

# Waterway Access and the Atlantic Intracoastal Waterway in Florida



# Issues:

Maintenance - Funding (costs), Infrastructure needs, permitting

Management – Consideration of the M-95 “system” , Cooperation among similar and competing interests!

Access – Users groups, (kayaks to cruise ships), non-boating interests, loss of in water and upland opportunities...

Education and Awareness - Public, management groups and “decision” makers, and the “quality” of the waterway experience.

The background of the slide is a photograph of a blue sky with wispy white clouds above a calm blue body of water. The sun is visible on the left side, creating a bright reflection on the water's surface.

**WATERWAY**

**MAINTENANCE & MANAGEMENT**



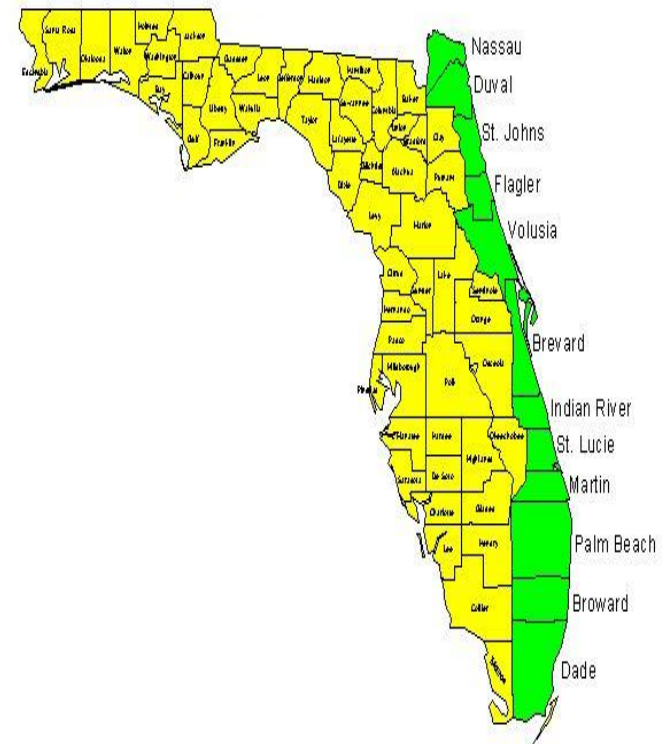
# “LOCAL SPONSOR” OF THE ATLANTIC INTRACOASTAL WATERWAY IN FLORIDA

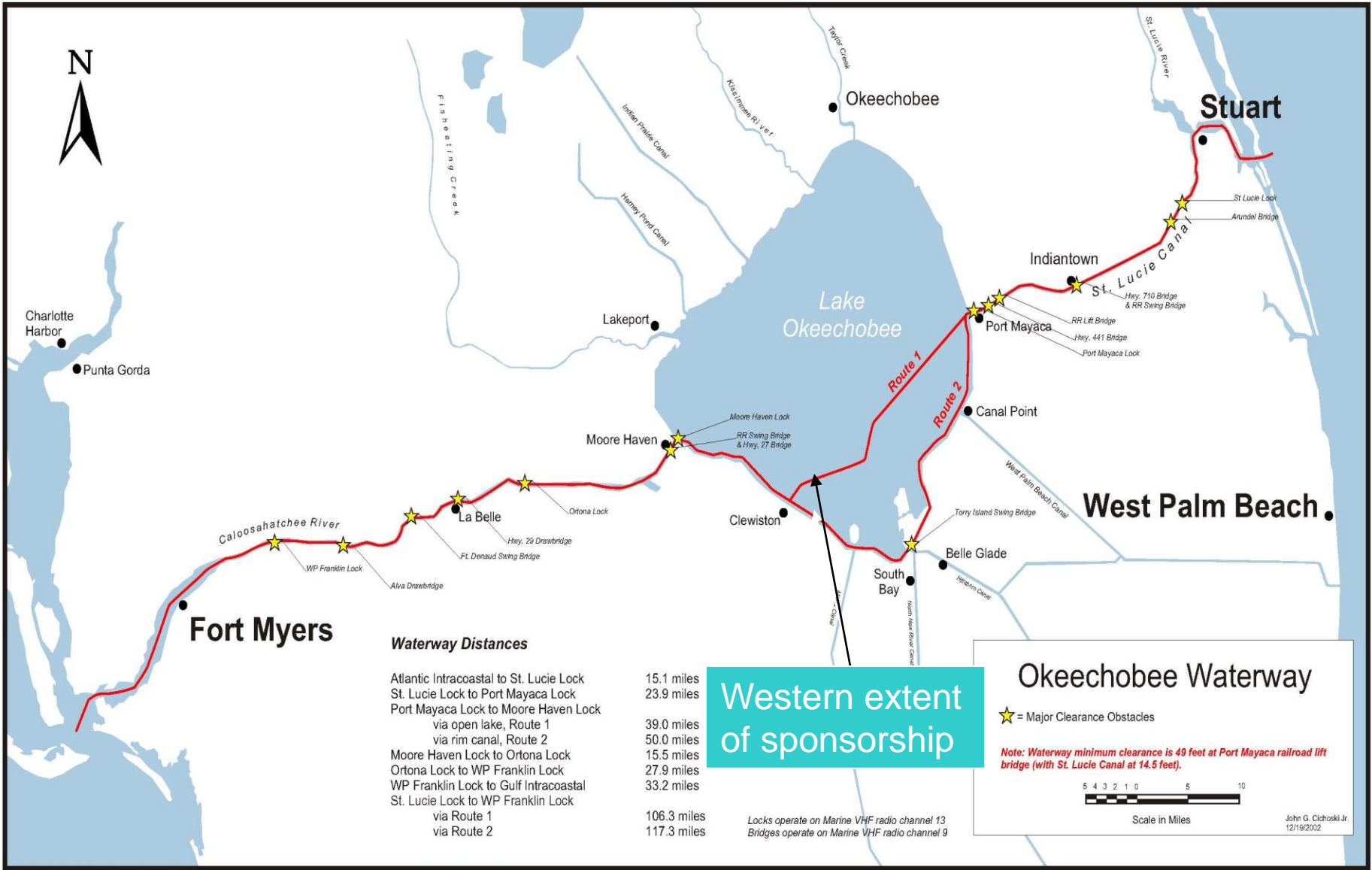
## DISTRICT BOUNDARIES

- **12 Appointed Commissioners**
- **Six staff members**
- **Levy ad valorem tax**
- **Admin. <3% of budget**

### DISTRICT PROGRAMS

- ❖ **Land Acq. & Mgmt.**
- ❖ **Operations**
- ❖ **Assistance Programs**
