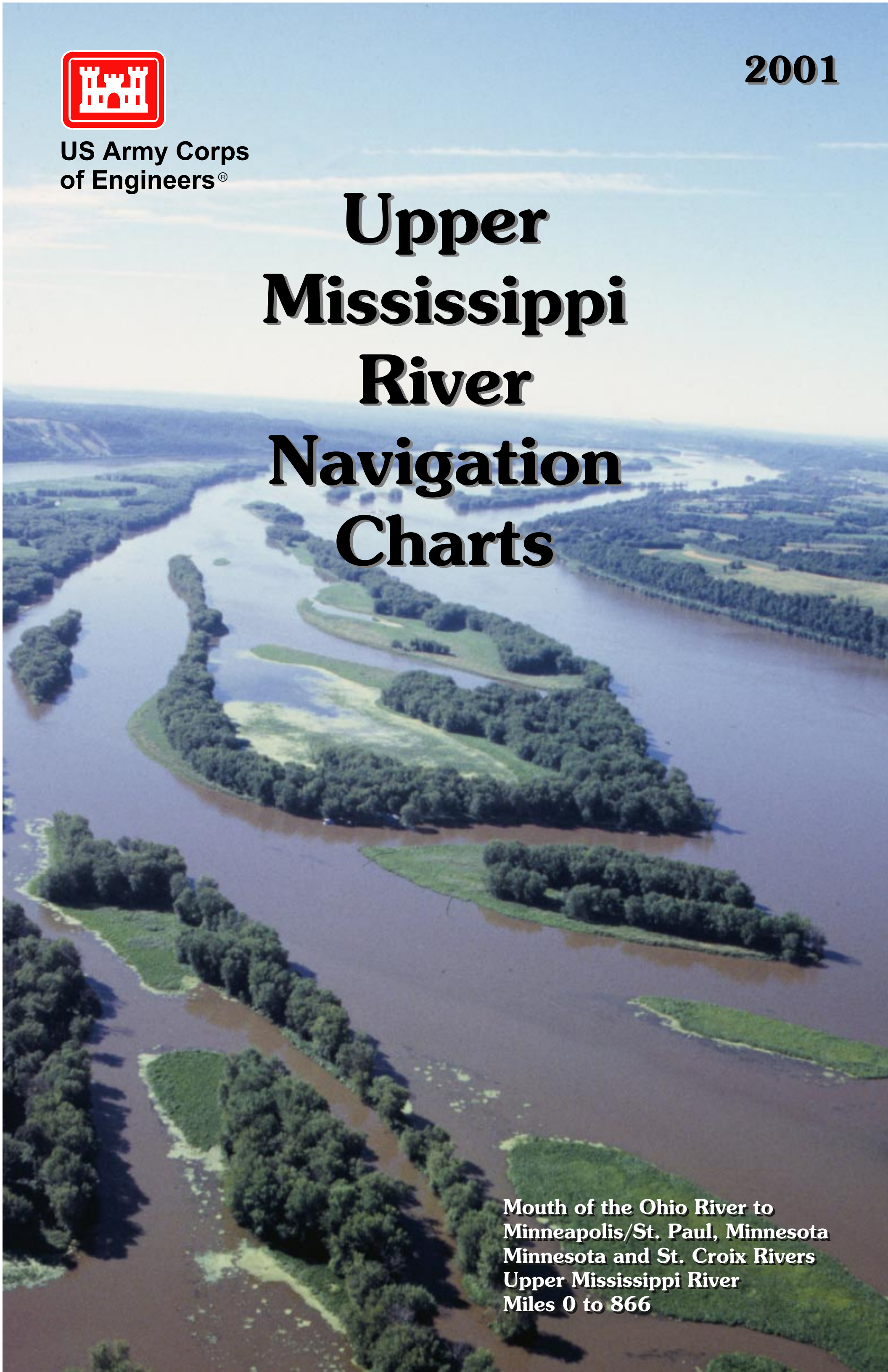
US Army Corps of Engineers®

2001

Upper Mississippi River Navigation Charts



Mouth of the Ohio River to
Minneapolis/St. Paul, Minnesota
Minnesota and St. Croix Rivers
Upper Mississippi River
Miles 0 to 866

NAVIGATION CHARTS OF THE UPPER MISSISSIPPI RIVER

prepared under the direction of the

U.S. ARMY ENGINEERS, MISSISSIPPI VALLEY DIVISION

MAY BE PROCURED FROM

U.S. Army Engineer District, St. Louis
1222 Spruce Street
St. Louis, MO 63103-2835
(314) 331-8010
www.mvs.usace.army.mil

U.S. Army Engineer District, Rock Island
Clock Tower Building
P.O. Box 2004
Rock Island, Illinois 61204-2004
(309) 788-5338
www.mvr.usace.army.mil

U.S. Army Engineer District, St. Paul
190 Fifth Street, East
St. Paul, MN 55101-1638
(651) 290-5200
www.mvp.usace.army.mil

Charts were prepared from information surveys by the U.S. Army Corps of Engineers offices and from aerial photography taken during the mid 1990's:

Information denoted on these charts can change and, therefore, anyone utilizing the Upper Mississippi River must exercise caution and acknowledge the ever-present hazards of this natural resource.

Mariners are urged to report any conditions found to differ from those shown on the charts to the U.S. Army Engineer District, Rock Island.

Mileage as shown along the channel thalweg is measured from the intersection of the Ohio and Mississippi rivers near Cairo, Illinois. The mileage does not represent distances along the present sailing line.

The shoreline is for full pool at dams and discharges which are equalled or exceeded 90 percent of the time.

Locations of Navigation Aids are changed from time to time. The type of aid may also be changed; for example, a daymark may be replaced by a flashing light. The latest information concerning the aids may be obtained form the Commander, Second Coast Guard District, 1430 Olive Street, St. Louis, Missouri 63103.

The vertical clearance shown as high water indicates the approximate stage at which navigation ceases.

Channel widths generally 200 to 400 feet are available throughout the Upper Mississippi River.

The average navigation season from Rock Island, Illinois, to Minneapolis is 1 April to 1 December.

Remember it is not lawful to throw, discharge, or deposit from any barge or other floating craft of any kind, any refuse matter of any kind including oil, into any navigable stream of the United States.

Buoys or markers are placed along the sides of the channel at turns, at points where channels divide, at harbor and marina entrances, and to mark certain obstructions. Those along a given channel are placed in an increasing numbered sequence moving upstream or from seaward with the even-numbered markers on the starboard (right hand) side and odd numbers on the port (left hand). Buoys are set to mark the maximum navigation channel available considering channel alignments, the prevailing river stage, and obstruction. They do appear on these charts. Since buoys are moved frequently as channel changes occur, location shown are these charts are only approximate. Mariners should review the Coast Guard Local Notice to Mariners for additional information.

TO PRESERVE THE RESOURCE

In each Mississippi River pool, lands acquired by the Corps of Engineers for the navigation project are managed in the public interest in accordance with a Master Plan for Resource Management. These plans are prepared by the respective District Engineers at St. Paul, Minnesota; Rock Island, Illinois, and St. Louis, Missouri. They are guides for the orderly development and management of all project lands for any purpose, including public park and recreational use, fish and wildlife enhancement, agricultural activities, soil and forest conservation, and the protection of the health and safety of the visiting public. The Corps solicits the cooperation and assistance of all interested Federal, State and local agencies in developing the Master Plans and providing the needed facilities.

The Master Plans recognize the unique, wild character of the Upper Mississippi River bottomlands and the desirability of preserving their wildlife resources. Consequently, most of the lands acquired for the navigation project have been made available for concurrent administration by the U.S. Fish and Wildlife Service for waterfowl management. Some of these same lands, in turn, have been made available to the States for fish and wildlife management purposes, including public hunting. Generally, except for areas which are posted at times as waterfowl sanctuaries, these same lands may be used for recreational activities. All other Corps lands not zoned for specific purposes are also open to free public use. Camping activity is normally restricted to designated recreation areas along state shorelines. Primitive camping is allowed on river island areas where dredge material beaches exist, unless the area is otherwise posted. Title 36 of the Code of Federal Regulations apply to such primitive camping activities with special concern for sections involving littering and sanitation, the cutting of the live vegetation, the construction of structures, and camping limitations involving camp for a period longer than 14 days during any 30 consecutive day period.

Attracted by the unique natural beauty and outstanding recreational opportunities of the Upper Mississippi River, ever-increasing numbers of visitors come to this valley each year. To facilitate their enjoyment of the river and, at the same time, to protect the natural resources of the project, the Corps of Engineers have developed a limited number of public access points, at selected sites. In relation to that program, special effort has been made in the preparation of the navigation charts to show roads leading to the river, all Federally owned lands under the jurisdiction of the Corps of Engineers and the U.S. Fish and Wildlife Service, and all established river access points, including those on private lands.

FOR GREATER ENJOYMENT

The right to use freely the lands and waters of the Upper Mississippi River Project is a privilege which carries with it some responsibilities. The area is large but the number of users is so great that there is competition for space. There are also certain hazards involved in water recreation. Under these circumstances it is considered necessary to suggest two guidelines for behavior in order that the resources of the project may be conserved and the public welfare protected. These are as follows:

1. *Boating Safety* – The waters immediately above and below each lock and dam are hazardous for small boats because of dangerous currents and commercial barge traffic. These waters should be entered with extreme caution. Warning signs and signals should be observed and lockmasters' instructions must be followed when locking through or boating in the vicinity.

   Most named slough, chutes and cuts, shown on the charts are considered generally safe for small boats. However, outside the Nine-Foot Channel, navigation hazards may occur in any waters. Because all of these submerged features cannot be shown and because depths and hazards change from time to time, boating in unfamiliar waters should be done with care.

2. *Waste Disposal* – Rusty cans, broken glass, and other by-products of intensive use could become serious hazards to continued enjoyment of the Mississippi River for recreational purposes. Waste disposal facilities cannot be provided for all access points or public areas particularly the River islands. On the basis of long experience, therefore, it is suggested that the only practical method of waste disposal is for each visitor to transport such wastes to established mainland points where adequate disposal facilities are provided. Burying wastes or sinking them in the river are not considered satisfactory methods of disposal.

PERMITS: CORPS OF ENGINEERS REGULATORY PROGRAM

The Corps of Engineers is charged by Congress with the regulation of many activities involving the Upper Mississippi River, its tributaries, and wetlands. Anyone wishing to undertake a project in, under, over, or adjacent to a water of the United States (including wetlands) should inquire to the appropriate Corps of Engineers District regarding permit needs. In addition to the Corps of Engineers, other Federal, state, county, or local agencies may also have permit requirements.

REGULATIONS

PERSCRIBED BY THE SECRETARY OF THE ARMY FOR MISSISSIPPI RIVER ABOVE CAIRO, IL., AND ITS TRIBUTARIES; USE, ADMINISTRATION AND NAVIGATION

THE LAW

Section 7 of the River and Harbor Act of August 8, 1917, provides as follows:

"That it shall be the duty of the Secretary of War to prescribe such regulations for the use, administration, and navigation of the navigable waters of the United States as in his judgment the public necessity may require for the protection of life and property, or of operations of the United States in channel improvement, covering all matters not specifically delegated by law to some other executive department. Such regulations shall be posted, in conspicuous and appropriate places, for the information of the public; and every person and every corporation which shall violate such regulations shall be deemed guilty of a misdemeanor, and on conviction thereof in any district court of the United States within whose territorial jurisdiction such offense may have been committed, shall be punished by a fine not exceeding $500, or by imprisonment (in the case of a natural person) not exceeding six months, in the discretion of the court."

In pursuance of the law above quoted, the following regulations were prescribed to govern the use, administration, and navigation of the Mississippi River above Cairo, Illinois, and it tributaries.

THE REGULATIONS

Sec. 207.300 Ohio River, Mississippi River above Cairo, Ill., and their tributaries; use, administration, and navigation.

(a) Authority of Lockmasters.

(1) *Locks staffed with Government personnel*. The provisions of this paragraph apply to all waterways in this section except for Cordell Hull Lock located at Mile 313.5 on the Cumberland River in Tennessee. The lockmaster shall be charged with the immediate control and management of the lock, and of the area set aside as the lock area, including the lock approach channels. He/she shall see that all laws, rules, and regulations for the use of the lock and lock area are duly complied with, to which end he/she is authorized to give all necessary orders and directions in accordance therewith, both to employees of the government and to any and every person within the limits of the lock and lock area, whether navigating the lock or not. No one shall cause any movement of any vessel, boat, or other floating thing in the lock or approaches except by or under the direction of the lockmaster or his/her assistants. In the event of an emergency, the lockmaster may depart from these regulations as he deems necessary. The lockmasters shall also be charged with the control and management of federally constructed mooring facilities.

(2) *Locks staffed with contract personnel*. The provisions of this paragraph apply to Cordell Hull Lock located at Mile 313.5 on the Cumberland River in Tennessee. Contract personnel shall give all necessary orders and directions for operation of the lock. No one shall cause any movement of any vessel, boat or other floating thing in the locks or approaches except by or under the direction of the contract lock operator. All duties and responsibilities of the lockmaster set forth in this section shall be performed by the contract lock operator except that responsibility for enforcing all laws, rules, and regulations shall be vested in a government employee designated by the Nashville District Engineer. The district engineer will notify waterway users and the general public through appropriate notices and media concerning the location and identity of the designated government employee.

(b) *Safety rules for vessels using navigation locks.* The following safety rules are hereby prescribed for vessels in the locking process, including the act of approaching or departing a lock:

(1) *Tows with flammable or hazardous cargo barges, loaded or empty.*

(i) Stripping barges or transferring cargo is prohibited.

(ii) All hatches on barges used to transport flammable or hazardous materials shall be closed and latched, except those barges carrying a gas-free certificate.

(iii) Spark-proof protective rubbing fenders (``possums'') shall be used.

(2) *All vessels.*

(i) Leaking vessels may be excluded from locks until they have been repaired to the satisfaction of the lockmaster.

(ii) Smoking, open flames, and chipping or other spark-producing activities are prohibited on deck during the locking cycle.

(iii) Painting will not be permitted in the lock chamber during the locking cycle.

(iv) Tow speeds shall be reduced to a rate of travel such that the tow can be stopped by checking should mechanical difficulties develop. Pilots should check with the individual lockmasters concerning prevailing conditions. It is also recommended that pilots check their ability to reverse their engines prior to beginning an approach. Engines shall not be turned off in the lock until the tow has stopped and been made fast.

(v) U.S. Coast Guard regulations require all vessels to have on board life saving devices for prevention of drowning. All crew members of vessels required to carry work vests (life jackets) shall wear them during a lockage, except those persons in an area enclosed with a handrail or other device which would reasonably preclude the possibility of falling overboard. All deckhands handling lines during locking procedure shall wear a life jacket. Vessels not required by Coast Guard regulations to have work vests aboard shall have at least the prescribed life saving devices, located for ready access and use if needed. The lockmaster may refuse lockage to any vessel which fails to conform to the above.

(c) *Reporting of navigation incidents.* In furtherance of increased safety on waterways the following safety rules are hereby prescribed for all navigation interests:

(1) Any incident resulting in uncontrolled barges shall immediately be reported to the nearest lock. The report shall include information as to the number of loose barges, their cargo, and the time and location where they broke loose. The lockmaster or locks shall be kept informed of the progress being made in bringing the barges under control so that he can initiate whatever actions may be warranted.

(2) Whenever barges are temporarily moored at other than commercial terminals or established fleeting areas, and their breaking away could endanger a lock, the nearest lock shall be so notified, preferably the downstream lock.

(3) Sunken or sinking barges shall be reported to the nearest lock both downstream and upstream of the location in order that other traffic passing those points may be advised of the hazards.

(4) In the event of an oil spill, notify the nearest lock downstream, specifying the time and location of the incident, type of oil, amount of spill, and what recovery or controlling measures are being employed.

(5) Any other activity on the waterways that could conceivably endanger navigation or a navigation structure shall be reported to the nearest lock.

(6) Whenever it is necessary to report an incident involving uncontrolled, sunken or sinking barges, the cargo in the barges shall be accurately identified.

(d) *Precedence at locks.*

(1) The vessel arriving first at a lock shall normally be first to lock through, but precedence shall be given to vessels belonging to the United States. Licensed commercial passenger vessels operating on a published schedule or regularly operating in the ``for hire'' trade shall have precedence over cargo tows and like craft. Commercial cargo tows shall have precedence over recreational craft, except as described in paragraph (f) of this section.

(2) Arrival posts or markers may be established ashore above and/or below the locks. Vessels arriving at or opposite such posts or markers will be considered as having arrived at the locks within the meaning of this paragraph. Precedence may be established visually or by radio communication. The lockmaster may prescribe such departure from the normal order of precedence as in his judgment is warranted to achieve best lock utilization.

(e) *Unnecessary delay at locks.* Masters and pilots must use every precaution to prevent unnecessary delay in entering or leaving locks. Vessels failing to enter locks with reasonable promptness when signaled to do so shall lose their turn. Rearranging or switching of barges in the locks or in approaches is prohibited unless approved or directed by the lockmaster. This is not meant to curtail ``jackknifing'' or set-overs where normally practiced.

(f) *Lockage of recreational craft.*

In order to fully utilize the capacity of the lock, the lockage of recreational craft shall be expedited by locking them through with commercial craft, *provided That both parties agree to joint use of the chamber*. When recreational craft are locked simultaneously with commercial tows, the lockmaster will direct, whenever practicable, that the recreational craft enter the lock and depart while the tow is secured in the lock. Recreational craft will not be locked through with vessels carrying volatile cargoes or other substances likely to emit toxic or explosive vapors. If the lockage of recreational craft cannot be accomplished within the time required for three other lockages, a separate lockage of recreational craft shall be made. Recreational craft operators are advised that many locks have a pull chain located at each end of the lock which signals the lockmaster that lockage is desired. Furthermore, many Mississippi River locks utilize a strobe light at the lock to signal recreational type vessels that the lock is ready for entry. Such lights are used exclusively to signal recreational craft.

(g) *Simultaneous lockage of tows with dangerous cargoes*. Simultaneous lockage of other tows with tows carrying dangerous cargoes or containing flammable vapors normally will only be permitted when there is agreement between the lockmaster and both vessel masters that the simultaneous lockage can be executed safely. He shall make a separate decision each time such action seems safe and appropriate, provided:

(1) The first vessel or tow in and the last vessel or tow out are secured before the other enters or leaves.

(2) Any vessel or tow carrying dangerous cargoes is not leaking.

(3) All masters involved have agreed to the joint use of the lock chamber.

(h) *Stations while awaiting a lockage*. Vessels awaiting their turn to lock shall remain sufficiently clear of the structure to allow unobstructed departure for the vessel leaving the lock. However, to the extent practicable under the prevailing conditions, vessels and tows shall position themselves so as to minimize approach time when signaled to do so.

(i) *Stations while awaiting access through navigable pass*. When navigable dams are up or are in the process of being raised or lowered, vessels desiring to use the pass shall wait outside the limits of the approach points unless authorized otherwise by the lockmaster.

(j) *Signals*. Signals from vessels shall ordinarily be by whistle; signals from locks to vessels shall be by whistle, another sound device, or visual means. When a whistle is used, long blasts of the whistle shall not exceed 10 seconds and short blasts of the whistle shall not exceed 3 seconds. Where a lock is not provided with a sound or visual signal installation, the lockmaster will indicate by voice or by the wave of a hand when the vessel may enter or leave the lock. Vessels must approach the locks with caution and shall not enter nor leave the lock until signaled to do so by the lockmaster.

The following lockage signals are prescribed:

(1) *Sound signals by means of a whistle*. These signals apply at either a single lock or twin locks.

(i) Vessels desiring lockage shall on approaching a lock give the following signals at a distance of not more than one mile from the lock;

(a) If a single lockage only is required: One long blast of the whistle followed by one short blast.

(b) If a double lockage is required: One long blast of the whistle followed by two short blasts.

(ii) When the lock is ready for entrance, the lock will give the following signals:

(a) One long blast of the whistle indicates permission to enter the lock chamber in the case of a single lock or to enter the landward chamber in the case of twin locks.

(b) Two long blasts of the whistle indicates permission to enter the riverward chamber in the case of twin locks.

(iii) Permission to leave the locks will be indicated by the following signals given by the lock:

(a) One short blast of the whistle indicates permission to leave the lock chamber in the case of a single lock or to leave the landward chamber in the case of twin locks.

(b) Two short blasts of the whistle indicates permission to leave the riverward chamber in the case of twin locks.

(iv) Four or more short blasts of the lock whistle delivered in rapid succession will be used as a means of attracting attention, to indicate caution, and to signal danger. This

signal will be used to attract the attention of the captain and crews of vessels using or approaching the lock or navigating in its vicinity and to indicate that something unusual involving danger or requiring special caution is happening or is about to take place. When this signal is given by the lock, the captains and crews of vessels in the vicinity shall immediately become on the alert to determine the reason for the signal and shall take the necessary steps to cope with the situation.

(2) *Lock signal lights*. At locks where density of traffic or other local conditions make it advisable, the sound signals from the lock will be supplemented by signal lights. Flashing lights (showing a one-second flash followed by a two-second eclipse) will be located on or near each end of the land wall to control use of a single lock or of the landward lock of double locks. In addition, at double locks, interrupted flashing lights (showing a one-second flash, a one-second eclipse and a one-second flash, followed by a three-second eclipse) will be located on or near each end of the intermediate wall to control use of the riverward lock. Navigation will be governed as follows:

(i) *Red light*. Lock cannot be made ready immediately. Vessel shall stand clear.

(ii) *Amber light*. Lock is being made ready. Vessel may approach but under full control.

(iii) *Green light.* Lock is ready for entrance.

(iv) *Green and amber*. Lock is ready for entrance but gates cannot be recessed completely. Vessel may enter under full control and with extreme caution.

(3) *Radio communications*. VHF-FM radios, operating in the FCC authorized Maritime Band, have been installed at all operational locks (except those on the Kentucky River and Lock 3, Green River). Radio contact may be made by any vessel desiring passage. Commercial tows are especially requested to make contact at least one half hour before arrival in order that the pilot may be informed of current river and traffic conditions that may affect the safe passage of his tow.

All locks monitor 156.8 MHz (Ch. 16) and 156.65 MHz (Ch. 13) and can work 156.65 MHz (Ch. 13) and 156.7 MHz (Ch. 14) Ch. 16 is the authorized call, reply and distress frequency, and locks are not permitted to work on this frequency except in an emergency involving the risk of immediate loss of life or property. Vessels may call and work Ch. 13, without switching, but are cautioned that vessel to lock traffic must not interrupt or delay Bridge to Bridge traffic which has priority at all times.

(k) *Rafts*. Rafts to be locked through shall be moored in such manner as not to obstruct the entrance of the lock, and if to be locked in sections, shall be brought to the lock as directed by the lockmaster. After passing the lock the sections shall be reassembled at such distance beyond the lock as not to interfere with other vessels.

(l) *Entrance to and exit from locks*. In case two or more boats or tows are to enter for the same lockage, their order of entry shall be determined by the lockmaster. Except as directed by the lockmaster, no boat shall pass another in the lock. In no case will boats be permitted to enter or leave the locks until directed to do so by the lockmaster. The sides of all craft passing through any lock shall be free from projections of any kind which might injure the lock walls. All vessels shall be provided with suitable fenders, and shall be used to protect the lock and guide walls until it has cleared the lock and guide walls.

(m) *Mooring*

(1) *At locks*.

(i) All vessels when in the locks shall be moored as directed by the lockmaster. Vessels shall be moored with bow and stern lines leading in opposite directions to prevent the vessel from ``running'' in the lock. All vessels will have one additional line available on the head of the tow for emergency use. The pilothouse shall be attended by qualified personnel during the entire locking procedure. When the vessel is securely moored, the pilot shall not cause movement of the propellers except in emergency or unless directed by the lockmaster. Tying to lock ladders is strictly prohibited.

(ii) Mooring of unattended or non-propelled vessels or small craft at the upper or lower channel approaches will not be permitted within 1200 feet of the lock.

(2) *Outside of locks*.

(i) No vessel or other craft shall regularly or permanently moor in any reach of a navigation channel. The approximate centerline of such channels are marked as the sailing line on Corps of Engineers' navigation charts. Nor shall any floating craft, except in an emergency, moor in any narrow or hazardous section of the waterway. Furthermore, all vessels or other craft are prohibited from regularly or permanently mooring in any section of navigable waterways which are congested with commercial facilities or traffic unless it is moored at facilities approved by the Secretary of the Army or his authorized representative. The limits of the congested areas shall be marked on Corps of Engineers' navigation charts. However, the District Engineer may authorize in writing exceptions to any of the above if, in his judgment, such mooring would not adversely affect navigation and anchorage.

(ii) No vessel or other craft shall be moored to railroad tracks, to riverbanks in the vicinity of railroad tracks when such mooring threatens the safety of equipment using such tracks, to telephone poles or power poles, or to bridges or similar structures used by the public.

(iii) Except in case of great emergency, no vessel or craft shall anchor over revetted banks of the river, and no floating plant other than launches and similar small craft shall land against banks protected by revetment except at regular commercial landings. In all cases, every precaution to avoid damage to the revetment works shall be exercised. The construction of log rafts along mattressed or paved banks or the tying up and landing of log rafts against such banks shall be performed in such a manner as to cause no damage to the mattress work or bank paving. Generally, mattress work extends out into the river 600 feet from the low water line.

(iv) Any vessel utilizing a federally constructed mooring facility (e.g., cells, buoys, anchor rings) at the points designated on the current issue of the Corps' navigation charts shall advise the lockmaster at the nearest lock from that point by the most expeditious means.

(n) *Draft of vessels*. No vessel shall attempt to enter a lock unless its draft is at least three inches less than the least depth of water over the guard sills, or over the gate sills if there be no guard sills. Information concerning controlling depth over sills can be obtained from the lockmaster at each lock or by inquiry at the office of the district engineer of the district in which the lock is located.

(o) *Handling machinery*. No one but employees of the United States shall move any lock machinery except as directed by the lockmaster. Tampering or meddling with the machinery or other parts of the lock is strictly forbidden.

(p) *Refuse in locks*. Placing or discharging refuse of any description into the lock, on lock walls or esplanade, canal or canal bank is prohibited.

(q) *Damage to locks or other work*. To avoid damage to plant and structures connected with the construction or repair of locks and dams, vessels passing structures in the process of construction or repair shall reduce their speed and navigate with special caution while in the vicinity of such work. The restrictions and admonitions contained in these regulations shall not affect the liability of the owners and operators of floating craft for any damage to locks or other structures caused by the operation of such craft.

(r) *Trespass of lock property*. Trespass on locks or dams or other U.S. property pertaining to the locks or dams is strictly prohibited except in those areas specifically permitted. Parties committing any injury to the locks or dams or to any part thereof will be responsible therefor. Any person committing a willful injury to any U.S. property will be prosecuted. No fishing will be permitted from lock walls, guide walls, or guard walls of any lock or from any dam, except in areas designated and posted by the responsible District Engineer as fishing areas. Personnel from commercial and recreational craft will be allowed on the lock structure for legitimate business reasons; e.g., crew changes, emergency phone calls, etc.

(s) *Restricted areas at locks and dams*. All waters immediately above and below each dam, as posted by the respective District Engineers, are hereby designated as restricted areas. No vessel or other floating craft shall enter any such restricted area at any time. The limits of the restricted areas at each dam will be determined by the responsible District Engineer and market by signs and/or flashing red lights installed in conspicuous and appropriate places.

(t) [Reserved]

(u) *Operations during high water and floods in designated vulnerable areas*. Vessels operating on these waters during periods when river stages exceed the level of ``ordinary high water,'' as designated on Corps of Engineers' navigation charts, shall exercise reasonable care to minimize the effects of their bow waves and propeller washes on river banks; submerged or partially submerged structures or habitations; terrestrial growth such as trees and bushes; and man-made amenities that may be present. Vessels shall operate carefully when passing close to levees and other flood protection works, and shall observe minimum distances from banks which may be prescribed from time to time in Notices to Navigation Interests. Pilots should exercise particular care not to direct propeller wash at river banks, levees, revetments, structures or other appurtenances subject to damage from wave action.

(v) *Navigation lights for use at all locks and dams except on the Kentucky River and Lock 3, Green River*.

(1) At locks at all fixed dams and at locks at all movable dams when the dams are up so that there is no navigable pass through the dam, the following navigation lights will be displayed during hours of darkness:

(i) Three green lights visible through an arc of 360 deg. arranged in a vertical line on the upstream end of the river (guard) wall unless the intermediate wall extends farther upstream. In the latter case, the lights will be placed on the upstream end of the intermediate wall.

(ii) Two green lights visible through an arc of 360 deg. arranged in a vertical line on the downstream end of the river (guard) wall unless the intermediate wall extends farther downstream. In the latter case, the lights will be placed on the downstream end of the intermediate wall.

(iii) A single red light, visible through an arc of 360 deg. on each end (upstream and downstream) of the land (guide) wall.

(2) At movable dams when the dam has been lowered or partly lowered so that there is an unobstructed navigable pass through the dam, the navigation lights indicated in the following paragraphs will be displayed during hours of darkness until lock walls and weir piers are awash.

(i) Three red lights visible through an arc of 360 deg. arranged in a vertical line on the upstream end of the river (guard) wall.

(ii) Two red lights visible through an arc of 360 deg. arranged in a vertical line on the downstream end of the river (guard) wall.

(iii) A single red light visible through an arc of 360 deg. on each end (upstream and downstream) of the land (guide) wall.

(3) After lock walls and weir piers are awash they will be marked as prescribed in paragraph (x) of this section.

(4) If one or more bear traps or weirs are open or partially open, and may cause a set in current conditions at the upper approach to the locks, this fact will be indicated by displaying a white circular disk 5 feet in diameter, on or near the light support on the upstream end of the land (guide) wall during the hours of daylight, and will be indicated during hours of darkness by displaying a white (amber) light vertically under and 5 feet below the red light on the upstream end of the land (guide) wall.

(5) At Locks No. 1 and 2, Green River, when the locks are not in operation because of high river stages, a single red light visible through an arc of 360 deg. will be displayed on each end (upstream and downstream) of the lock river (guard) will at which time the lights referred to above will not be visible.

(w) *Navigation lights for use at locks and dams on the Kentucky River and Lock 3, Green River.* A single red light visible through an arc of 360 deg. shall be displayed during hours of darkness at each end of the river wall or extending guard structures until these structures are awash.

(x) *Buoys at movable dams*.

(1) Whenever the river (guard) wall of the lock and any portion of the dam are awash, and until covered by a depth of water equal to the project depth, the limits of the navigable pass through the dam will be marked by buoys located at the upstream and downstream ends of the river (guard) wall, and by a single buoy over the end or ends of the portion or portions of the dam adjacent to the navigable pass over which project depth is not available. A red nun-type buoy will be used for such structures located on the left-hand side (facing downstream) of the river and a black can-type buoy for such structures located on the right-hand side. Buoys will be lighted, if practicable.

(2) Where powerhouses or other substantial structures projecting considerably above the level of the lock wall are located on the river (guard) wall, a single red light located on top of one of these structures may be used instead of river wall buoys prescribed above until these structures are awash, after which they will be marked by a buoy of appropriate type and color (red nun or black can buoy) until covered by a depth of water equal to the project depth. Buoys will be lighted, if practicable.

(y) *Vessels to carry regulations*. A copy of these regulations shall be kept at all times on board each vessel regularly engaged in navigating the rivers to which these regulations apply. Copies may be obtained from any lock office or District Engineer's office on request. Masters of such vessels are encouraged to have on board copies of the current edition of appropriate navigation charts.

NAVIGATION AIDS

- SAILING LINE WITH FLOW ARROW
- GAGE STATION
- GREEN LIGHTED FLASHING BUOY
- RED LIGHTED FLASHING BUOY
- GREEN BUOY
- RED BUOY
- GREEN DAYBEACON
- RED DAYBEACON
- MOORING/ GUIDE CELL
- NAVIGATION LIGHT
- 411 — RIVERMILE MARKER
- WRECK SUNKEN HAZARD
- WRECK SUNKEN EXPOSED
- RESTRICTED AREA ABOVE AND BELOW LOCK AND DAM
- WARNING SIGN — WARNING SIGN
- BULLETIN BOARD Showing River Stage — BULLETIN BOARD

NOTICE:

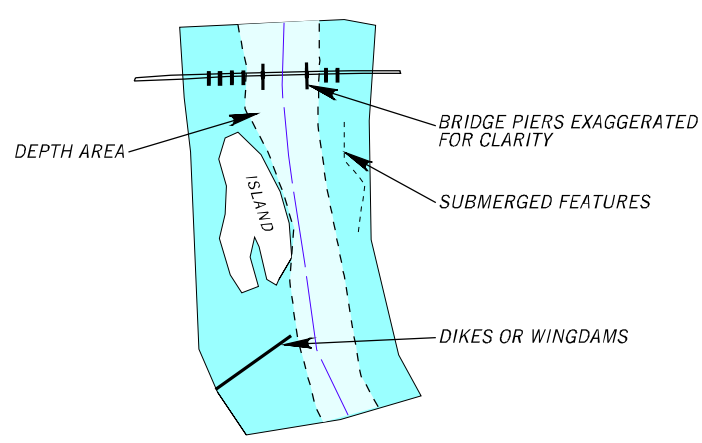
BUOY POSITIONS REPRESENTED ON THESE CHARTS ARE APPROXIMATE. POSITIONING OF BUOYS ARE SUBJECT TO CHANGE DEPENDING ON RIVER STAGES AND CHANNEL OBSTRUCTIONS.

TRANSPORTATION

- PRIMARY ROAD
- SECONDARY ROAD
- LIGHT DUTY ROAD
- UNIMPROVED ROAD
- RAILROAD
- J — COUNTY HIGHWAY
- 162 — INTERSTATE HIGHWAY
- 22 — STATE HIGHWAY
- 80 — FEDERAL HIGHWAY
- 411 — RAILROAD MILES

MANAGEMENT AREAS

- REVETMENT
- LEVEE SYMBOL
- COUNTY LINE



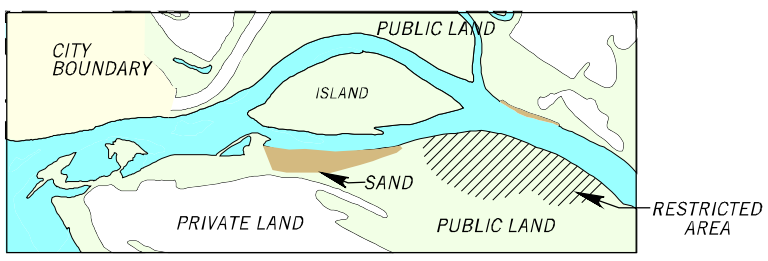
NOTE:

AREA IN RIVER THAT GENERALLY MEETS PROJECT DEPTH DIMENSIONS (I.E., 9-FT OR GREATER) UNDER PREVAILING RIVER CONDITIONS. THIS AREA IS SUBJECT TO CHANGE AS A RESULT OF SCOUR OR DEPOSITION IN THE RIVER.

NAVIGATION FACILITIES

- FERRY CROSSING
- GB — GAMING BOAT
- MARINA
- PUBLIC ACCESS WITH NO FACILITIES
- PUBLIC ACCESS WITH FACILITIES
- 1 — BARGE FACILITY NUMBER
- CORPS OF ENGINEERS DISTRICT OFFICE

TYPICAL LAND COVER



UTILITIES

- POWER LINE
- UNDERGROUND LINE/ NO ANCHOR AREA

LEGEND
(continued)

NOTES REGARDING AIDS TO NAVIGATION

The U.S. Coast Guard is responsible for placing and maintaining all aids to navigation. Buoys are set to mark project depths taking into consideration the prevailing river stages and obstructions. Buoy positions as shown on the charts are approximate, and subject to change depending on prevailing river stages and obstructions.

Buoys should always be given as wide a berth in passing as possible, consistent with the length and width of vessel or tow and the width of the bend or crossing.

Buoys should always be used with caution. They may be carried off position by high water, accumulation of drift, ice, or sunk by collision or other causes. When carried off position, destroyed, or removed to prevent loss, buoys are replaced at the earliest opportunity.

Lights and daymarks are also shown in approximate location.

NOTES

- Maps were prepared from latest data by Corps of Engineers offices and other Federal and State sources.
- Geodetic positions refer to North American Datum 83.
- Political boundaries are shown according to best available information.
- Locations of Navigation Lights, Channel Lines and Mississippi River Shore Lines are from latest available data, including aerial photographs.
- Mile Zero on the Upper Mississippi River starts at Cairo, Illinois at the mouth of the Ohio River.

HOW TO OBTAIN LOCAL NOTICE TO MARINERS

Notices can be obtain by accessing the United States Coast Guard Home Page:

http://www.navcen.uscg.mil/inm/d8gm

or write or call the following:
Commander (OAN) Eight Coast Guard District
Hale Boggs Federal Bldg.
501 Magazine Street
New Orleans, LA 70130-3396
Phone: (504) 589-6234

HOW TO NOTIFY COAST GUARD OF ACCIDENT OR EMERGENCY SITUATION

Write or call the following:
Commander (OAN) Eight Coast Guard District
Hale Boggs Federal Bldg.
501 Magazine Street
New Orleans, LA 70130-3396
Phone: (504) 589-6225

LOCK AND DAM TELEPHONE NUMBERS

Lock No.	Telephone Number	Lock No.	Telephone Number
1	(612) 724-2971	15	(309) 794-5266
2	(612) 437-3150	16	(309) 537-3191
3	(651) 388-5794	17	(309) 587-8125
4	(608) 685-3840	18	(309) 873-2246
5A	(612) 689-2101	19	(319) 524-2631
5	(507) 452-2789	20	(573) 288-3320
6	(608) 534-7427	21	(217) 222-0918
7	(507) 895-2170	22	(573) 221-0294
8	(608) 689-2625	24	(573) 242-3524
9	(608) 874-4311	25	(314) 566-8120
10	(319) 252-1261	Mel Price	(618) 462-1713
11	(319) 582-1204	27	(618) 452-7107
12	(319) 872-3314		
13	(815) 589-3313		
14	(319) 332-0907		

LOCK AND DAM RADIO FREQUENCIES

	Transmit	Receive	Channel
Lock and Dam No. 1 - 24	156.700 MHz	156.700 MHz	14
Lock and Dam No. 25 - 27	156.600 MHz	156.600 MHz	12
Melvin Price Lock	156.700 MHz	156.700 MHz	14
U. S. Coast Guard	157.100 MHz	157.100 MHz	22A
Harbors	156.800 MHz	156.800 MHz	16

DGPS FREQUENCY

St. Paul District	317 KHz
Rock Island District	311 KHz
St. Louis District	322 KHz

Additional information may be obtained from the United States Coast Guard Home Page: *http://www.navcen.uscg.mil*

ADDITIONAL COPIES MAY BE PROCURED FROM:

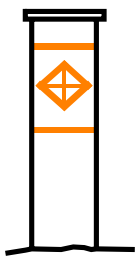
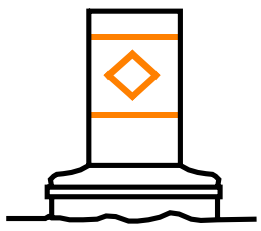
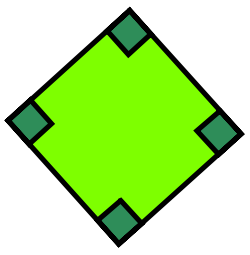
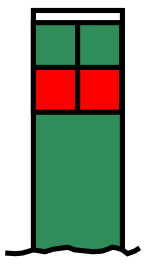
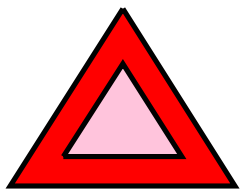
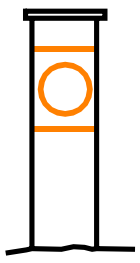
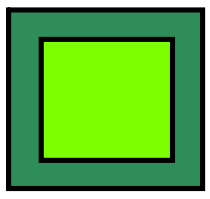
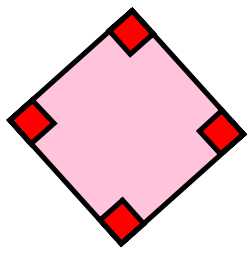
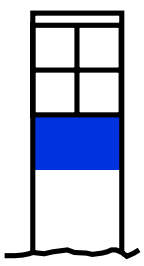
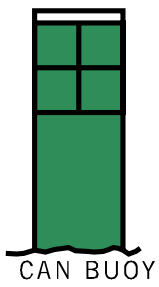
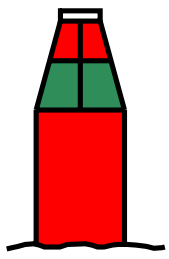
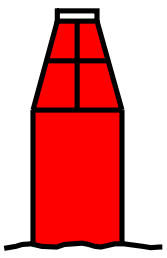
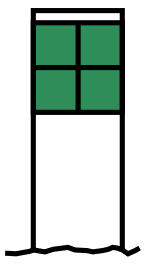
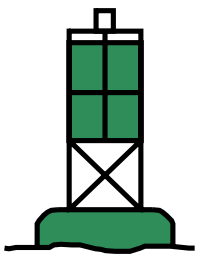
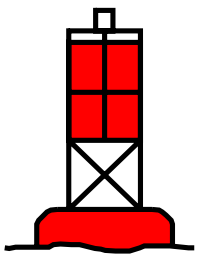
U.S. Army Engineer District, St. Louis, Corps of Engineers, 1222 Spruce Street, St. Louis, MO 63103-2833.

U.S. Army Engineer District, Rock Island, Corps of Engineers, Clock Tower Building - P.O. Box 2004, Rock Island, IL. 61204-2004

U.S. Army Engineer District, St. Paul, Corps of Engineers, 190 Fifth Street East, St. Paul, MN. 55101-1638

PREPARED UNDER THE DIRECTION OF THE PRESIDENT, MISSISSIPPI RIVER COMMISSION
CORPS OF ENGINEERS, U. S. ARMY

AIDS TO NAVIGATION
AS SEEN TRAVELING UPSTREAM

REGULATORY BUOYS STANDARD INLAND WATERWAY SYMBOLS AND MESSAGES ALL WATERS	PORT SIDE (RIGHT DESCENDING BANK) WHITE OR GREEN LIGHTS	JUNCTION BUOYS (PREFERRED CHANNEL)	STARBOARD SIDE (LEFT DESCENDING BANK) WHITE OR RED LIGHT
 RESTRICTED AREA	111.1 MILE BOARD		222.1 MILE BOARD
 HAZARD WARNING	 CROSSING DAYMARK	 CAN BUOY PREFERRED CHANNEL TO STARBOARD (TOPMOST BAND BLACK WHITE OR GREEN LIGHT)	 PASSING DAYMARK
 CONTROLLED AREA	 PASSING DAYMARK		 CROSSING DAYMARK
 ANCHORAGE	 CAN BUOY (BLACK OR GREEN)	 NUN BUOY PREFERRED CHANNEL TO PORT (TOPMOST BAND RED WHITE OR RED LIGHT)	 NUN BUOY
 DREDGING	 LIGHTED CAN BUOY GROUP FLASHING		 LIGHTED CAN BUOY GROUP FLASHING (2)

2001

2001

SCALE 1:65,500
1 INCH = 10 MILES

20 10 0 20 MILES

20 10 0 20 KILOMETERS

MAP INDEX NO. 1

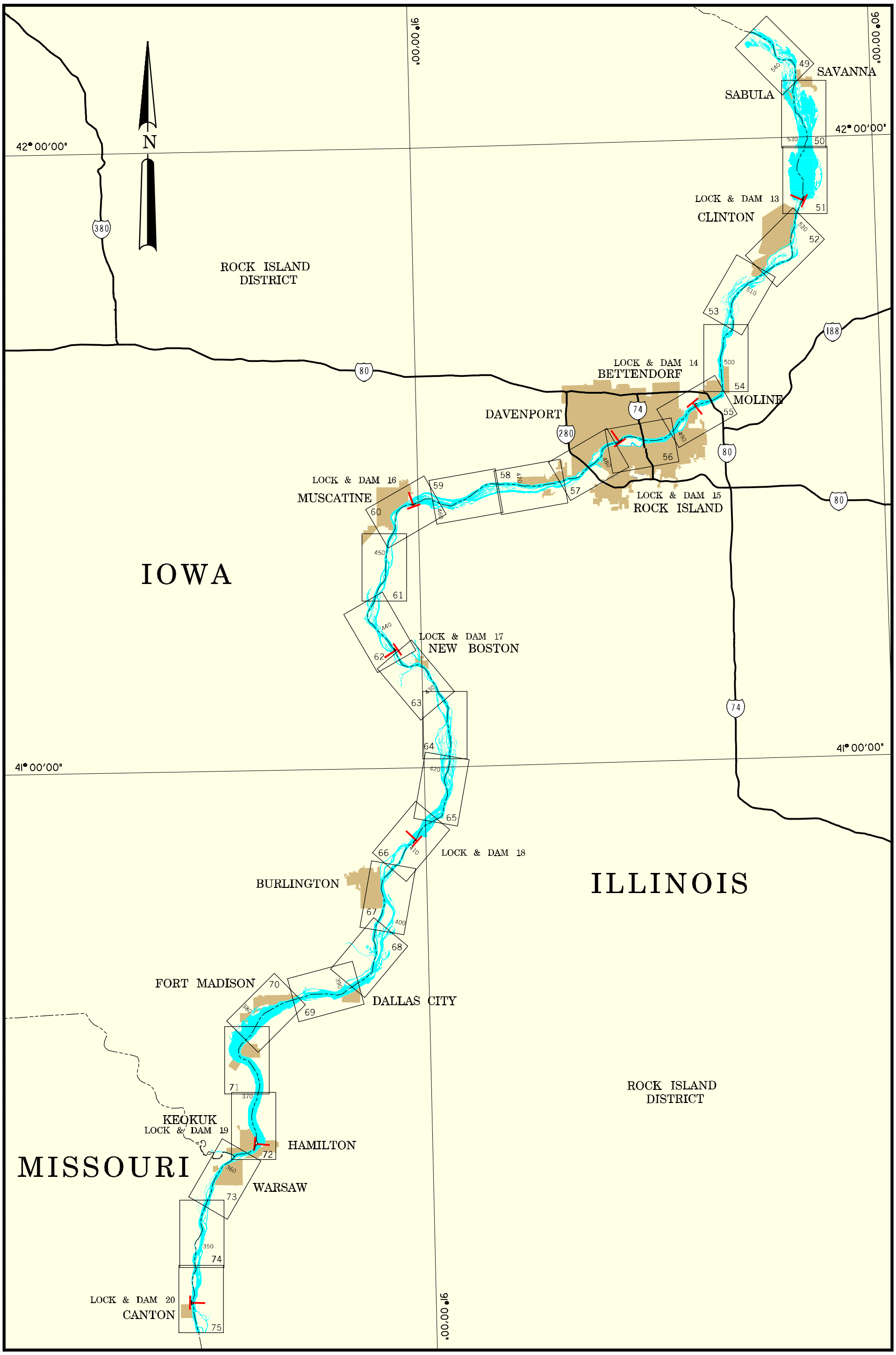
2001

SCALE 1:65,500
1 INCH = 10 MILES

20 10 0 20 MILES

20 10 0 20 KILOMETERS

MAP INDEX NO. 2



2001

SCALE 1:65,500
1 INCH = 10 MILES

20 10 0 20 MILES

20 10 0 20 KILOMETERS

MAP INDEX NO. 3

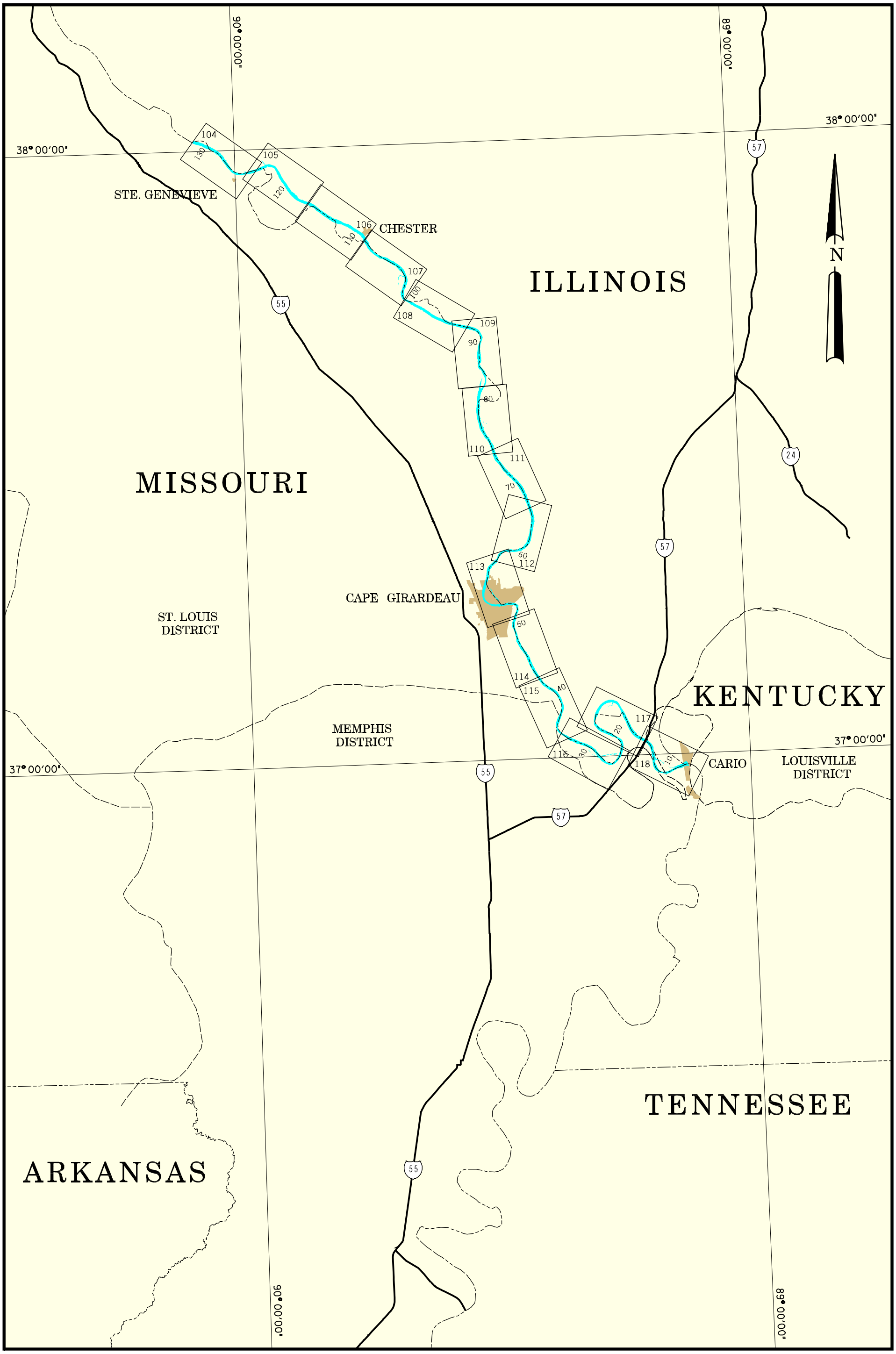
2001

SCALE 1:65,500
1 INCH = 10 MILES

20 10 0 20 MILES

20 10 0 20 KILOMETERS

MAP INDEX NO. 4



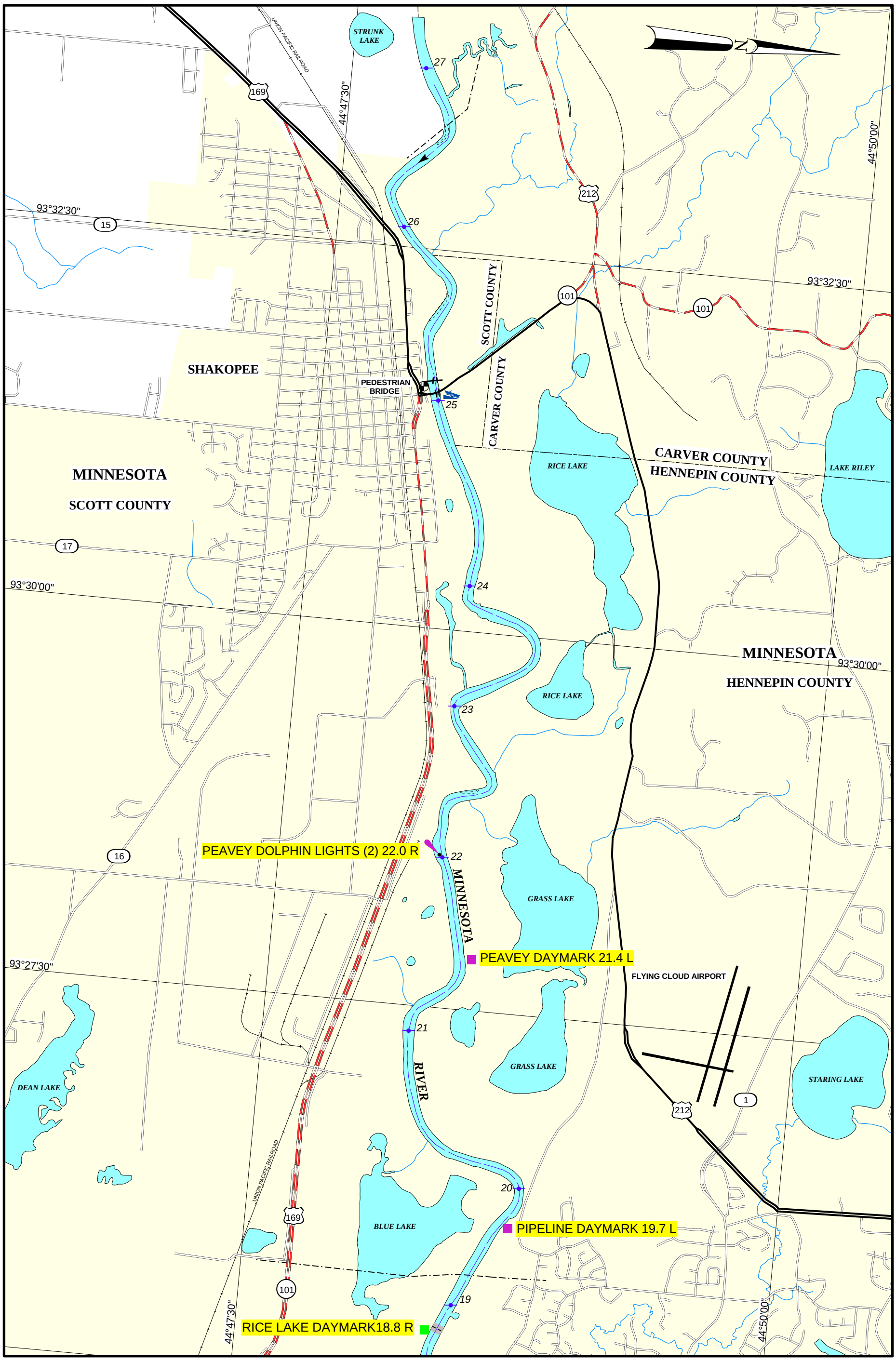
2001

SCALE 1:65,500
1 INCH = 10 MILES

20 10 0 20 MILES

20 10 0 20 KILOMETERS

MAP INDEX NO. 5



2001

SCALE 1:31,680
1 INCH = 1/2 MILE

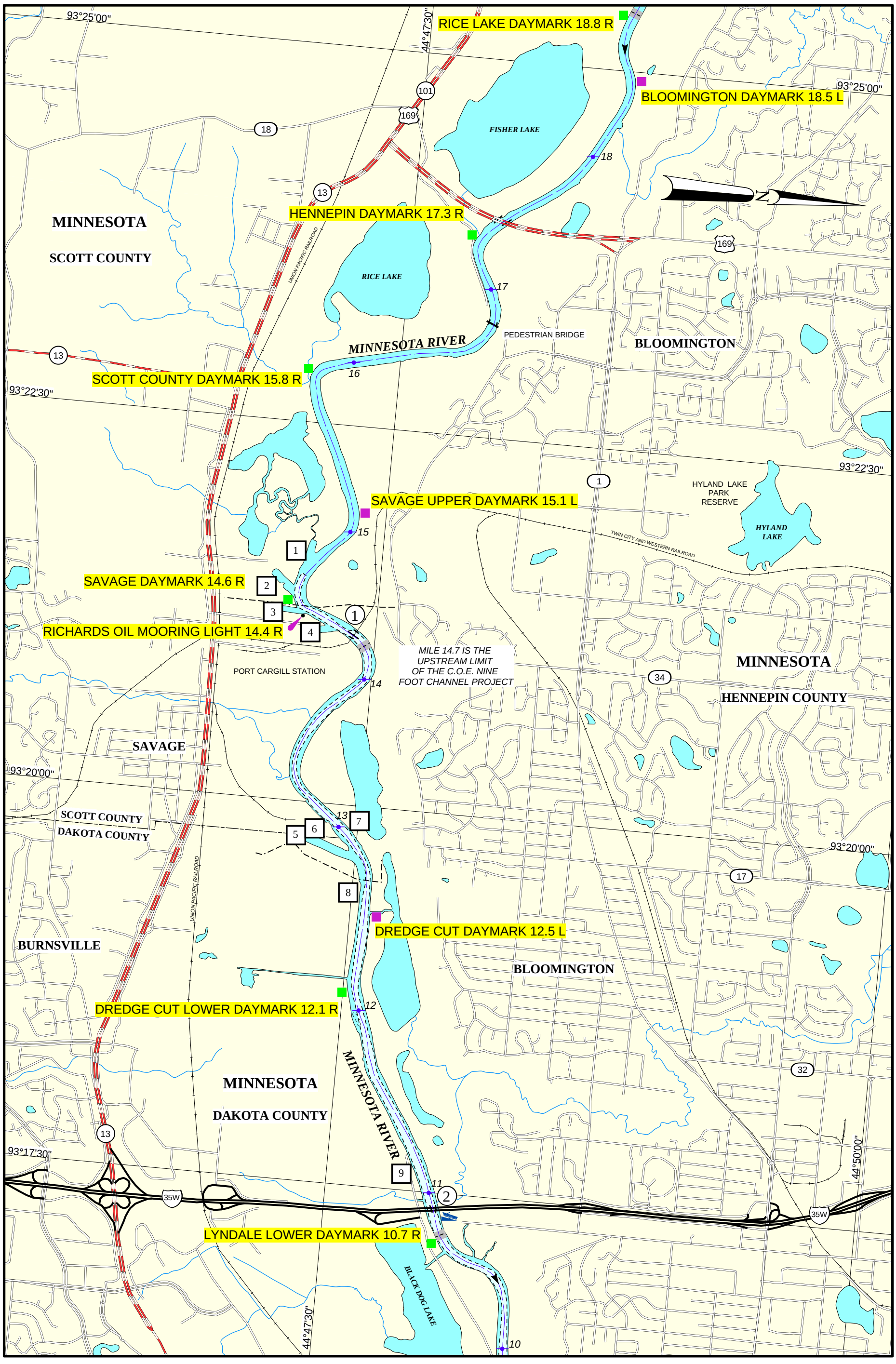
1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 1

MINNESOTA RIVER
RIVER MILE 19 TO 27

UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
26.6	AERIAL CROSSING	UNKNOWN	UNKNOWN
19.3	AERIAL CROSSING	UNKNOWN	UNKNOWN
18.8	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN



2001

SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 2

MINNESOTA RIVER
RIVER MILE 10 TO 18

FACILITIES	
1	Port Cargill, West Dock
2	Cenex-Harvest States
3	Bunge Corporation., Port Bunge (Savage) Elevator Dock
4	Port Richards Dock
5	Port Cargill East
6	Port Cargill, Fertilizer Dock
7	Upper River Services, Port Cargill Load Fleet & Credit River Fleet Moorings
8	Upper River Services, Port Cargill Empty; Kraemer and Peavey Fleet Moorings
9	Port Marilyn

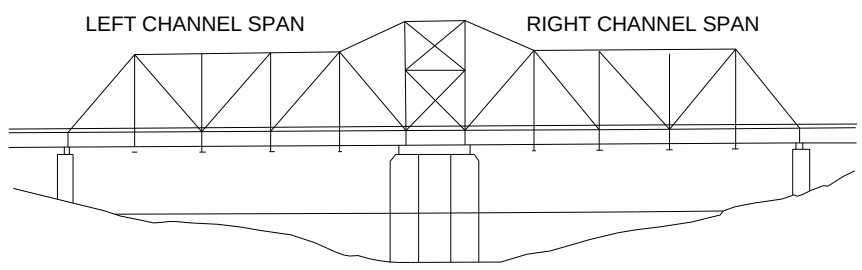
UTILITY CROSSING

MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
18.8	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN
14.5	AERIAL CROSSING	UNKNOWN	UNKNOWN
14.2	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN
12.7	AERIAL CROSSING	UNKNOWN	UNKNOWN
10.8	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN

MINNESOTA
LEFT DESCENDING
BANK

1

MINNESOTA
RIGHT DESCENDING
BANK



TWIN CITY AND WESTERN RAILROAD

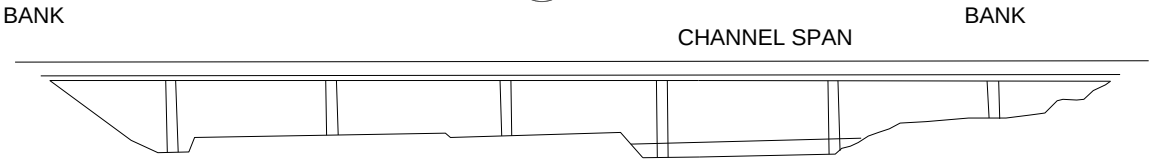
NOT TO SCALE
RIVER MILE 14.3

ELEVATION OF LOW STEEL	706.3'
VERTICAL CLEARANCE AT POOL STAGE	20.3'
VERTICAL CLEARANCE 1912 H.W.	4.0'
HORIZONTAL CLEARANCE	103.3'

MINNESOTA
LEFT DESCENDING
BANK

2

MINNESOTA
RIGHT DESCENDING
BANK



I 35W HIGHWAY BRIDGE

NOT TO SCALE
RIVER MILE 10.9

ELEVATION OF LOW STEEL	742.7'
VERTICAL CLEARANCE AT POOL STAGE	53.6'
VERTICAL CLEARANCE 1912 H.W.	31.0'
HORIZONTAL CLEARANCE	200.4'

2001

SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

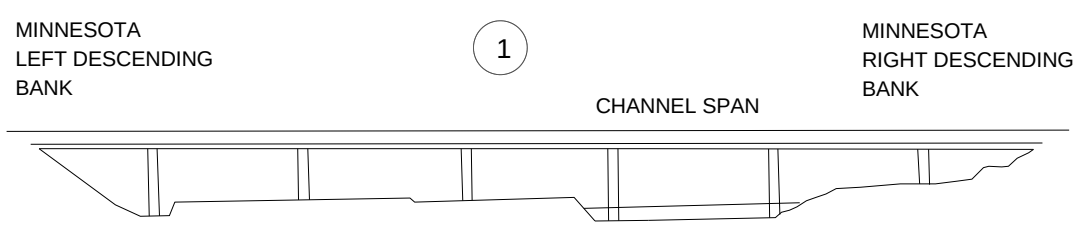
1 0.5 0 1 KILOMETERS

MAP NO. 3

MINNESOTA RIVER
RIVER MILE 4 TO 11

FACILITIES
1 Xcel Energy Inc., Black Dog Power Plant Wharf.

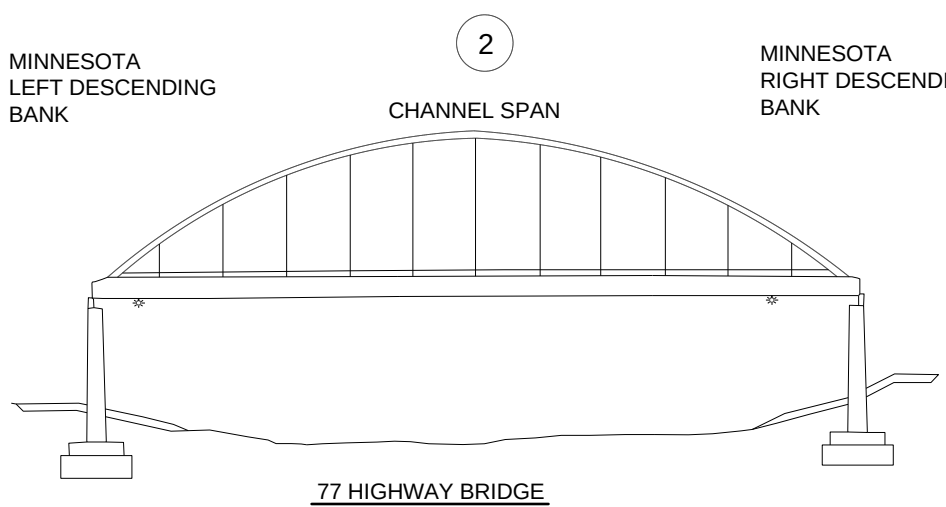
UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
10.7	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN
9.9	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN
9.0	AERIAL CROSSING	UNKNOWN	UNKNOWN



I 35W HIGHWAY BRIDGE

NOT TO SCALE
RIVER MILE 10.9

ELEVATION OF LOW STEEL	742.7'
VERTICAL CLEARANCE AT POOL STAGE	53.6'
VERTICAL CLEARANCE 1912 H.W.	31.0'
HORIZONTAL CLEARANCE	200.4'



77 HIGHWAY BRIDGE

NOT TO SCALE
RIVER MILE 7.3

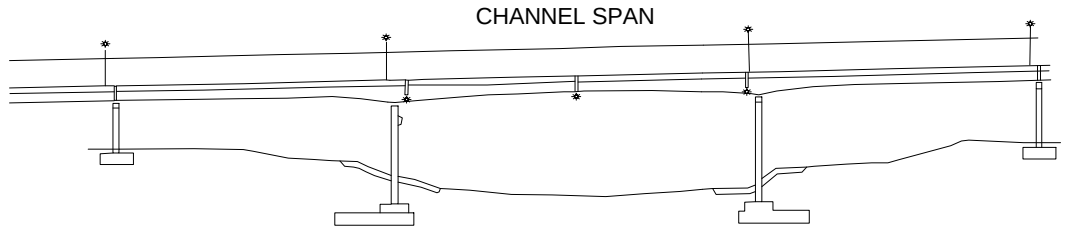
VERTICAL CLEARANCE AT POOL STAGE	55.00'
VERTICAL CLEARANCE 1965 H.W.	24.24'
HORIZONTAL CLEARANCE	331.0'

MINNESOTA
LEFT DESCENDING
BANK

3

MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN



I 494 HIGHWAY BRIDGE

NOT TO SCALE
RIVER MILE 4.2

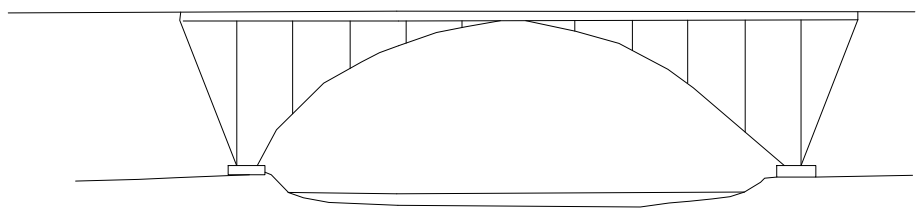
ELEVATION OF LOW STEEL	738.0'
VERTICAL CLEARANCE AT POOL STAGE	55.0'
VERTICAL CLEARANCE 1965 H.W.	22.0'
HORIZONTAL CLEARANCE	230.0'

MINNESOTA
LEFT DESCENDING
BANK

4

MINNESOTA
RIGHT DESCENDING
BANK

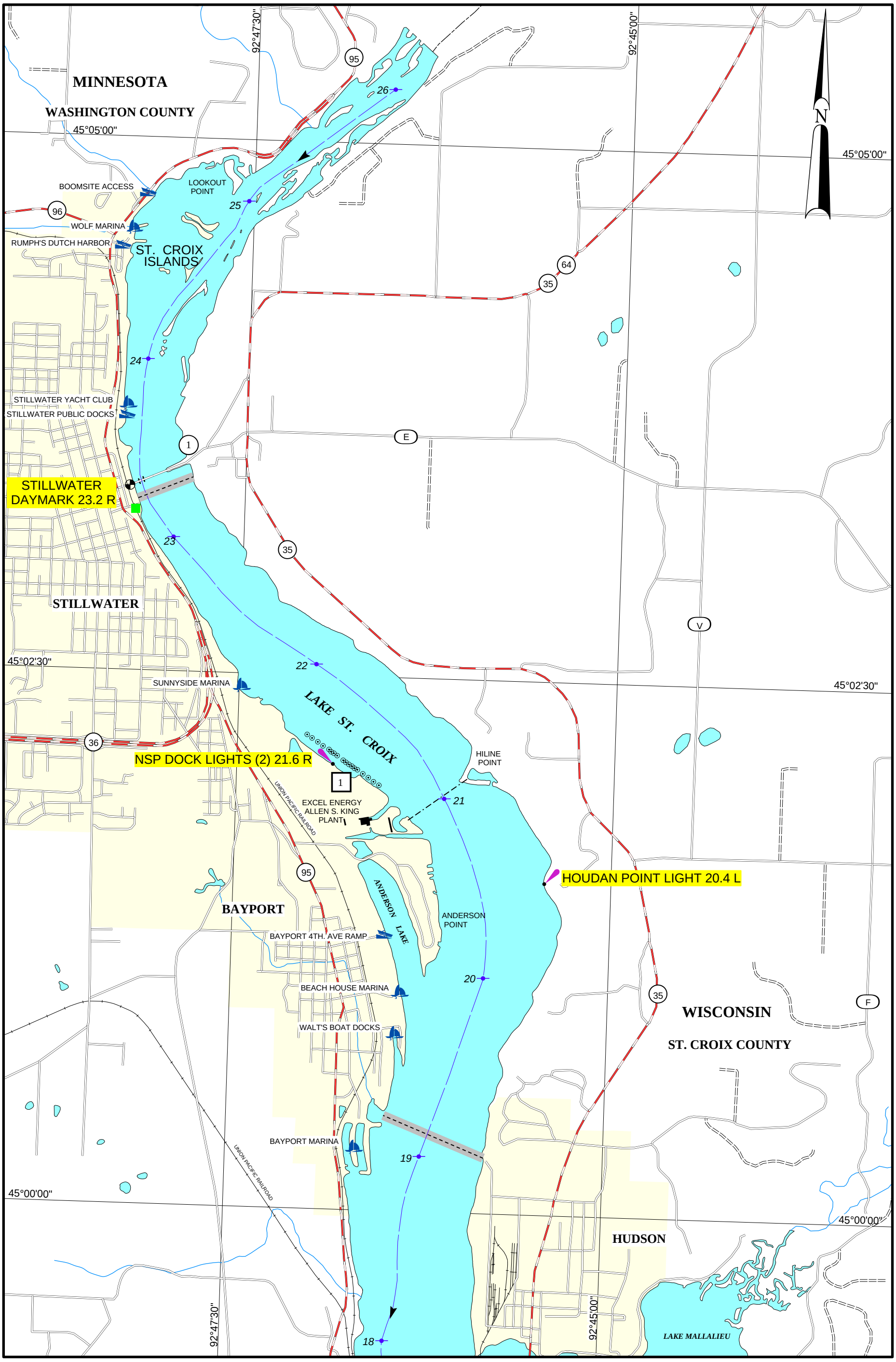
CHANNEL SPAN



AIRPORT LIGHTS

NOT TO SCALE
RIVER MILE 3.5

ELEVATION OF LOW STEEL	802.9'
VERTICAL CLEARANCE AT POOL STAGE	115.7'
VERTICAL CLEARANCE H.W.	90.0'
HORIZONTAL CLEARANCE	120.0'



2001

SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

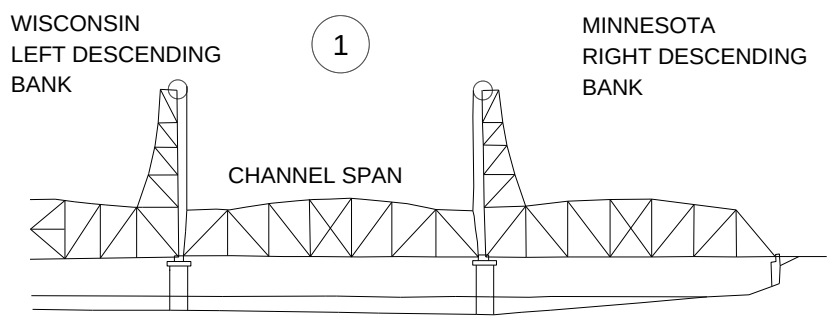
1 0.5 0 1 KILOMETERS

MAP NO. 4

ST. CROIX RIVER
RIVER MILE 18 - 26

FACILITIES
1 Stillwater Municipal Dock.
2 Stillwater-St. Croix Barge Co., Terminal Dock.
3 Aiple Towing Co. Dock
4 Xcel Engery Inc., Allen S. King Power Plant Dock.

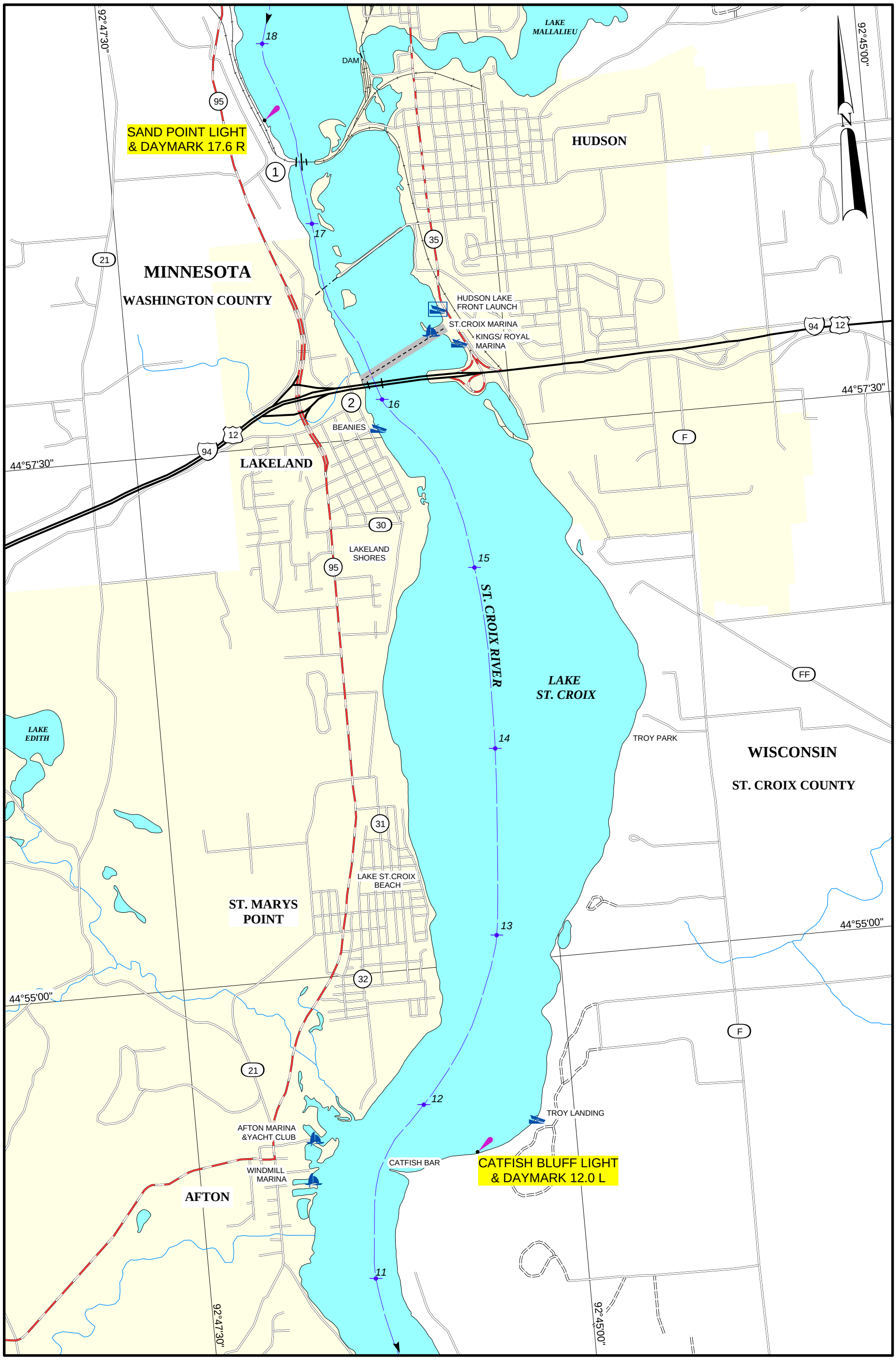
UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
23.3	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN
21.0	AERIAL CROSSING	UNKNOWN	UNKNOWN
19.1	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN



ST. CROIX RIVER STILLWATER
VERTICAL LIFT DRAW BRIDGE

NOT TO SCALE
RIVER MILE 23.4

	CHANNEL LOWERED SPAN	CHANNEL RAISED SPAN
ELEVATION OF LOW STEEL	693.37'	741.37'
VERTICAL CLEARANCE AT POOL STAGE	17.30'	65.3'
VERTICAL CLEARANCE 1912 H.W.	15.43'	63.43'
HORIZONTAL CLEARANCE	135.00'	



2001

SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 5

ST. CROIX RIVER
RIVER MILE 11 TO 18

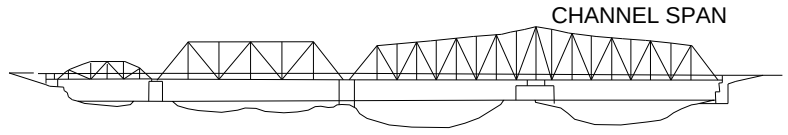
UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
16.7	AERIAL CROSSING	UNKNOWN	UNKNOWN
16.2	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN

WISCONSIN
LEFT DESCENDING
BANK

1

MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN



UNION PACIFIC RAILWAY BRIDGE

NOT TO SCALE
RIVER MILE 17.4

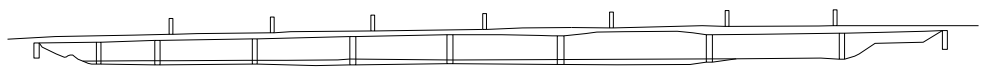
ELEVATION OF LOW STEEL	692.7'
VERTICAL CLEARANCE AT POOL STAGE	17.1'
VERTICAL CLEARANCE 1912 H.W.	3.0'
HORIZONTAL CLEARANCE	132.0'

WISCONSIN
LEFT DESCENDING
BANK

2

MINNESOTA
RIGHT DESCENDING
BANK

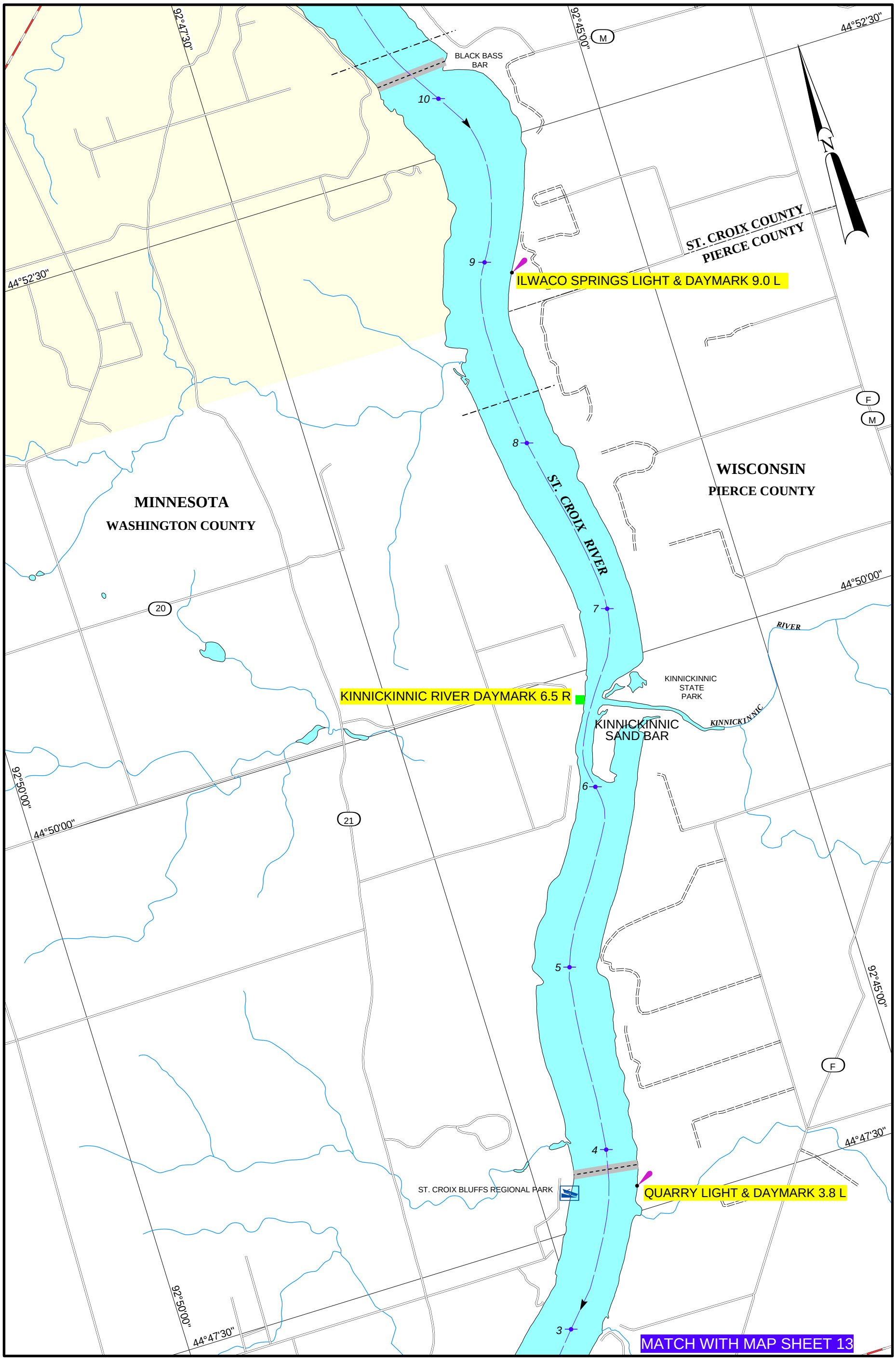
CHANNEL SPAN



I 94 HIGHWAY BRIDGE

NOT TO SCALE
RIVER MILE 16.1

ELEVATION OF LOW STEEL	739.3'
VERTICAL CLEARANCE AT POOL STAGE	55.0'
VERTICAL CLEARANCE 1912 H.W.	46.0'
HORIZONTAL CLEARANCE	300.0'



2001

SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 6

ST. CROIX RIVER
RIVER MILE 3 TO 10

UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
10.3	AERIAL CROSSING	UNKNOWN	UNKNOWN
10.2	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN
8.3	AERIAL CROSSING	UNKNOWN	UNKNOWN
3.9	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN

2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 7

MISSISSIPPI RIVER
RIVER MILE 859 TO 866

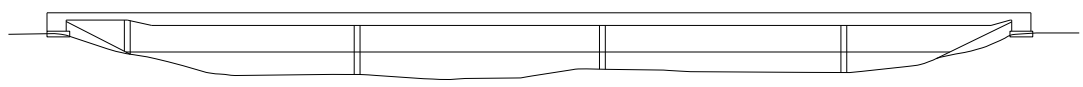
UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
865.5	AERIAL CROSSING	LEFT CHANNEL SPAN 53.5' RIGHT CHANNEL SPAN 67.0'	UNKNOWN
860.4	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN

MINNESOTA
LEFT DESCENDING
BANK

1

MINNESOTA
RIGHT DESCENDING
BANK

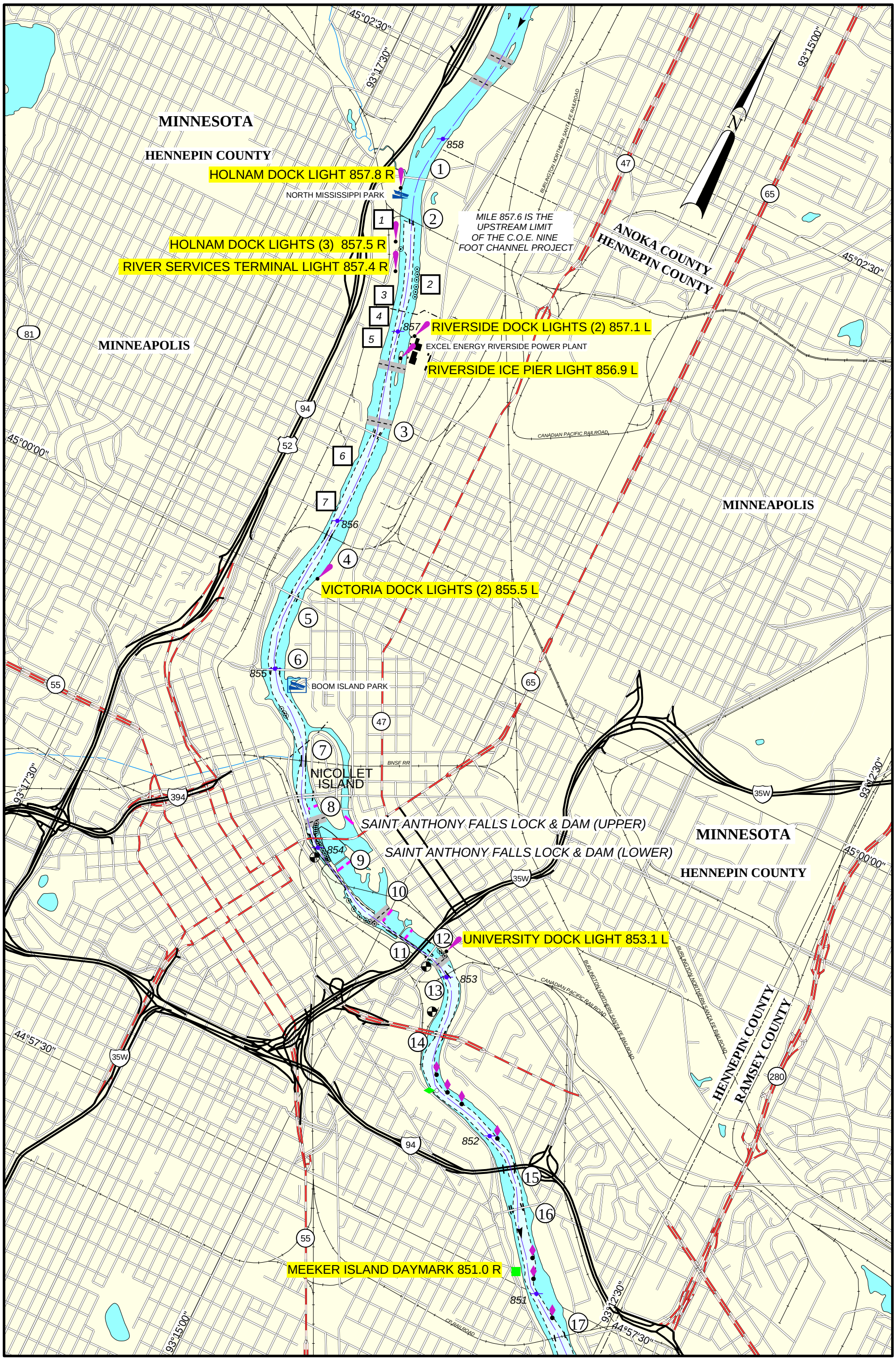
CHANNEL SPAN



INTERSTATE HIGHWAY 694

NOT TO SCALE
RIVER MILE 860.4

ELEVATION OF LOW STEEL	825.0'
VERTICAL CLEARANCE AT POOL STAGE	21.0'
VERTICAL CLEARANCE 1965 H.W.	8.0'
HORIZONTAL CLEARANCE	194.0'



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 8

MISSISSIPPI RIVER
RIVER MILE 851 TO 858

FACILITIES

1 *Holnam, Minneapolis Cement Terminal Dock.*
2 *Xcel Engery Inc., Riverside Power Plant Dock.*
3 *River Services, Minneapolis North Dock.*
4 *River Services, Minneapolis Bulk-Loading Dock.*
5 *River Services, Minneapolis South Dock.*
6 *American Iron and Supply Co. Dock.*
7 *Aggregate Industries.*

UTILITY CROSSING

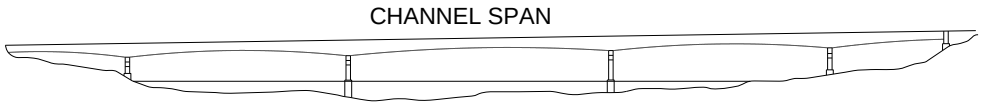
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
858.6	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN
858.4	PIPELINE OR SUBMERGED CABLE	UNKNOWN	UNKNOWN
857.1	AERIAL CROSSING	73.0'	XCEL ENERGY INC.
856.8	PIPELINE OR SUBMERGED CABLE	UNKNOWN	UNKNOWN
856.5	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN
854.5	AERIAL CROSSING	857.0'	XCEL ENERGY INC.
854.1	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN
853.5	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN
853.1	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN

MINNESOTA
LEFT DESCENDING
BANK

1

MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN



42nd AVE NORTH BRIDGE

NOT TO SCALE
RIVER MILE 857.8

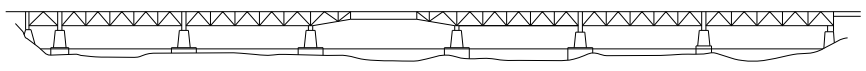
ELEVATION OF LOW STEEL	830.6'
VERTICAL CLEARANCE AT POOL STAGE	22.5'
HORIZONTAL CLEARANCE	244.0'

