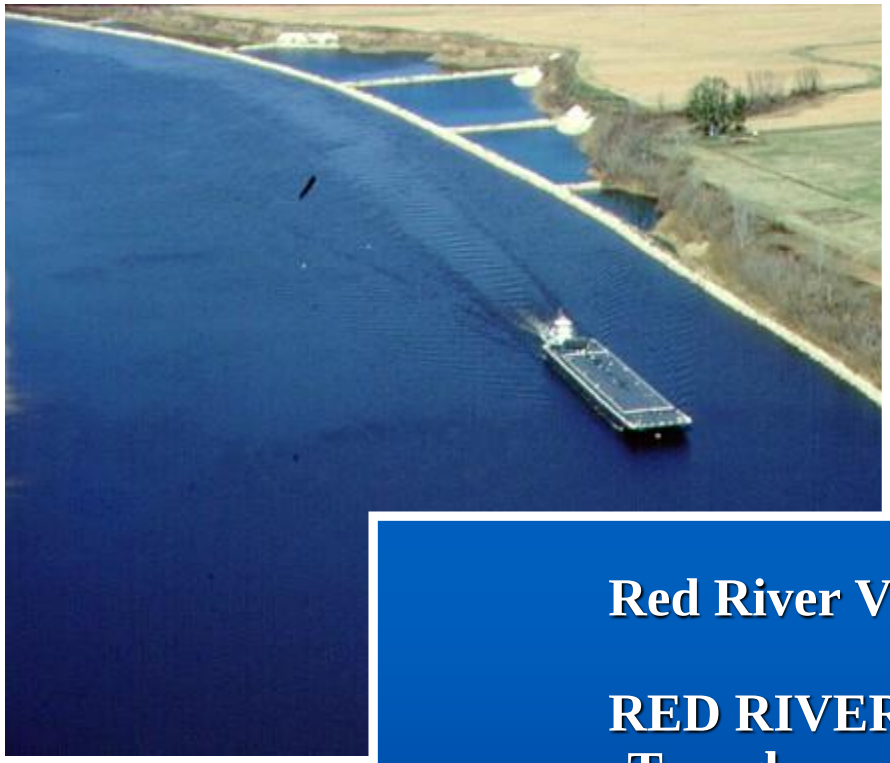
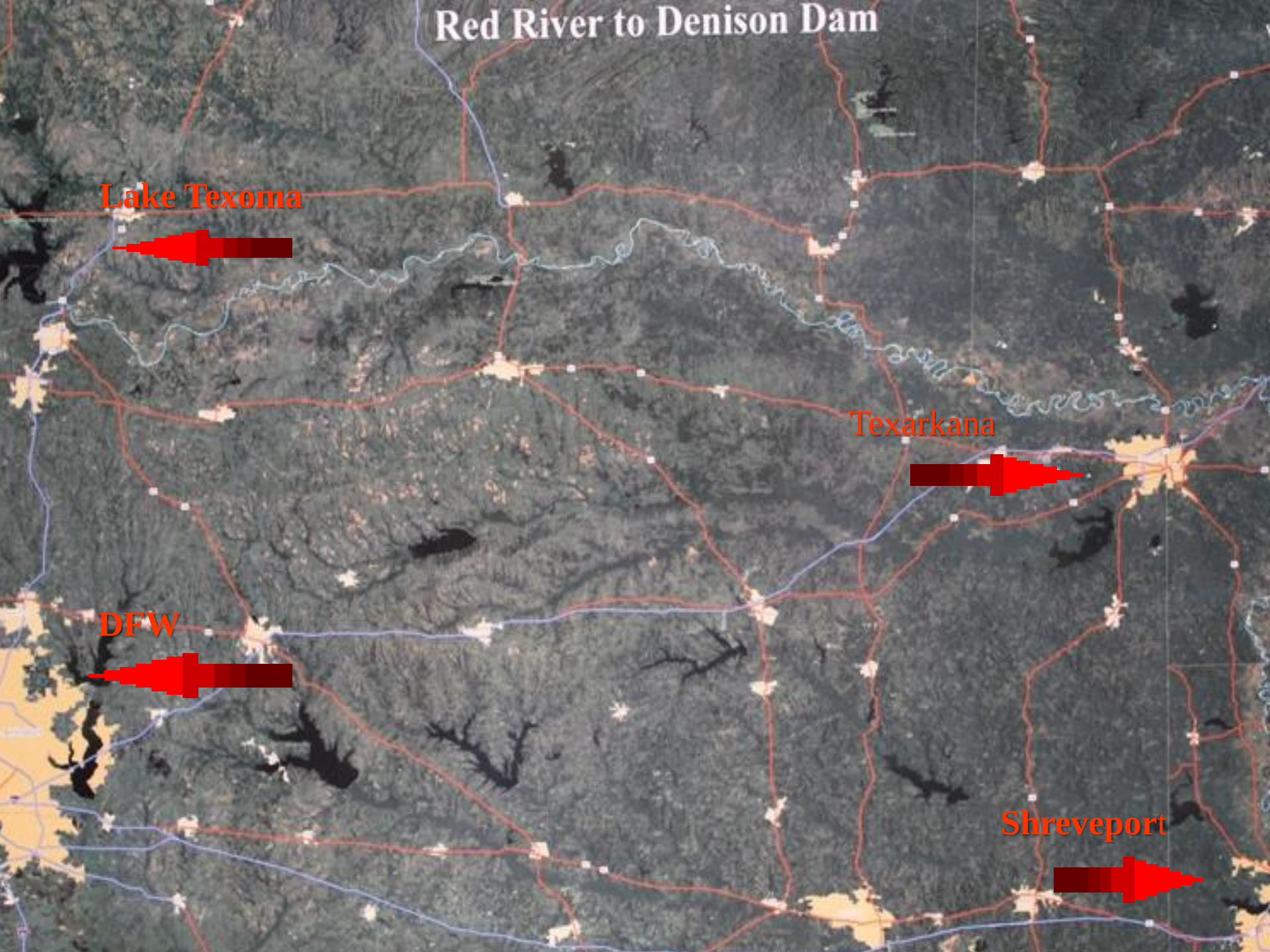