- ❖ **Public Information**





**Waterway Distances**

Atlantic Intracoastal to St. Lucie Lock	15.1 miles
St. Lucie Lock to Port Mayaca Lock	23.9 miles
Port Mayaca Lock to Moore Haven Lock	
via open lake, Route 1	39.0 miles
via rim canal, Route 2	50.0 miles
Moore Haven Lock to Ortona Lock	15.5 miles
Ortona Lock to WP Franklin Lock	27.9 miles
WP Franklin Lock to Gulf Intracoastal	33.2 miles
St. Lucie Lock to WP Franklin Lock	
via Route 1	106.3 miles
via Route 2	117.3 miles

**Western extent of sponsorship**

**Okeechobee Waterway**

★ = Major Clearance Obstacles

*Note: Waterway minimum clearance is 49 feet at Port Mayaca railroad lift bridge (with St. Lucie Canal at 14.5 feet).*

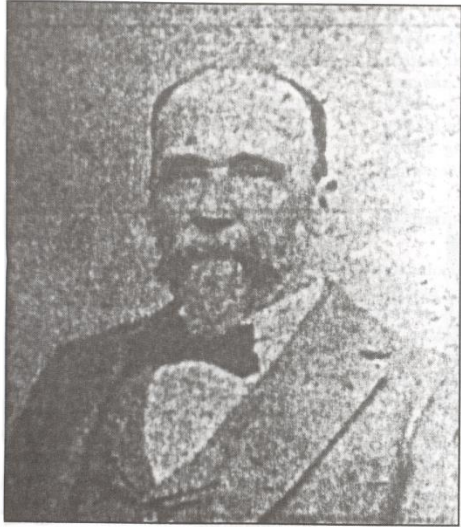
Scale in Miles

John G. Cichoski Jr.  
12/19/2002

Locks operate on Marine VHF radio channel 13  
Bridges operate on Marine VHF radio channel 9

# THE BEGINNING OF THE INTRACOASTAL WATERWAY IN FLORIDA

**CONSTRUCTED BY A PRIVATE COMPANY,  
THE FLORIDA EAST COAST CANAL COMPANY  
BETWEEN 1881 and 1912**

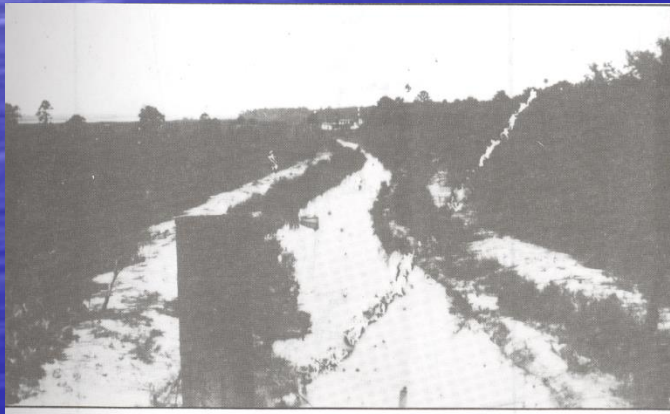


James L. Colee  
(courtesy of the St. Augustine Historical Society).

