

CORPUS CHRISTI SHIP CHANNEL CHANNEL IMPROVEMENT PROJECT

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Project Manager, PPMD
31 October 2017

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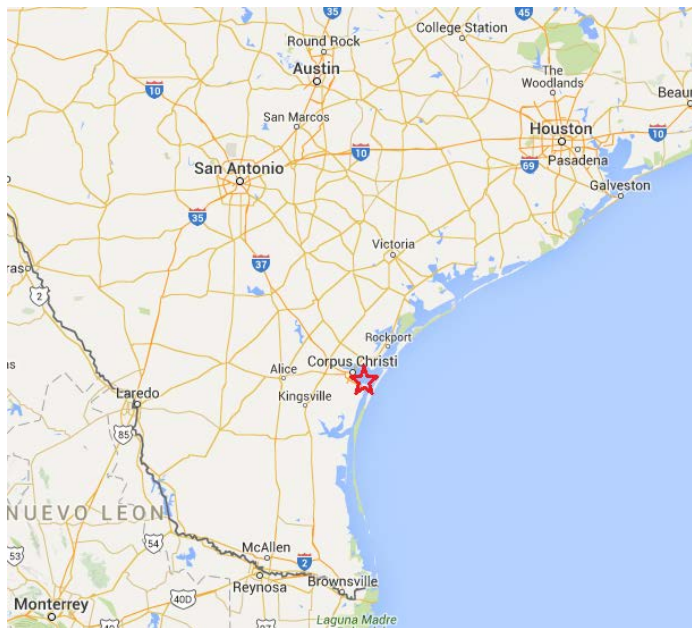


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HISTORY, STATUS AND PATH FORWARD OUTLINE

1. Introduction/ Facts
2. Chronology
3. Project Status
4. Project Goals
5. Implementation
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7. Plans and Specs
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PROJECT INTRODUCTION & OVERVIEW

Current Project Description:

The Corpus Christi Ship Channel (CCSC) is a 36 mile deep draft navigation system (-47 feet MLLW) provides deep water access from the Gulf of Mexico to the Port of Corpus Christi (Port), via the Port of Aransas, through Redfish Bay and Corpus Christi Bay. basin near Tule Lake, the northwesterly 1.8 miles to the Viola Turning Basin.

Proposed Project for Construction:

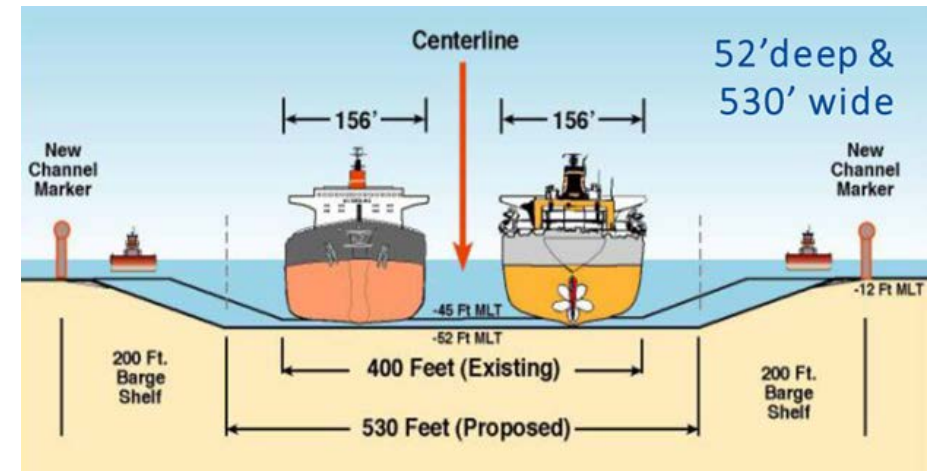
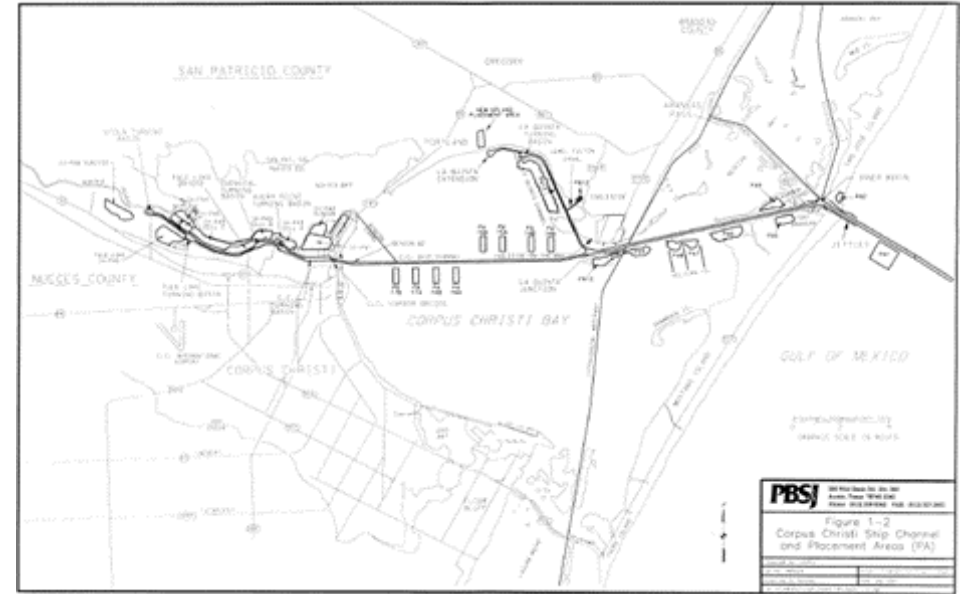
Would deepen and widen the existing Main Channel from -47 feet MLLW to -54 feet MLLW, and construct barge shelves (-14 feet MLLW) along either side through Corpus Christi Bay.



