Inner Harbor
Navigation Canal Lock

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• GIWW & IHNC Lock Overview
• Dewatering
• Challenges
Gulf Intracoastal Waterway
Thru New Orleans District

Mainstem

Alternate Route

Calcasieu Lock
Leland Bowman Lock
Bayou Sorrel
Berwick Lock
 IHNC Lock

Port Allen Lock
Harvey Lock
Bayou Boeuf Lock
Algiers Lock

Gulf Intracoastal Waterway
Thru New Orleans District

One Team: Relevant, Ready, Responsive, Reliable
IHNC Lock Status

- 75’ x 640’
- Completed 1923
- **Dewater IHNC Lock**
  - Baptiste Collette currently being used for navigation
  - IHNC Lock is currently being dewatered
  - Lock closure closely coordinated with industry & USCG
  - High river level for safe dewatering start date caused delays along with the oil spill
  - MRGO will not be physically closed until the IHNC Lock repairs are complete

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IHNC Lock Guidewall

Replaced river end, east side guidewall with Floating Guidewall
Concrete Pontoon with Fiberglass Plastic Composite Wale System
Constructed off-site
Installed Oct 2005 with only 1 day lock closure
Similar guidewall is needed on the west side which takes abuse
PRELIMINARY IHNC LOCK REQUIRED NON-DEWATERING ITEMS

HYD. GATE OPERATING MACHINERY DESIGN - $200,000
HYD. GATE OPERATING MACHINERY PROCUREMENT (4 SETS) - $2,500,000
PROCURE ADDITIONAL SPARE WEAR PARTS - $500,000
FLOATING GUIDEWALL DESIGN - $300,000
FLOATING GUIDEWALL CONTRACT AWARD - $13,250,000
NEW GATE DESIGN - $60,000 (previously designed, requires updates)
NEW GATE CONTRACT AWARD - $6,000,000
DOLPHIN REPAIR CONTRACT AWARD - $300,000
2 CORPS WORK UNITS + SHOPS - $3,000,000

$26,110,000 REQUIRED FOR FISCAL YEAR 2009 TO ACCOMPLISH THESE MAJOR IMPROVEMENTS
• FY 2008 O&M Budget - $131.3 Million

• O&M appropriations flat-lined since 2002, except for the emergency supplemental appropriations following Hurricanes Katrina and Rita

• O&M budget decrease from $139 million in FY04 to $121 million in FY09

• Additional shoaling in the Mississippi and Atchafalaya Rivers due to high water events this past spring. Escalating fuel costs and rising steel prices impact construction and O&M.

• Dredging costs increase
Backlog Maintenance

• Ranking of backlog maintenance list for O&M of structures
  – Projects ranked annually 1 year ahead of FY
  – Projects compete both regionally and nationally

• Causes for growth of O&M backlog maintenance list
  – Extended period of “flat” funding
  – Inflation and market conditions erode buying power of flat budget
  – O & M deferrals due to lack of funding
  – Aging locks require additional projects annually
Upcoming Work Summary

• **Port Allen Lock:**
  - Dewatering to replace river end gates
  - Sep-Oct 2009 (45-60 day closure)
  - Dredge the lock forebay at the Mississippi River, Fall 2008

• **Calcasieu Lock:**
  - Remove & replace damaged lock dolphin
  - Sep-Oct 2008 (minimal delays to navigation)

• **Dredge GIWW Port Allen to Morgan City Alternate Route:**
  - Dredge below Bayou Sorrel Lock & Miles 19 to 27 (non-continuous)
  - Sep-Oct 2008

• **Dredge Berwick Bay Harbor & Wax Lake Crossing:**
  - Aug 2008, will be complete next week. Wheel washing bought us some extra time during high water.
Commitment to Navigation

- Critical to New Orleans and the Nation

- Serving navigation purposes
- Working together to overcome challenges

T.E.A.M.

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Questions?

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