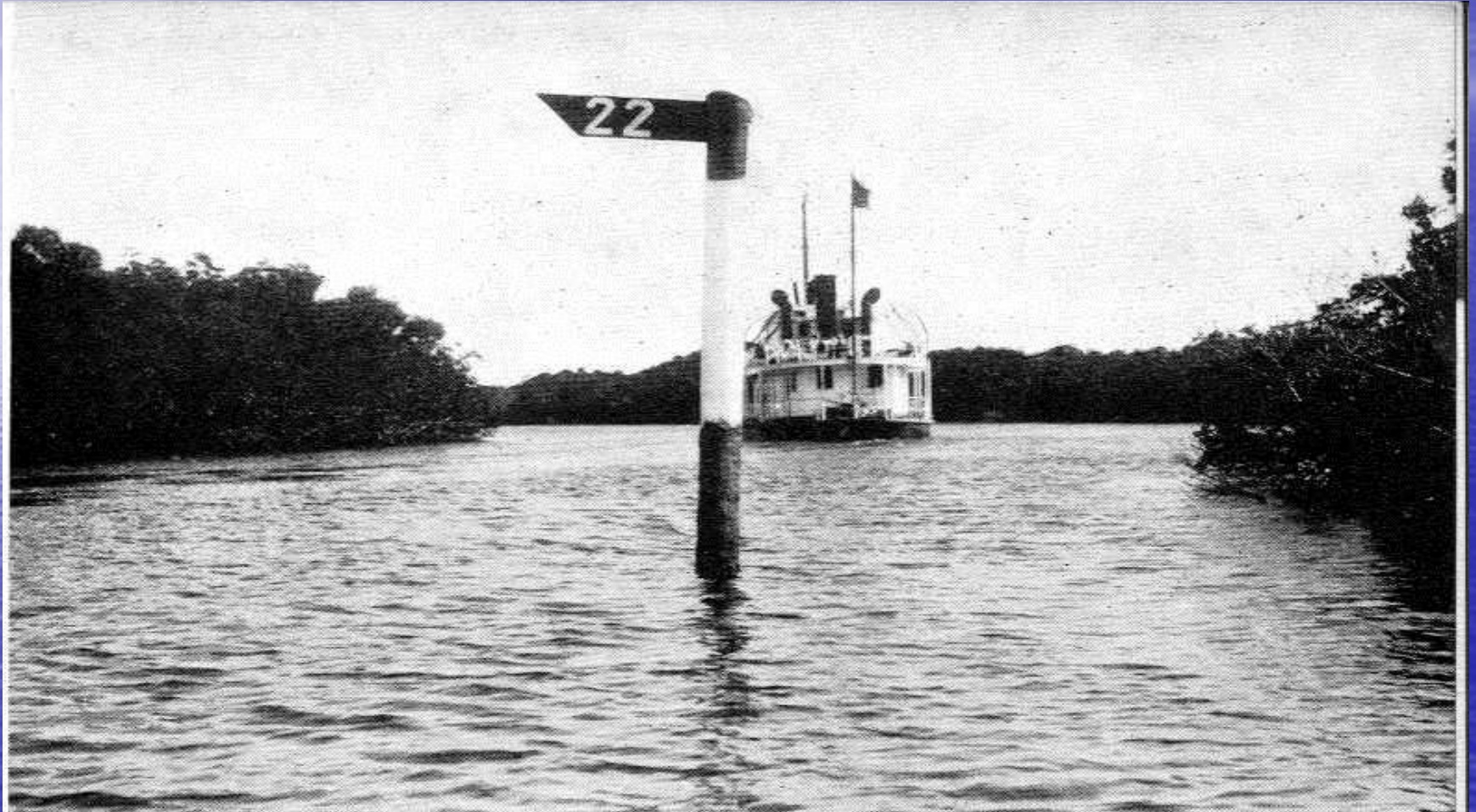
**A LADDER OR BUCKET DREDGE  
WAS USED TO CREATE CANALS  
CONNECTING THE EAST COAST  
LAGOONS AND RIVERS**



