

CG	LRD	LRC	CHICAGO HARBOR, IL (MAJOR REHAB)	NP	1	\$520	\$0	LDD	R	3.6	3.6	196			E&D	The Chicago Harbor Lock, built in 1938, is one of the busiest locks in the country. The lock provides a navigable passage between the Chicago River and Lake Michigan for 60,000 vessels annually. Age, weathering, and use have reduced the reliability of major project features and increased the risk of failure of the lock. Zebra mussel infestation on the steel gate components also threatens the reliability of the lock to operate.
CG	LRD	LRN	CHICKAMAUGA LOCK		1	\$2,070	\$2,070	WWV	C	2.41	3.4	1897	2232714		Allows project completion by 2011. Cofferdam contract award scheduled for FY06.	Capability funding to avoid aggressive maintenance related to concrete growth. Risk of component failure increases beyond 2011.
CG	LRD	LRP	EMSWORTH LOCKS AND DAM, OHIO RIVER, PA (Dam Safety/Seepage)	CN	1	\$5,000	\$5,000	WWV	C	2.1	2.1	24000	34287731		REPLACE 1 OF 13 DAM GATES & REP CRITICAL STILLING BASIN SCOUR TO PREVENT LOSS.	FAILURE OF ONE OF ANY OF THE THIRTEEN LIFT GATES WOULD MOST LIKELY CAUSE A PORTION OF THE STILLING BASIN TO FAIL AND POSSIBLY UNDERMINE THE DAM. DURING LOW FLOW CONDITIONS LOSS OF THE POOLS OF THE OHIO, MON AND ALLEGHENY RIVERS AT THE POINT OF PITTSBURGH MAY OCCUR AN ALL NAVIGATION WOULD CEASE. THE SYSTEMS ARE PROVEN TO BE UNRELIABLE DUE TO MULTIPLE FAILURES WITHIN THE PAST FOUR YEARS.
CG	LRD	LRP	EMSWORTH LOCKS AND DAM, OHIO RIVER, PA (Dam Safety/Seepage)	CN	1	\$2,500	\$2,500	WWV	C	2.3	2.3	24000	34287731		REPLACE 2 OF 13 DAM GATES & REPAIR CRITICAL STILLING BASIN SCOUR TO PREVENT LOSS	FAILURE OF ONE OF ANY OF THE THIRTEEN LIFT GATES WOULD MOST LIKELY CAUSE A PORTION OF THE STILLING BASIN TO FAIL AND POSSIBLY UNDERMINE THE DAM. DURING LOW FLOW CONDITIONS LOSS OF THE POOLS OF THE OHIO, MON AND ALLEGHENY RIVERS AT THE POINT OF PITTSBURGH MAY OCCUR AND ALL NAVIGATION WOULD CEASE. THE SYSTEMS ARE PROVEN TO BE UNRELIABLE DUE TO MULTIPLE FAILURES WITHIN THE PAST FOUR YEARS.
CG	LRD	LRC	INDIANA HARBOR (CONFINED DISPOSAL FACILITY), IN	CN	1	\$1,840	\$0	DD	C	1.5	1.85	13839			Continue construction. Tot commercial Tonnage - \$13.8M based upon 2002 data.	IN Hbr has not been dredged since 1972. Estimated 1M CY backlog of dredging at the canal. Ships come into the harbor loaded at less than optimum vessel drafts causing increased transportation cost of \$15.9M annually. Dredging will remove 4.8M CY of contaminated sediments from the harbor. An Area of Concern on the Great Lakes that fails all 14 beneficial use criteria.
CG	LRD	LRN	KENTUCKY LOCK AND DAM, TENNESSEE RIVER, KY	CN	1	\$4,640	\$4,640	WWV	C	2.2	5.1	29537	18675695		Continuation of Superstructures Contract.	Contract funding is lower than capability level.
CG	LRD	LRP	LOCKS AND DAMS 2, 3 AND 4, MONONGAHELA RIVER, PA		1	\$22,650	\$22,650	WWV	C	4.8	7.1	25000	9600000	FAILURE TO FUND INITIAL LEVEL WILL RESULT IN DEFERRED PAYMENTS OF ACTIVE CONSTRUCTION AT LOCKS 4 & FURTHER DELAY COMPLETION OF THE LOWER MON PROJECT.	INITIAL BUDGET PERMITS CONTINUATION ON ACTIVE CONSTRUCTION PROJECTS AT LD 4.	THE BUDGET RECOMMENDATION WILL ALSO BE USED TO CONTINUE PED AND RE ACTIONS FOR THE NEXT CONTRACT TO BUILD GUARD WALLS BEGINNING IN 2008. THE BUDGET REQUEST WILL ALSO PERMIT COMPLETION OF DELAYED NHPA ACTIONS ASSOCIATED WITH THE REPLACEMENT OF LD 2 BRADDOCK.
CG	LRD	LRL	MARKLAND LOCKS & DAM - MAJOR REHAB	NP	1	\$0	\$0	WWV	R	3.1	3.1	49600	53099	Increase the risk for pool loss and maintaining a 9 foot channel. Increased safety issues.	Start the major rehabilitation of the miter gates and culvert valves.	In continuous operation since 1964, the lock gates & culvert valves have shown increasing fatigue & major stress cracking over the last 10 years. The risk is VERY HIGH that a total failure of the lock gates will occur, forcing traffic through the auxiliary lock for an extended period, causing huge delays & costs to the towing industry. Repairs to the operating machinery are no longer cost effective & replacement thereof along with associated storage areas is require.
CG	LRD	LRH	MARMET LOCK, KANAWHA RIVER, WV	CN	1	\$34,415	\$34,415	WWV	C	1.98	10.3	13477	6958255		continue lock construction	on-line date 2009; meet industry needs to accommodate jumbo barges; primary commodity low sulfur coal
CG	LRD	LRL	MCALPINE LOCKS AND DAM, OHIO RIVER, KY & IN	CN	1	\$35,000	\$35,000	WWV	C	2.4	10.8	51900	56558	Additional periods of and increased risk of river closure to perform maintenance to the ONLY operating lock at McAlpine.	Continue construction for lock replacement (11th year of 13 year construction)	In Aug 04, the river is being closed to navigation to repair cracks in the miter gates. This will cause considerable delay and rerouting cost to the navigation industry. Operating only one lock, combined with a narrow canal with diagonal stream currents, can create unsafe navigation situations.
CG	LRD	LRL	OLMSTED LOCKS AND DAM, OHIO RIVER, IL & KY	CN	1	\$45,000	\$45,000	WWV	C	3.6	12.7	85600	87892	High risk of maint closures to rapidly deteriorating L & D 52 & 53 which have exceeded design life by 20 years. Industry loses \$855 million in annual benefits.	Continue dam construction, lock repairs, mussel monitoring, lock O&M E&D, CM.	At L&D 52 & 53 approach walls and chamber cells are out of alignment, splitting apart, and losing fill material. Bear traps and nose piers in poor condition. Major deteriorating concrete conditions throughout the project. More tonnage passes this point than any other in America's inland navigation system. The Olmsted project needs to be completed before L&D 52 & 53 completely fail.
