Mississippi River & Tributaries Project

Authorized Work Remaining Necessary to Convey the Project Design Flood

MAY 2018

Mississippi River Commission

*MR&T System Component	Funds Required to Complete	Funds Required to Complete (Critical)
Main Stem Improvements Total:	**$7.0 B**	**$3.1 B**
MS River Levees / Floodwalls	$3.1 B	$2.0 B
Floodway Levees / Floodwalls	$1.3 B	$347.4 M
Channel Improvement	$1.6 B	$230.8 M
Structures	$1.0 B	$542.4 M
Tributary Improvements Total:	**$1.4 B**	-

Levees & Floodwalls

MS River : ($3.1 B) ($2.0 B)

- 138 levee & floodwall segments encompassing over 370 miles remain to be raised
- 97 levee segments have confirmed seepage encompassing approximately 395 miles

Atchafalaya Floodway : ($1.3 B) ($347.4 M)

- 35 levee enlargement segments encompassing over 115 miles remain to be raised
- 19 floodwall segments that do not meet stability standards & require structural evaluation

MS River Channel Improvements: ($1.6 B) ($230.8 M)

- 29 miles of revetments to be constructed & extended
- 52 dikes remaining to be raised/ extended

Structures: ($1.0 B) ($542.4 M)

MS River:

- Improvements to the Old River Overbank are required

Atchafalaya Floodway:

- Bayou Sorrel, Berwick, & Bayou Boeuf navigation locks are below design elevation
- Charenton, East Calumet, & West Calument floodgate replacements
- Yellow Bayou Pump Station requires reconstruction

Tributary Improvements Total: ($1.4 B)

- **Tributary Levees & Floodwalls:**
  - 67.5 miles of levees remain to be constructed
  - 33 levee reaches are below design grade
  - Approximately 40 miles of levee segments require seepage or stability berms
- **Tributary Channel Improvements:**
  - 30 channel enlargements & one dike remain to be constructed
- **Tributary Structures:**
  - Yazoo Backwater Improvements
  - St. Johns New Madrid Improvements
  - Various locations where work required to complete is still under evaluation:
    - Little Bayou Meto-drainage, Tillatoba Creek grade control structures, Panola-Quitman grade control structures, & 47 stoplog water control structures

MR&T Deferred Maintenance: ($300 M)

- Proper operation & function of the features of the system are critical
- Known deficiencies require enhanced readiness and increased flood-fighting measures
- Does not include unknown channel improvement deficiencies due to dynamic changes in the river or maintenance incurred from recent flood events

NOTE:

- **Critical** items pose the greatest performance concern and higher probability of catastrophic consequences combined with urgent construction needs.
- Remaining items reflect data per the MR&T Strategic Investment Plan dated July 2015 and preliminary cost estimates from the Economic Re-evaluation Report dated April 2018. Costs shown have been updated for construction completion of items as of May 2019.