



INLAND MARINE TRANSPORTATION SYSTEM (IMTS)

IMTS News

April 2009

IMTS News Bulletin

News Bulletin Summary

- New 1200-ft chamber at McAlpine to open for navigation on Wednesday April 8 at 7:00 a.m. local time.
- Previously McAlpine had a 1200-foot chamber but it was over 50 years old, making it vulnerable to emergency shutdown for repairs.
- McAlpine now has two 1200-foot chambers to support navigation on the Ohio River, a major Marine Highway for industry.
- Addition of the new chamber will boost the system reliability, a #1 priority for industry.

This is an informal news bulletin for USACE employees and customers on the IMTS.

Send questions, comments or suggestions on the IMTS to this e-mail address:

IMTS@usace.army.mil

New Chamber at McAlpine Opens, will Boost Industry Efficiency and Economy

The U.S. Army Corps of Engineers (USACE) announced that the new chamber at McAlpine Locks will open for navigation on Wednesday April 8 at 7 a.m. local time. The new chamber will boost the efficiency for navigation along the Ohio River, a major transportation artery for industry.

Previously, McAlpine had a 1200-foot chamber but it was over 50 years old and vulnerable to shutdown for emergency repairs. The new chamber was constructed in place of a 600-foot chamber that was built in 1921 and too old to use any longer.

Adding the new chamber will increase system reliability, the #1 priority of industry according to a study conducted 2007-8 by USACE (study available at <http://www.navlocks.usace.army.mil/>)

The opening of the chamber to navigation culminates a complex, multiphase construction effort conducted jointly with industry from the project prioritization and funding through the construction process. April 8th will be a proud day for both IMTS workers and their partners in industry.



The construction of the new chamber at McAlpine (shown at right in May 2007 photos) is complete. As shown in photos above right, McAlpine is located along the Ohio, a critical marine highway that serves industry throughout six Midwestern states. The transportation of goods and industrial supplies along this vital artery is key to economic health and important to many jobs in the region.