Red River Valley Association

RED RIVER NAVIGATION
Texarkana to Denison Dam

June 1, 2023

Presentation by Rich Brontoli


Red River to Denison Dam
Lake Texoma
Texarkana
DFW
Shreveport

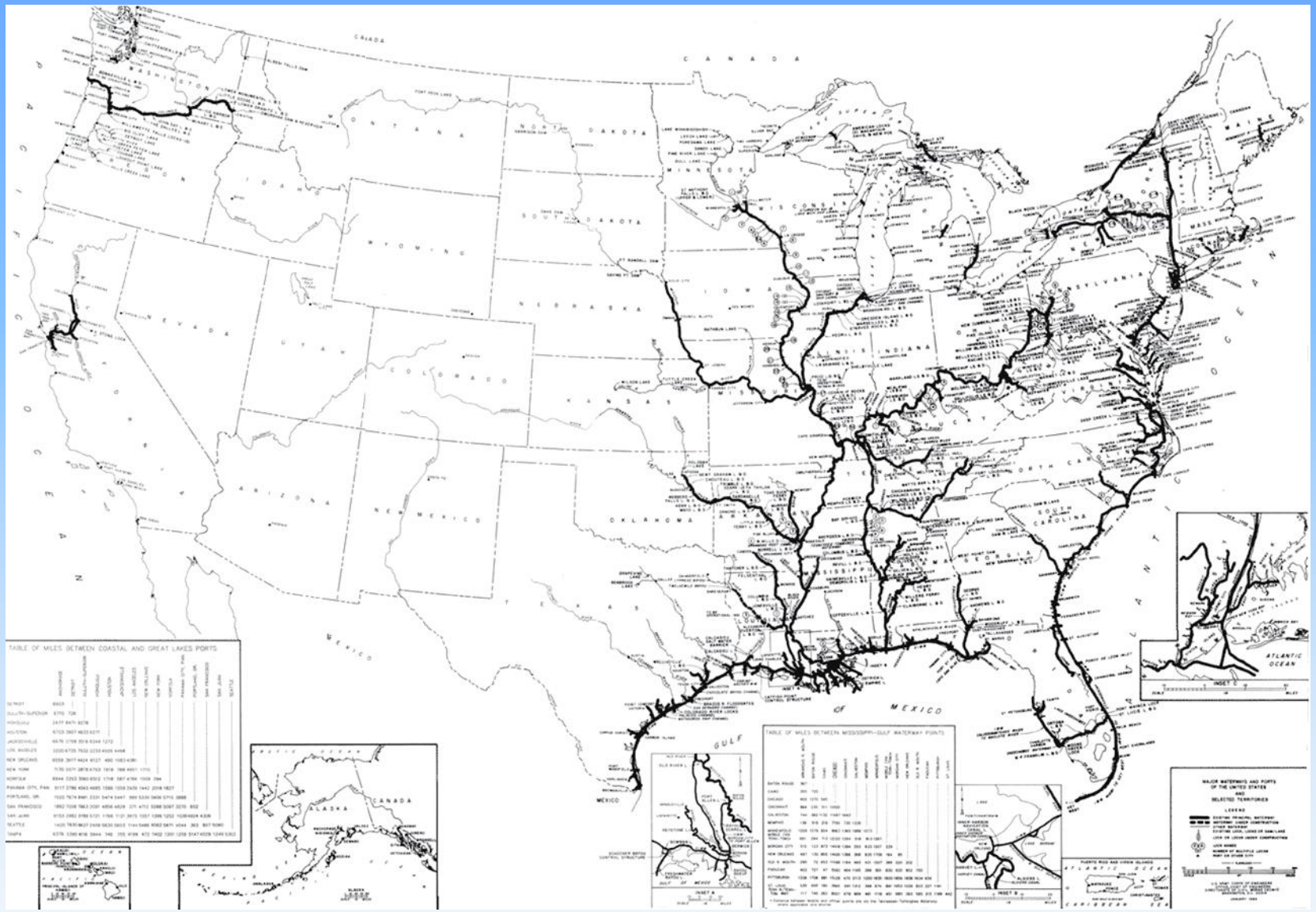
DFW LOCATION

* The DFW metroplex is located near the geographical center of the North America.
* Only top 10 Metroplex without a Port.

Benefit Categories
Realized in Louisiana

- Transportation savings
- Water Supply
- Irrigation
- Recreation
- Ecosystem
- Hydropower – Lock & Dam Potential
- Non-traditional navigation benefits

