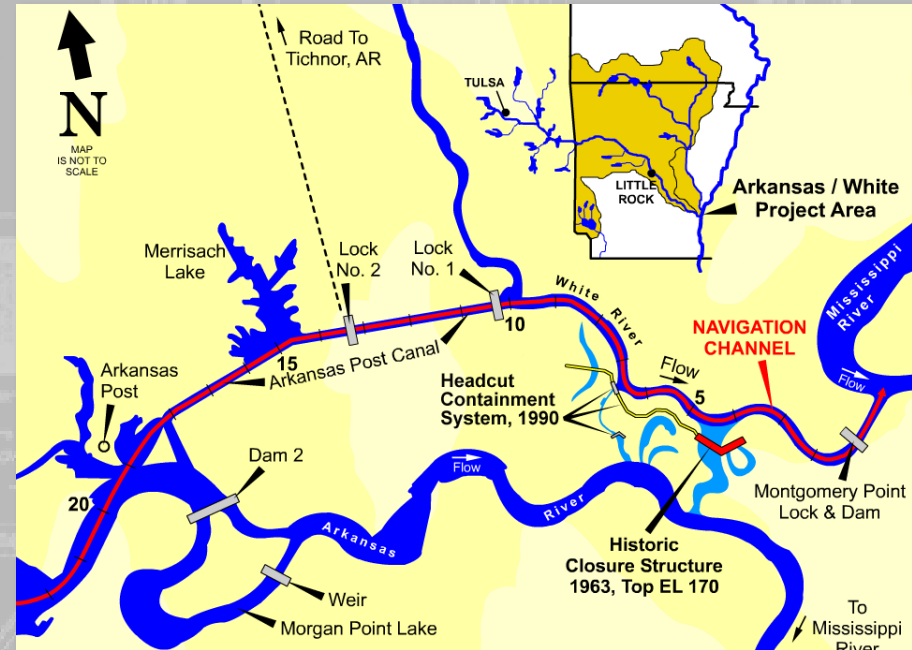


MCCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM, THREE RIVERS, ARKANSAS

