



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

Information Paper

Lock and Dam 25 New 1200-ft Lock

Upper Mississippi River System - Navigation and Ecosystem Sustainability Program

Contacts

Andrew Goodall, NESP Program Manager
Ph. (309) 794-5179

andrew.j.goodall@usace.army.mil

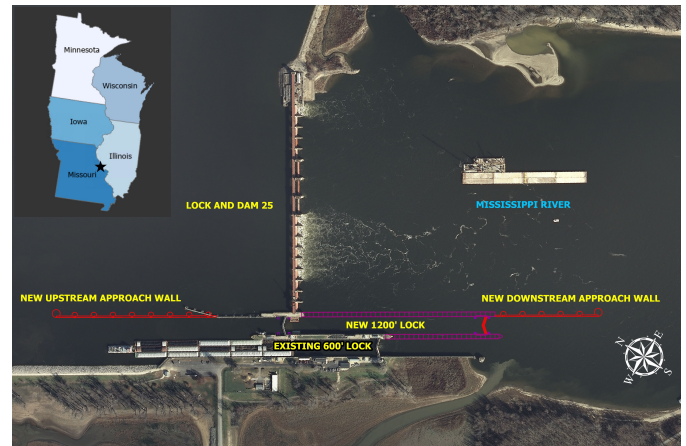
Michael Feldmann, L25 Project Manager
Ph. (314) 331-8150

michael.feldmann@usace.army.mil

Location/Description

The program area comprises the Upper Mississippi River System (UMRS), as defined by Congress in the Water Resources Development Act of 1986 (WRDA 1986), which includes the Upper Mississippi River from Minneapolis, Minnesota, to Cairo, Illinois; the Illinois Waterway from Chicago to Grafton, Illinois; and navigable portions of the Minnesota, St. Croix, Black and Kaskaskia Rivers. This multi-use resource supports an extensive navigation system (made up of 1200 miles of 9 foot channel and 37 lock and dam sites), a diverse ecosystem (2.7 million acres of habitat supporting hundreds of fish and wildlife species), floodplain agriculture, recreation, and tourism. Based on the recommendation of the recently completed UMR-IWW System Navigation Feasibility Study that examined system needs over the next 50 years, the Navigation and Ecosystem Sustainability Program (NESP) was implemented to achieve the dual purposes of UMRS ecosystem restoration and navigation improvements. The Lock 25 – New 1200 ft Lock is one of 7 new 1200 ft Lock Projects being implemented under this program.

Lock and Dam 25 is located in Calhoun County, Illinois, and Lincoln County, Missouri, at approximately Mile 241.4 on the Upper Mississippi River above the mouth of the Ohio River near Winfield, Missouri. Proposed project features include construction of new 1200-foot, pile founded, lock located in the auxiliary miter gate bay, and construction of an upstream, ported guard wall totaling 1200 feet, and a 650-foot downstream approach wall. The existing 600-foot lock remains in place and will become auxiliary lock chamber to be used primarily by recreation traffic. The project also includes associated channel work, relocations and site-specific environmental mitigation



Problem Statement

The majority of the Upper Mississippi River locks were designed and constructed in the 1930's and the lock chambers are 600-ft long. The 600-ft lock chamber cause significant average delays to navigation because of double lockages required for tows larger than 600-ft. The new 1200-foot lock will significantly reduce delays and increase safety.

Current Status

The Project was fully funded (\$732M) via the Infrastructure Improvement and Jobs Act (IIJA) in FY22 and received a New Start for Construction. The previously designed Phase 1 Contract for Lockwall Modifications, estimated at \$10M, will be awarded for construction this FY. In parallel with that effort, design activities are proceeding forward to take the current, approximately 35% complete design for the remainder of the project to full completion. Overall construction acquisition planning is also being undertaken this year. These efforts will include updating the recently completed Plan for Lock Completion to take advantage of the full funding provided which will add efficiency to the construction process and expediency to the overall project delivery

Authority

The Water Resources Development Act of 2007, TITLE VIII Upper Mississippi River and Illinois Water-Way System, authorized the project.