of the crossings at the Brazos River Floodgates and the Colorado River Locks on the GIWW to reduce traffic accidents and navigation delays. Two Feasibility Studies have been recommended, one for each crossing. The Feasibility Study for the Colorado River Locks was initiated in November 2001. The Feasibility Scoping Meeting was held in December 2003. Tow simulations for several design alternatives were completed at ERDC in January 2004.

The project has not been funded for the last several years. Both projects improve navigational safety by controlling traffic flow and currents at these dangerous intersections. Both also serve to control sand and silt deposition at the intersection of the GIWW with the respective rivers. As sediment control structures, they reduce maintenance dredging costs by decreasing the trapping effects of the intersection. The Colorado River Locks have an additional purpose which is to raise the navigation traffic from the GIWW to the level of the river during flood stages for crossing the river and lowering the traffic to the level of the GIWW after crossing. River rises cause an eddy to form just west of the west gate of the east lock. Another issue is the tidal current running in from the bypass channel into the GIWW is directed westbound through the east locks. The bypass channel entrance is close to the east gate of the east lock, and tows have to contend with the current as they are about to enter or depart the gate.

**STATUS:** This project is not in the fiscal year 2011

**ISSUES:** Navigation traffic delay costs are estimated to exceed \$1 million annually at each location. In addition, the 75-foot gated thruway is too narrow to accommodate the new modern wider barges posing a major safety threat at the Brazos River Floodgates and the Colorado River Locks. The crossings were designed when barges were carried astern on a topline rather than the current practice of pushing a string of barges, making navigation of the crossing more difficult. Many tows have to “trip” or break down and moor their barges while taking one barge across at a time, causing delays, particularly during high river stages. Currently, 17 to 25 million tons of commerce pass through these facilities each year. Traffic delays and navigational difficulties are at both the Brazos River Floodgates and the Colorado River Locks.

<b><u>FINANCIAL SUMMARY (\$):</u></b>	<b><u>Feasibility</u></b>
Federal Cost Estimate	\$10,640,000
Non-Federal Cost Estimate	0
Total Project Cost	\$10,640,000
Allocation thru FY 2010	\$881,000
ARRA Funding	0
Allocation for FY 2011	0
Allocation for FY 2012	0
President Budget FY 2013	0
Capability for FY 2013	1,000,000
Balance to Complete	\$9,759,000

**SCHEDULE:**

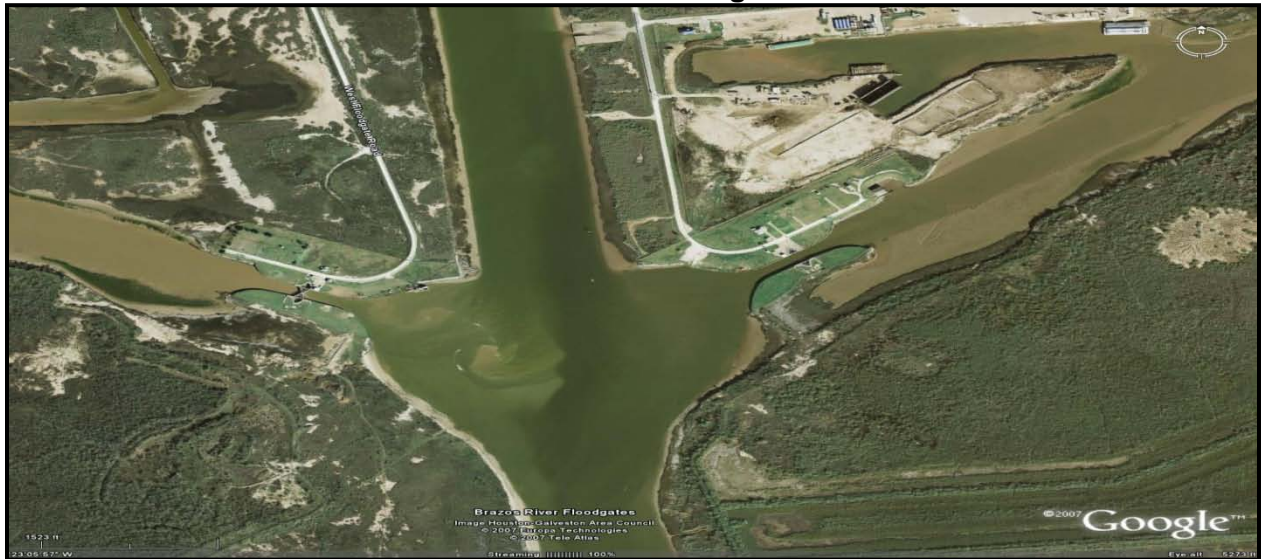
**FY 2012 Scheduled Work:** Not in the President’s FY2012 budget.

