

The specific recommendations of the Board include the modification of the existing navigation project for the Port Aransas-Corpus Christi Waterway, Texas, to provide for: deepening the outer bar channel to 47 feet and extending the channel to the 47-foot depth in the Gulf of Mexico, a distance of about 1.2 miles; deepening the remaining deep-draft portion of the waterway to 45 feet, including the LaQuinta channel and turning basin; widening the main channel to 600 feet between the Inner Basin at Harbor Island and a point 1,000 feet east of the ferry landing at Port Aransas, and widening to 500 feet between that point and the junction of LaQuinta channel at mile 11.7; widening the channel from Avery Point to the Chemical turning basin to 400 feet, and widening the Tule Lake, Viola, and LaQuinta channels to 300 feet; widening the Chemical, Tule Lake, Viola, and LaQuinta turning basins to provide minimum diameter turning areas of 1,200 feet; enlarging the entrance to the Inner Basin to 730 feet; realigning the Industrial Canal to a location 25 feet northerly from its present position, and widening the Avery Point turning basin at the head of the Industrial Canal to 975 feet; constructing a turning point with turning area diameter of 1,200 feet at the LaQuinta channel junction; constructing mooring areas and dolphins at Port Ingleside, one mooring area with 6 dolphins to be constructed initially and the second, with 7 dolphins to be constructed when required to meet the needs of navigation; easing of certain bends; and reducing the width of the entrance channel to Corpus Christi main turning basin, starting at a point 500 feet bayward from the Corpus Christi Harbor bridge from 400 feet to 300 feet, Corpus Christi main turning basin from 1,000 feet to 800 feet, and Avery Point turning basin from 1,000 feet to 975 feet; all generally in accordance with the plan of the District Engineer and with such modifications thereof as in the discretion of the Chief of Engineers may be advisable; at an estimated cost of \$20,682,000 for construction and \$150,800 annually for operation, maintenance, and replacements in addition to that now required, all exclusive of navigation aids: Provided that, prior to construction, local interests agree to—

A. Provide without cost to the United States all lands, easements, and rights-of-way required for construction and subsequent maintenance of the improvements and for aids to navigation upon request of the Chief of Engineers, including suitable areas determined by the Chief of Engineers to be required in the general public interest for initial and subsequent disposal of spoil, and also necessary retaining dikes, bulkheads, and embankments therefor or the costs of such retaining works;

B. Hold and save the United States free from damages due to the construction and subsequent maintenance of the proposed improvements;

C. Accomplish without cost to the United States all alterations of pipelines, power lines, cables, and other utility facilities, when and as required for construction of the improvements;

D. Provide and maintain without cost to the United States depths in berthing areas and local access channels serving the terminals commensurate with the depths provided in the related project areas; and

E. Establish regulations prohibiting discharge of pollutants into the waters of the improved channels by users thereof, which regulations shall be in accordance with applicable laws or regulations of Federal, State, and local authorities responsible for pollution prevention and control.

It is also recommended that the undredged northward extension of the Inner Basin at Harbor Island and the undredged west turnout (we connection) between the LaQuinta channel and the main channel of the Port Aransas-Corpus Christi Waterway be deauthorized; and that the name of the Port Aransas-Corpus Christi Waterway, Texas project be changed to Corpus Christi Ship Channel, Texas.

PRESENT TRAFFIC AND COMMERCE

In 1926, the year that the Port Aransas-Corpus Christi Waterway and Port of Corpus Christi was opened to world trade, waterborne commerce and traffic totaled 6,170 tons and 17 sailings, respectively. By 1967, forty one (41) years later, the commerce had increased to *30,241,351 tons and *4,038 sailings respectively, indicating a continued growth and diversification of commerce. Over the last 10 years, the average annual increase in tonnage has been over 3.9 per cent. Annual waterborne commerce and traffic during the past ten years is shown in Table No. 1 on the following page of this report.

*Nueces County Navigation District No. 1 Statistics.