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MEMPHIS DISTRICT



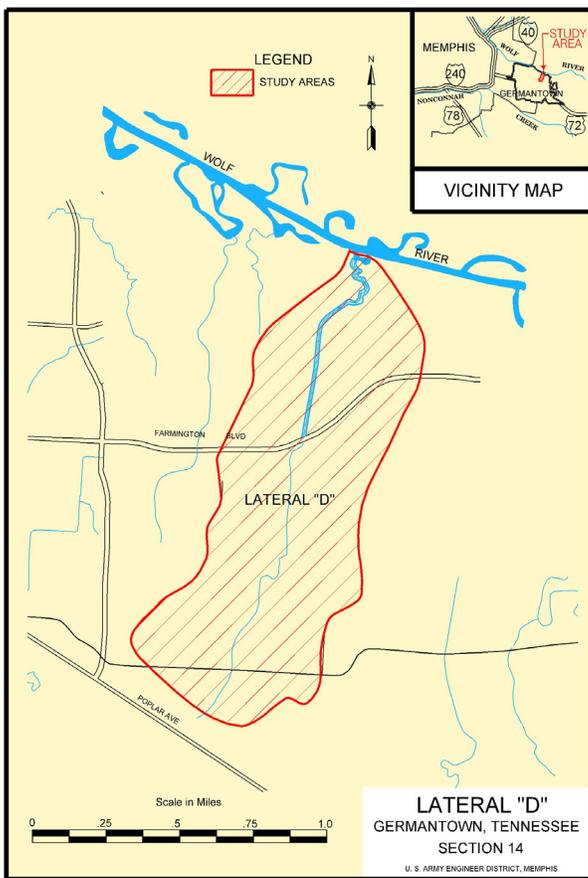
TENNESSEE

FACT SHEETS AND MAPS



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Box culvert and concrete chute for Farmington Blvd.

Study Name: Germantown, Lateral D, Tennessee

Authority: Flood Control Act of 1946, Sec. 14, as amended; WRDA 2007, Sec. 1003 (Continuing Authorities Program)

Location and Description: The study area is located in the city of Germantown, in Shelby County, Tennessee, about 3,500 feet east of the intersection of Farmington Boulevard and Kimbrough Road. Erosion problems on Lateral D are a growing concern for the City of Germantown because two major infrastructure crossings (a force main interceptor sewer line and a box culvert under Farmington Boulevard) could become further endangered with the next big flood event. The local sponsor is the City of Germantown.

Status: A recommended plan has been developed which will be presented to the Sponsor the week of 22 March 2010. Upon the sponsor's commitment to the project a Feasibility Cost Share Agreement (FCSA) will be executed. The report can be finalized in approximately 11 months.

Other Information: The City of Germantown submitted a letter request in December 2006 for an investigation on addressing issues for a box culvert and protection of a sewer crossing under Section 14 authority. The recommended plan addresses the box culvert only. The possibility of protection of a sewer crossing would be investigated as a separate Section 14 study.

Project cost: The estimated Federal Cost of the project feasibility studies is \$232,200. The preliminary cost estimate for design and implementation is \$1,200,000 of which \$780,000 is Federal cost and \$420,000 is the responsibility of the non-Federal sponsor.

