

**DRAFT ENVIRONMENTAL ASSESSMENT**  
**WITH**  
**UNSIGNED FINDING OF NO SIGNIFICANT IMPACT**

**REGULATING WORKS PROJECT**  
**ELIZA POINT/GREENFIELD BEND PHASE 3**  
**MIDDLE MISSISSIPPI RIVER MILES 4-0**  
**ALEXANDER COUNTY, IL**  
**MISSISSIPPI COUNTY, MO**

**OCTOBER 2013**



**US Army Corps  
of Engineers**  
St. Louis District

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## 1. Purpose of and Need for Action

The U.S. Army Corps of Engineers St. Louis District (District) is responsible for providing a safe and dependable navigation channel, 9 feet deep and not less than 300 feet wide, with additional width in the bends as required, on the Middle Mississippi River (MMR). The MMR is defined as that portion of the Mississippi River that lies between the confluences of the Ohio and Missouri rivers (Figure 1). This is achieved through the authorized Regulating Works Project. The Regulating Works Project consists of bank stabilization and sediment management to ensure adequate navigation depth and width. Project improvements are achieved through the construction of river training structures, revetment, rock removal, and construction dredging. The Regulating Works Project is maintained through dredging and any needed maintenance to already constructed features. The long-term goal of the Regulating Works Project, as authorized by Congress, is to alleviate or eliminate the amount of annual maintenance dredging and the occurrence of vessel accidents through the construction of river training structures to provide a sustainable navigation channel and reduce federal expenditures. Since the 1970s various environmental laws, regulations, and policies have resulted in considering the environment in the design and construction of the Regulating Works Project.

The Regulating Works, Eliza Point/Greenfield Bend Phase 3 Construction Project (Eliza Point/Greenfield Bend Phase 3 Project) is needed to address repetitive channel maintenance dredging issues in the project area. Frequent dredging has been required in the area in order to address channel depth, width, and alignment issues. Without dredging, the sandbar along the left descending bank (L) between River Mile (RM) 3.0 and 2.0 causes shoaling, resulting in an unacceptable navigation approach through the U.S. Route 60/62 Bridge. Construction of river training structures would provide a sustainable alternative to repetitive maintenance dredging. Construction of the Eliza Point/Greenfield Bend Phase 3 Project is proposed to begin in 2014.

The planning of specific construction projects for the Regulating Works Project, including the Eliza Point/Greenfield Bend Phase 3 Project, requires extensive coordination with resource agency partners and the navigation industry. The U.S. Fish and Wildlife Service, Missouri Department of Conservation, Illinois Department of Natural Resources, and multiple navigation industry groups were involved in the planning of the Eliza Point/Greenfield Bend Phase 3 Project.

### **Prior Reports**

The Programmatic impacts of the District's Regulating Works Project are addressed by the 1976 Environmental Impact Statement (1976 EIS) – *Mississippi River between the Ohio and Missouri Rivers (Regulating Works)*, (USACE 1976). The Eliza Point/Greenfield Bend Phase 3 Environmental Assessment addresses site-specific impacts not covered in the 1976 EIS.



Figure 1. Project location within the Middle Mississippi River.

## 2. Alternatives Including the Proposed Action

This section describes the alternatives or potential actions that were considered as ways to address the issues with maintaining the depth, width, and alignment of the navigation channel at the Eliza Point/Greenfield Bend Phase 3 Project site. Alternatives will be described and their environmental impacts and usefulness in achieving the project objectives will be compared.

Alternative 1: No Action Alternative. The No Action Alternative consists of not constructing any new river training structures in the project area but continuing to maintain the existing river training structures. Dredging would continue as needed to address the shoaling issue in the project area to fulfill the project’s navigation purpose.

Alternative 2: Proposed Action. The Proposed Action consists of construction of a rootless dike at RM 3.0L and four bendway weirs along the right descending bank (R) at RM 2.6R, 2.5R, 2.3R, and 2.2R (see Table 1 and Figure 2 below).

Table 1. Features associated with the Proposed Action.

Location by river mile	Proposed Feature	Purpose
3.0 (L)	Construct Rootless Dike, 615 feet long. Top elevation of the dike will be 296 feet (+18 feet Low Water Reference Plane). 100 feet between tip of dike and bankline.	Needed to constrict the channel and increase capacity to transport sediment.
2.6 (R)	Construct Bendway Weir 365 feet long. Top elevation of the weir will be 263 feet (-15 feet Low Water Reference Plane).	Needed to disperse velocity across the cross section and maintain the alignment through navigation span, as well as increase capacity to transport sediment.
2.5 (R)	Construct Bendway Weir 390 feet long. Top elevation of the weir will be 263 feet.	
2.3 (R)	Construct Bendway Weir 410 feet long. Top elevation of the weir will be 263 feet.	
2.2 (R)	Construct Bendway Weir 530 feet long. Top elevation of the weir will be 263 feet.	

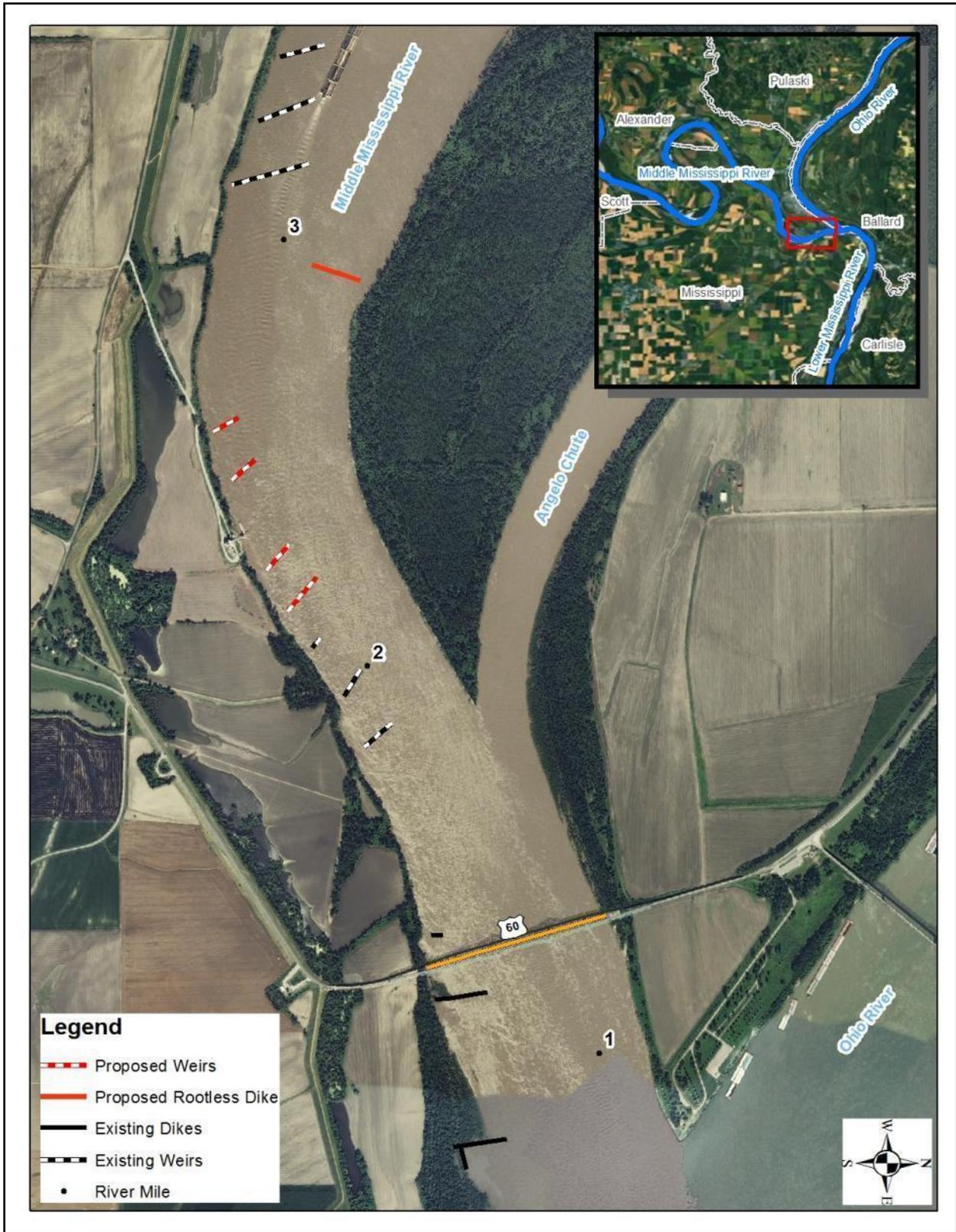


Figure 2. Features associated with the Proposed Action.

*Development of Alternatives.* In order to develop potential alternatives to address the navigation channel problems in the Eliza Point/Greenfield Bend Phase 3 Project area, the District utilized a Hydraulic Sediment Response model (HSR model). An HSR model is a small-scale physical sediment transport model used by the District to replicate the mechanics of river sediment transport. HSR models allow the District to develop multiple configurations of river training structures for addressing the specific objectives of the project in question in a cost-effective and efficient manner. The process of alternatives development using an HSR model starts with the District calibrating the model to replicate project site conditions. Various configurations of river training structures are then applied to the model to determine their effectiveness in addressing the needs of the project. For the Eliza Point/Greenfield Bend Phase 3 Project, the District utilized the Bird's Point HSR model study. The Bird's Point HSR model study analyzed 26 different configurations of bendway weirs and dikes to determine the best combinations to reduce the need for dredging, improve navigation channel alignment, and minimize environmental impacts. Ultimately, Alternative 2 as described above was determined to provide the best results for the project. Extensive coordination with navigation and natural resource agency partners was conducted during the modeling of alternatives to ensure that their concerns were incorporated into project designs. Navigation industry partner concerns about potential impacts to barge waiting areas in the vicinity of the proposed bendway weirs led to additional velocity data collection, model alternative development, and velocity modeling. Resource agency concerns about potential impacts to the sandbar along the right descending bank at the Ohio River confluence led to the elimination of proposed dike extensions in that area. Ultimately all partner concerns were satisfactorily resolved and consensus was reached on an acceptable Alternative. Detailed information on the Alternatives development process, partner agency coordination, and alternatives eliminated from further consideration can be found in the on-line Bird's Point HSR model study report:

[http://mvs-wc.mvs.usace.army.mil/arec/Reports\\_HSR\\_Model.html](http://mvs-wc.mvs.usace.army.mil/arec/Reports_HSR_Model.html)

## Summary of Environmental Consequences

The impacts of each Alternative on the human environment are covered in detail in Section 4, Environmental Consequences. Table 2 below provides a summary of the impacts of each Alternative by resource category.

Table 2. Summary of impacts of the No Action Alternative and the Proposed Action.

	<b>No Action Alternative</b>	<b>Proposed Action</b>
<b>Achievement of project objectives</b>	Does not reduce the need for repetitive maintenance dredging in the Project Area, and, therefore, does not meet the project objectives.	Is expected to reduce the amount of repetitive maintenance dredging in the Project Area, thereby reducing federal expenditures and meeting project objectives.
<b>Impacts on Stages</b>	No impacts anticipated.	No impacts anticipated at average and high flows. At low flows, current trend of decreasing stages expected to continue.
<b>Impacts on Water Quality</b>	Localized, temporary increase in suspended sediment concentrations at discharge sites.	Localized, temporary increase in suspended sediment concentrations during construction activities.
<b>Impacts on Air Quality</b>	Minor, local, ongoing impacts due to use of dredging equipment.	Temporary, minor, local impacts to air quality due to one-time use of construction equipment.
<b>Impacts on Fish and Wildlife</b>	Entrainment of fish and macroinvertebrates at dredge locations. Avoidance of dredge and disposal areas by mobile organisms. Loss of fish and macroinvertebrates at disposal sites.	Avoidance of sites during construction. No conversion of aquatic habitat to terrestrial. Increased fish and macroinvertebrate use of structure locations due to increased bathymetric, flow, and substrate diversity. Uncertain impacts on fish and macroinvertebrates at inside bend opposite of proposed bendway weir locations.
<b>Impacts on Threatened and Endangered Species</b>	May affect but not likely to adversely affect threatened and endangered species.	May affect but not likely to adversely affect threatened and endangered species.
<b>Impacts on Navigation</b>	Continued requirement for periodic maintenance dredging at rates similar to recent history. Continued barge accident rates at bridge location similar to recent history.	Reduction in the amount and frequency of periodic maintenance dredging in the project area. Reduction in barge accident rates due to improved navigation channel alignment at bridge.
<b>Impacts on Historic and Cultural Resources</b>	Impacts to historic and cultural resources unlikely.	Impacts to historic and cultural resources unlikely.

### 3. Affected Environment

This section presents details on the historic and existing conditions of resources within the project area that would potentially be affected by project-related activities. The section is broken into four resource categories: physical resources, biological resources, socioeconomic resources, and historic and cultural resources. This section does not address impacts of the Alternatives, but provides a background against which Alternatives can be compared in Section 4, Environmental Consequences.

#### Physical Resources

**Stages** - Rated gages, locations where both discharge and stage is collected and combined to create a rating curve, are good sources of long term stage and discharge data. Only three rated gages exist on the MMR: St. Louis, Chester and Thebes. Due to backwater effects from the Ohio River the gage at Thebes is not a good indicator of changes in stage over time. Throughout the period of record the two agencies that have been responsible for the collection of gage data on the MMR are the Corps of Engineers and U.S. Geological Survey (USGS). The USGS has been the primary agency responsible for stream gaging since 1933. Due to discrepancies in methodology and instrumentation used by the Corps and USGS it is impossible to analyze the entire period of record with confidence; therefore, only data collected by the USGS will be used here to describe the changes in stage for fixed discharges over time (Watson et al. 2013a; Watson et al. 2013b; Huizinga 2009; Munger et al. 1976).

Stages have been decreasing over time for flows below 200,000 cfs at the St. Louis gage (see Figure 3 below). For other in-bank flows between 200,000 cfs and 500,000 cfs there has been no change over time. There is a slight upward but statistically insignificant trend for stages at the overbank flow of 700,000 cfs. Stages at Chester for lower in-bank flows up to 200,000 cfs have decreased with time. There was no change in stages at flows of 200,000 cfs and 400,000 cfs. There was a slightly increasing trend at 300,000 cfs. For overbank flows of 500,000 cfs and 700,000 cfs, there were slight increasing trends observed at the Chester gage.

In general, at both the St. Louis and Chester gages there has been a decrease in stage over time for lower flows, no change in stages over time for flows between midbank and bankfull, and a slight increase in stages for high overbank flows (Huizinga 2009). Huizinga (2009) and Watson et al. (2013a) attributed the slight increase in out of bank flows to the construction of levees and the disconnection of the river from the floodplains. Both Watson et al. (2013a) and Huizinga (2009) observed a shift occurring in the out of bank flows in the mid-1960s and attributed it to the completion of the Alton to Gale levee system which paralleled the entire MMR. At these high flows navigation structures are submerged by 7 to 10 feet.

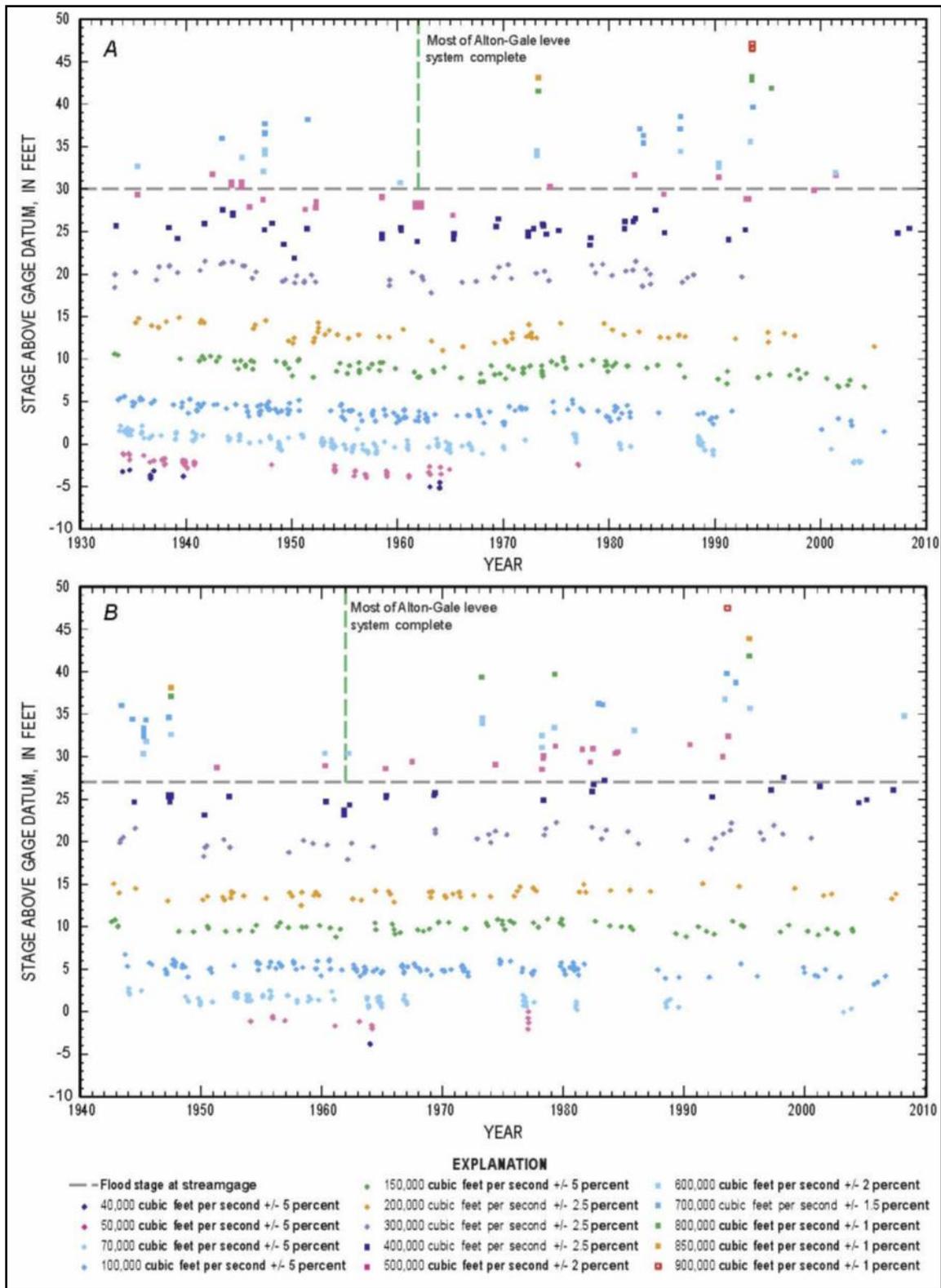


Figure 3. Stage for a given discharge range with time from measurements made at the streamgages at (A) St. Louis, Missouri, and (B) Chester, Illinois, on the Middle Mississippi River (from Huizinga 2009).

**Water Quality** – Consideration of water quality encompasses a wide range of physical, hydrologic, and biological parameters. Watershed influences, including tributary streams, point and non-point pollution sources, flow alteration due to navigation structures, and drought and flood events all influence water quality. Variations in land use practices, cover types, and watershed area will determine the level and type of sediment, nutrient, and contaminant inputs into the Mississippi River and its tributaries. The Mississippi River has a long history of water quality impairment due to contamination from industrial, residential, municipal, and agricultural sources. Recent changes in wastewater treatment laws and technologies, regulation of point source discharges, and changes in public awareness have contributed to overall improvements in water quality.

Section 303(d) of the Clean Water Act requires states to generate lists of impaired water bodies every two years. Impaired water bodies are those that do not meet state water quality standards for the water bodies' designated uses. On the 2012 303(d) list for Illinois, the Mississippi River in the vicinity of the project area was listed as impaired for fish consumption due to mercury and PCB contamination, impaired for public and food processing water supplies due to manganese concentration, and impaired for primary contact recreation due to fecal coliform bacteria contamination. The Mississippi River is not on the 2012 303(d) list for Missouri.

Illinois has fish consumption advisories for the Mississippi River for channel catfish (one meal per week), common carp (one meal per week), and sturgeon (one meal per month) due to PCB contamination. Missouri has fish consumption advisories for the Mississippi River for shovelnose sturgeon (1 per month) due to PCB and chlordane contamination, and for flathead catfish, blue catfish, channel catfish, and common carp (1 per week) due to PCB, chlordane, and mercury contamination.

**Air Quality** – The Clean Air Act requires the Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards for six criteria air pollutants: ozone, particulate matter, carbon monoxide, nitrogen oxides, sulfur dioxide, and lead. EPA regulates these pollutants by developing human health-based or environmentally-based permissible pollutant concentrations. EPA then publishes the results of air quality monitoring, designating areas as meeting (attainment) or not meeting (nonattainment) the standards. Mississippi County, Missouri and Alexander County, Illinois are designated as attainment areas for all six criteria air pollutants (USEPA 2013).