FEASIBILITY PLAN

Consisted of four (4) separable elements

1. Ecosystem Restoration (*completed*)
 2. La Quinta Extension (*substantially completed less seagrass mitigation*)
 3. Main Channel (*pending*)
 4. Barge Lanes (*pending*)
- Main Channel deepened from -47 feet MLLW to -54 feet MLLW
 - Lower Bay Reach 500-600 feet (**widen to 530 where necessary**)
 - Upper Bay Reach 400 feet to **530 feet plus 200 feet barge lanes on both sides**
 - Inner Harbor varies 200 to 400 (minor changes)
 - Entrance channel deepened from -49 feet MLLW to -56 feet MLLW
 - Minor width changes and **extend an additional approx. 10,000 feet into the gulf**
 - Barge Lane constructed to -14 feet MLLW
 - Extend 200 feet either side of the Main Channel from LQ to Beacon 82
 - Estimated 35 Million cubic yards to be dredged
 - Multiple Placement Areas, Confined, semi-confined, unconfined
 - Awarded over eight contracts/ 4.35 year construction period



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CCSC FACTS - *“THE ENERGY PORT OF THE AMERICAS”*

Energy

- # 1 US Crude Oil Export Port
- 1st U.S. Crude Oil Export in 40 years – December 2015, Theo T,
- Ethane crackers, Refinery hub, LNG Export and LPG Export

Tonnage

- # 6 Largest US Port by tonnage – USACE Waterborne Commerce Statistics 2016
 - 100+ Million Tons Annually

Benefits

- \$124 Billion impact on US Economy

Growth

\$50 Billion in Regional Investment

PROJECT HISTORY

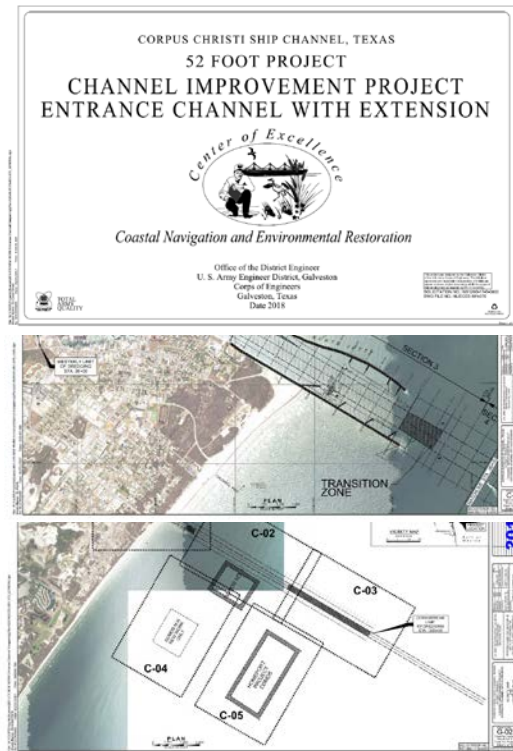
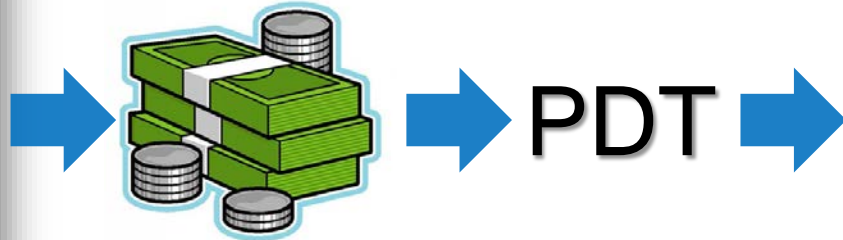
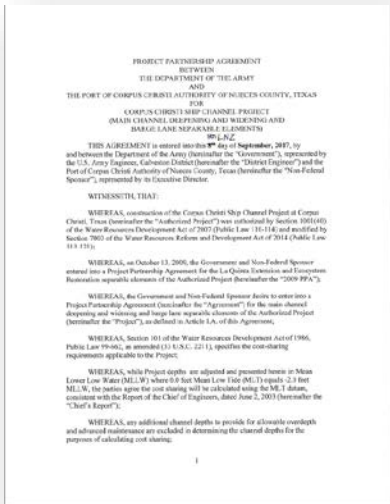
History/Chronology:

