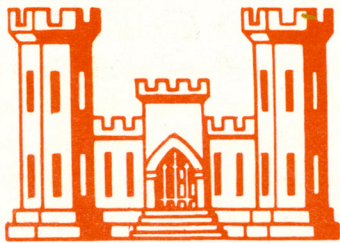


## Statistics

**Waterway length** – 107 miles from St. Johns River at Palatka to deep water in Gulf of Mexico near Yankeetown  
**Depth** – 12 feet  
**Bottom width** – 150 feet  
**Volume of excavation** – 87,700,000 cubic yards  
**Lock sizes** – 84 feet wide and 600 feet long  
**Number of locks** – 5  
**Number of bridges** – highway 11  
                                     – railroad 3  
**Bridge clearance** – 150 feet horizontal  
                                     – vertical (fixed) 65 feet  
**Reservoir area** – 42 square miles  
**New waterfront** – 254 miles  
**First cost** – Federal . . . . . \$145,500,000  
                   – Non-Federal . . . . . 12,400,000  
                   Total . . . . . \$157,900,000

## History

Some type of short-cut waterway across north Florida or south Georgia has been considered for more than a century. Exhaustive surveys have been made of a number of different routes. The now-authorized route has been found to be the most practicable of all those considered. In the 1930's a sea-level ship canal was planned. Excavation was started as a work-relief measure, and discontinued. The present project for a high-level lock barge canal was authorized by the Congress in 1942. Advance planning of the project was resumed in 1962. Actual construction awaits appropriation of funds.



## Economics

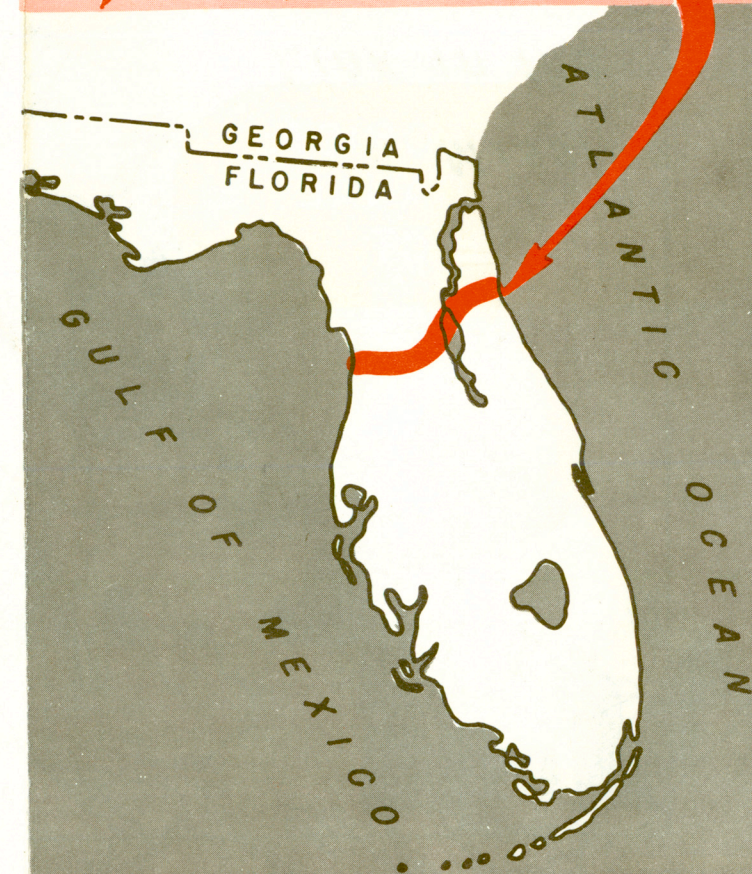
Principal benefits from the project would result from the saving in travel distance. For most traffic that would use the project, the saving in distance would be about 360 miles as compared to the 8-foot-depth Okeechobee Waterway across south Florida, and 610 miles as compared to the open-water route around Key West. The 1962 restudy found average annual benefits of \$8,256,000 creditable to the project, including \$7,016,000 savings in freight transportation. The estimated average annual charges for the project, including amortization in 50 years, were \$7,039,000. The ratio of annual benefits to costs was 1.17 to 1.

The project's economic status was restudied by the Corps of Engineers in 1958 and again in 1962. Both restudies found the project to be economically justified. The 1962 investigation included the findings of a nationally recognized consulting firm. That firm was employed to develop an independent appraisal of the transportation savings that might be derived from the project.