**THE RESULTING 5 FT DEEP AND 50 FOOT  
WIDE WATERWAY WAS OPERATED AS A  
TOLL CANAL**



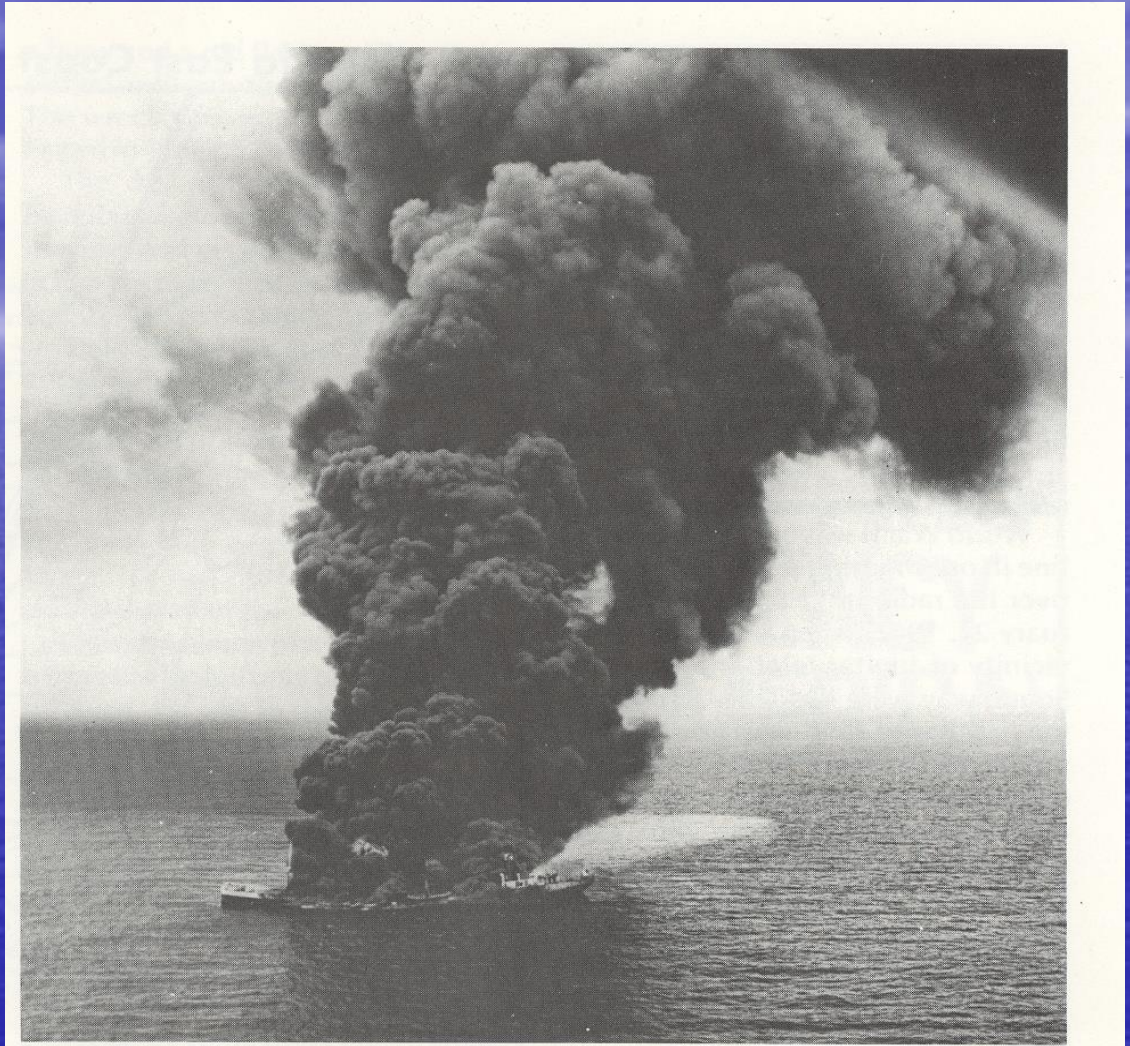
# 1927 GOVERNMENT OWNERSHIP



Waterway enlarged in the 1930's to 100 feet wide and 8 feet deep

**1942**

**Time to make  
improvements**



*Potero Del Llano was torpedoed on May 13, 1942.*

**German submarines off of the east coast of the United States torpedoed many cargo ships, causing Congress to authorize the enlargement of the Intracoastal Waterway to provide a safe and protected route for these ships.**





