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## Tentatively Selected Plan

October 2014

BLANCHARD RIVER WATERSHED STUDY

### Release of the Draft Feasibility Study Report and Draft Environmental Impact Statement (Early 2015):

- Numerous measures and alternatives were considered in the selection of this tentative plan. The draft report will describe the measures and alternatives considered, and the screening criteria used to select the TSP
- Presents the methodology behind the formulation of the TSP and the anticipated environmental impacts
- Includes a 45 day public review and comment period
- Public meetings will be scheduled to obtain comments



### Optimization (Throughout 2015):

- Consideration of public comments
- Collection of additional information
- Further design and possible modification of the TSP, to include location and sizing of measures
- Further assessment of impacts of the optimized TSP

### Release of the Final Feasibility Study Report and Final Environmental Impact Statement (Late 2015):

- Includes a 30 day public review and comment period
- Presents updated design of the TSP and also presents the anticipated environmental impacts the TSP will have

### Chief's Report (March 2016):

- Agency's recommendation of project for Congressional authorization

**After a Chief's Report is signed and transmitted to Congress, future project implementation requires authorization of a construction project in federal statute. In addition, Congress must appropriate funding for future detailed design and construction of the project.**

The National Environmental Policy Act of 1969 (NEPA) is the cornerstone of our Nation's environmental laws and was enacted to ensure that information on the environmental impacts of any proposed Federal, or federally funded, action is available to public officials and citizens before decisions are made and before actions are taken.



## Point of Contact

To provide written comments related to the Blanchard River Watershed Study, please contact the study team at:

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### The Tentatively Selected Plan (TSP) will reduce risk from future flood events and related damages.

- The TSP was approved on October 3, 2014, when members of the U.S. Army Corps of Engineers (USACE) Buffalo District, Hancock County, and the City of Findlay briefed the Vertical Team

The Vertical Team consists of project team members from the USACE Great Lakes and Ohio River Division, and USACE Headquarters

- Approval of the TSP is important for two major reasons:

- 1 - It indicates that the study remains on schedule
- 2 - It authorizes the study team to further develop the TSP rather than re-work it

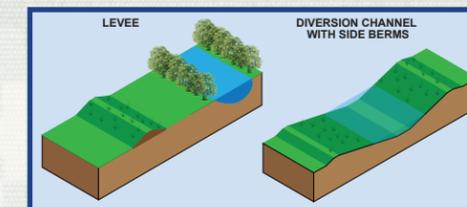
### The Tentatively Selected Plan can change.

- Changes could come through consideration of public comments, or the evaluation of additional information received during optimization

## About the TSP

### Included in the TSP are:

- Diversion Channel - Extends from Eagle Creek to the Blanchard River (~9 miles)
- Levee - Extends from the Findlay Reservoir to State Route 15 (~1.5 miles)
- Non-structural measures



### Potential corridors have been identified for the location of the diversion channel and levee.

- An approximate alignment was used to calculate the TSP benefit to cost ratio
- A more definitive alignment will be formulated during optimization

### Compensatory mitigation of wetland and stream impacts will be required with implementation of the TSP.

- Potential mitigation areas are currently being identified within Hancock and Putnam Counties.



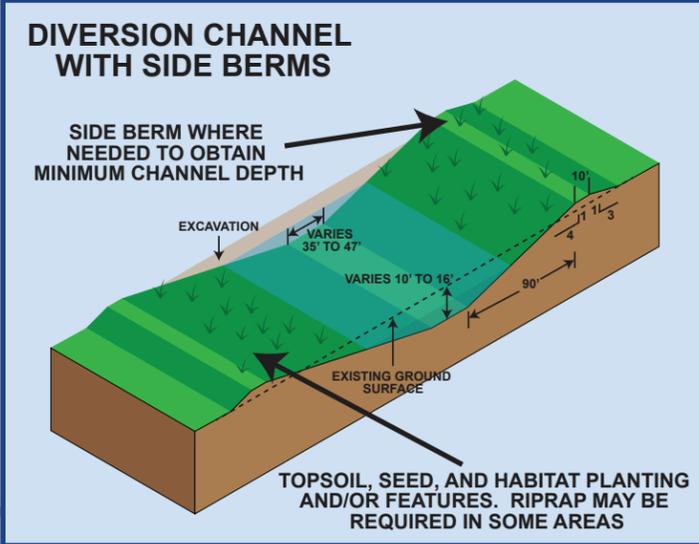
# BLANCHARD RIVER WATERSHED STUDY

## Tentatively Selected Plan (TSP)

The TSP will reduce risk from future flood events and related damages by:

- Diverting a portion of the water flow in Eagle Creek through a diversion channel, bypassing the City of Findlay, and back into the Blanchard River
- Using a levee to cut off the cross flow of water between the Blanchard River and Lye Creek from the Findlay Reservoir to State Route 15

Due to wetland impacts from implementation of the TSP, creation or restoration of wetlands will be required.



- Road options for Diversion Channel crossings:**
1. Continue the road as a bridge
  2. Lay the road across the bottom of the Diversion Channel
  3. End the road and install a cul-de-sac