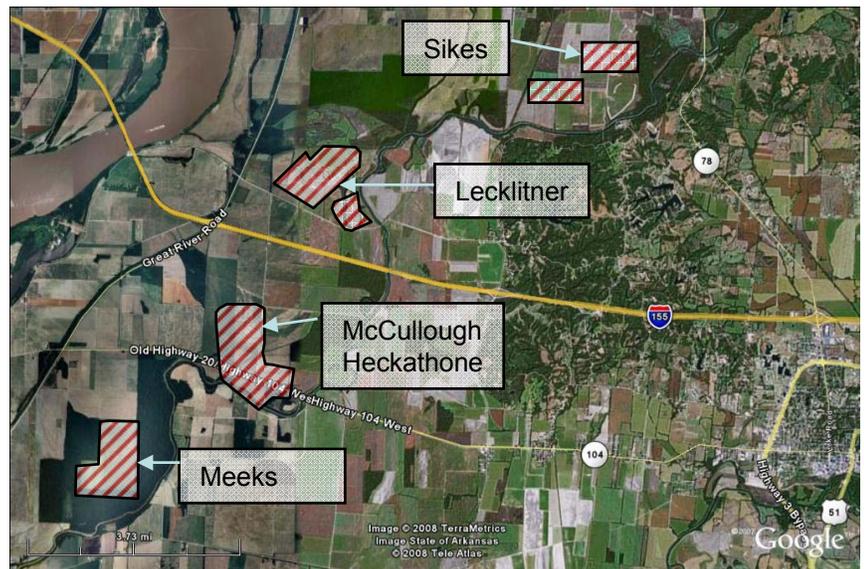
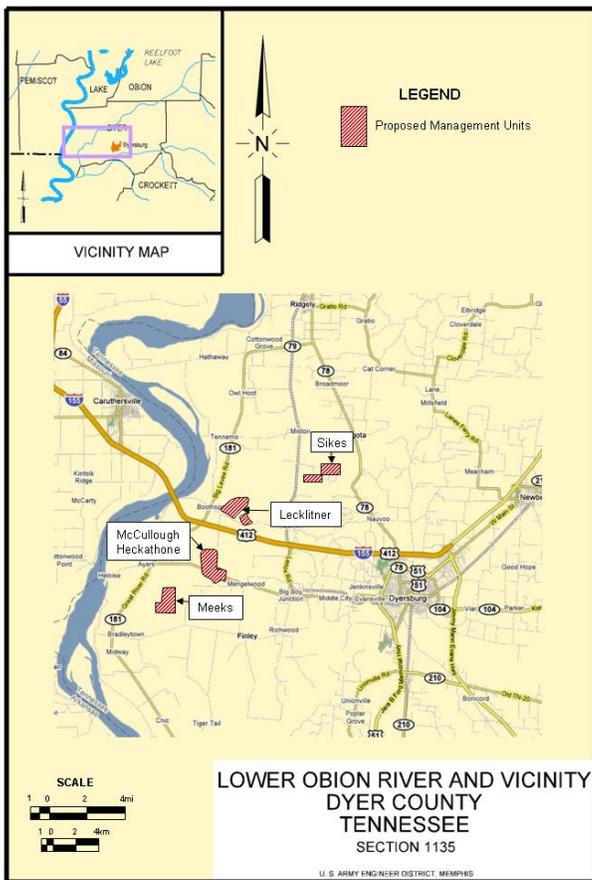
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As of: 16 March 2010



Aerial photo courtesy of Google Map

Project Name: Lower Obion River and Vicinity, TN

Authority: WRDA 1986, Sec. 1135(b) (Continuing Authorities Program)

Location and Description: The project consists of the acquisition and development of fish and wildlife habitat on about 3,500 acres. Four tracts of land have been identified for fish and wildlife habitat restoration along the Obion River in Dyer County, Tennessee. The sites are located in western Dyer County with the Mississippi River levee on the west, and the Obion River on the east and the south. The sites are approximately 7 miles west of Dyersburg, Tennessee, and 1 mile east of the Mississippi River. The sponsor is the Tennessee Wildlife Resources Agency (TWRA).

Status: Physical construction of the project was completed in October 2009. The project is currently undergoing financial closeout. No additional activities are planned for FY 2010.

Other Information: Feasibility studies were completed in 2004 at a cost of \$96,000 (100% Federal funding). The Project Cooperation Agreement was executed with the Tennessee Wildlife Resources Agency on 27 July 2007. Funds to fully fund design and construction were received in FY 2007.

Project Cost: The estimated cost of this project is \$4,841,000 of which \$3,634,000 is Federal cost and \$1,208,000 is the responsibility of the non-Federal sponsor.