MINNESOTA
LEFT DESCENDING
BANK

2

MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN



CANADIAN PACIFIC RAILROAD BRIDGE

NOT TO SCALE
RIVER MILE 857.6

ELEVATION OF LOW STEEL	818.5'
VERTICAL CLEARANCE AT POOL STAGE	19.3'
VERTICAL CLEARANCE 1965 H.W.	14.0'
HORIZONTAL CLEARANCE	89.75'

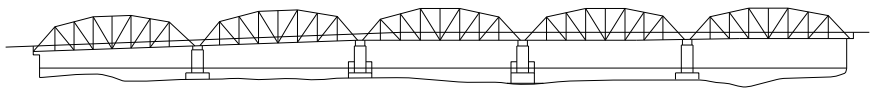
MILE 857.6 IS THE UPSTREAM LIMIT OF CENTER OF ESTABLISHED NINE FOOT CHANNEL PROJECT

MINNESOTA
LEFT DESCENDING
BANK

3

MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN



LOWRY AVENUE BRIDGE

NOT TO SCALE

RIVER MILE 856.4

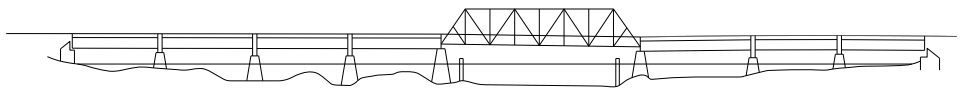
ELEVATION OF LOW STEEL	832.15'
VERTICAL CLEARANCE AT POOL STAGE	33.0'
VERTICAL CLEARANCE H.W.	22.0'
HORIZONTAL CLEARANCE	144.6'

MINNESOTA
LEFT DESCENDING
BANK

4

MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN



CANADIAN PACIFIC RAILROAD BRIDGE

NOT TO SCALE
RIVER MILE 855.8

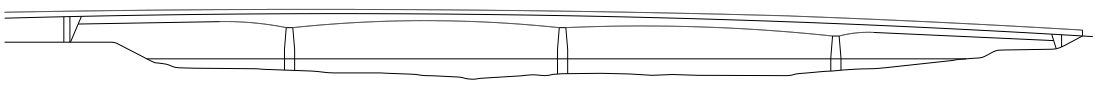
ELEVATION OF LOW STEEL	826.5'
VERTICAL CLEARANCE AT POOL STAGE	27.3'
VERTICAL CLEARANCE 1912 H.W.	21.5'
HORIZONTAL CLEARANCE	150.0'

MINNESOTA
LEFT DESCENDING
BANK

5

MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN



BROADWAY AVENUE BRIDGE

NOT TO SCALE
RIVER MILE 855.4

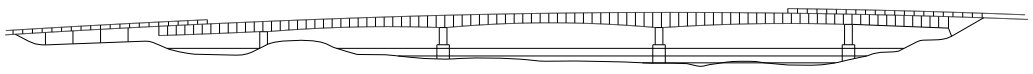
ELEVATION OF LOW STEEL	825.8'
VERTICAL CLEARANCE AT POOL STAGE	22.66'
HORIZONTAL CLEARANCE	186.0'

MINNESOTA
LEFT DESCENDING
BANK

6

MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN



8TH AVENUE BRIDGE

NOT TO SCALE

RIVER MILE 855.0

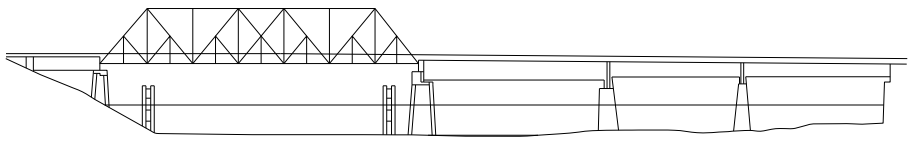
	LEFT SPAN	RIGHT SPAN
ELEVATION OF LOW STEEL	826.47'	823.82'
VERTICAL CLEARANCE AT POOL STAGE	27.3'	24.6'
VERTICAL CLEARANCE AT H.W.	19.6'	16.9'
HORIZONTAL CLEARANCE	141.4'	141.4'

MINNESOTA
LEFT DESCENDING
BANK

7

MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN



BURLINGTON NORTHERN AND SANTA FE RR BRIDGE

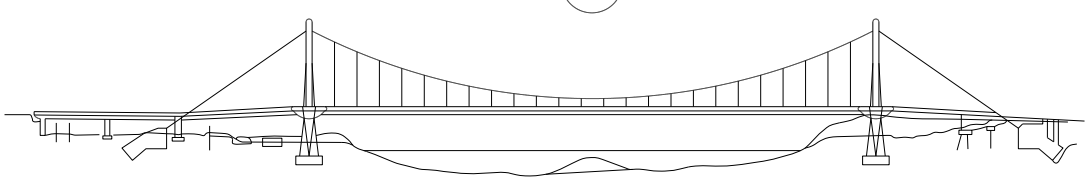
NOT TO SCALE
RIVER MILE 854.5

ELEVATION OF LOW STEEL	823.3'
VERTICAL CLEARANCE AT POOL STAGE	24.1'
VERTICAL CLEARANCE 1912 H.W.	19.2'
HORIZONTAL CLEARANCE	121.0'

MINNESOTA
LEFT DESCENDING
BANK

8

MINNESOTA
RIGHT DESCENDING
BANK



HENNEPIN BRIDGE

NOT TO SCALE
RIVER MILE 854.3

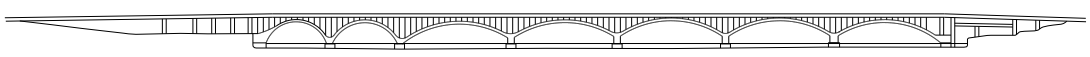
ELEVATION OF LOW STEEL	830.72'
VERTICAL CLEARANCE AT POOL STAGE	37.2'
VERTICAL CLEARANCE 1965 H.W.	26.72'
HORIZONTAL CLEARANCE	485.0'

MINNESOTA
LEFT DESCENDING
BANK

9

MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN



THIRD AVENUE (FEDERAL HWY 65) BRIDGE

NOT TO SCALE
RIVER MILE 854.1

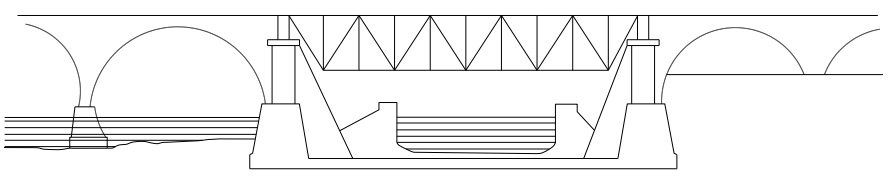
ELEVATION OF LOW STEEL	822.8'
VERTICAL CLEARANCE AT POOL STAGE	23.3'
HORIZONTAL CLEARANCE	150.0'

MINNESOTA
LEFT DESCENDING
BANK

10

MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN



BURLINGTON NORTHERN AND SANTA FE RR BRIDGE

NOT TO SCALE
RIVER MILE 853.7

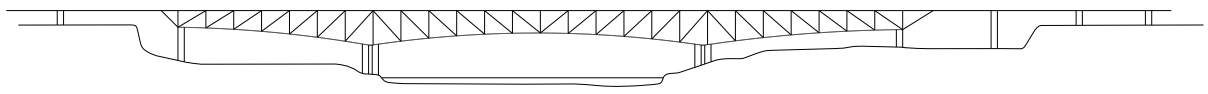
ELEVATION OF LOW STEEL	775.1'
VERTICAL CLEARANCE AT POOL STAGE	24.4'
VERTICAL CLEARANCE H.W.	20.2'
HORIZONTAL CLEARANCE	56.0'

11

MINNESOTA
LEFT DESCENDING
BANK

CHANNEL SPAN

MINNESOTA
RIGHT DESCENDING
BANK



I 35W HIGHWAY BRIDGE

NOT TO SCALE
RIVER MILE 853.2

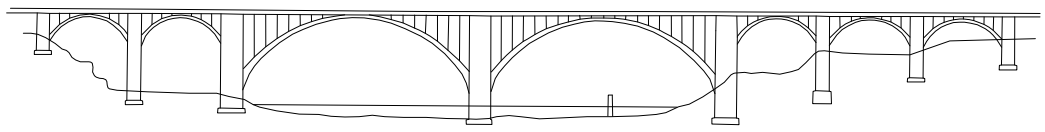
ELEVATION OF LOW STEEL	784.64'
VERTICAL CLEARANCE AT POOL STAGE	64.1'
VERTICAL CLEARANCE 1929 H.W.	57.0'
HORIZONTAL CLEARANCE	390.0'

12

MINNESOTA
LEFT DESCENDING
BANK

CHANNEL SPAN

MINNESOTA
RIGHT DESCENDING
BANK



10th AVE BRIDGE

NOT TO SCALE
RIVER MILE 853.1

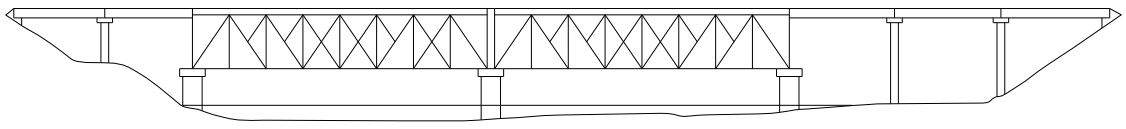
VERTICAL CLEARANCE AT POOL STAGE	120.0'
VERTICAL CLEARANCE 1965 H.W.	90.0'

13

MINNESOTA
LEFT DESCENDING
BANK

CHANNEL SPAN

MINNESOTA
RIGHT DESCENDING
BANK



CANADIAN PACIFIC RR BRIDGE

NOT TO SCALE
RIVER MILE 853.0

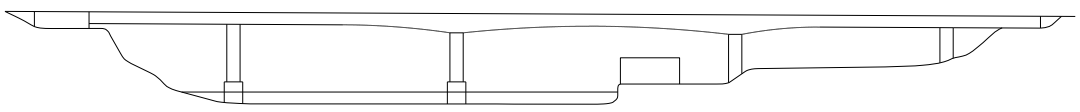
ELEVATION OF LOW STEEL	783.4'
VERTICAL CLEARANCE AT POOL STAGE	39.4'
VERTICAL CLEARANCE AT H.W.	18.0'
HORIZONTAL CLEARANCE	160.0'

14

MINNESOTA
LEFT DESCENDING
BANK

CHANNEL SPAN

MINNESOTA
RIGHT DESCENDING
BANK



WASHINGTON AVENUE BRIDGE

NOT TO SCALE
RIVER MILE 852.6

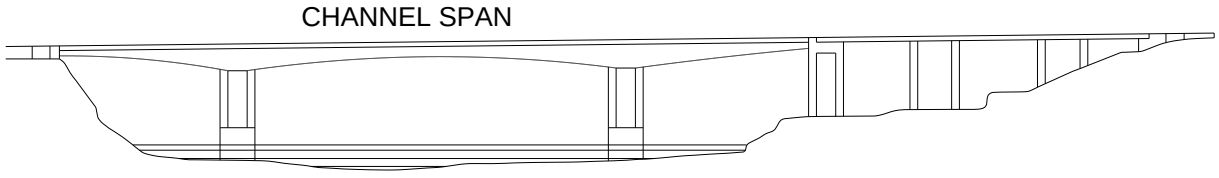
ELEVATION OF LOW STEEL	777.74'
VERTICAL CLEARANCE AT POOL STAGE	70.6'
VERTICAL CLEARANCE AT H.W.	36.0'
HORIZONTAL CLEARANCE	228.7'

15

MINNESOTA
LEFT DESCENDING
BANK

MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN



I 94 HIGHWAY BRIDGE

NOT TO SCALE
RIVER MILE 851.7

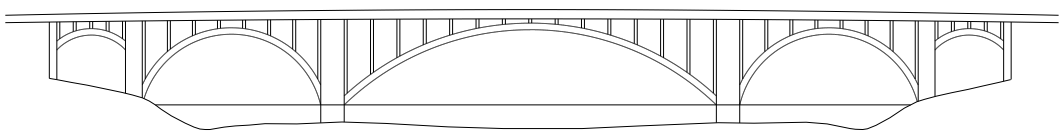
ELEVATION OF LOW STEEL	789.8'
VERTICAL CLEARANCE AT POOL STAGE	64.8'
VERTICAL CLEARANCE 1912 H.W.	52.8'
HORIZONTAL CLEARANCE	286.5'

16

MINNESOTA
LEFT DESCENDING
BANK

MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN



FRANKLIN AVENUE BRIDGE

NOT TO SCALE
RIVER MILE 851.5

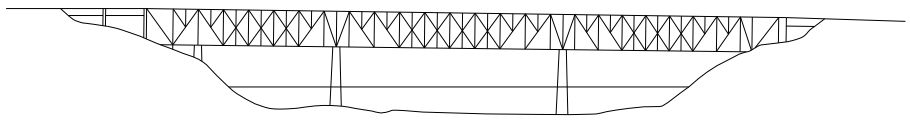
ELEVATION OF LOW STEEL	780.1'
VERTICAL CLEARANCE AT POOL STAGE	55.0'
VERTICAL CLEARANCE 1912 H.W.	51.1'
HORIZONTAL CLEARANCE	275.0'

17

MINNESOTA
LEFT DESCENDING
BANK

MINNESOTA
RIGHT DESCENDING
BANK

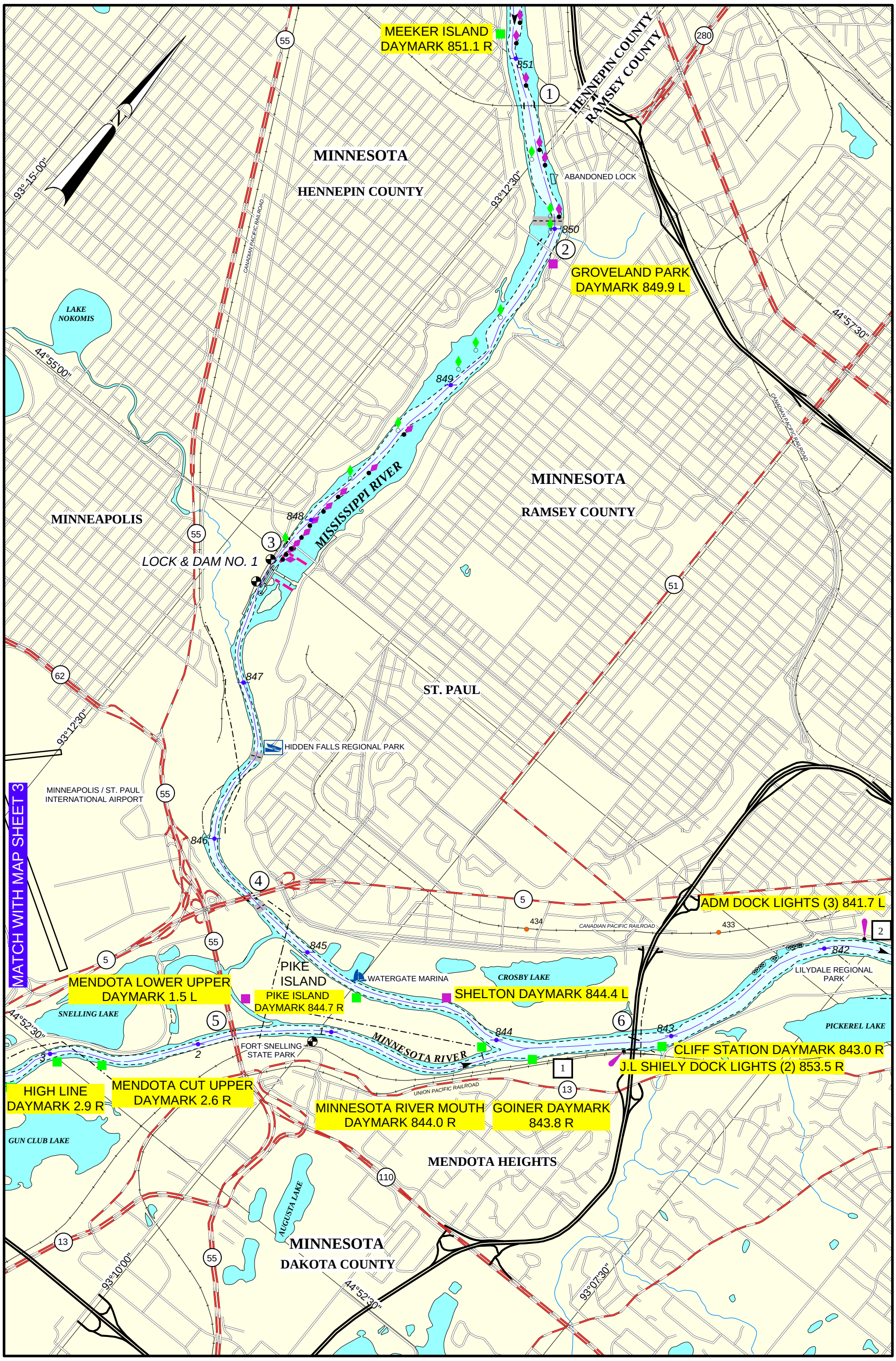
CHANNEL SPAN



CANADIAN PACIFIC RR BRIDGE

NOT TO SCALE
RIVER MILE 850.7

ELEVATION OF LOW STEEL	801.2'
VERTICAL CLEARANCE AT POOL STAGE	76.1'
VERTICAL CLEARANCE 1912 H.W.	64.4'
HORIZONTAL CLEARANCE	310.0'



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

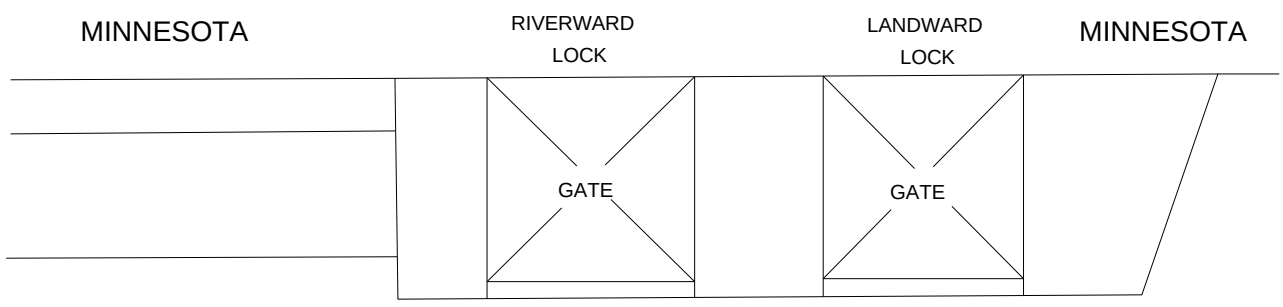
MAP NO. 9

MISSISSIPPI RIVER
RIVER MILE 842 TO 851

FACILITIES
1 Aggregate Industries, Minnesota River Mouth Fleet Mooring.
2 Archer Daniels Midland.

UTILITY CROSSING

MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
850.0	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN
846.6	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN
846.4	AERIAL CROSSING	UNKNOWN	UNKNOWN
845.5	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN
845.2	AERIAL CROSSING	90.8'	XCEL ENERGY INC.
843.2	AERIAL CROSSING	UNKNOWN	UNKNOWN
0.2	AERIAL CROSSING	UNKNOWN	UNKNOWN
1.5	AERIAL CROSSING	UNKNOWN	UNKNOWN
2.8	AERIAL CROSSING	UNKNOWN	UNKNOWN



LOCKS AND DAM NO. 1

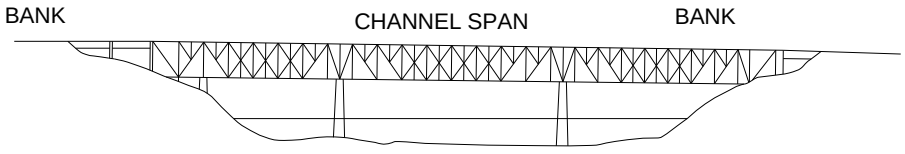
	RIVERWARD	LANDWARD
HORIZONTAL CLEARANCE	36.0'	36.0'
LENGTH OF LOCK	440.0'	440.0'

1

MINNESOTA LEFT DESCENDING BANK

CHANNEL SPAN

MINNESOTA RIGHT DESCENDING BANK



CANADIAN PACIFIC RR BRIDGE

NOT TO SCALE
RIVER MILE 850.7

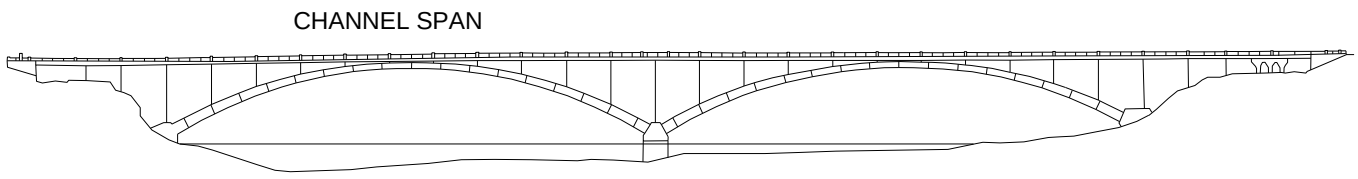
ELEVATION OF LOW STEEL	801.2'
VERTICAL CLEARANCE AT POOL STAGE	76.1'
VERTICAL CLEARANCE 1912 H.W.	64.4'
HORIZONTAL CLEARANCE	310.0'

2

MINNESOTA LEFT DESCENDING BANK

MINNESOTA RIGHT DESCENDING BANK

CHANNEL SPAN



LAKE ST./MARSHALL AVE. BRIDGE

NOT TO SCALE
RIVER MILE 849.9

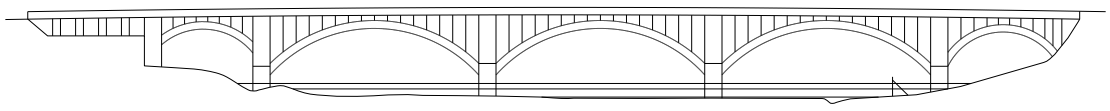
LOW ELEVATION AT MID-SPAN (NORMAL POOL 725.1')	814.0'
VERTICAL CLEARANCE (EDGE OF CHANNEL)	57.0'

MINNESOTA
LEFT DESCENDING
BANK

3

MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN



FORD PARKWAY BRIDGE

NOT TO SCALE
RIVER MILE 847.8

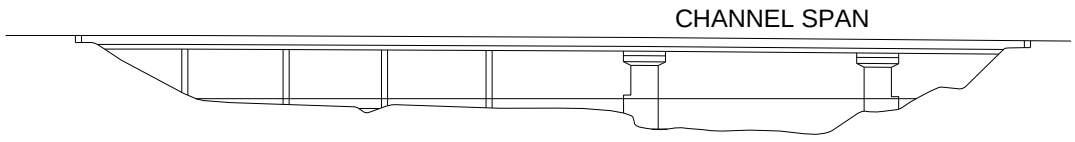
ELEVATION OF LOW STEEL	785.7'
VERTICAL CLEARANCE AT POOL STAGE	55.0'
VERTICAL CLEARANCE 1912 H.W.	52.7'
HORIZONTAL CLEARANCE	188.0'

MINNESOTA
LEFT DESCENDING
BANK

4

MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN



W. 7TH STREET BRIDGE

NOT TO SCALE
RIVER MILE 845.6

ELEVATION OF LOW STEEL	759.4'
VERTICAL CLEARANCE AT POOL STAGE	88.3'
VERTICAL CLEARANCE 1912 H.W.	64.6'
HORIZONTAL CLEARANCE	258.3'

MINNESOTA
LEFT DESCENDING
BANK

5

MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN

STATE HIGHWAY 55 BRIDGE

NOT TO SCALE
RIVER MILE 1.7

ELEVATION OF LOW STEEL (MID-SPAN)	809.0''
VERTICAL CLEARANCE AT POOL STAGE	74.1'
VERTICAL CLEARANCE H.W.	43.0'
HORIZONTAL CLEARANCE	165.0'

MINNESOTA
LEFT DESCENDING
BANK

6

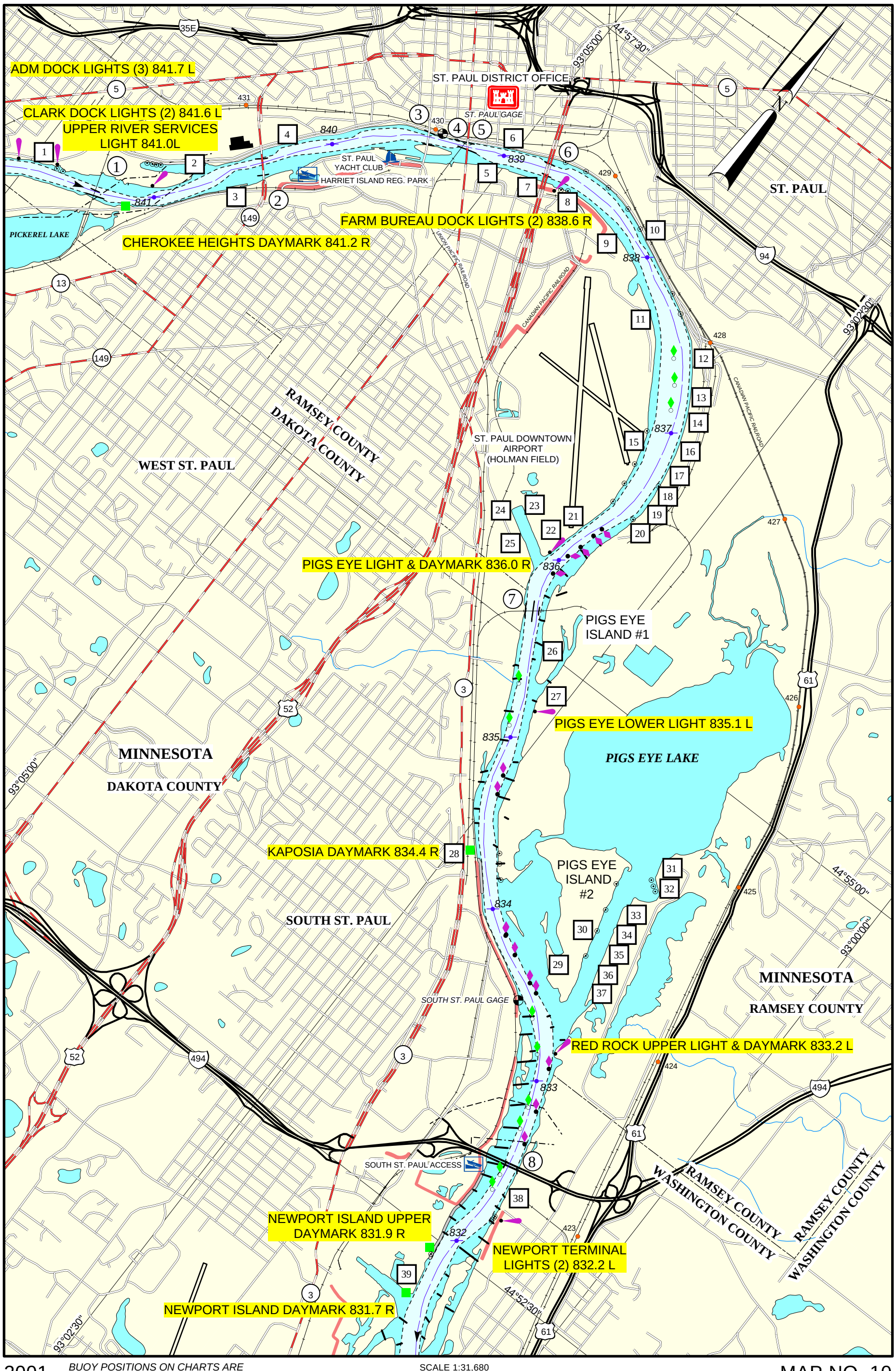
MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN

I 35E HIGHWAY BRIDGE

NOT TO SCALE
RIVER MILE 843.3

ELEVATION OF LOW STEEL	750.83'
VERTICAL CLEARANCE AT POOL STAGE	64.2'
VERTICAL CLEARANCE 1952 H.W.	40.5'
HORIZONTAL CLEARANCE	330.0'



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 10

MISSISSIPPI RIVER
RIVER MILE 832 TO 841

FACILITIES

1 *Archer Daniels Midland, St. Paul Elevator D Wharf*
2 *Excel Energy Inc. High Bridge, Power Plant Wharf*
3 *Upper River Services, Water Street Moorings*
4 *Upper River Services, High Bridge Fleet Mooring*
5 *Upper River Services, Robert Street Fleet Mooring*
6 *Lambert's Landing*
7 *Upper River Services, State Street Yard Dock*
8 *Agriliance Dock*
9 *Upper River Services, Twin City Fleet Mooring*
10 *Upper River Services, North Port Fleet*
11 *Upper River Services, Hanga Fleet Mooring*
12 *Cenex-Harvest States #2 House*
13 *Great Western Dock and Terminal Co.*
14 *Hawkins Chemical, Terminal No. 1 Dock*
15 *Upper River Services, Airport Fleet Mooring*
16 *Aggregate Industries Yard*
17 *LaFarge Corp., St. Paul Cement Terminal Dock*
18 *Westway Trading Corp., St. Paul Terminal No. 1 Wharf*
19 *Koch Materials Co., St. Paul Wharf*
20 *Westway Trading Corp., St. Paul Terminal No. 2 Wharf*
21 *Upper River Services, Dakota Barge Fleet*
22 *Upper River Services, Southport Slip Fleet Mooring*
23 *Lametti & Sons Dock*
24 *Hawkins Chemical, Terminal No. 2 Dock*
25 *Alter Dock*
26 *Upper River Services, Belt LIne Fleet*
27 *Upper River Services, Valley Line Fleet*
28 *Upper River Services, South St. Paul and Concord Street Fleet Moorings*
29 *Upper River Services - Red Rock, North Star, and Kaposia, Fleet Moorings*
30 *Upper River Services, Pig's Eye and North Star Steel, Fleet Moorings*
31 *Peavey Co., Red Rock River Terminal, Unloading Dock*
32 *Peavey Co., Red Rock River Terminal, Loading Dock*
33 *Upper River Services, Repair Yard Wharf*
34 *Upper River Services, Fuel Dock and Wharf*
35 *Barton Enterprises Dock*
36 *Lafarge Corp., Red Rock Cement Terminal Dock*
37 *Hawkins Chemical #3 Terminal*
38 *Erickson Petroleum Corp. Dock*
39 *Dakota Bulk Terminal Inc.*

UTILITY CROSSING

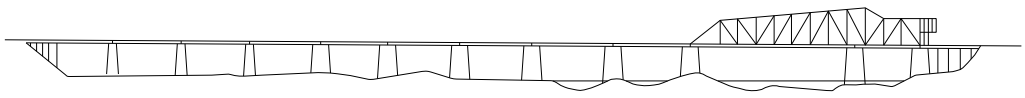
MILES	*DESCRIPTION*	*VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)*	*OWNER*
841.3	*AERIAL CROSSING*	*85.5'*	*XCEL ENERGY INC.*
840.9	*AERIAL CROSSING*	*80.7'*	*XCEL ENERGY INC.*
832.9	*AERIAL CROSSING*	*85.0'*	*XCEL ENERGY INC.*
832.5	*AERIAL CROSSING*	*101.8'*	*XCEL ENERGY INC.*

MINNESOTA
LEFT DESCENDING
BANK

1

MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN



UNION PACIFIC RAILWAY BRIDGE

NOT TO SCALE
RIVER MILE 841.4

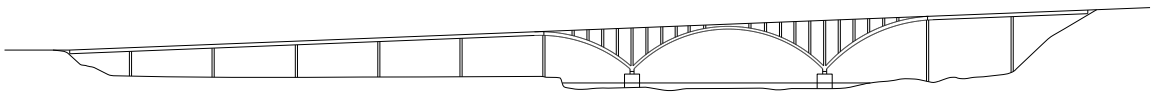
ELEVATION OF LOW STEEL	709.5'
VERTICAL CLEARANCE AT POOL STAGE	22.3'
VERTICAL CLEARANCE AT H.W.	2.0'
HORIZONTAL CLEARANCE	160.0'

MINNESOTA
LEFT DESCENDING
BANK

2

MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN



SMITH AVENUE

NOT TO SCALE
RIVER MILE 840.5

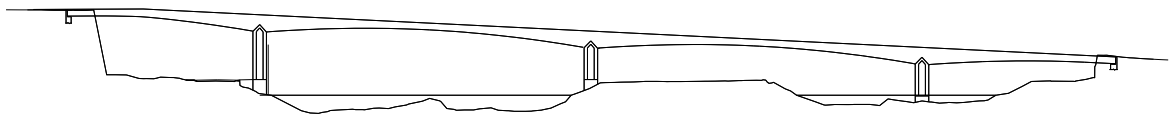
ELEVATION OF LOW STEEL	748.09'
VERTICAL CLEARANCE AT POOL STAGE	60.9'
VERTICAL CLEARANCE 1912 H.W.	38.5'
HORIZONTAL CLEARANCE	210.0'

MINNESOTA
LEFT DESCENDING
BANK

3

MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN



WABASHA STREET BRIDGE

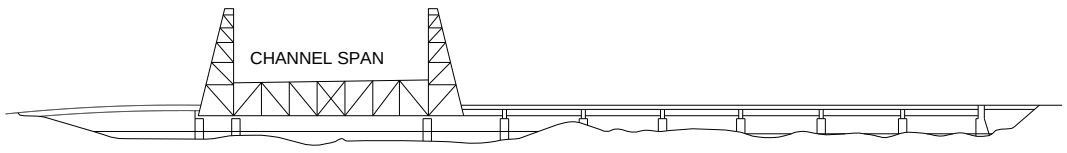
NOT TO SCALE
RIVER MILE 839.5

VERTICAL CLEARANCE AT H.W.	52.0'
HORIZONTAL CLEARANCE	316.0'

MINNESOTA
LEFT DESCENDING
BANK

4

MINNESOTA
RIGHT DESCENDING
BANK



UNION PACIFIC RAILROAD BRIDGE

NOT TO SCALE
RIVER MILE 839.3

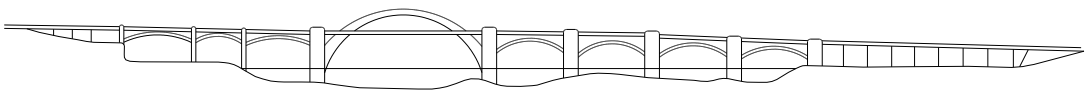
	CHANNEL RAISED SPAN
ELEVATION OF LOW STEEL	758.9'
VERTICAL CLEARANCE AT POOL STAGE	71.7'
VERTICAL CLEARANCE AT H.W.	53.4'
HORIZONTAL CLEARANCE	158.0'

MINNESOTA
LEFT DESCENDING
BANK

5

MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN



ROBERT STREET BRIDGE

NOT TO SCALE
RIVER MILE 839.2

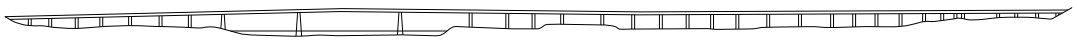
ELEVATION OF LOW STEEL	746.8'
VERTICAL CLEARANCE AT POOL STAGE	59.6'
VERTICAL CLEARANCE 1912 H.W.	40.0'
HORIZONTAL CLEARANCE	158.0'

MINNESOTA
LEFT DESCENDING
BANK

6

MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN



U.S. HIGHWAY 52 BRIDGE

NOT TO SCALE
RIVER MILE 838.8

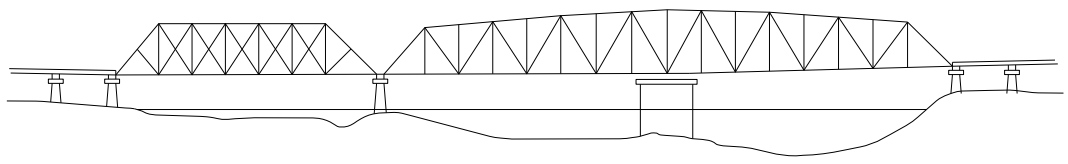
ELEVATION OF LOW STEEL	746.3'
VERTICAL CLEARANCE AT POOL STAGE	59.6'
VERTICAL CLEARANCE 1952 H.W.	40.0'
HORIZONTAL CLEARANCE	350.0'

MINNESOTA
LEFT DESCENDING
BANK

MINNESOTA
RIGHT DESCENDING
BANK

7

CHANNEL SPAN



UNION PACIFIC RAILWAY BRIDGE

NOT TO SCALE
RIVER MILE 835.7

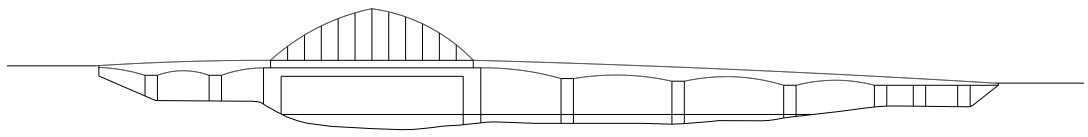
ELEVATION OF LOW STEEL	707.8'
VERTICAL CLEARANCE AT POOL STAGE	20.6'
VERTICAL CLEARANCE 1912 H.W.	3.0'
HORIZONTAL CLEARANCE	179.0'

MINNESOTA
LEFT DESCENDING
BANK

8

MINNESOTA
RIGHT DESCENDING
BANK

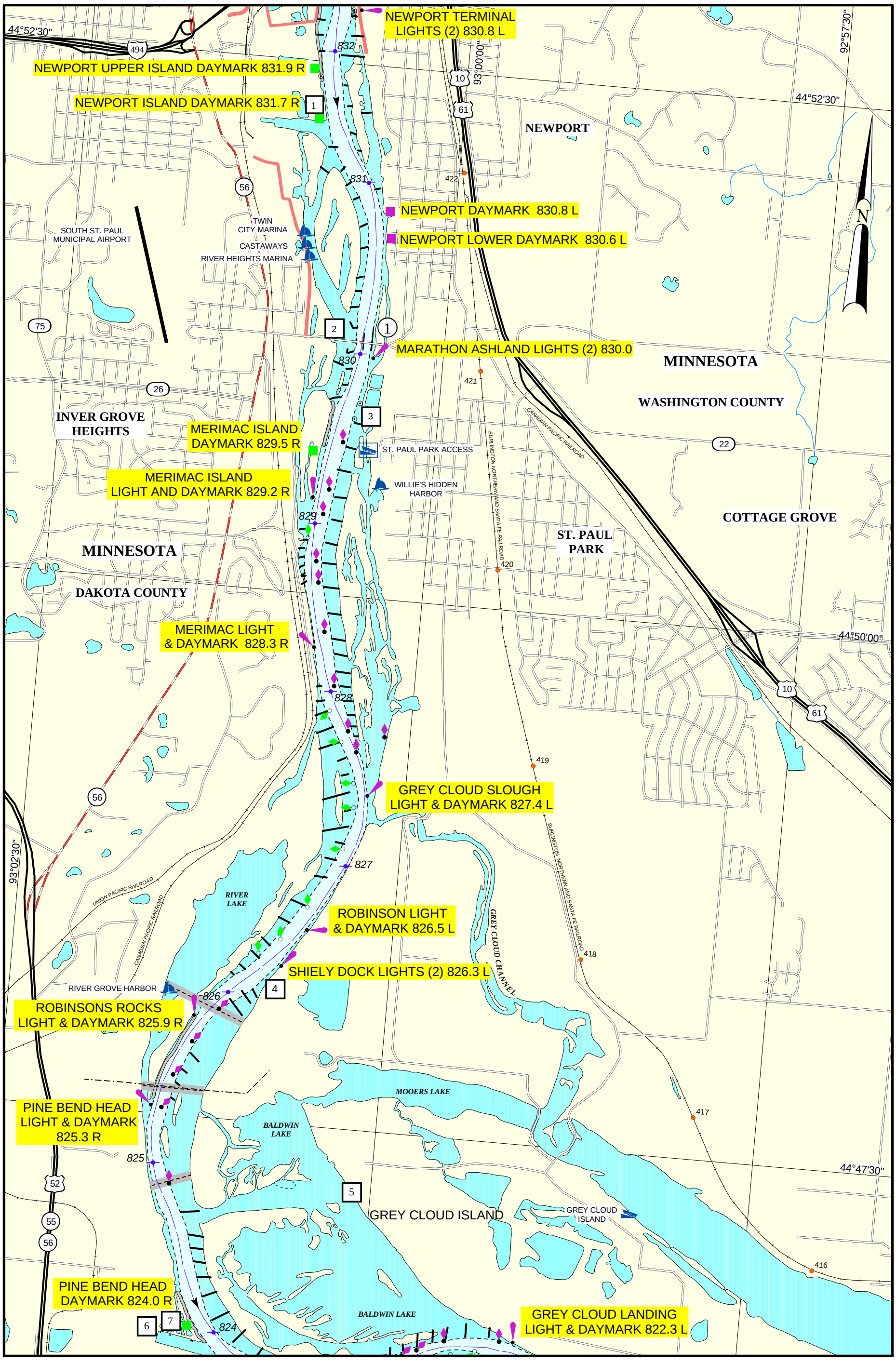
CHANNEL SPAN



I 494 HIGHWAY BRIDGE

NOT TO SCALE
RIVER MILE 832.4

ELEVATION OF LOW STEEL	751.7'
VERTICAL CLEARANCE AT POOL STAGE	63.0'
VERTICAL CLEARANCE 1952 H.W.	48.2'
HORIZONTAL CLEARANCE	407.2'



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 11

MISSISSIPPI RIVER
RIVER MILE 824 TO 832

FACILITIES
1 Dakota Bulk Terminal Inc.
2 Marathon - Ashland Dock
3 Marathon - Ashland Dock
4 Aggregate Industries, Larson Plant Dock
5 Aggregate Industries, Nelson Plant Dock
6 Koch Refining Co., Dock Nos.1 & 2
7 Koch Refining Co., Docks Nos. 5 and 6

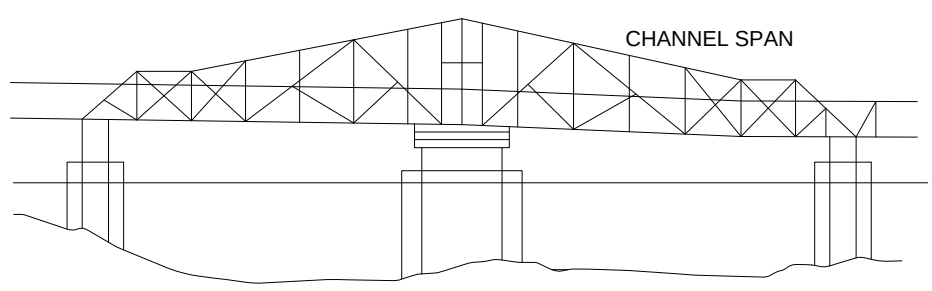
UTILITY CROSSING

MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
825.9	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN
825.4	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN
825.4	AERIAL CROSSING	87.7'	XCEL ENERGY INC.
824.8	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN

MINNESOTA
LEFT DESCENDING
BANK

1

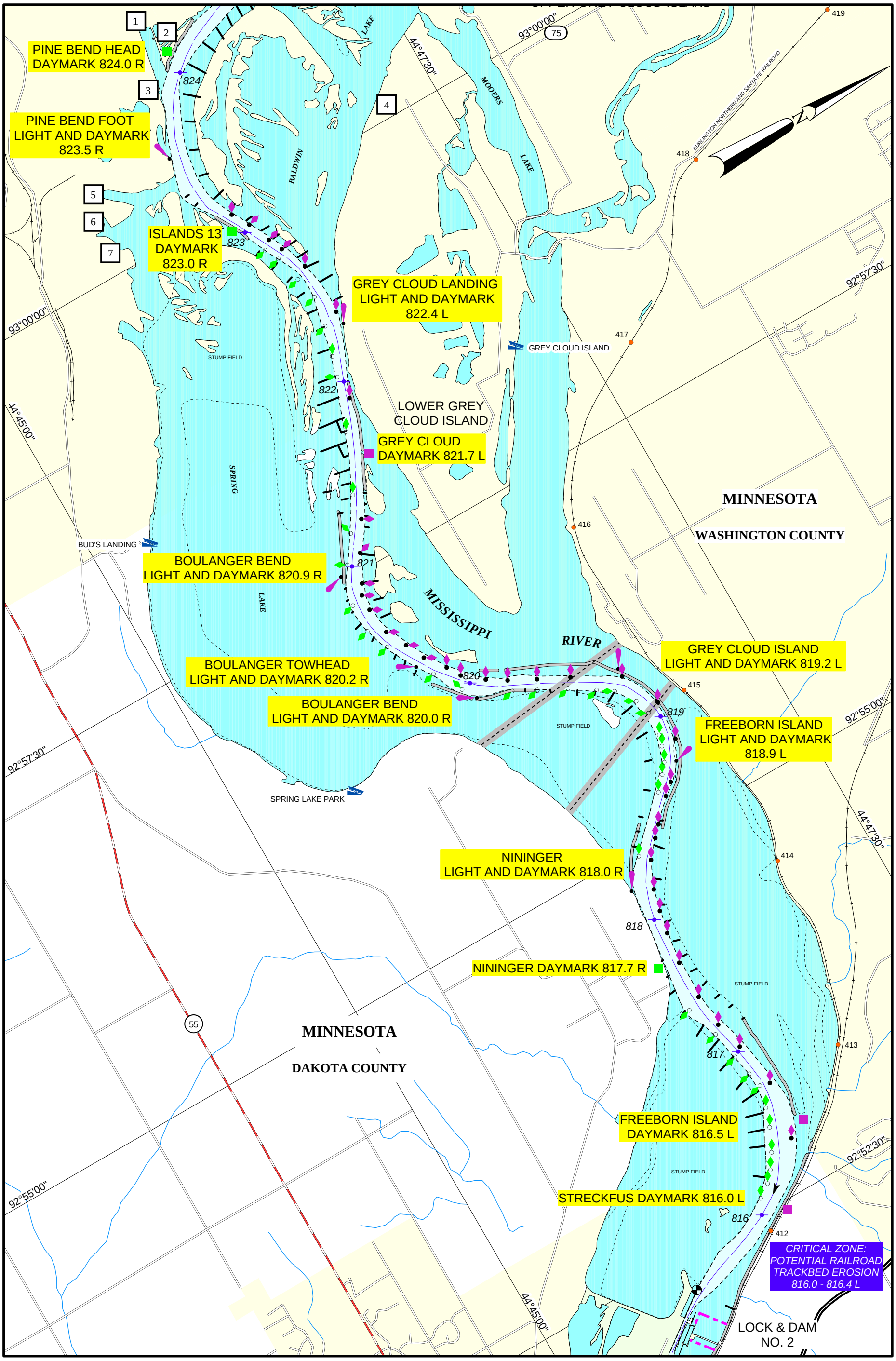
MINNESOTA
RIGHT DESCENDING
BANK



ST. PAUL PARK BRIDGE

NOT TO SCALE
RIVER MILE 830.3

	LEFT SPAN	RIGHT SPAN
ELEVATION OF LOW STEEL	706.6'	706.6'
VERTICAL CLEARANCE AT POOL STAGE	19.4'	19.4'
VERTICAL CLEARANCE AT H.W.	6.0 '	6.0'
HORIZONTAL CLEARANCE	194.2'	192.0'



2001

BUOY POSITIONS ON CHARTS ARE APPROXOMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 12

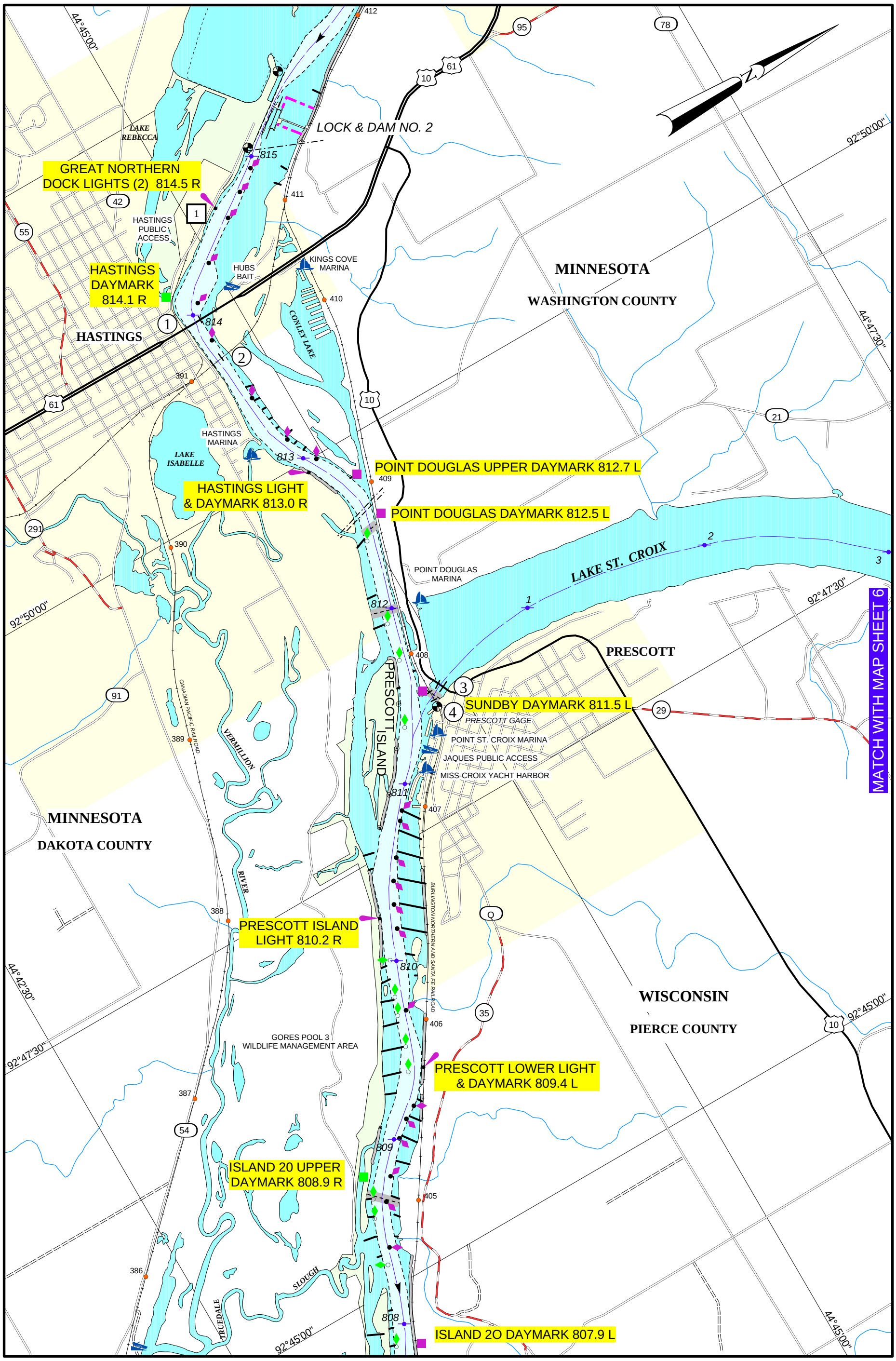
MISSISSIPPI RIVER
RIVER MILE 816 TO 825

FACILITIES

1 *Koch Refining Co., Dock No. 3.*
2 *Koch Refining Co., Dock Nos.1 & 2*
3 *Koch Refining Co., Docks Nos. 5 and 6.*
4 *Aggregate Industries, Nelson Plant Dock.*
5 *CF Industries, Pine Bend Ammonia Terminal Dock.*
6 *CF Industries, Rosemount Fertilizer Terminal, Dock No. 2.*
7 *CF Industries, Rosemount Fertilizer Terminal, Dock No. 1.*

UTILITY CROSSING

MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
819.2	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN
819.4	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

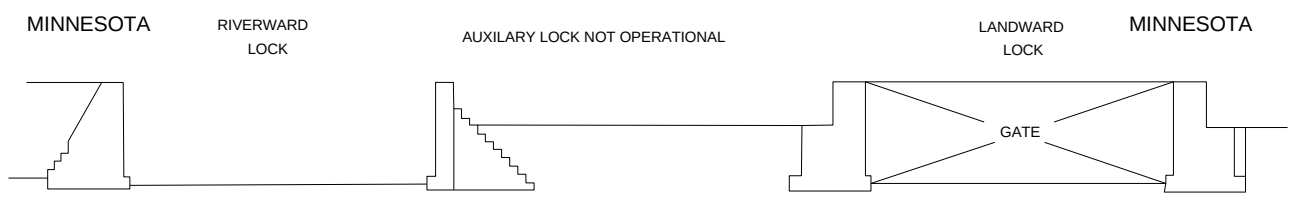
1 0.5 0 1 KILOMETERS

MAP NO. 13

MISSISSIPPI RIVER
RIVER MILE 808 TO 816

FACILITIES
1 U.S. Salt, Port Marilyn Dock.

UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
815.0	AERIAL CROSSING	764.0'	XCEL ENERGY INC.
812.6	AERIAL CROSSING	90.8'	XCEL ENERGY INC.
812.4	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN
812.0	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN
808.7	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN
0.2	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN



LOCKS AND DAM NO. 2

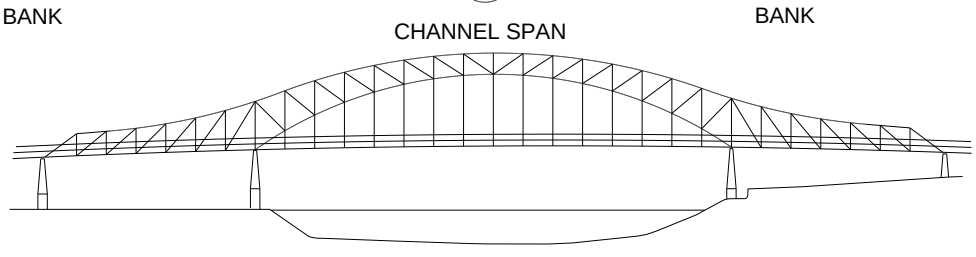
	LANDWARD
HORIZONTAL CLEARANCE	110.0'
LENGTH OF LOCK	670.0'

MINNESOTA
LEFT DESCENDING
BANK

1

MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN



FEDERAL HIGHWAY 61 BRIDGE

NOT TO SCALE
RIVER MILE 813.9

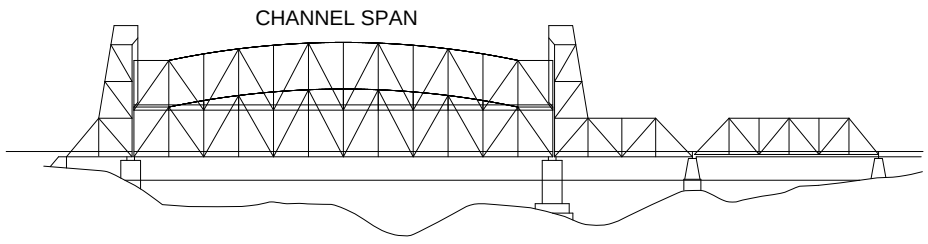
ELEVATION OF LOW STEEL	742.2'
VERTICAL CLEARANCE AT POOL STAGE	63.8'
VERTICAL CLEARANCE 1912 H.W.	47.9'
HORIZONTAL CLEARANCE	502.0'

MINNESOTA
LEFT DESCENDING
BANK

2

MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN



CANADIAN PACIFIC RR BRIDGE LOWERED

NOT TO SCALE
RIVER MILE 813.7

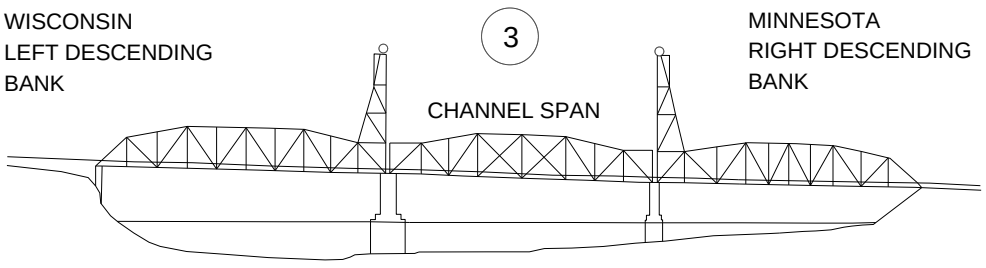
	CHANNEL RAISED SPAN	CHANNEL LOWERED SPAN
ELEVATION OF LOW STEEL	696.9'	UNKNOWN'
VERTICAL CLEARANCE AT POOL STAGE	60.0'	21.9'
VERTICAL CLEARANCE 1912 H.W.	44.2'	6.1'
HORIZONTAL CLEARANCE	307.0'	307.0'

WISCONSIN
LEFT DESCENDING
BANK

3

MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN



ST. CROIX RIVER BRIDGE

NOT TO SCALE
RIVER MILE 0.3

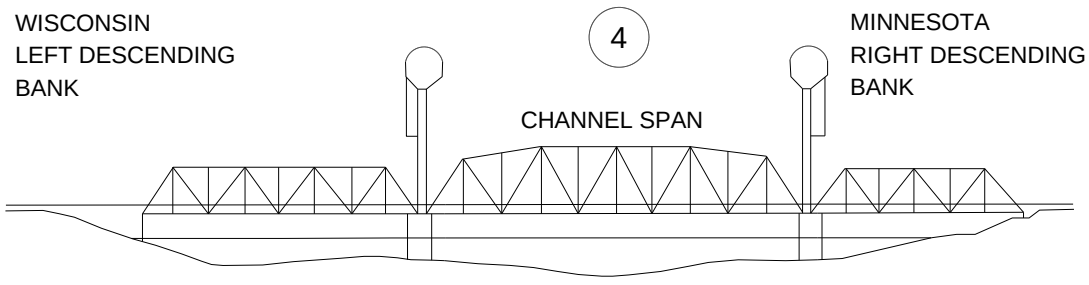
	CHANNEL LOWERED SPAN	CHANNEL RAISED SPAN
ELEVATION OF LOW STEEL	701.87'	756.87'
VERTICAL CLEARANCE AT POOL STAGE	20.36'	75.36'
VERTICAL CLEARANCE 1912 H.W.	0.0'	55.00'
HORIZONTAL CLEARANCE	160.00'	160.00'

WISCONSIN
LEFT DESCENDING
BANK

4

MINNESOTA
RIGHT DESCENDING
BANK

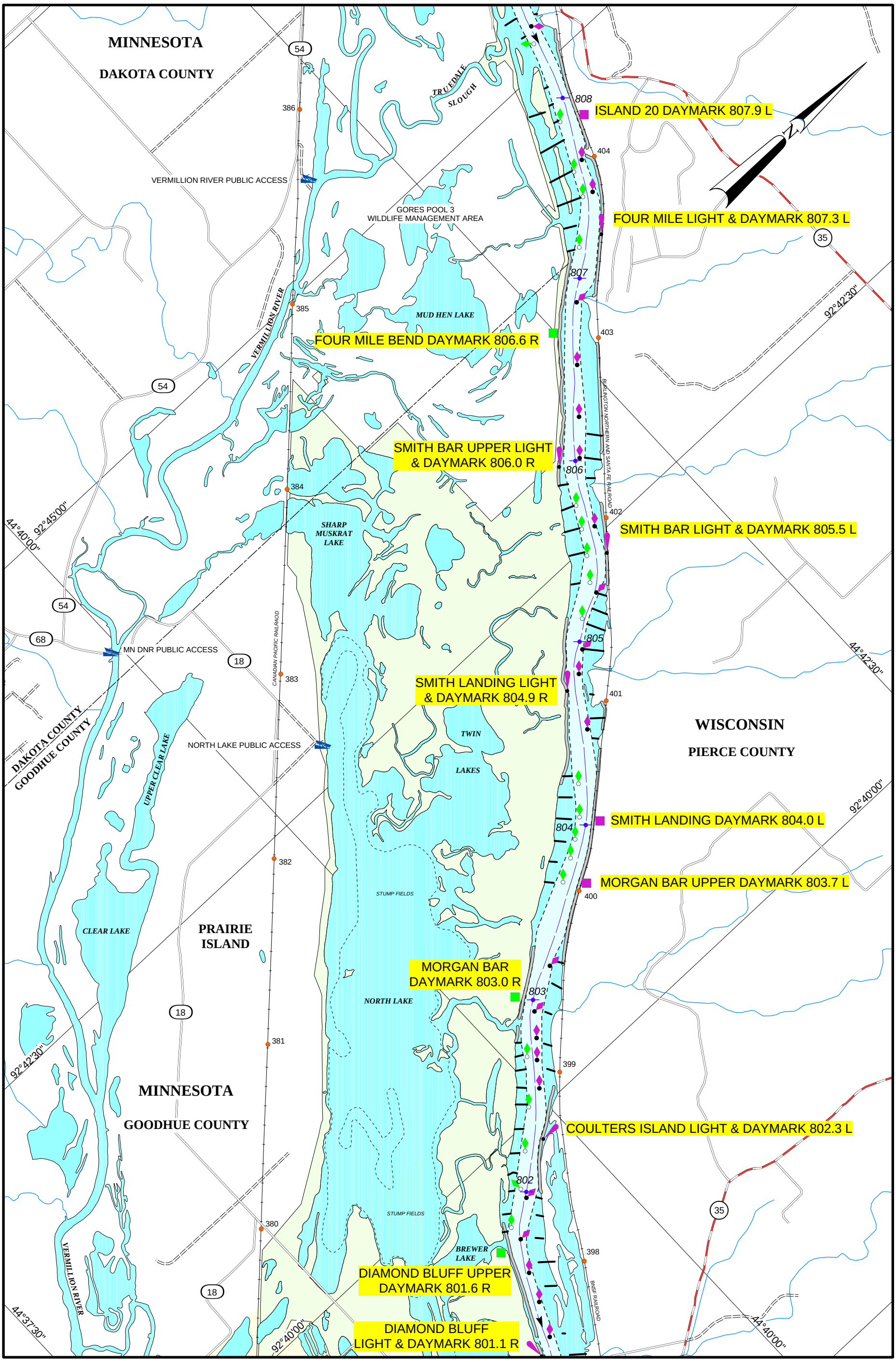
CHANNEL SPAN



VERTICAL LIFT DRAW BRIDGE

NOT TO SCALE
RIVER MILE 0.2

	CHANNEL LOWERED SPAN	CHANNEL RAISED SPAN
ELEVATION OF LOW STEEL	694.86'	734.86'
VERTICAL CLEARANCE AT POOL STAGE	20.36'	60.36'
VERTICAL CLEARANCE 1912 H.W.	0.0'	40.00'
HORIZONTAL CLEARANCE	215.00'	215.00'



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

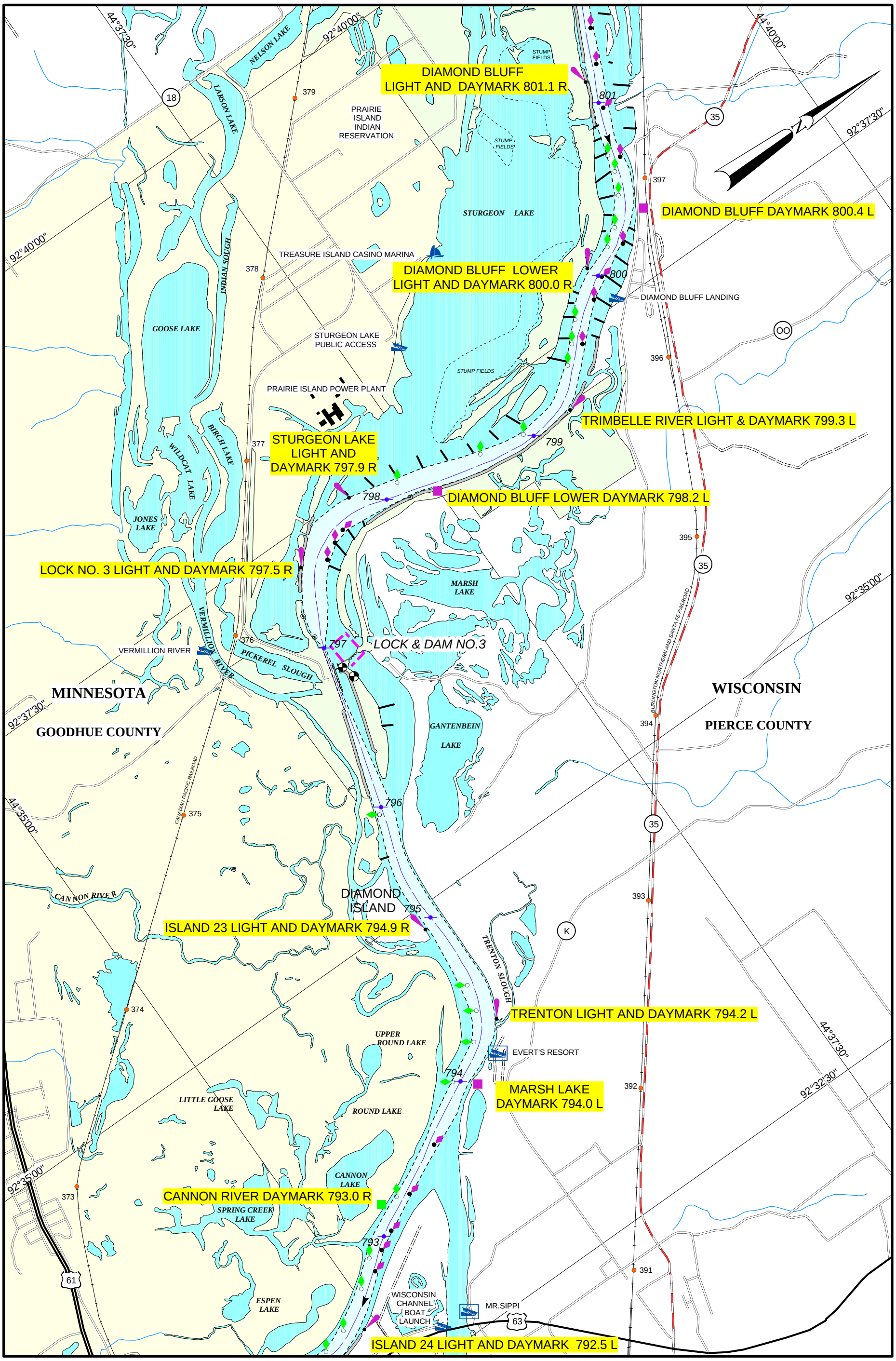
SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 14

MISSISSIPPI RIVER
RIVER MILE 802 TO 808



2001

BUOY POSITIONS ON CHARTS ARE APPOXIMATE, SEE NOTICE ON LEGEND NO. 1

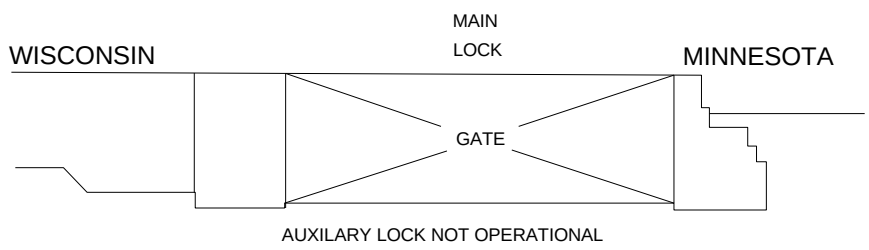
SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

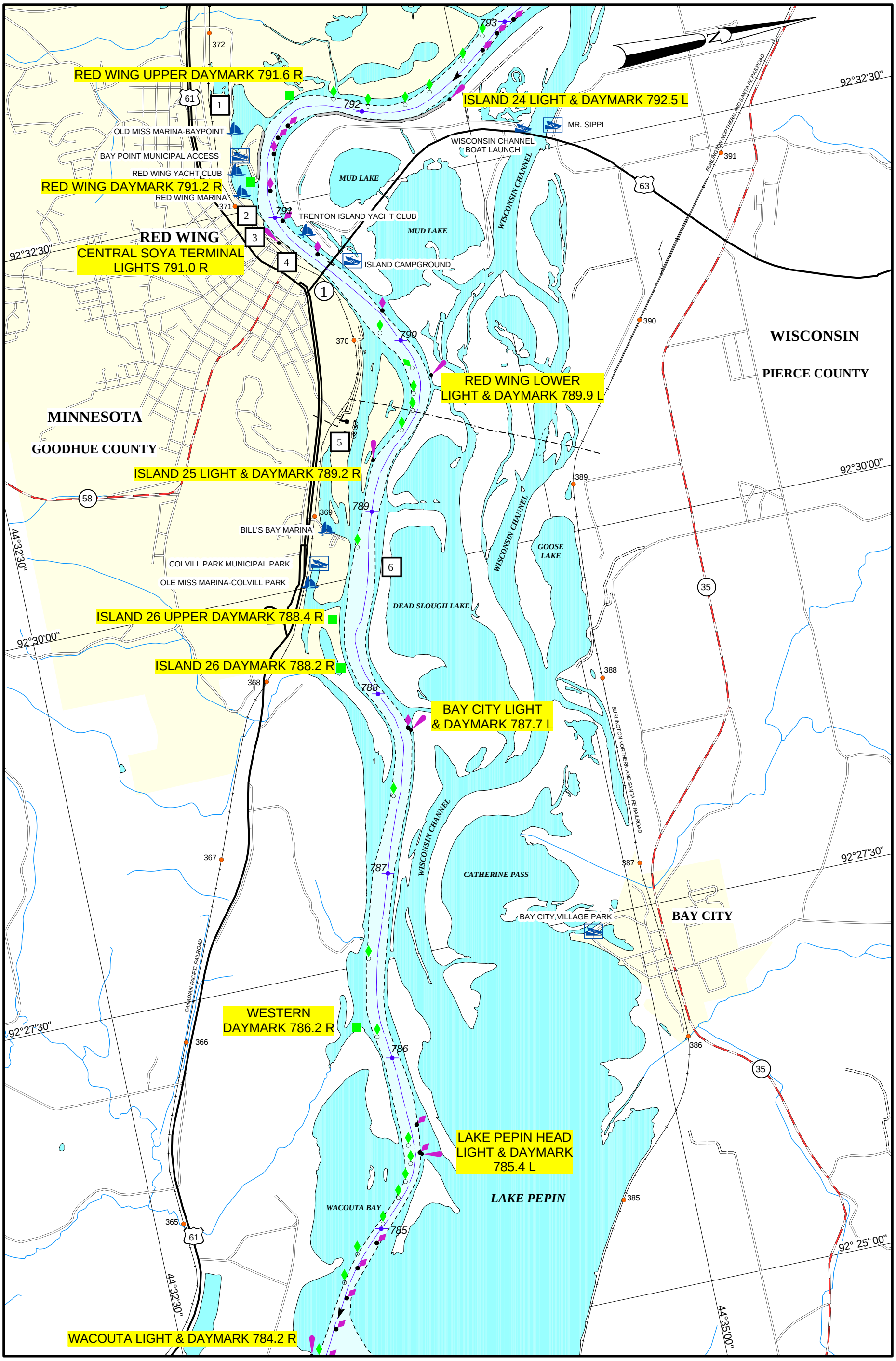
MAP NO. 15

MISSISSIPPI RIVER
RIVER MILE 793 TO 801



LOCKS AND DAM NO. 3

HORIZONTAL CLEARANCE	110.0'
LENGTH OF LOCK	670.0'



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 16

MISSISSIPPI RIVER
RIVER MILE 785 TO 793

FACILITIES
1 Red Wing Municipal Terminal Wharf.
2 Continental Grain Co., Red Wing Elevator Dock.
3 Red Wing Levee Wall Dock.
4 Archer Daniels Midland Co., Red Wing Plant Dock.
5 Xcel Energy Inc., Red Wing Steam Plant Dock.
6 Red Wing River Towing, Fleet Mooring.

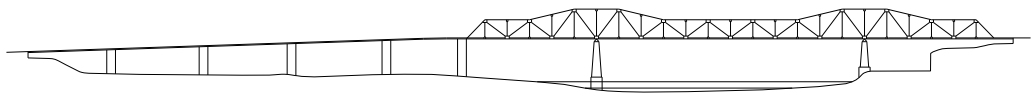
UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
789.7	AERIAL CROSSING	754.3'	XCEL ENERGY INC.

WISCONSIN
LEFT DESCENDING
BANK

1

MINNESOTA
RIGHT DESCENDING
BANK

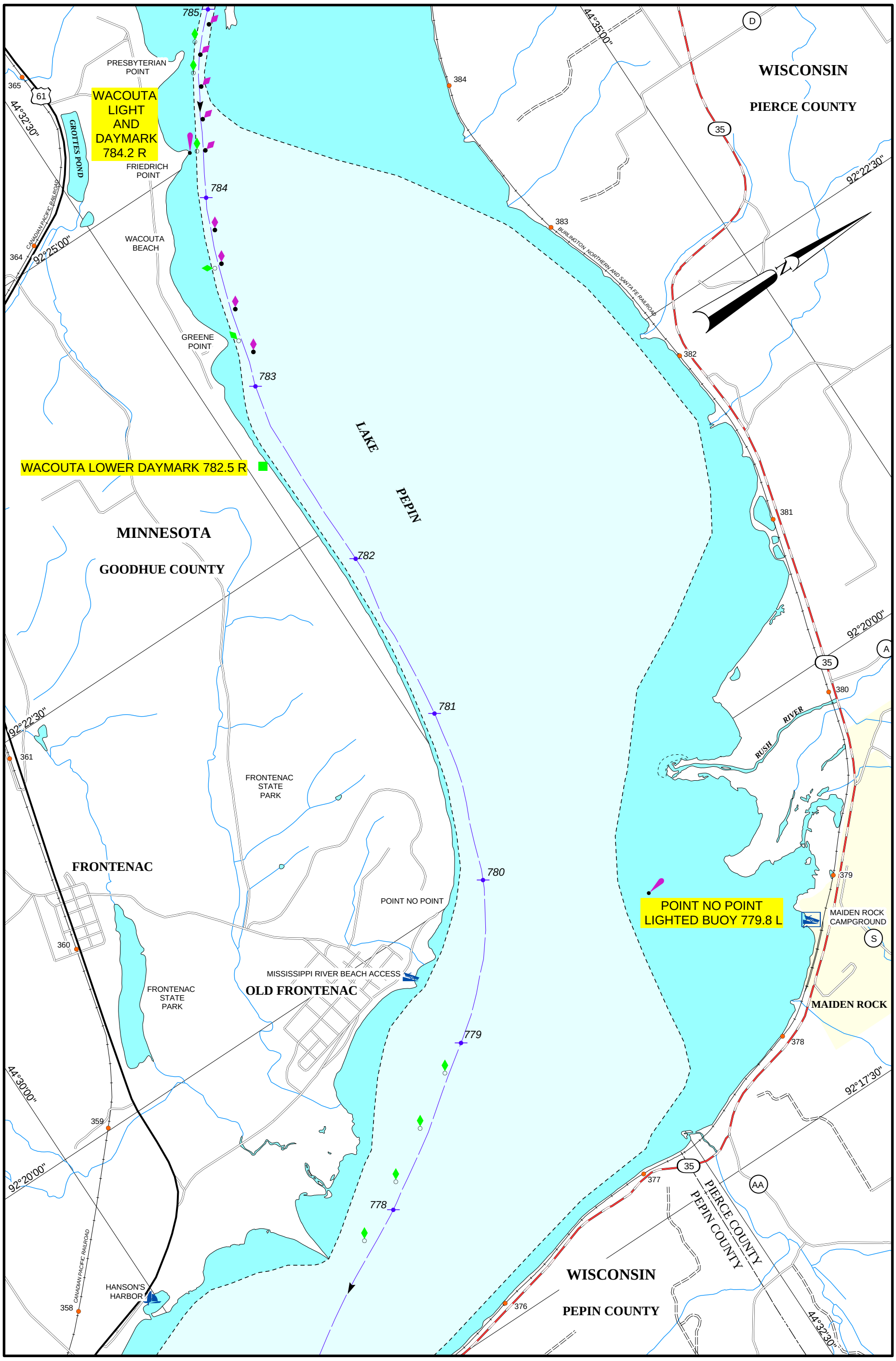
CHANNEL SPAN



FEDERAL HIGHWAY 63 BRIDGE

NOT TO SCALE
RIVER MILE 790.6

ELEVATION OF LOW STEEL	731.9'
VERTICAL CLEARANCE AT POOL STAGE	64.5'
VERTICAL CLEARANCE 1952 H.W.	50.45'
HORIZONTAL CLEARANCE	420.0'



2001

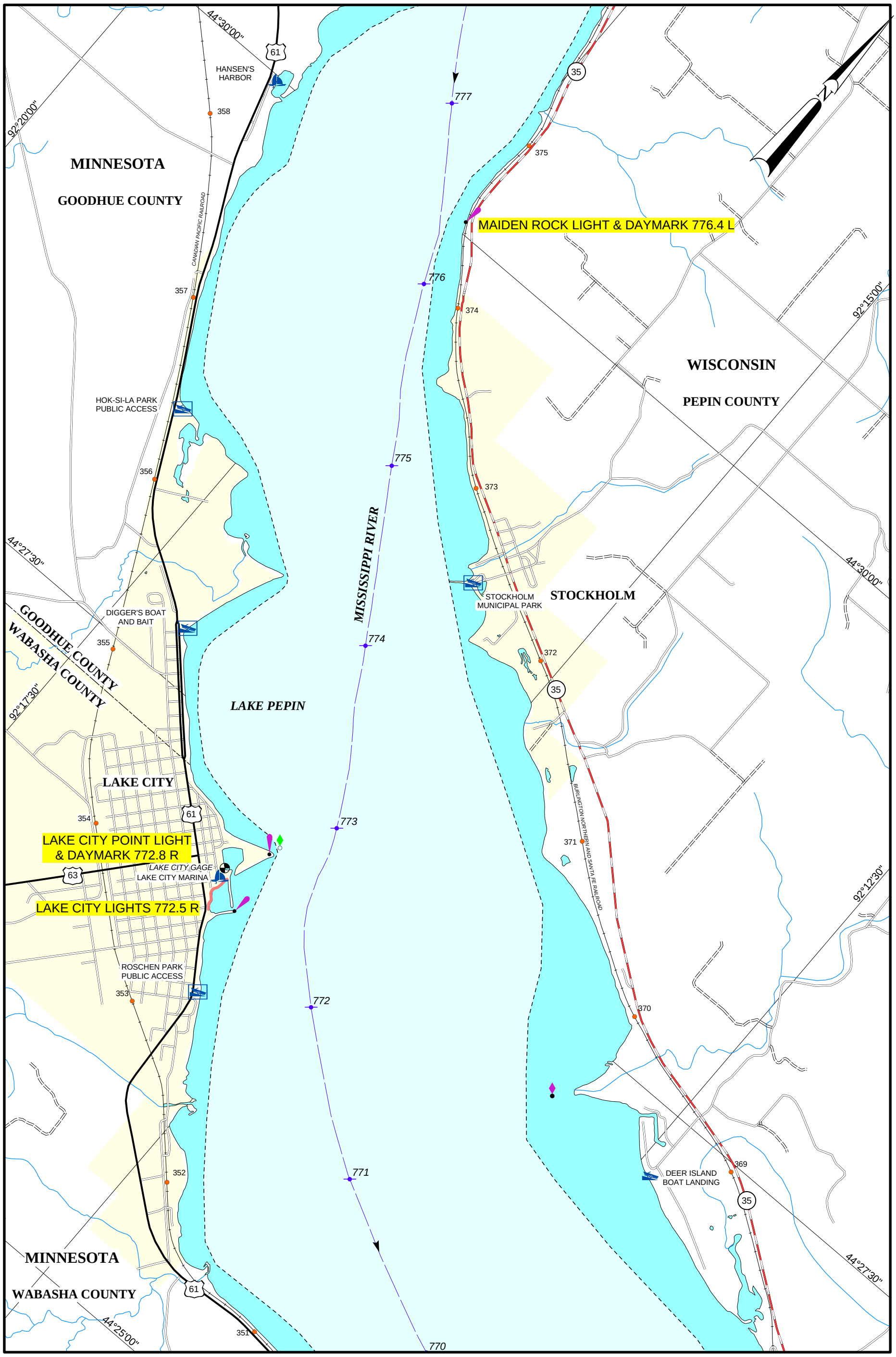
BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 17
MISSISSIPPI RIVER
RIVER MILE 778 TO 785



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

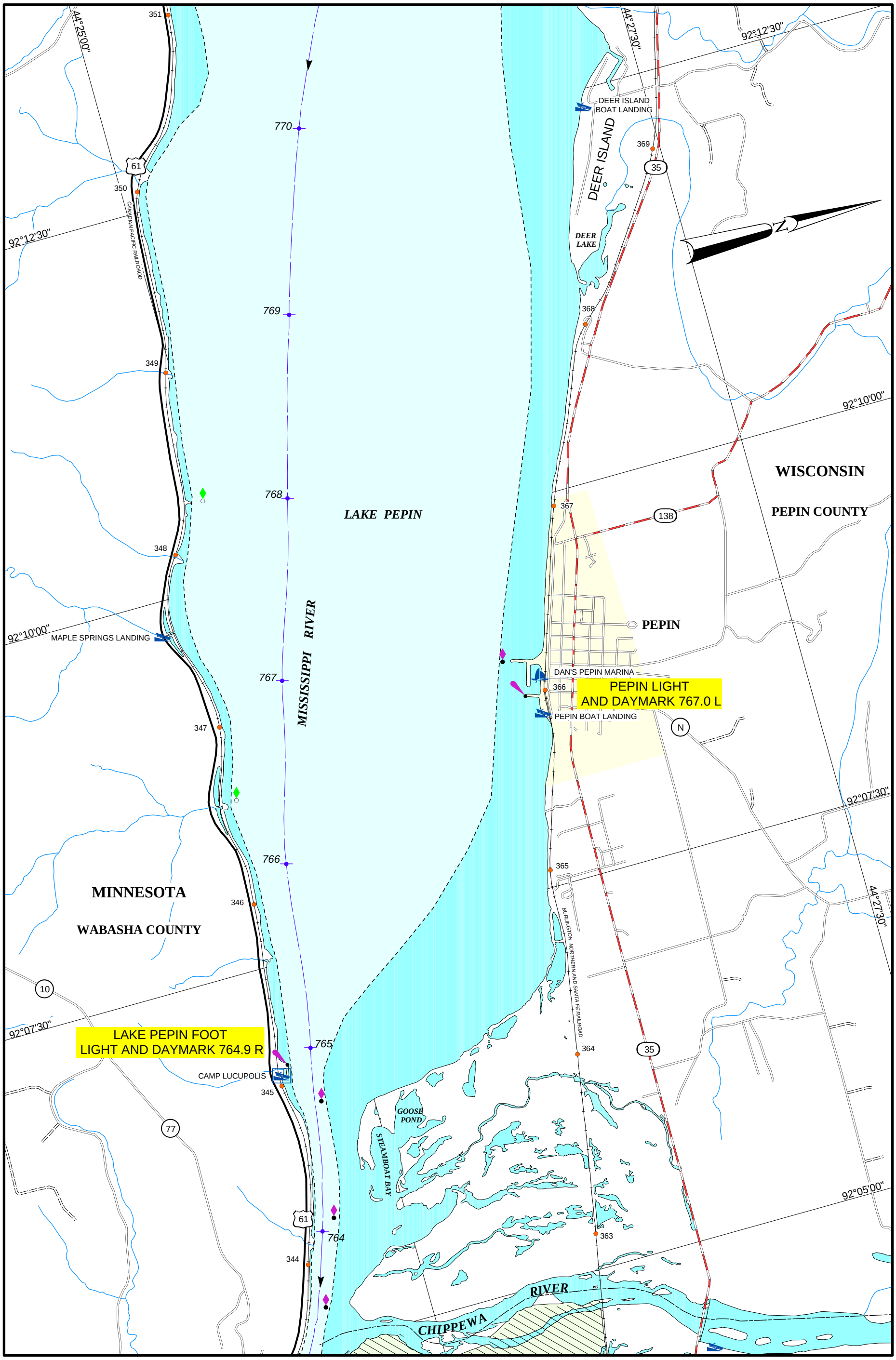
SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 18

MISSISSIPPI RIVER
RIVER MILE 770 TO 777



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

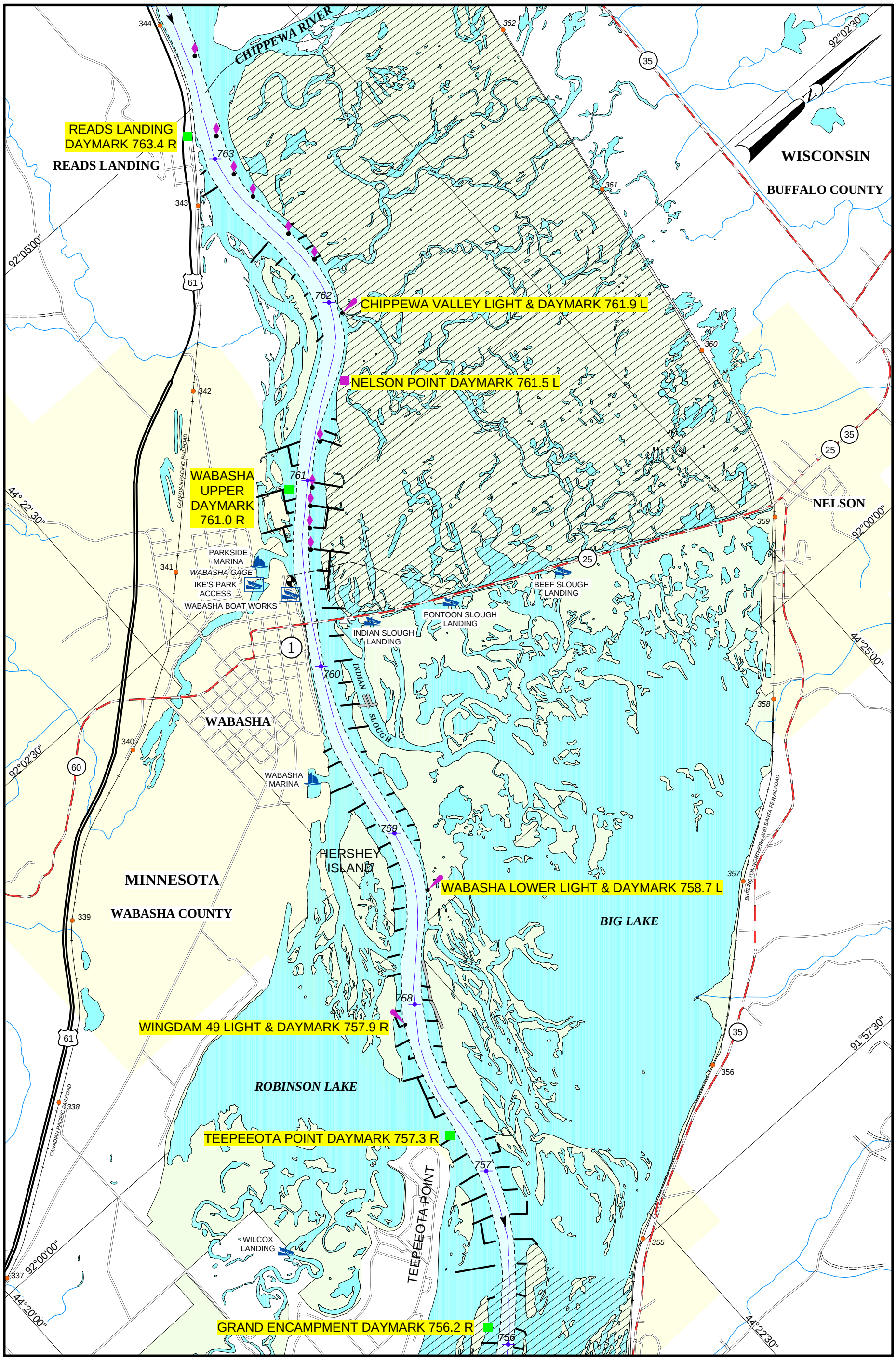
SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 19

MISSISSIPPI RIVER
RIVER MILE 764 TO 770



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO.1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 20

MISSISSIPPI RIVER
RIVER MILE 756 TO 763

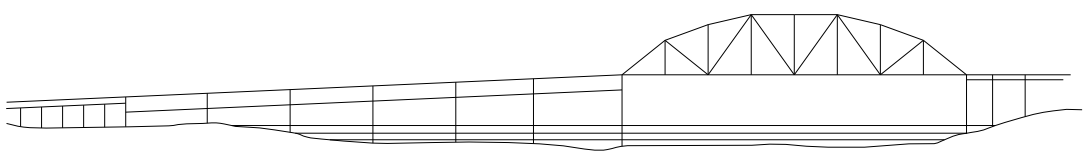
UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
760.5	AERIAL CROSSING	91.5'	XCEL ENERGY INC.

