



Projects Supported by Ouachita River Valley Association

MARCH 2017



FOREWORD

The Ouachita River Valley Association is pleased to have the opportunity to submit information outlining some of the most urgent water resources development needs in the Ouachita River Basin in Arkansas and Louisiana. We are grateful for the role the federal government, through the Congress and the Administration, represented by the Corps of Engineers, has played in developing and caring for the bountiful natural resources in this basin for more than a century. Much of the economic, recreational, and natural resources preservation of the basin has been made possible through these investments.

The Ouachita River is a unique resource that serves not only the residents of the region but the nation at-large. With this opportunity comes the responsibility to conserve and protect what has been inherited from nature and those preceding us. In as much as these assets are held in national trust, it is appropriate that they are operated and maintained by the national government in partnership with state and local governments. The Ouachita River Valley Association is proud to have been a stakeholder in these efforts for more than a century.

Information presented in this booklet outlines those projects of the U.S. Army Corps of Engineers that the Ouachita River Valley Association strongly supports and encourages completion of at the earliest possible date. Funding levels for Fiscal Year (FY) 2016/2017 are presented for each project listed. Also included is suggested language to be used in an appropriate document that would authorize bank stabilization measures on the Ouachita-Black Rivers from mile 0 to mile 460 at Rempel Dam near Hot Springs, AR, and add navigation from Mile 41.5 on the Black River, LA, at the mouth of Little River, up Little River 14,000 feet, as a project feature of the Ouachita-Black Rivers Navigation Project. Suggested language to include all the Ouachita River Levees Project as a component of the Mississippi River and Tributaries Project is included.



OUACHITA RIVER BASIN DESCRIPTION

The Ouachita River originates in northwest Arkansas in the Ouachita Mountains near Mena, Arkansas, flowing southeasterly for a distance of approximately 520 miles through Arkansas and Louisiana to the Red River near Jonesville, Louisiana. Its watershed stretches from western Arkansas to near Little Rock and south along its border with the Mississippi River basin. Cities along its path include Hot Springs, Arkadelphia, Malvern, Camden, Smackover, El Dorado, and Crossett, Arkansas, and Sterlington, Monroe and West Monroe, Columbia, and Jonesville in Louisiana.

The basin may be divided into several distinctly different regions. From the headwaters it flows as a mountain stream through the Ouachita National Forest to form Lake Ouachita, the largest lake fully within the State of Arkansas. Below Lake Ouachita it forms Lake Hamilton and Lake Catherine and flows through a transition area near Arkadelphia and Malvern to the West Gulf Coastal Plain near Camden. Below Camden the river gradient is much less and has been developed for commercial navigation via the Ouachita-Black Navigation Project, a distance of some 337 miles from its confluence with the Red River. Four locks and dams, H.K. Thatcher, Felsenthal, Columbia, and Jonesville, provide a 9-foot deep, 100-foot wide, year-round channel to the lower Red River and the Atchafalaya River to the Gulf of Mexico.

The diverse nature of the basin provides a wide range of habitat for wildlife of the region. Felsenthal National Wildlife Refuge and Upper Ouachita Wildlife Refuge provide more than 80,000 acres of conservation area.

As diverse as the various regions are, they are part of a single watershed whose assets serve not only the region but also the nation.



PROJECTS SUMMARY FY 16/17

Funding requests and supporting information are presented in the following pages for the three funding categories of Operation and Maintenance, General; MR&T, Maintenance; and Construction, General.

The President's Budget includes \$8,076,000 for Operations and Maintenance of the Ouachita-Black Navigation Project, Red River to Camden, AR, for FY 16. This amount will cover operations and maintenance of the four L&D's and permits only minimal dredging. Historical under-funding of the navigation project has resulted in a maintenance backlog of over \$20.3 million. The most critical deficiencies include very limited dredging funds and the lack of a lock closure system at the H. K. Thatcher L&D. Additional capability maintenance funds¹ are requested to address the critical priority of \$2.0 million maintenance dredging and funds are needed in the amount of \$6.0 million for construction of stoplogs slots at the H.K. Thatcher Lock & Dam. Recreational facilities have also been allowed to deteriorate and have not been updated with age and increased usage. Details are given on Fact Sheet #1. The FY 17 President's Budget is \$8,445,000. The FY 17 priority capability needs are the same as FY 16 for dredging.

The lower reaches of the Ouachita River below Monroe were at one time included in the Mississippi River and Tributaries Project to provide bank stabilization and levee construction. Portions of the Ouachita River Levees in the Monroe, LA, area and north are now part of the MR&T Project as a result of WRDA 07. Action is now underway to include language in an authorizing document to have the entire Red-Ouachita Basin Levees, LA, Project area made a component of the MR&T project. Suggested corrective language for WRDA 2007 is shown on Fact Sheet #2.

Under the Construction, General funding category, the President's Budget does not contain any funding for the Ouachita River Levees, LA in FY 16 nor FY 17. However, the Vicksburg District had previously expressed a FY 16/17 additional capability of \$1,900,000. This \$1,900,000 would be used primarily to gravel surface of levees below Monroe, LA. Details are in Fact Sheet #3.

Under the Operation and Maintenance, General, funding category, the President's Budget contains approximately \$22.6 million for operation and maintenance for Lake Ouachita, DeGray Lake, and Lake Greeson in FY 16. The Vicksburg District had expressed an additional capability of nearly \$20.0 million for these three lakes to address critical backlog items. In FY 17, the President's Budget is \$19,190,000. The priority "additional capability" for each lake includes various construction items that will increase the quality of the recreation experience for visitors. Details are at Fact Sheets #4A, 4B, and 4C.

Lack of bank protection has resulted in numerous bank failures that are now a danger to public infrastructure including levees, some of which have been 'set-back' more than once. The Ouachita-Black Rivers Navigation Project did not include provisions for bank stabilization and there is no ongoing authority for this work. The 2016 WRDA contains a provision for a study to determine the feasibility of modifying the Navigation Project to include bank stabilization as project features. Details are at Fact Sheet #5. Also, suggested language is submitted for further amending the Navigation Project by adding navigation from Mile 41.5 on the Black River, at the mouth of Little River, upstream 14,000 feet as a project feature. This is described in detail at Fact Sheet #6.

Funding requests for the Lake Providence and Madison Parish Ports are shown in Table 1. The primary need is for dredging funds in FY 17 as there are no dredging funds included in the President's Budget for Lake Providence, Harbor. The FY 16 dredging funds were adequate for Madison Parish Port. The FY 16/17 funding status for each of these projects is summarized in Table 1.



Table 1
FY 16/17 FUNDING STATUS
ORVA SUPPORTED PROJECTS
OUACHITA RIVER BASIN

PROJECT	FY 16 PRESIDENT'S BUDGET	FY 16 PRIORITY CAPABILITY	FY 17 PRESIDENT'S BUDGET	FY 17 PRIORITY CAPABILITY
1. Ouachita-Black Navigation Project, Red River to Camden, AR	\$8,076,000		\$ 8,445,000	
a. Dredging		\$2,000,000 ¹		\$2,000,000 ¹
b. Stoplog Slots		\$6,080,000		\$ 0
2 Red-Ouachita Basin Levees, LA	\$0	\$ 0	\$ 0	\$ 0
3. Ouachita River Levees, LA	\$0	\$1,400,000	\$ 0	\$ 0
4. Arkansas Lakes				
a. Lake Ouachita, AR	\$7,513,000	\$ 850,000	\$ 8,157,000	\$ 758,000
b. DeGray Lake, AR	\$6,121,000	\$2,000,000	\$ 6,121,000	\$ 2,338,000
c. Lake Greeson, AR	\$8,975,000	\$ 900,000	\$ 4,912,000	\$ 1,089,000
5. Bank Stabilization, Ouachita-Black Rivers, Mile 0 to 460 Remmel Dam (not authorized)	N/A	N/A	N/A	N/A
6. Ouachita-Black Navigation Project, Addition of navigation from Mile 41.5 on the Black River LA, at the mouth of Little River, upstream 14,000 feet (not authorized).	N/A	N/A	N/A	N/A
7. Lake Providence Harbor, LA	\$ 14,000	\$1,199,000	\$ 14,000	\$1,198,000 ²
8. Madison Parish Port, LA	\$ 150,000	\$ 150,000	\$ 150,000	\$ 0

¹ FY 16/FY 17 capability amount for dredging has not been funded

² FY 17 capability amount for dredging has not been funded

FACT SHEET #1

OPERATIONS AND MAINTENANCE, GENERAL

OUACHITA-BLACK NAVIGATION PROJECT, RED RIVER TO CAMDEN, ARKANSAS

Authorization

- ❖ River and Harbor Act of 15 May 1950 (S.D./117/81/1) as modified by the River and Harbor Act of 14 July 1960 (S.D./112/86/2).

Purpose

- ❖ Navigation

Location and Description

- ❖ The Ouachita-Black Rivers Navigation Project is a navigation channel on the Red, Black, and Ouachita Rivers extending 337 miles from the mouth of Black River to Camden, Arkansas. The project consists of four locks and dams and provides a channel with minimum depth of 9 feet, a minimum bottom width of 100 feet and a minimum radius of 1,000 feet in channel bends. The project also includes the diversion of Catahoula Lake near Jonesville, Louisiana, for ecological reasons.

FY 16 Funds

- ❖ President's Budget: Budgeted funds of \$8,076,000 will be used to perform minimal dredging, operate and maintain the locks and dams, natural resource management, real estate management, and update master plan. Additional funds in the amount of \$20,548,000 could be used to fully fund dredging (\$2,000,000); fully fund operation & routine maintenance of L&Ds (\$517,000) backlog maintenance items (\$9,787,000); cut stop log slots in lock wall (\$6,080,000); raise customer service to desirable levels for the visiting public and local residents and repair/update recreation areas (\$1,618,000); data gathering, reviews, and surveys (\$546,000).

FY 17 Funds

- ❖ President's Budget: Budgeted funds of \$8,445,000 will be used to perform dredging, operate and maintain the locks and dams, operate the lower two locks in LA on 24/7 basis and the upper two locks for five days/week and on recreation activities.
- ❖ Additional Capability: Additional funds of \$2,525,000 identified could be used to:
 1. \$2,000,000 – dredging operations (PRIORITY REQUEST);
 2. \$ 525,000 – Re-open Clayton Landing , Columbia Lock and Dam, Finch Bayou and Jonesville L&D, 2016 March Flood repairs, replacement of boardwalk on nature trail at Columbia West, update Master Plan, and removal of silt at boat ramps.