CG	LRD	LRH	ROBERT C BYRD LOCKS AND DAM, OHIO RIVER, WV & OH	CN	1	\$457	\$457	WWV	C	3.47	99.99	54898	41566706		continue design, nav support, archeol and Jenkins House contracts	RB/RC 1404.51
CG	LRD	LRH	WINFIELD LOCKS AND DAM, KANAWHA RIVER, WV	CN	1	\$1,200	\$1,200	WWV	C	3.4	99.99	17567	8577496		continue mitigation contract	project RB/RC is 434.91
CG	LRD	LRN	CHICKAMAUGA LOCK		2	\$6,930	\$6,930	WWV	C	2.41	3.4	1897	2232714		Allows project completion by 2011. Cofferdam contract award scheduled for FY06.	Capability funding to avoid aggressive maintenance related to concrete growth. Risk of component failure increases beyond 2011.
CG	LRD	LRN	KENTUCKY LOCK AND DAM, TENNESSEE RIVER, KY	CN	2	\$15,535	\$15,535	WWV	C	2.2	5.1	29537	18675695		Continuation of Superstructures Contract.	Contract funding is lower than capability level.
CG	LRD	LRP	LOCKS AND DAMS 2, 3 AND 4, MONONGAHELA RIVER, PA		2	\$2,950	\$2,950	WWV	C	4.8	7.1	25000	9600000	FAILURE TO FUND 1ST INCREMENT WILL FOREGO AN OPP. TO ACCELERATE RELOCATIONS & LOCK 4 WORK, WHICH COULD IMPROVE CURRENT COMPLETION DATE OF THE LOWER MON PROJECT.	SUPPORT ACTIVE CONSTRUCTION & ADVANCE SCHEDULED CONSTRUCTION, RELOACTIONS & PED.	FUNDING 1ST INCREMENT WOULD ADVANCE AN ADDITIONAL \$2 MILLION IN LOCK 4 & MISC. DAM 2 CONSTRUCTION; 2 MILLION IN RELOCATIONS AND 2 MILLION IN PED. FUNDING THE 1ST INCREMENT COULD REGAIN 6 TO 12 MONTHS ON THE CURRENT PROJECT COMPLETION (2019).
CG	LRD	LRL	OLMSTED LOCKS AND DAM, OHIO RIVER, IL & KY	CN	2	\$1,000	\$1,000	WWV		3.6	12.7	85600	87892	None	Award Service Mounds Construction Contract.	if not funded in FY 06, then the need to fund this contract in FY 07 or FY 08 becomes increasingly more important.
CG	LRD	LRL	CANNELTON LOCKS & DAM, IN DAM SAFETY ASSURANCE	CN	3	\$3,625	\$3,625	WWV	N			55800	57286	Dam piers safety factor is below 1. Increased safety risks with possible pool loss.	Award a Dam Safety Assurance Construction Contract.	Large scour hole downstream of gated dam has caused the dam to NOT meet stability criteria. HIGH potential to lose pool and closing a portion of the river to navigation. Economics are under development for the Dam Safety Assurance Report.
CG	LRD	LRC	CHICAGO HARBOR, IL (MAJOR REHAB)	NP	3	\$2,480	\$0	LDD	R	3.6	3.6	196			Initiate construction.	The Chicago Harbor Lock, built in 1938, is one of the busiest locks in the country. The lock provides a navigable passage between the Chicago River and Lake Michigan for 60,000 vessels annually. Age, weathering, and use have reduced the reliability of major project features and increased the risk of failure of the lock. Zebra mussel infestation on the steel gate components also threatens the reliability of the lock to operate.
CG	LRD	LRH	GREENUP LOCKS AND DAM, OHIO RIVER, KY & OH	NP	3	\$4,326	\$11,174	WWV	N	1.84	1.93	65915	48747491		continue lock exten design; init construct miter gates, moor cells, dry dock	lock shutdown 53 days fall 2003 at \$13.2M cost to industry; 45 yr old proj; 8th busiest of Corps 230 L&D proj;
CG	LRD	LRC	INDIANA HARBOR (CONFINED DISPOSAL FACILITY), IN	CN	3	\$6,160	\$0	DD	C	1.5	1.85	13839			Continue construction. Tot commercial Tonnage - \$13.8M based upon 2002 data.	IN Hbr has not been dredged since 1972. Estimated 1M CY backlog of dredging at the canal. Ships come into the harbor loaded at less than optimum vessel drafts causing increased transportation cost of \$15.9M annually. Dredging will remove 4.8M CY of contaminated sediments from the harbor. An Area of Concern on the Great Lakes that fails all 14 beneficial use criteria.
CG	LRD	LRC	INDIANA HARBOR (CONFINED DISPOSAL FACILITY), IN	CN	3	\$3,000	\$0	DD	C	1.5	1.85	13839			Initiate wastewater treatment plant construction contract.	Advance project completion by 12 months.
CG	LRD	LRL	JOHN T MYERS LOCKS AND DAM, IN & KY	CN	3	\$2,500	\$2,500	WWV	C	1.4	1.6	69000	70308	Continual locking delays to the navigation industry resulting in continual lost economic benefits.	Convert existing 600' auxiliary chamber to a 1200' chamber.	The need to modernize the auxiliary chamber is in response to identified annual increases in tonnage levels and navigation delays during closures of the main chamber. Tonnages are expected to more than double by 2060 which indicates that Myers L&D is the next bottleneck in the Ohio River navigation system following Byrd and Olmsted L & D.
CG	LRD	LRN	KENTUCKY LOCK AND DAM, TENNESSEE RIVER, KY	CN	3	\$4,000	\$4,000	WWV	C	2.1	4.8	29537	18675695		Allows award of two critical path construction contracts.	
CG	LRD	LRP	LOCKS AND DAMS 2, 3 AND 4, MONONGAHELA RIVER, PA		3	\$6,150	\$6,150	WWV	C	4.8	7.1	25000	9600000	FAILURE TO FUND 2ND INCREMENT WILL FORGO AN OPPORTUNITY TO ACCELERATE REMAINING FEATURE WORK, WHICH COULD IMPROVE CURRENT COMPLETION DATE OF THE LM PROJECT.	SUPPORT ACTIVE CONSTRUCTION & ADVANCE SCHEDULED CONSTRUCTION, RELOCATIONS & PED.	FUNDING UP TO 2ND INCREMENT FOLLOWS A MORE EFFICIENT FULL CAPABILITY SCHEDULE. SECOND INCREMENT WOULD ADVANCE AN ADDITIONAL \$5 MILLION IN LOCK 4 CONSTRUCTION, 3 MILLION IN RELOCATIONS, 3 MILLION IN REMAINING MISC. EFFORTS AT DAM 2 AND 1 MILLION IN PED.
CG	LRD	LRH	MARMET LOCK, KANAWHA RIVER, WV	CN	3	\$581	\$581	WWV	C	1.98	10.3	13477	6958255		purchase of permanent operating equipment	lock on-line date 2009
CG	LRD	LRB	NEW YORK STATE CANAL SYSTEM, NY		3	\$1,000	\$0	LW		0	0					
CG	LRD	LRB	OTTAWA RIVER HARBOR, OH		3	\$3,500	\$0	HSD		0	0					
CG	LRD	LRH	ROBERT C BYRD LOCKS AND DAM, OHIO RIVER, WV & OH	CN	3	\$1,618	\$1,618	WWV	C	3.47	99.999	54898	41566706		complete dam rehab; initiate fish access contr	RB/RC 1404.51
CG	MVD	MVN	INNER HARBOR NAVIGATION CANAL LOCK, LA		1	\$2,079	\$1,377	WWV	C	1.8	2.8	18942	10418100	DELAY PROJECT COMPLETION AND INCREASE COSTS.	CONTINUE ONGOING CRITICAL E&D AND MITIGATION. E&D INCLUDES CRITICAL LK DESIGN.	HIGH PROFILE PROJECT. NAVIGATION LOCK IS CRITICAL TO THE LOCAL INDUSTRY. TON MILES 104,181,000 (LIMITED ABOVE).
