

O&M	LRD	LRP	ALLEGHENY RIVER, PA	1	\$4,393	LW			2824	21947	LOCKS WILL NOT BE OPERATED OR MONITORED TO FULFILL AUTHORIZED PURPOSES. TRAFFIC WILL HALT. INDUSTRY WILL CLOSE AND INTEGRITY OF LOCK AND DAM CAN'T BE ASSURED.	THE OPERATION AND SAFETY MONITORING AND ANALYSIS OF 8 NAV. PROJECTS.	THE OPERATING SCHEDULE AND LEVELS OF SERVICE OF THE PROJECTS ON THE ALLEGHENY RIVER HAVE BEEN GREATLY REDUCED OVER THE YEARS. THE REQUESTED FUNDS ARE THE MINIMUM AMOUNTS NEEDED TO MAINTAIN SERVICES AND TO SUCCESSFULLY MONITOR AND ANALYZE DATA TO MAINTAIN THE INTEGRITY OF THE PROJECTS.
O&M	LRD	LRB	ASHTABULA HARBOR, OH	1	\$1,063	DD	72.83	0	9800	4095000	REDUCTION/LOSS OF COMMERCIAL CAPACITY, LOCAL & REGIONAL ECONOMIC IMPACTS AND POTENTIAL SAFETY IMPACTS - 10TH MOST ACTIVE GREAT LAKES PORT	DEEP DRAFT COMMERCIAL PORT - ENVIRONMENTALLY FRIENDLY, LOW COST TRANSPORTATION	INTEGRAL TO STEEL INDUSTRY & REGIONAL ROAD MAINTENANCE. COSTS INCLUDE MAINTENANCE DREDGING (\$425K), MAINTENANCE DREDGING-PARTNERSHIP COORDINATION (\$100K), STRUCTURAL BREAKWATER REPAIR (\$500K), PCS SURVEY (\$35K) AND REAL ESTATE FUNCTIONS (\$3K)
O&M	LRD	LRN	BARKLEY DAM AND LAKE BARKLEY, KY & TN	1	\$2,996	WW			6900	3628709	Reduction/Loss of Commercial Capacity, Local and Regional Economic Impacts and Potential Safety Impacts. Lower Cumberland Waterway System supports National Security, Deployment of Troops/Equipment for Ft. Campbell.	Basic operation only.	Funding only initial increment may increase industry delays. This is a component of the Cumberland River waterway system which consists of 22M tons with cum benefit of \$199M.
O&M	LRD	LRN	BARKLEY DAM AND LAKE BARKLEY, KY & TN	1	\$2,700	WW			6900	3628709	Possible Delays to Towing Industry, Increased cost of good/services, Potential Blackouts (Supports Power Demand for Seven States which have reached Record Levels), Factories would shut down without coal, Chemical Products and Steam Plants affected.	Only minor & ordinary maintenance.	Potential Loss of Service, Ordinary Maintenance Not Accomplished/Continued Deterioration of Facility.
O&M	LRD	LRH	BIG SANDY HARBOR, KY	1	\$35	WW	99.999	99.999	25053	6590813	Survey necessary to identify locations where channel depth is compromised and to target dredging operations where most effective. If proper channel depths are not maintained the waterway industry will not be able to move product and will incur extensive damage to vessels	Survey channel depth to identify areas of need and hazard	Increment is only to survey channel, identify hazards, and other operating costs associated with the project. Cum costs for all project purposes. BCR = 3706.3:1; RBROR = 3706.3:1 COM TON actual=25,052,507; SYS TON (listed as trip ton-miles in U.S. Waterway System Transportation Facts) actual=6,590,813,400. NED BEN for 1-yr only and only navigation benefits for total project.
O&M	LRD	LRH	BIG SANDY HARBOR, KY	1	\$1,056	WW	99.999	99.999	25053	6590813	Will lose channel	Dredge channel to maintain authorized depth.	Trends for sediment loads in past virtually assure channel depth will be lost in a significant reach of the project during budget year without annual dredging. Cumulative costs for all project purposes. BCR = 204.7:1; RBROR = 204.7:1 COM TON actual=25,052,507; SYS TON (listed as trip ton-miles in U.S. Waterway System Transportation Facts) actual=6,590,813,400. NED BEN for 1-yr only and only navigation benefits for total project.
O&M	LRD	LRB	BLACK ROCK CHANNEL AND TONAWANDA HARBOR, NY	1	\$1,308	LDD	5.22	0	507	54292	LOSS OF DEEP DRAFT/RECREATIONAL ACCESS BETWEEN NIAGARA FALLS/NYS BARGE CANAL AND GREAT LAKES, POTENTIAL SAFETY IMPACTS	PROVIDES SERVICE FOR DEEP DRAFT COMMERCIAL AND SMALL CRAFT NAVIGATION	INTEGRAL TO NORTH AMERICAN ELECTRICAL POWER GENERATION AND WNY OIL REFINING. ALLOWS SAFE INGRESS/EGRESS FOR COMMERCIAL & RECREATIONAL VESSELS. COSTS INCLUDE OPS OF LOCK (\$605K), MAINTENANCE OF LOCK (\$375K), REPAIR OF BIRD ISLAND PIER (\$250K), PCS SURVEY (\$35K), WATER CONTROL DATA COLLECTION (\$33K) AND REAL ESTATE FUNCTIONS (\$10K)
O&M	LRD	LRB	BUFFALO HARBOR, NY	1	\$1,030	DD	7.75	0	1288	844613	Without the requested funding, the dredging will be cancelled. Not performing maintenance dredging in the short term will result in commercial vessels have to light load approximately one foot and will increase grain, cement, and sand water transportation costs per ton by \$0.43, \$0.78, and \$0.88, respectively. This will result in raw material cost increases for grains, cement, and sand of \$147,400, \$65,500, and \$147,000, respectively. Not dredging over a long period will result in closure of the harbor and loss of grain, cement, and sand industries. Many of the 200 jobs which are directly dependent on shipment of the harbor's three top commodities could be jeopardized if companies had to relocate or be forced to shut down due to closing of the harbor. Exxon fuel depot is the most likely harbor user to be impacted	Funding is for maintenance dredging of approximately 135,000 CY of sediment from the Buffalo River and Buffalo Ship Canal (with a typical mobilization cost of \$100,000 and unit price of \$5.50/CY). The harbor has a typical dredge cycle of two years with an average of 150,000 CY dredged per event. The harbor was last dredged in 2004.	Buffalo Harbor sees an average of 1.2 million short tons of goods move through the port annually. The BCR for this deep draft commercial harbor is 7.75. The top three commodities shipped through Buffalo Harbor in 2003 were grain (General Mills), cement (La Farge Cement), and sand (Sand Products Corporation); with respective totals of 342,685, 84,034, and 167,048 tons. These commodities are destined for docks located on the Buffalo River and the Buffalo Ship Canal. Approximately 200 jobs are directly dependent on shipment of these commodities alone. The harbor also provides safe harborage for the U.S. Coast Guard as well as protected water for recreational boaters
O&M	LRD	LRC	CALUMET HARBOR AND RIVER, IL & IN	1	\$2,900	DD			11034		FY04 controlling depth is only 26 ft due to shoaling and will deteriorate more; project: 27 ft. Vessels must light load or partially offload in another port	Funds dredging of critical shoaling areas within channel center half width	5th ranking Great Lakes harbor in tonnage. Funds dredging of contaminated sediments in critical channel areas and repair of worst areas of steel sheetpile stone filled breakwater cells. The repair of these areas in danger of catastrophic failure will stabilize the structure and prevent breaches and propagation of past breaches. 1500 barges towed yearly between IN ports and Cal Harbor depend on functioning breakwater to enter the harbor during adverse weather.
O&M	LRD	LRE	CHANNELS IN LAKE ST CLAIR, MI	1	\$183	DD	99.9	0	68696		Commercial vessels forced to light load thereby reducing the benefits to the public. Damage to vessels from strikes and groundings. Safety and environmental issues arise.	Provides service for deep draft commercial navigation. Serves as part of the connecting channels of the Great Lakes.	Funds condition surveys for navigation and monitoring of dredge material. Also funds maintenance of the dredge disposal facility. Supports Coast Guard search and rescue, Cruise Ships, Charter Fishing, Commercial fishing, Barges traffic of 70m tons/year, Lake St. Clair supports more recreational boating than any other lake in the U.S. Also an international boundary, both U.S. and Canada border patrols and Coast Guard share security responsibilities.
O&M	LRD	LRE	CHARLEVOIX HARBOR, MI	1	\$89	DD	38.4	0	1345		Commercial vessels forced to light load thereby reducing the benefits to the public. Damage to vessels from strikes and groundings. Safety and environmental issues involved.	To provide Federal shipping channel at authorized depth for deep draft commercial navigation industry.	Funds obstruction removal by government plant. Supports Cruise ships, Charter Fishing, U.S. Coast Guard. Congressional interest.
O&M	LRD	LRN	CHEATHAM LOCK AND DAM, TN	1	\$2,380	WW			9400	3383260	Reduction/Loss of Commercial Capacity, Local and Regional Economic Impacts and Potential Safety Impacts. Lower Cumberland Waterway System supports National Security, Deployment of Troops/Equipment for Ft. Campbell.	Basic operation only.	Funding only initial increment may increase industry delays. This is a component of the Cumberland River waterway system which consists of 22M tons with cum benefit of \$199M.
O&M	LRD	LRN	CHEATHAM LOCK AND DAM, TN	1	\$440	WW			9400	3383260	Possible Delays to Towing Industry, Increased cost of good/services, Potential Blackouts (Supports Power Demand for Seven States which have reached Record Levels), Factories would shut down without coal, Chemical Products and Steam Plants affected.	Only minor & ordinary maintenance.	Potential Loss of Service, Ordinary Maintenance Not Accomplished/Continued Deterioration of Facility.
O&M	LRD	LRC	CHICAGO HARBOR, IL	1	\$3,499	LDD			196		Chicago Harbor Lock operation ceases; financial crisis for users; major public and political outrage	Funds operation and maintenance of Chicago Harbor Lock	Keeps the operations and maintenance of the Chgo Hbr Lock at current levels to ensure harbor is available to users 90% of the time at the agreed level of service with unscheduled lock closures. 53,000 vessels and 800,000 passengers transit the lock each year. Also funds continuing contract to continue construction of the lock control house initiated in FY05. Improved visibility and features will increase efficiency, improve security and safety.
O&M	LRD	LRC	CHICAGO RIVER, IL	1	\$385	WW			1269		COE terminates flood data collection and dissemination to NWS, state & local agencies.	Funds local flood & water control data collection	Chicago River has a long history of flooding with potential for damages in the millions. Funds necessary operations coordination with inland waterway/river users and data collection and analysis to support local flood control and water control activities. National Weather service, state and local agencies depend on COE river data for flood predictions.
O&M	LRD	LRN	CHICKAMAUGA LOCK, TN	1	\$2,430	WW			1900	2232714	Lock unavailability would close upper TN River navigation.	O&M for aggressive AAR(concrete growth) maintenance.	Replacement lock is authorized and initial relocations will begin in FY04.
O&M	LRD	LRB	CLEVELAND HARBOR, OH	1	\$3,305	DD	4.07	0	11400	5518091	IMMEDIATE REDUCTION/LOSS OF COMMERCIAL CAPACITY, LOCAL AND REGIONAL ECONOMIC IMPACTS AND POTENTIAL SAFETY IMPACTS - 6TH MOST ACTIVE GREAT LAKES PORT	DEEP DRAFT COMMERCIAL PORT - ENVIRONMENTALLY FRIENDLY, LOW COST TRANSPORTATION	INTEGRAL TO STEEL INDUSTRY, REGIONAL CONSTRUCTION TRADE & REGIONAL ROAD MAINTENANCE. KEY PORT FOR TRAMP SHIP CONTAINER TRAFFIC. PROVIDES PROTECTION FOR COMM. IND & RES SHORELINE DEVELOPMENT. PROVIDES SAFE HARBORAGE FOR COAST GUARD ACTIVITIES. COSTS INCLUDE MAINT DREDGING (\$1750K), STRUCT BKWATER RPR (\$600K), CONT. CONSTR. E. PIERHEAD (\$460K), E&D FINGER PIER RPR (\$100K), PCS (\$60K), SED. SAMP. & ANALYSIS (\$20K), REAL ESTATE (\$20K), ENV. COMP. (\$70K) & DMMP (\$225K)
O&M	LRD	LRB	CONNEAUT HARBOR, OH	1	\$2,315	DD	99.999	0	10500	4800000	REDUCTION/LOSS OF COMMERCIAL CAPACITY, LOCAL AND REGIONAL ECONOMIC IMPACTS - 9TH MOST ACTIVE GREAT LAKES PORT	DEEP DRAFT COMMERCIAL PORT - ENVIRONMENTALLY FRIENDLY, LOW COST TRANSPORTATION	INTEGRAL TO STEEL INDUSTRY, REGIONAL CONSTRUCTION TRADE AND NORTH AMERICAN ELECTRICAL POWER GENERATION. PROVIDES SAFE HARBORAGE FOR COAST GUARD ACTIVITIES. COSTS INCLUDE MAINTENANCE DREDGING (\$680K), CONSTRUCTION WEST PIER REPAIR (\$735K) AND CONSTRUCTION EAST BREAKWATER END SECTION (\$900K)
O&M	LRD	LRN	CORDELL HULL DAM AND RESERVOIR, TN	1	\$327	LW			1	629	Reduction/Loss of Commercial and Recreation Capacity, Local and Regional Economic Impacts and Potential Safety Impacts	Basic operation only.	Lock is a low use waterway segment. Minimal operation (only 1 FTE as needed/reduced schedule). Although minimal commercial traffic, summer recreation traffic is significant. Closure would have significant economic impacts from loss of recreation.
O&M	LRD	LRE	DETROIT RIVER, MI	1	\$2,584	DD	38.4	0	74654		Commercial vessels forced to light load thereby reducing the benefits to the public. Damage to vessels from strikes and groundings. Safety and environmental issues arise.	Provides service for deep draft commercial navigation. Serves as part of the connecting channels of the Great Lakes.	Funds condition surveys for navigation and monitoring of dredge material. Also funds maintenance of the dredge disposal facility and strike removal activity. Coast Guard has combined Group Operations at project. International boundary. Supports Cruise ships and charter fishing.
O&M	LRD	LRE	DETROIT RIVER, MI	1	\$1,755	DD	56.7	0	74654		Commercial vessels forced to light load resulting in higher cost of shipping. Local and regional impacts. Safety impacts.	Provides Federal shipping channel at authorized depth for deep draft commercial navigation industry.	Funds dredging of critical shoals to allow shipping industry to load to authorized depths maximizing their efficiency. Coast Guard has combined Group Operations at project. International boundary. Supports Cruise ships and charter fishing.

O&M	LRD	LRE	DULUTH - SUPERIOR HARBOR, MN & WI	1	\$1,272	DD	46.7	0	44162	Commercial vessels forced to light load thereby reducing the benefits to the public. Damage to vessels from strikes and groundings. Safety and environmental issues arise.	Provide service for deep draft commercial harbor. High benefits to taxpayers.	Funds condition surveys and basic operations. Also funds continuing contract for dredging, minor structure repair, real estate activities and maintenance of the dredge disposal facility. Largest commercial harbor on the Great Lakes. Supports Cruise Ships, commercial fishing, charter fishing, U.S. Coast Guard Station.	
O&M	LRD	LRE	DULUTH - SUPERIOR HARBOR, MN & WI	1	\$3,274	DD	18.3	0	44162	Commercial vessels forced to light load resulting in higher cost of shipping. Local and regional impacts. Failure to perform structure repair will result in major/more costly repairs in the future. Safety impacts.	Provides Federal shipping channel at authorized depth and required navigation structures for deep draft commercial navigation industry.	Funds annual dredging of critical shoals to allow shipping industry to load to authorized depths maximizing their efficiency. Also funds repair to Superior entry revetment by contract and minor repairs by government plant. Largest commercial harbor on the Great Lakes. Supports Cruise Ships, commercial fishing, charter fishing, U.S. Coast Guard Station.	
O&M	LRD	LRH	ELK RIVER HARBOR, WV	1	\$10	LW	99.999	99.999	404	130082	Survey necessary to identify locations where channel depth is compromised and to target dredging operations where most effective. If proper channel depths are not maintained the waterway industry will not be able to move product and will incur extensive damage to vessels	Survey channel depth to identify areas of need and hazard	Increase is only to survey channel, identify hazards, and other operating costs associated with the project. Cum costs for all project purposes. BCR = 162.4:1; RBRCR = 162.4:1 COM TON actual=403,911; SYS TON (listed as trip ton-miles in U.S. Waterway System Transportation Facts) actual=130,081,515 NED BEN for 1-yr only and only navigation benefits for total project.
O&M	LRD	LRE	FRANKFORT HARBOR, MI	1	\$37	LDD	99.9	0	92		Commercial vessels forced to light load or partially unload at other port resulting in higher cost of shipping. Local and regional impacts. Safety impacts.	Provides service for deep draft commercial industry. Low cost alternative transportation.	Funds condition surveys, structure survey, and minor repairs. Supports U.S. Coast Guard Station, power plant, and charter fishing.
O&M	LRD	LRE	GRAND HAVEN HARBOR, MI	1	\$246	LDD	83.8	0	882		Commercial vessels forced to light load or partially unload at other port resulting in higher cost of shipping. Local and regional impacts. Safety impacts. Several groundings have occurred this FY.	Provides service for deep draft commercial industry. Low cost alternative transportation.	Funds condition surveys, structure survey, and minor repairs. Also funds real estate activities and dredge material sampling and testing. Congressional interest. Supports U.S. Coast Guard Group Base, Cruise Ships, Charter fishing.
O&M	LRD	LRE	GRAND HAVEN HARBOR, MI	1	\$1,633	LDD	12.7	0	882		The lack of adequate channel depth has caused 12 vessel groundings over the last two years. If coal was shipped to the power plant by another mode (rail or truck) – the local utility estimates it's customers would sustain a 30-40% increase in electric rates. There is no existing rail spur that services the power plant.	Grand Haven Harbor has averaged over 1.2M tons moving through the port over the past five years. Coal, aggregates and salt are imported, and sand is exported to other harbors on the Great Lakes. Major stakeholders of the harbor are Verplanks, Grand Haven Power, Construction Aggregates and Meekhof. The U.S. Coast Guard maintains search and rescue operations at the harbor.	Funding for annual dredging of outer harbor and periodic dredging of inner harbor. Inner harbor has not been dredged since 1998. Groundings have occurred this season and ships are having to unload many tons at other harbors before coming into Grand Haven. The structure repair is routine maintenance performed by government plant. Congressional interest. Supports U.S. Coast Guard Group Base, Cruise Ships, Charter fishing. Commercial tonnage is 1,271 for last 5-year average
O&M	LRD	LRE	GRAND MARAIS HARBOR, MI	1	\$14	SD	28.7	0			Safety impacts, inability to inform users of the only harbor of refuge within 100 miles along the Lake Superior shoreline.	Provide Harbor of Refuge	Funds condition surveys, structure survey, and minor repairs. Supports U.S. Coast Guard Station and charter fishing. Congressional interest.
O&M	LRD	LRL	GREEN AND BARREN RIVERS, KY	1	\$1,175	WW	69.6	69.6	10400	5490000	Inability to operate Locks 1 and 2, Green River. Would stop shipping of coal by barge to powerplants on Green River, loss of ability export coal and grain by barge from the Green River. With over 10 million tons annually, the Green River is a commercially significant tributary of the Ohio River.	This increment funds labor, utilities and routine maintenance necessary to continue operation of Locks 1 & 2 Green River.	Cessation of operations of Green River Locks 1 & 2 would produce negative regional impacts to power supply. It would adversely affect the recovery of western Kentucky coal mining and deprive electric utilities of a source of reasonably priced coal which can be transported by barges
O&M	LRD	LRE	GREEN BAY HARBOR, WI	1	\$1,776	DD	29.8	0	2078		Commercial vessels forced to light load or partially unload at other port resulting in higher cost of shipping. Local and regional impacts. Safety impacts.	Provides service for deep draft commercial industry. Low cost alternative transportation.	Funds condition surveys and basic operations. Also funds continuing contract for dredging, real estate activities and maintenance of the dredge disposal facility. Support U.S. Coast guard base, Cruise Ships, and Charter Fishing. Congressional interest.
O&M	LRD	LRE	GREEN BAY HARBOR, WI	1	\$700	DD	50.8	0	2078		Green Bay Harbor is currently maintained to very restricted channel dimensions.	Green Bay Harbor averages over 2.1 million tons annually. Commodities shipped in the harbor include coal, cement, salt, aggregates, iron, calcium chloride and tallow. The harbor supports U.S. Coast Guard search and rescue and ice breaking activities.	This work provides maintenance dredging to continue to make available restricted vessel access to the harbor.
O&M	LRD	LRE	HOLLAND HARBOR, MI	1	\$1,087	LDD	9.1	0	620		Commercial vessels forced to light load or partially unload at other port resulting in higher cost of shipping. Local and regional impacts. Safety impacts. Harbor was closed in Dec FY03 by U.S. Coast Guard as unsafe to Commercial navigation. Reopened in Apr FY04 after dredging.	Provides service for deep draft commercial industry. Low cost alternative transportation.	Funds condition surveys, structure survey, and minor repairs. Funds continuing contract dredging of inner harbor. Also funds maintenance of dredge material placement facility. Supports U.S. Coast Guard Station, Cruise Ships and Charter Fishing. Congressional interest.
O&M	LRD	LRE	HOLLAND HARBOR, MI	1	\$267	LDD	37.1	0	620		The harbor was closed down last fall by the U.S. Coast Guard, to all vessels drafting 16 feet or greater, because of safety concerns. There is no rail spur available to the power plant – the local utility estimates it would incur an increase of \$3 million annually to truck coal to service the plant.	Holland Harbor averages approximately 500,000 tons of commodities annually. Coal and aggregates are imported and scrap metal is exported. Major industrial users of the harbor include: Brewer's Dock, Padnos, Holland Board of Public Works and Verplanks.	This work package would provide for the completion of a continuing contract (from FY 05) for dredging the inner harbor, and the dredging of approximately 40,000 cubic yards of critical shoaled material at the entrance to the outer harbor.
O&M	LRD	LRH	KANAWHA RIVER LOCKS AND DAMS, WV	1	\$4,452	WW	17.3	17.3	19227	8599234	Locks will not be operated or monitored to fulfill authorized purposes. Traffic will halt, industry will close and integrity of lock and dam cannot be assured. Survey necessary to identify locations where channel depth is compromised and to target dredging operations where most effective.	The operation and safety monitoring and analysis of 3 nav. projects; Survey channel depth to identify areas of need and hazard;	The operating schedule and levels of service of the projects on the Kanawha River have been closely watched with efficiencies taken as necessary. The requested funds are the minimum amounts needed to maintain services and to successfully monitor and analyze data to maintain the integrity of the projects, within operating account caps. Cum costs for all project purposes. COM TON actual=19,227,060; SYS TON (listed as trip ton-miles in U.S. Waterway System Transportation Facts) actual=8,599,233,671. NED BEN for 1-yr only and only navigation benefits for total project.
O&M	LRD	LRH	KANAWHA RIVER LOCKS AND DAMS, WV	1	\$7,269	WW	13.2	13.2	19227	8599234	Will lose channel; risk of failure.	Critical maintenance and safety monitoring and analysis of 3 nav. projects. Dredge channel to maintain authorized depth. ensure justified level of service, critical maint	The backlog maint of the projects on the Kanawha River continues to grow. Maint requirements continue to escalate due to age and time life of past rehabilitations, especially on dam structures. Maint dollars planned for necessary work has been redirected to cover homeland security packages which prohibits us from performing necessary maint and continues to increase our backlog maint requirement. Critical operating features at locks will fail in budget year. Authorized channel depth at approaches will be lost. Incl CPSP (\$2.2M) and replace structural steel & blkhd crane rail Marmet & London (\$3.2M). Cum costs for all project purposes. COM TON actual=19,227,060; SYS TON (listed as trip ton-miles in U.S. Waterway System Transportation Facts) actual=8,599,233,671. NED BEN for 1-yr only and only navigation benefits for total project.
O&M	LRD	LRE	KEWEENAW WATERWAY, MI	1	\$370	LDD	6.2	0	0		Breakwater will continue to deteriorate resulting in more costly/major repairs in the future.	Ordinary and routine scheduled maintenance.	Repair breakwater with government plant. Supports commercial fishing. Harbor of Refuge.
O&M	LRD	LRE	LAC LA BELLE, MI	1	\$92	SD	4	0	0		Without riprap protection substructure will be subjected to Lake Superior wave and ice forces resulting in accelerated wear on structure.	Ordinary and routine scheduled maintenance.	Replace riprap at base of steel sheet pile breakwater. Serves as a Harbor of Refuge on Lake Superior.
O&M	LRD	LRC	LAKE MICHIGAN DIVERSION, IL	1	\$547	DD					Violation of Supreme Court decree not performing mission given to COE	Funds Lake Michigan water diversion accounting activities	Funds work effort to satisfy U.S. Supreme Court decree that orders the COE to monitor the quantity of water diverted into the Illinois Waterway from Lake Michigan. Includes operations of water data collection and analysis.
O&M	LRD	LRB	LORAIN HARBOR, OH	1	\$600	DD	19.72	0	6700	3261140	Without the requested funding, the dredging will be cancelled. Not performing maintenance dredging in the short term will result in commercial vessels have to light load approximately one foot and will increase iron ore and limestone water transportation costs per ton by \$0.30 and \$0.10, respectively. This will result in raw material cost increases for iron ore and limestone users of \$390,000 and \$45,000, respectively. A harbor stakeholder, Great Lakes Fleet, has indicated the shoaling in the upper channel and turning basin are already impacting shipments to the RTI Steel plant. Not dredging over a long period will result in closure of the harbor and loss of steel and stone industries. Many of the 1,800 jobs which are directly dependent on shipment of the harbor's three top commodities could be jeopardized if companies had to relocate or be forced to shut down due to closing of the harbor.	Funding is to dredge approximately 75,000 CY of sediment from the Federal channel (with a typical mobilization cost of \$100,000 and unit price of \$4.50/CY). The harbor has a typical dredge cycle of two years with an average of 134,000 CY dredged per event. The harbor was last dredged in 2003. Without the requested funds, the harbor will be on a minimum 4-year cycle (if funding is provided in FY07).	Lorain Harbor is the 67th busiest port in the nation in terms of tonnages with an average of over 7.8 million short tons of goods moving through the port annually and Ohio is the 6th leading state in the nation for U.S. waterborne traffic. The BCR for this deep draft commercial harbor is 19.72. The main commodities received at Lorain Harbor are iron ore, limestone, and gypsum. The iron ore is destined for Republic Steels steel mill located near the head of navigation on the Black River. The limestone goes to the steel mill and various docks on the Black River for usage in the construction trades. Forecastable iron ore and stone receipts at the harbor will be approximately 1,300,000 and 450,000 tons respectively. Gypsum receipts totaled 106,000 tons in 2001. Approximately 1,800 jobs are directly dependent on shipment of these three commodities alone. The harbor also provides safe harborage for the U.S. Coast Guard as well as protected water for recreational boaters.

O&M	LRD	LRE	LUDINGTON HARBOR, MI	1	\$500	LDD	30.5	0	490		Commercial vessels forced to light load resulting in higher cost of shipping. Local and regional impacts. Safety impacts. Substructure exposed to Lake Michigan ice and wave forces if stone replenishment not accomplished.	Provides Federal shipping channel at authorized depth and required navigation structures for deep draft commercial navigation industry.	Funding for dredging critical shoals and north and south breakwater repairs by government plant. Supports U.S. Coast Guard Station, power plant and charter fishing.
O&M	LRD	LRE	MILWAUKEE HARBOR, WI	1	\$844	DD	20.7	0	3123		Commercial vessels forced to light load resulting in higher cost of shipping. Local and regional impacts. Safety impacts. Substructure exposed to Lake Michigan ice and wave forces if stone replenishment not accomplished.	Provides Federal shipping channel at authorized depth and required navigation structures for deep draft commercial navigation industry.	Dredge critical shoals and repairs to South breakwater by government plant. Supports U.S. Coast Guard, Cruise ships, Car Ferry, Charter fishing, and commercial fishing industry. Congressional interest.
O&M	LRD	LRP	MONONGAHELA RIVER, PA	1	\$9,214	WW			38240	9837687	LOCKS WILL NOT BE OPERATED OR MONITORED TO FULFILL AUTHORIZED PURPOSES. TRAFFIC WILL HALT, INDUSTRY WILL CLOSE AND INTEGRITY OF LOCK AND DAM CANNOT BE ASSURED.	THE OPERATION AND SAFETY MONITORING AND ANALYSIS OF 9 NAV. PROJECTS.	THE OPERATING SCHEDULE AND LEVELS OF SERVICE OF THE PROJECTS ON THE MONONGAHELA RIVER HAVE BEEN GREATLY REDUCED OVER THE YEARS. THE REQUESTED FUNDS ARE THE MINIMUM AMOUNTS NEEDED TO MAINTAIN SERVICES AND TO SUCCESSFULLY MONITOR AND ANALYZE DATA TO MAINTAIN THE INTEGRITY OF THE PROJECTS.
O&M	LRD	LRP	MONONGAHELA RIVER, PA	1	\$7,924	WW			38240	9837687	LOCKS WILL NOT BE MAINTAINED OR MONITORED TO FULFILL AUTHORIZED PURPOSES. TRAFFIC WILL HALT, INDUSTRY WILL CLOSE AND INTEGRITY OF LOCK AND DAM CANNOT BE ASSURED.	THE MAINTENANCE AND SAFETY MONITORING AND ANALYSIS OF 9 NAV. PROJECTS.	THE MAINT OF THE PROJECTS ON THE MON RIVER HAS BEEN REDUCED CONSIDERABLY IN ANTICIPATION OF THE EFFORT TO REHABILITATE THE LOWER PROJECTS AS PART OF THE LOWER MON REHAB WORK. MAINT ON THE UPPER THREE LOCKS HAS BEEN RELEGATED TO BREAKDOWN ONLY MAINT BECAUSE OF SCARCE MAINT DOLLARS. NOW THAT THE COMPLETION DATE FOR WORK ON THE LOWER MON. HAS BEEN PUSHED BACK CONSIDERABLY IT WILL BE NECESSARY TO DIRECT MORE MAINT DOLLARS TO ALL PROJECTS.
O&M	LRD	LRE	MONROE HARBOR, MI	1	\$550	DD	10.9	0	1009		Commercial vessels forced to light load resulting in higher cost of shipping. Local and regional impacts. Safety impacts.	To provide Federal shipping channel at authorized depth for deep draft commercial navigation industry.	Dredge critical shoals, sediment sampling and CDF maintenance. Supports power plant and charter fishing.
O&M	LRD	LRE	MUSKEGON HARBOR, MI	1	\$525	DD	7.4	0	2186		Commercial vessels forced to light load resulting in higher cost of shipping. Local and regional impacts. Safety impacts. Substructure exposed to Lake Michigan ice and wave forces if stone replenishment not accomplished.	Provides Federal shipping channel at authorized depth and required navigation structures for deep draft commercial navigation industry.	Repairs to North breakwater Sections A-1 & N Revetment by government plant. Dredge critical shoals. Supports Cruise Ships, commercial fishing, charter fishing, U.S. Coast Guard Station.
O&M	LRD	LRL	OHIO RIVER LOCKS AND DAMS, KY, IL, IN & OH	1	\$12,449	WW	57.4	57.4	173000	117000000	Loss of ability to operate all Ohio River locks and dams within Louisville District, on a less than full time basis. These locks are 8 of the highest tonnage locks in the nation. Economic impact would be severe to a wide region of the country, disrupting shipments of numerous important commodities, including coal for power generation, aggregates, petroleum products, grain, chemicals, metal products and ores, fertilizer, manufactured steel products, and other commodities.	This increment funds labor, utilities, services and routine recurring maintenance necessary to maintain lock and dam operations on less than a full time (24/7) schedule for operation of the 8 Ohio River locks and dams within Louisville District.	In addition to negative impacts to waterborne shipping, loss of dam operations funding would adversely affect the ability to regulate and maintain the Ohio River pools, affecting water supplies and recreation in the region.
O&M	LRD	LRL	OHIO RIVER LOCKS AND DAMS, KY, IL, IN & OH	1	\$19,738	WW	41.5	41.5	173000	117000000	Failure to fund will result in reduced hours of service on the 8 Ohio River locks and dams within Louisville District. These locks are 8 of the busiest in the nation, with annual tonnages ranging from approximately 55 to 100 million tons per year. Reduction of service at these facilities would result in costly delays to commercially important commodities, with widespread negative consequences to numerous industries and utility companies which rely upon Ohio River barge shipments. Failure to fund high priority maintenance increases likelihood of unscheduled closures due to equipment and structural failures, and increased cost to repair such failures compared to performing maintenance on a scheduled basis.	This increment furnishes funds necessary to maintain full 24/7 operations of the Ohio River locks and dams within Louisville District, as well as accomplish high priority maintenance needs to assure reliable operations of locks and dams	The Ohio River is the busiest impounded commercial waterway in the nation, with economic impacts directly affecting the eastern half of the nation. Any disruption of service would have a broad impact to a large part of this nation's economy
O&M	LRD	LRP	OHIO RIVER LOCKS AND DAMS, PA, OH & WV	1	\$10,190	WW			68811	34287731	LOCKS WILL NOT BE OPERATED OR MONITORED TO FULFILL AUTHORIZED PURPOSES. TRAFFIC WILL HALT, INDUSTRY WILL CLOSE AND INTEGRITY OF LOCK AND DAM CANNOT BE ASSURED.	THE OPERATION AND SAFETY MONITORING AND ANALYSIS OF 6 NAV. PROJECTS.	THE OPERATING SCHEDULE AND LEVELS OF SERVICE OF THE PROJECTS ON THE OHIO RIVER HAVE BEEN CLOSELY WATCHED WITH EFFICIENCIES TAKEN AS NECESSARY. THE REQUESTED FUNDS ARE THE MINIMUM AMOUNTS NEEDED TO MAINTAIN SERVICES AND TO SUCCESSFULLY MONITOR AND ANALYZE DATA TO MAINTAIN THE INTEGRITY OF THE PROJECTS.
O&M	LRD	LRP	OHIO RIVER LOCKS AND DAMS, PA, OH & WV	1	\$8,172	WW			68811	34287731	LOCKS & DAMS WILL NOT BE MAINTAINED OPERATIONAL OR SECURE TO FULFILL AUTH. PURPOSE. TRAFFIC WILL HALT, INDUSTRY WILL CLOSE AND INTEGRITY OF PROJECT NOT ASSURED.	THE MAINTENANCE AND SAFETY MONITORING AND ANALYSIS OF 6 NAV. PROJECTS.	THE BACKLOG MAINT OF THE PROJECTS ON THE OHIO RIVER CONTINUES TO GROW. MAINT REQUIREMENTS AT EMSWORTH, DASHIELDS AND MONTGOMERY CONTINUE TO ESCALATE DUE TO AGE AND TIME LIFE OF PAST REHABILITATIONS. MAINT DOLLARS PLANNED FOR NECESSARY WORK HAS BEEN REDIRECTED TO COVER HOMELAND SECURITY PACKAGES WHICH PROHIBITS US FROM PERFORMING NECESSARY MAINT AND CONTINUES TO INCREASE OUR BACKLOG MAINT REQUIREMENT. EMSWORTH DAM HAS POTENTIAL FOR IMMINENT FAILURE.
O&M	LRD	LRH	OHIO RIVER LOCKS AND DAMS, WV, KY & OH	1	\$7,809	WW	59.8	59.8	104615	55108777	LOCKS will not be operated or monitored to fulfill authorized purposes. Traffic will halt, industry will close and integrity of lock and dam cannot be assured	The operation and safety monitoring and analysis of 6 nav. Projects.	The operating schedule and levels of service of the projects on the Ohio River have been closely watched with efficiencies taken as necessary. The requested funds are the minimum amounts needed to maintain services and to successfully monitor and analyze data to maintain the integrity of the projects, within operating account caps. Cum costs for all project purposes. COM TON actual=104,614,500; SYS TON (listed as trip ton-miles in U.S. Waterway System Transportation Facts) actual=55,108,776,490. NED BEN for 1-yr only and only navigation benefits for total project.
O&M	LRD	LRH	OHIO RIVER LOCKS AND DAMS, WV, KY & OH	1	\$10,651	WW	91.2	91.2	104615	55108777	High risk of failure	Critical maintenance and safety monitoring and analysis of 6 nav. projects.	The backlog maint of the projects on the Ohio River continues to grow. Maint requirements continue to escalate due to age and time life of past rehabilitations, except a RC Byrd. Maint dollars planned for necessary work has been redirected to cover homeland security packages which prohibits us from performing necessary maint and continues to increase our backlog maint requirement. Incl continuing contract on Belleville Dam Gates (\$1M), Dewater Chamber @ Greenup (\$500K), and work on replacing two gates at Meldahl (2 pkgs @ \$1.5M each). Meldahl locks has potential for imminent failure. Cum costs for all project purposes. COM TON actual=104,614,500; SYS TON (listed as trip ton-miles in U.S. Waterway System Transportation Facts) actual=55,108,776,490. NED BEN for 1-yr only and only navigation benefits for total project.
O&M	LRD	LRL	OHIO RIVER OPEN CHANNEL WORK, KY, IL, IN & OH	1	\$3,928	WW	99.999	99.999	173000	117000000	Failure to fund would result in numerous locations on the Ohio, within LRL, which would not provide the authorized channel depth of 9 feet during low water seasons. This could cripple shipping, with a particularly serious effect on the lower reaches of the river from Smithland Dam to Cairo, Illinois. This would also negatively impact traffic on the Cumberland and Tennessee Rivers which join the Ohio below Smithland Dam. Locks 52, 53, and Smithland are the 3 highest tonnage lock and dam projects in the nation.	Provide dredging necessary to maintain authorized navigation channel depth of 9 feet on a year round basis, for the Ohio River in Louisville District.	Ongoing channel maintenance is necessary to maintain the reliability of the Ohio River in meeting it's authorized navigation mission
O&M	LRD	LRH	OHIO RIVER OPEN CHANNEL WORK, WV, KY & OH	1	\$2,019	WW	99.999	99.999	104615	55108777	Compromises nav on main-stem of Ohio R resulting in closure of portion of the system. Work is done in concert with LRL dredging on lower Ohio system. If LRH portion unfunded impacts the entire system.	Dredging necessary to maintain channel at 9 foot depth on main-stem Ohio, particularly at approaches to locks facilities.	Trends for sediment loads in past indicate channel depth will be lost in portions of project and approaches to lock structures during budget year without annual dredging
O&M	LRD	LRN	OLD HICKORY LOCK AND DAM, TN	1	\$1,037	WW			4200	1101975	Reduction/Loss of Commercial Capacity, Local and Regional Economic Impacts and Potential Safety Impacts	Basic operation only.	Funding only initial increment may increase industry delays. This is a component of the Cumberland River waterway system which consists of 22M tons with cum benef of \$199M.
O&M	LRD	LRN	OLD HICKORY LOCK AND DAM, TN	1	\$120	WW			4200	1101975	Possible Delays to Towing Industry, Increased cost of good/services, Potential Blackouts (Supports Power Demand for Seven States which have reached Record Levels), Factories would shut down without coal, Chemical Products and Steam Plants affected.	Only minor & ordinary maintenance.	Potential Loss of Service, Ordinary Maintenance Not Accomplished/Continued Deterioration of Facility.
O&M	LRD	LRC	PROJECT CONDITION SURVEYS, IL	1	\$33	PCS					Project users would not be provided COE soundings of Federal channels in IL; more vessel groundings result	Funds hydro surveys of channels in IL harbors with no FY06 dredging	Funds hydrographic surveys of harbors and channels to verify that each federally maintained harbor in IL meets the 90% safe availability to users so users have limiting depth information to prevent vessel grounding on shoaling.
O&M	LRD	LRC	PROJECT CONDITION SURVEYS, IN	1	\$59	PCS					Project users would not be provided COE soundings of Federal channels in IN; more vessel groundings result	Funds hydro surveys of channels in IN harbors with no FY06 dredging	Funds hydrographic surveys of harbors and channels to verify that each Federally maintained harbor in Indiana meets the 90% of safe availability to users so users have limiting depth information to prevent vessel grounding on shoaling.

O&M	LRD	LRE	PROJECT CONDITION SURVEYS, MI	1	\$178	PCS					Vessels would strike shoals and ground. Safety would be compromised. The navigation system would become unreliable. The Federal investment would be lost.	Condition surveys to identify shoaling and maintenance needs of the federal project. Structure surveys are conducted to track the condition of the piers and revetments in order to schedule routine maintenance and repair.	Surveys (39) are required to issue Notice to Navigation Interest to provide the navigation users an up to date condition of the Federal channels for safety purposes and for use in the navigation of the Federal Channels.
O&M	LRD	LRE	PROJECT CONDITION SURVEYS, MN	1	\$46	PCS					Vessels would strike shoals and ground. Safety would be compromised. The navigation system would become unreliable. The Federal investment would be lost.	Condition surveys to identify shoaling and maintenance needs of the federal project. Structure surveys are conducted to track the condition of the piers and revetments in order to schedule routine maintenance and repair.	Surveys (3) are required to issue Notice to Navigation Interest to provide the navigation users an up to date condition of the Federal channels for safety purposes and for use in the navigation of the Federal Channels.
O&M	LRD	LRB	PROJECT CONDITION SURVEYS, NY	1	\$380	PCS					INABILITY TO SURVEY HARBORS WILL LEAD TO INABILITY TO FORECAST FUTURE WORK WHERE SHOALING RESTRICTS VESSEL FLOW	TO PERFORM SURVEYS AT HARBORS & OTHER MISC WORK INCLUDING BREAKWATER INSPECTIONS	A LARGE PORTION OF THE UNFUNDED HARBORS ANTICIPATED TO SURVEY IN FY06 INCLUDE THE BUFFALO, DUNKIRK & ROCHESTER COMMERCIAL HARBORS. RECREATION HARBORS SURVEYED ARE ALWAYS SUBJECT TO CONGRESSIONAL ADD-ON'S FOR DREDGING. WITHOUT ADEQUATE SURVEYS, PLANNING & BUDGETING FOR THESE ARE DIFFICULT. OTHER WORK INCLUDES ENVIRONMENTAL TESTING, REAL ESTATE ETC.
O&M	LRD	LRB	PROJECT CONDITION SURVEYS, OH	1	\$240	PCS					INABILITY TO SURVEY HARBORS WILL LEAD TO INABILITY TO FORECAST FUTURE WORK WHERE SHOALING RESTRICTS VESSEL FLOW	TO PERFORM SURVEYS AT HARBORS & OTHER MISC WORK INCLUDING BREAKWATER INSPECTIONS	A LARGE PORTION OF THE UNFUNDED HARBORS ANTICIPATED TO SURVEY IN FY06 INCLUDE THE FAIRPORT AND HURON COMMERCIAL HARBORS. RECREATION HARBORS SURVEYED ARE ALWAYS SUBJECT TO CONGRESSIONAL ADD-ON'S FOR DREDGING. WITHOUT ADEQUATE SURVEYS, PLANNING & BUDGETING FOR THESE ARE DIFFICULT. OTHER WORK INCLUDES ENVIRONMENTAL TESTING, REAL ESTATE ETC.
O&M	LRD	LRB	PROJECT CONDITION SURVEYS, PA	1	\$30	PCS					INABILITY TO SURVEY HARBORS WILL LEAD TO INABILITY TO FORECAST FUTURE WORK WHERE SHOALING RESTRICTS VESSEL FLOW	TO PERFORM SURVEYS AT HARBORS & OTHER MISC WORK INCLUDING BREAKWATER INSPECTIONS	RECREATIONAL HARBORS SURVEYED ARE ALWAYS SUBJECT TO CONGRESSIONAL ADD-ON'S FOR DREDGING. WITHOUT ADEQUATE SURVEYS, PLANNING & BUDGETING FOR THESE ARE DIFFICULT. OTHER WORK INCLUDES ENVIRONMENTAL TESTING, REAL ESTATE ETC.
O&M	LRD	LRE	PROJECT CONDITION SURVEYS, WI	1	\$100	PCS					Vessels would strike shoals and ground. Safety would be compromised. The navigation system would become unreliable. The Federal investment would be lost.	Condition surveys to identify shoaling and maintenance needs of the federal project. Structure surveys are conducted to track the condition of the piers and revetments in order to schedule routine maintenance and repair.	Surveys (10) are required to issue Notice to Navigation Interest to provide the navigation users an up to date condition of the Federal channels for safety purposes and for use in the navigation of the Federal Channels.
O&M	LRD	LRE	ROUGE RIVER, MI	1	\$1,161	DD	22.7	0	10016		Commercial vessels forced to light load resulting in higher cost of shipping. Local and regional impacts. Safety impacts.	To provide Federal shipping channel at authorized depth for deep draft commercial navigation industry.	Dredge critical shoals. Supports steel and auto industries.
O&M	LRD	LRE	SAGINAW RIVER, MI	1	\$1,227	DD	44.5	0	5820		Commercial vessels forced to light load or partially unload at other port resulting in higher cost of shipping. Local and regional impacts. Safety impacts. Groundings are being reported at this time.	Provides service for deep draft commercial industry. Low cost alternative transportation.	Funds condition surveys and basic operations. Also funds continuing contract for dredging and maintenance of the dredge disposal facility. Project is 36 miles in length. Supports U.S. Coast Guard and charter fishing. Congressional interest.
O&M	LRD	LRE	SAGINAW RIVER, MI	1	\$1,200	DD	23.4	0	5820		The upper Saginaw River has not been maintained in several years due to the lack of a CDF. Construction of a CDF is anticipated to start in FY 2005 with local participation. Saginaw River has had several vessel groundings in the last two years due to inadequate channel depths.	Saginaw River is in the top fifty busiest ports in the nation in terms of tonnage with an annual average of 5.4 million tons shipped annually. Major commodities imported and exported include aggregates, coal, cement and fuel oil. The U.S. Coast Guard has search and rescue operations stationed in the harbor.	This work would include the completion of a continuing contract for construction of an upper river CDF and dredging of the upper river. Additional work includes the annual dredging of the Lower River and bay to provide restricted access to the harbor. Supports U.S. Coast Guard and charter fishing. Congressional interest.
O&M	LRD	LRB	SANDUSKY HARBOR, OH	1	\$890	DD	8.62	0	4500	1121172	REDUCTION/LOSS OF COMMERCIAL CAPACITY, LOCAL AND REGIONAL ECONOMIC IMPACTS (20TH MOST ACTIVE GREAT LAKES PORT), SAFETY IMPACTS	DEEP DRAFT COMMERCIAL PORT - ENVIRONMENTALLY FRIENDLY, LOW COST TRANSPORTATION	INTEGRAL TO NORTH AMERICAN ELECTRICAL POWER GENERATION. PROVIDES SAFE REFUGE FOR SMALL CRAFT FROM STORM. COSTS INCLUDE MAINTENANCE DREDGING (\$890K)
O&M	LRD	LRE	ST CLAIR RIVER, MI	1	\$920	DD	7.8	0	79341		Commercial vessels forced to light load or partially unload at other port resulting in higher cost of shipping. Local and regional impacts. Safety impacts.	Provides service for deep draft commercial navigation. Serves as part of the connecting channels of the Great Lakes.	Funds condition surveys for navigation and monitoring of dredge material. Also funds maintenance of the dredge disposal facility and strike removal activity. Supports U.S. Coast Guard Station, Cruise Ships, Charter fishing. International border.
O&M	LRD	LRE	ST JOSEPH HARBOR, MI	1	\$470	LDD	11.8	0	601		The harbor requires annual maintenance dredging to provide limited vessel service. Cement, aggregates and salt are imported into the harbor. There is no direct rail link to current harbor users. Commercial vessels forced to light load resulting in higher cost of shipping. Local and regional impacts. Safety impacts. Groundings will continue.	Major users of St. Joseph harbor include Kinney's Dock, Consumers Aggregate and LaFarge Cement.	The package would provide for the construction of an upland CDF and maintenance dredging for restricted access to the harbor. Dredge inner harbor and place in newly constructed upland disposal site. Supports U.S. Coast Guard and Charter Fishing. Congressional interest.
O&M	LRD	LRE	ST MARYS RIVER, MI	1	\$15,136	DD	2.7	0	80331		Without lock operations and basic maintenance the Great Lakes navigation system would be virtually shutdown. Approximately 80 million tons are shipped from Lake Superior to the lower lakes and St Lawrence Seaway each year in a 10 month season.	Operation and basic maintenance of high tonnage locks.	Funds lock operations, condition surveys, structure surveys, formal periodic inspections, and security guards. Funds joint activities to support power plant and visitor center. Also funds basic maintenance of the locks and security system. Supports U.S Coast Guard Group Base, Cruise Ships, and Charter fishing. International border Congressional interest.
O&M	LRD	LRC	SURVEILLANCE OF NORTHERN BOUNDARY WATERS, IL	1	\$114	SNW					Control board of International Joint Commission for Great Lakes loses important data.	Funds collection of IL storm damage data	Funds continued collection of storm, high water and wave damage information within the State of Illinois for use by Great Lakes Districts and International Joint Commission for its control board's use.
O&M	LRD	LRE	SURVEILLANCE OF NORTHERN BOUNDARY WATERS, IN	1	\$83	SNW						INTERNATIONAL TREATY AGREEMENT	
O&M	LRD	LRC	SURVEILLANCE OF NORTHERN BOUNDARY WATERS, IN	1	\$28	SNW					Control board of International Joint Commission for Great Lakes loses important data.	Funds collection of IN storm damage data	Funds continued collection of a storm, high water and wave damage information within the State of IN for use by Great Lakes Districts and International Joint Commission for its control board's use.
O&M	LRD	LRE	SURVEILLANCE OF NORTHERN BOUNDARY WATERS, MI	1	\$2,314	SNW						INTERNATIONAL TREATY AGREEMENT	
O&M	LRD	LRE	SURVEILLANCE OF NORTHERN BOUNDARY WATERS, MN	1	\$216	SNW						INTERNATIONAL TREATY AGREEMENT	
O&M	LRD	LRB	SURVEILLANCE OF NORTHERN BOUNDARY WATERS, NY	1	\$430	SNW					SUSPENSION/DELAY OF OPERATIONAL TASKS PERFORMED TO MEET U.S. OBLIGATIONS UNDER THE 1909 INTERNATIONAL BOUNDARY WATERS TREATY/1950 NIAGARA TREATY	SUPPORT U.S. OBLIGS UNDER THE 1909 INTL. BOUNDARY WATERS/1950 NIAGARA TREATIES	FUNDS SUPPORT DISTRICT COMMANDER'S ROLE ON INTL COMMITTEES, CONTROL BOARDS & CHAIRS. TASKS INCLUDE: REGULATION OF LAKE ONTARIO; DIVERSION MONITORING/INSP; NIA RVR ICE BOOM; CLCTN/DSSMNT/ANALYSIS OF H&H DATA; H2O LEVEL, FLOW, WINTER & ICE MNTNG; PRTCPN IN INTL DISCHARGE MEASUREMENT PRGMS & ASSOCIATED STUDIES; REGULATION STUDIES; H&H INVESTIGATIONS & MODELING; EMERGENCY OPERATIONS & PERFORMANCE OF WATER MANAGEMENT TASKS IN ACCORDANCE WITH ER 1110-2-240, ER 1110-2-249 & EM 1110-2-3600
O&M	LRD	LRD	SURVEILLANCE OF NORTHERN BOUNDARY WATERS, NY	1	\$280	SNW					SUSPENSION/DELAY OF OPERATIONAL TASKS PERFORMED TO MEET U.S. OBLIGATIONS UNDER THE 1909 INTERNATIONAL BOUNDARY WATERS TREATY/1950 NIAGARA TREATY	SUPPORT U.S. OBLIGS UNDER THE 1909 INTL. BOUNDARY WATERS/1950 NIAGARA TREATIES	FUNDS SUPPORT DIVISION COMMANDER'S ROLE ON INTL COMMITTEES, CONTROL BOARDS & CHAIRS.
O&M	LRD	LRB	SURVEILLANCE OF NORTHERN BOUNDARY WATERS, OH	1	\$170	SNW					SUSPENSION/DELAY OF OPERATIONAL TASKS PERFORMED TO MEET U.S. OBLIGATIONS UNDER THE INTERNATIONAL BOUNDARY WATERS TREATY OF 1905/1950 NIAGARA TREATY	SUPPORT U.S. OBLIGS UNDER THE 1909 INTL. BOUNDARY WATERS/1950 NIAGARA TREATIES	FUNDS SUPPORT DISTRICT COMMANDER'S ROLE ON INTL COMMITTEES, CONTROL BOARDS & CHAIRS. TASKS INCLUDE: REGULATION OF LAKE ONTARIO; DIVERSION MONITORING/INSP; NIA RVR ICE BOOM; CLCTN/DSSMNT/ANALYSIS OF H&H DATA; H2O LEVEL, FLOW, WINTER & ICE MNTNG; PRTCPN IN INTL DISCHARGE MEASUREMENT PRGMS & ASSOCIATED STUDIES; REGULATION STUDIES; H&H INVESTIGATIONS & MODELING; EMERGENCY OPERATIONS & PERFORMANCE OF WATER MANAGEMENT TASKS IN ACCORDANCE WITH ER 1110-2-240, ER 1110-2-249 & EM 1110-2-3600
O&M	LRD	LRB	SURVEILLANCE OF NORTHERN BOUNDARY WATERS, PA	1	\$80	SNW					SUSPENSION/DELAY OF OPERATIONAL TASKS TO BE PERFORMED TO MEET U. S. OBLIGATIONS UNDER THE INTERNATIONAL BOUNDARY WATERS TREATY OF 1909/1950 NIAGARA TREATY	SUPPORT U.S. OBLIGS UNDER THE 1909 INTL. BOUNDARY WATERS/1950 NIAGARA TREATIES	FUNDS SUPPORT DISTRICT COMMANDER'S ROLE ON INTL COMMITTEES, CONTROL BOARDS & CHAIRS. TASKS INCLUDE: REGULATION OF LAKE ONTARIO; DIVERSION MONITORING/INSP; NIA RVR ICE BOOM; CLCTN/DSSMNT/ANALYSIS OF H&H DATA; H2O LEVEL, FLOW, WINTER & ICE MNTNG; PRTCPN IN INTL DISCHARGE MEASUREMENT PRGMS & ASSOCIATED STUDIES; REGULATION STUDIES; H&H INVESTIGATIONS & MODELING; EMERGENCY OPERATIONS & PERFORMANCE OF WATER MANAGEMENT TASKS IN ACCORDANCE WITH ER 1110-2-240, ER 1110-2-249 & EM 1110-2-3600
O&M	LRD	LRE	SURVEILLANCE OF NORTHERN BOUNDARY WATERS, WI	1	\$472	SNW						INTERNATIONAL TREATY AGREEMENT	
O&M	LRD	LRN	TENNESSEE RIVER, TN	1	\$13,316	WW			44000	24897997	Reduction/Loss of Commercial Capacity, Local and Regional Economic Impacts and Potential Safety Impacts	Basic operation only.	Funding only initial increment may increase industry delays.

O&M	LRD	LRN	TENNESSEE RIVER, TN		1	\$5,131	WW			44000	24897997	Possible Delays to Towing Industry, Increased cost of good/services, Potential Blackouts (Supports Power Demand for Seven States which have reached Record Levels), Factories would shut down without coal, Chemical Products and Steam Plants affected. Dept of energy and Homeland Security depend on for National Security Purposes.	Provides only minor & ordinary maintenance.	Potential Loss of Service, Ordinary Maintenance Not Accomplished/Continued Deterioration of Facility.
O&M	LRD	LRB	TOLEDO HARBOR, OH		1	\$2,922	DD	7.1	0	11100	5022000	IMMEDIATE REDUCTION/LOSS OF COMMERCIAL CAPACITY, LOCAL AND REGIONAL ECONOMIC IMPACTS AND SAFETY IMPACTS - 7TH MOST ACTIVE GREAT LAKES PORT	DEEP DRAFT COMMERCIAL PORT - ENVIRONMENTALLY FRIENDLY, LOW COST TRANSPORTATION	INTEGRAL TO STEEL INDUSTRY, REGIONAL CONSTRUCTION TRADE AND REGIONAL ROAD MAINTENANCE. MAJOR OVERSEAS EXPORT PORT AND KEY PORT FOR TRAMP SHIP CONTAINER TRAFFIC. PROVIDES SAFE HARBORAGE FOR COAST GUARD ACTIVITIES. COSTS INCLUDE MAINTENANCE DREDGING (BAY) (\$1750K), MAINTENANCE DREDGING (RIVER) (\$792K), PCS (\$115K), UPDATE EA/404 (\$30K), ENV. COMPL. (\$70K) AND DMMP (\$165K)
O&M	LRD	LRB	TOLEDO HARBOR, OH		1	\$760	DD	7.1	0	11100	5022000	Toledo Harbor requires dredging of two components: the approach or lake channel through Maumee Bay (Bay Dredging, 18 miles at 28' LWD) and the Maumee River channel (River Dredging, 7 miles at 27' LWD). Without the additional funding, dredging efforts will be concentrated in the lake channel (and not the river channel) resulting in river stakeholders having to light load their vessels at least one foot, which would have major impacts on iron ore, coal and grain movements at the harbor. A one foot decrease in operating draft will increase vessel operating costs for these three commodities by the following costs per ton: \$ 0.43, \$0.25, and \$0.36, respectively. Water transportation costs for these three commodities would thereby increase by \$1,157,000, \$1,117,000 and \$418,000, respectively.	Funding will be used to increase the amount of dredging that can be performed in FY06 by about 95,000 CY (with a typical unit price of \$3.75/CY). Funding provided under a separate budget line item will provide for only 100,000 CY of dredging. The additional 95,000 CY of dredging will increase the total amount of dredging to 195,000 CY, which is still well below the average historical quantities (371,000 CY) needed to minimize shoaling impacts in the "River" portion and maintain the required level of service for harbor users. Current project condition surveys indicate that there is over 967,000 CY of material in the Federal channel to dredge.	Toledo Harbor is the 50th busiest port in the nation in terms of tonnages with an average of over 11 million tons of goods moving through the port annually and, Ohio is the 6th leading state in the nation for U.S. waterborne traffic. The port is essential to the regional construction trade and regional road maintenance. Additionally, Toledo is a major overseas export port and key port for tramp ship container traffic and, provides safe harborage for Coast Guard activities. The BCR for this deep draft commercial harbor is 7.10. Toledo harbor handled the following tons of iron ore, coal and grains in 2002: 2,691,000, 4,467,000, and 1,162,000, respectively. The iron ore is shipped inland to AK Steel located in Middletown Ohio. The major users of coal are located in Hamilton, Ontario; Dearborn, Michigan; and Greenbay, Wisconsin. The grains are shipped through the St. Lawrence Seaway for export to overseas markets. Approximately 1,400 jobs are directly dependent on shipment of these three commodities alone. As a major Great Lakes hub for bulk cargo shipments, the Port of Toledo's impact on the local economy is in excess of \$500 million per year.
O&M	LRD	LRC	WAUKEGAN HARBOR, IL		1	\$680	LDD			552		Harbor entrance shoaling, 40K cy annually, adversely affects deep draft navigation within 2 yrs, rendering port unprofitable for bulk carriers within 3 yrs.	Funds dredging of harbor entrance; annual dredging required.	Although this is a deep draft harbor with less than 1 M tons, commercial viability of shippers is completely dependent upon continued dredging of this harbor entrance every year. Ships have consistently light loaded for years because of the predictable level of contaminated shoaling within inner harbor & no CDF for its disposal. Rapid sand shoaling at entrance may eliminate all safe shipping within 1 yr, negatively impacting cement and gypsum plants located at harbor.
O&M	LRD	LRE	ALGOMA HARBOR, WI		3	\$15	SD	54.1	0				ENSURE JUSTIFIED LEVEL OF SERVICE	
O&M	LRD	LRE	ALPENA HARBOR, MI		3	\$222	DD	75.1	0	3105000			ENSURE JUSTIFIED LEVEL OF SERVICE	
O&M	LRD	LRE	ARCADIA HARBOR, MI		3	\$132	SD	2.7	0				ENSURE JUSTIFIED LEVEL OF SERVICE	
O&M	LRD	LRE	ASHLAND HARBOR, WI		3	\$166	LDD	1.6	0	66		Commercial vessels forced to light load or partially unload at other port resulting in higher cost of shipping. Local and regional impacts. Safety impacts.	Ordinary and routine scheduled maintenance	Stone repairs to breakwater sections B & C to prevent deterioration of timber crib structures below. By replacing stone, the ice damage and storm damage from Lake Superior is minimized on the substructure itself.
O&M	LRD	LRE	ASHLAND HARBOR, WI		3	\$35	LDD	7.7	0	66			ensure justified level of service	
O&M	LRD	LRB	ASHTABULA HARBOR, OH		3	\$330	DD	72.83	0	9800	4095000	Ashtabula Harbor in 2002 had three main commodities going through it: iron ore (3,827,000) and stone receipts (594,000), and coal shipments (5,082,000). The iron ore is destined for steel mills located in Warren Ohio, Steubenville Ohio and Weirton, West Virginia. The main receiver of stone at Ashtabula is Pinney dock, which services the local building and road construction trades. Coal shipments are basically to steam electric generating plants in Ontario and to over 10 U.S. ports such as Milwaukee Wisconsin and Port Washington Wisconsin.	Work includes the structural repair of approximately 160 lineal feet of severely deteriorated East Breakwater by floating plant to maintain the structural integrity of the breakwater, and ensure that the structure continues to function properly. Breakwater repair is required on both the lakeward (rubblemound stone) and landward (laid up stone) sides of the structure. An inspection and evaluation done in 2002 in accordance with the Repair, Evaluation, Maintenance and Rehabilitation Research Program (REMR) resulted in a breakwater structural condition index of only 19.7 out of 100, which indicates an urgent need for immediate repair. Work also includes snagging and clearing using floating plant in support of the harbor's commercial users. Costs include \$80,000 for stone contracts, \$200,000 for floating plant and support, and \$50,000 for snagging and clearing.	Ashtabula Harbor is the 55th busiest port in the nation in terms of tonnages with an average of over 9.8 million short tons of goods moving through the port annually and Ohio is the 6th leading state in the nation for U.S. waterborne traffic. The BCR for this deep draft commercial harbor is 72.83. The top three commodities shipped are coal, iron ore, and limestone. Approximately 1,800 jobs are directly dependent on shipment of these three commodities alone. The harbor also provides safe harborage for the U.S. Coast Guard as well as protected water for recreational boaters.
O&M	LRD	LRE	AU SABLE HARBOR, MI		3	\$222	SD	6.1	0				ensure justified level of service	
O&M	LRD	LRN	BARKLEY DAM AND LAKE BARKLEY, KY & TN		3	\$552	WW			6900	3628709			Potential Loss of Service, Long Term Maintenance Not Accomplished/Continued Deterioration of Facility.
O&M	LRD	LRN	BARKLEY DAM AND LAKE BARKLEY, KY & TN		3	\$1,162	WW			6900	3628709			Potential Loss of Service, Long Term Maintenance Not Accomplished/Continued Deterioration of Facility.
O&M	LRD	LRE	BAY PORT HARBOR, MI		3	\$1,156	SD	0.8	0				ENSURE JUSTIFIED LEVEL OF SERVICE	
O&M	LRD	LRE	BIG BAY HARBOR, MI		3	\$176	SD	1.6	0				ensure justified level of service	
O&M	LRD	LRE	BIG SUAMICO HARBOR, WI		3	\$191	SD	4	0				ENSURE JUSTIFIED LEVEL OF SERVICE	
O&M	LRD	LRE	BLACK RIVER HARBOR, MI		3	\$103	SD	7.3	0				ensure justified level of service	
O&M	LRD	LRE	BLACK RIVER, PORT HURON, MI		3	\$725	LDD	1.1	0				ensure justified level of service	
O&M	LRD	LRB	BLACK ROCK CHANNEL AND TONAWANDA HARBOR, NY		3	\$785	LDD	5.22	0	507	54292	SAFETY IMPACTS, POTENTIAL LOSS OF SERVICE, DETERIORATION OF LOCK FACILITY	PROVIDES SERVICE FOR DEEP DRAFT COMMERCIAL NAVIGATION	INTEGRAL TO NORTH AMERICAN ELECTRICAL POWER GENERATION AND WNY OIL REFINING OPERATIONS. COSTS INCLUDE ON-GOING SNAGGING AND CLEARING (\$60K), LOWER GATE FENDERING (\$200K), REPAIR LOWER OPERATING GATE SILL (\$125K), ENV. COMPL. (\$300K) AND E & D MIDDLE GATE REMOVAL (\$100K). ALLOWS SAFE INGRESS/EGRESS FOR COMMERCIAL AND RECREATIONAL VESSELS
O&M	LRD	LRB	BUFFALO HARBOR, NY		3	\$46	DD	7.75	0	1288	844613	DISRUPTION OF MONITORING CYCLE, IMMEDIATE IMPACTS ON OUTYEAR MAINTENANCE DREDGING ACTIVITIES	DEEP DRAFT COMMERCIAL PORT - ENVIRONMENTALLY FRIENDLY, LOW COST TRANSPORTATION	INTEGRAL TO REGIONAL CONSTRUCTION TRADE, REGIONAL ROAD MAINTENANCE AND WNY MILLING OPERATIONS. PROVIDES PROTECTION FOR COMMERCIAL, INDUSTRIAL AND RESIDENTIAL SHORELINE DEVELOPMENT. PROVIDES SAFE HARBORAGE FOR COAST GUARD ACTIVITIES. COSTS INCLUDE WATER DATA COLLECTION (\$36K) AND REAL ESTATE FUNCTIONS (\$10K)
O&M	LRD	LRB	BUFFALO HARBOR, NY		3	\$350	DD	7.75	0	1288	844613	Failure to complete this work will result in unacceptable increased wave activity within the harbor, making it unsafe for both commercial and recreational users. Commercial ship groundings and collisions, as well as capsizing of recreational vessels, within the harbor entrance are possible during storms. It will also result in damages to structures within the harbor and along the harbor's shoreline, increasing the operation and maintenance costs of current users. Floating debris within the harbor may cause damage to commercial and recreational vessels. Continued ice loadings on the breakwater in its present condition will likely produce major damage to the structure resulting in higher future maintenance costs.	Work includes the structural repair of the severely deteriorated South Breakwater by floating plant to maintain the structural integrity of the breakwater, and ensure that the structure continues to function properly. A formal rating of the South Breakwater has not been done but inspection in September 2004 showed many displaced armor stones on the lakeside of the structure. Massive ice movements from Lake Erie typically pile ice 30 feet into the air above the top of the breakwater. Work also includes snagging and clearing using floating plant in support of the harbor's commercial users. Costs include \$100,000 for stone contracts, \$200,000 for floating plant and support, and \$50,000 for snagging and clearing.	Buffalo Harbor sees an average of 1.2 million short tons of goods move through the port annually. The BCR for this deep draft commercial harbor is 7.75. The top three commodities shipped through Buffalo Harbor in 2003 were grain (General Mills), cement (La Farge Cement), and sand (Sand Products Corporation); with respective totals of 342,685, 84,034, and 167,048 tons. These commodities are destined for docks located on the Buffalo River and the Buffalo Ship Canal. Approximately 200 jobs are directly dependent on shipment of these commodities alone. The harbor also provides safe harborage for the U.S. Coast Guard as well as protected water for recreational boaters.
O&M	LRD	LRB	BUFFALO HARBOR, NY		3	\$115	DD	7.75	0	1288	844613	REDUCTION IN DISTRICT'S ABILITY TO RANK HARBOR PROJECTS AND ASSESS CONSTRUCTION/REPAIR NEEDS, POTENTIAL SAFETY IMPACTS	DEEP DRAFT COMMERCIAL PORT - ENVIRONMENTALLY FRIENDLY, LOW COST TRANSPORTATION	PACKAGE INCLUDES HARBOR INSPECTION AND ANALYSIS (\$45K) TO ASSESS, DESIGN, PLAN & SCHEDULE HARBOR REPAIRS AND ENV. COMPL. (\$70K). HARBOR IS INTEGRAL TO REGIONAL CONSTRUCTION TRADE, REGIONAL ROAD MAINTENANCE AND TO WNY MILLING OPERATIONS
O&M	LRD	LRC	BURNS WATERWAY HARBOR, IN		3	\$333	DD			8621		All coordination with this major harbor ends and \$30M work effort ending in 2005 to resolve breakwater effectiveness prematurely ends with no conclusion.	Analyzes harbor conditions to show breakwater effectiveness	12th ranking Great Lakes harbor in tonnage, 60th nationally. Underwater reef and rubblemound breakwater are the only harbor protection structures. After repeated barge and tug sinkings, the effectiveness of COE major rehab solution was questioned. COE (WES) monitors breakwater wave transmission under storm conditions to demonstrate effectiveness of major rehab solution and 10-yr breakwater repair effort.