- 1 Aug 1990 – Congress recommended review/study of the 45-ft project
- 2 Jun 1999 – Initiated Feasibility Study
- 3 Apr 2003 - Feasibility Report approved
- 2 Jun 2003 - Chief of Engineers Report
- 9 Nov 2007 – Section 1001 (40) Water Resource Development Act of 2007 authorized project
- February 2010 – Limited Reevaluation Report (LRR) of La Quinta and Ecosystem Restoration approved
- October 2009 – Project Partnership Agreement executed (La Quinta and Ecosystem)
- 2013 - La Quinta and Ecosystem Restoration substantially completed/completed
- November 2012 – LRR for Main Channel and Barge Lanes approved (updated costs)
- February 2013 – Directors Report modifying project costs
- 10 June 2014 – Section 7004 of the Water Resources Development Act of 2014 increase project costs
- 31 July 2013 – OMB requested new LRR after authorization to reanalyze the benefits
- 23 Dec 2015 – 2nd LRR for Main Channel and Barge Lanes approved.
- 16 Dec 2016 – WIIN Act – Effect of a Continued Construction Determination (budget purposes)
- 9 Sep 2017 – Project Partnership Agreement Executed

PROJECT STATUS

Current:

- 1) Project Partnership Agreement was executed on 9 Sep 2017
- 2) PCCA accelerated funds in the amount of 32.166M for Entrance Channel and Barge Lanes contracts.
- 3) Project Coordination Team is working on completing 1st set of plans and specifications.
Just upstream of ferry landing out of jetties to -58 foot MLLW contour – Approx. 8mi
- 4) Entrance Channel Advertisement and Award (early-mid) CY 2018.



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PROJECT GOALS

- **Provide World Class Engineering and Construction Services to facilitate the successful and timely completion of Plan and Specifications for the CCSC Main Channel and Barge Lanes Elements.**
- Collect all necessary information and data for the entire project (focus on Contract #1).
 - Geotechnical investigations
 - Environmental sampling
 - Surveying and Bathymetry
 - Any other necessary data...
- Set up all necessary base maps and alignment and system for the New project
- Update Volumes of material per Stationing and update PA status and capacity.
- Complete all necessary Environmental coordination (ODMDS, SMMP, ESA, NEPA, etc.)
- Real Estate and Legal work on relocation legal opinions
- Update the cost estimate for the proposed contracts.
- Hold Value Engineering study or updates (if necessary)
- Conduct Independent Agency Technical Review (ITR)
- Conduct Biddability Constructability, Operability, Environmental and Sustainability (BCOES) Reviews
- **Have a set of Plans and Specs (contract #1) – Shovel Ready**

