



**US Army Corps  
of Engineers®**  
Los Angeles District



---

**LITTLE COLORADO RIVER 1  
LEVEE SYSTEM  
CITY OF HOLBROOK, NAVAJO COUNTY, ARIZONA  
NLD SYSTEM ID # 3805020010**

**PERIODIC INSPECTION REPORT NO 1  
GENERALIZED EXECUTIVE SUMMARY**

**FINAL SYSTEM RATING: MINIMALLY ACCEPTABLE  
FINAL RATING DATE: MAY 06, 2015**

PERIODIC INSPECTION REPORT PREPARED BY THE  
U.S. ARMY CORPS OF ENGINEERS, SAN FRANCISCO DISTRICT  
FOR THE U.S. ARMY CORPS OF ENGINEERS, LOS ANGELES DISTRICT

SUBMITTED: DECEMBER 2014  
INSPECTED: APRIL 08, 2014

## EXECUTIVE SUMMARY

This Executive Summary provides the scope and purpose of the periodic inspection, an overview of the Little Colorado River 1 (LCR1) Levee System, a summary of major findings of the periodic inspection, and the overall levee rating.

### 1.1 Scope and Purpose of Periodic Inspection

The purpose of the LCR1 Levee System periodic inspection is to identify deficiencies that pose hazards to human life or property, and to determine design adequacy relative to present day criteria. The inspection is intended to identify the issues in order to facilitate future studies and associated repairs, as appropriate.

This assessment of the general condition of the LCR1 Levee System is based on available data and visual inspections. Detailed investigation and analysis involving hydrologic design, topographic mapping, subsurface investigations, testing, and detailed computational evaluations are beyond the scope of this LCR1 Levee System periodic inspection.

### 1.2 System Summary

The Holbrook Levee Project consists of two levee systems constructed along the Little Colorado River in the City of Holbrook, Arizona (Figure 1-1). The south/left bank of the Little Colorado River is the LCR1 Levee System and is also known as the McLaws Levee. The levee on the north/right bank of the Little Colorado River known as the Little Colorado River 2 (LCR2) Levee System and is also known as the North Levee. Both levee systems were inspected on April 8, 2014. A separate Periodic Inspection Report No. 1 has been developed for the LCR2 Levee System.

The LCR1 Levee System was federally authorized and subsequently constructed by the United States Army Corps of Engineers, Los Angeles District (USACE LAD). Construction was completed in August 1996. The LCR1 Levee System is now operated and maintained by the City of Holbrook. The National Levee Database (NLD) number for the LCR1 Levee System is 3805020010.

The LCR1 Levee System has an earthen embankment, a side-drain structure, and four utility crossings. The LCR1 Levee System begins on high ground at the eastern end of Randall Road (Station 83+14.58) and continues in a U-shape fashion before ending on high ground north of McLaws Road (Station 10+00). The LCR1 Levee System is approximately 7,315 feet (1.4 miles) in length.

### 1.3 Summary of Key Deficiencies Found

The periodic inspection of the LCR1 Levee System was conducted on April 8, 2014 by the United States Army Corps of Engineers, San Francisco District (USACE SPN). The inspection team met with the City of Holbrook City Manager, Mr. Ray Alley. During the periodic inspection, deficiencies were noted for which remedial actions are required. The following key deficiencies of the project features were noted during the periodic inspection:

Levee Embankment:

- Erosion rills were observed on the landside slope for the entire extent of the levee.
- Rodent holes were observed at several locations on the landside slope.

- Holes were observed in the access road adjacent to the riverside toe at the downstream end of the levee.

Interior Drainage System:

- No significant deficiencies were observed.

#### **1.4 Overall Rating**

On June 25, 2014, a Levee Safety Officer (LSO) outbrief meeting was held between USACE LAD, the City of Holbrook, and USACE SPN. An overall system rating of “Minimally Acceptable” was determined for the LCR1 Levee System by the USACE LAD LSO. A “Minimally Acceptable” system rating is defined as the following: “One or more items are rated Minimally Acceptable or one or more items are rated Unacceptable, and an engineering determination concludes that the Unacceptable items would not prevent the segment/system from performing as intended during the next significant runoff event.”

