



US Army Corps  
of Engineers®  
Little Rock District

# Project Update

March 2015

- *Feasibility Study for Three Rivers gets underway*
- *Industry Day “Win, Win” for Corps and contractors*
- *MKARNS: An Economic Engine that continues to run*

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## Three Rivers Study

Little Rock District will receive \$159,000 to initiate a feasibility study on Three Rivers – an area where the Arkansas, Mississippi and White Rivers converge. The confluence has long been plagued with concerns involving navigation, flooding, ecosystem restoration, and recreation.....Page 3



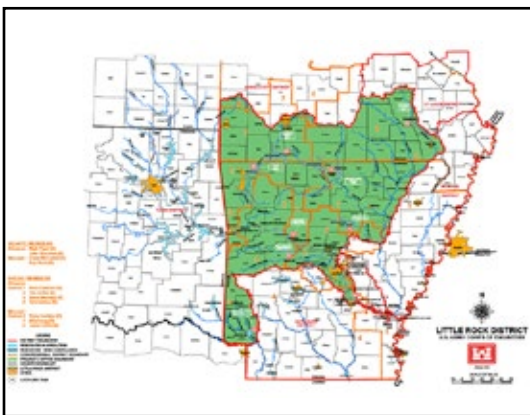
## Industry Day

With more than 1,000 contracts totaling \$416.6 million in FY2014, the District executed a record year. Industry Days offer perspective contractors a glimpse behind the curtain at the contracting process and helps the District to shape its acquisition strategy for the coming year .....Page 4



## MKARNS

The McClellan-Kerr Arkansas River Navigation System continues to provide a vital transportation avenue for more than 12 million tons of cargo passing between the Mississippi River and the Port of Catoosa in Oklahoma. More than 440 miles of navigation channel move \$4 billion in commodities each year while providing flood reduction, hydro power, soil conservation and recreation opportunities.....Page 5



Little Rock District map

## Little Rock Key Projects

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**Project Update**

*Project Update highlights top Little Rock District issues in Missouri and Arkansas. If you have questions, contact Randy Hathaway, Little Rock District Deputy District Engineer for Project Management, at (501) 324-5053. For more information, visit our web site at [www.swl.usace.army.mil](http://www.swl.usace.army.mil).*

# District takes first steps on Three Rivers Feasibility Study

The Army Corps of Engineers Little Rock District will receive \$159,000 in March 2015 to initiate a 50-50 cost-shared feasibility study with the Arkansas Waterways Commission. We will assemble the team and develop the study scope and schedule with the initial funding. The Arkansas Waterways Commission is prepared to sign a cost share agreement in July 2015.

The feasibility should take no longer than three years and \$3 million to complete using the revised Army Corps of Engineers' SMART planning principles.

The project is centered around the confluence of the Arkansas, White, and Mississippi rivers located in Desha and Arkansas counties in Southeast Arkansas where the 445-mile-long McClellan-Kerr Arkansas River Navigation System enters the Mississippi River through a 10-mile reach of the White River. These three river watersheds affect the following resources:

- The largest stand (100,000 acres in the White River Wildlife Refuge) of bottomland hardwoods on any tributary of the Mississippi River.
- Wintering grounds of the largest concentration of Mallard Ducks in North America.
- The only native black bear population in Arkansas.

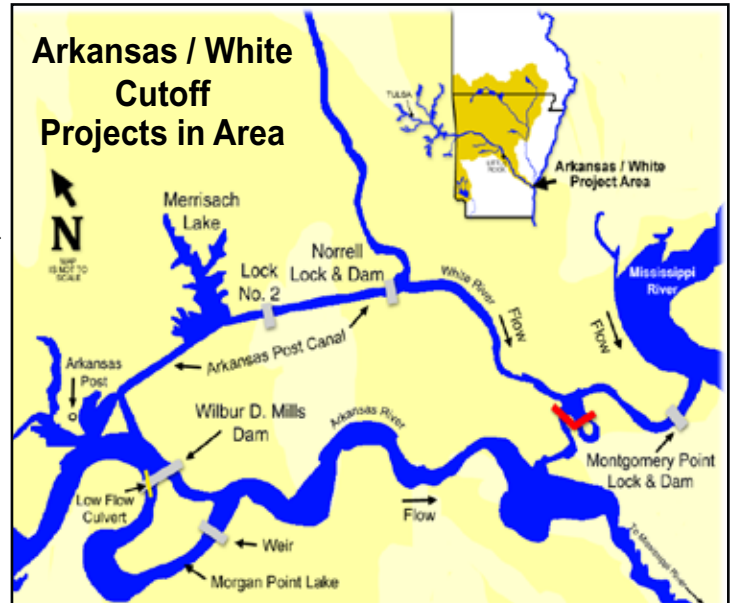
The lower Arkansas River which has been designated as a Natural and Scenic Waterway by

the State of Arkansas is also listed on the Nationwide Rivers Inventory by the National Park Service.

The comprehensive study of the three rivers would be used to develop a list of specific problems involving navigation, ecosystem restoration, flooding, and recreation resources within the three-river watershed.

Long-term solution alternatives would then be evaluated to recommend a solution that would recognize and address the connectivity between the quality of the resources throughout these watersheds and their interdependence on each other. This watershed approach would allow multi-purpose benefits to account for all of the Nation's interests.

Recreation, bottomland hardwoods, lakes, and other valuable wetlands in the lower White River have been lost because of head-cutting overland erosion. This erosion is presumed to be caused



by natural changes and manipulation to the Arkansas, White, and Mississippi river systems including cutoffs, bank stabilization, and dams changing river flows and lowering river stages.

The integrity of the navigation system continues to be threatened by the potential loss of the first navigational pool. The environmental sensitivity of the area adds to its complexity.

# Industry Days help shape acquisition strategy

During fiscal year 2014, the Little Rock District Contracting Division had a banner year executing more than 1,000 contracting actions totaling \$416.6 million.

"FY14 was a very successful year for us," said Contracting Division Chief Sandra Easter. "We executed a record year in regards to obligated dollars. We held our FY15 Industry Days Nov. 17 and 18 in Little Rock to help ensure that this year is as successful."

Conducting Industry Days helps Contracting Division personnel shape its acquisition strategy for the year.

"This is a great opportunity for us to partner with industry and understand their capabilities," said Easter.

From the information gathered from contractors during the meetings, Contracting Division also compiles a district-wide market research report.

"The market research report streamlines the acquisition cycle time about two weeks," said Easter.

Contractors also benefit from the meetings.

"Contractors get an advance look at our upcoming projects for the year and this lets them plan for projects for which they have the capabilities to execute if they become the successful bidder," said Easter. "This gives



*Little Rock District Commander Col. Courtney W. Paul answers questions at Industry Days hosted by the district Nov. 17-18, 2014.*

some contractors time to partner with others to compete for our more complex projects."

Also offered was an interactive panel discussion, lead by Little Rock District Commander Courtney W. Paul, giving industry, particularly small businesses, an opportunity to ask questions that could enhance industry/government partnerships.

"Our second day was an opportunity for our

industry partners to present their capability briefings to government personnel," Said Easter. "There were about 36 firms and 48 industry representatives in attendance."

The district is planning its next Industry Days in June 2015 and hopes to include representatives from the Little Rock Air Force Base, Pine Bluff Arsenal and the Central Arkansas Veterans Healthcare System.



# Understanding MKARNS operations



*Corps personnel perform maintenance on Murray Lock and Dam*

The McClellan-Kerr Arkansas River Navigation System was the largest civil works project ever undertaken by the Army Corps of Engineers at the time of its opening. Today, nearly \$4 billion in commerce moves on the waterway. Additionally, the system has eight hydropower plants, numerous flood risk management projects, and soil conservation and recreational areas.

“The MKARNS consistently delivers a diverse and growing set of commodities to its surrounding states, and the system has growth potential. With its benefits to a wide range of industries; it’s no wonder that stakeholders and state and federal agencies want to see the MKARNS properly maintained,” said John Balgavy, MKARNS program manager.

The inland waterway is an enormous economic generator for middle America because of the combined efforts of a number of partners, including commercial shipping interests, local businesses, recreational users, and the U.S. Army Corps of Engineers.

At 445 miles long, from Tulsa to the Mississippi River, the MKARNS quietly carries over 12 million tons of cargo through the region each year. Turn tonnage into dollars and you’re looking at a pure commodity value of about \$4 billion annually.

Unfortunately a continuing trend of flat-line budgets over the past several years in the Little Rock and Tulsa Districts Civil Works Operations and Maintenance Program has led to the prioritization and subsequent reduction of services the Corps provides.

“Costs have steadily risen for supplies, utilities, fuel, contracts and other resources needed to execute the O&M program”, said Balgavy. “Additionally, the need for repairs on the 45-year-old system is increasing. These factors are limiting the quantity and diversity of services we [the districts] can provide to maintain the system. The budget shortfalls have forced the districts to scrub all business lines and reduce spending wherever possible, even maintenance. For state and local stakeholders along the river system this raises several questions about the reliability of the system.”

For the past several years, the Corps has been reducing overall maintenance of its aging infrastructure where the risk is determined acceptable. The district has decreased the frequency of dewaterings, inspections, and general maintenance which increases the response time to breakdowns.

In fiscal year 2015, the district will be held to operating within specified (business line) funding amounts, such as navigation, hydropower, recreation, flood risk management, water supply, etc. Not being able to reprogram between business lines will reduce the Corps flexibility to respond to certain public needs. For example, anticipated funding will not allow the Corps to issue dock permits year-round or to respond to all requests for the use of government lands for recreational, commercial or municipal purposes.

“In times of flat or decreasing budgets and increasing needs for maintenance and repair, the Corps must ensure the system is managed to

be as effective and efficient as possible, that strategic plans are in place, and that stakeholders are active participants in the planning and communication of system activities,” said Col. Courtney W. Paul, Little Rock District Commander.

