



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

News Release

Release No. 31-08

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For Release: **IMMEDIATE** – June 15, 2008

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St. Louis Corps District continues flood response north of city and flood preparations southward

St. Louis - The Mississippi River, which has approached or exceeded historic levels in Iowa, continues to send a growing swell of water southward. Closer to St. Louis, the Corps announced today that Locks 24 and 25 at Clarksville and Winfield, Missouri were officially closed at 4 p.m. Saturday. Technicians immediately began to remove critical electrical components to protect them from rising waters at the two facilities. Kaskaskia Lock and Dam, on the Kaskaskia River remains open, but is scheduled to close Sunday, June 15.

The St. Louis District is maintaining flood fight teams into the field north of St. Louis and area engineer representatives are on the move south of St. Louis.

The teams, small technical units, are working around the clock with levee operators and public works and emergency offices of counties and municipalities to provide technical advice and ascertain needs for materials such as sand bags and plastic sheeting. Those latter items are distributed to government offices which in turn, make them available to individuals. The engineers going south are talking to levee district and government officials to make initial preparation to counter rising water in coming days.

The St. Louis District Emergency Operations Center began 24 hour operations Saturday to continue to monitor the situation and to be better prepared to take action if that becomes necessary. Along sections of the Mississippi River north of St. Louis, some stages are still being predicted to approach levels observed in 1993.

To date during the current high water event, the St. Louis District has issued 719,000 sand bags and 264 rolls of sheet plastic to local emergency operations offices to be ready to be used in flood fighting efforts. Plastic sheeting is used in combination with sand bags to provide stronger, more water proof protection to buildings and to reduce erosion at critical points in sand bag structures.

The National Weather Service, US Geological Service and Army Corps of Engineers are continuing to cooperate regionally to collect and share critical hydrologic data to better refine and calibrate predictive computer models for this and future events.

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St. Louis COE Flood Fight/2-2-2

Although the rising rivers are also attracting a lot of attention, they are treacherous in their current and predicted states. Do not wade, swim or boat in them.

The Corps in St. Louis also continues to urge people who live or travel near the rivers to continue to monitor water levels and in particular, not to drive into water covered roads. They should turn back and take longer routes if necessary. There are no short cuts to safety.

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Notes to editors: U.S. Army Corps of Engineers Districts are organized along watershed boundaries but cooperate regionally. For additional information for areas on the Mississippi River upstream of Lock and Dam 22 at Saverton, Mo., and on the Illinois River, upstream of LaGrange Lock and Dam, contact the Rock Island District Public Affairs Office at 309-794-5274.

The following locks north of St. Louis in the Rock Island District closed as follows:

- Thursday, June 12:
 - Lock 16** (Illinois City, Ill. – River Mile 457.2)
 - Lock 17** (New Boston, Ill. – River Mile 437.1)
 - Lock 18** (Gladstone, Ill. – River Mile 410.5)
 - Lock 20** (Canton, Mo. – River Mile 343.2)
- Friday June 13:
 - Lock 13** (Fulton, Ill. – River Mile 522.5)
 - Lock 14** Auxiliary Lock (Pleasant Valley, Iowa – River Mile 493.3)
 - Lock 21** (Quincy, Ill. – River Mile 324.9)
 - Lock 22** (Saverton, Mo. – River Mile 301.2)
- Saturday 14:
 - Lock 14** Main Lock (Pleasant Valley, Iowa – River Mile 493.3)
 - Lock 15** (Rock Island, Ill. – River Mile 483)
 - Lock 19** (Keokuk, Iowa – River Mile 364.2)

As a reminder, there are no locks on the Mississippi River south of Melvin Price Locks at Alton, Ill., and Locks 27 at Granite City, Ill. Those two locks are not currently projected to have to close for high water. The locks cannot be made ready until water levels go down far enough to assess for damages and safely reinstall components.