US Army Corps of Engineers
St. Louis District

# Information Paper

## Lock and Dam 25 New 1200-ft Lock

WRDA 2007, TITLE VIII Upper Mississippi River and Illinois Water-Way System

## Upper Mississippi River System - Navigation and Ecosystem Sustainability Program

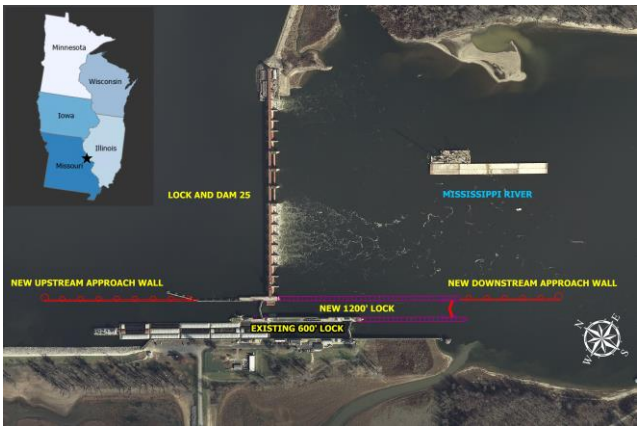
**Location:** Lock and Dam 25 is located in Calhoun County, Illinois, and Lincoln County, Missouri, at approximately Mile 241.4 on the Upper Mississippi River above the mouth of the Ohio River near Winfield, Missouri. Proposed project features include construction of new 1200-foot, pile founded, lock 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.

**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.

**Importance:** The majority of the Upper Mississippi River locks were designed and constructed in the 1930's and the lock chambers are 600-ft long. Currently, the capacity of the Mississippi River navigation system is limited by the existing lock facilities on the Mississippi River. Tows must lock through using a two-step process, which takes approximately 1.5 to 2 hours, causing significant delays to navigation. The new lock will significantly reduce lockage delays and increase overall safety for operating and towing personnel. After construction of the new 1200-foot lock the 600-foot lock will become the axillary chamber and provide redundancy.

| Phase | FY 23 Allocation |
|---|---|
| Construction | $0 |

*$732M funded in FY22 Bipartisan Infrastructure Law




**Risk:** Significant delays in navigation due to closure of the 600-ft lock chamber and a lack in redundancy within the system.

**Status:** The Project received a New Start for Construction and was funded ($732M) via the Bipartisan Infrastructure Law (BIL) in FY 22. The previously designed Phase 1 Contract for Lockwall Modifications was awarded in FY 22 to Massman Construction, Inc. out of Kansas City, MO at a $10.1M value.

**Activities in FY 23:** The design was progressed from 15% to 35%. Construction began on the Phase 1 contract in Spring of 2023 and the first ever concrete placements occurred in September 2023.

**Acquisition Strategy:** An Early Contract Involvement-Integrated Design and Construction (ECI-IDaC) contract was solicited in 3rd quarter FY 23 and is scheduled to be awarded in 2nd quarter of FY 24. This strategy provides for the greatest chance of project success. The construction option for the entire lock project is expected to be exercised in 3rd quarter of FY 26 with an estimated construction duration of 9 years.

**Activities after FY 23:** Funding available will be utilized to award the ECI-IDaC contract base for preconstruction services and continue design activities. Other long lead time features are being designed, procured, and constructed. Additional funds are needed to maintain momentum on remaining work, to include construction. Amount of additional funds needed will be known in FY24.

**Congressional Interest**: Senate: Durbin (IL), Duckworth (IL), Hawley (MO), Schmitt (MO); House: Bost (IL-12), Bush (MO-1), Graves (MO-6), Luetkemeyer (MO-3), Miller (IL-15), Smith (MO-8), Wagner (MO-2)