

# REVIEW PLAN

*Memphis Metro: Cypress Creek, TN  
Fayette County, TN  
Feasibility Report*

*Memphis District*

**MSC Approval Date:** *13 August 2014*  
**Last Revision Date:** *none*



**US Army Corps  
of Engineers®**

**REVIEW PLAN**

***Memphis Metro: Cypress Creek, TN  
Fayette County, TN  
Feasibility Report***

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## 1. PURPOSE AND REQUIREMENTS

a. **Purpose.** This Review Plan defines the scope and level of peer review for the Memphis Metro: Cypress Creek, TN; Fayette County, TN Feasibility Report

### b. References

- (1) Engineering Circular (EC) 1165-2-214, Civil Works Review Policy, 15 December 2012
- (2) EC 1105-2-412, Assuring Quality of Planning Models, 31 Mar 2011 (**Expired**)
- (3) Engineering Regulation (ER) 1110-1-12, Quality Management, 30 Sep 2006
- (4) ER 1105-2-100, Planning Guidance Notebook, Appendix H, Policy Compliance Review and Approval of Decision Documents, Amendment #1, 20 Nov 2007
- (5) MVD MSC Review of Planning Products, QMS 03501
- (6) Memphis Metro: Cypress Creek, TN PMP
- (7) Memphis Metro: Cypress Creek, TN Report Synopsis
- (8) Memphis Metro: Cypress Creek, TN Risk Register

c. **Requirements.** This review plan was developed in accordance with EC 1165-2-214, which establishes an accountable, comprehensive, life-cycle review strategy for Civil Works products by providing a seamless process for review of all Civil Works projects from initial planning through design, construction, and operation, maintenance, repair, replacement and rehabilitation (OMRR&R). The EC outlines four general levels of review: District Quality Control/Quality Assurance (DQC), Agency Technical Review (ATR), Independent External Peer Review (IEPR), and Policy and Legal Compliance Review. In addition to these levels of review, decision documents are subject to cost engineering review and certification (per EC 1165-2-214) and planning model certification/approval (per EC 1105-2-412).

## 2. REVIEW MANAGEMENT ORGANIZATION (RMO) COORDINATION

The RMO is responsible for managing the overall peer review effort described in this Review Plan. The RMO for decision documents is typically either a Planning Center of Expertise (PCX) or the Risk Management Center (RMC), depending on the primary purpose of the decision document. The RMO for the peer review effort described in this Review Plan is the National Ecosystem Planning Center of Expertise (ECO-PCX).

The RMO will coordinate with the Cost Engineering Directory of Expertise (DX) to ensure the appropriate expertise is included on the review teams to assess the adequacy of cost estimates, construction schedules and contingencies.

## 3. STUDY INFORMATION

a. **Decision Document.** The Memphis Metro: Cypress Creek, TN study area lies in Fayette County, TN near the City of Oakland, TN. This study will generate a Feasibility Report and Chief of Engineer's Report and will require Congressional authorization for construction. An integrated Environmental Assessment is anticipated.

b. **Study/Project Description.** This is a new feasibility study of alternative plans to restore aquatic habitat in the Cypress Creek Watershed. Cypress Creek is a tributary to the Loosahatchie River

located near Oakland in Fayette County, Tennessee (Figure 1). Over 100 miles of streams and ditches drain a 40,000 acre watershed. Land use in the upper portion of the watershed is predominately pastureland with some row crop agriculture. The lower portion has suburban homes and increasing commercial development.

Cypress Creek and its tributaries were channelized. Historically, project area streams were slow moving, meandering channels with dynamic riffle/pool/run complexes, stable stream beds, and stable vegetated banks that provided fish and wildlife habitat. Now, water velocity, depth, and substrate are unsuitable for many forms of aquatic life. There is little to no riparian habitat to provide shade and nutrient input. Water depth and dissolved oxygen levels are too low for many native species during the drier seasons. Excessive sedimentation causes further habitat loss.