WISCONSIN
LEFT DESCENDING
BANK

MINNESOTA
RIGHT DESCENDING
BANK

1

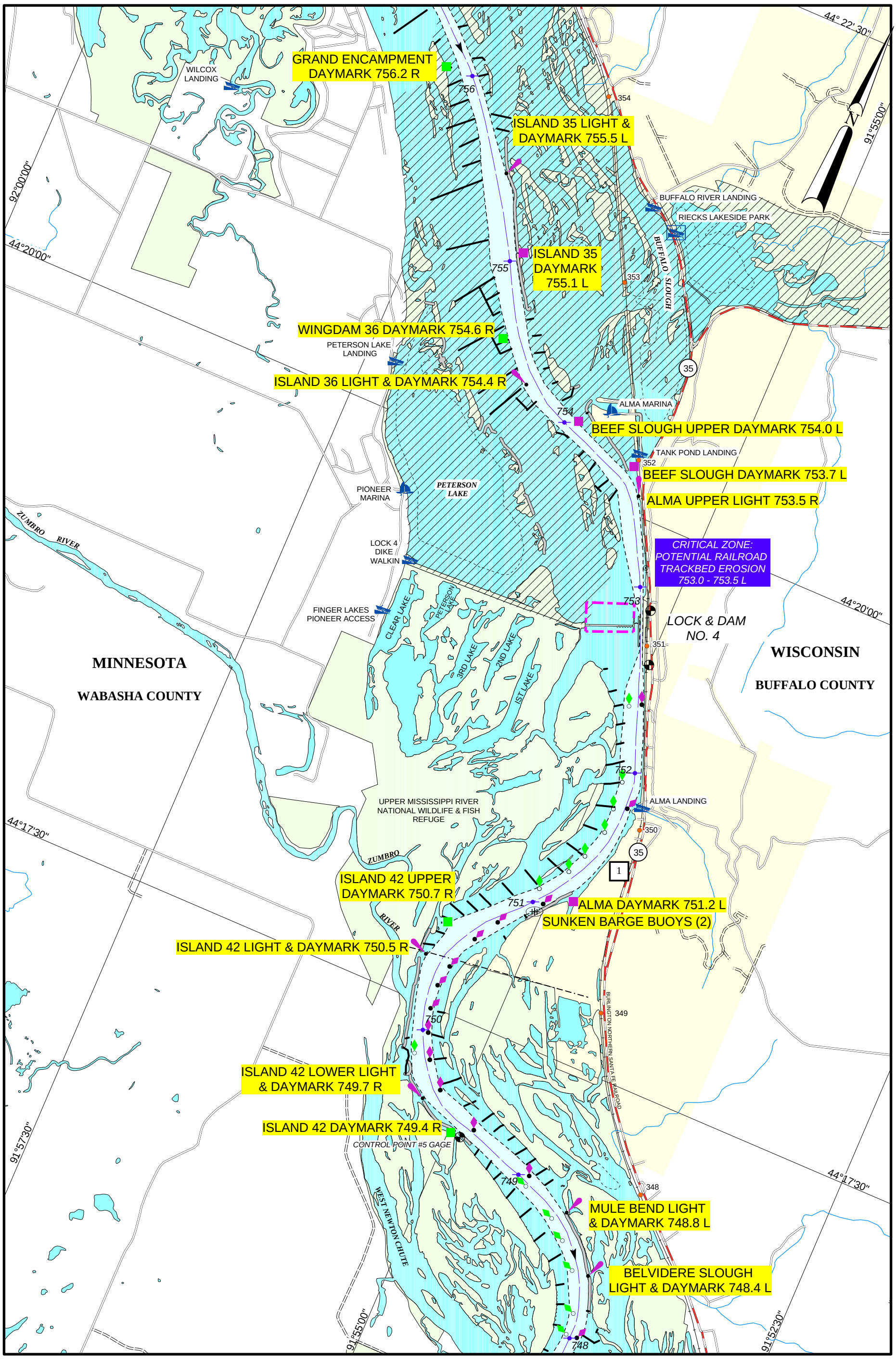
CHANNEL SPAN



STATE HIGHWAY 25 BRIDGE

NOT TO SCALE
RIVER MILE 760.2

ELEVATION OF LOW STEEL	731.3'
VERTICAL CLEARANCE AT POOL STAGE	64.1'
VERTICAL CLEARANCE 1912 H.W.	54.0'
HORIZONTAL CLEARANCE	402.5'



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO.1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

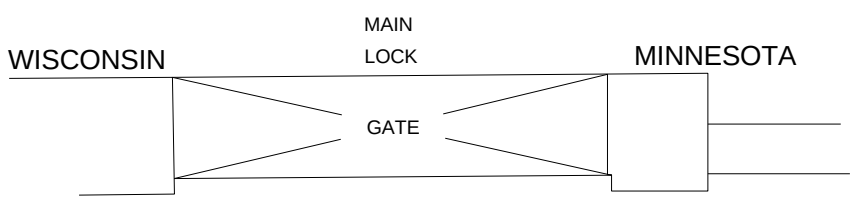
1 0.5 0 1 KILOMETERS

MAP NO. 21

MISSISSIPPI RIVER
RIVER MILE 748 TO 756

FACILITIES
1 Dairyland Power Cooperative, Alma Power Plant Dock.

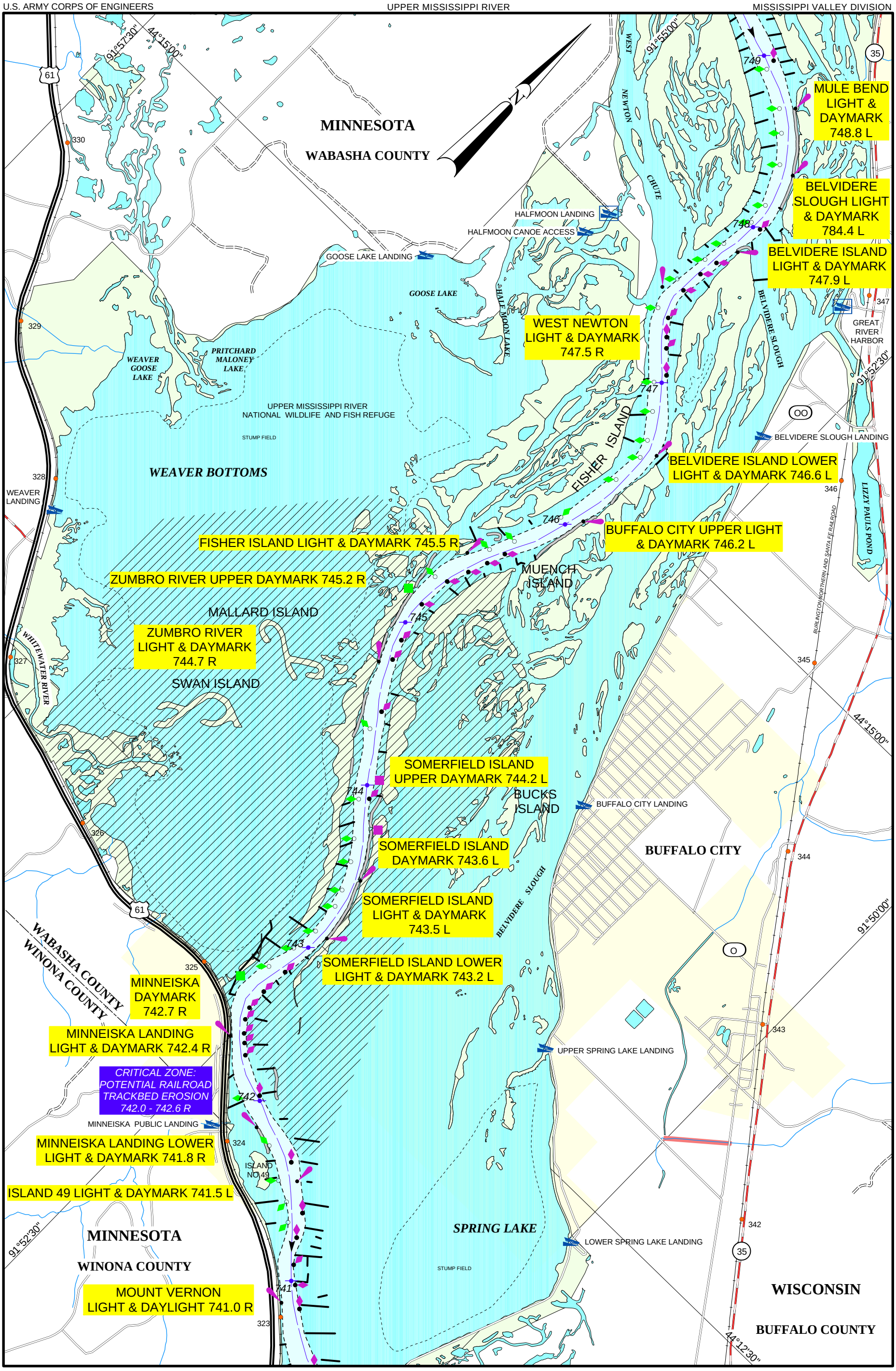
UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
750.5	AERIAL CROSSING	87.5'	XCEL ENERGY INC.



AUXILARY LOCK NOT OPERATIONAL

LOCKS AND DAM NO. 4

HORIZONTAL CLEARANCE	110.0'
LENGTH OF LOCK	670.0'



2001

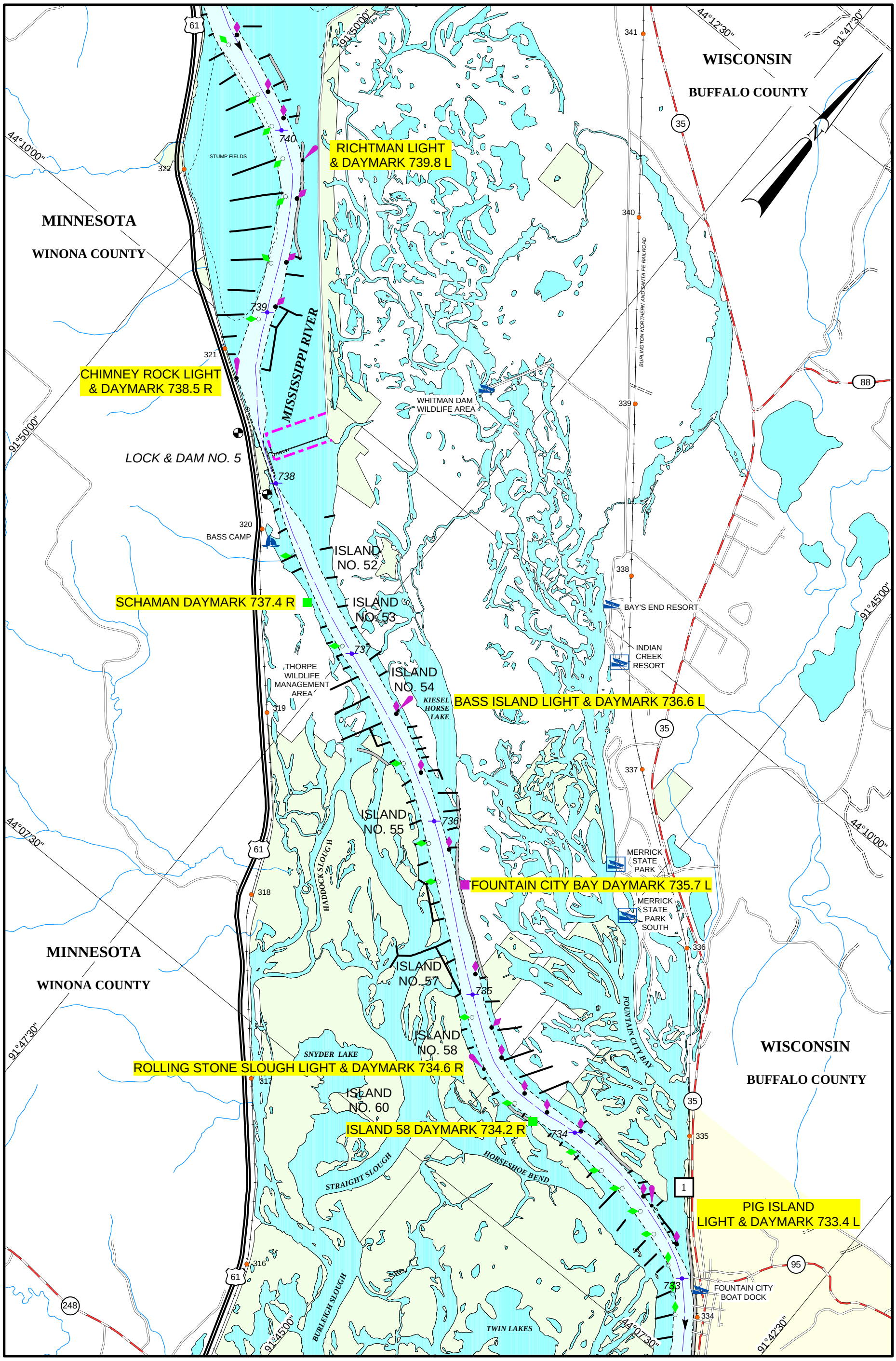
BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 22
MISSISSIPPI RIVER
RIVER MILE 741 TO 749



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

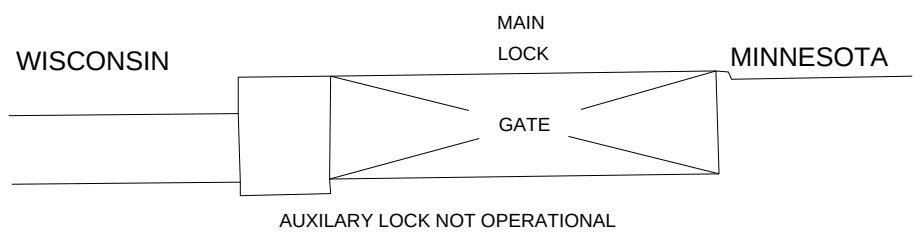
1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 23

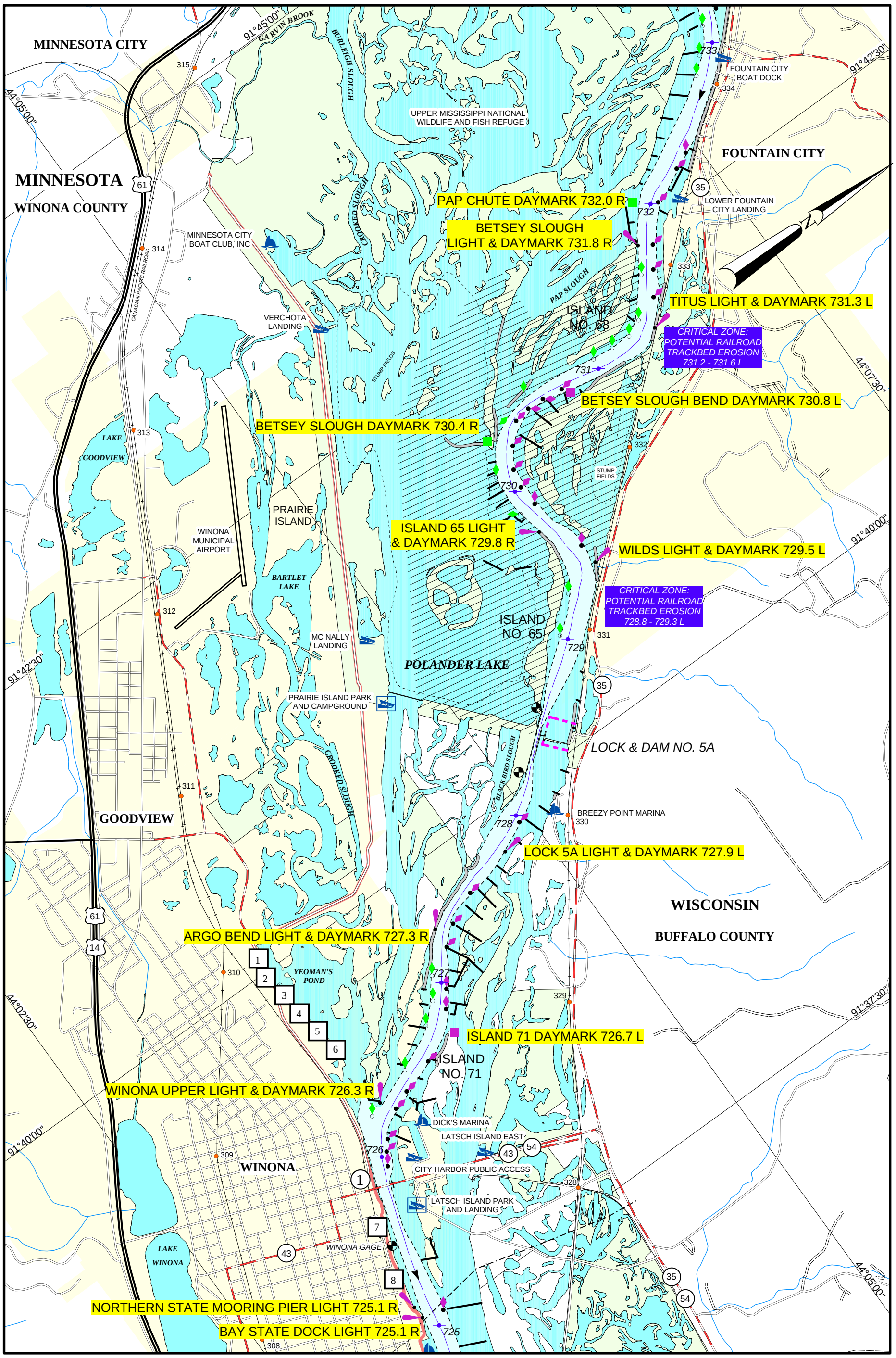
MISSISSIPPI RIVER
RIVER MILE 733 TO 740

FACILITIES
1 U.S. Army Corps of Engineers, Fountain City Service Base Dock.



LOCKS AND DAM NO. 5

HORIZONTAL CLEARANCE	110.0'
LENGTH OF LOCK	670.0'



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 24

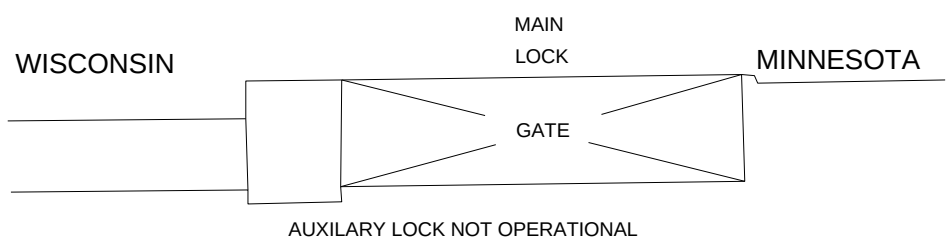
MISSISSIPPI RIVER
RIVER MILE 725 TO 733

FACILITIES

1 *Artco River Services, Winona Fleet Moorings.*
2 *Archer Daniels Midland Co., Winona Grain Elevator Dock.*
3 *Kujak Brothers, Dock No. 1.*
4 *Kujak Brothers, Dock No. 2.*
5 *Harvest States Cooperatives, Winona Terminal Barge-Loading Dock.*
6 *Winona Marine Co., Fleet Moorings.*
7 *City Of Winona, Levee Park Dock.*
8 *Bay State Milling Co. Dock.*

UTILITY CROSSING

MILES	*DESCRIPTION*	*VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)*	*OWNER*
725.1	*AERIAL CROSSING*	*UNKNOWN*	*UNKNOWN*



AUXILARY LOCK NOT OPERATIONAL

LOCKS AND DAM NO. 5A

HORIZONTAL CLEARANCE	110.0'
LENGTH OF LOCK	670.0'

WISCONSIN
LEFT DESCENDING
BANK

1

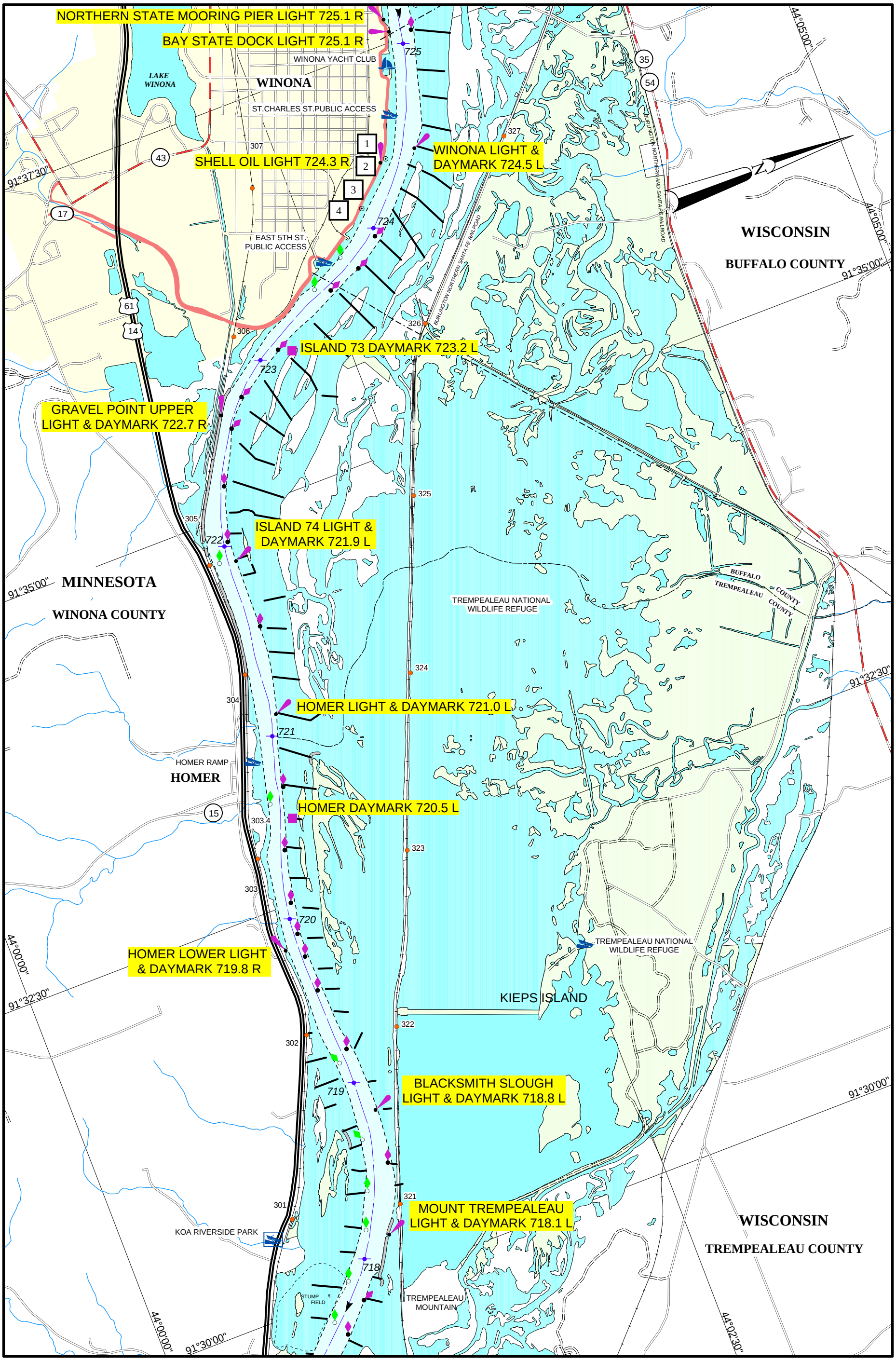
MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN

STATE HIGHWAY 54 BRIDGE

NOT TO SCALE
RIVER MILE 725.8

ELEVATION OF LOW STEEL	709.0'
VERTICAL CLEARANCE AT POOL STAGE	64.2'
VERTICAL CLEARANCE 1912 H.W.	50.0'
HORIZONTAL CLEARANCE	434.1'



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

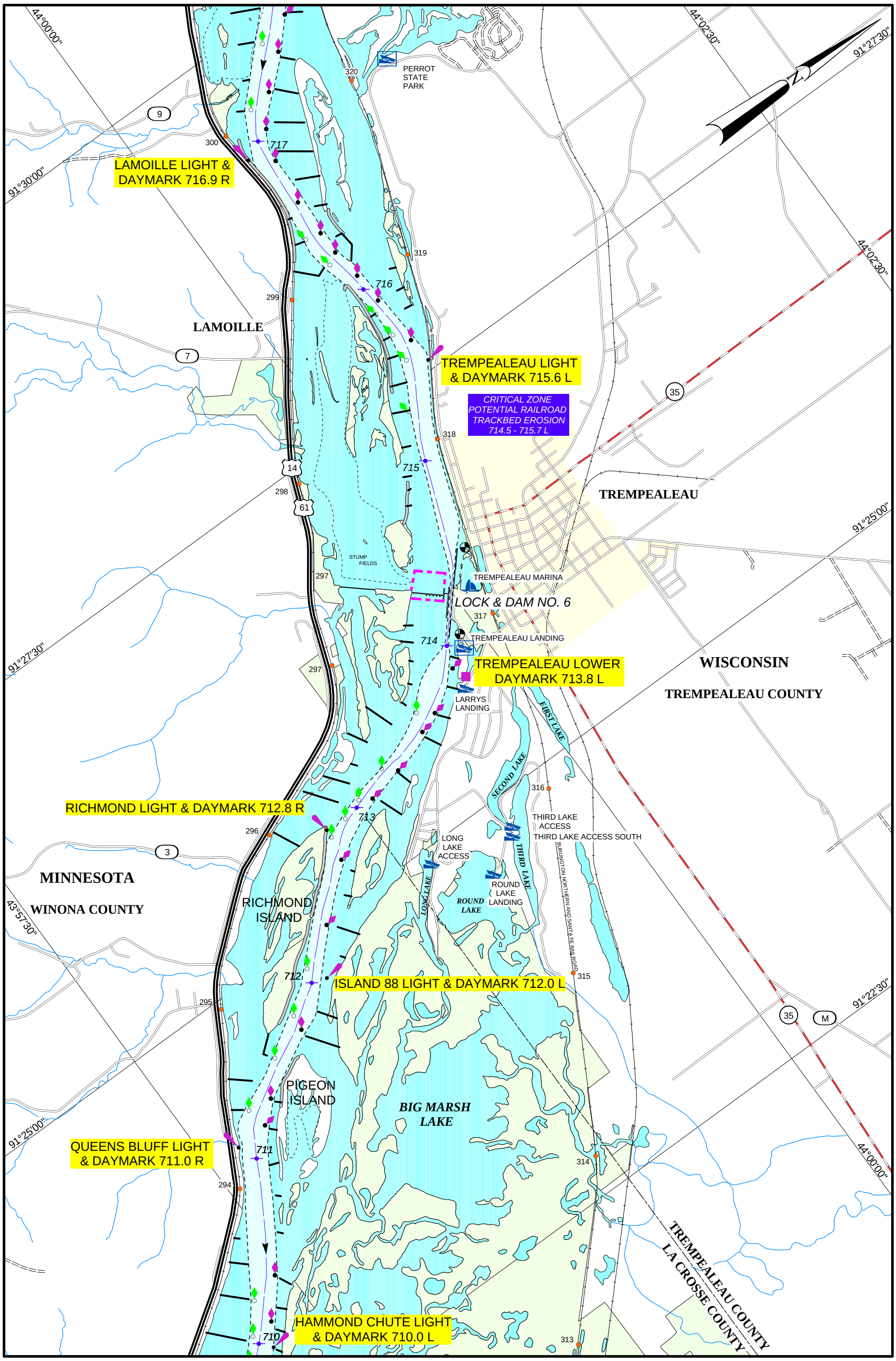
1 0.5 0 1 KILOMETERS

MAP NO. 25

MISSISSIPPI RIVER
RIVER MILE 718 TO 725

FACILITIES
1 Modern Transport Terminal, Upper Wharf. 2 Modern Transport Terminal, Lower Wharf. 3 ST Services, Winona Terminal Dock. 4 Winona Barge Terminal Wharf.

UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
725.1	AERIAL CROSSING	UNKNOWN	UNKNOWN
723.6	AERIAL CROSSING	Left Channel Span 66.9' Right Channel Span 87.9'	XCEL ENERGY INC.



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

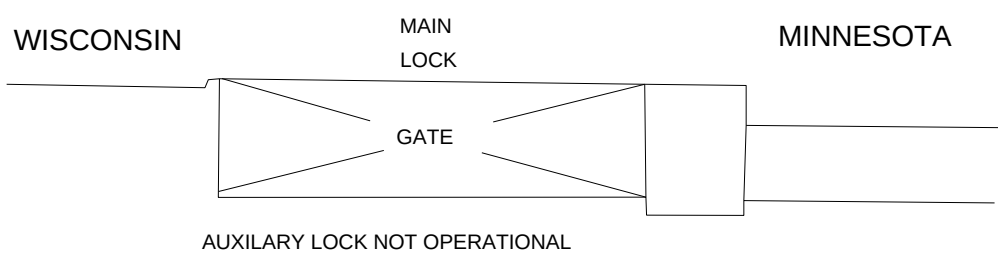
SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 26

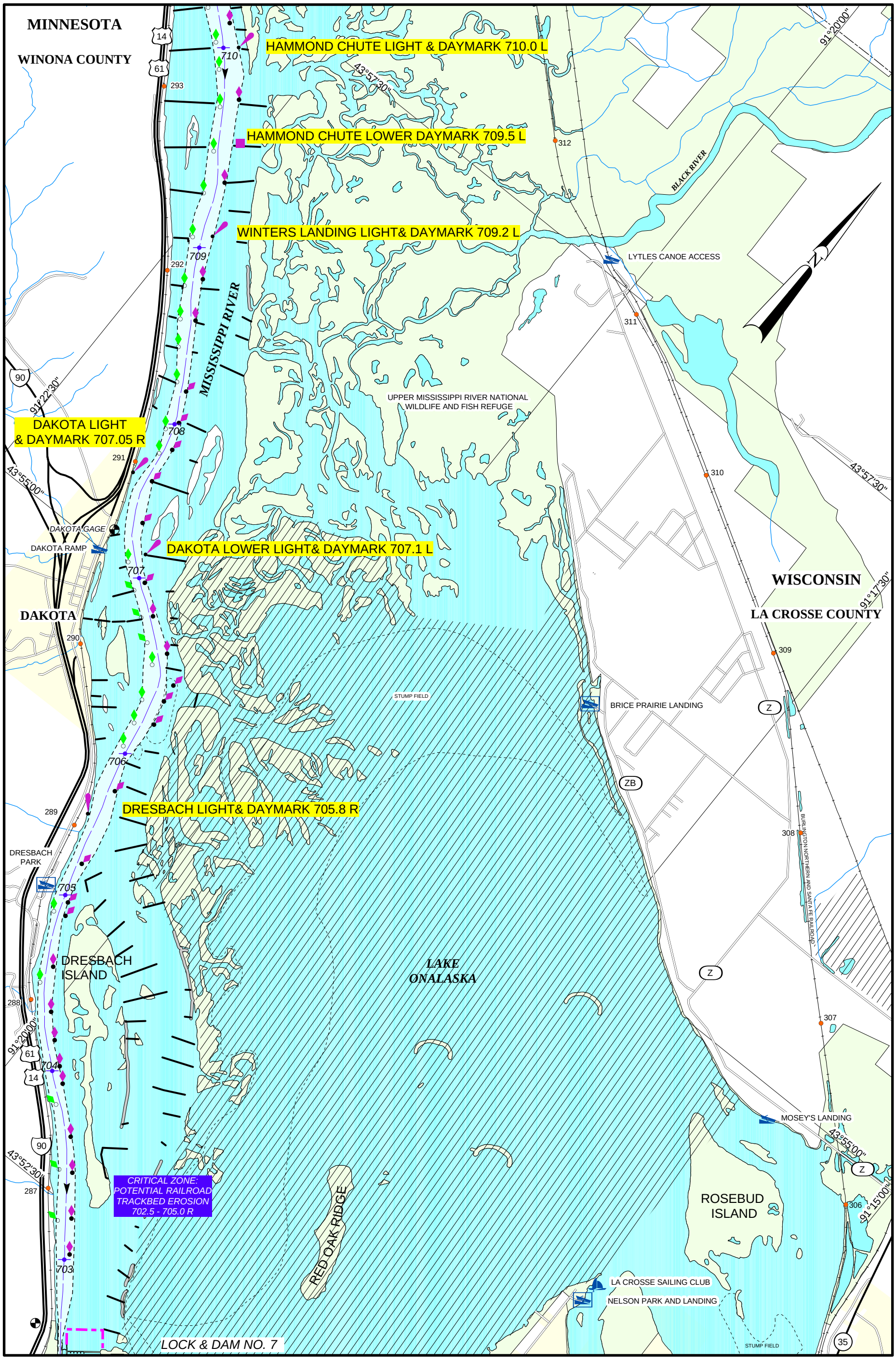
MISSISSIPPI RIVER
RIVER MILE 710 TO 717



AUXILARY LOCK NOT OPERATIONAL

LOCKS AND DAM NO. 6

HORIZONTAL CLEARANCE	110.0'
LENGTH OF LOCK	670.0'



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

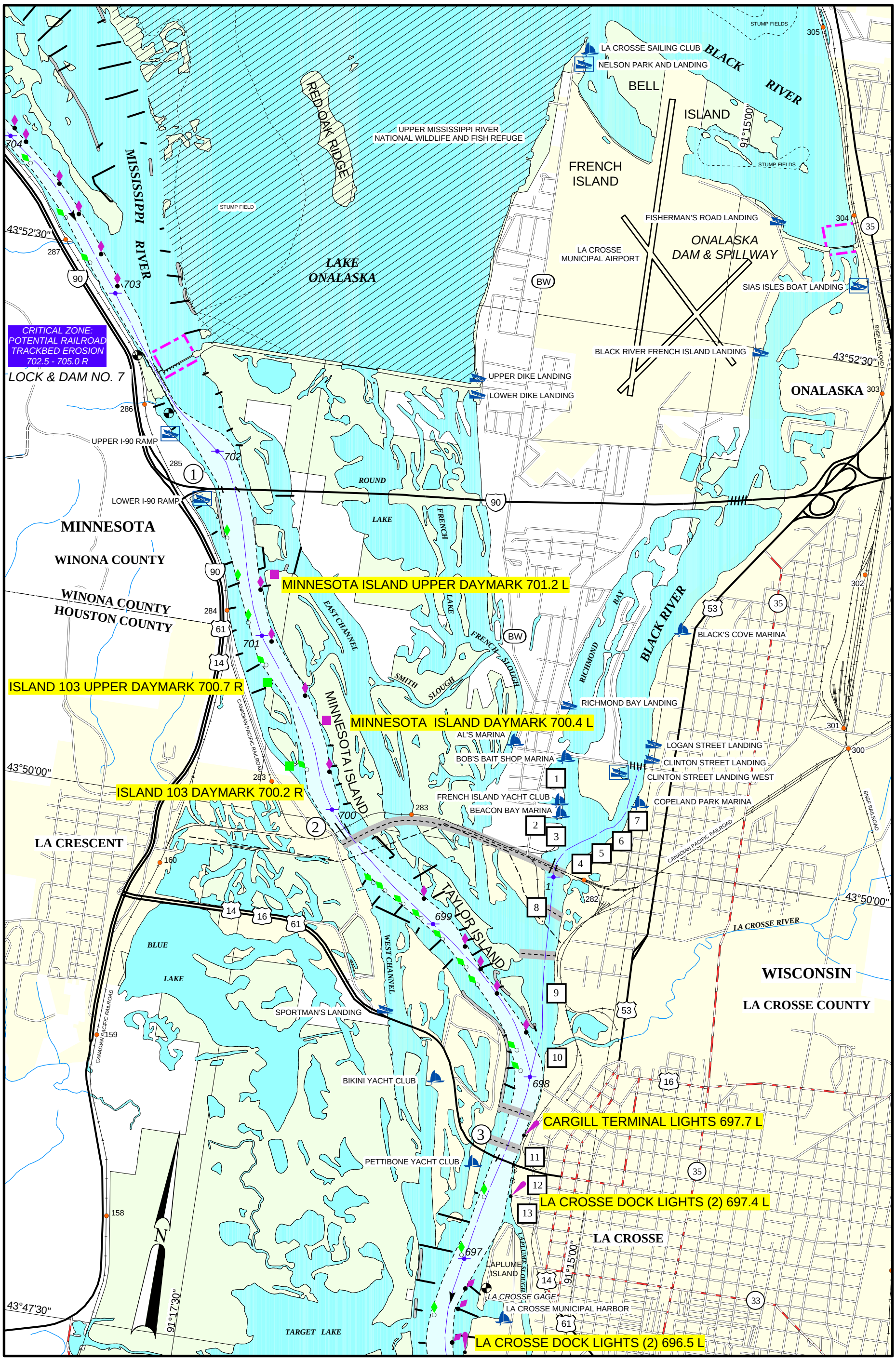
SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 27

MISSISSIPPI RIVER
RIVER MILE 703 TO 710



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 28

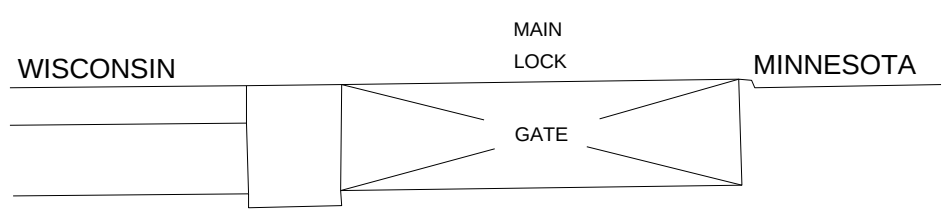
MISSISSIPPI RIVER
RIVER MILE 697 TO 704

FACILITIES

1 *J.F. Brennen Co.*
2 *Westway Trading Corp., La Crosse Terminal Dock.*
3 *F. J. Robers Co. Dock.*
4 *Midwest Industrial Fuels, Dock No. 2.*
5 *Midwest Industrial Fuels, Dock No. 1.*
6 *Hydrite Chemical Co. Dock.*
7 *La Crosse Municipal Terminal.*
8 *Xcel Energy Inc., French Island Plant Dock.*
9 *Mobil Oil Corp., La Crosse Terminal Dock.*
10 *LaFayette Park, Excursion Boat Dock.*
11 *Cargill, Inc., La Crosse Grain Elevator Dock.*
12 *Holnam, LaCrosse Cement Terminal Dock.*
13 *La Crosse Plumbing Supply Co. Dock.*

UTILITY CROSSING

MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
699.8	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	XCEL ENERGY INC.
699.8	AERIAL CROSSING	81.2'	UNKNOWN
697.8	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN
697.6	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN
0.6	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN
0.7	AERIAL CROSSING	UNKNOWN	UNKNOWN
0.8	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN
1.0	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	UNKNOWN



AUXILARY LOCK NOT OPERATIONAL

LOCKS AND DAM NO. 7

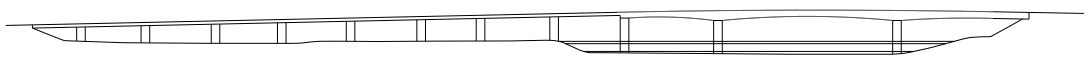
HORIZONTAL CLEARANCE	110.0'
LENGTH OF LOCK	670.0'

WISCONSIN
LEFT DESCENDING
BANK

1

MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN



INTERSTATE 90 HIGHWAY BRIDGE

NOT TO SCALE
RIVER MILE 701.8

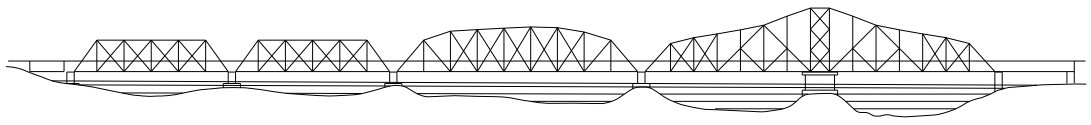
ELEVATION OF LOW STEEL	694.4'
VERTICAL CLEARANCE AT POOL STAGE	62.7'
VERTICAL CLEARANCE H.W.	54.7'
HORIZONTAL CLEARANCE	411.0'

WISCONSIN
LEFT DESCENDING
BANK

2

MINNESOTA
RIGHT DESCENDING
BANK

CHANNEL SPAN



CANADIAN PACIFIC RAILROAD BRIDGE

NOT TO SCALE
RIVER MILE 699.8

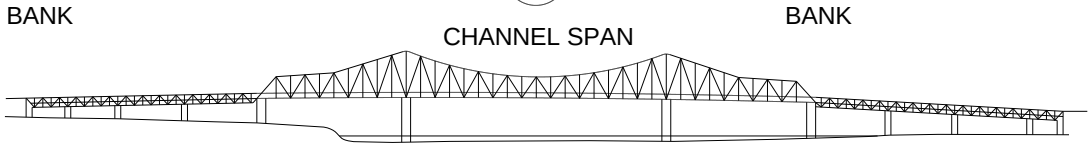
ELEVATION OF LOW STEEL	652.6'
VERTICAL CLEARANCE AT POOL STAGE	21.9'
VERTICAL CLEARANCE 1912 H.W.	8.0'
HORIZONTAL CLEARANCE	151.0'

WISCONSIN
LEFT DESCENDING
BANK

3

MINNESOTA
RIGHT DESCENDING
BANK

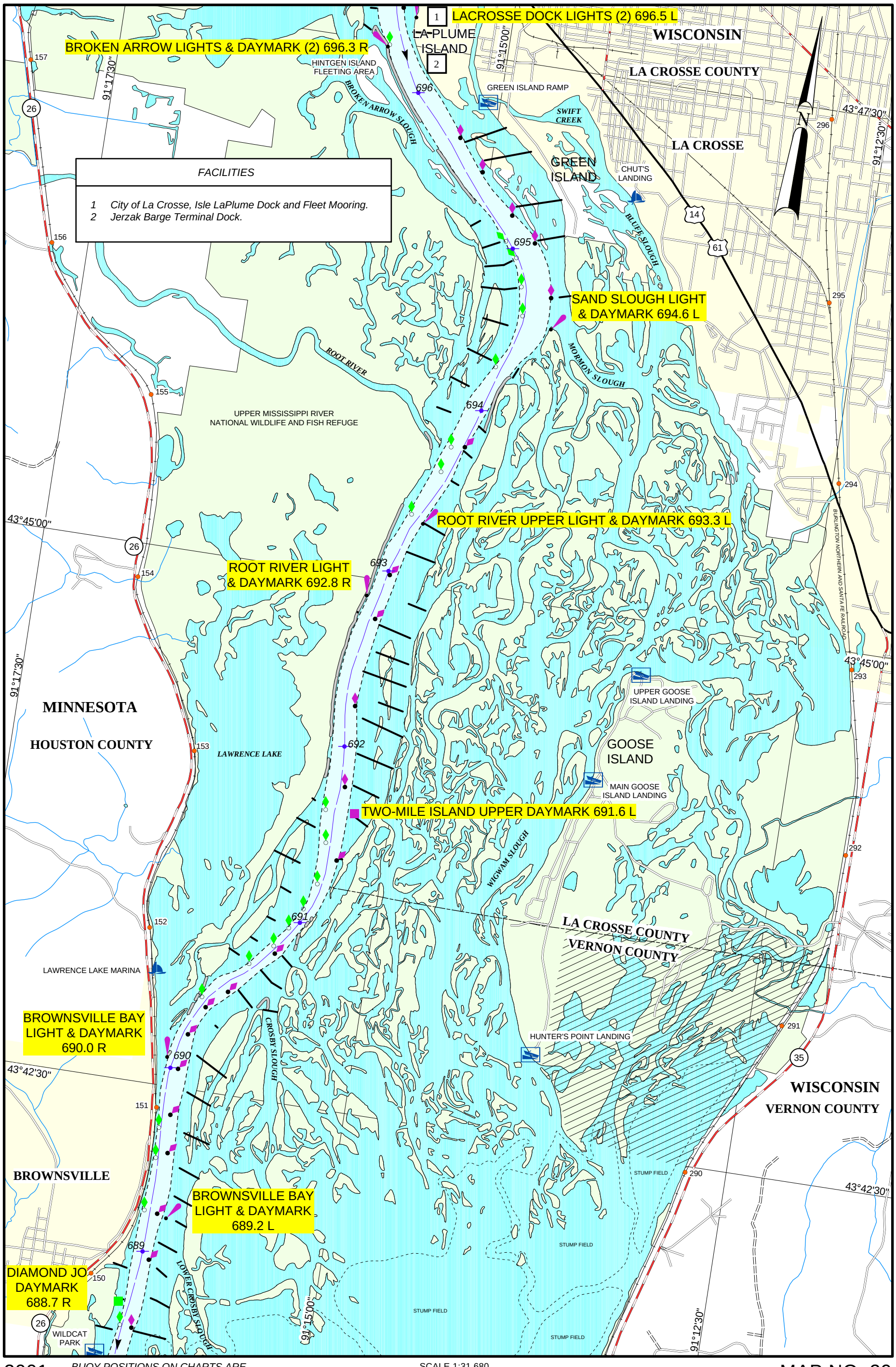
CHANNEL SPAN



US HIGHWAY 61 BRIDGE

NOT TO SCALE
RIVER MILE 697.5

ELEVATION OF LOW STEEL	696.6'
VERTICAL CLEARANCE AT POOL STAGE	67.3'
VERTICAL CLEARANCE 1912 H.W.	55.0'
HORIZONTAL CLEARANCE	462.0'



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

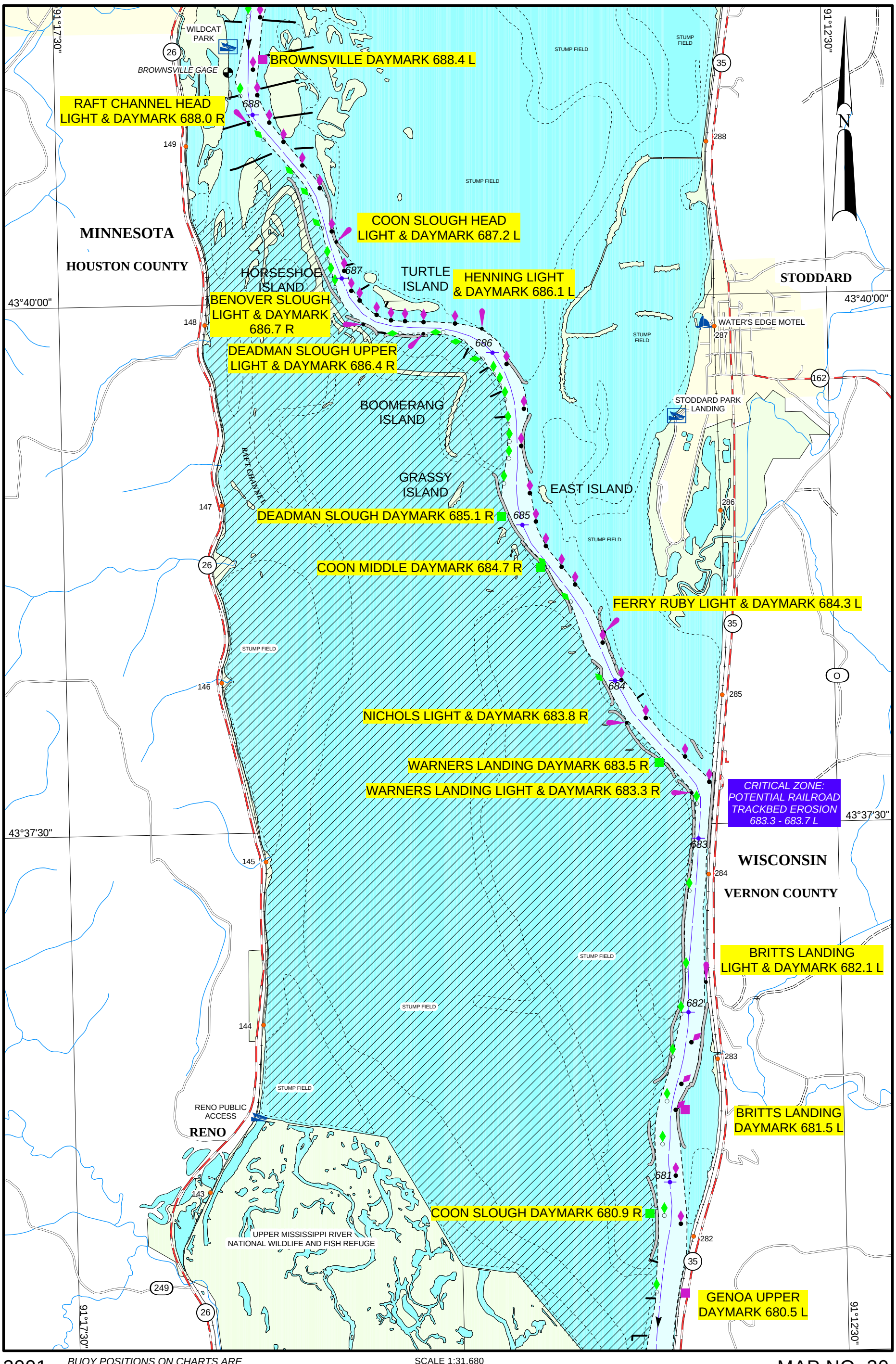
SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 29

MISSISSIPPI RIVER
RIVER MILE 689 TO 696



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

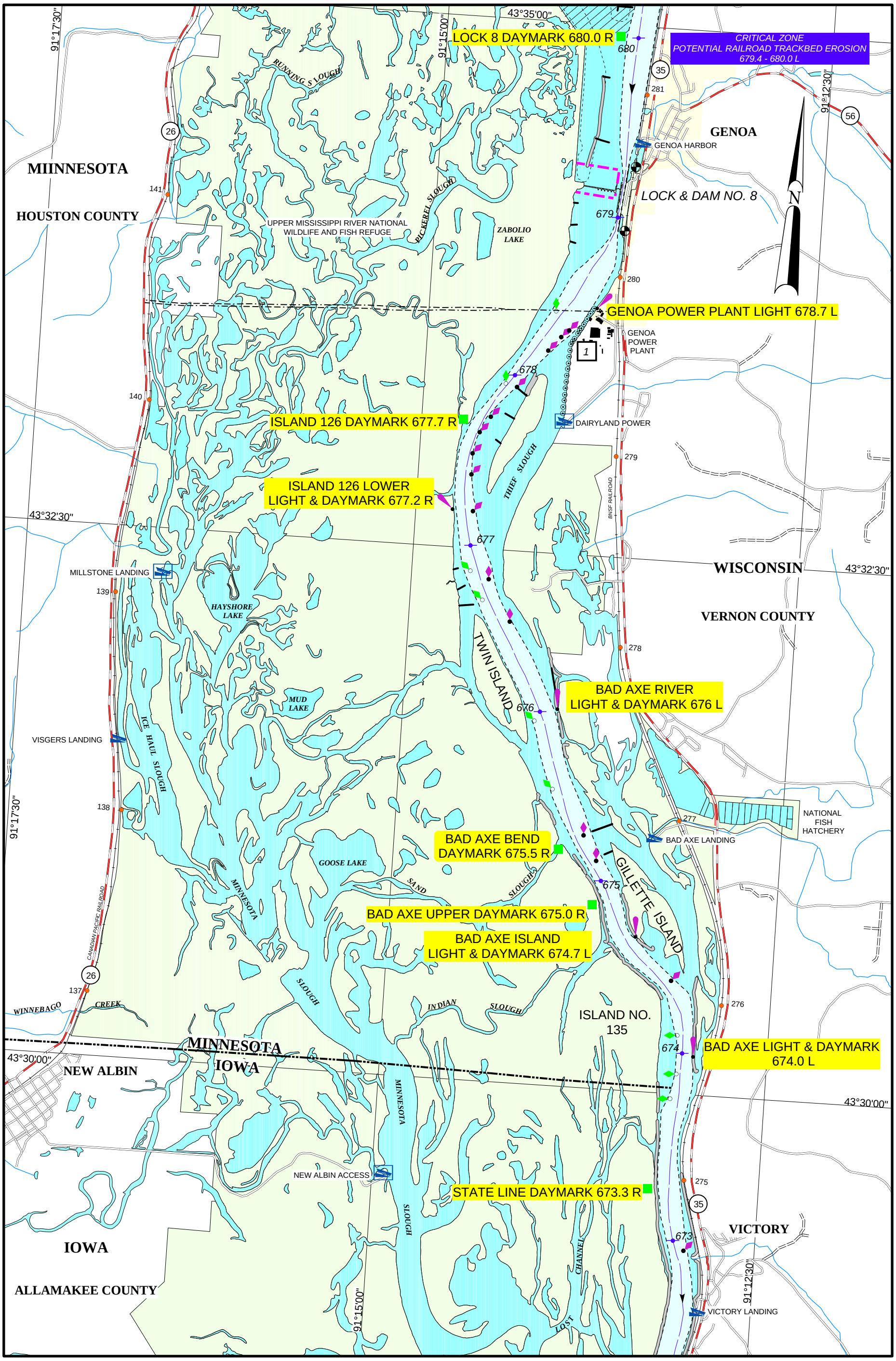
SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 30

MISSISSIPPI RIVER
RIVER MILE 681 TO 688



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

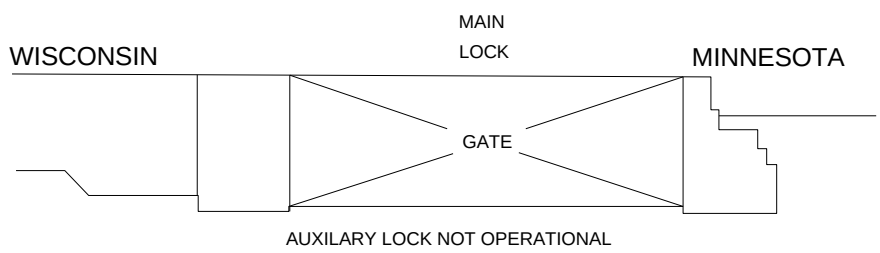
1 0.5 0 1 KILOMETERS

MAP NO. 31

MISSISSIPPI RIVER
RIVER MILE 673 TO 680

FACILITIES
1 Dairyland Power Cooperative, Genoa Plant No. 3 Wharf.

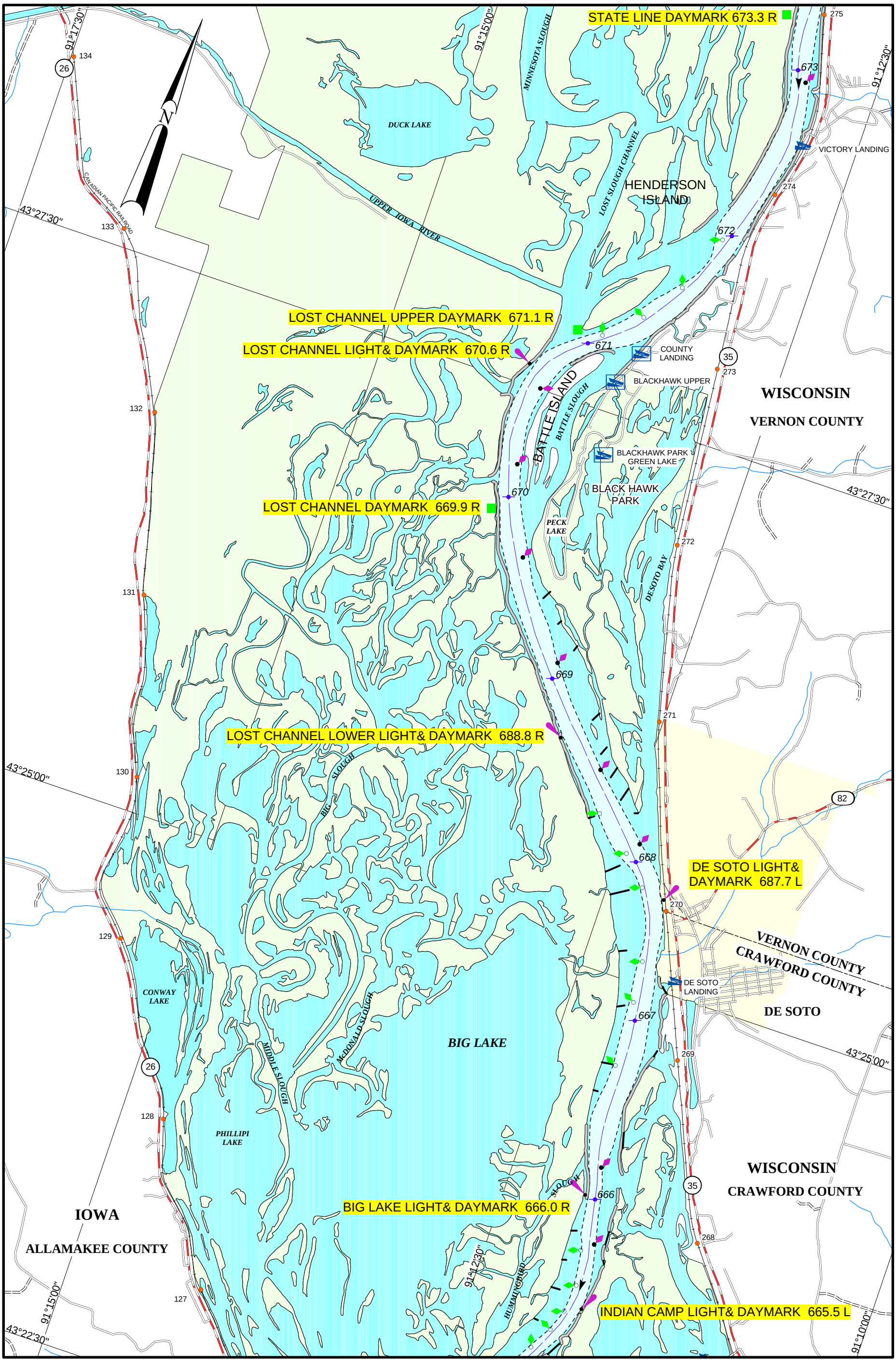
UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
678.5	AERIAL CROSSING	93.0'	DAIRYLAND POWER CO.



AUXILARY LOCK NOT OPERATIONAL

LOCKS AND DAM NO. 8

HORIZONTAL CLEARANCE	110.0'
LENGTH OF LOCK	600.0'



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

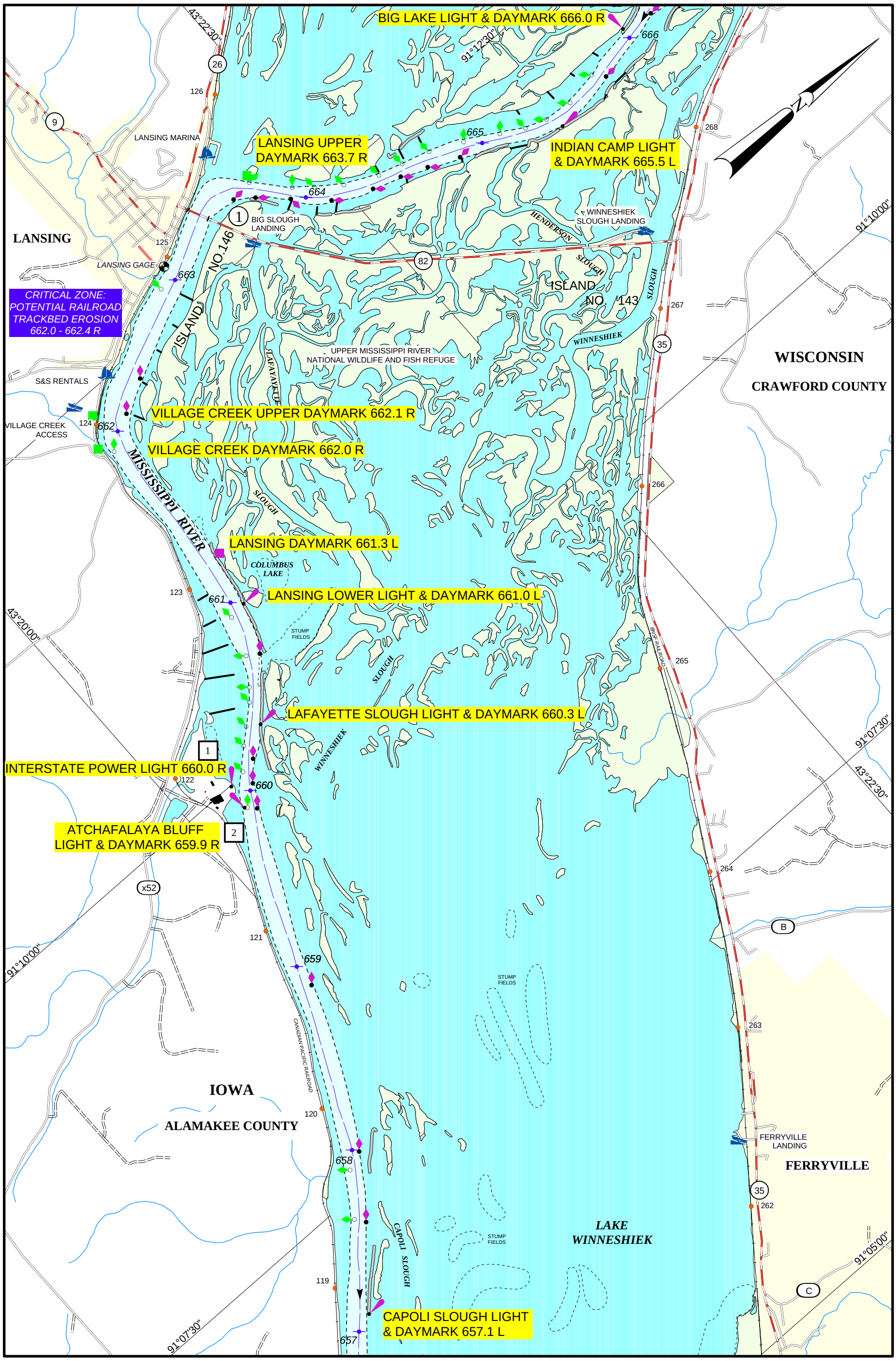
SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 32

MISSISSIPPI RIVER
RIVER MILE 666 TO 673



2001

BOUY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 33

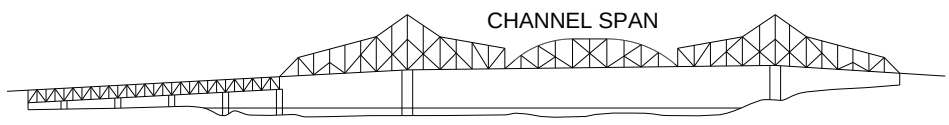
MISSISSIPPI RIVER
RIVER MILE 657 TO 666

FACILITIES
1 Interstate Power Co., Lansing Plant Coal Dock. *2 Brennan Marine, Lansing Fleet Mooring.*

WISCONSIN
LEFT DESCENDING
BANK

1

IOWA
RIGHT DESCENDING
BANK

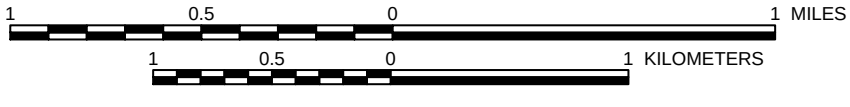


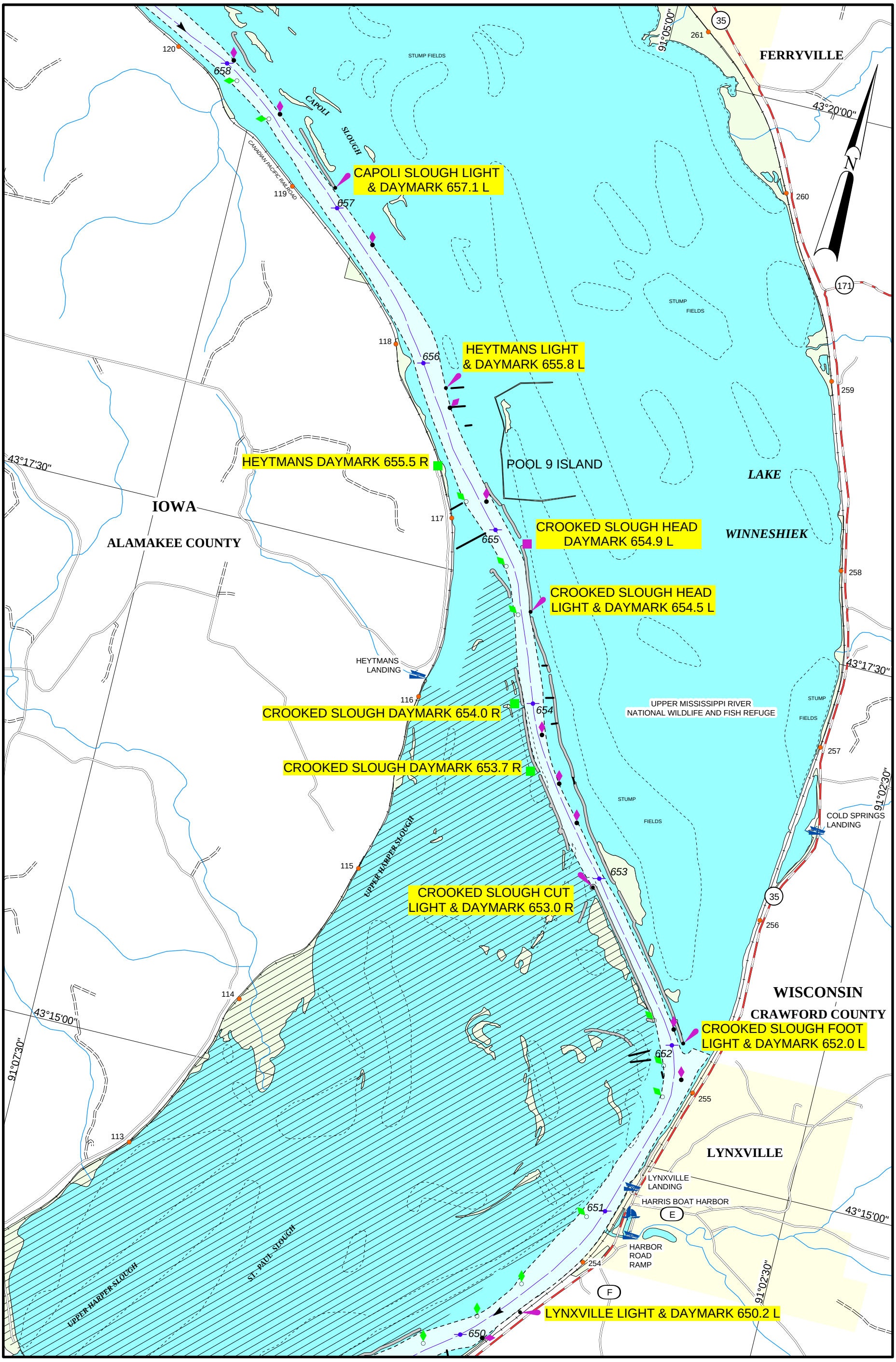
STATE HIGHWAY 82 BRIDGE

NOT TO SCALE
RIVER MILE 663.4

ELEVATION OF LOW STEEL	687.5'
VERTICAL CLEARANCE AT POOL STAGE	67.5'
VERTICAL CLEARANCE 1912 H.W.	55.0'
HORIZONTAL CLEARANCE	640.0'

SCALE 1:31,680
1 INCH = 1/2 MILE





2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

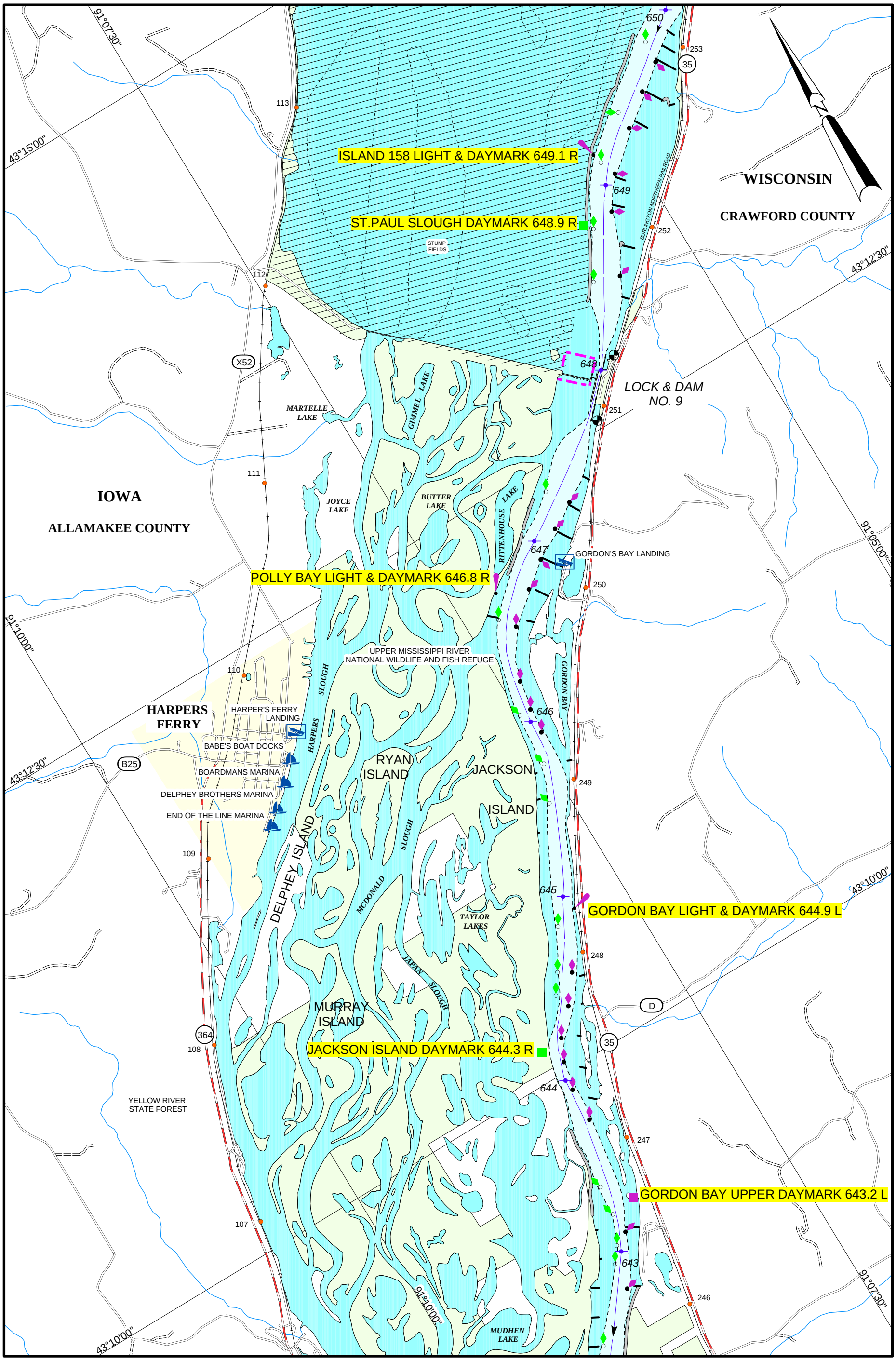
SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 34

MISSISSIPPI RIVER
RIVER MILE 650 TO 658



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

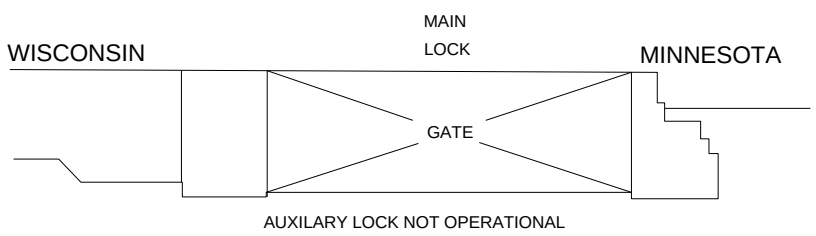
SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

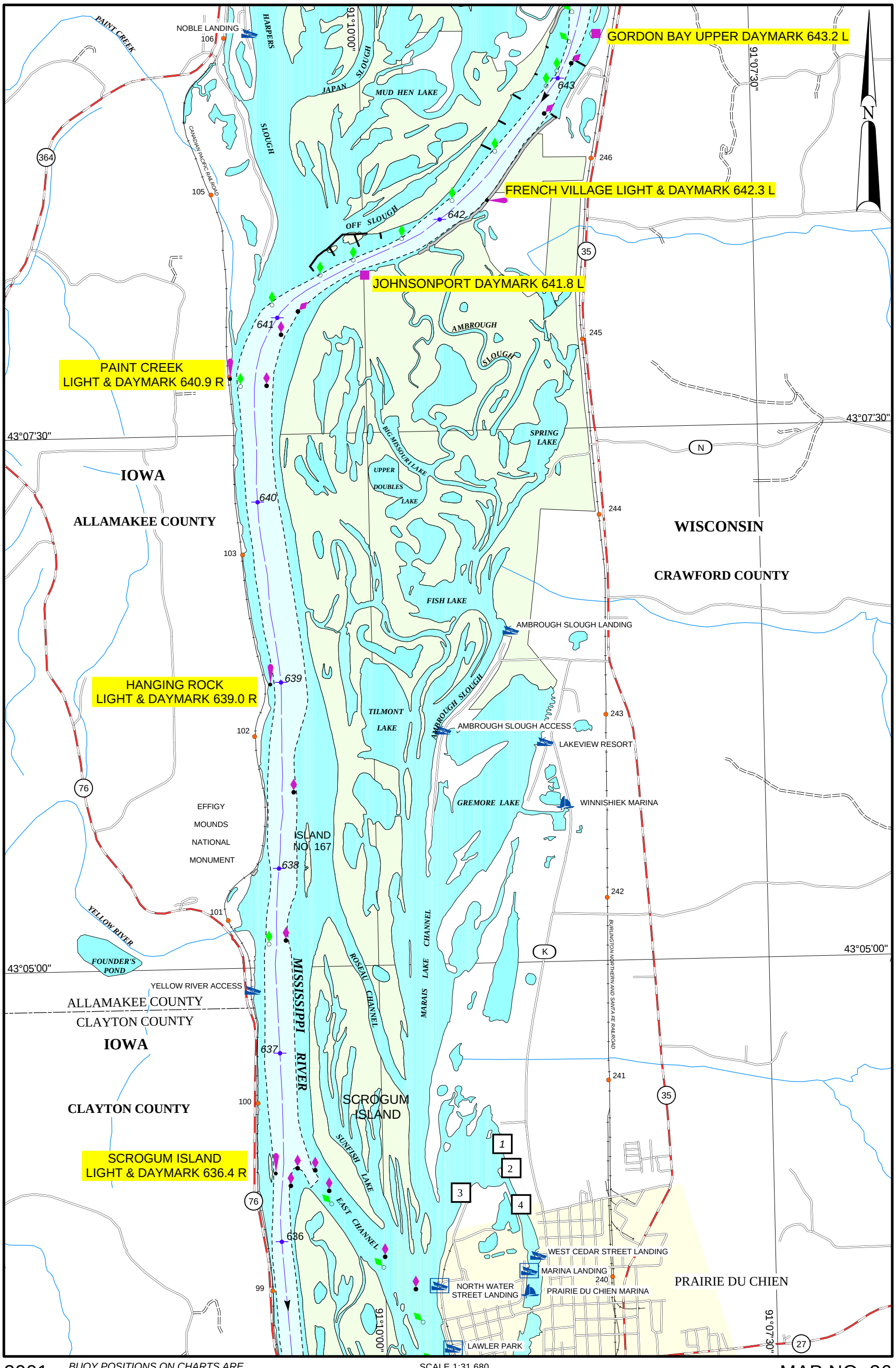
MAP NO. 35

MISSISSIPPI RIVER
RIVER MILE 643 TO 650



LOCKS AND DAM NO. 9

HORIZONTAL CLEARANCE	110.0'
LENGTH OF LOCK	600.0'



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

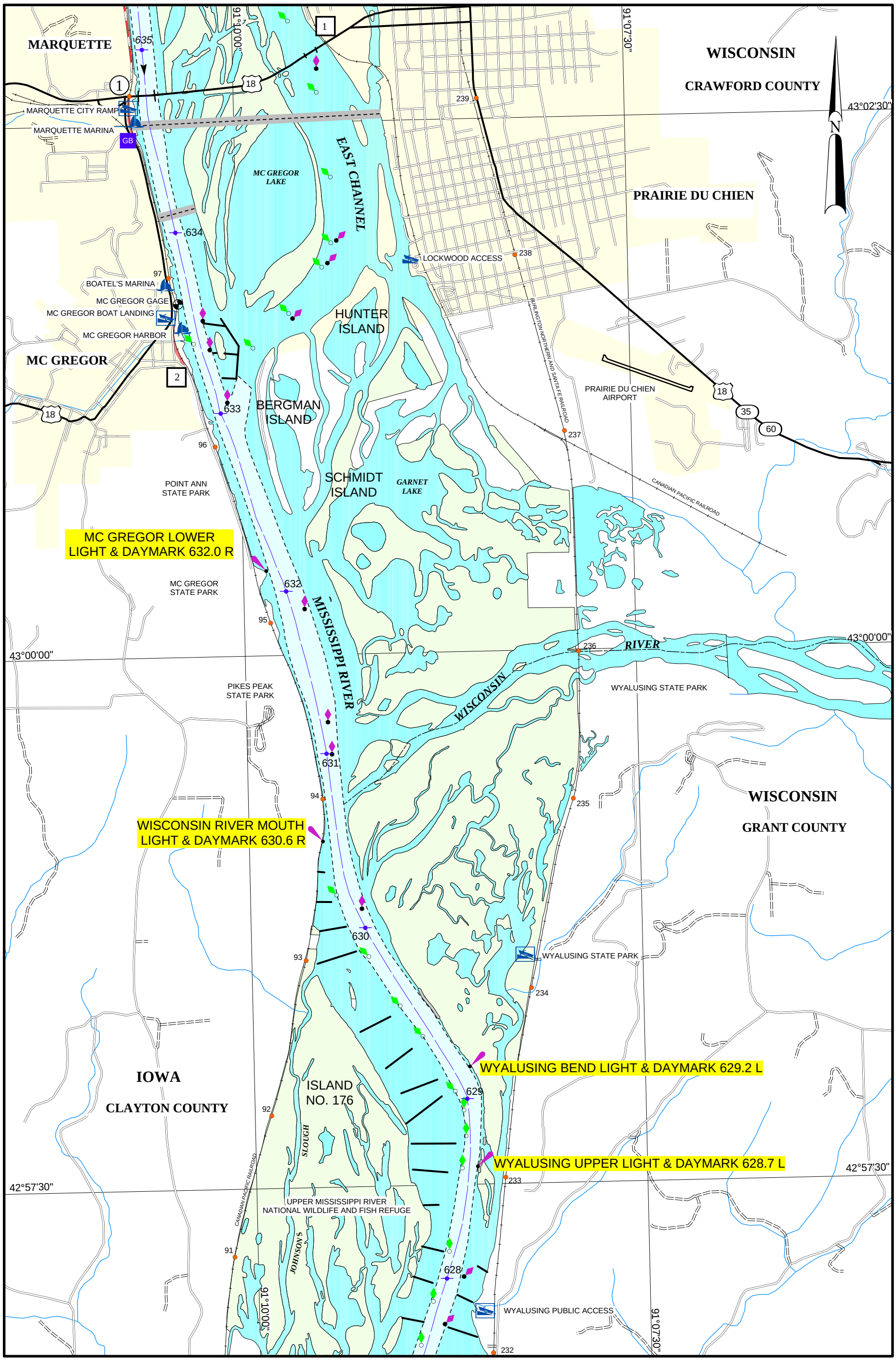
1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 36

MISSISSIPPI RIVER
RIVER MILE 636 TO 643

FACILITIES
1 Prairie Sand & Gravel Co., Swingle Docks. *2 Prairie Sand & Gravel Co., Prairie du Chien, North Coal Dock.* *3 Prairie Sand & Gravel Co., St. Feriole Island West Dock.* *4 Prairie Sand & Gravel Co., Grain Dock.*



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

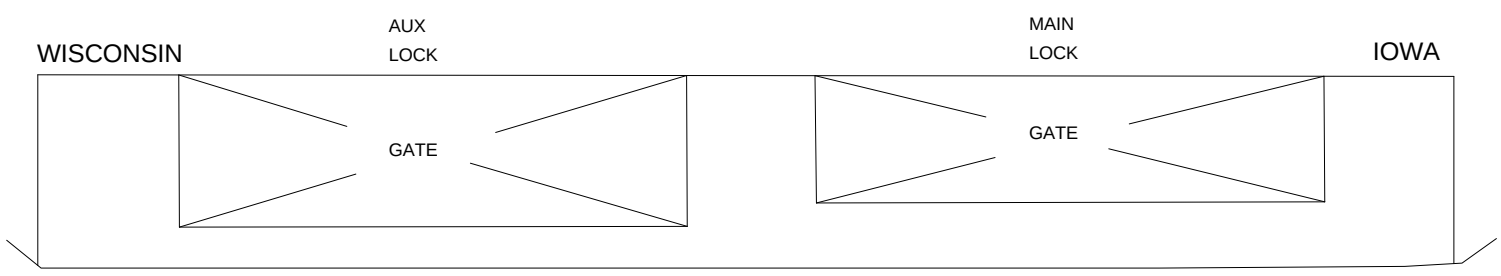
1 0.5 0 1 KILOMETERS

MAP NO. 37

MISSISSIPPI RIVER
RIVER MILE 628 TO 635

FACILITIES
1 Prairie du Chien, Municipal Dock.
2 AGRI Grain Marketing, McGregor River Terminal Dock.

UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
634.6	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	XCEL ENERGY INC.
634.1	PIPELINE OR SUBMERGED CABLE	NOT APPLICABLE	XCEL ENERGY INC.



AUXILARY LOCK NOT OPERATIONAL

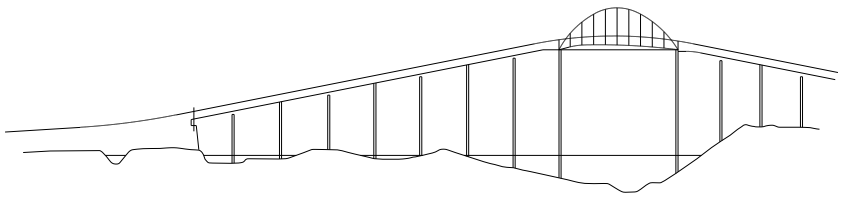
LOCKS AND DAM NO. 10

HORIZONTAL CLEARANCE	110.0'
LENGTH OF LOCK	600.0'

WISCONSIN
LEFT DESCENDING
BANK

IOWA
RIGHT DESCENDING
BANK

CHANNEL SPAN



FEDERAL HIGHWAY 18 BRIDGE

NOT TO SCALE
RIVER MILE 634.7

ELEVATION OF LOW STEEL	671.0'
VERTICAL CLEARANCE AT POOL STAGE	60.5'
VERTICAL CLEARANCE 1912 H.W.	40.6'
HORIZONTAL CLEARANCE	450.0'

EFFIGY MOUNDS NATIONAL MONUMENT
UPPER MISSISSIPPI RIVER NATIONAL WILDLIFE AND FISH REFUGE
SNY MAGILL ACCESS
WYALUSING PUBLIC ACCESS
WYALUSING
WYALUSING DAYMARK 627.2 R
ISLAND NO. 178
WYALUSING LOWER DAYMARK 627.0 R
ISLAND NO. 177
CANADIAN PACIFIC RAILROAD
WYALUSING SLOUGH
METHODIST LAKE
CATFISH SLOUGH UPPER LIGHT & DAYMARK 626.3 L
CLAYTON DAYMARK 625.4 R
CLAYTON
ISLAND NO. 181
GLASS LAKE
ADAMS BOAT DOCK LIGHT 624.7 R
CLAYTON LANDING
CLAYTON LIGHT & DAYMARK 624.7 R
CLAYTON GAGE
BILL'S BOAT LANDING
TNT MARINA
BAGLEY BOTTOMS LANDING
WISCONSIN
GRANT COUNTY
CLAYTON LOWER DAYMARK 624.2 R
BURLINGTON NORTHERN AND SANTA FE RAILROAD
BAGLEY
FERRY LAKE
HOVIE ISLAND
STATE LINE SLOUGH
RIVER OF LAKES MARINA
HOVIE ISLAND LIGHT & DAYMARK 622.5 L
JAY'S LAKE LANDING
IOWA
CLAYTON COUNTY
UPPER MISSISSIPPI RIVER NATIONAL WILDLIFE AND FISH REFUGE
FRENCH ISLAND
FRENCH ISLAND LIGHT & DAYMARK 621.3 L
FRENCH ISLAND DAYMARK 621.0 L
FRENCHTOWN LIGHT & DAYMARK 620.2 R
42°57'30" 91°07'30" 42°55'00" 91°10'00" 42°52'30"
X X56 P A

FACILITIES	
1	Pattison Brothers, Mississippi River Terminal, Dock No. 1.
2	Pattison Brothers Investment, Dock No. 2.

