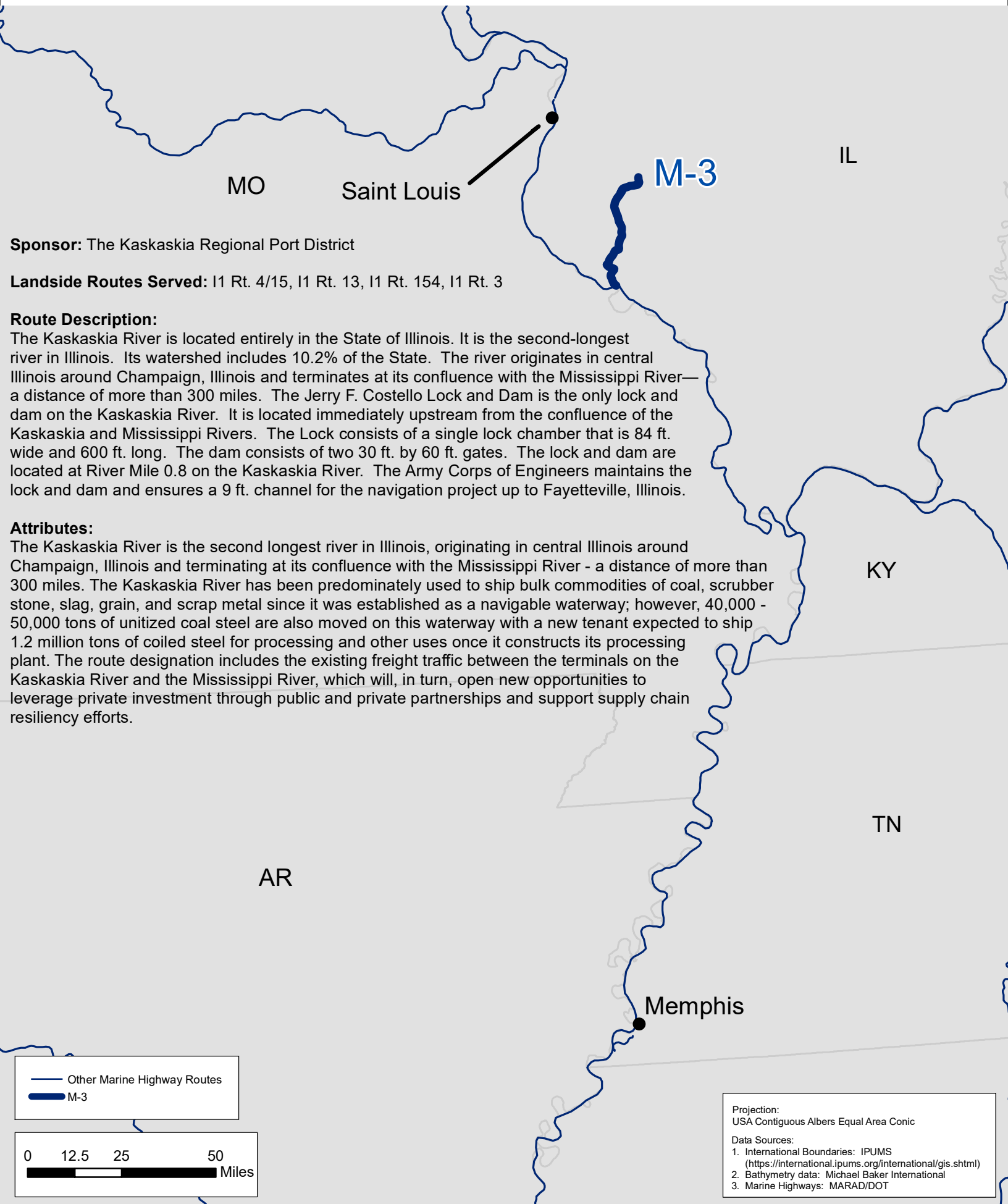


# Marine Highway M-3



MO

Saint Louis

M-3

IL

KY

TN

AR

Memphis

— Other Marine Highway Routes

— M-3

0 12.5 25 50  
Miles

Projection:  
USA Contiguous Albers Equal Area Conic

Data Sources:

1. International Boundaries: IPUMS (<https://international.ipums.org/international/gis.shtml>)
2. Bathymetry data: Michael Baker International
3. Marine Highways: MARAD/DOT

**Sponsor:** The Kaskaskia Regional Port District

**Landside Routes Served:** I1 Rt. 4/15, I1 Rt. 13, I1 Rt. 154, I1 Rt. 3

**Route Description:**

The Kaskaskia River is located entirely in the State of Illinois. It is the second-longest river in Illinois. Its watershed includes 10.2% of the State. The river originates in central Illinois around Champaign, Illinois and terminates at its confluence with the Mississippi River—a distance of more than 300 miles. The Jerry F. Costello Lock and Dam is the only lock and dam on the Kaskaskia River. It is located immediately upstream from the confluence of the Kaskaskia and Mississippi Rivers. The Lock consists of a single lock chamber that is 84 ft. wide and 600 ft. long. The dam consists of two 30 ft. by 60 ft. gates. The lock and dam are located at River Mile 0.8 on the Kaskaskia River. The Army Corps of Engineers maintains the lock and dam and ensures a 9 ft. channel for the navigation project up to Fayetteville, Illinois.

**Attributes:**

The Kaskaskia River is the second longest river in Illinois, originating in central Illinois around Champaign, Illinois and terminating at its confluence with the Mississippi River - a distance of more than 300 miles. The Kaskaskia River has been predominately used to ship bulk commodities of coal, scrubber stone, slag, grain, and scrap metal since it was established as a navigable waterway; however, 40,000 - 50,000 tons of unitized coal steel are also moved on this waterway with a new tenant expected to ship 1.2 million tons of coiled steel for processing and other uses once it constructs its processing plant. The route designation includes the existing freight traffic between the terminals on the Kaskaskia River and the Mississippi River, which will, in turn, open new opportunities to leverage private investment through public and private partnerships and support supply chain resiliency efforts.