## Ground Water

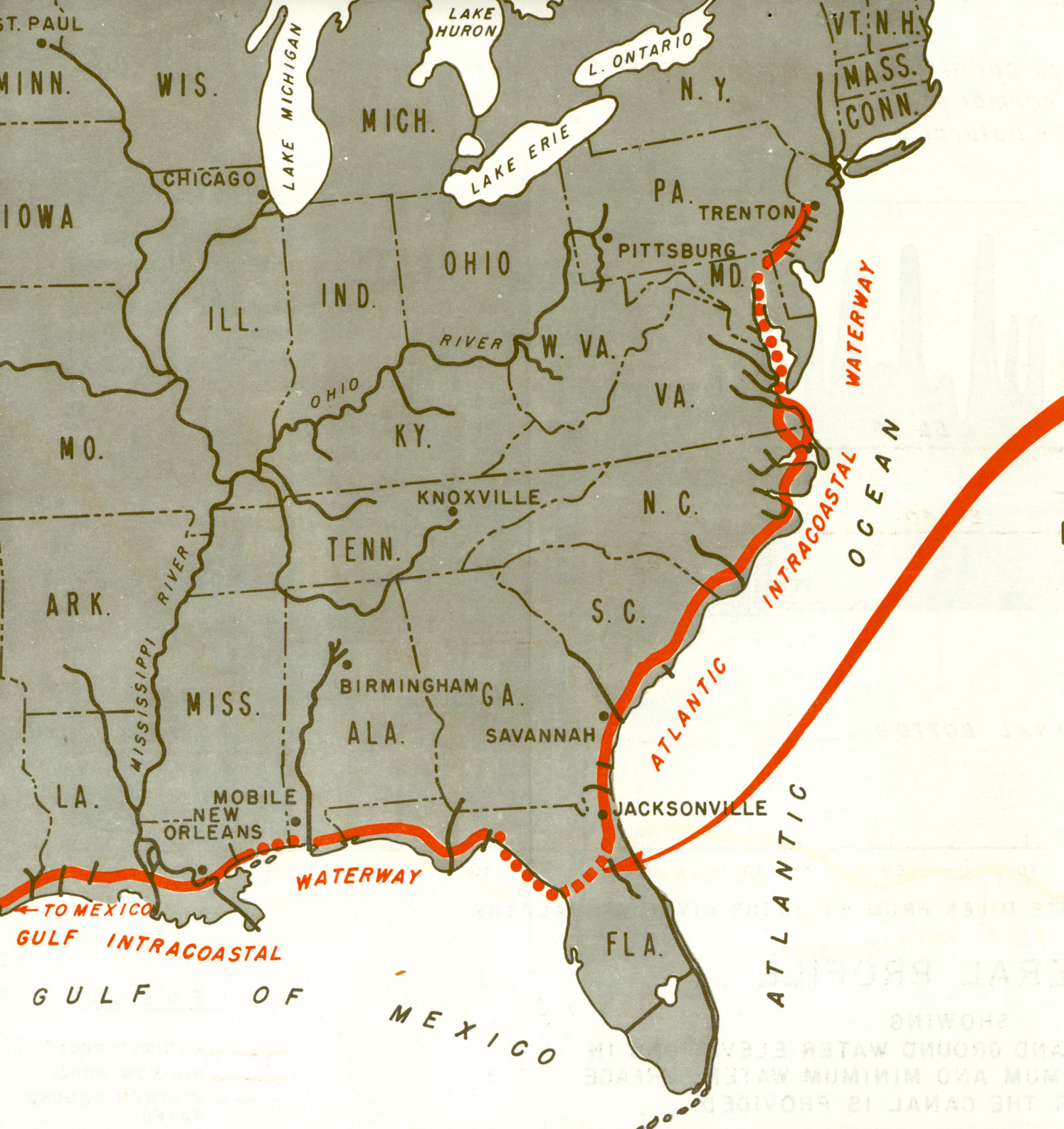
The ship canal of the "Florida boom period" met great opposition from those who claimed that the ground-water table of Florida would become salted or otherwise adversely affected by a sea-level canal. Regardless of merit or lack of merit of this line of thought, the now-authorized barge canal with its locks would eliminate any adverse effects on ground water by the stair-step effect created by the locks, so that water levels in the barge canal would approximate the natural ground-water levels across the peninsula. A pumping station at Silver Springs Lock would replenish water lost from the summit pool by lock operations.