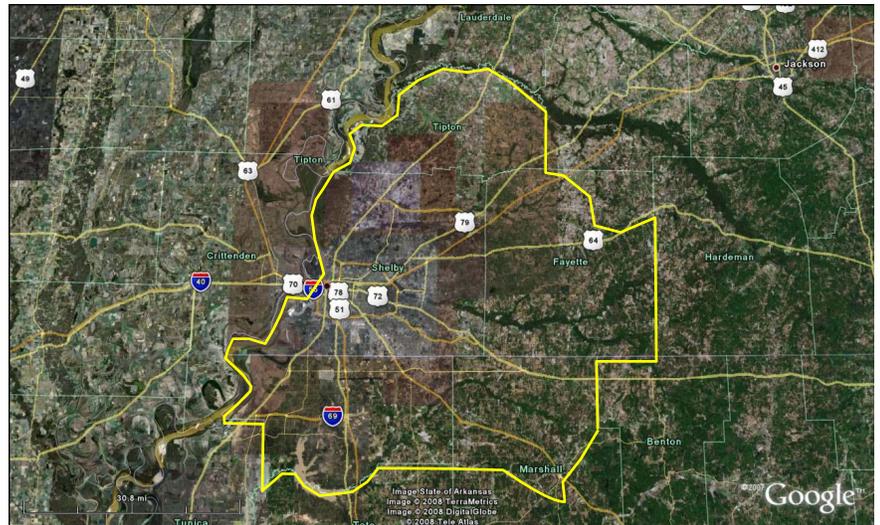
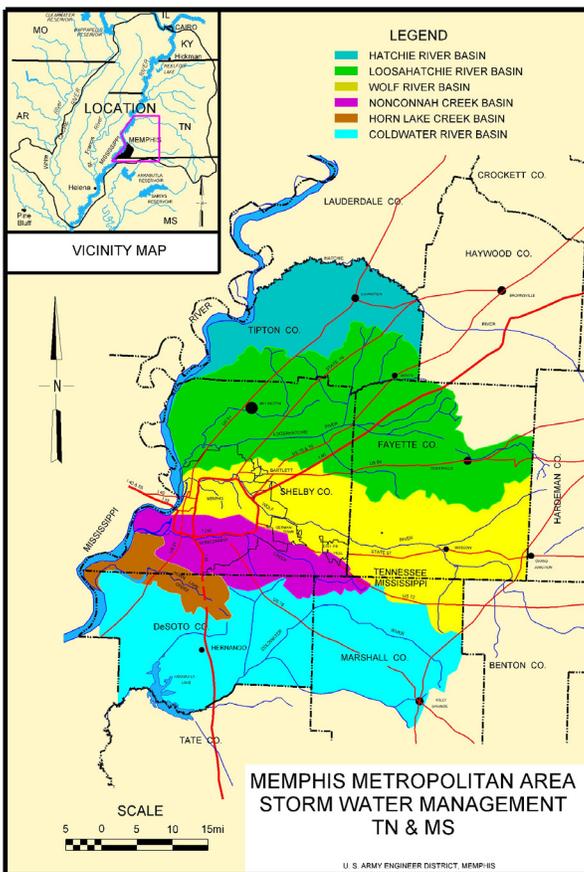
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As of: 22 February 2010



Aerial photo courtesy of Google Map

Study Name: Memphis Metropolitan Area Storm Water Management, Tennessee & Mississippi

Authority: U.S. House Committee on Transportation and Infrastructure Resolution dated 7 March 1996.

Location and Description: The purpose of the study is to evaluate the need for flood risk management, ecosystem restoration, water quality, and related purposes associated with storm water runoff. Three potential feasibility studies have been identified to date. The first is ecosystem restoration of Indian Creek in Tipton County, TN, a channelized tributary of the Hatchie River. The stream is unstable, with eroding banks, diminished riparian areas and wetlands, and severely degraded aquatic habitat. The Nature Conservancy and the West Tennessee River Basin Authority are potential sponsors. The second is flood management and ecosystem restoration in the Loosahatchie River Basin within Fayette County, TN. Development in the area has caused problems with stormwater management and erosion. The streambed is unstable, wetlands are being dewatered and water quality is compromised. Fayette County, TN and the West Tennessee River Basin Authority are the potential sponsors. The third is ecosystem restoration in the mainstem of the Hatchie River in Tipton County, TN, to restore bank conditions, aquatic habitat and wetland hydrology. Potential sponsors include the West Tennessee River Basin Authority, Chickasaw Basin Authority, The Nature Conservancy, Tennessee Department of Transportation, Fayette County, TN and Shelby County, TN.

