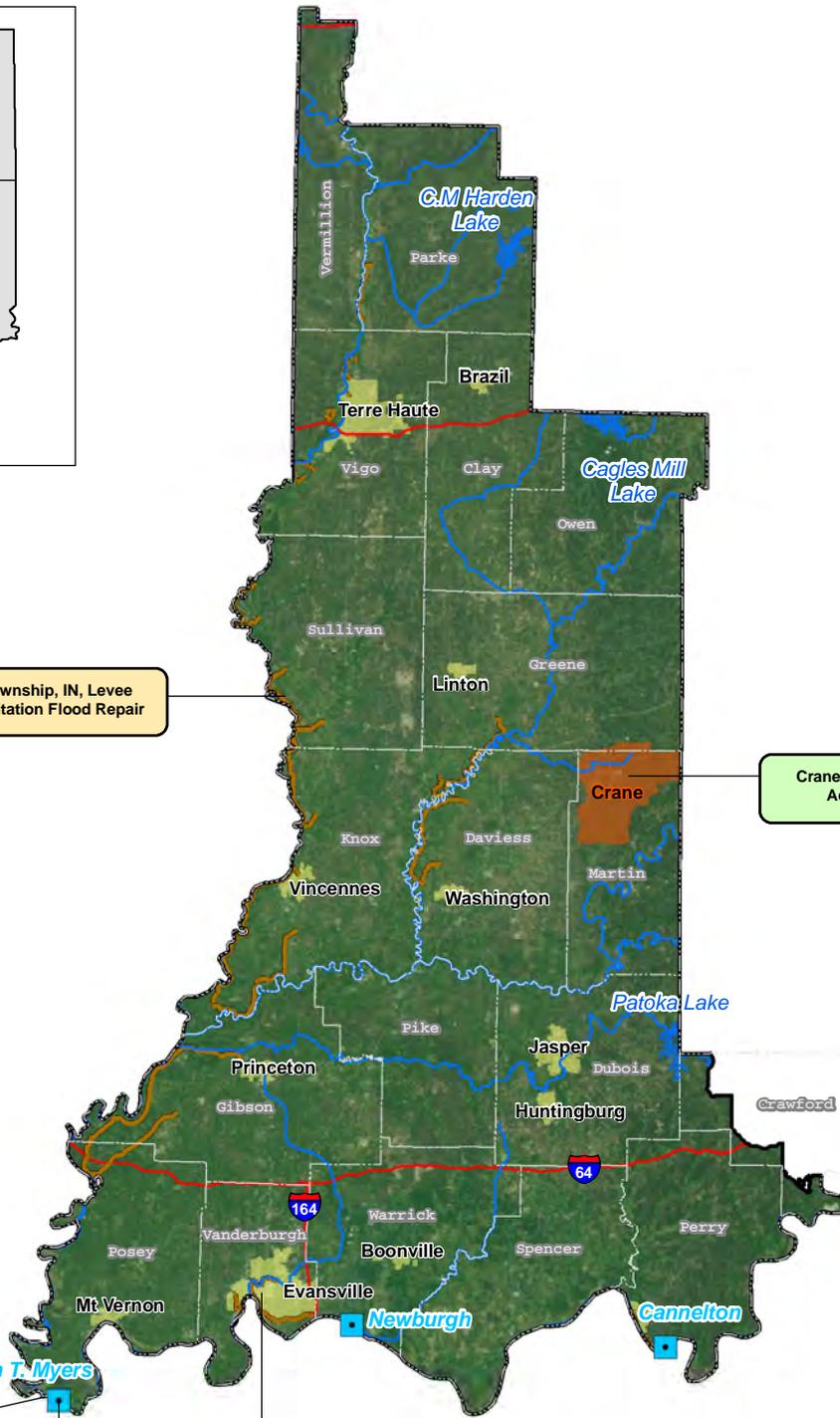
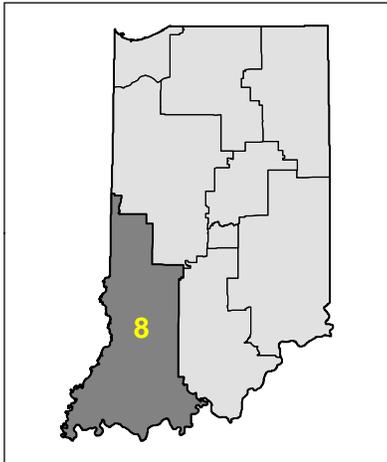


