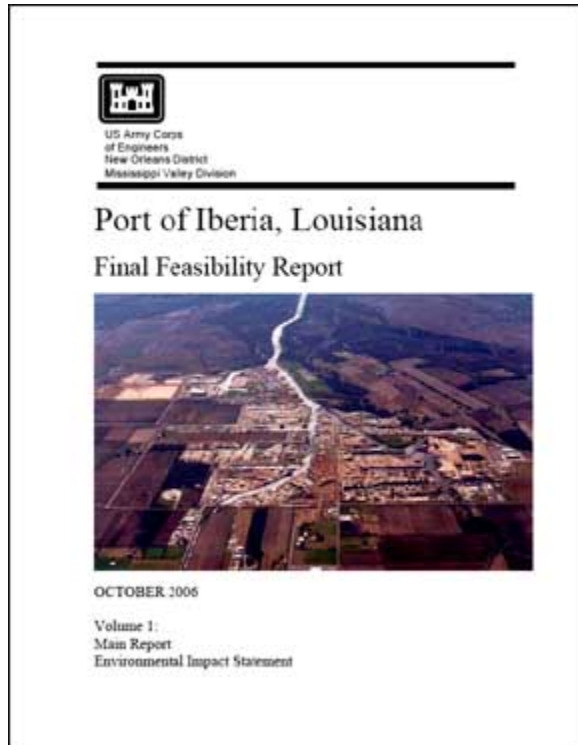


# Port of Iberia, Louisiana

## 27 April 2006



**Abstract:** The recommended plan for navigation at the Port of Iberia, Louisiana, is to improve access for ocean going vessels transporting prefabricated deepwater topsides to the Gulf of Mexico. The plan includes modifications of about 57.5 miles of existing navigation channel which consist of two segments of the existing inland waterway system: Freshwater Bayou and a portion of the Gulf Intra-coastal Waterway (GTWW), and the non-federally constructed Commercial Canal. It provides for an enlargement of the Commercial Canal, a 14-mile-long segment of the GIWW and Freshwater Bayou navigation channels to a depth of -16 feet mean lower low water (MLLW) and a bottom width of 150 feet. New floodgate structures would be included at each end of the non-Federally constructed Freshwater Bayou bypass channel to accommodate large vessels that cannot transit the Freshwater Bayou lock. The least cost disposal of dredged material from the project would result in incidental, but significant, ecological benefit of creating and protecting approximately 971 acres of marsh habitat. Therefore no compensatory mitigation is included in the plan.

Project costs are allocated to the commercial navigation purpose. The estimated total first cost of the project is \$125,000,000, with a Federal cost of \$100,300,000 and a non-Federal cost of \$24,700,000.

The estimated total first cost includes about \$123,300,000 for general navigation features (GNF) and \$1,700,000 for lands, easements, rights of way, and relocations (LERR). The GNF cost includes channel excavation, floodgates, and disposal of dredged material. In addition to this amount, the local sponsor will be investing about \$15,700,000 for local service facilities, which include bulkhead modifications and dredging of berthing areas. Utility owners will incur approximately \$22,600,000 for removals and modification of utilities including pipelines that would otherwise obstruct navigation. The total cost of all features required to obtain the projected navigation benefits, including GNF, LERR, local service facilities, aids-to-navigation, and utility removals, is estimated at \$163,300,000.

The local sponsor, the Louisiana Department of Transportation and Development, has indicated its preference for a 20-foot channel-deepening plan and considers it critical to Port of Iberia's future competitiveness. Such a plan includes a depth of -20 feet mean lower low water (MLLW) and a bottom width of 150 feet along the same channel segments as the recommended plan, and new floodgate structures at each end of the non-Federally constructed Freshwater Bayou bypass channel. While this plan is not being recommended at this time, it is a prudent Federal investment to include construction of the bypass channel flood gates for the 16-foot channel plan to specifications that also accommodate the 20-foot channel plan to facilitate additional channel deepening as conditions require in the future. The additional cost of the bypass channel floodgates construction to accommodate future expansion to a 20-foot channel plan is estimated at \$3,400,000. Similarly, utility and pipeline modifications will be specified to accommodate the 20-foot channel plan.

**Report Documentation:** Pertinent documentation on the project, the results of the CWRB, and subsequent Washington Level Review Actions are linked below.

- [CWRB Briefing Agenda](#)
- [Project Summary](#)
- [CWRB Briefing Slides](#)
- [CWRB Lessons Learned](#)
- [CWRB Meeting Record](#)
- [Comment Letters](#)
- [Documentation of Review Findings](#)
- [Signed Chief of Engineers Report](#)
- Transmittal to OMB
- OMB Clearance
- Congressional Notification
- Signed Record of Decision
- Authorization
  - [Section 1001 \(25\) WRDA 2007](#)
  - [Full WRDA Text](#)

**Additional Information:**

[Mississippi Valley Division](#)

[New Orleans District](#)

[Port of Iberia Feasibility Study Information](#)