REVIEW PLAN

Cumberland City Upland Disposal, Tennessee
Preliminary Assessment and Dredge Material Management Plan

Nashville District

MSC Approval Date: 09 May 2013
Last Revision Date: 29 March 2013

US Army Corps
of Engineers ®

REVIEW PLAN

Cumberland City Upland Disposal, Tennessee
Preliminary Assessment

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1. PURPOSE AND REQUIREMENTS

a. Purpose. This Review Plan defines the scope and level of peer review for the Preliminary Assessment (PA) of the Cumberland City Upland Disposal, Tennessee, as well as the Dredged Material Management Plan (DMMP) that the PA is expected to recommend. The PA and the DMMP will be subject to different levels of review as detailed throughout this document.

b. References

(1) Engineering Circular (EC) 1165-2-214, Civil Works Review Policy, 15 Dec 2012
(2) EC 1105-2-412, Assuring Quality of Planning Models, 31 Mar 2010
(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) PMP for Cumberland City Upland Disposal, 25 November 2009
(6) District Quality Management Plan

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 Inland Navigation Center of Expertise. Should any environmental issues arise, the Eco-PCX will also be coordinated with.

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 Rivers and Harbors Act of 24 July 1946 (Public Law 525, 79th Congress, 2nd Session) authorized the U.S. Army Corps of Engineers to ensure the permanent improvement of the Cumberland River and to maintain a navigable channel. The Nashville District maintains a nine-foot deep navigation channel from Smithland, Kentucky (CRM 0.0) to Celina, TN (CRM 381.0). First, a Preliminary Assessment will be prepared which is expected to recommend the completion of a Dredged Material Management Plan (DMMP). The Decision Document is the DMMP and accompanying environmental compliance document, which documents the Federal Interest in the

economic viability of the Cumberland City By-Pass Channel (CRM 102-105) and identifies a recommended alternative. The MSC will have the final approval of the DMMP and supporting information.

b. Study/Project Description. In 1968, the Corps completed the construction of the Cumberland City Navigation By-Pass Channel. This by-pass is located at Cumberland City in Stewart County, Tennessee, between Cumberland River Miles (CRM) 102 and 105. At the upstream and downstream ends of the by-pass channel, sediment accumulates on the inside bank of the bend in the river. The Corps has been completing routine dredging of this area since the project's completion in 1968. Primarily, in-river disposal of the dredged material has been used for the maintenance of the navigation channel. In 1981, the Corps attempted to discontinue in-stream disposal and to reuse the privately-owned land where the dredged material from the creation of the channel was originally placed, but the owner of the land refused to allow this. Thus, with no upland disposal sites available, in-stream disposal of dredged materials continued. Since 1982, the U.S. Fish and Wildlife Service (USFWS) has requested the discontinuation of in-river disposal and the use of upland disposal. In 1983, an Environmental Assessment (EA) evaluated land acquisition for a newly identified upland disposal site that provided for long term disposal area. The acquisition process for the identified property was begun, but the property was never successfully acquired, thus in-stream disposal continued. Another EA was completed in 2000 describing maintenance dredging near the by-pass and in-river disposal of materials. USFWS objected to the in-river disposal, but agreed to allow the Corps to use in-river disposal one last time in 2000 given the Corps would acquire an upland disposal site for future maintenance of the navigation channel at the by-pass.

Since 2000, the channel has not been dredged because no disposal site is available. Therefore, a PA and DMMP are being developed. The scope of the maintenance dredging is routine and is similar to what has been done in the past by the Corps to maintain a navigable channel. The PA and DMMP will investigate disposal alternatives, as well as alternatives such as reclaiming the original navigation channel. At the time of the preparation of this Review Plan, it was thought the Nashville District would pursue an upland disposal alternative. Due to comments received from the MSC on the PA, the scope of alternatives will broaden.

A map of the project is shown below in Figure 1, indicating the by-pass channel and proposed areas of dredging.