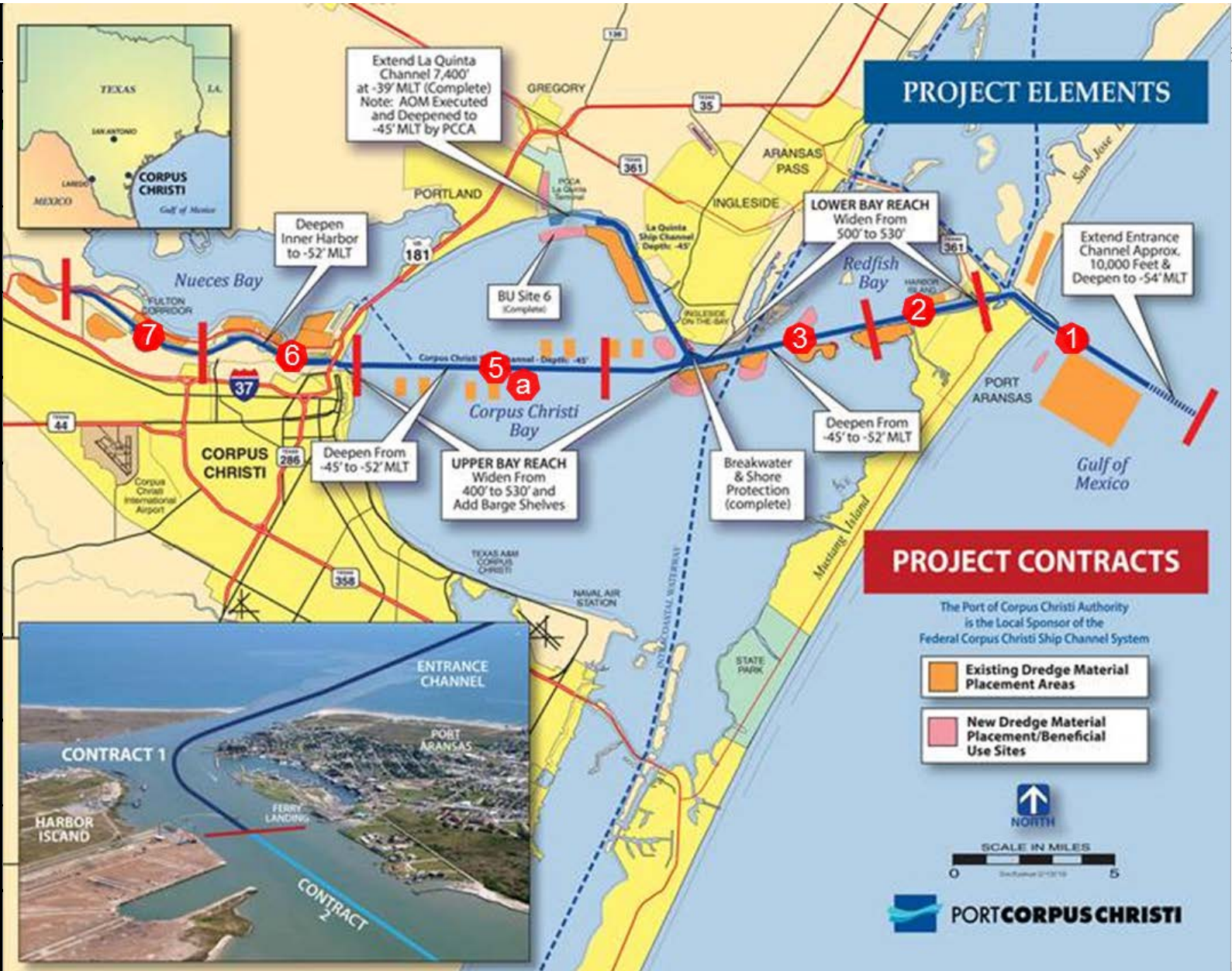


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IMPLEMENTATION

Contract No.	New Stationing
Pipeline Relocations, Non-Fed	
Contract 1 - CCSC - Dredge Stas. 310+00 to -38+00	-330+00 to 70+00
Contract 2 - CCSC - Dredge Stas. 12+55 to 180+00	70+00 to 250+50
Contract 3 - CCSC - Dredge Stas. 180+00 to 670+00	250+50 to 691+50
Contract 4 - CCSC - Spartina Planting	
Contract 5 - CCSC - Dredge Stas. 670+00 to 1080+00	691+50 to 1106+00
Contract 5a - CCSC - Dredge Barge Shelves from Stas. 980+00 to 1060+00	565+00 to 1075+50
Contract 6 - CCSC - Dredge Stas. 1080 to 1320	1106+00 to 1346+00
Contract 7 - CCSC - Dredge Stas. 1320+00 to 1561+00	1346+00 to 1587+45
CCSC - Dredge Inner Harbor Berthing Areas, Non-Fed	
CCSC - Inner Harbor Berthing Area Modifications, Non-Fed	



