



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

# News Release

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Public Affairs Officer, Alan Dooley: 314-331-8002 (O)  
618-939-5985 (H)  
618-719-9039 (C)

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

## Navigation restrictions at Lock & Dam 24 at Clarksville, Mo.

**St. Louis, Mo., May 15, 2009** – The U.S. Coast Guard, Upper Mississippi River Sector, yesterday issued a Notice to Mariners, temporarily restricting the size of tows immediately upstream of Lock and Dam 24 at Clarksville, Mo. The decision was coordinated with the U.S. Army Corps of Engineers St. Louis District and the navigation industry. The restriction is due to shoaling, or a depth reduction due to sedimentation. In the notice, tow sizes, including the towboat, are limited to 70 feet wide, 400 feet long and a draft of 6.5 feet. It has been determined that it will be necessary to dredge the channel, although exact requirements are still being determined and refined by the Corps of Engineers.

Thursday, a tow reported grounding at approximately Mississippi River mile 274. A preliminary survey was conducted and indicated an area of shoaling, approximately 200 feet long by 140 feet wide, has encroached into the navigation channel. Depths were measured in the area at approximately seven feet. The Corps of Engineers is mandated by Congress to maintain a 300-foot wide, nine-foot deep channel on the Mississippi River and other rivers for commercial navigation. Commercial navigation tows carrying loaded barges generally draft at least nine feet.

According to St. Louis District's Andy Schimpf, the material will be removed with a mechanical dredge, most likely a clamshell-type dredge. A clamshell dredge uses a crane to excavate the material. It will be placed into barges for transportation to an approved material disposal area.

A survey of the area of concern has been conducted to determine the extent of the shoaling and, thus, how much sediment will need to be removed. About 4,500 cubic yards will have to be removed.

"Once the equipment arrives on-site, we expect the operation to take four to five days" said Schimpf. "This could change however, based on further survey findings."

He added that all dredging will be closely coordinated with the Coast Guard and the navigation industry to ensure safety and minimize impacts on commerce.

Bids are currently being accepted to perform the work and dredging is expected to start Sunday or Monday, based on how long it takes for the contractor to move equipment to Lock 24 and set up dredging operations.

Lock and Dam 24 is on the right descending bank at Clarksville, Mo., and is the northernmost lock and dam in the St. Louis District area of responsibility. Its main chamber is 600 feet long and passed more than 23 million tons of cargoes on nearly 2,400 vessels in 2008. The facility went into operation March 12, 1940.