Issues and Other Information

- ❖ Dredging is required on an annual basis to maintain the 9' x 100' navigation channel. Without annual dredging, waterborne shipments will cease or will be very limited due to "light loading" of barges. With the additional \$2.0 million requested in FY 16 and FY 17 for dredging, shipping operations would be normal and the project would produce the benefits to the region and Nation as designed. Approximately 1.1 million tons (gasoline, and diesel, agricultural grain, fertilizer, aggregates, etc.) of bulk commodities would be shipped throughout the waterway. **THE NEED FOR \$2,000,000 FOR DREDGING THE OUACHITA-BLACK RIVERS IN FY 16 AND FY 17 IS THE TOP FINANCIAL PRIORITY OF ORVA.**
- ❖ The Poiree system does not meet the new hydraulic steel structure (HSS) criteria nor do the stoplogs. Lack of certified lock and dam stoplogs for use in dewatering and closure of lock miter gates and dam tainter gates to make repairs or inspections increases risk for loss of pool or lock closure that would shut the entire system down north of Thatcher L&D in the event emergency repairs are needed. ORVA strongly supports funding of the \$6 million to initiate construction of stoplog slots at H. K. Thatcher L&D.
- ❖ Loss of navigation would have significant adverse economic impacts to the region. Significant private sector workforce layoffs would occur. Approximately 28,000 private sector jobs with an annual payroll of \$325,000,000 are connected to the Ouachita-Black Rivers.
- ❖ With no funds provided for dredging in FY 11 and FY 13, and in light of future budget reductions, the Corps of Engineers reduced operational services at the locks and dams. We are terribly concerned about the implementation of the Corps Inland Marine Transportation System Study which has already reduced the operational services provided by the Ouachita-Black Rivers Navigation Project. The Corps plan, which began on July 29, 2012, involves operating the four locks for only two shifts daily. This plan was implemented after the Corps conducted five public meetings and published in the plan in the Federal Register for public comment. Throughout the entire process the stakeholders overwhelmingly objected to any reduction in the levels of service. Our primary concern was the adverse impact to potential economic development that would be associated with the navigation project and increased costs to shippers from delays.



❖ The criteria used by the Corps to determine the level of service follows:

TABLE 1: DEFINITION OF LEVELS OF SERVICE

LEVEL #	TITLE	DESCRIPTION
1	Full Service 24/7/365	24 hours per day, 7 days a week, 365 days a year
2	Reduced Service - Two Shifts per Day	16-20 hours per day, 7 days a week, 365 days a year (basically two shifts of either 8 or 10 hrs)
3	Limited Service - Single Shift	8-12 hours per day, 7 days a week, 365 days a year
4	Scheduled Service - Set times per day	Lockages (including recreation craft) at set times per day. For example 8 a.m. and 4 p.m.
5	Weekends & Holidays	Lockages on weekends and holidays only
6	Service by Appointment	Commercial lockages by appointment

TABLE 2: GUIDE TO IDENTIFYING LEVELS OF SERVICE

LEVEL #	TITLE	GUIDELINE FOR RANGE OF LOCK OPERATION DATA
1	Full Service 24/7/365	More than 1000 commercial lockages per year
2	Reduced Service - Two Shifts per Day	Between 500 to 1000 commercial lockages per year
3	Limited Service - Single Shift	100 to 500 commercial lockages per year or greater than 1000 recreational lockages per year
4	Scheduled Service - Set times per day	Limited commercial (less than 100 per year) and/or substantial recreational traffic, with a more consistent daytime pattern of lockage
5	Weekends & Holidays	Little to no commercial lockages with significant recreational lockages (500 or more per year)
6	Service by Appointment	Limited commercial traffic with no consistent term of lockage

❖ The level of service implemented by the Corps of Engineers on July 29, 2012, for the four locks on the Ouachita-Black navigation Project was as follows:

Jonesville Lock and Dam

- Level 2 18 Hours per Day 0500 - 1400 and 1700 - 0200

Columbia Lock and Dam

- Level 2 18 Hours per Day 0500 - 1400 and 1700 - 0200

Felsenthal Lock and Dam

- Level 2 16 Hours per Day 0500 - 1300 and 1700 - 0100

H.K. Thatcher Lock and Dam

- Level 2 16 Hours per Day 0500 - 1300 and 1700 - 0100



NOTE: (A) On August 1, 2013, at the request of ORVA, the Jonesville and Columbia Lock and Dam operational hours were increased from 18 hours per day to 20 hours per day. The extra hours were added to the end of the shift times shown above. This is for an interim time period (January 2014) at which time an annual assessment would be made and adjustments, if necessary, to the operational hours would be made. The annual assessment was completed by the Vicksburg District Corps on February 21, 2014, and the decision was to continue operation of the locks as currently being operated. ORVA and the users strongly argued that the level of service at Jonesville and Columbia Locks be placed on a full-time basis.

As of August 1, 2013, the future levels of service for the four locks areas shown below:

- 1) Remain at the August 1, 2013, Levels of Service at Jonesville and Columbia until 3 year averages of commercial data and other factors show a need to reassess the Level of Service.
- 2) Transition to IMTS Levels of Service at Felsenthal and H.K. Thatcher based on 3 year averages of commercial lockages and other data after remote operations of tainter gates are brought online.

(B) On February 9, 2015, the Vicksburg District Engineer, COL John W. Cross, made the decision to authorize the Jonesville and Columbia Locks to operate at a full-level of service. The full-level of service was implemented on November 15, 2015. The upper two locks, Felsenthal and H.K. Thatcher, are being operated Monday-Friday for 10 hours daily beginning at 5:00 a.m. and closing at 3:00 p.m. No weekend service is available.

The ORVA requested their membership and selected stockholders write the District Engineer and request that these two locks be returned to a full-level of service and the upper two locks remain at current levels of service. This was all in connection with the Corps' policy to review the level of service on navigation projects annually. The District received nearly 50 letters in response to the "call to action" by ORVA. The ORVA letter to the District Engineer and his response are attached:

(C) FY 15 Dredging Complete on Ouachita-Black Rivers. The original plan was to dredge all shallow locations between Camden, AR, and Crossett, AR, where FY 14 dredging stopped. In fact, 20 of the 22 locations to be dredged were in AR. The dredging would be a follow-on to the 300+ trees the Corps removed from the channel in AR last year. When the dredging began on May 18, there were dozens of folks at Sandy Beach to observe. The Mayor of Camden operated the dredge a short distance. Hope was restored that once again economic developers could begin to recruit water based industry as the 9'x100' channel would be restored. However, in mid-June the Corps made the decision to take \$1 million of dredging funds (\$3.1 million total) for repair of the tainter gates at Felsenthal L&D in preparation for installation of remote control facilities. Only 14 sites were dredged in AR. ORVA objected, notified AR Congressional members by letter of what had happened, but the Corps did not change course.

(D) Current Status.



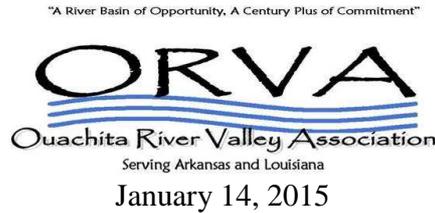
a. The FY 16 dredging has been completed with 5 shallow locations from the Columbia Lock and Dam to the mouth of the Black river dredged. The Corps had \$1.2 million in dredging funds. River surveys show an adequate channel from the mouth of Black River to the Crossett Harbor at Crossett, AR. If the Corps receives the requested \$2.0 million Capability in FY 17, the plan will be to restore the channel from Crossett, AR, to Camden, AR, the Head of Navigation.

b. ORVA submitted two proposals under Section 7001 of the 2014 WRDA for project modifications of the Ouachita-Black Rivers Navigation Project, AR & LA, in November 2014:

(1) Add bank stabilization and water supply as a project features which would authorize the Corps to construct bank stabilization measures and operate the project to not impact water supply.

(2) Add the lower 14,000 feet of Little River as a project feature which would authorize the Corps the authority to dredge this area.

Both requests were denied by the ASA(CW). The bank stabilization denial was due to concerns with the overall cost and Little River due to a "single-user" policy issue. ORVA resubmitted the proposals in March 2015 and the bank stabilization proposal made the Administration's 2016 Report to Congress on Future Water Resources Development. The bank stabilization proposal was included in the 2016 WRDA, although water supply was dropped, to conduct a study to determine the feasibility of modifying the Navigation Project to include bank stabilization as a feature. Also, WRDA 2016 included language directing the Assistant Secretary of Army (CW) to consult with the USCG regarding placement of navigation aids on the Ouachita-Black Rivers. The USCG completed replacement of navigations aids in October 2016. Both proposals were resubmitted by the LADOTD in September 2016. The Little River proposal included additional information that will address the "single user" issue. ORVA will continue to press the Little River issue with Congressional members and others and continue to push to add water supply as a project feature.



Colonel John W. Cross
District Engineer, Vicksburg District, USACE
4155 East Clay Street
Vicksburg, MS 39183

RE: Annual Assessment of Level of Service at Ouachita-Black Rivers Navigation Project, AR & LA

Dear Col. Cross,

Reference the November 12, 2014, request for ORVA to provide information relative to the operation of the Locks of the Ouachita-Black Rivers Navigation Project, AR & LA. We understand this information will be used in the annual assessment of the Level of Service being provided by the Vicksburg District at these structures.

Our position remains the same since the inception of the Inland Marine Transportation System Study-this Navigation Project was signed into law by both Houses of Congress and the President of the United States in the Rivers and Harbors Act of 1950 and modified by the Rivers and Harbors Act of 1960, to be operated and maintained at full Federal expense; therefore the U.S. Army Corps of Engineers, as the construction, operation, and maintenance arm of Congress, should operate and maintain all features of the project on a 24 hour basis, year round, at project specifications, as Congressionally authorized-any reduction in services is unacceptable.