# TODAY

## FLORIDA ICW STATS

**406 Miles in Length**

**Florida/Georgia Border to  
Crossbank in the FL Keys**

**Project Design Depth  
12' MLW, FL/GA border to Ft.  
Pierce**

**10' MLW from Ft. Pierce to Miami  
7' MLW from Miami to Crossbank  
8' for the OWW**

**500,000 cyds. per year of dredging**

**Est. \$12-\$14 Million annually to  
maintain at optimum functionality**

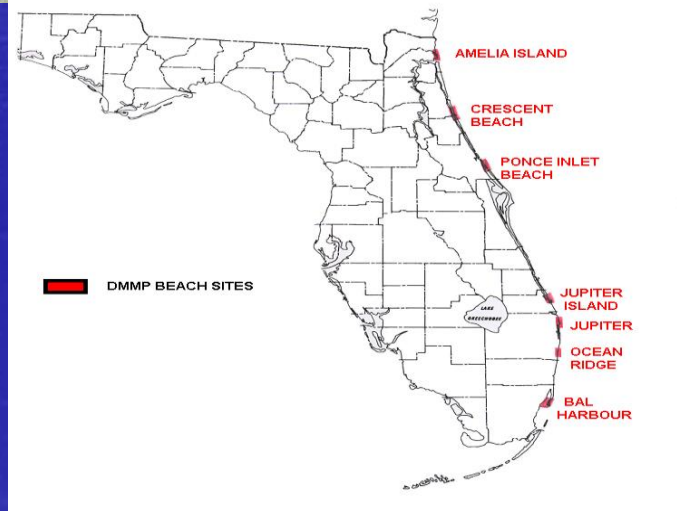


# LAND ACQUISITION AND MANAGEMENT

**22,000 acres of Right of way lands**

**35,000 acres for Dredged Material Management**

**3,500 acres for Long Term Dredged Material Management**



# **DREDGED MATERIAL MANAGEMENT PLAN RESULTS**

**OVER THE NEXT 50 YEARS  
ICW MAINTENANCE DREDGING WILL  
PRODUCE**

- **12.5 MCYDS. OF BEACH QUALITY MATERIAL ONTO 8 BEACH SITES**
- **12.5 MCYDS. OF NON-BEACH MATERIAL INTO 54 UPLAND CONTAINMENT SITES**