CONGRESSIONAL DISTRICT IN08

Location Map



Gill Township, IN, Levee Rehabilitation Flood Repair

Crane Army Ammunition Activity Projects

IN Silver Jackets Program

Dam Safety Program (COE Indiana Dams)

Olmsted Locks & Dam

ORSANCO PAS

Wabash River Dikes

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

Jacobsville Neighborhood Soil Contamination Superfund Site, IN

Legend

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

Dam Safety, Indiana Indiana Dams - Special Studies



Brookville Dam, IN

Current Phase: Study

Project Location: Brookville Lake Dam, Cagles Mill Lake Dam, CM Harden Lake Dam, Mississinewa Lake Dam, Monroe Lake Dam, Patoka Lake Dam, J.E. Roush Lake Dam & Markle Levee, and Salamonie Lake Dam (See below for site specific information)

Study and Program Information:

During normal operations, these dams are routinely inspected daily, weekly, and monthly by USACE operations staff and annually by Louisville District dam safety staff. The dams also receive a comprehensive inspection every five years by a multi-discipline team of Louisville District engineers.

The USACE has instituted a “risk informed” dam safety program. The initial step was conducting a Screening Portfolio Risk Assessment (SPRA). A team of engineers conducted a screening level review of the dam’s construction, performance history, and instrumentation to evaluate current dam behavior, as well as economic consequences and the population at risk of potential dam failure. After the initial screening, the risk is re-evaluated every ten years as part of a routine Periodic Assessment (PA) in conjunction with the 5 year comprehensive site inspection. The findings are reviewed by the Dam Senior Oversight Group (DSOG) and a Dam Safety Action Classification (DSAC) rating is assigned based upon confirmed or unconfirmed dam safety issues and the combination of life or economic consequences should failure occur. The DSAC ratings are used to prioritize further study to confirm the proposed dam safety issues. If the DSAC rating is 1 through 3, an Interim Risk Reduction Measures (IRRM)

Summarized Financial Data:

Dam Safety Special Studies are part of a national program with funds distributed by the Corps of Engineers (USACE) Headquarters Dam Safety Office on a priority basis.

Plan is established while further investigations are conducted and/or remedial actions are implemented as necessary.

The first study phase is an Issue Evaluation Study (IES) which confirms the dam safety issue. Should more information be necessary to confirm the issues, an IES Phase II study may be undertaken to gather the necessary data to reduce the uncertainty. The results of these studies are presented to the USACE Risk Management Center (RMC) and the DSOG. The results may indicate the need to progress to the next phase of study or reduce the DSAC rating for the dam. If the case is made that the dam is in need of remedial construction then the project moves to the Dam Safety Modification Report (DSMR). The DSMR report analyzes potential remedial construction elements to determine the best “fix” to reduce the overall project risk. These studies and remedial construction are prioritized based upon the relative risk estimates at each stage to best make use of the available funding and resources.

Congressional Interests:

Senator Mike Braun
Senator Todd Young

Individual Project Status:

Brookville Dam, IN

- * SPRA (Screening for Portfolio Risk Analysis): 2007
- * DSAC (Dam Safety Action Classification) Rating: Class 4
- * IRRMP (Interim Risk Reduction Measures Plan): N/A since it is DSAC 4.
- * IES (Issue Evaluation Study): The findings of the Phase 2 IES risk analysis were presented to the Risk Management Center (RMC) in November 2011 and to the Dam Senior Oversight Group (DSOG) in February 2012. The RMC and DSOG agreed with the report recommendation that the project be reclassified to a DSAC 4 based on the results of the risk analysis.
- * FY2020 Planned Activities: Routine O&M surveillance and monitoring program.

Cagles Mill Dam, IN

- * SPRA (Screening for Portfolio Risk Analysis): 2007
- * DSAC (Dam Safety Action Classification) Rating: Class 4
- * IRRMP (Interim Risk Reduction Measures Plan): N/A since it is DSAC 4
- * IES (Issue Evaluation Study): Not required since it is a DSAC 4
- * FY2020 Planned Activities: Routine O&M surveillance and monitoring program.

Cecil M Harden Dam, IN

- * SPRA (Screening for Portfolio Risk Analysis): 2009
- * DSAC (Dam Safety Action Classification) Rating: Class 3
- * IRRMP (Interim Risk Reduction Measures Plan): Completed 30 June 2010
- * IES (Issue Evaluation Study): The findings of the IES risk analysis were presented to the Risk Management Center (RMC) in September 2013 and to the Dam Senior Oversight Group (DSOG) in October 2013. The RMC and DSOG agreed with the report recommendation that the project be reclassified from a DSAC 2 to a DSAC 3 based on the results of the risk analysis. Remedial construction is not warranted at this time. This structure has been reprioritized in the risk study queue.
- * FY2020 Planned Activities: Routine O&M surveillance and monitoring program.

