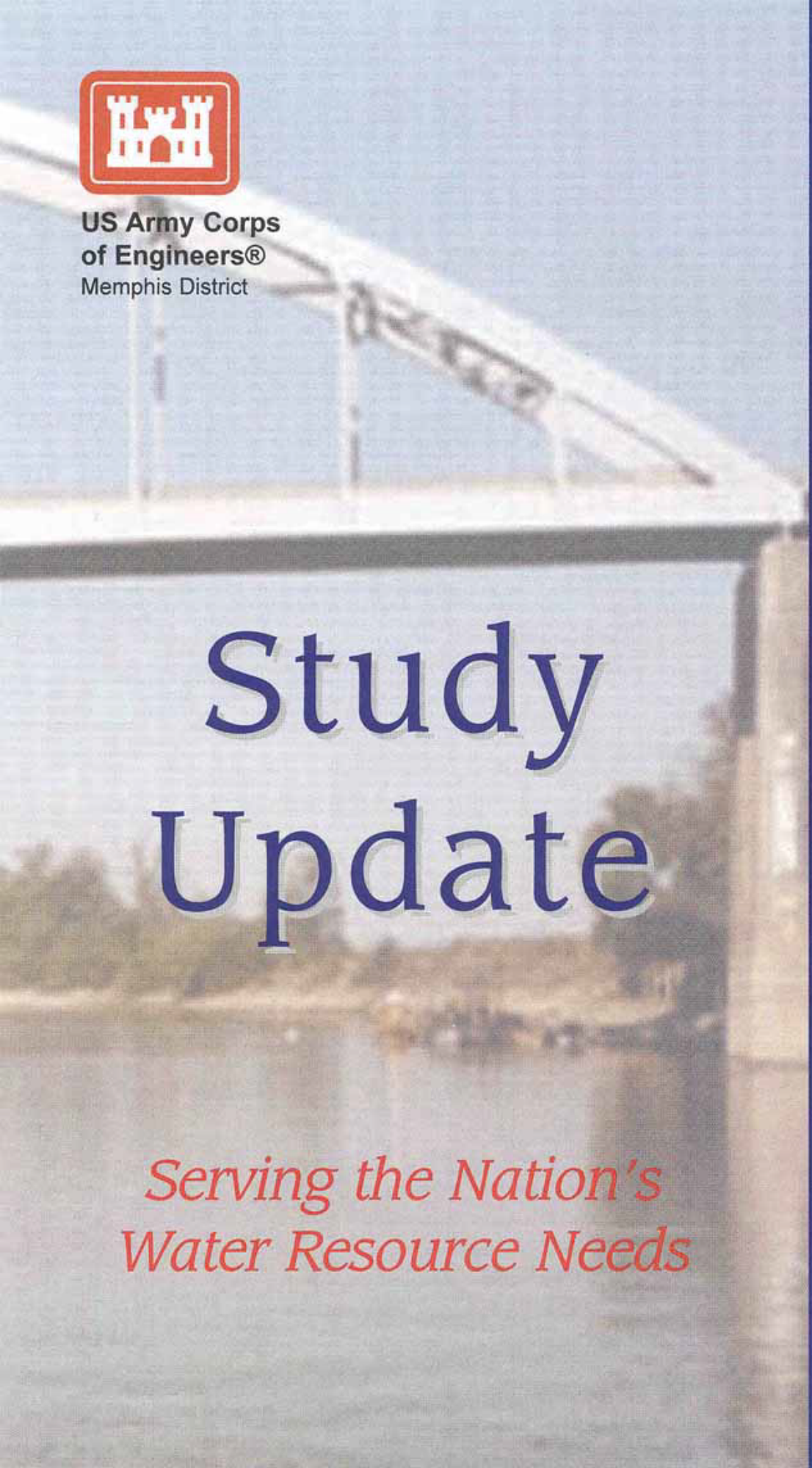


US Army Corps
of Engineers®
Memphis District

Study Update

Serving the Nation's Water Resource Needs

White River Navigation Project

The Project

Congress authorized the White River to be maintained as a navigable waterway by the Rivers and Harbors Act of 1892. This authorization allows the Memphis District, U.S. Army Corps of Engineers, to maintain a channel as follows:

- **4.5 feet deep by 100 feet wide from Augusta (river mile 198) to Newport (river mile 254).**
- **8 feet deep by 125 feet wide from the Arkansas Post Canal (river mile 10) to river mile 198.**

These standards are in effect when stages are equivalent to or exceed 12 feet on the Clarendon gage, with a 5-foot minimum depth at lower stages.

The channel is now maintained by dredging and snagging, at a cost of between $1 million and $2 million annually.

The Study

The Memphis District is now conducting the White River Navigation Study to assess the feasibility of modifying the existing navigation channel. This study was re-authorized by Congress in the Water Resources Development Act of 1996. The purpose of the study is to respond to the concerns of regional leaders interested in improving the region's economic conditions.

To date, the study indicates that navigation improvements offer substantial economic benefits.

Current analyses indicate a 125-foot wide channel with a depth of nine feet (between the Arkansas Post Canal at river mile 10 to Newport at river mile 254) can best be accomplished with the construction of low dikes on about five percent of the river.

