



US Army Corps of Engineers

# Upper Mississippi River - Illinois Waterway System Navigation Study

UMR-IWW System Navigation Study Newsletter

April 2005

Vol. 11 No. 1

## Study Ends, Design Begins

*Congress funds planning phase for navigation and ecosystem sustainability projects on the Upper Mississippi River System*

A 12-year study of navigation and ecosystem needs on the Upper Mississippi River System has come to a close. Now, a \$13.885 million appropriation from Congress has allowed the study to move into a pre-construction phase of field planning, investigation and coordination.

Thirty-two projects have been initiated with the fiscal year 2005 "general investigation" funding (see table, page 5). This allows the Corps of Engineers to carry forward with planning following the conclusion of a feasibility study but precludes construction until further authorization is given.

This year's projects were chosen from the recommended plan outlined in the Integrated Feasibility Report completed in September, and they continue the study's balanced approach between navigation efficiency and ecosystem restoration measures. Priority was given to projects that will have the most impact once project authorization is given as well as to those from which the study team can learn the most, said Charles Spitzack, regional project manager.

"In the future we'll be using a science-based adaptive management approach for selecting projects based on system needs," Spitzack said. "Some of the early projects we put

in place will be models for future projects."

The 32 projects represent a new phase in a study initiated in 1993 as a single-purpose study focused on navigation issues. In 2001, the study's mission was changed to its current dual-purpose emphasis on navigation improvements and ecosystem restoration.

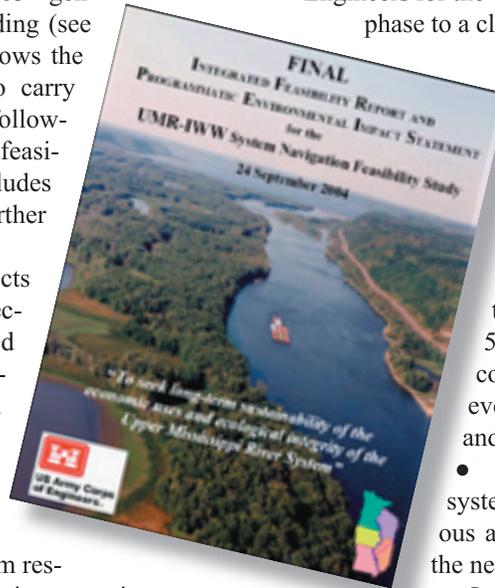
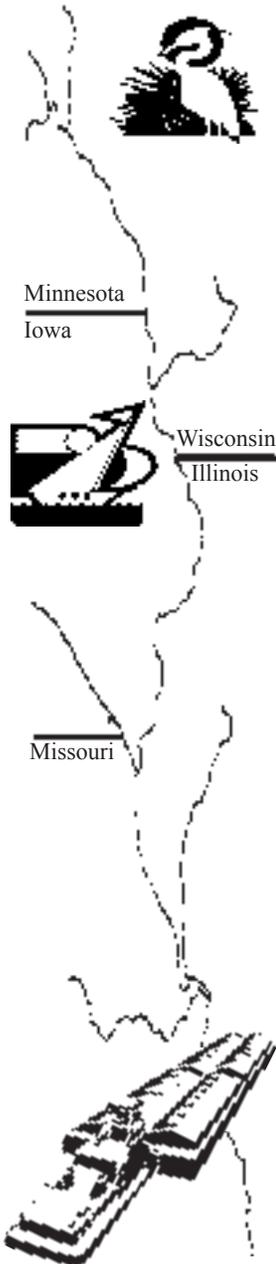
On Dec. 19, Lt. Gen. Carl Strock, Chief of Engineers for the U.S. Army, brought the study phase to a close by signing the Integrated

Feasibility Report. The report then was forwarded to the Secretary of the Army, where it awaits submission to Congress for approval of \$2.4 billion in navigation improvements and \$5.3 billion in ecosystem restoration efforts over 50 years. The work would be completed in increments, however, with initial authorization and funding sought for:

- A 15-year increment of ecosystem restoration with continuous analysis and review to shape the next increment.
- Immediate implementation of non-structural and small-scale navigation measures together with monitoring of traffic and economic conditions.
- Engineering, design and construction of seven new locks, together with further analysis.

The completion of the Integrated Feasibility Report followed a series of public meetings

*continued on page 2*



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## The public has its say — 40,000 times

Thousands of public comments made during the final hearing and comment period were considered in the final implementation of the Draft Integrated Plan for navigation and ecosystem improvements on the Upper Mississippi River System.