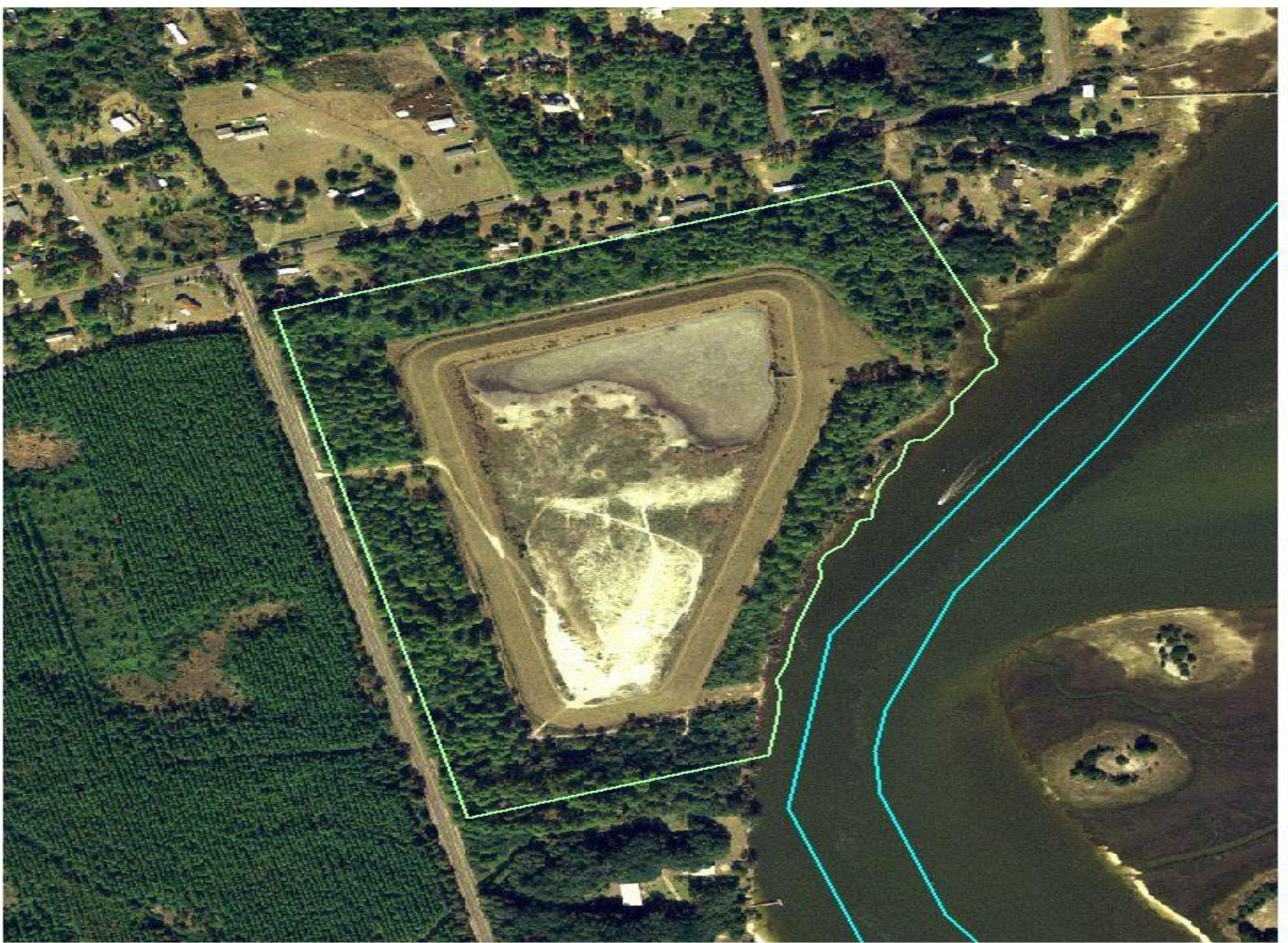
Before sand placement



After sand placement



SUMMERHAVEN  
BEACH



# **WATERWAY ECONOMICS**

**(Why bother with Maintenance &  
Mangement??)**

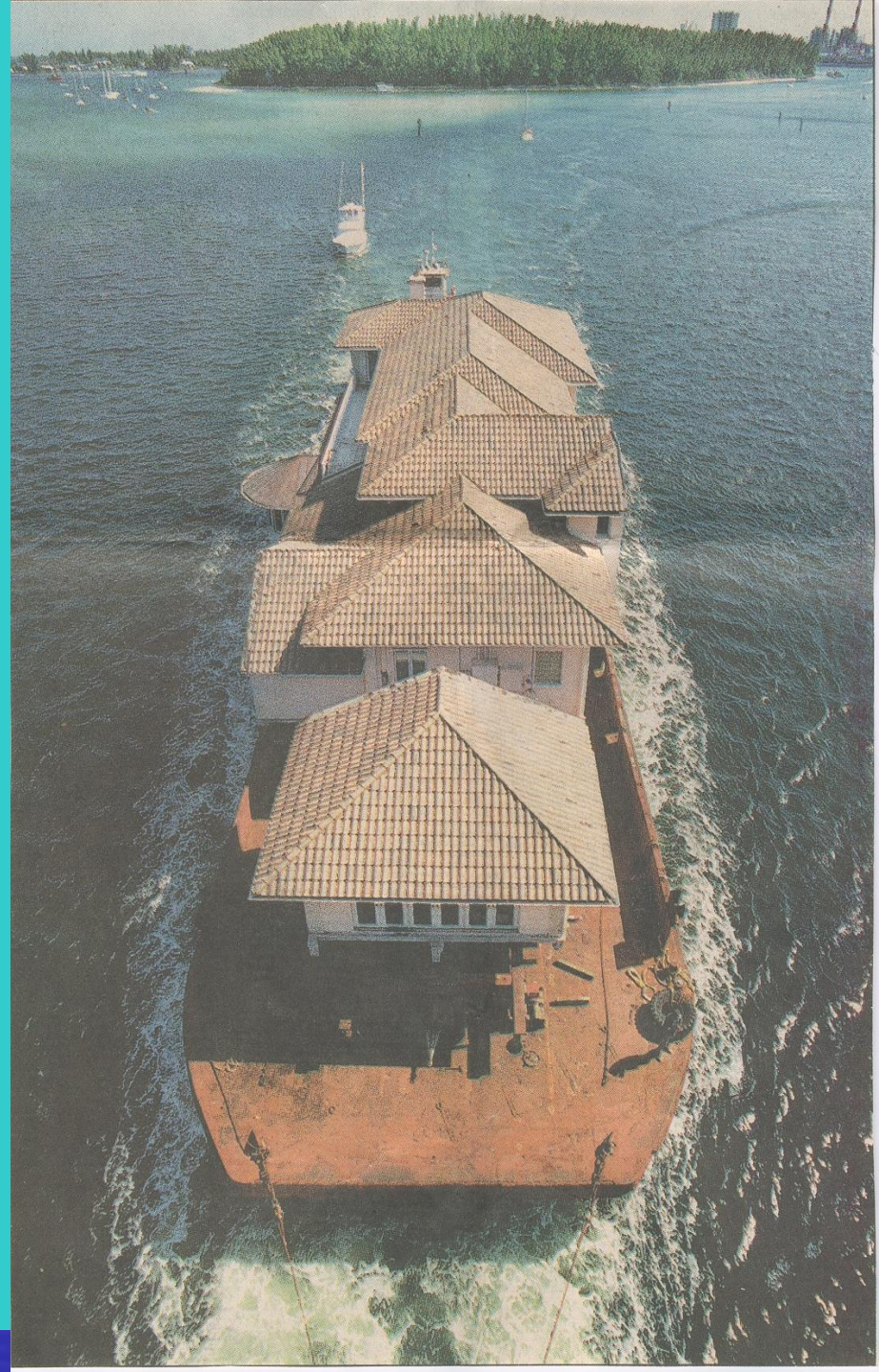
# COMMERCIAL ECONOMICS OF THE ATLANTIC INTRACOASTAL WATERWAY IN FLORIDA

- **CARGO TRANSPORTED**  
**1.7 MILLION TONS**  
**97% Fuel Oil**
- **TOTAL CARGO VALUE**  
**\$0.5 Billion**
- **TOTAL ECONOMIC**  
**OUTPUT \$0.6 Billion**
- **TOTAL PERSONAL**  
**WAGES \$68 Million**
- **TOTAL JOBS**  
**4,869**



## **OVERSIZED CARGOS**

- **HOUSES**
- **BRIDGE PILINGS**
- **ROCKET BOOSTERS**
- **LARGE GENERATORS**







# **DISTRICT RECREATIONAL WATERWAY STATISTICS**

- **278,391 Registered Vessels**
- **Thousands of Visiting Vessels**
- **Registered Vessels make 16 Million Vessel Trips per year**



## **RECREATIONAL ECONOMICS OF THE ATLANTIC INTRACOASTAL WATERWAY IN FLORIDA**

- **TOTAL ECONOMIC OUTPUT:  
\$18+ Billion**
- **TOTAL PERSONAL WAGES:  
\$5+ Billion**
- **TOTAL JOBS:  
120,000+**
- **TOTAL PROPERTY VALUES:  
\$21+ Billion**

# DECREASE IN WATERWAY ECONOMICS

IF MAINTENANCE DREDGING CEASED  
AND THE WATERWAY RETURNED  
TO A 3 FOOT CONTROLLING DEPTH

- DECREASE IN ECONOMIC OUTPUT \$8.1B (53%)