That being said and looking at things realistically, we believe the Level of Service at the Jonesville and Columbia Locks should be placed back on a full time basis. Our position is based on the following:

1-Three Years of Consecutive Commercial Tonnage Increase. The vast majority of the tonnage moving on the system (~95%) is in the area served by the lower two locks. Commercial tonnage on the system has increased as follows: 2011-942,500; 2012- 955,000; 2013-1,023,000 and 2014-1,076,000. These increases have occurred in spite of reduced levels of service-now at two 10 hour daily shifts.

2-Major Recent Increase in Number of Commercial Lockages -The number of commercial lockages increased from 892 in 2013 to 1,176 in 2014 at the lower two locks, an increase of 24%-certainly a remarkable annual increase.



3-Financial Losses Continue to Mount on Commercial Shippers-As has been the case since reduced levels of service were implemented in July 2012, financial losses due to delays to shippers in 2014 amounted to about \$50,000. Average tow delay time was 1.42 hours, with one out of every 12 tows locked delayed. Out of 1,176 lockages, 97 were delayed.

4-Significant New Fuel Shipment- Placid Refining Co. LLC of Port Allen, LA, is producing and marketing a large quantity of gasoline and diesel fuel through the Monroe Terminal Co. LLC. Due to an aggressive marketing strategy, Placid will move 3 to 4 times the volume that was being handled there previously –estimated around 400,000 tons for 2015. Placid, with their fuel operations at Archie, LA, and Rilla, LA, is now the largest transporter of commodities on the Ouachita-Black Rivers.

5-TETRA TECHNOLOGIES, INC Exceptional Growth- Product shipped in 2014 was nearly 52,000 tons, approximately six times what was moved by water in 2011, their first year of operation. The company anticipates even larger shipments in 2015, currently estimated at 71,000 tons. They are transporting calcium chloride being produced by their \$100 million facility at El Dorado, AR.

6-Cross Oil Returns to Ouachita River-In the fall of 2014, Cross Oil Refinery of Smackover, AR, began shipping an oil stock product out of Pascagoula, MS, to Smackover for further refinement. They brought in 3 tows pushing two barges but were only loaded to a 7-foot draft due to inadequate channel dimensions. They have not shipped any product since late October due to recent marketing problems brought on by the rapid decline of oil prices. Their intentions are to resume shipping on the river once the marketing issues are resolved. Their contract with the Pascagoula firm runs through April 2015.

7-Push to Have U. S. Coast Guard Mark Channel- ORVA has recently requested the U.S. Coast Guard install channel markers and day boards from the mouth of the Black River to Smackover, AR. There have been repeated instances where tows are hitting bottom with barges as the channel does not have buoys installed or what few are there are not in the proper place. ORVA appreciates the Vicksburg District's recent request to the USCG to install buoys.

8 - ORVA's Submission to HQUSACE Ref. Section 7001 of 2014 WRDA-ORVA recently submitted documentation to have bank stabilization and the lower 14,000 feet of Little River added as project features of the Ouachita-Black Rivers Navigation Project, AR and LA. If approved by the ASA(CW), this action would certify that these proposals meet the criteria established by Congress and would be on a "pick-list" for Congressional members. We have not heard on the status of our submission at this time.

9-Potential Hydropower Development-ORVA continues to work with Rye Development Corporation of Boston, MA, regarding development of hydropower at the four structures on the Ouachita River. At this time, the economic feasibility appears to be questionable, however, studies will continue with the focus being primarily on identifying parties that would purchase the power if developed. Studies have been underway for almost 2 years now.



Regarding the upper two locks, Felsenthal and H.K. Thatcher, ORVA's position is that they should continue to be operated at present levels of service at this time. The focus now needs to be on the lower two where the most potential for real economic/environmental growth exists. We believe that as business picks up in the lower portion, it will have a spillover effect and the upper portion of the project will begin to be more productive.

In summary, the current operating procedure at the lower two locks is having a detrimental impact on the Navigation Project's ability to create economic and environmental growth in the Ouachita River Basin. Industry desiring to utilize waterborne transportation will not locate in an area where the transportation system is not available on a full time basis. It is becoming more widespread known that investment in water resources infrastructure projects creates economic and environmental growth well in excess of costs. BG Duke DeLuca (Ret.), presented factual evidence to this effect while serving as Commander, Mississippi Valley Division, U.S. Army Corps of Engineers.

The area served by these two navigation locks, in combination with the Ouachita River Levees, LA, Project, is ideally suited for growth as it contains the large metropolitan area of Monroe-West Monroe, LA, with a population of about 151,000. We believe that with these two locks operating full time, with a channel properly marked by the USCG, and in tandem with the Levee Project, you will see even greater growth over the next several years. One thing that is fairly certain, the probability of any more of these type projects being constructed is very remote, the most needs to be made out of what we now have. All affected parties need to be strong project proponents!

ORVA encourages the Corps to take the necessary action to operate these lower two locks on a full time basis.

Thank you for the opportunity to participate in this process.

Sincerely,

Mike Dumas
President, ORVA
1004 West 4th St.
El Dorado, AR 71730



ORVA received the following letter from the Vicksburg District stating that the lower two locks (Jonesville and Columbia) would revert back to 24/7/365 level of service.



DEPARTMENT OF THE ARMY
VICKSBURG DISTRICT, CORPS OF ENGINEERS
4155 CLAY STREET
VICKSBURG, MISSISSIPPI 39183-3435

REPLY TO
ATTENTION OF:

10 February 2015

CEMVK-OD

MEMORANDUM FOR Record

SUBJECT: Annual Assessment for the Inland Marine Transportation System (IMTS) for J. Bennett Johnston and Ouachita/Black River Waterways

1. References:

- a. OPORD 2012-63 USACE Implementation of Inland Marine Transportation System (IMTS) Process Improvement, Standard Levels of Service.
- b. IMTS Level of Service Guide
- c. IMTS Handbook "Guidelines for Changing Levels of Operating Service."
- d. Inland Marine Transportation System (IMTS) Level of Service for J. Bennett Johnston Waterway 06 Nov 2013
- e. Inland Marine Transportation System (IMTS) for Ouachita/Black River Waterway 20 Mar 2014

2. After reviewing the current lockage data for 2014, economic trends, water control data, future development, and submitted letters, the Vicksburg District team finds that the current level of service on the J. Bennett Johnston Waterway should remain at a Level I, 24/7.

3. Previously, the Ouachita Black Waterway had a Level of Service at Level II. Based upon the review of lockages, economics, water control, future development, and submitted letters, the Ouachita Black Waterway will change the level of service at the two lower locks. At Jonesville and Columbia, the level of service will transition from Level II (20 hours/day) to Level I (24 hours/day). This will be accomplished by shifting underutilized personnel from Felsenthal and Thatcher as remote operations for water control are implemented. Felsenthal and Thatcher will remain at Level II (16 hours per day). Once remote operations become fully operable in January of 2016, the level of service at Felsenthal and Thatcher should decrease from Level II to a level of service necessary to accommodate associated commercial traffic.

FOUO

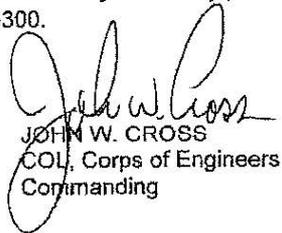


CEMVK-OD

SUBJECT: Inland Marine Transportation System (IMTS) for Ouachita/Black Waterway

4. The Vicksburg District will continue to monitor the J. Bennett Johnston and Ouachita/Black Waterways and reassess in January 2016. My point of contact for this action is Mr. David G. Jenkins, 601-631-5300.

Encls



JOHN W. CROSS
COL, Corps of Engineers
Commanding



Louisiana and Arkansas
**Ouachita - Black
 Waterway**



Dredge Borinquen Conducting Dredging Operations on the Ouachita River
\$3.5 Million Needed Annually for Dredging Operations

Lock Closure System Thatcher L&D \$6.0 M

- Modify Lock Walls for Existing Stoplogs for Dewatering



There is potential for substantial increases in waterborne commerce being shipped on the upper two pools of the Ouachita-Black Rivers Navigation Project. TETRA Technologies has been transporting products, however, with the decrease in oil prices, no demand exists for their product and they are not shipping. Management officials are very concerned about the inability to dredge and lack of capability to dewater the H. K. Thatcher L&D and the disastrous economic impact that would occur if shipping was shut down. Having a safe and dependable system is critical in recruiting new industry to the area.

FACT SHEET # 2

MR&T MAINTENANCE

RED-OUACHITA BASIN LEVEES, LOUISIANA

Authorization –

- ❖ WRDA 2007, Section 3013 for Section 1. Additional authorization is required for remaining sections.

Location and Description

- ❖ The Ouachita River Levee system runs up the east bank of the Ouachita River from Sandy Bayou to Bastrop, LA, on Bayou Bartholomew including flood protection for Monroe and ring levees on the west bank of the Ouachita River at Columbia, Bawcomville, and West Monroe and the Calion Protection Works. Critical erosion problems occur along the Ouachita and Black Rivers that threaten to cause catastrophic flooding and hindrance to navigation. This erosion endangers levees, cities, historic sites, and other properties of value to residents of the area. This problem places considerable burden on the municipalities, counties, parishes, levee districts, and navigation interests who have to deal with the problems associated with the continued erosive nature of the river.

FY 16 Funds

- ❖ There are no funds in the President's FY 16 Budget for this project. Additional Capability: An additional capability amount of \$500,000 could be used for repairs affecting levee stability.

FY 17 Funds

- ❖ There are no funds in the President's FY 17 Budget for this project.

Issues and Other Information

- ❖ Section 3013 of WRDA 2007 included language restoring the Ouachita River Levees under the Mississippi River and Tributaries Project authorized by Section 1 of the Flood Control Act of May 15, 1928. This includes approximately 43 miles of levees and associated drainage features on the east bank of the Ouachita River and Bayou Bartholomew from Bastrop, LA, to just below Monroe, LA, approximately 1.9 miles of floodwall in Monroe, LA, and approximately 7.2 miles of levees and associated drainage features on the west bank of the Ouachita River at West Monroe. However, it does not reinstate approximately 62.8 miles of the Ouachita River Levees feature that was authorized by Section 6 of the 1928 act that is located below Monroe, LA, on the east bank.



