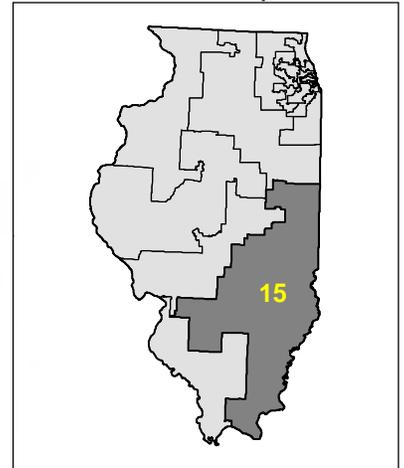


CONGRESSIONAL DISTRICT IL15

Location Map



Russel-Allison-Ambraw, IL
Levee Rehabilitation

ORSANCO, PAS

John T. Myers Locks & Dam
Lock Improvements Project, GRR

Wabash River
Dikes

Olmsted Locks & Dam

L&D 53
Olmsted
L&D 52
Smithland

Legend

	Lock & Dam		Military Installation
	Interstate Highway		LRL Civil Works Boundary
	Levee / Floodwall		City
	Major Stream		County Boundary
	Waterbody		Project Name
	Watershed		Military Project





OLMSTED LOCKS AND DAM PROJECT

As of: 28 January 2020

U.S. ARMY CORPS OF ENGINEERS

BUILDING STRONG®

Official Title: Locks and Dam 52 and 53 Replacement Project (Olmsted Locks and Dam), IL and KY

Location: The project is located in Olmsted, IL near Ohio River Mile 964.4.

Purpose: Construct the new Olmsted Locks and Dam to replace Ohio River Locks and Dams 52 & 53. Demolish Locks and Dams 52 & 53 once Olmsted is operational.

Project Description and Background: The project consists of two 110' X 1200' locks adjacent to the Illinois bank, and a dam comprised of five tainter gates, 1400' of boat-operated wickets and a fixed weir. The proposed replacement structure will eliminate Ohio River Locks & Dams 52 & 53. Locks & Dams 52 & 53 were completed in 1929 and the temporary 1,200' long lock chambers were added in 1969 at Locks & Dam 52 and 1979 at Locks & Dam 53. The antiquated design and age of these structures make it impossible to meet current traffic demands without significant delays. The existing structures have deteriorated structurally and are overstressed during normal operating conditions. Existing wicket dam has missing sections and wickets that will not raise making it very difficult to maintain pool during low water. The temporary locks at Locks & Dam 52 & 53 have significantly passed their 15-year design life.

This strategic reach of the Ohio River provides a connection between the Mississippi River, Tennessee River and Cumberland River. More tonnage passes this point than any other place in America's inland navigation system. In 2011, 91 million tons (Locks & Dam 52), traversed this portion of the Ohio River. 25% of all coal shipped on the inland waterways transits Locks & Dam 52, destined for many of the 50 power plants located on the Ohio River System or the 17 power plants located in eight states on the Upper or Lower Mississippi River.

Current Status and Outstanding Issues: The two 110' X 1200' locks and approach walls are complete. All damming surfaces to include left boat abutment, right boat abutment, 5 Tainter gates, fixed weir on the Kentucky bank and all twelve navigable pass shells containing wickets are complete and operable.

L&D 52 Marine Demo is approximately 25% complete and L&D 53 Marine Demo Phase I is approximately 65% complete. New Z-drive workboat has been awarded and delivery expected in June 2022.

Remaining required work originally scheduled to be awarded in 2019 was deferred to FY 20 allowing those funds to be used to complete all features of the dam and start 53 Marine Demo Phase I. Work Plan funding in the amounts of \$38M (FY20) and \$25M (FY21) are being requested to execute the deferred work. This additional \$63M completes the project well within the Congressionally Authorized Amount.