## **Biological Resources**

**Fish and Wildlife** – The changes in fish and wildlife habitat in the Mississippi River Basin that have occurred over the past 200 years are well documented. Many studies have analyzed the historic changes in habitat in the Mississippi River Basin from pre-colonization times to present day (e.g., Simons et al. 1974; UMRBC 1982; Theiling et al. 2000; WEST 2000; and Heitmeyer 2008). A variety of actions have impacted the makeup of the Mississippi River basin since colonization including urbanization, agriculture, levee construction, dam construction, and river training structure placement. Many of the changes in the Middle Mississippi River planform are attributable to improvements made for navigation including river training structure placement and associated sedimentation patterns.

An analysis of changes in river planform in the MMR was recently conducted by the District (Brauer et al. 2005; Brauer et al. 2013). The analysis utilized historic and modern maps, surveys, and aerial photography to calculate changes through time in planform width, channel width, channel surface area, side channel width, etc. The analysis demonstrates that the MMR went through a period of planform widening in the mid-nineteenth century followed by a period of planform narrowing from the end of the nineteenth century through the mid-twentieth century. The period of narrowing corresponded to the widespread use of river training structures and bank protection for navigation improvements. The first training structures were mainly permeable wooden structures which focused the river's energy into the main channel by reducing the velocities between the structures, causing sediment to deposit in channel border areas. This sediment deposition caused a significant narrowing effect on the channel. Since 1968, however, the channel width appears to have reached dynamic equilibrium with very little change (see Figure 4 below). In the 1960s, the Corps began constructing impermeable dikes primarily out of stone. The use of impermeable dikes reduced the rate of deposition between the structures when compared to the previously used permeable structures. Another change was the reduction of the design elevation of dike fields. Unlike in the past, the area between the structures did not fill with sediment, grow vegetation and become part of the floodplain. In the 43 years between 1968 and 2011 the average planform width remained relatively steady with a net reduction in average planform width of 167 feet. This was the result of the changes in structure material and elevation.

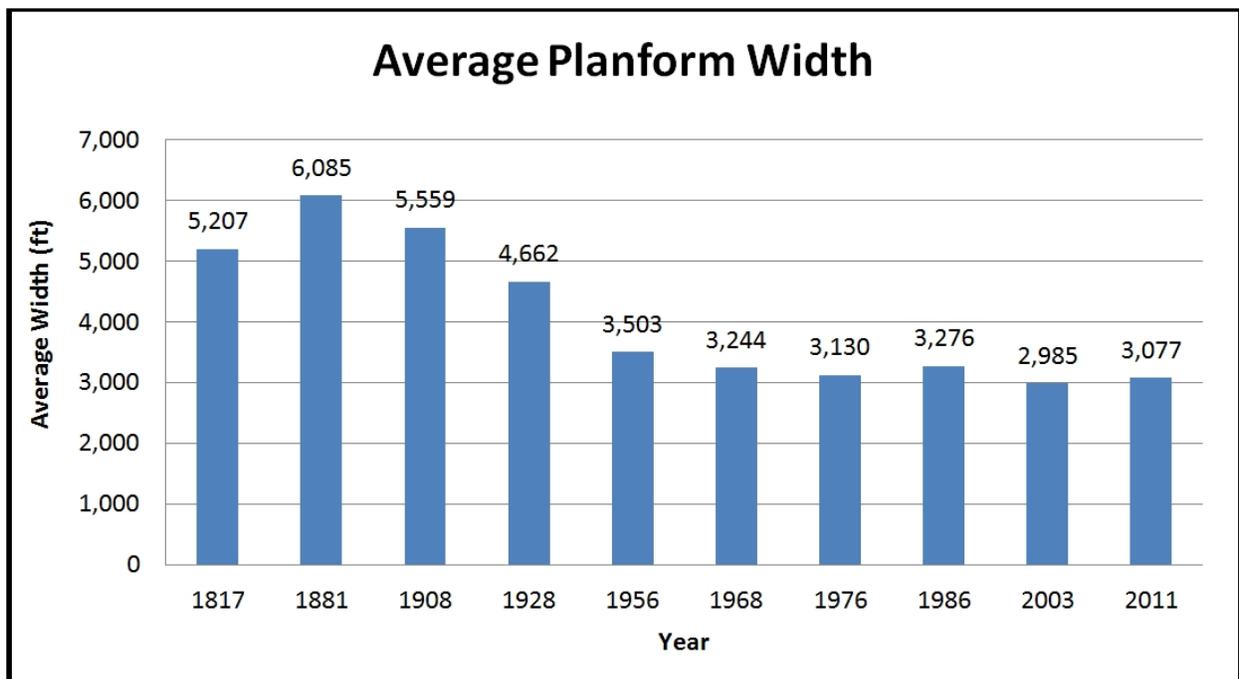


Figure 4. Average planform width of the MMR from 1817 to 2011.

In response to natural resource agency partner concerns about the potential impacts of traditional dikes on fish and wildlife habitat, the St. Louis District began to experiment with innovative dike

configurations that attempt to achieve the navigational objectives of a safe and dependable navigation channel in an environmentally sensitive manner. The District has designed and implemented many different dike configurations including notched dikes, rootless dikes, L-dikes, W-dikes, chevron dikes, multiple roundpoint structures, etc. The intent of the innovative dike designs is to provide bathymetric and flow diversity compared with the traditional structures constructed since the 1960s while maintaining the function of deepening the navigation channel. The District currently builds very few traditional wing dike structures in the MMR.

The fish community in the project area is expected to be typical of the Middle Mississippi River fish community in general. Fish community monitoring (Upper Mississippi River Restoration – Environmental Management Program Long Term Resource Monitoring Program) conducted in the vicinity (Middle Mississippi River miles 80 to 29) of the Eliza Point/Greenfield Bend Phase 3 project in main channel border areas from 2000 to 2012 collected 89 species of fish. The most commonly encountered native species included gizzard shad (*Dorosoma cepedianum*), channel catfish (*Ictalurus punctatus*), freshwater drum (*Aplodinotus grunniens*), emerald shiner (*Notropis atherinoides*), smallmouth buffalo (*Ictiobus bubalus*), channel shiner (*N. wickliffi*), white bass (*Morone chrysops*), shortnose gar (*Lepisosteus platostomus*), blue catfish (*I. furcatus*), and river carpsucker (*Carpiodes carpio*). These species accounted for approximately 70% of the fish captured, by number. Also included in the collection were 4 species of non-native fish including common carp (*Cyprinus carpio*), silver carp (*Hypophthalmichthys molitrix*), grass carp (*Ctenopharyngodon idella*), and bighead carp (*Hypophthalmichthys nobilis*). These species accounted for approximately 11% of the fish captured, by number, with the vast majority being common carp. Silver carp were likely under-represented in the collection due to the sampling methodologies employed. The area sees some commercial and recreational fishing pressure. Commercial fishermen typically target common carp, bigmouth and smallmouth buffalo, catfish, freshwater drum, and recently silver carp. Recreational fishermen typically target catfish.

Macroinvertebrates are an important part of the river ecosystem as they serve as a food source for a variety of fish and wildlife species. Common macroinvertebrate fauna encountered in the MMR consist of a variety of oligochaete worms, flies, mayflies, caddisflies, and stoneflies. Sampling by Battle et al. (2007) near Cape Girardeau, Missouri showed densities of macroinvertebrates in fine substrates downstream from wing dikes ranging from approximately 3,700 to 11,700 individuals per square meter. Sixty-eight taxa were collected from fine sediments with the dominant groups being oligochaete worms, midges, and mayflies. Densities on rocks on the upstream side of wing dikes ranged from 57,800 to 163,000 individuals per square meter. Fifty taxa were collected from rock substrate with the dominant group being caddisflies.

Macroinvertebrates were also collected from rock surfaces in bendway weir fields in the MMR at river mile 164 near Oakville, Missouri (Ecological Specialists 1997a) and at river mile 30 near Commerce, Missouri (Ecological Specialists 1997b). Twenty-nine taxa were collected at river mile 164 with caddisflies being the overwhelmingly dominant group; midges were also abundant. Density averaged 14,662 individuals per square meter. Thirty-four taxa were collected at river mile 30 with caddisflies again the overwhelmingly dominant group; midges were present but not as abundant as at river mile 164. Density averaged 16,240 individuals per square meter. Sampling conducted in sand substrate at a nearby bendway without weirs (river mile 20) yielded

7 taxa and 965 individuals per square meter with oligochaete worms being the overwhelmingly dominant group.

**Threatened and Endangered Species** - According to U.S. Fish and Wildlife Service database queries, seven federally threatened or endangered species could potentially be found in the project area (Mississippi County, Missouri and Alexander County, IL). The seven species, federal protection status, and habitat can be found in Table 3. No critical habitat is located in the project area.

Table 3. Federally listed threatened and endangered species potentially occurring in the project area.

Species	Fed Status	Habitat
Indiana bat ( <i>Myotis sodalis</i> )	Endangered	Hibernacula: Caves and mines; Maternity and foraging habitat: small stream corridors with well developed riparian woods; upland and bottomland forests
Gray bat ( <i>Myotis grisescens</i> )	Endangered	Caves and mines; forages over rivers and reservoirs adjacent to forests
Least tern (interior population) ( <i>Sterna antillarum</i> )	Endangered	Large rivers - nest on bare alluvial and dredge spoil islands
Pallid sturgeon ( <i>Scaphirhynchus albus</i> )	Endangered	Mississippi and Missouri Rivers
Fat pocketbook pearly mussel ( <i>Potamilus capax</i> )	Endangered	Rivers
Sheepnose ( <i>Plethobasus cyphus</i> )	Endangered	Shallow areas in larger rivers and streams
Decurrent false aster ( <i>Boltonia decurrens</i> )	Threatened	Recently disturbed areas within wet prairies, shallow marshes, and shores of open rivers, creeks, and lakes

## Socioeconomic Resources

### Navigation

The Middle Mississippi River is a critically important navigation corridor that provides for movement of a wide variety of commodities of local, national, and international importance. Approximately 106 million tons of cargo passed through the MMR in 2011, the most recent year with data available (USACE 2013). Food and farm products (37 million tons), coal (26 million tons), crude materials (14 million tons), fertilizers (12 million tons), and petroleum products (10 million tons) accounted for the majority (93%) of shipments in 2011.

Repetitive channel maintenance dredging occurs regularly in the project area between river miles 3 and 2 and below the U.S. Route 60/62 Bridge (see Figure 5). The area between river miles 3 and 2 has required dredging five times since 2000 at an average cost of \$235,000 per dredging event. The area below the bridge has required dredging 6 times since 2000 at an average cost of \$290,000 per dredging event.

River conditions in the area can also make navigation under the U.S. Route 60/62 Bridge hazardous. Commercial navigation accident data from the U.S. Coast Guard shows accident rates of 5.4 per year at the bridge. Accident rates in nearby areas average less than one per year per river mile. Velocity patterns upstream of the bridge result in unacceptable navigation approach conditions at certain water levels leading to high rates of collision with the bridge.

### **Historic and Cultural Resources**

During the summer of 1988 when the Mississippi River was at one of its lowest levels on record, the St. Louis District Corps of Engineers conducted an aerial survey of exposed wrecks between Saverton, Missouri, and the mouth of the Ohio River. The nearest observed wreck to the project area was located approximately thirty-one miles upstream. Photographic imagery taken of the entire river during the low water event shows the proposed location of Dike 3.0L fully exposed with no indication of any wreck or artificial construction. Imagery from the 2012 low water event similarly shows no visible artificial features.

As part of a 2003 USACE study, archival research documented over seven hundred wrecks in the Middle Mississippi. Six vessels are recorded as having been wrecked in the immediate vicinity of the project area. All the wrecks are recorded as being on the left bank opposite of the bendway weirs and downstream of proposed Dike 3.0L.

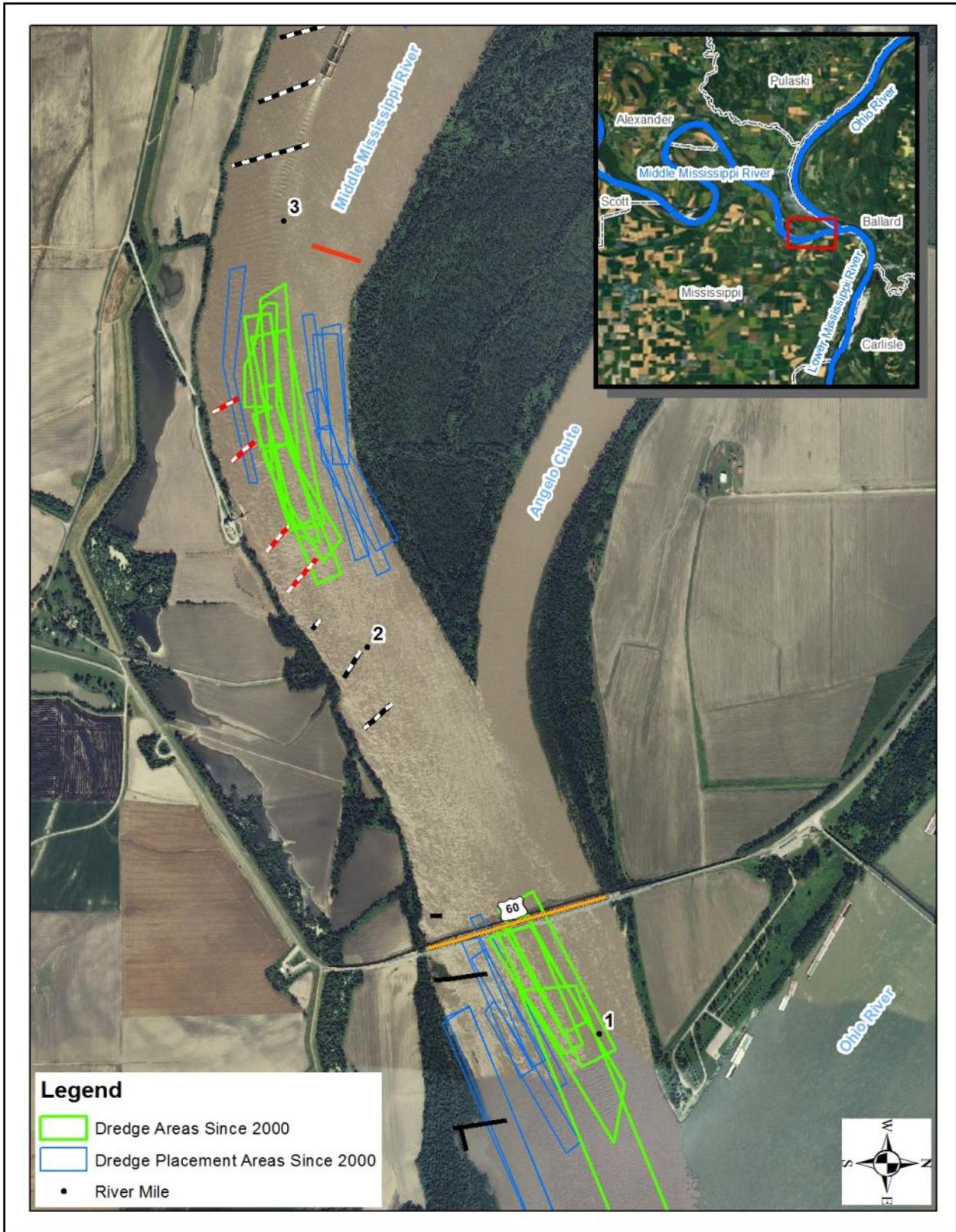


Figure 5. Repetitive dredging areas in the vicinity of the Project since 2000.

## 4. Environmental Consequences

The Environmental Consequences Section of this report details the impacts of the Alternatives on the human environment. The section is organized by resource, in the same order in which they were covered in Section 3, Affected Environment. Within each resource category, impacts will be broken out by Alternative. The No Action Alternative consists of not constructing any new river training structures in the project area but continuing to maintain the existing river training structures. Dredging would continue at levels similar to recent history as needed to address the shoaling issue in the project area. The Proposed Action consists of construction of a rootless dike at RM 3.0L and four bendway weirs at RM 2.6R, 2.5R, 2.3R, and 2.2R.

### Physical Resources

#### Stages

*Impacts of the No Action Alternative on Stages* – Stages in the vicinity of the project area and the Middle Mississippi River would be expected to be similar to current conditions under the No Action Alternative.

*Impacts of the Proposed Action on Stages* – With implementation of the Proposed Action, stages at average and high flows both in the vicinity of the project area and on the Middle Mississippi River are expected to be similar to current conditions. An abundance of research has been conducted analyzing the impacts of river training structures on water surfaces dating to the 1940s. This research has analyzed historic gage data, velocity data, and cross sectional data. Physical and numerical models have also been used to determine the effects of dikes on water surfaces. It should be noted that some published research supports the contention that river training structures raise flood heights. A summary of research on the effects of river training structures on flood heights can be found in Appendix A. Based on an analysis of this research by the Corps and other external reviewers, the District has concluded that river training structures do not affect water surface elevations at higher flows.

With respect to water surface elevations at low flows, analysis of the data shows a trend of decreasing stages over time. This decrease could be a result of river training structure placement and/or a decrease in the sediment load in the river due to construction of reservoirs on Mississippi River tributaries (Huizinga 2009). The same conclusion regarding decreasing stages at low flows was reached in the 1976 Regulating Works EIS (USACE 1976). The 1976 EIS concluded that, as a result of stage decreases, many of the remaining side channels in the MMR might be lost at some point in the future due to sedimentation. While much research has been performed on the impacts of river training structures at high flows, similar research has not been performed on the impacts at low flows. However, since the 1976 EIS, there has been an increasing recognition of the importance of side channel habitat on the MMR and increased emphasis on side channel restoration. Through the District's Biological Opinion Program ([http://mvs-wc.mvs.usace.army.mil/arec/Bio\\_Op.html](http://mvs-wc.mvs.usace.army.mil/arec/Bio_Op.html)), Avoid and Minimize Program (<http://mvs-wc.mvs.usace.army.mil/arec/AM.html>), innovative river training structure design, and other restoration initiatives, side channel restoration and preservation on the MMR has occurred and will continue to occur for the foreseeable future, resulting in a substantial preservation of the side channels that existed in 1976. While the Proposed Action may have

some effect on water surface elevations at lower flows resulting in some impact to side channels, these impacts are being minimized through other USACE programs, which have currently seen success in restoring and preserving side channels affected by river training structures.

### **Water Quality**

*Impacts of the No Action Alternative on Water Quality* – Periodic dredging activities would continue to cause re-suspension of river sediments at the point of discharge, causing turbidity, increased suspended sediment concentration, and decreased light penetration. The impact would be localized and would dissipate quickly. Dredged sediments in the area are typically sand with little associated fines and would, therefore, not be expected to release contaminants into the water column at concentrations that alone or in combination with other contaminants would cause toxic effects to aquatic organisms.

*Impacts of the Proposed Action on Water Quality* – Construction activities would cause temporary increases in turbidity and suspended sediment concentrations in the immediate vicinity of the structure locations. The impact would be localized and would dissipate quickly. Sediments in the area are typically sand with little associated fines and would, therefore, not be expected to release contaminants into the water column at concentrations that alone or in combination with other contaminants would cause toxic effects to aquatic organisms.

The proposed structures are designed to change the sedimentation patterns in the project area and would, therefore, cause some minor temporary changes in the suspended sediment concentration in the immediate area. Limestone material used for construction could potentially affect local water chemistry (e.g., alkalinity, hardness, and pH). However, given the prevalence of limestone in the watershed geology and the quick dissipation of any associated fine materials in the water column, the impact is likely to be negligible.

The District is currently in the process of obtaining authorization for the project under sections 404 and 401 of the Clean Water Act. All permits necessary for completion of the project will be obtained prior to project implementation.

### **Air Quality**

*Impacts of the No Action Alternative on Air Quality* – Air quality in the vicinity of the project area would be expected to be similar to current conditions. Equipment used for repetitive dredging activities would generate emissions on an occasional, ongoing basis from the use of petroleum products. Impacts would be minor and local in nature.

*Impacts of the Proposed Action on Air Quality* – Air quality in the vicinity of the project area would be expected to be similar to current conditions. Equipment used for construction activities would generate emissions from the use of petroleum products but impacts would be temporary, minor, and local in nature.

## **Biological Resources**

### **Fish and Wildlife**

*Impacts of the No Action Alternative on Fish and Wildlife* – Periodic maintenance dredging and dredged material disposal operations would have the potential to affect fish and wildlife

resources through direct removal of individual organisms (entrainment) at the dredging site. The degree to which fish and wildlife resources are impacted is largely a factor of the density of the organisms in the area of the dredge cut at the time of dredging operations. Macroinvertebrate densities tend to increase with greater sediment stability, lower water velocities, and higher silt and organic matter concentrations (Galat et al. 2005). Given the shifting nature of the sediments, high water velocities, and low silt concentrations in the main channel of the MMR, the area is not ideal habitat for colonization by bottom-dwelling macroinvertebrates (Koel and Stevenson 2002; Sauer 2004), but likely provides habitat for low densities to exist. Various fish species likely utilize the habitat as well and could be impacted at dredge sites. The Corps' Engineer Research and Development Center published a Technical Note in 1998 that summarized existing literature regarding potential impacts to aquatic organisms from dredging operations (Reine and Clarke 1998). Fish entrainment rates varied widely among species and studies and were reported as ranging from <0.001 to 0.594 fish/cubic yard of material dredged.