This study examines ways to restore scarce aquatic, riparian, floodplain, and wetland habitats and connect the few remaining areas with good habitat.

There are numerous published reports evaluating channelized rivers in this area. These assessments are helpful in identifying independent and interconnected ecosystem problems and developing solutions. Public and agency input will also be important to fully scope study area problems.

Aquatic habitats in western Tennessee provide for a wide range of species. More than 100 species of fish, 35 mussels and 250 species of birds are known to occur in the region. The State of Tennessee lists 18 rare species that are known to occur in Fayette County including fish, mammals, reptiles, amphibians, birds, mollusks and plants. Fifteen of the 18 listed species are dependent on aquatic, wetland, floodplain and/or riparian habitat.

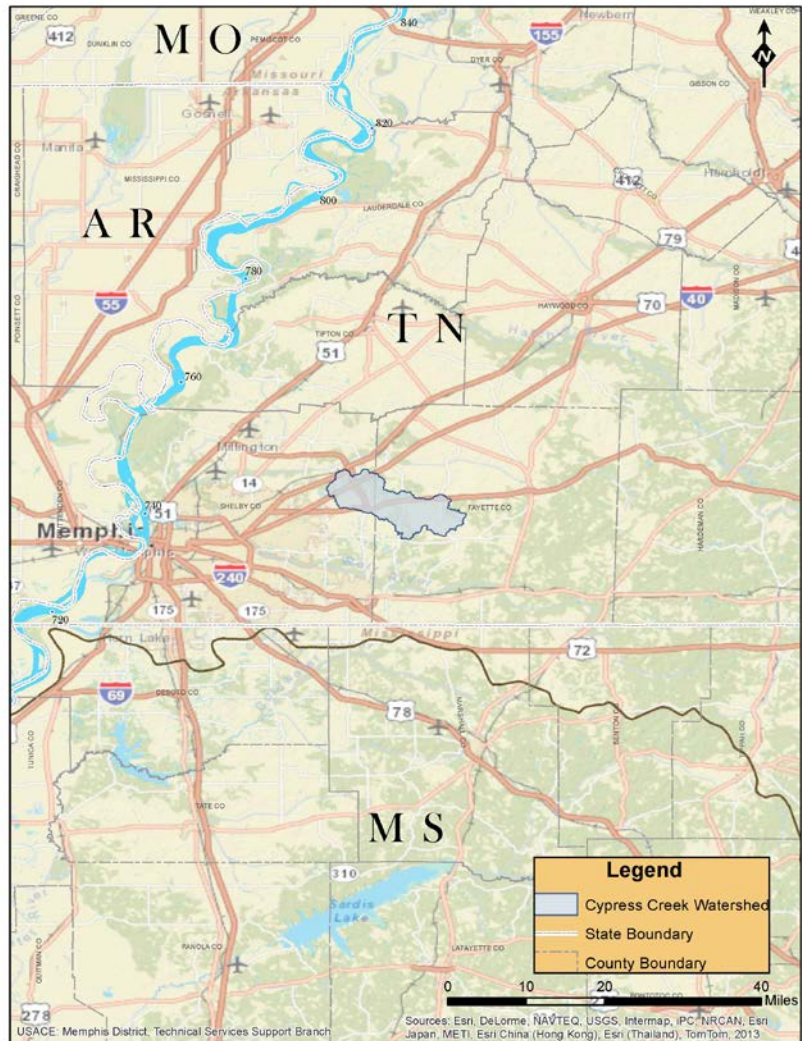


Figure 1 Map of the study area

The Management measures to be considered are:

Measure 1. Meander restoration.

Measure 2. Bench Cuts

Measure 3. Grade Control Weirs

Measure 4. Fish Habitat Structures

Measure 5. Convert access roads and staging areas to trails and trailheads post-construction.

