



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

Kaskaskia River Lock and Dam Information Sheet



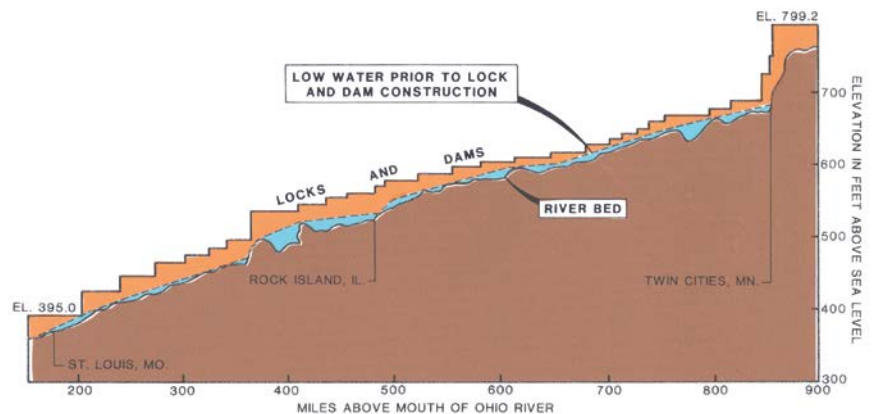
Technical Details

- Lock Chamber: 84 ft wide by 600 feet long
- Maximum Lift of Lock: 29 ft
- Pool Length: 27.8 miles
- Tonnage Locked Through:
2005: 661,350
2006: 670,978

Nine-Foot Navigation Channel

Located in Modoc, Illinois, Kaskaskia River Lock and Dam is part of the Upper Mississippi River Nine Foot Navigation Project. The Project, authorized by the Rivers and Harbors Act of 1930, created and ensured a nine-foot deep navigation river channel.

On the Upper Mississippi, a total of 29 lock and dam systems were constructed, forming a stairway of water from Minnesota to Illinois. From the first lock and dam at Minneapolis-St. Paul, Minnesota to the last one at Granite City, Illinois, there is a drop in elevation of 420 feet. The locks are necessary at each of the dams to allow boats to navigate from one pool (the water backed up behind each dam) to the next. These dams were constructed to aid in navigation only, they were not designed for flood control.

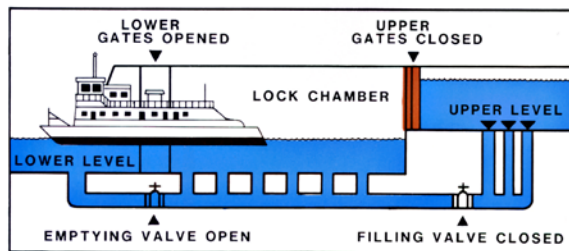
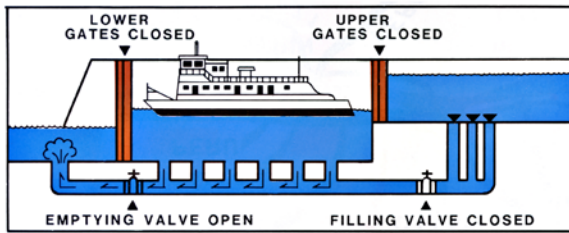
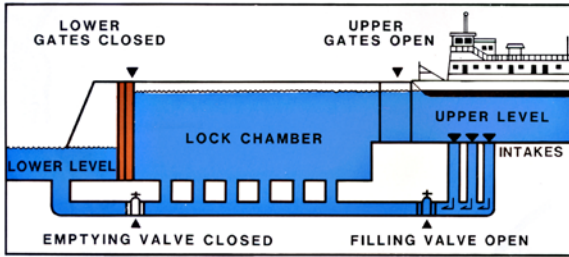


On the Lower Mississippi, the river does not need locks and dams because, with the addition of the Missouri, Illinois, Arkansas, Ohio, and other rivers, it is naturally wide enough and deep enough for navigation.

Kaskaskia Lock and Dam

The Kaskaskia River, located in Central and Southern Illinois is a navigable inland waterway. To maintain its

navigability it has one lock and dam system. Construction on this facility was started in 1967 and completed in 1973. This dam, located at river mile 0.8 in Modoc Illinois keeps the river at least 9 feet deep to accommodate barge traffic. The navigable channel is 225 feet wide and approximately 30 miles long.



Locking Process

The lock chambers consist of four miter gates (two at each end of the chamber), and four valves (two and each end). All boats wishing to pass through a dam must lock through the lock chamber, even during open river conditions.

Lockage is completed by using a system of valves to raise and lower the water level in the lock chamber. This is an elevator system for boats, raising or lowering them to the same level as the pool they want to get to. There are two sets of valves, the filling valves (located at the upper pool) and the emptying valves (located at the lower pool). The filling valves are opened to allow water to enter the chamber, making it the same height as the upper pool, and the emptying valves are opened to allow water to drain out, making the chamber the same height as the lower pool. During the process, no pumps are used, the chamber is operated solely on gravity.

For More Information . . .

Contact the Lock Office at:

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Marine Radio: Channel 14

Website: www.mvs.usace.army.mil/Rivers



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