The St. Louis District recently contracted a dredge monitoring study for the Chain of Rocks East Canal Levee Project (Blodgett 2010). The project involved the use of sand dredged from the main channel of the MMR for construction of a seepage berm on the Chain of Rocks Canal Levee. Because there was concern that dredging operations could entrain endangered pallid sturgeon in the project area, monitoring of dredged material was conducted to quantify impacts of dredging operations on the fish community. A total of approximately 800,000 cubic meters of material was dredged during the project, and fish entrainment monitoring was conducted during approximately 15% of the operation. No pallid sturgeon were captured during the study. Nine shovelnose sturgeon and 38 other fish representing 6 species were captured during the study.

Aside from direct impacts from dredge entrainment, fish and wildlife could also be impacted directly by disposal of dredged material. Organisms in the vicinity of the disposal area could be affected by changes in water quality including increased suspended solids and could be covered by settling sediments. Increased suspended solids in the water column could cause abrasion of body and respiratory surfaces. Most mobile organisms in the vicinity of the disposal location, however, would likely avoid the area during dredging operations. Changes in water quality would be short-lived and localized in extent.

Recovery of fish and wildlife resources at the dredge and disposal location occurs over a period of weeks, months, or years, depending on the species in question (USACE 1983). Areas with unstable sediment such as those in the main channel of the MMR are much more likely to have associated fish and wildlife species more adapted to physically stressful conditions and, therefore, would be more likely to withstand stresses imposed by dredging and disposal and recover more quickly (USACE 1983).

In summary, the amount of dredging going forward would remain similar to what has been experienced recently. Dredging impacts would include potential entrainment of aquatic species as well as behavioral changes associated with noise and turbidity levels. Some mortality of individual fish and invertebrates would be anticipated. Overall impacts to the fish and invertebrate communities in the project area would be expected to be localized, minor, and short-term in nature.

### *Impacts of the Proposed Action on Fish and Wildlife*

**Dike Effects** – The hydrodynamics around training structures are complex and vary greatly depending upon the type of training structure in question and where it is located within the river channel. A traditional wing dike constructed perpendicular to flow and tied in to the river bank would be expected to deepen the adjacent navigation channel, cause a scour hole to develop at the dike tip, and cause sediment accretion downstream from the structure near the river bank. Shields (1995) studied 26 groups of traditional dikes in the Lower Mississippi River and determined that the aquatic volume and area of associated low-velocity habitat (important aquatic habitat) were reduced by 38% and 17%, respectively. Most of the changes occurred shortly after construction, and after initial adjustment, habitat area and volume fluctuated about a condition of dynamic equilibrium. As detailed in Section 3 above, dike construction on the MMR has, historically, caused a narrowing of the river planform over time due to this sediment accretion process followed by growth of terrestrial vegetation. However, the analysis of changes in river planform in the MMR recently conducted by the District (Brauer et al. 2005; Brauer et al. 2013) demonstrates that channel widths in the MMR appear to have reached a state of dynamic equilibrium where very little conversion to terrestrial habitat is occurring subsequent to river training structure placement. In addition, innovative structures such as the proposed rootless dike are intended to provide bathymetric diversity, flow refuge, and split flow conditions that differ from traditional wing dikes. Based on the Bird's Point HSR model study and District experience with similar river training structures, the rootless dike is expected to deepen the adjacent navigation channel, create bathymetric diversity in the immediate vicinity of the structure, provide flow refuge immediately downstream, and create split-flow conditions at certain river stages.

Regardless of the specific configuration of the river training structures utilized, rock structures can provide improved habitat for fish by providing areas of reduced flow, a more diverse substrate, and additional cover. In addition, they can provide more suitable substrate for a wide variety of benthic organisms. Barko et al. (2004) found that species richness was greatest at wing dikes in the Middle Mississippi River for both adult and age-0 fishes when compared with main channel borders. However, they did find differences in species composition. Hartman and Titus (2009) studied dikes and reference sites on the Kanawha River, West Virginia and found that fish used dikes as much as or more than sites without dikes and that differences in taxonomic composition occurred. A study of larval fish use of dike structures on the Kanawha River found significantly higher capture rates of larval fish at dike sites than at reference sites (Niles and Hartman 2009). The difference in capture rates was attributed to reduced velocities provided by dikes. On the Upper Mississippi River, Madejczyk et al. (1998) found that fish abundance and diversity measures differed little among channel border habitat types in Pool 6, but significantly larger fish were present at locations with structure (wing dikes, woody snags) than at sites with bare shorelines. Riprapped shorelines had fish assemblages different from those in river sections containing only instream artificial rocky structures. Similar results were found in Pool 24 by Farabee (1986) where revetted main channel border sites had higher fish abundance than natural shorelines and larger revetment stone supported larger numbers of fish than small, tightly packed revetment stone. On the Lower Mississippi River, Pennington et al. (1983) found that the number of fish species taken from natural and revetted banks were similar. However, the relative abundance of individual species was different in the two habitats.

Limited sampling conducted by the St. Louis District at an offset dike field in the MMR at RM 60.0 to 57.5 (USACE 2012) showed an increase in bathymetric, flow, and sediment diversity from pre-construction to post-construction and showed similar fish community composition pre- and post-project. Schneider (2012) investigated fish community and habitat changes associated with chevron dike construction in the MMR St. Louis Harbor and found increased fish use and increased habitat diversity associated with chevrons dikes as compared to pre-construction conditions and open water control sites.

In summary, the proposed rootless dike is not expected to result in a loss of aquatic habitat due to sedimentation and conversion to terrestrial habitat. The structure is expected to increase bathymetric, flow, and sediment diversity in the immediate vicinity of the structure. Fish response to these changes in habitat is difficult to predict quantitatively, but, based on prior studies, fish use of the area may increase after construction related disturbance ends.

**Bendway Weir Effects** - Bendway weirs are designed to reduce dredging requirements in river bends by controlling point bar development (Davinroy 1990). They consist of a series of low-level submerged dikes (top elevation 15 feet below the low water reference plane) constructed around the outer edge of a river bend. Each bendway weir is angled 30 degrees upstream of perpendicular to divert flow, in progression, toward the inner bank. The result is hydraulically controlled point bar development, reduced erosion of the outside bank, and a wider and safer navigation channel.

While providing benefits for navigation and channel maintenance, bendway weirs also provide complex habitat for macroinvertebrate and fish communities. Extreme main channel water depths found at outside bends without bendway weir fields are thought to be of little fisheries value (Baker et al. 1991). The bendway weir fields themselves provide a more heterogeneous environment than the surrounding homogenous sand substrate, resulting in greater species richness and diversity of benthic invertebrates (Ecological Specialists, Inc. 1997a, 1997b).

Hydroacoustic surveys of fishes were conducted by Kasul and Baker (1996) in four river bends of the Middle Mississippi River between Cairo, Illinois, and Cape Girardeau, Missouri (River Miles 2-50). Comparisons of fish density based on the hydroacoustic surveys suggested that bendway weirs increased the local abundance of fishes in affected areas of the river channel more than two-fold when compared to bends without weirs.

While the presumed benefits of bendway weir fields on fish communities at outside bends are acknowledged by natural resource agency partners, there is also concern that there may be an associated negative impact on fish communities at the adjacent inside bend point bar. The effects of bendway weirs on point-bar fishery habitat were studied on the Lower Mississippi River (Schramm et al. 1998) by comparing the changes in late-falling and low-river stage electrofishing catch rates of prevalent fishes before (1994) and after (1996) installation of bendway weirs at Victoria Bend relative to the changes in catch rates of the same fishes at Rosedale Bend, a nearby reference site without bendway weirs. Large interyear variation in catch rates was observed and, for most prevalent species, catch rates declined from 1994 to 1996 in sandbar habitats. However, significant declines in catch rates of prevalent species at Victoria Bend relative to changes in catch rates at the reference site were only noted for gizzard shad.

Conversely, catch rates of goldeye, channel catfish, and flathead catfish at sandbar habitat during late-falling river stage significantly declined from 1994 to 1996 at Rosedale Bend while catch rates remained similar at Victoria Bend. Based on this limited study, the bendway weirs appeared to reduce gizzard shad abundance but, at certain river stages, may have improved habitat conditions for threadfin shad, goldeye, channel catfish, and flathead catfish.

In order to attempt to address resource agency partner concerns about the potential impacts of bendway weir fields on inside bend point bar habitat, the District completed a study in 2011 entitled “*Analysis of the Effects of Bendway Weir Construction on Channel Cross-Sectional Geometry*” (USACE 2011). The study utilized bathymetric data collected before and after weir construction at 21 bendways in the MMR and one in Pool 24. The bathymetric data were used to analyze the cross-sectional changes in channel bed geometry associated with the bendway weirs. Area, width, wetted perimeter, and slope were compared pre- to post-weir installation. The inner bend longitudinal slope was of particular interest due to concerns that the slopes were increasing, threatening shallow water habitat. The study showed that channel width at Low Water Reference Plane (LWRP) increased for 77% of the cross sections with an average increase of approximately 330 ft. The average slope decreased for 59% of all cross sections, with an average decrease of 1.27 ft. per 100 ft. The study concluded that bendway weirs are largely achieving their primary goal of widening the navigable portion of the channel without a serious detrimental effect on inside bar slopes.

The proposed placement of four bendway weirs in the project area is expected to improve fish and macroinvertebrate habitat in the outside bend by providing substrate diversity, flow refuge, and increased macroinvertebrate colonization surface area. The impacts on fish and macroinvertebrate habitat on the inside bend opposite the bendway weirs are uncertain. Studies to date do not provide conclusive results for predicting fish or macroinvertebrate community response to bendway weir placement at adjacent inside bends.

### **Threatened and Endangered Species**

A programmatic (Tier I) consultation (USACE 1999), conducted under Section 7 of the Endangered Species Act, considered the systemic impacts of the operation and maintenance of the 9-Foot Channel Navigation Project on the Upper Mississippi River System and addressed listed species as projected 50 years into the future (USFWS 2000). The consultation did not include individual, site specific project effects or new construction. It was agreed that site specific project impacts and new construction impacts would be handled under separate Tier II consultation. Although channel structure impacts were covered under the Tier I consultation, other site and species specific impacts could occur. As such, the Eliza Point/Greenfield Bend Phase 3 Project required Tier II consultation. Accordingly, the District has prepared a Tier II Biological Assessment to determine the potential impacts of the project on federally threatened and endangered species. As outlined in the Biological Assessment in Appendix B, the determination has been made that the Proposed Action is not likely to adversely affect federally threatened or endangered species.

Although the bald eagle was removed from the federal list of threatened and endangered species in 2007, it continues to be protected under the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act (BGEPA). The BGEPA prohibits unregulated take of bald eagles,

including disturbance. The U.S. Fish and Wildlife Service developed the National Bald Eagle Management Guidelines (USFWS 2007) to provide landowners, land managers, and others with information and recommendations regarding how to minimize potential project impacts to bald eagles, particularly where such impacts may constitute disturbance. No bald eagle nest trees are known to occur in the immediate vicinity of the project area at this time. If any nest trees are identified in the project area, the National Bald Eagle Management Guidelines will be implemented to minimize potential project impacts and appropriate coordination with the U.S. Fish and Wildlife Service will be conducted.

## **Socioeconomic Resources**

### **Navigation**

*Impacts of the No Action Alternative on Navigation* – With the No Action Alternative, the safety of the navigation channel would continue to be an issue going forward with high accident rates at the U.S. Route 60/62 Bridge. Periodic maintenance dredging activities would be expected to continue at a rate similar to recent history. Dredging costs in the project area over the past 12 years have averaged approximately \$185,000 per year. These expenditures would be expected to continue in the future.

*Impacts of the Proposed Action on Navigation* – Implementation of the Proposed Action is expected to reduce the amount and frequency of dredging necessary in the project area. In addition, navigation conditions would be enhanced due to improved approach conditions at the U.S. Route 60/62 Bridge. Accident rates would be expected to decrease in the area. The estimated cost of the Proposed Action is \$1,000,000.

## **Historic and Cultural Resources**

*Impacts of the No Action Alternative on Historic and Cultural Resources* – Continued dredging operations under the No Action Alternative would not be anticipated to impact any known historic and cultural resources in the project area. Any undocumented historic and cultural resources that may have existed in the project area likely would have been destroyed by previous dredging activities. Future maintenance dredging under the No Action Alternative would likely occur in the same locations as previous dredging, and, therefore, would be unlikely to impact undocumented historic and cultural resources.

*Impacts of the Proposed Action on Historic and Cultural Resources* – All of the proposed river training structures would be constructed via barge, without recourse to land access. Therefore, any impact would be limited to submerged cultural resources. Primary among these are historic period shipwrecks. Given the continual river flow and associated sedimentary erosion, deposition and reworking, it is highly unlikely that any more ephemeral cultural material remains on the river bed. This is particularly true for the right bank of the Greenfield Bend which in the nineteenth century was notorious for its rapid erosion.

Given the features' construction method (with no land impact), the previous disturbance of the riverbed, the heavy erosion recorded for the location in the nineteenth century, and the lack of any survey evidence for extant wrecks, the proposed undertaking will likely have no significant effect on cultural resources. Both the Missouri and Illinois State Historic Preservation Officers

(SHPOs) concurred that the proposed actions would not affect listed or eligible historic properties. Copies of the correspondence letters are included in Appendix C. However, if cultural resources were to be encountered during construction, all work would stop in the affected area and consultation would take place.

Twenty-eight federally recognized tribes affiliated with the St. Louis District were consulted and no objections to the project were raised. A copy of the consultation letter is included in Appendix C.

### **Cumulative Impacts**

Council on Environmental Quality (CEQ) regulations define cumulative impacts as “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.” (40 CFR §1508.7). In order to assist federal agencies in producing better cumulative impact analyses, CEQ developed a handbook, “Considering Cumulative Effects under the National Environmental Policy Act” (CEQ 1997). Accordingly, the Eliza Point/Greenfield Bend Phase 3 EA cumulative impact analysis generally followed the steps laid out by the handbook.

As summarized in Table 4 below, the cumulative impact analysis involved determining the incremental impact of the Project Alternatives on resources in the area in the context of all of the other past, present, and reasonably foreseeable future actions that might also impact each resource category. The analysis looked beyond the footprint of the project area and beyond the Middle Mississippi River to include impacts to the resources throughout the Upper Mississippi River watershed. Clearly the human environment in the Middle Mississippi River and the Upper Mississippi River watershed has been, and will continue to be, significantly impacted by a wide range of stressors. The Regulating Works Project, in combination with the other stressors throughout the watershed, has had past impacts, both positive and negative, on the human environment. However, this analysis is meant to characterize the incremental impact of the current action in the broader context of other actions affecting the same resources. Although past actions associated with the Regulating Works Project have impacted these resources, the current method of conducting business for the Project – involving partner agencies throughout the planning process, avoiding and minimizing impacts during the planning process, and utilizing innovative river training structures to provide habitat diversity while still providing benefits to the navigation system – has been successful in accomplishing the desired effect of avoiding significant environmental consequences. Although our understanding of the processes and stressors that bear upon the resources of the Middle Mississippi River continues to evolve, an equilibrium in habitat conditions appears to have been reached. Accordingly, no significant impacts to the human environment are anticipated for the Regulating Works Eliza Point/Greenfield Bend Phase 3 Construction Project.

Table 4. Summary of cumulative impacts.

<b>Resource</b>	<b>Past Actions</b>	<b>Present Actions</b>	<b>Future Actions</b>	<b>No Action Alternative</b>	<b>Proposed Action</b>
<b>Stages</b>	Flows and stages impacted by watershed land use changes, levee construction, mainline and watershed dam construction, consumptive water use, climate change	Continued impacts due to land use changes in watershed, consumptive water use, levee construction, climate change	Continued impacts due to land use changes in watershed, consumptive water use, levee construction, climate change	No impacts on stages anticipated	No impacts on stages anticipated at average and high flows. At low flows, current trend of decreasing stages expected to continue.
<b>Water Quality</b>	Increasing human populations and industrialization result in increased water quality problems. Establishment of Clean Water Act, NEPA, USEPA, state environmental agencies and associated regulations greatly improve conditions.	Continued population growth and development result in increased potential for water quality impacts. Continued regulation enforcement and societal recognition prevent water quality degradation.	Continued regulation enforcement and societal recognition. Continued population growth and development result in increased potential for water quality impacts.	Localized, temporary increase in suspended sediment concentrations at dredge material discharge sites	Localized, temporary increase in suspended sediment concentrations during construction activities
<b>Air Quality</b>	Increasing human populations and industrialization result in deterioration of air quality. Establishment of Clean Air Act, NEPA, USEPA, air quality standards improve conditions. Attainment status in Project Area.	Continued population growth and development result in increased potential for air quality impacts. Continued regulation enforcement and societal recognition. Continued attainment status in Project Area.	Continued population growth and development result in increased potential for air quality impacts. Continued regulation enforcement and societal recognition. Continued attainment status in Project Area.	Occasional and ongoing minor and local impacts due to use of dredging equipment	Temporary, minor, local impacts to air quality due to one-time use of construction equipment

Table 4. (cont.)

Resource	Past Actions	Present Actions	Future Actions	No Action Alternative	Proposed Action
<b>Fish and Wildlife (including threatened and endangered species)</b>	<p>Transformation of river system from natural condition to pooled lock and dam system; in MMR, loss of floodplain habitat due to levees, agriculture, urbanization; loss of natural river habitat – loss of dynamic habitat due to river channel being stabilized with dikes/revetment; dredging impacts; USACE, other federal, state, and private habitat restoration and land mgmt programs implemented to try to reverse habitat loss; introduction of exotic species/reduced native species biomass; implementation of innovative river training structures to provide habitat diversity; recognition of T&amp;E species through Endangered Species Act; listing of multiple T&amp;E species in MMR; implementation of District Biological Opinion Program and Avoid and Minimize Program</p>	<p>Maintenance of current habitat conditions due to maintenance of lock and dam system and maintenance of existing dikes/revetment; continued use of innovative river training structures to provide habitat diversity; habitat restoration and land mgmt through USACE, other federal, state, and private programs; habitat changes associated with recent and current innovative dike construction; maintenance of current floodplain habitat conditions due to continued agriculture use/ maintenance of existing levees/ urbanization; dredging impacts; native species continue to be impacted by exotic species; continued implementation of Biological Opinion Program</p>	<p>Continued maintenance of habitat conditions due to maintenance of lock and dam system and maintenance of existing dikes/revetment; continued use of innovative river training structures to provide habitat diversity; continued habitat restoration and land mgmt through USACE, other federal, state, and private programs; maintenance of current floodplain habitat conditions due to continued agriculture use/ maintenance of existing levees/ urbanization; new exotic species likely to be introduced; continued implementation of Biological Opinion Program and Avoid and Minimize Program</p>	<p>Entrainment of some fish and macroinvertebrates at dredge locations; avoidance of dredge and disposal areas by mobile organisms; some loss of fish and macroinvertebrates at disposal sites; may affect but not likely to adversely affect threatened and endangered species</p>	<p>Avoidance of sites during construction; no conversion of aquatic habitat to terrestrial; increased fish and macroinvertebrate use of structure locations due to increased bathymetric, flow, and substrate diversity; Uncertain impacts on fish and macroinvertebrates at inside bend opposite of proposed bendway weir locations. May affect but not likely to adversely affect threatened and endangered species</p>

Table 4. (cont.)

<b>Resource</b>	<b>Past Actions</b>	<b>Present Actions</b>	<b>Future Actions</b>	<b>No Action Alternative</b>	<b>Proposed Action</b>
<b>Navigation</b>	1927 River and Harbor Act authorized USACE to provide 9-foot Nav channel on MMR; USACE transformed free-flowing Mississippi River system into navigable waterway with 37 lock and dam complexes, some dredging, dikes, revetment; growth of port facilities and inland waterways and traffic throughout Mississippi River system provided for movement of commodities with local, national, and international importance	Operation of lock and dam system continues; traditional and innovative stone dike, revetment construction, rock removal, and dredging continue to provide safe and dependable navigation channel; navigation continues to be an important part of local / national / international transportation and commerce activities	Operation of lock and dam system continues; traditional and innovative stone dike, revetment construction, rock removal, and dredging continue to provide safe and dependable navigation channel; navigation continues to be an important part of local / national / international transportation and commerce activities	Continued requirement for periodic maintenance dredging at rates similar to recent history. Continued barge accident rates at bridge location similar to recent history.	Reduction in the amount and frequency of periodic maintenance dredging in the project area. Reduction in barge accident rates due to improved navigation channel alignment at bridge.
<b>Historic and Cultural Resources</b>	Historic and cultural resources subjected to natural processes and manmade actions (e.g., erosion, floodplain development); recognition of importance of historic and cultural resources through National Historic Preservation Act (and others)	Historic and cultural resources continue to be impacted by human activities as well as natural processes; continued societal recognition of importance of historic and cultural resources	Historic and cultural resources continue to be impacted by human activities as well as natural processes; continued societal recognition of importance of historic and cultural resources	Impacts to historic and cultural resources unlikely.	No known historic resources would be affected. Impacts to unknown historic and cultural resources unlikely.