Authorization:

The United States House of Representatives Committee on Transportation and Infrastructure adopted a resolution on March 7, 1996.

Memphis Metro Area

*The Secretary of the Army review the report of the Chief of Engineers on the Wolf River and Tributaries, Tennessee and Mississippi, published as House Document Numbered 76, Eighty-fifth Congress, and other pertinent reports, to determine whether any modifications of the recommendations contained therein are advisable at this time, with particular reference to the need for improvements for flood control, environmental restoration, water quality, and related purposes associated with storm water runoff and management in the metropolitan Memphis, Tennessee area and tributary basins including Shelby, Tipton, and Fayette Counties, Tennessee, and DeSoto and Marshall Counties, Mississippi. This area includes the Hatchie River, Loosabatchie River, Wolf River, Nonconnah Creek, Horn Lake Creek, and Coldwater River Basins. The review shall evaluate the effectiveness of existing Federal and non-Federal improvements, and determine the need for additional improvements to prevent flooding from storm water, to restore environmental resources, and to improve the quality of water entering the Mississippi River and its tributaries.*

The study is estimated to cost \$438,836. Construction is estimated between \$8 and \$17 million.

**c. Factors Affecting the Scope and Level of Review.**

- The study is not expected to be challenging. The study will address a relatively common ecosystem problem. The Memphis District has done a similar project on the Wolf River and the Vicksburg District has developed a QMS process (Process 08816 MVK) for structure design. No endangered species are known to inhabit the area, and those within the range of the project would benefit. No public or resource agency opposition is expected.
- The study risks are that an alternative will be retained too long or dropped too early because the estimated design parameters generated an incorrect cost.
- The project is not expected to incur any life, health or safety risks. The project area is primarily rural and the structures will lie within an incised channel. The structure designs are tried and true.
- The governor is not expected to request an external review.
- The public is not expected to object to the project design, size or scope.
- The public is not expected to object to the study cost.
- The project design is not anticipated to require redundancy, resiliency, and/or robustness, unique construction sequencing, or a reduced or overlapping design construction schedule. Other similar projects have not required any of these.

- d. In-Kind Contributions.** Products and analyses provided by non-Federal sponsors as in-kind services are subject to DQC, ATR, and IEPR. The in-kind products and analyses to be provided by the non-Federal sponsor include:

- Environmental Sampling
- Engineering and Design of Tributary Features
- Channel Cross Section Survey
- HTRW Survey
- Cultural Resource Survey

#### **4. DISTRICT QUALITY CONTROL (DQC)**

All decision documents (including supporting data, analyses, environmental compliance documents, etc.) shall undergo DQC. DQC is an internal review process of basic science and engineering work products focused on fulfilling the project quality requirements defined in the Project Management Plan (PMP). The home district shall manage DQC. Documentation of DQC activities is required and should be in accordance with the Quality Manual of the District and the home MSC.

- a. Documentation of DQC.** DrChecks will be used to document DQC. DQC will be done prior to each of the first four milestones (Alternatives, Tentatively Selected Plan, Agency Decision, & CWRB). Some legal review will not be documented in DrChecks.
- b. Products to Undergo DQC.** Risk Register, Report Synopsis, Report Drafts, Decision Management Plan & Technical Appendices
- c. Required DQC Expertise.** The DQC expertise will vary somewhat depending on the milestone.

Alternatives: Planning, Environmental, H&H, Cost, Design, Legal  
TSP: Planning, Environmental, H&H, Cost, Design, Real Estate, Geotech, Legal  
ADM: Planning, Environmental, H&H, Cost, Design, Real Estate, Geotech, Legal  
Final Report Submittal: Planning, Legal, Cost & Design

#### **5. AGENCY TECHNICAL REVIEW (ATR)**

ATR is mandatory for all decision documents (including supporting data, analyses, environmental compliance documents, etc.). The objective of ATR is to ensure consistency with established criteria, guidance, procedures, and policy. The ATR will assess whether the analyses presented are technically correct and comply with published USACE guidance, and that the document explains the analyses and results in a reasonably clear manner for the public and decision makers. ATR is managed within USACE by the designated RMO and is conducted by a qualified team from outside the home district that is not involved in the day-to-day production of the project/product. ATR teams will be comprised of senior USACE personnel and may be supplemented by outside experts as appropriate. The ATR team lead will be from outside the home MSC.

