



75th ANNIVERSARY
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The extended lock
outage will be
closely coordinated
with navigation
stakeholders



Columbia Snake River System Extended lock outage

Extended lock outage to begin December 2010

PNWA is pleased to report that the federal government is making a significant investment in the future of the Columbia Snake River System (CSRS). The U.S. Army Corps of Engineers is planning an extended lock outage to begin December 2010. Locks at The Dalles, John Day and Lower Monumental (LoMo) will be closed for 14-16 weeks to make necessary major maintenance repairs for continued operations. All other navigation locks on the CSRS are scheduled for the standard two week closure in March 2011.

Extended lock closures of this kind are very unusual, but are necessary to maintain the integrity of the transportation system. Infrastructure investments and maintenance repairs being made during this outage will have long term benefits for the entire Northwest. The CSRS is poised for tremendous growth over the next fifteen years. It is fully functional now and, with this targeted maintenance funding, it will remain in service to handle the growth in the coming years.

PNWA is working closely with the Corps and navigation stakeholders to minimize impacts on river users during this outage. PNWA continues to work to assure the continued reliability of navigation in the Northwest.

Projects

The Dalles Lock. Tainter valves allow the lock to fill and empty. The Corps will replace all four valves at a cost of \$1.5 million. The Corps has also identified cracking in the pintle bearings of the downstream lock gate. These bearings carry the weight of the lock gate and allow it to pivot to open and close. The Corps performed interim repairs during the routine lock outages in 2008 and 2009, and will address these in the outage. The downstream lock gate will also receive significant repairs.

John Day Lock. The downstream lock gate will be replaced with \$16 million received in the American Recovery and Reinvestment Act of 2009 (ARRA). The cables that raise and lower the gate turn on two large friction drums. New friction drums will be purchased and fabricated in 2010, and will be installed during the extended maintenance closure. John Day has the same need for replacement of tainter valves as The Dalles and is included in the same replacement contract. \$1.5M was received in the stimulus package for this work.

Lower Monumental Lock. LoMo received \$14 million in ARRA funds. This injection of stimulus money will allow the Corps to design and construct a new downstream lock gate, and to install the gate during the extended maintenance closure.

Columbia Snake River System background

The CSRS is a vital transportation link for the states of Idaho, Montana, Oregon and Washington. The economies of these four states rely heavily on the commerce that flows up and down this system. The CSRS is the #1 U.S. wheat export gateway, #1 U.S. barley export gateway, #1 West Coast paper and forest products export gateway, #1 in West Coast mineral bulk exports, and #1 in West Coast auto imports. The deep draft channel supports 40 million tons of cargo each year, valued at \$16 billion. The inland system supports 10 million tons of cargo, valued at \$1.5-2 billion annually. Overall trade on the system, and throughout the Pacific Northwest, is expected to increase significantly in the future.

For more information, log on to our website, www.pnwa.net, or visit the Corps directly at http://www.nww.usace.army.mil/html/offices/op/t/navdata/NavLockExtOutageWebPages/NavLockOutage_MainPage.htm.