Historically, the two districts responsible for operation and maintenance of the navigation system, Little Rock and Tulsa, have done very well in teaming up to establish priorities and execute work that is critical to maintaining a reliable system.

To ensure both district are doing everything they can to maximize federal dollars the Corps has developed the MKARNS Board of Governance to give stakeholders a better idea of the navigation systems regional goals.

“The board will perform as one entity to ensure the MKARNS is reliable, resilient and relevant and promote growth for future generations,” said Balgavy.

The board will also try to combine river closures to reduce the amount of days shippers are stuck in port. If there is a foreseeable closure at one lock and another needs work, the Corps will work to simultaneously schedule the events.

The total estimated value of the rivers O&M backlog is \$140 million. The critical items are estimated at \$70 million. The scheduling conflict and lack of O&M aren’t the only challenges the board faces.

“There is a seven to 10 percent chance each year for a full breach between the Arkansas and White River,” estimates Gene Higginbotham, Arkansas Waterways Commission executive director. “A full breach would stop navigation for more than 100 days at an impact of nearly \$300 million dollars and the loss of thousands of acres of wetlands and pristine hardwoods.”

In FY15, the district will begin the feasibility study of the water resource problems in southeast Arkansas where the Arkansas, Mississippi, and White Rivers converge.

The study will determine scope and provide a comprehensive and sustainable solution to changing hydro-geomorphic shifts along the navigation system and surrounding watershed. The Arkansas Waterways Commission has agreed to be the cost-share sponsor. Section 216 of the Rivers and Harbors Act of 1970 is the study authority.

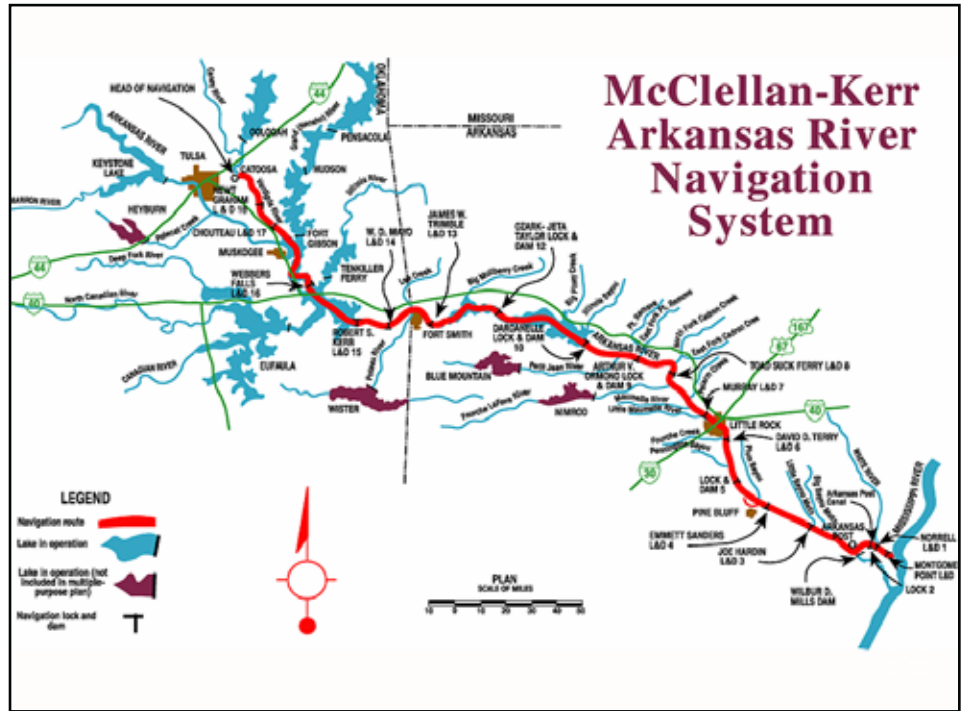
Other projects along the river to note are the

Powerhouse Major Rehabilitation at Ozark and Webbers Falls. While these powerhouses aren't part of the navigation system, each introduces several other state and federal stakeholders to river system equation. The system is home to four federal and four non-federal hydropower plants, and the nuclear powerplant at Russellville uses water from the system to cool one of its units.

Also, multi-day lock closures are scheduled on the system in FY15 to replace miter gate pintle balls at Webbers Falls, hydraulic piping at Chouteau, and miter gate gudgeon pins at Montgomery Point.

At a minimum, operations on the MKARNS are complicated. However, the Corps is working diligently with state and other stakeholders to ensure the navigation system is reliable and that the river is meeting the needs of those that use it. The tight budgets are forcing the Corps and everyone else to develop new processes and work together.

The river's scenic beauty might make it look simple but the operations behind this important inland waterway is deceptively complex.



## Little Rock District lake plan revisions underway



*The district hosted five public scoping workshops around Bull Shoals Lake to share information about the revision process and collect public comments.*

Little Rock District has embarked on an aggressive schedule to revise the master plans for two of the most popular recreational lakes in the district and a shoreline management plan update at Table Rock Lake. Many of the District's projects across Arkansas and southern Missouri have had no major revisions to their respective master plans since the 1970s. A master plan is the strategic land and water use guidance document that describes how the resources of the lake will be managed in the future and provides the vision for how the lake should look in the future.

"Over the last 40 years, demands on our lakes have increased substantially and the Corps has the responsibility to gather public comment, weigh existing and future interests, and develop a master plan to maintain the sustainability of the lakes for generations to come," said Dana Coburn, Environmental Branch Chief, Little Rock District.

The master plan revision for Table Rock Lake in Branson, Mo., was completed in February 2014 and the revision process for Beaver and Bull Shoals lakes are in full swing. The process from the initial planning and public scoping workshops to the release of the revised plan takes approximately 18 months.

The public comment period for Bull Shoals Lake closed in early October 2014. The public workshops for Beaver Lake will be held from 2 p.m. until 7 p.m. Tuesday, March 10 at the Fayetteville Town Center in Fayetteville, Ark., Tuesday, March 11 at the First Baptist Church, Olive Street Campus in Rogers, Ark., and Thursday, March 12 at the Inn of the Ozarks in Eureka Springs, Ark. The public comment period opens Monday, March 2 and runs through Friday, April 3.

"The public workshops help us to capture all the public comments during the scoping process," Project Manager Tony Porter said. "The scoping report provides an analysis of the comments and we'll use this information to draft the new master plans. Therefore, it's important that we hear from people that live adjacent to the lake to people who recreate on Beaver Lake to people that view the lake as a sustainable resource."

The master plan revisions will classify public

lands around the lake based on environmental and socioeconomic considerations, public input, and an evaluation of past, present, and future trends.

"At the heart of the master plan are the land and water classifications. These classifications could affect future recreational opportunities and natural resource management," Coburn said. "A question the team members have been asking as they go through this process is, 'should areas stay in the current classification or should they be changed to another classification and why should that change happen?'"

### Classifications of public land and water around the lake are:

- Project operations - Includes land around the dam.
- High density recreation - Examples are Corps parks, other campgrounds, marinas and large scale commercial operations.
- Environmentally sensitive areas - Examples are areas around the lake aimed to preserve the scenic, historical, archeological, scientific, or ecological value.
- Low density recreation - These areas are designed for general hunting and fishing access and are the only areas where private boat docks and mowing permits might be allowed through the shoreline management plan.
- Wildlife management - These areas are managed specifically for wildlife and fisheries habitat.
- Vegetative management - These areas are where vegetative management activities can occur, such as timber management.





*Sunrise over Beaver Lake Dam*

- Future/inactive recreation areas - Many campgrounds have been closed around the lake; some were placed in previous master plans, but were never developed.

### **New Water Surface Classifications**

- Restricted Areas could restrict water activities near dams, spillways, or water intake structures.
- Designated No-Wake Areas could be designated near Corps swim beaches.
- Fish and Wildlife Sanctuary Areas could be areas that are considered 'sanctuary' to fish and wildlife species.
- Open Recreation Areas are the rest of the lake.

The planning process includes an analysis of potential effects on the natural and social environment, including fish and wildlife, recreation opportunities, economics, land use, cultural and historical resources, aesthetics, and public health and safety.

Once all public comments have been collected, a scoping report is made available to the public, and a preliminary draft master plan and environmental assessment are complete, the

Corps will begin planning focus group meetings with stakeholders, partners, concessionaires and local interest groups.

"We'll hold focus group meetings to see if the preliminary draft master plan captures the comments, opinions, and priorities of the public, partners and stakeholders in conjunction with the missions, guidelines and regulations of the Corps," Porter said.

The Bull Shoals draft master plan should be completed this summer, and Beaver Lake's draft master plan should be ready for public review in March 2016.

"Once the draft documents are complete, we'll hold more public workshops around the lakes to again let the public provide input," said Coburn. "We had tremendous interest from the public at Bull Shoals when we started this process and we hope that will continue throughout that lake's revision process and during the process at Beaver Lake."

The master plan does not address the details of how and where shoreline use permits may be issued, however, it does set the stage for implementation of the shoreline management program.

After the master plan is revised, the

operational management plans and shoreline management plans will be revised to be consistent with the goals identified in the new master plans.

The team has already started the planning process for a revised shoreline management plan at Table Rock Lake.

The scoping workshops will be held at the Branson Convention Center, 200 Sycamore Street in Branson from noon until 4 p.m. Thursday, March 26; 4 p.m. until 8 p.m. Friday, March 27; and noon until 4 p.m., Saturday, March 28.

"The revision of both the master plans and shoreline management plans at our recreational lakes impacts many aspects of life in the communities surrounding the projects," added Coburn.

"We want to ensure our processes are transparent and that we take the comments of all stakeholders into consideration, in conjunction with the missions, guidelines and regulations of the Corps, to develop the best way forward. Ultimately, environmental sustainability of our lakes and rivers is a guiding principle the driving force behind the much needed plan revisions."

