



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

Mississippi River between the Ohio and Missouri Rivers (Regulating Works)

Rivers and Harbors Acts of 1910, 1927, and 1930.

Information Paper

Construction (Navigation)

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

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

Status: Overall Project completion is at 85% complete. A economic analysis was completed in 2019 and benefit cost ratio is 174:1 Dogtooth Bend Urgent and Compelling construction was completed in January of 2021. Project has minimal funding since 2014.

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

Risk: There is minimal risk with this project moving forward. The supplement to the 1976 Environmental Impact Statement in complete and the Record of Decision was signed 31 August 2017. A Risk Assessment will need to be performed to determine the probability of a channel cutoff forming at Dogtooth Bend. Funding in FY21 is not available to execute the Risk Assessment.

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

Activities for FY 21: Carryover funds are being used for the construction and administration of the Dogtooth Bend Urgent and Compelling Contract. Additional actions could be completed if workplan funding is provided



Dogtooth Bend Overflow Structure Construction (completed Jan 2021)

Acquisition Strategy: TBD.

Activities after FY 21: Long term Dogtooth Bend Construction requirements are being evaluated and future construction efforts may be needed to prevent a channel cutoff. Construction of the Thompson Bend Debris Barrier, Moenthein/Ivory Landing Phase 6, Mitigation Phase 1 and monitoring of recently completed construction projects are all possibilities post FY21.

Project Partner: This project is 100% federally funded. Stakeholders include river navigation industry, State and Federal conservation agencies, and environmental non-governmental organizations (NGOs).

Congressional Interest: Senate: Blunt and Hawley (MO) and Senators Durbin and Duckworth (IL). House: Bost (IL-12), LaHood, (IL-18), Miller(IL-15), Davis (IL- 13), Luetkemeyer (MO-3) and Smith (MO-8).

Phase	FY 21 Allocation
Construction	\$0