- ❖ The Ouachita River Levee system runs up the east bank of the Ouachita River from Sandy Bayou (station 5585+--) to Bastrop, LA, on Bayou Bartholomew including flood protection for Monroe and ring levees on the west bank of the Ouachita River at Columbia, Bawcomville, and West Monroe and the Calion Protection Works. High water in FY 09 and 10 on the Ouachita River caused additional damage to banks. A total of 12 sites were studied while only four sites were approved to be repaired with PL 84-99 funds. These four sites were completed with PL 84-99 funds by the Corps of Engineers.
- ❖ SUGGESTED LANGUAGE: Language to amend WRDA 2007 reference the Red-Ouachita River Basin Levees, Arkansas and Louisiana, to include all of the Levee Project as part of the MR&T Project follows:

BILL LANGUAGE
RED-OUACHITA RIVER BASIN LEVEES, ARKANSAS AND LOUISIANA
FLOOD CONTROL, MISSISSIPPI RIVER AND TRIBUTARIES
MAINTENANCE

Section 3013(b) of the Water Resources Development Act of 2007 (P.L. 110-114; 121 Stat. 1109) is amended by striking the language after “except” and inserting “that the levees and floodwalls on the east bank of the Ouachita River from Sandy Bayou, station 5585+00, to below Monroe, LA, station 2270+00, and thence up the east bank of Bayou Bartholomew from station 2270+00 to Bastrop at station 0+00; and the ring levees and floodwall on the west bank of the Ouachita River at West Monroe, LA, authorized by the Flood Control Act of 1928, sections 1 and 6; at Columbia, LA, authorized by the Flood Control Act of 22 June 1936, section 5; and at Bawcomville, LA, authorized by the Rivers and Harbors Act of 17 May 1950, section 101; and the Monroe Floodwall authorized by the Rivers and Harbors Act of 17 May 1950, Section 101 shall be incorporated into the Mississippi River and Tributaries Project authorized by the Flood Control Act of 1928, section 1 and afforded operation and maintenance responsibilities as provided under section 3 of that Act (45 Stat. 535)”.

- ❖ Note the following letter dated January 12, 2011, in which the Federal Emergency Management Agency was notified by the Vicksburg District, U.S. Army Corps of Engineers that the Ouachita River Levees are not certifiable. Deaccreditation of the Ouachita River Levees is now underway.



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY

VICKSBURG DISTRICT, CORPS OF ENGINEERS
4155 CLAY STREET
VICKSBURG, MISSISSIPPI 391833435

JAN 12 2011

Executive Office

Mr. Gary Zimmerer, Civil Engineer
Flood Hazard Mapping
Federal Emergency Management Agency
FRC 800 North Loop 288
Denton, Texas 76209-3698

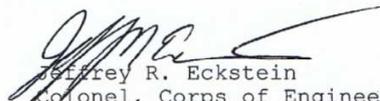
Dear Mr. Zimmerer:

In response to the request from the Tensas Basin Levee District, the Vicksburg District Corps of Engineers has completed the Levee System Evaluation Report for the East Bank Ouachita River Levee contained in Morehouse and Ouachita Parishes in the State of Louisiana for the National Flood Insurance Program. I have enclosed a copy of the report and a copy of the levee evaluation letter for your reference.

Unfortunately, the evaluation and findings show that the levee system fails to meet current criteria and can not be certified in its current state.

If you have any questions, please contact Craig McRaney, Levee Safety Program Manager, at 601-631-5272.

Sincerely,



Jeffrey R. Eckstein
Colonel, Corps of Engineers
District Commander

Enclosures



**Red-Ouachita
 Basin Levees, LA**

FACT SHEET #3

CONSTRUCTION GENERAL

OUACHITA RIVER LEVEES, LOUISIANA

Authorization

- ❖ Flood Control Acts of 1928, 1936, and 1950.

Description and Location

- ❖ The Ouachita River levee system is located in northeast Louisiana. The levee system is comprised of three separate levee segments totaling 11.5 miles on the west bank at West Monroe, Bawcomville, and Columbia and 105.8 miles of levee on the east bank from Bastrop to Sandy Bayou. The recommended plan consists of rehabilitation of existing levees and raising a portion of the levee to the 1956 project design grade.

FY 16 FUNDS

- ❖ There are no funds in the President's FY 16 Budget for this project. Funds in the amount of \$1,400,000 could be used to gravel surfacing of levees below Monroe, LA, Phase IV (\$780,000); place maintenance surfacing on the east and west bank (\$320,000), and prepare economic update to be in compliance with budget EC and to support completion of the Project if found to be economically justified.

FY 17 Funds

- ❖ No funds are in the FY 17 President's Budget. Last year ORVA/Tensas Basin Levee District supported the additional FY 17 capability of \$1,900,000 the Corps had identified to repair deficiencies affecting levee stability, surface graveling, and investigation of other issues along the levee/floodwall. Currently the Corps is showing no capability for these items. These projects have not been funded in years, and there is major need to provide gravel in the Chauvin Bayou Pump Station reach north of Monroe, LA, in the amount of \$200,000.

Issues and Other Information

- ❖ The Ouachita River Levees are critical to the lives and property of the citizens in the Monroe-West Monroe urban area. Bank caving problems continue to plague the area and impact levee stability.



- ❖ The Tensas Basin Levee District recently completed construction of a major levee setback and bank stabilization project just north of Columbia, LA, on the east bank of Ouachita River. James Construction Group accomplished the construction and Denmon Engineering was in charge of the engineering design. The levee is 2000 feet long and total cost was \$1.3 million.

"A River Basin of Opportunity, A Century Plus of Commitment"



**BANK STABILIZATION
& LEVEE RELOCATION
OUACHITA RIVER
EAST BANK
NEAR COLUMBIA, LA
COMPLETED 2013**

Tensas Basin Levee District
and Board of Levee Commissioners

DREW KEAHEY, PRESIDENT
JERRY R. PETERS, VICE PRESIDENT
RAMONA HAIRE
ROBERT N. HARWELL
RODNEY HUTCHINS
VENOY KINNAIRD
JAMES MAYO
HARLON NOBLES
SHELTON RUFFIN
CHARLES VENABLE
JOHN STRINGER, EXECUTIVE DIRECTOR



BURNS COOLEY DENNIS, INC.





**Red-Ouachita
 Basin Levees, LA**

FACT SHEET #4A

OPERATION AND MAINTENANCE, GENERAL

BLAKELY MOUNTAIN DAM/LAKE OUACHITA, ARKANSAS

Authorization

- ❖ Flood Control Act of 1944, Section 10 (Public Law 534)

Description and Location

- ❖ Blakely Mountain Dam/Lake Ouachita is located on the Ouachita River in Garland and Montgomery Counties, AR, west of Hot Springs, AR. The project consists of an earth-filled dam, power plant, and lake for hydropower generation, flood control, recreation, water supply, and natural resources management. Storage capacity of the lake is 2,768,000 acre-feet. The power plant has a generating capacity of 75,000 kilowatts. There are 22 campgrounds and recreation areas located on the project. Annual public visitation to the project is 4,500,000.

FY 16 Funds

- ❖ President's Budget: Funds of \$7,513,000 will be used to continue operations and maintenance.
- ❖ Additional Capability: Additional funds in the amount of \$10,443,000 could be used to transfer from commercial power grid service at Greeson, Ouachita, and DeGray Project Office (\$2,300,000), replace water lines (\$33,000), and replace water treatment plant (\$300,000) upgrade water, wastewater and electrical systems (\$350,000), dam maintenance (\$82,000), and backlog maintenance items (\$7,355,000).

FY 17 Funds

- ❖ The FY 17 President's Budget contains \$8,157,000.
- ❖ Capability funds will be used for the following items:
 - Perform debris removal: \$20;
 - Perform repairs to damaged facilities: \$10;
 - Coordinate new water supply agreements: \$9;
 - Provide support/admin to existing water supply agreements: \$8;
 - Restore recreation to acceptable level of service: \$367;
 - Flood risk management activities: \$82;
 - Recreation maintenance, repair, modernization: \$80;
 - Joint activities: \$182

The following items have been identified and may likely be included in the FY 18 budget or capability:

- Upgrade of Electrical System, trailer dump station, and connect to municipal water, Stephens Park: \$250.0;
- Replace Brady Mountain and Tompkins Bend marine pumpout dork: \$50.0;

- Install 14,500 square feet of retaining wall around 30 campsites at Brady Mountain and Denby Point: \$65.0;
 - Add showers to existing comfort station, Little Fir: \$48.0;
 - Replace flat roof with gabled roof at 3 comfort stations, Brady Mountain \$150.0;
 - Install water main to Brady Mountain Recreation Area \$1,000.0; and
 - Install equipment storage facility: \$50.0
-
- ❖ Issues and Other Information: Priority additional funding is needed in the amount of \$850,000 to increasing the level of service to the recreation public and replacement of the water treatment plant.
 - ❖ Campground upgrades represent one of the best infrastructure investments to quickly stimulate the economy through a Federal “jobs bill” type program. Here is what Mr. Bill Barnes, local tourism industry leader, recently had to say:
 - ❖ “Arkansas’ second largest industry is now-SOLIDLY- tourism with gross receipts last year of over \$5.7 billion (that is a B!) in sales; employing almost 120,000 people; and generating almost \$500 million in taxes. Tourism is the only industry in the state that has been stable and growing over the last 10 years and is one of the largest employers of youth in entry level positions.
 - ❖ Arkansas’ tourism industry is only as good as its products. The three Vicksburg District Corps of Engineers lakes in the Ouachita Basin are a huge component of Arkansas’ tourism product. I am delighted to report that the five counties surrounding Ouachita, DeGray, and Greeson - Clark, Hot Spring, Pike, Garland, and Montgomery - have shown substantial tourism tax revenue increases from 2014 to 2016. Because this tax is collected on attractions - lodging, marina, campgrounds, and slips – we believe it’s an accurate indicator of the business.
 - ❖ The most unfortunate situation is the condition of the Corps of Engineers campgrounds, many of which have had virtually no improvements or renovations in 20+ years. The Camping/RV public is expanding at a terrific rate with camper trailer sales increasing 38 percent from 2014 to 2016. We have virtually no up-to-date camp grounds to offer them. This would be one of the most important investments the Corps could make in the lakes’ tourism product.
 - ❖ Tourism in Arkansas and the Corps of Engineers investment on lakes Ouachita, DeGray, and Greeson generate one of the largest returns on investment, which equates to additional tax dollars of any public money investment. At the rate tourism is growing, it’s anticipated that it will become the #1 industry at some point. BUT we must have a quality product to continue that growth.”

