

**SAVANNAH HARBOR EXPANSION
PROJECT MANAGEMENT PLAN**



APPENDIX C

PROJECT AUTHORIZATIONS

SAVANNAH HARBOR, GEORIGIA

HISTORY OF AUTHORIZATIONS

June 23, 1874: Regulating works. Annual Report 1873, p. 747.

March 2, 1907: Tentative Provisions for a 26-foot channel from the Quarantine Station to the Seaboard Air Line Railway Bridge. H. Doc. 181, 59th Cong., 1st sess.

June 25, 1910: Definite Provision for the 26-foot channel.

July 25, 1912: A 21-foot channel from the Seaboard Air Line Railway Bridge to the foot of Kings Island. H. Doc. 563, 62d Cong., 2d sess.

August 8, 1917: A 30-foot depth from the sea to the Quarantine Station. H. Doc. 1471, 64th Cong., 2d sess.

January 21, 1927: A 21-foot channel above Kings Island. H. Doc. 261, 69th Cong., 1st sess.

January 21, 1927: Channel 30 feet deep, with general width 500 feet, from the ocean to the Quarantine Station, thence 26 feet deep, general width 400 feet, to the Seaboard Air Line Railway Bridge, thence 21 feet deep and 300 feet wide to Kings Island. Widening at West Broad and Barnard Streets; anchorage basin; mooring dolphins; regulating dam across South Channel; relocation of the Inland Waterway; dredging Drakes Cut to 13 feet; widening to 525 feet at Kings Island; extension of training walls, revetments, and jetties. Consolidation of projects relating to Savannah Harbor. H. Doc. 262, 69th Cong., 1st sess.

July 3, 1930: Channel 26 feet deep and 300 feet wide from the Seaboard Air Line Railway Bridge to the foot of the Kings Island. S. Doc. 39, 71st Cong., 1st sess.

August 30, 1935: Authorized the 30-foot project and eliminated from the project (a) the relating dam across South Channel; (b) the relocation of the Inland Waterway; and (c) the further extension of training walls, revetments, and jetties. H. Doc. 276, 73d Cong., 2d sess.

March 2, 1945: Deepening the channel and turning basin above the Seaboard Air Line Railway Bridge from 26 to 30 feet and widening the channel opposite the Atlantic Coast Line Terminals to a maximum of 550 feet for a length of 5,000 feet. H. Doc. 283, 76th Cong., 1st sess. (1)

November 7, 1945: Deepening the channels to 36 feet deep and 500 feet wide across the ocean bar; 34 feet deep and generally 400 feet wide, increased to 550 feet opposite the Atlantic Coast Line Terminals, with a turning basin 34 feet deep at the Mexican Petroleum Corp. Refinery; and with such modifications thereof as the Secretary of War and the Chief of Engineers may consider desirable. H. Doc. 227, 79th Cong., 1st sess. (1)

July 24, 1946: Extending channel 30 feet deep, 200 feet wide, upstream from Atlantic Creosoting Terminal to a point 1,500 feet below the Atlantic Coastal Highway Bridge, with turning basin 30 feet deep at upper end. H. Doc. 678, 79th Cong., 2d sess. (1)

September 3, 1954: Deepening the channel to 34 feet and widening to 400 feet, from the upper end of the presently authorized 34-foot channel in the vicinity of the American Oil Company Refinery wharf, to the Savannah Sugar Refinery with a turning basin at the upper end of the proposed improvement made by widening the channel to 600 feet for a length of 700 feet and providing approaches. H. Doc. 110, 83d Cong., 1st sess. (1)

October 23, 1962: Enlargement of turning basin near Kings Island to a width of 900 feet and a length of 1,000 feet, with suitable approaches, at a depth of 34 feet. S. Doc. 115, 87th Cong., 1st sess.

October 27, 1965: Deepening the bar channel from 36 feet to 40 feet, the channel between the bar channel and Garden City Terminal from 34 feet to 38 feet, and the channel from the Garden City Terminal to the vicinity of the Savannah Sugar Refinery from 30 feet to 36 feet; widening the bar channel from 500 feet to 600 feet, the channel between Fort Pulaski and Atlantic Coast Line Terminal from 400 feet to 500 feet, and the channel between Garden City Terminal and the Savannah Sugar Refinery from 200 feet to 400 feet; providing necessary wideners of the bends; constructing a new turning basin 900 feet wide by 1,000 feet long by 34 feet deep opposite the Atlantic Coast Line Terminals; and enlargement of existing turning basin at the American Oil Company Terminal from 600 feet wide by 600 feet long to 900 feet wide by 1,000 feet long. H. Doc. 226, 89th Cong., 1st sess.

October 27, 1965: Providing sediment control works consisting of tide gate structure across Back River; sediment basin 40 feet deep, 600 feet wide, about 2 miles long, with entrance channel 38 to 40 feet deep and 300 feet wide; drainage canal across Argyle Island 15 feet deep and 300 feet wide; control works and canals for supplying fresh water to Savannah National Wildlife Refuge; and facilities to mitigate damages to presently improved areas other than refuge lands. H. Doc. 223, 89th Cong., 1st sess.

SPCW Resolution June 15, 1976 and HPWTC of June 9, 1976 under authority of Sec. 201 of Flood Control Act of 1965: Provided for modification of the existing project to include (1) incorporation of the LASH Turning Basin as an element of the existing Federal navigation project for maintenance purposes, (2) provided for the enlargement of the Kings Island Turning Basin to 1,500 feet wide, 1,600 feet long, and 38 feet deep, and for the incorporation of the existing Oyster Bed Island Turning Basin into the Federal Navigation Project. H. Doc. 94-520,

94th Cong., 1st sess, June 8, 1976.

Sediment Control Works: Completed May 6, 1977.

Oyster Bed Island Turning Basin: Completed July 1979.

Kings Island Turning Basin: Completed June 1982.

July 16, 1984: Construction of 3 new work curve wideners in the inner harbor channel. Curve Widener No. 1 is between mile 11.1 and 11.9. Curve Widener No. 2 is between mile 13.2 and 13.8. Curve Widener No. 3 is between mile 14.0 and 14.8. The wideners are located on the north side of the channel. Cost of new construction \$1,711,940. PL 98-360.

WRDA 1986 - October 17, 1986: Savannah Harbor Widening as described in Report of Chief of Engineers, dated December 19, 1978. Authorized widening channel from 400 feet to 500 feet from Fig Island Turning Basin to Kings Island Turning Basin, a distance of 5.6 miles. PL 99-662. H. Doc 6, 99th Cong., 2d sess, dated October 17, 1986, Sec. 201.

Section 867: Allows planning, engineering and design to remove drift and debris as part of operations and maintenance.

Section 1135: Implemented a fish and wildlife habitat restoration project which utilized material dredged from Federal navigation projects to improve salinity levels in the Back River area by filling in an existing canal.

WRDA 1992 - October 31, 1992: Savannah Harbor Deepening - Deepened harbor by 4 feet, from -38 feet mlw to -42 feet mlw in the Inner Harbor and from -40 feet mlw to - 44 feet mlw in the Bar Channel for a total of 31 miles of harbor improvements.

Widening and Deepening: Widening (WRDA 1986) completed April 10, 1992. Deepening (WRDA 1992) completed April 1994.

Sediment Control Works: Completed May 6, 1977. Tide Gate Structure removed from service in 1992 because of increased salinity levels allegedly affecting striped bass reproduction and vegetation changes in wildlife refuge.