



Canton Lake, Oklahoma (Dam Safety)

U.S. ARMY CORPS OF ENGINEERS

BUILDING STRONG®

FACT SHEET as of February 6, 2012

AUTHORIZATION: Flood Control Act of 1938.

TYPE OF PROJECT: Dam Safety Assurance

PROJET PHASE: Construction



CONGRESSIONAL INTEREST: Senators Inhofe and Coburn (OK); Representatives **Lucas**, OK-3, and Lankford, OK-5.

NON-FEDERAL SPONSOR: City of Oklahoma City, Oklahoma.

BACKGROUND: The dam consists of a rolled earth fill embankment with a gate controlled, concrete gravity chute-type spillway located in the right abutment. The outlet works consist of three sluices through the spillway weir, which are controlled by broome-type gates. The Dam Safety Assurance Report, approved in 2002, indicated two serious and interrelated hydrologic deficiencies occurred at the existing Canton Lake. The deficiencies included inadequate factors of safety against spillway sliding and uncontrolled embankment overtopping by the Probable Maximum Flood. In 2005 Canton was included in Screening Portfolio Risk Assessment which indicated that Canton was within the top ten percent highest at risk dams with regard to failure by uncontrolled seepage. In 2005 a Seismic Safety Review was conducted which indicated that the embankment could move during a seismic event. The recommended plan for resolution of the dam safety deficiencies consists of anchoring the existing spillway to improve sliding stability, relocating Highway 58A, constructing an auxiliary spillway to increase the discharge capacity required during a probable maximum flood event, and placing the excavated material from the spillway excavation at the toe of the earthen dam to resolve the seismic and seepage deficiencies as an additional benefit. The city of Oklahoma City has 100 percent of the water supply storage under contract. Water supply storage is 25.5 percent of the joint-use costs. Reimbursement payments will be initiated at the completion of construction.

STATUS: Construction of the State Highway 58A bridge over the auxiliary channel was completed in Feb 2012. Design of the existing spillway bridge rehab is on-going, with scheduled award of the spillway bridge rehab contract to take place prior to the end of FY 2012.

ISSUES: None.

<u>FINANCIAL SUMMARY (\$):</u>	<u>CONSTRUCTION</u>
Federal Cost Estimate	\$154,640,000
Non-Federal Cost Estimate	6,150,000
Total Project Cost	160,790,000
Allocation thru FY 2010	75,727,000
ARRA Funding	0
Allocation for FY 2011	36,358,000
Allocation for FY 2012	11,100,000
President Budget FY 2013	6,000,000
Amount That Could Be Used for FY 2013	6,000,000
Balance to Complete	31,605,000

SCHEDULE:

FY 2012 Scheduled Work: The FY 2012 allocation of \$11,100,000 will be used to repair the existing spillway bridge, complete plans and specs for the Phase 2 auxiliary channel excavation, and fund construction management.

FY 2013 Budget: The President's FY2013 budget amount of \$6,000,000 would be used to initiate the Phase 2 auxiliary channel excavation and fund construction management.

COMPLETION: With continued optimum funding, the project will be completed in May 2016.

For more information regarding the Arkansas River Corridor Feasibility study, contact Dan Brueggenjohann, Project Manager, at (918) 669-7211 or Daniel.Brueggenjohann@usace.army.mil.

LOCATION MAP CANTON LAKE, OKLAHOMA (DAM SAFETY)