O&M	LRD	LRC	BURNS WATERWAY HARBOR, IN	3	\$1,200	DD			8621	Breakwater storm damage will go unrepaired for 2 years	Funds continued repair of breakwater	12th ranking Great Lakes harbor in tonnage, 60th nationally. Burns Hbr breakwater is the only protection afforded all vessels within the harbor. Seaway class and Great Lakes vessels as well as barges from the inland waterway system depend on this functioning harbor structure. Numerous barges and tugs have sunk in the harbor during storms.	
O&M	LRD	LRC	CALUMET HARBOR AND RIVER, IL & IN	3	\$2,092	DD			11034	Failure to meet CDF regulatory requirements, no dredging after 2009 due to lack of disposal site. Failure of stone dock.	Maintain and monitor CDF. Complete DMMP. Repair stone dock.	47th port nationally/12M tons. All channel sediment is contaminated. In-lake CDF EPA permit to operate requires extensive operational maint./H2O testing. Only 200K CDF capacity remains. Shoaling rate 45K cy/yr. DMMP process critical to dredge project beyond 2009. Stone dock dockwall unsuitable; need to complete critical B/W repairs in FY06, to support critical B/W repairs throughout district. Failure to complete B/W repairs puts vessels at risk.	
O&M	LRD	LRE	CASEVILLE HARBOR, MI	3	\$349	SD	3	0			ENSURE JUSTIFIED LEVEL OF SERVICE		
O&M	LRD	LRE	CHANNELS IN LAKE ST CLAIR, MI	3	\$85	DD	99	0	78944	Commercial vessels forced to light load thereby reducing the benefits to the public. Damage to vessels from strikes and groundings. Safety and environmental issues involved.	Routine sampling and testing for use in future dredging activities.	Funds sediment sampling and testing. Supports Coast Guard search and rescue, Cruise Ships, Charter Fishing, Commercial fishing. Besides traffic of 70m tons/year, Lake St. Clair supports more recreational boating than any other lake in the U.S. Also an international boundary, both U.S. and Canada border patrols and Coast Guard share security responsibilities.	
O&M	LRD	LRE	CHANNELS IN LAKE ST CLAIR, MI	3	\$40	DD	99.9	0	78944000		ensure justified level of service		
O&M	LRD	LRE	CHARLEVOIX HARBOR, MI	3	\$70	DD	48.8	0	1345	Commercial vessels forced to light load or partially unload at other port resulting in higher cost of shipping. Local and regional impacts. Safety impacts. Power Plant receives Coal, several local industries rely on shipping as low cost reliable transportation.	Provides service for deep draft commercial industry. Low cost alternative transportation.	Funds condition surveys for navigation and monitoring of dredge material. Supports Cruise ships, Charter Fishing, home port of only U.S. Coast Guard cutter on Lake Michigan.	
O&M	LRD	LRE	CHARLEVOIX HARBOR, MI	3	\$5	DD	99.9	0	1519000		ensure justified level of service		
O&M	LRD	LRN	CHEATHAM LOCK AND DAM, TN	3	\$1,196	WW			9400	3383260		Potential Loss of Service, Long Term Maintenance Not Accomplished/Continued Deterioration of Facility.	
O&M	LRD	LRE	CHEBOYGAN HARBOR, MI	3	\$51	LDD	96.3	0	272000		ENSURE JUSTIFIED LEVEL OF SERVICE		
O&M	LRD	LRC	CHICAGO HARBOR, IL	3	\$1,104	LDD			196	Completion of new control house delayed until FY07. Its benefits delayed until completion.	Funds completion of Chicago Lock new control house	Funds remainder of the continuing contract to complete construction of the Chgo Harbor lock control house initiated in FY05. Despite major rehab funding, new control house is an O&M responsibility. Improved visibility and features will result in increased efficiency, improved security and enhanced safety.	
O&M	LRD	LRC	CHICAGO HARBOR, IL	3	\$2,519	LDD			196	New gate construction delayed another year; increased risk of gate malfunctions at inopportune times	Funds construction of 2 of 4 new sector gates	Funds initiation of const of Chgo Lock 2 west gates with O&M funds to ensure availability 90% of the time to users. A major rehab report for the Chgo Lock was approved; it is awaiting CG new start funding. P&S for fabrication of 2 new west gates were completed in FY04. An emergency repair was performed in Apr04 to repair the old lock gates to return them to service and discontinue imposed vessel width restrictions.	
O&M	LRD	LRB	CLEVELAND HARBOR, OH	3	\$602	DD	4.07	0	11400	5518091	If the structure fails, the west pierhead navigation light will become inoperable, posing a serious risk to both commercial and recreational users using the harbor's main entrance. Groundings and collisions are likely to occur. The majority of vessels going to Cleveland's outer harbor, the Old River, and the Cuyahoga River use this entrance. If it were not available, vessels would have to use the east entrance, which has a shallower depth (25' LWD versus 28' LWD), and would add about 6 additional miles to the voyage. There are over 1,100 vessel trips per year at Cleveland Harbor. Deep draft vessels account for about 695 of these trips. Given an average vessel operating cost per hour of \$1,500 for these vessels, and an additional voyage time of about 2 hours per vessel, additional vessel travel costs alone would be \$2,085,000 per year.	Work includes the repair of the Cleveland West Pierhead structure to ensure it provides a sound foundation for the existing west pier navigation light, which is one of two primary navigation aides at Cleveland Harbor's main entrance. Reconstruction of the 70' by 70' pierhead (36' in height from top to lake bottom), which is currently in a severe state of deterioration, will be required.	Cleveland Harbor is the 48th busiest port in the nation in terms of tonnages with an average of over 11 million tons of goods moving through the port annually and Ohio the 6th leading state in the nation for U.S. waterborne traffic. The BCR for this deep draft commercial harbor is 4.07. The top three commodities shipped are limestone iron ore, and cement and concrete, with respective totals of over 4.1 million, 3.9 million, and 1.1 million tons in 2001. Approximately 1,900 jobs are directly dependent on shipment of these three commodities alone. Major industrial users of the harbor include ISG Steel, Oglebay Norton, Kenmore Construction, ESSROC, Ceres Terminals and Federal Marine Terminals. The harbor also provides safe harborage for the U.S. Coast Guard as well as protected water for recreational boaters.
O&M	LRD	LRB	CLEVELAND HARBOR, OH	3	\$1,000	DD	4.07	0	11400	5518091	Failure to complete this work will result in unacceptable increased wave activity within the harbor, making it unsafe for both commercial and recreational users, and causing shoreline erosion. Commercial ship groundings and collisions, as well as capsizing of recreational vessels, within the outer harbor are likely during storms. It will also result in damages to structures within the harbor and along the harbor's shoreline, increasing the operation and maintenance costs for current users protected by the breakwater by an estimated average annual cost of approximately \$2,690,000.	Cleveland Harbor is the 48th busiest port in the nation in terms of tonnages with an average of over 11 million tons of goods moving through the port annually and Ohio the 6th leading state in the nation for U.S. waterborne traffic. The BCR for this deep draft commercial harbor is 4.07. The top three commodities shipped are limestone iron ore, and cement and concrete, with respective totals of over 4.1 million, 3.9 million, and 1.1 million tons in 2001. Approximately 1,900 jobs are directly dependent on shipment of these three commodities alone. Major industrial users of the harbor include ISG Steel, Oglebay Norton, Kenmore Construction, ESSROC, Ceres Terminals and Federal Marine Terminals. The harbor also provides safe harborage for the U.S. Coast Guard as well as protected water for recreational boaters.	Cleveland Harbor is the 48th busiest port in the nation in terms of tonnages with an average of over 11 million tons of goods moving through the port annually and Ohio the 6th leading state in the nation for U.S. waterborne traffic. The BCR for this deep draft commercial harbor is 4.07. The top three commodities shipped are limestone iron ore, and cement and concrete, with respective totals of over 4.1 million, 3.9 million, and 1.1 million tons in 2001. Approximately 1,900 jobs are directly dependent on shipment of these three commodities alone. Major industrial users of the harbor include ISG Steel, Oglebay Norton, Kenmore Construction, ESSROC, Ceres Terminals and Federal Marine Terminals. The harbor also provides safe harborage for the U.S. Coast Guard as well as protected water for recreational boaters.
O&M	LRD	LRB	CLEVELAND HARBOR, OH	3	\$450	DD	4.07	0	11400	5518091	Failure to complete this work will result in unacceptable increased wave activity within the harbor, making it unsafe for both commercial and recreational users. Commercial ship groundings and collisions, as well as capsizing of recreational vessels, within the harbor entrance are likely during storms. It will also result in damages to structures within the harbor and along the harbor's shoreline. Many of the 1,900 jobs which are directly dependent on shipment of the harbor's three top commodities could be jeopardized if companies had to relocate or be forced into seeking alternative transportation methods due to unsafe harbor conditions.	Work includes the structural repair of approximately 200 lineal feet of severely deteriorated East Arrowhead Breakwater by floating plant to maintain the structural integrity of the breakwater, and ensure that the structure continues to function properly. An inspection and evaluation done in 2004 in accordance with the Repair, Evaluation, Maintenance and Rehabilitation Research Program (REMRR) resulted in a breakwater structural condition index of only 10.48 out of 100, which indicates an urgent need for immediate repair. Costs include \$100,000 for stone contracts and \$350,000 for floating plant and support.	Cleveland Harbor is the 48th busiest port in the nation in terms of tonnages with an average of over 11 million tons of goods moving through the port annually and Ohio the 6th leading state in the nation for U.S. waterborne traffic. The BCR for this deep draft commercial harbor is 4.07. The top three commodities shipped are limestone iron ore, and cement and concrete, with respective totals of over 4.1 million, 3.9 million, and 1.1 million tons in 2001. Approximately 1,900 jobs are directly dependent on shipment of these three commodities alone. Major industrial users of the harbor include ISG Steel, Oglebay Norton, Kenmore Construction, ESSROC, Ceres Terminals and Federal Marine Terminals. The harbor also provides safe harborage for the U.S. Coast Guard as well as protected water for recreational boaters.
O&M	LRD	LRB	CLEVELAND HARBOR, OH	3	\$210	DD	4.07	0	11400	5518091	Dike 10B is the current CDF used to place polluted sediments that are unsuitable for open lake placement. If this CDF is not available for use due to decreased maintenance, the dredged material would need to be placed in an upland facility or taken to another Corps CDF (Potentially Lorain Harbor, which is also near capacity). This would add at least \$10 per cubic yard to disposal costs. Given approximately 330,000 cubic yards are dredged annually from Cleveland harbor, dredging costs would increase by \$3,330,000. Alternatively, if dredging were ceased, the likely impact to the local economy would be in excess of \$1 billion per year in lost revenue and the 11,000 jobs supported by the marine shipping industry would be gravely threatened.	Work includes \$100,000 for an earthmoving contract for the purpose of managing placement of dredged material within the CDF to maximize and consolidate all remaining available space in the CDF while complying with strict vertical construction restrictions imposed by FAA safety guidelines for the adjacent Burke Lakefront Airport. Without such work, the CDF would either be underutilized, accelerating the need for identification and/or construction of a new disposal facility, or would encroach on the free air space necessary for the safe operation of aircraft using the airport. The remaining \$115,000 is for maintenance and repair of the deteriorating rubblemound berm enclosing the CDF and maintenance of the associated weir by District floating plant. Such work is necessary to properly dewater dredged material placed in the structure, thereby reducing volume, and to maintain integrity of the physical barrier preventing migration of potentially harmful material back into Lake Erie.	Cleveland Harbor is the 48th busiest port in the nation in terms of tonnages with an average of over 11 million tons of goods moving through the port annually and Ohio the 6th leading state in the nation for U.S. waterborne traffic. The BCR for this deep draft commercial harbor is 4.07. The top three commodities shipped are limestone iron ore, and cement and concrete, with respective totals of over 4.1 million, 3.9 million, and 1.1 million tons in 2001. Approximately 1,900 jobs are directly dependent on shipment of these three commodities alone. Major industrial users of the harbor include ISG Steel, Oglebay Norton, Kenmore Construction, ESSROC, Ceres Terminals and Federal Marine Terminals. The harbor also provides safe harborage for the U.S. Coast Guard as well as protected water for recreational boaters.

O&M	LRD	LRB	CLEVELAND HARBOR, OH	3	\$400	DD	4.07	0	11400	5518091	A significant portion of the 1,900 jobs which are directly dependent on shipment of the harbor's three top commodities could be jeopardized if severe shoaling occurs and dredging is either curtailed or eliminated. Shippers would be forced to light load and incur increased transportation costs or decrease productivity. A significant specific impact involves International Steel Group (ISG), which owns and operates a steel plant located at the head of navigation on the Cuyahoga River. The river in the upper reaches has been known to shoal up to three feet in a single year. Cessation of dredging here would have a major impact on the cost of iron ore and limestone used in the steel making process at that plant which just started up a continuous caster operation in May 2004 that will add an additional 720,000 tons of steel finishing capacity. ISG produces about 3 million tons of steel annually for the automotive, appliance center, construction and converter markets. A loss of three feet of draft would increase iron ore water transportation costs by about \$1.75 per ton. Since ISG receives about 3.8 million tons of iron ore annually, this w	Funding will be used to increase the amount of dredging that can be performed in FY06 by about 70,000 CY (with a typical unit price of \$5.75/CY). Funding provided under a separate budget line item will provide for only 215,000 CY of dredging. The additional 70,000 CY of dredging that would be performed with this budget line item will increase the amount of dredging (a total of 285,000 CY) to more closely match historical requirements and minimize shoaling impacts on harbor users. Historically, 320,000 CY must be dredged from the Federal channel to maintain the required level of service for harbor users.	Cleveland Harbor is the 48th busiest port in the nation in terms of tonnages with an average of over 11 million tons of goods moving through the port annually and Ohio the 6th leading state in the nation for U.S. waterborne traffic. The BCR for this deep draft commercial harbor is 4.07. The top three commodities shipped are limestone iron ore, and cement and concrete, with respective totals of over 4.1 million, 3.9 million, and 1.1 million tons in 2001. Approximately 1,900 jobs are directly dependent on shipment of these three commodities alone. Major industrial users of the harbor include ISG Steel, Oglebay Norton, Kenmore Construction, ESSROC, Ceres Terminals and Federal Marine Terminals. The harbor also provides safe harborage for the U.S. Coast Guard as well as protected water for recreational boaters.
O&M	LRD	LRE	CLINTON RIVER, MI	3	\$964	SD	8	0			ensure justified level of service		
O&M	LRD	LRE	CLINTON RIVER, MI	3	\$10	SD	75.6	0			ensure justified level of service		
O&M	LRD	LRB	CONNEAUT HARBOR, OH	3	\$45	DD	99.999	0	10500	4800000	SAFETY IMPACTS, INABILITY TO INFORM USERS OF PROJECT CONDITIONS/DEPTHS - 9TH MOST ACTIVE GREAT LAKES PORT	DEEP DRAFT COMMERCIAL PORT - ENVIRONMENTALLY FRIENDLY, LOW COST TRANSPORTATION	INTEGRAL TO STEEL INDUSTRY, REGIONAL CONSTRUCTION TRADE & NORTH AMERICAN ELECTRICAL POWER GENERATION. PROVIDES SAFE REFUGE FOR SMALL CRAFT FROM STORM. COSTS INCLUDE PCS (\$45K)
O&M	LRD	LRN	CORDELL HULL DAM AND RESERVOIR, TN	3	\$750	LW			1	628			Potential Loss of Service, Long Term Maintenance Not Accomplished/Continued Deterioration of Facility.
O&M	LRD	LRE	CORNUCOPIA HARBOR, WI	3	\$14	SD	54	0				ensure justified level of service	
O&M	LRD	LRE	CORNUCOPIA HARBOR, WI	3	\$120	SD	6.3	0				ensure justified level of service	
O&M	LRD	LRE	DETROIT RIVER, MI	3	\$220	DD	99.9	0	74668000			ensure justified level of service	
O&M	LRD	LRE	DETROIT RIVER, MI	3	\$28	DD	99.9	0	74668000			ensure justified level of service	
O&M	LRD	LRE	DULUTH - SUPERIOR HARBOR, MN & WI	3	\$153	DD	99.9	0	38000			ensure justified level of service	
O&M	LRD	LRB	DUNKIRK HARBOR, NY	3	\$200	LDD	0.45	0	450	47694	REDUCTION/LOSS OF COMMERCIAL CAPACITY, LOCAL AND REGIONAL ECONOMIC IMPACTS, SAFETY IMPACTS, LOSS OF ELECT. GENERATING CAPACITY	DEEP DRAFT COMMERCIAL PORT - ENVIRONMENTALLY FRIENDLY, LOW COST TRANSPORTATION	INTEGRAL TO NORTH AMERICAN ELECTRICAL POWER GENERATION. PROVIDES SAFE REFUGE FOR SMALL CRAFT FROM STORM. COSTS INCLUDE MAINTENANCE DREDGING (\$200K)
O&M	LRD	LRE	EAGLE HARBOR, MI	3	\$5	SD	99.9	0				ensure justified level of service	
O&M	LRD	LRH	ELK RIVER HARBOR, WV	3	\$295	LW	9.2	9.2	404	130082	If proper channel depths are not maintained the waterway industry will not be able to move product and will incur extensive damage to vessels	Dredge channel to maintain authorized depth.	Project normally dredged once every two years. Last time dredging occurred was FY 03. No funds requested for FY 04 or FY 05. Sediment loads in past mean channel depth may be lost in the project during budget year without dredging. Cumulative NED benefits not available. Cum costs for all project purposes. COM TON actual=403,911; SYS TON (listed as trip ton-miles in U.S. Waterway System Transportation Facts) actual=130,081,515. NED BEN for 1-yr only and only navigation benefits for total project.
O&M	LRD	LRB	ERIE HARBOR, PA	3	\$15	DD	73.91	0	1362	445993	INABILITY TO CARRY OUT FIDUCIARY RESPONSIBILITY AND REMAIN IN COMPLIANCE WITH CFO REAL PROPERTY ACCOUNTABILITY REQUIREMENTS	DEEP DRAFT COMMERCIAL PORT - ENVIRONMENTALLY FRIENDLY, LOW COST TRANSPORTATION	INTEGRAL TO REGIONAL CONSTRUCTION TRADE. PROVIDES SAFE REFUGE FOR SMALL CRAFT FROM STORM & PROVIDES PROTECTION FOR HISTORICAL VESSEL. COSTS INCLUDE REAL ESTATE FUNCTIONS (\$15K)
O&M	LRD	LRB	FAIRPORT HARBOR, OH	3	\$5	DD	5.35	0	2326	605386	INABILITY TO CARRY OUT FIDUCIARY RESPONSIBILITIES AND REMAIN IN COMPLIANCE WITH CFO REAL PROPERTY ACCOUNTABILITY REQUIREMENTS	DEEP DRAFT COMMERCIAL PORT - ENVIRONMENTALLY FRIENDLY, LOW COST TRANSPORTATION	INTEGRAL TO REGIONAL CONSTRUCTION TRADE AND REGIONAL ROAD MAINTENANCE. COSTS INCLUDE REAL ESTATE FUNCTIONS (\$5K)
O&M	LRD	LRB	FAIRPORT HARBOR, OH	3	\$30	DD	5.35	0	2326	605386	REDUCTION IN DISTRICT'S ABILITY TO RANK HARBOR PROJECTS AND ASSESS CONSTRUCTION/REPAIR NEEDS. POTENTIAL SAFETY IMPACTS	DEEP DRAFT COMMERCIAL PORT - ENVIRONMENTALLY FRIENDLY, LOW COST TRANSPORTATION	PACKAGE INCLUDES HARBOR INSPECTION & ANALYSIS (\$30K) TO ASSESS, DESIGN, PLAN & SCHEDULE HARBOR REPAIRS. HARBOR IS INTEGRAL TO REGIONAL CONSTRUCTION TRADE AND REGIONAL ROAD MAINTENANCE
O&M	LRD	LRE	FOX RIVER, WI	3	\$1,478	LW	1.3	0			Inability to control flooding on Lake Winnebago and the Fox River. Local and regional economic impacts, and potential safety concerns with unregulated flood waters.	Provide water control for nine dams on the Fox River.	Continued O&M of the nine Federal dams was integral in negotiating the Fox River Locks transfer to the State of Wisconsin.
O&M	LRD	LRE	FOX RIVER, WI	3	\$1,540	LW	1.7	0			If required dam repairs are not performed canal wall will fail causing flooding and loss of pool. Extreme safety hazard. Dams are over 100 years old and are continuing to deteriorate. Failure to repair will result in more costly/major repairs in the future.	To maintain dam safety and allow for water level control at nine dams on the river.	Project provides supply to City water intake, power plants, paper mills and maintains pool elevations on the lower Fox River. Funds allow for dam repairs, and canal bank repairs required to maintain pool elevations.
O&M	LRD	LRE	FOX RIVER, WI	3	\$1,645	LW	1.4	0				ENSURE JUSTIFIED LEVEL OF SERVICE	
O&M	LRD	LRE	FOX RIVER, WI	3	\$1,826	WW	1.2	0				ENSURE JUSTIFIED LEVEL OF SERVICE	
O&M	LRD	LRE	FRANKFORT HARBOR, MI	3	\$2,290	DD	1.6	0	92000			ensure justified level of service	
O&M	LRD	LRE	FRANKFORT HARBOR, MI	3	\$17	LDD	99.9	0	92		Ladders and railings will remain in disrepair.	Provides Federal shipping channel at authorized depth and required navigation structures for deep draft commercial navigation industry.	Ordinary and routine scheduled maintenance
O&M	LRD	LRE	FRANKFORT HARBOR, MI	3	\$35	LDD	99.9	0	92			ensure justified level of service	
O&M	LRD	LRE	GRAND HAVEN HARBOR, MI	3	\$1,518	LDD	13.6	0	882			ensure justified level of service	
O&M	LRD	LRE	GRAND MARAIS HARBOR, MI	3	\$205	SD	2	0			Revetment will continue to deteriorate resulting in more costly/major repairs in the future.	Ordinary and routine scheduled maintenance.	Funding will provide for breakwater repairs by government plant and the concept design of major repairs to the pile dike. Supports U.S. Coast Guard Station and charter fishing. Congressional interest.
O&M	LRD	LRE	GRAND MARAIS HARBOR, MI	3	\$9,013	SD	4.3	0				ENSURE JUSTIFIED LEVEL OF SERVICE	
O&M	LRD	LRE	GRAND TRAVERSE BAY HARBOR, MI	3	\$187	SD	5.6	0				ensure justified level of service	
O&M	LRD	LRB	GREAT SODUS BAY HARBOR, NY	3	\$375	SD						CHARTER BOAT FISHING, SAFE HARBOR	
O&M	LRD	LRL	GREEN AND BARREN RIVERS, KY	3	\$19	WW	68.5	68.5	10400	5490000	Inability to fully fund real estate management needs, and further deterioration of water supply lines leading to excessive leakage, water quality problems and unreliable supply of water to hydrants for fire protection	To replace deteriorated water lines and hydrants at Lock 2 Green River, and to fully fund real estate management activity necessary for the 2 active locks on the Green River, as well as 5 additional lock and dam sites which are presently in caretaker status	
O&M	LRD	LRE	GREEN BAY HARBOR, WI	3	\$371	DD	50.8	0	2078		Green Bay Harbor is currently maintained to very restricted channel dimensions.	Green Bay Harbor averages over 2.1 million tons annually. Commodities shipped in the harbor include coal, cement, salt, aggregates, iron, calcium chloride and tallow. The harbor supports U.S. Coast Guard search and rescue and ice breaking activities.	This work provides maintenance dredging to continue to make available restricted vessel access to the harbor.

O&M	LRD	LRE	GREEN BAY HARBOR, WI	3	\$2,475	DD	21.4	0	2186000			ensure justified level of service	
O&M	LRD	LRE	HAMMOND BAY HARBOR, MI	3	\$19	SD							
O&M	LRD	LRE	HARBOR BEACH HARBOR, MI	3	\$1,138	LDD	1.5	0	124000			ensure justified level of service	
O&M	LRD	LRE	HOLLAND HARBOR, MI	3	\$128	LDD	77.4	0	620			ensure justified level of service	
O&M	LRD	LRE	HOLLAND HARBOR, MI	3	\$15	LDD	99.9	0	620			ensure justified level of service	
O&M	LRD	LRB	HURON HARBOR, OH	3	\$1,169	LDD	2.52	0	898	456909	REDUCTION/LOSS OF COMMERCIAL CAPACITY, LOCAL AND REGIONAL ECONOMIC IMPACTS. POTENTIAL FAILURE OF STRUCTURE TO MEET TIER II PERFORMANCE GOAL, SAFETY IMPACTS	DEEP DRAFT COMMERCIAL PORT - ENVIRONMENTALLY FRIENDLY, LOW COST TRANSPORTATION	INTEGRAL TO STEEL INDUSTRY & REGIONAL CONSTRUCTION TRADE. COSTS INCLUDE MAINTENANCE DREDGING (\$885K), STRUCTURE REPAIR WEST PIER (\$75K), STRUCTURE REPAIR EAST BREAKWATER (\$75K), STRUCTURE REPAIR CDF EXTERIOR (\$104K) AND HARBOR INSPECTIONS & ANALYSIS (\$30K)
O&M	LRD	LRC	INDIANA HARBOR, IN	3	\$321	DD			13839		District fails to meet commitment to sponsor. Ships continue to light load 20% and major contamination source of Lake Michigan continues for an additional year.	Funds development of the time critical O&M operating plan for the CDF.	4th ranking Great Lakes port in tonnage, 43rd nationally. Continued development of the procedures for handling contaminated dredged material placement in cells, drying, groundwater control, water treatment and air quality monitoring is essential for CDF critical timeline. Completion of the design of the CDF operation elements are dependent upon the establishment of these CDF operational procedures.
O&M	LRD	LRC	INDIANA HARBOR, IN	3	\$535	DD			13839		Dredging P&S will not be ready when CDF construction is completed, thereby delaying benefits additional year to users	Funds P&S for 1st dredging contract of harbor in last 30+ yrs.	4th ranking Great Lakes harbor in tonnage, 43rd nationally. The P&S will be substantially unique compared to most dredging projects because of the highly contaminated sediments and extra precautions for workers. Extensive regulatory agency coordination is expected to address worker exposure and community concerns.
O&M	LRD	LRE	INLAND ROUTE, MI	3	\$10	SD	40	0			Safety impacts, inability to regulate waters on the Inland Route in Michigan.	Continued water regulation at Crooked River.	Continued regulation is part of negotiations with the State of Michigan as part of long-term transfer of the project to the State of Michigan.
O&M	LRD	LRE	INLAND ROUTE, MI	3	\$50	SD	8.5	0			The project will continue in caretaker's status with continued deterioration of the facilities.	Transfer project to the State of Michigan	The State has expressed a desire to take over operations and maintenance of the project. The project is in caretaker status with operation being performed by the State. Prior to transfer a technical evaluation is needed to obtain a current state of repair. Funds are needed for the evaluation and for drafting of the MOA for transfer.
O&M	LRD	LRE	INLAND ROUTE, MI	3	\$496	SD	0.8	0				ENSURE JUSTIFIED LEVEL OF SERVICE	
O&M	LRD	LRE	INLAND ROUTE, MI	3	\$44	SD	9.7	0				ENSURE JUSTIFIED LEVEL OF SERVICE	
O&M	LRD	LRB	IRONDEQUOIT BAY HARBOR, NY	3	\$360	SD	99.999	0			LOSS OF RECREATION CAPACITY, LOCAL ECONOMIC IMPACTS	SHALLOW DRAFT RECREATIONAL HARBOR MAINTENANCE	PACKAGE INCLUDES MAINTENANCE DREDGING (\$360K)
O&M	LRD	LRH	KANAWHA RIVER LOCKS AND DAMS, WV	3	\$680	WW	99.999	99.999	19227	8599234	Safety; security monitor	The maintenance, safety, physical integrity and security monitoring for 3 nav projects.	This also reflects the growing backlog maintenance of the projects on the Kanawha River. Cum costs for all project purposes. BCR = 189.4:1; RBRCR = 189.4:1. COM TON actual=19,227,060; SYS TON (listed as trip ton-miles in U.S. Waterway System Transportation Facts) actual=8,599,233,671. NED BEN for 1-yr only and only navigation benefits for total project.
O&M	LRD	LRH	KANAWHA RIVER LOCKS AND DAMS, WV	3	\$602	WW	99.999	99.999	19227	8599234	ERGO	The operation and safety monitoring and analysis of 3 nav. Projects. remaining min ops above cap. ERGO	The operating schedule and levels of service of the projects on the Kanawha River have been closely watched with efficiencies taken as necessary. The requested funds are to maintain services and to successfully monitor and analyze data to maintain the integrity of the projects and environmental compliance that fall above the imposed operating account caps. Cum costs for all project purposes. BCR = 214.0:1; RBRCR = 214.0:1 COM TON actual=19,227,060; SYS TON (listed as trip ton-miles in U.S. Waterway System Transportation Facts) actual=8,599,233,671. NED BEN for 1-yr only and only navigation benefits for total project.
O&M	LRD	LRE	KENOSHA HARBOR, WI	3	\$32	LDD	87.5	0	0		Commercial vessels forced to light load or partially unload at other port resulting in higher cost of shipping. Local and regional impacts. Safety impacts.	Provides service for deep draft commercial industry. Low cost alternative transportation.	Condition surveys, structure surveys and real estate activities. Harbor lost main user and is now pursuing new users. Supports U.S. Coast Guard Station. Congressional interest.
O&M	LRD	LRE	KENOSHA HARBOR, WI	3	\$163	LDD	17.2	0	0		Breakwater will continue to deteriorate resulting in more costly/major repairs in the future.	Ordinary and routine scheduled maintenance.	Repair North detached breakwater with government plant. Supports U.S. Coast Guard Station. Congressional interest.
O&M	LRD	LRE	KENOSHA HARBOR, WI	3	\$502	LDD	5.6	0	10000			ensure justified level of service	
O&M	LRD	LRE	KENOSHA HARBOR, WI	3	\$85	LDD	33	0	10000			ensure justified level of service	
O&M	LRD	LRL	KENTUCKY RIVER, KY	3	\$12	LW	0	0			Loss of ability to support the lease of Kentucky River Locks to State of Kentucky.	This increment provides minimal funds to coordinate and provide very limited support to the State of Kentucky, which has leased the Kentucky River locks and assumed responsibility for their operation and maintenance	Leasing of Kentucky River locks to the State of Kentucky has relieved the federal government of the burden of operating and maintaining this river system, after commercial navigation ceased. A minimal level of support for this lease is highly beneficial to the Corps
O&M	LRD	LRE	KEWAUNEE HARBOR, WI	3	\$80	LDD	11.6	0	0		Commercial vessels forced to light load or partially unload at other port resulting in higher cost of shipping. Local and regional impacts. Safety impacts.	Provides service for deep draft commercial industry. Low cost alternative transportation.	Funds condition surveys, structure survey, and minor repairs. Supports COE Area Office, commercial fishing, and charter fishing.
O&M	LRD	LRE	KEWAUNEE HARBOR, WI	3	\$208	LDD	4.5	0	0		Breakwater will continue to deteriorate resulting in more costly/major repairs in the future.	Ordinary and routine scheduled maintenance.	Repair North detached breakwater with government plant. Supports COE Area Office, commercial fishing, and charter fishing.
O&M	LRD	LRE	KEWAUNEE HARBOR, WI	3	\$15	LDD	61.7	0	0			ENSURE JUSTIFIED LEVEL OF SERVICE	
O&M	LRD	LRE	KEWAUNEE HARBOR, WI	3	\$55	LDD	4.5	0	0			ENSURE JUSTIFIED LEVEL OF SERVICE	
O&M	LRD	LRE	KEWEENAW WATERWAY, MI	3	\$46	LDD	49.6	0	0		Commercial vessels forced to light load or partially unload at other port resulting in higher cost of shipping. Local and regional impacts. Safety impacts.	Provides service for deep draft commercial industry. Low cost alternative transportation.	Funds condition surveys, structure survey, and minor repairs. Supports commercial fishing. Harbor of Refuge.
O&M	LRD	LRE	KEWEENAW WATERWAY, MI	3	\$12	LDD	99.9	0	110000			ensure justified level of service	
O&M	LRD	LRE	KEWEENAW WATERWAY, MI	3	\$117	LDD	14.5	0	110000			ensure justified level of service	
O&M	LRD	LRE	LAC LA BELLE, MI	3	\$10	SD	36.4	0				ensure justified level of service	
O&M	LRD	LRE	LAC LA BELLE, MI	3	\$133	SD	2.7	0				ensure justified level of service	
O&M	LRD	LRC	LAKE MICHIGAN DIVERSION, IL	3	\$300	DD					Accounting of Lake Michigan water diverted at Chicago remains the same	Funds dual accounting of water diverted at Chicago	Dual accounting was recommended for measurement of all water diverted into the IL Waterway from Lake Michigan to address Great Lakes water control mgmt concerns over alleged violations by the State of IL in exceeding lake water diversion limits of Supreme Court decree.
O&M	LRD	LRE	LELAND HARBOR, MI	3	\$176	SD	2.4	0				ensure justified level of service	
O&M	LRD	LRE	LELAND HARBOR, MI	3	\$31	SD	13.6	0				ensure justified level of service	
O&M	LRD	LRE	LEXINGTON HARBOR, MI	3	\$175	SD	5.1	0				ENSURE JUSTIFIED LEVEL OF SERVICE	
O&M	LRD	LRE	LEXINGTON HARBOR, MI	3	\$527	SD	1.7	0				ENSURE JUSTIFIED LEVEL OF SERVICE	
O&M	LRD	LRE	LITTLE LAKE HARBOR, MI	3	\$391	SD	1.9	0				ensure justified level of service	
O&M	LRD	LRE	LITTLE LAKE HARBOR, MI	3	\$22	SD	34.4	0				ensure justified level of service	
O&M	LRD	LRB	LITTLE RIVER, NY	3	\$350	SD						RECREATIONAL BOATING, SAFE HARBOR	
O&M	LRD	LRB	LITTLE SODUS BAY HARBOR, NY	3	\$400	LDD	99.999	0			LOSS OF RECREATION CAPACITY, LOCAL ECONOMIC IMPACTS	DEEP DRAFT RECREATIONAL HARBOR	PACKAGE INCLUDES MAINTENANCE DREDGING (\$400K)
O&M	LRD	LRB	LORAIN HARBOR, OH	3	\$440	DD	19.72	0	6700	3261140	Failure to complete this work will result in unacceptable increased wave activity within the harbor, making it unsafe for both commercial and recreational users. Commercial ship groundings and collisions, as well as capsizing of recreational vessels, within the harbor entrance are likely during storms. It will also result in damages to structures within the harbor and along the harbor's shoreline. Floating debris within the harbor may cause damage to commercial and recreational vessels. Many of the 1,800 jobs which are directly dependent on shipment of the harbor's three top commodities could be jeopardized if companies had to relocate or be forced into seeking alternative transportation methods due to unsafe harbor conditions.	Work includes the structural repair of approximately 275 lineal feet of severely deteriorated East Breakwater by floating plant to maintain the structural integrity of the breakwater, and ensure that the structure continues to function properly. Breakwater repair is required on both the lakeward and landward sides of the structure. An inspection and evaluation done in 2004 in accordance with the Repair, Evaluation, Maintenance and Rehabilitation Research Program (REM) resulted in a breakwater structural condition index of only 16.61 out of 100, which indicates an urgent need for immediate repair. Work also includes snagging and clearing using floating plant in support of the harbor's commercial users. Costs include \$200,000 for stone contracts, \$640,000 for floating plant and support, and \$50,000 for snagging and clearing.	Lorain Harbor is the 67th busiest port in the nation in terms of tonnages with an average of over 7.8 million short tons of goods moving through the port annually and Ohio is the 6th leading state in the nation for U.S. waterborne traffic. The BCR for this deep draft commercial harbor is 19.72. The main commodities received at Lorain Harbor are iron ore, limestone, and gypsum. The iron ore is destined for Republic Steels steel mill located near the head of navigation on the Black River. The limestone goes to the steel mill and various docks on the Black River for usage in the construction trades. Foreseeable iron ore and stone receipts at the harbor will be approximately 1,300,000 and 450,000 tons respectively. Gypsum receipts totaled 106,000 tons in 2001. Approximately 1,800 jobs are directly dependent on shipment of these three commodities alone. The harbor also provides safe harborage for the U.S. Coast Guard as well as protected water for recreational boaters.

O&M	LRD	LRB	LORAIN HARBOR, OH	3	\$280	DD	19.72	0	6700	3261140	Without a completed DMMP sufficient CDF space will not be available resulting in stoppage of maintenance dredging activities. This will result in jeopardizing the long term viability of the harbor and could result in its closure. Many of the 1,800 jobs which are directly dependent on shipment of the harbor's three top commodities could be jeopardized if companies had to relocate or be forced to shut down due to closing of the harbor. The steel and stone industries would especially be hit hard.	Funding is for completion of an environmental assessment and DMMP, required before E&D and construction of a new CDF can begin. The current CDF will be filled to capacity when the next dredging cycle is complete. A strong candidate for a new CDF has been identified with an excess of 20 years of capacity. Also, as part of the DMMP effort, the City of Lorain has expressed an interest in a Section 204 Aquatic System Restoration Project that could beneficially use up to 10 years worth of dredged material.	Lorain Harbor is the 67th busiest port in the nation in terms of tonnages with an average of over 7.8 million short tons of goods moving through the port annually and Ohio is the 6th leading state in the nation for U.S. waterborne traffic. The BCR for this deep draft commercial harbor is 19.72. The main commodities received at Lorain Harbor are iron ore, limestone, and gypsum. The iron ore is destined for Republic Steels steel mill located near the head of navigation on the Black River. The limestone goes to the steel mill and various docks on the Black River for use in the construction trades. Foreseeable iron ore and stone receipts at the harbor will be approximately 1,300,000 and 450,000 tons respectively. Gypsum receipts totaled 106,000 tons in 2001. Approximately 1,800 jobs are directly dependent on shipment of these three commodities alone. The harbor also provides safe harborage for the U.S. Coast Guard as well as protected water for recreational boaters.
O&M	LRD	LRB	LORAIN HARBOR, OH	3	\$450	DD	19.72	0	6700	3261140	Failure to complete this work will result in unacceptable increased wave activity within the harbor, making it unsafe for both commercial and recreational users. Commercial ship groundings and collisions, as well as capsizing of recreational vessels, within the harbor entrance are likely during storms. It will also result in damages to structures within the harbor and along the harbor's shoreline. Floating debris within the harbor may cause damage to commercial and recreational vessels. Many of the 1,800 jobs which are directly dependent on shipment of the harbor's three top commodities could be jeopardized if companies had to relocate or be forced into seeking alternative transportation methods due to unsafe harbor conditions.	Work includes the structural repair of approximately 275 lineal feet of severely deteriorated East Breakwater by floating plant to maintain the structural integrity of the breakwater, and ensure that the structure continues to function properly. Breakwater repair is required on both the lakeward and landward sides of the structure. An inspection and evaluation done in 2004 in accordance with the Repair, Evaluation, Maintenance and Rehabilitation Research Program (REMRR) resulted in a breakwater structural condition index of only 16.61 out of 100, which indicates an urgent need for immediate repair. Work also includes snagging and clearing using floating plant in support of the harbor's commercial users. Costs include \$200,000 for stone contracts, \$640,000 for floating plant and support, and \$50,000 for snagging and clearing.	Lorain Harbor is the 67th busiest port in the nation in terms of tonnages with an average of over 7.8 million short tons of goods moving through the port annually and Ohio is the 6th leading state in the nation for U.S. waterborne traffic. The BCR for this deep draft commercial harbor is 19.72. The main commodities received at Lorain Harbor are iron ore, limestone, and gypsum. The iron ore is destined for Republic Steels steel mill located near the head of navigation on the Black River. The limestone goes to the steel mill and various docks on the Black River for use in the construction trades. Foreseeable iron ore and stone receipts at the harbor will be approximately 1,300,000 and 450,000 tons respectively. Gypsum receipts totaled 106,000 tons in 2001. Approximately 1,800 jobs are directly dependent on shipment of these three commodities alone. The harbor also provides safe harborage for the U.S. Coast Guard as well as protected water for recreational boaters.
O&M	LRD	LRB	LORAIN HARBOR, OH	3	\$215	DD	19.72	0	6700	3261140	If the existing CDF is not raised there will not be sufficient capacity to confine contaminated sediments from maintenance dredging. Dredging work would either have to cease, possibly resulting harbor closure to commercial users, or an alternate CDF site would have to be found resulting in higher maintenance costs. The additional transportation costs alone of moving the dredged material by scow to Huron Harbor, the nearest alternate site, will cost an additional \$4.82 per cubic yard for the required estimated 180,00 CY of material. This will result in an increase in dredging costs of at least \$867,600. Not dredging over a long period will result in closure of the harbor and loss of steel and stone industries. Many of the 1,800 jobs which are directly dependent on shipment of the harbor's three top commodities could be jeopardized if companies had to relocate or be forced to shut down due to closing of the harbor. Repair of the existing CDF rubblemound berm is necessary to maintain integrity of the physical barrier preventing migration of potentially harmful material back into Lake Erie.	Work includes \$110,000 to raise the existing CDF four feet by constructing an earth berm to provide additional interim capacity of 400,000 CY while a new disposal site is identified and constructed. The remaining \$105,000 requested is for maintenance and repair of the deteriorating rubblemound berm enclosing the CDF by District floating plant.	Lorain Harbor is the 67th busiest port in the nation in terms of tonnages with an average of over 7.8 million short tons of goods moving through the port annually and Ohio is the 6th leading state in the nation for U.S. waterborne traffic. The BCR for this deep draft commercial harbor is 19.72. The main commodities received at Lorain Harbor are iron ore, limestone, and gypsum. The iron ore is destined for Republic Steels steel mill located near the head of navigation on the Black River. The limestone goes to the steel mill and various docks on the Black River for use in the construction trades. Foreseeable iron ore and stone receipts at the harbor will be approximately 1,300,000 and 450,000 tons respectively. Gypsum receipts totaled 106,000 tons in 2001. Approximately 1,800 jobs are directly dependent on shipment of these three commodities alone. The harbor also provides safe harborage for the U.S. Coast Guard as well as protected water for recreational boaters.
O&M	LRD	LRE	LUDINGTON HARBOR, MI	3	\$522	LDD	99.9	0	490		Commercial vessels forced to light load or partially unload at other port resulting in higher cost of shipping. Local and regional impacts. Safety impacts.	Provides service for deep draft commercial industry. Destination Port for Milwaukee high speed car ferry which began operations in 2004.	Condition surveys, structure surveys, in-house structure repairs and real estate activities. Supports U.S. Coast Guard Station, car ferry, power plant and charter fishing.
O&M	LRD	LRE	LUDINGTON HARBOR, MI	3	\$7	LDD	99.9	0	851000			ensure justified level of service	
O&M	LRD	LRE	MANISTEE HARBOR, MI	3	\$52	DD	99.9	0	1457		Commercial vessels forced to light load or partially unload at other port resulting in higher cost of shipping. Local and regional impacts. Safety impacts. Several vessels grounded in spring of 2004.	Provides service for deep draft commercial industry. Low cost alternative transportation.	Funds condition surveys, structure survey, and minor repairs. Supports U.S. Coast Guard Station, Cruise ships and charter fishing. Congressional interest. Rapidly expanding demand for commercial shipping.
O&M	LRD	LRE	MANISTEE HARBOR, MI	3	\$95	DD	86.2	0	1457		Breakwater will continue to deteriorate resulting in more costly/major repairs in the future.	Ordinary and routine scheduled maintenance.	Repairs to South Breakwater by government plant. Sediment sampling. Supports U.S. Coast Guard Station, Cruise ships and charter fishing. Congressional interest. Rapidly expanding demand for commercial shipping.
O&M	LRD	LRE	MANISTEE HARBOR, MI	3	\$29	DD	99.9	0	1457			ensure justified level of service	
O&M	LRD	LRE	MANISTEE HARBOR, MI	3	\$656	DD	12.5	0	1457			ensure justified level of service	
O&M	LRD	LRE	MANISTIQUE HARBOR, MI	3	\$89	LDD	1.4	0	2000			ensure justified level of service	
O&M	LRD	LRE	MANITOWOC HARBOR, WI	3	\$72	LDD	99.9	0	422		Commercial vessels forced to light load or partially unload at other port resulting in higher cost of shipping. Local and regional impacts. Safety impacts.	Provides service for deep draft commercial industry/boat building industry. Low cost alternative transportation.	Funds condition surveys, structure survey, and minor repairs. Congressional interest. Supports Cruise and Charter industries.
O&M	LRD	LRE	MANITOWOC HARBOR, WI	3	\$603	LDD	32.3	0	422		Boatbuilding interest unable to launch boats. Commercial vessels forced to light load resulting in higher cost of shipping. Local and regional impacts. Safety impacts. Substructure exposed to Lake Michigan ice and wave forces if stone replenishment not accomplished.	Provides Federal shipping channel at authorized depth and required navigation structures for deep draft commercial navigation industry.	Maintenance dredging of critical shoals. Repairs to the North breakwater by government plant. Congressional interest. Supports Cruise and Charter industries.
O&M	LRD	LRE	MANITOWOC HARBOR, WI	3	\$123	LDD	99.9	0	363000			ensure justified level of service	
O&M	LRD	LRE	MANITOWOC HARBOR, WI	3	\$5	LDD	99.9	0	363000			ensure justified level of service	
O&M	LRD	LRE	MARQUETTE HARBOR, MI	3	\$183	LDD	17.5	0	923		Breakwater will continue to deteriorate resulting in more costly/major repairs in the future.	Ordinary and routine scheduled maintenance.	Repairs to breakwater, sections E & F. Supports U.S. Coast Guard Station.
O&M	LRD	LRE	MARQUETTE HARBOR, MI	3	\$25	LDD	45.9	0	923			ENSURE JUSTIFIED LEVEL OF SERVICE	
O&M	LRD	LRE	MENOMINEE HARBOR, MI & WI	3	\$1,001	LDD	4.1	0	225			ensure justified level of service	
O&M	LRD	LRC	MICHIGAN CITY HARBOR, IN	3	\$266	LDD					No activities in this project/port are funded; no further effort to plan channel dredging or maintain the breakwaters	Funds development of DMMP for project.	This deep draft harbor and Trail Creek channel has been maintained at a reduced draft level for many years because of commercial fishing. However, it is now essentially a recreational harbor and only provides safe refuge for tugs towing barges to Muskegon, MI from Calumet Harbor, IL.
O&M	LRD	LRC	MICHIGAN CITY HARBOR, IN	3	\$865	LDD					Harbor entrance shoaling builds and within 1 year closes harbor to all traffic.	Dredge channel entrance for port navigation interests.	Funds for P&S and dredging of the hbr entrance to ensure the harbor is available 90% to users. Entrance was last dredged in Apr03. Sediments in the hbr entrance are suitable for beach nourishment. This is a deep draft harbor of safe refuge for barges traveling along the eastern shore to MI ports; MI City Hbr also has a Coast Guard search and rescue station.
O&M	LRD	LRE	MILWAUKEE HARBOR, WI	3	\$279	DD	83.3	0	3123		Commercial vessels forced to light load or partially unload at other port resulting in higher cost of shipping. Local and regional impacts. Safety impacts.	Provides service for deep draft commercial industry/high speed Lake Michigan Car Ferry. Low cost alternative transportation.	Funds condition surveys for navigation, structure inspections and maintenance of the dredge disposal facility. Supports U.S. Coast Guard, Cruise ships, Car Ferry, Charter fishing, and commercial fishing industry. Congressional interest.
O&M	LRD	LRE	MILWAUKEE HARBOR, WI	3	\$281	DD	20.7	0	3123		Commercial vessels forced to light load resulting in higher cost of shipping. Local and regional impacts. Safety impacts. Substructure exposed to Lake Michigan ice and wave forces if stone replenishment not accomplished.	Provides Federal shipping channel at authorized depth and required navigation structures for deep draft commercial navigation industry.	Dredge critical shoals and repairs to South breakwater by government plant. Supports U.S. Coast Guard, Cruise ships, Car Ferry, Charter fishing, and commercial fishing industry. Congressional interest.
O&M	LRD	LRE	MILWAUKEE HARBOR, WI	3	\$145	DD	99.9	0	3120000			ensure justified level of service	
O&M	LRD	LRE	MILWAUKEE HARBOR, WI	3	\$2,638	DD	8.8	0	3120000			ensure justified level of service	

O&M	LRD	LRP	MONONGAHELA RIVER, PA	3	\$3,193	WW			38240	9837687	LOCKS WILL NOT BE MAINTAINED OR UPDATED TO FULFILL AUTHORIZED PURPOSES. TRAFFIC WILL HALT, INDUSTRY WILL CLOSE AND INTEGRITY OF LOCK AND DAM CANNOT BE ASSURED.	THE MAINTENANCE AND SAFETY MONITORING AND ANALYSIS OF 9 NAV. PROJECTS.	THIS ALSO REFLECTS THE GROWING BACKLOG MAINT OF THE PROJECTS IN THE DISTRICT. MAINT REQUIREMENTS AT AGING LOCKS CONTINUE TO ESCALATE DUE TO AGE & LIFE SPAN OF PAST REHABILITATIONS. MAINT WORK AT OTHER LOCATIONS HAS BEEN REDIRECTED TO COVER HOMELAND SECURITY PACKAGES WHICH PROHIBITS US FROM PERFORMING NECESSARY MAINT AND CONTINUES TO INCREASE OUR BACKLOG MAINT REQUIREMENT.
O&M	LRD	LRE	MONROE HARBOR, MI	3	\$92	DD	64.9	0	1009		Commercial vessels forced to light load or partially unload at other port resulting in higher cost of shipping. Local and regional impacts. Safety impacts.	Provides service for deep draft commercial industry. Low cost alternative transportation.	Funds condition surveys. Supports power plant and charter fishing.
O&M	LRD	LRE	MONROE HARBOR, MI	3	\$270	LDD							
O&M	LRD	LRE	MUSKEGON HARBOR, MI	3	\$34	DD	99.9	0	2186		Commercial vessels forced to light load or partially unload at other port resulting in higher cost of shipping. Local and regional impacts. Safety impacts.	Provides service for deep draft commercial industry. Low cost alternative transportation.	Funds condition surveys. Supports Cruise Ships, commercial fishing, charter fishing, U.S. Coast Guard Station.
O&M	LRD	LRE	MUSKEGON HARBOR, MI	3	\$163	DD	18.7	0	2050000			ensure justified level of service	
O&M	LRD	LRE	NEW BUFFALO HARBOR, MI	3	\$2,789	SD	1.5	0				ensure justified level of service	
O&M	LRD	LRE	OCONTO HARBOR, WI	3	\$753	LDD	1	0				ensure justified level of service	
O&M	LRD	LRL	OHIO RIVER LOCKS AND DAMS, KY, IL, IN & OH	3	\$13,500	WW	29.8	29.8	173000	117000000	Failure to fund increases the chances for breakdowns and unscheduled failures, as well as allowing problems to further deteriorate, increasing the costs for maintenance and repairs.	This increment consists of lock and dam maintenance items which are necessary to assure long term reliability of locks and dams, and to prevent problems from becoming more costly and increasing the likelihood of breakdowns and unscheduled disruptions.	This increment represents a large portion of the maintenance backlog. The longer these items are left unfunded, the greater the cost of performing these necessary repairs becomes.
O&M	LRD	LRP	OHIO RIVER LOCKS AND DAMS, PA, OH & WV	3	\$3,480	WW			68811	34287731	LOCKS WILL NOT BE MAINTAINED OPERATIONAL TO FULFILL AUTHORIZED PURPOSES. TRAFFIC WILL HALT, INDUSTRY WILL CLOSE AND INTEGRITY OF LOCK AND DAM CANNOT BE ASSURED.	THE MAINTENANCE AND PHYSICAL INTEGRITY OF 6 NAV PROJECTS.	THIS ALSO REFLECTS THE GROWING BACKLOG MAINTENANCE OF THE PROJECTS ON THE OHIO RIVER. MAINTENANCE REQUIREMENTS AT EMSWORTH, DASHIELDS AND MONTGOMERY (EDM) CONTINUE TO ESCALATE DUE TO AGE AND TIME LIFE OF PAST REHABILITATIONS. MAINT WORK AT OTHER LOCATIONS HAS BEEN REDIRECTED TO COVER HOMELAND SECURITY PACKAGES WHICH PROHIBITS US FROM PERFORMING NECESSARY MAINT AND CONTINUES TO INCREASE OUR BACKLOG MAINT REQUIREMENT.
O&M	LRD	LRH	OHIO RIVER LOCKS AND DAMS, WV, KY & OH	3	\$7,065	WW	99.999	99.999	104615	55108777	Safety; security monitor	The maintenance, safety, physical integrity and security monitoring for 6 nav projects.	This also reflects the growing backlog maintenance of the projects on the Ohio River. Includes Meldahl assembly pier (\$1M), packages to accelerate or initiate miter gate replacements at Meldahl (4 pkgs @ \$1M each), repairs to highway bridge over Greenup in danger of failure (\$1M) Cum costs for all project purposes. BCR = 127.8:1; RBRCR = 127.8:1 COM TON actual=104,614,500; SYS TON (listed as trip ton-miles in U.S. Waterway System Transportation Facts) actual=55,108,776,490. NED BEN for 1-yr only and only navigation benefits for total project.
O&M	LRD	LRH	OHIO RIVER LOCKS AND DAMS, WV, KY & OH	3	\$442	WW	99.999	99.999	104615	55108777	ERGO	Continued operation and environmental/safety monitoring and analysis of 6 nav. projects	The operating schedule and levels of service of the projects on the Ohio River have been closely watched with efficiencies taken as necessary. The requested funds are to maintain services and to successfully monitor and analyze data to maintain the integrity of the projects and environmental compliance that fall above the imposed operating account caps. Cum costs for all project purposes. BCR = 2042.6:1; RBRCR = 2042.6:1 COM TON actual=104,614,500; SYS TON (listed as trip ton-miles in U.S. Waterway System Transportation Facts) actual=55,108,776,490. NED BEN for 1-yr only and only navigation benefits for total project.
O&M	LRD	LRL	OHIO RIVER OPEN CHANNEL WORK, KY, IL, IN & OH	3	\$1,402	WW	99.999	99.999	173000	117000000	A lack of habitat monitoring for endangered species could jeopardize open channel dredge work by depriving the Corps of the necessary data necessary to avoid damage to these areas while performing necessary dredging. This could result in disruption of dredging and cause a negative impact to shipping. Maintenance of project owned equipment covers the cost to operate, maintain and repair boats and electronic hydrographic surveying equipment necessary to provide surveys to establish dredging locations and monitor completed work. Reconstruction of the Evansville Dike would dramatically decrease maintenance dredging requirements in this area, which now requires dredging almost every year. On average this could provide savings on the order of \$200k or more per year. Failure to fund will cause continued spending of these funds in perpetuity to keep the channel open.	This increment includes funding necessary to monitor habitat of endangered mussels and least terns which exist along the Ohio River, maintenance of operating equipment, dredging of the navigation channel at locations unsuitable for large cutterhead dredge operations, and reconstruction of the Evansville Dike.	The package for reconstruction of the Evansville Dike has been examined in detail, and would be an investment which could eliminate the need for frequent dredging in problem area. This investment could pay for itself in 4 or 5 years and continue to benefit Ohio River navigation for another 50 years or more.
O&M	LRD	LRP	OHIO RIVER OPEN CHANNEL WORK, PA, OH & WV	3	\$520	WW			68811	34287731	DRIFT BUILD UP WILL DAMAGE TO OPERATING EQUIPMENT AND CAUSE DELAYS TO NAVIGATION.	DRIFT AND DEBRIS REMOVAL FROM GATES AND VALVES AT 6 NAV. PROJECTS.	THE REQUESTED FUNDS ARE THE MINIMUM AMOUNTS NEEDED TO MAINTAIN THE OPERATING CAPABILITY OF THE PROJECTS.
O&M	LRD	LRP	OHIO RIVER OPEN CHANNEL WORK, PA, OH & WV	3	\$58	WW			68811	34287731	IF PROPER CHANNEL DEPTHS ARE NOT MAINTAINED THE WATERWAY INDUSTRY WILL NOT BE ABLE TO MOVE PRODUCT AND WILL INCUR EXTENSIVE DAMAGE TO VESSELS.	DREDGING OF POOL CHANNELS AND APPROACHES AT 6 NAV. PROJECTS.	DREDGING MUST BE DONE ON A REGULAR BASIS TO MAINTAIN THE CHANNEL. IF NOT DONE, IT WILL NEGATIVELY AFFECT THE TOWING INDUSTRIES ABILITY TO EFFECTIVELY MOVE COMMERCIAL TONNAGE.
O&M	LRD	LRH	OHIO RIVER OPEN CHANNEL WORK, WV, KY & OH	3	\$500	WW	99.999	99.999	104615	55108777	Failure to fund this package removes District's capability to provide necessary nav ops functions on the middle of main-stem Ohio; including mgmt of dredging contracts, channel survey, Notice for Navigation and navigation charts, and env. compliance.	Funds ops work for contract oversight, survey channel condition, Notice to Navigation, permit compliance, sunken vessel monitoring, and environmental compliance for dredging program.	Only funds ops work for Ohio R incl contract oversight, survey channel condition, Notice to Navigation, permit compliance, sunken vessel monitoring, and environmental compliance for dredging program.
O&M	LRD	LRN	OLD HICKORY LOCK AND DAM, TN	3	\$300	WW			4200	1101975			Potential Loss of Service, Long Term Maintenance Not Accomplished/Continued Deterioration of Facility.
O&M	LRD	LRE	ONTONAGON HARBOR, MI	3	\$158	LDD	7.6	0	112		Commercial vessels forced to light load or partially unload at other port resulting in higher cost of shipping. Local and regional impacts. Safety impacts.	Provides service for deep draft commercial industry. Low cost alternative transportation.	Condition surveys, structure surveys and real estate activities. Supports power plant and charter fishing.
O&M	LRD	LRE	ONTONAGON HARBOR, MI	3	\$526	LDD	2.3	0	112		Commercial vessels forced to light load resulting in higher cost of shipping. Local and regional impacts. Safety impacts. Without riprap protection substructure will be subjected to Lake Superior wave and ice forces resulting in accelerated wear on structure.	Provides Federal shipping channel at authorized depth and required navigation structures for deep draft commercial navigation industry.	Annual dredging of critical shoals. Repair of west breakwater Section A by government plant. Supports power plant and charter fishing.
O&M	LRD	LRE	ONTONAGON HARBOR, MI	3	\$1,117	LDD	1	0	112			ensure justified level of service	
O&M	LRD	LRB	OSWEGO HARBOR, NY	3	\$500	LDD	16.69	0	324	56793	Failure to complete this work will result in unacceptable increased wave activity within the harbor, making it unsafe for both commercial and recreational users. Commercial ship groundings and collisions, as well as capsizing of recreational vessels, within the harbor entrance are likely during storms. It will also result in damages to structures within the harbor and along the harbor's shoreline. Many of the 100 jobs which are directly dependent on shipment of the harbor's three top commodities could be jeopardized if companies had to relocate or be forced into seeking alternative transportation methods due to unsafe harbor conditions.	Funding is for making structural repairs to the West Arrowhead Breakwater by floating plant. This breakwater has major structural deterioration. The repair is planned to be completed in staged operations beginning with underwater foundation rebuilding in FY05. Beginning in FY06 the seriously deteriorated crown would be rebuilt on top of the new foundation. A repaired crown could be made on 250 feet of wall for the requested funding. An inspection and evaluation done in August 2003 in accordance with the Repair, Evaluation, Maintenance and Rehabilitation Research Program (REMRR) resulted in a breakwater structural condition index of only 19.1 out of 100, which indicates an urgent need for immediate repair. Two sections had the lakeside armor and core stone completely missing. Costs include \$135,000 for stone contracts, \$285,000 for floating plant and support, and \$80,000 for mobilization/demobilization.	Oswego Harbor has an average of 393,000 short tons of goods move through the port annually. The BCR for this deep draft commercial harbor is 16.69. The top three commodities shipped through Oswego Harbor in 2002 in tons were petroleum (106,000), cement (151,000), and salt (34,000). The cement is destined for Lafarge Cement, which services local building trades. The petroleum products (fuel oil) are destined for the Niagara Mohawk steam generating plant at the western end of the harbor. Salt is used for local road deicing. Approximately 100 jobs are directly dependent on shipment of these commodities alone. The harbor also provides safe harborage for the U.S. Coast Guard as well as protected water for recreational boaters.

O&M	LRD	LRB	OSWEGO HARBOR, NY	3	\$845	LDD	16.69	0	324	56793	REDUCTION/LOSS OF COMMERCIAL CAPACITY, LOCAL AND REGIONAL IMPACTS, SAFETY IMPACTS, POTENTIAL FAILURE TO MEET TIER II PERFORMANCE GOALS	DEEP DRAFT COMMERCIAL PORT - ENVIRONMENTALLY FRIENDLY, LOW COST TRANSPORTATION	INTEGRAL TO REGIONAL CONSTRUCTION TRADE. PROVIDES SAFE REFUGE FOR SMALL CRAFT FROM STORM. COSTS INCLUDE MAINTENANCE DREDGING (\$400K), STRUCTURE REPAIR EASTR ARROWHEAD BREAKAWATER (\$400K) AND HARBOR INSPECTIONS AND ANALYSIS (\$45K)	
O&M	LRD	LRE	PENTWATER HARBOR, MI	3	\$209	LDD	2.3	0				ensure justified level of service		
O&M	LRD	LRE	PENTWATER HARBOR, MI	3	\$20	LDD	23.7	0				ensure justified level of service		
O&M	LRD	LRE	PETOSKEY HARBOR, MI	3	\$245	SD	3.1	0				ENSURE JUSTIFIED LEVEL OF SERVICE		
O&M	LRD	LRE	POINT LOOKOUT HARBOR, MI	3	\$352	SD	2.1	0				ensure justified level of service		
O&M	LRD	LRE	PORT AUSTIN HARBOR, MI	3	\$730	SD	1.1	0				ENSURE JUSTIFIED LEVEL OF SERVICE		
O&M	LRD	LRE	PORT SANILAC HARBOR, MI	3	\$423	SD	2.1	0				ensure justified level of service		
O&M	LRD	LRE	PORT WASHINGTON HARBOR, WI	3	\$20	LDD	99.9	0	354		Commercial vessels forced to light load or partially unload at other port resulting in higher cost of shipping. Local and regional impacts. Safety impacts.	Provides service for deep draft commercial industry. Low cost alternative transportation.	Condition surveys, structure surveys and real estate activities. Supports power plant and charter fishing.	
O&M	LRD	LRE	PORT WASHINGTON HARBOR, WI	3	\$193	LDD	42	0	354		Substructure exposed to Lake Michigan ice and wave forces if stone replenishment not accomplished.	Ordinary and routine scheduled maintenance.	Repairs to North breakwater Sections B, C and D-1 by government plant. Supports power plant and charter fishing.	
O&M	LRD	LRE	PORT WASHINGTON HARBOR, WI	3	\$1,009	LDD	8	0	447000			ensure justified level of service		
O&M	LRD	LRE	PORT WING HARBOR, WI	3	\$271	LDD	2.8	0				ENSURE JUSTIFIED LEVEL OF SERVICE		
O&M	LRD	LRE	PORTAGE LAKE HARBOR, MI	3	\$184	LDD	3.3	0	4000			ensure justified level of service		
O&M	LRD	LRH	PORTSMOUTH HARBOR, OH	3	\$10	LW	0	0	0	0	0	Survey necessary to identify locations where channel depth is compromised and to target dredging operations where most effective.	Survey channel depth to identify areas of need and hazard, recreation harbor	Under past agreement with State of Ohio, Corps surveys and dredges approach between Ohio River and the harbor, while the State dredges the harbor. There is no commercial tonnage at this harbor. Cumulative NED benefits not available. Cum costs for all project purposes
O&M	LRD	LRH	PORTSMOUTH HARBOR, OH	3	\$108	LW	0	0	0	0	0		Dredge channel to maintain authorized depth.	Project normally dredged once every two years. Last time dredging occurred was FY 03. No funds requested for FY 04 or FY 05. Sediment loads in past mean channel depth may be lost in the project during budget year without dredging. Amounts for OM COST not adjusted to current dollars. Cumulative NED benefits not available. Cum costs for all project purposes.
O&M	LRD	LRE	PRESQUE ISLE HARBOR, MI	3	\$144	DD	21.3	0	10593		Without riprap protection substructure will be subjected to Lake Superior wave and ice forces resulting in accelerated wear on structure.	Routine scheduled maintenance.	Repairs to North breakwater by government plant. Large exports of iron ore and coal. Supports charter fishing.	
O&M	LRD	LRE	PRESQUE ISLE HARBOR, MI	3	\$277	LDD	11.1	0	10095			ENSURE JUSTIFIED LEVEL OF SERVICE		
O&M	LRD	LRE	PROJECT CONDITION SURVEYS, MI	3	\$107	PCS						ENSURE JUSTIFIED LEVEL OF SERVICE		
O&M	LRD	LRB	ROCHESTER HARBOR, NY	3	\$75	LDD	12.63	0	150	14722	DISRUPTION OF MONITORING CYCLE, IMMEDIATE IMPACTS ON OUTYEAR MAINTENANCE DREDGING ACTIVITIES	DEEP DRAFT COMMERCIAL PORT - ENVIRONMENTALLY FRIENDLY, LOW COST TRANSPORTATION	INTEGRAL TO REGIONAL CONSTRUCTION TRADE. PROVIDES SAFE REFUGE FOR SMALL CRAFT FROM STORM. PROVIDES SAFE HARBORAGE FOR INTERNATIONAL FAST FERRY OPERATIONS. COSTS INCLUDE SEDIMENT SAMPLING AND ANALYSIS (\$65K) AND REAL ESTATE FUNCTIONS (\$10K)	
O&M	LRD	LRB	ROCHESTER HARBOR, NY	3	\$850	LDD	12.63	0	150	14722	REDUCTION/LOSS OF COMMERCIAL CAPACITY, LOCAL AND REGIONAL ECONOMIC IMPACTS	DEEP DRAFT COMMERCIAL PORT - ENVIRONMENTALLY FRIENDLY, LOW COST TRANSPORTATION	INTEGRAL TO REGIONAL CONSTRUCTION TRADE. PROVIDES SAFE REFUGE FOR SMALL CRAFT FROM STORM. PROVIDES SAFE HARBORAGE FOR INTERNATIONAL FAST FERRY OPERATIONS. COSTS INCLUDE MAINTENANCE DREDGING (\$820K) AND HARBOR INSPECTIONS AND ANALYSIS (\$30K)	
O&M	LRD	LRE	ROUGE RIVER, MI	3	\$105	DD	99.9	0	10016		Commercial vessels forced to light load or partially unload at other port resulting in higher cost of shipping. Local and regional impacts. Safety impacts.	Provides service for deep draft commercial industry. Low cost alternative transportation.	Funds condition surveys. Supports steel and auto industries.	
O&M	LRD	LRE	ROUGE RIVER, MI	3	\$155	DD	99.9	0	9843000			ensure justified level of service		
O&M	LRD	LRE	SAGINAW RIVER, MI	3	\$1,139	DD	23.4	0	5820		The upper Saginaw River has not been maintained in several years due to the lack of a CDF. Construction of a CDF is anticipated to start in FY 2005 with local participation. Saginaw River has had several vessel groundings in the last two years due to inadequate channel depths.	Saginaw River is in the top fifty busiest ports in the nation in terms of tonnage with an annual average of 5.4 million tons shipped annually. Major commodities imported and exported include aggregates, coal, cement and fuel oil. The U.S. Coast Guard has search and rescue operations stationed in the harbor.	This work would include the completion of a continuing contract for construction of an upper river CDF and dredging of the upper river. Additional work includes the annual dredging of the Lower River and bay to provide restricted access to the harbor. Supports U.S. Coast Guard and charter fishing. Congressional interest.	
O&M	LRD	LRE	SAGINAW RIVER, MI	3	\$166	DD	99.9	0	5820			ENSURE JUSTIFIED LEVEL OF SERVICE		
O&M	LRD	LRE	SAGINAW RIVER, MI	3	\$22	DD			5820					
O&M	LRD	LRB	SANDUSKY HARBOR, OH	3	\$105	DD	8.62	0	4500	1121172	DISRUPTION OF MONITORING CYCLE, IMMEDIATE IMPACTS ON OUTYEAR MAINTENANCE DREDGING ACTIVITIES, POTENTIAL SAFETY IMPACTS - 20TH MOST ACTIVE GREAT LAKES PORT	DEEP DRAFT COMMERCIAL PORT - ENVIRONMENTALLY FRIENDLY, LOW COST TRANSPORTATION	INTEGRAL TO NORTH AMERICAN ELECTRICAL POWER GENERATION. PROVIDES SAFE REFUGE FOR SMALL CRAFT FROM STORM. PROVIDES PROTECTION FOR COMMERCIAL, INDUSTRIAL & RESIDENTIAL SHORELINE DEVELOPMENT. COSTS INCLUDE SEDIMENT SAMPLING & ANALYSIS (\$50K), PCS (\$50K) AND REAL ESTATE FUNCTIONS (\$5K)	
O&M	LRD	LRE	SAUGATUCK HARBOR, MI	3	\$2,150	SD	0.6	0				ensure justified level of service		
O&M	LRD	LRE	SAXON HARBOR, WI	3	\$354	SD	2.1	0				ensure justified level of service		
O&M	LRD	LRE	SEBEWAING RIVER (ICE JAM REMOVAL), MI	3	\$7	SD	34.9	0	0		City floods resulting in substantial economic damages.	Remove annual ice jam at bridge.	Condition surveys and ice jam removal.	
O&M	LRD	LRE	SEBEWAING RIVER, MI	3	\$827	SD	0.5	0				ENSURE JUSTIFIED LEVEL OF SERVICE		
O&M	LRD	LRE	SEBEWAING RIVER, MI	3	\$10	SD	41.9	0				ENSURE JUSTIFIED LEVEL OF SERVICE		
O&M	LRD	LRE	SHEBOYGAN HARBOR, WI	3	\$44	LDD	66.6	0			Shoaling is causing safety hazard in Federal Channel.	Provide service for recreational vessels. Large recreational boating population.	Condition surveys, structure surveys and real estate activities. Supports U.S. Coast Guard, charter fishing and Cruise ship industry. Congressional interest. Considerable investment in area.	
O&M	LRD	LRE	SHEBOYGAN HARBOR, WI	3	\$10	LDD	99.9	0	0		Pier railings and safety ladders will continue to rust and deteriorate.	Ordinary and routine scheduled maintenance.	Routine ladder and railing maintenance. City has constructed a major beautification project around COE breakwaters and piers. COE structure is in obvious need of painting.	
O&M	LRD	LRE	SHEBOYGAN HARBOR, WI	3	\$2,810	LDD	1	0				ENSURE JUSTIFIED LEVEL OF SERVICE		
O&M	LRD	LRE	SOUTH HAVEN HARBOR - MITIGATION OF SHORE DAMAGE, MI	3	\$638	LDD								
O&M	LRD	LRE	SOUTH HAVEN HARBOR, MI	3	\$144	LDD	1	0				ensure justified level of service		
O&M	LRD	LRE	ST CLAIR RIVER, MI	3	\$35	LDD	99.9	0	78944			ensure justified level of service		
O&M	LRD	LRE	ST JAMES HARBOR, MI	3	\$162	SD	1.6	0	20000			ENSURE JUSTIFIED LEVEL OF SERVICE		
O&M	LRD	LRE	ST JOSEPH HARBOR - MITIGATION OF SHORE DAMAGE, MI	3	\$615	LDD	22.6	0	638000			ENSURE JUSTIFIED LEVEL OF SERVICE		
O&M	LRD	LRE	ST JOSEPH HARBOR, MI	3	\$242	LDD	67.8	0	601		Commercial vessels forced to light load or partially unload at other port resulting in higher cost of shipping. Local and regional impacts. Safety impacts. Groundings reported this year.	Provides service for deep draft commercial industry. Low cost alternative transportation.	Funds condition surveys for navigation and monitoring of dredge material. Supports U.S. Coast Guard and Charter Fishing. Congressional interest.	
O&M	LRD	LRE	ST JOSEPH HARBOR, MI	3	\$917	LDD	11.8	0	601		The harbor requires annual maintenance dredging to provide limited vessel service. Cement, aggregates and salt are imported into the harbor. There is no direct rail link to current harbor users. Commercial vessels forced to light load resulting in higher cost of shipping. Local and regional impacts. Safety impacts. Groundings will continue.	Major users of St. Joseph harbor include Kinney's Dock, Consumers Aggregate and LaFarge Cement.	The package would provide for the construction of an upland CDF and maintenance dredging for restricted access to the harbor. Dredge inner harbor and place in newly constructed upland disposal site. Supports U.S. Coast Guard and Charter Fishing. Congressional interest.	
O&M	LRD	LRE	ST JOSEPH HARBOR, MI	3	\$8	LDD	99.9	0	638000			ensure justified level of service		
O&M	LRD	LRE	ST JOSEPH HARBOR, MI	3	\$110	LDD	22.6	0	638000			ensure justified level of service		
O&M	LRD	LRE	ST MARYS RIVER, MI	3	\$206	DD	65.4	0	80331		Lock operations will have to be performed with outdated equipment no longer available on the open market.	Replacement and improvement of lock operation controls.	Lock controls need replacement and upgrades to allow for reliability and reduced maintenance costs in the future. Also, funding for development of plans and specs for new Poe Lock gate pintels. Supports U.S. Coast Guard Group Base, Cruise Ships, and Charter fishing. International border. Congressional interest.	
O&M	LRD	LRE	ST MARYS RIVER, MI	3	\$355	DD	27.6	0	79068000			ensure justified level of service		
O&M	LRD	LRE	ST MARYS RIVER, MI	3	\$2,254	DD	19.6	0	79068000			ensure justified level of service		