INLAND WATERWAYS INDUSTRY DAY MEETING

Jonathan Gillip
Project Manager
U.S. Army Corps of Engineers
15 December 2021

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US Army Corps
of Engineers®



PROJECT OVERVIEW OF SCOPE



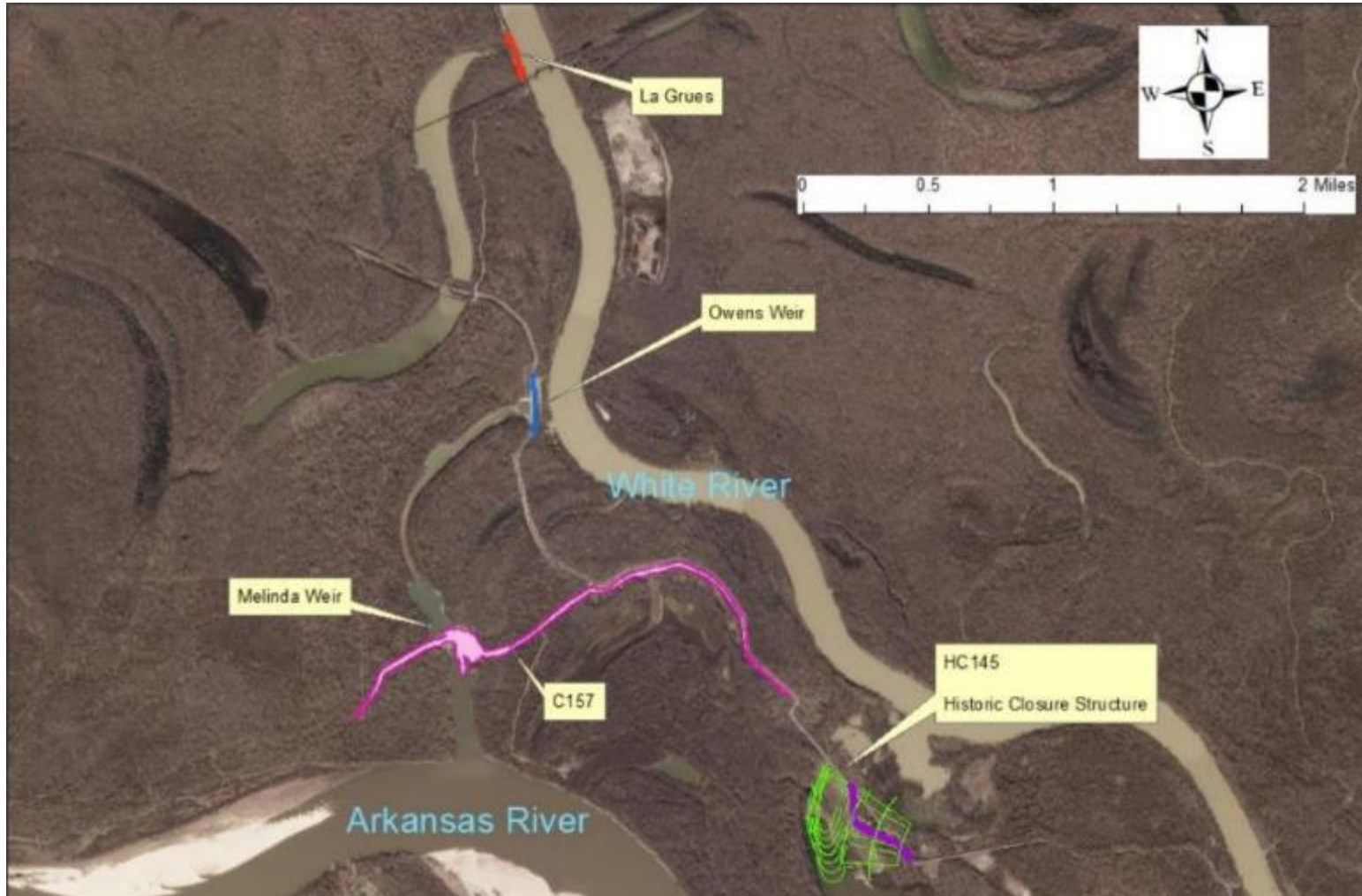
High water levels in the Mississippi River result in water backflowing into the White River, which then overflows into the Arkansas River. Occasionally, flooding results in flows from the Arkansas River to the White River. Between 1963 and 2003, the Corps blocked a historic natural relief channel between the two rivers and constructed a system of containment structures to address uncontrolled flows between the rivers. Subsequent erosion has continued to threaten a breach between the two rivers, which could result in the loss of the navigation pool on the lower McClellan-Kerr Arkansas River Navigation System.

A feasibility study resulted in a Chief's Report that recommended a project to reduce the risk of a breach. The proposed project includes the following construction components: construction of a new containment structure (C157, ~2.5 miles); restoration of a historic relief channel between the White River and Arkansas River (HC145, 1,000ft.); modification of the Melinda containment structure; modification of the Owens Lake weir; improvement of the La Grues's Lake Culverts; and mitigation for the project.

Benefits include the preservation of the navigation system and ecosystem improvement in the project area.



