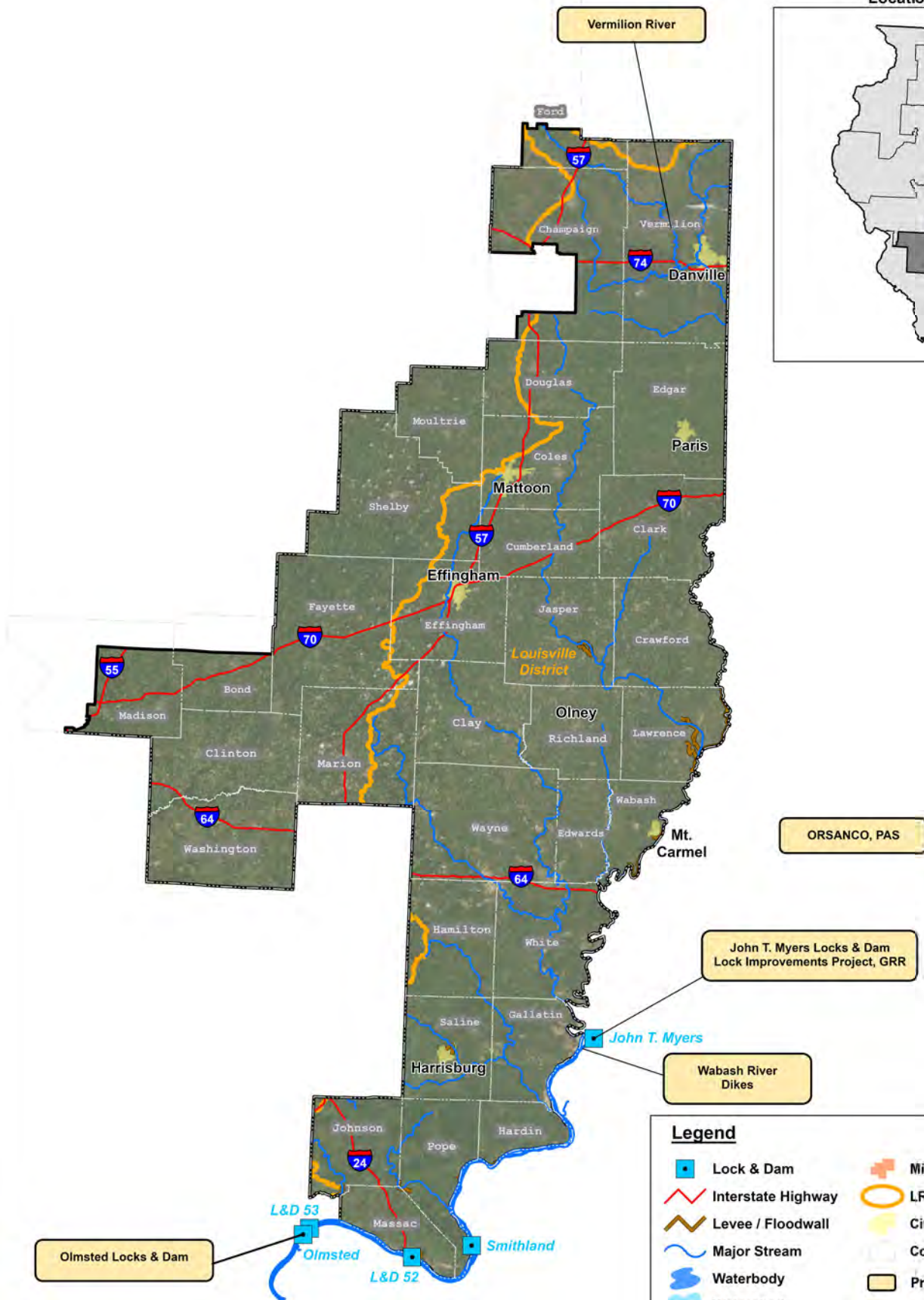
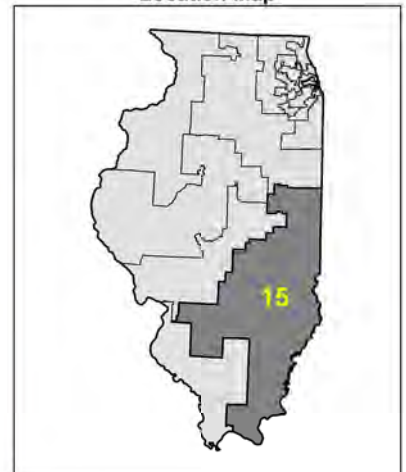


# CONGRESSIONAL DISTRICT IL15

Location Map



ORSANCO, PAS

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

Wabash River  
Dikes

Olmsted Locks & Dam

**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: 9 March 2022

**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 near 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:** Early operation of Olmsted and unseasonably high river elevations from Sept 2018 to Aug 2019 impacted the ability to complete all remaining work on the Dam as scheduled. The Dam contract is now complete with all work done and the contractor has demobilized from the site.

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. In addition, the following project components have also been completed; Harbor Access, Resident Office Conversion (Pole Barns), Refurbish Bulkheads, Locks & Dams 52 and 53 Landside Demo and Final Site Restoration.



Work currently under contract: Z-Drive Workboat 65% complete, Locks & Dam 52 Marine Demo 80% complete, Locks & Dam 53 Marine Phase II 35% complete and Historic Book 20% complete.

Remaining work to complete the project (Maintenance crane and Floating Mooring Bit Extensions) are progressing through design with procurement scheduled for 3rd Qtr. FY22.

