



**US Army Corps  
of Engineers**  
St. Louis District®

# News Release

Release No. 20-06

Contact: Public Affairs Office  
314-331-8002/8068

For Release: **IMMEDIATE** – September 19, 2006

**1222 Spruce Street, St. Louis, Missouri 63103-2833**  
**www.mvs.usace.army.mil**

## **U.S. Army Corps of Engineers to host public meeting to present current information on plans at Lock and Dam 25**

The U.S. Army Corps of Engineers will conduct a second public meeting to update the public on potential construction plans at Lock 25, near Winfield, MO. The session will be conducted Tuesday, September 26 at the American Legion facility on 5th and Elm Streets in Old Monroe, MO, starting at 6 p.m. At the meeting, U.S. Army Corps of Engineers experts will announce that current results of hydraulic navigation model studies indicate no need to permanently acquire acreage on a point of land on the Missouri bank south of the existing lock for the potential future project.

Corps project managers will update information presented to the public initially in May 2005. The Corps then presented preliminary information on the Upper Mississippi River System Navigation and Ecosystem Sustainability Program (formerly UMR-IWW System Navigation Feasibility Study) as it applies to the Corps of Engineers navigation facility near Winfield. The combined programs look at navigation and environmental plans and needs for the next 50 years.

The primary point of concern from the initial meeting was the possible need to permanently acquire land on the point immediately south of the existing lock and potential impacts on Winfield Ferry operations. But according to Steve Hobbs, of the St. Louis District of the Corps, findings from the physical navigation model at the Environmental Research and Development Center (ERDC) in Vicksburg, Miss., currently indicate that it will not be necessary for the completed project.

In the studies, a 1 to 120 physical scale model of the lock and dam, as it currently exists and as envisioned with the future addition of a 1200-foot lock chamber was built and tested. The model, with precise river bottom contours employed measured water flows and powered model barge tows to assess navigation conditions. "We looked at the model and then brought in representatives of the navigation industry to review our findings" said Dave Gordon, a Corps engineer. "We agree now that current results from the model indicate we can safely operate a future facility without having to permanently take land on the point."

Gordon pointed out that the study has examined the existing and the potential end state conditions. However, they have not yet looked at any impacts that may arise during construction and further testing is planned. But results to date, point to safer and more efficient navigation operations through both lock chambers after the envisioned project is completed.

In addition to presenting information developed during the last 16 months, the program seeks feedback from the public on these plans. Members of local communities, persons from organizations and businesses that might be affected and others who may have general concerns, are invited to attend and make their views known. Comments will be recorded and in the planning process, responded to. Concerns may be raised in person orally or in writing.

-MORE-

LD25/2-2-2

Doors will open at 6 p.m. From 6 to 6:30, project team members will be on hand to answer questions. The formal public meeting will begin at 6:30 and the Corps project team will stay afterward to provide additional information about the proposed project.

Additional information is available on the overall Navigation Ecosystem Sustainability Program at <http://www2.mvr.usace.army.mil/NESP/>

Written comments will be accepted through October 13 and can be mailed to U.S. Army Engineer District, Rock Island, Attn: Planning Division (Jackson), Clock Tower Building, P.O. Box 2004, Rock Island, IL, 61204-2004.

- 30 -



**Caption:** St. Louis District personnel are seen here at the Engineer Research Development Center in Vicksburg, Miss. There they observed scale model tow boats and barges operating in a physical model of the existing and projected future locks near Winfield, Mo., under various simulated flow conditions. Models such as this 1 to 120 scale model reproduce the currents and flows in the river and have been used in developing these kinds of facilities for more than 40 years. U.S. Army Corps of Engineers photo by Alan Dooley