



US Army Corps
of Engineers®
Mississippi Valley
Division

Upper Mississippi River Navigation Charts

Minneapolis, MN to Cairo, IL
Upper Mississippi River Miles 866 to 0
Minnesota and St. Croix Rivers



NAVIGATION CHARTS OF THE UPPER MISSISSIPPI RIVER

prepared under the direction of the

U.S. ARMY ENGINEERS, MISSISSIPPI VALLEY DIVISION

in coordination with the following U.S. Army Engineering District Offices

U.S. Army Engineer District, St. Louis
1222 Spruce Street
St. Louis, MO 63103-2835
(314) 331-8095
www.mvs.usace.army.mil

U.S. Army Engineer District, Rock Island
Clock Tower Building
P.O. Box 2004
Rock Island, Illinois 61204-2004
(309) 794-5338
www.mvr.usace.army.mil

U.S. Army Engineer District, St. Paul
190 Fifth Street, East
St. Paul, MN 55101-1638
(651) 290-5200
www.mvp.usace.army.mil

Charts were prepared from Inland Electronic Navigation Chart (IENC) data, supplemented by information surveys by the U.S. Army Corps of Engineers offices and from aerial photography taken 2008-2010:

Information denoted on these charts can change and, therefore, anyone utilizing the Upper Mississippi River must exercise caution and acknowledge the ever-present hazards of this natural resource.

Mariners are urged to report any conditions found to differ from those shown on the charts to the U.S. Army Engineer District, Rock Island.

Mileage as shown along the channel thalweg is measured from the intersection of the Ohio and Mississippi rivers near Cairo, Illinois. The mileage does not represent distances along the present sailing line.

The shoreline is for full pool at dams and discharges that are equaled or exceeded 90 percent of the time.

Locations of Navigation Aids are changed from time to time. The type of aid may also be changed; for example, a daymark may be replaced by a flashing light. The latest information concerning the aids may be obtained from the Commander, Eighth Coast Guard District, Hale Boggs Federal Building, 500 Poydras Street, New Orleans, Louisiana 70130.

The vertical clearance shown as high water indicates the approximate stage at which navigation ceases.

Channel widths generally 200 to 400 feet are available throughout the Upper Mississippi River.

The average navigation season from Rock Island, Illinois, to Minneapolis is 1 April to 1 December.

Remember it is not lawful to throw, discharge, or deposit from any barge or other floating craft of any kind, any refuse matter of any kind including oil, into any navigable stream of the United States.

Buoys or markers are placed along the sides of the channel at turns, at points where channels divide, at harbor and marina entrances, and to mark certain obstructions. Those along a given channel are placed in an increasing numbered sequence moving upstream or from seaward with the even-numbered markers on the starboard (right hand) side and odd numbers on the port (left hand) side. Buoys are set to mark the maximum navigation channel available considering channel alignments, the prevailing river stage, and obstruction. They do appear on the charts upstream of Mel Price Lock and Dam. Since buoys are moved frequently as channel changes occur, locations shown on these charts are only approximate. Mariners should review the Coast Guard Local Notice to Mariners for additional information.

TO PRESERVE THE RESOURCE

In each Mississippi River pool, lands acquired by the Corps of Engineers for the navigation project are managed in the public interest in accordance with a Master Plan for Resource Management. These plans are prepared by the respective District Engineers at St. Paul, Minnesota; Rock Island, Illinois, and St. Louis, Missouri. They are guides for the orderly development and management of all project lands for any purpose, including public park and recreational use, fish and wildlife enhancement, agricultural activities, soil and forest conservation, and the protection of the health and safety of the visiting public. The Corps solicits the cooperation and assistance of all interested Federal, State and local agencies in developing the Master Plans and providing the needed facilities.

The Master Plans recognize the unique, wild character of the Upper Mississippi River bottomlands and the desirability of preserving their wildlife resources. Consequently, most of the lands acquired for the navigation project have been made available for concurrent administration by the U.S. Fish and Wildlife Service for waterfowl management. Some of these same lands, in turn, have been made available to the States for fish and wildlife management purposes, including public hunting. Generally, except for areas which are posted at times as waterfowl sanctuaries, these same lands may be used for recreational activities. All other Corps lands not zoned for specific purposes are also open to free public use. Camping activity is normally restricted to designated recreation areas along state shorelines. Primitive camping is allowed on river island areas where dredge material beaches exist, unless the area is otherwise posted. Title 36 of the Code of Federal Regulations apply to such primitive camping activities with special concern for sections involving littering and sanitation, the cutting of the live vegetation, the construction of structures, and camping limitations involving camp for a period longer than 14 days during any 30 consecutive day period.

Attracted by the unique natural beauty and outstanding recreational opportunities of the Upper Mississippi River, ever-increasing numbers of visitors come to this valley each year. To facilitate their enjoyment of the river and, at the same time, to protect the natural resources of the project, the Corps of Engineers have developed a limited number of public access points, at selected sites. In relation to that program, special effort has been made in the preparation of the navigation charts to show roads leading to the river, all Federally owned lands under the jurisdiction of the Corps of Engineers and the U.S. Fish and Wildlife Service, and all established river access points, including those on private lands.

FOR GREATER ENJOYMENT

The right to use freely the lands and waters of the Upper Mississippi River Project is a privilege which carries with it some responsibilities. The area is large but the number of users is so great that there is competition for space. There are also certain hazards involved in water recreation. Under these circumstances it is considered necessary to suggest two guidelines for behavior in order that the resources of the project may be conserved and the public welfare protected. These are as follows:

1. **Boating Safety** – The waters immediately above and below each lock and dam are hazardous for small boats because of dangerous currents and commercial barge traffic. These waters should be entered with extreme caution. Warning signs and signals should be observed and lockmasters' instructions must be followed when locking through or boating in the vicinity.

Most named slough, chutes and cuts, shown on the charts are considered generally safe for small boats. However, outside the Nine-Foot Channel, navigation hazards may occur in any waters. Because all of these submerged features cannot be shown and because depths and hazards change from time to time, boating in unfamiliar waters should be done with care.

2. **Waste Disposal** – Rusty cans, broken glass, and other by-products of intensive use could become serious hazards to continued enjoyment of the Mississippi River for recreational purposes. Waste disposal facilities cannot be provided for all access points or public areas particularly the River islands. On the basis of long experience, therefore, it is suggested that the only practical method of waste disposal is for each visitor to transport such wastes to established mainland points where adequate disposal facilities are provided. Burying wastes or sinking them in the river are not considered satisfactory methods of disposal.

PERMITS: CORPS OF ENGINEERS REGULATORY PROGRAM

The Corps of Engineers is charged by Congress with the regulation of many activities involving the Upper Mississippi River, its tributaries, and wetlands. Anyone wishing to undertake a project in, under, over, or adjacent to a water of the United States (including wetlands) should inquire to the appropriate Corps of Engineers District regarding permit needs. In addition to the Corps of Engineers, other Federal, state, county, or local agencies may also have permit requirements.

REGULATIONS

PRESCRIBED BY THE SECRETARY OF THE ARMY FOR MISSISSIPPI RIVER ABOVE CAIRO, IL., AND ITS TRIBUTARIES; USE, ADMINISTRATION AND NAVIGATION

THE LAW

Section 7 of the River and Harbor Act of August 8, 1917, provides as follows:

"That it shall be the duty of the Secretary of War to prescribe such regulations for the use, administration, and navigation of the navigable waters of the United States as in his judgment the public necessity may require for the protection of life and property, or of operations of the United States in channel improvement, covering all matters not specifically delegated by law to some other executive department. Such regulations shall be posted, in conspicuous and appropriate places, for the information of the public; and every person and every corporation which shall violate such regulations shall be deemed guilty of a misdemeanor, and on conviction thereof in any district court of the United States within whose territorial jurisdiction such offense may have been committed, shall be punished by a fine not exceeding \$500, or by imprisonment (in the case of a natural person) not exceeding six months, in the discretion of the court."

In pursuance of the law above quoted, the following regulations were prescribed to govern the use, administration, and navigation of the Mississippi River above Cairo, Illinois, and its tributaries.

THE REGULATIONS

Sec. 207.300 Ohio River, Mississippi River above Cairo, Ill., and their tributaries; use, administration, and navigation.

(a) Authority of Lockmasters.

(1) *Locks staffed with Government personnel.* The provisions of this paragraph apply to all waterways in this section except for Cordell Hull Lock located at Mile 313.5 on the Cumberland River in Tennessee. The lockmaster shall be charged with the immediate control and management of the lock, and of the area set aside as the lock area, including the lock approach channels. He/she shall see that all laws, rules, and regulations for the use of the lock and lock area are duly complied with, to which end he/she is authorized to give all necessary orders and directions in accordance therewith, both to employees of the government and to any and every person within the limits of the lock and lock area, whether navigating the lock or not. No one shall cause any movement of any vessel, boat, or other floating thing in the lock or approaches except by or under the direction of the lockmaster or his/her assistants. In the event of an emergency, the lockmaster may depart from these regulations as he deems necessary. The lockmasters shall also be charged with the control and management of federally constructed mooring facilities.

(2) *Locks staffed with contract personnel.* The provisions of this paragraph apply to Cordell Hull Lock located at Mile 313.5 on the Cumberland River in Tennessee. Contract personnel shall give all necessary orders and directions for operation of the lock. No one shall cause any movement of any vessel, boat or other floating thing in the locks or approaches except by or under the direction of the contract lock operator. All duties and responsibilities of the lockmaster set forth in this section shall be performed by the contract lock operator except that responsibility for enforcing all laws, rules, and regulations shall be vested in a government employee designated by the Nashville District Engineer. The district engineer will notify waterway users and the general public through appropriate notices and media concerning the location and identity of the designated government employee.

(b) *Safety rules for vessels using navigation locks.* The following safety rules are hereby prescribed for vessels in the locking process, including the act of approaching or departing a lock:

(1) *Tows with flammable or hazardous cargo barges, loaded or empty.*

(i) Stripping barges or transferring cargo is prohibited.

(ii) All hatches on barges used to transport flammable or hazardous materials shall be closed and latched, except those barges carrying a gas-free certificate.

(iii) Spark-proof protective rubbing fenders ("possums") shall be used.

(2) *All vessels.*

(i) Leaking vessels may be excluded from locks until they have been repaired to the satisfaction of the lockmaster.

(ii) Smoking, open flames, and chipping or other spark-producing activities are prohibited on deck during the locking cycle.

(iii) Painting will not be permitted in the lock chamber during the locking cycle.

(iv) Tow speeds shall be reduced to a rate of travel such that the tow can be stopped by checking should mechanical difficulties develop. Pilots should check with the individual lockmasters concerning prevailing conditions. It is also recommended that pilots check their ability to reverse their engines prior to beginning an approach. Engines shall not be turned off in the lock until the tow has stopped and been made fast.

(v) U.S. Coast Guard regulations require all vessels to have on board life saving devices for prevention of drowning. All crew members of vessels required to carry work vests (life jackets) shall wear them during a lockage, except those persons in an area enclosed with a handrail or other device which would reasonably preclude the possibility of falling overboard. All deckhands handling lines during locking procedure shall wear a life jacket. Vessels not required by Coast Guard regulations to have work vests aboard shall have at least the prescribed life saving devices, located for ready access and use if needed. The lockmaster may refuse lockage to any vessel which fails to conform to the above.

(c) *Reporting of navigation incidents.* In furtherance of increased safety on waterways the following safety rules are hereby prescribed for all navigation interests:

(1) Any incident resulting in uncontrolled barges shall immediately be reported to the nearest lock. The report shall include information as to the number of loose barges, their cargo, and the time and location where they broke loose. The lockmaster or locks shall be kept informed of the progress being made in bringing the barges under control so that he can initiate whatever actions may be warranted.

(2) Whenever barges are temporarily moored at other than commercial terminals or established fleeting areas, and their breaking away could endanger a lock, the nearest lock shall be so notified, preferably the downstream lock.

(3) Sunken or sinking barges shall be reported to the nearest lock both downstream and upstream of the location in order that other traffic passing those points may be advised of the hazards.

(4) In the event of an oil spill, notify the nearest lock downstream, specifying the time and location of the incident, type of oil, amount of spill, and what recovery or controlling measures are being employed.

(5) Any other activity on the waterways that could conceivably endanger navigation or a navigation structure shall be reported to the nearest lock.

(6) Whenever it is necessary to report an incident involving uncontrolled, sunken or sinking barges, the cargo in the barges shall be accurately identified.

(d) *Precedence at locks.*

(1) The vessel arriving first at a lock shall normally be first to lock through, but precedence shall be given to vessels belonging to the United States. Licensed commercial passenger vessels operating on a published schedule or regularly operating in the "for hire" trade shall have precedence over cargo tows and like craft. Commercial cargo tows shall have precedence over recreational craft, except as described in paragraph (f) of this section.

(2) Arrival posts or markers may be established ashore above and/or below the locks. Vessels arriving at or opposite such posts or markers will be considered as having arrived at the locks within the meaning of this paragraph. Precedence may be established visually or by radio communication. The lockmaster may prescribe such departure from the normal order of precedence as in his judgment is warranted to achieve best lock utilization.

(e) *Unnecessary delay at locks.* Masters and pilots must use every precaution to prevent unnecessary delay in entering or leaving locks. Vessels failing to enter locks with reasonable promptness when signaled to do so shall lose their turn. Rearranging or switching of barges in the locks or in approaches is prohibited unless approved or directed by the lockmaster. This is not meant to curtail "jackknifing" or set-overs where normally practiced.

(f) *Lockage of recreational craft.*

In order to fully utilize the capacity of the lock, the lockage of recreational craft shall be expedited by locking them through with commercial craft, *provided That both parties agree to joint use of the chamber.* When recreational craft are locked simultaneously with commercial tows, the lockmaster will direct, whenever practicable, that the recreational craft enter the lock and depart while the tow is secured in the lock. Recreational craft will not be locked through with vessels carrying volatile cargoes or other substances likely to emit toxic or explosive vapors. If the lockage of recreational craft cannot be accomplished within the time required for three other lockages, a separate lockage of recreational craft shall be made. Recreational craft operators are advised that many locks have a pull chain located at each end of the lock which signals the lockmaster that lockage is desired. Furthermore, many Mississippi River locks utilize a strobe light at the lock to signal recreational type vessels that the lock is ready for entry. Such lights are used exclusively to signal recreational craft.

(g) *Simultaneous lockage of tows with dangerous cargoes.* Simultaneous lockage of other tows with tows carrying dangerous cargoes or containing flammable vapors normally will only be permitted when there is agreement between the lockmaster and both vessel masters that the simultaneous lockage can be executed safely. He shall make a separate decision each time such action seems safe and appropriate, provided:

(1) The first vessel or tow in and the last vessel or tow out are secured before the other enters or leaves.

(2) Any vessel or tow carrying dangerous cargoes is not leaking.

(3) All masters involved have agreed to the joint use of the lock chamber.

(h) *Stations while awaiting a lockage.* Vessels awaiting their turn to lock shall remain sufficiently clear of the structure to allow unobstructed departure for the vessel leaving the lock. However, to the extent practicable under the prevailing conditions, vessels and tows shall position themselves so as to minimize approach time when signaled to do so.

(i) *Stations while awaiting access through navigable pass.* When navigable dams are up or are in the process of being raised or lowered, vessels desiring to use the pass shall wait outside the limits of the approach points unless authorized otherwise by the lockmaster.

(j) *Signals.* Signals from vessels shall ordinarily be by whistle; signals from locks to vessels shall be by whistle, another sound device, or visual means. When a whistle is used, long blasts of the whistle shall not exceed 10 seconds and short blasts of the whistle shall not exceed 3 seconds. Where a lock is not provided with a sound or visual signal installation, the lockmaster will indicate by voice or by the wave of a hand when the vessel may enter or leave the lock. Vessels must approach the locks with caution and shall not enter nor leave the lock until signaled to do so by the lockmaster.

The following lockage signals are prescribed:

(1) *Sound signals by means of a whistle.* These signals apply at either a single lock or twin locks.

(i) Vessels desiring lockage shall on approaching a lock give the following signals at a distance of not more than one mile from the lock;

(a) If a single lockage only is required: One long blast of the whistle followed by one short blast.

(b) If a double lockage is required: One long blast of the whistle followed by two short blasts.

(ii) When the lock is ready for entrance, the lock will give the following signals:

(a) One long blast of the whistle indicates permission to enter the lock chamber in the case of a single lock or to enter the landward chamber in the case of twin locks.

(b) Two long blasts of the whistle indicates permission to enter the riverward chamber in the case of twin locks.

(iii) Permission to leave the locks will be indicated by the following signals given by the lock:

(a) One short blast of the whistle indicates permission to leave the lock chamber in the case of a single lock or to leave the landward chamber in the case of twin locks.

(b) Two short blasts of the whistle indicates permission to leave the riverward chamber in the case of twin locks.

(iv) Four or more short blasts of the lock whistle delivered in rapid succession will be used as a means of attracting attention, to indicate caution, and to signal danger. This signal will be used to attract the attention of the captain and crews of vessels using or approaching the lock or navigating in its vicinity and to indicate that something unusual involving danger or requiring special caution is happening or is about to take place. When this signal is given by the lock, the captains and crews of vessels in the vicinity shall immediately become on the alert to determine the reason for the signal and shall take the necessary steps to cope with the situation.

(2) *Lock signal lights.* At locks where density of traffic or other local conditions make it advisable, the sound signals from the lock will be supplemented by signal lights. Flashing lights (showing a one-second flash followed by a two-second eclipse) will be located on or near each end of the land wall to control use of a single lock or of the landward lock of double locks. In addition, at double locks, interrupted flashing lights (showing a one-second flash, a one-second eclipse and a one-second flash, followed by a three-second eclipse) will be located on or near each end of the intermediate wall to control use of the riverward lock. Navigation will be governed as follows:

(i) *Red light.* Lock cannot be made ready immediately. Vessel shall stand clear.

(ii) *Amber light.* Lock is being made ready. Vessel may approach but under full control.

(iii) *Green light.* Lock is ready for entrance.

(iv) *Green and amber.* Lock is ready for entrance but gates cannot be recessed completely. Vessel may enter under full control and with extreme caution.

(3) *Radio communications.* VHF-FM radios, operating in the FCC authorized Maritime Band, have been installed at all operational locks (except those on the Kentucky River and Lock 3, Green River). Radio contact may be made by any vessel desiring passage. Commercial tows are especially requested to make contact at least one half hour before arrival in order that the pilot may be informed of current river and traffic conditions that may affect the safe passage of his tow.

All locks monitor 156.8 MHz (Ch. 16) and 156.65 MHz (Ch. 13) and can work 156.65 MHz (Ch. 13) and 156.7 MHz (Ch. 14) Ch. 16 is the authorized call, reply and distress frequency, and locks are not permitted to work on this frequency except in an emergency involving the risk of immediate loss of life or property. Vessels may call and work Ch. 13, without switching, but are cautioned that vessel to lock traffic must not interrupt or delay Bridge to Bridge traffic which has priority at all times.

(k) *Rafts.* Rafts to be locked through shall be moored in such manner as not to obstruct the entrance of the lock, and if to be locked in sections, shall be brought to the lock as directed by the lockmaster. After passing the lock the sections shall be reassembled at such distance beyond the lock as not to interfere with other vessels.

(l) *Entrance to and exit from locks.* In case two or more boats or tows are to enter for the same lockage, their order of entry shall be determined by the lockmaster. Except as directed by the lockmaster, no boat shall pass another in the lock. In no case will boats be permitted to enter or leave the locks until directed to do so by the lockmaster. The sides of all craft passing through any lock shall be free from projections of any kind which might injure the lock walls. All vessels shall be provided with suitable fenders, and shall be used to protect the lock and guide walls until it has cleared the lock and guide walls.

(m) *Mooring*

(1) *At locks.*

(i) All vessels when in the locks shall be moored as directed by the lockmaster. Vessels shall be moored with bow and stern lines leading in opposite directions to prevent the vessel from "running" in the lock. All vessels will have one additional line available on the head of the tow for emergency use. The pilothouse shall be attended by qualified personnel during the entire locking procedure. When the vessel is securely moored, the pilot shall not cause movement of the propellers except in emergency or unless directed by the lockmaster. Tying to lock ladders is strictly prohibited.

(ii) Mooring of unattended or non-propelled vessels or small craft at the upper or lower channel approaches will not be permitted within 1200 feet of the lock.

(2) *Outside of locks.*

(i) No vessel or other craft shall regularly or permanently moor in any reach of a navigation channel. The approximate centerline of such channels are marked as the sailing line on Corps of Engineers' navigation charts. Nor shall any floating craft, except in an emergency, moor in any narrow or hazardous section of the waterway. Furthermore, all vessels or other craft are prohibited from regularly or permanently mooring in any section of navigable waterways which are congested with commercial facilities or traffic unless it is moored at facilities approved by the Secretary of the Army or his authorized representative. The limits of the congested areas shall be marked on Corps of Engineers' navigation charts. However, the District Engineer may authorize in writing exceptions to any of the above if, in his judgment, such mooring would not adversely affect navigation and anchorage.

(ii) No vessel or other craft shall be moored to railroad tracks, to riverbanks in the vicinity of railroad tracks when such mooring threatens the safety of equipment using such tracks, to telephone poles or power poles, or to bridges or similar structures used by the public.

(iii) Except in case of great emergency, no vessel or craft shall anchor over revetted banks of the river, and no floating plant other than launches and similar small craft shall land against banks protected by revetment except at regular commercial landings. In all cases, every precaution to avoid damage to the revetment works shall be exercised. The construction of log rafts along matted or paved banks or the tying up and landing of log rafts against such banks shall be performed in such a manner as to cause no damage to the mattress work or bank paving. Generally, mattress work extends out into the river 600 feet from the low water line.

(iv) Any vessel utilizing a federally constructed mooring facility (e.g., cells, buoys, anchor rings) at the points designated on the current issue of the Corps' navigation charts shall advise the lockmaster at the nearest lock from that point by the most expeditious means.

(n) *Draft of vessels.* No vessel shall attempt to enter a lock unless its draft is at least three inches less than the least depth of water over the guard sills, or over the gate sills if there be no guard sills. Information concerning controlling depth over sills can be obtained from the lockmaster at each lock or by inquiry at the office of the district engineer of the district in which the lock is located.

(o) *Handling machinery.* No one but employees of the United States shall move any lock machinery except as directed by the lockmaster. Tampering or meddling with the machinery or other parts of the lock is strictly forbidden.

(p) *Refuse in locks.* Placing or discharging refuse of any description into the lock, on lock walls or esplanade, canal or canal bank is prohibited.

(q) *Damage to locks or other work.* To avoid damage to plant and structures connected with the construction or repair of locks and dams, vessels passing structures in the process of construction or repair shall reduce their speed and navigate with special caution while in the vicinity of such work. The restrictions and admonitions contained in these regulations shall not affect the liability of the owners and operators of floating craft for any damage to locks or other structures caused by the operation of such craft.

(r) *Trespass of lock property.* Trespass on locks or dams or other U.S. property pertaining to the locks or dams is strictly prohibited except in those areas specifically permitted. Parties committing any injury to the locks or dams or to any part thereof will be responsible therefor. Any person committing a willful injury to any U.S. property will be prosecuted. No fishing will be permitted from lock walls, guide walls, or guard walls of any lock or from any dam, except in areas designated and posted by the responsible District Engineer as fishing areas. Personnel from commercial and recreational craft will be allowed on the lock structure for legitimate business reasons; e.g., crew changes, emergency phone calls, etc.

(s) *Restricted areas at locks and dams.* All waters immediately above and below each dam, as posted by the respective District Engineers, are hereby designated as restricted areas. No vessel or other floating craft shall enter any such restricted area at any time. The limits of the restricted areas at each dam will be determined by the responsible District Engineer and marked by signs and/or flashing red lights installed in conspicuous and appropriate places.

(t) [Reserved]

(u) *Operations during high water and floods in designated vulnerable areas.* Vessels operating on these waters during periods when river stages exceed the level of "ordinary high water," as designated on Corps of Engineers' navigation charts, shall exercise reasonable care to minimize the effects of their bow waves and propeller washes on river banks; submerged or partially submerged structures or habitations; terrestrial growth such as trees and bushes; and man-made amenities that may be present. Vessels shall operate carefully when passing close to levees and other flood protection works, and shall observe minimum distances from banks which may be prescribed from time to time in Notices to Navigation Interests. Pilots should exercise particular care not to direct propeller wash at river banks, levees, revetments, structures or other appurtenances subject to damage from wave action.

(v) *Navigation lights for use at all locks and dams except on the Kentucky River and Lock 3, Green River.*

(1) At locks at all fixed dams and at locks at all movable dams when the dams are up so that there is no navigable pass through the dam, the following navigation lights will be displayed during hours of darkness:

(i) Three green lights visible through an arc of 360 deg. arranged in a vertical line on the upstream end of the river (guard) wall unless the intermediate wall extends farther upstream. In the latter case, the lights will be placed on the upstream end of the intermediate wall.

(ii) Two green lights visible through an arc of 360 deg. arranged in a vertical line on the downstream end of the river (guard) wall unless the intermediate wall extends farther downstream. In the latter case, the lights will be placed on the downstream end of the intermediate wall.

(iii) A single red light, visible through an arc of 360 deg. on each end (upstream and downstream) of the land (guide) wall.

(2) At movable dams when the dam has been lowered or partly lowered so that there is an unobstructed navigable pass through the dam, the navigation lights indicated in the following paragraphs will be displayed during hours of darkness until lock walls and weir piers are awash.

(i) Three red lights visible through an arc of 360 deg. arranged in a vertical line on the upstream end of the river (guard) wall.

(ii) Two red lights visible through an arc of 360 deg. arranged in a vertical line on the downstream end of the river (guard) wall.

(iii) A single red light visible through an arc of 360 deg. on each end (upstream and downstream) of the land (guide) wall.

(3) After lock walls and weir piers are awash they will be marked as prescribed in paragraph (x) of this section.

(4) If one or more bear traps or weirs are open or partially open, and may cause a set in current conditions at the upper approach to the locks, this fact will be indicated by displaying a white circular disk 5 feet in diameter, on or near the light support on the upstream end of the land (guide) wall during the hours of daylight, and will be indicated during hours of darkness by displaying a white (amber) light vertically under and 5 feet below the red light on the upstream end of the land (guide) wall.

(5) At Locks No. 1 and 2, Green River, when the locks are not in operation because of high river stages, a single red light visible through an arc of 360 deg. will be displayed on each end (upstream and downstream) of the lock river (guard) wall at which time the lights referred to above will not be visible.

(w) *Navigation lights for use at locks and dams on the Kentucky River and Lock 3, Green River.* A single red light visible through an arc of 360 deg. shall be displayed during hours of darkness at each end of the river wall or extending guard structures until these structures are awash.

(x) *Buoys at movable dams.*

(1) Whenever the river (guard) wall of the lock and any portion of the dam are awash, and until covered by a depth of water equal to the project depth, the limits of the navigable pass through the dam will be marked by buoys located at the upstream and downstream ends of the river (guard) wall, and by a single buoy over the end or ends of the portion or portions of the dam adjacent to the navigable pass over which project depth is not available. A red nun-type buoy will be used for such structures located on the left-hand side (facing downstream) of the river and a black can-type buoy for such structures located on the right-hand side. Buoys will be lighted, if practicable.

(2) Where powerhouses or other substantial structures projecting considerably above the level of the lock wall are located on the river (guard) wall, a single red light located on top of one of these structures may be used instead of river wall buoys prescribed above until these structures are awash, after which they will be marked by a buoy of appropriate type and color (red nun or black can buoy) until covered by a depth of water equal to the project depth. Buoys will be lighted, if practicable.

(y) *Vessels to carry regulations.* A copy of these regulations shall be kept at all times on board each vessel regularly engaged in navigating the rivers to which these regulations apply. Copies may be obtained from any lock office or District Engineer's office on request. Masters of such vessels are encouraged to have on board copies of the current edition of appropriate navigation charts.

How to Obtain Chart Books and Updates

Chart books can be purchased in person or over the phone (shipping charges will apply):

Mississippi River Visitor Center
(Adjacent to Lock and Dam 15 on Arsenal Island)
Rock Island, IL 61204
(309) 794-5338

Charts and updates can be downloaded for free as individual chart pages or as an entire book. The charts are available as Adobe Acrobat Portable Document Format (pdf) files, and the chart page files each contain georeferencing information to allow location-based interaction.

Download from: <http://www2.mvr.usace.army.mil/NIC2/mrcharts.cfm>



QR code for enabled devices:

Links and information about chart books available for other inland waterways can be found here:

<http://www.agc.army.mil/echarts/books>

Lock Contacts and Information

Lock	Mile	Bank	VHF	Office Phone	Length x Width
Upper St. Anthony Falls	854	L	14	612-333-5336	400' x 56'
Lower St. Anthony Falls	853	R	14	612-332-3660	400' x 56'
1	848	R	14	612-724-2971	400' x 56'
2	815	R	14	651-437-3150	600' x 110'
3	796	R	14	651-388-5794	600' x 110'
4	753	L	14	608-685-4421	600' x 110'
5	738	R	14	507-689-2101	600' x 110'
5A	729	R	14	507-452-2789	600' x 110'
6	714	L	14	608-534-6424	600' x 110'
7	703	R	14	507-895-2170	600' x 110'
8	679	L	14	608-689-2625	600' x 110'
9	648	L	14	608-874-4311	600' x 110'
10	615	R	14	563-252-1261	600' x 110'
11	583	R	14	563-582-1204	600' x 110'
12	567	R	14	563-872-3314	600' x 110'
13	523	L	14	815-589-3313	600' x 110'
14	439	R	14	563-332-0907	600' x 110'
15	483	L	14	309-794-5266	600' x 110'
16	457	L	14	309-537-3191	600' x 110'
17	437	L	14	309-587-8125	600' x 110'
18	411	L	14	309-873-2246	600' x 110'
19	364	R	14	319-524-2631	1200' x 110'
20	343	R	14	573-288-3320	600' x 110'
21	325	L	14	217-222-0918	600' x 110'
22	310	R	14	573-221-0294	600' x 110'
24	273	R	14	573-242-3524	600' x 110'
25	241	R	12	636-566-8120	600' x 110'
Mel Price	201	L	12	618-462-1713	1200' x 110'
27	185.5	L	12	618-452-7107	1200' x 110'

Inland Electronic Navigation Charts

The U.S. Army Corps of Engineers produces Inland Electronic Navigational Charts (IENCs) for the Inland Waterway System, including the Upper Mississippi River up to River Mile 866.

These IENCs are created for use in Electronic Chart Systems (ECS) to position a vessel upon the electronic navigational chart display. Use of ECS in conjunction with IENCs does not eliminate the USCG paper chart carriage requirement. Until such guidance and policy is established, IENCs provide a valuable adjunct to the 2011 Navigation Charts.

IENCs offer significant benefits to vessels including accurate and real-time display of vessel position relative to waterway features, voyage planning and monitoring tools, Automatic Identification Systems (AIS) integration, and training tools for new personnel and integrated display of river charts, radar, and AIS.

IENC chart products, services, and information are available for download at: <http://www.agc.army.mil/echarts>

IENC Maintenance

All Mississippi River IENCs are maintained with updates of new or corrected Local Notice to Mariner information as it becomes available. IENCs are updated at least annually and monthly maintenance is currently underway.

Port Series Report Books

The U. S. Army Corps of Engineers, Navigation Data Center, produces the Port Series Report Books that describe the physical and inter-modal (infrastructure) characteristics of the coastal, Great Lakes, and inland ports of the United States. Imagery sheets are included that reference the Port Series facility numbers for easy of locating individual facilities. Port Series products are may be obtained from:

Port Series Reports
U.S. Army Corps of Engineers CEIWR-Navigation Data Center 7701
Telegraph Road, Casey Building Alexandria, VA 22315-3686

<http://www.iwr.usace.army.mil/ndc>

Waterborne Commerce Statistics Center

The U. S. Army Corps of Engineers, Waterborne Commerce Statistics Center under the authority of the Rivers & Harbors Act of 1922, collects, processes, distributes, and archives vessel trip and cargo data.

Under Federal law, vessel operating companies must report domestic waterborne commercial movements to the Corps.

Data summaries include origin to destination information of foreign and domestic waterborne cargo movements by region and state, and also waterborne tonnage for principal ports and state and territories. Internal waterway tonnage indicators are updated monthly on the NDC web site.

This acquired vessel movement data is primarily for Corps and other government agencies' use. However, summary statistics, which do not disclose movements of individual companies, are also released to private companies and to the general public

The Waterborne Commerce Statistics Center's summarizes this data in the publication, *Waterborne Commerce of the United States*. It is issued in five parts (one to cover each coast and a national summary). A database that aggregates information of foreign and domestic waterborne cargo movements is available on CD. The publication *Transportation Lines of the United States* contains listings of domestic vessel operators, details their equipment and references their service areas. Most data are available in both hard copy and electronic form. Specialized data processing requests are considered on a case-by-case basis. Products and services may be obtained by request to:

Waterborne Commerce Statistics Center (WCSC)
P.O. Box 61280 New Orleans, LA 70161-1280
(504) 862-1424 or (504) 862-1404

<http://www.iwr.usace.army.mil/ndc/wcsc/wcsc.htm>

MARINE INFORMATION

The Eighth Coast Guard District is continuously alert for circumstances, which affect safe and efficient passage of river traffic. The Aids to Navigation Office in New Orleans receives reports from mariners and government agencies and distributes information to mariners through various marine information channels.

The four primary means of passing marine information in the Eighth Coast Guard District:

1. Broadcast Notice to Mariners
2. Local Notice to Mariners
3. Channel Reports
4. Directly from Lockmaster

There are four basic marine information publications printed by either the Coast Guard or U. S. Army Corps of Engineers which should be on all vessels:

1. Corps of Engineers Navigation Charts
2. Navigation Rules, International-Inland
3. Light List, Volume V, Mississippi River System and Volume IV, Gulf of Mexico
4. Corps of Engineers Regulations (Bluebook) 33 CFR 207

HOW TO OBTAIN LOCAL NOTICE TO MARINERS

Local Notice to Mariners may be obtained by:

One-way e-mail service, via subscription through the U.S. Coast Guard Navigation Center website, Local Notice to Mariners link at: <http://www.navcen.uscg.gov>.

Or downloaded from the U.S. Coast Guard Navigation Center website, Local Notice to Mariners Link at: <http://www.navcen.uscg.gov>.

The U. S. Coast Guard, Eighth District offices may be contacted at:

Commander, (DPW)
Eighth Coast Guard District
Hale Boggs Federal Building
500 Poydras Street
New Orleans, LA 70130-3396
(504) 671-2107

Mariners may contact the U. S. Coast Guard Command Center, 24-hours a day at (504) 589-6225.

In case of emergency or accident, contact the appropriate Coast Guard sector office:

1. Sector Upper Mississippi River, (314) 524-7511, Ext. 0
2. Sector Lower Mississippi River, (901) 544-3912, Ext. 4122
3. Sector Ohio Valley, (800) 253-7465
4. U. S. Coast Guard Command Center, 24-hours a day, at (504)589-6225

AIDS TO NAVIGATION

Aid to Navigation - The term Aid to Navigation means any device external to a vessel intended to assist a navigator to determine position or safe course, or to warn of dangers or obstructions to navigation.

Western Rivers System of Buoyage

The Western Rivers System – a variation of the standard U.S. Aids to Navigation System is employed on the Mississippi River and its tributaries above Baton Rouge, LA and on certain rivers which flow toward the Gulf of Mexico. For more information on aids to navigation access the U.S. Coast Guard Navigation Center website.

NOTES REGARDING AIDS TO NAVIGATION

The U.S. Coast Guard is responsible for placing and maintaining all aids to navigation. Buoys are set to mark project depths taking into consideration the prevailing river stages and obstructions. Buoy positions as shown on the charts are approximate, and subject to change depending on prevailing river stages and obstructions.

Buoys should always be given as wide a berth in passing as possible, consistent with the length and width of vessel or tow and the width or the bend or crossing.

Buoys should always be used with caution. They may be carried off position by high water, accumulation of drift, ice, or sunk by collision or other causes. When carried off position, destroyed, or removed to prevent loss, buoys are replaced at the earliest opportunity.

Lights and daymarks are also shown in approximate location.

DGPS FREQUENCIES

The U. S. Coast Guard Navigation Center (NAVCEN) operates the Coast Guard Maritime Differential Global Positioning System (DGPS) Service and the developing Nationwide DGPS Service, consisting of two control centers and over 60 remote broadcast sites. The Service broadcasts correction signals on marine radiobeacon frequencies to improve the accuracy of and integrity to GPS-derived positions. The Coast Guard DGPS Service provides 10-meter accuracy in all established coverage areas.

St. Paul

Alma, WI
Antenna Location 44-18.23N, 91-54.21W
Transmit Frequency (KHz) 317
Transmit Rate (bps) 200
Signal Strength 100uV/m at 241 KM

Rock Island

Andover, IA
Antenna Location 42-00.73N, 90-13.52W
Transmit Frequency (KHz) 311
Transmit Rate (bps) 200
Signal Strength 100uV/m at 241 KM

St. Louis

Summerfield, IL
Antenna Location 38-36.68N, 89-45.52W
Transmit Frequency (KHz) 322
Transmit Rate (bps) 200
Signal Strength 100uv/m at 184 KM

Additional information may be obtained from the U. S. Coast Guard Navigation Center website, <http://www.navcen.uscg.gov>.



U.S. AIDS TO NAVIGATION SYSTEM on the Western River System

AS SEEN ENTERING FROM SEAWARD

<p>PORT SIDE OR RIGHT DESCENDING BANK</p> <p>GREEN OR WHITE LIGHTS</p> <p>FLASHING ISO</p> <p>LIGHT LIGHTED BUOY CAN</p> <p>SG CNG</p> <p>PASSING DAYBEACON CROSSING DAYBEACON</p> <p>176.9 MILE BOARD</p>	<p>PREFERRED CHANNEL MARK JUNCTIONS AND OBSTRUCTIONS COMPOSITE GROUP FLASHING (2+1)</p> <p>PREFERRED CHANNEL TO STARBOARD TOPMOST BAND GREEN FI (2+1) G</p> <p>PREFERRED CHANNEL TO PORT TOPMOST BAND RED FI (2+1) R</p> <p>JG JR</p> <p>DAYBOARDS HAVING NO LATERAL SIGNIFICANCE</p> <p>MAY BE LETTERED WHITE LIGHT ONLY</p> <p>NB</p>	<p>STARBOARD SIDE OR LEFT DESCENDING BANK</p> <p>RED OR WHITE LIGHTS</p> <p>FLASHING (2) ISO</p> <p>LIGHT LIGHTED BUOY NUN</p> <p>MAY BE LIGHTED TR CNR</p> <p>PASSING DAYBEACON CROSSING DAYBEACON</p> <p>123.5 MILE BOARD</p>
---	--	--

SPECIAL MARKS--MAY BE LETTERED

UNLIGHTED LIGHTED

SHAPE: OPTIONAL--BUT SELECTED TO BE APPROPRIATE FOR THE POSITION OF THE MARK IN RELATION TO THE NAVIGABLE WATERWAY AND THE DIRECTION OF BUOYAGE.

YELLOW LIGHT ONLY
FIXED FLASHING

MOORING BUOY WHITE WITH BLUE BAND
MAY SHOW WHITE REFLECTOR OR LIGHT

TYPICAL INFORMATION AND REGULATORY MARKS NW WHITE LIGHT ONLY

INFORMATION AND REGULATORY MARKERS
WHEN LIGHTED, INFORMATION AND REGULATORY MARKS MAY DISPLAY ANY LIGHT RHYTHM EXCEPT QUICK FLASHING, Mo(a) AND FLASHING (2)

BOAT EXCLUSION AREA DANGER CONTROLLED AREA

SWIM AREA

EXPLANATION MAY BE PLACED OUTSIDE THE CROSSED DIAMOND SHAPE, SUCH AS DAM, RAPIDS, SWIM AREA, ETC.

THE NATURE OF DANGER MAY BE INDICATED INSIDE THE DIAMOND SHAPE, SUCH AS ROCK, WRECK, SHOAL, DAM, ETC.

TYPE OF CONTROL IS INDICATED IN THE CIRCLE, SUCH AS SLOW, NO WAKE, ANCHORING, ETC.

MULLET LAKE BLACK RIVER INFORMATION

FOR DISPLAYING INFORMATION SUCH AS DIRECTIONS, DISTANCES, LOCATIONS, ETC.

BUOY USED TO DISPLAY REGULATORY MARKERS

MAY SHOW WHITE LIGHT MAY BE LETTERED

STATE WATERS

INLAND (STATE) WATERS OBSTRUCTION MARK
MAY SHOW WHITE REFLECTOR OR QUICK FLASHING WHITE LIGHT

BLACK-STRIPED WHITE BUOY

Used to indicate an obstruction to navigation, extends from the nearest shore to the buoy. This means "do not pass between the buoy and the nearest shore." This aid is replacing the red and white striped buoy within the USWMS, but cannot be used until all red and white striped buoys on a waterway have been replaced.

Aids To Navigation

Navigation Lights*	
Daybeacons*	
Lighted Buoys	
Channel Buoys**	
Wrecks/Obstructions	
Pile/Dolphin/Fender	
Mooring/Protection	
Gage Station	

Transportation

Interstate Highway	
Major Road/Highway	
Paved Road	
Unimproved Road	
Railroad (With Mile Marker)	

Boundaries

County Boundary	
State Boundary	
Corps of Engineers District Boundary	

Navigation Facilities

Ferry Crossing	
Marina	
Boat Ramp	
Gaming Boat	
Barge Facility Index Number	
Corps of Engineers District Office	
Building/Tank Footprint	
Dredged Material Placement Site	

Notes

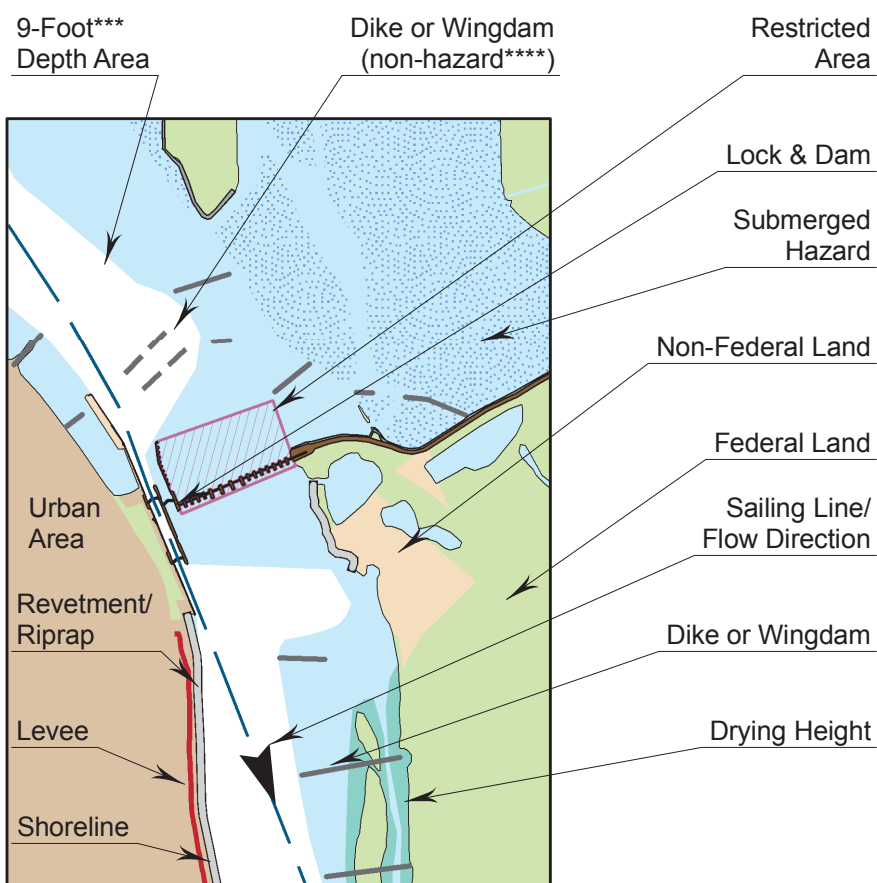
* Lights and Daybeacons are labeled as they appear in the US Coast Guard Light List. Navigation lights may contain daybeacons as well as a light. Check the Light List for full characteristics of a light.

** Buoy positions represented on these charts are approximate. Positioning of buoys are subject to change depending on river stages and channel obstructions. Buoy positions on these charts are from Summer 2010.

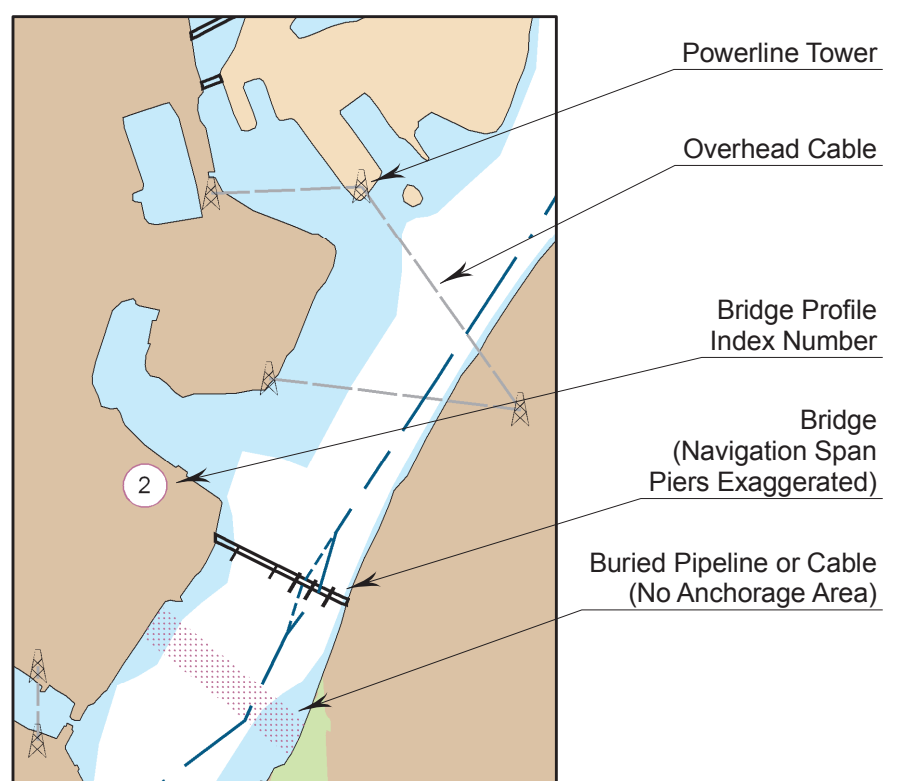
*** Area in river that generally meets project depth dimensions (i.e. 9-foot or greater) under prevailing river conditions. This area is subject to change as a result of scour or deposition of sediment. The area shown in these charts represents conditions as of the latest survey at the time of publishing.

**** Rock dikes, or wing dams, can be partially or completely submerged, depending on water levels and should be avoided. Wing dams that are low enough relative to water surface elevations to allow safe navigation over them in all conditions are considered non-hazards.

Land Cover



Crossings



How to Calculate Bridge Clearances

All bridge spans crossing the navigation channel have corresponding profile drawings, like the example below, shown on supplemental sheets. Each profile drawing lists the following key pieces of information:

- (A) Channel or Navigation Span
- (B) Name
- (C) River Mile
- (D) Elevation of Bridge for Clearance
- (E) Elevation of Reference Water Surface (*Pooled Reaches*)
- (F) Vertical and Horizontal Clearances
- (G) Reference Gage for Actual Vertical Clearance

Vertical clearance values at "pool stage" are the maximum possible clearance at the location where low steel could impact a vessel in the designated channel or navigation span. The location of low steel within the navigation span varies from bridge to bridge, and actual clearances will be lower than the "vertical clearance at pool stage".

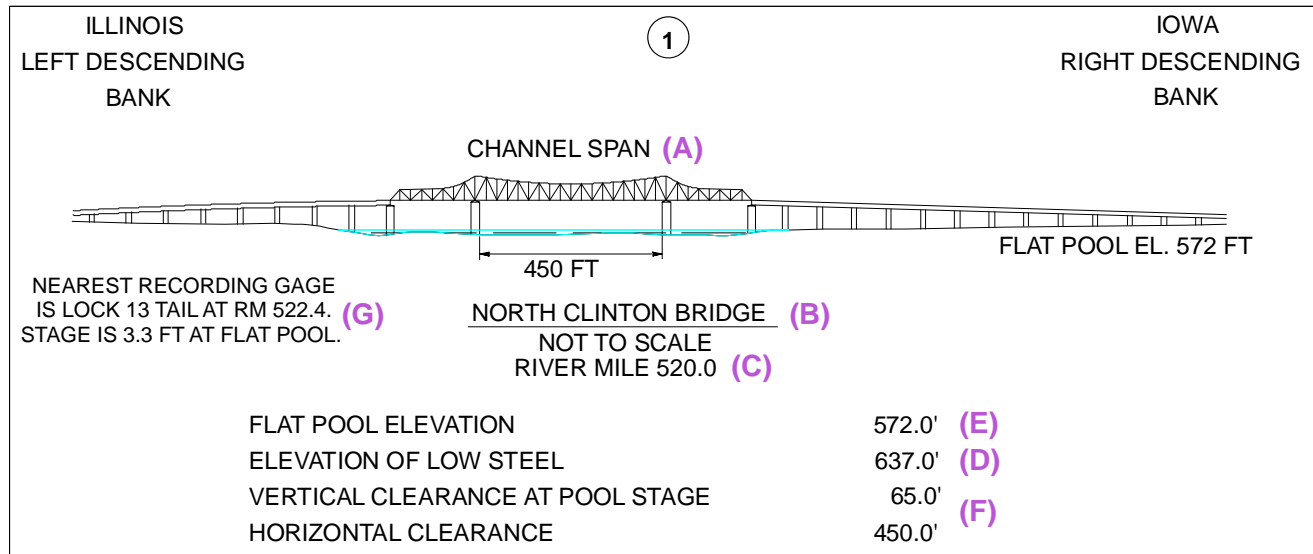
To estimate actual vertical clearance based on a reporting gage value:

$$\text{(Pool Stage Clearance) - ((Gage reading) - (Flat Pool Stage))}$$

(F) (G)

For the example bridge profile below, if the stage at L&D 13 Tail was 11.3 ft, then the actual vertical clearance would be:

$$65' - (11.3' - 3.3') = 57'$$



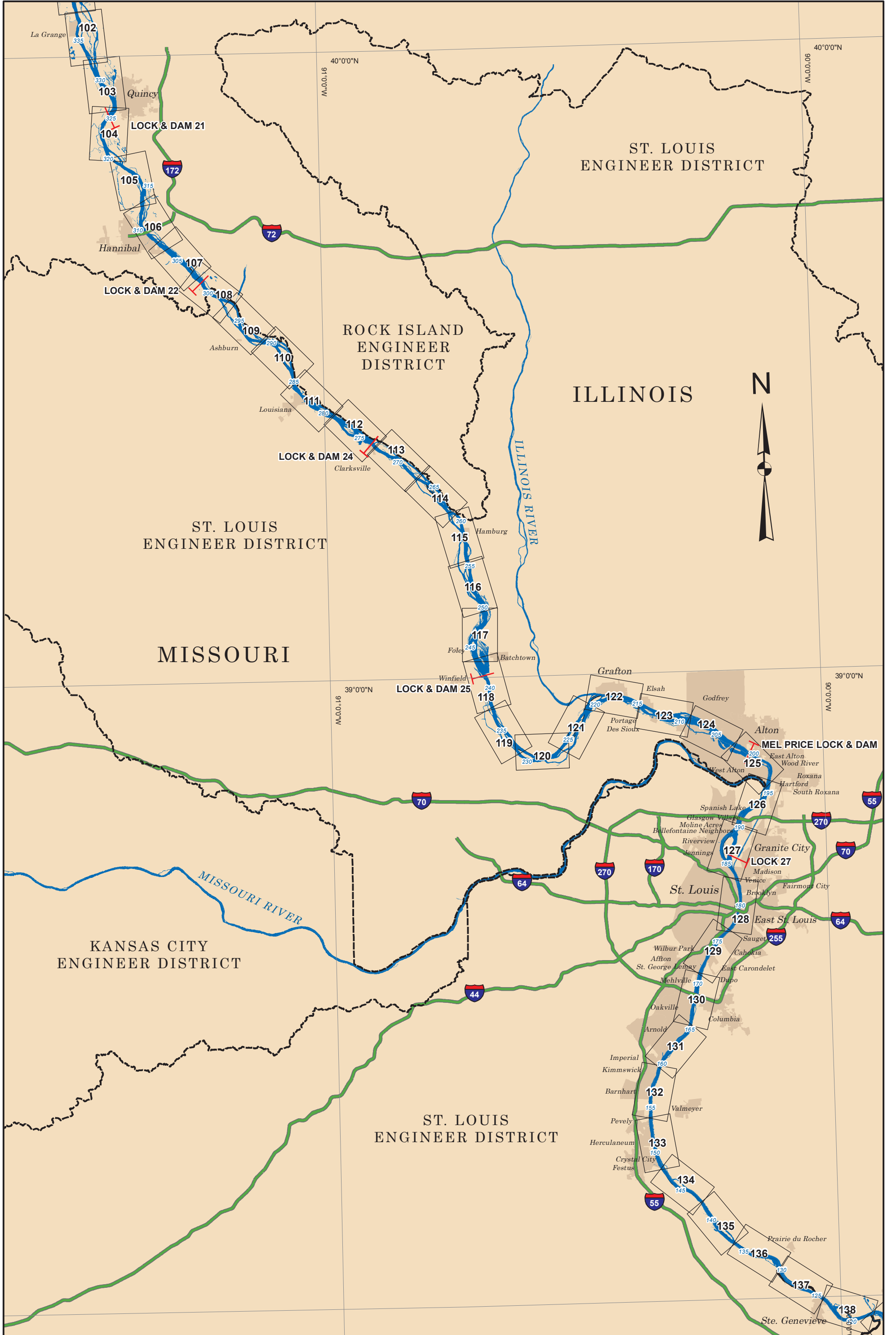
Notes on Chart Production and Use

- Maps were prepared from the latest IENC data by Corps of Engineers offices.
- Geodetic positions refer to North American Datum 1983.
- Shorelines and depth areas are from the most recent aerial photography and survey data available at the time of production.
- Charts are oriented to show the river channel from upstream to downstream, from the top of the page to the bottom.
- River miles start at zero at the confluence of the Ohio and Mississippi Rivers near Cairo, IL, and they increase going upstream.

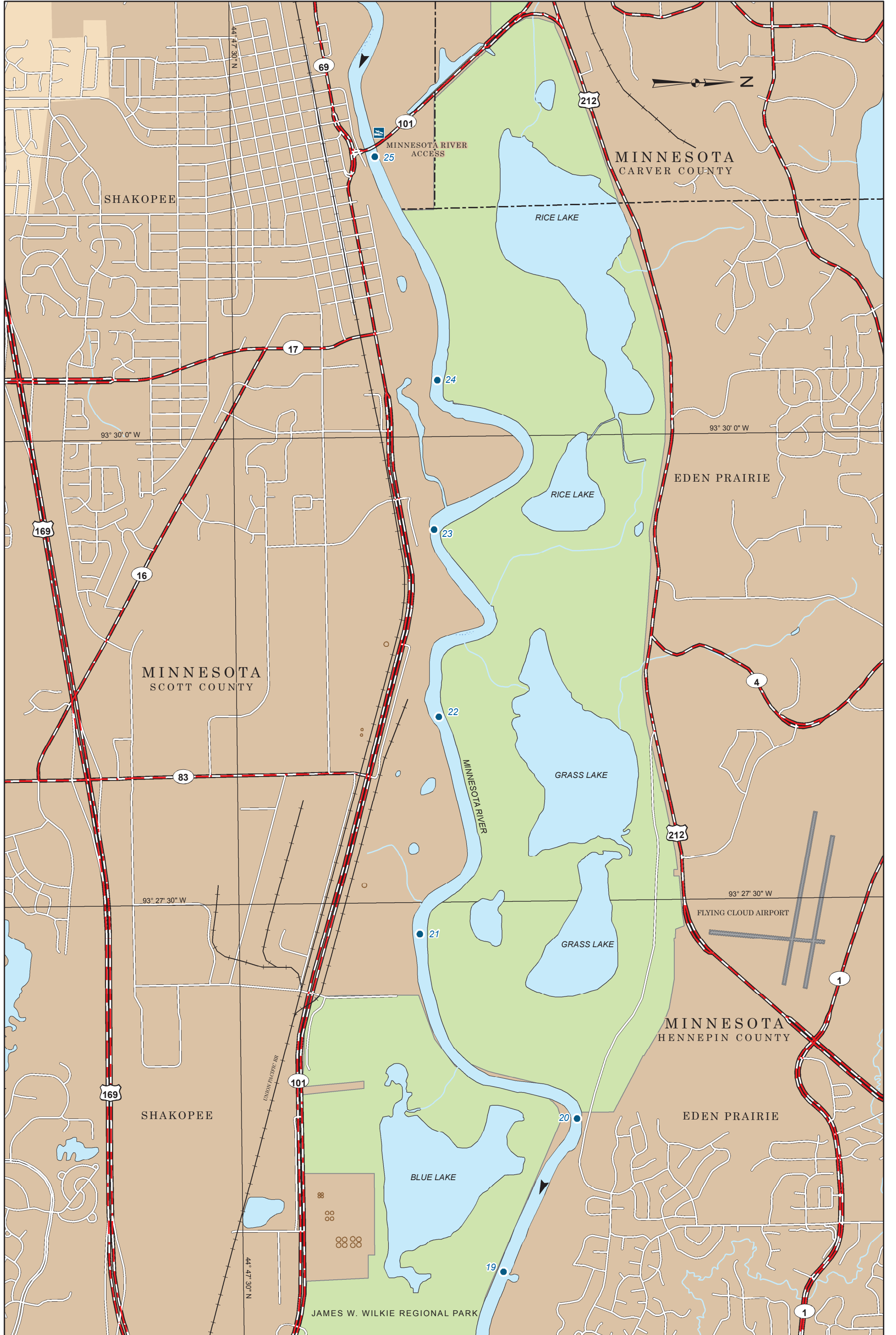




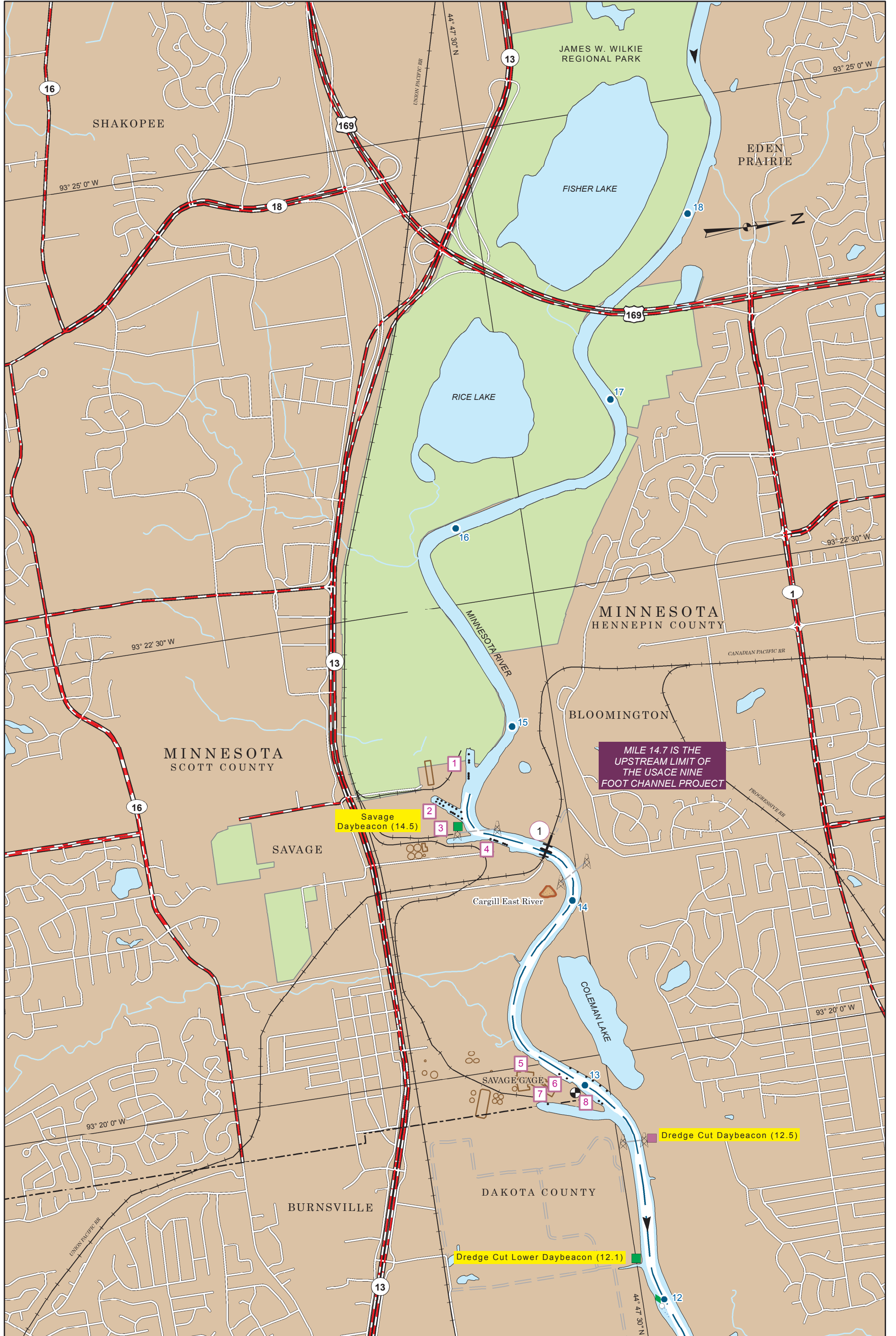


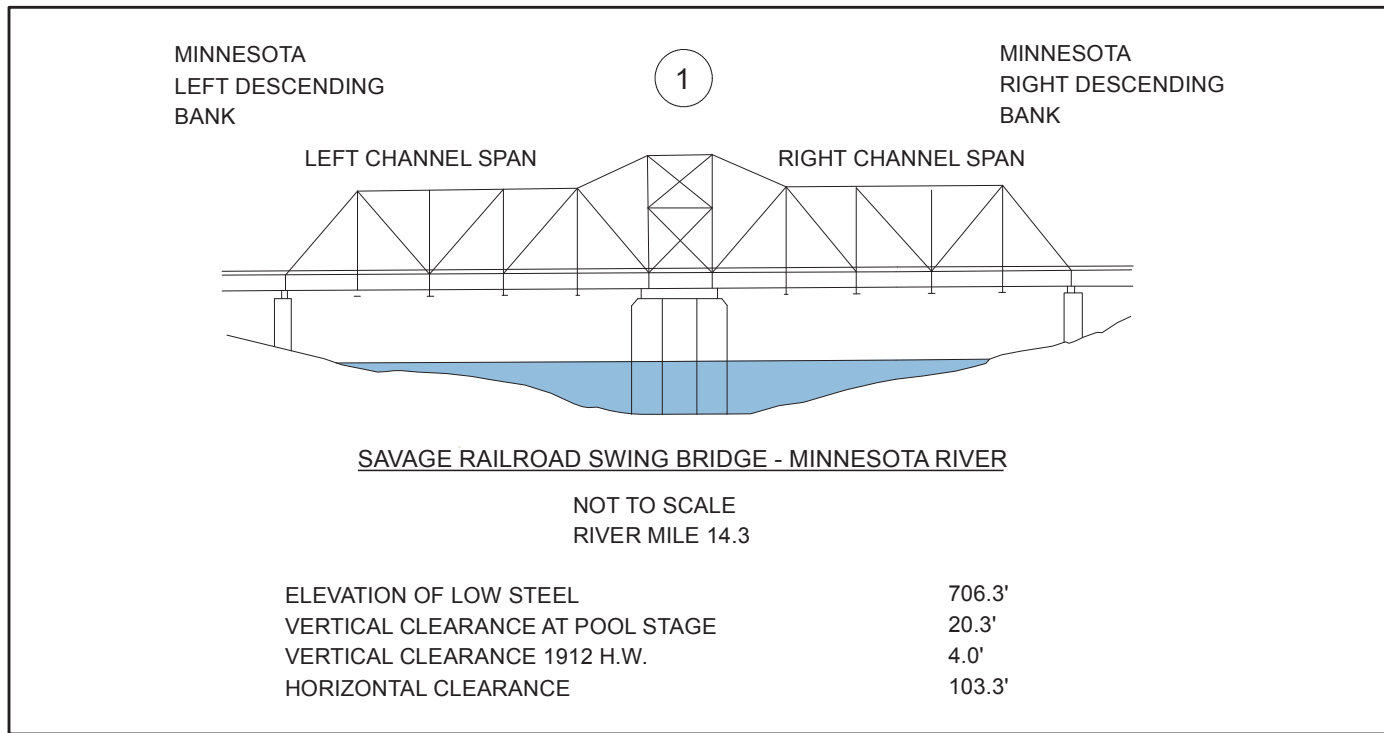






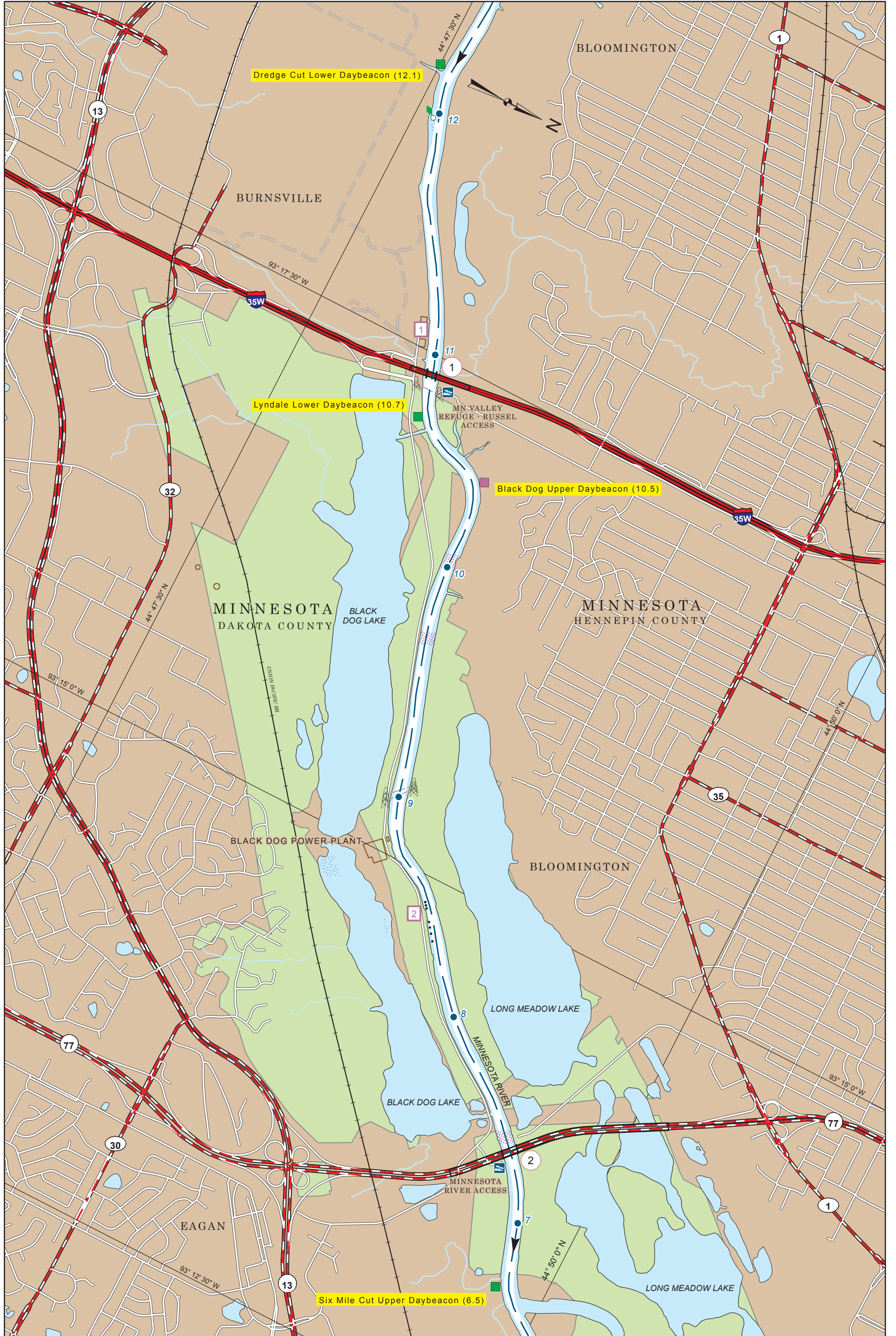
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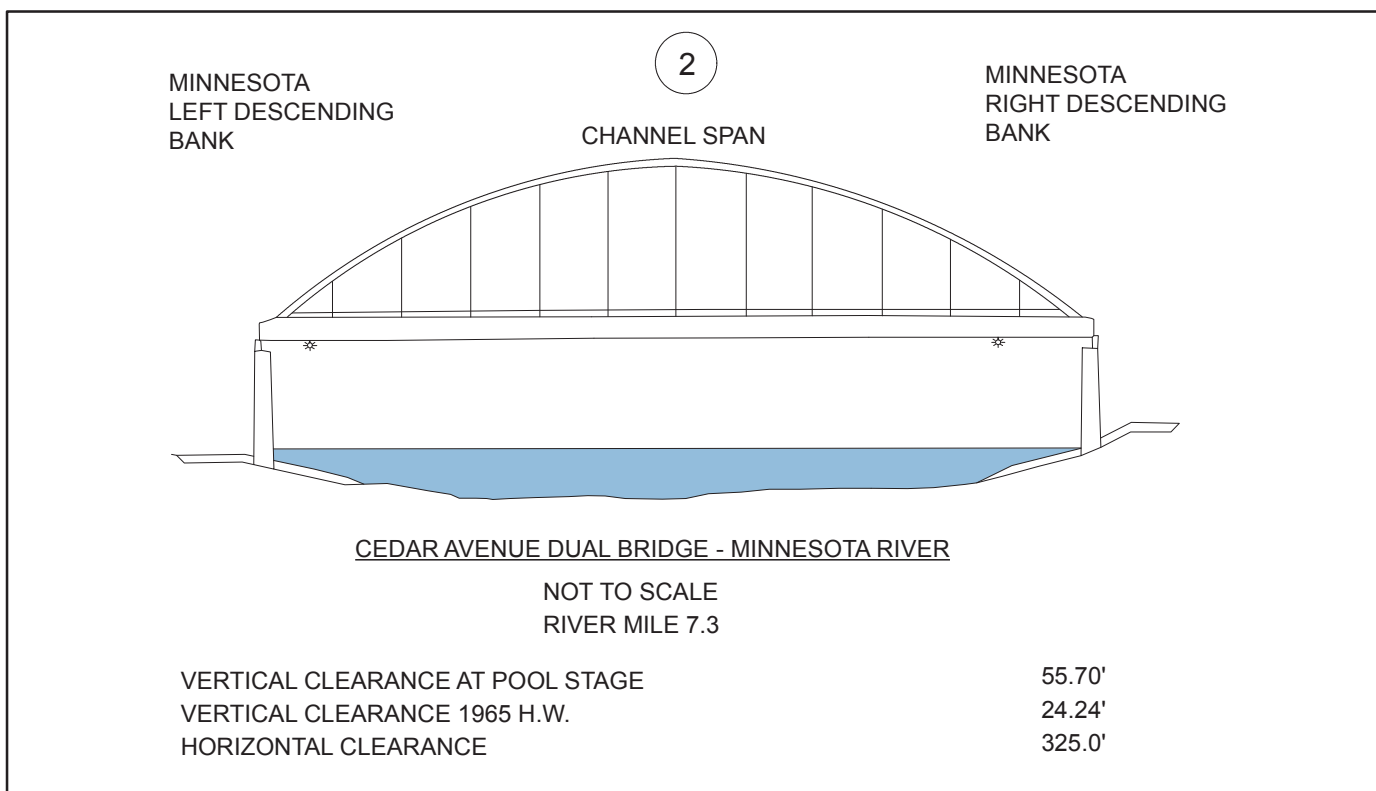
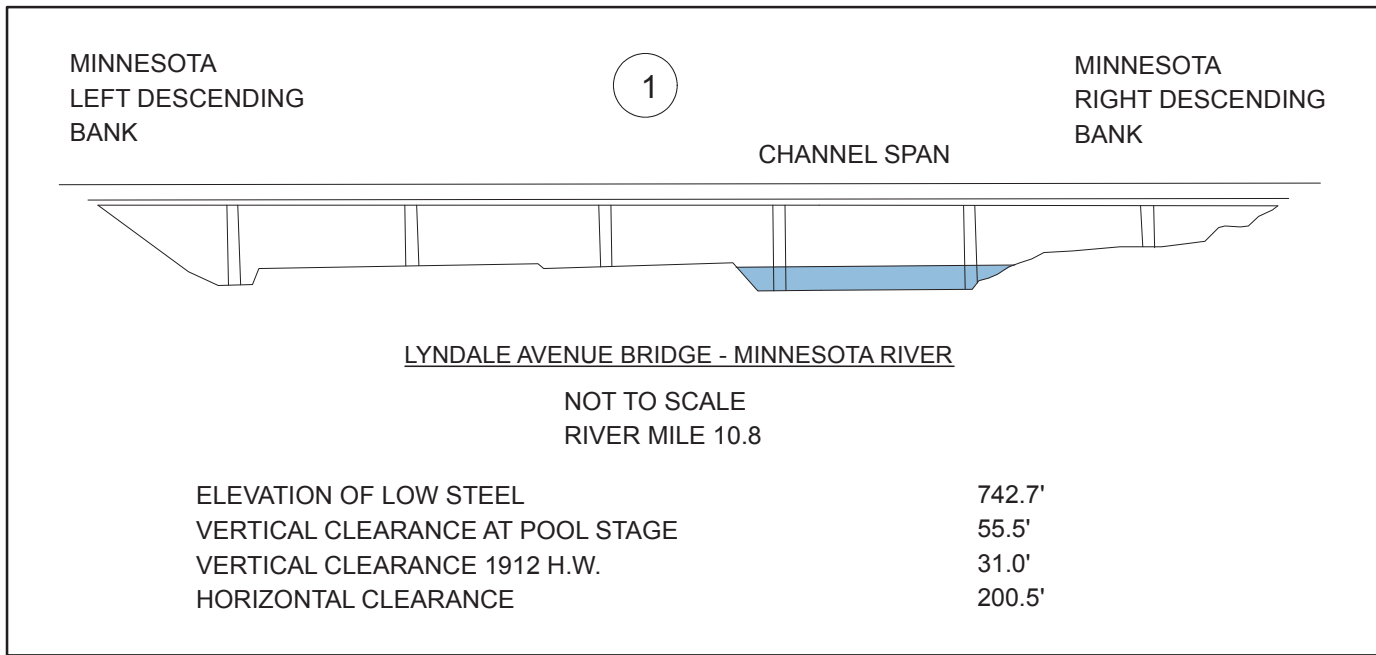




FACILITIES	
1	Port Cargill, West Dock
2	Cenex-Harvest States.
3	Bunge Corporation., Port Bunge (Savage) Elevator Dock
4	Port Richards Dock.
5	Port Cargill, Fertilizer Dock
6	Port Cargill, Fertilizer Dock.
7	Port Cargill East
8	Cargill Mooring Dock

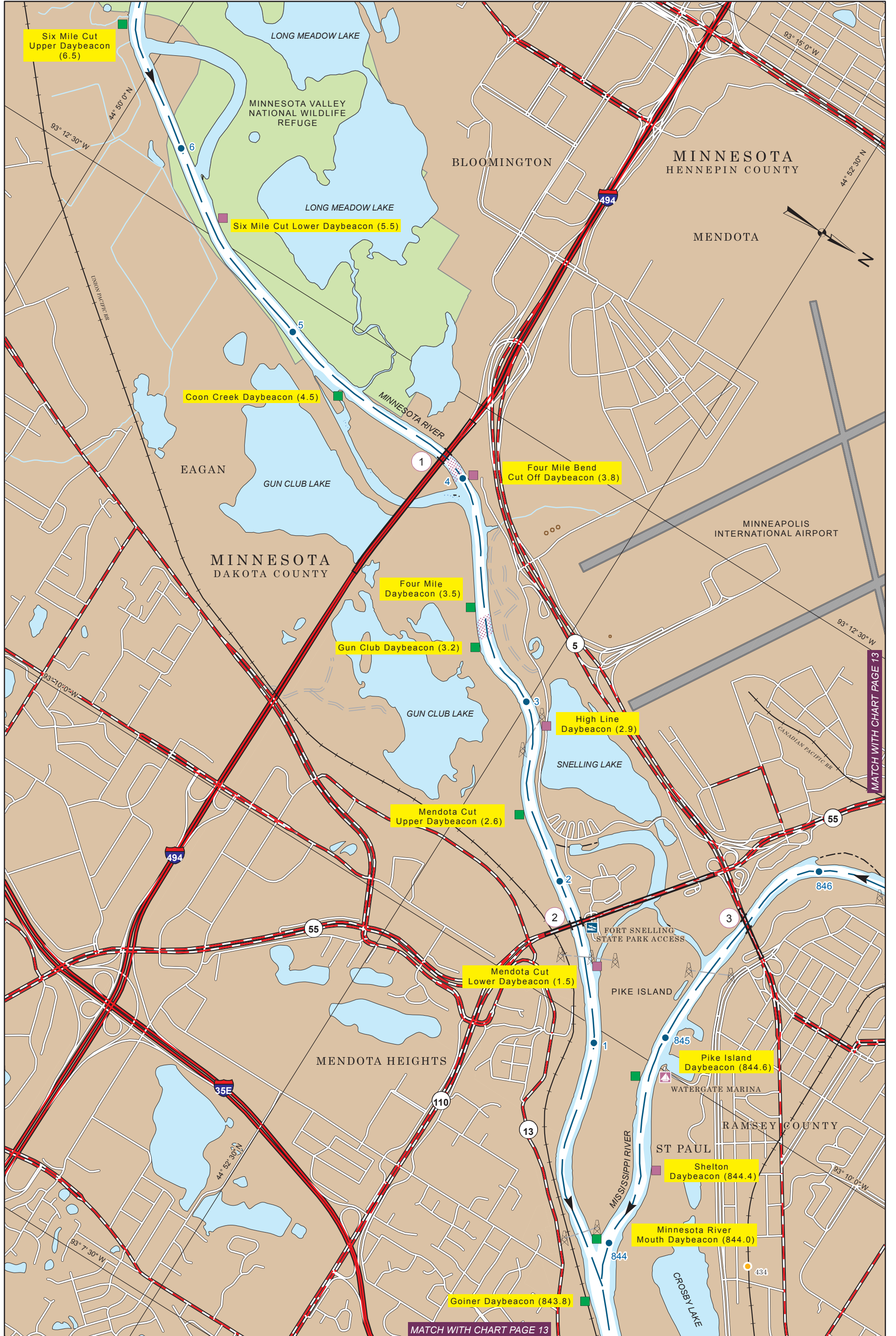
UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
14.5	Aerial Crossing	Unknown	Xcel Energy
14.1	Aerial Crossing	Unknown	Xcel Energy
12.5	Aerial Crossing	Unknown	Xcel Energy

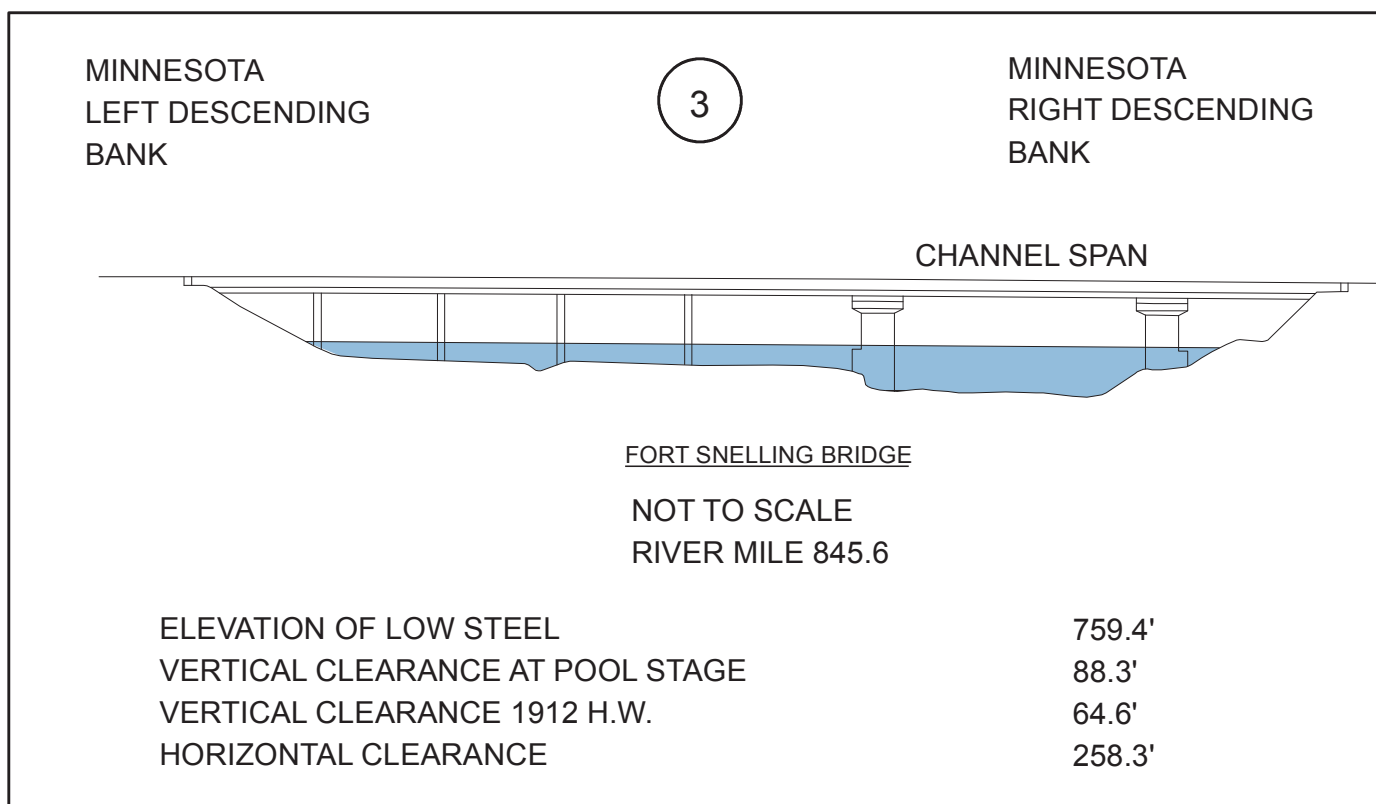
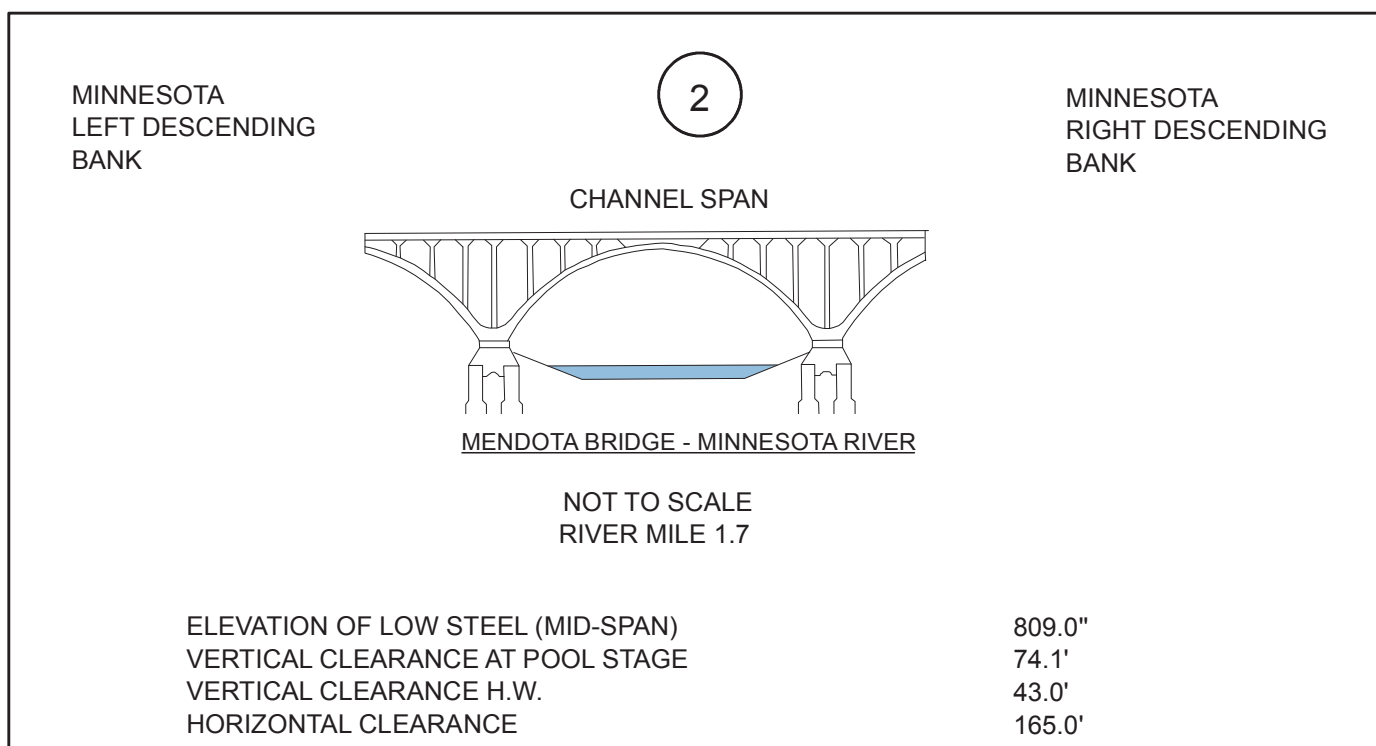
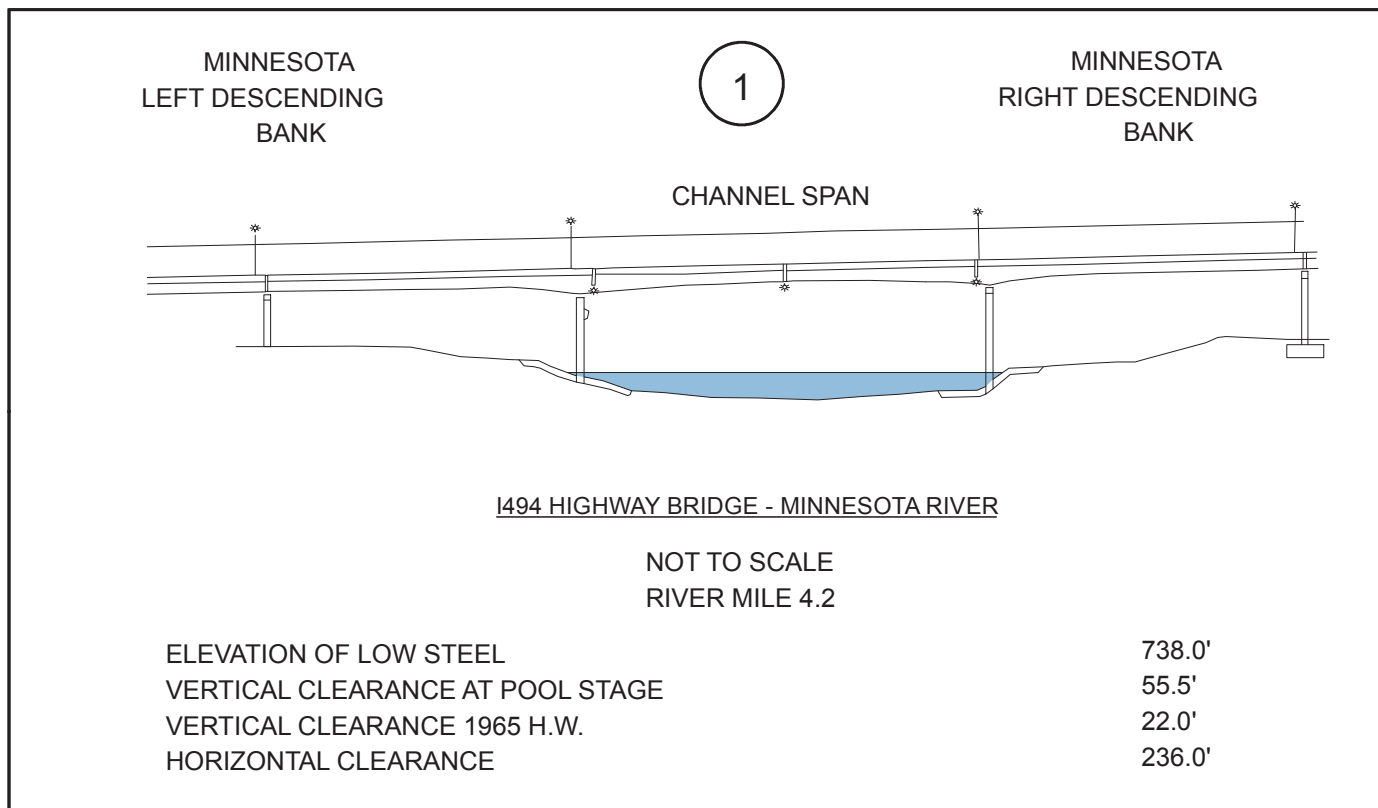




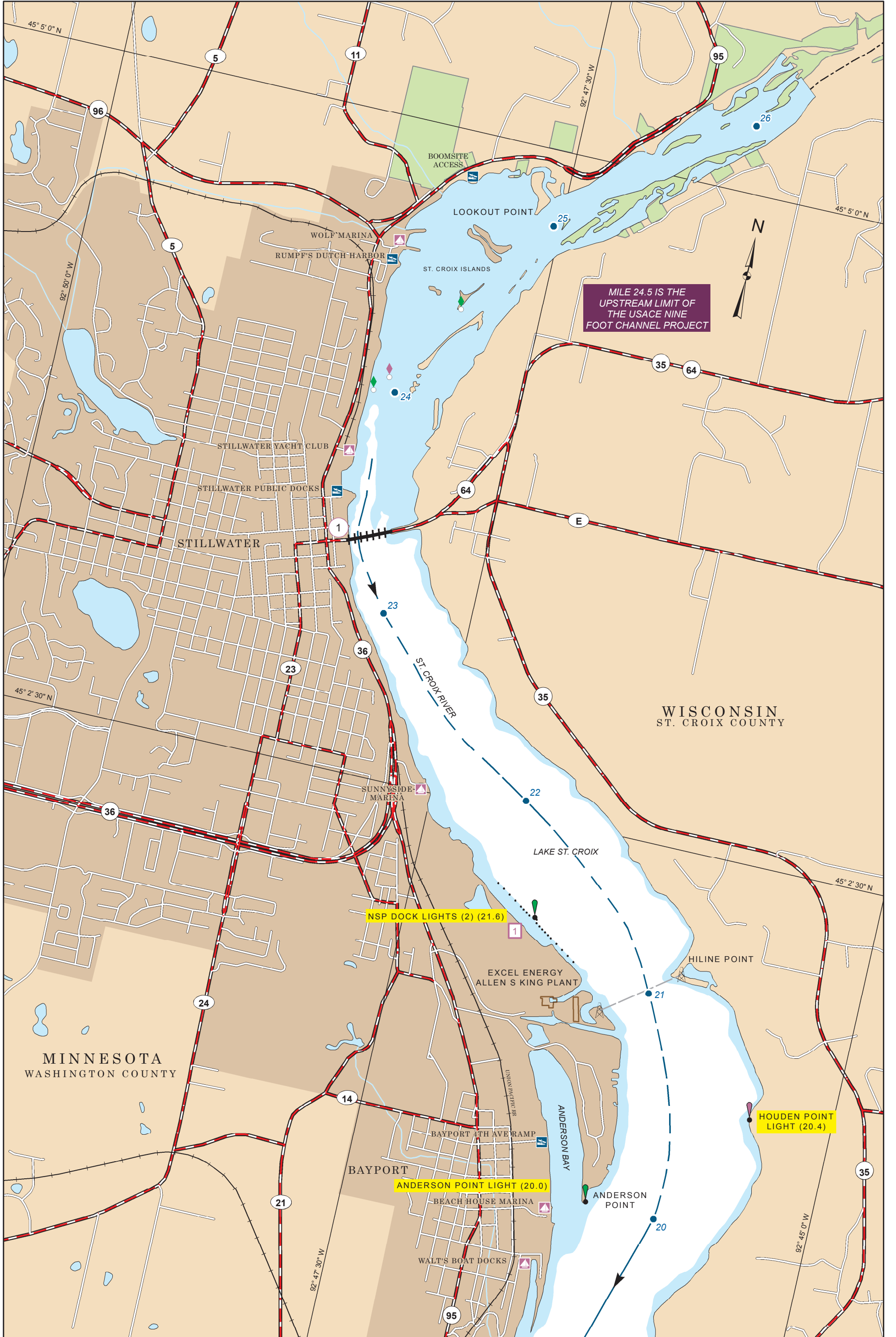
FACILITIES	
1	<i>U.S. Salt, Port Marilyn Dock.</i>
2	<i>Xcel Energy Inc., Black Dog Power Plant Wharf</i>

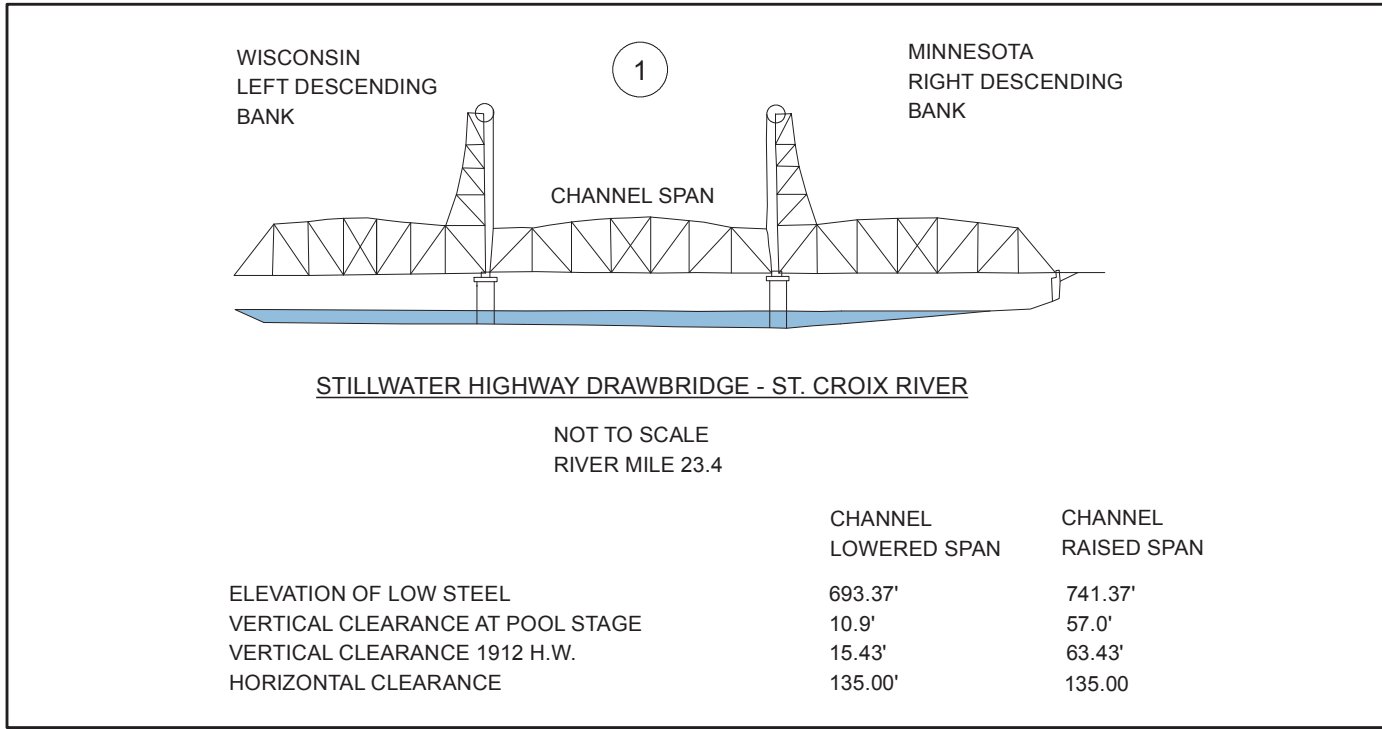
UTILITY CROSSING			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
10.8	<i>Aerial Crossing</i>	<i>Unknown</i>	<i>Xcel Energy</i>
10.0	<i>Pipeline</i>	<i>N/A</i>	<i>Minnegasco</i>
10.0	<i>Pipeline</i>	<i>N/A</i>	<i>Minnegasco</i>
9.6	<i>Pipeline</i>	<i>N/A</i>	<i>Minnegasco</i>
9.0	<i>Aerial Crossing</i>	<i>Unknown</i>	<i>Xcel Energy</i>
9.0	<i>Aerial Crossing</i>	<i>Unknown</i>	<i>Xcel Energy</i>
7.5	<i>Pipeline</i>	<i>N/A</i>	<i>Minnegasco</i>





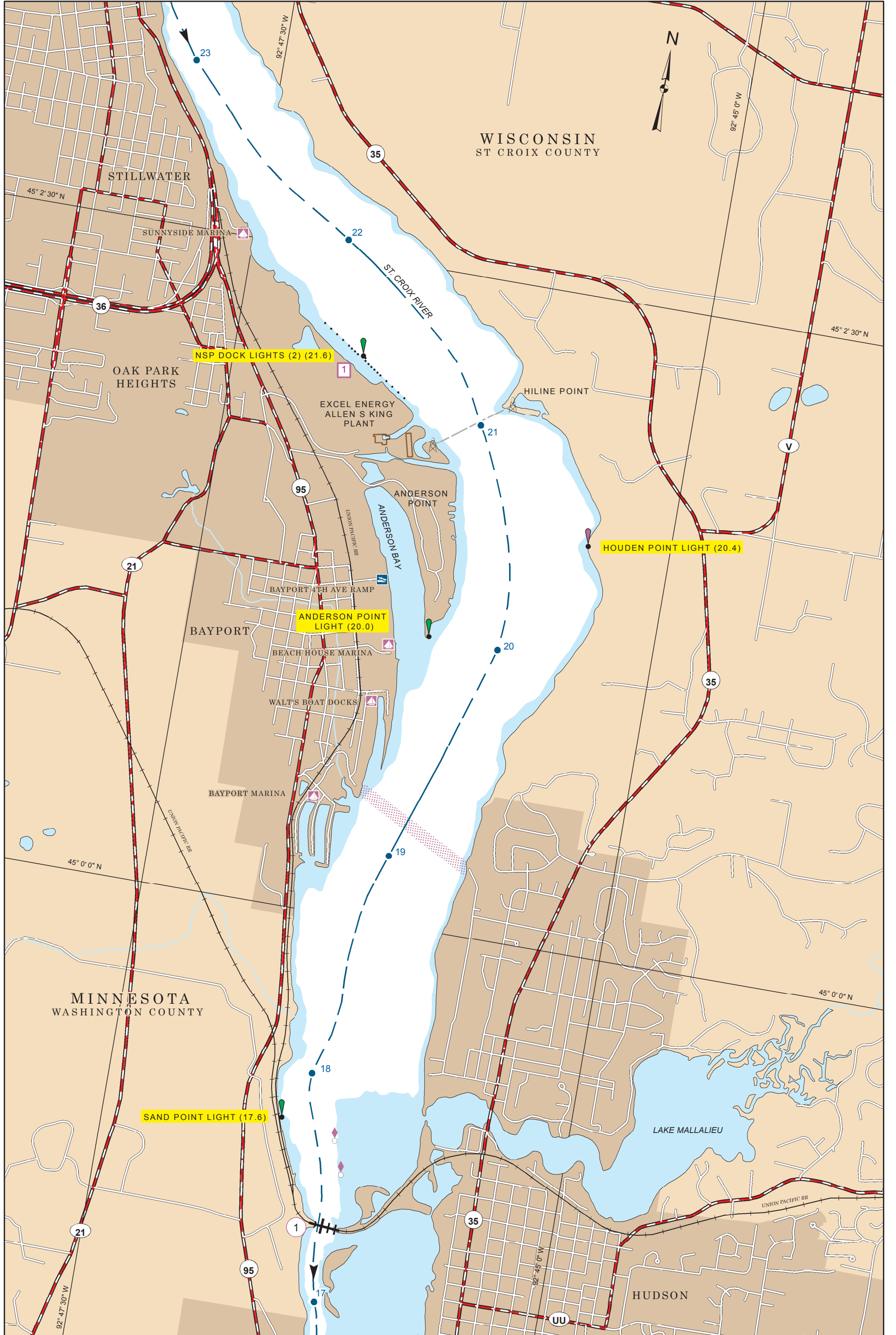
UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
4.1	Pipeline	N/A	Xcel Energy
3.3	Pipeline	N/A	Williams
3.3	Pipeline	N/A	Koch Pipeline Co.
2.9	Aerial Crossing	Unknown	Xcel Energy
1.5	Aerial Crossing	Unknown	Xcel Energy
0.1	Aerial Crossing	Unknown	Xcel Energy
845.4	Aerial Crossing	Unknown	Xcel Energy

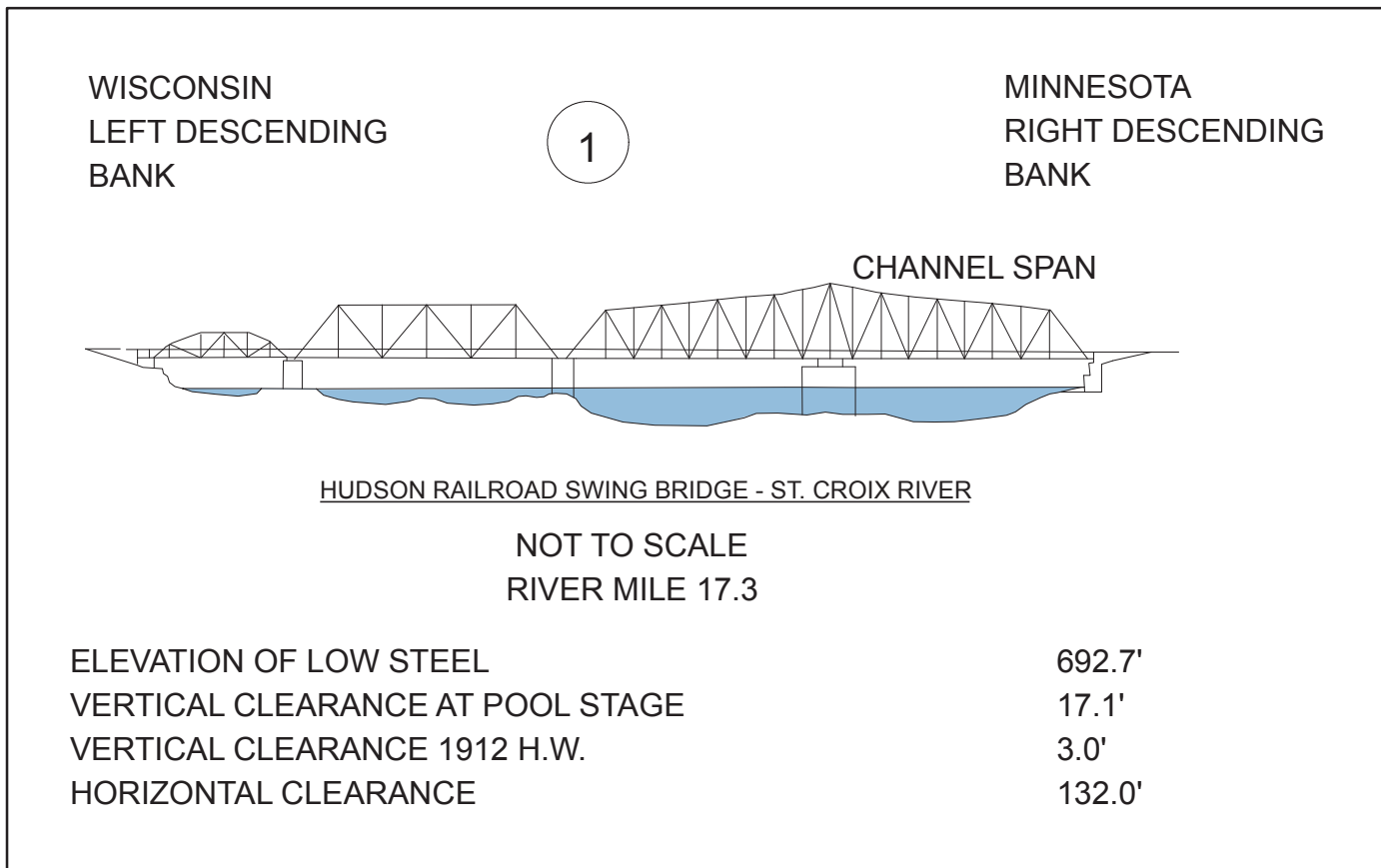




<i>FACILITIES</i>	
<i>1</i>	<i>Xcel Energy Allen S. King Plant</i>

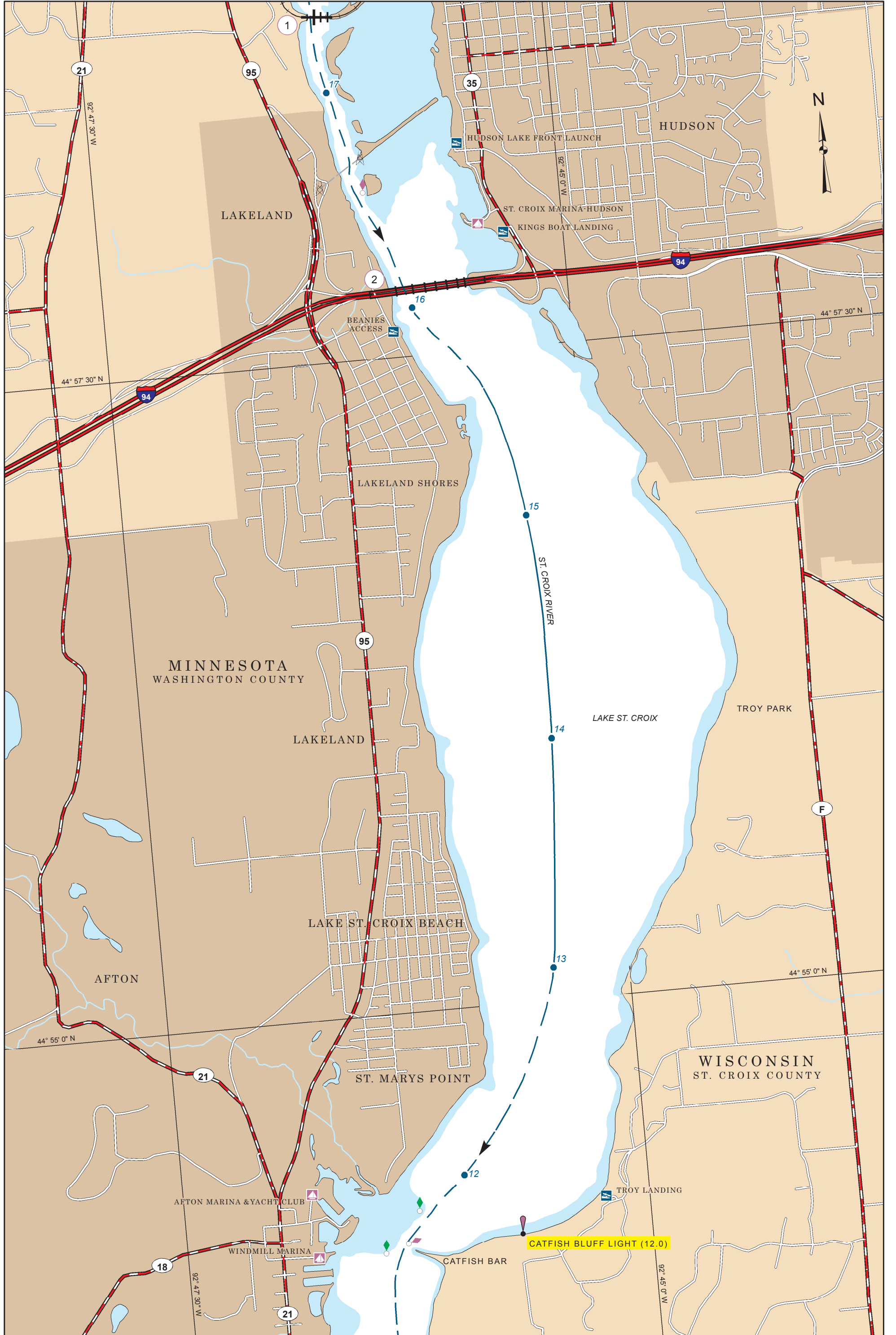
<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
<i>21.0</i>	<i>Aerial Crossing</i>	<i>Unknown</i>	<i>Xcel Energy</i>

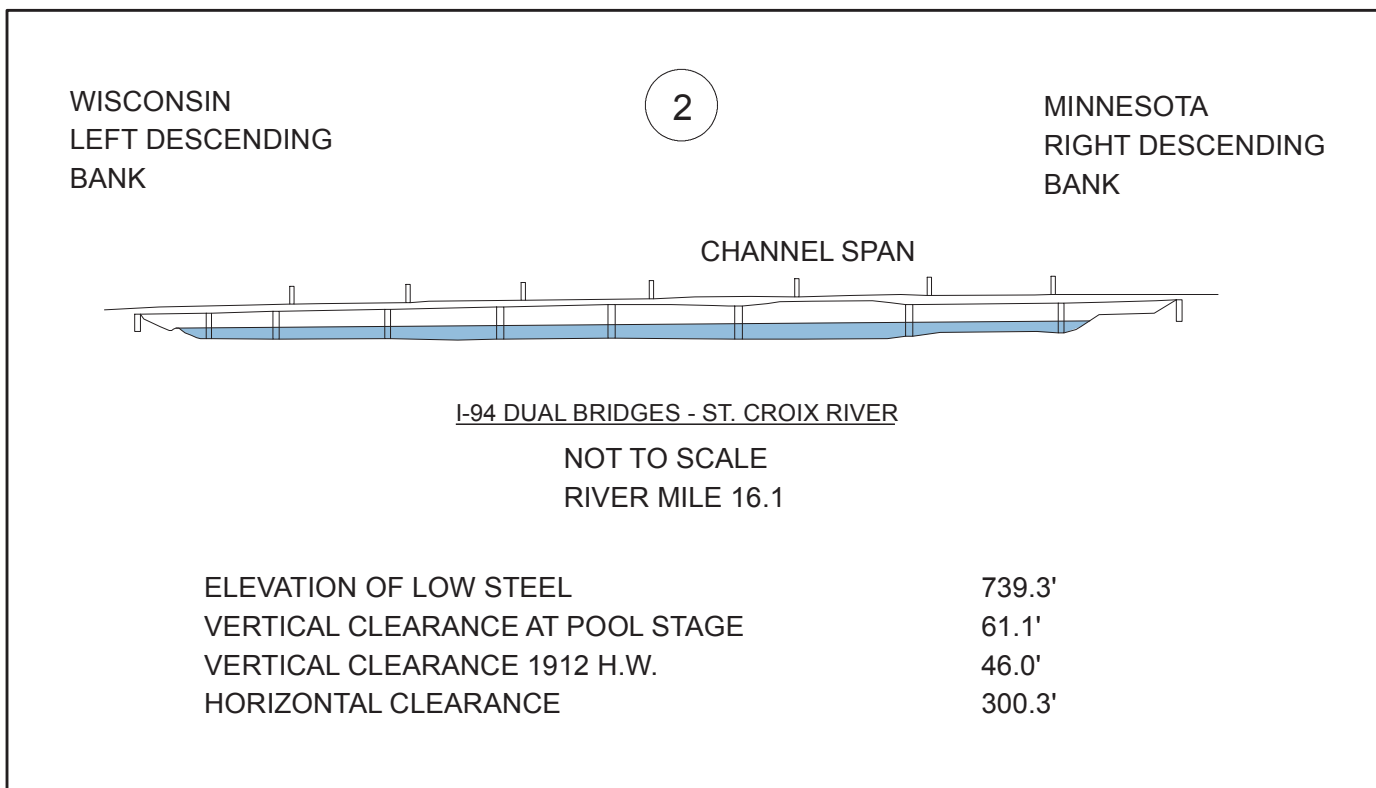
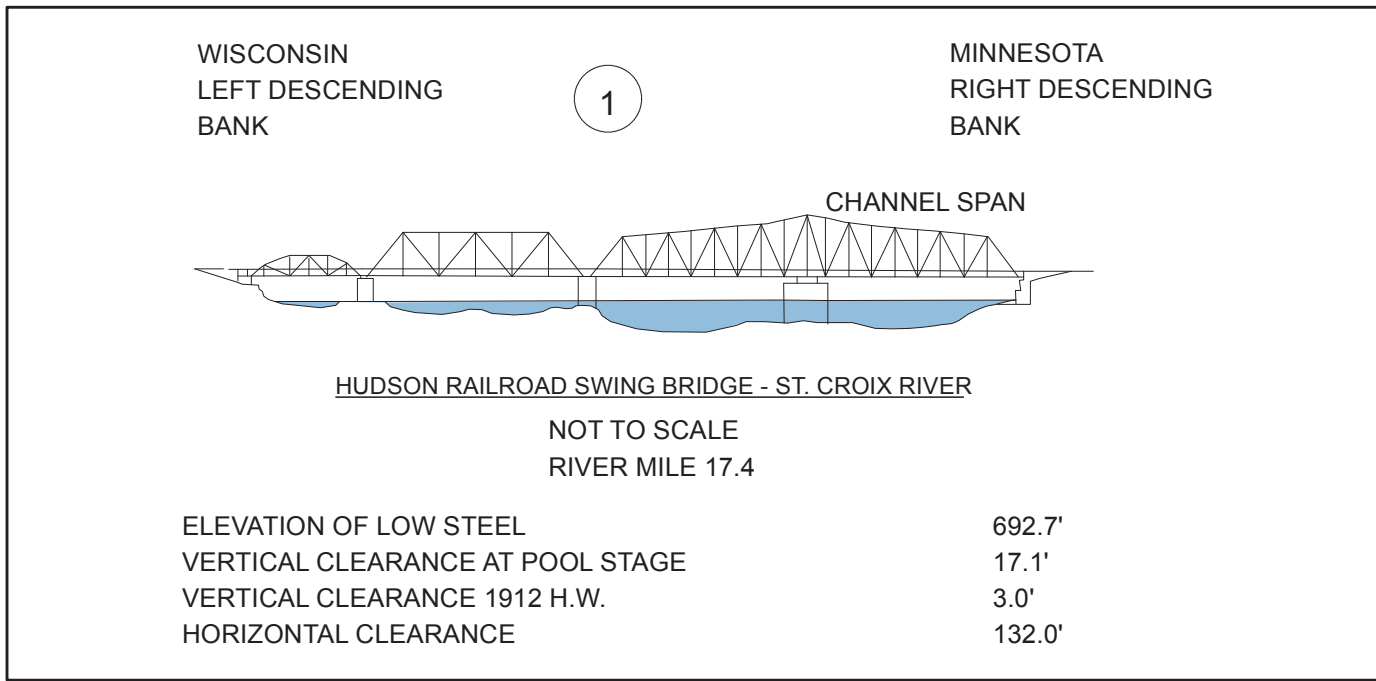




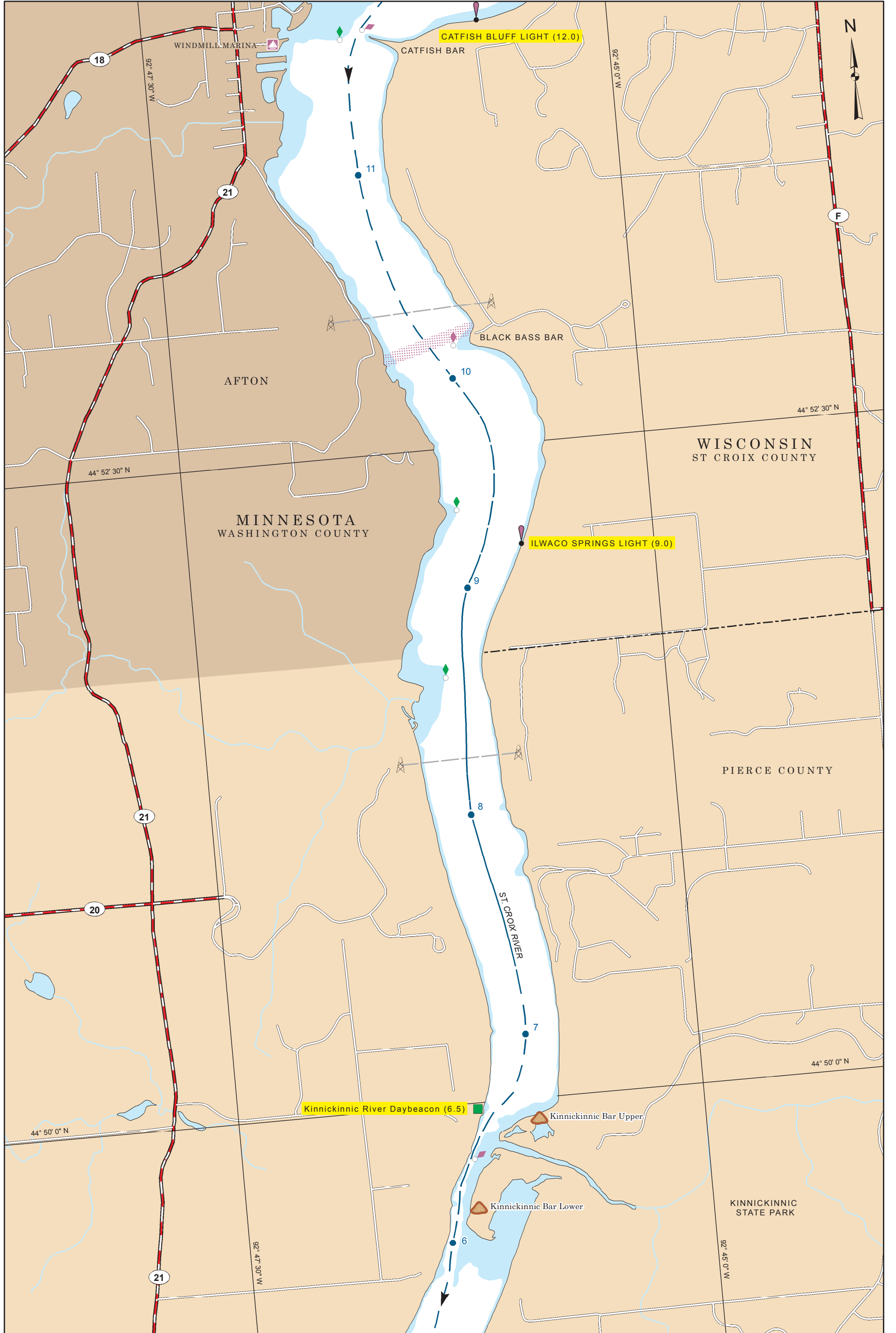
<i>FACILITIES</i>	
1	<i>Xcel Energy Allen S. King Plant</i>

<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
21.0	<i>Aerial Crossing</i>	<i>Unknown</i>	<i>Xcel Energy</i>
19.1	<i>Pipeline</i>	<i>N/A</i>	<i>Northern Natural Gas</i>

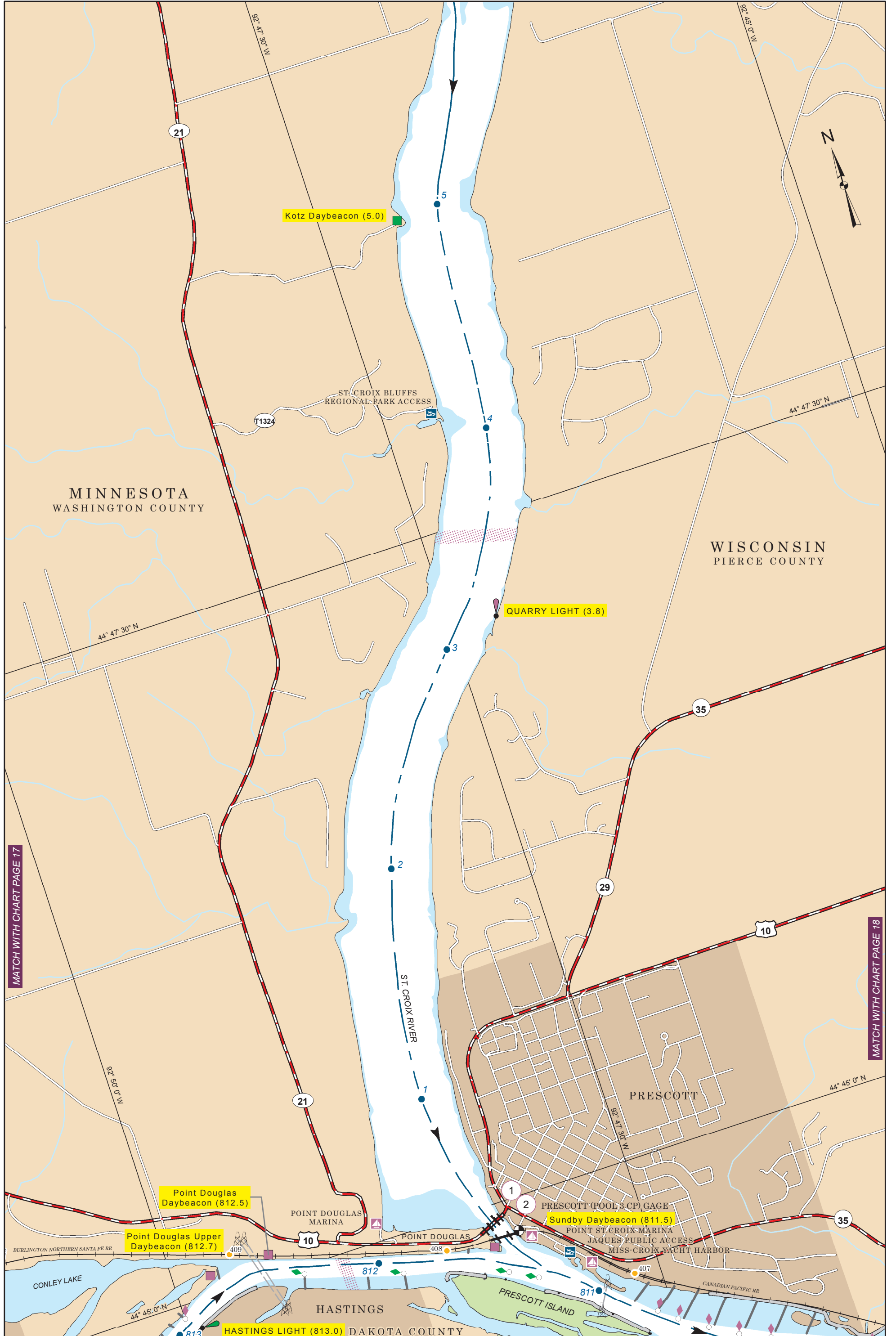


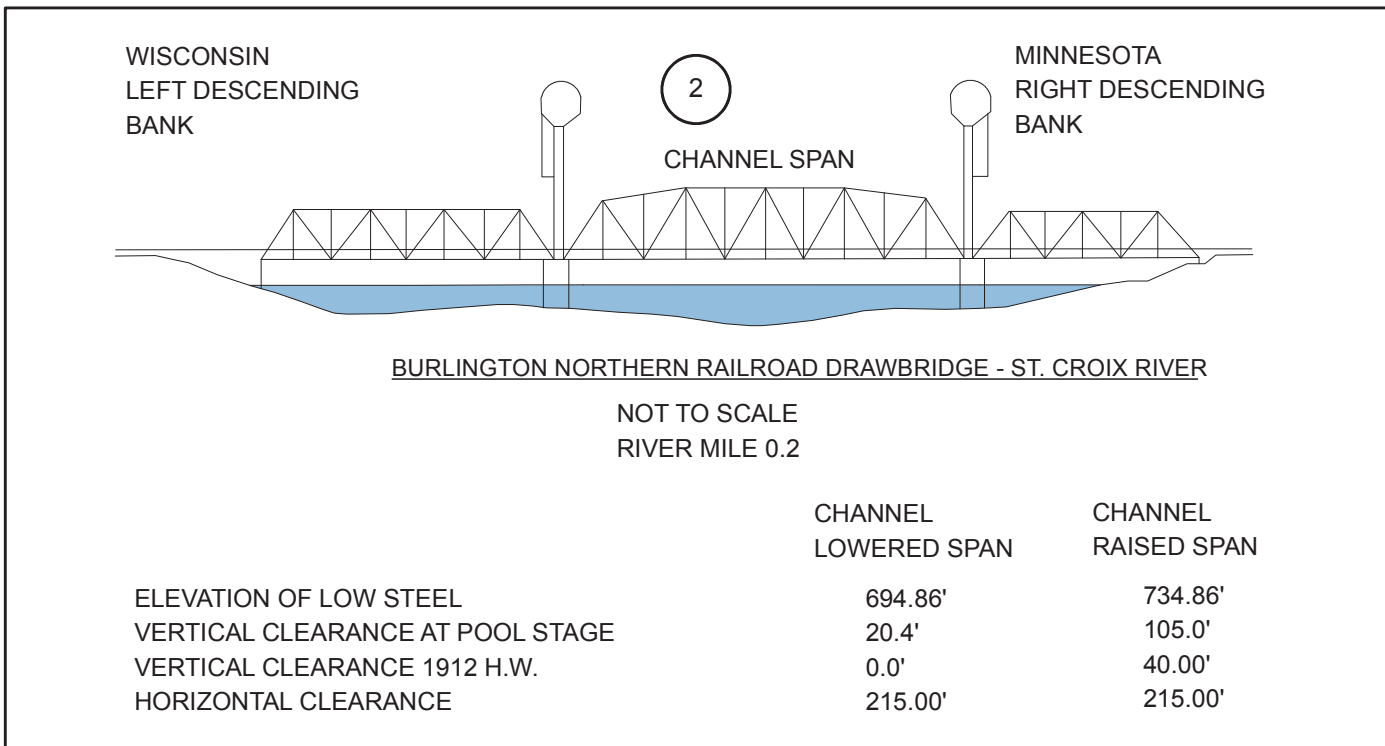
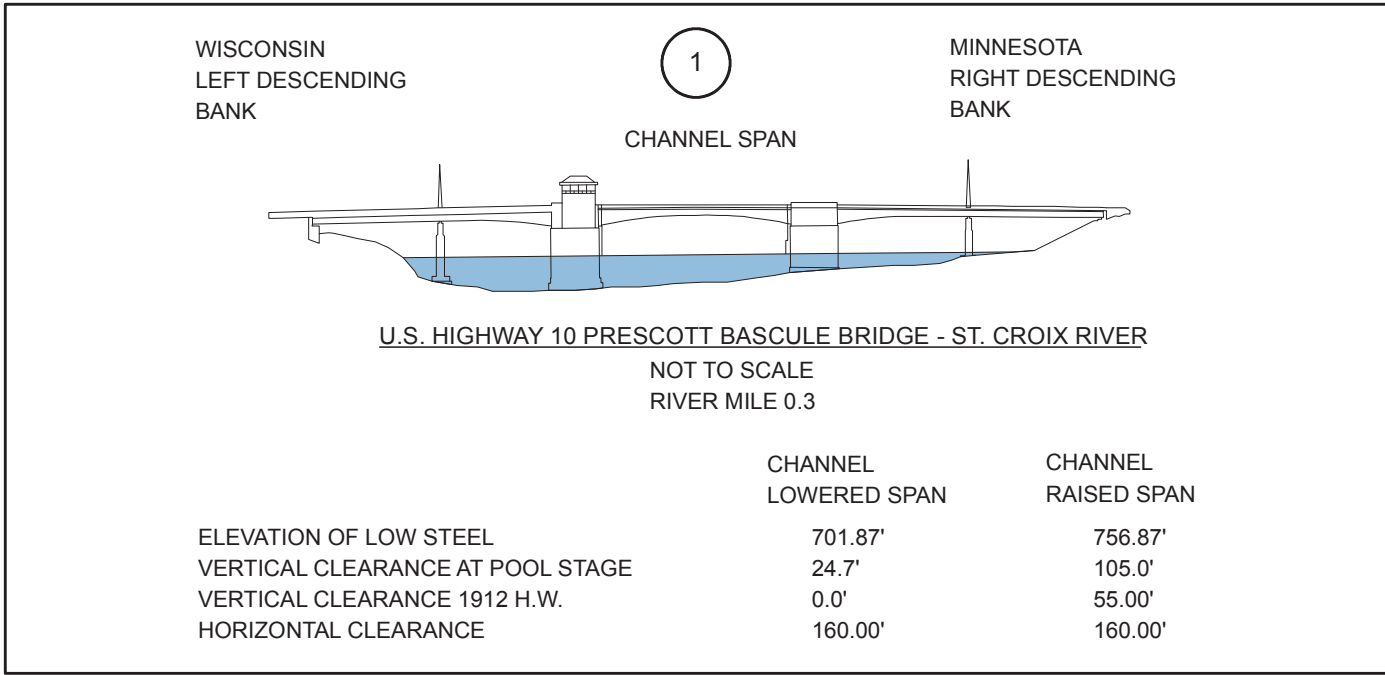


