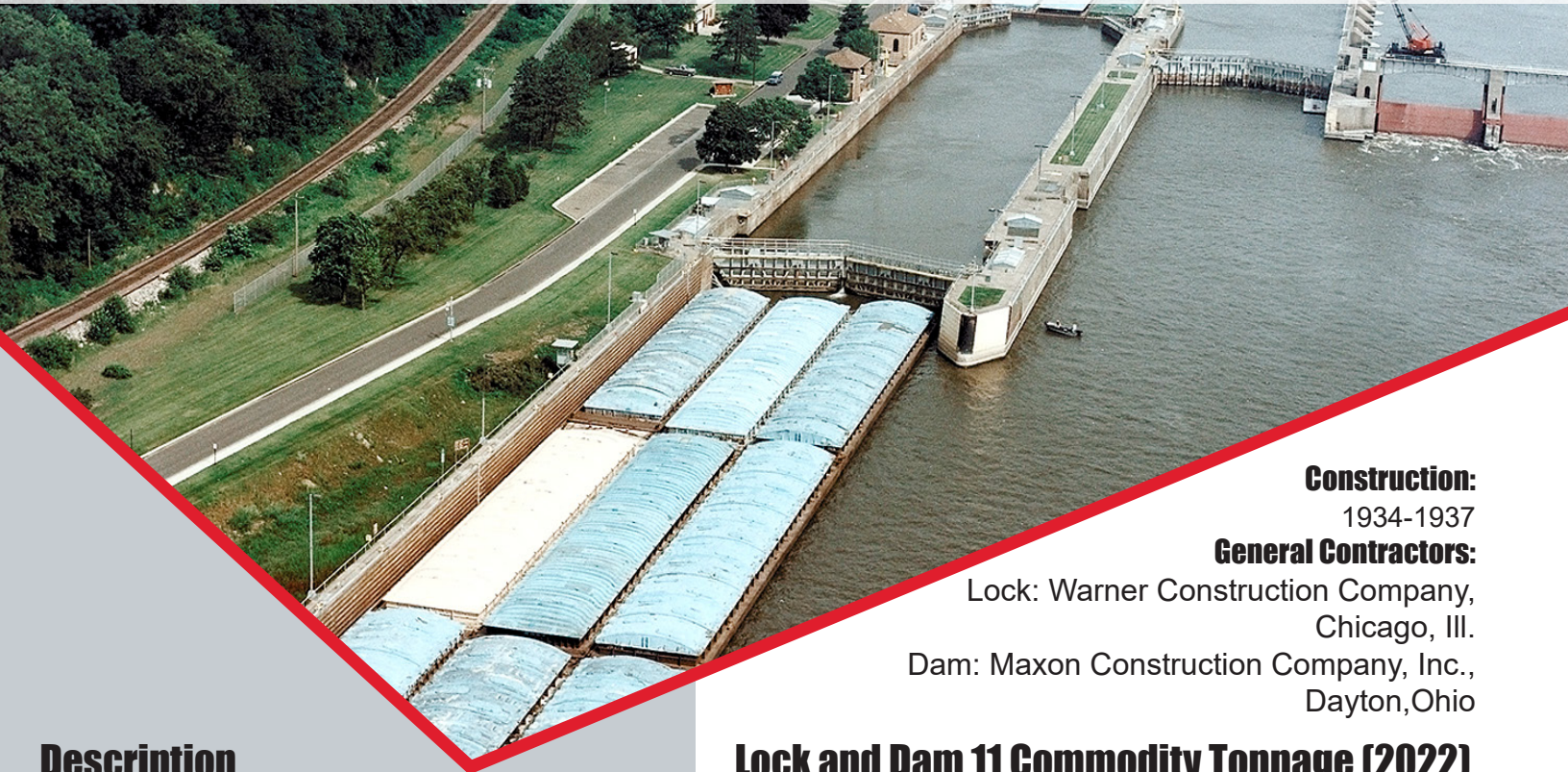


Lock & Dam 11

Mississippi River, Dubuque, Iowa



Construction:

1934-1937

General Contractors:

Lock: Warner Construction Company,
Chicago, Ill.

Dam: Maxon Construction Company, Inc.,
Dayton, Ohio

Description

Lock and Dam 11 borders on the northern edge of Dubuque, Iowa, and is 583 miles above the confluence of the Mississippi and Ohio rivers. A complex of islands and sloughs extends three-quarters of the way across the river from the Wisconsin shore. The Upper Mississippi River Wildlife and Fish Refuge occupies the land adjacent to the Wisconsin shore, both upstream and downstream from the dam.