## Mitigation

Mitigation measures are used to avoid, minimize, or compensate for adverse impacts to environmental resources. The Eliza Point/Greenfield Bend Phase 3 Project has avoided and minimized adverse impacts throughout the project development process. No adverse impacts have been identified that would require compensatory mitigation.

## 5. Relationship of Proposed Action to Environmental Requirements

<b>Federal Policy</b>	<b>Compliance Status</b>
Bald Eagle Protection Act, 16 USC 668-668d	Full
Clean Air Act, 42 USC 7401-7542	Full
Clean Water Act, 33 USC 1251-1375	Partial 1*
Comprehensive Environmental Response, Compensation, and Liability Act, 42 USC 9601-9675	Full
Endangered Species Act, 16 USC 1531-1543	Full
Farmland Protection Policy Act, 7 USC 4201-4208	Full
Fish and Wildlife Coordination Act, 16 USC 661-666c	Full
Land and Water Conservation Fund Act, 16 USC 460d-461	Full
Migratory Bird Treaty Act of 1918, 16 USC 703-712	Full
National Environmental Policy Act, 42 USC 4321-4347	Partial 2*
National Historic Preservation Act, 16 USC 470 et seq.	Full
Noise Control Act, 42 USC 7591-7642	Full
Resource Conservation and Recovery Act, 42 USC 6901-6987	Full
Rivers and Harbors Act, 33 USC 401-413	Partial 1*
Water Resources Development Acts of 1986 and 1990	Full
Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (EO 12898)	Full
Floodplain Management (EO 11988 as amended by EO 12148)	Full
Prevention, Control, and Abatement of Air and Water Pollution at Federal Facilities (EO 11282 as amended by EO's 11288 and 11507)	Full
Protection and Enhancement of Environmental Quality (EO 11991)	Full
Protection and Enhancement of the Cultural Environment (EO 11593)	Full
Protection of Wetlands (EO 11990 as amended by EO 12608)	Full
Responsibilities of Federal Agencies to Protect Migratory Birds (EO 13186)	Full

1\* Required permits will be sought during document review

2\* Full compliance after submission for public comment and signing of FONSI

## 6. Conclusion

The St. Louis District has assessed the impacts of the Proposed Action on the physical, biological, socioeconomic, and historic and cultural resources of the project area and determined that the proposed work would have no significant direct, indirect, or cumulative impacts upon the human environment.

## 7. List of Preparers

<b>Name</b>	<b>Role</b>	<b>Experience</b>
Mike Rodgers	Project Manager	12 years, hydraulic engineering
Jasen Brown	Project Manager	12 years, hydraulic engineering
Eddie Brauer	Engineering Lead	12 years, hydraulic engineering
Kip Runyon	Environmental Lead	16 years, biology
Francis Walton	Threatened and Endangered Species	13 years, environmental compliance
Kevin Slattery	HTRW	15 years, environmental science
Mark Smith	Historic and Cultural Resources	20 years, archaeology
Danny McClendon	Regulatory	27 years, regulatory compliance and biology
Keli Robertson	Legal Review	1 year USACE, 6 years private sector law

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**DRAFT FINDING OF NO SIGNIFICANT IMPACT (FONSI)**  
**ELIZA POINT/GREENFIELD BEND PHASE 3 REGULATING WORKS**  
**MIDDLE MISSISSIPPI RIVER MILES 4-0**  
**ALEXANDER COUNTY, IL**  
**MISSISSIPPI COUNTY, MO**

- I. In accordance with the National Environmental Policy Act, I have reviewed and evaluated the documents concerning the Regulating Works, Eliza Point/Greenfield Bend Phase 3 Construction Project, Alexander County, Illinois and Mississippi County, Missouri. As part of this evaluation, I have considered:
- a. Existing resources and the No Action Alternative.
  - b. Impacts to existing resources from the Proposed Action.
- II. The possible consequences of these alternatives have been studied for physical, environmental, cultural, social and economic effects, and engineering feasibility. My evaluation of significant factors has contributed to my finding:
- a. The project would address repetitive dredging and unacceptable navigation approach conditions through the U.S. Route 60/62 Bridge in the project area. This would be accomplished by construction of a rootless dike and four bendway weirs.
  - b. Federally listed endangered and threatened species would not be adversely impacted.
  - c. No significant impacts are anticipated to natural resources, including fish and wildlife resources. The proposed project would have no effect upon significant historic properties or archaeological resources. There would be no appreciable degradation to the physical environment (e.g., stages, air quality, and water quality) due to the project.
  - d. The "no action" alternative was evaluated and determined to be unacceptable as repetitive dredging expenditures and unacceptable navigation conditions would continue.
- III. Based on the evaluation and disclosure of impacts contained within the Environmental Assessment, I find no significant impacts to the human environment are likely to occur as a result of the proposed action. Therefore, an Environmental Impact Statement will not be prepared prior to proceeding with the proposed Regulating Works, Eliza Point/Greenfield Bend Phase 3 Construction Project, Alexander County, Illinois and Mississippi County, Missouri.

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(Date)

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CHRISTOPHER G. HALL  
COL, EN Commanding

**DRAFT ENVIRONMENTAL ASSESSMENT**  
**WITH**  
**UNSIGNED FINDING OF NO SIGNIFICANT IMPACT**

**REGULATING WORKS PROJECT**  
**ELIZA POINT/GREENFIELD BEND PHASE 3**  
**MIDDLE MISSISSIPPI RIVER MILES 4-0**  
**ALEXANDER COUNTY, IL**  
**MISSISSIPPI COUNTY, MO**

**OCTOBER 2013**

**APPENDICES**

**Appendix A. Summary of Research on the Effects of River Training Structures  
on Stages**

With implementation of the Proposed Action, stages at average and high flows both in the vicinity of the project area and on the Middle Mississippi River are expected to be similar to current conditions. An abundance of research has been conducted analyzing the impacts of river training structures on water surfaces dating to the 1940s. This research has analyzed historic gage data, velocity data, and cross sectional data. Physical and numerical models have also been used to determine the effects of dikes on water surfaces. A summary of research on the topic is detailed below. Based on an analysis of this research by the Corps and other external reviewers, the District has concluded that river training structures do not affect water surface elevations at higher flows.

The first study specifically addressing the effect of river training structure construction on water surfaces was conducted during the extreme high water of June and July 1935 (Ressegieu 1952). This study was prompted by the differences in observed streamflow for equal stages following the transfer of streamgaging responsibility from the Corps to the United States Geological Survey (USGS) in March 1933. The study addressed the accuracy of the standard equipment and method of observation between the two agencies. Similar simultaneous streamflow studies were conducted between 1935 and 1948. In 1952, the results of all of the studies were analyzed and it was concluded that, on average, the discharges measured by the Corps generally exceeded those measured by the USGS by zero percent at mean stage to slightly more than ten percent at high stages. Another conclusion of Ressegieu (1952) was that “the reduction in floodway capacity was not an actual physical reduction but an apparent reduction caused by a discrepancy in the accuracy of measuring streamflow by older methods and equipment.” The conclusions by Ressegieu (1952) were analyzed along with new information and confirmed by Watson et al. (2013a)

The topic of the effect of dikes on flood heights was revisited in the 1960’s when it was determined through an analysis of changes in the stage/discharge relationship over time that “the contraction by permeable dikes has had a negligible effect on the increase in flood heights” (Monroe 1962). The change in stages for higher flows was attributed to the construction and raising of levees on the Middle Mississippi River.

Munger et al. (1976) studied the changes in hydraulics on the Mississippi River resulting from river confinement by levees and the construction of river training structures. As was the case in previous studies using gage data, the reliability of early discharge data collected by the Corps was brought into question. In a study of velocity, stage and discharge data, Munger et al. (1976) concluded that “generalizations about the effect of dikes on stage-discharge relations are not justified.” When examining cross section shape and velocity distributions at the St. Louis gage it was observed that there had been no striking changes in cross-section shape or velocity distributions at the section between 1942 and 1973.

Dyhouse (1985, 1995) found through numerical and physical modelling that published discharges for historic floods, including 1844 and 1903, were greatly overestimated. Dyhouse concluded that the use of early discharge data collected by the Corps including historic peak flood discharges in conjunction with streamflow measurements by the USGS will result in incorrect conclusions.

To update ongoing evaluations of the physical effects of river training structures, the Corps initiated a new study on the possible effect of these structures on water surfaces. This series of

studies included an analysis of past research, an analysis of the available gage data on the MMR, an analysis of historic measurement technique and instrumentation and its effect on the rating curve, specific gage analysis, numerical and physical modelling. In addition to the research conducted by the Corps, the St. Louis District engaged with external technical experts in the fields of river data collection, river engineering, geomorphology hydraulics and statistics.

In a review of historic streamflow data collected prior to the USGS, Watson & Biedenharn (2010) determined that pre-USGS data should be omitted for the following reasons (1) It has been confirmed through simultaneous measurement comparisons that there is much uncertainty in the historic data due to differences in methodology and equipment (2) there is much uncertainty with respect to the location of the discharge range (3) there is insufficient measured data at the higher flow ranges to produce reliable specific gage records (4) the homogeneous data set containing all discharges collected by the USGS provides an adequate long-term, consistent record of the modern-day river system including periods of significant dike construction.

In their analysis, Watson & Biedenharn (2010) studied the specific gage records at the three rated gages on the MMR: St. Louis, Chester and Thebes. The analysis for Thebes was omitted in this paper due to the effect of backwater from the Ohio River. For each streamgage studied, the specific gage record was analyzed and compared with a record of river training structure construction for a reach extending 20 river miles downstream. All data used in their study was collected by the USGS and retrieved from their website.

Bankfull stage at the St. Louis gage is +15 feet Low Water Reference Plane (LWRP) with a corresponding discharge of approximately 500,000 cfs. Flows below 400,000 cfs are contained within the top bank and flows above 700,000 cfs are well above the top-bank elevation. The time period 1933-2009 was studied. The top elevation of training structures in this reach was between +15 and +18 feet LWRP and all structures are completely submerged at discharges exceeding 280,000 cfs. In their analysis, Watson and Biedenharn (2010) found a statistically significant slightly decreasing trend in streamflows below 200,000 cfs. In streamflows between 300,000 cfs 500,000 cfs a statistically significant horizontal trend in stages was observed. At 700,000 cfs there was a trend in stages that was not statistically significant. The slight upward trend in stages at 700,000 cfs had considerable variability in the data and was strongly influenced by the 1993 flood.

Bankfull stage at the Chester gage is +27 feet LWRP with a corresponding discharge of approximately 420,000 cfs. The time period 1942-2009 was studied. The top elevation of navigation structures in this reach was +17 to +19 feet LWRP and all structures are completely submerged at discharges exceeding 280,000 cfs. The only statistically significant trend found was a statistically significant slightly decreasing trend for streamflows below 100,000 cfs. There was no trend for 200,000 and 400,000 cfs. There was a slightly increasing trend at 300,000 cfs. For both overbank flows, 500,000 cfs and 700,000 cfs, there were slight increasing trends.

After a closer examination of the specific gage trends it was apparent that the long term trends for both St. Louis and Chester were not continuous and there was a shift in stages that occurred in the early 1970's. When the record was broken into pre- and post-1973 sections different trends were observed. Prior to 1973 at all gages studied, there were no increasing trends for any of the flows. Post-1973 there were no increasing stage trends for within-bank flows at any of the gages. A slightly increasing stage trend occurred for overbank flows of 500,000 cfs and 700,000

cfs at the Chester gage. A majority of the construction of river training structures on the Middle Mississippi was performed prior to 1973.

In conjunction with the specific gage record, Watson & Biedenharn (2010) and Watson et al. (2013) analyzed the record of training structure construction including an analysis of the top elevation of the structures. The typical top elevation of the structures was between 10-16 feet below the top bank. Since the top elevation is so far below top-bank elevations, the most dramatic impacts of the structures should be in the low to moderate stages below top bank where the specific gage analysis revealed decreasing or no trends.

Watson & Biedenharn (2010) concluded that, “based on the specific gage records, there has been no significant increase in stages for within-bank flows that can be attributable to river training structure construction. Any increase in overbank flood stages may be the result of levees, floodplain encroachments, and extreme hydrologic events; and cannot be attributed to river training structures based solely on specific gage records.”

Huizinga (2009) conducted a specific gage analysis using the direct step method on only data collected by the USGS for the gages at St. Louis and Chester. Similar to Watson & Biedenharn (2010), an apparent decrease of stage with time for smaller, in bank discharges was observed at both the St. Louis and Chester gages. This decrease in stage was attributed to the construction of river training structures and/or a decrease in sediment load available for transport on the Mississippi River due to the construction of reservoirs on the main stem tributaries of the Mississippi River, particularly the Missouri River.

Huizinga (2009) found a slight increase in stage over time for higher flows at both St. Louis and Chester over the entire period of record. The transitional discharge was 400,000 cfs and 300,000 cfs for the St. Louis and Chester gages respectively. These discharges correspond to stages of +25 feet LWRP at St. Louis and +22 feet LWRP at Chester. At these stages the navigation structures are submerged by 7-10 feet. Huizinga (2009) attributed the slight increase in out of bank flows to the construction of levees and the disconnection of the river to the floodplains. Similar to Watson & Biedenharn (2010), Huizinga (2009) observed a shift occurring in the out of bank flows in the mid-1960s and attributed it to the completion of the Alton to Gale levee system which paralleled the entire Middle Mississippi River.

In an analysis of cross sectional data collected at the St. Louis and Chester gages it was found that although the shape of the cross section had changed, the cross sectional area for moderate (400,000 cfs) and high (600,000 cfs) flows remained relatively constant throughout the period of record. The construction of river training structures immediately upstream of the Chester gage provided a case study on the effect of the absence and construction of structures on the cross section over time. Prior to the construction of the structures, the channel thalweg repeatedly shifted between the left and right banks. Following the construction of the structures, the cross sections displayed much less variability. An overall stabilizing effect of the structures was seen on the cross section for discharges of 100,000 cfs and 400,000 cfs. The cross sectional area for the first and last measurements of the period of record remained similar despite the river training structure construction upstream for all discharges.

Huizinga (2009) conducted a study of all rating curves developed for St. Louis and Chester, including those developed prior to 1933 by the Corps. When comparing daily values from the

Corps from 1861-1927 to the original USGS rating in 1933 there appeared to be an abrupt change in the upper end of the ratings used before 1933. When these daily values developed by the Corps were “adjusted” to compensate for the overestimation of Corps discharge measurements detailed in the simultaneous discharge measurement studies between the Corps and USGS the adjusted daily discharge values plotted in line with the original USGS rating (A). This study is further evidence of the overestimation of early discharges.

The Iowa Institute of Hydraulic Research (IIHR) at the University of Iowa performed a series of hydrodynamic simulations of a recently constructed chevron field and dike extension using the United States Bureau of Reclamation Sedimentation and River Hydraulics Two-Dimensional (SRH-2D) modelling software (Pitrowski et al. 2012). Simulations studied the impact of the construction on water surfaces and the magnitude of natural variation on water surfaces. The results indicated that structures did not cause significant differences in reach-scale water surface elevations. The simulations also found that the differences in pre- and post- construction water surface elevations were less than the differences resulting from natural variability.

A physical sediment transport model at the University of Illinois, Urbana-Champaign was used to test the effect of submerged dikes and dike fields on water surfaces (Brauer 2013). The study tested flows and stages along a rating curve from ½ bankfull to a flow with a 0.5% annual chance exceedance. The study concluded that the magnitude of the effect of dikes on water surfaces was smaller than other variables that can influence the stage/discharge relationship and decreased with increasing flow/submergence. The study also found that there was no direct cumulative effect for up to four structures.

Other reach scale numerical and physical models studying the effect of river training structures on water surfaces include USACE (1996) which used a Hydrologic Engineering Center (HEC-2) model used to analyze pre- and post- construction water surface elevations for the Nebraska Point Dike field on the Lower Mississippi River. For each cross section analyzed, the dike field construction lowered water surface elevations and reduced overbank discharges for the 50%, 20%, and 10% annual chance exceedance events. Xia (2009) used an Adaptive Hydraulics Modeling (ADH) model to study the changes in water surface resulting from the construction of a dike field. In this fixed bed analysis, Xia found that changes in water surface elevation due to the dikes was greatest at average flows and decreased with increasing and decreasing river flow. Azinfar and Kells (2007) developed a multiple function model to predict the drag coefficient and backwater effect of a single spur dike in a fixed bed. This study concluded that increasing submergence levels resulted in a decreasing backwater effect.

In a moveable bed model study conducted to develop structural alternatives for a power plant on the Minnesota River, Parker et al. (1988) measured water surface changes from a baseline for a series of dikes and determined that construction of the structures had a negligible effect on flood stages compared to calibration values. Yossef (2005) used a 1:40 scale fixed bed physical model of the Dutch River Waal to study the morphodynamics of rivers with groynes including their effect on water surface. Yossef found that on the River Waal, the effect of groynes decreased with increasing submergence. It was also observed that the maximum possible water level reduction of the design flood (378,000 cfs) by lowering all of the groynes in the system was 0.06 meters.

There is research supporting the claims that dike construction has resulted in an increase in flood heights of up to 16 feet. The first study proposing this link was Stevens et al. (1975) who proposed that the combination of river training structures constricting the main channel and levees isolating the main channel from its floodplain resulted in increased stages for flood discharges. Through the use of historic streamgauge data, Belt (1975) arrived at the same conclusion. The source data, methodology and analysis used by these studies were questioned by Stevens (1976), Dyhouse (1976) Strauser & Long (1976) and Westphal & Munger (1976).

By comparing the trends in stage and streamflow measurements for rivers with and without river training structures, Criss & Shock (2001) concluded that stages have increased over time on rivers due to the construction of river training structures.

Pinter et al. (2001) used specific gage analyses to study the changes in stage and discharge relationships on the Middle Mississippi River and concluded that the presence of river training structures has increased roughness and resulted in an increase in flood stages.

One limitation of specific gage analysis is that it can only be performed on gages with a discharge record. Jemberie et al. (2008) developed a refined specific gage approach to overcome this limitation by developing “synthetic discharges” at stage only gages. The synthetic discharges are created by interpolating discharge values at nearby gages to create a stage-discharge relationship at stage only gages. Jemberie et al. (2008) also formulated a continuous specific gage time series for large, rare discharges by using “enhanced interpolation.” The results of the refined specific gage study were that stages that correspond to flood discharges increased substantially at all stations consistent with what was documented by Pinter (2001).

Remo & Pinter (2007) used a 1-D unsteady Hydrologic Engineering Center River Analysis System (HEC-RAS) model (“retro-model”) to assess the magnitude and type of changes in flood stages associated with 20<sup>th</sup> century river engineering. The “retro-model” used historic hydrologic and geospatial pre-USGS data to establish baseline roughness conditions. The baseline was then compared to present day hydraulic conditions to determine the changes in roughness as a result of engineering modifications. The results from the “retro-model” showed an increase in flood stages similar to those observed by Pinter (2001) and Jemberie et al. (2008).

The increase in water surfaces found by Stevens et al. (1975), Belt (1975), Criss & Shock (2001), Pinter et al. (2001) and Jemberie et al. (2008) are all driven by the difference in measured discharges between the Corps and USGS. When the homogenous data set of only discharges collected by the USGS are used, the trends shown in the aforementioned studies is not seen. In Remo & Pinter (2007) the proposed link between river training structures and water surfaces is tied to an increase in channel roughness between the two time periods modeled. The increase in roughness found by Remo & Pinter (2007) was a consequence of using an inaccurate stage-discharge relationship (rating curve) developed using early Corps discharges and comparing it to a more accurate rating curve developed using USGS data.

As part of the updated analysis of the effect of river training structures on water surfaces, experts in river engineering and statistics from the Corps and other external experts including the USGS and academia studied all of the available research on the topic. There is an abundance of research conducted by the Corps and others spanning over 80 years on the topic. The conclusions of recent research proposing a link between river training structures and flood

heights relies on dubious assumptions, source data and methodology. The results of the analysis of existing research have led to the conclusion that river training structures do not have an impact on water surfaces for higher flows.

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**APPENDIX B**

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**TIER II BIOLOGICAL ASSESSMENT  
REGULATING WORKS PROJECT  
ELIZA POINT/GREENFIELD BEND  
PHASE 3  
MRM 20.0-0.0  
ALEXANDER COUNTY, ILLINOIS  
MISSISSIPPI COUNTY, MISSOURI  
ON THE  
MIDDLE MISSISSIPPI RIVER SYSTEM**

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**Planning and Environmental Branch  
Regional Planning and Environmental Division North  
U.S. Army Corps of Engineers  
Attn: Francis Walton  
1222 Spruce Street  
St. Louis, Missouri 63103-2833  
Commercial Telephone Number: (314) 331-8102**

**December 2012**

**TIER II BIOLOGICAL ASSESSMENT  
REGULATING WORKS PROJECT  
ELIZA POINT/GREENFIELD BEND, PHASE 3  
MRM 20.0-0.0  
ALEXANDER COUNTY, ILLINOIS  
MISSISSIPPI COUNTY, MISSOURI**

**1. Programmatic Endangered Species Compliance**

A programmatic (Tier I) consultation (USACE 1999a), conducted under Section 7 of the Endangered Species Act, considered the systemic impacts of the operation and maintenance of the 9-Foot Channel Navigation Project on the Upper Mississippi River System and addressed listed species as projected 50 years into the future (U.S. Fish and Wildlife Service 2000). The consultation did not include individual, site specific project effects or new construction. It was agreed that site specific project impacts and new construction impacts would be handled under separate Tier II consultation. Although channel structure impacts were covered under the Tier I consultation, other site and species specific impacts may occur. As such, the Eliza Point/Greenfield Bend project requires a Tier II consultation.