<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
16.5	<i>Aerial Crossing</i>	<i>Unknown</i>	<i>Xcel Energy</i>

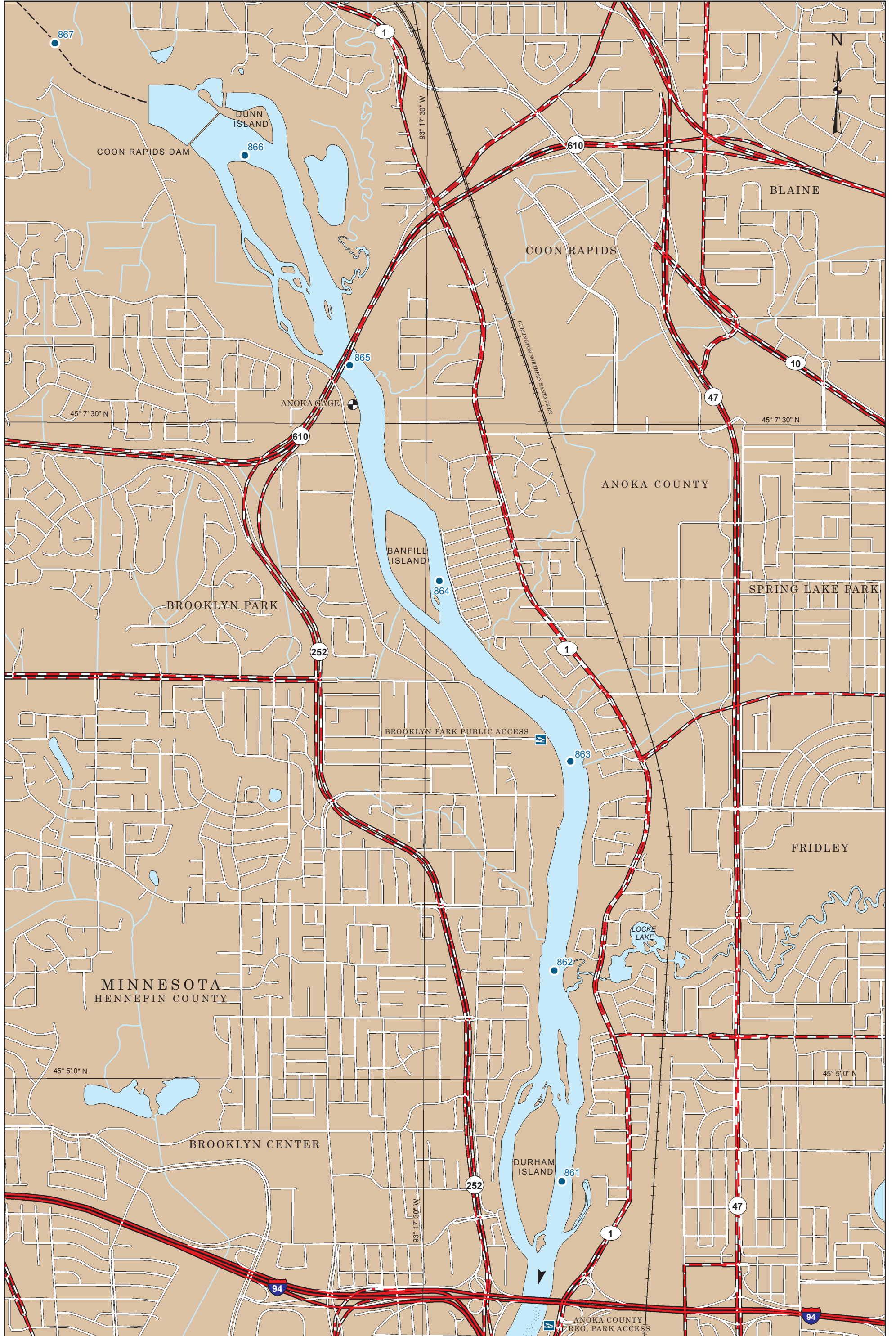


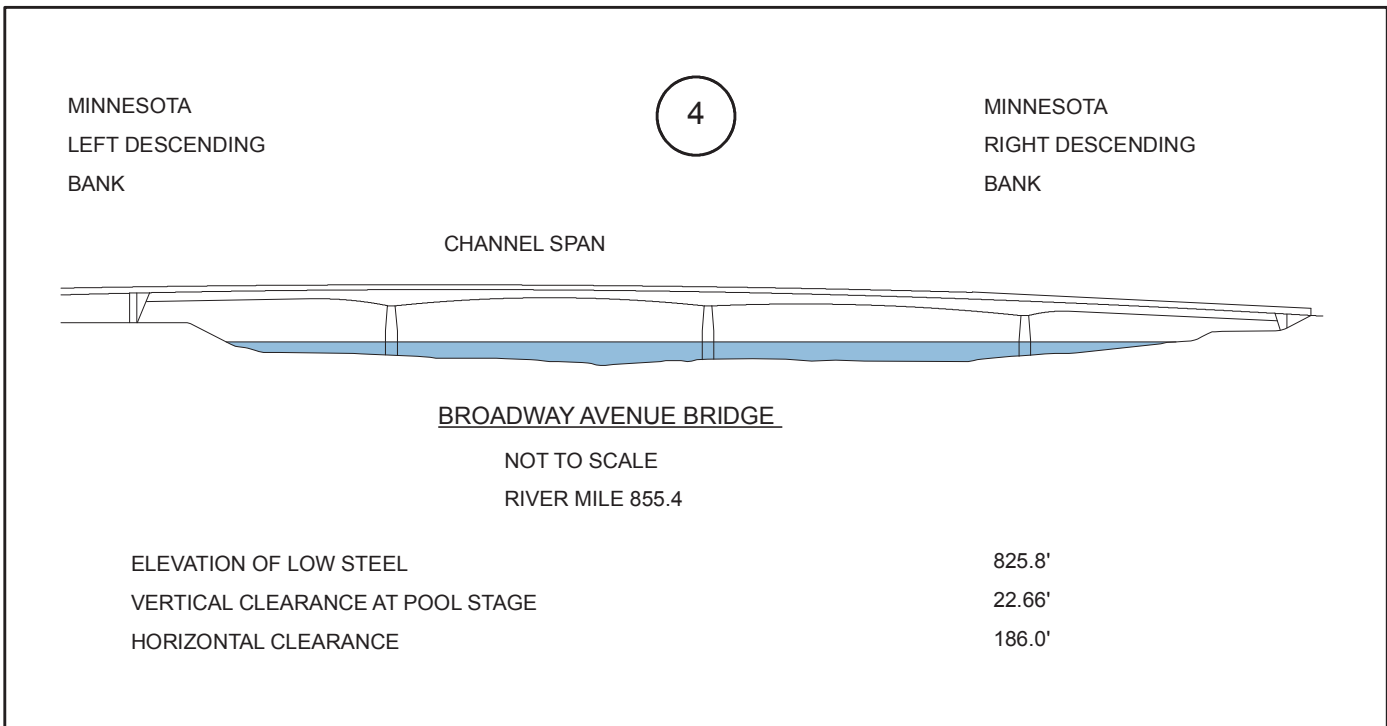
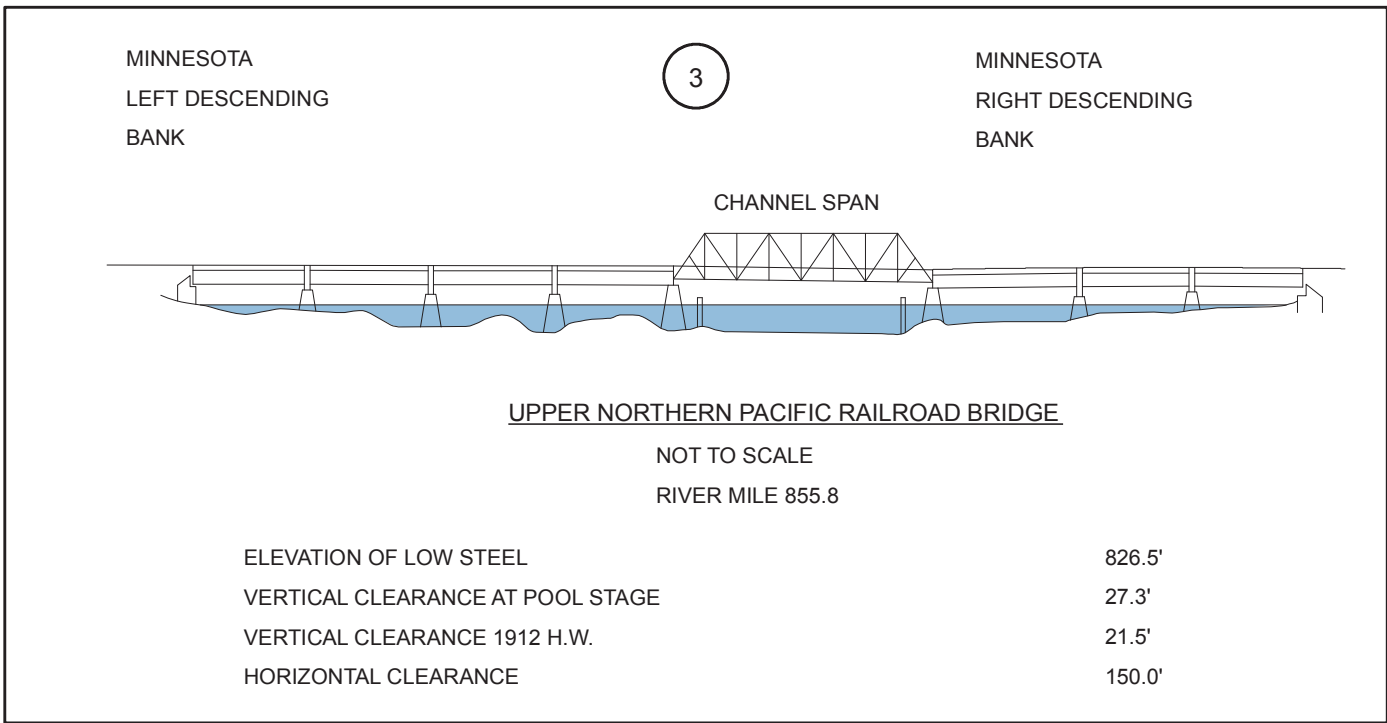
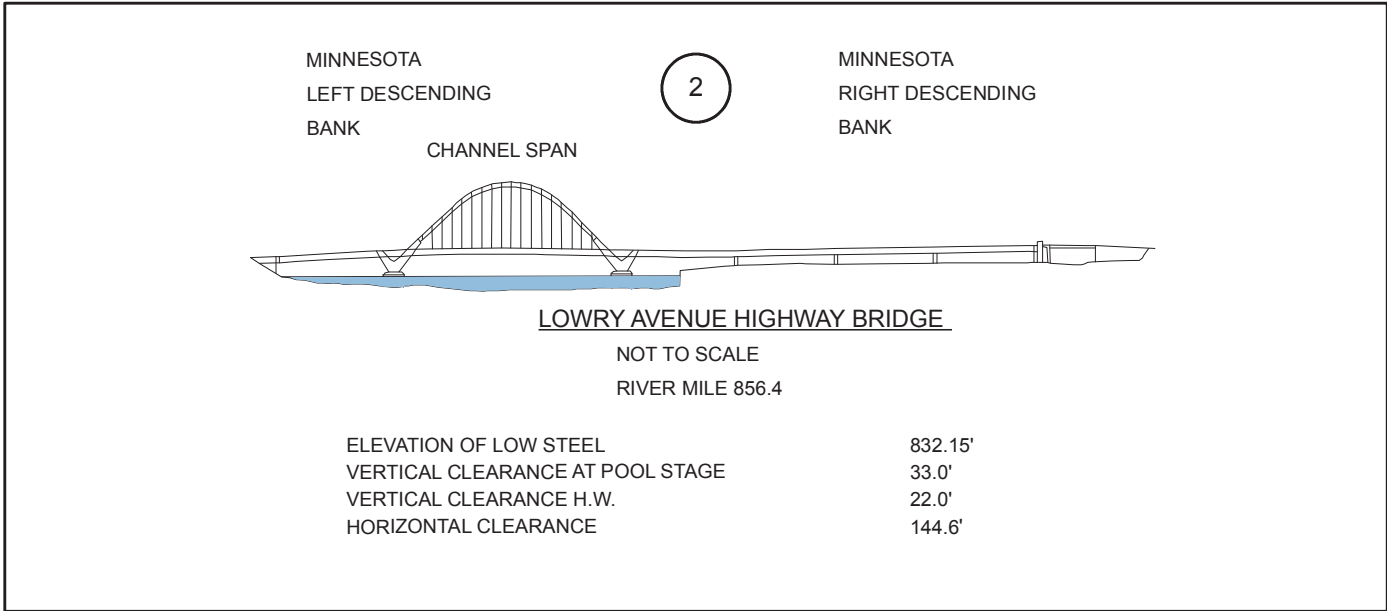
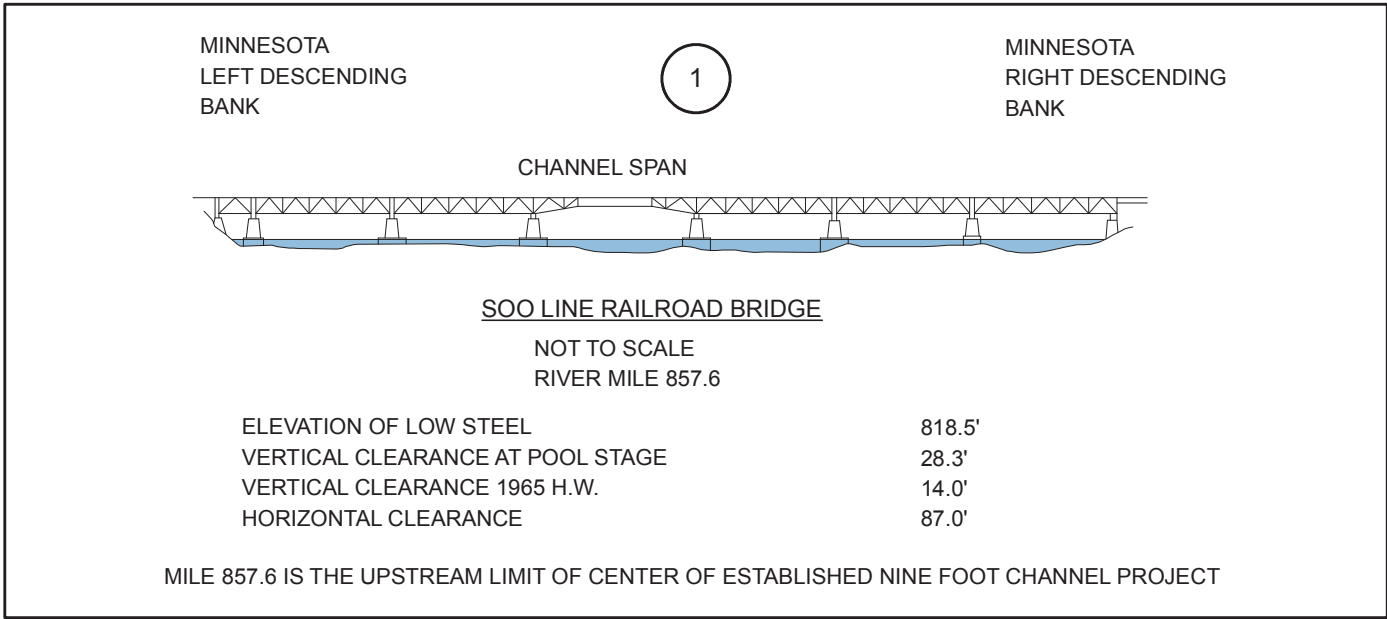
<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
10.4	<i>Aerial Crossing</i>	<i>Unknown</i>	<i>Xcel Energy</i>
10.2	<i>Pipeline</i>	<i>N/A</i>	<i>Magellan Midstream Partners</i>
8.4	<i>Aerial Crossing</i>	<i>Unknown</i>	<i>Xcel Energy</i>

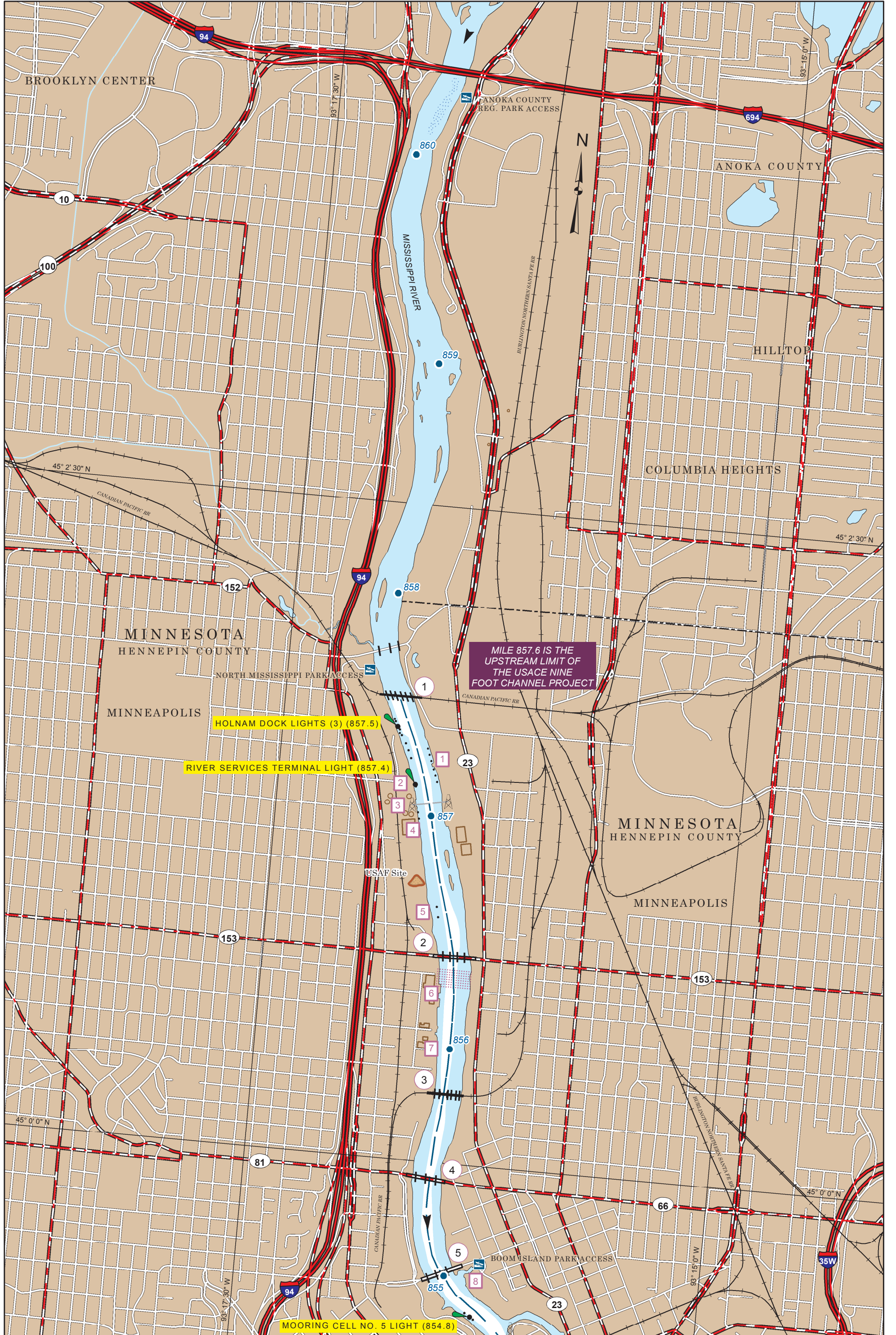


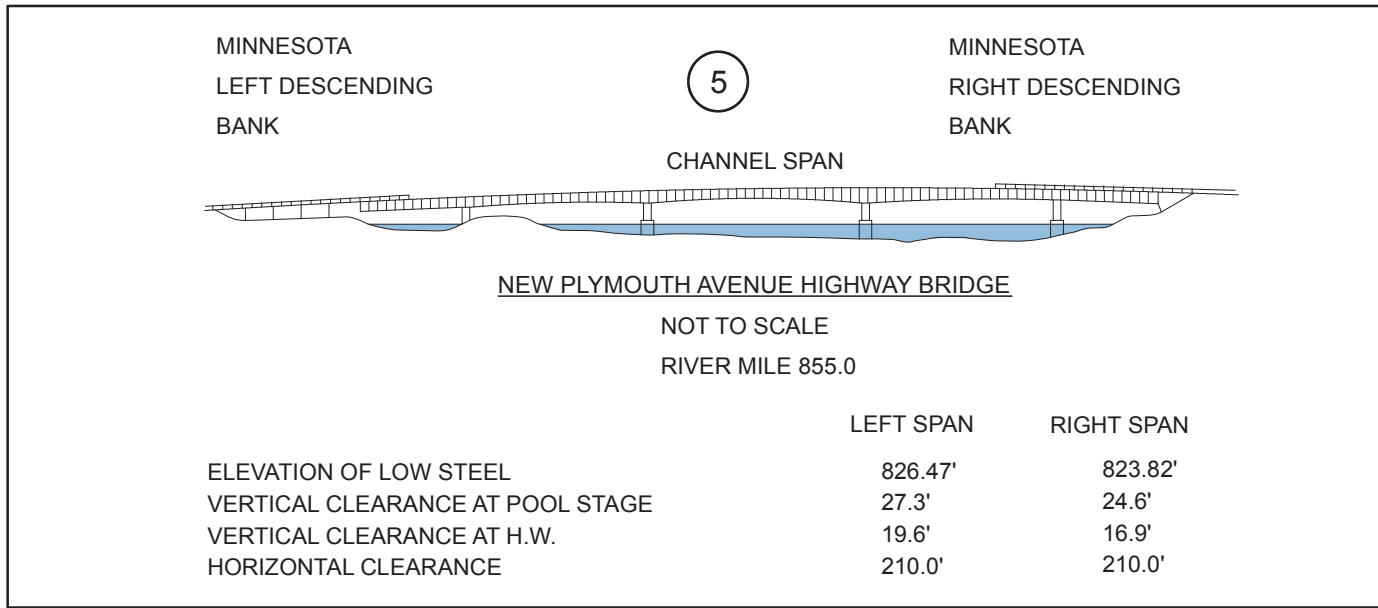


UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
3.5	Pipeline	N/A	Northern Natural Gas
812.5	Aerial Crossing	Unknown	Xcel Energy
812.5	Aerial Crossing	Unknown	Xcel Energy
812.2	Pipeline	N/A	BP Pipeline North America
811.0	Aerial Crossing	Unknown	Xcel Energy



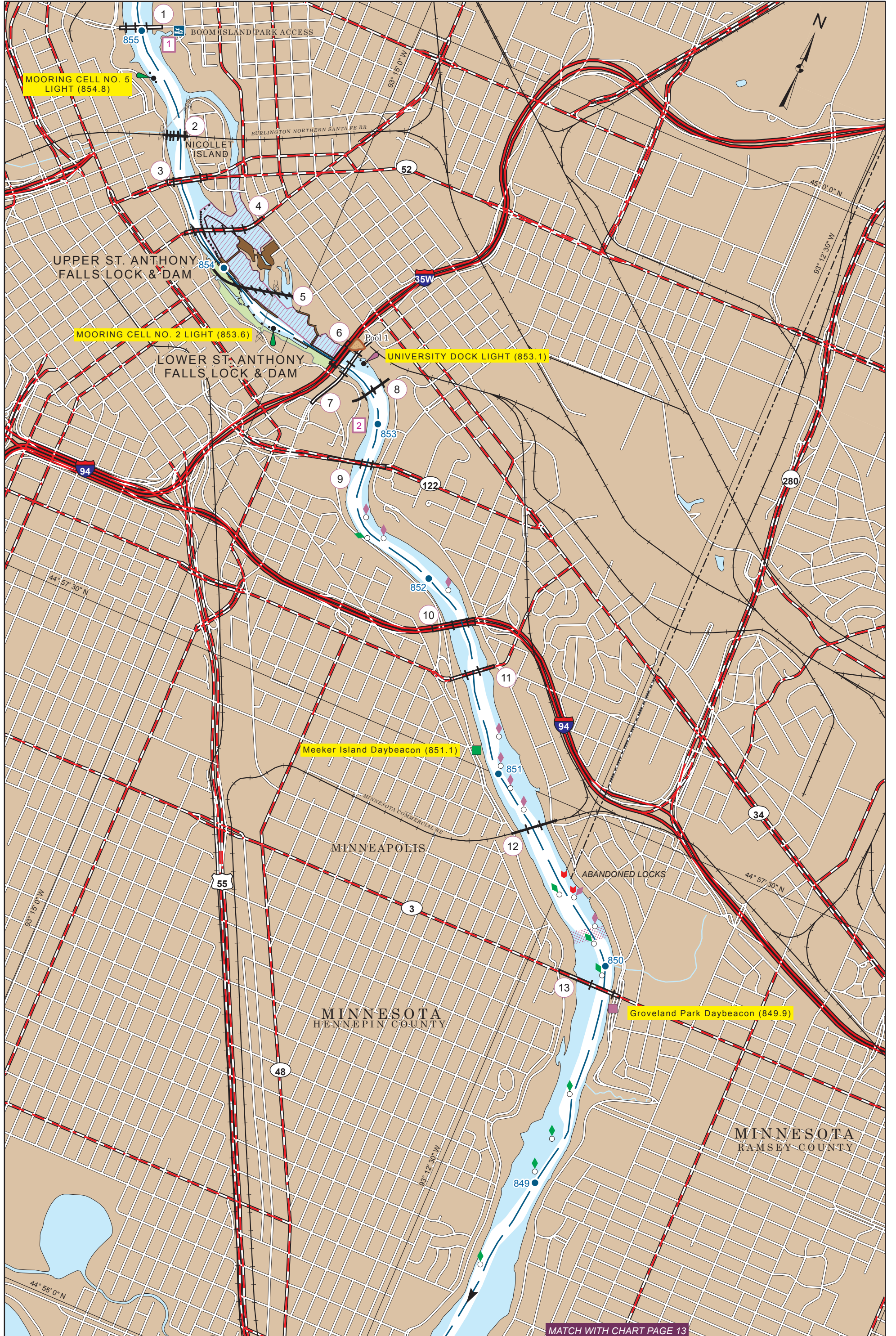


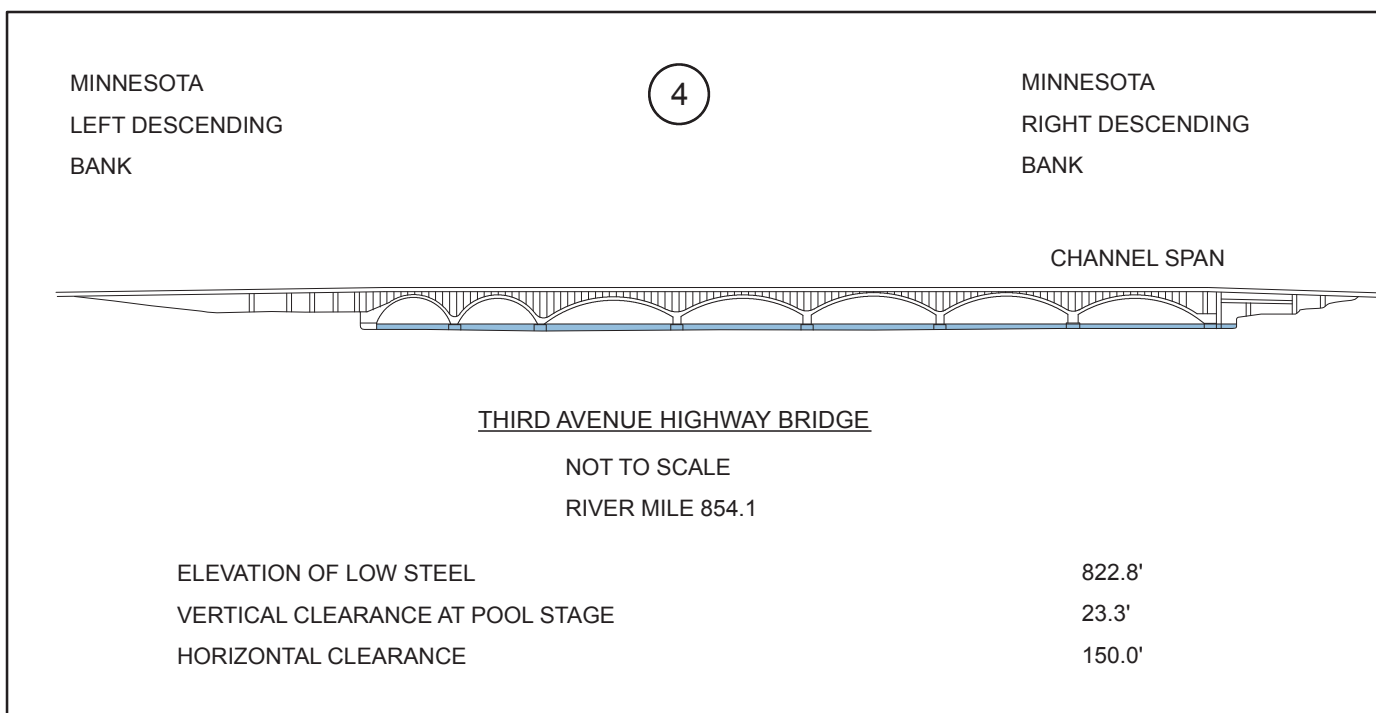
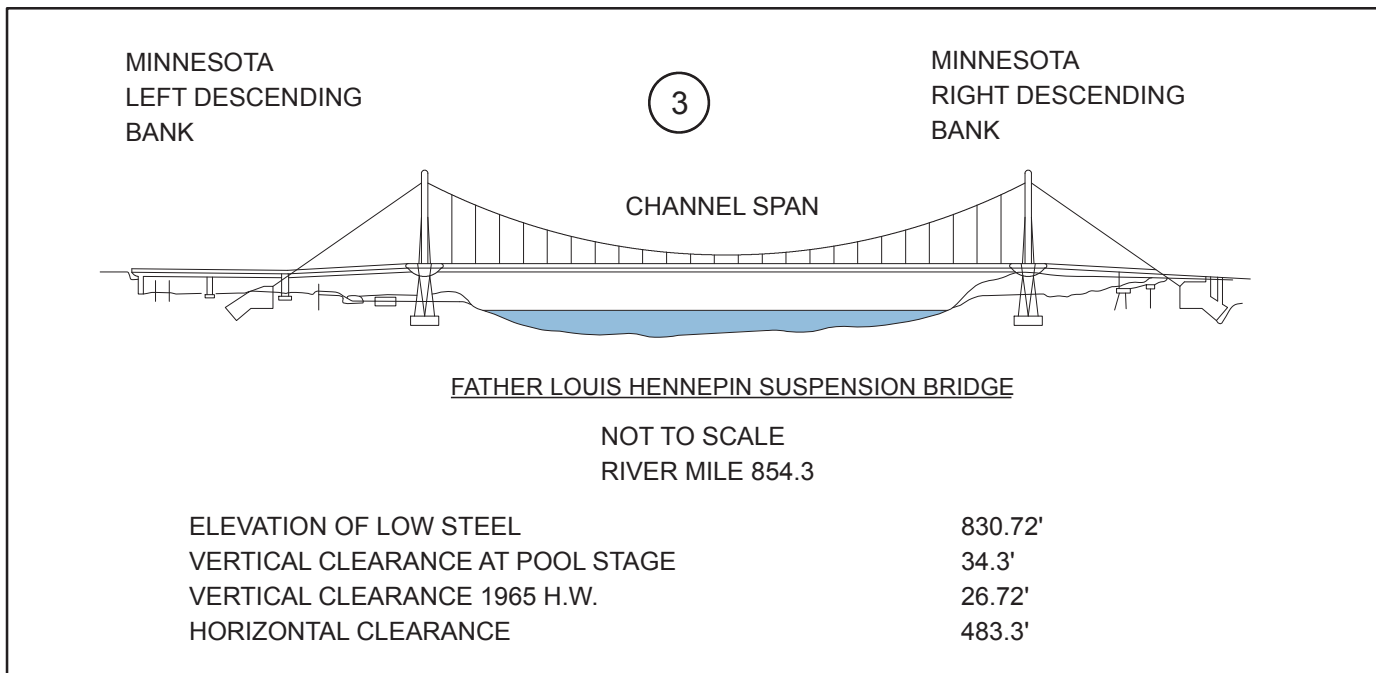
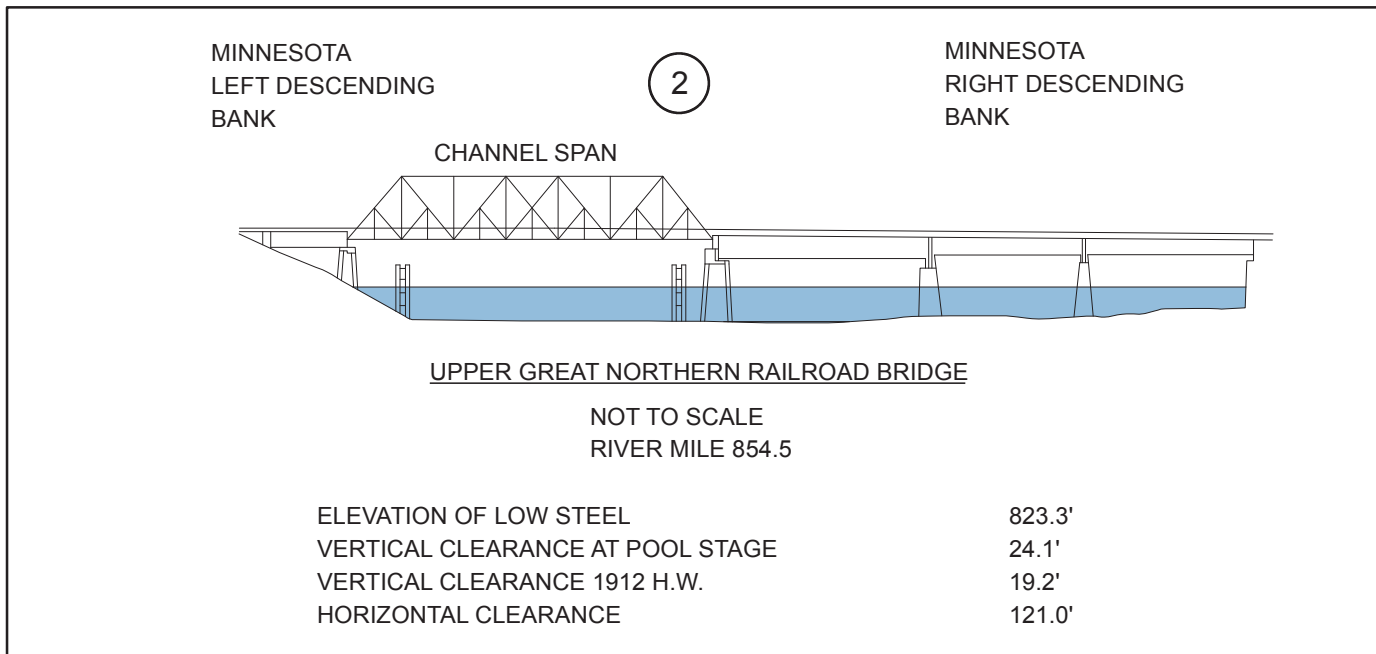
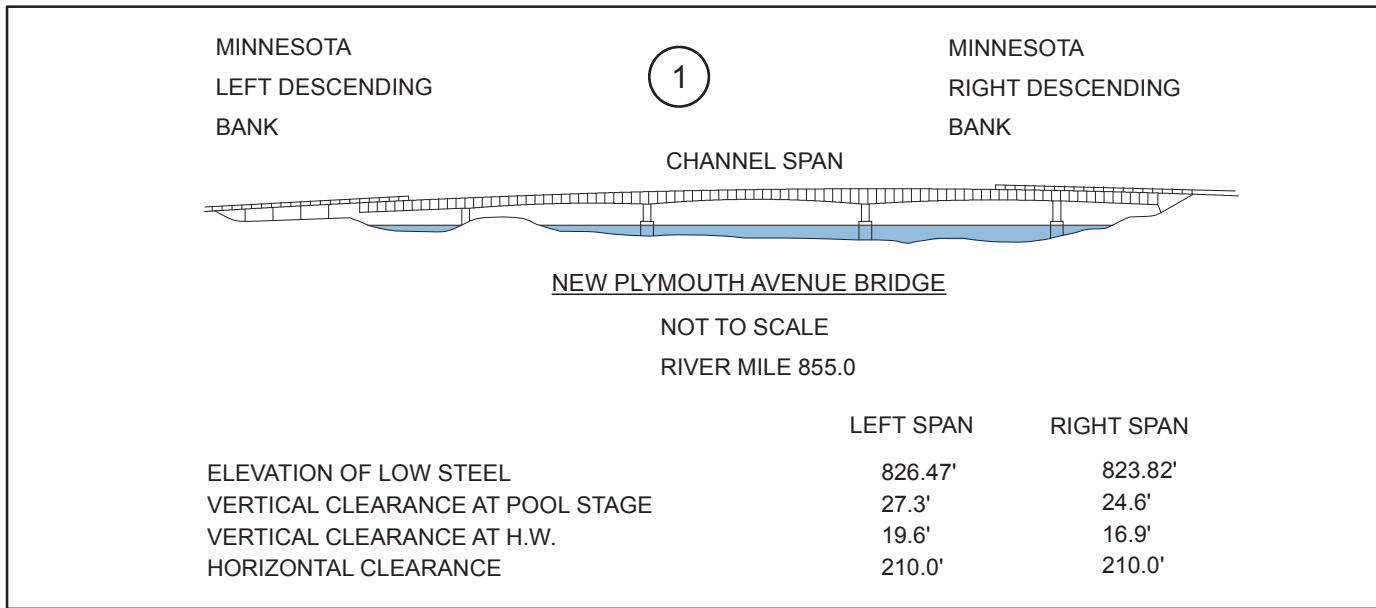


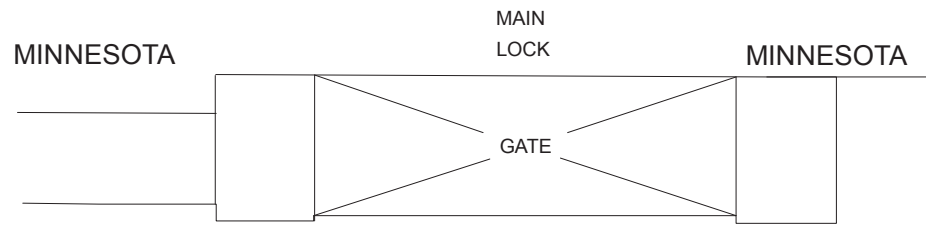


FACILITIES	
1	<i>Xcel Energy Inc. Riverside Power Plant Dock</i>
2	<i>River Services, Minneapolis North Dock.</i>
3	<i>River Services, Minneapolis Bulk-Loading Dock.</i>
4	<i>River Services, Minneapolis South Dock</i>
5	<i>Abandoned Dock</i>
6	<i>American Iron and Supply Co. Dock.</i>
7	<i>Aggregate Industries</i>
8	<i>Boom Island - Minneapolis Queen Dock</i>

UTILITY CROSSING			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
857.1	<i>Aerial Crossing</i>	<i>Unknown</i>	<i>Xcel Energy</i>
856.3	<i>Pipeline</i>	<i>N/A</i>	<i>Minnegasco</i>

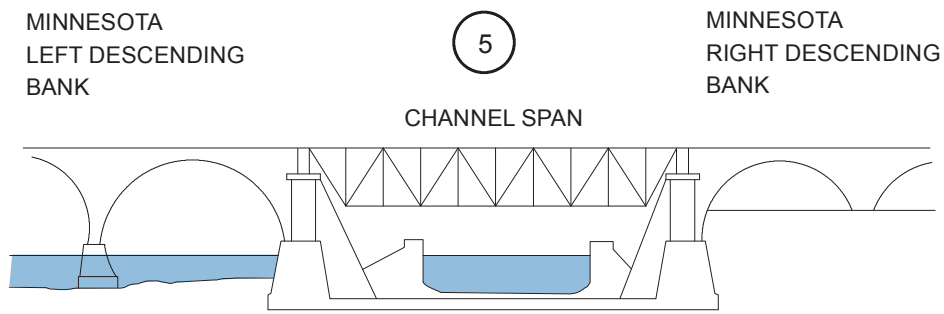






LOCK AND DAM UPPER ST. ANTHONY FALLS

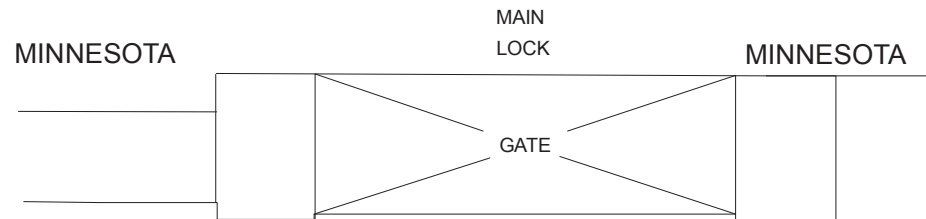
HORIZONTAL CLEARANCE	56.0'
LENGTH OF LOCK	400.0'



STONE ARCH RAILROAD BRIDGE

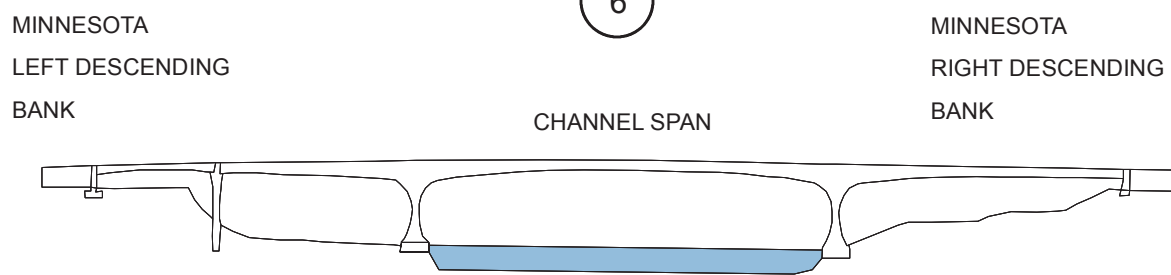
NOT TO SCALE
RIVER MILE 853.7

ELEVATION OF LOW STEEL	775.1'
VERTICAL CLEARANCE AT POOL STAGE	24.5'
VERTICAL CLEARANCE H.W.	20.2'
HORIZONTAL CLEARANCE	56.0'



LOCK AND DAM LOWER ST. ANTHONY FALLS

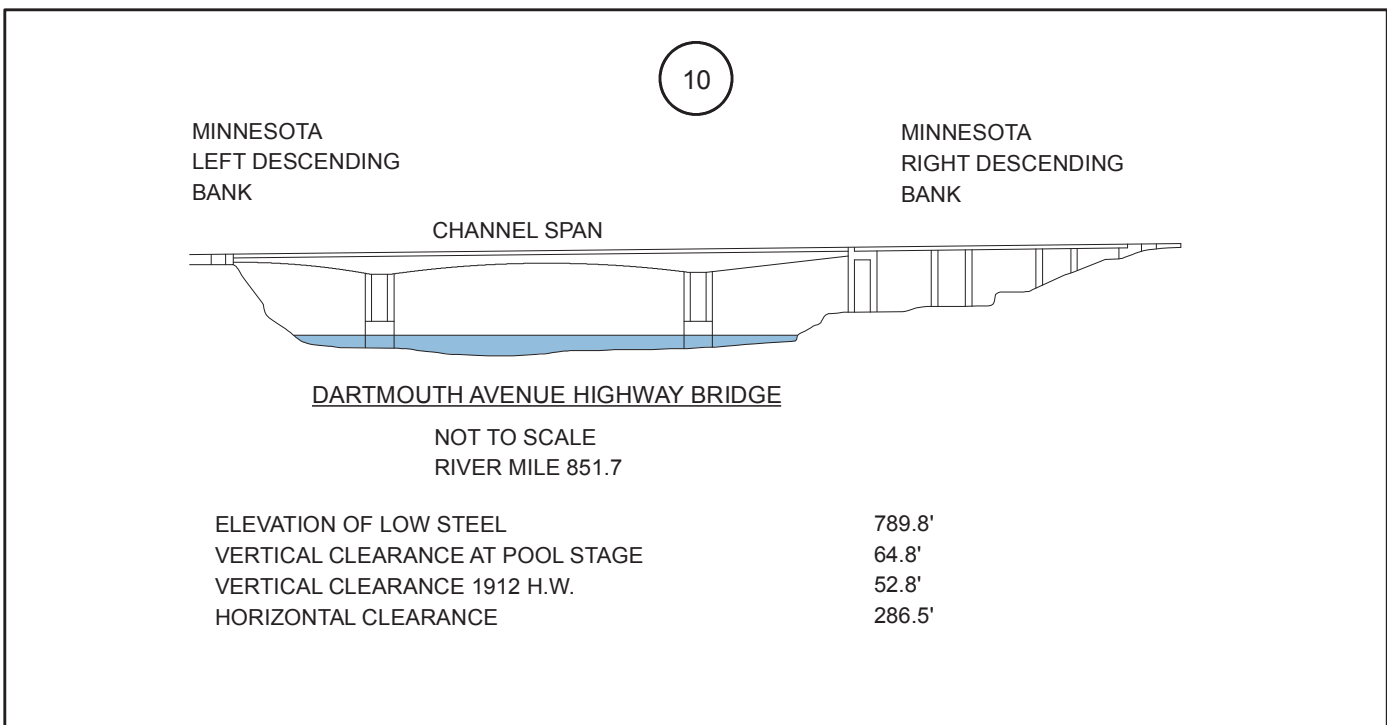
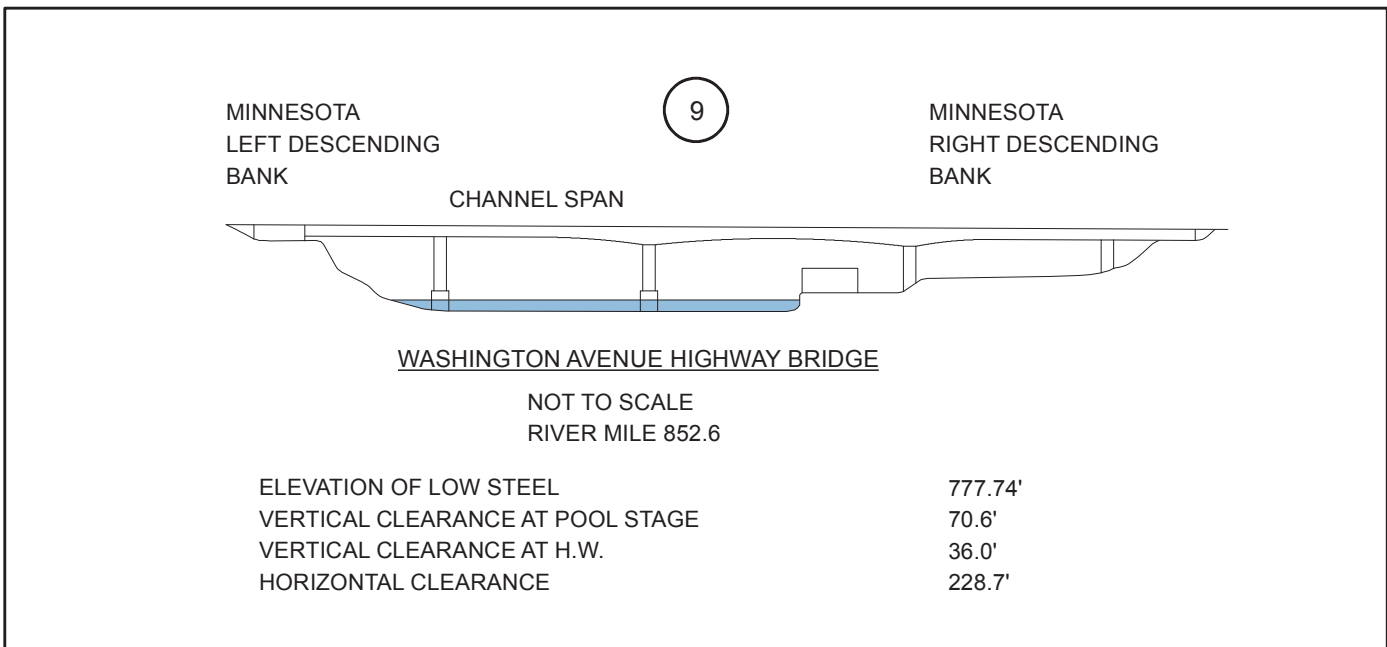
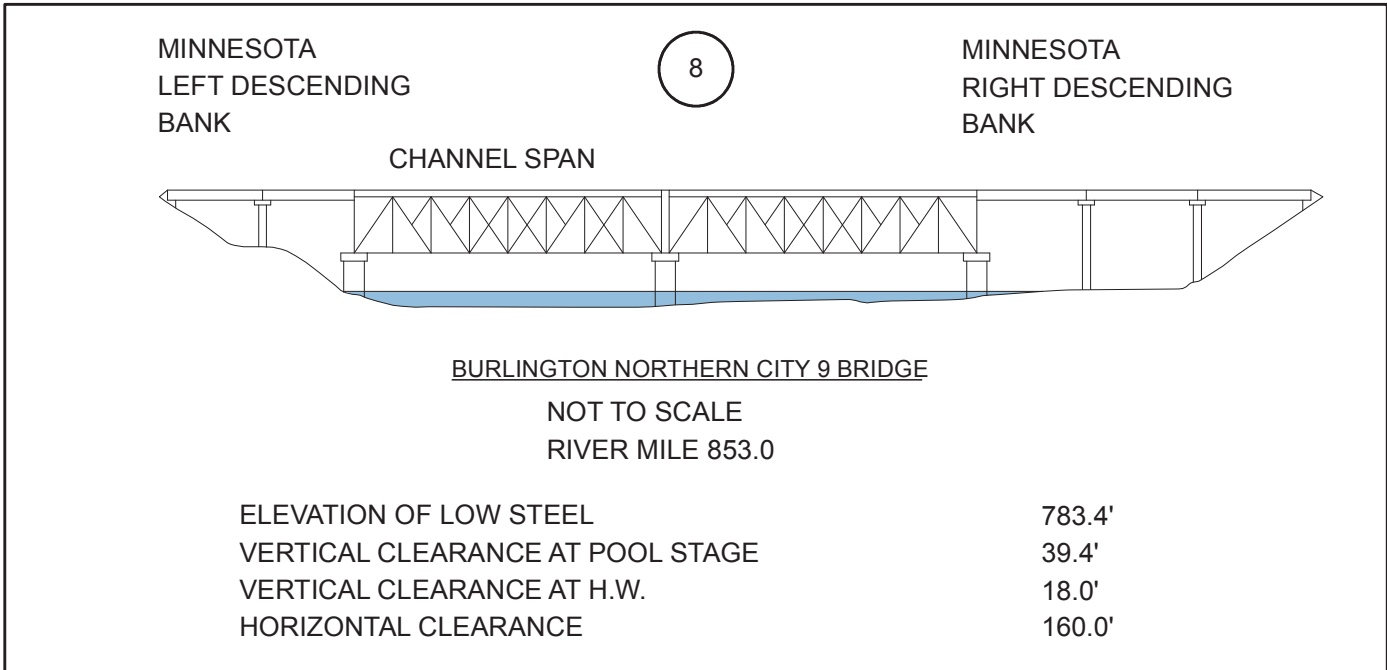
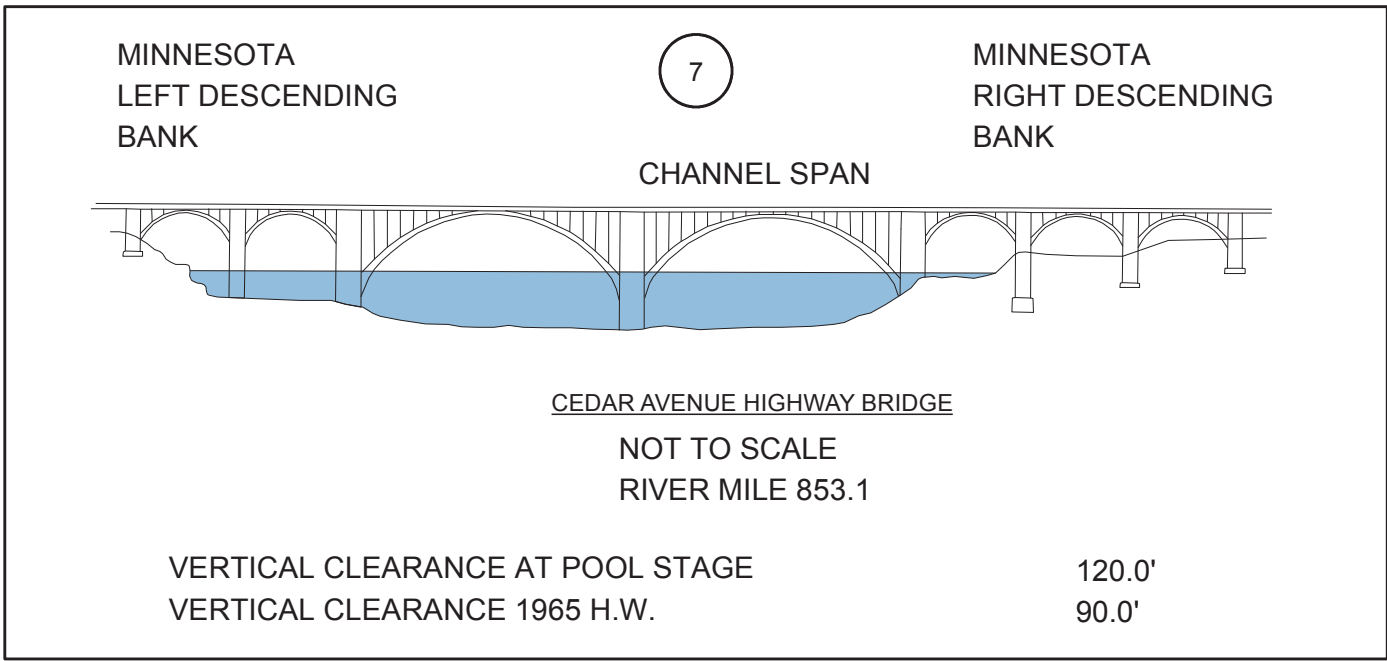
HORIZONTAL CLEARANCE	56.0'
LENGTH OF LOCK	400.0'

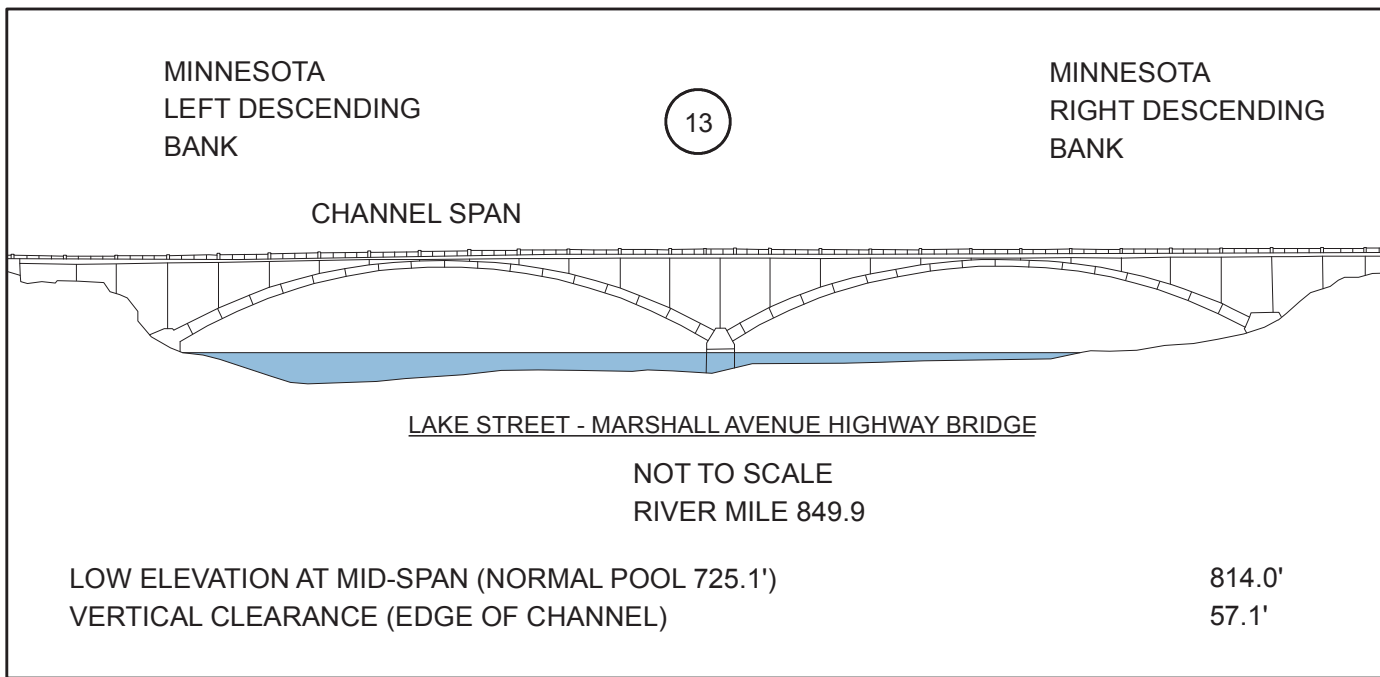
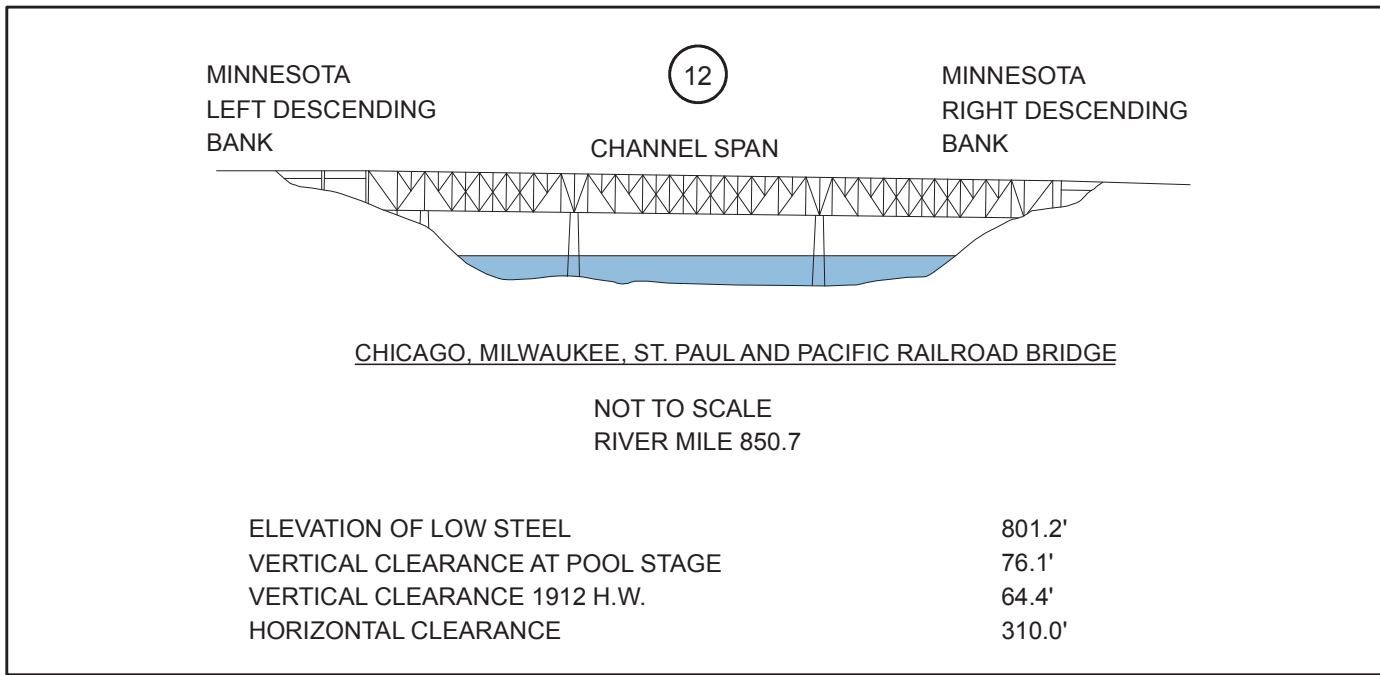
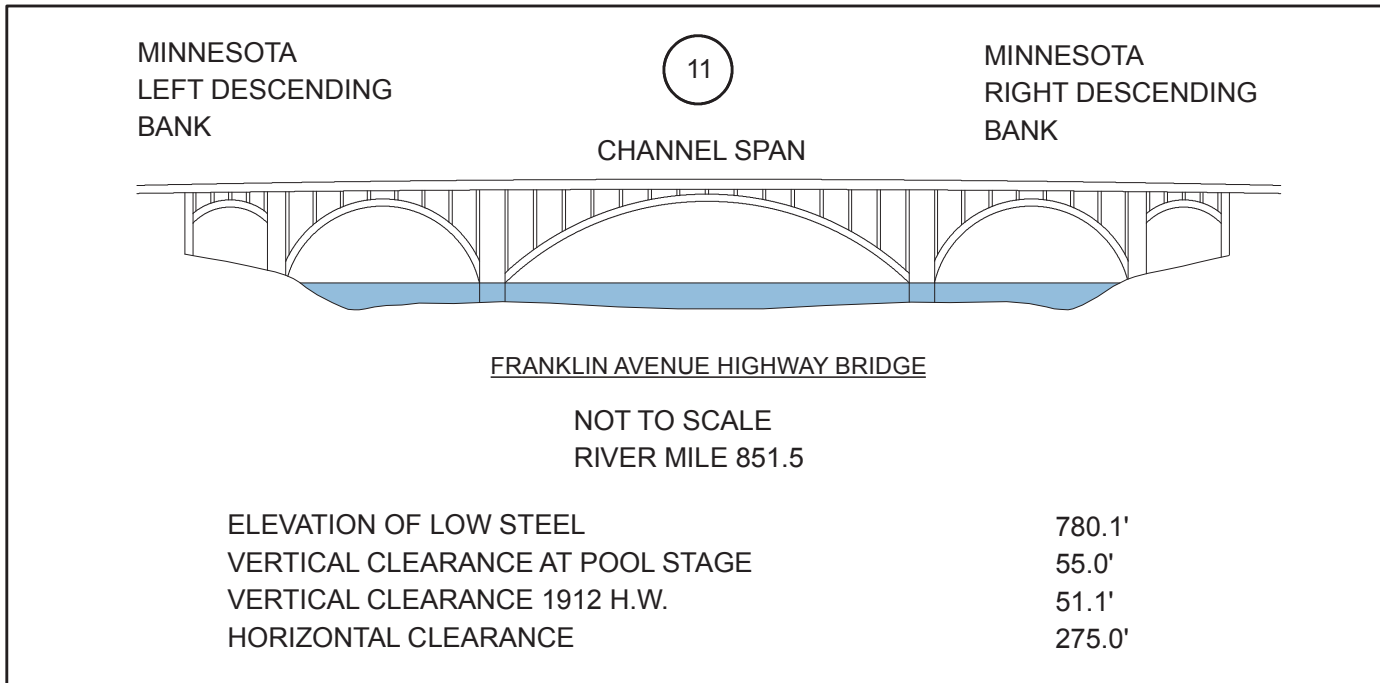


I-35W HIGHWAY BRIDGE

NOT TO SCALE
RIVER MILE 853.2

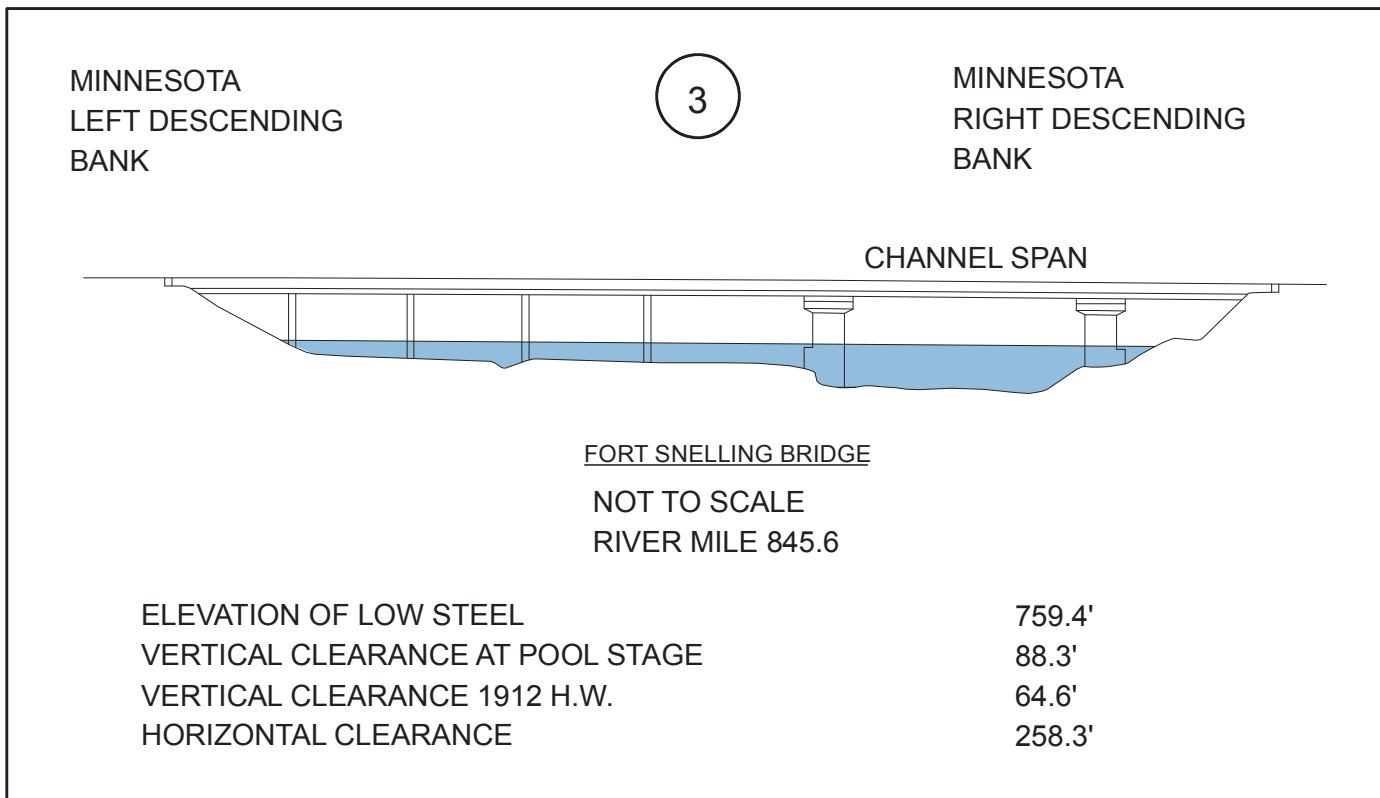
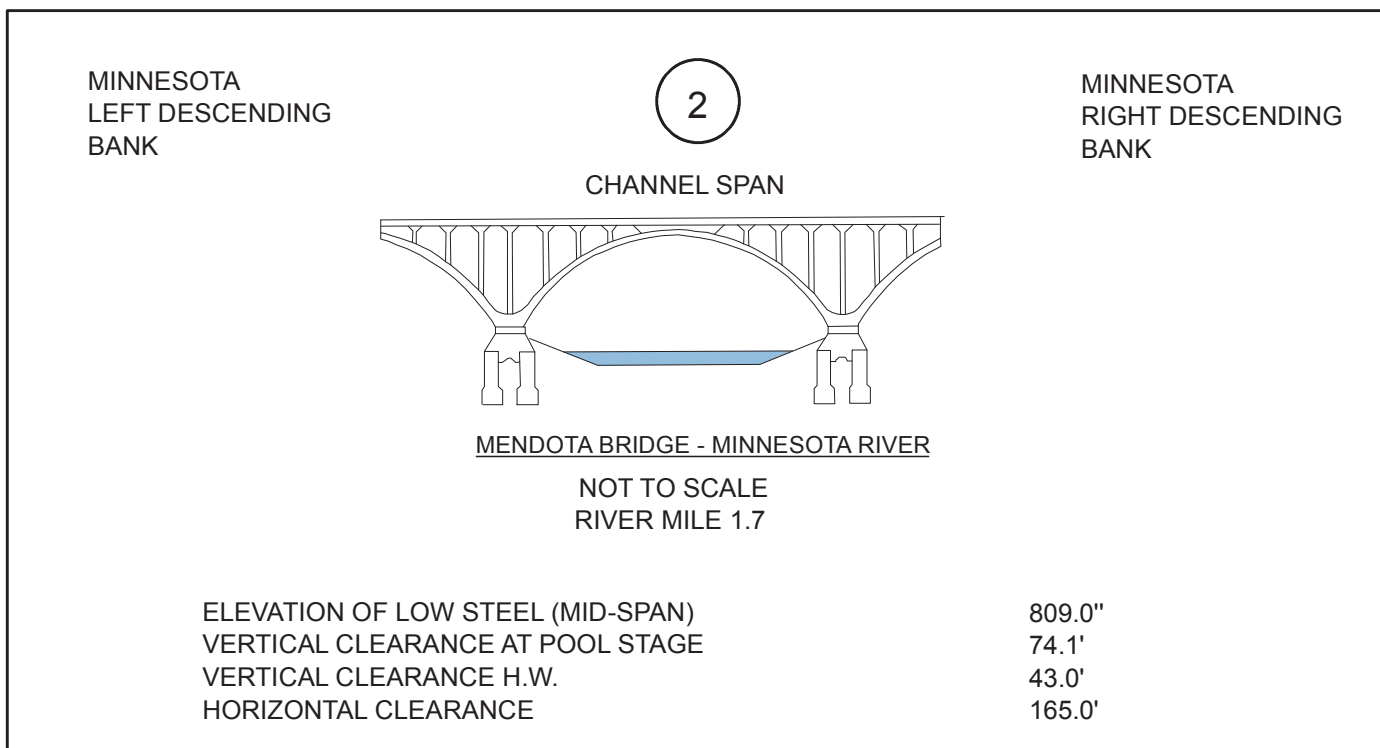
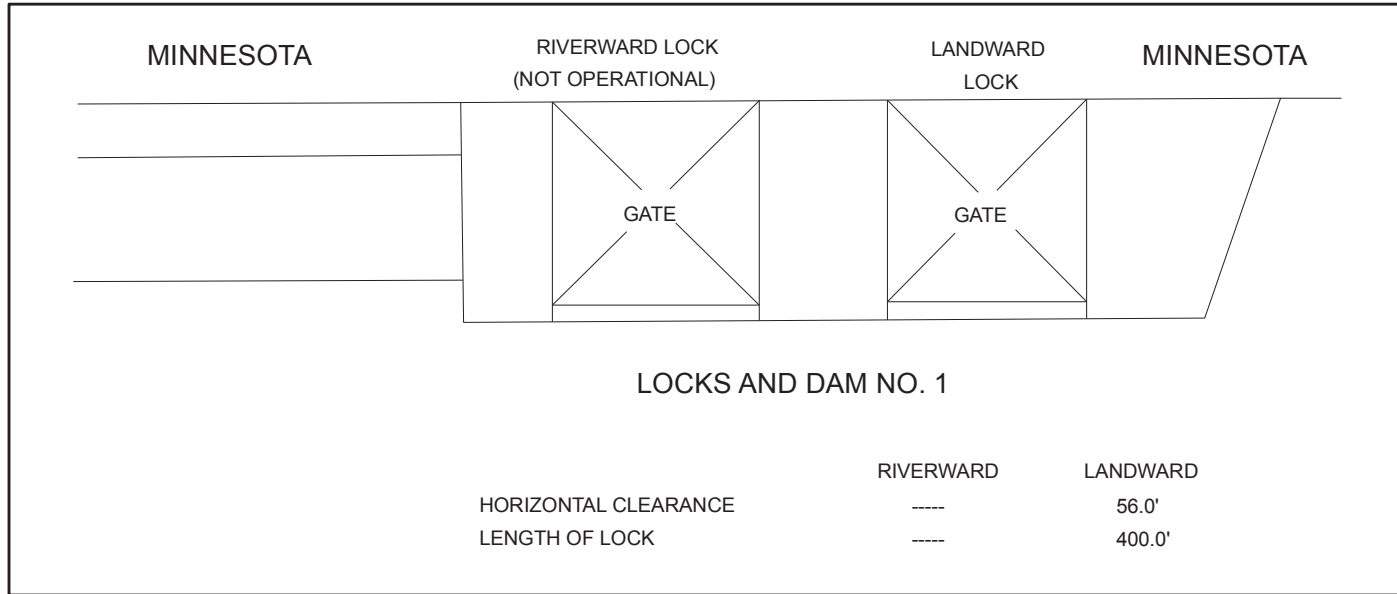
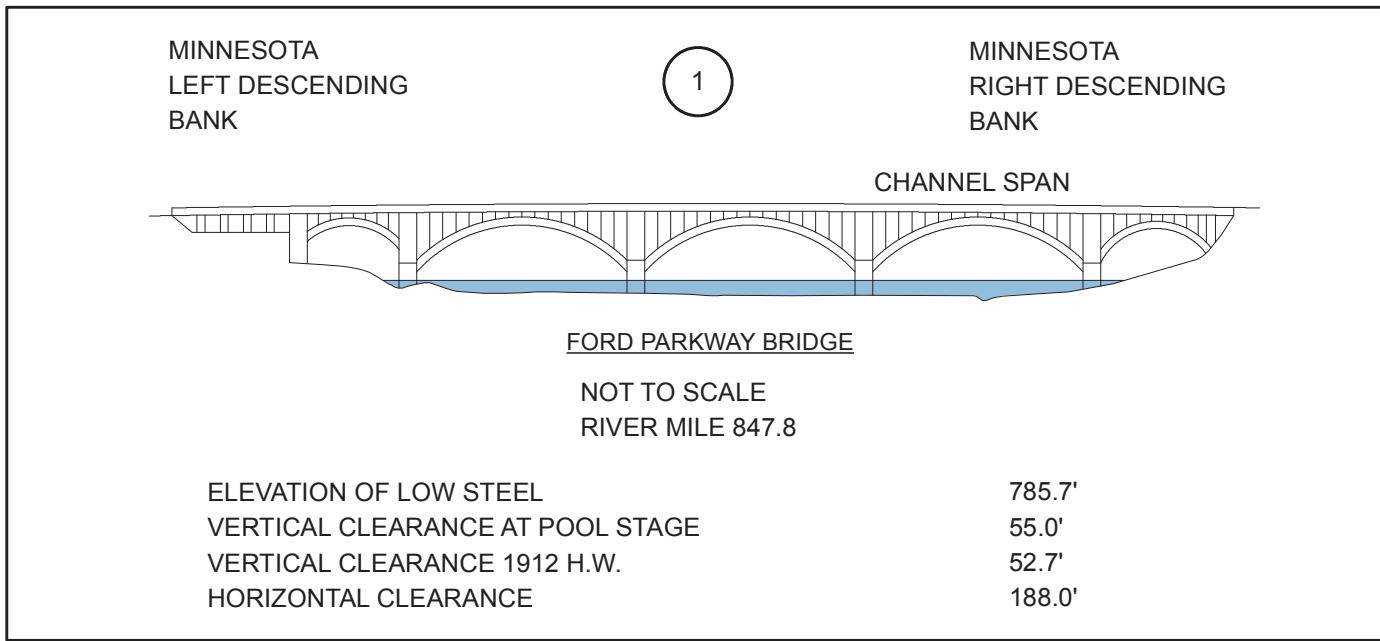
ELEVATION OF LOW STEEL	784.64'
VERTICAL CLEARANCE AT POOL STAGE	64.1'
VERTICAL CLEARANCE 1929 H.W.	57.0'
HORIZONTAL CLEARANCE	390.0'

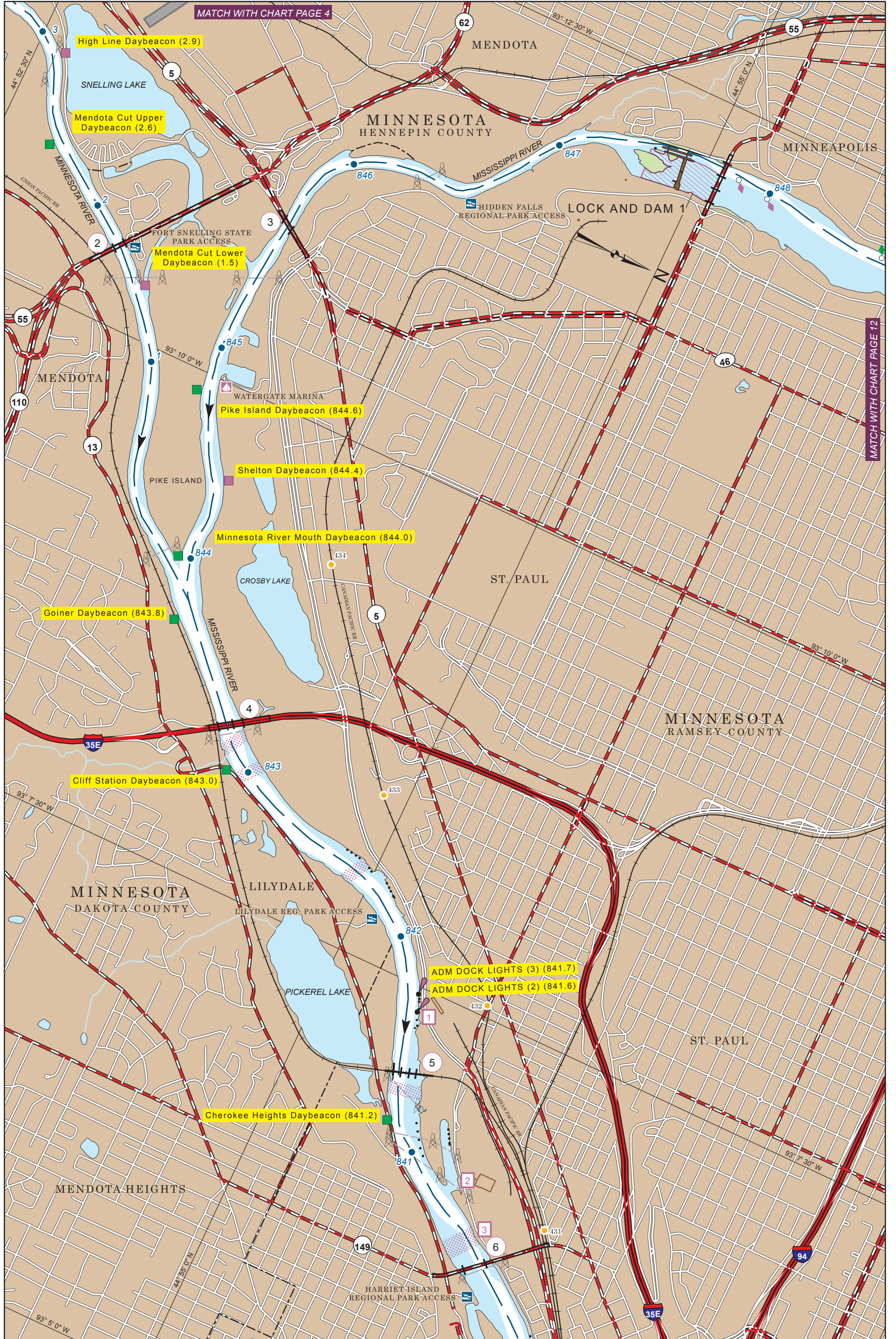


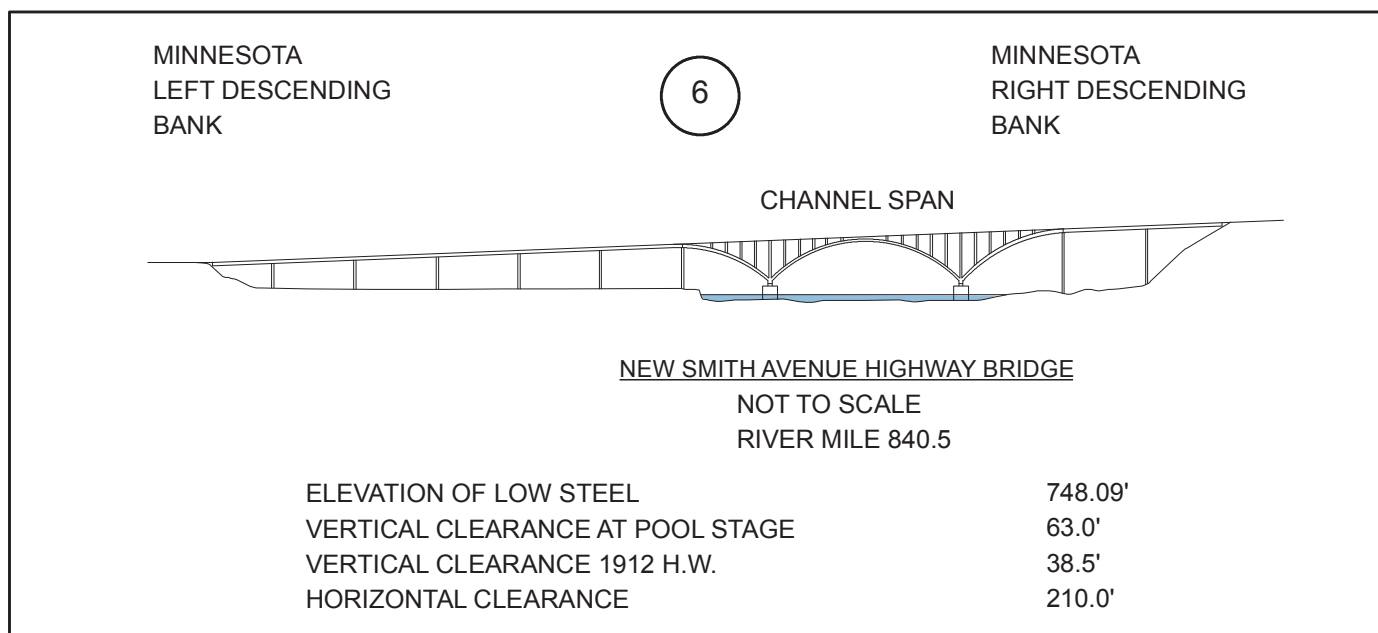
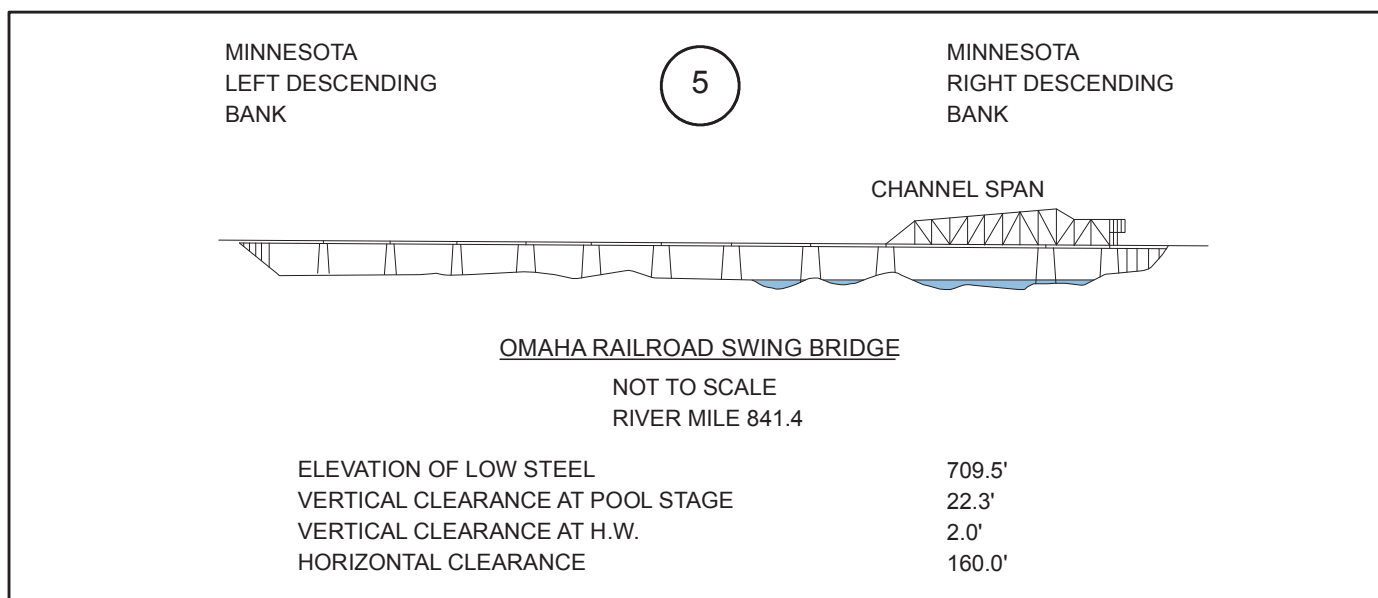
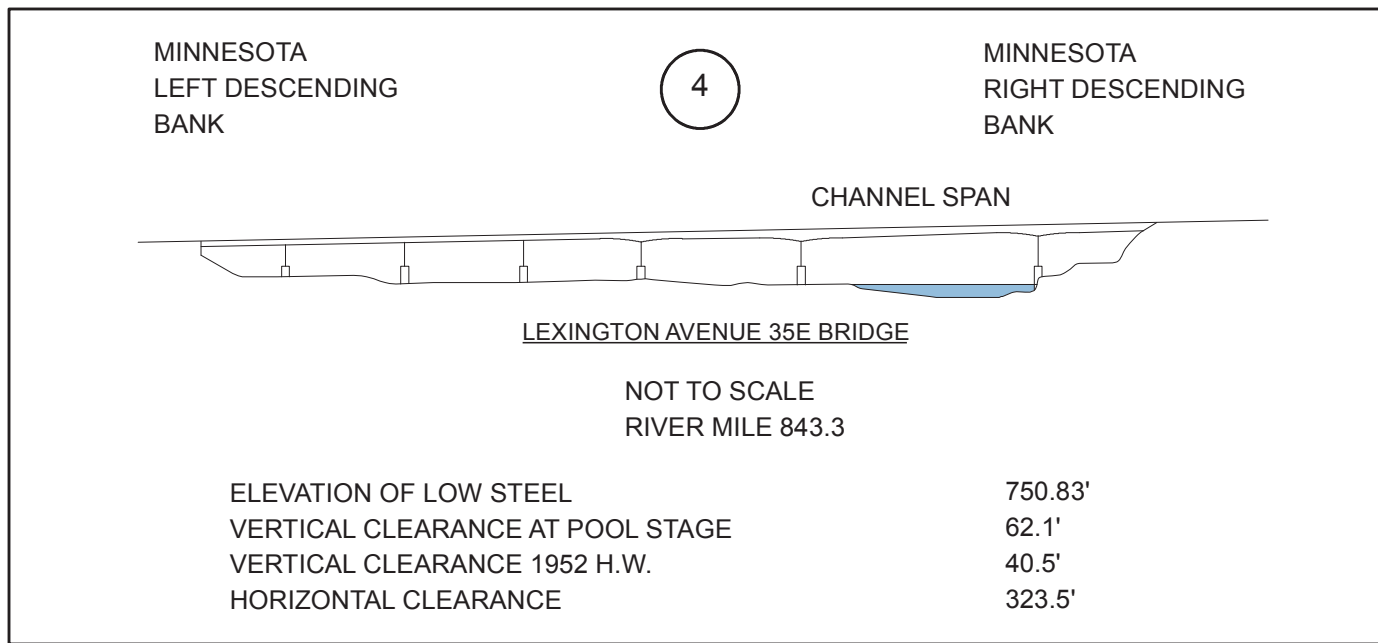


FACILITIES	
1	Boom Island - Minneapolis Queen Dock
2	Bohemian Flats Dock

UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
854.5	Aerial Crossing	Unknown	Xcel Energy
853.7	Aerial Crossing	Unknown	Xcel Energy
850.2	Pipeline	N/A	Metropolitan Council

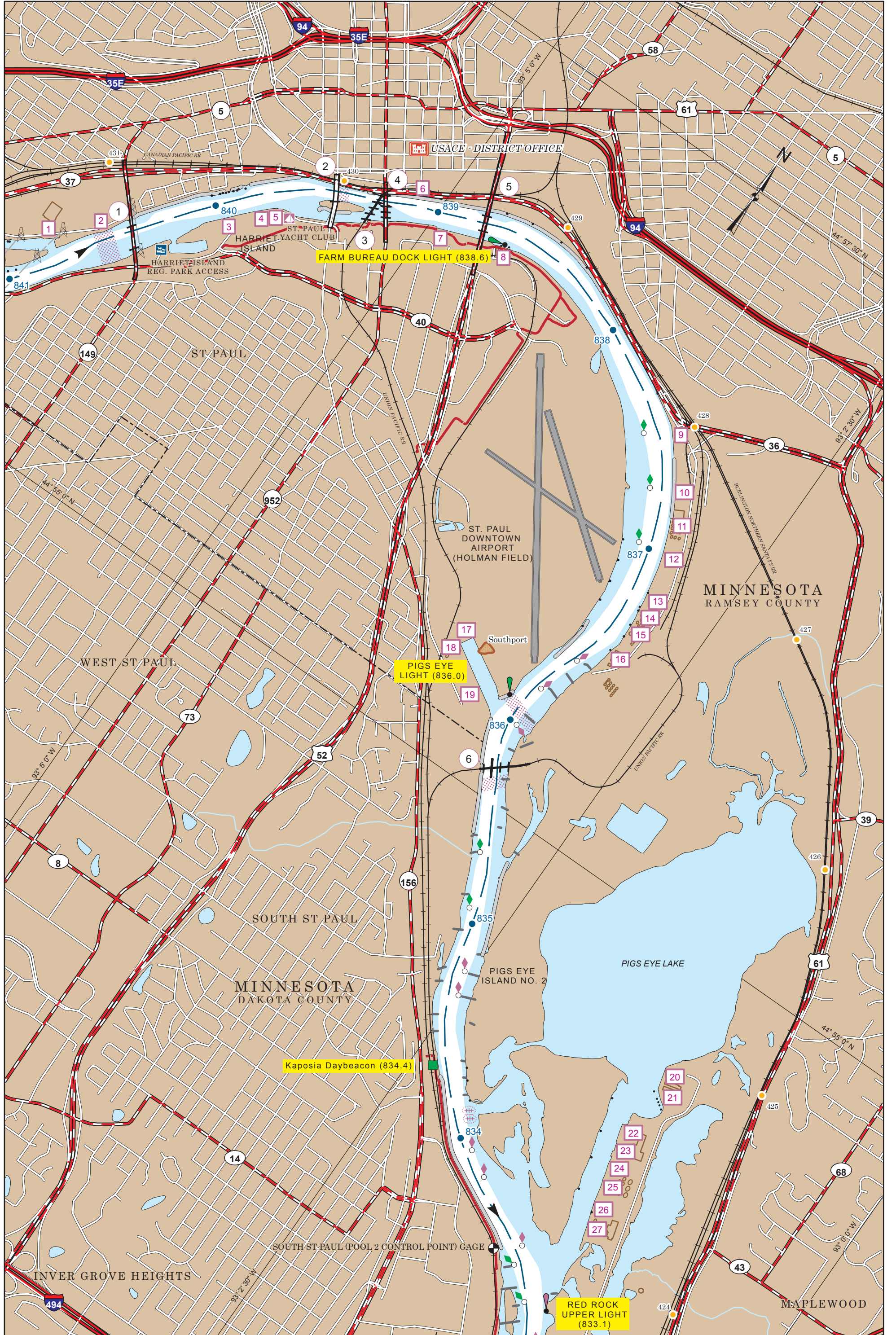


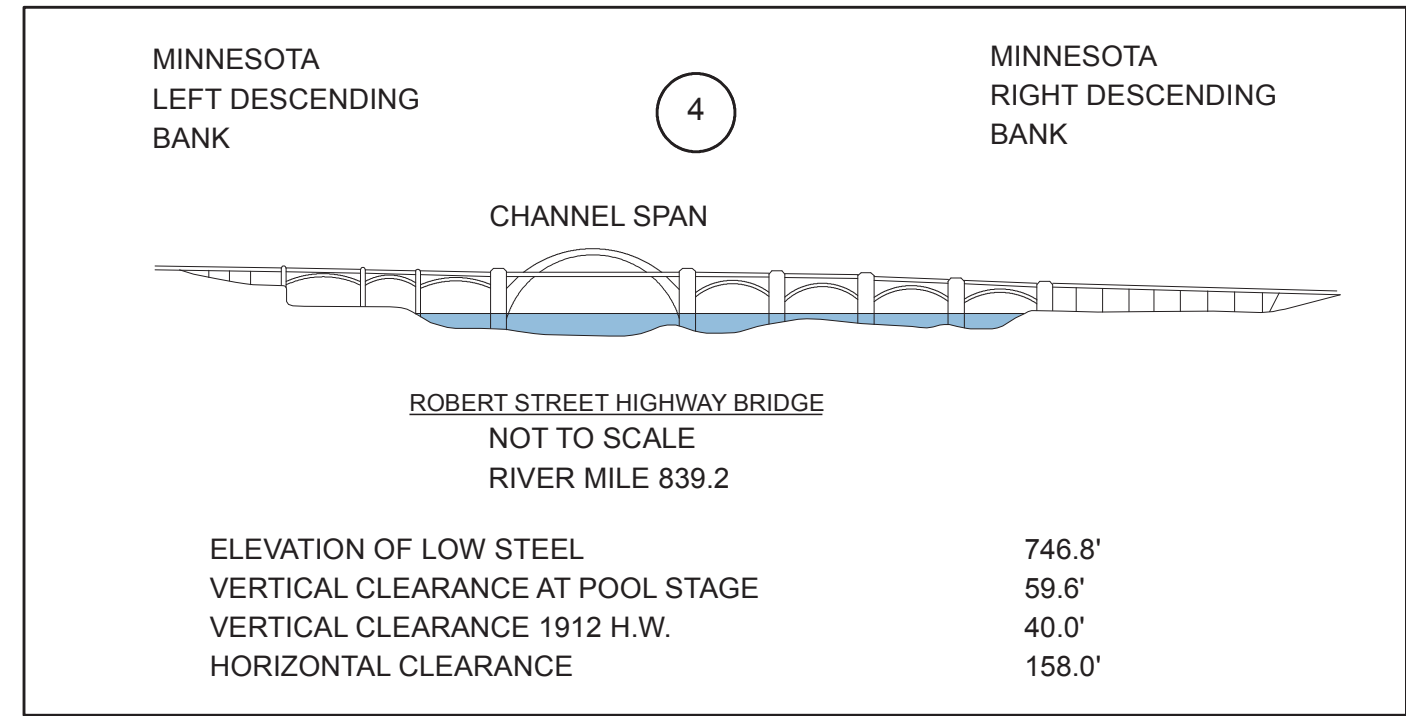
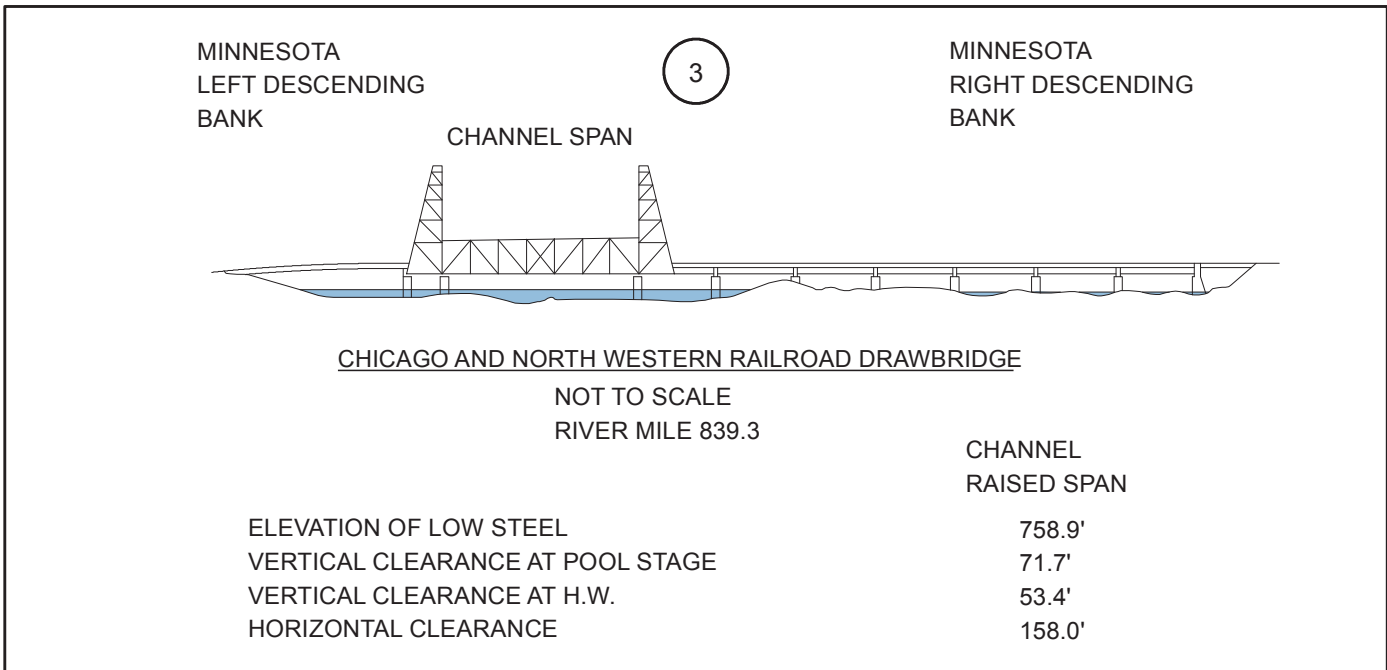
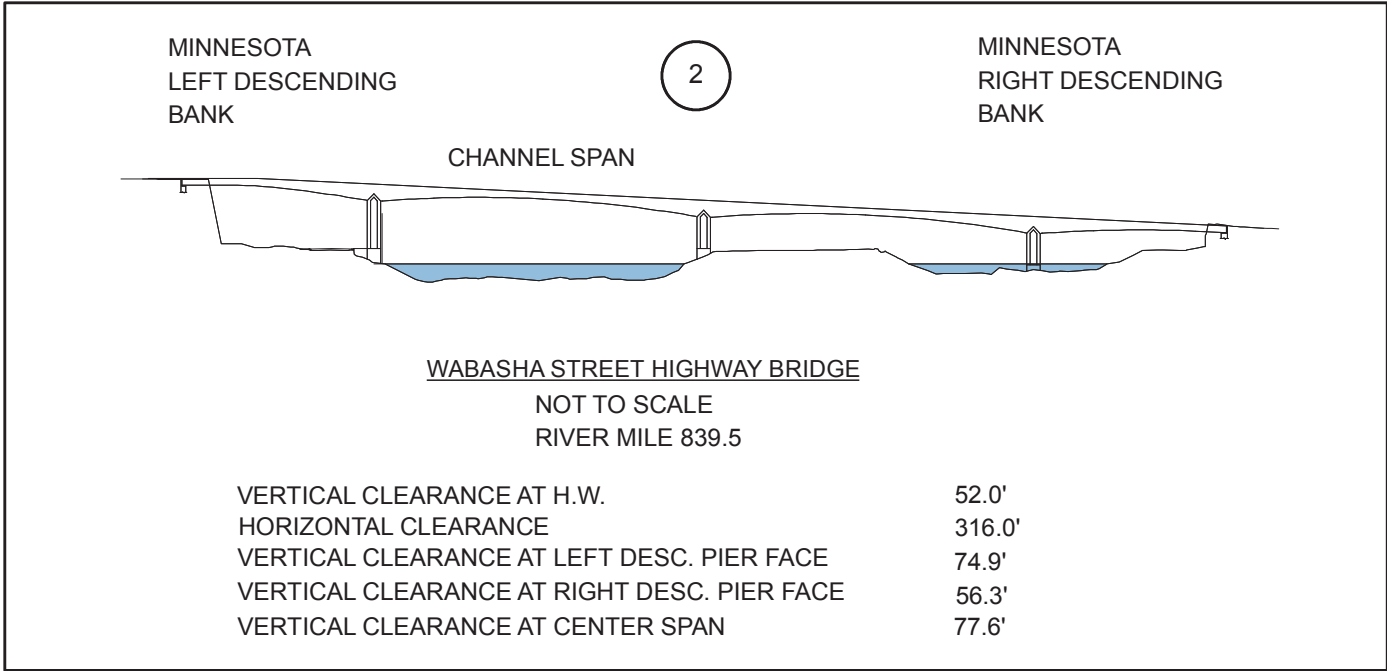
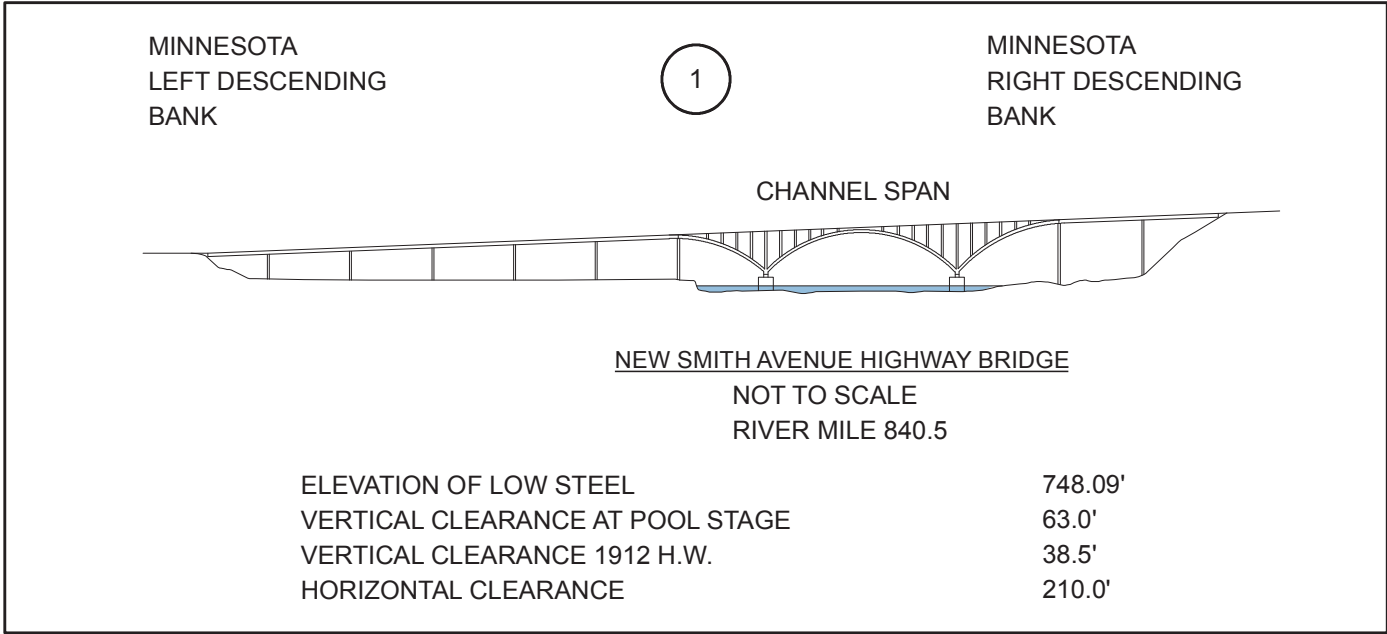


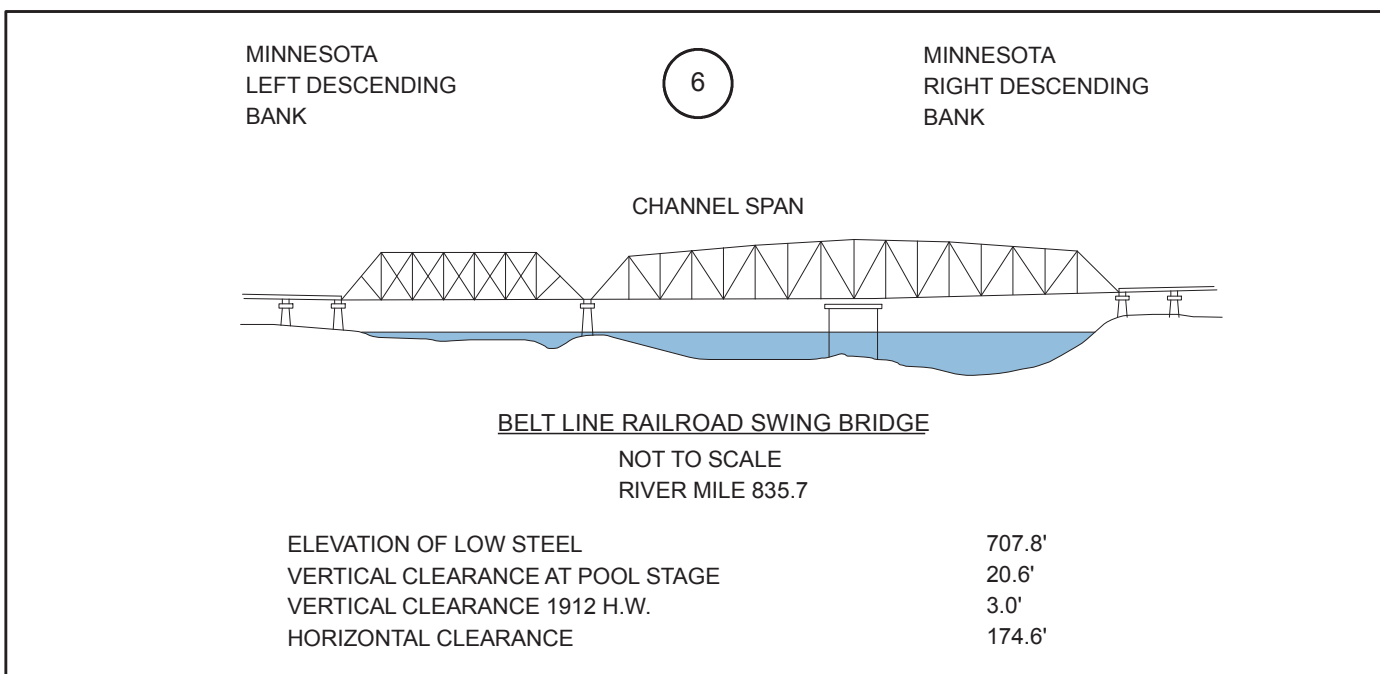
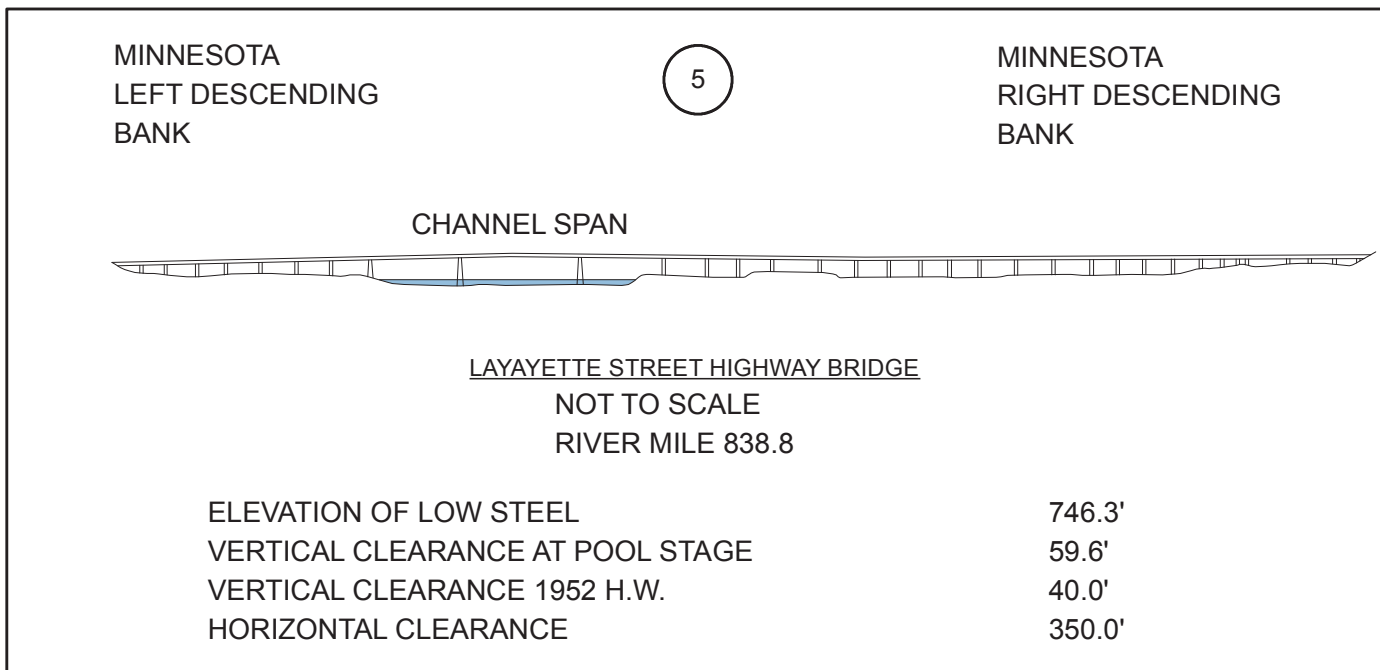


UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
2.9	Aerial Crossing	Unknown	Xcel Energy
1.5	Aerial Crossing	Unknown	Xcel Energy
0.1	Aerial Crossing	Unknown	Xcel Energy
846.4	Aerial Crossing	Unknown	Xcel Energy
845.4	Aerial Crossing	Unknown	Xcel Energy
843.3	Aerial Crossing	Unknown	Xcel Energy
843.2	Pipeline	N/A	Xcel Energy
843.0	Pipeline	N/A	Xcel Energy
842.4	Pipeline	N/A	Exxon Mobile
841.2	Aerial Crossing	Unknown	Xcel Energy
841.2	Pipeline	N/A	Xcel Energy
841.1	Aerial Crossing	Unknown	Xcel Energy
841.0	Aerial Crossing	Unknown	Xcel Energy
840.6	Submerged Cable	N/A	Xcel Energy
840.6	Submerged Cable	N/A	Xcel Energy
840.5	Aerial Crossing	Unknown	Xcel Energy

FACILITIES	
1	Archer Daniels Midland St. Paul Elevator D Wharf
2	Xcel Energy Inc. High Bridge, Power Plant Wharf.
3	Unknown Commercial Dock



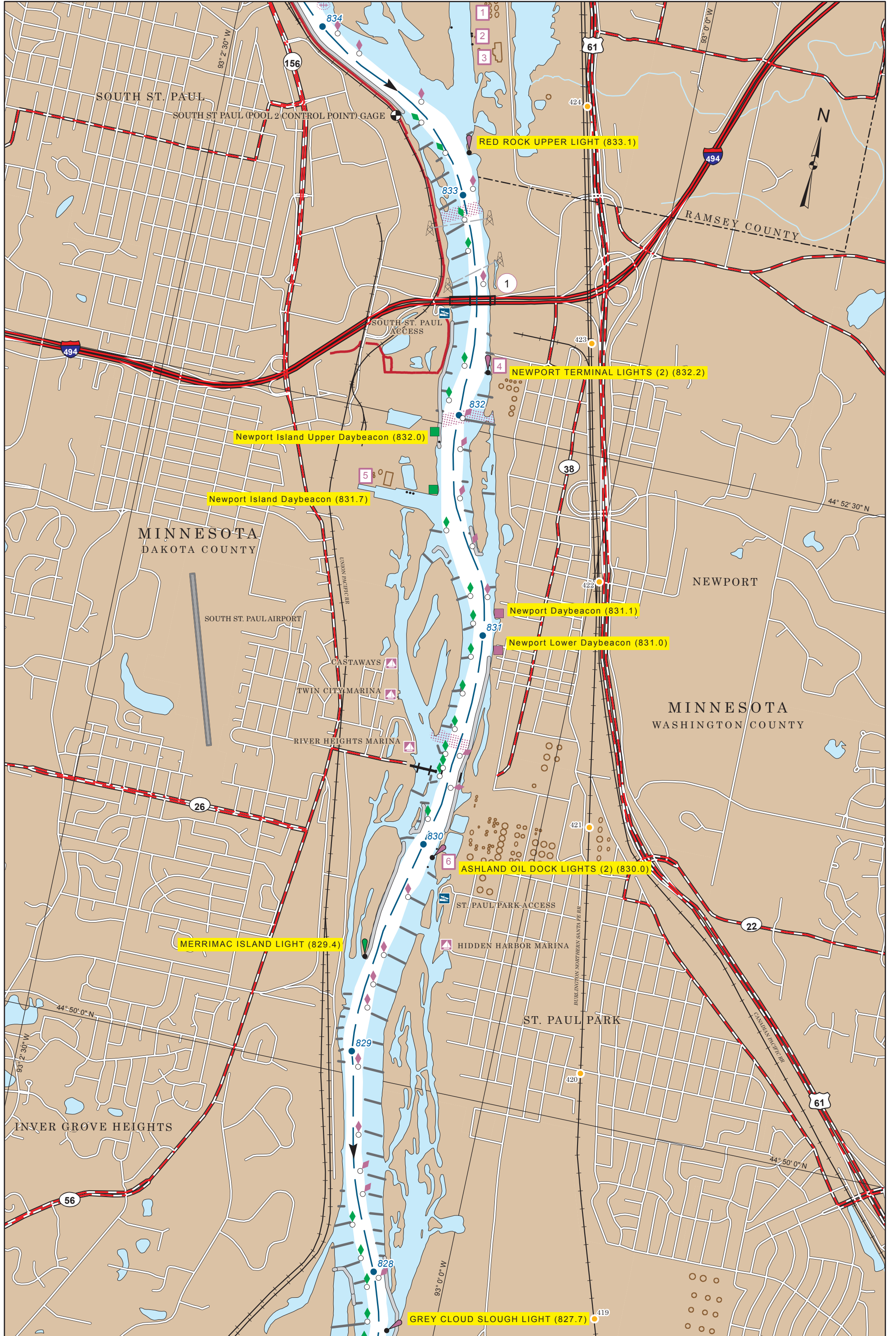


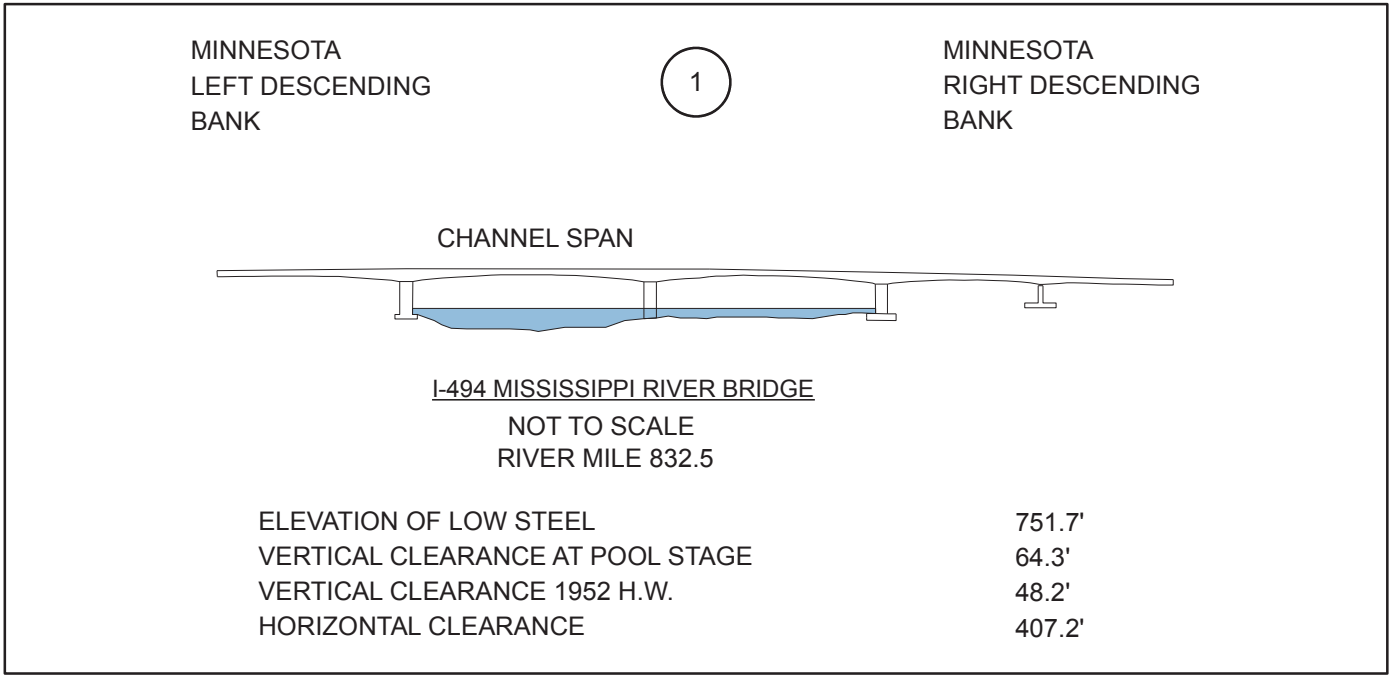


FACILITIES	
1	Xcel Energy Inc. High Bridge, Power Plant Wharf.
2	Unknown Commercial Dock
3	Padelford Packet Boat Co.- Harriet Island Dock
4	Minnesota Centennial Showboat
5	Unknown Harriet Island Docks
6	Lambert's Landing
7	Upper River Services, State Street Yard Dock
8	Agriliance Dock
9	Cenex-Harvest States #2 House
10	Great Western Dock and Terminal Co.
11	Hawkins Chemical, Terminal No. 1 Dock.
12	Aggregate Industries Yard
13	LaFarge Corp., St. Paul Cement Terminal Dock.
14	Westway Trading Corp., St. Paul Terminal No. 1 Wharf.
15	Koch Materials Co., St. Paul Wharf.
16	Westway Trading Corp., St. Paul Terminal No. 2 Wharf.
17	Lametti & Sons Dock
18	Hawkins Chemical, Terminal No. 2 Dock.
19	Alter Dock
20	Peavey Co., Red Rock River Terminal, Unloading Dock.
21	Peavey Co., Red Rock River Terminal, Loading Dock.
22	Upper River Services, Repair Yard Wharf
23	Upper River Services Fuel Dock and Wharf
24	Upper River Services Fuel Dock and Wharf
25	Barton Enterprises Dock.
26	Lafarge Corp., Red Rock Cement Terminal Dock.
27	Lafarge Corp., Red Rock Cement Terminal Dock

UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
841.0	Aerial Crossing	Unknown	Xcel Energy
840.6	Submerged Cable	N/A	Xcel Energy
840.6	Submerged Cable	N/A	Xcel Energy
840.5	Aerial Crossing	Unknown	Xcel Energy
839.5	Pipeline	N/A	Metropolitan Council
836.1	Submerged Cable	N/A	Xcel Energy
835.8	Submerged Cable	N/A	Metropolitan Council

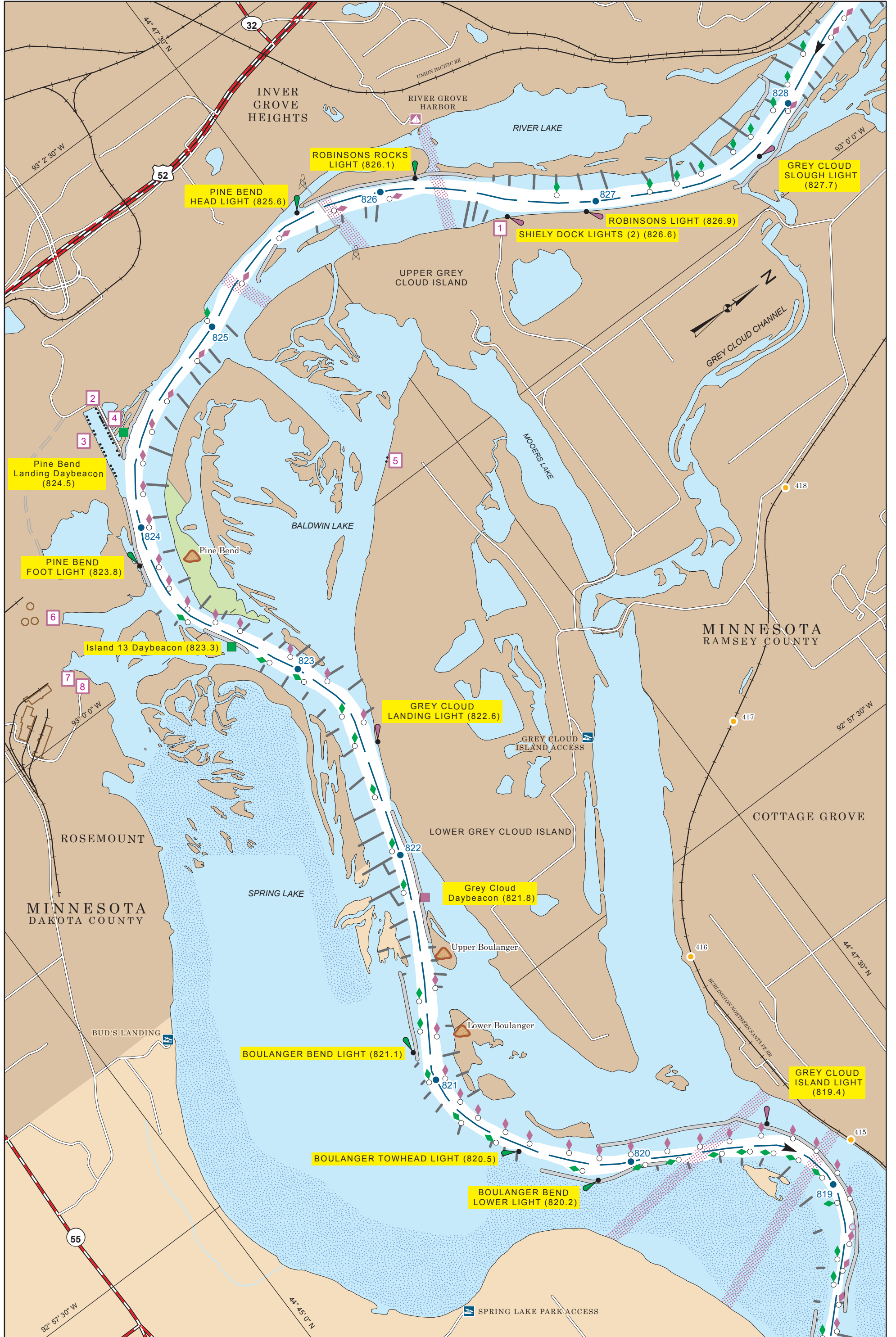
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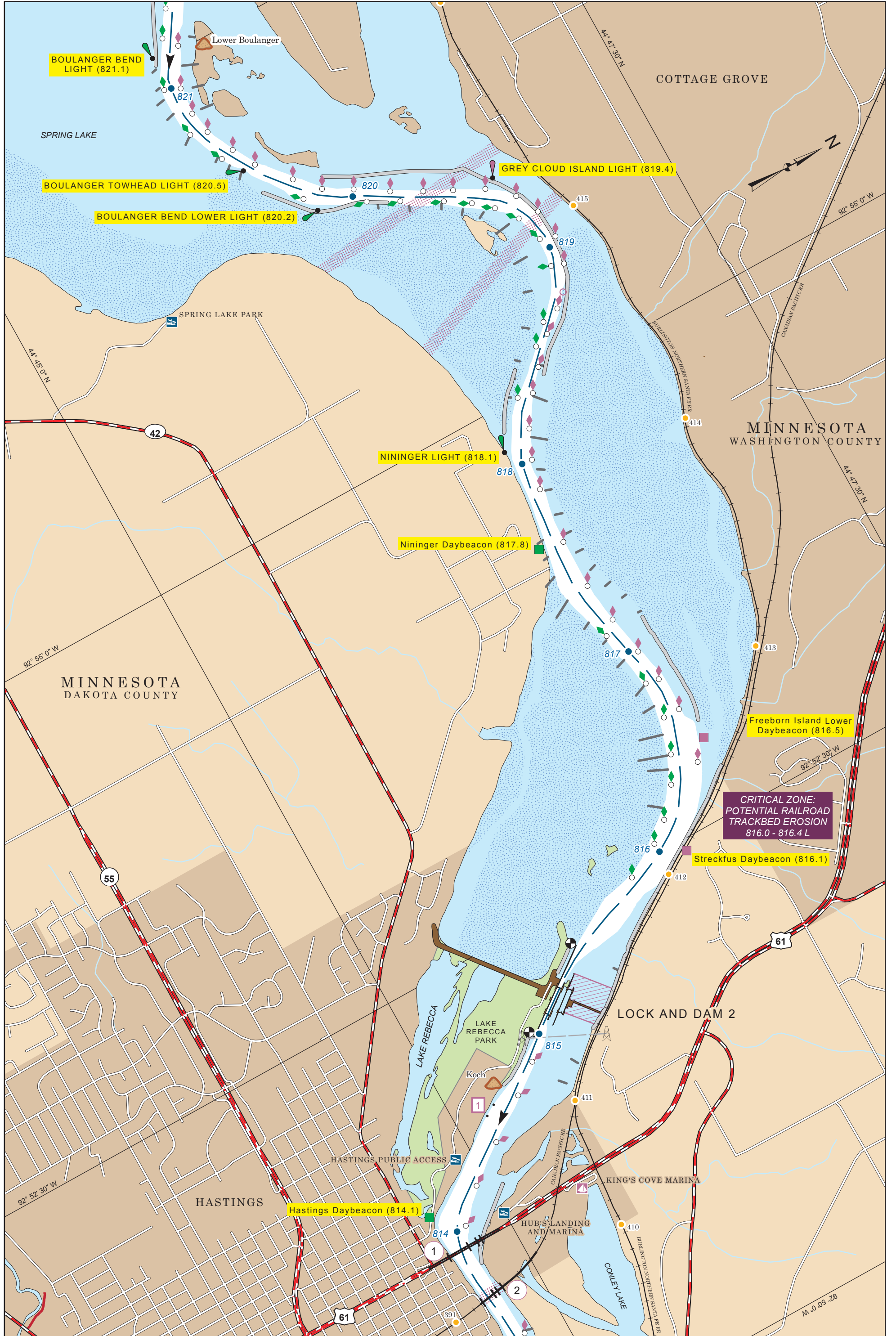
<i>FACILITIES</i>	
<i>1</i>	<i>Barton Enterprises Dock.</i>
<i>2</i>	<i>Lafarge Corp., Red Rock Cement Terminal Dock</i>
<i>3</i>	<i>Lafarge Corp., Red Rock Cement Terminal Dock.</i>
<i>4</i>	<i>Erickson Petroleum Corp. Dock.</i>
<i>5</i>	<i>Dakota Bulk Terminal Inc.</i>
<i>6</i>	<i>Marathon - Ashland Dock</i>

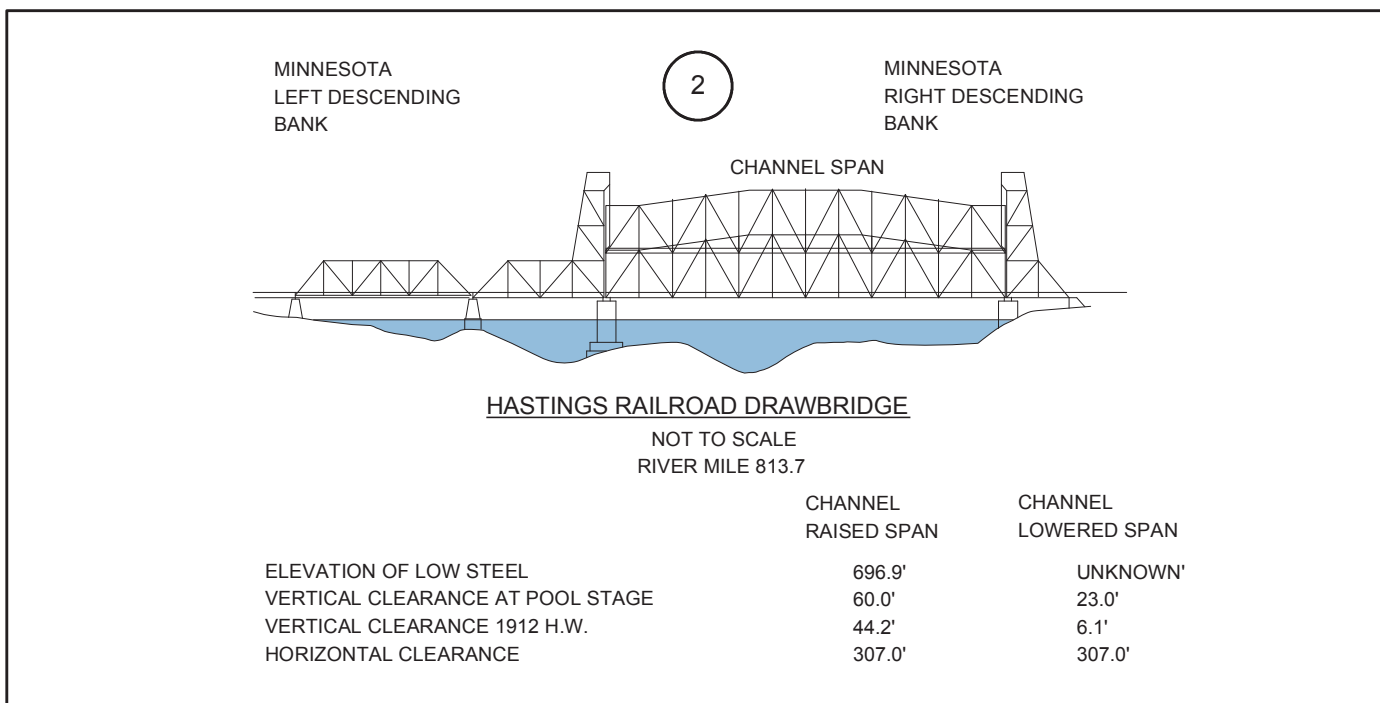
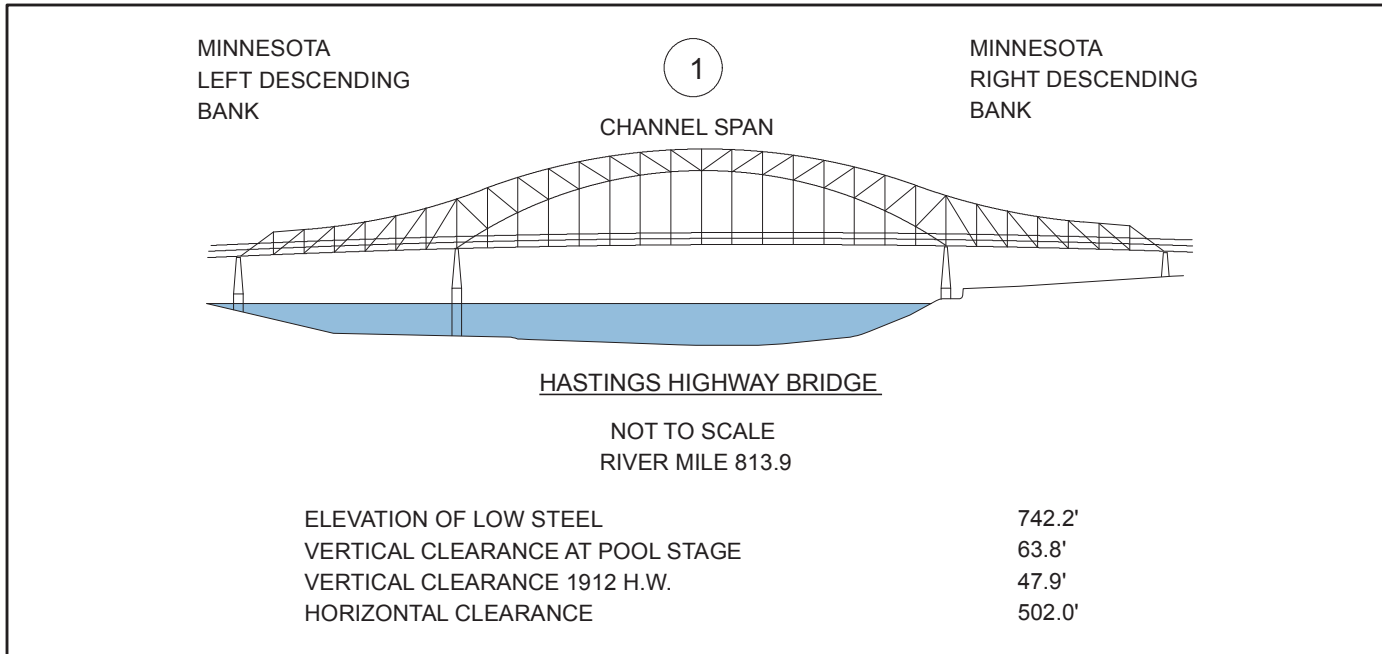
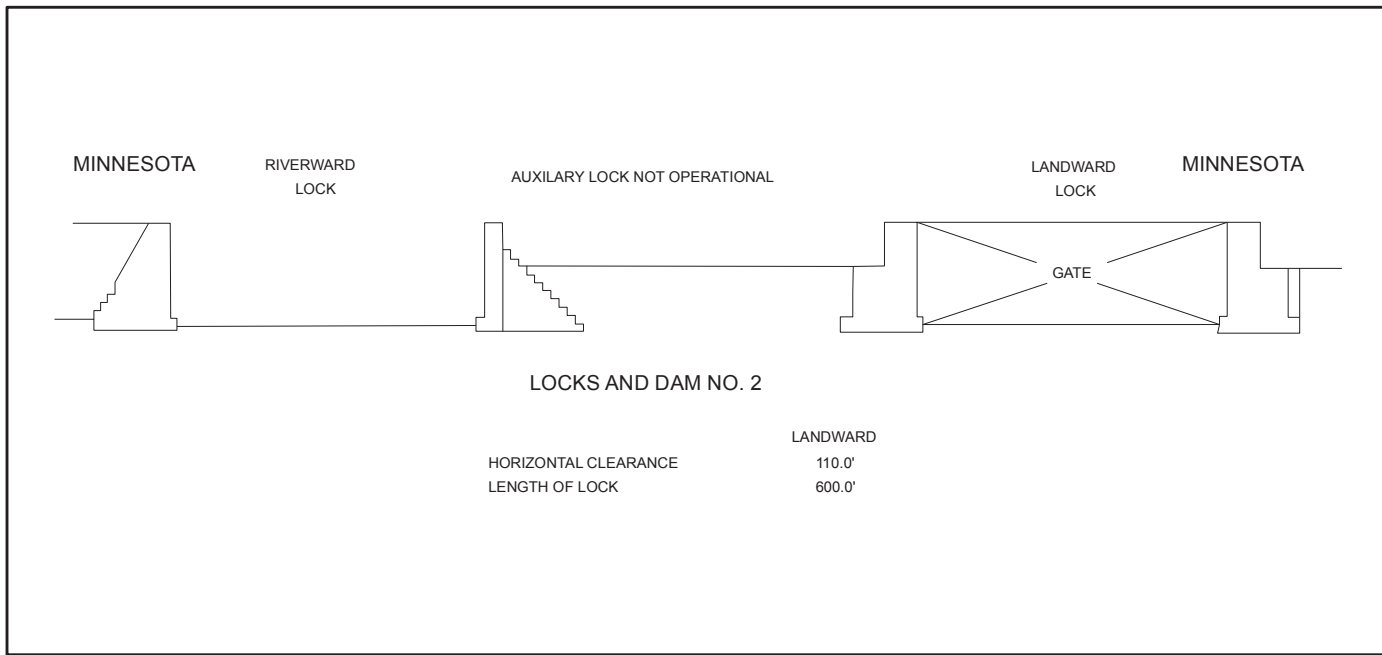
<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
<i>832.9</i>	<i>Pipeline</i>	<i>N/A</i>	<i>Xcel Energy</i>
<i>832.8</i>	<i>Aerial Crossing</i>	<i>Unknown</i>	<i>Xcel Energy</i>
<i>832.5</i>	<i>Aerial Crossing</i>	<i>Unknown</i>	<i>Xcel Energy</i>
<i>832.0</i>	<i>Pipeline</i>	<i>N/A</i>	<i>Williams</i>
<i>830.3</i>	<i>Pipeline</i>	<i>N/A</i>	<i>Metropolitan Council</i>



<i>FACILITIES</i>	
1	Aggragate Industries, Larson Plant Dock
2	Koch Refining Co., Dock No. 3.
3	Koch Refining Co., Docks Nos. 5 and 6.
4	Koch Refining Co., Dock Nos.1 & 2
5	Aggragate Industries, Nelson Plant Dock
6	CF Industries, Pine Bend Ammonia Terminal Dock.
7	CF Industries, Rosemount Fertilizer Terminal, Dock No. 2.
8	CF Industries, Rosemount Fertilizer Terminal, Dock No. 1.