PROJECT OVERVIEW OF SCOPE



Phase 1: HC145

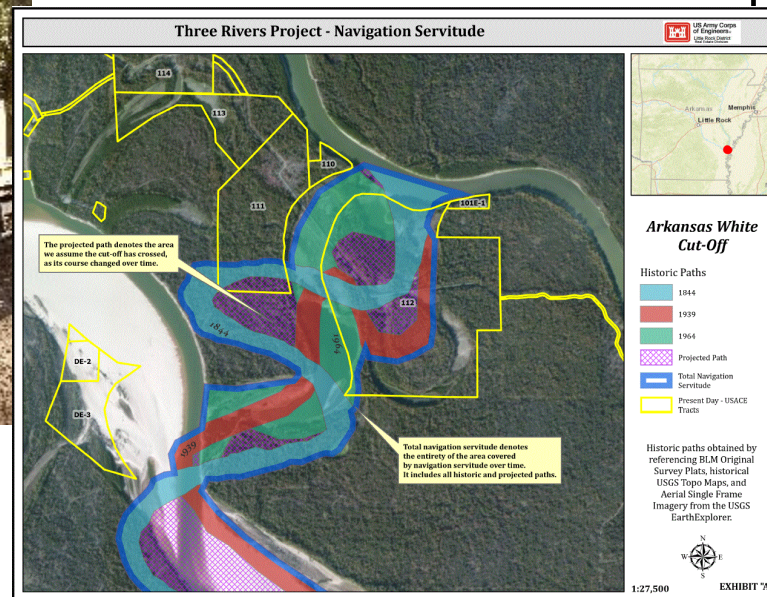
Phase 2: C157, Owens Weir, La Grues Culverts



SCHEDULE- WORK DONE IN FY21



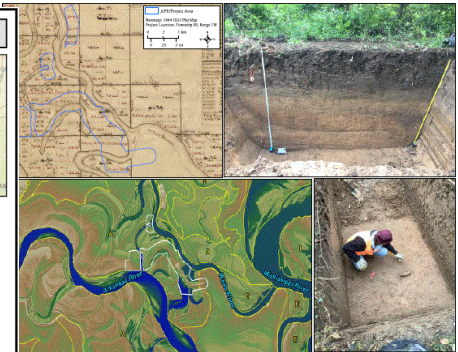
- Geotechnical Surveys completed; analysis completed for HC145.
- Cultural Resource Surveys completed; report completion in progress.
- Real Estate research underway, Phase 1 real estate requirements identified, no acquisition required.



PHASE I HISTORIC PROPERTIES SURVEY AND GEOARCHAEOLOGICAL INVESTIGATIONS, THREE RIVERS PROJECT, ARKANSAS AND DESHA COUNTIES, ARKANSAS

Neal H. Lopinot, Edwin R. Hajic, and Jack H. Ray

Research Report No. 1685
Bemice S. Warren Center for Archaeological Research
Missouri State University



