TPWD has developed these initial dry berth design concepts. These design options are shown for the existing berth location, but aspects of these designs may be applicable for other locations. Design options are identified by numbers one through five; however, this naming convention does not indicate preference or favor for any option.

**OPTION 1**
- Site: Existing berthing location
- Basin of Basin Slab: -26 feet
- Elevation of Ship: +5 feet higher than existing height
- Ship Location during Construction: On-site superflooded wet berth
- Construction Type: Sloped earthen revetments
- Visitor Access during Construction: No
- Ship Entrance into Houston Ship Channel Required: No
- Estimated Cost: $38.2 million*

*Estimated costs include the cost to construct the permanent dry berth, a temporary berthing facility (if required), and the cost to move the ship. Costs to repair the ship are not included in these estimates.

**OPTION 2**
- Site: Existing berthing location
- Basin of Basin Slab: -38 feet
- Elevation of Ship: -7 feet lower than existing height
- Ship Location during Construction: On-site wet berth (not superflooded)
- Construction Type: Sloped earthen revetments
- Visitor Access during Construction: No
- Ship Entrance into Houston Ship Channel Required: No
- Estimated Cost: $46.3 million*

*Estimated costs include the cost to construct the permanent dry berth, a temporary berthing facility (if required), and the cost to move the ship. Costs to repair the ship are not included in these estimates.

**OPTION 3**
- Site: Existing berthing location
- Basin of Basin Slab: -38 feet
- Elevation of Ship: -7 feet lower than existing height
- Ship Location during Construction: Existing berth
- Construction Type: Sloped earthen revetments
- Visitor Access during Construction: Yes
- Ship Entrance into Houston Ship Channel Required: Yes
- Estimated Cost: $41.1 million*

*Estimated costs include the cost to construct the permanent dry berth, a temporary berthing facility (if required), and the cost to move the ship. Costs to repair the ship are not included in these estimates.

**OPTION 4**
- Site: Existing berthing location
- Basin of Basin Slab: -38 feet
- Elevation of Ship: -7 feet lower than existing height
- Ship Location during Construction: Existing berth
- Construction Type: Reinforced concrete slurry wall/cantilevered steel king pile wall
- Visitor Access during Construction: Yes
- Ship Entrance into Houston Ship Channel Required: No
- Estimated Cost: $49.3 million*

*Estimated costs include the cost to construct the permanent dry berth, a temporary berthing facility (if required), and the cost to move the ship. Costs to repair the ship are not included in these estimates.

**OPTION 5**
- Site: Existing berthing location
- Basin of Basin Slab: 0 feet
- Elevation of Ship: Same as existing height
- Ship Location during Construction: On-site wet berth
- Construction Type: Sloped earthen revetments
- Visitor Access during Construction: No
- Ship Entrance into Houston Ship Channel Required: No
- Estimated Cost: To Be Determined (Under Design)*

*Estimated costs include the cost to construct the permanent dry berth, a temporary berthing facility (if required), and the cost to move the ship. Costs to repair the ship are not included in these estimates.

WE NEED YOUR HELP
TPWD needs your feedback. Your comments will be considered as a vital part of the NEPA and NHPA compliance processes.