Status: FY 2010 Funds are being used to negotiate with potential study sponsors to execute a Feasibility Cost Share Agreement (FCSA) and initiate feasibility studies. Activities will include the determination of existing conditions and initiation of hydraulic and sediment analysis

Other Information: The reconnaissance report was approved in November 2009. Other feasibility studies may be identified at a later date. Other organizations including the Tennessee Department of Transportation, Ducks Unlimited and the Audubon Society have expressed interest in various elements of the project and may be willing to sponsor part of the currently identified feasibility studies or other feasibility studies ensuing from the reconnaissance effort.

Project cost: The project reconnaissance study cost is \$300,000 of which is 100% Federal cost. The estimated cost of the project feasibility study is \$5,600,000 of which \$2,800,000 is Federal cost and \$2,800,000 is the responsibility of the non-Federal sponsor, allocation for FY 2009 of \$149,000.

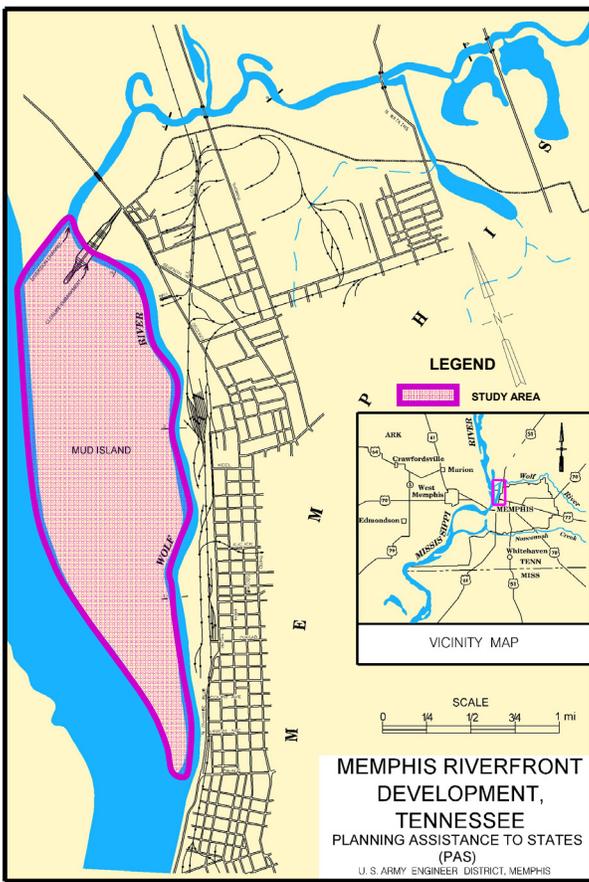
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As of: 22 February 2010.



Aerial photo courtesy of Google Map

Study Name: Memphis Riverfront Development, Tennessee

Authorization: WRDA 1974, Sec. 22

Location and Description: The Memphis Riverfront runs approximately twelve linear miles along the Mississippi River and Wolf River Harbor in downtown Memphis, in Shelby County, TN. The Memphis Riverfront Master Plan, which maps out the development of the Memphis riverfront, including Mud Island and the Wolf River Harbor, is continuing to be refined through detailed studies of individual features of the Master Plan. The study consists of development of a riverfront improvement and land use utilization plan for the Mud Island River Park area and Wolf River Harbor. Features of the study include flood control, erosion, land use, recreation, stormwater management, conceptual designs, and cost estimates. The Riverfront Development Corporation was chartered by the City of Memphis in November 1999, and is the local sponsor.

Status: Phase 1 was completed on 26 February 2010. The Sponsor has reported they are unable to finance any further studies. Surplus funds will be released to HQUSACE.