Many of the comments were submitted during a series of eight public meetings,



expressed general support for the plan expressed concern that ecosystem funding would be linked to navigation improvements and lock construction.

The Governors of the five states included in the study area supported the proposed plan and requested that implementation closely follow Integrated Plan recommendations and remain integrated, balanced, adaptive, collaborative and fairly funded. Other "stakeholders" from federal, state and non-governmental agencies also expressed support for the dual-purpose preferred plan and said they appreciated the collaborative framework and decision process. Comments were received via email from each of the 50 states and Canada.

held in June throughout the study region and attended by some 1,250 people. Of those attending the hearings, 350 (28 percent) returned comment sheets.

In total, the study team received 4,000 written pieces of correspondence and comments by 367 speakers, translating into nearly 40,000 comments that were individually coded into a database, analyzed and considered in the development of a final project recommendation.

More than 86 percent of comments fell into categories of the recommended plan, economics or ecosystem restoration. Overall, comments ranged from wholehearted support of the preferred plan to total opposition. Some of those who

Thematic Category	Number of Comments
Recommended Plan	12,534
Economics	12,134
Ecosystem Restoration	9,782
Engineering	3,474
Environmental	560
Study Management	421
Public Involvement	150
Other-Related to Study	143
Other-Not Related to Study	741

*continued from page 1*

held in June 2004 and the analysis of some 40,000 comments submitted to the study team. The recommendations also took into consideration comments of the National Research Council, which issued a comprehensive analysis of the study findings in October. The NRC backed the integrated approach but criticized what it called a failure to fully consider all nonstructural measures for better managing waterway traffic and to consider the possibility of both increases and decreases in grain shipments on the river system. The NRC also questioned whether or not environmental restoration recommendations were adequately grounded in existing theories of large river floodplain science.

This year's projects take into account many of the NRC's suggestions, project leaders say. For example, small-scale measures include preparation to immediately implement small-scale (no construction) navigation efficiency improvements as soon after project authorization as possible, Spitzack says.

On the ecosystem side, projects were selected in coordination with stakeholders. A Science Panel comprised of some of the nation's top experts in river systems has been formed to help plan and oversee systemic restoration efforts.

The Feasibility Report and Final Environmental Impact Statement are available on the internet at: <http://www2.mvr.usace.army.mil/umr-iwwsns/>.

## Water Down, Plants Up

*Pool drawdowns planned to spur plant growth, build fish and wildlife habitat*

For two straight summers in 2001 and 2002, the water levels of a Mississippi River pool near LaCrosse, Wisconsin, dropped by 1½ feet, drying the pool's edge and turning large areas of backwaters into mudflats. But nobody panicked. In fact, the Army Corps of Engineers was at the controls—intentionally exposing thousands of acres of river bottom to sunlight for the first time in some 60 years.

After the drawdown, plants bloomed much as they did prior to the 1940s, when the river followed a natural cycle of rising and lowering prior to impoundment by lock and dam construction. More than 50 species of aquatic plants shot up on the exposed mudflats, and shorebirds took notice. In 2001, 1,211 shorebirds were observed, while in 2002, nearly twice that many were spotted, including large groups of migrating tundra swans. Fish also benefited from the food and refuge provided by the added aquatic habitat.

This summer, a 60-day drawdown is being planned for Pool 5 near Buffalo City, Wisconsin. The initial planning, dredging and drawdown efforts are being funded by the Corps' operation and maintenance funds. But some monitoring of the project—as well as a planned second drawdown the following summer—is planned as part of the navigation and ecosystem sustainability project that has evolved from the integrated study of the Upper Mississippi River System. Planning for drawdowns in Pool 9 and Pool 18 also is underway through the project's current year funding. In total, the feasibility report recommends regular drawdowns in 12 of the 33 pools on the river system in the first 15-year increment.

Water level management is a good place for ecosystem restoration efforts to start because it's cost-efficient and produces quick results, says Jeff DeZellar, project manager for the St. Paul district.

"We've successfully done two drawdowns in the St. Paul district in Pool 8, and we've documented excellent vegetation response and excellent public support," DeZellar said. "You get a really good bang for the buck."