CG	MVD	MVK	J BENNETT JOHNSTON WATERWAY, LA		1	\$4,255	\$0	WWV	C	1.4	6.5	3708	2486922		Continue construction of navigation channel vital to the needs of the region	Dependent upon support of Red River Emergency and Red River Below Denison Dam.
CG	MVD	MVR	LOCK AND DAM 11, MISSISSIPPI RIVER, IA (MAJOR REHAB)	CN	1	\$872	\$872	WWV	C	7.2	3.16	84092	94944271		initiate construction rehab of lock	70 yr old structure is failing both mechanically & structurally & unless th rehab takes place the loss of navigation (18.3M toms) could occur. At this time there is no readily available way to devtr this lock for emergency repairs thus closure could require an earthen dam and repair delays of up to one year.
CG	MVD	MVR	LOCK AND DAM 19, MISSISSIPPI RIVER, IA (MAJOR REHAB)	CN	1	\$2,013	\$2,013	WWV	C	3.62	5.07	84092	94944271	Closure of the river & loss of pool 19. Thus loosing 29M tons of shippings to road transportation.	Continue construction thru lock closure	if lower miter gates & operating machinery are not replaced failure of the gates could mean a halt to navigation on the Upper Miss for up to one year.
CG	MVD	MVS	LOCK AND DAM 24, MISSISSIPPI RIVER, IL & MO (MAJOR REHAB)	CN	1	\$2,550	\$2,550	WWV	C	1.2	6.3	84092	94944271	Rehab of badly deteriorated gates cannot continue. Increase risk of loss of pool.	Continue dam gate rehabilitation.	IUB priority project completion. Recreation 488 craft with 545 passengers.
CG	MVD	MVS	LOCK AND DAM 24, MISSISSIPPI RIVER, IL & MO (MAJOR REHAB)	LY	1	\$100	\$100	WWV	C	1.1	6.3	84092	94944271	Rehabbed lock wall concrete needs to be sealed to prevent freeze than deterioration. Each year not sealed increases damage.	Complete lock wall concrete rehabilitation.	IUB priority project. Work required to protect prior contract work from freeze thaw effects.
CG	MVD	MVP	LOCK AND DAM 3, MISSISSIPPI RIVER, MN (MAJOR REHAB)	NP	1	\$2,650	\$2,650	WWV	R	2.23	2.23	84092	94944271	Improve navigation safety, protect and restore ecosystem, strengthen WI embankment.	Dangerous outdraft has resulted in accidents. Also problem maintaining structural integrity of 3 existing embankments. Failure could result in loss of pool and shutdown of navigation and two large power plants.	

CG	MVD	MVS	LOCKS NO. 27, MISSISSIPPI RIVER, ILLINOIS (MAJOR REHAB)	NP	1	\$0	\$0	WW	R	4.4	4.4	121500	128026208	Critical lock near juncture of 3 major rivers has deteriorated to the extent unplanned outages are almost guaranteed.	Initiate downstream sill anchorages, lift gate machinery, lock lighting.	IUB priority project.
CG	MVD	MVS	MISS RIVER BTWN THE OHIO AND MO RIVERS (REG WORKS), MO & IL	CN	1	\$322	\$0	WW	C	10.5	23	121500	128026208		Improvement of the nav channel (dikes, revetment, const dredging & rock removal)	Dike and revetment effort will reduce annual O&M dredging cost.
CG	MVD	MVK	J BENNETT JOHNSTON WATERWAY, LA		2	\$14,245	\$0	WW	C	1.4	6.5	3708	2486922		Continue construction of navigation channel vital to the needs of the region	Dependent upon support of Red River Emergency and Red River Below Denison Dam.
CG	MVD	MVR	LOCK AND DAM 19, MISSISSIPPI RIVER, IA (MAJOR REHAB)	CN	2	\$6,738	\$6,738	WW	C	3.62	5.07	84092	94944271	Closure of the river & loss of pool 19. Thus loosing 29M tons of shippings to road transportation.	Continue construction thru lock closure	If lower miter gates & operating machinery are not replaced failure of the gates could mean a halt to navigation on the Upper Miss for up to one year.
CG	MVD	MVS	MISS RIVER BTWN THE OHIO AND MO RIVERS (REG WORKS), MO & IL	CN	2	\$1,078	\$0	WW	C	10.5	23	121500	128026208		Improvement of the nav channel (dikes, revetment, const dredging & rock removal)	Dike and revetment effort will reduce annual O&M dredging cost.
CG	MVD	MVR	ILL WW OBRIEN L&D	NP	3	\$1,460	\$1,460	WW	R	1.55	1.55	43000	43671974		Initiate construction	O'Brien is virtually the only navigable gateway to Lake Michigan from the Illinois Waterway due to width restrictions at the Chicago River & Lock. Delays to replacement of 50 yr old machinery at O'Brien could risk closing this valuable entrance to the Great Lakes.
CG	MVD	MVR	ILL WW-LOCKPORT L&D,IL 1930 ACT-REHAB	NP	3	\$1,240	\$1,240	WW	R	1.44	1.44	43000	43671974	Loss of navigation pool located above Lockport lock.	Initiate rehabilitation construction.	With frequent sink holes in this 1 1/4 mile long high hazard dam, indicating substructure distress, loss of pool and a complete stop to all navigation on the ILWW is possible. Rehab of the dam and walls along this section of the waterway is necessary.
CG	MVD	MVN	INNER HARBOR NAVIGATION CANAL LOCK, LA		3	\$6,959	\$4,608	WW	C	1.8	2.8	18942	10418100	DELAY PROJECT COMPLETION AND INCREASE COSTS.	CONTINUE ONGOING CRITICAL E&D AND MITIGATION. E&D INCLUDES CRITICAL LK DESIGN.	HIGH PROFILE PROJECT. NAVIGATION LOCK IS CRITICAL TO THE LOCAL INDUSTRY. TON MILES 104,181,000 (LIMITED ABOVE).
CG	MVD	MVN	INNER HARBOR NAVIGATION CANAL LOCK, LA		3	\$462	\$3,515	WW	C	1.8	2.8	18942	10418100	CONTRACT AWD DELAYS WILL PROLONG PROJ COMPLETION & INCREASE COSTS.	INITIATE 3 CONST ITEMS, INCLUDING CRITICAL 1ST DREDD CONTRACT.	HIGH PROFILE PROJECT. NAVIGATION LOCK REPLACEMENT CRITICAL TO LOCAL INDUSTRY. TON MILES 104,181,000 (LIMITED ABOVE).
CG	MVD	MVK	J BENNETT JOHNSTON WATERWAY, LA		3	\$1,500	\$0	WW	C	1.4	6.5	3708	2486922		Purchase mitigation lands and minimal continuation of vital navigation construction needs of the project.	Dependent upon support of Red River Emergency and Red River Below Denison Dam.