# Little Rock District projects, issues

## Arkansas River Basin

### City of Ozark Request for a Marina

Little Rock District is reviewing the Environmental Assessment submitted by the City of Ozark with its request to build a marina on the right descending bank of the Arkansas River at navigation mile 257.8 in Franklin County, Ark.

The district is waiting on the City of Ozark to furnish review comments from required external entities and supporting documents concerning the feasibility study and business plan before making a determination on the viability of the marina.

### Fourche Bayou Basin



*Fourche Bayou*

Within the next few months, the City of Little Rock will complete acquisition of about 1,000 acres of bottomland hardwoods of the potential 1,750 acres available for environmental protection. This exhausted the appropriated federal funds, thus completing the project. A December 2013 agreement between the Little Rock District and the City of Little Rock approved the acquisition of Fourche Bottomlands using the available federal funds of \$790,000 and \$194,200 of sponsor funds. The Fourche bottomlands will be retained in public ownership for uses compatible with the project's authorized purposes of environmental preservation, flood risk management, and recreation.

### Marshall Museum

A Little Rock District survey team recently flagged an easement along the Arkansas River at the proposed location of the Marshall Museum in Fort Smith, Ark. The district also provided information on how the land within the easement area could be used, such as no permanent building, etc...

The initial plans for the museum was to locate it as close to the Arkansas River as possible. At this time, the Marshall Museum's president has not asked to use the land within the easement area in any way although he wants the proposed museum as close to the Arkansas River as possible.

The easement known as Tract No. 111E was acquired by Declaration of Taking, Civil Action No. 1725 filed on May 1, 1963 in the U.S. District Court, Western District of Arkansas Ft. Smith Division. Through this easement on Tract No. 111E the government acquired the right to excavate, dredge, cut away, and remove any or all of said land or to place dredge or spoil material on it if was required for operation of the McClellan-Kerr Arkansas River Navigation System.

## McClellan-Kerr Arkansas River Navigation System Board of Governance

Within the Army Corps of Engineers' Southwestern Division a board of governance for the McClellan-Kerr Arkansas River Navigation System has been established to corporately manage the entire system. The executive director of the MKARNS Board of Governance is the Little Rock District commander. Historically, Little Rock and Tulsa districts have done very well in teaming to establish priorities and execute work that is critical to maintaining a reliable system.

The board has established working teams comprised of members of both districts to focus on seven areas for improvement.

- Composition and use of tow boats, crane barges and other equipment
- Workforce management and development
- Use of common business tools
- Review of maintenance standards
- Review of policies and processes
- Development and use of a five-year maintenance plan
- Budget development

The board has also initiated a third-party study of maintenance operations to identify areas for improvement and is budgeting for a detailed engineering assessment in fiscal year 2016 of the system's 225 tainter gates to improve long-range budgeting and prioritization.

Results of the study were received in December 2014, and the board received a briefing from the consultant in early February. The board will use this report along with information on floating plant and personnel from its working groups to develop long-term strategies for heavy maintenance and repair activities on the system.

In fiscal year 2014, working groups under direction of the board completed an initial assessment of the system's tainter gate repair/replacement strategies and prepared the five-year work plan. The tainter gate assessment recommended a major rehabilitation report to be prepared in FY16, if funds are available.

This report represents a shift in philosophy from location-specific major rehabilitation to system-wide, component-specific rehabilitation. This shift will allow for added management capability when work priorities shift and when projects are delayed because of river and weather conditions.

In FY15, the board will also receive a report from one of its working groups, providing recommendations for a long-term dredging strategy for the system. The districts currently execute about \$3 million annually on dredging and the board is considering options to reduce this cost. Options being considered are an annual dredging contract without standby payments, nesting MKARNS dredging needs under an existing contract of another region, and use of a government-owned dredge on the system.

### Montgomery Point Lock and Dam repairs

Starting in August, the Little Rock District will perform repairs to two of the four lock gates at Montgomery Point Lock and Dam in Desha County, Ark.

The gudgeon pins, a part of the "hinge" at the top of the river-side miter gates, are in an active failure mode because of the greaseless bushings originally used. The bushings tend to seize around the pin, and then that assembly grinds away on the top girder of the gate. The pins are still performing to some extent but could fail completely at any time in the future. Once one of the pins completely seizes, the repair time would be significantly longer than 38 days. In September 2014 the district informed the navigation industry of its 38-day dewater plan to repair the lock.

The district received \$1.4 million in fiscal year 2015 budget for these repairs. This work will mirror repairs performed in December 2012 on the other two lock gates.

Since December 2012, water levels have been high enough, most of the time, for navigation traffic to use the navigation pass. If water levels are greater than elevation 115, traffic will flow through the navigation pass, with no disruptions to industry.



## Northwest Arkansas Regional Port

The Little Rock District is currently updating the draft feasibility report and will submit it to the Corps' Southwestern Division in May. The feasibility phase was put on hold a year awaiting a decision from the local sponsor, the Western Arkansas Regional Intermodal Transportation Authority.

In the fall of 2014, the Corps received an additional \$25,000 in federal funds and \$25,000 in non-federal funds to complete the report.

During the cost-shared feasibility phase, the Corps evaluated four alternatives along the Arkansas River. Alternative #2, the Crawford County Levee Port site, is the recommended plan.

The project is located on the Arkansas River in the vicinity of Fort Smith, Ark. The total cost of this plan is \$23,873,000 and consists of a \$10,000,000 federal limit, plus \$10,000 for aids to navigation paid for by the Coast Guard and \$13,888,000 from the non-federal sponsor.

## Ozark Powerhouse Major Rehabilitation



*Preparing the new turbine runner assembly.*

The contract for the replacement of the five hydroelectric turbines is ongoing. The contractor is preparing to place the third new unit in service, and the fourth unit disassembly is ongoing. The contractor will complete the fabrication of major components for all five units soon. Federal power customers and federal appropriations are funding the project. The \$128 million major rehabilitation project will improve the continual maintenance problems at Ozark Powerhouse. Maintenance issues caused more than \$9.3 million in lost power during fiscal year 2013. All work is expected to be complete by 2018.

## Russellville Slack Water Harbor

Currently the Corps is in the harbor design phase of this project which is located along the McClellan-Kerr Navigation System, approximately 75 miles northwest of Little Rock. The harbor is a piece of the big intermodal facility project. The local sponsor is the River Valley Regional Intermodal Facility Authority. The recommended plan in the feasibility report was a slack water harbor located on the left descending bank of the Arkansas River at navigation mile 202.6 downstream of Dardanelle Dam in Pope County, Ark.

Federal Highway Administration is the lead agency for the intermodal facility's final Environmental Impact Statement. In February 2014, FHWA was sued by environmental groups, with the Corps named as co-defendants. FHWA is currently going through a re-evaluation effort to update their EIS. The Corps needs \$53,000 in additional federal funds to complete a Record of Decision and the NEPA process. The Corps cannot do any additional work past NEPA documentation, until a cost sharing agreement is finalized with the City of Russellville and we receive their funds to finalize design and began construction.

## White River Basin

### Beaver Lake Master Plan Update

During the fall of 2014, Little Rock District began the process to revise the Beaver Lake Master Plan. The master plan guides the management of government-owned and leased lands around the lake. The master plan affects future management of natural resources and recreational opportunities to ensure the sustainability of Beaver Lake.

Similar to the Table Rock Lake and Bull Shoals Lake Master Plan process, public and agency scoping workshops will be conducted in March to collect input for a draft master plan and Environmental Assessment. The team will then concentrate on interaction with focus groups representing public and agency interest groups to narrow the suggested changes for alternative plan development. The team will meet with focus groups in July with a draft plan following about six months later.

The public workshops for Beaver Lake will be held from 2 p.m. until 7 p.m. Tuesday, March 10 at the Fayetteville Town Center in Fayetteville, Ark., Tuesday, March 11 at the First Baptist Church, Olive Street Campus in Rogers, Ark., and Thursday, March 12 at the Inn of the Ozarks in Eureka Springs, Ark. The public comment period opens Monday, March 2 and runs through Friday, April 3. The master plan revision sets the stage for a later update of the shoreline management plan.

### Bull Shoals Master Plan Update

In May 2014, Little Rock District began the process to revise the Bull Shoals Lake Master Plan. Public and agency scoping workshops were conducted in August 2014 with 776 people attending. A draft master plan and Environmental Assessment is scheduled for public review by August. The district will release the final master plan and Environmental Assessment by the end of the year. The master plan revision will set the stage for a later update of the shoreline management plan.

The master plan guides the management of government-owned and leased lands around the lake and affects future management of natural resources and recreational opportunities to ensure its sustainability.

### Table Rock Lake Shoreline Management Plan Update

With completion of the Table Rock Lake Master Plan, the district received funding and initiated the shoreline management plan update process in fiscal year 2015. The shoreline management plan establishes policy and furnishes guidelines for the protection and preservation of the desirable environmental characteristics of the shoreline while maintaining a balance between public and private shoreline use. Similar to the master plan revision process, a series of scoping workshops will be held initially to gain agency and public input on how to proceed with the SMP. The scoping workshops will be held at the Branson Convention Center, 200 Sycamore Street in Branson from noon until 4 p.m. Thursday, March 26; 4 p.m. until 8 p.m. Friday, March 27; and noon until 4 p.m., Saturday, March 28.

### White River Comprehensive Study

In fiscal year 2015, the Corps will complete the Cache River Basin Watershed Management Plan, a sub-basin to the White River. This plan will be a platform to further initiate other sub-basin studies.

The Cache River plan should be complete by September. The next potential sub-basin is the James River in southwestern Missouri. This will provide an understanding of the upper White River basin problems and opportunities, while the Cache River sub-basin provided a good perspective on the lower delta region of the large watershed.

The Little Rock and Memphis districts are conducting the comprehensive study of the White River basin in Arkansas and Missouri. The study will identify the critical resources, water-related problems and needs, and potential solutions.

The FY15 President's budget includes \$150,000 in funds for this project. The Corps approved the reconnaissance phase study report, known as the 905(b) report, in January 2002 and involved parties signed a feasibility cost



sharing agreement in May 2002. The Water Resources Development Act of 2007 changed the cost sharing requirements of the study cost from 50 percent to 25 percent.

