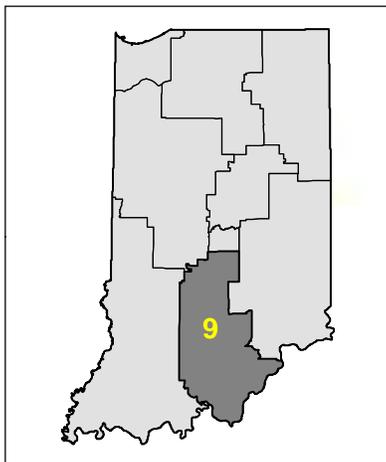


CONGRESSIONAL DISTRICT IN09



- Dam Safety Program
(COE Indiana Dams)
- IN Silver Jackets Program
- Olmsted Locks & Dam
- ORSANCO PAS

Location Map



Legend

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



Young's Creek Flooding, Franklin, Indiana



Young's Creek at the E. South Street Bridge in Franklin, Indiana

Current Phase:

Feasibility

Location and Description:

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	\$148,005
Estimated Non-Federal Cost	\$148,005
Total Estimated Project Cost	\$296,010
Allocation thru FY19	\$148,005
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:

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



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

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

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.

Ohio River Greenway Recreational Assessment Comprehensive Plan



McAlpine Lower Tainter Gates (Louisville, Kentucky)

Current Phase:

Study

Location and Description:

This Planning Assistance to States (PAS) study will assist the River Heritage Conservancy Inc. (RHC) in understanding the flooding and flow regimens on the Ohio River in the area of the Falls of the Ohio National Wildlife Conservation Area in support of planning for a public park system along the Ohio River and Silver Creek in southern Indiana.

Authorization:

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

FY19 Activities:

Initiation of the study and collection of data to determine flood flows and inundation. Mapping and report writing.

Summarized Financial Data:

	<u>Study</u>
Estimated Federal Cost	\$60,000
Estimated Non-Federal Cost	\$60,000
Total Estimated Project Cost	\$120,000
Allocation thru FY19	\$60,000
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:

Wrap up report and mapping activities and project closeout. Held closeout meeting with Sponsor on February 19, 2020.

Issues and Other Information:

None

Congressional Interest:

Sen. Todd Young
 Sen. Mike Braun
 Rep. Trey Hollingsworth

Falls of the Ohio National Wildlife Conservation Area Master Plan Update



Falls of the Ohio – 2018 Land Classification Map

Current Phase:

Master Plan Update

Location and Description:

The Falls of the Ohio National Wildlife Conservation Area (NWCA) boundary encompasses approximately 1,400 acres of land and water, and is located in the Ohio River immediately downstream of the Kentucky and Indiana Railroad Bridge and the upper tainter gates and dam of McAlpine Locks and Dam. The Downstream boundary is the Kentucky and Indiana Railroad Bridge. The metropolitan areas of Louisville, Kentucky; Jeffersonville, Clarksville, and New Albany, Indiana surround the area.

The master plan update provides guidance for the preservation, conservation, restoration, maintenance, management and development of project lands, waters and associated resources located at the NWCA.

Authorization:

The NWCA was authorized by Title II of Public Law 97-137 which was signed into law on December 29, 1981

Summarized Financial Data:

	<u>Master Plan</u>
Estimated Federal Cost	\$198,000
Estimated Non-Federal Cost	N/A
Total Estimated Project Cost	\$198,000
Allocation thru FY19	\$198,000
Balance to Complete after FY19	\$0
President's Budget for FY19	\$0
FY20 Allocation (thru JAN 2020)	\$0
FY21 President's Budget	\$0

FY 2019 Activities:

Completion of the Falls of the Ohio NWCA Master Plan Update.

FY20 Planned Activities:

Project is complete.

Issues and Other Information:

None

Congressional Interest:

Sen. Mitch McConnell
Sen. Rand Paul
Rep. John Yarmuth

Clarksville, Indiana Erosion



Current Phase:

Preconstruction, Engineering, and Design/Construction

Location and Description:

The area is located along the north shore of the Ohio River between Mile 605.5 and 606.5. Riverbank erosion is threatening a portion of the Ohio National Wildlife Conservation Area; a portion of the Ohio River Greenway Public Access project; Emery Crossing Road/Harrison Lane; Mill Creek Bridge; Lewis & Clark Bicentennial Park; and the George Rogers Clark Homesite. Local interests believe that the erosion is primarily due to the operation of the lower tainter gates of the McAlpine Locks and Dam. Erosion has been occurring in this area for over 40 years and several attempts to stabilize the bank have not completely taken care of the problem.

Authorization:

Section 9 of the 1946 Flood Control Act (33 USC 701q), as amended

FY19 Activities:

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

Planned FY20 Activities:

If funds become available in FY2020, a solution will be identified and detailed design will be initiated.

Summarized Financial Data:

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

Issues and Other Information:

A follow-up Assessment Report was completed, outlining the problem and previous efforts undertaken by local government as well as the US Army Corps of Engineers to remedy the erosion over the past 40+ years. The District has also had numerous meetings with the Town of Clarksville to discuss the erosion, and the fact that funds are needed to design a solution. Geotechnical and Survey information is available. A Floodplain Management Study (FPMS) was recently completed, which includes modeling of the river currents adjacent to the site. District personnel continue to coordinate with Town of Clarksville Officials.

Congressional Interests:

Sen. Todd Young
Sen. Mike Braun
Rep. Trey Hollingsworth

New Albany, Indiana Section 205

Stream Flow through Fall Run, New Albany, IN

Current Phase:

Feasibility

Location and Description:

The study examines the flooding in the upper portions of Falling Run and Fall Run watersheds within the corporate city limits of New Albany, Indiana. Approximately 230 structures are exposed to localized flood risks.

Authorization:

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

FY 19 Activities:

The formulation of alternatives is complete. The cost estimate for the tentatively selected plan is being refined to account for additional environmental mitigation costs. The current plan involves channel widening and bridge modification of specific locations along Falling Run and Fall Run. Additionally modification of the CSX railroad culvert will be required. Nonstructural measures will include buy-outs, flood-proofing and raising in place.

Summarized Financial Data:

	<u>Study</u>
Estimated Federal Cost	\$175,000
Estimated Non-Federal Cost	\$175,000
Total Estimated Project Cost	\$350,000
Allocation thru FY19	\$175,000
Balance to Complete after FY19	\$0
President's Budget for FY20	\$0
FY20 Allocation (thru JAN 2019)	\$0
FY21 President's Budget	\$0

FY20 Planned Activities:

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