Pool 5 was selected as one of the initial projects because a citizen advisory committee already has developed an approach ensuring a reasonable level of recreational access to the river during the drawdown. It's also a good spot for a project "model" because drawdowns work even during times of low river flows, DeZellar said.

Pool 5 is a pilot site for the study's broader ecosystem restoration efforts, in particular the most effective and efficient sequencing of projects.

"If you want to do a drawdown, you need to dredge the main channel. You'll have dredge material. The next sequence might be to build an island with that," DeZellar said. "We're looking at how you'd best sequence and integrate those measures."



Pre-Drawdown June 11, 2001



Start of Drawdown June 29, 2001



Middle - August 20, 2001



End - September 17, 2001

## Fiscal Year 2005 Projects at a Glance

Considering the Upper Mississippi River as an entire system is key to the selection of initial projects funded for design in Fiscal Year 2005. The attempt to balance navigation and ecosystem needs also has driven the selection of the projects funded in the initial planning year.

"We're talking 1,200 river miles and 2.7 million acres," says Scott Whitney, assistant regional project manager. "We obviously want to get off to a really healthy start by beginning the implementation of the study's integrated recommended plan."

Current funding under "general investigation" allows for site-specific planning for locks and ecosystem improvements. If construction approval is given, several projects could be ready for implementation in fiscal year 2006, including use of switchboats and moorings to reduce backups of navigation traffic and ecosystem projects like water level "drawdowns" to create new habitat for plant and animal life.

Also key to both navigation and ecosystem projects is the concept of adaptive management. The study team will continue to monitor factors that affect demand for river traffic, for example, as well as impacts of early, small-scale measures to reduce traffic backups, and will revise plans for future lock construction accordingly. Similarly, ecosystem restoration efforts will be implemented in stages, then monitored and tested for effectiveness before being implemented systemwide.

Overall, the projects work to provide for a safe, reliable, efficient and sustainable navigation system and to address the cumulative and ongoing environmental impacts of the operation and maintenance of that navigation system.

The full-page chart on Page 5 presents a detailed list of the 32 projects being launched with this year's funding. Other stories throughout the remainder of this newsletter highlight key initiatives being undertaken as part of the adaptive management, navigation improvement and ecosystem restoration areas of the project. The Science Panel, featured below, is important in the area of adaptive or science-based management. The panel will provide science based input to the project team on restoration efforts and will be particularly key, Whitney said, in developing the ecological framework for sequencing projects. Switchboats and moorings, featured on page 9, are among the first navigation improvement measures that would be put in place if construction is authorized. On the ecosystem side, projects were selected in coordination with stakeholders. A Science Panel comprised of river scientists has been formed to provide ongoing input on systemic restoration efforts.

### Science Panel formed to guide ecosystem improvements

An expert Science Panel has been selected to help develop an implementation and sequencing strategy for ecosystem improvement projects on the Upper Mississippi River System. "The panel is a cornerstone to the future success of this project and the members represent the best available minds from an ecological perspective," says Scott Whitney, assistant regional project manager. The panel is being co-chaired by **Dr. John Barko**, technical director for ecosystem assessment and management with the U.S. Army Engineer Research and Development Center, and **Dr. Barry L. Johnson**, chief of the aquatic sciences branch of the U.S. Geological Survey's Upper Midwest Environmental Sciences Center.

Other panel members include:

- **Mr. Michael Davis**, a river ecologist with the Minnesota Department of Natural Resources whose work includes surveys and monitoring of freshwater mussel communities
- **Dr. Larry J. Weber**, University of Iowa, whose research specialties include environmental hydraulics and water resources management
- **Dr. John M. Nestler**, Corps of Engineers, whose work includes development of environmental modeling, assessment and management tools for the Corps and Department of Defense
- **Dr. Steven Bartell**, principal scientist and manager of E2 Consulting Engineers Inc., who has been providing expertise on environmental assessment, adaptive management and environmental planning throughout the study
- **Dr. R. Charles Berger**, research hydraulic engineer with U.S. Army Corps of Engineer Research and Development Center's coastal and hydraulics laboratory and expert on vessel effects on waterways
- **Mr. Robert Clevestine**, fish and wildlife biologist with the U.S. Fish and Wildlife Service, who has worked extensively on natural resource and management issues along the Mississippi River.
- **Dr. Ken Lubinski**, a river ecologist with the U.S. Geological Survey, currently working with The Nature Conservancy to provide scientific expertise in support of the Upper Mississippi River Project and the Great Rivers Partnership.
- **Dr. David Galat**, a large river ecologist with the University of Missouri whose research centers on ecology and restoration of aquatic resources of large rivers and floodplain wetlands, particularly the Missouri and Mississippi Rivers.