- a. Products to Undergo ATR.** ATR will be done on the Draft Feasibility Report with integrated NEPA. ATR review will occur after the TSP milestone and will be concurrent with Public Review, Policy

Review, and Legal Certification Review. ATR will not be closed until the ATR team has reviewed the final report with all comments incorporated.

Cost and design will be reviewed after the TSP Milestone also, but the cost appendix with a Class 3 cost estimate and the feasibility level design review will not occur until after the ADM.

- b. Required ATR Team Expertise.** The following reviewers are anticipated. Others will be added if significant issues are identified during the study. All reviewers will be certified to conduct ATR review of this type of project (if the discipline has certified reviewers).

| ATR Team Members/Disciplines | Expertise Required  |
|------------------------------|---|
| ATR Lead                     | The ATR lead should be a senior professional with extensive experience in preparing Civil Works decision documents and conducting ATR. The lead should also have the necessary skills and experience to lead a virtual team through the ATR process. The ATR lead may also serve as a reviewer for a specific discipline (such as planning, economics, environmental resources, etc). |
| Planning                     | The Planning reviewer should be a senior water resources planner with experience in Ecosystem Restoration projects. If the project includes any recreational features, the planner should have some knowledge of recreation.  |
| Environmental Resources      | The Environmental reviewer should be a senior professional with experience in stream habitat restoration, NEPA compliance and Environmental Benefit Calculation and Evaluation.   |
| Economist                    | The Economics Reviewer should be a senior professional with experience in aquatic ecosystem restoration benefits analysis. Cost effectiveness/incremental cost analysis and the IWR planning suite.   |
| Hydraulic Engineering        | The hydraulic engineering reviewer will be an expert in the field of hydraulics and have a thorough understanding of stream restoration and grade control or similar structures.  |
| Civil Engineering            | The civil engineering reviewer will be a senior professional with experience in designing in-stream structures.   |
| Cost Engineering             | The Cost engineering DX will assign a certified cost engineer to review and certify the cost estimate.  |
| Real Estate                  | The Real Estate Reviewer should be a senior real estate specialist with experience in land appraisals and easements.  |

- c. Documentation of ATR.** DrChecks review software will be used to document all ATR comments, responses and associated resolutions accomplished throughout the review process. Comments should be limited to those that are required to ensure adequacy of the product. The four key parts of a quality review comment will normally include:

- (1) The review concern – identify the product’s information deficiency or incorrect application of policy, guidance, or procedures;
- (2) The basis for the concern – cite the appropriate law, policy, guidance, or procedure that has not be properly followed;

- (3) The significance of the concern – indicate the importance of the concern with regard to its potential impact on the plan selection, recommended plan components, efficiency (cost), effectiveness (function/outputs), implementation responsibilities, safety, Federal interest, or public acceptability; and
- (4) The probable specific action needed to resolve the concern – identify the action(s) that the reporting officers must take to resolve the concern.

In some situations, especially addressing incomplete or unclear information, comments may seek clarification in order to then assess whether further specific concerns may exist.

The ATR documentation in DrChecks will include the text of each ATR concern, the PDT response, a brief summary of the pertinent points in any discussion, including any vertical team coordination (the vertical team includes the district, RMO, MSC, and HQUSACE), and the agreed upon resolution. If an ATR concern cannot be satisfactorily resolved between the ATR team and the PDT, it will be elevated to the vertical team for further resolution in accordance with the policy issue resolution process described in either ER 1110-1-12 or ER 1105-2-100, Appendix H, as appropriate. Unresolved concerns can be closed in DrChecks with a notation that the concern has been elevated to the vertical team for resolution.