# CROSS-FLORIDA BARGE CANAL



U.S. ARMY  
 CORPS OF ENGINEERS  
 JACKSONVILLE DISTRICT  
 JACKSONVILLE, FLORIDA





*"2460 miles of connected  
waterway, uniting two great  
coastal areas in a bond of  
commerce from New Jersey  
to Mexico."*

## CROSS-FLORIDA BARGE CANAL PROJECT

### AND PRINCIPAL CONNECTING WATERWAYS

STATUTE MILES

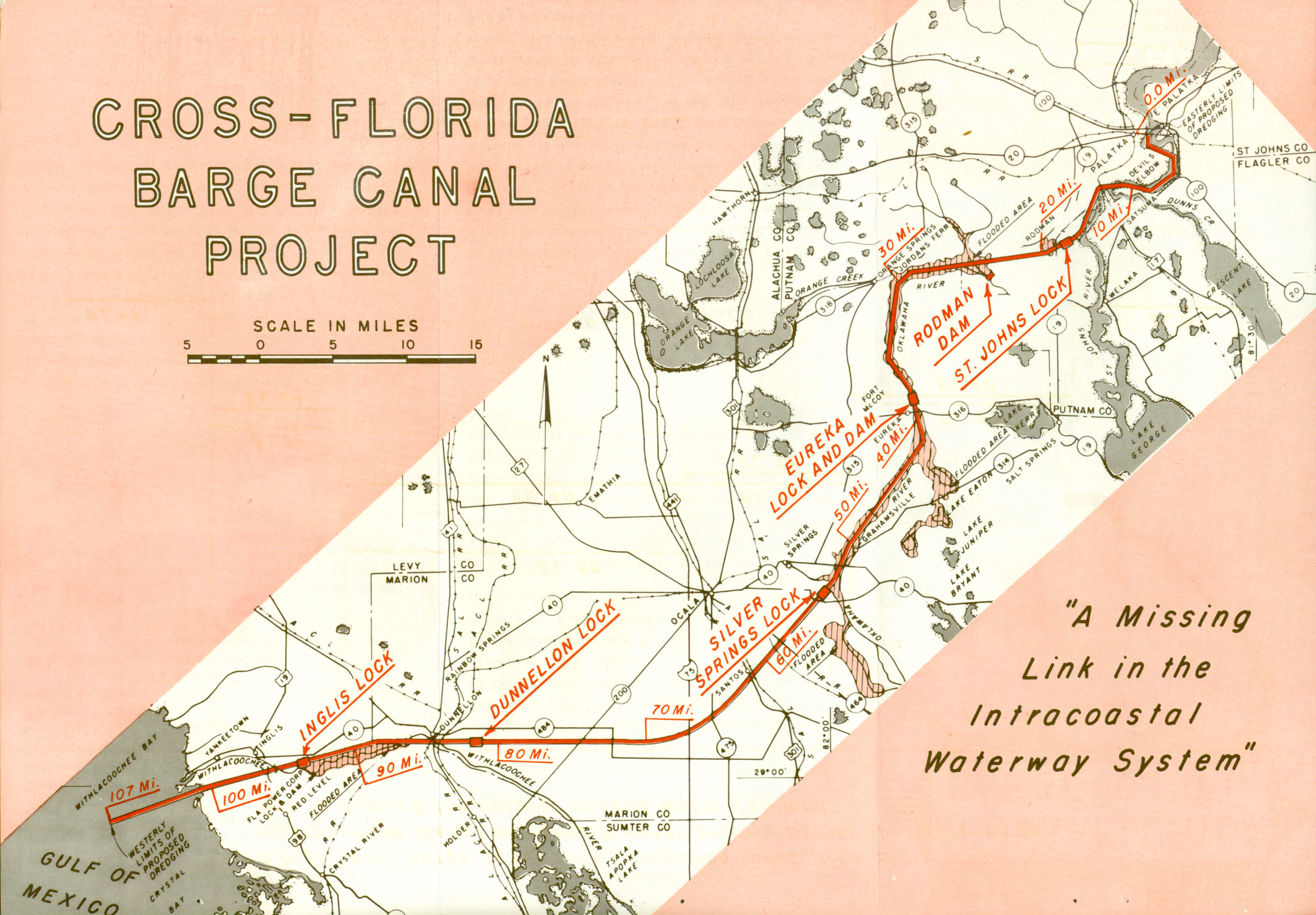
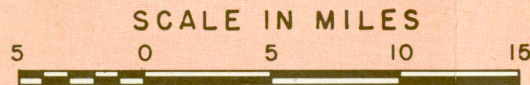