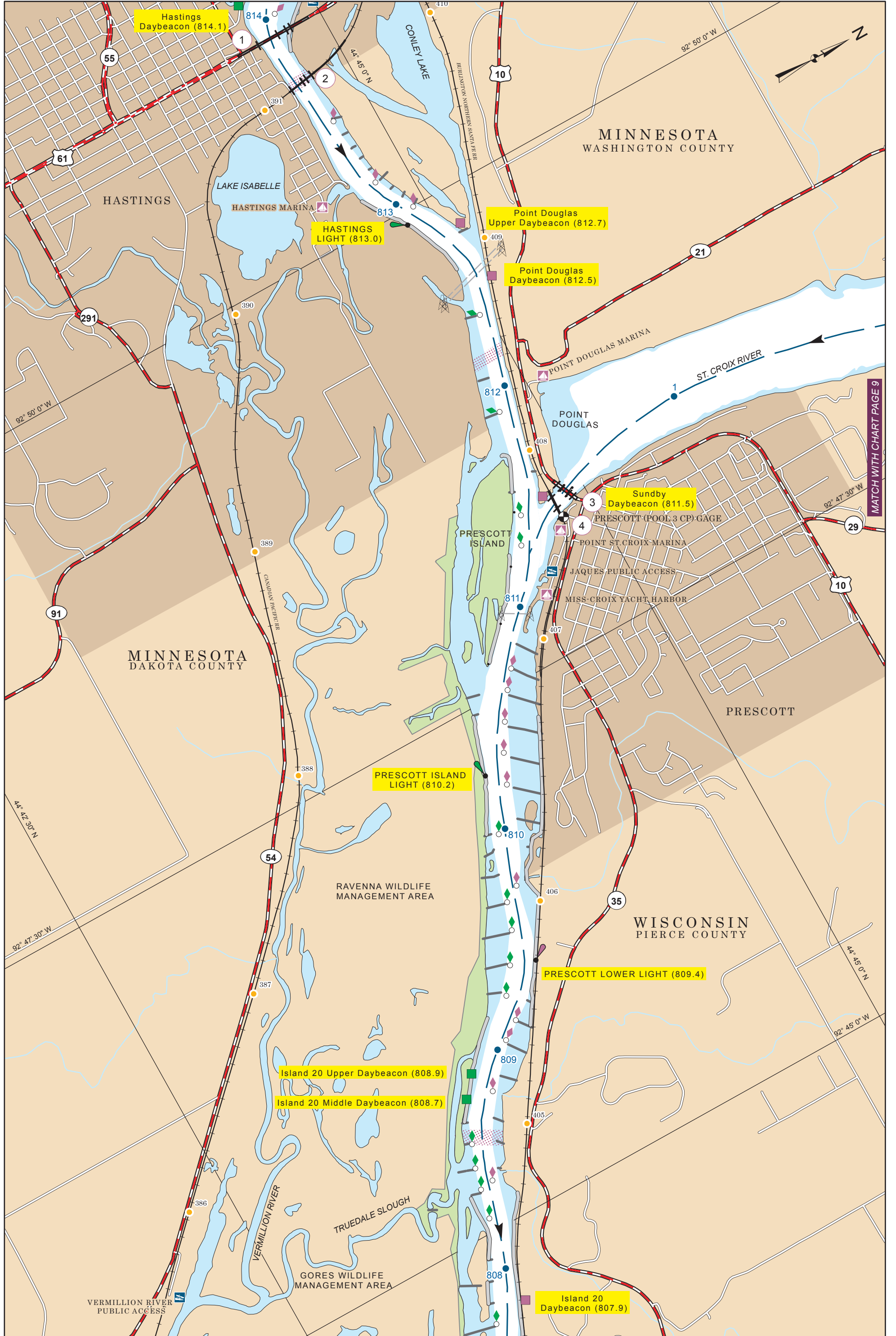
<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
826.2	<i>Pipeline</i>	<i>N/A</i>	<i>Minnesota Pipe Line Co.</i>
825.9	<i>Pipeline</i>	<i>N/A</i>	<i>Koch Pipeline Co.</i>
825.9	<i>Aerial Crossing</i>	<i>Unknown</i>	<i>Xcel Energy</i>
825.4	<i>Pipeline</i>	<i>N/A</i>	<i>Magellan Midstream Partners</i>
819.8	<i>Pipeline</i>	<i>N/A</i>	<i>Northern Natural Gas</i>
819.2	<i>Pipeline</i>	<i>N/A</i>	<i>Northern Natural Gas</i>



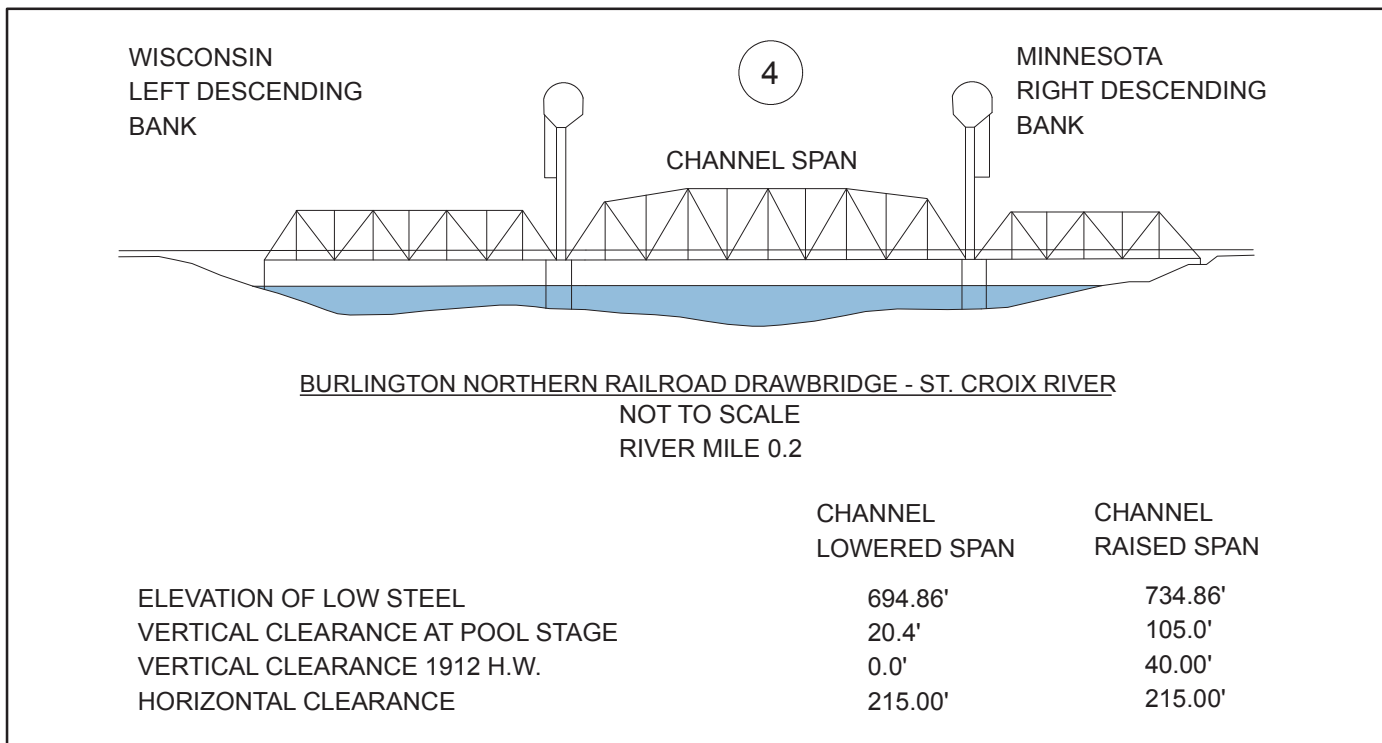
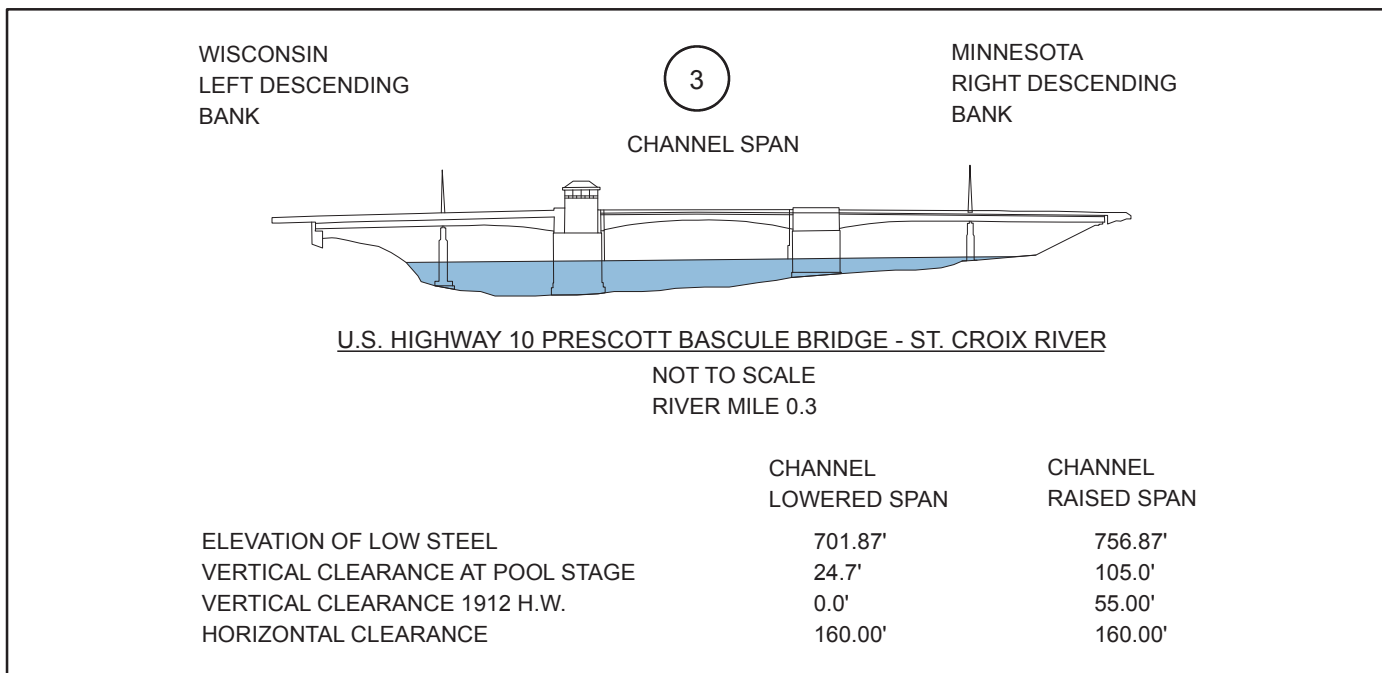
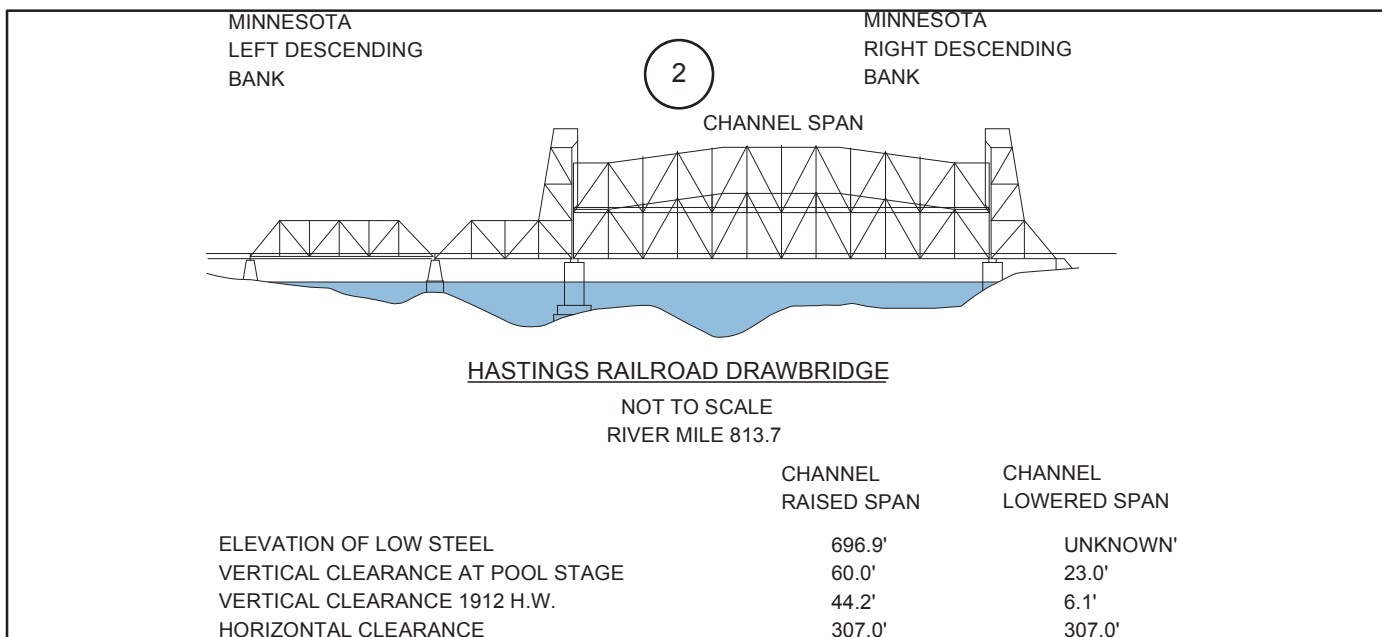
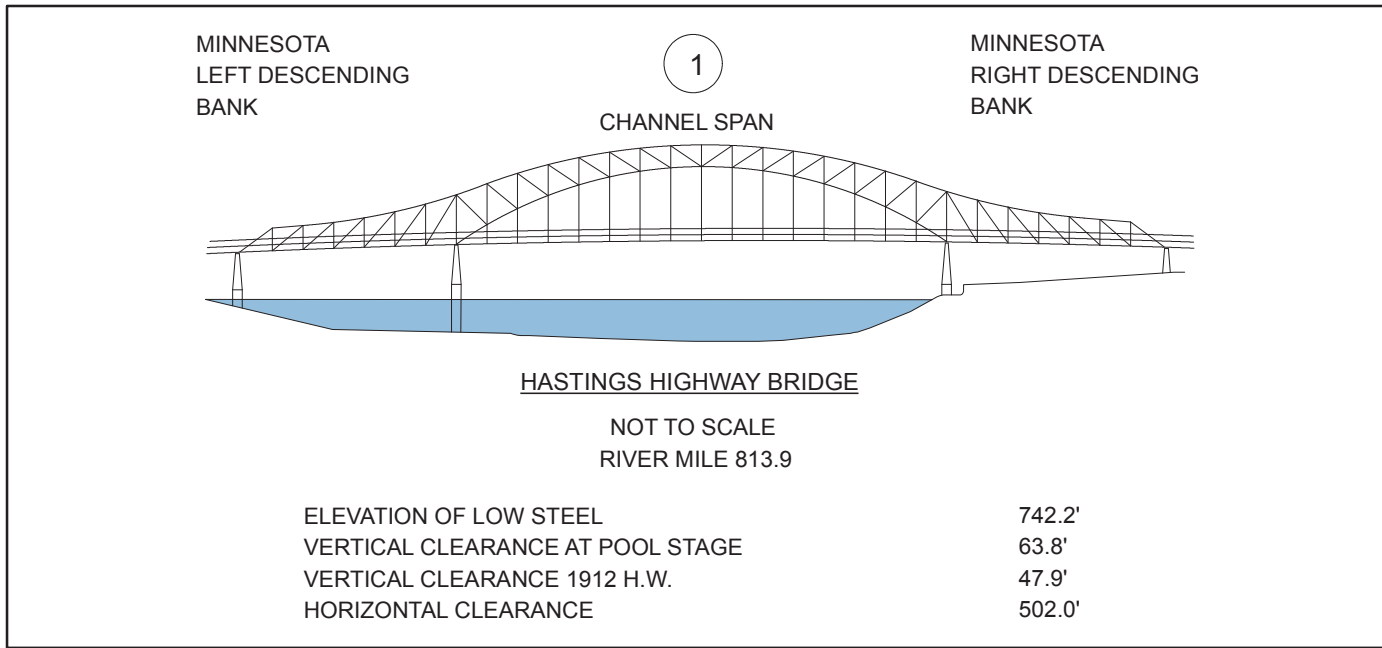


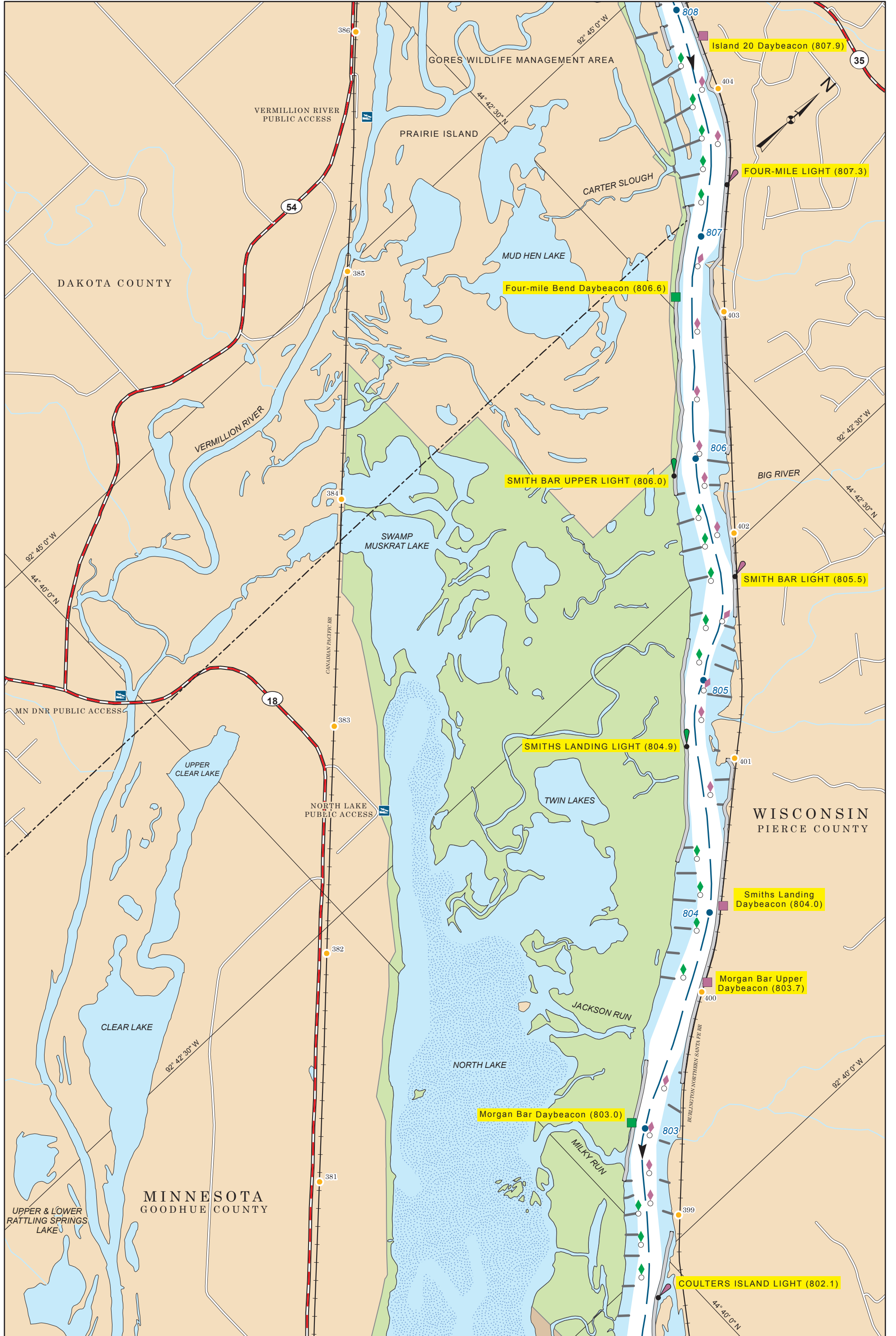
FACILITIES	
1	Koch Dock

UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
819.4	Pipeline	N/A	Northern Natural Gas
819.2	Pipeline	N/A	Northern Natural Gas
815.0	Aerial Crossing	Unknown	Xcel Energy
813.7	Submerged Cable	N/A	Rogers Telecom

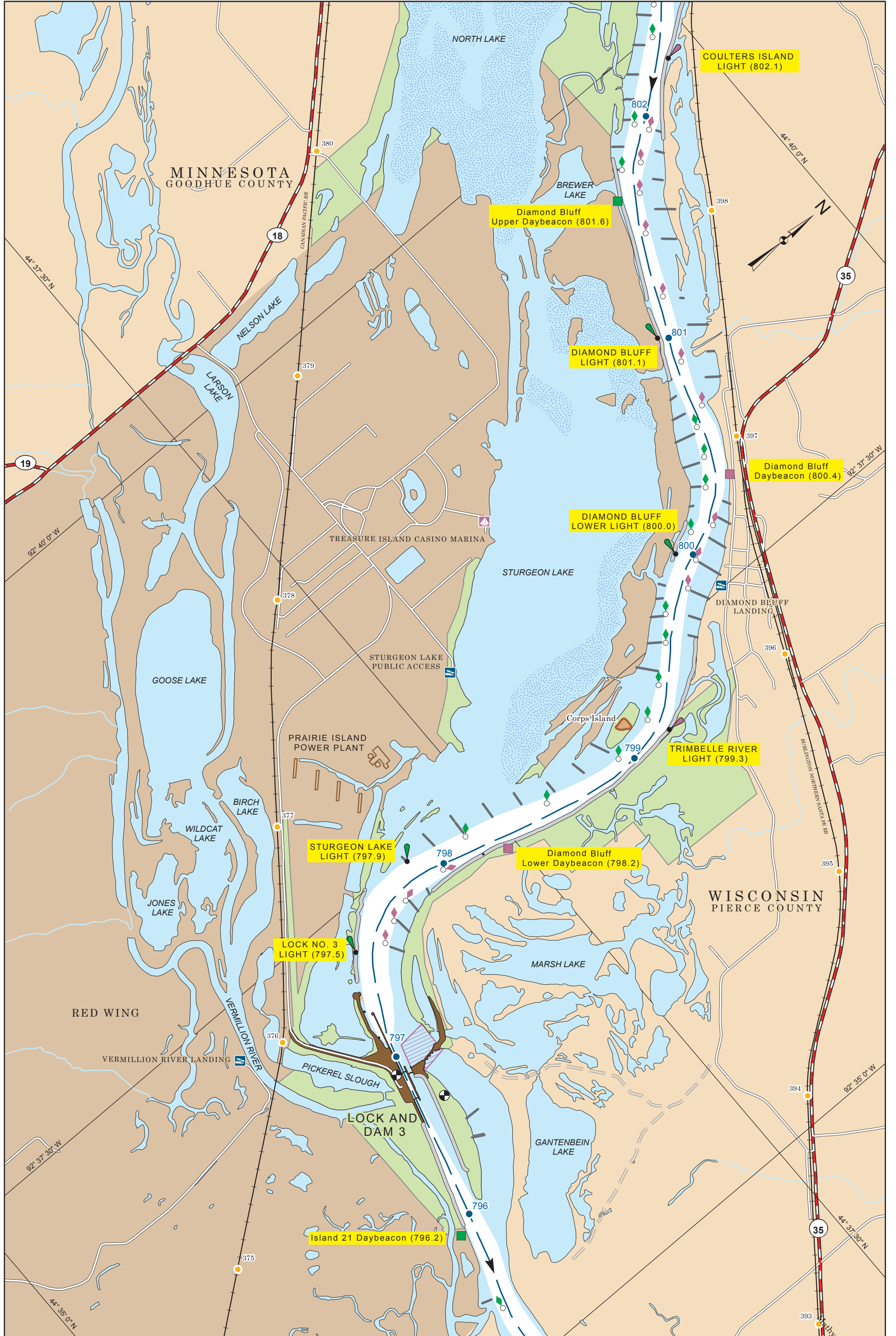


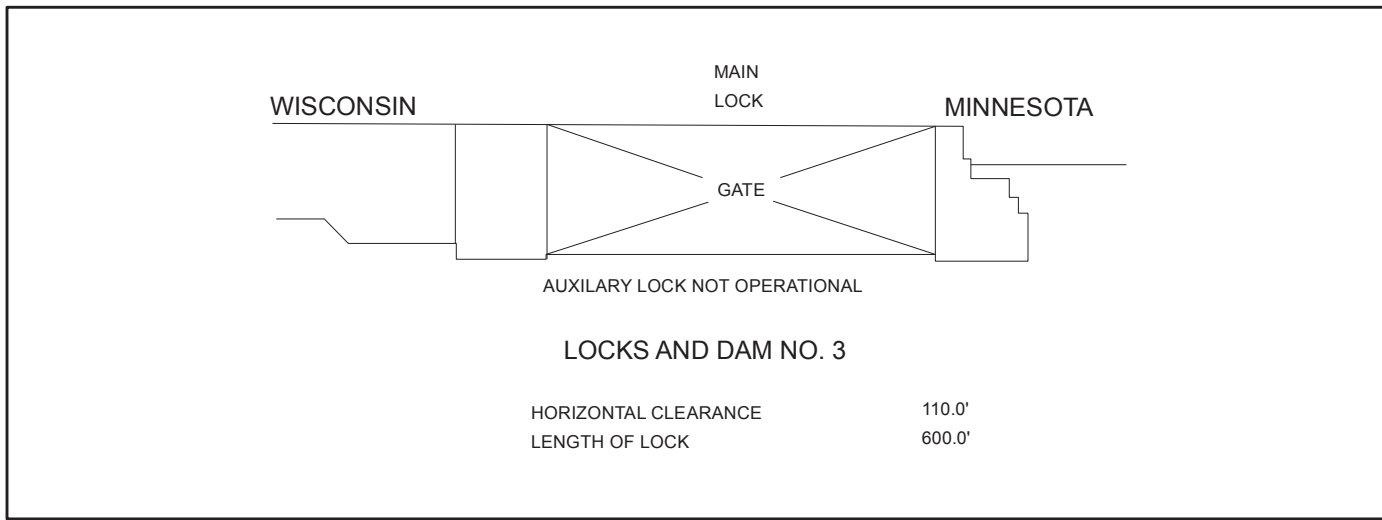
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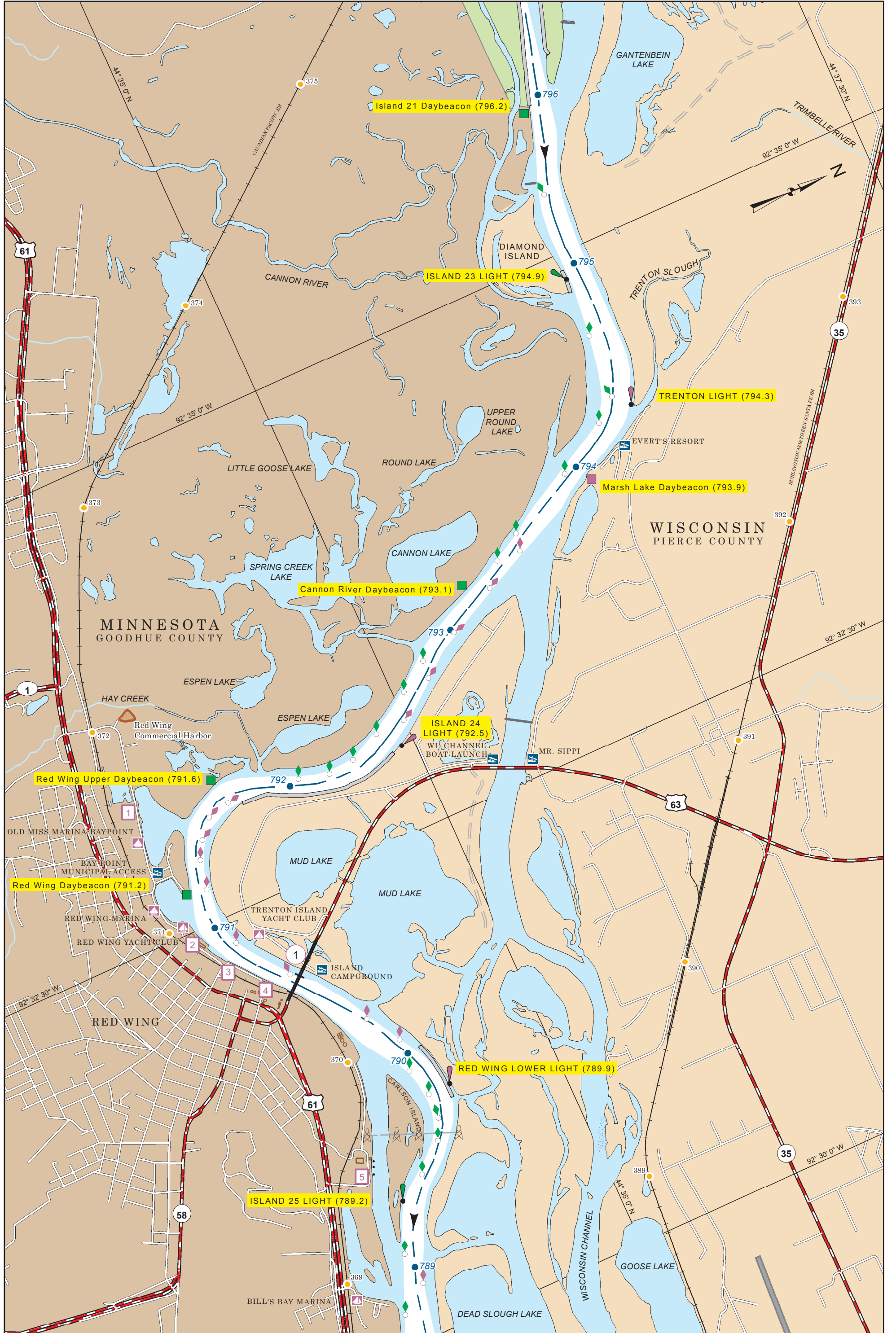


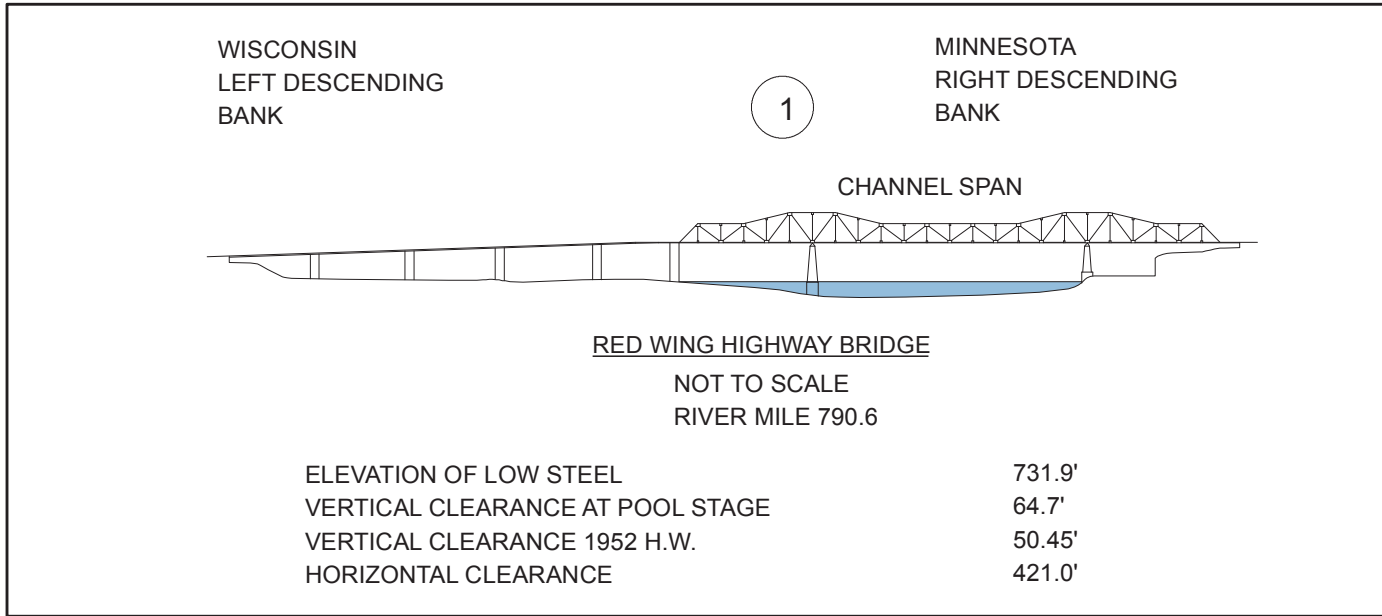


<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
813.7	<i>Submerged Cable</i>	<i>N/A</i>	<i>Rogers Telecom</i>
812.5	<i>Aerial Crossing</i>	<i>Unknown</i>	<i>Xcel Energy</i>
812.5	<i>Aerial Crossing</i>	<i>Unknown</i>	<i>Xcel Energy</i>
812.2	<i>Pipeline</i>	<i>N/A</i>	<i>BP Pipeline North America</i>
811.0	<i>Aerial Crossing</i>	<i>Unknown</i>	<i>Xcel Energy</i>
808.6	<i>Pipeline</i>	<i>N/A</i>	<i>Koch Pipeline Co.</i>
808.6	<i>Pipeline</i>	<i>N/A</i>	<i>Koch Pipeline Co.</i>







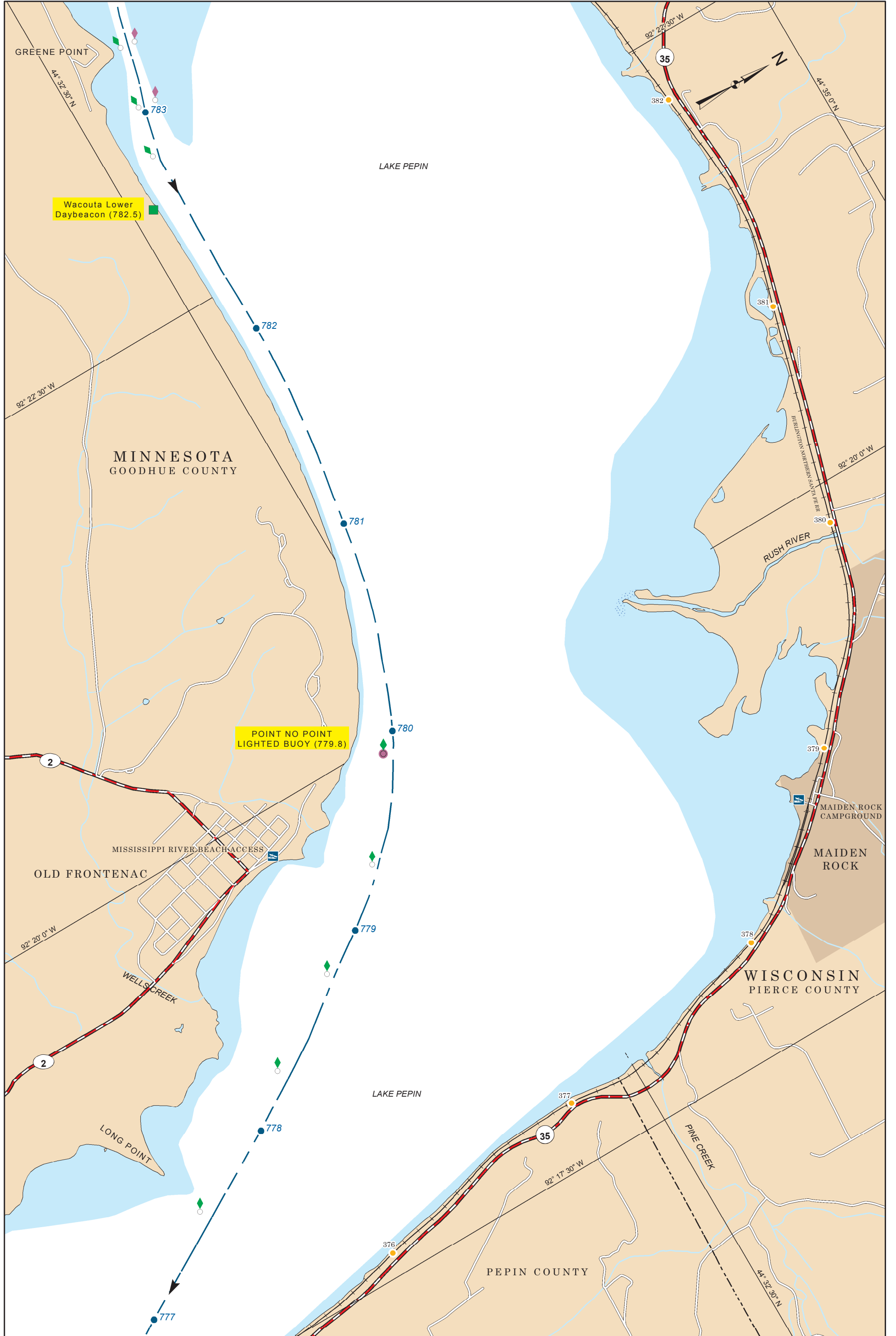


FACILITIES	
1	Red Wing Municipal Terminal Wharf.
2	Continental Grain Co., Red Wing Elevator Dock.
3	Red Wing Levee Wall Dock.
4	Archer Daniels Midland Co., Red Wing Plant Dock.
5	Xcel Energy Inc. Red Wing Steam Plant Dock.

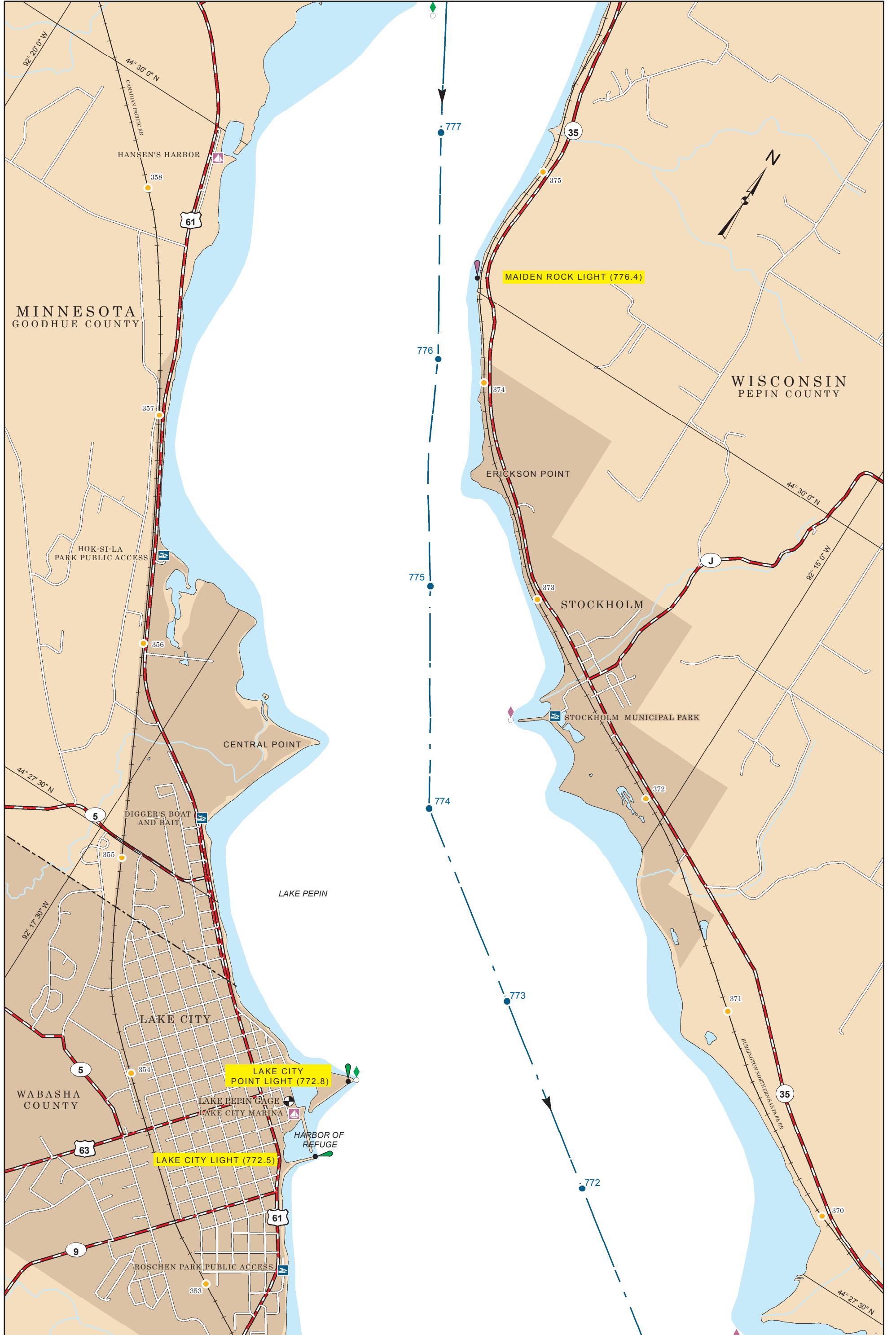
UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
789.7	Aerial Crossing	Unknown	Xcel Energy



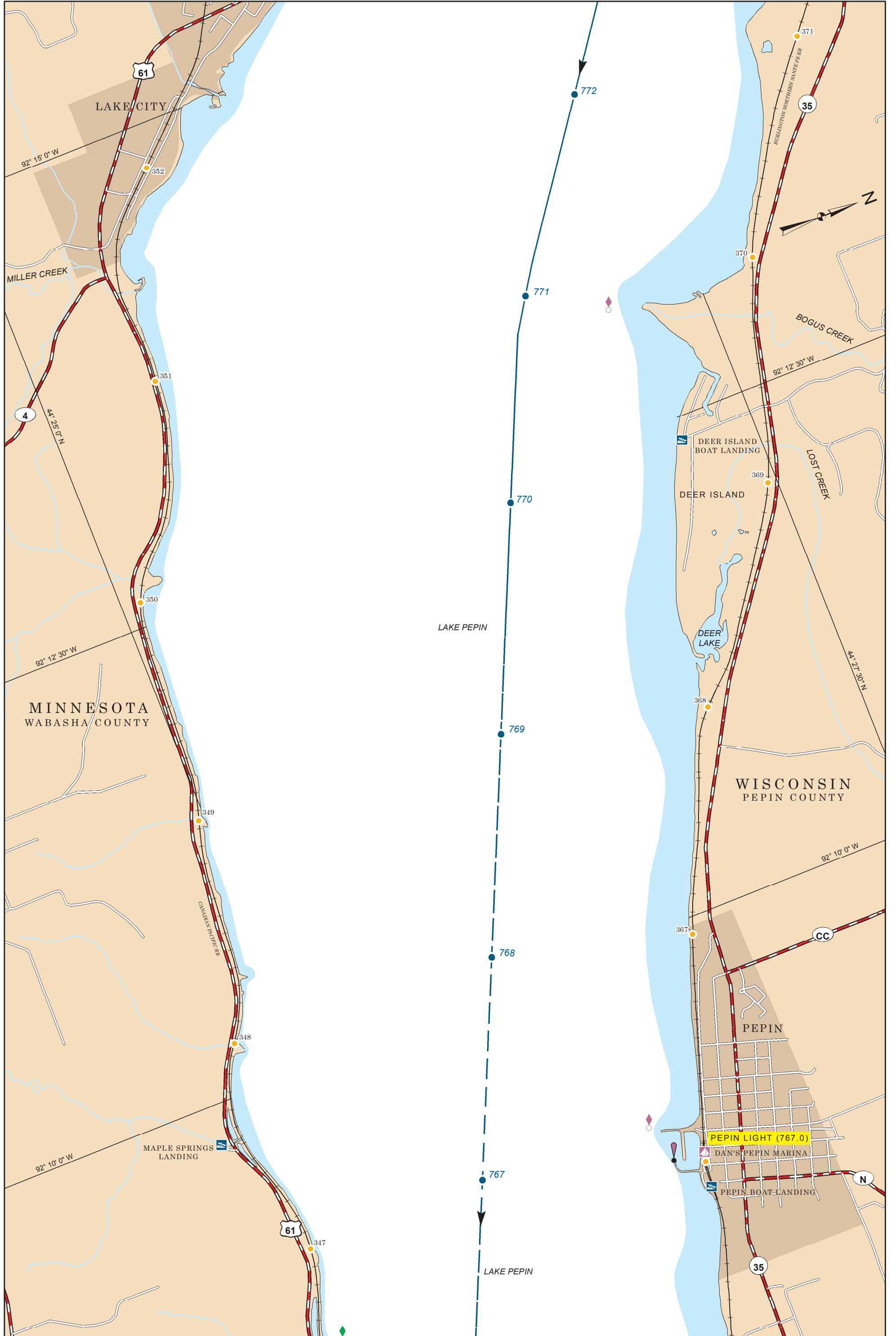
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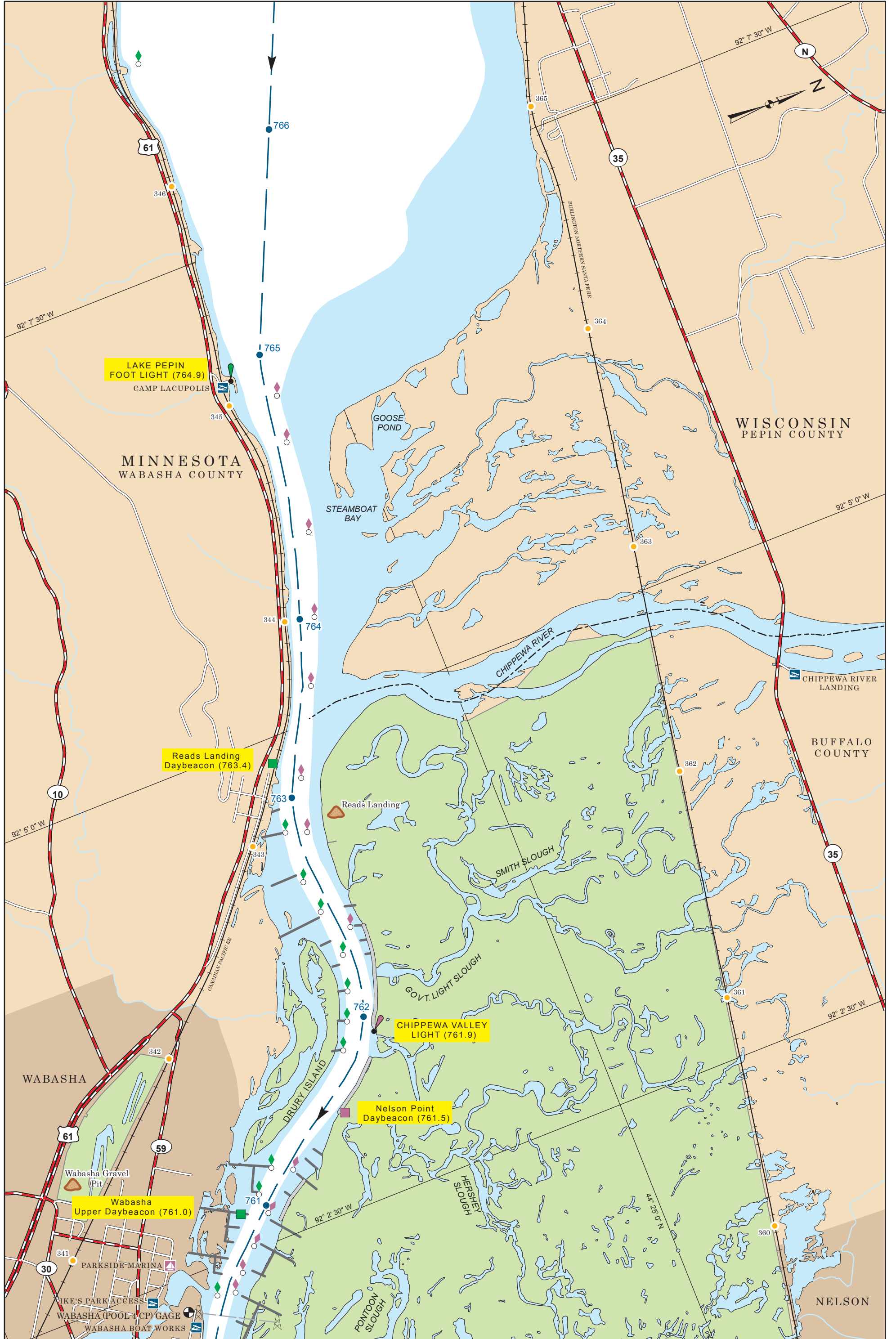
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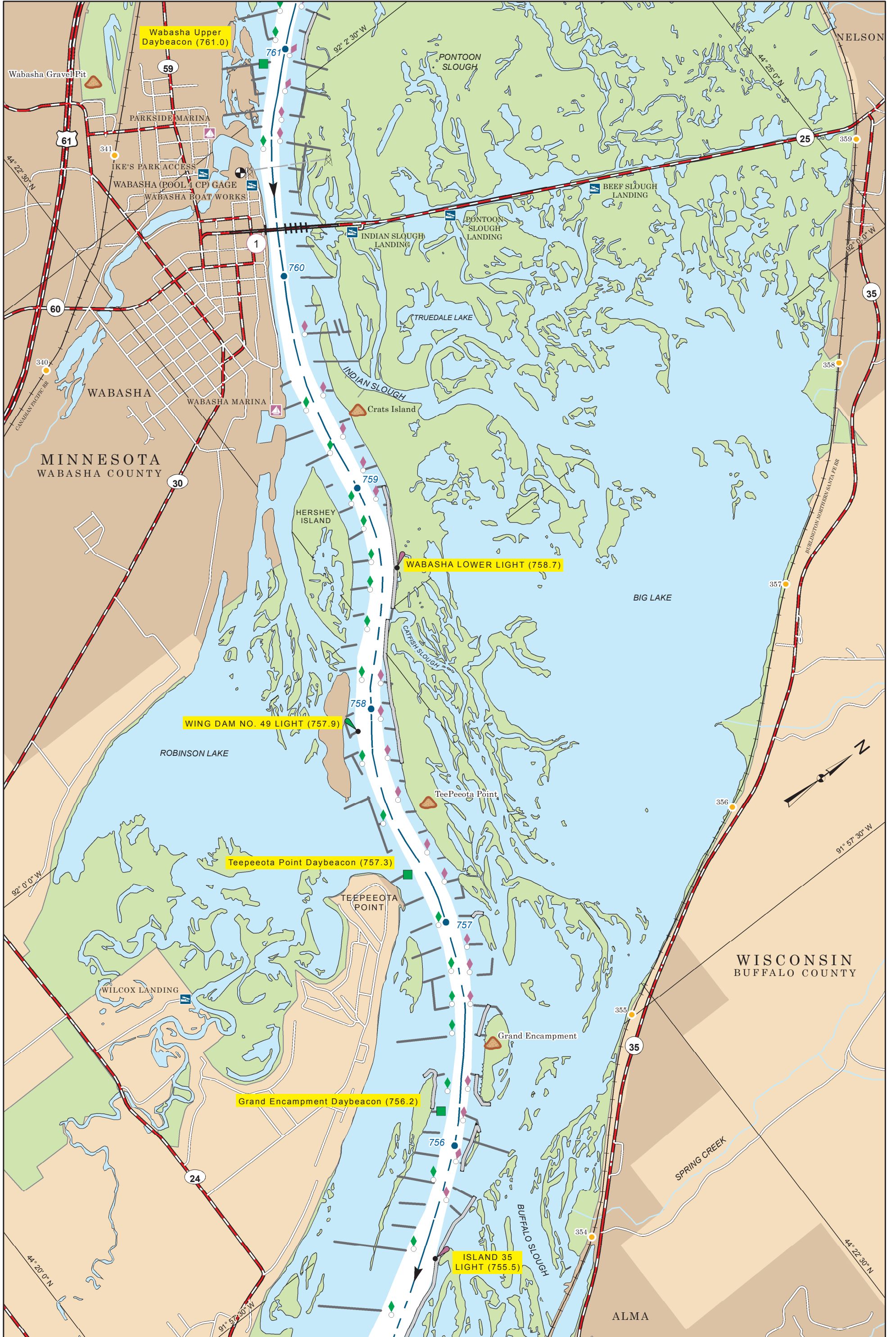
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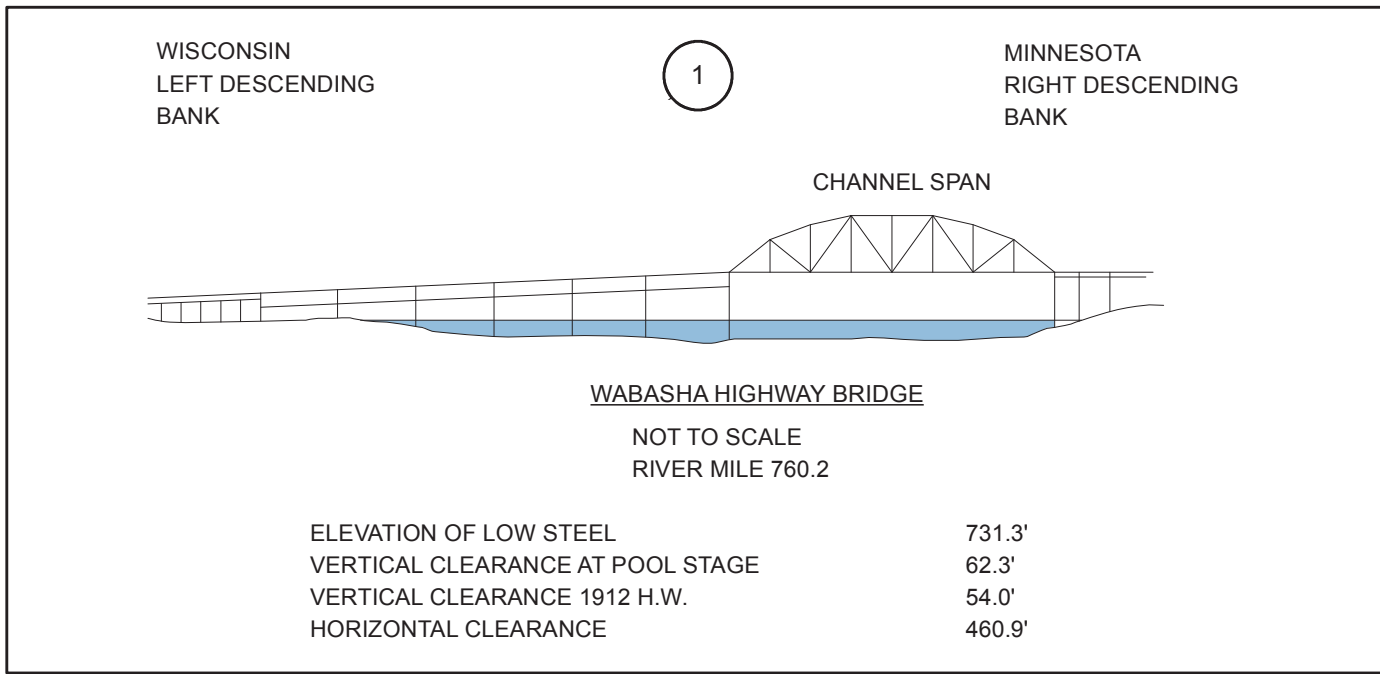


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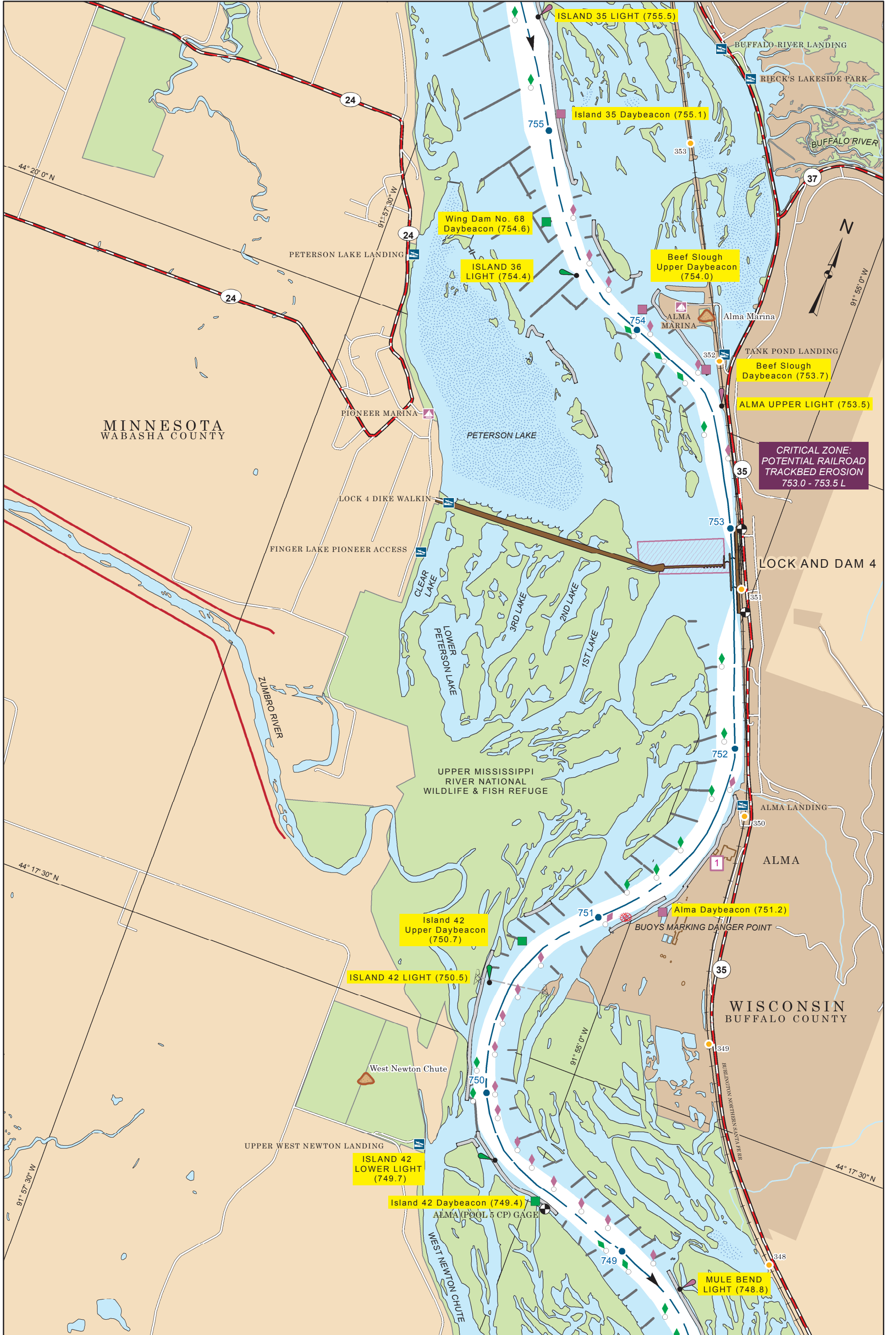


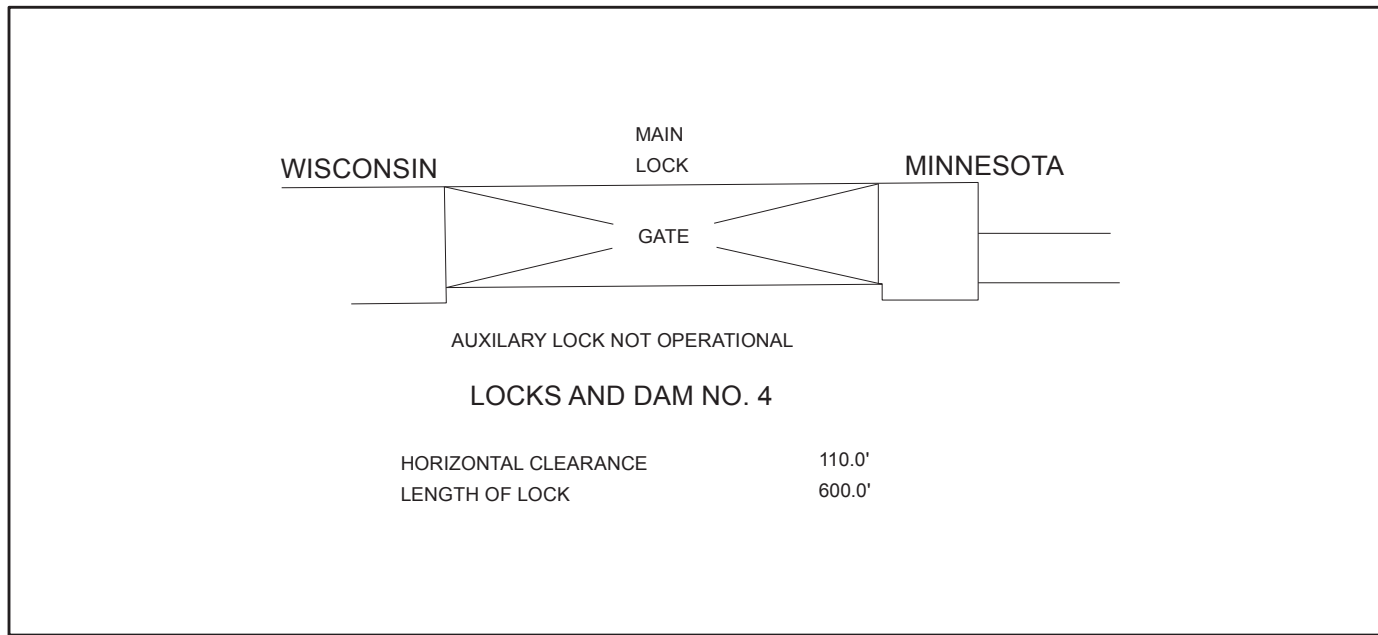
<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
760.5	<i>Aerial Crossing</i>	<i>Unknown</i>	<i>Xcel Energy</i>





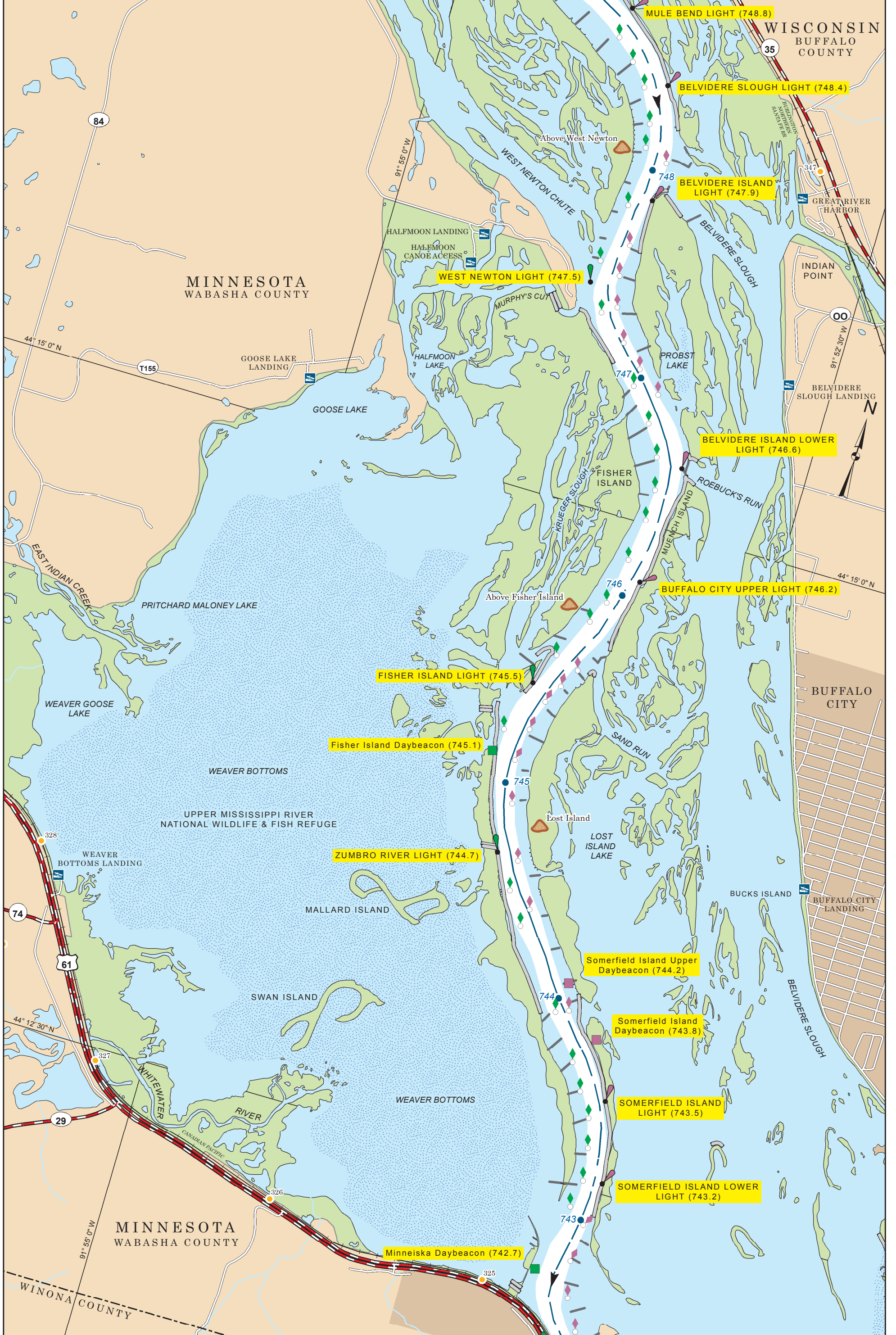
<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
760.5	Aerial Crossing	Unknown	Xcel Energy



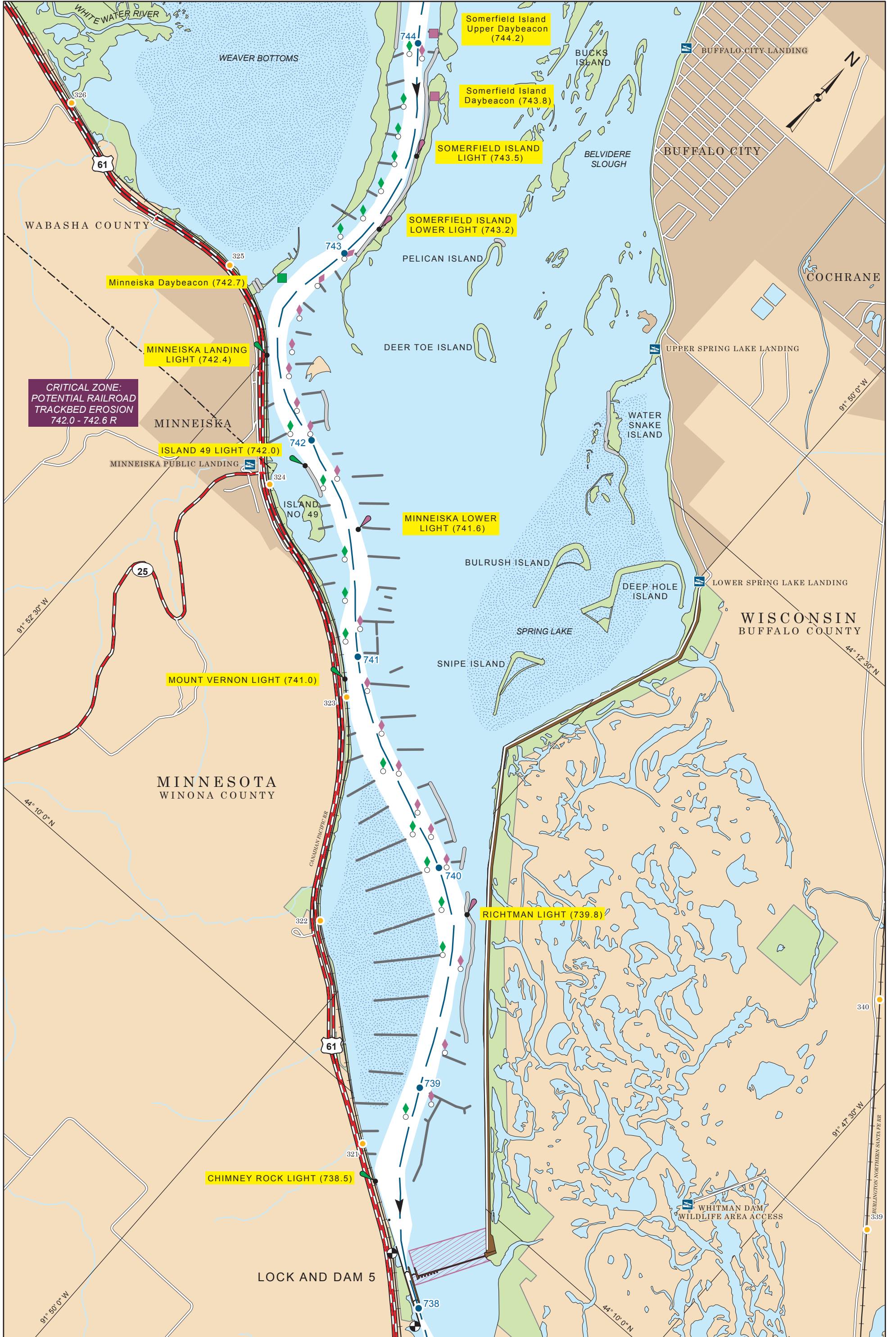


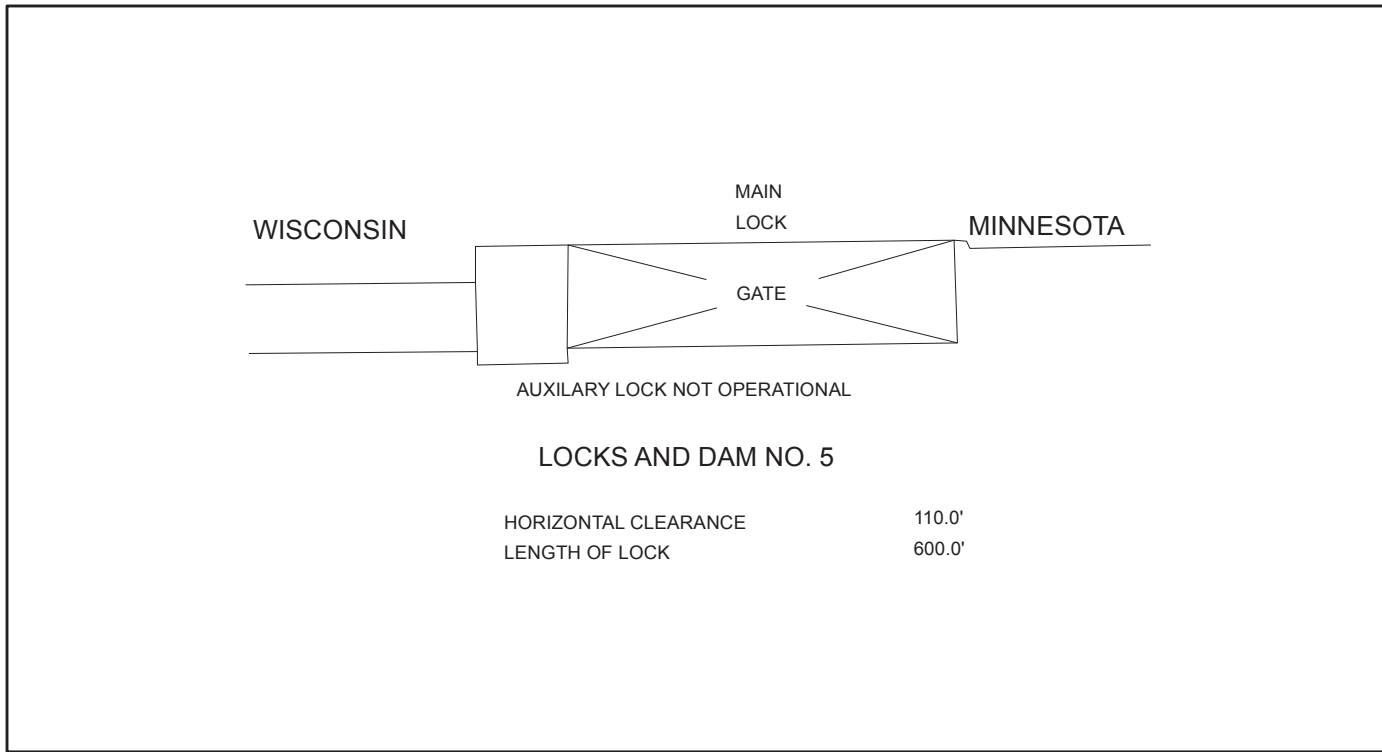
<i>FACILITIES</i>	
1	<i>Dairyland Power Cooperative, Alma Power Plant Dock.</i>

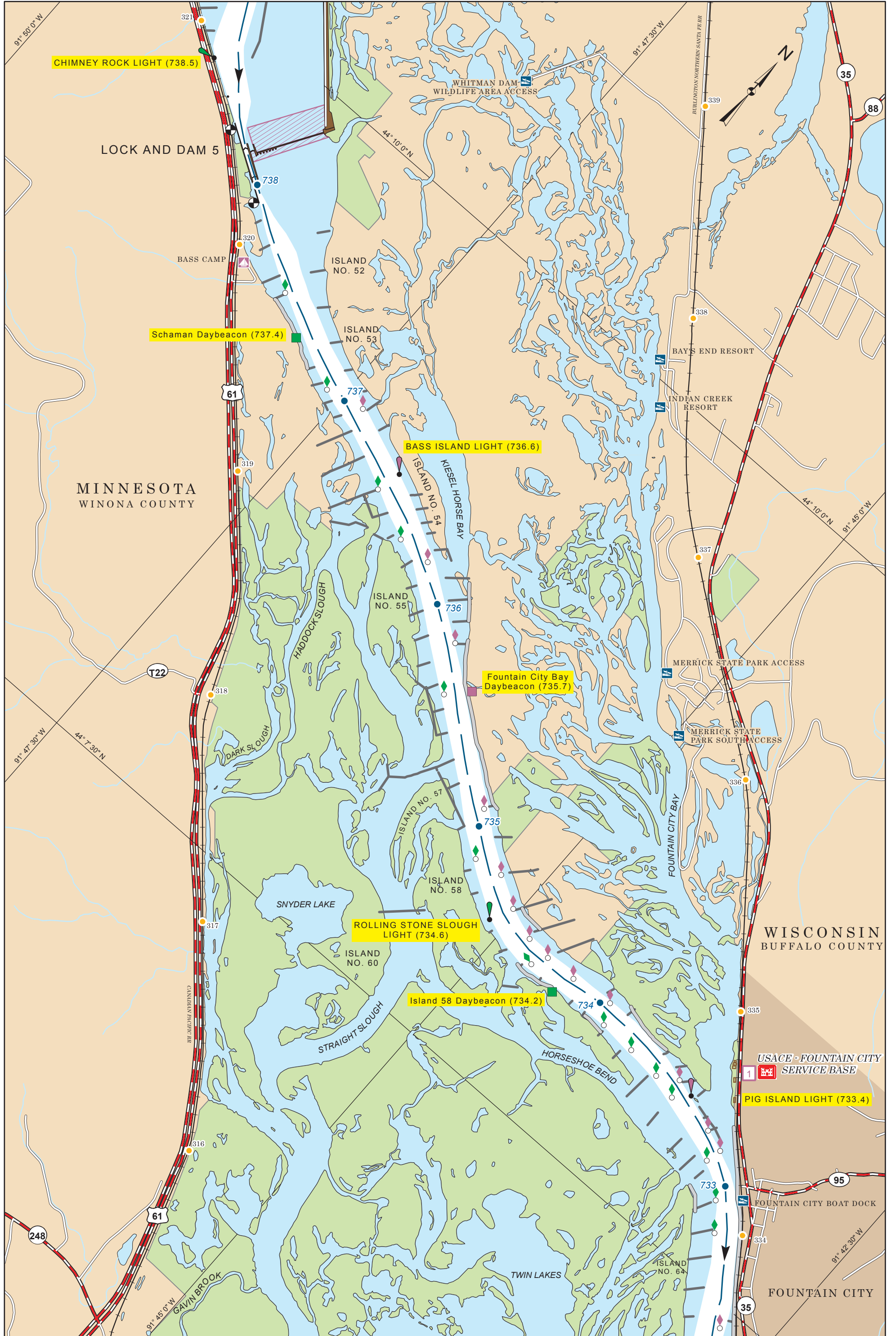
<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
750.5	<i>Aerial Crossing</i>	<i>Unknown</i>	<i>Xcel Energy</i>

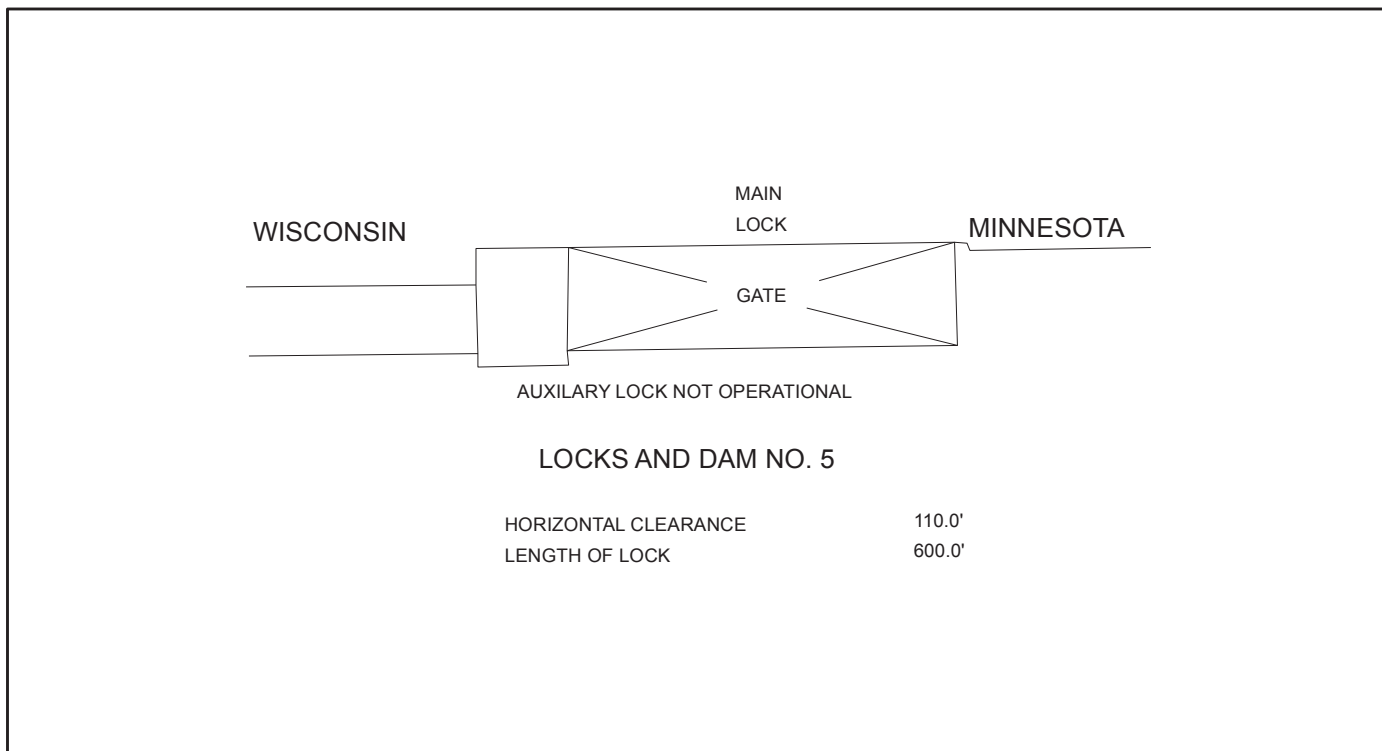


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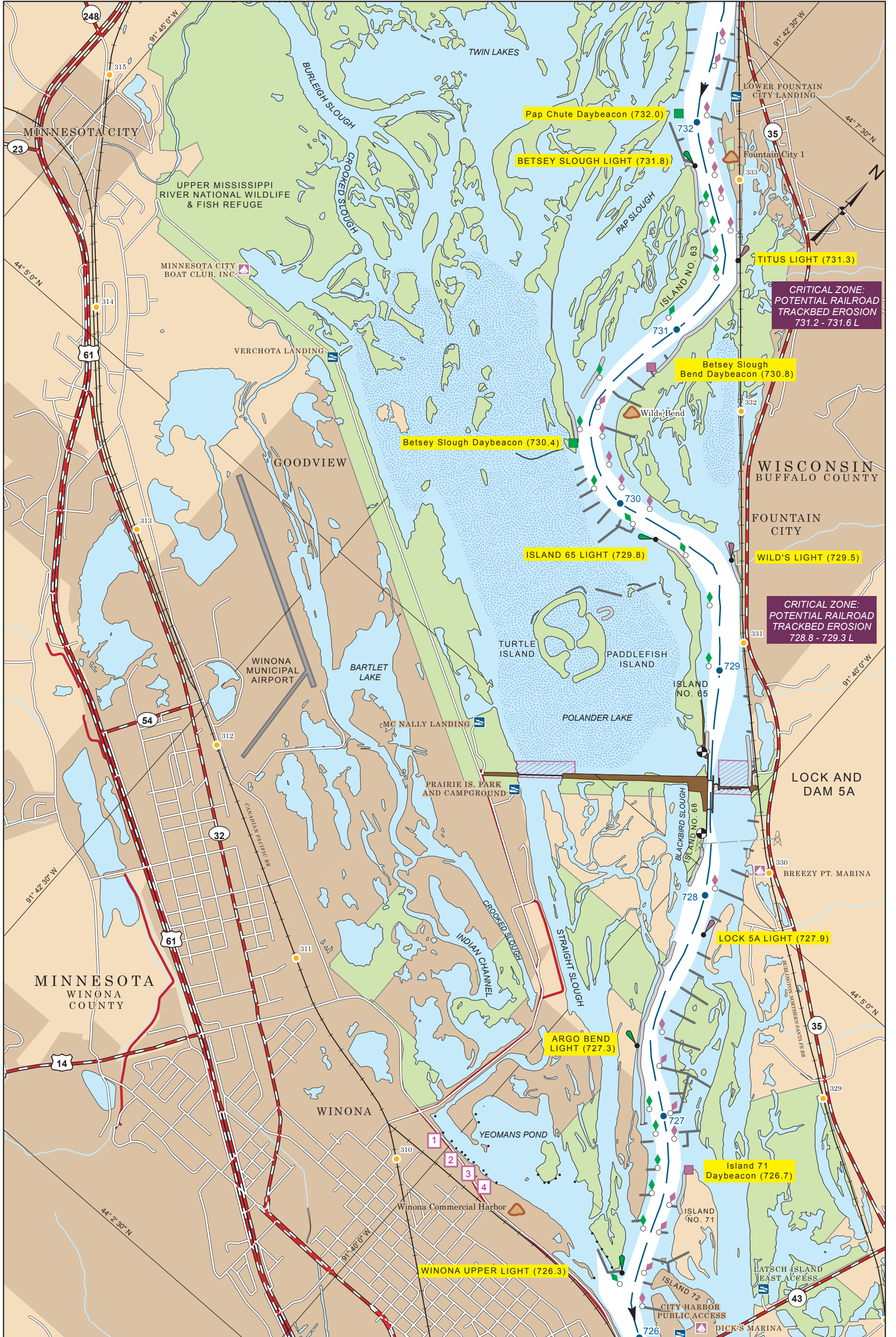


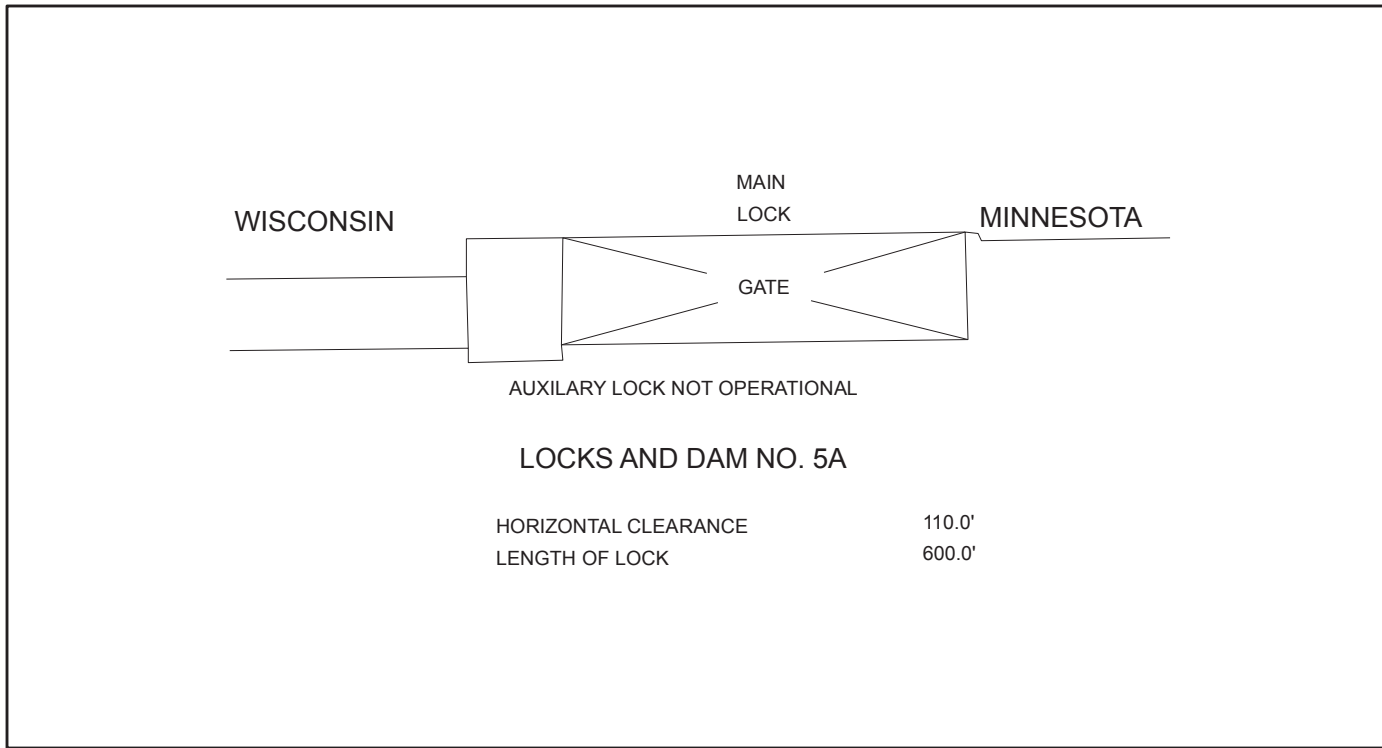






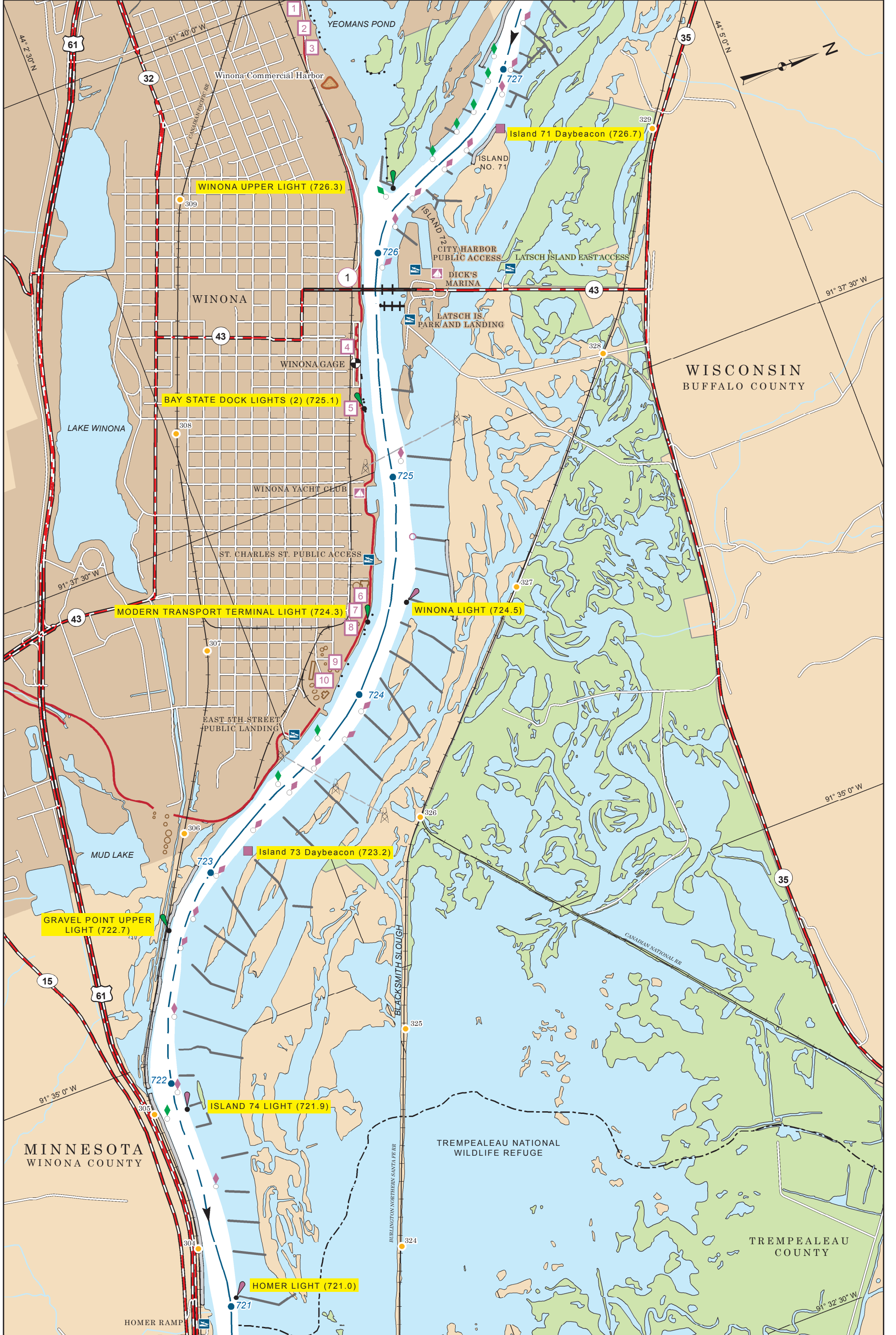
<i>FACILITIES</i>	
<i>1</i>	<i>U.S. Army Corps of Engineers, Fountain City Service Base Dock.</i>

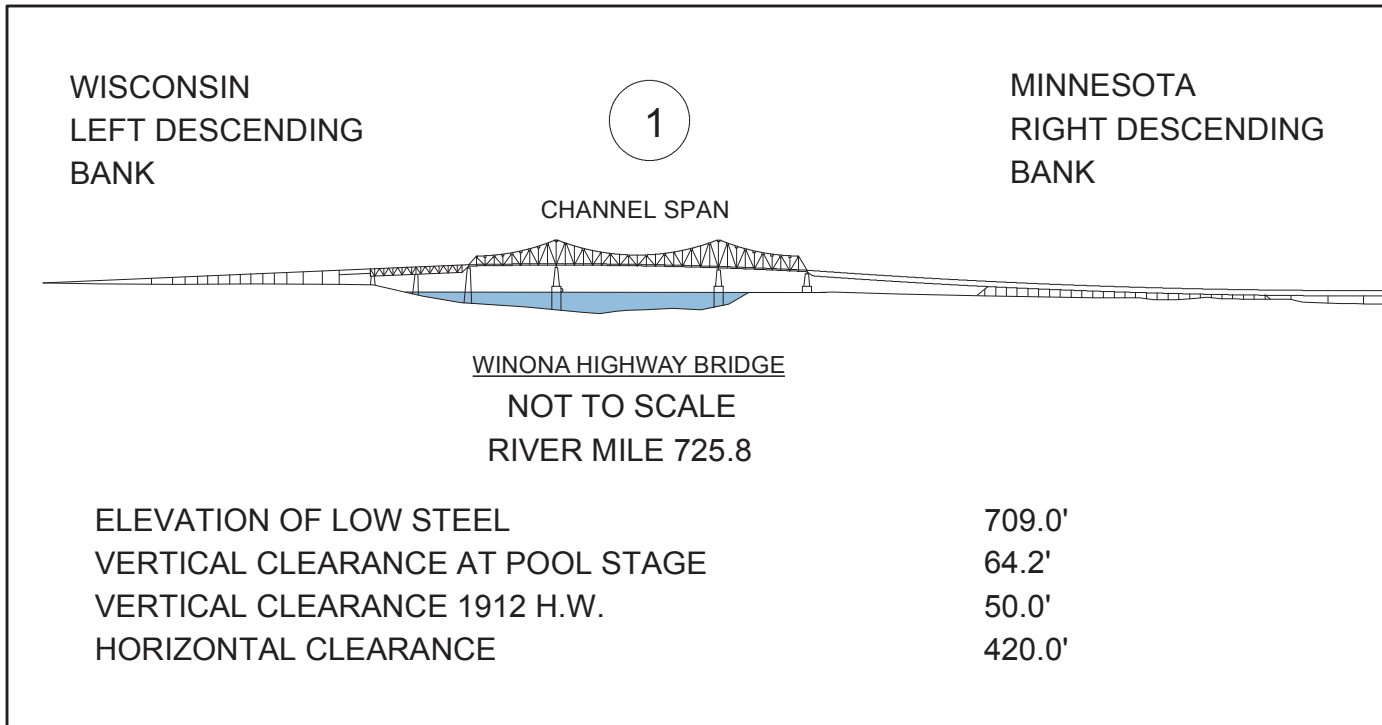




<i>FACILITIES</i>	
<i>1</i>	<i>Artco River Services, Winona Fleet Moorings.</i>
<i>2</i>	<i>Archer Daniels Midland Co., Winona Grain Elevator Dock.</i>
<i>3</i>	<i>Kujak Brothers, Dock No. 1.</i>
<i>4</i>	<i>Kujak Brothers, Dock No. 2.</i>

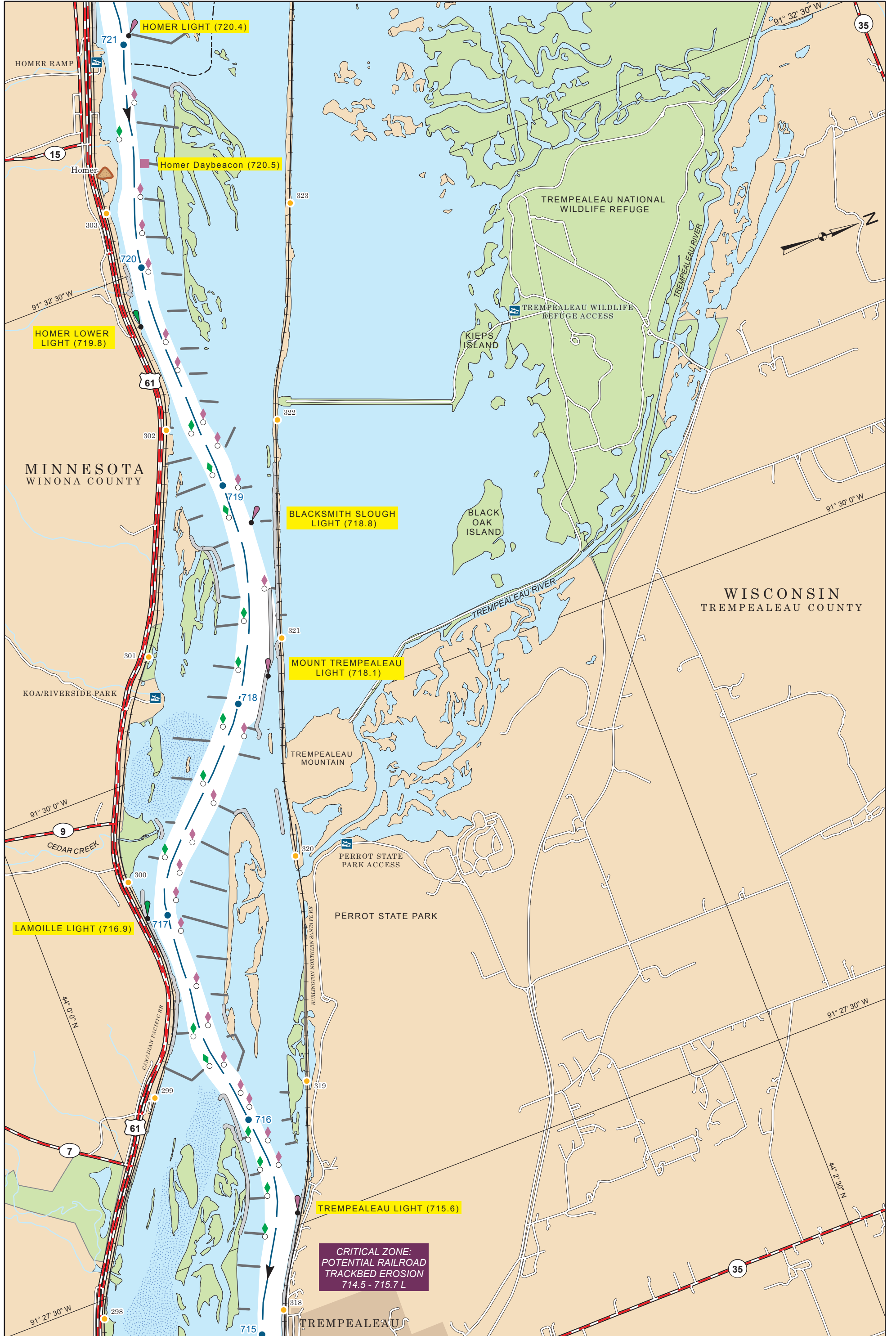
<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
<i>728.3</i>	<i>Aerial Crossing</i>	<i>Unknown</i>	<i>Xcel Energy</i>



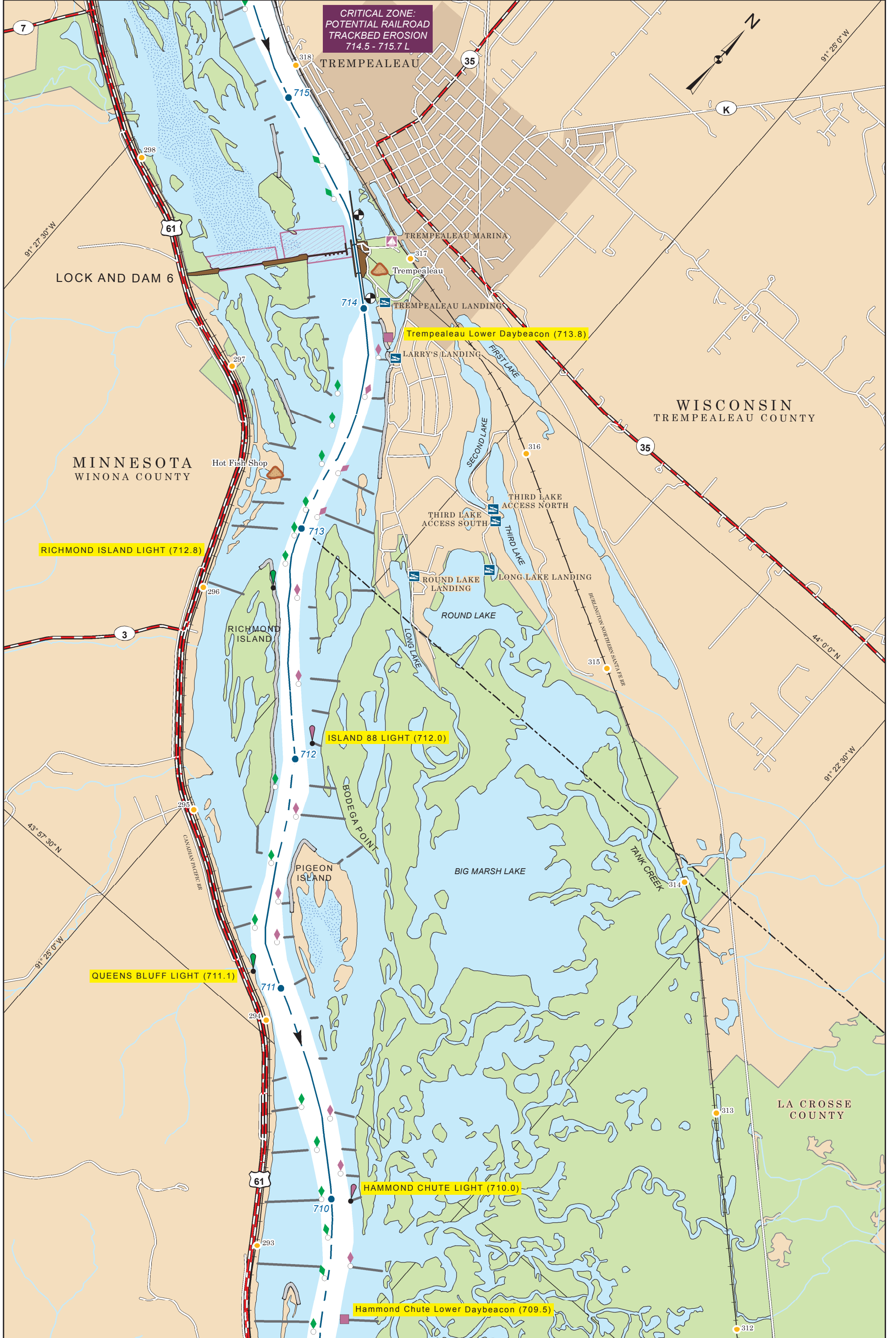


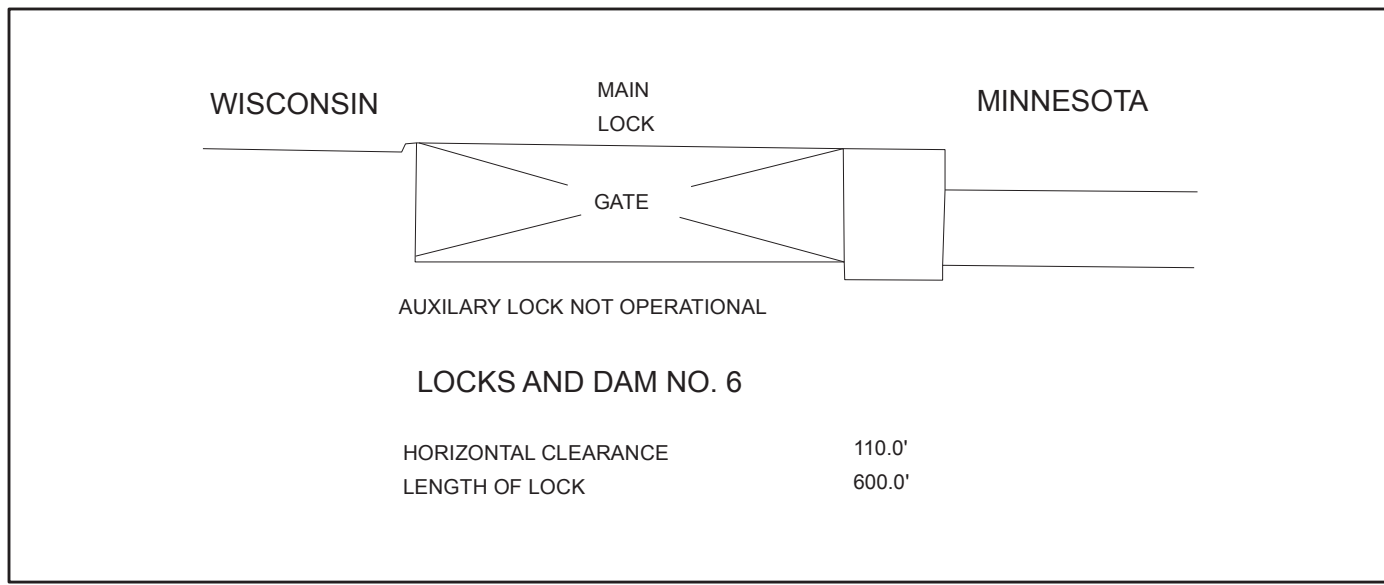
<i>FACILITIES</i>	
1	<i>Archer Daniels Midland Co., Winona Grain Elevator Dock.</i>
2	<i>Kujak Brothers, Dock No. 1.</i>
3	<i>Kujak Brothers, Dock No. 2.</i>
4	<i>City Of Winona, Levee Park Dock.</i>
5	<i>Bay State Milling Co. Dock.</i>
6	<i>Modern Transport Terminal, Upper Wharf.</i>
7	<i>Modern Transport Terminal, Lower Wharf.</i>
8	<i>Modern Transport Terminal, Lower Wharf.</i>
9	<i>ST Services, Winona Terminal Dock.</i>
10	<i>Winona Barge Terminal Wharf.</i>

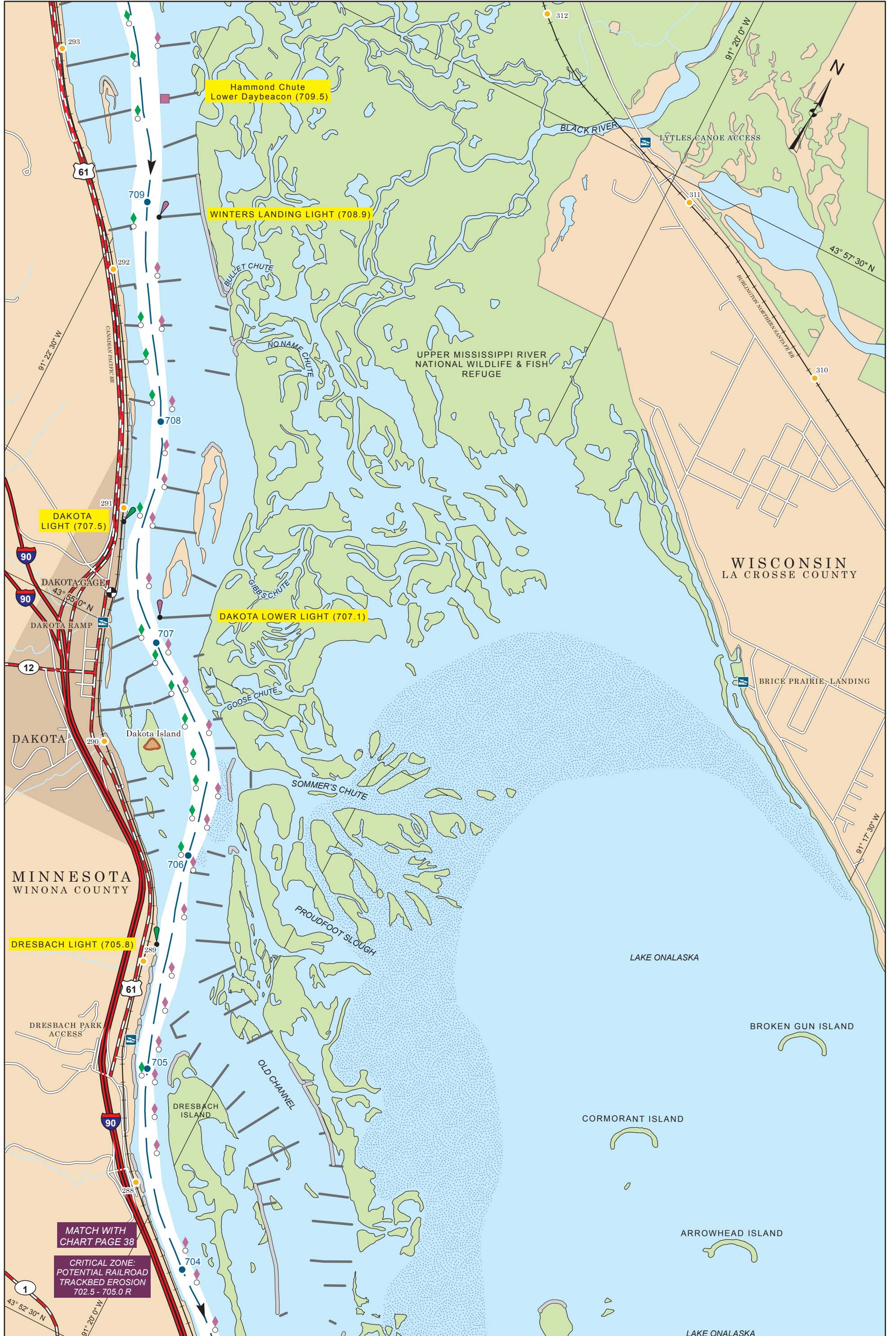
<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
725.1	<i>Aerial Crossing</i>	<i>Unknown</i>	<i>Xcel Energy</i>
723.6	<i>Aerial Crossing</i>	<i>Unknown</i>	<i>Xcel Energy</i>



