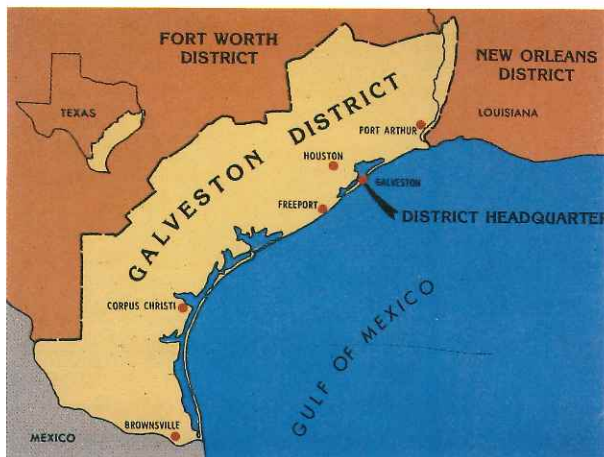


## WHO ARE WE?

We are the Galveston District of the U.S. Army Corps of Engineers.

We are 400 professionals, working with an annual budget of \$100 million, to oversee flood-control, navigation, and other civil engineering projects along the Texas coast from Brownsville to the Sabine River, and inland some 100 miles.



Our District was organized in 1880 to provide deep-water access to the vital port of Galveston, Texas. Today, we are responsible for some 50,000 square miles of territory ranging from surf-swept beaches, to coastal wetlands, to inland prairies.

Our dredges keep shipping channels open so millions of dollars in waterborne commerce can move unimpeded. The levees and tide gates we build allow coastal cities to prosper, sheltered from the destructive floods spawned by hurricanes and tropical storms. Our permit process allows development that means money, jobs and recreation to the citizens of the area, while protecting the delicate natural habitats that make the Texas coast so special.

Who are we?

We're the Galveston District of the Corps of Engineers, Custodians of the Texas Coast for more than a century.



**US Army Corps  
of Engineers**

Galveston District

For additional information contact:

**Public Affairs Office**

**U. S. Army Corps of Engineers**

**Galveston District**

**444 Barracuda, PO Box 1229**

**Galveston, Texas 77553-1229**

**(409) 766-3004**

# The Galveston District



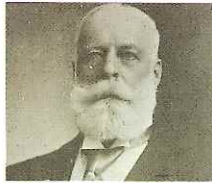
**U. S. Army Corps  
of Engineers**

## DISTRICT HISTORY

Although the problems of maintaining a navigable channel in the sand-choked Galveston entrance had been examined by Army engineers as far back as 1853, it was in 1880 that the Corps formally assigned its first District Engineer to Galveston.

1880 -- Maj. S.M.

Mansfield becomes first District Engineer of Galveston District, sets up offices in Hendley Building on The Strand.



1893 -- Galveston stone jetties completed, allowing deep-draft shipping to enter port.

1900 -- Hurricane kills 6,000 on Galveston Island, prompting formation of the Robert Board to seek solution to hurricane devastation. Robert is Brig. Gen. Henry M. Robert, the Corps' former Chief of Engineers.



1902-1907 -- Construction on first portion of Galveston Seawall is completed, along with backfilling and grade raising of developed areas.

1936 -- Galveston District begins flood-control work along Texas Coast, under Federal Flood Control Act.

1949 -- Completion of the Gulf Intracoastal Waterway at Laguna Madre opens channel to commerce along 1,000-mile channel stretching from Mexico to Florida.

1964 -- Western extension of Seawall completes project to its current 10-mile length.

1986 -- Water Resources Act begins new era for Corps in local-federal cost sharing projects.

## PEOPLE

The Galveston District of the Corps of Engineers is many things, but mostly, it is people.

Some 400 people, representing a wide variety of skills and professions, are the backbone of the Galveston District's commitment to public service.



Engineers, oceanographers, wildlife biologists, economists and a myriad of other specialists use their skills to plan and execute Corps projects practically, efficiently, and economically.



Administrators, clerical workers, and skilled laborers see that the day-to-day work of the District proceeds smoothly.



Together, the people of the Galveston District are a hard working team dedicated to a quality product in the best interest of Texas and the nation.

## ENVIRONMENT

Through its permit procedures, the Galveston District ensures that economic development of coastal areas can move forward without upsetting delicate ecological balances.



Wetland areas, vital as barriers to erosion, floods and storm damage, as well as nurseries for fish, shrimp and waterfowl, can be irreparably damaged by poorly-planned or executed construction projects.

The U.S. Congress, therefore, has delegated to the Corps authority to regulate development in wetlands and along navigable waterways.

The Corps issues permits for construction along waterways and in wetlands. In several specific cases, such as repairs to existing structures or minor works in non-tidal streams, no individual permits are required, such work falling under a blanket national permit.

In other cases, the Corps issues permits only after thorough study of the potential environmental impact of the proposed project. Permit applicants must submit detailed reports covering the impact of their work on endangered species, waterfowl nesting areas, water flows in the area, and effects on navigation; for large projects, the Corps may hold public hearings and solicit written comments before deciding on a permit.

The Galveston District is especially well-endowed with wetland areas, rich in their ecological diversity and natural beauty; it is also home to millions of people and billions of dollars in industrial output.

Ensuring that both the natural and the human communities continue to flourish, side-by-side, is a sometimes difficult task, but one undertaken daily by the Galveston District's Permit Branch.



