



**WATERWAYS**  
COUNCIL, INC.

## John T. Myers Lock & Dams



*Waterways Council, Inc. is the national public policy organization advocating a modern and well-maintained national system of ports and inland waterways.*



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*Location*

Ohio River Mile 846 in Union County, Kentucky and Posey County, Indiana; 16 miles downstream from Mt. Vernon, Indiana.

*Existing Structures*

110' x 1200' main lock and 110' x 600' auxiliary lock, constructed in 1975.

*Annual Tonnage and Projected Traffic Growth*

In 2008, over 71.9 million tons of commerce worth over \$13 billion transited John T. Myers Locks, of which 51% was coal. Other important commodities included grain, iron/steel, petroleum and chemicals. Projected tonnage is 90.9 million tons by 2030 (source: *Ohio River Main Stem Systems Study – Interim Feasibility Report*)

*Summary of Problems*

Major repairs of the main chamber associated with heavy use and age force greater future reliance on the inadequately-sized auxiliary chamber. This results in accelerating transit costs.

*Corps of Engineers Actions*

The John T. Myers and Greenup Locks Improvements Interim Feasibility Report of the Louisville and Huntington Districts, a product of the Ohio River Mainstem Study, recommends a 600' extension for the auxiliary lock and a miter gate quick changeout system. The project was authorized in the Water Resources Development Act of 2000. Design work has begun. The Project received \$9.5 million in ARRA (Stimulus) funding.

# John T. Myers Locks and Dam

## *Project Description*

Authorized in the Water Resources Development Act (WRDA) 2000, the John T. Myers Locks Improvements Project will extend the existing 600-foot long auxiliary lock chamber to a 1,200-foot long lock chamber. This effort will give the John T. Myers project twin 1,200-foot locks for inland navigation tow traffic. This additional lock capacity will enable the John T. Myers facility, in operation since 1969, to manage tow traffic during planned and unscheduled main lock closures without significant delays to inland navigation. The John T. Myers Locks and Dam project is located at Ohio River Mile 846.0, about 3 miles below Uniontown, KY, with the lock itself on the Indiana shore. Many contracts are required to design and construct the project. Preconstruction, Engineering and Design (PED) efforts since 2000 included hydraulic model studies and engineering analysis and foundation explorations toward preparation of project Plans and Specifications. Awarded in September 2004 the first site preparations construction contract for Operations Support Facility was completed in Nov/December 2005. The next construction contracts to be awarded are the remaining site preparation work including the Resident Engineers office, the Upper Bank site preparation and Construction Access Road, and the Aquatic Mitigation to all be completed prior to initiation of the lock extension construction. The Upper Bank work will improve the upstream access for the extended lock chamber. The Aquatic Mitigation work is a series of in-water features to enhance habitat which will require three consecutive summer construction periods. The lock extension and new approach walls will then be constructed in separate construction contracts.

## *Transportation Importance to the System*

The John T. Myers project passes the highest tonnage of all the Ohio River high lift locks with a 600-foot auxiliary chamber. Currently 70 to 80 million tons of commodities are shipped through annually. Projections indicate an excess of 99 million tons by the year 2010, far exceeding the effective capacity of the auxiliary lock. The project authorization was a product of the Ohio River Mainstem Systems Study, which uses 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.

## *Project Funding History*

The project is cost-shared 50/50 with the Inland Waterways Trust Fund. Total project costs are estimated to be \$ 342.3 Million. The benefit to cost ratio is 1.1 to 1 based on an interest rate of 7 percent. Construction funds were first appropriated in FY 2004. Approximately \$8.2 million has been expended through FY 2007 leaving a balance of \$334.1 million to complete the project. The Project received \$0 funds in FY 09, \$9.5 million in ARRA (Stimulus) funding, \$0 in FY 10 and \$0 in FY 11.

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