



US Army Corps  
of Engineers  
St. Paul District

# Information Paper

## Navigation: Mississippi River Locks and Dams 2-10 Tow Haulage System



*Typical tow haulage system. Lock and Dam 4, Alma, Wisconsin.*

### Contact

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### Location/Description

The tow haulage system is integral to the operation of each of the Mississippi River Locks and Dams 2 through 10. It is attached to the top of the lock and dam guidewall and helps guide tows through the lock chamber. Each system is comprised of an operating unit, rail, and traveling kevel or mule.

The Lock and Dam 2 through 10 tow haulage system has been deteriorating over the past several years. Two failures at Lock 7 identified the need for a project to address serviceability and safety issues. The purpose of this project is to make a permanent repair of the tow haulage system. Repairing the system may be in conjunction of the lock and dam guidewall crib repair and completed during the non-navigation season.

### Status

A contract was awarded in FY13 for tow haulage repair work at Lock and Dam 7 at a cost of \$384,000. The project was completed in the spring of 2014.

The Inland Navigation Design Center (INDC) is evaluating the system and gathering industry input for a recommended solution that may be system-wide. Design for the remaining tow haulages (2 through 6 and 8 through 10) in FY16 will be based upon their findings. The project also includes the design of an interim load-limiting device to increase safety. Projects will be scheduled when funding is made available.

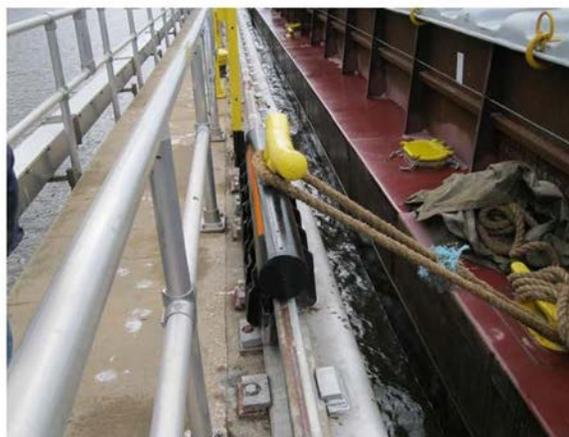
### Authority

The Upper Mississippi River 9-Foot Channel Navigation Project was authorized as part of the Rivers and Harbors Act approved July 3, 1930.

### Fiscal

Tow haulage design and construction at the locks and dams is completed with 100 percent Federal funds.

FY16: Design	\$200,000
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*Barges tied off to the kevel at Lock and Dam 8, near Genoa, Wisconsin.*