**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 FY21 including ARRA allocation thru 30 Sept 15	\$2,853,402,000
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 2021, \$2.725B 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:** Olmsted was put into service on 6 Sep 2018 ahead of the scheduled 1 Oct 2018 date, and 4 years ahead of the PACR milestone, to mitigate significant economic exposure to industry stakeholders given the failing condition of Locks & Dams 52 & 53. This early operational date and subsequent unseasonable extended high-water event impacted completion of several critical items of the dam to include isolation piles and shell patching. An additional \$63M was received through the FY20 Work Plan for project delays due to the high-water impact to the cost-reimbursement contract extension and procurement of remaining work. LRL continues to actively prosecute completion of remaining work and to complete the project ahead of the Cost Scheduled Risk Analysis date of 2026.

**HQs POC:** Ryan Fisher, CECW-LRD, 202-761-1379





Olmsted Locks and Dam November 2019

## 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 on the Illinois and Kentucky banks,

### Authorization:

P.L. 116-20

### FY21 Activities:

\$8,512,720 contract was awarded on 30 Sep 2021 to Luhr Bros, Inc. All real estate offers were made and accepted. A United States Department of Agriculture (USDA) wetlands easement was discovered during title search. LRL initiated coordination with the USDA to resolve this issue.

### FY22 Planned Activities:

Address all remaining real estate issues. Issue Notice to Proceed to the contractor and initiate construction when river conditions allow. Current scheduled completion is May 2023, depending on river conditions

### 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 FY21*	\$26,000,000
Balance to Complete after FY21	\$0
FY22 Final Appropriation	TBD
FY22 Allocation (thru JAN 2022)	\$0
FY23 President's Budget	TBD

\*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 will reduce the amount dredging needed 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 Mary Miller (IL-15)



## 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

**FY21 Activities:**

No activities were completed in FY2021 since no Federal funds were available.

**Planned FY22 Activities:**

FY 2022 funds, if available, would be used to initiate a General Reevaluation Report (GRR) to 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:**

	<b><u>Construction</u></b>
Estimated Federal Cost	\$226,561,000
Estimated Non-Federal Cost	\$216,239,000
Total Estimated Project Cost	\$442,800,000
Allocation thru FY21 1/	\$19,456,946
Balance to Complete After FY21	\$423,343,054
FY22 Final Appropriation	TBD
FY22 Allocation (thru JAN 2022)	\$0
FY23 President's Budget	TBD

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:**

SEN Mitch McConnell (KY)  
SEN Rand Paul (KY)  
SEN Todd Young (IN)  
SEN Mike Braun (IN)  
SEN Richard J. Durbin (IL)  
SEN Tammy Duckworth (IL)  
REP Mary Miller (IL)  
REP Larry Bucshon (IN)  
REP James Comer (KY)



## 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 (PAS) 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.

### **FY21 Activities:**

Released the Final Report to the non-federal sponsor, stakeholders, the public, and Congressional interests. Phase I was completed. Scoped and implemented Phase II.

### **Summarized Financial Data:**

	<b><u>Study</u></b>
Estimated Federal Cost	\$200,000
Estimated Non-Federal Cost	\$200,000
Total Estimated Project Cost	\$400,000
Allocation thru FY21	\$200,000
Balance to Complete after FY21	\$0
FY22 Final Appropriation	TBD
FY22 Allocation (thru Jan 2022)	\$0
FY23 President's Budget	TBD

### **FY22 Planned Activities:**

Closeout of three Phase II projects.

### **Issues and Other Information:**

Excess funds from Phase I were used to implement the Phase II project which entails three smaller reports: a data management plan, a long-term water resource plan, and a water trail plan.

### **Congressional Interest:**

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





## Vermilion River County Road N 900 E – Emergency Streambank Stabilization, Illinois (Section 14)



Active streambank failure along the Vermilion River  
(Vermilion County, Illinois)

### Current Phase:

Feasibility

### Location and Description:

The project site is located approximately 8.3 miles north of Oakwood, IL in Vermilion County, IL along the left descending bank of the Vermilion River, just upstream of the N 900 East Bridge (County Highway 21).

According to Vermilion County officials, approximately 250 vehicles traverse that stretch of roadway each day. Closure of this section of the road will lead to a 13.5-mile detour to the North, and a 20.5-mile detour to the South. In addition, this erosion has rendered a public access site for paddlers, anglers, and other recreational users inaccessible.

Significant erosion has occurred in 2011, 2017, and 2019. County officials have closed the lane closest to the river in order to maintain public safety.

### Authorization:

Section 14 of the Flood Control Act of 1946, as amended  
– Emergency Streambank and Shoreline Stabilization

### FY 21 Activities:

In response to a Letter of Intent submitted by the Vermilion County, IL Highway Department, a site visit was conducted using coordination funds by the Louisville District in August 2021. The site visit confirmed active erosion at the site threatening County Road N 900 E (County Highway 21).

### Summarized Financial Data:

<u>Summarized Financial Data:</u>	<u>Feasibility</u>
Estimated Federal Cost	\$100,000
Estimated Non-Federal Cost	\$ 0
Total Estimated Project Cost	\$100,000
Allocation thru FY21	\$0
Balance to Complete After FY21	\$100,000
FY22 Final Appropriation	TBD
FY22 Allocation (thru JAN 2022)	\$50,000
FY23 President's Budget	TBD

### FY 22 Activities:

A Federal Interest Determination and Feasibility Scoping Meeting with the Great Lakes and Ohio River Division was held in January 2022. A charrette was held in February 2022 with interested parties, stakeholders, and the Non-Federal Sponsor. The charrette was particularly important because the Middle Fork Vermilion River is designated as a Wild and Scenic River. A Tentatively Selected Plan milestone meeting will be held in June 2022. The study is expected to be completed by the end of FY22.

### Issues and Other Information:

None.

### Congressional Interest:

SEN Richard Durbin (IL)  
SEN Tammy Duckworth (IL)  
REP Mary Miller (IL)

