



# TRVA News

Fall 2010 Newsletter



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### Upcoming Events:

National Waterways  
Conference Legislative Summit  
March 7-9, 2011  
Washington, DC

American Waterway Operators  
2011 Spring Convention  
April 5-8, 2010  
Washington, DC

Inland Rivers Ports & Terminals  
Annual Conference  
May 4-6, 2011  
Pittsburgh, PA

Tennessee River Valley  
Association is now on  
Facebook

## TRVA Presents 2010 Friend of the Valley Award to Nashville District

On October 19, 2010, the Tennessee River Valley Association presented their prestigious "Janice L. Jones" Friend of the Valley Award for 2010 to the Nashville District, U.S. Army Corps of Engineers.

Formed in 1967, the Tennessee River Valley Association and its Tennessee-Cumberland Waterways Council (TRVA-TCWC) promotes commercial navigation as a catalyst to economic growth in the Tennessee and Cumberland River Valleys. The TRVA-TCWC mission is to insure the continued development, improvement and modernization the region's overall water resource infrastructure that provides tremendous economic benefits and opportunities to communities throughout the entire region.

Named for Jan Jones who led the non-profit organization for three decades, the Friend of the Valley Award has historically been presented annually to individuals who have made substantial contributions to the economic improvement of the Tennessee and Cumberland Valley regions. This year, the Board of Directors of TRVA-TCWC chose to present their prestigious award to an institution important to the economic vitality of the Tennessee and Cumberland River Valleys.

The Nashville District, U.S. Army Corps of Engineers' efforts that returned navigation

to the Cumberland River in the wake of the historic flooding in early May of this year that severely damaged the Cheatham Lock near Ashland City, Tennessee is an example of their commitment to the Tennessee and Cumberland River's waterway transportation infrastructure.

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LTC Anthony Mitchell USACE, Cline Jones TRVA, Gerald Choat Nashville District Navigation

## Belle of Cincinnati Cruises the Tennessee River

In early November, the Belle of Cincinnati visited the Beautiful Tennessee River enjoying successful lunch and dinner cruises in the cities of Chattanooga, Tennessee; Guntersville, Decatur and Florence, Alabama and; Paducah, Kentucky.

The quiet pools and fall colors of the Tennessee River provided an excellent opportunity for valley residents to experience the thrill and heritage of cruising on an historic paddlewheel propelled riverboat.

Owner/Captain Alan Bernstein of B&B Riverboats expressed his appreciation for the opportunities provided by the Tennessee and plans 2011 excursions on the Cumberland River.



Belle of Cincinnati Docked at Riverwalk Marina in Decatur, Alabama

## Kentucky Lock Addition Benefits from American Recovery & Reinvestment Act

Construction at the Kentucky Lock Addition on the Tennessee River near Gilbertsville, Kentucky will continue through 2012 as a result of successful efforts to secure American Recovery and Reinvestment Act (ARRA) funding.

Through FY2010, Kentucky Lock received a total of \$72.4M in ARRA funds. That amount will fund all the project's critical path activities through FY 2011 and continuous construction until completion of Option 5 in January 2013.

Out of the

\$72.4M, the project awarded contracts and expended \$66.1M. The remaining \$6.3M will be used to fund known construction contract modifications in the coming months and to fund expenses



Excavation at the Kentucky Lock Addition Construction Site where as of November approximately 50 feet of material had been removed

required to manage the ongoing ARRA contracts to their completion.

With its ARRA funding, Kentucky Lock does not need any appropriated funds through FY2012. However, if no appropriated funds are received in FY2013, the project will commence an orderly shutdown.

There is optimism that Kentucky Lock will receive funding in FY2013 for many reasons - the main one being how well positioned the project is to use small increments of funds efficiently (e.g., exercise the remaining 5 options on the Upstream Lock Monoliths).

Integral to insuring funding beyond 2013 will be the adoption of legislation supported by TRVA that will implement the recommendations of the Inland Marine Transportation System Capitol Investment Strategy.