Mississinewa Dam, IN (See detailed Fact Sheet for additional information)

- * SPRA (Screening for Portfolio Risk Analysis): 2009
- * DSAC (Dam Safety Action Classification) Rating: Class 2
- * IRRMP (Interim Risk Reduction Measures Plan): Completed 27 July 2010
- * IES (Issue Evaluation Study): As a result of the 2014 Periodic Assessment, the dam was rated as a DSAC 2. The IES Phase 2 was initiated in August 2015 and determined that Dam Safety Modification Report (DSMR would not be required).
- * FY2020 Planned Activities: The Final SQRA Report was completed and approved. DSOG agreed with the PDT and risk cadre to reclassify from a DSAC 2 to a DSAC 4. There is no further work required.

Monroe Dam, IN

- * SPRA (Screening for Portfolio Risk Analysis): 2006
- * DSAC (Dam Safety Action Classification) Rating: Class 5
- * IRRMP (Interim Risk Reduction Measures Plan): N/A since it is DSAC 5
- * IES (Issue Evaluation Study): Not required since it is a DSAC 5
- * Note: The DSAC rating was revised to a 5 in 2017 based on the results from a Periodic Assessment.
- * FY2020 Planned Activities: Routine O&M surveillance and monitoring program.

Patoka Dam, IN

- * SPRA (Screening for Portfolio Risk Analysis): 2008
- * DSAC (Dam Safety Action Classification) Rating: Class 4
- * IRRMP (Interim Risk Reduction Measures Plan): N/A since it is DSAC 4
- * IES (Issue Evaluation Study): Not required since it is a DSAC 4
- * Note: The previous Phase 2 IES was initiated in February 2014. The IES terminated at an early stage and a Semi Quantitative Risk Assessment (SQRA) was completed in August 2015. The DSAC rating was changed from a DSAC 2 to a DSAC 4. Remedial construction is not warranted at this time. This structure has been reprioritized in the risk study queue.
- * FY2020 Planned Activities: Routine O&M surveillance and monitoring program.

J.E. Roush Dam, IN

- * SPRA (Screening for Portfolio Risk Analysis): 2005
- * DSAC (Dam Safety Action Classification) Rating: Class 3
- * IRRMP (Interim Risk Reduction Measures Plan): Completed 6 November 2007
- * IES (Issue Evaluation Study): The findings of the Dam Safety Modification Report (DSMR) were presented to the Risk Management Center (RMC) in March 2010 and the Dam Senior Oversight Group (DSOG) in June 2010. Based on the reviews, the study was converted from the existing DSMR to a Phase 2 Issue Evaluation Study (IES).
- * The findings of the Phase 2 IES risk analysis were presented to the RMC in March 2013 and to the DSOG in April 2013. The RMC and DSOG agreed with the report recommendation that the project be reclassified to a DSAC 3 based on the results of the risk analysis. Other recommendations were to continue the increased instrumentation monitoring and collecting of performance data and to update the current IRRMs. Remedial construction is not warranted at this time. This structure has been reprioritized in the risk study queue.
- * FY2020 Planned Activities: Routine O&M surveillance and monitoring program.

Salamonie Dam, IN

* SPRA (Screening for Portfolio Risk Analysis): 2005

* DSAC (Dam Safety Action Classification) Rating: Class 4

* IRRMP (Interim Risk Reduction Measures Plan): N/A since it is DSAC 4

* IES (Issue Evaluation Study): Not required since it is a DSAC 4

* Note: The Dam Safety Modification Report (DSMR) was reviewed by the Risk Management Center (RMC) in March 2010 and the Dam Senior Oversight Group (DSOG) in June 2010. Based on the reviews, the title of the study was changed to an Issue Evaluation Study (IES). The report was revised and the IES was completed in April 2011. The DSOG re-classified this dam from a DSAC 2 to a DSAC 4. Remedial construction is not warranted at this time. This structure has been reprioritized in the risk study queue.

* FY2020 Activities: Routine O&M surveillance and monitoring program.

Indiana Silver Jackets Program



Current Phase:

Active

Location and Description:

Projects are located throughout the State of Indiana.