The dikes are designed to reduce the river's width during low water conditions. This action is designed to increase the water velocity and move sediment build-ups in the area near the dikes.

Further, the dikes effectively concentrate the river's energy to control water depths with potentially less effect on the environment than annual dredging. They will also reduce annual dredging requirements, while not affecting water levels in the river for flows which are equalled or exceeded 95 percent of the time.

No decision will be made to implement a project until the study results undergo public and interagency review.

The Corps of Engineers uses a comprehensive approach to planning, including a focus on protecting the environment. During the study process, meetings have been held to define and refine the project scope. The Corps of Engineers has dedicated significant levels of manpower and resources to study the existing river ecosystem, aimed at designing an environmentally sound project.

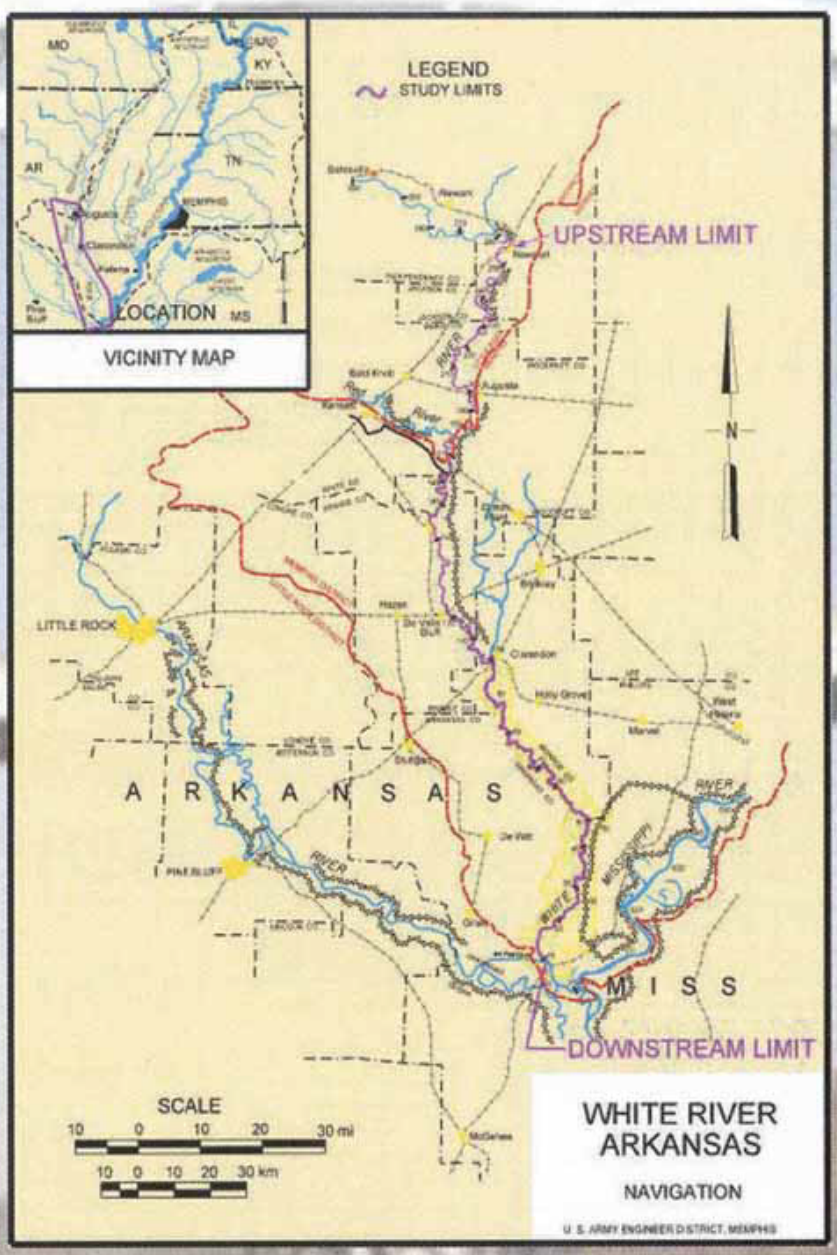
A report and Environmental Impact Statement with the results of all studies and analyses, including whichever recommendation is made, will be provided to various federal, state and local agencies, and the public for review and comment during 2002.

The Dikes

As the water level rises in the river, the dikes become submerged, and the influence of the dikes diminishes until river stages reach a point where the dikes have no effect. High flow conditions are the times the overbank areas, including waterfowl habitat areas, normally flood. The proposed dikes are to be located where they will not interfere with the functions of tributaries or oxbow lakes. Water levels will not be changed at higher flow conditions. Current flood conditions will remain unchanged.

The Benefits

According to a study dated September 1999 conducted by Arkansas State University, potential project benefits include more than $7 million in annual transportation cost savings. The savings are due to the greater carrying capacity and fuel efficiency of waterborne commerce. For example, one barge with a nine-foot draft can carry as much grain as 15 railroad cars or 60 tractor-trailers. Additionally, the efficient use of navigable rivers reduces air pollution, preserves the highway system from heavy truck traffic, and increases the amount of commerce in local communities.



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