

GICA
Comments for Joe Dicharry
August 22, 2002

Final

SLIDES

TEXT

1. Seal Obverse

Greetings. Introduction. Col. Rowan, our new district engineer, 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
August 22-24, 2002

I am more than happy to represent the New Orleans District and to address issues that relate to navigation in south Louisiana.

3. Aerial, Bayou Boeuf

I was provided a list of your concerns so I'll begin my talk this afternoon by addressing Bayou Boeuf Lock.

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

The heavily damaged southwest approach guidewall at the lock posed a hazard to navigation. In March, we completed a \$1.9 million dollar contract to replace the guidewall and dolphin.

5. Calcasieu Lock
Maintenance

The district also completed major repairs to the west gate bay at Calcasieu Lock. The repair strategy involved fabrication and use of a pair of spare sector gates and cofferdam for dewatering the gate recesses. By isolating the work to one gate at a time, we were able to work while allowing marine traffic through the lock during nighttime hours with some restrictions on certain tow sizes.

6. Calcasieu Lock
Maintenance

We installed two new sector gates and completed concrete repairs to the west gate bay. We plan to start repairs and install two refurbished sector gates on the east side beginning January 3, 2003.

7. Aerial of Calcasieu with
barge traffic

An additional note here. As some of you know, after our initial two-day closure to set the cofferdam, about 75 tows built up, resulting in some lengthy delays. We made adjustments to our work schedule after it became clear that the previous allotted time for passing was insufficient.

8. Calcasieu Lock
Maintenance

In the upcoming work, be assured that we will work closely with you to minimize delays, adjusting our work schedule as necessary to prevent delays greater than 24 hours.

9. Port Allen Lock, plastics

At this point let me mention the success we've had using plastic materials in our maritime construction. Test sections installed four years ago at Port Allen Lock on the river end and canal guidewalls are performing as anticipated. It appears that plastic facing will reduce the amount of reportable damage to the guidewalls.

10. Aerial, Port Allen Lock

In every location we've applied the plastic, it appears to be working well. As a matter of fact, we plan to install another 4,000 linear feet at Port Allen on both river and canal end guidewalls. A reminder that Port Allen will be shut down for 30 consecutive days beginning on September 6th. We will be dewatering the canal gate monolith to install new gates and perform major maintenance.

11. Aerial, Bayou Sorrel Lock

Moving now to tows on the bank at the Bayou Sorrel Lock, I can report that an on site meeting was held with representatives from the Coast Guard, Iberville Parish, GICA and the Corps. All agreed that the tows currently making up on the east side of the channel will now be directed to do so on the west side. This should minimize adverse affects to the residential area near the lock until a permanent solution can be implemented.

12. Mooring buoys

My next issue covers the subject of mooring buoys. We plan to install them along the GIWW on either side of the Wax Lake Outlet.

13. Rigolets barge navigation

They are also needed for tripping and weather delays on mile 34 in the Rigolets. Buoys were not installed last fiscal year due to lack of funds.

We will procure mooring buoys for the areas mentioned when funding becomes available.

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.

14. GIWW, Warning Signs

Farther west along mile 219 and 220, the district installed warning signs in the Fall of 2001 to alert vessel captains of rocks placed in the area for erosion control. The rocks presented a problem to barges during high tides, hazy conditions and at night.

15. Aerial, Houma

Bullet:

Morganza to the Gulf

Hurricane Protection Study

Of interest to many of you is the feasibility study for the Morganza to the Gulf Hurricane Protection Project. Terrebonne and Lafourche parishes have constructed several forced drainage systems and mitigation levees but lack the funding to construct an adequate hurricane protection system.

16. Aerial, scenic of coastal areas of Terrebonne or Lafourche parishes

Hurricane surges and high tides flood these communities and overtop highways and roads that serve as evacuation route. Salinity intrusion is also a chronic problem. In the fall, salt water affects the water treatment plants in Houma and Thibodeaux and contributes to the destruction of wetland habitat.

17. Morganza to Gulf Study Map graphic with control structures

The Recommended Plan involves construction of about 72 miles of earthen levees, 11 sector gated structures for flood protection, a multipurpose lock in the Houma Navigation Canal and 12 sets of concrete box culverts through the levee. The floodgates would close when water surface elevations reach +3 feet NGVD, or an impending storm event requires system closure. Otherwise, the floodgates will remain in an open position and allow navigational passage. The Houma Navigation Canal Lock and Bayou Grand Caillou floodgate will be operated together about 3 months each year to reduce salinity intrusion in the study area. The drainage structures built into the levee would maintain the ebb and flow of tides for wetland habitat.

18. M/V Mississippi w/large MRC logo

The Mississippi River Commission approved the feasibility report in April. It is now in Washington where we are awaiting signature by the Chief of Engineers and ultimately authorization in the upcoming WRDA 2002.

19. Super: Channel Improvement

Bullet:

381 authorized

362 completed

19 remaining

As for the district’s channel improvement program, we’ve constructed just over 362 miles, making revetment work about 95% complete on the Mississippi River. No new revetment work is planned this year, however, we are scheduled to maintain existing revetment.

20. Photo: generic revetment work on Atch R.

On the Atchafalaya, we’ll construct a total of 1.5 miles of revetment on the left descending bank of Jacoby (pro. Jah COE bee); on the left bank of an upstream and downstream extension of the Mercier (pro. MUR sir) revetment; and on the right bank at Berwick.

21. Graphic: Atch Basin Bank Stabilization (Miles)

Completed: 55

Schl’d this Year: 1.5

Remaining: 5.5

Total: 62

Completion of this work will leave a little more than 5.5 miles of the presently authorized 62 miles of required Atchafalaya revetment to be constructed.

22. Aerial, GIWW

Bullet:

Location	Length of Work
Berwick South 124-R	.3 miles
GIWW 174-L & R	.8 miles
Calcasieu River 22-R	1.9 miles
MRGO 38.0-R	.4 miles

After completing work on the Mississippi and Atchafalaya rivers, the mat sinking and grading units will perform test sections at Berwick South, at the intersection of the GIWW and the Atchafalaya River; on the left and right banks of the GIWW at mile 174; on the right bank of the Calcasieu River at miles 22; and on the right bank of the MRGO at mile 38.

IHNC Overview

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