Silver Jackets teams in states across the United States bring together multiple state, federal, and sometimes tribal and local agencies to learn from one another in reducing flood risk and other natural disasters. By applying their shared knowledge, the teams enhance response and recovery efforts when such events do occur. While some states do not use the "Silver Jackets" name, there are a growing number of states applying the Silver Jackets approach – the ultimate goal is a state-led interagency team in every state. No single agency has all the answers, but leveraging multiple programs and perspectives can provide a cohesive solution.

Although each state Silver Jackets team is unique, common agency participants include state agencies with mission areas of hazard mitigation, emergency management, floodplain management, natural resources management or conservation, etc. Federal participation typically includes the U.S. Army Corps of Engineers and the Federal Emergency Management Agency and often

others such as the National Weather Service and the U.S. Geological Survey.

Authorization:

USACE Flood Risk Management Program

Indiana Silver Jackets Projects

- Indiana Flood Mitigation Planner – This platform will provide a searchable database for flood risk and mitigation related data. It will inform residents about flood hazard risks and equip decision makers, officials and developers with information in support of risk-informed choices to make their projects resilient today and into the future.

Non-Federal Sponsor:

- Indiana Department of Natural Resources (IDNR)
- Indiana Department of Homeland Security (IDHS)
- Indiana Department of Environmental Management
- Indiana Office of Community and Rural Affairs
- Indiana Air National Guard
- Indiana University
- Indiana University Purdue University of Indianapolis
- Purdue University
- Indiana Association of Floodplain and Storm water Management (ASFPM)
- Indiana Geographic Information Council
- Multiple Local Governments and agencies

Federal Sponsors:

- U.S. Army Corps of Engineers (USACE)
- Federal Emergency Management Agency (FEMA)
- Natural Resources Conservation Service (NRCS)
- U.S. Geological Survey (USGS)
- National Weather Service (NWS)

Activities for FY 2020:

Complete the design and build of the IFMP. Final Release by spring 2020.

Issues and Other Information:

None

Gill Township Rehabilitation, Indiana**New Filter Drain System****Current Phase:**

Construction Close Out

Location and Description:

The Gill Township Levee Rehabilitation Project is located in Sullivan County, Indiana on the left bank of the Wabash River.

Due to heavy rains in 2014 this portion of the levee system sustained damages. A Project Information Report (PIR) was completed and approved that recommended grouting the foundation level of the Rogers Ditch pump station and installing a new filter system near the pump intake to alleviate ground water infiltration under the pump station.

Authorization:

Public Law 84-99

FY 2019 Activities:

Completed construction on 26SEP19.

FY 2020 Planned Activities:

Complete Project Close Out.

Issues and Other Information:

Contract is complete.

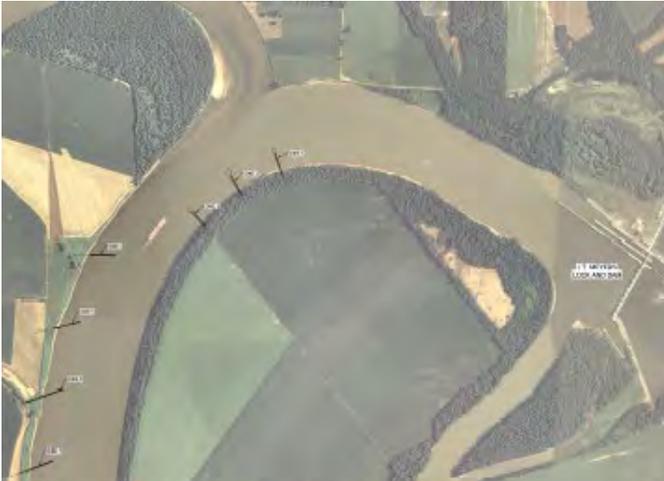
Summarized Financial Data:

	<u>Construction</u>
Estimated Federal Cost	\$920,000
Estimated Non-Federal Cost	\$0
Total Estimated Project Cost	\$920,000
Allocation thru FY19	\$920,000
Balance to Complete after FY19	\$0
President's Budget for FY20	\$0
FY20 Allocation (thru JAN 2020)	\$0
FY21 President's Budget	\$0

Congressional Interest:

Sen. Mike Braun
Sen. Todd Young
Rep. Larry Bucshon

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)

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)

Jacobsville EPA 106, Evansville, Indiana

Cistern found on Jacobsville site, Evansville Indiana

Current Phase:

106 Coordination and Mitigation

Location and Description:

The Jacobsville project is located on the outskirts of Evansville, Indiana. The project is part of an EPA Cleanup Effort. The study examines the Young's Creek and Hurricane Creek watersheds within the corporate city limits of Franklin, Indiana. The city regularly experiences flooding from heavy rainfall events in region every two to three years. The most recent event occurred in the spring of 2017. The 2008 flood event caused over \$180M in damages to government services, residences, and businesses.