FACT SHEET #4B

OPERATION AND MAINTENANCE, GENERAL

DEGRAY LAKE, ARKANSAS

Authorization

- ❖ Rivers and Harbors Act of 1950, Section 101 and the Water Supply Act of 1958, as amended by the Federal Water Pollution Control Act of 1961.

Location and Description

- ❖ DeGray Lake is located on the Caddo River in Clark and Hot Spring Counties, AR, northwest of Arkadelphia, AR. The project consists of an earth-fill dam, power plant, and lake for hydropower generation, flood control, recreation, water supply, and natural resources management. Storage capacity of the lake is 495,100 acre-feet. The power plant has a generating capacity of 68,000 kilowatts. There is a reregulating pool below the main dam for water supply storage and pumped-storage power generation. There are 18 campgrounds and recreation areas located on the project. Annual public visitation to DeGray Lake is approximately 3,000,000.

FY 16 Funds

- ❖ President's Budget: Budgeted funds of \$6,121,000 will be used for routine operation and maintenance of the project and maintain same level of recreation service and campground availability as in FY 15.
- ❖ Additional Capability: Additional funds in the amount of \$6,407,000 could be used for plans and specifications for intake cylinder gate (\$168,000), replace office building (\$2,300,000), removal of trees, root balls on dam and dike (\$250,000), coordinate and negotiate water supply agreements (\$23,000), recreation management (\$1,386,000), replacement of expansion joints (\$75,000), and backlog maintenance efforts (\$2,505,000).

FY 17 Funds

- ❖ The President's Budget for FY 17 contains \$6,121,000.
- ❖ Capability funds will be used for the following construction items:
 - Facility repair: \$10;
 - Rehab Flood Bulkhead: \$75;
 - Debris removal: \$10;
 - Master plan Compliance: \$500;
 - Flood risk management activities: \$369;
 - Coordinate new agreements and manage existing supply agreements: 420;
 - Restore recreation to acceptable level of service: \$929;
 - Pave Channel Road: \$325



The following items have been identified and may likely be included in the FY 18 budget or capability:

- DeGray Field Office (P&S 90 percent): \$2,300.00;
- Pave/repair project roads – part of Channel Road: \$325.0;
- Resurface roads in recreation areas: \$2,700.00;
- Rehab of RV pads and impact areas: \$285.0;
- Water hookups in Class A campgrounds: \$175.0;
- Modernize Point Cedar facilities: \$860.0; and
- Move existing beach and build new picnic shelter, Shouse Ford: \$98.0

- ❖ \$2.3 million is needed to replace the DeGray Lake Field Office. The existing project office is inefficient and is high maintenance. This office was used during construction of the dam and is the only project office left in the Vicksburg District that has not been replaced in recent years.

Issues and Other Information

- ❖ **CONSTRUCTION OF NEW FIELD OFFICE.** ORVA strongly supports construction of a new field office at DeGray Lake. Justification is given on the following sheet. This would be a prime candidate for a jobs bill as plans and specifications for the facility are 90 percent complete. **THIS IS THE PRIORITY ITEM OF THE ADDITIONAL CAPABILITY JOBS LISTED.**

DEGRAY LAKE FIELD OFFICE

The DeGray Lake Field Office is a converted building that was utilized by the Contractor as an office and vehicle shop during construction of the lake in the early 1960s. The southern portion of the building was a vehicle repair shop at that time and has since been converted to additional office space. The existing building utilized 1960 era construction design and materials. The metal flat roof and masonry constructed walls contain little insulation and consequently demand large usage of energy. Much of the building materials used during this era was either asbestos or asbestos-containing material. The floors contain at least two level changes that area minimum of one step up or down, resulting in potential tripping hazards. The windows are aluminum frames with a gear crank opening design with a single pane of glass and little-to-no insulation value. The electrical service is obsolete and does not meet current Electrical Code minimum requirements.

Plans and specs for a new office building were developed and have completed a 90 percent review stage. The projected cost of the new facility is \$2,300,000 and if received, funds can be obligated in Fiscal Year 2017.

In conclusion, the existing field office is sub-standard and does not present a favorable impression to the visiting public who obtains information about amenities offered at DeGray Lake and the surrounding communities



**CONSTRUCTION OF NEW DEGRAY LAKE FIELD OFFICE NEEDED
PHOTO SHOWS EXISTING FACILITY**

FACT SHEET #4C

OPERATION AND MAINTENANCE, GENERAL

NARROWS DAM/ LAKE GREESON, ARKANSAS

Authorization

- ❖ Flood Control Act of 1944 (Public Law 534).

Location and Description

- ❖ Narrows Dam/Lake Greeson is located on the Little Missouri River in Pike County, AR, north of Murfreesboro, AR. The project consists of a concrete dam, power plant, and lake for hydropower generation, flood control, recreation, water supply, and natural resources management. Storage capacity of the lake is 407,000 acre-feet. The power plant has a generating capacity of 25,500 kilowatts. There are 16 campgrounds and recreation areas on the project. Annual public visitation to the project is approximately 2,000,000.

FY 16 Funds

- ❖ President's Budget: Budgeted funds of \$8,975,000 will be used for routine operation and maintenance and maintain same level of service and campground availability as in FY 15, and also upgrade to transformer/switchyard.
- ❖ Additional Capability: Additional funds in the amount of \$2,725,000 could be used to prepare P&S for trash rack repair (\$200,000), replace roofs on shower buildings (\$48,000), road paving (\$300,000), boat replacement/repair (\$100,000), replace underground electric lines (\$55,000), forest management activities (\$80,000), rehabilitate campsites (\$600,000), replace project signs (\$180,000), monitor dam and related facilities (\$346,000), and backlog maintenance items (\$816,000).

FY 17 Funds

- ❖ The President's Budget for FY 17 contains \$4,912,000.
- ❖ Capability funds will be used for the following construction items:
 - Repair Narrows access bridge: \$375;
 - Monitor dam and related facilities: \$346;
 - Perform repairs to facility damage: \$10;
 - Perform debris removal: \$15;
 - Restore recreation to acceptable level of service: \$104;
 - Flood risk management activities: \$114;
 - Joint and hydropower activities: \$125

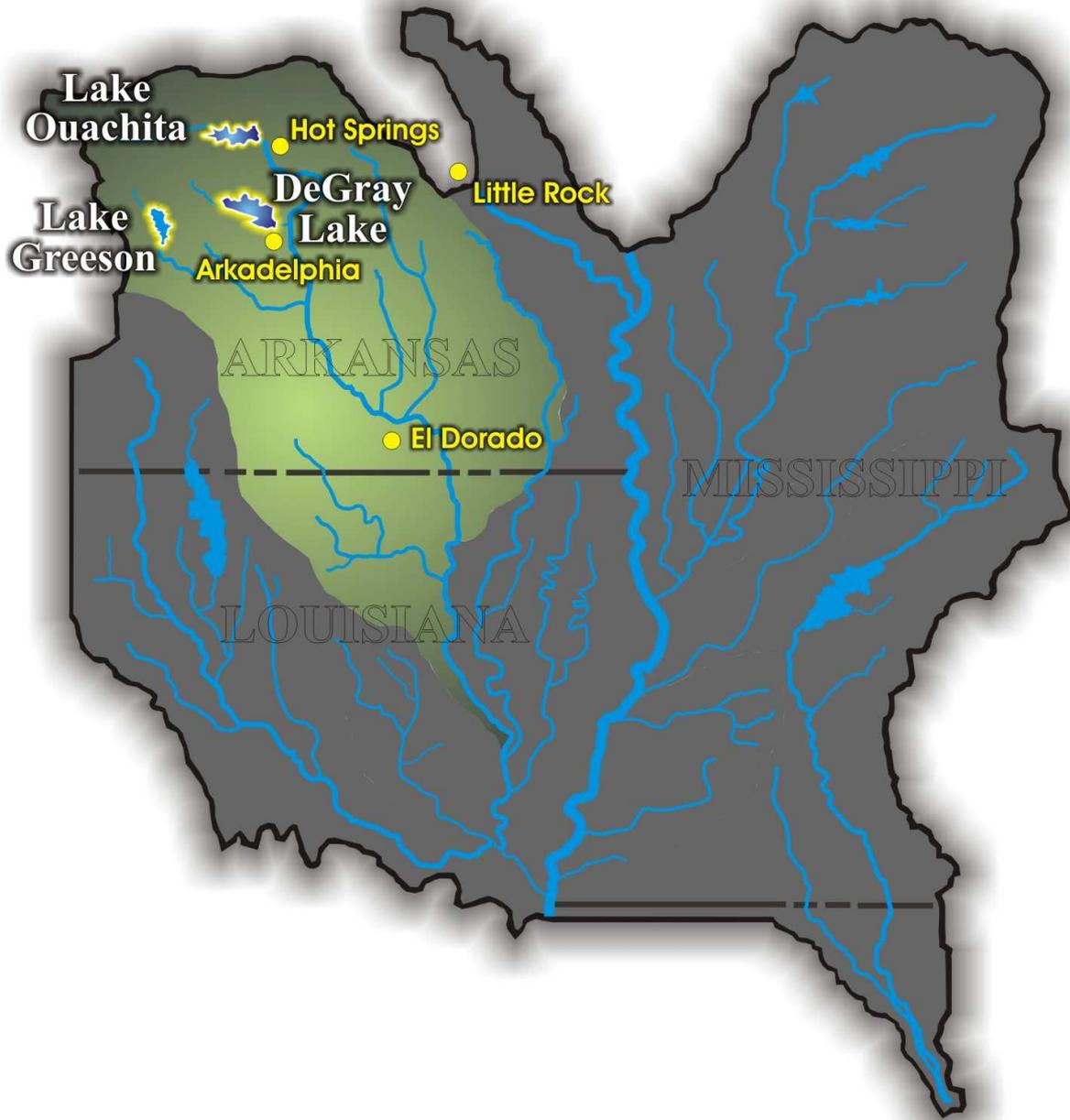


The following items have been identified and may likely be included in the FY 18 budget or capability:

- Repair eroded areas below flood tunnel: \$15.0;
- Pave/repair roads: \$800.0;
- Maintenance for Flood Damage reduction, replace lights in dam: \$30.0;
- Maintain items/facilities in recreation areas: \$275.0;
- Replace roof on comfort station, Cowhide Cove: \$30.0;
- Rehab Parker Creek facilities: \$275.0; and
- Rehab recreation area amenities, Self Creek, Narrow Dam areas: \$1,000.0

Issues and Other Information

- ❖ Funds needs of \$900,000 has been identified that includes rehabilitation of campsites and road paving.