- DECREASE IN PERSONAL WAGES \$2.3B (52%)
- DECREASE IN JOBS 61,733 (52%)
- DECREASE IN PROPERTY VALUES \$5.4B (28%)



**WATERWAY**

**ACCESS**

# ASSISTANCE PROGRAMS

1. Public Navigation Channel Dredging.
2. Public Navigation Aids & Markers.
3. Inlet Mgt. Projects Beneficial to Public Navigation.
4. Public Shoreline Stabilization of District Waterways.
5. Acquisition & development of Public DMMA or Commercial/Industrial Access.
6. Waterway Signs & Buoys.
7. Acquisition & Improvements to Public Boat Ramps & Launching Facilities.
8. Acquisition & Improvements to Public Boat Docking & Mooring Facilities.
9. Derelict Vessel Removal.
10. Waterway-related Environmental Programs & Facilities.
11. Public Fishing & Viewing Piers .
12. Waterfront Parks & Boardwalks.
13. Maritime Mgt. Planning.
14. Waterway Safety Programs & Equipment.
15. Beach Renourishment Adversely Impacted by Navigation.
16. Environmental Restoration, Enhancement , or Mitigation.
17. Other Waterway-related Projects.

**SINCE 1986**

**\$200+ MILLION IN  
DISTRICT ASSISTANCE**

**1000+ PROJECTS**

**\$750+ MILLION IN  
WATERWAY  
IMPROVEMENTS**

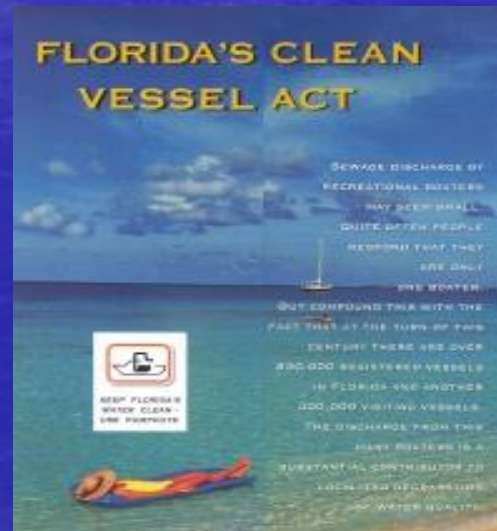
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**WATERWAY**