## Construction at Chickamauga Lock Replacement Project Suspended

Work on the Chickamauga Lock Replacement Project on the Tennessee River near Chattanooga, Tennessee is essentially suspended indefinitely from the completion of the Cofferdam Contract as a result of the insolvency of the Inland Waterways Trust Fund (IWTF).

Keeping the existing lock operational until work can be resumed and completed will be a major challenge. U.S. Army Corps of Engineers (USACE) Operations and Maintenance (O&M) budgets are declining as aging systems needs are increasing throughout the nation.

The Aggressive Maintenance Program designed to insure safe operation of the existing lock until the replacement can be completed has cost approximately \$20M through FY2010.

Maintenance needs are expected to require \$6.4M in FY2013. These levels of funding will be unsustainable in future O&M budgets.

Great Lakes and Ohio River Division Commander MG John Peabody has indicated that his major concern in the future will be dam safety. O&M funds in the past have been focused on lock maintenance and our nation's aging dams will now require a larger portion of those dwindling funds.

Given the insolvency of the IWTF, the reluctance in Congress to increase the federal deficit and constrained USACE O&M budgets, a perfect storm is brewing that could force the closure of the existing deteriorating lock at Chickamauga due to safety

concerns before the replacement lock can be completed.

Chickamauga Lock provides access to 318 miles of commercially navigable waterways, two TVA Nuclear Plants and the Oak Ridge National Laboratories near Knoxville, TN.



Cofferdam at the Chickamauga Lock Replacement Project on the Tennessee River

## Alabama Company Making Contributions to America's Aging Waterway Infrastructure

The Russellville, Alabama based G&G Steel, Inc. is one of the largest steel fabricators in the U.S. and specializes in large component parts for bridges, locks and mining equipment.

G&G has and continues to make significant contributions to our nation's aging critical waterway transportation infrastructure.

During the past month, the Pittsburgh District, U.S. Army Corps of Engineers Repair Party has been undertaking the huge task of replacing the miter gates on the main chamber at Pike Island Locks and Dam, near Wheeling, West Virginia.

The gate leaves weigh approximately 127 tons each for the upper two and 150 tons each for the lower pair. They are each 5 feet thick, 66.5 feet wide and 38 feet

high for the upstream end of the chamber and 44.3 feet high downstream, and were crafted by G&G Steel Inc., Russellville, Alabama.



*New Alabama Built Lock Gate Being Installed at the Pike Island Lock and Dam on the Ohio River*

According to Danny Gist of G&G Steel, the gate leaves were fabri-

cated in Russellville, Alabama, assembled and then loaded onto barges at G&G Steel's luka, Mississippi facility located on the Tennessee River.

A cargo too large to be efficiently moved by highway or rail, the new gates were transported by barge down the Tennessee onto the Ohio River for delivery to the Pike Island lock site after a journey that took a total of fifteen days.

The new gates will allow the lock to continue to raise or lower river traffic to the next pool level as it has for the past half century. The chamber is scheduled to reopen at 11 p.m. on Dec. 18. The Pittsburgh District's 23 locks and dams comprise the oldest, largest and most fatigued navigation system in the Corps' inland waterways inventory.

## Sequoyah Steam Generators Shipped on the Tennessee River

Four new steam generators for the Sequoyah Nuclear Plant Unit 2 arrived in New Orleans from South Korea in early November. The generators were transferred to barges for the trip to the Sequoyah Nuclear Plant on the Upper Tennessee River in East Tennessee.

From New Orleans, the barges transported the crucial high value cargo up the Tennessee Tombigbee Waterway, an extremely valuable water route linking the ocean ports of Mobile and New Orleans with the Tennessee River and thereby, the Ohio and Upper Mississippi Valleys.

Once on the Tennessee River, the generators were on the final

leg of their journey. The trip included passage through a total of 18 navigation locks on the region's waterway systems.

Water transportation is the only practical method for shipping ex-

tremely large and bulky pieces of machinery and equipment.

