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St. Louis District

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Series of closures of St. Louis Harbor announced by Corps of Engineers

St. Louis – The U.S. Army Corps of Engineers in St. Louis is working with the U.S. Coast Guard to conduct a series of partial-day closures of the Mississippi River in the St. Louis Harbor.

The closures, to start Monday, Nov. 17, are scheduled during a period of six days. They will enable the Corps to dredge at the lower end of the Chain of Rocks Canal and to finish construction of three Bendway weirs in the downtown area of the harbor.

Dredging at the southern end of the Chain of Rocks Canal will remove sediment deposited by last summer's flooding and restore the navigation channel there to better ensure safe and efficient vessel movement.

This work is being done by Dredge America under contract with the Corps of Engineers. The dredging is projected to take about six days.

Building the weirs is part of the project that started last year, which also included the visible chevron, or arch-shaped structures in the river on the Missouri side of the near the McKinley Bridge.

Bendway weirs are rock structures that are never visible on the river's surface, but which redirect the river's energy to help stabilize the navigation channel in the vicinity of nearby downstream bridges. They also serve to reduce frequency and amounts of dredging.

The structures are being put in place on the Illinois side of the river across from the arch. The work is being accomplished by Patton-Tully, LLC, a Memphis firm. The work is expected to be completed in about three days.

The Corps of Engineers and the River Industry Action Council have coordinated the schedule and procedures to minimize impacts on barge traffic.

Editors Note: Both elements of this work are visible for photography. We expect to carry them out during extended hours including daylight. Dredge America and the Patton-Tully equipment are both contractor-owned and we cannot arrange visits. But the dredging will be visible at the southern end of the Chain of Rocks canal and can be photographed or videoed easily. Weir construction will be evidenced by a crane barge and barges of rock on the Illinois side of the river from the Eads Bridge southward for several hundred yards.