Arkansas Lakes

FACT SHEET #5

BANK STABILIZATION ON THE OUACHITA AND BLACK RIVERS, AR AND LA, FROM MILE 0 ON THE BLACK RIVER TO MILE 460 ON THE OUACHITA RIVER AT THE OUTLET OF REMMEL DAM NEAR HOT SPRINGS, AR

Bank stabilization measures were not authorized as part of the navigation project and consequently bank caving is adversely affecting navigation and the Ouachita River Levees. Currently, bank caving is into the toe of the levee in one or more locations, despite several levee setbacks. In recent years, there has been a noticeable increase in the number of areas of bank caving along the river. This bank caving activity threatens the flood control mission of the project (levee system) and endangers many public and private roads, structures, and utilities along the project. Additionally, the deposition of slides internal into the project decreases water quality and causes additional dredging to maintain the minimum navigation channel.

The Vicksburg District completed a report entitled "Ouachita-Black River Bank Stabilization, AR and LA Status Report" in 2003 that identified 221 bank caving areas. All the areas that were identified were prioritized according to the area endangered by the bank caving. Twenty-two of the areas were identified as endangering the integrity of the levee itself. All of these areas are shown on the following two maps.

The Corps of Engineers report concluded that bank stabilization measures for the Ouachita-Black River System are needed to provide protection for levees and public resources reduce maintenance costs and improve water quality for the Ouachita-Black River.

The Ouachita River Valley Association strongly recommends that action be taken to authorize the Corps of Engineers, through an appropriate authorizing document, the authority to design and construct bank stabilization measures, at full Federal expense, along the entire reach of the Ouachita and Black Rivers, from mile 0 to mile 460 at the outlet of Remmel Dam near Hot Springs, AR. It is believed the most logical means to accomplish this is to add bank stabilization as a project purpose to the Ouachita and Black River, AR and LA, Navigation Project. The proposed WRDA language follows:

OUACHITA AND BLACK RIVERS, ARKANSAS AND LOUISIANA - (A) IN GENERAL - the project for Ouachita and Black Rivers, Arkansas and Louisiana, authorized in Rivers and Harbors Act of 1950, as amended by Rivers and Harbors Act of 1960, is further amended by adding bank stabilization from mile 0 on the Black River, Louisiana, to mile 460 on the Ouachita River, Arkansas, as a project purpose, to be accomplished at full federal expense. The existing navigation project is otherwise unaltered.



NOTE: ORVA, in response to Section 7001 of the 2014 WRDA submitted bank stabilization to be added as a project feature of the Ouachita-Black Rivers Navigation Project. It was not accepted initially because it was determined by ASA(CW) to be a single user issue. It was resubmitted in March 2015 and was included in the Administrations 2016 Report to Congress on Future Water Resources Development. The 2016 WRDA contains a provision for a study to determine the feasibility of modifying the Navigation Project to add bank stabilization and water supply as project features.

Another approach would be to have directive language placed in an appropriation document. It follows:

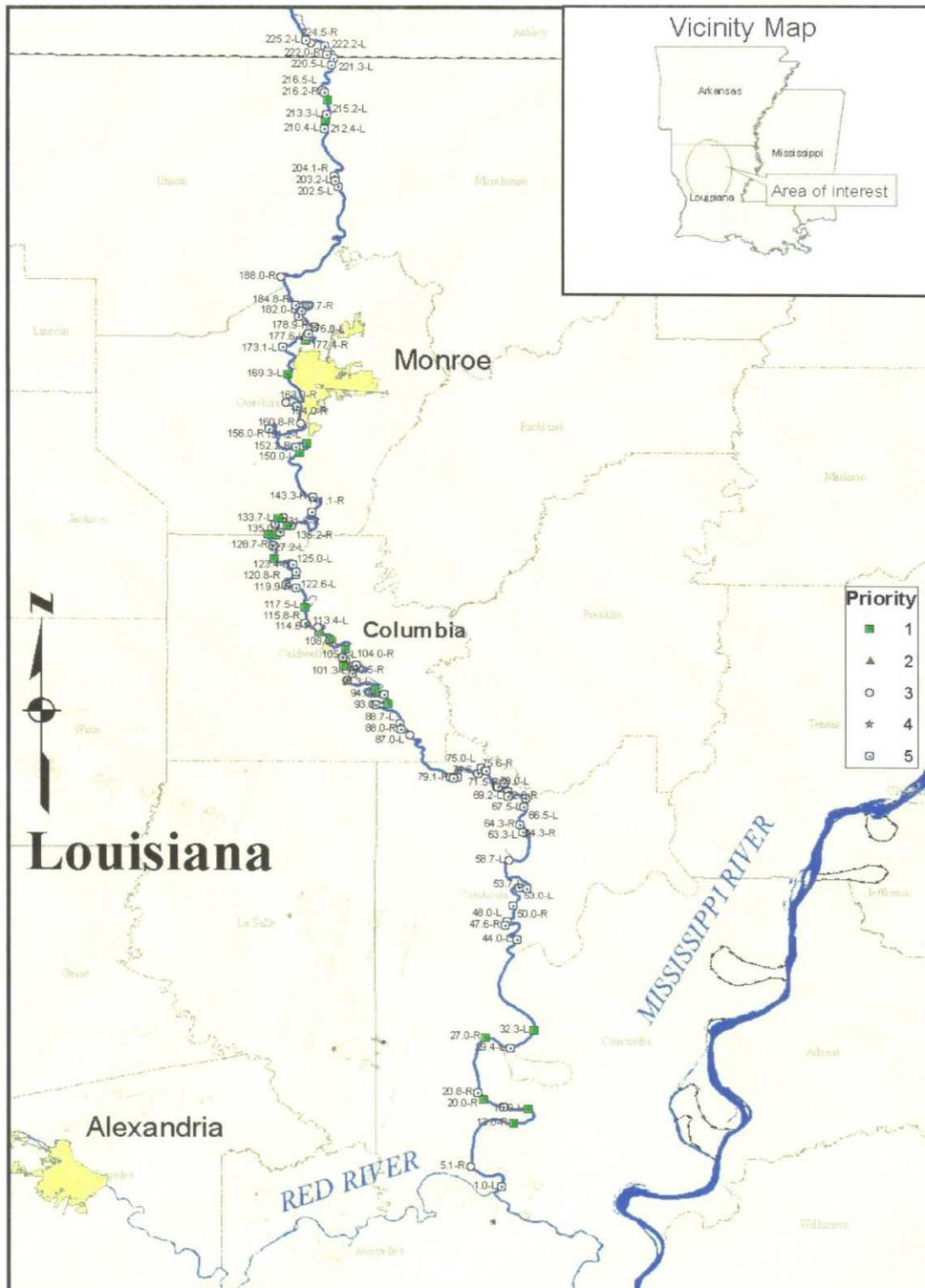
OUACHITA AND BLACK RIVERS, ARKANSAS AND LOUISIANA – (A) IN GENERAL – the project for Ouachita and Black Rivers, Arkansas and Louisiana, authorized in Rivers and Harbors Act of 1950, as amended by rivers and Harbors Act of 1960, is further amended by adding bank stabilization from mile 0 on the Black River, Louisiana, to mile 460 on the Ouachita River, Arkansas, as a project purpose, to be accomplished at full Federal expense. The existing navigation project is otherwise unaltered.

OR

The Assistant Secretary of the Army for Civil Works, acting through the U. S. Army Corps of Engineers, is hereby directed to construct bank stabilization measures from the mouth of the Black River to River Mile 460 on the Ouachita River beginning with the most critical areas in AR and LA. This construction will be at full Federal cost with local interests providing lands, easements, rights-of-way, relocations, disposal areas, etc. These improvements will provide for the overall betterment and efficiency of the Ouachita-Black Rivers Navigation Project, AR & LA, the Red-Ouachita Basin Levees, LA, Project and for ecosystem restoration, flood damage reduction, recreation, water supply, fish and wildlife, hydropower, etc., purposes of the Ouachita River on up to River Mile 460 at Rammel Dam near Hot Springs, AR.



Ouachita River Bank Stabilization
 Bank Caving Sites in Arkansas



**Ouachita River Bank Stabilization
 Bank Caving Sites in Louisiana**



FACT SHEET #6
OPERATIONS AND MAINTENANCE, GENERAL
OUACHITA-BLACK RIVERS NAVIGATION PROJECT,
RED RIVER TO CAMDEN, AR
LITTLE RIVER, LA

Proposal

- ❖ An amendment to add navigation from River Mile 41.5 on the Black River, LA at the mouth of Little River, 14,000 feet upstream on Little River, as a project feature of the Ouachita-Black River Navigation Project.

Authorization

- ❖ River and Harbor Act of 15 May 1950 (S. D./117/81/1) as modified by the River and Harbor Act of 14 July 1960 (S. D. /112/86/2)

Purpose

- ❖ Navigation

Location and Description

- ❖ The Ouachita-Black Rivers, Arkansas and Louisiana, Navigation Project is a navigation channel on the Red, Black and Ouachita Rivers extending 382 miles from Old River to Camden, AR. The project consists of four locks and dams and provides a channel with minimum depth of 9 feet, a minimum bottom width of 100 feet and a minimum radius of 1,000 feet in channel bends. The project also includes the diversion of Catahoula Lake near Jonesville, LA, for ecological reasons.