CG	MVD	MVR	LOCK AND DAM 11, MISSISSIPPI RIVER, IA (MAJOR REHAB)	CN	3	\$2,918	\$2,918	WW	C	7.2	3.16	84092	94944271		Initiate construction rehab of lock	70 yr old structure is failing both mechanically & structurally & unless th rehab takes place the loss of navigation (18.3M tons) could occur. At this time there is no readily available way to devr this lock for emergency repairs thus closure could require an earthen dam and repair delays of up to one year.
CG	MVD	MVS	MELVIN PRICE LOCK AND DAM, IL & MO	CN	3	\$492	\$0	WW	C	2.1	0	84092	94944271	Required to complete ancillary building, grounds and structures on MO bank of lock and dam.	Continue alterations to docking facility and complete exhibits phase 2 contract	Recreation over 1,300 craft with 4,800 passengers.
CG	MVD	MVS	MELVIN PRICE LOCK AND DAM, IL & MO	CN	3	\$173	\$0	WW	C	2.1	0	84092	94944271	Cannot reimburse City of Alton for expected recreation expenses.	Initiate Alton contract.	Recreation over 1,300 craft with 4,800 passengers.
CG	MVD	MVS	MISS RIVER BTWN THE OHIO AND MO RIVERS (REG WORKS), MO & IL	CN	3	\$3,600	\$0	WW	C	10.5	23	121500	128026208		Improvement of the nav channel (dikes, revetment, const dredging & rock removal)	Dike and revetment effort will reduce annual O&M dredging cost.
CG	MVD	MVN	MISSISSIPPI RIVER SHIP CHANNEL, GULF TO BATON ROUGE, LA		3	\$57	\$0	DD	C	7.303	7.2	434094	102446184	ADDITIONAL FUNDS TO CONTINUE DEVELOPMENT OF AUTHORIZED 55' CHAN.	CONTINUE CONSTRUCTION OF DEEP DRAFT ACCESS TO PORTS OF N.O., BATON ROUGE.	LOCAL SPONSOR DESIRES CONTINUED DEVELOPMENT OF CHAN DEPTHS GREATER THAN THE EXISTING 45-FT CHAN. PROJECT AUTHORIZATION PROVIDES FOR A 55-FT CHAN FROM THE GULF TO B.ROUGE. THE DEEP DRAFT CHAN PROVIDES ACCESS TO THE NUMBER ONE PORT COMPLEX IN THE U.S. THAT INCLUDES 3 OF THE TOP 10 PORTS. THE LOWER MS RIVER DEEP DRAFT NAVIGATION CHAN PROVIDES MAJOR NATIONAL ECONOMIC BENEFITS. SYS TON MILES IN TEN THOUSANDS (0000).
CG	MVD	MVN	MISSISSIPPI RIVER SHIP CHANNEL, GULF TO BATON ROUGE, LA		3	\$229	\$0	DD	C	7.303	7.2	434094	102446184	ADDITIONAL FUNDS TO CONTINUE DEVELOPMENT OF AUTHORIZED 55' CHAN.	CONTINUE CONSTRUCTION OF DEEP DRAFT ACCESS TO PORTS OF N.O., BATON ROUGE.	LOCAL SPONSOR DESIRES CONTINUED DEVELOPMENT OF CHAN DEPTHS GREATER THAN THE EXISTING 45-FT CHAN. PROJECT AUTHORIZATION PROVIDES FOR A 55-FT CHAN FROM THE GULF TO B.ROUGE. THE DEEP DRAFT CHAN PROVIDES ACCESS TO THE NUMBER ONE PORT COMPLEX IN THE U.S. THAT INCLUDES 3 OF THE TOP 10 PORTS. THE LOWER MS RIVER DEEP DRAFT NAVIGATION CHAN PROVIDES MAJOR NATIONAL ECONOMIC BENEFITS. SYS TON MILES IN TEN THOUSANDS (0000).
CG	MVD	MVK	RED RIVER EMERGENCY BANK PROTECTION, AR & LA		3	\$10,000	\$0	WW	C	1	1	3708	2486923		Continued improvement of Navigation to accommodate existing water commerce.	Supported by J. Bennett Johnston Waterway and Red River Below Denison Dam.
CG	NAD	NAP	DELAWARE RIVER MAIN CHANNEL, NJ, PA & DE	CN	1	\$690	\$0	DD	C	1.01	1.03	8190	8190		continue construction; initiate construction contract	The recommended plan of improvement deepens the existing Federal navigation Channel (Philadelphia to the Sea project) from the 40 foot project to 45 feet, widens bends, deepens an anchorage along with relocation and addition of navigation aids.
CG	NAD	NAN	NEW YORK AND NEW JERSEY HARBOR, NY & NJ	CN	1	\$75,000	\$0	DD	C	4.436	7.083	86493	1297389	Failure to implement the project will mean that more vessel calls will be required to handle the cargo volume passing through the Port of New York and New Jersey. The consequences will be felt in the form of higher transportation cost in terms of increased total freight charges, increased air pollution, and reduced vessel safety.	Continue ongoing channel deepening contracts	The Port of New York and New Jersey is the highest cargo volume container port on the east coast and third largest in the nation. Deepening its channels will allow the safe and economically efficient use of the port by Post-Panamax containerhips, which are beginning to dominate container operations worldwide.
CG	NAD	NAN	NEW YORK AND NEW JERSEY HARBOR, NY & NJ	CN	2	\$31,000	\$0	DD	C	4.436	7.082	86493	1297389	Failure to implement the project will mean that more vessel calls will be required to handle the cargo volume passing through the Port of New York and New Jersey. The consequences will be felt in the form of higher transportation cost in terms of increased total freight charges, increased air pollution, and reduced vessel safety.	Award new channel deepening contracts	The Port of New York and New Jersey is the highest cargo volume container port on the east coast and third largest in the nation. Deepening its channels will allow the safe and economically efficient use of the port by Post-Panamax containerhips, which are beginning to dominate container operations worldwide.
CG	NAD	NAN	NEW YORK AND NEW JERSEY HARBOR, NY & NJ	CN	2	\$20,000	\$0	DD	C	4.436	7.083	86493	1297389	Failure to implement the project will mean that more vessel calls will be required to handle the cargo volume passing through the Port of New York and New Jersey. The consequences will be felt in the form of higher transportation cost in terms of increased total freight charges, increased air pollution, and reduced vessel safety.	Capability, additional dredging	The Port of New York and New Jersey is the highest cargo volume container port on the east coast and third largest in the nation. Deepening its channels will allow the safe and economically efficient use of the port by Post-Panamax containerhips, which are beginning to dominate container operations worldwide.