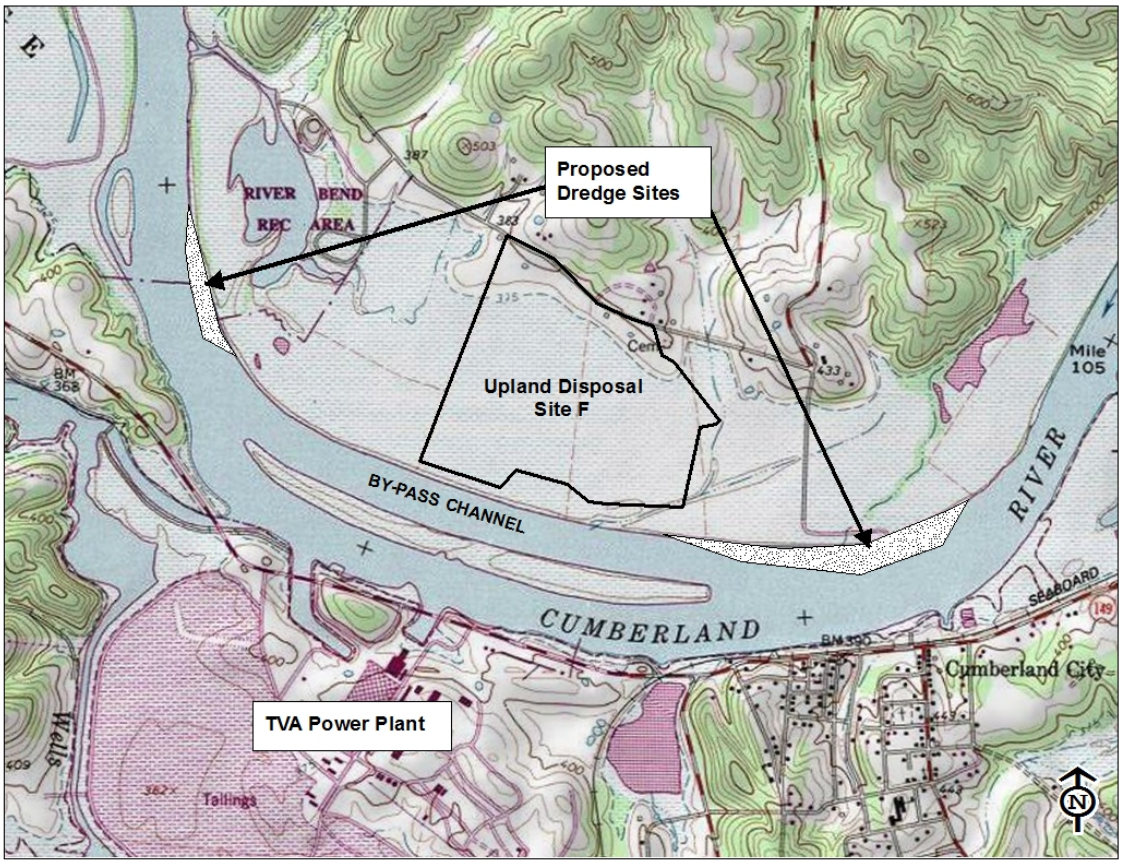

Figure 1 - Cumberland City Dredging Locations.

c. Factors Affecting the Scope and Level of Review. The PA and the DMMP will be reviewed in accordance with EC 1165-2-214. They will be subject to two separate sets of review requirements as per this review plan. The review of the Cumberland City PA will include District Quality Control (DQC) only, as the PA is not a decision document, but will likely recommend a Dredged Material Management Plan (DMMP). The DMMP will include DQC, Agency Technical Review (ATR), Policy and Legal Review, and Independent External Peer Review (IEPR). The following factors affect the scope and level of review:

- Neither the PA nor the DMMP for this dredging project are expected to present new or novel methods. Dredging and disposal are routine operations and maintenance activities. However, an IEPR Exclusion is not requested at this time because a final alternative has not been selected.
- The project scope has minor risks that will be developed more thoroughly as the project progresses and an alternative is selected. One area of uncertainty is the acquisition method for gaining ownership of an upland disposal site. Also, safety risks must be acknowledged if the original navigation channel is reclaimed.
- The project does not pose a threat to human life or to the safety assurance of human life. The alternatives under consideration include routine dredging with upland or in-water placement, no action, and relocating the navigation channel. These alternatives actually improve safety. Conversely, failure to dredge does pose a navigation safety issue as the navigation channel will become very narrow.

- There is not currently a request by the Governor of an affected state for a peer review by independent experts.
- The project could involve significant public dispute depending on the alternative selected. If the navigation channel is relocated, the Tennessee Valley Authority (TVA) could have a significant issue, as it would cause minor changes to their operations around the power plant. If dredging and disposal to an upland site is recommended, dispute may arise from the current landowner due to the acquisition of the property.
- The project is not likely to involve significant public dispute regarding the environmental or economic cost. Full environmental compliance will be achieved on any recommended plan.

d. In-Kind Contributions. No in-kind contributions are anticipated. The dredging operation study that this Review Plan covers is a full-federal responsibility; as such there is no non-federal sponsor to provide in-kind contributions. The dredging operation is in the navigation channel, which is determined to be a part of the inland waterway system that the Corps is required to maintain, fully federally funded, as per ER 1105-2-100. Significant involvement and coordination with the TVA will be required if the navigation channel is relocated.

