



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

# News Release

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1222 Spruce Street, St. Louis, Missouri 63103-2833 / [www.mvs.usace.army.mil/floodfight](http://www.mvs.usace.army.mil/floodfight)

## **Three of five St. Louis District locks looking ahead to reopenings**

**St. Louis** – Three of five navigation locks in the U.S. Army Corps of Engineers St. Louis District are still closed as a result of ongoing flooding on the Mississippi River.

Two, at Clarksville and Winfield, Missouri, remain closed to navigation up or down the Mississippi. The other two Mississippi River locks, Melvin Price Locks just south of Alton, Ill. and one at the south end of the Chain of Rocks Canal near Granite City, Ill., were able to remain open throughout the 2008 flood. The third, the Kaskaskia Lock that controls traffic into and out of the Kaskaskia River to and from the Mississippi River remains closed in Southern Randolph County north of Chester, Ill.

Current plans call for the two Mississippi River locks, numbers 24 at Clarksville and 25 near Winfield, possibly to reopen by July 4. The Kaskaskia Lock will probably stay closed until about July 7.

Plans to begin work to restore the locks to operation are being based on current forecasts.

At Lock 24 in Clarksville it will begin when water drops below 32.5 feet on the gage there. First steps will include cleaning areas that had been under water for nearly two weeks and lubricating moving parts. Electronic elements that remained behind during flooding will also be cleaned and dried out. Similar work will begin at Lock 25 near Winfield as water drops past a gage reading of 35 feet there.

Next, other electrical components, including the large motors that open and close the 200-ton-plus gate leafs and control the valves that allow water into and out of the lock chambers, will be reinstalled. Finally, everything will have to be tested before the locks are returned to service.

Lock personnel report that efforts to protect administrative and maintenance spaces from flood waters have been successful. At Lock 24 they report they are starting preliminary work in chest waders and hip boots to be ready to start to restore the lock. At Lock 25 they are still going to and from work in boats. “We’re still an Island,” one employee reported. Another employee reported that in recent days he has had two snakes try to seek refuge in his chest waders – while he was wearing them. “I’m not afraid of snakes, but I chose not to let them join me,” he said.

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## Lock Reopening – 2/2/2

Information and schedules are being shared with the U.S. Coast Guard and commercial navigation interests as lock reopenings move forward. This is similar to the dialog that enabled the locks to close early when commercial barge tows accelerated their movements to depart the system as early as possible. That cooperation allowed the locks to shut down and removing machinery for safe keeping ahead of river elevation trigger points that would have otherwise driven the timing.

St. Louis District leaders caution that the locks are scheduled to reopen pending any more rain that may affect them in the future. They cannot operate until water levels are below the tops of their gates. They also caution that any undetected damage may lengthen the time needed to restore operation.

Information concerning flood fighting and the recovery effort ahead will continue to be posted on the web sites of the Rock Island and St. Louis Corps Districts at:

<http://www.mvs.usace.army.mil/floodfight/> and

<http://www.mvr.usace.army.mil/PublicAffairsOffice/MidwestFlooding2008/Home.htm>

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