Project sponsors include the Arkansas Game and Fish Commission, Arkansas Natural Heritage Commission, Arkansas Natural Resources Commission, Arkansas Waterways Commission, Missouri Department of Conservation, Missouri Department of Natural Resources, and the Nature Conservancy of Arkansas.

### White River Water Control Plan

Stakeholders have requested that the district initiate a study of the water control plan for the White River System of reservoirs.

Little Rock District last implemented minor changes to the water control plan for the White River Lakes in December 1998.

Initiating a review of the plan would require detailed engineering, environmental and economic analyses, extensive public coordination, and \$9 million in funding over three years. Since there are many competing and conflicting goals for water management in the White River Basin, any change to benefit one group or interest will impact other groups or interests.

Stakeholders have frequently engaged their elected officials to seek short-term changes to the White River Water Control Plan that benefit their specific interests. An extremely wet weather pattern in 2008 through summer 2011 resulted in high lake levels, as well as extended periods of high river stages, and renewed interest in a revision to the water control plan. Extreme drought conditions and sustained above average high temperatures in 2012 resulted in low lake levels and extremely low river levels generating additional interest in system operation. Atypical rainfall in the late summer 2013 generated even more interest in revising the water control plan.

Since the inception of the original plan in the 1950's, the water control plan has been a discussion topic for revision for specific interests. In response to requests for change in the 1980's and 1990's, the district formed a working group consisting of private concerns, state agencies and federal agencies that developed alternative plans and variations of plans. A representative from the Arkansas Natural Resources Commission (formerly Arkansas Soil & Water Conservation Commission) chaired the working group.

The group unanimously endorsed a recommended plan realizing that there was no single plan that would satisfy all needs at all times. This 1998 plan "fine tuned" the existing 1963 plan by calling for seasonal adjustments to the regulating stage at Newport and Georgetown, Ark., when evacuating flood storage from the lakes. The 1998 plan's regulating stages were slightly lower than the 1963 plan during the agricultural season and slightly higher during the non-agricultural season. This group did not propose or consider changes to the authorized lake levels because a 1985 study had found reallocation of storage was not economically justified.

The district continues to add budget requests to update this plan but none have been approved.

Last year we received funds for the first time in more than a decade to initiate Water Supply Reallocation studies. We are working on Beaver Lake and Greers Ferry Lake with continuation funding received this year. There is still a backlog, but it is no longer growing.

### Funded reports Beaver Lake Water Supply Storage Reallocation

Little Rock District received \$250,000 in May 2014 to resume the study which was shut down in October 2013 due to lack of funding. The water demand analysis is nearing completion. The storage required to provide the yield and the development of alternatives to supply the demand is under consideration. Using carryover funding, the study will be completed in March 2016.

Benton-Washington Regional Public Water Authority, Carroll-Boone Water District, and Madison County Water District made separate reallocation requests that were consolidated into one study in 2010. Their total reallocation request is 22 mgd, which equals about 42,000 acre-feet of storage.

There are many competing demands from which pool this reallocation should be taken from. For example, U.S. Fish and Wildlife Service is opposed to a flood pool reallocation because it is concerned about adverse impacts to the Gray Bat and the Ozark Cave Fish, both endangered species.

Congressional approval is required for the reallocation if there will be serious impacts to authorized project purposes.

### Greers Ferry Lake Water Supply Storage Reallocation

The Little Rock District is currently working on a water demand analysis to determine current and future water needs for the Mid-Arkansas Water Alliance.

In May 2013, the MAWA requested a reallocation of 15.25 million gallons of storage in Greers Ferry Lake. The storage reallocation, if approved, would provide water capacity to nine MAWA members in Cleburne, Conway, Faulkner, Lonoke, Pulaski, Perry, Saline and Van Buren counties.\*

The Little Rock District began work on a water reallocation study for Greers Ferry Lake in mid-2014 to assess the feasibility of the reallocation.

Alternatives to lake storage reallocation will be considered and evaluated for economic, hydrological, safety and environmental considerations during 2015-2016. Should the reallocation study conclude that a Greers Ferry Lake supply storage reallocation is necessary, feasible, and presents no negative impacts, a reallocation agreement could be approved in late 2016.

\*MAWA members who will benefit from the Greers Ferry reallocation include: City of Cabot, Central Arkansas Water, City of Ward, Community Water System Public Water Authority, Conway Corporation, Conway County Regional Water Distribution District, Grand Prairie Bayou II Regional Water District, Jacksonville Water Works and the North Pulaski Waterworks Public Facilities Board.

### Unfunded reports

**Bull Shoals Lake:** North Baxter County Water Distribution District requested 6 mgd for municipal and industrial water supply purposes. The district does not have any funds available to complete the study. No fiscal year 2015 funding has been provided.

**Norfolk Lake:** In September 2000, the city of Mountain Home requested 5 mgd from Norfolk Lake. In September 2004, Baxter Counter Water Association requested 5.8 mgd from Norfolk Lake. Work will not be initiated until funding is provided. No fiscal year 2015 funding has been provided.

**Table Rock Lake:** In July 2007, the Tri-State Water Resource Coalition requested 35 mgd for municipal water supply use. The district has not yet received funding for the reallocation request, however, the district has worked with the Missouri Department of the Natural Resources and Tri-State through the Planning Assistance to States authority to provide a more detailed analysis and projection, through 2060, of the water supply and demand needs of the Southwest Missouri area. The district is currently

## Water Supply



Water Supply

working with MDNR and Tri-State to complete an analysis of the water distribution infrastructure for the Southwest Missouri area. The district is collaborating with Tri-State to look into alternative funding options for the water supply reallocation study, such as using the contributed funds authority.

### Completed but unexecuted agreements

**Greers Ferry Lake, city of Heber Springs, Ark.:** Officials approved this reallocation report in 2007, but the water supply agreement was not executed because of a dispute over costs for water storage. The city disputed the water supply agreement determination made by the Assistant Secretary of the Army for Civil Works, which included annual operation and maintenance costs.

The city has recently expressed interest in executing this agreement and agreeing to pay annual operation and maintenance costs.

The Little Rock District is currently reviewing the agreement to ensure compliance with Corps policy.

**State Water Plans, Arkansas and Missouri** (Planning Assistance to States)

Planning Assistance to States Program is beneficial program for the Corps to provide technical assistance to states for a wide variety of water resource issues. The State of Arkansas and Missouri have regularly tapped into this program, specifically to assist with State-wide Water Planning. Our local government entities regularly request use of this authority and cost share in the analysis with a 50/50 match.

**Arkansas** - The Arkansas Natural Resources Commission did an update of the Arkansas State Water Plan, which includes ongoing project scoping and refinements, resource assessments of surface and groundwater supplies, water demand assessments, identification of data needs, projection of future water needs and challenges, and identification of new or alternative water sources.

The study also included integration of input from the public, interested groups, and state and federal agencies in recommending management strategies and policy considerations. The plan was approved by the Commission on Dec. 9, 2014, and sent to the legislature for review. The Water Plan Update resulted in some requests for technical analysis.

Under the Planning Assistance to States, Section 22 authority, the commission requested assistance from the Little Rock District to conduct a thorough analysis of the temporal trends in stream flow and reservoirs in Arkansas through 2012.

The district used \$140,000 to complete this analysis. The project applied a wide range of sophisticated statistical methods to evaluate temporal and spatial variability on trends for various flow characteristics of streams in Arkansas.

These flow characteristics include, but are not limited to: annual minimum flow; annual maximum flow; annual daily maximum flow; annual median flow; monthly mean flow; and, the 30-day moving average of daily flows for both active and inactive stream flow gauging stations that are or were operated by the U.S. Geological Survey and/or the Corps of Engineers in Arkansas.

We also identified statistical trends for reservoir pool elevation and water supply storage availability in Arkansas from the early- to mid-1900's through the 2012 water year. This phase of the study was completed in January 2014. Little Rock District will continue to provide support on an as needed basis.

**Missouri** – Missouri's primary tool for water resource planning is the Our Missouri Waters Program. This initiative will create a coordinated, holistic approach to managing water resources at the watershed level. Little Rock District is working collaboratively with four other Corps districts in Missouri through our Planning Assistance to States Program to provide support to the state of Missouri for its Our Missouri Waters Program. The group will meet in June and will continue on-going efforts results in the production of timely, relevant, and technically sound water resource planning products that the state of Missouri needs to meet the goals of Our Missouri Waters.

The district is currently using \$150,000 in PAS funding to complete

Phase III of the Southwest Missouri Water Resource Study. This phase of the study includes a detailed infrastructure assessment of the Southwest Missouri Region based on the water demand/supply results in Phases I and II. We will complete the study in December.

## Issues and Other Topics



*Completed Section 14, Emergency Streambank and Shore Protection Project on the White River in Augusta, Ark.*

### Continuing Authorities Program Overview

The Continuing Authorities Program is an essential pathway for communities in the district to partner with the Corps on small water resource projects. In fiscal year 2014, we completed construction on two Section 14 Emergency Streambank Restoration Projects, one in Guion, Ark., and one in Augusta, Ark., both along the White River.

This fiscal year, we continued work on Shirey Bay, an ecosystem restoration project cost-shared with Arkansas Game and Fish Commission. We will proceed with the feasibility study and sign a cost share agreement in July. We have completed the draft feasibility report for the Section 205 Small Flood Control Project along Prairie Creek in Russellville, Ark. It will go out for public review in May. Two ongoing port studies are detailed above in the Arkansas River Basin breakout: Northwest Arkansas Port and Russellville Slackwater Harbor.

We initiated two new studies. We conducted site visits to determine federal interest on a Section 14 Emergency Streambank Restoration Project in Batesville, Ark. along Stillhouse Branch of the White River, and a Section 205 small flood damage reduction project along the Little Black River centered in Naylor, Mo. We will complete our determination in March and proceed with the study if we determine it is within our authority.