Summarized Financial Data

2012 PACR	\$3,099,000,000
2018 Total Estimated Project Cost (NWW certified)	\$2,867,296,000
Estimated Federal Cost	\$1,856,981,000
Estimated Inland Waterways Trust Fund Cost	\$1,010,315,000
Allocation thru FY19 including ARRA allocation thru 30 Sept 15	\$2,790,402,000
FY 19 President's Budget	\$35,000,000
FY 19 Work Plan	\$15,000,000
Benefit to Cost Ratio (at 7%)	1.98
Non-Federal Sponsor	N/A

The Olmsted Locks & Dam project was authorized by Section 3(a)(6) of the Water Resources Development Act (WRDA) of 1988. The authorized project cost was increased on 17 October 2013 as part of a Continuing Appropriations Act, 2014 to \$2,918,000,000. The project was funded 50%/50% from the General Treasury and the Inland Waterways Trust Fund (IWTF) through FY2013. The FY2014 Omnibus Appropriation Act changed the split of IWTF and General Treasury funds to 25%/75% for FY2014 only. Water Resources Reform and Development Act of 2014 changed the IWTF and General Treasury shares to 15%/85% beginning 1 Oct 2014. As of 30 Sep 2018, \$2.545B has been expended on the project. The most recent (2018) economic update forecast annual average benefits at \$236M. PACR annual benefits were calculated at \$640M.

Upcoming Actions: Remaining items required to complete the project include: L&D 53 Marine Demo Phase II, Landside Demo of 52 and 53, Resurface County Road, Refurbish Bulkheads, Upstream Harbor Access, Abutment Wicket Blanks, Final site Restoration with building Conversions and Cultural Resource documentation, are Being scoped and ready for contract acquisition. Awards on all items are expected by the end of the calendar year 2020.

HQs POC: Catherine Shuman, CECW-LRD, 202-761-1379,
Catherine.M.Shuman@usace.army.mil



Olmsted Locks and Dam August 2016



Olmsted Locks and Dam November 2019

Ohio River Valley Sanitary Commission Development of a Basin-Wide Strategic Plan



MEMBER STATES

States joined in the Ohio River Valley Sanitary Commission compact formed in 1948.

Current Phase:

Planning Assistance to States Study

Location and Description:

This study will be a collaborative effort to create an actionable plan that will prioritize regional goals and objectives for general improvements in economic health, ecological well-being, and quality of life for residents throughout the Basin.

Authorization:

Section 22(a) (1) of the Water Resources Development Act of 1974 (Public Law 93-251), as amended.

FY19 Activities:

Execution of the Letter Agreement and study initiation. Letter Agreement was signed February 25, 2019. Numerous stakeholder outreach efforts were completed to identify problems and opportunities in the basin.

Summarized Financial Data:

	<u>Study</u>
Estimated Federal Cost	\$200,000
Estimated Non-Federal Cost	\$200,000
Total Estimated Project Cost	\$400,000
Allocation thru FY19	\$200,000
Balance to Complete after FY19	\$0
President's Budget for FY20	\$0
FY20 Allocation (thru JAN 2020)	\$0
FY21 President's Budget	\$0

FY20 Planned Activities:

Completion of a two-day summit as part of the ORBA/OBCRE workshop. Focus group held in Pittsburgh, Cincinnati, and Nashville during the week of January 26-31, 2020. Currently revising and preparing draft report in February 2020 with District Quality Control and release of final report scheduled for March 2020.

Issues and Other Information:

None

Congressional Interest:

All Congressional Members in Kentucky, Indiana, Ohio, and Illinois

John T. Myers Locks and Dam, IN and KY



J.T. Myers 600' Lock Extension

Current Phase:
Construction

Location and Description:

The project is located on the right bank of the Ohio River at river mile 846.0' approximately 3.5 miles downstream of Uniontown, KY, with the lock chambers towards the Indiana shore.

The John T. Myers Lock Extension Project will extend the existing 600-foot long auxiliary lock chamber to a 1,200-foot long lock chamber. This effort will give the navigation facility twin 1,200-foot locks for inland navigation tow traffic. This additional lock capacity will enable the facility, in operation since 1969, to manage tow traffic during planned and unscheduled main lock closures without significant delays to inland navigation. Many contracts are required to design and construct the project. Preconstruction, Engineering and Design (PED) efforts since 2000 have included hydraulic model studies and engineering analysis and foundation explorations towards preparation of project plans and specifications.

