

The extended lock outage will be closely coordinated with navigation stakeholders



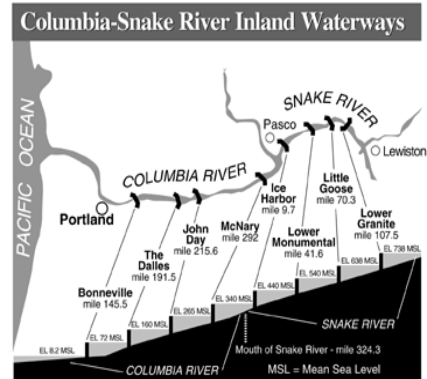
# Columbia Snake River System Extended lock outage

## 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 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.** The downstream miter gate at The Dalles will be replaced. 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 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 Corps will also replace all four tainter valves at the lock. These valves allow the lock to fill and empty.

**John Day Lock.** The downstream lift gate will be replaced with \$16 million received in the American Recovery and Reinvestment Act of 2009 (ARRA). New friction drums will also be 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 has the same need for replacement of tainter valves as The Dalles, and is included in the same replacement contract.

**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 lift 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](http://www.pnwa.net), or visit the Corps directly at [http://www.nww.usace.army.mil/html/offices/op/t/navdata/NavLockExtOutageWebPages/NavLockOutage\\_MainPage.htm](http://www.nww.usace.army.mil/html/offices/op/t/navdata/NavLockExtOutageWebPages/NavLockOutage_MainPage.htm).