	PROJECT	FY05 HIGHLIGHTS
A	Feasibility Wrap-Up	Support Headquarters on all tasks related to final feasibility report.
B	Program Management	Stakeholder and management team meetings, quality control, more.
C	Program Management Plan Development	Develop umbrella plan for initial projects/prepare draft for review.
D	Institutional Arrangements	Form interagency team, develop proposal.
E	Systemic Public Involvement	Prepare 3-year strategic plan, conduct needs analysis, dialogue through website and newsletters.
F	Navigation Adaptive Management	Initiate monitoring of navigation system; monitor progress of model development and investigations.
G	Systemic Environmental Mitigation	Plan for systemic mitigation.
H	Navigation Appointment Scheduling	Monitor the development and testing of an appointment schedule system under the NETS Program; implement if viable.
I	Mooring Cells and Buoys	Revisit the locations of moorings for navigation efficiency, and prepare contracts for select mooring locations for FY06 implementation.
J	Switchboats	Plan for implementation of two switchboats that can operate at any of the five locks: 25, 24, 22, 21, 20 in FY06.
K	Lock 22	Initiate design of new 1,200-foot lock, guidewalls, approaches and relocations; complete geotechnical investigations; hold public meeting.
L	Lock 25	Initiate design of new 1,200-foot lock, guidewalls, approaches and relocations; complete geotechnical investigations; hold public meeting.
M	LaGrange Lock	Determine hydraulic modeling needs, write management plan.
N	Ecosystem Restoration & Management Plan	Develop sequencing process and implementation plan and materials for science panel and stakeholder meetings.
O	Ecosystem Adaptive Management	Form science panel; work on system monitoring and modeling plan.
P	System Cultural Stewardship	Survey erosion sites; complete GIS mapping of archeological sites; start monitoring known sites.
Q	Forest Management	Multi-district planning and coordination of plan for forest management.
R	Fleeting Plan	Identify fleeting and coordinate.
S	Island Building	Draft Definite Project Report (DPR) and pre-project monitoring of islands in Pool 11
T	Fish Passage (L&D 26)	Design fish passage through dam.
U	Fish Passage (L&D 22)	Design fish passage through dam.
V	Floodplain Restoration	Develop design agreements. Refine evaluation methodology.
W	Water Level Management	Monitoring of drawdown, pool 5; initiate decision document and pre-monitoring of pools 9 and 18 for future drawdowns.
X	Backwater Restoration	Pre-monitoring plan for middle Peoria backwaters.
Y	Side Channel Restoration (Schenimann Chute)	Consolidate pre-project monitoring data.
Z	Side Channel Restoration (Buffalo Island)	Pre-monitoring wing dam/dike alteration plan.
AA	Wing Dam/Dike Alterations (Herculaneum)	Decision and contract documents, pre-monitoring.
AB	Wing Dam/Dike Alteration (Pool 2)	Decision and contract documents, pre-project monitoring.
AC	Island Shoreline Protection	Decision document and pre-monitoring.
AD	Dam Point Control (L&D 25)	Initiate change to water control strategy.
AE	Dam Embankment Lowering (L&D 8)	Decision document and pre-monitoring of plan to lower dam embankment.
AF	Reduce Water Level Fluctuation	Decision document and pre-monitoring of water level fluctuation project on Illinois Waterway.

## Meet the Project Manager

The integrated study of the Upper Mississippi River System moves into a project phase with a new leader at its helm. Chuck Spitzack took over regional project management duties in July, replacing Denny Lundberg, who took a new position as Chief of Engineering in the Rock Island District. Here, Spitzack shares his background and vision for keeping the river system vital for the next half century and beyond.

*Q: Describe your background with the Corps.*

*A:* I started with the Corps' St. Paul District in the mid-1970s. I participated in the Corps' rotational training program before being assigned to the Design Branch as a civil and structural engineer and later as a team leader and project engineer. I worked on both flood damage reduction and navigation projects. My most significant navigation assignment was as project engineer for the Lock and Dam 1 Rehabilitation Project, which received a Presidential Design Award. I earned two advanced degrees, in civil engineering and management, while working for the Corps. I moved into management in the mid 1980s and was promoted to Chief of Design in 1989 and later chief of planning and technical management functions. In 1998 my title changed to Chief of Project Management and Development Branch. I had the opportunity to serve as Chief of Engineering Division for the Rock Island District for the first half of 2004 and started transitioning to the Regional Project Manager position in July 2004.



