

The extended lock closure will be closely coordinated with navigation stakeholders



Columbia Snake River System Extended lock maintenance

Extended lock closure yields increased reliability

PNWA is pleased to report that the federal government has made a significant investment in the future of the Columbia Snake River System (CSRS). The U.S. Army Corps of Engineers began an extended lock maintenance closure on December 10, 2010. Locks at The Dalles, John Day and Lower Monumental were closed for 13-15 weeks to make necessary major maintenance repairs for continued operations. The entire system was officially reopened on March 2, 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 closure 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.

Throughout the closure, PNWA worked closely with the Corps and navigation stakeholders to minimize impacts on river users. PNWA continues to work to assure the continued reliability of navigation in the Northwest.

Projects

The Dalles Lock. The downstream miter gate at The Dalles was replaced. The Corps also identified cracking in the pintle bearings at the base of the downstream lock gate. These bearings carry the weight of the lock gate and allow it to pivot open and closed, and were repaired during the closure. The Corps also replaced all four tainter valves at the lock in the months leading up to the extended closure. These valves allow the lock to fill and empty.

John Day Lock. The downstream lift gate was replaced with \$16 million received in the American Recovery and Reinvestment Act of 2009 (ARRA). New friction drums were purchased and fabricated in 2010, and installed during the extended maintenance closure. The cables that raise and lower the downstream gate turn on these two large drums. John Day had the same need for replacement of tainter valves as The Dalles, and was included in the same replacement contract in 2010.

Lower Monumental Lock. The downstream lift gate was replaced with \$14 million in ARRA funds. This injection of stimulus money allowed the Corps to design and construct a new downstream gate in 2009 and 2010, and install the gate during the extended maintenance closure in winter 2010/2011.

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 wood export gateway, #1 in West Coast mineral bulk exports, and #2 on the West Coast for auto imports. The deep draft channel supports 40 million tons of cargo each year, valued at \$20 billion. The inland system supports 10 million tons of cargo, valued at \$3 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 www.pnwa.net, or visit the Corps directly at <http://www.nwp.usace.army.mil/navigation/lockoutage.asp>.