Inland Waterway



Project Features

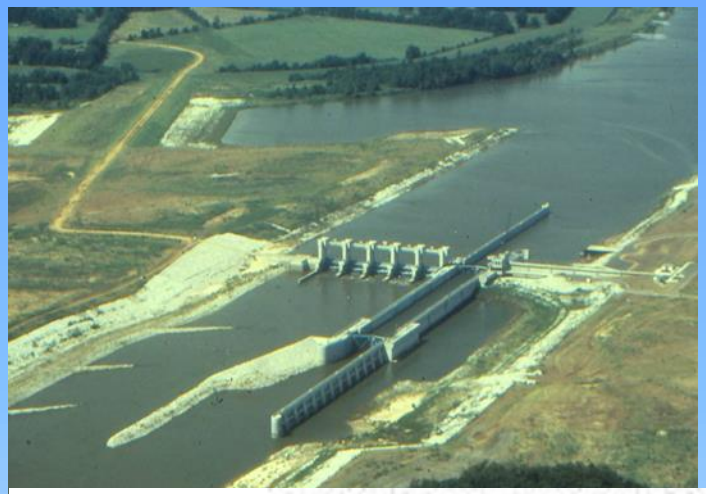
Lock & Dams

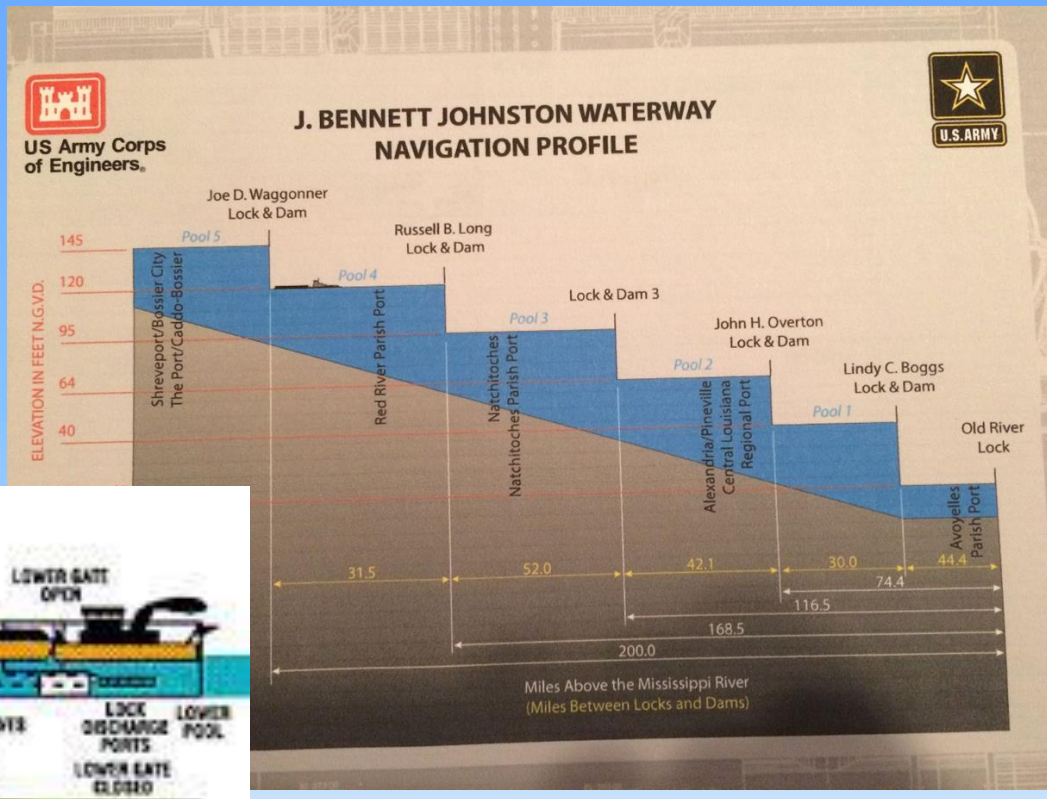
Channel Realignment

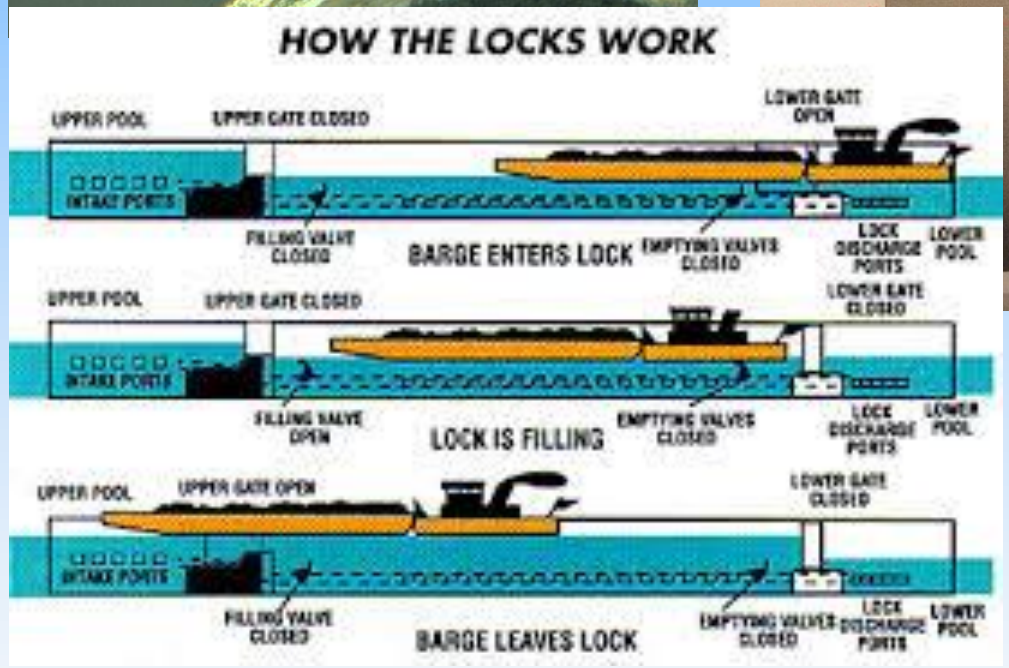
Dikes & Revetments

Bank Stabilization

L&D Stair Step Effect

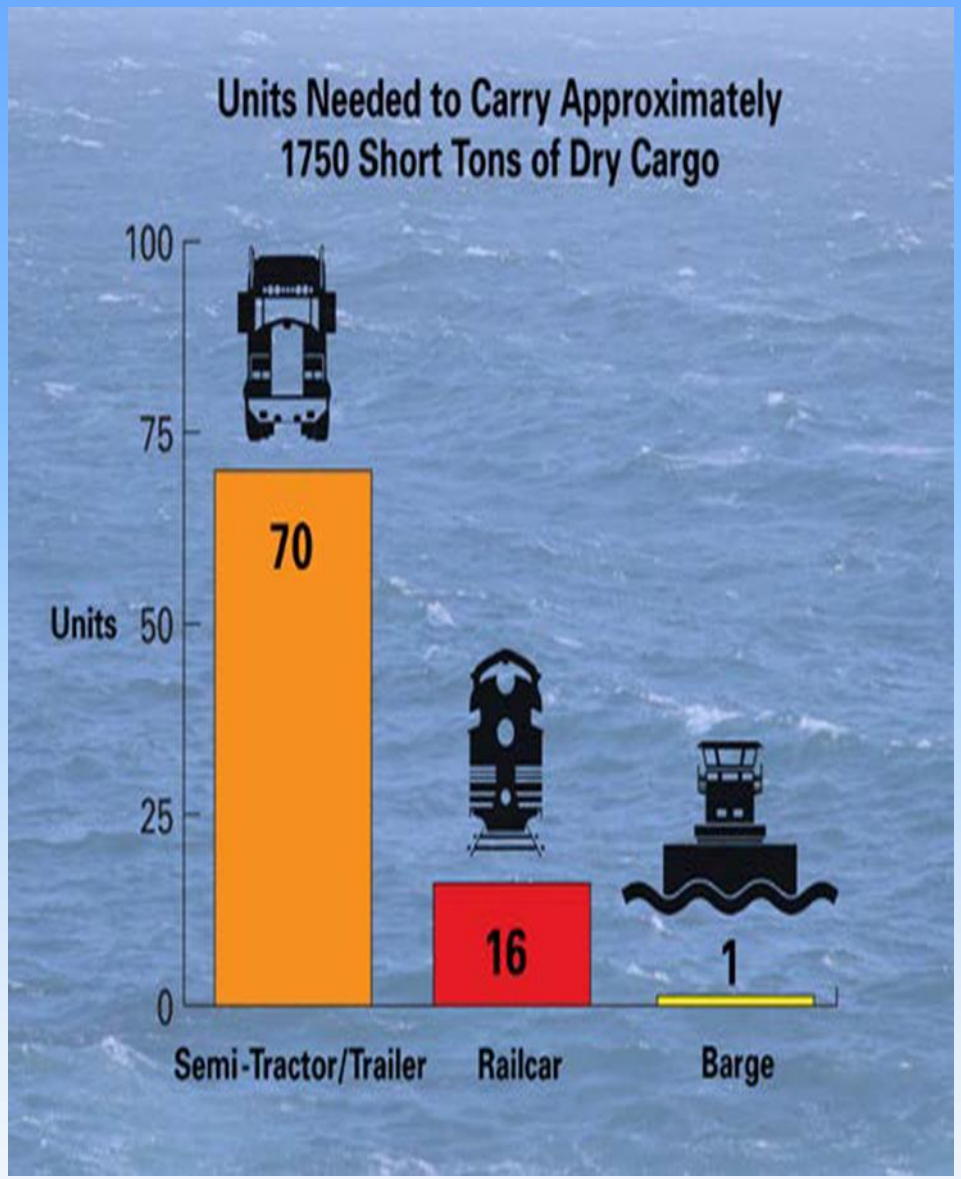


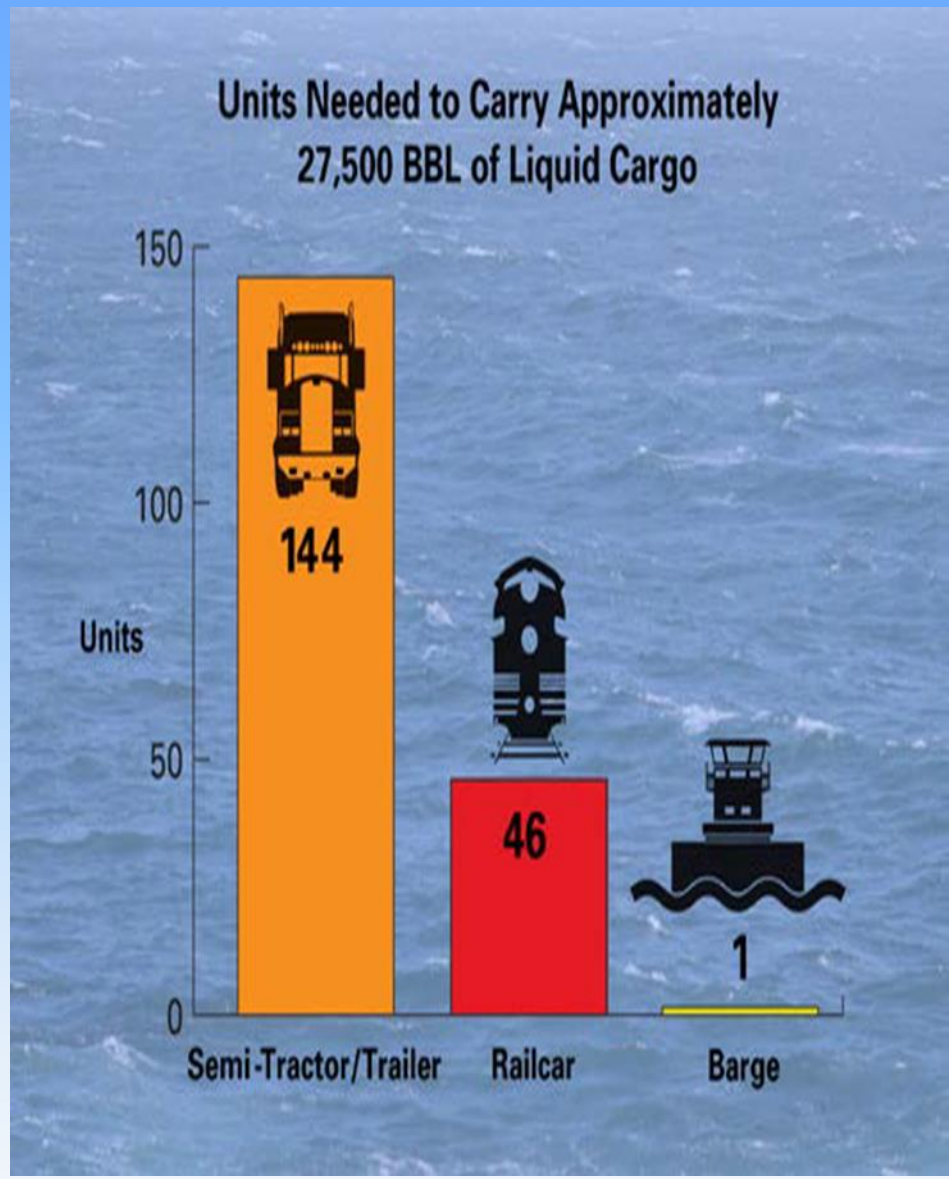




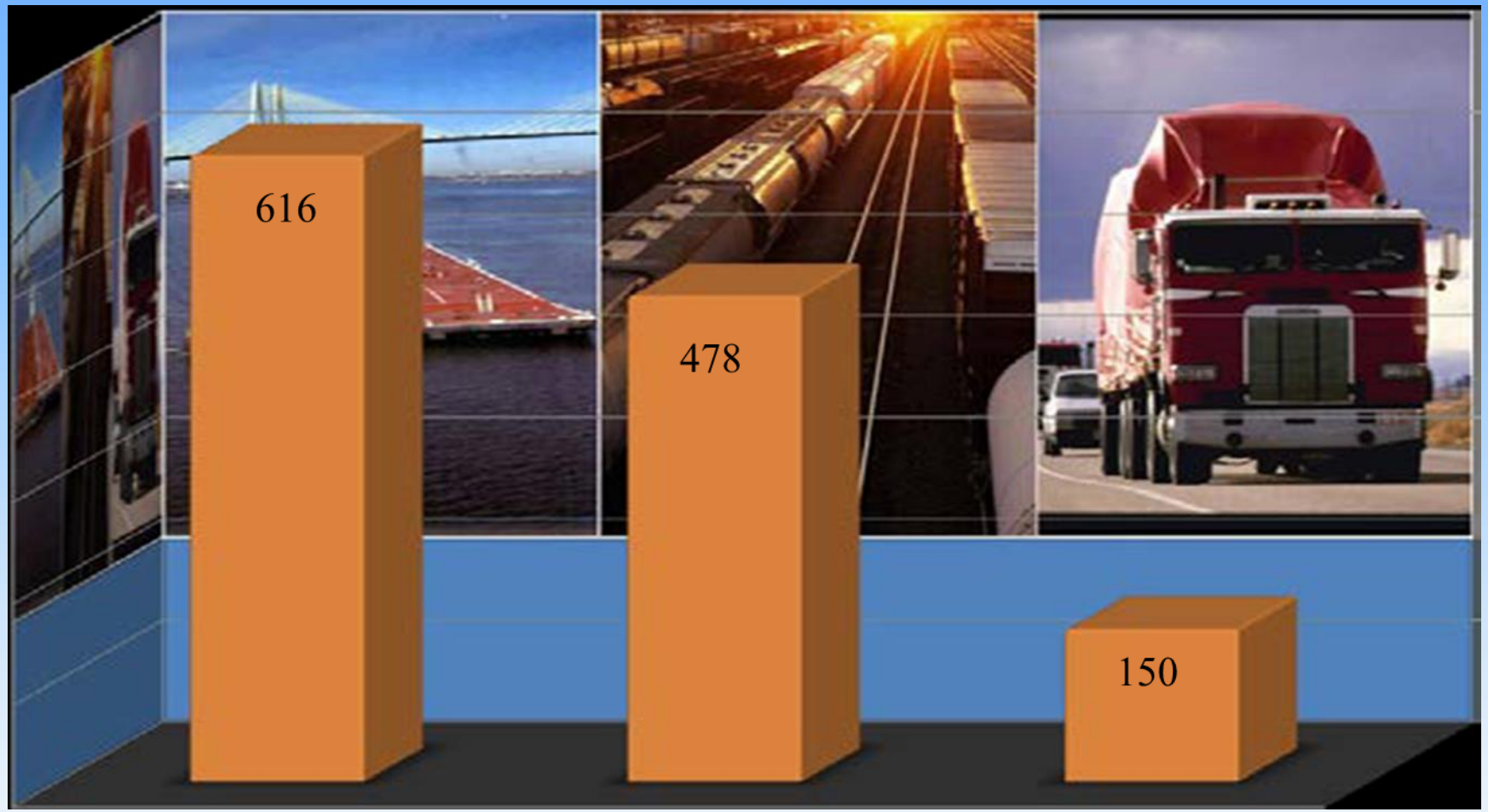
Typical Lift:
25’ – 30’

Capacity


Units Needed to Carry Approximately