Authorization:

Water Resources Development Act (WRDA) 2000, Public Law 106-541

FY19 Activities:

No activities were completed in FY2019 since no Federal funds were available.

Planned FY20 Activities:

FY 2020 funds, if available, would be used to re-evaluate the cost and economics of the current approved plan.

Issues and Other Information:

In September 2004, the Corps awarded the first site preparation contract for construction of an Operations

Summarized Financial Data:

	<u>Construction</u>
Estimated Federal Cost	\$226,561,000
Estimated Non-Federal Cost	\$216,239,000
Total Estimated Project Cost	\$442,800,000
Allocation thru FY19 1/	\$19,456,946
Balance to Complete After FY19	\$423,343,054
President's Budget for FY20	\$0
FY20 Allocation (thru JAN 2020)	\$0
FY21 President's Budget	\$0

1/ Includes funds (\$10,110,000) provided by the American Recovery and Reinvestment Act of 2009 (ARRA), Public Law 111-5, which are not cost shared with IWTF appropriations.

Support Facility. Those construction activities were completed in late 2005. The remaining site preparation contracts will include: a) excavation of the river bank to widen the upper lock approach; b) construction of a Resident Engineer's building; c) miter gate storage area, with spare gate; and d) implementation of aquatic mitigation. Based upon physical modeling, it is necessary to widen the upper approach area for downbound entry of commercial towing vessels into the extended auxiliary lock chamber. The spare miter gate will allow the Corps to expedite both scheduled maintenance activities and emergency repairs to the existing lock miter gates. Environmental mitigation will involve installation of a series of in-water features, over three consecutive summer and fall low water seasons, to enhance aquatic habitat in the nearby vicinity of the project. Upon receipt of additional funding the District would proceed towards award of the remaining contracts. The District plans to award two contracts to construct the lock extension and its new approach walls.

The Corps of Engineers has suspended design of the project until receipt of additional funds. The American Recovery and Reinvestment Act of 2009 provided the Corps of Engineers with funding to award the contracts for construction of the upper lock approach widening and Resident Engineer's building. The approach widening contract was awarded on December 17, 2009 and was substantially complete in July 2012. The Resident Engineer's Building was awarded on March 31, 2010, and was substantially complete in December 2011.

Construction of the remaining work will be accomplished by award of both fully and incrementally-funded contracts. The schedule will be developed upon receipt of additional funds.

The John T. Myers project passes the highest tonnage of all the Ohio River high lift locks with a 600-foot auxiliary chamber. Approximately 73 million tons of commodities were shipped through the J. T. Myers locks in 2010. The project authorization was a product of the Ohio River Mainstem Systems Study, which used a

regional systems approach to address the investments needed to provide an efficient navigation system on the Ohio River Mainstem through 2060. This project represents a reinvestment in the river transportation infrastructure.

Congressional Interests:

Senator Mitch McConnell

Senator Rand Paul

Senator Todd Young

Senator Mike Braun

Senator Richard J. Durbin

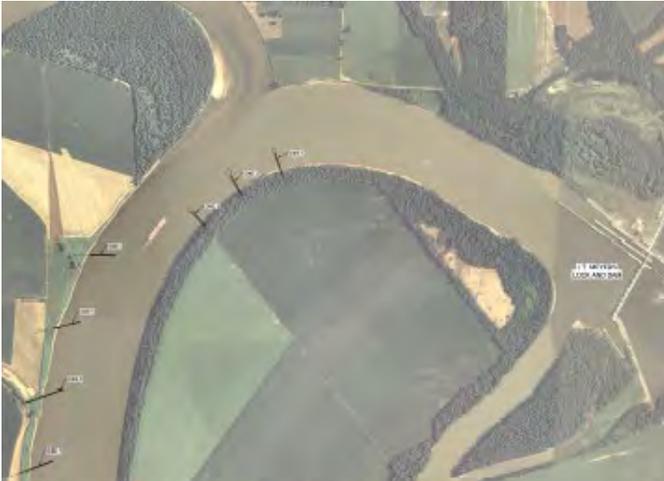
Senator Tammy Duckworth

Representative John Shimkus (IL-15)