Project cost: The estimated cost of the project study is \$1,190,000 of which \$595,000 is Federal cost and \$595,000 is the responsibility of the non-Federal sponsor.

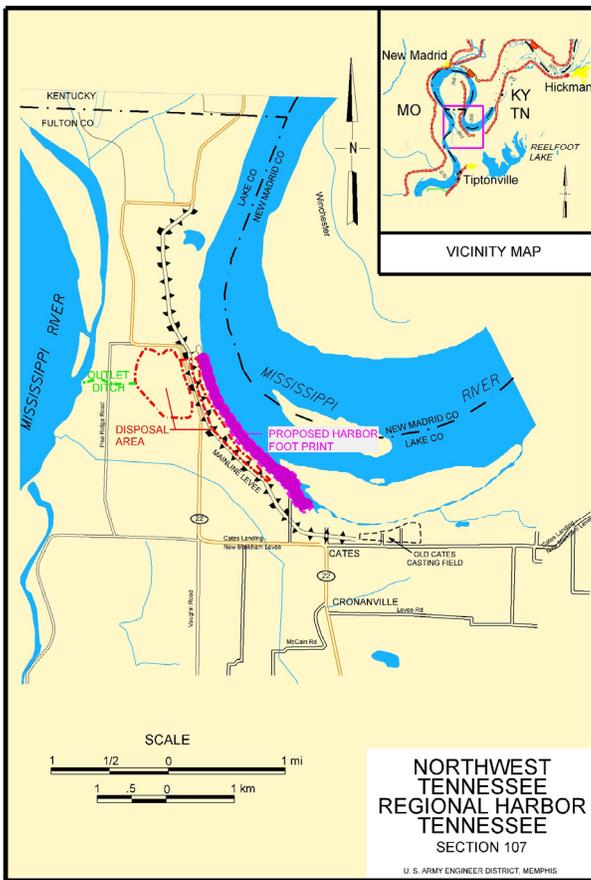
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As of: 10 March 2010



Aerial photo of a Northwest Tennessee Regional Harbor, TN - Before Construction

The Dredge Pontchartrain is completing the dredging work for the harbor.



Project Name: Northwest Tennessee Regional Harbor, Tennessee

Authority: River and Harbor Act of 1960, Sec. 107, as amended (Continuing Authorities Program).

Location and Description: The project is located at Mississippi River Mile 900.0 on the left descending bank in Lake County near Tiptonville, Tennessee. This project provides for a 9,000 foot long and 130 foot width slack water harbor at approximately river mile 900 known as Cates Landing. The sponsor is the Northwest Tennessee Regional Port Authority.

Status: FY 2009 ARRA funding is being used for maintenance dredging and is scheduled to be completed in March 2010. Riprap placement, delayed from FY 2009 due to high water, is scheduled to be completed by October 2010.

Other Information: Construction was initiated in October 2006. The construction of two dredge containment areas and construction dredging was completed on 27 January 2009. A lawsuit was filed against the COE and the sponsor by a local landowner on 7 May 2008. The Court found that the Corps adequately followed NEPA and the Clean Water Act in formulating the NW Tennessee Harbor project. The Plaintiffs did not file an appeal. There was no injunction to stop the project, so the lawsuit did not impact the construction of the project.