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. Documentation of DQC will be performed in DrChecks keeping with EC 1165-2-214 and the LRD Regional Business Process as laid out in the LRD's QualTrax system. DQC in DrChecks for the Cumberland City Upland Disposal PA will consist of all substantive comments and their resolution in writing. DQC will be performed by qualified members within the Nashville District who were not involved in the study itself. DQC will be considered complete after the DQC members have signed a letter of certification, prepared by the PM. For the PA, this DQC will be sufficient review to continue onto the DMMP. The DMMP will undergo DQC with these same standards, and upon completion, the comments, their resolutions, and the letter of certification signed by the DQC reviewers will be transmitted to the ATR team. Methodology, concurrence, technical adequacy and product quality (i.e., format, grammar, spelling, consistency, computations, etc.) are obtained through periodic internal reviews by the product team and technical supervisors.

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, the PCXIN, 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 lead will be from outside the home MSC as reflected in Attachment 1.

a. Products to Undergo ATR. While ATR will not be performed on the PA, it will be exercised for the final DMMP only. The PA is a preliminary document that will be reviewed under the DQC standards specified above. It is known that the PA will recommend a Dredged Material Management Plan (DMMP) due to the lack of capacity to accommodate 20 years of dredged material storage. Therefore, as the findings of the PA will require a DMMP, only the DMMP will be subject to ATR.

b. Required ATR Team Expertise.

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 navigation and dredging of inland navigation channel projects. Preferably, the Planning reviewer also has experience with DMMP's.
Economics	The Economics reviewer will have extensive experience in the field of inland navigation benefits.
Environmental Resources	The Environmental Resources reviewer will have extensive experience in NEPA requirements.
Cultural Resources	The Cultural Resources reviewer will have extensive experience in the field of archaeology and cultural resources.
Real Estate	The Real Estate reviewer will have extensive experience with real estate actions, such as purchasing land and condemnation.
Operations	The Operations reviewer will have extensive experience with inland navigation, dredging and DMMP's.

The ATR team list is included in Attachment 1. The initial Hazardous, Toxic, and Radioactive Waste (HTRW) review of the upland site did not raise any significant HTRW issues. Should any issues arise with the selection of an alternative, an HTRW ATR team member will be added.

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 been 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 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. The Nashville District has concluded that the Dredged Material Management Plan (DMMP) does not warrant an exclusion to Type I or Type II IEPR at this point in the planning process. Because the final recommended alternative is unknown, and it could include public dispute and certain risks and uncertainty, the Nashville District is currently planning on conducting both Type I and Type II IEPR. An IEPR exclusion will be requested if the Nashville District concludes that the recommended alternative warrants an exclusion. The Review Plan will also be updated at that time.

b. Products to Undergo Type I IEPR. IEPR may be conducted on the DMMP.

c. Required Type I IEPR Panel Expertise.

IEPR Team Members/Disciplines	Expertise Required
Planning/Navigation	The Planning reviewer should be a senior water resources planner with experience in navigation and dredging of inland navigation channel projects. Preferably the Planning/Navigation reviewer also has experience with a DMMP.
Economics	The Economics reviewer will have extensive experience in the field of inland navigation benefits.
Environmental Resources	The Environmental Resources reviewer will have extensive experience in NEPA requirements.
Cultural Resources	The Cultural Resources reviewer will have extensive experience in the field of archaeology and cultural resources.
Operations	The Operations reviewer will have extensive experience with inland navigation, dredging and DMMP's.

d. Documentation of Type I IEPR. The IEPR panel will be selected and managed by an Outside Eligible Organization (OEO) per EC 1165-2-214, Appendix D. Panel comments will be compiled by the OEO and should address the adequacy and acceptability of the economic, engineering and environmental methods, models, and analyses used. IEPR comments should generally include the same four key parts as described for ATR comments in Section 5.c above. The OEO will prepare a final Review Report that will accompany the publication of the final decision document and shall:

- 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; 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.

The final Review Report will be submitted by the OEO no later than 60 days following the close of the public comment period for the draft decision document. USACE shall consider all recommendations contained in the Review Report and prepare a written response for all recommendations adopted or not adopted. The final decision document will summarize the Review Report and USACE response. The Review Report and USACE response will be made available to the public, including through electronic means on the internet.

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 home 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. Neither the PA nor the DMMP will utilize any Planning Models.

b. Engineering Models. Neither the PA nor the DMMP will utilize any Engineering Models.

