



L&D 25 NEW 1,200' LOCK PROJECT

WINFIELD, MO

Currently, the capacity of the Mississippi River navigation system is limited by the existing lock facilities. Like most of the locks on the river, Lock 25 was constructed in the 1930s, and was designed to accommodate smaller tows and only a fraction of the traffic volume that currently transits the system. The existing lock chamber at Lock 25 is 600 feet long, while the prevailing 15-barge tow size has a length approaching 1,200 feet long.

The planned project features include construction of a new 1,200' lock in the auxiliary miter gate bay, a 1,200' upstream ported guard wall, and a 650' downstream guard wall. The existing 600-foot lock will remain in place and will become an auxiliary lock chamber used primarily by recreational traffic. The new lock will significantly reduce lockage delays and increase overall safety for operating and towing personnel.

Current lock operational date is October 2034.



PROJECT TIMELINE

Appropriated funds for the L&D 25 New 1,200' Lock project were in the IJA demonstrating the federal government's commitment to providing resiliency to the Inland Waterways Navigation System.

Construction of the new lock chamber is expected to start in Summer 2028.

For any questions, please contact:

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INLAND WATERWAYS

The L&D 25 New 1,200' Lock is nationally critical infrastructure and the reliability of this crucial link in the Inland Waterways Navigation System is essential to U.S. agriculture and National Security.

- Our nation's inland waterways system includes 12,000 miles of commercially navigable channels and some 240 lock sites.
- In 2021, 500 million tons of waterborne cargo transited America's inland waterways, valued at over \$158 billion. More than 60%
- of the nation's grain exports move by barge, helping our agricultural exports stay competitive in global markets.
- More than 22% of domestic petroleum and petroleum products and 20% of the coal used in electricity generation transit our inland waterways.