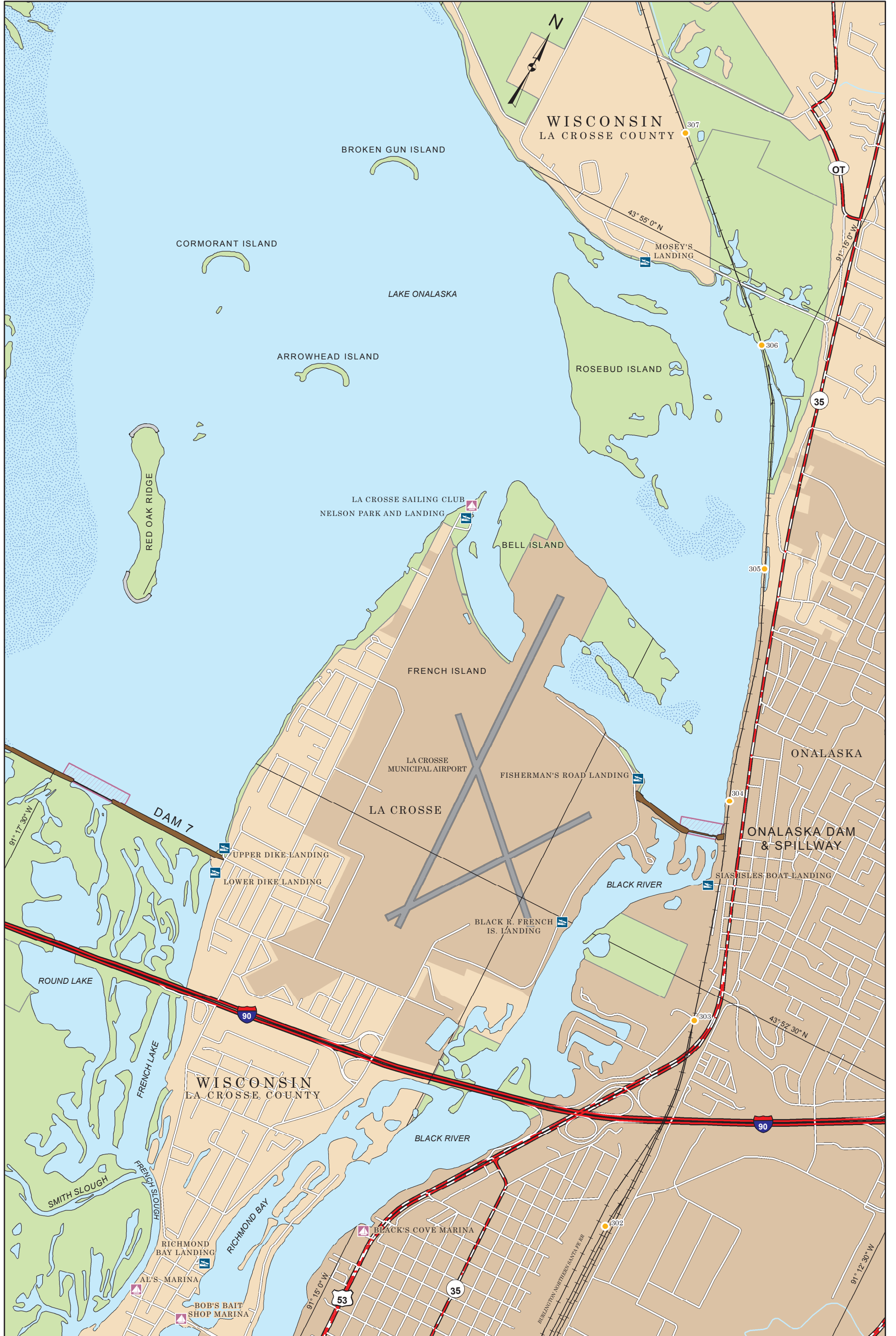
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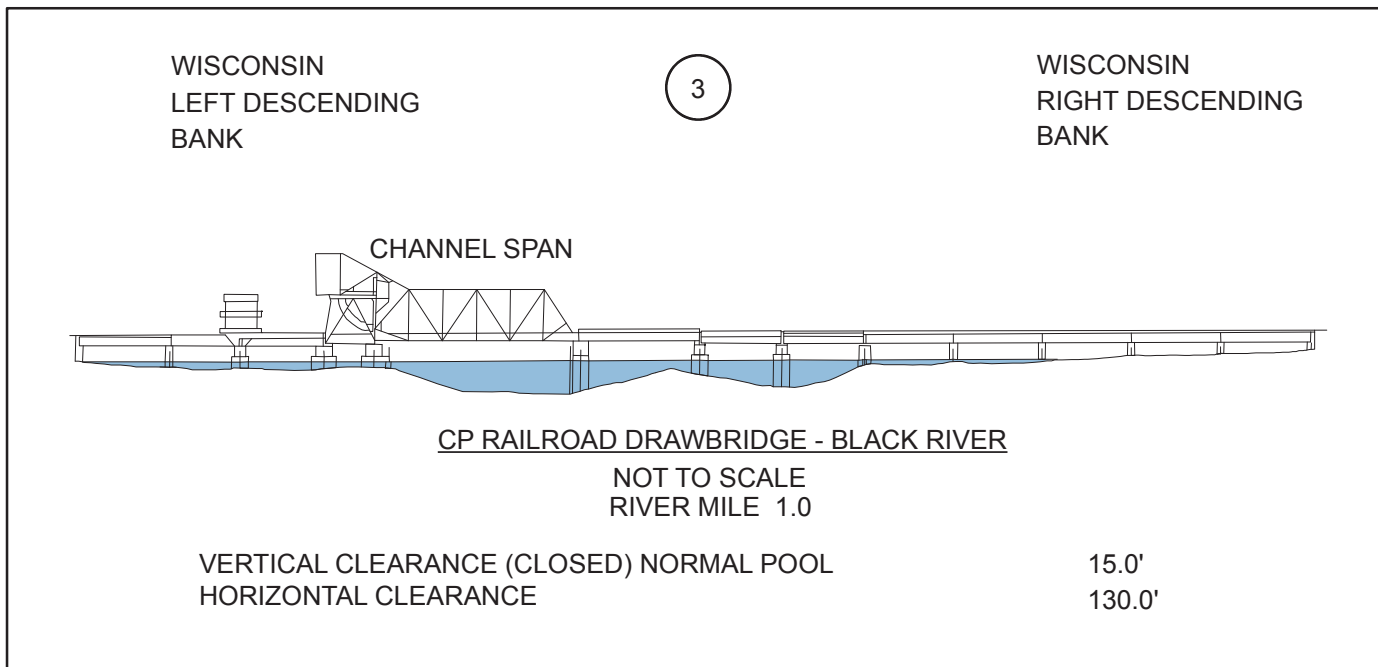
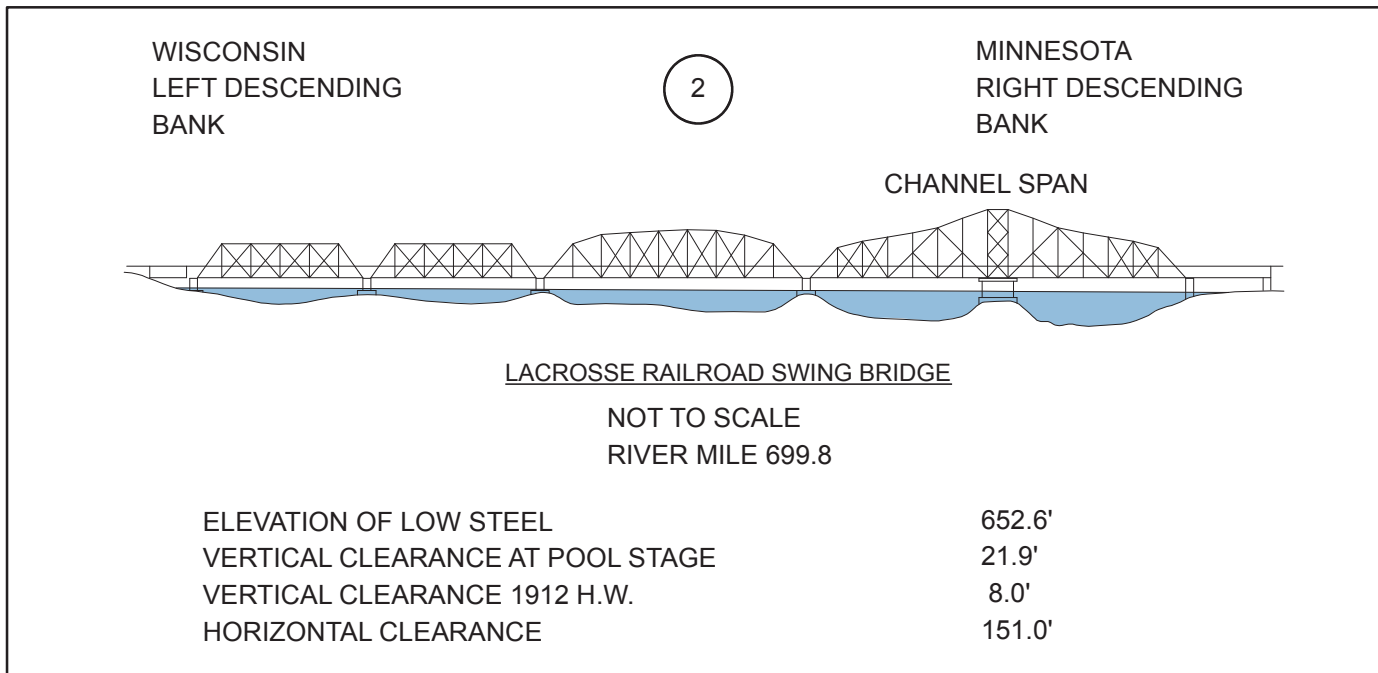
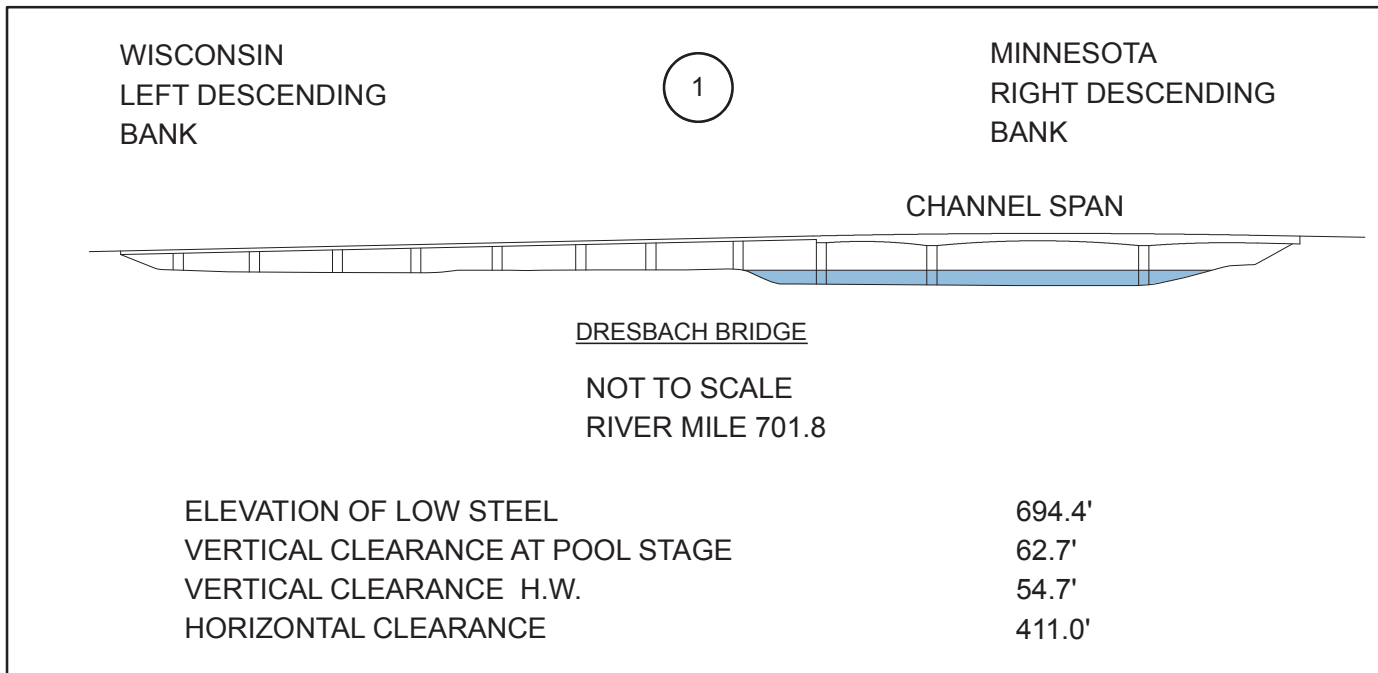
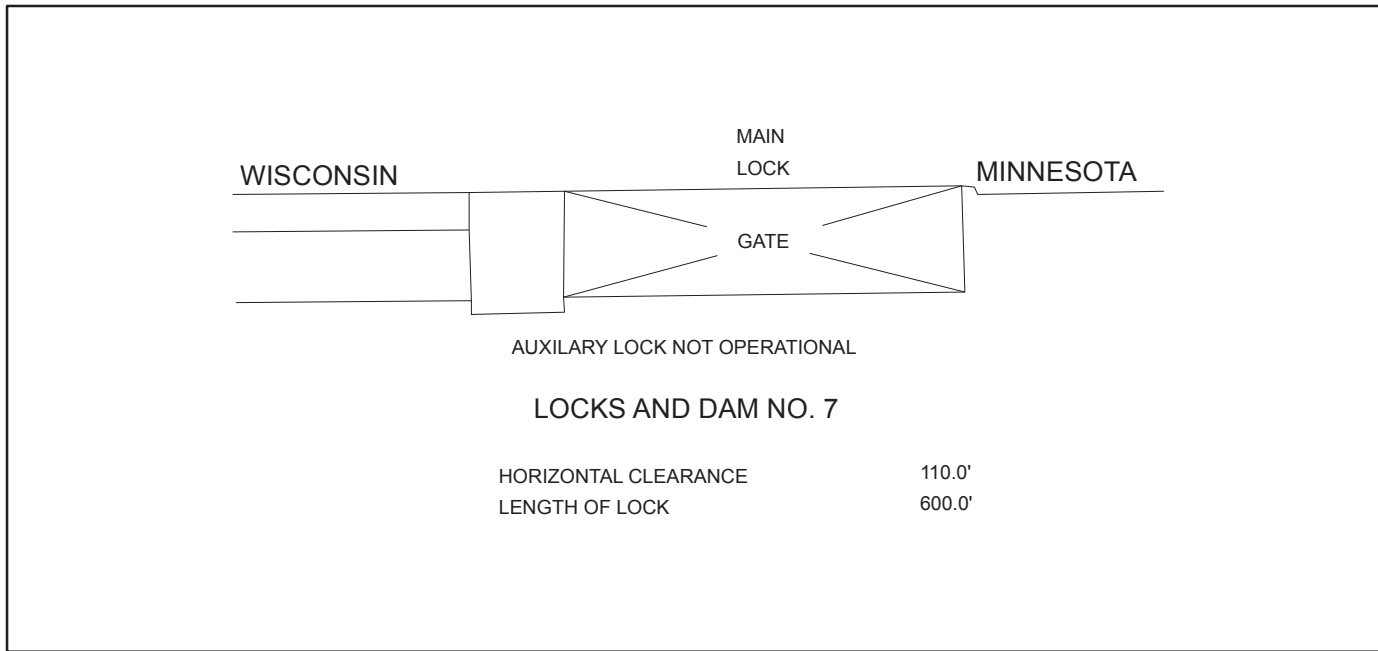


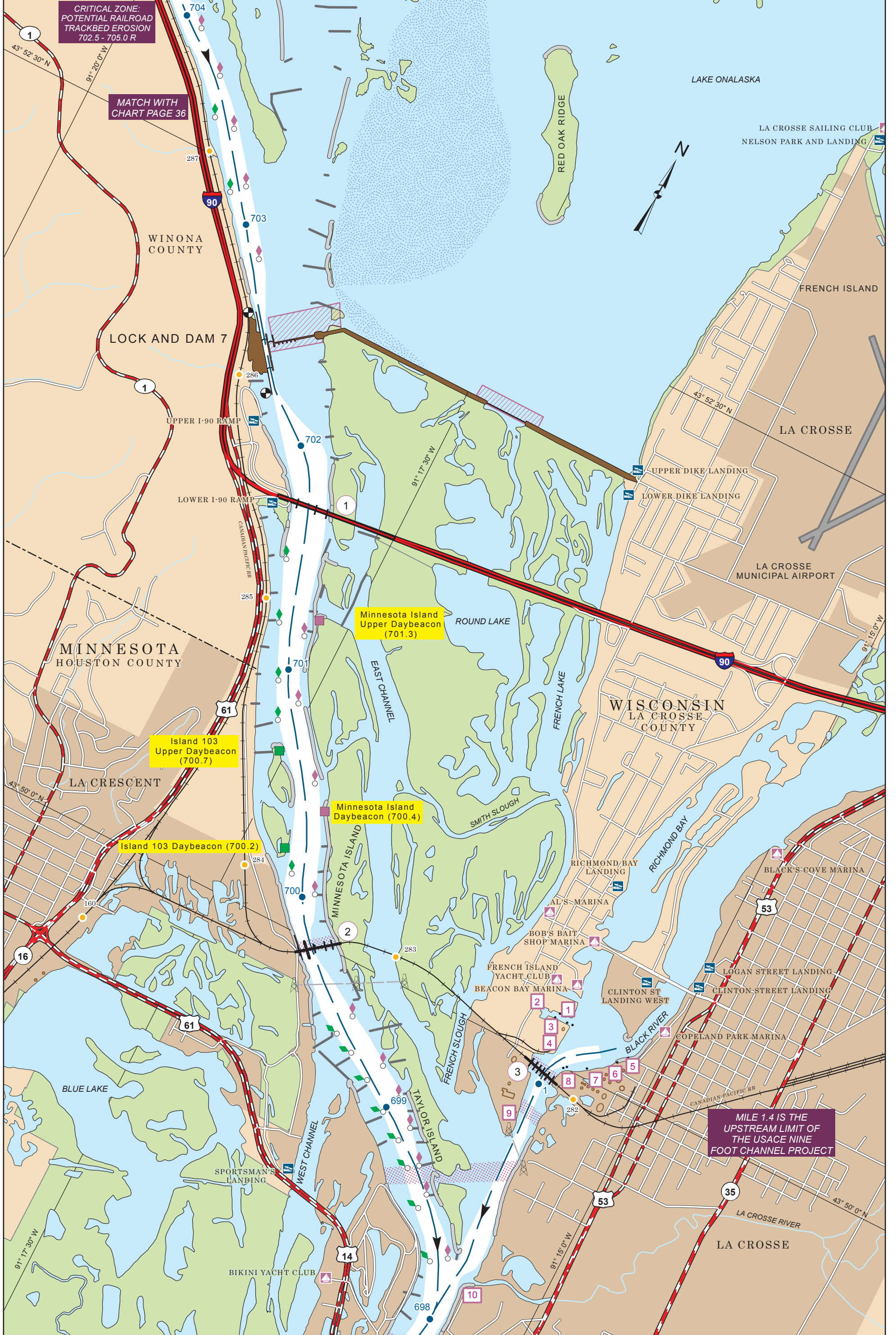




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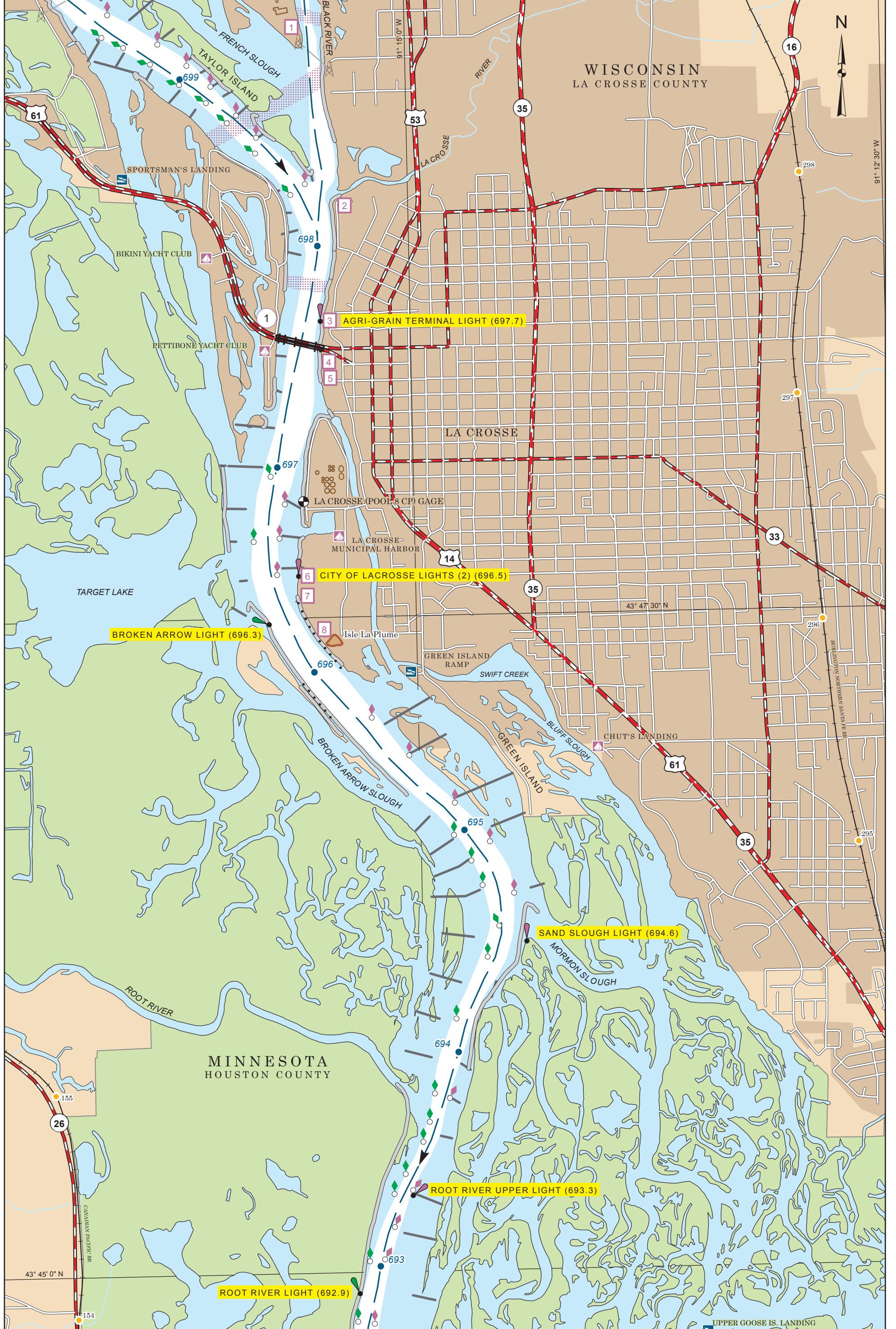


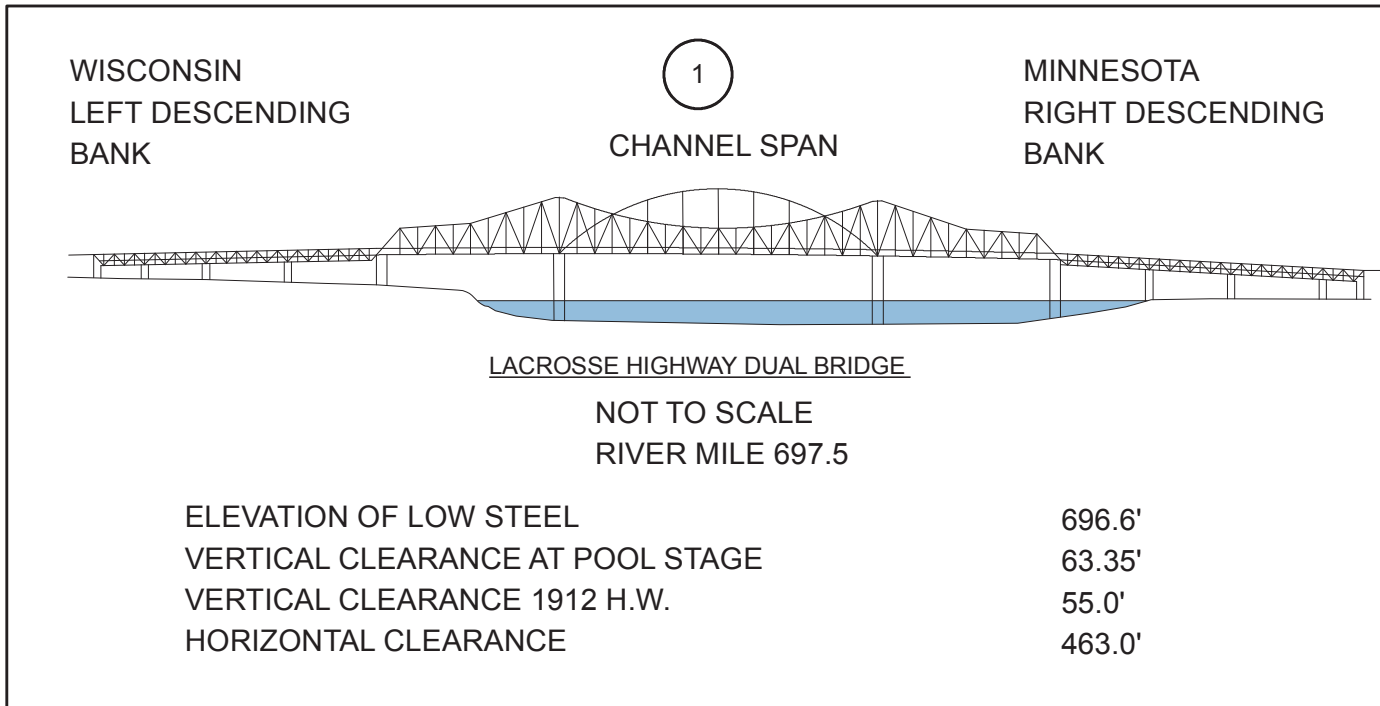




<i>FACILITIES</i>	
<i>1</i>	<i>J.F. Brennen Co.</i>
<i>2</i>	<i>Westway Trading Corp., La Crosse Terminal Dock.</i>
<i>3</i>	<i>Westway Trading Corp., La Crosse Terminal Dock</i>
<i>4</i>	<i>F. J. Robers Co. Dock.</i>
<i>5</i>	<i>La Crosse Municipal Terminal.</i>
<i>6</i>	<i>Hydrite Chemical Co. Dock.</i>
<i>7</i>	<i>Midwest Industrial Fuels, Dock No. 1.</i>
<i>8</i>	<i>Midwest Industrial Fuels, Dock No. 2.</i>
<i>9</i>	<i>Xcel Energy Inc., French Island Plant Dock.</i>
<i>10</i>	<i>LaFayette Park, Excursion Boat Dock.</i>

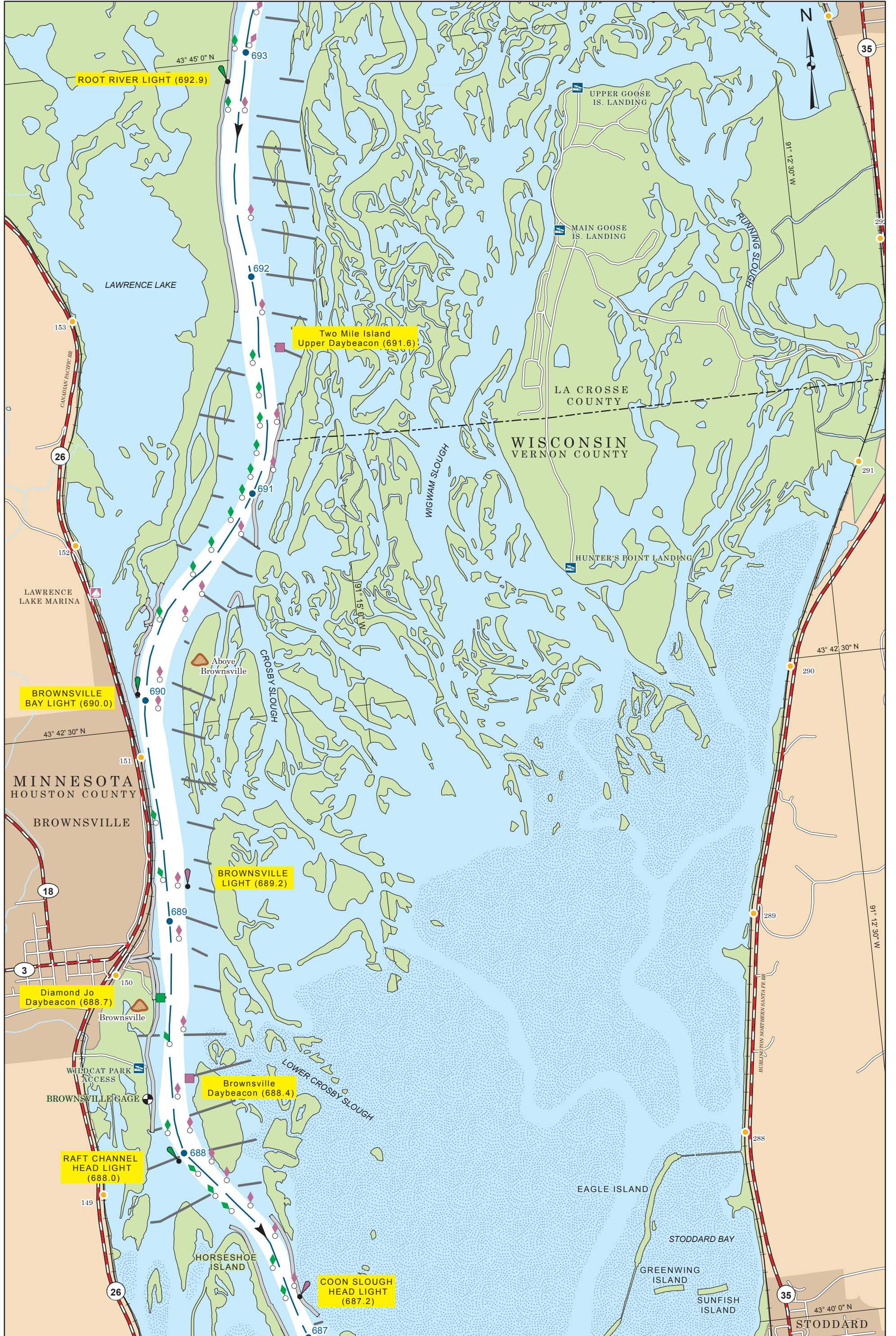
<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
<i>699.8</i>	<i>Submerged Cable</i>	<i>N/A</i>	<i>Rogers Telecom</i>
<i>699.7</i>	<i>Aerial Crossing</i>	<i>Unknown</i>	<i>Xcel Energy</i>
<i>698.7</i>	<i>Submerged Cable</i>	<i>N/A</i>	<i>Xcel Energy</i>
<i>698.7</i>	<i>Pipeline</i>	<i>N/A</i>	<i>Northern Natural Gas</i>
<i>1.1</i>	<i>Submerged Cable</i>	<i>N/A</i>	<i>Rogers Telecom</i>
<i>0.8</i>	<i>Submerged Cable</i>	<i>Unknown</i>	<i>Unknown</i>
<i>0.6</i>	<i>Aerial Crossing</i>	<i>Unknown</i>	<i>Xcel Energy</i>
<i>0.5</i>	<i>Submerged Cable</i>	<i>N/A</i>	<i>Unknown</i>



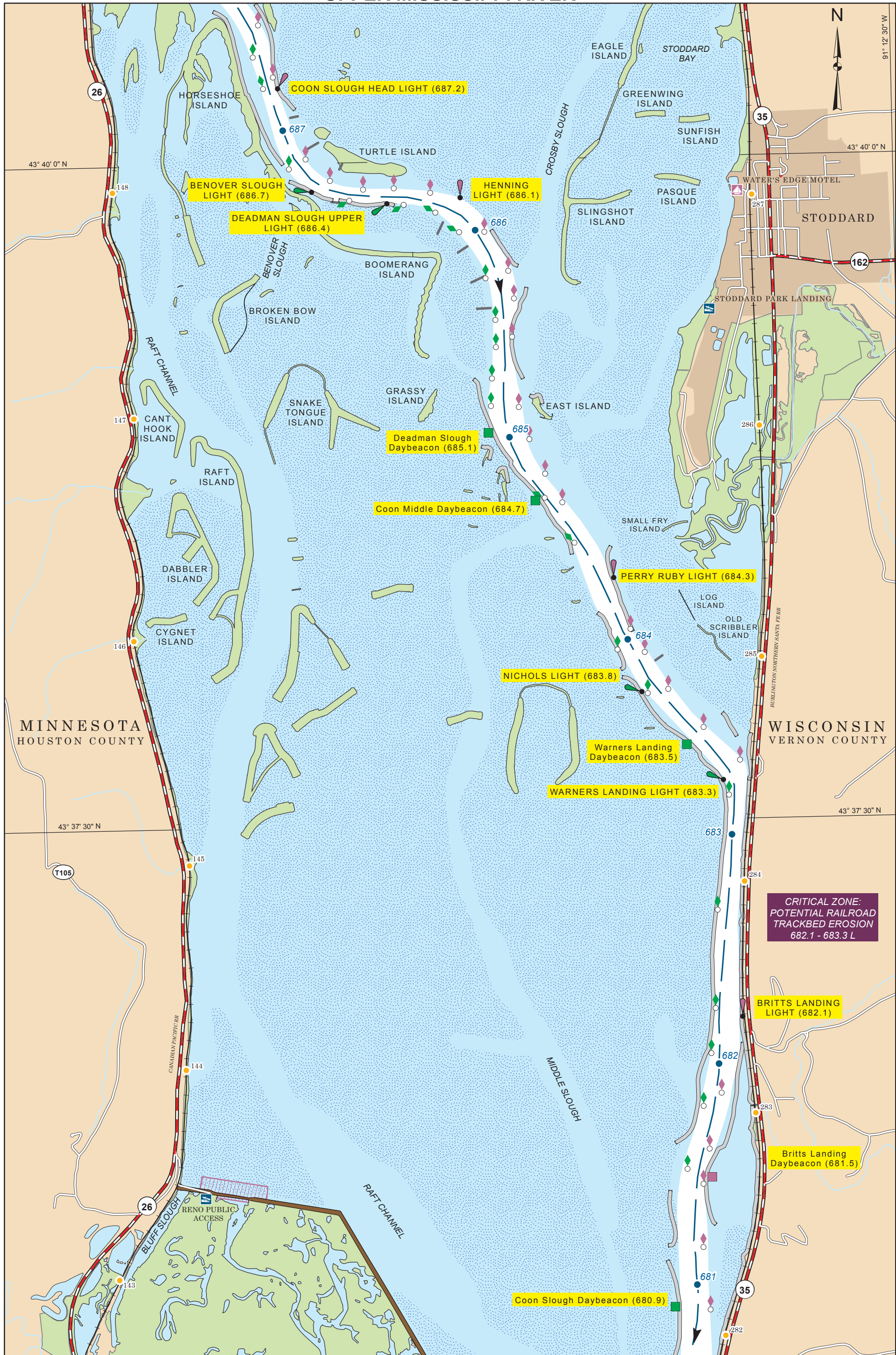


<i>FACILITIES</i>	
1	<i>Xcel Energy Inc., French Island Plant Dock.</i>
2	<i>LaFayette Park, Excursion Boat Dock.</i>
3	<i>Cargill, Inc., La Crosse Grain Elevator Dock.</i>
4	<i>Holnam, LaCrosse Cement Terminal Dock.</i>
5	<i>La Crosse Plumbing Supply Co. Dock.</i>
6	<i>Upper Jerzak Barge Terminal Dock.</i>
7	<i>Lower Jerzak Barge Terminal Dock</i>
8	<i>City of La Crosse, Isle LaPlume Dock and Fleet Mooring.</i>

<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
699.8	<i>Aerial Crossing</i>	<i>Unknown</i>	<i>Xcel Energy</i>
698.6	<i>Submerged Cable</i>	<i>N/A</i>	<i>Xcel Energy</i>
698.6	<i>Pipeline</i>	<i>N/A</i>	<i>Northern Natural Gas</i>
697.7	<i>Submerged Cable</i>	<i>N/A</i>	<i>Unknown</i>
0.8	<i>Submerged Cable</i>	<i>N/A</i>	<i>Unknown</i>
0.6	<i>Aerial Crossing</i>	<i>Unknown</i>	<i>Xcel Energy</i>
0.5	<i>Submerged Cable</i>	<i>N/A</i>	<i>Northern Natural Gas</i>



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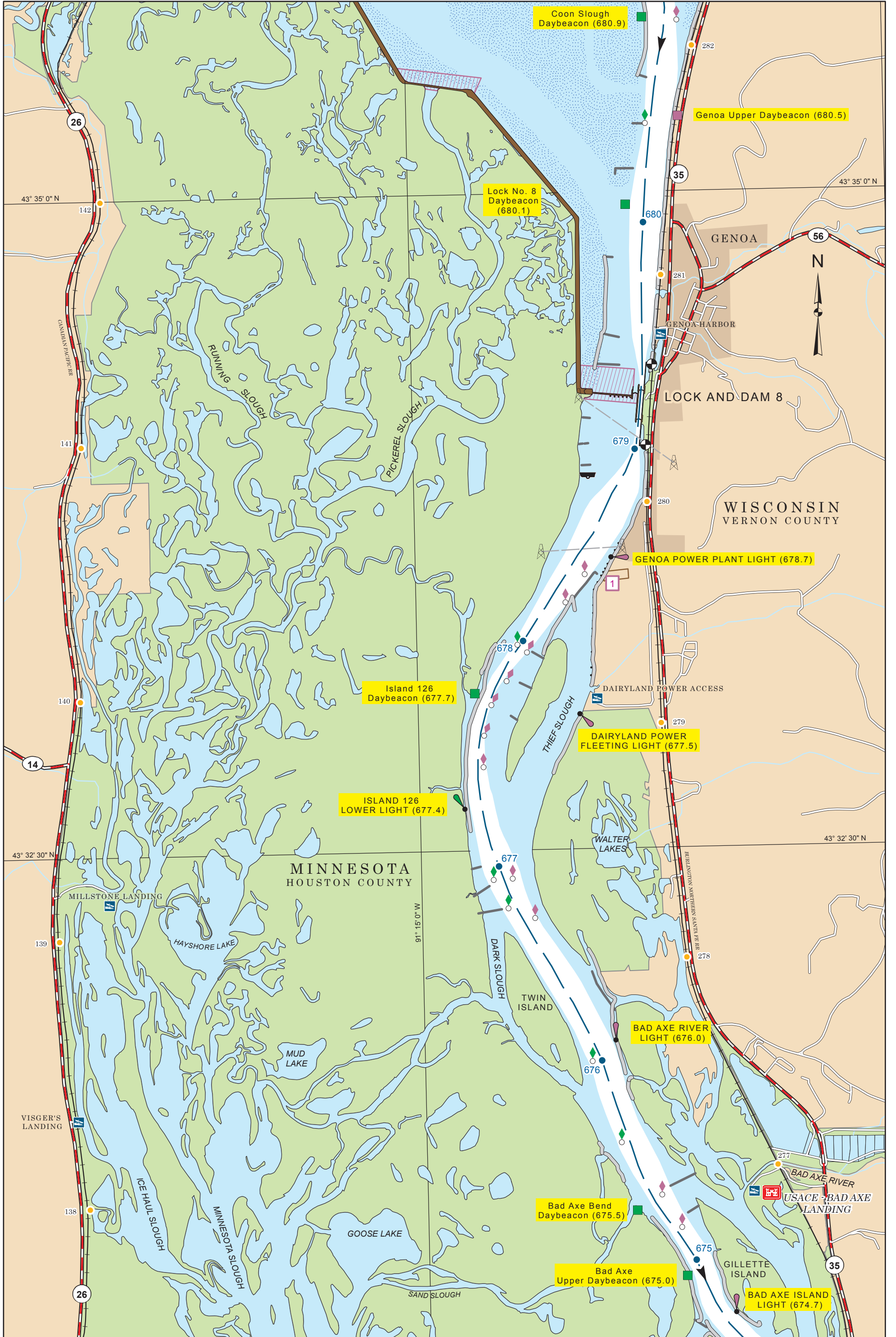
91° 12' 30" W

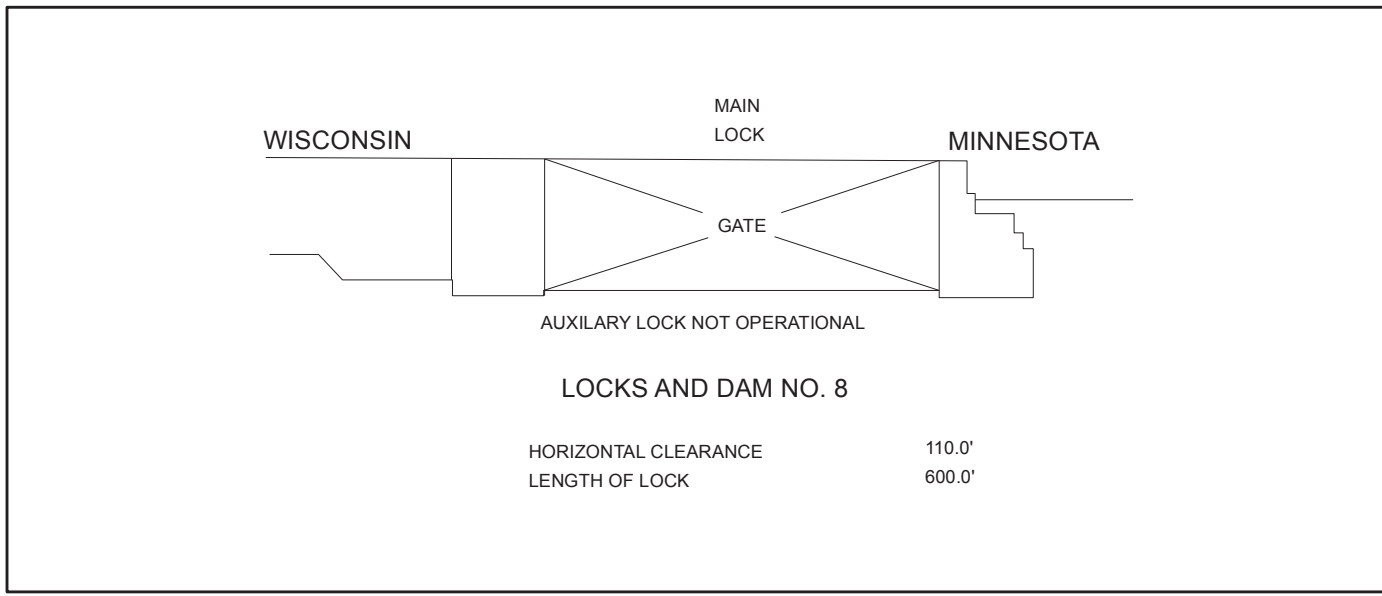
43° 40' 0" N

43° 37' 30" N

**CRITICAL ZONE:
POTENTIAL RAILROAD
TRACKBED EROSION
682.1 - 683.3 L**

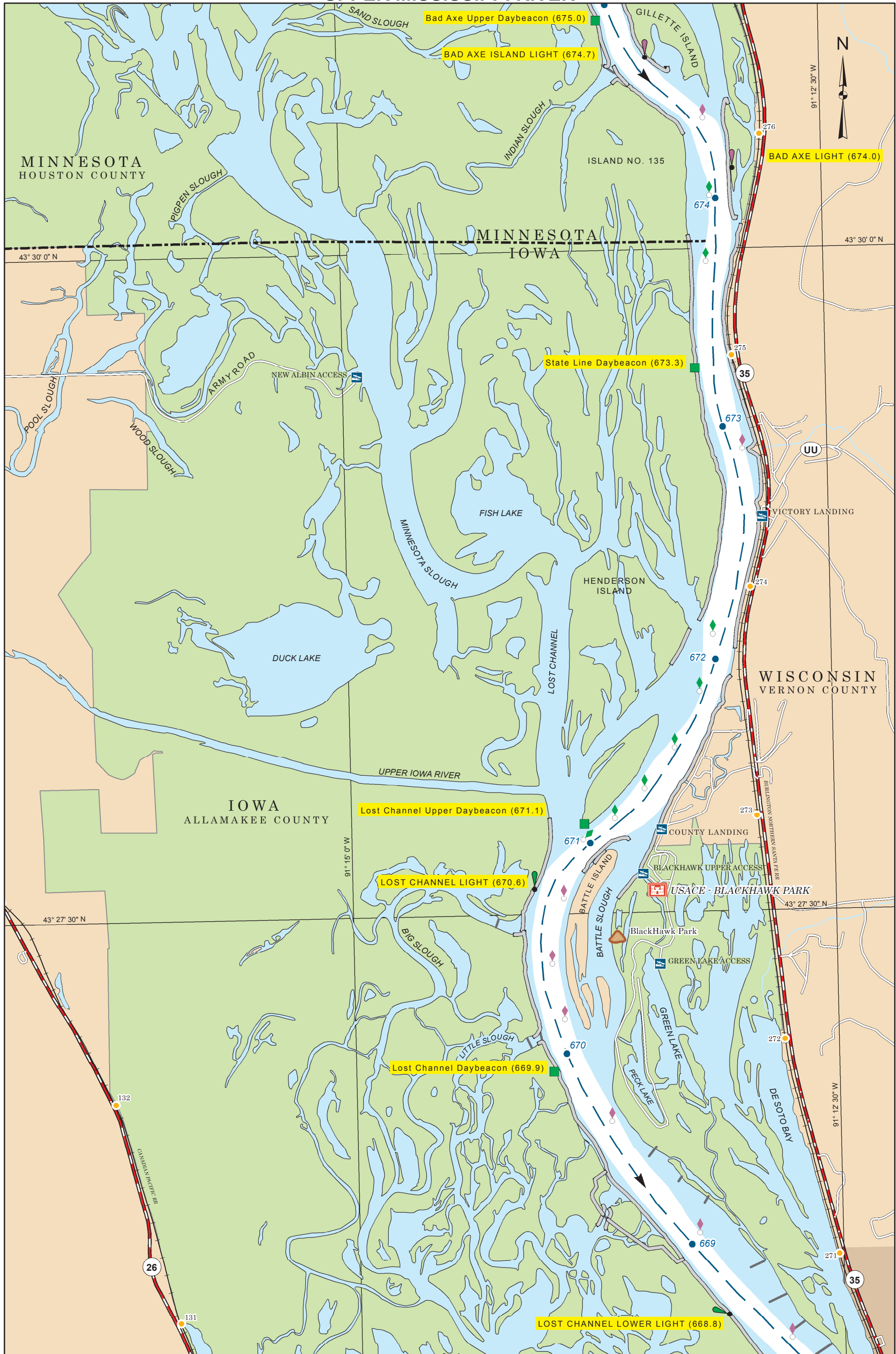
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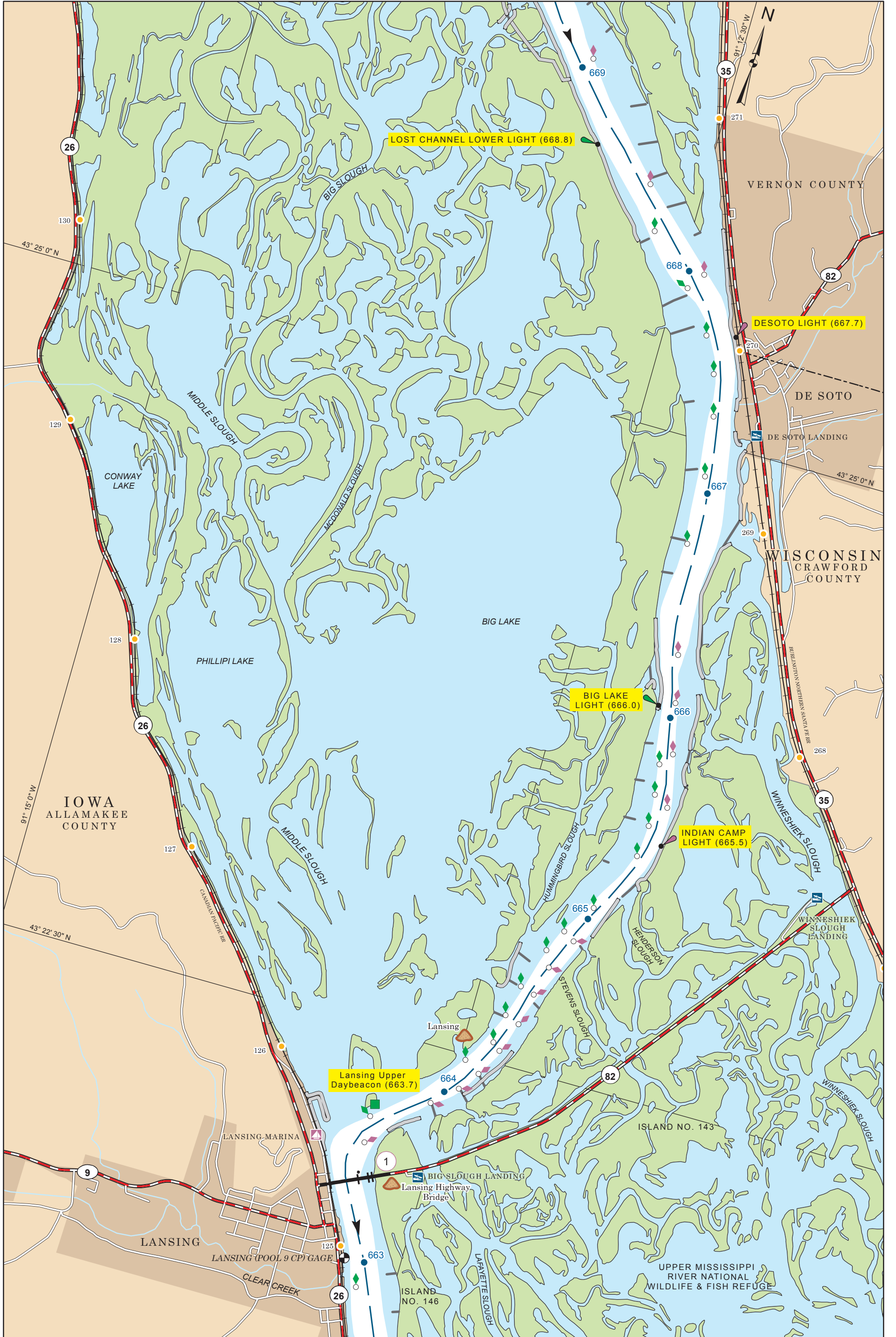


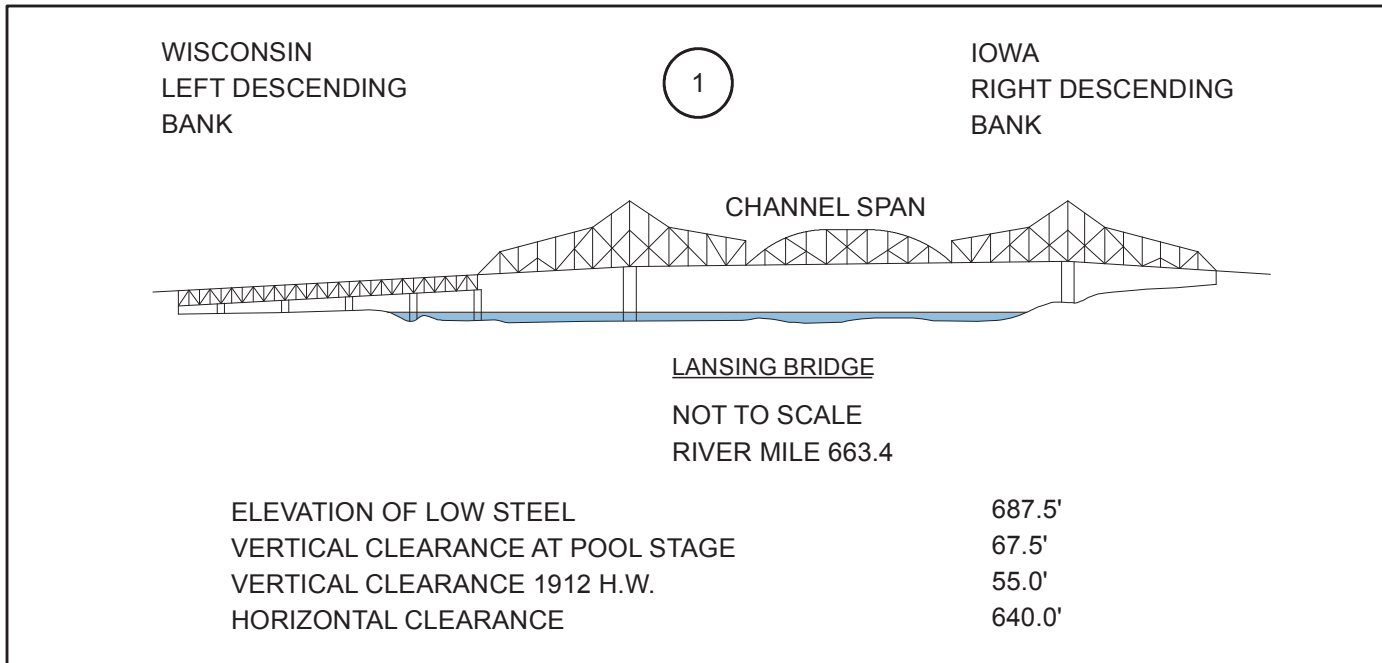
<i>FACILITIES</i>	
1	<i>Dairyland Power Cooperative, Genoa Plant No. 3 Wharf.</i>

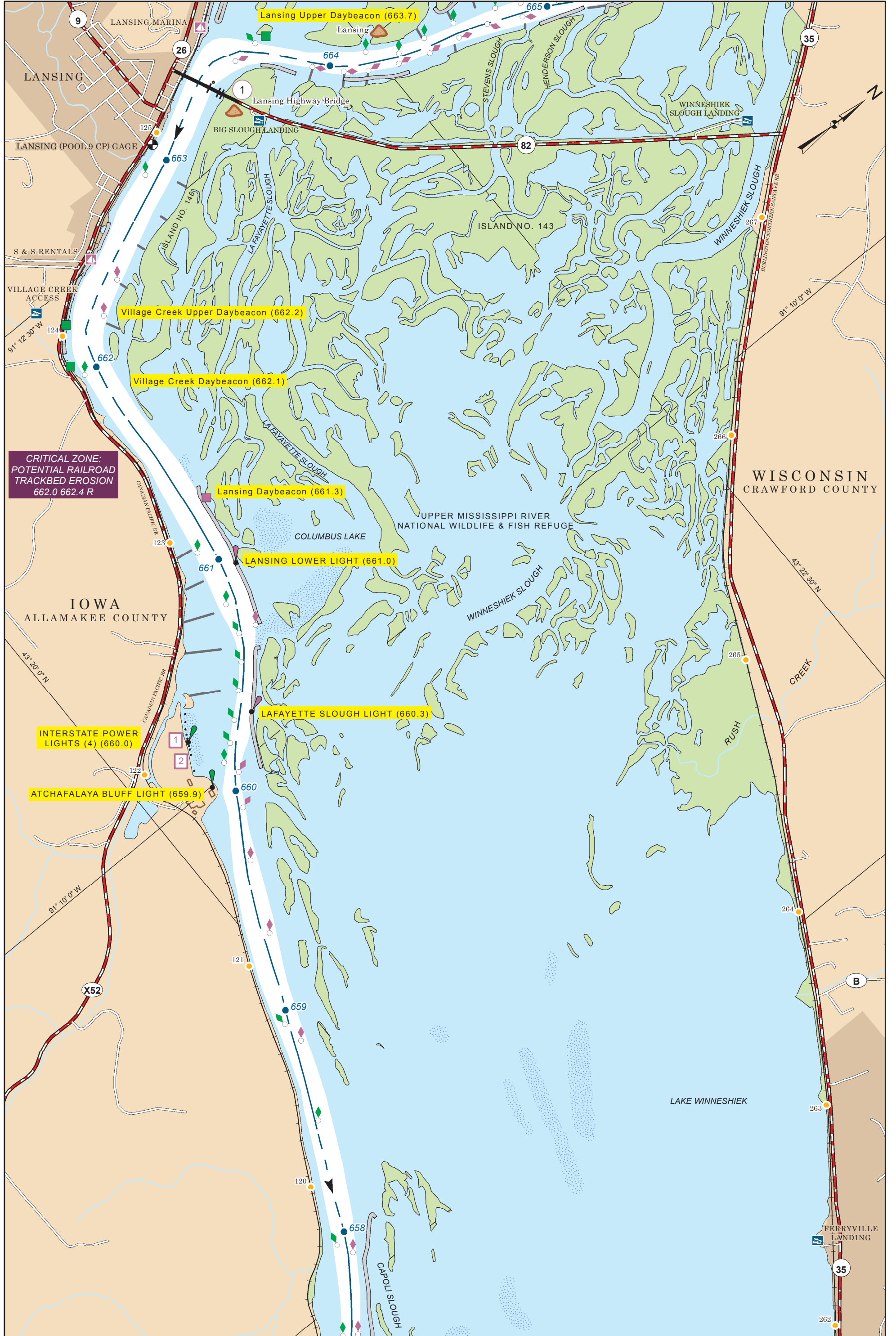
<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
679.0	<i>Aerial Crossing</i>	<i>Unknown</i>	<i>Dairyland Power Coop.</i>
678.5	<i>Aerial Crossing</i>	<i>Unknown</i>	<i>Dairyland Power Coop.</i>

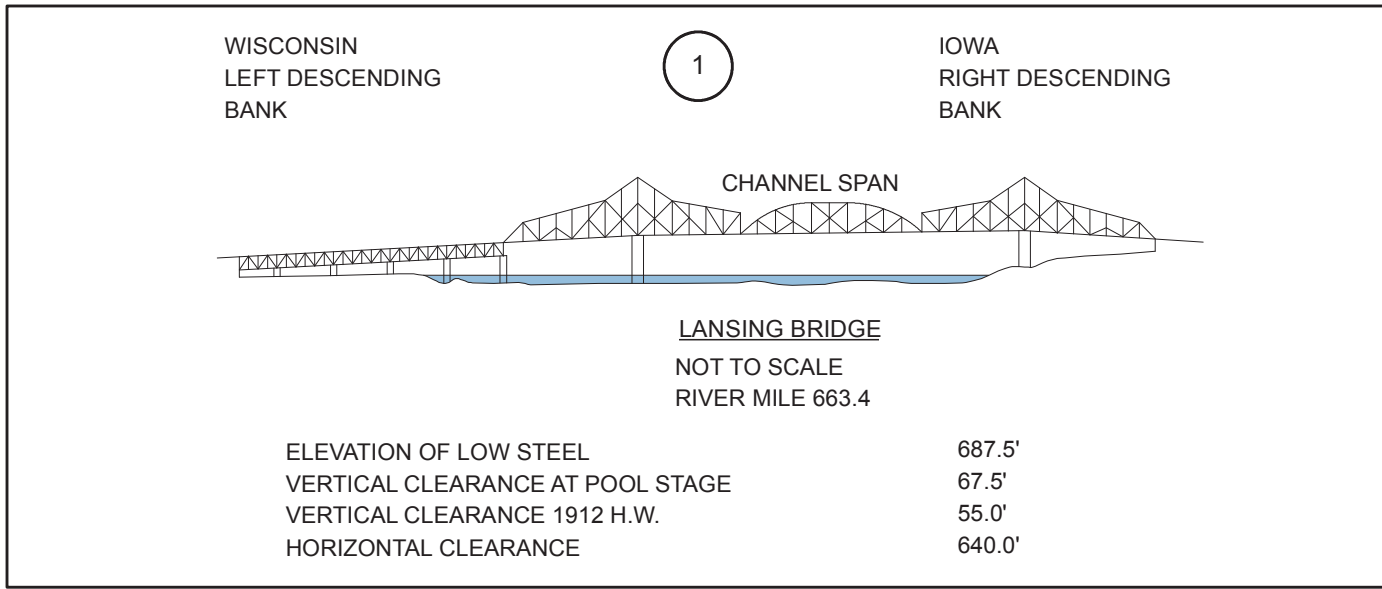


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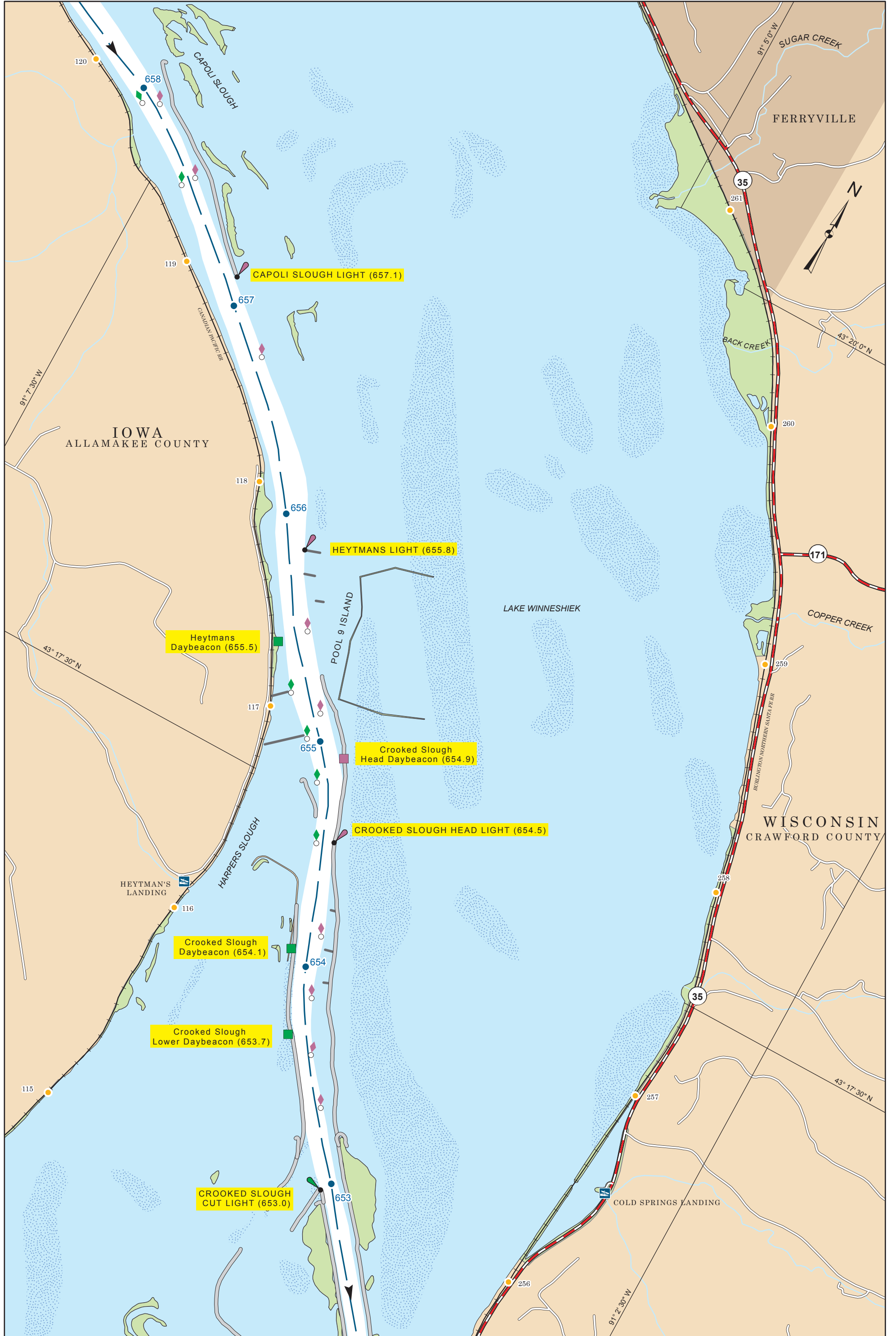




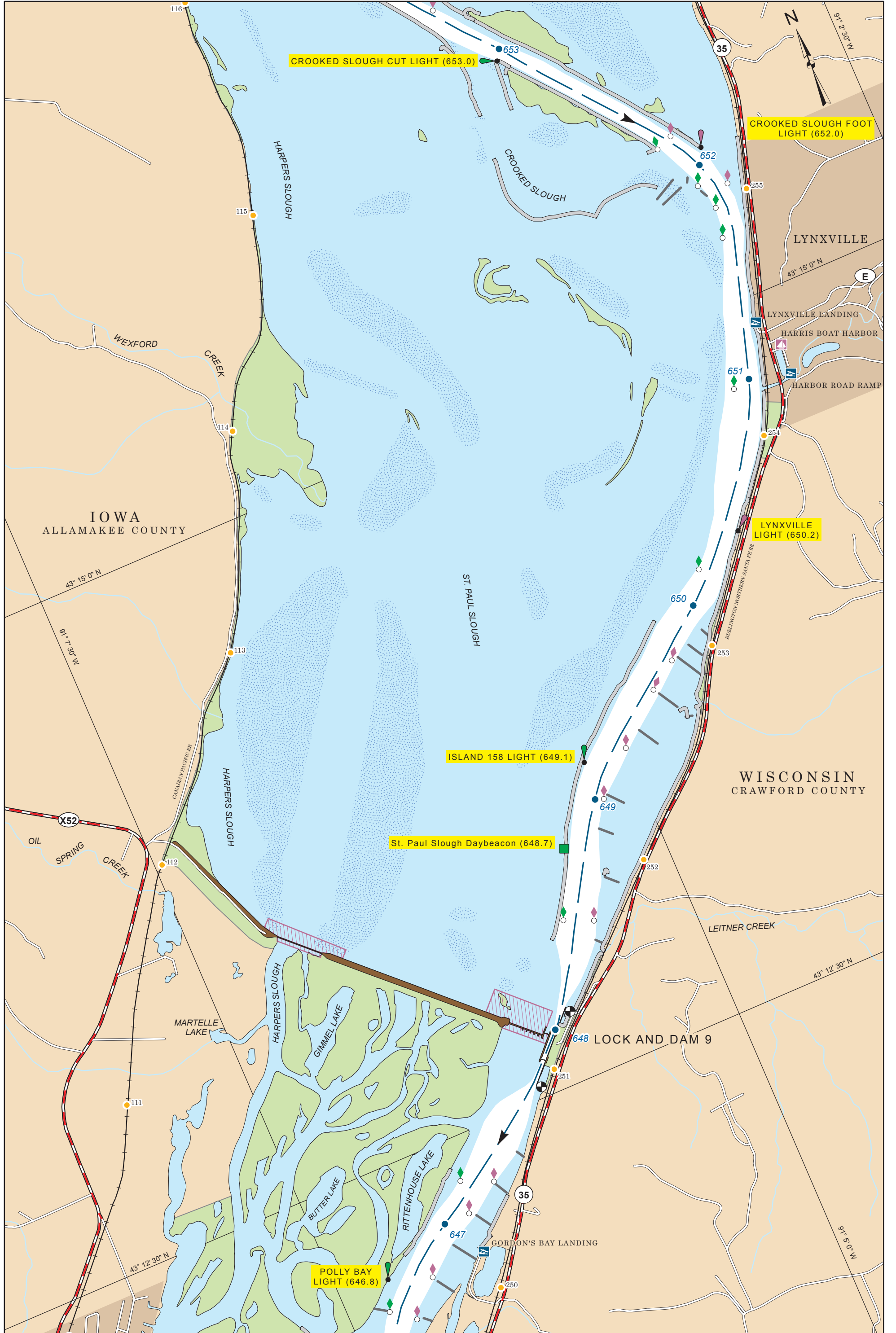


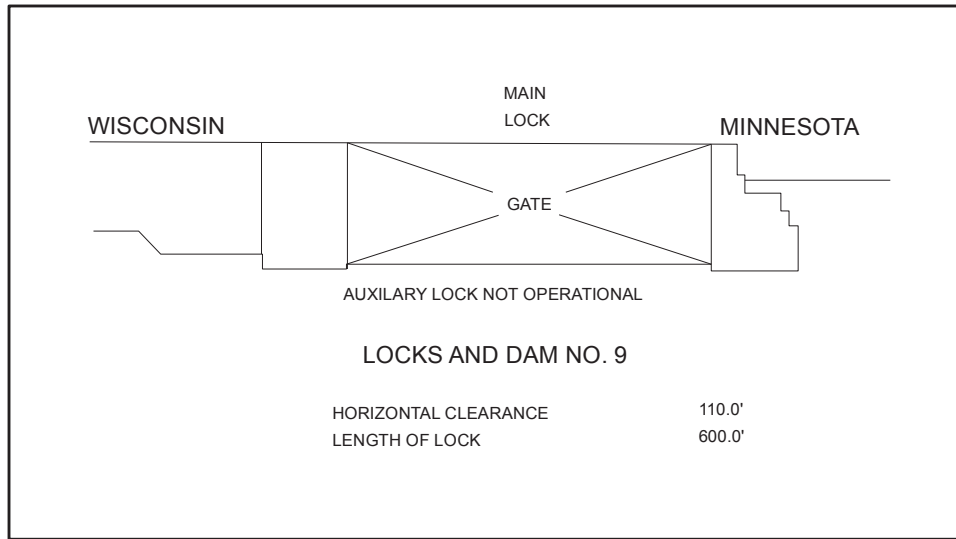


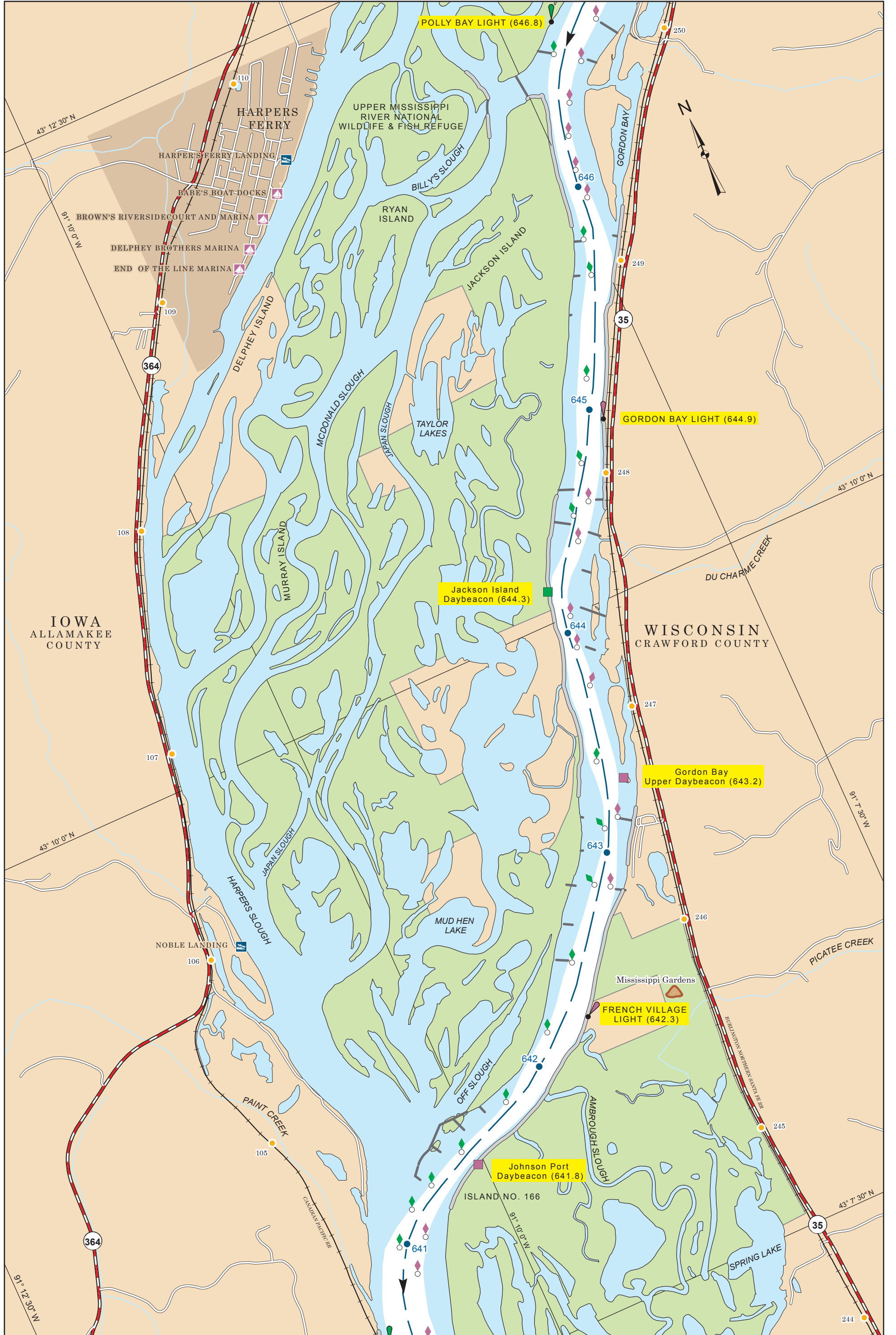
<i>FACILITIES</i>	
<i>1</i>	<i>Interstate Power Co., Lansing Plant Coal Dock.</i>
<i>2</i>	<i>Interstate Power Co., Lansing Plant Coal Dock (South)</i>



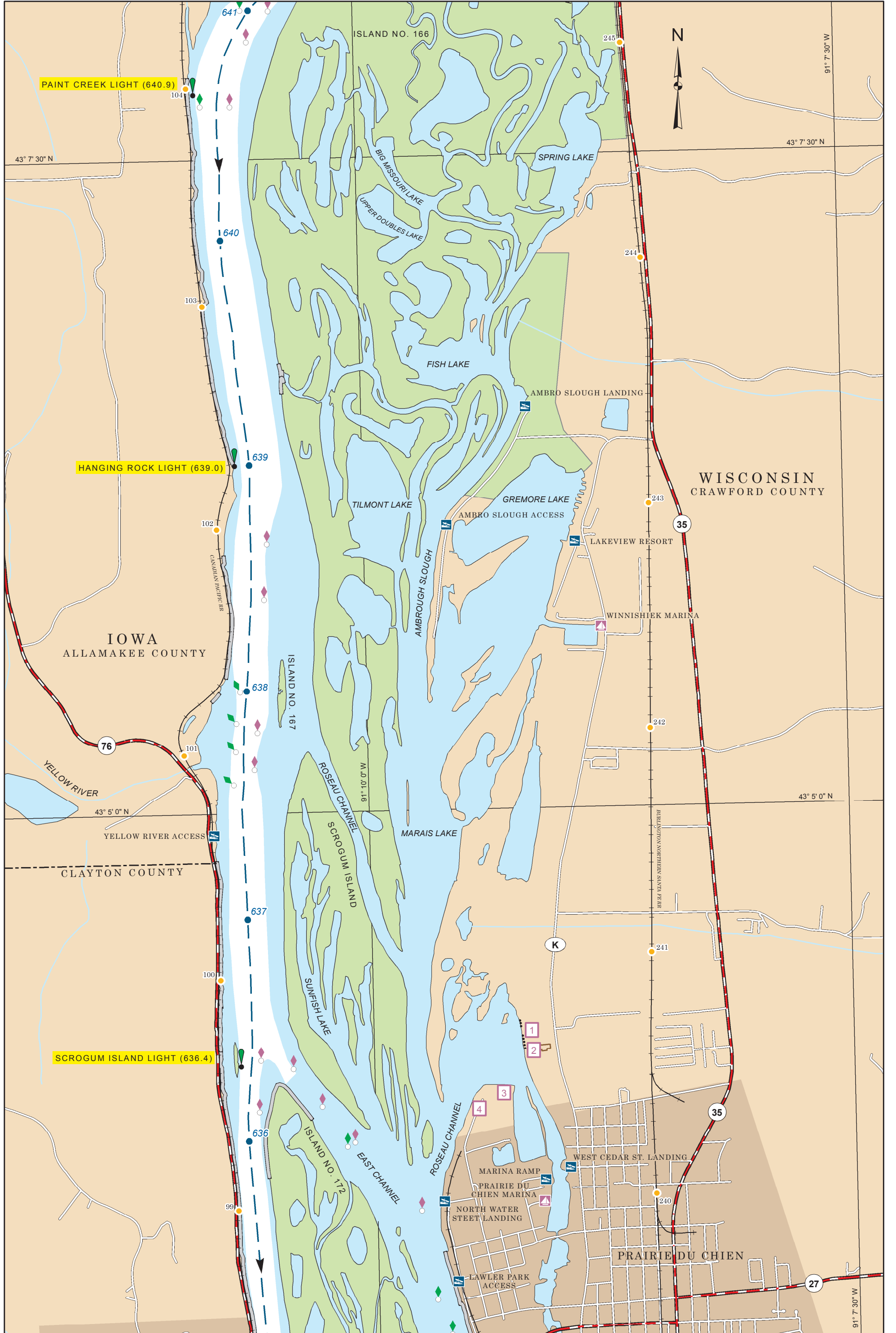
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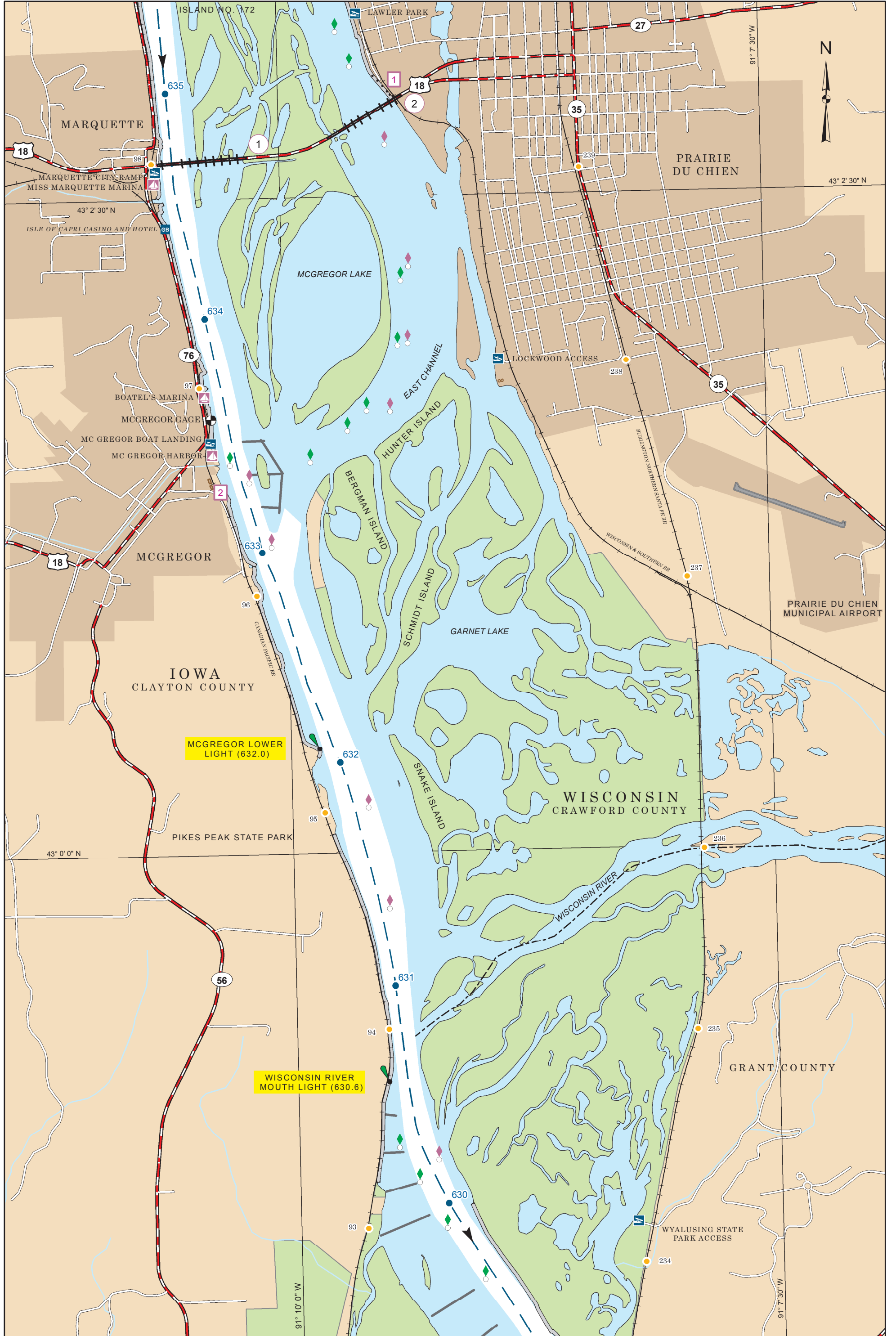


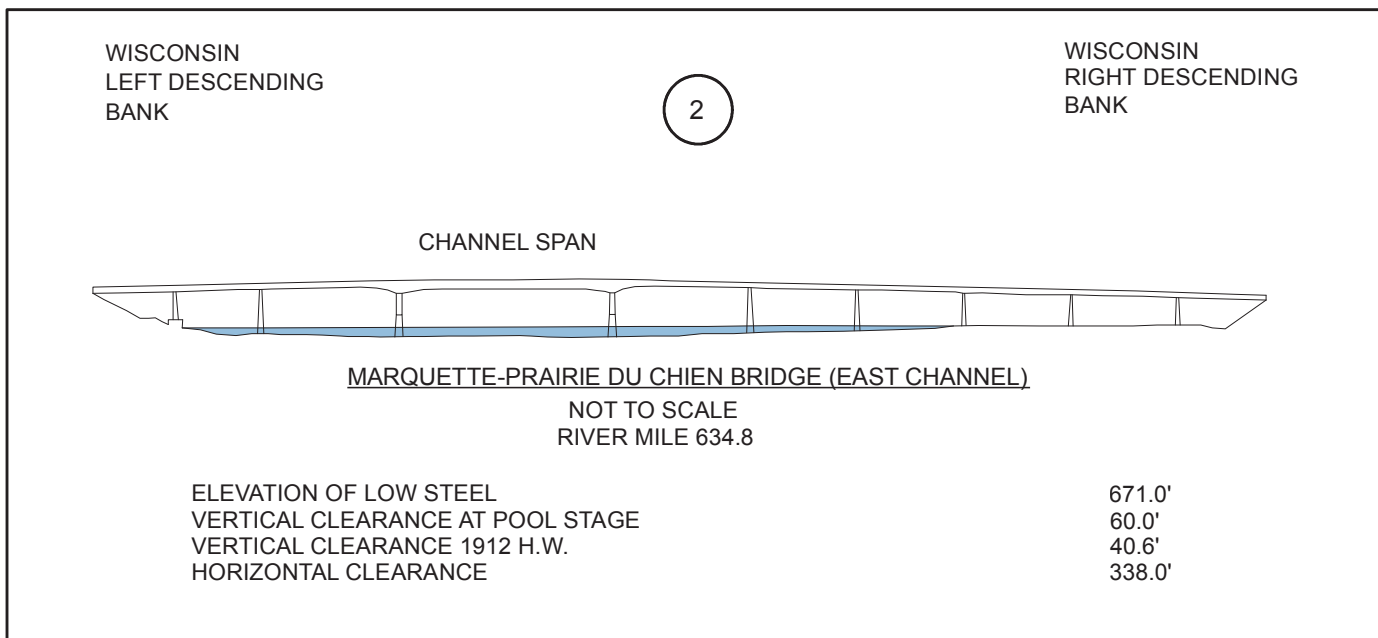
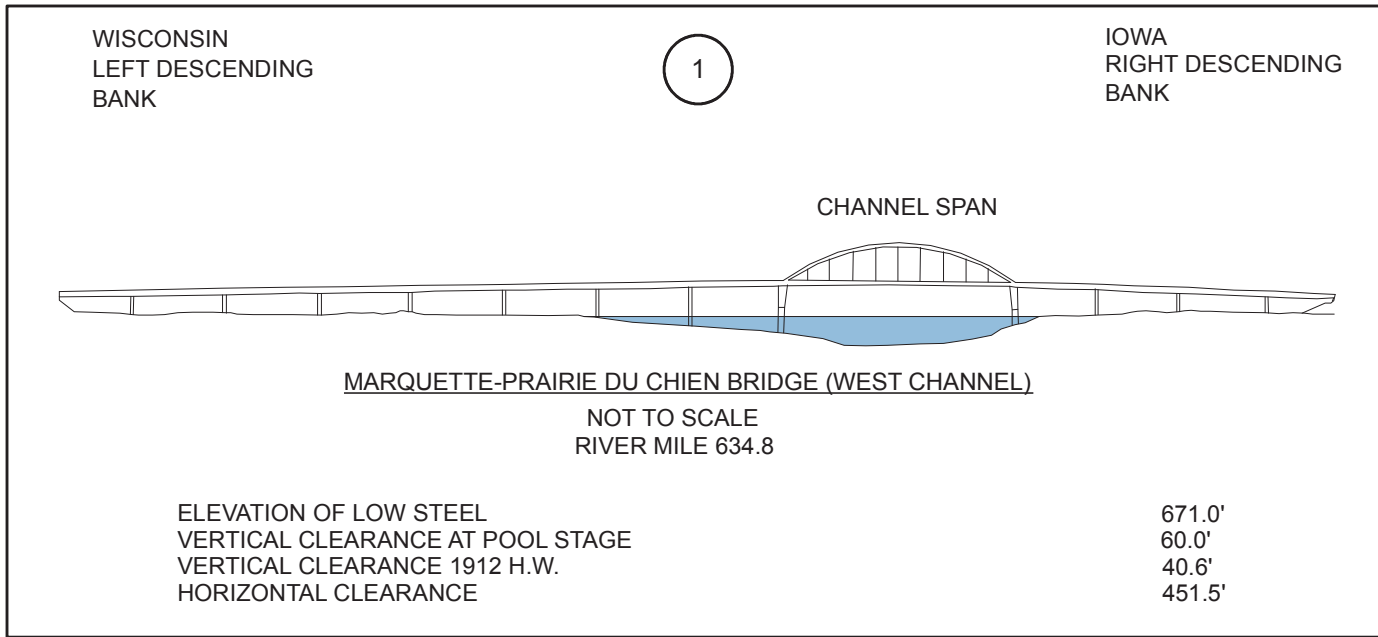


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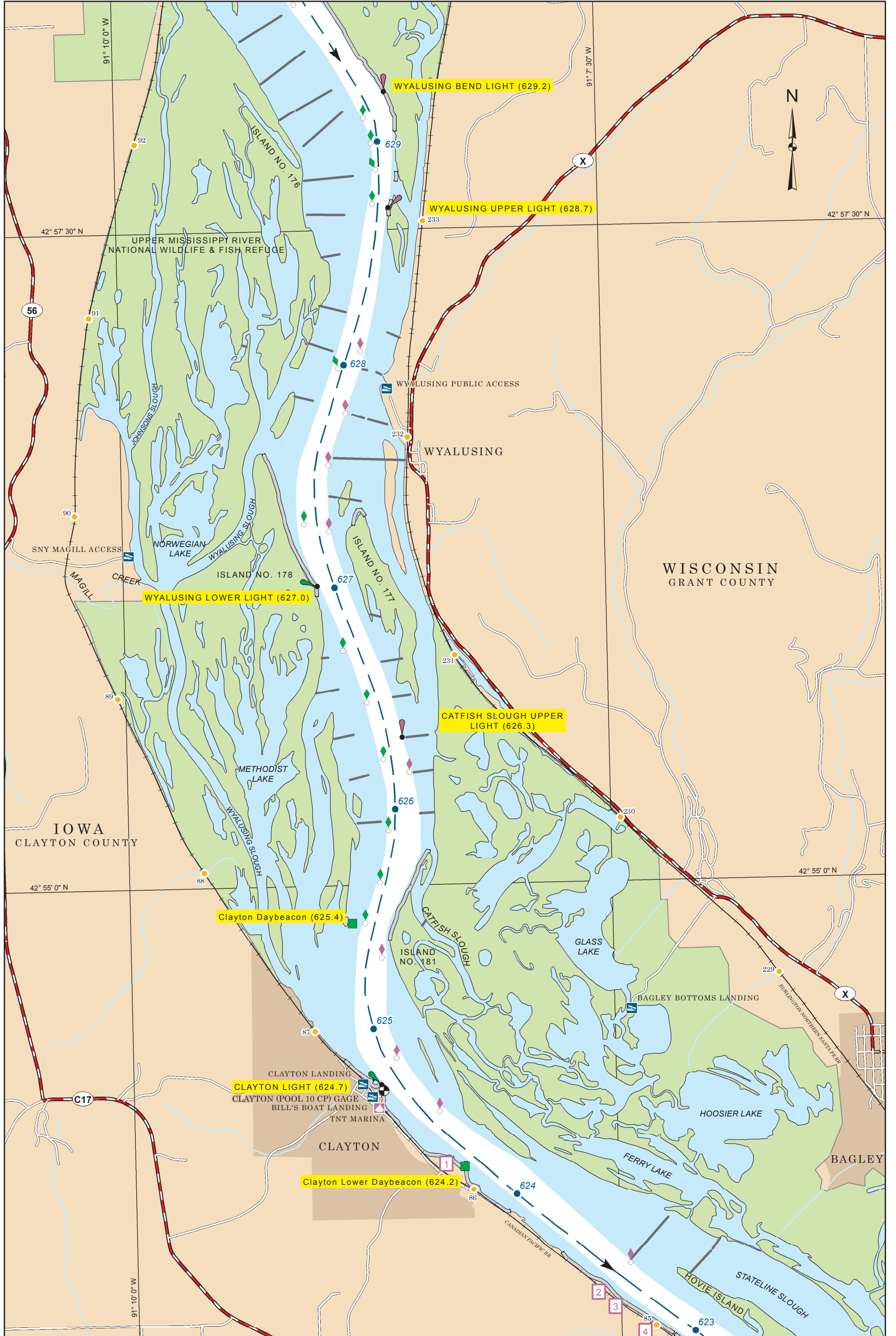


<i>FACILITIES</i>	
<i>1</i>	<i>Prairie Sand & Gravel Co., Swingle Docks.</i>
<i>2</i>	<i>Prairie Sand & Gravel Co., Prairie du Chien, North Coal Dock.</i>
<i>3</i>	<i>Prairie Sand & Gravel Co., St. Feriole Island West Dock.</i>
<i>4</i>	<i>Prairie Sand & Gravel Co., St. Feriole Island West Dock.</i>

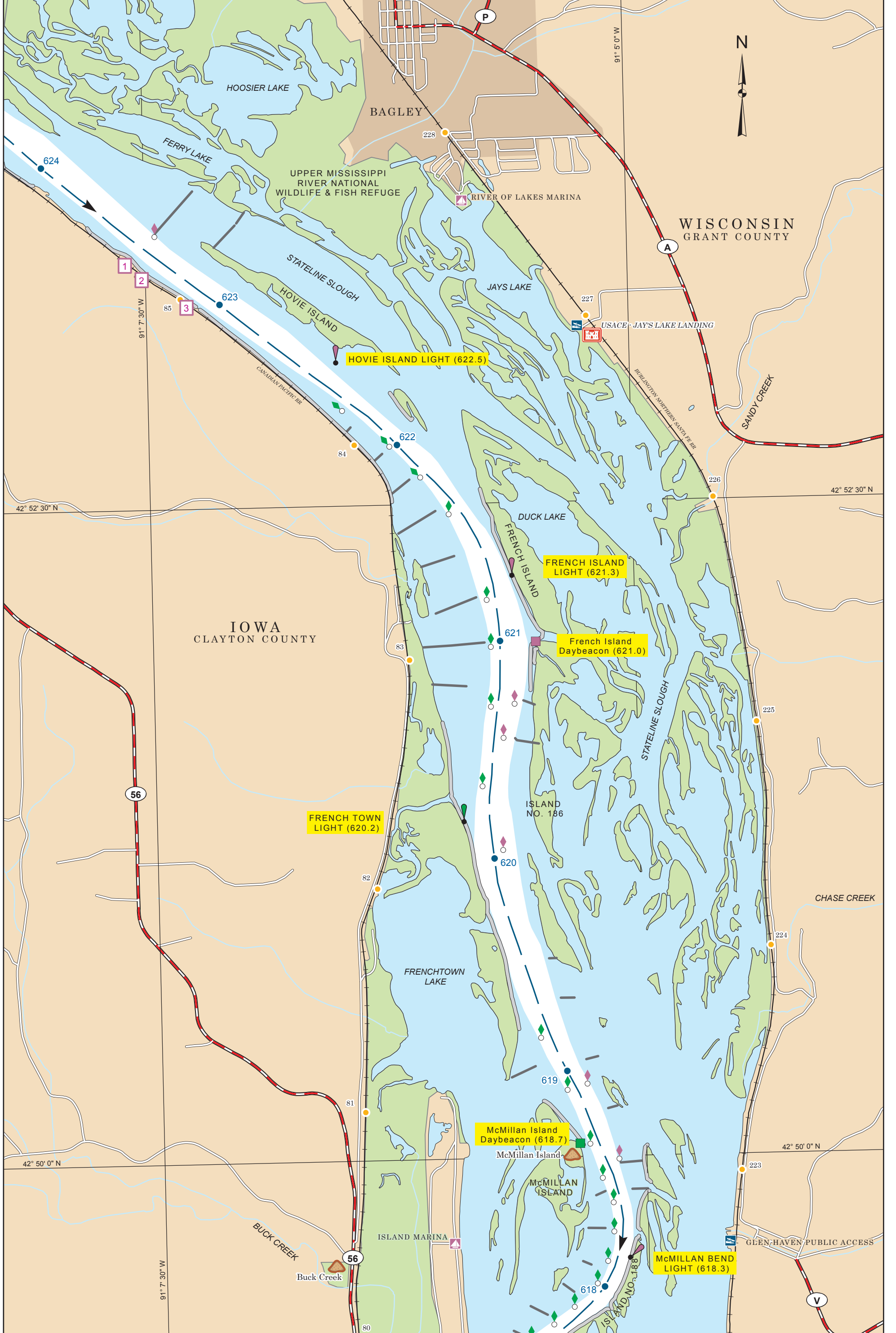




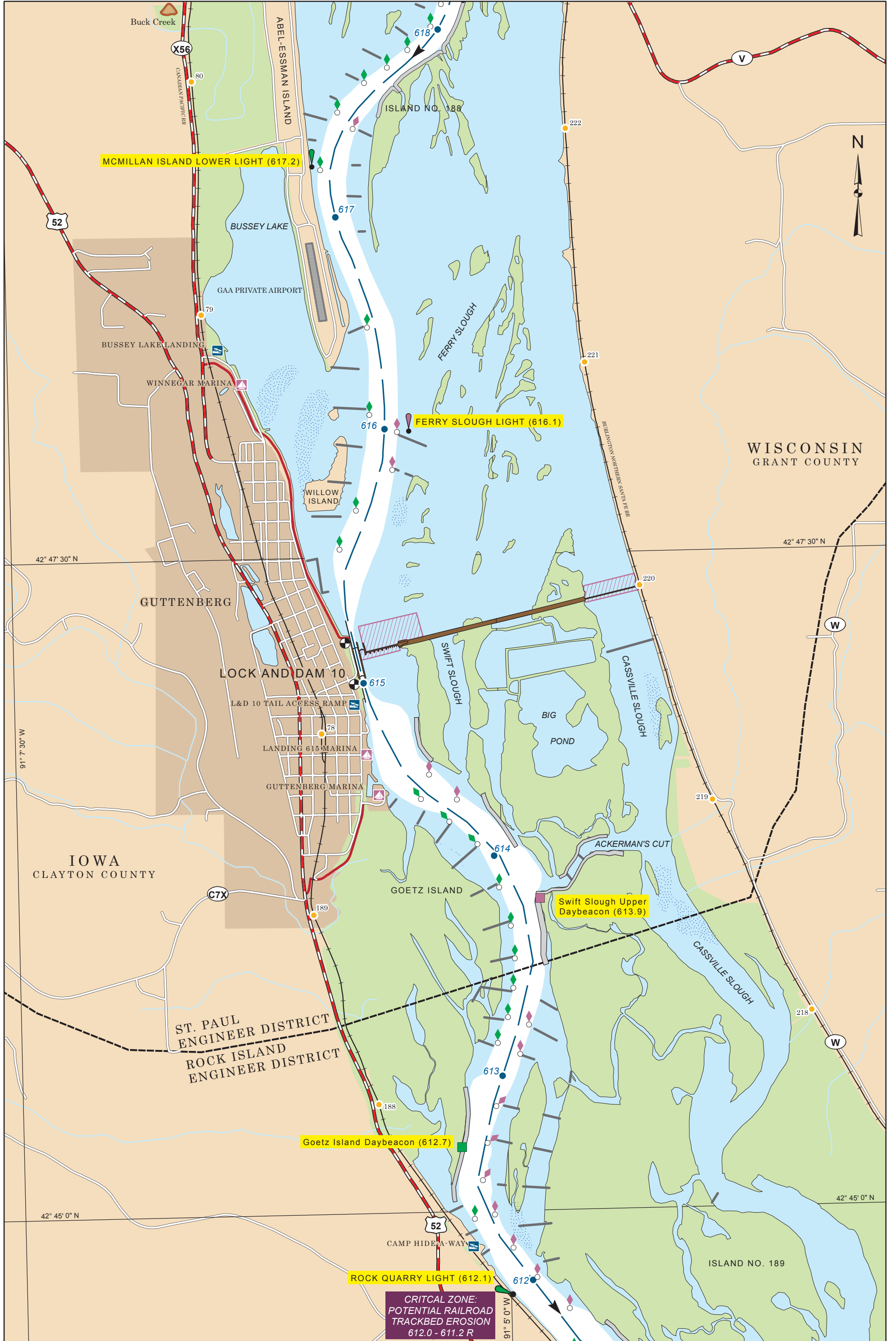
<i>FACILITIES</i>	
<i>1</i>	<i>Prairie du Chien, Municipal Dock.</i>
<i>2</i>	<i>AGRI Grain Marketing, McGregor River Terminal Dock.</i>

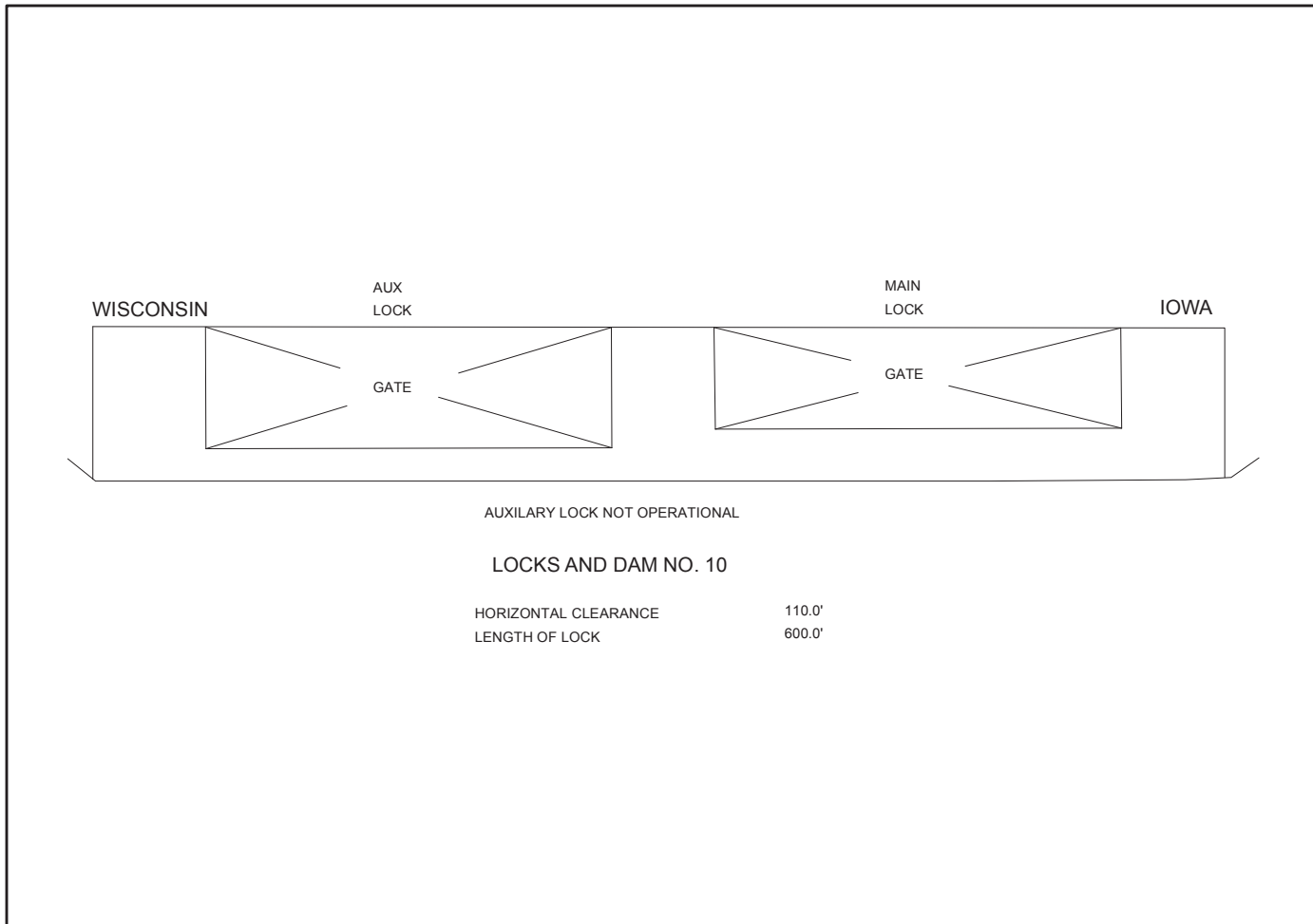


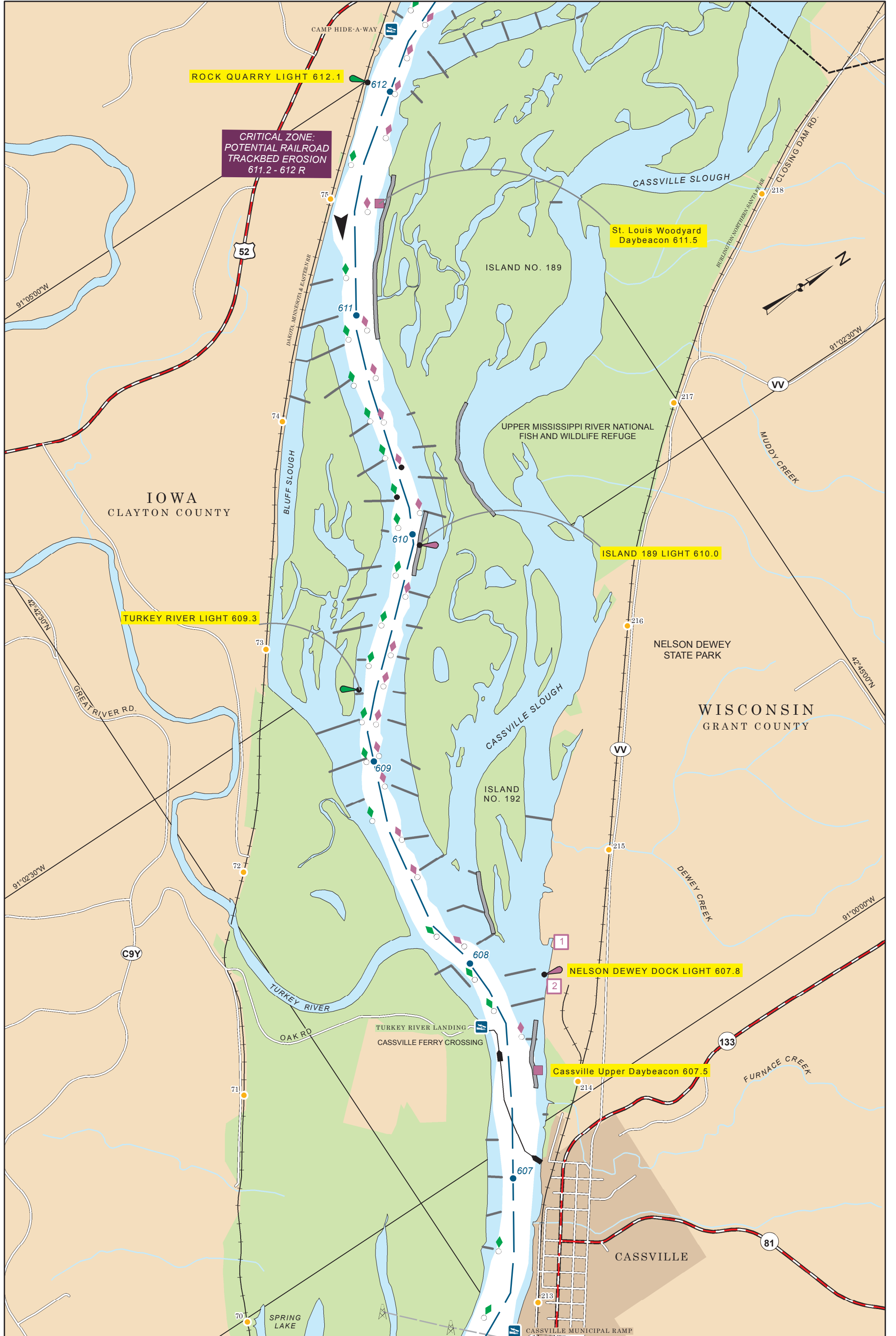
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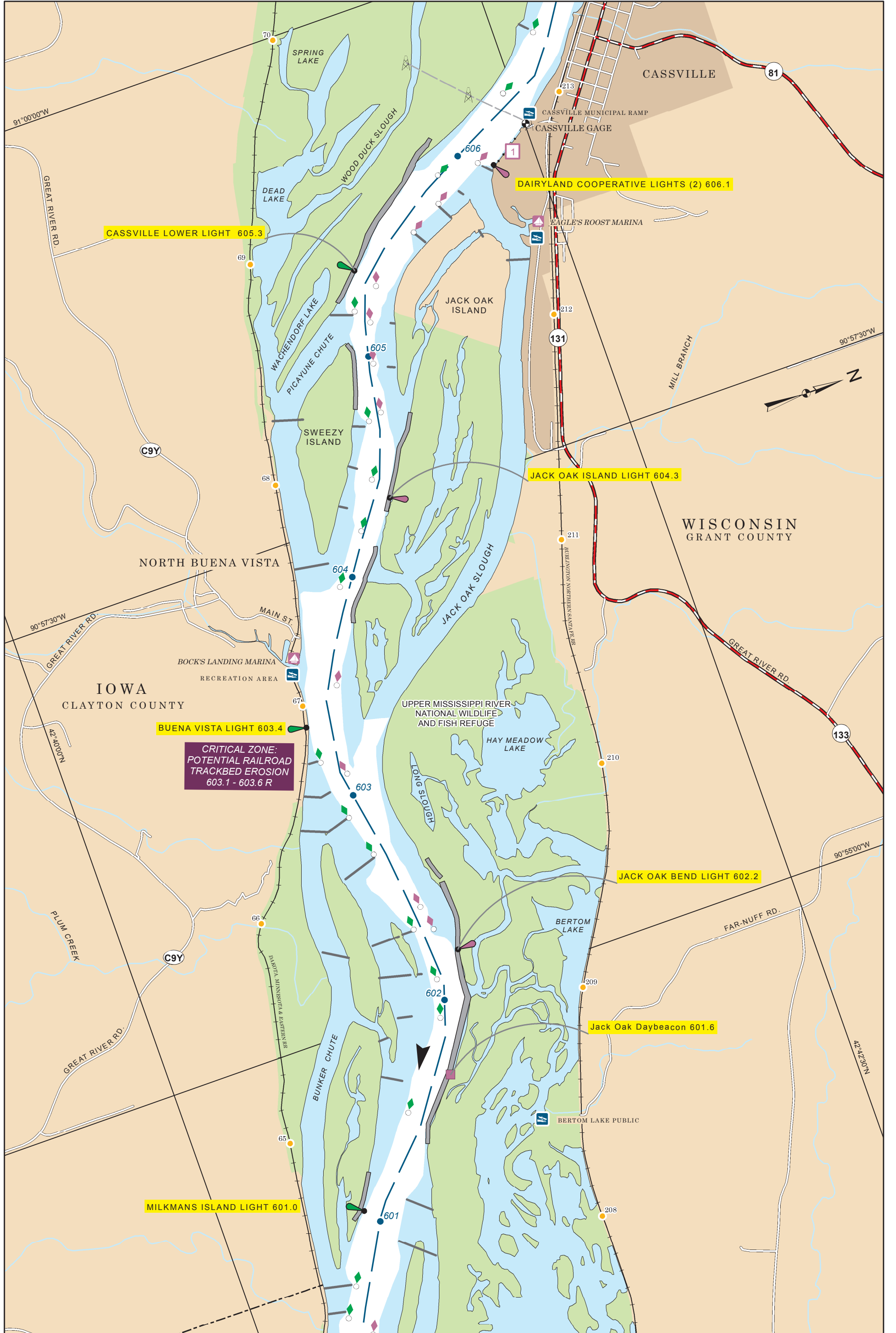
<i>FACILITIES</i>	
<i>1</i>	<i>Clayton Terminal North</i>
<i>2</i>	<i>Clayton Terminal</i>
<i>3</i>	<i>Clayton Terminal South</i>





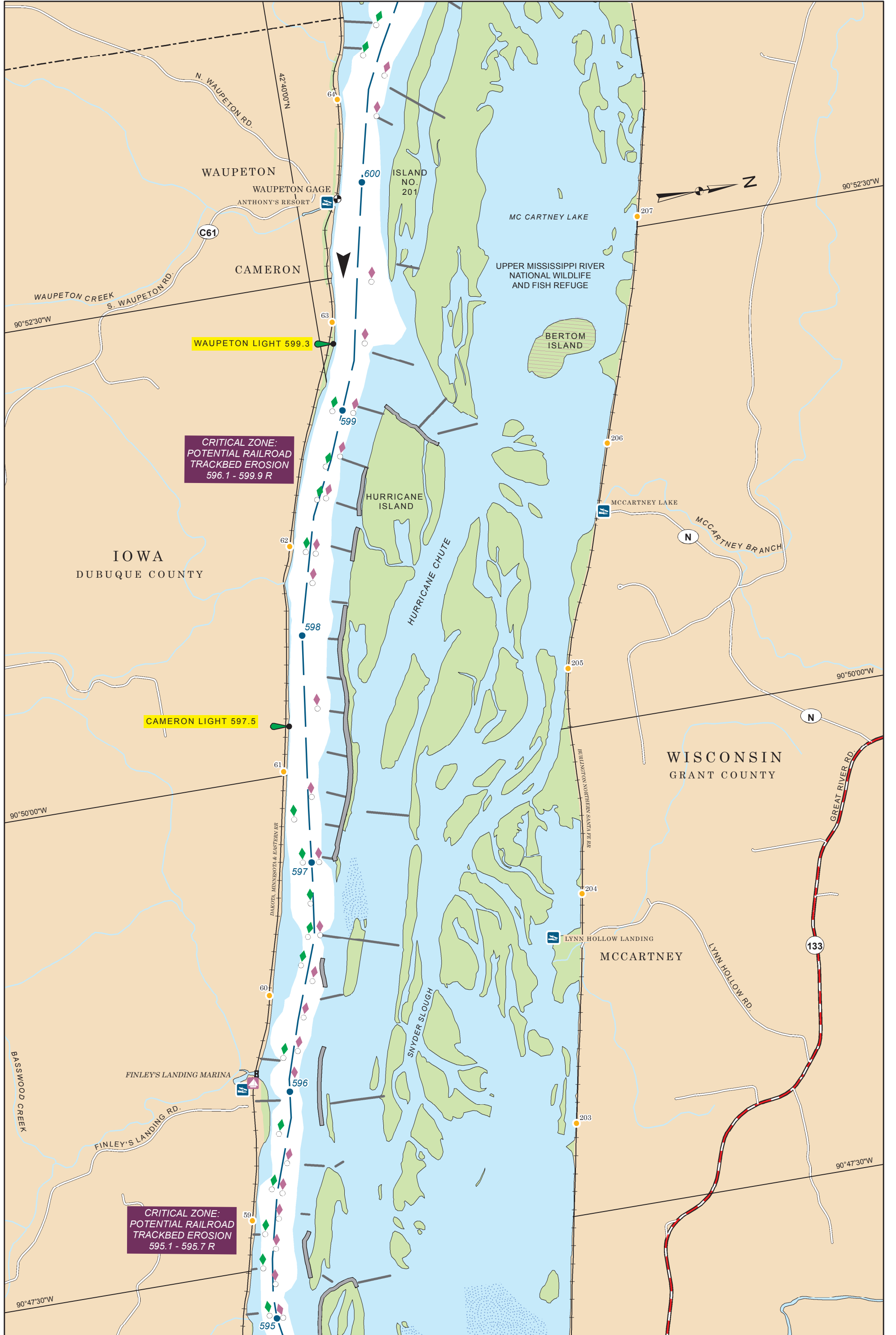


<i>FACILITIES</i>	
1	<i>Artco Fleeting Services Cassville Terminal Slip.</i>
2	<i>Wisconsin Power & Light Co., Nelson Dewey Generating Station Dock.</i>

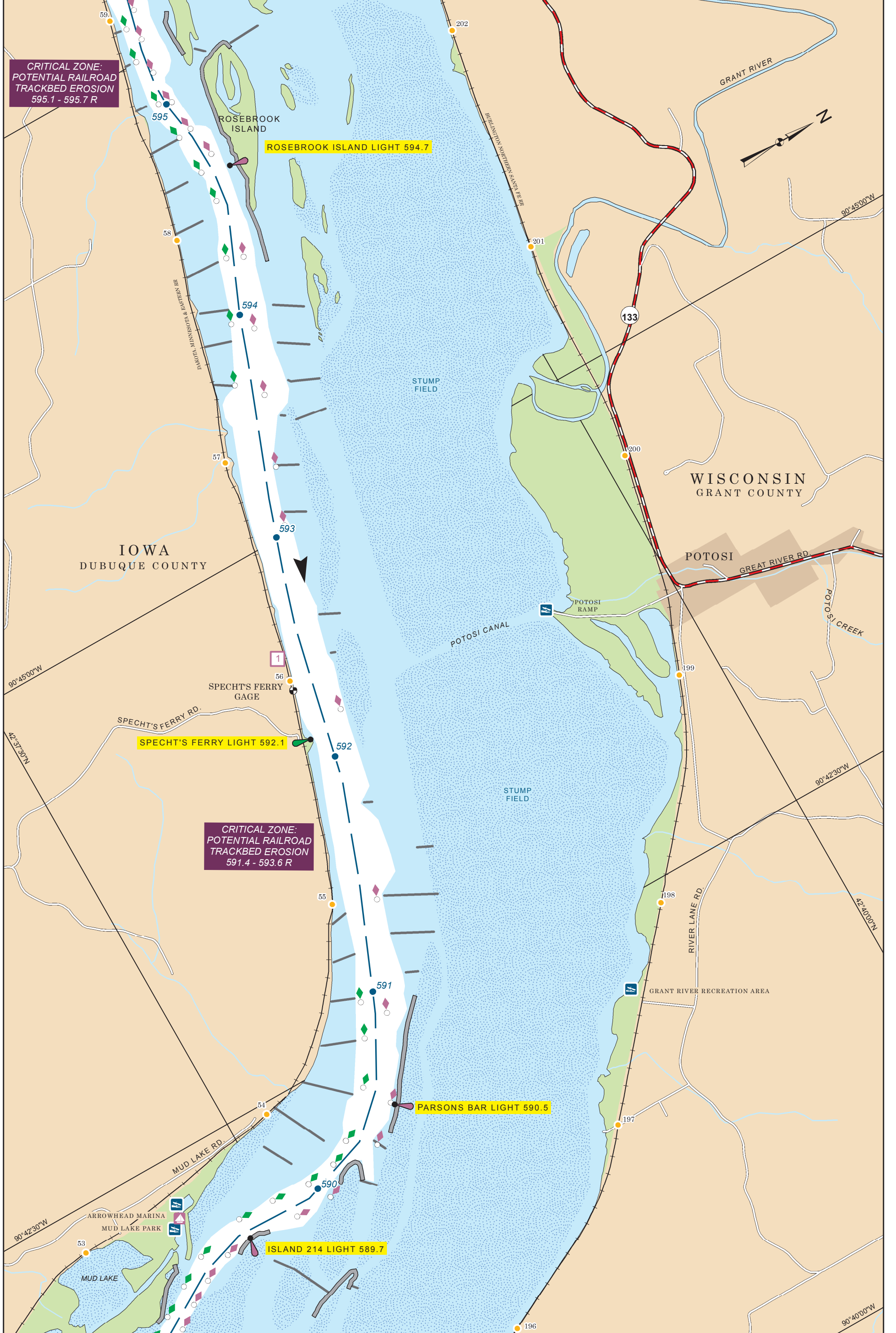


<i>FACILITIES</i>			
1 <i>Mid-American Power, E. J. Stoneman Plant Dock.</i>			

<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
606.3	<i>Aerial Crossing</i>	86.5'	<i>Unknown</i>



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CRITICAL ZONE:
POTENTIAL RAILROAD
TRACKBED EROSION
595.1 - 595.7 R

ROSEBROOK ISLAND LIGHT 594.7

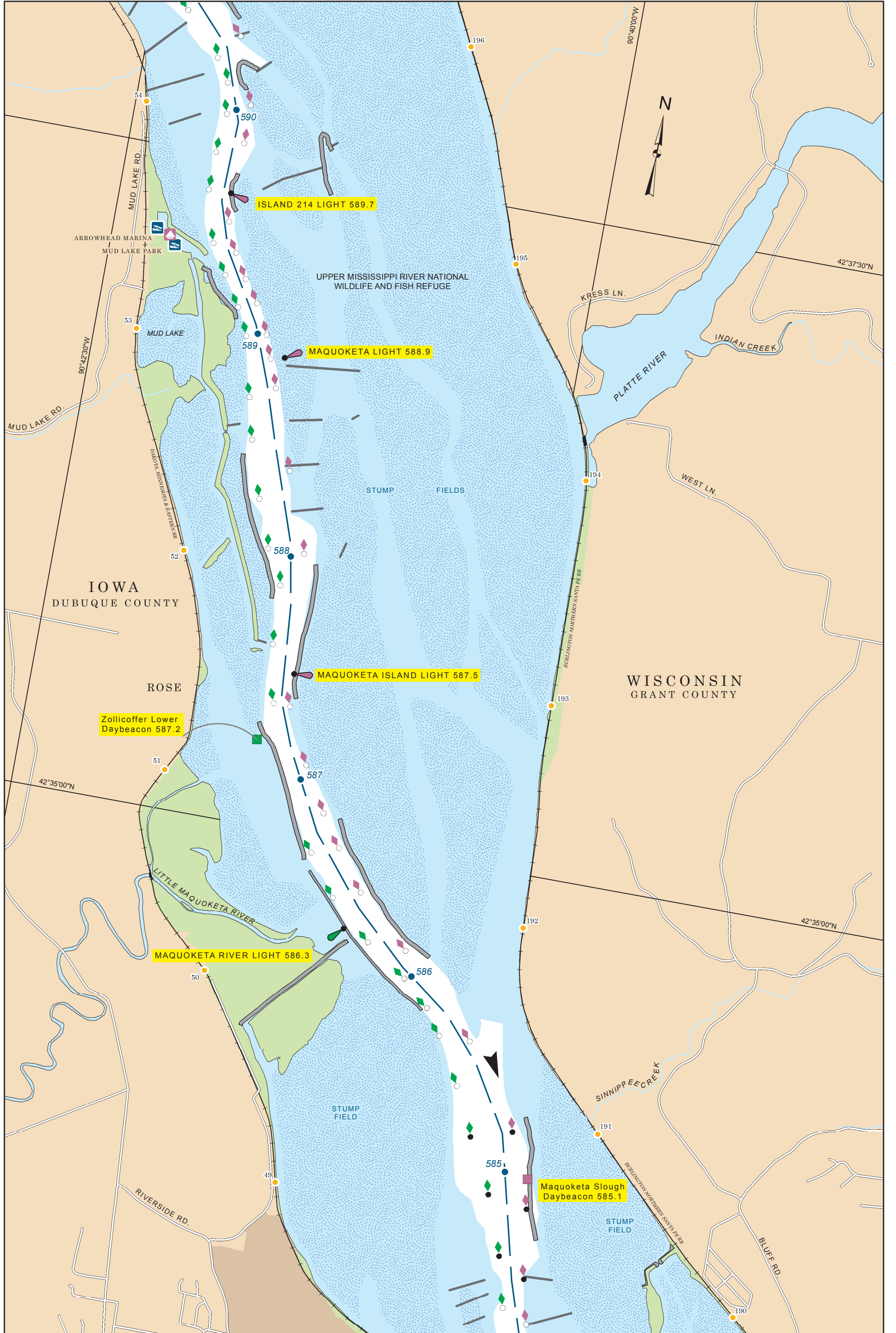
SPECHT'S FERRY LIGHT 592.1

CRITICAL ZONE:
POTENTIAL RAILROAD
TRACKBED EROSION
591.4 - 593.6 R

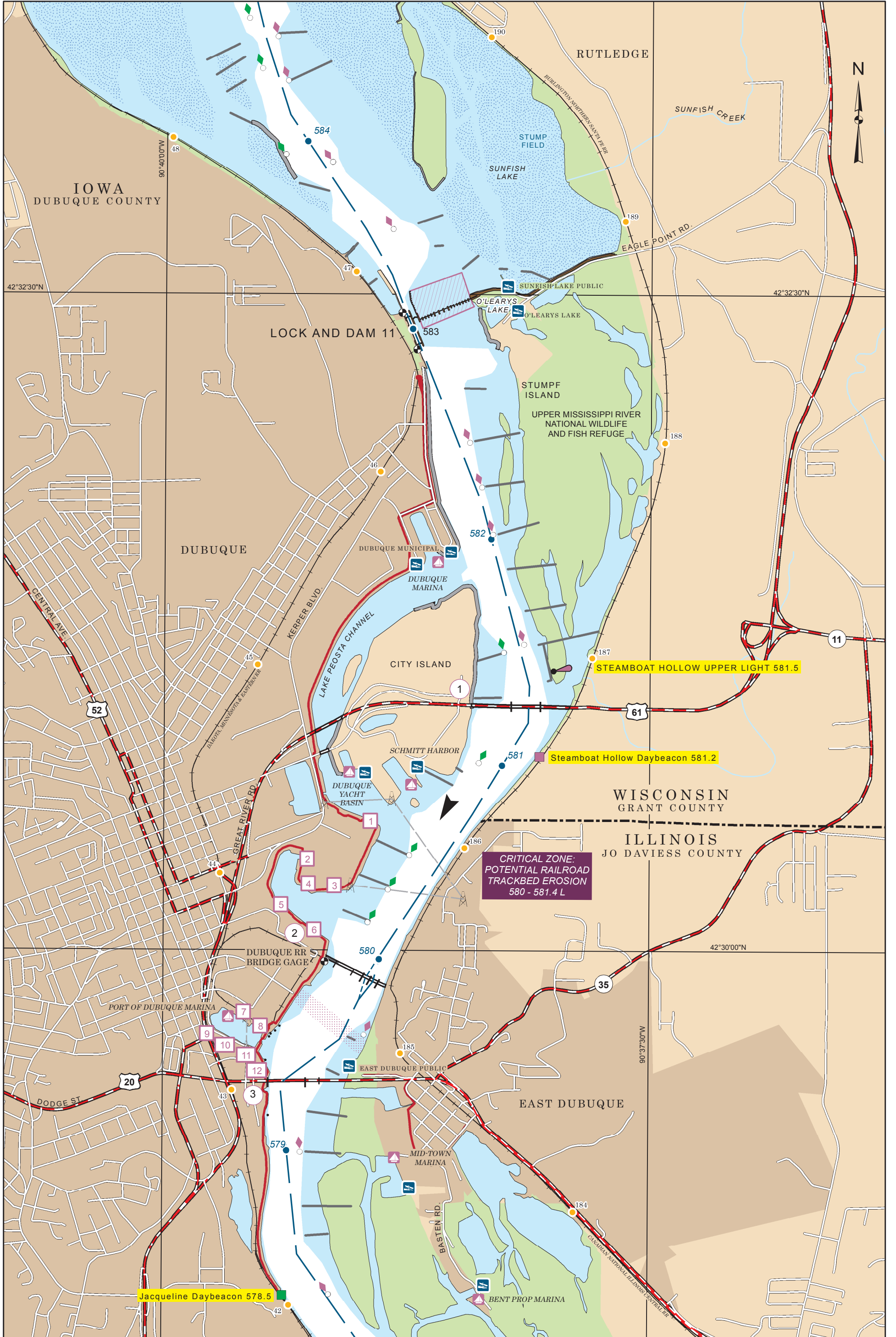
PARSONS BAR LIGHT 590.5

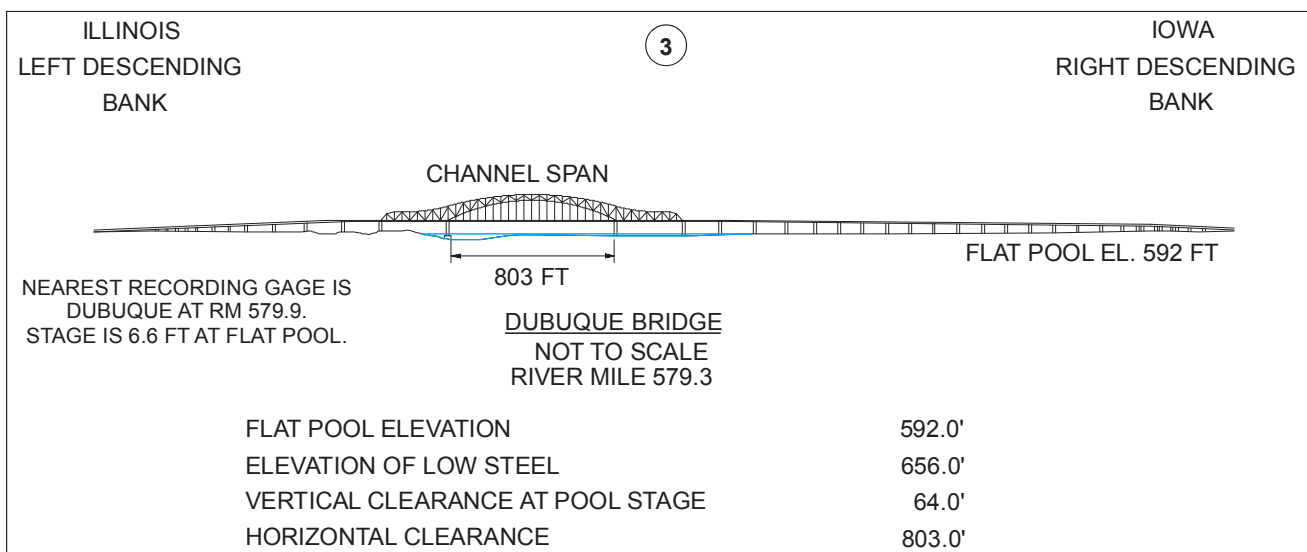
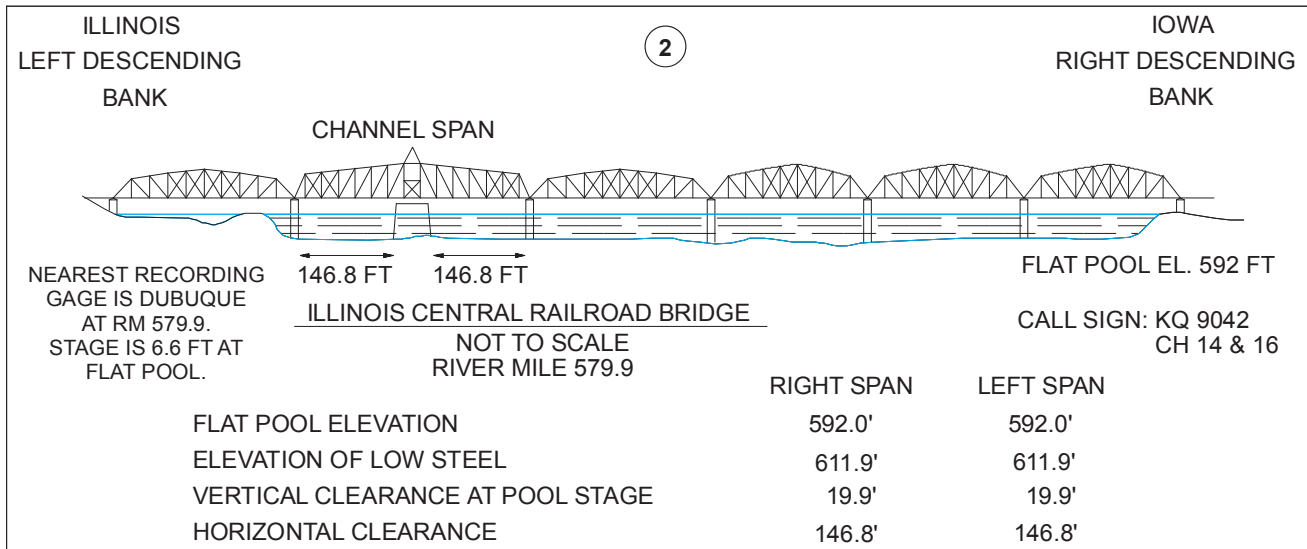
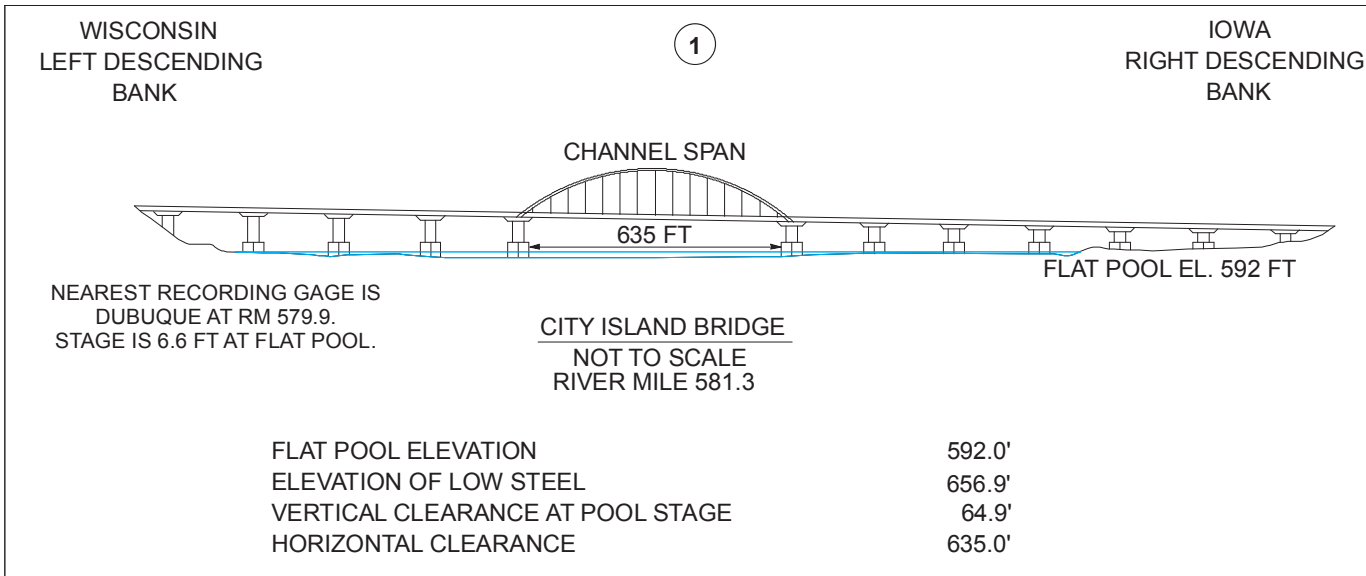
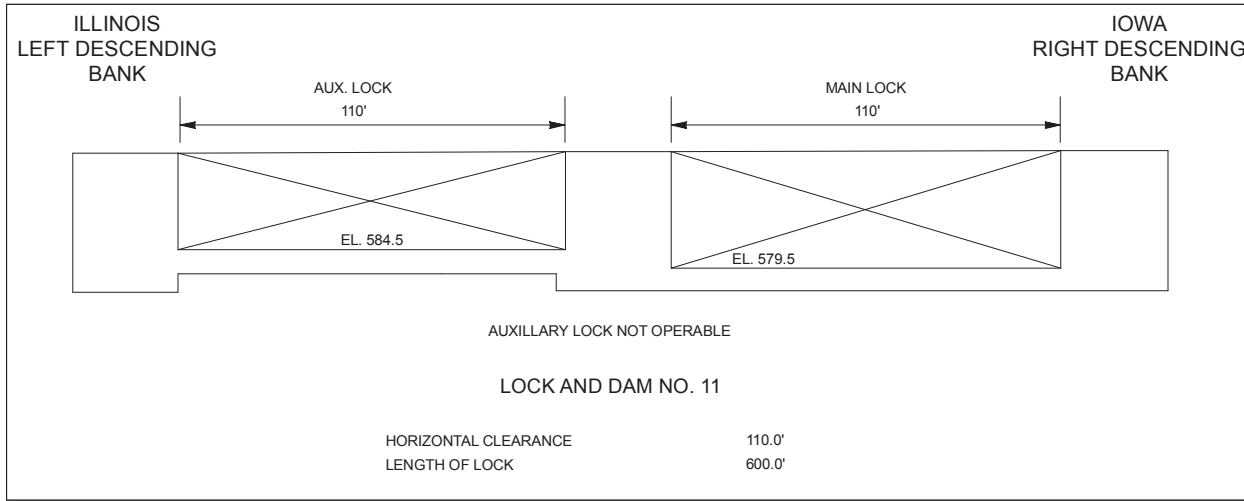
ISLAND 214 LIGHT 589.7

<i>FACILITIES</i>	
<i>1</i>	<i>Pattison Brothers, Dock No. 3 and Fleeting area.</i>



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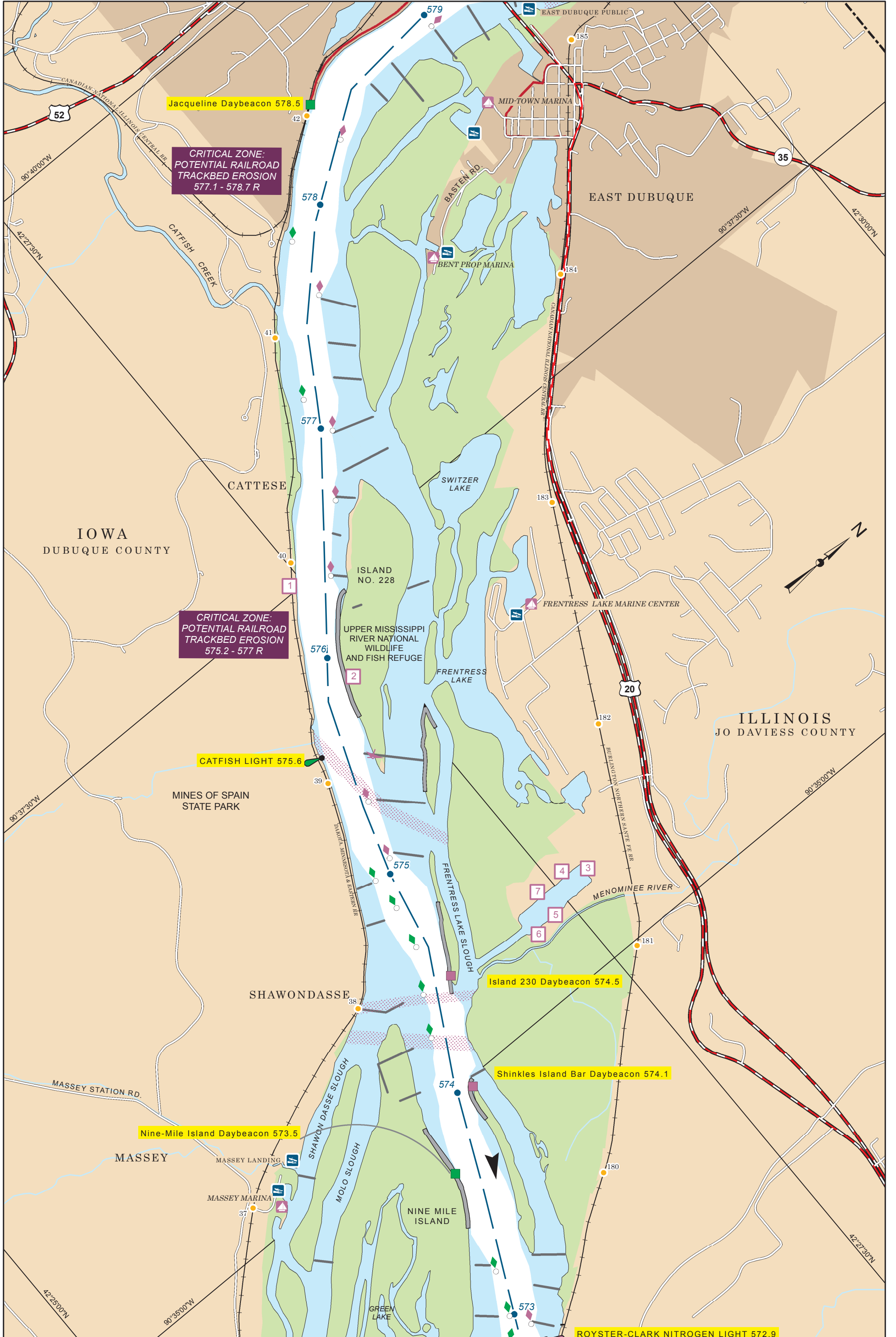


FACILITIES

- 1 Peavey, Dubuque, Fertilizer, Dock.
- 2 AGRI Grain Marketing, Dubuque, Wharf.
- 3 Koch Materials Co., Dubuque Terminal, Dock.
- 4 Newt Marine Service, Dove Fleet Mooring.
- 5 Interstate Power & Light Co., Dubuque Plant Coal Dock.
- 6 Peavey, Dubuque Bulk Materials, Wharf.
- 7 Dubuque Casino Boat Dock.
- 8 Spirit of Dubuque/Miss Dubuque River Cruises, Dock.
- 9 U.S. Coast Guard Cutter "WYACONDA" Moorings.
- 10 Dubuque Terminals, Dock B.
- 11 Newt Marine Service Dock.
- 12 Dubuque Terminals, Dock A.