At the conclusion of each ATR effort, the ATR team will prepare a Review Report summarizing the review. Review Reports will be considered an integral part of the ATR documentation and shall:

- Identify the document(s) reviewed and the purpose of the review;
- Disclose the names of the reviewers, their organizational affiliations, and include a short paragraph on both the credentials and relevant experiences of each reviewer;
- Include the charge to the reviewers;
- Describe the nature of their review and their findings and conclusions;
- Identify and summarize each unresolved issue (if any); and
- Include a verbatim copy of each reviewer's comments (either with or without specific attributions), or represent the views of the group as a whole, including any disparate and dissenting views.

ATR may be certified when all ATR concerns are either resolved or referred to the vertical team for resolution and the ATR documentation is complete. The ATR Lead will prepare a Statement of Technical Review certifying that the issues raised by the ATR team have been resolved (or elevated to the vertical team). A Statement of Technical Review should be completed, based on work reviewed to date, for the AFB, draft report, and final report. A sample Statement of Technical Review is included in Attachment 2.

## **6. INDEPENDENT EXTERNAL PEER REVIEW (IEPR)**

IEPR may be required for decision documents under certain circumstances. IEPR is the most independent level of review, and is applied in cases that meet certain criteria where the risk and magnitude of the proposed project are such that a critical examination by a qualified team outside of USACE is warranted. A risk-informed decision, as described in EC 1165-2-214, is made as to whether IEPR is appropriate. IEPR panels will consist of independent, recognized experts from outside of the USACE in the appropriate disciplines, representing a balance of areas of expertise suitable for the review being conducted. There are two types of IEPR:



- Type I IEPR. Type I IEPR reviews are managed outside the USACE and are conducted on project studies. Type I IEPR panels assess the adequacy and acceptability of the economic and environmental assumptions and projections, project evaluation data, economic analysis, environmental analyses, engineering analyses, formulation of alternative plans, methods for integrating risk and uncertainty, models used in the evaluation of environmental impacts of proposed projects, and biological opinions of the project study. Type I IEPR will cover the entire decision document or action and will address all underlying engineering, economics, and environmental work, not just one aspect of the study. For decision documents where a Type II IEPR (Safety Assurance Review) is anticipated during project implementation, safety assurance shall also be addressed during the Type I IEPR per EC 1165-2-214.
  - Type II IEPR. Type II IEPR, or Safety Assurance Review (SAR), are managed outside the USACE and are conducted on design and construction activities for hurricane, storm, and flood risk management projects or other projects where existing and potential hazards pose a significant threat to human life. Type II IEPR panels will conduct reviews of the design and construction activities prior to initiation of physical construction and, until construction activities are completed, periodically thereafter on a regular schedule. The reviews shall consider the adequacy, appropriateness, and acceptability of the design and construction activities in assuring public health safety and welfare.
- a. **Decision on IEPR.** Neither Type I nor Type II IEPR is anticipated to be necessary. MVM will seek an IEPR waiver through the ECO-PCX to the MSC and HQUSACE.
- The study meets none of the mandatory triggers for IEPR.
    - Non-performance would have no negative impacts on economics, the environment or social well-being in the area.
    - The project is similar to others that have been done and will not generate influential scientific information.
    - The project will not require an EIS.
  - There are no requests to conduct IEPR and none are anticipated.
  - The project does not meet any criteria for conducting Type II IEPR described EC 1165-2-214.
    - There are no anticipated life safety issues associated with the project.
    - The project will not use innovative materials or novel approaches.
    - The project will not require redundancy, resiliency, and/or robustness.
    - No unique construction sequencing or a reduced or overlapping design construction schedule is anticipated.
- b. **Products to Undergo Type I IEPR.** Not-Applicable
- c. **Required Type I IEPR Panel Expertise.** Not-Applicable
- d. **Documentation of Type I IEPR.** Not-Applicable