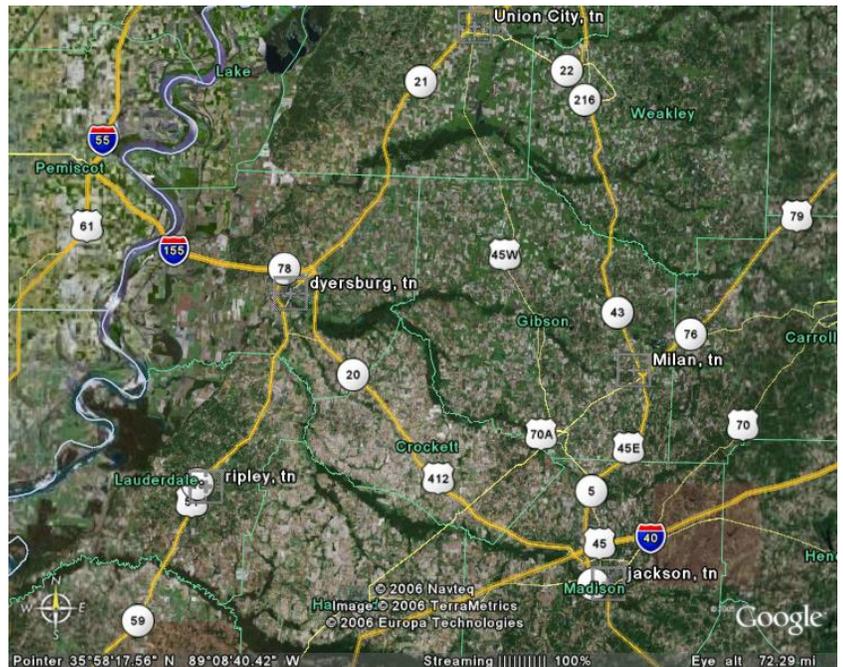
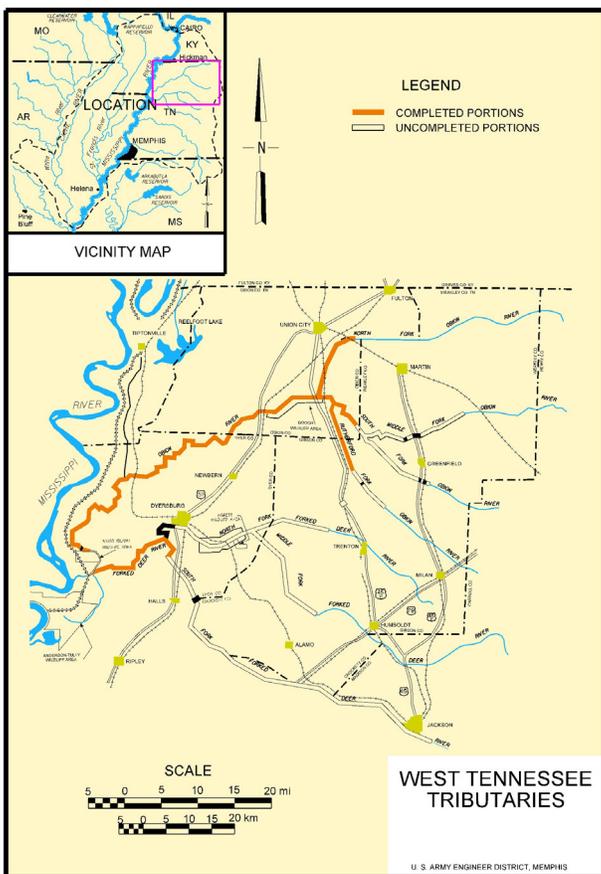
Project cost: The estimated cost of the project Design & Construction is \$8,943,000 of which \$3,691,000 is Federal cost and \$3,691,000 is the responsibility of the non-Federal sponsor. The estimated cost of the project Maintenance is \$5,000,000 of which is Federal cost.

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As of: 1 March 2010



Aerial photo courtesy of Google Map

Project Name: West Tennessee Tributaries, Tennessee

Authority: The Flood Control Act of 1948, the Rivers and Harbors Act of 1966, and the WRDA 1974; WRDA 1976.

Location and Description: The project is a flood control project located along the Obion and Forked Deer Rivers and tributaries in West Tennessee counties of Weakley, Madison, Gibson, Obion, Dyer, Crockett, Lauderdale and Haywood. The project consists of 225 miles of channel improvements on the Obion and Forked Deer Rivers, 7.6 miles of levees, 174 water control structures, 216 erosion control structures, 37 miles of lateral drains, and the acquisition of 32,000 acres of mitigation lands. The project sponsor is the state of Tennessee acting through the West Tennessee River Basin Authority (WTRBA).

Status: FY 2010 Prior year funds are being used to perform a site-specific assessment of problems, needs and opportunities. This assessment will produce a comprehensive, prioritized list of problem areas and possible solutions (both federal and non-federal) and will direct the in-depth analyses.

