

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

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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). 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.