US Army Corps of Engineers
Little Rock District

US Army Corps of Engineers
St. Louis District

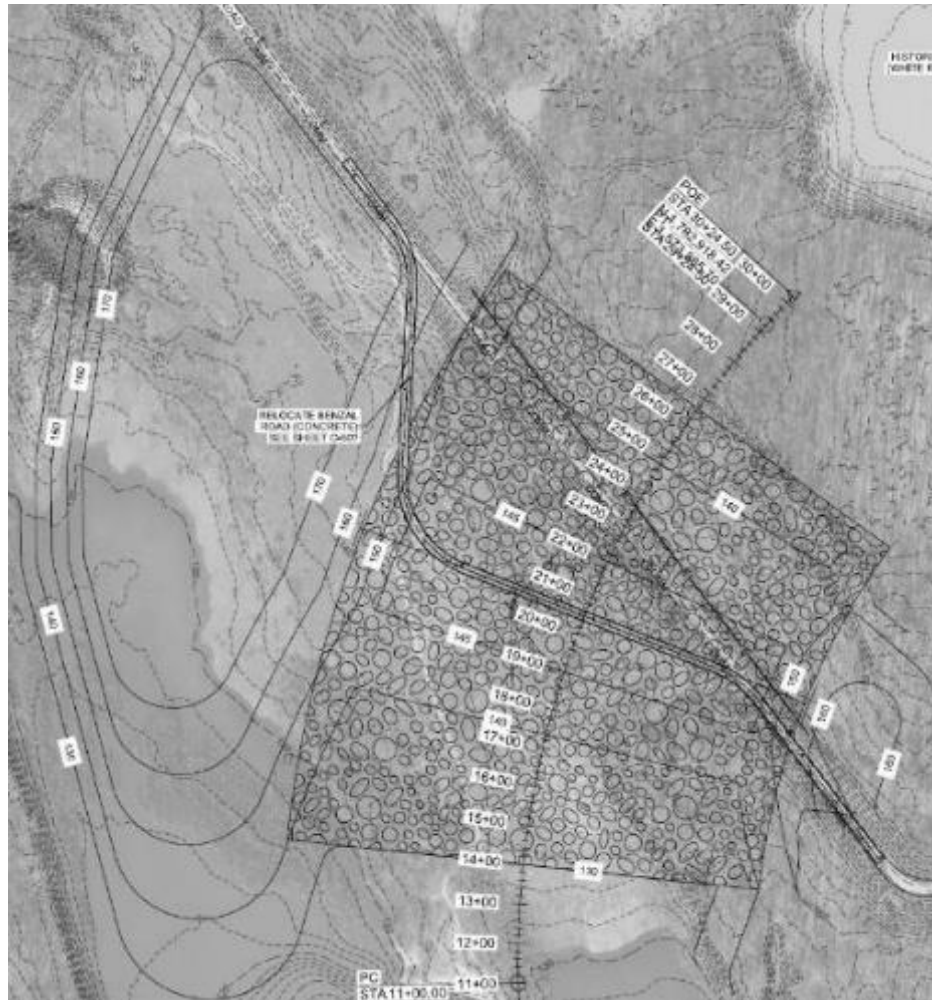


U.S. ARMY

SCHEDULE- WORK DONE IN FY21 (CONT.)



- 35% Design completed.
- Request for proposal developed for Phase 1 – Design Build of Historic Closure (HC145) modification.





SCHEDULE- ONGOING OR PLANNED WORK FOR FY22



- Phase 1 (HC145) Design Build RFP in progress.
- Phase 1 Award scheduled for June 2022.
- Phase 2 (C157, Owens Weir, La Grues Culverts) Design in progress.
 - Geotechnical testing underway.
 - Engaged SWD Dam Safety Production Center to assist in design of Owens Weir modification and La Grues culverts improvements.
 - Phase 2 Award scheduled for March 2023.



COST/FUNDING OVERVIEW- THREE RIVERS FEASIBILITY, PED, CONSTRUCTION (65%/35%)*

	Regular	IWTF	Total
Feasibility			
FY15	150,000	0	150,000
FY16	430,000	0	430,000
FY17	850,000	0	850,000
FY18	270,000	0	270,000
FY20	-252,306	0	-252,306
Feasibility Total	1,447,694	0	1,447,694
Preconstruction, Engineering, and Design (PED)			
FY19	3,000,000	0	3,000,000
FY20	6,302,306	0	6,302,306
FY21	3,292,000	0	3,292,000
PED Total	12,594,306	0	12,594,306
Construction (65/35)			
FY22 (Pres Bud)	92,442,000	56,558,000	149,000,000
FY23 (Army Rec)	54,461,000	29,325,000	83,786,000
Construction Total	146,903,000	85,883,000	232,786,000

* To Be Determined



THREE RIVERS PROJECT ISSUES AND CHALLENGES



Challenging Site Conditions

- Frequent inundation of parts of the project area.

Culturally Rich Area

- Engaged Tribes and Agencies to create Programmatic Agreement.
- Cultural Resource Survey Completed
- Archeological monitoring during construction.

Multiple Landowners (Phase 2)

- U.S. Fish and Wildlife Service
- Arkansas Game and Fish
- Private landowners

Accelerated Funding

- Phasing
 - Phase 1 – Modification of the historic cutoff structure into a hydraulic weir at 145 feet elevation, 1,000 foot wide (HC145).
 - Phase 2 – Construction of the closure structure at 157 feet elevation (C157), modification of the Owen's Structure, and modification of La Grues Culverts.
- Acquisition Strategy
 - MATOC
 - Phase 1 Design Build /Phase 2 Design Bid Build



THANK YOU



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