O&M	LRD	LRE	STURGEON BAY HARBOR AND LAKE MICHIGAN SHIP CANAL, WI	3	\$75	LDD	59.9	0	23		Commercial vessels forced to light load or partially unload at other port resulting in higher cost of shipping. Local and regional impacts. Safety impacts.	Provides service for deep draft commercial industry. Low cost alternative transportation.	Funds condition surveys, structure survey, and minor repairs. Supports U.S. Coast Guard, Charter fishing and commercial fishing. Congressional interest.
O&M	LRD	LRE	STURGEON BAY HARBOR AND LAKE MICHIGAN SHIP CANAL, WI	3	\$182	LDD	24.6	0	23		Substructure exposed to Lake Michigan ice and wave forces if stone replenishment not accomplished.	Ordinary and routine scheduled maintenance.	Repair north breakwater with government plant. Supports U.S. Coast Guard, shipbuilding and drydock industries.
O&M	LRD	LRE	STURGEON BAY HARBOR AND LAKE MICHIGAN SHIP CANAL, WI	3	\$590	LDD	7.6	0	95000			ensure justified level of service	
O&M	LRD	LRE	STURGEON BAY HARBOR AND LAKE MICHIGAN SHIP CANAL, WI	3	\$275	LDD	16.3	0	95000			ensure justified level of service	
O&M	LRD	LRB	STURGEON POINT HARBOR, NY	3	\$20	SD	99.999	0			REQUIRED BY LCA EXECUTED IN 1987	SHALLOW DRAFT RECREATIONAL/COMMERCIAL HARBOR MAINTENANCE	PACKAGE INCLUDES ANNUAL SAND BYPASSING (\$20K) REQUIRED UNDER LOCAL LCA
O&M	LRD	LRE	TAWAS BAY HARBOR, MI	3	\$1	SD	99.9	0				ensure justified level of service	
O&M	LRD	LRN	TENNESSEE RIVER, TN	3	\$315	WW			44000	24897997			Potential Loss of Service. Long Term Maintenance Not Accomplished/Continued Deterioration of Facility.
O&M	LRD	LRN	TENNESSEE RIVER, TN	3	\$786	WW			44000	24897997			Potential Loss of Service. Long Term Maintenance Not Accomplished/Continued Deterioration of Facility.
O&M	LRD	LRB	TOLEDO HARBOR, OH	3	\$100	DD	7.1	0	11100	5022000	Not having the Island 18 CDF available for placement of confined dredged material would result in an increase in dredging costs to Toledo Harbor of \$900,000. Material placed into Island 18 (from river mile 4 to river mile 2) is about \$1.50 per cubic yard less expensive if placed into Cell 2 (the main CDF disposal site at Toledo Harbor).	Stone repair work is needed to continue usage of the Island 18 CDF for placement of Toledo Harbor dredged material unsuitable for open lake disposal. Island 18 has a remaining capacity of about 600,000 cubic yards. Work includes Engineering and design for the repair of 500 lineal feet of severely deteriorated stone berm on the lakeward side of Island 18.	Toledo Harbor is the 50th busiest port in the nation in terms of tonnages with an average of over 11 million tons of goods moving through the port annually and, Ohio is the 6th leading state in the nation for U.S. waterborne traffic. The port is essential to the regional construction trade and regional road maintenance. Additionally, Toledo is a major overseas export port and key port for tramp ship container traffic and, provides safe harborage for Coast Guard activities. The BCR for this deep draft commercial harbor is 7.10. Toledo harbor handled the following tons of iron ore, coal and grains in 2002: 2,691,000, 4,467,000, and 1,162,000; respectively. The iron ore is shipped inland to AK Steel located in Middletown Ohio. The major users of coal are located in Hamilton, Ontario; Dearborn, Michigan; and Greenbay, Wisconsin. The grains are shipped through the St. Lawrence Seaway for export to overseas markets. Approximately 1,400 jobs are directly dependent on shipment of these three commodities alone. As a major Great Lakes hub for bulk cargo shipments, the Port of Toledo's impact on the local economy is in excess of \$500 million per year.
O&M	LRD	LRE	TWO HARBORS, MN	3	\$217	DD	36.6	0	14895000			ensure justified level of service	
O&M	LRD	LRE	TWO RIVERS HARBOR, WI	3	\$128	LDD	27.8	0	0		Substructure exposed to Lake Michigan ice and wave forces if stone replenishment not accomplished.	Ordinary and routine scheduled maintenance.	Develop plans and specs to repairs south pier and breakwater. Supports U.S. Coast Guard, commercial fishing and charter fishing.
O&M	LRD	LRE	TWO RIVERS HARBOR, WI	3	\$526	LDD	6.8	0	0			ensure justified level of service	
O&M	LRD	LRE	TWO RIVERS HARBOR, WI	3	\$23	LDD	99.9	0	0			ensure justified level of service	
O&M	LRD	LRC	WAUKEGAN HARBOR, IL	3	\$947	LDD			552		Trip & fall overboard hazard on pier to project visitors remains	Funds concrete resurfacing of section of S.Pier.	Although primarily a navigation structure, deteriorated concrete section of the south pier is a hazard on a daily basis to hundreds of fishermen and visitors on a prime access to the harbor. This funds an unexercised option of the south pier resurfacing contract completed in FY04.
O&M	LRD	LRE	WHITE LAKE HARBOR - MITIGATION OF SHORE DAMAGE, MI	3	\$90	LDD	9	0				ENSURE JUSTIFIED LEVEL OF SERVICE	
O&M	LRD	LRE	WHITE LAKE HARBOR, MI	3	\$161	LDD	10.9	0	0		Substructure exposed to Lake Michigan ice and wave forces if stone replenishment not accomplished.	Ordinary and routine scheduled maintenance.	Repair north and south piers and revetments by government plant.
O&M	LRD	LRE	WHITE LAKE HARBOR, MI	3	\$105	LDD	9	0				ensure justified level of service	
O&M	LRD	LRE	WHITEFISH POINT HARBOR, MI	3	\$155	SD	1.1	0				ensure justified level of service	
O&M	LRD	LRB	WILSON HARBOR, NY	3	\$670	SD	99.999	0			LOSS OF RECREATION CAPACITY, LOCAL ECONOMIC IMPACTS	SHALLOW DRAFT RECREATIONAL HARBOR MAINTENANCE	PACKAGE INCLUDES MAINTENANCE DREDGING (\$370K)
O&M	MVD	MVN	ATCHAFALAYA RIVER AND BAYOUS CHENE, BOEUF AND BLACK, LA	1	\$848	DD	0	0	2271	429000	SURVEYS NECESSARY TO REPORT CHANNEL CONDITIONS WITH FAILURE TO DO SO WOULD RESULT IN NUMEROUS GROUNDINGS.	CHANN COND SURVEYS BENEFICIAL USE MONITORING PLAN WATER COLLEC ANALYSIS RE MANGT	NO LOCKS-(PCT REDUCTION-DELAY COSTS COULD NOT CALCULATE), IMPROVE BENEFICIAL USE OF DREDGED MATERIAL AND LONG-TERM DISPOSAL MANAGEMENT PLANS.
O&M	MVD	MVN	ATCHAFALAYA RIVER AND BAYOUS CHENE, BOEUF AND BLACK, LA	1	\$15,100	DD	0	0	2271	429000	THE MORGAN CITY ECONOMY RELIES HEAVILY ON THIS CHANNEL FOR THE NAVIGATION OF SUPPLY BOATS MINISHIPS COMMERCIAL FISHING BOATS AND OIL GAS RIGS	DREDGE BAR & BAY CHANN HORSESHOE & BY CHENE, BOEUF & BLACK/INITIA HYDRO SUR BOOK, CHANNEL REQUIRED TO TRANSPORT RIGS	NO LOCKS-(PCT REDUCTION IN DELAY COSTS COULD NOT CALCULATE), PROVIDES ACCESS TO FABRICATION SHIPYARDS & THE PORT OF MORGAN CITY TO THE GULF OF MEXICO PROVIDES FUNDS TO CONSTRUCT PILOT PROJECTS THAT RESULTED FROM THE VALUE ENGINEERING STUDY ALTERNATIVES TO
O&M	MVD	MVN	CALCASIEU RIVER AND PASS, LA	1	\$9,032	DD	0	0	47522	28022	WILL NOT MEET PERFORMANCE MEASURE GOAL FOR NAVIGATION OR FLOOD DAMAGE REDUCTION	OPERATE SALTWATER BARRIER STRUCTURE, PERFORM ANNUAL DREDGING	PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS, OPERATION OF SALTWATER BARRIER IS CRITICAL FOR FLOOD DAMAGE REDUCTION THIS IS ALSO FOR (2) CRITICAL DREDGING CONTRACTS, THE BAR CHANNEL AND DEVIL'S ELBOW
O&M	MVD	MVM	CARUTHERSVILLE HARBOR, MO	1	\$23	SD	0	0	613	0	Req barges to light load to comp harbor closure.Sign impacts to econ & transp ind.Costly future restoration.	Provide operational activities only. (Surveys)	Port closure would have sign econ & social impacts to region.
O&M	MVD	MVM	ELVIS STAHR (HICKMAN) HARBOR, KY	1	\$40	SD	0	0	446	0	Req barges to light load to comp harbor closure.Sign impacts to econ & transp ind.Costly future restoration.	Provide operational activities only. (Surveys)	Closure of port would have significant econ & social impacts to region.
O&M	MVD	MVN	FRESHWATER BAYOU, LA	1	\$1,466	LW	0	0	961	28	WOULD GREATLY IMPACT OFFSHORE OIL BUSINESS AND COMMERCIAL FISHERMAN STRUCTURE ALSO PROVIDES FLOOD DAMAGE REDUCTION BENEFITS AND PREVENTS SALTWATER INTRUSION	OPERATE FRESHWATER BAYOU LOCK	PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS, THIS LOCK IS USUALLY BANKED NO. 1 IN THE NATION IN NUMBER OF COMMERCIAL LOCKAGES
O&M	MVD	MVN	GULF INTRACOASTAL WATERWAY, LA	1	\$12,913	WW	0	0	72410	46387000	WOULD DISRUPT THE INLAND NAVIGATION SYSTEM ACROSS THE SOUTHERN STATES OF THE US	OPERATE (6) NAVIGATION LOCKS	TBD-(PCT REDUCTION DELAY COSTS), ALSO INCLUDES MAINTENANCE FUNDS FOR FAIR WEAR AND TEAR FOR (6) LOCKS
O&M	MVD	MVN	GULF INTRACOASTAL WATERWAY, LA	1	\$6,193	WW	0	0	72410	46387000	WILL NOT MEET THE 95% CHANNEL AVAILABILITY PERFORMANCE MEASURE	PERFORM REQUIRED DREDGING AND STRUCTURE REPAIRS	TBD-(PCT REDUCTION DELAY COSTS), STRUCTURE REPAIRS INCLUDE PAINTING STOPLOGS REPAIR AND REPLACE DOLPHINS
O&M	MVD	MVM	HELENA HARBOR, PHILLIPS COUNTY, AR	1	\$30	HSD	0	0	1797	0	Req barges to light load to comp harbor closure.Sign impacts to econ & transp ind of area.Costly future restoration.	Provide operational activities only. (Surveys)	Port closure would have sign econ & social impacts to region.
O&M	MVD	MVN	HOUMA NAVIGATION CANAL, LA	1	\$253	LDD	0	0	409	48000	LACK OF CHANNEL MAINTENANCE WILL RESULT IN ECONOMIC HARDSHIP FOR THE AREA	MAINT CHAN USED BY PETROLEUM OIL MACHINERY & SEAFOOD INDUSTRIES FOR ACCESS TO GULF OF MEXICO	PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS, CHANNEL MAINTENANCE INCLUDES HYDROGRAPHIC SURVEY, ENVIRONMENTAL ASSESSMENTS RIGHT-OF-WAY FOR DREDGING AND DISPOSAL FOR PROJECT MISSION ACCOMPLISHMENT
O&M	MVD	MVR	ILLINOIS WATERWAY (MVR PORTION), IL & IN	1	\$16,917	WW	0	0	43000	43671974	System shuts down.	On site ops, dredging, maint contracts, preiodics, dam safety, I&E, Env Compl.	System ton miles in thousands. Shipper Savings \$509,122,082 (TVA Study). Meet minimum legal responsibilities for lock & dam operation, dredging, dam safety, periodics, instrumentation & continue contracts.
O&M	MVD	MVR	ILLINOIS WATERWAY (MVR PORTION), IL & IN	1	\$7,000	WW	0	0	43000	43671974	System shuts down.	On site maintenance, DMMP, water control and real estate.	System ton miles in thousands.Shipper Savings \$509,122,082 (TVA Study). Meet minimum legal responsibilities for water control, real estate dmmp, & continue maintenance for long term system availability.
O&M	MVD	MVS	ILLINOIS WATERWAY (MVS PORTION), IL & IN	1	\$1,040	WW	0	0	43000	43671974		Reduced / Minimal Dredging	Shipper Savings \$509,122,082 (TVA Study). Meet minimum legal responsibilities for lock and dam operation, dredging, dam safety, periodics, instrumentation and continue contracts.
O&M	MVD	MVK	J BENNETT JOHNSTON WATERWAY, LA	1	\$4,575	WW	1.4	10	3708	2486922	Navigation on the WW will be in jeopardy	Minimal O&M and Dredging on the WW for navigation.	contin minimal O&M and dredging on the ww to contin navigation of the project.
O&M	MVD	MVK	J BENNETT JOHNSTON WATERWAY, LA	1	\$4,297	WW	1.4	10	3708	2486922	Navigation on the WW in jeopardy.	Normal Dredging and O&M	Contin routine dredging and O&M to contin navigation of project.
O&M	MVD	MVS	KASKASKIA RIVER NAVIGATION, IL	1	\$780	LW	0	0	160	151128		Reduces Operations / Caretaker Status	Multipurpose: nav, environmental, and critical harbor of refuge. Recognized in strategic plan for watershed activities in partnerships with others.
O&M	MVD	MVN	MERMENTAU RIVER, LA	1	\$2,538	LW	0	0	736	79000	WOUT THESE STRUCTURES SALTWATER WOULD MIGRATE INTO MERMENTAU BASIN & DAMAGE AGRICULTURAL LANDS (PRIMARILY RICE) & FRAGILE WETLANDS & DESTROY THE LOCAL ECONOMY	OPERATIONS & MAINT OF CATFISH POINT & SCHOONER BAYOU CONTROL STRUCTURES	PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS, REQUIRED FOR THE OPERATION & MAINTENANCE OF CATFISH POINT AND SCHOONER BAYOU CONTROL STRUCTURES WHICH PREVENTS SALTWATER FROM MIGRATING INTO THE BASIN DAMAGING AGRICULTURAL LANDS AND FRAGILE WETLANDS
O&M	MVD	MVP	MISS RIVER BTWN MO RIVER AND MINNEAPOLIS (MVP PORTION), MN	1	\$30,181	WW	0	0	84092	94944271		Baseline Operation and Maintenance of Upper Mississippi River navigation system.	Necessary to meet minimum legal responsibilities for dam safety, periodic inspections, continuing contracts and lock and dam operation.
O&M	MVD	MVP	MISS RIVER BTWN MO RIVER AND MINNEAPOLIS (MVP PORTION), MN	1	\$21,480	WW	0	0	84092	94944271		Normal / historical O&M of Upper Mississippi River navigation system	Necessary to meet minimum legal responsibilities for environmental compliance, water control, water analysis. Includes channel and lock and dam maintenance to ensu long-term availability in a cost-effective manner.
O&M	MVD	MVR	MISS RIVER BTWN MO RIVER AND MINNEAPOLIS (MVR PORTION), IL	1	\$23,305	WW	0	0	84092	94944271	System shuts down.	Onsite ops, dredging, maint contracts periodics, dam safety I&E, Env Compl.	System ton miles in thousands. Shipper Savings \$919,842,945 (TVA Study). Meet minimum legal responsibilities for lock&dam operation, dredging, dam safety, periodics, instrumentation, continuing contracts, and environmental compliance.
O&M	MVD	MVR	MISS RIVER BTWN MO RIVER AND MINNEAPOLIS (MVR PORTION), IL	1	\$19,554	WW	0	0	84092	94944271	System shuts down.	On site maint, DMMP, water control & real estate.	System ton miles in thousands. Shipper Savings \$919,842,945 (TVA Study). Meet minimum legal responsibilities for water control, real estate, DMMP, and continue maintenance to ensure long term system availability.
O&M	MVD	MVS	MISS RIVER BTWN MO RIVER AND MINNEAPOLIS (MVS PORTION), IL	1	\$8,623	WW	0	0	84092	94944271		Minimal O&M w/ reduced hours of operation	Shipper Savings \$919,842,945 (TVA Study). Meet minimum legal responsibilities for lock and dam operation, dredging, dam safety, periodics, instrumentation, continuing contracts.

O&M	MVD	MVS	MISS RIVER BTWN MO RIVER AND MINNEAPOLIS (MVS PORTION), IL	1	\$8,706	WW	0	0	84092	94944271		Fully Operate navigation features w/ normal O&M	Shipper Savings \$919,842,945 (TAV Study). Meet minimum legal responsibilities for lock and dam operation, dredging, dam safety, periodics, instrumentation, continuing contracts.
O&M	MVD	MVS	MISS RIVER BTWN THE OHIO AND MO RIVERS (REG WORKS), MO & IL	1	\$11,472	WW	0	0	121500	128026208		Minimal O&M w/ reduced hours of operation	Cost provided above includes major maintenance to Locks 27 (Lower) for lift gate machinery, chains and counter weights to Lower. All other funding is routine O&M.
O&M	MVD	MVS	MISS RIVER BTWN THE OHIO AND MO RIVERS (REG WORKS), MO & IL	1	\$13,477	WW	0	0	121500	128026208		Fully Operate navigation features w/ normal O&M	Cost provided above includes major maintenance to Locks 27 (Lower) for lift gate machinery, chains and counter weights to Lower. All other funding is routine O&M.
O&M	MVD	MVN	MISSISSIPPI RIVER, BATON ROUGE TO THE GULF OF MEXICO, LA	1	\$42,053	DD	0	0	434094	198903354	FAILURE TO MEET THE NAVIGATION PERFORMANCE MEASURE FOR THE MISSISSIPPI RIVER	CRITICAL DREDGING IN SOUTHWEST PASS AND THE DEEP CROSSINGS	PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS, (4) OF THE NATION'S TOP (10) PORTS ARE LOCATED ALONG THIS WATERWAY. SYS TON MILES = TOTAL TRIP MILES IN TEN THOUSANDS (0000).
O&M	MVD	MVN	MISSISSIPPI RIVER, BATON ROUGE TO THE GULF OF MEXICO, LA	1	\$12,000	DD	0	0	434094	198903354	IF DREDGING REQUIREMENT IS AVERAGE/HIGH THE NAVIGATION PERFORMANCE MEASURE WILL NOT BE MET WITHOUT THESE FUNDS	FUNDS DREDGING FOR ANYTHING IN EXCESS OF A LOW/AVERAGE YEAR	PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS, (4) OF THE NATION'S TOP (10) PORTS ARE LOCATED ALONG THIS WATERWAY. SYS TON MILES = TOTAL TRIP MILES IN TEN THOUSANDS (0000).
O&M	MVD	MVN	MISSISSIPPI RIVER, GULF OUTLET, LA	1	\$920	DD	0	0	3290	19313	DREDGING CONTRACTS CANNOT BE EXECUTED WITHOUT ACCOMPLISHMENT OF THIS MISSION ESSENTIAL WORKS	TO PERFORM ALL OF THE REQUIRED REAL ESTATE ENVIRONMENTAL & E&D FOR MRGO DREDGING	PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS. INCLUDES HYDROGRAPHIC SURVEYS ALL OF THIS IS REQUIRED TO MEET THE NAVIGATION PERFORMANCE MEASURE GOAL OF 95% CHANNEL AVAILABILITY
O&M	MVD	MVN	MISSISSIPPI RIVER, GULF OUTLET, LA	1	\$13,191	DD	0	0	3290	19313	PROJECT'S NAVIGATION PERFORMANCE MEASURE GOAL FOR CHANNEL AVAILABILITY WILL NOT BE MET	DREDGING CONTRACTS FOR CRITICAL REACHES OF DEEP-DRAFT CHANNEL	PCT REDUCTION IN DELAY COSTS COULD NOT CALCULATE NO LOCKS. WITHOUT THIS FUNDING NO DREDGING WILL BE ACCOMPLISHED IN MRGO THIS FY
O&M	MVD	MVM	OSCEOLA HARBOR, AR	1	\$29	SD	0	0	522	0	Req barges to light load to comp harbor closure.Sign impacts to econ & transp ind of area.Costly future restoration.	Provide operational activities only. (Surveys)	Port closure would have sign econ & social impacts to region.
O&M	MVD	MVK	OUACHITA AND BLACK RIVERS, AR & LA	1	\$4,329	LW	3.8	3.9	1393	704590	Public health and safety and navigation and operations of 4 Locks is in jeopardy.	Minumum Operation of 4 locks w/o dredging	would not support commercial navigation
O&M	MVD	MVK	OUACHITA AND BLACK RIVERS, AR & LA	1	\$4,209	LW	3.8	3.9	1393	704590	Public health and safety and O&M for 4 locks and navigation will be in jeopardy.	Dredging for navigation and rec areas	Annual dredging is required to support commercial navigation
O&M	MVD	MVK	PEARL RIVER, MS & LA	1	\$276	LW	0	0	0	0	Public health and safety is in jeopardy.	This project is in caretaker status	This project is in caretaker status
O&M	MVD	MVM	PROJECT CONDITION SURVEYS, AR	1	\$7	PCS	0	0	0	0	Failure to conduct svys & not id critical maint & other needs would jeopardize prj integrity & not provide for most efficient use of Fed dollars	Amount req to accomplish needed svys for mission accomplishments.	Identification of critical project areas is essential to conducting work.
O&M	MVD	MVM	PROJECT CONDITION SURVEYS, KY	1	\$7	PCS	0	0	0	0		Surveys to determine channel availability for Upper Mississippi R. Nav. System.	Sufficient to provide adequate information on the channel condition and potential hazards.
O&M	MVD	MVN	PROJECT CONDITION SURVEYS, LA	1	\$60	PCS	0	0	0	0	WOULD NOT KNOW IF CHANNEL CONDITIONS HAVE DETERIORATED TO THE POINT SUCH THAT DANGEROUS CONDITIONS EXIST	CONDUCT SERVEYS ON UNBUDGETED NAVIGATION PROJECTS	THE CORPS NEEDS TO KNOW THE CONDITIONS OF ALL OF IT'S CHANNELS AT ALL TIMES
O&M	MVD	MVP	PROJECT CONDITION SURVEYS, MN	1	\$21	PCS	0	0	0	0		Surveys to determine channel availability for 10 small boat harbors and commercial boat harbors.	Necessary to provide adequate information on the channel condition and potential hazards.
O&M	MVD	MVM	PROJECT CONDITION SURVEYS, MO	1	\$7	PCS	0	0	0	0		Surveys to determine channel availability for Mississippi R. Nav. System	Sufficient to provide adequate information on the channel condition and potential hazards.
O&M	MVD	MVM	PROJECT CONDITION SURVEYS, MS	1	\$6	PCS	0	0	0	0		Surveys to determine channel availability for Mississippi R. Nav. System	Sufficient to provide adequate information on the channel condition and potential hazards.
O&M	MVD	MVM	PROJECT CONDITION SURVEYS, TN	1	\$7	PCS	0	0	0	0		Surveys to determine channel availability for Mississippi R. Nav. System	Sufficient to provide adequate information on the channel condition and potential hazards.
O&M	MVD	MVP	PROJECT CONDITION SURVEYS, WI	1	\$5	PCS	0	0	0	0		Surveys to determine channel availability for 4 small boat harbors and 1 commercial boat harbor.	Necessary to provide adequate information on the channel condition and potential hazards.
O&M	MVD	MVN	REMOVAL OF AQUATIC GROWTH, LA	1	\$2,000	RAG	0	0	0	0	FAILURE TO COMBAT THE WATER HYACINTH & OTHER PLANTS COULD RESULT IN BLOCKAGE OF NAVIGATION CHANNELS.	REQUIRED TO KEEP FEDERAL WATERWAYS FREE OF WATER HYACINTH & CLEAR FOR NAVIGATION	FAILURE TO CONTROL THE HYACINTH WOULD NOT ONLY IMPACT NAVIGATION, BUT ALSO DRAINAGE, FLOOD CONTROL, AND LOCK OPERATIONS.
O&M	MVD	MVP	RESERVOIRS AT HEADWATERS OF MISSISSIPPI RIVER, MN	1	\$265	WW	0	0	84092	94944271		Project augments flow to maintain navigation on the upper Mississippi River Nav. System. Increment includes baseline O&M and continuing contracts.	Necessary to meet minimum legal responsibilities for dam safety, periodic inspections and continuing contracts.
O&M	MVD	MVP	SURVEILLANCE OF NORTHERN BOUNDARY WATERS, MN	1	\$94	SNW	0	0	0	0		Int'l Lake level/outflow compliance monitoring-assist in transboundary dispute.	Sufficient to ensure Rainy and Namakan lake level and outflow compliance with IJC Orders and assist the IJC in resolving related transboundary disputes.
O&M	MVD	MVP	SURVEILLANCE OF NORTHERN BOUNDARY WATERS, ND	1	\$31	SNW	0	0	0	0		Flow apportionmnt compliance w/approved Int'l agrmnts-assist transboundary dispute	Sufficient to ensure compliance with approved International Agreements for the apportionment of river flows in the Souris River basin and assisting the IJC in resolving related transboundary disputes.
O&M	MVD	MVM	WHITE RIVER, AR	1	\$215	LW	0	0	355	215028	Not dredging would vary frm req barges to light load to cmp river closure.Impacts to econ in the area could be sign.Cost incr to local prod commodities.	Provide operational activities only. (Surveys)	WWW closure would have significant econ & social impacts to region.
O&M	MVD	MVM	WOLF RIVER HARBOR, TN	1	\$23	SD	0	0	887	378890	Not dredging would vary from req barges to light load to comp harbor closure.Impacts to econ & transp ind could be sign.Future rest would be more costly.	Provide operational activities only. (Surveys)	Port closure would have sign econ & social impacts to region.
O&M	MVD	MVN	ATCHAFALAYA RIVER AND BAYOUS CHENE, BOEUF AND BLACK, LA	3	\$6,560	DD	0	0	2271	429	THE MORGAN CITY ECONOMY RELIES HEAVILY ON THE CHANNEL FOR THE NAVIGATION OF SUPPLY BOATS MINISHIPS COMMERCIAL FISHING BOATS & OIL AND GAS RIGS	DREDGE BAR & BAY CHANN HORSESHOE & BY CHENE BOEUF & BLACK, REMOVE FLUFF	NO LOCKS-(PCT REDUCTION-DELAY COSTS COULD NOT CALCULATE) PROVIDES ACCESS TO FABRICATION SHIPYARDS A& THE PORT OF MORGAN CITY TO THE GULF OF MEXICO PROVIDES FUNDS TO CONSTRUCT PILOT PROJECTS THAT RESULTED FROM THE VALUE ENGINEERING STUDY ALTERNATIVES TO IM
O&M	MVD	MVN	ATCHAFALAYA RIVER AND BAYOUS CHENE, BOEUF AND BLACK, LA	3	\$31,000	DD	0	0	2271	429	THE MORGAN CITY ECONOMY RELIES HEAVILY ON THIS CHANNEL FOR THE NAVIGATION OF SUPPLY BOATS MINISHIPS COMMERCIAL FISHING BOATS & OIL & GAS RIGS	DREDGE BAR & BAY CHANN HORSESHOE & BY CHENE BOEUF & BLACK,REMOVE FLUFF	NO LOCKS-(PCT REDUCTION DELAY COSTS COULD NOT CALCULATE) PROVIDES ACCESS TO FABRICATION SHIPYARDS AND THE PORT OF MORGAN CITY TO THE GULF OF MEXICO PROVIDES FUNDS TO CONSTRUCT PILOT PROJECTS THAT RESULTED FROM THE VALVE ENGINEERING STUDY ALTERNATIVES TO I
O&M	MVD	MVN	BARATARIA BAY WATERWAY, LA	3	\$4,813	SD	0	0	270	44000	FAILURE TO DREDGE WILL RESULT IN ECONOMIC HARDSHIP AND MAY RESULT IN GROUNDINGS MAY NOT BE IN COMPLIANCE WITH STATE AND FEDERAL WATER QUALITY STANDARDS	WATER CONT ACTIV HYDRO SURVEYS ENVI ASSESS & MAINT DRED OF BAR CHAN & BY RIGAUD	LOW USE WATERWAY - PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS, MAIN USERS OF THE CHANNEL ARE THE PETROLEUM, OIL, MACHINERY, AND SEAFOOD INDUSTRIES
O&M	MVD	MVN	BARATARIA BAY WATERWAY, LA	3	\$700	SD	0	0	270	44	FAILURE TO DREDGE THIS REACH HAS FORCED VESSELS TO LIGHT LOAD	DREDGE CHANNEL MILE 16.0 TO MILE 0.0	LOW USE WATERWAYS, PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS ALSO FAILURE TO DREDGE THIS REACH WILL RESULT IN ECONOMIC HARDSHIP AND VESSEL GROUNDINGS WHICH HAVE CAUSED DAMAGE TO VESSELS
O&M	MVD	MVN	BAYOU LACOMBE, LA	3	\$900	SD	0	0	0	0	LOSS OF AUTHORIZED CHANNEL DIMENSIONS	DREDGE BAYOU LACOMBE BAR CHANNEL-	LOW USE WATERWAY, PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS, CURRENT SURVEYS INDICATE AS MUCH AS 5 FEET OF SHOALING IN SOME AREAS.
O&M	MVD	MVN	BAYOU LAFOURCHE AND LAFOURCHE JUMP WATERWAY, LA	3	\$1,272	HSD	0	0	4220	409000	REACTION OF PROJECT DIMENSIONS WHICH WILL FORCE VESSELS TO LIGHT LOAD.	HYRO SURVEYS CHANN COND ENV ASSESS WATER QUAL & MAINT DRD BAR CHAN AT PORT FOURC	LOW USE WATERWAY, PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS, MAIN USERS OF THE CHANNEL ARE THE PETROLEUM OIL AND SEAFOOD INDUSTRIES.
O&M	MVD	MVN	BAYOU SEGNETTE WATERWAY, LA	3	\$2,974	SD	0	0	0	0	SHOALING HAS REDUCED PROJECT DEPTH SIGNIFICANTLY AND IS REDUCING COMMERCIAL ACTIVITY AND CAUSING UNDUE HARDSHIP ON THE LOCAL ECONOMY.	DRDEGE BAYOU FOR SEAFOOD INDUSTRIES & RECREATIONAL FISHERMEN	LOW USE WATERWAY, PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS, REQUIRED TO DREDGE BAYOU SEGNETTE FOR USE BY SEAFOOD INDUSTRIES AND RECREATIONAL FISHERMEN INCLUDES HYDROGRAPHIC SURVEYS AND ENVIRONMENTAL ASSESSMENTS.
O&M	MVD	MVN	BAYOU TECHE AND VERMILION RIVER, LA	3	\$48	LW	0	0	815	466000	VALUABLE INFORMATION WHICH THE COE AND OTHER AGENCIES DEPEND ON	WATER CONTROL MANAGEMENT	LOW USE WATERWAY, PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS
O&M	MVD	MVN	BAYOU TECHE, LA	3	\$486	HSD	0	0	1564	595000	LOSS OF SERVICE TO LOCAL INDUSTRIES INCLUDING SUGAR AND RECREATION	DREDGE CALUMENT FLOODGATE FOREBAYS OPERATE & MAINT PROJECT STRUCTURES	LOW USE WATERWAY, PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS
O&M	MVD	MVN	BAYOU TECHE, LA	3	\$5,000	HSD	0	0	1564	595	LOSS OF SERVICE TO LOCAL INDUSTRIES INCLUDING SUGAR INDUSTRY	DREDGE BAYOU TECHE CHANNEL	LOW USE WATERWAY, PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS
O&M	MVD	MVN	CALCASIEU RIVER AND PASS, LA	3	\$10,350	DD	0	0	47522	28022	FAILURE TO DREDGE MI 5 TO 14 THREATENS THE PROJECT'S ABILITY TO MEET IT'S NAVIGATION PERFORMANCE MEASURE	CRITICAL DREDGING PLUS NEEDED REPAIRS AT SALTWATER BARRIER	PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS, THIS REACH IS CRITICAL TO GAS AND CHEMICAL TRANSPORTERS AND SPILLS DUE TO GROUNDINGS WOULD BE CATASTROPHIC

O&M	MVD	MVN	CALCASIEU RIVER AND PASS, LA	3	\$8,450	DD	0	0	47522	28022	THIS IS A PROBLEM THAT WILL HAVE TO BE DEALT WITH IN THE NEXT COUPLE OF YEARS	TO CONSTRUCT NEW CONFINED DISPOSAL AREAS	PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS, WHEN PROJECT RUNS OUT OF DISPOSAL AREAS, UNIT COST OF DREDGED MATERIAL WILL INCREASE SIGNIFICANTLY
O&M	MVD	MVN	CALCASIEU RIVER AND PASS, LA	3	\$6,000	DD	0	0	47522	28022	RE-DREDGE SOME SMALL AMOUNTS OF MATERIAL THAT FLOW BACK INTO CHANNEL FROM DISPOSAL AREAS	PLACE REVETMENT IN HIGH SHOAL AREAS WILL HELP CONFINE DISPOSAL AREAS	PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS, ALSO INCLUDES MODIFICATIONS TO 50 YEAR OLD OFFICE BUILDING AND PARKING AREA RE-ASPHALTING ALL AT SALTWATER BARRIER
O&M	MVD	MVM	CARUTHERSVILLE HARBOR, MO	3	\$299	SD	0	0	613	0	Req barges to light load to comp harbor closure.Sign impacts to econ & transp ind.Costly future restoration.	Dredging to maintain adequate nav chnl to support vital transp needs of region.	Annual Dredging required to support commercial navigation.
O&M	MVD	MVN	CHEFUNCTE RIVER & BOGUE FALIA, LA	3	\$825	SD	0	0	10	4050	SANDBARS FORMED BLOCKING PASSAGE ON THE RIVER.	DREDGE THE UPPER REACH OF THE TCHEFUNCTE RIVER.	DREDGING IS REQUIRED TO REOPEN THE CHANNEL. ALSO, LOW USE WATERWAY. PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS.
O&M	MVD	MVK	CLAIBORNE COUNTY PORT, MS	3	\$61	SD	0	0	44	0	The loss of navigation will have significant adverse economic impacts to the region along the Ms River	Continue minimal dredging of the Harbor	Contin dredging of the Harbor
O&M	MVD	MVM	ELVIS STAHR (HICKMAN) HARBOR, KY	3	\$404	SD	0	0	446	0	Req barges to light load to comp harbor closure.Sign impacts to econ & transp ind.Costly future restoration.	Dredging to maintain adequate nav chnl to support vital transp needs of region.	Annual Dredging required to support commercial navigation.
O&M	MVD	MVN	FRESHWATER BAYOU, LA	3	\$2,600	LW	0	0	961	28	HEAVILY USED WATERWAY WILL BE IN QUESTIONABLE CONDITION FOR OIL SUPPLY VESSELS AND COMMERCIAL FISHING BOATS	DREDGING BETWEEN FRESHWATER BAYOU LOCK AND THE GULF	PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS, PROJECT IS FAR MORE SIGNIFICANT THAN THE STATISTIC TON-MILES IMPLIES
O&M	MVD	MVN	GULF INTRACOASTAL WATERWAY, LA	3	\$13,160	WW	0	0	72410	46387000	DOLPHIN WILL DETERIORATE FURTHER	REPLACE DOLPHINS AT LOCKS	TBD-(PCT REDUCTION DELAY COSTS), CALCASIEU LOCK DOLPHINS ARE HEAVILY DETERIORATED.
O&M	MVD	MVN	GULF INTRACOASTAL WATERWAY, LA	3	\$1,725	WW	0	0	72410	46387000	WILL NOT BE ABLE TO BUILD VISITOR CENTER	BUILD VISITOR FACILITY AT CALCASIEU LOCK	TBD-(PCT REDUCTION DELAY COSTS), COSTS FOR VISITOR CENTER WITH RESTROOMS
O&M	MVD	MVM	HELENA HARBOR, PHILLIPS COUNTY, AR	3	\$419	HSD	0	0	1797	0	Req barges to light load to comp harbor closure.Sign impacts to econ & transp ind of area.Costly future restoration.	Dredging to maintain adequate nav chnl to support vital transp needs of region.	Annual Dredging required to support commercial navigation.
O&M	MVD	MVN	HOUMA NAVIGATION CANAL, LA	3	\$1,830	LDD	0	0	409	48000	LACK OF DREDGING WILL REDUCE PROJECT DEPTH AND REDUCE COMMERCIAL ACTIVITIES WHICH WILL RESULT IN ECONOMIC HARSHIP FOR THE AREA	DREDGING ACTIVITIES FOR NAV IN CAT ISLAND PASS TERREBONNE BAY & INLAND CHANNEL	PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS, MAINTENANCE DREDGING OF CHANNEL REQUIRED FOR COMMERCIAL VESSELS CARRYING PETROLEUM OIL MACHINERY AND SEAFOOD.
O&M	MVD	MVR	ILLINOIS WATERWAY (MVR PORTION), IL & IN	3	\$2,972	WW	0	0	43000	43671974		Additional non-routine, non-deferrable maintenance.	System ton miles in thousands. Shipper Savings \$509,122,082 (TVA Study). Ensure long term availability of system.
O&M	MVD	MVR	ILLINOIS WATERWAY (MVR PORTION), IL & IN	3	\$71,062	WW	0	0	43000	43671974		Deferrable packages.	System ton miles in thousands. Shipper Savings \$509,122,082 (TVA Study). Over time these items will deteriorate and require attention.
O&M	MVD	MVR	ILLINOIS WATERWAY (MVR PORTION), IL & IN	3	\$18,751	WW	0	0	43000	43671974		Deferrable packages.	System ton miles in thousands. Shipper Savings \$509,122,082 (TVA Study). Over time these items will deteriorate and require attention.
O&M	MVD	MVS	ILLINOIS WATERWAY (MVS PORTION), IL & IN	3	\$932	WW	0	0	43000	43671974		Normal Dredging	Shipper Savings \$509,122,082 (TVA Study). Meet minimum legal responsibilities for lock and dam operation, dredging, dam safety, periodics, instrumentation and continue contracts.
O&M	MVD	MVS	ILLINOIS WATERWAY (MVS PORTION), IL & IN	3	\$265	WW	0	0	43000	43671974		Advanced Maintenance Dredging	Shipper Savings \$509,122,082 (TVA Study). Meet minimum legal responsibilities for lock and dam operation, dredging, dam safety, periodics, instrumentation, continuing contracts.
O&M	MVD	MVS	ILLINOIS WATERWAY (MVS PORTION), IL & IN	3	\$50	WW	0	0	43000	43671974		Backlog (Water Control Equip)	Shipper Savings \$509,122,082 (TVA Study). Meet minimum legal responsibilities for lock and dam operation, dredging, dam safety, periodics, instrumentation, continuing contracts.
O&M	MVD	MVK	J BENNETT JOHNSTON WATERWAY, LA	3	\$10,267	WW	1.4	10	3708	2486922	Navigation on the WW in jeopardy.	Backlog Maintenance	
O&M	MVD	MVS	KASKASKIA RIVER NAVIGATION, IL	3	\$5,245	LW	0	0	160	151128		Dredging the Mouth & Normal Lock Operations	Multipurpose: nav, environmental, and critical harbor of refuge. Recognized in strategic plan for watershed activities in partnerships with others.
O&M	MVD	MVS	KASKASKIA RIVER NAVIGATION, IL	3	\$5,416	LW	0	0	160	160		Dredging of entire WW	Multipurpose: nav, environmental, and critical harbor of refuge. Recognized in strategic plan for watershed activities in partnerships with others.
O&M	MVD	MVS	KASKASKIA RIVER NAVIGATION, IL	3	\$1,172	LW	0	0	160	160		Backlog & Advanced Maint Dredging	Multipurpose: nav, environmental, and critical harbor of refuge. Recognized in strategic plan for watershed activities in partnerships with others.
O&M	MVD	MVK	LAKE PROVIDENCE HARBOR, LA	3	\$491	SD	0	0	489	201642	The loss of navigation will have significant adverse economic impacts on East Carroll Parish and farmers in the area.	Contin dredging of the harbor along the Ms Riv will keep project dimensions	Contin dredging of the harbor will keep project dimensions and the transportation of goods from the area will keep the economics for the regions secure. The required fields that have 0 are because no information is available.
O&M	MVD	MVK	MADISON PARISH PORT, LA	3	\$86	SD	0	0	401	183983	The loss of navigation will have significant adverse economic impacts to the region along the Ms. River	Continue minimal dredging of the Harbor.	Closure of harbor would have sign econ & social impacts to region.
O&M	MVD	MVN	MERMENTAU RIVER, LA	3	\$2,600	LW	0	0	736	79000	COMMERCIAL FISHING INTERESTS & OFFSHORE OIL SUPPLY BOATS WILL BE UNABLE TO TRAVEL THRU THIS AREA RELIABILITY AND EFFICIENCY WILL BE REDUCED WITHOUT PLC SYSTEM	DREDGE CHANNEL & REPLACE CONTROL HOUSE @ SCHOON	PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS, REQUIRED TO DREDGE CHANNEL BETWEEN GRAND CHENIER AND GULF INSTALL PLC SYSTEM AT STRUCTURES TO IMPROVE RELIABILITY AND EFFICIENCY AND REPLACE INADEQUATE CONTROL HOUSE
O&M	MVD	MVN	MERMENTAU RIVER, LA	3	\$300	LW	0	0	736	79000	COMMERCIAL FISHING INTERESTS & OFFSHORE OIL SUPPLY BOATS WILL BE UNABLE TO TRAVEL THRU THIS AREA RELIABILITY AND EFFICIENCY WILL BE REDUCED WITHOUT PLC SYSTEM	INSTALL PLC SYSTEM @ STRUCTURES	PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS, REQUIRED TO DREDGE CHANNEL BETWEEN GRAND CHENIER AND GULF INSTALL PLC SYSTEM AT STRUCTURES TO IMPROVE RELIABILITY AND EFFICIENCY AND REPLACE INADEQUATE CONTROL HOUSE
O&M	MVD	MVP	MINNESOTA RIVER, MN	3	\$182	HSD	33.1	0	4748	7114033		Maintain channel which is part of the Upper Mississippi River Navigation System.	Necessary to meet the minimum legal responsibilities for environmental compliance and water analysis. Includes maintenance activities to ensure long term availability a cost effective manner.
O&M	MVD	MVP	MISS RIVER BTWN MO RIVER AND MINNEAPOLIS (MVP PORTION), MN	3	\$11,723	WW	0	0	84092	94944271		Backlog maintenance of Upper Mississippi River Navigation System.	Maintenance construction and rehabilitation necessary to maintain long term availability of the navigation system. Included in District's backlog maintenance.
O&M	MVD	MVR	MISS RIVER BTWN MO RIVER AND MINNEAPOLIS (MVR PORTION), IL	3	\$8,520	WW	0	0	84092	94944271		Additional non-routine, non-deferrable maintenance.	System ton miles in thousands. Shipper Savings \$919,842,945 (TVA Study). Ensure long term availability of system.
O&M	MVD	MVR	MISS RIVER BTWN MO RIVER AND MINNEAPOLIS (MVR PORTION), IL	3	\$75,089	WW	0	0	84092	94944271		Deferrable packages.	System ton miles in thousands. Shipper Savings \$919,842,945 (TVA Study). Over time these items will deteriorate and require attention.
O&M	MVD	MVS	MISS RIVER BTWN MO RIVER AND MINNEAPOLIS (MVS PORTION), IL	3	\$10,939	WW	0	0	84092	94944271		Address Critical Maintenance Backlog	Shipper Savings \$919,842,945 (TVA Study). Meet minimum legal responsibilities for lock and dam operation, dredging, dam safety, periodics, instrumentation, continuing contracts.
O&M	MVD	MVS	MISS RIVER BTWN MO RIVER AND MINNEAPOLIS (MVS PORTION), IL	3	\$11,370	WW	0	0	84092	94944271		Fully Address Maintenance Backlog	Shipper Savings \$919,842,945 (TVA Study). Meet minimum legal responsibilities for lock and dam operation, dredging, dam safety, periodics, instrumentation, continuing contracts.
O&M	MVD	MVS	MISS RIVER BTWN THE OHIO AND MO RIVERS (REG WORKS), MO & IL	3	\$19,429	WW	0	0	121500	128026208		Address Maintenance Backlog	Cost provided above includes major maintenance to Locks 27 (Lower) for lift gate machinery, chains and weights to Lower. All other funding is routine O&M.
O&M	MVD	MVN	MISSISSIPPI RIVER OUTLETS AT VENICE, LA	3	\$147	HSD	0	0	2585	335389	CANT EXECUTE DREDGING CONTRACTS WITHOUT FIRST EXECUTING THESE TASKS.	PERFORM SURVEY AND ENVIRONMENTAL COMPLIANCE WORK.	ALSO INCLUDES COSTS TO GAIN RIGHT-OF-ENTRY TO DREDGE; ALSO INCLUDES COSTS TO KEEP PROJECT IN COMPLIANCE WITH STATE AND FEDERAL WATER QUALITY STANDARDS. PCT REDUCTION DELAYS COULD NOT CALCULATE NO LOCKS.
O&M	MVD	MVN	MISSISSIPPI RIVER OUTLETS AT VENICE, LA	3	\$2,895	HSD	0	0	2585	335389	CHANNELS ARE DREDGED EVERY 12 TO 18 MONTHS AND DELAYING DREDGING COULD LEAVE THEM IN A CONDITION THAT DOESNT MEET NAVIGATION PERFORMANCE MEASURE GOAL.	DREDGE BAPTISTE COLLETTE AND TIGER PASS.	BAPTISTE COLLETTE IS USED AS ALTERNATE ROUTE WHEN INNER HARBOR NAVIGATION CANAL (IHNC) LOCK IS CLOSED FOR REPAIRS. PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS.
O&M	MVD	MVN	MISSISSIPPI RIVER OUTLETS AT VENICE, LA	3	\$360	HSD	0	0	2585	335389	CHANNELS ARE DREDGED EVERY 12 TO 18 MONTHS AND DELAYING DREDGING COULD LEAVE THEM IN A CONDITION THAT DOESNT MEET NAVIGATION PERFORMANCE MEASURE GOAL.	DREDGE BAPTISTE COLLETTE AND TIGER PASS (2ND CONTRACT ONLY FOR SUBSEQUENT SHOALING)	PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS, BAPTISTE COLLETTE IS USED AS ALTERNATE ROUTE WHEN INNER HARBOR NAVIGATION CANAL (IHNC) LOCK IS CLOSED FOR REPAIRS
O&M	MVD	MVN	MISSISSIPPI RIVER, GULF OUTLET, LA	3	\$1,250	DD	0	0	3290	19313	FURTHER EROSION WILL OCCUR	FORESHORE PROTECTION ON BANKS OF MRGO CHANNEL	PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS. NORTH BANK FORESHORE DIKE PROVIDES WAVE EROSION TO HURRICANE PROTECTION LEVEE
O&M	MVD	MVN	MISSISSIPPI RIVER, GULF OUTLET, LA	3	\$5,990	DD	0	0	3290	19313	CONTRACTS CANNOT BE AWARDED	DREDGEING AND FORESHORE PROTECTION	PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS. LOWER PRIORITY WORK
O&M	MVD	MVK	MOUTH OF YAZOO RIVER, MS	3	\$110	HSD	0	0	2201	860453	Without funds to dredge the entrance channel to Vicksburg Harbor and the Yazoo River these projects will lose project dimensions requiring them to be shut down.	Continue to provide routine dredging for entrance channel to Vicksb Harb and Yazoo Riv	Required fields with 0 are because information is not provided.
O&M	MVD	MVM	NEW MADRID HARBOR, MO	3	\$25	HSD	0	0	1014	0	Req barges to light load to comp harbor closure.Sign impacts to econ & transp ind in area.Costly future restoration.	Provide operational activities only. (Surveys)	Port closure would have sign econ & social impacts to region.
O&M	MVD	MVM	NEW MADRID HARBOR, MO	3	\$297	HSD	0	0	1014	0	Req barges to light load to comp harbor closure.Sign impacts to econ & transp ind in area.Costly future restoration.	Dredging to maintain adequate nav chnl to support vital transp needs of region.	Annual Dredging required to support commercial navigation.
O&M	MVD	MVM	OSCEOLA HARBOR, AR	3	\$720	SD	0	0	522	0	Req barges to light load to comp harbor closure.Sign impacts to econ & transp ind of area.Costly future restoration.	Dredging to maintain adequate nav chnl to support vital transp needs of region.	Annual Dredging required to support commercial navigation.
O&M	MVD	MVK	OUACHITA AND BLACK RIVERS, AR & LA	3	\$8,038	LW	3.8	3.9	1393	704590	Public health and safety and O&M for 4 locks and navigation will be in jeopardy.	Backlog Maintenance	Extensive list of backlog items

O&M	MVD	MVK	PEARL RIVER, MS & LA	3	\$7	LW	0	0	0	0	0	Public health and safety is in jeopardy.	This project is in caretaker status	This project is in caretaker status
O&M	MVD	MVP	RED WING SMALL BOAT HARBOR	3	\$75	SD	0	0	0	0	0		Maintenance of a shallow draft harbor-provide navigation-light com/rec use.	Necessary to satisfy existing level of use in accordance with authorized project dimensions and current state and federal regulations. Included in district's backlog maintenance.
O&M	MVD	MVP	RESERVOIRS AT HEADWATERS OF MISSISSIPPI RIVER, MN	3	\$4,261	WW	0	0	84092	94944271		Project augments flow to maintain navigation on the Upper Mississippi River Nav. System. Increment includes annual O&M beyond baseline and capability maintenance.	Necessary to meet minimum legal responsibilities for compliance, water control and water analysis includes recurring dam maintenance necessary to ensure long term availability in a cost effective manner.	
O&M	MVD	MVP	RESERVOIRS AT HEADWATERS OF MISSISSIPPI RIVER, MN	3	\$3,711	WW	0	0	84092	94944271		Project augments flow to maintain navigation on the Upper Mississippi River Nav System. Increment includes backlog maintenance.	Maintenance construction and rehabilitation necessary to maintain log term availability of the navigation system. Included in district's backlog maintenance.	
O&M	MVD	MVK	ROSEDALE HARBOR, MS	3	\$600	SD	0	0	503	0	0	The loss of navigation will have significant adverse economic impact to the region along the Ms River	Continue minimal dredging of Harbor	Closure of port would have sign econ & social impacts to region.
O&M	MVD	MVS	SOUTHEAST MISSOURI PORT, MISSISSIPPI RIVER, MO	3	\$350	SD	0	0	820	820000			Dredging for Nav only project feature. Ensure justifiable level of service.	Budget request needed to comply with LCA to maintain navigable depth in port.
O&M	MVD	MVP	ST PAUL SMALL BOAT HARBOR, MN	3	\$60	SD	0	0	0	0			Maintenance of a shallow draft harbor to provide navigation-light com/rec use.	Sufficient to satisfy existing level of use in accordance with authorized project dimensions and current state and federal regulations included in district's backlog maintenance.
O&M	MVD	MVN	TANGIPAHOA RIVER, LA	3	\$1,345	SD	0	0	0	0		BAR CHANNEL DRAFT OF ONLY 2 FEET WILL REMAIN.	TO CLEAR AND SNAG AND DREDGE THE BAR CHANNEL.	RIVER IS IMPASSABLE IN SOME AREAS DUE TO FALLEN TREES. PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS. LOW USE WATERWAY.
O&M	MVD	MVP	WARROAD HARBOR, MN	3	\$750	SD	0	0	0	0			Maintenance of a shallow draft harbor for navigation-commercial/recreation use.	Sufficient to satisfy existing level of use in accordance with authorized project dimensions and current state and federal regulations included in.
O&M	MVD	MVN	WATERWAY FROM EMPIRE TO THE GULF, LA	3	\$17	SD	0	0	917	61	JETTY MAINTENANCE CONTRACT CAN'T BE EXECUTED WITHOUT FIRST PERFORMING THESE MISSION-ESSENTIAL TASKS.	PERFORM SURVEYS AND REAL ESTATE ACTIVITIES.	JETTIES NEED RECONFIGURATION DUE TO LAND LOSS. PCT REDUCTION DELAY COSTS COULD NOT CALCULATE FOR NO LOCKS. LOW USE WATERWAY.	
O&M	MVD	MVN	WATERWAY FROM EMPIRE TO THE GULF, LA	3	\$240	SD	0	0	917	61	GROUNDING CAN OCCUR WITH POSSIBILITIES INCREASING IN PROPORTION TO THE DETERIORATION OF THE EXISTING JETTY.	CONTRACT TO RECONFIGURE JETTIES.	OYSTER, PETROLEUM, AND OIL INDUSTRY USE THIS WATERWAY. PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS. LOW USE WATERWAY.	
O&M	MVD	MVN	WATERWAY FROM INTRACOASTAL WATERWAY TO B DULAC, LA	3	\$42	SD	0	0	140	8588	IF THESE TASKS ARE NOT PERFORMED, DREDGING CONTRACT CAN'T BE EXECUTED.	PERFORM SURVEYS, REAL ESTATE, AND ENVIRONMENTAL WORK.	CHANNEL USERS ARE RELATED TO OFFSHORE INDUSTRY. PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS. LOW USE WATERWAY.	
O&M	MVD	MVN	WATERWAY FROM INTRACOASTAL WATERWAY TO B DULAC, LA	3	\$200	SD	0	0	140	8588	COMMERCIAL USE OF THIS WATERWAY HAS ALREADY BEEN CURTAILED.	DREDGE SHORT CUT CANAL.	VESSELS ARE ALREADY LIGHT-LOADING AND THERE IS CONCERN ABOUT GROUNDINGS CAUSING LOSS OF LIFE OR PROPERTY DAMAGE. PCT REDUCTION DELAY COSTS COULD NOT CALCULATE NO LOCKS. LOW USE WATERWAY.	
O&M	MVD	MVM	WHITE RIVER, AR	3	\$2,691	LW	0	0	355	215028	Not dredging would vary frm req barges to light load to cmp river closure.Impacts to econ in the area could be sign.Cost incr to local prod commodities.	Dredging to maintain adequate nav chnl to support vital transp needs of region.	Annual Dredging required to support commercial navigation.	
O&M	MVD	MVP	WINONA SMALL BOAT HARBOR, MN	3	\$36	SD	0	0	0	0			Maintenance of a shallow draft harbor-provide navigation light com/rec use.	Sufficient to satisfy existing level of use in accordance with authorized project dimensions and current state and federal regulations included in district's backlog maintenance.
O&M	MVD	MVM	WOLF RIVER HARBOR, TN	3	\$404	SD	0	0	887	378890	Not dredging would vary from req barges to light load to comp harbor closure.Impacts to econ & transp ind could be sign.Future rest would be more costly.	Dredging to maintain adequate nav chnl to support vital transp needs of region.	Annual Dredging required to support commercial navigation.	
O&M	MVD	MVK	YAZOO RIVER, MS	3	\$140	LW	0	0	427	227502	The loss of navigation & the project dimension will have adverse economic impacts to the Vickb Harb Area if the channel is not dredged causg Vbug Harb shutdown	Dredging to support continued navigation of the channel to the Vicksburg Harbor and further.	Closure of channel would have sign econ & social impacts to region.	
O&M	MVD	MVK	YELLOW BEND PORT, AR	3	\$176	SD	0	0	286	0	Loss of navigation will have significant adverse economic impact on the small communities and farmers in the Ark Delta.	Dredging to support continued commercial use of the port	Closure of port would have sign econ & social impacts to region. This port has been maintained annually	
O&M	MVD	MVP	ZIPPLE BAY SMALL BOAT HARBOR	3	\$53	SD	0	0	0	0			Maintenance of a shallow draft harbor to provide navigation-light com/rec use.	Sufficient to satisfy existing level of use in accordance with authorized project dimensions and current state and federal regulations included in.
O&M	MVD	MVS	KASKASKIA RIVER NAVIGATION, IL	4	\$100	LW	0	0	160	160			Backlog (Water Control Equip)	Multipurpose: nav, environmental, and critical harbor of refuge. Recognized in strategic plan for watershed activities in partnerships with others.
O&M	NAD	NAP	MURDERKILL RIVER, DE	1	\$20	SD	1.9	1.9	10	10	ECONOMICALLY DEPRESSED COMMUNITY DEPENDENT ON EFFICIENT CHANNEL OPERATIONS; LACK OF MAINTENANCE WOULD RESULT IN LOCAL ECONOMIC LOSSES/NEGATIVE IMPACTS	CARE TAKER PACKAGE TO PERFORM SURVEYS AND ANSWER INQUIRIES	THE LOCAL COMMERCIAL FLEET OPERATES OUT OF A SMALL NUMBER OF MARINAS AND DOCKING FACILITIES LOCATED IN THE HEART OF THE BOWERS BEACH COMMUNITY. APPROXIMATELY 10 COMMERCIAL FISHING AND CRABBING VESSELS ARE BASED AT MURDERKILL RIVER	
O&M	NAD	NAO	ATLANTIC INTRACOASTAL WATERWAY - ACC, VA	1	\$1,670	LW	1.25	0	480	65071			Operate 34 miles of 12-foot deep channel, a lock, a drawbridge, and facilities	Data from the LPMS and WCR indicates the majority of the commerce is petroleum products, mostly jet aircraft fuel. The ACC is vitally important to the transportation of commerce to the Navy since it carried over 57m gallons of jet fuel in 2003 to the Oceana Naval Air Station. Failure to fund will result in the Navy being unable to meet the fuel demand of the Oceana and commerce being halted, they estimates this would cost them over a million dollars a year if the ACC closed
O&M	NAD	NAB	BALTIMORE HARBOR AND CHANNELS (50 FOOT), MD	1	\$11,214	DD	1.85	0	38823	341268	High Use/Deep draft users would suffer several million \$ per year of additional cost per foot draft restriction. DMMP progress will be slowed resulting in potential lack of placement sites for the project	FY 05/06 dredging contract, DMMP, surveys, material testing, VA dredging contr.	One of the top Ports in the country for national economy: 23,700,000 tons of foreign commerce valued at \$23,185,827,000, 21,500 vessels in 2002, generates \$1.4 billion/year in economic activity in Maryland, 126,700 Maryland jobs, 17,700 are employed in port jobs, \$286 million in taxes annually, \$371 million in U.S. customs receipts. A large variety of manufactured goods, petroleum, coal, agricultural products, etc. move through the Port. Maintenance is critical for the Port to stay competitive and attract potential new users. USN Hospital ship,USN reserves and USCG use this port	
O&M	NAD	NAB	BALTIMORE HARBOR AND CHANNELS (50 FOOT), MD	1	\$4,000	DD	1.85	0	38823	341268	High Use/Deep draft users would suffer several million \$ per year of additional cost per foot draft restriction. Next dredging contract will not be ready in time to perform dredging. E&D activities must be performed in the prior fiscal year to enable dredging to occur during the environmental window of 1 Sep to 31 Mar. This amount does not include funds to perform any dredging of the VA Channels or to initiate the FY 06-07 maintenance dredging of the Baltimore Harbor projects.	Needed to complete the FY 05-06 dredging contracts for the Maryland Channels and to initiate E&D for the FY 06/07 continued maintenance contracts.	One of the top Ports in the country for national economy: 23,700,000 tons of foreign commerce valued at \$23,185,827,000, 21,500 vessels in 2002, generates \$1.4 billion/year in economic activity in Maryland, 126,700 Maryland jobs, 17,700 are employed in port jobs, \$286 million in taxes annually, \$371 million in U.S. customs receipts. A large variety of manufactured goods, petroleum, coal, agricultural products, etc. move through the Port. Maintenance is critical for the Port to stay competitive and attract potential new users. USN Hospital ship, USN reserves and USCG use this port	
O&M	NAD	NAB	BALTIMORE HARBOR, MD (DRIFT REMOVAL)	1	\$326	DD	0	0	38823	341268	Increased hazard to navigation and damaging vessels, channel obstructions delaying commerce, negative impact on comm/rec boating, improves environment. A large number of recreational vessels would go unprotected. This mission also provides assistance to the USCG in their surveillance mission within the Port of Baltimore.	Funds need for collection and disposal of drift from Baltimore Harbor and its tributaries. This funding amount is required to keep this mission operating at approximately 65%. This will cause the debris operation to only operate 3 out of 5 days which will reduce the amount of drift removed within the project and increase the risk of damages to both commercial and recreational vessels.	Statutory requirement: higher performance metric: EP 1165-2-1 states on page 12-15: "Specific and limited local programs for continuing debris collection and disposal have been authorized by Congress for Baltimore, Potomac and Anacostia Rivers in the Washington, DC and metro area." Project annually removes over 28,000 cubic feet of large floating drift and debris from the Port of Baltimore. Mission includes the removal of drift, collapsed piers, abandoned and derelict vessels and other debris which is critical to safe navigation access to the USCG and US Naval Reserve facilities and the USN hospital ship COMFORT. Baltimore Harbor is one of the top Ports in the country for national economy; 40 million tons of commerce, 23.7 million tons of foreign commerce valued at \$23.2 billion, 21,500 vessels in 2002, generates \$1.4 billion/year in economic activity in Maryland, 126,700 Maryland jobs, 17,700 are employed in port jobs, \$286 million in taxes annually, \$371 million in U.S. customs receipts. USN Hospital ship, USN reserves and USCG use this port. Commercial usage includes break-bulk cargo, containerized cargo and fuel and chemical tankers and barges.	
O&M	NAD	NAP	BARNEGAT INLET, NJ	1	\$95	SD	1.3	1.3	5	10	THIS PROJECT IS VALUABLE TO THE NATION BECAUSE IT PROVIDES A SAFE, RELIABLE, AND EFFICIENT NAVIGATION CHANNEL FOR THE MOST DANGEROUS INLET ON THE EAST COAST	CARE TAKER PACKAGE TO PERFORM SURVEYS AND ANSWER INQUIRIES	THE US COAST GUARD DESIGNATES THIS INLET AS A SURF STATION, REQUIRING SPECIAL QUALIFICATIONS FOR THEIR RESCUERS DUE TO THE HAZARDOUS CATEGORY OF THE INLET. THE INLET HAS BEEN HISTORICAL DREDGED 3 TIMES PER YEAR	
O&M	NAD	NAE	BASS HARBOR, ME	1	\$95	LDD	4	0	1	1	Budget request necessary to assure vessel safety and access to offloading facilities	Maintenance dredging to ensure justified level of service	Commercial fishing port and aquaculture center Large commercial fishing fleet 95 boats from several towns and islands experiences tidal delays and grounding damages Site of State Ferry Terminal servicing offshore island communities Town has invested funds to construct new upper landing for fleet Maintenance necessary in conjunction with improvement dredging project to expand harbor capacity	
O&M	NAD	NAN	BROWNS CREEK, NY	1	\$100	SD	0	0	8	126	Safety of passengers at stake. Town of Brookhaven's waterfront revitalization plan for economic development will be compromised.	Beneficial use of dredged material. Closeout contract, prelim E&D for next cycle	Sayville Ferry transports 400,000 passengers via 10,000 trips/year to FL Natl Seashore at Pines, Water Island, Sailor's Haven and Cherry Grove (Ben Stein, Mgr., pers comm). Navigational safety for hundreds of thousands of passengers is at stake. 400 full-time residences of Fire Island depend on ferry serv. safe oper. for their subsistence (Suffolk Cty Legistat, May 2003 Shallow Draft	

O&M	NAD	NAN	BUTTERMILK CHANNEL, NY	1	\$60	DD	0	0	28998	104232	5,489 jobs could be lost.	Beneficial use of dredged material closeout contract, preim E&D for next cycle	As per 2002 IWR WCS, 651,000 short tons of petroleum products are transported, in part generating gasoline valued at over \$40million. Allows for 1.3Million tons of thru traffic. Deepwater channel transporting 29Million tons of freight annually, with over 27Million tons of thru traffic. Deep Draft.
O&M	NAD	NAE	CAPE COD CANAL, MA	1	\$6,320	DD	10.1	0	7991	141664	The Cape Cod Canal is the primary waterborne route for petroleum products delivered to northeast ports. Average annual commerce passing through the Canal is approximately 11.8 million net tons, which includes 2 billion gallons of petroleum products. Closure or significant reduction in controlling depth of the Canal's navigation channel would result in an estimated \$60 million in increased transportation costs if vessels were required to take open ocean routes. Additionally, this action could have dire environmental consequences if the rerouting resulted in an oil spill incident on the outer Cape. The Canal budget also includes maintenance of the 3 bridges that cross the navigation channel and provide the only highway and rail links to Cape Cod. Each year 36 million vehicles traverse the 2 highway bridges and the railroad provides the primary link for transporting solid waste off of Cape Cod. Closure or restriction on the bridges would have significant economic impacts on the Massachusetts and Cape Cod economies.	Operate and maintain the Cape Cod Canal for navigation.	The Cape Cod Canal is the primary waterborne route for petroleum products delivered to northeast ports. Average annual commerce passing through the Canal is approximately 11.8 million net tons, which includes 2 billion gallons of petroleum products. Closure or significant reduction in controlling depth of the Canal's navigation channel would result in an estimated \$60 million in increased transportation costs if vessels were required to take open ocean routes. Additionally, this action could have dire environmental consequences if the rerouting resulted in an oil spill incident on the outer Cape. The Canal budget also includes maintenance of the 3 bridges that cross the navigation channel and provide the only highway and rail links to Cape Cod. Each year 36 million vehicles traverse the 2 highway bridges and the railroad provides the primary link for transporting solid waste off of Cape Cod. Closure or restriction on the bridges would have significant economic impacts on the Massachusetts and Cape Cod economies.
O&M	NAD	NAE	CARVERS HARBOR, ME	1	\$270	LDD	2.2	0	0	0		Sampling & testing of shoal material for future maintenance dredging	Carvers Harbor is the only water facility on Vinalhaven Island It serves as the access point for the Island to receive food, fuel, and supplies from the mainland It also supports a small lobster fishing fleet which supports a significant number of Islanders
O&M	NAD	NAO	CHINCOTEAGUE INLET, VA	1	\$900	SD	1.44	0	3	14	Lack of maintenance will curtail USCG and marine fisheries law enforcement response capability.	Maint Dredging and associated E&D, S&A, permits.	Largest commercial port on the Eastern Shore of VA. Primary access from Atl. Ocean to Critical Harbor of Refuge at Chincoteague and other Federal Nav. projects. Military and Homeland Security Use. USCG Station and USCG Group Eastern Shore use the project. NASA Goddard Space Flight Center, VA Space Flight Facility, and US Navy use project for training, range control, payload recovery, and oceanographic missions. \$8.2 MIL/yr income depend on project (Accomack Co.)
O&M	NAD	NAP	COLD SPRING INLET, NJ	1	\$540	LDD	7.77	7.77	31	13	USCG MUST HAVE A RELIABLE CHANNEL TO FULFILL TRAINING, HOMELAND SECURITY REQUIREMENT & CONDUCT SEARCH & RESCUE OPERATIONS. LOCAL ECONOMIC LOSSES/NEGATIVE IMPACT	MAINTENANCE DREDGING INLET CHANNEL	U.S. COAST GUARD STATION, INCLUDING THE ONLY U.S. COAST GUARD ENLISTEE TRAINING BASE IN THE U.S. EAST COAST'S LARGEST AND 13TH MOST VALUABLE COMMERCIAL FISHING FLEET IN THE U.S. (CAPE MAY/WILDWOOD)
O&M	NAD	NAP	DELAWARE RIVER AT CAMDEN, NJ	1	\$10	DD	1.8	1.8	6400	6142	NOT MAINTAINING THIS CHANNEL COULD CREATE AN ENVIRONMENTAL HAZARD	PERFORM CHANNEL CONDITION SURVEYS	THIS IS A 40-FOOT DEEP DRAFT PROJECT, WHICH PROVIDES SAFE NAVIGATION FOR LARGE VESSELS THAT PROVIDE 6.4 MILLION TONS OF HIGH VALUE PRODUCTS TO THE TRI-STATE AREA AND THE NATION. THIS CONTRACT WILL PROVIDE FOR ACCEPTABLE LEVEL OF SERVICE 95% OF THE TIME DURING THE NAVIGATION SEASON
O&M	NAD	NAP	DELAWARE RIVER, PHILADELPHIA TO THE SEA, NJ, PA & DE	1	\$12,280	DD	25.5	25.5	112469	9002	LOSS OF DEPTH COULD OCCUR IF RIVER IS NOT DREDGED & AREA IS TO SHOAL. IT WOULD CREATE A SERIOUS HAZARD TO NAVIGATION LEADING TO POTENTIAL ENVIRONMENTAL HAZARD	MAINTENANCE DREDGING, DISPOSAL AREA MAINTENANCE; CHANNEL EXAMS	THIS PROJECT HAS HIGH IMPACT ON THE AREA ECONOMY AND IS DESIGNATED AS ONE OF THE STRATEGIC MILITARY PORTS, FOURTH LARGEST PORT BY REPORTED TONNAGE WITH COMBINATION OF ALL PORTS USING THE DELAWARE RIVER. IT SUPPORTS 2ND LARGEST REFINERY COMPLEX IN THE NATION AND IS THE LARGEST REFINERY COMPLEX ON EAST COAST
O&M	NAD	NAP	DELAWARE RIVER, PHILADELPHIA TO THE SEA, NJ, PA & DE	1	\$8,185	DD	25.5	25.5	112469	9002	LOSS OF DEPTH COULD OCCUR IF RIVER IS NOT DREDGED & AREA IS TO SHOAL. IT WOULD CREATE A SERIOUS HAZARD TO NAVIGATION LEADING TO POTENTIAL ENVIRONMENTAL HAZARD	MAINTENANCE DREDGING, COMPLETE DISPOSAL AREA MAINTENANCE; MCFARLAND DREDGING	THIS PROJECT HAS HIGH IMPACT ON THE AREA ECONOMY AND IS DESIGNATED AS ONE OF THE STRATEGIC MILITARY PORTS, FOURTH LARGEST PORT BY REPORTED TONNAGE WITH COMBINATION OF ALL PORTS USING THE DELAWARE RIVER. IT SUPPORTS 2ND LARGEST REFINERY COMPLEX IN THE NATION AND IS THE LARGEST REFINERY COMPLEX ON EAST COAST
O&M	NAD	NAP	DELAWARE RIVER, PHILADELPHIA, PA TO TRENTON, NJ	1	\$720	DD	13.9	13.9	8500	126	LOSS OF DEPTH COULD OCCUR IF RIVER IS NOT DREDGED AND AREA IS TO SHOAL. IT WOULD CREATE SERIOUS HAZARD TO NAVIGATION LEADING TO POTENTIAL ENVIRONMENTAL HAZARD	PERFORM CHANNEL CONDITION SURVEYS	THIS PROJECT HAS HIGH IMPACT ON THE AREA ECONOMY.
O&M	NAD	NAE	DISPOSAL AREA MONITORING, ME	1	\$1,106	O	40	40	29211	0	Discontinuing monitoring would jeopardize our ability to continue the practice of open water disposal in the entire New England region (including Long Island Sound, NY). Monitoring results are critical to the decision-making process of the Corps and other federal agencies regarding open water disposal. Monitoring is particularly essential to the disposal site designation process. EPA is currently in the process of designating several New England disposal sites. Without sufficient monitoring, the ability to designate sites and keep these sites open for suitable dredged material disposal is severely threatened.	Monitor and manage 10 dredged material disposal sites, which serve 90% of disposal needs for New England, and part of New York. Validate permit decisions regarding suitability of dredged material for open water disposal, ensure that there are no unanticipated impacts and allow corrective actions, if needed. Monitoring allows us to better manage these sites to minimize environmental impacts. Monitoring also builds the confidence of other federal agencies and the public.	Without access to regional open water disposal sites, dredged disposal costs for New England and New York - Long Island Sound projects would increase dramatically by factors of 2-10 or more. Disposal sites in New England receive an average of 1.4 million cy of sediment per year from both Federal and permit projects. Costs to projects could increase \$32-80 million per year if sites were unavailable. Costs to Corps projects would account for about one-half of this increase (\$16-40 million per year).
O&M	NAD	NAN	EAST RIVER, NY	1	\$350	DD	99	0	30140	209715	2500 jobs would be lost	Continue E&D award dredging contract	Per 2002 IWR WCS, 15M tons of through traffic use this channel annually. Also, two terminal facilities, including the 1,090 MW Astoria Generating Station receive fuel for plant consumption by vessel. Risk of oil spills if channels not maint. Deep Draft.
O&M	NAD	NAN	EAST RIVER, NY	1	\$1,000	DD	99	0	30140	209715	2500 jobs would be lost	Award and complete dredging contract	Per 2002 IWR WCS, 25million tons of through traffic use this channel annually. Also, two terminal facilities, including the 1,090 MW Astoria Generating Station receive fuel for plant consumption by vessel. Deep Draft.
O&M	NAD	NAN	EAST ROCKAWAY INLET, NY	1	\$140	SD	7	0	321	321	Petroleum products will divert to trucks at significant economic and enviro cost. USCG Save and Rescue missions. Grounding will continue 316 jobs could be lost.	Initiate E&D, Ensure Safety (groundings have occurred), award dredging contract	IWR WCS 2002 reports 321,000 tons of freight, with 2.2Million barrels of petroleum products, val at \$138 Million. 5 fuel oil terminals at oceanside, Inwood and Lawrence A surf clam boat owner docks 6 boats of his fleet in Oceanside (Atl Fishery mgmt Council, 200). Bayhead, surf clam supp, transp. 100 bushels/week(per comm). Other terminals are repair and mooring docks with mech. handling facilities. Shallow Draft
O&M	NAD	NAN	EASTCHESTER CREEK, NY	1	\$100	SD	63.6	0	975	24563	The important terminals will have to close as shoaling continues to make water transportation ineffective	Initiate E&D	As per 2002 IWR WCS, 25 Million tons of cargo use this channel annually. There are three terminals, two sand and gravel, one home heating oil and gasoline. facilities. Risk of oil spills because barge sitting on bottom at low tide. Shallow Draft
O&M	NAD	NAN	FIRE ISLAND INLET TO JONES INLET, NY	1	\$220	SD	0	0	0	0	Hazardous channel conditions,groundings Coastal storm damage reduction benefits not realized	Award cost shared dredging contract	Homeport to fleet of 7 commercially operated charter fishing vessels, numerous marinas and commercial ferries that serve the barrier island of Fire Island. State coast sharing for difference in beach placement. US Coast Guard St. Fire Isl. serves the region in search and Rescue Missions. Shallow Draft.
O&M	NAD	NAN	FLUSHING BAY AND CREEK, NY	1	\$150	DD	15.1	0	1627	90591	Fuel will not continue to be received	Initiate E&D	Per the 1999 IWR Pt Series No. 5,14 marine terminals on this waterway receive and ship sand, stone, petroleum products by barge. As per the 2002 IWR WCS, the petro. prod. carried by this waterway total 532,000 barrels. 3 recreational/comm. marinas are located on this waterway as well as the NYPD Hbr Patrol Unit Station. Deep Draft
O&M	NAD	NAN	GREAT SOUTH BAY, NY	1	\$200	SD	0	0	12	136	Town of Brookhaven's waterfront revitalization plan for economic development will not advance.	Beneficial use of dredged material.Dredge Patchogue River; Initiate E&D in Great	Ferries bring 30,000 passengers to Natl Seashore. \$12-15Million annual revenue to Patchogue area. Boatyards service recreational craft & commercial vessels, fishing trawlers & party fishing boats. In 2002, 4,176 trips by vessels, delivering passengers and dry cargo (John Pavavic, NYSDEC). 400+ residences on Fire Is. relying solely on waterborne trans.for their fuel,food and other essentials (Suffolk Cty Legislature,May 2003).Shallow Draft
O&M	NAD	NAO	HAMPTON RDS, NORFOLK & NEWPORT NEWS HBR, VA (DRIFT REMOVAL)	1	\$825	DD	0	0	54500	1608723	If drift and debris not collected, floating and submerged hazards will create unsafe conditions in major commercial and military port.	Collect & remove debris in Hampton Roads & tributaries to protect navigation	Hampton Roads is a Strategic Port with high military and commercial usage, over 70,000 annual vessel trips and 54.5 million tons (5-yr. avg.) Funding for Drift Removal is essential to safety of the port, Homeland Security and the US Navy. The project vessels and crew annually collect 83,000 cubic feet of debris, remove an average of 8 sunken vessels and respond to more than 2,000 calls from US Coast Guard and Shipping interests on incidents posing imminent danger, thus preventing over 500 collisions and saving an estimated \$6.5 million in direct vessel damage at an average of \$13,000 per incident. Usage includes four major container port terminals (with an additional one under construction), three major coal terminals, numerous bulk cargo and petroleum terminals, five major shipyards and seven smaller shipyards, Norfolk Naval Base (six aircraft carrier battle groups and numerous other Naval vessels), Portsmouth Coast Guard base (largest Coast Guard cluster of ships on the East and Gulf Coast), cruise ships, commercial tour boats and passenger ferries on the Elizabeth River, and a large concentration of migratory pleasure vessels transiting Eastern Seaboard via the Atlantic Intracoastal Waterway. The project operates 7 days per week, year round, and also supports the Dept. of Homeland Security, US Na