**2. Project Authority**

The project is authorized under the Regulating Works Project that was authorized by the River and Harbor Acts of 1910, 1927, and 1930. The project provides a safe and dependable navigation channel. It consists of a navigation channel 9-feet deep and not less than 300 feet wide with additional width in the bends, from the mouth of the Ohio River to the mouth of the Missouri River, a distance of approximately 195 miles. Project improvements are achieved by means of dikes, revetment, construction dredging, and rock removal.

**3. Project Need**

The purpose of the Eliza Point/Greenfield Bend project is to enhance the aquatic habitat diversity and flow dynamics within the reach, specifically the Bird's Point area, MRM 4.0 - 0.

Dredging in the Mississippi River is commonly used to provide required navigation dimensions of depth, width, alignment, or a combination thereof. In the case of the Bird's Point area, repetitive channel maintenance dredging is required for all three dimensions. Without dredging, the sandbar located along the LDB between River Mile (RM) 2.0 and RM 3.0 has grown in size and shoaling has occurred between RM 1.4 and RM 0.0, resulting in an unacceptable navigation approach through the U.S. – 60/62 Bridge (see Figure 1). On average, dredging in this area has been required nearly every year from 2000 - 2008. During that time frame, between RM 4.0 and RM 2.0, an average of 69,380 cubic yards ( ) has been dredged annually at a cost of \$166,000. Between RM 2.0 and RM 0.0 an average of 122,723 yd<sup>3</sup> has been dredged annually at a cost of \$171,550.

The regulating works project is located between Mississippi River miles 3.0 and 2.2. The project involves constructing a rootless dike and constructing four new weirs. Specifically, the Eliza Point/Greenfield project would include the following actions in order to attain the desired conditions:

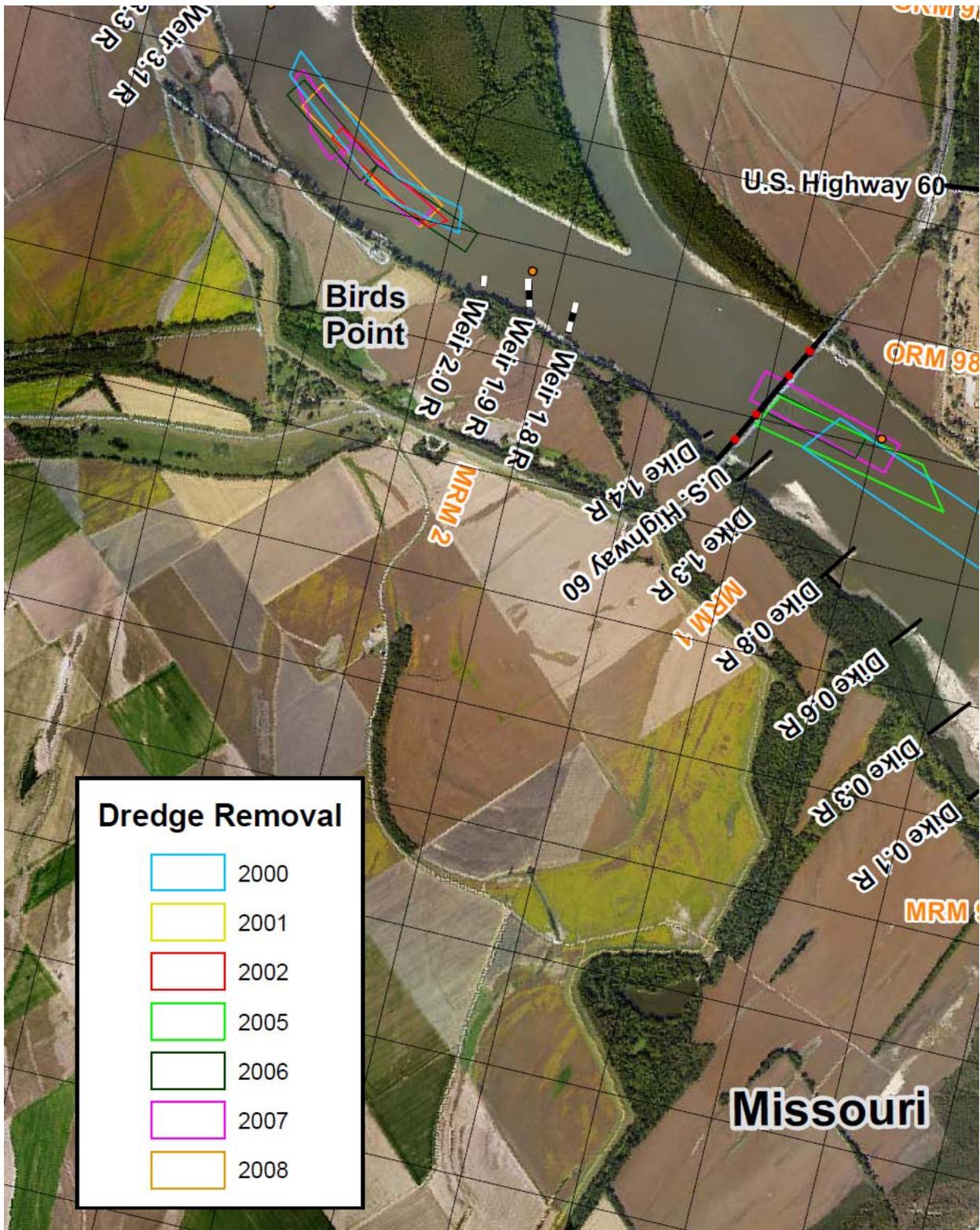


Figure 1 – Recent Dredging near Bird's Point

<b>Location by mile</b>	<b>Work to be completed</b>	<b>Purpose</b>
3.0 (L)	Construct Rootless Dike, 615 feet long Top elevation of the dike will be +18 feet (LWRP) 100 ft between tip of dike and bankline	Needed to constrict the channel and increase capacity to transport sediment
2.6 (R)	Construct Weir 365 feet long. Top elevation of the weir will be -15 feet (LWRP).	Needed to disperse velocity across the cross section and maintain the alignment through navigation span, as well as increase capacity to transport sediment.
2.5 (R)	Construct Weir 390 feet long. Top elevation of the weir will be -15 feet (LWRP).	Needed to disperse velocity across the cross section and maintain the alignment through navigation span, as well as increase capacity to transport sediment.
2.3 (R)	Construct Weir 410 feet long Top elevation of the weir will be -15 feet (LWRP).	Needed to disperse velocity across the cross section and maintain the alignment through navigation span, as well as increase capacity to transport sediment.
2.2 (R)	Construct Weir 530 feet long Top elevation of the weir will be -15 feet (LWRP).	Needed to disperse velocity across the cross section and maintain the alignment through navigation span, as well as increase capacity to transport sediment.

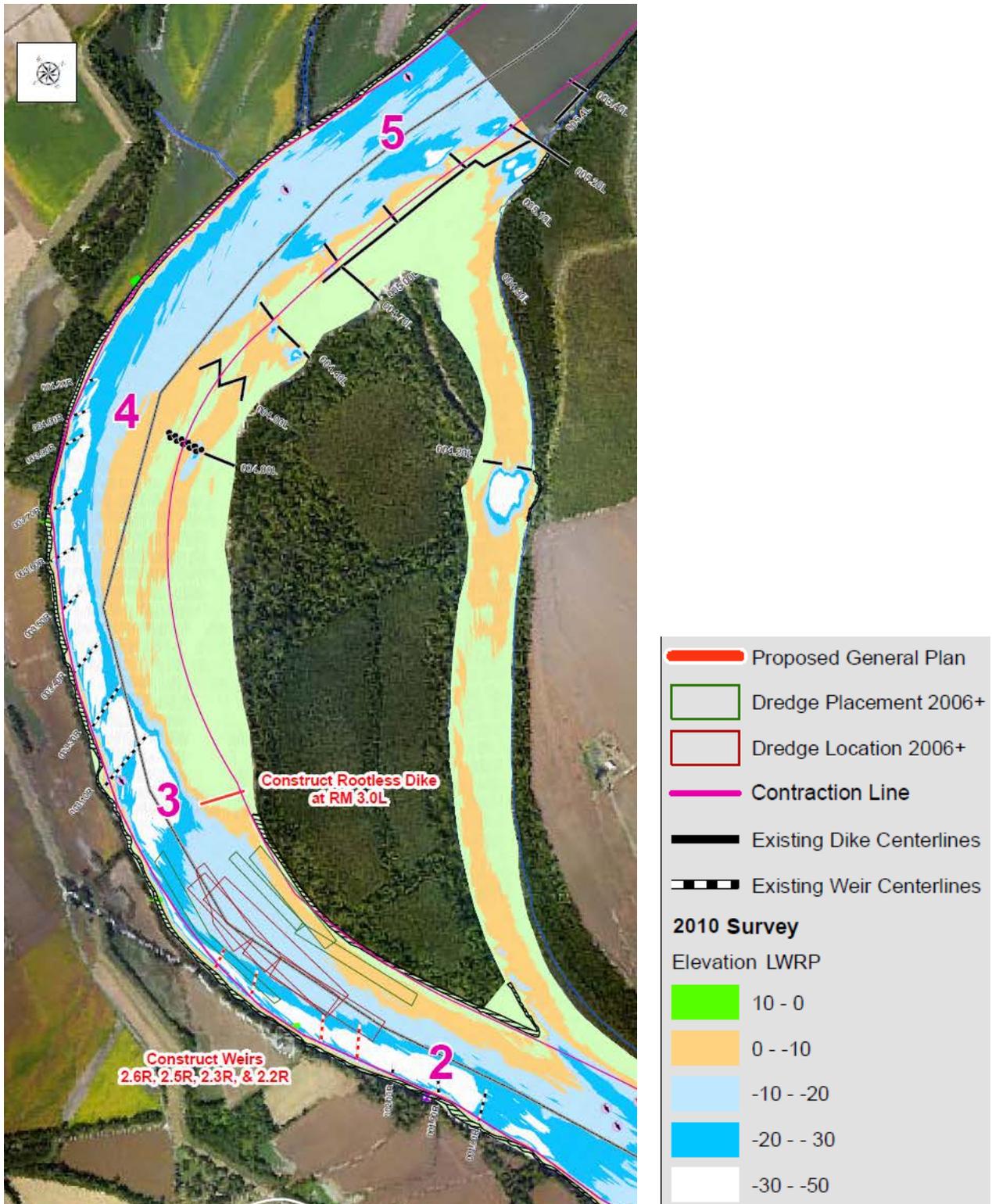


Figure 2 – Proposed Actions to Reduce Dredging at Bird’s Point

**4. Species Covered in this Consultation:**

The U.S. Fish and Wildlife Service’s endangered species website was accessed on 18 September 2012 to determine what listed species may occur within the project area. Those species are included in Table 1.

Species	Fed Status	Habitat
Indiana bat ( <i>Myotis sodalis</i> )	Endangered	Hibernacula: Caves and mines; Maternity and foraging habitat: small stream corridors with well developed riparian woods; upland and bottomland forests
Gray bat ( <i>Myotis grisescens</i> )	Endangered	Caves and mines; rivers & reservoirs adjacent to forests
Least tern (interior population) ( <i>Sterna antillarum</i> )	Endangered	Large rivers - nest on bare alluvial and dredge spoil islands
Pallid sturgeon ( <i>Scaphirhynchus albus</i> )	Endangered	Mississippi and Missouri Rivers
Fat pocketbook pearly mussel ( <i>Potamilus capax</i> )	Endangered	Rivers
Sheepnose mussel ( <i>Plethobasus cyphus</i> )	Endangered	Shallow areas in larger rivers and streams
Decurrent false aster ( <i>Boltonia decurrens</i> )	Threatened	Disturbed alluvial soils

**5. Impact Assessment**

Introduction: The proposed project includes constructing a rootless dike and constructing four new weirs in the Mississippi River. Dikes and wing dams are prominent channel regulating features common in main channel habitats in the Middle Mississippi River. They are used to concentrate flow in the main channel in order to reduce the need for dredging. Wing dams are usually constructed in groups called dike fields. These areas are depositional zones that often fill from the bank outward toward the channel. Notching dikes, building rootless dikes, lowering their profile or altering their angle to the channel are some actions that can be used to increase habitat. When wing dam alteration is done on the dike field level, or in association with the placement of new structures, new side channels, islands and off-channel areas can be created.

As stated in the 2000 Biological Opinion, “Bendway weirs were developed to inhibit point-bar establishment in bends and channel crossings and to reduce the need for dredging in these areas. They consist of a series of submerged dikes (15 ft. below the LWRP) generally constructed around the outer edge of a river bend. Bendway weirs have also been utilized in other depositional areas in the MMR. Each dike is angled 30 degrees upstream of perpendicular to divert flow, in progression, towards the inner bank. The result is hydraulically controlled point bar development and reduced channel down cutting throughout the bend.” (USFWS 2000)

**Gray Bat** – The gray bat (*Myotis grisescens*) is listed as endangered and occurs in several Illinois and Missouri counties where it inhabits caves both summer and winter. This species forages over rivers and reservoirs adjacent to forests. No caves would be impacted by the proposed action; therefore, this project will have “no effect” on the gray bat.

**Indiana Bat** – The range of the Indiana bat (*Myotis sodalis*) includes much of the eastern half of the United States, including Missouri and Illinois. Indiana bats migrate seasonally between winter hibernacula and summer roosting habitats. Winter hibernacula include caves and abandoned mines. Females emerge from hibernation in late March or early April to migrate to summer roosts. During the summer, the Indiana bat frequents the corridors of small streams with well-developed riparian woods, as well as mature upland forests. It forages for insects along stream corridors, within the canopy of floodplain and upland forests, over clearings with early successional vegetation (old fields), along the borders of croplands, along wooded fencerows, and over farm ponds in pastures. Females form nursery colonies under the loose bark of trees (dead or alive) and/or cavities, where each female gives birth to a single young in June or early July. A maternity colony may include from one to 100 individuals. A single colony may utilize a number of roost trees during the summer, typically a primary roost tree and several alternates. Some males remain in the area near the winter hibernacula during summer months, but others disperse throughout the range of the species and roost individually or in small numbers in the same types of trees as females.

Disturbance and vandalism, improper cave gates and structures, natural hazards such as flooding or freezing, microclimate changes, land use changes in maternity range, and chemical contamination are the leading causes of population decline in the Indiana bat (USFWS 2000, 2004a). To avoid impacting this species, tree clearing activities should not occur during the period of 1 April to 30 September.

Modification measures resulting in aquatic habitat improvement should contribute to the species' forage base. Wing dike alteration and construction is anticipated to be primarily performed by river-based equipment and has minimal potential to affect Indiana bats because forested habitats would not be affected. Additionally, creation of secondary channels and associated island or shallow water habitat and scour holes through rootless dike construction is expected to provide bathymetric diversity necessary to provide habitat for a range of aquatic species and life stages. Islands which become naturally reforested over time would be expected to contribute to long-term forest species diversity and structural diversity beneficial to forest-dwelling bats, including the Indiana bat (USFWS 2004).

This project would not result in the destruction of any riparian habitat and construction is scheduled to occur in the winter months when Indiana bats are not present. Thus, rootless dike and weir construction to create diverse aquatic habitats "may affect but is not likely to adversely affect" the Indiana bat.

**Least Tern** – The interior population of the least tern (*Sterna antillarum*) is characterized as a colonial, migratory waterbird, which resides and breeds along the Mississippi River during the spring and summer. Least terns arrive on the Mississippi River from late April to mid-May. Reproduction takes place from May through August, and the birds migrate to the wintering grounds in late August or early September (USACE 1999b). Sparsely vegetated portions of sandbars and islands are typical breeding, nesting, rearing, loafing, and roosting sites for least terns along the Middle Mississippi River (MMR). Nests are often at higher elevations and well removed from the water's edge, a reflection of the fact that nesting starts when river stages are relatively high (USACE 1999b). In alluvial rivers, sandbars are dynamic channel bedforms. Individual sandbars typically wax and wane over time as fluvial processes adjust channel geometry according to varying sediment load and discharge, the construction of river engineering works, and other influences. There is limited data on site fidelity for Mississippi River least terns. Given the highly dynamic bed and planform of the historic river, ability to return to previously used colony sites is not likely a critical life history requirement. The availability of sandbar habitat to least terns for breeding, nesting, and rearing of chicks from 15 May to 31 August is a key variable in the

population ecology of this water bird. Only portions of sandbars that are not densely covered by woody vegetation and that are emergent during the 15 May to 31 August period are potentially available to least terns (USACE 1999b). A 1999 report (USACE 1999b) estimated that there were approximately 20,412 acres of non-vegetated sandbar habitat above the MMR low water reference point (LWRP). About 4,975 acres (111 ac/RM) were located between the Mouth of the Ohio and Thebes Gap (RM 0-45) and 15,437 acres (103 ac/RM) between Thebes Gap and the Mouth of the Missouri River (RM 45-195). Currently, reoccurring nesting is known at Marquette Island (RM 50.5), Bumgard Island (RM 30), and Brown's Bar (RM 24.5-23.5) (USFWS 2004). Some nesting attempts have also been made at Ellis Island (RM 202), however these are not considered to be reoccurring.

Least terns are almost exclusively piscivorous (Anderson 1983), preying on small fish, primarily minnows (Cyprinidae). Prey size appears to be a more important factor determining dietary composition than preference for a particular species or group of fishes (Moseley, 1976; Whitman, 1988, USACE 1999b). Fishing occurs close to the nesting colonies and may occur in both shallow and deep water, in main stem river habitats or backwater lakes or overflow areas. Radiotelemetry studies have shown that terns will travel up to 2.5 miles to fish (Sidle and Harrison, 1990, USACE 1999b). Along the Mississippi River, individuals are commonly observed hovering and diving for fish over current divergences (boils) in the main channel, in areas of turbulence and eddies along natural and revetted banks, and at "run outs" from floodplain lakes where forage fish may be concentrated (USACE 1999b).

According to the Service, existing wing dikes have the ongoing effect of altering natural river habitat processes, thereby reducing the quality, quantity, and diversity of habitat in the MMR. The Service asserts that continued disruption of natural processes will affect least terns by (1) reducing the availability of bare sandbar nesting habitat; (2) reducing the availability of foraging habitat; and (3) reducing the abundance of forage food (USFWS 2000).

Wing dikes are prominent channel regulating features common in main channel habitats. They are used to concentrate flow in the main channel in order to reduce the need for dredging. Wing dams are usually constructed in groups called dike fields. These areas are depositional zones that often fill from the bank outward toward the channel. Notching dikes, lowering their profile, adding trails, or altering their angle to the channel are some actions that can be used to increase habitat diversity through the creation of new scour holes, sandbars, and flow refugia. When wing dike alteration is done on the dike field level, or in association with new structure placements, new side channels, islands, and off-channel areas can be created (USFWS 2004). This project involves constructing a rootless dike and four weirs in the Mississippi River. Habitat diversity in the area should be increased by the creation of secondary channels. The weirs will maintain point bar slope and shallow feeding areas.

Thus, rootless dike and weir construction "may affect but is not likely to adversely affect" the least tern.

**Pallid Sturgeon** – It is the position of the U.S. Fish and Wildlife Service (2000) that over time, channel training structures have adversely affected pallid sturgeon by affecting the quality and quantity of habitats in the MMR to which the species is adapted (e.g., braided channels, irregular flow patterns, flood cycles, extensive microhabitat diversity, and turbid waters). According to the Service, this loss of habitat has reduced pallid sturgeon reproduction, growth, and survival by (1) decreasing the availability of spawning habitat; (2) reducing larval and juvenile pallid sturgeon rearing habitat; (3) reducing the availability of seasonal refugia; and (4) reducing the availability of foraging habitat (USFWS 2000). Additionally, some authors believe that loss of habitat contributes to the hybridization of pallid and shovelnose sturgeon (Carlson et al. 1985, Keenlyne et al. 1993, Campton et al. 1995, USFWS 2000). The Service also asserts that these habitat changes have also reduced the natural forage base of the pallid sturgeon, and is another likely contributing factor in its decline (Mayden and Kuhajda 1997, USFWS 2000). The Service states that channel training structures have also altered the natural hydrograph of the MMR by contributing to higher water surface elevations at lower discharges than in the past and to a downward trend in annual minimum stages (Simons et al. 1974, Wlosinski 1999, USFWS 2000). Thus, as a result, previously aquatic habitats are now dry at low discharges (Wlosinski 1999). According to the

Service, this has potentially reduced the availability of pallid sturgeon spawning habitat through the loss of habitat complexity (USFWS 2000).