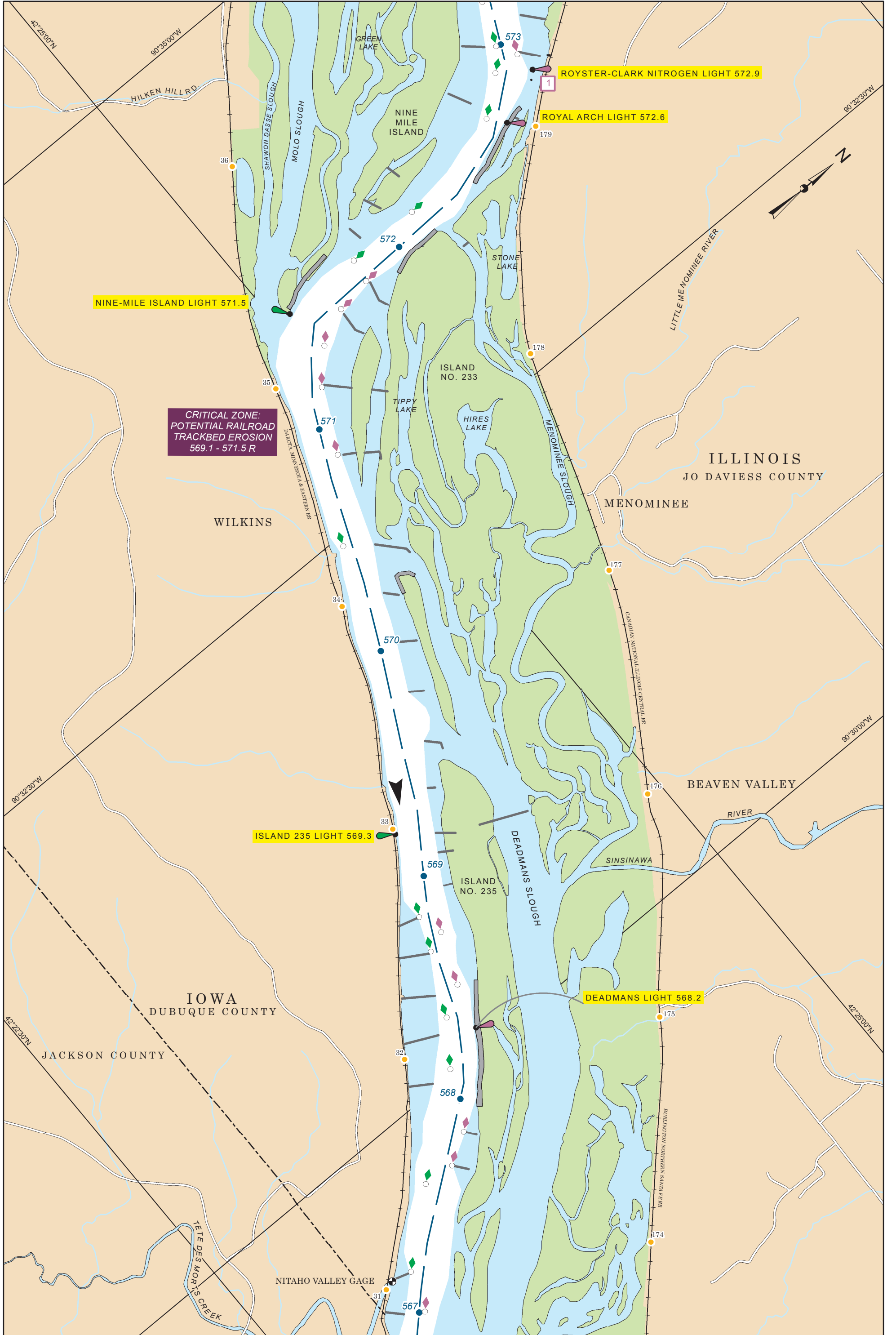
UTILITY CROSSING

Miles	Description	Vertical Clearance	Owner
580.5	Aerial Crossing	73.1'	Unknown
580.3	Aerial Crossing	Unknown	Unknown
579.7	Pipeline	Not Applicable	Tri State Telephone & Telegraph

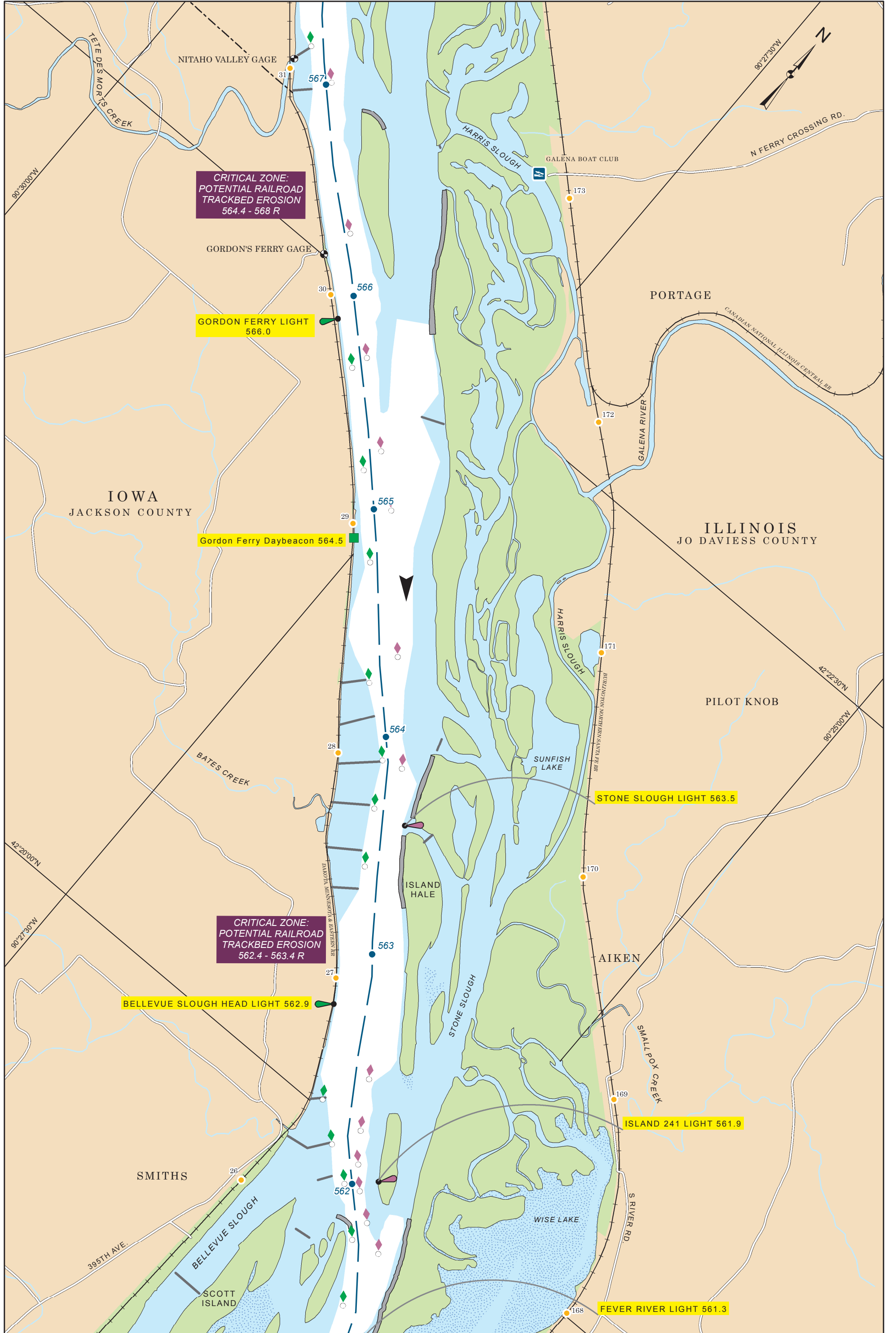


<i>FACILITIES</i>	
1	<i>Artco Fleeting Services, Mines of Spain Fleet</i>
2	<i>Newt Marine Service, Catfish Fleet</i>
3	<i>I.E.I. Barge Services, Coal Wharf.</i>
4	<i>Consolidated Grain and Barge Co., East Dubuque, Grain Elevator Wharf.</i>
5	<i>I.E.I. Barge Services, Bulk Materials Wharf.</i>
6	<i>Aggregate Materials Co. Inc., East Dubuque Wharf.</i>
7	<i>I.E.I. Barge Services, Inc., Fertilizer Wharf.</i>

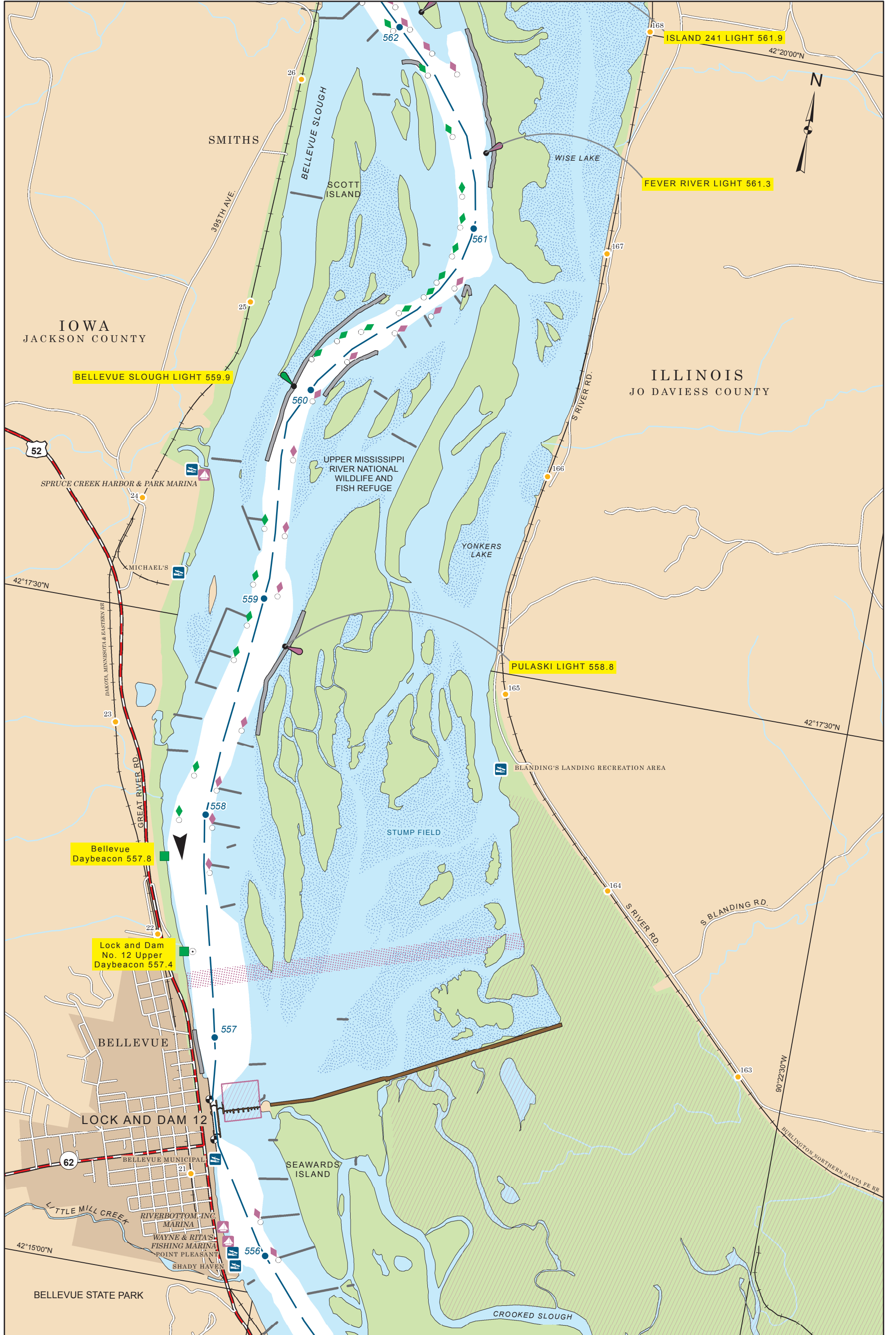
<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
575.4	<i>Pipeline</i>	<i>Not Applicable</i>	<i>Amoco Oli Co.</i>
574.4	<i>Pipeline</i>	<i>Not Applicable</i>	<i>Enterprise Products Operating LLC</i>
574.2	<i>Pipeline</i>	<i>Not Applicable</i>	<i>Northern Natural Gas Co.</i>

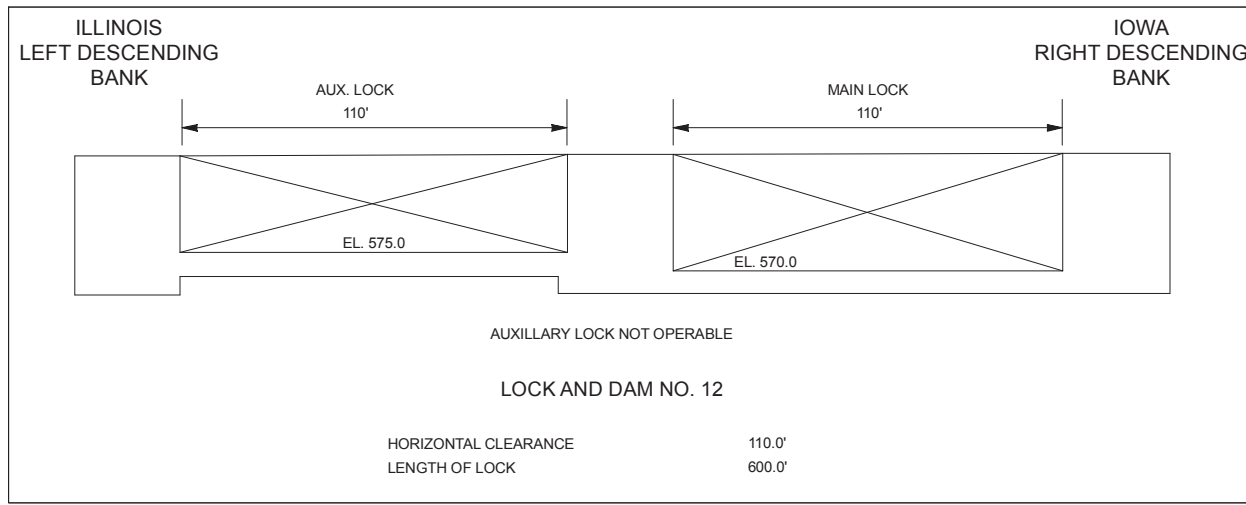


<i>FACILITIES</i>	
<i>1</i>	<i>Royster-Clark Nitrogen Co., East Dubuque Plant Dock.</i>

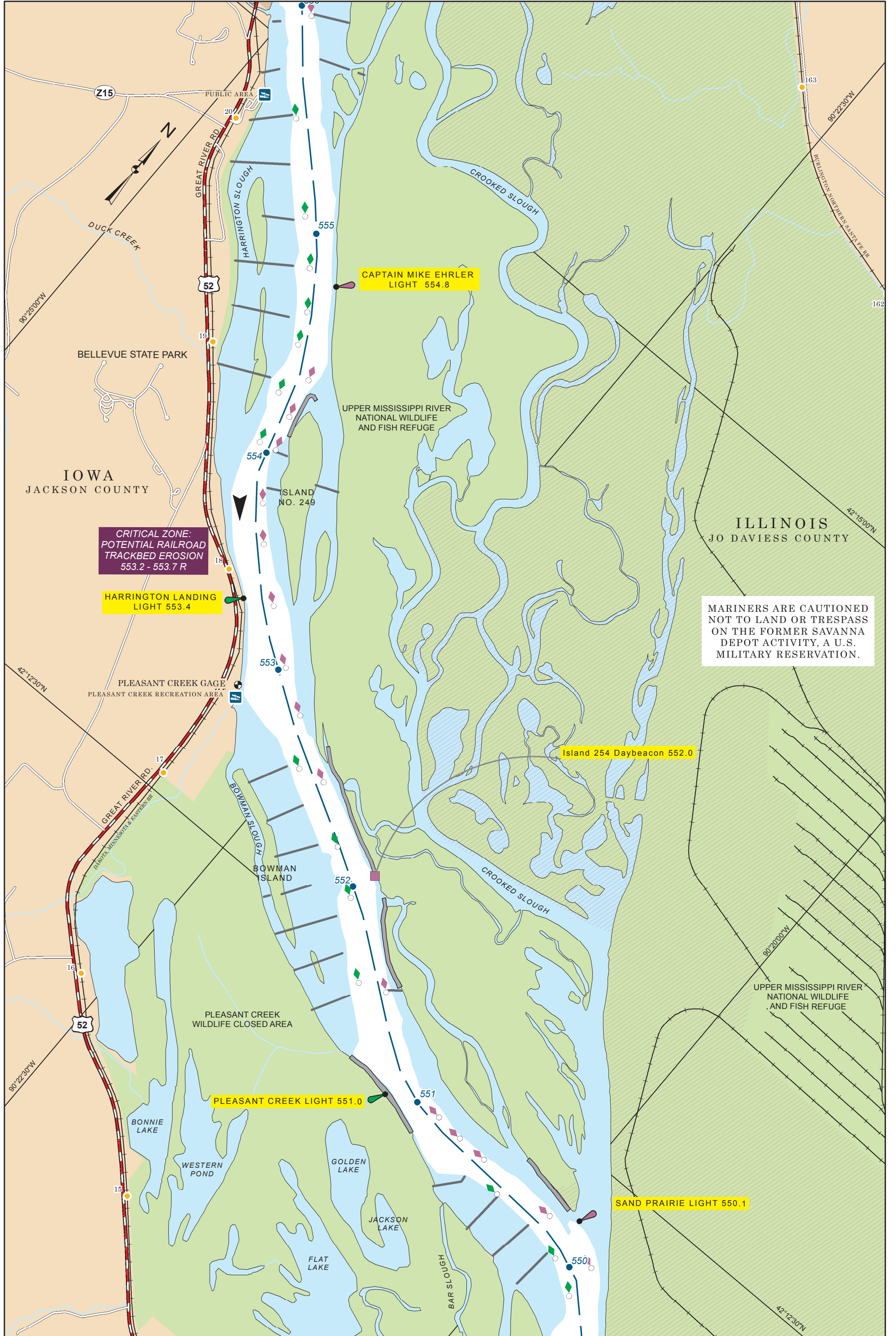


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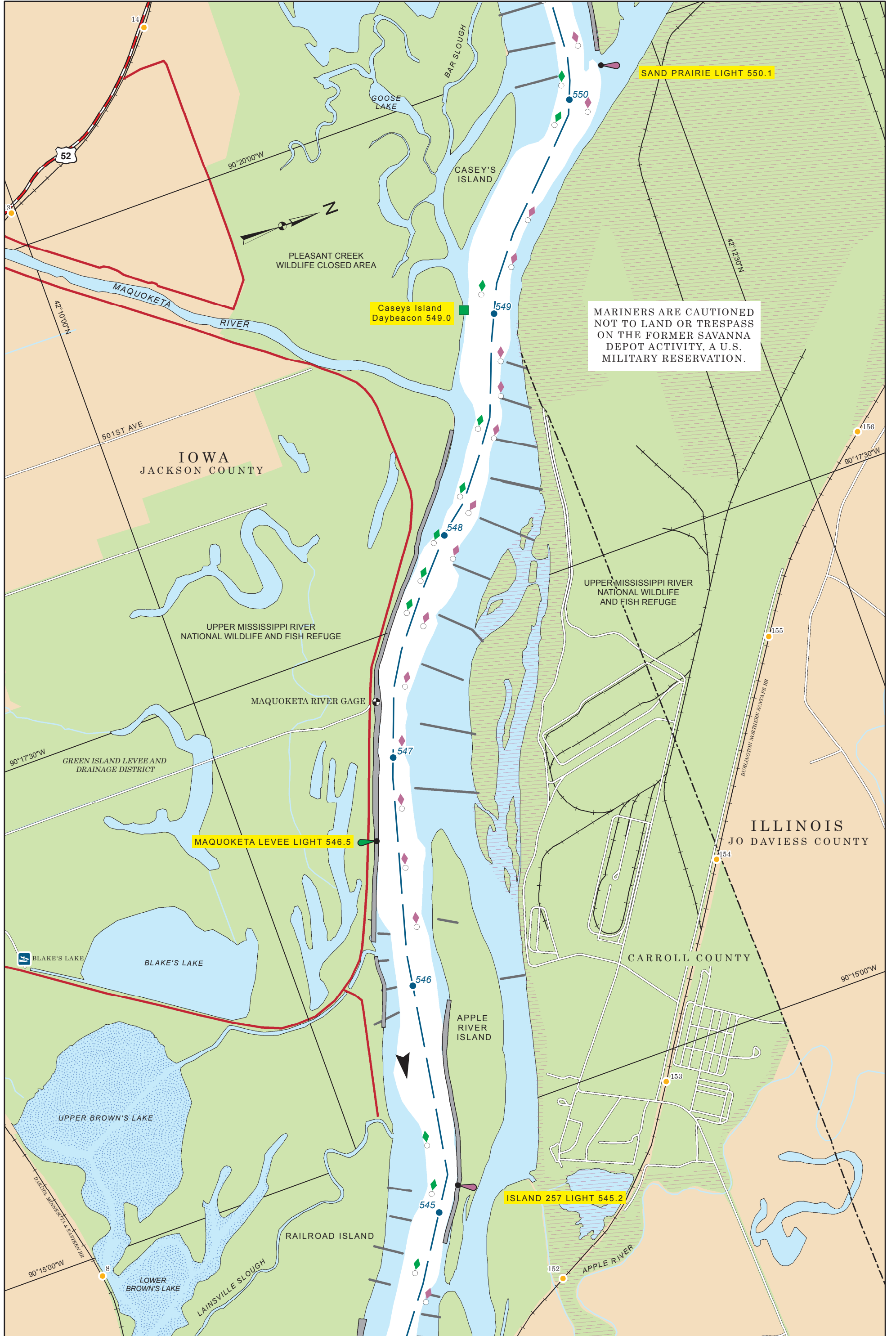
UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
557.3	Pipeline	Not Applicable	Interstate Power Co.



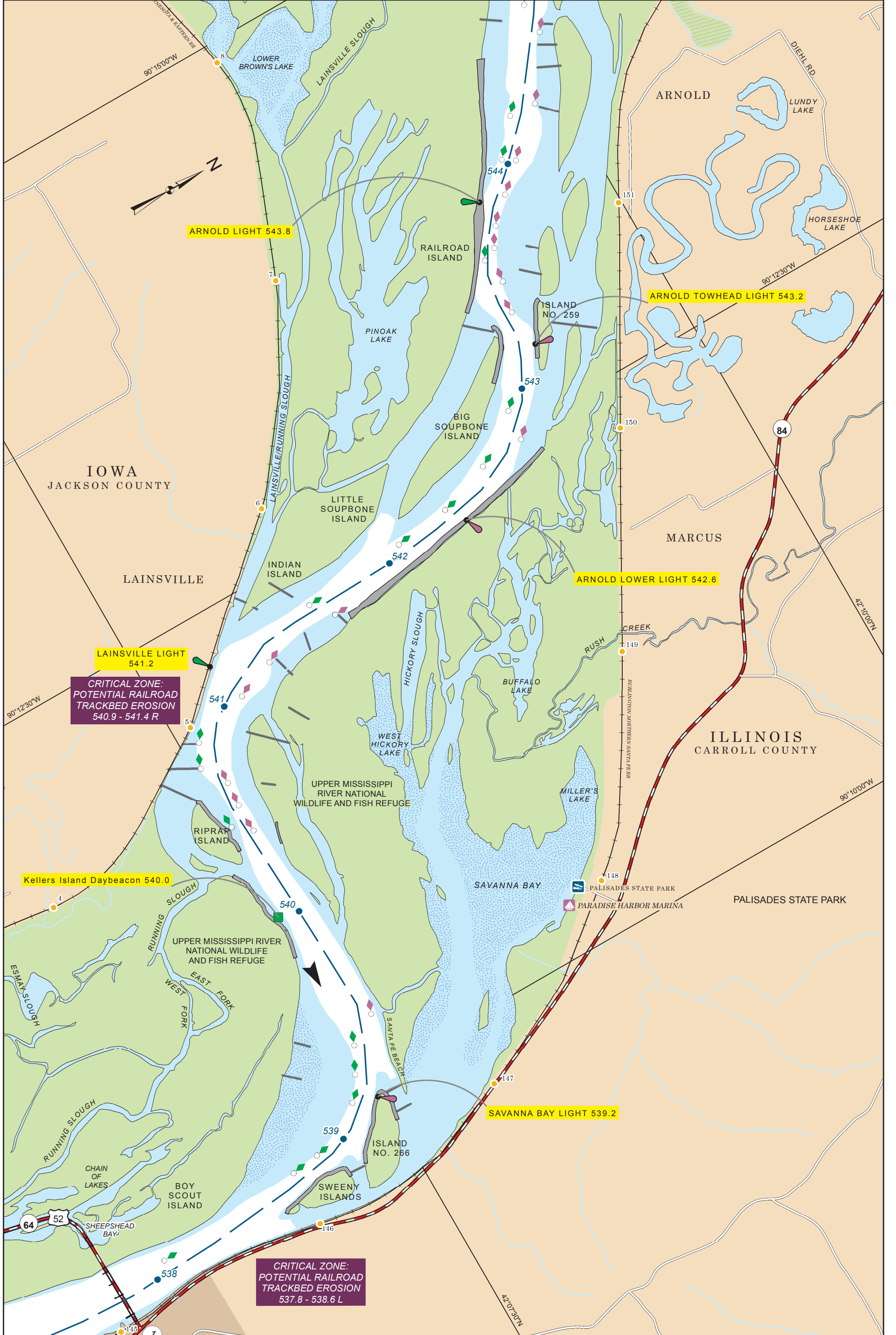
**CRITICAL ZONE:
POTENTIAL RAILROAD
TRACKBED EROSION
553.2 - 553.7 R**

MARINERS ARE CAUTIONED
NOT TO LAND OR TRESPASS
ON THE FORMER SAVANNA
DEPOT ACTIVITY, A U.S.
MILITARY RESERVATION.

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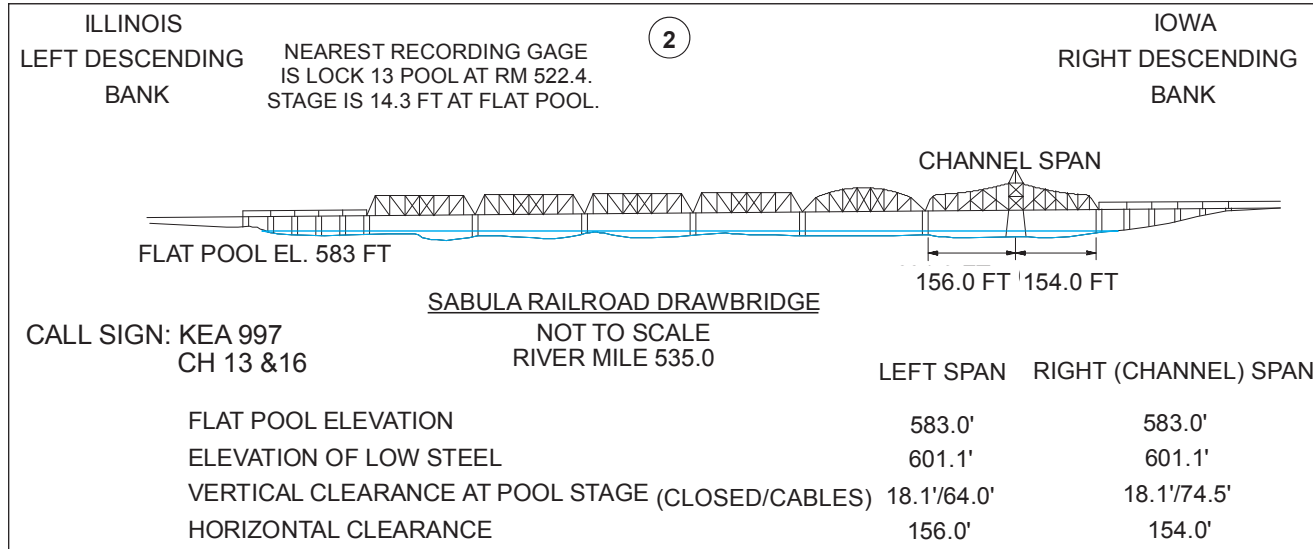
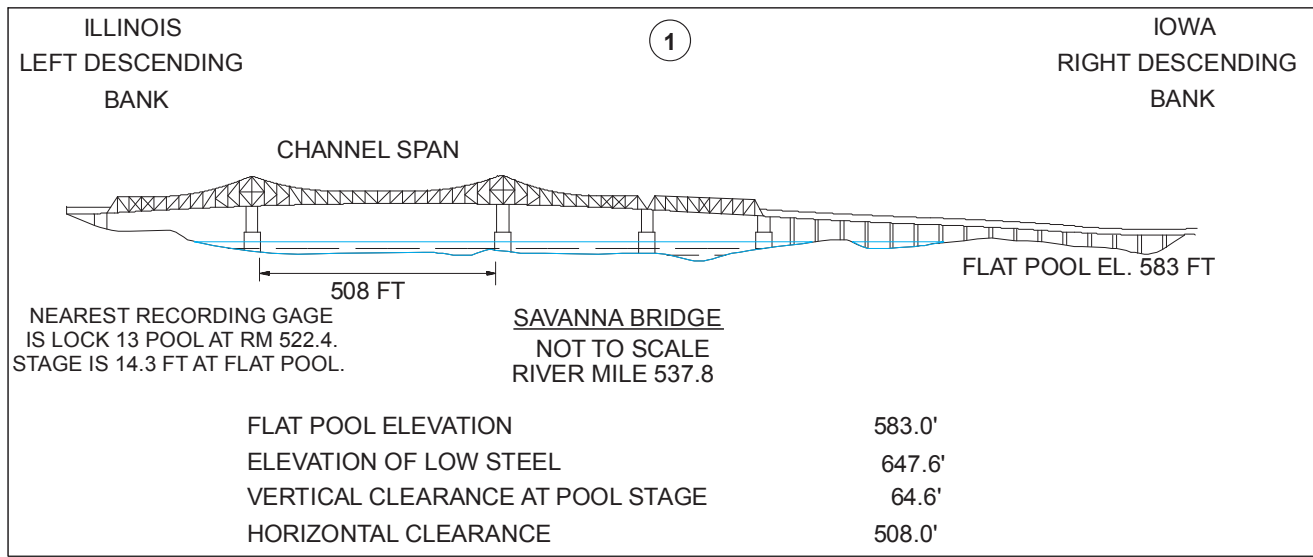
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CRITICAL ZONE:
POTENTIAL RAILROAD
TRACKBED EROSION
537.8 - 538.6 L

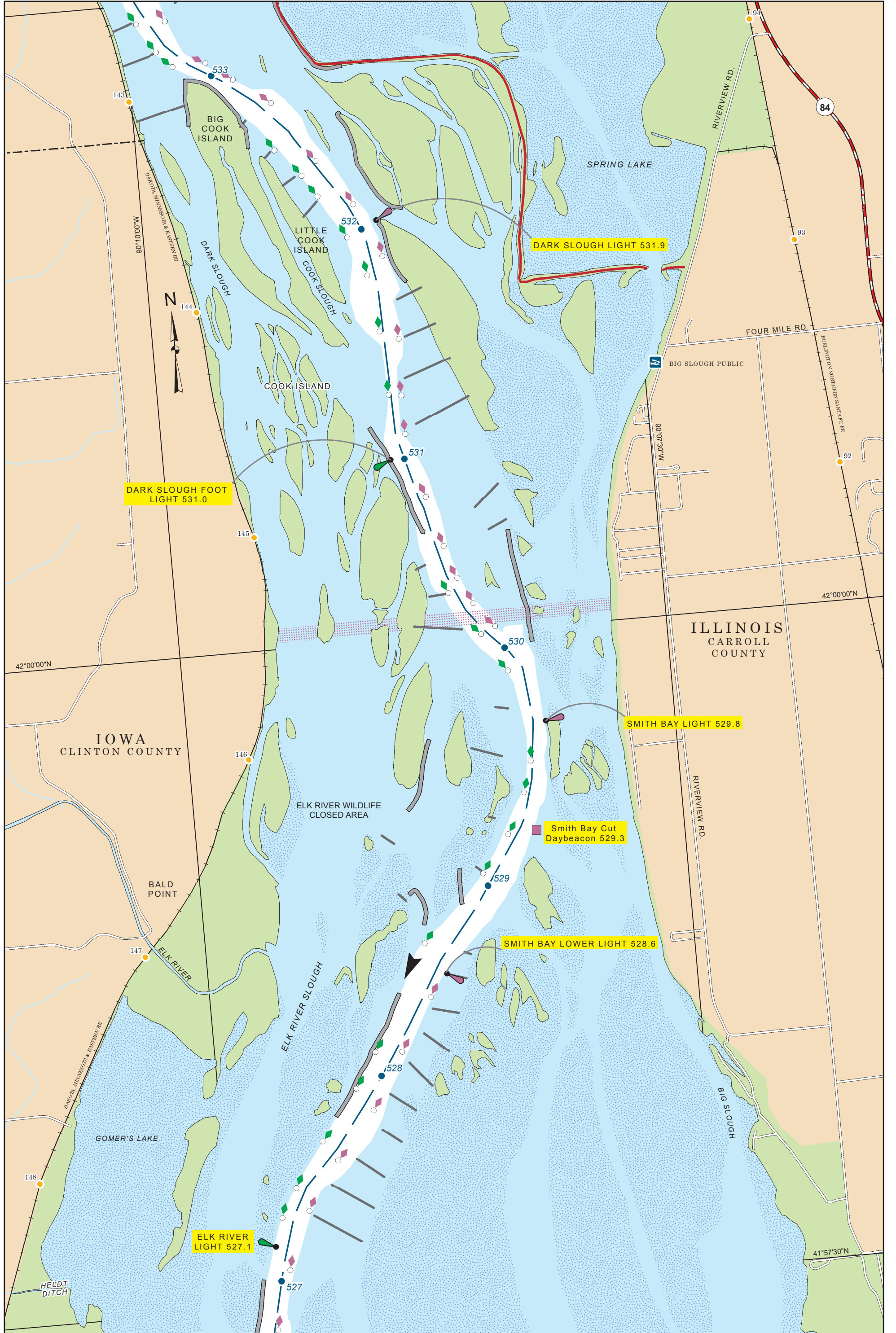
SABULA LIGHT 536.1

SABULA LOWER LIGHT 533.6

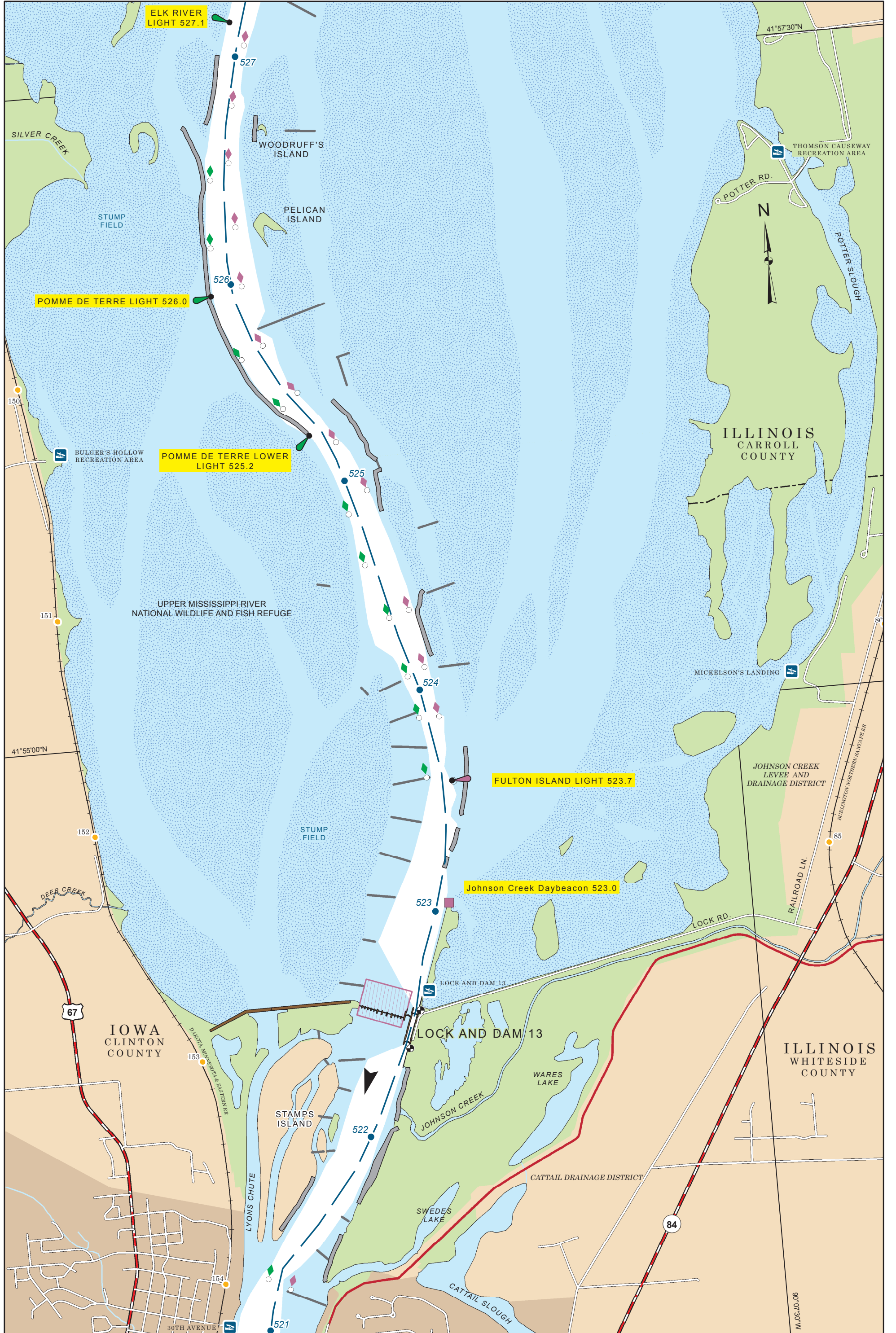


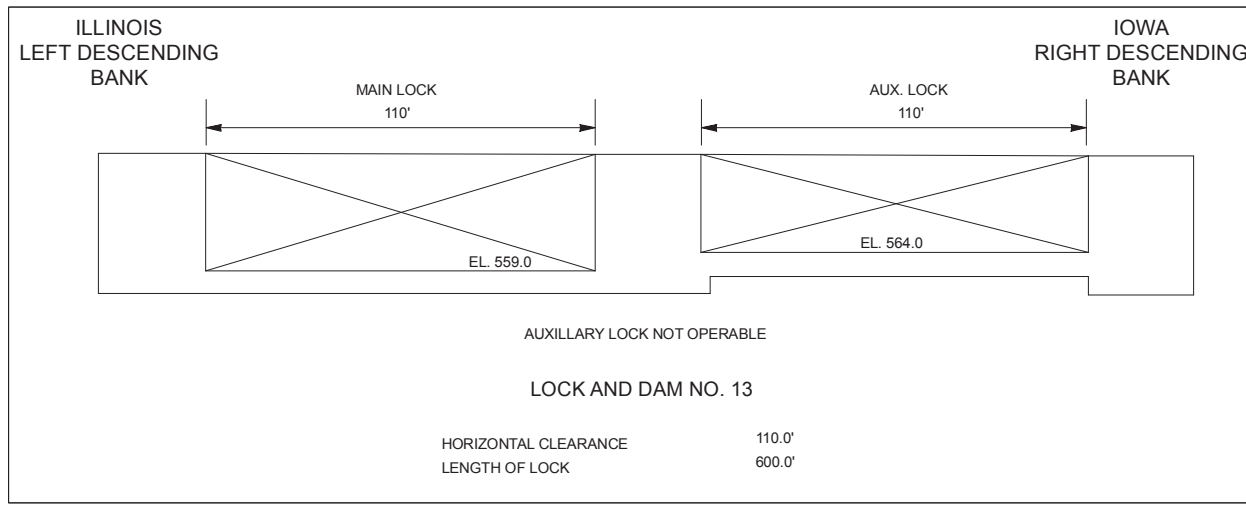
FACILITIES	
1	Consolidated Grain & Barge Co., Savanna Grain Elevator Dock.
2	Newt Marine Service, Savanna Dock.

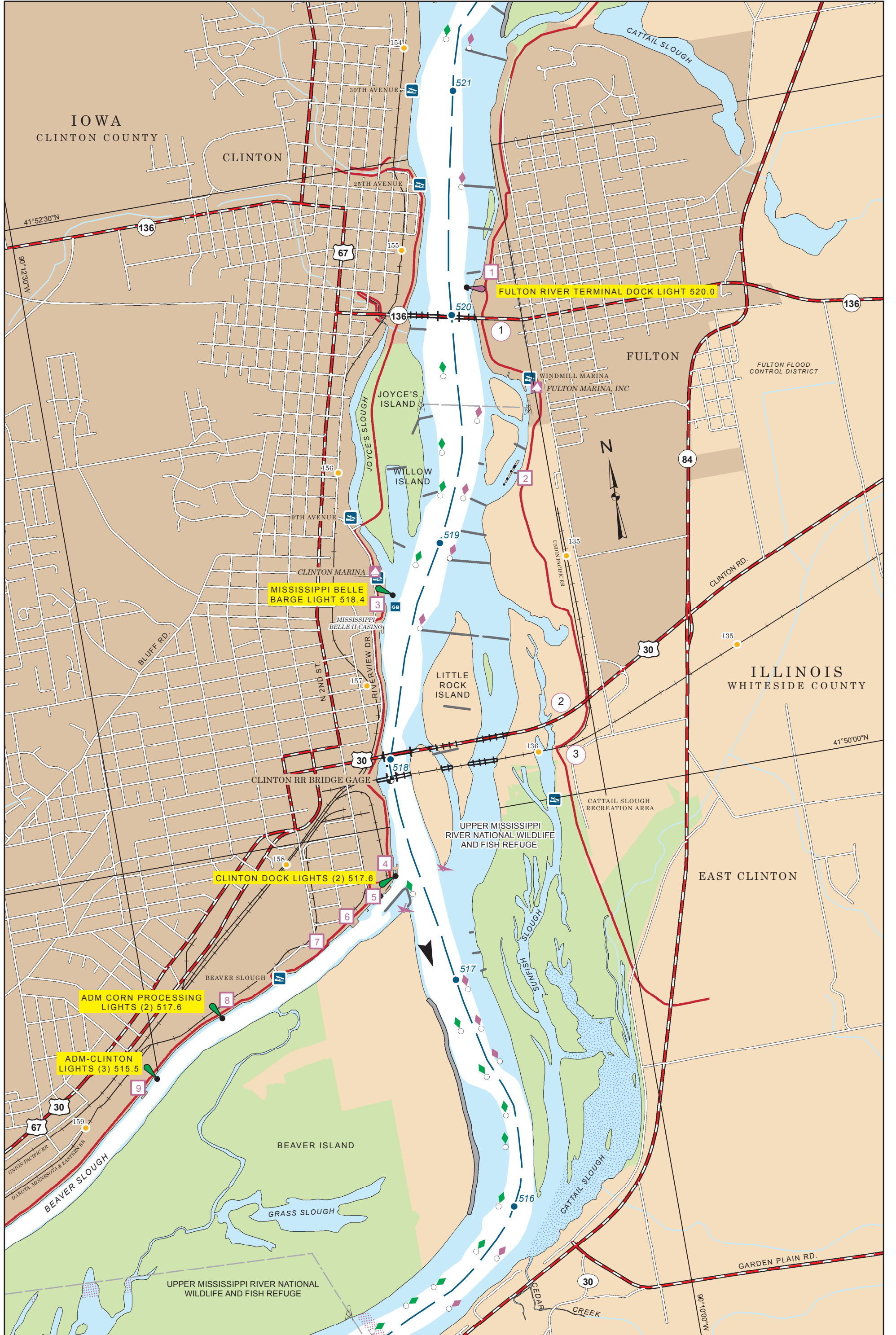
UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
536.9	Pipeline	Not Applicable	Northern Natural Gas Co.

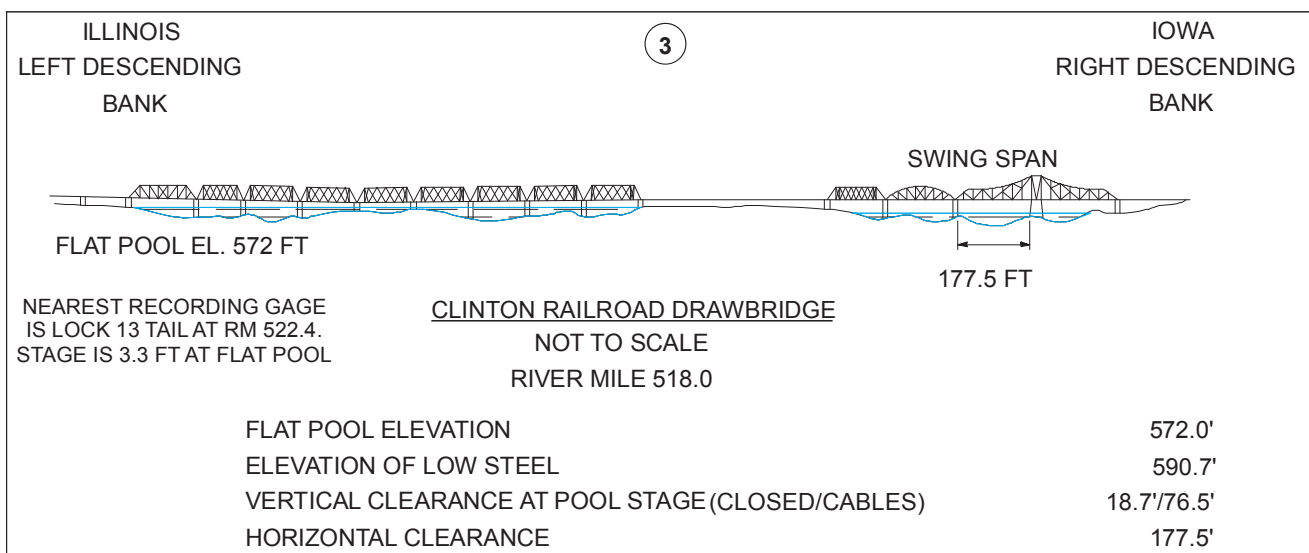
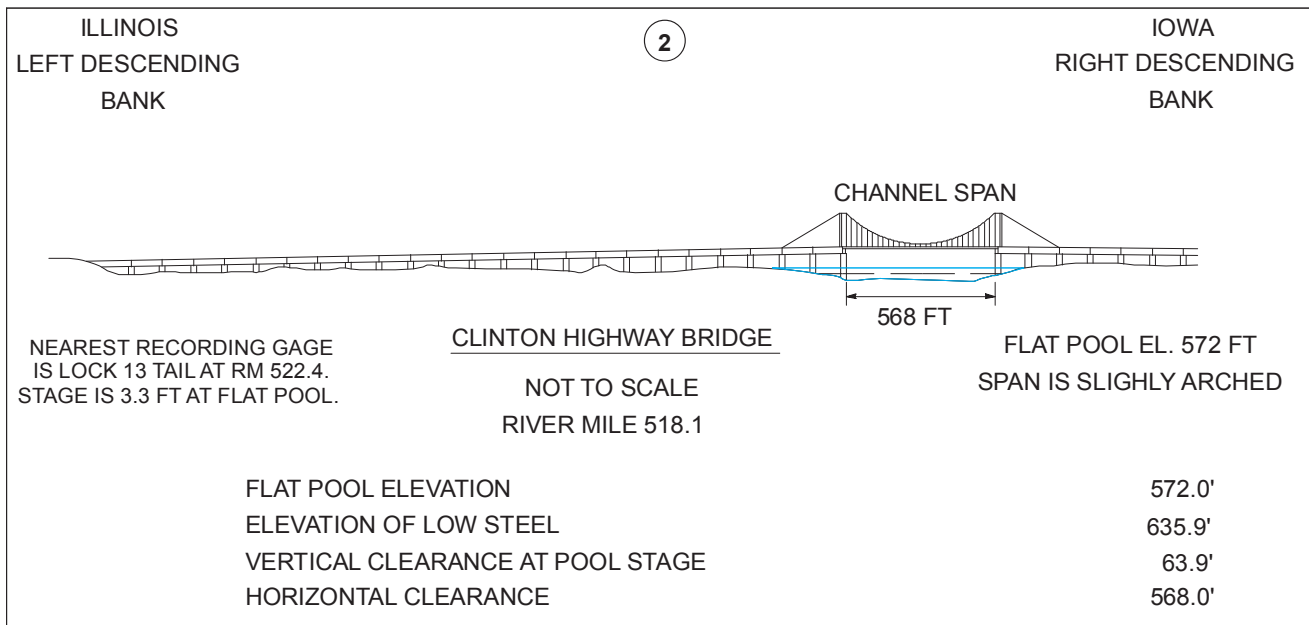
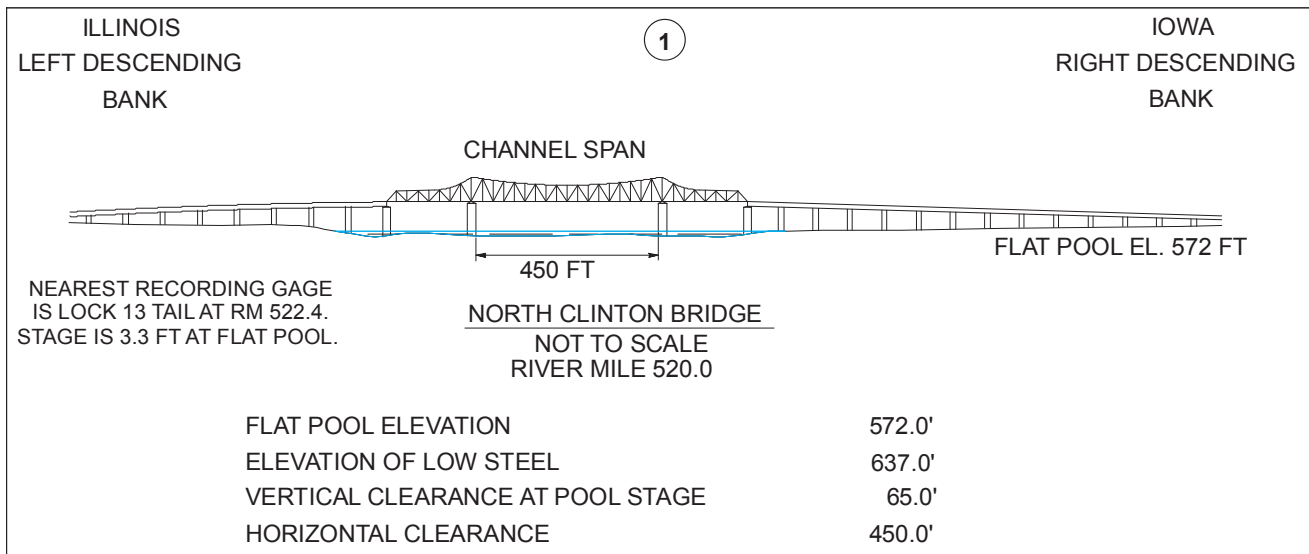


<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
530.2	Pipeline	Not Applicable	American Telephone and Telegraph



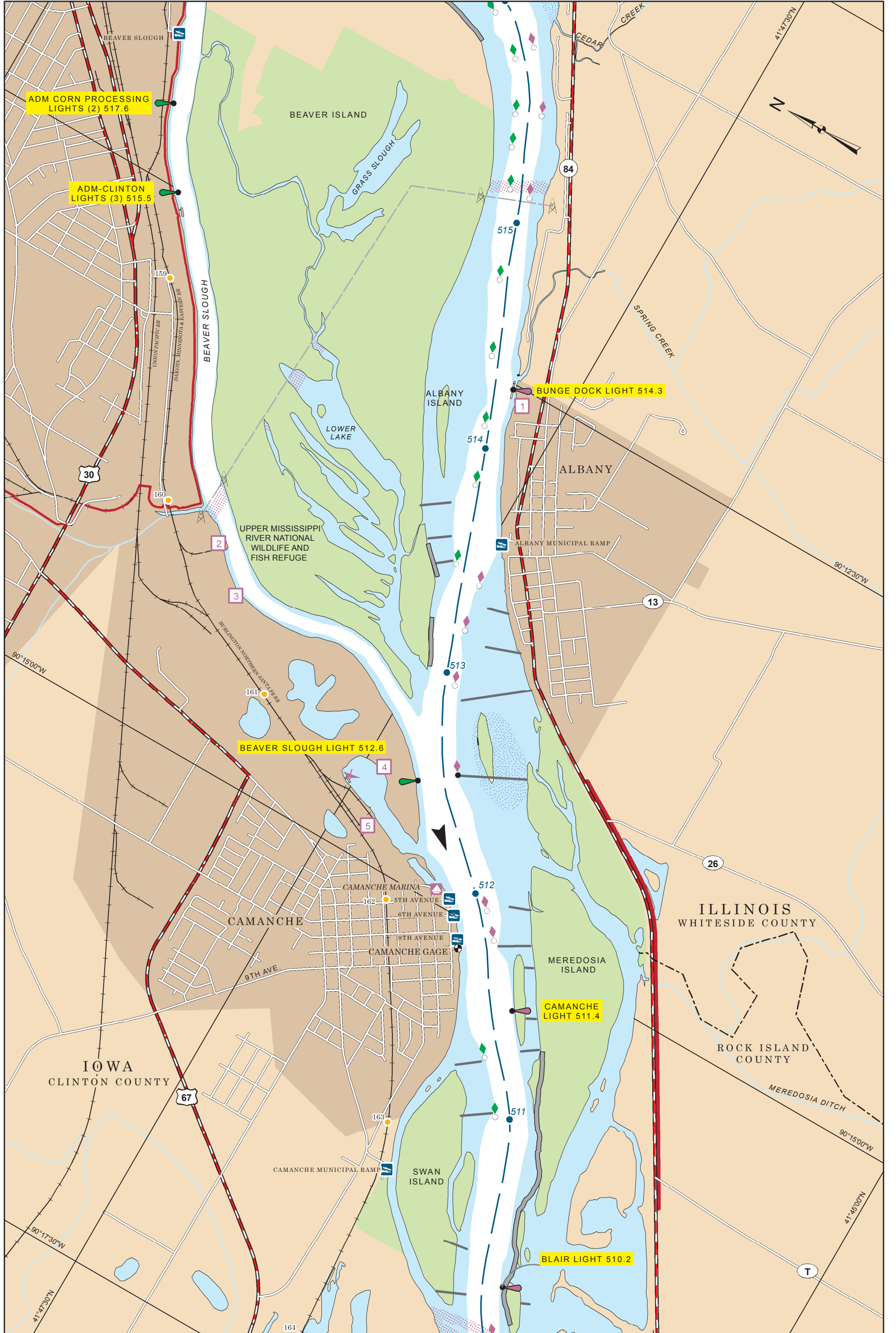






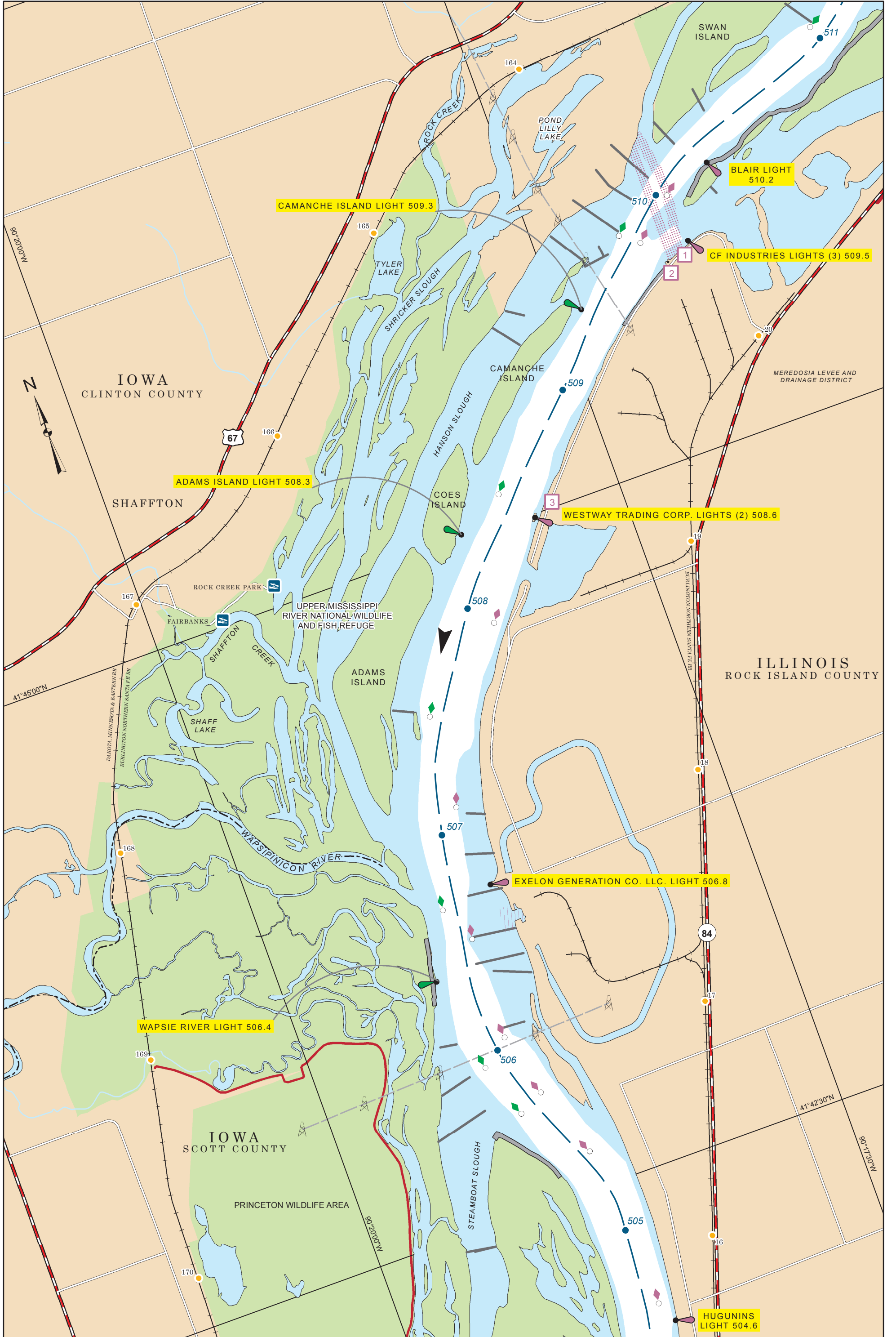
FACILITIES	
1	<i>Fulton River Terminal Dock.</i>
2	<i>AGRI Grain Marketing, Fulton Dock.</i>
3	<i>Clinton Showboat Landing.</i>
4	<i>Clinton Municipal Unloading Dock.</i>
5	<i>Clinton Municipal Loading Dock.</i>
6	<i>Artco Fleeting Services, Service, Dock</i>
7	<i>ADM/Growmark, Clinton River Terminal Dock.</i>
8	<i>ADM Corn Processing, Clinton Plant, Liquid-Handling Dock.</i>
9	<i>ADM Corn Processing, Clinton Plant, Corn- Pellet-Loading Dock</i>

UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
519.6	Aerial Crossing	Unknown	U.S. West



<i>FACILITIES</i>	
1	<i>Bunge North America, Albany Elevator Dock.</i>
2	<i>Interstate Power & Light Co., M. L. Kapp Plant Wharf.</i>
3	<i>Vertex Chemical Corp., Camanche Plant, Dock.</i>
4	<i>Artco Fleeting Services, Camanche Fleet Moorings.</i>
5	<i>Determann Industries Dock.</i>

<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
515.1	<i>Aerial Crossing</i>	<i>88.0'</i>	<i>Interstate Power Co.</i>
515.1	<i>Pipeline</i>	<i>Not Applicable</i>	<i>Alliant Energy Co.</i>

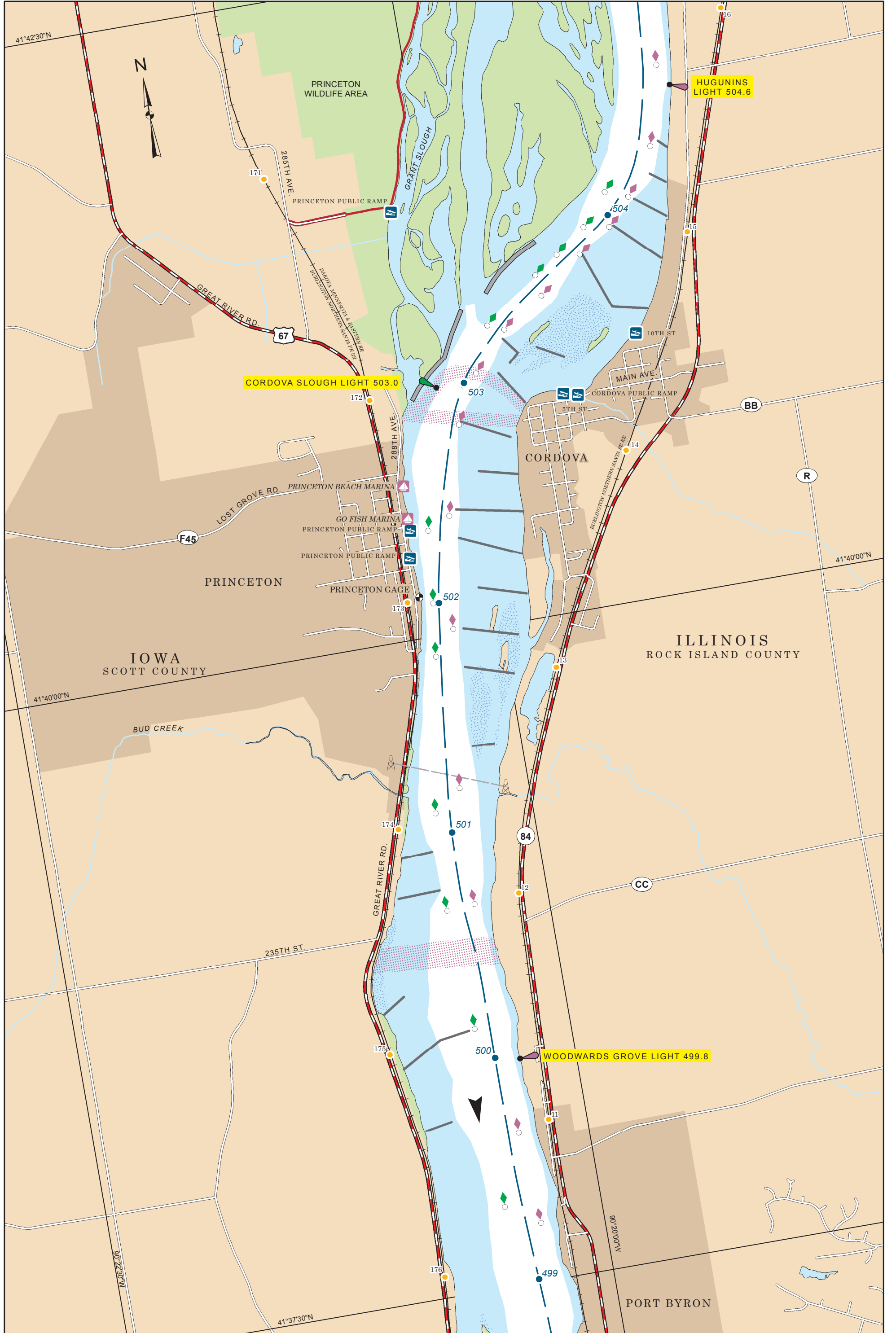


FACILITIES

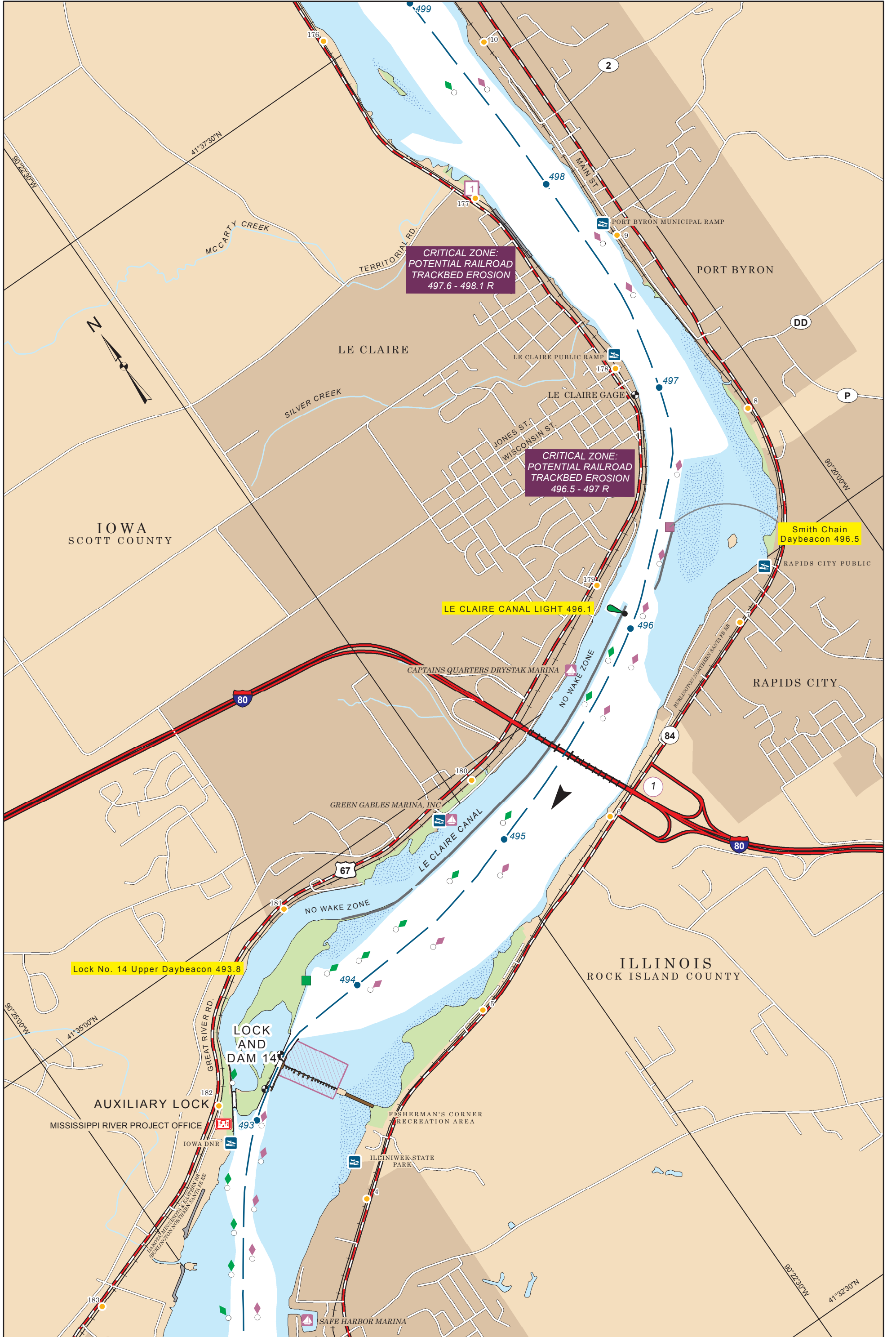
- | | |
|---|---|
| 1 | <i>CF Industries, Inc., North Cordova Upper Dock.</i> |
| 2 | <i>CF Industries, Inc., North Cordova Warehouse Dock.</i> |
| 3 | <i>Westway Trading Corp., Cordova Terminal Dock.</i> |

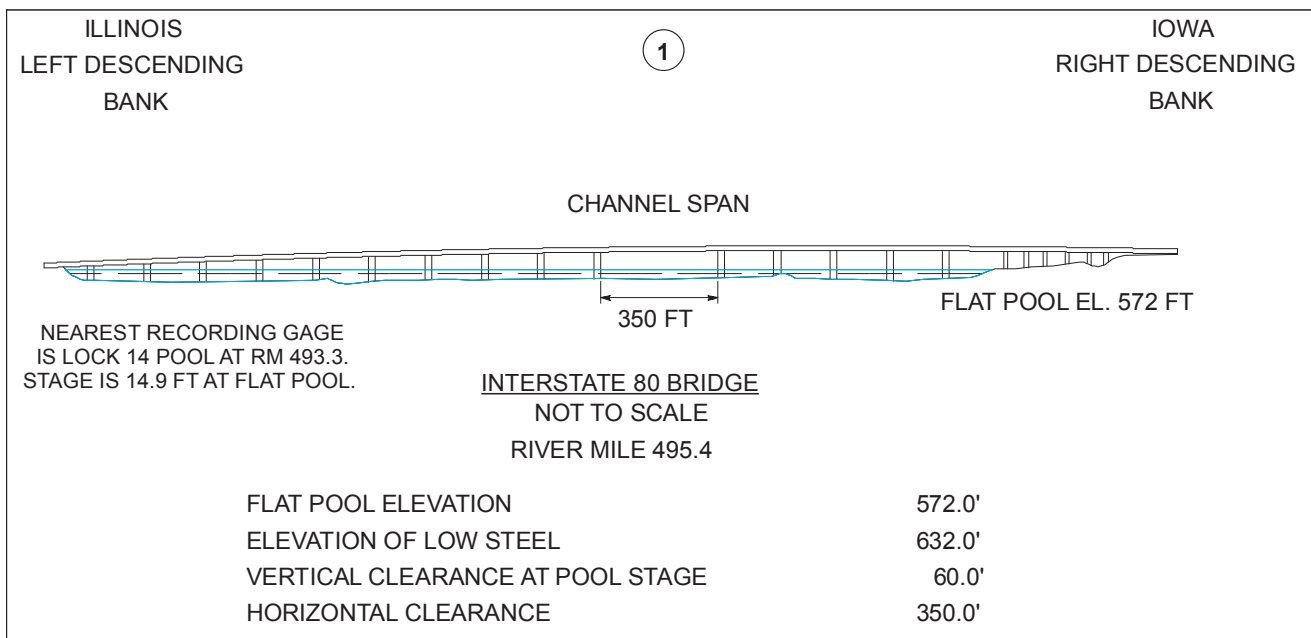
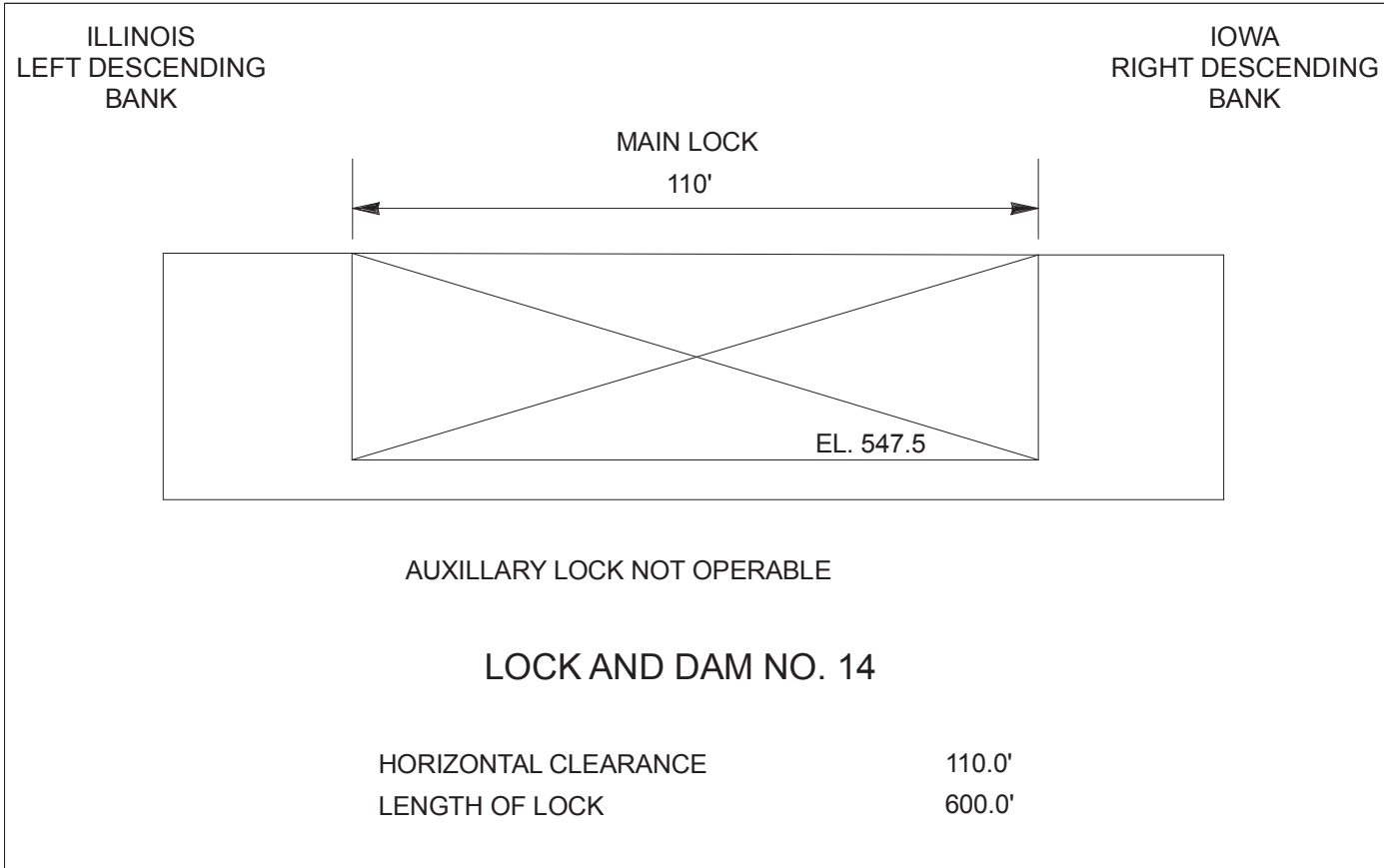
UTILITY CROSSING

<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
510.0	<i>Pipeline</i>	<i>Not Applicable</i>	<i>Kinder Morgan Cochin LLC</i>
509.9	<i>Pipeline</i>	<i>Not Applicable</i>	<i>Enterprise Products Operating LLC</i>
509.5	<i>Aerial Crossing</i>	<i>89.4'</i>	<i>Interstate Power Co.</i>
506.0	<i>Aerial Crossing</i>	<i>77.0'</i>	<i>Commonwealth Edison</i>

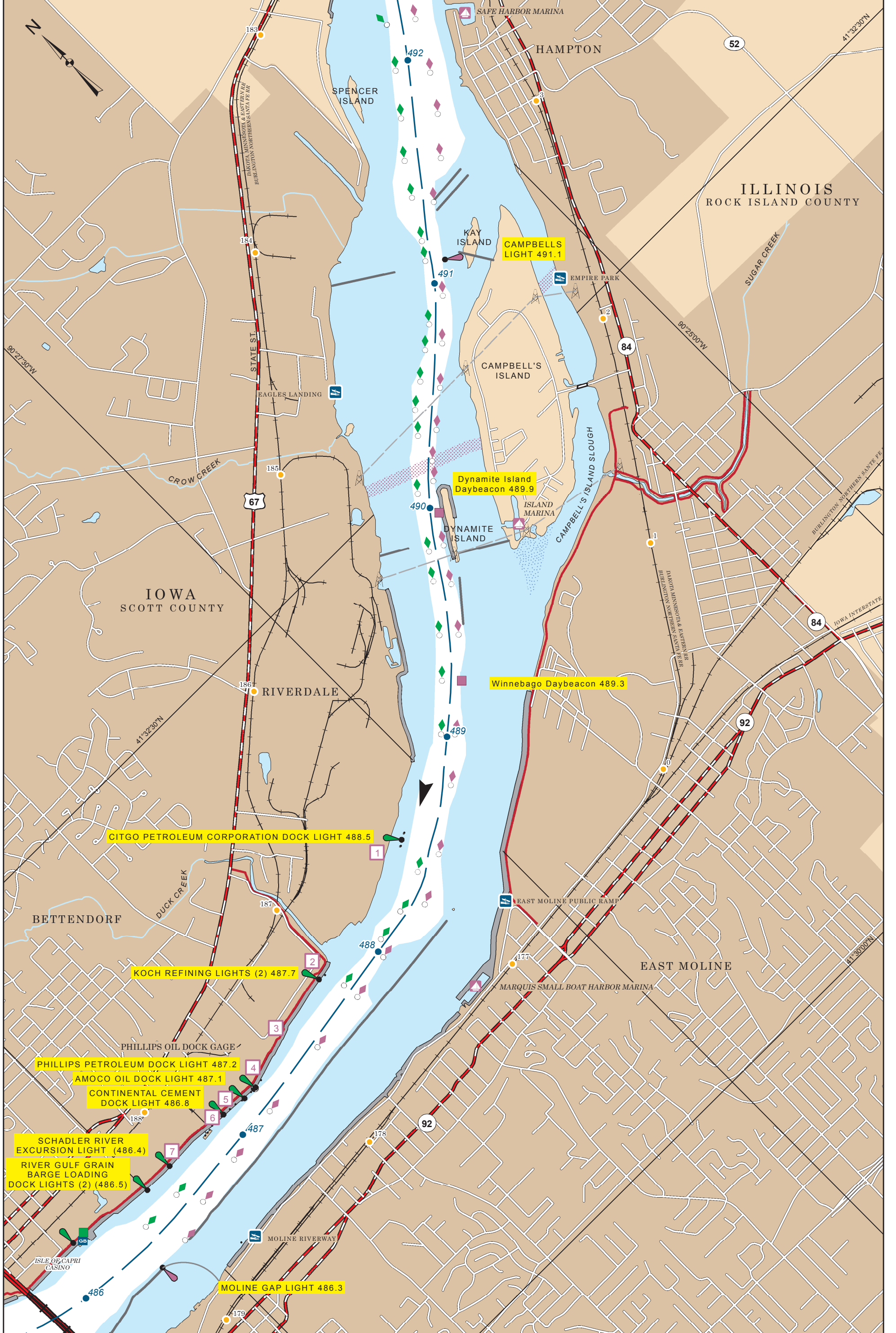


<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
503.0	Pipeline	Not Applicable	Magellan Pipeline Company, LP
502.8	Pipeline	Not Applicable	Magellan Pipeline Company, LP
501.3	Aerial Crossing	76.0'	Mid American Energy Co.
500.5	Pipeline	Not Applicable	Alliance Pipeline LTD & Northern Border Pipeline Co.
500.4	Pipeline	Not Applicable	Oneok NGL Pipeline LP





FACILITIES	
1	Riverstone Group, Leclaire Quarry, Barge Dock.

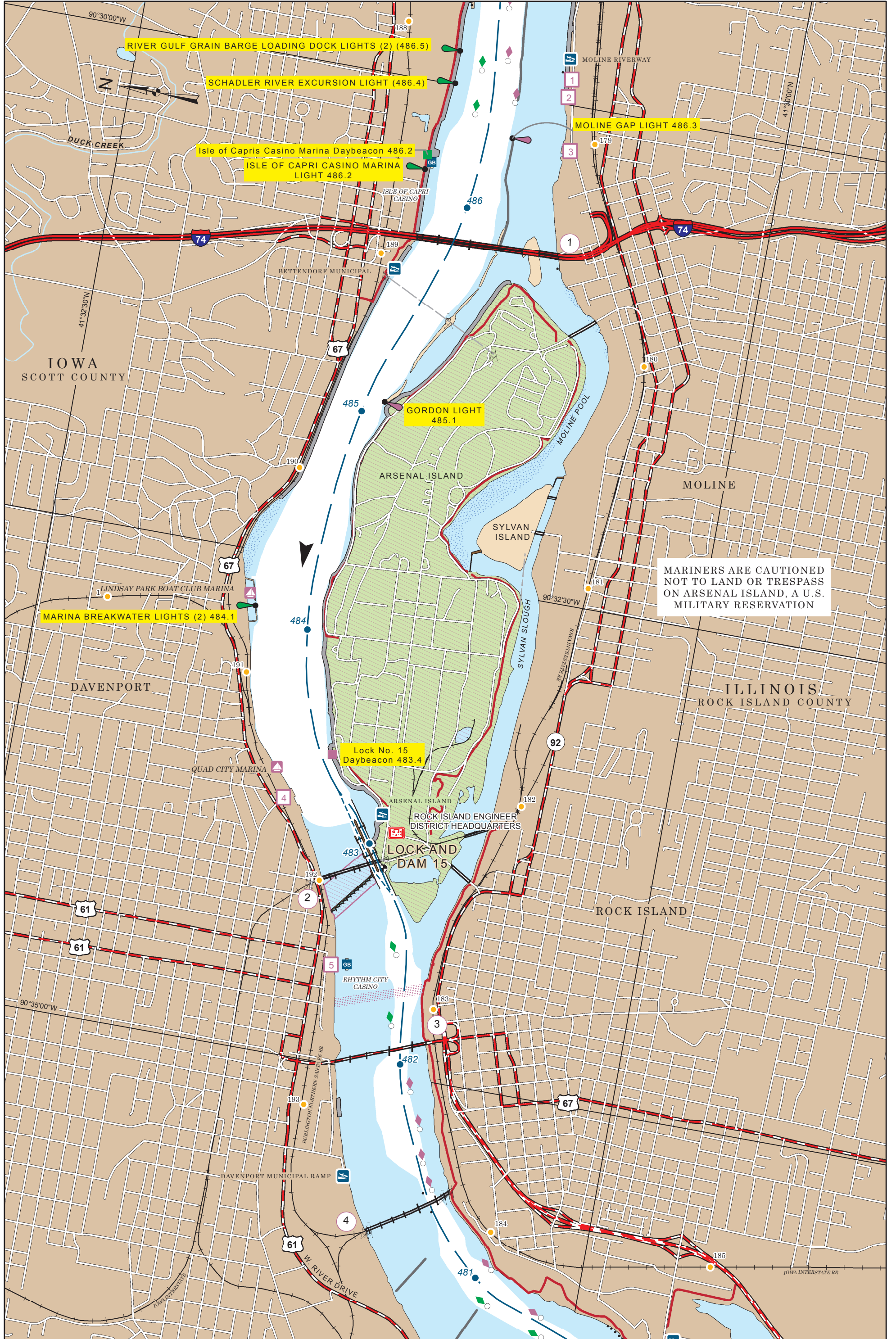


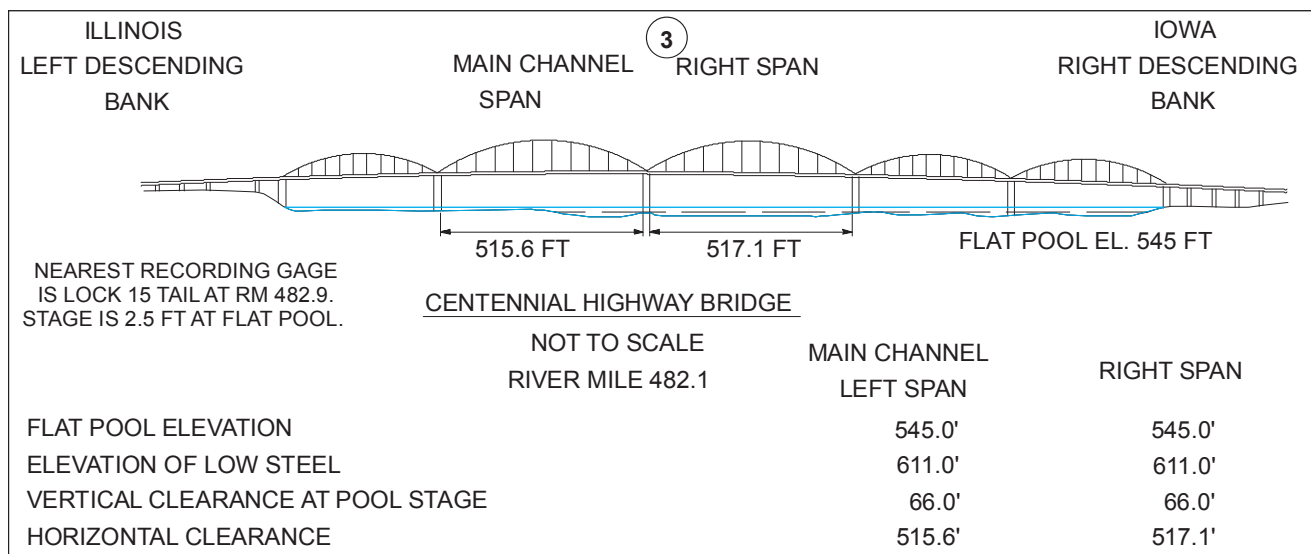
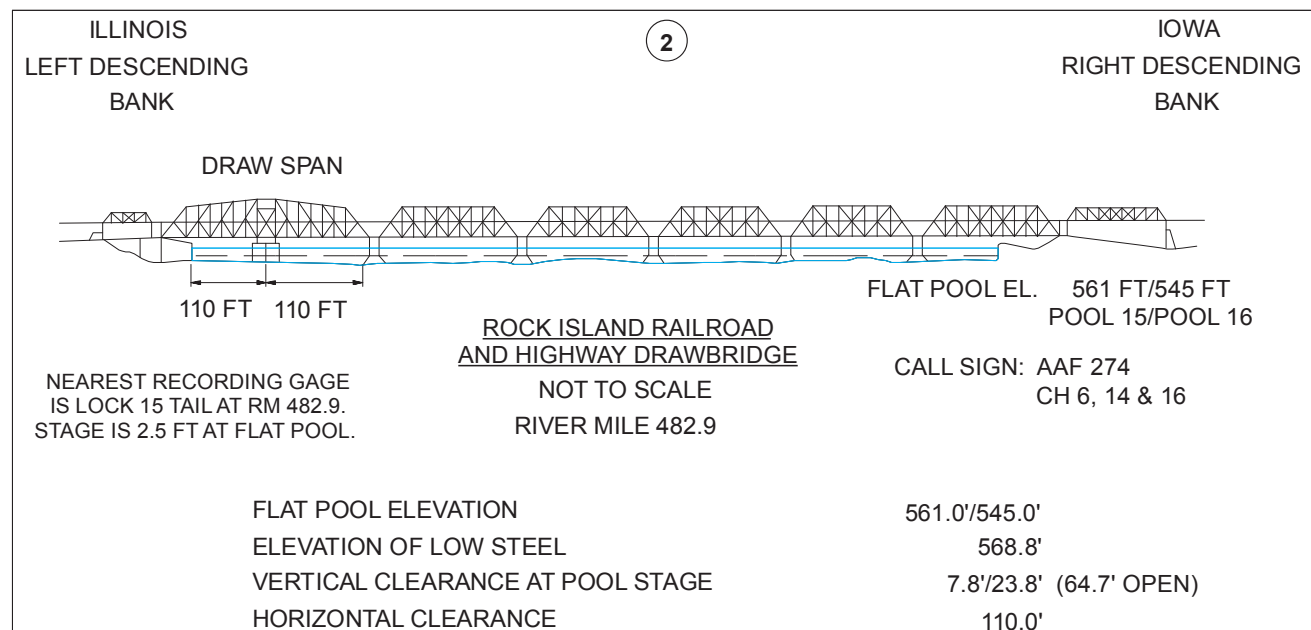
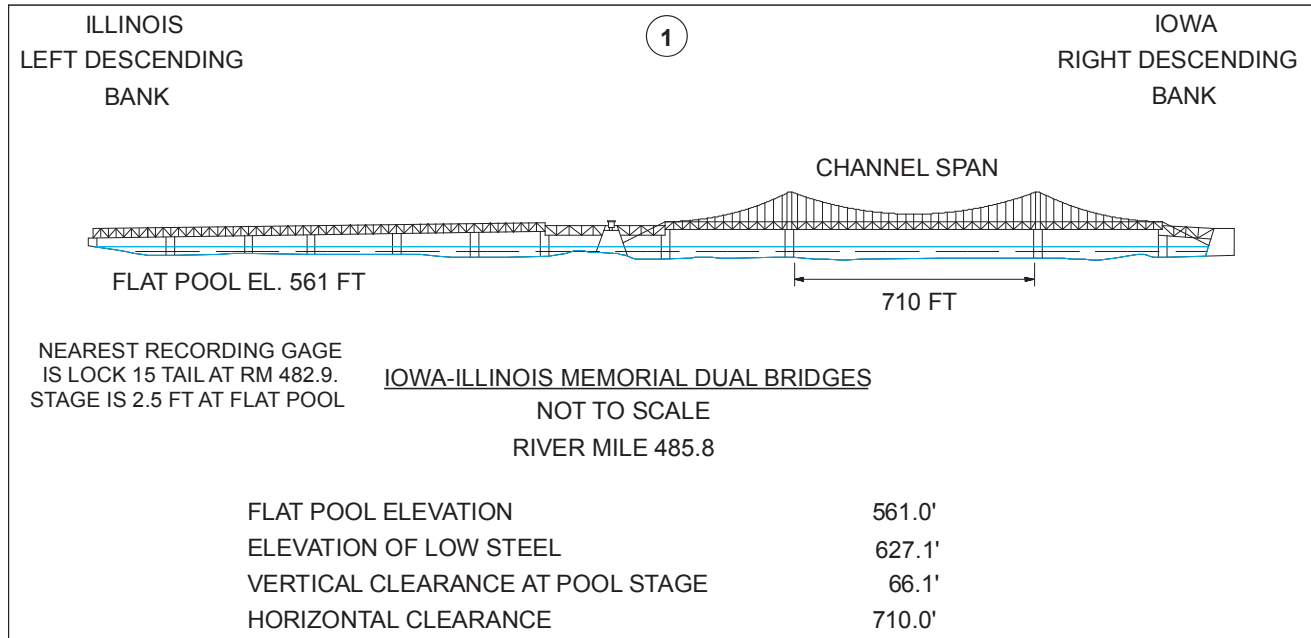
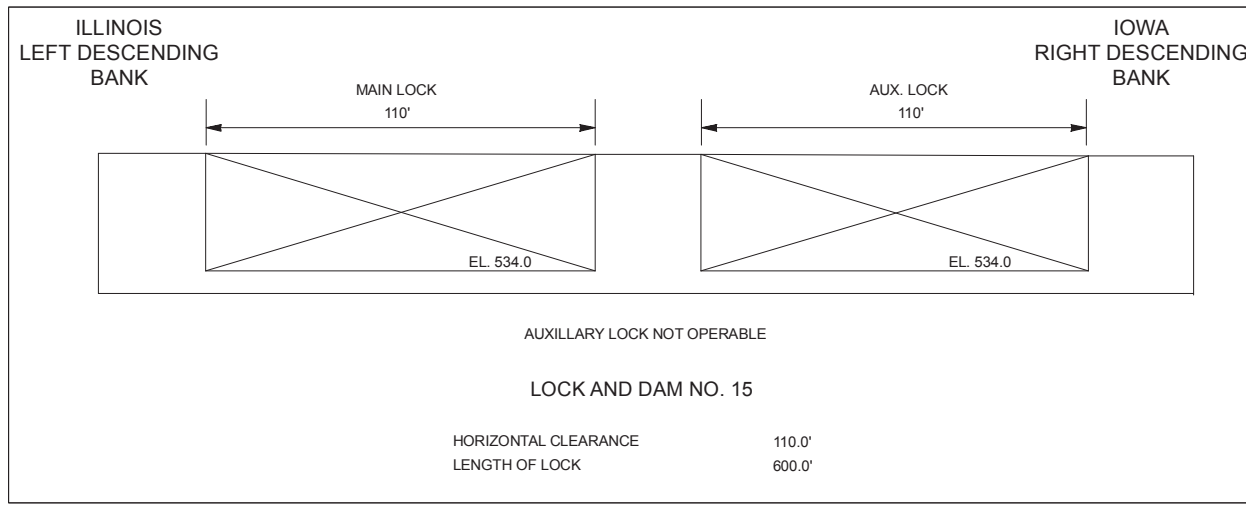
FACILITIES

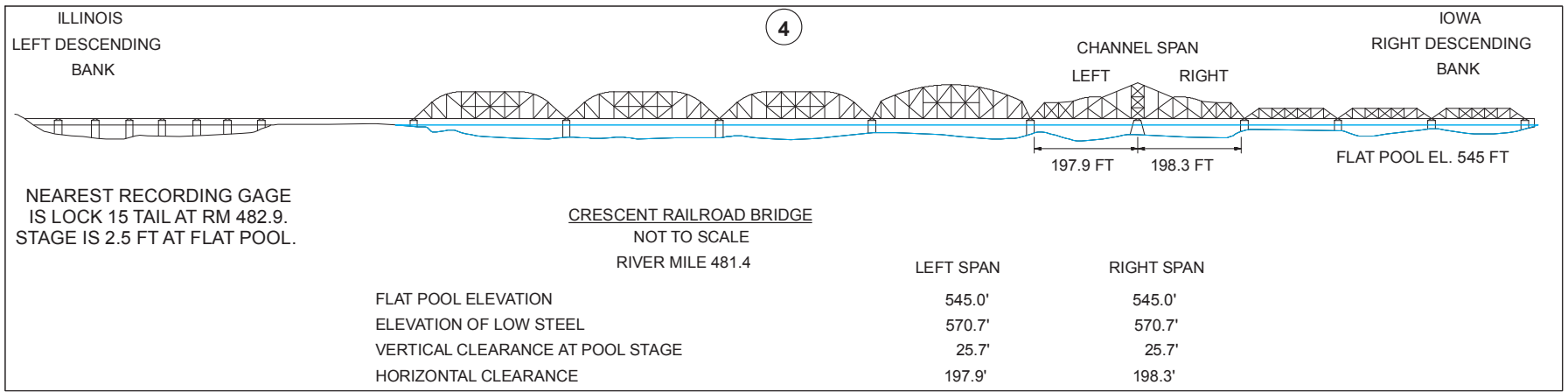
1	<i>Citgo Petroluem Corp., Bettendorf Terminal Dock</i>
2	<i>Flint Hills Resources, Bettendorf Dock</i>
3	<i>Bettendorf Terminal Co. Wharf</i>
4	<i>Phillips Pipe Line Co., Bettendorf Terminal Barge Dock</i>
5	<i>BP Products North America, Bettendorf Dock</i>
6	<i>Phillips Pipe Line Co., Bettendorf West Terminal Barae Dock</i>
7	<i>River Gulf</i>

UTILITY CROSSING

<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
490.2	<i>Pipeline</i>	<i>Not Applicable</i>	<i>Mid American Energy Co.</i>
490.4	<i>Aerial Crossing</i>	<i>83.0'</i>	<i>Mid American Energy Co.</i>
489.8	<i>Aerial Crossing</i>	<i>77.0'</i>	<i>Mid American Energy Co.</i>



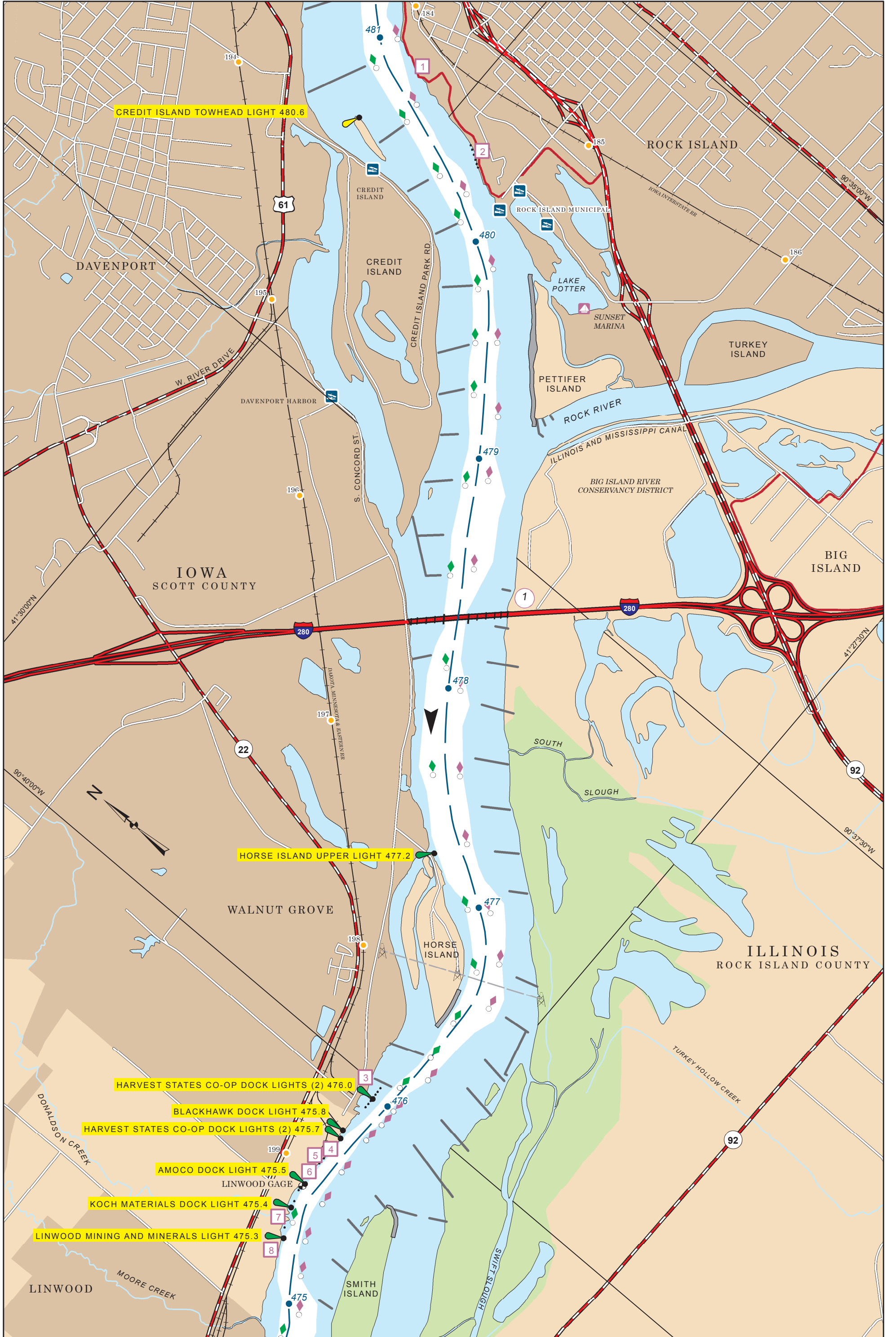




FACILITIES	
1	Channel Cat Water Taxi, Dock.
2	Celebration River Cruises Dock.
3	Riverstone Group Moline Dock.
4	W. G. Block Co., Davenport Dock.
5	Rhythm City, Casino Boat Dock.

UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
485.6	Aerial Crossing	Unknown	Mid American Energy Co.
482.9	Aerial Crossing	100.0'	Mid American Energy Co.
482.3	Pipeline	Not Applicable	American Telephone & Telegraph
481.4	Aerial Crossing	88.0'	Mid American Energy Co.

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CREDIT ISLAND TOWHEAD LIGHT 480.6

HORSE ISLAND UPPER LIGHT 477.2

HARVEST STATES CO-OP DOCK LIGHTS (2) 476.0

BLACKHAWK DOCK LIGHT 475.8

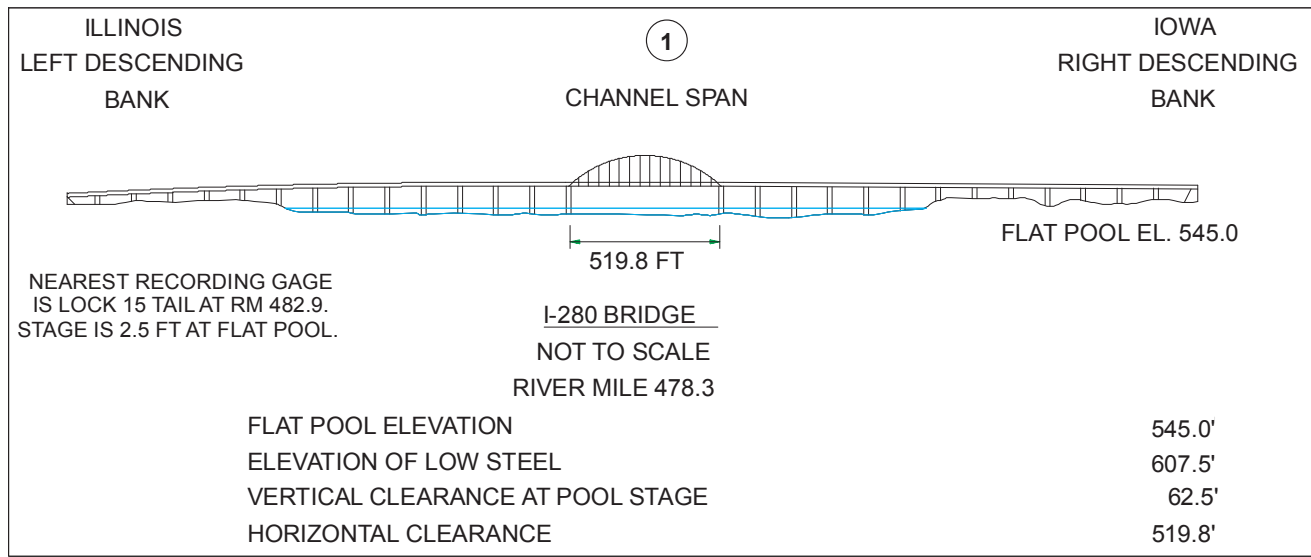
HARVEST STATES CO-OP DOCK LIGHTS (2) 475.7

AMOCO DOCK LIGHT 475.5

LINWOOD GAGE

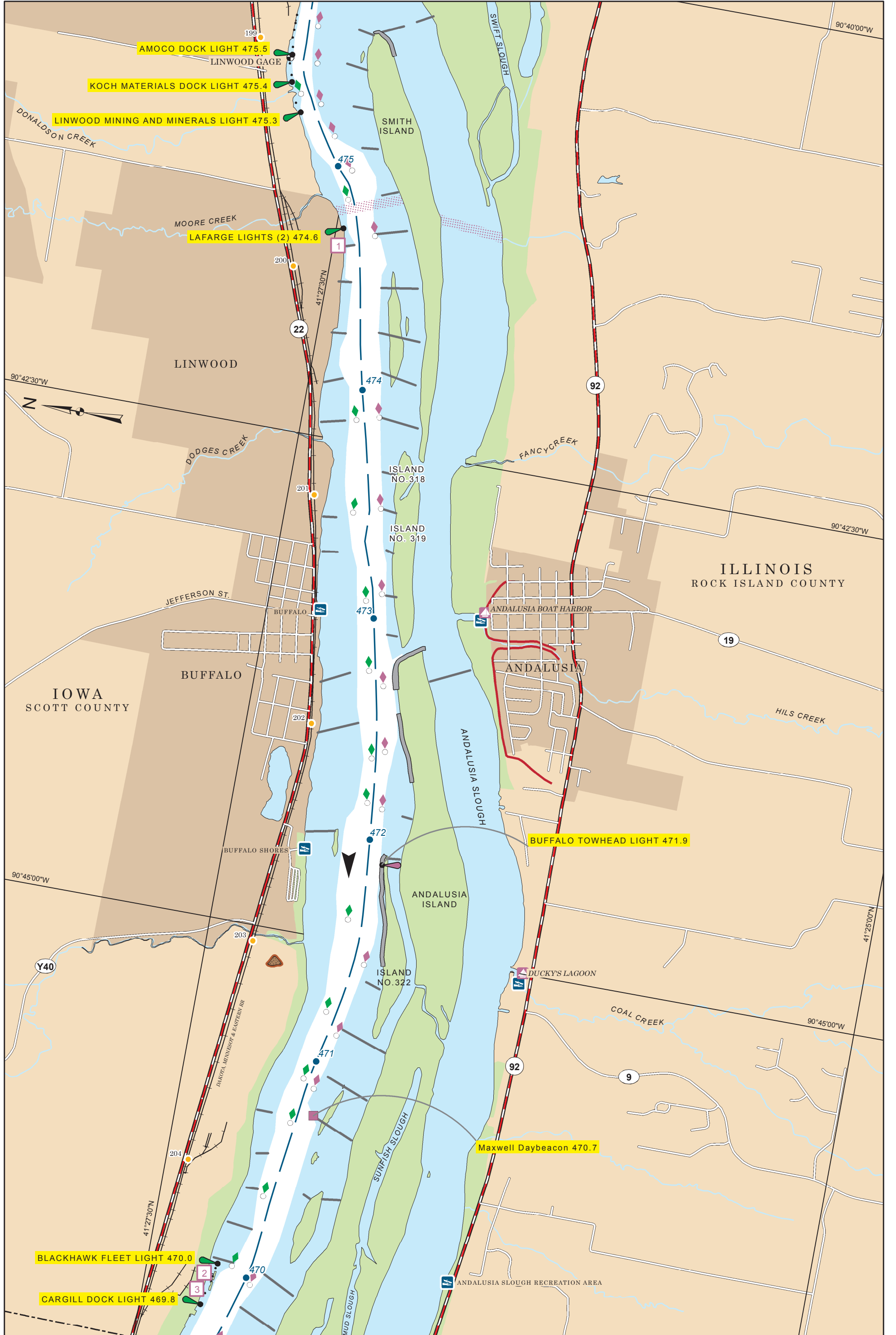
KOCH MATERIALS DOCK LIGHT 475.4

LINWOOD MINING AND MINERALS LIGHT 475.3



FACILITIES	
1	Rock Island River Terminal Corp. Dock.
2	Rock Island River Terminal Corp. Mooring Dock.
3	Harvest States Cooperatives, Davenport East Grain Elevator Dock.
4	Blackhawk Fleet Terminal, Wharf.
5	Harvest States Cooperatives, Davenport West Grain Elevator Dock..
6	BP Products North America, Davenport Asphalt Terminal Dock.
7	Koch Materials Co., Davenport Dock.
8	Linwood Mining & Minerals Corp. Dock.

UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
476.7	Aerial Crossing	85.0'	Mid American Energy Co.

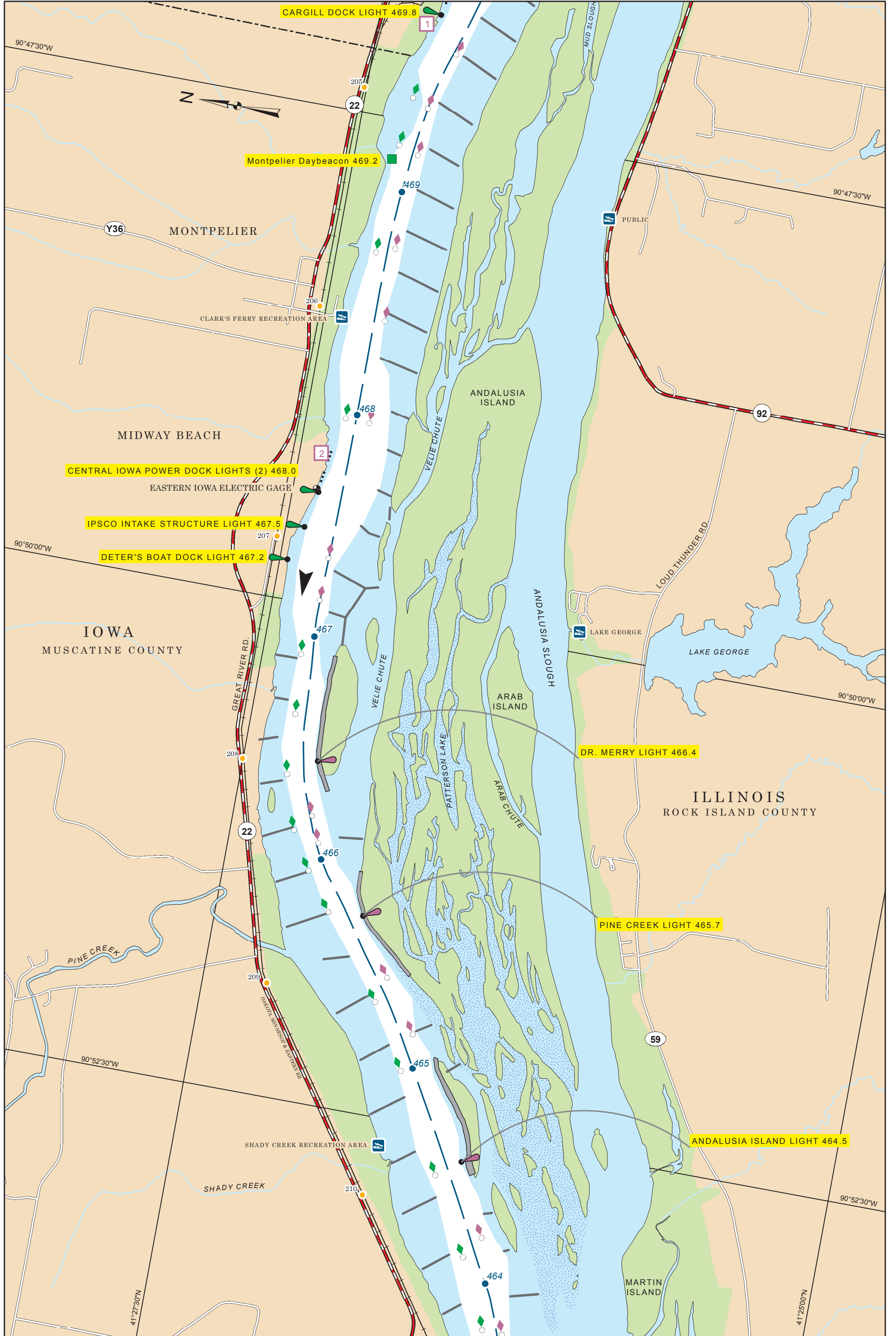


FACILITIES

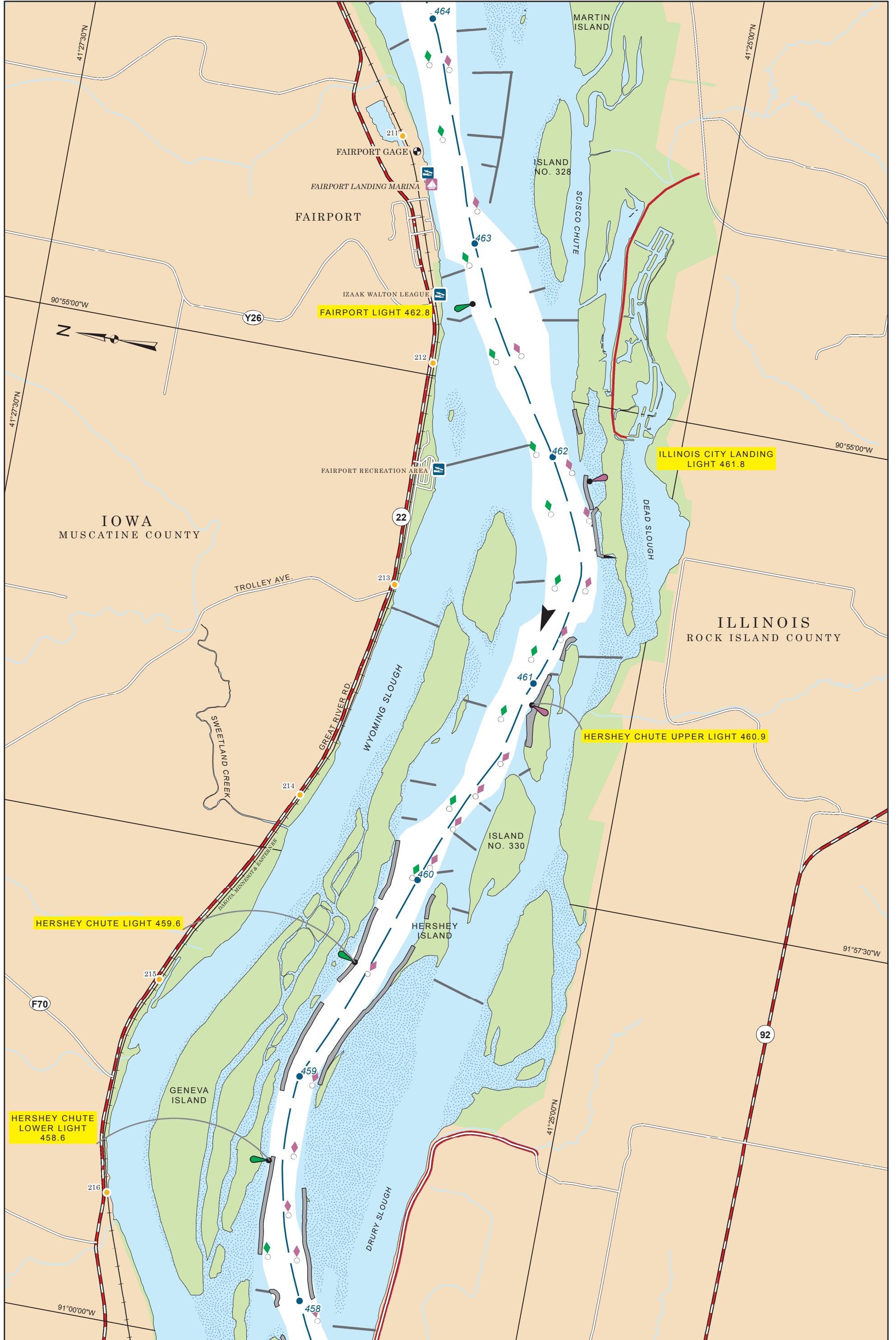
- 1 Lafarge North America, Davenport Plant Wharf.
- 2 Blackhawk Fleet Middle Fleet Moorings.
- 3 AGRI Grain Marketing, Buffalo Grain Elevator Dock.
- 4 Cargill Buffalo Terminal Dock.