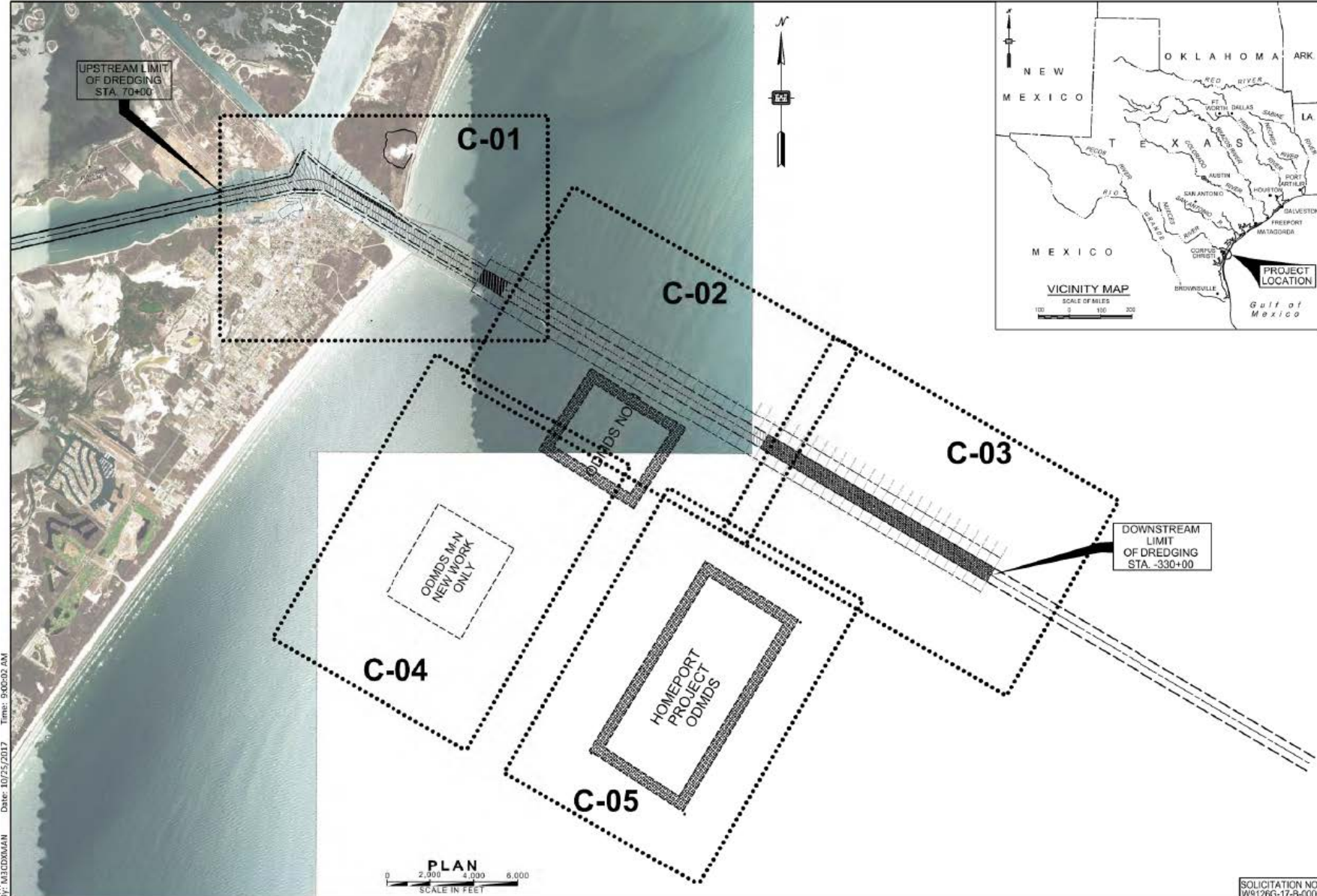
PROJECT COST

CCSC CIP Main Channel & Barge Lanes

- Est. Total Project Cost = \$350,518,000
 - GNF Share = \$326,887,000
 - Federal = \$224,513,000
 - NFS = \$102,374,000
 - Other Non-CS = \$23,631,000
 - Fed Cultural = \$300,000
 - NFS LERRDs = \$23,331,000
- Currently scheduled for 8 contracts
 - 4.35 year construction schedule
- Evaluating 4 contracts
 - Complete Construction in FY 2021



DRAFT PLANS AND SPECS (PROJECT OVERVIEW)