We terminated the Arkansas River Ecosystem Restoration project at Russellville, Ark. at the request of the non-federal sponsor, the Arkansas Game and Fish Commission. They did not have sufficient funds to cost-share.

### Clean Line Energy - Plains and Eastern Project (Wind)

Little Rock District is participating as a cooperating agency, along with other Federal agencies, to evaluate the Clean Line Energy (Clean Line) - Plains and Eastern Project. A preliminary draft Environmental Impact Statement has been published in the Federal Register for public and agency comments until March 19.

Clean Line's proposal includes an overhead high-voltage direct current electric transmission system with the capacity to deliver wind-powered energy from the Oklahoma Panhandle region to the Mid-South and Southeast United States. The project would include obtaining right-of-way easements for the transmission line, installing tubular or lattice steel structures, and constructing access roads and ancillary facilities.

The project would traverse Oklahoma, Arkansas, and Tennessee, a distance of about 700 miles, crossing the Army Corps of Engineers jurisdictional boundaries of Tulsa, Little Rock, and Memphis districts, with the Little Rock District serving as the lead district for the project.



### **Diamond Pipeline, LLC (Sweet Crude Oil)**

Diamond Pipeline, LLC, submitted a Department of the Army permit, through their consultant, SWCA Environmental Consultants, for the placement of dredged and fill material in waters of the United States associated with the construction of a 20-inch-diameter sweet crude oil pipeline which would be regulated under Section 10 of the Rivers and Harbor Act of 1899 and Section 404 of the Clean Water Act.

The Diamond Pipeline, consisting of about 424 miles of pipeline, is capable of transporting up to 200,000 barrels per day of domestic sweet crude, from near Cushing, Okla., traversing east through the State of Arkansas, to a refinery in Memphis, Tenn. The project would cross the Army Corps of Engineers jurisdictional boundaries of Tulsa, Little Rock, and Memphis districts, with the Little Rock District serving as the lead for the project.

The Corps is in the early process of evaluating impacts to WOUS and determining the appropriate level of review and permitting. Typically, the Corps verifies authorization under Nationwide Permit Number 12 for utility line activities in WOUS, provided the activity does not result in the loss of greater than 0.5 acre of WOUS for each single and complete crossing.

The NWP includes general conditions, regional conditions, and as appropriate, case-specific conditions. These conditions address water supply intakes, extraordinary resource waters, threatened and endangered species, migratory birds and bald and golden eagles, historic properties, and water quality.

### **Magellan Pipeline Company (Refined Petroleum Products)**

Magellan Pipeline Company submitted a Department of the Army permit application, through their consultant, SWCA, for the placement of dredged and fill material in waters of the United States associated with utility work which would be regulated under Section 10 of the Rivers and Harbor Act of 1899 and Section 404 of the Clean Water Act.

The proposed project includes the construction of about 53.6 miles of new pipeline and the repurposing of about 159 miles of existing mainline natural gas pipeline facilities for transportation of refined petroleum products.

The project would cross the Army Corps of Engineers' jurisdictional boundaries of Little Rock, Memphis and Vicksburg districts, within the State of Arkansas, with the Little Rock District serving as the lead district for the project.

In November 2014, the districts received a Notice of Intent, from the Federal Energy Regulatory Commission. This notice requested comments concerning a proposal from Ozark Gas Transmission, LLC, to abandon in place and remove from service about 159 miles of pipeline.

The abandonment is within the Corps' jurisdictional boundaries of Little Rock and Memphis districts. The notice states that after abandonment, Ozark would transfer the assets to an affiliate, which would lease the facilities to Magellan for the project. The affiliate and Magellan would undertake conversion work on the abandoned lines to prepare them for the refined petroleum transportation. Permitting may be necessary if the work results in the placement of dredged or fill material into WOUS.

The Corps is in early coordination regarding cultural resources, mitigation for wetland impacts and endangered species. Typically, the Corps verifies authorization under Nationwide Permit Number 12 for utility line activities in WOUS, provided the activity does not result in the loss of greater than one-half acre of WOUS for each single and complete crossing.

The NWP includes general conditions, regional conditions, and as appropriate, case-specific conditions. These conditions address water supply intakes, extraordinary resource waters, threatened and endangered species, migratory birds and bald and golden eagles, historic properties, and water quality.

### **Levee Safety Program**

The Little Rock District continues to communicate and coordinates with levee sponsors. Although, levee sponsors are still concerned about the lack

of an organized state entity to assist levee boards, discrepancies between levees receiving Mississippi River and Tributaries funds versus those that don't, and the ongoing financial challenges of keeping levees in compliance with Corps standards. The district staff will continue to work with levee sponsors on ways we can improve our communication and service.

The district continues to communicate the condition of levees directly to the sponsors based upon specific inspection results. At the same time, an initiative to develop a nation-wide risk-informed rating system is being developed (called the Levee Safety Action Class – or LSAC). This system will help prioritize on a national basis those levees needing the most immediate attention. A detailed communication plan detailing provisions to discuss the Levee Safety Action Classification of levee segments is also being developed and is expected to be completed by the end of fiscal year 2015.

Additionally, the district conducts routine inspections on 63 levee segments to determine their continued eligibility in the Corps Rehabilitation and Inspection Program. Maintaining an "active" status in this program allows a levee segment to be eligible for federal assistance under Public Law 84-99 in the event there is damage caused by a flood.

To remain active, a levee segment must receive a rating of at least "minimally acceptable" during the routine inspection conducted by the Corps. Unfortunately, many sponsors have neglected maintenance on their levee segments for many years, and as a result, currently fewer than half of the district's 63 segments are active in the program.

Among deficiencies found on the "inactive" levees are things such as unwanted vegetation, inadequate closure systems, damage caused by animals, and deteriorated drainage conduits, to name just a few.

Deteriorated conduits are a particularly significant issue as they often represent a large risk to a levee segment. Because of this, the levee standards being enforced by the Corps were revised in the last few years. All conduits must now have a thorough inspection conducted by the sponsor every five years. Failure to verify the condition of a conduit will result in an unacceptable rating of the levee segment. While this will undoubtedly be an additional financial burden to the district's levee sponsors, it is a prudent policy change intended to improve public safety.

With the primary goal of public safety, the Corps continually seeks ways to assist sponsors in better understanding their levees by communicating their associated risks and the responsibilities they have as levee owners. In the past, inactive levees were ineligible for any assistance until they were repaired and restored to an active status.

However, the Corps recently initiated a system-wide improvement framework and continues to consider additional measures to assist inactive levees in regaining their active status. Details of this program have been communicated to the appropriate levee sponsors. Unfortunately, very few of the inactive levee sponsors have submitted a letter of intent to regain their active status.

Little Rock District will continue to assist sponsors in understanding the recent policy changes, in evaluating their levees, and in helping to communicate the residual risks to those who live or work behind a levee.

There are about 421 miles of levees within the district that are divided into 63 separate levee segments. Each segment is owned by a local entity or sponsor that has on-going responsibilities for operations and maintenance. The majority of the levee segments are along the Arkansas River, though several are also located along the Black and White rivers.

### **Operations and Maintenance Budget Trends, Operations and Maintenance Backlog**

A continuing trend of flat-line or decreasing budgets over the past several years in the Civil Works Operations and Maintenance Program has led to the prioritization and subsequent reduction of services the Corps provides. Costs have steadily risen for supplies, utilities, fuel, contracts and other resources needed to execute the O&M program. The rise in costs is limiting the quantity and diversity of services the district can provide.

The district is focusing its recreational resources on strategically located facilities to offer the most efficient return on investment. The district is deferring applications for private exclusive use, such as private boat

docks and mowing permits during the recreation season, so resources can be focused on providing service to the general public and spending stays within appropriated budgets. The district has reduced the hours of operation at lock facilities for recreational users; however, all of the locks are operating 24 hours a day, seven days a week, for commercial vessels.

For the past several years, the district has been reducing overall maintenance of its aging infrastructure where the risk is determined acceptable. The district has decreased the frequency of dewaterings, inspections and general maintenance which increases the response time to breakdowns. In fiscal year 2015, the district will be held to operating within specified (business line) funding amounts, such as navigation, hydropower, recreation, flood risk management, water supply, etc.

Not being able to reprogram or shift funding between business lines will reduce our flexibility to respond to certain public needs. For example, anticipated funding will not allow us to issue dock permits year-round or to respond to all requests for the use of government lands for recreational, commercial or municipal purposes.

Operations and maintenance funding in the President's budget for fiscal year 2012 was \$88.9 million, \$89.6 million in FY13 (\$86.2 million after sequestration) and \$101.2 million in FY14 (\$107.2 million after work plan additions). FY15 funding is \$97.2 million.

As the backlog of high priority maintenance items continues to grow as the infrastructure ages, the district is working to reallocate operations dollars to maintenance in an effort to preserve and repair the nation's critical infrastructure. The district's annual work plan strategy includes an aggressive approach to use in-house resources to perform major maintenance. There is an overview of the top operation and maintenance unfunded items on pages 17 and 18.



*Tow and barge of the McClellan-Kerr Arkansas River navigation System. More than 12 tons of cargo is moved along the system annually.*

### **Regional Hydropower Governance Board**

The Southwestern Division Regional Hydropower Board of Governance continues to make progress in refining the business practices and processes used within its hydropower programs. This progress has led to increased collaboration and communication of lessons learned and best practices between the Little Rock, Tulsa, and Fort Worth districts. As a result, the capacity and efficiency of the division's work force is increasing and more opportunities to share these resources between districts are being identified. This effort will lead to increased value of the program to the stakeholder.

To date the RHGB has made several significant actions. The board has identified common integral sub-programs of the overall hydropower program and has charged working groups staffed by regional subject matter experts with developing implementation plans for standardization across the region. These sub-programs include the preventive maintenance program, the training program, and the hazardous energy control program.

