GICA
Comments for Robert Schroeder
August 22-24, 2001

SLIDES	TEXT
1. Seal Obverse	Greetings. Introduction. Col. Julich is sorry he could not be here today. He's involved this week with General Arnold and the Mississippi River Commissioners on their annual low water inspection trip.
2. Title Slide New Orleans District Report to the Gulf Intracoastal Canal Association New Orleans, LA August 22-24, 2001	I am more than happy to represent the New Orleans District and to address issues that relate to the maintenance of the Gulf Intracoastal Waterway. We were provided a list of your concerns so I'll begin my talk by addressing "Stump Alley."
3. GIWW Mile 15-20 WHL, "Stump Alley" **ISSUE:** Large stumps line the north and south bank presenting a danger to vessels and barges **STATUS:** Oct 94—COE reports no funds for work outside the channel. Industry requests further action and study to correct a hazardous situation. Oct 97—COE conducted a side scan sonar survey of both sides of stump alley. Minimal amount of stumps and debris found on south side. North side has considerable debris in some areas. Mile board signs have been installed at Miles 15 thru 20 and identified on side scan surveys. Oct 00 – Problem still exists	Large stumps line the north and south banks of the GIWW between miles 15 and 20. Known as "Stump Alley," these obstructions presents a danger to vessels and barges. This same problem exists further west between miles 51 and 53, and again between miles 133 and 136.

4. GIWW, stumps

Requests to remove the stumps are currently beyond the Corps' O&M authority. We are authorized to maintain a 12- by 125- foot channel. The work requested is outside the channel and therefore out of our current authority. However, in response to a recent request from the navigation industry, the Corps has provided draft legislative language to grant that authority and earmark funds to clear the stumps, while GICA pursues authorization through the Congressional delegation.

5. Photo: Guidewall and dolphin under construction at Bayou Boeuf Lock, GIWW mile 94

ISSUE: Rocks pose hazard to barges. South fender severely damaged leaving nothing to land on when coming into the locks

STATUS: North point has been covered with crushed gravel. Five mooring buoys have been installed at the west approach channel.

The next item is the west approach to the Bayou Boeuf Lock at mile 94. Rip-rap protection on the south bank and the heavily damaged southwest approach guidewall posed a hazard to navigation. We set the rock dike back and covered it with small graded rock. We've covered the north point with crushed gravel and installed five mooring buoys at the west approach channel. We have a $1.9 million dollar contract currently underway to replace the southwest guidewall and dolphin. We feel this will effectively resolve the problem.

6. Freshwater Bayou Lock

At this point let me just mention the success we've had using plastic materials for some of our maritime construction. Guidewalls under construction at Bayou Boeuf and Freshwater Bayou locks are designed with all of the face materials made of plastic. We've used plastic facing to replace worn timbers, particularly at Port Allen Lock in Baton Rouge. The new northeast guidewall at the IHNC was built by our maintenance unit with plastic face material. We're using yellow plastic for the fender systems on our lock gates to improve visibility. The advantage of the plastic is that it's more resilient than timber under barge impact. Analyses by WES have shown that the plastic actually reduces impact loads because the barges tend to slip along the plastic.

7. Wax Lake Outlet Crossover in the GIWW

ISSUE: Swift currents at the GIWW crossing of Wax Lake Outlet

STATUS:

Oct 95 – Rock weir removed from above the GIWW crossing. Removal has increased current

Oct 97 – COE in process of modeling Wax Lake intersection at WES to determine possible improvements.

Moving on to the next issue…at miles 107 and 108, navigation is experiencing swift currents at the crossing of Wax Lake Outlet. A weir was built in Six Mile Lake in 1988 as a flood control measure. Due to subsequent short-term flooding further downstream the Corps removed the structure in 1995, resulting in an increased current.

8. Demolition of Wax Lake Weir	The New Orleans District recently completed modeling of the Atchafalaya Basin that included the investigation of velocity changes at the intersection of the GIWW and the Wax Lake Outlet.
9. Intersection of GIWW and Wax Lake Outlet	Analysis indicates only moderate increases in current velocities over the next 50 years. Based upon these findings the Corps has no plans for further investigations or modifications to the intersection.
10. Mooring buoys	In the meantime, we plan to install mooring buoys along the GIWW on either side of the Wax Lake Outlet, subject to availability of funds. While not a solution for the problem of swift current, it will benefit tows that have to be broken up to transit the crossing when currents are severe.
11. Rigolets barge navigation	Mooring buoys are also needed for tripping and weather delays on mile 34 in the Rigolets. Subject to availability of funds, the Corps will install mooring buoys at this location. I'd like to make an important note here that the Corps has no facilities nearby to monitor the use or condition of buoys at remote sites. Accordingly, industry cooperation will be essential to the successful use of buoys at Wax Lake and the Rigolets.

12. Forked Island Wiggles

ISSUE: Shoaling on the north bank between miles 172 and 177 have resulted in several accidents

STATUS:
Survey was conducted. Bendways were eased.

Another item mentioned is the intermittent shoaling along the north bank between miles 172 and 177 due to extreme bends in the channel. This problem was resolved as part of the recently completed Forked Island Wiggles Bendway easing project.

13. Rock dikes on the GIWW, mile 219/220

ISSUE: Rocks used for erosion control are not visible during high tides, hazard conditions, or at night.

STATUS: Problem still exists

Farther west along mile 219 and 220, rocks placed for erosion control have presented a problem to barges during high tides, hazy conditions or at night. It was suggested that warning signs be installed.

14. GIWW, warning signage

We have ordered the signs. They are scheduled for delivery later this month and will be installed soon thereafter. Also included was a recommendation that we place small graded rock over the rock dikes. This issue was addressed through the Corps' participation on the La. Coastal Wetlands Task Force. Measures under consideration are incorporating warning signs into all future task force sponsored shoreline protection projects and investigating the development of "barge-friendly" rock dike designs for use in coastal restoration and protection projects. The Corps intends to continue working with GICA to coordinate common goals of shoreline protection and safe waterborne transportation.

15. Creole Bridge to the east on the North Bank of GIWW at Mile 219/220—show any bridge fendering	We also received a request to place lighting on the Creole Bridge fendering due to erosion of the bank. The Corps has no authority to light the Creole Bridge and suggests that GICA contact the bridge owner or the Coast Guard.
16. GIWW foreshore rock dikes at Clear Marais	New Orleans District received a list of 47 hardened sites from the navigation industry with a request for the Corps to study ways to eliminate or protect hardened sites that are a danger to barges.
17. General rip-rap shot on the GIWW	We have initiated inquiries with Corps' research and development laboratories, such as WES, to investigate alternatives to the use of rip-rap for bank protection.
18. Scenic, barge shot on GIWW	That about wraps up the New Orleans District's portion of waterway issues. Allow me to close by emphasizing the importance we attach to our partnership with the navigation industry. As one of the district's major missions, we are proud of our role in the navigation history of south Louisiana and enjoy the close working relationship we share with the navigation industry and the Gulf Intracoastal Waterway Association.
19. Seal Obverse	