Other Information: Approximately 41% of the channel improvements were completed before project construction was stopped. Local landowners had concerns about environmental damage specifically to waterfowl habitat. A Consent Order requiring the purchase of 32,000 acres of mitigation land was reached in 1985 and construction resumed. However, the project was shut down due to the denial of water quality certification from the Tennessee Department of Environment and Conservation in 1990.

The project area covers 4300 square miles and most of the flooding problems are localized. Approximately 18,000 acres of mitigation lands remains to be purchased. Previous attempts to do the project in smaller pieces have failed the benefit-cost test because of the need to purchase all of the mitigation land. A General Reevaluation Review (GRR) is being conducted to reformulate the project using environmentally acceptable construction procedures. The GRR will focus on methods that reduce flood damages in environmentally acceptable manners and comply with the legal requirements of the Consent Order. The preliminary estimate of the reevaluation cost is \$7,000,000 and it will take approximately 4 years to complete, pending the funding stream.

Project cost: The estimated cost of the project construction at Oct 2006 price level is \$182,000,000 of which \$176,000,000 is Federal cost and \$6,000,000 is the responsibility of the non-Federal sponsor.

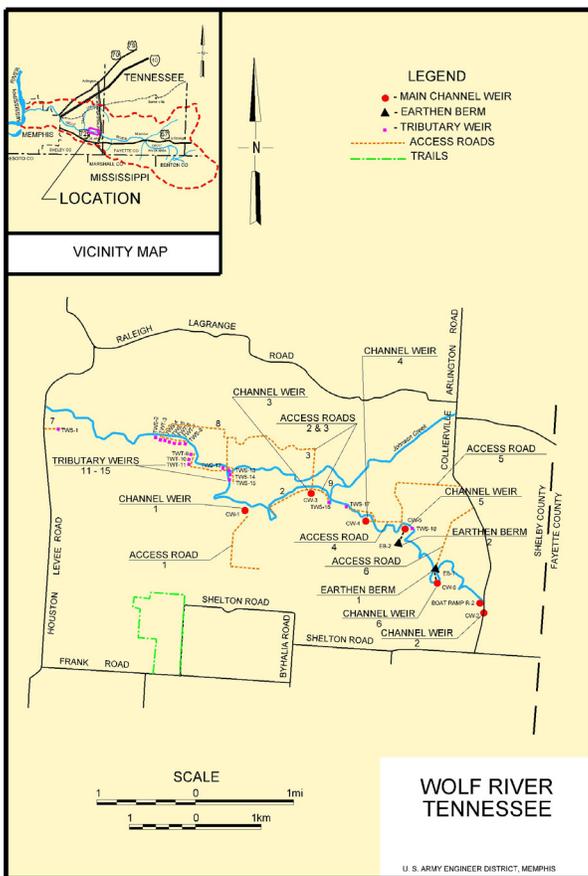
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As of: 23 February 2010



Completion of Channel Stabilization Weir CW-6

Project Name: Wolf River, Memphis, Tennessee

Authority: WRDA 2000, Sec. 101

Location and Description: The Wolf River is located in Hardeman, Fayette, and Shelby Counties, TN, and Tippah, Marshall, and Benton Counties, MS. The authorized project consists of six main channel weirs and eighteen tributary weirs for grade stabilization, two cutoff prevention weirs on the main channel, trails, a 2,100-acre wildlife corridor in Shelby County, and three boat ramps (two in Shelby County and one in Fayette County.) Estimated annual benefits include over 2,144 annual habitat unit values and \$414,000 in recreational benefits. The project sponsors are Shelby County, TN and the Chickasaw Basin Authority.

Status: FY 2009 carry-over funds (\$406,000) are available to complete plans and specifications and fully fund construction of two boat ramps, pending receipt of Sponsor's cost-share.