CG	NAD	NAO	AIWW, BRIDGES AT DEEP CREEK, VA	CN	3	\$2,000	\$0	LW	C	8.3	8.3	10	1977	In relatively short time frame, the existing bridge will no longer be functional.	Initiate Construction of replacing obsolete bridge	City of Chesapeake has agreed to take ownership of bridge and Federal government will divest itself of a long term O&M commitment
CG	NAD	NAO	AIWW, BRIDGES AT DEEP CREEK, VA	CN	3	\$2,000	\$0	LW	C	8.3	8.3	10	1977	In relatively short time frame, the existing bridge will no longer be functional.	Continue Construction of replacing obsolete bridge	City of Chesapeake has agreed to take ownership of bridge and Federal government will divest itself of a long term O&M commitment
CG	NAD	NAP	DELAWARE RIVER MAIN CHANNEL, NJ, PA & DE	CN	3	\$2,310	\$0	DD	C	1.01	1.03	8190	8190		continue construction; initiate construction contract	The recommended plan of improvement deepens the existing Federal navigation Channel (Philadelphia to the Sea project) from the 40 foot project to 45 feet, widens bends, deepens an anchorage along with relocation and addition of navigation aids.
CG	NAD	NAN	HUDSON RIVER, NY (NEW YORK CITY TO WATERFORD-ATHENS CHANNEL)	CN	3	\$1,000	\$0	LDD	C	0.94	0.94	178	66616		initiate construction	Corps is Congressionally authorized and directed to design and construct a 300-foot wide channel to a depth of 24 feet
CG	NAD	NAN	NEW YORK HARBOR COLLECTION AND REMOVAL OF DRIFT, NY & NJ	CN	3	\$500	\$0	DD	N	3.75	3.75	86493	1297389			
CG	NAD	NAO	NORFOLK HARBOR AND CHANNELS, VA (DEEPENING)	CN	3	\$2,000	\$0	DD	C	1.9	1.9	54500	1608723	Failure to deepen Norfolk Harbor, 3rd largest port and home to USN Atlantic Fleet, to 50 feet will severely impact commercial trade of the eastern half of Americ	Initiation of 3rd phase of deepening the harbor to 50 feet.	STRATEGIC PORT - HAMPTON ROADS - HIGH MILITARY USE. The Inbound Element will complete the 50-foot Channel Project, providing safer and more efficient movement of large, deeper draft commercial vessels and the unrestricted deployment of the US Naval Atlantic Fleet. The project also prepares for anticipated growth in the US maritime container trade well into this century. Com Tons based on 5-year average for Hampton Roads, from WCS 2002 data.
CG	NAD	NAO	NORFOLK HARBOR AND CHANNELS, VA (DEEPENING)	LY	3	\$2,000	\$0	DD	C	1.9	1.9	54500	1608723	Failure to deepen Norfolk Harbor, 3rd largest port and home to USN Atlantic Fleet, to 50 feet will severely impact commercial trade of the eastern half of Americ	Completion of deepening the harbor channel system to 50 feet.	STRATEGIC PORT - HAMPTON ROADS - HIGH MILITARY USE. The Inbound Element will complete the 50-foot Channel Project, providing safer and more efficient movement of large, deeper draft commercial vessels and the unrestricted deployment of the US Naval Atlantic Fleet. The project also prepares for anticipated growth in the US maritime container trade well into this century. Com Tons based on 5-year average for Hampton Roads, from WCS 2002 data.
CG	NAD	NAO	TANGIER ISLAND JETTY, ACCOMACK COUNTY, VA	CN	3	\$2,400	\$0	SD	C	0	0	2	188	Project supports subsistence harbor. Lack of dredging will cut off primary staples like fuel and ferry service to residents.	Continue the PED phase.	This subsistence harbor is a productive commercial fishing industry, and community that has existed since the late 1700's. The channel provides virtually all supplies and ferry service for 54k passengers/yr. The island exports 200 tons/yr of blue crabs (Tangier Island). The livelihood of the islanders is being jeopardized by damage from direct wave attack and sheets of ice pushed into the inner channel and harbor. The jetty will prevent those damages.
CG	NWD	NWP	COLUMBIA RIVER CHANNEL IMPROVEMENTS, ORCN & WA	CN	1	\$4,600	\$0	DD	C	1.66	1.66	55529	0	Termination of ongoing contracts. Loss of commercial shipping business that requires 43-ft channel depth.	Continue hopper & pipeline dredging contracts & ecosystem restoration site work.	Perf measure data is initial @ 7%. Cost data reflects info in Record Of Decision. Project approved for construction phase in FY 05 Pres Bud. Project Cooperation Agreement executed 23 Jun 04. OMB Review completion scheduled for 31 Jul 04. All State & Federal approvals have been received. Sponsor funds are available.
CG	NWD	NWP	COLUMBIA RIVER CHANNEL IMPROVEMENTS, ORCN & WA	CN	3	\$15,400	\$0	DD	C	1.66	1.66	55529	0	Termination of ongoing contracts. Loss of commercial shipping business that requires 43-ft channel depth.	Continue hopper & pipeline dredging contracts & ecosystem restoration site work.	Perf measure data is initial @ 7%. Cost data reflects info in Record Of Decision. Project approved for construction phase in FY 05 Pres Bud. Project Cooperation Agreement executed 23 Jun 04. OMB Review completion scheduled for 31 Jul 04. All State & Federal approvals have been received. Sponsor funds are available.
CG	NWD	NWP	COLUMBIA RIVER CHANNEL IMPROVEMENTS, ORCN & WA	CN	3	\$21,000	\$0	DD	C	1.66	1.66	55529	0	Unable to proceed with new channel improvement contracts. Loss of commercial shipping business that requires 43-ft channel depth.	Continue hopper & pipeline dredging & excavation rock removal & ecosys restore.	Optimum capability to complete project in most efficient manner. PCA executed 23 June 04. OMB review completion scheduled for 31 Jul 04. All State & Federal approvals have been received. Sponsor funds are available. Project approved in FY 05 Pres Budget. Perf measure data is initial @ 7%. Cost data reflects info in ROD.

CG	POD	POA	CHIGNIK HARBOR, AK	LY	1	\$2,000	\$0	SD	C	2.193	2.15	1	40000		Complete construction. <b>Subsistence Harbor and Harbor of Refuge.</b>	<b>Construction contract awarded.</b>
CG	POD	POH	KIKIAOLA SMALL BOAT HARBOR, KAUAI, HI	LY	1	\$3,550	\$0	SD	C	6.27	9.63	0	na		COMPLETE CONSTRUCTION.	HIGH POLITICAL VISIBILITY. SPONSOR HAS FUNDS AVAILABLE. <b>CONSTRUCTION CONTRACT TO BE AWARDED IN FY05. HARBOR OF REFUGE.</b>
CG	POD	POA	NOME HARBOR IMPROVEMENTS, AK	LY	1	\$14,000	\$0	LDD	C	1.3	2.1	50	15000		Complete construction.	Construction contract awarded. Subsistence Harbor and Harbor of Refuge.
CG	POD	POA	SAND POINT HARBOR, AK	LY	1	\$7,000	\$0	LDD	C	2.6	3.1	0	0		Complete construction. <b>Subsistence Harbor and Harbor of Refuge.</b>	Construction contract awarded.
CG	POD	POA	ST PAUL HARBOR, AK	LY	1	\$9,000	\$0	LDD	C	0.7	1.3	50	17500000		Complete construction. <b>Subsistence Harbor and Harbor of Refuge.</b>	Construction contract awarded.
CG	POD	POA	FALSE PASS HARBOR, AK	CN	3	\$7,416	\$0	SD	C	1.165	1.17	0				
CG	POD	POH	MAALAEA HARBOR, MAUI, HI	CN	3	\$50	\$0	SD	C	4.238	5.8					
CG	POD	POA	SITKA HARBOR, AK	NP	3	\$1,000	\$0	SD	N	1.3	1.3	1	50000		Modeling and design to correct deficiency of existing breakwaters.	