O&M	NAD	NAN	HUDSON RIVER CHANNEL, NY	1	\$350	DD	0	0	16372	1215609	Deep draft vessels will have draft restrictions going to port of Albany and NYC cruise terminals.	Complete E & D	Serves the NYC Passenger Ship Terminal, from which 12 cruise lines serve over 887,000 passengers per year (P&O Ports) also key segment in the Hudson River channel to Port of Albany, NY. Cruise Industry contributes about \$800 Million to NYS economy and in 2004, 3300 jobs. Deep Draft
O&M	NAD	NAN	HUDSON RIVER, NY (MAINT)	1	\$1,794	DD	3.9	0	18700	1350000	This IMP. High use/Deep Draft Channels users would suffer seven million Dollars per year of additional costs per foot of draft restriction per Port of Alban, NY	Project condition surveys, E&D, Maintenance Dredging Contract.	Will avoid \$7 Million of delay costs/ft of draft restriction per Pt of Albany. Provides deep draft vessel access along 145 miles of river between NYC & Pt of Albany accounting for more than 1.3 b trip-ton-miles of international and domestic commerce annually (2002 IWR WCS). Annual cargo value is estimated at \$2.9b with annual economic benefits for of Albany alone estimated to range between \$100 - \$114 million (Pt of Albany Master Plan Update 2000 Economic Impact Summary).
O&M	NAD	NAN	HUDSON RIVER, NY (O&C)	1	\$1,090	LDD	10.1	0	7	1025	Operations will not match NYS canals system (525 miles with 56 locks). Traffic will be shut down and prevented from transitting between Hudson River and NY State Barge Canal.	Operate at minimal level of service to match NYS canal system ops	System transportation and economic benefits contribute an annual value of \$384 Million. (ECONOMIC IMPACT STUDY-Eric Mower and Associates,2002, for NYS Canal System). Per NYS Canal System leadership operation of lock is integral to the viability of the NYS Canal System (525 miles, 56 locks). estimated to provide annual economic value from federal lockages of \$190 million out of the \$384 Million. Integral element of NY State Barge Canal System (5 canals, 524 miles of waterways, 56 locks and 2,500 facilities) - Connects Hudson River with the Great Lakes and Canada in a holistic system that includes the Hudson/Mohawk and Lake Champlain watersheds - Canal System contributes \$384 Million in economic activity annually - 50% of long distance traffic travels through Troy Lock, which generates most of this economic activity - Closure of the Troy Lock will shut down the system to most long distance travel, causing severe navigation and economic impacts to NYS
O&M	NAD	NAP	INTRACOASTAL WATERWAY, DELAWARE R TO CHESAPEAKE BAY, DE & MD	1	\$11,475	DD	2	2	15000	709	REQUIRED TO MAINTAIN 4 HIGHWAY BRIDGES	MAINTENANCE OF 4 HIGH LEVEL HIGHWAY BRIDGES ACROSS C&D CANAL. MAINTAIN MARINE TT	ENVIRONMENTAL WINDOWS FOR DREDGING OPEN 1 OCT TO 15 MARCH. WINTER ICING REQUIRES MAINTENANCE DREDGING TO BE COMPLETED BY 15 JANUARY
O&M	NAD	NAN	JAMAICA BAY, NY	1	\$140	SD	14.2	0	489	24899	Hazardous channel conditions would persist	Initiate E & D and award continuing contract	6 companies ship & receive petroleum products, including the 55 MW Keyspan Far Rockaway Generating Station. 2 NYCDEP water pollution control plants ship and/or receive sludge for processing. Two comm'l fishing vessels and a fleet of charter vessels and dinner party boats use the channel.Dredged material from prior cycle used for restoration material for Jamaica Bay Marsh Is Cap Proj.Deep Draft
O&M	NAD	NAO	JAMES RIVER CHANNEL, VA	1	\$2,305	DD	3	0	4543	471198	If not dredged, dangerous shoals and vessel restrictions will occur.	Maintenance Dredging, E&D and S&A for dredging on lower and upper river	Military use by Army at Ft. Eustis and MARAD Reserve Fleet. Commerce averaged 5.9 million tons last 5 years. Increased transportation costs by 2 primary users estimated over \$5 M annually for 2 ft. of shoaling. Port of Richmond estimates lost revenue over \$2M annually if not dredged. Environmental studies important to State sediment management initiatives. Tour boat operates from Richmond up to 150 passengers. If not dredged, dangerous shoals and vessel restrictions will occur.
O&M	NAD	NAO	JAMES RIVER CHANNEL, VA	1	\$990	DD	3	0	4543	471198	If not dredged, dangerous shoals and vessel restrictions will occur.	Condition surveys, envr. studies, and additional dredging on river to provide project for longer portion of year	Justification: Funding in the ceiling amount of \$2,305,000 is not adequate to maintain the James River Channel in a safe condition for the entire year. The James River while well marked by the Coast Guard, in its upper reaches is narrow and tortuous. Shoaling in any of the turns or approaches creates high-risk situations for deep draft vessels. Without sufficient funding, dangerous shoals will force the imposition of vessel draft restrictions. For the past 8 years the channel has been maintained without imposing any restrictions, and with only two reported grounding incidents. However with lack of adequate maintenance the ships are at greater risk of grounding incidents with vessel damage, risk of loss of life and risk of oil spill. As a result, the state Pilots will limit the drafts of ships to all ports on the James River with substantial losses to the ports and shippers. The increased transportation costs for the major users alone would total over \$10 million annually for just 2 feet of shoaling. The Port of Richmond also estimates lost revenues of over \$2 million annually if the channel is not maintained adequately. Commercial tonnages on the James River have average
O&M	NAD	NAN	LONG ISLAND INTRACOASTAL WATERWAY, NY	1	\$200	HSD	0	0	30000	30000	Important channel will shoal and prevent safe passage of commercial fishing vessel and thousands of recreational vessels	Complete E & D; awd multi year dredging continuing contract	Commercial fishing fleets using the Intracoastal total over 30 vessels, which landed over 30 Million ponds of commercially valuable fish in 1998. Three USCG Stations utilize this waterway for search and rescue missions. Many recreational boaters use this sheltered route along the Atlantic Oc. Shallow Draft
O&M	NAD	NAP	MANASQUAN RIVER, NJ	1	\$510	SD	1.4	1.4	18	12	THIS PROJECT IS VALUABLE TO THE NATION BECAUSE IT PROVIDES A SAFE, RELIABLE, AND EFFICIENT NAVIGATION CHANNEL FOR THE BUSIEST INLET IN THE STATE OF NEW JERSEY	MAINTENANCE DREDGING & REPAIR FAILED RETAINING WALL CURB	COAST GUARD CONDUCTED 787 ASSISTANCE/RESCUE CASES AND SAVED 11 LIVES FROM 2000 TO 2003 (USCG DATA). THE INLET SHOULD BE DREDGED THREE TIMES A YEAR TO PROVIDE A RELIABLE, EFFICIENT AND SAFE NAVIGATION CHANNEL
O&M	NAD	NAP	MISPILLION RIVER, DE	1	\$20	SD	1.8	1.8	12	10	A RECENT TRANSPORTATION OF COAST GUARD PERSONNEL FOR THE PURPOSE OF CONDUCTING NATIONAL SECURITY AUDITS ON SELECTED FOREIGN VESSELS. RESTRICTING AND/OR DELAYINK	CARE TAKER PACKAGE TO PERFORM SURVEYS AND ANSWER INQUIRES	THIS WATERWAY, ALONG WITH CEDAR CREEK, SUPPORTS THE ONLY LAUNCH SERVICE. DELAWARE BAY LAUNCH SRVCS, INC. THAT PROVIDES SAFE TRANSPORT OF PERSONNEL AND SUPPLIES TO SUPER TANKER VESSELS ANCHORED IN THE DELAWARE BAY, BIG STONE AND BREAKWATER ANCHORAGES AND THE NEARBY ATLANTIC OCEAN THUS SERVING A CRITICAL PART IN THE LOGISTICS OF LIGHTERING TANKERS SO THEY CAN PROCEED UP DELAWARE RVR TO THE VARIOUS REFINERIES
O&M	NAD	NAN	MORICHES INLET, NY	1	\$80	SD	5.3	0	0	0	PS package for next cost shared maintance dredging of this dangerous inlet will not be ready on time.	Complete E&D	Auth. critical Harbor of Refuge and critical USCG SAR Station inside inlet. USCG reports 16 significant SAR cases during last reporting year. Nav. project authorized based upon \$1.25 million of avoided damages per year. Maintenance dredging is cost- shared with RSM- based use of sand on down drift beach.
O&M	NAD	NAB	NANTICOKE RIVER NORTHWEST FORK, MD	1	\$240	SD	4.5	0	818	31741	Deferral of the dredging will result in possible fuel shortages in the winter	Completes E&D for future maintenance dredging	Serves as the only navigation access to the Port of Seaford, DE. Seaford provides facilities for grain exports and petroleum imports (818,000 tons)(31,741,000 ton-mile which are vital to the economy of the Delmarva Peninsula. Serves fuel barge traffic to major power generation plant at Vienna, MD. Sussex County commission has identified increased waterborne commerce as essential to the regions economic health.
O&M	NAD	NAN	NEW YORK AND NEW JERSEY CHANNELS, NY	1	\$200	DD	0	0	111101	1237000	Potential risks associated with large,deep draft vessels meeting in navigationally hazardous areas such as turns and points (Harb Safety...Comm, May 2004.37.31.	Beneficial use of dredged material.Initiate/Continue E&D/Closeout '05 contract	IWR WCS 2002 rpts over 88 Million tons of thru traffic. Over 111 Million tons of bulk cargo include manufactured goods, ore, scrap,food & farm products,190 million barrels of petroleum products reported, valued at \$12 billion. Over 100 fuel oil terminals (IWR Port Series, 2000). From Raritan Bay (Stat Island Advance, 2001), 80,000 bushels of hard clams worth \$5 Million \$ transplanted. There are almost 14,000 total upbound/downbound vessel trips reported. Deep Draft
O&M	NAD	NAN	NEW YORK AND NEW JERSEY CHANNELS, NY	1	\$7,000	DD	0	0	111101	1237000	37,313 jobs could be lost.	Dredge approx. 120,000 cys of remaining shoals in the Arthur Kill Goethals to O	IWR WCS 02 rpt's over 88 Million tons of thru traffic. Over 111 Million tons of bulk cargo, the highest in the last ten years, including manufactured goods, ore, scrap, food and farm products, and 190 Million barrels of petroleum products are reported, valued at \$12 billion. There are over 100 fuel oil terminals (IWR Port Series 2000). In Raritan Bay Reaches specifically (Staten Island Advance 2001), 80,000 bushels of hard clams worth \$5M dollars wholesale, were tr Deep Draft
O&M	NAD	NAN	NEW YORK HARBOR, NY	1	\$3,060	DD	7.1	7.1	106649	1237000	Site will close; most dredging will cease; contaminated DM in ocean will remain exposed	Mnge/monitor only disposal site avail for most NY dredging proj. E&D	Only long term dredged material disposal site avail for all fed'l and private new and maint dredging in NYD. If not funded, disposal costs for NY Hbr Deepening proj could increase by over \$2B, making proj unfeasible. Most NY Hbr dredging would cease. Containers, petroleum, sand and gravel are transp by these channels. Gravesend B provides secure holding site for vessels by USCG. Deep Draft
O&M	NAD	NAN	NEW YORK HARBOR, NY	1	\$350	DD	7.1	7.1	106649	1237000	Wil not be able to use site; most dredging in NY will cease; contaminated DM from our projects will remain exposed; criteria needed for EPA OD Regs and RMW.	Provide criteria for only disposal site available for most NY dredging projects.	Funds allow NYD to continue using the only long term dredged material disposal site available for all fed'l and private new and maintenance dredging projects. If not fully funded, disposal costs for NY Hbr Deepening project could increase by over \$2,000,000,000, making project unfeasible, even if extra funds were received, there are no upland disposal sites in the region that have capacity for even 25% of the deepening material. Most NY Hbr dredging would cease.BUDM.
O&M	NAD	NAN	NEW YORK HARBOR, NY & NJ (DRIFT REMOVAL)	1	\$4,400	DD	3.68	0	106649	1237000	Increased haz to nav damaging vessels,channel obstructions delaying commerce,oil spills in Hbr, beach closures, neg impacts on comm/recre boating, enhance envr	Minimum level of service to support only two drift boats, not three. Remove drift, floatables, derelict vessels, obstr from channels and anchorages.	Provide major and minor channels with clear and safe passageways for general nav.to ensure that property, life and the environment is protected, to ensure that commerce and commodities, to and from NY hbr are shipped safely, coordinate efforts in support of homeland security with USCG, NY & NJ Hbr Police. Participate in the USEPA Region 2 Floatable Action Plan with agencies (USEPA, USCG, NJDEPE & NYCDEP)to reduce chance of floatable related beach closures. Shallow Draft - Removal of drift, derelict vessels, sections of collapsed piers and other obstructions is critical to safe navigation - Project protects commercial vessels (including oil barges and tankers), cruise ships, commuter ferries, container ships, Navy ships, US Coast Guard vessels, and recreational craft. - Protects over 62,260 deep draft vessel transits, 33,000,000 passenger ferry trips, and 1 million cruise ship passengers per year - 107 million tons of commerce annually depend on safe navigation, including over 36 million tons of petroleum products - Approximately \$23 million in damages to commercial vessels were avoided by NAN drift collection activities, based on a survey of marine insurance carrie
O&M	NAD	NAN	NEWARK BAY, HACKENSACK AND PASSAIC RIVERS, NJ	1	\$120	DD	0	0	29832	61042	PS package for next maintance dredging for the channels that services Port Elizabeth and Port Newark will not be ready on time.	Initiate/Continue E&D	IWR WCS 02 rpts 4 Million tons of through traffic. Almost 30 Million tons of bulk cargo, including 5.5 Million barrels of petroleum products valued at over \$16 billion, cement and glass, food products and manufactured goods are major items. City of New York and PANYNJ utilize pierage at approx. 25 for concrete, oil and other bulk cargo delivery (IWR Port Series, 2000). Over 5,000 upbound/downbound vessel trips reported (IWR WCS,2002) Deep Draft
O&M	NAD	NAN	NEWARK BAY, HACKENSACK AND PASSAIC RIVERS, NJ	1	\$8,000	DD	0	0	29832	61042	PS package for next maintance dredging for the channels that services Port Elizabeth and Port Newark will not be ready on time.	Dredge Port Newark Channels	IWR WCS 2002 also reports 4 Million tons of through traffic. Almost 30 Mill tons of bulk cargo, including 5.5 Million barrels of petroleum products valued at over \$16 billion, cement and glass, food products and manufactured goods are major items transported here. The City of NY & the PANYNJ utilize pierage at approximately 25 locations for concrete, oil and other bulk cargo delivery (IWR Port Series 2000). There are over 5,000 total upbound/downbound vessel trip Deep draft
O&M	NAD	NAO	NORFOLK HARBOR, VA	1	\$5,981	DD	3.5	0	54500	1608723	If Craney Island not operated and maintained, would shut down all dredging operations, both public and private, in Hampton Roads.	Maint Dredging, E&D, S&A. Operate and maintain Craney Is.	STRATEGIC PORT - HAMPTON ROADS - HIGH MILITARY USE. Maintaining channels to project depth ensures safe vessel transit. Norfolk Harbor and associated Channels provides a home base for the Mid-Atlantic fleet, USCG, and other U.S. military facilities. Com Tons of 54.5 million based on 5-yr. avg. for Hampton Roads. 2002 Waterborne Commerce: Hampton Roads had 70,300 vessel trips leaving and entering Norfolk Harbor and Channels.

O&M	NAD	NAO	NORFOLK HARBOR, VA	1	\$5,222	DD	3.5	0	54500	1608723		Condition Surveys, Maint Dredging, E&D, S&A, operate and maintain Craney Island.	STRATEGIC PORT - HAMPTON ROADS - HIGH MILITARY USE. Home base for the Mid-Atlantic fleet, USCG, and other U.S. military facilities. According to 2002 Waterborne Commerce stats, Norfolk Harbor provided passage for 54.5 million tons of freight (5-yr. avg.) with about 70,300 vessels leaving and entering Norfolk Harbor. Spillway number 3 is over 25 years old and has experienced significant settlement of the structure and pipeline.
O&M	NAD	NAB	OCEAN CITY HARBOR AND INLET AND SINEPUXENT BAY, MD	1	\$220	SD	5.5	0	37	51	Deferral of the dredging will reduce access of this harbor of refuge for the USCG station and to the number of offshore vessels using the inlet and adversely affect a major east coast fishery industry.	Ocean City Inlet provides one of the safest harbor of refuge along the Atlantic Coast (HR 38)Initiate Maintenance Dredging project to restore authorized depth	Serves several packing houses, offshore commercial fishing fleets, marinas and recreational vessels. In 2001 according to the Atlantic Coastal Cooperative Statistics Program, the Ocean City Harbor landed over 74 million pounds of fisheries products. Only 5 other ports on the Atlantic Ocean reported higher landings. Project is considered a harbor of refuge.
O&M	NAD	NAE	PORTLAND HARBOR, ME	1	\$520	DD	6	0	27132	35706	Delay in sampling and testing will delay scheduled FY07 dredging of critical shoals. Historically, project requires maintenance every 5 to 10 years. Project was last dredged in 1999. Oil tankers are already experiencing some tidal delays.	Sampling testing of shoal material for scheduled FY07 Critical maintenance dredging	Portland Harbor is the 25th ranked port in the US in terms of cargo and number 1 in foreign waterborne cargo. It is the deepest port in New England and the largest port in Maine. It serves a small fishing fleet and a large Coast Guard facility.
O&M	NAD	NAB	POTOMAC AND ANACOSTIA RIVERS, DC (DRIFT REMOVAL)	1	\$744	DD	0	0	2881	2881	Increased hazard to nav. damaging vessels, channel obstructions delaying commerce, negative impact on comm/rec boating, improves environment	Collection and removal of hazardous floating drift and debris.	The rivers support our Nation's defense by supplying fuel to defense facs. Nation's capitol is a worldwide tourist destination that supports the economy of DC, MD and VA. Funds used to prevent severe damage to comm and rec vessels that could result in loss of life, property damage and environmental damage due to fuel and or chemical spills. The project safeguards government and comm marine facs and aids in maintaining the aesthetic value of the waterways and shoreline.
O&M	NAD	NAE	PROJECT CONDITION SURVEYS, CT	1	\$1,000	PCS	0	0	18403	0	Will be unable to report project depths to allow for safe shipping and boating	Used to perform hydro and topo surveys in 49 authorized Fed nav projects in CT	PCS funds are used to survey and report project depths in harbors in CT. With limited funding available in the dredging program more frequent surveys of projects will allow users to make decisions on safe usage of the harbors. In the deeper draft projects it will allow shippers, pilots, and the Coast Guard to determine safe navigating depths for the projects to prevent groundings or accidents.
O&M	NAD	NAB	PROJECT CONDITION SURVEYS, DC	1	\$37	PCS	33	0	557	1101	Will reduce information on channel surveys that are used by NOAA for coast chart updates, USCG for buoy placement in channels used by USCG, US Navy as well as commercial and recreational vessels. Major safety concern	Survey and chart the condition of Federal navigation channels.	The Federal navigation channels within DC are used by commercial and recreational vessels. The channels support our Nation's economy and defense. The channels require surveying to ascertain the depth to determine whether it complies with the project authority and are safely navigable. The channel condition data is reported to USCG for proper marking of the channels and issuance of LNTM and to several agencies that publish reports.
O&M	NAD	NAP	PROJECT CONDITION SURVEYS, DE	1	\$60	PCS	0	0	0	0	EM 1130-2-306 (6C) REQUIRES PROMPT DISSEMINATION OF THE LATEST DETAILED SURVEY INFORMATION SO THAT MARINERS MAY BE INFORMED OF THE LATEST CHANNEL CONDITIONS	PERFORM CHANNEL CONDITION SURVEYS IN DELAWARE	THE AMOUNT REQUESTED WILL PROVIDE FOR GATHERING TIMELY INFORMATION ON CONDITIONS OF 5 PROJECTS AND WILL PERMIT THIS DISTRICT TO FULFILL ITS MISSION OF FURNISHING UP-TO-DATE INFORMATION TO LOCAL USERS
O&M	NAD	NAB	PROJECT CONDITION SURVEYS, DE	1	\$26	PCS	49	0	818	31741	Will reduce information on channel surveys that are used by NOAA for coast chart updates, USCG for buoy placement in channels used by USCG, US Navy as well as commercial and recreational vessels. Major safety concern	Survey and chart the condition of Federal navigation channels.	The Federal navigation channels within DE are used by commercial and recreational vessels. The channels support our Nation's economy and defense. The channels require surveying to ascertain the depth to determine whether it complies with the project authority and are safely navigable. The channel condition data is reported to USCG for proper marking of the channels and issuance of LNTM and to several agencies that publish reports.
O&M	NAD	NAE	PROJECT CONDITION SURVEYS, MA	1	\$1,300	PCS	0	0	68921	0	Will be unable to report project depths to allow for safe shipping and boating	Used to perform hydro and topo surveys in 65 authorized Fed nav projects in MA	PCS funds are used to survey and report project depths in harbors in MA. With limited funding available in the dredging program more frequent surveys of projects will allow users to make decisions on safe usage of the harbors. In the deeper draft projects it will allow shippers, pilots, and the Coast Guard to determine safe navigating depths for the projects to prevent groundings or accidents.
O&M	NAD	NAB	PROJECT CONDITION SURVEYS, MD	1	\$379	PCS	30	0	8783	211558	Will reduce information on channel surveys that are used by NOAA for coast chart updates, USCG for buoy placement in channels used by USCG, US Navy as well as commercial and recreational vessels. Major safety concern	Survey and chart the condition of Federal navigation channels.	The Federal navigation channels within MD are used by commercial and recreational vessels. The channels support our Nation's economy and defense. The channels require surveying to ascertain the depth to determine whether it complies with the project authority and are safely navigable. The channel condition data is reported to USCG for proper marking of the channels and issuance of LNTM and to several agencies that publish reports.
O&M	NAD	NAE	PROJECT CONDITION SURVEYS, ME	1	\$866	PCS	0	0	29211	0	Will be unable to report project depths to allow for safe shipping and boating	Used to perform hydro and topo surveys in 69 authorized Fed nav projects in ME	PCS funds are used to survey and report project depths in harbors in ME. With limited funding available in the dredging program more frequent surveys of projects will allow users to make decisions on safe usage of the harbors. In the deeper draft projects it will allow shippers, pilots, and the Coast Guard to determine safe navigating depths for the projects to prevent groundings or accidents.
O&M	NAD	NAE	PROJECT CONDITION SURVEYS, NH	1	\$300	PCS	0	0	4108	0	Will be unable to report project depths to allow for safe shipping and boating	Used to perform hydro and topo surveys in 12 authorized Fed nav projects in NH	PCS funds are used to survey and report project depths in harbors in NH. With limited funding available in the dredging program more frequent surveys of projects will allow users to make decisions on safe usage of the harbors. In the deeper draft projects it will allow shippers, pilots, and the Coast Guard to determine safe navigating depths for the projects to prevent groundings or accidents.
O&M	NAD	NAP	PROJECT CONDITION SURVEYS, NJ	1	\$40	PCS	0	0	0	0	EM 1130-2-306 (6C) REQUIRES PROMPT DISSEMINATION OF THE LATEST DETAILED SURVEY INFORMATION SO THAT MARINERS MAY BE INFORMED OF THE LATEST CHANNEL CONDITIONS	PERFORM CHANNEL CONDITION SURVEYS NEW JERSEY	THE AMOUNT REQUESTED WILL PROVIDE FOR GATHERING TIMELY INFORMATION ON CONDITIONS OF 3 PROJECTS AND WILL PERMIT THIS DISTRICT TO FULFILL ITS MISSION OF FURNISHING UP-TO-DATE INFORMATION TO LOCAL USERS
O&M	NAD	NAN	PROJECT CONDITION SURVEYS, NJ	1	\$1,200	PCS	38	0	146798	959146	Channel surveys are used by NOAA for coast chart updates, USCG for buoy placement in channels used by USCG, US Navy as well as commercial and recreational vesss	Perform Condition Surveys	Condition surveys provide timely depth data for maint planning, pilots for nav, NOAA for chart updates, USCG for buoy placement and are directly linked to regional economics, environmental protection, homeland security and law enforcement. Shallow Deep
O&M	NAD	NAN	PROJECT CONDITION SURVEYS, NJ	1	\$435	PCS	38	0	146798	959146	Channel surveys are used by NOAA for coast chart updates, USCG for buoy placement in channels used by USCG, US Navy as well as commercial and recreational vesss	Perfrom project condition surveys.	Condition surveys provide timely depth data for maint planning, pilots for nav., NOAA for chart updates, USCG for buoy placement and are directly linked to regional economics, environmental protection, homeland security and law enforcement. Shallow Draft
O&M	NAD	NAN	PROJECT CONDITION SURVEYS, NY	1	\$930	PCS	70	0	247027	1008243	Channel surveys are used by NOAA for coast chart updates, USCG for buoy placement in channels used by USCG, US Navy as well as commercial and recreational vesss	Perform Condition Surveys	Condition surveys provide timely depth data for maintenance planning, pilots for navigation, NOAA for chart updates, USCG for buoy placement and are directly linked to regional economics, environmental protection, homeland security and law enforcement. Shallow Draft
O&M	NAD	NAE	PROJECT CONDITION SURVEYS, RI	1	\$400	PCS	0	0	8359	0	Will be unable to report project depths to allow for safe shipping and boating	Used to perform hydro and topo surveys in 23 authorized Fed nav projects in RI	PCS funds are used to survey and report project depths in harbors in RI. With limited funding available in the dredging program more frequent surveys of projects will allow users to make decisions on safe usage of the harbors. In the deeper draft projects it will allow shippers, pilots, and the Coast Guard to determine safe navigating depths for the projects to prevent groundings or accidents.
O&M	NAD	NAB	PROJECT CONDITION SURVEYS, VA	1	\$104	PCS	40	0	482	2885	Will reduce information on channel surveys that are used by NOAA for coast chart updates, USCG for buoy placement in channels used by USCG, US Navy as well as commercial and recreational vessels. Major safety concern	Survey and chart the condition of Federal navigation channels.	The Federal navigation channels within the Commonwealth of VA are used by commercial and recreational vessels. The channels support our Nation's economy and defense. The channels require surveying to ascertain the depth to determine whether it complies with the project authority and are safely navigable. The channel condition data is reported to USCG for proper marking of the channels and issuance of LNTM and to several agencies that publish reports.
O&M	NAD	NAO	PROJECT CONDITION SURVEYS, VA	1	\$689	PCS	10	0	54500	1608723		Survey channels for early identification of shoals & report conditions to users.	Provide users (commercial and military) updated condition surveys of navigation channels not maintained during the fiscal year. This project includes approximately 20 separate surveys from among the 60+ navigation projects within Virginia tidal waters that are not dredged during the year. Com Tons of 54.5 million based on 5-yr. avg for Hampton Roads (WCS 2002.)
O&M	NAD	NAN	RARITAN RIVER TO ARTHUR KILL CUT-OFF, NJ	1	\$150	DD	99	0	1727	26829	P&S package will not be ready on time for critical deep draft petroleum channel. Channel bend risky for oil tankers.	Complete E & D. Avoid oil spills.	According to the SI Advance, in 2001, 80,000 bushels of hard clams, worth \$5 Million in wholesale dollars, were transplanted from Raritan Bay. Risk of oil spills increases if channel is not maintained - loss of hard clam fishery. Deep Draft
O&M	NAD	NAN	RARITAN RIVER, NJ	1	\$300	DD	99	0	2720	29379	Due to shoaling a significant portion of the 11 million barrels of petroleum product will be diverted to trucks with significant economic and enviro cost.	E & D and award dredging contract	Three terminal facilities on the Raritan River ship and receive petroleum products by vessel and barge. A total of 11.M barrels of petroleum are carried by this waterway. The Raritan River waterfront is undergoing revitalization efforts by the county. Risk of oil spills increases if channel is not maint. Shallow Draft
O&M	NAD	NAN	RARITAN RIVER, NJ	1	\$2,200	DD	99	0	2720	29379	Due to shoaling a significant portion of the 11 million barrels of petroleum product will be diverted to trucks with significant economic and enviro cost.	Continue dredging contract	Three terminal facilities on the Raritan Rvr ship and receive petroleum products by vessel and barge. A total of 11.8M barrels of petroleum are carried by this waterway. The Raritan River waterfront is undergoing revitalization efforts by the county. Deep Draft
O&M	NAD	NAO	RUDEE INLET, VA	1	\$635	SD	3.26	0	1	1	Rapid shoaling inlet. Lack of previous maintenance has caused vessel losses with over \$500k value.	Maint Dredging and associated E&D, S&A, permits.	Critical Harbor of Refuge. Military Use by US Navy Special Warfare Development Group. Law Enforcement by Virginia Beach Marine Police. 24 charter sport fishing vessels, 23 commercial fishing boats, research vessels from Virginia Marine Science Museum, several passenger tour boats, and various transient vessels en route up and down the Atlantic coast. The local sponsor also contributes 28 percent of projects costs. The inlet rapidly shoals and becomes a hazard.

O&M	NAD	NAP	SCHUYLKILL RIVER, PA	1	\$70	DD	2.3	2.3	5500	250	NOT MAINTAINING THIS CHANNEL COULD CREATE AN ENVIRONMENTAL HAZARD IN THE EVENT OF SHIP GROUNDING. THIS PROJECT SUPPORTS THE IMPORT OF HIGH VALUE PRODUCTS AND Y	CHANNEL EXAMINATIONS	SCHUYLKILL RIVER PROJECT HAS NUMEROUS PETROLEUM REFINERIES ALONG THE LENGTH OF THE PROJECT.
O&M	NAD	NAN	SHARK RIVER, NJ	1	\$80	SD	0	0	0	0	Loss of Commercial Fishing Fleet	Initiate E & D	Per the Mid-Atlantic Fishery Management Council Report of 2000, Shark River is a lobstering and recreational fishing port, with commercial fish landings totaling with a value of 20.9 million per year. Shark Rvr is a Critical Harbor of Refuge because of it's distance from other harbors. If not maintained, navigation through inlet could be hazardous. Deep Draft
O&M	NAD	NAN	SHINNECOCK INLET, NY	1	\$120	SD	0	0	7	7	Accidents/loss of life reported. Dredging with shore protection/beach nourishment is part of ongoing commitments with the NYSDEC.	Critical Harbor of Refuge. In 2003, the US Coast Guard reports 101 search and re	Second only to Montauk as a NY commercial fishing center Over 13million pounds of fish landings valued at \$9.7million include 39 species primarily bluefish, angler, and skate (Fishing Ports of the Mid-Atlantic 2000). The inlet is used regularly by 30-40 commercial fishing vessels, deep-sea charter fishing boats, head boats, providing an additional 30 commercial fishing vessels. \$250 thousand in boatslip revenue. shallow draft
O&M	NAD	NAO	TANGIER CHANNEL, VA	1	\$600	SD	3	0	2	188	Project supports subsistence harbor. Lack of dredging will cut off primary staples like fuel and ferry service to residents.	Maint Dredging and associated E&D, S&A, permits.	This subsistence harbor is a productive commercial fishing industry, and community that has existed since the late 1700s. 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 islanders would lose all economic means if the channels were not maintained and would then be forced to public assistance. Channels provide transit to sheltered basin at center of island.
O&M	NAD	NAB	WASHINGTON HARBOR, DC	1	\$600	LDD	0	0	557	557	Failure to complete repairs will result in the continued deterioration of the facility and increase operation and maintenance cost.	Provides for the flushing and flow maint of the Tidal Basin and Washington Channel. Repair of tidal gate and concrete support of the Tidal Basin structure.	Deterioration of the Tidal Basin outlet gate structure due to exposure to the elements over the years has caused failure to the gate structure. Repair of the Tidal Basin outlet gate structure is required to assure the proper operation of the gate system for the proper flow and acceptable water quality of the tidal basin and Washington channel. The Tidal Basin gate systems assist in the reduction of flooding during high-water events.
O&M	NAD	NAO	WATERWAY ON THE COAST OF VIRGINIA, VA	1	\$200	SD	3.34	0	16	46	If not funded for caretaker status for condition surveys only, dangerous shoals will not be safely marked by USCG.	Condition Surveys (caretaker status)	Homeland Security use for US Coast Guard search and rescue ops. Military use for Army and Navy training, WCV contributes \$10s of millions to Eastern Shore economy, commercial fishing, 60 charter boats, provides only access to multi-million dollar clam aquaculture beds, most valuable ag crop in Northampton Co, educational & tourism use, regularly used by over 200 watermen, dredged material beneficial uses, without WCV no access to other Corps Navigation projects.
O&M	NAD	NAE	WEYMOUTH-FORE RIVER, MA	1	\$3,774	DD	2	0	2728	21523	Failure to maintain the channel could result in groundings and may have a significant impact on the availability and price of petroleum products in the area	To provide a safe and efficient navigation project	The project is a regionally significant DD channel and commercial port The primary cargo is petroleum based products Tanker vessels use the channel to access the terminals south of the Route 3A bridge and in the Town River The Citgo terminal is a major supplier of gasoline and distillates for all of eastern MA and Cape Cod and aviation fuel for Logan Airport The channel was last maintained in 1983 Shoaling to 28 feet has occurred and pilots have instituted draft restrictions
O&M	NAD	NAB	WICOMICO RIVER, MD	1	\$500	HSD	1.5	0	1817	44932	Deferral of the dike construction will severely delay the dredging needed and curtail fuel shipments to the Delmarva Peninsula. Similar shoaling in the past has caused regional energy shortages during the winter months.	Maintenance Dredging project - Dike Construction to construct placement site for dredged material	Serves Port of Salisbury;second largest port in MD, provides 10 facilities for grain exports and petroleum imports which are vital to the economy of the Delmarva Peninsula of DE, MD, VA. Produces over \$10 million dollar transportation savings when compared to land based alternatives. A waterway committee of almost 100 commercial users and interests actively promotes the development and maintenance of this waterway.
O&M	NAD	NAP	WILMINGTON HARBOR, DE	1	\$1,030	DD	1.9	1.9	4483	2988	WIDESPREAD ECONOMICAL IMPACT, NAVIGATION ACCIDENTS WITH POTENTIAL LOSS OF LIFE AND PROPERTY DAMAGE	INITIAL PACKAGE FOR DISPOSAL AREA MAINTENANCE & CHANNEL EXAMS	THE PORT OF WILMINGTON, DELAWARE IS A FULL-SERVICE DEEPWATER PORT AND MARINE TERMINAL HANDLING OVER 400 VESSELS PER YEAR WITH AN ANNUAL IMPORT/EXPORT CARGO TONNAGE OF 5 MILLION TONS. IT ALSO CONTRIBUTES SIGNIFICANTLY TO THE STATE OF DELAWARE'S ECONOMIC VITALITY BY CREATING 5,800 GOOD JOBS THAT RESULT IN \$225 MILLION IN PERSONAL INCOME ANNUALLY, BUSINESS REVENUES IN EXCESS OF \$213 MILLION ANNUALLY, AND STATE AND LOCAL TAXES TOTALING \$23 MILLION ANNUALLY
O&M	NAD	NAP	WILMINGTON HARBOR, DE	1	\$2,830	DD	1.9	1.9	4483	2988	WIDESPREAD ECONOMICAL IMPACT, NAVIGATION ACCIDENTS WITH POTENTIAL LOSS OF LIFE AND PROPERTY DAMAGE	MAINTENANCE DREDGING AND COMPLETE DISPOSAL AREA MAINTENANCE	THE PORT OF WILMINGTON, DELAWARE IS A FULL-SERVICE DEEPWATER PORT AND MARINE TERMINAL HANDLING OVER 400 VESSELS PER YEAR WITH AN ANNUAL IMPORT/EXPORT CARGO TONNAGE OF 5 MILLION TONS. IT ALSO CONTRIBUTES SIGNIFICANTLY TO THE STATE OF DELAWARE'S ECONOMIC VITALITY BY CREATING 5,800 GOOD JOBS THAT RESULT IN \$225 MILLION IN PERSONAL INCOME ANNUALLY, BUSINESS REVENUES IN EXCESS OF \$213 MILLION ANNUALLY
O&M	NAD	NAP	ABSECON INLET, NJ	3	\$110	DD	1.9	1.9	21000	0	THIS PROJECT IS VALUABLE TO THE NATION IT PROVIDES A SAFE, RELIABLE, AND EFFICIENT NAVIGATION CHANNEL FOR COMMERCIAL, RECREATIONAL AND U.S. COAST GUARD USE	PLANS & SPECIFICATION FOR DREDGING & HYDRAULIC STUDY- REALIGN CHANNEL	THE FISHING FLEET CONTRIBUTES APPROXIMATELY \$145.6 MILLION OF ECONOMIC VALUE TO THE NATION EACH YEAR (NMFS '02)
O&M	NAD	NAE	ANNISQUAM RIVER, MA	3	\$141	SD	0	0	0	0	USCG has expressed concerns about shoaling causing them to use other routes adding significant time to search and rescue missions	To provide a safe and efficient navigation project	Both commercial and recreational vessels use the channel extensively to circumvent traveling around Cape Ann including the regionally significant commercial fishing fleet based in Gloucester US Coast Guard vessels use the channel for search and rescue operations in Ipswich Bay and north and is used by coastwise vessels to reach shelter in time of storms or rough weather The project is home to many water dependant businesses and commercial marinas
O&M	NAD	NAO	APPOMATTOX RIVER, VA	3	\$200	HSD	1.01	0	2108	168222	Failure to continue the E&D will delay the much-needed dredging by at least one more year.	Continue Engineering and Design in advance of outyear dredging.	Portions shoaled in above MHW. Petersburg is economically distressed, restoration of the channel to downtown Petersburg is the revitalization linchpin. Petersburg states the restored waterfront will attract the tourism and businesses necessary for economic recovery. City is the local sponsor and in recent years has invested over million, resources and efforts toward the much-anticipated dredging.
O&M	NAD	NAO	APPOMATTOX RIVER, VA	3	\$256	HSD	1.01	0	2108	168222	Failure to finalize E&D will delay dredging 1 yr. Contaminated sediments require close coordination with agencies so permit does not increase costs.	Complete the Engineering and Design in advance of outyear dredging.	Portions shoaled in above MHW. Petersburg is economically distressed, restoration of the channel to downtown Petersburg is the revitalization linchpin. Petersburg states the restored waterfront will attract the tourism and businesses necessary for economic recovery. City is local sponsor and in recent years has invested over \$1 million, resources and efforts toward the much-anticipated dredging.
O&M	NAD	NAO	APPOMATTOX RIVER, VA	3	\$3,279	HSD	1.01	0	2108	168222	Duration of Upland CDF construction necessitates completion early in schedule to ensure site is ready to accept dredged material when environmental window opens	Construct Upland CDF in advance of outyear dredging.	The channel will be overdredged, with the contaminated material being hydraulically placed into a confined upland placement site provided by Petersburg. Overdepth dredging will require bank stabilization of the side-slope areas of the channel. Capping of the contaminated sediments in the channel following dredging is anticipated.
O&M	NAD	NAO	APPOMATTOX RIVER, VA	3	\$1,018	HSD	1.01	0	2108	168222	Delay in construction of stabilization will delay dredging, possibly one year, if environmental restrictions do not allow enough time to complete dredging.	Construct channel stabilization for overdepth dredging required for cap.	Overdepth dredging will require bank stabilization of the side-slope areas of the channel.
O&M	NAD	NAO	APPOMATTOX RIVER, VA	3	\$2,587	HSD	1.01	0	2108	168222	Failure to construct the environmental segregation system will delay the dredging of the channel by at least one year.	Construct environ. segregation for contaminants in channel.	The upper 1-mile reach of the channel is highly contaminated with petroleum hydrocarbons. Contaminants must be segregated from the water column.
O&M	NAD	NAO	APPOMATTOX RIVER, VA	3	\$1,965	HSD	1.01	0	2108	168222	Contaminants necessitate installation of liner early in schedule to ensure site is ready to accept dredged material as soon as environmental window opens.	Install contaminant liner in upland CDF.	The upper 1-mile reach of the channel is highly contaminated with petroleum hydrocarbons. Contaminants must be placed into a lined CDF to prevent impacts to environment.
O&M	NAD	NAO	ATLANTIC INTRACOASTAL WATERWAY - ACC, VA	3	\$350	LW	1.25	0	480	65071		Maintenance of canal and upgrade deteriorated bridge electrical system.	Data from the LPMS and WCR indicates the majority of the commerce is petroleum products, mostly jet aircraft fuel. The ACC is vitally important to the transportation of commerce to the Navy since it carried over 57m gallons of jet fuel in 2003 to the Oceana Naval Air Station. Failure to fund will result in the Navy being unable to meet the fuel demand of the Oceana and commerce being halted, they estimates this would cost them over a million dollars a year if the ACC closed
O&M	NAD	NAO	ATLANTIC INTRACOASTAL WATERWAY - ACC, VA	3	\$500	LW	1.25	0	480	65071		Maintenance Dredging Virginia Cut of the ACC	Data from the LPMS and WCR indicates the majority of the commerce is petroleum products, mostly jet aircraft fuel. The ACC is vitally important to the transportation of commerce to the Navy since it carried over 57m gallons of jet fuel in 2003 to the Oceana Naval Air Station. Failure to fund will result in the Navy being unable to meet the fuel demand of the Oceana and commerce being halted, they estimates this would cost them over a million dollars a year if the ACC closed
O&M	NAD	NAO	ATLANTIC INTRACOASTAL WATERWAY - ACC, VA	3	\$250	LW	1.25	0	480	65071		Resurface North Landing Bridge Drawbridge	Data from the LPMS and WCR indicates the majority of the commerce is petroleum products, mostly jet aircraft fuel. The ACC is vitally important to the transportation of commerce to the Navy since it carried over 57m gallons of jet fuel in 2003 to the Oceana Naval Air Station. Failure to fund will result in the Navy being unable to meet the fuel demand of the Oceana and commerce being halted, they estimates this would cost them over a million dollars a year if the ACC closed
O&M	NAD	NAO	ATLANTIC INTRACOASTAL WATERWAY - ACC, VA	3	\$300	LW	1.25	0	480	65071		Replace Abutment to North Landing Bridge	Data from the LPMS and WCR indicates the majority of the commerce is petroleum products, mostly jet aircraft fuel. The ACC is vitally important to the transportation of commerce to the Navy since it carried over 57m gallons of jet fuel in 2003 to the Oceana Naval Air Station. Failure to fund will result in the Navy being unable to meet the fuel demand of the Oceana and commerce being halted, they estimates this would cost them over a million dollars a year if the ACC closed
O&M	NAD	NAO	ATLANTIC INTRACOASTAL WATERWAY - ACC, VA	3	\$750	LW	1.25	0	480	65071		Replace Building at Great Bridge Reservation	Data from the LPMS and WCR indicates the majority of the commerce is petroleum products, mostly jet aircraft fuel. The ACC is vitally important to the transportation of commerce to the Navy since it carried over 57m gallons of jet fuel in 2003 to the Oceana Naval Air Station. Failure to fund will result in the Navy being unable to meet the fuel demand of the Oceana and commerce being halted, they estimates this would cost them over a million dollars a year if the ACC closed
O&M	NAD	NAO	ATLANTIC INTRACOASTAL WATERWAY - DSC, VA	3	\$671	LW	1.02	0	10	1977		Operate 68 miles of 6-10 deep channels, 2 locks, 2 drawbridges, and facilities	The historical DSC has led to many developments, NCDOT constructed a visitor center servicing the waterway, Edenton, NC upgraded its boating facilities and was provided with \$250k in federal dollars, Elizabeth City, NC received TEA-21 funds for revitalization main street historical values, and Chesapeake, VA is currently working on obtaining federal dollars to convert the highway along the DSC into a scenic bike path. Vessels take refuge in the canal during hurricanes.

O&M	NAD	NAO	ATLANTIC INTRACOASTAL WATERWAY - DSC, VA	3	\$90	LW	1.02	0	10	1977		Perform required Snagging along the Canal	The historical DSC has led to many developments, NCDOT constructed a visitor center servicing the waterway, Edenton, NC upgraded its boating facilities and was provided with \$250k in federal dollars, Elizabeth City, NC received TEA-21 funds for revitalization main street historical values, and Chesapeake, VA is currently working on obtaining federal dollars to convert the highway along the DSC into a scenic bike path. Vessels take refuge in the canal during hurricanes.	
O&M	NAD	NAO	ATLANTIC INTRACOASTAL WATERWAY - DSC, VA	3	\$750	LW	1.02	0	10	1977		Install Bulkhead at South Mills, NC	The historical DSC has led to many developments, NCDOT constructed a visitor center servicing the waterway, Edenton, NC upgraded its boating facilities and was provided with \$250k in federal dollars, Elizabeth City, NC received TEA-21 funds for revitalization main street historical values, and Chesapeake, VA is currently working on obtaining federal dollars to convert the highway along the DSC into a scenic bike path. Vessels take refuge in the canal during hurricanes.	
O&M	NAD	NAO	ATLANTIC INTRACOASTAL WATERWAY - DSC, VA	3	\$350	LW	1.02	0	10	1977	Failure to comply with Public Law 93-402 and not controlling proper water levels will result in the flooding in local cities and affect the Dismal Swamp Environ	Install Bulkhead at Deep Creek, VA	The historical DSC has led to many developments, NCDOT constructed a visitor center servicing the waterway, Edenton, NC upgraded its boating facilities and was provided with \$250k in federal dollars, Elizabeth City, NC received TEA-21 funds for revitalization main street historical values, and Chesapeake, VA is currently working on obtaining federal dollars to convert the highway along the DSC into a scenic bike path. Vessels take refuge in the canal during hurricanes.	
O&M	NAD	NAE	AUNT LYDIA'S COVE, MA	3	\$341	SD	1.78	0	0	0	0	Failure to maintain the channel could cause delays in accessing or egress from the harbor to perform search and rescue ops and impact the economy of the area	To provide a safe and efficient navigation project	The project is a highly dynamic area with shifting shoals Maintenance dredging is required annually Shoaling creates hazardous conditions and delays for the regionally significant commercial fishing fleet and recreational vessels using the harbor The USCG berths two vessels in the project Data provided by them indicates that between 1999 and 2003 they performed an yearly average of 98 search and rescue missions from this harbor in addition to their normal operations
O&M	NAD	NAB	BALTIMORE HARBOR AND CHANNELS (50 FOOT), MD	3	\$4,080	DD	1.85	0	38823	341268	High Use/Deep draft users would suffer several million \$ per year of additional cost per foot draft restriction. Next dredging contract will not be ready in time to perform dredging. Without funding, the Virginia Channels and the FY 06-07 maintenance dredging of the Baltimore Harbor projects would be deferred to FY 07 and controlling depths would be reduced, causing ships to light load or delay transit to take advantage of higher tides.	Needed to perform FY 06 scheduled dredging for the Virginia Channels and to initiate the FY 06-07 maintenance dredging of Baltimore Harbor projects.	One of the top Ports in the country for national economy: 23,700,000 tons of foreign commerce valued at \$23,185,827,000 ,21,500 vessels in 2002, generates \$1.4 billion/year in economic activity in Maryland, 126,700 Maryland jobs, 17,700 are employed in port jobs, \$286 million in taxes annually, \$371 million in U.S. customs receipts. A large variety of manufactured goods, petroleum, coal, agricultural products, etc. move through the Port. Maintenance is critical for the Port to stay competitive and attract potential new users. USN Hospital ship, USN reserves and USCG use this port.	
O&M	NAD	NAB	BALTIMORE HARBOR AND CHANNELS (50 FOOT), MD	3	\$3,300	DD	1.85	0	38823	341268	High Use/Deep draft users would suffer several million \$ per year of additional cost per foot due to draft restriction. Access for the USCG would be impacted.	Maintenance dredging of the Curtis Bay and Curtis Creek Channels.	One of the top Ports in the country for national economy: 23,700,000 tons of foreign commerce valued at \$23,185,827,000 ,21,500 vessels in 2002, generates \$1.4 billion/year in economic activity in Maryland, 126,700 Maryland jobs, 17,700 are employed in port jobs, \$286 million in taxes annually, \$371 million in U.S. customs receipts. A large variety of manufactured goods, petroleum, coal, agricultural products, etc. move through the Port.	
O&M	NAD	NAB	BALTIMORE HARBOR, MD (DRIFT REMOVAL)	3	\$194	DD	0	0	38823	341268	Increased hazard to navigation and damaging vessels, channel obstructions delaying commerce, negative impact on comm/rec boating, improves environment.	Additional funds needed to allow the collection and disposal of drift from Baltimore Harbor and its tributaries to be performed at 100%.	Statutory requirement: higher performance metric: EP 1165-2-1 states on page 12-15: "Specific and limited local programs for continuing debris collection and disposal have been authorized by Congress for Baltimore, Potomac and Anacostia Rivers in the Washington, DC and metro area." Project annually removes over 28,000 cubic feet of large floating drift and debris from the Port of Baltimore. Mission includes the removal of drift, collapsed piers, abandoned and derelict vessels and other debris which is critical to safe navigation access to the USCG and US Naval Reserve facilities and the USN hospital ship COMFORT. Baltimore Harbor is one of the top Ports in the country for national economy: 40 million tons of commerce, 23.7 million tons of foreign commerce valued at \$23.2 billion, 21,500 vessels in 2002, generates \$1.4 billion/year in economic activity in Maryland, 126,700 Maryland jobs, 17,700 are employed in port jobs, \$286 million in taxes annually, \$371 million in U.S. customs receipts. USN Hospital ship, USN reserves and USCG use this port. Commercial usage includes break-bulk cargo, containerized cargo and fuel and chemical tankers and barges.	
O&M	NAD	NAB	BALTIMORE HARBOR, MD (PREVENTION OF OBSTRUCTIVE DEPOSITS)	3	\$421	DD	0	0	38823	341268	Considerable jeopardy for large-scale losses to commerce and environment from groundings and collisions. Over 100 new cases per year require investigation. Cases must be investigated for safety reasons.	To protect property and life through continuous patrol to detect violations and obstructions. Investigate obstructions to navigation. These funds will keep this mission operating at approximately 60%.	Project provides safety for Federal channels by inspection, detection, prevention and enforcement of obstructions on a 7 days a week, year round basis. Project is vital to protect life and property throughout the Baltimore Harbor and the Chesapeake Bay region. While the project covers all tidal waters, it is especially important in the Baltimore Harbor Channels where accident and obstruction issues must frequently be resolved. Investigations include location of submerged obstructions and inspections of encroachment on the Federal channels by structures such as piers and docks. See above for description of how Baltimore Harbor is vital to the economic stability of the nation.	
O&M	NAD	NAB	BALTIMORE HARBOR, MD (PREVENTION OF OBSTRUCTIVE DEPOSITS)	3	\$282	DD	0	0	38823	341268	Considerable jeopardy for large-scale losses to commerce and environment from groundings and collisions. Over 100 new cases per year require investigation. Cases must be investigated for safety reasons.	To protect property and life through continuous patrol to detect violations and obstructions. Investigate obstructions to navigation. These funds will allow this mission to be performed at 100%.	Project provides safety for Federal channels by inspection, detection, prevention and enforcement of obstructions on a 7 days a week, year round basis. Project is vital to protect life and property throughout the Baltimore Harbor and the Chesapeake Bay region. While the project covers all tidal waters, it is especially important in the Baltimore Harbor Channels where accident and obstruction issues must frequently be resolved. Investigations include location of submerged obstructions and inspections of encroachment on the Federal channels by structures such as piers and docks. See above for description of how Baltimore Harbor is vital to the economic stability of the nation.	
O&M	NAD	NAP	BARNEGAT INLET, NJ	3	\$1,575	SD	1.3	1.3	5	10	THIS PROJECT IS VALUABLE TO THE NATION BECAUSE IT PROVIDES A SAFE, RELIABLE, AND EFFICIENT NAVIGATION CHANNEL FOR THE MOST DANGEROUS INLET ON THE EAST COAST	PERFORM MAINTENANCE DREDGING INLET CHANNEL	THE US COAST GUARD DESIGNATES THIS INLET AS A SURF STATION, REQUIRING SPECIAL QUALIFICATIONS FOR THEIR RESCUERS DUE TO THE HAZARDOUS CATEGORY OF THE INLET. THE INLET HAS BEEN HISTORICAL DREDGED 3 TIMES PER YEAR	
O&M	NAD	NAP	BARNEGAT INLET, NJ	3	\$405	SD	1.3	1.3	5	10	PROJECT IS VALUABLE TO THE NATION BECAUSE IT PROVIDES A SAFE, RELIABLE, AND EFFICIENT NAVIGATION CHANNEL FOR THE MOST DANGEROUS INLET ON THE EAST COAST	BEACH MONITORING AND DREDGE OYSTER CREEK	DESIGN MEMORANDUM FOR PROJECT REQUIRES MONITORING PLACEMENT OF SAND FROM DREDGE OPERATIONS. WORK INCLUDES CONTINUATION OF TIDE GAGES AND HYDRAULIC MODEL DEVELOPMENT TO ASSESS IMPACT OF NEW SOUTH JETTY. DREDGING OYSTER CREEK CHANNEL IS NECESSARY TO PROVIDE SAFE AND ADEQUATE NAVIGATION FOR ALL USERS OF THE BARNEGAT BAY AND BARNEGAT INLET WATERWAYS	
O&M	NAD	NAP	BARNEGAT INLET, NJ	3	\$2,565	SD	1.3	1.3	5	10	THIS PROJECT IS VALUABLE TO THE NATION BECAUSE IT PROVIDES A SAFE, RELIABLE, AND EFFICIENT NAVIGATION CHANNEL FOR THE MOST DANGEROUS INLET ON THE EAST COAST	DREDGE FLOOD SHOAL	DREDGING THROUGH THE FLOOD SHOAL WILL PROVIDE A SAFE NAVIGATION CHANNEL, IMPROVE STABILITY OF THE NORTH AND SOUTH JETTIES AND REDUCE EROSION ON THE INLETS INTERIOR SHORELINES	
O&M	NAD	NAP	BARNEGAT INLET, NJ	3	\$35	SD	1.3	1.3	5	10	THIS PROJECT IS VALUABLE TO THE NATION BECAUSE IT PROVIDES A SAFE, RELIABLE, AND EFFICIENT NAVIGATION CHANNEL FOR THE MOST DANGEROUS INLET ON THE EAST COAST	STABILITY ANALYSIS-INSTALL TILT MONITOR @ LIGHTHOUSE	CHANNEL EXAMS & CARE TAKER TO ANSWER INQUIRIES	
O&M	NAD	NAP	BARNEGAT INLET, NJ	3	\$250	SD	1.3	1.3	5	10	THIS PROJECT IS VALUABLE TO THE NATION BECAUSE IT PROVIDES A SAFE, RELIABLE, AND EFFICIENT NAVIGATION CHANNEL FOR THE MOST DANGEROUS INLET ON THE EAST COAST	HYDRAULIC STUDY-RELOCATE CHANNEL ACROSS FLOOD SHOAL	FINALIZE MODELING AND EA FOR REALIGNING CHANNEL STRAIGHT THROUGH FLOOD SHOAL AREA. NAVIGATION THROUGH BARNEGAT INLET CAN BE DIFFICULT DUE TO CURRENT AND WAVE CONDITIONS. STRAIGHTENING THE CHANNEL BY DREDGING THROUGH THE FLOOD SHOAL WILL PROVIDE A SAFER NAVIGATION CHANNEL, IMPROVE THE STABILITY OF THE NORTH AND SOUTH JETTIES AND REDUCE EROSION IN THE VICINITY OF BARNEGAT LIGHTHOUSE AND STATE PARK PROPERTY	
O&M	NAD	NAN	BAY RIDGE AND RED HOOK CHANNELS, NY	3	\$100	DD	0	0	1345	39108	Possibility of sanitation-related accidents and groundings with oil spill hazards.	keep USCG inspec. areas.beneficial use of Dredged Material. Initiate E&D	As per 2002 IWR WCS. 217,000 short tons of petroleum products val @ \$113.4 M. Allows for 1.3 tons of thru traffic. Over 100,000 passengers/year commute NYC-Bklyn out of Bklyn Army Terminal. Site of Dept of Sanit Water Pollution Control Plant Transporting almost 1M gallons of sludge to their facilities Deep Draft	
O&M	NAD	NAO	BENNETTS CREEK	3	\$80	SD	1.57	0	1	1	1	If the E&D and environmental coordination is not performed, much-needed bucket dredging could be delayed by approx. one year.	Perform E&D and Environmental Coordination for preparing to dredge the channel.	Harbourside marina rents 45 boat slips to commercial and recreational boaters with vessels ranging in size from 15 - 60 feet. 3 commercial fishing vessels operate on average 300 days per year. Park at Bennetts Creek offers two free boat ramps. If the entrance channel is not cleared, small and large commercial and recreational boats will be unable to navigate the entrance channel, plaguing economic activity in the community. Seafood landings of 100 tons annually.
O&M	NAD	NAO	BENNETTS CREEK	3	\$272	SD	1.57	0	1	1	1	If the entrance channel is not cleared, commercial users will be forced to relocate to more reliable projects, creating an economic hardship for the community.	Contract for dredging the channel and S&A	Bennetts Creek is essential to expansion of City's maritime businesses. Commercial users include Hines-Farley Offshore Yachts manufacturer, the Harbourside Marina and scores of commercial fisherman and crabbers. These businesses contribute over 100 jobs and hundreds of \$1,000 to the City's tax base. Seafood landings of 100 tons annually, with value of finfish and shellfish at over \$1 per pound on average.
O&M	NAD	NAE	BLOCK ISLAND HARBOR OF REFUGE, RI	3	\$490	LDD	8.23	0	1	1	1	Failure of bulkhead would result in hazards to pedestrians on the eastern edge of the inner boat basin.	To repair the east bulkhead of the Block Island Harbor of Refuge	The East bulkhead is failing and is allowing material to slough down into the inner boat basin of the Federal project. The Block Island HOR (BI-HOR) is designated a Harbor of Refuge for Block Island Sound, and is the island's subsistence harbor. Essentially all goods and products servicing the island are transported through the BI-HOR. This Federal project is critical to the livelihood of the island.
O&M	NAD	NAE	BOSTON HARBOR, MA	3	\$12,000	DD	6.7	0	22332	140900	Shoaling in a critical turn in the navigation channel has created a dangerous situation. 65% of commercial tonnage is affected by tidal delays	Deep draft navigation	65% of the commercial tonnage is currently impacted by tidal delays. Failure to complete maintenance work will increase the delays to commercial shipping including 200,000 passengers annually.	
O&M	NAD	NAE	BRIDGEPORT HARBOR, CT	3	\$750	DD	0	0	4607	2200000	40% of the commercial tonnage currently impacted by tidal delays. Failure to complete DMMP will delay maintenance work and increase delays to commercial shipping	DMMP for deep draft navigation	Difficulty in disposal of unsuitable material from Bridgeport Harbor has delayed maintenance activities DMMP will allow evaluation of disposal options for maintenance activities for 20 years Congressional interest - Liberman and Shays	

O&M	NAD	NAN	BRONX RIVER, NY		3	\$80	SD	4.6	0	204	9790	271 jobs would be lost.	initiate E&D.	Per 2002 IWR Pt Series No. 5, there are 2 commercial facilities on this waterway, one of which ships scrap metal by barge and requires a 10 ft depth at Mean Low Water. A feas. study is currently underway in NAN to examine potential ecosystem restoration opportunities throughout the Bronx River Basin, including beneficial use of dredged material. Shallow Draft	
O&M	NAD	NAN	BRONX RIVER, NY		3	\$30	SD	4.6	0	204	9790	271 jobs would be lost	Complete E&D	Per 2002 IWR Port Series No. 5, there are 2 commercial facilities on this waterway, one of which ships scrap metal by barge and requires a 10 foot depth at Mean Low Water. A feasibility study is currently underway in NAN to examine potential ecosystem restoration opportunities throughout the Bronx River Basin, including beneficial use of dredged material.	
O&M	NAD	NAE	BULLOCKS POINT COVE, RI		3	\$1,177	SD	1.7	0	0	0		To provide a safe and efficient navigation project	Bullocks Point Cove is primarily a recreational port with some commercial fishing vessels There are several commercial marinas and other water dependant businesses The inner harbor was last dredged was in 1959 The entrance channel was last maintained in 1996 with the CURRITUCK Significant shoaling has occurred which creates hazardous conditions for vessels Continued shoaling will severely limit access the harbor causing significant economic impacts to the region	
O&M	NAD	NAO	CAPE CHARLES CITY HARBOR, VA		3	\$276	LDD	15.5	0	149	447		Dredge the Harbor	Homeland security large Coast Guard base w/ search & rescue, patrol ops. Military navy vessels call on Cape Charles. Only deep draft project on VA Eastern Shore. Tidewater Skanska uses deep draft barges in harbor, Bayshore Concrete uses strategic location in Cape Charles Harbor for east coast shipment of structural concrete components, Bay Towing uses harbor, extensive use by watermen and marine contractors, ES Railroad port facility for barging RR cars. Harbor of Refuge.	
O&M	NAD	NAE	CAPE COD CANAL, MA		3	\$205	DD	0	0	7991	141664		Additional navigation items required for project	Work includes replacing radars at all six sites and ERGO external inspection	
O&M	NAD	NAE	CAPE COD CANAL, MA		3	\$170	DD	0	0	7991	141664		Modify boat shop for marine railway enclosure	Boat shop needs to be modified to allow for a marine railway enclosure	
O&M	NAD	NAE	CAPE COD CANAL, MA		3	\$2,265	DD	0	0	7991	141664		Additional navigation items for project	Work includes: Sagamore Bridge deck repairs, rehabilitation of hull fendering on Tug ONSET, & providing fuel tank system for marine operations	
O&M	NAD	NAB	CHESTER RIVER, MD		3	\$100	SD	4.4	0	0	0	0	Deferral of the dredging will result in more vessels forced to navigate the exposed Chesapeake Bay to access fishing grounds and a loss of business to the numerous marinas along the waterway.	Completes E&D for future maintenance dredging.	Serves 12 marinas for commercial, charter and recreational vessels. Project provides a sheltered and safe passage for vessels between the Eastern Bay and the Ches River fishing grounds. Extreme congressional interest.
O&M	NAD	NAO	CHINCOTEAGUE INLET, VA		3	\$45	SD	1.44	0	3	14	Without condition surveys, USCG will be unable to mark deepest water of shifting channel.	Condition surveys of inner channel and ocean bar channel of shifting channel.	Largest commercial port on the Eastern Shore of VA. Primary access from Atl. Ocean to Critical Harbor of Refuge at Chincoteague and other Federal Nav. projects. Military and Homeland Security Use. USCG Station and USCG Group Eastern Shore use the project. NASA Goddard Space Flight Center, VA Space Flight Facility, and US Navy use project for training, range control, payload recovery, and oceanographic missions. \$8.2 MIL/yr income depend on project (Accomack Co.)	
O&M	NAD	NAE	CLINTON HARBOR, CT		3	\$675	SD	0	0	0	0		Maintenance dredging to return the project to authorized dimensions	Shoaling has made portions of the project inaccessible to larger draft vessels for several hours each side of low tide & increases risk for property damage 1231 vessels 13 commercial vessels & many transient vessels 13 commercial marinas Harbor contributes significantly to economy	
O&M	NAD	NAE	COCHÉCO RIVER, NH		3	\$1,990	SD	0	0	0	0		To restore the Federal channel to authorized dimensions		
O&M	NAD	NAP	COLD SPRING INLET, NJ		3	\$255	LDD	7.77	7.77	31	13	USCG MUST HAVE A RELIABLE CHANNEL TO FULFILL TRAINING, HOMELAND SECURITY REQUIREMENT & CONDUCT SEARCH & RESCUE OPERATIONS. LOCAL ECONOMIC LOSSES/NEGATIVE IMPACT	DREDGE CAPE MAY HARBOR	US COAST GUARD STATION, INCLUDING THE ONLY US COAST GUARD ENLISTEE TRAINING BASE IN THE U.S. EAST COAST'S LARGEST AND 13TH MOST VALUABLE COMMERCIAL FISHING FLEET IN THE U.S. (CAPE MAY/WILDWOOD)	
O&M	NAD	NAP	COLD SPRING INLET, NJ		3	\$405	LDD	7.77	7.77	31	13	USCG MUST HAVE A RELIABLE CHANNEL TO FULFILL TRAINING, HOMELAND SECURITY REQUIREMENT & CONDUCT SEARCH & RESCUE OPERATIONS. LOCAL ECONOMIC LOSSES/NEGATIVE IMPACT	REPAIR EAST JETTY	THE INBOARD OF THE EAST JETTY HAS DETERIORATED AND IS CAUSING SEVERE EROSION, IMPACTING WETLANDS BEHIND THE JETTY AND THREATENS THE STABILITY OF A 610-FOOT ANTENNA USED FOR NAVIGATION SAFETY. U.S. COAST GUARD STATION, INCLUDING THE ONLY U.S. COAST GUARD ENLISTEE TRAINING BASE IN THE U.S. EAST COAST'S LARGEST AND 13TH MOST VALUABLE COMMERCIAL FISHING FLEET IN THE U.S. (CAPE MAY/WILDWOOD)	
O&M	NAD	NAP	COLD SPRING INLET, NJ		3	\$405	LDD	7.77	7.77	31	13	USCG MUST HAVE A RELIABLE CHANNEL TO FULFILL TRAINING, HOMELAND SECURITY REQUIREMENT & CONDUCT SEARCH & RESCUE OPERATIONS. LOCAL ECONOMIC LOSSES/NEGATIVE IMPACT	REPAIR SEAWALL & WEST JETTY	WEST JETTY AND INTERIOR SEAWALL HAVE SECTIONS OF SLOPE FAILURE AND MISSING ARMOR STONES. THE OVERALL POOR CONDITION OF THE STRUCTURE IS SUBJECTING THE US COAST GUARD BASE TO LAND EROSION AND THE INLET TO INCREASED SHOALING FROM LAND EROSION. U.S. COAST GUARD STATION, INCLUDING THE ONLY U.S. COAST GUARD ENLISTEE TRAINING BASE IN THE U.S. EAST COAST'S LARGEST AND 13TH MOST VALUABLE COMMERCIAL FISHING FLEET IN THE U.S. (CAPE MAY/WILDWOOD)	
O&M	NAD	NAB	CRISFIELD HARBOR, MD		3	\$100	SD	4.8	0	1	1	Loss of access to USCG for station at Crisfield and commercial/recreation vessels	Completes E&D for future maintenance dredging.	Serves as the primary port to the islands of Tangier and Smith, subsistence products for Smith Island transported through this waterway and scheduled ferry service, supports three major packing houses to process seafood from fisherman throughout the Tangier Sound region of the Bay.	
O&M	NAD	NAO	DAVIS CREEK, VA		3	\$350	SD	4.7	0	1	1		E&D, permits, S&A, and dredging channel	Commercial tonnage and trips provided by Mathews County Administrator. Average annual value of seafood is over \$1.8 million as reported by VMRC	
O&M	NAD	NAP	DELAWARE RIVER, PHILADELPHIA TO THE SEA, NJ, PA & DE		3	\$2,963	DD	25.5	25.5	112469	9002	LOSS OF DEPTH COULD OCCUR IF RIVER IS NOT DREDGED & AREA IS TO SHOAL. IT WOULD CREATE A SERIOUS HAZARD TO NAVIGATION LEADING TO POTENTIAL ENVIRONMENTAL HAZARDY	VARIOUS MAINTENANCE & REPAIR PACKAGES	THIS PROJECT HAS HIGH IMPACT ON THE AREA ECONOMY AND IS DESIGNATED AS ONE OF THE STRATEGIC MILITARY PORTS, FOURTH LARGEST PORT BY REPORTED TONNAGE WITH COMBINATION OF ALL PORTS USING THE DELAWARE RIVER. IT SUPPORTS 2ND LARGEST REFINERY COMPLEX IN THE NATION AND IS THE LARGEST REFINERY COMPLEX ON EAST COAST	
O&M	NAD	NAP	DELAWARE RIVER, PHILADELPHIA, PA TO TRENTON, NJ		3	\$3,910	DD	13.9	13.9	8500	126	LOSS OF DEPTH COULD OCCUR IF RIVER IS NOT DREDGED AND AREA IS TO SHOAL. IT WOULD CREATE SERIOUS HAZARD TO NAVIGATION LEADING TO POTENTIAL ENVIRONMENTAL HAZARD	PERFORM MAINTENANCE DREDGING	THIS PROJECT HAS HIGH IMPACT ON THE AREA ECONOMY. APPROXIMATELY 7,000 VESSELS TRANSIT THIS DEEP DRAFT NAVIGATION PROJECT ANNUALLY CARRYING CLOSE TO 8.5 MILLION TONS OF VARIOUS COMMODITIES SUCH AS STEEL, PETROLEUM, CHEMICALS AND COAL (BASED ON 2002 WATERBORNE COMMERCE STATISTICS CENTER). SEVERAL MAJOR CHEMICAL COMPANIES INCLUDING HESS OIL REFINERY AND UNITED STATES GYPSUM PLANT ARE BASED ALONG THIS WATERWAY	
O&M	NAD	NAP	DELAWARE RIVER, PHILADELPHIA, PA TO TRENTON, NJ		3	\$155	DD	13.9	13.9	8500	126	LOSS OF DEPTH COULD OCCUR IF RIVER IS NOT DREDGED AND AREA IS TO SHOAL. IT WOULD CREATE SERIOUS HAZARD TO NAVIGATION LEADING TO POTENTIAL ENVIRONMENTAL HAZARD	MAINT OF RIP RAP REVETMENT-FLORENCE HEIGHTS	THIS PROJECT HAS HIGH IMPACT ON THE AREA ECONOMY. APPROXIMATELY 7,000 VESSELS TRANSIT THIS DEEP DRAFT NAVIGATION PROJECT ANNUALLY CARRYING CLOSE TO 8.5 MILLION TONS OF VARIOUS COMMODITIES SUCH AS STEEL, PETROLEUM, CHEMICALS AND COAL (BASED ON 2002 WATERBORNE COMMERCE STATISTICS CENTER). SEVERAL MAJOR CHEMICAL COMPANIES INCLUDING HESS OIL REFINERY AND UNITED STATES GYPSUM PLANT ARE BASED ALONG THIS WATERWAY	
O&M	NAD	NAE	DISPOSAL AREA MONITORING, ME		3	\$369	O	40	40	29211	0	Discontinuing monitoring would jeopardize our ability to continue the practice of open water disposal in the entire New England region (including Long Island Sound, NY). Monitoring results are critical to the decision-making process of the Corps and other federal agencies regarding open water disposal. Monitoring is particularly essential to the disposal site designation process. EPA is currently in the process of designating several New England disposal sites. Without sufficient monitoring, the ability to designate sites and keep these sites open for suitable dredged material disposal is severely threatened.	Monitor and manage 10 dredged material disposal sites, which serve 90% of disposal needs for New England, and part of New York. Validate permit decisions regarding suitability of dredged material for open water disposal, ensure that there are no unanticipated impacts and allow corrective actions, if needed. Monitoring allows us to better manage these sites to minimize environmental impacts. Monitoring also builds the confidence of other federal agencies and the public.	Without access to regional open water disposal sites, dredged disposal costs for New England and New York - Long Island Sound projects would increase dramatically by factors of 2-10 or more. Disposal sites in New England receive an average of 1.4 million cy of sediment per year from both Federal and permit projects. Costs to projects could increase \$32-80 million per year if sites were unavailable. Costs to Corps projects would account for about one-half of this increase (\$16-40 million per year).	
O&M	NAD	NAE	DISPOSAL AREA MONITORING, ME		3	\$130	O	0	0	29211	0	Discontinuing monitoring would jeopardize our ability to continue the practice of open water disposal in the entire New England region (including Long Island Sound, NY). Monitoring results are critical to the decision-making process of the Corps and other federal agencies regarding open water disposal. Monitoring is particularly essential to the disposal site designation process. EPA is currently in the process of designating several New England disposal sites. Without sufficient monitoring, the ability to designate sites and keep these sites open for suitable dredged material disposal is severely threatened.	Additional surveys at lower use sites such as Rockland, Cornfield Shoal and Boston Harbor CAD cells.	Without access to regional open water disposal sites, dredged disposal costs for New England and New York - Long Island Sound projects would increase dramatically by factors of 2-10 or more. Disposal sites in New England receive an average of 1.5 million cy of sediment per year from both Federal and permit projects. Costs to projects could increase \$12-80 million per year if sites were unavailable. Costs to Corps projects would account for about one-half of this increase (\$6-40 million per year).	
O&M	NAD	NAN	EAST RIVER, NY		3	\$500	DD	99	0	30140	209715	2500 jobs would be lost	additional dredging on existing contract	Per 2002 IWR WCS, 25 million tons of through traffic use this channel annually. Also, two terminal facilities, including the 1,090 MW Astoria Generating Station receive fuel for plant consumption by vessel. Risk of oil spills if channel not maintained.	
O&M	NAD	NAN	EAST ROCKAWAY INLET, NY		3	\$1,000	SD	7	0	321	321	Petroleum products will divert to trucks at significant economic and enviro cost.USCG save and rescue mission grounding will continue 316 jobs can be lost	Mobilize and begin dredging	IWR WCS 2002 reports 321,000 tons of freight , with 2.2 Million barrels of petroleum products, valued at \$138 million. 5 fuel oil terminals at Oceanside, Inwood and Lawrence. A surf clam boat owner docks 6 boats of his fleet in Oceanside (Atlantic Fishery Mgmt Council, 2000). Bayhead, surf clam supplier, transports 1000 bushels/week (pers comm). Other terminals are repair and mooring docks with mechanical handling facilities. Shallow Draft	