As stated in the USFWS 2000 Biological Opinion “bendway weirs were developed to inhibit point-bar establishment in bends and channel crossings and to reduce the need for dredging in these areas. They consist of a series of submerged dikes (15 ft. below the LWRP) generally constructed around the outer edge of a river bend. In recent years, bendway weirs have also been utilized in other depositional areas in the MMR. Each dike is angled 30 degrees upstream of perpendicular to divert flow, in progression, towards the inner bank. The result is hydraulically controlled point bar development and reduced channel downcutting throughout the bend.”

Also the 2000 USFWS Bi-Op offers “In general terms, the results of various studies indicate that fish redistribute across the channel cross-section from the inside bank to the outside bank as a result of bendway weirs (USFWS 2000). This is most likely in response to increases in macroinvertebrate abundance (Ecological Specialists, Inc. 1997a) and the low velocity fields that develop behind each weir. Bendway weirs also cause channel bottom aggradation along the outside bend, which may have some benefit by reducing water level fluctuations in adjacent side channels. This benefits pallid sturgeon by (1) increasing the availability of larval and juvenile rearing habitat; (2) increasing the availability of seasonal refugia; and (3) increasing substrate diversity, which influences macroinvertebrate production, thus, increasing the natural forage base of pallid sturgeon.”

In addition, the 2000 USFWS Bi-Op states “While the above beneficial effects of bendway weirs are noted, the effect of bendway weirs on inside bend point bar habitat is unclear.”(USFWS 2000). As stated previously, bendway weirs control point bar development and are also being utilized to address other depositional areas. Bendway weirs also increase water velocities along the inside bend by redirecting channel flow. Shallow water, low slope, sandbar habitat is thought to be important to juvenile pallid sturgeon, and perhaps, other life stages. According to Sheehan et al. (1998) pallid sturgeon exhibited a positive selection for downstream island tips (depositional areas) in terms of habitat use versus availability. As existing sandbar habitat continues to accrete and revert to woody vegetation, aquatic sandbar habitat will continue to decline in quantity. Thus, bendway weirs likely reduce larval and juvenile rearing habitat and feeding habitat for all life stages ” However, a study completed in 2011 by the St.Louis District Hydologic and Hydraulics Section entitled “*Analysis of the Effects of Bendway Weir Construction on Channel Cross-Sectional Geometry*”(USACE 2011) concluded that “The average slope decreased for 59% of all cross sections, with an average decrease of 1.27 ft. per 100 ft. The 10 ft vertical segment slopes were roughly even between decreases and increases, with ~70% of the slope changes falling with natural variation as defined by the study methodology. These results indicate the bendway weirs are largely achieving their primary goal of widening the navigable portion of the channel without a serious detrimental effect on the inside bar slope.”

Wing dikes are prominent channel regulating features common in main channel habitats. They are used to concentrate flow in the main channel in order to reduce the need for dredging. Wing dams are usually constructed in groups called dike fields. These areas are depositional zones that often fill from the bank outward toward the channel. Notching dikes, lowering their profile, adding trails, or altering their angle to the channel are some actions that can be used to increase habitat diversity through the creation of new scour holes, sandbars, and flow refugia. When wing dike alteration is done on the dike field level, or in association with new structure placements, new side channels, islands, and off-channel areas can be created (USFWS 2004).

Wing dam and dike fields within the MMR are currently utilized by pallid sturgeon (Sheehan and Heidinger 2001, USACE 2005). Deep scour holes that develop in association with wing dams provide seasonal refugia, particularly during winter. Pallid sturgeon also utilize the sand bar habitat that accretes between wing dikes and chevron dikes. Although their preference for this habitat is poorly understood, at a minimum it is believed these areas provide important foraging habitat (USFWS 2004). Though outside the project area, the Carterville Fisheries Research Office recently collected juvenile sturgeon in high concentrations over the flooded sandbar on the western shore of Rockwood Island between RM 102 and 101. Juvenile sturgeon were also collected from Liberty Chute below the rock closing structure at RM

101.1, and juvenile shovelnose were collected within Liberty Chute (USACE 2005). Juvenile sturgeon were also collected over flooded portions of the Mile 100 Islands during the spring of 2005 (USACE 2005). While the 2000 Biological Opinion RPA identified modification of channel training structures as a medium priority for pallid sturgeon, wing dam/dike alterations are critical to improving habitat diversity in the MMR for a wide range of species (USFWS 2004).

Thus, rootless dike construction should result in the diversification of aquatic habitats, including formation of secondary channels and shallow water habitats beneficial to the pallid sturgeon. The rock dike substrate provides habitat for epilithic macroinvertebrates that are capable of colonizing in very high densities and providing an important food source for fish (USFWS 2000).

Construction activities may result in short-term adverse effects for pallid sturgeon. Activities that impact any existing deepwater habitat may result in displacement of pallid sturgeon. Disruption of existing sand bar habitat may impact foraging habitat. However, these adverse effects are expected to occur at a local, individual dike scale. The creation of scour holes and side channel and associated island or shallow water habitat through dike construction is expected to create additional larval/juvenile rearing habitat and seasonal refugia, and improve forage food production (USFWS 2004).

It is the position of the St. Louis District that short-term adverse impacts that may occur are limited, and the long-term impacts associated with reduced dredging and increased habitat diversity, which is expected as a consequence of river training structure modification and weir placement, are predicted to be beneficial to pallid sturgeon. Thus, this project should result in the diversification of aquatic habitats, including formation of secondary channels and shallow water habitats beneficial to fish in general, and "may affect but is not likely to adversely affect" the pallid sturgeon.

**Fat Pocketbook Pearly Mussel** – (*Potamilus capax*) The fat pocketbook pearly mussel is listed as endangered and occurs in the Ohio River; a tributary of the Mississippi River and in the Lower Mississippi River, and could potentially be located in the project area. This species uses sand substrates and may be found individually or in beds with other species. Activities that impact the fish host species for these mussels may ultimately adversely affect the species. The 1989 USFWS recovery plan states that "While the fish host of *P. capax* is unknown, it is probably a large river species. Fish hosts given for other members of this genus include: *Aplodinotes grunniens* (freshwater drum) for *P. alata*, *P. purpurata* and *P. ohiensis* and *Pomoxis annularis* (white crappie) and *Fundulus notatus* (blackstripe topminnow) for *P. ohiensis*, based on the work of Coker and Surber (1911), Surber (1913), Howard (1913, 1914), Wilson (1916) and Neves (1989 pers. comm.)."

As A.C. Miller (2005) writes in *The Curious Case for the Fat Pocketbook Mussel, Potamilus capax*, "Historically, *P. capax* was probably most common in large river sloughs and oxbows with silt substratum, which were more common at the mouths of rivers before developments such as locks, dams, levees, and bank protection measures. Such modifications virtually eliminated all adjacent depositional habitats. The few specimens collected by Ellis in the early part of the 20th century (as reported by van der Schalie and van der Schalie (1950)), and Sickel (1987) must represent remnants of much earlier populations. It is possible that before the development of the inland waterway system, *P. capax* was locally abundant in depositional habitats adjacent to the Mississippi and Ohio Rivers."

Thus, rootless dike and weir construction should result in the diversification of aquatic habitats, including formation of secondary channels and shallow water habitats beneficial to mussels in general and a reduction in dredging operations. This project "may affect but is not likely to adversely affect" the fat pocketbook pearly mussel.

**Decurrent false aster** – The decurrent false aster is presently known from scattered floodplain localities from the confluence of the Mississippi River with the Illinois River south to Madison County, Illinois (USFWS 1990a). Its natural habitat was lake shores and stream banks with abundant light. Populations presently grow in natural habitat, but are more common in disturbed lowland areas where they appear to be dependent on human activity for survival (USFWS 1990a). Because this species is not

known from the project area, the project “may affect, but is not likely to adversely affect” the decurrent false aster.

**Sheepnose mussel** – The sheepnose is listed as a federally endangered species and occurs in the Meramec River in Jefferson, Missouri. This species inhabits gravel and mixed sand and gravel habitats in medium to large rivers.

The sheepnose is thought to be extant in five pools (3, 5, 15, 20 and 22) in very low numbers. In the Upper Mississippi River, the sheepnose is an example of a rare species becoming rarer. Despite the discovery of juvenile recruitment in Mississippi River Pool 7, the sheepnose population levels in the Upper Mississippi River appear to be very small and of questionable long-term viability given the threats outlined below. The sheepnose and other mussel populations in the Upper Mississippi River are seriously threatened by zebra mussels. Even if some level of sheepnose recruitment was documented, the status of this species in the Mississippi is highly jeopardized, with imminent extirpation a distinct possibility (USFWS 2003). This project could potentially benefit this species by providing some of its necessary habitat features, i.e. shallow shoal habitats and flow refugia. This project “may affect, but is unlikely to adversely affect” the sheepnose mussel.

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## **Appendix C. Correspondence**



FAX 217/782-8161

Alexander County  
Cairo  
Eliza Point/Greenfield Bend, Mississippi Mile 2 & 3  
COESTL  
New construction, River Training Structure-Rootless Dike

PLEASE REFER TO: IHPA LOG #023080113

August 6, 2013

Michael K. Trimble, Ph.D, Chief  
Department of the Army  
Curation and Archives Analysis Branch (EC-Z)  
St. Louis District, Corps of Engineers  
Robert A. Young Building - 1222 Spruce Street  
St. Louis, MO 63103-2833

Dear Chief:

We have reviewed the documentation submitted for the referenced project(s) in accordance with 36 CFR Part 800.4. Based upon the information provided, no historic properties are affected. We, therefore, have no objection to the undertaking proceeding as planned.

Please retain this letter in your files as evidence of compliance with section 106 of the National Historic Preservation Act of 1966, as amended. This clearance remains in effect for two (2) years from date of issuance. It does not pertain to any discovery during construction, nor is it a clearance for purposes of the Illinois Human Skeletal Remains Protection Act (20 ILCS 3440).

If you are an applicant, please submit a copy of this letter to the state or federal agency from which you obtain any permit, license, grant, or other assistance.

Sincerely,

Anne E. Haaker  
Deputy State Historic  
Preservation Officer



Jeremiah W. (Jay) Nixon, Governor • Sara Parker Pauley, Director

## DEPARTMENT OF NATURAL RESOURCES

[www.dnr.mo.gov](http://www.dnr.mo.gov)

August 2, 2013

Michael K. Trimble, Ph.D.  
Chief, Curation & Archives Analysis Branch  
Corps of Engineers, St. Louis District  
1222 Spruce Street  
St. Louis, Missouri 63103-2833

Re: Eliza Point/Greenfield Bend Phase 3 River Training Structures (COE) Mississippi County,  
Missouri

Dear Dr. Trimble:

Thank you for submitting information about the above referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.L. 89-665) and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800, which require identification and evaluation of cultural resources.

We have reviewed the information provided concerning the above referenced project. We concur with your determination that the proposed Eliza Point/Greenfield bend Phase 3 Training Structures Project will have **no adverse effect** on any properties that may be eligible for inclusion in the National Register of Historic Places.

Please be advised that, should project plans change, information documenting the revisions should be submitted to this office for further review and comment on possible effects to historic properties. In the event that cultural materials are encountered during project activities, all construction should be halted, and this office notified as soon as possible in order to determine the appropriate course of action.

If you have any questions, please write Judith Deel at State Historic Preservation Office, P.O. Box 176, Jefferson City, Missouri 65102 or call 573/751-7862. Please be sure to include the SHPO Log Number (005-MI-13) on all future correspondence or inquiries relating to this project.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE

Mark A. Miles  
Director and Deputy  
State Historic Preservation Officer

MAM:jd

c Dr. Mark Smith, COE/SL



REPLY TO  
ATTENTION OF:

DEPARTMENT OF THE ARMY  
ST. LOUIS DISTRICT CORPS OF ENGINEERS  
1222 SPRUCE STREET  
ST. LOUIS, MISSOURI 63103-2833

August 16, 2013

Engineering and Construction Division  
Curation and Archives Analysis Branch

Ms. Glenna J. Wallace, Chief  
Eastern Shawnee Tribe of Oklahoma  
P.O. Box 350  
Seneca, Missouri 64865

COPY

Dear Chief Wallace:

This letter addresses the construction of river training structures in four major areas of the middle Mississippi River. River training structures are used to help reduce sediment deposition in the navigation channel and to limit the need for dredging. The U.S. Army Corps of Engineers proposes adding, or modifying, twenty seven (27) training structures.

This project is located along the Mississippi River from St. Louis Harbor, located in St. Clair County, Illinois, south along the Mississippi River to the counties of Alexander located in Illinois, and Mississippi located in Missouri (see Figure 1). See Figures 2-7 for the location and structure types to be constructed on both the Illinois and Missouri sides of the Mississippi River. Federal monies have been received for the river training structures. The project areas are located on private land both in Missouri and Illinois. This federal action falls under Section 106 of the National Historic Preservation Act (NHPA), in conjunction with the National Environmental Policy Act (NEPA) and the Clean Water Act (CWA). This project is being implemented to improve navigation, reduce dredging in the channel, and enhance wildlife habitat along the river.

In 1866 the Federal Government allocated funding for a 4-foot navigation channel between Minneapolis and St. Louis. In 1878 this channel was deepened to a 4.5-foot channel, and in 1907 it was once again deepened to a 6-foot channel. This was achieved using a system of wing and closing dikes in conjunction with river dredging. On July 3, 1930, the Rivers and Harbors Act was amended, and the lock and dam system along the upper Mississippi River, from Minneapolis to St. Louis, was put in place. However, the middle and lower sections of the Mississippi River, below St. Louis, remains an open river navigation channel.

Training structures will be incorporated into the pre-existing system of structures already located along the river. There are numerous types of river structures including dikes, revetments, and bendway weirs. Below is a description of the different types of training structures proposed for this project. See Table 1 for the proposed location and type of structure to be constructed.

- **Wing dikes** are the oldest form of river training structure. They are constructed from the bankline into the river generally at a perpendicular angle to the current (see Figure 2 for an example). They redirect the river's own energy to manage sediment distribution within the river channel. While the original dikes of the nineteenth century were largely pile structures, by the middle of the twentieth century many had been converted to stone-fill types.
- **L-dikes** are shaped like an L with the shorter arm extending to the bank and the longer arm parallel with the current (see Figure 2 for an example). They are used to restrict sediment-carrying bottom currents from moving into the area between a series of dikes.
- **Rootless dikes** are wing dikes that are not connected to the shore (see Figure 3 for an example). The gap between the structure and the bank promotes habitat diversity.
- **Diverter (or S-) dikes** are in-stream structures useful in creating secondary side channels as they capture water from the main channel and direct it toward areas of interest, while still providing enough roughness and constriction to maintain a navigable channel (see Figure 5 for an example). They cause minimal erosion along the bankline because eddies are formed at their downstream tip.
- **Chevrons** are blunt nosed arch-shaped structures constructed parallel to the river flow (see Figure 4 for an example). Like other dikes they utilize the energy of the river to redistribute water flow, but unlike traditional dikes that create a unidirectional deflection, they create a split flow. The riverside bank of the chevron directs flow to maintain the navigation channel while the other side directs flow toward the near bank region. These structures have been proven to be effective at promoting environmental diversity, including a low velocity habitat behind the chevron itself.
- **Revetments** are structures placed along the river bank to stabilize or protect the bank from erosion (see Figure 3 for an example). They are usually constructed out of stone, but a variety of other materials have been used including concrete-mat, willow mattresses, and gabions.

COPY

- **Bendway weirs** are submerged rock structure that are positioned from the outside bankline of a river-bend and angled upstream toward the river flow (see Figure 7 for an example). These underwater structures extend directly into the navigation channel and shift the current away from the outside bankline. This controls channel scouring, and reduces riverbank erosion, resulting in a wider and safer navigation channel through the bend without the need for periodic dredging.

Impacts to potentially significant historic properties are not anticipated during this work. River training structures are constructed via barge, without recourse to land access; therefore, any impact is limited to submerged cultural resources. Primary among these are historic period shipwrecks. Given the continual river flow and associated sedimentary erosion, deposition, and reworking, it is highly unlikely that any more ephemeral cultural material remains on the river bed. USACE has conducted shipwreck surveys during times of historic low water levels and maintains a database of known shipwrecks for the middle Mississippi. All proposed locations for river training structures are compared to the database, as well as aerial imagery from low water years, to ensure historical shipwrecks are not adversely impacted.

River embankments can potentially have adverse affects on cultural resources. As with other training structures they are conducted via barge, without recourse to land access. The placement of the rock on the shoreline, however, has the potential to affect any resources on that shoreline. With all embankment features, historical research is conducted on the proposed location to determine if the area is on recently accreted land or cut-banks in an existing, older, landform. Recently accreted land is highly unlikely to contain deeply buried cultural resources. If appropriate, pedestrian and/or shovel test surveys will be conducted to investigate all proposed locations. Should an inadvertent discovery of human remains occur, then state law will be followed, and work will stop within the area of the discovery. Tribes will be notified, and any human remains will be treated with respect and dignity. The following Federally recognized tribes are being notified of this project.

Absentee-Shawnee Tribe of Oklahoma  
Eastern Shawnee Tribe of Oklahoma  
Shawnee Tribe  
Cherokee Nation  
United Keetoowah Band of Cherokee of  
Oklahoma  
Delaware Nation, Oklahoma  
Delaware Tribe of Indians, Oklahoma  
Citizen Potawatomi Nation  
Forest County Potawatomi Community

Match-e-be-nash-she-wish Band of  
Potawatomi of Michigan  
Hannahville Indian Community  
Nottawaseppi Band of  
Huron Potawatomi  
Pokagon Band of Potawatomi  
Prairie Band Potawatomi Nation  
Ho-Chunk Nation of Wisconsin  
Winnebago Tribe of Nebraska  
Iowa Tribe of Kansas and Nebraska  
Iowa Tribe of Oklahoma  
Kickapoo Traditional Tribe of Texas

Kickapoo Tribe of Oklahoma  
Kickapoo Tribe of Indians of Kansas  
Sac & Fox Nation of Oklahoma  
Sac & Fox Nation of Missouri in Kansas  
and Nebraska

Sac & Fox Tribe of the Mississippi  
in Iowa  
Miami Tribe of Oklahoma  
Osage Nation of Oklahoma  
Peoria Tribe of Oklahoma  
Quapaw Tribe of Indians, Oklahoma

The U.S. Army Corps of Engineers, St Louis District is requesting you review the maps and information about this project and notify our office if you have any concerns such as a traditional cultural properties or sacred sites that are located within or near the construction sites. Please notify our office no later than October 4, 2013, if you have any areas of concern. If you have any questions regarding this matter, please contact Ms. Roberta L. Hayworth, Native American Coordinator directly at (314) 331-8833, or by electronic mail at [roberta.l.hayworth@usace.army.mil](mailto:roberta.l.hayworth@usace.army.mil). Thank you in advance for your timely review of this request.

Sincerely,



Michael K. Trimble, Ph.D.  
Chief, Curation and Archives  
Analysis Branch

COPY

Enclosures

Copy Furnished:  
Mr. Joseph Blanchard

COPY

Major Reach	Localized Reach	Work	County	State
Mosethein-Ivory Landing Phase 4 (RM 195-154)	St Louis Harbor	Revetment RM 175-171	St. Clair	IL
		Raise Dike 181.7L	St. Clair	IL
		Dike 173.4L	St. Clair	IL
Eliza Point/Greenfield Bend Phase 3 (RM20-0)	Bird's Point (RM 4-0)	Rootless Dike 3.0L	Alexander	IL
		Weir 2.6R	Mississippi	MO
		Weir 2.5R	Mississippi	MO
		Weir 2.3R	Mississippi	MO
		Weir 2.2R	Mississippi	MO
Grand Tower Phase 5 (RM90-67)	Crawford Towhead (RM 75-71)	Chevron 73.6L	Union	MO
		Dike Extension 72.9L	Union	MO
		Chevron 72.5L	Union	MO
	Vancil Towhead (RM 70-66)	Weir 69.15R	Cape Girardeau	MO
		Weir 68.95R	Cape Girardeau	MO
		Weir 68.75R	Cape Girardeau	MO
		Diverter Dike 68.10L	Union	IL
		Diverter Dike 67.80L	Union	IL
		Diverter Dike 67.50L	Union	IL
		Repair Dike 67.80L	Union	IL
		Shorten Dike 67.30L	Union	IL
		Shorten Dike 67.10L	Union	IL
		600 feet Revetment	Union	IL
		Dogtooth Bend Phase 5 (RM 40-20)	Bumgard (RM 33-27)	Weir 34.20L
Weir 34.10L	Alexander			IL
Weir 32.50L	Alexander			IL
Weir 32.40L	Alexander			IL
Weir 32.3L	Alexander			IL
Weir 32.2L	Alexander			IL
Shorten Dike 32.0L	Alexander			IL
Extend Dike 31.8L	Alexander			IL
Extend Dike 31.6L	Alexander			IL
Dike 31.6R	Scott			MO
Extend Dike 31.4L	Alexander			IL
Extend Dike 31.2L	Alexander			IL
Extend Dike 31.1L	Alexander			IL
Weir 30.80R	Scott			MO
Weir 30.70R	Scott			MO

Table 1

Proposed FY 2014 river training structure projects



Figure 1. Location of proposed work.