Other Information: To date, all of the main channel stabilization weirs, six tributary weirs, one cutoff prevention berm, and associated access roads have been constructed; thereby, completing the ecosystem restoration features of the project. FY 2008 funds were used to complete design and construction of approximately two miles of trails and lateral crossings (the easternmost segment proceeding west from Collierville-Arlington Road), initiating the recreation portion of the project.

Project cost: The estimated cost of the project, including preconstruction, engineering and design activities, is \$13,072,000 of which \$8,310,000 is Federal cost and \$4,762,000 is the responsibility of the non-Federal sponsor.

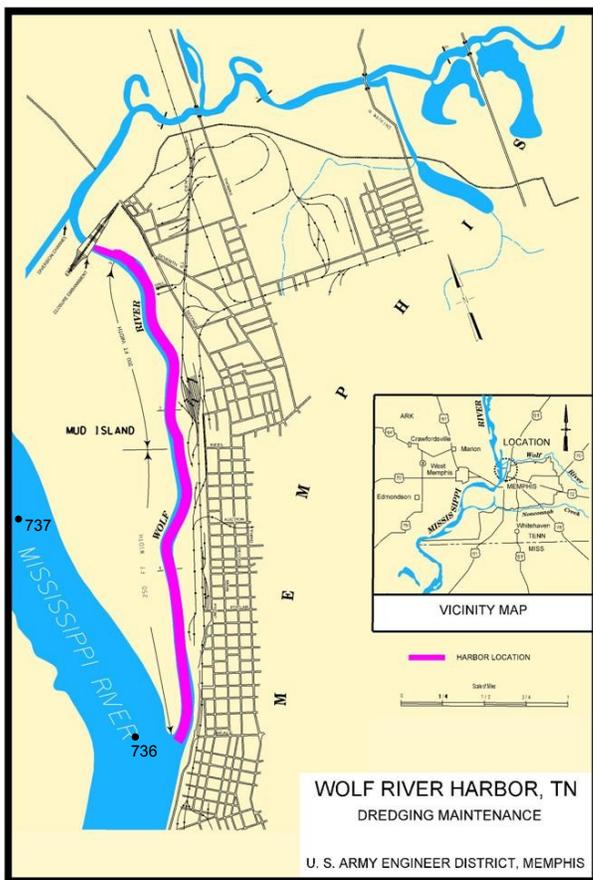
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As of: 25 February 2010



Aerial photo Wolf River Harbor

Project Name: Wolf River Harbor, TN

Authority: The National Industrial Recovery Act (NIRA) of 16 June 1933; modified by the Flood Control Act of 03 July 1958, J. D. 76/85/1.

Location and Description: This harbor is located on the Mississippi River (mile 737.0), near Memphis in Shelby County, TN. This is a slack-water harbor and is used primarily for the import of industrial materials. The project provides for a navigation channel 9 feet deep by 250 feet wide at low water from the mouth to Keel Avenue (mile 1.75) and 200 feet wide from Keel Avenue to mile 3.0. The local interest is the City of Memphis, TN.

Status: FY 2010 Supplemental funds (\$500,000) are being used to complete designs for repairs to bank caving and cutoffs at various locations on the White River. E&W funds (\$39,600) are being used for surveys of the navigation channel, which can be provided to local interests for their information and use.

Other Information: ARRA funds were used in FY 2009 to dredge the White River in various locations and perform clearing and snagging, mussel surveys, and other associated environmental requirements. Maintenance and funding requirements to provide maintenance dredging vary from year to year depending on current river conditions and current prices for dredging services, respectively. Impacts of not performing maintenance on the White River may range from barges being light-loaded to complete river closure. This could require locally produced commodities to be shipped by more expensive means of transportation thus increasing the cost of the commodity and the cost to the producer. Impact of not repairing and re-establishing navigational channels could result in further shoreline erosion and flooding of surrounding areas. In addition, restoration of the authorized channel will be more costly in the future, as the sedimentation will continue to accumulate.

Project Cost: The estimated cost for annual maintenance dredging, based on current harbor conditions and current prices for dredging services, is \$1,150,000. Maintenance and funding requirements vary from year to year depending on current harbor conditions and current prices for dredging services, respectively.

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