2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

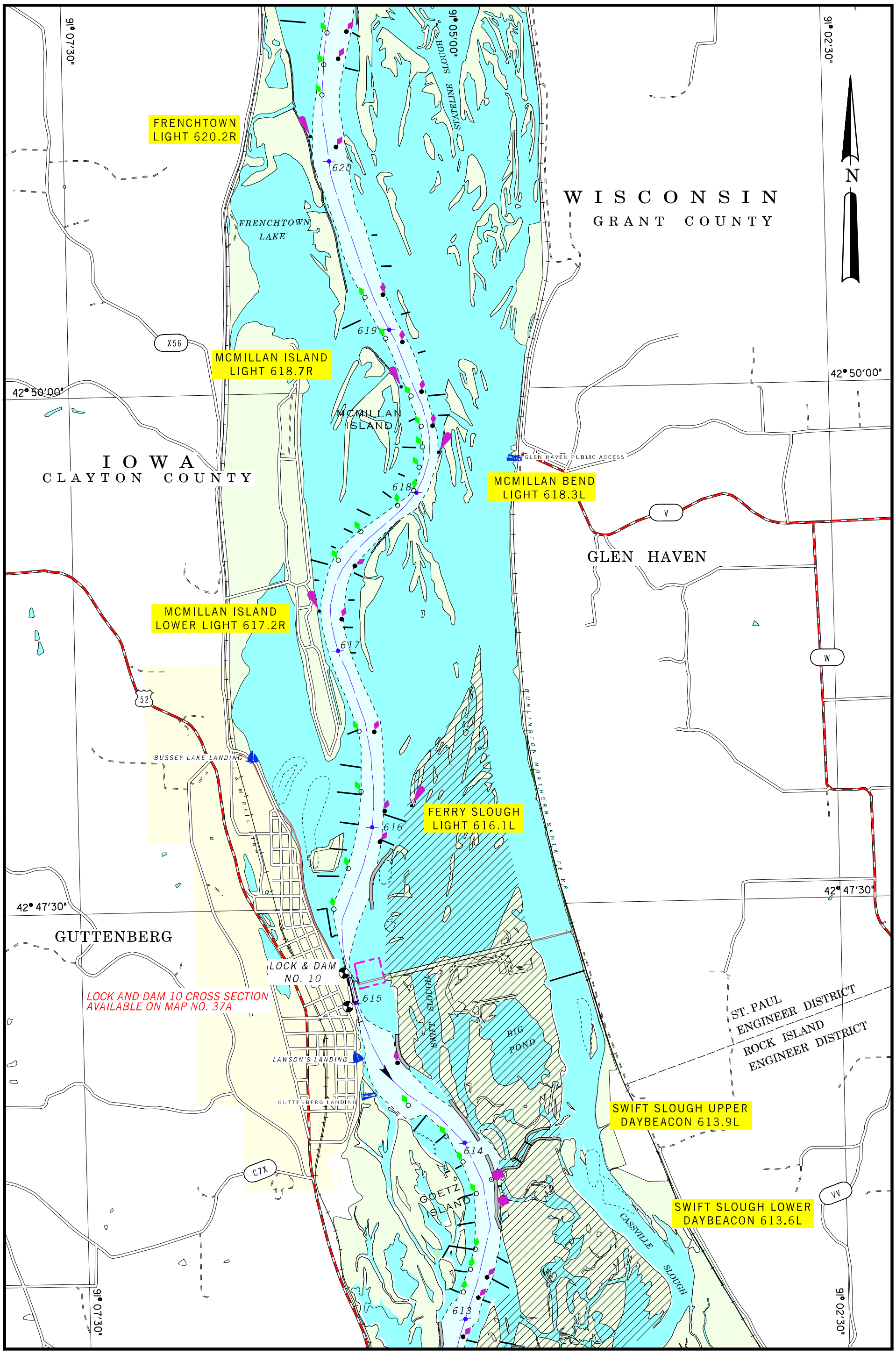
SCALE 1:31,680
1 INCH = 1/2 MILE

1 0.5 0 1 MILES

1 0.5 0 1 KILOMETERS

MAP NO. 38

MISSISSIPPI RIVER
RIVER MILE 621 TO 628



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

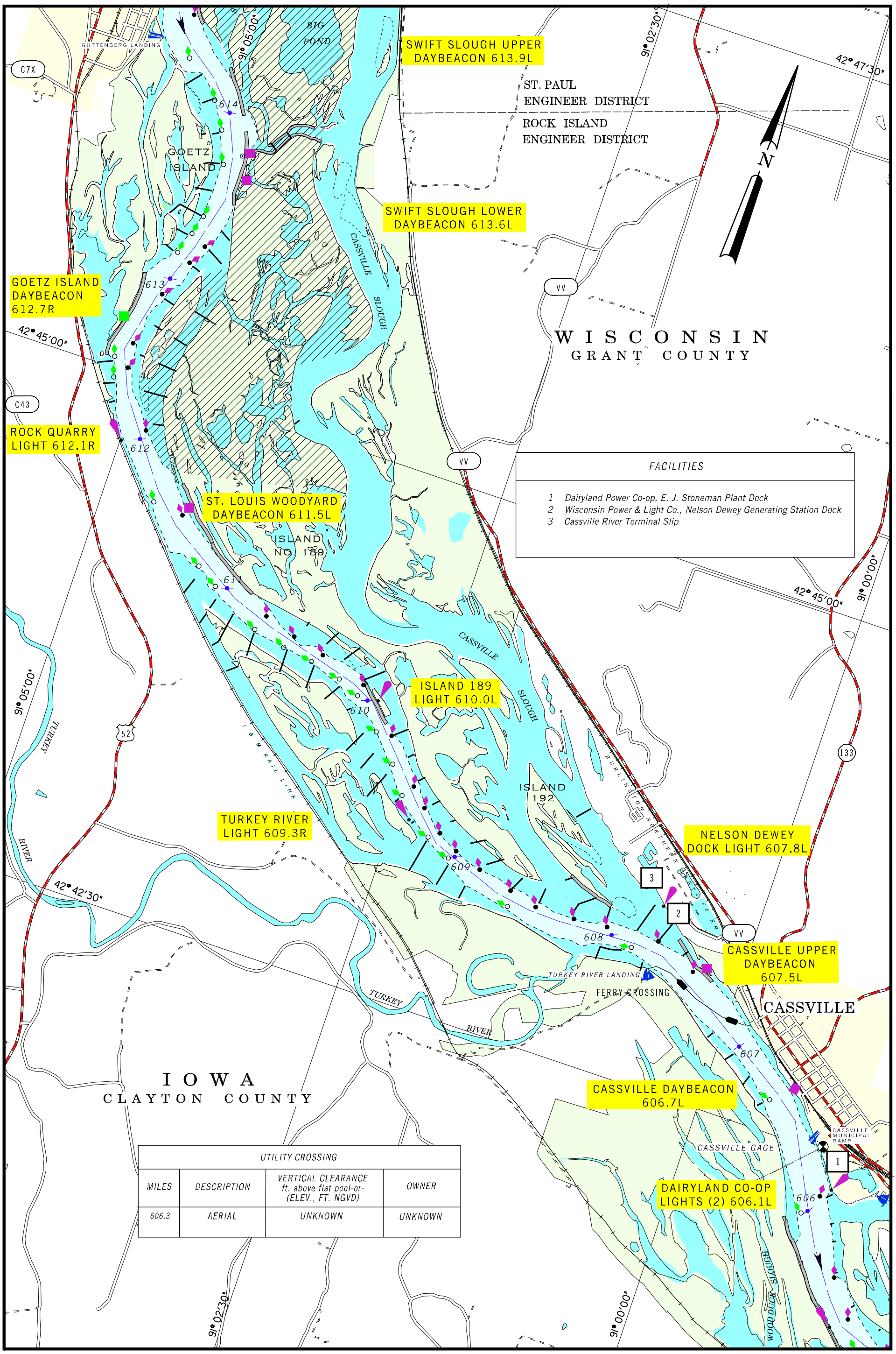
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 39

RIVER MILE 613 TO 620



FACILITIES
1 Dairyland Power Co-op, E. J. Stoneman Plant Dock
2 Wisconsin Power & Light Co., Nelson Dewey Generating Station Dock
3 Cassville River Terminal Slip

UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
606.3	AERIAL	UNKNOWN	UNKNOWN

2001

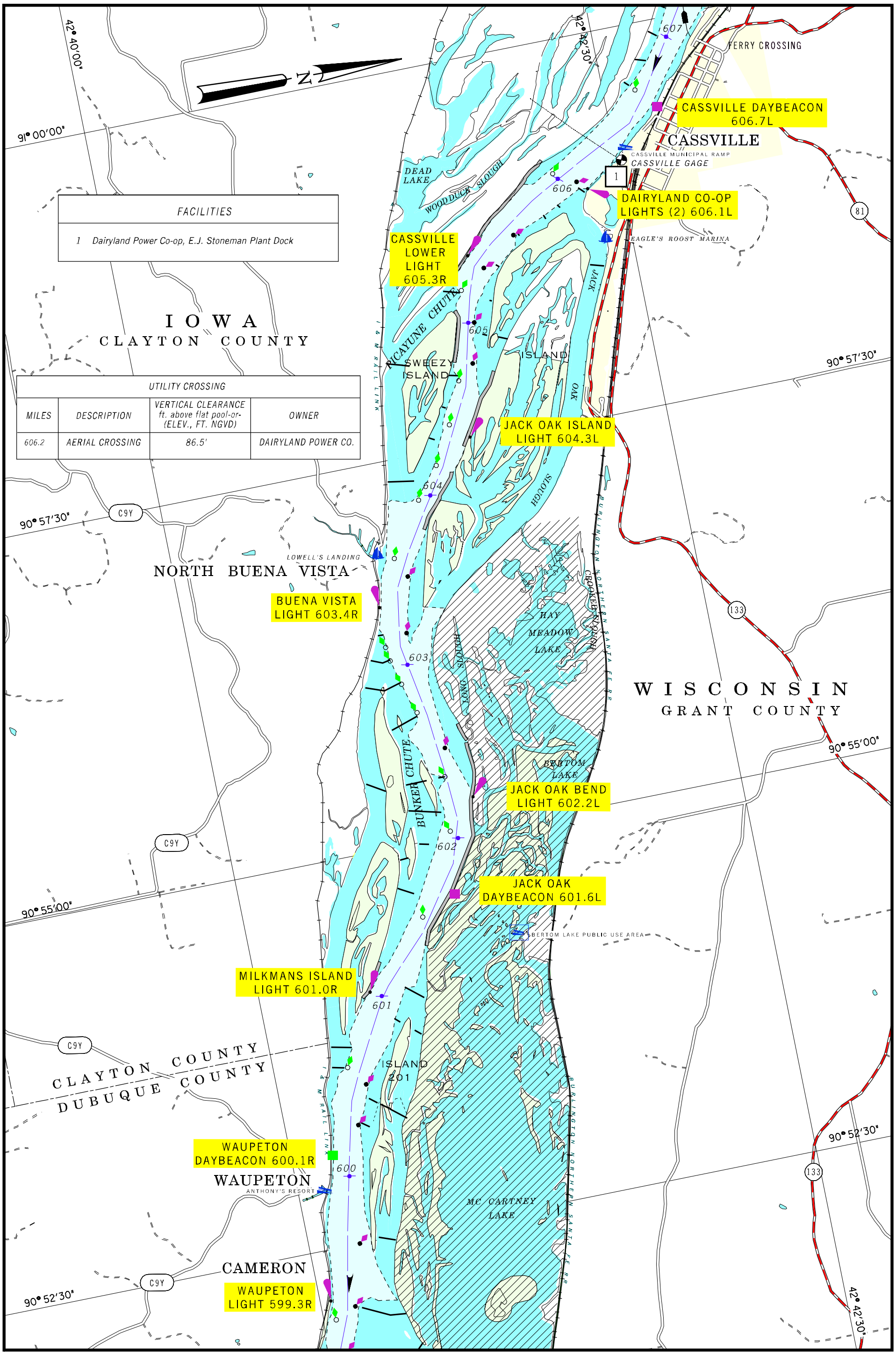
BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 40
RIVER MILE 606 TO 614



FACILITIES	
1	Dairyland Power Co-op, E.J. Stoneman Plant Dock

IOWA
CLAYTON COUNTY

UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
606.2	AERIAL CROSSING	86.5'	DAIRYLAND POWER CO.

2001

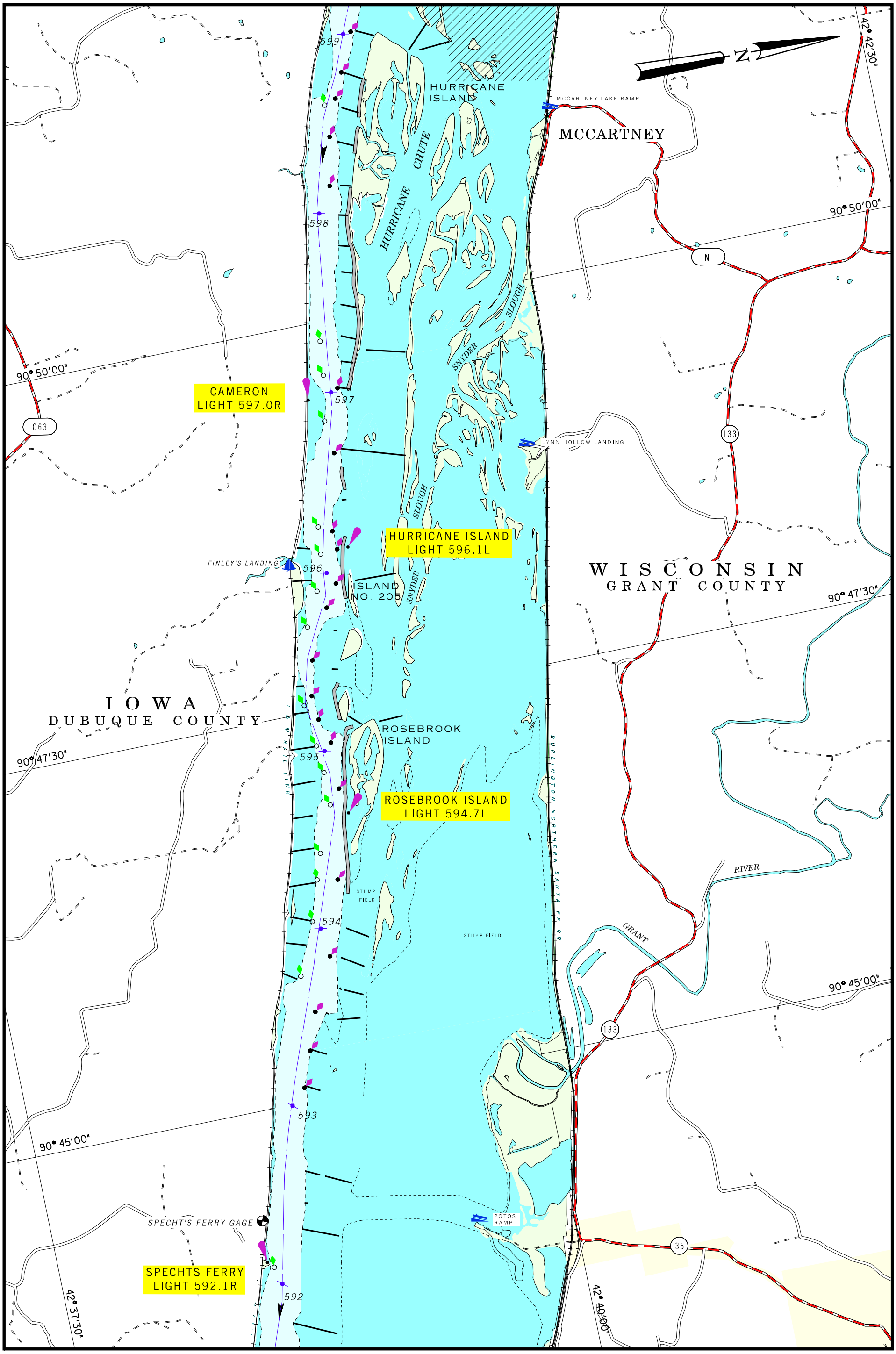
BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 41
RIVER MILE 600 TO 607



2001

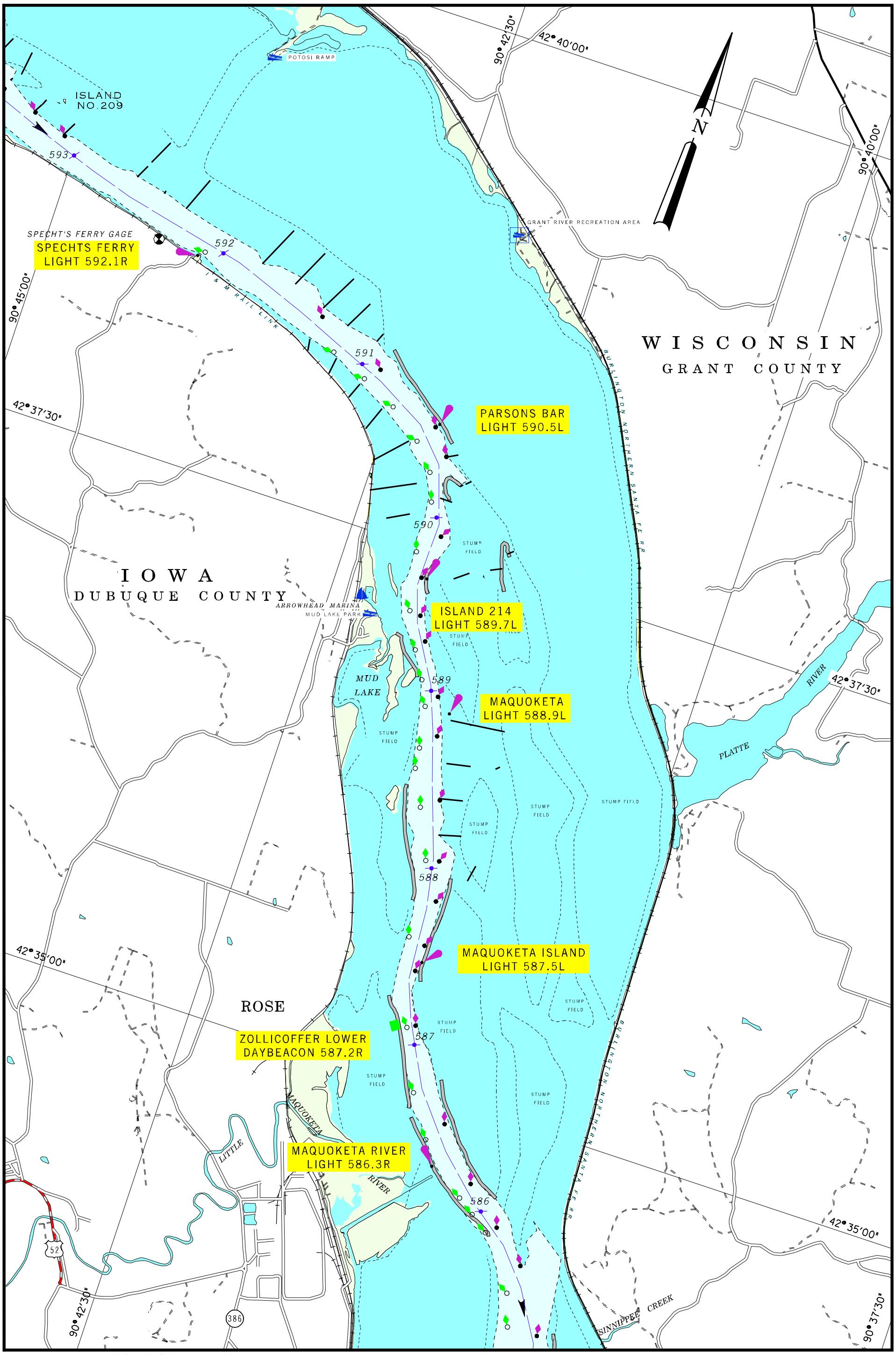
BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 42
RIVER MILE 592 TO 599



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

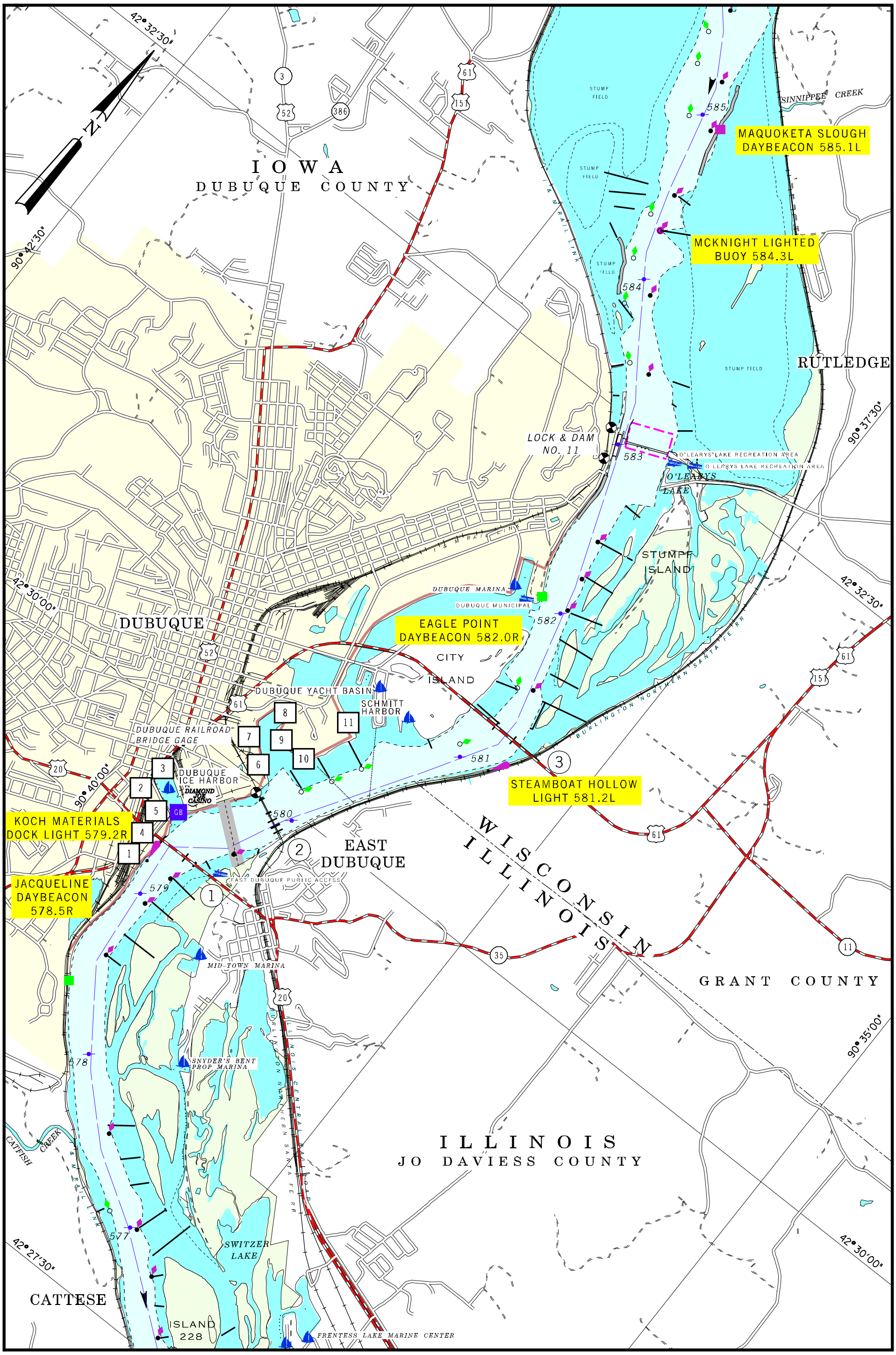
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 43

RIVER MILE 586 TO 593



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

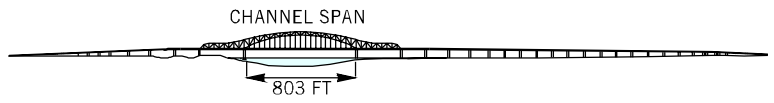
MAP NO. 44

RIVER MILE 577 TO 585

ILLINOIS
LEFT DESCENDING
BANK

1

IOWA
RIGHT DESCENDING
BANK



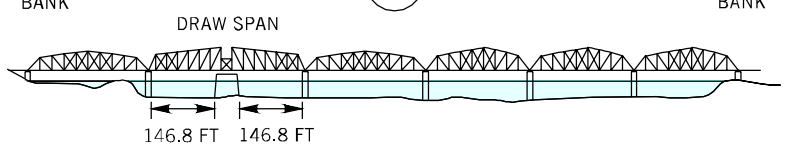
JULIEN DUBUQUE HIGHWAY BRIDGE
NOT TO SCALE
RIVER MILE 579.3
FLAT POOL EL. 592 FT

VERTICAL CLEARANCE AT FLAT POOL STAGE	64.0'
HORIZONTAL CLEARANCE	803.0'
LOW STEEL ELEVATION (IN CHANNEL SPAN)	656.0'

ILLINOIS
LEFT DESCENDING
BANK

2

IOWA
RIGHT DESCENDING
BANK



ILLINOIS CENTRAL RAILROAD BRIDGE
NOT TO SCALE
RIVER MILE 579.9
PROTECTED NAVIGATION PEIRS
FLAT POOL EL. 592 FT

CAUTION: SUBMERGED LEDGE PROTECTS PIERS IN THE NAVIGATION CHANNEL

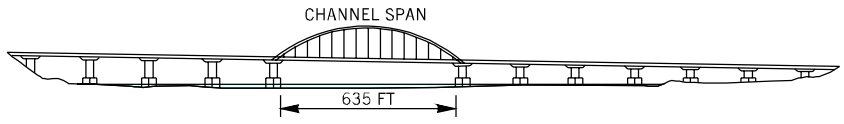
	LEFT SPAN	RIGHT SPAN
VERTICAL CLEARANCE AT FLAT POOL STAGE (CLOSED)	19.9'	19.9'
VERTICAL CLEARANCE AT FLAT POOL STAGE (OPEN)	72.8'	72.8'
HORIZONTAL CLEARANCE	146.8'	146.8'
LOW STEEL ELEVATION (IN CHANNEL SPAN)	611.9	611.9

ILLINOIS CENTRAL RAILROAD BRIDGE CALL SIGN: KQ9042

WISCONSIN
LEFT DESCENDING
BANK

3

IOWA
RIGHT DESCENDING
BANK

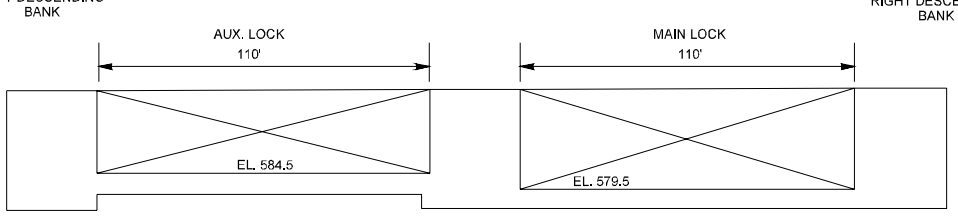


CITY ISLAND BRIDGE
NOT TO SCALE
RIVER MILE 581.3
FLAT POOL ELEVATION 592.0

VERTICAL CLEARANCE AT FLAT POOL STAGE	64.9'
HORIZONTAL CLEARANCE	635.0'
LOW STEEL ELEVATION (IN CHANNEL SPAN)	657.0

ILLINOIS
LEFT DESCENDING
BANK

IOWA
RIGHT DESCENDING
BANK



AUXILLARY LOCK NOT OPERABLE

LOCK AND DAM NO. 11

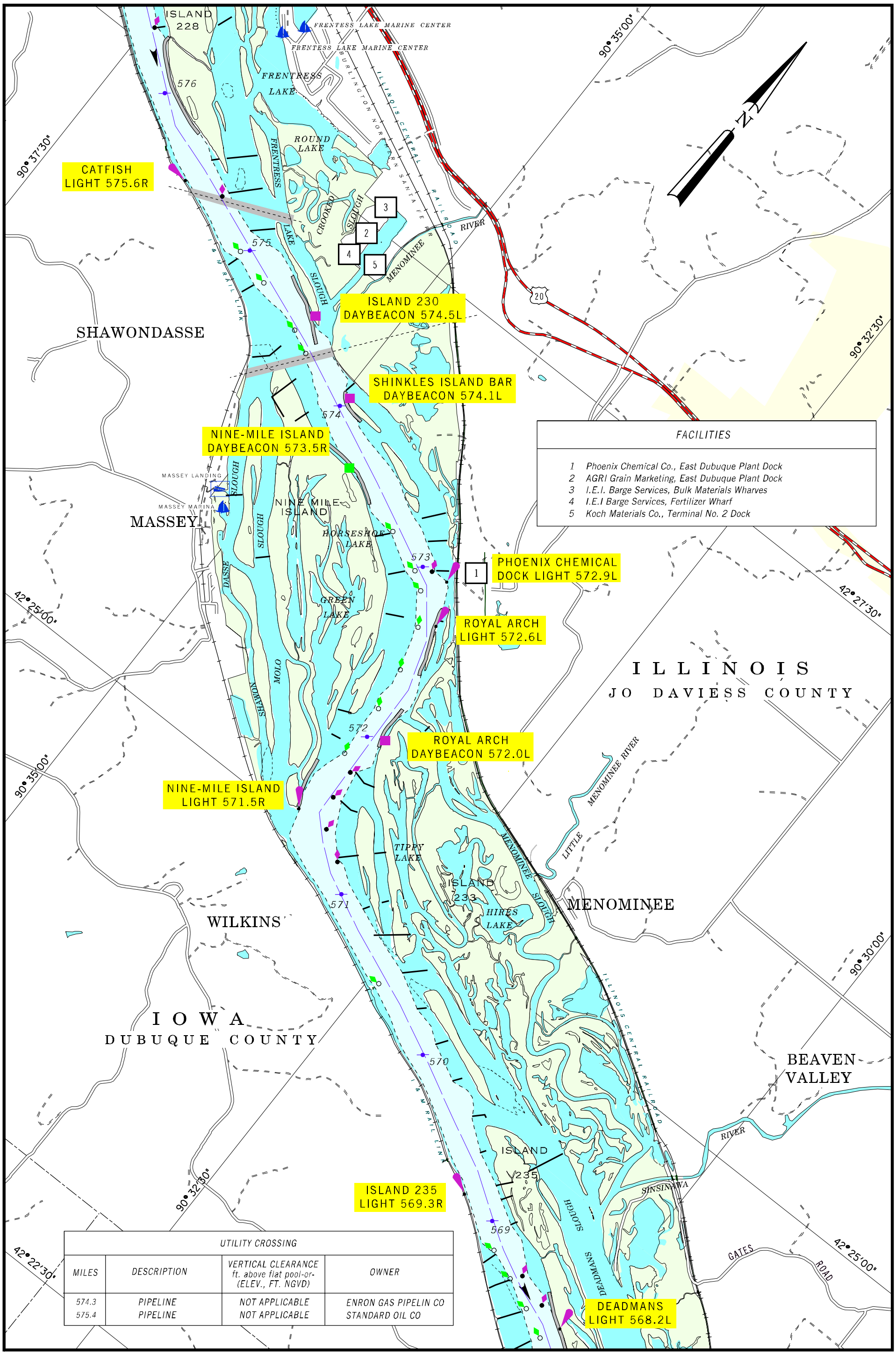
HORIZONTAL CLEARANCE	110.0'
LENGTH OF LOCK	600.0'

UTILITY CROSSING

MILES	*DESCRIPTION*	*VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)*	*OWNER*
579.7	*PIPELINE*	*NOT APPLICABLE*	*TRI STATE TELEPHONE & TELEGRAPH*
580.3	*AERIAL CROSSING*	*UNKNOWN*	*INTERSTATE POWER CO.*
580.3	*AERIAL CROSSING*	*73.0'*	*INTERSTATE POWER CO.*
581.0	*AERIAL CROSSING*	*80.6*	*INTERSTATE POWER CO.*

FACILITIES

1 *Koch Materials Co., Terminal No. 2 Dock*
2 *Dubuque Terminal Co., Dock A*
3 *Dubuque Terminal Co., Dock B*
4 *Dodds Co. Dock*
5 *Newt Marine Service Dock*
6 *Peavey Co., Dubuque Wharf*
7 *Interstate Power Co., Dubuque Plant Coal Dock*
8 *Newt Marine Service, Dove Fleeting Mooring*
9 *Koch Materials Co., Terminal No. 1 Dock*
10 *Continental Grain Co.*
11 *Dubuque Tank Terminal Co., Bulk Material Dock*



FACILITIES	
1	Phoenix Chemical Co., East Dubuque Plant Dock
2	AGRI Grain Marketing, East Dubuque Plant Dock
3	I.E.I. Barge Services, Bulk Materials Wharves
4	I.E.I Barge Services, Fertilizer Wharf
5	Koch Materials Co., Terminal No. 2 Dock

UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
574.3	PIPELINE	NOT APPLICABLE	ENRON GAS PIPELIN CO
575.4	PIPELINE	NOT APPLICABLE	STANDARD OIL CO

2001

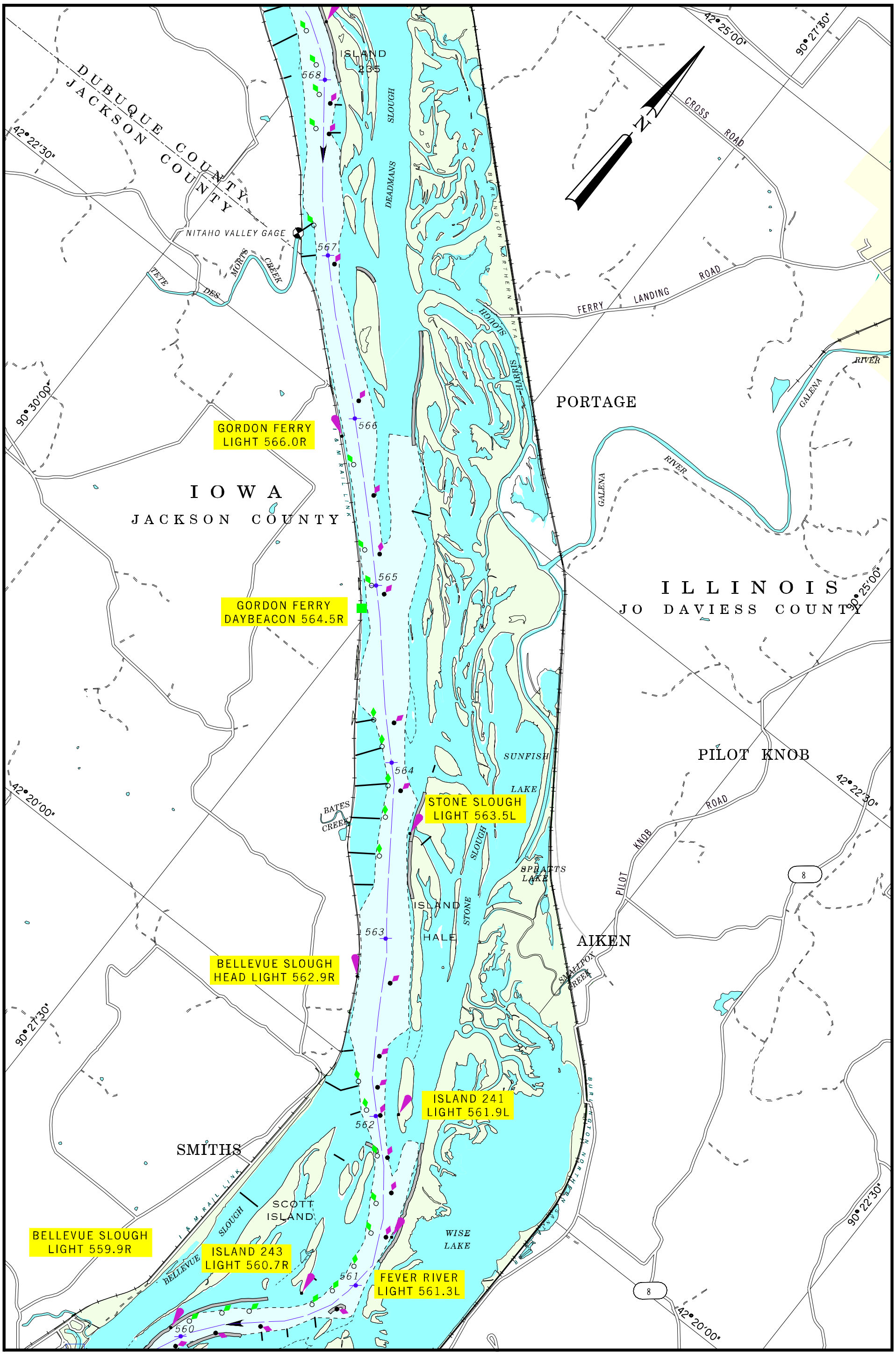
BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 45
RIVER MILE 569 TO 578



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

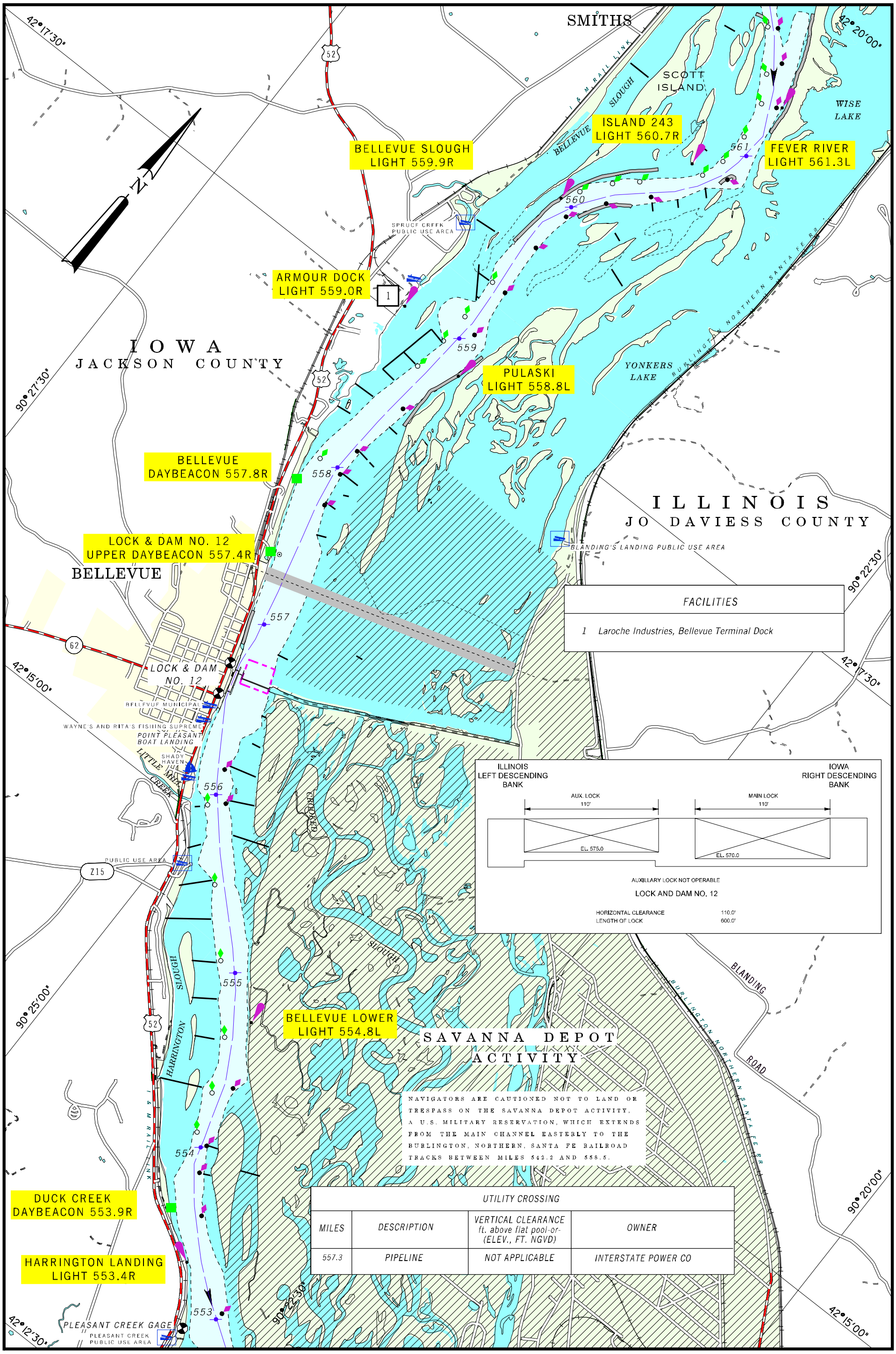
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 46

RIVER MILE 560 TO 568



UTILITY CROSSING

MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
557.3	PIPELINE	NOT APPLICABLE	INTERSTATE POWER CO

2001

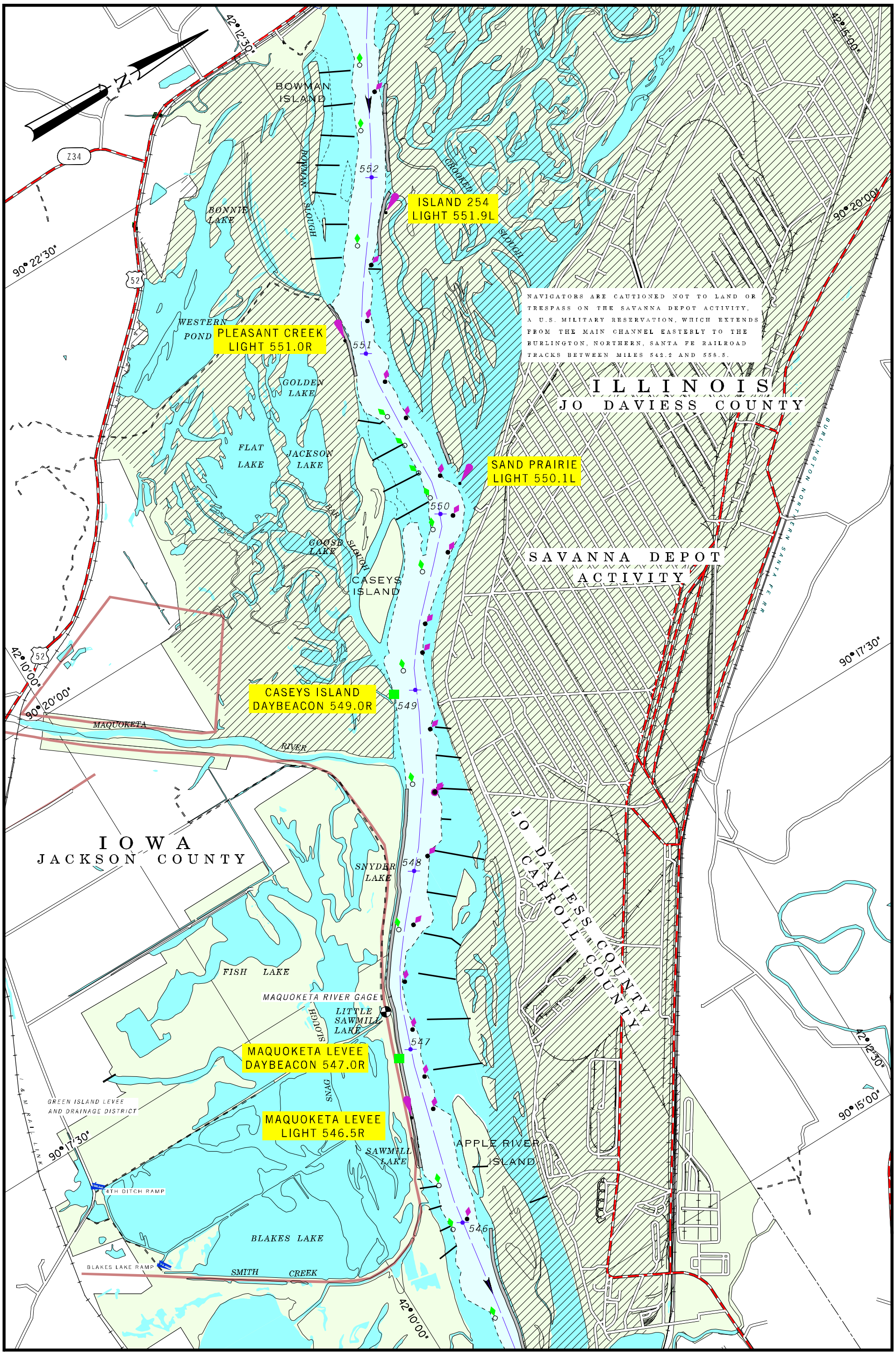
BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 47
RIVER MILE 553 TO 561



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

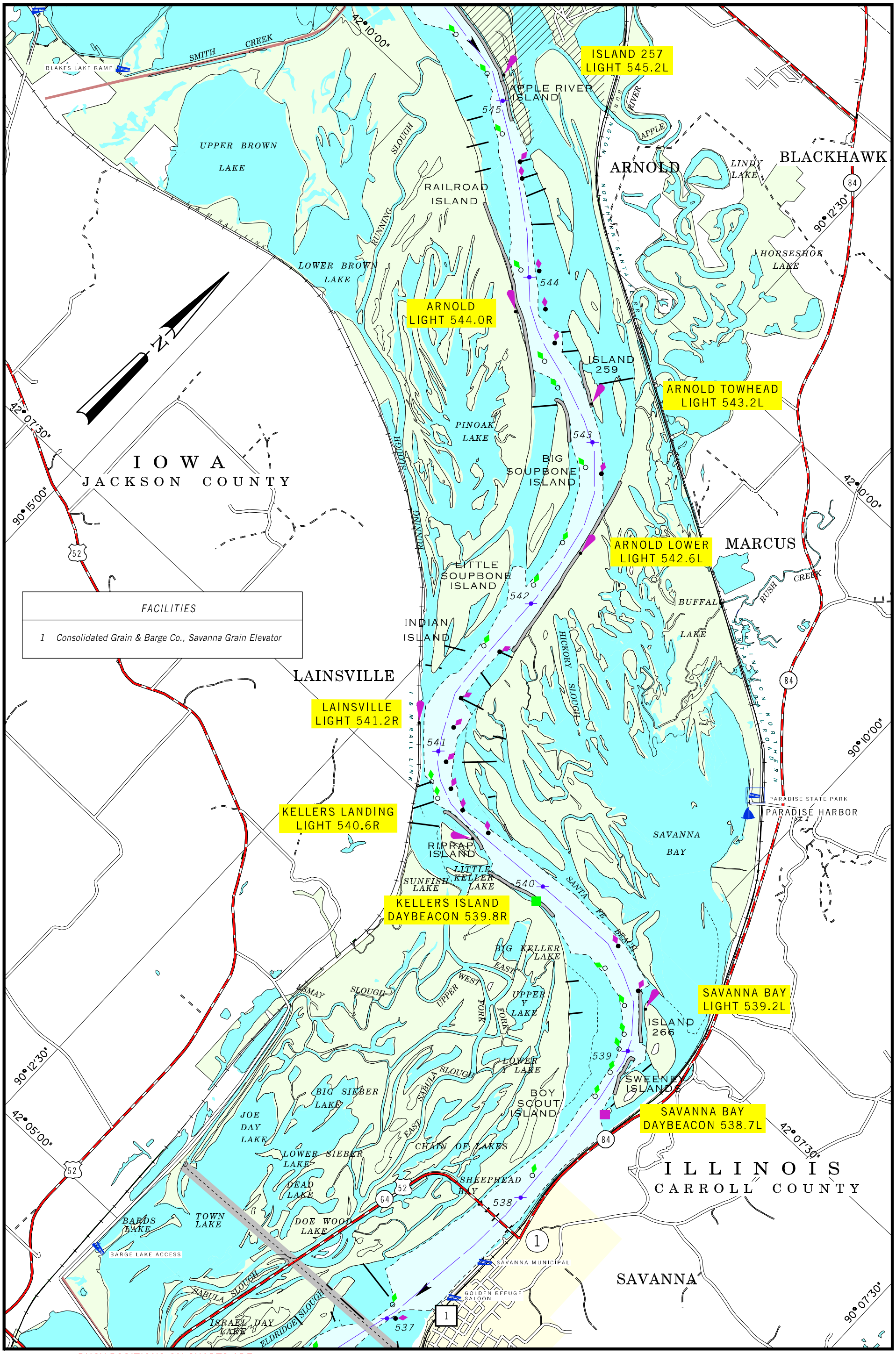
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 48

RIVER MILE 546 TO 552



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

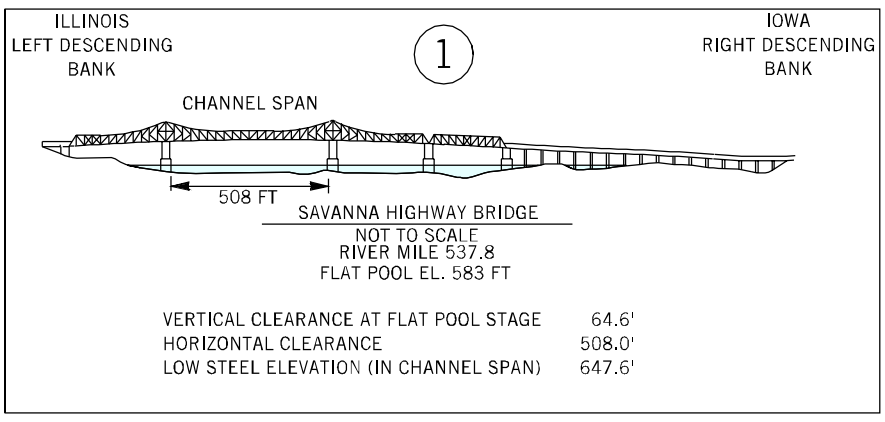
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

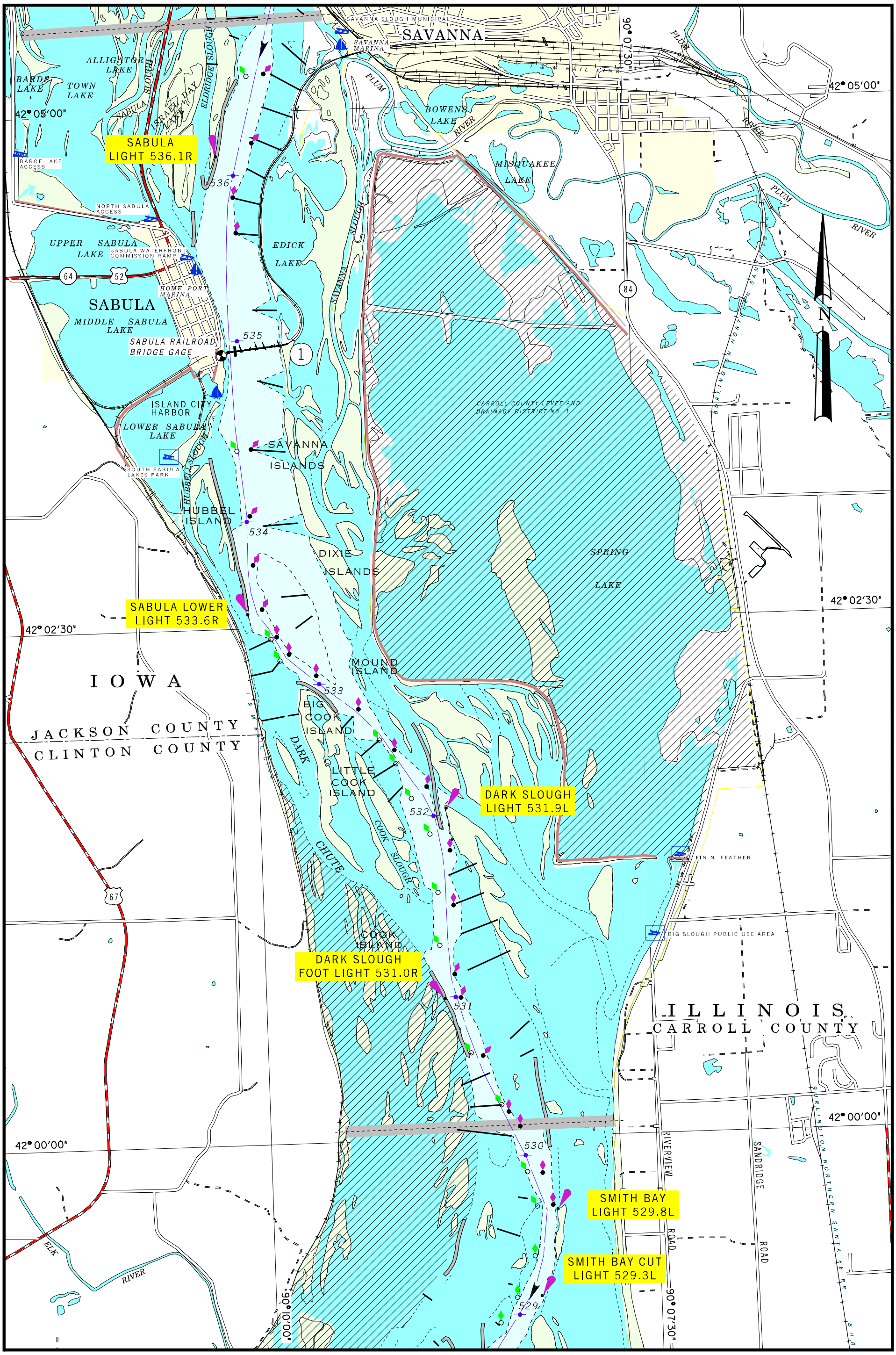
1 .5 0 1 KILOMETERS

MAP NO. 49

RIVER MILE 537 TO 545



UTILITY CROSSING			
MILES	*DESCRIPTION*	*VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)*	*OWNER*
536.9	*PIPELINE*	*NOT APPLICABLE*	*INTERSTATE POWER COMPANY*



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 50

RIVER MILE 529 TO 536

ILLINOIS
LEFT DESCENDING
BANK

1

IOWA
RIGHT DESCENDING
BANK

SWING SPAN

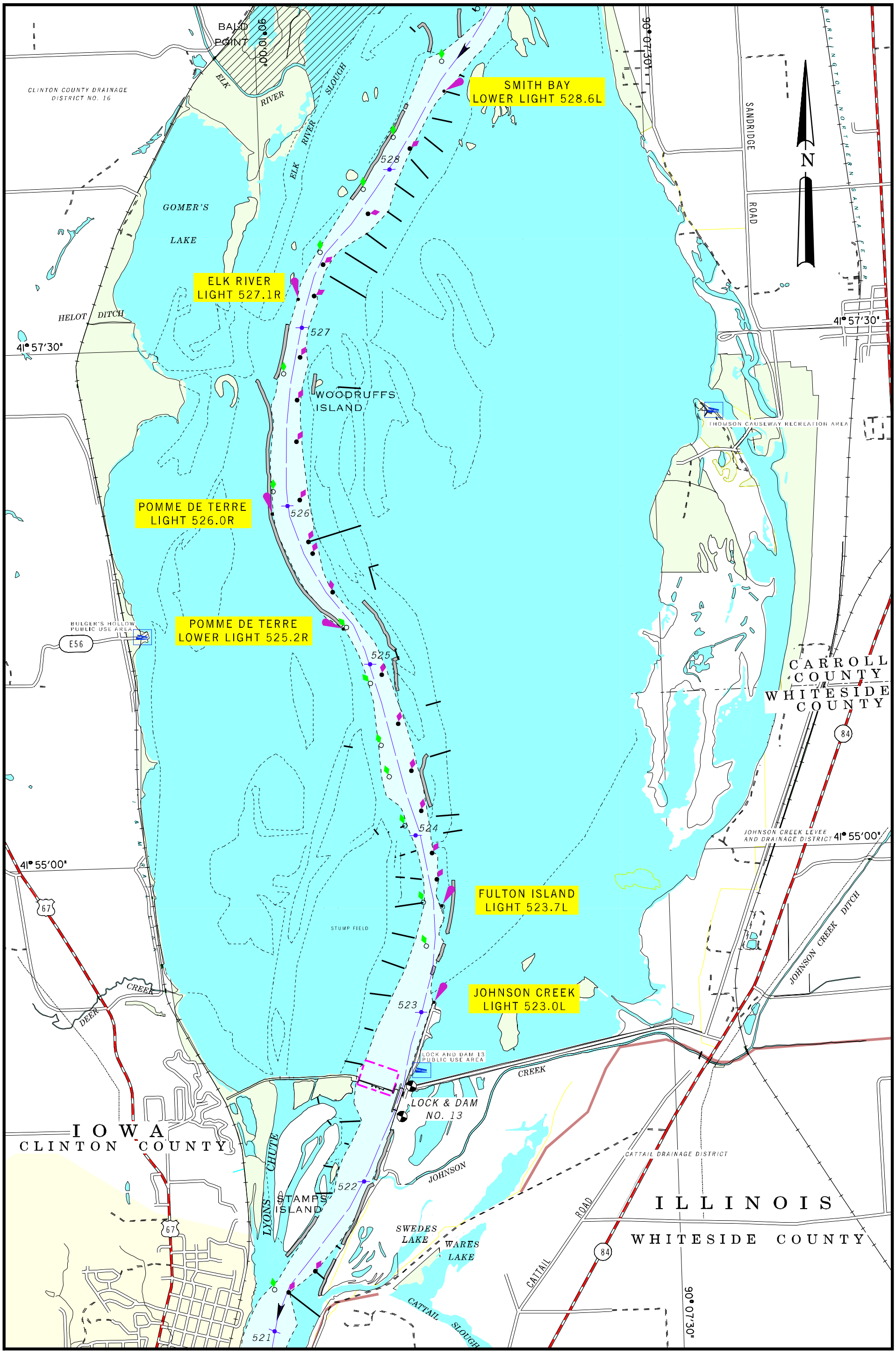
I AND M RAIL LINK
NOT TO SCALE
RIVER MILE 535.0
PROTECTED NAVIGATION PIERS
FLAT POOL EL. 583 FT

	LEFT SPAN	RIGHT SPAN
VERTICAL CLEARANCE AT FLAT POOL STAGE (CLOSED)	18.3'	18.3'
VERTICAL CLEARANCE AT FLAT POOL STAGE (OPEN LEFT SPAN)	74.5'	74.5'
VERTICAL CLEARANCE AT FLAT POOL (OPEN RIGHT SPAN)	64.0'	64.0'
HORIZONTAL CLEARANCE	154.0'	150.0'
LOW STEEL ELEVATION (IN CHANNEL SPAN)	601.3	601.3'

I AND M RAIL LINK BRIDGE CALL SIGN: KEA997, CHANNELS 13 & 16

UTILITY CROSSING

MILES	*DESCRIPTION*	*VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)*	*OWNER*
530.1	*PIPELINE*	*NOT APPLICABLE*	*AMERICAN TELEPHONE & TELEGRAPH*
536.9	*PIPELINE*	*NOT APPLICABLE*	*INTERSTATE POWER COMPANY*



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

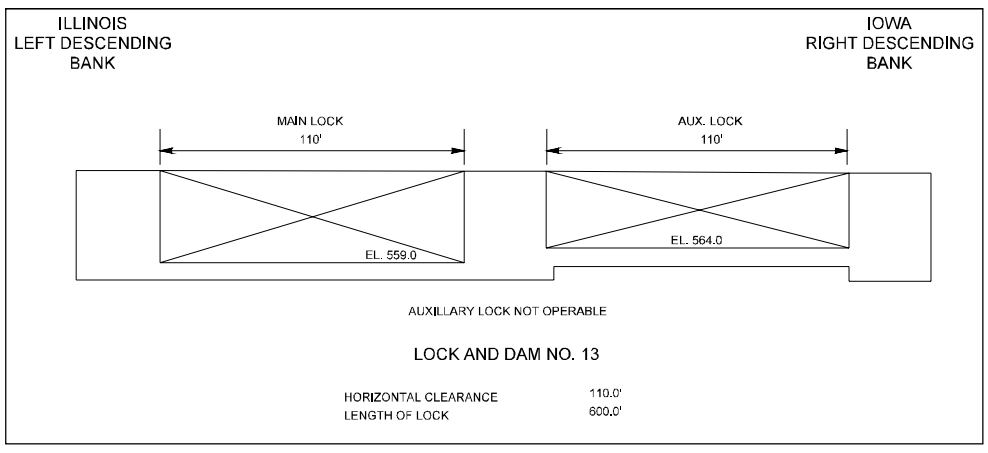
SCALE 1:31,680
1 INCH = 1/2 MILE

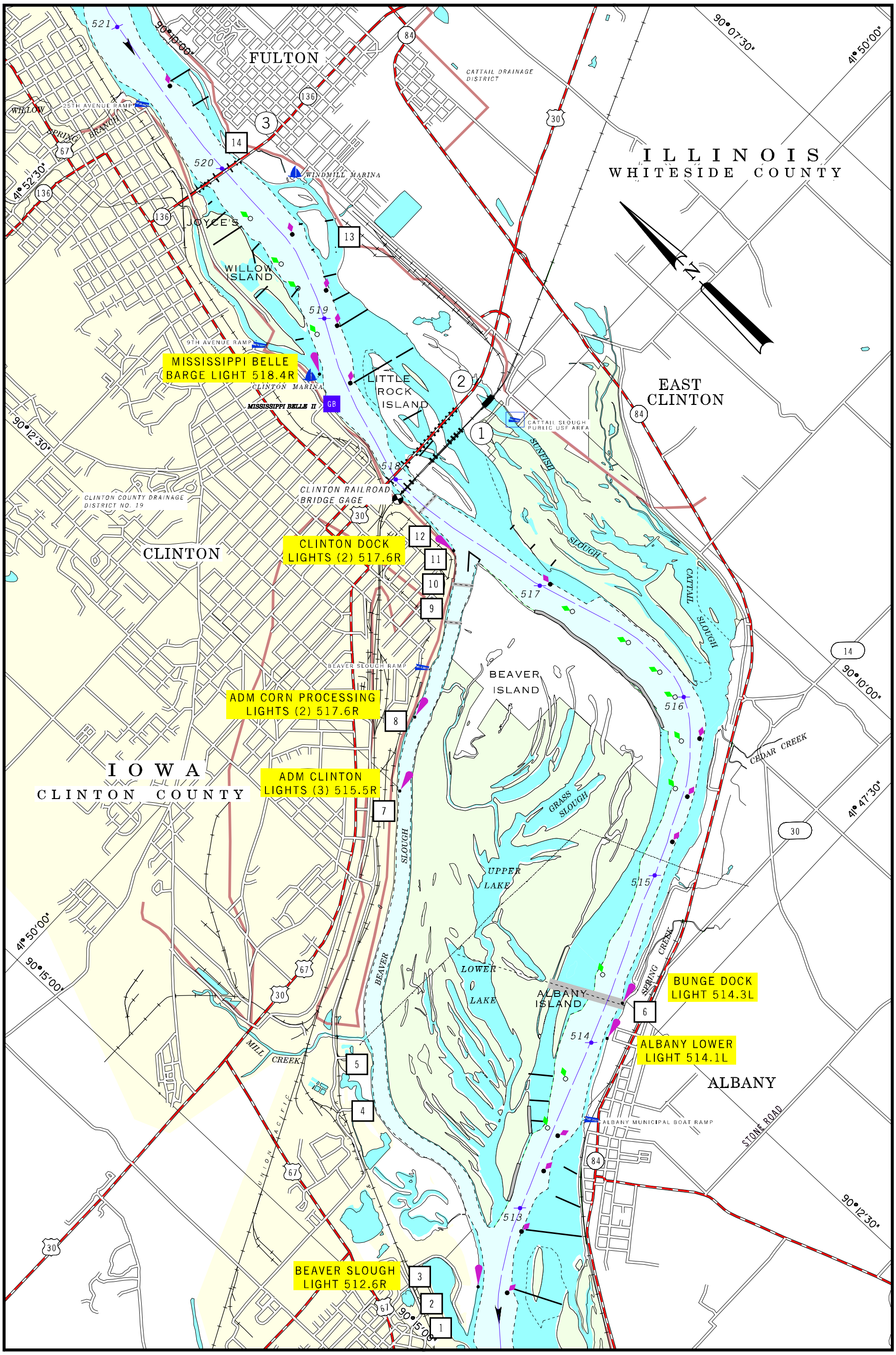
1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 51

RIVER MILE 521 TO 528


ILLINOIS
LEFT DESCENDING
BANK
IOWA
RIGHT DESCENDING
BANK
MAIN LOCK
110'
AUX. LOCK
110'
EL. 559.0
EL. 564.0
AUXILLARY LOCK NOT OPERABLE
LOCK AND DAM NO. 13
HORIZONTAL CLEARANCE 110.0'
LENGTH OF LOCK 600.0'



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

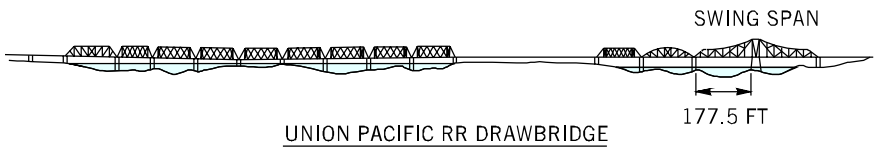
MAP NO. 52

RIVER MILE 513 TO 521

ILLINOIS
LEFT DESCENDING
BANK

1

IOWA
RIGHT DESCENDING
BANK



UNION PACIFIC RR DRAWBRIDGE

NOT TO SCALE
RIVER MILE 518.0
PROTECTED NAVIGATION PEIRS
FLAT POOL EL. 572 FT

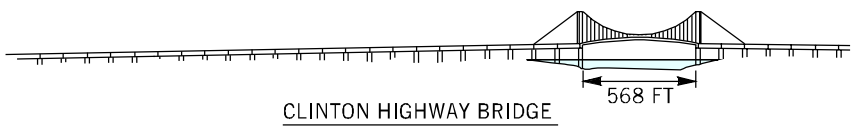
VERTICAL CLEARANCE AT FLAT POOL STAGE (CLOSED)	18.7'
VERTICAL CLEARANCE AT FLAT POOL STAGE (OPEN)	77.4'
HORIZONTAL CLEARANCE	177.5'
LOW STEEL ELEVATION (IN CHANNEL SPAN)	590.7'

UNION PACIFIC RAILROAD CALL SIGN: KVY606, USE CHANNELS 14 & 16

ILLINOIS
LEFT DESCENDING
BANK

2

IOWA
RIGHT DESCENDING
BANK



CLINTON HIGHWAY BRIDGE

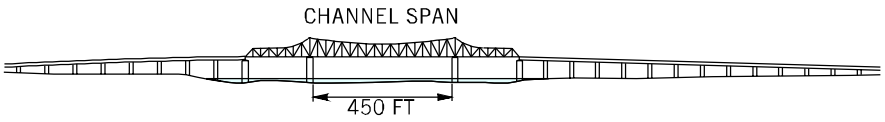
NOT TO SCALE
RIVER MILE 518.1
FLAT POOL EL. 572 FT
SPAN IS SLIGHLY ARCHED

VERTICAL CLEARANCE AT FLAT POOL STAGE (MIN. AT PIERS)	63.9'
VERTICAL CLEARANCE AT FLAT POOL STAGE (MAX. AT CENTER OF SPAN)	69.9'
HORIZONTAL CLEARANCE	568.0'
LOW STEEL ELEVATION (IN CHANNEL SPAN)	635.9'

ILLINOIS
LEFT DESCENDING
BANK

3

IOWA
RIGHT DESCENDING
BANK



NORTH CLINTON BRIDGE

NOT TO SCALE
RIVER MILE 520.0
FLAT POOL EL. 572 FT

VERTICAL CLEARANCE AT FLAT POOL STAGE	65.0'
HORIZONTAL CLEARANCE	450.0'
LOW STEEL ELEVATION (IN CHANNEL SPAN)	632.0'

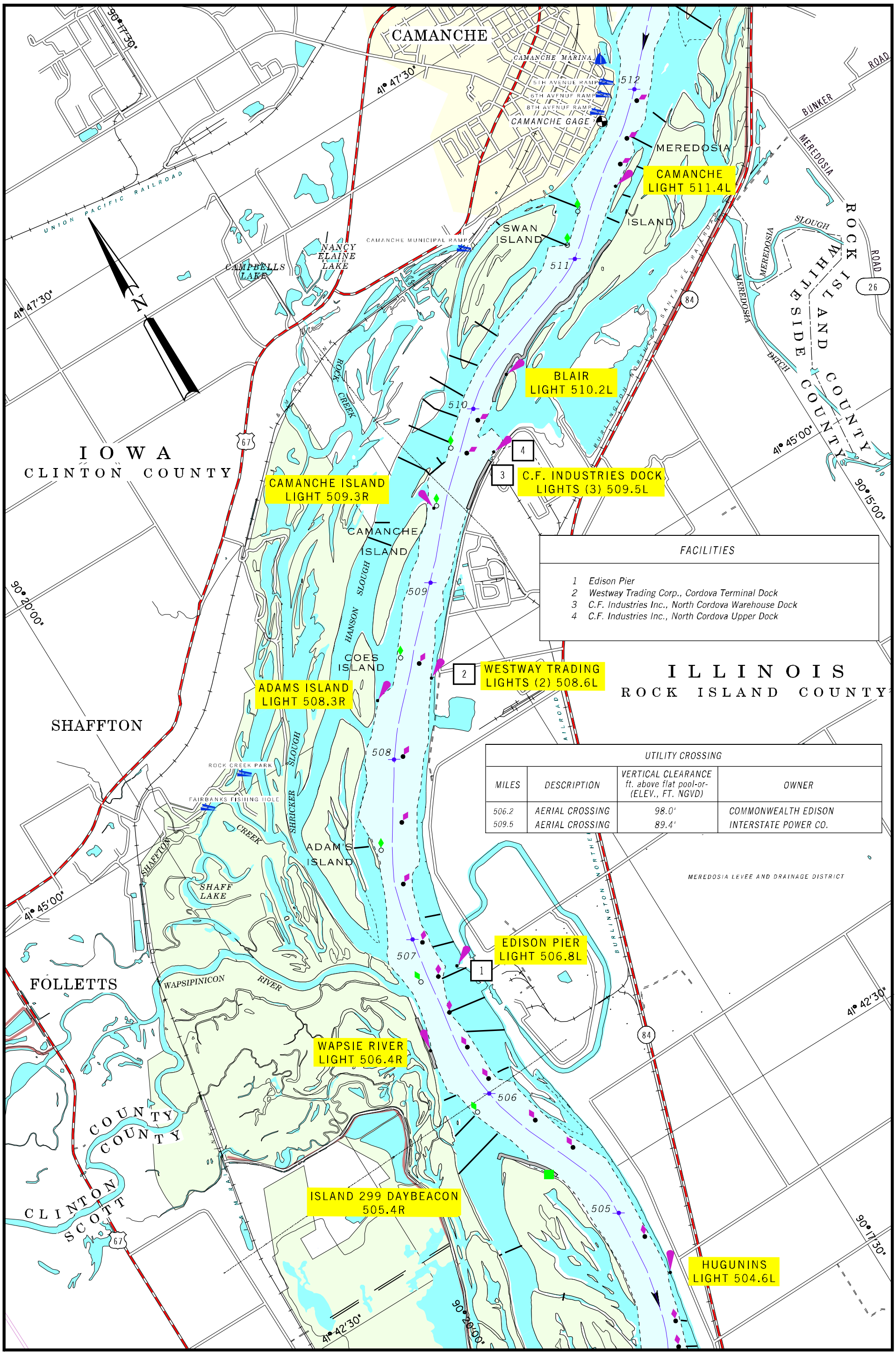
FACILITIES

1 *ADM/Clinton Harbor Service, Lower Fleet Moorings*
2 *ADM/Clinton Harbor Service, Lower Fleet Moorings*
3 *Determann Industries Dock*
4 *Vertex Chemical Corp., Clinton Plant Dock*
5 *Interstate Power Co., M.L. Kapp Plant Wharf*
6 *Bunge Corp., Albany Elevator Dock*
7 *ADM Corn Processing, Clinton Plant, Corn Pellet Loading Dock*
8 *ADM Corn Processing, Clinton Plant, Liquid Handling Dock*
9 *Peavy Co., Clinton River Terminal Dock*
10 *ADM/Clinton Harbor Service Dock*
11 *Clinton Municipal Loading Dock*
12 *Clinton Municipal Unloading Dock*
13 *AGRI Grain Marketing, East Clinton River Terminal Dock*
14 *Fulton River Terminal Dock*

UTILITY CROSSING

MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
514.3	PIPELINE	NOT APPLICABLE	UNKNOWN
515.1	AERIAL CROSSING	88.0'	INTERSTATE POWER CO.
516.8*	PIPELINE	NOT APPLICABLE	U.S. WEST
517.4*	PIPELINE	NOT APPLICABLE	INTERSTATE POWER CO.
517.7	PIPELINE	NOT APPLICABLE	U.S. WEST
519.7	AERIAL CROSSING	UNKNOWN	U.S. WEST

* LOCATED IN BEAVER SLOUGH



FACILITIES
1 Edison Pier
2 Westway Trading Corp., Cordova Terminal Dock
3 C.F. Industries Inc., North Cordova Warehouse Dock
4 C.F. Industries Inc., North Cordova Upper Dock

UTILITY CROSSING

MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
506.2	AERIAL CROSSING	98.0'	COMMONWEALTH EDISON
509.5	AERIAL CROSSING	89.4'	INTERSTATE POWER CO.

2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

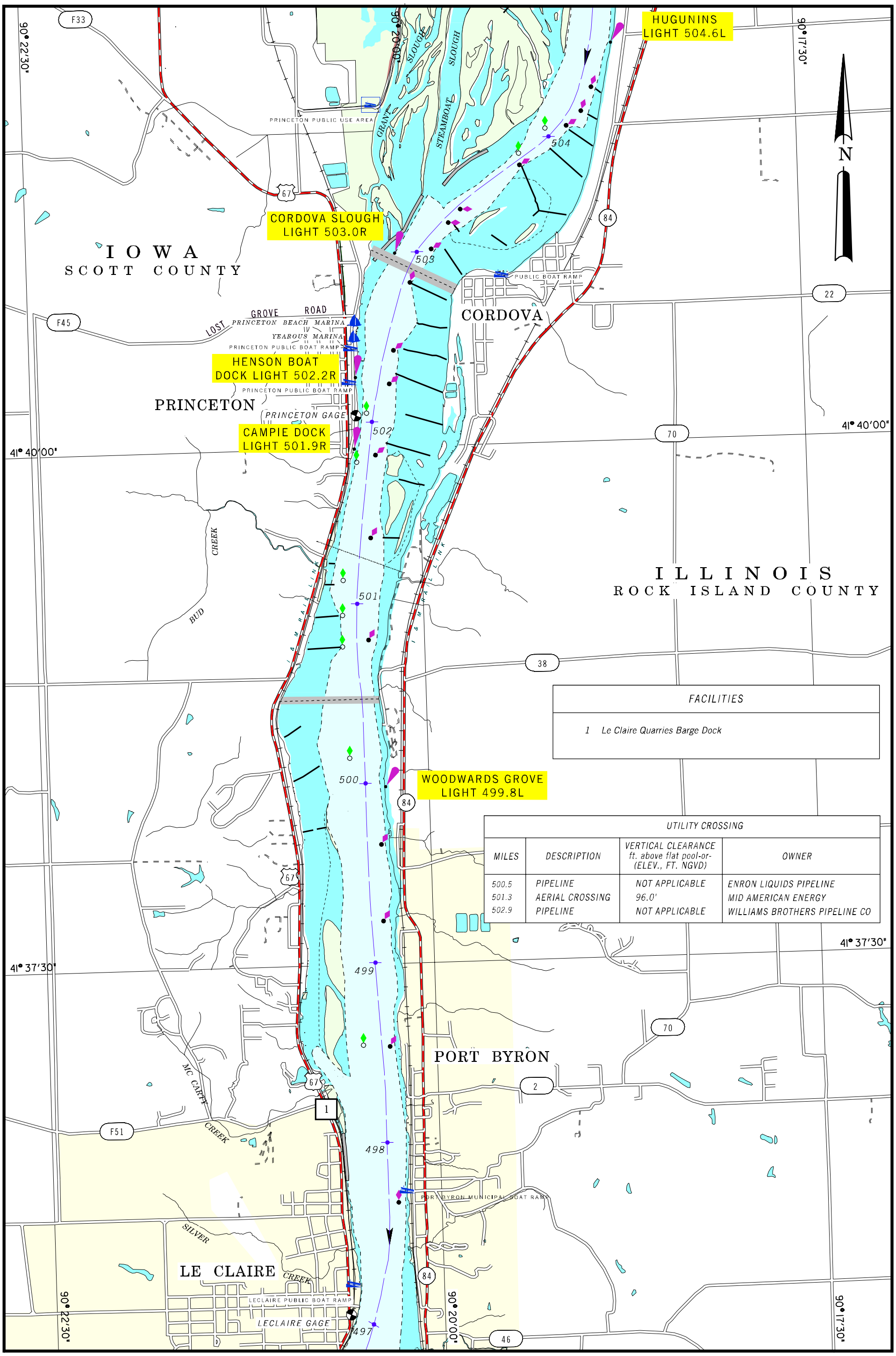
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 53

RIVER MILE 505 TO 512



FACILITIES
1 Le Claire Quarries Barge Dock

UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
500.5	PIPELINE	NOT APPLICABLE	ENRON LIQUIDS PIPELINE
501.3	AERIAL CROSSING	96.0'	MID AMERICAN ENERGY
502.9	PIPELINE	NOT APPLICABLE	WILLIAMS BROTHERS PIPELINE CO

2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

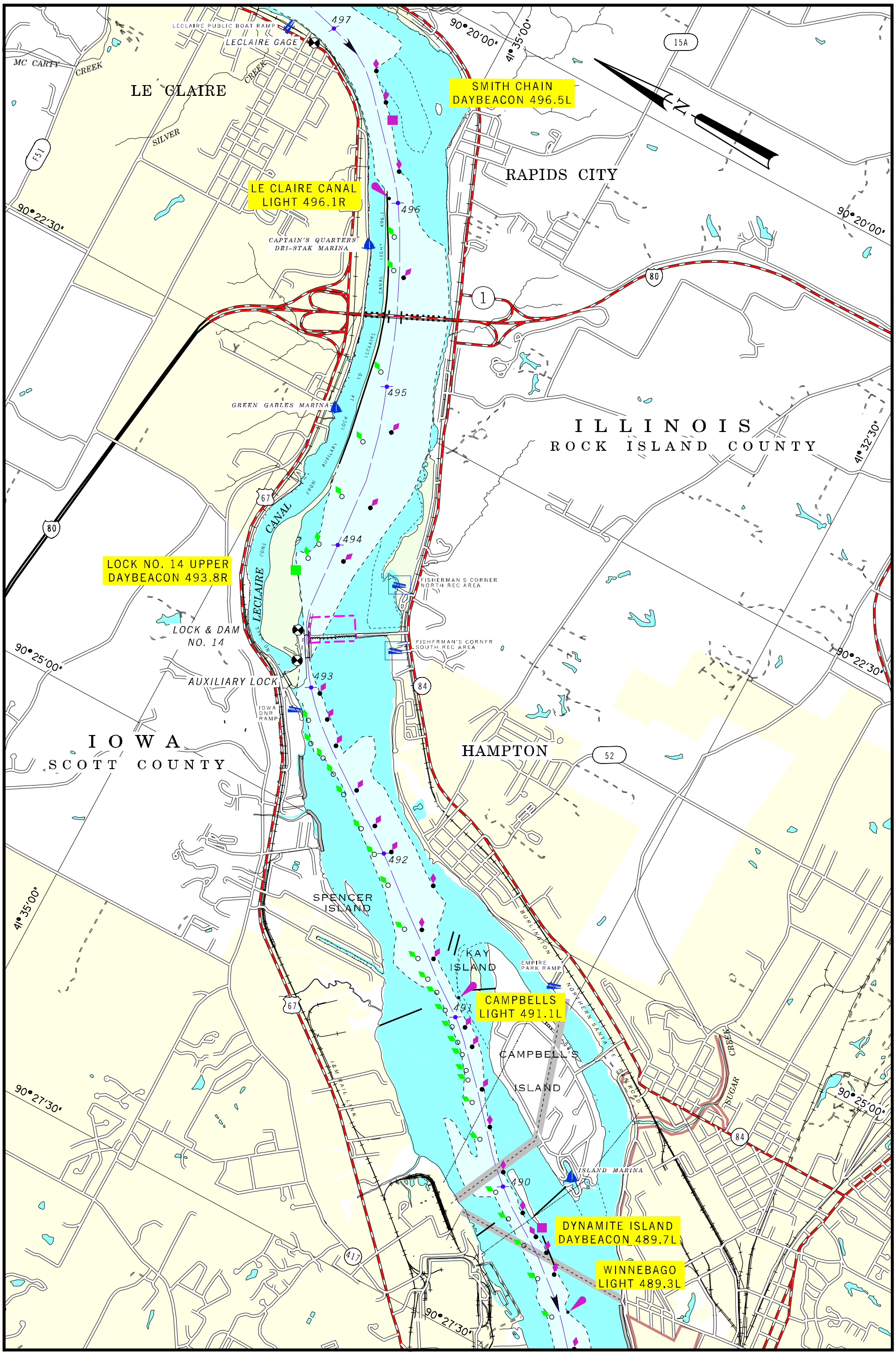
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 54

RIVER MILE 498 TO 504



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

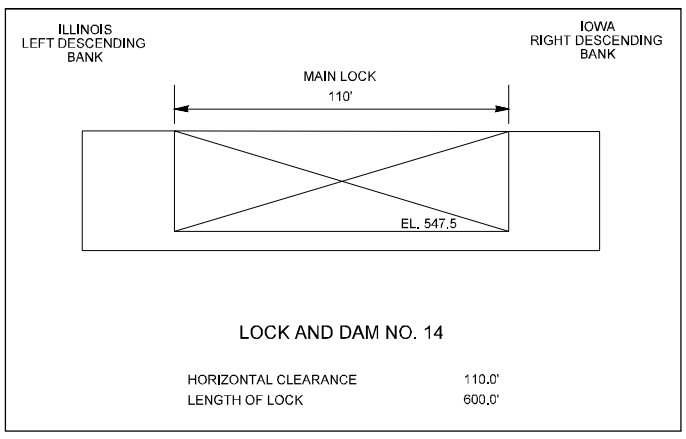
SCALE 1:31,680
1 INCH = 1/2 MILE

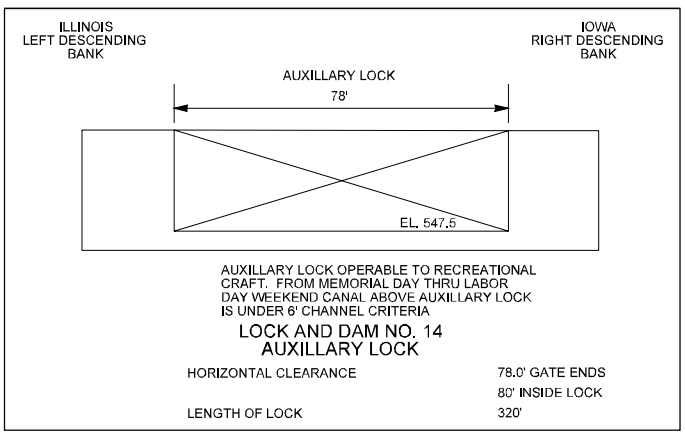
1 1/2 0 1 MILE

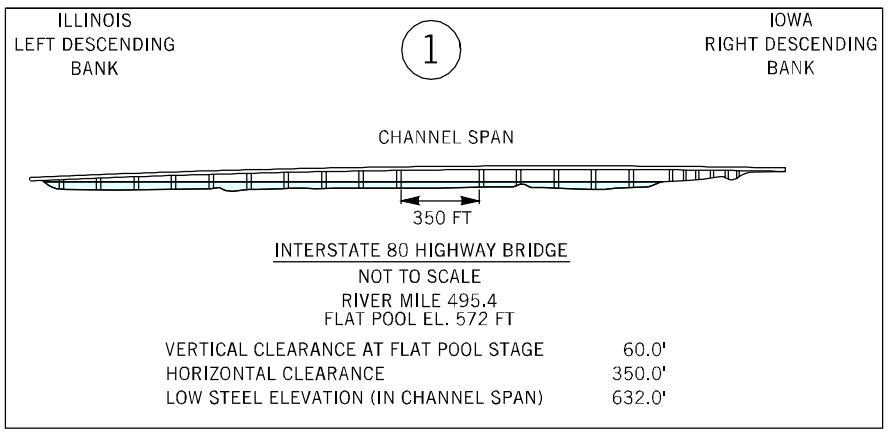
1 .5 0 1 KILOMETERS

MAP NO. 55

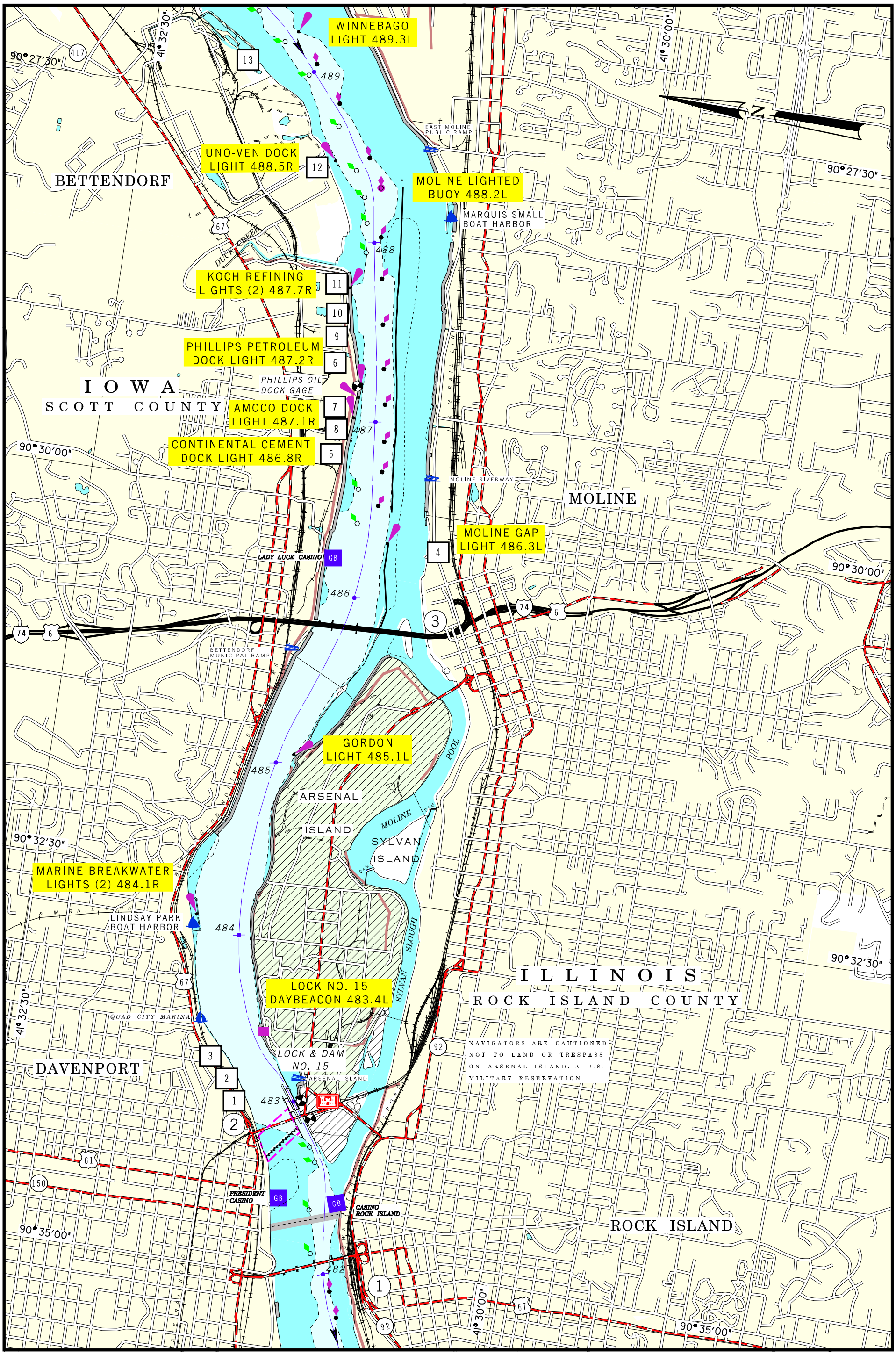
RIVER MILE 490 TO 497







UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
489.7	AERIAL CROSSING	47.0'	MID AMERICA ENERGY CO.
490.0	PIPELINE	NOT APPLICABLE	MID AMERICA ENERGY CO.
490.5	AERIAL CROSSING	93.0'	MID AMERICA ENERGY CO.