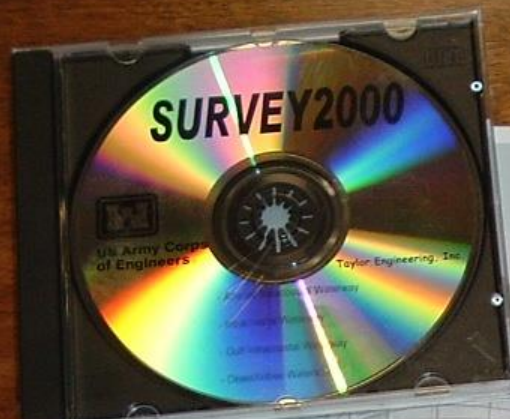
**EDUCATION & PROMOTION**

# WATERWAY CLEAN UP PROGRAMS

- Debris/Litter Clean ups
- Derelict Vessel Removal
- Spoil Island Restoration and Enhancements







# Hurricane Manual for Marine Interests in Broward County

February 2003

Final Report

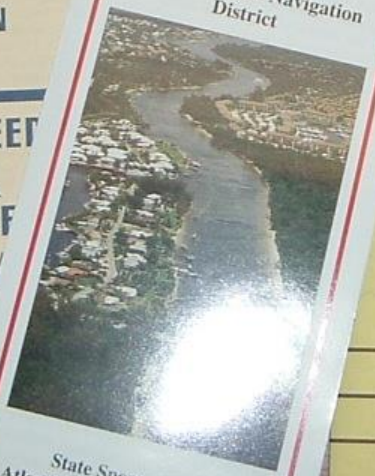


## AN ECONOMIC ANALYSIS OF THE DISTRICT'S WATERWAYS IN VOLUSIA COUNTY

### PALM BEACH COUNTY BOATING SAFETY AND MANATEE PROTECTION ZONES



### The Florida Inland Navigation District



State Sponsor of the  
Atlantic Intracoastal Waterway

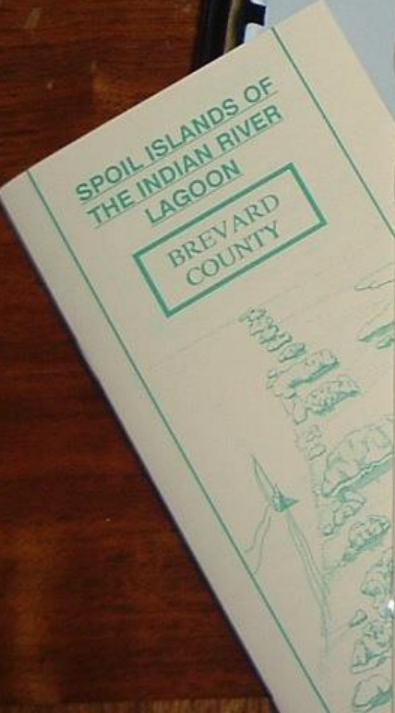


### REPORT ON THE ATLANTIC INTRACOASTAL WATERWAY CHANNEL CONDITIONS

- 8.3 Shoaling along channel edges from marker G21 to marker G25
- 5.5 Extreme shoaling along west edge and moderate shoaling south of the bridge to marker R14
- 6 Shoaling begins 350 ft north of marker G21 and continues from G25 to 1000 ft west of R26
- 6.3 Shoaling on north side of channel from marker R14 and then shoaling across the channel from marker R14 to marker R26
- 8.9 Minor shoaling on east side of channel from marker R26 to marker R27
- 8 Shoaling across channel from marker R27 to marker R28
- 5.5 Minor Shoaling on west side of channel at marker R28 at marker G83. Severe shoaling on the west side of channel from marker G83 to marker G84
- 7.6 Shoaling begins 900 ft. north of marker G19 and continues around marker G19A
- 3.5 Shoaling throughout the Palm Valley Cut, but the most severe shoaling is on the west side
- 5.9 Shoaling from marker G29 to marker R10 with the most severe shoaling on the east side of channel and severe shoaling on the east side of channel



### The Economic Impact of Palm Beach County Waterways



**PLEASE –  
ENJOY & PROMOTE  
YOUR (FLORIDA) WATERWAYS**