O&M	NAD	NAN	EAST ROCKAWAY INLET, NY		3	\$30	SD	7	0	321		321	Petroleum products will divert to trucks at significant economic and enviro cost. USCG search and rescue mission Grounding will continue 316 jobs will be lost.	Additional dredging	IWR WCS 2002 reports 321,000 tons of freight , with 2.2 Million barrels of petroleum pr
O&M	NAD	NAN	EASTCHESTER CREEK, NY		3	\$30	SD	63.6	0	975		24563	The important terminals will have to close as shoaling continues to make water transportation ineffective.	Complete E&D	As per 2002 IWR WCS, 25 Million tons of cargo use this channel annually. There are three terminals, two sand and gravel, one home heating oil and gasoline. facilities, Risk of oil spills because barge sitting on bottom at low tide. Shallow Draft
O&M	NAD	NAN	FIRE ISLAND INLET TO JONES INLET, NY		3	\$2,380	SD	0	0	0		0	Hazardous channel conditions,groundings Coastal storm damage reduction benefits not realized.	Continue ongoing cost shared dredging Contract	Homeport to fleet of 7 commercially operated charter fishing vessels, numerous marinas and commercial ferries that serve the barrier island of Fire Is. State cost sharing for diff in beach placement. Shallow Draft
O&M	NAD	NAN	FIRE ISLAND INLET TO JONES INLET, NY		3	\$750	SD	0	0	0		0	Hazardous channel conditions,groundings Coastal storm damage reduction benefits not realized	Additional dredging	Homeport to fleet of 7 commercially operated charter fishing vessels, numerous marinas and commercial ferries that serve the barrier island of Fire Is. State cost sharing for difference in beach placement. Shallow Draft
O&M	NAD	NAB	FISHING BAY, MD		3	\$100	SD	2.6	0	0		0	Deferral of the dredging will result in the loss of jobs at the packing houses and on the vessels in an economically isolated and depressed community as fewer vessel trips are made through the shoaled waterway.	Completes E&D for future maintenance dredging	Maintenance dredging is required to provide justified levels of service,last dredged to its authorized dimensions in 1990,shoaled to a depth of less than 3.5 feet restricting the availability of the channel to high water. This project serves three separate and isolated fishing communities on Fishing Bay.
O&M	NAD	NAN	GLEN COVE CREEK, NY		3	\$100	SD	15.1	0	106		106	Radioactive materials in creek sediments will not be remediated	Initiate E & D	3 facilities receive sand and stone by barge. Last facility has suspended receipt of fuel by barge due to insuf. water depth in approach chnl. Several boatyard facilities border the creek serve over 300 vessels. In 1996 radioactive materials discovered in creek sediments - now a Superfund site.If dredging not completed, cleanup will not be completed E&d City of Glen Cove's waterfront revitalization plan to bring economic benefit to the region won't be fulfilled. Shallow draft.
O&M	NAD	NAN	GORDONS LANDING, VT		3	\$675	SD	4.4	0	0		0	Protection of Ferry landing compromised.	Repair Breakwater, extend useful life 25 years.	Breakwater provides protection to commercial ferry landing that operates year round, providing economic benefits in the form of transportation savings and jobs. Shallow Draft
O&M	NAD	NAN	GORDONS LANDING, VT		3	\$150	SD	2.1	0	0		0	Delay evaluation/repair of remaining parts of structure.	Initiate E & D for additional work	Engineering and design work-required to ensure continued ability to protect ferry landing and continue to provide an estimated \$1,425 million annual economic benefits.
O&M	NAD	NAN	GREAT KILLS HARBOR		3	\$60	SD	0	0	0		0	Regulatory requirements from New York State cannot be met without funding.	Satisfy regulatory requirements	Great Kills Hbr is a Critical Harbor of Refuge. National Park Service has one marina concession and 6 additional marinas serve approximately 607 recreational boat slips in Great Kills Harbor.
O&M	NAD	NAE	GREAT SALT POND, BLOCK ISLAND, RI		3	\$1,164	LDD	0	0	11		11		To repair the east bulkhead of the Block Island Harbor of Refuge	The Great Salt Pond on Block Island services a seasonal Coast Guard station from which search and rescue operations are performed The project is utilized by ferry service from Long Island, NY The harbor is visited by more than 20000 recreational vessels each year which is a major source of tourism income for the island
O&M	NAD	NAN	GREAT SOUTH BAY, NY		3	\$1,400	SD	0	0	12		136	Town of Brookhaven's waterfront revitalization plan for economic development will not advance.	Award dredging contract and dredge entrance channel	Ferries bring 30,000 passengers to Natl Seashore. \$12-15 million dollars annual revenue to Patchogue area. Boatyards service recreational craft & commercial vessels fishing trawlers and party fishing boats. In 2002, 4,176 trips by vessels, delivering passengers and dry cargo (John Pavacic, NYSDEC). 400+ residences on Fire Island, relying solely on waterborne transportation for their fuel,food and other essentials (Suffolk Cty Legislature, May 2003).
O&M	NAD	NAN	GREAT SOUTH BAY, NY		3	\$3,000	SD	0	0	12		136	Town of Brookhaven's waterfront revitalization plan for economic development wil	Complete dredging of Patchogue River to project depth; Initiate E&D in Great Sou	Ferries bring 30,000 passengers to Natl Seashore. \$12-15 million dollars annual
O&M	NAD	NAE	GREEN HARBOR, MA		3	\$341	SD	2.3	0	0		0	Shoaling is causing delays in accessing and egress from the harbor to perform search and rescue ops in the event of an aircraft or vessel accident	To provide safe and efficient navigation	The Net Benefits calculated do not accurately represent the Net Benefits as the Project Annual Benefits is based on the 1965 DPR which evaluated project benefits of dredging the entire project
O&M	NAD	NAE	GREEN HARBOR, MA		3	\$900	SD	2.3	0	0		0	Shoaling could cause delays in accessing or egress from the harbor to perform search and rescue ops in the event of an aircraft or vessel accident	To provide a safe and efficient navigation project	The Net Benefits calculated do not accurately represent the Net Benefits as the Project Annual Benefits is based on the 1965 DPR which evaluated project benefits of dredging the entire project.
O&M	NAD	NAO	GREENVALE CREEK, VA		3	\$50	SD	2.14	0	1		1	Failure to maintain the channel will cause significant economic impacts to the local commercial watermen and the local seafood related businesses.	E&D, permits for preparing to dredge the Channel	FY03 contract awarded but cancelled due to contractor issues. All issues resolved and project is ready for construction. Project has all environmental permits. Support commercial watermen, a seafood company with a retail shop and restaurant and the Greenvale Creek Marina. Failure to maintain the channel will cause significant economic impacts to the local commercial watermen and the local seafood related businesses. Harbor of refuge.
O&M	NAD	NAO	GREENVALE CREEK, VA		3	\$270	SD	2.14	0	1		1	Failure to maintain the channel will cause significant economic impacts to the local commercial watermen and the local seafood related businesses.	Contract for dredging the channel and S&A	FY03 contract awarded but cancelled due to contractor issues. All issues resolved and project is ready for construction. Project has all environmental permits. Support commercial watermen, a seafood company with a retail shop and restaurant and the Greenvale Creek Marina. Failure to maintain the channel will cause significant economic impacts to the local commercial watermen and the local seafood related businesses. Harbor of refuge.
O&M	NAD	NAO	GUILFORD CREEK, VA		3	\$675	SD	1.1	0	1		1		Contract for dredging the channel and S&A	Over 40 commercial fishing vessels, and 4 charter fishing vessels are based in Guilford Creek. Although the tonnage for this creek is not recorded, the dollar value of the catch is essential to the welfare of local economy and Accomack County. If not dredge, unsafe conditions will continue.
O&M	NAD	NAO	HAMPTON CREEK, VA		3	\$120	SD	4.4	0	160		15051	If E&D and permit renewal is not performed, channel dredging will be delayed one year when dredging funds are made available.	E&D, permits for preparing to dredge the channel	Hampton Creek is Harbor of Refuge. The marinas inside the creek provide over 500 permanent slips, as well as dry boat storage and slips for transient vessels. The creek is home to numerous commercial fishing vessels, a seafood processing plant, and water dependant construction related businesses. It is critical to economic vitality of local businesses.
O&M	NAD	NAO	HAMPTON CREEK, VA		3	\$596	SD	4.4	0	160		15051	If shoals not cleared, commercial boats unable to navigate. Users forced to work tides, creating hardship. City invested \$1,000s in water-related development.	Dredge navigation channel and basin.	Hampton Creek is a high-density Harbor of Refuge. The marinas inside the creek provide over 500 permanent slips, as well as dry boat storage and slips for transient vessels. The creek is home to numerous commercial fishing vessels, a seafood processing plant, and water dependant construction related businesses. It is critical to economic vitality of local businesses.
O&M	NAD	NAO	HAMPTON RDS, NORFOLK & NEWPORT NEWS HBR, VA (DRIFT REMOVAL)		3	\$275	DD	0	0	54500		1608723	If drift and debris not collected, floating and submerged hazards will create unsafe conditions in major commercial and military port.	Collect & remove debris in Hampton Roads & tributaries to protect navigation	Hampton Roads is a Strategic Port with high military and commercial usage, over 70,000 annual vessel trips and 54.5 million tons (5-yr. avg.) Funding for Drift Removal is essential to safety of the port, Homeland Security and the US Navy. The project vessels and crew annually collect 83,000 cubic feet of debris, remove an average of 65 sunken vessels and respond to more than 2,000 calls from US Coast Guard and Shipping interests on incidents posing imminent danger, thus preventing over 500 collisions and saving an estimated \$6.5 million in direct vessel damage at an average of \$13,000 per incident. Usage includes four major container port terminals (with an additional one under construction), three major coal terminals, numerous bulk cargo and petroleum terminals, five major shipyards and seven smaller shipyards, Norfolk Naval Base (six aircraft carrier battle groups and numerous other Naval vessels), Portsmouth Coast Guard base (largest Coast Guard cluster of ships on the East and Gulf Coast), cruise ships, commercial tour boats and passenger ferries on the Elizabeth River, and a large concentration of migratory pleasure vessels transiting Eastern Seaboard via the Atlantic Intracoastal Waterway. The project operates 7 days per week, year round, and also supports the Dept. of Homeland Security, US Na
O&M	NAD	NAP	HARBOR OF REFUGE		3	\$275	LDD	0	0	0		0	POTENTIAL PUBLIC HAZARD	CONDITION SURVEYS OF BREAKWATER	EXISTING BREAKWATER IS OLD AND CAP STONES HAVE SHIFTED AND SETTLED. AN INVESTIGATION INTO THE CONDITION OF THIS THORICALLY SIGNIFICANT STRUCTURE IS NECESSARY TO ASSESS REPAIRS THAT MAY BE REQUIRED TO MAINTAIN THE BREAKWATER FUNCTION. COST TO PERFORM MULTI-BEAM HYDROGRAPHIC SURVEY DIVING INSPECTION AND SUBSURFACE EXPLORATION ARE INCLUDED IN THIS WORK PACKAGE.
O&M	NAD	NAB	HERRING BAY AND ROCKHOLD CREEK, MD		3	\$100	SD	1.9	0	0		0	Loss of a safe harbor of refuge. Deferral of the dredging will result in the loss of fisheries and recreation business from vessels unable to navigate the waterway.	Completes E&D for future maintenance dredging for this Safe Harbor of refuge (HR 595)	Serves Deal, MD whose economy is largely dependent on commercial fishery and marina operations, serves 50 commercial fisherman, charter vessels and 18 marinas containing 2,090 slips, with repair facs, 2,506 vessels registered or documented in Herring Bay, 22 charter fishing operations on project, 25 commercial fishing, crabbing or oystering operations, restaurant facs and a seafood packing business, largest concentration of recreational power and sailboats on the Chesapeake. A new jetty is scheduled for construction in FY06. Full benefits from the jetty will not be realized until the project is dredged.
O&M	NAD	NAB	HERRING CREEK, TALL TIMBERS, MD		3	\$410	SD	1.2	0	0		0	If project is not completed, several private structures will sustain structural damage from storm events.	Construct Stone Revetment	Modified in 1985 under the Section 1135 program for problem of shoreline erosion induced by the Herring Creek entrance jetties. A new study determined that a stone revetment is a more effective alternative for shoreline erosion control. The recommended plan consists of the construction of a 350-foot freestanding stone revetment in lieu of periodic beach nourishment that was ineffective and costly. Project will protect adjacent landowner property.
O&M	NAD	NAE	HOUSATONIC RIVER, CT		3	\$5,127	LDD	16	0	80		400	Safety of commercial & recreational vessels continued safe delivery of fuel oil truck traffic will decrease since barge deliveries of material will increase	Maintenance dredging to restore project to authorized dimensions	The project has shoaled considerably since the last maintenance dredging in 1976 Continued shoaling will require alternate means of transportation for commercial interests and add to the overburdened interstate highway system in southern CT Both commercial and recreational vessels use the harbor including 42000 barrel barges that transit the river to deliver fuel oil to the Devon Power Plant 4 miles upstream In 2003 17 barge trips 471343 barrels of fuel oil were made
O&M	NAD	NAN	HUDSON RIVER CHANNEL, NY		3	\$4,200	DD	0	0	16372		1215609	Deep draft vessels will have draft restrictions going to port of Albany and NYC cruise terminals.	Continue dredging contract	Serves the NYC Passenger Ship Terminal, from which 12 cruise lines serve over 88Serves the Passenger ship terminal, from which 12 cruise lines serve over 887,000 passengers per year (P&O Ports) also key segment in Hudson River channel to Port Albany,NY, Cruise Industry. Contributes about \$800 Million to NYS economy and in 2004, 3300 jobs were provided by the cruise industry. Deep Draft
O&M	NAD	NAN	HUDSON RIVER CHANNEL, NY		3	\$5,000	DD	0	0	16372		1215609	Naval Ships would have no berth	additional dredging on existing contract	Serves the NYC Passenger Ship Terminal, from which 12 cruise lines serve over 88,700 Passengers per year (P&D Ports) Also key segment in Hudson River Channel to Port Albany, NY, Cruise Industry contribute about 800 million to NYS Economy and in 2004, 3300 jobs, Deep Draft

O&M	NAD	NAN	HUDSON RIVER, NY (MAINT)	3	\$250	DD	3.9	0	18700	1350000	This IMP. High use/Deep Draft Channels users would suffer seven million Dollars per year of additional costs per foot of draft restriction per Port Albany, NY	Project condition survey, E&D, Maintenance Dredging contract, additional dredging	Will avoid \$7 Million of delay costs/ft of draft restriction per Pt of Albany. Provides deep draft vessel access along 145 miles of river between NYC & Pt of Albany accounting for more than 1.3 b trip-ton-miles of international and domestic commerce annually (2002 IWR WCS). Annual cargo value is estimated at \$2.9b with annual economic benefits for of Albany alone estimated to range between \$100 - \$114 million (Pt of Albany Master Plan Update 2000 Economic Impact Summary).
O&M	NAD	NAN	HUDSON RIVER, NY (O&C)	3	\$1,200	LDD	10.1	0	7	1025	Will not complete critical concrete repair on 90 year old Lock and Dam.	Complete critical concrete repairs	System transportation and economic benefits contribute an annual value of \$384 Million. (ECONOMIC IMPACT STUDY-Eric Mower and Associates,2002, for NYS Canal System). Per NYS Canal System leadership operation of lock is integral to the viability of the NYS Canal System (525 miles, 56 locks). estimated to provide annual economic value from federal lockages of \$190 million out of the \$384 Million. Integral element of NY State Barge Canal System (5 canals, 524 miles of waterways, 56 locks and 2,500 facilities) - Connects Hudson River with the Great Lakes and Canada in a holistic system that includes the Hudson/Mohawk and Lake Champlain watersheds - Canal System contributes \$384 Million in economic activity annually - 50% of long distance traffic travels through Troy Lock, which generates most of this economic activity - Closure of the Troy Lock will shut down the system to most long distance travel, causing severe navigation and economic impacts to NYS
O&M	NAD	NAN	HUDSON RIVER, NY (O&C)	3	\$150	LDD	9.3	0	7	1025	Will not complete critical concrete repair on 90 year old Lock and Dam. Lock operation will not match NYS canals system.	Complete critical concrete repairs, and operate to match NYS canal system ops, additional concrete work	System transportation and economic benefits contribute an annual value of \$384 Million (ECONOMIC IMPACT STUDY - Eric Mower and Associate, 2002, for NYS Canal System). Per NYS Canal System Leadership operation of lock is integral to the viability of the NYS Canal System (525 Miles, 56 Locks), estimated to provide annual economic value from federal lockages of \$190 million out of the 384 million.
O&M	NAD	NAP	INDIAN RIVER INLET AND BAY, DE	3	\$1,535	SD	0.66	0	0	0	THE USE OF THE INDIAN RIVER INLET BRIDGE IS CRITICAL TO KEEP THE ONLY NORTH-SOUTH ROADWAY (ROUTE 1) IN THE AREA FUNCTIONAL	PERFORM MAINTENANCE DREDGING	THE US COAST GUARD STATION INDIAN RIVER INLET IS LOCATED ON THE WATERWAY AND MUST HAVE A RELIABLE CHANNEL TO FULFILL THEIR HOMELAND SECURITY REQUIREMENTS AND CONDUCT SEARCH AND RESCUE OPERATIONS
O&M	NAD	NAP	INTRACOASTAL WATERWAY, DELAWARE R TO CHESAPEAKE BAY, DE & MD	3	\$2,400	DD	2	2	15000	709	REQUIRED TO MAINTAIN 4 HIGHWAY BRIDGES	INITIATE MAINTENANCE DREDGING CONTRACT & ROAD MAINTENANCE ON BRIDGES	ENVIRONMENTAL WINDOWS FOR DREDGING OPEN 1 OCT TO 15 MARCH. WINTER ICING REQUIRES MAINTENANCE DREDGING TO BE COMPLETED BY 15 JANUARY
O&M	NAD	NAP	INTRACOASTAL WATERWAY, DELAWARE R TO CHESAPEAKE BAY, DE & MD	3	\$18,637	DD	2	2	15000	709	REQUIRED TO MAINTAIN 4 HIGHWAY BRIDGES	REPAIR AND PAINTING CONTRACT ON HIGHWAY BRIDGES (C&D CANAL)	ENVIRONMENTAL WINDOWS FOR DREDGING OPEN 1 OCT TO 15 MARCH. WINTER ICING REQUIRES MAINTENANCE DREDGING TO BE COMPLETED BY 15 JANUARY
O&M	NAD	NAP	INTRACOASTAL WATERWAY, DELAWARE R TO CHESAPEAKE BAY, DE & MD	3	\$2,640	DD	2	2	15000	709	REQUIRED TO MAINTAIN 4 HIGHWAY BRIDGES	INCREASE REPAIRS TO BRIDGES	ENVIRONMENTAL WINDOWS FOR DREDGING OPEN 1 OCT TO 15 MARCH. WINTER ICING REQUIRES MAINTENANCE DREDGING TO BE COMPLETED BY 15 JANUARY
O&M	NAD	NAP	INTRACOASTAL WATERWAY, DELAWARE R TO CHESAPEAKE BAY, DE & MD	3	\$4,770	DD	2	2	15000	709	REQUIRED TO MAINTAIN 4 HIGHWAY BRIDGES	IMPROVEMENT TO PROJECT INFRASTRUCTURE AND FACILITIES	ENVIRONMENTAL WINDOWS FOR DREDGING OPEN 1 OCT TO 15 MARCH. WINTER ICING REQUIRES MAINTENANCE DREDGING TO BE COMPLETED BY 15 JANUARY
O&M	NAD	NAP	INTRACOASTAL WATERWAY, DELAWARE R TO CHESAPEAKE BAY, DE & MD	3	\$9,682	DD	2	2	15000	709	REQUIRED TO MAINTAIN 4 HIGHWAY BRIDGES	UPGRADE THE PROJECT INFRASTRUCTURE AND FACILITIES	ENVIRONMENTAL WINDOWS FOR DREDGING OPEN 1 OCT TO 15 MARCH. WINTER ICING REQUIRES MAINTENANCE DREDGING TO BE COMPLETED BY 15 JANUARY
O&M	NAD	NAP	INTRACOASTAL WATERWAY, DELAWARE R TO CHESAPEAKE BAY, DE & MD	3	\$4,175	DD	2	2	15000	709	REQUIRED TO MAINTAIN 4 HIGHWAY BRIDGES	CAPABILITIES PROJECT INFRASTRUCTURE AND FACILITIES	ENVIRONMENTAL WINDOWS FOR DREDGING OPEN 1 OCT TO 15 MARCH. WINTER ICING REQUIRES MAINTENANCE DREDGING TO BE COMPLETED BY 15 JANUARY
O&M	NAD	NAP	INTRACOASTAL WATERWAY, REHOBOTH BAY TO DELAWARE BAY, DE	3	\$50	WW	1.3	1.3	10000	10000	EMERGENCY OIL RESPONSE BASE LOCATED ON PROJECT TO RESPOND TO DELAWARE BAY. LOCAL ECONOMIC LOSSES/NEGATIVE IMPACTS	INSPECT OUTGRANTS	THE LOCAL COMMERCIAL FLEET THAT OPERATES OUT OF LEWES HARBOR, ANGLERS MARINA AND FISHERMAN'S WHARF CONSISTS OF APPROXIMATELY 65 CHARTER BOATS AND 15 HEAD BOATS. THE UNIVERSITY OF DELAWARE MAINTAINS FOUR RESEARCH VESSELS THAT ARE STATIONED WITHIN THE PROJECT
O&M	NAD	NAP	INTRACOASTAL WATERWAY, REHOBOTH BAY TO DELAWARE BAY, DE	3	\$80	WW	1.3	1.3	10000	10000	EMERGENCY OIL RESPONSE BASE LOCATED ON PROJECT TO RESPOND TO DELAWARE BAY. LOCAL ECONOMIC LOSSES/NEGATIVE IMPACTS	PHOTOGRAMMETRIC MAPPING	THE LOCAL COMMERCIAL FLEET THAT OPERATES OUT OF LEWES HARBOR, ANGLERS MARINA AND FISHERMAN'S WHARF CONSISTS OF APPROXIMATELY 65 CHARTER BOATS AND 15 HEAD BOATS. THE UNIVERSITY OF DELAWARE MAINTAINS FOUR RESEARCH VESSELS THAT ARE STATIONED WITHIN THE PROJECT
O&M	NAD	NAP	INTRACOASTAL WATERWAY, REHOBOTH BAY TO DELAWARE BAY, DE	3	\$20	LWW	1.3	1.3	0	10000	EMERGENCY OIL RESPONSE BASE LOCATED ON PROJECT TO RESPOND TO DELAWARE BAY. LOCAL ECONOMIC LOSSES/NEGATIVE IMPACTS	CARE TAKER PACKAGE TO PERFORM SURVEYS AND ANSWER INQUIRES	REAL ESTATE PACKAGE TO MINAGATE NUMEROUS ENCROACHMENT ONTO GOVERNMENT PROPERTY. THE LOCAL COMMERCIAL FLEET THAT OPERATES OUT OF LEWES HARBOR, ANGLERS MARINA AND FISHERMAN'S WHARF CONSISTS OF APPROXIMATELY 65 CHARTER BOATS AND 15 HEAD BOATS. THE UNIVERSITY OF DELAWARE MAINTAINS FOUR RESEARCH VESSELS THAT ARE STATIONED WITHIN THE PROJECT
O&M	NAD	NAN	JAMAICA BAY, NY	3	\$400	SD	14.2	0	489	24899	Hazardous channel conditions would persist	Mobilize and begin dredging	6 companies ship and receive petroleum products, including the 55 MW Keyspan Far Rockaway Generating Station. 2 NYCDEP water pollution control plants ship and/or receive sludge for processing. Two commercial fishing vessels and a fleet of charter vessels and dinner party boats use the channel. Dredged material from project cycle used for restoration material for Jamaica Bay Marsh Island Cap Project.
O&M	NAD	NAO	JAMES RIVER CHANNEL, VA	3	\$795	DD	3	0	4543	471198	If not dredged, dangerous shoals and vessel restrictions will occur.	E&DandS&A for dredging in the river to provide project dims for 95% of year	Military use by Army at Ft. Eustis and MARAD Reserve Fleet. Commerce averaged 5.9 million tons last 5 years. Increased transportation costs by 2 primary users estimated over \$5 M annually for 2 of shoaling. Port of Richmond estimates lost revenue over \$2 M annually if not dredged. Environmental studies important to State sediment management initiatives. Tour boat operates from Richmond up to 150 passengers. If not dredged, dangerous shoals and vessel restrictions will occur.
O&M	NAD	NAO	JONES CREEK	3	\$246	SD	1.9	0	1	1		Dredge the Creek	This shallow draft project supports commercial watermen at a busy seafood village near town of Rescue, VA, in Isle of Wight County. The project is tributary to the Pagan River. The village of Rescue has an economy that is heavily dependent upon access to fishing grounds. This project is a recently constructed Section 107 project with strong economics. The Benefit Cost Ratio as determined by the project's Feasibility Study is 1.9. No significant change in project costs has
O&M	NAD	NAN	JONES INLET, NY	3	\$200	SD	0	0	0	0	Loss of commercial fishing fleet and hazardous channel condition	Complete E&D	Homeport to 10 commercial fishing vessels, 19 commercially operated charter fishing vessels and 3 marinas. Beach placement is cost-shared with NY St. One of top 25 busiest USCG Search and Rescue stations nationally. Shallow Draft.
O&M	NAD	NAN	JONES INLET, NY	3	\$1,800	SD	0	0	0	0	Loss of commercial fishing fleet and hazardous channel condition	Continue dredging contract	Homeport to 10 commercial fishing vessels, 19 commercially operated charter fishing vessels and 3 marinas. Beach placement is cost-shared with New York State.
O&M	NAD	NAN	JONES INLET, NY	3	\$2,000	SD	0	0	0	0	Loss of commercial fishing fleet	additional dredging on existing contract	Homeport to 10 commercial fishing vessels, 19 commercially operated charter fishing vessels and 3 marinas. Beach placement is cost-shared with New York State.
O&M	NAD	NAE	KENNEBEC RIVER, ME	3	\$696	LDD	16.2	0	0	0	USN indicated failure to maintain channel would impact national security & USN operational schedules & restrict ability to surge deployable strike capability	To provide a safe and efficient navigation project	Kennebec River primarily serves the Bath Iron Works a major shipbuilding firm located in Bath. BIW is the largest single site employer in Maine and is currently under contract with the US Navy to build ARLEIGH BURKE class destroyers. Shoaling is unpredictable and maintenance dredging is required every 1-2 years. The last maintenance dredging was in 2003 when emergency dredging was performed to allow the USS CHAFEE to sail would have significant economic impact
O&M	NAD	NAE	KENNEBUNK RIV, ME	3	\$972	SD	0	0	1	2	Safety of commercial and recreational vessels	Maintenance dredging to restore the project to authorized dimensions	The project has shoaled since the last maintenance dredging in 1984 There are approx 45 commercial fishing vessels based in the harbor The local economy is heavily dependent on commercial fishing & the tourism/recreation industry Facilities/businesses include marinas, 2 boatyards, a public wharf, fish dealers, fish processors, restaurants, ship building & repair, tour operators & boat dealers
O&M	NAD	NAB	KNAPPS NARROWS, MD	3	\$645	SD	2.4	0	0	0	Deferral of the dredging will eliminate the safe passage through the Knapps Narrows and require vessels to transit the open waters of the Choptank River and Chesapeake Bay to get to their destinations.	Maintenance Dredging project - 70,000 cy	Supports a seafood-packing house. 7 of the remaining 10 working skipjacks in Maryland, 4 large marinas and 75 other commercial fishing vessels, is a vital protected thorofare from the Bay into the Choptank River. Commercial watermen reduce their trip to the fishing grounds by eight miles through this waterway. Draw bridge across project has the highest number of openings in Maryland. Tighman Island community relies largely on the commercial fishing industry for their economy. This project also serves as a support facility for the ongoing restoration of Poplar Island.
O&M	NAD	NAN	LAKE MONTAUK HARBOR, NY	3	\$80	SD	0	0	7	7	Next dredging contract package will not be ready when needed for this critical Auth. Harbor of Refuge, dangerous inlet, critical USCG SAR Station.	Complete E&D	Fish landings totaled 12 million pounds, valued at \$12.1 million. (Fishing of Ports of Mid Atlantic - NMFS). RSM of dredged material onto beach. Channel supports 15 comm'l. fishing vessels, 3 commercial fishing plants, and two hundred recreational vessel moorings. 1 kTon per NDC + 6 kTons Fisheries
O&M	NAD	NAO	LITTLE MACHIPONGO RIVER, VA	3	\$210	SD	0	0	1	1	Future years maintenance cannot be guaranteed without management of the placement site.	Dredge the River	VALUE TO THE NATION DATA: Commerce and vessel trips are underreported in Corps statistics. (1) Commerce the project serves one of the busier fishing harbors on the seaside Eastern Shore. The harbor provides one of the few access points for commercial fishing on the seaside southern Eastern Shore. As such, it is very popular with watermen.
O&M	NAD	NAE	LITTLE NARRAGANSETT BAY, CT & RI	3	\$1,234	SD	0	0	0	0		To restore the Federal channel to authorized dimensions	
O&M	NAD	NAB	LITTLE WICOMICO RIVER, VA	3	\$90	SD	1.6	0	0	0	Deferral of dredging will limit access to harbor. Loss of life is a real threat if mariners are unable to use this harbor of refuge due to shoaling.	Completes E&D for future maintenance dredging for this harbor of refuge (HR 413)	Serves five marinas containing roughly 215 slips, 15 commercial watermen, 2 charter vessels and recreational vessels, two marine railways, for marine repair work, three seafood processing plants. Maintaining the channel will provide a safe refuge and avoid commercial fisherman limiting navigation to high water or sustain vessel damage from possible grounding.
O&M	NAD	NAE	LONG ISLAND SOUND, CT AND NY	3	\$1,500	DD	0	0	26887	131192		Continue EIS Study	Completion of EIS would designate Disposal Sites for 55 NAE & NAN harbors on LIS for use over a 20-year period. Without completion of EIS disposal sites will not be available for most harbor maintenance operations particularly deep draft ports such as New London, New Haven and Bridgeport. Regulatory/permit customers and the US Navy (Groton base) and USCG facilities also depend on these disposal sites for cost-effective maintenance of marina and cargo terminal berths.
O&M	NAD	NAB	LOWER THOROFARE, DEAL ISLAND, MD	3	\$100	SD	2.2	0	0	0	Deferral of the dredging will result in the loss of jobs at the packing houses and on the vessels in an economically depressed community as fewer vessel trips are made through the shoaled waterway.	Completes E&D for future maintenance dredging	Serves several marinas, packinghouses and 50 commercial watermen, charter and recreational vessels on Deal Island. The controlling depth of 3.2 feet causes commercial fisherman and recreational vessels to limit navigation to high water and possibly sustain vessel damage from groundings. This island community is highly dependent upon the fisheries industry at this harbor. Maintaining this project will continue to support the local economy on Deale Island.

O&M	NAD	NAP	MANASQUAN RIVER, NJ		3	\$35	SD	1.4	1.4	18		12	THIS PROJECT IS VALUABLE TO THE NATION BECAUSE IT PROVIDES A SAFE, RELIABLE, AND EFFICIENT NAVIGATION CHANNEL FOR THE BUSIEST INLET IN THE STATE OF NEW JERSEY	MONITOR JETTY	JETTIES AT MANASQUAN HAVE BEEN REHABILITATED USING CORELOC CONCRETE ARMOUR UNITS, MONITORING OF JETTIES IS NECESSARY TO DETERMINE SUCCESSFUL PLACEMENT AND TO ENSURE INTEGRITY OF THE JETTIES. COAST GUARD CONDUCTED 787 ASSISTANCE/RESCUE CASES AND SAVED 11 LIVES FROM 2000 TO 2003 (USCG DATA). THE INLET SHOULD BE DREDGED THREE TIMES A YEAR TO PROVIDE A RELIABLE, EFFICIENT AND SAFE NAVIGATION CHANNEL
O&M	NAD	NAN	MATTITUCK HARBOR, NY		3	\$80	SD	0	0	0		0	Commercial Oil Tanker Assist vessels would have to travel over 40 miles to access safe harbors	E & D	Mattituck serves as a Critical Harbor of Refuge. Nav through inlet could become hazardous. Per the Mid-Atlantic Fishery Mgmt Council Rpt of 2000, 17 full-time commercial lobstermen and three draggers work out of Mattituck Creek. Total value of commercial fish species landed at Mattituck was \$4.1 Million. Shallow Draft
O&M	NAD	NAP	MISPILLION RIVER, DE		3	\$115	SD	1.8	1.8	12		10	A RECENT TRANSPORTATION OF COAST GUARD PERSONNEL FOR PURPOSE OF CONDUCTING NATIONAL SECURITY AUDITS ON SELECTED FOREIGN VESSELS. RESTRICTING AND/OR DELAYING SEK	PREPARE PLANS AND SPECIFICATIONS FOR MAINTENANCE DREDGING	THIS WATERWAY, ALONG WITH CEDAR CREEK, SUPPORTS THE ONLY LAUNCH SERVICE, DELAWARE BAY LAUNCH SRVCS, INC. THAT PROVIDES SAFE TRANSPORT OF PERSONNEL AND SUPPLIES TO SUPER TANKER VESSELS ANCHORED IN THE DELAWARE BAY, BIG STONE AND BREAKWATER ANCHORAGES AND THE NEARBY ATLANTIC OCEAN THUS SERVING A CRITICAL PART IN THE LOGISTICS OF LIGHTERING TANKERS SO THEY CAN PROCEED UP DELAWARE RVR TO THE VARIOUS REFINERIES
O&M	NAD	NAP	MURDERKILL RIVER, DE		3	\$400	SD	1.9	1.9	10		10	ECONOMICALLY DEPRESSED COMMUNITY DEPENDENT ON EFFICIENT CHANNEL OPERATIONS; LACK OF MAINTENANCE WOULD RESULT IN LOCAL ECONOMIC LOSSES/NEGATIVE IMPACTS	MAINTENANCE DREDGING	THE LOCAL COMMERCIAL FLEET OPERATES OUT OF A SMALL NUMBER OF MARINAS AND DOCKING FACILITIES LOCATED IN THE HEART OF THE BOWERS BEACH COMMUNITY. APPROXIMATELY 10 COMMERCIAL FISHING AND CRABBING VESSELS ARE BASED AT MURDERKILL RIVER
O&M	NAD	NAE	NARRAGUAGUS RIVER, MILBRIDGE, ME		3	\$2,800	SD	1.6	0	2		6	Budget request necessary to assure vessel safety	Dredging to ensure justified level of service	Large commercial fishing fleet 75 boats from 3 towns experience significant tidal delays and grounding damages. Shoaling of anchorage areas has forced fleet to moor the channel creating a safety issue for vessels in transit Base for USFWS vessel access to Petit Manan NWR Upper project areas have shoaled to less than MLW elevation Town has invested funds to construct new upper landing and is preparing plans to reconstruct main lower fish pier
O&M	NAD	NAN	NARROWS OF LAKE CHAMPLAIN, VT & NY		3	\$50	SD	21	0	0		0	High risk for vessel groundings in this narrow waterway.	Project Condition Survey and repair/repositon fenders	Based on the NYS Canal System Annual Report (2003),our segment had 22,000 cumulative vessel movements, including 535 commercial tour boats movements and 417 cargo boats movements. The Champlain Canal System contributes \$31.5 Million in annual economic benefits (ECONOMIC IMPACT STUDY - Eric Mower and Assoc.,2002).Shallow Draft
O&M	NAD	NAP	NEW JERSEY INTRACOASTAL WATERWAY, NJ		3	\$480	LW	2	2	74		100	LACK OF MAINTENANCE DREDGING WOULD AFFECT USCG USE AND FERRY SERVICE AND WOULD RESULT IN VEHICLE DETOURS OF 183 MILES.	MAINTENANCE DREDGING REQUIRED FOR USCG TRAINING FACILITY AND FERRY SERVICE.	The USCG uses the Intracoastal Waterway for training out of their sole enlistee training base located in the United States (Cape May). Lack of maintenance on the waterway has caused the Coast Guard to cancel training activities in the past. To fulfill requirements of the USCG's Homeland Security priority, the Intracoastal waterway must be maintained. The DRBA operates a ferry service between Cape May, NJ and Lewes, DE. The ferries dock in Cape May Canal. Approximately 1.5 Million passengers and \$17.2 Million in revenues are dependent on maintenance dredging to keep the four vessels operating. Lack of maintenance dredging would affect ferry service and would result in vehicle detours of 183 miles.
O&M	NAD	NAP	NEW JERSEY INTRACOASTAL WATERWAY, NJ		3	\$500	LW	2	2	74		100	EXTENSIVE REPAIRS ARE REQUIRED TO GOVT OWNED BULKHEAD FOR SAFETY CONCERNS AND PROPERTY DAMAGE.	REPAIR BULKHEADS THAT ARE IMPOSING AN IMMINENT DANGER OF COLLAPSING INTO POINT PLEASANT CANAL.	Funding package is included to repair government bulkheads that are in danger of significant collapse. Continued deterioration will result in major rehabilitation costs in \$10s millions. In addition to navigation safety of collapsing bulkheads, property along the Point Pleasant Canal (area of the NJIWW), are a experiencing sink holes located behind insufficiently maintained wooden bulkheads located on government property. Therefore, we are responsible to repair our bulkhead and any damage that has resulted from their deteriorated condition.
O&M	NAD	NAP	NEW JERSEY INTRACOASTAL WATERWAY, NJ		3	\$2,725	LW	2	2	74		100	LACK OF MAINTENANCE DREDGING WOULD AFFECT FERRY SERVICE AND WOULD RESULT IN VEHICLE DETOURS OF 183 MILES. REPAIRS NEEDED TO GOV'T OWNED BULKHEAD	REPAIR WOODEN RECESSED AREAS (BOAT SLIPS) & MAINTENANCE DREDGING	THE DRBA OPERATES A FERRY SERVICE BETWEEN CAPE MAY, NJ AND LEWES, DE. THE FERRIES DOCK IN THE CAPE MAY CANAL. ALMOST 1.5 MILLION PASSENGERS AND \$17.2 MILLION IN REVENUES ARE DEPENDENT ON MAINTENANCE DREDGING TO KEEP THE FOUR VESSELS OPERATING
O&M	NAD	NAP	NEW JERSEY INTRACOASTAL WATERWAY, NJ		3	\$2,980	LW	2	2	74		100	LACK OF MAINTENANCE DREDGING WOULD AFFECT FERRY SERVICE AND WOULD RESULT IN VEHICLE DETOURS OF 183 MILES. REPAIRS NEEDED TO GOV'T OWNED BULKHEAD	REHAB STEEL BULKHEADS & MAINT. OF BANK STABILIZATION-CAPE MAY CANAL (CMC)	THE DRBA OPERATES A FERRY SERVICE BETWEEN CAPE MAY, NJ AND LEWES, DE. THE FERRIES DOCK IN THE CAPE MAY CANAL. ALMOST 1.5 MILLION PASSENGERS AND \$17.2 MILLION IN REVENUES ARE DEPENDENT ON MAINTENANCE DREDGING TO KEEP THE FOUR VESSELS OPERATING
O&M	NAD	NAP	NEW JERSEY INTRACOASTAL WATERWAY, NJ		3	\$300	LW	2	2	74		100	LACK OF MAINTENANCE DREDGING WOULD AFFECT FERRY SERVICE AND WOULD RESULT IN VEHICLE DETOURS OF 183 MILES. REPAIRS NEEDED TO GOV'T OWNED BULKHEAD	GROUNDWATER INVESTIGATIONS OF CAPE MAY CANAL DISPOSAL AREA	THE DRBA OPERATES A FERRY SERVICE BETWEEN CAPE MAY, NJ AND LEWES, DE. THE FERRIES DOCK IN THE CAPE MAY CANAL. ALMOST 1.5 MILLION PASSENGERS AND \$17.2 MILLION IN REVENUES ARE DEPENDENT ON MAINTENANCE DREDGING TO KEEP THE FOUR VESSELS OPERATING
O&M	NAD	NAP	NEW JERSEY INTRACOASTAL WATERWAY, NJ		3	\$180	LW	2	2	74		100	LACK OF MAINTENANCE DREDGING WOULD AFFECT FERRY SERVICE AND WOULD RESULT IN VEHICLE DETOURS OF 183 MILES. REPAIRS NEEDED TO GOV'T OWNED BULKHEAD	NORTH JETTY STABILITY INVESTIGATION (CAPE MAY CANAL) & GIS MAPPING	INSPECTION OF NORTH JETTY AT ENTRANCE TO BAY HAS SHOWN SETTLEMENT OF CAPSTONES. INVESTIGATION INTO THE STABILITY OF JETTY IS NECESSARY TO DETERMINE THE EXTENT OF SETTLEMENT, FUTURE SETTLEMENT AND TO PREVENT FAILURE OF ENTIRE NORTH JETTY. THE DRBA OPERATES A FERRY SERVICE BETWEEN CAPE MAY, NJ AND LEWES, DE. THE FERRIES DOCK IN CAPE MAY CANAL. ALMOST 1.5 MILLION PASSENGERS AND \$17.2 MILLION IN REVENUES ARE DEPENDENT ON MAINTENANCE DREDGING TO KEEP THE FOUR VESSELS OPERATING
O&M	NAD	NAP	NEW JERSEY INTRACOASTAL WATERWAY, NJ		3	\$2,475	LW	2	2	74		100	LACK OF MAINTENANCE DREDGING WOULD AFFECT FERRY SERVICE AND WOULD RESULT IN VEHICLE DETOURS OF 183 MILES. REPAIRS NEEDED TO GOV'T OWNED BULKHEAD	BANK STABILIZATION-CMC; INSPECT DISPOSAL AREAS; INVESTIGATE DISPOSAL OPTIONS	A SECTION OF EXISTING BANK ALONG CANAL IS UNPROTECTED AND ERODING WHICH CAN CAUSE INCREASED SHOALING & INCREASE MAINTENANCE DREDGING OF THE CANAL CHANNEL AND LOSS OF GOVERNMENT PROPERTY. THE DRBA OPERATES A FERRY SERVICE BETWEEN CAPE MAY, NJ AND LEWES, DE. THE FERRIES DOCK IN CAPE MAY CANAL. ALMOST 1.5 MILLION PASSENGERS AND \$17.2 MILLION IN REVENUES ARE DEPENDENT ON MAINTENANCE DREDGING TO KEEP THE FOUR VESSELS OPERATING
O&M	NAD	NAP	NEW JERSEY INTRACOASTAL WATERWAY, NJ		3	\$925	LW	2	2	74		100	LACK OF MAINTENANCE DREDGING WOULD AFFECT FERRY SERVICE AND WOULD RESULT IN VEHICLE DETOURS OF 183 MILES. REPAIRS NEEDED TO GOV'T OWNED BULKHEAD	REPAIR PT. PLEASANT CANAL OLD BRIDGE ABUTMENT	TWO OLD BRIDGE ABUTEMENT ALONG CANAL ARE FAILING, SINKHOLES ARE FORMING BEHIND THE WALLS, WHICH ENDANGER PUBLIC USE OF THE AREA. THE DRBA OPERATES A FERRY SERVICE BETWEEN CAPE MAY, NJ AND LEWES, DE. THE FERRIES DOCK IN CAPE MAY CANAL. ALMOST 1.5 MILLION PASSENGERS AND \$17.2 MILLION IN REVENUES ARE DEPENDENT ON MAINTENANCE DREDGING TO KEEP THE FOUR VESSELS OPERATING
O&M	NAD	NAN	NEW YORK HARBOR, NY		3	\$800	DD	7.1	7.1	8650	1297000		Dredging may cease because extra placement sites must be found and available in the Port of NY/NJ before additional dredging can occur.	Placement site for DM must be identified before dredging.	This effort is to find additional environmental restoration sites for placement of DM. Additional sites are likely to be needed and BUDM for habitat restoration can be employed.
O&M	NAD	NAN	NEW YORK HARBOR, NY		3	\$500	DD	7.1	7.1	106649	1237000		Studies vitally important to assure that fed'l criteria proposed by EPA are tech sound and do not unreasonably limit dredged material fr being disposed in ocean	Perform testing, analysis and tech'l studies required (EPA Remediation Work Gro)	Perf testing, analysis and tech'l studies req'd. EPA Remediation Wk Group is dev criteria for dredged sediment from fed'l and private proj that are proposed for disposal the ocean at the HARS. Studies will be used to determine whether proposed and existing criteria is unnecc stringent,preventing dredged material that otherwise be env accept. fr being disposed in the HARS. Not funding package will mean that sev'l maj. shipping channels may not be dredged.
O&M	NAD	NAN	NEW YORK HARBOR, NY		3	\$100	DD	7.1	7.1	8650	1297000		Dredging may cease because extra placement sites must be found and available in the Port of NY/NJ before additional dredging can occur.	Placement site for DM must be identified before dredging.	This effort is to find additional environmental restoration sites for placement of DM. Additional sites are likely to be needed and BUDM for habitat restoration can be employed.
O&M	NAD	NAN	NEW YORK HARBOR, NY & NJ (DRIFT REMOVAL)		3	\$1,400	DD	3.68	0	106649	1237000		Increased haz to nav damaging vessels,channel obstructions delaying commerce,oil spills in Hbr, beach closures, neg impacts on comm/recre boating, enhance envir	Restores third existing drift boat. Remove drift, floatables, derelict vessels, obstr from channels and anchorages.	Provide major and minor channels with clear and safe passageways for general nav.to ensure that property, life and the environment is protected, to ensure that commerce and commodities, to and from NY hbr are shipped safely, coordinate efforts in support of homeland security with USCG, NY & NJ Hbr Police. Participate in the USEPA Region 2 Floatable Action Plan with agencies (USEPA, USCG, NJDEP & NYDEP)to reduce chance of floatable related beach closures. Shallow Draft - Removal of drift, derelict vessels, sections of collapsed piers and other obstructions is critical to safe navigation - Project protects commercial vessels (including oil barges and tankers), cruise ships, commuter ferries, container ships, Navy ships, US Coast Guard vessels, and recreational craft. - Protects over 62,260 deep draft vessel transits, 33,000,000 passenger ferry trips, and 1 million cruise ship passengers per year - 107 million tons of commerce annually depend on safe navigation, including over 36 million tons of petroleum products - Approximately \$23 million in damages to commercial vessels were avoided by NAN drift collection activities, based on a survey of marine insurance carrie
O&M	NAD	NAN	NEW YORK HARBOR, NY (PREVENTION OF OBSTRUCTIVE DEPOSITS)		3	\$950	DD	3	0	106649	1237000		Considerable jeopardy for large-scale losses to commerce and environment from groundings and collisions.	To implement inspections, investigations and enforcement actions involving haza.	To implement inspections, investigations and enforcement actions involving hazards & obstructions to nav in greater NY&NJ Hbr region. Part of the NY-NJ Hbr Estuary Law Enforcement & Homeland Security Team. Deep Draft under legal authority of Sections 13, 15, 16,17,18,19,and 20 of Rivers and Harbors Act of 1899, and the Harbor Supervision Act (33 USC 441-454) - Approximately 100 new cases per year require investigation and action - Corps responsibility to investigate and act upon cases does not go away if we do not fund this budget item. funds will be required through other project authorities - Cases must be investigated for safety reasons - over 1400 deep draft vessel transits, 400,000 commuter ferry trips, and 1 million cruise ship passengers per year - 107 million tons of commerce annually depend on safe navigation, including over 36 million tons of petroleum products - This project is justified for funding based on its economic value to the nation, as well as for safety of navigation.

O&M	NAD	NAE	NEWBURYPORT HARBOR, MA	3	\$1,073	SD	0	0	0	1	1	Safety of commercial and recreational vessels.	Maintenance dredging to restore the project to authorized dimensions	The entrance channel has shoaled since the last maintenance dredging in 1999. It shoals sufficiently to present a hazard to navigation. Under certain tidal conditions, seas become violent at a sand bar in the channel. There are both recreational & fishing fleets at Newburyport Harbor as well as transient vessels. There are approx 7 private marinas in Newburyport Harbor, marine service & supply facilities, public marine facilities, party fishing boats & whale watching boats
O&M	NAD	NAO	NORFOLK HARBOR, VA	3	\$3,469	DD	3.5	0	54500	1608723		Maintenand Dredging, E&D, and S&A for channels and anchorages. Provide admini.	STRATEGIC PORT - HAMPTON ROADS - HIGH MILITARY USE. Home base for the Mid-Atlantic fleet, USCG, and other U.S. military facilities. Norfolk Harbor provided passage for 54.5 million tons of freight with about 70,300 vessel trips (2002). Craney Island is authorized by law to provide an efficient and cost effective placement site for the maintenance dredging of channels, Navy base, shipyards and port facilities.	
O&M	NAD	NAO	NORFOLK HARBOR, VA (PREVENTION OF OBSTRUCTIVE DEPOSITS)	3	\$190	DD	0	0	54500	1608723		Detect illegal deposit into nav waters of waste, oil & refuse from ships & shore	Hampton Roads is a Strategic Port with high military and commercial usage, over 70,000 annual vessel trips and 54.5 million tons (5-yr. avg.) The Prevention of Depos project provides for the preservation of the tidal waters of Hampton Roads and coordination with USCG, State and City Environmental Commissions and other marine agencies regarding sinkings, obstruction issues, and violations of maritime law in the waters of the United States. While the project covers all tidal waters, it is especially important in the 400 square mile Port of Hampton Roads where accidents and obstruction issues must frequently be resolved in areas outside of Federal navigation channels and near active US Naval installations. The project provides prevention, detection and enforcement 7 days a week, year around. The project team responds an average of 500 calls annually, and investigates and resolves an average of 60 cases annually. The project supports the USACE Regulatory mission and USCG homeland security, pollution response and prevention missions by active response 24/7. This project in conjunction with the Hampton Roads Drift program provides safe navigation to military, commercial, and recreational vessels transiting and/or moored in the waterway. Citation: "The Act of June 29, 1888, as amended August 28, 195	
O&M	NAD	NAE	NORTH COVE, CT	3	\$3,097	SD	0	0	0	0		Maintenance dredging to return project to authorized dimensions	Provides anchorage for 150 recreational vessels Refuge from storms identified as project purpose in authorizing documents and continues to serve that purpose Town reports 22 mooring available for transient vessels used regularly to wait out storms Project contributes 1.4 m annually to local community	
O&M	NAD	NAB	NORTHEAST RIVER, MD	3	\$100	SD	1.3	0	0	0	0	Deferral of the dredging will result in loss of business to the community of Northeast, Maryland	Completes E&D for future maintenance dredging	Serves seventeen marinas with 1,985 slips, commercial watermen, four charter companies and recreational vessels, four marine contractors that work out the Northeast River and three restaurants that receive customers by means of water transportation. The controlling depth is 5 feet, which causes commercial fisherman and recreational vessels to limit navigation to high water and possibly sustain vessel damage from groundings.
O&M	NAD	NAE	NORWALK HARBOR, CT	3	\$7,222	SD	3.4	0	512	10240	Safety of commercial & recreational vessels Continued safe delivery of fuel oil	Maintenance dredging to restore the project to mostly authorized dimensions	The project has shoaled considerably since the last maintenance dredging in 1981. Continued shoaling will require alternate means of transportation for commercial interests and add to the overburdened interstate highway system in southern CT. Based in Norwalk Harbor are 5 port & terminal facilities (incl 336 megawatt oil-fueled power plant & 2 sand & gravel facilities), 15 commercial marinas, 7 other marina facilities, 13 private watercraft clubs, & public boating facilities	
O&M	NAD	NAO	ONANCOCK RIVER	3	\$120	SD	2.2	0	71	7135	If E&D and permitting not performed, dredging will be delayed by up to 1 yr when dredging funds are made available.	E&D, permits for preparing to dredge the channel	Onancock reports 200 tons of finfish and 180 tons of shellfish are landed annually. Tangier Cruises operates out of Onancock and transports 50 passengers to Tangier Island daily, and can carry up to 100 passengers. Tangier Cruises transports 30 tons of commercial freight annually. Tangier Island is only accessible by boat or aircraft and relies on ferries such as Tangier Cruises for transporting passengers and freight from Onancock.	
O&M	NAD	NAO	ONANCOCK RIVER	3	\$304	SD	2.2	0	71	7135	Duration of Upland CDF construction necessitates completion early in schedule to ensure site ready to accept material as soon as environmental window opens.	Construct upland Copnined Disposal Facility.	The project is used extensively by commercial watermen engaged in the seafood industry. Several marinas and boat ramps are also located on the creek. The project is also used by a sand and gravel company, a fuel oil facility, Coast Guard, and Virginia Marine Patrol.	
O&M	NAD	NAO	ONANCOCK RIVER	3	\$1,863	SD	2.2	0	71	7135	If channel not cleared, seafood boats unable to navigate. Users forced to relocate, creating economic hardship for community. Increased costs in excess \$800K/yr	Dredge navigation channel and basins.	If not funded, shoaling will increase the unsafe conditions on the river, will force some watermen to relocate to distant harbors, and will force the remaining watermen to alter their operations, all having a negative impact on the local economy. T&W Block and Bagwell Oil Company estimate \$800,000 and \$40,000 annual increase in transportation costs, respectively.	
O&M	NAD	NAO	OYSTER CHANNEL, VA	3	\$150	SD	0	0	1	1		E&D, placement site contract	VALUE TO THE NATION DATA (Landfill manager, 2002): Placement site is critical to countys landfill closure plans. (Eastern Shore Partnership, 2004): Oyster Channel one of most important to access fishing grounds, aquaculture.	
O&M	NAD	NAO	PAGAN RIVER, VA	3	\$75	SD	3.45	0	3	10		E&D, permits for preparing to dredge the channel	USCG & VMRC armed patrol, town search/rescue/dive boat has mutual aid agreement, watermen fish & access seafood buyers, many from beyond Pagan, hurricane refuge, final fitting of \$5M boats, \$4M wtrfrnt convention ctr relies on Pagan, charter fish boat, cruise industry, Smithfield Foods HQ docks, Education & Chesapeake Bay Fdn use, businesses/town investing \$111M in wtrfrnt facilities, closest marine facility w/in 1.5 hr, on-going USF&WS invstmnt sunk if no dredging	
O&M	NAD	NAO	PAGAN RIVER, VA	3	\$570	SD	3.45	0	3	10		S&A, dredging, Craney Island tolls	USCG & VMRC armed patrol, town search/rescue/dive boat has mutual aid agreement, watermen fish & access seafood buyers, many from beyond Pagan, hurricane refuge, final fitting of \$5M boats, \$4M wtrfrnt convention ctr relies on Pagan, charter fish boat, cruise industry, Smithfield Foods HQ docks, Education & Chesapeake Bay Fdn use, businesses/town investing \$111M in wtrfrnt facilities, closest marine facility w/in 1.5 hr, on-going USF&WS invstmnt sunk if no dredging	
O&M	NAD	NAO	PARKER CREEK, VA	3	\$419	SD	1.1	0	1	1		E&D, S&A, dredging	Local watermen utilize the channel to access nearby shellfish and fishing grounds.	
O&M	NAD	NAE	PATCHOGUE RIVER, CT	3	\$75	SD	1.3	0	1	2	Safety of commercial and recreation vessels	Maintenance dredging to restore the project to authorized dimensions.	The 8-foot channel & 8-foot anchorage have shoaled since the last maintenance dredging in 1997-98. Both recreational vessels & small commercial fishing vessels use the river & harbor. There are approx 33 marine-related businesses along the river - employing about 150 people. These businesses include approx 8 marinas & yacht clubs, 14 marine repair & service shops, bait & tackle shops, marine retail shops, boat sales, restaurants, & sightseeing & charter fishing boat business.	
O&M	NAD	NAE	PAWTUXET COVE, RI	3	\$1,206	SD	3.5	0	0	0		Maintenance dredging to return the project to authorized dimensions	The 6-foot channel and 6-foot anchorage have shoaled substantially and is limiting navigation Maintenance dredging is needed for the continuation of safe and efficient navigation within the cove The cove supports about 33 commercial fishing vessels and 217 recreation vessels and 6 water dependent businesses which consist of marinas and boat yards There are 3 boat ramp shoreline access points that provide access to the cove and Narragansett Bay	
O&M	NAD	NAN	PLATTSBURGH HARBOR, NY	3	\$2,250	SD	1.04	0	0	0	0	Submerged breakwater poses hazard to New Yorkers.	Repair Breakwater, extend useful life 25 years.	Breakwater protects hbr providing an estimated annual economic benefit in excess of \$2.0Million in the form of tour boat and marina operations, jobs and waterfront economic development. Shallow Draft
O&M	NAD	NAN	PLATTSBURGH HARBOR, NY	3	\$45	SD	1	0	0	0	0	Delay evaluation of Breakwater.	Evaluate and rate Breakwater condition.	Evaluation and condition rating of structure required to determine future repairs to enable structure to continue to contribute to more than \$2 million in annual economic benefits.
O&M	NAD	NAE	PLYMOUTH HARBOR, MA	3	\$1,585	LDD	2	0	6	6		To restore the Federal channel and anchorage to authorized dimensions	5 kTons Waterborne Commerce Data + 1 kTon fish landings	
O&M	NAD	NAE	PLYMOUTH HARBOR, MA	3	\$6,321	LDD	2	0	6	6		To restore the Federal channel and anchorage to authorized dimensions	5 kTons Waterborne Commerce Data + 1 kTon fish landings	
O&M	NAD	NAE	POINT JUDITH POND HARBOR OF REFUGE, RI	3	\$1,314	LDD	2.4	0	63	0		To restore the Federal channel to authorized dimensions.	The Point Judith Pond FNP is designated as a Harbor of Refuge It services Rhode Island's largest commercial fishing fleet bringing in an average annual catch of 63000 tons valued at over \$300 M The Point Judith FNP also services the Point Judith Coast Guard station responsible for search and rescue operations in Rhode Island Sound as well as the ferry service to Block Island Shoaling within the channel is impacting commercial vessel navigation during the lower tide stages	
O&M	NAD	NAN	PORTCHESTER HARBOR, NY	3	\$80	SD	9.8	0	69	3928	Risk of groundings of vessels delivering oil to the communities. 46 jobs could be lost	Beneficial use of dredged material. Initiate E&D	IWR WCS report 69,000 tons of bulk commodities, including 460,000 barrels of petroleum product, valued at \$20 million. Deep Draft	
O&M	NAD	NAN	PORTCHESTER HARBOR, NY	3	\$30	SD	9.8	0	69	3928	Risk of groundings of vessels delivering oil to the communities. 46 jobs could b	Additional surveys	IWR WCS report 69,000 tons of bulk commodities, including 460,000 barrels of petroleum product, valued at \$20 million.	
O&M	NAD	NAE	PORTSMOUTH HARBOR AND PISCATAQUA RIVER, NH	3	\$320	DD	2.1	0	4108	16162		Sampling and testing of shoal material for possible future maintenance.	Portsmouth Harbor is the largest port in New Hampshire. It serves a Navy submarine base, petroleum facilities, a number of cargo facilities and supports a small fishing fleet. Main product is petroleum used to provide most of the energy requirements for southern New Hampshire.	
O&M	NAD	NAB	POTOMAC AND ANACOSTIA RIVERS, DC (DRIFT REMOVAL)	3	\$400	DD	0	0	2881	2881	Increased hazard to nav. damaging vessels, channel obstructions delaying commerce, negative impact on comm/rec boating, improves environment	Collection and removal of hazardous floating drift and debris.	The rivers support our Nation's defense by supplying fuel to defense facs. Nation's capitol is a worldwide tourist destination that supports the economy of DC, MD and VA. Funds used to prevent severe damage to comm and rec vessels that could result in loss of life, property damage and environmental damage due to fuel and or chemical spills. The project safeguards government and comm marine facs and aids in maintaining the aesthetic value of the waterways and shoreline.	
O&M	NAD	NAB	POTOMAC RIVER BELOW WASHINGTON, DC	3	\$2,050	DD	1.4	0	2881	2881	Deep draft users will continue to have additional cost per foot draft restriction. Will restrict US Navy plans to use waterway for Homeland security needs	Maintenance Dredging project at Maryland Point Bar - Dredge 100,000 cy to increase project controlling depth from 20 feet to 22 feet.	This project reports 3,687,000 tons of commercial cargo in CY 2001. As a result of shoaling, fewer vessels are using the waterway and the commerce dropped to 2,881,000 tons in CY2002. The Virginia Pilots Association, US Navy, Marine Terminal Operators, and local business interests have met with Senator John Warner (VA) to express interest in getting this project dredged. Stakeholders have expressed interest in expanding waterborne commerce to include cruise ships docking at Alexandria, VA	
O&M	NAD	NAN	PROJECT CONDITION SURVEYS, NJ	3	\$500	PCS	38	0	146798	959146	Channel surveys are used by NOAA for coast chart updates, USCG for buoy placement in channels used by USCG, US Navy as well as commercial and recreational vesss	Perform Condition Surveys	Condition surveys provide timely depth data for maint planning, pilots for navn., NOAA for chart updates, USCG for buoy placement and are directly linked to regional economics, environmental protection, homeland security and law enforcement. Shallow Draft	

O&M	NAD	NAO	QUEENS CREEK, MATHEWS COUNTY, VA	3	\$100	SD	1.21	0	1	1	No access to the bay for watermen. More companies will go out of business. Less jobs. Area placement site for dredge material may be compromised by major storm	E&D, permits for preparing to dredge the channel	Patrolled frequently by Coast Guard and VMRC. Coast Guard performed several Search and Rescue ops for boaters whose destination was Queens Creek. Charter vessels & eco-tourism ops will be shut down w/o maint. Numerous watermen operate, difficult to bring in loaded vessel especially during low tide, vessel groundings recoveries very costly. Beneficial use of dredged material. Est. 1.5m loss in revenue, 36 boats moored at marina including VMRCs for oyster repletion program.
O&M	NAD	NAO	QUEENS CREEK, MATHEWS COUNTY, VA	3	\$300	SD	1.21	0	1	1	No access to the bay for watermen. More companies will go out of business. Less jobs. Area placement site for dredge material may be compromised by major storm.	Contract for dredging the channel and S&A	Patrolled frequently by Coast Guard and VMRC. Coast Guard performed several Search and Rescue ops for boaters whose destination was Queens Creek. Charter vessels & eco-tourism ops will be shut down w/o maint. Numerous watermen operate, difficult to bring in loaded vessel especially during low tide, vessel groundings recoveries very costly. Beneficial use of dredged material. Est. 1.5m loss in revenue, 36 boats moored at marina including VMRCs for oyster repletion program.
O&M	NAD	NAB	QUEENSTOWN HARBOR MD	3	\$100	SD	1.1	0	0	0	Reported groundings for commercial and recreation vessels will increase if the project is not dredged.	Completes E&D for future maintenance dredging	Serves several large marinas that are used by commercial watermen, chartered vessels and recreation vessels. The economy of Queen Annes County is largely dependent on the commerce from the project. Project has high congressional interest
O&M	NAD	NAN	RARITAN RIVER, NJ	3	\$3,800	DD	99	0	2720	29379	Due to shoaling a significant portion of the 11 million barrels of petroleum product will be diverted to trucks and significant economic and enviro cost.	additional dredging on existing contract	Three terminal facilities on the Raritan River ship and receive petroleum products by vessel and barge. A total of 11.8 million barrels of petroleum are carried by this waterway. The Raritan River waterfront is undergoing revitalization efforts by the county.
O&M	NAD	NAN	RONDOUT HARBOR, NY	3	\$1,500	SD	5.3	0	29	102	Increased future maintenance costs.	Repair Dikes, extend life 20 yrs.	Repairs to Dikes required to afford continued protection of channel that provides an estimate annual economic benefit of \$4Million including commercial cargo, marinas, tour boats and waterfront dev. Shallow draft
O&M	NAD	NAN	RONDOUT HARBOR, NY	3	\$1,000	SD	3.2	0	29	102	Increased future maintenance costs.	Complete Dike repair.	Repairs to Dikes required to afford continued protection to channel that provides an estimate annual economic benefit of \$4Million including commercial cargo, marinas, tour boats and waterfront development. Shallow Draft
O&M	NAD	NAO	RUDEE INLET, VA	3	\$640	SD	3.26	0	1	1	Rapid shoaling inlet. Lack of previous maintenance has caused vessel losses with over \$500k value.	Dredging the channel	Critical Harbor of Refuge. Military Use by US Navy Special Warfare Development Group. Law Enforcement by Virginia Beach Marine Police. 24 charter sport fishing vessels, 23 commercial fishing boats, research vessels from Virginia Marine Science Museum, several passenger tour boats, and various transient vessels en route up and down the Atlantic coast. The local sponsor also contributes 28 percent of projects costs. The inlet rapidly shoals and becomes a hazard.
O&M	NAD	NAE	SAGAMORE CREEK, NH	3	\$87	SD	2.5	0	0	0	Shoaling within the channel restricts navigation at lower stages of the tide	To restore the Federal channel to authorized dimensions.	
O&M	NAD	NAE	SALEM HARBOR, MA	3	\$2,897	LDD	11.5	0	867	2601	Budget request necessary to assure vessel safety and prevent future groundings.	Perform maintenance dredging to ensure justified level of service.	Large colliers servicing regional power plant subject to significant tidal delays and groundings on outer bar and inner basin approach due to shoaling. Last maintained in 1969. Shallow draft branch channel serves commuter ferry and small lobster fleet and vessel access to Salem Maritime National Historical Park all restricted by shoaling.
O&M	NAD	NAP	SALEM RIVER, NJ	3	\$20	LDD	1.9	1.9	101	1	LOCAL ECONOMIC LOSSES/NEGATIVE IMPACTS	CARE TAKER PACKAGE TO PERFORM SURVEYS AND ANSWER INQUIRES	THE WATERWAY SUPPORTS TWO BERTHING FACILITIES FOR THE PORT OF SALEM, WHICH ARE OWNED BY THE SALEM PORT AUTHORITY & MID-ATLANTIC SHIPPING. THESE TWO FACILITIES ANNUALLY PROVIDE SAFE TRANSPORT (CONTAINER AND BULK) OF 101,000 TONS OF VARIOUS COMMODITIES TO THE SOUTH JERSEY AREA. THE PORT ALSO HAS DIRECT RAIL ACCESS VIA A RAIL SPUR OF THE WEST JERSEY SHORT LINE
O&M	NAD	NAP	SALEM RIVER, NJ	3	\$955	LDD	1.9	1.9	101	1	LOCAL ECONOMIC LOSSES/NEGATIVE IMPACTS	MAINTENANCE DREDGING	THE WATERWAY SUPPORTS TWO BERTHING FACILITIES FOR THE PORT OF SALEM, WHICH ARE OWNED BY THE SALEM PORT AUTHORITY AND MID-ATLANTIC SHIPPING. THESE TWO FACILITIES ANNUALLY PROVIDE SAFE TRANSPORT (CONTAINER AND BULK) OF 101,000 TONS OF VARIOUS COMMODITIES TO THE SOUTH JERSEY AREA. THE PORT ALSO HAS DIRECT RAIL ACCESS VIA A RAIL SPUR OF THE WEST JERSEY SHORT LINE
O&M	NAD	NAP	SALEM RIVER, NJ	3	\$10	LDD	1.9	1.9	101	1	LOCAL ECONOMIC LOSSES/NEGATIVE IMPACTS	DMMP-PRELIMINARY ASSESSMENT	DMMP TO IDENTIFY THE SHORT AND LONG TERM DISPOSAL AREA LOCATIONS TO REPLACE OVERBOAR SITES AT SALEM COVE. THE WATERWAY SUPPORTS TWO BERTHING FACILITIES FOR THE PORT OF SALEM, WHICH ARE OWNED BY THE SALEM PORT AUTHORITY AND MID-ATLANTIC SHIPPING. THESE TWO FACILITIES ANNUALLY PROVIDE SAFE TRANSPORT (CONTAINER AND BULK) OF 101,000 TONS OF VARIOUS COMMODITIES TO THE SOUTH JERSEY AREA. THE PORT ALSO HAS DIRECT RAIL ACCESS VIA A RAIL SPUR OF THE WEST JERSEY SHORT LINE.
O&M	NAD	NAN	SANDY HOOK BAY AT LEONARD, NJ	3	\$150	SD	15	0	1	28	Dredging of channel relates to shoreline Revitalization program (Sen. Kyrillos). Marina projects to include \$500k bulkhead and dredging mouth of river.	Beneficial use of dredged material.Complete E&D/Dredge	IWR WCS 2002 rpts 1,000 short tons of petroleum product. This has a value of \$433,000. Pleasure craft and recreational fishing vessels utilize the channel. The marinas contain approx. 200 boatslips servicing recreational vessels, a head boat, and charter boats, in addition to NJ State vessels, amt to \$500,000 in annual revenue.Shallow Draft
O&M	NAD	NAN	SANDY HOOK BAY AT LEONARD, NJ	3	\$350	SD	15	0	1	28	Dredging of channel relates to shoreline Revitalization program (Sen. Kyrillos). Marina projects to include \$500k bulkhead and dredging mouth of river.	Dredge critical shoals in channel	IWR WCS 2002 reports 1,000 short tons of petroleum product. This has a value of \$433,000. Pleasure craft and recreational fishing vessels utilize the channel. The marinas contain approx. 200 boatslips servicing recreational vessels, a head boat, and charter boats, in addition to NJ state vessels, amounting to \$500,000 in annual revenue. Shallow Draft
O&M	NAD	NAN	SANDY HOOK BAY AT LEONARD, NJ	3	\$250	SD	15	0	1	28	Dredging of channel relates to shoreline Revitalization program (Sen. Kyrillos). Marina projects to include \$500k bulkhead and dredging mouth of river.	Complete dredging of channel.	IWR WCS 2002 reports 1,000 short tons of petroleum product. This has a value of \$433,000. Pleasure craft and recreational fishing vessels utilize the channel. The marinas contain approx. 200 boatslips servicing recreational vessels, a head boat, and charter boats, in addition to NJ State vessels, amounting to \$500,000 in annual revenue. Shallow draft
O&M	NAD	NAE	SCARBOROUGH RIVER, ME	3	\$1,636	SD	2.9	0	1	0	Shoaling restricts navigation at lower stages of the tide Commercial & Recreational vessel groundings occur regularly posing a hazard to safety	To restore the Federal channel and anchorage to authorized dimensions	The channel in Scarborough is severely shoaled (5 to 6 feet of shoaling in places). The harbor is inaccessible 2 hours each side of low tide. Over the last year there were over 40 emergency calls due to the shoaling, requiring assistance from the Harbormaster. Approximately 40 commercial fishermen/lobstermen and several commercial fish buyers/processors rely on the harbor for their livelihood. The town's public facilities launch up to 85 boats per day in the summer months
O&M	NAD	NAN	SHOAL HARBOR AND COMPTON CREEK, NJ	3	\$100	SD	0	0	0	0	700,000 ferry passengers safety at risk if poorly maintained channel.	Beneficial use of dredged material.Initiate E&D	Seafood products wharf with numerous fishing boat moorings,400+ feet of berthing space (IWR Port Series 2000). Menhaden account for 2/3 of the fish landings in Belford in 1998. Most finfish handled thru Fishing Cooperative. Otter trawl fishing accounts for 50% of landed value in 1998 (Fishing Ports of Mid-Atlantic 2000). NY Waterway Ferry carry 550k ferry passengers out of Belford at Compton Creek, valued at approx. \$10.5M annually (NYC DOT and NYW Ferry, May 2004).
O&M	NAD	NAN	SHOAL HARBOR AND COMPTON CREEK, NJ	3	\$30	SD	0	0	0	0	700,000 ferry passengers safety at risk if poorly maintained channel.	Additional surveys	Seafood products wharf with numerous fishing boat moorings,400+ ft of berthing space (IWR Port Series 2000). Menhaden account for 2/3 of the fish landings in Belford in 1998. Most finfish handled thru Fishing Cooperative. Otter trawl fishing accounts for 50% of landed value in 1998 (Fishing Ports of Mid-Atlantic 2000) NY Waterway Ferry carry 695,000 ferry passengers out of Belford at Compton Creek (NYC DOT, May 2004).
O&M	NAD	NAN	SHREWSBURY RIVER, MAIN CHANNEL, NJ	3	\$150	SD	0	0	0	0		Initiate E&D	IWR WCS 2002 reports over 7,300 total vessel trips. Shallow Draft
O&M	NAD	NAN	SHREWSBURY RIVER, MAIN CHANNEL, NJ	3	\$30	SD	0	0	0	0		Complete E&D	IWR WCS 2002 reports over 7,300 total vessel trips. Shallow Draft
O&M	NAD	NAE	SOUTHPORT HARBOR, CT	3	\$1,443	SD	2.13	0	0	0	Safety of predominately recreational harbor	Maintenance dredging to restor the project to mostly authorized dimensions	This harbor has not been maintained since 1962 Significant shoaling is making navigation difficult In particular one shoal in the channel is above mlw and presents a safety hazard About 250 recreational vessels visit the harbor For boaters traveling between Norwalk and Bridgeport, Southport provides an important opportunity for purchasing fuel & ice and using the vessel waste pump-out facility available to the general public
O&M	NAD	NAB	ST JEROME CREEK, MD	3	\$100	SD	1.7	0	0	0	Will severely limit the access for the creek via ramps for trailerable-vessels access to Bay for the USCG, local VFD, CO 4, and Fire/Rescue boats. USCG is unable to service the aids to navigation and may remove the markers if dredging is not done.	Maintain Harbor of refuge (HR- 174) Completes E&D for future maintenance dredging	Availability of channel is less than 50%, Serves several marinas, 43 commercial charter & crabbing vessels, one commercial crab processing/packing plant,Commercial Oyster Aquaculture Facility. The marinas serve as loading/offloading for local seafood distributors between Western & Eastern Shores, since it is much shorter than the vehicular route. Extreme congressional interest
O&M	NAD	NAO	STARLINGS CREEK, VA	3	\$100	SD	2.9	0	1	1	Vessels will not be able to transit to harbor of refuge. Delays and light loading due to channel depth restrictions.	Contract for dredging the channel and S&A	Harbor of Refuge. The project supports a productive commercial fishing industry and connects to a harbor of refuge. There are 80 commercial fishing boats that are based at the project and 250 commercial fishing boats use the channel to offload their catch (Town of Saxis). The project is responsible for landing 490 tons of crabs annually (USACE Business Survey, 2000). The project was justified with a 2.86 BCR.
O&M	NAD	NAO	STARLINGS CREEK, VA	3	\$325	SD	2.9	0	1	1	Vessels will not be able to transit to harbor of refuge. Delays and light loading due to channel depth restrictions.	Contract for dredging the channel and S&A	The project supports a productive commercial fishing industry and connects to a harbor of refuge. There are 80 commercial fishing boats that are based at the project and 250 commercial fishing boats use the channel to offload their catch (Town of Saxis). The project is responsible for landing 490 tons of crabs annually (USACE Business Survey, 2000). The project was justified with a 2.86 BCR.
O&M	NAD	NAB	TILGHMAN ISLAND HARBOR, MD	3	\$525	SD	1.3	0	0	0	Deferral of the dredging will restrict access to the channel and result in the loss of business from vessels unable to navigate the waterway for this island community	Maintenance Dredging project to restore authorized depths - Dredge 40,000 cy	Serves a seafood-packing house, and 40 other commercial fishing vessels. The Tilghman Island community relies largely on the commercial fishing industry for their economy. The local sponsor is investing almost \$500,000 in improvements to the public docks and bulkheads.
O&M	NAD	NAE	TREATMENT OF DREDGED MATERIAL, LONG ISLAND SOUND, CT	3	\$5,000	DD	0	0	26887	131192		This funding would allow execution of Phase II demonstration project.	
O&M	NAD	NAB	TWITCH COVE AND BIG THOROFARE RIVER, MD	3	\$100	SD	3.1	0	1	1	Deferral of the dredging will decrease access to Smith Island and create severe hardship to the residents of Smith Island who are entirely dependent upon this subsistence waterway	Maintain Safet Harbor of refuge (HR-340) Completes E&D for future maintenance dredging	Serves the island communities of Smith Island whose economy is solely dependent upon waterborne commerce for subsistence, serves the towns of Ewell, Tylerton and Rhodes Point. A daily school boat must safely navigate this channel to provide transportation to mainland schools. This project has strong support from congressional leaders and from Somerset County, the local sponsor.
O&M	NAD	NAO	TYLERS BEACH, VA	3	\$225	SD	1.9	0	2	2	Failure to finalizeE&D will delay dredging 1 yr. Dredging requires close coordination with environ agencies to ensure permit does not increase costs.	E&D, permits for preparing to dredge the channel	Critical Harbor of Refuge. 16 commercial vessels, with an estimated annual catch of 400,000 lbs valued at \$500K are based at Tylers Beach. Additionally, 1,925 vessels trips pass through the channel annually (USACE Economic Update, Sept 2002). Only Harbor of Refuge in Burwell Bay area where more than 2,000 vessels are based.