2001 *BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1*

SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

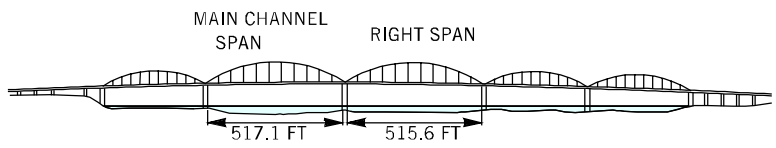
1 .5 0 1 KILOMETERS

MAP NO. 56
RIVER MILE 482 TO 489

ILLINOIS
LEFT DESCENDING
BANK

1

IOWA
RIGHT DESCENDING
BANK



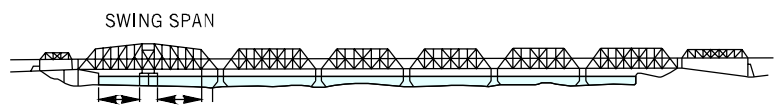
CENTENNIAL HIGHWAY BRIDGE
NOT TO SCALE
RIVER MILE 482.1
FLAT POOL EL. 545 FT

SEE MAP NO. 62A, BRIDGE NO. 3 FOR HORIZONTAL AND VERTICAL CLEARANCES

ILLINOIS
LEFT DESCENDING
BANK

2

IOWA
RIGHT DESCENDING
BANK

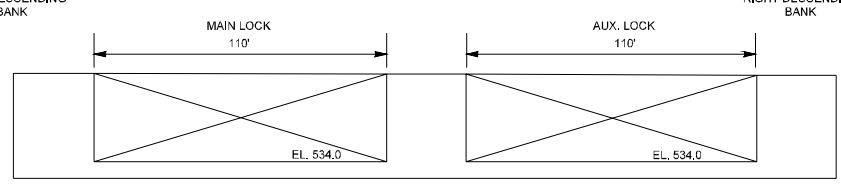


IOWA INTERSTATE RR AND U.S. GOVT.
RAILROAD AND HIGHWAY BRIDGE
NOT TO SCALE
RIVER MILE 482.9
PROTECTED NAVIGATION PIERS
FLAT POOL EL. 545 FT

VERTICAL CLEARANCE AT FLAT POOL STAGE (CLOSED)	23.8'
VERTICAL CLEARANCE AT FLAT POOL STAGE (OPEN)	64.7'
HORIZONTAL CLEARANCE (LEFT)	110.0'
HORIZONTAL CLEARANCE (RIGHT)	110.0'
LOW STEEL ELEVATION (IN CHANNEL SPAN)	568.8'
IOWA INTERSTATE RR & U.S. GOVT.CALL SIGN:	AAF274, CHANNEL 6,14 & 16

ILLINOIS
LEFT DESCENDING
BANK

IOWA
RIGHT DESCENDING
BANK



AUXILLARY LOCK IS OPERABLE

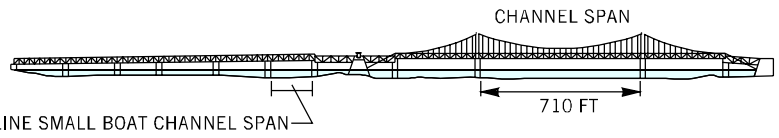
LOCK AND DAM NO. 15

HORIZONTAL CLEARANCE	110.0'
LENGTH OF MAIN LOCK	600.0'
LENGTH OF AUXILLARY LOCK	320'

ILLINOIS
LEFT DESCENDING
BANK

3

IOWA
RIGHT DESCENDING
BANK



IOWA-ILLINOIS MEMORIAL HIGHWAY BRIDGE
NOT TO SCALE
RIVER MILE 485.8
FLAT POOL EL. 561 FT

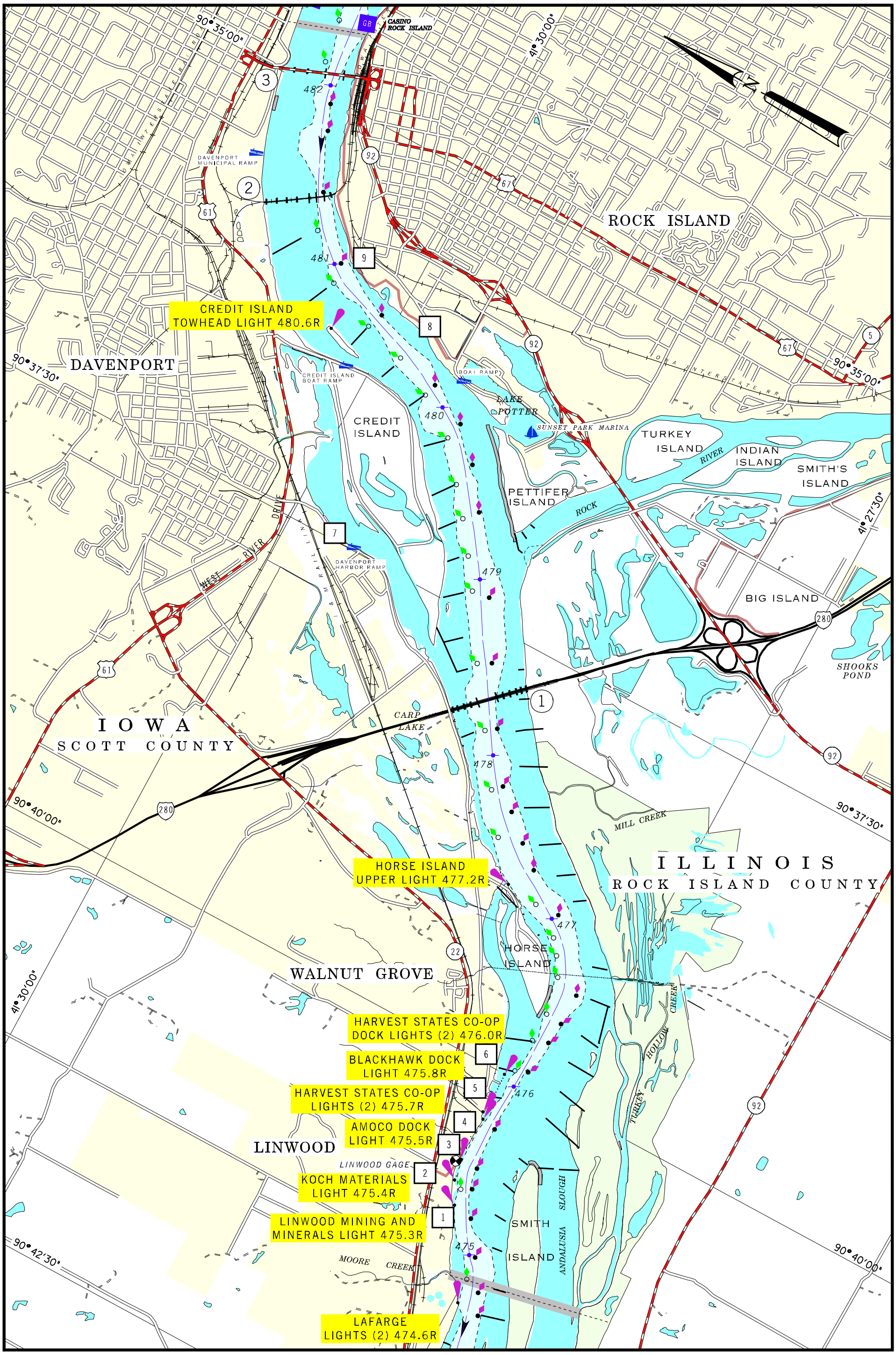
VERTICAL CLEARANCE AT FLAT POOL STAGE	66.1'
HORIZONTAL CLEARANCE	710.0'
LOW STEEL ELEVATION (IN CHANNEL SPAN)	627.1'

UTILITY CROSSING

MILES	*DESCRIPTION*	*VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)*	*OWNER*
485.6	*AERIAL CROSSING*	*UNKNOWN*	*MID AMERICA ENERGY CO.*
489.7	*AERIAL CROSSING*	*47.0'*	*MID AMERICA ENERGY CO.*
490.5	*AERIAL CROSSING*	*93.0'*	*MID AMERICA ENERGY CO.*

FACILITIES

1 *Builder's Sand & Cement Co. Wharf*
2 *River / Gulf Grain Co., Davenport Dock*
3 *W.G. Block Co., Davenport Dock*
4 *Moline Consumer Co. Dock*
5 *Continental Cement Co., Bettendorf Dock*
6 *Phillips Pipe Line Co., Bettendorf West Terminal Barge Dock*
7 *Shell Oil Dock*
8 *Amoco Oil Co., Bettendorf Dock*
9 *Phillips Pipe Line Co., Bettendorf Terminal Barge Dock*
10 *Bettendorf Terminal Co. Wharf*
11 *Koch Refining Co., Bettendorf Dock*
12 *UNO-VEN, Bettendorf Terminal Dock*
13 *Le Claire Quarries Dock*



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

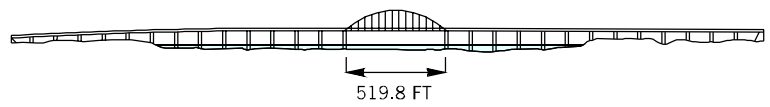
MAP NO. 57

RIVER MILE 475 TO 482

1

ILLINOIS
LEFT DESCENDING
BANK

IOWA
RIGHT DESCENDING
BANK



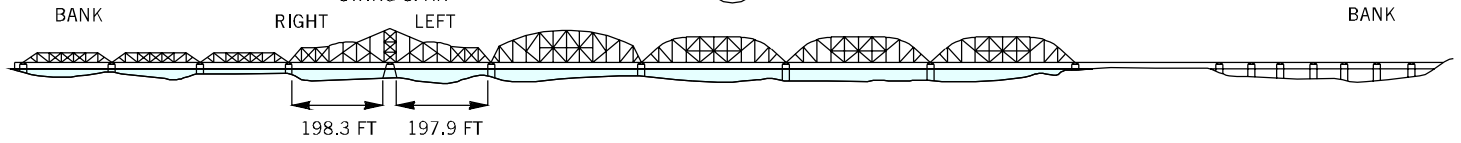
I-280 BRIDGE
NOT TO SCALE
RIVER MILE 478.3
FLAT POOL EL. 545 FT

VERTICAL CLEARANCE AT FLAT POOL STAGE	62.5'
HORIZONTAL CLEARANCE	519.8'
LOW STEEL ELEVATION (IN CHANNEL SPAN)	607.5'

2

ILLINOIS
LEFT DESCENDING
BANK

IOWA
RIGHT DESCENDING
BANK



BURLINGTON NORTHERN SANTA FE "CRESENT BRIDGE"
NOT TO SCALE
RIVER MILE 481.4
PROTECTED NAVIGATION PIERS
FLAT POOL EL. 545 FT

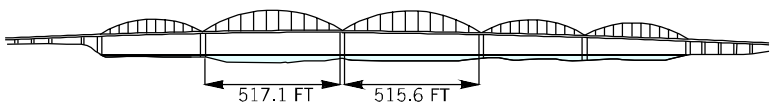
	LEFT SPAN	RIGHT SPAN
VERTICAL CLEARANCE AT FLAT POOL STAGE (CLOSED)	25.7'	25.7'
VERTICAL CLEARANCE AT FLAT POOL STAGE (OPEN)	84.5'	84.5'
HORIZONTAL CLEARANCE	197.9'	198.3'
LOW STEEL ELEVATION (IN CHANNEL SPAN)	570.7'	570.7

CRESANT BRIDGE HAS NO CALL SIGN: WQA252, CHANNEL 14

3

ILLINOIS
LEFT DESCENDING
BANK

IOWA
RIGHT DESCENDING
BANK



CENTENNIAL HIGHWAY BRIDGE
NOT TO SCALE
RIVER MILE 482.1
FLAT POOL EL. 545 FT

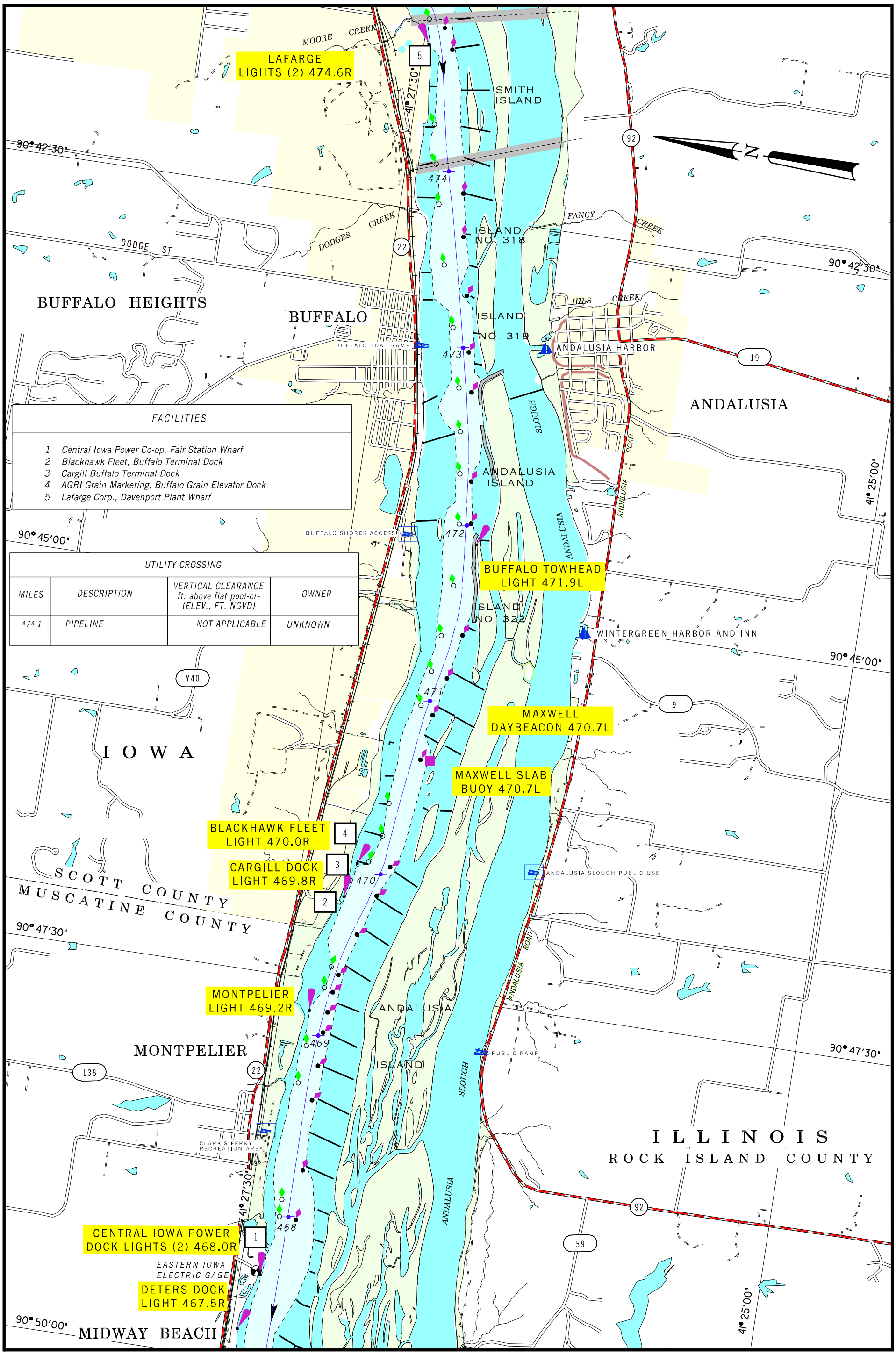
	MAIN CHANNEL LEFT SPAN	RIGHT SPAN
VERTICAL CLEARANCE AT FLAT POOL STAGE	66.0'	66.0'
HORIZONTAL CLEARANCE	517.1'	515.6'
LOW STEEL ELEVATION (IN CHANNEL SPAN)	611.0'	611.0'

UTILITY CROSSING

MILES	*DESCRIPTION*	*VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)*	*OWNER*
474.8	*PIPELINE*	*NOT APPLICABLE*	*NATURAL GAS PIPELINE CO. OF AMERICA*
476.7	*AERIAL CROSSING*	*85.0'*	*MID AMERICA ENERGY CO..*
481.4	*AERIAL CROSSING*	*UNKNOWN*	*MID AMERICA ENERGY CO..*
482.5	*PIPELINE*	*NOT APPLICABLE*	*AMERITECH*

FACILITIES

1 *Linwood Mining & Minerals Corp. Dock*
2 *Koch Materials Co., Davenport Dock*
3 *Amoco Oil Co., Davenport Asphalt Terminal Dock*
4 *Peavey Co., Davenport West Grain Elevator Dock*
5 *Blackhawk Fleet Terminal, Wharf and Pier*
6 *Peavey Co., Davenport East Grain Elevator Dock*
7 *Abandoned Mooring Dock*
8 *Rock Island River Mooring Dock*
9 *Rock Island River Terminal Corp. Dock*



FACILITIES

1 Central Iowa Power Co-op, Fair Station Wharf
2 Blackhawk Fleet, Buffalo Terminal Dock
3 Cargill Buffalo Terminal Dock
4 AGRI Grain Marketing, Buffalo Grain Elevator Dock
5 Lafarge Corp., Davenport Plant Wharf

UTILITY CROSSING

MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
474.1	PIPELINE	NOT APPLICABLE	UNKNOWN

2001

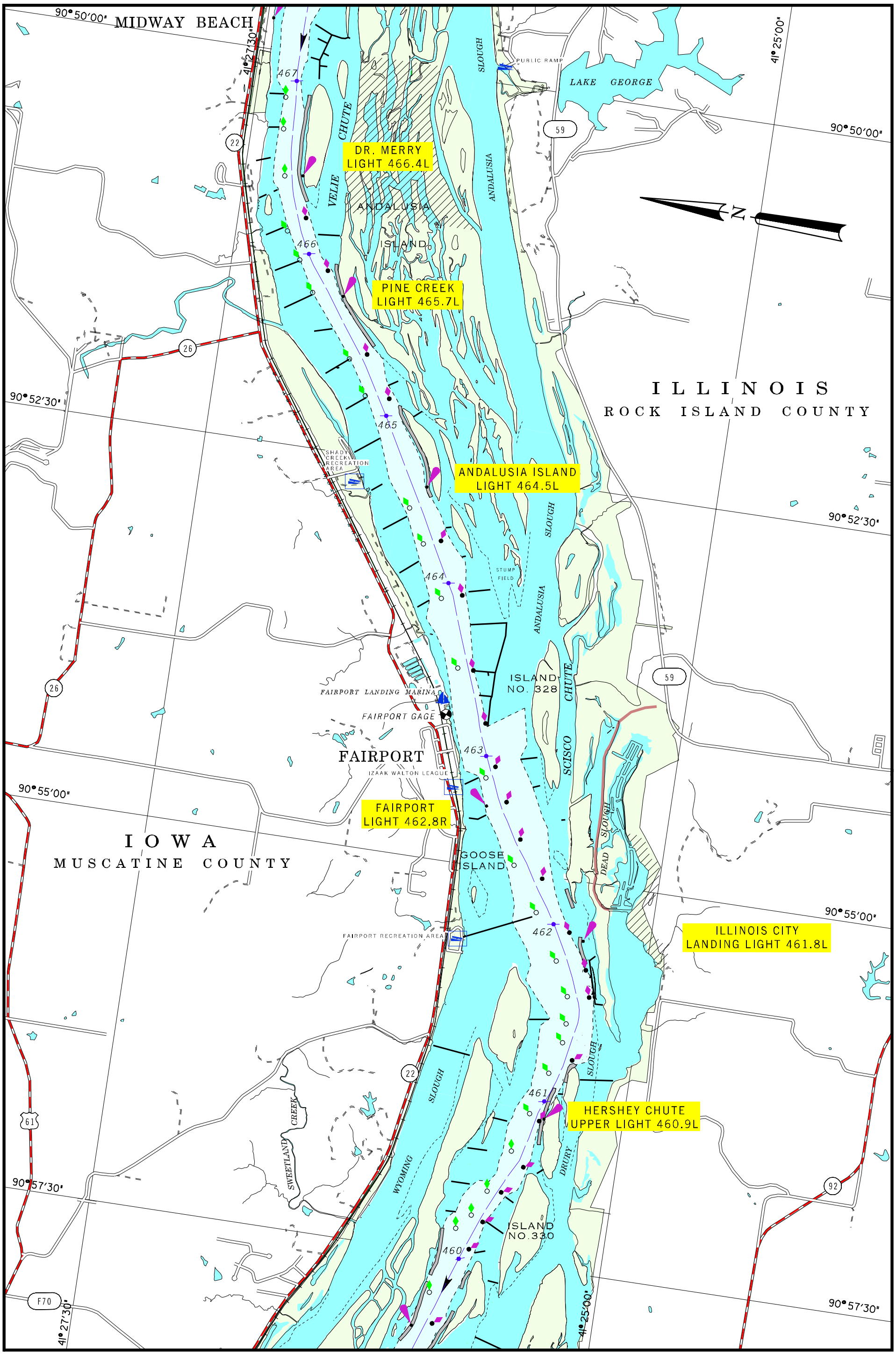
BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 58
RIVER MILE 468 TO 474



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

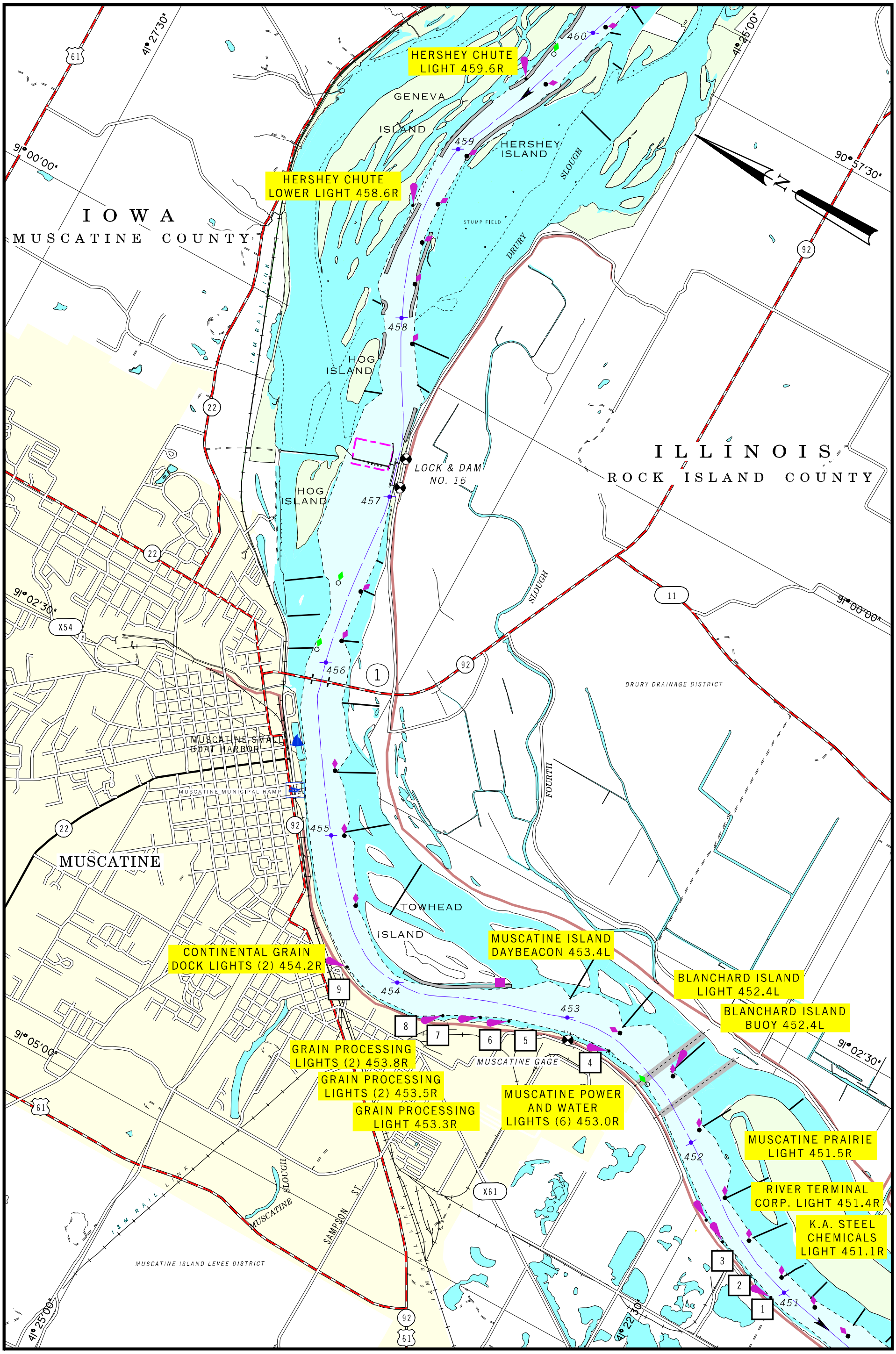
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 59

RIVER MILE 460 TO 467



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

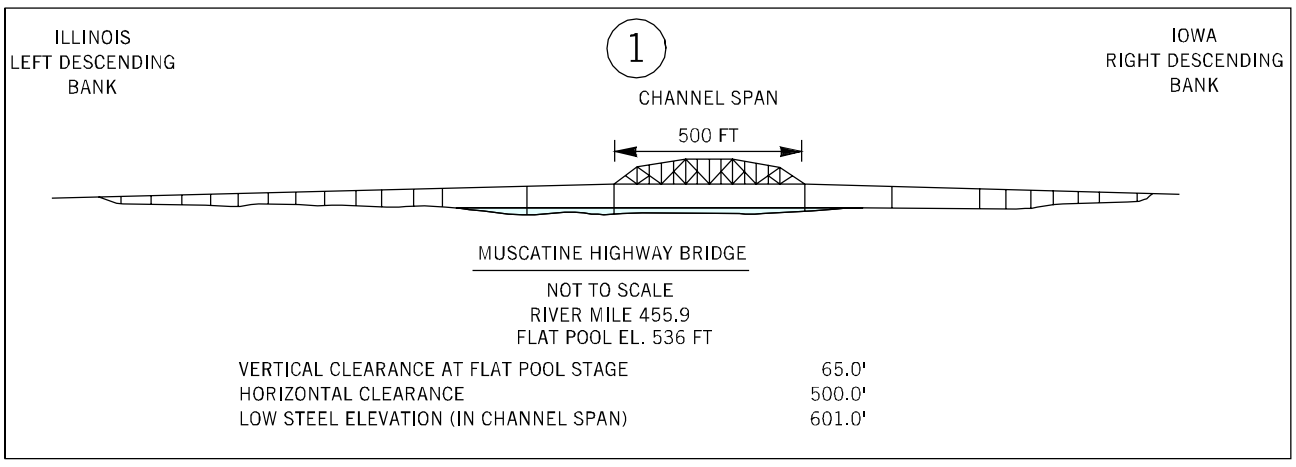
SCALE 1:31,680
1 INCH = 1/2 MILE

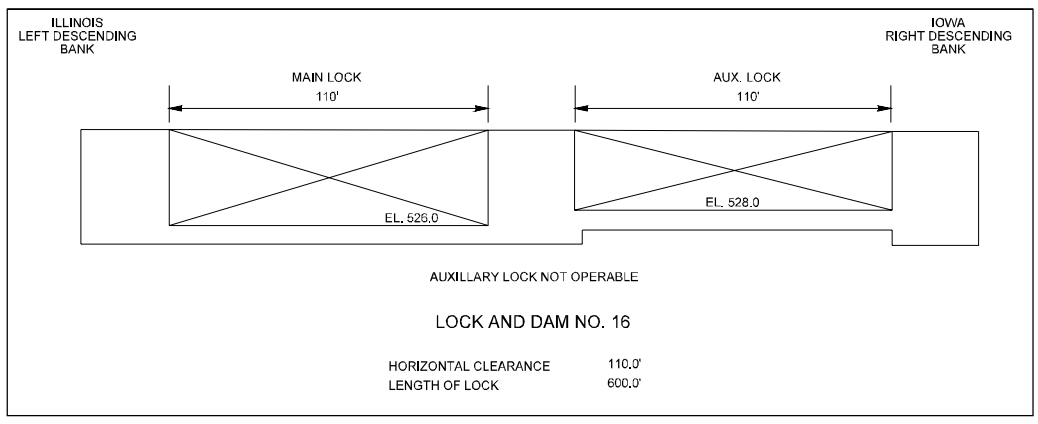
1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 60

RIVER MILE 451 TO 460

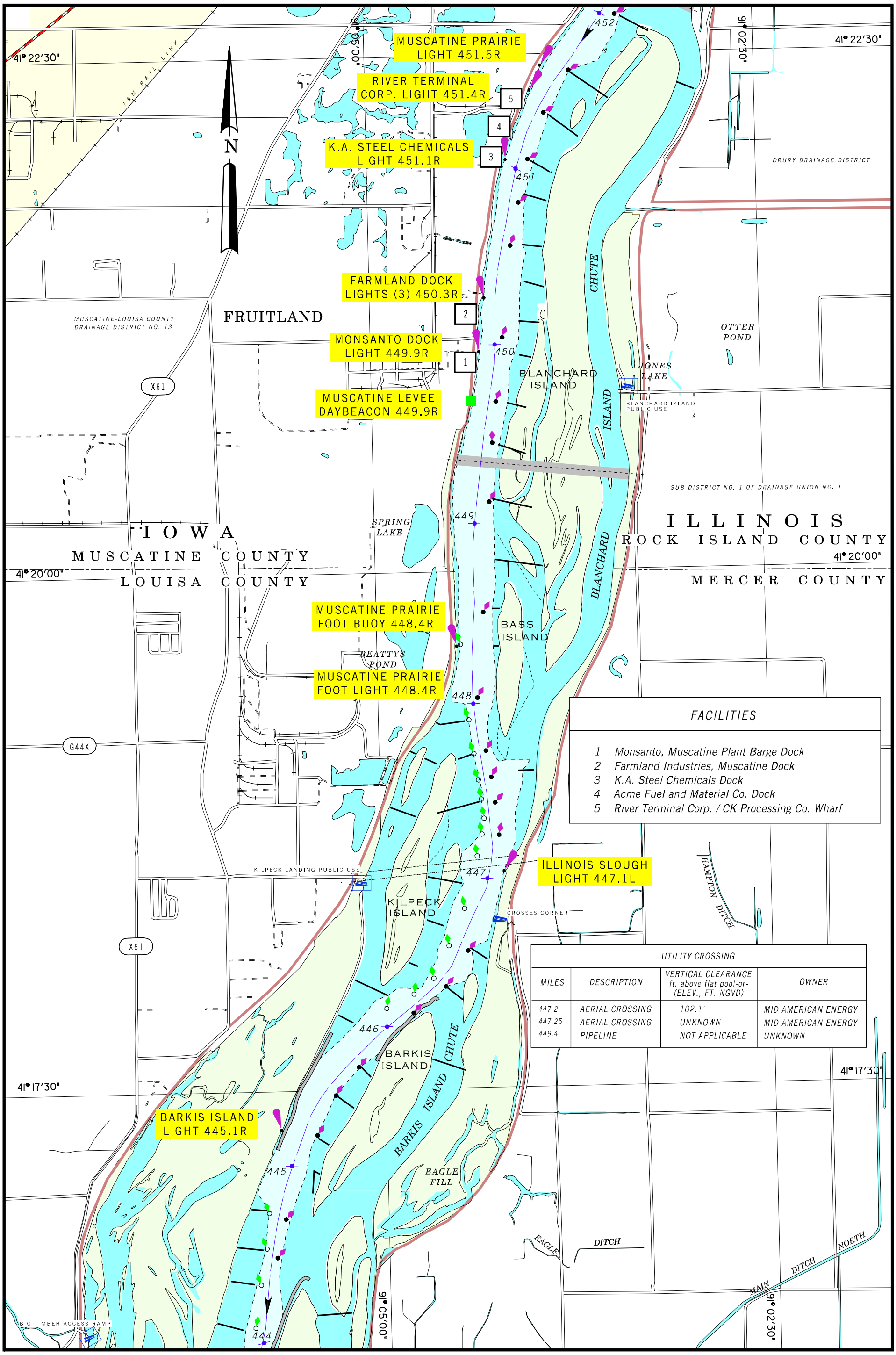




FACILITIES	
1	*K.A. Steel Chemicals Dock*
2	*Farmland Industries, Muscatine Dock*
3	*Monsanto, Muscatine Plant Barge Dock*
4	*Muscatine Power and Water Dock*
5	*Grain Processing Corp., South Grain Elevator Dock*
6	*Grain Processing Corp., Coal Unloading Dock*
7	*Grain Processing Corp., Feed Loading Dock*
8	*Grain Processing Corp., Alcohol Dock*
9	*Continental Grain Co., Muscatine Grain Elevator Dock*

UTILITY CROSSING

MILES	*DESCRIPTION*	*VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)*	*OWNER*
452.3	*PIPELINE*	*NOT APPLICABLE*	*CONTINENTAL CONSTRUCTION CO.*
452.5	*PIPELINE*	*NOT APPLICABLE*	*NATURAL GAS PIPELINE CO.*



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

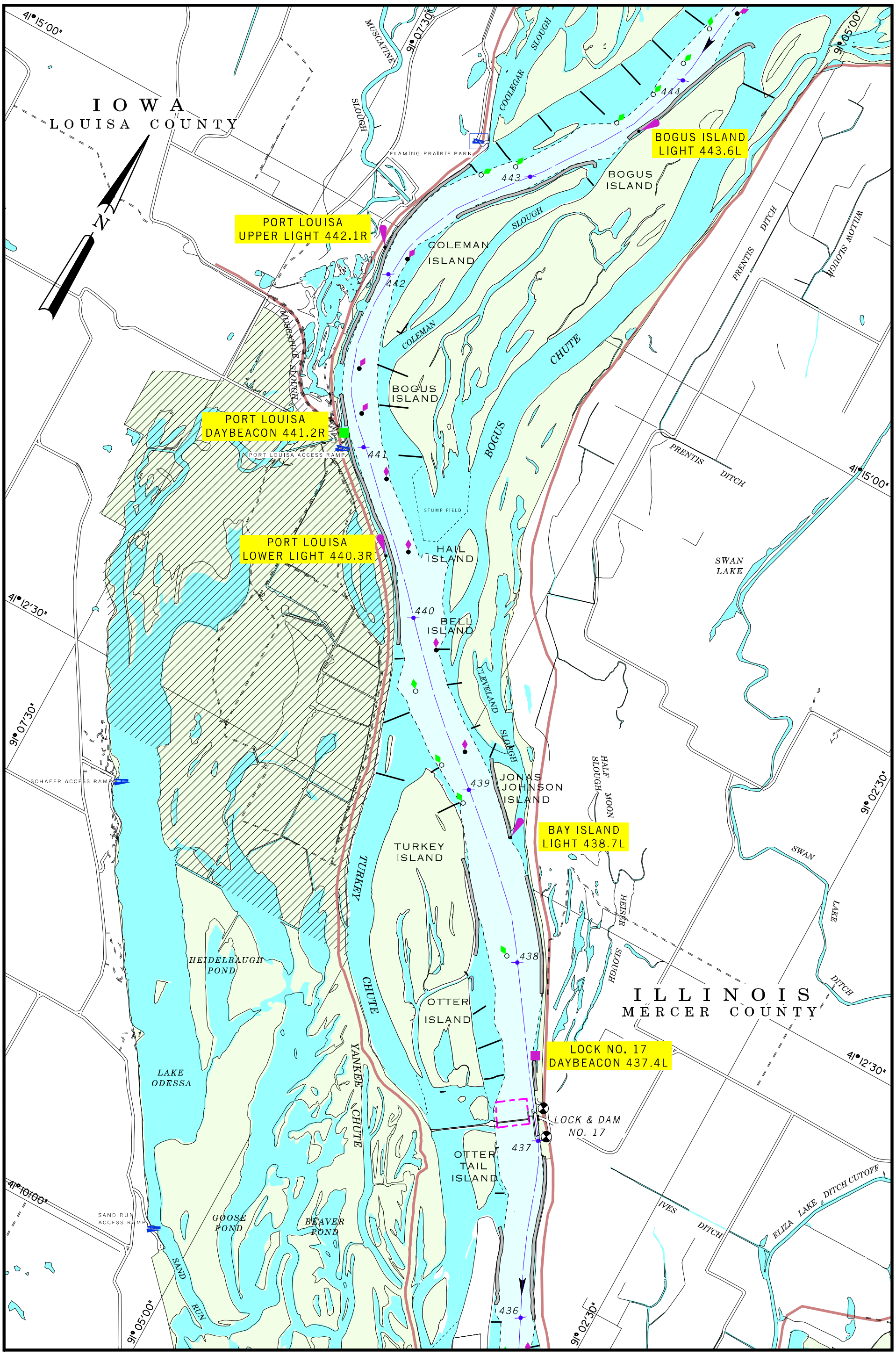
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 61

RIVER MILE 444 TO 452



2001

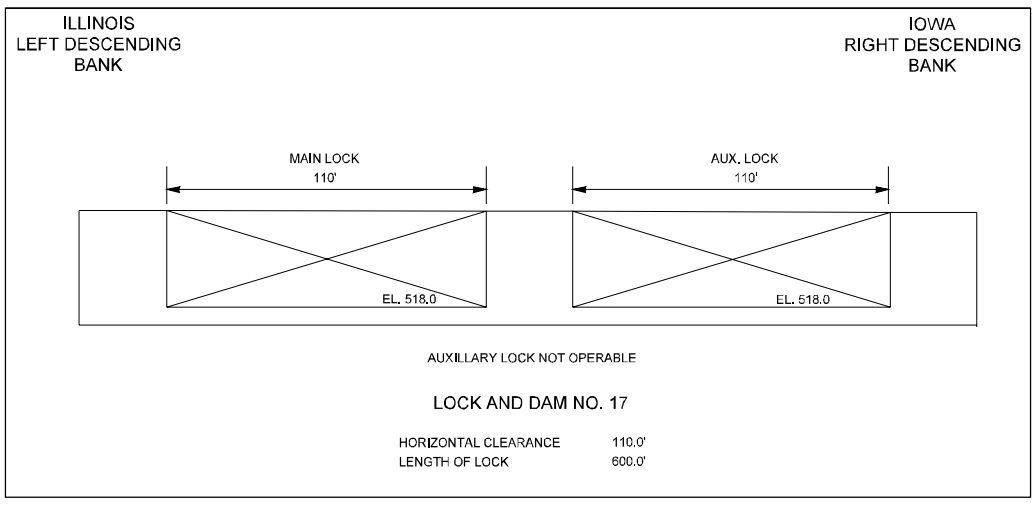
BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

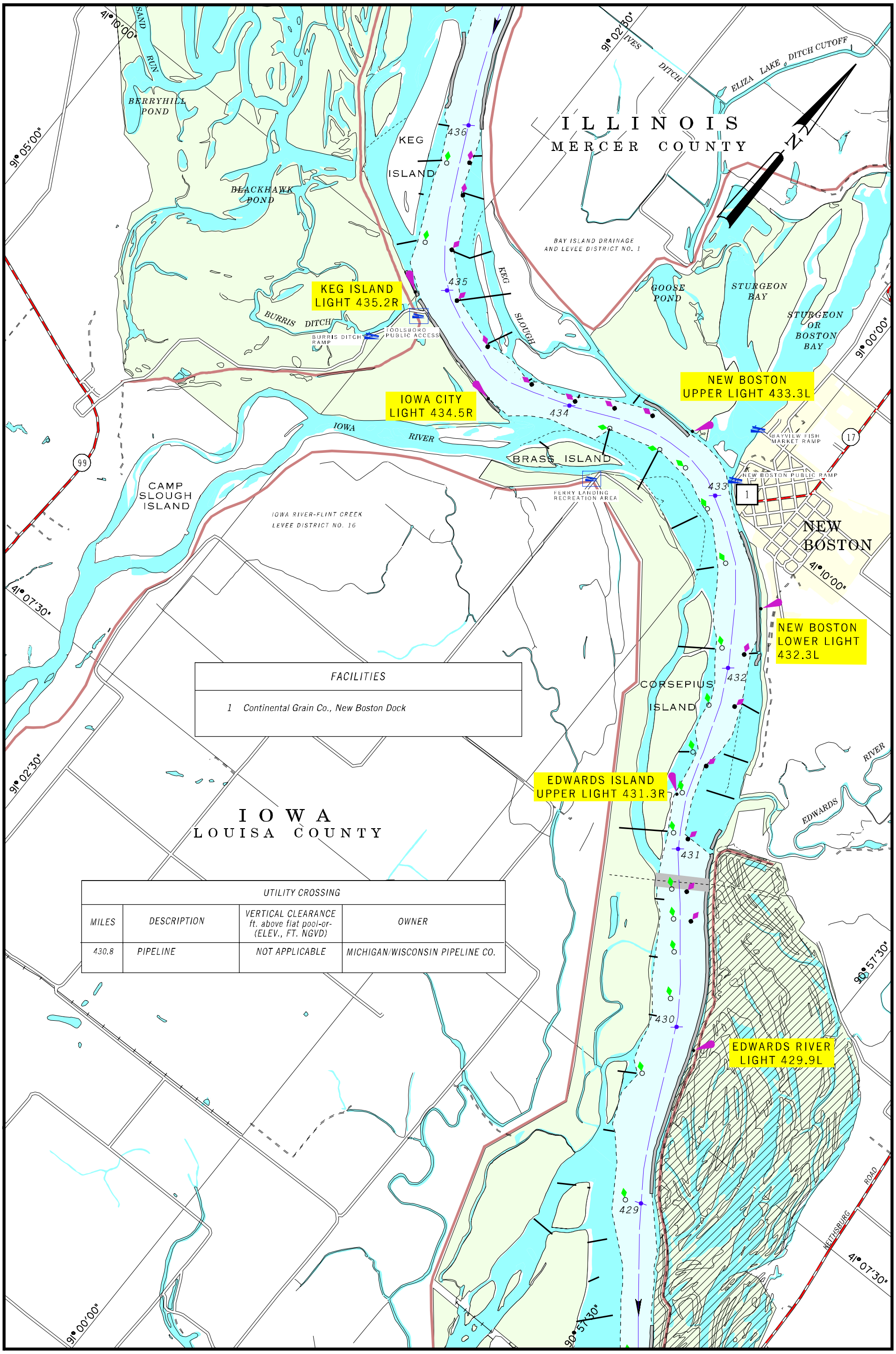
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 62
RIVER MILE 436 TO 444


ILLINOIS
LEFT DESCENDING
BANK
IOWA
RIGHT DESCENDING
BANK
MAIN LOCK
110'
AUX. LOCK
110'
EL. 518.0
EL. 518.0
AUXILLARY LOCK NOT OPERABLE
LOCK AND DAM NO. 17
HORIZONTAL CLEARANCE 110.0'
LENGTH OF LOCK 600.0'



FACILITIES
1 Continental Grain Co., New Boston Dock

UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
430.8	PIPELINE	NOT APPLICABLE	MICHIGAN/WISCONSIN PIPELINE CO.

2001

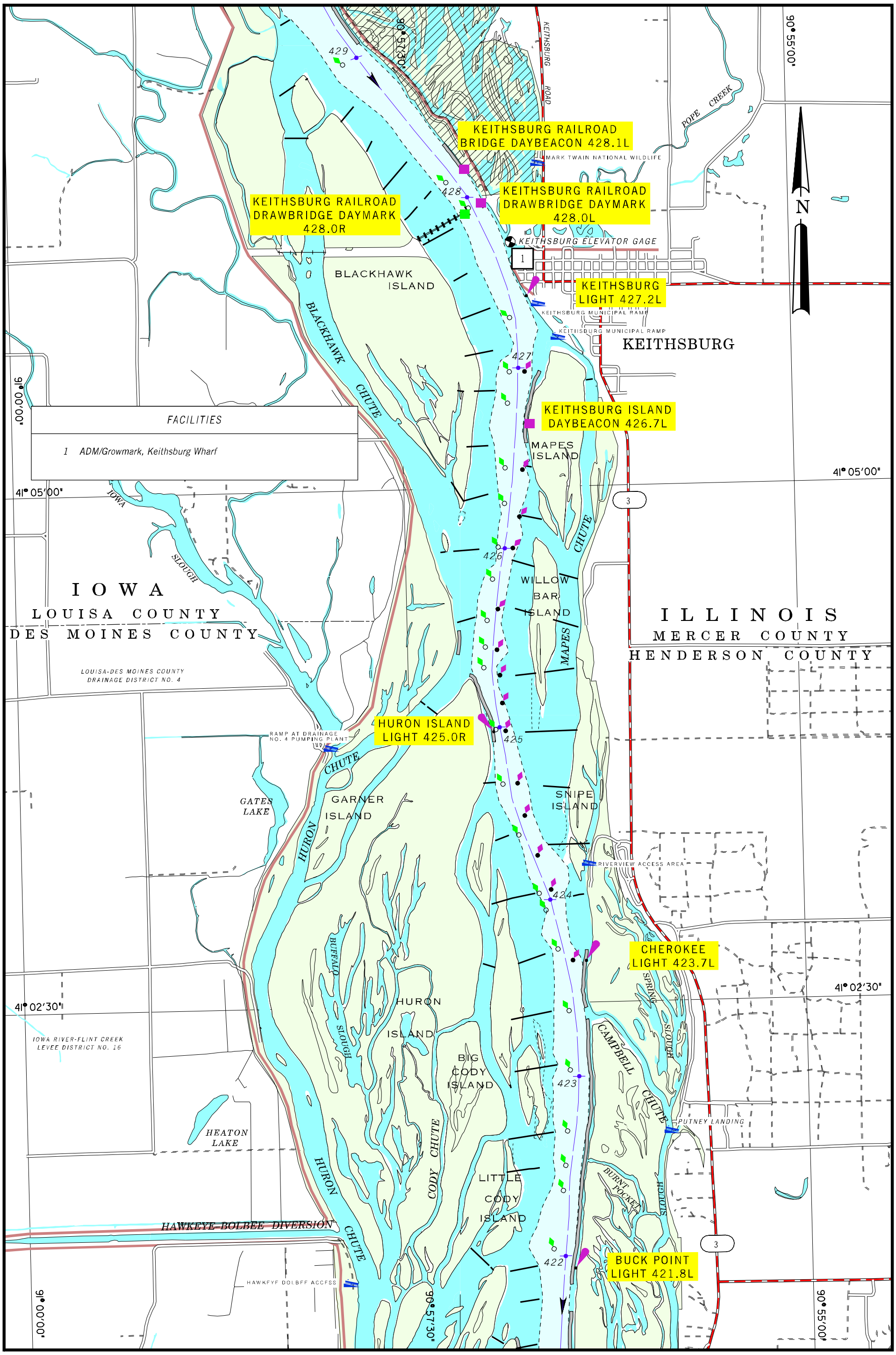
BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 63
RIVER MILE 429 TO 436



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

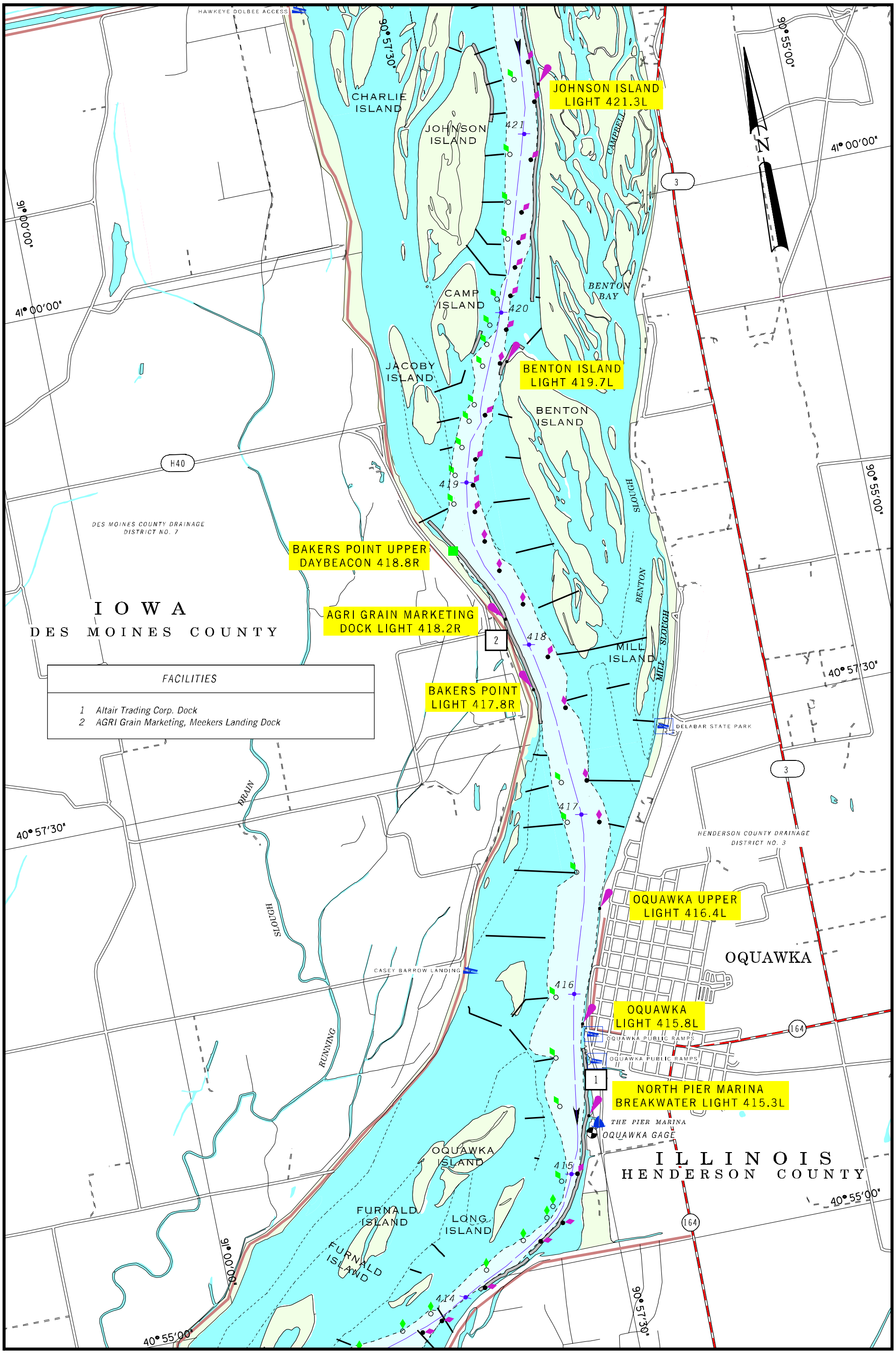
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 64

RIVER MILE 422 TO 429



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

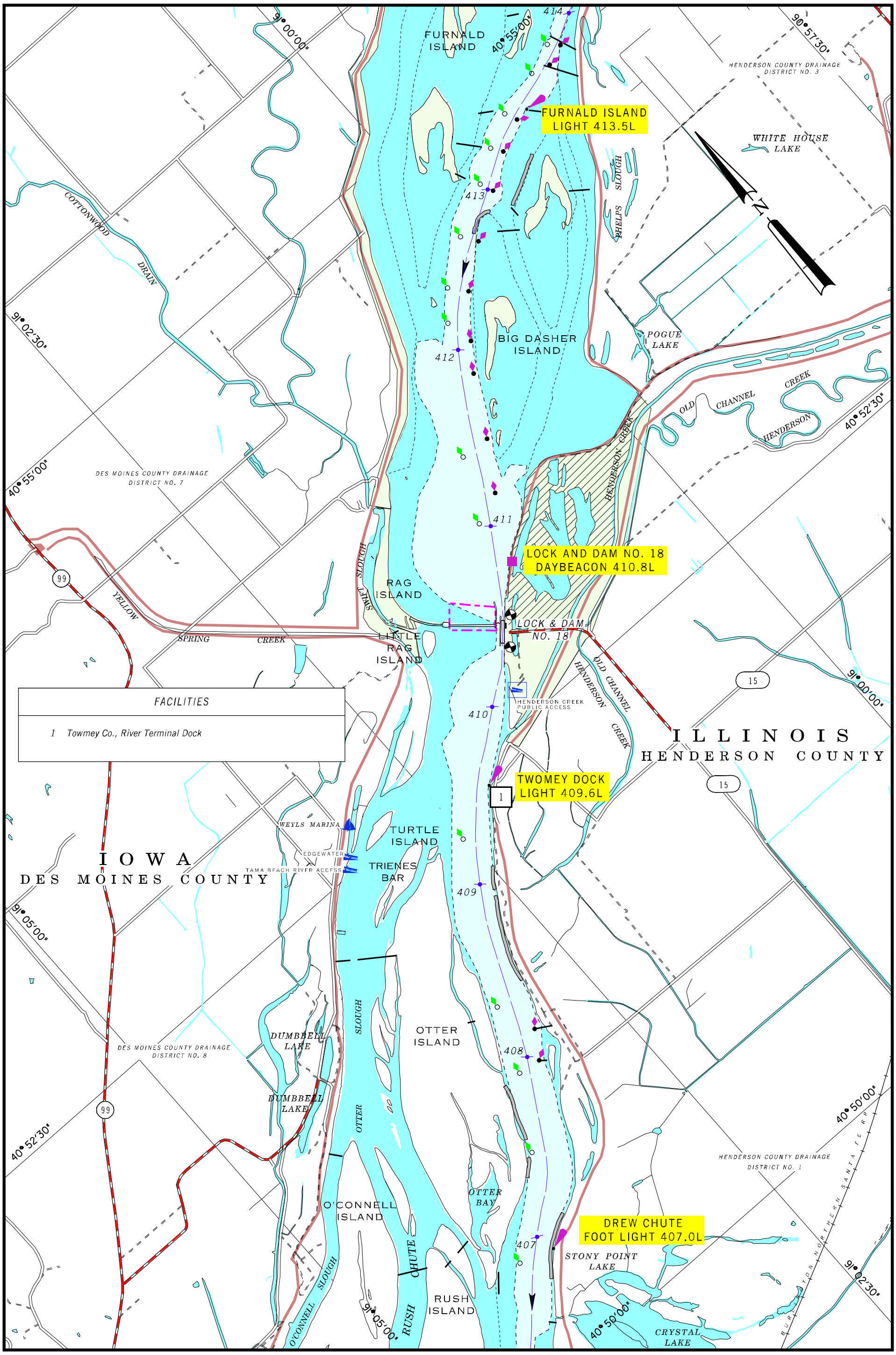
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 65

RIVER MILE 414 TO 421



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

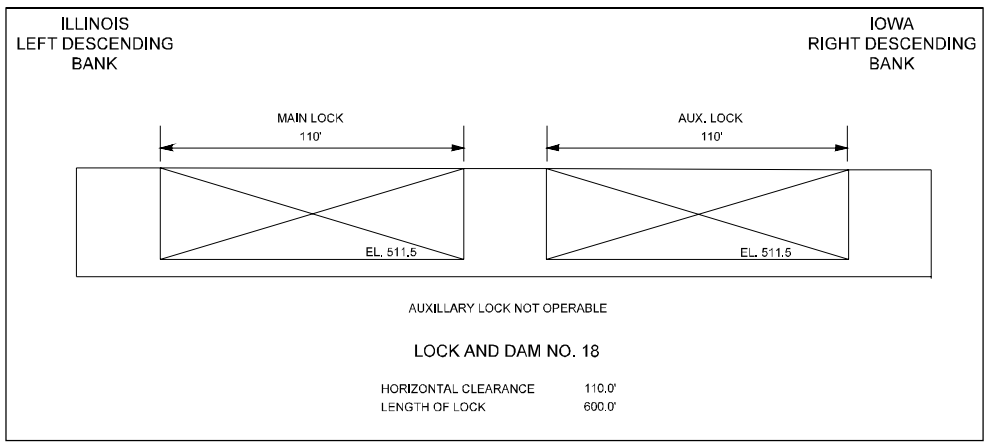
SCALE 1:31,680
1 INCH = 1/2 MILE

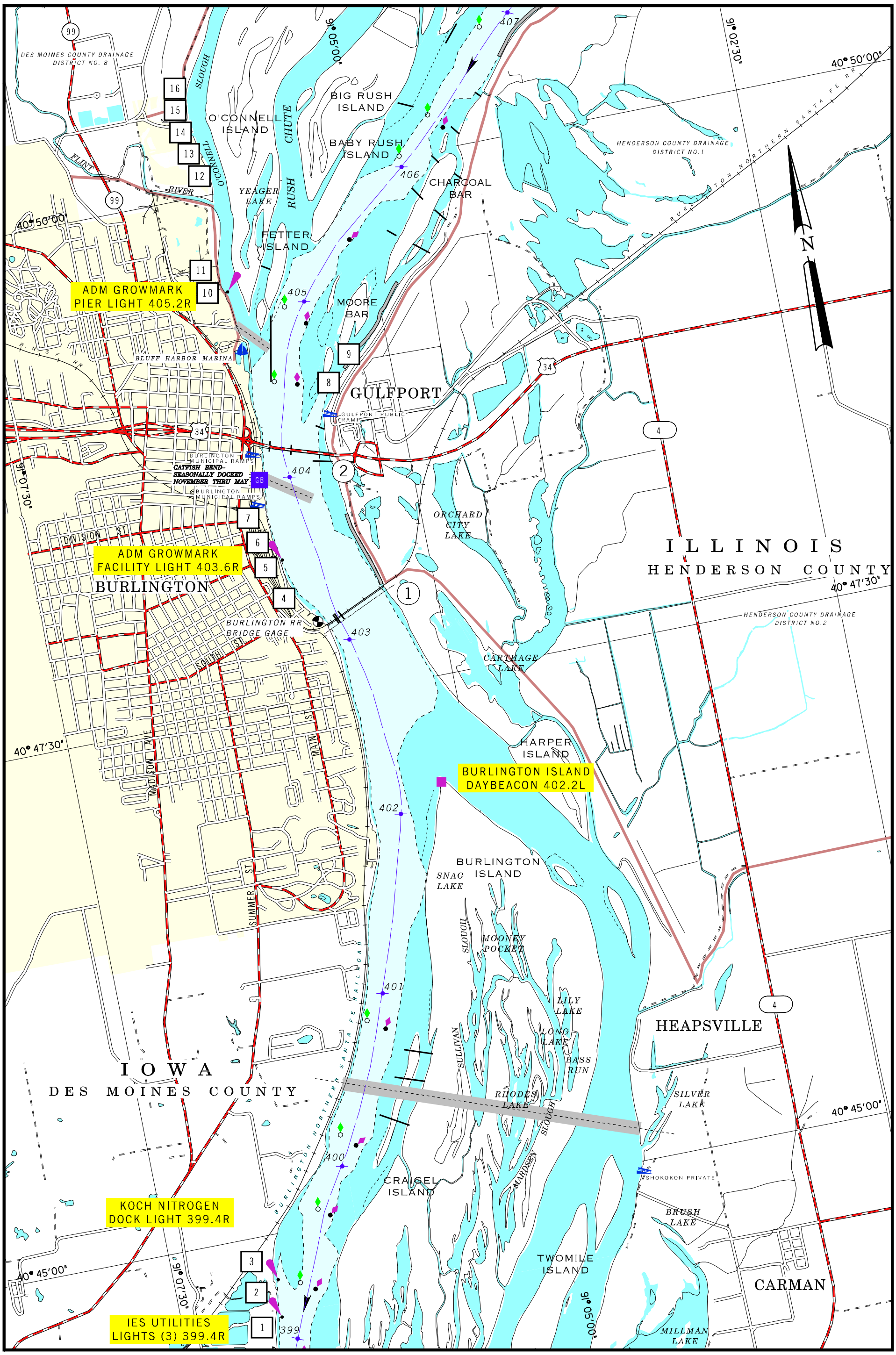
1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 66

RIVER MILE 407 TO 414


ILLINOIS
LEFT DESCENDING
BANK
IOWA
RIGHT DESCENDING
BANK
MAIN LOCK
110'
AUX. LOCK
110'
EL. 511.5
EL. 511.5
AUXILLARY LOCK NOT OPERABLE
LOCK AND DAM NO. 18
HORIZONTAL CLEARANCE 110.0'
LENGTH OF LOCK 600.0'



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

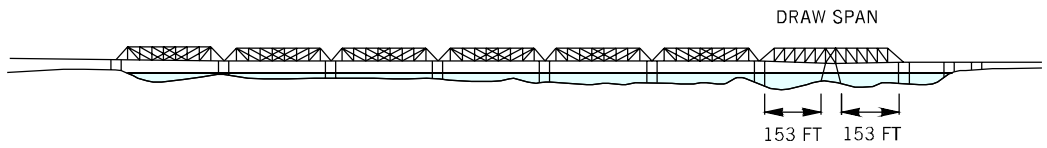
MAP NO. 67

RIVER MILE 399 TO 407

ILLINOIS
LEFT DESCENDING
BANK

1

IOWA
RIGHT DESCENDING
BANK



BURLINGTON NORTHERN SANTA FE RR BRIDGE

NOT TO SCALE
RIVER MILE 403.1
PROTECTED NAVIGATION PIERS
FLAT POOL EL. 518.2 FT

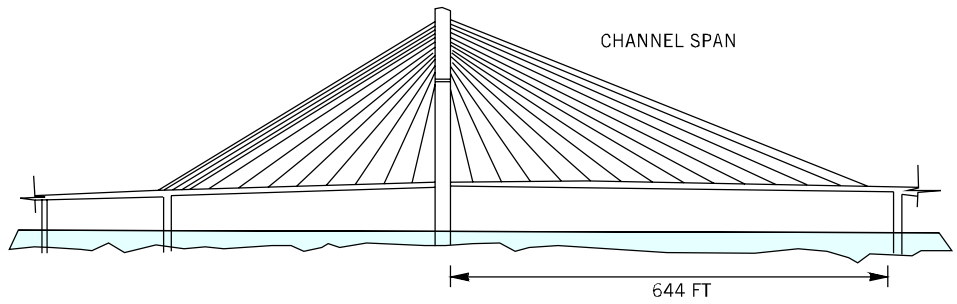
	RIGHT SPAN	LEFT SPAN
VERTICAL CLEARANCE AT FLAT POOL STAGE	21.5'	21.5'
HORIZONTAL CLEARANCE	153.0'	153.0'
LOW STEEL ELEVATION (IN CHANNEL SPAN)	539.7'	539.7'

BURLINGTON RAILROAD BRIDGE CALL SIGN: KJC779, ,CHANNELS, 7,13,14 & 16

ILLINOIS
LEFT DESCENDING
BANK

2

IOWA
RIGHT DESCENDING
BANK



U.S. 34 MISSISSIPPI RIVER BRIDGE

NOT TO SCALE
RIVER MILE 404.2
FLAT POOL EL. 518.2 FT

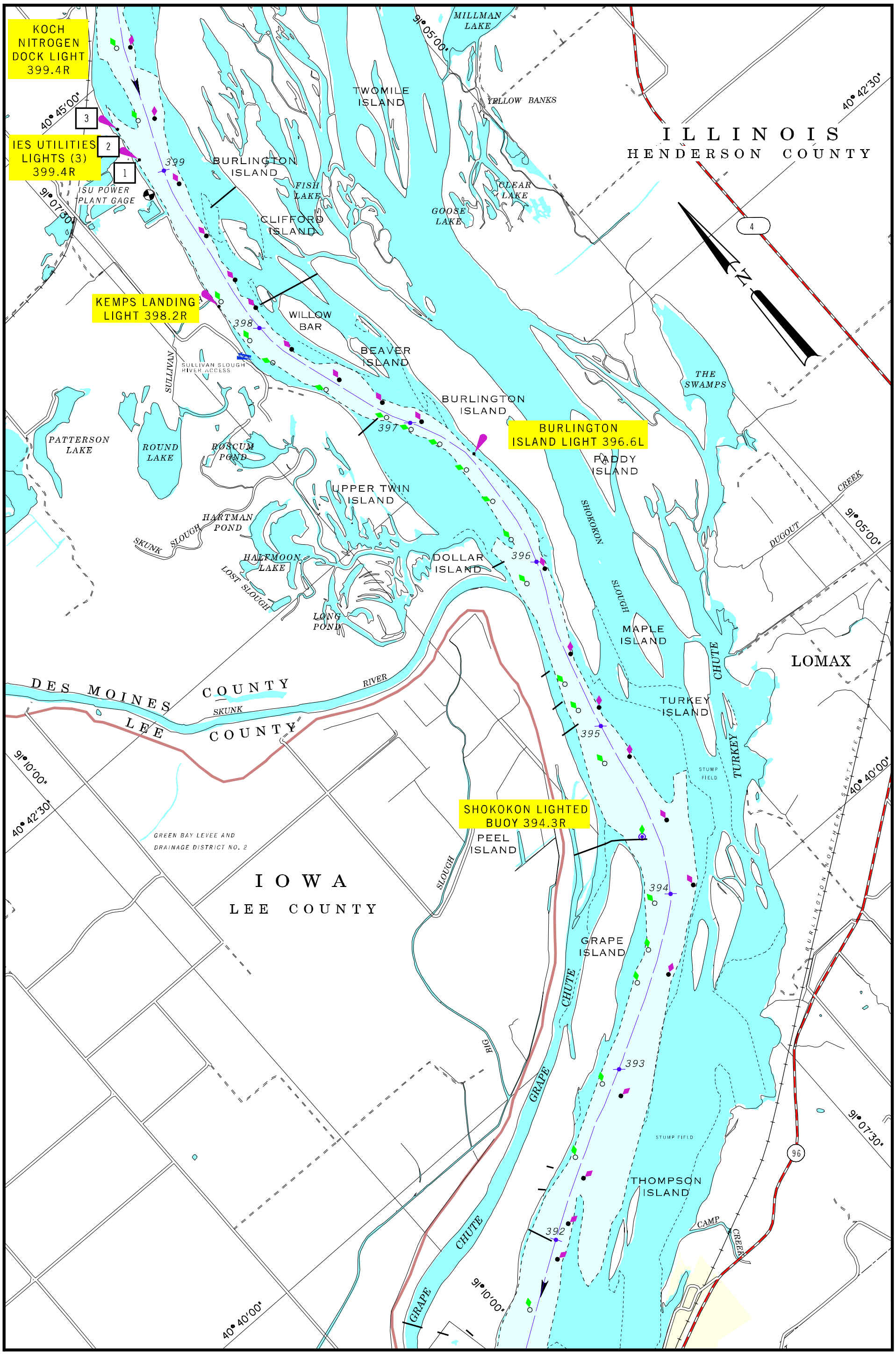
VERTICAL CLEARANCE AT FLAT POOL STAGE	60.0'
HORIZONTAL CLEARANCE	644.0
LOW STEEL ELEVATION (IN CHANNEL SPAN)	579.4'

FACILITIES

1 *I.E.S. Utilities, Burlington Generating Plant Wharf*
2 *Koch Nitrogen Co., Burlington Ammonia Terminal Dock*
3 *Amoco Dock*
4 *Matteson Marine Service, South Dock*
5 *ADM/Growmark, Burlington South Elevator Dock*
6 *Burlington River Terminal, South Dock*
7 *City of Burlington Dock*
8 *Peavy Co., Gulfport Elevator Docks*
9 *ADM/Growmark, Burlington Dock*
10 *Yetter Oil Petroleum Dock*
11 *ADM/Growmark, Burlington North Elevator Dock*
12 *ADM/Growmark Burlington Dock*
13 *ADM/Growmark Burlington Dock*
14 *Burlington River Terminal, North Dock*
15 *Matteson Marine Service, North Yard Dock*
16 *Carpenter Stations Fuel Dock*

UTILITY CROSSING

MILES	*DESCRIPTION*	*VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)*	*OWNER*
400.5	*PIPELINE*	*NOT APPLICABLE*	*WESTERN ILLINOIS ELECTRIC COOP*
403.2	*AERIAL CROSSING*	*UNKNOWN*	*UNKNOWN*
403.9	*PIPELINE*	*NOT APPLICABLE*	*UNKNOWN*
404.8	*PIPELINE*	*-7.5 FT (BELOW FLAT POOL)*	*BURLINGTON MUNICIPAL WATERWORKS*



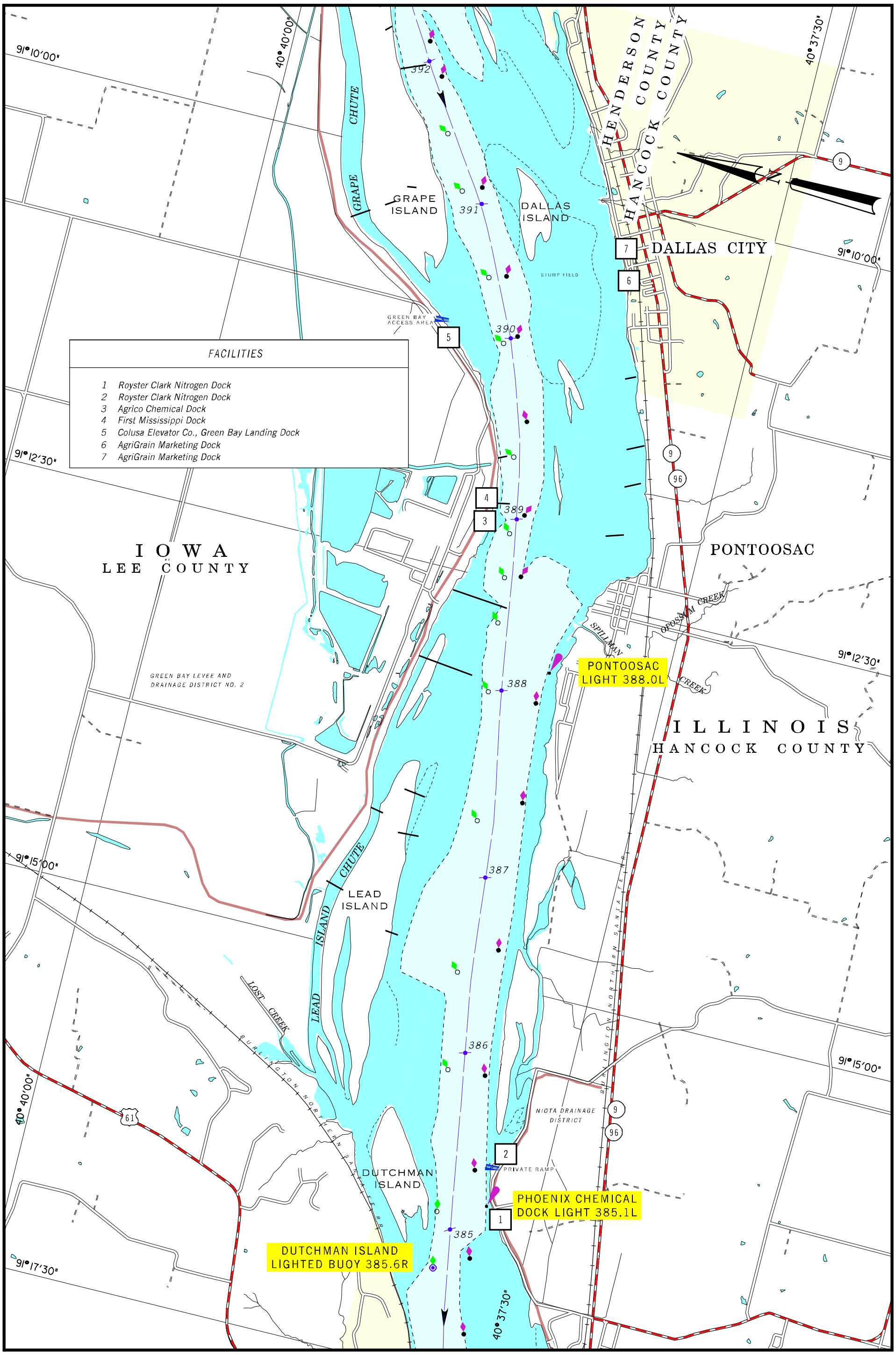
2001 BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 68
RIVER MILE 392 TO 399



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

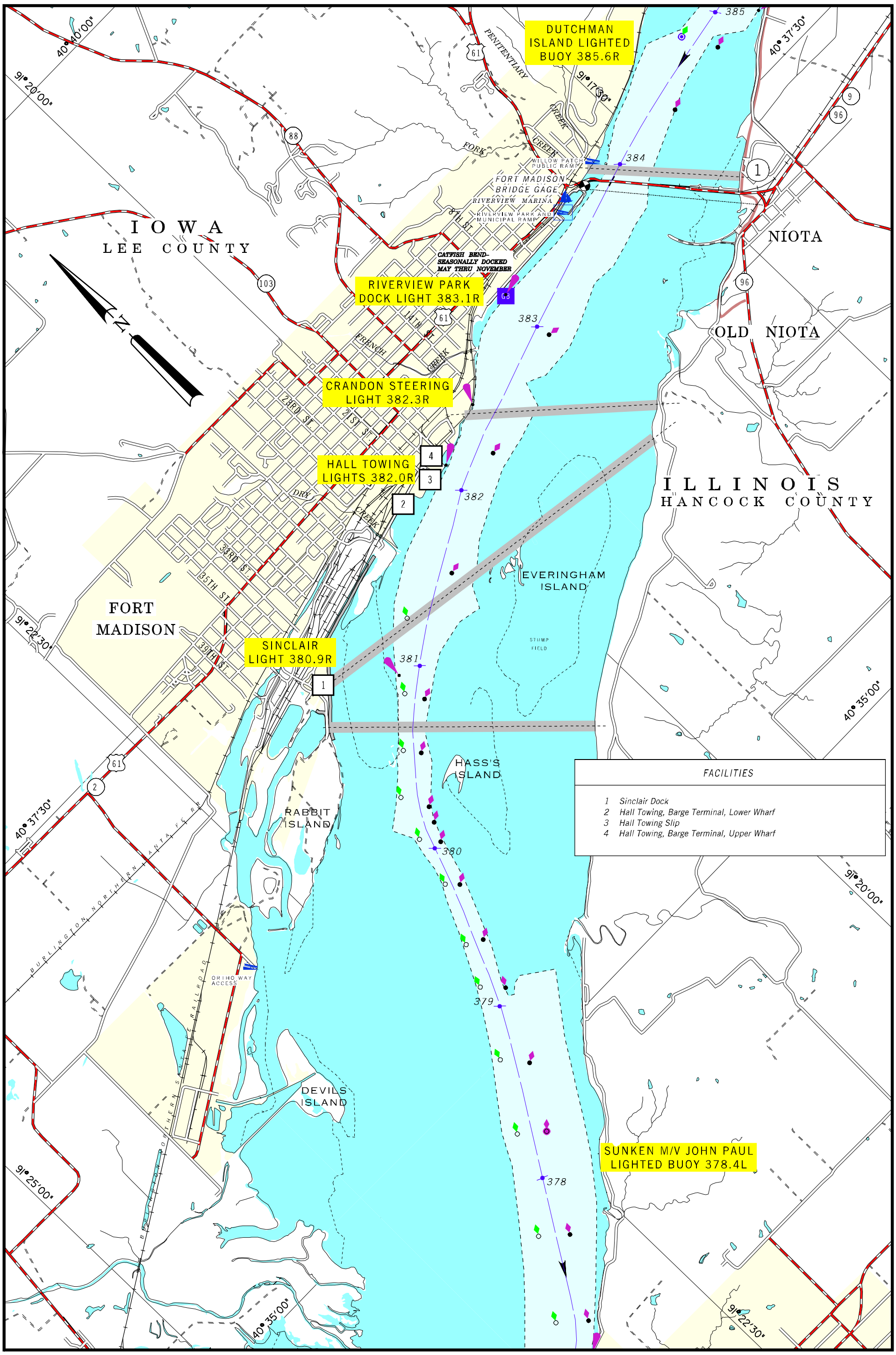
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 69

RIVER MILE 385 TO 392



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

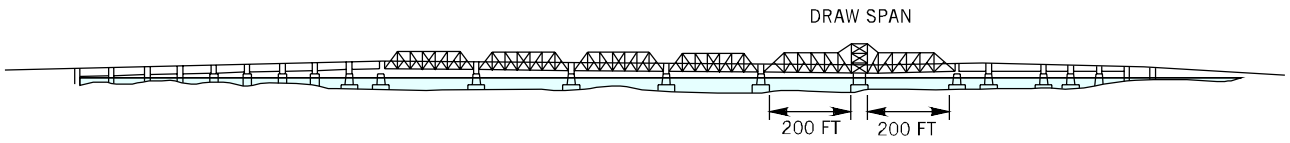
MAP NO. 70

RIVER MILE 378 TO 385

ILLINOIS
LEFT DESCENDING
BANK

1

IOWA
RIGHT DESCENDING
BANK



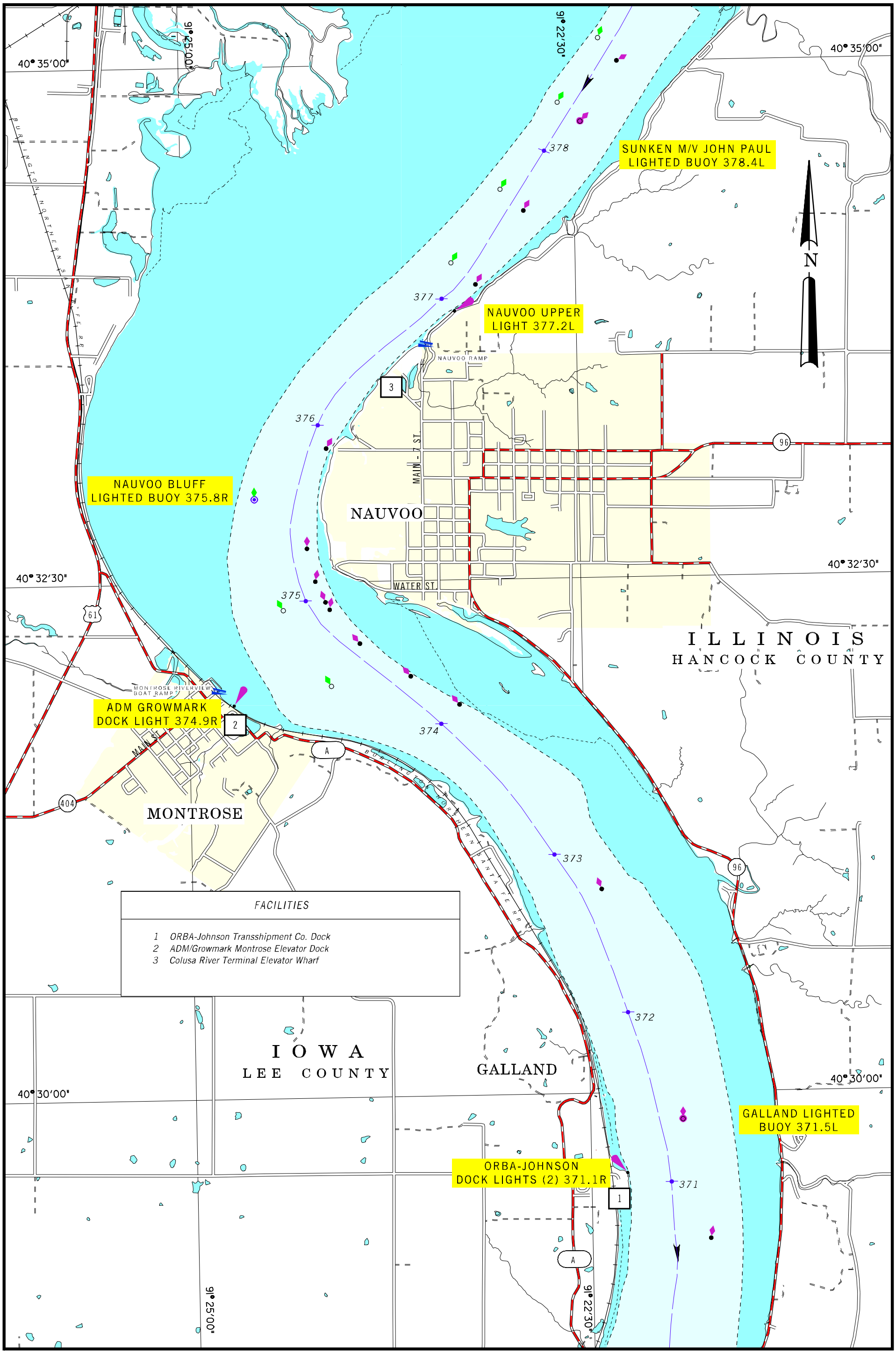
BURLINGTON NORTHERN SANTA FE RR & HIGHWAY BRIDGE

NOT TO SCALE
RIVER MILE 383.9
PROTECTED NAVIGATION PEIRS
FLAT POOL EL. 518.2 FT

	LEFT SPAN	RIGHT SPAN
VERTICAL CLEARANCE AT FLAT POOL STAGE (OPEN)	79.4'	79.4'
VERTICAL CLEARANCE AT FLAT POOL STAGE (CLOSED)	13.1'	13.1'
HORIZONTAL CLEARANCE	200.0'	200.0'
LOW STEEL ELEVATION (IN CHANNEL SPAN)	531.3'	531.3'
CALL SIGN:	KRS channel 13	KRS channel 13

UTILITY CROSSING

MILES	*DESCRIPTION*	*VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)*	*OWNER*
380.6	*PIPELINE*	*NOT APPLICABLE*	*UNKNOWN*
381.3	*PIPELINE*	*NOT APPLICABLE*	*UNKNOWN*
382.5	*PIPELINE*	*NOT APPLICABLE*	*UNKNOWN*
384.0	*PIPELINE*	*NOT APPLICABLE*	*UNKNOWN*
383.8	*AERIAL CROSSING*	*91.0'*	*IES UTILITIES POWER CO.*



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

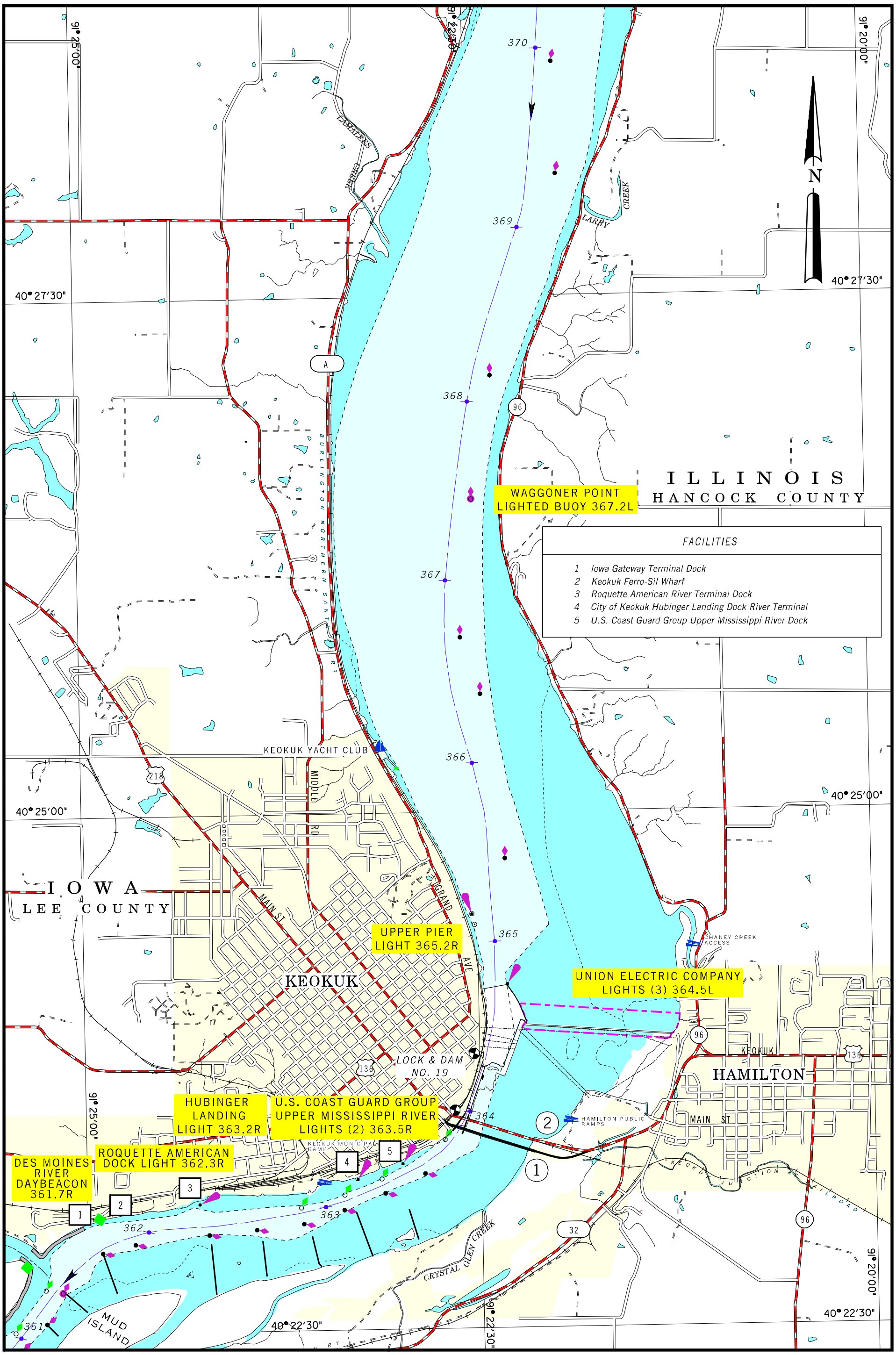
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 71

RIVER MILE 371 TO 378



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

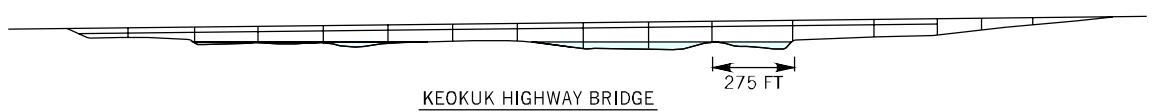
MAP NO. 72

RIVER MILE 361 TO 370

ILLINOIS
LEFT DESCENDING
BANK

1

IOWA
RIGHT DESCENDING
BANK



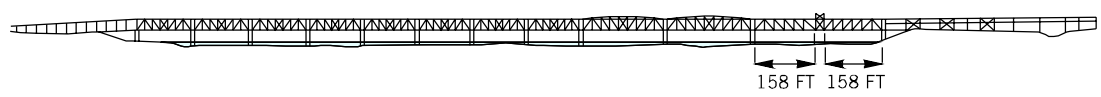
KEOKUK HIGHWAY BRIDGE
NOT TO SCALE
RIVER MILE 363.8
FLAT POOL EL. 479.8 FT

VERTICAL CLEARANCE AT FLAT POOL STAGE	67.4'
HORIZONTAL CLEARANCE	275.0'
LOW STEEL ELEVATION (IN CHANNEL SPAN)	547.3'

ILLINOIS
LEFT DESCENDING
BANK

2

IOWA
RIGHT DESCENDING
BANK



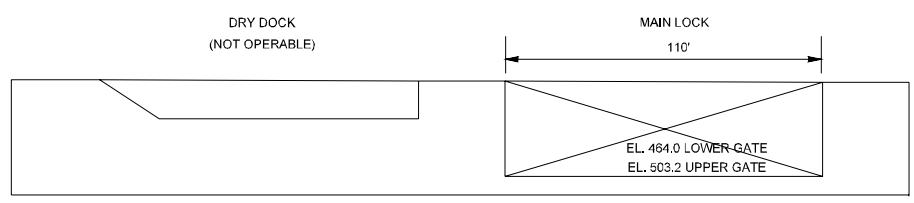
KEOKUK JUNCTION RR BRIDGE
NOT TO SCALE
RIVER MILE 363.9
PROTECTED NAVIGATION PEIRS
FLAT POOL EL. 479.8 FT

	LEFT SPAN	RIGHT SPAN
VERTICAL CLEARANCE AT FLAT POOL STAGE (OPEN)	25.2'	25.2'
VERTICAL CLEARANCE AT FLAT POOL STAGE (CLOSED)	77.2'	77.2'
HORIZONTAL CLEARANCE	158.0'	158.0'
LOW STEEL ELEVATION (IN CHANNEL SPAN)	505.2'	505.2'
CALL SIGN:	KLG365 channels 16 & 14	KLG365 channels 16 & 14

NOTE: POWERLINE ABOVE BRIDGE

ILLINOIS
LEFT DESCENDING
BANK

IOWA
RIGHT DESCENDING
BANK

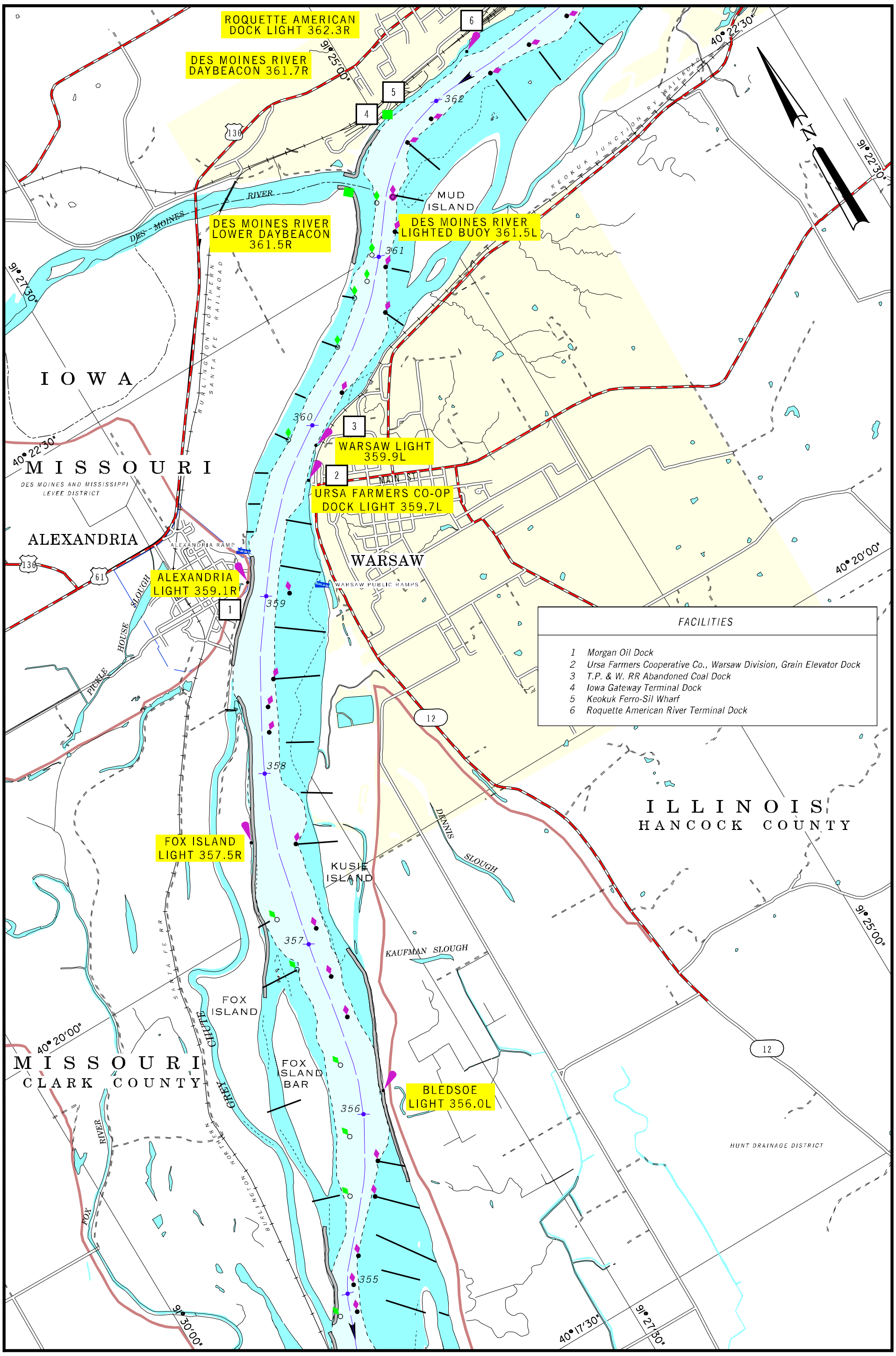


LOCK AND DAM NO. 19

HORIZONTAL CLEARANCE	110.0'
LENGTH OF LOCK	1200.0'

UTILITY CROSSING

MILES	*DESCRIPTION*	*VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)*	*OWNER*
363.9	*AERIAL CROSSING*	*UNKNOWN*	*UNKNOWN*
364.2	*AERIAL CROSSING*	*UNKNOWN*	*MISSISSIPPI RIVER POWER CO.*
364.2	*AERIAL CROSSING*	*76.0'*	*UNION ELECTRIC CO.*
364.2	*AERIAL CROSSING*	*UNKNOWN*	*POWER CO.*
364.4	*AERIAL CROSSING*	*86.0'*	*POWER CO.*



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

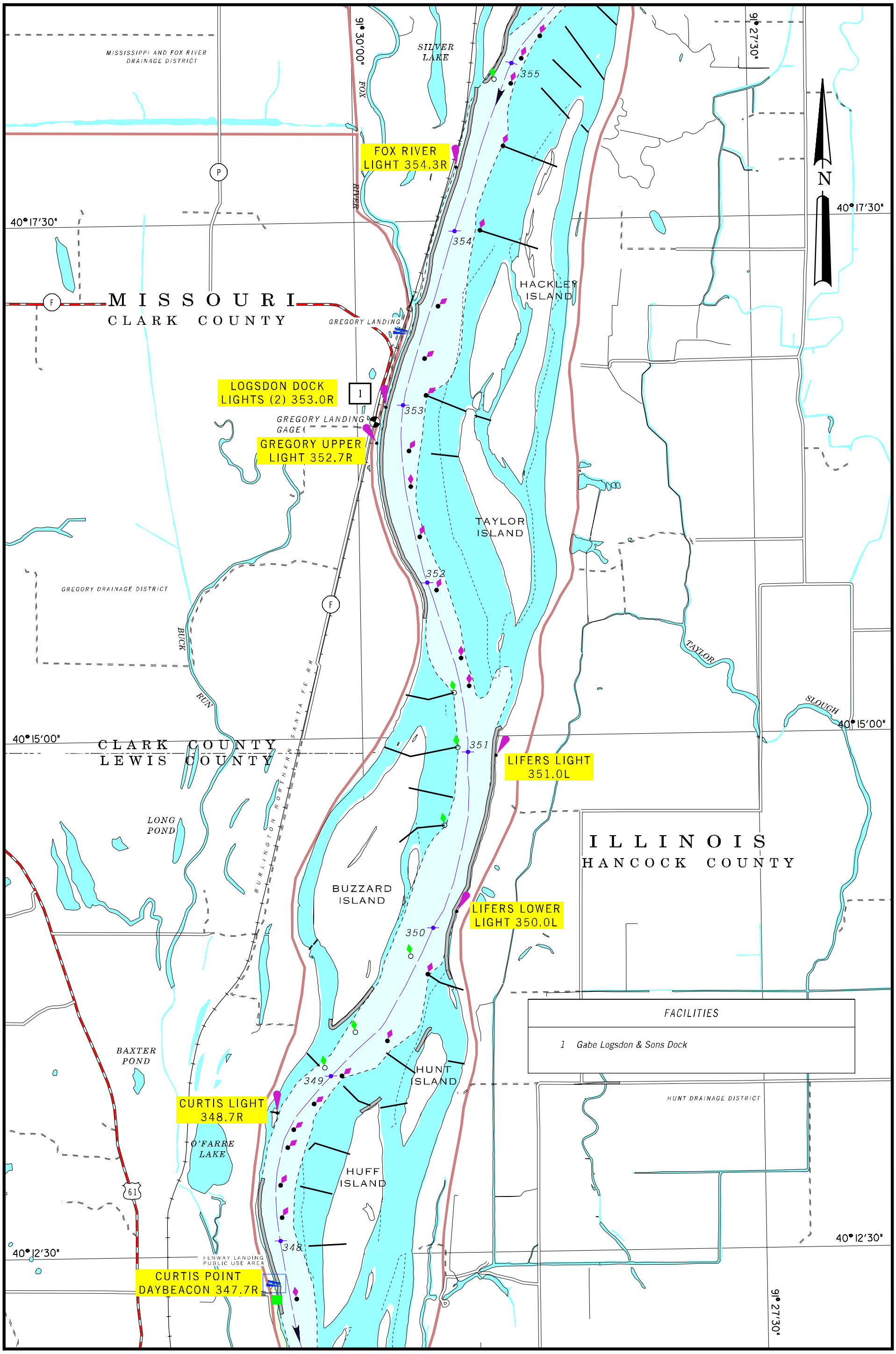
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 73