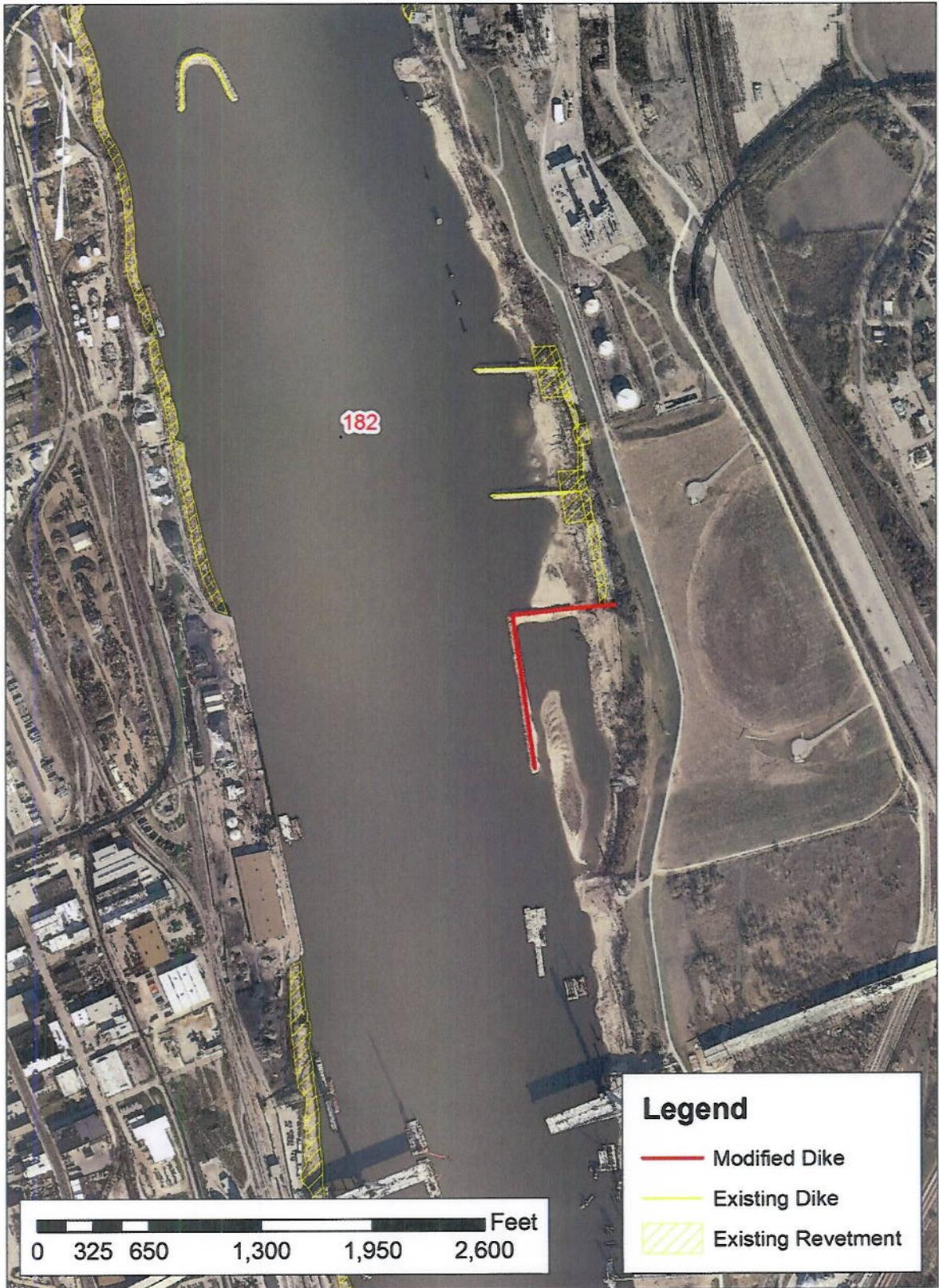


Figure 2. Location of Dike 181.7L in St. Louis Harbor.

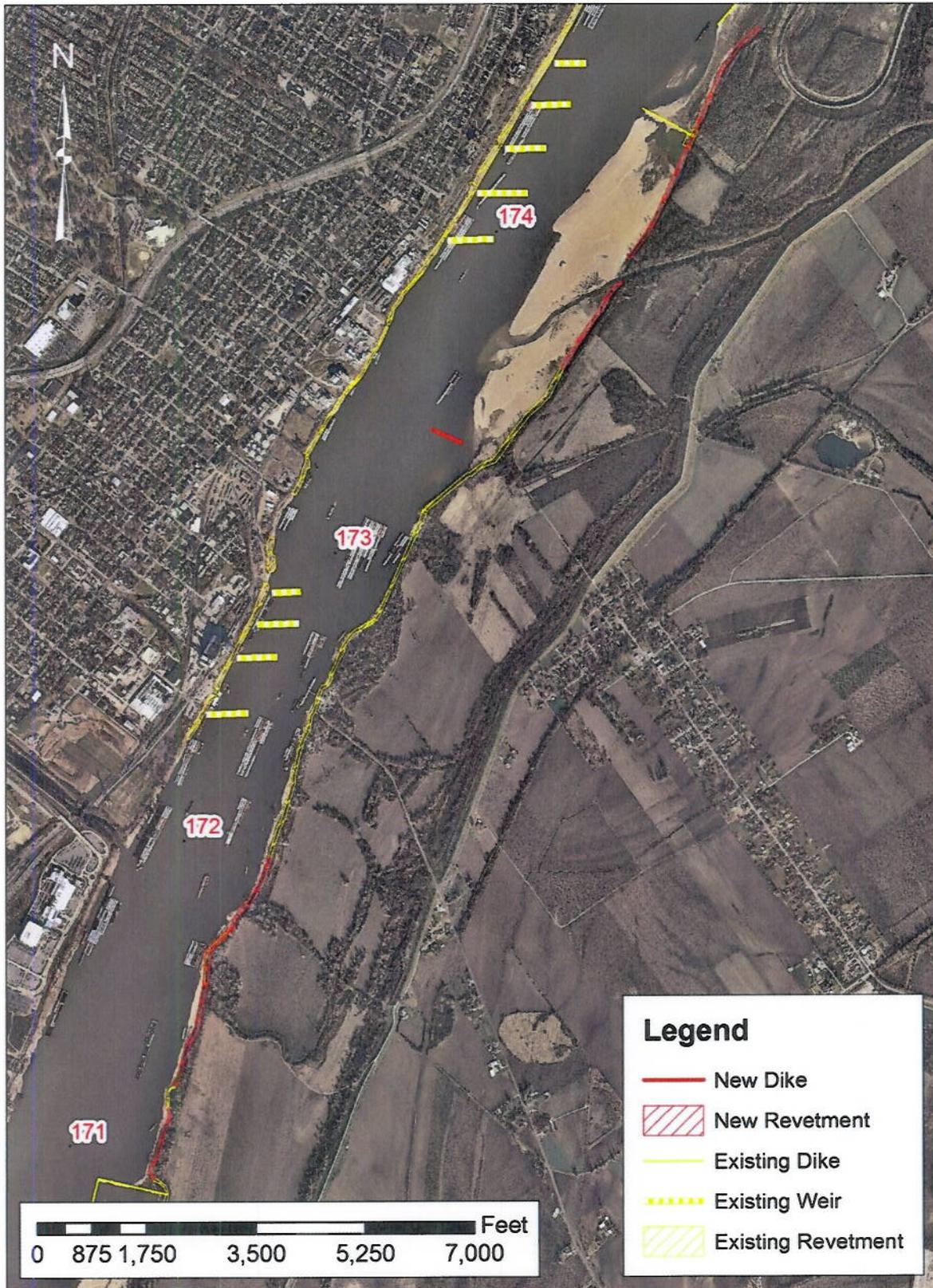


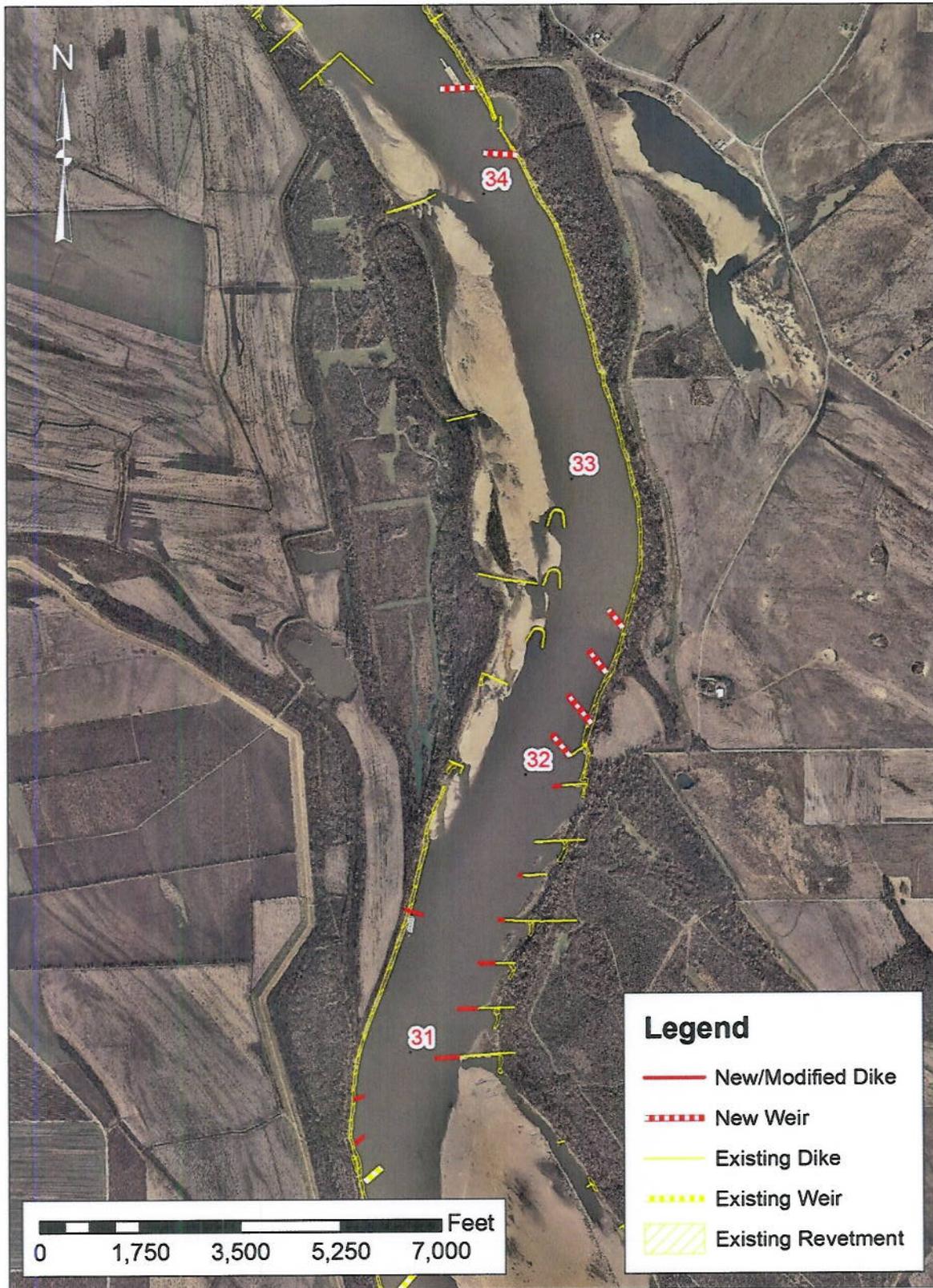
Figure 3. Location of proposed work in St. Louis harbor.



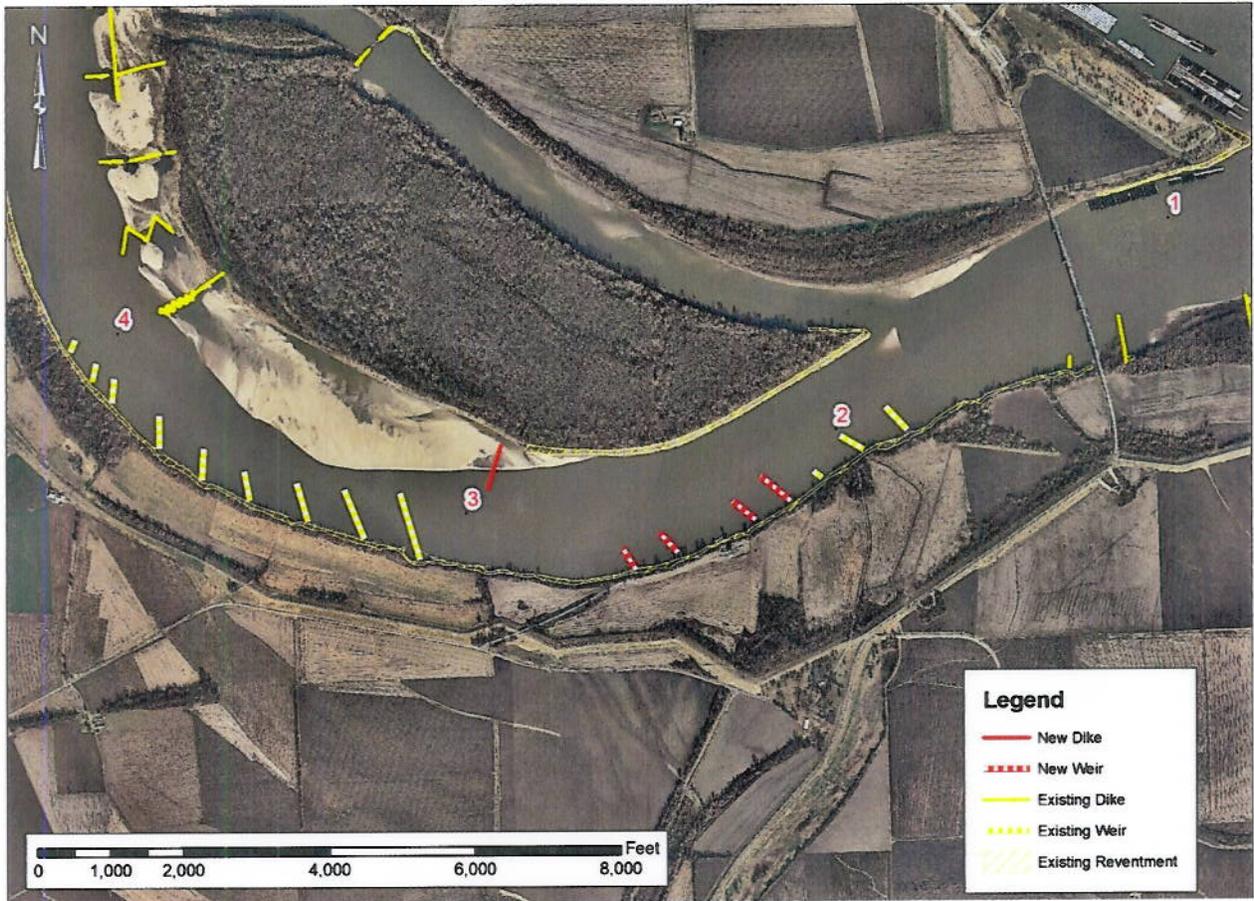
Figure 4. Location of proposed work at Crawford Towhead.



Figure 5. Location of proposed work at Vancil Towhead.



**Figure 6. Location of proposed work at Bumgard reach.**



**Figure 7. Location of proposed work at Birds Point.**

**SAME LETTER SENT  
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# United States Department of the Interior



## U.S. FISH AND WILDLIFE SERVICE

Marion Illinois Sub-Office (ES)  
8588 Route 148  
Marion, Illinois 62959  
(618) 997-3344

February 11, 2013

Colonel Christopher G. Hall  
U.S. Army Corps of Engineers  
St. Louis District  
1222 Spruce Street  
St. Louis, Missouri 63103-2833

Attn: Francis Walton

Dear Colonel Hall:

Thank you for your letter dated December 20, 2012, requesting review of the Tier II Biological Assessment prepared for the Bird's Point Regulating Works Project located in Alexander County, Illinois and Mississippi County, Missouri. The proposed project involves constructing a rootless dike and four weirs between approximate Upper Mississippi River miles 2.2 and 3.0. The Tier II Biological Assessment was prepared in order to comply with the requirements of the 2000 Biological Opinion for Operation and Maintenance of the 9-Foot Navigation Channel on the Upper Mississippi River System. The 2000 Biological Opinion was prepared as a result of the programmatic consultation under Section 7 of the Endangered Species Act of 1973, as amended, which evaluated the effects of operation and maintenance of the 9-foot navigation channel on federally listed threatened and endangered species.

The Tier II Biological Assessment evaluated the impacts of the proposed project on the endangered gray bat (*Myotis grisescens*), endangered Indiana bat (*Myotis sodalis*), endangered least tern (*Sterna antillarum*), endangered pallid sturgeon (*Scaphirhynchus albus*), endangered fat pocketbook mussel (*Potamilus capax*), endangered sheepsnose mussel (*Plethobasus cyphus*), and decurrent false aster (*Boltonia decurrens*). The Corps had determined that the proposed project will have no effect on the gray bat. This precludes the need for further action on this project as required under Section 7 of the Endangered Species Act of 1973, as amended, for the gray bat. The Corps has determined that the proposed project is not likely to adversely affect the Indiana bat, least tern, fat pocketbook mussel, sheepsnose mussel, and decurrent false aster. Based on the location and description of the proposed project, the Service concurs that the proposed project is not likely to adversely affect the Indiana bat, least tern, fat pocketbook mussel, sheepsnose mussel, and decurrent false aster.

The purpose of constructing the proposed project is to inhibit point-bar establishment and eliminate channel crossings, thus reducing the need for channel maintenance dredging. Our concern is that the proposed construction is likely to reduce/remove habitats utilized by larval

and juvenile pallid sturgeon. Information in the BA indicates that the construction of a rootless dike and weirs is expected to create scour holes and shallow water habitat that will provide additional larval/juvenile rearing habitat and seasonal refugia, and improve forage food production which should result in long-term beneficial effects for pallid sturgeon. Thus, the Corps has determined that the proposed project is not likely to adversely affect the pallid sturgeon. It is unclear to the Service whether these river training structure modifications (with resulting hydro-geomorphologic changes) and the reduction in channel maintenance dredging can fully compensate for the project impacts. Thus, the Service does not concur that the proposed project is not likely to adversely affect the pallid sturgeon. However, the Service concurs that the proposed project, as designed, meets the requirements of the Reasonable and Prudent Measures with implementing Terms and Conditions described in the 2000 Biological Opinion.

Should this project be modified, or new information indicate listed or proposed species may be affected, consultation or additional coordination with this office, as appropriate, should be initiated. Thank you for the opportunity to provide comment on the Tier II Biological Assessment. For additional coordination, please contact me at (618) 997-3344, ext. 345.

Sincerely,

*/s/ Matthew T. Mangan*

Matthew T. Mangan  
Biologist in Charge

cc: IDNR (Atwood)  
MDC (Herzog, Sternburg)

**REGULATING WORKS PROJECT  
ELIZA POINT/GREENFIELD BEND PHASE 3  
MIDDLE MISSISSIPPI RIVER MILES 4-0  
ALEXANDER COUNTY, IL  
MISSISSIPPI COUNTY, MO**

**OCTOBER 2013**

**APPENDIX D  
CLEAN WATER ACT  
SECTION 404(b)(1) Evaluation**

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**APPENDIX D  
CLEAN WATER ACT  
SECTION 404(b)(1) Evaluation**

**1. PROJECT DESCRIPTION**

**A. Location.** The Eliza Point/Greenfield Bend Phase 3 Regulating Works Project is located in the Middle Mississippi River (MMR) between river miles 3.0 and 2.0 in Mississippi County, Missouri and Alexander County, Illinois near the town of Cairo, Illinois. The MMR is defined as that portion of the Mississippi River that lies between the confluences of the Ohio and Missouri rivers.

**B. General Description.** The Corps of Engineers St. Louis District is proposing to construct the Eliza Point/Greenfield Bend Phase 3 Project as part of its Regulating Works Project. The Regulating Works Project utilizes bank stabilization and sediment management to maintain bank stability and ensure adequate navigation depth and width. Bank stabilization is achieved by revetments, while sediment management is achieved by river training structures, i.e. dikes. The Eliza Point/Greenfield Bend Phase 3 Project is designed to address repetitive dredging and unsafe navigation conditions in the project area. The project involves the construction of a rootless dike at RM 3.0L and four weirs at RM 2.6R, 2.5R, 2.3R, and 2.2R.

**C. Authority and Purpose.** The Middle Mississippi River Regulating Works Project is specifically and currently authorized pursuant to Rivers and Harbors Acts beginning in 1881. These authorize USACE to provide a 9-foot-deep by minimum of 300-foot-wide navigation channel at low river levels corresponding to 40,000 cubic feet per second discharge.

The purposes of this project are to reduce the need for repetitive channel maintenance dredging in the project area and to improve the channel alignment under the U.S. Route 60/62 Bridge, thereby providing a sustainable, safe and dependable navigation channel.