10. REVIEW SCHEDULES AND COSTS

a. ATR Schedule and Cost. Only the DMMP shall undergo ATR; DQC is sufficient for the PA. As far as the ATR for the DMMP is concerned, LRN shall provide labor funding by MIPR. Funding for travel, if needed, will be provided through a government order. The Project Manager will work with the ATR Team Leader to ensure that adequate funding is available and is commensurate with the level of review needed. Any funding shortages will be negotiated on a case by case basis and in advance of a negative charge occurring. The ATR Team leader shall provide organization codes for each team member and a responsible financial point of contact (CEFMS responsible employee) for creation of labor codes. Reviewers shall monitor individual labor code balances and alert the ATR Team Leader to any possible funding shortages. The Environmental/Planner and the ATR Lead/Cultural Resources ATR reviewers will have $1700 each and the Economist will have $2500 for review. Once actual costs are determined, this RP will be revised. Until then, ATR and assistance is estimated at $6000 for the study. An estimated schedule is presented below pending approval of the Review Plan and availability of reviewers.

Task	Date
ATR of DMMP	May 6-15, 2013
Evaluate DMMP ATR	May 16-24, 2013
DMMP ATR Back Check	May 28-31, 2013

b. Type I IEPR Schedule and Cost. The Type I IEPR is expected to cost $80k. This number will be updated and refined as the IEPR execution date approaches, as the number of IEPR reviewers and level of complexity of review are dependent on the recommended alternative.

Task	Date
IEPR of DMMP	May 16-August 16, 2013
Evaluate DMMP IEPR	August 16-September 6, 2013
DMMP IEPR Back Check	September 6-September 27, 2013

c. Model Certification/Approval Schedule and Cost. There are neither planning nor engineering models used in the PA or DMMP.

11. PUBLIC PARTICIPATION

This study will include a public involvement program designed to meet NEPA requirements; solicit public and government agency input about the dredging and disposal; ensure that public and agency concerns are addressed; and keep the public and agencies involved in the development of the project. Agencies with regulatory review responsibilities will be contacted for coordination as required by applicable laws and procedures during the NEPA scoping process. The ATR team will be provided copies of public and agency comments. Also, both the Tennessee Valley Authority and the navigation industry will be involved in the development of alternatives.

12. REVIEW PLAN APPROVAL AND UPDATES

The Great Lakes and Ohio River 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 will be 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:

- Nashville District Project Manager, 615-736-7851
- Great Lakes and Ohio River Division, 513-684-3008

ATTACHMENT 1: TEAM ROSTERS

PDT Members
Position
Nashville District Project Manager
Project Engineer
Biologist
Archaeologist
Hydrology and Hydraulics
Real Estate
Real Estate

ATR Team Members		
Discipline	Organization	Credentials
ATR Lead and Plan Formulation	CESAM-PD-FP	Extensive formulation background, especially in navigation projects.
Environmental	LRP-BR-E	30+ years experience in environmental compliance work
Cultural Resources	LRP-BR-E	17 years experience with Corps; District Archaeologist
Economist	LRP-BR-E	15+ years experience with Corps, Economist
Real Estate	LRP-EC-RA	18 years real estate experience, including O&M projects
Operations	LRP-OP-MS	4 years experience with dredgins projects and BCOEs

Vertical Team
MSC – Great Lakes and Ohio River Division (LRD)
MSC Great Lakes and Ohio River Division (LRD)
MSC Great Lakes and Ohio River Division (LRD)

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[sm].

SIGNATURE _____ Date _____
Name
ATR Team Leader
Office Symbol/Company

SIGNATURE _____ Date _____
Name
Project Manager
Office Symbol

SIGNATURE _____ Date _____
Name
Architect Engineer Project Manager[1]
Company, location

SIGNATURE _____ Date _____
Name
Review Management Office Representative
Office Symbol

SIGNATURE _____ Date _____
Name
Operations
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

[1] Only needed if some portion of the ATR was contracted

ATTACHMENT 3: REVIEW PLAN REVISIONS

Revision Date	Description of Change	Page / Paragraph Number
11/14/2012	Updated ATR lead language and EC reference based on LRD comments. Updated Vertical Team POC. Added RE ATR member.	5, 6.a, pgs 11-12
1/25/13	Updated language based on LRD comments.	Entire document
2/15/2013	Updated based on comments from PCXIN	Entire document
3/29/2013	Updated based on comments from LRD. Added Ops ATR member.	Entire document