O&M	NAD	NAO	TYLERS BEACH, VA		3	\$397	SD	1.9	0	2	2	Duration of Upland CDF construction necessitates completion early in schedule to ensure site ready to accept material as soon as environmental window opens.	Construct upland CDF.	Critical Harbor of Refuge. 16 commercial vessels, with an estimated annual catch of 400,000 lbs valued at \$500K are based at Tylers Beach. Additionally, 1,925 vessels trips pass through the channel annually (USACE Economic Update, Sept 2002). Only Harbor of Refuge in Burwell Bay area where more than 2,000 vessels are based.
O&M	NAD	NAO	TYLERS BEACH, VA		3	\$695	SD	1.9	0	2	2	Local seafood community severely impacted by lack of dredging and Hurricane Isabel. Failure to dredge will delay economic recovery of minority community.	Dredge navigation channel and harbor.	Critical Harbor of Refuge. 16 commercial vessels, with an estimated annual catch of 400,000 lbs valued at \$500K are based at Tylers Beach. Additionally, 1,925 vessels trips pass through the channel annually (USACE Economic Update, Sept 2002). Only Harbor of Refuge in Burwell Bay area where more than 2,000 vessels are based.
O&M	NAD	NAB	UPPER THOROFARE, MD		3	\$620	SD	2.5	0	0	0	Will severely limit the use of the channel which serves Deal Island. The island is dependent upon the fisheries industry for economic survival. Deferral of dredging will increase economic hardships on this rural economy.	Maintain Harbor of refuge (HR-76) Maintenance Dredging project to restore authorized depths- Dredge 80,000 cy	Serves 4 commercial marinas, and county sponsored unloading facilities for approximately 40 commercial watermen, and a critical oyster hatchery operated by MD. Hatchery provides a majority of the disease resistant oyster larvae being propagated by MD and used for transplanting oyster spat for the Chesapeake Bay Oyster Recovery Program. Supports a large fish packinghouse that packs 5000 tons of shellfish and finfish annually. Extreme congressional interest
O&M	NAD	NAB	WASHINGTON HARBOR, DC		3	\$51	LDD	0	0	557	557	Failure to perform operation and maintenance will result in the decline of the operation of the facility which is inclusive of the Washington DC Capital Mall complex.	Provides for the flushing and flow maint of the Tidal Basin and Washington Channel to prevent stagnation and debris build up. Annual cost of O&M of the project	Repairs and maintenance of the Tidal Basin gate structures is required to in assure the proper operation of the gate system for the proper flow and acceptable water quality of the tidal basin and Washington channel. The Tidal Basin gate systems assist in the reduction of flooding during high-water events. The aesthetic value of the Tidal Basin has great importance to the overall appearance of the National monuments that front the Basin.
O&M	NAD	NAB	WASHINGTON HARBOR, DC		3	\$900	LDD	0	0	557	557	Failure to complete repairs will result in the continued deterioration of the facility and increase operation and maintenance cost.	Provides for the flushing and flow maint of the Tidal Basin and Washington Channel. Repair of outlet gates of the Tidal Basin structure.	Repair of the Tidal Basin inlet gate structure is required to in assure the proper operation of the gate system for the proper flow and acceptable water quality of the tidal basin and Washington channel. The Tidal Basin gate systems assist in the reduction of flooding during high-water events. The aesthetic value of the Tidal Basin has great importance to the overall appearance of the National monuments that front the Basin.
O&M	NAD	NAO	WATERWAY ON THE COAST OF VIRGINIA, VA		3	\$780	SD	3.34	0	16	46	Users cannot access bay & ocean fishing areas or transit between small harbors on the Eastern Shore. Transportation costs increase. Economic impact to ES	E&D, S&A, permits, & dredging	Homeland Security use for US Coast Guard search and rescue ops, Military use for Army and Navy training, WCV contributes \$10s of millions to Eastern Shore economy, commercial fishing, 60 charter boats, provides only access to multi-million dollar clam aquaculture beds, most valuable ag crop in Northampton Co, educational & tourism use, regularly used by over 200 watermen, dredged material beneficial uses, without WCV no access to other Corps Navigation projects.
O&M	NAD	NAO	WATERWAY ON THE COAST OF VIRGINIA, VA		3	\$838	SD	3.34	0	16	46	Users cannot access bay & ocean fishing areas or transit between small harbors on the Eastern Shore. Transportation costs increase. Economic impact to ES	Additional dredging and S&A.	Homeland Security use for US Coast Guard search and rescue ops, Military use for Army and Navy training, WCV contributes \$10s of millions to Eastern Shore economy, commercial fishing, 60 charter boats, provides only access to multi-million dollar clam aquaculture beds, most valuable ag crop in Northampton Co, educational & tourism use, regularly used by over 200 watermen, dredged material beneficial uses, without WCV no access to other Corps Navigation projects.
O&M	NAD	NAE	WELLFLEET HARBOR, MA		3	\$1,900	SD	2.6	0	1	0		Maintenance dredging to return the project to authorized dimensions	Shoaling has made portions of the project essentially inaccessible for several hours each side of low tide 182 commercial vessels & 675 recreational vessels use the project for access and moorings Fish landings for 2001 17999 bushels of shellfish value \$2642602 Town provides wharf & marina 2 launch ramps provide open water access to the public
O&M	NAD	NAE	WELLS HARBOR, ME		3	\$100	SD	1.2	0	1	2	Safety of commercial and recreational vessels	Maintenance dredging to restore the project to authorized dimensions.	The 8-foot channel and 8-foot settling basin have shoaled substantially. Wells Harbor supports a large recreational fleet and a commercial fishing fleet of approx 21 boats in 2003 approx 40 tons of shellfish, valued at around \$240,000, were landed. After the last major dredging project in 2000-01, at least four of the commercial fishermen purchased new commercial fishing vessels, and most of the fishermen invested in new additional fishing gear.
O&M	NAD	NAN	WESTCHESTER CREEK, NY		3	\$80	SD	1.3	0	168	6529	P&S package will not be ready on time for critical channel which carries of home heating oil via barge each year. A spill will destroy adjacent wetlands.	Initiate E&D	IWR WCS 2002 reports 1.1 Million barrels of fuel product with a value of \$49 Million. As distillate fuel oil, value increases to \$49M. Also reported are 113 total vessel trips. Two companies receive heating oil by barge and small tank vessel (IWR Port Series, 2000). Shallow Draft.
O&M	NAD	NAN	WESTCHESTER CREEK, NY		3	\$30	SD	1.3	0	168	6529	P&S package will not be ready on time for critical channel which carries of home heating oil via barge each year. A spill will destroy adjacent wetland.	Complete E&D	IWR WCS 2002 reports 1.1 Million barrels of fuel product with a value of \$49 Million. As dist
O&M	NAD	NAE	WESTPORT HARBOR & SAGATUCK RIVER, CT		3	\$70	SD	10.3	0	0	0	Safety of commercial and recreational vessels	Maintenance dredging to restore the project to authorized dimensions	The channel has shoaled since the last maintenance dredging in 1970 If shoaling continues the river could become unnavigable at even mid-tide Although the harbor is essentially recreational there are 6 commercial clam and lobster boats based in the harbor There are approximately 5 marinas and several marine-related service and supply businesses There are about 1400 boats moored in Westport
O&M	NAD	NAE	WESTPORT HARBOR, MA		3	\$100	SD	2.4	0	1	3	Budget request necessary to assure vessel safety	Ensure justified level of service & allow improvement project to proceed	Commercial fishing fleet experiences tidal delays and grounding damages Town and State have invested funds to rebuild new public landing facilities Maintenance necessary in conjunction with improvement dredging project to improve channel depth and safety in hazardous inlet
O&M	NAD	NAO	WHITINGS CREEK, MIDDLESEX CO, VA		3	\$50	SD	1.23	0	1	3		E&D and permits to prepare for dredging the channel	VALUE TO THE NATION DATA (County Board of Supervisors, 2003): USCG ops out of Whittings, numerous watermen operate, few maintained alternative harbors for watermen, Provides transportation savings, beneficial use of dredged material
O&M	NAD	NAO	WHITINGS CREEK, MIDDLESEX CO, VA		3	\$350	SD	1.23	0	1	3		S&A and dredging Federal channel	VALUE TO THE NATION DATA (County Board of Supervisors, 2003): USCG ops out of Whittings, numerous watermen operate, few maintained alternative harbors for watermen, Provides transportation savings, beneficial use of dredged material
O&M	NAD	NAB	WICOMICO RIVER, MD		3	\$500	DD	1.5	0	1817	44932	Deferral of the dredging will severely curtail fuel shipments to the Delmarva Peninsula. Similar shoaling in the past has caused regional energy shortages during the winter months.	Maintenance Dredging project for lower river section - Dredge 100,000 cy to increase project controlling depth from 12 feet to the authorized depth of 14 feet.	Serves Port of Salisbury;second largest port in MD, provides 10 facilities for grain exports and petroleum imports which are vital to the economy of the Delmarva Peninsula of DE, MD, VA. Produces over \$10 million dollar transportation savings when compared to land based alternatives. A waterway committee of almost 100 commercial users and interests actively promotes the development and maintenance of this waterway.
O&M	NAD	NAB	WICOMICO RIVER, MD		3	\$135	HSD	1.5	0	1817	44932	Deferral of the dredging will severely curtail fuel shipments to the Delmarva Peninsula. Similar shoaling in the past has caused regional energy shortages during the winter months.	Completes E&D for future maintenance dredging of upper river section.	Serves Port of Salisbury;second largest port in MD, provides 10 facilities for grain exports and petroleum imports which are vital to the economy of the Delmarva Peninsula of DE, MD, VA. Produces over \$10 million dollar transportation savings when compared to land based alternatives. A waterway committee of almost 100 commercial users and interests actively promotes the development and maintenance of this waterway.
O&M	NAD	NAP	WILMINGTON HARBOR, DE		3	\$115	DD	1.9	1.9	4483	2988	WIDESPREAD ECONOMICAL IMPACT, NAVIGATION ACCIDENTS WITH POTENTIAL LOSS OF LIFE AND PROPERTY DAMAGE	CDF CHEMICAL & GRAIN ANALYSIS	THE PORT OF WILMINGTON, DELAWARE IS A FULL-SERVICE DEEPWATER PORT AND MARINE TERMINAL HANDLING OVER 400 VESSELS PER YEAR WITH AN ANNUAL IMPORT/EXPORT CARGO TONNAGE OF 5 MILLION TONS. IT ALSO CONTRIBUTES SIGNIFICANTLY TO THE STATE OF DELAWARE'S ECONOMIC VITALITY BY CREATING 5,800 GOOD JOBS THAT RESULT IN \$225 MILLION IN PERSONAL INCOME ANNUALLY, BUSINESS REVENUES IN EXCESS OF \$213 MILLION ANNUALLY, AND STATE AND LOCAL TAXES TOTALING \$23 MILLION ANNUALLY
O&M	NAD	NAP	WILMINGTON HARBOR, DE		3	\$40	DD	1.9	1.9	4483	2988	WIDESPREAD ECONOMICAL IMPACT, NAVIGATION ACCIDENTS WITH POTENTIAL LOSS OF LIFE AND PROPERTY DAMAGE	AERIAL PHOTOS OF WILMINGTON HARBOR NO. & SO. DISPOSAL AREAS	THE PORT OF WILMINGTON, DELAWARE IS A FULL-SERVICE DEEPWATER PORT AND MARINE TERMINAL HANDLING OVER 400 VESSELS PER YEAR WITH AN ANNUAL IMPORT/EXPORT CARGO TONNAGE OF 5 MILLION TONS. IT ALSO CONTRIBUTES SIGNIFICANTLY TO THE STATE OF DELAWARE'S ECONOMIC VITALITY BY CREATING 5,800 GOOD JOBS THAT RESULT IN \$225 MILLION IN PERSONAL INCOME ANNUALLY, BUSINESS REVENUES IN EXCESS OF \$213 MILLION ANNUALLY, AND STATE AND LOCAL TAXES TOTALING \$23 MILLION ANNUALLY
O&M	NAD	NAO	YORK RIVER, VA		3	\$97	DD	1.73	0	4697	296860		Condition Surveys and E&D	Military Use and National Security. The York River provides a home base for a U S Naval Supply Center and Weapons Station, U.S. Coast Guard Reserve Training Center, and the York Town Oil Refinery owned by Giant Industries and co-occupied by Dominion Virginia Power. Commerce. According to the 2002 Waterborne Commerce statistics, The York River provided passage for about 4.7 million tons of freight with about 2,950 vessels leaving and entering the River.
O&M	NWD	NWP	BONNEVILLE LOCK AND DAM, OR & WA		1	\$761	WW	18.1	0	10672	7000000	Reduction in commercial shipping should lock become inoperable. Safety concerns.	INITIAL LEVEL OF EFFORT FOR ROUTINE O&M	OPERATION \$369, MAINTENANCE \$311, GUARD \$31, EVALUATIONS \$50
O&M	NWD	NWP	BONNEVILLE LOCK AND DAM, OR & WA		1	\$452	WW	18.1	0	10672	7000000	REGIONAL STAKEHOLDER LAWSUIT AND HIGH CONGRESSIONAL INTEREST	FUNDING NEEDED FOR BASIC OPERATION AND MAINTENANCE OF NAVLOCKS	40% OF O&M REGION HAS AN EXTREMELY LIMITED NUMBER OF NAVIGABLE RIVERS TO SUPPORT NWP COMMERCE AND RECREATION WITH MANY OF THESE PROJECTS DEPENDENT ON THE RELIABLE OPERATION OF THE OTHER PROJECTS. DAMS AND NAVIGABLE CHANNEL AUTHORIZED BY PUBLIC LAW 79-14 AND 87-874
O&M	NWD	NWP	CHETCO RIVER, OR		1	\$348	SD	0	0	0	0	LIFE AND SAFETY ISSUE FOR PUBLIC; 50:1 ANNUAL ROI INCLUDING REC ECONOMY. No alternate route to fish buying facilities.	DREDGING ENTRANCE	DREDGE ENTRANCE \$322, HYDRO STUDIES \$11, COMPLIANCE INSPECTIONS \$6, JETTY MONITORING \$9, ECONOMIC EFFECT REC @ PORT \$16M SALES, \$6M INCOME, 342 JOBS (2) 47,297 REC BAR CROSSING ANNUALLY (1) 8 YAQUINA DAYS; PH&S;PERM USCG S&R, 215 CASES IN 2001 (1), CRITICAL HARBOR REFUGE, HAZARDOUS WATERS; \$3M /501M DREDGING PKG=6:1, BASED ON ANNUAL COMM VALUE
O&M	NWD	NWP	COLUMBIA & LWR WILLAMETTE R BLW VANCOUVER, WA & PORTLAND, OR		1	\$12,647	DD	1.06	0	45458	0	Immediate reduction in commercial shipping due to shallow channel conditions. Safety concerns. This increment is anticipated to be part of a West Coast Regional Hopper Dredge Contract, to be utilized by SPD, NWD and POD. Significant efficiencies will be gained through the use of this Regional contract.	Initial Level of Effort for Routine O & M.	FOR FULL PROJECT FUNCTION INCREMENTS 1-3 WOULD NEED TO BE FUNDED. PROVIDES 80% OF MAINTENANCE OVERALL AND CONSTRAINS THE NAVCHANNEL TRAFFIC TO DRAFTS OF 37 FEET IN CRITICAL REACHES.
O&M	NWD	NWP	COLUMBIA & LWR WILLAMETTE R BLW VANCOUVER, WA & PORTLAND, OR		1	\$2,182	DD	1.06	0	45458	0	Reduction in commercial shipping first year due to shallow channel conditions. Safety concerns. This increment is anticipated to be part of a West Coast Regional Hopper Dredge Contract, to be utilized by SPD, NWD and POD. Significant efficiencies will be gained through the use of this Regional contract.	Maintenance Dredging RM 10 - 105.	FOR FULL PROJECT FUNCTION INCREMENTS 1-3 WOULD NEED TO BE FUNDED. PROVIDES 90% OF MAINTENANCE OVERALL AND CONSTRAINS THE NAVCHANNEL TRAFFIC TO DRAFTS OF 38 FEET IN CRITICAL REACHES.

O&M	NWD	NWP	COLUMBIA RIVER AT THE MOUTH, OR & WA	1	\$4,896	DD	3.49	0	34497	0	Immediate reduction in commercial shipping due to shallow channel conditions. Safety concerns. This increment is anticipated to be part of a West Coast Regional Hopper Dredge Contract, to be utilized by SPD, NWD and POD. Significant efficiencies will be gained through the use of this Regional contract.	Initial level of effort for Routine O & M.	FOR FULL PROJECT FUNCTION INCREMENTS 1-3 NEED TO BE FUNDED. ACCOMPLISHES PARTIAL OCEAN DUMPING ACT REQUIREMENTS, ENVIRONMENTAL COMPLIANCE INCLUDING CLEAN WATER ACT, COASTAL ZONE MANAGEMENT ACT AND ENDANGERED SPECIES ACT CONDITIONS, REAL ESTATE MANAGEMENT AND COMPLIANCE INSPECTIONS AND 40% OF REQUIRED CHANNEL MAINTENANCE.
O&M	NWD	NWP	COLUMBIA RIVER AT THE MOUTH, OR & WA	1	\$3,290	DD	3.49	0	34497	0	Reduction in commercial shipping first year due to shallow channel conditions. Safety concerns. This increment is anticipated to be part of a West Coast Regional Hopper Dredge Contract, to be utilized by SPD, NWD and POD. Significant efficiencies will be gained through the use of this Regional contract.	Maintenance Dredging & Assoc Disposal Site Evaluations.	FOR FULL PROJECT FUNCTION INCREMENTS 1-3 NEED TO BE FUNDED. ACCOMPLISHES PARTIAL OCEAN DUMPING ACT REQUIREMENTS, MOBILIZATION OF DREDGING CONTRACTOR, INVESTIGATION OF BENEFICIAL USE SITE, AND 50% OF REQUIRED CHANNEL MAINTENANCE.
O&M	NWD	NWP	COLUMBIA RIVER BETWEEN VANCOUVER, WA AND THE DALLES, OR	1	\$254	DD	14.4	0	7990	679150	Immediate reduction in commercial shipping due to shallow channel conditions. Safety concerns.	INITIAL LEVEL OF EFFORT FOR ROUTINE O&M	FOR FULL PROJECT FUNCTION INCREMENTS 1 AND 2 WOULD NEED TO BE FUNDED. REDUCED LEVEL OF SERVICE WOULD RESULT IN 10% OF TONNAGE DIVERTED TO RAIL OR TRUCK.
O&M	NWD	NWP	COOS BAY, OR	1	\$2,732	DD	1.13	0	1707	0	Immediate reduction in commercial shipping due to shallow channel conditions. Safety concerns. This increment is anticipated to be part of a West Coast Regional Hopper Dredge Contract, to be utilized by SPD, NWD and POD. Significant efficiencies will be gained through the use of this Regional contract.	INITIAL LEVEL OF EFFORT FOR ROUTINE O&M	FOR FULL PROJECT FUNCTION INCREMENTS 1-3 WOULD NEED TO BE FUNDED. PROVIDES 55% OF MAINTENANCE AND CONSTRAINS TRAFFIC TO DRAFTS OF 33 FEET OR LESS. DEEP DRAFT DOCKS ABOVE RIVER MILE 13 MAY NOT BE USABLE. NO DREDGING WOULD BE CONDUCTED IN CHARLESTON CHANNEL, LOCATION OF U.S. COAST GUARD SEARCH & RESCUE STATION.
O&M	NWD	NWP	COOS BAY, OR	1	\$1,862	DD	1.13	0	1707	0	Reduction in commercial shipping first year due to shallow channel conditions. Safety concerns. This increment is anticipated to be part of a West Coast Regional Hopper Dredge Contract, to be utilized by SPD, NWD and POD. Significant efficiencies will be gained through the use of this Regional contract.	ENSURES REDUCED LEVEL OF SERVICE - DREDGING AND JETTY MONITORING	FOR FULL PROJECT FUNCTION INCREMENTS 1-3 WOULD NEED TO BE FUNDED. PROVIDES 80% OF MAINTENANCE AND CONSTRAINS TRAFFIC TO DRAFTS OF 37 FEET OR LESS. DEEP DRAFT DOCKS ABOVE RIVER MILE 13 MAY NOT BE USABLE.
O&M	NWD	NWS	EVERETT HARBOR AND SNOHOMISH RIVER, WA	1	\$905	DD	5.1	0	6036	2600		Hydrographic surveys for safe use and maintenance dredging for minimum level svc	Surveys provide safety information to users and provide input data for annual maintenance dredging. Dredging of one of the two settling basins each year is required. Without dredging, availability reduced to 70% and causes a reduction in benefits. Dredging provides clean sediment for EPA superfund capping projects. This minimum level of dredging will generate the need to dredge each basin next year, instead of just one.
O&M	NWD	NWS	EVERETT HARBOR AND SNOHOMISH RIVER, WA	1	\$603	DD	5.1	0	6036	2600		Ensures full level of service	This package provides full funding of maintenance dredging, which prevents migration of sediment out of the settling basins. This eliminates reductions in project use, keeps sediment from migrating to the Navy's Everett Homeport, and provides clean sediment to EPA superfund capping projects. This project is dredged annually. If this package (full level of maintenance) is not funded, the listed negative impacts will most assuredly occur. In addition, the sharp rise in the backlog of maintenance will affect the rest of the District's navigation projects in FY07.
O&M	NWD	NWS	GRAYS HARBOR AND CHEHALIS RIVER, WA	1	\$4,869	DD	1.8	0	1667	0	Violation of mitigation agreement with USF&WS. This increment is anticipated to be part of a West Coast Regional Hopper Dredge Contract, to be utilized by SPD, NWD and POD. Significant efficiencies will be gained through the use of this Regional contract.	Provide safety data, provide minimum level of svc & meet BIOP & mitigation reqmt	Surveys provide navigation users with safety data. Port of Grays Harbor has new \$23M shiploading facility and increased tonnage. It is a major employer in an economically depressed area. Without this funding, the Port will be unuseable within a year. Crab mitigation is needed to comply with the existing BIOP agreement with the state, as well as studies regarding bull trout.
O&M	NWD	NWS	GRAYS HARBOR AND CHEHALIS RIVER, WA	1	\$3,713	DD	1.8	0	1667	0	This increment is anticipated to be part of a West Coast Regional Hopper Dredge Contract, to be utilized by SPD, NWD and POD. Significant efficiencies will be gained through the use of this Regional contract.	Contract dredging of inner and middle harbor & govt hopper dredging of outer hbr	Vessel requirements exceed the currently maintained depths. The Port of Grays Harbor is pressing for another 2 feet of deepening. The inner, middle, and outer harbor need dredging so as not to worsen the draft constraints now experienced. Includes 1.46M for full level of service contract dredging and 2.26M for govt dredge.
O&M	NWD	NWW	ICE HARBOR LOCK AND DAM, WA	1	\$716	WW	19.28	0	4284	1253234	Loss of use of navlock. Regional stakeholder lawsuit and high congressional interest.	Funding needed for basic operation and maintenance of the navlocks.	Region has an extremely limited number of navigable rivers to support WW commerce and recreation with many of these projects dependent on the reliable operation of the other projects. Dams and navigable channel authorized by Public Laws 79-14 (Slack Water Nav) and 87-874 (Flood Control Act). This funding cover 75% of the funds needed for safe operation. This lock is about 43 years old and requires regular maintenance for safe operation.
O&M	NWD	NWW	ICE HARBOR LOCK AND DAM, WA	1	\$145	WW	70.75	0	4284	1253234	Severely reduced operation of the navlock. Probable emergency lock outages. Regional stakeholder lawsuit and high congressional interest.	Additional funding for essential maintenance and operation.	Dams and navigable channel authorized by Public Laws 79-14 (Slack Water Nav) and 87-874 (Flood Control Act). This lock is over 30 years old and requires regular maintenance for safe operation. This funding cover 25% of the funds needed for safe operation and maintenance.
O&M	NWD	NWP	JOHN DAY LOCK AND DAM, OR & WA	1	\$556	WW	25.45	0	9776	7000000	Reduction in commercial shipping should lock become inoperable. Safety concerns.	INITIAL LEVEL OF EFFORT FOR ROUTINE O&M	NAVLOC OPERATION \$212, MAINTENANCE \$247, INSPECTIONS \$97
O&M	NWD	NWP	JOHN DAY LOCK AND DAM, OR & WA	1	\$306	WW	25.45	0	9776	7000000	REGIONAL STAKEHOLDER LAWSUIT AND HIGH CONGRESSIONAL INTEREST	ADDITIONAL FUNDING FOR ESSINTIAL MAINTENANCE AND OPERATION	MAINTENANCE \$165, OPERATIONS \$141 - 40% OF BUDGET; DAMS AND NAVIGABLE CHANNEL AUTHORIZED BY PUBLIC LAW 79-14 AND 87-874. THE LOCK IS OVER 36 YEARS OLD AND REQUIRES MAINTENANCE FOR SAFE OPERATION
O&M	NWD	NWS	LAKE CROCKETT (KEYSTONE HARBOR), WA	1	\$342	DD	2.3	0	2415	0		Hydrographic surveys for safety & dredging to prevent groundings	The harbor is the eastern terminus of a state ferry run and is very narrow. The hydrographic survey data is crucial to the ferry captains. Ferry use is so high that the size the vessels used increased and the project deepened in 1993. It has not been dredged since 1999 and is approaching unsafe conditions. The landing at this terminal is now so difficult that service is shut down during high winds. This project is also a designated harbor of refuge in central Puget Sound.
O&M	NWD	NWS	LAKE WASHINGTON SHIP CANAL, WA	1	\$3,515	DD	5	0	1566	2800		Operations of the Locks at minimum funding level	Essential to avoid massive cuts in transit of seagoing commerce and recreational vessels through one of the nation's most critical waterways. Commercial vessels carry payloads which are huge contributors to our regional economy. Funding is indispensable to keeping the lock and dam operational, in the form of recurring maint. & emergency repairs. Would require dramatic reduction in hours of operation and lock availability at the most transited lock facility in the nation.
O&M	NWD	NWW	LITTLE GOOSE LOCK AND DAM, WA	1	\$589	WW	23.27	0	4284	1253234	Loss of use of navlock. Regional stakeholder lawsuit and high congressional interest.	Funding needed for basic operation and maintenance of the navlocks.	Region has an extremely limited number of navigable rivers to support WW commerce and recreation with many of these projects dependent on the reliable operation of the other projects. Dams and navigable channel authorized by Public Laws 79-14 (Slack Water Nav) and 87-874 (Flood Control Act). This lock is 34 years old and requires regular maintenance for safe operation. This funding covers about 75% of funds needed for safe operation. Recently, lock had a structural failure that caused a short closure while temporary repairs were made.
O&M	NWD	NWW	LITTLE GOOSE LOCK AND DAM, WA	1	\$680	WW	20.65	0	4284	1253234	Severely reduced operation of the navlock. Probable emergency lock outages. Regional stakeholder lawsuit and high congressional interest.	Additional funding for essential maintenance and operation.	Dams and navigable channel authorized by Public Laws 79-14 (Slack Water Nav) and 87-874 (Flood Control Act). This lock is over 30 years old and requires regular maintenance for safe operation. This funding covers about 25% of the funds required for safe operation and maintenance.
O&M	NWD	NWW	LOWER GRANITE LOCK AND DAM, WA	1	\$617	WW	22.59	0	4284	1253234	Loss of use of navlock. Regional stakeholder lawsuit and high congressional interest.	Funding needed for basic operation and maintenance of the navlocks.	Region has an extremely limited number of navigable rivers to support WW commerce and recreation with many of these projects dependent on the reliable operation of the other projects. Dams and navigable channel authorized by Public Laws 79-14 (Slack Water Nav) and 87-874 (Flood Control Act). This lock is about 29 years old and requires regular maintenance for safe operation. This funding covers about 75% of the funds needed for safe operation.
O&M	NWD	NWW	LOWER GRANITE LOCK AND DAM, WA	1	\$335	WW	42.24	0	4284	1253234	Severely reduced operation of the navlock. Probable emergency lock outages. Regional stakeholder lawsuit and high congressional interest.	Additional funding for essential maintenance and operation.	Dams and navigable channel authorized by Public Laws 79-14 (Slack Water Nav) and 87-874 (Flood Control Act). This lock is over 30 years old and requires regular maintenance for safe operation. This funding covers about 25% of the funds required for safe operation and maintenance.
O&M	NWD	NWW	LOWER MONUMENTAL LOCK AND DAM, WA	1	\$688	WW	20.26	0	4284	1253234	Loss of use of navlock. Regional stakeholder lawsuit and high congressional interest.	Funding needed for basic operation and maintenance of the navlocks.	Region has an extremely limited number of navigable rivers to support WW commerce and recreation with many of these projects dependent on the reliable operation of the other projects. Dams and navigable channel authorized by Public Laws 79-14 (Slack Water Nav) and 87-874 (Flood Control Act). This lock is about 35 years old and requires regular maintenance for safe operation. This funding covers about 75% of the funds needed for safe operation.
O&M	NWD	NWW	LOWER MONUMENTAL LOCK AND DAM, WA	1	\$255	WW	47.73	0	4284	1253234	Severely reduced operation of the navlock. Probable emergency lock outages. Regional stakeholder lawsuit and high congressional interest.	Additional funding for essential maintenance and operation.	Dams and navigable channel authorized by Public Laws 79-14 (Slack Water Nav) and 87-874 (Flood Control Act). This lock is over 30 years old and requires regular maintenance for safe operation. This funding covers about 25% of the funds required for safe operation and maintenance.

O&M	NWD	NWW	MCNARY LOCK AND DAM, OR & WA	1	\$943	WW	46.78	0	5080	1427763	Loss of use of navlock. Regional stakeholder lawsuit and high congressional interest.	Funding needed for basic operation and maintenance of the navlocks.	Region has an extremely limited number of navigable rivers to support WW commerce and recreation with many of these projects dependent on the reliable operation of the other projects. Dams and navigable channel authorized by Public Laws 79-14 (Slack Water Nav) and 87-874 (Flood Control Act). This lock is over 50 years old and required regular maintenance for safe operation. This funding covers about 75% of the funds needed for safe operation.
O&M	NWD	NWW	MCNARY LOCK AND DAM, OR & WA	1	\$10	WW	99.999	0	5080	1427763	Severely reduced operation of the navlock. Probable emergency lock outages. Regional stakeholder lawsuit and high congressional interest.	Additional funding for essential maintenance and operation.	Dams and navigable channel authorized by Public Laws 79-14 (Slack Water Nav) and 87-874 (Flood Control Act). This lock is nearly 50 years old and requires regular maintenance for safe operation. These funds cover about 25% of the funds needed for safe operation and maintenance.
O&M	NWD	NWK	MISSOURI RIVER - RULO TO MOUTH, IA, NE, KS & MO	1	\$2,870	WW	0	0	6000	287000	No maintenance or monitoring of navigation channel. Major delays to navigators.	Continued operation of navigation channel Rulo to the mouth.	Continues a minimum level (60%) of maintenance to support navigation and protect infrastructure investment.
O&M	NWD	NWK	MISSOURI RIVER - RULO TO MOUTH, IA, NE, KS & MO	1	\$2,371	WW	0	0	6000	287000	Channel will not be maintained or monitored. Will cause navigation delays.	Ensure Authorized Navigation Purpose	Minimum level of maintenance (Additional 40%) required to maintain navigation and protect infrastructure investment. Includes project condition surveys three times per year.
O&M	NWD	NWO	MISSOURI RIVER - SIOUX CITY TO RULO, IA & NE	1	\$2,056	LW	0	0	303	143000	No maintenance or monitoring of navigation channel. Major delays to navigators.	Continued operation of navigation channel Rulo to the mouth.	Continues a minimum level (60%) of maintenance to support navigation and protect infrastructure investment.
O&M	NWD	NWS	OLYMPIA HARBOR, WA	1	\$400	DD	2.1	0	1400	0		Restore 100% usage	This project is low shoaling and not been dredged in 30 years but it is now used to load equipment from Ft. Lewis for transport to Iraq. The larger size vessels currently utilizing the Port make the need for maintenance very high because shoaling of the turning basin is now impeding safety.
O&M	NWD	NWP	PROJECT CONDITION SURVEYS, OR	1	\$177	PCS	0	0	20000	0	Lack of project condition data will lead to immediate risk of life, health, safety to commercial and recreational users	INITIAL LEVEL OF EFFORT FOR ROUTINE O&M	HYDROSURVEYS FOR 12 PROJECTS PERFORMED TWICE EACH YEAR.
O&M	NWD	NWS	PROJECT CONDITION SURVEYS, WA	1	\$403	PCS	0	0	23500	0	Legal responsibility for safety	Gathering and dissemination of safety data for navigation users	Defined in EC-11-2-187 as a special high purpose project. There will be 11 projects surveyed this year. In addition to providing current data to the navigation users, five of the surveys will be used to determine the need for dredging in FY07. Most of these projects are deep draft.
O&M	NWD	NWS	PUGET SOUND AND TRIBUTARY WATERS, WA	1	\$864	DD	3.5	0	86000	488000		Collection & disposal of floating debris to prevent collisions/damages	Public navigation safety relies on the removal of debris from the project areas. Coordination occurs with the Coast Guard on a daily basis to prevent accidents and injuries. Debris collection vessel is a regional response asset for Coast Guard and police. High visibility project Over 2,000 tons of debris are removed annually.
O&M	NWD	NWS	QUILLAYUTE RIVER, WA	1	\$58	SD	1.1	0	0	0	Tribal trust responsibility	Plans & specs to dredge in FY07. Dredge every other year to keep USCG operation	The Quillayute Tribe, primarily fisherman, obtain a major portion of their income from the federal marina. The project is completely within tribal boundaries. Will keep the Coast Guard Search and Rescue station operational during low tides. Harbor of refuge.
O&M	NWD	NWP	ROGUE RIVER AT GOLD BEACH, OR	1	\$394	SD	0	0	0	0	LIFE AND SAFETY ISSUES FOR PUBLIC 4.4:1 ROI INCL REC ECONOMY	MAINTENANCE DREDGING AT ENTRANCE BAR	DREDGE ENTRANCE \$365, COMPLIANCE INSPECTIONS \$10, HYDRO SURVEYS \$19; ECONOMIC EFFECT REC @ PORT: \$2.4M SALES, \$9M INCOME, 54 JOBS (2) 4521 REC BAR CROSSINGS - 6 YAQUINA DAYS PH&S SEASONAL USCG S&R CRITICAL HARBOR REFUGE, HAZARDOUS WATERS; ROI .47:1 BASED ON COMM VALUE
O&M	NWD	NWS	SEATTLE HARBOR, WA	1	\$555	DD	11.1	0	19600	0		Hydrographic surveys for safety & keeps material from being polluted	Hydrographic surveys provide navigation users with the condition of the waterways in the Harbor for safe use. Dredging upstream keeps material from being transported downstream into the superfund cleanup portion of the waterway. The turning basin is upstream of superfund cleanup site and shoaled material is clean enough to pass open water disposal criteria. Dredging here costs \$3/CY vice \$70/CY if the material is dredged as polluted sediment. This package does not fully fund the necessary dredging. If funding is limited to this level only, shoaling during a severe winter could easily overflow the capacity of the basin.
O&M	NWD	NWP	SIUSLAW RIVER, OR	1	\$449	LDD	0	0	55	730	IMPACT ON LIFE AND SAFETY ISSUES FOR PUBLIC 10.3:1 ROI INCL REC ECONOMY. No alternate route to fish buying facilities.	MAINTENANCE DREDGING ENTRANCE CHANNEL	DREDGING ENTRANCE \$378, COMPLIANCE INSPECTIONS \$9, HYDRO SURVEYS \$12, RSM \$40, JETTY MONITORING \$10; ECONOMIC EFFECT REC @ PORT 5.4M SALES, 1.3 M INCOME 64 JOBS (2) 7 YAQUINA DAYS ; PH&S; USCG S&R - 53 CASES 2001. CRITICAL HARBOR REFUGE - ROI 5923M/649K=9.1:1 ROI BASED ON COMM VALUE
O&M	NWD	NWD	SURVEILLANCE OF NORTHERN BOUNDARY WATERS, OR	1	\$134	SNW	0	0	0	0	Places NWD in breach of the Treaty with Shareholders and Canada	Prepare annual plan docs defining power & flood control rights & obligations	This item is for work required under the provisions of the Treaty and specifically the Corps of Engineers to prepare and coordinate annually the power and flood control rights and obligations of the four Treaty Projects for the ensuing year (Detailed Operating Plan, DOP) and for the six years into the future (Assured Operation Plan, AOP) This item also funds Columbia Basin Reservoir Control Center activities to implement the products of this item.
O&M	NWD	NWS	SURVEILLANCE OF NORTHERN BOUNDARY WATERS, WA	1	\$66	SNW	0	0	0	0	Violates treaty with Canada	IJC activities for the international Kootenai and Osoyoos Lakes Board of Control	Defined in budget EC as Increment I must fund
O&M	NWD	NWP	THE DALLES LOCK AND DAM, WA & OR	1	\$481	WW	27.39	0	10671	7000000	Reduction in commercial shipping should lock become inoperable. Safety concerns.	INITIAL LEVEL OF EFFORT FOR ROUTINE O&M	OPERATION \$234, MAINTENANCE \$247 - NAVIGATION LOCKS
O&M	NWD	NWP	THE DALLES LOCK AND DAM, WA & OR	1	\$320	WW	27.39	0	10671	7000000	REGIONAL STAKEHOLDER LAWSUIT AND HIGH CONGRESSIONAL INTEREST	ADDITIONAL FUNDING FOR ESSENTIAL MAINTENANCE AND OPERATION	MAINTENANCE \$165, OPERATION \$155 LOCKS AT 40%; DAMS AND NAVIGABLE CHANNEL AUTHORIZED BY PUBLIC LAW 79-14 AND 87-874 THIS LOCK IS OVER 50 YEARS OLD AND REQUIRES REGULAR MAINTENANCE FOR SAFE OPERATION
O&M	NWD	NWP	WILLAMETTE RIVER AT WILLAMETTE FALLS, OR	1	\$72	LW	0	0	0	0	Loss of upstream/downstream navigability in this location. Users must use alternate transportation. Impact to boating public, local charter business, and public service entities.	CARETAKER STATUS OF LOCKS	COMPLIANCE INSPECTIONS \$9, CARETAKER STATUS \$63
O&M	NWD	NWS	WILLAPA RIVER AND HARBOR, WA	1	\$158	LDD	1.1	0	0	0		Protect public safety on this highly active and dangerous entrance bar	The bar is unprotected by jetties. The shoals and sand bars move rapidly. Condition surveys required several times a year and when the Coast Guard sets the entrance buoy line. Portions of the project are tidally limited.
O&M	NWD	NWP	YAQUINA BAY AND HARBOR, OR	1	\$1,006	LDD	1.19	0	91	0	Impact on life and safety issues for public. Local economy is dependent on commercial and recreational use of harbor. 145:1 ROI commercial activity. No alternate transportation mode for landed fish/fish processing facilities. Only deep harbor within 100 miles.	INITIAL LEVEL OF EFFORT FOR ROUTINE O&M	Commercial Tonnages not from IWR. HYDRO SURVEYS \$21, DREDGE ENTRANCE \$914, ESA BIOP \$60, COMPLIANCE INSPECTIONS \$11, Harbor of Refuge
O&M	NWD	NWP	BONNEVILLE LOCK AND DAM, OR & WA	3	\$480	WW	21.6	0	10672	7000000	REGIONAL STAKEHOLDER LAWSUIT AND HIGH CONGRESSIONAL INTEREST	ADDITIONAL MAINTENANCE FUNDING TO KEEP CHANNEL NAVIGABLE	REHAB TAINTER VALVE \$100, NORTH WALL \$275, 105 OPERATION; DAMS AND NAVIGABLE CHANNEL AUTHORIZED BY PUBLIC LAW 79-14 AND 87-874
O&M	NWD	NWP	BONNEVILLE LOCK AND DAM, OR & WA	3	\$326	WW	18.1	0	10672	7000000	COMMERCIAL TOW COMPANY SAFETY ISSUE	REMOVE UPSTREAM MOORING DOLPHIN AND REPLACE ONE DOWNSTREAM MOORING DOLPHIN	DOWNSTREAM DOLPHIN \$200, UPSTREAM DOLPHIN \$126; COMMERCIAL TOW COMPANY SAFETY ISSUE
O&M	NWD	NWP	BONNEVILLE LOCK AND DAM, OR & WA	3	\$103	WW	17.2	0	10672	7000000	Reduced safety.	PURCHASE NAVIGATIONAL SAFETY SIGNES	WE ARE NOT IN COMPLIANCE WITH THE SIGNING MANUAL
O&M	NWD	NWP	BONNEVILLE LOCK AND DAM, OR & WA	3	\$261	WW	15.3	0	10672	7000000	Will fail to achieve reduction in operational costs.	INSTALL REMOTE CAPABILITY FOR NAVLOCK	THIS WILL REDUCE THE TOTAL OPERATIONAL BUDGET OF THE NAVLOCK WHEN INSTALLED BY 25%
O&M	NWD	NWP	CHETCO RIVER, OR	3	\$153	SD	0	0	0	0	LIFE AND SAFETY ISSUES FOR PUBLIC 50:1 REG ROI, INCLUDING REC ECONOMY. No alternate route to fish buying facilities.	CLAMSHELL DREDGING	ECONOMIC REC @ PORT: \$16M SALES \$6M INCOME 342 JOBS (2) 47297 REC BAR CROSSING ANNUALLY (1) 6 YAQUINA DAYS PH&S PERM USCG S&R, 215 CASES IN 2001 CRITICAL HARBOR REFUGE HAZARDOUS WATERS; \$3M/501M DREDGING PKG=6:1 BASED ON COMM VALUE
O&M	NWD	NWP	COLUMBIA & LWR WILLAMETTE R BLW VANCOUVER, WA & PORTLAND, OR	3	\$1,703	DD	1.14	0	45458	0	Reduction in commercial shipping first year due to shallow channel conditions. Safety concerns.	Maintenance dredging RM 10 to 15 - Additional Work.	Ensures a justified level of service because routine dredging is fully funded through this increment.
O&M	NWD	NWP	COLUMBIA & LWR WILLAMETTE R BLW VANCOUVER, WA & PORTLAND, OR	3	\$1,620	DD	1.04	0	55529	0	Impact to commercial shipping.	Dredge Material Mgmt Eval Lwr Willamette(\$400k) & Dredging RM 3 to 105 (\$1.2M)	
O&M	NWD	NWP	COLUMBIA & LWR WILLAMETTE R BLW VANCOUVER, WA & PORTLAND, OR	3	\$6,648	DD	0.77	0	55529	0	Reduction of commercial shipping in Portland Harbor.	Additional Maint Dredging Increments & Repair Hammond BB Breakwater.	Dredge RM20-105 \$386.0; Post Deepening Maint Dredging \$2.9 Mil; Dredge Portland Harbor \$2.8 Mil; Hammond Breakwater Repair \$506k
O&M	NWD	NWP	COLUMBIA & LWR WILLAMETTE R BLW VANCOUVER, WA & PORTLAND, OR	3	\$1,585	DD	0.73	0	55529	0	Failure of navigational structures will lead to increased maintenance dredging costs.	DMMP-Lwr Willamette; Repair Pile Dikes; DMMP-Side Channels; Major Maint Report	Add DMMP work \$200k; Repair Pile Dikes RM 6-105 \$1.2 Mil; Prelim DMMP Eval of Side Channels \$80k; Major Maint Report Sand Isl Pile Dike \$150k
O&M	NWD	NWP	COLUMBIA & LWR WILLAMETTE R BLW VANCOUVER, WA & PORTLAND, OR	3	\$1,200	DD	0.68	0	55529	0	Substantial prior year investment to repair breakwater will be jeopardized if unrepaired portion fails.	Incremental Repair Astoria East Boat Basin Breakwater - Final Phase.	
O&M	NWD	NWP	COLUMBIA RIVER AT BAKER BAY, WA & OR	3	\$1,083	LDD	0	0	0	0	NEED PERIODIC DREDGING. LOCAL ECONOMY ENTIRELY DEPENDENT ON PORT JOBS, FISH PROCESSING PLANTS.	MAINTENANCE DREDGING	No Reported Commerce. COMPLIANCE INSPECTIONS \$3, HYDRO SURVEYS \$13, CONTRACT DREDGING \$1021, DMMP \$11, RSM MONITRING \$35; 4 YR DREDGING CYCLE 850 SLIPS, 30 % COMMERCIAL VESSELS, PH&S USGS TRAINING CTR & SAR, 500 CASES ANNUALLY; ROI= 88:1 ANNUAL COMM VALUE
O&M	NWD	NWP	COLUMBIA RIVER AT THE MOUTH, OR & WA	3	\$4,980	DD	4.32	0	34497	0	Reduction in commercial shipping first year due to shallow channel conditions and noncompliance with ESA. Safety concerns.	Accomplishes all of channel maintenance & full compliance with BiOp.	Additional Maint Dredging \$3.8 Mil; Ocean Disposal Site Evaluations \$720k; DMMP Evaluation \$200k; ODMDS Sand Tracer Study \$200k
O&M	NWD	NWP	COLUMBIA RIVER AT THE MOUTH, OR & WA	3	\$559	DD	4.32	0	41373	0	Deterioration of jetties will impact use of the channel and navigation safety, as well as economic benefits.	Major Rehabilitation Report for Jetty System.	zzzzzzzzjetties were constructed to help maintain navigation channel position & depth. Structures have significant deterioration that will impact use of the channel and navigation safety as well as economic benefits.
O&M	NWD	NWP	COLUMBIA RIVER AT THE MOUTH, OR & WA	3	\$7,900	DD	2.64	0	41373	0	Commercial navigation will be severely impacted in the event of jetty failure.	Incremental Repairs to Deteriorated Entrance Jetties.	Areas of the North & South Jetties have significant deterioration and navigation will be severely impacted in the event of failure.

O&M	NWD	NWP	COLUMBIA RIVER BETWEEN CHINOOK AND SAND ISLAND, WA	3	\$1,321	SD	0	0	0	0	0	0	0	PERIODIC DREDGING NEEDED; LOCAL ECONOMY ENTIRELY DEPENDENT ON PORT JOBS, FISH PROCESSING PLANT.	MAINTENANCE DREDGING	CONTRACT DREDGING \$1273, RSM STUDY &25, COMPLIANCE INSPECTIONS \$6, DMMP \$11, HYDRO SURVEYS \$6; 2 YEAR DREDGING CYCLE, 300 BOAT SLIPS, 300 PORT RELATED JOBS, LARGE COMMERCIAL FISH FLEET; ROI=\$8M/\$1M=8:1 BASED ON ANNUAL COMM VALUE
O&M	NWD	NWP	COLUMBIA RIVER BETWEEN VANCOUVER, WA AND THE DALLES, OR	3	\$168	DD	14.4	0	7990	679150	0	0	0	IMPACTS UPSTREAM AND DOWN STREAM USERS OF COLUMBIA AND SNAKE RIVER	ENSURES REDUCED LEVEL OF SERVICE - MAINTENANCE DREDGING	DMMP AND SOME REAL ESTATE FUNCTIONS NOT FUNDED.
O&M	NWD	NWP	COLUMBIA RIVER BETWEEN VANCOUVER, WA AND THE DALLES, OR	3	\$294	DD	8.44	0	7990	679150	0	0	0	IMPACTS UPSTREAM AND DOWNSTREAM USERS OF COLUMBIA AND SNAKE RIVER SYSTEM	ENSURES JUSTIFIED LEVEL OF SERVICE BECAUSE ROUTINE O&M DREDGING IF FULLY FUNDED	DMMP \$11, DREDGING RM 105-145 ADD'L WK \$283; IMPACTS UPSTREAM AND DOWNSTREAM USERS OF COLUMBIA AND SNAKE RIVER SYSTEMS
O&M	NWD	NWP	COOS BAY, OR	3	\$993	DD	0.93	0	1707	0	0	0	0	TRANSIT BY DEEP DRAFT VESSELS WILL BE HAZARDOUS IN LATE WINTER AND SPRING WITH POSSIBLE CATASTROPHIC EVENT, IMPACTS UPRIVER BERTHING ECONOMICALLY DEPRESSED AREA DEPENDENT ON PORT ACTIVITIES	CONTRACT DREDGING RM 2 TO 12 ADD'L WORK-ENSURES DREDGING FULLY FUNDED	PROVIDES 100% OF MAINTENANCE.
O&M	NWD	NWP	COOS BAY, OR	3	\$5,730	DD	0.2	0	2200	0	0	0	0	IMMINENT FAILURE OF INFRASTRUCTURE	CRITICAL REPAIR OF THE COOS BAY NORTH JETTY	JETTY FAILED IN 2001, TEMPORARY REPAIR COULD FAIL WITHIN 2 YEARS
O&M	NWD	NWP	COQUILLE RIVER, OR	3	\$348	SD	0	0	0	0	0	0	0	LIFE AND SAFETY ISSUES FOR PUBLIC, 19:1 ROI INCL REC ECONOMY. No alternate route to fish buying facilities.	DREDGING ENTRANCE CHANNEL	DREDGING ENTRANCE \$276, HYDRO SURVEYS \$1, RSM \$40, COMPLIANCE INSPECTIONS \$9, JETTY MONITORING \$9; ECONOMIC EFFECT REC @ PORT: \$5M SALES, \$1.7 INCOME, 95 JOBS, (2) 1856 BAR CROSSINGS 5 YAQUINA DAYS PH&S; SEASONAL USCG S&R, CRITICAL HARBOR REFUGE, HAZARDOUS WATERS; 24:1 BASED ON COMM VALUE, 19:1 ROI INCLUDING REC ECONOMY
O&M	NWD	NWP	DEPOE BAY, OR	3	\$439	SD	0	0	0	0	0	0	0	PERIODIC DREDGING NEEDED, LOCAL ECONOMY LARGELY DEPENDENT ON PORT AND TOURISM. No alternate route to fish buying facilities.	CONTRACT DREDGING OF BOAT BASIN	COMPLIANCE INSPECTION \$3, CONTRACT DREDGING \$413, MONITOR SEAWALL \$23; 5 YR DREDGE CYCLE, BOAT BASIN AND SEDIMENT CATCHMENT BASIN FULL, COAST GUARD OPERATION IMPACTED, PH&S: PERM USCG S&R 63 CASES IN 2001, CRITICAL HARBOR REFUGE; ROI 5.3:1 BASED ON COMM VALUE
O&M	NWD	NWS	FRIDAY HARBOR, WA	3	\$120	SD	4.1	0	0	0	0	0	0		Periodic inspection to maintain safety level of federal floating breakwater	Breakwater is anchored by steel chain making maintenance more problematic than for a rock breakwater. Inspection of the anchoring and cathodic protection is crucial to avoid catastrophic failure. Inspections required every 3 years, last inspected in 2003. The floating breakwater also used as a customs port of entry and as an FAA air harbor.
O&M	NWD	NWS	GRAYS HARBOR AND CHEHALIS RIVER, WA	3	\$450	DD	1.8	0	1667	0	0	0	0	Not in compliance with the Clean Water Act	Participation in RSET & fish, nearshore, eelgrass studies	Participation in the Regional Sediment Evaluation Testing (\$70K) and to strengthen environmental documentation against NGO lawsuits. Compliance with the Clean Water Act requirements for disposal of dredged material in open water.
O&M	NWD	NWW	ICE HARBOR LOCK AND DAM, WA	3	\$455	WW	30.63	0	4284	1253234	0	0	0	Regional stakeholder lawsuit and high congressional interest.	Funding needed to keep channel navigable and for important repairs.	Dams and navigable channel authorized by Public Laws 79-14 (Slack Water Nav) and 87-874 (Flood Control Act). This lock is over 40 years old and requires regular maintenance for safe operation. These funds are needed for selected necessary dredging in the Ice Harbor navigation channels (upstream and downstream).
O&M	NWD	NWW	ICE HARBOR LOCK AND DAM, WA	3	\$40	WW	99.999	0	4284	1253234	0	0	0		Capability.	
O&M	NWD	NWP	JOHN DAY LOCK AND DAM, OR & WA	3	\$1,170	WW	17.99	0	9776	7000000	0	0	0	REGIONAL STAKEHOLDER LAWSUIT AND HIGH CONGRESSIONAL INTEREST	FUNDING NEEDED FOR ADDITIONAL OPERATION AND MAINTENANCE OF NAVLOCKS	REMOVE PIPING \$27, INSTALL GDACS \$150, GATE BEARINGS \$500, REPLACE ROOFS \$63, WIRE ROPES \$350, MAINTENANCE 80;DAMS AND NAVIGABLE CHANNEL AUTHORIZED BY PUBLIC LAW 79-14 AND 87-874
O&M	NWD	NWP	JOHN DAY LOCK AND DAM, OR & WA	3	\$1,000	WW	12.06	0	9776	7000000	0	0	0	Continued deterioration of navigation lock and risk to commercial traffic.	capability funding	P&S MONOLITH \$500, REHAB REPORT \$500
O&M	NWD	NWS	LAKE WASHINGTON SHIP CANAL, WA	3	\$2,217	DD	5	0	1566	2800	0	0	0		Restore operations of the Locks to full service level	Critically needed to staff & equip facility to pass 980K tons on commodities essential to our regional welfare. Restores ability to accomplish routine annual and recurring operational maintenance functions. Provides supplies materials, equipment, & warehousing. Performs critical studies, inspections, evaluations, and collection of water control data. Ensure compliance with regulations. Ensure system reliability of communications and IT equipment.
O&M	NWD	NWS	LAKE WASHINGTON SHIP CANAL, WA	3	\$119	DD	5	0	1566	2800	0	0	0		Provide labor and program management in support of lock operations	Allow the Chittenden Locks, which transits the largest number of recreational vessels of any such facility in the world, to provide safe and expeditious passage to those customers, alongside priority passage commercial vessels. Support non-recurring operational maintenance, perform load ratings, water management, economic reports, seismic evaluations, and critical unscheduled maintenance.
O&M	NWD	NWS	LAKE WASHINGTON SHIP CANAL, WA	3	\$114	DD	5	0	1566	2800	0	0	0		Complete all annual operational activities	Complete fully programmed operational activities, unscheduled maintenance, inspections, evaluations, data collection, water management studies, water control data collection, environmental assessment requirements, communications systems capacity, and economic reports.
O&M	NWD	NWS	LAKE WASHINGTON SHIP CANAL, WA	3	\$2,630	DD	5	0	1566	2800	0	0	0		Equipment replacement	Stoney Gate valve has been in operation over 80 years. It does not allow for reduced fill rates to reduce smolt entrainment in fill culverts. Convert to 480 Volt electrical system. Replacement equipment impossible to find for the current 240 volt electrical system. System reliability has been compromised. Cost benefit enhanced due to energy savings. Replace mobile crane that is 20 years old. Refurbishing exceeds cost a new crane.
O&M	NWD	NWS	LAKE WASHINGTON SHIP CANAL, WA	3	\$5,250	DD	5	0	1566	2800	0	0	0		Replace equipment, repair damages, prepare plans and specifications	Replace 1922 switchgear and controls for stiffer crane used for emergency closure system placement, replace HVAC system for increased efficiency, replace pump casings used to dewater locks, repair damaged concrete walkways to avoid structural deterioration, prepare plans & specs for mechanical pivot points, sheaves, and bushings.
O&M	NWD	NWW	LITTLE GOOSE LOCK AND DAM, WA	3	\$100	WW	99.999	0	4284	1253234	0	0	0	Regional stakeholder lawsuit and high congressional interest.	Additional funding for essential maintenance and operation.	Dams and navigable channel authorized by Public Laws 79-14 (Slack Water Nav) and 87-874 (Flood Control Act). This lock is over 30 years old and requires regular maintenance for safe operation.
O&M	NWD	NWW	LITTLE GOOSE LOCK AND DAM, WA	3	\$58	WW	99.999	0	4284	1253234	0	0	0		Capability.	
O&M	NWD	NWW	LOWER GRANITE LOCK AND DAM, WA	3	\$3,833	WW	3.636	0	4284	1253234	0	0	0	Regional stakeholder lawsuit and high congressional interest.	Funding needed to keep channel navigable and for important repairs.	Dams and navigable channel authorized by Public Laws 79-14 (Slack Water Nav) and 87-874 (Flood Control Act). This lock is over 30 years old and requires regular maintenance for safe operation. These funds needed for necessary dredging of Lewiston/Clarkston confluence and selected high spots in navigation channel.
O&M	NWD	NWW	LOWER MONUMENTAL LOCK AND DAM, WA	3	\$644	WW	21.64	0	4284	1253234	0	0	0	Regional stakeholder lawsuit and high congressional interest.	Funding needed to keep channel navigable and for important repairs.	Dams and navigable channel authorized by Public Laws 79-14 (Slack Water Nav) and 87-874 (Flood Control Act). This lock is over 30 years old and requires regular maintenance for safe operation. These funds needed for necessary dredging of selected high spots in the Lower Monumental navigation channel.
O&M	NWD	NWW	MENYARD LOCK AND DAM, OR & WA	3	\$190	WW	99.999	0	5080	1427763	0	0	0	Regional stakeholder lawsuit and high congressional interest.	Funding needed to keep channel navigable and for important repairs.	Dams and navigable channel authorized by Public Laws 79-14 (Slack Water Nav) and 87-874 (Flood Control Act). This lock is over 30 years old and requires regular maintenance for safe operation. These funds needed for necessary dredging of selected high spots in the McNary navigation channel.
O&M	NWD	NWW	MENYARD LOCK AND DAM, OR & WA	3	\$37	WW	99.999	0	5080	1427763	0	0	0		Capability.	
O&M	NWD	NWK	MISSOURI RIVER - RULO TO MOUTH, IA, NE, KS & MO	3	\$1,805	WW	0	0	7963	957000	0	0	0		Ensure Authorized Purpose	Capability
O&M	NWD	NWO	MISSOURI RIVER - SIOUX CITY TO RULO, IA & NE	3	\$18	LW	0	0	303	143000	0	0	0		Maintenance of navigation channel from Sioux City, IA to Rulo, NE.	Continues minimum maintenance required to protect infrastructure investment.
O&M	NWD	NWS	NEAH BAY, WA	3	\$186	LDD	1.4	0	0	0	0	0	0	Violation of mitigation agreement with Washington State	Ensure full level of service & satisfy mitigation agreement	Surveys required to verify scope of maintenance of the marina breakwater fish gap. Annual dredging must occur to provide passage for migrating juvenile salmonids.
O&M	NWD	NWS	NEAH BAY, WA	3	\$1,300	SD	1.4	0	0	0	0	0	0	Tribal trust responsibility	Restore the 30 year life of the main breakwater to this Harbor of Refuge	Breakwater is in disrepair, the structure is unstable with new holes appearing from last winter. Minimum emergency repairs were made in 2002 by Congressional add but only to re-establish the top elevation. The breakwater remains narrow in the cross section. The Coast Guard's rescue boats had to move to a commercial marina several miles away because of waves at their dock at Neah Bay.
O&M	NWD	NWS	OLYMPIA HARBOR, WA	3	\$35	DD	2.1	0	1400	0	0	0	0		Ensure level of service and give waterway conditions to users	Required annual surveillance surveys. Provides navigation users the condition of the waterway for safe use
O&M	NWD	NWP	PORT ORFORD, OR	3	\$723	LDD	0	0	1	0	0	0	0	LOCAL ECONOMY LARGELY DEPENDENT ON FISHERY JOBS - ECONOMIC ENTERPRISE ZONE.	CONTRACT DREDGING	JETTY MONITORING \$6, HYDRO SURVEYS \$10, CONTRACT DREDGING \$249, CLAMSHELL DREDGING \$458; ECONOMIC EFFECT REC @ PORT: \$178K SALES, \$69K INCOME 4.2 JOBS (2) PH&S SEASONAL USCG S&R, CRITICAL HARBOR REFUGE, HAZARDOUS WATERS; ROI 2.4M/.983M=2.4:1 ROI COMMERCIAL
O&M	NWD	NWP	PORT ORFORD, OR	3	\$260	LDD	0	0	1	0	0	0	0	DREDGING NEEDED LOCAL ECONOMY LARGELY DEPENDENT ON FISHERY JOBS	MAJOR MAINTENANCE REPORT FOR BREAKWATER ON FISHERY JOBS	ECONOMIC ENTERPRISE ZONE ECONOMIC EFFECT REC @ PORT: \$178K SALES, \$69K INCOME, 4.2 JOBS (2) PH&S, SEASONAL USCG S&R, CRITICAL HARBOR REFUGE HAZARDOUS WATERS; ROI 2.4M/.983M=2.4:1 ROI COMMERCIAL
O&M	NWD	NWS	PUGET SOUND AND TRIBUTARY WATERS, WA	3	\$288	DD	3.5	0	86000	488000	0	0	0		Collection & disposal of floating debris to prevent collisions/damages	Public navigation safety relies on the removal of debris from the project areas. Coordination occurs with the Coast Guard on a daily basis to prevent accidents and injuries. Debris collection vessel is a regional response asset for Coast Guard and police. High visibility project
O&M	NWD	NWP	ROGUE RIVER AT GOLD BEACH, OR	3	\$361	SD	0	0	0	0	0	0	0	NEGATIVE EFFECT ON LIFE AND SAFETY ISSUES FOR PUBLIC 4.4:1 ROI INCL REC ECONOMY	CONTRACT DREDGING BOAT BASIN	ECONOMIC EFFECT REC @ PORT: 2.4M SALES, .9M INCOME, 54 JOBS (2) 4521 REC BAR CROSSINGS - 6 YAQUINA DAYS PH&S SEASONAL USCG S&R, CRITICAL HARBOR REFUGE, HAZARDOUS WATERS, ROI .47:1 BASED COMM VALUE
O&M	NWD	NWS	SEATTLE HARBOR, WA	3	\$415	DD	11.1	0	19600	0	0	0	0		Keeps clean dredged material from becoming polluted	Dredging the clean sediment in the turning basin that is upstream from a superfund cleanup site at \$3/CY will prevent the sediment from being polluted and dredged at a cost of \$70/CY. This additional increment doubles the time between needed dredgings, saving mobilization costs In addition, if this package is not funded, shoaling during a severe winter will overflow the basin.
O&M	NWD	NWP	SIALAW RIVER, OR	3	\$200	LDD	0	0	55	730	0	0	0	IMPACT LIFE AND SAFETY ISSUES FOR PUBLIC 10.3:1 ANNUAL ROI INCL REC ECONOMY	EVALUATION OF NORTH AND SOUTH JETTIES	ECONOMIC EFFECT RATE @ PORT 5.4M SALES, 1.3m INCOME, 64 JOBS (2) 7 YAQUINA DAYS PH&S USCG S&R 53 CASES IN 2001, CRITICAL HARBOR REFUGE; ROI 5923M/649K=9.1:1 ROI BASED ON COMM VALUE
O&M	NWD	NWP	SKIPANON CHANNEL, OR	3	\$26	LDD	0	0	71	2196	0	0	0	AFFECTS COMMERCIAL SHIPPERS, WOOD PRODUCTS INDUSTRY, AND COMMERCIAL FISHING FLEET.	STUDIES AND MONITORING	HYDRO SURVEYS \$10, COMPLIANCE INSPECTIONS \$5, DMMP MONITORING \$11; 8 YR DREDGING CYCLE IN SIDE, 2 YAQUINA DAYS ANNUAL AT MOUTH, 521 SLIPS INCL HAMMOND, 88 PERM COMMERCIAL FISHING VESSELS>50- ROI 700:1 FOR FY06 BASED ON COMM VALUE

