

U.S. Army Corps of Engineers, St. Paul District

# LOCKS AND DAMS

**Marine Band Radio: Channel 14 (monitored by lock operators)**

Lower St. Anthony Falls  
(Minneapolis, Minn.)  
**651-290-5936**

Lock and Dam 1  
(Minneapolis, Minn.)  
**651-290-5919**

Lock and Dam 2  
(Hastings, Minn.)  
**651-290-5828**

Lock and Dam 3  
(Welch, Minn.)  
**651-290-5062**

Lock and Dam 4  
(Alma, Wis.)  
**651-290-5951**

Lock and Dam 5  
(Minnesota City, Minn.)  
**651-290-5944**

Lock and Dam 5A  
(Fountain City, Wis.)  
**651-290-5071**

Lock and Dam 6  
(Trempealeau, Wis.)  
**651-290-5964**

Lock and Dam 7  
(La Crescent, Minn.)  
**651-290-5186**

Lock and Dam 8  
(Genoa, Wis.)  
**651-290-5035**

Lock and Dam 9  
(Lynxville, Wis.)  
**651-290-5045**

Lock and Dam 10  
(Guttenburg, Iowa)  
**651-290-5053**

**Online lockage information:**

[www.CorpsLocks.com](http://www.CorpsLocks.com)

**Navigation Charts:**

[www.mvr.usace.army.mil/Missions/Navigation/NavigationCharts.aspx](http://www.mvr.usace.army.mil/Missions/Navigation/NavigationCharts.aspx)

309-794-5338

**St. Paul District Locks and Dams:**

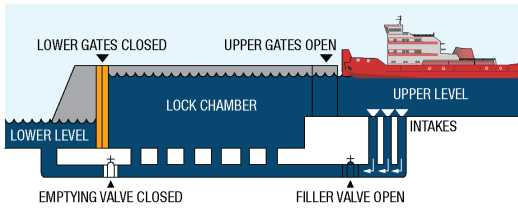
<http://www.mvp.usace.army.mil/Missions/Navigation/Locks-Dams/>

**BUILDING STRONG®**

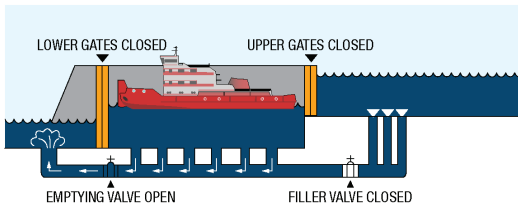
# SAFELY USING NAVIGATIONAL LOCKS ON THE UPPER MISSISSIPPI RIVER

## LOCKING THROUGH

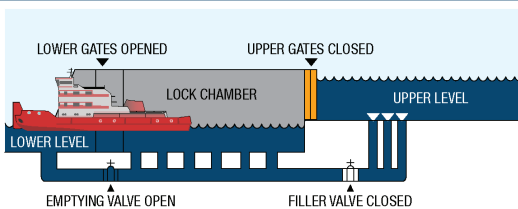
To go from one pool level or “step” to another, a navigation lock is used as a “water elevator.” Based on the principle that water always seeks its own level, water levels are changed using underground tunnels and filling and emptying valves. No pumping is required in the process.



For a boat going downstream, the lock is first filled by opening the filling valve. The upper and lower gates are closed, so the level of the chamber rises to the upstream level. The upper gate then opens and the boat moves into the lock.



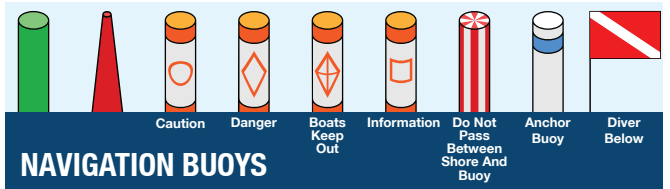
To lower the boat, the gates are closed behind it, the filling valve is closed, and the emptying valve is opened. The pressure of the higher water in the lock drains to the downstream level in minutes.



The lower gates are then opened and the boat moves out on the lower water level. For a boat going upstream the process is reversed.



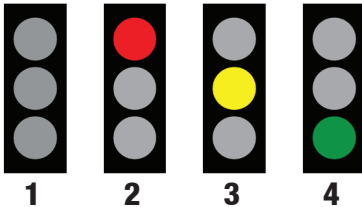
**BOATS KEEP OUT**  
U.S. Coast Guard Daymark



**NAVIGATION BUOYS**

Caution    Danger    Boats Keep Out    Information    Do Not Pass Between Shore And Buoy    Anchor Buoy    Diver Below

## Lock Signals



1. Contact lock and dam for lockage by pulling signal cord, calling on marine channel 14 or by cell phone.
2. Stand clear do not approach, lock is in use.
3. Lock is being made ready, vessel may approach but under full control.
4. Lock is ready, enter lock slowly and follow lock operators direction

- Upon receiving green light, proceed at NO-wake speed into the lock and observe mooring lines spaced along lock wall
- The lines shall be held by hand and not tied to the boat while in the lock chamber
- Do not tie lines to any recessed ladders
- Insure that passengers remain seated and keep hands inside the boat to avoid the chance of crushed fingers
- When the lockage is complete, lock staff will signal permission to leave with one short blast
- Leave at NO-wake speed
- Using the lock system is free
- It is illegal to pass through the dam when the gates are out of the water

## Special Considerations When Locking Through

- Engines should be shut down during the lockage.
- Wear your life jacket at all times and stay in your boat.
- If the lock is in use, find a safe place to wait that is well out of the path of exiting boats. Do not anchor in the channel or tie off to a navigation buoy. Never allow your boat to drift into the restricted area.
- In a crowded lock, you may have to tie up to another boat.
- Under certain conditions and under the direction of the lockmaster, you may occupy the lock with a towboat.
- Do not cut in front of towboats to be first to the lock. Even though you may appear to have arrived first, a tow has the right-of-way, and the lockmaster will decide who has priority.
- If you get in trouble and your boat is drawn into the dam, some locations have safety blocks on the upstream side. Grab the attached line as you go by and wait for rescue.