In conjunction with these efforts a baseline staffing for the division's plants along with a framework for optimizing the staffing based on each plant's maintenance needs has been established. Additionally the board has requested a peer review of the division's current major hydropower work activities to assist in capturing and sharing lessons learned and best practices associated with this very specialized business line. The RHGB has also created a team to study the projected workload and identify district competencies to fill regional technical gaps for upcoming major work activities.

At this time the RHGB has established eight standing working groups. They are:

Technical Center - The Technical Center working group has completed its recommendations to the RHGB and a decision has been made to refine regional workload analysis to determine district resources, shared competencies to fill regional gaps, shared lessons learned, procurement of consistent equipment, and development of a better communication between project manager/technical leads. A regional manager will define processes for the division's three district's hydropower programs.

Construction Management - The working group has developed peer review criteria, identified peer review team members, and increased communications between each of the three districts. The working group will continue to capture and communicate lessons learned and best practices regionally. The team will examine funding resources necessary for peer reviews.

Training and Staff Development - The working group has analyzed each district's training program along with other Corps training programs and compared those programs with our regulation requirements. The working group is in the process of preparing a new division-wide hydropower training program.

Staffing and Succession Planning - The RHGB has reviewed and approved baseline staffing levels. Studies continue regarding the needed Facility Equipment Maintenance System support levels for FEM activities. Some hiring actions have begun in order to meet baseline staffing levels.

Hazardous Energy - The working group has prepared a division-wide Hazardous Energy Control Program that will be reviewed by all three districts and will then be presented to the RHGB for review.

Operation and Maintenance Practices - The working group has reviewed current maintenance activities at each district and completed the division's first review of hydroelectric power plant operation and maintenance activities. The groups have members on the national team to develop new hydropower maintenance standards and are working on an implementation strategy. This strategy includes FEM integration.

Contracting Practices - The working group has reviewed current contracting practices at each district. The working group is preparing a decision analysis which will be briefed to the RHGB.

Supervisory Control and Data Acquisition - The working group has reviewed SCADA systems at each district. The working groups chairman recently transferred to another position. The working group will assign a new chairman and then will continue working on an analysis of each district's systems and use of Generic Data Acquisition and Control System. GDACS was developed by the Hydroelectric Design Center for future projects.

The RHGB was established similar to the McClellan-Kerr Arkansas River Board of Governance to provide oversight of the region's hydropower programs.

The goal of the board is to seek the most effective and efficient processes to deliver power generation to Southwestern Power Administration; sustain the infrastructure; execute operations and maintenance at the hydropower projects; and sustain our technical competencies. Through innovative and critical thinking, use of lessons learned and best practices, and the region's diverse workforce, the governance board will drive the development and implementation of processes to provide consistency across the region.

The Southwestern Division RHGB is co-chaired by the commanders of Little Rock and Tulsa districts with the Tulsa commander serving as the executive director. Board members include senior leadership from Little Rock, Tulsa and the Fort Worth districts.





*Hydroelectric generators at Greers Ferry Dam*

### Shoreline Management

It is the Corps' policy to protect and manage shorelines of all civil works water resource development projects under Corps jurisdiction in a manner to promote safe and healthful use by the public while maintaining environmental safeguards to ensure a quality resource. The district manages seven lakes with shoreline management programs. These programs encompass more than 3,000 miles of public shoreline and include management responsibilities for more than 5,100 private and community boat docks on these public shores.

Current funding within the Environmental Stewardship Business Line for shoreline management program activities severely limits response capability for new requests. Lake projects must limit new dock and mowing permit applications to a few months during the year. Without the introduction of new funding streams such as increased administrative fees for new and existing permits, the shoreline management program will not be sustainable.

### Water Resource Reform and Development Act 2014



*Flooding on Jordan Creek in Springfield, Mo.*

The Jordan Creek Flood Risk Management Project was authorized for construction with a limit of federal cost share of \$13,560,000 and \$20,860,000 in total project costs in the Water Resource Reform and Development Act 2014. There are no funds in the fiscal year 2016 President's budget to start pre-construction, engineering and design. The sponsor is anxious to continue work on the project. The benefit to cost ratio is 2.7 to 1, at the project authorized interest rate of 3.75 percent.

The recently passed WRRDA 14 contains a number of provisions of interest to public and private sector partners and stakeholders in Little Rock District.

Corps headquarters is in the process of developing effective implementation guidance for numerous sections of WRRDA 14 that improve collaboration, water resource planning effectiveness, and 34 newly authorized construction projects. This includes expanding the individual project limits on several Continuing Authority Programs which will assist continuation of the North West Arkansas Port and Prairie Creek, Russellville, Ark. flood risk management projects. Written implementation guidance is required prior to adoption of the law.

The Corps established a series of listening session webinars in August and September of 2014 to obtain input from partners and stakeholders throughout the country in the development of implementation guidance for these and other WRRDA 14 provisions. Each listening session covered a different collection of the important general program policy provisions. The goal of the listening sessions was to provide an opportunity for stakeholders to provide input and context that can be used to assist the Corps in developing final implementation guidance for the specific WRRDA 14 provisions.

For a summary of comments received during the webinars, visit: <http://www.usace.army.mil/Missions/CivilWorks/ProjectPlanning/LegislativeLinks/wrrda2014.aspx>.

## International and Interagency Support

### Customer Funding for Hydropower Projects

Little Rock District is executing 22 projects totaling \$60 million funded through a memorandum of agreement between the Corps, Southwestern Power Administration, and the Southwestern preference customers.

This agreement allows for funding of capital improvements to the seven hydroelectric generating plants in Little Rock District. Current projects include a replacement and upgrade of the plant Supervisory Control and Data Acquisition Systems, which provides for secure and efficient operation of all plants from one central location. The federal power customers have committed to a multi-year program to rehabilitate the Corps-owned facilities in the Southwestern Power Administration system and to preserve the resource for future generations.

Currently customer funding is financing modernization and uprate studies for Bull Shoals, Norfolk and Table Rock powerplants which will form the basis for future rehabilitation projects.

This type of funding arrangement effectively supplements the limited federal spending and allows the customer more input into the capital investment priorities. It also has been an effective tool in completing backlog maintenance at the district's hydropower facilities. This maintenance is extremely critical as these plants approach the later stages of their economic lives.

## Military

### Air Force Medical Mission

Little Rock District anticipates working 15 contract actions in fiscal year 2015 totaling more than \$102 million for the Air Force Medical Service's Medical Sustainment, Restoration, and Modernization Program; however, the FY15 program is still under development.

In FY14, the district awarded 23 contracts totaling \$158 million. Little Rock District provides 'one door to the Corps' support to this program at Air Force medical clinics and hospitals worldwide.

An example of the type of project executed is the \$93.5 million hospital modernization project at Nellis Air Force Base, Nev. The project is currently under contract and is 53 percent complete.

The Nellis AFB realignment project will renovate and modernize select departments located on all four floors within the Mike O'Callaghan Federal Medical Center. The work resolves requirements because of mission changes and deficiencies within the existing infrastructure in addition to right-sizing and relocating multiple inpatient/outpatient units, diagnostic,

and educational departments. This work will allow the Air Force to expand into areas that previously housed Department of Veteran Affairs.

Little Rock District awarded the design-build construction contract for this project in September 2012 and completed the design phase of the project in October 2013. Construction is underway with eight of the 34 phases completed. Phases nine through 12 are currently underway. The current completion date is December 2016.



*Langley Air Force Hospital renovation*

### **Army Medical Mission, Construction**

Construction is underway on two contracts awarded in 2012 and 2014, totaling more than \$55 million for the U.S. Army Medical Command's Medical Sustainment, Restoration, and Modernization Program. These projects include a troop clinic at Fort Sam Houston, Texas and a hospital at West Point, N.Y.

The Little Rock District is currently working on procurement of two projects scheduled for award in fiscal year 2015. They are a dental clinic at Fort Drum, N.Y. a laboratory for Army Medical Research and Materiel Command near Silver Spring, Md.

District staff is also working on two Multiple Award Task Order Contracts for award in FY16. One a \$249 million design build and a \$21 million design build mechanical contract.

The district is currently working with MEDCOM on several other potential FY15 projects. The Air Force Medical Support Agency has loaned a portion of their small business MATOC capacity for FY15 to be used on the Fort Drum project and possibly another MEDCOM project that has not been identified.

### **Army Reserve 63rd Regional Support Command**

The Little Rock District provides support for the Army Reserve's 63rd Regional Support Command sustainment, restoration and modernization work within the Corps' Southwestern Division area which includes Texas, Oklahoma, and Arkansas.

The fiscal year 2014 program exceeded \$6 million and includes four projects that are currently in the design-build construction phase. Little Rock District is working with the 63rd to fully define the FY15 program and anticipates that it will be similar to the FY14 program. Each fiscal year, the Little Rock team works several task orders on a Small Business Indefinite Delivery Indefinite Quantity contract which is currently in place to meet the requirements of the 63rd RSC.

Projects are funded with Operation and Maintenance, Army Reserve funds.

The Little Rock District has had a relationship with the 63rd dating back to the early 2000s when it was formerly designated the 90th Readiness Reserve Center at Camp Pike in North Little Rock, Ark.

### **Little Rock Air Force Base**

Little Rock District manages the design and construction program at Little Rock Air Force Base. LRAFB is the premiere C-130 operational and training facility for the United States. Our program at LRAFB currently exceeds \$190 million in design and new construction projects.

There are three projects currently in the construction phase -- a \$103 million repair primary runway project with a projected completion date of April 2017, a new \$26 million C-130J fuels maintenance hangar, and a new \$4.1 million C-130J flight simulator training facility addition, both with a projected completion date of October.

Fiscal Year 2015 projects in the design phase include a new refueling vehicle repair shop, and a repair wastewater infrastructure project. Construction contracts for these projects are currently being considered for award during the fourth quarter of FY15.

Also in the design phase is a \$57 million repair apron/taxiway foxtrot project. A construction contract for this project is being planned near the end of construction phase of the current repair primary runway project.