CG	POD	POA	UNALASKA HARBOR, AK	NP	3	\$500	\$0	LDD	N	1.4	1.4				Initiate construction	
CG	POD	POA	UNALASKA HARBOR, AK	NP	3	\$500	\$0	LDD	N	1.4	1.4	453.5	43082500		Initiate construction. <b>Harbor of Refuge</b>	
CG	POD	POA	WRANGELL HARBOR, AK	NP	3	\$3,000	\$0	SD	C	1.5	1.5				Complete construction.	
CG	SAD	SAS	BRUNSWICK HARBOR, GA	CN	1	\$4,393	\$0	DD	C	1.161	1.951	1241			The increment of the project will provide benefits from breakbulk cargo.	East River and Turning Basin
CG	SAD	SAJ	CANAVERAL HARBOR, FL	CN	1	\$1,452	\$0	DD	C	2	2	3981		Can not continue existing contract. Channel shoaling will continue as improvements not realized. Increase in O&M costs.	Continue construction of north Jetty and Sand Bypass.	Harbor supports Navy trident submarines and NASA missile launches. Failure to complete project will minimize adequacy of support for military and aerospace mission.
CG	SAD	SAC	CHARLESTON HARBOR, SC (DEEPENING & WIDENING)	CN	1	\$6,000	\$0	DD	C	6	7.3	24993			Initiate construction of turning basin for new container terminal.	4th busiest container port in the US. One of the nation's strategic ports. Value of cargo in 2002 - \$34 Billion
CG	SAD	SAJ	JACKSONVILLE HARBOR, FL	CN	1	\$2,231	\$0	DD	C	1.7	1.7	17900		Can not complete existing contract. Project benefits for the 5.5 mile extension will not be realized.	To continue construction of the 40' channel to river mile 20 from river mile 14.7	One of the Strategic Ports, military trans-shipments. Failure to complete project diminishes port's ability to function as a strategic port.
CG	SAD	SAJ	MIAMI HARBOR CHANNEL, FL		1	\$20,000	\$0	DD	C	1.66	1.66	8927		Can not continue existing contract. Gov will incur additional expenses delays or termination costs.	Continue Construction of turning basin to complete authorized project to 42 feet	Large US Coast Guard presence. ASA(CW) has promised the congressional delegation that the project will be completed.
CG	SAD	SAJ	MIAMI HARBOR CHANNEL, FL		1	\$10,000	\$0	DD	C	1.66	1.66	8927		Can not complete existing contract. Gov will incur termination costs.	Continue construction of turning basin to complete authorized project to 42 feet	Large US Coast Guard presence.
CG	SAD	SAM	MOBILE HARBOR, AL	LY	1	\$2,023	\$0	DD	C	1.68	1.68	46022			Complete construction.	This 2100' extension is essential to realize some of the benefits of the Alabama State Port Authority's \$300 million expansion.
CG	SAD	SAJ	PORT EVERGLADES, FL		1	\$2,300	\$0	DD	C	2.6	2.6	21300		Can not reimburse Sponsor for work completed.	Reimburse Sponsor for completion of Harbor improvements at non-Federal expense.	Supports US Navy
CG	SAD	SAJ	TAMPA HARBOR, BIG BEND, FL	CN	1	\$1,150	\$0	DD	C	4.57	4.67	48385		Can not continue existing contract and Contractor will be paid Demobilization and contract terminated for convenience. Harbor improvement benefits will not be realized.	Continue construction of Harbor deepening.	Channel provides fuel for coal-fired electric power generation station. Project will allow fuel transportation costs to be reduced. Phosphate and phosphate products imported and exported via this channel.
CG	SAD	SAW	WILMINGTON HARBOR, NC	LY	1	\$19,300	\$0	DD	C	1.7	2.4	7512			COMPLT ANCH/PASSNG LANES CONT. CONTRACT & PROVIDE BENEFITS FOR CHAN WIDN'G PART	STRATEGIC HARBOR-SUPPORTS MILITARY-MOTSU IS ONLY PORT ON EAST COAST SHIPPING AMMUNITION FOR TRANSPORTATION COMMAND. MAINT DREDGING IS ESSENTIAL TO PROVIDE SAFE NAVIGATION. PROJECT USERS INCLUDE INDUSTRIAL, MILITARY, CG VESSELS, CRUISE SHIPS ETC.
CG	SAD	SAJ	TAMPA HARBOR, BIG BEND, FL	CN	2	\$3,850	\$0	DD	C	4.57	4.67	48385		Can not continue existing contract and Contractor will be paid Demobilization and contract terminated for convenience. Harbor improvement benefits will not be realized.	Continue construction of Harbor deepening.	Channel provides fuel for coal-fired electric power generation station. Project will allow fuel transportation costs to be reduced. Phosphate and phosphate products imported and exported via this channel.
CG	SAD	SAS	BRUNSWICK HARBOR, GA	CN	3	\$14,707	\$0	DD	C	1.161	1.951	1241			The increment of the project will provide benefits from breakbulk cargo.	East River and Turning Basin
CG	SAD	SAS	BRUNSWICK HARBOR, GA	CN	3	\$28,450	\$0	DD	N	1.213	3.2	1241			Jekyll Island Mitigation.	This work must be performed in conjunction with Turning Basin as mitigation for 19 acres of wetland. The project benefits are therefore equivalent.
CG	SAD	SAS	BRUNSWICK HARBOR, GA	CN	3	\$3,800	\$0	DD	N	0.76	0	2577			Andrews Island Dikes	This work must be performed to account for lost of O&M capacity and ensure O&M availability.
CG	SAD	SAJ	CANAVERAL HARBOR, FL	CN	3	\$4,860	\$0	DD	C	2	2	3981		Can not continue existing contract. Channel shoaling will continue as improvements not realized. Increase in O&M costs.	Continue construction of north Jetty and Sand Bypass.	Harbor supports Navy trident submarines and NASA missile launches. Failure to complete project will minimize adequacy of support for military and aerospace mission.
CG	SAD	SAJ	CANAVERAL HARBOR, FL		3	\$6,312	\$0	DD	C	2	2	3981		Can not continue existing contract. Channel shoaling will continue as improvements not realized. Increase in O&M costs.	Continue construction of North Jetty and Sand Bypass.	Harbor supports Navy trident submarines and NASA missile launches
CG	SAD	SAM	GULFPORT HARBOR, MS	CN	3	\$1,533	\$0	DD	C	3.04	3.04	2203			Complete General Re-evaluation Report	The completion of the GRR in FY 06 is required to get the construction project in WRDA 06 for construction in FY 07. The port has averaged over 2,000,000 tons of foreign imports and exports in each of the last seven years.
CG	SAD	SAJ	JACKSONVILLE HARBOR, FL	CN	3	\$7,469	\$0	DD	C	1.7	1.7	17900		Can not complete existing contract. Project benefits for the 5.5 mile extension will not be realized.	To continue construction of the 40' channel to river mile 20 from river mile 14.7	One of the Strategic Ports, military trans-shipments. Failure to complete project diminishes port's ability to function as a strategic port.