O&M	NWD	NWP	THE DALLES LOCK AND DAM, WA & OR	3	\$558	WW	26.91	0	10671	7000000	REGIONAL STAKEHOLDER LAWSUIT AND HIGH CONGRESSIONAL INTEREST	ADDITIONAL FUNDING FOR ADDITIONAL MAINTENANCE AND OPERATION	MONITORING \$86, UPSTREAM GATE \$269, ROOF \$26, STANDS \$131, DOWNSTREAM GATE \$46; DAMS AND NAVIGABLE CHANNEL AUTHORIZED BY PUBLIC LAW 79-14 AND 87-874. THIS LOCK IS OVER 50 YEARS OLD AND NEEDS TO BE MAINTANINED REGULARLY TO OPERATE SAFELY.
O&M	NWD	NWP	THE DALLES LOCK AND DAM, WA & OR	3	\$770	WW	17.17	0	10671	7000000	Continued deterioration of navigation lock and risk to commercial traffic.	CAPABILITY FUNDING FOR BACK LOG NAVLOCK MAINTENANCE	PERFORM BACKLOG OF NAVLOCK MAINTENANCE
O&M	NWD	NWP	TILLAMOOK BAY AND BAR, OR	3	\$363	LDD	0	0	21	21	35.5 ANNUAL ROI INCL REC ECONOMY, DREDGING NEEDED, LOCAL ECONOMY DEPENDENT ON COMMERCIAL AND RECREATIONAL USE OF HARBOR. No alternate route to fish processing facilities.	CONTRACT DREDGING OF BOAT BASIN	JETTY MONITORING \$9, HYDRO SURVEY \$9, COMPLIANCE INSPECTIONS \$7, DREDGING BOAT BASIN \$338; ECONOMIC EFFECT REC @ PORT: \$7M SALES 2.7M INCOME, 154 JOBS (2) 5-6 YEAR DREDGING CYCLE; PH&S; PERM USCG S&R - 211 CASES 2001 CHR HAZARDOUS WATERS; ROI 24:1 BASED ON COMM VALUE
O&M	NWD	NWP	TILLAMOOK BAY AND BAR, OR	3	\$5,600	LDD	0	0	21	21	LOCAL ECONOMY IS DEPENDENT ON COMMERCIAL AND RECREATIONAL USE OF HARBOR. No alternate route to fish processing facilities.	REPAIR OF NORTH JETTY	ECONOMIC EFFECT RATE @ PORT: \$7M SALES, 2.7M INCOME, 154 JOBS (2) 5-6 YEAR DREDGING CYCLE , PH&S PERM USCG S&R - 211 CASES 2001, CHR, HAZARDOUS WATERS ROI=24;1 BASED ON COMM VALUE
O&M	NWD	NWP	UMPQUA RIVER, OR	3	\$719	LDD	0	0	306	3583	13.7 ANNUAL ROI INCL REC ECONOMY, LOCAL AND REGIONAL ECONOMY IS DEPENDENT ON PORT ACTIVITIES. No alternate route to fish buying facilities.	DREDGE ENTRANCE AND OCEAN DISPOSAL EVALUATION	HYDRO SURVEYS \$33, DREDGE ENTRANCE \$378, RSM \$51, OCEAN DISPOSAL \$250, COMPLIANCE INSPECTIONS \$7; ECONOMIC EFFECT REC @ PORT: 9.3M SALES, 3.6M INCOME, 190 JOBS (2) 7 YAQUINA DAYS, PH&S PERM USCG S&R - 120 CASES CHR, HAZARDOUS WATERS; ROI 1.1:1 BASED COMMERCIAL FISH LANDINGS
O&M	NWD	NWP	UMPQUA RIVER, OR	3	\$300	LDD	0	0	306	3583	LOCAL AND REGIONAL ECONOMIES ARE DEPENDENT ON PORT ACTIVITIES. No alternate route to fish buying facilities.	CONTRACT DREDGING AND JETTIES STUDIES	CONTRACT DREDGE \$200, COASTAL JETTIES \$10, NORTH AND SOUTH JETTIES \$90; ECONOMIC EFFECT REC @ PORT: 9.3 M SALES, 3.6 M INCOME, 190 JOBS (2) 7 YAQUINA DAYS, PH&S PERM USCG S&R - 120 CASES 2001 CHR, HAZARDOUS WATER - ROI 1.1:1 BASED ON COMMERCIAL FISH LANDINGS
O&M	NWD	NWP	WILLAMETTE RIVER AT WILLAMETTE FALLS, OR	3	\$10	LW	0	0	0	0	Loss of upstream/downstream navigability in this location. Users must use alternate transportation. Impact to boating public, local charter business, and public service entities.	OPERATION OF LOCKS/ 12 LOCKAGES PER YEAR	NAVIGATION OPERATION OF LOCKS
O&M	NWD	NWP	WILLAMETTE RIVER AT WILLAMETTE FALLS, OR	3	\$36	LW	0	0	0	0	Loss of upstream/downstream navigability in this location. Users must use alternate transportation. Impact to boating public, local charter business, and public service entities.	LAND MANAGEMENT ND ADD'L 12 LOCKAGES	LAND MANAGEMENT \$26, 12 ADDITIONAL LOCKAGES \$10
O&M	NWD	NWP	WILLAMETTE RIVER AT WILLAMETTE FALLS, OR	3	\$170	LW	0	0	0	0	Loss of upstream/downstream navigability in this location. Users must use alternate transportation. Impact to boating public, local charter business, and public service entities.	OPERATION OF LOCKS APRIL THRU SEPTEMBER	LOCK OPERATIONS
O&M	NWD	NWP	WILLAMETTE RIVER AT WILLAMETTE FALLS, OR	3	\$200	LW	0	0	0	0	Loss of upstream/downstream navigability in this location. Users must use alternate transportation. Impact to boating public, local charter business, and public service entities.	SCHEDULED MAINTENANCE OF LOCKS	MAINTENANCE OF NAVIGATION LOCKS
O&M	NWD	NWS	WILLAPA RIVER AND HARBOR, WA	3	\$435	LDD	1.2	0	0	0		Maintenance dredging to return level of service to 100%	Entrance to the Bay Center marina has rapidly shoaling areas and vessel groundings have been reported. It was last dredged in 2002. The Nahcotta channel requires periodic maintenance and is timed to coincide with dredging by the Port of the berthing area.
O&M	NWD	NWP	YAQUINA BAY AND HARBOR, OR	3	\$492	LDD	1.19	0	91	0	Impact on life and safety issues for public. Local economy is dependent on commercial and recreational use of harbor. 145:1 ROI commercial activity. No alternate transportation mode for landed fish/fish processing facilities. Only deep harbor within 100 miles.	MINIMAL MAINTENANCE OF JUSTIFIED PROJECT	Commercial Tonnages not from IWR. DREDGE ENTRANCE \$329, DREDGE ENTRANCE ADD'L WK \$154, JETTY MONITORING \$9; MAJOR PERMANENT COAST GUARD FACILITY, CONTAINS BOTH GOVERNMENT CONTRACT DREDGING, HIGH USE OF PORT FACILITIES BY COMMERCIAL FISHERIES, OCCATIONAL DEEP DRAFT VESSELS.
O&M	NWD	NWP	YAQUINA BAY AND HARBOR, OR	3	\$250	LDD	1.14	0	91	0		COMPLETE EVALUATION OF POST NORTH JETTY CONSTRUCTION	Commercial tonnages not from IWR. EVALUATION OF REPAIRS NEVER COMPLETED ON \$8M CONSTRUCTION
O&M	NWD	NWP	YAQUINA RIVER, OR	3	\$689	SD	0	0	0	0	ECONOMICALLY DEPRESSED RURAL AREA: 23:1 ANNUAL ROI	CONTRACT MAINTENANCE DREDGING DEPOE SLOUGH	10 YEAR DREDGING CYCLE, ECONOMIC EFFECT @ PORT \$667k SALES, INCOME \$263, 13 JOBS (2) - ROI 10:1 BASED ON COMMERCIAL LOGGING AND BOAT WORK ACTIVITIES
O&M	POD	POA	ANCHORAGE HARBOR, AK	1	\$4,147	DD			4412	66189420	Significant delays for Just-in-Time waterborne commerce & impacts to Homeland Security	Annual Maintenance Dredging	Critical Port
O&M	POD	POA	ANCHORAGE HARBOR, AK	1	\$7,323	DD			2983	66189420	Significant delays for Just-in-Time* waterborne commerce & impacts to Homeland Security	Annual Maintenance Dredging	Critical Port
O&M	POD	POA	DILLINGHAM HARBOR, AK	1	\$622	SD	na	na	41	2050000	Commercial and subsistence fishing vessels will not be able to access harbor to off-load fish products to processing plant and re-supply. Authorized project depth of +2 ft MLLW would rise to +6 ft MLLW or shallower.	Subsistence Harbor and Harbor of refuge Annual maintenance dredging. Complete DMMP/PCA.	Critical harbor of refuge; subsistence.
O&M	POD	POA	HOMER HARBOR, AK	1	\$299	LDD	na	na	275	13750000	Commercial and subsistence fishing vessels will not be able to access harbor to off-load fish products to processing plant and re-supply. Entrance channel authorized depth of -20 ft MLLW would rise to -15 ft MLLW.	Harbor of Refuge Annual maintenance dredging.	Critical harbor of refuge.
O&M	POD	POA	NINILCHIK HARBOR, AK	1	\$248	SD	na	na	1	50000	Commercial and subsistence fishing vessels will not be able to access harbor to off-load fish products to processing plant and re-supply	Subsistence and Harbor of Refuge. Annual maintenance dredging.	Critical harbor of refuge; subsistence.
O&M	POD	POA	Nome, Harbor AK	1	\$2,496	SD	na	na	71	14200	Annual Maintenance dredging required, otherwise port is unusable. Sheetpile repair to prevent bulkhead slumping into entrance channel.	Annual Maintenance dredging and sheetpile bulkhead repair.	Critical Harbor of refuge and subsistence harbor
O&M	POD	POH	Olu Harbor, American Samoa	1	\$1,480	WW	na	na	9	594	Vessels may become grounded if shoaling continues. Breakwater will continue to deteriorate, but possibility of catastrophic failure as experienced with back to back typhoons Val and Ofa.	Complete Plans and Specifications and award dredging and repair contract. Plan is to contract and perform repair and dredging work at Olu and Tau at the same time due to the remote and isolated, but close geographic location of the harbors.	Only commercial port on island. Harbor of Refuge and subsistence harbor
O&M	POD	POA	PROJECT CONDITION SURVEYS	1	\$588	PCS	NA	NA	NA	NA		Funds will allow for surveys of 12 harbors. Protection of navigation.	
O&M	POD	POH	PROJECT CONDITION SURVEYS, HI	1	\$200	PCS			24954	40000000		ENSURE PERSONNEL SAFETY FOR NAVIGATION INSPECTIONS.	
O&M	POD	POH	Rota Harbor, CNMI	1	\$260	LDD	na	na	14	1400	Principle commercial port for Rota Island. Storm related damages have shoaled the port and damaged the protective structures.	Repair of protective structures and maintenance dredging related to storm damages during Typhoon.	Sole commercial port for island. Harbor of Refuge.
O&M	POD	POH	Tau Harbor, American Samoa	1	\$1,372	SD	na	na	0	594	Shoaling related to same storm that damaged Olu Harbor	Complete Plans and Specifications and award dredging and repair contract. Plan is to contract and perform repair and dredging work at Olu and Tau at the same time due to the remote and isolated, but close geographic location of the harbors.	Only commercial port on island. Harbor of Refuge and subsistence harbor
O&M	SAD	SAM	ALABAMA - COOSA RIVER, AL	1	\$818	LW	0.77	0	77	100000	Violation of NEPA, ESA, CWA, etc. if not funded, also inability to maintain pool levels creating severe safety problems and affecting hydro generation upstream.	Funds required usage activities.	Low-use waterway. Funds spillway operations and other dam and waterway safety critical requirements including maintaining pool elevations within design head limits for dam safety. Industrial water intakes require consistent pool elevations and sufficient flow for assimilative capacity for discharges: International Paper, General Electric Plastics, Weyerhaeuser and Alabama River Pulp. Pool elevations required for municipal water intakes and disch. Montgomery, Selma, etc.
O&M	SAD	SAM	APALACHICOLA, CHATTAHOOCHEE AND FLINT RIVERS, GA, AL & FL	1	\$806	LW	0.25	0	18	190000	Violation of NEPA, ESA, CWA, etc. if not funded, also inability to maintain pool levels creating severe safety problems and affecting hydro generation upstream.	Funds required usage activities.	Low-use waterway. Funds spillway operations and other dam and waterway safety critical requirements including maintaining pool elevations within design head limits for dam safety. Industrial water intakes require consistent pool elevations and sufficient flow for assimilative capacity for discharges: Mead Coated Board, Farley Nuclear Plant, Georgia Pacific and Stewart Machine. Pool levels required for municipal water outfalls (Columbus, Eufaula, Bainbridge & Chattahoochee

O&M	SAD	SAS	ATLANTIC INTRACOASTAL WATERWAY, GA	1	\$286	LW	46.9	0	1151	58719	Environmental catastrophes related to vessels grounding. Public Safety concerns.	Ensure minimum level of service. Provides funds for condition surveys and basic operation cost only.	Risk reduction of possible environmental disaster from a DOD fuel shipments barge running grounding between Jacksonville, FL and Beaufort, SC. Economic data is from GICAonline.com and Florida Inland Navigation District Study. Public Safety Issues.
O&M	SAD	SAW	ATLANTIC INTRACOASTAL WATERWAY, NC	1	\$860	LW	18.3	18.3	1271	137	JEOPARDIZE PUBLIC SAFETY, FORCE VESSELS INTO ATLANTIC OCEAN-REDUCE OR ELIMINATE BARGE TRAFFIC-INCREASED RISK OF DROWNING	INITIAL INCREMENT PACKAGES WILL PLACE THE AIWW ON CARETAKER STATUS	USED BY TRANSPORTATION COMMAND; FROM MOTSU TO MOREHEAD CITY. HYDRO SURVEYS ARE ESSENTIAL FOR SAFETY OF PROJECT USERS AND PREVENTION OF ENVIRONMENTAL CATASTROPHES. PROJECT USERS INCLUDE 1) USCG VESSELS PERFORMING HOMELAND SECURITY AND SEARCH AND RESCUE MISSIONS 2) MILITARY CARGO FROM MOTSU TO CAMP LEJUNE&MHC 3) BARGE TRAFFIC 4) 270+ COMMERCIAL FISHING VESSELS 5)RECREATIONAL VESSELS
O&M	SAD	SAC	ATLANTIC INTRACOASTAL WATERWAY, SC	1	\$467	LW	1.64	0	272	66277	Without condition surveys, vessels could go aground causing an accident. Failure to control mosquitoes could result in increase in West Nile virus to general public. Without RE funding the ability to defend a lawsuit is decreased.	Continue mosquito abatement, condition surveys and critical RE activities.	Condition surveys are critical to inform waterway users about the controlling depth so that informed decisions can be made to avoid groundings, accidents, injuries, and possible fatalities. Failure to control mosquitoes could result in an increase in West Nile virus. SAC has been involved in a RE related lawsuit for over 10 years that is not resolved.
O&M	SAD	SAM	BLACK WARRIOR AND TOMBIGBEE RIVERS, AL	1	\$11,919	WW	9.12	0	23600	9740000	Without this increment the entire BWT system will close including 6 locks and dams and over 300 miles of high value inland waterway	This increment fully operates the locks and dams and provides only minimal spot dredging and channel cond. rpts. to users	High use inland waterway with important coal exports to Mobile as well as timber products and petroleum.
O&M	SAD	SAM	BLACK WARRIOR AND TOMBIGBEE RIVERS, AL	1	\$5,421	WW	9.12	0	23600	9740000	Without this funding the project will be restricted to use only during high water events, typically 4 to 5 months per year.	This increment provides primary dredging for 90% channel reliability.	Project is dredged annually to provide access during low water season, May thru Dec, access for high use inland waterway.
O&M	SAD	SAS	BRUNSWICK HARBOR, GA	1	\$2,396	DD	3.05	0	2577		Delays in shipping due to USCG channel restrictions and increase lost economic benefits to the project.	Ensure minimum level of service. Provides funds for a channel with authorized depth and only 50% of authorized width for 80% of the period.	Funding at this level is insufficient to maintain the harbor at current depths. Costs included the average annual cost of the recently completed deepening and the corresponding lost opportunity cost. Benefits were assumed to degrade by 19% due to the degradation of the Harbor. As with any dredging project the longer gap between dredging the greater the degradation and the greater the total expense when dredging finally occurs.
O&M	SAD	SAJ	CANAVERAL HARBOR, FL	1	\$3,828	DD	1	1	4202		Restrict NASA and Navy vessels channel and lock access necessary for National Security; Supports NASA and Military Space efforts.	Maint Dredging & lock ops to support NASA and Military Space efforts.	Provides full performance depth 85% of time.
O&M	SAD	SAW	CAPE FEAR RIVER ABOVE WILMINGTON, NC	1	\$474	LW	1.6	1.6	291	7784	VIOLATION OF ENVIRONMENTAL OPERATING PRINCIPLES	CARETAKER STATUS, ANADROMOUS FISH LOCKAGE, PERIODIC INSPECTIONS, DATA GATHERING	MINIMUM LEVEL OF REQUIRED MAINTENANCE (CARETAKER STATUS) ENVIRONMENTAL REQUIREMENTS TO LOCK ANADROMOUS FISHES (SHAD, HERRING, STRIPPED BASS) DURING ANNUAL SPAWNING MIGRATIONS. NO NAVIGATION.
O&M	SAD	SAJ	CENTRAL AND SOUTHERN FLORIDA, FL	1	\$510	LW	1.75	1.75	36	3272	Lack of funding will impact mim req'd for operations of 2 locks necessary for commercial & recreational vessels providing safe refuge during hurricane season	Operate Port Mayaca & WP Franklin Locks at a minimum level	This is a low use waterway segment used by commercial & recreational vessels. Funding this package restricts operation of lock to 8/10 hours per day from present 16 hours. This reduces hours of operations and necessitates a RIF. Special request for commercial lockages, spillway gate operators could operate the lock on a limited basis for recreation high use holidays. This funding level will not support the O&M navigation performance measures.
O&M	SAD	SAC	CHARLESTON HARBOR, SC	1	\$7,124	DD	7.97	0	24993			Provide 70% availability of project depth for users.	4th busiest container port in US. One of nation's 14 strategic ports. Value of cargo in 2002 - \$34,369,551,600 O&M cost per ton in 2002 - \$0.23 Value of cargo for every \$ of O&M - \$5,867. This level of service is not acceptable to users especially in light of deepening completed in May of 2004
O&M	SAD	SAC	CHARLESTON HARBOR, SC	1	\$3,914	DD	7.97	0	24993			Provide 80% availability of project depth for users.	4th busiest container port in US. One of nation's 14 strategic ports. Value of cargo in 2002 - \$34,269,551,600 O&M cost per ton in 2002 - \$0.23 Value of cargo for every \$ of O&M - \$5,867 This level of service is not acceptable to users especially in light of deepening completed in May of 2004
O&M	SAD	SAC	COOPER RIVER, CHARLESTON HARBOR, SC	1	\$2,040	LDD	3.88	0			Impact to powerhouse operations and indirectly impact flows into Charleston Hbr and resultant shoaling	Continue powerplant operation and maintenance.	Project was built to reduce shoaling in Charleston Hbr by diverting flow from Cooper River to Santee River. Project has hydropower features but authorization was for navigation. Project operations have resulted in a shoaling reduction of over 60% in Charleston Hbr.
O&M	SAD	SAC	COOPER RIVER, CHARLESTON HARBOR, SC	1	\$865	LDD	3.88	0			Impact to powerhouse operations and indirectly impact flows into Charleston Hbr and resultant shoaling	Continue powerhouse O&M, dam safety and water quality mgmty activities.	Project was built to reduce shoaling in Charleston Hbr by diverting flow from Cooper River to Santee River. Project has hydropower features but authorization was for navigation. Project operations have resulted in a shoaling reduction of over 60% in Charleston Hbr.
O&M	SAD	SAM	ESCAMBIA AND CONEJUH RIVERS, FL	1	\$1,000	DD	28.1	0	2502	1504		Dredging of river and WQC.	Shallow Draft - Over 1 million tons - important coal shipments for power generation. Ranked with Deep Draft projects based on Budget EC guidance.
O&M	SAD	SAJ	FERNANDINA HARBOR, FL	1	\$1,513	LDD	0.6	0.6	626		Dredging is essential to prevent channel closure restricting navigation of Navy TRIDENT access to Kings Bay submarine base required for National Security	Maintenance Dredging of entrance & inner chnl to support Navy Trident Base	Dredging vital to provide adequate depths for Trident Submarine at Kings Bay Naval Submarine Base. Provides full performance depth 85% of time.
O&M	SAD	SAC	FOLLY RIVER, SC	1	\$987	SD	2.23	0			Restrictions to navigation if channel not dredged. Damage to environment due to vessel groundings.	Dredging to provide access to the open ocean for commercial shrimp trawlers.	Low-use shallow draft harbor. Alternate access to the ocean requires traveling the AIWW and since the AIWW is not being maintained this could in effect ground the vessels.
O&M	SAD	SAC	GEORGETOWN HARBOR, SC	1	\$1,342	DD	2.78	0	1411			Provide 70% availability of project depth for users.	Harbor is vital to the City of Georgetown since the majority of workers in the area are employed by the paper mill and the steel mill. The channel is critical to the viability and successful operation of these industries. The steel mill was recently bought and is being modernized by new owners. Value of cargo in 2002 - \$72,056,330
O&M	SAD	SAM	GULF INTRACOASTAL WATERWAY, AL	1	\$2,000	WW	11.8	0	114000	58400000	Eastern end (Florida) portion of the project will close due to severe shoals.	Min. dredging and surveying of channel conditions for safe navigation.	High use/High tonnage coastal waterway, critical coal shipments for regional electric generation. This increment provides 60% availability of project.
O&M	SAD	SAM	GULF INTRACOASTAL WATERWAY, AL	1	\$2,050	WW	11.8	0	114000	58400000		Increment provides for surveying and dredging for 85% channel reliability.	High use/High tonnage coastal waterway, critical coal shipments for regional electric generation. This increment provides for 85% availability.
O&M	SAD	SAM	GULFPORT HARBOR, MS	1	\$2,500	DD	3.04	0	2200		Without this dredging the entire project will shut down within 1 year due to severe shoaling, 36 foot channel across MS sound will shoal 8 to 10 feet per year without maintenence.	Provides limited dredging for 70% reliability of the Ms. Sound channel, project dredged on 18 month cycle. This work will only provide minimal usable channel.	High use deep draft harbor, port undergoing major improvement, ongoing GRR for project deepening. Container port expansions dependent upon proper maintenance
O&M	SAD	SAJ	INTRACOASTAL WATERWAY, JACKSONVILLE TO MIAMI, FL	1	\$250	LW	16.15	16.15	795	10718	Failure to resolve real estate encroachments which are items of potential litigation. Delay which result in significant increase of costs to Govt	Real estate encroachment resolution for Fed properties	This is a low use waterway segment used by commercial & recreational vessels. This funds will provide for mapping and legal descriptions required to resolve these issues. Lands are adjacent to this 360 mile waterway.
O&M	SAD	SAJ	JACKSONVILLE HARBOR, FL	1	\$3,637	DD	1.88	1.88	18472		Restrict navigation by military vessels required for this Strategic Port: Marine Deployment for Overseas Engagements; Mayport Naval Basin, Navy Fuel Depot, NAS	Minimal Maintenance Dredging of hbr which cannot be completed maintained in 1 yr	Assure public safety by avoiding possible grounding and Jax Hbr is 39th in the nation with 18M tons of commerce annually and provides access for Marine Deployment for Overseas Engagements; Mayport Naval Basin, Navy Fuel Depot, Naval Air Station. Provides full performance depth 85% of time.
O&M	SAD	SAM	JIM WOODRUFF LOCK AND DAM, LAKE SEMINOLE, FL, AL & GA	1	\$200	LW	0.25	0	18	190000	Violation of NEPA, CWA and ESA if not funded.	Provides funds for required usage of lock and dam structures.	Low-use waterway. Funds spillway operations and other dam and waterway safety critical requirements including maintaining pool elevations within design head limits for dam safety. Industrial water intakes require consistent pool elevations and sufficient flow for assimilative capacity for discharges: Mead Coast Board, Farley Nuclear Plant, Georgia Pacific and Stewart Machine. Pool elevations required for municipal water outfalls (Columbus, Eufaula, Bainbridge & Chattahoochee
O&M	SAD	SAJ	MANATEE HARBOR, FL	1	\$2,000	DD	2.92	2.92	4105		Restriction of commercial vessels, affecting 5% of using traffic with a 2 ft reduction of depth	Maintenance dredging of Entr Channel, wideners & Turning Basin	Dredging will ensure safe passage of vessels & avoid potential groundings. Manatee is 85th in nation in tonnage with average of 4.2M tonnage, commercial vessels deliver petroleum products which if lost would impact economy of area. Provides full performance depth 90% of time.
O&M	SAD	SAW	MANTEO (SHALLOWBAG) BAY, NC	1	\$7,855	SD	2.4	2.4	27		ABANDON INLET, PUBLIC SAFETY CONCERNS, ENVIRONMENTAL CATASTROPHES RELATED TO VESSEL GROUNDINGS	PROVIDE MAINT DREDGING, HYDRO SURVEYS AND ENVIRONMENTAL REQUIREMENTS.	MAINT DREDGING TO SUPPORT LARGE COMMERCIAL FISHING FLEET(160 VESSELS) AND USCG ACCESS TO WANCHESA HARBOR AND OREGON INLET COAST GUARD STA RESPECTIVELY. PROVIDES INCREASED EFFORT OF HYDRO SURVEYS PER CEO DIRECTIVE USCG USE OI TO GAIN ACCESS FROM OCEAN IN SUPPORT OF HOMELAND SECURITY AND SEARCH / RESCUE MISSION. 120 MILES BETWEEN RUDEE AND HATTERAS INLETS.
O&M	SAD	SAJ	MIAMI HARBOR, FL	1	\$1,530	DD	35.89	35.89	8684		If Maintenance dredging is not accomplished the shoaling will affect 5% or more of the using traffic during BY+1.	Maint dredging Miami Hbr provide adequate depth for commi shipping & cruise ship	To avoid grounding of deep draft vessels and Waterborne commerce reported 20,915 trips in 2000. 105 vessel trips were at 38-feet and above. Average 5-year tonnage was 7.2M tons. Provides full performance depth 85% of time.
O&M	SAD	SAJ	MIAMI RIVER, FL	1	\$2,436	LDD	1.82	1.82	506		Contract awarded to dredge the entire channel. If work is not performed Contractor will be paid Demobilization and contract terminated for convenience	Maint dredging & removal of polluted bottom sediments continuing contracts(FY04)	The project may be performed in 5 phases with approx 100K-200K c.y. each phase. Sediment cleanup required one contract due to technology. M.D. of this phase will allow for completion of the project. Dredging has not been performed in >50 years.
O&M	SAD	SAM	MILLERS FERRY LOCK AND DAM, WILLIAM BILL" DANNELLY LAKE, AL"	1	\$200	LW	0.77	0	77	100000	Violation of NEPA, CWA, ESA if not funded.	Provides funds for required usage of lock and dam structures.	Low-use waterway. Funds spillway operations and other dam and waterway safety critical requirements including maintaining pool elevations within design head limits for dam safety. Industrial water intakes require consistent pool elevations and sufficient flow for assimilative capacity for discharges: International Paper, General Electric Plastics, Weyerhaeuser and Alabama River Pulp. Pool elevations required for municipal water intakes and disch. Montgomery, Selma, etc.
O&M	SAD	SAM	MOBILE HARBOR, AL	1	\$16,088	DD	8.4	0	49000		Without this dredging, the port of Mobile will close, this dredging ensures project depths are available 85% of time with width restrictions. Mobile bay has a 45 foot channel across 30 miles of bay which require maintenance year round as well as Theodore and the Bar channel	This increment provides dredging of Mobile Bay, River, Bar and Theodore channels as well as support activities for 46M tons of cargo per year.	High use deep draft harbor rank #13 in tonnage in U.S. ports. This increment provides dredging for Mobile River, Bay, Bar and Theodore channels to minimal acceptable level, along with support activities.

O&M	SAD	SAM	MOBILE HARBOR, AL	1	\$4,160	DD	8.4	0	49000	Without this increment, the river portion of the project will close, impacting numerous industries at Mobile	Provides dredging of Mobile River channel and management of upland disposal areas to provide for future capacity.	River channel is located at upper end of project, all of port activities with the exception of coal must transit the river channel.	
O&M	SAD	SAW	MOREHEAD CITY HARBOR, NC	1	\$3,575	DD	1.7	1.7	3202	DRAFT RESTRICTIONS TO 43-FT FOR DEEP DRAFT HARBOR	Provides for maintenance dredging to 45-ft (2-ft less than Project Depth)	MILITARY SUPPORT-BARGE TRAFFIC FROM TRANSPORTATION COMMAND(MOTSU)AND CAMP LEJEUNE.USCG VESSELS USE INLET TO ACCESS CG BASE FT. MACON IN SUPPORT OF SEARCH AND RESCUE AND HOMELAND SECURITY MISSIONS. BEAUFORT HARBOR USERS UTILIZE PORTIONS OF PROJECT TO ACCESS BEAUFORT HARBOR. INTERMODAL TRANSPORTATION FROM NUCOR STEEL AND PCS PHOSPHATE TO MOREHEAD HARBOR.	
O&M	SAD	SAJ	OKEECHOBEE WATERWAY, FL	1	\$884	LW	7.29	7.29	36	3272	Locks must be operated in fully open position to relieve flood waters after a storm; Before storm locks used to move vessels; Save CG approx \$100,000 ea trip	Lock Operations to provide safe harbor/help the CG in marking Navigation Aids	This is a low use waterway segment used by comml & rec vessels. Funding this package restricts operation of lock to 8/10 hours per day from present 16 hours. This reduces hours of operations and necessitates a RIF. Failure to fund would impact regions commercial industry due to lack of sales from recreational vessel traffic; Project supports Flood Damage Reduction. Does not allow sufficient funds to provide safe harborage during storm events (approx 2 events per year)
O&M	SAD	SAJ	PALM BEACH HARBOR, FL	1	\$1,183	DD	1.52	1.52	3497	Restriction of commercial traffic, affecting 5% of using traffic with a 2 ft reduction in depth	Maintenance dredging of entrance channel and turning basin	To ensure safe passage of commercial vessels and due to continued shoaling, channel was at project depth ~60% of the year. Commercial industry has had to lighten load Provides full performance depth 70% of time.	
O&M	SAD	SAM	PANAMA CITY HARBOR, FL	1	\$906	DD	1.18	0	2800	Increment provides for basic dredging package.	Increment provides for basic dredging package.	High use deep draft harbor, completed project deepening in 2004, port experiencing rise and size of vessels.	
O&M	SAD	SAM	PASCAGOULA HARBOR, MS	1	\$3,906	DD	1.19	0	29000	If these main channels are not dredged, these 38/42 foot channels will shoal at a rate of 4 to 6 feet per year effectively closing Pascagoula homeport, and Chevron refinery as well as limiting many other facilities at Pascagoula.	Provides for dredging of MS Sound, Casotte and River channels, 16 month dredge cycle. This dredging will ensure 75% channel reliability for Chevron refinery, Litton shipbuilding, oil and gas industry support and Naval vessels.	High use deep draft harbor rank #2 in tonnage in Mobile District, also naval homeport and naval shipbuilding port.	
O&M	SAD	SAM	PASCAGOULA HARBOR, MS	1	\$1,250	DD	1.19	0	29000	The Bar channel if not maintained will shoal at a rate of 2 feet per year and access to the port facilities to deeper draft vessels will be restricted to draft limitations.	This dredging provides Bar Channel dredging. The main channels at Pascagoula are subject to isolation without access from the Gulf. Provides 95% project reliability.	High use deep draft harbor rank #2 in tonnage in Mobile District, also naval homeport and naval shipbuilding port. Hopper dredge work sometimes performed in FY04 with McFarland, work is normally on a 2 year cycle.	
O&M	SAD	SAM	PENSACOLA HARBOR, FL	1	\$1,315	DD	18.5	0	1500		Provides first maintenance of west channel in 30 years new cruise ship terminal.	High use deep draft harbor extended period of no maintenance now with increase in usage and tonnage.	
O&M	SAD	SAM	PROJECT CONDITION SURVEYS, AL	1	\$100	PCS				Using traffic in danger of grounding without periodic surveys of channels.	Funds condition surveys of unfunded deep and shallow draft harbors		
O&M	SAD	SAJ	PROJECT CONDITION SURVEYS, FL	1	\$800	PCS			129444	Failure to provide channel conditions to using traffic ensuring public safety.	Annual Proj Cond Surv on 7 of the deep draft hbrs & 15-20 of 36 minor channels	This funding level is required to support goal of 90% channel availability for maintenance to ensure public safety thru safe passage. Funding is for 20 deep draft harbors, minor channels and shallow draft harbors	
O&M	SAD	SAJ	PROJECT CONDITION SURVEYS, FL	1	\$350	PCS			129444	Failure to provide channel conditions to using traffic ensuring public safety	Annual Proj Cond Surv deep draft hbrs, minor channels and shallow draft harbors	This funding level is required to support goal of 90% channel availability for maintenance to ensure public safety thru safe passage. Funding is for surveys on an additional 10 deep draft harbors, minor channels and shallow draft harbors	
O&M	SAD	SAM	PROJECT CONDITION SURVEYS, FL	1	\$175	PCS				Using traffic in danger of grounding without periodic surveys of channels.	Funds condition surveys of unfunded deep and shallow draft harbors		
O&M	SAD	SAS	PROJECT CONDITION SURVEYS, GA	1	\$14	PCS				Increase risk of environmental catastrophes related to vessels grounding. Increase level of public safety concerns. No means to investigate problems and reply to Congressional inquiries.	Provides funds are for site specific condition surveys on any of the four federal project that maintenance work has not been required.	Public safety. Funding is for surveys on up to 4 unfunded projects.	
O&M	SAD	SAS	PROJECT CONDITION SURVEYS, GA	1	\$76	PCS				Increase risk of environmental catastrophes related to vessels grounding. Increase level of public safety concerns. No means to investigate problems and reply to Congressional inquiries.	Provides funds are for ten additional site specific condition surveys on any of the four federal project that maintenance work has not been required.	Public Safety.	
O&M	SAD	SAM	PROJECT CONDITION SURVEYS, MS	1	\$175	PCS				Using traffic in danger of grounding without periodic surveys of channels.	Funds condition surveys of unfunded deep and shallow draft harbors		
O&M	SAD	SAW	PROJECT CONDITION SURVEYS, NC	1	\$226	PCS					PROVIDES PERIODIC HYDRO SURVEYS FOR up to 26 UNFUNDED NAVIGATION PROJECTS.	PUBLIC HEALTH & SAFETY THRU HYDRO SURVEYS OF up to 26 UNFUNDED NAV PROJECTS THROUGHOUT SAW. THIS INFORMATION IS PUBLISHED ON SAW WEBSITE WITHIN 24HRS FOR USCG AND PROJECT USERS TO PROPERLY MARK AND NAVIGATE, RESPECTIVELY. SURVEYS ARE ESSENTIAL TO PROVIDING UP TO DATE CHANNEL CONDITIONS AND HAZARDS TO NAVIGATION TO USERS, WHICH MINIMIZES VESSEL GROUNDINGS, PROPERTY DAMAGE, POTENTIAL FOR LOSS OF LIFE AND ENVIRONMENTAL IMPACTS ASSOCIATED WITH FUEL RELEASES.	
O&M	SAD	SAC	PROJECT CONDITION SURVEYS, SC	1	\$349	PCS					Conduct condition surveys on unfunded projects.	Funding is for surveys on 9 unfunded projects. Information is provided to Coast Guard and project users. There is serious concern that not providing condition information could contribute to loss of life and property damage as well as result in law suits against the government	
O&M	SAD	SAJ	REMOVAL OF AQUATIC GROWTH, FL	1	\$2,306	RAG	2.46	2.46	18472	Untreated vegetation will result in reduced protection of navigation at Jax Port, less enviro protection and loss of previously restored river & wetland habitat	Removal & prevention of vegetation obstruction of Jax Hbr Fed Pr	To ensure safe passage of vessels thru channels and in FY03 approximately 6,500 acres of invasive vegetation were controlled upstream of Jax Harbor. (One water hyacinth plan can develop into one acre of water hyacinth in one year if left untreated.)	
O&M	SAD	SAM	ROBERT F HENRY LOCK AND DAM, AL	1	\$200	LW	0.77	0	77	100000	Violation of NEPA, CWA, ESA, etc. if not funded.	Provides funds for required usage of lock and dam structures.	Low-use waterway. Funds spillway operations and other dam and waterway safety critical requirements including maintaining pool elevations within design head limits for dam safety. Industrial water intakes require consistent pool elevations and sufficient flow for assimilative capacity for discharges: International Paper, General Electric Plastics, Weyerhaeuser and Alabama River Pulp. Pool elevations required for municipal water intakes and disch. Montgomery, Selma, etc.
O&M	SAD	SAJ	SAN JUAN HARBOR, PR	1	\$1,800	DD	13.25	13.25	13008	Army Terminal Channel will have depth restrictions using traffic or a 3-4 foot reduction in navigable depth	Maintenance Dredging Channels & Turning Basin	To ensure safe passage of commercial & cruise vessels and BY2006 will mark the 7th year since the last dredging event in some reaches of the harbor. Historically, maintenance dredging is performed every third year. San Juan is the 47th largest U.S. port. 12.4M tons of commerce were handled by the port in 2002. Provides full performance depth 80% of time.	
O&M	SAD	SAS	SAVANNAH HARBOR, GA	1	\$7,414	DD	1.53	0	20664	Delays in shipping due to USCG channel restrictions and increase lost economic benefits to the project. Third Infantry Division will be delayed in shipping their equipment.	Ensure minimum level of service. Provides funds for a channel with authorized depth and only 50% of authorized width for 80% of the period.	Strategic Harbor. Public safety.	
O&M	SAD	SAS	SAVANNAH HARBOR, GA	1	\$6,107	DD	1.53	0	20664	Delays in shipping due to USCG channel restrictions and increase lost economic benefits to the project.	Ensure justified level of service. Provides funds for a channel with authorized depth and authorized width for 95% of the period.	Strategic Harbor. Public Safety. Funding at this level is sufficient to maintain the harbor at current depths.	
O&M	SAD	SAW	SILVER LAKE HARBOR, NC	1	\$1,540	SD	2	2	8		SHUT-DOWN FERRY, ISOLATE ISLAND AND INHABITANTS	MAINT DREDGING, HYDRO SURVEYS AND MAINT OF MOORING FACILITIES	SILVER LAKE HARBOR PROJECT IS A SUBSISTENCE HARBOR AS THERE IS NO ROAD ACCESS TO OCRACOKE ISLAND. TRANSPORTATION - NC STATE FERRY DIVISION UTILIZES PORTIONS OF PROJECT TO TRAVERSE FERRIES FROM CEDAR ISLAND AND SWAN QUARTER, NC. THIS LEVEL OF MAINTENANCE DREDGING PROVIDES FOR FULL PROJECT AVAILABILITY 75% OF THE TIME.
O&M	SAD	SAJ	TAMPA HARBOR, FL	1	\$4,500	DD	3.66	3.66	45213	Restrictive navigation of channel necessary delivery of fuel to CENTCOM & access for the 15th highest commercial tonnage port in the US.	Maintenance dredging Tampa Harbor Channels	To ensure public safety by avoiding grounding of commercial vessels and this project is highest tonnage port in SAD and 15th in the nation. Provides full performance depth 85% of time.	
O&M	SAD	SAM	TENNESSEE - TOMBIGBEE WATERWAY, AL & MS	1	\$10,351	WW	1.87	0	8170	4960000	This high use inland waterway will close without this funding, 10 locks and dams.	Operates and Maintain locks and provides channel condition surveys.	No dredging in this increment. High use inland waterway with 1.87 B/C ratio.
O&M	SAD	SAM	TENNESSEE - TOMBIGBEE WATERWAY, AL & MS	1	\$3,000	WW	1.87	0	8170	4960000	Waterway will only be usable during high water months without this dredging increment.	Funds dredging and support activities for year round project utilization.	dredging of navigation channel for safe navigation and remote operation of waterway guaging system to provide safety of area during high water events.
O&M	SAD	SAM	WALTER F GEORGE LOCK AND DAM, AL & GA	1	\$200	LW	0.25	0	18	190000	Violation of NEPA, CWA, and ESA if not funded.	Provides funds for required usage of lock and dam structures.	Low-use waterway. Funds spillway operations and other dam and waterway safety critical requirements including maintaining pool elevations within design head limits for dam safety. Industrial water intakes require consistent pool elevations and sufficient flow for assimilative capacity for discharges: Mead Coated Board, Farley Nuclear Plant, Georgia Pacific and Stewart Machine. Pool elevations required for municipal water outfalls (Columbus, Eufaula, Bainbridge & Chattahoochee
O&M	SAD	SAW	WILMINGTON HARBOR, NC	1	\$13,963	DD	3.2	3.2	7512	POTENTIAL DRAFT RESTRICTIONS TO STRATEGIC HARBOR. Severe commercial impact to container, bulk and other shipping.	First full maintenance dredging cycle after deepening to 42-ft. Project has not yet stabilized and extensive maintenance dredging is required.	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.	
O&M	SAD	SAM	ALABAMA - COOSA RIVER, AL	3	\$3,331	LW	0.77	0	77	100000	Safety issues due to lack of PICES and loss of environmental clearances for lack of funding required activities.	Funds water management, environmental, PICES, ect. at normal levels.	Low use inland waterway.
O&M	SAD	SAM	ALABAMA - COOSA RIVER, AL	3	\$890	LW	0.77	0	77	100000		Provides dredging for 90% project utilization.	Low use inland waterway.
O&M	SAD	SAM	ALABAMA - COOSA RIVER, AL	3	\$750	LW	0.77	0	77	100000		Funds lock closure for preventative maintenance.	Low use inland waterway.
O&M	SAD	SAM	ALABAMA - COOSA RIVER, AL	3	\$2,025	LW	0.77	0	77	100000		Repair damaged training dikes.	Low use inland waterway.
O&M	SAD	SAM	APALACHICOLA BAY, FL	3	\$402	SD	1.76	0	0			Dredging ensures 80% avail. for commercial fishing and recreational navigation	Apalachicola Bay is an authorized Harbor of Refuge." Shallow Draft Harbor"

O&M	SAD	SAM	APALACHICOLA BAY, FL	3	\$1,599	SD	1.76	0	0						Environmental and disposal area work	Shallow Draft Harbor
O&M	SAD	SAM	APALACHICOLA BAY, FL	3	\$1,294	SD	1.76	0	0						Provides maintenance of existing breakwater.	Provides aduquate dredging in order to prevent vessals grounding. Apalachicola Bay is an authorized 'Harbor of Refuge.'
O&M	SAD	SAM	APALACHICOLA, CHATTAHOOCHEE AND FLINT RIVERS, GA, AL & FL	3	\$884	LW	0.25	0	18	190000					Continues activities required to renew WQC.	Low use inland waterway.
O&M	SAD	SAM	APALACHICOLA, CHATTAHOOCHEE AND FLINT RIVERS, GA, AL & FL	3	\$2,889	LW	0.25	0	18	190000					Provides minimal dredging needs.	Low use inland waterway.
O&M	SAD	SAM	APALACHICOLA, CHATTAHOOCHEE AND FLINT RIVERS, GA, AL & FL	3	\$250	LW	0.25	0	18	190000	Violation of NEPA, potential lawsuits from environmental groups and water dependent industry.				Completes NEPA requirements for EIS for closing waterway.	Low use inland waterway.
O&M	SAD	SAM	APALACHICOLA, CHATTAHOOCHEE AND FLINT RIVERS, GA, AL & FL	3	\$507	LW	0.25	0	18	190000	Inability to dredge due to vocation of WQC.				Provides slough restorations to comply with WQC.	Low use inland waterway.
O&M	SAD	SAM	APALACHICOLA, CHATTAHOOCHEE AND FLINT RIVERS, GA, AL & FL	3	\$214	LW	0.25	0	18	190000					Additional dredging with mechanical equipment.	Low use inland waterway.
O&M	SAD	SAM	APALACHICOLA, CHATTAHOOCHEE AND FLINT RIVERS, GA, AL & FL	3	\$25,185	LW	0.25	0	18	190000					Broad spectrum of items in this capability increment, primarily due to better	Low use inland waterway.
O&M	SAD	SAS	ATLANTIC INTRACOASTAL WATERWAY, GA	3	\$2,556	LW	46.9	0	1151	58719					Ensure justified level of service.	Risk reduction of possible Env disaster from a DOD fuel barge grounding. Econ Data from GICAonline.com and FIND. Public Safety issues.
O&M	SAD	SAS	ATLANTIC INTRACOASTAL WATERWAY, GA	3	\$1,256	LW	46.9	0	1151	58718					Ensure justified level of service.	Risk reduction of possible ENV disaster from a DOD/fuel barge grounding.
O&M	SAD	SAS	ATLANTIC INTRACOASTAL WATERWAY, GA	3	\$10,803	LW	46.9	0							Improve efficiency of the project.	Risk reduction of Env disaster.
O&M	SAD	SAW	ATLANTIC INTRACOASTAL WATERWAY, NC	3	\$5,000	LW	18.3	18.3	1271	137	JEOPARDIZE PUBLIC SAFETY. INABILITY FOR MILITARY BARGE TRAFFIC TO TRAVERSE FROM MOTSU TO MOREHEAD CITY,CAMP LEJEUNE AND CHERRY POINT				INCREMENT WILL PROVIDE FOR ANNUAL MAINT.DREDGING OF AIWW INLET CROSSINGS	PROJECT USERS INCLUDE 1) USCG VESSELS PERFORMING HOMELAND SECURITY AND SEARCH AND RESCUE MISSIONS 2) MILITARY CARGO FROM MOTSU TO CAMP LEJEUNE&MHC 3) BARGE TRAFFIC 4) 270+ COMMERCIAL FISHING VESSELS 5)RECREATIONAL VESSELS
O&M	SAD	SAW	ATLANTIC INTRACOASTAL WATERWAY, NC	3	\$5,200	LW	18.3	18.3	1271	137	JEOPARDIZE PUBLIC SAFETY. INABILITY FOR MILITARY BARGE TRAFFIC TO TRAVERSE FROM MOTSU TO MOREHEAD CITY,CAMP LEJEUNE AND CHERRY POINT.				THRU CHANNEL MAINT DREDGING, DA REPAIRS, SNAGGING OPS AND SNOWS CUT REHAB REPORT	PROJECT USERS INCLUDE 1) USCG VESSELS PERFORMING HOMELAND SECURITY AND SEARCH AND RESCUE MISSIONS 2) MILITARY CARGO FROM MOTSU TO CAMP LEJEUNE&MHC 3) BARGE TRAFFIC 4) 270+ COMMERCIAL FISHING VESSELS 5)RECREATIONAL VESSELS
O&M	SAD	SAW	ATLANTIC INTRACOASTAL WATERWAY, NC	3	\$870	LW	18.3	18.3	1271	137					FULFILL DMMP REQUIREMENTS AND PERFORM ARCHAEOLOGICAL ACTIVITIES	COMPLETION OF SAW DMMP WILL BOTH FULFILL DIV REQUIREMENTS AND ASCERTAIN PRESENT & FUTURE DISPOSAL NEEDS THROUGHOUT THE PROJECT. FUNDING FOR ARCHAEOLOGICAL ACTIVITIES IS REQUIRED TO COMPLY WITH STATE RESOURCE AGENCIES.
O&M	SAD	SAW	ATLANTIC INTRACOASTAL WATERWAY, NC	3	\$55	LW	18.3	18.3	1271	137					THIS INCREMENT WILL PROVIDE FOR DATA INCORPORATION INTO GIS	PROJECT SPECIFIC DATA TO INCLUDE DA LOCATIONS AND CAPACITIES, LOCATION OF CULTURAL RESOURSE, SHOALING RATES, ETC WILL BE COLLECTED AND INPUTTED INTO THE GIS SYSTEM TO AID IN MANAGING THE FUTURE NEEDS OF THE PROJECT.
O&M	SAD	SAC	ATLANTIC INTRACOASTAL WATERWAY, SC	3	\$2,972	LW	1.64	0	272	66277					Provide 75% availability of project depth for users.	Low-use inland waterway segment. AIWW supports the armed forces of the nation through periodic military cargo transfers between Norfolk, VA and Kings Bay, GA. Approximately 100,000 barrels of jet fuel are delivered on a weekly basis from jacksonville, FL to the Marine Corps Air Station in Beaufort, SC.
O&M	SAD	SAC	ATLANTIC INTRACOASTAL WATERWAY, SC	3	\$4,286	LW	1.64	0	272	66277					Provide 85% availability of project depth for users.	Low-use inland waterway segment. AIWW supports the armed forces of the nation through periodic military cargo transfers between Norfolk, VA and kings Bay, GA. Approximately 100,000 barrels of jet fuel are delivered on a weekly basis from Jacksonville, FL to the Marine Corps Air Station in Beaufort, SC.
O&M	SAD	SAC	ATLANTIC INTRACOASTAL WATERWAY, SC	3	\$2,199	LW	1.64	0	272	66277					Provide 90% availability of project depth for users.	Low-use inland waterway segment. AIWW supports the armed forces of the nation through periodic military cargo transfers between Norfolk, VA and Kings Bay, GA. Approximately 100,000 barrels of jet fuel are delivered on a weekly basis from Jacksonville, FL to the Marine Corps air Station in Beaufort, SC.
O&M	SAD	SAC	ATLANTIC INTRACOASTAL WATERWAY, SC	3	\$384	LW	1.64	0	272	66277					Provide 95% availability of project depth for users.	Low-use inland waterway segment. AIWW supports the armed forces of the nation through periodic military cargo transfers between Norfolk, VA and Kings Bay, GA. Approximately 100,000 barrels of jet fuel are delivered on a weekly basis from Jacksonville, FL to the marine Corps Air Staion in Beaufort, SC.
O&M	SAD	SAC	ATLANTIC INTRACOASTAL WATERWAY, SC	3	\$1,483	LW	1.64	0	272	66277					Continue bank stabilization efforts.	Low-use inland waterway segment. AIWW supports the armed forces of the nation through periodic military cargo transfers between Norfolk, VA and Kings Bay, GA. Approximately 100,000 barrels of jet fuel are delivered on a weekly basis from jacksonville, FL to the Marine Corps Air Station in Beaufort, SC.
O&M	SAD	SAC	ATLANTIC INTRACOASTAL WATERWAY, SC	3	\$382	LW	1.64	0	272	66277					Collect data and monitor IAW the Clean Water Act.	Low-use inland waterway segment. AIWW supports the armed forces of the nation through periodic military cargo transfers between Norfolk, VA and Kings Bay, GA. Approximately 100,000 barrels of jet fuel are delivered on a weekly basis from Jacksonville, FL to the Marine Corps Air Station in Beaufort, SC.
O&M	SAD	SAW	AVON HARBOR, NC	3	\$1,600	SD	2.5	2.5	0		ABANDON HARBOR OF REFUGE				MAINT DREDGING REQUIRED PROVIDING SAFE NAVIGATION FOR THE PROJECT USERS.	DREDGING IN 2006 DUE TO HURRICANE ISABEL, THIS PROJECT SERVES AS A HARBOR OF REFUGE TO THE PAMLICO SOUND FISHING FLEET
O&M	SAD	SAM	BAYOU CODEN, AL	3	\$679	SD	7.82	0							Provides aduquate dredging in order to prevent vessals grounding	Shallow Draft Harbor, dredging ensures 90% availability for commercial navigation cargo and commercial fishing. Shallow Draft Harbor with considerable shipbuilding activity links to deep draft Bayou la Batre.
O&M	SAD	SAM	BAYOU LA BATRE, AL	3	\$195	LDD	2.53	0	15	734	Lack of funding will delay required actions allowing expiration of WQC.				Provides for sediment testing & ESA coord. required for WQC renewal in 2007	Deep draft harbor - low tonnage, however, major shipbuilding industry not accounted for in Commerce statistics
O&M	SAD	SAM	BILOXI HARBOR, MS	3	\$195	HSD	4.29	0	2486		Dredging will cease without compliance with environmental laws.				Provides sediment testing and endangered species coordination to comply with app	High tonnage project ensures 35% availability to meet tonage and industrial needs.
O&M	SAD	SAM	BILOXI HARBOR, MS	3	\$1,250	HSD	4.29	0	2486						Provides aduquate dredging in order to prevent vessals grounding	provides for routine maintenance dredging for 90% project availability. High tonnage - important coal shipments.
O&M	SAD	SAM	BLACK WARRIOR AND TOMBIGBEE RIVERS, AL	3	\$585	WW	9.12	0	23600	9740000					Provides spillway gate painting for proper maintenance. (Coffeeville Lock & Dam)	High use waterway with 9.12 B/C ratio
O&M	SAD	SAM	BLACK WARRIOR AND TOMBIGBEE RIVERS, AL	3	\$585	WW	9.12	0	23600	9740000					Provides spillway gate painting for proper maintenance. Holt L&D.	High use inland waterway with 9.12 B/C ratio.
O&M	SAD	SAM	BLACK WARRIOR AND TOMBIGBEE RIVERS, AL	3	\$2,170	WW	9.12	0	23600	9740000	Boaters going over spillway.				Signage to comply with sign manual.	High use inland waterway with 9.12 B/C ratio.
O&M	SAD	SAM	BLACK WARRIOR AND TOMBIGBEE RIVERS, AL	3	\$1,910	WW	9.12	0	23600	9740000	Boaters going over spillway				Signage to comply with sign manual.	High use inland waterway with 9.12 B/C ratio.
O&M	SAD	SAM	BLACK WARRIOR AND TOMBIGBEE RIVERS, AL	3	\$750	WW	9.12	0	23600	9740000						High use inland waterway with 9.12 B/C ratio.
O&M	SAD	SAM	BLACKWATER RIVER, FL	3	\$1,300	SD					Dredging will cease without compliance with environmental laws.				Compliance with Clean Water Act	
O&M	SAD	SAW	BOGUE INLET AND CHANNEL, NC	3	\$910	SD	2	2	1		ABANDON INLET, PUBLIC SAFETY CONCERNS, ENVIRONMENTAL CATASTROPHES RELATED TO VESSELS GROUNDINGS				PROVIDES MONTHLY HYDRO SURVEYS AND PERIODIC MAINT DREDGING THROUGH BOGUE INLET.	PROVIDES FOR APPROX 70% PROJECT AVAILABILITY. 30-COMMERCIAL FISHING VESSELS UTILIZE THIS INLET TO ACCESS THE ATLANTIC OCEAN. USCG STATION, SWANBORO FOR THE FOLLOWING MISSIONS: 1) SEARCH & RESCUE AND 2) HOMELAND SECURITY. INLET PROVIDES ACCESS TO HARBORS OF REFUGE.
O&M	SAD	SAM	BON SECOUR RIVER, AL	3	\$750	HSD			4000							Provides aduquate dredging in order to prevent vessals grounding
O&M	SAD	SAM	BON SECOUR RIVER, AL	3	\$200	SD			4		Dredging will cease without compliance with environmental laws.				Provides evaluation of material and ensures coordination with the Endangered Sp.	Bon Secour is an authorized 'Harbor of Refuge.'
O&M	SAD	SAS	BRUNSWICK HARBOR, GA	3	\$1,996	DD	3.05	0	2577		Delays in shipping due to USCG channel restrictions and increase lost economic benefits to the project.				Ensure justified level of service. Provides funds for a channel with authorized depth and authorized width for 95% of the period.	Public Safety. Funding at this level is sufficient to maintain the harbor at current depths.
O&M	SAD	SAS	BRUNSWICK HARBOR, GA	3	\$391	DD	3.05	0	2577		Increased efficiency will not be gained.				Improve efficiency of project. Provides funds for a channel with authorized depth and authorized width for 100% of the period.	Funding at this level would provide additional benefits attributable to safety in harbor transit.
O&M	SAD	SAS	BRUNSWICK HARBOR, GA	3	\$34	DD	3.05	0	2577							Funding at this level would provide additional intangible benefits consistent with Goodwill and Documentation of the project.
O&M	SAD	SAM	CADET BAYOU, MS	3	\$500	SD									Provides aduquate dredging in order to prevent vessals grounding	Shallow Draft Harbor, dredging ensures 95% availability for commercial navigation cargo, commercial fishing, and charter fishing.
O&M	SAD	SAJ	CANAVERAL HARBOR, FL	3	\$750	DD	1	1	4202		Failure to provide access for NASA and military vessels required for National Security				Addl maintenance dredging to support Navy TRIDENT Submarine Movement	Dredging will ensure safe passage of vessels & avoid potential groundings. National Security; Supports NASA and Military Space efforts. Provides full performance depth 95% of time.

O&M	SAD	SAW	CAROLINA BEACH INLET, NC		3	\$1,200	SD		2.1	2.1		2		ABANDON INLET, PUBLIC SAFETY CONCERNS, ENVIRONMENTAL CATASTROPHES RELATED TO VESSEL GROUNDINGS	PROVIDES MONTHLY HYDRO SURVEYS, PERIODIC MAINT DREDGING AND MAINT OF MOORING FAC	PROVIDES FOR APPROX 70% PROJECT AVAILABILITY. SUPPORTS 50 COMMERCIAL FISHING VESSELS. SURVEY DATA PUBLISHED ON DISTRICT WEBSITE WITHIN 24 HRS FOR USCG AND PROJECT USERS TO PROPERLY MARK AND NAVIGATE THROUGH THE INLET.
O&M	SAD	SAW	CHANNEL FROM BACK SOUND TO LOOKOUT BIGHT, NC		3	\$630	SD		8.7	8.7		1		ABANDON INLET, PUBLIC SAFETY CONCERNS, ENVIRONMENTAL CATASTROPHES RELATED TO VESSEL GROUNDINGS	MAINT DREDGING TO PROVIDE PROJECT USERS ACCESS THROUGH BARDENS INLET.	PROJECT IS PRIMARY ACCESS FOR THE ATLANTIC OCEAN TO THREE DESIGNATED HARBORS OF REFUGE INCLUDING: CAPE LOOKOUT, HARKERS ISLAND AND ATLANTIC HARBORS OF REFUGE.
O&M	SAD	SAC	CHARLESTON HARBOR, SC		3	\$2,143	DD		7.97		0	24993			Provide 90% availability of project depth for users.	4th busiest container port in the US. One of the nation's 14 strategic ports. Value of cargo in 2002 - \$34,269,551,600 O&M cost per ton in 2002 - \$0.23 Value of cargo for every \$ of O&M - \$5,867. This provides an acceptable level of service for the project deepening in May 2004.
O&M	SAD	SAC	CHARLESTON HARBOR, SC		3	\$390	DD		7.97		0	24993				4th busiest container port in US. One of nation's 14 strategic ports.
O&M	SAD	SAC	COOPER RIVER, CHARLESTON HARBOR, SC		3	\$810	LDD		3.88		0			Impact to powerhouse operations and indirectly impact flows into Charleston Hbr and resultant shoaling	Continue powerhouse O&M, dam safety and water quality mgmt activities.	Project was built to reduce shoaling in Charleston Hbr by diverting flow from Cooper River to Santee River. Project has hydropower features but authorization was for navigation. Project operations have resulted in a shoaling reduction of over 60% in Charleston Hbr.
O&M	SAD	SAC	COOPER RIVER, CHARLESTON HARBOR, SC		3	\$2,240	LDD		3.88		0				Repairs to excitation system and powerhouse and bank stabilization measures.	Project was built to reduce shoaling in Charleston Hbr by diverting flow from Cooper River to Santee River. Project has hydropower features but authorization was for navigation. Project operations have resulted in a shoaling reduction of over 60% in Charleston Hbr.
O&M	SAD	SAC	COOPER RIVER, CHARLESTON HARBOR, SC		3	\$80	LDD		3.88		0					Project was built to reduce shoaling in Charleston Hbr by diverting flow from Cooper River to Santee River. Project has hydropower features but authorization was for navigation. Project operations have resulted in a shoaling reduction of over 60% in Charleston Hbr.
O&M	SAD	SAM	DAUPHIN ISLAND BAY, AL		3	\$500	SD		7.97		0	2	N/A		Dredging increment.	Dauphin Island is an authorized Harbor of Refuge." This harbor serves the U.S. Coast Guard, U.S. Fish & Wild Life Service and Passenger and/or Vehicle Ferries.Provides adequate dredging in order to prevent vessals grounding'
O&M	SAD	SAM	DAUPHIN ISLAND BAY, AL		3	\$150	SD		7.97		0	2			Provides evaluation of material and ensures compliance with ESA and CWA	Dauphin Island is an authorized Harbor of Refuge." This harbor serves the U.S. Coast Guard, U.S. Fish & Wild Life Service and Passenger and/or Vehicle Ferries."
O&M	SAD	SAM	DOG AND FOWL RIVERS, AL		3	\$635	SD		2.02		0				Provides coordination with the Endangered Species Act.	This shallow draft harbor is also used for commercial fishing and charter fishing.Shallow Draft Harbor ensures 95% availability for the U.S. Coast Guard and U.S. Fish & Wildlife Service. This harbor is also used by state or local law enforcement or emergency response vessels.
O&M	SAD	SAM	EAST PASS CHANNEL, FL		3	\$1,329	SD		1.66		0			Dredging will cease without compliance with environmental laws.	Funds compliance with Endangered Species Act.	Shallow Draft with 1.7 B/C ratio. This increment will provide dredging and related environmental work for 90% project availability.
O&M	SAD	SAM	ESCAMBIA AND CONECUH RIVERS, FL		3	\$242	DD		28.1		0	2502	1504		Provides for maintenance of upland disposal areas.	Shallow draft - over 1 million tons - important coal shipments for power generation. Ranked with deep draft projects due to Budget EC guidance.
O&M	SAD	SAM	ESCAMBIA AND CONECUH RIVERS, FL		3	\$687	DD		28.1		0	2502	1504		Capacity level funding for disposal area work.	Shallow draft - over 1 million tons - Important coal shipments for power generation. Included in Deep Draft projects based on Budget EC guidance.
O&M	SAD	SAW	FAR CREEK, NC		3	\$750	SD		1.9	1.9		2		LOCAL ECONOMY HIGHLY DEPENDANT ON GRAIN DISTRIBUTION FACILITY	MAINT DREDGING TO SUPPORT LOCAL GRAIN DISTRIB. FACILITY; SUBSISTENCE HARBOR.	PROJECT SUPPORTS 50 VESSEL COMMERCIAL FISHING FLEET. LOCAL ECONOMY IS HIGHLY DEPENDANT ON REVENUES FROM THE LOCAL GRAIN DISTRIBUTION FACILITY AND ASSOCIATED BARGE TRAFFIC.
O&M	SAD	SAJ	FERNANDINA HARBOR, FL		3	\$850	LDD		0.6	0.6		626		Dredging is essential to prevent channel closure and provide adequate depths for the Trident submarine Base at Kings Bay Naval Base	Maintenance dredging of entrance & inner chnls to support TRIDENT submarines	National Security: Supports Trident Submarine Base. Provides full performance depth 95% of time.
O&M	SAD	SAM	FLY CREEK, AL		3	\$230	SD							Dredging will cease without compliance with environmental laws.	Ensures coordination with the Endangered Species Act & Clean Water Act.	Fly Creek is an authorized Harbor of Refuge' shallow draft harbor."
O&M	SAD	SAM	FLY CREEK, AL		3	\$275	SD								Provides aduquate dredging in order to prevent vessals grounding	Fly Creek is an authorized Harbor of Refuge' shallow draft harbor."
O&M	SAD	SAJ	FORT PIERCE HARBOR, FL		3	\$24	LDD		2.67	2.67		45		Adversely impacts contract schedules and failure to comply with legal Real Estate Requirement	RE management for disposal/acquisition of properties in support of Fed projects	
O&M	SAD	SAJ	FORT PIERCE HARBOR, FL		3	\$20	LDD		2.67	2.67		45		Adversely impacts contract schedules and failure to complete with RE legal mandates	Real estate management	
O&M	SAD	SAC	GEORGETOWN HARBOR, SC		3	\$3,592	DD		2.78		0	1411			Provide 80% availability of project depth for users.	Harbor is vital to the City of Georgetown since the majority of workers in the area are employed by the paper mill and steel mill. The channel is critical to the viability and successful operation of these industries. Value of cargo in 2002 - \$72,056,330 The steel mill was recently bought and is being modernized by new owners.
O&M	SAD	SAC	GEORGETOWN HARBOR, SC		3	\$677	DD		2.78		0	1411			Provide 85% availability of project depth for users.	Harbor is vital to the City of Georgetown since the majority of workers in the area are employed by the paper mill and the steel mill. The channel is critical to the viability and successful operation of these industries. The steel mill was recently bought and is being modernized by new owners. Value of cargo in 2002 - \$72,056,330
O&M	SAD	SAC	GEORGETOWN HARBOR, SC		3	\$684	DD		2.78		0	1411			Provide 90% availability of channel depth for users.	Harbor is vital to the City of Georgetown since the majority of workers in the area are employed by the paper mill and the steel mill. The channel is critical to the viability and successful operation of these industries. The steel mill was recently bought and is being modernized by new owners. Value of cargo in 2002 - \$72,056,330
O&M	SAD	SAC	GEORGETOWN HARBOR, SC		3	\$433	DD		2.78		0	1411				Value of cargo in 2002 - \$72,056,330
O&M	SAD	SAC	GEORGETOWN HARBOR, SC		3	\$190	DD		2.78		0	1411				Value of cargo in 2002 - \$72,056,330
O&M	SAD	SAM	GULF INTRACOASTAL WATERWAY, AL		3	\$287	WW		11.8		0	114000	58400000		Increment provides for snagging, disposal area maintenance and management.	High use/High tonnage coastal waterway, critical coal shipments for regional electric generation.
O&M	SAD	SAM	GULF INTRACOASTAL WATERWAY, AL		3	\$3,291	WW		11.8		0	114000	58400000		Completes dredging and disposal area work.	High use/High tonnage coastal waterway, critical coal shipments for regional electric generation.
O&M	SAD	SAM	GULF INTRACOASTAL WATERWAY, AL		3	\$5,060	WW		11.8		0	114000	58400000		D/A acquisition - Foley land cut.	High use/High tonnage coastal waterway, critical coal shipments for regional electric generation.
O&M	SAD	SAM	GULF INTRACOASTAL WATERWAY, AL		3	\$1,810	WW		11.8		0	114000	58400000		Disposal area repair	High use/High tonnage coastal waterway, critical coal shipments for regional electric generation.
O&M	SAD	SAM	GULF INTRACOASTAL WATERWAY, AL		3	\$19,443	WW		11.8		0	114000	58400000		Bank stabilization/rip rap	High use/High tonnage coastal waterway, critical coal shipments for regional electric generation.
O&M	SAD	SAM	GULFPORT HARBOR, MS		3	\$750	DD		3.04		0	2200		Without this dredging important ilmenite shipments and major fruit imports will cease, effectively closing major industries at the #2 port in MS.	Additional dredging increment provides full channel access of the Ms Sound portion of the project. This Dredging increment ensures safe navigation for 90% of navigation uses.	High use deep draft harbor, port undergoing major improvement, ongoing GRR for project deepening. This dredging will ensure clear channel for port access.
O&M	SAD	SAM	GULFPORT HARBOR, MS		3	\$900	DD		3.04		0	2200		Bar channel will shoal at a rate of 2 feet per year without this work	Bar dredging increment ensures safe navigation for 95% of navigation uses.	High use deep draft harbor, port undergoing major improvement, ongoing GRR for project deepening.
O&M	SAD	SAJ	INTRACOASTAL WATERWAY, JACKSONVILLE TO MIAMI, FL		3	\$4,000	LW		16.15	16.15		795	10718	Extremely restrictive use by commercial and recreational traffic in shoaled segments of the waterway	Addl maint dredging of shoaled areas to avoid potential groundings rec vessels.	Commercial use of waterway has declined in past years due to restrictions caused by shoaling. Project sponsor FIND has spent millions acquiring land and building upland disposal areas which are ready for maintenance dredging.
O&M	SAD	SAJ	JACKSONVILLE HARBOR, FL		3	\$1,900	DD		1.88	1.88		18472		Restrict navigation of commercial and military vessels for strategic port required for Marine Deployment overseas and to access Mayport Navy Base and NAS, Jax	Addl Maint dredging of channels providing access for mil bases & deployments	Strategic Port: Marine Deployment for Overseas Engagements; Mayport Naval Base, Navy Fuel Depot, Naval Air Station. Jax Hbr is 3rd largest port in FL & 38th nationally. Provides full performance depth 95% of time.
O&M	SAD	SAJ	JACKSONVILLE HARBOR, FL		3	\$4,500	DD		1.88	1.88		18472		Failure to fund these repairs will cause increased maintenance costs of shoaling & could cause channel migration with assoc added costs.	Maintain Trmg Walls at Bartram is which were reconstructed 1940-50. Need rehab	Dredging will ensure safe passage of vessels & avoid potential groundings. Jacksonville Harbor ranks 38th in the nation based on tonnage. Approximately 18 million tons of commerce moved through the harbor in CY 2001.
O&M	SAD	SAM	LA GRANGE BAYOU, FL		3	\$4,001	SD					412			Provides aduquate dredging in order to prevent vessals grounding	Dredging increment
O&M	SAD	SAC	LITTLE RIVER INLET, SC & NC		3	\$8	SD		99		0				Collect commerce data.	Low-use shallow draft harbor. Designated Harbor of Refuge. BCR is actually 164. NED benefits based on 20 yr dredging cycle. Construction of jetties and dredging of channel was completed in 1984. This data will be used to answer justification questions.
O&M	SAD	SAW	LOCKWOODS FOLLY RIVER, NC		3	\$1,000	SD		3.1	3.1		1		ABANDON INLET, PUBLIC SAFETY CONCERNS, ENVIRONMENTAL CATASTROPHES RELATED TO VESSEL GROUNDINGS	MONTHLY HYDRO SURVEYS AND PERIODIC MAINT DREDGING OF LOCKWOODS FOLLY INLET.	PROVIDES FOR APPROX 70% PROJECT AVAILABILITY. INLET SUPPORTS APPROX. 70 COMMERCIAL FISHING VESSELS. PROVIDES ACCESS TO ESSENTIAL HARBOR OF REFUGE. HYDRO SURVEYS PUBLISHED ON SAW WEBSITE WITHIN 24HRS FOR USCG AND PROJECT USERS TO PROPERLY MARK AND NAVIGATE THROUGH THE INLET, RESPECTIVELY. USCG UTILIZES THIS PROJECT TO GAIN ACCESS FROM ATLANTIC OCEAN TO USCG STA. OAK ISLAND PERFORMING HOMELAND SECURITY AND SEARCH AND RESCUE MISSIONS.
O&M	SAD	SAW	LOCKWOODS FOLLY RIVER, NC		3	\$1,000	SD		3.1	3.1		1		LOCAL ECONOMY DEPENDANT ON COMMERCIAL FISHING VESSEL ACCESS TO HOME PORT ALONG PROJECT.	MAINT DREDGING TO SUPPORT LOCAL COMMERCIAL FISHING FLEET (70 VESSELS).	PROJECT ALLOWS LARGE COMMERCIAL FISHING FLEET (70 VESSELS) TO ACCESS THEIR HOME PORT FROM THE ATLANTIC OCEAN. THIS PORTION OF PROJECT IS UTILIZED AS A NON-DESIGNATED HARBOR OF REFUGE BY SMALL TRANSIENT BOATERS IN TIMES OF ADVERSE WEATHER.
O&M	SAD	SAJ	MANATEE HARBOR, FL		3	\$500	DD		2.92	2.92		4105		Restriction of commercial vessels, affecting 5% of using traffic with a 2 ft reduction in depth	Maintenance dredging of entr channel, wideners and turning basin	Provide for safe passage of vessels delivering fuel to avoid possible groundings and spillage. 85th in national in tonnage with average of 4.2M tonnage, commercial vessels deliver petroleum products which impact the economy of the area. Provides full performance depth 98% of time.
O&M	SAD	SAW	MANTEO (SHALLOWBAG) BAY, NC		3	\$6,960	SD		2.4	2.4		27		ABANDON INLET, PUBLIC SAFETY CONCERNS, ENVIRONMENTAL CATASTROPHES RELATED TO VESSEL GROUNDINGS	MAINT DREDGING, MOORING FAC, STAKEHOLDER COORDINATION AND SHORELINE MONITORING.	120 MILES BETWEEN RUDEE AND HATTERAS INLETS. ACCESS TO ESSENTIAL HARBORS OF REFUGE. LARGE COMMERCIAL FISHING FLEET (160 VESSELS) AND USCG VESSELS ACCESS TO WANCHESE HARBOR AND OREGON INLET COAST GUARD STA. RESPECTIVELY.