UTILITY CROSSING

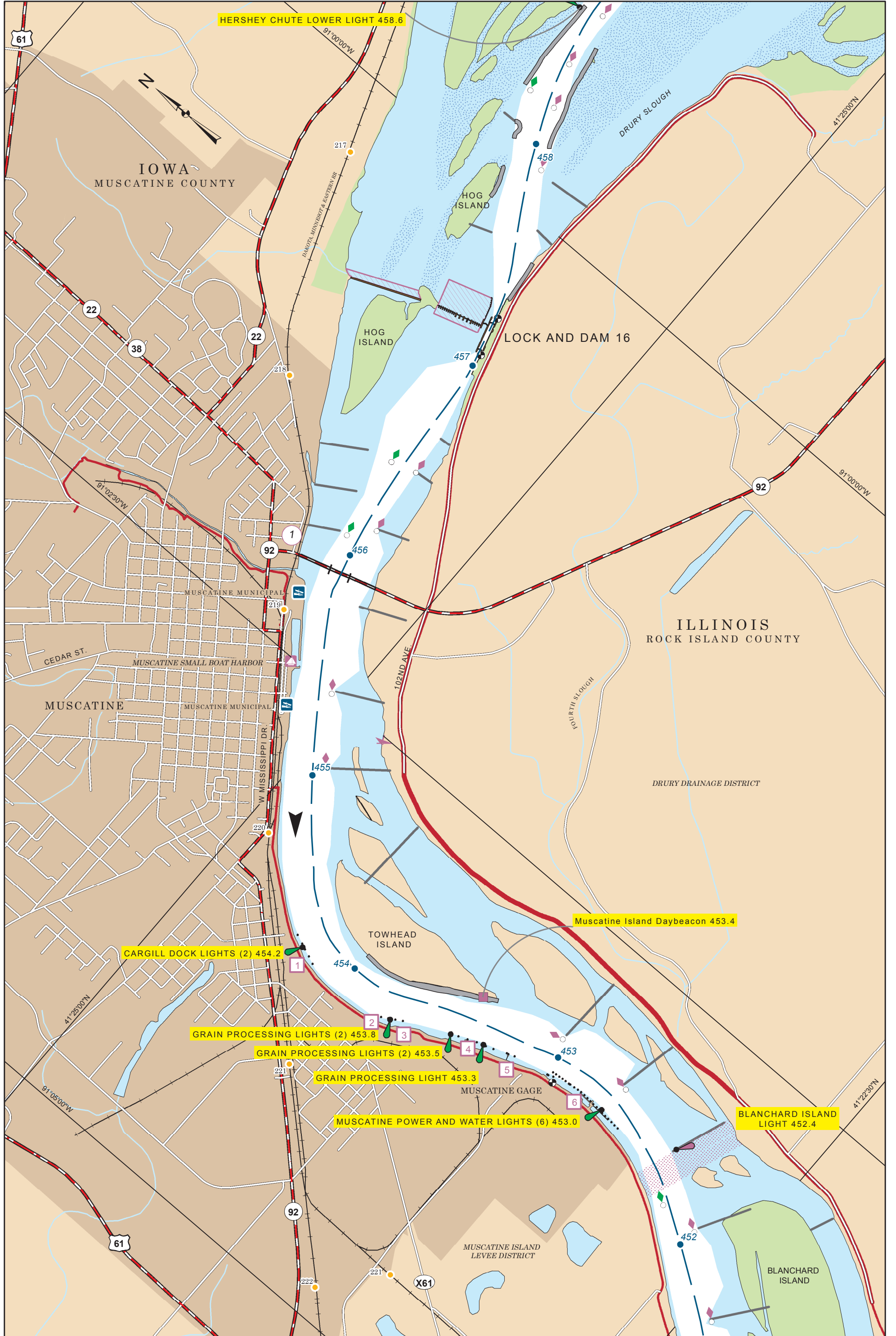
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
474.8	Pipeline	Not Applicable	Natural Gas Pipeline Co. of America (KMI)

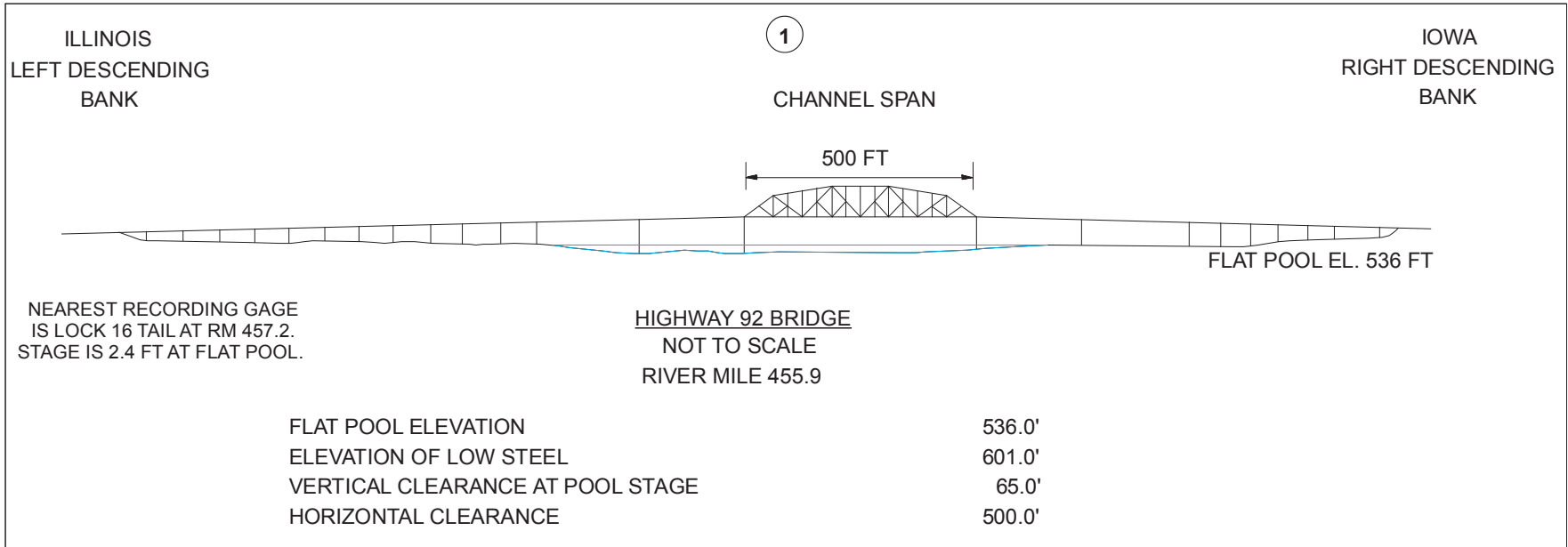
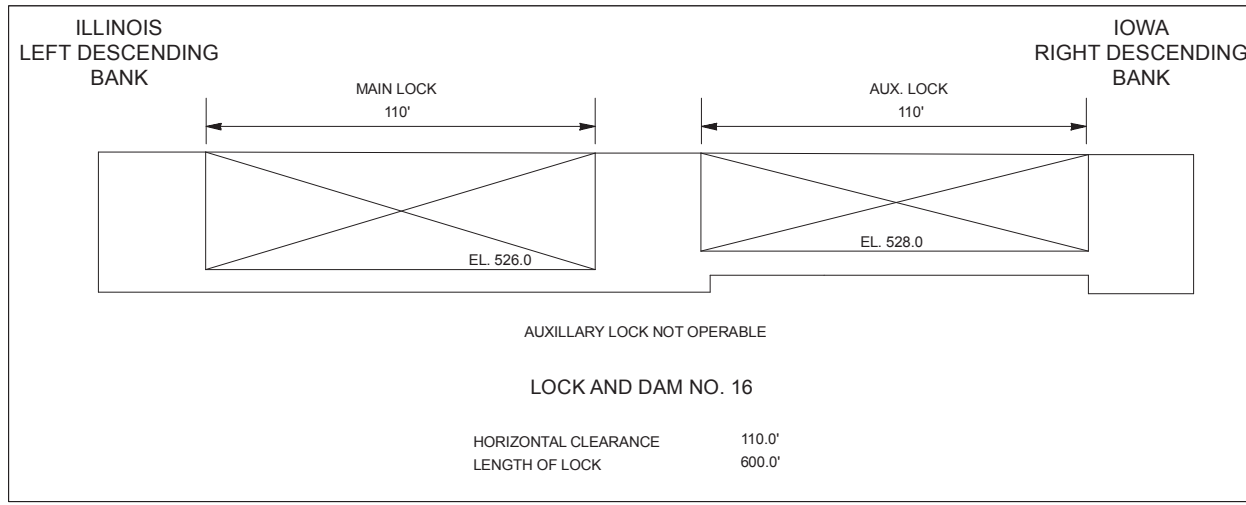


<i>FACILITIES</i>	
1	<i>Blackhawk Fleet, Buffalo Terminal Dock.</i>
2	<i>Central Iowa Power Cooperative, Fair Station Wharf.</i>



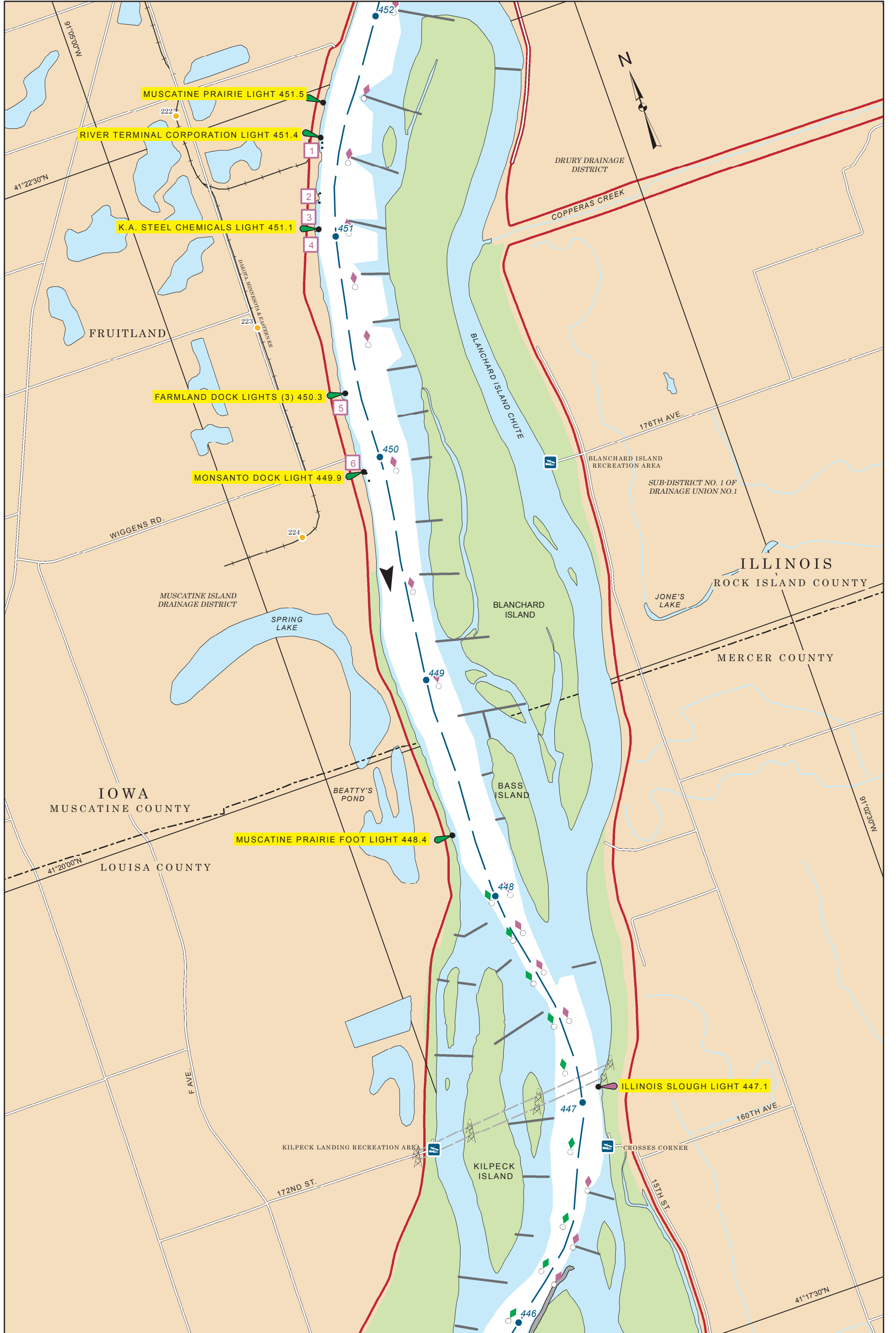
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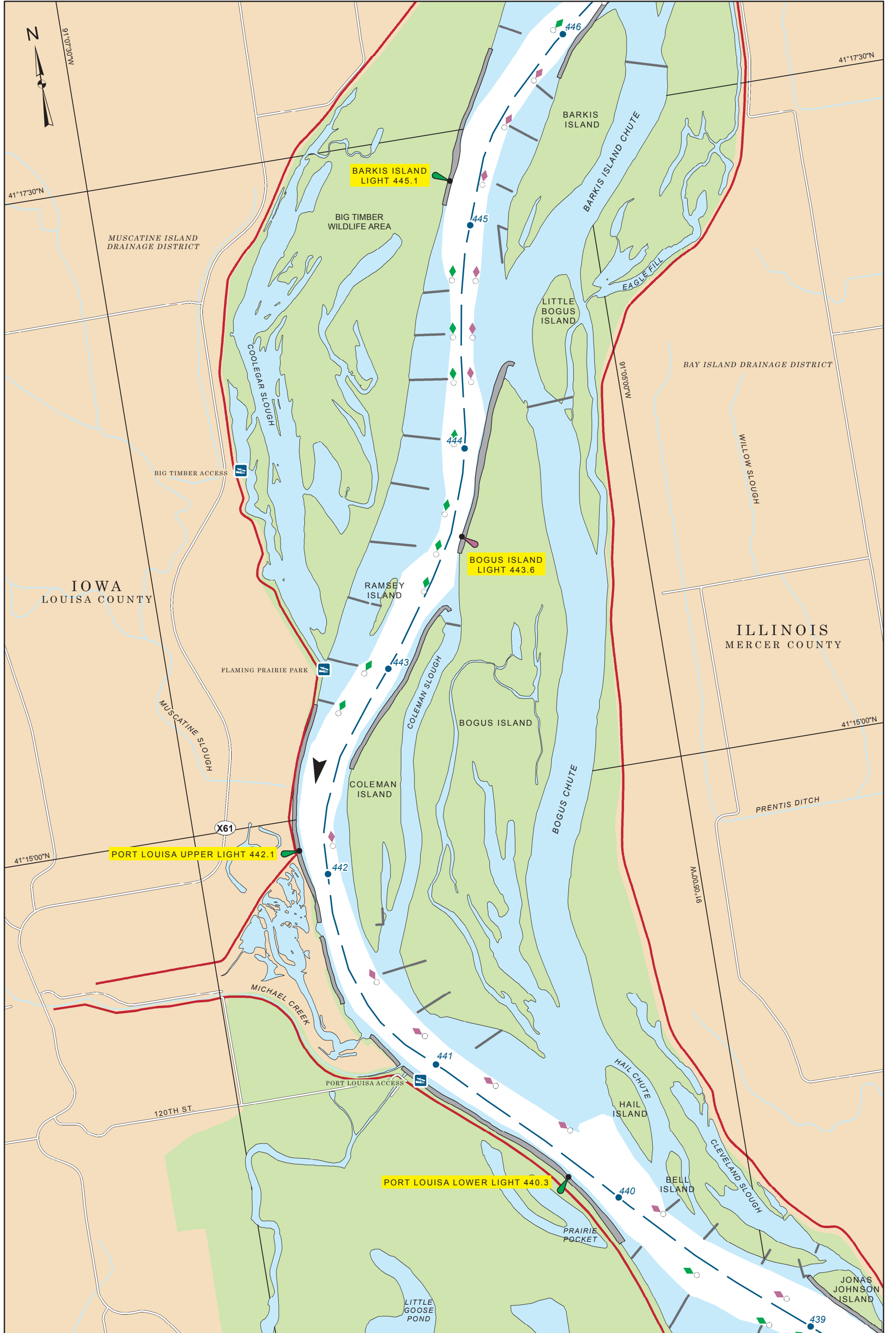
FACILITIES	
1	AGRI Grain Marketing, Muscatine Grain Elevator Dock.
2	Grain Processing Corp., Alcohol Dock.
3	Grain Processing Corp., Feed Loading Dock.
4	Grain Processing Corp., Coal-Unloading Dock.
5	Grain Processing Corp., South Grain Elevator Dock.
6	Muscatine Power and Water, Coal Dock.

UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
452.4	Pipeline	Not Applicable	Natural Gas Pipeline Co. of America (KMI)
452.3	Pipeline	Not Applicable	Natural Gas Pipeline Co. of America (KMI)

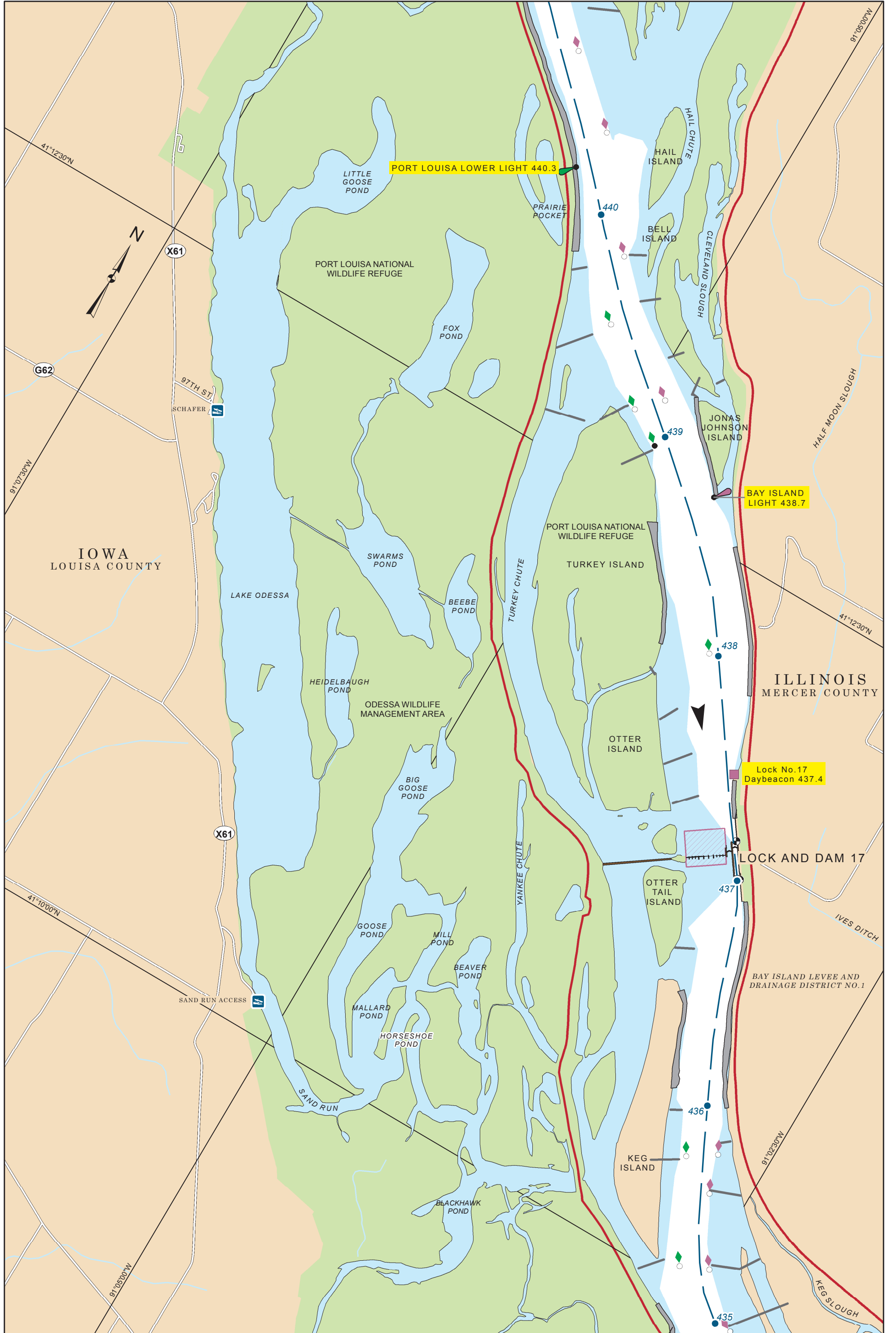


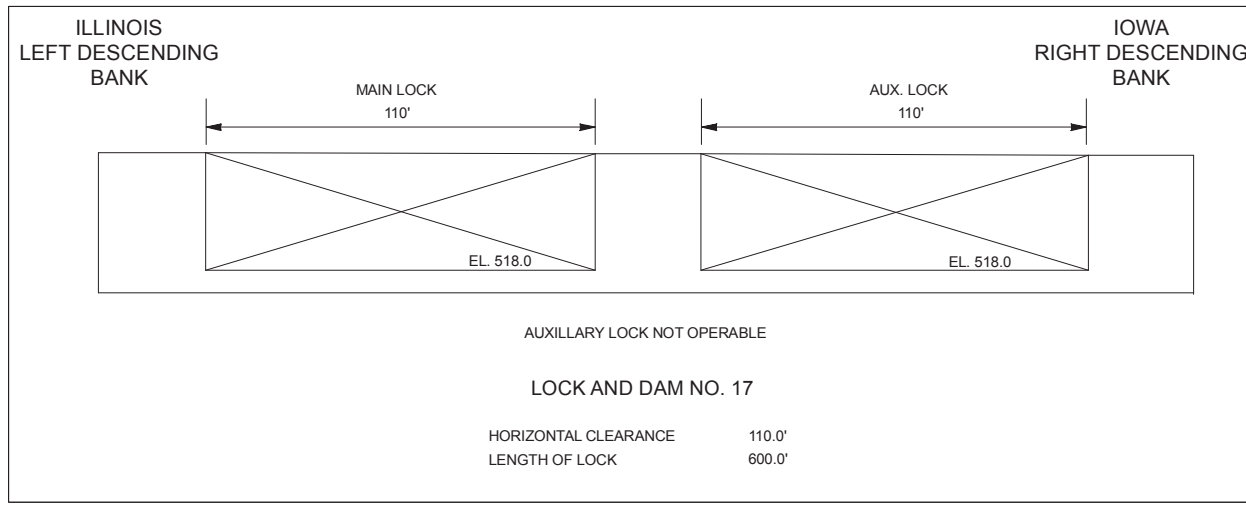
<i>FACILITIES</i>	
1	<i>River Terminal Corp./CK Processing Co. Wharf.</i>
2	<i>Acme Fuel And Material Co. Dock</i>
3	<i>K. A. Steel Chemicals Dock</i>
4	<i>River Trading Co., Muscatine Dock.</i>
5	<i>Agriliance, Muscatine Dock.</i>
6	<i>Monsanto Co., Muscatine Plant Barge Dock.</i>

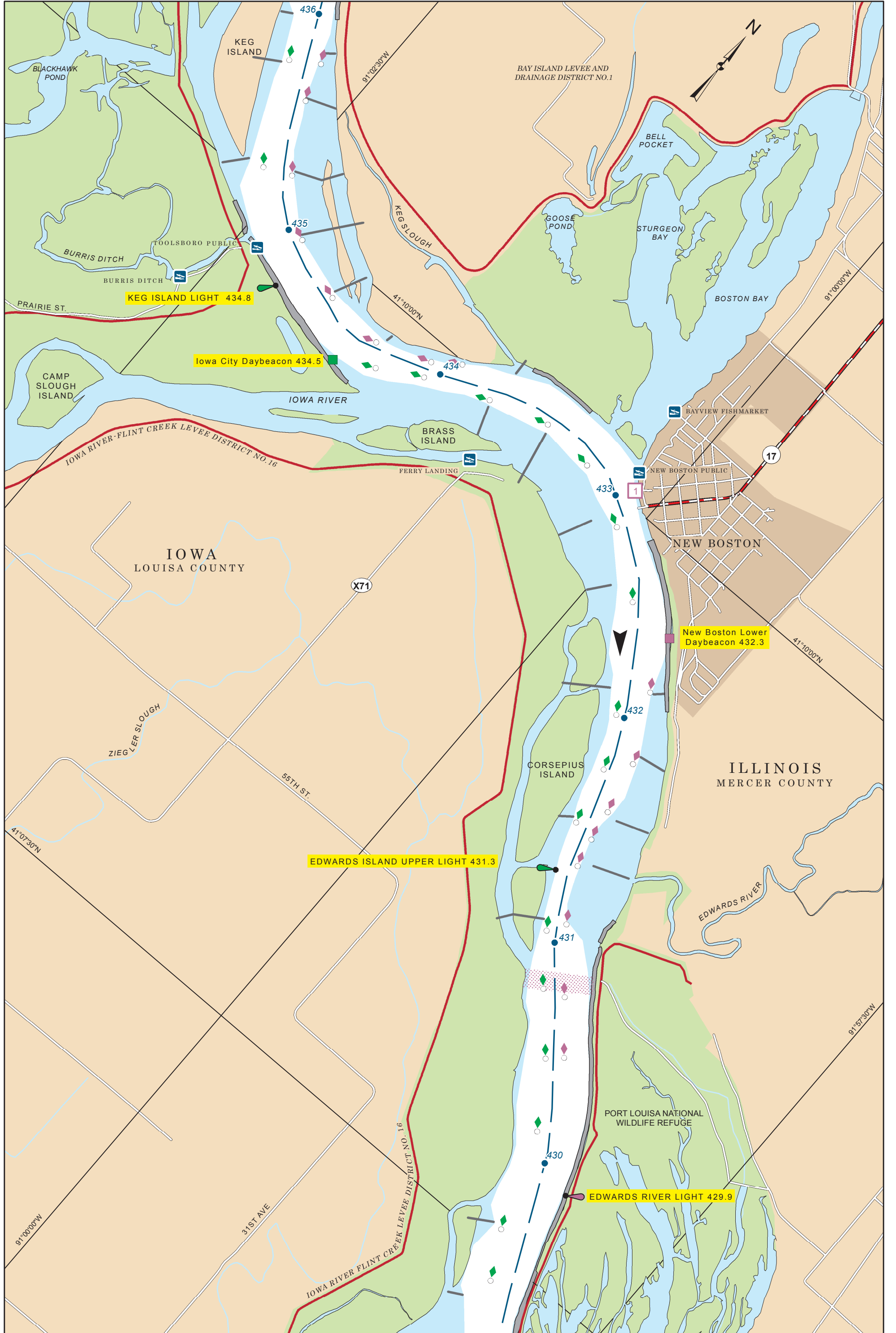
<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
447.1	<i>Aerial Crossing</i>	99.0'	<i>Mid American Energy Co.</i>
447.15	<i>Aerial Crossing</i>	76.0'	<i>Mid American Energy Co.</i>



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ILLINOIS
LEFT DESCENDING
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1

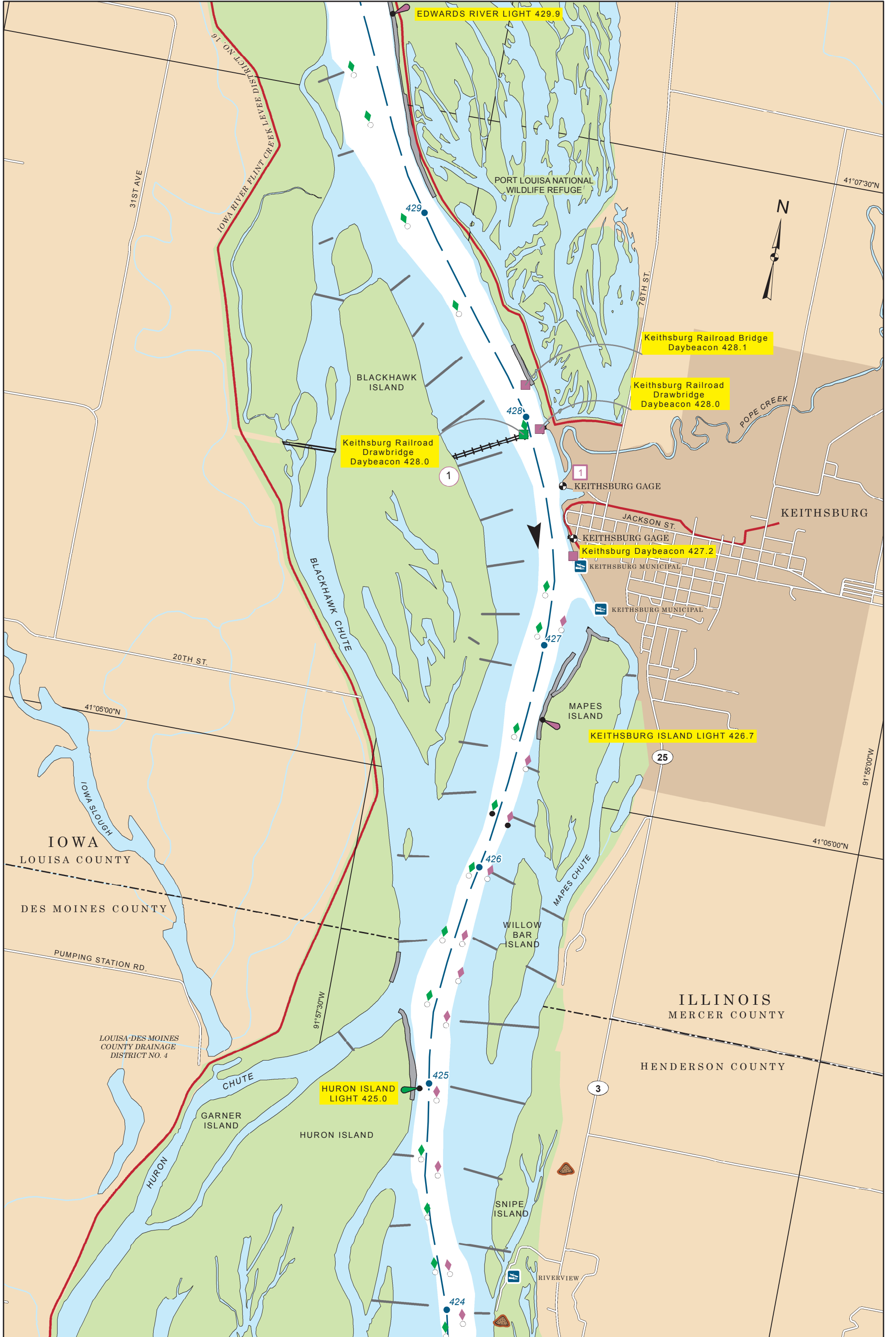
IOWA
RIGHT DESCENDING
BANK

NO PROFILE AVAILABLE
KEITHSBURG RAILROAD DRAWBRIDGE
VERTICAL LIFT SPAN REMOVED
RIVER MILE 428.0

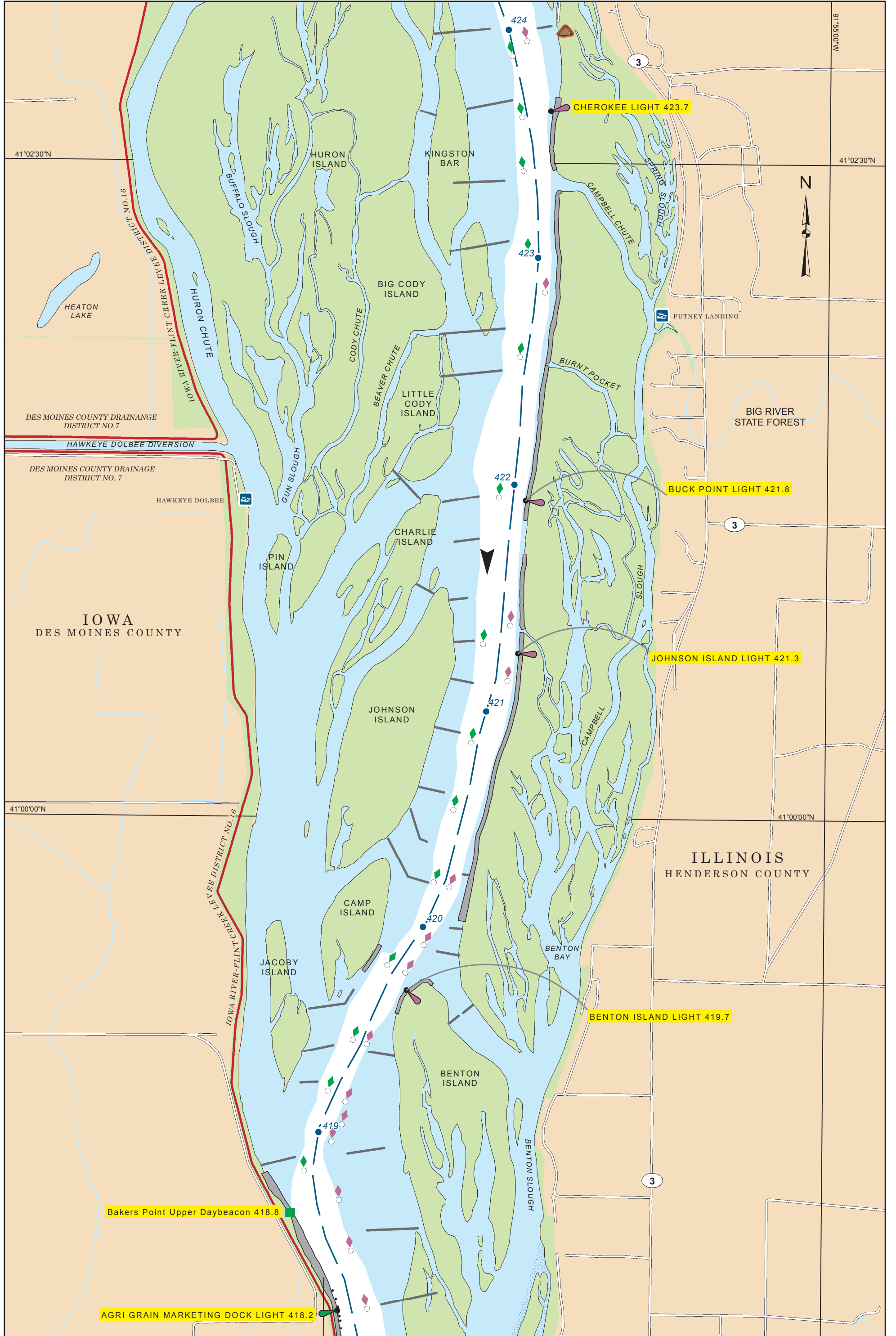
HOTIZONTAL CLEARANCE 400.0'

UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
430.9	Pipeline	Not Applicable	ANR Pipeline Co.
430.8	Pipeline	Not Applicable	ANR Pipeline Co.

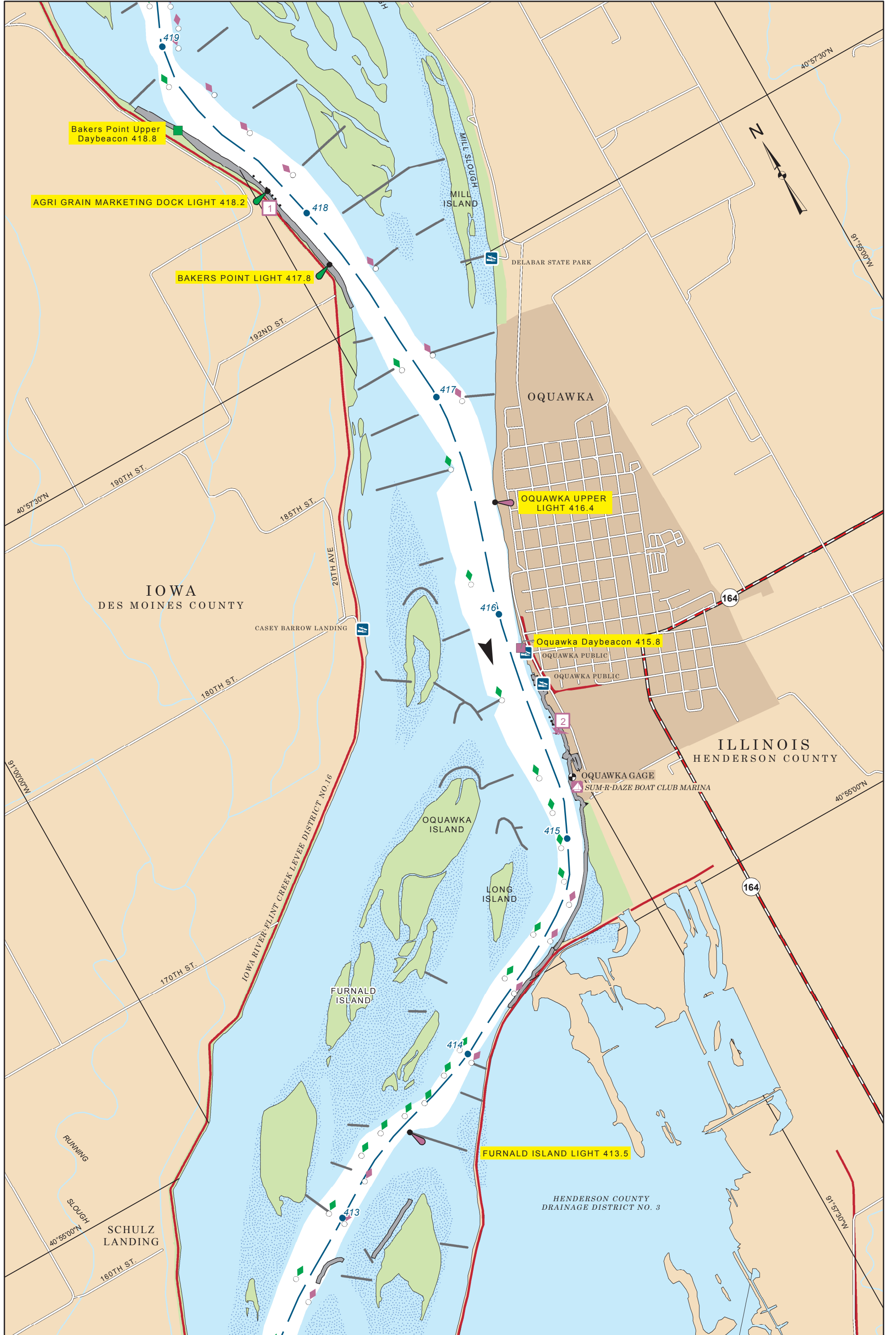
FACILITIES	
1	AGRI Grain Marketing, New Boston Dock.



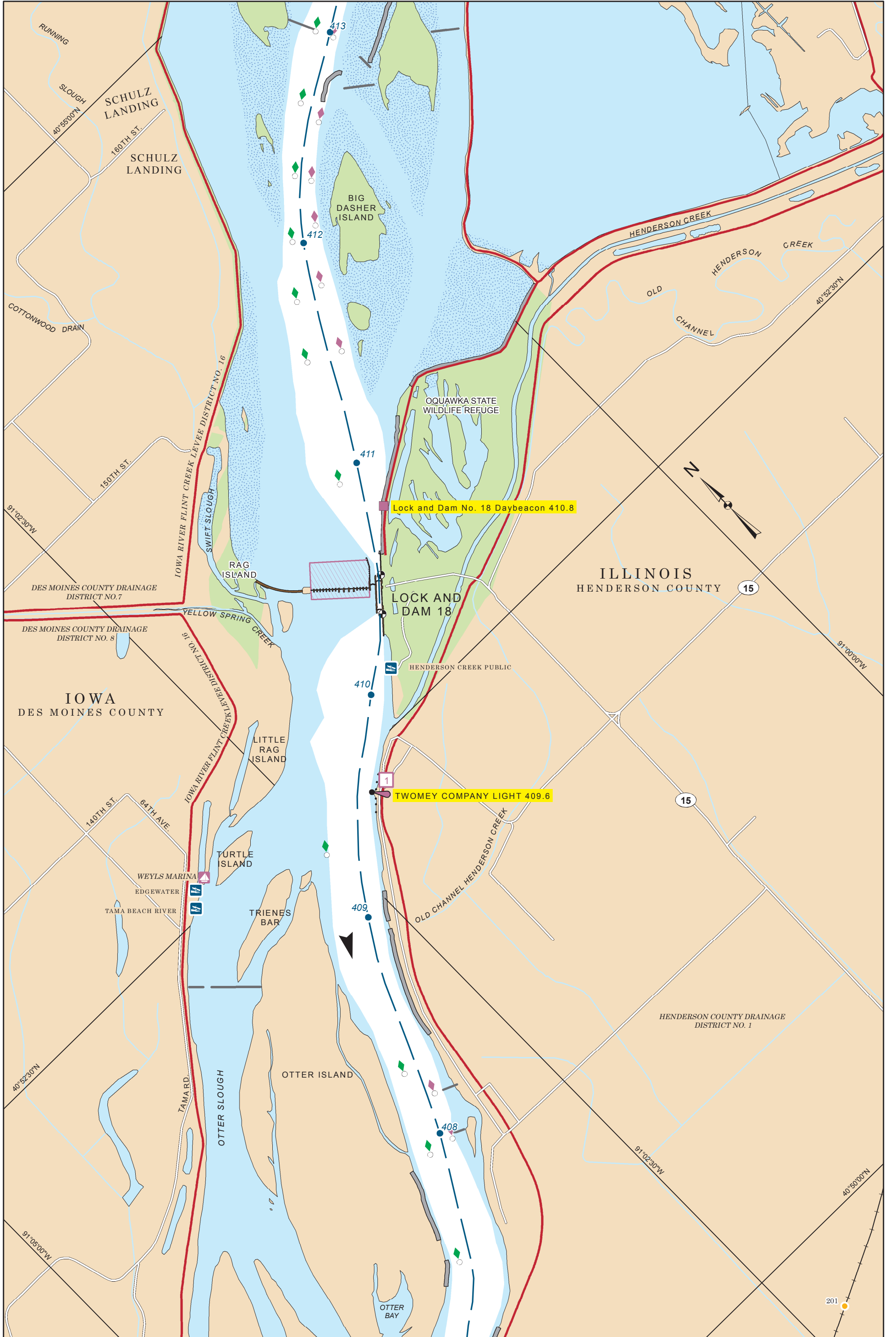
<i>FACILITIES</i>	
<i>1</i>	<i>ADM/Growmark, Keithsburg Wharf.</i>

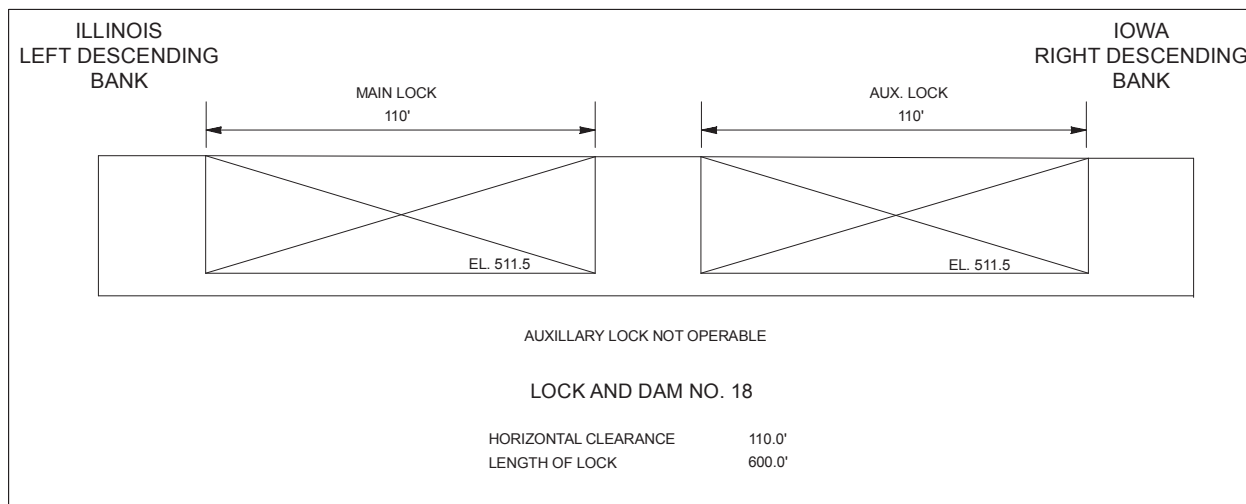


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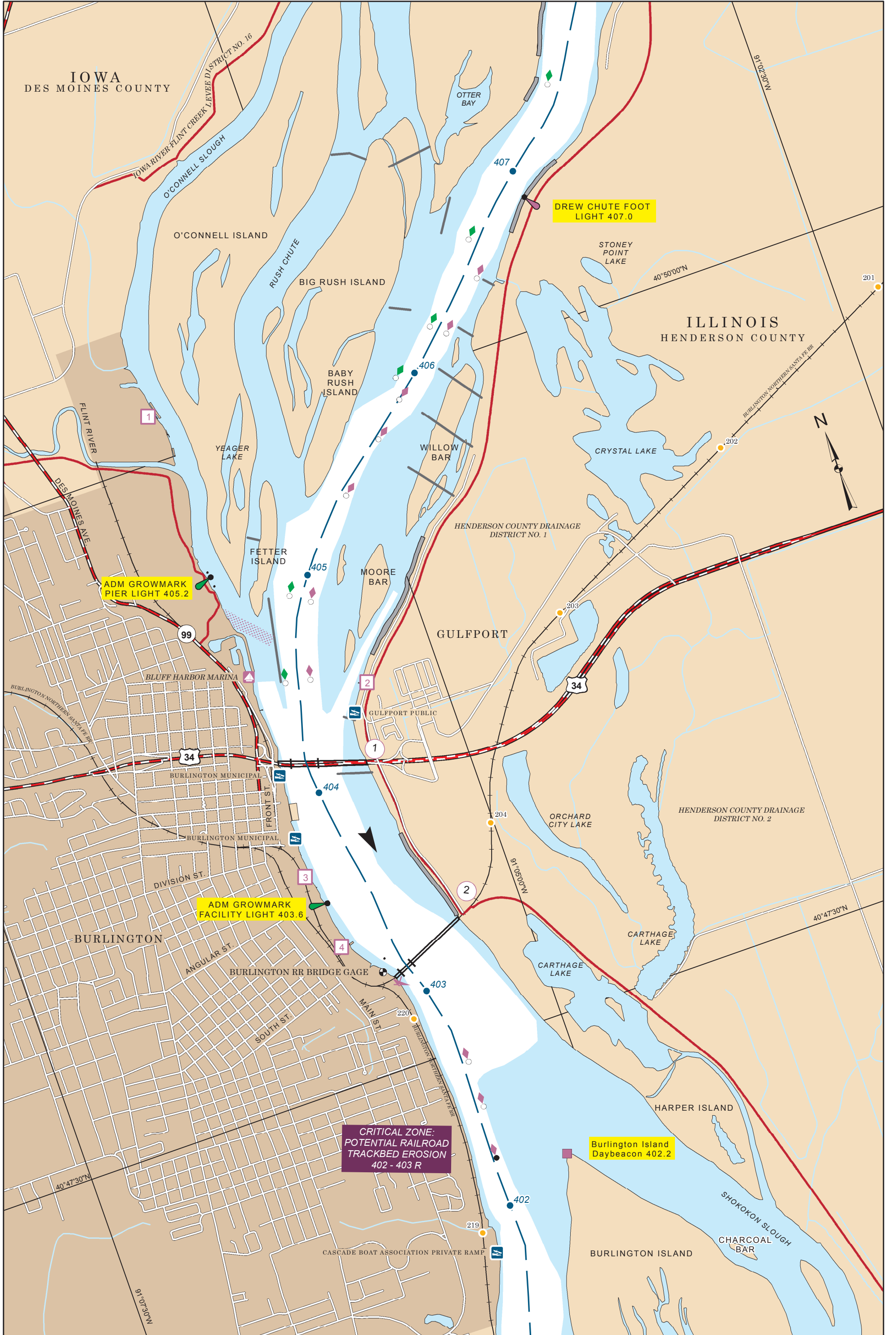


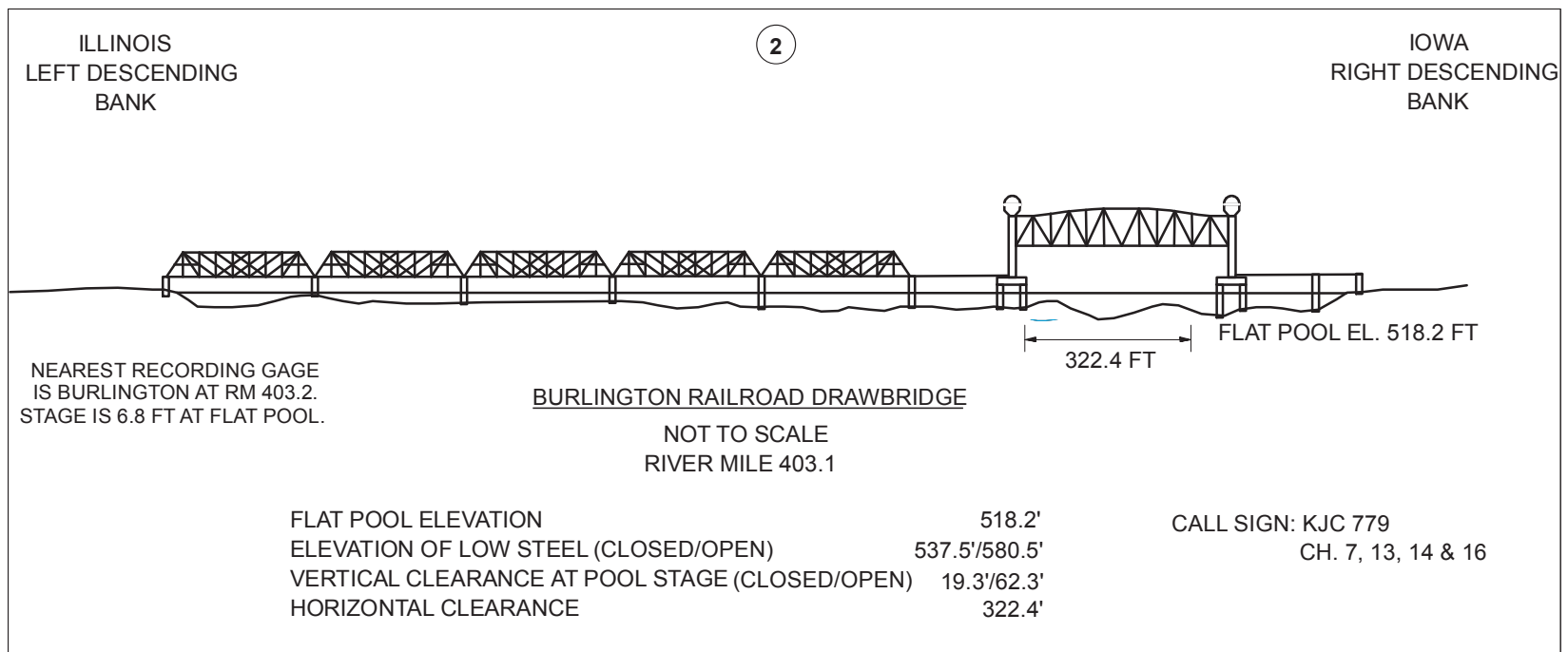
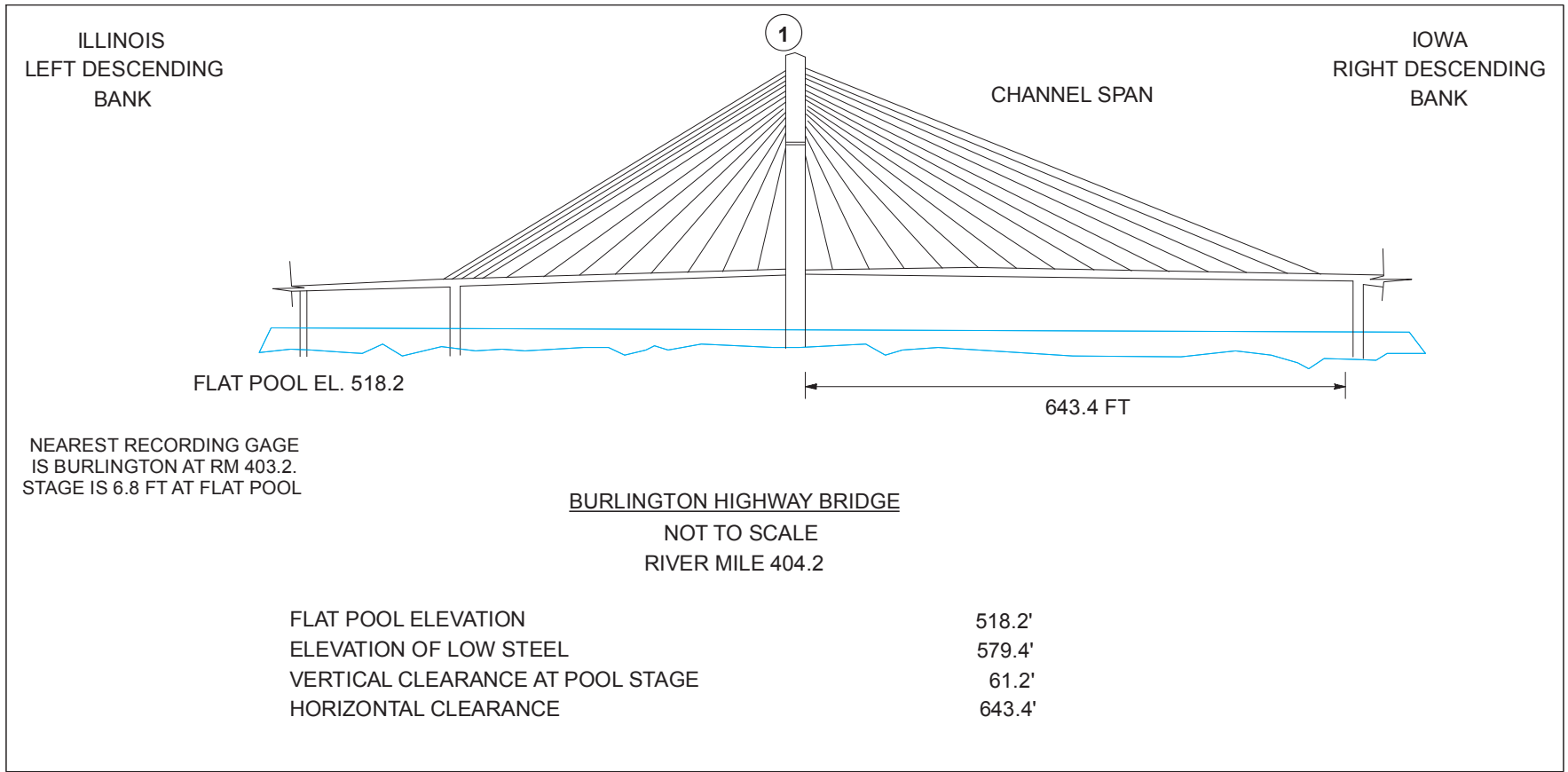
<i>FACILITIES</i>	
1	<i>AGRI Grain Marketing, Meekers Landing Dock.</i>
2	<i>Altair Trading Corp. Dock.</i>





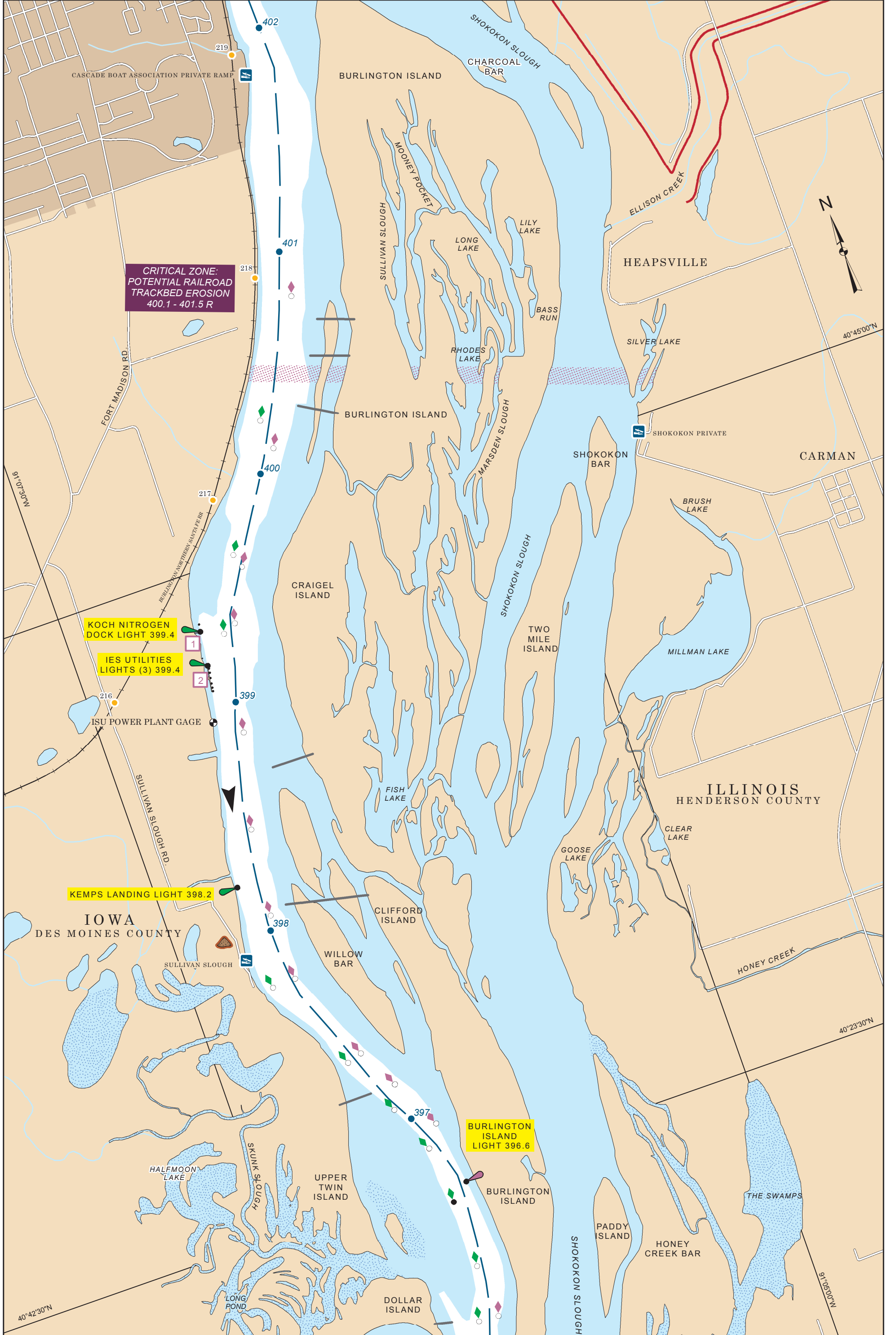
FACILITIES	
1	Twomey Co., River Terminal Dock.





FACILITIES	
1	L. W. Matteson, Burlington Dock
2	ADM/Growmark, Gulfport Elevator Dock
3	Burlington River Terminal, South Dock
4	Matteson Marine Service, South Dock

UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
404.8	Pipeline	Not Applicable	Burlington Municipal Waterworks



**CRITICAL ZONE:
POTENTIAL RAILROAD
TRACKBED EROSION
400.1 - 401.5 R**

**KOCH NITROGEN
DOCK LIGHT 399.4**

**IES UTILITIES
LIGHTS (3) 399.4**

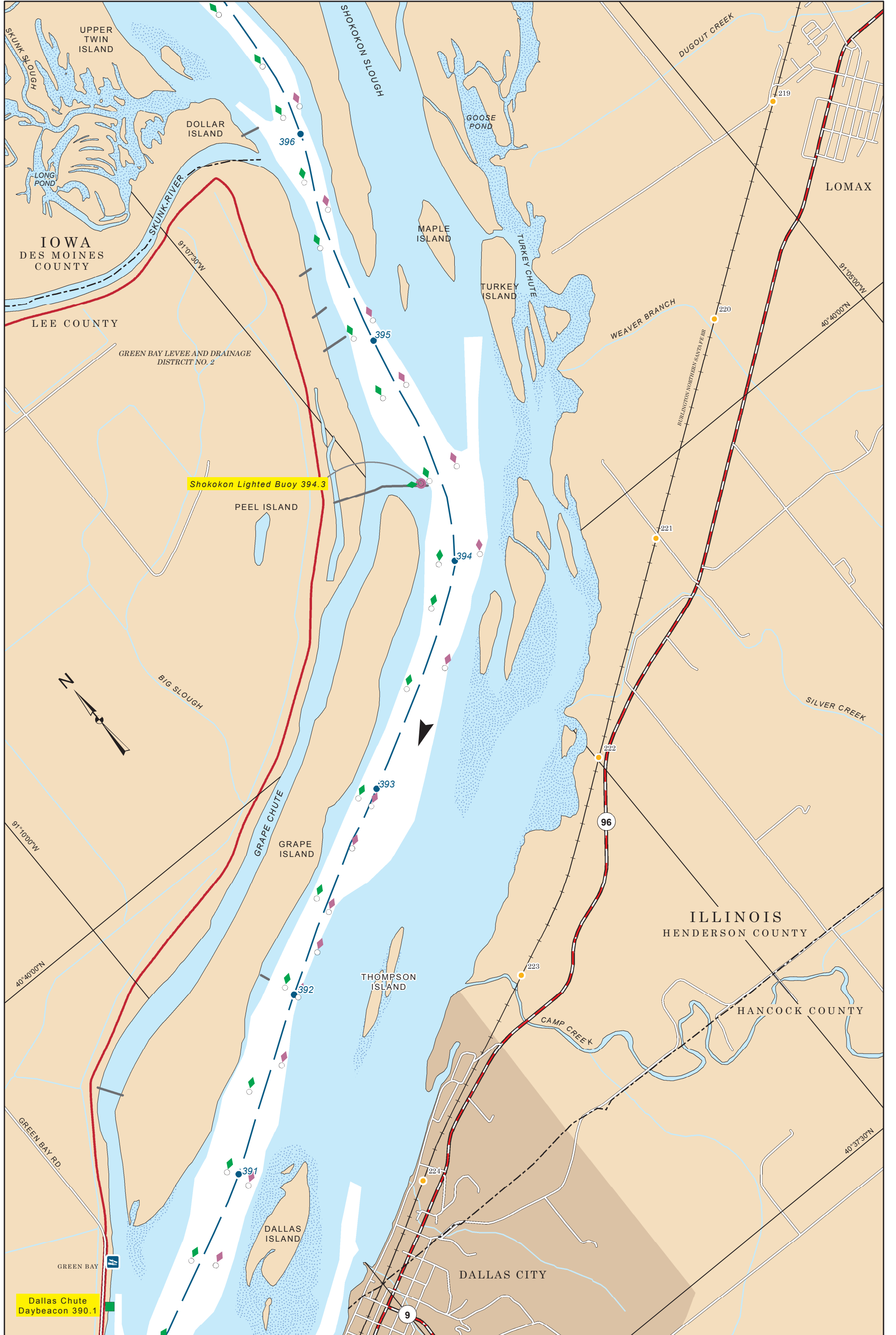
ISU POWER PLANT GAGE

KEMPS LANDING LIGHT 398.2

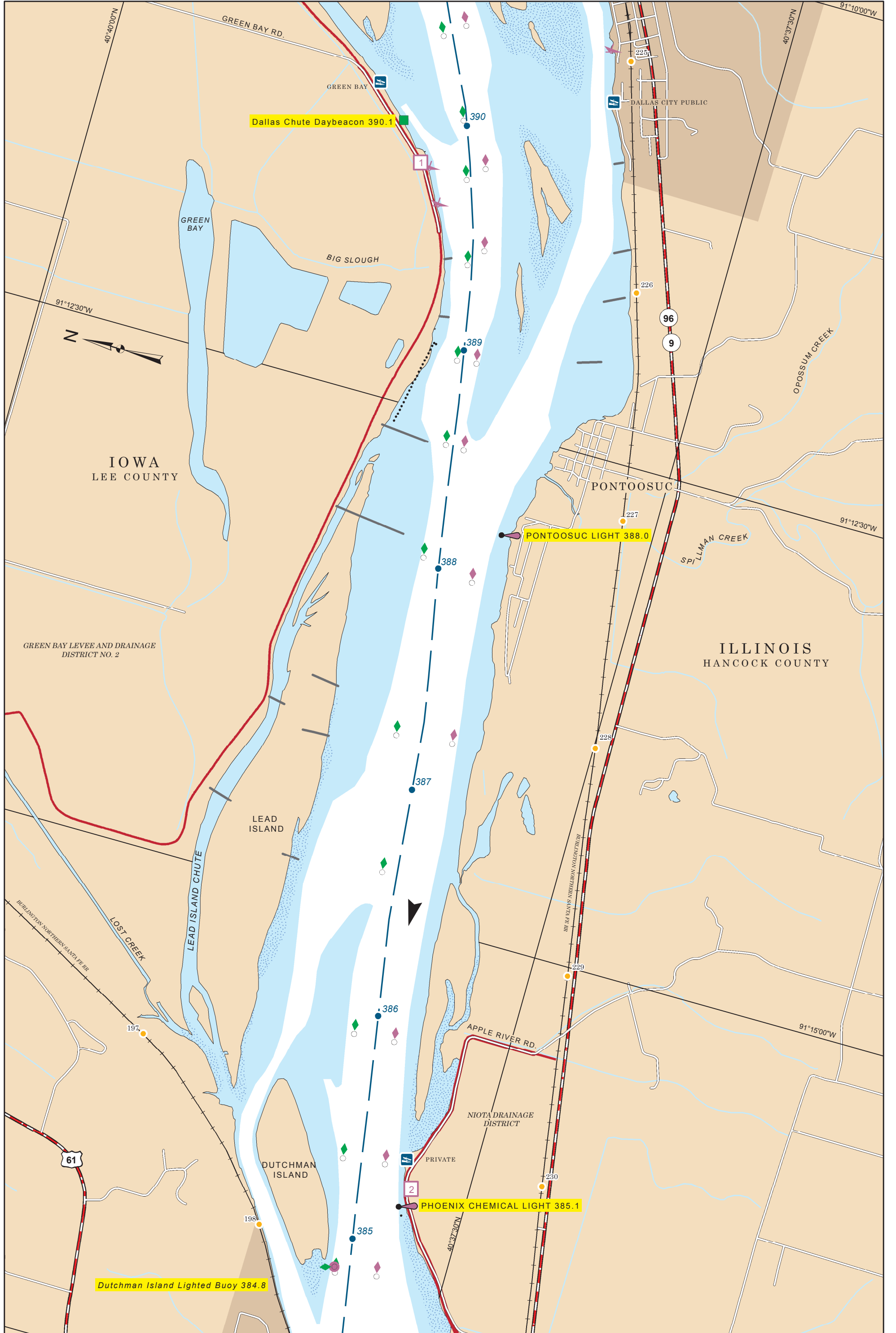
**BURLINGTON
ISLAND
LIGHT 396.6**

<i>FACILITIES</i>	
1	<i>Koch Fertilizer Storage & Terminal, Burlington Ammonia Dock.</i>
2	<i>Alliant Energy, Burlington Generating Station Wharf.</i>

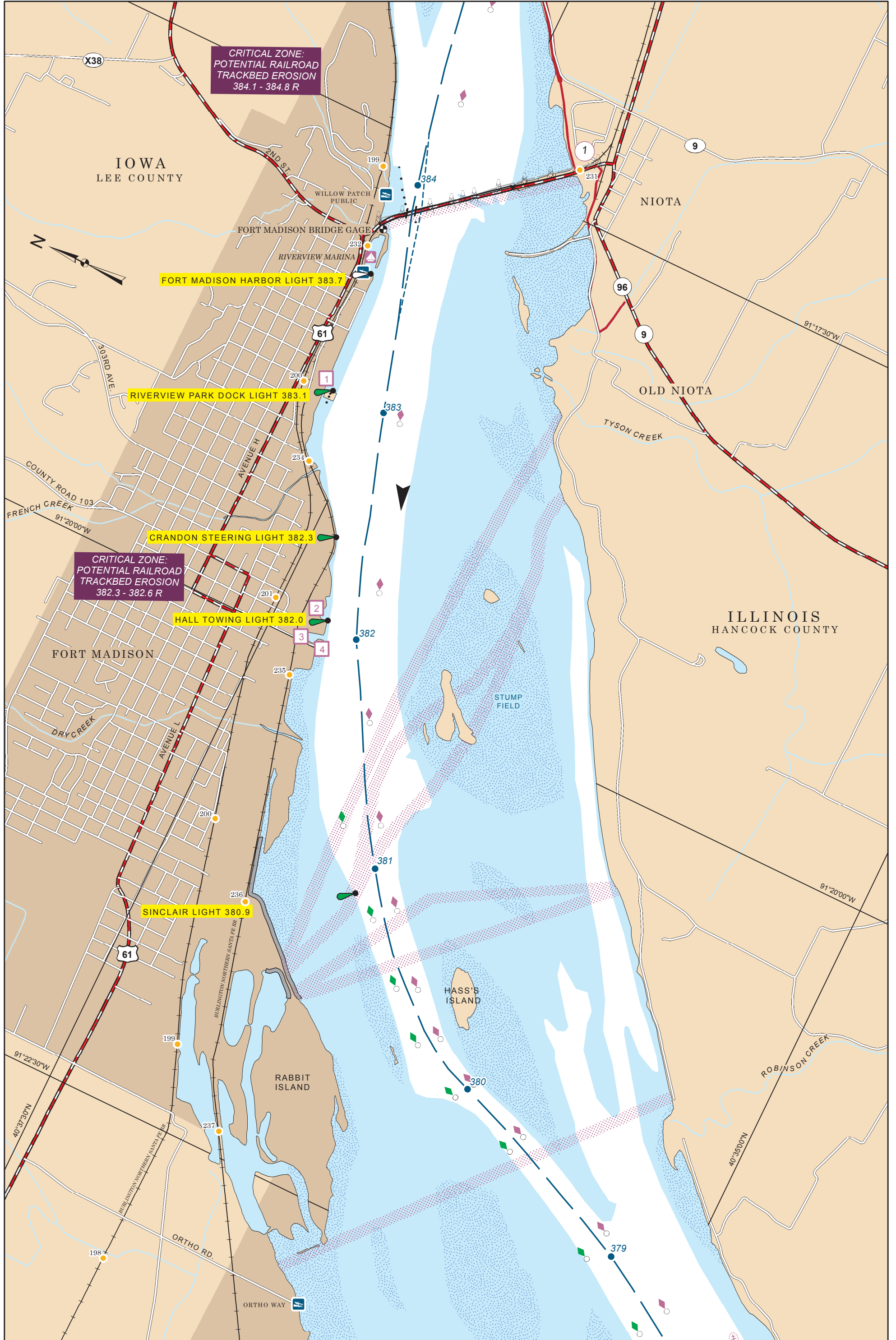
<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
400.5	<i>Pipeline</i>	<i>Not Applicable</i>	<i>Western Illinois Electric Coop</i>

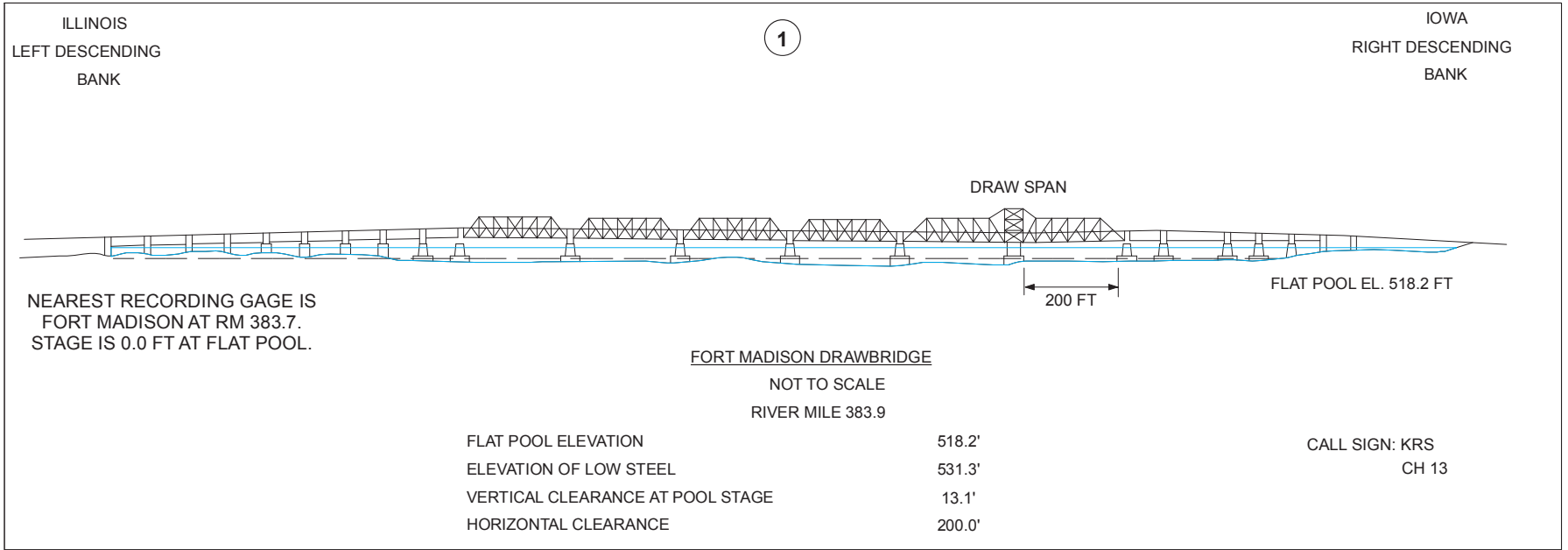


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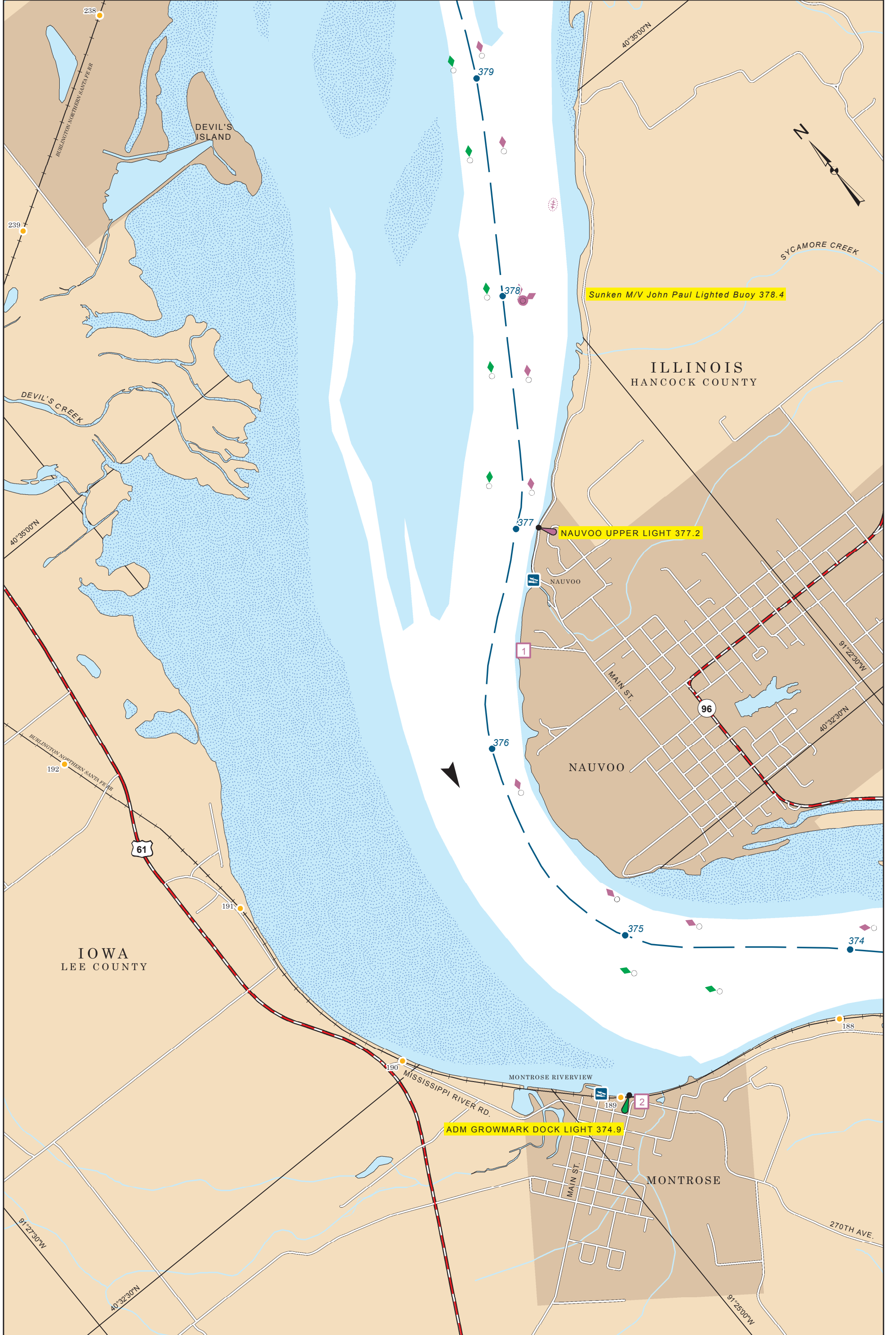
<i>FACILITIES</i>	
<i>1</i>	<i>Colusa Elevator Co., Green Bay Landing Dock</i>
<i>2</i>	<i>Agrum Ammonium, Niota Terminal Dock</i>



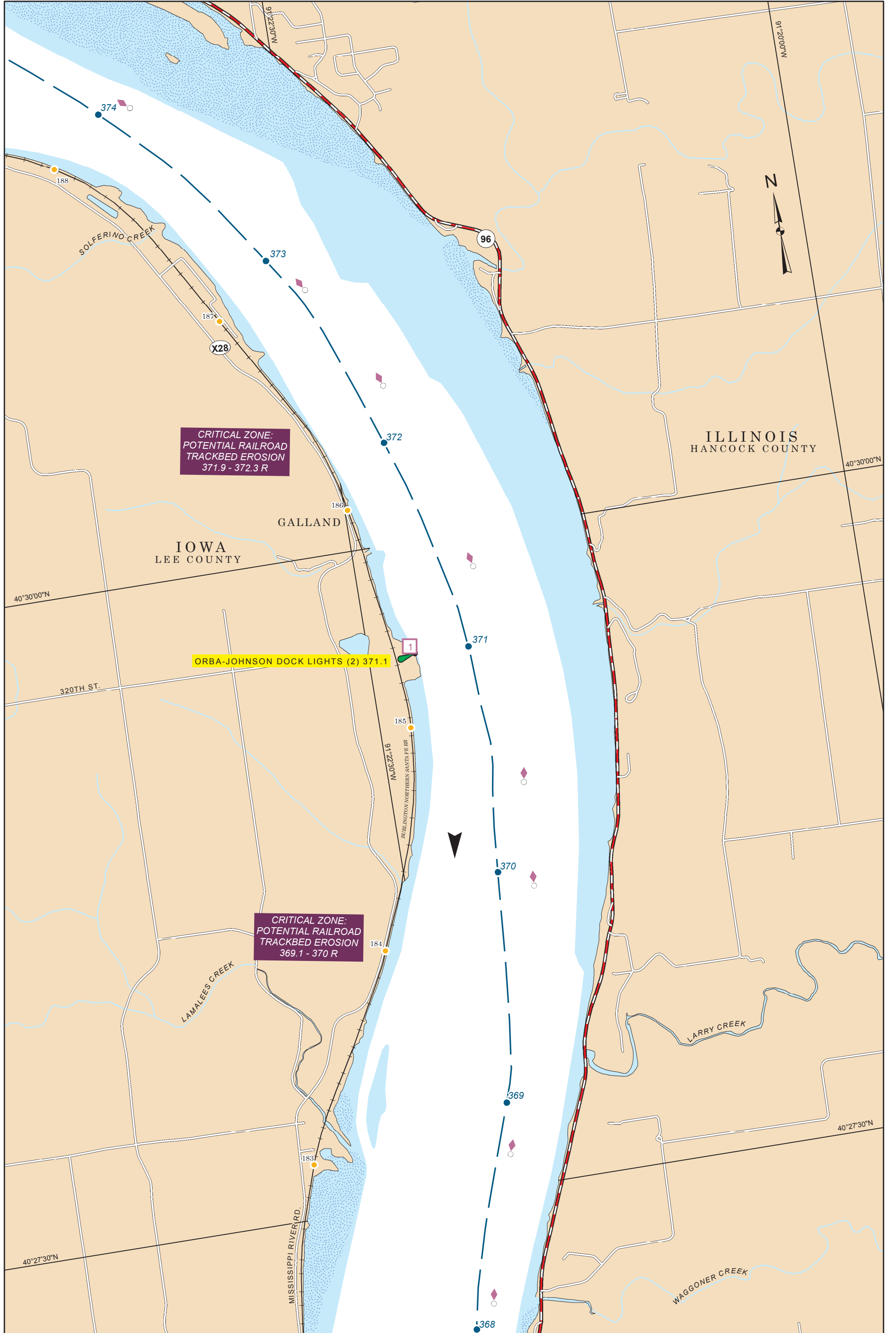


FACILITIES	
1	<i>Fort Madison Casino Boat Dock.</i>
2	<i>Hall Towing, Barge Terminal Upper Wharf.</i>
3	<i>Hall Towing Slip.</i>
4	<i>Hall Towing, Barge Terminal, Lower Wharf.</i>

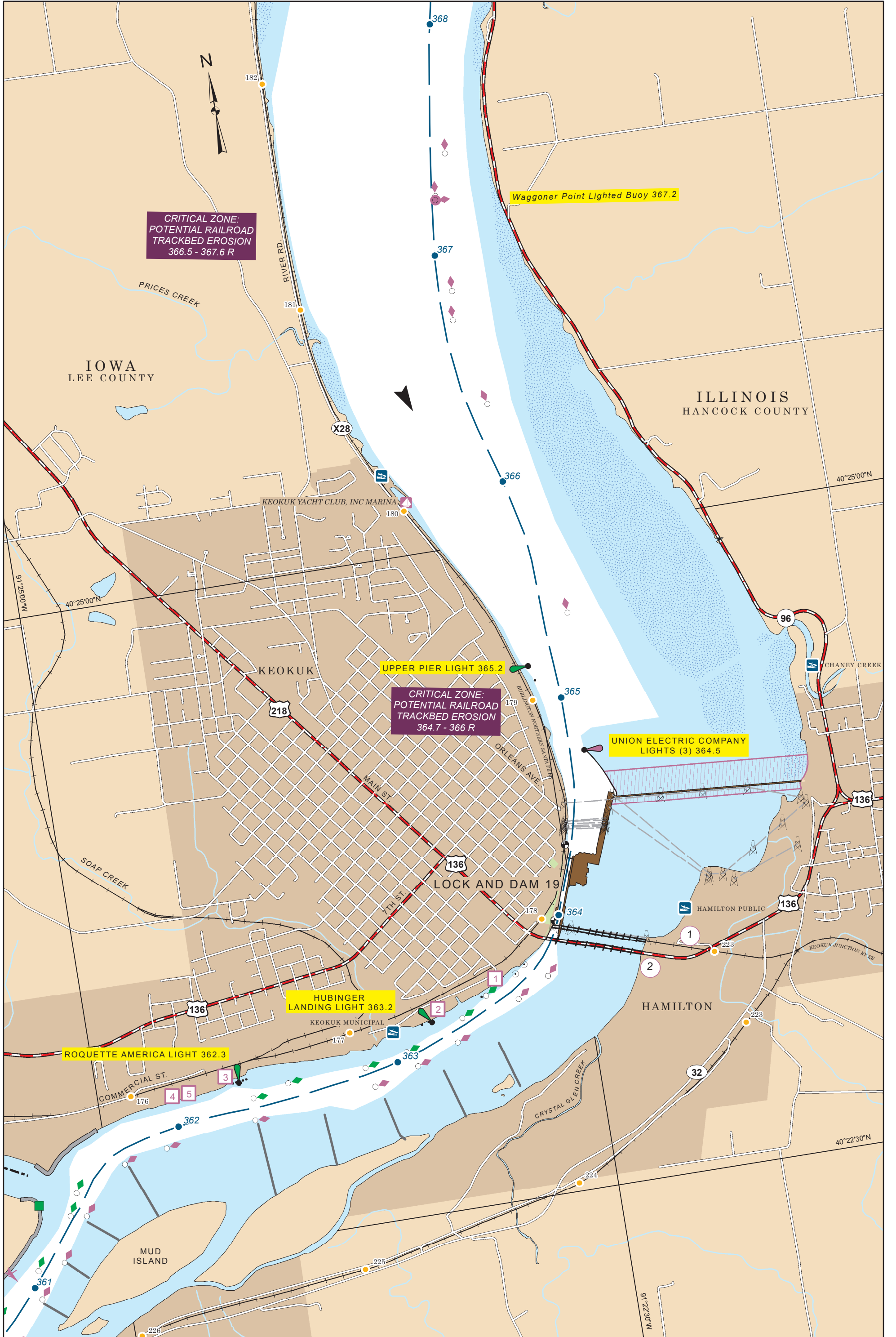
UTILITY CROSSING			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
383.9	<i>Aerial Crossing</i>	<i>91.0'</i>	<i>IES Utilities Power Co.</i>
383.9	<i>Pipeline</i>	<i>Not Applicable</i>	<i>Buckeye Partners, LP</i>
381.4	<i>Pipeline</i>	<i>Not Applicable</i>	<i>Abandoned</i>
381.1	<i>Pipeline</i>	<i>Not Applicable</i>	<i>Abandoned</i>
380.7	<i>Pipeline</i>	<i>Not Applicable</i>	<i>Abandoned</i>
380.6	<i>Pipeline</i>	<i>Not Applicable</i>	<i>BP Pipeline (North America) INC.</i>
379.6	<i>Pipeline</i>	<i>Not Applicable</i>	<i>Enterprise Products Operating LLC</i>

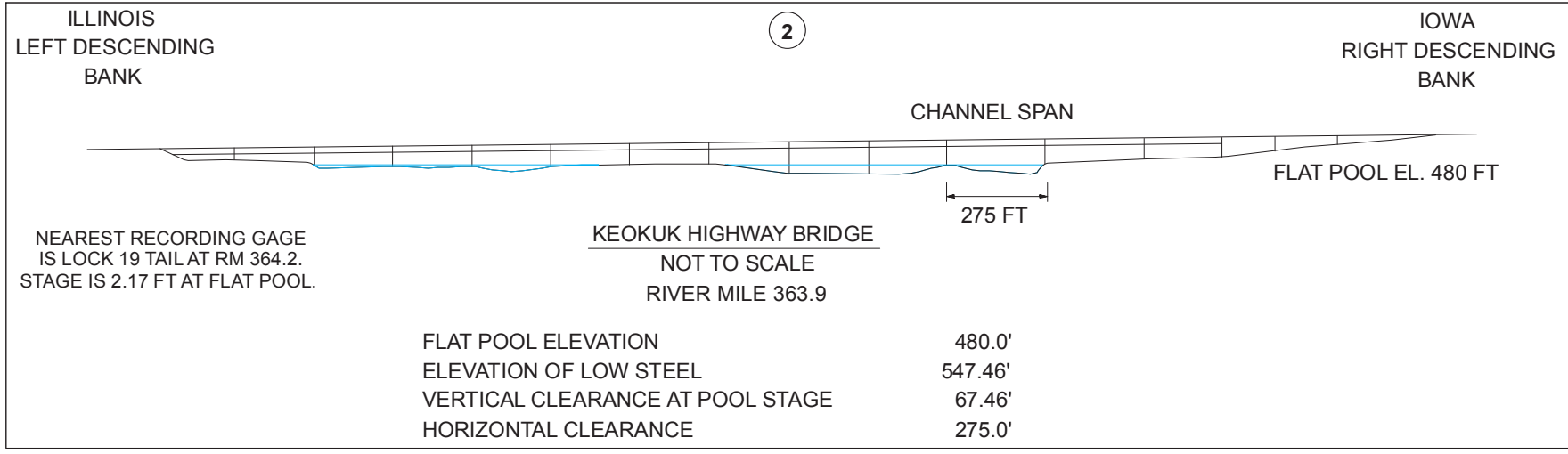
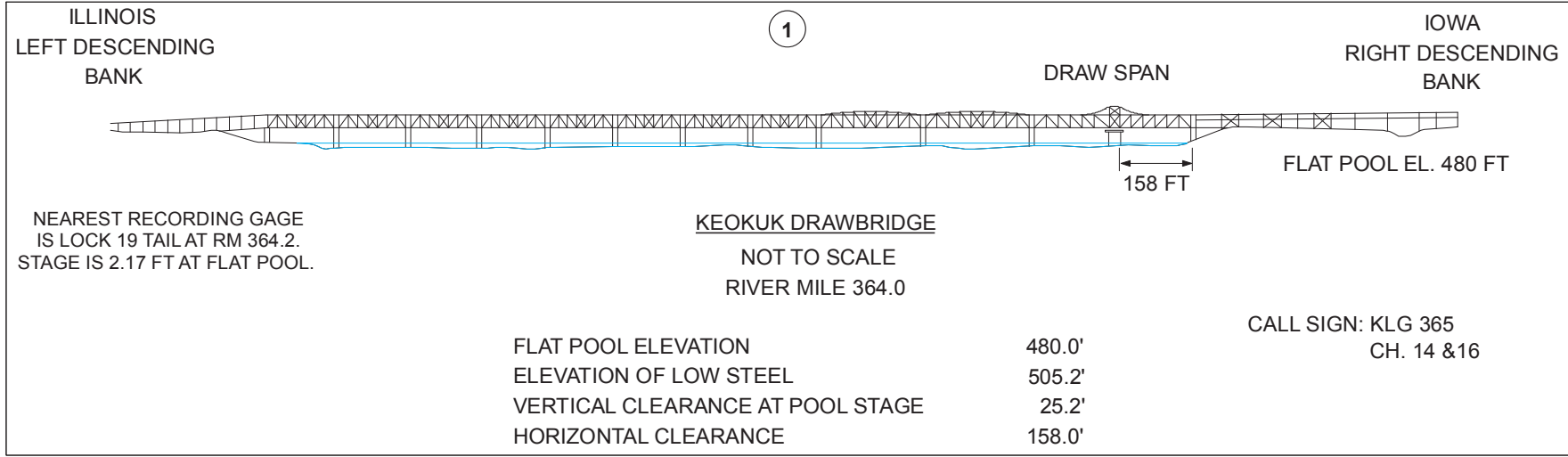
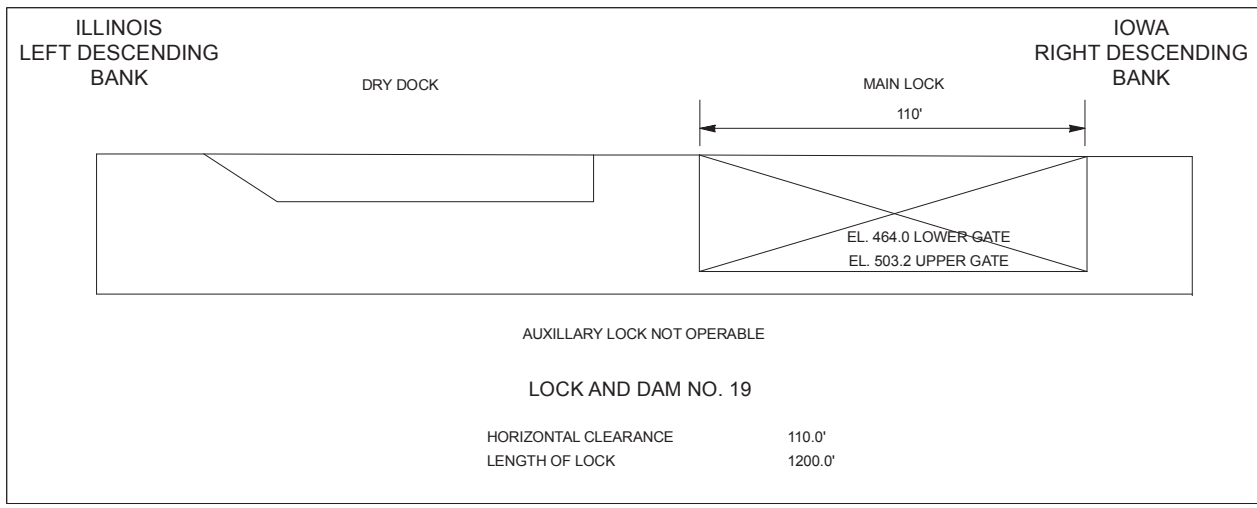


<i>FACILITIES</i>	
1	<i>Colusa River Terminal, Nauvoo Terminal Wharf.</i>
2	<i>Hydro Merschman, Montrose Elevator Dock.</i>



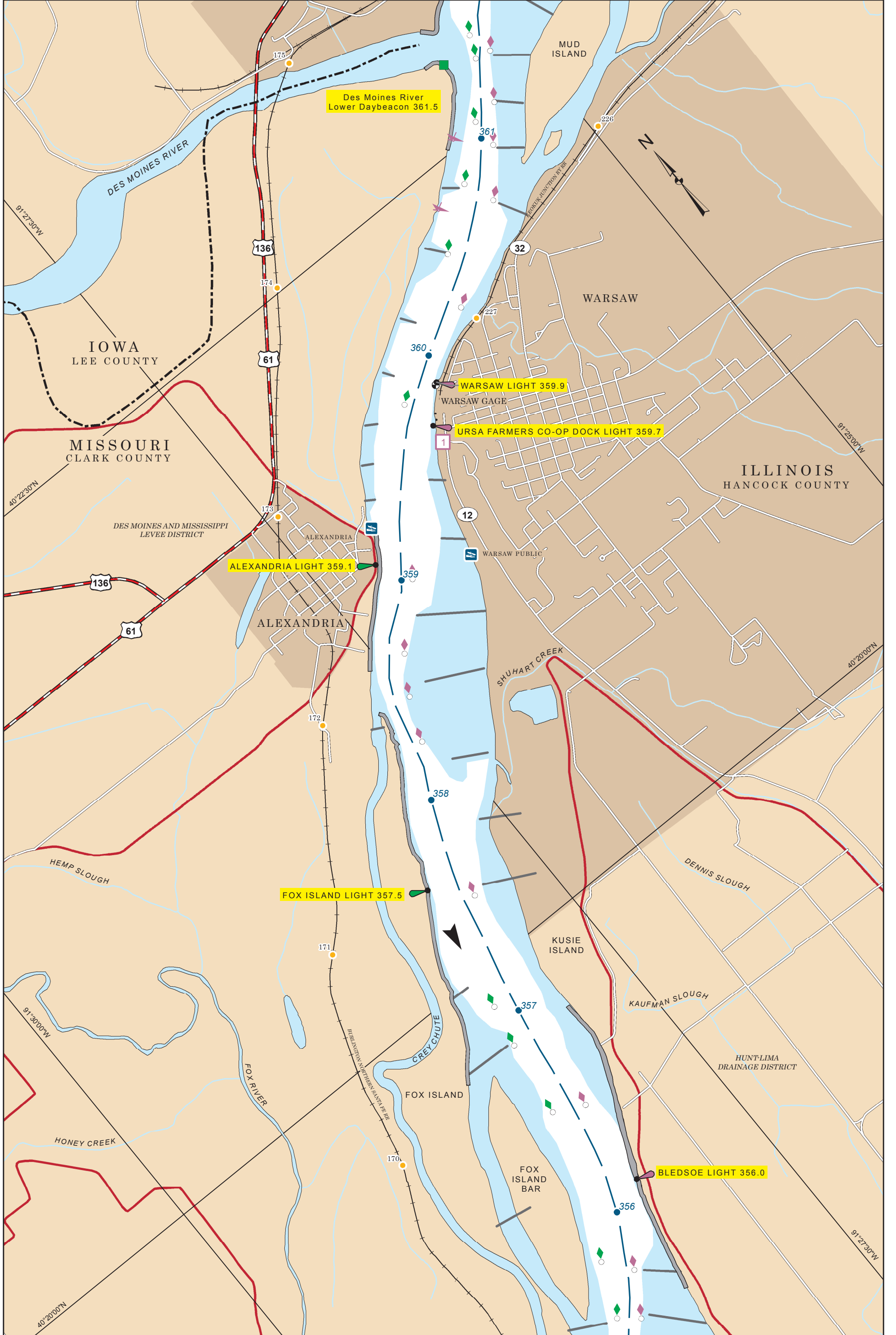
<i>FACILITIES</i>	
<i>1</i>	<i>ORBA-Johnson Transshipment Co. Dock.</i>





FACILITIES	
1	U.S. Coast Guard Cutter "SCIOTO" Moorings.
2	City of Keokuk, Hubinger Landing Dock.
3	Roquette America, River Terminal, Dock.
4	Roquette America, River Terminal, Dock.
5	Roquette America, River Terminal, Wharf.

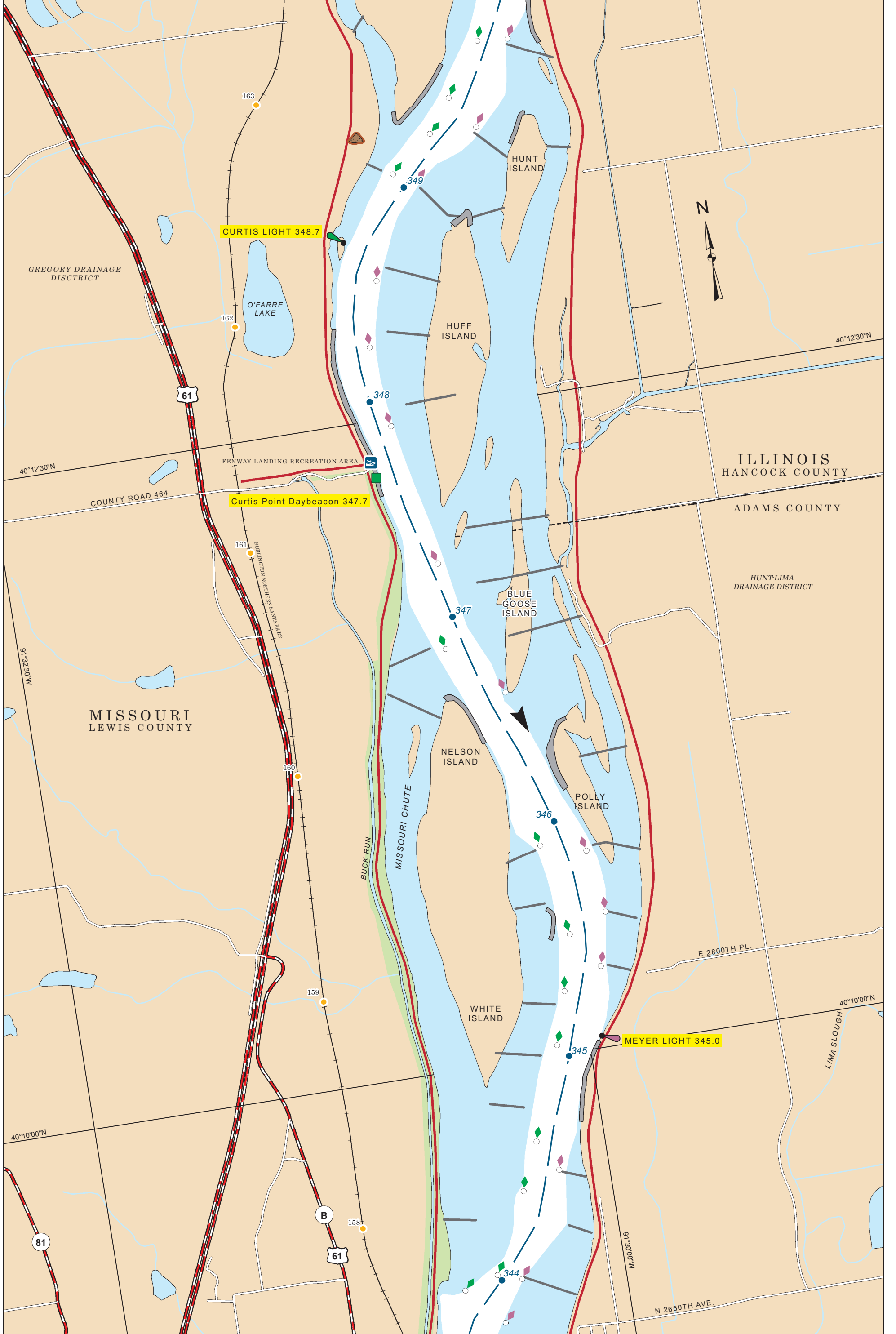
UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
364.5	Aerial Crossing	86.0'	Unknown
364.4	Aerial Crossing	Unknown	Mississippi River Power Co.
364.4	Aerial Crossing	76.0'	Union Electric Co.
364.4	Aerial Crossing	Unknown	Unknown
364.0	Aerial Crossing	Unknown	Unknown



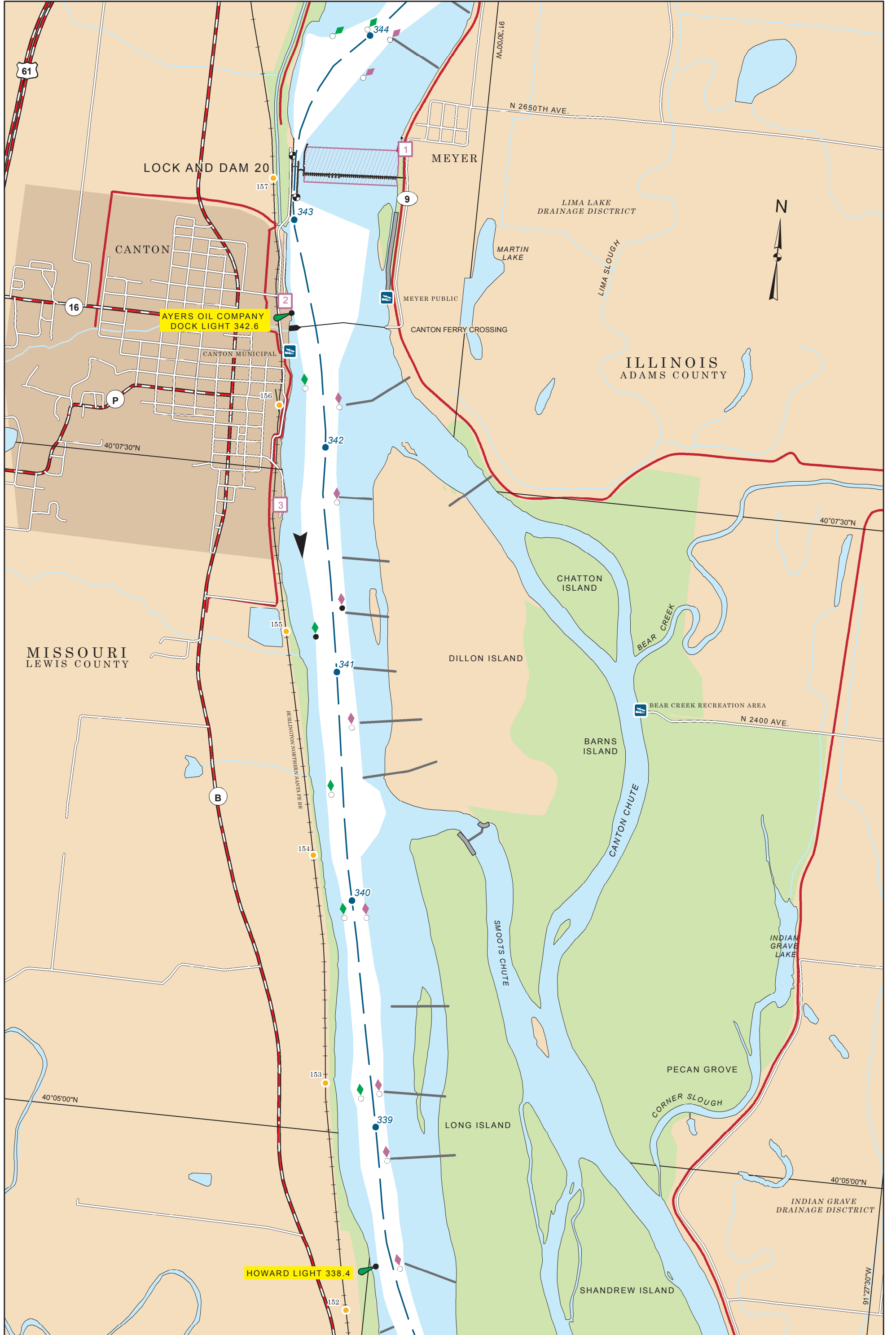
<i>FACILITIES</i>	
<i>1</i>	<i>URSA Farmers Cooperative Co., Warsaw Division, Grain Elevator Dock.</i>

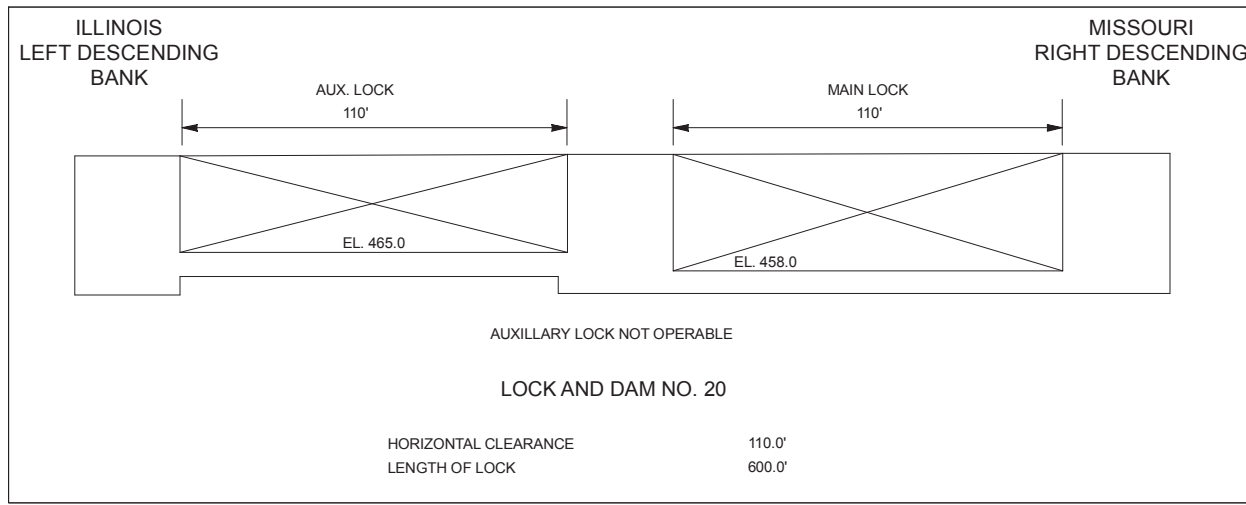


<i>FACILITIES</i>	
1	<i>Gabe Logsdon & Sons Dock.</i>

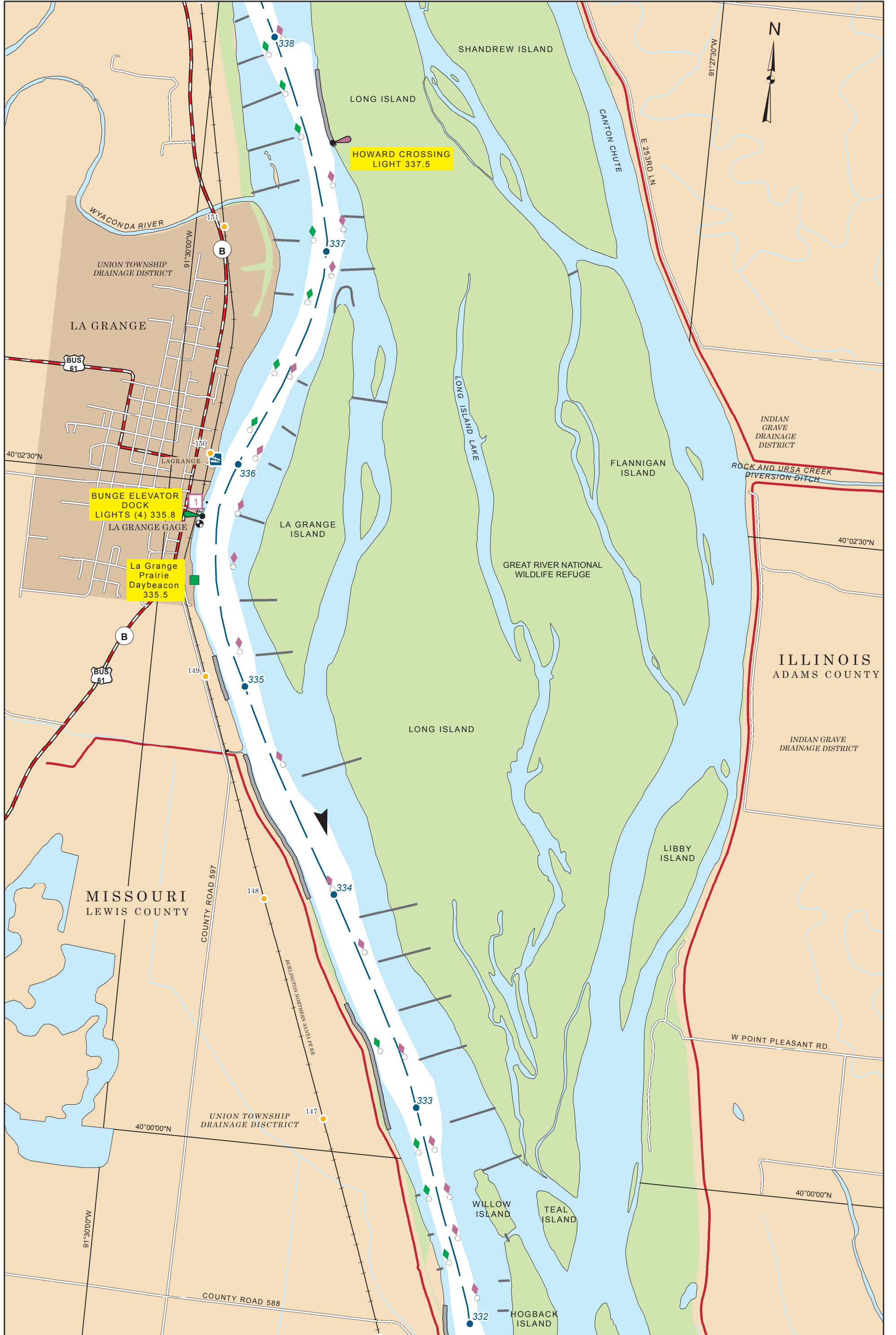


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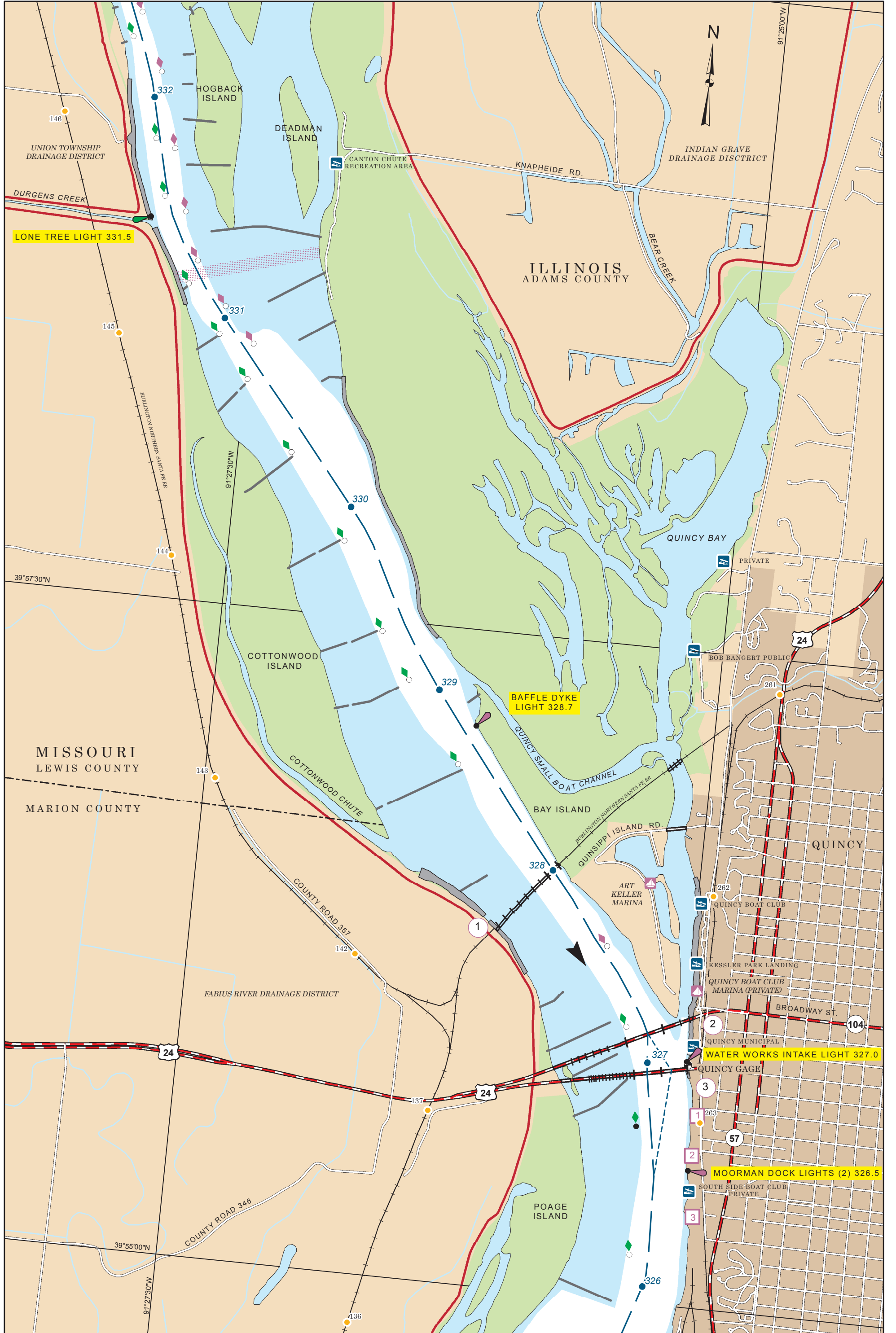


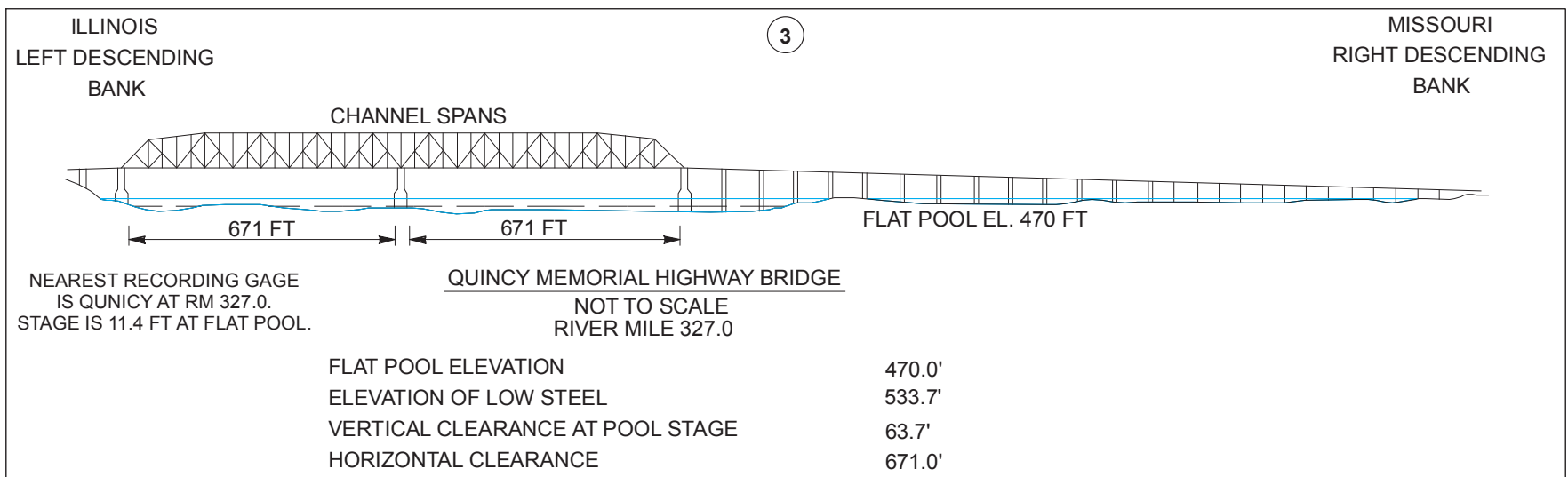
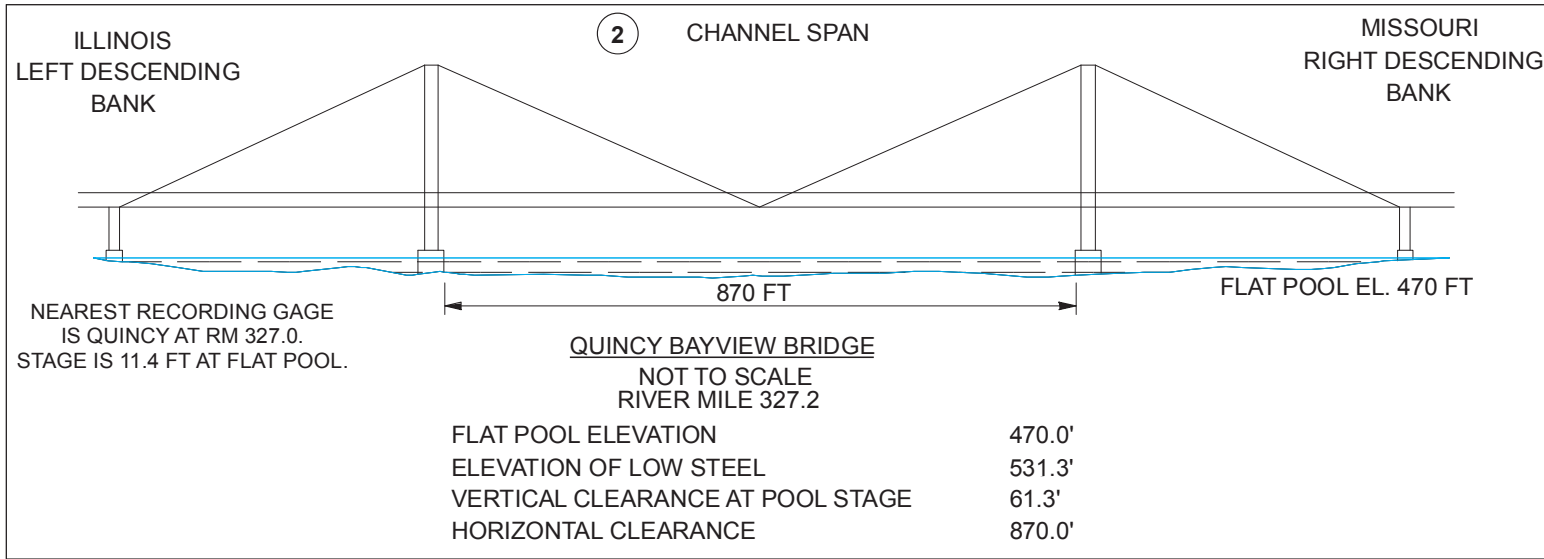
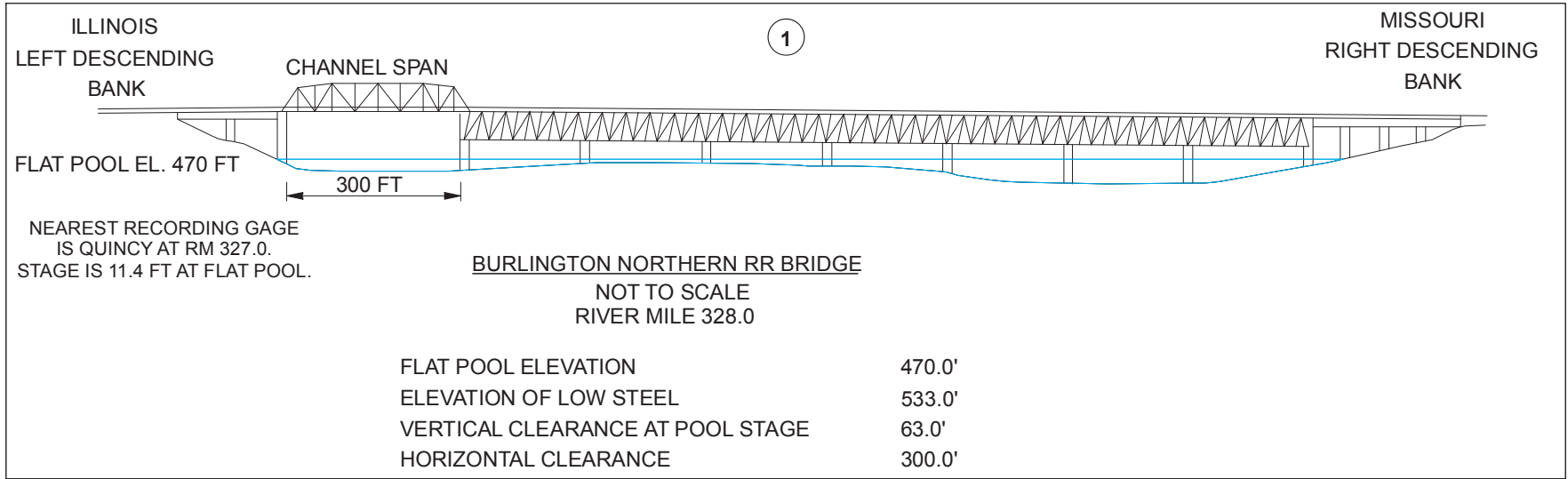


<i>FACILITIES</i>	
1	<i>URSA Farmers Cooperative Co., Meyer Division, Grain Elevator Dock.</i>
2	<i>Ayers Oil Co. Dock.</i>
3	<i>Tri-State Fertilizer Co., Canton Terminal Dock.</i>



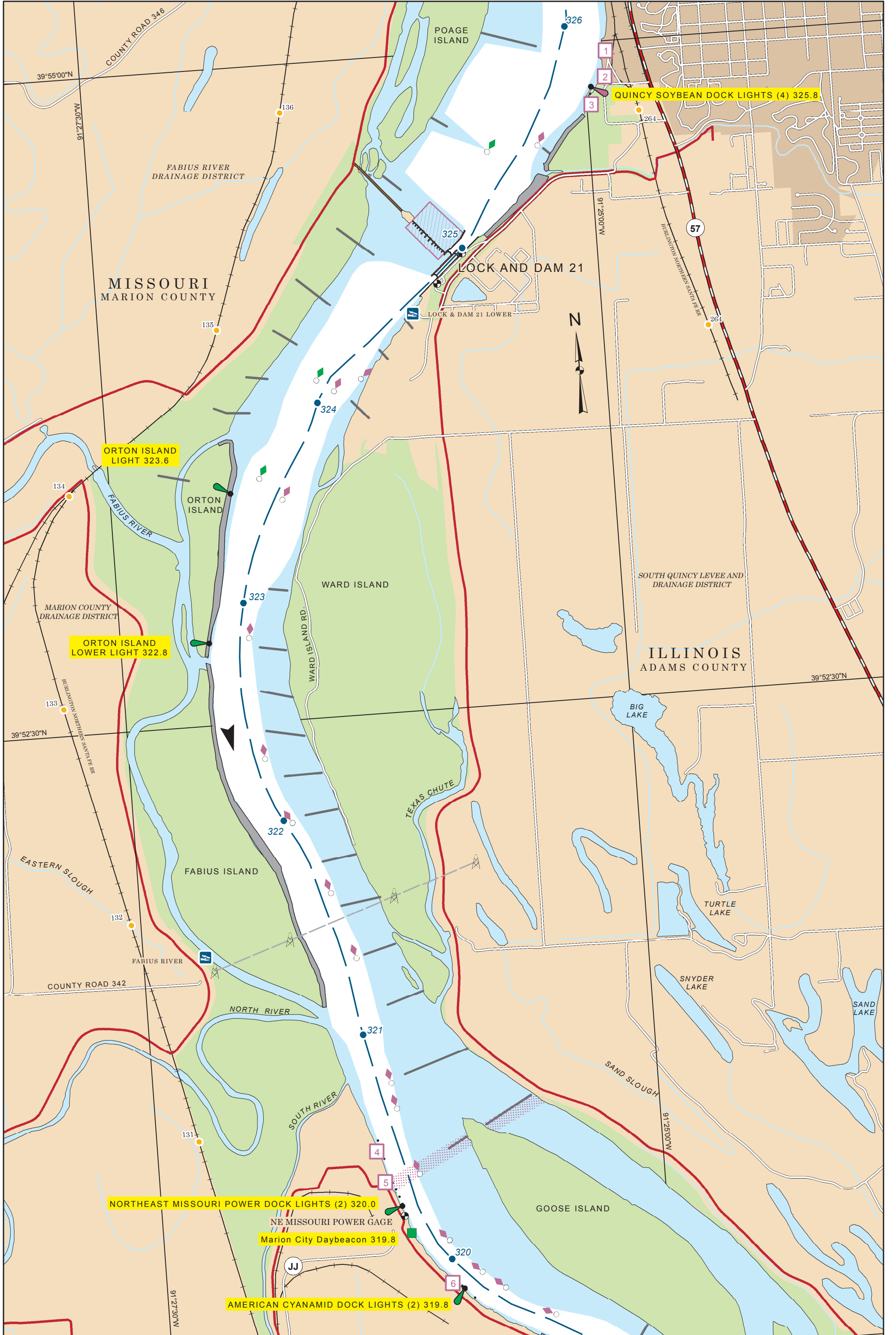
<i>FACILITIES</i>
<i>1 Bunge North America, LaGrange Grain Elevator Dock.</i>

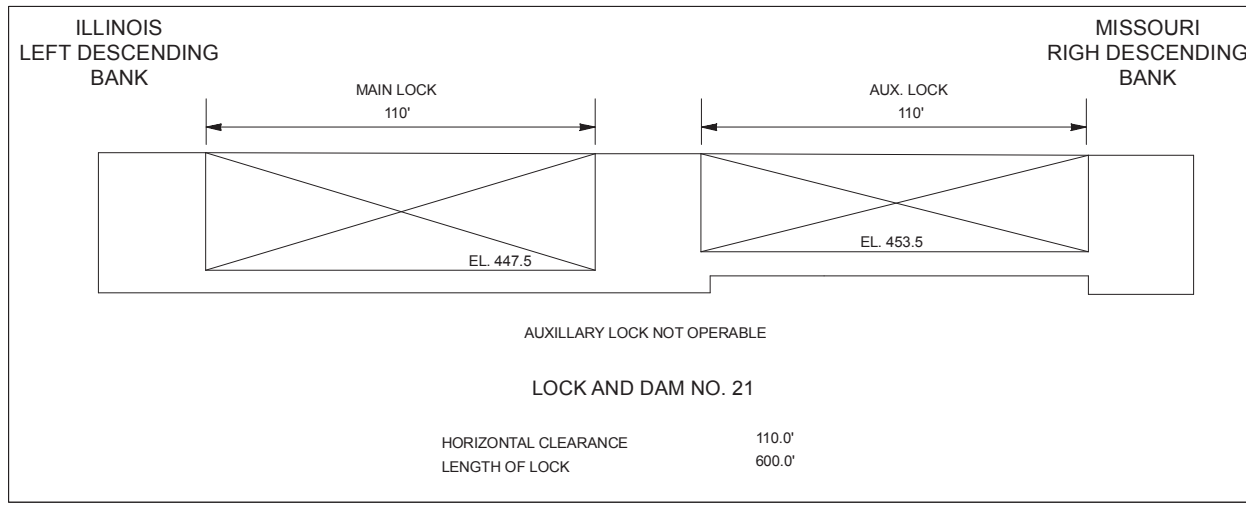




FACILITIES	
1	ADM/Quincy, Dock No. 1.
2	ADM/Alliance, Quincy Dock.
3	Canton Marine Towing Co., Quincy Dock and Fleet Moorings.