## 7. POLICY AND LEGAL COMPLIANCE REVIEW

All decision documents will be reviewed throughout the study process for their compliance with law and policy. Guidance for policy and legal compliance reviews is addressed in Appendix H, ER 1105-2-100. These reviews culminate in determinations that the recommendations in the reports and the supporting

analyses and coordination comply with law and policy, and warrant approval or further recommendation to higher authority by the MSC Commander. DQC and ATR augment and complement the policy review processes by addressing compliance with pertinent published Army policies, particularly policies on analytical methods and the presentation of findings in decision documents.

**8. COST ENGINEERING DIRECTORY OF EXPERTISE (DX) REVIEW AND CERTIFICATION**

All decision documents shall be coordinated with the Cost Engineering DX, located in the Walla Walla District. The DX will assist in determining the expertise needed on the ATR team and Type I IEPR team (if required) and in the development of the review charge(s). The DX will also provide the Cost Engineering DX certification. The RMO is responsible for coordination with the Cost Engineering DX.

**9. MODEL CERTIFICATION AND APPROVAL**

EC 1105-2-412 mandates the use of certified or approved models for all planning activities to ensure the models are technically and theoretically sound, compliant with USACE policy, computationally accurate, and based on reasonable assumptions. Planning models, for the purposes of the EC, are defined as any models and analytical tools that planners use to define water resources management problems and opportunities, to formulate potential alternatives to address the problems and take advantage of the opportunities, to evaluate potential effects of alternatives and to support decision making. The use of a certified/approved planning model does not constitute technical review of the planning product. The selection and application of the model and the input and output data is still the responsibility of the users and is subject to DQC, ATR, and IEPR (if required).

EC 1105-2-412 does not cover engineering models used in planning. The responsible use of well-known and proven USACE developed and commercial engineering software will continue and the professional practice of documenting the application of the software and modeling results will be followed. As part of the USACE Scientific and Engineering Technology (SET) Initiative, many engineering models have been identified as preferred or acceptable for use on Corps studies and these models should be used whenever appropriate. The selection and application of the model and the input and output data is still the responsibility of the users and is subject to DQC, ATR, and IEPR (if required).

- a. **Planning Models.** The following planning models are anticipated to be used in the development of the decision document.

| Model Name and Version                      | Brief Description of the Model and How It Will Be Applied in the Study  | Approval Status  |
|---|---|------------------|
| IWR Planning Suite                          | IWR Planning Suite assists with plan formulation by combining user-defined solutions to planning problems and calculating the effects of each combination, or "plan." The program can assist with plan comparison by conducting cost effectiveness and incremental cost analyses, identifying the plans which are best financial investments and displaying the effects of each on a range of decision variables. | Certified        |
| Great Blue Heron: Habitat Suitability Model | The model is designed to evaluate quality of treeland habitats near water as potential nest sites. The anticipated alternatives would increase wetland, floodplain and riparian habitat   | Approved for use |

|  |   |                  |
|--|---|------------------|
|  | quantity. Great Blue Heron does occur around the project area.  |                  |
| Slough Darter: Habitat Suitability Index Model | The model is designed to examine habitat changes in the channel including: %pools, gradient, substrate and velocity. The anticipated alternatives could have impacts on all of these. The model also examines water quality parameters which would not likely change as a result of the project. No fish sampling information is available from the immediate project area, but it does have potential habitat for the state (TN) listed naked sand darter ( <i>Ammocrypta beanii</i> ) which has similar habitat requirements. | Approved for use |