O&M	SAD	SAW	MASONBORO INLET AND CONNECTING CHANNELS, NC	3	\$3,700	SD	2.5	2.5			MUST BE ACCOMPLISHED IN CONNECTION WITH RENOURISHMENT OF WRIGHTSVILLE BEACH.	MAINT DREDGING AND ASSOC. ACTIVITIES FOR NAV. AND SAND BYPASS FOR INLET JETTIES	MAINT DREDGING PROVIDING NAVIGATION THRU MASONBORO INLET AND THE REQUIRED SAND BYPASS ACTIVITIES RELATED TO THE INLET JETTIES. USCG VESSELS USE INLET TO GAIN ACCESS FROM OCEAN TO WRIGHTSVILLE BEACH USCG STA PERFORMING SEARCH AND RESCUE AND HOMELAND SECURITY MISSIONS. THIS INLET PROVIDES ACCESS TO PROTECTED WATER DURING SEVERELY ADVERSE WEATHER CONDITIONS AS IT IS THE ONLY JETTIED INLET IN NC. BEACH DISPOSAL ON WRIGHTSVILLE BEACH AND MASONBORO ISLAND
O&M	SAD	SAJ	MIAMI HARBOR, FL	3	\$2,174	DD	35.89	35.89	8684		If maint Dredging is not accomplished the shoaling will affect 5% or more of the using traffic during BY+1	Maint dredging Miami Hbr provide adequate depth for comml shipping & cruise ship	Dredging will ensure safe passage of vessels & avoid potential groundings. Waterborne commerce reported 20,915 trips in 2000. 105 vessel trips were at 38-foot and above. Average 5-year tonnage was 7.2 million tons. Provides full performance depth 95% of time.
O&M	SAD	SAM	MOBILE HARBOR, AL	3	\$256	DD		8.4	49000			Water Management (tide gauges, etc.)	High use deep draft harbor rank #13 in tonnage in U.S. ports.
O&M	SAD	SAM	MOBILE HARBOR, AL	3	\$1,000	DD			8.4	49000		Funds DMMP for long-term maintenance.	High use deep draft harbor rank #13 in tonnage in U.S. ports.
O&M	SAD	SAM	MOBILE HARBOR, AL	3	\$6,000	DD	8.4	0				Advance Maintenance Dredging	Capability Dredging
O&M	SAD	SAW	MOREHEAD CITY HARBOR, NC	3	\$1,000	DD	1.7	1.7	3202			MAINT.DREDGE TO FULL PROJECT DEPTH of 47-ft.	MILITARY SUPPORT-BARGE TRAFFIC FROM TRANSPORTATION COMMAND(MOTSU) AND CAMP LEJEUNE. USCG VESSELS USE INLET TO GAIN ACCESS FROM OCEAN TO FT. MACON CG STATION. MAINT DREDGING TO THE AUTHORIZED DEPTH OF 47 FT. INTERMODAL TRANSPORTATION FROM NUCOR STEEL AND PCS PHOSPHATE TO MOREHEAD HARBOR.
O&M	SAD	SAC	MURRELLS INLET, SC	3	\$23	SD	5.6	0				Continue environmental monitoring as required by EIS and collect commerce data.	Low-use shallow draft harbor.
O&M	SAD	SAW	NEW RIVER INLET, NC	3	\$940	SD	2	2	1		ABANDON INLET, PUBLIC SAFETY CONCERNS, ENVIRONMENTAL CATASTROPHES RELATED TO VESSEL GROUNDINGS	PROVIDES MONTHLY HYDRO SURVEYS AND PERIODIC MAINT DREDGING OF NEW RIVER INLET	MILITARY SUPPORT TO CAMP LEJEUNE. INLET PROVIDE ACCESS TO HARBORS OF REFUGE. MILITARY VESSEL USE PROJECT TO GAIN ACCESS FROM OCEAN TO CAMP LEJEUNE. APPROX 57 COMMERCIAL FISHING VESSELS UTILIZE INLET AND CONNECTING CHANNEL PROJECT PROVIDE ACCESS TO HARBORS OF REFUGE. PROVIDES FOR APPROX 70% PROJECT AVAILABILITY.
O&M	SAD	SAW	NEW RIVER INLET, NC	3	\$1,260	SD	2	2	1		ABANDON INLET, PUBLIC SAFETY CONCERNS, ENVIRONMENTAL CATASTROPHES RELATED TO VESSEL GROUNDINGS	MAINT DREDGING CHANNEL FROM NEW RIVER INLET TO AIWW AND NORTH	MILITARY VESSELS UTILIZE THIS PROJECT TO GAIN ACCESS FROM ATLANTIC OCEAN TO CAMP LEJEUNE. APPROX 57 COMMERCIAL FISHING VESSELS UTILIZE INLET AND CONNECTING CHANNEL PROJECT PROVIDE ACCESS TO HARBORS OF REFUGE. PROVIDES FOR APPROX 70% PROJECT AVAILABILITY.
O&M	SAD	SAW	NEW TOPSAIL INLET AND CONNECTING CHANNELS, NC	3	\$755	SD	1.3	1.3	1		ABANDON INLET, PUBLIC SAFETY CONCERNS, ENVIRONMENTAL CATASTROPHES RELATED TO VESSEL GROUNDINGS	PROVIDES MONTHLY HYDRO SURVEYS AND MAINT DREDGING AND MAINT OF MOORING FAC	PUBLIC SAFETY THROUGH HYDRO SURVEY AND DREDGING. SURVEY DATA PUBLISHED ON SAW WEBSITE WITHIN 24HRS FOR USCG AND PROJECT USERS TO PROPERLY MARK AND NAVIGATE THROUGH THE INLET, RESPECTIVELY. INCREMENT ALSO PROVIDE FOR MAINT DREDGING OF 8FT OCEAN BAR CHANNEL. PROVIDES FOR APPROX 70% PROJECT AVAILABILITY. MOORING FACILITIES NEEDED TO SUPPORT MAINT DREDGING. COMMERCIAL FISHING FLEET OF APPROX 50 VESSELS.
O&M	SAD	SAJ	PALM BEACH HARBOR, FL	3	\$1,500	DD	1.52	1.52	3497		Failure to provide navigation for the commercial shipping industry impacted by vessel lighloading & canceling arrival/departures from the port.	Add maint dredging in sediment basin to provide adequate depths in Entr Chnl	Dredging will ensure safe passage of vessels & avoid potential groundings. This project has a strong local government and congressional support. Palm Beach Harbor is one of the 100 largest ports in the U.S. 4M tons of commerce in 2002. Provides full performance depth 80% of time.
O&M	SAD	SAJ	PALM BEACH HARBOR, FL	3	\$1,400	DD	1.52	1.52	3497		Failure to provide navigation for the commercial shipping industry impacted by vessel lighloading & canceling arrival/departures from the port.	Add maint dredging in sediment basin to provide adequate depths in Entr Chnl	Dredging will ensure safe passage of vessels & avoid potential groundings. This project has a strong local government and congressional support. Palm Beach Harbor is one of the 100 largest ports in the U.S. 4 million tons of commerce in 2002. Provides full performance depth 95% of time.
O&M	SAD	SAW	PAMLICO AND TAR RIVERS, NC	3	\$220	SD	1	1	699		JEOPARDIZE PUBLIC SAFETY. MORE VESSELS WILL BE DAMAGED.	REMOVAL OF OBSTRUCTIONS TO NAVIGATION VIA SNAGGING AND CLEARING ACTIVITIES	PROJECT USERS INCLUDE INDUSTRIAL USERS FROM PCS PHOSPHATE PLANT, COMMERCIAL FISHING VESSELS AND RECREATIONAL VESSELS
O&M	SAD	SAM	PANACEA HARBOR, FL	3	\$1,086	SD						Provides aduquate dredging in order to prevent vessals grounding	Dredges project depths for 95% utilization.
O&M	SAD	SAM	PANAMA CITY HARBOR, FL	3	\$1,730	DD	1.18	0	2800			Increment insures compliance with end. species act & fds. cert. of new ocean DA.	High use deep draft harbor, completed project deepening in 2004, port experiencing rise in size and frequency of vessels.
O&M	SAD	SAM	PANAMA CITY HARBOR, FL	3	\$616	DD	1.18	0	2800			Increment maintains shallow draft spur channel use by com. fishermen & rec. btrs	High use deep draft harbor, completed project deepening in 2004 port experiencing rise in size and frequency of vessels.
O&M	SAD	SAM	PANAMA CITY HARBOR, FL	3	\$3,440	DD	1.18	0	2800			Increment restore jetties to original design. Jetties damaged through various.	High use deep draft harbor, completed project deepening in 2004 port experiencing rise in size and frequency of vessels.
O&M	SAD	SAM	PANAMA CITY HARBOR, FL	3	\$172	DD	1.18	0	2800		WQC required for dredging, however can be deferred due to later date of expiration.	Capability package for early renewal of Water Quality Cert.	High use deep draft harbor, completed project deepening in 2004 port experiencing rise in size and frequency of vessels.
O&M	SAD	SAM	PASCAGOULA HARBOR, MS	3	\$30	DD	1.19	0	29000			Accurate tide measurements reduces dredging quantities and contractor claims.	High use deep draft harbor rank #2 in tonnage in Mobile District, also naval homeport and naval shipbuilding port.
O&M	SAD	SAM	PASCAGOULA HARBOR, MS	3	\$500	DD	1.19	0	29000			Disposal area maintenance reduces disposal cost by maximizing site capacity uti.	Provide disposal area maintenance consistent with requirements of PGL-47
O&M	SAD	SAM	PASCAGOULA HARBOR, MS	3	\$970	DD	1.19	0	29000		Without funding, lack of compliance with WQC, CZC and ESA will prevent dredging of the Escatawpa portion of the project.	Ensures compliance with environmental laws to allow dredging of the Escatawpa .	High use deep draft harbor rank #2 in tonnage in Mobile District, also naval homeport and naval shipbuilding port.
O&M	SAD	SAM	PASS CHRISTIAN HARBOR, MS	3	\$500	SD						Provides aduquate dredging in order to prevent vessals grounding	Authorized shallow draft 'Harbor of Refuge.'
O&M	SAD	SAM	PENSACOLA HARBOR, FL	3	\$185	DD	18.5	0	1500		Required to maintain usage of ocean disposal area, no dredging without this funding	Provides for coordination, surveys and testing of ocean disposal area for compl.	High use deep draft harbor extended period of no maintenance now with increase in usage and tonnage.
O&M	SAD	SAM	PENSACOLA HARBOR, FL	3	\$484	DD	18.5	0	1500			Provides maintenance of east access channel.	High use deep draft harbor extended period of no maintenance now with increase in usage and tonnage.
O&M	SAD	SAM	PERDIDO PASS CHANNEL, AL	3	\$1,100	SD	1.07	0	N/A	N/A	No tonnage available for this shallow draft harbor, however, benefits obtained from recent economic study	Provides aduquate dredging in order to prevent vessals grounding	Perdido Pass is an authorized Harbor of Refuge." Dredging ensures 95% availability for commercial fishing and charter fishing."
O&M	SAD	SAJ	PONCE DE LEON INLET, FL	3	\$2,500	SD	1.93	1.93	1		Channel will have depth restrictions affecting the commercial fishing fleet and will fail to provide boater safety & result in possible loss of life	Maintenance dredging	This is a low use shallow draft harbor. Provide a Harbor of Refuge and serves a commercial Fishing Fleet, Cruise Ship, and Recreational Traffic. Tonnage figure taken from a planning report. Provides full performance depth 85% of time.
O&M	SAD	SAJ	PORT EVERGLADES HARBOR, FL	3	\$1,200	DD	97.69	97.69	21898		The channel will have depth restrictions affecting 5% of commercial traffic or 2ft reduction of maintained depth supporting commercial vessels	Maint dredging for shoals in north turning basin & entrance channel	Provide safe passage of commercial vessels in entrance channel. Port Everglades is ranked 32nd in the nation in tonnage moved annually (21.3M tons in 2002). Project supports 22 commercial waterfront facilities serving the port. Includes general cargo facilities; dry storage facilities; oil handling facilities; hoisting facilities; marine repair yards and two dry dock facilities. The beltline connects w/CSX railway to serve the port. Provides full performance depth 90% of time.
O&M	SAD	SAC	PORT ROYAL HARBOR, SC	3	\$60	LDD			147		Dredging will cease if environmental clearances are not obtained.	Develop site mgmt plan and monitor the ODMDS.	
O&M	SAD	SAM	PORT ST JOE HARBOR, FL	3	\$1,638	LDD			4			Funds DMMP for identification of disposal options - project currently not being.	Deep draft project needing resumption of mainenance.
O&M	SAD	SAJ	REMOVAL OF AQUATIC GROWTH, FL	3	\$1,464	RAG	5.83	5.83	651		Untreated veg will result in reduced protection of nav in the St. Johns River & Jax Port, less enviro prot & loss of previously restored river & wetland habitat	Provides annual recurring removal & prevention of veg in feeder & chnl of Jax H	Eradication of vegetation will provide safe navigation in St. Johns River & Jax Hbr. This will allow treatment of approximately 1200 acres of target vegetation. (One water hyacinth plant can develop into one acre of water hyacinth in one year if left untreated.
O&M	SAD	SAJ	REMOVAL OF AQUATIC GROWTH, FL	3	\$484	RAG	2.46	2.46	651		Untreated veg will result in reduced prot of nav at Jax Port, less environmental protection & loss of previously restored river & wetland habitat.	Provides annual recurring removal & prev of major floating veg obst of Jax Hbr	Eradication will provide safe navigation for commercial and recreation vessels. In FY03 approximately 6500 acres of invasive vegetation were controlled upstream of Jax Harbor. (One water hyacinth plant can develop into one acre of water hyacinth in one year if left untreated.
O&M	SAD	SAJ	REMOVAL OF AQUATIC GROWTH, FL	3	\$1,500	RAG	5.83	5.83	351		Untreated veg results in reduced prot of nav in Kissimmee Riv & OWW, less enviro protection & loss of previously restored river & wetland habitat	Provides annual recurring removal & prev of floating veg & nus upstream of LO	This will allow treatment of approx 1200 acres of target vegetation. (One water hyacinth plant can develop into one acre of water hyacinth in one year if left untreated.) Funding allows for control on submerged invasive vegetation (hydrilla) in the Kissimmee Riv Fed Nav channel that negatively impacts flood damage reduction in low lying populated areas in Cntl FL adjacent to Kissimmee River.
O&M	SAD	SAW	ROANOKE RIVER, NC	3	\$180	LW	1.2	1.2	10		JEOPARDIZE PUBLIC SAFETY. MORE VESSELS WILL BE DAMAGED	REMOVAL OF OBSTRUCTIONS TO NAVIGATION VIA SNAGGING AND CLEARING ACTIVITIES	LARGE FISHING FLEET IMPORTANT TO REGION.REMOVAL OF DEBRIS WILL MINIMIZE HAZARDS TO NAVIGATION.
O&M	SAD	SAW	ROLLINSON CHANNEL, NC	3	\$880	SD	22.2	22.2	1		JEOPARDIZE PUBLIC SAFETY. NC STATE FERRY DIVISION FERRY TRAFFIC WILL BE ADVERSELY IMPACTED	MAINT DREDGING, HYDRO SURVEYS AND MAINT OF MOORING FACILITIES	NC STATE FERRY DIVISION UTILIZES PORTIONS OF PROJECT TO TRAVERSE FERRIES FROM OCRACOKE ISLAND TO HATTERAS VILLAGE. INCREMENT PROVIDES FOR MAINT DREDGING, HYDRO SURVEYS AND MAINT OF MOORING FACILITIES PROVIDE NAVIGATION FROM THE OCEAN, PAMLICO SOUND AND OCRACOKE ISLAND TO HATTERAS VILLAGE. USCG VESSELS USE INLET TO GAIN ACCESS FROM OCEAN TO HATTERAS USCG STATION PERFORMING SEARCH AND RESCUE, HOMELAND SECURITY AND AIDES TO NAVIGATION MISSIONS.
O&M	SAD	SAJ	SAN JUAN HARBOR, PR	3	\$3,600	DD	13.25	13.25	13008		Army Terminal Channel will have depth restrictions affecting using traffic or a 3-4 foot reduction in navigable depth	Maintenance Dredging Channels and Turning Basin	Dredging will ensure safe passage of vessels & avoid potential groundings. BY2006 will mark the 7th year since the last dredging event in some reaches of the harbor. Historically, maintenance dredging is performed every third year. San Juan is the 47th largest U.S. port. 12.4M tons of commerce were handled by the port in 2002. BCR used 8yr ave expenditure. Provides full performance depth 95% of time.

O&M	SAD	SAS	SAVANNAH HARBOR, GA	3	\$5,714	DD	1.53	0	20664		Increased efficiency will not be gained.	Improve efficiency of project. Provides funds for a channel with authorized depth and authorized width for 100% of the period.	Strategic Harbor. Public Safety. Funding at this level would provide additional benefits attributable to safety in harbor transit.
O&M	SAD	SAS	SAVANNAH HARBOR, GA	3	\$137	DD	1.53	0	20664				Strategic Harbor. Funding at this level would provide additional intangible benefits consistent with Goodwill and Documentation of the project
O&M	SAD	SAS	SAVANNAH RIVER BELOW AUGUSTA, GA	3	\$74	LW					Increase impacts to water intakes of both industrial and municipal customers.	Ensure minimum level of service. Provides funds for basic operation of dam spillway gates for water supply only.	Fish passage through gates performed annually during spawning season.
O&M	SAD	SAW	SHALLOTTE RIVER, NC	3	\$60	SD	23.8	23.8	1		JEOPARDIZE PUBLIC SAFETY.	MAINT DREDGING AND HYDRO SURVEYS FOR NAVIGATION	SUPPORTS COMMERCIAL FISHING FLEET WHOSE HOME PORTS ARE ADJACENT TO PROJECT
O&M	SAD	SAW	SMITHS CREEK, PAMLICO COUNTY, NC	3	\$350	SD	4.7	4.7	23			Repairs to project breakwater structure.	
O&M	SAD	SAJ	ST LUCIE INLET, FL	3	\$3,200	SD	1.3	1.3			Failure to provide safe nav for commercial fishing vsls thru inlet which has experienced fatalities due to chnl conditions. Inlet provides a safe harbor refuge	Maintenance dredging Inlet	This is a low use shallow draft harbor. This project provides access from the Atlantic for commercial and recreational vessels. The next emergency access from ocean is 19 miles north at Fort Pierce. The Project has strong political support. Project supports commercial fishing village. BCR from economics report
O&M	SAD	SAM	ST MARKS RIVER, FL	3	\$1,110	SD			460		Dredging will cease without compliance with environmental laws.		
O&M	SAD	SAW	STUMPY POINT BAY, NC	3	\$2,500	SD	5	5	4		NC STATE FERRIES UNABLE TO UTILIZE TERMINAL. JEOPARDIZE PUBLIC SAFETY	MAINT DREDGING OF 3.8 MILES OF CHANNELS AND ASSOCIATED BASIN	TRANSPORTATION - PROJECT UTILIZED AS EMERGENCY FERRY LANDING BY THE NC STATE FERRY DIVISION IN TIMES OF ADVERSE WEATHER OR CATASTROPHES. MAINT DREDGING ALSO REQUIRED TO SUPPORT COMMERCIAL FISHING VESSELS
O&M	SAD	SAJ	SUWANNEE RIVER, FL	3	\$1,800	SD					If the channel is not maintained conditions will worsen & high tide may only allow 25% of traffic to nav thru McGriff Pass which supports charterfishing	Maintenance dredging of Suwannee River & McGriff Channel	This is a low use shallow draft harbor. Suwannee River is also considered a vital Harbor of Refuge for Dixie and Levy counties. In FY02 Congressman Boyd added funding for Suwannee River maintenance dredging in the amount of \$2m
O&M	SAD	SAJ	TAMPA HARBOR, FL	3	\$3,000	DD	3.66	3.66	45213		Restrictive navigation of channel necessary for delivery of fuel to CENTCOM & access for commercial vessels	Maintenance dredging Tampa Harbor channels	Dredging will ensure safe passage of vessels & avoid potential groundings. This project is highest tonnage port in SAD & 15th in nation with average 48.4M annually. Provides full performance depth 95% of time.
O&M	SAD	SAM	TENNESSEE - TOMBIGBEE WATERWAY, AL & MS	3	\$3,802	WW	1.87	0	8170	4960000	Waterway will only be usable during high water months without this dredging increment.	Funds dredging and support activities for year round project utilization.	dredging of navigation channel for safe navigation and remote operation of waterway gauging system to provide safety of area during high water events.
O&M	SAD	SAM	TENNESSEE - TOMBIGBEE WATERWAY, AL & MS	3	\$1,121	WW	1.87	0	8170	4960000		Provides adequate disposal capacity to reduce dredging costs.	Provides upland capacity to reduce dredging cost over more costly disposal alternatives.
O&M	SAD	SAM	TENNESSEE - TOMBIGBEE WATERWAY, AL & MS	3	\$1,207	WW	1.87	0	8170	4960000	Increment provides funding to comply with Clean Water Act.	Prudent management of project resources for public safety and return on investm.	Increment provides for efficient management of project resources to accrue maximum benefits from project investment, such as management of 102 outgrants, harvesting project timber, compliance with laws and prudent safety and inspection procedures of major structures.
O&M	SAD	SAM	TENNESSEE - TOMBIGBEE WATERWAY, AL & MS	3	\$1,180	WW	1.87	0	8170	4960000		Provides full channel maintenance through dredging.	Increment provides maximum reasonable level of dredging to provide full channel dimensions.
O&M	SAD	SAM	TENNESSEE - TOMBIGBEE WATERWAY, AL & MS	3	\$500	WW	1.87	0	8170	4960000		Funds study to reduce sediment source therefore reducing future dredging demand.	Increment provides for potential future cost savings by indentifying and eliminating shoaling source material.
O&M	SAD	SAM	TENNESSEE - TOMBIGBEE WATERWAY, AL & MS	3	\$4,627	WW	1.87	0	8170	4960000		Broad variety offtems to better manage facilities & provide public safety.	Increment provides for potential future cost savings proper management of public resources.
O&M	SAD	SAC	TOWN CREEK, SC	3	\$459	SD	2.8	0			Restrictions to navigation if channel not dredged. Env consequences due to vessel groundings.	Dredging to provide access to open ocean for commercial shrimp trawlers.	Low-use shallow draft harbor. The Town of McClellanville's economy is dependent on the seafood industry and impeded access to the ocean. Commercial catch in 2002 - 1,435,872 lbs Value of catch in 2002 - \$3,694,014 Value of catch for every \$ of O&M - \$11.4
O&M	SAD	SAW	WILMINGTON HARBOR, NC	3	\$1,012	DD	3.2	3.2	7512		POTENTIAL DRAFT RESTRICTIONS TO STRATEGIC HARBOR	ADDITIONAL MAINT DREDGING	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.
O&M	SAD	SAW	WILMINGTON HARBOR, NC	3	\$35	DD	3.2	3.2	7512			WATER COLLECTION DATA FOR USGS AND REAL ESTATE ACTIVITIES	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.
O&M	SAD	SAM	WOLF AND JORDAN RIVERS, MS	3	\$425	SD	37.8	0			Dredging will cease without compliance with environmental laws.	Shallow Draft Harbor	Shallow Draft Harbor ensures 35% availability for commercial navigation cargo.
O&M	SPD	SPL	CHANNEL ISLANDS HARBOR, CA	1	\$310	LDD	1.02	0	1		Without Plans and Specs it would be impossible to create a multi-year dredging contract.	Plans and Specs for a multi-year maintenance dredging contract.	Funding is required to prepare engineering and design for plans and specifications for multi-year maintenance dredging contract. Due to environmental windows, a continuing contract will be awarded in FY06 to initiate dredging in early FY07.
O&M	SPD	SPN	HUMBOLDT HARBOR AND BAY, CA	1	\$5,069	DD	1.41	0	1075		Failure to dredge would result in extremely hazardous bar conditions, closing entrance to commercial navigation.	Dredging Bar & Entrance & Interior channels, Govt Dredges ESSAYONS 25 days & YAQUINA 30 days.	Extremely hazardous bar conditions resulting from winter storms require annual dredging for safe navigation. Interior channels dredging is required to realize commercial navigation benefits. Project will be part of West Coast Regional Hopper Dredging Contract.
O&M	SPD	SPL	MORRO BAY HARBOR, CA	1	\$1,616	LDD	1.5	0	1		Harbor may be closed due to danger of entering and exiting	Perform maintenance dredging in the Entrance Channel	Entrance of the Harbor is a very dynamic and severe. Without maintenance dredging th channel is subject to heavy shoaling and creates hazards to navigation. Coast Guard is stationed in the Harbor. Harbor is a critical harbor of refuge. Coast Guard supports Homeland Security at Diablo Canyon Nuclear Pwr Plant.
O&M	SPD	SPN	NOYO RIVER & HARBOR, CA	1	\$28	SD	1	0	5	0	DMMP is required to develop disposal capability for future maintenance dredging.	Finalize a Dredged Material Management Plan for a new upland disposal site.	Noyo is a Critical Harbor of Refuge with a United States Coast Guard/Homeland Security Facility. The local sponsor is interested in cost sharing obtaining a new upland disposal site. The first step is to develop a Dredged Material Management Plan.
O&M	SPD	SPN	OAKLAND HARBOR, CA	1	\$6,205	DD	5.64	0	12455		Failure to dredge would initially result in imposed draft restrictions limiting commercial navigation. This would eventually lead to unacceptable delays and loss of competitiveness.	Dredging Harbor and disposal at DODS including monitoring and implementing LTMS and DMMP.	The Port of Oakland is the major container facility in San Francisco Bay and is undergoing a cost shared deepening project. The Port has stated that every loss of 0.1 foot of draft equals a loss of 200 TEUs annually. San Francisco Deep Ocean Disposal Site (SFDODS) monitoring is a requirement for continued use to maintain the Oakland project, as is implementation of the adopted Dredged Material Management Plan and Long Term Management Strategy for SF Bay.
O&M	SPD	SPL	OCEANSIDE HARBOR, CA	1	\$1,040	LDD	2.3	0	1		Harbor may be closed due to the danger of entering and exiting.	Perform maintenance dredging in the Entrance Channel.	Harbor requires annual maintenance dredging. Harbor is a critical harbor of refuge. Harbor also supports military operations at Camp Penelton.
O&M	SPD	SPN	PROJECT CONDITION SURVEYS, CA	1	\$1,364	PCS	1	0	0	0	Without annual project condition surveys, public safety would be threatened at all unmaintained navigation projects in SF District.	Hydrosurveys of unbudgeted projects, including jetties & in-bay disposal sites.	Provides surveys of 19 unbudgeted navigation projects including 10 jetties and breakwaters. Provides mandatory monitoring surveys of all San Francisco Bay in-bay disposal sites.
O&M	SPD	SPL	PROJECT CONDITION SURVEYS, CA	1	\$527	PCS	1	0			Surveys of 8 harbors to ascertain navigational safety.	Determine Hydrographic condition of harbors and structural condition of breakwaters and jetties.	Perform Hydrographic condition surveys of harbors that are not funded also condition surveys of harbor protection structures.
O&M	SPD	SPN	REDWOOD CITY HARBOR, CA	1	\$4,967	DD	3.25	0	1200	0	Failure to maintain the channel will result in increasing draft restrictions and loss of commercial navigation benefits.	Maintenance dredging of channel to authorized depth with disposal in bay.	Redwood City was last fully maintained in FY 02 has since required urgent dredging of worst shoals annually. Project has not been at authorized depth since FY02. On commercial deep draft port for scrap metal, cement, and other commodities. Poort has expressed willingness for a cost shared feasibility study of channel improvements.
O&M	SPD	SPN	RICHMOND HARBOR, CA	1	\$7,972	DD	14.3	0	21901		Failure to dredge would result in imposed draft restrictions limiting commercial navigation and would increase the risk of catastrophic impacts from tanker accidents.	Dredging Inner Harbor with disposal at DODS including monitoring. Dredging Outer Harbor with Govt Dredge ESSAYONS with inbay disposal and implementing LTMS and DMMP requirements.	SF Bay LTMS requires dredging inner harbor with ocean disposal at SFDODS and allows Government hopper dredging outer harbor with inbay disposal. The Port of Richmond is the major tanker terminal in San Francisco Bay.
O&M	SPD	SPK	SACRAMENTO RIVER (30 FOOT PROJECT), CA	1	\$2,790	DD			1300	8200000	IF NOT FUNDED, THERE WOULD BE SIGNIFICANT DRAFT RESTRICTIONS REDUCING THE THROUGHPUT OF COMMODITIES.	CONTINUE MAINTENANCE DREDGING INCLUDING COLLECTION OF HYDROLOGY/HYDRAULIC DATA.	MAINTENANCE DREDGING OF THE DEEPWATER SHIP CHANNEL TO THE PORT OF SACRAMENTO
O&M	SPD	SPK	SACRAMENTO RIVER AND TRIBUTARIES (DEBRIS CONTROL), CA	1	\$495	SD	20.9	0	0	0	IF NOT FUNDED, DAM WOULD NOT BE OPERATED/MAINTAINED AND DEBRIS & SEDIMENT WILL SHOAL DEEP DRAFT CHANNELS DOWNSTREAM. Prevents mining debris from moving into navigation channels and also prevents movement of mercury material.	FUNDING WOULD BE USED TO CONTINUE OPERATION & MAINTENANCE OF THE DEBRIS DAMS.	THIS PROJECT WAS AUTH UNDER CA DEBRIS COMMISSION.PROJECT CONTINUES OPERATION & MAINTENANCE OF THE DEBRIS DAM & INDIRECT PREVENTION OF MAINTENANCE OF DEEP DRAFT CHANNELS.
O&M	SPD	SPK	SACRAMENTO RIVER SHALLOW DRAFT CHANNEL, CA	1	\$119	SD	2.3	0	0	0	IF NOT FUNDED COULD LEAD TO PUBLIC HEALTH/SAFETY ISSUES IF THE LOCK IS NOT INSPECTED & MAINTAINED AT A MINIMUM LEVEL. POTENTIAL FOR UNMARKED NAVIGATION OBSTRUCTIONS IN THIS REACH OF THE SAC RIVER.	THIS PROJECT FUNDS THE WILLIAM G. STONE LOCK WHICH IS IN CARETAKER STATUS.	FUNDING IS MINIMUM LEVEL FOR CARETAKER STATUS.THERE IS NO COMMERCIAL NAV AT THIS PROJECT.
O&M	SPD	SPN	SAN FRANCISCO HARBOR AND BAY, CA (DRIFT REMOVAL)	1	\$2,000	DD	1	0	0	0	Prevent severe damage from floating drift and debris that may cause loss of life, environmental damage, and property damage to commercial and recreation vessels.	Collection and removal of debris from high use navigation channels	San Francisco Bay receives runoff from several tributaries that deposit large timbers from dilapidated piers and structures, and trees as hazards to navigation, especially during high-water events. Damage to any commercial vessels from striking floating drift or debris in the bay could result in loss of life and/or severe environmental impact such as chemical or fuel spills. The bay is also a world tourist site with recreational boating as a major tourist trade.

O&M	SPD	SPN	SAN FRANCISCO HARBOR, CA	1	\$2,223	DD	13.68	0	2006		Failure to maintain the SF Bar would severely negatively impact all commercial navigation into SF Bay projects including Sacramento and Stockton.	Perform annual maintenance dredging with Gov't Dredge ESSAYONS.	Extremely hazardous bar conditions resulting from winter storms require annual dredging for safe navigation. All commercial deep draft and national defense shipping to SF Bay, Sacramento and Stockton must traverse through this project.
O&M	SPD	SPK	SAN JOAQUIN RIVER, CA	1	\$2,886	DD			4840	11400000	IF DREDGING IS NOT ACCOMPL IN FY 06 DRAFT RESTRICTIONS WOULD BE IMPLEMENTED HALTING SHIP TRAFFIC.	CONTINUE DREDGING	APPROX 2,000 PEOPLE WORK IN & AROUND THE PORT OF STOCKTON & AN ADDNL 2,000 WORK IN SUPPORT OF PORT ACT.THIS GENERATES MORE THAN \$130M IN SALARIES.
O&M	SPD	SPN	SAN PABLO BAY AND MARE ISLAND STRAIT, CA	1	\$3,320	DD	3.5	0	24380	241381	Failure to maintain channel results in frequent urgent or emergency dredging.	Dredging Pinole Shoal	Pinole Shoal Channel provides the only access to deep water ports of Sacramento, Stockton, and Concord Naval Weapons Station. On a two year maintenance cycle, but has required urgent dredging between cycles.
O&M	SPD	SPL	SANTA BARBARA HARBOR, CA	1	\$1,408	LDD	1.31	0	3		Harbor may be closed due to the danger of entering and exiting.	Perform maintenance dredging of the Entrance Channel.	Due to the high infilling rate, harbor has a semiannual maintenance dredging cycle. Coast Guard stations its vessels in the harbor. Harbor is critical harbors of refuge. Without dredging, the harbor will experience shoaling at the entrance the will create an extreme hazard to navigation.
O&M	SPD	SPN	SUISUN BAY CHANNEL, CA	1	\$5,132	DD	6.63	0	8468	89842	Failure to maintain Main Channel annually results in emergency or urgent dredging.	Perform annual maintenance dredging of Main Channel by contract with in bay disposal.	Provides deep draft commercial navigation access to ports of Sacramento, Stockton, and Concord Naval Weapons Station. An integral part of the SF Bay to Stockton system.
O&M	SPD	SPL	VENTURA HARBOR, CA	1	\$2,200	LDD	1.2	0	8		Harbor may be closed due to the danger of entering and exiting.	Perform maintenance dredging of the Entrance Channel.	Harbor still requires annual maintenance dredging. Without dredging, the harbor will experience safety issues, shoaling at the entrance that will create a hazard to navigation. Harbor also support ferries to the Channel Islands.
O&M	SPD	SPK	YUBA RIVER, CA	1	\$29	SD	70.4	0	0	0	IF NOT FUNDED, DAM WOULD NOT BE OPERATED/MAINTAINED AND DEBRIS & SEDIMENT WILL SHOAL DEEP DRAFT CHANNELS DOWNSTREAM.	FUNDING WOULD BE USED TO CONTINUE OPERATION & MAINTENANCE OF THE DEBRIS DAMS.	THIS PROJECT WAS AUTH UNDER CA DEBRIS COMMISSION. PROJECT CONTINUES OPERATION & MAINTENANCE OF DEBRIS DAMS & PREVENTING MATERIAL FROM ENTERING THE DEEP DRAFT CHANNELS. Funding needed to comply with ESA for chinook salmon and elderberry beetle and prevent contamination from arsenic pollution.
O&M	SPD	SPN	BODEGA BAY, CA	3	\$2,290	SD	1	0	2	0		Jetty Repair	Critical Harbor of Refuge and Coast Guard Station. Maintenance dredging being performed in FY 04 to ensure full level of service.
O&M	SPD	SPN	CRESCENT CITY HARBOR, CA	3	\$2,452	SD	1.02	0	0	0	Required to meet minimum legal responsibilities for safe navigation operation	DMMP (\$456) and Dredging (\$1996)	5 year cycle deferred 2 years
O&M	SPD	SPN	CRESCENT CITY HARBOR, CA	3	\$2,187	SD	1	0	0	0		Breakwater Repair	
O&M	SPD	SPL	DANA POINT HARBOR, CA	3	\$930	LDD	2.78	0	0	0	Harbor may be closed due to danger of entering and exiting.	Perform maintenance dredging in the Main and West Channels.	Last maintenance dredging in the entrance was performed in 1971. Currently, the shoal in the Main Channel has caused some grounding.
O&M	SPD	SPN	FISHERMAN'S WHARF AREA, CA	3	\$908	SD	1	0	0	0		Breakwater Repair	
O&M	SPD	SPN	HUMBOLDT HARBOR AND BAY, CA	3	\$2,550	DD	1	0	1075			Jetty Repair	
O&M	SPD	SPL	LOS ANGELES - LONG BEACH HARBOR MODEL, CA	3	\$175	DD	2.28	0	0	0	Mission would not be accomplished as directed by the Asst. Sec. of the Army.	Maintaining LA-LB Harbor Model at WES-CERC	Model provides valuable data source and simulation conditions for LA-LB Harobr.
O&M	SPD	SPL	LOS ANGELES - LONG BEACH HARBORS, CA	3	\$7,008	DD	5.09	0	120000		Queensway Bay may be closed due to the danger of entering and exiting.	Perform maintenance dredging at the Los Angeles River Estuary.	Channel supports ferry terminal to Catalina Islands.
O&M	SPD	SPL	LOS ANGELES - LONG BEACH HARBORS, CA	3	\$1,680	DD	5.09	0	120000		Long-Term Monitoring of disposal site would not occur. San Pedro Breakwater Assessment Report will not be completed. No Repayment to the Dept of Treasury.	Keep promises made to the CMCTF. Determine structural integrity of breakwater.	During the last dredging episode, the contaminated material dredged was open-ocean disposed and capped. The Corps was to monitor the capping site for contaminants leaking out. The breakwater requires an assessment report. The Dept of Treasury has requested reimbursement for payments made on the Corps behalf
O&M	SPD	SPL	MARINA DEL REY, CA	3	\$2,632	LDD	5.13	0	0	0	Harbor may be closed due to danger of entering and exiting.	Perform maintenance dredging of teh Entrance Channel.	Harbor entrances and main channel have been shoaling in. Coast Guard is stationed in the harbor and is a part of the search and rescue team supporting the Los Angeles International Airport.
O&M	SPD	SPL	MARINA DEL REY, CA	3	\$5,358	LDD	5.13	0	0	0	Harbor may be closed due to the danger of entering and exiting.	Perform maintenance dredging of the Entrance Channel.	Harbor entrances and main channel have been shoaling in. Coast Guard is stationed in the harbor and is a part of the search and rescue team supporting the Los Angeles International Airport.
O&M	SPD	SPN	MONTEREY HARBOR, CA	3	\$1,110	SD	1	0	48	0		Breakwater Repair	Critical Harbor of Refuge and United States Coast Guard Facility.
O&M	SPD	SPL	MORRO BAY HARBOR, CA	3	\$1,184	LDD	1.5	0	1	1	Harbor may be closed due to the danger of entering and exiting.	Perform maintenance dredging in the Main & Navy Channels.	Main and Navy Channels have continually shoaled narrower. Coast Guard supports Homeland Security for Diablo Canyon Nuclear Pwr Plant.
O&M	SPD	SPL	MORRO BAY HARBOR, CA	3	\$200	LDD	1.5	0	1	1	The Harbor could not be navigated should the breakwater fail.	Perform comprehensive condition survey of the North Breakwater.	Reduces the chance of catastrophic failure of the Breakwater. Coast Guard supports Homeland security for Diablo Canyon Nuclear Pwr Plant.
O&M	SPD	SPN	MOSS LANDING HARBOR, CA	3	\$1,457	SD	1.75	0	0	0	Required to meet minimum legal responsibilities for safe navigation operation.	Dredging	3 year cycle, due for full level of service
O&M	SPD	SPN	MOSS LANDING HARBOR, CA	3	\$1,675	SD	1	0	0	0		Jetty Repair	
O&M	SPD	SPN	NAPA RIVER, CA	3	\$28	LDD			123	1237		DMMP	DMMP required for future maintenance dredging.
O&M	SPD	SPN	NAPA RIVER, CA	3	\$2,616	LDD	0.93	0	123	1237	6 year cycle overdue 2 years deferred	Dredging	
O&M	SPD	SPL	NEWPORT BAY HARBOR, CA	3	\$2,475	LDD	4.76	0	14		Harbor may be closed due to the danger of entering and exiting.	Perform maintenance dredging in the Main Channel.	Significant amounts of material have accumulated in the navigation channels that warrant maintenance dredging of the channel. Material tested not suitable for ocean disposal. Port of Long Beach is the closest site that may be able to accommodate some of these materials. Inner channels shoaled significantly. Material tested to be not suitable for ocean disposal.
O&M	SPD	SPL	NEWPORT BAY HARBOR, CA	3	\$2,830	LDD	4.76	0	14		Harbor may be closed due to the danger of entering and exiting.	Perform maintenance dredging of harbor. Construct concrete cap for East Jetty.	Significant amounts of material have accumulated in the navigation channels that warrants maintenance dredging of the channels. Material tested not suitable for ocean disposal. Port of Long Beach is the closest site that may be able to accommodate some of these materials. Inner channels shoaled significantly. Material tested not suitable for ocean disposal.
O&M	SPD	SPN	NOYO RIVER & HARBOR, CA	3	\$1,371	SD	0.62	0	5	0	Required to meet minimum legal responsibilities for safe navigation operation.	Dredging	Critical Harbor of Refuge and US Coast Guard facility, 2 year cycle, deferred 5 years.
O&M	SPD	SPN	NOYO RIVER & HARBOR, CA	3	\$1,220	SD	1	0	0	0		Jetty Repair	Critical Harbor of Refuge and US Coast Guard facility
O&M	SPD	SPN	OAKLAND HARBOR, CA	3	\$920	DD	5.64	0	12455		Failure to operate and maintain the RR Bridge would result in continued deterioration and unsafe conditions.	O&M of railroad bridge. Disposal of Oakland Inner Harbor Tidal Canal real property.	The Railroad Bridge provide a vital rail link to the City of Alameda. Structural repairs and continued operation are required for continued movement of cargo. The Inner Harbor Tidal Canal is a Federally owned waterway with numerous regulatory violations and real estate conflicts undergoing studies for transfer to local entities.
O&M	SPD	SPN	OAKLAND HARBOR, CA	3	\$2,990	DD	1	0	12455			Oakland Harbor Railroad Bridge Repair	
O&M	SPD	SPL	OCEANSIDE EXPERIMENTAL SAND BYPASS SYSTEM, CA	3	\$3,817	LDD					None	Repay the Dept of the Treasury \$3,816,995.48	The Treasury paid a contract that received an award by the Courts.
O&M	SPD	SPN	PETALUMA RIVER, CA	3	\$3,895	HSD	1.87	0	1243	3557		Dredging Across the Flats (\$1107), DMMP(\$27)	Dredging Across the Flats was deferred in FY 04 putting the project several years behind in scheduled maintenance. 3 year cycle deferred 3 years
O&M	SPD	SPN	PILLAR POINT HARBOR, CA	3	\$2,044	SD	1	0	0	0		Breakwater Repair	
O&M	SPD	SPL	PORT HUENEME, CA	3	\$1,105	DD	1.77	0	1152		Harbor may be closed due to the danger of entering and exiting.	Perform maintenance dredging of the Entrance and Approach Channels.	Last maintenance dredging in the entrance and approach channels was performed in 1999. Contaminated sediments have been identified but suitable disposal site is needed. Harbor also supports military operations.
O&M	SPD	SPL	PORT SAN LUIS, CA	3	\$1,000	LDD	3.28	0	2		Until repaired, the condition of the breakwater will continue to deteriorate.	Repair existing rubble mound breakwater damaged in the Dec 22 2003 earthquake.	Head of the breakwater suffered the most damage.
O&M	SPD	SPL	PROJECT CONDITION SURVEYS, CA	3	\$223	PCS	1	0				Perform structural surveys of harbors.	Perform structural surveys at Marina Del Rey and Port San Luis.
O&M	SPD	SPL	PROJECT CONDITION SURVEYS, CA	3	\$200	PCS	1	0				Monitoring of ocean disposal sites.	Perform Hydrographic condition surveys of ocean disposal sites.
O&M	SPD	SPL	REDONDO BEACH (KING HARBOR), CA	3	\$785	SD	5.52	0	0		Blown-out Breakwater Stone (debris) remains a hazard to navigation	Remove debris from harbor area that resulted from a rockwork repair contract.	Material from past breakwater repairs have accumulated in the harbor causing shoaling and hinders rescue missions by the local harbor patrols.
O&M	SPD	SPN	RICHMOND HARBOR, CA	3	\$2,323	DD	1	0	21901			Repair Training Wall	
O&M	SPD	SPK	SACRAMENTO RIVER AND TRIBUTARIES (DEBRIS CONTROL), CA	3	\$385	SD	20.9	0	0	0	NOT FUNDING DSAP ROMTS WOULD DELAY SPILLWAY ADEQUACY & SEISMIC SAFETY REVIEW STUDIES.	FUNDING FOR DSAP STUDIES AND BARGE REPLACEMENT	DSAP STUDIES ARE MANY YEARS OVERDUE AND BARGE HAS OUTLIVED ITS ESTIMATED USEFUL LIFE.
O&M	SPD	SPK	SACRAMENTO RIVER SHALLOW DRAFT CHANNEL, CA	3	\$100	SD	2.3	0	0	0	A SMALL BOAT WILL CONTINUE TO BE USED TO MARK BUOYS.	PURCHASE OF BARGE USED TO MARK WING DAMS DURING LOW WATER LEVELS.	A SMALL BOAT IS CURRENTLY BEING USED TO MARK BUOYS WHICH IS UNSAFE AND LESS EFFICIENT THAN USING A BARGE.
O&M	SPD	SPL	SAN DIEGO HARBOR, CA	3	\$200	DD	1.23	0	2480		Cannot determine structural integrity of jetty without survey it.	Perform Comprehensive Condition Survey on Zuniga Jetty.	Condition of Zuniga Jetty has deteriorated. Survey is required. harbor also supports military operations.
O&M	SPD	SPL	SAN DIEGO RIVER AND MISSION BAY, CA	3	\$1,907	LDD	4.31	0	1		Without the repair, the jetty is subject to an increased rate of damage.	Repair Middle Jetty	Head of the Middle Jetty suffered severe damages over past storm events. Coast guard is unable to install their Aids to Navigation at the head.
O&M	SPD	SPL	SAN DIEGO RIVER AND MISSION BAY, CA	3	\$3,275	LDD	4.31	0	1		Harbor may be closed due to the danger of entering and exiting.	Perform maintenance dredging of the Entrance channel.	The Entrance Channel has shoaled to the point that boaters are starting to experience difficulties in navigating in and out of harbor due to waves braking in the entrance
O&M	SPD	SPN	SAN FRANCISCO BAY LONG TERM MANAGEMENT STRATEGY, CA	3	\$400	DD	1	0	58971		Would not be able to maintain any project in San Francisco Bay.	Implement Regional DMMP & LTMS	LTMS is a multi agency agreement required for all dedging and disposal wetland SF Bay.

O&M	SPD	SPN	SAN FRANCISCO BAY LONG TERM MANAGEMENT STRATEGY, CA	3	\$600	DD	1	0	56965		Necessary to comply with environmental and regulatory agencies requirements. Impact to entire SF Bay dredging program.	Phase II Methyl Mercury Study, implement Regional DMMP	Methyl mercury is a major concern in SF Bay wetland restoration, which is key to long term management strategy for all SF Bay O & M projects
O&M	SPD	SPN	SAN FRANCISCO HARBOR AND BAY, CA (DRIFT REMOVAL)	3	\$395	DD	1	0	0	0	Prevent severe damage from floating drift and debris that may cause loss of life, environmental damage, and property damage to commercial and recreation vessels.	Collection and removal of debris from high use navigation channels	San Francisco Bay receives runoff from several tributaries that deposit large timbers from dilapidated piers and structures, and trees as hazards to navigation, especially during high-water events. Damage to any commercial vessels from striking floating drift or debris in the bay could result in loss of life and/or severe environmental impact such as chemical or fuel spills. The bay is also a world tourist site with recreational boating as a major tourist trade.
O&M	SPD	SPN	SAN FRANCISCO HARBOR AND BAY, CA (DRIFT REMOVAL)	3	\$5,318	DD	1	0	56965	0		P&S debris dock repair, dock area dredging, new drift collection vessel	Drift removal of floating hazards for safe navigation in SF Bay required by Law.
O&M	SPD	SPK	SAN JOAQUIN RIVER, CA	3	\$575	DD			4840	11400000	IF STONE PROTECTION IS NOT ACCOMPLISHED, DRAFT RESTRICTIONS COULD POTENTIALLY BE IMPLEMENTED. THERE IS A POTENTIAL FOR LEVEE FAILURE.	STONE PROTECTION	NECESSARY TO PROVIDE PROTECTION OF ERODED NAVIGATION LEVEES.
O&M	SPD	SPN	SAN LEANDRO MARINA (JACK D MALTESTER CHANNEL), CA	3	\$3,155	LDD	0.56	0	0	0	4 year cycle deferred 1 year	Dredging (\$580) Breakwater Repair (\$947)	
O&M	SPD	SPN	SAN PABLO BAY AND MARE ISLAND STRAIT, CA	3	\$2,068	LDD	1.18	0	123	1237		Dredging Mare Island	Mare island Strait not maintained since FY 94 after closure of Naval
O&M	SPD	SPN	SAN RAFAEL CREEK, CA	3	\$4,764	SD	10.68	0	0	0		Across the Flats Dredging (\$2262) and Inner channel dredging (\$2502)	ATF 7 year cycle, Inner Channel 4 year cycle
O&M	SPD	SPL	SANTA BARBARA HARBOR, CA	3	\$494	LDD	1.31	0	3		Harbor may be closed due to the danger of entering and exiting.	Perform maintenance dredging of the Navy Channel and advance maintenance areas.	Harbor shoals quickly. Without dredging the advance maintenance areas the volume capacity will be reduced.
O&M	SPD	SPN	SANTA CRUZ HARBOR, CA	3	\$1,322	LDD	1	0	0	0		Jetty Repair	
O&M	SPD	SPN	SUISUN CHANNEL (SLOUGH), CA	3	\$2,636	HSD	1	0	8468	89842	Deferred indefinitely.	Dredging	Infrequently dredged. Used for commercial barge traffic
O&M	SPD	SPL	VENTURA HARBOR, CA	3	\$665	LDD	1.2	0	8		Harbor may be closed due to the danger of entering and exiting.	Perform maintenance dredging of the harbors sand trap.	Prevents sediment accumulation in the entrance.
O&M	SPD	SPK	YUBA RIVER, CA	3	\$55	SD	70.4	0	0	0	IF NOT FUNDED, PERIODIC INSPECTION WOULD BE DEFERRED.	FUNDING WOULD BE USED TO CONTINUE OPERATION & MAINTENANCE OF THE DEBRIS DAMS AND PERIODIC INSPECTIONS.	THIS PROJECT WAS AUTH UNDER CA DEBRIS COMMISSION. PROJECT CONTINUES OPERATION & MAINTENANCE OF DEBRIS DAMS & PREVENTING MATERIAL FROM ENTERING THE DEEP DRAFT CHANNELS. Funding needed to comply with ESA for chinook salmon and elderberry beetle and prevent contamination from arsenic pollution.
O&M	SPD	SPK	YUBA RIVER, CA	3	\$750	SD	70.4	0	0	0	NONE OF THE DRAINS HAVE BEEN CLEANED AND ARE FILLED WITH DEBRIS. STONE PROTECTION IS ERODING.	FUNDING FOR MAINTENANCE OF STONE PROTECTION AND DAGUERRRE PT. DAM CLEANOUT	STONE PROTECTION TO PREVENT LEVEE EROSION. IF NOT FUNDED, DRAIN MONITORING AND CLEANING WOULD HAVE TO BE DEFERRED.
O&M	SWD	SWG	BAYPORT SHIP CHANNEL, TX	1	\$2,875	DD	2.9	0	185050	0	Failure to fund this item will impact the petrochemical industry and a large container facility that is part of the largest and busiest port in Texas	Funds will be used to award one maintenance dredging contract to allow users project depth of 40 feet. A safe and usable waterway is critical for the largely petrochemical traffic.	The Bayport Ship Channel is a 40-foot side channel that intersects the Mid Reach of the Houston Ship Channel and is part of the Galveston Bay Navigation System. It supports a petrochemical complex and a new container facility.
O&M	SWD	SWG	BRAZOS ISLAND HARBOR, TX	1	\$3,775	DD	1.3	0	4120	0	Failure to fund this item will impact the petrochemical and aggregate industries and local economy.	Funds will be used to award one maintenance dredging contract and placement area construction to provide the using industry 42 feet of project depth.	Brazos Island Harbor is a 42-foot deep draft project in the lower end of the Texas coast. Funds are needed to complete a continuing contract in order to maintain authorized depth and enable safe and efficient passage of waterborne traffic on channel.
O&M	SWD	SWG	CORPUS CHRISTI SHIP CHANNEL, TX	1	\$3,900	DD	3.7	0	77576	0	Corpus Christi Ship Channel is a Strategic Port as well as US Navy Homeport. Failure to fund this item will impact a large petrochemical industry, overseas shipment of military equipment and will impact and local economy.	Corpus Christi Ship Channel is a strategic port used for overseas shipment of military equipment. Funds will be used to award a maintenance dredging contract on Corpus Christi Entrance Channel to allow the project depth of 45 feet, especially for the importation of crude oil and military shipments overseas in support of operations in Iraq and Afghanistan.	The project is authorized for a depth of 45 feet. This port is a Strategic Port and a Homeport for the US Navy. Maintenance of this channel will allow use of the 45 foot project depth for safe and efficient movement of petrochemical products.
O&M	SWD	SWL	DARDANELLE LOCK AND DAM, AR	1	\$562	WW			6751	2535894	Failure to fund this project will impact the agricultural products and chemicals and construction aggregate industry in Arkansas, Oklahoma, Missouri, and Kansas.	Funding will provide minimal operation of this lock and dam. It is anticipated that these funds will be augmented with level 2 funds to allow full staffing for operations and maintenance of the structure.	Funding in this increment is not sufficient to cover operations and maintenance requirements for this project. DARD Lock and Navigation Channel Maintenance - Initial Increment - 60% Caretaker Status, however due to Hydropower we will maintain a reduced maintenance and operator staff to operate tainter gates to maintain pool.
O&M	SWD	SWL	DARDANELLE LOCK AND DAM, AR	1	\$566	WW			6751	2535894	Failure to fund this project will impact the agricultural products and chemicals and construction aggregate industry in Arkansas, Oklahoma, Missouri, and Kansas.	Funding will provide for required operation of the structure and maintenance of facility in accordance with scheduled maintenance requirements.	DARD Lock and Channel Maintenance - This package in the second increment is necessary to provide funding to operate and maintain the project at an adequate level of service to meet mission requirements and customer expectations.
O&M	SWD	SWG	FREEPORT HARBOR, TX	1	\$860	DD	1.8	0	30143	0	Failure to fund this item will impact the petrochemical industry and overseas shipment of agricultural goods.	Dredging of this channel will provide project depth of 45 feet for the using industries. Funds will be used to complete a continuing contract for maintenance dredging contract on the Freeport Entrance Channel. This is an annual maintenance requirement for this coastal deep draft project	Funds are needed to complete a continuing contract in order to maintain authorized depth of 45 feet and enable safe and efficient passage of waterborne traffic on channel. Freeport Harbor is a 45-foot deep draft channel that supports a large petrochemical complex and export of farmed products.
O&M	SWD	SWG	FREEPORT HARBOR, TX	1	\$2,750	DD	1.8	0	30143	0	Failure to fund this item will impact the petrochemical industry and overseas shipment of agricultural goods.	Funds will be used to award and complete a maintenance dredging contract on Freeport Entrance Chan. Maintenance on the entrance channel has evolved into a 10 month cycle since the project was deepened to 45 feet.	Funds are needed to initiate a dredging contract to maintain authorized depth of 45 feet and enable safe and efficient passage of waterborne traffic. Freeport Harbor is a 45-foot deep draft channel that supports a large petrochemical complex and export of farmed products.
O&M	SWD	SWG	GALVESTON HARBOR AND CHANNEL, TX	1	\$4,800	DD	9.4	0	9038	0	Failure to fund this item will impact the petrochemical industry, overseas shipment of agricultural goods, and cruise ship industry.	Funds will be used to award and complete a hopper dredge contract on the Entrance Channel.	Funds are needed to award a hopper dredge contract in order to maintain authorized depth of 45 feet and enable safe and efficient passage of waterborne traffic on the entrance channel. Galveston Entrance is also the deep draft access for the Houston Ship Channel and the Texas City Channel.
O&M	SWD	SWG	GIWW, CHANNEL TO VICTORIA, TX	1	\$6,975	HSD	10	0	4734	0	Failure to fund this item will impact local economies and major industries that include aggregate and petrochemical	To award and complete a maintenance dredging contract. This is the initial maintenance of the channel after the deepening to 12 feet.	Funds are needed to maintain authorized depth of 12 feet and enable safe and efficient passage of petrochemical and aggregate traffic on the channel. Safe passage is required to maintain the required habitat for endangered species, the Whooping Crane.
O&M	SWD	SWG	GULF INTRACOASTAL WATERWAY, TX	1	\$16,230	WW	6.9	0	76402	27903059	With 100,000 vessel trips on this project, the District will maintain the project to provide 10-foot depth on a 12-foot project. Failure to fund this project will severely impact the Nation, local and regional economies, businesses along the Texas Coast and local job markets.	The GIWW in Texas supports more than 125,000 jobs tied directly to the continued operation of the project. Funds will allow the District to issue maintenance contracts and operations of the locks and gates to provide a 10-foot depth on a 12-foot project that will benefit 70% of the users. Funds will also provide for operation of the locks and gates and award of maintenance dredging contracts for several reaches of the waterway.	Attainment of project depth is critical for the transport of petroleum products and to minimize the risk of chemical spills and subsequent environmental damages. Funds are needed to pay for labor, complete continuing contracts and award new maintenance dredging contracts along the GIWW.
O&M	SWD	SWG	GULF INTRACOASTAL WATERWAY, TX	1	\$13,082	WW	6.9	0	76402	27903059	With more than 100,000 vessel trips documented on this waterway, the District will maintain the project to provide 12 feet of authorized project depth. Failure to fund this project will impact the nation, Local and regional economies as the petrochemical industry is directly tied to this project.	Funds will provide labor to operated locks and gates, complete maintenance dredging contracts and issue new dredging contracts for three reaches of the waterway and construct placement areas. GIWW is a 440 mile shallow draft inland waterway that serves a large petrochemical and agricultural industry.	Project depth is critical to allow shipment of refined petrochemical products, raw materials and agricultural commodities throughout the Texas Coast to the nations waterways. It is also critical to provide a safe usable waterway that ships dangerous cargoes. A spill resulting from a ruptured barge that hits a shoal would cause a catastrophic chemical spill
O&M	SWD	SWG	HOUSTON SHIP CHANNEL, TX	1	\$3,261	DD	10.3	0	185050	0	Failure to fund this item will severely impact the petrochemical, grain and aggregate businesses located along the Houston Ship Channel.	Funds will be used to award a maintenance dredging contract for the bay portion of the channel and construction of disposal sites.	Funds are needed to fund the O&M portion of Houston-Galveston Navigation Channel dredging contract and maintain authorize depth of 45 feet to enable safe and efficient passage of waterborne traffic on channel. This channel carries 185 million tons annually and is critical to National, local, and regional economies because of the extensive petrochemical complex that utilized the project.
O&M	SWD	SWG	MATAGORDA SHIP CHANNEL, TX	1	\$8,700	DD	10.6	0	9086	0	Failure to fund this item will severely impact the petrochemical and aggregate industries locate along the channel.	Funds will be used to award and complete a maintenance dredging contract on the bay reach with associated placement areas and a contract for the entrance channel.	Funds are needed to complete 2 maintenance dredging contracts in order to maintain authorized depth and enable safe and efficient passage of waterborne traffic on channel.

O&M	SWD	SWL	MCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM, AR	1	\$5,375	WW	1	1	11903	6878272	Failure to fund this project will impact the agricultural products and chemicals and construction aggregate industry in Arkansas, Oklahoma, Missouri, and Kansas.	Funding will allow minimal operations of the 11 locks and dams that form the McClellan-Kerr Waterway.	Perform scheduled periodic inspections-meet requirements, ER 1110-2-100, Public Safety. Day to day engrg (struct/geotech) data collection inspection analysis and reporting for high hazard project; Dam Safety. Lock-Nav Chan maint, 60% caretaker status-Open gates, cut staff, daylight check facilities. HP-maintain pool at Dam 2, Murray, Ormond, Dard, Ozark, Trimble. Cut maintenance staff by 2/3. Reduce maintenance staff and operator staff to operate tainter gates-maint pool.
O&M	SWD	SWL	MCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM, AR	1	\$20,391	WW			11903	6878272	Failure to fund this project will impact the agricultural products and chemicals and construction aggregate industry in Arkansas, Oklahoma, Missouri, and Kansas.	Funds will be used to complement the funds included in Increment I. These funds will allow full staffing of the structures to conduct operations and allow periodic maintenance of the structures. Bring O&M to Regd Level	MKARNs Lock Operations - Accomplish normal navigation functions and insure safety, meet emergencies. This package is necessary to provide funding to operate and maintain the project at an adequate level of service to meet mission requirements and customer expectations.
O&M	SWD	SWT	MCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM, OK	1	\$4,019	WW			11903	6878272	Failure to fund this project will impact the agricultural products and chemicals and construction aggregate industry in Arkansas, Oklahoma, Missouri, and Kansas.	Funds will be used for operations and maintenance of three locks and dams that comprise the Tulsa District portion of the McClellan-Kerr Waterway.	PORTS IN OKLAHOMA GENERATE A TOTAL OF \$2.1 BILLION IN SALES AND REPRESENTS \$1.5 BILLION WORTH OF PRIVATE INVESTMENTS. THERE ARE 67 INDUSTRIES ON THE OK PORTION EMPLOYING \$3,800 EMPLOYEES REPRESENTING \$500 MILLION IN PERSONAL INCOME ANNUALLY. SHIPMENTS ON THE SYSTEM IN OK RESULT IN COST SAVING OF \$68 MILLION VS OTHER MODES OF TRANSPORTATION.
O&M	SWD	SWL	OZARK - JETA TAYLOR LOCK AND DAM, AR	1	\$698	WW			4600	2535894	Failure to fund this project will impact the agricultural products and chemicals and construction aggregate industry in Arkansas, Oklahoma, Missouri, and Kansas.	Funds will be used to conduct minimal operations but no maintenance of Ozark L&D.	OZARK Lock and Navigation Channel Maintenance. Initial Increment - 60% Caretaker Status. However due to Hydropower we will maintain a reduced maintenance and operator staff to operate tainter gates to maintain pool.
O&M	SWD	SWL	OZARK - JETA TAYLOR LOCK AND DAM, AR	1	\$711	WW			4600	2535894	Failure to fund this project will impact the agricultural products and chemicals and construction aggregate industry in Arkansas, Oklahoma, Missouri, and Kansas.	Funds will augment those requested in the initial increment to conduct full staffing for operations of the project and to conduct maintenance requirements of the lock structure.	OZARK Lock and Channel Maintenance - This package is necessary to provide funding to operate and maintain the project at an adequate level of service to meet mission requirements and customer expectations.
O&M	SWD	SWG	PROJECT CONDITION SURVEYS, TX	1	\$50	PCS					Failure to fund this project will preclude hydrographic surveying and update of the hydrographic bulletin chart of controlling depths for four projects.	Funds are used to conduct hydrographic surveys of four navigation projects and to conduct updates of the hydrographic bulletin issued to navigation users.	Funds are needed to cover costs to perform surveys of channels in projects.
O&M	SWD	SWT	ROBERT S KERR LOCK AND DAM AND RESERVOIRS, OK	1	\$2,099	WW			4340	2535894	Failure to fund this project will impact the agricultural products and chemicals and construction aggregate industry in Arkansas, Oklahoma, Missouri, and Kansas.	Funding will provide for required operation of the RS Kerr Lock structure and maintenance of facility.	PORTS IN OKLAHOMA GENERATE A TOTAL OF \$2.1 BILLION IN SALES AND REPRESENTS \$1.5 MILLION WORTH OF INVESTMENTS. THERE ARE 67 INDUSTRIES ON THE OK PORTION EMPLOYING 3,800 EMPLOYEES REPRESENTING \$500 MILLION IN PERSONNEL INCOME ANNUALLY. SHIPMENTS ON THE SYSTEM IN OK RESULT IN A COST SAVINGS OF \$68 MILLION VS OTHER MODES OF TRANSPORTATION.
O&M	SWD	SWT	ROBERT S KERR LOCK AND DAM AND RESERVOIRS, OK	1	\$550	WW			4340	2535894	Failure to fund this project will impact the agricultural products and chemicals and construction aggregate industry in Arkansas, Oklahoma, Missouri, and Kansas.	To fund the continuation of the installation of the equipment required for insulating remote operation of the lock.	This investment will result in a \$100,000 annual savings.
O&M	SWD	SWG	SABINE - NECHES WATERWAY, TX	1	\$7,290	DD	4.3	0	128944	0	Failure to fund this item will severely impact the petrochemical industries and local economies. This is a strategic port for transport of military forces and equipment.	Funding will provide for operation of the salt water barrier facilities and award of dredging contracts for two reaches of the channel.	This is a strategic port for transport of military forces and equipment. Funds are needed to award maintenance dredging contracts in order to maintain authorized depth of 40 feet and enable safe and efficient passage of waterborne traffic on the channel and overseas.
O&M	SWD	SWG	SABINE - NECHES WATERWAY, TX	1	\$6,188	DD	4.3	0	128944	0	Failure to fund this item will severely impact the petrochemical industries and local economies. This is a strategic port for transport of military forces and equipment.	Funding will award and complete 2 maintenance dredging contracts and construction of placement areas for dredging disposal. .	This is a strategic port for transport of military forces and equipment. Funds are needed to award maintenance dredging contracts in order to maintain authorized depth of 40 feet and enable safe and efficient passage of waterborne traffic on the channel and overseas. The East Jetty currently a hazard to navigation and prevent littoral drift of sediment into the channel.
O&M	SWD	SWG	TEXAS CITY SHIP CHANNEL, TX	1	\$2,150	DD	14.6	0	67270	0	Failure to fund this item will cause light loading of inbound transport of crude and light loading of outbound shipments of petrochemical products.	Funds will be used to award and complete 1 maintenance dredging contract and construct associated placement areas.	Funds needed to maintain authorize depth of 40 feet and enable safe and efficient passage of petrochemical vessels.
O&M	SWD	SWT	WEBBERS FALLS LOCK AND DAM, OK	1	\$1,728	WW			4184	2535894	Failure to fund this project will impact the agricultural products and chemicals and construction aggregate industry in Arkansas, Oklahoma, Missouri, and Kansas.	Funding will provide for required operation of the structure and maintenance of facility.	PORTS IN OKLAHOMA GENERATE A TOTAL OF \$2.1 BILLION IN SALES AND REPRESENTS \$1.5 BILLION WORTH OF PRIVATE INVESTMENTS. THERE ARE 67 INDUSTRIES ON THE OK PORTION EMPLOYING 3,800 EMPLOYEES REPRESENTING \$500 MILLION IN PERSONAL INCOME ANNUALLY. SHIPMENTS ON THE SYSTEM IN OK RESULT IN A COST SAVINGS OF \$698 MILLION VS OTHER MODES OF TRANSPORTATION.
O&M	SWD	SWL	DARDANELLE LOCK AND DAM, AR	3	\$250	WW			6751	2535894	Failure to fund this project will impact the agricultural products and chemicals and construction aggregate industry in Arkansas, Oklahoma, Missouri, and Kansas.	Funding needed to acquire inventory of critical spare parts. This item will fund an effort to work on the backlog for this structure.	CRITICAL SPARE PARTS AND ESSENTIAL MAINTENANCE-DARDANELLE-Purchase Lock Critical Spare Parts-DA: IVENTORY OF CRITICAL SPARE PARTS FOR THE LOCK & DAM HAS BEEN REDUCED OVER TIME AS THE SPARE PARTS HAVE BEEN UTILIZED TO CORRECT FAILURES ON THE PROJECT & SOME OF THE PARTS HAD DETERIORATED RUBBER SEALS.
O&M	SWD	SWG	DOUBLE BAYOU, TX	3	\$810	LW			0	0	Failure to fund this item will impact the local fishing and bay shrimping industry.	Funding this project will allow award of a maintenance dredging contract to provide project depth of 7 feet in support of a commercial and recreational fishing industry.	Funds are needed to maintain authorized project depth of 7 feet and enable safe and efficient passage of waterborne traffic on the channel.
O&M	SWD	SWL	MCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM, AR	3	\$4,575	WW			0	2535894	Failure to fund this project will impact the agricultural products and chemicals and construction aggregate industry in Arkansas, Oklahoma, Missouri, and Kansas.	Funds will allow purchase of spare parts for critical components of the structure. Maintenance will be conducted in accordance with the O&M manual.	CRITICAL SPARE PARTS AND ESSENTIAL MAINTENANCE - MKARNs- Rehabilitate Spillway Gearboxes: ONE OF THE GEAR BOXES AT MURRAY LOCK HAS FAILED AND OUR ONLY SPARE WAS USED TO REPLACE IT. ANOTHER FAILURE WILL RESULT IN A TAINTER GATE BEING TAKEN OUT OF SERVICE FOR AN EXTENDED PERIOD OF TIME WHILE NEW GEARS ARE MANUFACTURED. THE FAILURE MAY BE CATASTROPHIC IF THE GATE IS FULLY OPEN WHEN THE FAILURE OCCURS, RESULTING IN SEVERE DAMAGE TO THE DAM STRUCTURE. FUNDING WILL ALLOW REPLACEMENT
O&M	SWD	SWL	MCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM, AR	3	\$4,347	WW			0	2535894	Failure to fund this project will impact the agricultural products and chemicals and construction aggregate industry in Arkansas, Oklahoma, Missouri, and Kansas.	Funds will be used to conduct maintenance of tainter gates for various tainter gates in several lock and dams and to issue a painting contract as a maintenance effort for the project.	Rehab & Paint Tainter Gates - Murray L&D:PAINTING IS REQUIRED TO PREVENT FURTHER CORROSION AND MAINTAIN OPERABILITY OF THE DAM SPILLWAY. SIGNIFICANT RUST AND PITTING ARE WEAKENING CRITICAL STRUCTURAL MEMBERS. LAST REPAINTED IN 1983 (20 YEARS ON A 10 YEAR PAINT SYSTEM)
O&M	SWD	SWT	MCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM, OK	3	\$510	WW			0	2535894	Failure to fund this project will impact the agricultural products and chemicals and construction aggregate industry in Arkansas, Oklahoma, Missouri, and Kansas.	Funds will be used to conduct bank stabilization measures on the waterway that reduces shoaling of the waterway.	PROJECT IS LOCATED AT THE ENTRANCE TO THE LARGEST PORT OF THE SYSTEM. FAILURE COULD RESULT IN ACCESS PROBLEMS TO THE PORT. DELAY COST TO THE INDUSTRY IS \$57,000 A DAY
O&M	SWD	SWT	MCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM, OK	3	\$2,872	WW			0	2535894	Failure to fund this project will impact the agricultural products and chemicals and construction aggregate industry in Arkansas, Oklahoma, Missouri, and Kansas.	Funds will be used to conduct bank stabilization efforts on eroded areas that are private land.	CHANNEL IS OUTSIDE RECTIFIED CHANNEL LINE AND COULD RESULT IN PUNITIVE DAMAGE AGAINST GOVT BY LANDOWNER. SHORELINE EROSION AT LOCKS 13 AND 14 ARE REQUIRED TO PREVENT INCREASED COSTS IN THE FUTURE. COULD RESULT IN SHOALS BUILDING IN CHANNEL AND SHUTTING DOWN CHANNEL
O&M	SWD	SWG	MOUTH OF THE COLORADO RIVER, TX	3	\$1,800	LW			0	0	Failure to fund this project will impact the commercial and recreational fishing industries in the local area.	Funds will be used to award and complete 1 maintenance dredging contract to provide a 9 foot channel for commercial and recreational users of this project. This is a low use project.	This is a low use project. Funds are needed to maintain authorized depth and enable safe and efficient passage of waterborne traffic on channel.
O&M	SWD	SWL	OZARK - JETA TAYLOR LOCK AND DAM, AR	3	\$1,255	WW			4600	2535894	Failure to fund this project will impact the agricultural products and chemicals and construction aggregate industry in Arkansas, Oklahoma, Missouri, and Kansas.	Funds are required to conduct bank stabilization efforts of the waterway to reduce dredging requirements by arresting shoaling sources and preventing shoreline erosion.	BANK STAB NM 275.0-275.6 L-BANK STABILIZATION ON NAVIGATION 275.0 THROUGH 275.6L. ALREADY AFFECTING NAVIGATION. DECREASING CHANNEL DEPTHS-INCREASING DREDGING COSTS.
O&M	SWD	SWT	ROBERT S KERR LOCK AND DAM AND RESERVOIRS, OK	3	\$899	WW			4340	2535894	Failure to fund this project will impact the agricultural products and chemicals and construction aggregate industry in Arkansas, Oklahoma, Missouri, and Kansas.	Funds will be used to bring SWT into compliance with initial critical safety sign replacement program	HEALTH AND SAFETY ITEM THAT DIRECTLY RELATES TO THE TOWING INDUSTRY. LACK OF PROPER SIGNAGE COULD LEAD TO SEVERE INJURY; DAMAGED AREAS ALLOW INCREASED EROSION DURING HIGH FLOWS.
O&M	SWD	SWG	SABINE - NECHES WATERWAY, TX	3	\$6,188	DD	4.3	0	128944	0	Failure to fund this item will severely impact the petrochemical industries and local economies. This is a strategic port for transport of military forces and equipment.	Funding will award and complete 2 maintenance dredging contracts and construction of placement areas for dredging disposal. .	This is a strategic port for transport of military forces and equipment. Funds are needed to award maintenance dredging contracts in order to maintain authorized depth of 40 feet and enable safe and efficient passage of waterborne traffic on the channel and overseas. The East Jetty currently a hazard to navigation and prevent littoral drift of sediment into the channel.
O&M	SWD	SWG	TRINITY RIVER AND TRIBUTARIES, TX	3	\$465	LW			0	0	Failure to fund this item may impact recreational and commercial fishing industries.	Funds will be used to o award and complete maintenance dredging contract.	Funds are needed to maintain authorized depth of 9 feet and enable safe and efficient passage of waterborne traffic. This project has not reported tonnage for several years.
O&M	SWD	SWT	WEBBERS FALLS LOCK AND DAM, OK	3	\$550	WW			4184	2535894	Failure to fund this project will impact the agricultural products and chemicals and construction aggregate industry in Arkansas, Oklahoma, Missouri, and Kansas.	Funds will be used to fund continuation of the installation of remote operation equipment of the lock.	With the installation of remote operations equipment, the investment will result in a \$100,000 annual savings. Remote operation of most of the locks will be scheduled over the next several years.
O&M	SWD	SWT	WEBBERS FALLS LOCK AND DAM, OK	3	\$1,248	WW			4184	2535894	Failure to fund this project will impact the agricultural products and chemicals and construction aggregate industry in Arkansas, Oklahoma, Missouri, and Kansas.	UPGRADE TO MEET CURRENT SECURITY REQUIREMENTS;IMPROVE EFFICIENCY OF FLOW MANAGEMENT AND LESSEN DELAYS IN THE NAVIGATION SYSTEM.	UPGRADE TO MEET CURRENT SECURITY REQUIREMENTS;IMPROVE EFFICIENCY OF FLOW MANAGEMENT AND LESSEN DELAYS IN THE NAVIGATION SYSTEM.