RIVER MILE 355 TO 362



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

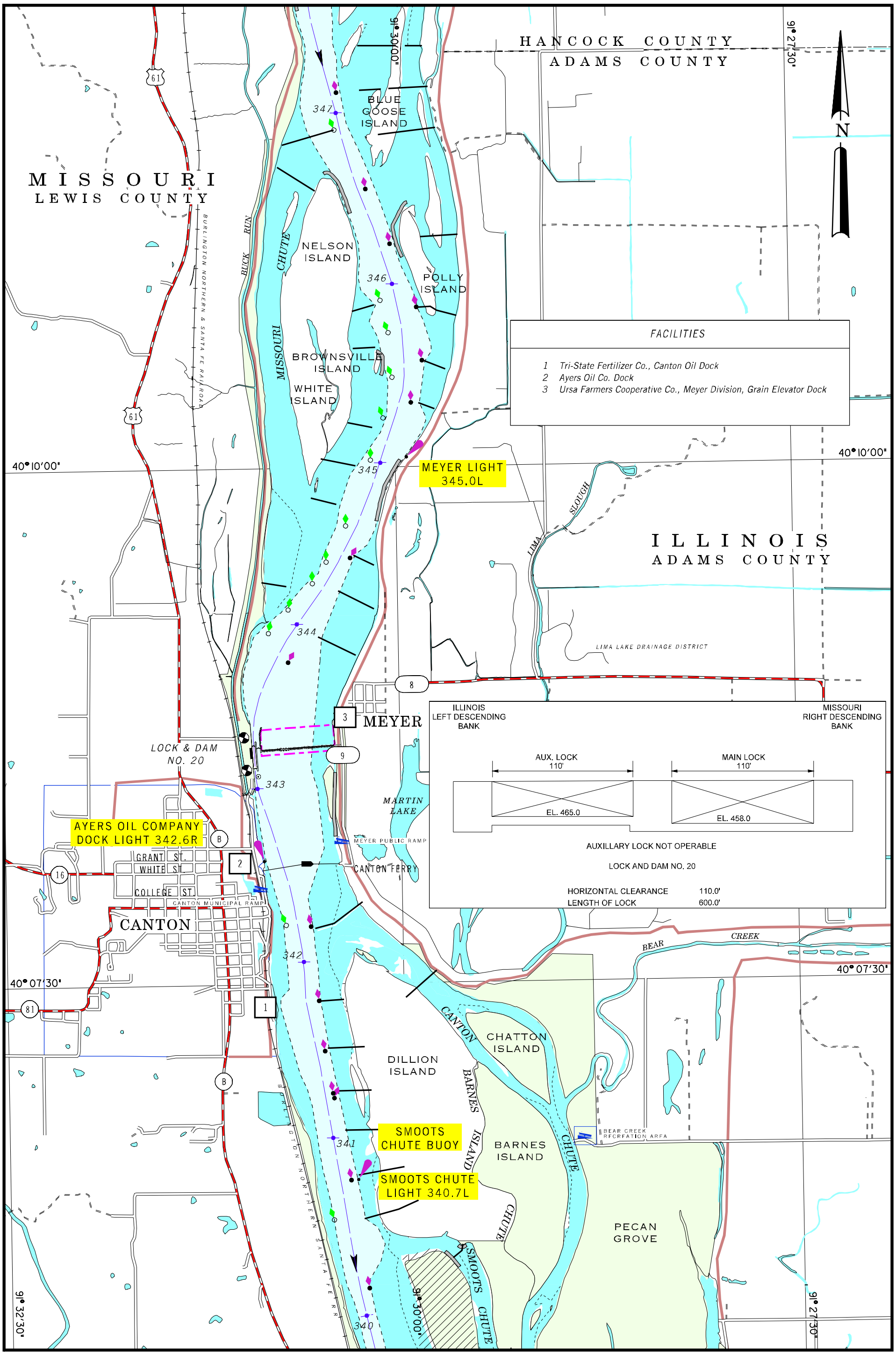
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 74

RIVER MILE 348 TO 355



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

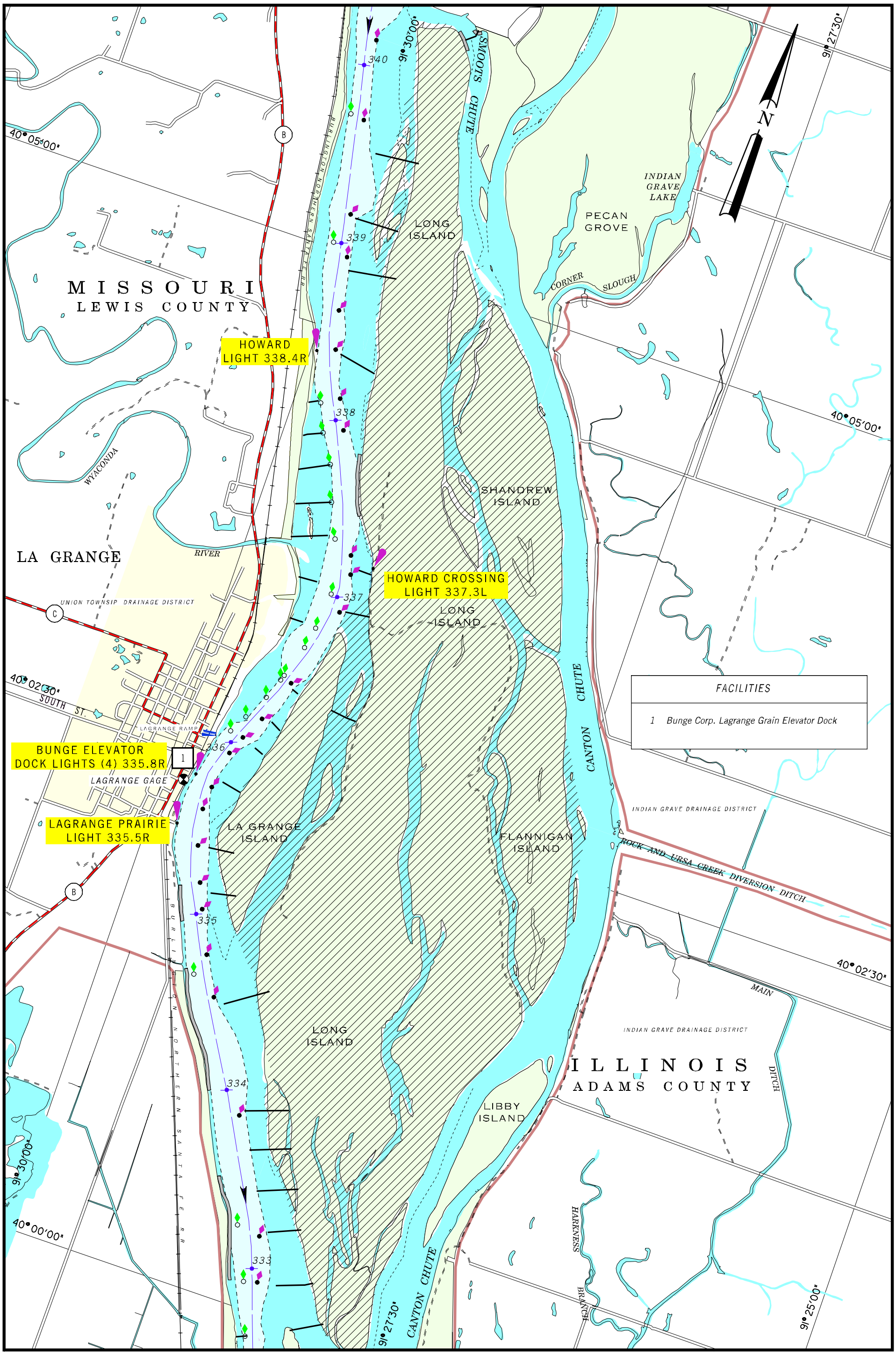
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 75

RIVER MILE 340 TO 347



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

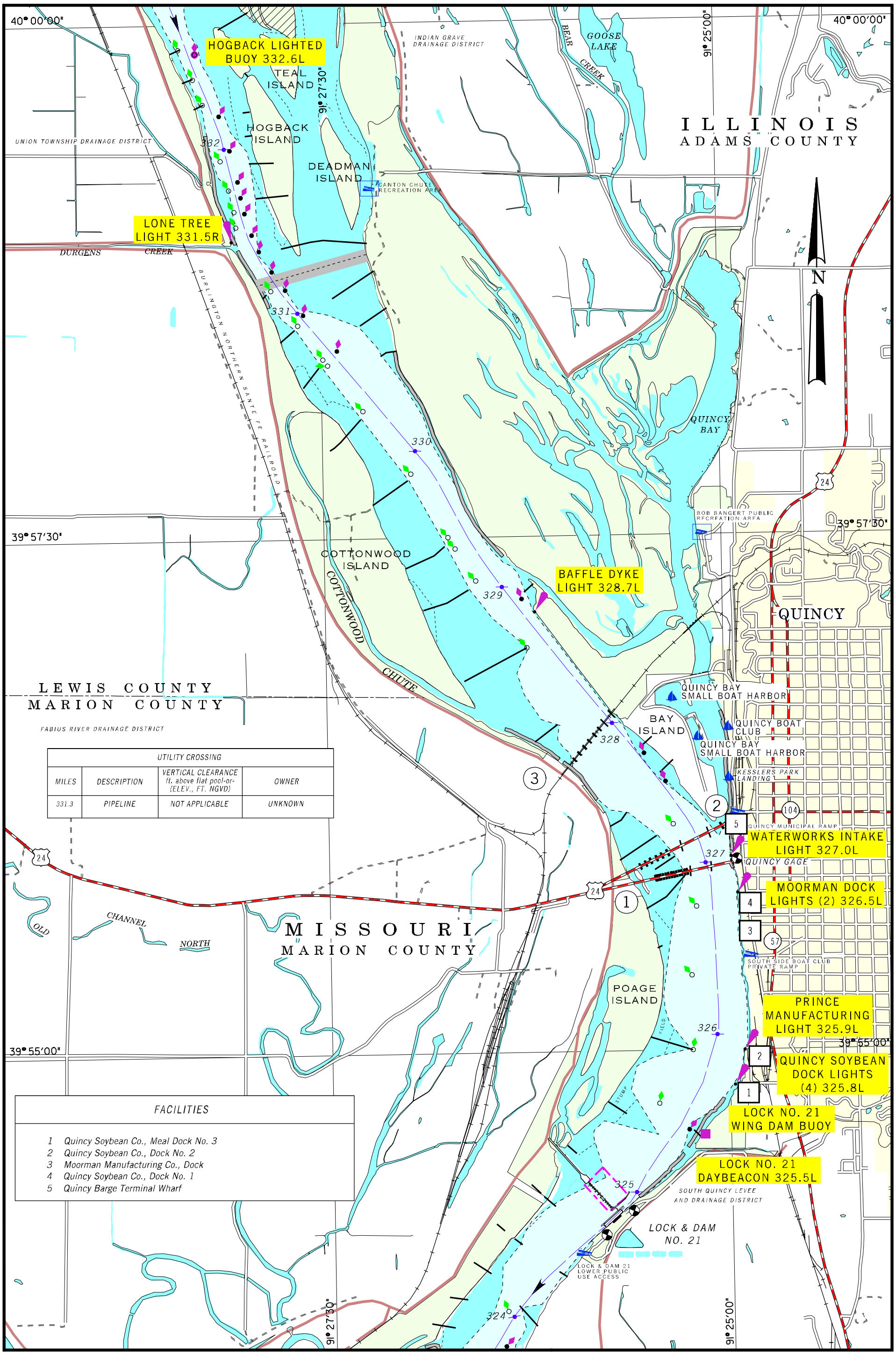
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 76

RIVER MILE 333 TO 340



UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
331.3	PIPELINE	NOT APPLICABLE	UNKNOWN

FACILITIES

1 Quincy Soybean Co., Meal Dock No. 3
2 Quincy Soybean Co., Dock No. 2
3 Moorman Manufacturing Co., Dock
4 Quincy Soybean Co., Dock No. 1
5 Quincy Barge Terminal Wharf

2001

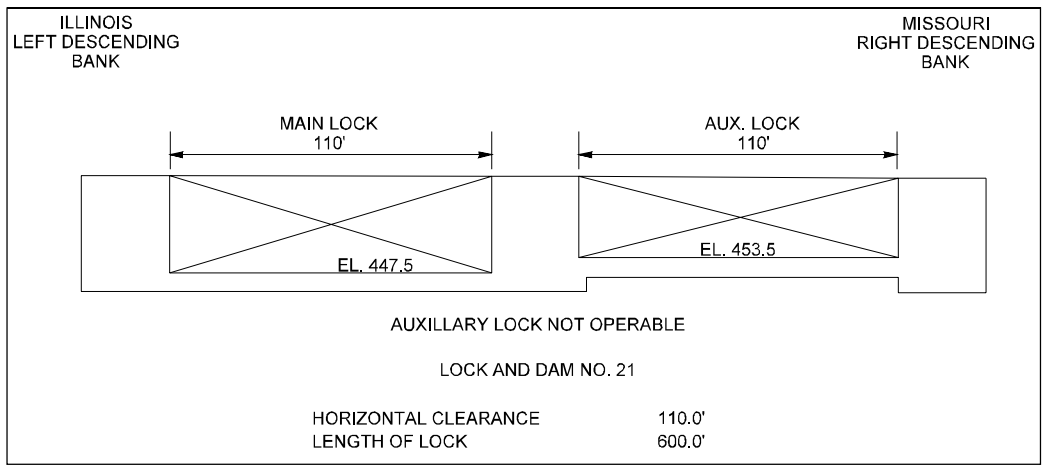
BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

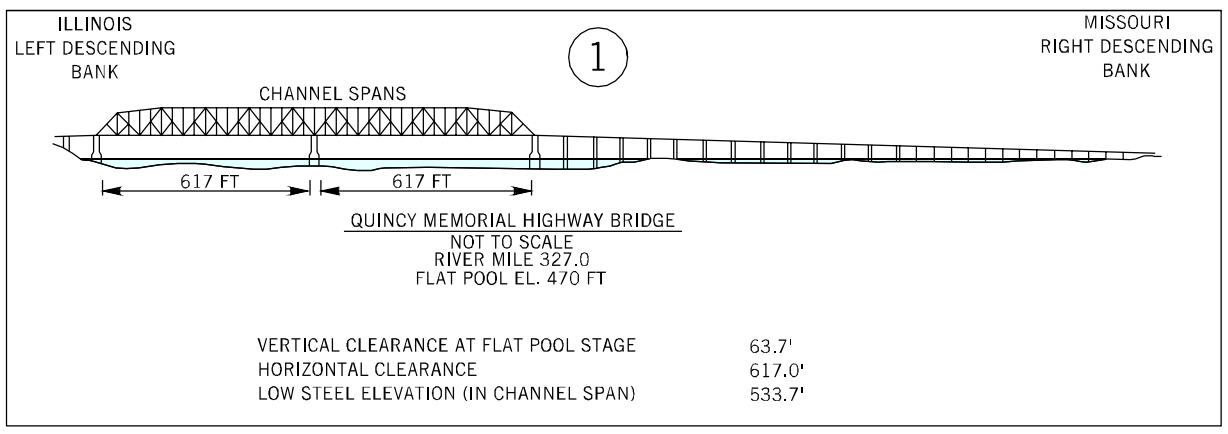
MAP NO. 77
RIVER MILE 324 TO 332



AUXILLARY LOCK NOT OPERABLE

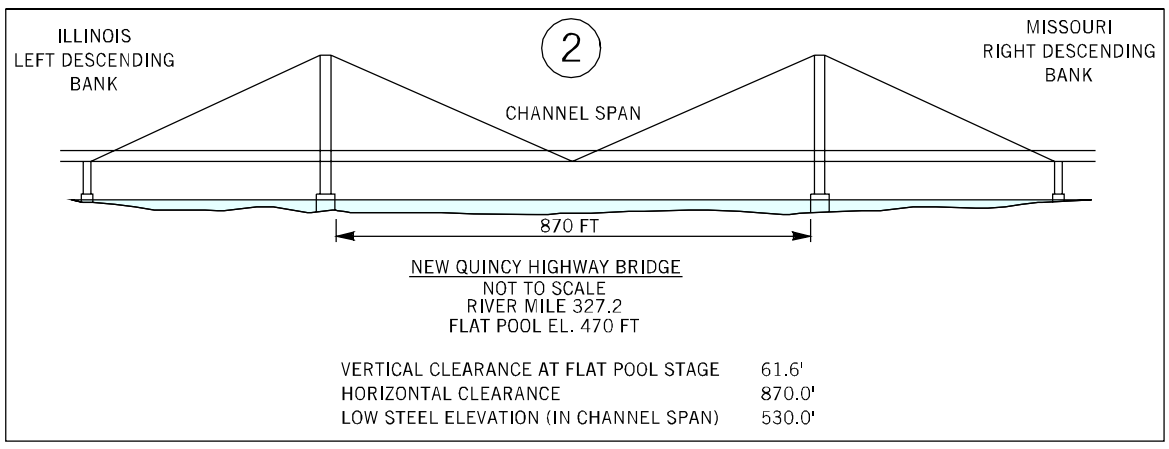
LOCK AND DAM NO. 21

HORIZONTAL CLEARANCE	110.0'
LENGTH OF LOCK	600.0'



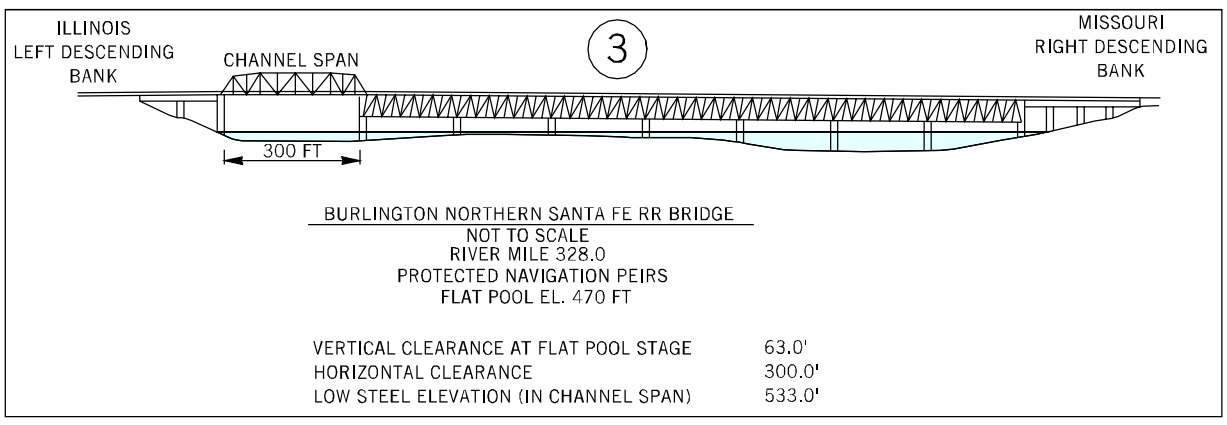
QUINCY MEMORIAL HIGHWAY BRIDGE
NOT TO SCALE
RIVER MILE 327.0
FLAT POOL EL. 470 FT

VERTICAL CLEARANCE AT FLAT POOL STAGE	63.7'
HORIZONTAL CLEARANCE	617.0'
LOW STEEL ELEVATION (IN CHANNEL SPAN)	533.7'



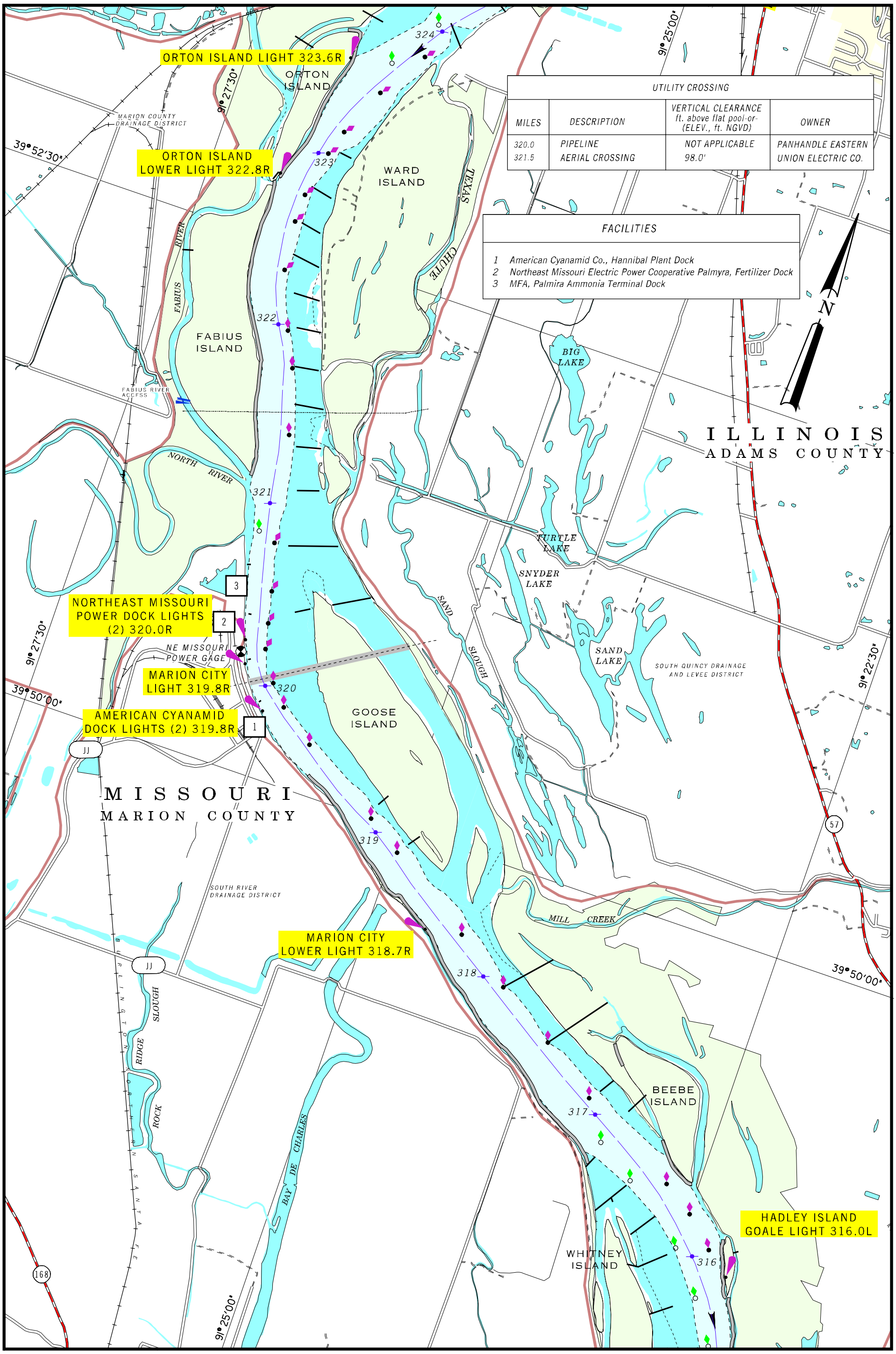
NEW QUINCY HIGHWAY BRIDGE
NOT TO SCALE
RIVER MILE 327.2
FLAT POOL EL. 470 FT

VERTICAL CLEARANCE AT FLAT POOL STAGE	61.6'
HORIZONTAL CLEARANCE	870.0'
LOW STEEL ELEVATION (IN CHANNEL SPAN)	530.0'



BURLINGTON NORTHERN SANTA FE RR BRIDGE
NOT TO SCALE
RIVER MILE 328.0
PROTECTED NAVIGATION PEIRS
FLAT POOL EL. 470 FT

VERTICAL CLEARANCE AT FLAT POOL STAGE	63.0'
HORIZONTAL CLEARANCE	300.0'
LOW STEEL ELEVATION (IN CHANNEL SPAN)	533.0'



UTILITY CROSSING

MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., ft. NGVD)	OWNER
320.0	PIPELINE	NOT APPLICABLE	PANHANDLE EASTERN
321.5	AERIAL CROSSING	98.0'	UNION ELECTRIC CO.

FACILITIES

1 American Cyanamid Co., Hannibal Plant Dock
2 Northeast Missouri Electric Power Cooperative Palmyra, Fertilizer Dock
3 MFA, Palmira Ammonia Terminal Dock

2001

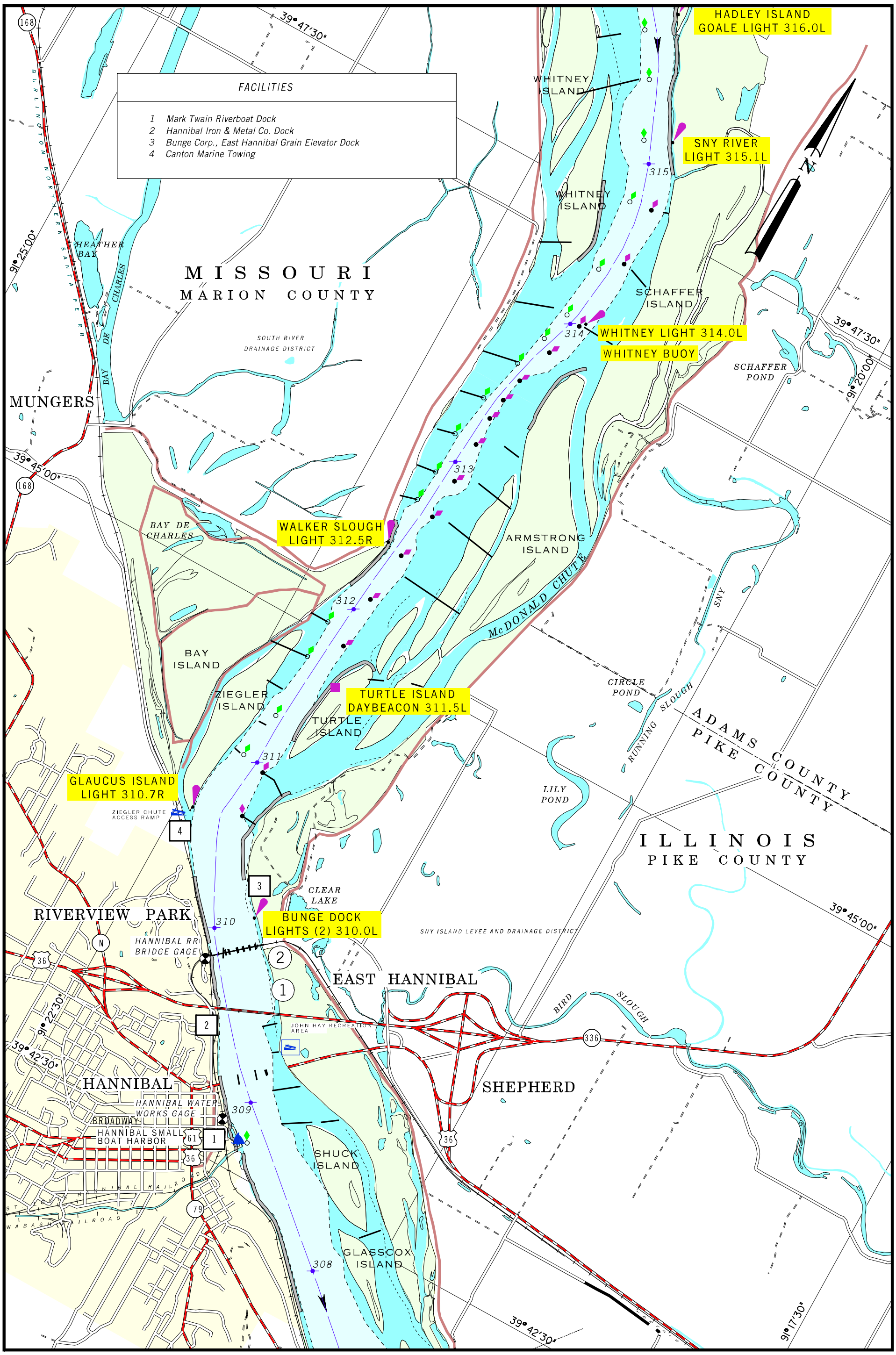
BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 78
RIVER MILE 316 TO 324



2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

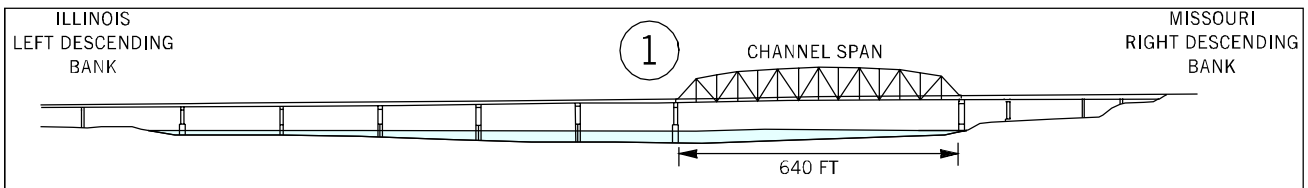
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

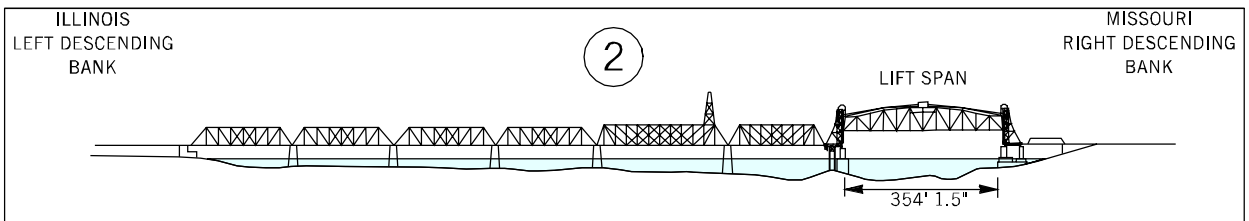
MAP NO. 79

RIVER MILE 308 TO 315



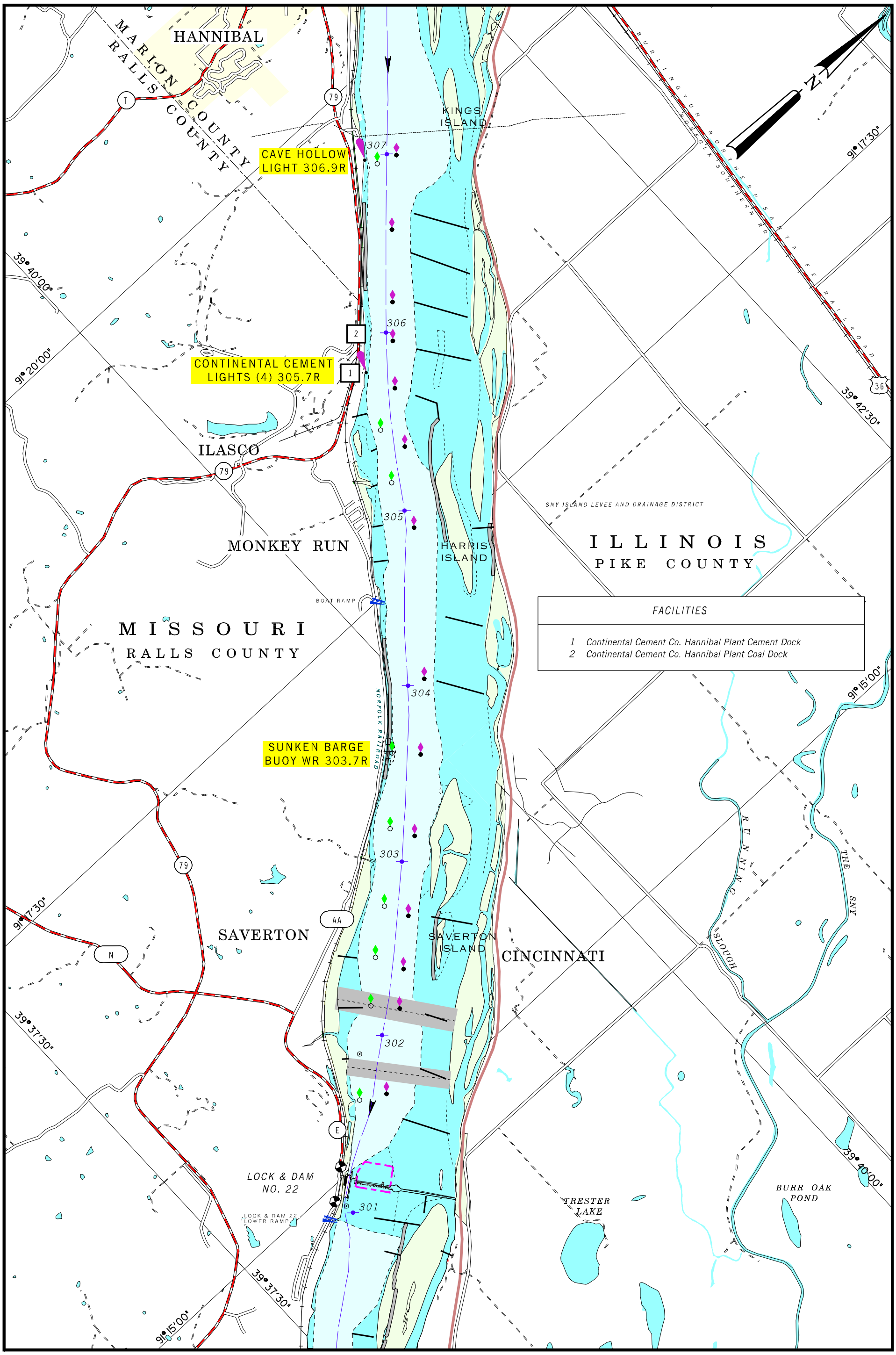
HIGHWAY 36 BRIDGE
NOT TO SCALE
RIVER MILE 309.5
FLAT POOL EL. 459.9 FT

VERTICAL CLEARANCE AT FLAT POOL STAGE	62.2'
HORIZONTAL CLEARANCE	640.0'
LOW STEEL ELEVATION (IN CHANNEL SPAN)	521.73'



NORFOLK SOUTHERN RAILWAY BRIDGE (LIFT SPAN)
NOT TO SCALE
RIVER MILE 309.9
FLAT POOL EL. 459.5 FT

VERTICAL CLEARANCE AT FLAT POOL STAGE (OPEN)	61.5 '
VERTICAL CLEARANCE AT FLAT POOL STAGE (CLOSED)	20.3'
HORIZONTAL CLEARANCE	354' 1.5"
LOW STEEL ELEVATION (IN CHANNEL SPAN)	480.2'
CALL SIGN	KUZ448 channels 16 & 14



FACILITIES	
1	Continental Cement Co. Hannibal Plant Cement Dock
2	Continental Cement Co. Hannibal Plant Coal Dock

2001

BUOY POSITIONS ON CHARTS ARE APPROXIMATE, SEE NOTICE ON LEGEND NO. 1

SCALE 1:31,680
1 INCH = 1/2 MILE

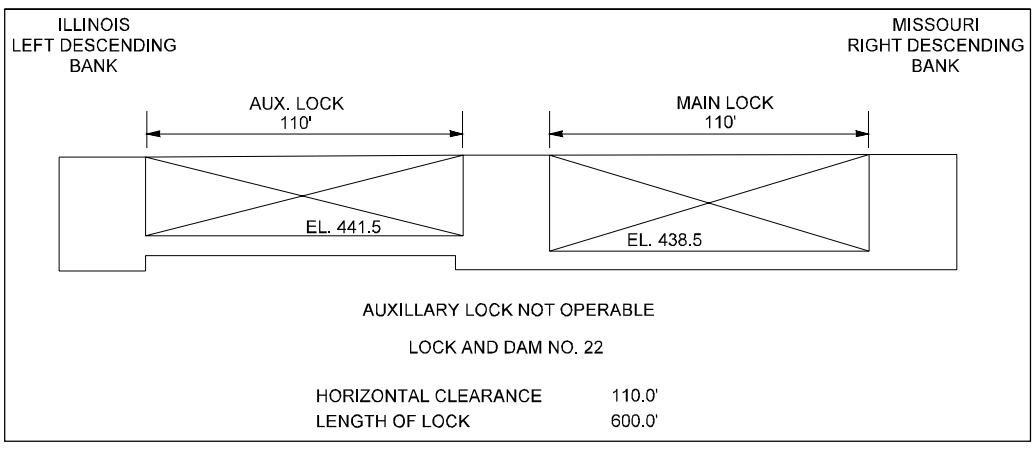
1 1/2 0 1 MILE

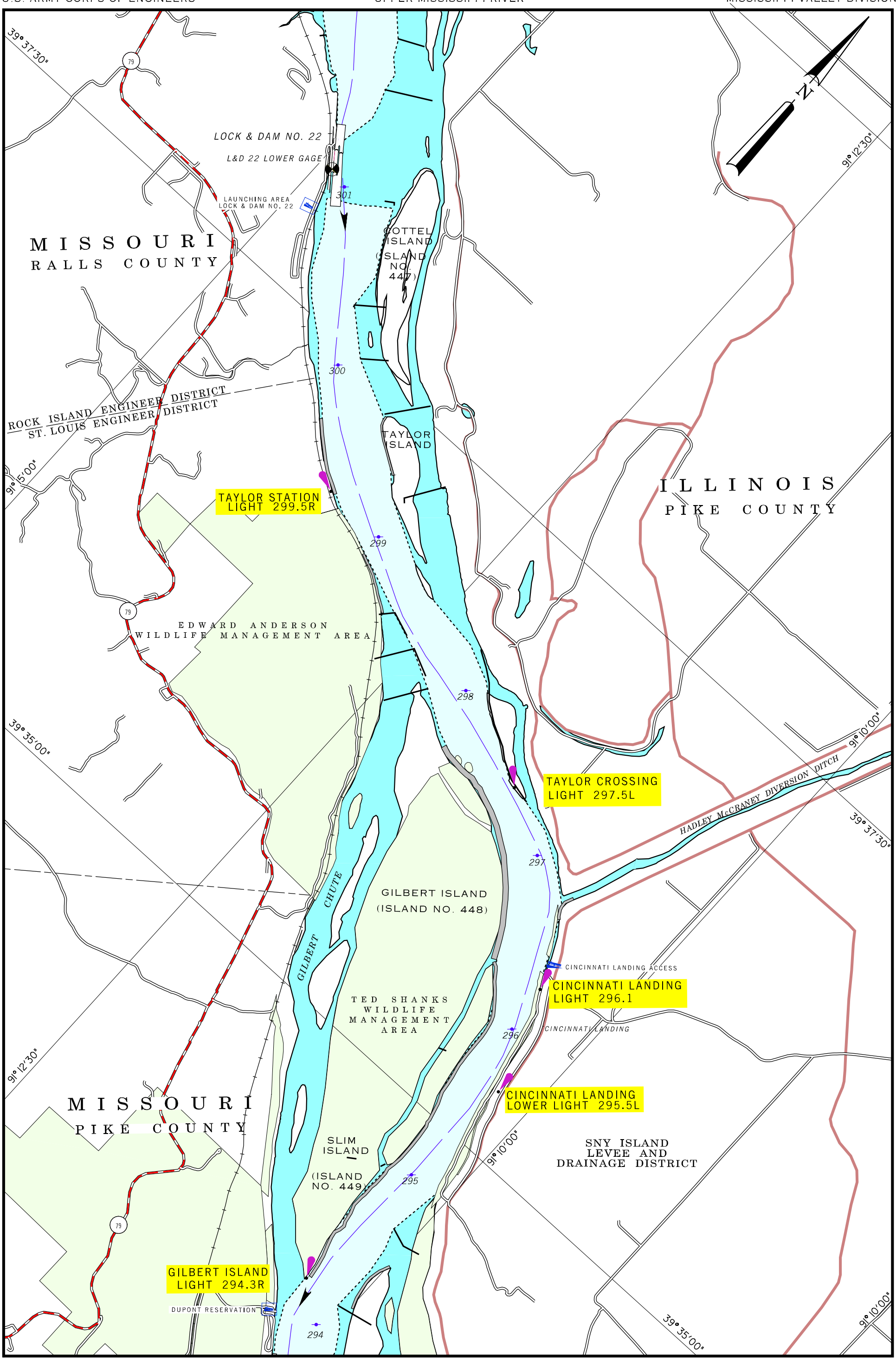
1 .5 0 1 KILOMETERS

MAP NO. 80

RIVER MILE 301 TO 307

UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
301.8	PIPELINE	NOT APPLICABLE	TEXAS CITIES SERVICE CO.
302.2	PIPELINE	NOT APPLICABLE	TEXAS EMPIRE PIPELINE CO.
307.2	AERIAL CROSSING	75.0'	MISSOURI TRANSMISSION CO.





2001

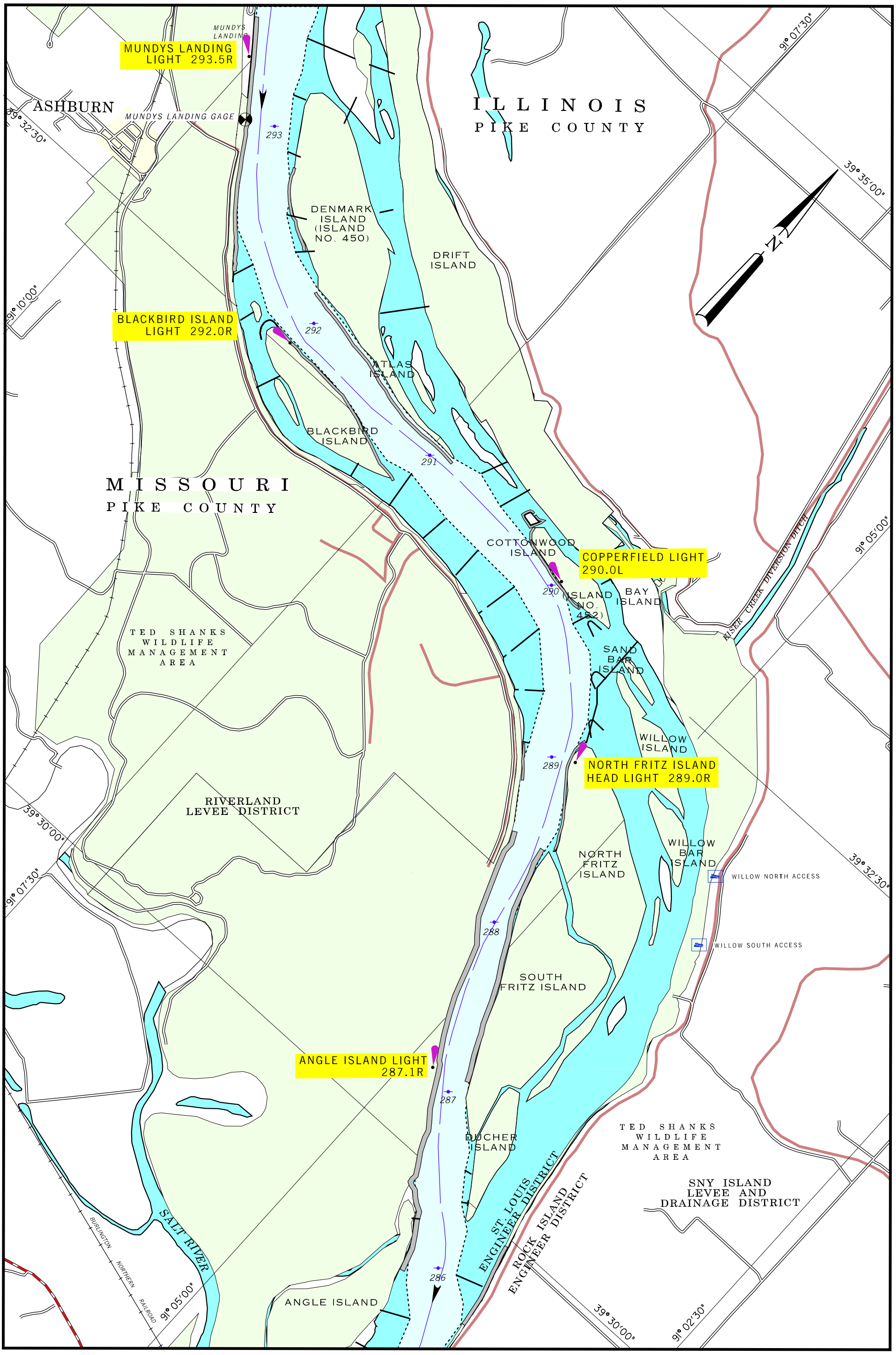
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 81

RIVER MILE 294 TO 301



2001

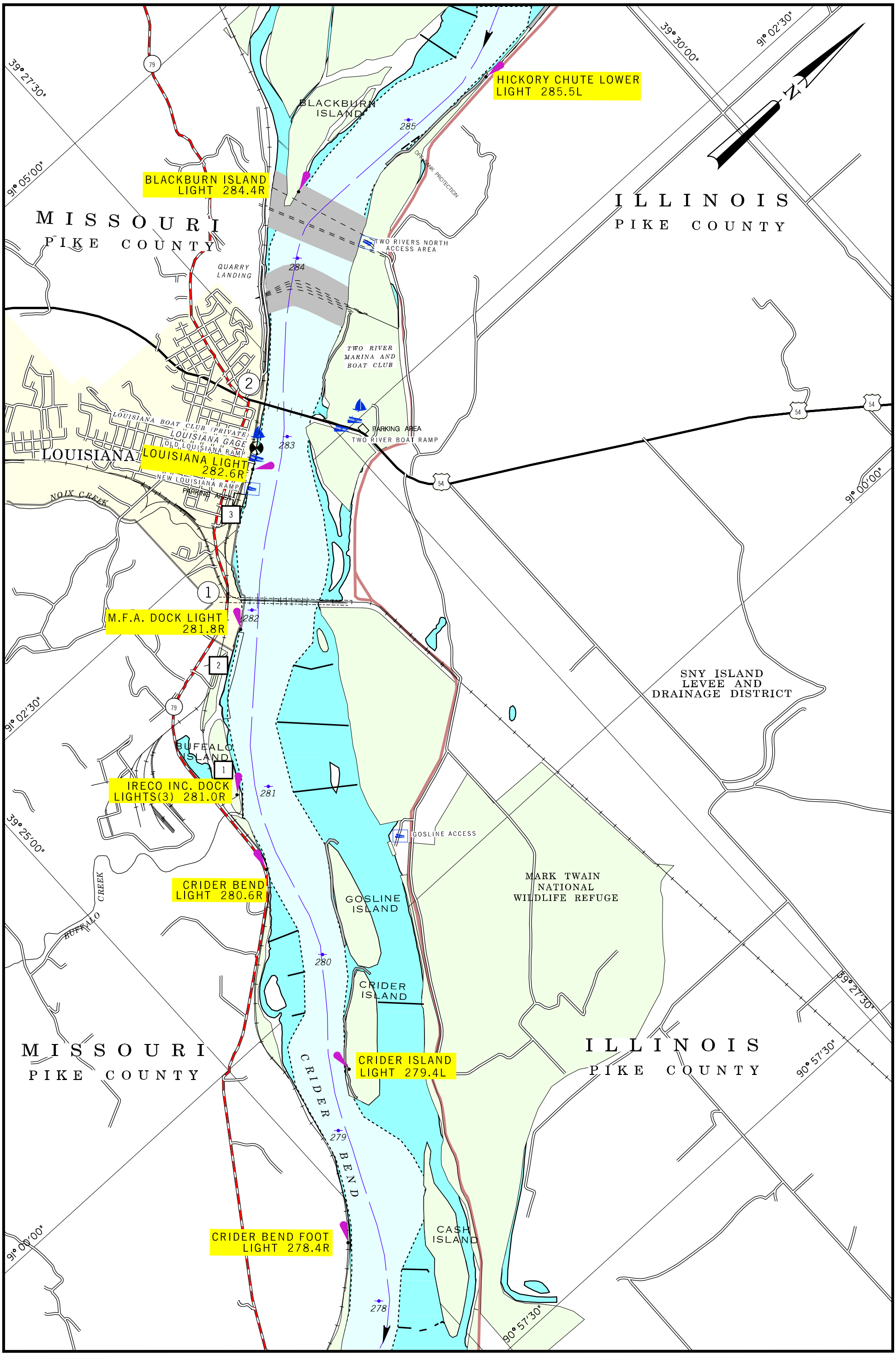
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 82

RIVER MILE 286 TO 293



2001

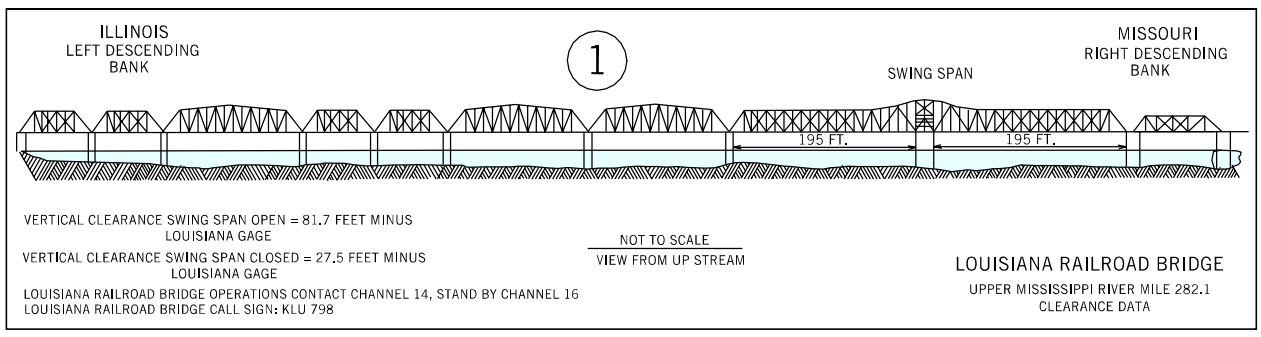
SCALE 1:31,680
1 INCH = 1/2 MILE

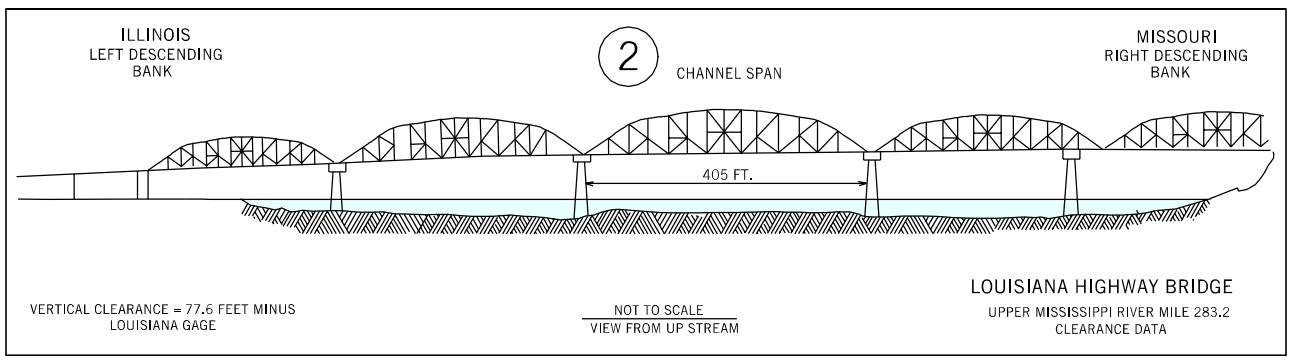
1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 83

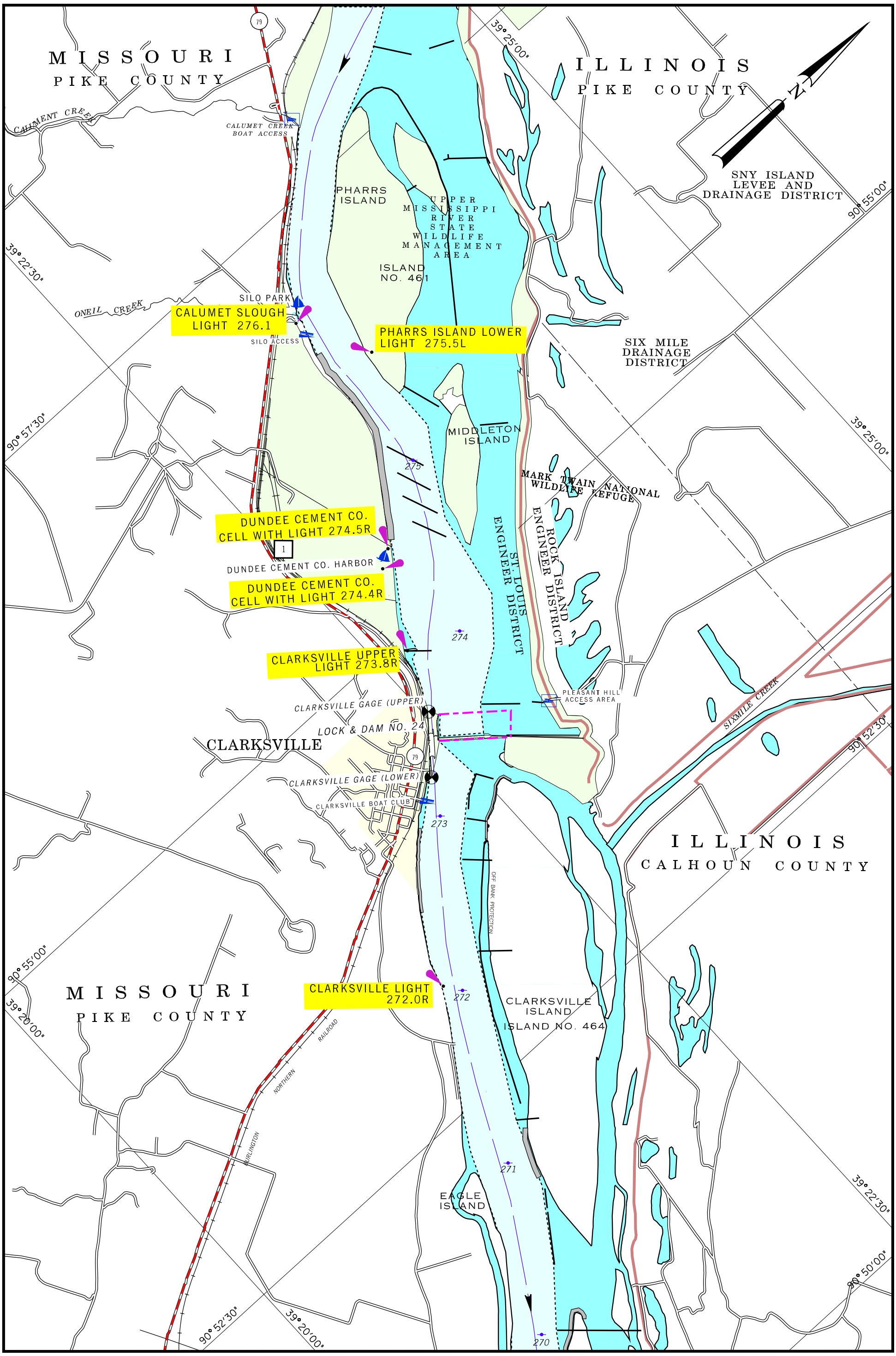
RIVER MILE 278 TO 285





FACILITIES
1 Cement Co. Dock
2 Ireco Co. Dock
3 City of Louisiana Municipal Dock

UTILITY CROSSING			
MILES	*DESCRIPTION*	*VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)*	*OWNER*
282.1	*AERIAL*	*N/A*	*GATEWAY WEST R.R.CO.*
282.1	*AERIAL*	*N/A*	*GATEWAY WEST R.R.CO.*
283.7	*PIPELINE*	*N/A*	*PANHANDLE EAST. PIPELINE CO.*
284.2	*PIPELINE*	*N/A*	*PANHANDLE EAST. PIPELINE CO.*
284.3	*PIPELINE*	*N/A*	*PANHANDLE EAST. PIPELINE CO.*



2001

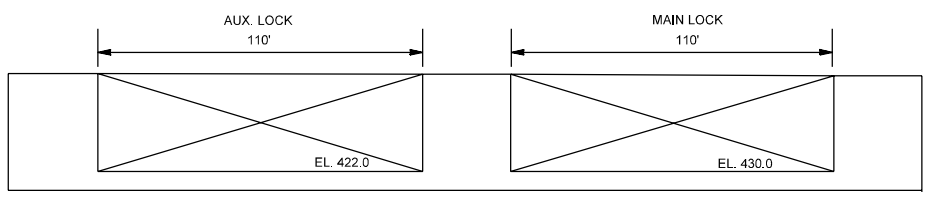
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 84

RIVER MILE 271 TO 277

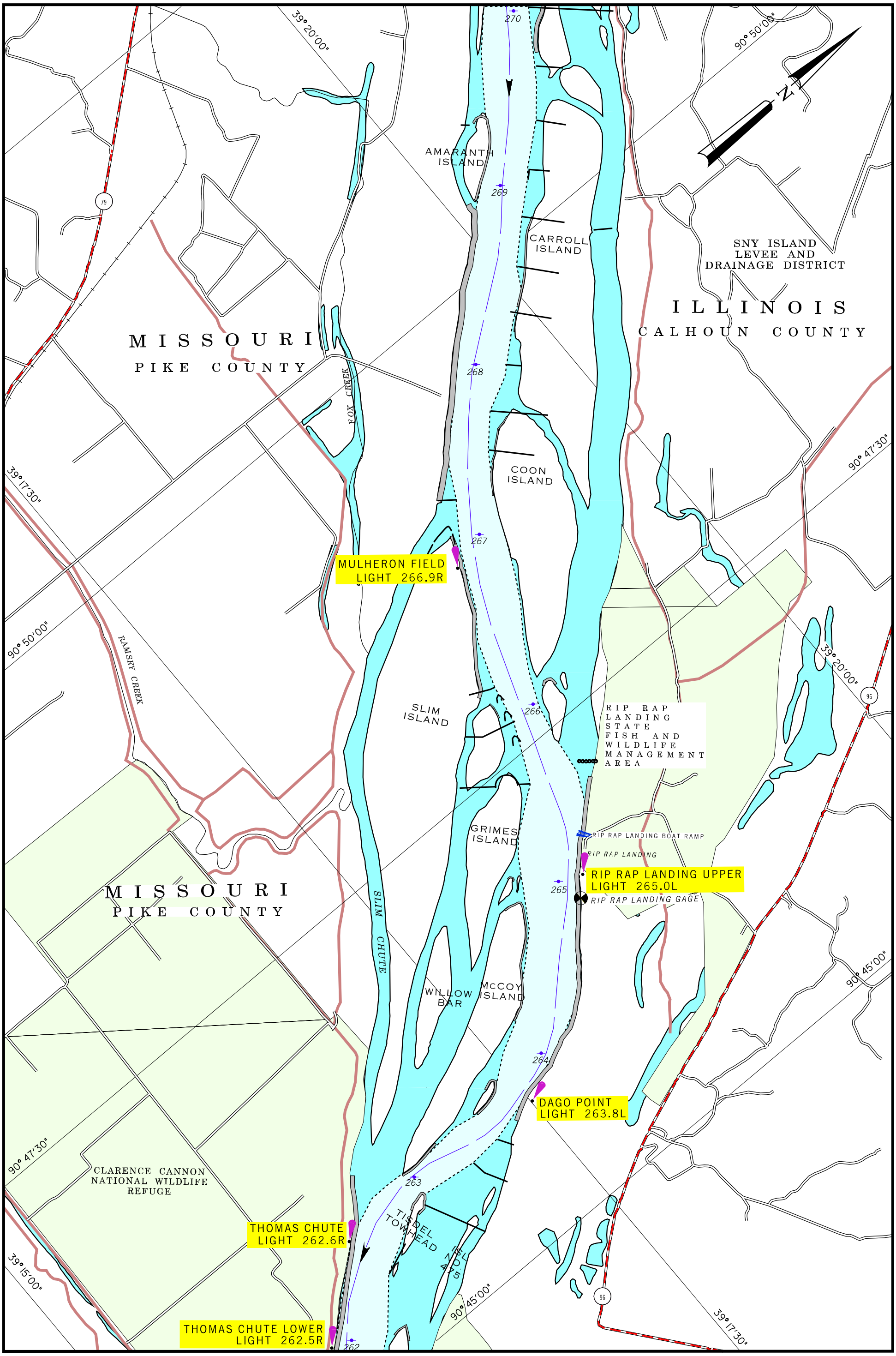


AUXILLARY LOCK NOT OPERABLE

LOCK AND DAM NO. 24

HORIZONTAL CLEARANCE	110.0'
LENGTH OF LOCK	600.0'

FACILITIES
1 Dundee Cement Co. Dock



2001

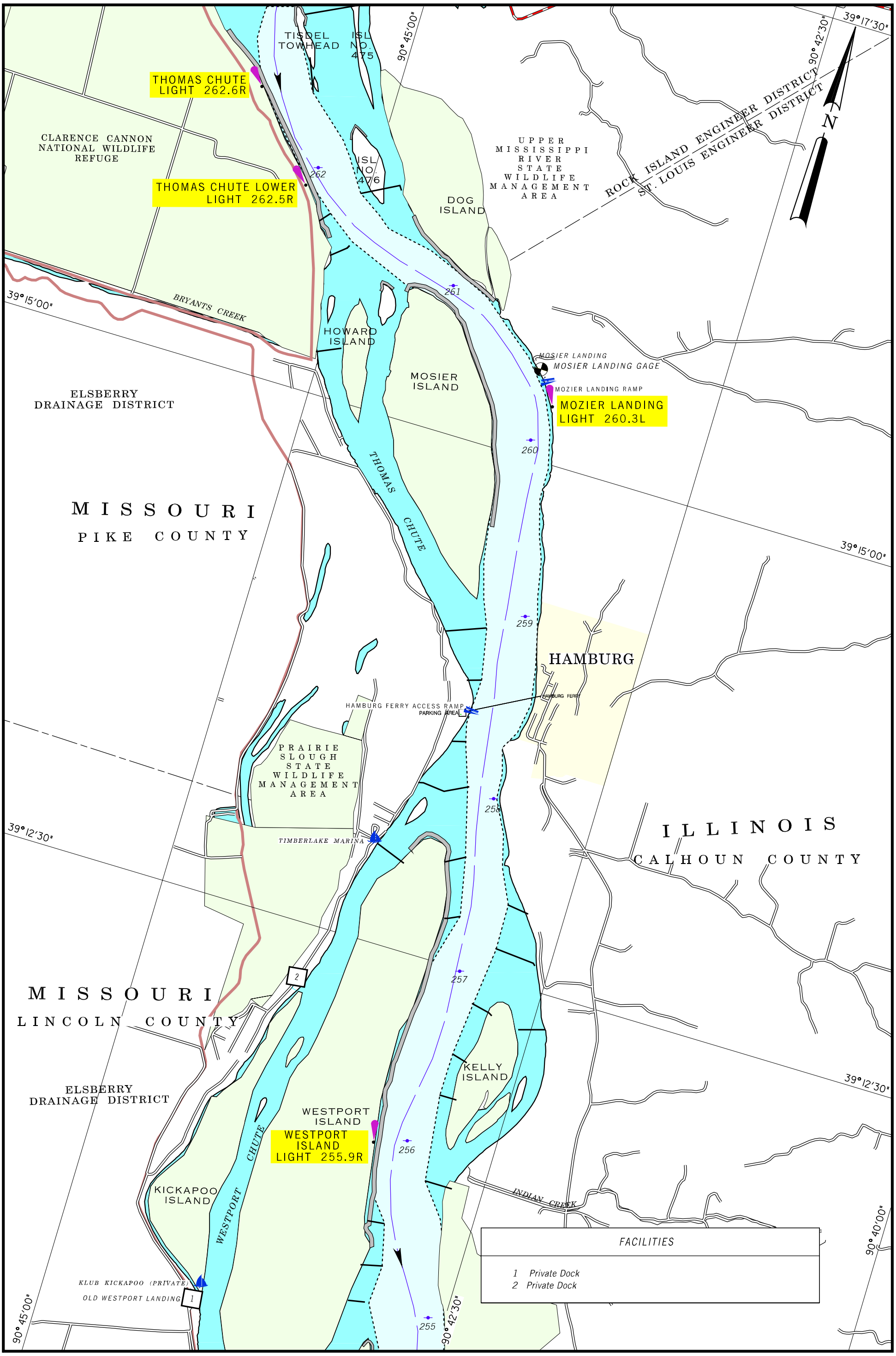
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 85

RIVER MILE 263 TO 270



2001

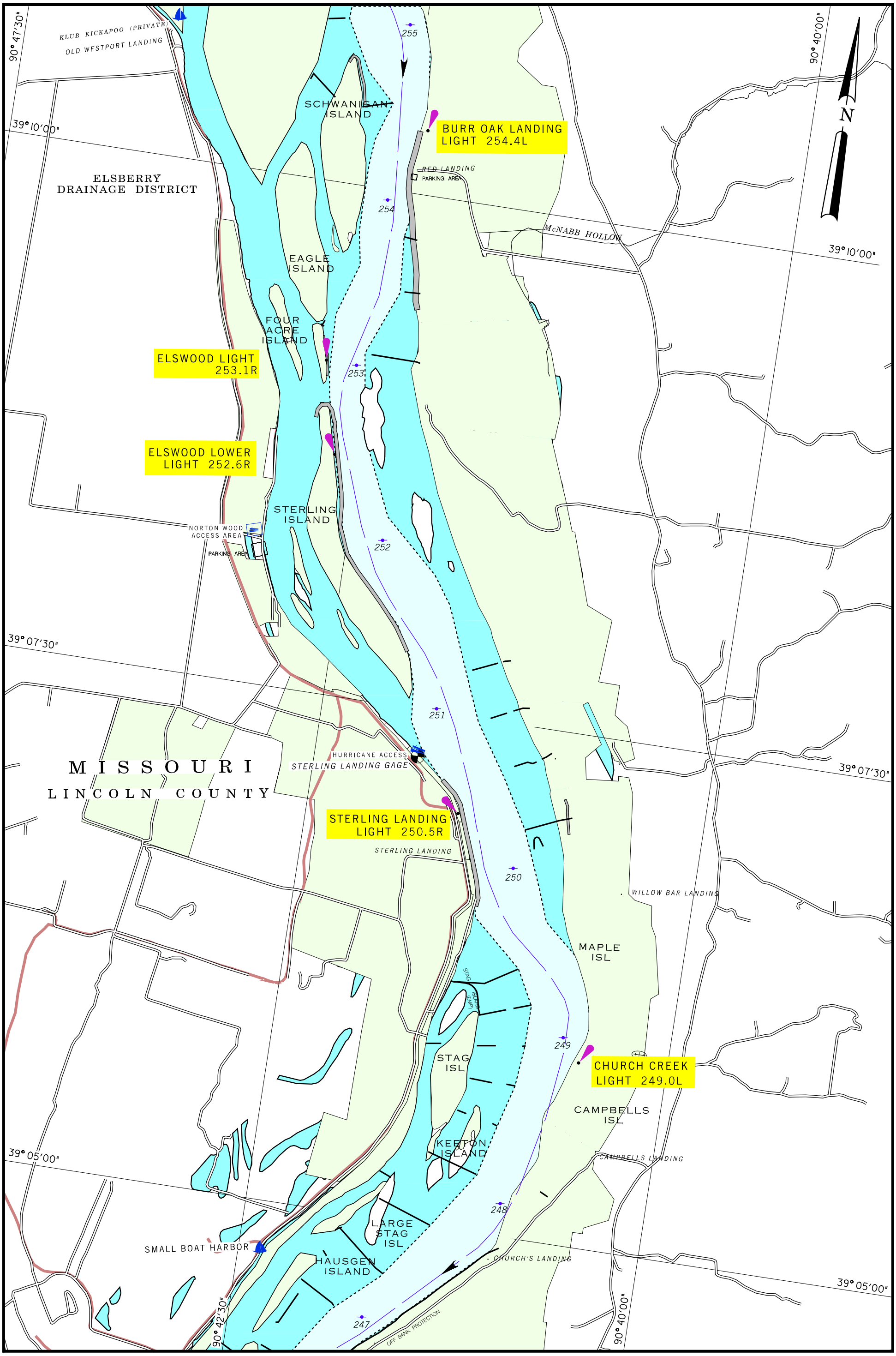
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 86

RIVER MILE 255 TO 262



2001

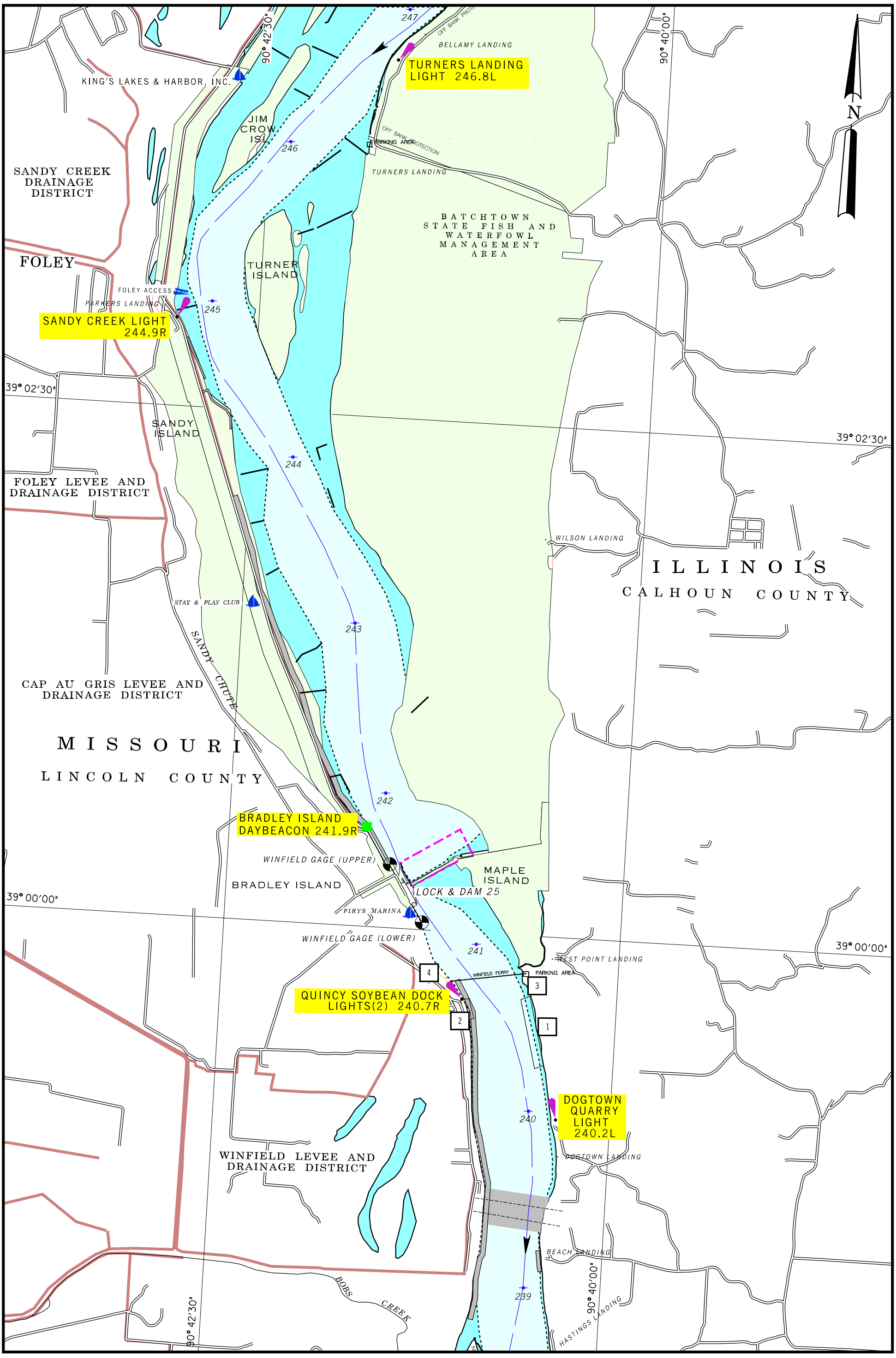
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 87

RIVER MILE 247 TO 255



2001

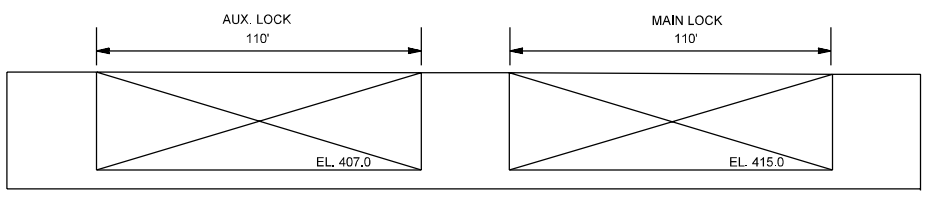
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 88

RIVER MILE 239 TO 247



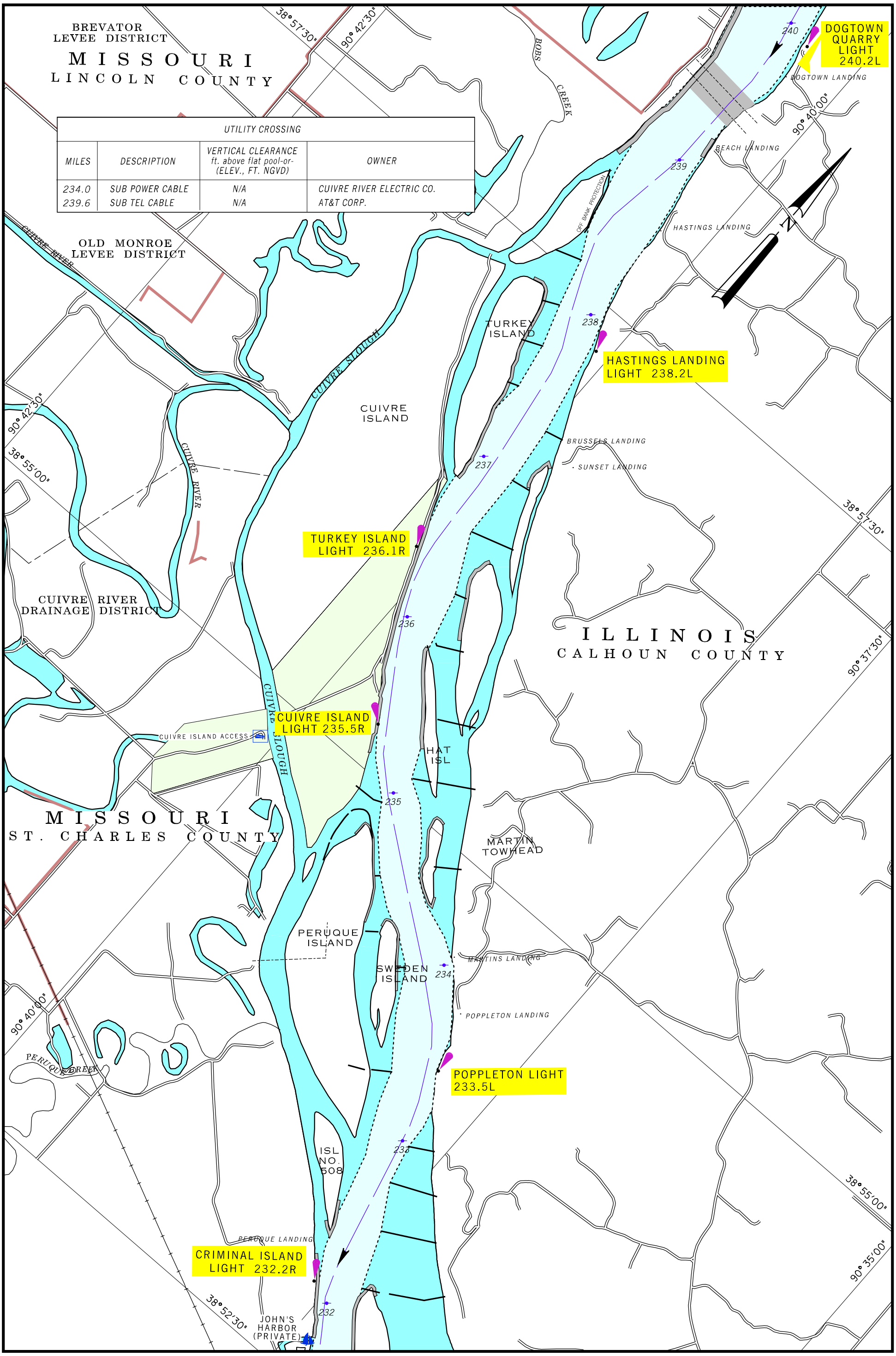
AUXILLARY LOCK NOT OPERABLE

LOCK AND DAM NO. 25

HORIZONTAL CLEARANCE	110.0'
LENGTH OF LOCK	600.0'

FACILITIES

1 *Mooring Area*
2 *Mooring Area*
3 *West Point Landing Dock*
4 *Pillsbury Co. Dock*



UTILITY CROSSING

MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
234.0	SUB POWER CABLE	N/A	CUIVRE RIVER ELECTRIC CO.
239.6	SUB TEL CABLE	N/A	AT&T CORP.

2001

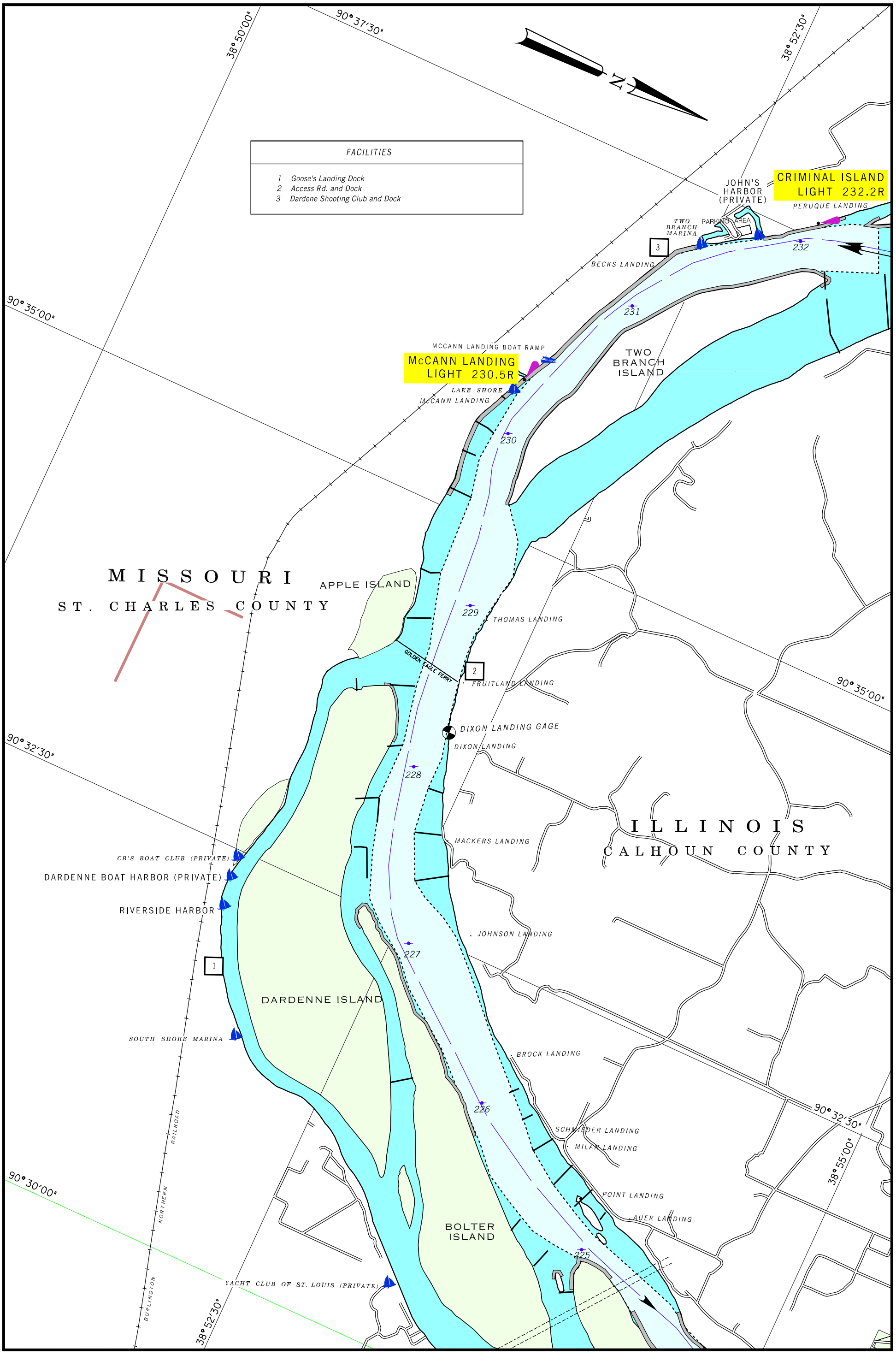
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 89

RIVER MILE 232 TO 240



2001

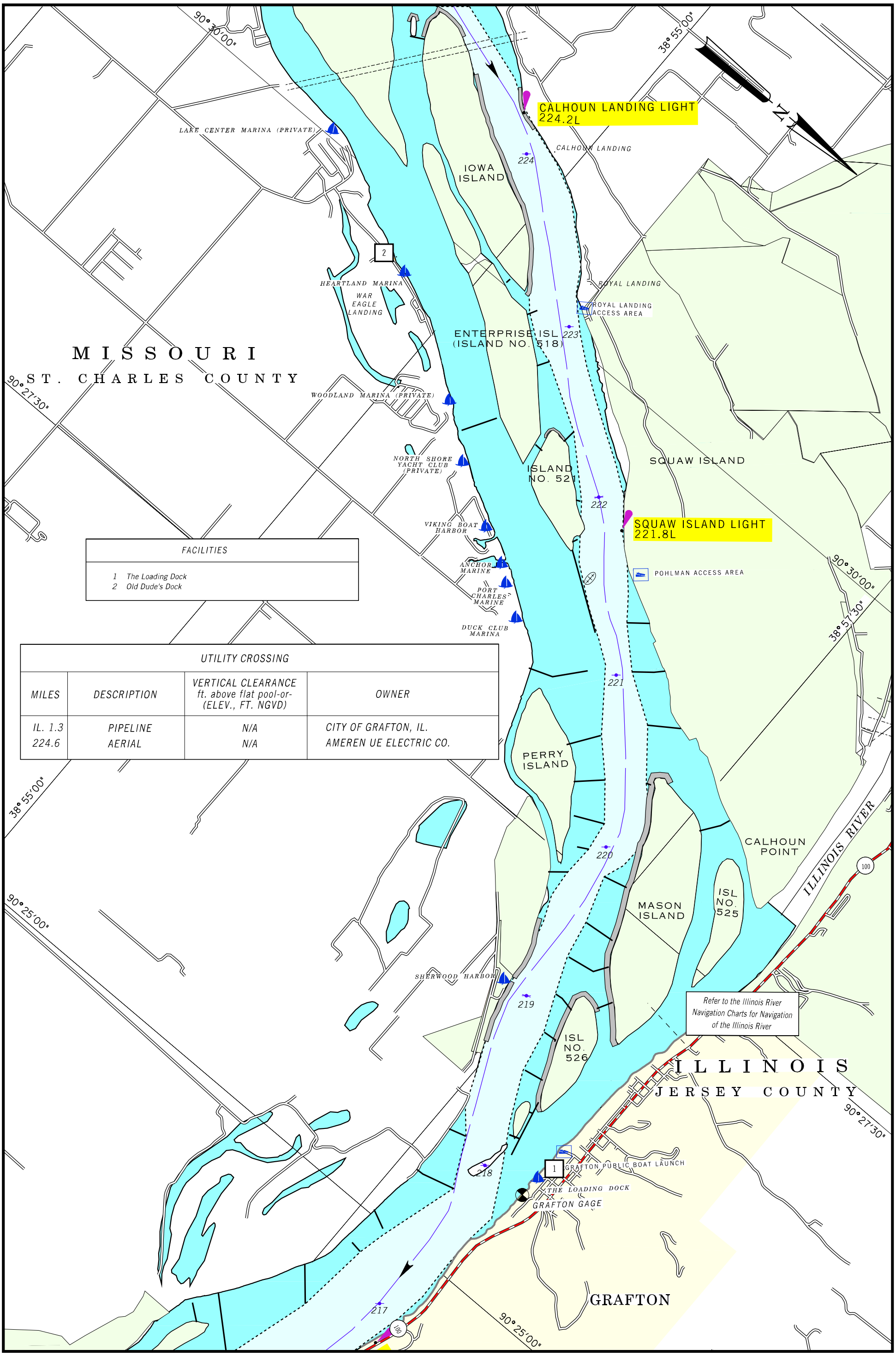
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 90

RIVER MILE 225 TO 232



FACILITIES
1 The Loading Dock
2 Old Dude's Dock

UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
IL. 1.3	PIPELINE	N/A	CITY OF GRAFTON, IL.
224.6	AERIAL	N/A	AMEREN UE ELECTRIC CO.