*Q: How did that prepare you for taking this massive study into a project phase?*

*A:* The study is not done. We'll be starting design of projects, but we'll also continue to study the system and make changes. Partnership and collaboration will be very important. I think I have gained over the years a big picture view of things and the ability to put in place an overarch-

ing plan and guide the execution. One thing I've learned over the years is that on a project like this, one that is very large and complex, the leadership is shared. We need a vision we all feel comfortable with and we're striving for.

*Q: What is the vision?*

*A:* It's the vision that is reflected in the Feasibility Study. It talks about the sustainability of the Upper Mississippi River for multiple purposes with focus on the dual purposes of navigation and ecological integrity, and that will continue to be the guiding vision.

*Q: How confident are you that Congress will authorize the funding needed to make that vision a reality?*

*A:* It isn't our job to sell the plan to Congress. Our job is to build understanding within the basin and within the system. If it's a strong vision, then the partners and stakeholders will see it. They will move their ideas and thoughts to Congress. Our avenue is through the Administration. We have done that with the Feasibility Study, which is now at the Assistant Secretary of the Army's office.

*Q: How did you select the 32 projects you're starting with in this planning phase?*

*A:* We followed the recommended plan proposed in the Feasibility Report and took a balanced approach between navigation efficiency and ecosystem restoration. On the navigation side, it was important we prepare to implement small-scale navigation efficiency improvements as

soon after project authorization as possible. We said we were going to do that in the study; it's important to carry through on that. If we get authorization from Congress, the first new 1,200-foot locks will be at Locks and Dams 22 and 25. Those were selected because we know the most about them and they can be ready for construction sooner than would be possible for other sites.

*Q: And the ecosystem restoration projects?*

*A:* Some of the projects were specifically identified in the Feasibility Report. Others were identified by the general type of project. What we did was use the knowledge of the system gained through the many years of work on the Feasibility Study, and also our Environmental Management Program, Operations and Maintenance Program and Section 519 Program as resources for identifying specific projects for initial implementation. We conferred with a panel of experts. And projects were reviewed with partners and stakeholders before we moved forward with them. One "project" that will be initiated in FY05 is "Ecosystem Adaptive Management," which will put in place a science-based approach for selecting future projects based on system needs.

*Q: It sounds like you're continuing the study's collaborative approach. How will experts and stakeholders continue to be involved with the project?*

*A:* Right now, there is an inter-organizational team developing a proposal for institutional arrangements that will serve as collaborative forums for integrated, adaptive management of the Upper Mississippi River System and that will build on collaboration and partnerships achieved over many years. We have put in place a newly formed Science Panel that brings together experts from a number of agencies and academic institutions. Each project team will engage partners and stakeholders in project development.

*Q: What's most exciting to you as the project moves forward?*

*A:* We'll be working on a greater scale than we've been able to through O & M (operations and maintenance) or our Environmental Management Program, so that's very exciting. I can't pinpoint any specific project ... just the whole approach we're taking. We're taking an adaptive management approach and we're taking an integrated management approach to the system. What excites me is

the fact we're going at this systemically and for multiple purposes.

*Q: What's the biggest challenge?*

*A:* Communications. The project spans a big geographic area as well as many different offices in the organization. There's also the need to establish and maintain effective communication with partners, stakeholders and the public. We really want to achieve a high level of collaboration among river managers, different organizations and agencies in realizing partnership opportunities. Not that there aren't technical challenges. . .

*Q: The project's also faced more than its share of controversy*

*A:* Yes, and I think the controversy will continue to a certain degree. When the study was restructured in 2001 and re-introduced as a navigation and ecosystem study, we went a long way toward bridging the differences. Now we need to follow through and keep the momentum going, keep the partnerships and collaborations going so we won't lose what we've gained. We're hoping to take those partnerships to the next level. We'll also continue newsletters and public meetings and have a web site. The more we understand the system and share our vision and goals and objectives, the more that will enhance how we move forward.

*Q: Is there anything else you'd like to add?*

*A:* I do think we're off to a very good start. There are an amazing number of talented people willing to commit time and effort to making this a success and to continue with the enthusiasm that came out through the completion of this study. I'm really excited about being part of managing the Upper Mississippi River System toward the vision we talked about earlier.