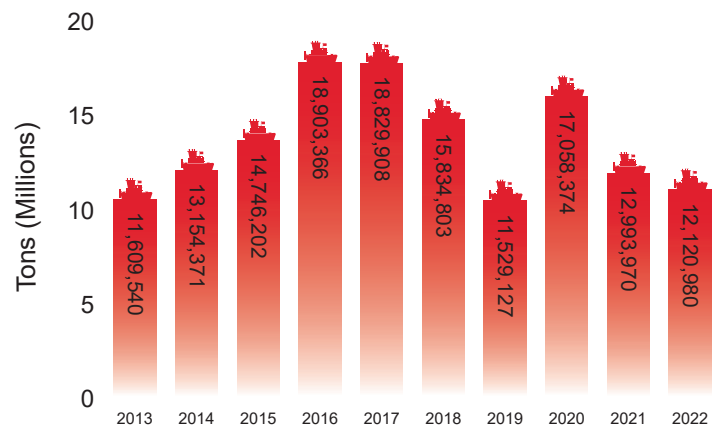
Lock dimensions are 110 feet wide by 600 feet long with additional provisions for an auxiliary lock. The maximum lift is 11 feet with an average lift of 9.4 feet. It takes approximately seven minutes to fill or empty the lock chamber.

The movable dam has 13 submersible Tainter gates (20-feet high by 60-feet long) and three submersible roller gates (20-feet high by 100-feet long). The roller gates submerge eight feet. The dam system also includes a 3,540-foot long, curved, non-overflow, earth and sand-filled dike. It takes nine hours for water to travel from Lock and Dam 10, in Guttenberg, Iowa, to Lock and Dam 11.

Lock and Dam 11 Commodity Tonnage (2022)

Food and Farm Products	5,936,840
Chemicals and Related Products	2,410,970
Crude Materials, Inedible, Except Fuels	1,237,920
Primary Manufactured Goods	1,142,550
Petroleum and Petroleum Products	768,340
Coal, Lignite, and Coal Coke	593,600
Manufactured Equipment & Machinery	20,960
Waste Material	14,900
Unknown or Not Elsewhere Classified	4,900
Total Tonnage	12,120,980

Annual Tonnage (10 Year- Historical)



U.S. ARMY CORPS OF ENGINEERS – ROCK ISLAND DISTRICT
CLOCK TOWER BUILDING, P.O. BOX 2004, ROCK ISLAND, IL 61204-2004
Corporate Communications Office, (309) 794-5729, www.mvr.usace.army.mil

History/Significance

Construction of Lock 11 began in February 1934 and was completed in August 1936. Construction of Dam 11 began in September 1935 and was completed in May 1937. The structure was placed in operation on September 14, 1937. Dams 11 and 18 were designed concurrently, and were the first dams in the Rock Island District to employ submersible, elliptical Tainter gates. They were also the first dams in the District to use submersible roller gates.

Lock and Dam 11 was scheduled to be above Sprecht's Ferry, Iowa, but in 1933 was relocated to Dubuque. The acute unemployment in Dubuque led the government to begin construction on this complex before others of its class. During the peak of construction, the complex employed 901 people.

River stages both aided and hindered the contractor in his work. The contractor had difficulty with cofferdam failures. The cofferdams failed three times and, in addition, the inside row of piling in two cells bulged inward, necessitating emergency repairs to the cofferdams. During the spring of 1936, when the snowmelt flood passed through the Dubuque area, the cofferdams were overtopped. During the spring of 1937, work was completed prior to overtopping; thus work was not halted due to flood conditions. The contractor was granted an extension of 37 days for extreme temperatures of -33 degrees during the winter of 1936 and +106 degrees in July 1936. The lock and dam elements of the complex were completed at a federal cost of \$7,430,000.

Major rehabilitation was done on Lock 11 from 2005-2008 and it was later dewatered in the winter of 2018-2019 to install relief wells in the bottom of the chamber.



Vessel & Lockage Data (2021)

Average Delay - Tows (Hours)	0.77
Barges Empty	3,275
Barges Loaded	8,174
Commercial Vessels	1,497
Commercial Lockages	2,136
Other Vessels	25
Other Lockages	24
Recreational Vessels	2,062
Recreational Lockages	795
Total Vessels	3,584
Total Lockages	2,955

The 9-Foot Channel Navigation Project

The 9-foot Channel Navigation Project includes 37 lock and dam sites (42 locks) on 1,200 river miles in Illinois, Iowa, Minnesota, Missouri and Wisconsin. Constructed largely in the 1930s, it extends from Minneapolis-St. Paul on the Upper Mississippi River to its confluence with the Ohio River near Cairo, Illinois, and up the Illinois Waterway to the T.J. O'Brien Lock in Chicago.

The system is often compared to a stairway with the "treads" being the pools of water created by each dam, with the locks serving as "risers," carrying boats from one river pool to the next like an elevator. This system of locks and dams provides what the rivers in their natural states couldn't – a dependable nine-foot depth for commercial navigation.

Operating the locks and dams is a continuous job as tows and recreational vessels lock through year-round, if weather conditions permit. The structures have long outlived their life expectancy but continue to operate efficiently thanks to the hard work and dedication of USACE employees who operate and maintain the structures.

The inland waterway navigation system is essential to the economy of the Midwest as well as the nation and world. More than 580 facilities ship and receive commodities within the Nation's Corn Belt Ports Statistical Area. Grains (corn and soybeans) dominate traffic; cement and concrete products are the second largest group. A modern 15-barge tow transports the equivalent of 1,050 semi-trucks (26,250 tons, 937,387 bushels of corn, or 240 rail cars). On an annual basis, the 9-foot channel project provides billions of dollars in transportation cost savings to the navigation industry.