**The Gulf Intracoastal Waterway provides 145,000 jobs for Texans and access to the nations marketplaces for Texas products. The waterway carries more than 70 million tons of cargo annually to 27 Texas ports.**



**Galveston District flood control works at the Addicks and Barker Dams on Houston's burgeoning west side have prevented more than \$40 million in flood damages since the mid-1940's when they were completed.**



**Shrimp Mariculture experiments in Brownsville are part of the Galveston District program to maximize use of dredged material containment areas to encourage landowners to donate plots of unused land for periodic placement of dredged material.**

## WORK FOR OTHERS

In addition to its own many civil works programs, the Galveston District works with other government agencies in the procurement and preparation of facilities.

The District, on behalf of the National Parks Service, purchased 86,000 acres of ecologically unique forest in East Texas from 1980 to 1988 to set aside as the Big Thicket National Preserve.

For the Department of Energy, the District purchased real estate for the Bryan Mound and Big Hill Strategic Petroleum Reserve sites, at a cost of \$41.5 million and \$26 million respectively.

The District also saw to the construction of pipelines and other support facilities related to these sites, where petroleum is stored underground, in hollowed-out salt dome formations, against the possibility of future embargoes or sudden shortages.

In the Neches River, south of Beaumont, the U.S. Maritime Administration maintains a ready reserve fleet of "mothballed" merchant ships that can be activated should they be needed for military sealift duty.

The Galveston District was responsible for designing the site, dredging it, installing mooring lines and utility connections, as well as providing facilities across the river for berthing of boats used to service the fleet.



## FLOOD CONTROL

Protecting citizens and property along the Texas coast from flooding is a priority of the Galveston District.

The low-lying coastal areas are particularly prone to tidal floods that accompany hurricanes and tropical storms, while the meandering, slow-moving rivers and bayous further inland can quickly become raging torrents during heavy spring rains.

Hurricane-flood protection works encircle the cities of Port Arthur, Texas City-La Marque, and Freeport with earthen levees, concrete floodwalls and "guillotine" tide gates to hold back storm tides, as well as pumping stations to remove accumulating rainwater from behind those structures.

The value of such projects to these coastal communities is inestimable. The Texas City-La Marque system was completed at a cost of \$16 million; after just one hurricane, 1983's Hurricane Alicia, estimates indicated the project had prevented \$8 million in damages.

Further inland, the sprawling metropolis of Houston has been spared millions of dollars in flood damage through both active measures -- deepening, widening and channelizing of the natural bayous to move floodwaters out quickly and efficiently -- and passively, through careful management of construction and development along floodplains.



## WATERWAYS

The Galveston District spends one-half to one-third of its \$100 million annual budget -- \$35 million -- on maintaining and modernizing the more than 1,000 miles of deep- and shallow-draft shipping channels along the Texas coastline.



Hailed as the "Thousand-Mile Miracle," the Gulf Intracoastal Waterway was completed in 1949, providing an unbroken water passage for barges and other shallow-draft vessels from Brownsville, Texas to St. Marks, Fla.

The Texas portion of the GIWW runs 400 miles and connects the state's 12 deep-water ports, providing shippers with a direct route to the state's petrochemical and other industries; the channel carries nearly 100 million tons of waterborne commerce every year.

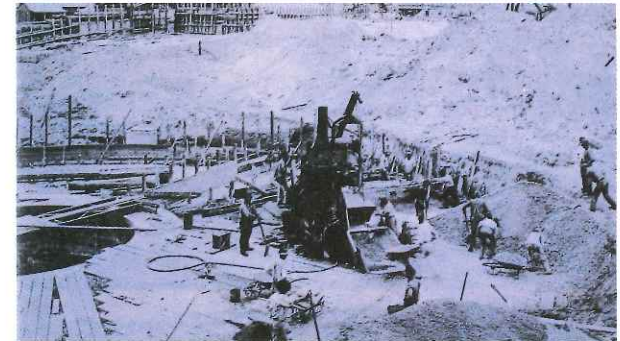
Additionally, fishing boats and pleasure craft take advantage of the sheltered passage offered by the GIWW to travel between ports along the coast.

Corps-contracted dredges are constantly at work keeping this vital marine artery open, maintaining a depth of 12 feet and a width of 125 feet.

Oceangoing ships carry cargoes ranging from cotton to automobiles to petroleum along deep-draft channels serving the ports of Beaumont-Port Arthur-Orange; Galveston-Texas City-Houston; Freeport; Corpus Christi; Point Comfort and Brownsville. Keeping these channels open at their sandbar-plagued entrances is the job of the Corps' big seagoing hopper dredges.

## MILITARY

Although civil works projects comprise the bulk of Corps operations, it is in fact a branch of the U.S. Army. The Corps stands ready to provide essential construction and engineering services in times of national emergency, as it has ever since Army engineers fortified Bunker Hill at the outset of the American Revolution.



The Galveston District built three large coastal artillery installations in the 1890s to protect Galveston and its vital entrance channel against threats from the sea. During the two World Wars and the Korean Conflict, the District was pressed into duty to manage \$350 million in construction of airfields, bombing ranges, barracks and other military facilities throughout Texas and Louisiana.

Today, the Galveston District's military mission consists largely of real estate work, providing recruiting and training facilities for all four branches of the armed services. Corps personnel also work closely with local port authorities on plans for use of their facilities by the military during national emergencies.

