

Louisiana Statewide Transportation Plan Update



Advisory Council Meetings – Round Two
Ports and Waterways
Baton Rouge, LA

October 1-2, 2013

**CDM
Smith**

Ports and Waterways Needs

- Focus upon deficiencies that can potentially be controlled or enhanced through DOTD ownership, partnership, or cooperative agency
 - Lack of funding for continued maintenance to authorized channel depths
 - Limited lock operations
 - Operations dictated during low-water and high-water conditions

Port and Waterway Needs

Waterway Corridor	Maintenance Dredging/ Channel Improvements	Beneficial Use Dredged Material	Bridges	Lockage	Congestion	Safety/ Security
Lower Mississippi River (Baton Rouge to the Gulf)	Adequate maintenance funding needed	Plan and funding is needed				
	Increase main channel depth to 50'	Plan and funding is needed				Reset buoys/ signage
Baptiste Collette (distributary of Lower MR)	Baptiste Collette channel deepening	Plan included in feasibility study ⁽¹⁾				
Upper Mississippi River (Baton Rouge to Lake Providence)	Adequate maintenance funding needed				Low water	
Atchafalaya River	Re-alignment of the Lower Atchafalaya from Horseshoe Bend to Crewboat Cut; adequate maintenance funding needed					
			Simmesport Railroad Bridge-at curve on the River-tough to navigate			Simmesport Railroad Bridge at high water
Red River	Adequate maintenance funding needed					
	Need channel deepening to 12'			Proposed reduced schedule for locks	Lock delays and backup	

Port and Waterway Needs

Waterway Corridor	Maintenance Dredging/ Channel Improvements	Beneficial Use Dredged Material	Bridges	Lockage	Congestion
Ouachita River	Adequate maintenance funding needed			Reduced schedule for locks	
Calcasieu River	Adequate maintenance funding needed		Calcasieu River Bridge (I-220) Maintenance	Reduced lockage schedule at the saltwater barrier	Current depth (40') and width (400') are not maintained
	Channel widening, anchorage areas				Channel width restricts two-way traffic
	Dredge disposal issues	DMMP approved, but need funding to accomplish (2)			
Mermentau River	Depth at the mouth of the river is too shallow at low tide; need adequate maintenance funding				Traffic delays waiting for high tide
Vermilion River	Adequate maintenance funding needed				
GIWW (and GIWW Alternate Route)				Vessel delays at (a) Calcasieu Lock, (b) Bayou Boeuf Lock, (c) Leland Bowman Lock, (d) Algiers Lock (currently broken, 72-80 hour delay), (e) Harvey Lock, (f) IHNC Lock	Lockage delays and backup

Port and Waterway Needs

Waterway Corridor	Maintenance Dredging/ Channel Improvements	Beneficial Use Dredged Material	Bridges	Lockage	Congestion
GIWW (and Alternate Route) cont.				Proposed limited lockage schedules (Calcasieu Lock, Bayou Boeuf, Lock, Leland Bowman Lock)	Lockage delays and backup
				Alternate Route Lock delays at (19a)Bayou Sorrel	Lockage delays and backup
			Bayou Sorrel Bridge		
Gulf Coast	Lower Atchafalaya, other access channels to the Gulf experience high sedimentation (fluff)				Depth is a constraint to oil and gas industry
	North Pass Channel			Lockage proposed as part of the Morganza to the Gulf Hurricane Protection Plan- Houma Navigation Channel	
Lake Pontchartrain					

Lower Mississippi River Needs

Identified Needs	Baton Rouge	South Louisiana	St. Bernard	New Orleans	Plaquemines
General Infrastructure	Grain elevator improvements/upgrades (under construction); storage facility improvements/expansion		New property site development	River Terminal Improvements (general); new cruise terminal; Port share of Inner Harbor Navigation Canal Lock(IHNC) replacement	Repair/replace admin building and other from Isaac damages; new container handling facilities; property development
Operations – Locks					
Environmental				Efforts to become “green”	
Safety/ Security				Security related wireless communication system; port-wide monitored fire alarm system	
Intermodal Connections – Rail				Rail congestion; EIS ongoing to solve throughput issue (New Orleans Public Belt RR)	
Conditions	Repair rail line damaged in 2011 flood				Improvements to tracks, ballast, ties
Efficiency/accessibility					Rail extension on east and west bank (New Orleans Gulf Coast RR) to new coal facility

Lower Mississippi River Needs

Identified Needs	Baton Rouge	South Louisiana	St. Bernard	New Orleans	Plaquemines
Operations/schedule					
Capacity					Car weight issue— wooden bridge supports—
Constraints/congestion					
Intermodal connections – Highway					
Conditions					
Efficiency/accessibility					Widening of LA-23 then LA-39
Capacity					
Constraints/congestion					
Bridges				Port share New Almonaster Bridge, Seabrook Bridge Replacement	
Intermodal-Aviation					Have heliports; possible new airport proposed

Total Needs Estimate

Type of Need	Preservation	Expansion	Total ⁽¹⁾
Waterway Needs	\$290,104	\$6,652,000	\$6,942,104
Port Needs	\$182,778	\$400	\$183,178
Total	\$472,882	\$6,652,400	\$7,125,282

Note: (1) Needs in Thousands, for projects where needs have been estimated.