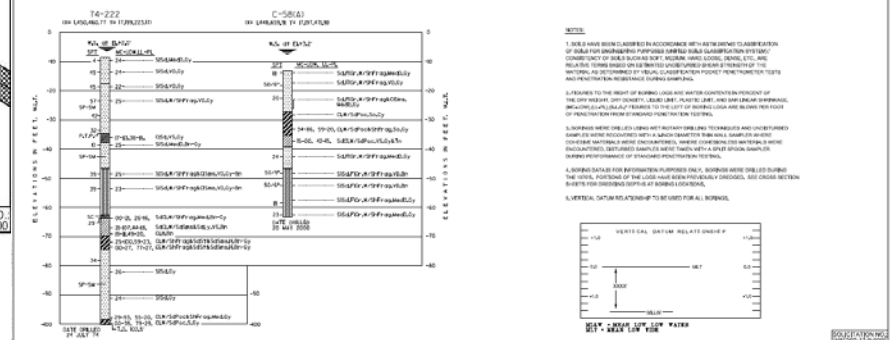
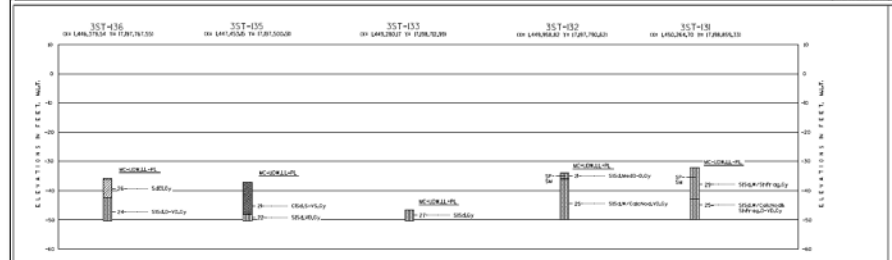
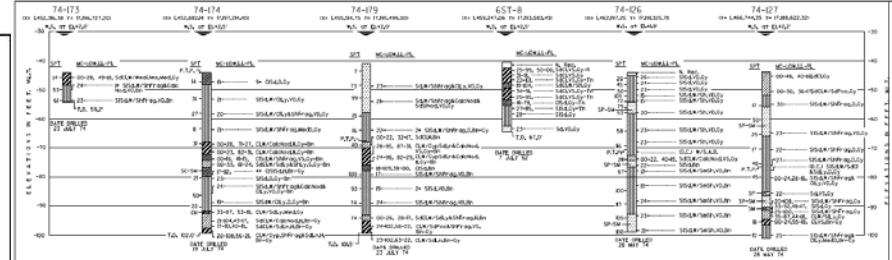


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DRAFT PLANS AND SPECS (GEOTECH DETAIL)



SOLICITATION NO. W9126G-17-8-0000

PROJECTION: NAD 83 UTM 18Q UTM

CONTRACT #1 – SCHEDULE (STC)

PDT Kick off - 13 October 2017
 Ready to Advertise - March 2018
 Bid Opening - April 2018
 Contract Award - May 2018
 Notice to Proceed - May 2018
(working to compress)



File Name



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HORIZON

New Start Studies in the Near Future:

- La Quinta Expansion – Deepening and Widening the existing channel
- CCSC Turning Basin – Improving efficiencies through adding/improving turning basins in/near Inner Harbor

SUMMARY

The Port of Corpus Christi (PCCA) and the Galveston District (SWG):

- Working together as a team to facilitate the timely completion of the Entrance Channel contract.
(Look for early next year.)
- Looking reducing contract numbers and arrangements to facilitate quicker benefits and reduced construction costs.
- Scheduling long lead data collection methods early in advance to prevent delays in P&S development.

SWG looks forward to designing and constructing “Americas Energy Port”.



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PDT MEMBERS

SWG Team Members

- Nick Laskowski – Project Management
- Carlos Tate – Engineering Lead
- Michael Kauffman – H&H
- Cris Michalsky – Geotech/Structures
- Jackie Lockhart – Cost Engineering
- Leslie Olson/Andrew Smith – Area Office
- Jennifer Morgan – Environmental Lead
- Kenny Pablo – Real Estate Lead

SWG Leadership

- Lars N. Zetterstrom – Commander SWG
- Edmond Russo, Jr. PhD – Deputy District Engineer
- Robert C. Thomas III – Chief of Engineering and Construction



PCCA Team Members

- Dan Koesema – Chief Channel Development
- Paul Carangelo – Coastal Planning Manager

PCCA Leadership

- John La Rue – Executive Director
- Sean Strawbridge – Deputy Director and CEO
- David Krams – Director of Engineering Services



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QUESTIONS/ COMMENTS



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