**D. General Description of the Fill Material.**

Fill material would include quarry run limestone consisting of graded “A” stone. Size requirements for graded “A” stone are shown below. Stone (35,000 tons) required for the project would be obtained from commercial stone quarries in the vicinity of the project area capable of producing stone which meets USACE specifications.

GRADED “A” STONE	
Stone Weight (LBS)	Cumulative % Finer by Weight
5000	100
2500	70-100
500	40-65
100	20-45
5	0-15
1	0-5

### **E. Description of the Proposed Placement Site.**

The proposed project would consist of the following:

Construction of Rootless Dike at river mile 3.0 (L)

- 615 feet long
- Top elevation of 296 feet (+18 feet Low Water Reference Plane)
- 100 feet between tip of dike and bankline

Construction of weir at river mile 2.6 (R)

- 365 feet long
- Top elevation of 263 feet (-15 feet Low Water Reference Plane)

Construction of weir at river mile 2.5 (R)

- 390 feet long
- Top elevation of 263 feet

Construction of weir at river mile 2.3 (R)

- 410 feet long
- Top elevation of 263 feet

Construction of weir at river mile 2.2 (R)

- 530 feet long
- Top elevation of 263 feet

### **F. Description of the Placement Method.**

Placement of material would be accomplished by trackhoe or dragline crane. Stone would be transported to placement sites by barges. All construction would be accomplished from the river and all work would be performed below ordinary high water.

## **2. FACTUAL DETERMINATIONS**

### **A. Physical Substrate Determinations**

- I. **Elevation and Slope.** There would be an immediate change in substrate elevation and slope over the areal extent of the structure placement locations. The bendway weirs would consist of a rock mound of uniform shape along the outside bend extending into the navigation channel. The top elevation of the weirs would be 263 feet. Side slopes would be approximately 1 vertical on 1.5 horizontal. After placement, sediment would be captured between the underwater weirs raising the channel depth along the outside bend; however, the elevation of the bendway weirs and associated trapped sediments would remain at 263 feet allowing for passage of barge traffic even during low river stages. A small portion of the opposite point bar would be eroded as the currents shift away from the outside bend. The slope of the opposite point bar would be expected to remain similar to existing conditions.

The rootless dike would consist of a rock mound of uniform shape along the inside bend, placed 100 feet off the existing bankline and extending toward the navigation channel. The top elevation of the rootless dike would be 296 feet. Side slopes would be approximately 1 vertical on 1.5 horizontal. After placement, sediment patterns in the immediate vicinity of the structure would change with scour occurring off both ends of the dike. Areas immediately downstream of the dike would experience some areas of accretion and some areas of scour.

- II. **Sediment Type.** The project site is located entirely within the existing channel of the Middle Mississippi River. The Middle Mississippi River channel is comprised mainly of sands with some gravels, silts, and clays. The stone used for construction would be Graded “A” Stone.
- III. **Fill Material Movement.** No bank grading or excavation would be required for the installation of structures. Draglines and/or trackhoes would pull rock from floating barges and place the material into the river. Fill materials would be subject to periodic high flows which may cause some potential movement and dislodging of stone from the structures. This may result in the need for minor repairs; however, no major failures are likely to occur.
- IV. **Physical Effects on Benthos.** Material placement should not significantly affect benthic organisms. Shifting sediments at structure placement sites likely harbor low densities of oligochaetes, chironomids, caddisflies, and turbellaria. High densities of hydropsychid caddisflies and other macroinvertebrates would be expected to colonize the large limestone rocks after construction. Fish would temporarily avoid the area during construction. Greater utilization of the project location by fish is expected after construction due to the expected increase in densities of macroinvertebrates.
- V. **Actions Taken to Minimize Impacts.** Best Management Practices for construction would be enforced.

## **B. Water Circulation, Fluctuation, and Salinity Determinations**

- I. **Water.** Some sediments (mostly sands) would be disturbed when the rock used for construction is deposited onto the riverbed. This increased sediment load would be local and minor compared to the natural sediment load of the river, especially during high river stages.
- II. **Current Patterns and Circulation.** The bendway weirs would redirect the swift currents away from the outside bend, toward the opposite point bar, allowing for a wider and safer navigation channel. Current patterns shifting toward the opposite point bar would cause a small portion of the point bar to be eroded. The rootless dike would create split flow conditions at river stages below the structure’s top elevation of 296 feet. The rootless dike would cause scour on the navigation channel side and along the adjacent bankline.

- III. **Normal Water Level Fluctuations.** The structures would have no discernible effects on normal water level fluctuations or overall river stages.
- IV. **Actions Taken to Minimize Impacts.** Best Management Practices for construction would be enforced.

### C. Suspended Particulate/Turbidity Determinations

- I. **Expected Changes in Suspended Particles and Turbidity Levels in Vicinity of Placement Site.** Increases in suspended particulates and turbidity due to construction activities are expected to be greatest within the immediate vicinity of the rock structures. The increased sediment load would be local and minor compared to the natural sediment load of the river. This would cease soon after construction completion.
- II. **Effects on Chemical and Physical Properties of the Water Column**
  - a. Light Penetration. There would be a temporary reduction in light penetration until sediments suspended as part of project activities settled out of the water column.
  - b. Dissolved Oxygen. No adverse effects expected.
  - c. Toxic Metals and Organics. No adverse effects are expected.
  - d. Aesthetics. Aesthetics of work sites are likely to be adversely affected during construction, but are expected to return to normal after construction.
- III. **Effects on Biota.** The project would likely result in some short-term displacement of biota in the immediate vicinity of construction activities due to temporary decreases in water quality and disturbance by construction equipment. Long-term beneficial effects should occur as macroinvertebrates colonize new rock substrate and fish utilize macroinvertebrate prey resources.
- IV. **Actions Taken to Minimize Impacts.** Impacts are anticipated to be minimized by the use of clean, physically stable, and chemically non-contaminating limestone rock for project construction.

**D. Contaminant Determinations.** It is not anticipated that any contaminants would be introduced or translocated as a result of project activities.

### E. Aquatic Ecosystem and Organism Determinations

- I. **Effects on Plankton.** The project could have a temporary, minor effect on plankton communities in the immediate vicinity of the project area. This would cease after construction completion.
- II. **Effects on Benthos.** Shifting sediments at structure placement sites likely harbor low densities of oligochaetes, chironomids, caddisflies, and turbellaria. Construction activities would eliminate some of these organisms. High densities of

hydropsychid caddisflies and other macroinvertebrates would be expected to colonize the large limestone rocks after construction. Fish would be expected to temporarily avoid the area during construction. Greater utilization of the project location by fish is expected after construction due to the expected increase in densities of macroinvertebrates. Fish habitat is expected to improve at the structure placement sites due to improved flow, bathymetry, and prey resource conditions. The impacts on fish and macroinvertebrate habitat on the inside bend opposite the weirs are uncertain. Studies to date do not provide conclusive results for predicting fish or macroinvertebrate community response to weir placement at adjacent inside bends.

- III. **Effects on Nekton.** Nekton would be temporarily displaced during construction activities, but would return shortly after project completion. Greater utilization of the project area by fish may occur after construction due to the expected increase in densities of macroinvertebrates and areas of improved flow and bathymetry.
- IV. **Effects on Aquatic Food Web.** Temporary reductions in macroinvertebrate and fish communities during construction in the relatively small project area should not significantly impact the aquatic food web in the Middle Mississippi River. Improvements in lower trophic levels (macroinvertebrates) subsequent to project completion should benefit the aquatic food web.
- V. **Effects on Special Aquatic Sites.** There are no special aquatic sites within the project area.
- VI. **Threatened and Endangered Species.** Presence of, or use by, endangered and threatened species is discussed in the Environmental Assessment and Biological Assessment. No significant adverse impacts to threatened and endangered species are expected to result from this project.
- VII. **Other Wildlife.** The project would likely result in some very localized, short-term displacement of wildlife in the immediate vicinity of construction activities. Displacement would end immediately after construction completion.
- VIII. **Actions Taken to Minimize Impacts.** Best Management Practices for construction would be enforced.

## **F. Proposed Placement Site Determinations**

- I. **Mixing Zone Determinations.** The fill material is inert and would not mix with the water. The lack of fine particulate typically contained in rock fill and main channel sediments indicates negligible chemical or turbidity effects resulting from the proposed action.
- II. **Determination of Compliance with Applicable Water Quality Standards.** Section 401 water quality certifications would be obtained from the states of

Illinois and Missouri. All other permits necessary for the completion of the project would be obtained prior to project implementation.

- III. **Potential Effects on Human Use Characteristics.** The proposed project would have no adverse impact on municipal or private water supplies; water-related recreation; aesthetics; or parks, national and historic monuments, national seashores, wilderness areas, research sites or similar preserves. During construction the area would not be available for recreational and commercial fishing.

**G. Determinations of Cumulative Effects on the Aquatic Ecosystem.** Dikes and bendway weirs have been used extensively throughout the Lower, Middle, and Upper Mississippi River System to provide a safe and dependable navigation channel. Due to concerns from natural resource agency partners about the potential cumulative impacts of river training structures, and other actions within the watershed, on the aquatic ecosystem, the St. Louis District has been utilizing innovative river training structures such as offset dikes to increase habitat diversity in the Middle Mississippi River while still maintaining the navigation channel. The District conducts extensive coordination with resource agency and navigation industry partners to ensure that implementation of each project is accomplished effectively from an ecological and navigation viewpoint. Although minor short-term construction-related impacts to local fish and wildlife populations are likely to occur, no significant cumulative impacts on the aquatic ecosystem are identified for the Eliza Point/Greenfield Bend Phase 3 Project.

**H. Determinations of Secondary Effects on the Aquatic Ecosystem.** No adverse secondary effects would be expected to result from the proposed action.

### **3. FINDINGS OF COMPLIANCE OR NON-COMPLIANCE WITH THE RESTRICTIONS ON PLACEMENT**

A. No significant adaptations of the 404(b)(1) guidelines were made relative to this evaluation.

B. Alternatives that were considered for the proposed action included:

1. No Action Alternative - The No Action Alternative consists of not constructing any new river training structures in the project area but continuing to maintain the existing river training structures. Dredging would continue as needed to address the shoaling issue in the project area.
2. Proposed Action - The Proposed Action consists of construction of a rootless dike at RM 3.0L and four weirs at RM 2.6R, 2.5R, 2.3R, and 2.2R.

C. Certification under Section 401 of the Clean Water Act would be obtained from the Missouri Department of Natural Resources and the Illinois Environmental Protection Agency prior to project implementation.

D. The proposed fill activity is in compliance with Applicable Toxic Effluent Standards of Prohibition under Section 307 of the Clean Water Act.

**E.** No significant impact to threatened or endangered species is anticipated from this project. Prior to construction, full compliance with the Endangered Species Act would be documented.

**F.** No municipal or private water supplies would be affected by the proposed action, and no degradation of waters of the United States is anticipated.

**G.** The project is situated along an inland freshwater river system. No marine sanctuaries are involved or would be affected by the proposed action.

**H.** The materials used for construction would be chemically and physically stable and non-contaminating.

**I.** The proposed construction activity would not have a significant adverse effect on human health and welfare, recreation and commercial fisheries, plankton, fish, shellfish, wildlife, or special aquatic sites. No significant adverse effects on life stages of aquatic life and other wildlife dependent on aquatic ecosystems are expected to result. The proposed construction activity would have no significant adverse effects on aquatic ecosystem diversity, productivity, and stability. No significant adverse effects on recreational, aesthetic, and economic values would occur.

**J.** No other practical alternatives have been identified. The proposed action is in compliance with Section 404(b)(1) of the Clean water Act, as amended. The proposed action would not significantly impact water quality and would improve the integrity of an authorized navigation system.

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(Date)

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CHRISTOPHER G. HALL  
COL, EN Commanding

## **Appendix E. Distribution List**

The following individuals and organizations received a hard copy mailing of the Public Notice:

Governor Jay Nixon  
P.O. Box 720  
Jefferson City, MO 65102

Russell Bradley  
Kickapoo Tribe in Kansas  
Chairman  
1107 Goldfinch Road  
Horton, KS 66439

Honorable Blaine Luetkemeyer  
1118 Longworth HOB  
Washington, DC 20515

Advisory Council on Historic  
Preservation  
1100 Pennsylvania Avenue NW, Suite  
803  
Old Post Office Building  
Washington, DC 20004

Raymond Hopkins  
RIAC/ARTCO  
P.O. Box 2889  
St. Louis, MO 63111

Honorable Ann Wagner  
301 Sovereign Court, Suite 201  
Ballwin, MO 63011

US Coast Guard Marine Safety Office  
Commanding Officer  
225 Tully Street  
Paducah, KY 42003

Leon Campbell, Chairman  
Iowa Tribe of Kansas and Nebraska  
3345B Thrasher Road  
White Cloud, Kansas 66094

Nick Nichols  
City of St. Louis Port Authority  
1520 Market Street  
St. Louis, MO 63103

Hoppies Marine  
P.O. Box 44  
Kimmwick, MO 63053

The Osage Nation  
Assistant Chief Scott Bighorse  
627 Grandview  
P.O. Box 779  
Pawhuska, Ok 74056

MDNR Division of State Parks  
Planning and Development  
PO Box 176  
Jefferson City, MO 65102

Senator Gary Forby  
903 West Washington, Suite 5  
Benton, IL 62812

Kelly Isherwood  
5072 Oak Tree Lane  
House Springs, MO 63051

Mike Larson  
MDNR  
Land Reclamation Program  
Jefferson City, MO 65102

Honorable John M. Shimkus  
15 Professional Park Drive  
Maryville, IL 62062

Rose M. Schulte  
2842 Chadwick Dr.  
St. Louis, MO 63121

Jack Norman  
906 N. Metter Avenue  
Columbia, IL 62236

Timothy V. Johnson, M.C.  
IL15  
202 N. Prospect Rd., Suite 203  
Bloomington, IL 61704

Environmental Coordinator  
Planning and Compliance Office  
Natural Park Service, Midwest Region  
601 Riverfront Drive  
Omaha, NE 68102-4226

Anne Haaker  
IL State Historic Preservation Office  
Springfield, IL 62701

Yvonne Homeyer  
Webster Groves Nature Society  
1508 Oriole Lane  
St. Louis, MO 63144

Honorable Claire McCaskill  
5850 A Delmar Blvd  
St. Louis, MO 63112

Pat Malone  
IDNR Natural Resource Review  
1 Natural Resource Way  
Springfield, IL 62702

Honorable Lacy Clay  
6830 Gravois  
St. Louis, MO 63116

Representative Ed Schieffer  
Missouri House of Representatives  
201 West Capitol Avenue  
Jefferson City, MO 65101-6806

Honorable Roy Blunt  
United States Senator  
2502 Tanner Drive – Suite 208  
Cape Girardeau, MO 63703

Donald Rea  
City of St. Louis  
Water Division  
10450 Riverview Drive  
St. Louis, MO 63137

Nellie Keo  
Kickapoo Tribe in Kansas  
Land/NAGPRA Office  
1107 Goldfinch Road  
Horton, KS 66439

Joseph Standing Bear Schranz  
Midwest Soaring  
5158 S. Mobile Avenue  
Chicago, IL 60638

Great Rivers Environ. Law Center  
705 Olive Street, Ste. 614  
St. Louis, MO 63101

Mike Diedrichsen  
IDNR Natural Resource Review  
1 Natural Resource Way  
Springfield, IL 62702

Representative Daniel Beiser  
528 Henry Street  
Alton, IL 62002-2611

Senator John Jones  
2929 Broadway  
Suite 5  
Mt. Vernon, IL 62864

Dave Schulenburg  
US EPA  
Wetland and Watersheds Section  
WW16J  
77 W. Jackson Boulevard  
Chicago, IL 60604-3590

Senator Larry Bomke  
307 Capitol Building  
Springfield, IL 62706

Honorable Aaron Schock  
235 S. Sixth Street  
Springfield, IL 62701

Honorable Sam Graves  
906 Broadway  
P.O. Box 364  
Hannibal, MO 63401

Southern Illinois Sand Company  
P.O. Box 262  
Chester, IL 62233

David Jones  
Environmental Director  
Nottawaseppi Huron Band of  
Potawatomi  
2221 1-1/2 Mike Road  
Fulton, MI 49052

Governor Pat Quinn  
Office of the Governor  
207 State House  
Springfield, IL 62706

Honorable William Enyart  
23 Public Square  
Belleville, IL 62220

Honorable Richard Durbin  
525 South 8<sup>th</sup> Street  
Springfield, IL 62703-1601

Senator Mark Kirk  
Springfield Senate Office  
607 East Adams, Suite 1520  
Springfield, IL 62701

Honorable Rodney Davis  
2004 Fox Drive  
Champaign, IL 61820

Russell Cissell  
1075 LeSieur  
Portage des Sioux, MO 63373

Patrick J. Lamping  
Executive Director  
The Jefferson County Port Authority  
PO Box 603  
Hillsboro, MO 63050

Fay Houghton  
Land Management Director  
Winnebago Tribe of Nebraska  
P.O. Box 687  
Winnebago, NE 68071

Mr. Ed Schieffer  
183 Thornhill Cemetery Road  
Troy, MO 63379

Senator Dale Righter  
88 Broadway Avenue, Suite 1  
Mattoon, IL 61938-4597

Senator James Clayborne Jr.  
Kenneth Hall State Office Building  
#10 Collinsville Avenue  
East St. Louis, IL 62201

Honorable Jason Smith  
2502 Tanner Drive, Suite 205  
Cape Girardeau, MO 63703

The following individuals and organizations received e-mail notification of the Public Notice:

Adams, R.  
Adrian, D.  
Amato, Joel  
Andria, Kathy  
Atwood, Butch  
Bacon, T.  
Barnes, Robert  
Bax, Stacia  
Beardslee, Tom  
Bellville, Colette  
Bensman, Jim  
Boaz, Tracy  
Boehm, Gerry  
Brandom, Ellen  
Brescia, Chris  
Brown, Danny  
Brown, Doyle  
Buan, Steve  
Buffalo, Jonathan  
Burlingame, Chuck  
Byer, J. R.  
Caito, J.  
Campbell-Allison, Jennifer  
Carney, Doug  
Clements, Mark  
Coder, Justin S.  
Crowley, Steve  
Cruse, Lester  
Darst, E. B.  
Deel, Judith  
Dewey, Dave  
Dock Hardware and Marine Fabrication  
Dodd, Harold  
Dorothy, Olivia  
Dougherty, Mark  
Duncan, Cecil  
Ebey, Mike  
Elmestad, Gary  
Enos, Tim  
Erickson, Tom  
Fabrizio, Christi  
Favilla, Christy  
Foster, Bill  
Goldstein, Jeff

Genz, Greg  
Glenn, S.  
Goode, Peter  
Goodwin, Bill  
Greer, Courtney  
Gross, Andrea  
Hammond, Cheryl  
Hanke Terminals  
Hanneman, M.  
Hansen, Rick  
Hansens Harbor  
Harding, Scott  
Held, Eric  
Henleben, Ed  
Herschler, Mike  
Herzog, Dave  
Hilburn, Craig  
Hogan-Smith, Shelly  
Howard, Chuck  
Hubertz, Elizabeth  
Hughes, Shannon  
Hunter, Andrea  
Hussell, B.  
Illinois Corn Growers Association  
Illinois Department of Natural Resources  
Illinois Environmental Protection Agency  
Jamison, Larry  
Johnson, Erick  
Johnson, Frank  
Johnson, Tom  
Knowles, Kim  
Knuth, Dave  
Lauer, Steve  
Leary, Alan  
Leipus, Ed  
Leiser, Ken  
Lensing, Brian  
Lipeles, Maxie  
Louis Marine  
Mangan, Matthew  
Mannion, Clare  
Mauer, Paul  
Melgin, Wendy  
Miller, Kenneth  
Miller, Melissa  
Missouri Corn Growers Association

Missouri Department of Conservation  
Missouri Department of Natural Resources  
Muench, Lynn  
Muir, T.  
Nelson, Lee  
Nelson, Rick  
Novak, Ron  
O'Carroll, J.  
Overbey, Dan  
Paurus, Tim  
Pehler, Kent  
Phillip, C.  
Pivor, Jeremy  
Pondrom, Gary  
Poppewell, Mickey  
Porter, Jason  
Red, Chief John  
Reichert, Joe  
Reitz, Paul  
Reuters Chicago  
Rickert, Ron  
Roark, Bev  
Rodenberg, V.  
Rowe, Kelly  
Samet, Melissa  
Sauer, Randy  
Schieffer, Ed  
Shepard, Larry  
Shoulberg, J.  
Slay, Glen  
Smith, David  
Southeast Missouri Regional Port Authority  
Southern Illinois Transfer  
Spath, Robert  
Stahlman, Bill  
Staten, Shane  
Sternburg, Janet  
Stevens, Mark  
Stout, Robert  
Streight, Tom  
Teah, Philip  
Todd, Brian  
Tow Inc.  
Tyson, J.  
Urban, David  
U.S. Coast Guard Marine Safety Office

U.S. Environmental Protection Agency Region 7

Weber, Angie

Welge, Owen

Werner, Paul

Wilmsmeyer, Dennis

York Bridge Co.

Zupan, T.