



US ARMY CORPS  
OF ENGINEERS  
ST. LOUIS  
DISTRICT

# Navigation Notice

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River: **UPPER MISSISSIPPI RIVER**      Date: **09 July 2004**

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Notice No: **PN 04-02**      Effective Period: **7/26/2004 - 8/8/2004**

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In Reply Refer to:  
**CEMVS-CO-N**

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## SPECIAL NOTICE TO NAVIGATION

Locks No. 27, Upper Mississippi River MILE 185.1

**CLOSING MAIN LOCK CHAMBER DELAYED DUE TO HIGH WATER.  
NOTICE IS REISSUED WITH NEW CLOSURE DATES.**

1. All navigation interests are advised that the St. Louis District will be closing the main lock chamber at Locks No. 27 for repair of miter gate diagonals.

2. The St. Louis District will close the main lock chamber at Locks No. 27 on 26 July 2004 through 8 August 2004. The purpose of the closure is to replace tensioning rods, which are a part of the diagonals on the downstream face of the miter gates. With current conditions we have high probability that the last tensioning rod holding one of the diagonals could fail. This condition causes safety concerns and likelihood that the gate would become immediately unusable. This repair will require unwatering of the main lock chamber requiring continuous closure during the period. It is planned for repair crews to work 12-hours per day seven days per week. The main lock will be closed from 0600 on 26 July 2004 until 1800 hours on 8 August 2004. As this closure is dependent on lower river stages for unwatering we will advise navigation interests if the scheduled closure period is impacted by high water.

3. During the time period that the main lock chamber is closed, the auxiliary lock will remain open to traffic. However, since the auxiliary lock is not equipped with tow haulage equipment, double lockage tows will have to arrange for pull boat assistance. The towing industry self help program of using waiting towboats to assist in pulling cuts will be coordinated if the situation warrants.

4. All navigation interests should be alert for, and abide by, any special instructions that may be issued by the Lockmaster in conjunction with this closure.

FOR THE DISTRICT ENGINEER:

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