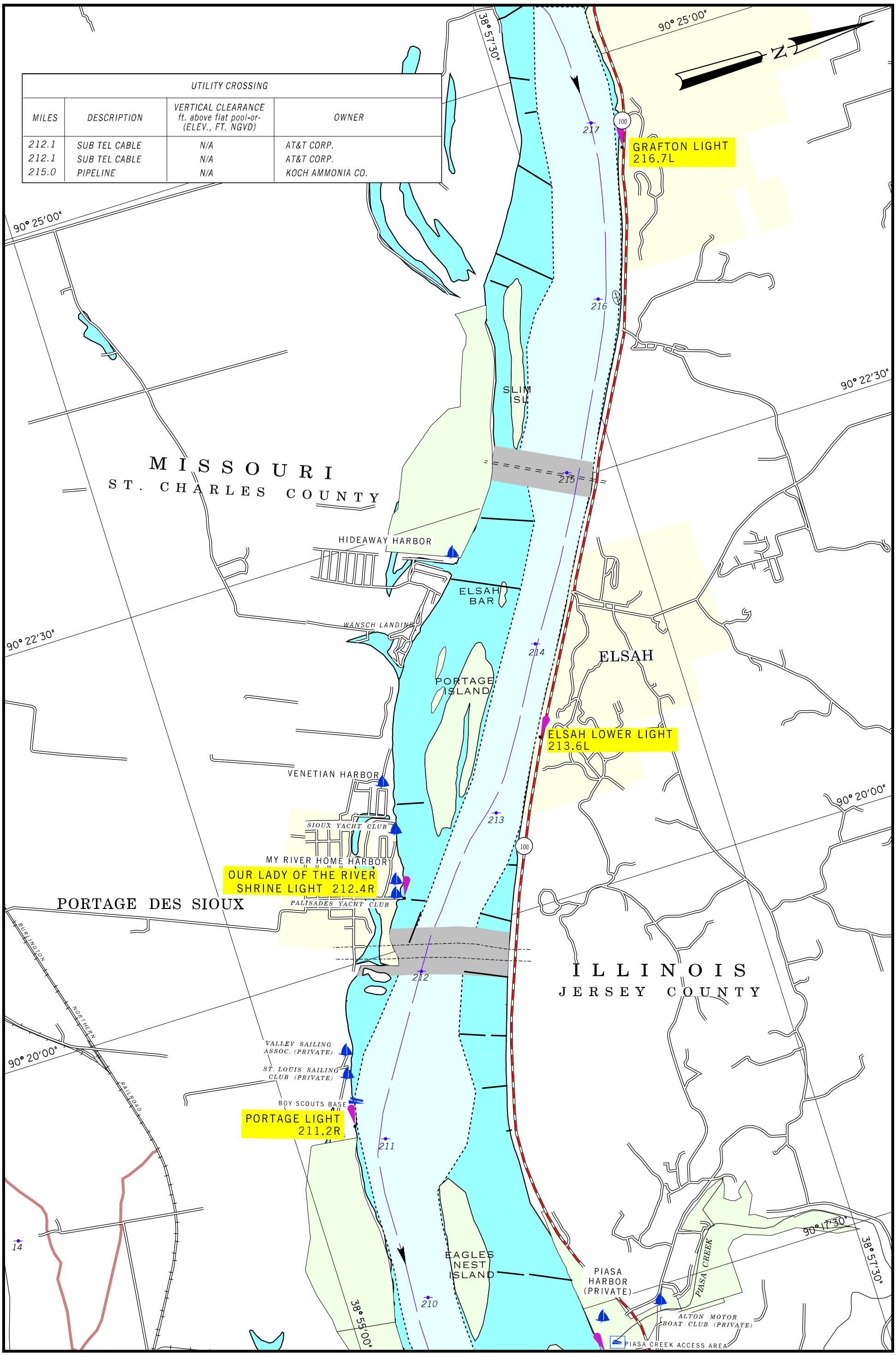
2001

SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 91
RIVER MILE 217 TO 224



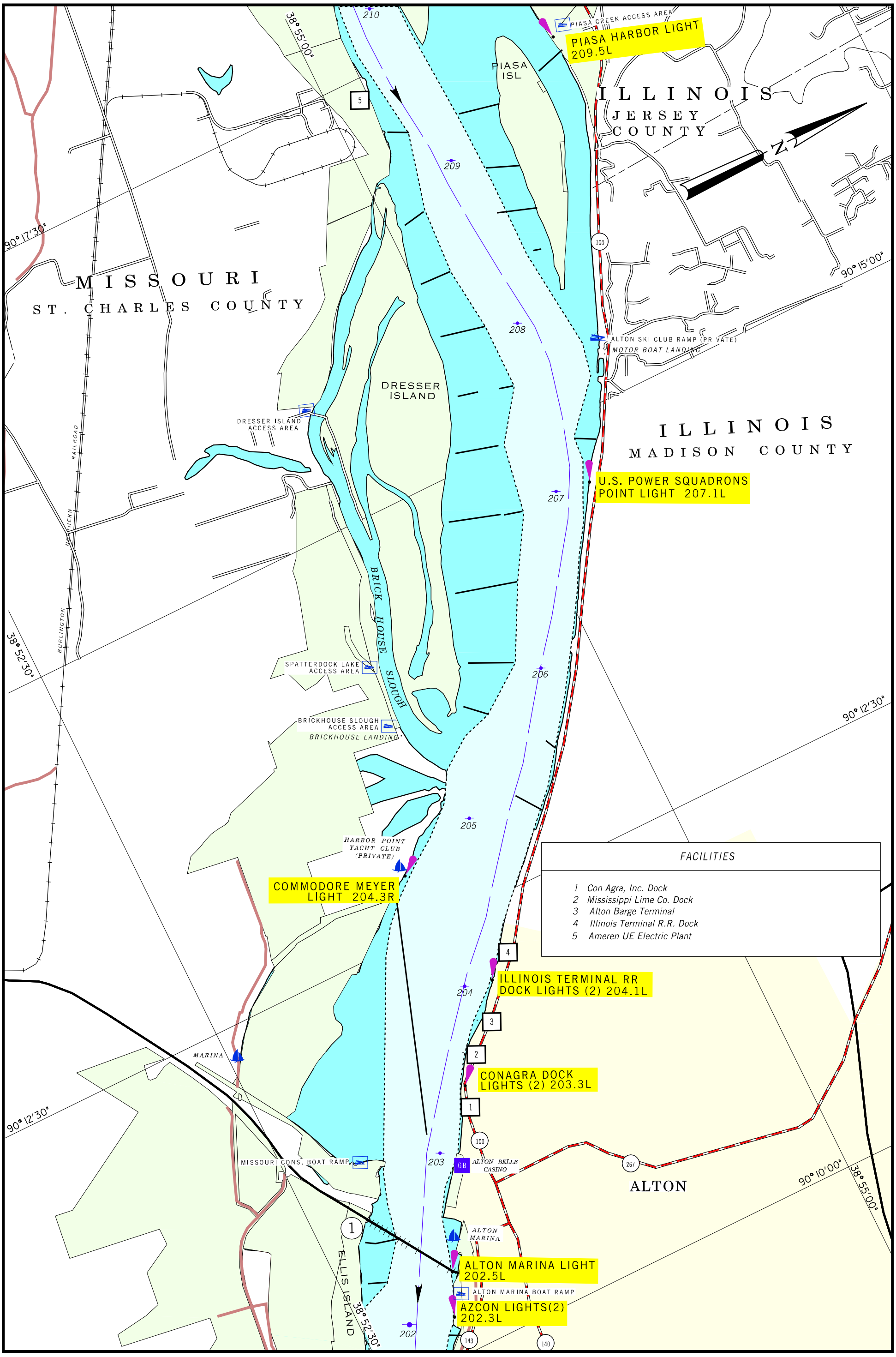
2001

SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 92
RIVER MILE 210 TO 217



2001

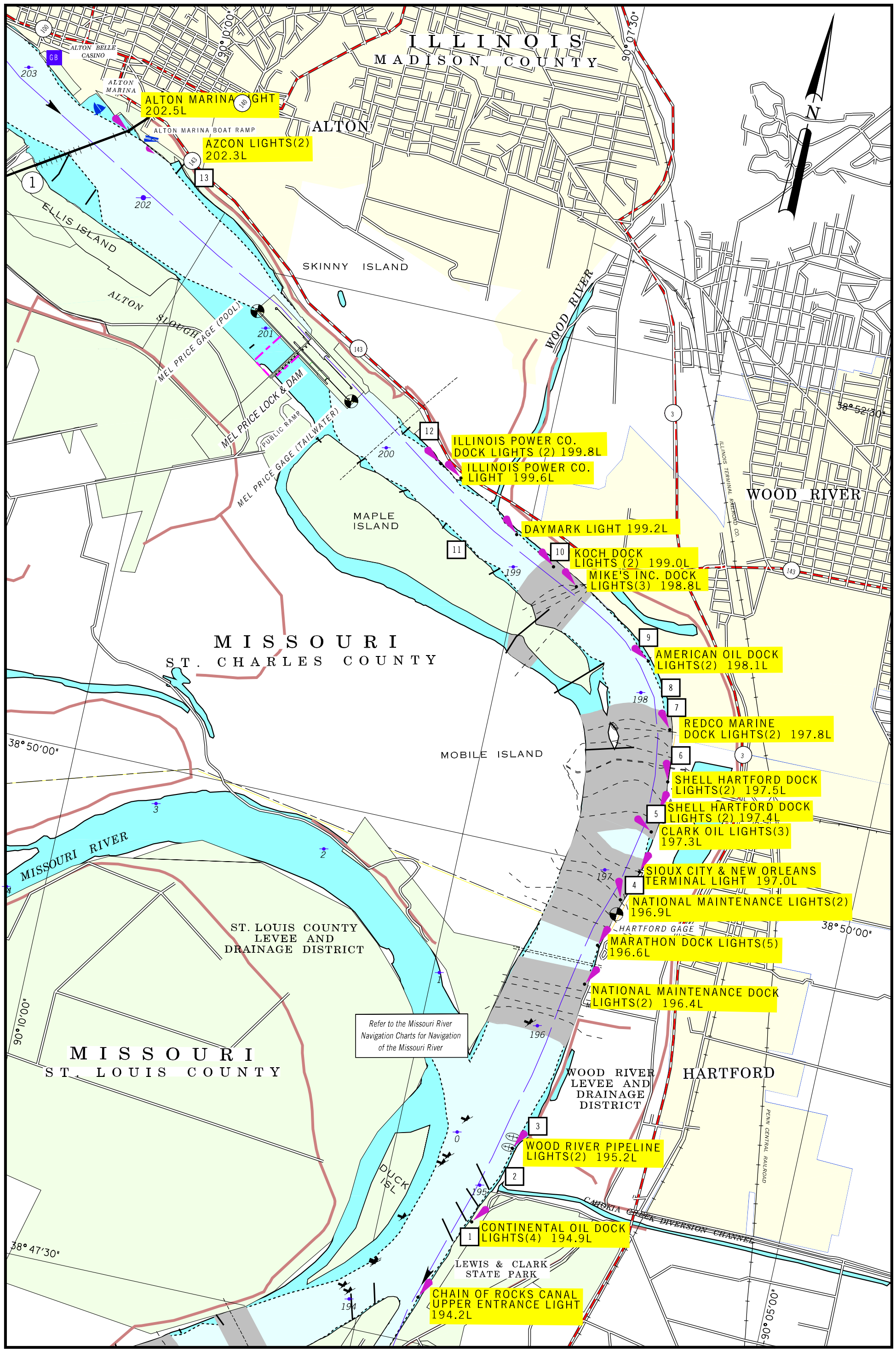
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 93

RIVER MILE 202 TO 210



2001

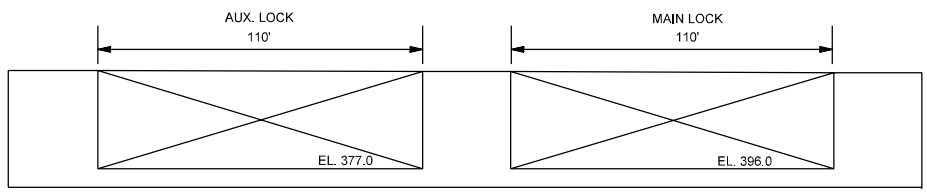
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

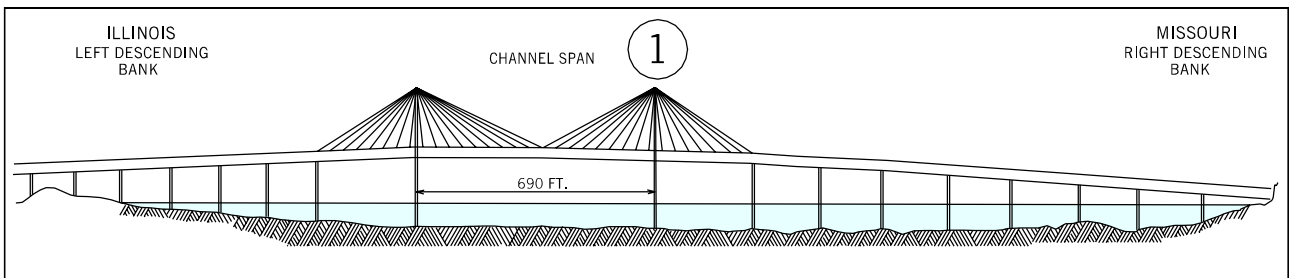
MAP NO. 94

RIVER MILE 194 TO 203



LOCK AND DAM NO. 26 (MELVIN PRICE)

HORIZONTAL CLEARANCE 110.0'
LENGTH OF LOCK 1200.0' MAIN
600.0' AUXILIARY



VERTICAL CLEARANCE = 485.4 FEET MINUS
MEL PRICE L&D UPPER GAGE

NOT TO SCALE
VIEW FROM UP STREAM

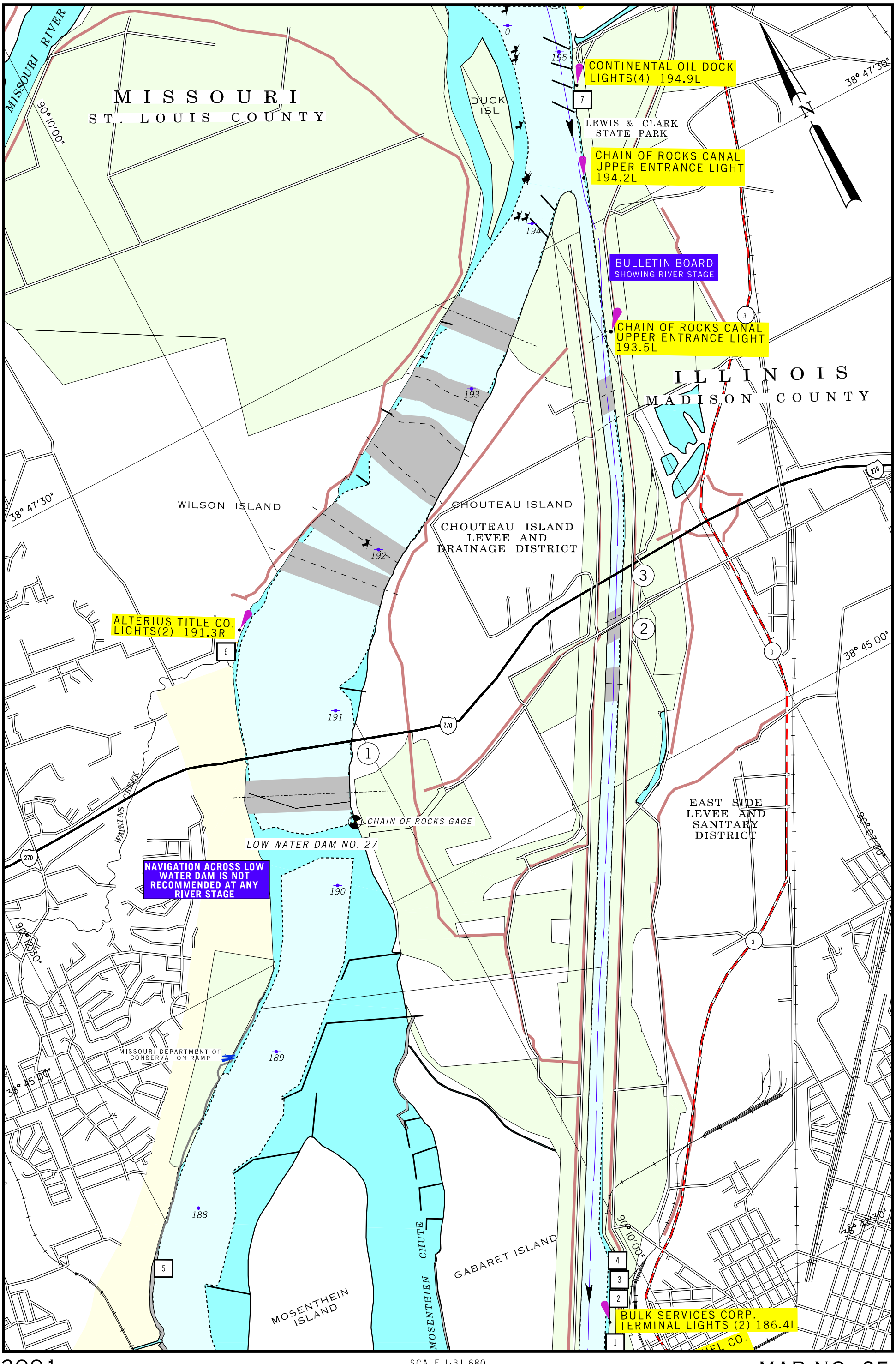
NEW CLARK HIGHWAY BRIDGE
UPPER MISSISSIPPI RIVER MILE 202.4
CLEARANCE DATA

FACILITIES

1 *Continental Oil Co. Dock*
2 *Wood River Pipeline Co. Dock*
3 *Phoenix Terminal Co. Dock*
4 *National Marine Service Dock*
5 *Clark Oil Co. Dock*
6 *Shell Oil Co. Dock*
7 *Mike's Inc.*
8 *Economy Boat Store Dock*
9 *Amoco Oil Co. Dock*
10 *Standard Oil Co. Dock*
11 *American Commercial Marine Service Co. Dock*
12 *Illinois Power Plant and Dock*
13 *Alton Barge Terminal*

UTILITY CROSSING

MILES	*DESCRIPTION*	*VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)*	*OWNER*
196.1	*PIPELINE*	*N/A*	*WOOD RIVER PIPELINE CO.*
196.1	*PIPELINE*	*N/A*	*KOCH PIPELINE CO.*
196.2	*PIPELINE*	*N/A*	*CONTINENTAL PIPELINE CO.*
196.2	*PIPELINE*	*N/A*	*EXPLORER PIPELINE CO.*
196.6	*AERIAL*	*N/A*	*AMEREN UE ELECTRIC CO.*
196.7	*PIPELINE*	*N/A*	*PLATTIE PIPELINE CO.*
196.8	*PIPELINE*	*N/A*	*PLATTIE PIPELINE CO.*
197.0	*PIPELINE*	*N/A*	*SHELL PIPELINE CO.*
197.4	*PIPELINE*	*N/A*	*SHELL PIPELINE CO.*
197.5	*PIPELINE*	*N/A*	*CONTINENTAL PIPELINE CO.*
197.8	*PIPELINE*	*N/A*	*WILLIAMS / ARCO PIPELINE CO.*
197.8	*PIPELINE*	*N/A*	*CONOCO OIL CO.*
197.8	*PIPELINE*	*N/A*	*CHEROKEE PIPELINE CO.*
197.8	*PIPELINE*	*N/A*	*SINCLAIR REFINING CO.*
198.7	*PIPELINE*	*N/A*	*GULF CENTRAL PIPELINE CO.*
198.7	*PIPELINE*	*N/A*	*MISSOURI PIPELINE CO.*
198.7	*PIPELINE*	*N/A*	*AMOCO PIPELINE CO.*
200.1	*AERIAL*	*N/A*	*AMEREN UE ELECTRIC CO.*



2001

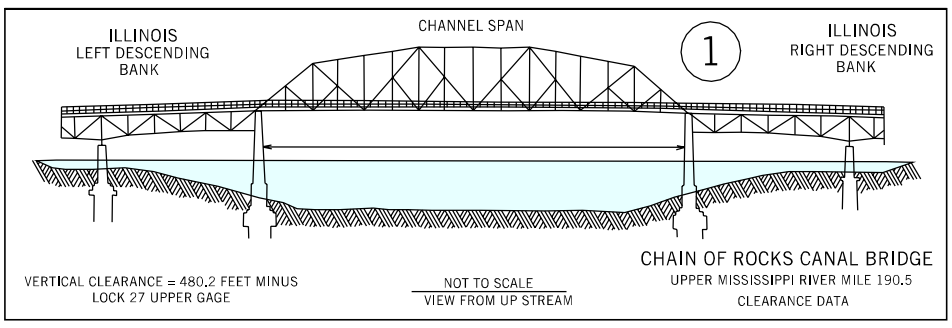
SCALE 1:31,680
1 INCH = 1/2 MILE

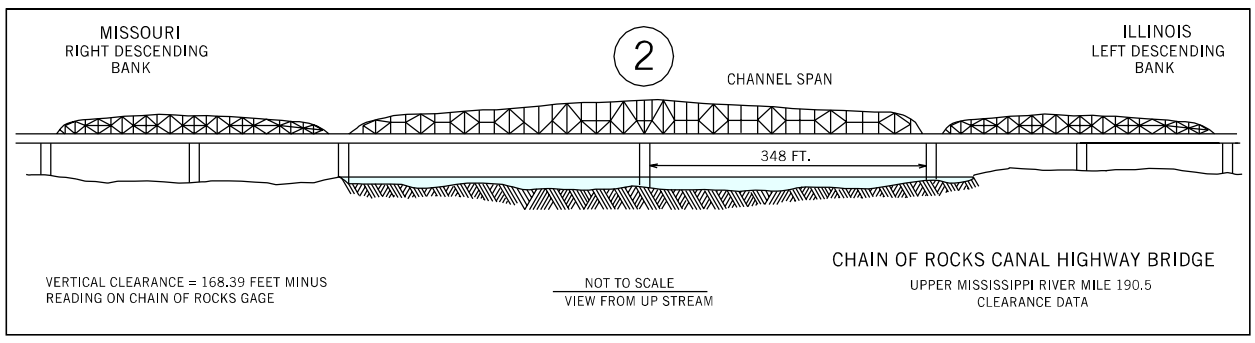
1 1/2 0 1 MILE

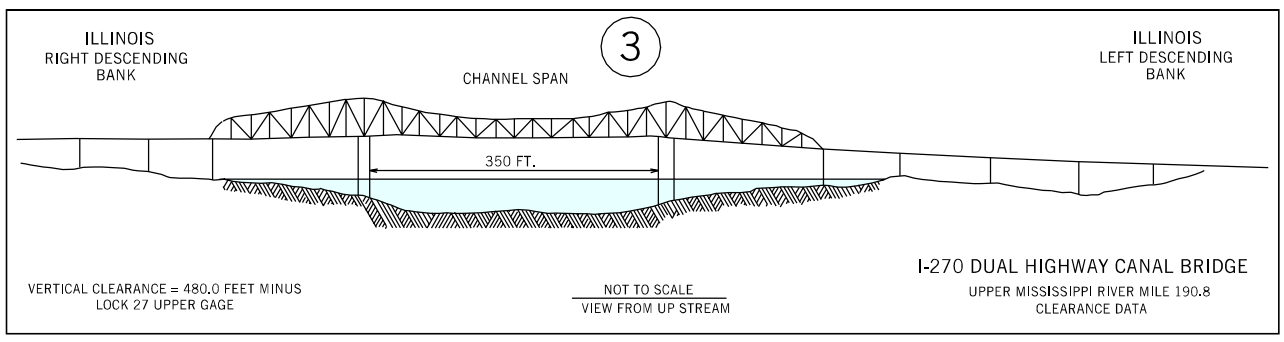
1 .5 0 1 KILOMETERS

MAP NO. 95

RIVER MILE 188 TO 195





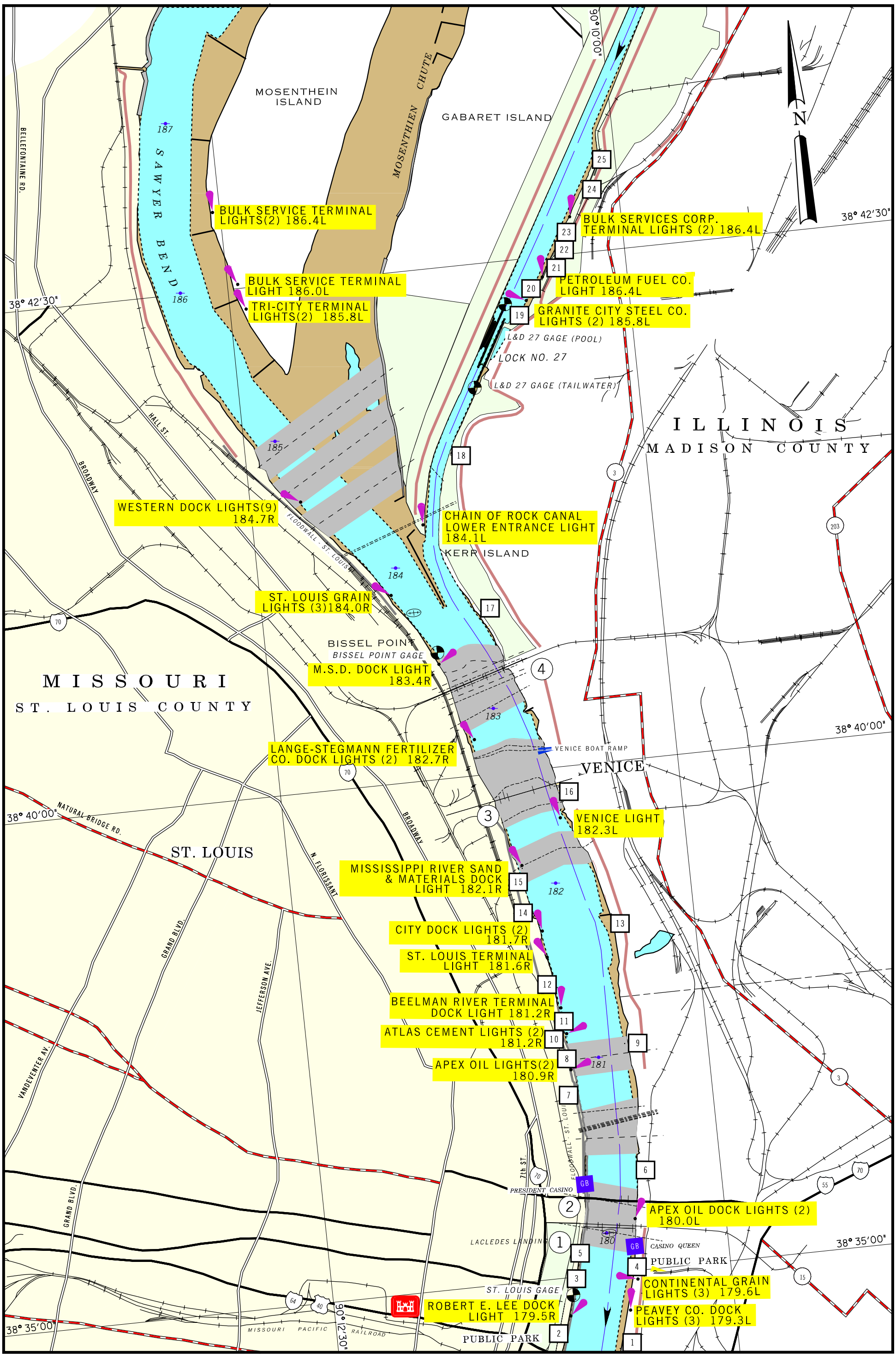


FACILITIES

1 *Lewis And Clark Fleeting Service*
2 *Bulk Service Dock*
3 *Lewis And Clark Fleeting Service*
4 *Petroleum Fuel and Terminal Co. Docks*
5 *Missouri Portland Cement Co. Dock*
6 *Massman Construction Co. Dock*
7 *Continental Oil Co. Dock*

UTILITY CROSSING

MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
190.5	AERIAL	N/A	SOUTHWESTERN BELL CO.
191.8	PIPELINE	N/A	MISS. RIVER TRANS CO.
192.0	PIPELINE	N/A	LACLEDE PIPELINE CO.
192.4	PIPELINE	N/A	SHELL PIPELINE CO.
192.4	PIPELINE	N/A	SHELL PIPELINE CO.
192.8	PIPELINE	N/A	SHELL PIPELINE CO.
193.3	SUB TEL CABLE	N/A	SHELL PIPELINE CO.



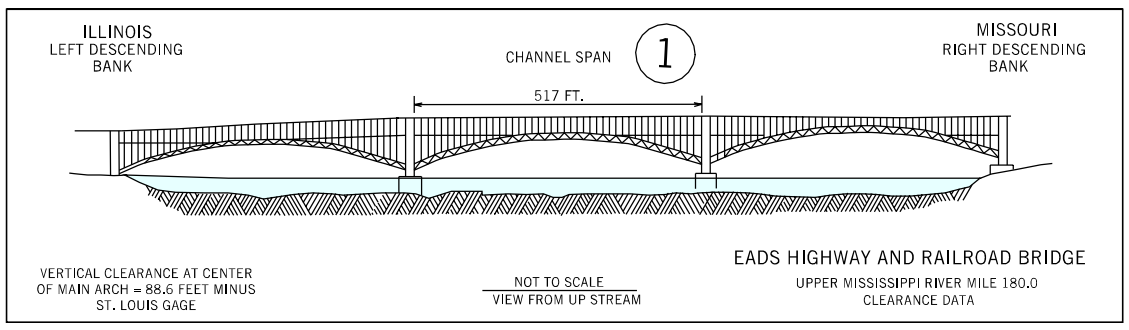
2001

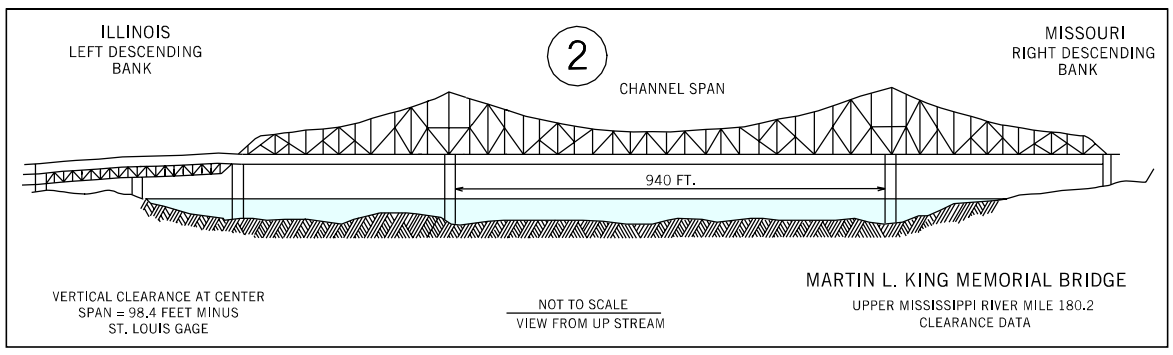
SCALE 1:31,680
1 INCH = 1/2 MILE

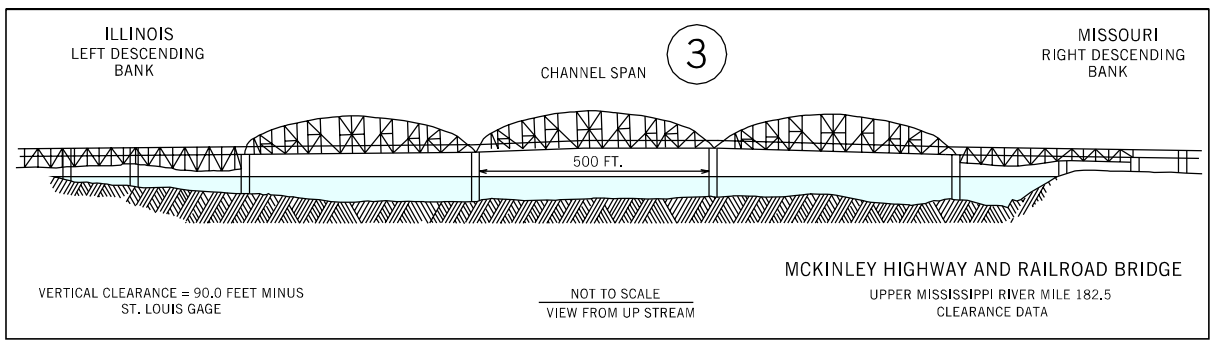
1 1/2 0 1 MILE

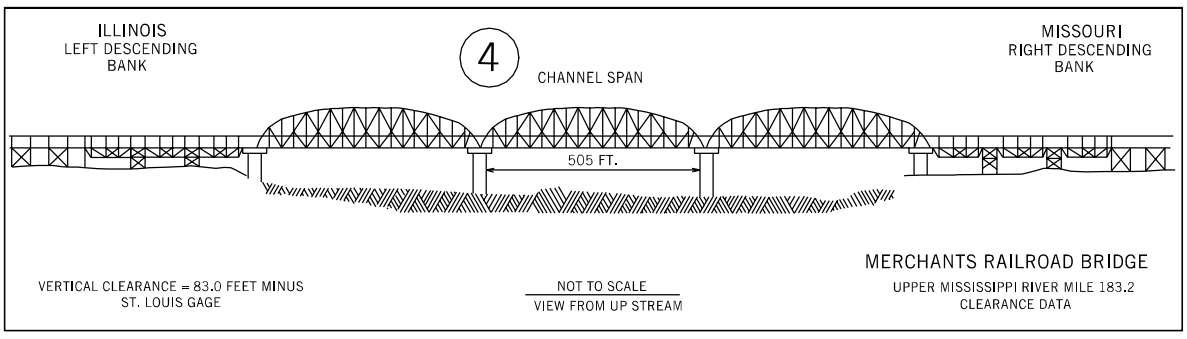
1 .5 0 1 KILOMETERS

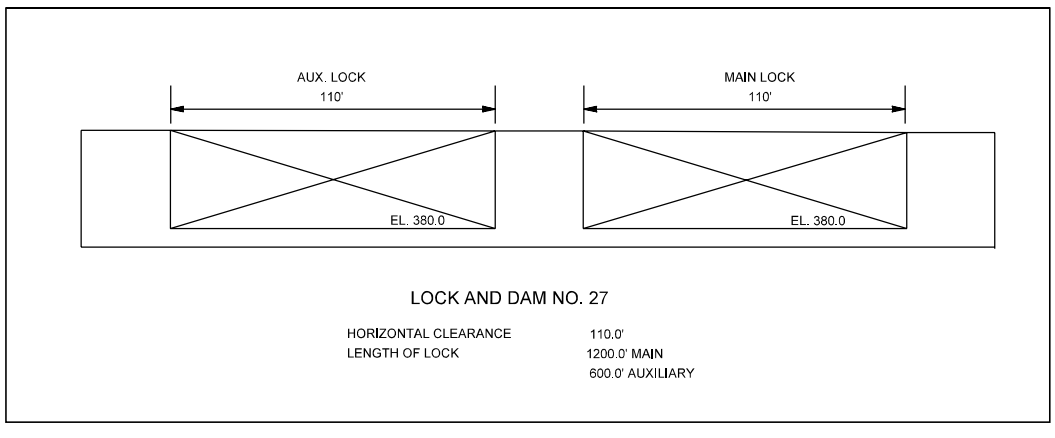
MAP NO. 96
RIVER MILE 180 TO 187


ILLINOIS
LEFT DESCENDING
BANK
CHANNEL SPAN
1
MISSOURI
RIGHT DESCENDING
BANK
517 FT.
VERTICAL CLEARANCE AT CENTER
OF MAIN ARCH = 88.6 FEET MINUS
ST. LOUIS GAGE
NOT TO SCALE
VIEW FROM UP STREAM
EADS HIGHWAY AND RAILROAD BRIDGE
UPPER MISSISSIPPI RIVER MILE 180.0
CLEARANCE DATA


ILLINOIS
LEFT DESCENDING
BANK
2
CHANNEL SPAN
MISSOURI
RIGHT DESCENDING
BANK
940 FT.
VERTICAL CLEARANCE AT CENTER
SPAN = 98.4 FEET MINUS
ST. LOUIS GAGE
NOT TO SCALE
VIEW FROM UP STREAM
MARTIN L. KING MEMORIAL BRIDGE
UPPER MISSISSIPPI RIVER MILE 180.2
CLEARANCE DATA


ILLINOIS
LEFT DESCENDING
BANK
CHANNEL SPAN
3
MISSOURI
RIGHT DESCENDING
BANK
500 FT.
VERTICAL CLEARANCE = 90.0 FEET MINUS
ST. LOUIS GAGE
NOT TO SCALE
VIEW FROM UP STREAM
MCKINLEY HIGHWAY AND RAILROAD BRIDGE
UPPER MISSISSIPPI RIVER MILE 182.5
CLEARANCE DATA


ILLINOIS
LEFT DESCENDING
BANK
4
CHANNEL SPAN
MISSOURI
RIGHT DESCENDING
BANK
505 FT.
VERTICAL CLEARANCE = 83.0 FEET MINUS
ST. LOUIS GAGE
NOT TO SCALE
VIEW FROM UP STREAM
MERCHANTS RAILROAD BRIDGE
UPPER MISSISSIPPI RIVER MILE 183.2
CLEARANCE DATA

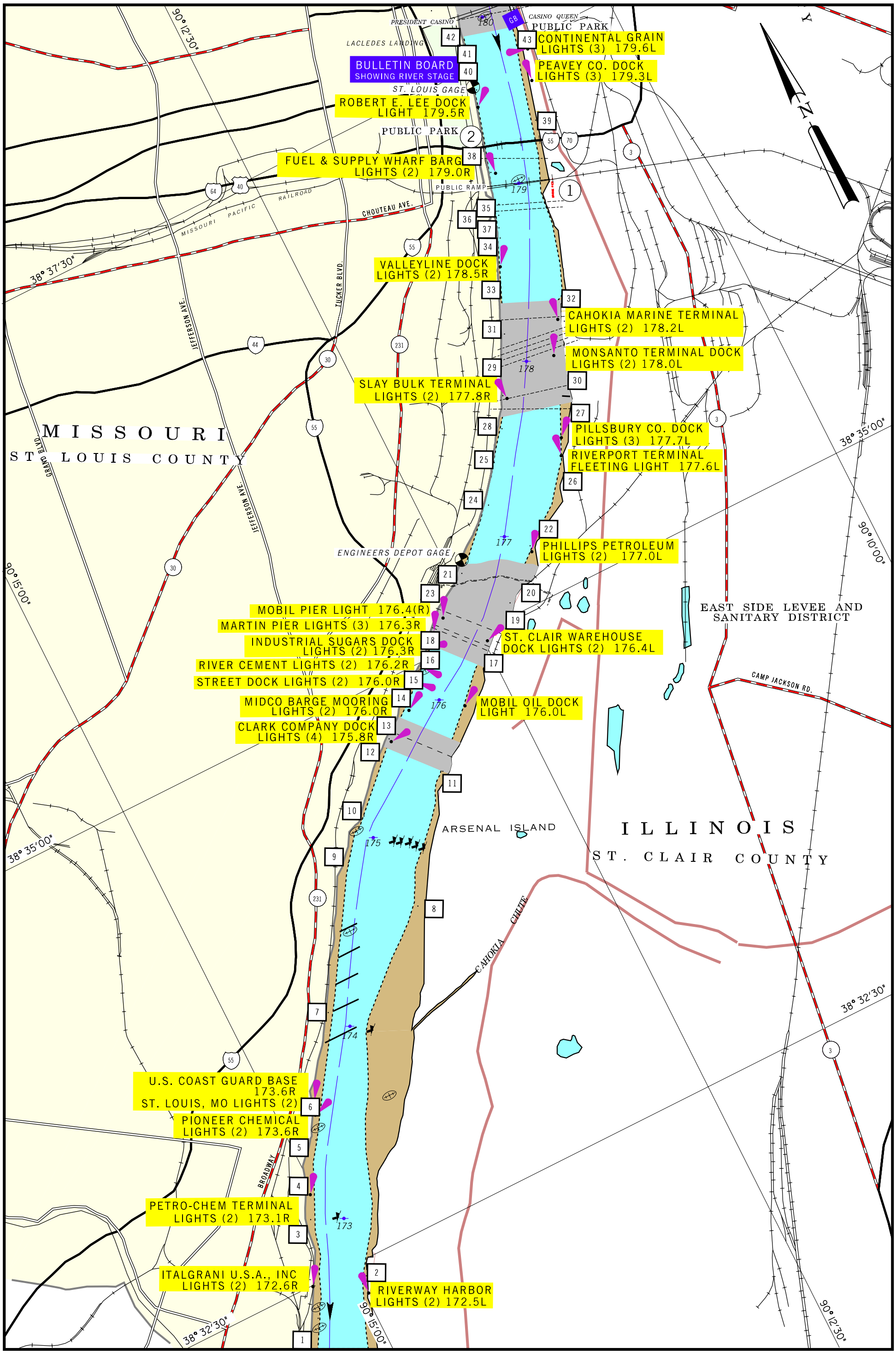

AUX. LOCK
110'
MAIN LOCK
110'
EL. 380.0
EL. 380.0
LOCK AND DAM NO. 27
HORIZONTAL CLEARANCE 110.0'
LENGTH OF LOCK 1200.0' MAIN
600.0' AUXILIARY

FACILITIES

1 Peabody Coal Co. Dock
2 McDonalds Riverboat
3 Robert E. Lee Riverboat
4 Continental Grain Co. Dock
5 Gateway Riverboat Cruises
6 Apex Oil Co. Dock
7 Apex Oil Co. Dock
8 Continental Cement Co. Dock
9 Illini Sand Co. Dock
10 Beelman River Terminal Dock
11 St. Louis Terminal Corp. Dock
12 Duraine U.S. Corp. Dock
13 Louisiana Dock Co., Fleeting Area
14 K.A. Steel Inc. Dock
15 Beelman River Terminal Dock
16 Ameren UE Electric Coal Dock
17 Artco/Reidy Terminal Dock
18 Midcoast Terminal Dock
19 Lewis And Clark Fleeting Services
20 Midcoast Terminal Co. Dock
21 Granite City Steel Co. Dock and Fleeting Area
22 Lewis And Clark Fleeting Services
23 Bulk Services Terminals 1 and 2
24 Lewis And Clark Fleeting Services
25 Petroleum Fuel And Terminal (Apex Oil Co.)

UTILITY CROSSING

MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
180.0	AERIAL	N/A	SOUTHWESTERN BELL CO.
180.2	AERIAL	N/A	SOUTHWESTERN BELL CO.
180.5	PIPELINE	N/A	LACLEDE PIPELINE CO.
180.5	SUB POWER CABLE	N/A	AMEREN UE ELECTRIC CO.
180.6	AERIAL	N/A	AMEREN UE ELECTRIC CO.
181.0	PIPELINE	N/A	LACLEDE PIPELINE CO.
182.2	SUB POWER CABLE	N/A	AMEREN UE ELECTRIC CO.
182.5	SUB POWER CABLE	N/A	UNKNOWN
182.7	SUB POWER CABLE	N/A	UNKNOWN
182.8	SUB POWER CABLE	N/A	UNKNOWN
182.8	SUB POWER CABLE	N/A	UNKNOWN
183.2	SUB TEL CABLE	N/A	AT&T CORP.
183.2	AERIAL	N/A	M.C.I. CORP.
183.2	PIPELINE	N/A	MISS. RIVER TRANS. CO.
183.2	AERIAL	N/A	AMEREN UE ELECTRIC CO.
183.2	AERIAL	N/A	SOUTHWESTERN BELL CO.
183.2	PIPELINE	N/A	SHELL PIPELINE CO.
183.4	PIPELINE	N/A	MISS. RIVER TRANS CO.
184.2	AERIAL	N/A	AMEREN UE ELECTRIC CO.
184.2	AERIAL	N/A	AMEREN UE ELCETRIC CO.
184.4	PIPELINE	N/A	LACLEDE PIPELINE CO.
184.7	PIPELINE	N/A	NATURAL GAS PIPELINE CO.
184.9	PIPELINE	N/A	MISS. RIVER TRANS. CO.



2001

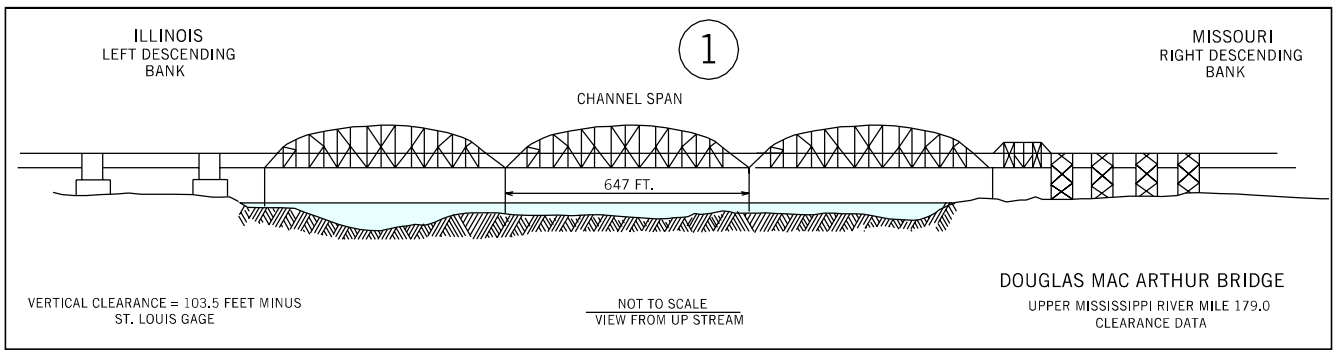
SCALE 1:31,680
1 INCH = 1/2 MILE

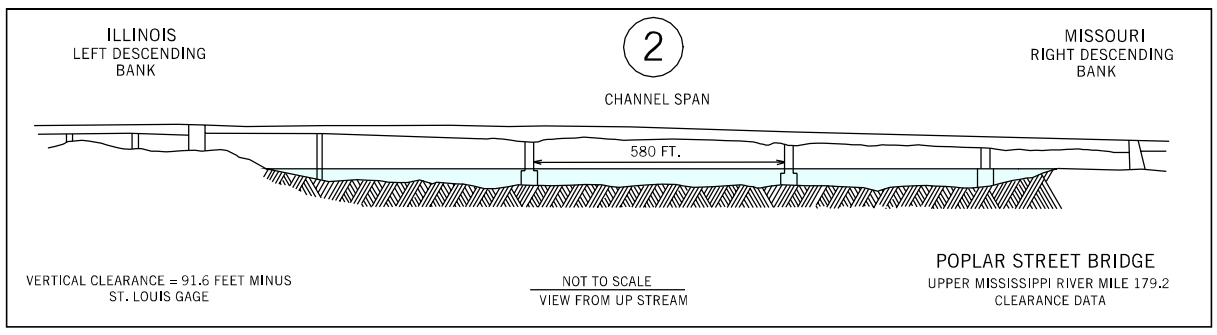
1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 97

RIVER MILE 173 TO 180



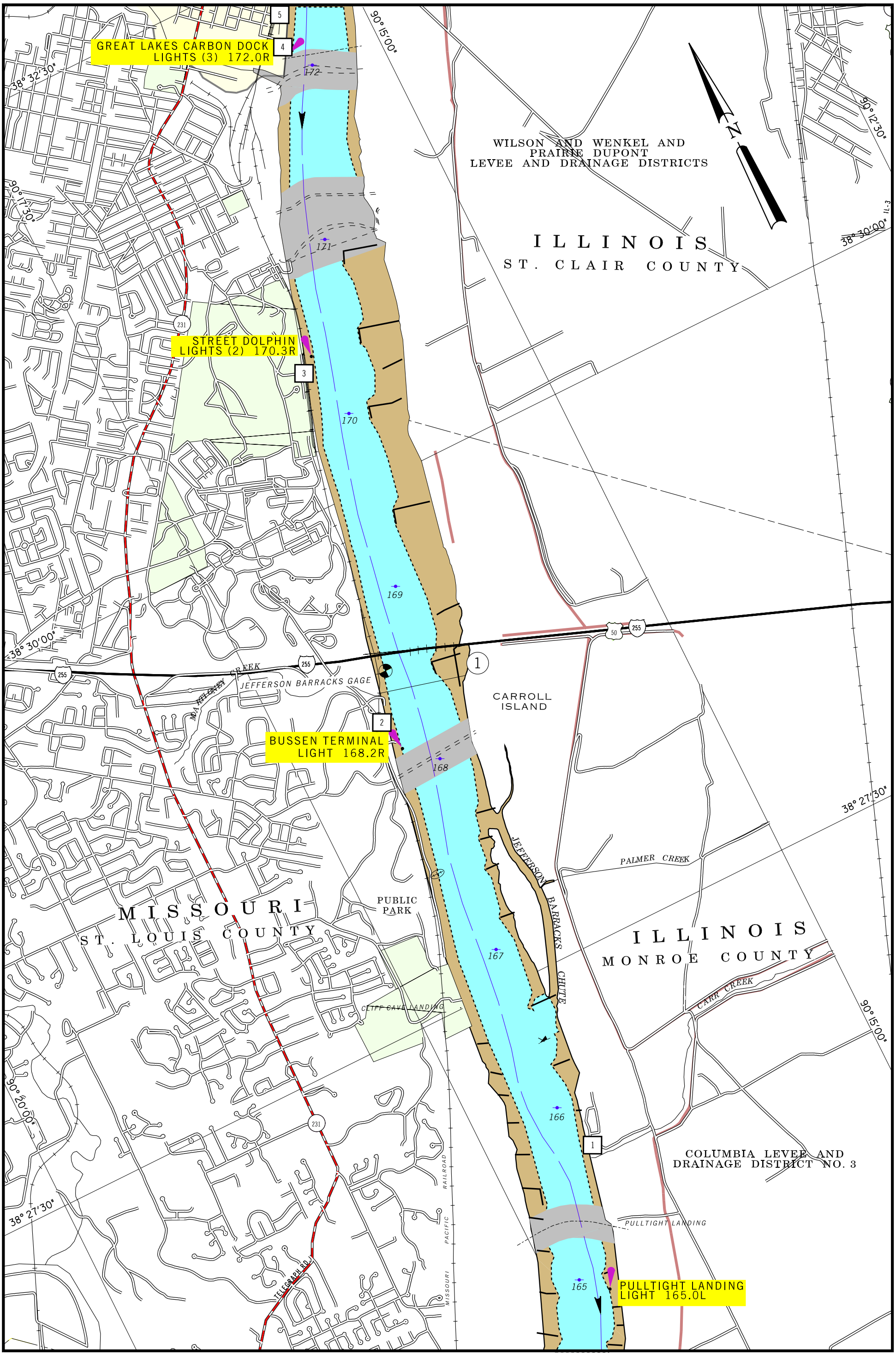


FACILITIES

1 *American Commercial Marine Services Dock*
2 *Riverway Harbor Service, Inc.*
3 *Slay Warehousing Inc.*
4 *A.D.M. Milling Co. Dock*
5 *Rhone-Pollenc Dock*
6 *Lone Star Industries, Inc. Dock*
7 *Slay Warehousing Inc.*
8 *Riverway Harbor Services Inc.*
9 *Reidy Bros. River Terminal, Inc. Docks*
10 *Reidy Bros. River Terminal, Inc.*
11 *Eagle Marine Industries, Inc.*
12 *Clark Oil & Refining Co. Dock*
13 *Artco North Terminal Dock*
14 *J.D. Street Co. Dock*
15 *River Cement Co.Dock*
16 *Savannah Foods Dock*
17 *Cooper (Fox) Terminal Dock*
18 *Valvoline Dock*
19 *Growmark, Inc. Dock*
20 *Archway Fleeting & Harbor Services*
21 *U.S. Army Engineer Service Base Dock*
22 *Riverway Harbor Services*
23 *Peavey Co. Dock*
24 *Eagle Boat Store Dock*
25 *Monsanto Chemical Co. Dock*
26 *Riverport Terminal & Fleeting Co.*
27 *Peavey Co. Grain Bulk Transfer Dock*
28 *Wisconsin Barge Line, Inc.*
29 *Slay Bulk Terminal*
30 *Archway Fleeting & Harbor Services*
31 *Nooter Boiler Corp. Dock*
32 *Cahokia Marine Services Dock*
33 *Valley Line Dock*
34 *Fred Weber Sand Plant Dock*
35 *Woodtreating Chemical Co. Dock*
36 *Archway Fleet\Harbor*
37 *Slay Warehousing Inc. Dock*
38 *Supply St. Louis, Inc. Dock*
39 *Peabody Coal Co. Dock*
40 *McDonalds Riverboat*
41 *Robert E. Lee Riverboat*
42 *Gateway Riverboat Cruise Docks*
43 *Continental Grain Co. Dock*

UTILITY CROSSING

MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
175.8	PIPELINE	N/A	EXPLORER PIPELINE CO.
176.3	PIPELINE	N/A	MOBIL OIL CO.
176.3	PIPELINE	N/A	MOBIL OIL CO.
176.4	PIPELINE	N/A	MOBIL OIL CO.
176.6	PIPELINE	N/A	SOCONOY VACUUM
176.6	SUB TEL CABLE	N/A	SOCONOY VACUUM
177.8	AERIAL	N/A	AMEREN UE ELECTRIC CO.
177.9	SUB POWER CABLE	N/A	MONSANTO CHEMICAL CO.
178.1	SUB POWER CABLE	N/A	MONSANTO CHEMICAL CO.
178.1	AERIAL	N/A	UNION ELECTRIC CO.
178.1	SUB TEL CABLE	N/A	UNKNOWN
178.3	SUB POWER CABLE	N/A	UNKNOWN
178.9	AERIAL	N/A	AMEREN UE ELECTRIC CO.
179.1	AERIAL	N/A	AMEREN UE ELECTRIC CO.
180.0	AERIAL	N/A	SOUTHWESTERN BELL CO.



2001

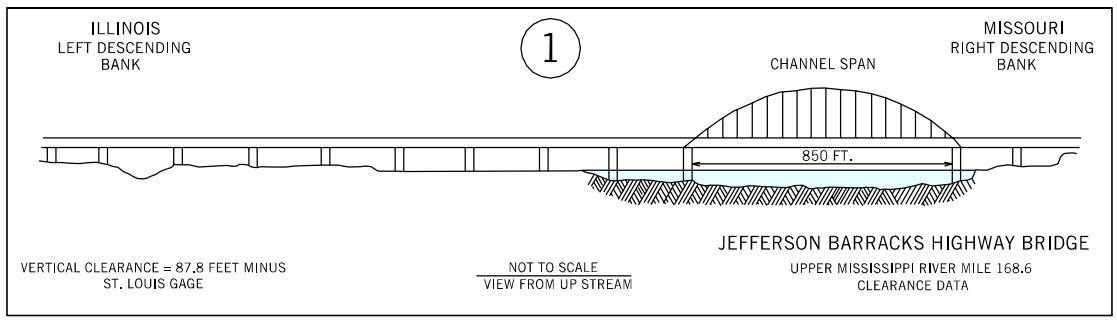
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 98

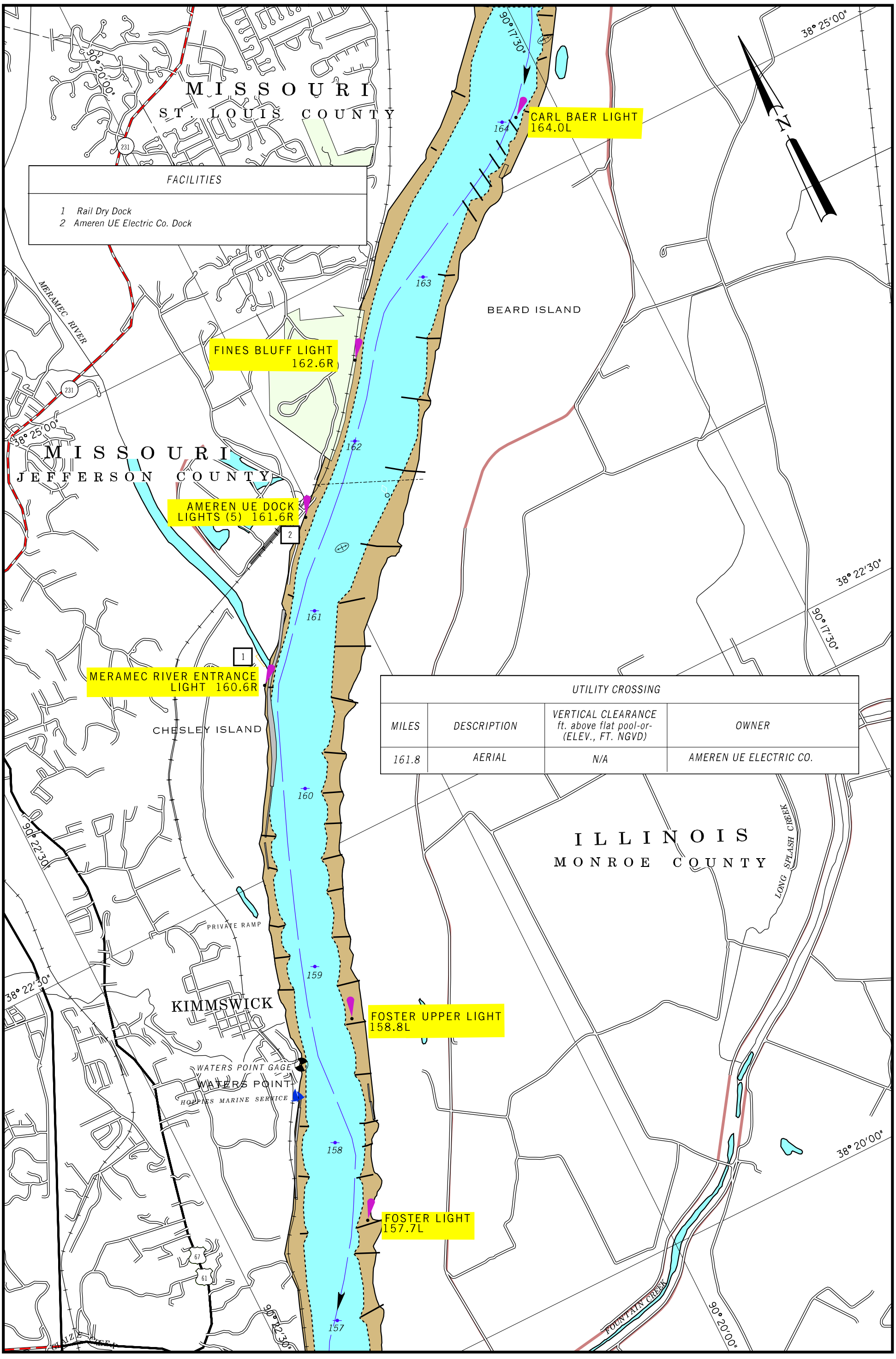
RIVER MILE 165 TO 172



FACILITIES
1 Luhr Bros. Dock
2 Bussen Quarry Dock
3 J.D. Street Co. Dock
4 LDC-St. Louis Fleet Dock
5 American Commercial Marine Services Dock

UTILITY CROSSING

MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
165.3	SUB TEL CABLE	N/A	MISS. RIVER FUEL CO.
168.0	PIPELINE	N/A	MISS. RIVER TRANS. CO.
171.0	PIPELINE	N/A	PHILLIPS PETROLEUM
171.0	PIPELINE	N/A	PHILLIPS PETROLEUM
171.2	PIPELINE	N/A	MISS. RIVER TRANS. CO.
171.9	PIPELINE	N/A	MISS. RIVER FUEL CO.
172.0	PIPELINE	N/A	MISS. RIVER FUEL CO.
172.0	AERIAL	N/A	AMEREN UE ELECTRIC CO.



UTILITY CROSSING

MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
161.8	AERIAL	N/A	AMEREN UE ELECTRIC CO.

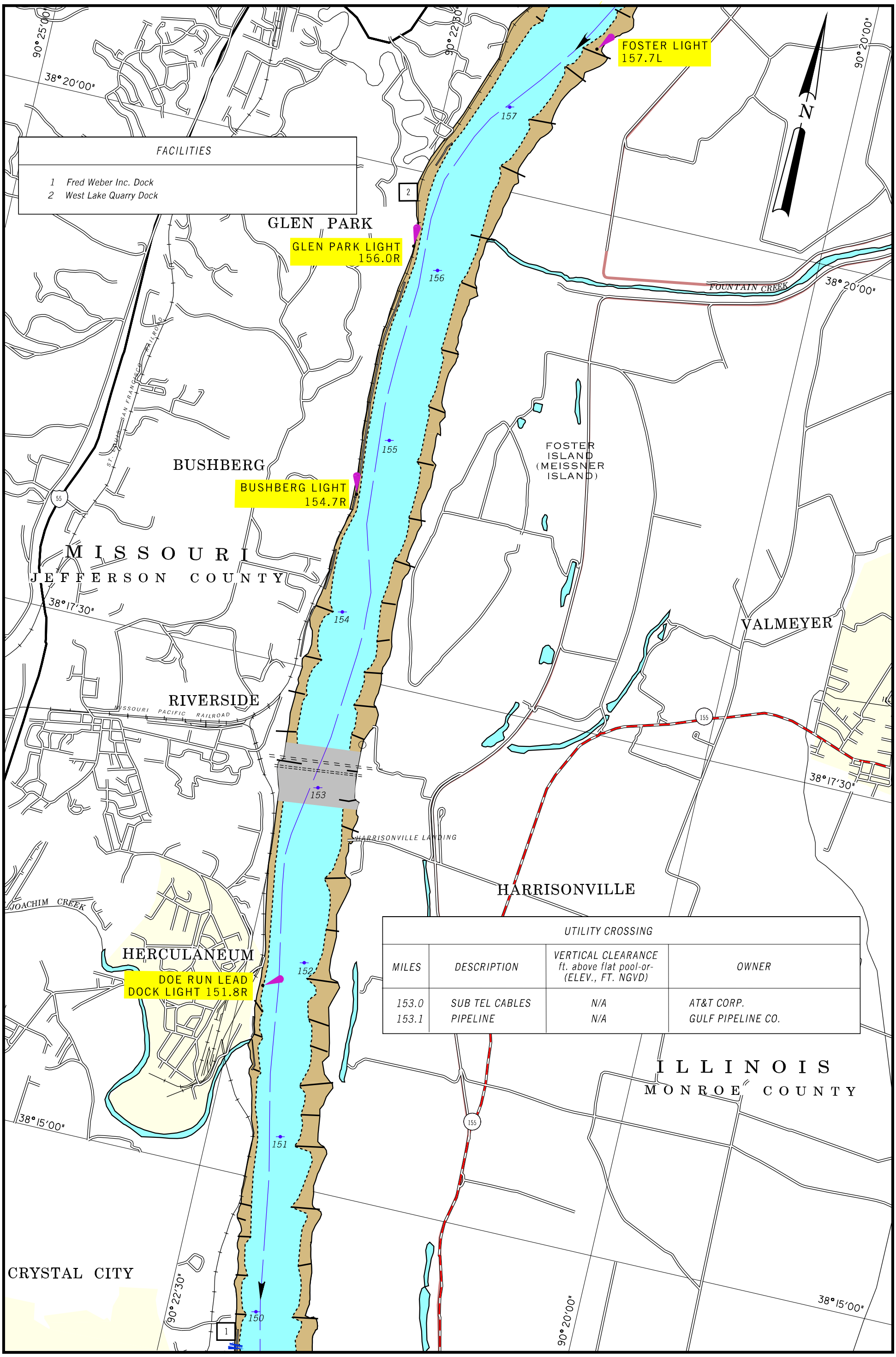
2001

SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 99
RIVER MILE 157 TO 164



UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
153.0	SUB TEL CABLES	N/A	AT&T CORP.
153.1	PIPELINE	N/A	GULF PIPELINE CO.

2001

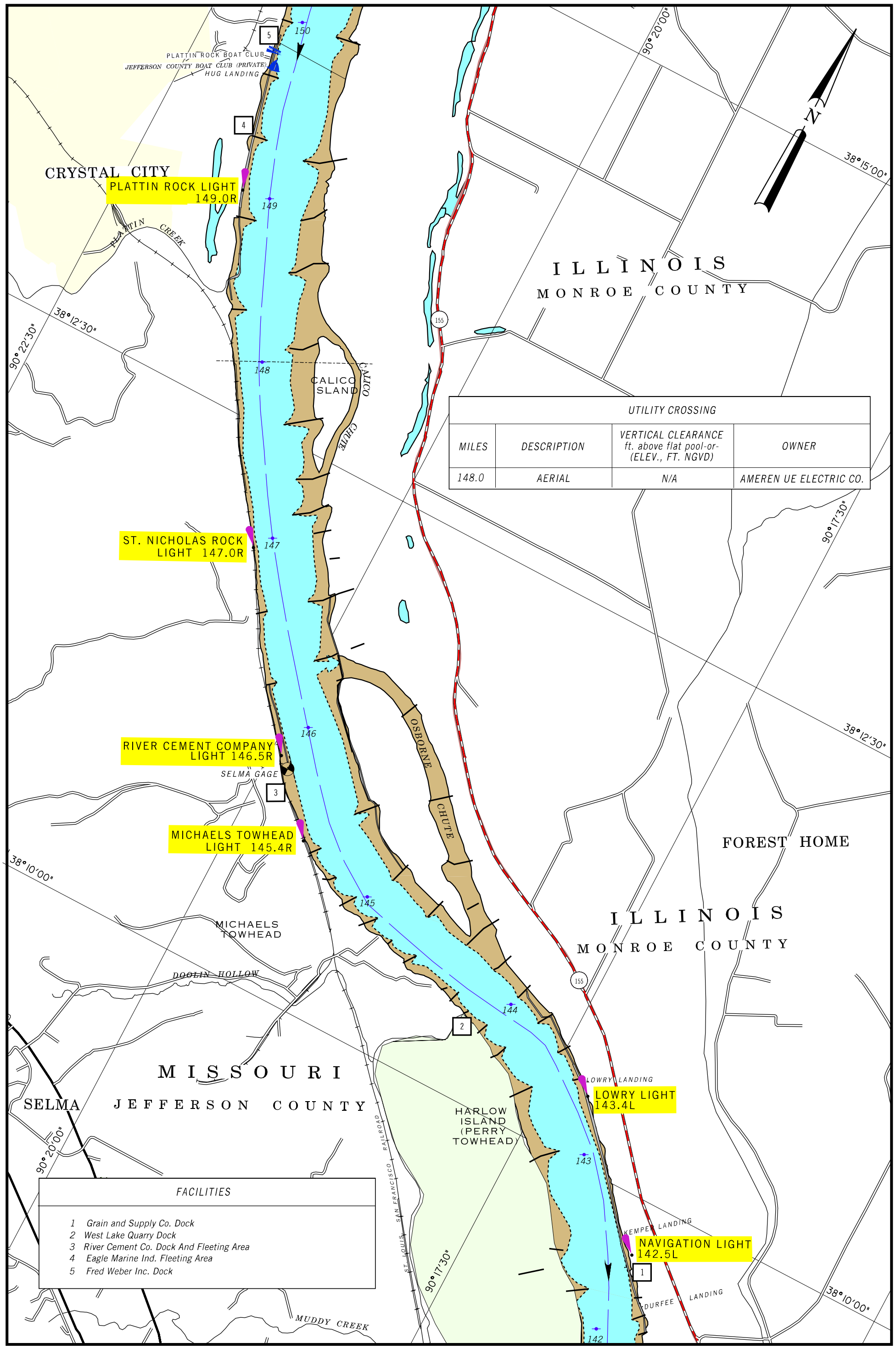
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 100

RIVER MILE 150 TO 157



UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
148.0	AERIAL	N/A	AMEREN UE ELECTRIC CO.

FACILITIES
1 Grain and Supply Co. Dock
2 West Lake Quarry Dock
3 River Cement Co. Dock And Fleeting Area
4 Eagle Marine Ind. Fleeting Area
5 Fred Weber Inc. Dock

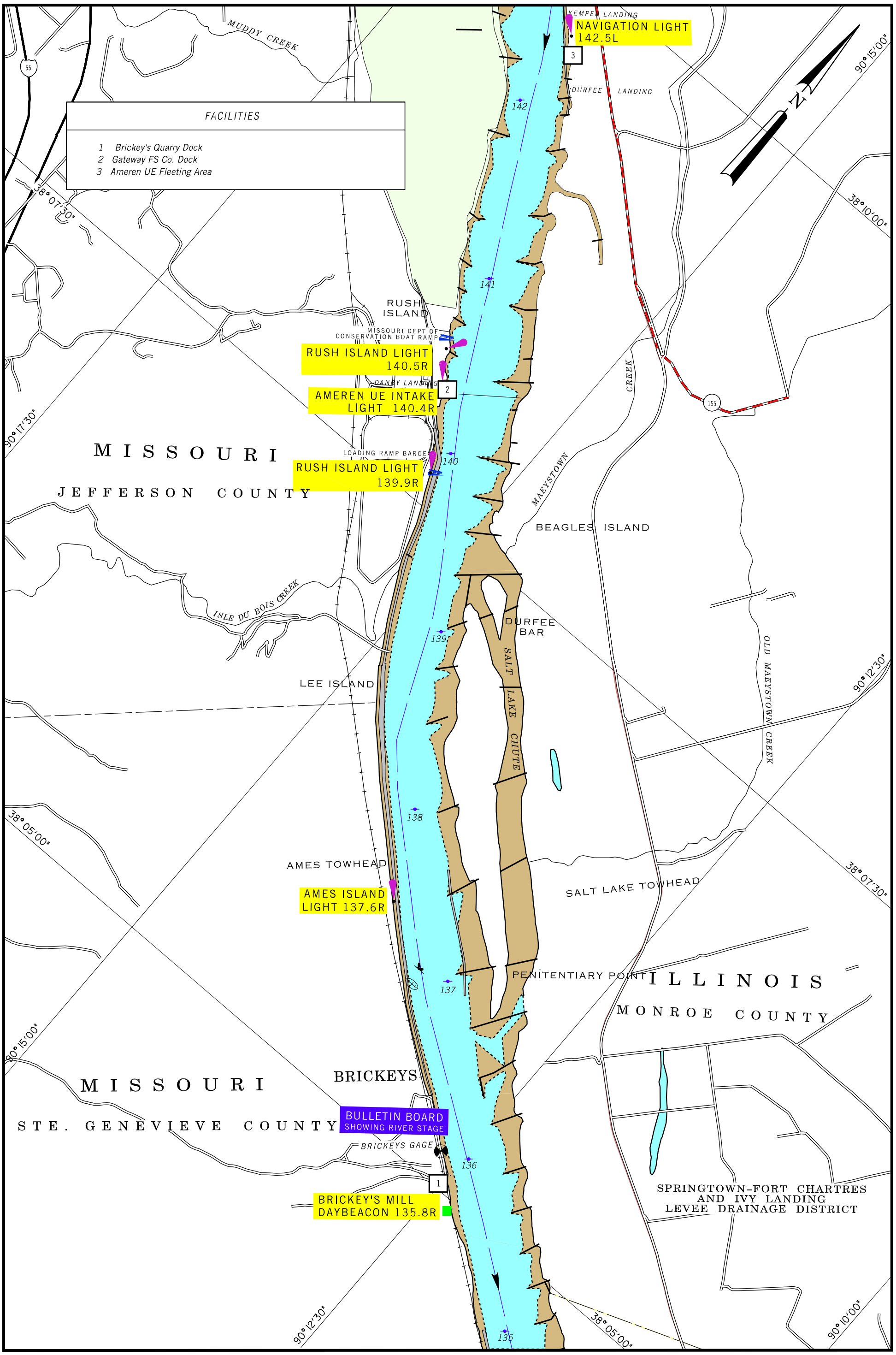
2001

SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 101
RIVER MILE 143 TO 150



2001

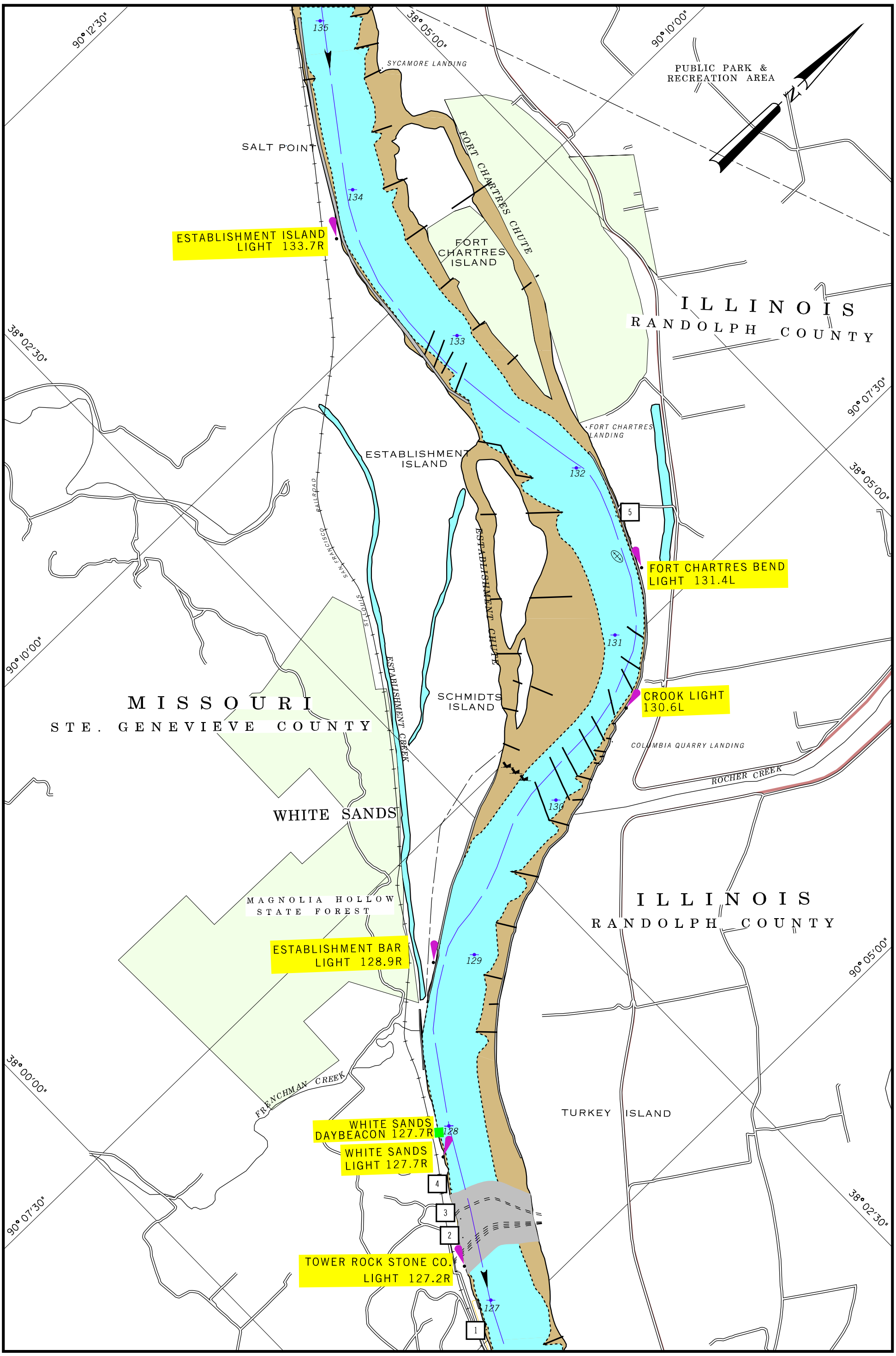
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 102

RIVER MILE 135 TO 142



2001

SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

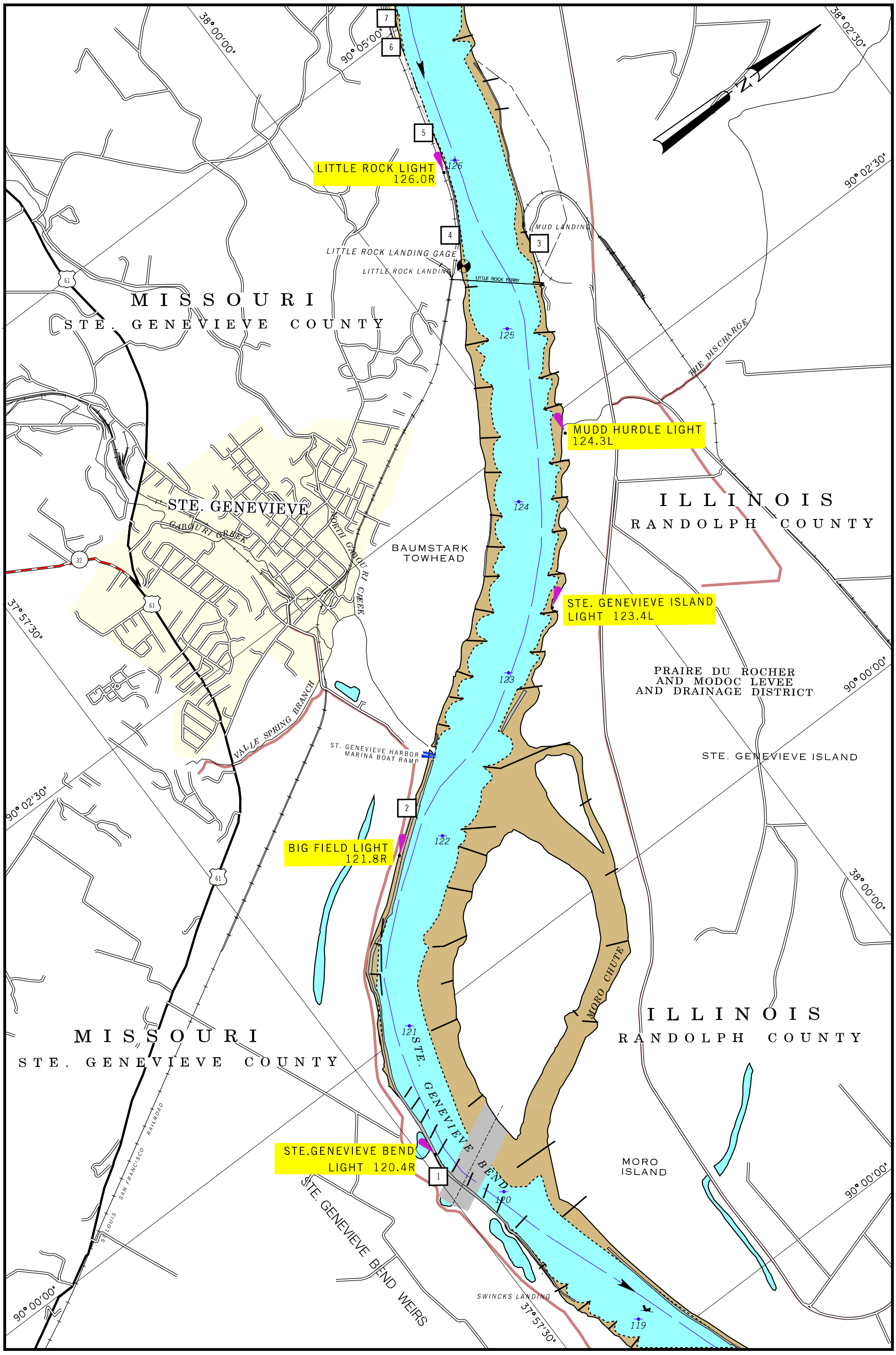
1 .5 0 1 KILOMETERS

MAP NO. 103

RIVER MILE 127 TO 135

FACILITIES
1 Tower Rock Stone Co. Dock
2 Tower Rock Stone Co. Dock
3 Tower Rock Stone Co. Dock
4 Luhr Bros. Dock
5 Martin Marietta Quarry Dock

UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
127.5	PIPELINE	N/A	MISS. RIVER TRANS. CO.
127.6	PIPELINE	N/A	MISS. RIVER TRANS. CO.



2001

SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 104

RIVER MILE 119 TO 126

FACILITIES
1 Bill Brown Sand Co. Dock And Terminal
2 Southern Illinois Transfer Co.
3 Consolidated Coal Co. Dock
4 Mississippi Lime Co. Dock
5 Southern Illinois Transfer Co.
6 Chemical Lime Co. Dock
7 Tower Rock Stone Co.

UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
120.4	SUB POWER CABLE	N/A	MO.-IL. RAILROAD CO.

PRAIRIE DU ROCHER

KASKASKIA RIVER LOCK & DAM

KASKASKIA RIVER

OLD KASKASKIA RIVER

MISSOURI PACIFIC RAILROAD

SWINCKS LANDING

MISSOURI

STE. GENEVIEVE COUNTY

STE GENEVIEVE NO. 2 LEVEE AND DRAINAGE DISTRICT

BEAVER ISLAND

KASKASKIA CHUTE

ELLIS GROVE LANDING

ILLINOIS

RANDOLPH COUNTY

KASKASKIA RIVER ENTRANCE LIGHT 117.3L

ELLIS GROVE DAYBEACON 116.9L

REILY LAKE DAYBEACON 116.5L

FORT GAGE LIGHT 116.3L

KASKASKIA ISLAND BOAT RAMP

MID AMERICA TRANS. CO.

FARMERS LIGHT 115.2R

FARMERS LANDING

KASKASKIA

KASKASKIA ISLAND

CHEROKEE LANDING

CHEROKEE LANDING LIGHT 112.5R

KASKASKIA ISLAND LEVEE AND DRAINAGE DISTRICT

HORSESHOE LANDING

KLONDIKE LANDING

MISSOURI PACIFIC RAILROAD

119 118 117 116 115 114 113 112 111

37° 57'30" 89° 57'30" 37° 60'00" 89° 55'00" 89° 52'30" 37° 55'00" 89° 50'00"

FACILITIES	
1	Mid America Transportation Co.

UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
118.0	SUB POWER CABLES	N/A	EGYPTIAN ELECTRIC CO.

2001

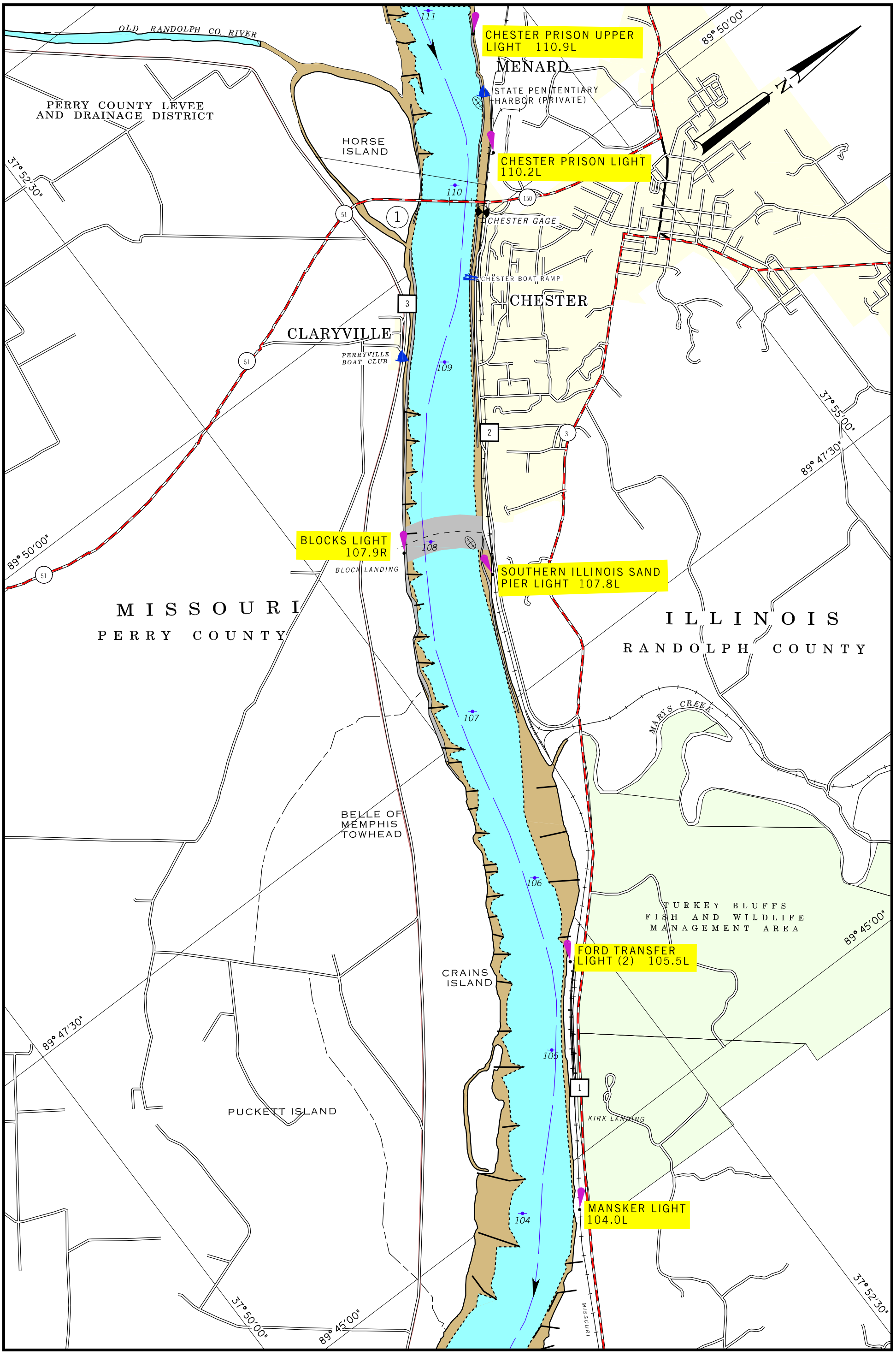
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 105

RIVER MILE 111 TO 119



2001

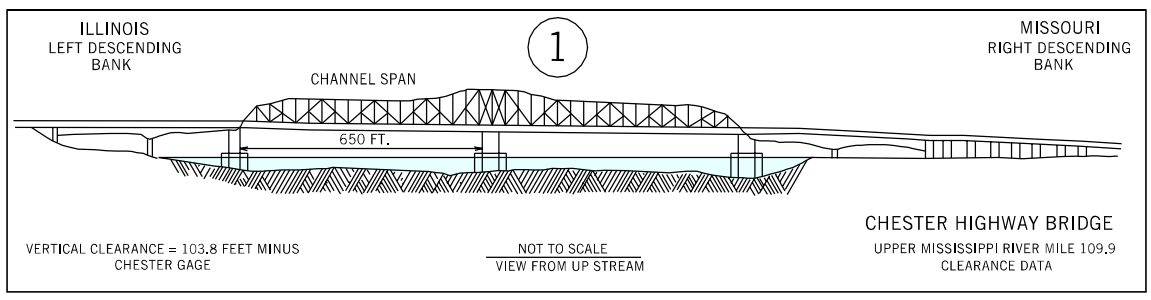
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

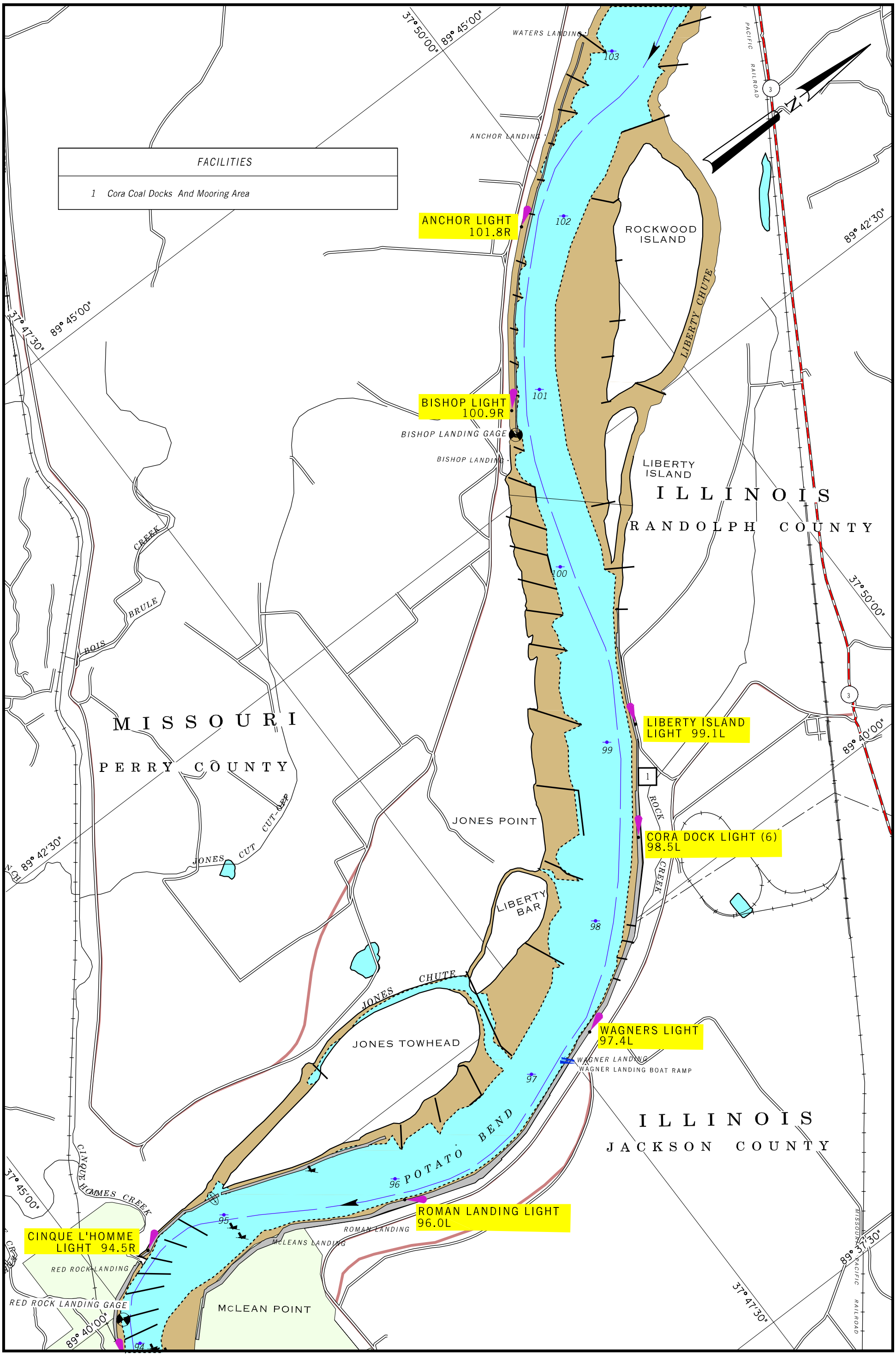
MAP NO. 106

RIVER MILE 104 TO 111



FACILITIES
1 Kight Hawk Coal Co. Dock 2 Con Agra Inc. Dock 3 Southern Illinois Sand Co. Inc. Dock

UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
108.0	PIPELINE	N/A	MOBIL OIL PIPELINE CO.
109.9	PIPELINE	(ON BRIDGE)	MOBIL OIL PIPELINE CO.