1750 Short Tons of Dry Cargo
Units
100
75
50
25
0
70
16
1
Semi-Tractor/Trailer
Railcar
Barge


Units Needed to Carry Approximately
27,500 BBL of Liquid Cargo
Units
150
100
50
0
144
46
1
Semi-Tractor/Trailer
Railcar
Barge

Fuel Efficiency
Ton-Miles Per Gallon



Green House Gas Emissions Miles for 1 Ton Carbon Dioxide

Cargos

* Large volume of Equipment and Machinery to single destination (especially overseas).

* Chemicals, petroleum products & natural gas

* Timber Products

* Sand & gravel and construction material

* Other manufactured commodities such as steel products (raw and finished) and oversized.

- **Container on Barge: DFW needs & distribution**
- **Important to have inbound and outbound cargo!**
- **Domestic and foreign destinations**

Photo Highlight Of 2015:

Container Demonstration

—photo by Glenn Hall

In March and April, Ingram Barge Company, the Paducah-McCracken County Riverport Authority, America's Central Port and the Mississippi River Cities & Towns Initiative cooperated on a demonstration shipment of containers on barge between Paducah and Granite City, Ill. The organizers hoped to boost the visibility of container-on-barge. In this photo, the containers are loaded into a hopper barge by the Paducah port's 200-ton crane.

Paducah, KY

To

Granite City, Ill

On

Ohio River

Status

- 1984 Tulsa District Study that Navigation is “Physically” Feasible, but lacked Benefits
- Tulsa District Approved a PAS
- RRAT is the Local Sponsor
- North Central COG provided funds
- RRVA Formed a Committee from OK, TX, 2 Indian Nations & NCCOG to Assist
- Waiting for OMB to Approve a Survey

RED RIVER

Navigable?

Non-Navigable?

Red River Valley Association
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