



**US Army Corps
of Engineers**
St. Louis District

Information Paper

F. Traffic Management

Upper Mississippi River System - Navigation and Ecosystem Sustainability Program

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Location/Description

The program area comprises the Upper Mississippi River System, as defined by Congress in the Water Resources Development Act of 1986 (WRDA 1986), which includes the Upper Mississippi River from Minneapolis, Minnesota, to Cairo, Illinois; the Illinois Waterway from Chicago to Grafton, Illinois; and navigable portions of the Minnesota, St. Croix, Black and Kaskaskia Rivers. This multi-use resource supports an extensive navigation system (made up of 1200 miles of 9 foot channel and 37 lock and dam sites), a diverse ecosystem (2.7 million acres of habitat supporting hundreds of fish and wildlife species), floodplain agriculture, recreation and tourism. Based on the recommendation of the recently completed UMR-IWW System Navigation Feasibility Study that examined system needs over the next 50 years, the Navigation and Ecosystem Sustainability Program (NESP) was implemented to achieve the dual purposes of UMRS ecosystem restoration and navigation improvements. The Navigation Appointment Scheduling project is one of 8 initial NESP navigation efficiency component projects being implemented under this new UMRS program.

Traffic Management will consist of a nonstructural navigation measure that is designed to reduce lock congestion that in turn would result in improved overall system efficiency. Lower congestion would be accomplished through a traffic management system that would control, to some degree, the movement of tows through the system.

Problem Statement

The Traffic Management project provides a mechanism to analyze the viability of nonstructural navigation efficiency measures. Ultimate implementation of such an efficiency measure has the potential to influence the economic performance of currently proposed navigation efficiency features. To the extent that this nonstructural measure allows the existing system to operate more efficiently, the need for structural improvements could potentially be delayed or even eliminated.

Current Status

The team has identified a list of numerous traffic management measures that could be tested on the Upper Mississippi River System. An evaluation of the measures will determine those that are feasible and could be applied for further testing.

Authority

The Water Resources Development Act of 2007, TITLE VIII Upper Mississippi River and Illinois Waterway System, authorized the project.