2001

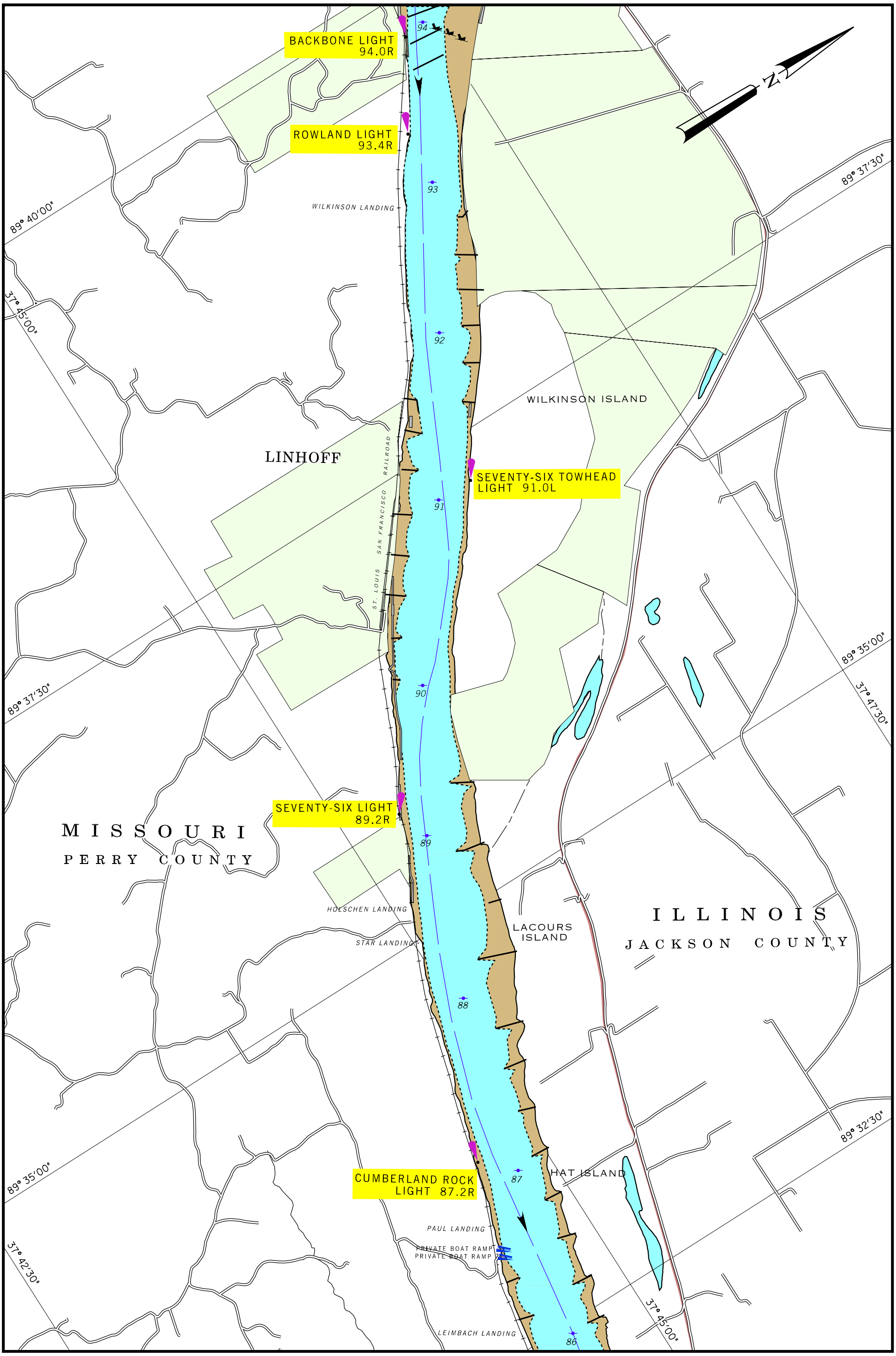
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 107

RIVER MILE 95 TO 103



2001

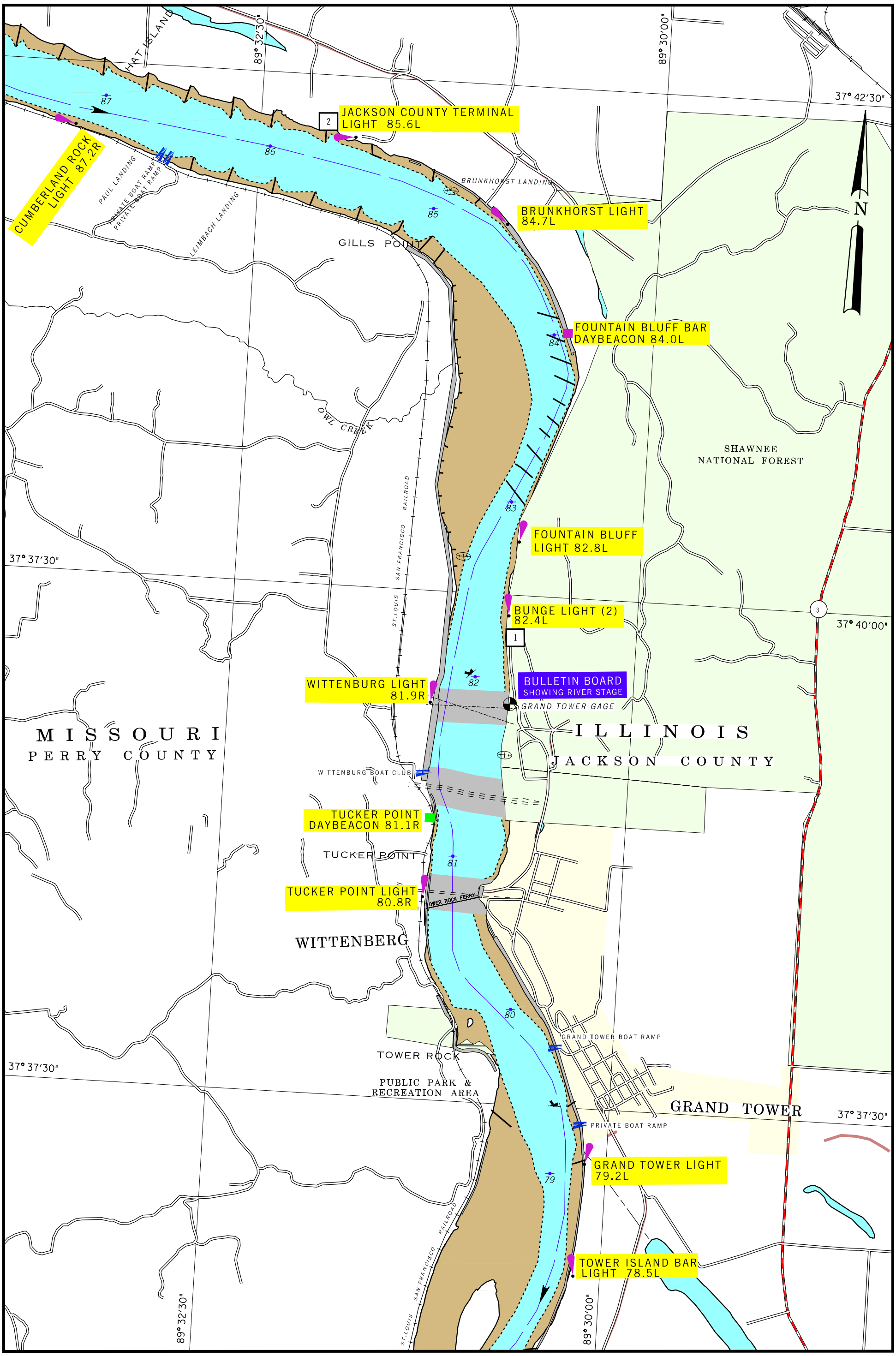
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 108

RIVER MILE 86 TO 94



2001

SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 109
RIVER MILE 79 TO 87

FACILITIES
1 Bunge Corporation Dock
2 Gordon & Price, Inc. Dock

UTILITY CROSSING			
MILES	DESCRIPTION	VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)	OWNER
80.8	PIPELINE	N/A	NAT. GAS PIPELINE CO.
81.4	PIPELINE	N/A	NAT. GAS PIPELINE CO.
81.8	SUB POWER CABLE	N/A	C.I.P.S.
81.9	AERIAL	N/A	AMEREN UE ELECTRIC CO.

COTTONWOOD BAR DAYMARK

BIRMINGHAM LIGHT 76.8R

HINES LIGHT 73.7R

HANGING DOG BLUFF LIGHT 71.6R

89° 37′30″ 89° 30′00″ 37° 35′00″ 37° 32′30″ 37° 30′00″ 89° 27′30″

78 77 76 75 74 73 72 71 70

GRAND TOWER ISLAND

ILLINOIS
JACKSON COUNTY

N

BIRMINGHAM

BIG MUDDY ISLAND

WILSON LANDING

UNION POINT

HALF MOON ISLAND

3

BIG MUDDY RIVER

APPLE CREEK

APPLE CREEK STATE FOREST

HINES LANDING BOAT RAMP

HINES LANDING

SHEFFIELD

CRAWFORD TOWHEAD

CRAWFORD CHUTE

CRAWFORD LANDING

CRAWFORD CREEK

ILLINOIS
UNION COUNTY

MISSOURI
CAPE GIRARDEAU COUNTY

HANGING DOG CREEK

NEELY'S CREEK

NEELYS LANDING

HANGING DOG ISLAND

FACILITIES	
1	Neely's Landing Quarry Terminal

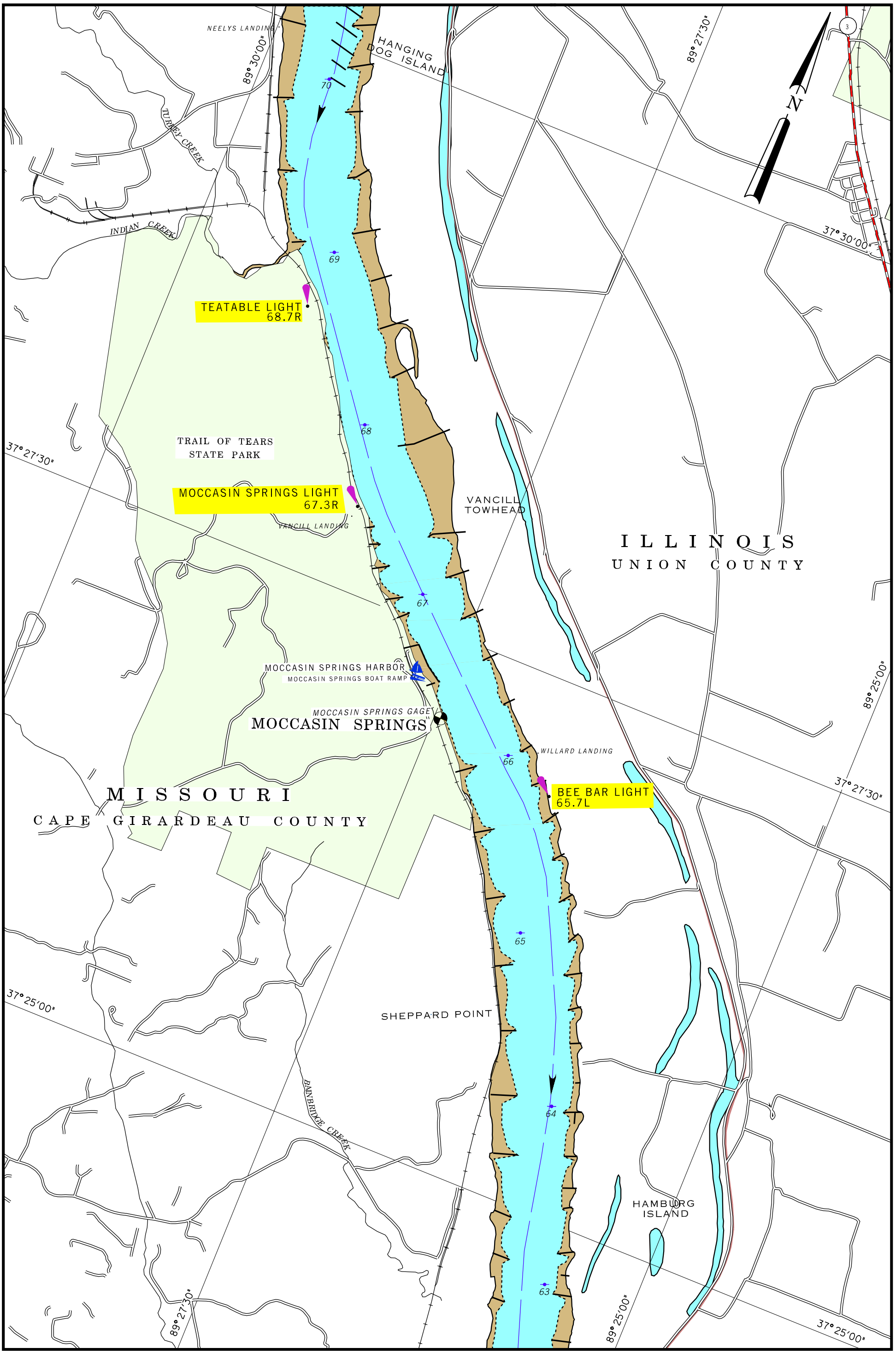
2001

SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 110
RIVER MILE 70 TO 78



2001

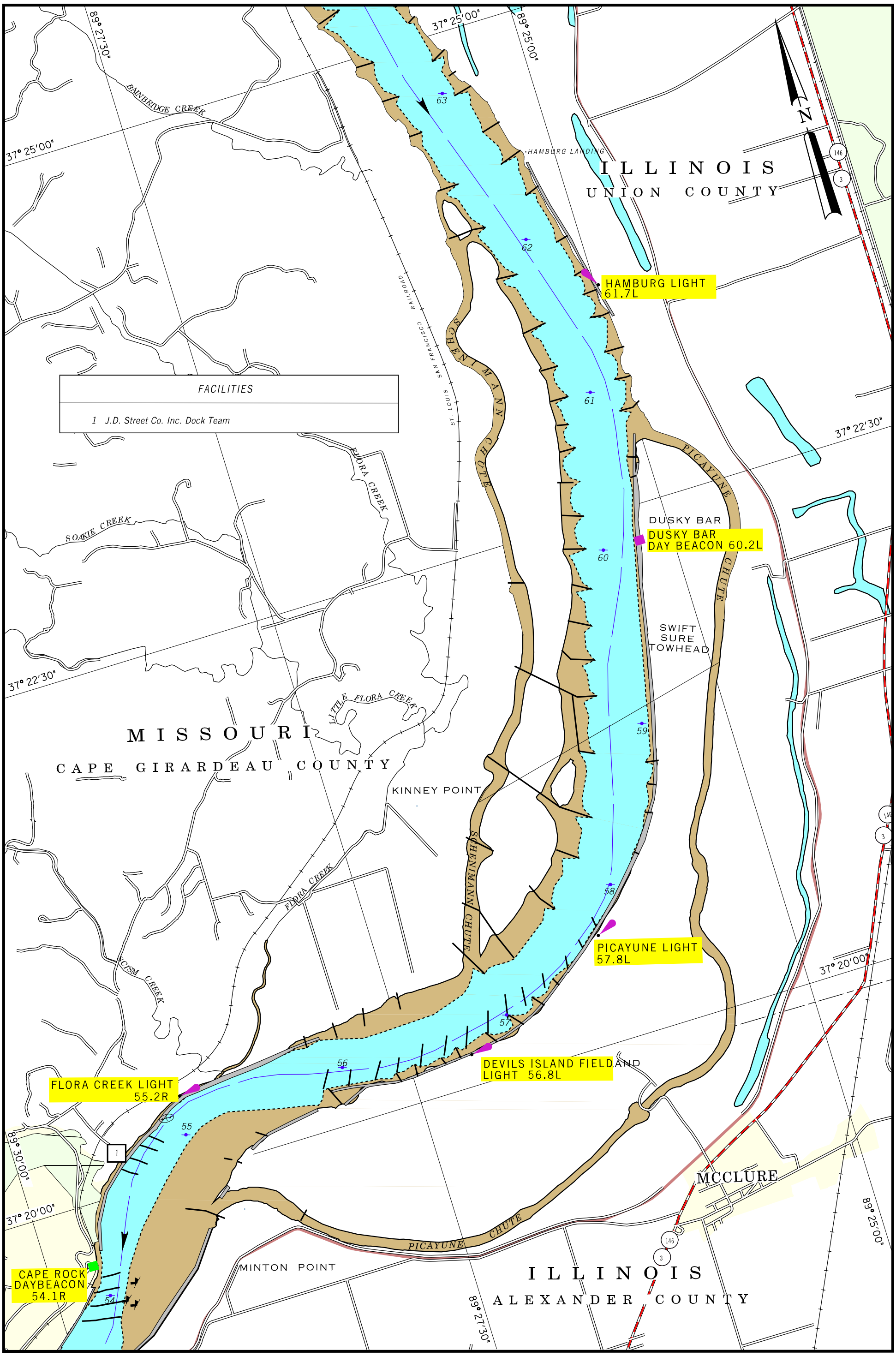
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 111

RIVER MILE 63 TO 70



2001

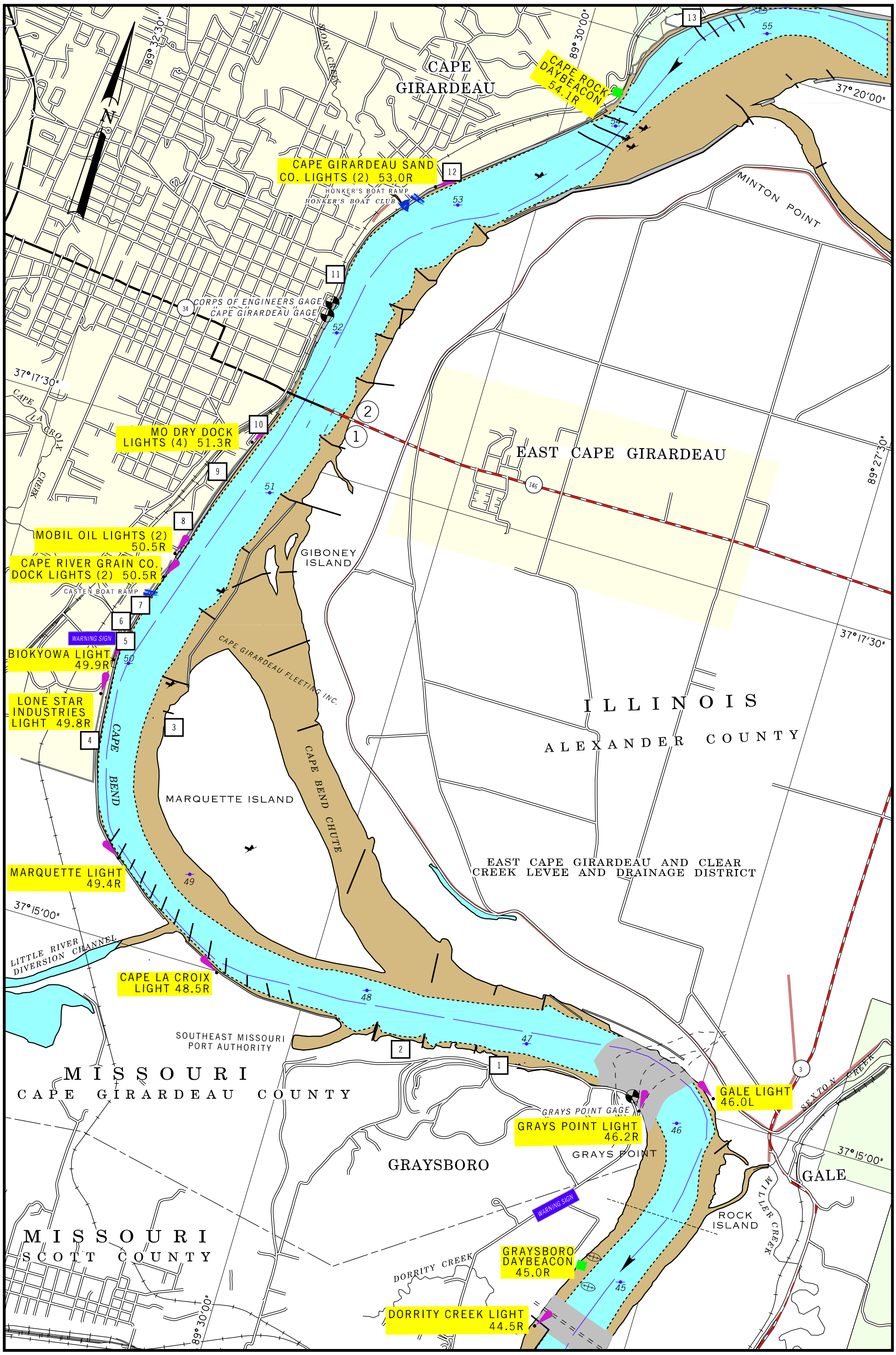
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 112

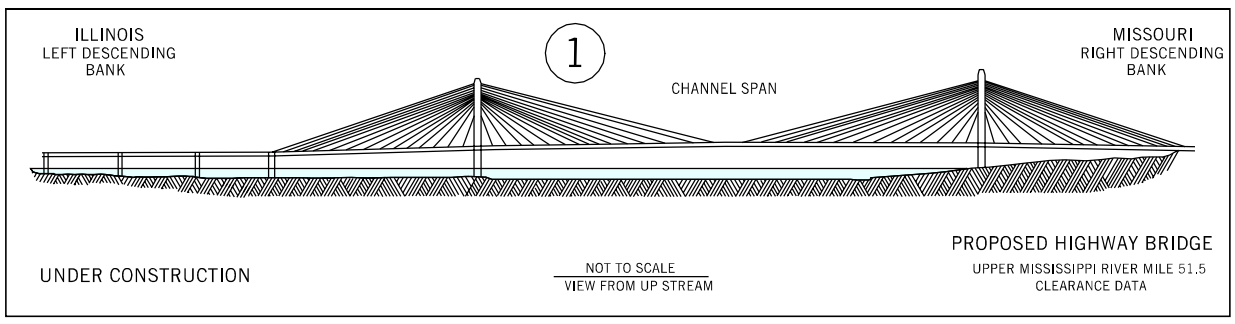
RIVER MILE 54 TO 63

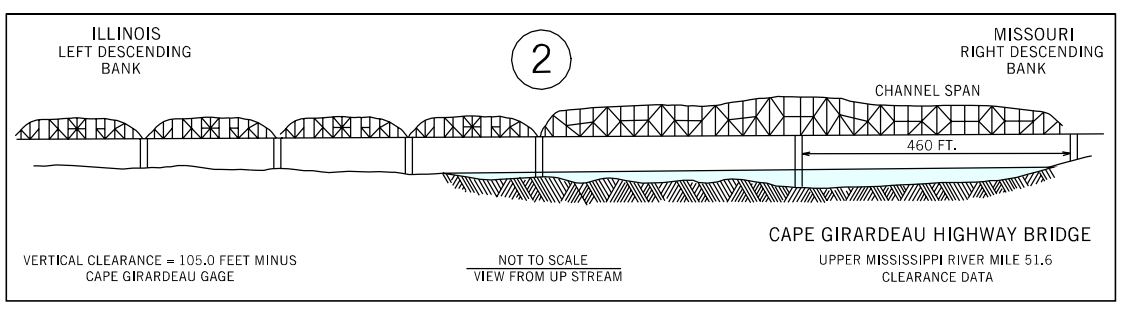


2001

MAP NO. 113

RIVER MILE 45 TO 55

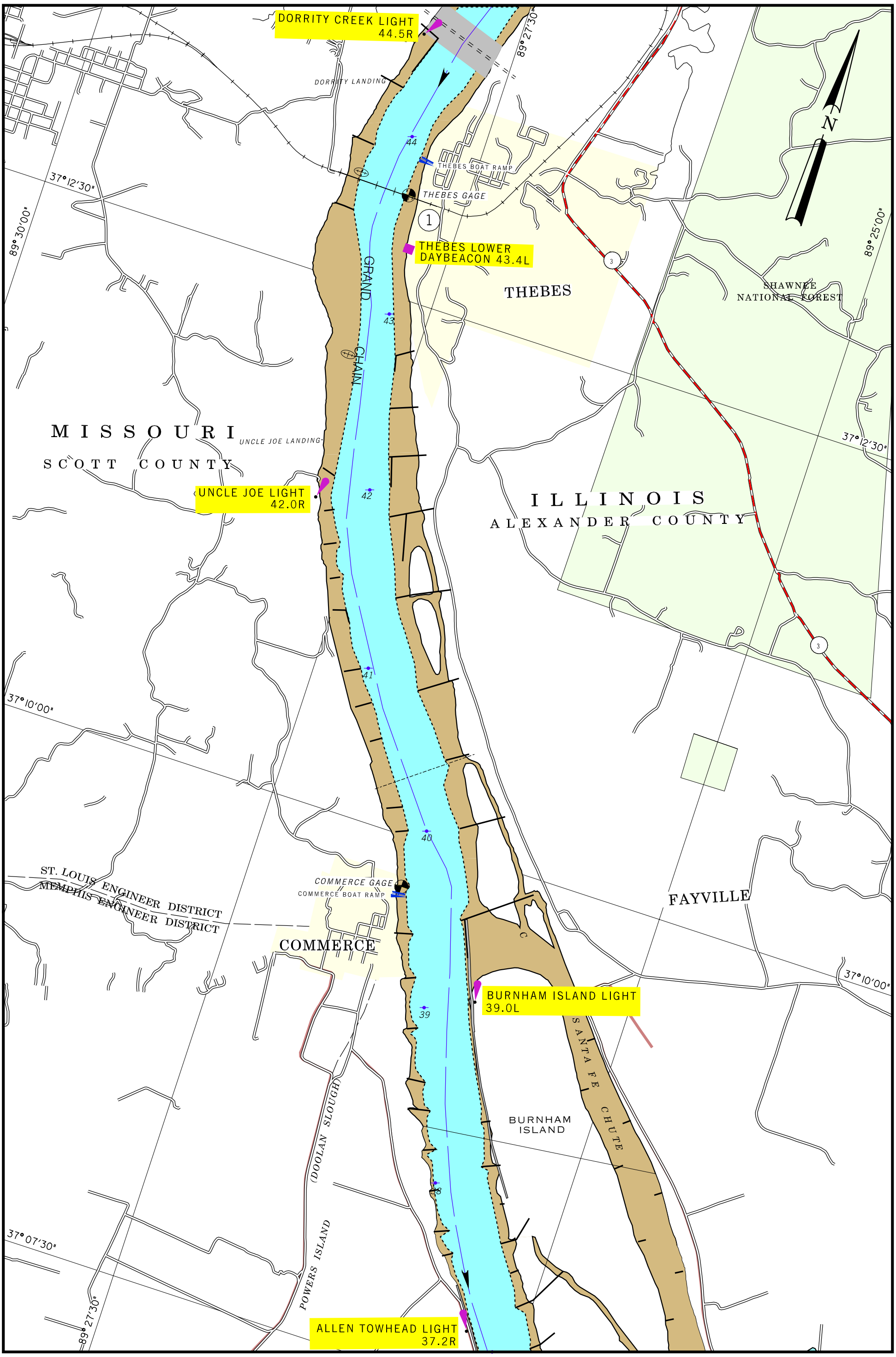




FACILITIES
1 West Lake Quarry Co. Dock
2 Consolidated Grain and Barge
3 Cape Girardeau Fleeting Co.
4 Lone Star Industries Co. Dock
5 American Oil Co. Dock
6 Southeast Missouri Stone Co. Dock
7 Consolidated Grain and Barge
8 Socony - Mobil Oil Co. Dock
9 H.C. Tooke Log & Lumber Co.
10 Missouri Dry Dock
11 Kidd Fuel Dock
12 C.G. Sand Co.
13 J.D. Street Co. Inc. Dock Team

UTILITY CROSSING

MILES	*DESCRIPTION*	*VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)*	*OWNER*
44.7	*PIPELINE*	*N/A*	*TEXAS EASTERN TRANS. CORP.*
45.4	*AERIAL*	*N/A*	*AMEREN UE ELECTRIC CO.*
46.3	*PIPELINE*	*N/A*	*TEXAS EASTERN TRANS. CORP.*
46.3	*PIPELINE*	*N/A*	*TEXAS EASTERN TRANS. CORP.*
46.4	*PIPELINE*	*N/A*	*TEXAS EASTERN TRANS. CORP.*



2001

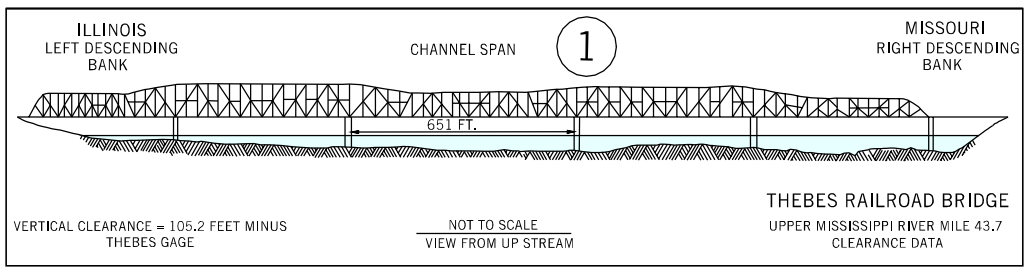
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

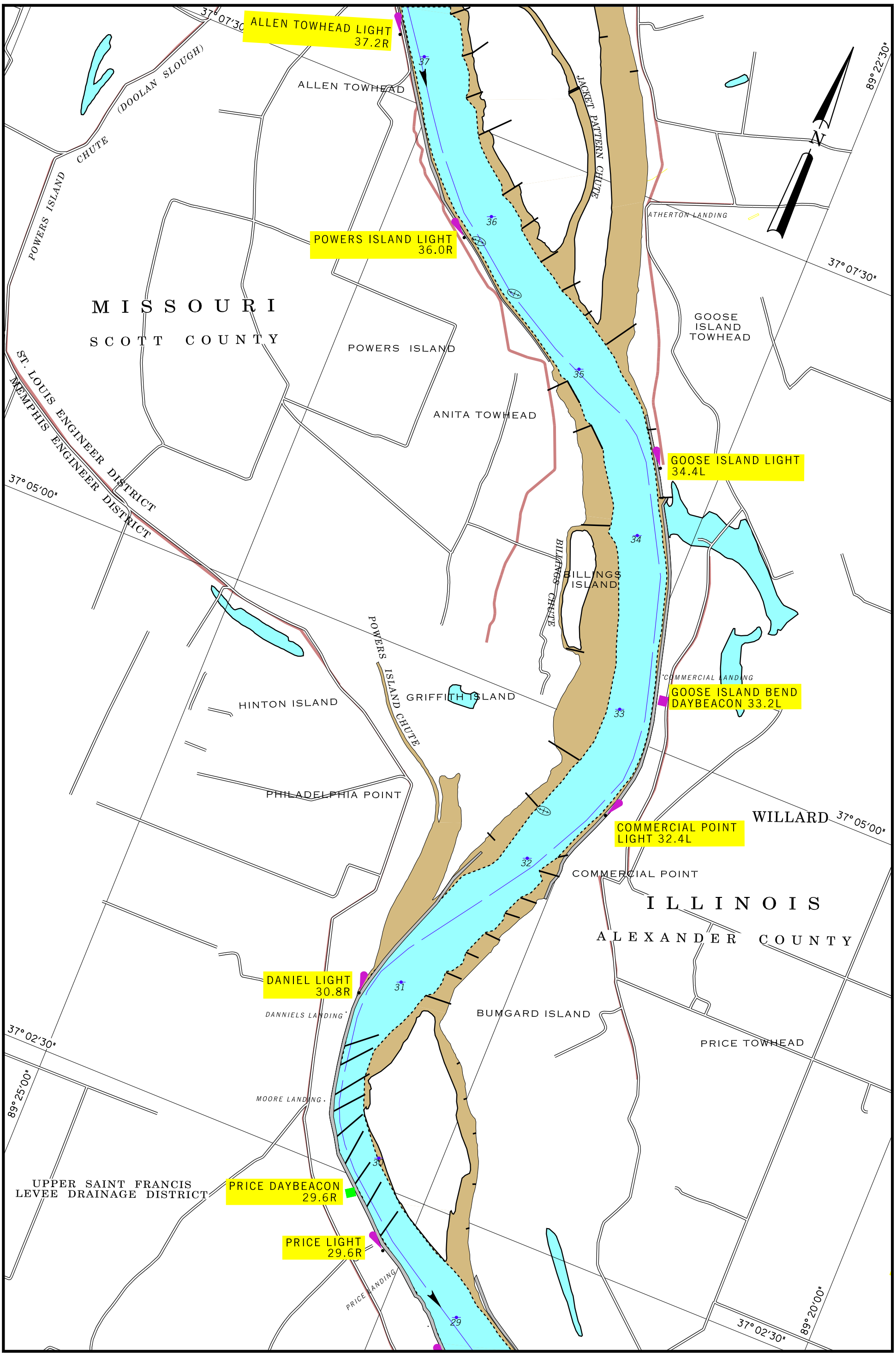
1 .5 0 1 KILOMETERS

MAP NO. 114

RIVER MILE 38 TO 44



UTILITY CROSSING			
MILES	*DESCRIPTION*	*VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)*	*OWNER*
40.4	*AERIAL*	*N/A*	*AMEREN UE ELECTRIC CO.*
44.7	*PIPELINE*	*N/A*	*TEXAS EASTERN TRANS. CORP.*



2001

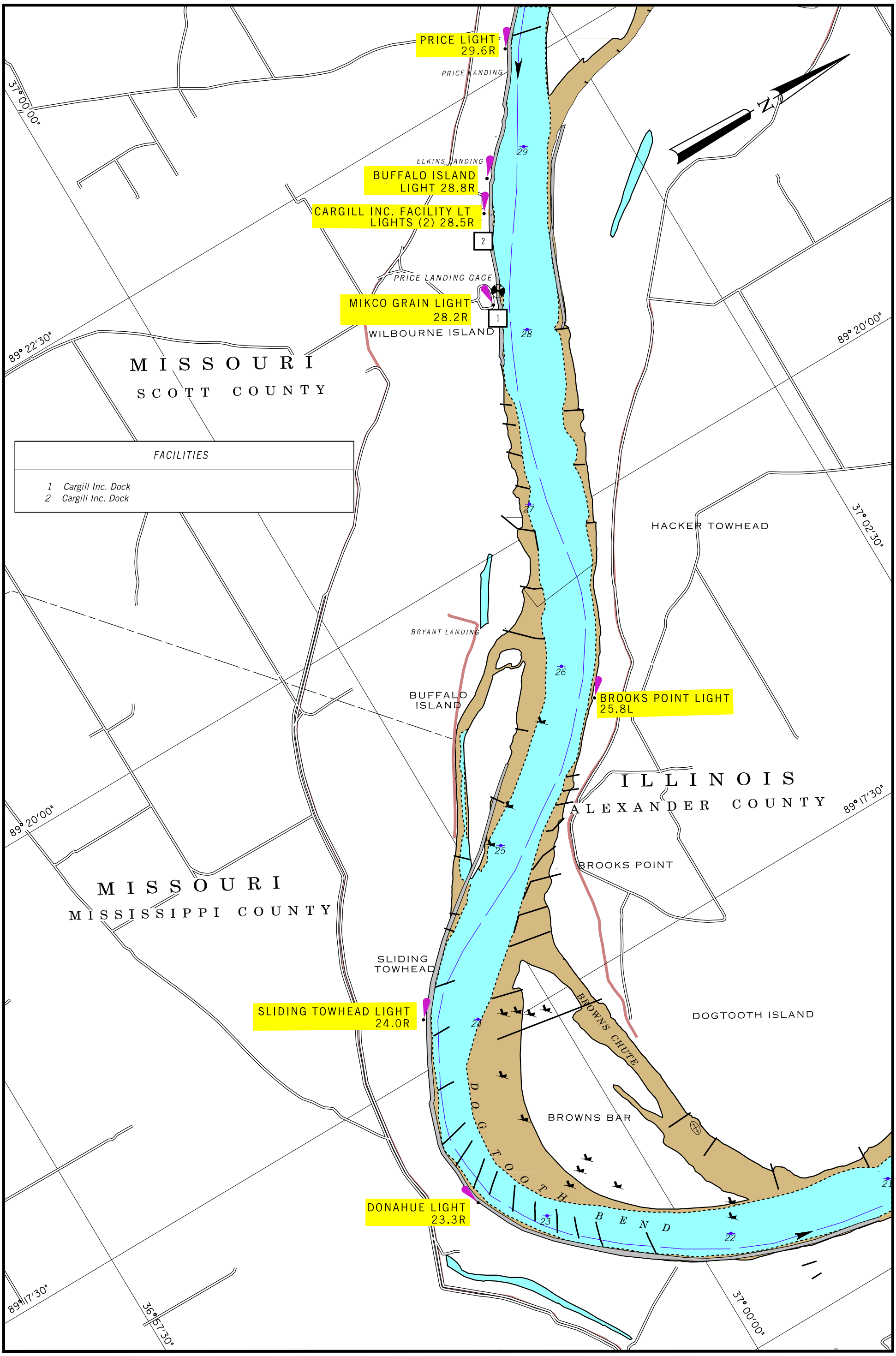
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 115

RIVER MILE 29 TO 37



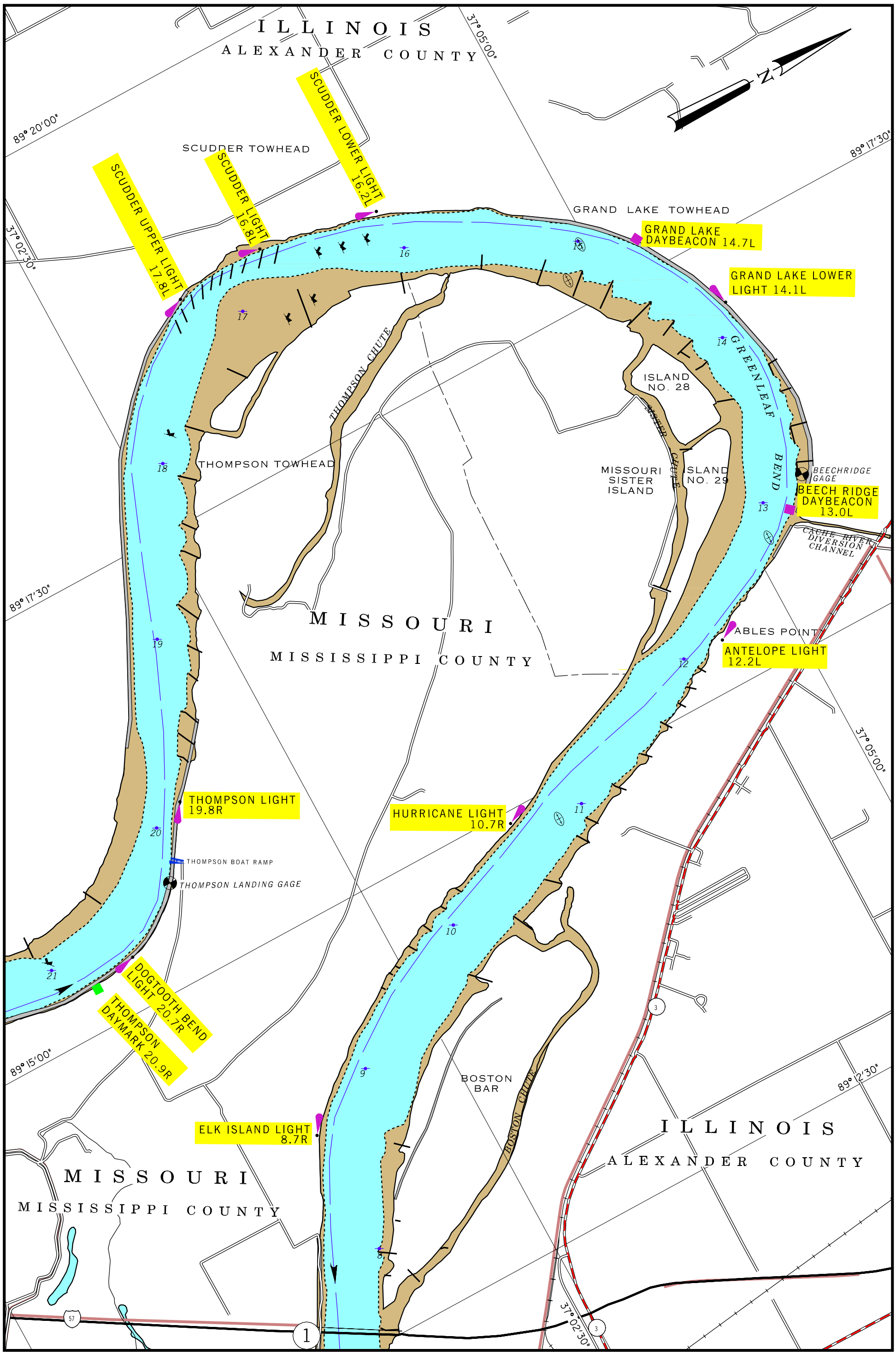
2001

SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 116
RIVER MILE 22 TO 29



2001

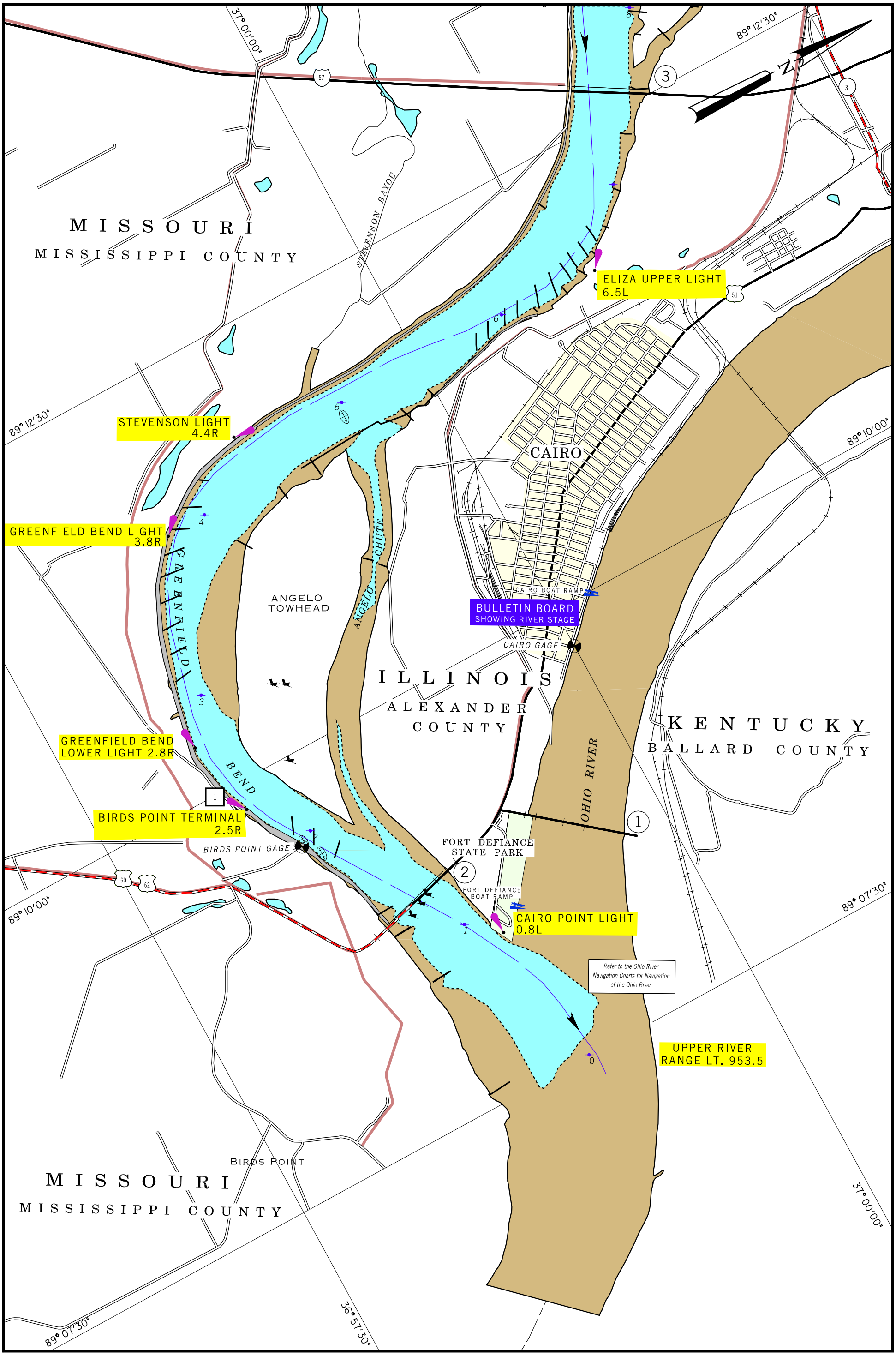
SCALE 1:31,680
1 INCH = 1/2 MILE

1 1/2 0 1 MILE

1 .5 0 1 KILOMETERS

MAP NO. 117

RIVER MILE 8 TO 21



2001

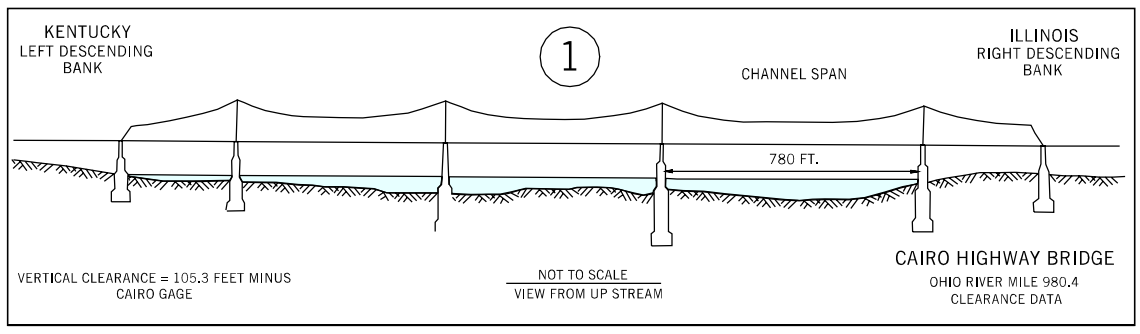
SCALE 1:31,680
1 INCH = 1/2 MILE

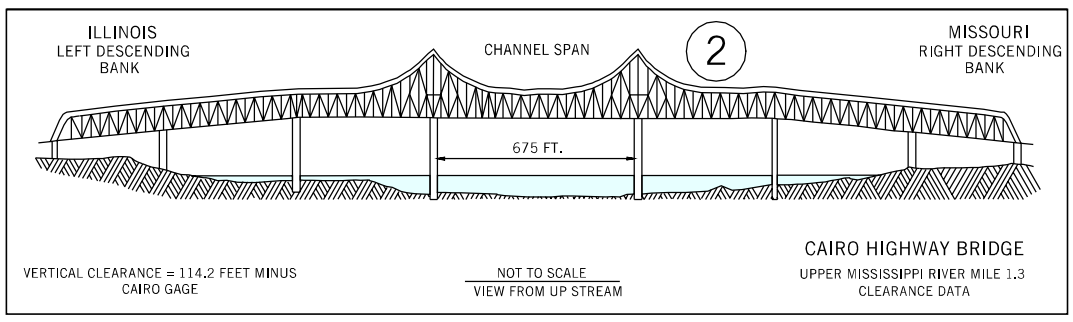
1 1/2 0 1 MILE

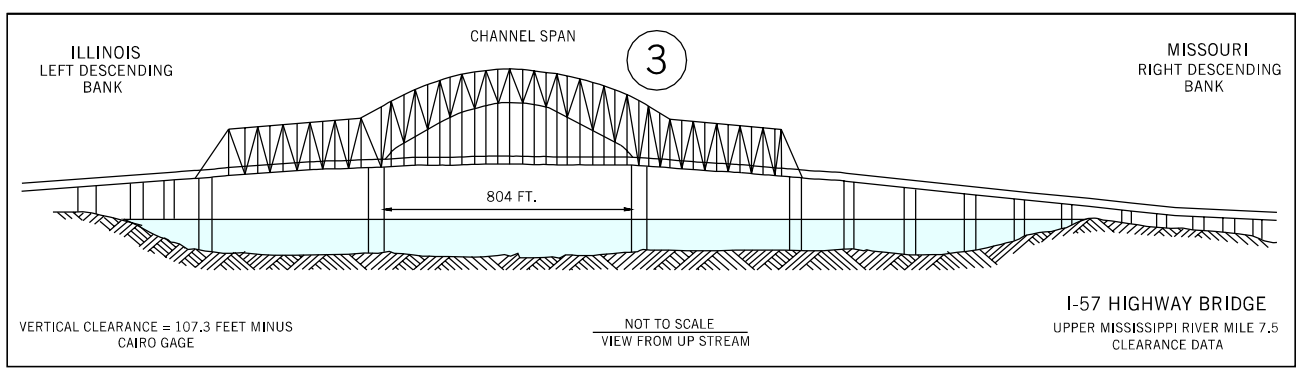
1 .5 0 1 KILOMETERS

MAP NO. 118

RIVER MILE 0 TO 8







FACILITIES
1 Bird's Point Terminal, Inc.

UTILITY CROSSING			
MILES	*DESCRIPTION*	*VERTICAL CLEARANCE ft. above flat pool-or- (ELEV., FT. NGVD)*	*OWNER*
506.2	*AERIAL*	*98.0'*	*IOWA-ILLINOIS GAS & ELECTRIC CO.*
509.5	*AERIAL*	*89.4'*	*INTERSTATE POWER CO.*

ST. PAUL, MINNESOTA TO HANNIBAL, MISSOURI
GAGE INFORMATION

GAGE	RIVER MILES	BANK	*DATUM ELEVATION (FEET)	*FLAT POOL ELEVATION (FEET)	STAGE @ FLAT POOL (FEET)
	ST. PAUL DISTRICT				
ST. ANTHONY FALLS LOCK & DAM (UPPER)	854.1	R	700.0	796.5	96.5
ST. ANTHONY FALLS LOCK & DAM (LOWER)	853.5	R	700.0	722.8	22.2
LOCK & DAM NO. 1 (UPPER)	847.4	R	700.0	722.8	22.8
LOCK & DAM NO. 1 (LOWER)	847.4	R	600.0	687.2	87.2
ST. PAUL, MN	839.3	L	684.16	687.2	3.04
SOUTH ST. PAUL, MN	833.7	R	600.0	687.2	87.2
LOCK & DAM NO. 2 (UPPER)	815.2	R	600.0	686.5	86.5
LOCK & DAM NO. 2 (LOWER)	815.2	R	600.0	675.0	75.0
PRESCOTT, WI	811.4	L	650.0	675.0	25.0
LOCK & DAM NO. 3 (UPPER)	796.8	R	600.0	674.0	74.5
LOCK & DAM NO. 3 (LOWER)	796.8	R	600.0	667.0	67.0
LAKE CITY, MN	733.0	R	661.0	667.0	6.0
WABASHA, MN	760.4	R	660.0	667.0	7.0
LOCK & DAM NO. 4 (UPPER)	752.8	L	600.0	666.5	66.5
LOCK & DAM NO. 4 (LOWER)	752.8	L	600.0	660.0	60.0
ALMA, WI	749.2	R	600.0	660.0	60.0
LOCK & DAM NO. 5 (UPPER)	738.1	R	600.0	659.5	59.5
LOCK & DAM NO. 5 (LOWER)	738.1	R	600.0	651.0	51.0
CORPS OF ENGINEERS BOATYARDS, WI	733.4	L	600.0	650.7	50.7
LOCK & DAM NO. 5A (UPPER)	728.5	R	600.0	650.0	50.0
LOCK & DAM NO. 5A LOWER)	728.5	R	600.0	645.5	45.5
WINONA, MN	725.7	R	640.0	645.5	5.5
LOCK & DAM NO. 6 (UPPER)	714.3	L	600.0	644.5	44.5
LOCK & DAM NO. 6 (LOWER)	714.3	L	600.0	638.5	38.5
DAKOTA, MN	707.2	R	600.0	638.5	38.5
LOCK & DAM NO. 7 (UPPER)	702.5	R	600.0	638.5	38.5
LOCK & DAM NO. 7 (LOWER)	702.5	R	600.0	631.0	31.0
LACROSSE, WI	697.0	L	626.32	631.0	4.68
BROWNSVILLE, MN	688.4	R	600.0	630.5	30.5
LOCK & DAM NO. 8 (UPPER)	679.2	L	600.0	630.0	30.0
LOCK & DAM NO. 8 (LOWER)	679.2	L	600.0	620.0	20.0
LANSING, IA	663.1	R	612.26	620.0	7.74
LOCK & DAM NO. 9 (UPPER)	648.0	L	600.0	619.0	19.0
LOCK & DAM NO. 9 (LOWER)	648.0	L	600.0	611.0	11.0
MCGREGOR, IA	633.6	R	605.3	611.0	5.7
CLAYTON, IA	624.8	R	600.0	611.0	11.0
LOCK & DAM NO. 10 (UPPER)	615.1	R	600.0	610.0	10.0
LOCK & DAM NO. 10 (LOWER)	615.1	R	600.0	603.0	3.0
	ROCK ISLAND DISTRICT				
CASSVILLE, WI	606.3	L	596.3	603.0	6.7
SPECHT'S FERRY, IA	592.3	R	590.6	603.0	12.4
LOCK & DAM NO. 11 (UPPER)	583.0	R	588.2	603.0	14.8
LOCK & DAM NO. 11 (LOWER)	583.0	R	588.2	592.0	3.8
DUBUQUE RAILROAD BRIDGE, IA	579.9	R	585.39	592.0	6.61
NITAHO VALLEY, IA	567.1	R	581.8	592.0	10.2
LOCK & DAM NO. 12 (UPPER)	556.7	R	580.2	592.0	11.8
LOCK & DAM NO. 12 (LOWER)	556.7	R	580.2	583.0	2.8
PLEASANT CREEK, IA	553.0	R	579.09	583.0	3.91
MAQUOKETA RIVER, IA	547.4	R	583.0	583.0	0.0
SABULA RAILROAD BRIDGE, IA	535.0	R	572.27	583.0	10.73
LOCK & DAM NO. 13 (UPPER)	522.5	L	568.7	583.0	14.3
LOCK & DAM NO. 13 (LOWER)	522.5	L	568.7	572.0	3.3
CLINTON RAILROAD BRIDGE, IA	518.0	R	566.3	572.0	5.7
COMANCHE, IA	511.8	R	563.2	572.0	8.8
PRINCETON, IA	502.1	R	563.56	572.0	8.5
LECLAIRE, IA	497.0	R	563.2	572.0	8.8
LOCK & DAM NO. 14 (UPPER)	493.3	R	557.08	572.0	14.9
LOCK & DAM NO. 14 (LOWER)	493.3	R	557.08	561.0	3.9
PHILLIPS OIL DOCK, IA	487.2	R	551.54	561.0	9.6
LOCK & DAM NO. 15 (UPPER)	482.9	L	542.5	561.0	18.5
LOCK & DAM NO. 15 (LOWER)	482.9	L	542.5	545.0	2.5
LINWOOD, IA	475.5	R	434.2	545.0	10.8
EASTERN IOWA ELECTRIC, IA	467.7	R	540.0	545.0	5.0
FAIRPORT, IA	463.5	R	535.16	545.0	9.84
LOCK & DAM NO. 16 (UPPER)	457.2	L	533.79	545.0	11.4
LOCK & DAM NO. 16 (LOWER)	457.2	L	533.79	536.0	2.4
MUSCATINE, IA	453.0	R	530.47	536.0	4.5
FARMLAND, IA	450.2	R	528.2	536.0	7.8
LOCK & DAM NO. 17 (UPPER)	437.1	L	526.57	536.0	9.4
LOCK & DAM NO. 17 (LOWER)	437.1	L	526.57	528.0	1.3
KEITHSBURG ELEVATOR, IL	427.7	L	523.19	528.0	4.8
OQUAWKA, IL	415.2	L	513.24	528.0	14.76
LOCK & DAM NO. 18 (UPPER)	410.5	L	518.5	528.0	9.5
LOCK & DAM NO. 18 (LOWER)	410.5	L	518.2	518.2	0.0
BURLINGTON RAILROAD BRIDGE, IA	403.1	R	511.45	518.2	6.8
ISU POWER PLANT, IA	399.0	R	498.2	518.2	20.0
FT. MADISON BRIDGE, IA	383.9	R	6.8	518.2	518.2
LOCK & DAM NO. 19 (UPPER)	364.3	R	518.5	518.2	-0.3
LOCK & DAM NO. 19 (LOWER)	364.3	R	477.83	480.0	2.17
GREGORY LANDING, IA	352.9	R	472.71	478.21	5.5
LOCK & DAM NO. 20 (UPPER)	343.2	R	468.5	475.5	7.0
LOCK & DAM NO. 20 (LOWER)	343.2	R	468.5	470.0	1.5
LAGRANGE, IA	335.8	R	464.6	470.0	5.4
QUINCY, IL	327.0	L	458.6	470.0	11.4
LOCK & DAM NO. 21 (UPPER)	324.9	L	457.8	470.0	12.2
LOCK & DAM NO. 21 (LOWER)	324.9	L	457.8	459.5	1.7
NE MISSOURI POWER, MO	320.1	R	454.6	459.5	4.9
HANNIBAL RAILROAD BRIDGE, MO	309.8	R	449.5	459.5	10.0
HANNIBAL WATER WORKS	309.0	R	449.5	459.5	10.0
LOCK & DAM NO. 22 (UPPER)	301.2	R	446.1	459.5	13.4

*ELEVATIONS ARE GIVEN IN 1929 NGVD DATUM BETWEEN RIVER MILE 0-300 AND MSL 1912 DATUM ABOVE RIVER MILE 300.

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ROCK ISLAND DISTRICT - http://water.mvr.usace.army.mil
ST. LOUIS DISTRICT - http://lms61.mvs.usace.army.mil

HANNIBAL, MISSOURI TO GULF OF MEXICO
GAGE INFORMATION

GAGE	RIVER MILES	BANK	*DATUM ELEVATION (FEET)	*LOW WATER REFERENCE PLANE OR FLAT POOL ELEVATION (FEET)	STAGE @ LOW WATER REFERENCE PLANE OF FLAT POOL (FEET)
ST. LOUIS DISTRICT					
ABOVE OHIO RIVER					
LOCK & DAM NO. 22 (LOWER)	301.2	R	446.1	449.1	3.0
MUNDY'S LANDING, MO.	293.0	R	441.85	448.9	7.05
LOUISIANA, MO.	282.9	R	437.33	448.8	11.47
LOCK & DAM NO. 24 (UPPER)	273.5	R	421.81	445.5	445.5
LOCK & DAM NO. 24 (LOWER)	273.2	R	421.81	434.1	434.1
RIP RAP LANDING, IL.	265.0	L	426.03	434.0	7.97
MOSIER LANDING	260.3	L	400.0	434.0	434.0
STERLING LANDING	250.8	R	420.48	434.0	434.0
LOCK & DAM NO. 25 (UPPER)	241.5	R	407.0	429.7	429.7
LOCK & DAM NO. 25 (LOWER)	241.2	R	407.0	418.5	418.5
DIXON LANDING, IL.	228.3	L	410.62	418.1	7.48
GRAFTON, IL.	218.0	L	403.79	418.0	14.21
ALTON, IL.	203.0	L	400.0	414.0	414.0
MEL PRICE LOCK & DAM (UPPER)	201.0	R	395.48	412.5	412.5
MEL PRICE LOCK & DAM (LOWER)	200.5	R	395.48	396.3	396.3
HARTFORD, IL.	196.8	L	350.0	396.2	396.2
CHAIN OF ROCKS	190.4	L	313.91	396.0	82.09
LOCK & DAM NO. 27 (UPPER)	185.3	L	350.0		
LOCK & DAM NO. 27 (LOWER)	185.1	L	350.0	380.5	380.5
					LOWEST STAGE RECORDED (FEET)
ST. LOUIS, MO.	179.6	R	379.94	376.4	-6.2
ENGINEERS DEPOT, MO.	176.8	R	379.58	375.7	-6.5
JEFFERSON BARRACKS, MO.	168.7	R	377.69	372.8	-8.6
WATERS POINT, MO.	158.5	R	370.39	367.4	-7.6
SELMA, MO.	145.8	R	0.0	361.0	356.1
BRICKEYS, MO.	136.0	R	357.78	356.2	-6.4
LITTLE ROCK LANDING, MO.	125.5	R	213.79	349.2	132.3
CHESTER, IL.	109.9	L	341.05	340.4	-4.3
BISHOP LANDING, MO.	100.8	R	334.11	335.4	-1.7
RED ROCK LANDING, MO.	94.1	R	328.92	330.7	-0.5
GRAND TOWER, IL.	81.9	L	321.93	325.3	-0.2
MOCCASIN SPRINGS, MO.	66.3	R	313.89	317.8	0.6
CAPE GIRARDEAU, MO.	52.1	R	304.65	309.9	0.6
GRAYS POINT, MO.	46.3	R	301.18	306.3	0.2
THEBES, IL.	43.7	L	300.0	304.8	1.02
COMMERCE, MO.	39.5	R	301.83	302.1	-2.9
PRICE LANDING, MO.	28.2	R	299.75	293.1	-8.8
THOMPSON LANDING, MO.	20.2	R	280.0	289.0	286.13
BIRDS POINT, MO.	2.0	R	274.53	277.9	-2.1
CAIRO, IL., MO. (OHIO RIVER)	2.0	L	270.47	277.9	-0.8
ABOVE HEAD OF PASSES					
CAIRO, ILL. (OHIO RIVER)	953.8	R	270.47	329.98	-1.0
WICKLIFFE, KY. (A)	951.5	L	269.12	327.3	4.95
COLUMBUS, KY.	937.2	L	266.38	320.92	0.05
HICKMAN, KY. (B)	922.0	L	264.73	316.23	-0.4
NEW MADRID, MO.	889.0	R	255.48	303.45	-0.60
CARUTHERSVILLE, MO.	846.4	R	235.49	281.49	-0.72
COTTONWOOD POINT, MO.	832.7	R	230.18	274.58	-3.9
FULTON, TENN.	778.2	L	208.61	255.86	-7.7
MEMPHIS, TENN.	734.7	L	183.91	232.61	-5.35
MHOON LANDING, MISS.	687.5	L	161.22	214.42	-8.85
HELENA, ARK.	663.0	R	141.7	201.91	-3.0
FAIR LANDING, ARK. (C)	632.5	R	132.2	187.8	-4.2
ROSEDALE, MISS.	592.2	L	108.73	159.13	-2.05
ARKANSAS CITY, ARK.	554.1	R	96.66	155.86	-5.3
GREENVILLE (BRIDGE), MISS. (D)	531.5	R	74.92	133.12	6.7
LAKE PROVIDENCE, LA.	487.2	R	69.71	120.41	-8.0
VICKSBURG (CANAL), MISS.	437.6	L	46.25	104.65	-6.8
VICKSBURG, MISS.	435.7	L	46.23	99.47	-7.0
ST. JOSEPH, LA.	396.4	R	33.12	86.42	-10.7
NATCHEZ, MISS.	363.3	L	17.28	75.32	-2.7
RED RIVER LANDING, LA.	302.4	R	0.0	60.94	2.89
BAYOU SARA, LA.	265.4	L	0.0	55.46	0.96
BATON ROUGE, LA.	228.4	R	0.0	47.28	-0.07
PLAQUEMINE, LA.	208.8	R	0.0	43.04	-0.9
DONALDSONVILLE, LA.	175.4	R	0.0	36.01	-0.39
COLLEGE POINT, LA.	157.4	L	0.0	32.32	-0.6
RESERVE, LA.	138.7	L	0.0	26.0	-0.1
BONNET CARRE, LA. (C)	128.0	L	0.0	23.79	-0.62
NEW ORLEANS, LA.	102.8	L	0.0	21.27	-1.6
CHALMETTE, LA.	91.0	R	0.0	17.58	-0.52
WEST POINTE A LA HACHE, LA.	48.7	R	0.0	15.25	-1.06
EMPIRE, LA. (G)	29.5	R	0.0	10.92	-0.74
FORT JACKSON, LA.	18.6	R	0.0	14.3	-2.67
VENICE, LA. (F)	10.7	R	0.0	9.11	-0.73
HEAD OF PASSES LA. (E)	-0.6	L	0.0	12.03	-0.85

*ELEVATIONS ARE GIVEN IN 1929 NGVD DATUM BETWEEN RIVER MILE 0-300 AND MSL 1912 DATUM ABOVE RIVER MILE 300.

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ST. LOUIS DISTRICT - http://lms61.mvs.usace.army.mil

(A) GAGE ESTABLISHED IN 1932
(B) GAGE ESTABLISHED IN 1929
(C) GAGE ESTABLISHED IN 1930
(D) GAGE ESTABLISHED IN 1940
(E) FOR PERIOD 1 JULY 1930 TO DATE
(F) FOR PERIOD FEBRUARY 1944 TO DATE
(G) FOR PERIOD JUNUARY 1960 TO DATE

DISTANCE FINDING CHART FOR THE MISSISSIPPI RIVER SYSTEM

COMPILED FROM MILEAGE SHOWN IN LIGHT LIST

NOTE: To determine mileage to New Orleans, LA (foot Canal St.), add 133 miles to distance found to Baton Rouge, LA.

	Baton Rouge, LA	Beardstown, IL	Boonville, MO	Caire, IL	Cape Girardeau, MO	Chattanooga, TN	Chicago, IL (S. Damen Ave. Bridge)	Cincinnati, OH	Decatur, AL	Dubugue, IA	Evansville, IN	Gasconade, MO	Grafton, IL	Greenville, AL	Guntersville, MS	Helena, AR	Huntington, WV	Jefferson City, MO	Joliet, IL	Kansas City, MO	Keokuk, IA	Knoxville, TN	La Crosse, WI	Louisville, KY	Memphis, TN	Minneapolis, MN	Nashville, TN	Natchez, MS	New Madrid, MO	Omaha, NE	Owensboro, KY	Paducah, KY	Parkersburg, WV	Peoria, IL	Pittsburgh, PA	Point Pleasant, WV	Rock Island, IL	Rosedale, MS	St. Louis, MO	Sheffield, AL	Vicksburgh, MS	Wheeling, WV
Baton Rouge, LA		1042	1127	738	788	1248	1275	1242	1089	1315	925	1036	954	305	1142	432	1409	1075	1242	1297	1100	1432	1434	1113	505	1589	987	132	666	1547	960	782	1532	1116	1717	1451	1218	352	916	1038	204	1626
Beardstown, IL			307	308	254	819	233	1609	659	450	495	216	89	737	713	611	979	255	200	477	234	1003	569	684	538	724	560	910	376	727	531	353	1103	74	1287	1022	353	690	126	609	839	1197
Boonville, MO				394	340	904	540	902	745	581	580	92	219	824	798	696	1064	54	507	508	169	365	1087	699	769	623	854	643	996	461	419	616	438	1187	507	1373	1107	483	776	212	694	924	1282
Caire, IL					54	511	541	509	351	581	187	302	220	433	404	306	671	341	508	454	564	367	694	700	376	233	855	250	606	101	813	223	795	383	979	1033	714	484	386	182	301	534	889
Cape Girardeau, MO						565	487	563	405	527	241	248	166	483	458	356	725	287	851	1018	510	312	748	646	429	283	801	304	656	121	759	276	99	849	329	1397	768	430	436	128	354	584	943
Chattanooga, TN							1052	926	160	1092	604	813	731	944	106	817	1088	851	487	33	1074	710	876	1210	1366	744	667	582	1324	640	466	1212	893	1520	1131	995	897	693	210	1045	1306
Chicago, IL (S. Damen Ave. Bridge)								1050	892	683	728	448	321	970	945	843	1212	850	1017	1072	710	467	875	1235	1110	1209	916	791	608	580	960	764	586	1336	159	1233	1255	586	923	359	841	1071	1430
Cincinnati, OH									767	1090	322	811	729	942	820	815	162	692	859	915	717	343	1276	1209	134	633	957	641	508	422	649	464	306	286	891	470	205	993	691	533	716	51	1043	380
Decatur, AL										932	445	653	571	784	54	657	929	528	650	695	751	216	787	1051	118	887	189	811	957	1183	793	422	258	370	287	362	478	235	742	408	575	631	433	765	767	447	162	922	321	535	881	1036	178	750	1177	1362	265	1198	866	564	482	835	1423
Dubugue, IA											968	489	362	1010	986	884	1252	528	38	415	261	273	996	607	677	531	763	552	831	649	370	258	649	639	511	1000	1000	1218	1242	1010	1097	904	1183	957	1134	1143	1336	1053	1376	1097	1015	1228	1106	1101	124	1135	1302	1358	1160	1395	1494	419	1028	1650	927	1401	867	1608	572	750	1177	1362	265	1198	866	564	482	835	1423
Evansville, IN												407	620	498	493	604	891	528	166	288	937	912	810	1179	454	677	535	1060	1394	1075	609	1084	1105	856	535	881	1036	178	750	1177	1362	265	1198	866	564	482	835	1423
Gasconade, MO													128	731	707	604	973	695	415	288	1129	1104	1000	1371	646	768	869	334	1394	1075	609	1084	1105	856	535	881	1036	178	750	1177	1362	265	1198	866	564	482	835	1423
Grafton, IL														649	624	522	891	528	166	770	745	643	1012	454	677	535	1060	1394	1075	609	1084	1105	856	535	881	1036	178	750	1177	1362	265	1198	866	564	482	835	1423
Greenville, AL															837	127	1104	38	166	937	912	810	1179	454	677	535	1060	1394	1075	609	1084	1105	856	535	881	1036	178	750	1177	1362	265	1198	866	564	482	835	1423
Guntersville, MS																711	982	745	643	1012	454	677	535	1060	1394	1075	609	1084	1105	856	535	881	1036	178	750	1177	1362	265	1198	866	564	482	835	1423
Helena, AR																	977	1012	454	677	535	1060	1394	1075	609	1084	1105	856	535	881	1036	178	750	1177	1362	265	1198	866	564	482	835	1423
Huntington, WV																		1179	454	677	535	1060	1394	1075	609	1084	1105	856	535	881	1036	178	750	1177	1362	265	1198	866	564	482	835	1423
Jefferson City, MO																			677	535	1060	1394	1075	609	1084	1105	856	535	881	1036	178	750	1177	1362	265	1198	866	564	482	835	1423
Joliet, IL																				535	1060	1394	1075	609	1084	1105	856	535	881	1036	178	750	1177	1362	265	1198	866	564	482	835	1423
Kansas City, MO																					1060	1394	1075	609	1084	1105	856	535	881	1036	178	750	1177	1362	265	1198	866	564	482	835	1423
Keokuk, IA																						1394	1075	609	1084	1105	856	535	881	1036	178	750	1177	1362	265	1198	866	564	482	835	1423
Knoxville, TN																							1075	609	1084	1105	856	535	881	1036	178	750	1177	1362	265	1198	866	564	482	835	1423
La Crosse, WI																								609	1084	1105	856	535	881	1036	178	750	1177	1362	265	1198	866	564	482	835	1423
Louisville, KY																									1084	1105	856	535	881	1036	178	750	1177	1362	265	1198	866	564	482	835	1423
Memphis, TN																										1105	856	535	881	1036	178	750	1177	1362	265	1198	866	564	482	835	1423
Minneapolis, MN																											856	535	881	1036	178	750	1177	1362	265	1198	866	564	482	835	1423
Nashville, TN																												535	881	1036	178	750	1177	1362	265	1198	866	564	482	835	1423
Natchez, MS																													881	1036	178	750	1177	1362	265	1198	866	564	482	835	1423
New Madrid, MO																														1036	178	750	1177	1362	265	1198	866	564	482	835	1423
Omaha, NE																															178	750	1177	1362	265	1198	866	564	482	835	1423
Owensboro, KY																																750	1177	1362	265	1198	866	564	482	835	1423
Paducah, KY																																	1177	1362	265	1198	866	564	482	835	1423
Parkersburg, WV																																		1362	265	1198	866	564	482	835	1423
Peoria, IL																																			265	1198	866	564	482	835	1423
Pittsburgh, PA																																				1198	866	564	482	835	1423
Point Pleasant, WV																																					866	564	482	835	1423
Rock Island, IL																																						564	482	835	1423
Rosedale, MS																																							482	835	1423
St. Louis, MO																																								835	1423
Sheffield, AL																																									1423
Vicksburgh, MS																																									
Wheeling, WV																																									

NAVIGABLE WATERWAYS, MISSISSIPPI VALLEY DIVISION

WATERWAY	MILES OF PROJECT CHANNEL	PROJECT DIMENSIONS	HEAD OF NAVIGATION	REMARKS
Mississippi River, Ill. - Mo.	0 - 195.0	Cario to St. Louis (Mi. 191), 9 ft. deep; 300 ft. wide; St. Louis to Mouth Missouri River (Mi. 195), 9 ft. deep, 200 ft. wide.		Cario to Mouth of Missouri River: Project depth and width maintained by dredging as necessary during low water. Increased depths available during higher river stages. Navigation channel marked by buoys, shore lights, and day marks.
Chain of Rocks Canal, Lock & Dam	184 - 194	Main lock 110 ft. x 1200 ft. Auxiliary lock 110 ft. x 600 ft. Canal controlling depth over 9 ft.		Bypasses Chain of Rocks reach of Mississippi River.
Mississippi River, Ill. - Mo.	195.0 - 301.0	Mouth Missouri River - Lock and Dam No. 22; 9 ft. deep; adequate width.		Navigation channel marked by buoys, shore lights, and day marks.
Illinois Waterway, Ill.	0 - 80.15	Mouth Illinois River - Mi. 89.15. 9 ft., deep; 300 ft. wide (9-ft. depth maintained).		Illinois River - Mi. 80.15. 9-ft. minimum depth maintained; 300 ft. minimum width maintained. Navigation channel marked by buoys, shore lights, and day marks.
Kaskaskia River, Ill.	0 - 36.2	Mouth to Fayetteville, Il. (mile 36.2) Lock 84 ft. x 600 ft. 9 ft. deep; 225 ft. wide.	Grade Control Structure 36.0 miles above mouth.	Navigation pool maintained at elevation 368.0 ft. N.G.V.D. Navigation channel marked by day marks.
Missouri River*, Kan. - Mo. - Iowa - Neb.	0 - 762.5	Mouth - Sioux City, 9 ft. deep; 300 ft. wide.		Mouth to Kansas city - A channel 6 1/2 to 7 ft deep and 200 ft. wide is available throughtout the navigation season, 15 March to 30 November. A 6-foot channel available between Kansas City and Omaha, Nebraska.
Ohio River**, Ky., - Ill., Ind. - Ohio - Penn.	0 - 974	Mouth - Pitttsburgh 9 ft. deep.		Mouth Ohio River - Pittsburgh, 9-ft. minimum depth maintained; controlling depth on miter sill Lock & Dam No. 13, McMechen, W. Va., 9.5ft. Navigation channel marked by buoys, shore lights and day marks.
MISSISSIPPI RIVER, Mo., Ill., Ky., Tenn., Ark., Miss., and La.	955.8 - 233.4	Cairo - Baton Rouge; 12 ft. deep, 300 ft. wide.		Cario to Baton Rouge, 9-ft. depth maintained by dredging during low water, increased depths available during higher river stages. Navigation channel marked by buoys, lights and day marks.
	233.4 - 104.0	Baton Rouge to New Orleans; 45 ft. deep, 500 ft wide.		
	104.0 - 86.7	Port Limits of New Orleans; 45 ft. deep by 750 ft. wide channel within limits of the 35 ft. deep by 1500 ft. wide channel.		
	86.7 - 0	New Orleans to Head of Passes; 45 ft. deep by 750 ft. wide.		
	0 - 14.2 B.H.P.	Head of Passes to Mouth of South Pass. 30 ft. deep by 450 ft. wide. 30 ft. deep by 600 ft. wide over bar.		Maintained to 17 feet.
	0 - 21.2 B.H.P.	Head of Passes - Mouth of Southwest Pass. 45 ft. deep by 750 ft. wide with 45 ft. deep by 600 ft. wide over bar.		
Wolf River, (Memphis Harbor) Tenn.	0 - 3	Project (based on modification of previous project as provided in 1958 Flood Control Act) provides for a channel 9 ft. deep at low water from mouth to Mi. 3 with bottom widths of 250 ft. from Keel Ave. (Mi. 1.75) and 200 ft. from Kell Ave. to Mi. 3.		9 feet at low water maintained from harbor mouth to Mi. 3 near North Second Stree (closure dam).
°St. Francis River, Ark.	0 - 45	None	Mouth of Round Pond Cutoff, 45 miles above mouth.	During low water period, depths do not exceed 1 to 2 feet.
White River, Ark.	0 - 169	None	Branson, Mo., 520 miles above mouth.	Mouth to Peach Orchard Bluff, Ark., a navigable depth of more than 4.5 feet for 8 months and less than 4.5 feet for 4 months.
Arkansas and Verdigris Rivers, Ark., Okla.	0 - 72.5 (1) 72.5 - 436.6 (2)	Channel widths are generally 300 feet on the White River and Arkansas Post Canal, 250 feet on the Arkansas River and 150 feet on the Verdigris River. The channel has a minimum depth of 9 feet throughout.	Catoosa, Oklahoma on the Verdigris River. Mouth of White to entrance to Arkansas and Vedigris Rivers, 386.3 Mi., to Catoosa, Oklahoma, 436.6 Mi.	Navigation channel marked by buoys, shore lights and day marks. There are 17 locks, 12 in Arkansas and 5 in Oklahoma. All lock chambers are 110 feet wide by 600 feet long.
Yazoo River	0 - 188.1	A 9 ft. depth is presently available about 5 months, with controlling depths of 3 to 4 feet over the bars during low water periods.	Confluence Yalobusha and Tallahatchie Rivers, Mi. 188.1.	A 9-foot minimum depth by 150-foot minimum width channel is authorized from the mouth of Greenwood, Miss. Construction of the authorized project has not been initiated.
Big Black River, Miss.	0 - 71.9	None	Illinois Central RR Bridge, Mi 71.9.	Betwwen January and June the depth will exceed 4 ft., remainder of year controlling depth is 1 to 2 ft.
Red River, Waterway, La., Tex., Ark., Okla.	0 - 294	9' x 200' channel Miss. River to Shreveport, La. and thence to Dangerfield, Tex. via Twelvemile and Cypress Bayous.	Dangerfield, Tex., Mi. 373	Maximum stages from spring floods on the Red River are 61.6 feet above Mean Sea Level at Old River and 169.8 feet above Mean Sea Level at Shreveport.
Overton - Red River Waterway Lower 31 Miles, La.	0 - 31	Authorized Project 9 ft. by 200 ft.	Mouth of Black River, Mi.	The planned route of the lower thirty-one miles of the Red River provided a naviagable channel 9 ft. deep and 200 ft. wide for barge traffic, with complementary bank stabilization, from the junction of Mississippi and Old Rivers to Mile 31 of the Red River.
Ouachita and Black Rivers, La., Ark.	0 - 417.1	9 ft. deep by 100 ft. wide Mi. 0 - 351.0 (1939 Mileage). Width of lock chambers, 55 ft. (Lock Nos. 6 and 8), 84 ft. (Columbia and Jonesville Locks).	Arkadelphia, Ark., Mi. 417.1	6.5 ft. depth maintained from Sterlington, La., Mi. 208 to Camden, Ark., Mi. 351 by locks and dams and low water dredging. Authorized Project 9 ft. by 100 ft. has been completed to Sterlington, La. Locks are under construction to complete authorized project to Camden, Ark. Mile 351 to Mile 417.1 are navigable only during high stages.

* Missiouri River Division
** Ohio River Division
° Mileage and navigation has changed on the St. Francis River due to numerous cutoffs. Different versions as to mileage, etc., are in existence.
(1) Mileage in LMVD.
(2) Mileage in SWD.

NAVIGABLE WATERWAYS, MISSISSIPPI VALLEY DIVISION

WATERWAY	MILES OF PROJECT CHANNEL	PROJECT DIMENSIONS	HEAD OF NAVIGATION	REMARKS
Atchafalaya River, La. (Miss River to Morgan City)	123.0	12 ft. deep and 125 ft. wide from Mississippi River, Mi. 304 AHP to Morgan City, La.	Connects with Mississippi River, via Old River Lock Opposite Angola, La., (Mi. 304 AHP).	Project completed February 1956. 12.0 ft. depth maintained.
(Morgan City to Gulf of Mexico)	33.5	20 ft. deep and 200 ft. wide, from -20 ft. contour in Atchafalaya Bay to -20 ft. contour in Gulf of Mexico.		The 20 foot contour in Gulf of Mexico is located 25 miles from mouth of river.
Intracoastal Waterway Gulf Section	302.4 (via Harvey Lock) 303.5 (via Algiers Lock) 64.1 (to Port Allen Lock) 9.0 (to Palaquemine Lock)	Lake Borgne Lt. No. 29 to New Orleans, La., 12 ft. deep x 150 ft. wide; Harvey Canal, 12 ft. deep x 125 ft. wide; Mississippi River via Algiers Lock (New Orleans, La.), via Houma By-Pass to Lower Atchafalaya River (Morgan City, La.) 16 ft. x 150 ft. wide; Morgan City, La. to Sabine River, 16 ft. x 200 ft. wide.		Plaquemine Lock was permanently closed to navigation on 29 September 1961. Operation of the highway and railroad bridges immediately downstream from the lock was discontinued as of the same date. A channel of interim section (8ft. by 50 ft.) connects with Franklin, La. (5.8 miles) Work has not been initiated on enlarging the existing 12' x 125' channel to 16' x 150' and 16' x 200' between Mississippi River via Algiers Lock (New Orleans, La.) to Sabine River.
Baton Rouge Harbor (Devil's Swamp)	5.0	12 ft. deep and 300 ft. wide.	2.5 Miles above mouth at Mississippi River.	The harbor is completed to Mi 2.5 and maintained to a depth of -12.0 M.L.W. and 150 ft. interim width. The harbor is to be extended to Mi. 5.0 when and as needed.
Waterway from Intracoastal Waterway to Bayou Dulac (Bayous Grand Cailou and Le Carpe, La.)	16.3	Bayou Grand Caillou, 5 ft. deep and 40 ft. wide; * Bayou Le Cape, 10 ft. deep and 45 ft. wide.	Confluence of Bayou Le Carpe at Gulf Intracoastal Waterway (1.5 miles south-east of Houma, La.)	
Houma Naviagation Canal, La.	40.5 with 14.5 miles in Terrebonne Bay	15 ft. deep and 150 ft. wide; Cat Island Pass 18 ft. deep and 300 ft. wide.	Confluence of Houma Navigation Canal and Gulf Intracoastal Waterway (Approx. Mile 59.6, west of Harvey Lock).	
The Inland Waterway (From Franklin to the Mermentau River, La.)	90	Depth 5 ft., width 40 ft.		Hanson Canal and Lock, between Bayou Teche and G.I.W.W., donated in fee to St. Mary Parish Police Jury. Other portions of project replaced by G.I.W.W. and Mermentau River, La., Project.
The Inland Waterway (From Vermilion Bay, La. to Mermentau River, La.)	47.6	Depth 5ft., width 40 ft.		
Bayous Petit Anse Tigre and Carllin, La.	16.1	Bayou Petit Anse, 9 ft. deep by 80 ft. wide; McIlhenny Canal (Avery Canal), 7 ft. deep by 60 ft. wide; Bayou Carlin, 9 ft. deep by 80 ft. wide. Mooring area 9 ft. deep by 1300 ft. long, width varying from 125 ft. to 200 ft. along right bank of Bayou Carlin below the south edge of Delcombre, La.	Bayou Petit Anse at Highway bridge north of Avery Island, La., 9.1 miles to Vermilion Bay. 0 mile is at Intercoastal Waterway; Bayou Carlin at Lake Peigneur 1.5 miles north of Delcambre, La., 7.6 miles to mouth of Bayou Petit Anse.	
Bayou Teche and Vermililon River, La.	51.0	Bayou Teche; Mi. 0 to 54.4, Mouth to New Iberia 8 ft. deep, 80 ft. wide; Mi. 54.5 to 72.5, New Iberia to Keystone Lock, 6 ft. deep, 60 ft. wide; Mi. 72.5 to 106.5, Keystone Lock to Arnaudville, 6 ft. deep, 50 ft. wide. Vermilion River: 8 ft. deep and 80 ft. wide from Vermilion Bay to the Intracoastal Waterway; 9 ft. deep and 100 ft. wide from Intracoastal Waterway to Mi. 52 at Lafayette, La.	McIlhenny Canal (Avery Canal) at Intracoastal Waterway (mi. 0) to Vermilion Bay (Mi. 2). Mi. 52.0, Lafayette, La.	
Mermentau River, La. (Above G.I.W.W.)	34.0	9-ft. by 100-ft. channel, junction of Bayous Des Cannes and Nezpique to the Intracoastal Waterway, Gulf Section.	Junction of Bayou Des Cannes and Nezpique, 2.25 miles above Mermentau, La.	12' x 125' & 200' authorized.
Freshwater Bayou, La.	19.85 3.22 Mi. Bar Channel	Channel 12 ft. deep and 125 ft. wide from the Gulf Intracoastal Waterway at mile 161.2 west of Harvey Lock to the 12 foot depth contour in the Gulf of Mexico with increased width to 250 feet in the Gulf approach as may be found advisable; jetties from the shoreline to the 6 foot depth contour in the Gulf of Mexico; and a lock 84 ft. wide and 600 ft. long near the Gulf of Mexico.	Junction with Gulf Intracoastal Waterway (mile 161.2 west of Harvey Lock).	Freshwater Bayou Lock opened to navigation 27 July 1968.
Calcasieu River and Pass, La.	122.5	Channel 35 ft. deep by 250 ft. wide from vicinity of U. S. Highway 90 to the wharves at Port of Lake Charles. Channel 40 ft. deep by 400 ft. wide from the wharves at Lake Charles to the jettied channel at Gulf of Mexico, including Clooney Island Loop, 40 ft. x 400 ft., and Coon Island Ship Channel 40 ft. x 200 ft. Channel 43 ft. deep by 800 ft. wide from the jettied channel to the 42 ft. depth contour in the Gulf of Mexico.	Phillips Bluff, La., 85.9 miles to mouth in the Gulf of Mexico.	

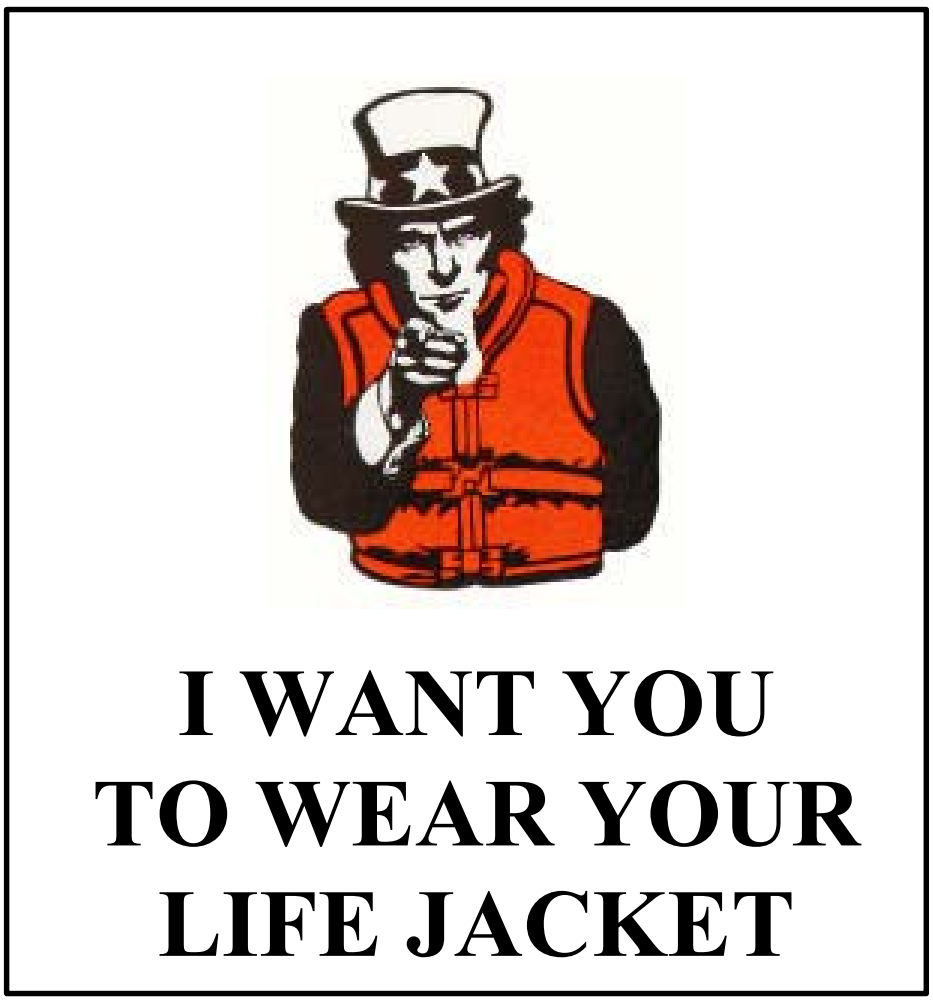
NAVIGABLE WATERWAYS, MISSISSIPPI VALLEY DIVISION

WATERWAY	MILES OF PROJECT CHANNEL	PROJECT DIMENSIONS	HEAD OF NAVIGATION	REMARKS
Lake Charles Deep Water Channel, La.	24.9	30 ft. deep and 125 ft. wide	Navigable throughout; Mi. 266.0 (G.I.W.W. mileage) at Sabine River south of Orange, Texas.	
Waterway from Empire, La., to the Gulf of Mexico	10.0	9 ft. deep and 80 ft. wide	Mi. 29.5 A.H.P. (Mississippi River mileage) 10 miles above Gulf of Mexico shore line.	
Grand Bayou Pass, La.	- -	6 ft. deep and 60 ft. wide entrance bar Gulf of Mexico.		
Barataria Bay Waterway, La.	43.6	Project authorized by River and Harbor Act July 1958. Provides for a 125 ft. by 12 ft. channel from G.I.W. to Grand Isle, and thru Barataria Pass with extension for 4.3 mi., 12 ft x 250 ft. bar entrance channel from Barataria Pass along N. side of Grand Isle thru B. Rigaud.	Junction of Bayou Villars and Bayou Barataria with the Gulf Intracoastal Waterway (Vic. Mile 115.0)	
Mississippi River Gulf Outlet, La.		36 ft. deep and 500 ft. wide to Chandeleur Islands, thence increasing to 38 ft. deep and 600 ft. to the 38 ft. contour in the Gulf of Mexico.		Modification of the Mississippi River - Baton Rouge to the Gulf of Mexico project provides for a tidewater channel from the Inner Harbor Navigation Canal at New Orleans extending southeast as a land and water cut to and through Chandeleur Sound and Islands to the 38 ft. contour in the Gulf of Mexico.
Mississippi River Outlets, Venice, La. (Tiger Pass)		14-ft. deep 150-ft wide to the jettied channel at the Gulf of Mexico (approximately mile 12.5), thence increasing to 16-ft. deep and 250-ft. wide to the 16-ft. contour in the Gulf of Mexico.	Head at Mississippi River, Mile 10.0 A.H.P. (Mississippi River Mileage).	
Mississippi River Outlets, Venice, La. (Baptiste Collette)		14-ft. deep and 150-ft. wide to the jettied channel at Gulf of Mexico (approximately mile 6.0), thence increasing to 16-ft. deep and 250-ft. wide to the 16-foot contour in the Gulf of Mexico.	Head at Mississippi River Mile 11.5 A.H.P. (Mississippi River Mileage).	

A SPECIAL NOTE FOR RECREATIONAL BOATERS

Boating on the Mississippi River presents special hazards. Following is some precautions all recreational boaters should adhere to:

- ☞ **Avoid dangerous currents found immediately above and below all navigation dams.**
- ☞ **Stay clear of barges and towboats. They can not stop or maneuver easily, and can create dangerous currents even when tied up.**
- ☞ **Be cautious of wingdams and other submerged structures outside of the navigation channel. Hazards outside of the navigation channel are not normally shown on the charts.**
- ☞ **Learn proper locking procedures.**



Don't forget common sense:

- ✱ **Life jackets are lifesavers.**
- ✱ **Drinking and boating don't mix.**
- ✱ **Hypothermia can kill.**
- ✱ **Show courtesy to other boaters.**
- ✱ **Attend a safe boating class.**
- ✱ **Know before you go.**

Further information on recreational boating on the Upper Mississippi River can be found on the US Army Corps of Engineers websites.

Follow the recreation and navigation links at the following websites:

St. Paul District:	***www.mvp.usace.army.mil***
Rock Island District:	***www.mvr.usace.army mil***
St. Louis District:	***www.mvs.usace.army.mil***