*Construction work at the Little Rock Air Force Base Fuels Maintenance Hangar Facility*

### **Navy & Army Medical Initial Outfitting Missions**

"Initial Outfitting" provides for planning, purchasing, and installation of new and reused furnishings and medical equipment required prior to occupancy of new and renovated/restored facilities. The initial outfitting program grows stronger each year and is a worldwide program. Current customers include the Navy and Army. In fiscal year 2014 a total award of \$10.8 million was made for initial outfitting. For FY15 an estimated \$66 million will be awarded.

Current customers include the Navy and Army. In fiscal year 2014 a total award of \$10.8 million was made for Initial Outfitting. For FY15 an estimated \$66 million will be awarded.

Ongoing medical facility projects are located in Germany, Guam, Japan, Illinois, Maryland, Mississippi, Pennsylvania, and Virginia.

Some of our upcoming projects for FY15 are located in North Carolina, Maryland, Tennessee, Japan, and Germany, Peru, and Egypt.

### **Pine Bluff Arsenal**

Little Rock District manages the design and construction program at Pine Bluff Arsenal, Ark. There are no active projects at this installation.



# Continued Authorities Program Roll-Up

■ Green means the project is funded. 
 ■ Yellow means the project is funded but has issues. 
 ■ Red means the project has been terminated, suspended or there are no funds to start.

Project Name	District	FY 15 Funds*	FY16**	Status / Issues
* Includes FY14 carryover funds. ** CAP funds are not appropriated to specific projects in the President's budget.				
<b>Section 14 – Emergency Streambank and Shoreline Protection of Public Works Projects – Annual Statutory Limit \$20 Million</b>				
Highway 58, Guion, AR	AR-01	\$0	\$0	Construction complete. Project close-out underway.
White River, Augusta, AR	AR-01	\$0	\$0	Construction complete. Project close-out underway.
Stillhouse Branch, White River,	AR-01	\$50,000	\$0	Conducted site visit. Will complete federal interest determination March.
<b>Section 107 Small Navigation Improvement Projects – Annual Statutory Limit \$35 Million</b>				
Northwest AR Port, Arkansas River, AR	AR-03	\$25,000	\$0	Draft feasibility study completed October 2013; general navigation feature federal share exceeded \$10 million. After further review, some items of the GNF needed to be moved to the local service facilities feature. This with the federal limit increase to \$10 million with Water Resources Reform and Development Act 2014 allows project to proceed to report approval..
Russellville Slack Water Harbor, Russellville, AR	AR-03	\$0	\$0	Requested \$50,000 in federal funds to proceed. Lawsuit filed in February 2014 against the Federal Highways Administration for failure to comply with the National Environmental Policy Act. Corps dismissed from lawsuit. Project suspended awaiting funds.
<b>Section 205 – Flood Damage Reduction Projects – Annual Statutory Limit \$55 Million</b>				
Prairie Creek, Russellville, AR	AR-02	\$35,000	\$0	Draft Feasibility Report complete and undergoing internal review. Draft report scheduled for public review in May.
Little Black River Watershed, Naylor, MO	MO-08	\$50,000	\$0	Conducted site visit. Will complete federal interest determination March.
White River, Oil Trough, AR	AR-01	\$0	\$0	Sponsor was contacted with possible new start: never received word back. This project will be removed from new start lists.
Crooked Creek, Alexander, AR	AR-02	\$0	\$0	Backlog/new start. Awaiting federal funds. Request 2009.
<b>Section 206 Aquatic Ecosystem Restoration Projects – Annual Statutory Limit \$50 Million</b>				
Shirey Bay/Rainey Brake WMA	AR-1	\$35,000	\$0	Feasibility phase restarted July 2014. Will update the milestone report. Arkansas Game and Fish Commission is local sponsor and they will have cost-share funds in July.
Little Black Ditch, Naylor, AR	MO-08	\$0	\$0	Backlog/new start. Awaiting federal funds. Request - FY2006
Maumelle River, Maumelle Lake	AR-02	\$0	\$0	Backlog/new start. Awaiting federal funds. Request - FY2012
<b>Section 1135 Project Modification for Improvements to the Environment – Annual Statutory Limit \$40 Million</b>				
Rock Creek, Boyle Park, Little Rock, AR	AR-02	\$0	\$0	Suspended because of funds revocation. Feasibility phase. Federal funds of \$25,900 are needed to complete milestone report, and an additional \$100,000 is needed to complete the cost-share portion of the feasibility report.
Arkansas River Environmental Recreation	AR-02 AR-03 AR-04	\$0	\$0	Terminated at request of the Sponsor, Arkansas Game & Fish Commission
Rockaway Beach, Rockaway, MO	MO-07	\$0	\$0	Backlog, re-start. City of Rockaway Beach wants to re-evaluate the completed project because project is not functioning.
<b>Section 204 – Regional Sediment Management – Annual Statutory Limit \$50 Million</b>				
Little Rock Slackwater Harbor, AR	AR-02	\$0	\$0	New start. No Federal funds request ed. WRDA 2007 gave it programmatic funding priority. Port authority has met with district commander.

# Investigations Program Roll-Up

■ Green means the project is funded.
 ■ Yellow means the project is funded but has issues.
 ■ Red means the project has been terminated, suspended or there are no funds to start.

Project Name	Purpose	District	FY 15 Funds	FY 16 President's Budget	Status / Issues
Tri-State Water Coalition	To study regional water demands/ supply through year 2060.	MO-07 MO-08	\$0	N/A	Phase 3 was initiated in September 2014 to finish transmission plans. The Tri-State Water Coalition has an interest to now investigate water reallocations at Table Rock Lake. There is no funding available for the next step.
PAS study- Magnitude of Frequency of Floods in Arkansas	Update the state of Arkansas flood frequency and stream flood calculations to be able to design safe and economical highways, bridges and culverts.	AR-01 AR-02 AR-03 AR-04	\$75,000	\$0	The agreement was signed with the Arkansas state Highway and Transportation Department in January 2014 for \$300,000, two-year study that is cost shared 50-50.
White River Comprehensive Study	Basin-wide comprehensive watershed study. Conducted by Little Rock and Memphis districts under Section 729, WRDA 1986.	MO-07 MO-08 AR-01 AR-03	\$150,000	\$0	In FY15 project funds will be used to complete Cache River Sub-basin Water Management Plan. Additional funds of \$650,000 are needed to move into the next priority, James River sub-basin.
Three Rivers	Navigation and ecosystem restoration	AR-01 AR-04	\$150,000	\$700,000	The team will develop a project scope and schedule and plan to sign a feasibility cost-share agreement in July to initiate the study.
Springfield	Flood risk reduction management	MO-07	\$0	\$0	The Chief's Report was signed in August 2013 and transmitted to ASA (CW). Project was authorized in WRRDA 2014. Funds are needed in FY16 to start the detailed design for construction of project.
Urban Stream Restoration (Fourche Creek and Tributaries)	Ecosystem restoration & flood reduction	AR-02	\$0	\$0	Funding of \$50,000 is required to initiate study.
May Branch	Flood risk reduction management	AR-04	\$0	\$0	Completing 90 percent design using accelerated use of sponsor's cash share under terms of amended design agreement. \$440,000 could be used in FY16 to complete plans. Sponsor desires credit to construct a portion of the project. Construction estimate is \$30.8 million.
Beaver Dam Trout Production Facility	Mitigation for reduced number of warm water fish that resulted from construction of Arkansas dams	AR-03	\$0	\$0	Water Supply Storage Reallocation Report awaiting ASA(CW) approval. O&M funds were used to complete the report. \$600,000 could be used for the project design and NEPA considerations.



# Construction General Program Roll-Up

■ Green means the project is funded. ■ Yellow means the project is funded but has issues.

■ Red means the project has been terminated, suspended or there are no funds to start.

Project Name	Purpose	District	FY 15 Funds	FY 16 President's Budget	Status / Issues
Clearwater Dam Safety/Major Rehabilitation, MO	Construct cutoff wall for dam safety	MO-08	\$0	\$0	The contractor completed the cutoff wall construction in December 2011. Remaining work includes contract fiscal closeout, which is scheduled for September.
White River Minimum Flows, AR	To provide adequate trout habitat downstream of Norfolk and Bull Shoals dams	AR-01 AR-03	\$0	\$0	All work at Bull Shoals and Norfolk is complete and water storage has been captured. Remaining work includes completion of punch list items, execution of cone valve modification, final payment and contract fiscal closeout, which is scheduled for March.
Fourche Bayou Basin, AR	Environmental preservation, flood control, and recreation	AR-02	\$0	\$0	The district executed the final agreement with the City of Little Rock in December 2013 to use remaining federal funding and the sponsor's credit to acquire bottomlands. March is the scheduled project completion date.
Ozark Powerhouse Major Rehabilitation, AR	Rehabilitation of five turbines	AR-04	\$0	\$0	The contract for the replacement of the five hydroelectric turbines is ongoing. The second unit has been placed in service and the contractor is preparing the first unit for return to service in the second quarter FY15. The SWPA customers provided \$12.8 million for rehabilitation of the third unit and \$8 million for rehabilitation of the fourth unit.
McClellan-Kerr/Arkansas River Navigation System, 12-foot channel, AR & OK	To deepen navigation channel to 12-foot minimum depth	AR-01 AR-02 AR-03 AR-04	\$0	\$0	Work on this project has ceased. The project will not resume until the project receives: (1) a "new start" decision, (2) construction funds, and (3) cost-shared funding (50/50) from the Inland Waterways Trust Fund.

