



# Lock & Dam 23

(Somewhere between Saverton & Clarksville, Missouri)  
Mississippi River

**U.S. ARMY CORPS OF ENGINEERS**

**BUILDING STRONG.**

**Construction:** Not Applicable

## Description

The final survey report of the 9-Foot Channel Project, published in January 1932 as House Document 137, included a plan for the construction of Lock and Dam 23 at a cost estimate of \$4,842,500.

However, during construction of the Project, it was determined that Lock and Dam 23 was not necessary to maintain the navigation channel and it was eliminated from the plan.

The final survey report of the 9-Foot Channel Project, published in January 1932 as House Document 137, included the following cost estimates for the 9-Foot Channel Project:



### 1932 9-Foot Channel Project Cost Estimate

Purchase of Three Large Modern Dredges	\$1,500,000
Additional Survey and Studies	\$600,000
Dredging, Washington Avenue Bridge to Northern Pacific Bridge	\$356,000
Dredging, Pool 1, Below Washington Avenue Bridge	\$94,000
Second Lock, Twin Cities Lock and Dam	\$1,300,000
Dredging, Head of Hastings Pool	\$290,000
Second Lock at Hastings	\$1,500,000
Lock And Dam No. 3	\$3,502,487
Lock And Dam No. 4	\$3,910,821
Lock And Dam No. 5	\$3,921,413
Lock And Dam No. 5A	\$3,863,772
Lock And Dam No. 6	\$3,017,063
Lock And Dam No. 7	\$4,445,934
Lock And Dam No. 8	\$4,551,613
Lock And Dam No. 9	\$4,158,294
Lock And Dam No. 10	\$3,721,800
Lock And Dam No. 11	\$3,775,850
Lock And Dam No. 12	\$3,673,800
Lock And Dam No. 13	\$4,165,400
Lock And Dam No. 14	\$3,437,300
Lock And Dam No. 15 (Rock Island--including flowage damage and removal of old lock)	\$6,416,000

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### **U.S. ARMY CORPS OF ENGINEERS – ROCK ISLAND DISTRICT**

CLOCK TOWER BUILDING, P.O. BOX 2004, ROCK ISLAND, IL 61204-2004  
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Lock And Dam No. 16	\$4,889,100
Lock And Dam No. 17	\$4,381,400
Lock And Dam No. 18	\$5,456,400
Dredging at head of pool 19, including removal of standing timber	\$33,000
Second lock at No. 19, Keokuk	\$1,500,000
Lock And Dam No. 20	\$4,850,500
Lock And Dam No. 21	\$4,837,600
Lock And Dam No. 22	\$4,583,000
Lock And Dam No. 23	\$4,842,500
Lock And Dam No. 24	\$5,179,200
Lock And Dam No. 25	\$4,050,500
Lock And Dam No. 26	\$4,577,600
Removal of Wing Dams	\$228,700
Flowage Damages	<u>\$12,395,092</u>
<b>Total Estimated Cost:</b>	<b>\$124,006,139</b>

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#### **1932 Estimated Annual Operating and Maintenance Costs**

Operation and Care of Locks and Dams	\$750,000
Channel Stabilization and Maintenance	<u>\$1,000,000</u>
<b>Total Estimated Annual Cost:</b>	<b>\$1,750,000</b>

### **The 9-foot Channel Navigation Project**

Lock and Dam 23 was never constructed as U.S. Army Corps of Engineers' engineers determined it would not be needed to maintain a 9-foot-deep navigation channel between Locks and Dams 22 and 24.

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 and up the Illinois Waterway to the T.J. O'Brien Lock in Chicago.

The maintenance needs of this aging infrastructure have surpassed annual operations and maintenance funding. This limited funding has adversely affected reliability of the system and has primarily resulted in a fix-as-fail strategy, with repairs sometimes requiring days, weeks or months. Depending on the nature of a failure and extent of repairs, shippers, manufacturers, consumers and commodity investors can experience major financial consequences. Additionally, today's 1,200'-long tows must split and lock through in two operations within the Project's 600' chambers. This procedure doubles and triples lockage times, increases costs and wear to lock machinery, and exposes deckhands to higher accident rates.

More than 580 facilities ship and receive commodities within the Project. 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). Annually, the 9-foot project generates an estimated \$1 billion of transportation cost savings compared to its approximately \$115 million operation and maintenance cost.

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UPDATE: May 2016

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