CG	SAD	SAJ	JACKSONVILLE HARBOR, FL	CN	3	\$9,700	\$0	DD	C	1.7	1.7	17900		Can not complete existing contract. Project benefits for the 5.5 mile extension will not be realized.	To continue construction of the 40' channel to river mile 20 from river mile 14.7	One of Strategic Port, military trans-shipments.
CG	SAD	SAJ	MANATEE HARBOR, FL		3	\$4,600	\$0	DD	C	3.22	4.67	4233		Can not complete existing contract and contract would be terminated at gov expense.	To continue construction of spur channel and basin as authorized.	To continue construction - if terminated, cost to government will be excessive.
CG	SAD	SAJ	MANATEE HARBOR, FL		3	\$15,400	\$0	DD	C	3.22	4.67	4233		Can not complete existing contract and contract would be terminated at gov expense.	To continue construction of spur channel and basin as authorized.	To continue construction - if terminated, cost to government will be excessive.
CG	SAD	SAJ	MANATEE HARBOR, FL		3	\$5,000	\$0	DD	C	3.22	4.67	4233		Can not complete existing contract and contract would be terminated at gov expense.	To continue construction of the turning basin and widener as authorized.	To continue construction
CG	SAD	SAW	MANTEO (SHALLOWBAG) BAY, NC	NP	3	\$600	\$0	SD	N	0	0			Mitigation is a req't for the constr of the Wanchese Hbr. in order to be in compliance with the EIS. Corps will be in violation of NEPA if action is not taken.	Identify oyster reef site, obtain clearances, execute PCA, and initiate constr.	Wanchese Hbr was constr in Jun 79 causing significant impacts to estuarine resources, resulting in req't to construct 42 acres of oyster reef for mitigation, including 3 year period for monitoring. Mitig is a component of the final EIS & was to be constructed as a component of the jetty contract. Based on CEQ decision, no further pro features will be constructed requiring oyster reefs to be constructed separately. Identified as a priority area for oyster restoration.
CG	SAD	SAM	MOBILE HARBOR, AL	NP	3	\$1,586	\$0	DD	N	21.7	21.7	46022			Initiate and complete construction.	Provide construction funds for a 1200' extension that would allow for more economical shipping of coal and iron ore products.
CG	SAD	SAS	NEW SAVANNAH BLUFF LOCK AND DAM, GA & SC		3	\$5,000	\$0	LW	C	1.84	0				New start construction. Initiate contract for fish passage channel.	
CG	SAD	SAS	NEW SAVANNAH BLUFF LOCK AND DAM, GA & SC		3	\$10,000	\$0	LW	C	1.84	0				New start construction.	Initiate construction contract for all structural repairs on both the dam and lock.
CG	SAD	SAS	NEW SAVANNAH BLUFF LOCK AND DAM, GA & SC	NP	3	\$1,500	\$0	LW	N	1.84	0				New start construction. All mechanical repairs to the lock.	Repairs are critically needed.
CG	SAD	SAJ	PONCE DE LEON INLET, FL		3	\$3,500	\$0	HSD	C	1.35	1.35			Can not complete existing contract for jetty extension and will cause significant impacts due to excess shoaling.	Continue construction	Jetty extension to reduce O&M costs for Ponce De Leon Inlet and IWW, Jacksonville to Miami. Tonnage figure taken from a report.
CG	SAD	SAJ	PORT EVERGLADES, FL		3	\$7,700	\$0	DD	C	2.6	2.6	21300		Can not reimburse Sponsor for work completed.	Reimburse Sponsor for completion of Harbor improvements at non-Federal expense.	Supports US Navy
CG	SAD	SAJ	PORT SUTTON CHANNEL, FL		3	\$5,000	\$0	DD	C	1.6	1.6	48385		Can not complete existing contract deepen Harbor to support commercial vessels & safe passage for hazardous cargo.	To continue construction	Channel improvements needed due to hazardous cargo
CG	SAD	SAJ	ST LUCIE INLET, FL		3	\$4,015	\$0	SD	C	1.36	1.33			Failure to provide safe nav for commercial fishing visis thru inlet which has experienced fatalities due to chnl conditions. Inlet provides a safe harbor refuge	To initiate construction of jetty modification.	Jetty modification will reduce O&M cost and provide navigation safety. Tonnage figure taken from a report.
CG	SAD	SAJ	TAMPA HARBOR, ALAFIA RIVER, FL		3	\$10,000	\$0	DD	C	4.8	4.8	48385		To continue existing contract to deepen the Harbor.	To continue construction.	To continue construction.
CG	SAD	SAJ	TAMPA HARBOR, BIG BEND, FL		3	\$2,500	\$0	DD	C	4.57	4.67	48385		Can not continue existing contract and will cost gov termination costs. Harbor improvements will not be realized.	Continue construction of Harbor deepening.	Supplies fuel for electric power generation
CG	SAD	SAW	WILMINGTON HARBOR, NC	CN	3	\$600	\$0	DD	C	1.4	2.4	7512			BEGIN FUNDING OF FISH PASSAGE ENVIRONMENTAL CONTRACT & DMMP FOR 42' PROJECT.	STRATEGIC HARBOR-SUPPORTS MILITARY-MOTSU IS ONLY PORT ON EAST COAST SHIPPING AMMUNITION FOR TRANSPORTATION COMMAND. MAINT DREDGING IS ESSENTIAL TO PROVIDE SAFE NAVIGATION. PROJECT USERS INCLUDE INDUSTRIAL, MILITARY, CG VESSELS, CRUISE SHIPS ETC.

CG	SAD	SAW	WILMINGTON HARBOR, NC	CN	3	\$11,000	\$0	DD	C	1.4	1.7	7512		THIS CONTRACT WILL COMPLETE INITIAL CONSTRUCTION.	BEGIN CONSTRUCTION OF THE NORTHEAST CAPE FEAR RIVER 38' PROJECT.	STRATEGIC HARBOR-SUPPORTS MILITARY-MOTSU IS ONLY PORT ON EAST COAST SHIPPING AMMUNITION FOR TRANSPORTATION COMMAND. MAIN DREDGING IS ESSENTIAL TO PROVIDE SAFE NAVIGATION. PROJECT USERS INCLUDE INDUSTRIAL, MILITARY, CG VESSELS, CRUISE SHIPS ETC.
CG	SPD	SPL	LOS ANGELES HARBOR MAIN CHANNEL DEEPENING, CA	LY	1	\$5,465	\$0	DD	C	4.4	10.4	52200		If funding is not received, larger vessels will be subject to tidal delay and load/offload to smaller ships, increasing costs and lower efficiencies.	To complete construction of project.	Growth in containerized cargo imports is the driving force behind the need for navigational improvements. Increasing the channel depth to 53 feet is expected to allow the largest containerships over 75,000 dead weight tons to fully load. Dredged material will be used to create new land for terminal development and to create shallow water habitat for environmental mitigation.
CG	SPD	SPN	OAKLAND HARBOR (50 FOOT PROJECT), CA	CN	1	\$10,000	\$0	DD	C	11.3	17.9	16813	18423512		Complete contract on Inner Harbor Phase 1B.	If Port is not deepened or maintained, consumer's will most likely face increases in price of goods, impacts Hamilton Wetlands project which is dependent on dredged material to restore wetlands.