## Operation and Maintenance Unfunded Priorities

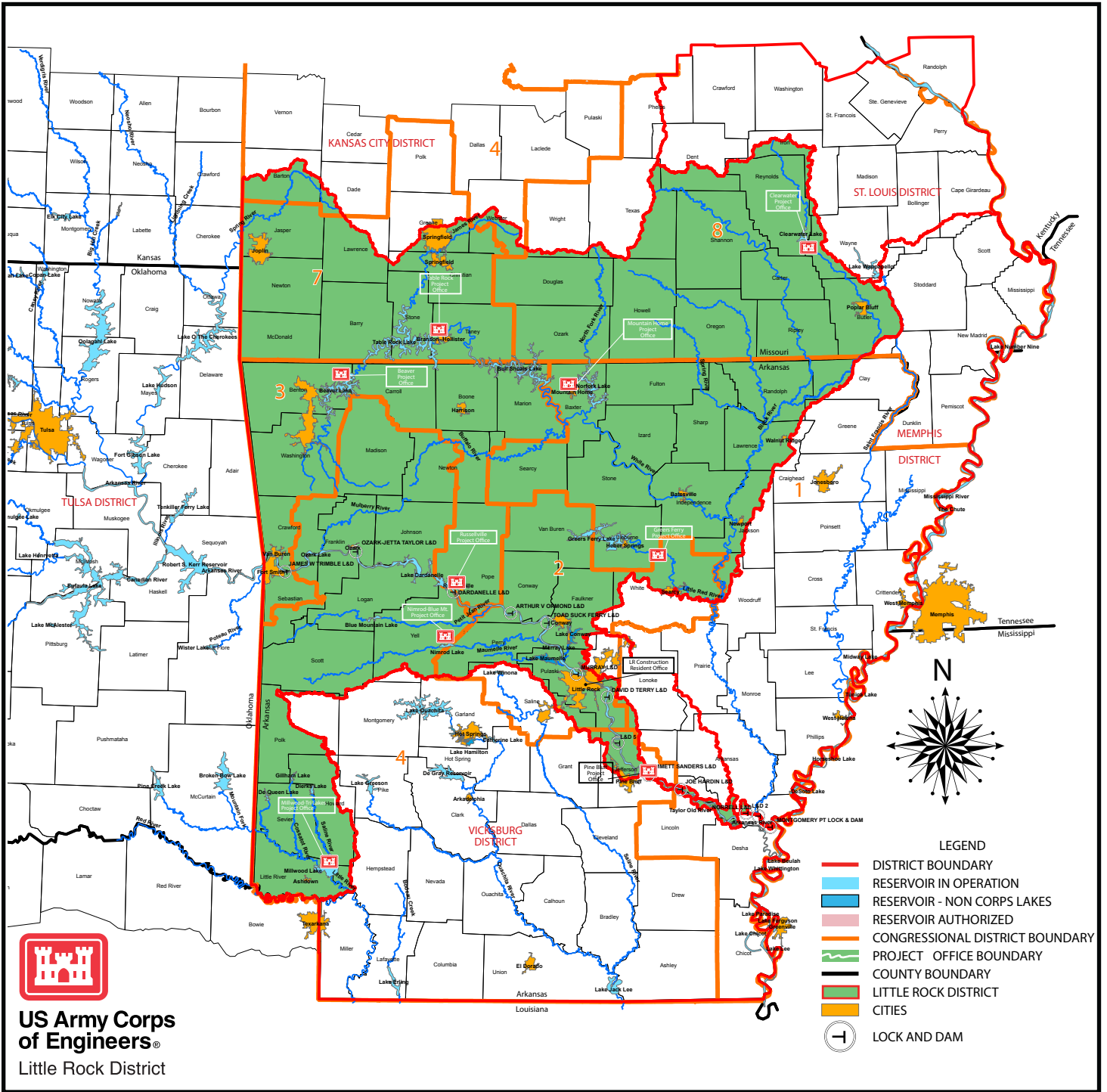
Project	Purpose	District	Status / Issues
Dardanelle - Seal leaking monolith joints, dam spillway	Prevent flooding of dam gallery and loss of either navigation pool or dam structure	AR-03 AR-04	\$7 million needed to seal leaking of monolith joints into the dam spillway gallery. Leakage is increasing and there is no room for additional pumps. Flooding of gallery results in loss of power to spillway gates and possible loss of navigation west of Dardanelle.
MKARNS – Structural rehabilitation and paint tainter gates at Mills Dam	Prevent accident or injury to employees or users of the locks and dams, loss of ability to lock boats	AR-01 AR-02 AR-03 AR-04	\$16 million needed for structural and skin plate repairs, including replacement of severely corroded members, side seals and cathodic/corrosion protection. Expect replacement of gates will be required if rehabilitation deferred. Current leakage about 3,000 cubic feet per second.
MKARNS – repair tainter gate knife edges at Toad Suck Lock & Dam	Prevent loss of ability to maintain navigation pools	AR-01 AR-02 AR-03 AR-04	\$1.8 million needed for repairs to the remaining 7 of 16 tainter gates.
Ozark – Rehab/paint tainter gates	Prevent failure of the gates and loss of pool, which would stop navigation	AR-04	\$13.8 million needed to replace severely corroded members; sandblast and repaint steel; and replace anodes and side seals. Expect replacement if rehab/paint deferred another three years. Greater than 25 percent chance that at least one gate will be considered unsafe and deadlined.

## Operation and Maintenance Unfunded Priorities continued

MKARNS - Repair tainter gates and embedded bottom sills at Hardin Dam	Prevent accident or injury to employees or users of the locks and dams, loss of ability to lock boats	AR-01 AR-02 AR-03 AR-04	\$18 million needed to correct leakage under all 18 gates. Scope includes stiffening the lowest horizontal girder and repairing eroded concrete and bottom sill metal at each gate.
MKARNS & Dardanelle - Repair erosion areas at Norrell, Mills, Sanders, Maynard and Dardanelle locks and dams	Prevent structural damage or undermining of lock and dam structures adjacent to expanding holes in the riverbed.	AR-01 AR-02 AR-03 AR-04	\$6.6 million needed to fill in holes in the riverbed adjacent to the downstream edge of Norrell Lock, upstream side of Mills Dam, the upstream guidewall pier of Sanders Lock, the upstream and downstream sides of pier 15 at Maynard Dam, and two locations on the upstream guidewall at Dardanelle.
MKARNS, Toad Suck Lock & Dam – Bridge maintenance	Prevent downgrade of the load rating for this major highway bridge	AR-01 AR-02 AR-03 AR-04	\$400,000 needed to apply corrosion inhibitor, patch the beams, replace elastomeric pads and replace expansion joint materials. The pre-stress tendons are exposed and corroding. If the anchors continue to erode, they will eventually break. Without the pre-stress tendons, the ability of the girders to carry tension loads goes to zero.
MKARNS, Toad Suck Lock & Dam – Bridge maintenance	Prevent downgrade of the load rating for this major highway bridge	AR-01 AR-02 AR-03 AR-04	\$400,000 needed to apply corrosion inhibitor, patch the beams, replace elastomeric pads and replace expansion joint materials. The pre-stress tendons are exposed and corroding. If the anchors continue to erode, they will eventually break. Without the pre-stress tendons, the ability of the girders to carry tension loads goes to zero.
MKARNS & Dardanelle - Repair shore electrical power systems	Prevent accident or injury to employees or users of the locks and dams.	AR-01 AR-02 AR-03 AR-04	\$1.15 million needed to repair or replace wiring and electrical system components that provide power to Corps and contractor vessels when moored at a lock. Work is required at all locations except Montgomery Point, Murray and Ozark locks.
MKARNS, Dardanelle & Ozark - Replace lock and dam power wiring	Prevent accident or injury to employees or users of the locks and dams, loss of ability to maintain pool or lock boats	AR-01 AR-02 AR-03 AR-04	\$13 million needed to replace existing field wiring to motors, pumps, lighting, receptacles and other powered devices. Work addresses aging/deteriorating wiring and ensures compliance with current codes and standards
MKARNS & Dardanelle – Replacement of hydraulic, air and water piping	Prevent failure of equipment and unscheduled loss of navigation	AR-01 AR-02 AR-03 AR-04	\$1.5 million needed to complete the replacement of 40-year-old piping that is corroded and failing. Piping is currently having minor failures and will not be able to be repaired with continued corrosion. Work to occur at Hardin, Sanders, Maynard, Terry and Dardanelle
Greers Ferry - Repair tainter gates	Prevent gates from binding and becoming inoperative due to failing side seals, and address deteriorating paint and cathodic protection systems	AR-01 AR-02	\$7.5 million needed to replace side seals, improved cathodic protection, repairs to structural members and blast cleaning and painting all six tainter gates.
MKARNS - Construct bendway weirs at Montgomery Point Lock & Dam	Reduce current outdraft conditions that create navigation issues that have contributed to several accidents when flows are high	AR-01 AR-02 AR-03 AR-04	\$7.6 million needed to construct 15 underwater rock weirs, and removal of 4 existing weirs, for a 1.5 mile stretch upstream of the Montgomery Point lock.
Table Rock - Repair cavitation damage of hydropower turbines	Ensure continued availability of hydropower production.	MO-07	\$2 million needed to repair significant cavitation damage on all four main unit turbines. Additional damage may result in removal of unit(s) from service.
MKARNS - Repair landslides and restore design channel, Lock 2	Ensure safe and efficient lockages	AR-01 AR-02 AR-03 AR-04	\$3.6 million needed to repair slope failures downstream of Lock 2. Slide material encroaches on lock approach. The slides also hinder dissipation of waves caused by Lock 2 water discharges. The waves can cause boats to rise/fall and strike the lock or other structures.
MKARNS - Construct 19 additional 60' stop logs	Ensure ability to temporarily close off critical structures, such as tainter and miter gates, for required maintenance.	AR-01 AR-02 AR-03 AR-04	\$2.15 million needed for replacement of stoplogs that are out-of-service or deemed irreparable by structural engineers. Aging locks and dams require increased maintenance effort and therefore more stoplogs than currently available.



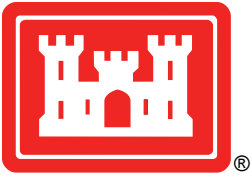
# Little Rock District Map



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