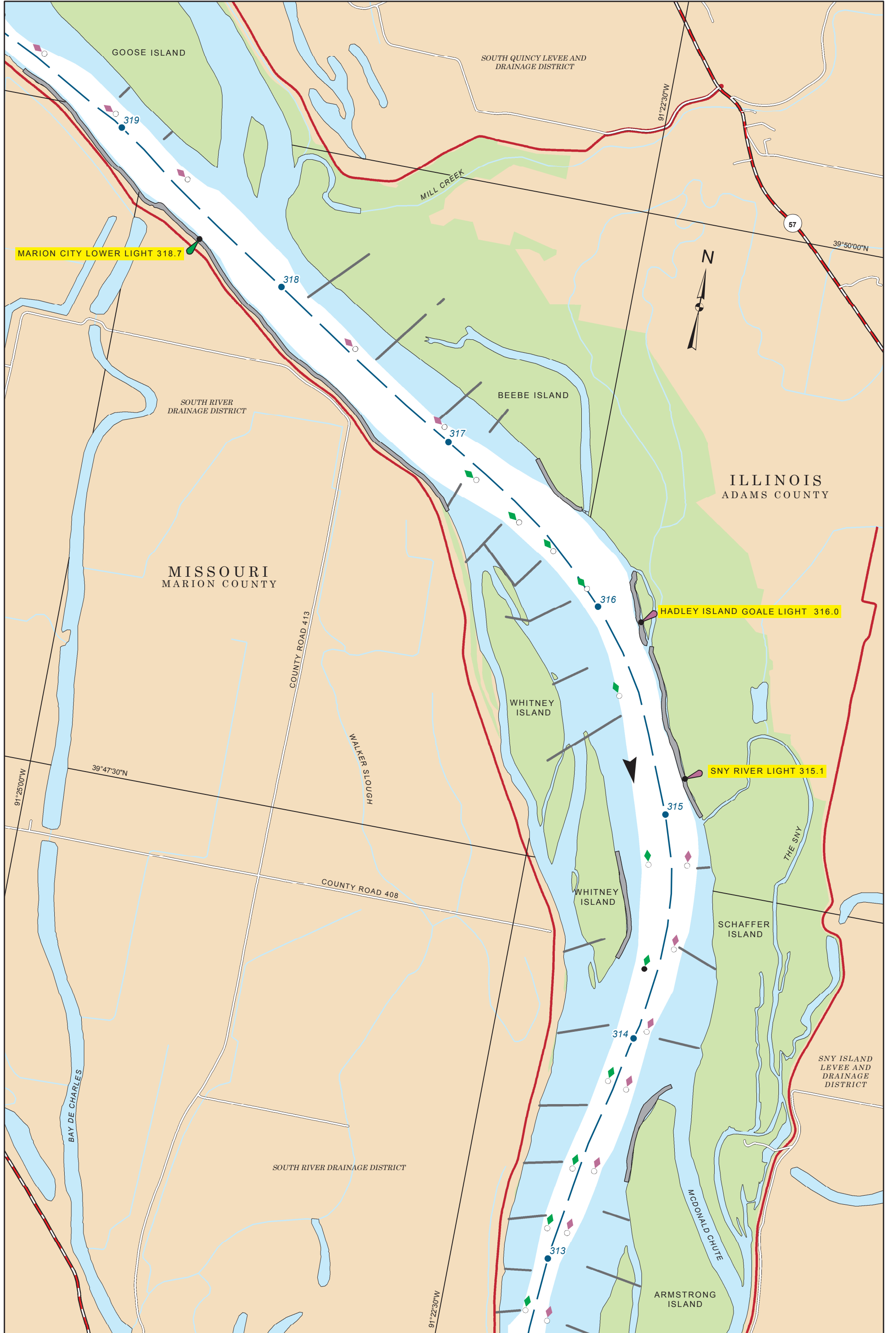
UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
331.2	Pipeline	Not Applicable	CCPS Transportation, LLC



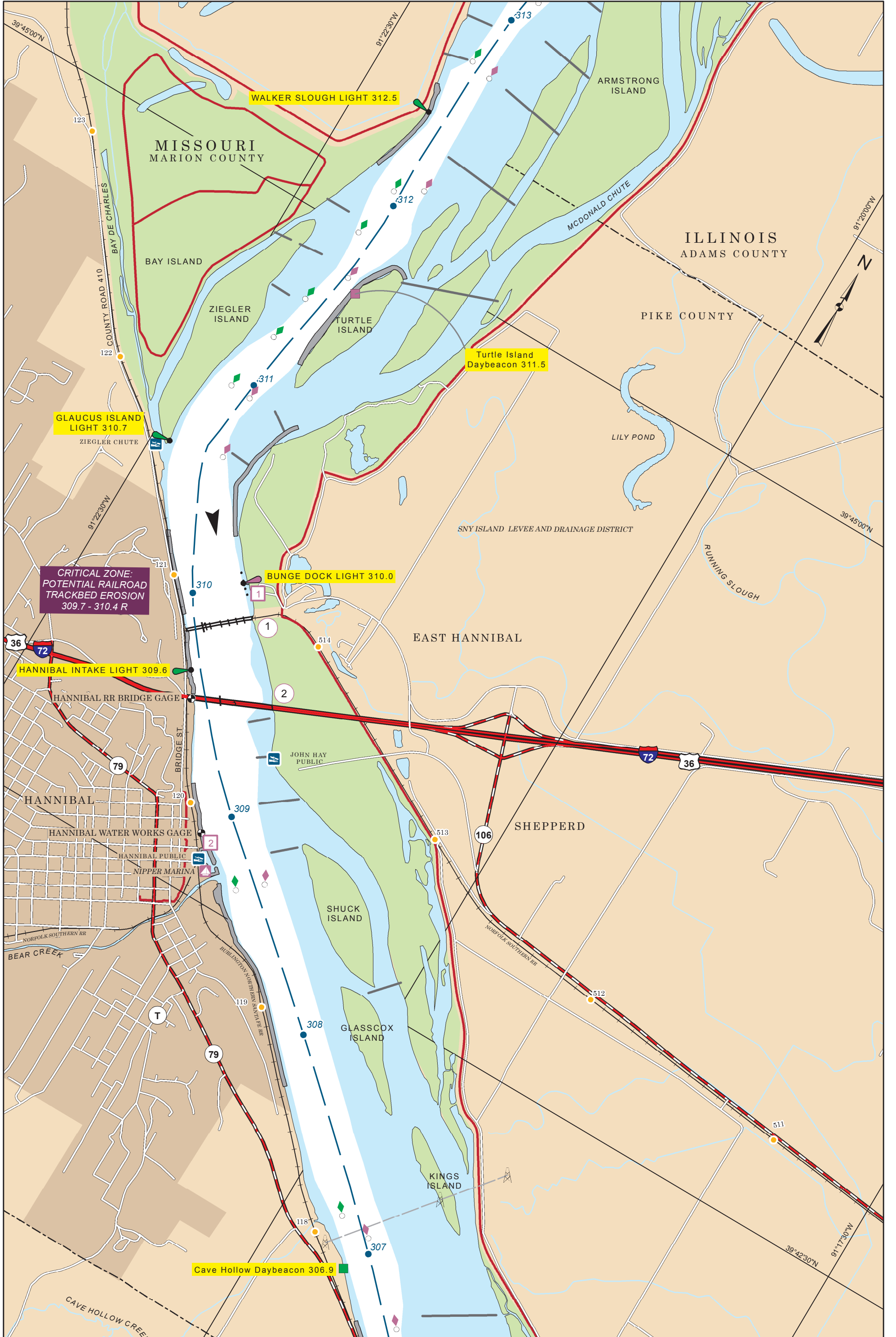


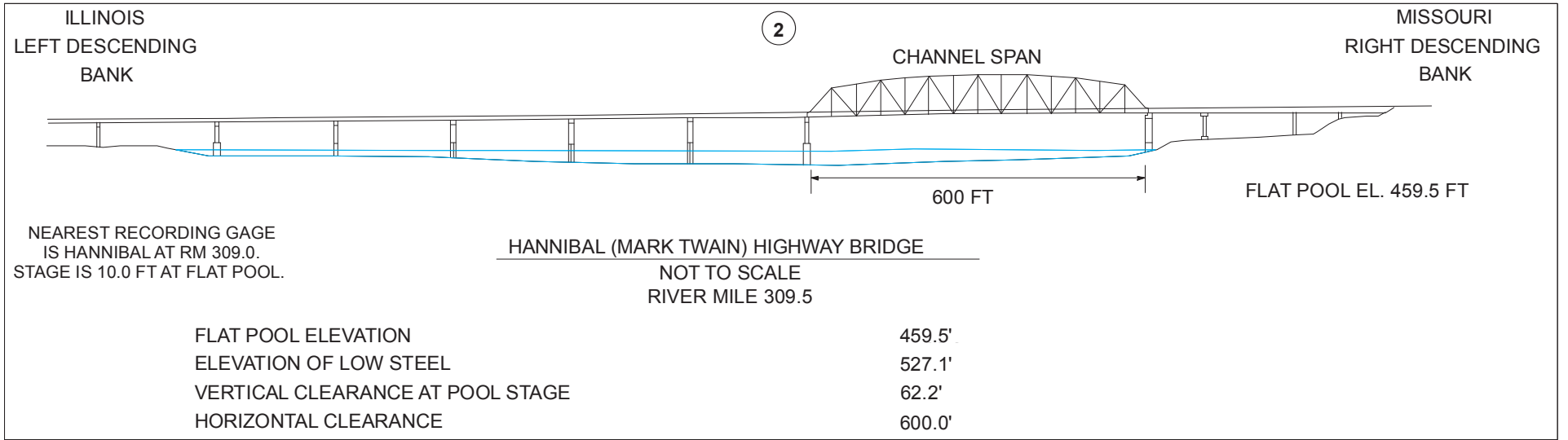
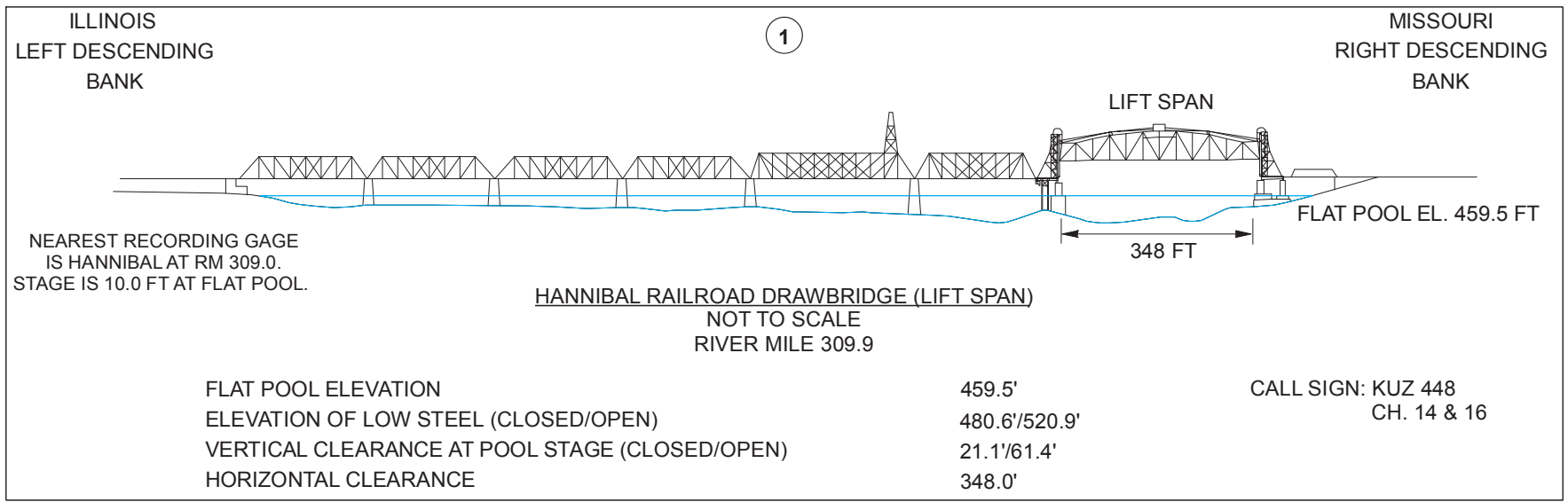
FACILITIES	
1	Quincy Terminal Wharf.
2	ADM/Quincy, Dock No. 2.
3	ADM/Quincy, Meal Dock No. 3.
4	MFA, Palmyra Ammonia Terminal Dock.
5	Northeast Missouri Electric Power Cooperative Palmyra, Fertilizer Dock.
6	BASF Corp., Hannibal Plant Dock.

UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
321.5	Aerial Crossing	98.0'	Unknown
320.4	Pipeline	Not Applicable	Panhandle Eastern Pipeline Co.

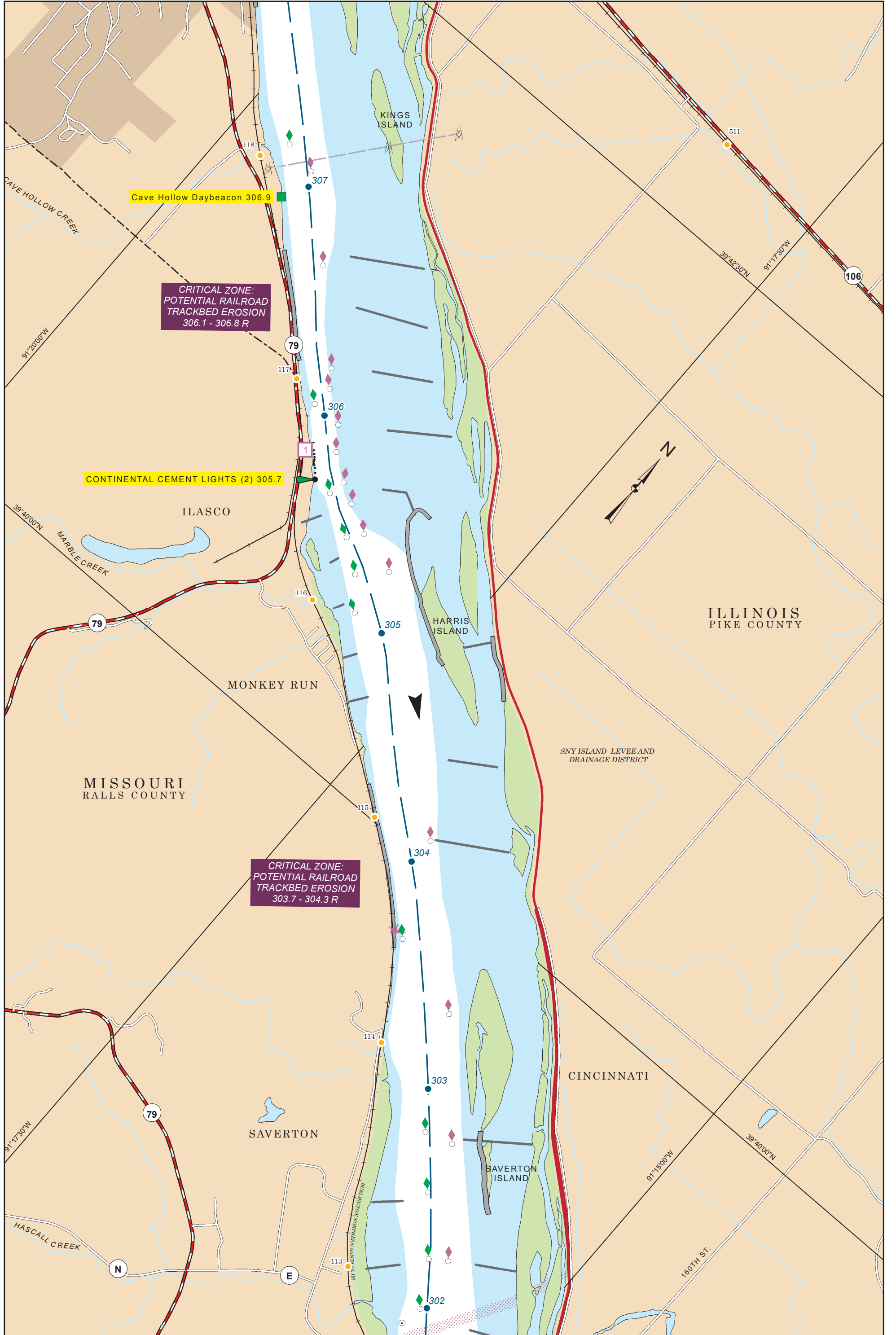


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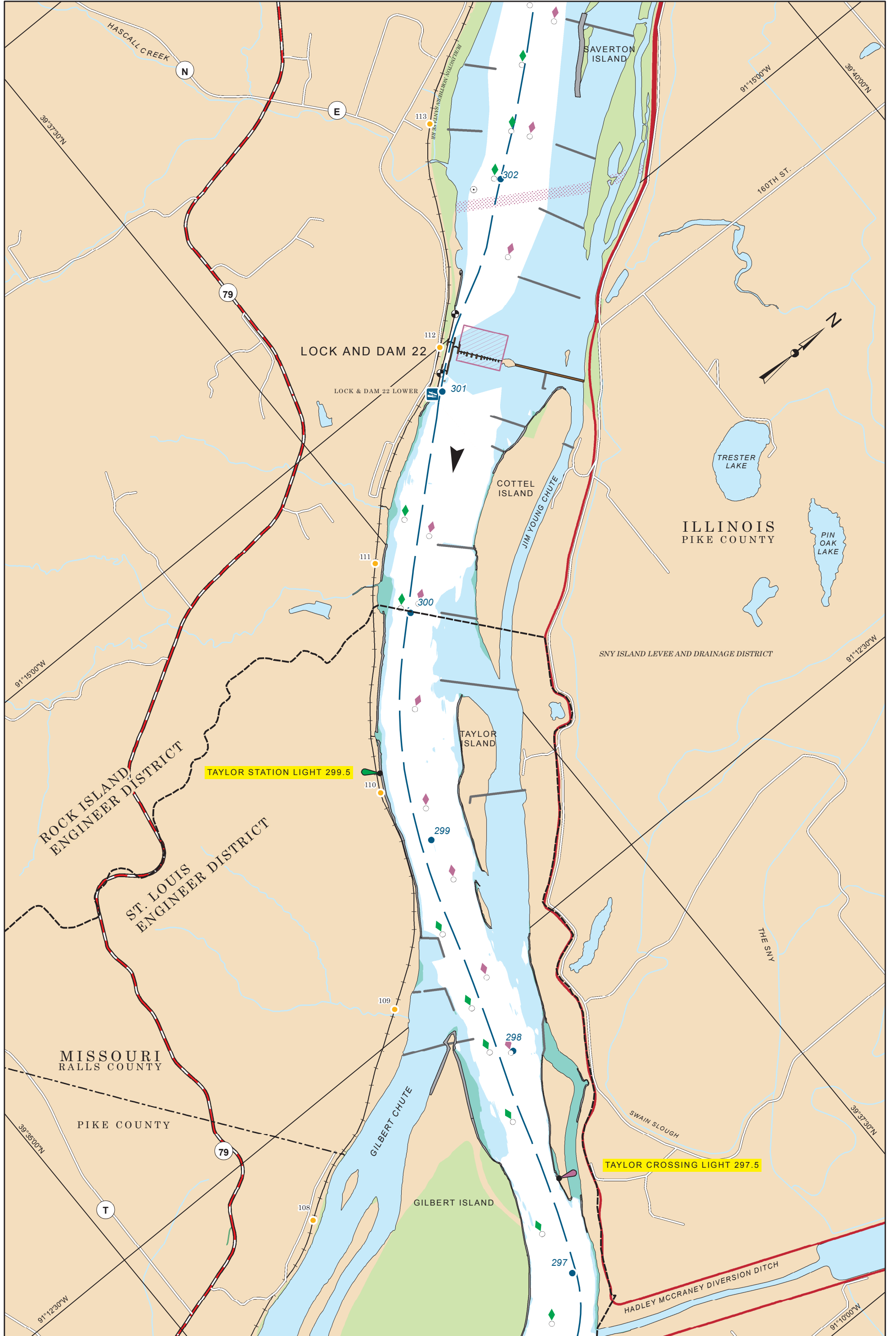


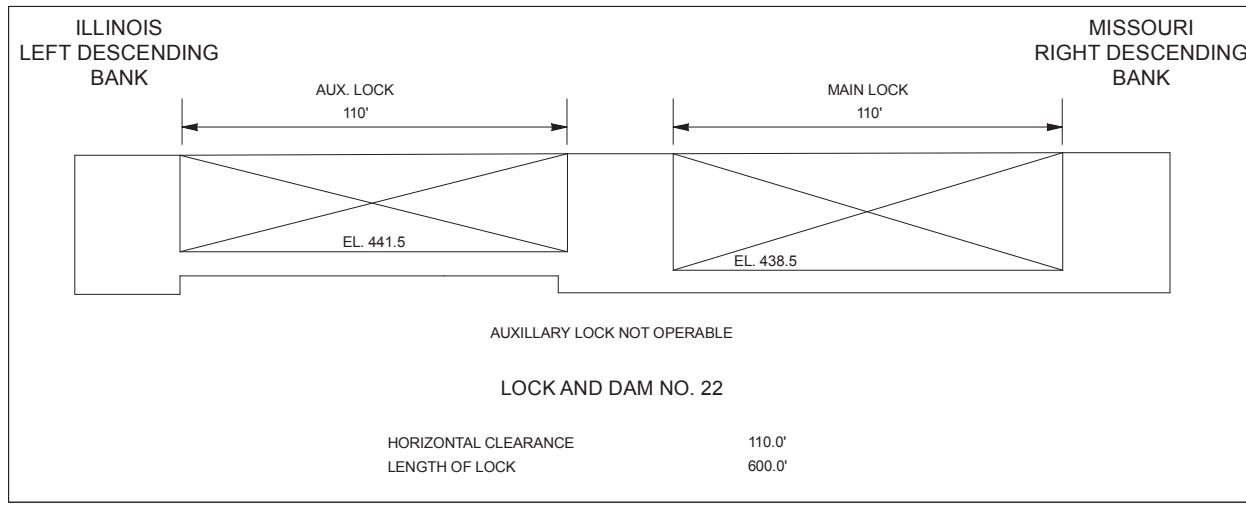
FACILITIES	
1	Bunge North America, East Hannibal Grain Elevator Dock.
2	Mark Twain Riverboat, Center Street Landing.



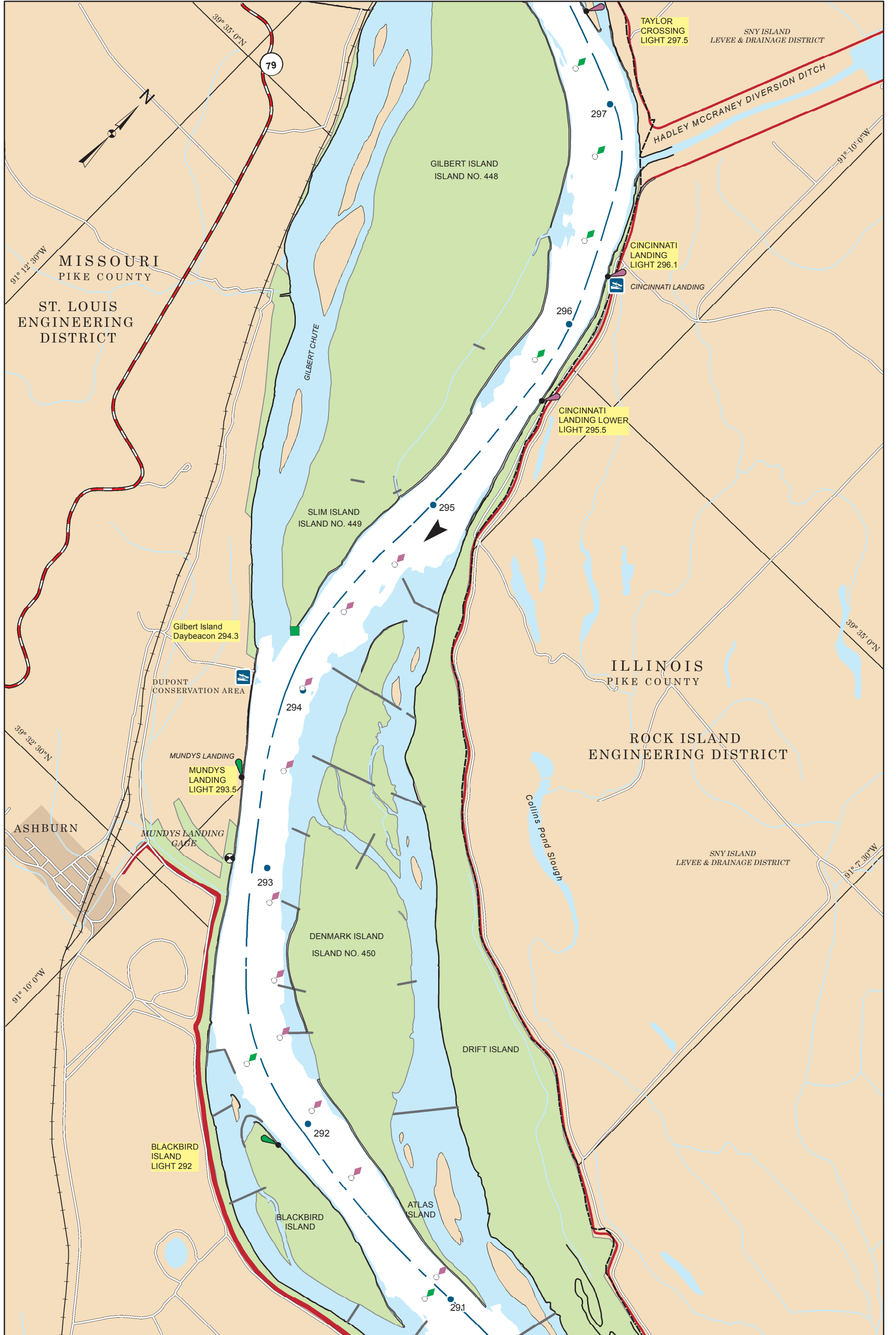
<i>FACILITIES</i>	
<i>1</i>	<i>Continental Cement Co. Hannibal Plant Cement Dock</i>

<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
<i>307.1</i>	<i>Aerial Crossing</i>	<i>75.0'</i>	<i>Unknown</i>

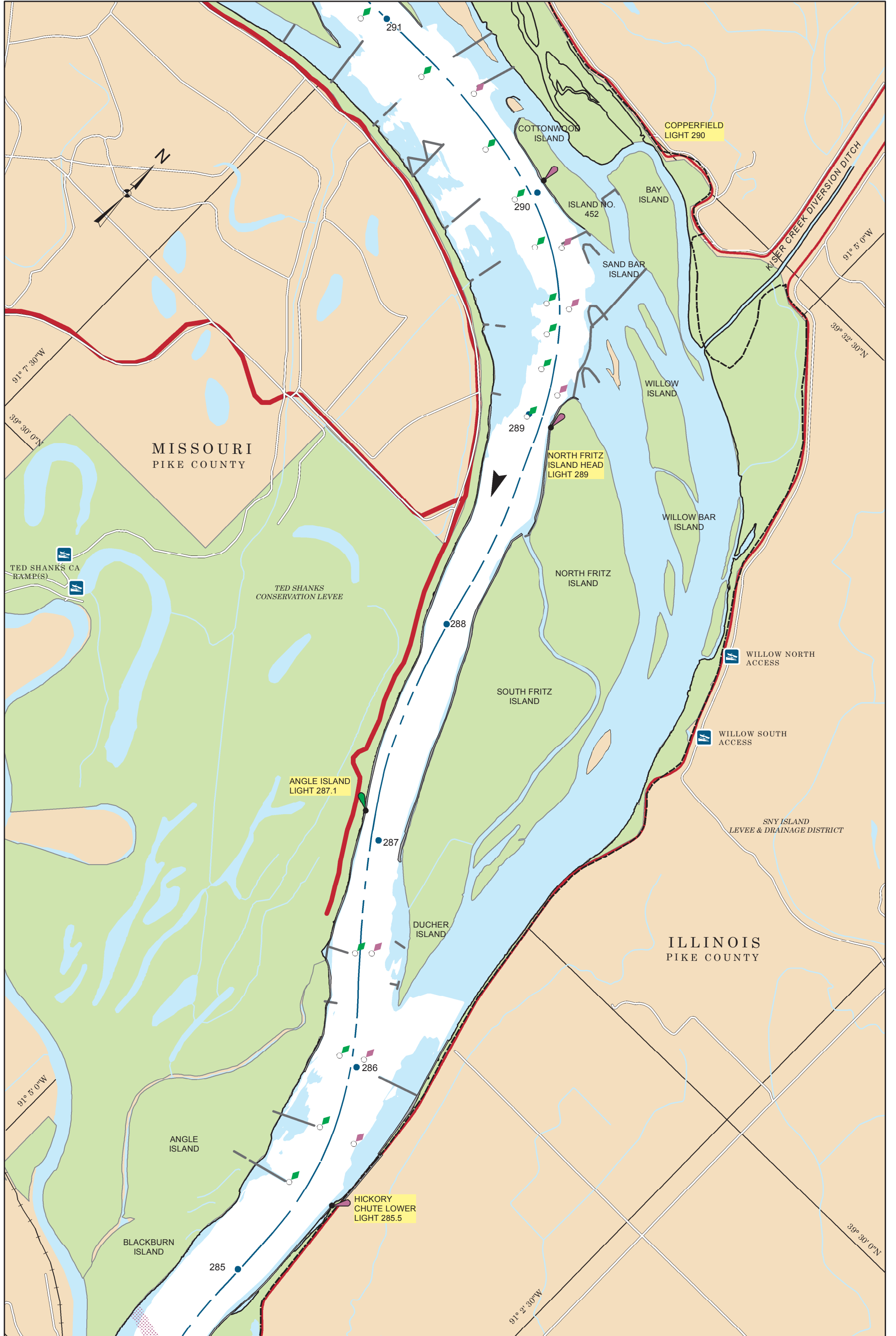




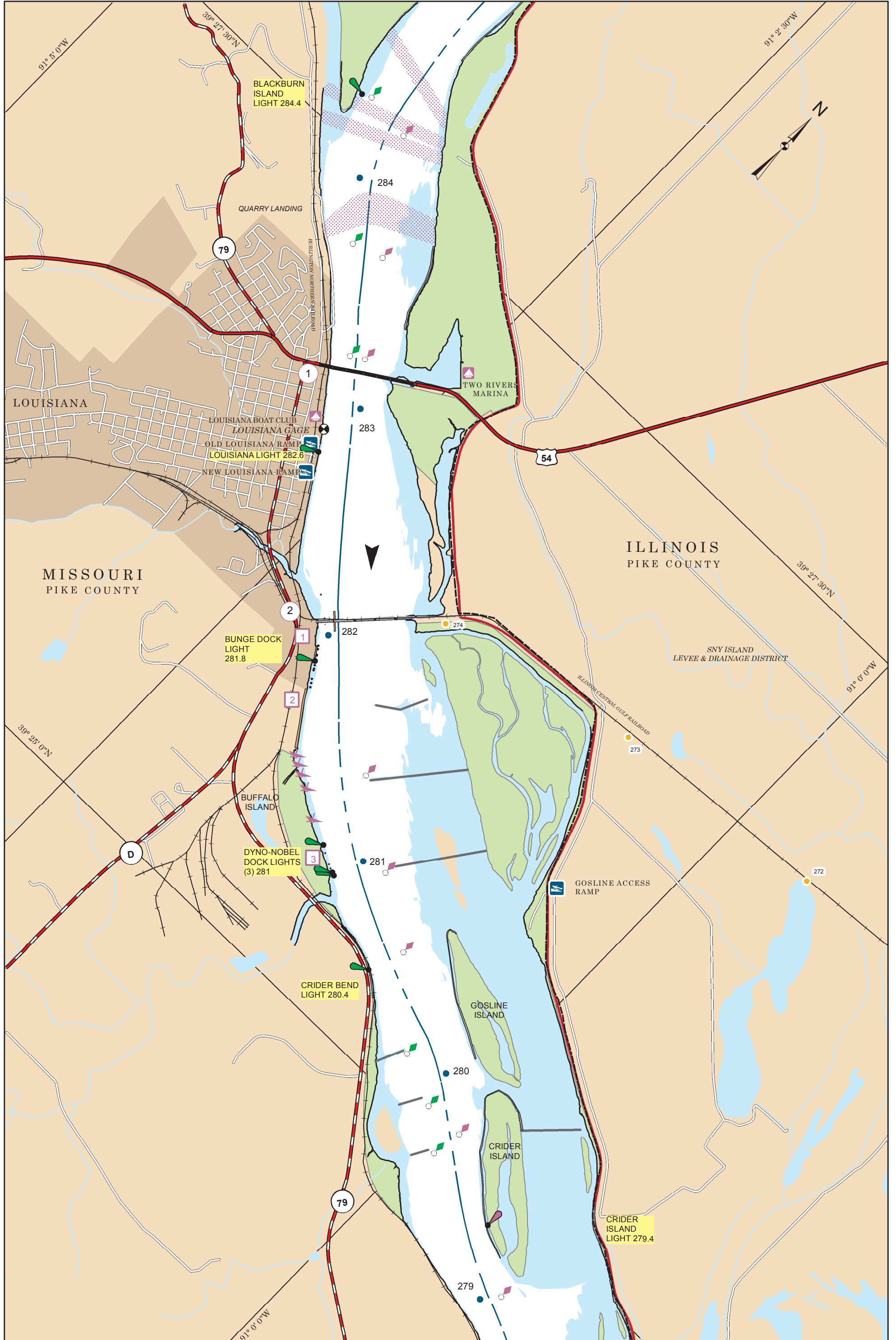
UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
301.9	Pipeline	Not Applicable	Magellan Pipeline Company, LP

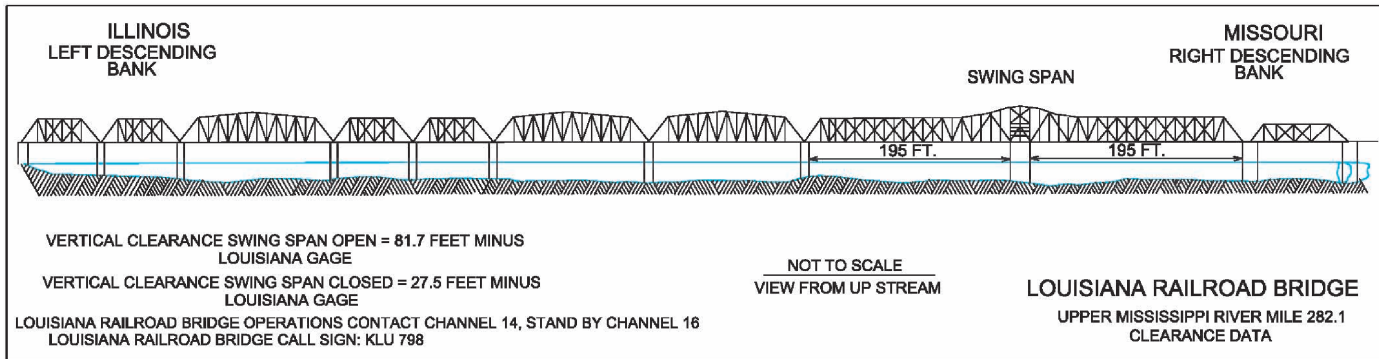
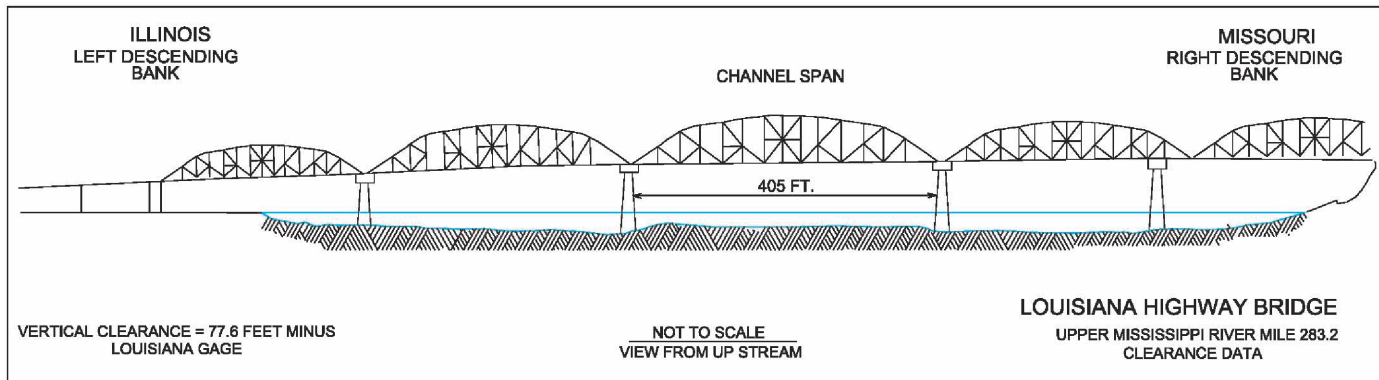


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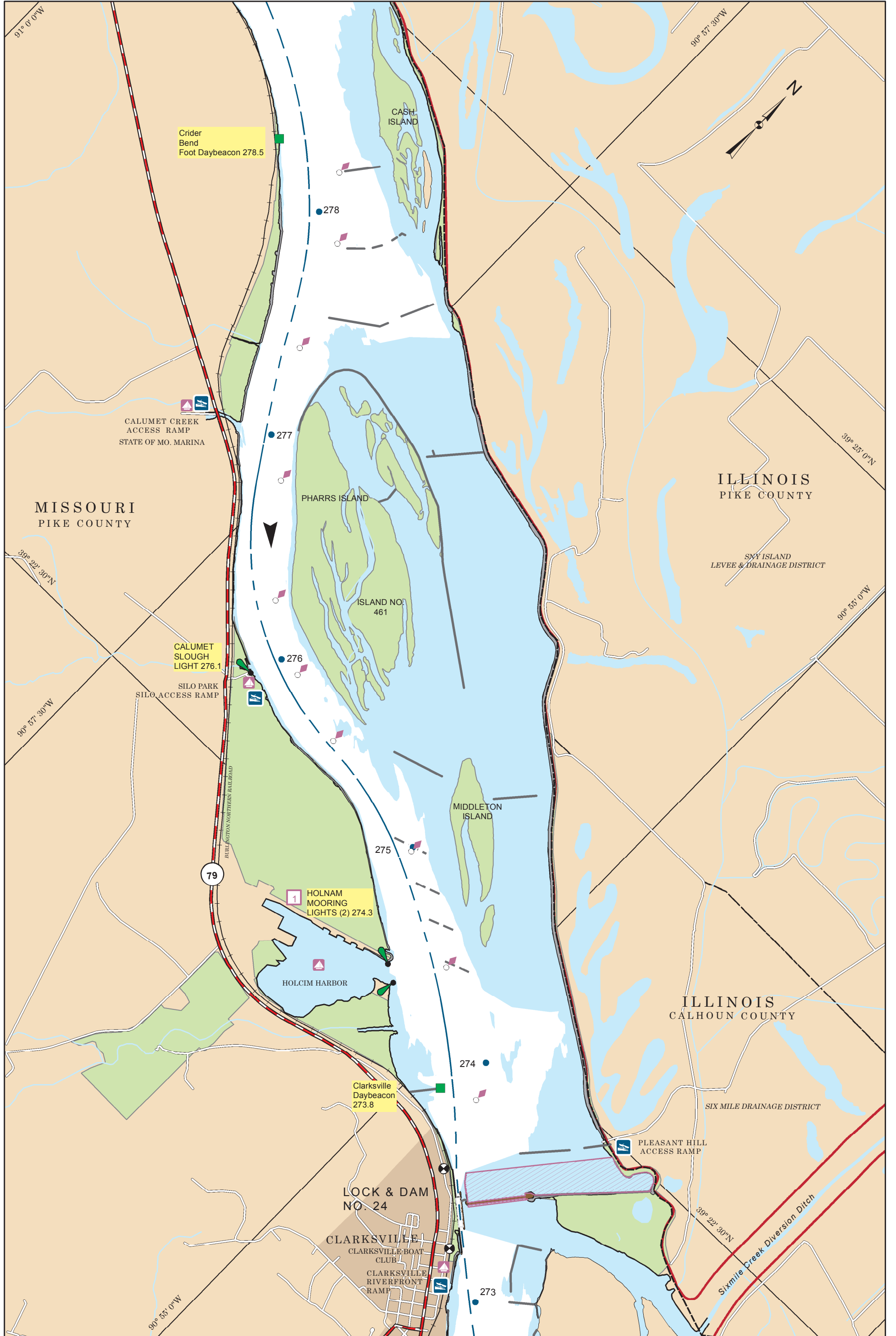
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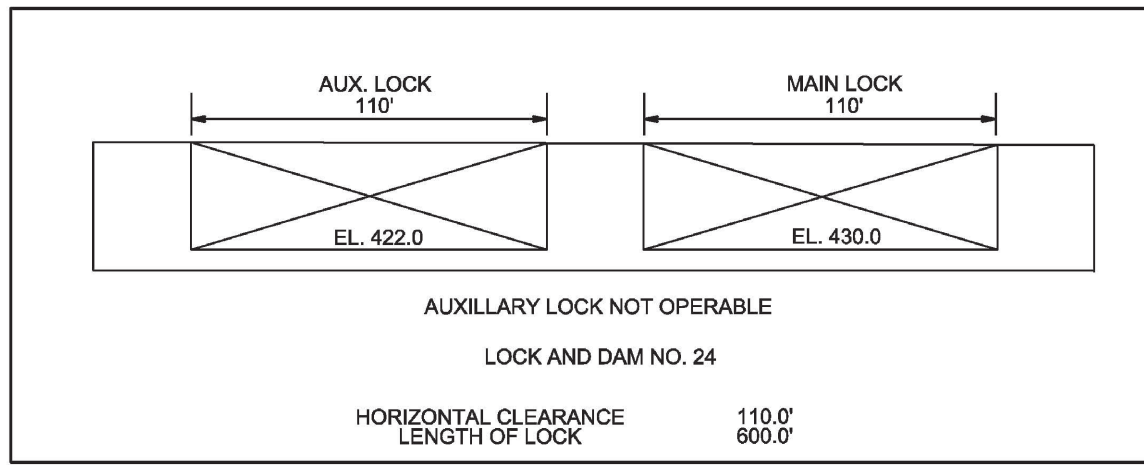




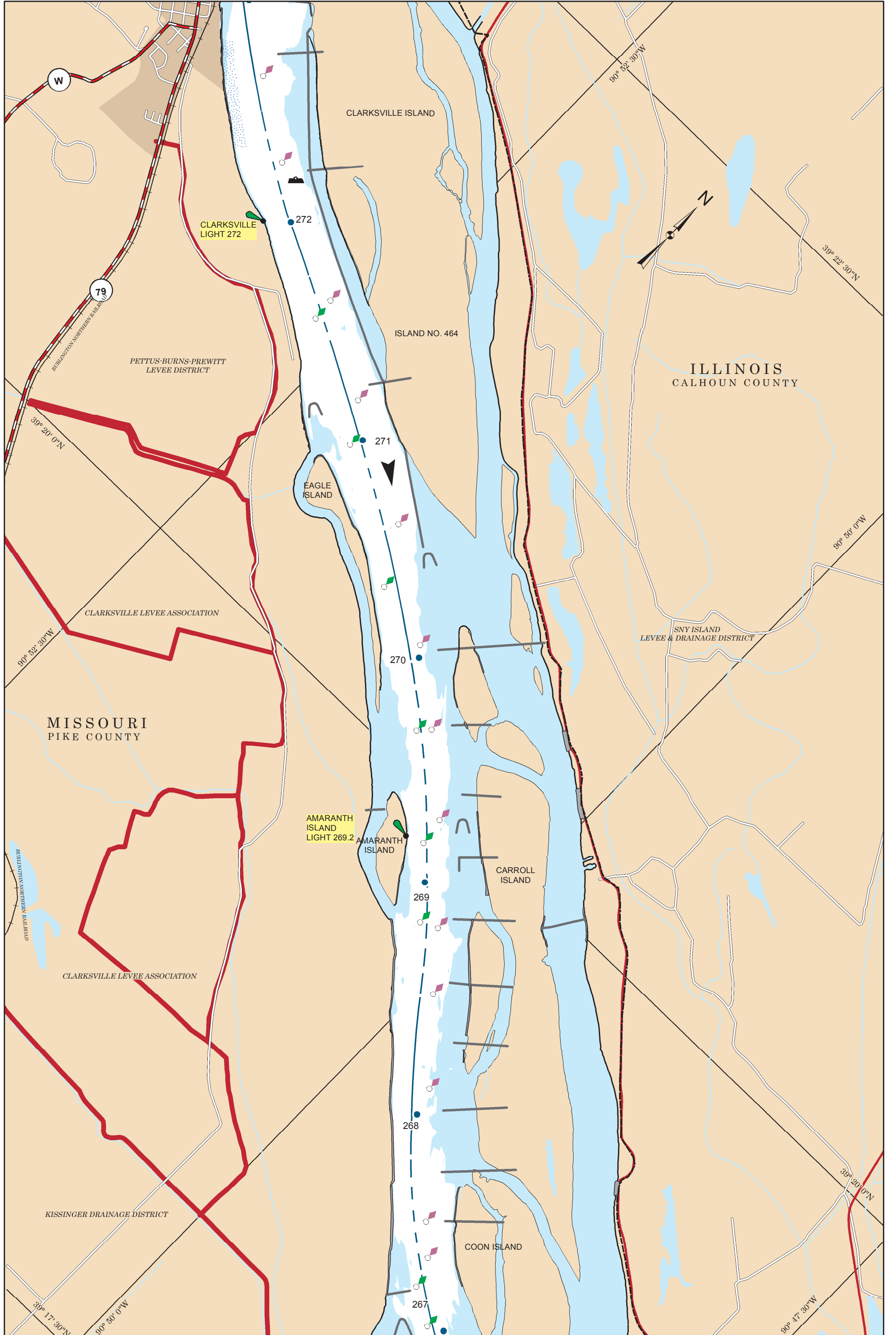
FACILITIES	
1	Bunge Corp, Louisiana Dock
2	Wayne B. Smith Inc., Louisiana Dock
3	Dyno-Nobel, Louisiana Dock

UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
284.5	Pipeline	Not Applicable	Rockies Express Pipeline
284.2	Pipeline	Not Applicable	Panhandle Eastern
283.7	Pipeline	Not Applicable	Panhandle Eastern
282.1	Aerial	Unknown	Gateway West RR





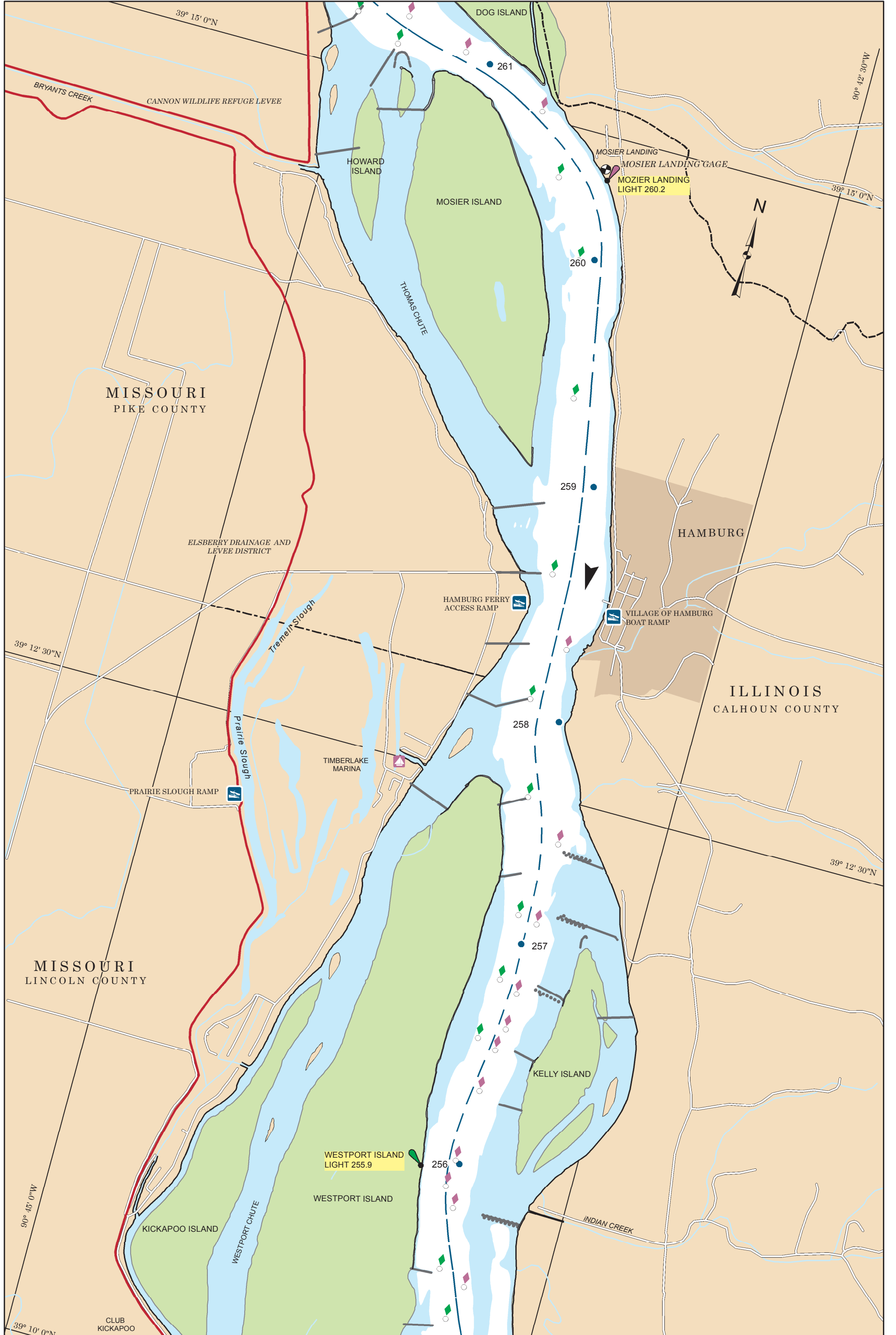
FACILITIES	
1	Holcim (US), Clarksville Wharf (Abandoned)



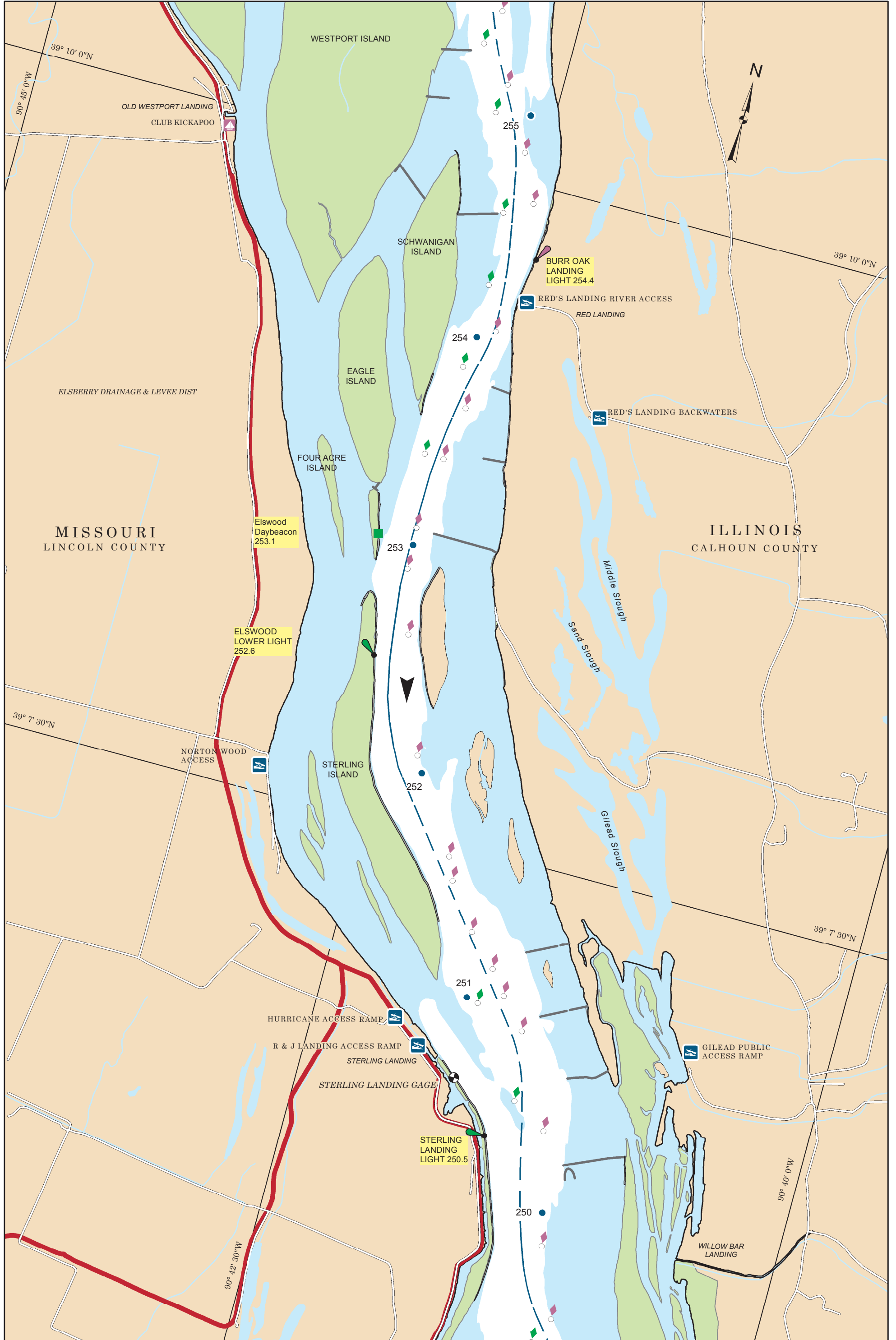
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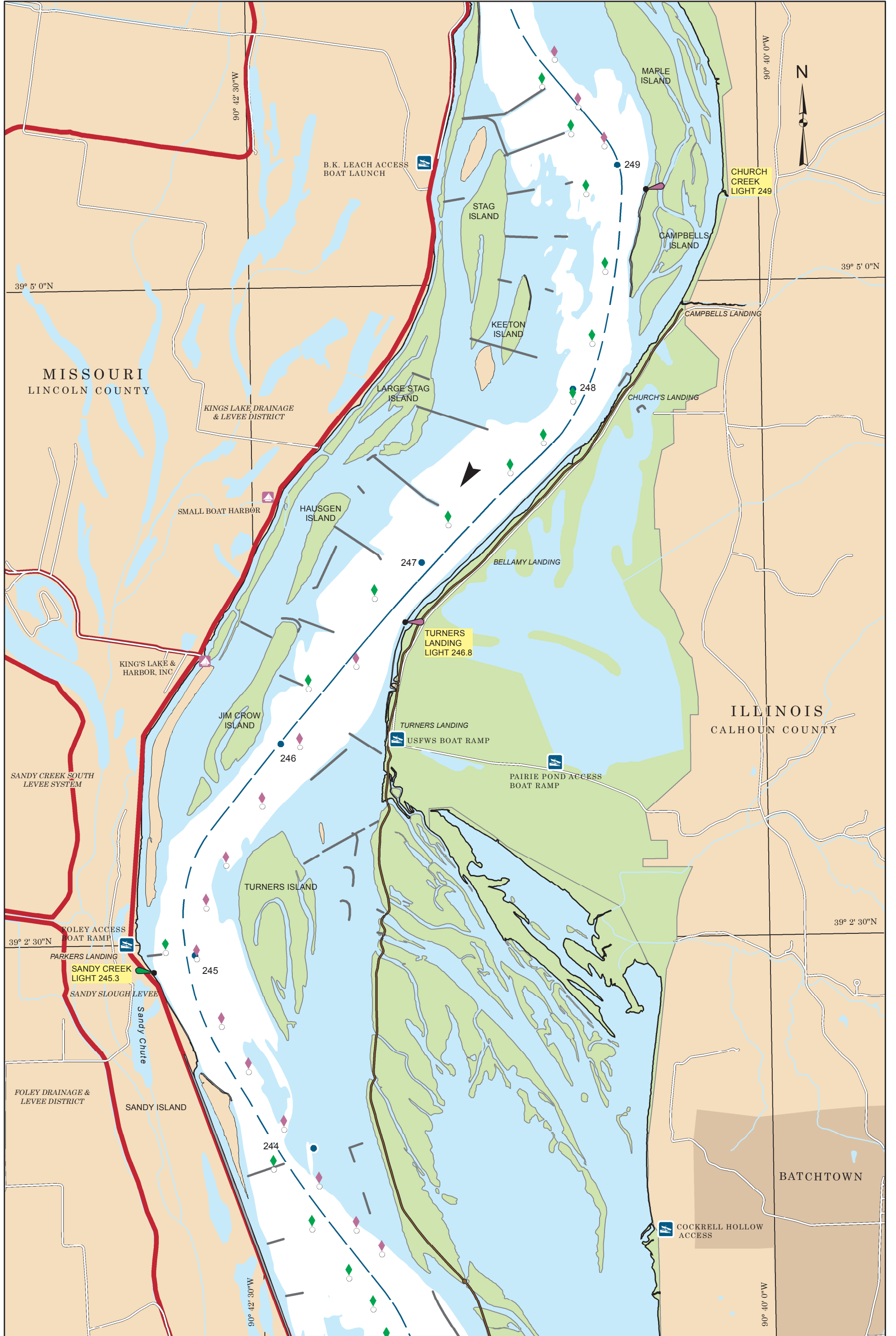
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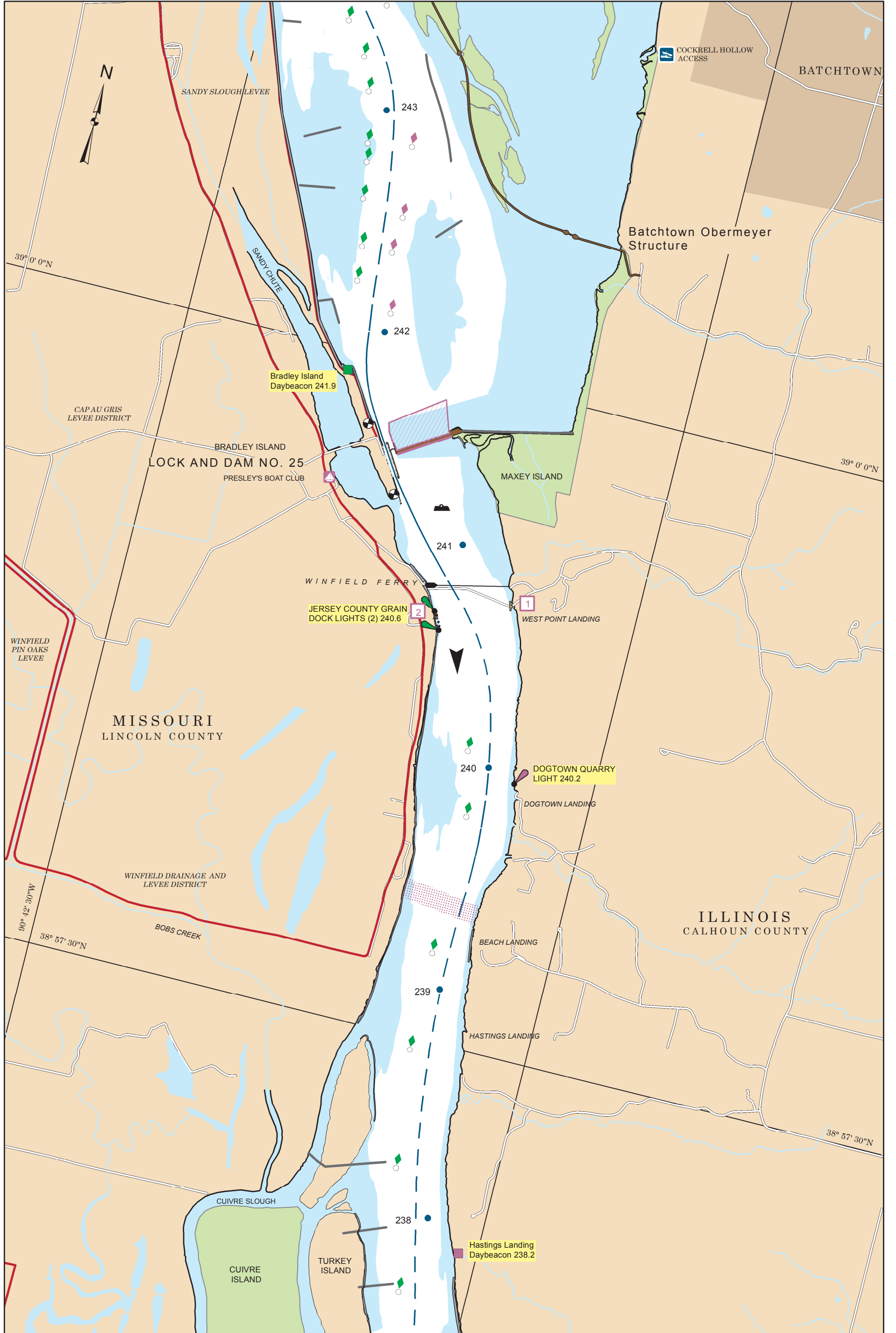
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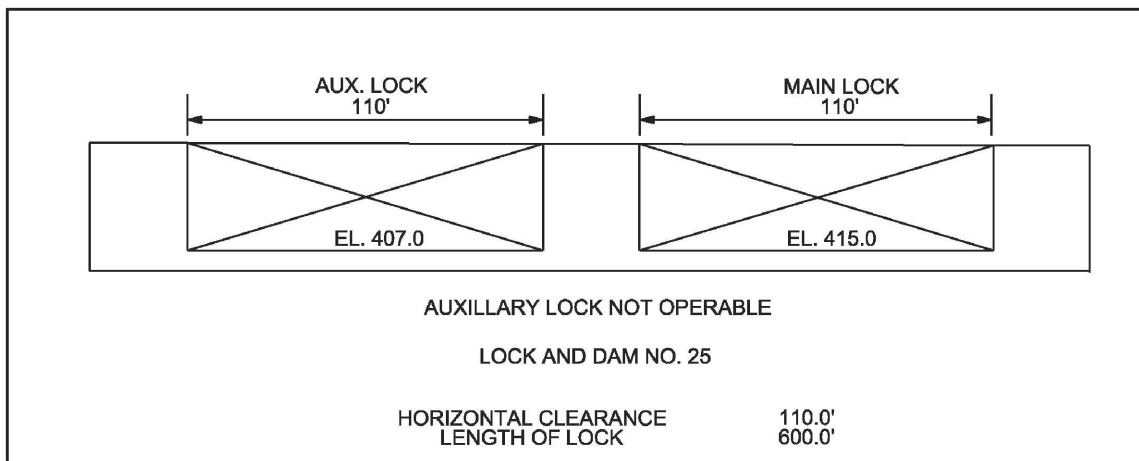


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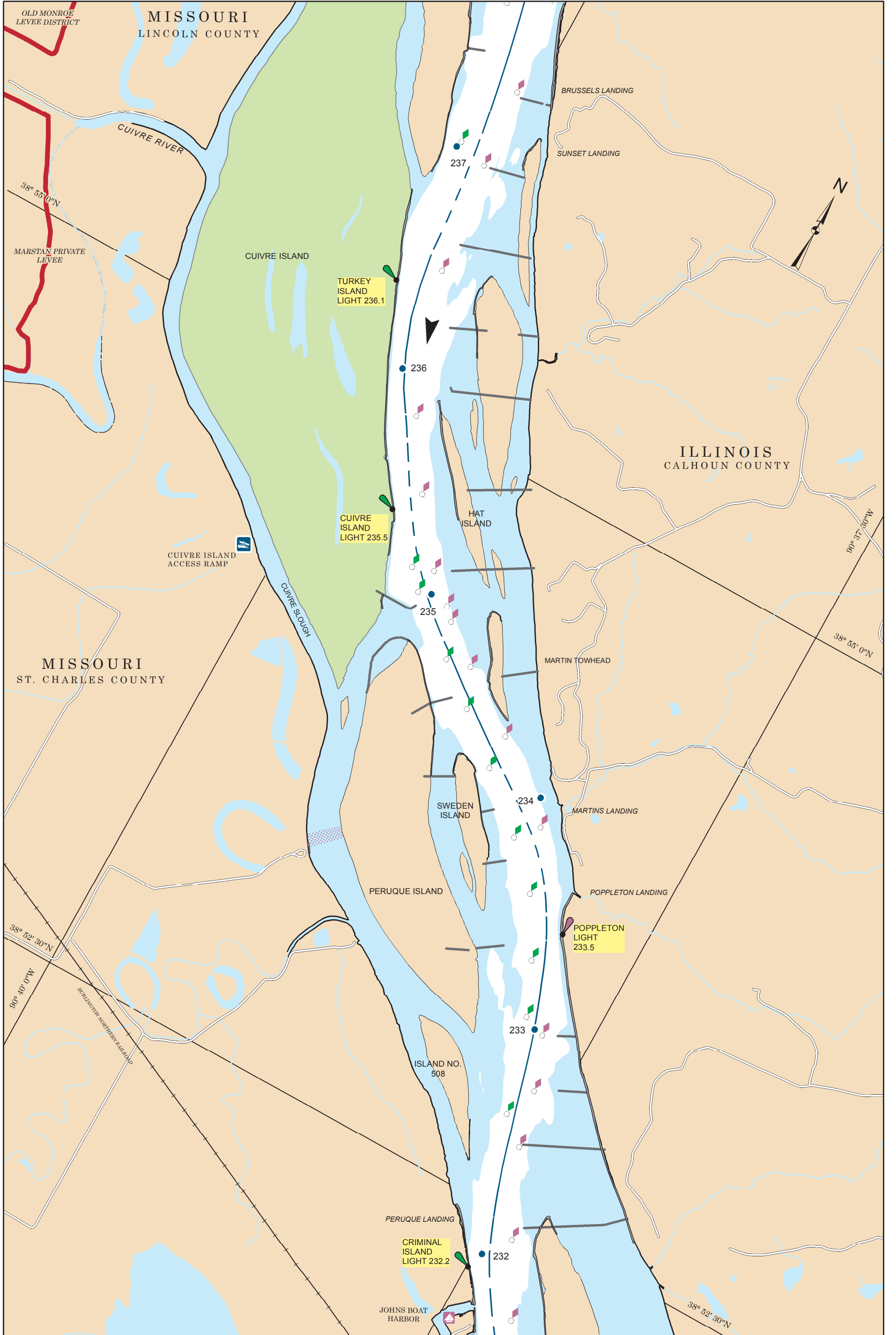
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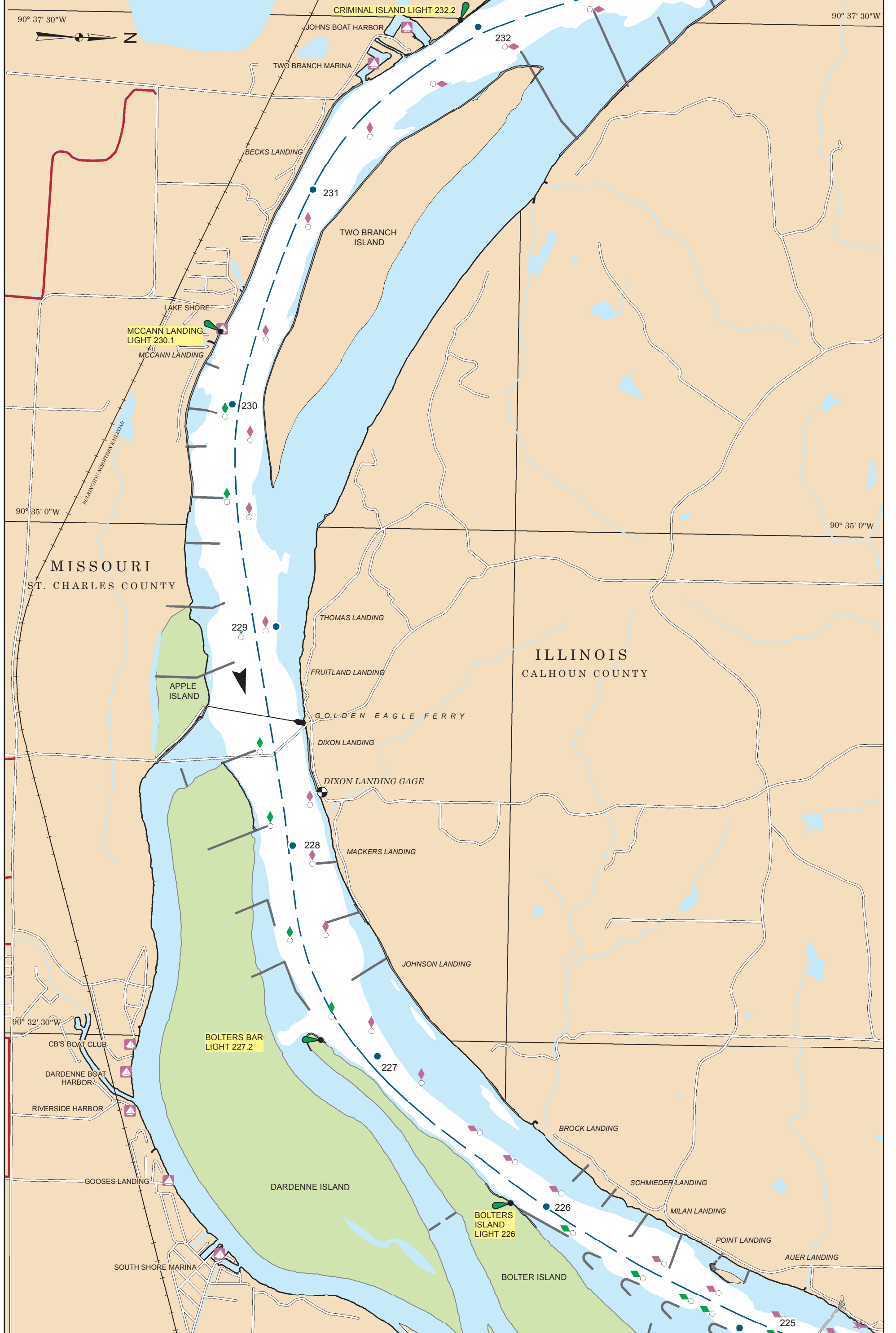


FACILITIES	
1	West Pointe Marine, Landing Dock and Fleet Mooring
2	Winfield Grain Company, Winfield Elevator Dock

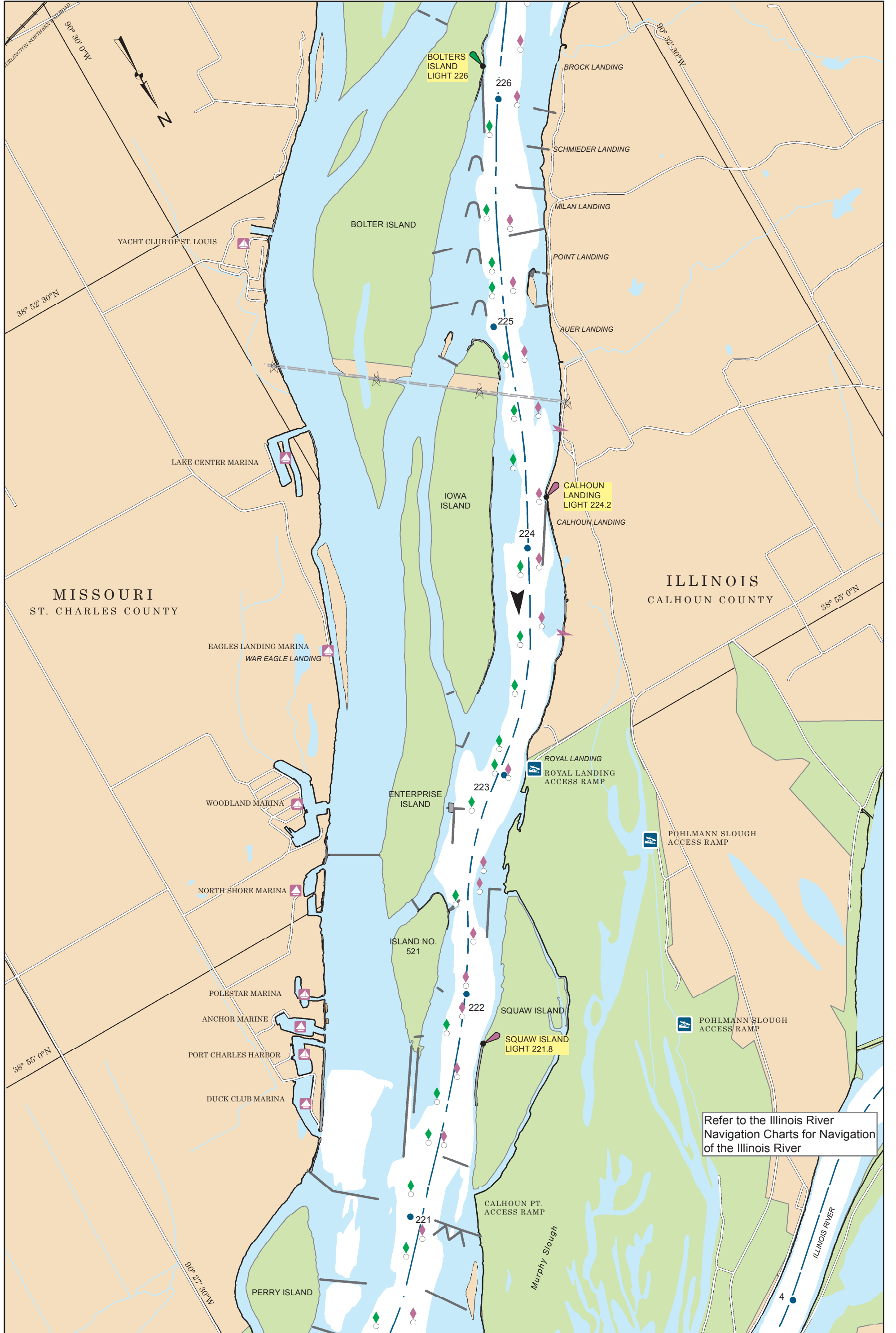
UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
239.5	Cable	Not Applicable	AT&T



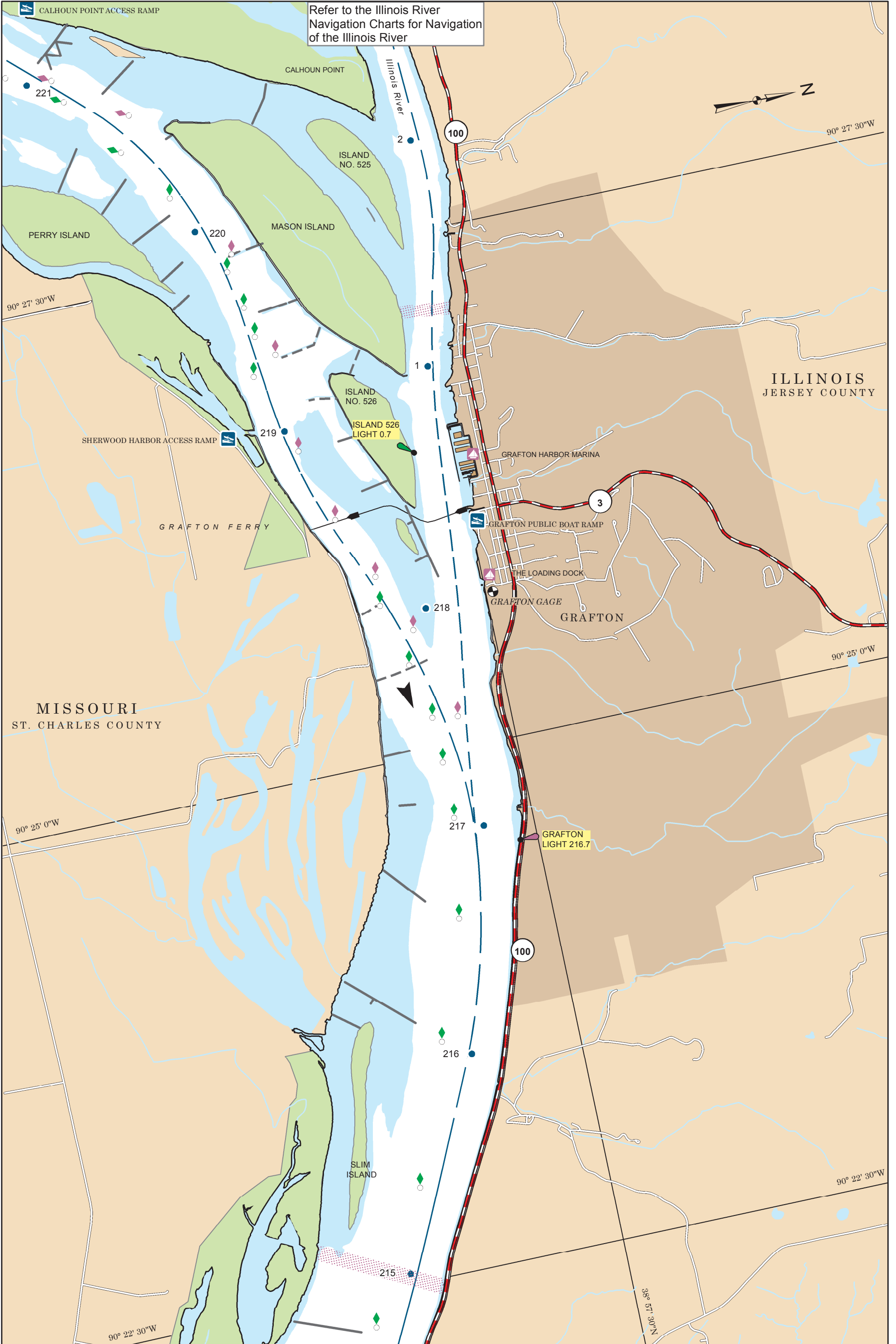
<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
234.0	<i>Cable</i>	<i>Not Applicable</i>	<i>Cuivre River Electric Company</i>



<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
224.6	Aerial	Unknown	Ameren



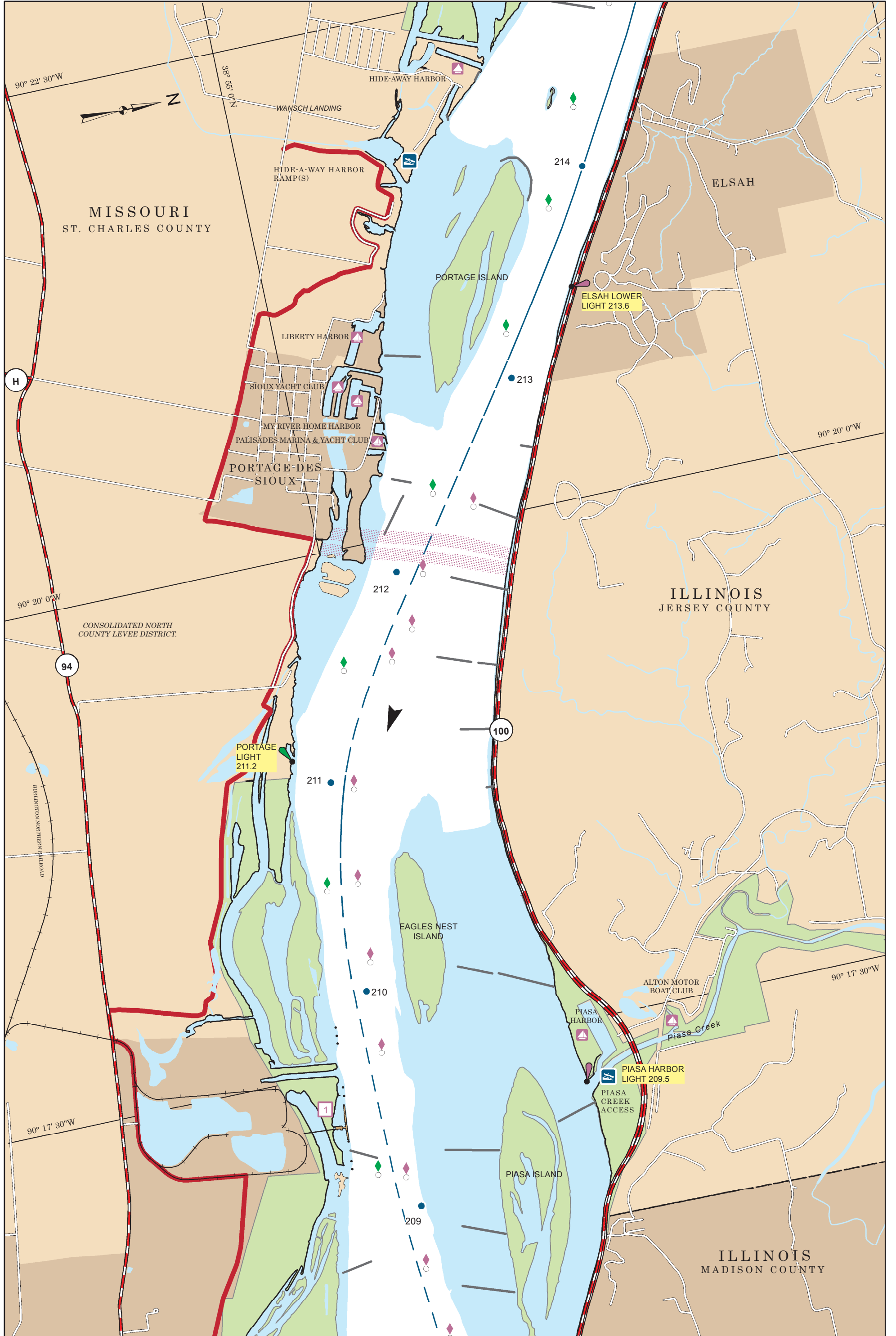
<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
224.6	<i>Aerial</i>	<i>Unknown</i>	<i>Ameren</i>



Refer to the Illinois River Navigation Charts for Navigation of the Illinois River

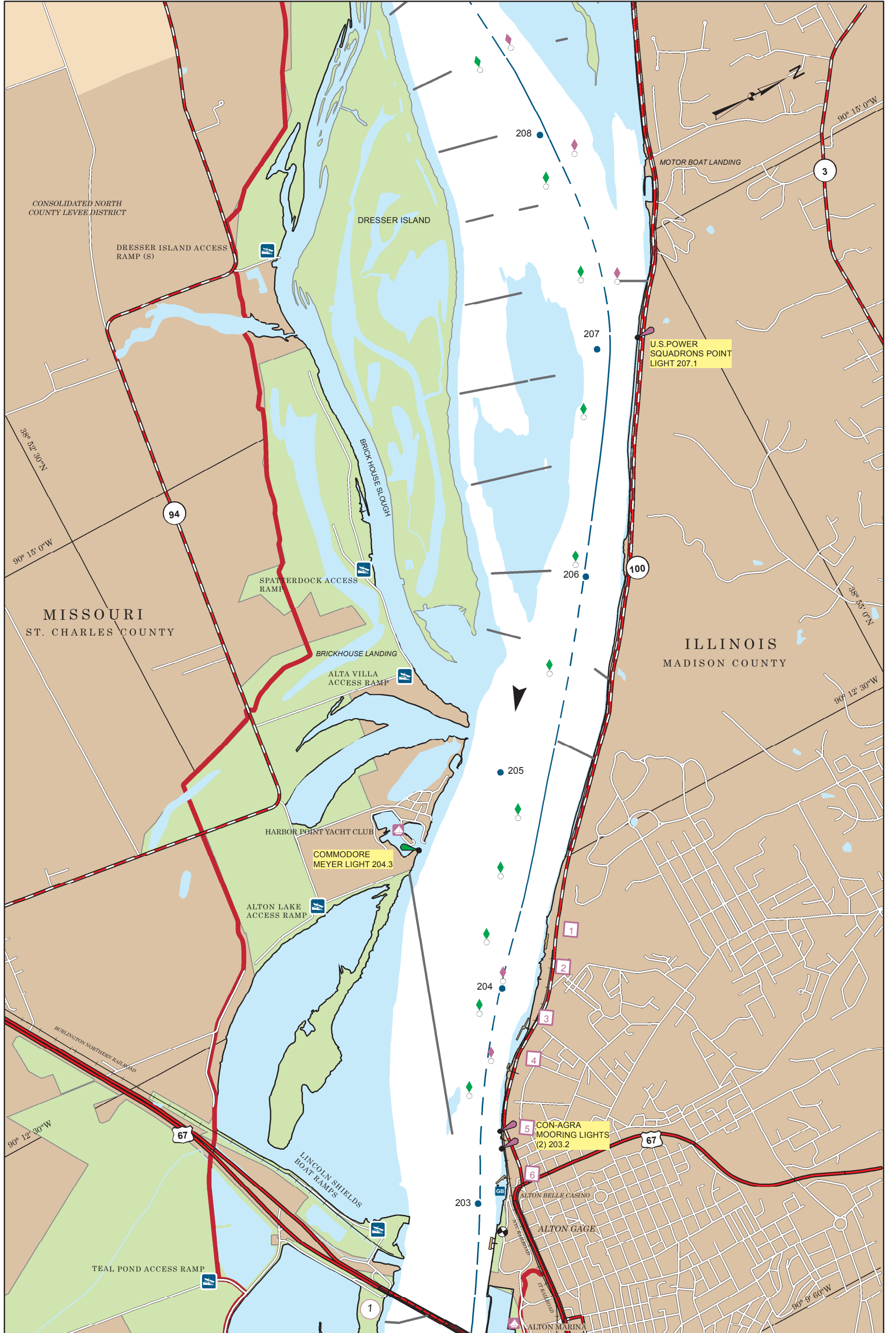


<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
215.0	Pipeline	Not Applicable	Gulf Central Pipe Company

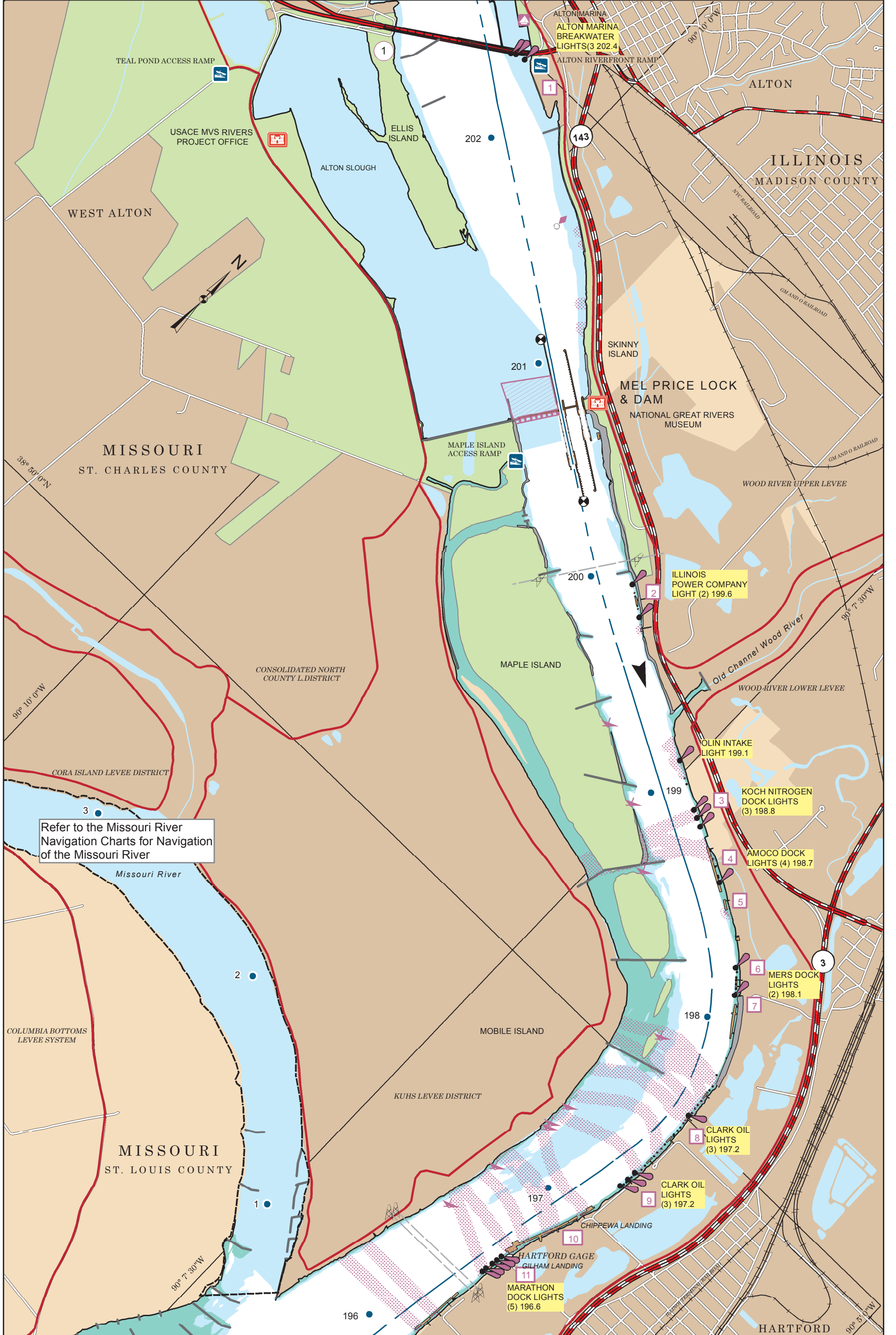


<i>FACILITIES</i>	
<i>1</i>	<i>Ameren Electrical Company, Portage Des Sioux Power Plant Dock</i>

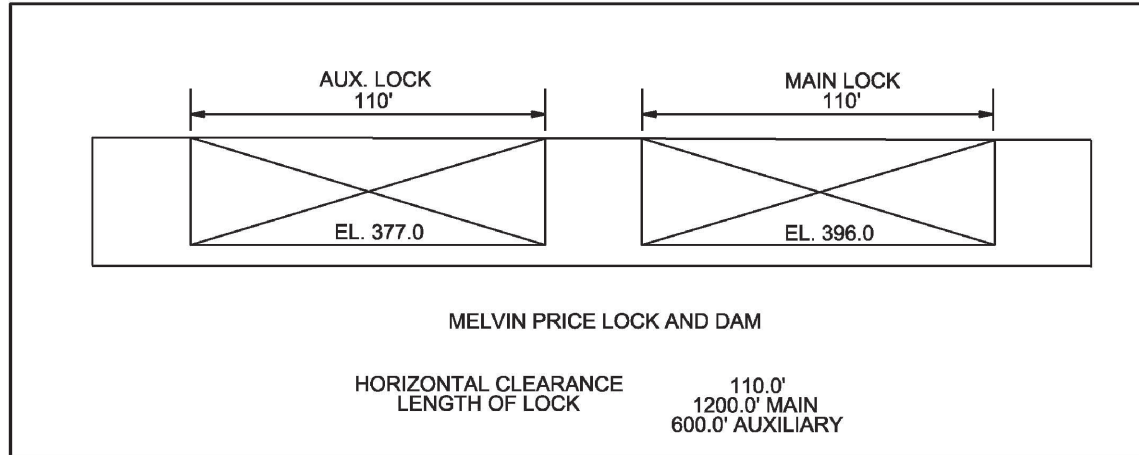
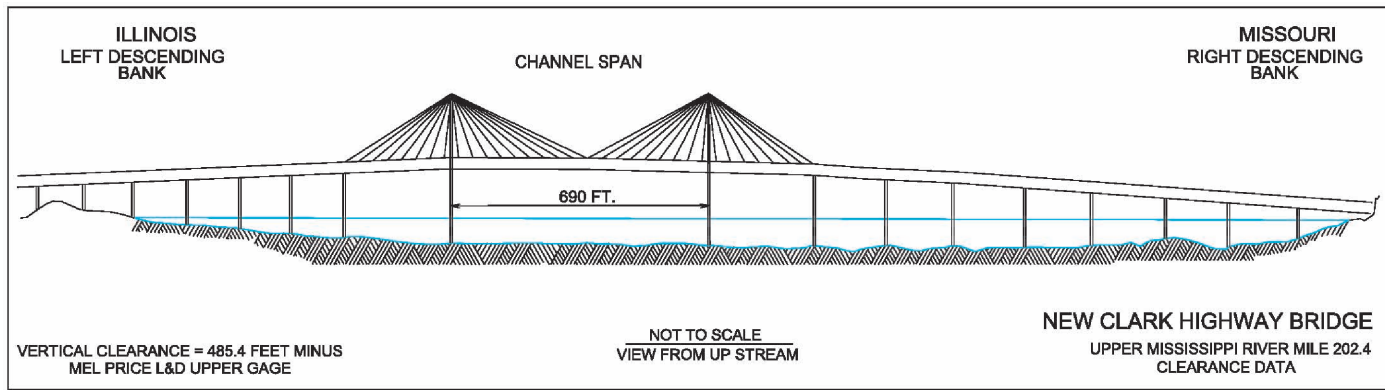
<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
<i>212.0</i>	<i>Cable</i>	<i>Not Applicable</i>	<i>AT&T</i>



<i>FACILITIES</i>	
<i>1</i>	<i>Alton Waterworks</i>
<i>2</i>	<i>Riverbend Corporation Dock</i>
<i>3</i>	<i>American Boat Company, Alton Dock</i>
<i>4</i>	<i>Bluff City Minerals Company, Alton Sand Dock</i>
<i>5</i>	<i>ConAgra Foods, Alton Terminal Dock</i>
<i>6</i>	<i>Argosy Alton Belle Casino</i>

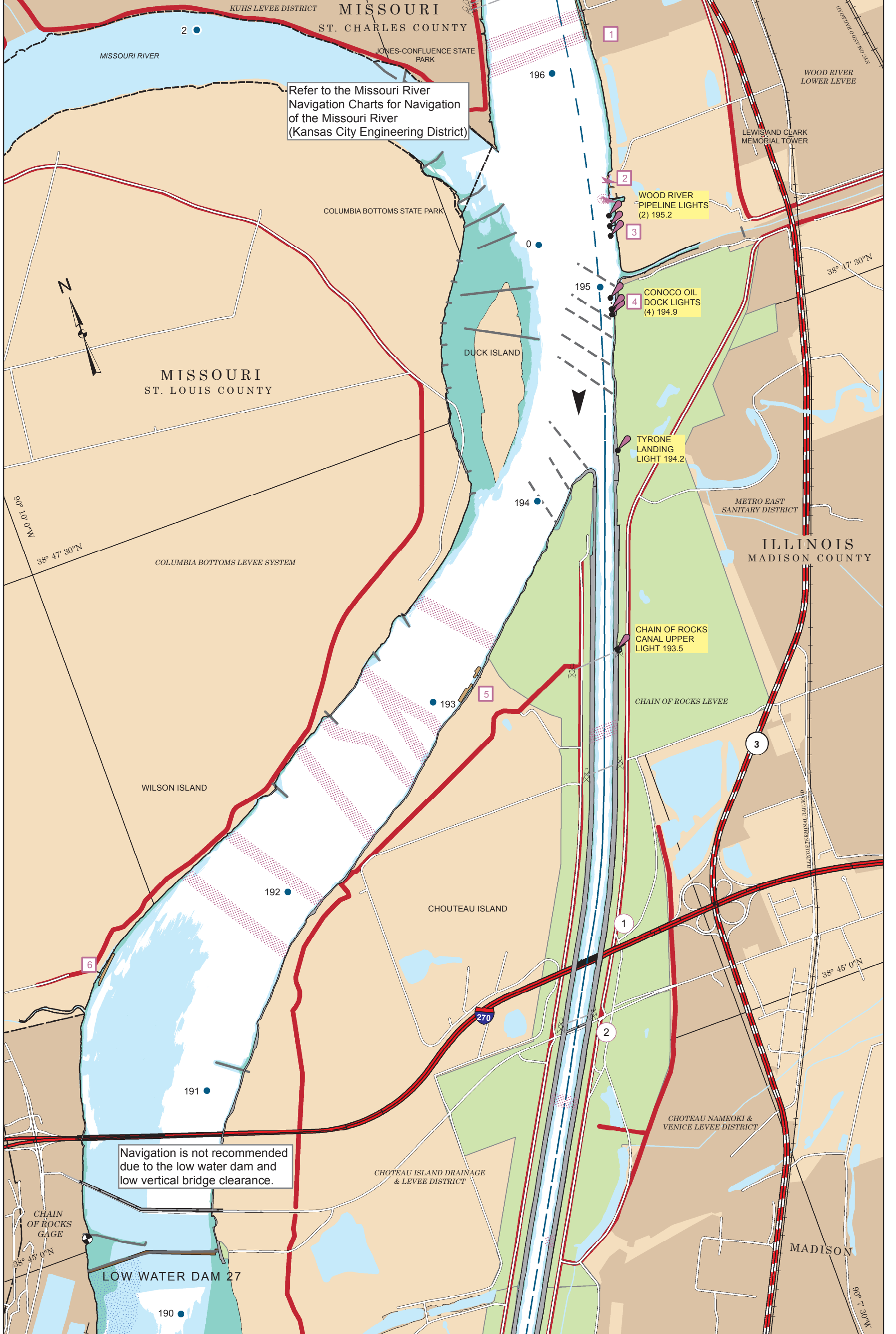


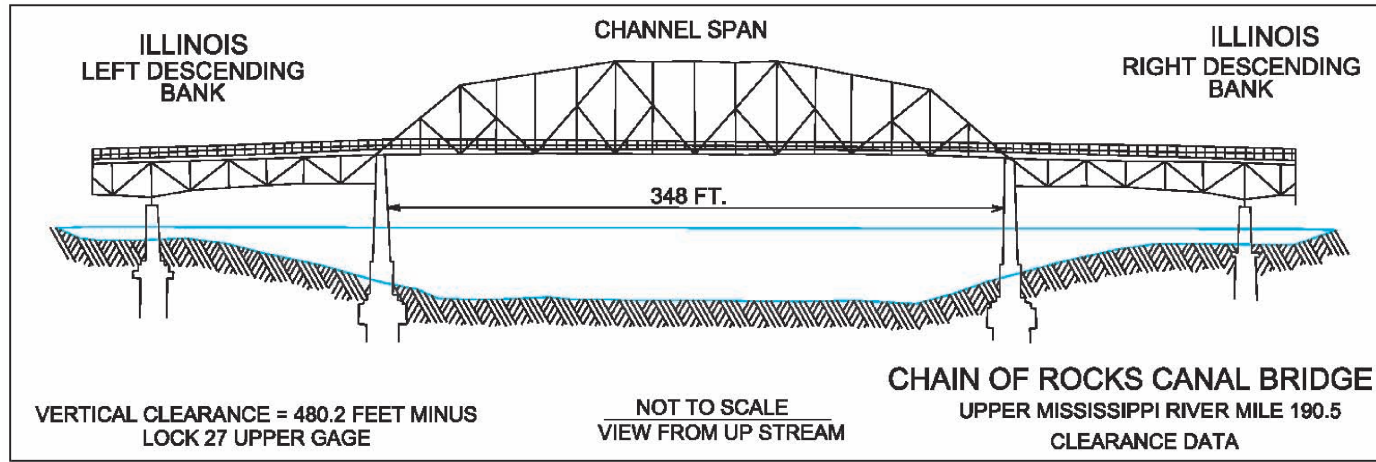
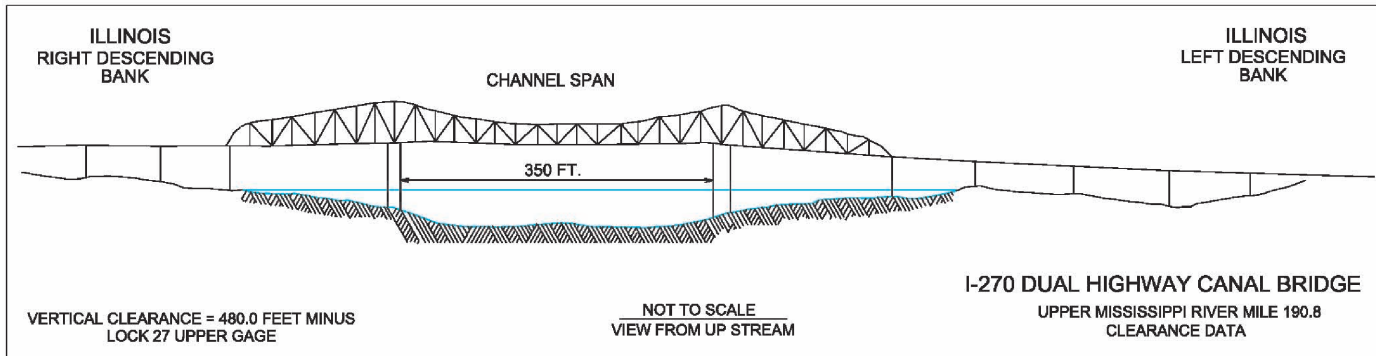
Refer to the Missouri River
Navigation Charts for Navigation
of the Missouri River



FACILITIES	
1	Azcon Corporation, Alton Barge Terminal Wharf
2	Dynegy Midwest Generation, Wood River Power Station Dock
3	Koch Fertilizer Storage and Terminal, Wood River Facility
4	Mike's Incorporated, Wood River Dock
5	Magnolia Marine Transport, Wood River Dock
6	Economy Boat Store, Mers Dock
7	Economy Boat Store Wharf
8	Conoco Phillips, Wood River Refinery Docks
9	Valero Energy, Wood River Facility
10	National Maintenance & Repair
11	Marathon Ashland Pipeline, Jaco Landing Dock

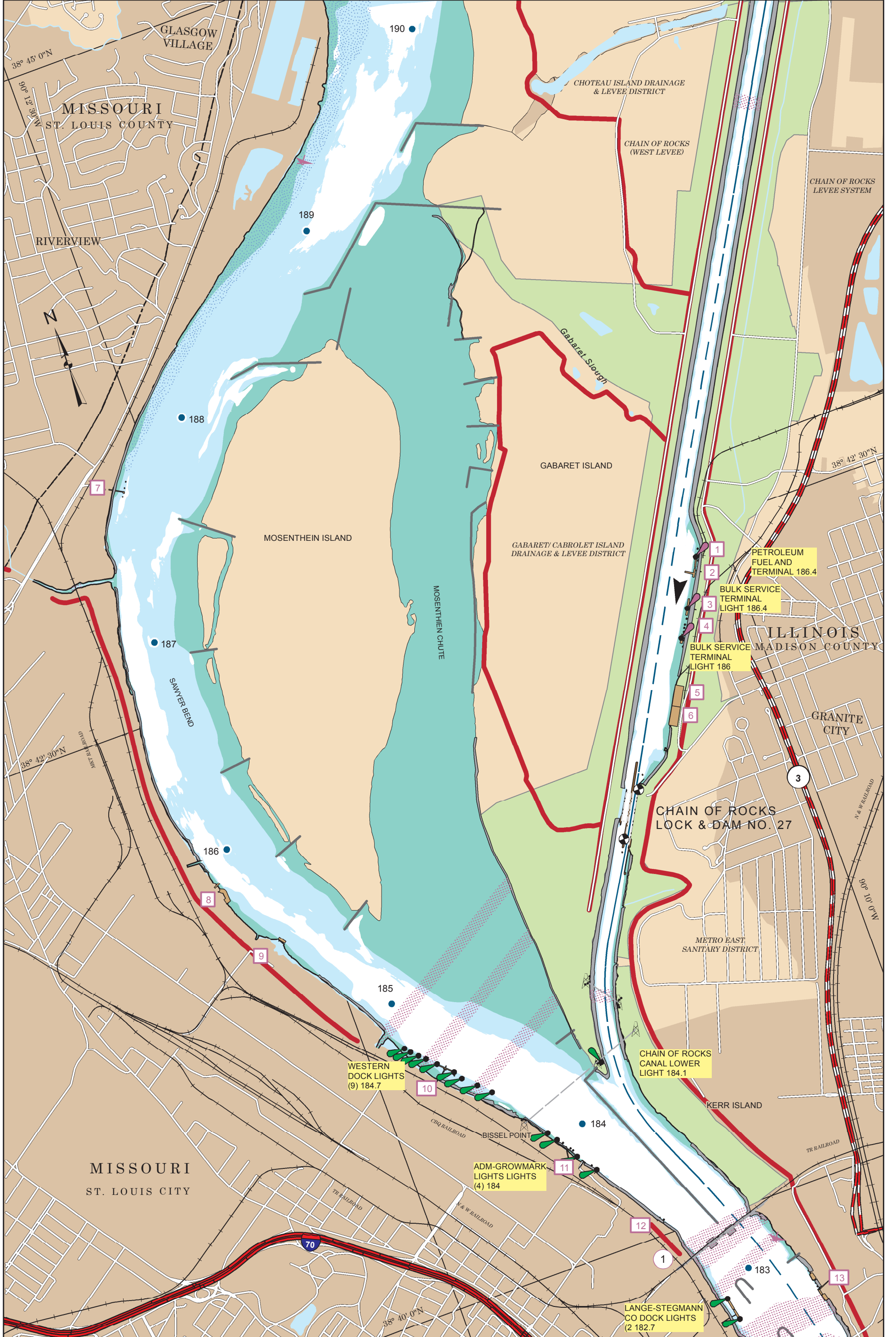
UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
200.1	Aerial	Unknown	Ameren
198.9	Pipeline	Not Applicable	Nustar Energy
198.8	Pipeline	Not Applicable	Missouri Pipeline Company
198.7	Pipeline	Not Applicable	Amoco Pipeline Company
197.9	Pipeline	Not Applicable	Williams/Arco
197.8	Pipeline	Not Applicable	Sinclair Refining Company
197.5	Pipeline	Not Applicable	Continental Pipeline Company
197.5	Pipeline	Not Applicable	Conoco Phillips
197.4	Pipeline	Not Applicable	Cherokee Pipeline
197.1	Pipeline	Not Applicable	Enbridge Incorporated
197.0	Pipeline	Not Applicable	Shell Pipeline Corporation
196.8	Pipeline	Not Applicable	Platte Pipeline Company
196.7	Pipeline	Not Applicable	Platte Pipeline Company
196.6	Aerial	Unknown	Ameren
196.5	Pipeline	Not Applicable	Keystone Pipeline Company
196.2	Pipeline	Not Applicable	Explorer Pipeline Company
196.1	Pipeline	Not Applicable	Koch

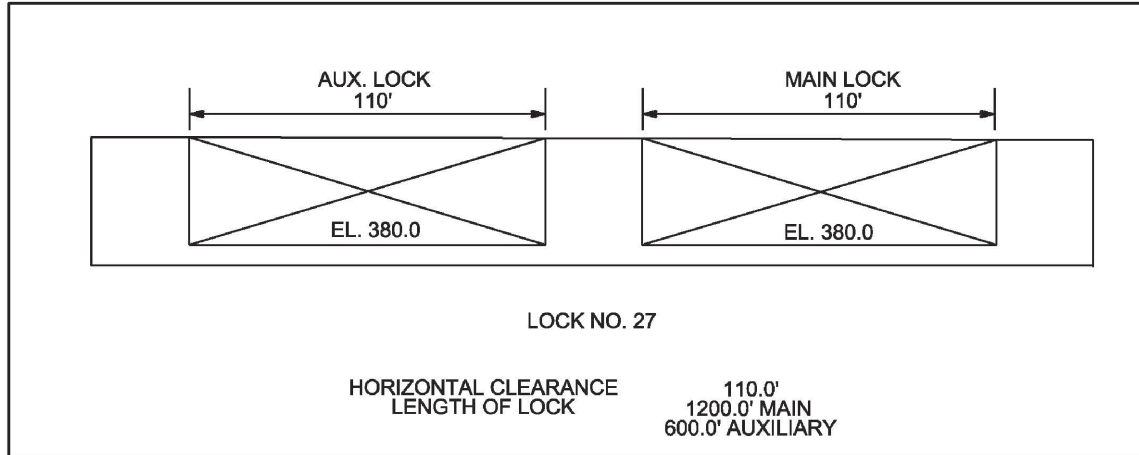
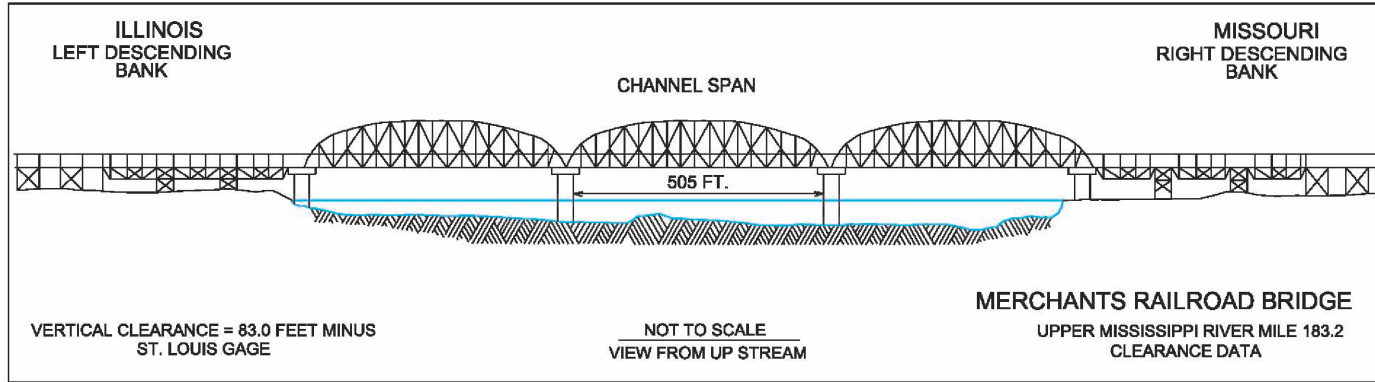




FACILITIES	
1	National Maintenance and Repair Facility
2	Phoenix Terminal Company Dock
3	Wood River Pipe Line Company Dock
4	Conoco Phillips Product and Marine Terminal Dock
5	Okie Moore Diving and Salvage, Wharf and Slip
6	Massman Construction Company, Columbia Bottom Facility

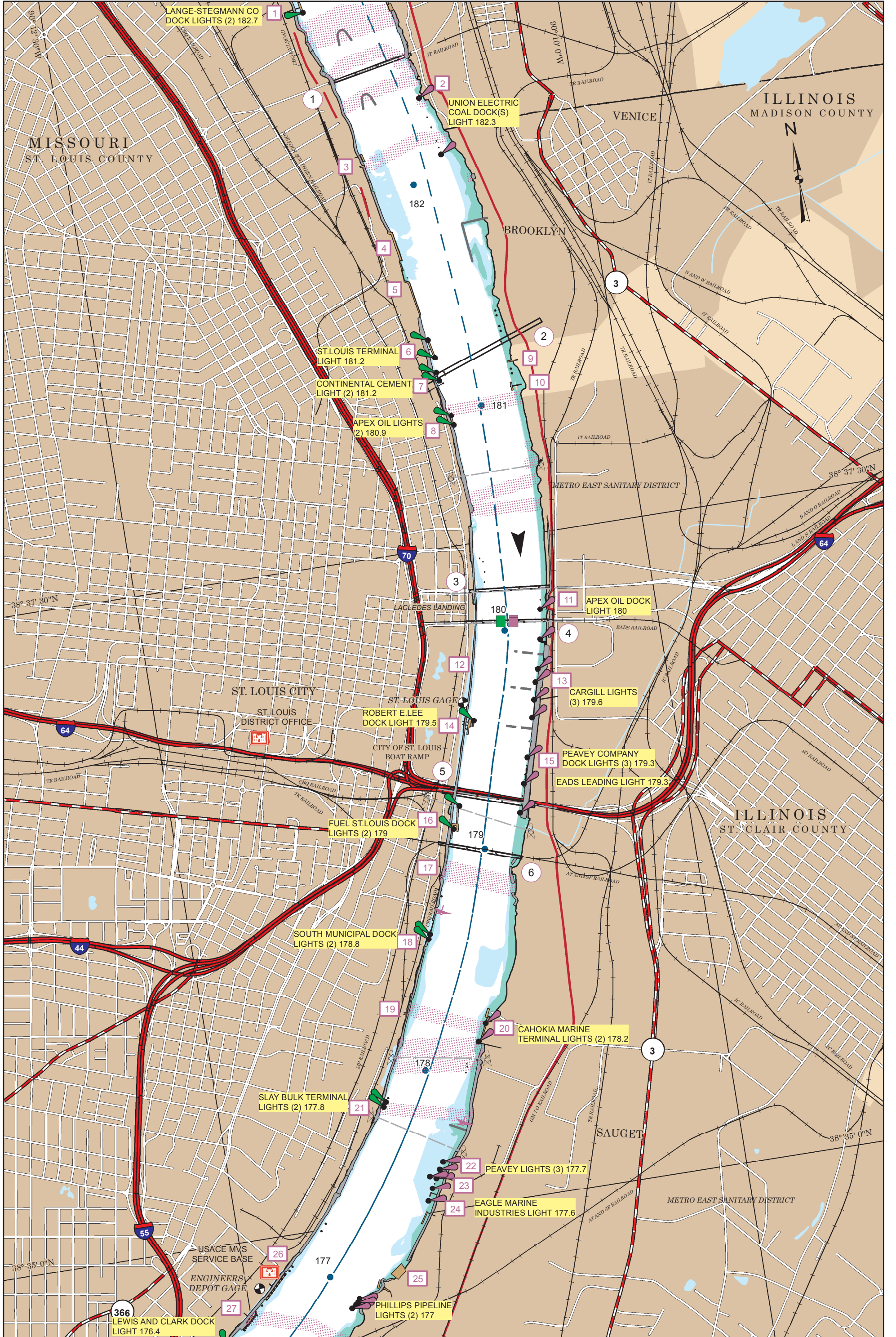
UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
193.4	Aerial	Unknown	Ameren
193.3	Cable	Not Applicable	Unknown
193.0	Pipeline	Not Applicable	Buckeye Pipeline Company
193.0	Pipeline	Not Applicable	Laclede Pipeline Company
193.0	Pipeline	Not Applicable	Buckeye Pipeline Company
193.0	Pipeline	Not Applicable	St. Louis Pipeline Corporation
193.0	Aerial	Unknown	Ameren
192.9	Pipeline	Not Applicable	Buckeye Pipeline Company
192.4	Pipeline	Not Applicable	St. Louis Pipeline Corporation
192.4	Pipeline	Not Applicable	Shell Pipeline Corporation
192.0	Pipeline	Not Applicable	Laclede Pipeline Company
191.8	Pipeline	Not Applicable	Mississippi River Transmission
191.2	Pipeline	Not Applicable	Mississippi River Transmission

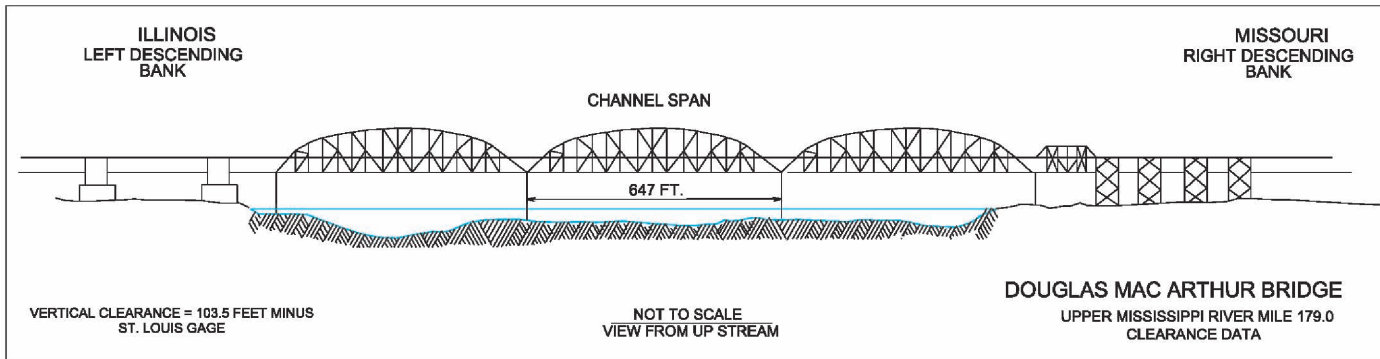
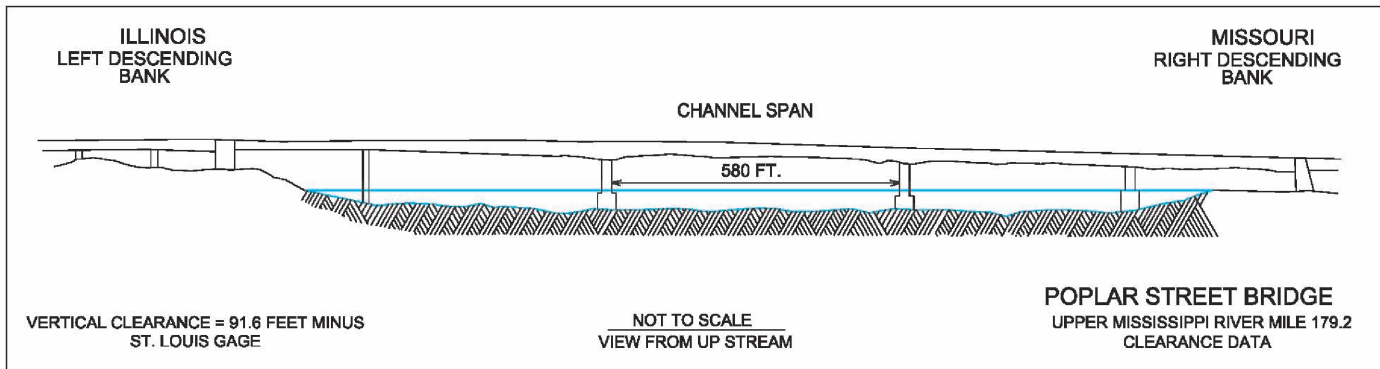
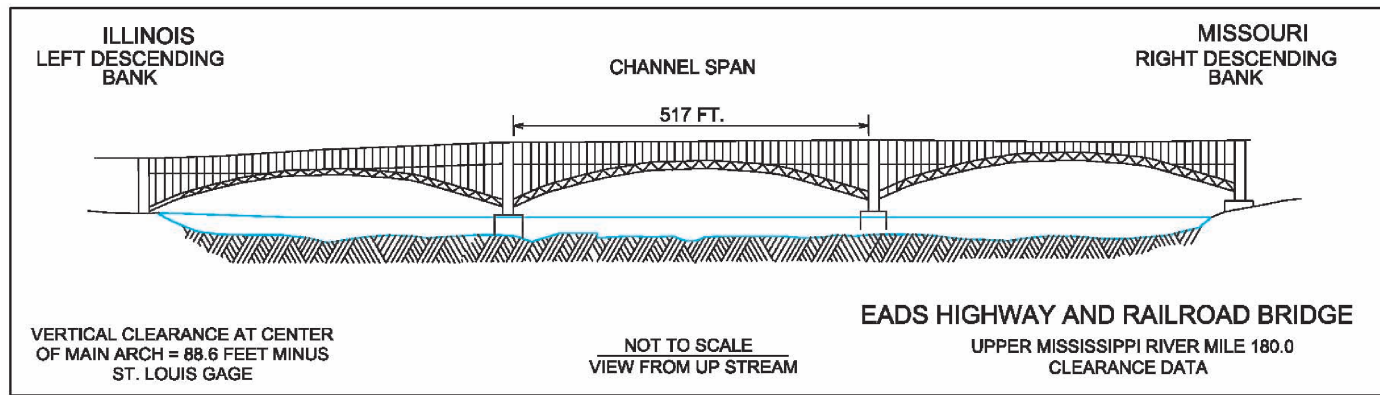
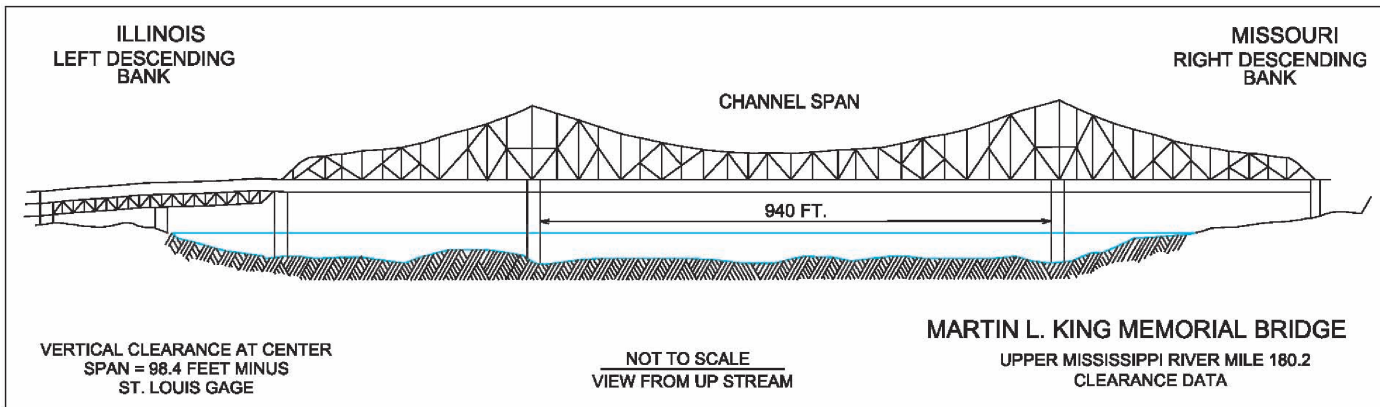
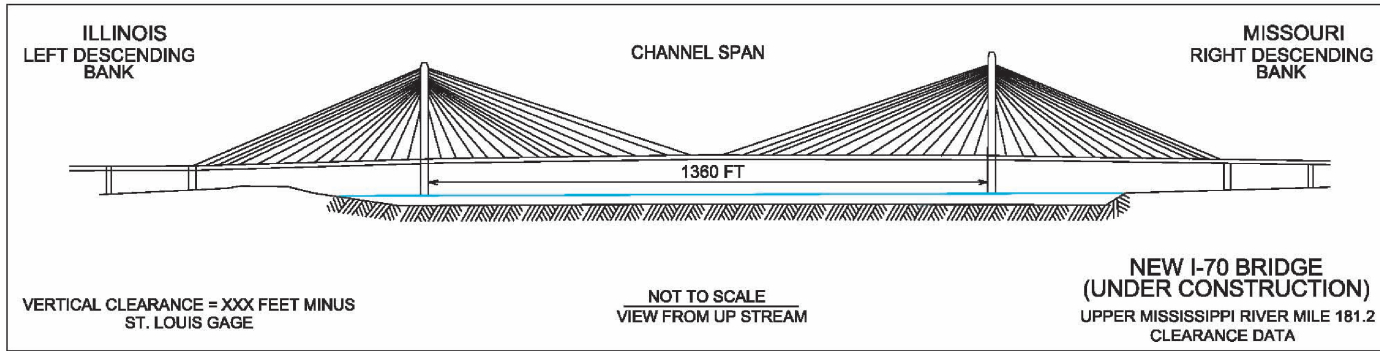
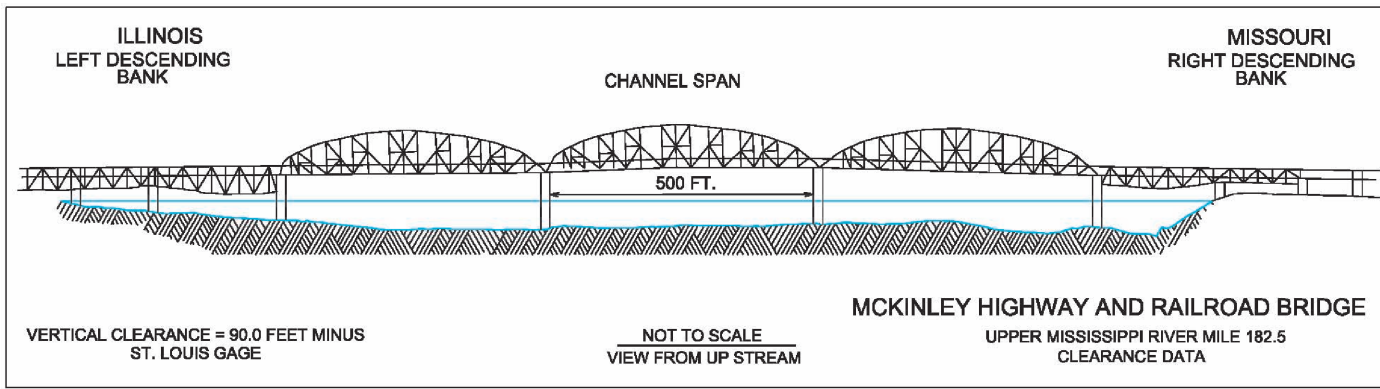




FACILITIES	
1	Petroleum Fuel and Terminal Company, Granite City Dock
2	Lewis and Clark Marine, Tri City Regional Port District
3	Bulk Service Corporation, Granite City Dock No. 2
4	Bulk Service Corporation, Granite City Dock No. 1
5	U.S. Steel, Granite City Dock and Fleet Mooring
6	Midcoast Terminal Company, Granite City Dock
7	Private dock
8	Humboldt Boat Service Dock.
9	Alberici Construction Dock
10	American Commercial Terminals, Western Terminal Coal Dock
11	ADM Growmark River Systems Company, St. Louis Wharf
12	Trailnet facility dock
13	Beelman River Terminals, Venice Dock

UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
184.9	Pipeline	Not Applicable	Mississippi River Transmission
184.7	Pipeline	Not Applicable	Natural Gas Pipe Company
184.4	Aerial	Unknown	Ameren
184.2	Aerial	Unknown	Ameren
183.4	Pipeline	Not Applicable	Mississippi River Transmission
183.2	Cable	Not Applicable	AT&T
183.2	Aerial	Unknown	Southwestern Bell
183.2	Pipeline	Not Applicable	Mississippi River Transmission
183.1	Cable	Not Applicable	Level 3 Communications
183.1	Cable	Not Applicable	Verizon
182.8	Cable	Not Applicable	Ameren
182.7	Cable	Not Applicable	American Fiber Communication

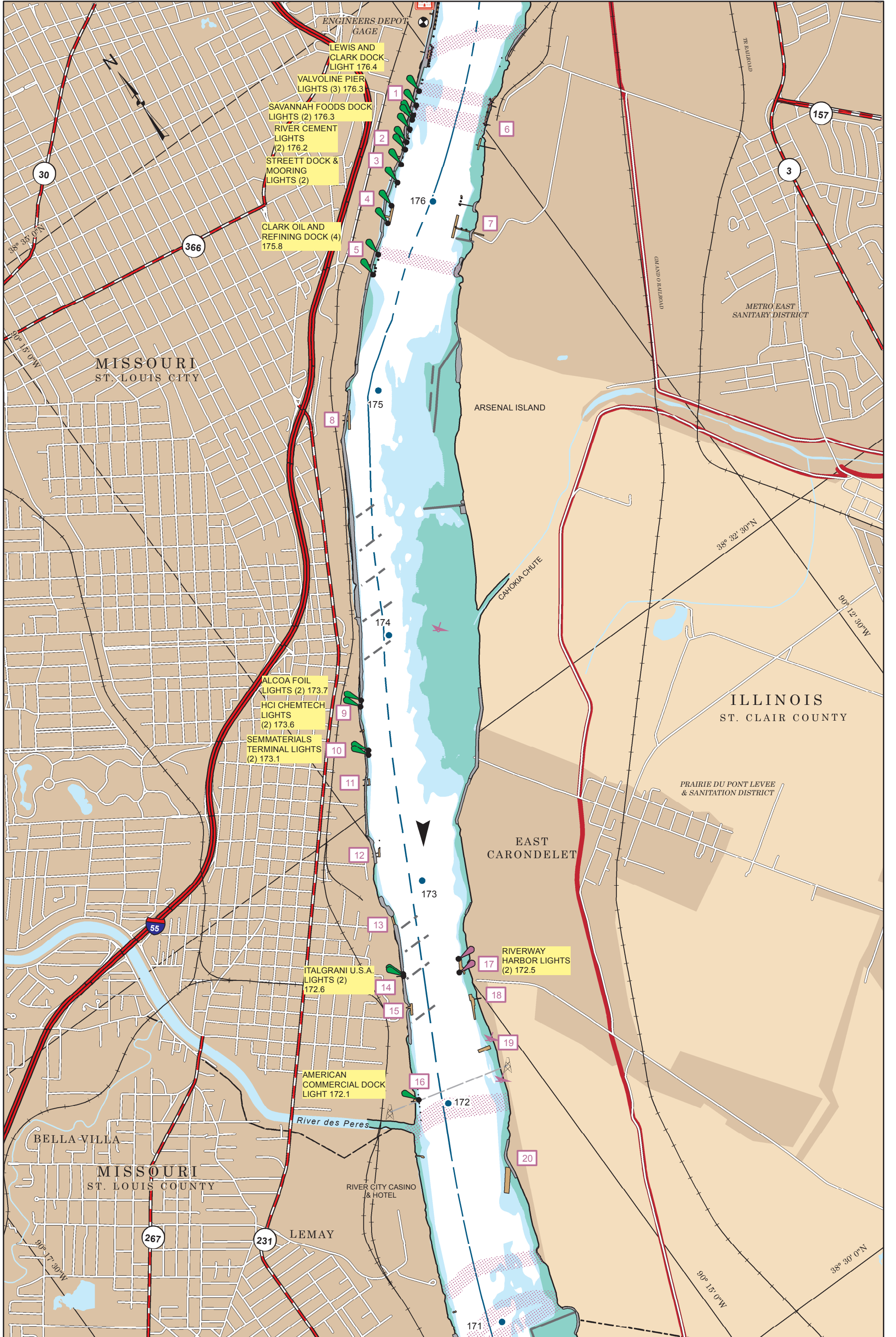




FACILITIES	
1	Lange-Stegmann Company Dock
2	Venice Power Plant (Abandoned)
3	Kiesel Marine Service, Branch Street Dock
4	Beelman River Terminals, North Municipal Wharf
5	Beelman River Terminals, South Municipal Wharf
6	Bulk Service Corporations, Tyler Street Dock
7	Continental Cement Company, St. Louis Terminal Dock
8	Petroleum Fuel and Terminal Company, St. Louis Dock
9	MTA Temporary Materials Dock (New Mississippi River Bridge)
10	St. Louis Auto Shredding Dock
11	Apex Oil Company, East St. Louis Dock (Abandoned)
12	Riverfront St. Louis Heliport
13	Cargill AgHorizons, East St. Louis Elevator Wharf
14	Gateway Arch Riverboats, St. Louis Dock
15	Peavey/ConAgra Foods, East St. Louis Dock
16	Material Sales Company Dock
17	Fred Weber, Rutgers Street Sand Plant Dock
18	Consolidated Grain and Barge
19	Osage Marine Services, Charles West Marine Facility
20	Kinder Morgan Cahokia Terminal
21	Kinder Morgan St. Louis Terminal
22	Peavey/ConAgra Foods, Sauget Grain and Bulk Terminals
23	A.D.M. Dock
24	Gateway Terminals LLC Dock
25	Eagle Marine Industries
26	USACE Service Base Dock
27	USCG St. Louis Facility