**FY 2013 Budget:** The study is not in the President’s FY2013 budget. If funding is received it would be used to reaffirm Federal interest and update Project Management Plan (PMP) (\$100,000), perform Environmental Studies, initiate stability analysis and biological assessment for the Colorado River Locks (\$450,000) and Brazos River Floodgates (\$450,000)

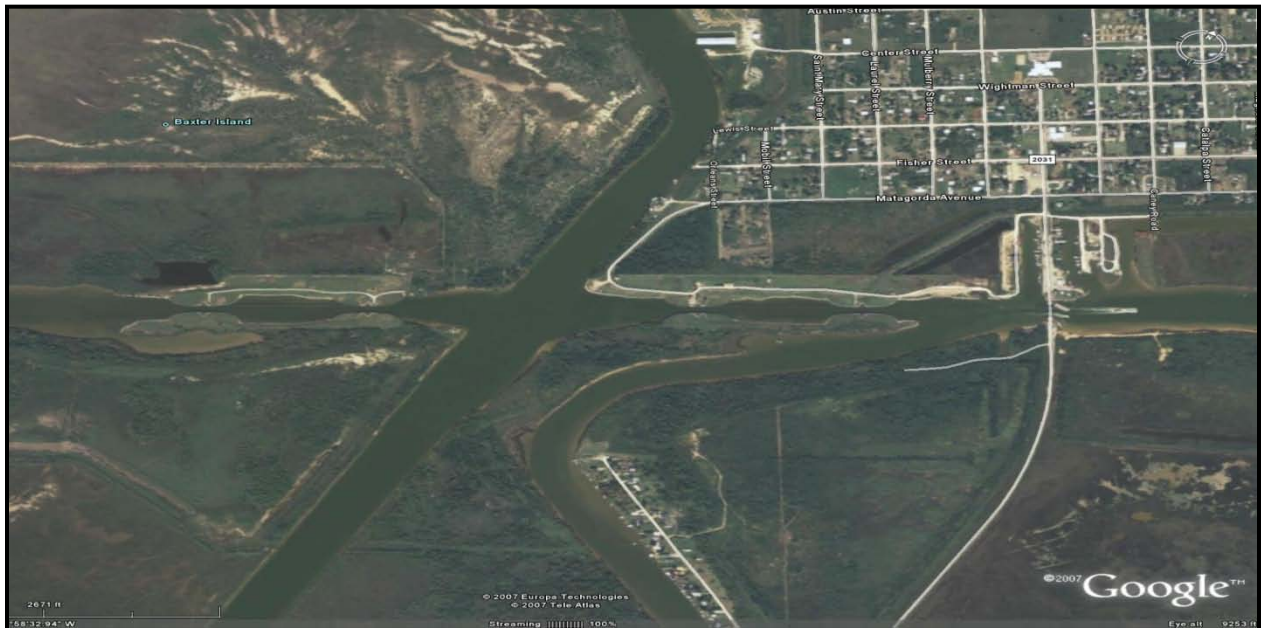
**COMPLETION:** With optimum funding, the study completion date is September 2016.

**For more information** regarding the GIWW Modifications, TX 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](mailto:Pete.G.Perez@usace.army.mil).

### Brazos River Floodgates



### Colorado River Locks



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