Items as varied as giant cranes for highway bridge construction, automobile plant presses, military vehicles, and even rocket boosters have been loaded onto vessels and barges for shipping via the Tennessee River.

One critical link in the Tennessee River transportation system that this shipment relied on is the Chickamauga Lock near Chattanooga, Tennessee.

Threatened with closure due to concrete growth, the continued construction of a replacement lock at Chickamauga is integral to the future of this important mode of transportation.



*Tennessee Valley Authority Steam Generators on the Tennessee River*

## Friend of the Valley Award Continued from page 1

The floodwaters that inundated the Cheatham Lock, including the elevated control rooms, damaged critical equipment that left the lock that provides navigation to the Nashville area and beyond inoperable. Cheatham Lock returned to restricted/limited service on May 24<sup>th</sup>, 2010 with the first lockage in three weeks dedicated to providing the U.S. Coast Guard an opportunity to replace navigation aids to the Cumberland River between the Cheatham Lock and Gallatin, TN.

Dedicated to the safety of Corps personnel and crews operating on vessels transiting the stricken structure, the U.S. Army Corps of Engineers aggressively worked to return Cheatham Lock to regular service using every electrician from every lock in the Nashville District in an effort that replaced every electrical wire in the

system. Normal lock operations were resumed on June 18<sup>th</sup>, 2010 when all of the critical components of the system had been tested and verified as fully functional.

The Nashville District's service on behalf of the residents of the Tennessee and Cumberland Valleys earned the deserving recognition of this multi-state public-interest organization. The formal presentation of the 2010 "Janice L. Jones" Friend of the Valley Award was held during the Tennessee River Valley Association's 44<sup>th</sup> Annual Meeting on October 19, 2010 in Gatlinburg, TN.

During the 2010 TRVA-TCWC Annual Meeting, informative presentations were offered by; LTC Anthony Mitchell, Commander of the Nashville District USACE; Wayne Huddleston, Project Manager of the Chickamauga Lock Replacement; Tom Hood, Projects Manager USACE Headquarters;

John McCormick, Sr. Vice President of River Operations, Tennessee Valley Authority; Amy Larson, President, National Waterway Conference; Chris Dagar, University of Tennessee Center for Transportation Research and; U.S. Coast Guard personnel.

The Board of Directors and membership of the TRVA-TCWC formally endorsed a position related to funding of ports in the Highway Reauthorization Bill that is expected to be considered in the U.S. Congress.

TRVA Vice-President Ron Coles chaired a committee of the Inland Rivers Ports & Terminals (IRPT) that authored the proposal that seeks to secure funding for critical port development and improvements on our nation's inland waterways. The text as adopted is available under the news tab of the TRVA website at:

[www.trva-tcwc.org](http://www.trva-tcwc.org).



*American Great Loop Cruisers Association  
at Joe Wheeler State Park on the Tennessee River*

Once again in October, the American Great Loop Cruisers Association held their Annual Fall Rendezvous at the Joe Wheeler State Park on the Beautiful Tennessee River before beginning their journey down the Tenn Tom to their winter cruising grounds along the Gulf Coast.

Loopers travel up to 7,500 miles on America's inland waterway system annually making them stakeholders interested in the maintenance and modernization of critical waterway infrastructure. TRVA was honored to have been asked to offer a presentation to the group of approximately 150 recreational boaters and encouraged support for legislation that will implement the IMTS-CIS recommendations.

### TRVA Seeks to Inform Lawmakers & Public

The Tennessee River Valley Association continues to identify opportunities to inform our lawmakers and the general public of the benefits, opportunities and importance of our nation's overall water resource infrastructure.

Through speaking events, publications and production of articles submitted to press outlets throughout our region, TRVA seeks to take advantage of all opportunities to disseminate related important information. Follow the link to the most recent TRVA op-ed article that has been published by newspapers in the Tennessee and Cumberland Valley Region: <http://www.trva-tcwc.org/roads-rails-and-runways-why-not-ports-and-rivers/>

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