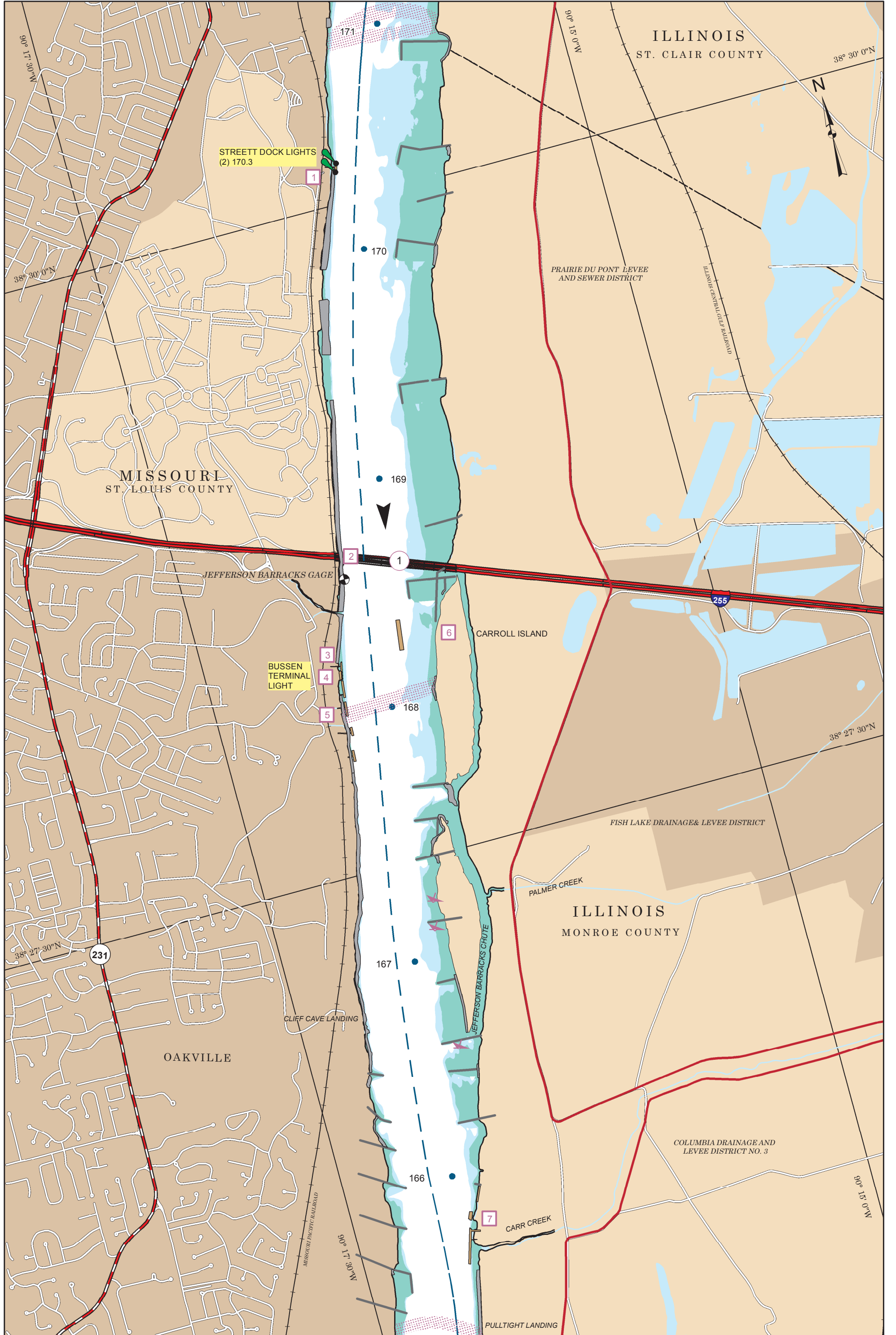
UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
182.8	Cable	Not Applicable	Ameren
182.7	Cable	Not Applicable	Ameren
182.7	Cable	Not Applicable	American Fiber Communications
182.5	Cable	Not Applicable	Ameren
182.4	Cable	Not Applicable	Ameren
181.0	Pipeline	Not Applicable	Laclede Pipeline
180.6	Aerial	Unknown	Ameren
180.5	Cable	Not Applicable	Ameren
180.5	Pipeline	Not Applicable	Laclede Pipeline
180.2	Cable	Not Applicable	Verizon
179.2	Cable	Not Applicable	Level 360 Networks
179.1	Aerial	Not Applicable	Ameren
178.9	Cable	Not Applicable	Ameren
178.3	Cable	Not Applicable	Ameren
178.2	Cable	Not Applicable	Ameren
178.1	Aerial	Unknown	Monsanto
178.1	Cable	Not Applicable	Ameren
178.1	Cable	Not Applicable	Submarine Telephone Communication
177.9	Cable	Not Applicable	Monsanto
177.8	Aerial	Unknown	Ameren

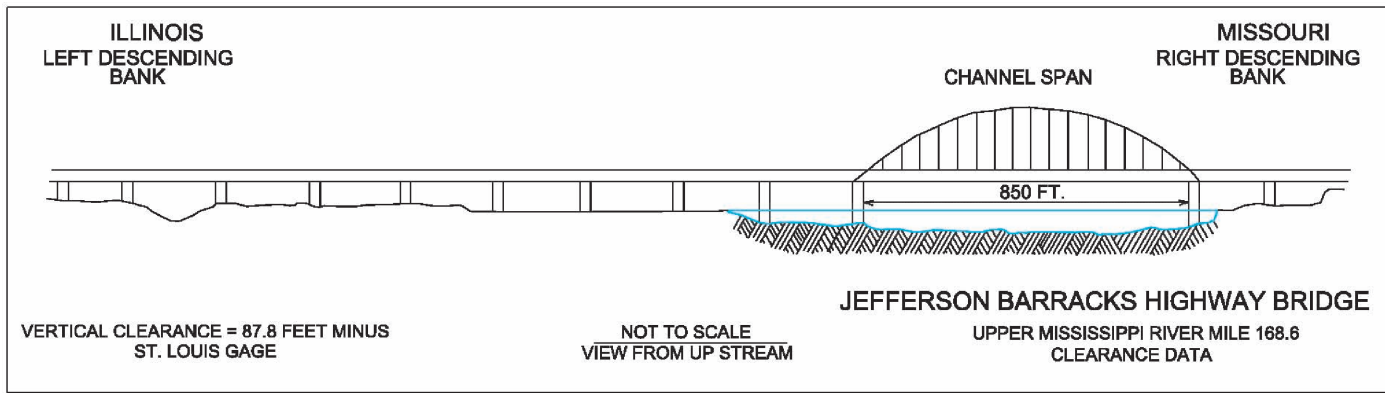
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FACILITIES	
1	ARTCO Potomac Fleet Dock
2	Valvoline Company, St. Louis Terminal
3	ARTCO Dry Bulk Facility
4	River Cement (Buzzi Unicem)
5	J.D. Street and Company Loading Dock
6	ARTCO, North Terminal
7	Buckeye Terminals, LLC
8	Cahokia Grain Facility
9	American Milling Company Facility
10	ARTCO, South Terminal
11	Former U.S. Coast Guard Base, St. Louis Mooring Facility
12	Brenntag Mid-South, St. Louis Facility
13	Lonestar (Buzzi Unicem), South Dock
14	Broadway Petroleum Company, St. Louis Dock
15	Cash's River Dock
16	Italgrani Elevator Company, St. Louis Dock
17	Louisiana Dock Company
18	Former Carondelet Coke Dock
19	Ingram Barge Dock
20	Ingram Barge Dock
21	Old Pile Dock Ruins (Unknown)
22	Pile Dock Ruins (Mo Pac RR)

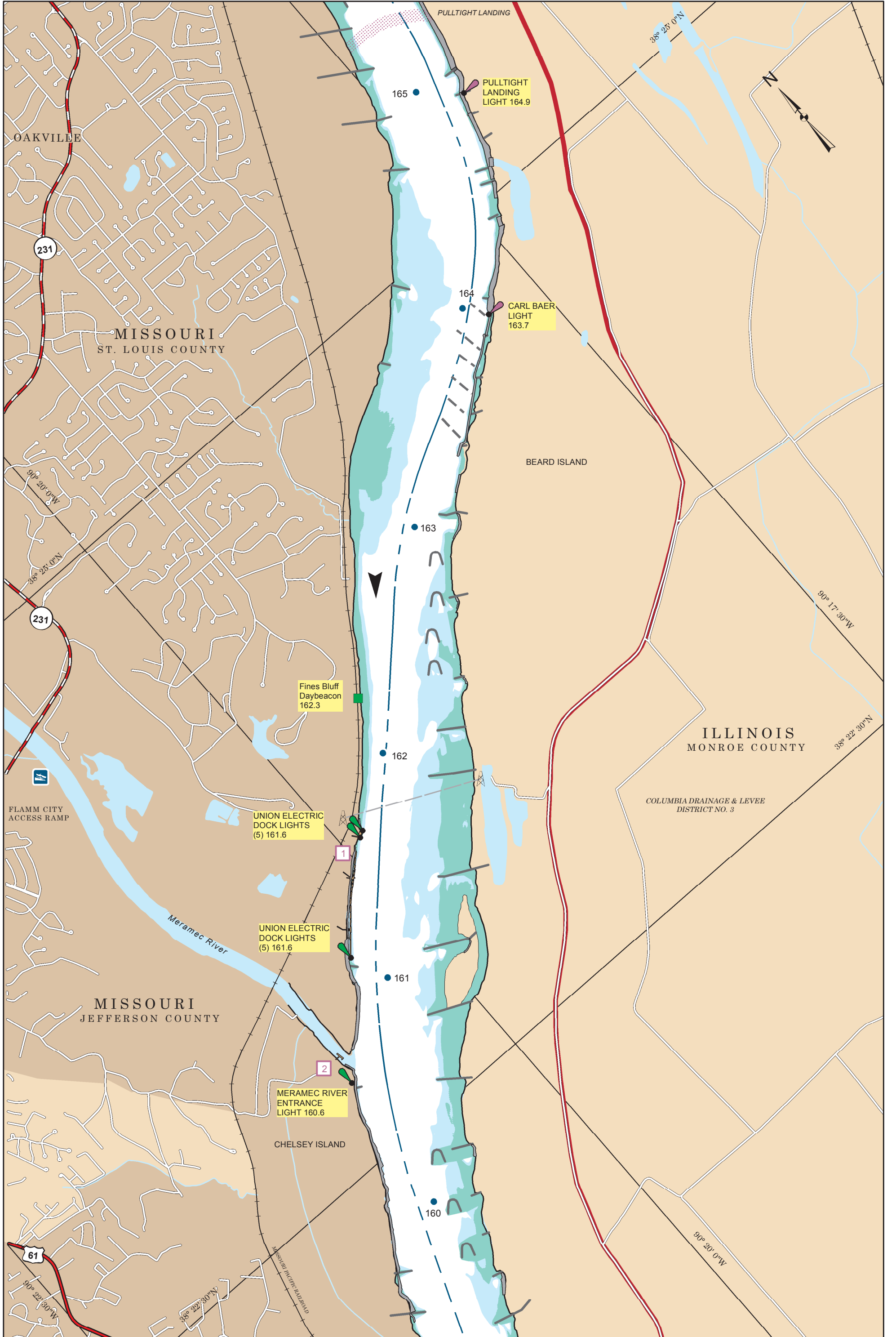
UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
176.8	Cable	Not Applicable	Socony Vacuum
176.6	Pipeline	Not Applicable	Socony Vacuum
176.4	Pipeline	Not Applicable	Mobil Oil Company
176.3	Pipeline	Not Applicable	Mobil Oil Company
175.8	Pipeline	Not Applicable	Explorer Pipeline Company
172.0	Aerial	Unknown	Ameren
172.0	Pipeline	Not Applicable	Mississippi Fuel Corporation (Abandoned)
171.9	Pipeline	Not Applicable	Mississippi River Transmission (Abandoned)
171.2	Pipeline	Not Applicable	Mississippi River Transmission (Abandoned)
171.0	Pipeline	Not Applicable	Phillips Petroleum Corporation (Abandoned)





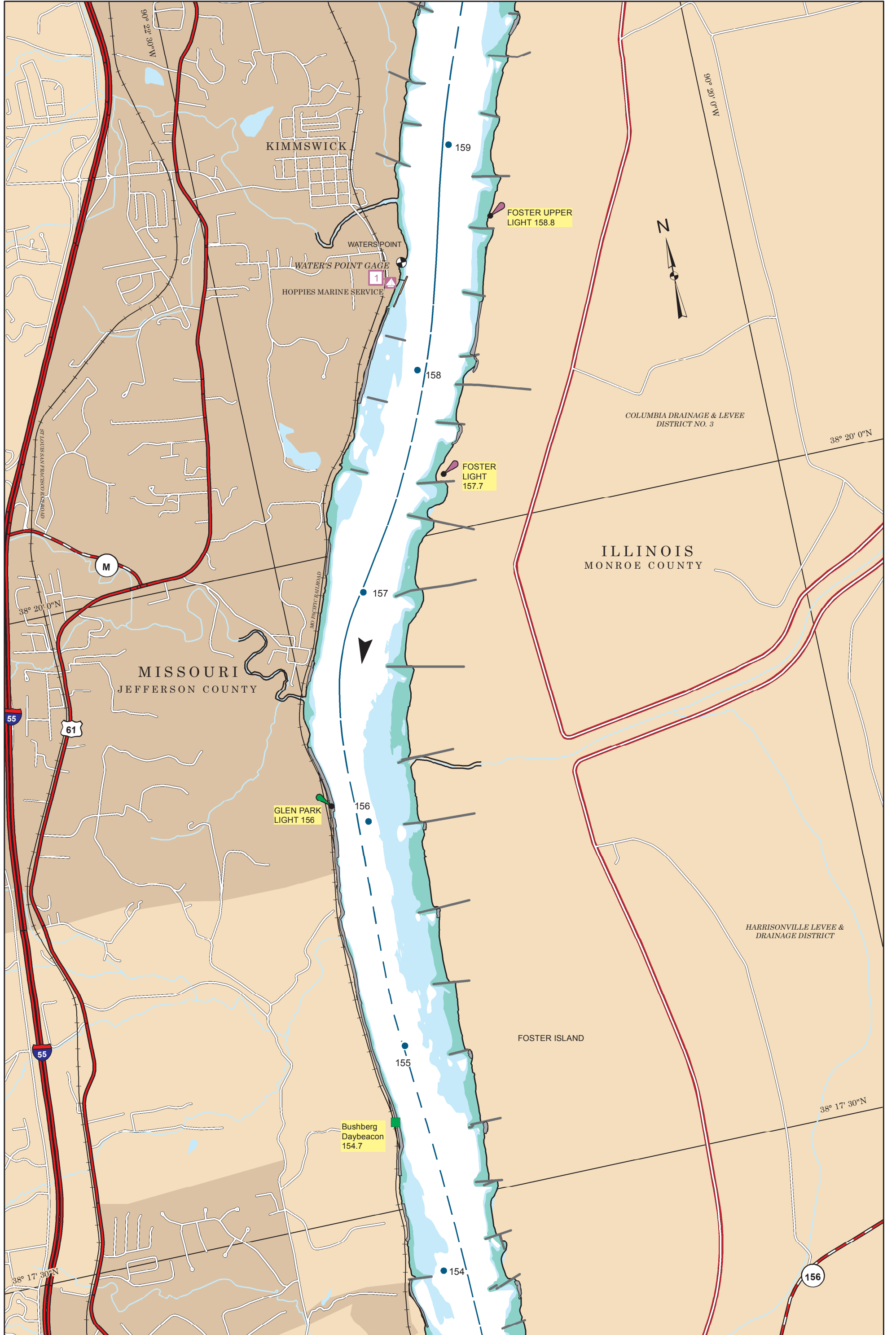
FACILITIES	
1	J.D. Streett and Company, Lemay Dock
2	Kerr McGee Refining Corporation (Abandoned)
3	Bussen Terminal Wharf
4	JB Marine Service Dock
5	Bussen Terminal Dock
6	JB Marine Floating Dock
7	Luhr Bros. River Docks

UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
168.0	Pipeline	Not Applicable	Mississippi River Transmission
165.3	Pipeline	Not Applicable	Mississippi River Fuel

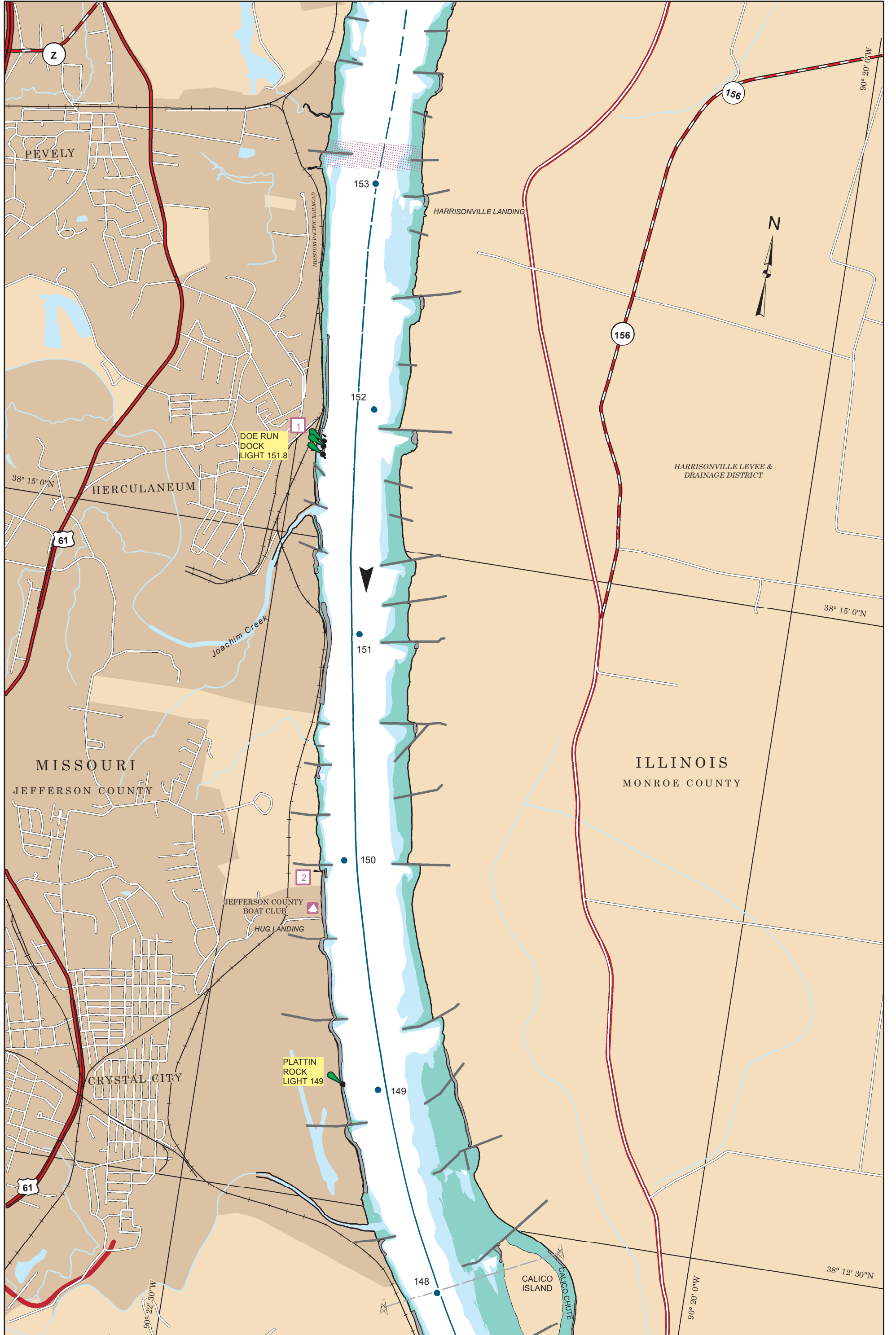


<i>FACILITIES</i>	
<i>1</i>	<i>Ameren Meramec Power Plant Coal Dock</i>
<i>2</i>	<i>Meramec Marine Ship Yard</i>

<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
<i>161.8</i>	<i>Aerial</i>	<i>Unknown</i>	<i>Ameren</i>

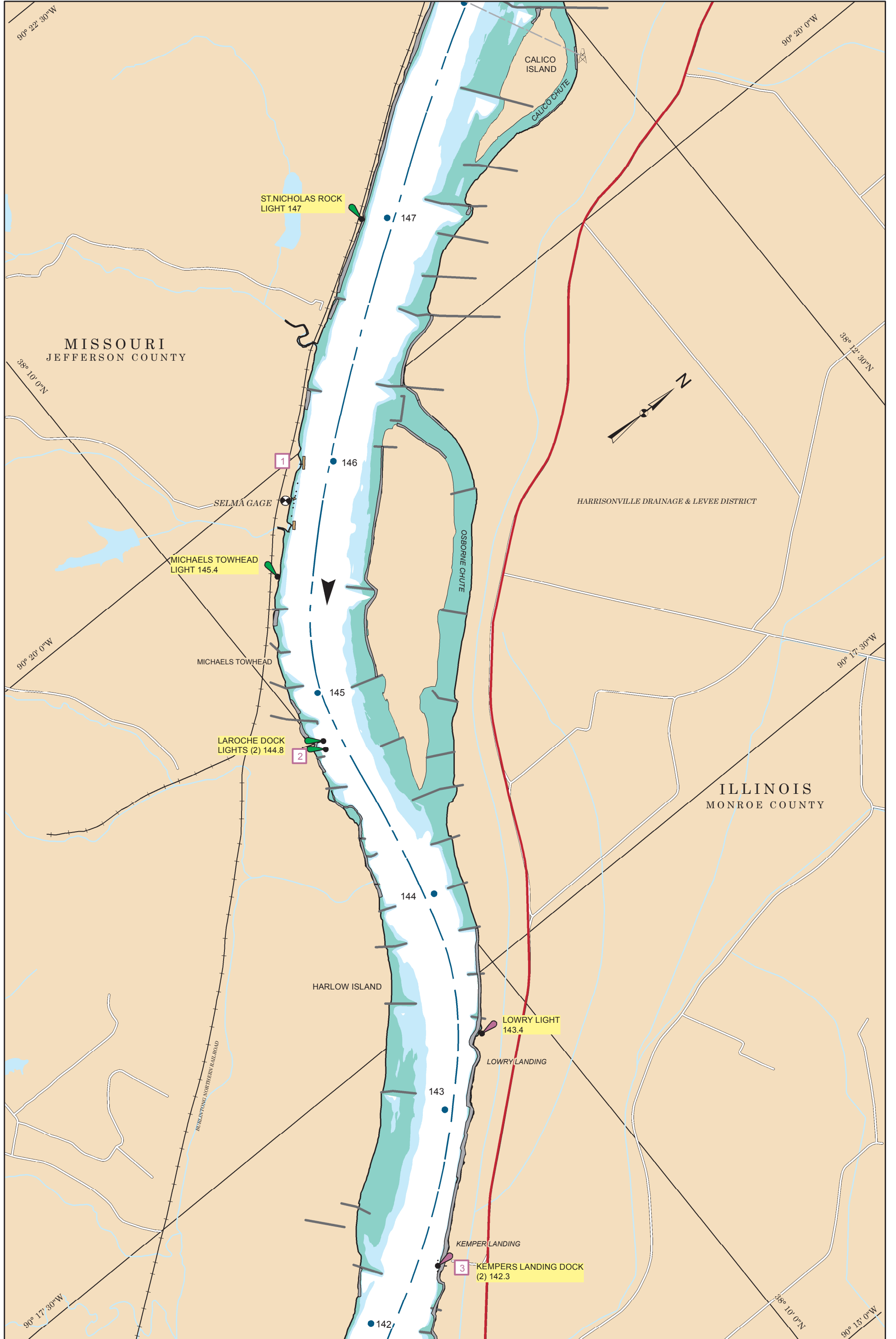


<i>FACILITIES</i>	
<i>1</i>	<i>Hoppies Marina and Dock</i>



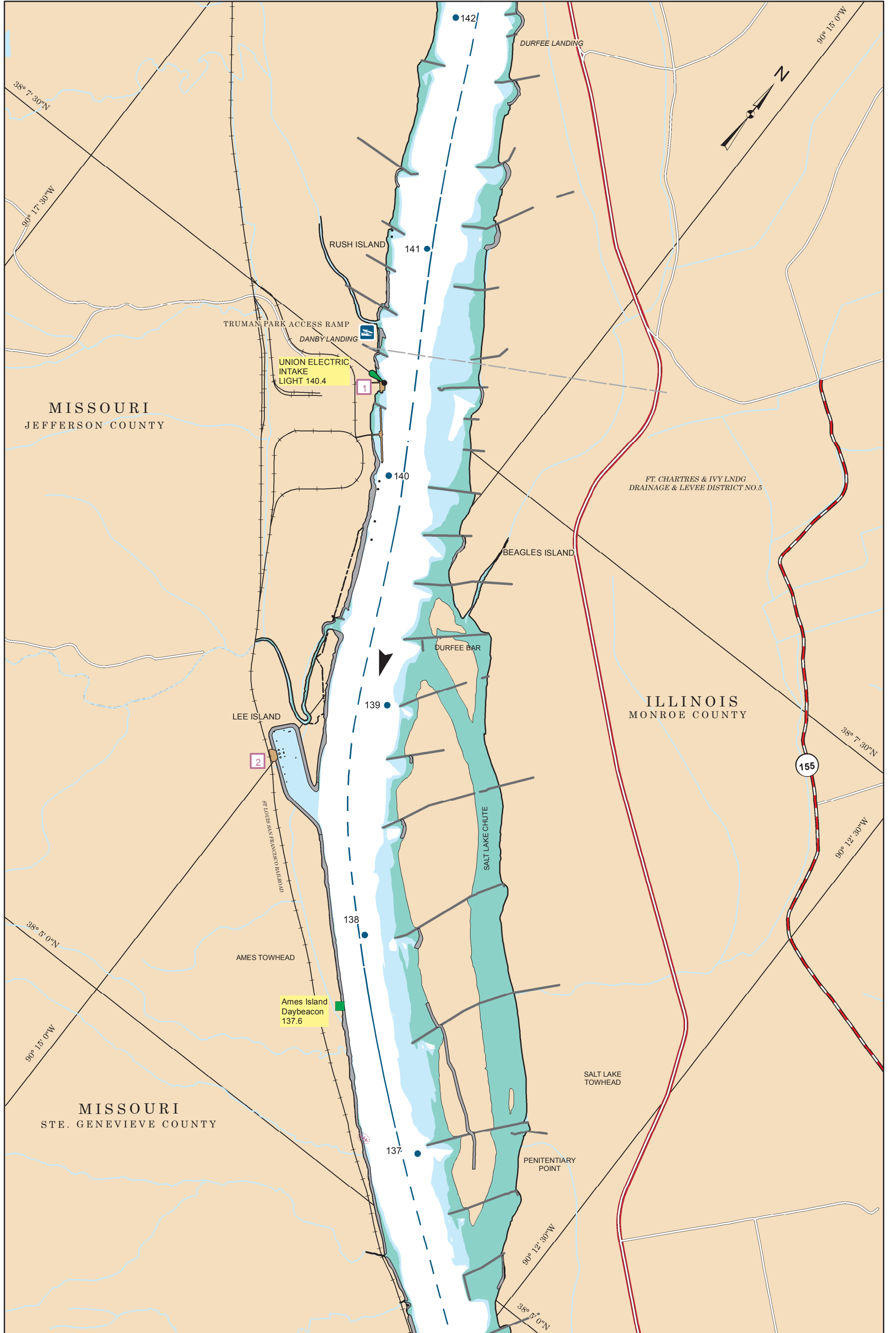
<i>FACILITIES</i>	
<i>1</i>	<i>Doe Run Company, Herculeum Dock</i>
<i>2</i>	<i>Fred Weber, Crystal City Sand Plant Dock</i>

<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
<i>153.1</i>	<i>Cable</i>	<i>Not Applicable</i>	<i>AT&T</i>
<i>153.1</i>	<i>Pipeline</i>	<i>Not Applicable</i>	<i>Gulf Pipeline Company</i>
<i>148.0</i>	<i>Aerial</i>	<i>Unknown</i>	<i>Ameren</i>



<i>FACILITIES</i>	
<i>1</i>	<i>Buzzi Unicem USA, Selma Dock</i>
<i>2</i>	<i>LaRoche Industries (Abandoned)</i>
<i>3</i>	<i>Gateway FS, Kempers Landing Terminal Dock</i>

<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
<i>148.0</i>	<i>Electrical</i>	<i>Unknown</i>	<i>Ameren</i>

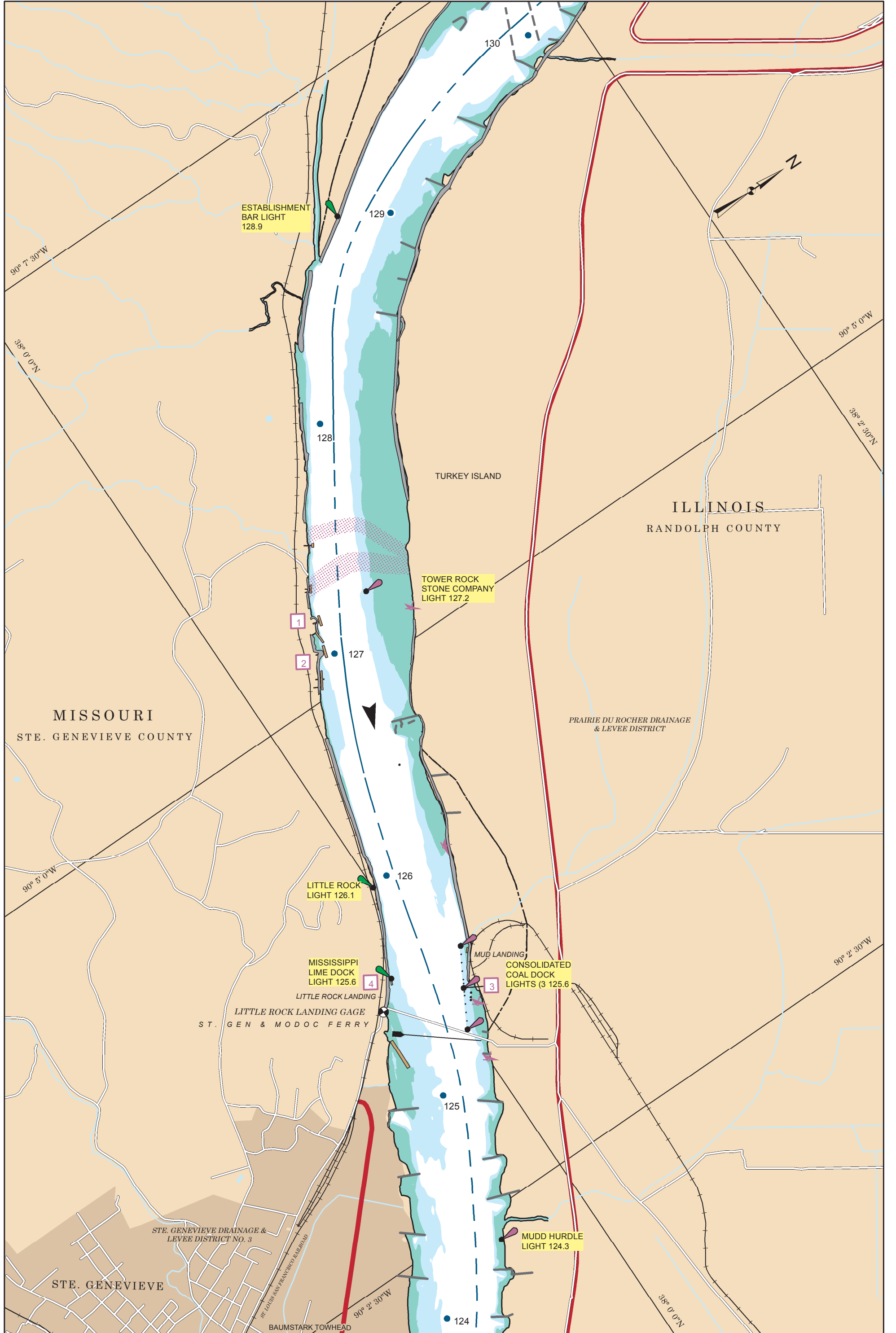


<i>FACILITIES</i>	
<i>1</i>	<i>Ameren, Rush Island Power Plant Dock</i>
<i>2</i>	<i>Holcim (U.S.), St. Genevieve Harbor Facility</i>

<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
<i>140.5</i>	<i>Aerial</i>	<i>Unknown</i>	<i>Ameren</i>

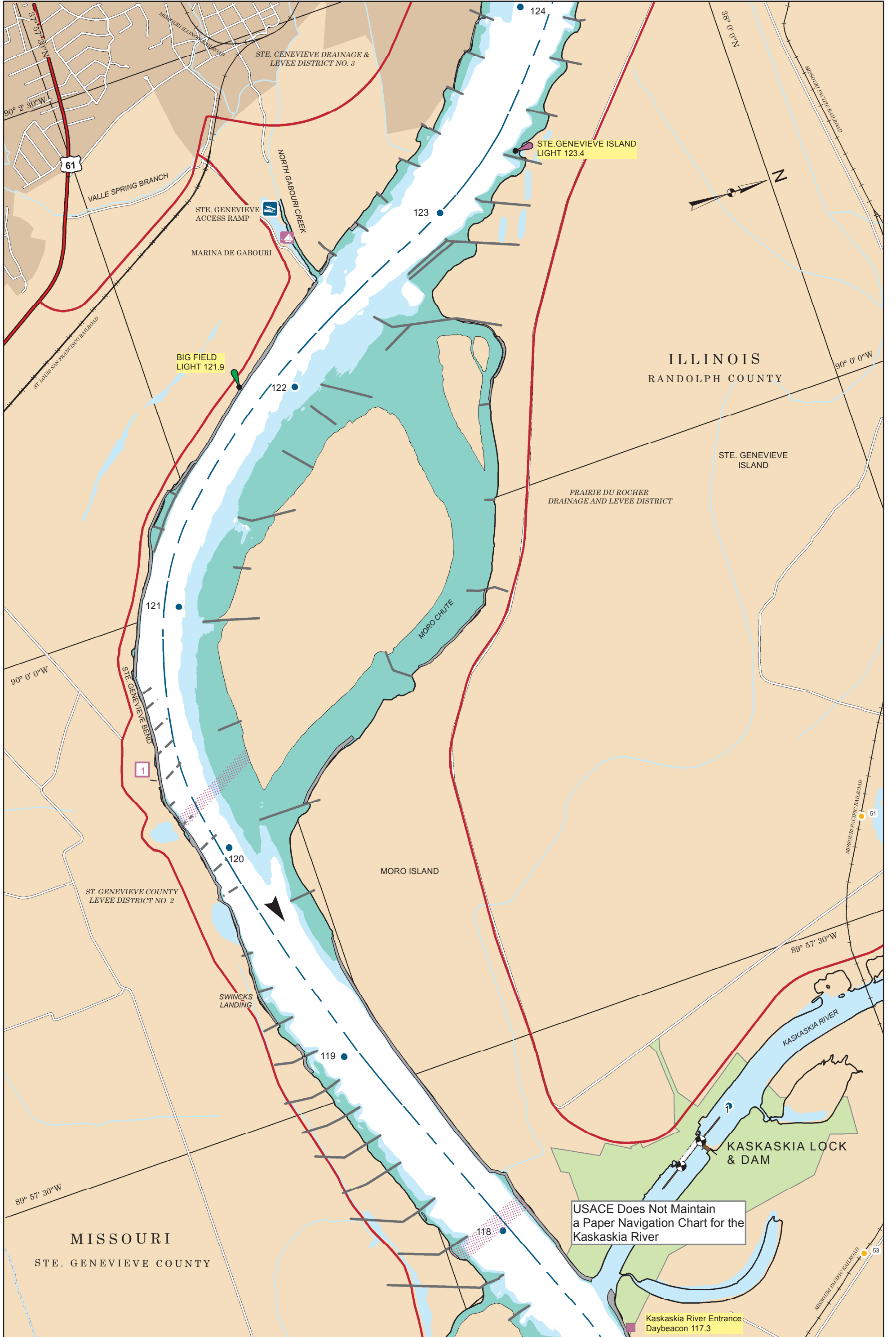


<i>FACILITIES</i>	
<i>1</i>	<i>APAC Tennessee, Brickey's Dock</i>
<i>2</i>	<i>Martin Marietta Aggregates, Prairie du Rocher Dock</i>



<i>FACILITIES</i>	
<i>1</i>	<i>Luhr Bros. Terminal</i>
<i>2</i>	<i>Chemical Lime Company, St. Genevieve Dock</i>
<i>3</i>	<i>Consolidation Coal Company, Kellogg Dock</i>
<i>4</i>	<i>Mississippi Lime Company, Lime Terminal Dock</i>

<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
<i>127.6</i>	<i>Pipeline</i>	<i>Not Applicable</i>	<i>Mississippi River Transmission</i>
<i>127.5</i>	<i>Pipeline</i>	<i>Not Applicable</i>	<i>Mississippi River Transmission</i>

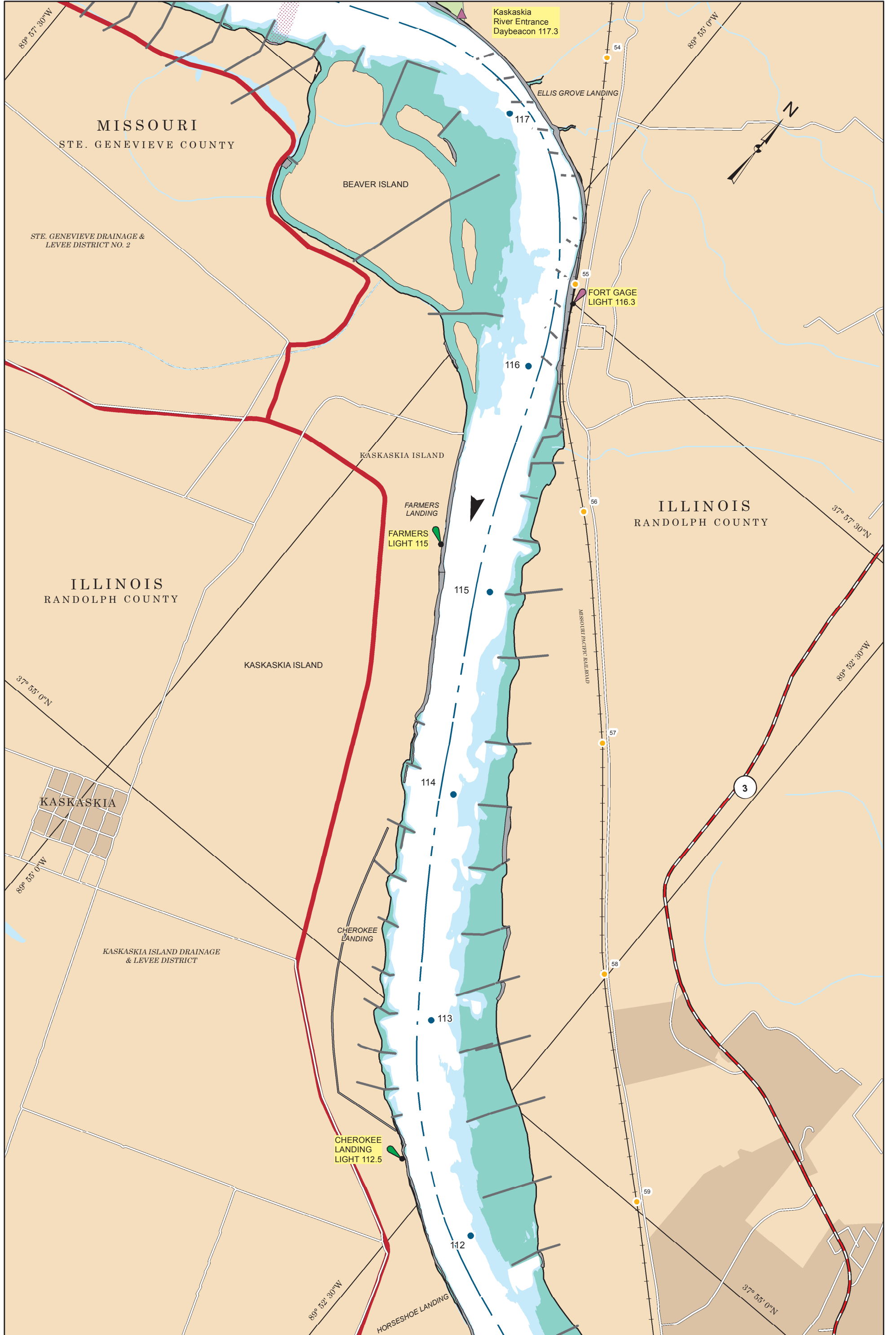


USACE Does Not Maintain a Paper Navigation Chart for the Kaskaskia River

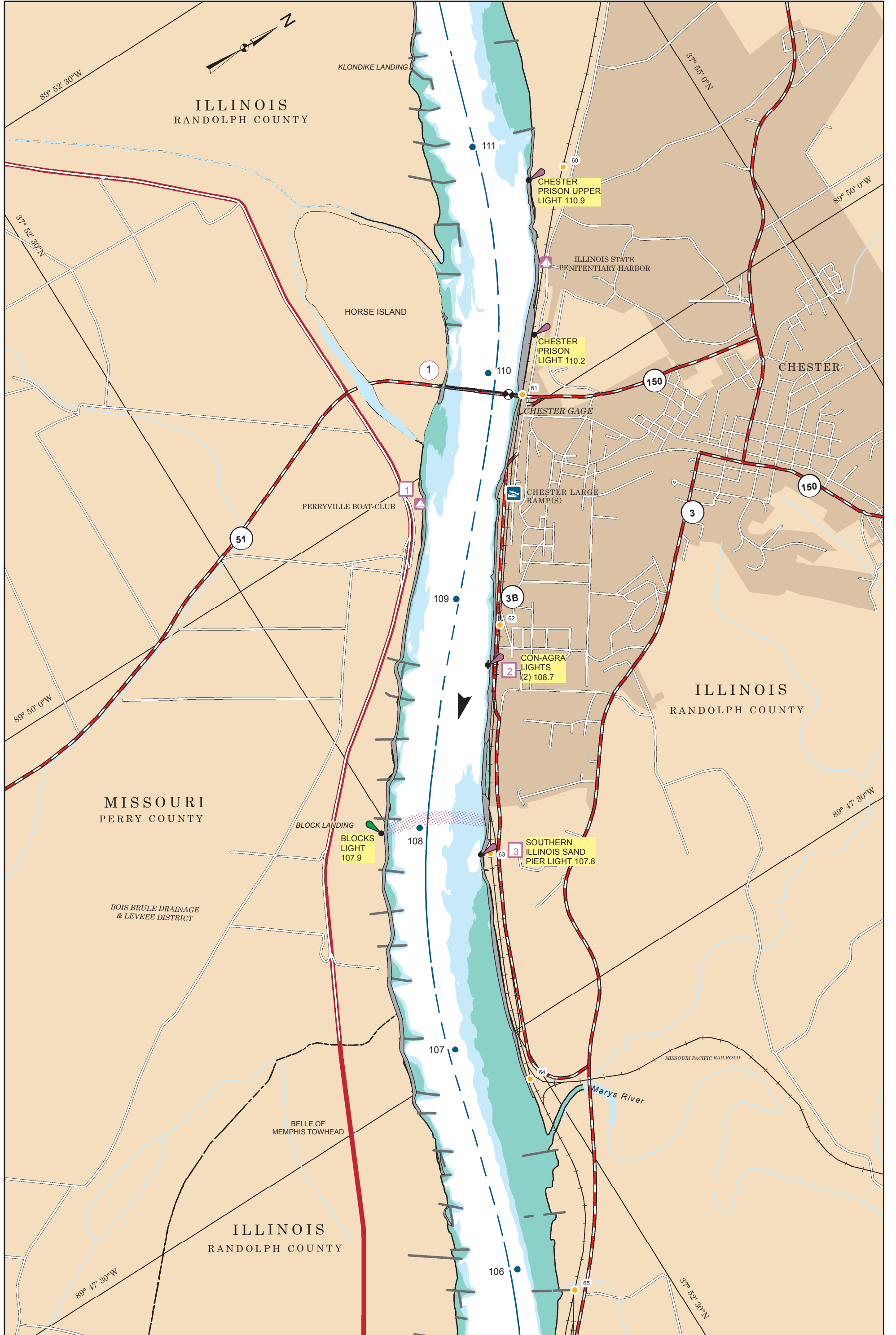
Kaskaskia River Entrance Daybeacon 117.3

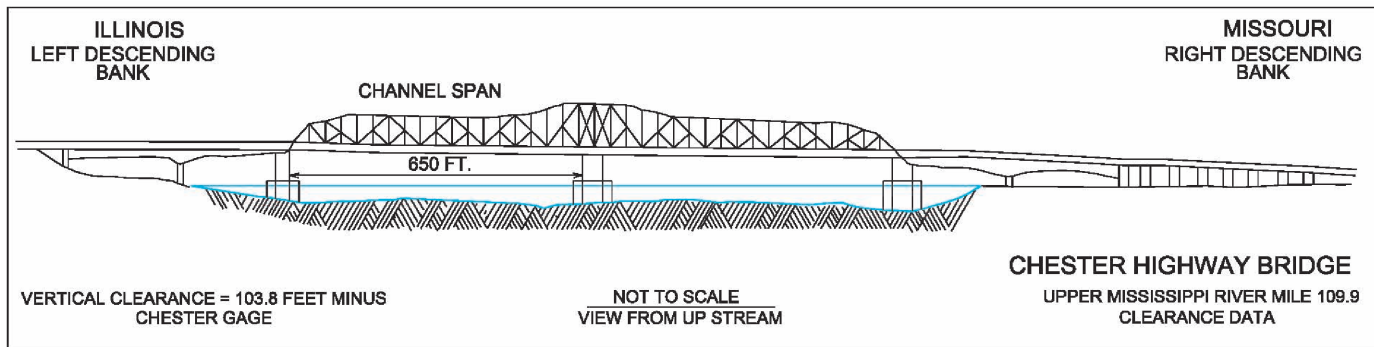
<i>FACILITIES</i>			
<i>1 New Bourbon Port Authority (Under Construction)</i>			

<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
<i>120.4</i>	<i>Cable</i>	<i>Not Applicable</i>	<i>Missouri-Illinois RR Company</i>
<i>118.0</i>	<i>Cable</i>	<i>Not Applicable</i>	<i>Egyptian Electric Company</i>



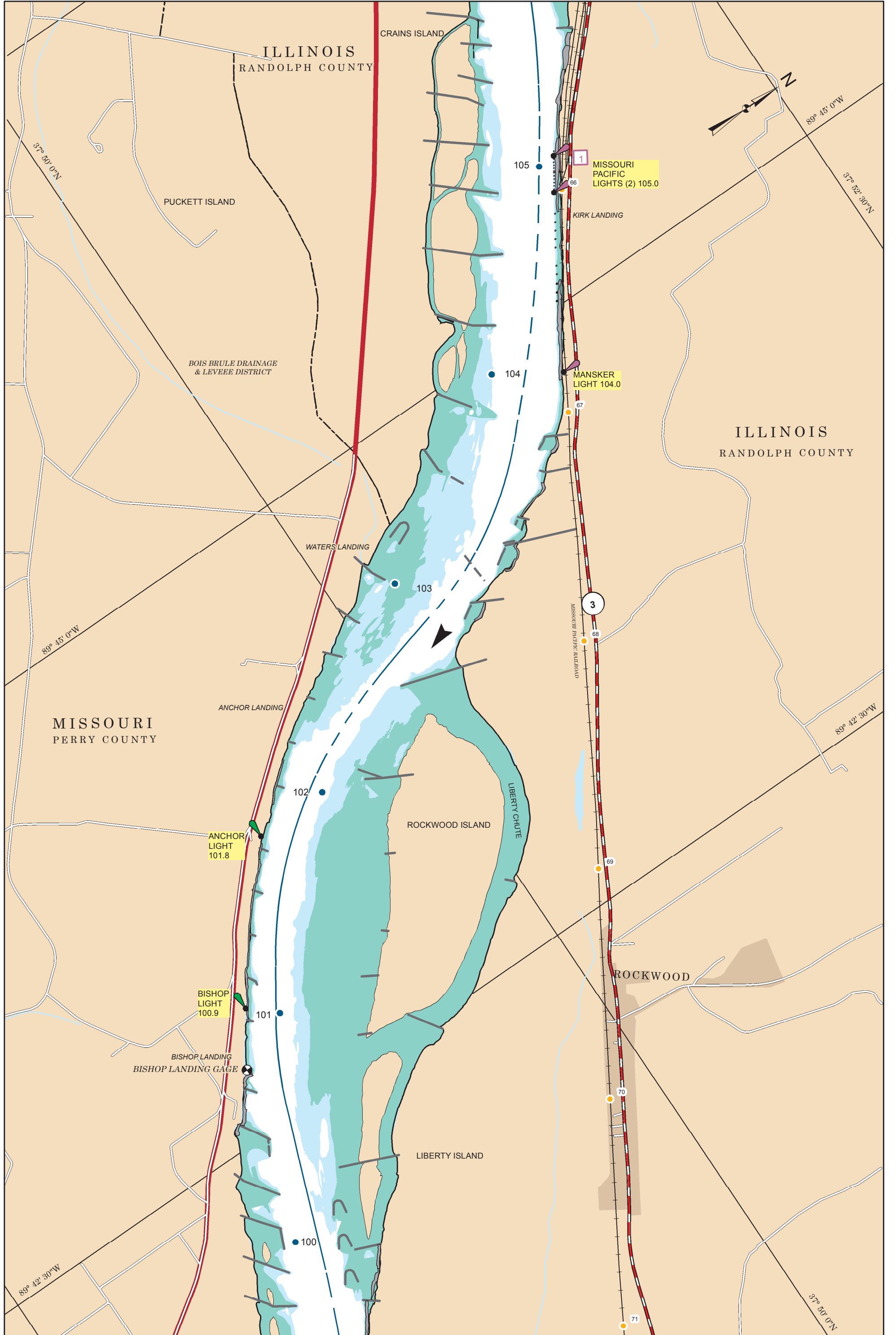
<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
118.0	Cable	Not Applicable	Egyptian Electric Company



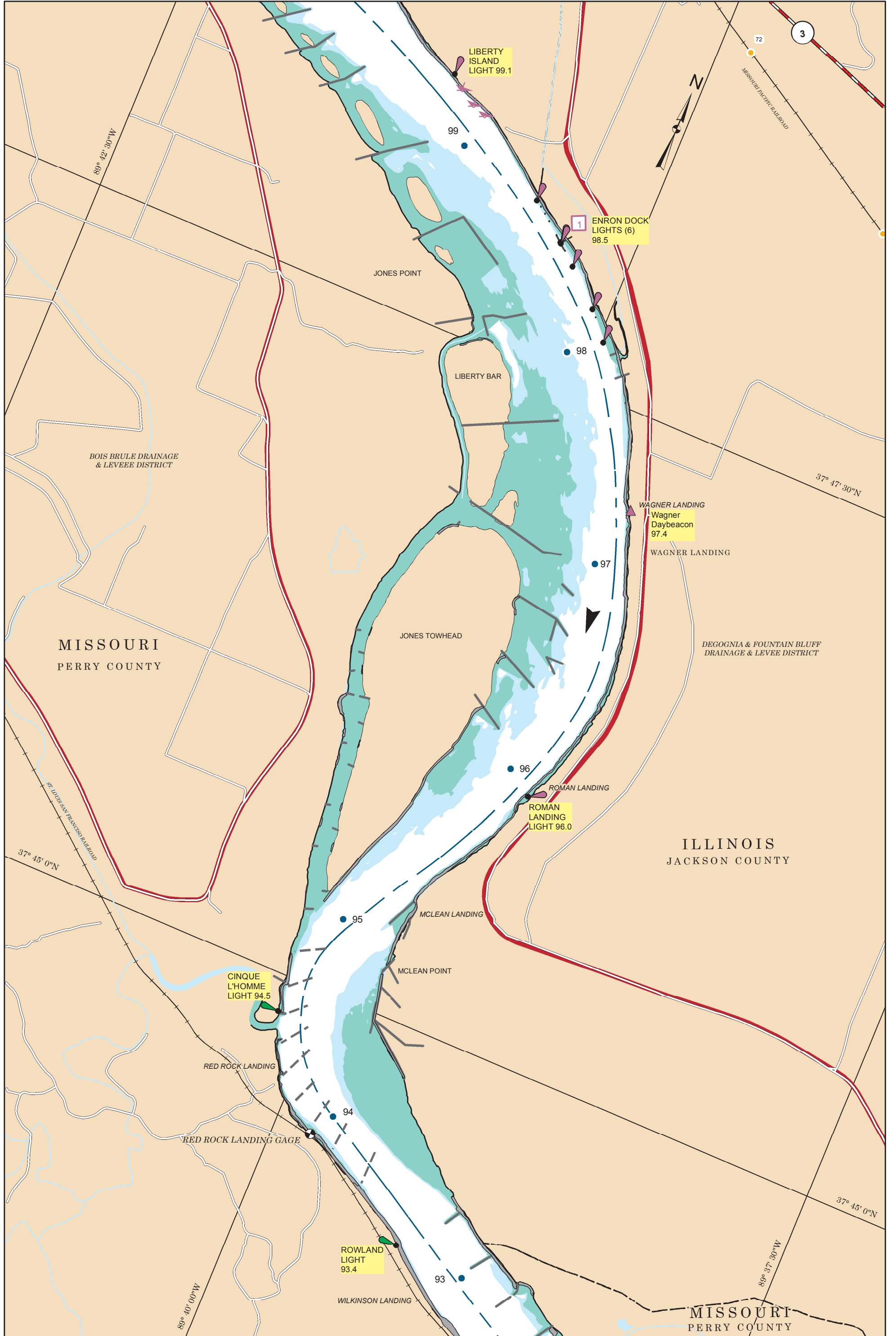


FACILITIES	
1	Claryville Marine Repair
2	ConAgra Foods, Chester Grain Elevator Wharf
3	Chester City Dock

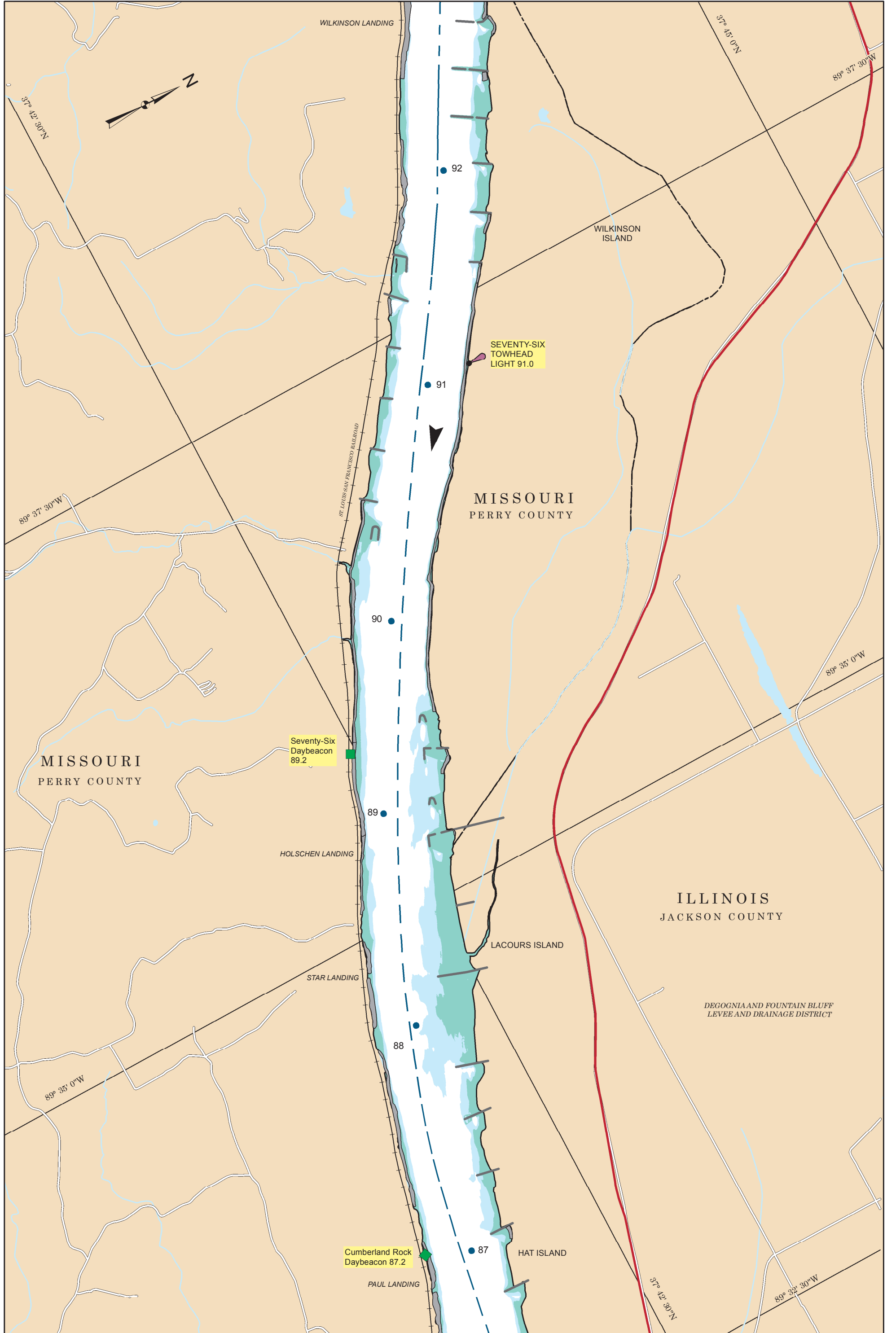
UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
109.9	Aerial	Unknown	Mobil Oil Pipe Company
108.0	Pipeline	Not Applicable	Mobil Oil Pipe Company



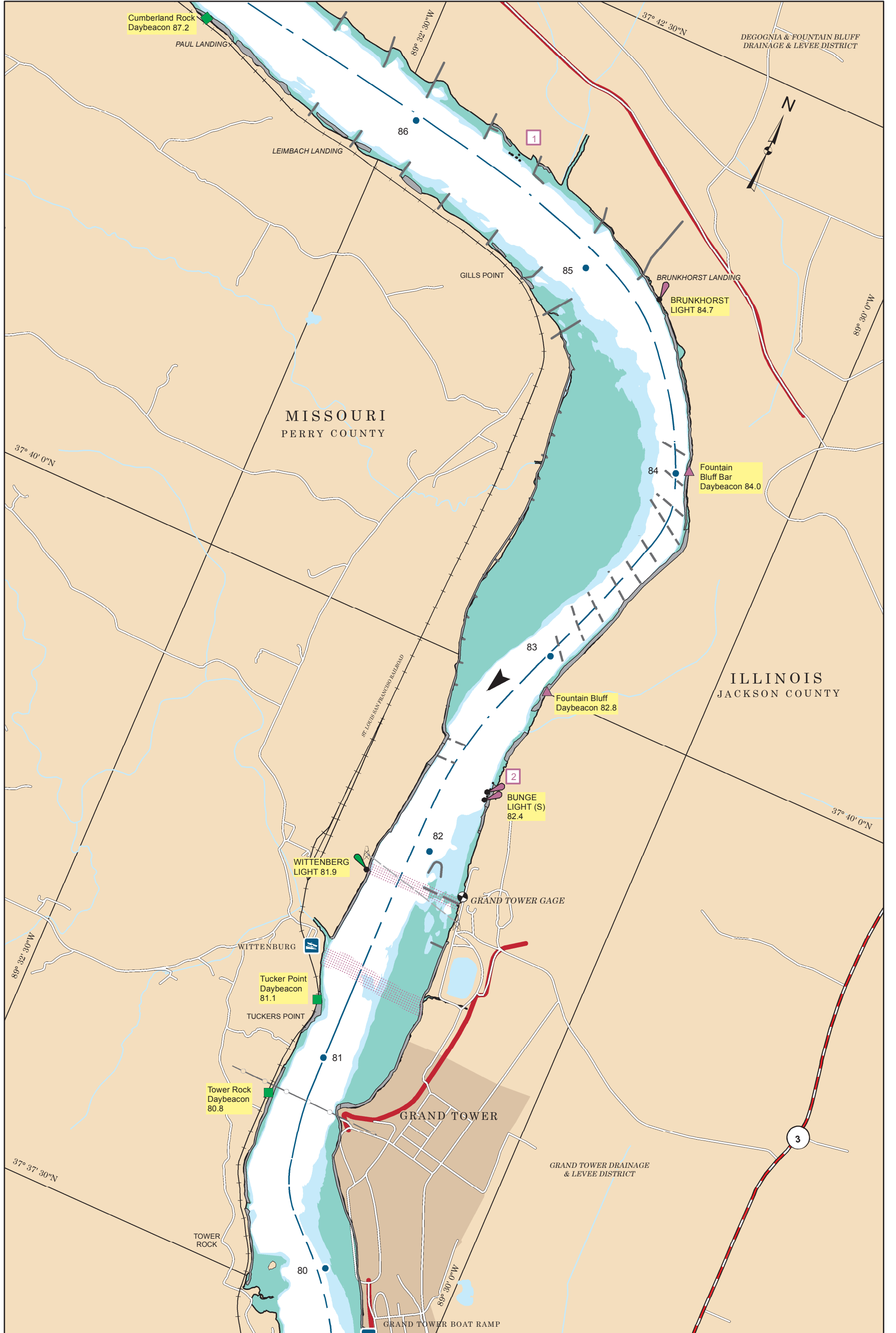
<i>FACILITIES</i>	
<i>1</i>	<i>Knight Hawk Coal, Lone Eagle Dock and Fleet Mooring</i>

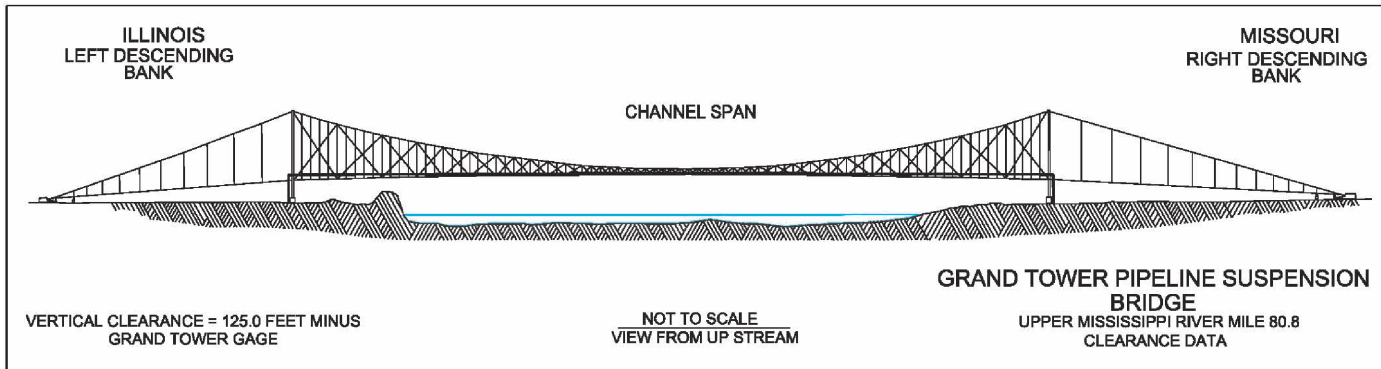


<i>FACILITIES</i>	
<i>1</i>	<i>Kinder Morgan Energy Partners, Cora Terminal Dock and Fleet Mooring</i>



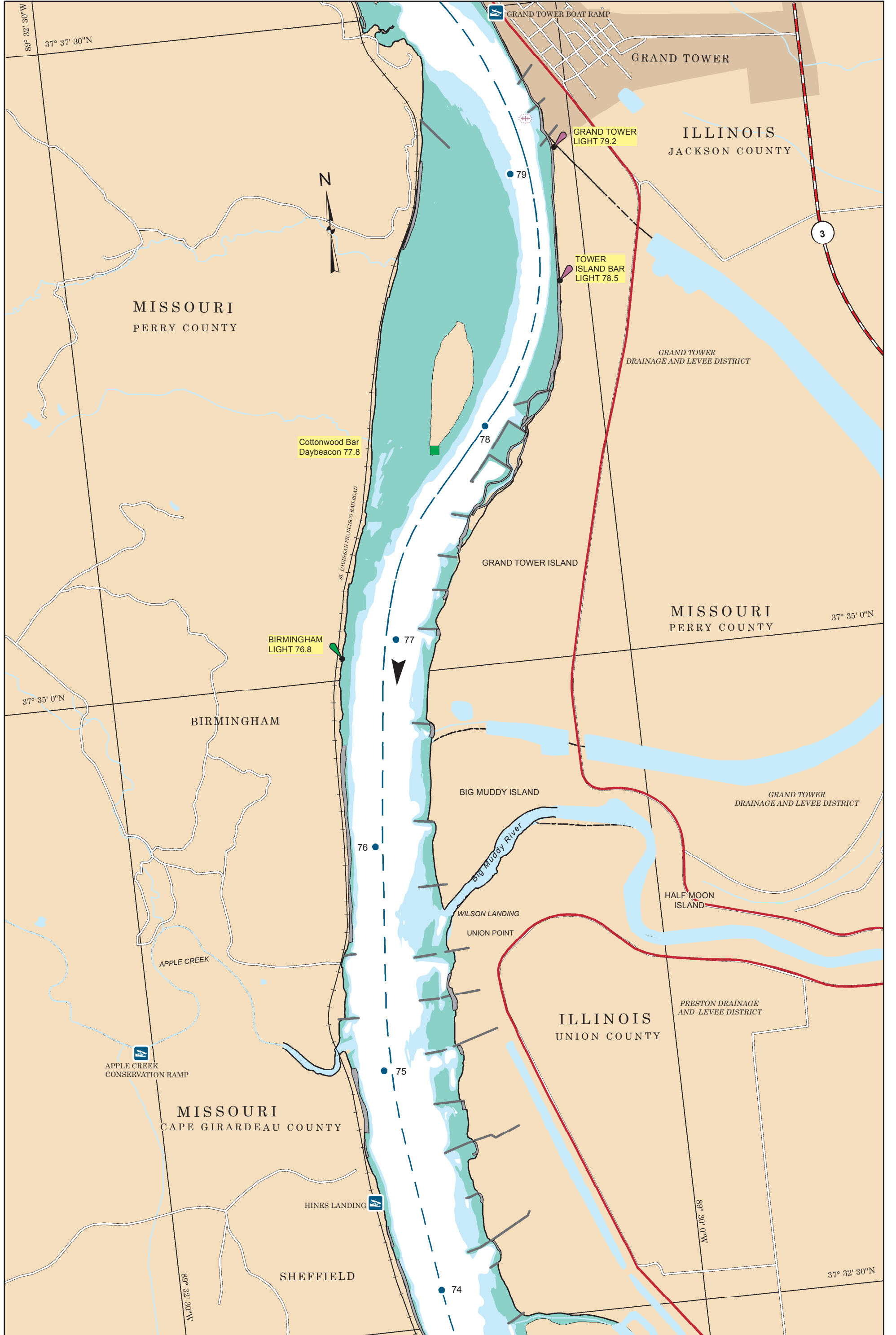
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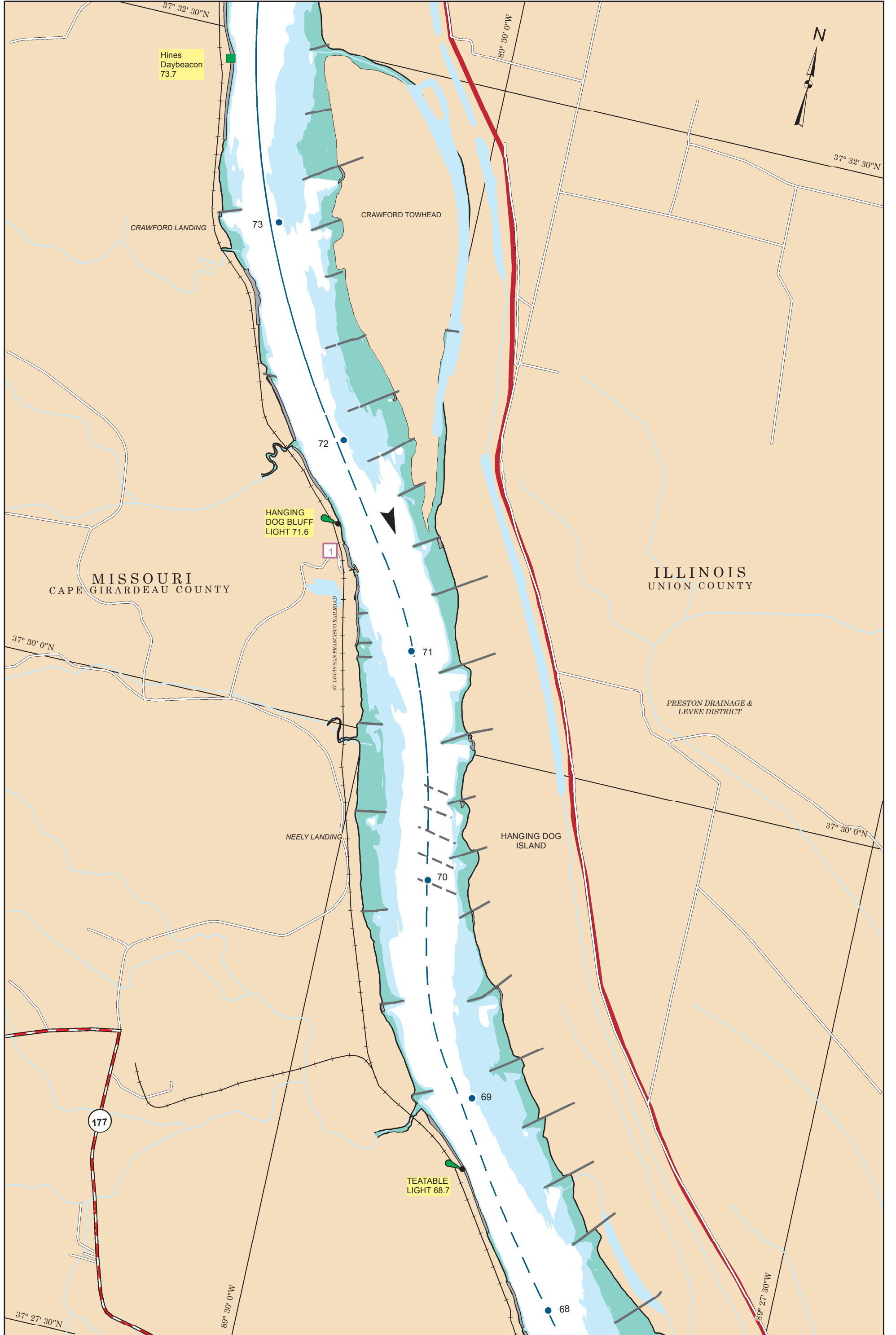


FACILITIES	
1	Gordon and Price, Jackson County Dock
2	Bunge North America, Fountain Bluff Dock

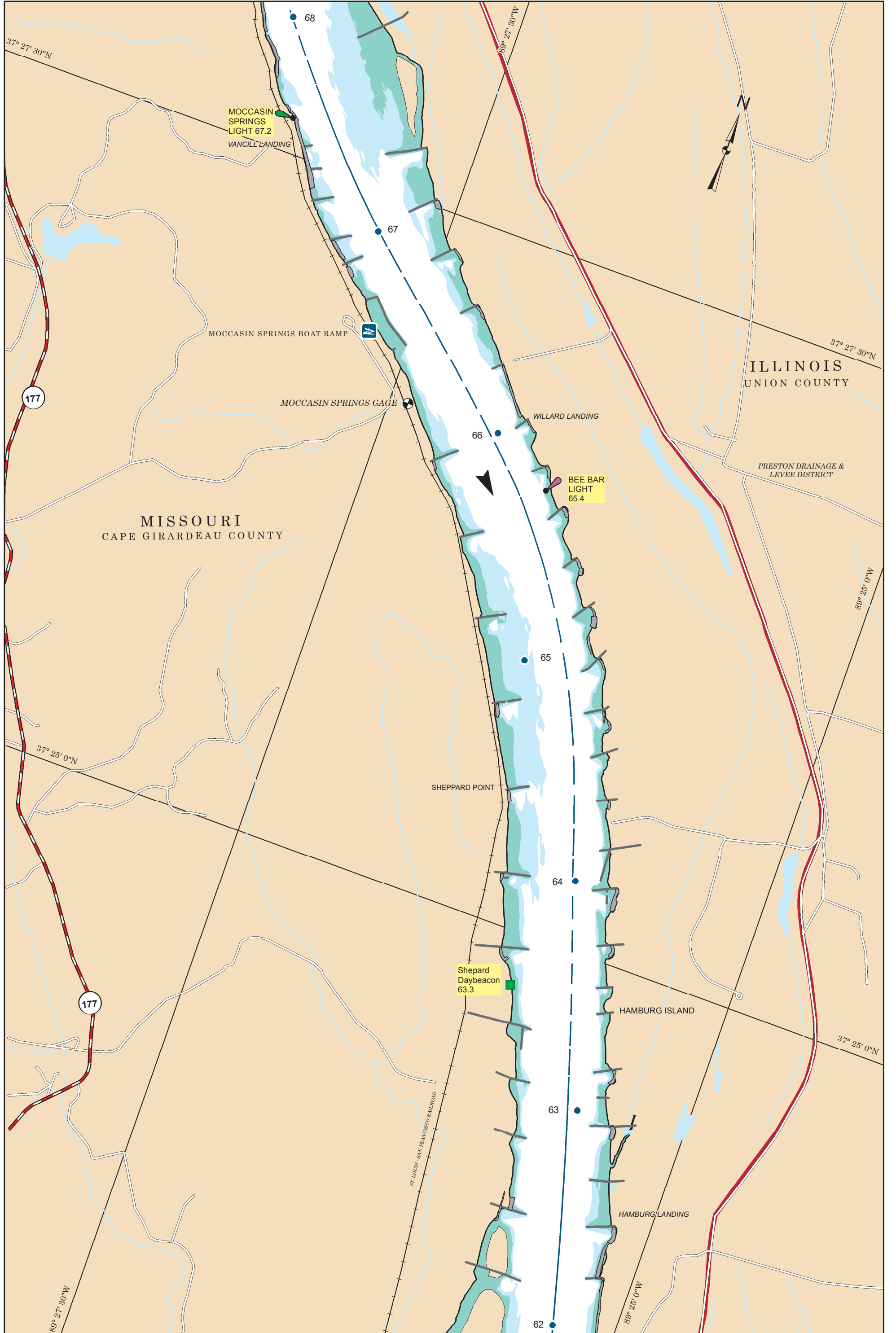
UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
81.9	Aerial	Unknown	Ameren
81.8	Cable	Not Applicable	Ameren
81.4	Pipeline	Not Applicable	Natural Gas Pipe Company
80.7	Aerial	Unknown	Natural Gas Pipe Company



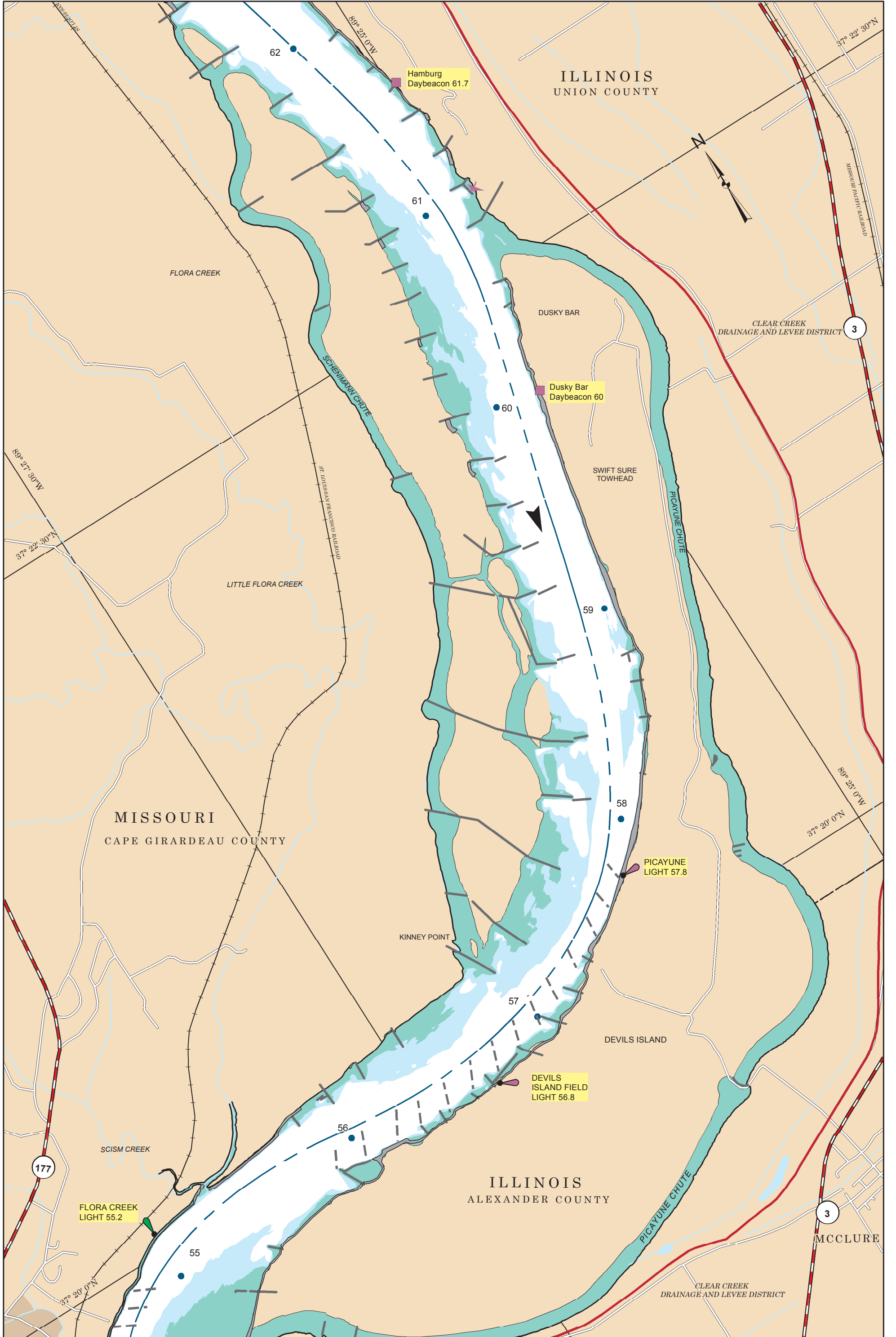
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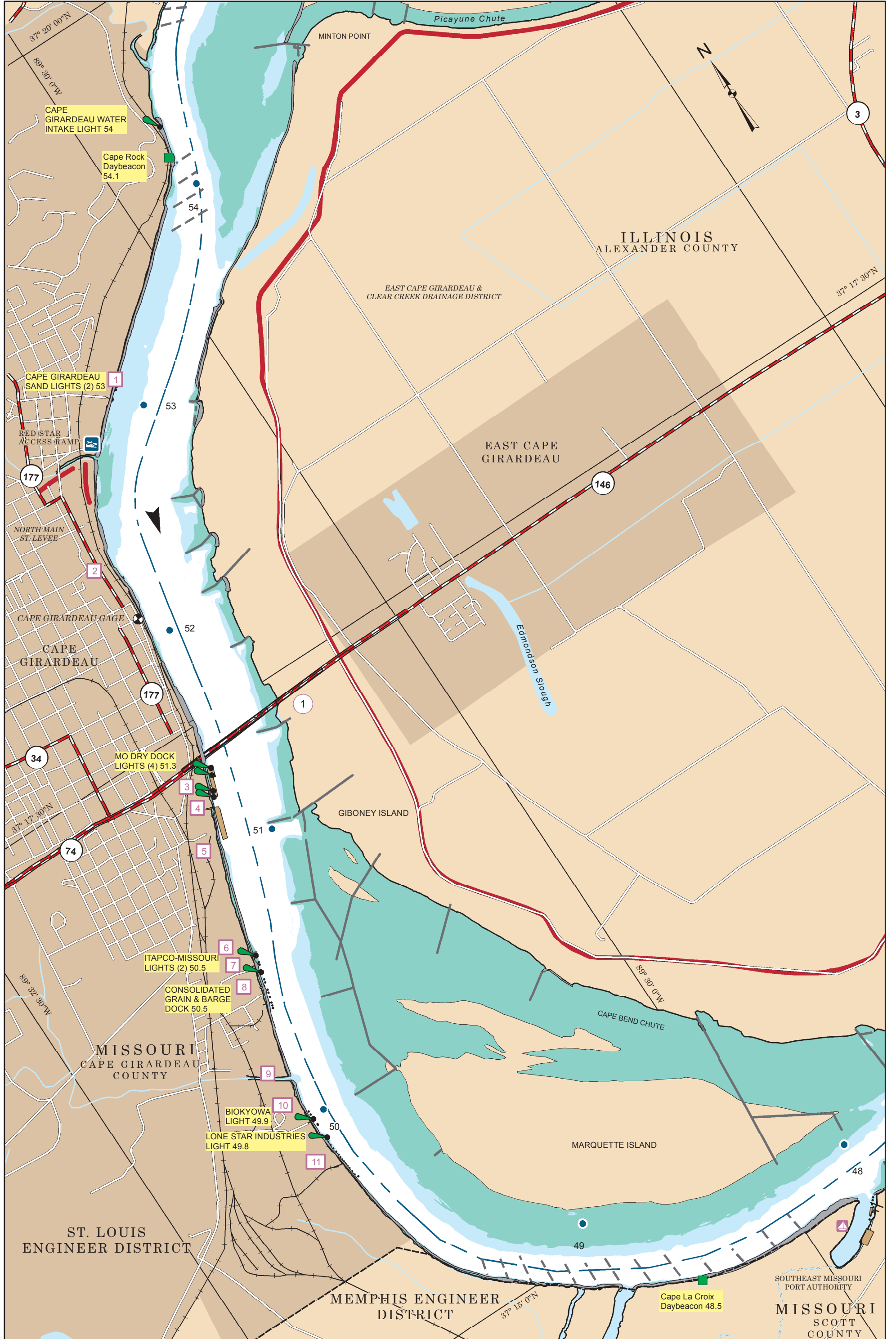
<i>FACILITIES</i>	
<i>1</i>	<i>MMD Stone, Neely's Landing Dock</i>

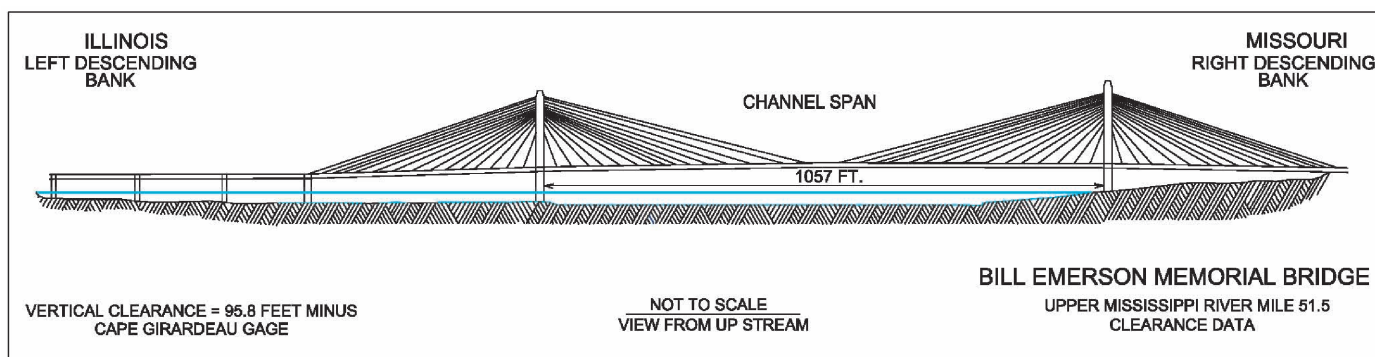


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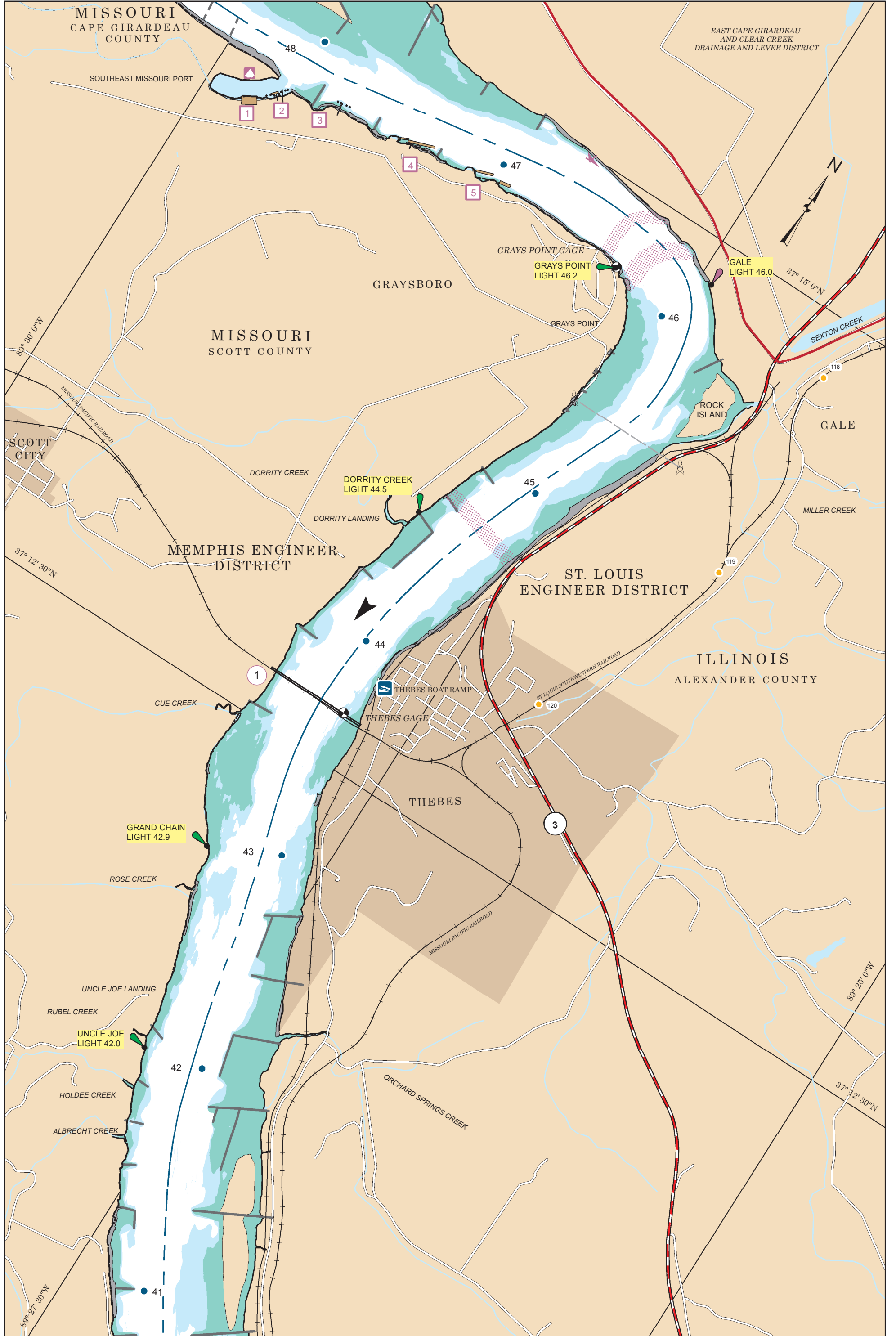


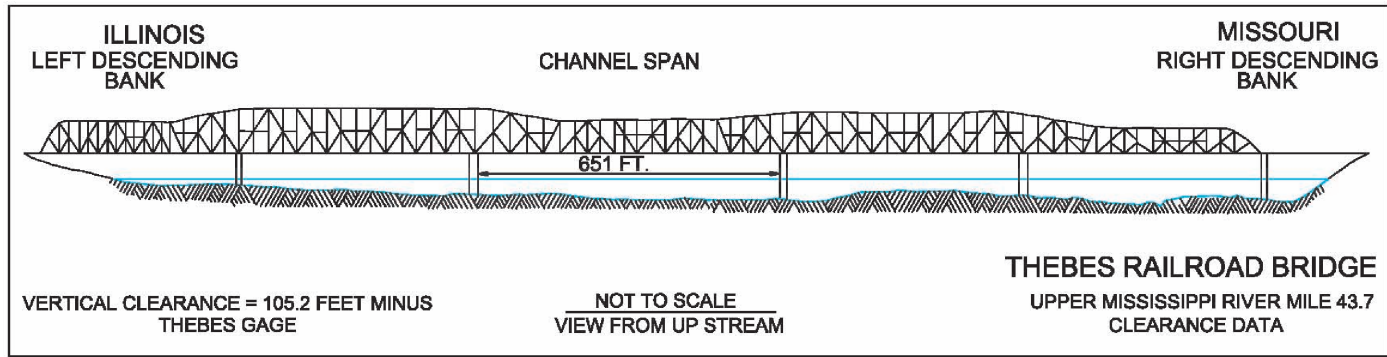
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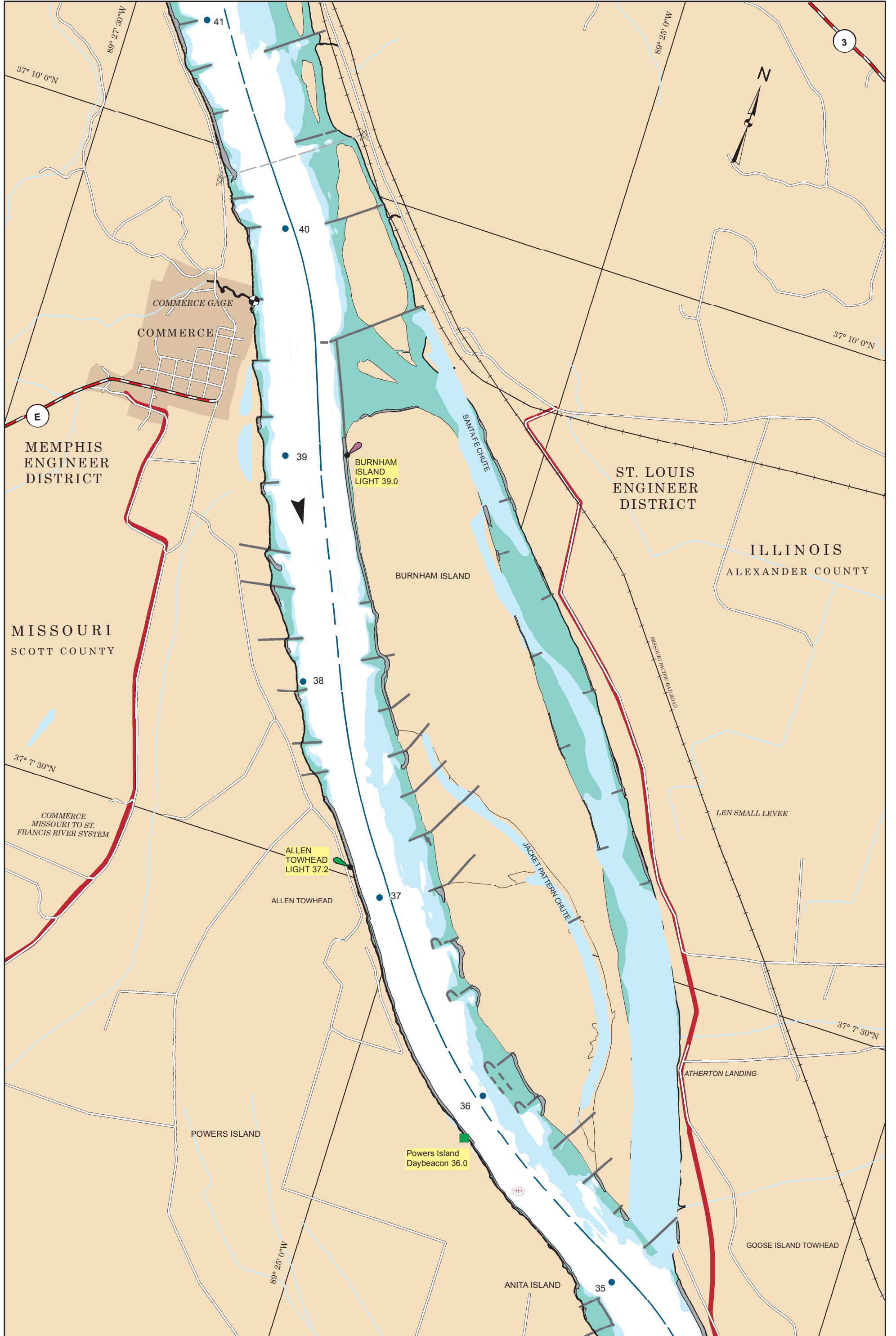
FACILITIES	
1	Cape Girardeau Sand Company Dock
2	Kidd's Oil Company, Cape Girardeau Dock
3	Missouri Dry Dock and Repair Company Wharf
4	Missouri Dry Dock Wharf Area
5	Missouri Dry Dock
6	Transmontaigne, Missouri Terminal Wharf
7	Dumey Excavation
8	Consolidated Grain and Barge Company
9	Old Semo Stone Dock
10	Biokyowa, Cape Girardeau Terminal Dock
11	Buzzi Unicem USA Terminal, Cape Girardeau Dock



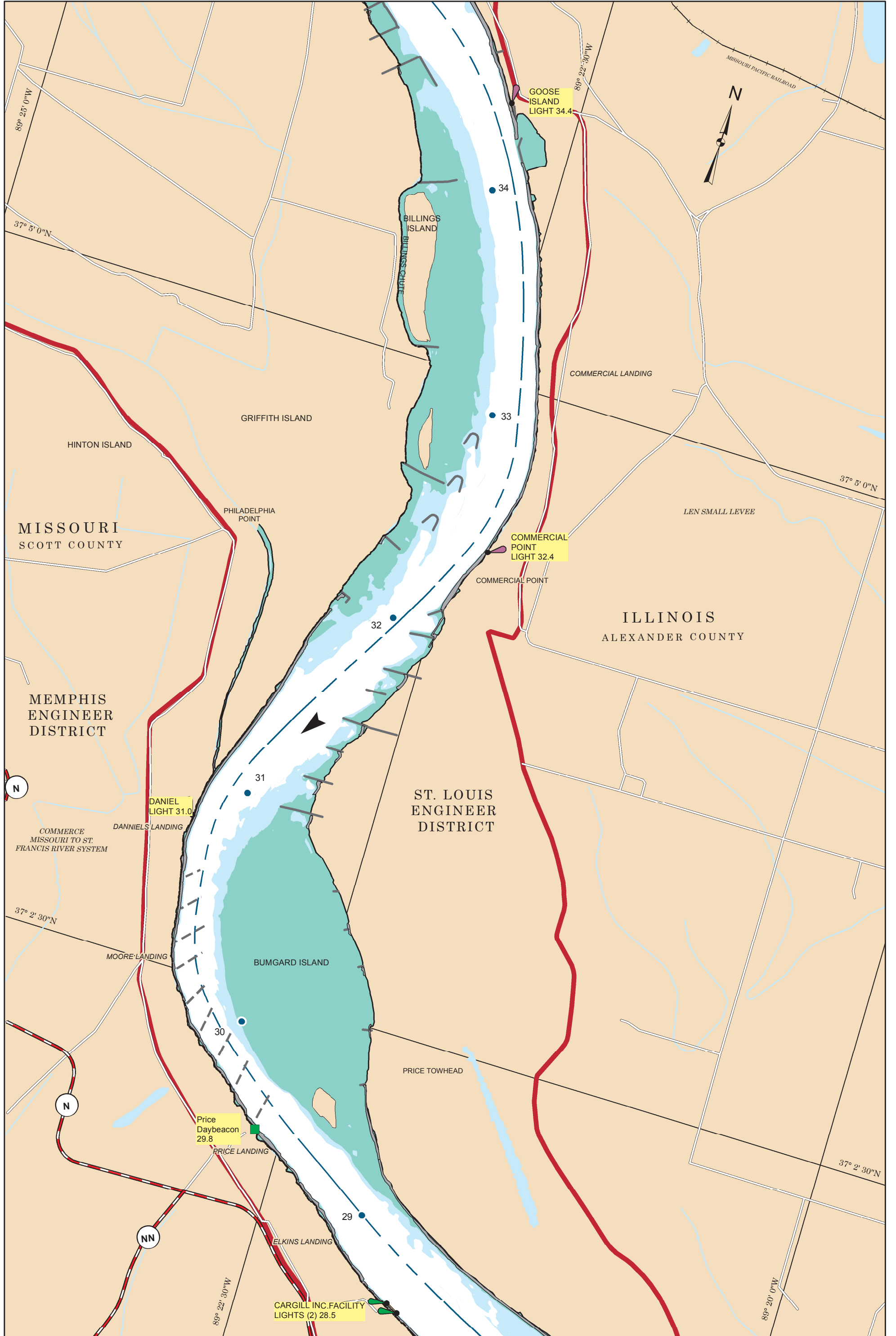


FACILITIES	
1	Southeast Missouri (SEMO) Regional Port Authority Dock
2	First Missouri Terminals Corporation
3	Semo Port "Old Dock"
4	Consolidated Grain and Barge Company, Cape Girardeau Dock
5	Tower Rock Stone Dock

UTILITY CROSSING			
Miles	Description	Vertical Clearance	Owner
46.4	Pipeline	Not Applicable	Texas Eastern Transmission
46.3	Pipeline	Not Applicable	Texas Eastern Transmission
45.5	Aerial	Unknown	Ameren
44.7	Pipeline	Not Applicable	Teppco



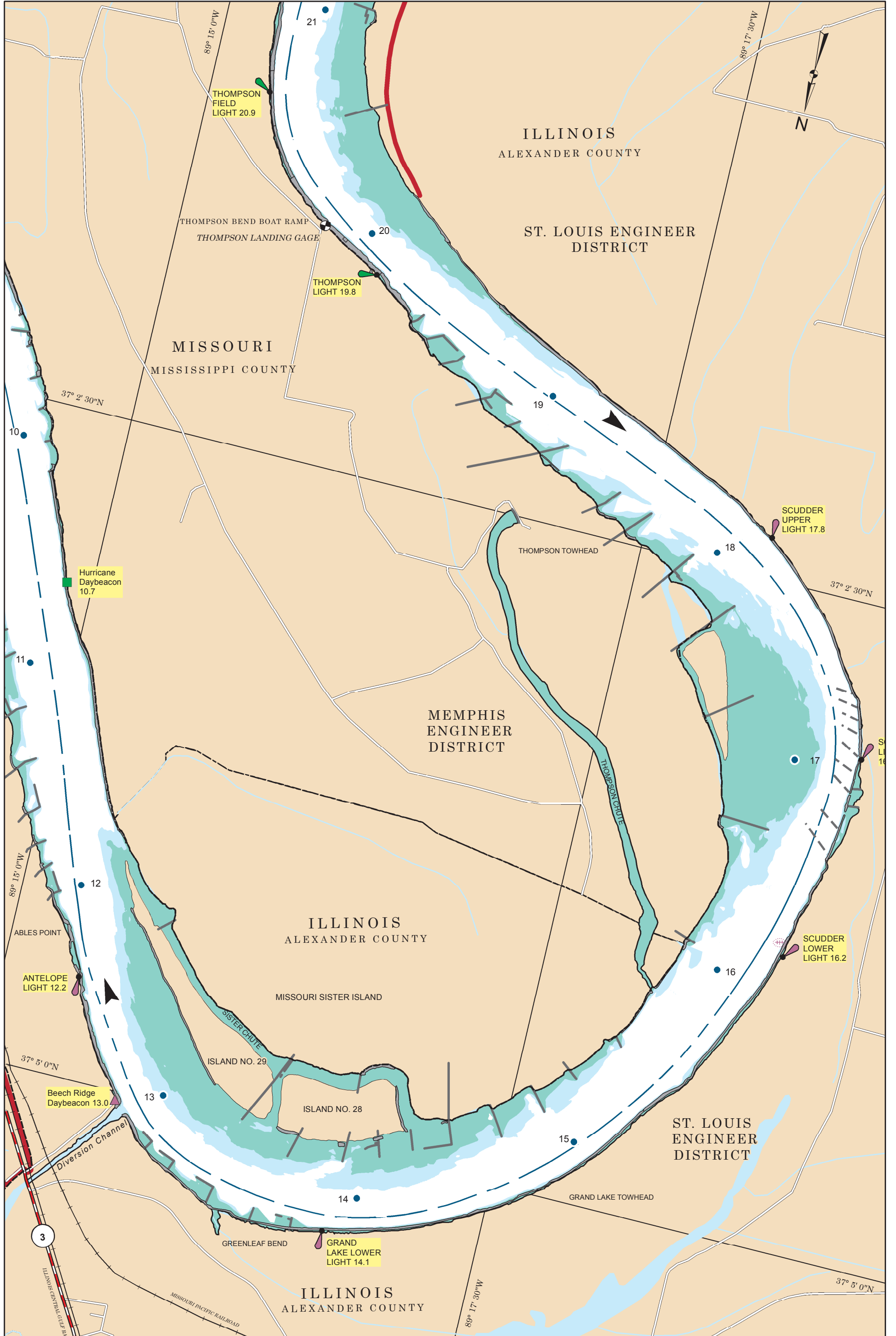
<i>UTILITY CROSSING</i>			
<i>Miles</i>	<i>Description</i>	<i>Vertical Clearance</i>	<i>Owner</i>
40.3	Aerial	Unknown	Ameren



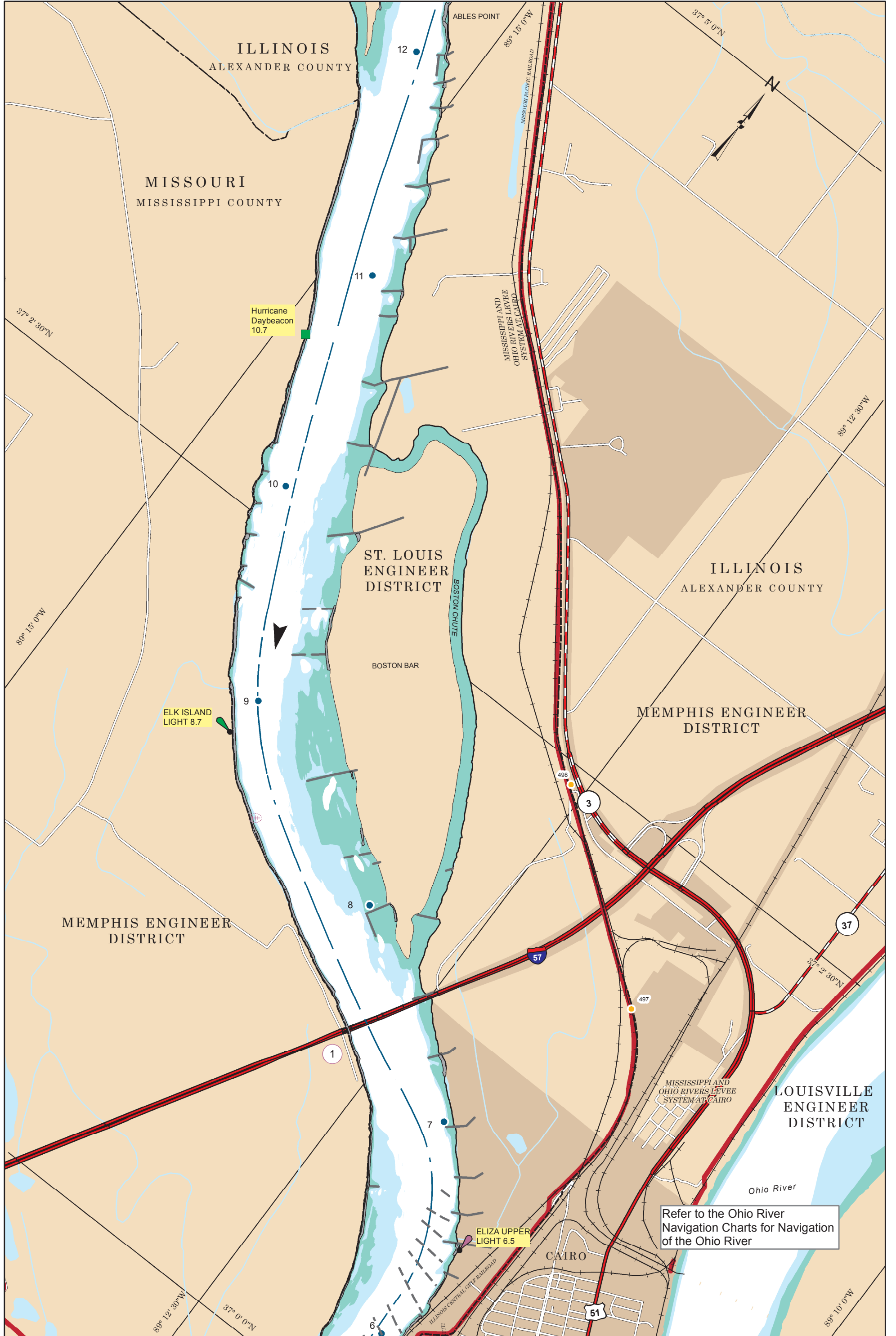
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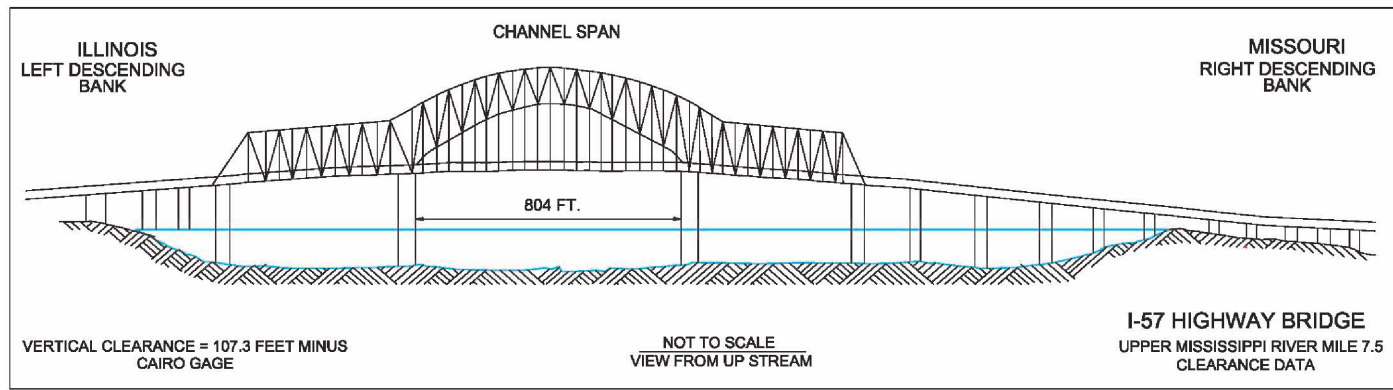
<i>FACILITIES</i>	
<i>1</i>	<i>Cargill AgHorizons, Buffalo Island and Price Landing Docks</i>

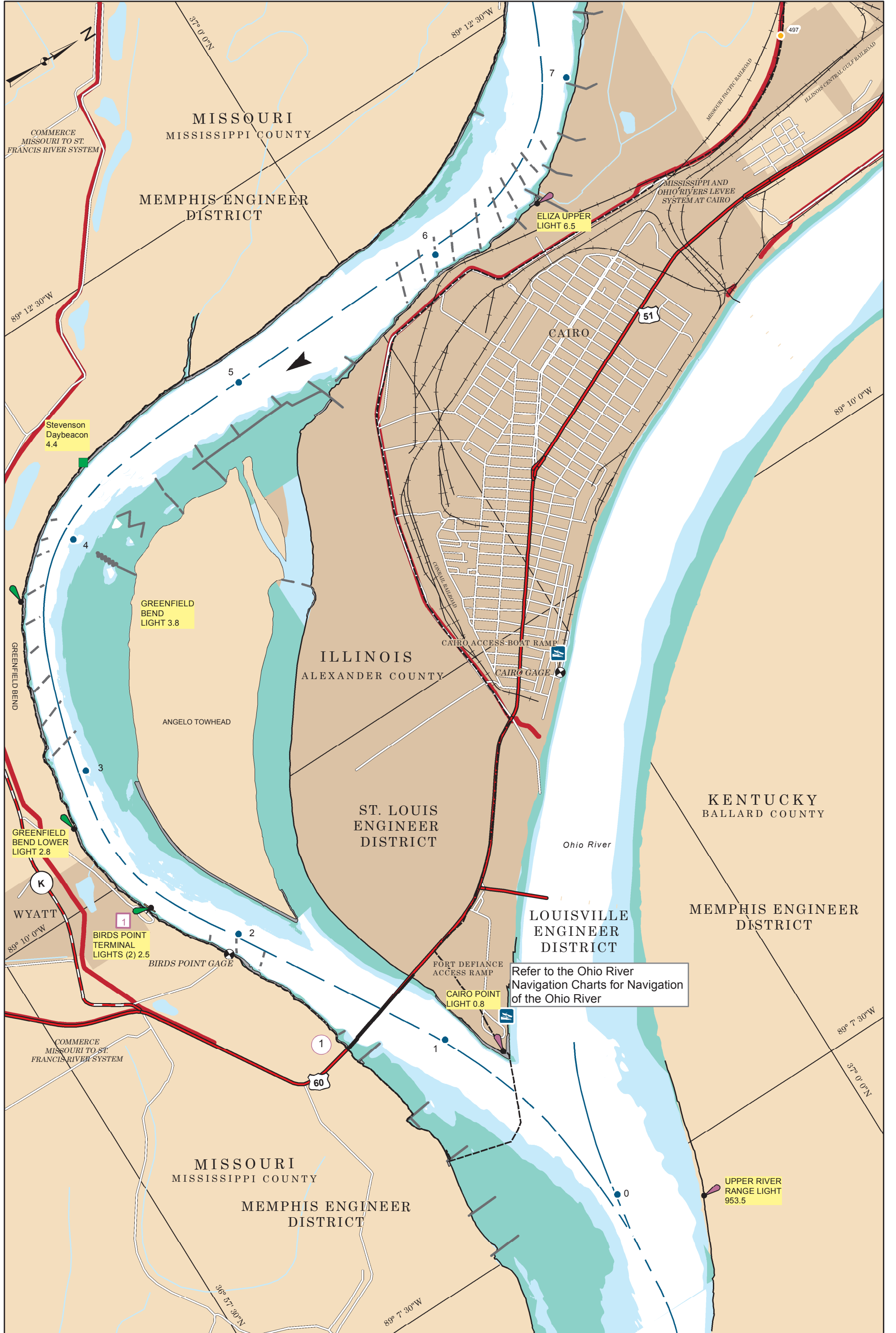


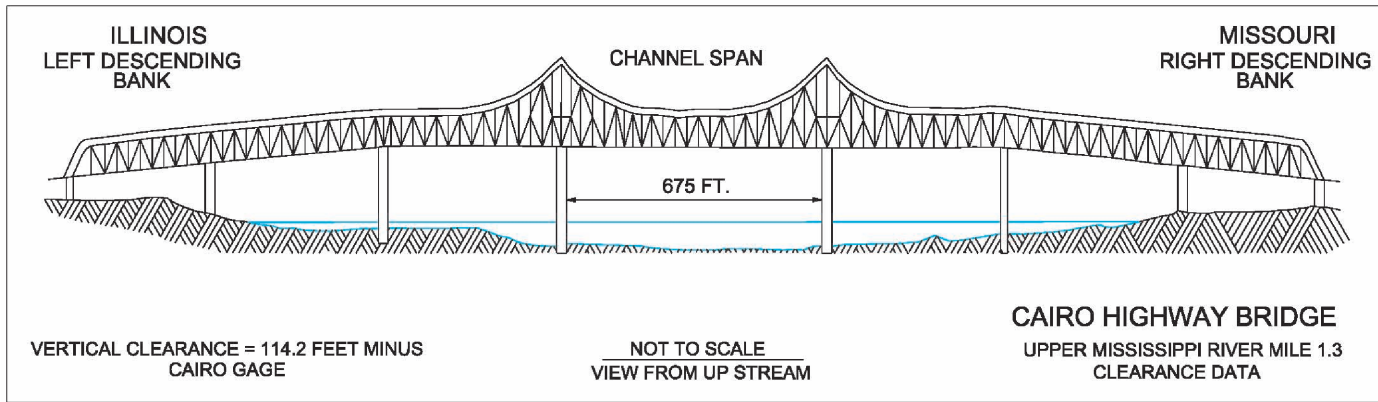
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Refer to the Ohio River Navigation Charts for Navigation of the Ohio River







FACILITIES	
1	Consolidated Grain and Barge Company, Birds Point Terminal

**ST. PAUL, MINNESOTA TO LOCK AND DAM 18
GAGE INFORMATION**

Gage	River Mile	Bank	Datum Elevation (Feet)	LOL*/Pool Elevation (Feet)	Stage at LOL (Feet)
ST. PAUL DISTRICT					
ST. ANTHONY FALLS LOCK & DAM (UPPER)	854.1	R	700	796.5	96.5
ST. ANTHONY FALLS LOCK & DAM (LOWER)	853.5	R	700	722.8	22.2
LOCK & DAM NO. 1 (UPPER)	847.4	R	700	722.8	22.8
LOCK & DAM NO. 1 (LOWER)	847.4	R	600	687.2	87.2
ST. PAUL, MN	839.3	L	684.16	687.2	3.04
SOUTH ST. PAUL, MN	833.7	R	600	687.2	87.2
LOCK & DAM NO. 2 (UPPER)	815.2	R	600	686.5	86.5
LOCK & DAM NO. 2 (LOWER)	815.2	R	600	675	75
PRESCOTT, WI	811.4	L	650	675	25
LOCK & DAM NO. 3 (UPPER)	796.8	R	600	674	74.5
LOCK & DAM NO. 3 (LOWER)	796.8	R	600	667	67
LAKE CITY, MN	772.8	R	661	667	6
WABASHA, MN	760.4	R	660	667	7
LOCK & DAM NO. 4 (UPPER)	752.8	L	600	666.5	66.5
LOCK & DAM NO. 4 (LOWER)	752.8	L	600	660	60
ALMA, WI	749.2	R	600	660	60
LOCK & DAM NO. 5 (UPPER)	738.1	R	600	659.5	59.5
LOCK & DAM NO. 5 (LOWER)	738.1	R	600	651	51
CORPS OF ENGINEERS BOATYARDS, WI	733.4	L	600	650.7	50.7
LOCK & DAM NO. 5A (UPPER)	728.5	R	600	650	50
LOCK & DAM NO. 5A (LOWER)	728.5	R	600	645.5	45.5
WINONA, MN	725.7	R	640	645.5	5.5
LOCK & DAM NO. 6 (UPPER)	714.3	L	600	644.5	44.5
LOCK & DAM NO. 6 (LOWER)	714.3	L	600	638.5	38.5
DAKOTA, MN	707.2	R	600	638.5	38.5
LOCK & DAM NO. 7 (UPPER)	702.5	R	600	638.5	38.5
LOCK & DAM NO. 7 (LOWER)	702.5	R	600	631	31
LA CROSSE, WI	697.0	L	626.32	631	4.68
BROWNSVILLE, MN	688.4	R	600	630.5	30.5
LOCK & DAM NO. 8 (UPPER)	679.2	L	600	630	30
LOCK & DAM NO. 8 (LOWER)	679.2	L	600	620	20
LANSING, IA	663.1	R	612.26	620	7.74
LOCK & DAM NO. 9 (UPPER)	648.0	L	600	619	19
LOCK & DAM NO. 9 (LOWER)	648.0	L	600	611	11
MCGREGOR, IA	633.6	R	605.3	611	5.7
CLAYTON, IA	624.8	R	600	611	11
LOCK & DAM NO. 10 (UPPER)	615.1	R	600	610	10
LOCK & DAM NO. 10 (LOWER)	615.1	R	600	603	3
ROCK ISLAND DISTRICT					
CASSVILLE, WI	606.3	L	596.3	603	6.7
SPECHT'S FERRY, IA	592.3	R	590.6	603	12.4
LOCK & DAM NO. 11 (UPPER)	583.0	R	588.2	603	14.8
LOCK & DAM NO. 11 (LOWER)	583.0	R	588.2	592	3.8
DUBUQUE RAILROAD BRIDGE, IA	579.9	R	585.39	592	6.61
NITAH VALLEY, IA	567.1	R	581.8	592	10.2
LOCK & DAM NO. 12 (UPPER)	556.7	R	580.2	592	11.8
LOCK & DAM NO. 12 (LOWER)	556.7	R	580.2	583	2.8
PLEASANT CREEK, IA	553.0	R	579.09	583	3.91
MAQUOKETA RIVER, IA	547.4	R	583	583	0
SABULA RAILROAD BRIDGE, IA	535.0	R	572.27	583	10.73
LOCK & DAM NO. 13 (UPPER)	522.5	L	568.7	583	14.3
LOCK & DAM NO. 13 (LOWER)	522.5	L	568.7	572	3.3
CLINTON RAILROAD BRIDGE, IA	518.0	R	566.3	572	5.7
CAMANICHE, IA	511.8	R	563.2	572	8.8
PRINCETON, IA	502.1	R	563.56	572	8.5
LECLAIRE, IA	497.0	R	563.2	572	8.8
LOCK & DAM NO. 14 (UPPER)	493.3	R	557.08	572	14.9
LOCK & DAM NO. 14 (LOWER)	493.3	R	557.08	561	3.9
PHILLIPS OIL DOCK, IA	487.2	R	551.54	561	9.6
LOCK & DAM NO. 15 (UPPER)	482.9	L	542.5	561	18.5
LOCK & DAM NO. 15 (LOWER)	482.9	L	542.5	545	2.5
LINWOOD, IA	475.5	R	434.2	545	10.8
EASTERN IOWA ELECTRIC, IA	467.7	R	540	545	5
FAIRPORT, IA	463.5	R	535.16	545	9.84
LOCK & DAM NO. 16 (UPPER)	457.2	L	533.79	545	11.4
LOCK & DAM NO. 16 (LOWER)	457.2	L	533.79	536	2.4
MUSCATINE, IA	453.0	R	530.47	536	4.5
FARMLAND, IA	450.2	R	528.2	536	7.8
LOCK & DAM NO. 17 (UPPER)	437.1	L	526.57	536	9.4
LOCK & DAM NO. 17 (LOWER)	437.1	L	526.57	528	1.3
KEITHSBURG ELEVATOR, IL	427.7	L	523.19	528	4.8
OQUAWKA, IL	415.2	L	513.24	528	14.76
LOCK & DAM NO. 18 (UPPER)	410.5	L	518.5	528	9.5
LOCK & DAM NO. 18 (LOWER)	410.5	L	518.2	518.2	0

* LOL = LOW OPERATING LEVEL

ELEVATIONS ARE GIVEN IN MSL 1912 DATUM WITHIN THE ROCK ISLAND AND ST. PAUL DISTRICTS.

ELEVATIONS ARE GIVEN IN NGVD 1929 DATUM WITHIN THE ST. LOUIS DISTRICT.

ADDITIONAL GAGE INFORMATION CAN BE OBTAINED AT: <http://www.rivergages.com>

**BURLINGTON, IA TO CAIRO, IL
GAGE INFORMATION**

Gage	River Mile	Bank	Datum Elevation (Feet)	LOL*/Pool Elevation (Feet)	Stage at LOL* (Feet)
BURLINGTON RAILROAD BRIDGE, IA	403.1	R	511.45	518.2	6.8
ISU POWER PLANT, IA	399.0	R	498.2	518.2	20
FT. MADISON BRIDGE, IA	383.9	R	-6.8	518.2	525
LOCK & DAM NO. 19 (UPPER)	364.3	R	500	518.2	18.2
LOCK & DAM NO. 19 (LOWER)	364.3	R	477.83	480	2.17
GREGORY LANDING, MO	352.9	R	472.71	478.21	5.5
LOCK & DAM NO. 20 (UPPER)	343.2	R	468.5	475.5	7
LOCK & DAM NO. 20 (LOWER)	343.2	R	468.5	470	1.5
LA GRANGE, MO	335.8	R	464.6	470	5.4
QUINCY, IL	327.0	L	458.6	470	11.4
LOCK & DAM NO. 21 (UPPER)	324.9	L	457.8	470	12.2
LOCK & DAM NO. 21 (LOWER)	324.9	L	457.8	459.5	1.7
NE MISSOURI POWER, MO	320.1	R	454.6	459.5	4.9
HANNIBAL RAILROAD BRIDGE, MO	309.8	R	449.5	459.5	10
HANNIBAL WATER WORKS, MO	309.0	R	449.5	459.5	10
LOCK & DAM NO. 22 (UPPER)	301.2	R	446.1	459.5	13.4
LOCK & DAM NO. 22 (LOWER)	301.2	R	446.1	449.1	3

ST. LOUIS DISTRICT

LOCK & DAM NO. 22 (LOWER), ST. LOUIS GAGE	301.2	R	446.1	449.1	3
MUNDY'S LANDING, MO	293.0	R	441.85	449	7.1
LOUISIANA, MO	282.9	R	437.33	448.8	11.47
LOCK & DAM NO. 24 (UPPER)	273.5	R	421.81	445.5	23.69
LOCK & DAM NO. 24 (LOWER)	273.2	R	421.81	434.1	12.29
RIP RAP LANDING, IL	265.0	L	426.03	434	7.97
MOSIER LANDING, IL	260.3	L	400	434	34
STERLING LANDING, MO	250.8	R	420.48	434	13.52
LOCK & DAM NO. 25 (UPPER)	241.5	R	407	429.7	22.7
LOCK & DAM NO. 25 (LOWER)	241.2	R	407	418.5	11.5
DIXON LANDING, IL	228.3	L	410.62	418.1	7.48
GRAFTON, IL	218.0	L	403.79	418	14.21
ALTON, IL	203.0	L	400	414	14
MEL PRICE LOCK & DAM (UPPER)	201.0	R	395.48	412.5	17.02
MEL PRICE LOCK & DAM (LOWER)	200.5	R	395.48	396.3	0.82
HARTFORD, IL	196.8	L	350	396.2	46.2
CHAIN OF ROCKS, IL	190.4	L	313.91	396	82.09
LOCK & DAM NO. 27 (UPPER)	185.3	L	350		
LOCK & DAM NO. 27 (LOWER)	185.1	L	350	380.5	30.5

LOL*/Low Water Reference Plane	Lowest Stage Recorded (Feet)
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ST. LOUIS, MO	179.6	R	379.94	376.4	-6.2
ENGINEERS DEPOT, MO	176.8	R	379.58	375.7	-6.5
JEFFERSON BARRACKS, MO	168.7	R	377.69	372.8	-8.6
WATERS POINT, MO	158.5	R	370.39	367.4	-7.6
SELMA, MO	145.8	R	0	361	356.1
BRICKEYS, MO	136.0	R	357.78	356.2	-6.4
LITTLE ROCK LANDING, MO	125.5	R	213.79	349.2	132.3
CHESTER, IL	109.9	L	341.05	340.4	-4.3
BISHOP LANDING, MO	100.8	R	334.11	335.4	-1.7
RED ROCK LANDING, MO	94.1	R	328.92	330.7	-0.5
GRAND TOWER, IL	81.9	L	321.93	325.3	-0.2
MOCCASIN SPRINGS, MO	66.3	R	313.89	317.8	0.6
CAPE GIRARDEAU, MO	52.1	R	304.65	309.9	0.6
GRAY'S POINT, MO	46.3	R	301.18	306.3	0.2
THEBES, IL	43.7	L	300	304.8	1.02
COMMERCE, MO	39.5	R	301.83	302.1	-2.9
PRICE LANDING, MO	28.2	R	299.75	293.1	-8.8
THOMPSON LANDING, MO	20.2	R	280	289	4.01
BIRDS POINT, MO	2.0	R	274.53	277.9	-2.1
CAIRO, IL	2.0	L	270.47	277.9	-0.8

*LOL = LOW OPERATING LEVEL
 ELEVATIONS ARE GIVEN IN MSL 1912 DATUM WITHIN THE ROCK ISLAND AND ST. PAUL DISTRICTS.
 ELEVATIONS ARE GIVEN IN NGVD 1929 DATUM WITHIN THE ST. LOUIS DISTRICT.
 ADDITIONAL GAGE INFORMATION CAN BE OBTAINED AT: <http://www.rivergages.com>

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A SPECIAL NOTE FOR RECREATIONAL BOATERS

Boating on the Mississippi River presents special hazards. Following are some precautions all recreational boaters should adhere to:

- ▶ Avoid dangerous currents found immediately above and below all navigation dams.
- ▶ Stay clear of barges and towboats. They can not stop or maneuver easily, and can create dangerous currents even when tied up.
- ▶ Be cautious of wingdams and other submerged structures outside of the navigation channel. Hazards outside of the navigation channel are not normally shown on the charts.
- ▶ Learn proper locking procedures: www.mvr.usace.army.mil/brochures/locksandtheriver.asp



Don't forget common sense:

- Life jackets are lifesavers.
- Drinking and boating don't mix.
- Hypothermia can kill.
- Show courtesy to other boaters.
- Attend a safe boating class.
- Know before you go.



Further information on recreational boating on the Upper Mississippi River can be found on the US Army Corps of Engineers websites. Follow the **RECREATION** and **NAVIGATION** links at the following websites:

St. Paul District:
Rock Island District:
St. Louis District:

www.mvp.usace.army.mil
www.mvr.usace.army.mil
www.mvs.usace.army.mil