ATTACHMENT 4: ACRONYMS AND ABBREVIATIONS

Term	Definition	Term	Definition
AFB	Alternative Formulation Briefing	NED	National Economic Development
ASA(CW)	Assistant Secretary of the Army for Civil Works	NER	National Ecosystem Restoration
ATR	Agency Technical Review	NEPA	National Environmental Policy Act
CSDR	Coastal Storm Damage Reduction	O&M	Operation and maintenance
DPR	Detailed Project Report	OMB	Office and Management and Budget
DQC	District Quality Control/Quality Assurance	OMRR&R	Operation, Maintenance, Repair, Replacement and Rehabilitation
DX	Directory of Expertise	OEO	Outside Eligible Organization
EA	Environmental Assessment	OSE	Other Social Effects
EC	Engineer Circular	PCX	Planning Center of Expertise
EIS	Environmental Impact Statement	PDT	Project Delivery Team
EO	Executive Order	PAC	Post Authorization Change
ER	Ecosystem Restoration	PMP	Project Management Plan
FDR	Flood Damage Reduction	PL	Public Law
FEMA	Federal Emergency Management Agency	QMP	Quality Management Plan
FRM	Flood Risk Management	QA	Quality Assurance
FSM	Feasibility Scoping Meeting	QC	Quality Control
GRR	General Reevaluation Report	RED	Regional Economic Development
Home District/MSC	The District or MSC responsible for the preparation of the decision document	RMC	Risk Management Center
HQUSACE	Headquarters, U.S. Army Corps of Engineers	RMO	Review Management Organization
IEPR	Independent External Peer Review	RTS	Regional Technical Specialist
ITR	Independent Technical Review	SAR	Safety Assurance Review
LRR	Limited Reevaluation Report	USACE	U.S. Army Corps of Engineers
MSC	Major Subordinate Command	WRDA	Water Resources Development Act

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DIVISION, GREAT LAKES AND OHIO RIVER
CORPS OF ENGINEERS
550 MAIN STREET
CINCINNATI, OH 45202

9 May 13

CELRD-PDS-R

MEMORANDUM FOR Commander, U.S. Army Engineer District, Nashville, Attention, Russ Rote (CELRN-PM-P), Nashville District, U.S. Army Corps of Engineers, 800 Broadway, Nashville, Tennessee 37203

SUBJECT: Review Plan for Cumberland City Upland Disposal, Tennessee – Preliminary Assessment and Dredge Material Management Plan

1. The attached Review Plan (RP) for Cumberland City Upland Disposal, Tennessee – Preliminary Assessment and Dredge Material Management Plan was distributed for review to the Great Lakes and Ohio River Division for approval in accordance with EC 1165-2-214 "Civil Works Review Policy" on 26 September 2012. Significant revisions to the Review Plan were required thus elongating the revision and review process.

2. The project is located along the Cumberland City Navigation By-Pass Channel at Cumberland City in Stewart County, Tennessee, between Cumberland River Miles (CRM) 102 and 105.

3. The Rivers and Harbor Act of 24 Jul 1946 (Public Law 525, 79th Congress, 2nd Session) authorized the U.S. Army Corps of Engineers to ensure permanent improvement of the Cumberland River and to maintain a navigable channel. The Nashville District maintains a nine-foot deep navigation channel from Smithland, Kentucky (CRM 0.0) to Celina, Tennessee (CRM 381.0).

4. A Preliminary Assessment will be prepared which is expected to recommend the completion of a Dredged Material Management Plan (DMMP). The DMMP is the decision document and accompanying environmental compliance document, which documents the Federal Interest in the economic viability of the Cumberland City By-Pass Channel (CRM 102-105) and identifies a recommended alternative. The Great Lakes and Ohio River Division will have the final approval of the DMMP and supporting information.

5. The USACE LRD Review Management Organization (RMO) has reviewed the attached RP and concurs that it describes the scope of review for work phases and addresses all appropriate levels of review consistent with the requirements described in EC 1165-2-214.

6. I concur with the recommendations of the RMO and approve the enclosed RP for the Cumberland City Upland Disposal, Tennessee – Preliminary Assessment and Dredge Material Management Plan.

7. The District is requested to post the RP to its website. Prior to posting, the names of all individuals identified in the RP should be removed.

Figure 2 - LRD Approval Memo Page 1

CELRD-PDS-R
SUBJECT: Review Plan for Cumberland City Upland Disposal, Tennessee – Preliminary Assessment and Dredge Material Management Plan

8. If you have any questions or need additional information, please contact Mrs. Adrienne Gordon, P.E., PMP, CELRD-PDS-R, at (513) 684-6055.

Margaret W. Burcham

Encls
1. PCXIN Memo, dated 15 February 2013
2. Review Plan

MARGARET W. BURCHAM
Brigadier General, USA
Commanding

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Figure 3 - LRD Approval Memo Page 2