CG	SPD	SPL	PORT OF LONG BEACH (DEEPENING), CA	CN	1	\$1,000	\$0	DD	C	6.8	52.8	67900		Without funding, we could lose the use of Pier J Disposal Site, and initiate studies to use another disposal site, delaying the project indefinitely.	To complete design and initiate construction.	Demand for foreign crude oil has risen and deepening the harbor will allow for larger tankers and other liquid bulk vessels to gain economic scale.
CG	SPD	SPL	LOS ANGELES HARBOR MAIN CHANNEL DEEPENING, CA	LY	2	\$6,000	\$0	DD	C	4.4	10.4	52200		If funding is not received, larger vessels will be subject to tidal delay and load/offload to smaller ships, increasing costs and lower efficiencies.	To complete construction of project. Additional funds required anticipating a section 902 fix.	Growth in containerized cargo imports is the driving force behind the need for navigational improvements. Increasing the channel depth to 53 feet is expected to allow the largest containerships over 75,000 dead weight tons to fully load. Dredged material will be used to create new land for terminal development and to create shallow water habitat for environmental mitigation.
CG	SPD	SPN	OAKLAND HARBOR (50 FOOT PROJECT), CA	CN	2	\$27,500	\$0	DD	C	11.3	17.9	16812	18423512		Initiate Phase 3D/E dredging contract.	If Port is not deepened or maintained, consumer's will most likely face increases in price of goods, impacts Hamilton Wetlands project which is dependent on dredged material to restore wetlands.
CG	SPD	SPN	OAKLAND HARBOR (50 FOOT PROJECT), CA	CN	2	\$12,500	\$0	DD	C	11.3	17.9	16812	18423512		To complete construction on Middle Harbor.	If Port is not deepened or maintained, consumer's will most likely face increases in price of goods, impacts Hamilton Wetlands project which is dependent on dredged material to restore wetlands.
CG	SPD	SPN	SACRAMENTO DEEPWATER SHIP CHANNEL, CA	LY	3	\$600	\$0	DD	C	3	3.3	1121	13732250		Initiate contract for plans and specifications.	If Port is not deepened or maintained, consumers will most likely face increases in price of goods.
CG	SPD	SPN	SACRAMENTO DEEPWATER SHIP CHANNEL, CA	LY	3	\$500	\$0	DD	C	3	3.3	1121	13732250		Complete plans and specifications.	If Port is not deepened or maintained, consumers will most likely face increases in price of goods.
CG	SPD	SPN	SAN FRANCISCO BAY TO STOCKTON, CA	LY	3	\$620	\$0	DD	C	0.7	1.41	22410	14566500		Initiate contract for plans and specifications.	If Port is deepened or maintained, consumers will most likely face increases in price of goods.
CG	SPD	SPN	SAN FRANCISCO BAY TO STOCKTON, CA	LY	3	\$310	\$0	DD	C	0.7	1.41	22410	14566500		Complete plans and specifications.	If Port is not deepened or maintained, consumers will most likely face increases in price of goods.
CG	SWD	SWG	HOUSTON - GALVESTON NAVIGATION CHANNELS, TX	LY	1	\$16,000	\$0	DD	C	1.775	5	177561			CONTINUE CONSTRUCTION OF GALVESTON CHANNEL REACH.	90% COMPLETE FINAL CONSTRUCTION CONTRACT IN WIDENING AND DEEPENING OF HGNC.
CG	SWD	SWL	MONTGOMERY POINT LOCK AND DAM, AR	CN	1	\$4,600	\$0	WW	C	1.106	4.5	12000	2535600	NOW THAT PROJECT IS UNDER CONSTRUCTION, MUST COMPLETE	ALLOW PROJECT TO CONTINUE NAVIGATION IN THE ENTRANCE CHANNEL	PROJECT IS REQUIRED TO SOLVE LOW WATER PROBLEM IN THE ENTRANCE CHANNEL
CG	SWD	SWL	MONTGOMERY POINT LOCK AND DAM, AR	CN	2	\$15,400	\$0	WW	C	1.106	4.5	12000	2535600	NOW THAT PROJECT IS UNDER CONSTRUCTION, MUST COMPLETE	ALLOW PROJECT TO CONTINUE NAVIGATION IN THE ENTRANCE CHANNEL	PROJECT IS REQUIRED TO SOLVE LOW WATER PROBLEM IN THE ENTRANCE CHANNEL
CG	SWD	SWG	CORPUS CHRISTI SHIP CHANNEL, TX	NP	3	\$5,000	\$0	DD	N	4.1	2.5	72000			Initiate construction.	
CG	SWD	SWG	GIWW, HIGH ISLAND TO BRAZOS RIVER, TX	NP	3	\$500	\$500	WW	N	2.4	2.4	46512	3060527		FY06 FUNDS TO BE USED ON DESIGN WORK AT REACH NO. 3 AND CONSTRUCTION OF REACH 2.	PROJECT WILL ADDRESS WATERWAY SAFETY AND ECONOMIC EFFICIENCY ISSUES AT 5 CRITICAL LOCATIONS. COST SHARE INLAND WATERWAYS TRUST FUND.
CG	SWD	SWG	GIWW, MATAGORDA BAY, TX	NP	3	\$2,500	\$2,500	WW	N	4.1	1.4	23362	311592		Funds to be used to initiate construction	Will reduce hazardous currents in channel. OTHER PROJECT PURPOSE: ECO SYS RESTORATION. COST SHARE WITH INLAND WATERWAY TRUST FUND.
CG	SWD	SWL	MCCELLELLAN - KERR ARKANSAS RIVER NAVIGATION SYSTEM, AR & OK	CN	3	\$1,596	\$0	WW	C	1.3	1.3	12000	2535894		Prevent closure of MKARNS.	
CG	SWD	SWL	MCCELLELLAN - KERR ARKANSAS RIVER NAVIGATION SYSTEM, AR & OK	CN	3	\$1,387	\$0	WW	C	1.3	1.3	12000	2535894		Prevent closure of MKARNS.	
CG	SWD	SWL	MCCELLELLAN - KERR ARKANSAS RIVER NAVIGATION SYSTEM, AR & OK	CN	3	\$356	\$0	WW	C	1.3	1.3	12000	2535894			
CG	SWD	SWL	MCCELLELLAN - KERR ARKANSAS RIVER NAVIGATION SYSTEM, AR & OK	CN	3	\$654	\$0	WW	C	1.3	1.3	12000	2535894			
CG	SWD	SWL	MCCELLELLAN - KERR ARKANSAS RIVER NAVIGATION SYSTEM, AR & OK	CN	3	\$1,007	\$0	WW	C	1.3	1.3	12000	2535894			
CG	SWD	SWL	MCCELLELLAN-KERR AR RIVER NAV SYSTEM, 12-FT NAVIGATION CHANNEL	NP	3	\$5,000	\$5,000	WW	N	2.7	2.7	12000	2536000		Initiate construction.	
CG	SWD	SWG	MOUTH OF COLORADO RIVER, TX	CN	3	\$750	\$0	LW	C		0	27			Continue Construction.	GRR has not yet identified a recommended plan to calculate project costs & benefits. STUDIES ONGOING FOR ALTERNATIVES. PROJECT ANNUAL BENEFITS, COSTS, & NET BENEFITS TBD. TOO EARLY IN PROJECT PHASE TO DETERMINE.