Location: The project consists of maintaining a safe and dependable navigation channel 9 feet deep and not less than 300 feet wide with additional width in bends, from the mouth of the Ohio River to the mouth of the Missouri River, a distance of approximately 195 miles.

Description: Project improvements are achieved by means of dikes, revetment, construction dredging, and rock removal.

Issues: A lawsuit was filed on May 22, 2014 in the Southern District Court of Illinois by the National Wildlife Federation and four other Non-Governmental Organizations (NGOs). The complaint for Declaratory Relief was filed for:
- No construction of “new” river training structures until Supplemental Environmental Impact Statement (SEIS) is complete.
- Expand the scope of the SEIS to cover all navigation activities on the entire Upper Mississippi River System. (The current scope of the SEIS is limited to Upper Mississippi River Miles 195-0, i.e. the Regulating Works Project)
- Decision to do Site Specific EA’s while SEIS is being completed declared to be arbitrary and capricious and not in accordance with law.

Importance: The Mississippi River is an artery of commerce critical to the movement of hundreds of millions of tons of essential goods such as corn, grain, coal, petroleum, chemicals, and many other products important to the national economy.

Risk: If the injunction is ordered and Regulating Works contracts cannot be awarded until the SEIS is complete, the project will not be executed. Benefits of the project will not be realized and the completion cost and duration of the project will increase.

Consequence: Cargo valued at over $7 billion, including 300 million bushels of agricultural products and 3.8 million tons of coal could experience shipping delays that cause ripple effects and damage local economies up and down the Mississippi and Ohio Rivers.

Activities for FY 15: Carryover funds and the budgeted amount of $50,000 will be used to continue the Supplemental Environmental Impact Statement, continue with the Rock Removal Phase 2 project, and initiate construction of the Grand Tower Phase 5 dike and revetment contract.

Acquisition Strategy: Unrestricted

Amount That Could Be Used in FY 16: Carryover funds and the budgeted amount of $50,000 will be used to continue the Supplemental Environmental Impact Statement, continue with the Rock Removal Phase 2 project and construction of the Mosenthein – Ivory Landing Phase 5 Dike and Revetment contract.

Project Sponsor/Customer: This project is 100% federally funded. Stakeholders include river navigation industry, State and Federal conservation agencies, and environmental NGOs.

Congressional Interest: Senate: Blunt and McCaskill (MO) and Senators Durbin and Kirk (IL). House: Bost (IL-12), Schock, (IL-18), Shimkus (IL-15), Davis (IL-13), Luetkemeyer (MO-3) and Smith (MO-8).