Description of Problem

- ❖ 1) The problem area consists of the first 14,000 feet of Little River upstream of the mouth where it enters the Black River. Backwater, during high stages from the Ouachita-Black Rivers, is causing sedimentation of river sands in this portion of the Little River channel. Low water occurs in this reach two-three times annually causing shippers to “light load” barges which greatly reduces the efficiency of waterborne transportation. Approximately 40 million gallons of gasoline and 30 million gallons of diesel fuel (250,000 tons annually) are moved up Little River annually to the fuel terminal at Archie, LA, located 9 miles upstream from the Black River. This volume represents approximately 7,000 truckloads. These products are distributed to approximately 15 parishes and counties in the 130 mile service area—one of the major agricultural producing areas of the region. Farmers in the area are greatly impacted as these low-water periods occur both during the planting and harvesting seasons. Jobbers have to travel great distances to obtain fuel incurring additional transportation cost and are faced with having to pay higher fuel prices.



- ❖ 2) As a more severe example, the fuel terminal at Archie, LA, was shut down from mid-April to mid-October during 2010 due to inadequate channel depth in the lower 14,000 feet of Little River. This sediment deposition resulted from the unusual high-river stages that occurred during late 2009 and early 2010. The shutdown resulted in a loss of approximately 60 million gallons of fuel that would have been handled through the Archie terminal. Customers had to travel an additional 60-150 miles to obtain fuel incurring not only increased transportation cost but often having to pay more for fuel. It is estimated by industry officials that this resulted in increased consumer fuel costs of about \$1.5 million for the lost volume normally handled by the Archie terminal (based on an increase of 2.5 cents per gallon of fuel). Additionally, the owner of the fuel terminal incurred dredging and other associated costs of approximately \$850,000 to have the channel constructed back to navigable depths. Again in 2015, owners had to hire a dredge to clean out the affected area in order to be able to ship products up Little River to the fuel terminal. Maps showing the location of the dredging and the Archie, LA, terminal are attached.

Proposed Action

- ❖ The Ouachita River Valley Association strongly recommends that action be taken, through an appropriate document that would provide authorization for the U.S. Army Corps of Engineers to dredge the first 14,000 feet of Little River. It is believed that the most logical means to accomplish this is to add this portion of Little River as a project feature of the Ouachita-Black Rivers Navigation Project. The proposed WRDA language follows:

(1) OUACHITA AND BLACK RIVERS, ARKANSAS AND LOUISIANA- (A) IN GENERAL- the project for Ouachita and Black Rivers, Arkansas and Louisiana, authorized in Rivers and Harbors Act of 1950, as amended by Rivers and Harbors Act of 1960, is further amended by adding navigation from mile 41.5 on the Black River, Louisiana, at the mouth of Little River, 14,000 feet upstream on Little River, as a project feature, to be accomplished at full federal expense. The existing navigation project is otherwise unaltered.

(2) NOTE: ORVA, in response to Section 7001 of the 2014 WRRDA, submitted the Lower Portion of Little River to be added as a project feature of the Ouachita-Black River Navigation Project. It was not accepted by HQUSACE because it was determined to be a single user issue.

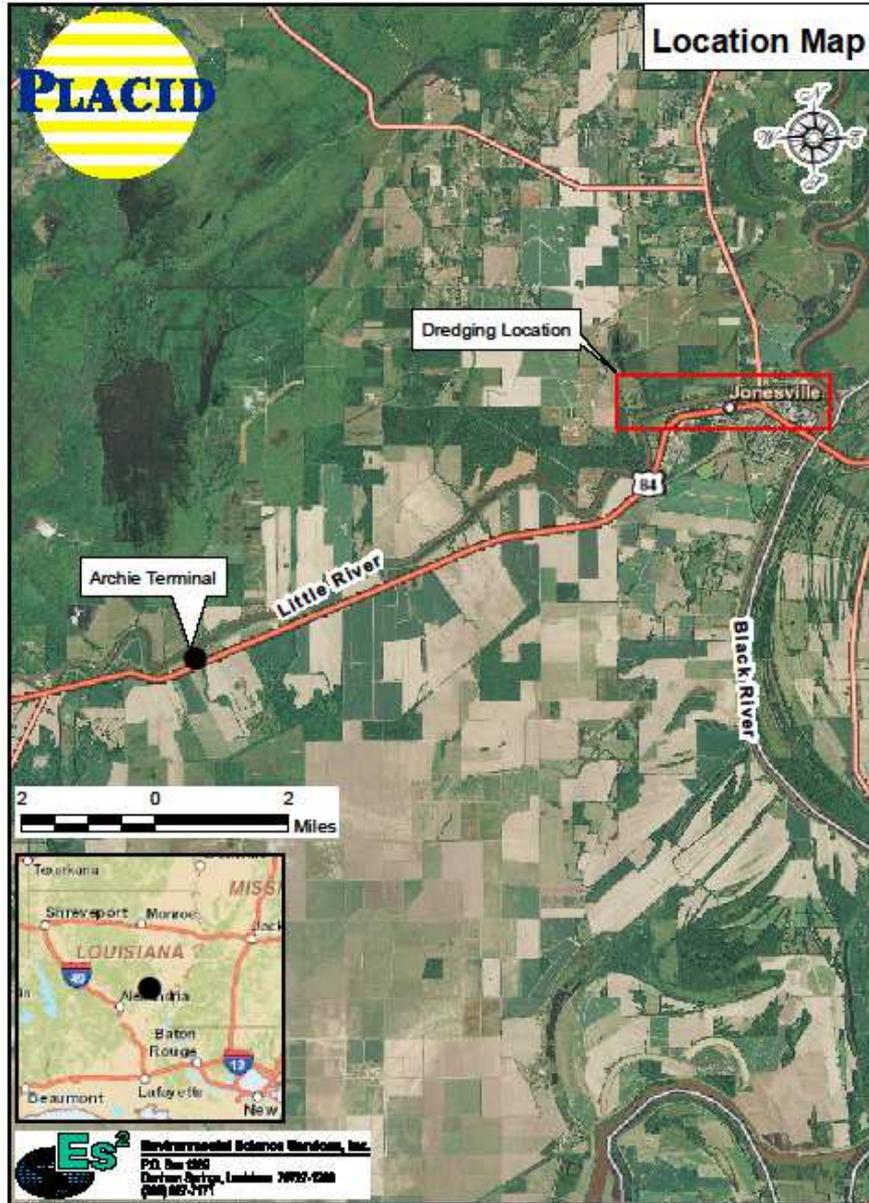
Another approach would be to place directive language in an appropriations bill. It follows:

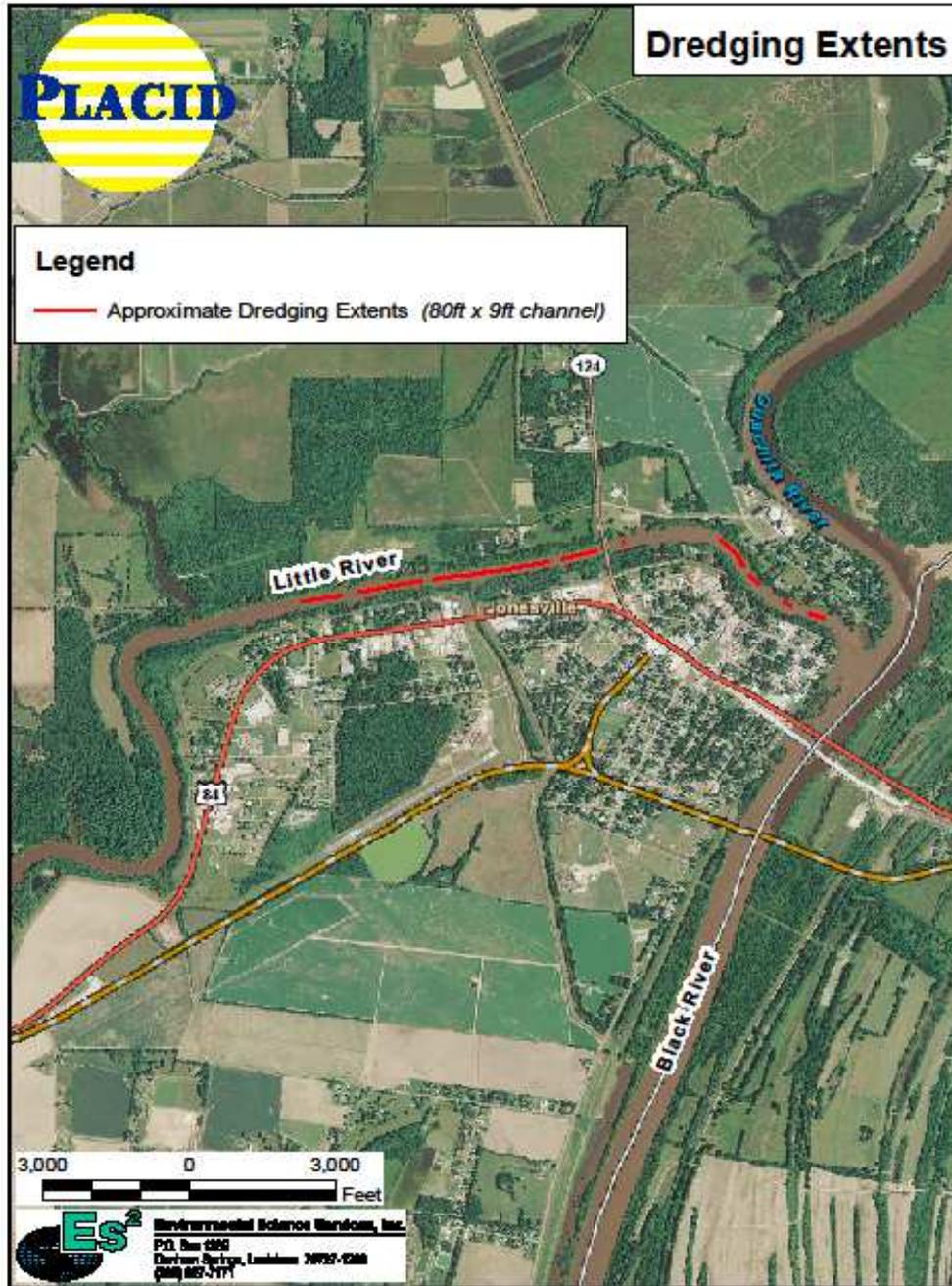
The Assistant Secretary of the Army for Civil Works, acting through the U.S. Army Corps of Engineers, is hereby directed to perform dredging operations to a depth of 9 feet on the lower 14,000 feet of Little River near Jonesville, LA, as a project feature of the Ouachita-Black Rivers Navigation Project-AR & LA. This dredging will be at full Federal cost with local interests providing lands, easements, rights-of-way, relocations, disposal areas, etc. This dredging will insure that thousands of residents of the central portion of the State of Louisiana will be

