



GIWW Matagorda Bay (Reroute), Tx

U.S. ARMY CORPS OF ENGINEERS

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FACT SHEET as of February 21, 2012

AUTHORIZATION: Study - Sec 216 of 1970 Flood Control Act. Section 201 of the River and Harbor Act of 1965. Construction – WRDA 2007

TYPE OF PROJECT: Navigation

PROJECT PHASE: Preconstruction Engineering and Design



CONGRESSIONAL INTEREST: Senators Hutchison and Cornyn (TX); Representative Paul (TX-14)

NON-FEDERAL SPONSOR: Texas Department of Transportation

BACKGROUND: The navigation project is located on the Gulf coast in southeast Texas at approximately the midpoint between Corpus Christi and Galveston. Severe cross-currents and shoaling have resulted in a serious navigation hazard for barges traversing Matagorda Bay, threatening both loss of life and property. The proposed alternate channel would provide safe passage for navigation traffic. This reach of the Gulf Intracoastal Waterway (GIWW) extends from Channel Mile 454 to 473, a distance of about 19 miles. The GIWW leaves the landlocked portion on the eastern side of Matagorda Bay near Mile 454 and turns in a southwesterly direction before turning west and running parallel to Matagorda Peninsula. At Mile 471, the GIWW intersects with the deep-draft Matagorda Ship Channel (MSC). The GIWW enters the landlocked portion again at Port O'Connor near Mile 473.

Historically, shoaling occurs at a rapid rate. Water depths in this area are naturally shallow and numerous oyster reefs characterize the area. The shoaling rate is probably the result of sediment movement by wind and tidal action between Matagorda Bay and West Matagorda Bay. The proximity of the GIWW to the natural pass of Pass Cavallo and the construction of the jettied entrance channel and deep-draft MSC has created hazardous navigation.

The plan of improvement is to realign the navigation channel from Mile 460 to Mile 472, with a channel approximately 6,000 feet north of and paralleling the existing route. Channel dimensions are 12 feet deep by 125 feet wide for most of the channel, with a widening to 300 feet where it crosses the Matagorda Ship Channel and flares at each of the places where the channel changes direction. Dredged material will be used to create marshes in Matagorda Bay and to combat erosion along Matagorda Peninsula.

STATUS: This project was not in the fiscal year 2011 President's budget.

ISSUES: The influences of the natural and man-made channels have created a dangerous crosscurrent at the intersection of the GIWW and MSC. To the south of the GIWW is Sundown Island, a National Audubon Society bird sanctuary. To the north is the dredged material placement site for the maintenance dredging operations. This has effectively limited the ability of barge traffic to maneuver to compensate for the crosscurrents and shoaling. Because of the various problems along this reach, the waterways industry has reported that numerous groundings have occurred and that vessels operate under reduced speeds to compensate for these problems. As a result, industry has self-imposed one-way traffic in this reach due to the continued navigational efficiency and safety problems. Project was authorized for construction in the Water Resource Development Act of 2007.

<u>FINANCIAL SUMMARY (\$):</u>	<u>PED</u>
Federal Cost Estimate	\$1,267,000
Non-Federal Cost Estimate	0
Total Project Cost	\$1,267,000
Allocation thru FY 2010	\$748,000
ARRA Funding	0
Allocation for FY 2011	0
Allocation for FY 2012	0
President Budget FY 2013	0
Amount That Could Be Used for FY 2013	519,000
Balance to Complete	\$519,000