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Contact the Project Managers

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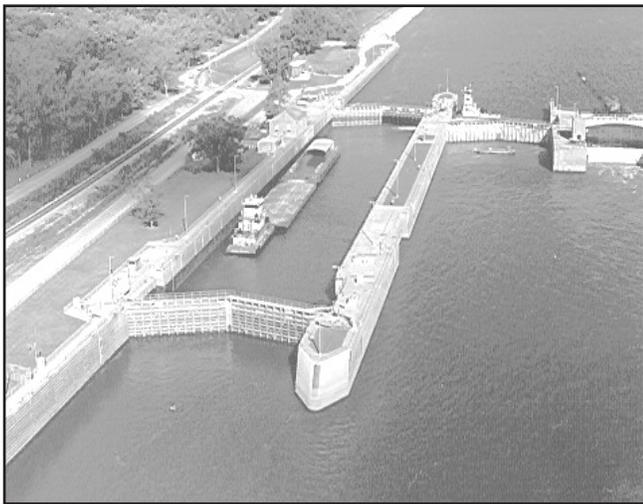
Scott Whitney, assistant regional project manager  
309-794-5386;

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## Public Input Sought at New Lock Sites

Two public meetings will be held in early May to gather community input on plans to construct new, larger locks at Locks 22 and 25, a fish passage system in Pool 22 and dam point control changes at Lock and Dam 25. These meetings are a part of the National Environmental Policy Act scoping process associated with the Corps' continuing environmental compliance responsibilities for these projects.

The meetings will take place May 10 in Saverton, Missouri near Lock 22 and May 11 in Old Monroe, Missouri near Lock 25. The Saverton meeting will be held at Camp Oko Tipi, 63490 Oko Tipi Drive; the Old Monroe meeting will be held at the American Legion at the intersection of 5th and Elm Streets.



*Lock 22*

Doors will open at 6 p.m. A formal presentation at 7 p.m. will discuss the Integrated Feasibility Report findings, the rationale behind the proposed work and information on potential construction at the two sites. The presentation will be followed by a question and answer period, and then an open house session continues until 9 p.m. Members of the public are encouraged to visit displays and to speak informally to members of the project team from 6 p.m. to 7 p.m. and again during the open house, to provide comments or concerns regarding the proposed plans.

Congressional authorization is needed before construction of new locks could begin; even if authorized, construction wouldn't begin until 2009 and would take about eight years to complete. As part of the pre-construction, engineering and design phase—an interim phase between completion of a study and Congressional authorization—project team members will work to determine lock construction issues and what the best system for fish passage and dam point control to improve flooded habitat might be. Consulting with and gaining information from those most affected by construction is critical, says Kevin Bluhm, public involvement team leader.

“We need to make sure we understand all the constraints and issues,” he said. “We can't do that by ourselves. We need the public's input.”

### Locks

The two new locks at Locks and Dams 22 and 25 are among seven recommended for adaptive implementation in the Integrated Feasibility Report. Both are on the downstream end of the river system, where delays per tow averaged 3.4 hours between 1990 and 1999. The locks will cost an estimated \$185 million for Lock 22 and \$250 million for Lock 25, with costs shared between the U.S. Treasury General Fund and the Inland Waterways Trust Fund. The new locks will be adjacent to the current 600-foot lock chambers that were constructed in the 1930s when tows were about half of today's average size. In addition to the new locks, a downstream approach wall and upstream guidewall would be built.

### Fish Passage

The fish passage system would be constructed to improve upriver passage of native fish. The project would involve construction of nature-like bypass channels to open 243 miles of stream and directly connect the North and Fabius Rivers in Missouri and Mill Creek in Illinois to the Mississippi. At least 34 migratory fish species, including paddlefish, could benefit from fish passage at Lock and Dam 22. Construction of fishways range from around \$3 million to \$28 million, depending on type and location.



*Lock 25*

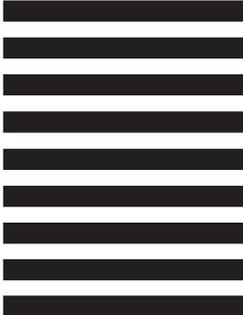
### Dam Point Control

At a preliminary cost of \$14 million, this project would move the water level control point for Pool 25 from the hinge point of the pool to the dam and back as river conditions dictate to better control annual water levels and minimize the damage to aquatic life. This new way of managing water levels could benefit some 11,000 acres of federally owned or controlled lands and may require the purchase of additional land that would be flooded by the change in regulation of the pool.