Representative Larry Bucshon (IN-8)

Representative James Comer (KY-1)

Wabash River Dikes



Current Phase:

Design and Construction

Location and Description:

The project area is located in the Ohio River near the confluence with the Wabash River.

Authorization:

P.L. 116-20

FY19 Activities:

No activities were initiated in FY2019 since no Federal funds were received.

Planned FY20 Activities:

FY19 O&M Supplemental funds will be used to prepare the Project Management Plan (PMP) and develop a resource loaded schedule. Initiate required Real Estate activities necessary for easements and acquisitions, cultural investigations and ecological assessments. Continue hydraulic modeling needed to aid design and move plans and specs forward.

Summarized Financial Data:

	<u>Construction</u>
Estimated Federal Cost	\$26,000,000
Estimated Non-Federal Cost	\$0
Total Estimated Project Cost	\$26,000,000
Allocation thru FY19	\$0
Balance to Complete after FY19	\$26,000,000
President's Budget for FY20	\$0
FY20 Allocation (thru JAN 2020)*	\$625,000
FY21 President's Budget	\$0

*FY19 O&M Supplemental Funds

Issues and Other Information:

The FY19 Supplemental (O&M) Bill authorized \$26M for the design and construction of river dikes in the Ohio River near the confluence of the Wabash River. In 2008, the Wabash River cut-through reduced the river by 13 miles. This has resulted in an annual dredging of the Ohio River near the mouth of the Wabash River at a cost of \$1.5M (2016 dollars) annually. Prior to 2008 (1932-2007), the average annual dredging cost was only \$86K (2016 dollars). The construction of river dikes is being evaluated, which should reduce the need for dredging in this area.

Congressional Interests:

Sen. Todd Young (IN)
 Sen. Mike Braun (IN)
 Sen. Mitch McConnell (KY)
 Sen. Rand Paul (KY)
 Sen. Richard J. Durbin (IL)
 Sen. Tammy Duckworth (IL)
 Rep. Larry Bucshon (IN-08)
 Rep. James Comer (KY-01)
 Rep. John Shimkus (IL-15)

Russell-Allison-Ambraw Levee, IL Levee Rehabilitation



View of the 3 new reinforced concrete pipes and levee repair.

Current Phase:

Construction

Location and Description:

The Russell-Allison-Ambraw Levee Rehabilitation Project is located in Lawrence County, Illinois on the right bank of the Wabash River. The project consists of rehabilitation work to the existing levee, which was damaged in the 2017 Flood Event. Repairs include completely removing the failing triple sewer structure; installing three new 72-inch diameter reinforced concrete pipes; and constructing a new earthen levee section.

Authorization:

Public Law 84-99

FY19 Activities:

Project was substantially completed in FY2018. A few minor punch list items were completed by the

Summarized Financial Data:

	<u>Construction</u>
Estimated Federal Cost	\$3,060,820
Estimated Non-Federal Cost	\$768,080
Total Estimated Project Cost	\$3,828,900
Allocation thru FY19	\$3,060,820
Balance to Complete after FY19	\$0
President's Budget for FY20	\$0
FY20 Allocation (thru JAN 2020)	\$0
FY21 President's Budget	\$0

Contractor in October 2018. A Request for Equitable Adjustment (REA) was submitted by the Contractor and was settled in January 2019. Funds were received and the project was fiscally closed out.

Planned FY20 Activities:

None.

Issues and Other Information:

Since the repairs have been completed, the Non-Federal Sponsor will again be responsible for operation and maintenance.

Congressional Interests:

Senator Richard Durbin
Senator Tammy Duckworth
Representative John Shimkus (IL-15)