**b. Engineering Models.** The following engineering models are anticipated to be used in the development of the decision document:

| Model Name and Version | Brief Description of the Model and How It Will Be Applied in the Study  | Approval Status          |
|------------------------|---|--------------------------|
| HEC-RAS                | The Hydrologic Engineering Center's River Analysis System (HEC-RAS) program will be used to calculate the 100-year flowline, and if applicable, the lesser event bank-full flowline for the existing conditions and water surface profiles for these flows through the upstream part of the site reach for pre and post-construction conditions | HH&C CoP Preferred Model |

## 10. REVIEW SCHEDULES AND COSTS

- a. ATR Schedule and Cost.** ATR is scheduled to start in April 2015 and will take six weeks. Certified cost ATR will be initiated in July 2015. ATR and Certified Cost Review will cost \$40,000.
- b. Type I IEPR Schedule and Cost.** Not-Applicable
- c. Model Certification/Approval Schedule and Cost.** Not-Applicable

## 11. PUBLIC PARTICIPATION

Initial public scoping will be done in September 2014. Scoping will include direct outreach to resource agencies, public meetings in Oakland, TN and social media.

The draft document will be released for public review in April 2015 concurrent with ATR, policy and legal review. Public meetings, email notifications and social media outlets will all be used to contact the public. Any significant issues raised during public review will immediately be communicated to all reviewers.

## 12. REVIEW PLAN APPROVAL AND UPDATES

The Mississippi Valley Division Commander is responsible for approving this Review Plan. The Commander's approval reflects vertical team input (involving district, MSC, RMO, and HQUSACE members) as to the appropriate scope and level of review for the decision document. Like the PMP, the Review Plan is a living document and may change as the study progresses. The home district is responsible for keeping the Review Plan up to date. Minor changes to the review plan since the last MSC Commander approval are documented in Attachment 3. Significant changes to the Review Plan (such as changes to the scope and/or level of review) should be re-approved by the MSC Commander following the process used for initially approving the plan. The latest version of the Review Plan, along with the Commanders' approval memorandum, should be posted on the Home District's webpage. The latest Review Plan should also be provided to the RMO and home MSC.

### **13. REVIEW PLAN POINTS OF CONTACT**

Public questions and/or comments on this review plan can be directed to the following points of contact:

- Danny Ward, Project Manager, Memphis District 901-544-0709
- Marsha Raus, Planner, RPEDS @ Memphis District 901-544-3455
- Andrea Carpenter, Biologist, RPEDS@Memphis District 901-544-0817
- Brian Chewning, Deputy District Support Team 601-634-5836
- Jodi Creswell, Director ECO-PCX 309-794-5448

**ATTACHMENT 1: TEAM ROSTERS**

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**ATTACHMENT 2: SAMPLE STATEMENT OF TECHNICAL REVIEW FOR DECISION DOCUMENTS**

**COMPLETION OF AGENCY TECHNICAL REVIEW**

The Agency Technical Review (ATR) has been completed for the <type of product> for <project name and location>. The ATR was conducted as defined in the project’s Review Plan to comply with the requirements of EC 1165-2-214. During the ATR, compliance with established policy principles and procedures, utilizing justified and valid assumptions, was verified. This included review of: assumptions, methods, procedures, and material used in analyses, alternatives evaluated, the appropriateness of data used and level obtained, and reasonableness of the results, including whether the product meets the customer’s needs consistent with law and existing US Army Corps of Engineers policy. The ATR also assessed the District Quality Control (DQC) documentation and made the determination that the DQC activities employed appear to be appropriate and effective. All comments resulting from the ATR have been resolved and the comments have been closed in DrChecks<sup>sm</sup>.

SIGNATURE \_\_\_\_\_ Date \_\_\_\_\_  
Name  
ATR Team Leader  
Office Symbol/Company

SIGNATURE \_\_\_\_\_ Date \_\_\_\_\_  
Name  
Project Manager  
Office Symbol

SIGNATURE \_\_\_\_\_ Date \_\_\_\_\_  
Name  
Architect Engineer Project Manager<sup>1</sup>  
Company, location

SIGNATURE \_\_\_\_\_ Date \_\_\_\_\_  
Name  
Review Management Office Representative  
Office Symbol

**CERTIFICATION OF AGENCY TECHNICAL REVIEW**

Significant concerns and the explanation of the resolution are as follows: Describe the major technical concerns and their resolution.