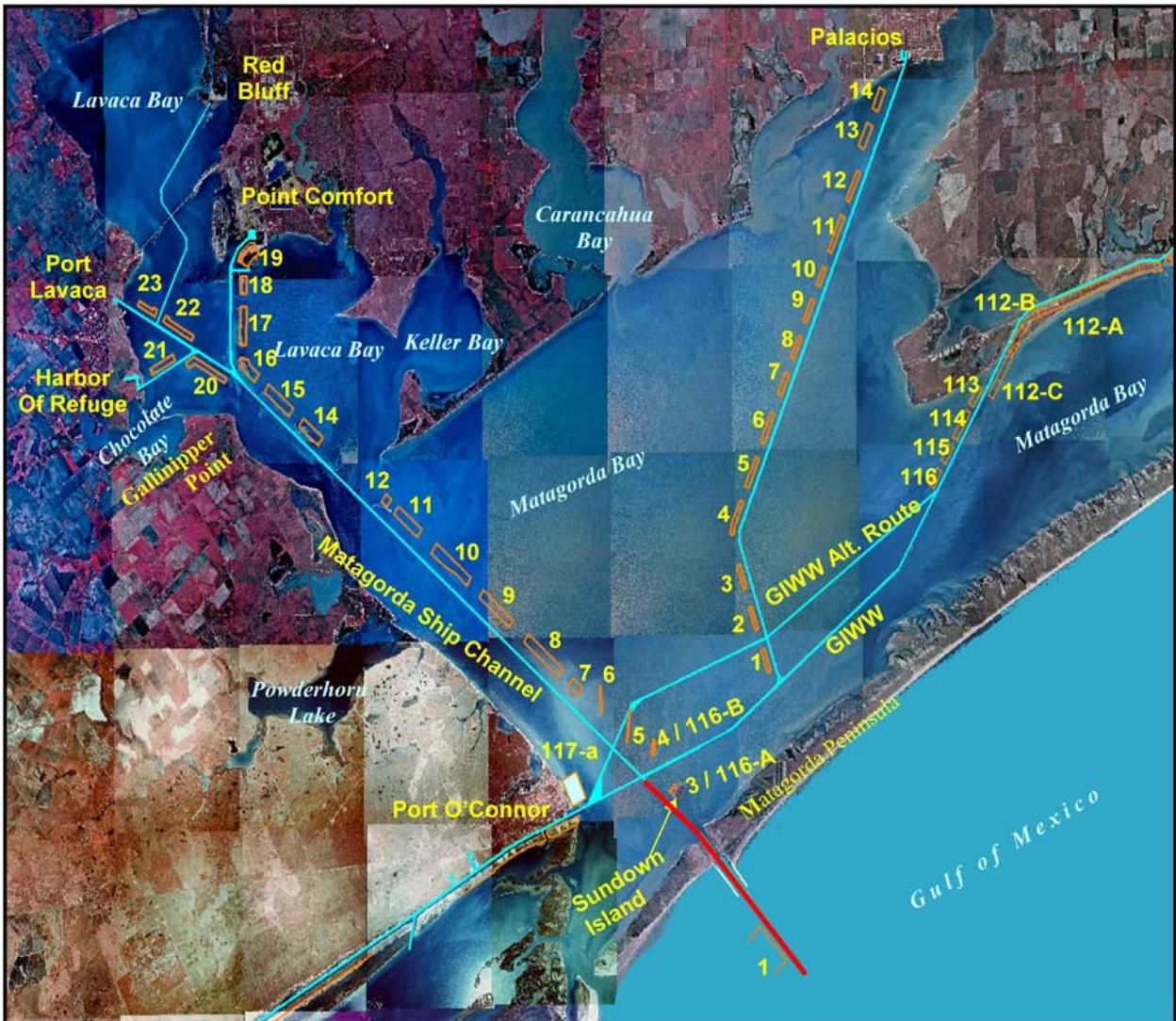
SCHEDULE:

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 conduct an analysis to reaffirm Federal interest and update Project Management Plan (PMP) (\$100,000), continue the PED phase (\$250,000), including completion of core borings and additional surveys, and complete first set of Plans and Specifications (\$169,000).

COMPLETION: With optimum funding, the project completion date is September 2014.

For more information regarding the GIWW Matagorda Bay, 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.



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