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US Army Corps  
of Engineers

April 2005

UPPER MISSISSIPPI RIVER - ILLINOIS WATERWAY SYSTEM NAVIGATION STUDY  
COMMENT SHEET

Name \_\_\_\_\_ Telephone \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

**note:** Name, Telephone, and Address are optional and can be left blank

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| <input type="checkbox"/> Environmental Group     | <input type="checkbox"/> State Government                   | <input type="checkbox"/> No Particular Affiliations; |
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# Switchboats, moorings readied for implementation

As early as next spring, a pair of push boats could be working on the Upper Mississippi River System to help larger tows move more quickly and safely through congested locks. If construction is authorized, these “switchboats” would be used to extract the first cut of double lockages in order to reduce overall delays at the lock.

The project team is researching contract, policy and safety issues involving switchboats, with a plan to have two ready to operate on the lower end of the river system by next fiscal year. Initially, the team would contract for two boats to operate at any of Locks 20 through 25 or in tandem at any one lock.

## Switchboats

Switchboats provide significant time savings in a double-lockage, a process that occurs when a 1,200-foot tow goes through a 600-foot lock in two parts. The assisting boat would speed up the process by pulling the unpowered cut of barges and allowing the lock to faster serve the next tow waiting to go through the lock. This process reduces average delays to navigation across the system. The switchboats also could perform as helper boats, if needed, and assist downbound tows with their approach into the lock.

The project team would initially contract for two switchboats, which could be used as early as fiscal year 2006. The goal by fiscal years 2008 and 2009 is to have pairs of switchboats stationed at Upper Mississippi River Locks 20, 21, 22, 24 and 25. The switchboats would cost between \$2 and \$4 million annually for each pair of boats, with costs shared 50/50 between the U.S. Treasury General Fund and the Inland Waterways Trust Fund. This year’s funding is allowing the team to research policy, safety and bidding issues and coordinate switchboat use with the towing industry.



*Switchboat in action*



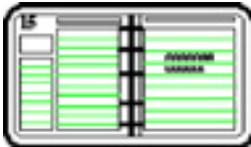
*Mooring Cell*

Moorings consist of either a permanent sheet pile cell (about \$1.2 million to locate, design and install) or a floating buoy, which is considerably less expensive at about \$75,000 but must be replaced about every five years.

This year’s funding is allowing the project team to take another look at tentative mooring locations. The team also will coordinate locations with the towing industry and resource managers to make sure moorings don’t hinder navigation or harm the environment.

## Moorings

Installing moorings at Locks 12, 14, 18, 20, 22, and 24 on the Upper Mississippi River and LaGrange Lock on the Illinois Waterway would reduce congestion on the navigation system by allowing tows to wait closer to a lock when another tow is completing the lockage process. At one site, tows can wait up to a mile closer, and at many sites, the mooring location is more environmentally sound than the current wait spots along banklines.



### Upcoming Meetings

**May 3, 2005 (noon - 5 pm); May 4, 2005 (8 am - noon):  
Navigation Environmental Coordination Committee**  
Radison Quad City Plaza  
111 East Second Street  
Davenport, Iowa

**May 10, 2005: Lock 22 and fish passage**  
Camp Oko Tipi  
63490 Oko Tipi Drive  
Saverton, Missouri

**May 11, 2005: Lock 25 and Dam Point Control**  
American Legion  
5th and Elm Streets  
Old Monroe, Missouri

For more information, contact:  
Kevin Bluhm at 651/290-5247

### Questions?

- For general study information, call Chuck Spitzack, regional project manager, at 651/290-5307 or visit our home page at: <http://www2.mvr.usace.army.mil/umr-iwwsns/>
- For information on Public Involvement meetings, call the toll-free telephone number, 800/USA(872)8822. Meeting announcements will be in the Public Involvement menu. Or call Kevin Bluhm, public involvement coordinator, at 651/290-5247, or write to the address below, ATTN: CEMVR-PM-A.
- To be added to the mailing list for future newsletters, study updates, and meeting announcements, write to the address below, ATTN: CEMVR-PM-A, or call the toll-free telephone number and leave your information in the Public Involvement menu.

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