As noted above, all concerns resulting from the ATR of the project have been fully resolved.

SIGNATURE \_\_\_\_\_ Date \_\_\_\_\_  
Name  
Chief, Engineering Division  
Office Symbol

SIGNATURE \_\_\_\_\_ Date \_\_\_\_\_  
Name  
Chief, Planning Division  
Office Symbol

<sup>1</sup> Only needed if some portion of the ATR was contracted

**ATTACHMENT 3: REVIEW PLAN REVISIONS**

| <b>Revision Date</b> | <b>Description of Change</b> | <b>Page / Paragraph Number</b> |
|----------------------|------------------------------|--------------------------------|
|                      |                              |                                |
|                      |                              |                                |
|                      |                              |                                |
|                      |                              |                                |
|                      |                              |                                |



**DEPARTMENT OF THE ARMY**  
MISSISSIPPI VALLEY DIVISION, CORPS OF ENGINEERS  
P.O. BOX 80  
VICKSBURG, MISSISSIPPI 39181-0080

REPLY TO  
ATTENTION OF:

CEMVD-PD-N

13 AUG 14

MEMORANDUM FOR Commander, Memphis District

SUBJECT: Feasibility Cost Sharing Agreement (FCSA) and Review Plan (RP) - Memphis Metro: Cypress Creek, Tennessee Feasibility Study

1. References:

a. Memorandum, CEMVM-PM, subject: Feasibility Cost Sharing Agreement (FCSA)-Memphis Metro: Cypress Creek, Tennessee Feasibility Study.

b. Planning Bulletin 2014-01, CECW-P, 14 March 2014, subject: Application and Compliance of SMART Planning and the 3x3x3 Rule.

c. EC 1165-2-214, Civil Works Review, 15 December 2012.

d. Memorandum, CEMCW-PC, 15 June 2007, subject: Approval of Model Feasibility Cost Sharing Agreement and Delegation of Approval and Execution Authority for Feasibility Cost Sharing Agreements for Studies of Proposed Projects That Will Require Specific Authorization, for Studies of Modifications That Are Beyond the Scope of the Existing Project Authorization, and for Studies of Projects Authorized Without a Feasibility Study.

2. As requested, our staff has reviewed the FCSA, RP, and enclosed related documents for the subject project submitted to this office on 30 June 2014. The FCSA follows the model agreement with no deviations. The RP includes agency technical review and Type I IEPR. The FCSA and RP meet the requirements as outlined in ref 1(b) and 1(c). The RP is approved, and the District should proceed as scheduled with executing the FCSA to conclude the reconnaissance phase and initiate the feasibility phase.

3. Within 14 days after execution of the FCSA, the District should email a PDF file of the executed agreement. The District

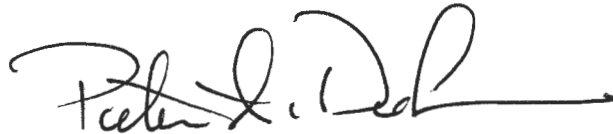


CEMVD-PD-N

SUBJECT: Feasibility Cost Sharing Agreement (FCSA) and Review Plan (RP) - Memphis Metro: Cypress Creek, Tennessee Feasibility Study

must also advise the DST of any signing ceremonies requested by the sponsor. The RP should also be posted to the District's website.

4. The MVD point of contact is Ms. Sarah Palmer, CEMVD-PD-N, at (601) 634-5910.

A handwritten signature in black ink, appearing to read "Peter A. DeLuca", with a long horizontal flourish extending to the right.

PETER A. DELUCA  
Brigadier General, USA  
Commanding

Encls