#### LEGEND

- IMPROVED INTRACOASTAL WATERWAY
- OPEN BAY WATER
- AUTHORIZED FOR IMPROVEMENT
- PRINCIPAL IMPROVED CONNECTING WATERWAYS



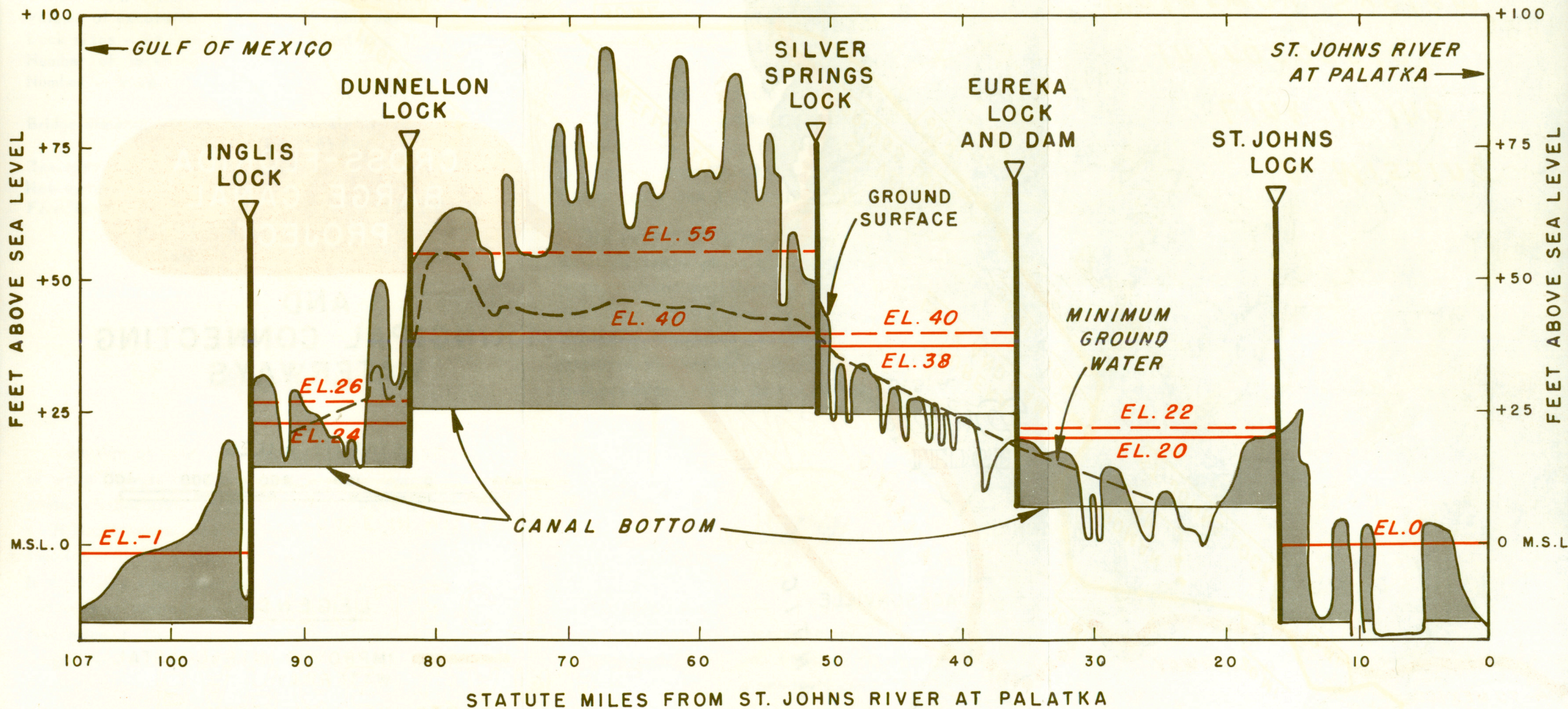
# CROSS-FLORIDA BARGE CANAL PROJECT



*"A Missing  
Link in the  
Intracoastal  
Waterway System"*



*"A high level barge canal with navigation locks, like stair steps to approximate the normal ground water profile across the state so as not to disturb the natural ground water regimen."*



## GENERAL PROFILE

SHOWING  
EXISTING GROUND AND GROUND WATER ELEVATIONS IN  
RELATION TO MAXIMUM AND MINIMUM WATER SURFACE  
ELEVATIONS AFTER THE CANAL IS PROVIDED.

### LEGEND

- MAXIMUM POOL.
- MINIMUM POOL.
- MINIMUM GROUND WATER.