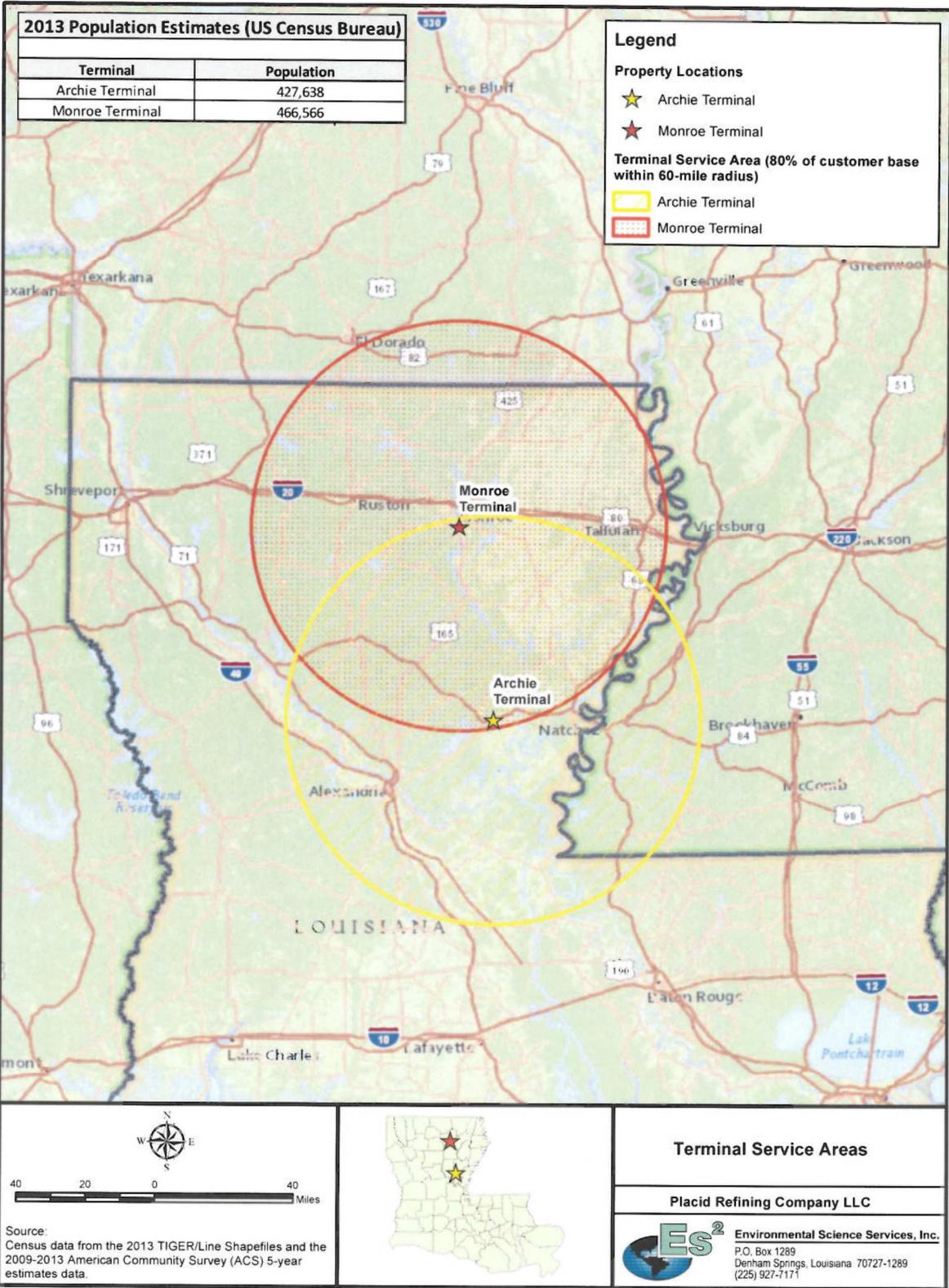


furnished necessary fuels for economic development including transportation, crop production, for evacuation during emergency conditions, and will contribute value to the Nation.

Current Status. The Louisiana Department of Transportation and Development (LADOTD) resubmitted the Little River modification proposal in September 2016. Additional information has been developed that clearly shows that the Archie Terminal serves many people and businesses and should not be in a “single-user” classification.







J:\projects\Placid\Alexandria_Terminal\MXD\Monroe_Archie_Terminal_Service_Area_Census_60miles.mxd Date: 2/25/2016

FACT SHEET #7

OPERATIONS AND MAINTENANCE, NAV

LAKE PROVIDENCE HARBOR, LA

Authorization:

- ❖ River and Harbor Act of 1960, Section 107

Location:

- ❖ Lake Providence Harbor, located in East Carroll Parish, LA, is an inland harbor located along the Mississippi River.

Description:

- ❖ The main channel is approximately 3,700 feet long by 150 feet wide with a maintained minimum depth of 9 feet. The turning basin is 400 feet wide by 800 feet long with a maintained minimum depth of 9 feet.

Issues:

- ❖ Depending on river stages, the harbor experiences low-water conditions starting in July and lasting through November of each year. Maintenance dredging allows this harbor to continue shipping during these stages.

Importance:

- ❖ The harbor provides a transportation need for water-oriented industries in East Carroll Parish, LA. It sustains approximately 291 jobs with an annual payroll of \$6 million and \$500,000 in local and state taxes.

Risk:

- ❖ If dredging is not performed, this harbor will first begin to "light load" barges, in which barges will not be loaded to full capacity resulting in less efficient transportation. As the river continues to fall, there will not be enough water for the towboats to carry these barges to the river and the harbor will be required to close. Without maintenance dredging funds, this harbor will lose project dimensions during the busiest time of the year when crops are harvested and shipped.

Consequence:

- ❖ The loss of a dependable, reliable, and safe harbor will have significant adverse impacts on the region due to the increased shipping costs by rail and trucks. Many small communities and farmers will be forced to seek other more costly means to move their products. Harbor employees along with the business located in the harbor would be laid off.



Activities for FY 16:

- ❖ Budgeted funds of \$14,000 are being used for surveys to monitor the need for dredging. Additional allocation in the amount of \$1,199,000 will be used for maintenance dredging of the Harbor. The \$1,199,000 was added in early 2016 and dredging is scheduled for mid-2016. Funds are adequate to complete the required dredging

Amount that Could be Used in FY 17:

- ❖ Budgeted funds of \$14,000 will be used for surveys. Additional funds in the amount of \$1,199,000 would be used to fund maintenance dredging. **DREDGING FUNDS ARE THE NUMBER 1 FUNDING PRIORITY OF ORVA AND ARE NOT INCLUDED IN THE PRESIDENT'S FY 17 BUDGET.**

Description of Problem

Stack Island Chute flows into the Lake Providence Harbor during high-water events that result in sediment deposits requiring dredging. Stopping and/or reducing the Stack Island Chute flows from entering the Lake Providence Harbor would reduce the dredging requirements and save taxpayer dollars.

Proposed Action

Place language in a WRDA bill. It follows:

The Lake Providence Harbor has historically had sedimentation issues at its mouth due to its location at the downstream end of the Stack Island Chute. Stack Island Chute is a side channel of the Mississippi River that empties into the harbor access channel resulting in sediment deposition in this channel that requires periodic dredging. In order to correct this problem, the Corps of Engineers is hereby authorized under the MR&T Channel Improvement Construction Program to evaluate a preliminary diversion plan whereby a new outlet channel is dug from the Stack Island Chute to the MS River and a closure placed in the Chute to prevent the flows within the Chute continuing downstream to the area of the harbor carrying sediment. Should a satisfactory solution be agreed upon by the USFWS, MSWF&P, and LDW&F, then the Corps is hereby authorized to construct this Diversion at a cost of not more than \$3.0 million from this same authorization.

Project Sponsor/Customer:

- ❖ Lake Providence Harbor Port Commission, Ouachita River Valley Association.



Lake Providence Harbor

FACT SHEET #8

OPERATIONS AND MAINTENANCE, NAV

MADISON PARISH PORT, LA

Authorization:

- ❖ River and Harbor Act of 1960, Section 107

Location

- ❖ Madison Parish Port, located in Madison Parish, LA, is a fast-water, shallow draft port located along the Mississippi River.

Description

- ❖ The main channel is 900 feet long by 150 feet wide, then transitions to 600 feet long by 200 feet wide channel with a 1,100 feet long by 600 feet wide turning basin. All of these channels are maintained to a minimum depth of 9 feet.

Issues

- ❖ Depending on river stages, the port experiences low-water conditions starting in July and lasting through November of each year. Maintenance dredging allows this port to continue shipping during these stages

Importance

- ❖ The port provides a transportation need for water-oriented industries in Madison Parish, LA. It helps sustain over 300 jobs in the area.

Risk

- ❖ If dredging is not performed, this port will first begin to "light load" barges, in which barges will not be loaded to full capacity resulting in less efficient transportation. As the river continues to fall, there will not be enough water for the towboats to carry these barges to the river and the port will be required to close. Without maintenance dredging funds, this port will lose project dimensions during the busiest time of the year when crops are harvested and shipped.

Consequence

- ❖ The loss of a dependable, reliable, and safe port will have significant adverse impacts on the region due to the increased shipping costs by rail and trucks. Many small communities and farmers will be forced to seek other more costly means to move their products. Port employees along with the business located in the port would be laid off.

Activities for FY 16:

- ❖ Budgeted funds of \$4,000 are being used for surveys to determine the need for and extent of annual dredging. Additional allocation in the amount of \$150,000 will be used for maintenance dredging of the harbor. Dredging funds have been received and dredging was completed in 2016.

Acquisition Strategy

- ❖ A contract will be awarded for harbor and port dredging.

Amount That Could Be Used in FY 17:

- ❖ Budgeted funds of \$150,000 will be used for surveys and dredging. Dredging funds are adequate. **DREDGING FUNDS ARE THE NUMBER 1 FUNDING PRIORITY OF ORVA.**

Project Sponsor/Customer

- ❖ Madison Parish Port Commission and Ouachita River Valley Association



Madison Parish Port