Authorization:

Section 205 of the 1948 Flood Control Act (P.L. 80-858), as amended.

FY 19 Activities:

A refinement of the structural alternatives is being conducted to avoid expensive environmental mitigation costs. The current tentatively selected plan is a channel widening with a bench above the ordinary high water mark and bridge modifications along Young's and Hurricane Creeks. Additionally modification of the L&I railroad bridge will be required. Nonstructural measures considered for the project include buy-outs, flood-proofing, and raise-in-place.

Summarized Financial Data:

	<u>Construction</u>
Estimated Federal Cost	\$325,000
Estimated Non-Federal Cost	\$0
Total Estimated Project Cost	\$315,000
Allocation thru FY19	\$10,000
Balance to Complete after FY19	315,000\$
President's Budget for FY20	\$0
FY20 Allocation (thru JAN 2020)	\$175,000
FY21 President's Budget	TBD

FY20 Planned Activities:

A Programmatic Agreement to document compliance with Section 106 of the National Historic Preservation Act will be completed. A draft feasibility study (Detailed Project Report) and associated NEPA document will be completed.

Issues and Other Information:

None

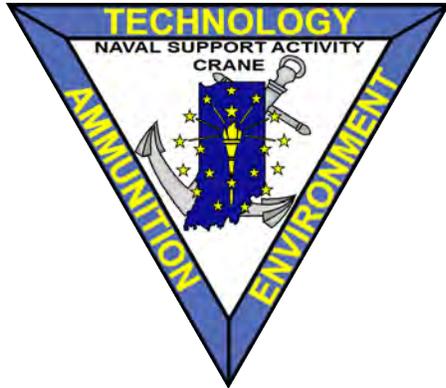
Congressional Interest:

Sen. Mike Braun

Sen. Todd Young

Rep. Trey Hollingsworth

Naval Support Activity Crane, IN



Location and Description:

NSA Crane is a United States Navy installation located approximately 35 miles southwest of Bloomington, IN. Louisville District provides a variety of engineering services support to Crane Army Ammunition Activity (CAAA) and Naval Surface Warfare Center (NSWC), the two main tenants at NSA Crane. The following are examples of engineering services support:

-Military Construction (MILCON): As the USACE geographic district, Louisville District provides CAAA MILCON Program support. Recent projects include:
 - FY18 PN 65179 Ammo Receiving Facility
 - FY19 PN 074447 Railcar Holding Area

-Sustainment, Restoration, and Modernization (SRM): At NAVFAC Public Works Department's request, we provide the following engineering services to the Crane tenants.

CAAA:
 Master planning/charrette services; real estate support; industrial space restoration/renovation technical packages.

-Studies: Earth Covered Magazine humidity investigation.

NSWC:
 Construction Management services; master planning /charrette services; design preparation; HVAC renovations and upgrades; target range construction room renovations; repair/replacement of electrical systems.

-Studies: HVAC/power studies and repair assessments, electrical system studies, project site assessments, open secret storage conversion assessments.

FY 2020 Activities:

Continued MILCON support
 2 FY19 (FY20 Carry In) Projects – CAAA
 1 FY20 Project - CAAA
 1 FY18 (FY19/FY20 Carry In) Project – NSWC
 6 FY19 (FY20 Carry In) Projects – NSWC
 6 FY20 (FY21 Carry In) Projects – NSWC
 6 FY20 (FY21/FY22 Carry In) Projects – NSWC

FY 2021 Planned Activities:

Continued MILCON support
 6 FY20 (FY21 Carry In) Projects – NSWC
 5 FY20 (FY21/FY22 Carry In) Projects – NSWC
 3 FY21 (FY22 Carry In) Projects – NSWC
 3 FY21 (FY22/FY23 Carry In) Projects – NSWC

Issues and Other Information:

NSTR

Summarized Financial Data:

	<u>SRM/ Studies</u>
Estimated Federal Cost	\$64,981,000

Congressional Interest:

Sen. Mike Braun
 Sen. Todd Young
 Rep. Larry Bucshon