Lock and Dam No. 5 is located along the scenic bluffs of the Mississippi River 12 miles upstream from Winona, Minn. The project includes the lock, a dam with moveable gates to control river flow and 3-1/2 miles of earth dike. The Corps of Engineers originally placed the facility in operation in May 1935. After more than 50 years of service, the Corps undertook a major maintenance program to replace much of the operating equipment and to construct a new control building, which was completed and dedicated in June 1998. The rehab work ensures that the lock provides service well into the future.

Restricted Areas
The U.S. Army Corps of Engineers has restricted areas to protect boaters in the vicinity of locks and dams (see illustration above). These areas are:

- A large area immediately upstream of the dam, usually 600 feet. Strong, unseen currents can pull boats into the dam.
- A smaller area immediately downstream of the dam, usually 150 feet. Undercurrents and turbulence make the downstream restricted area extremely dangerous.

Restricted areas are marked by danger signs and are strictly off-limits to all boaters. Violators are subject to a citation and a fine.

The St. Paul District's navigation program provides a safe, reliable, cost-effective and environmentally sustainable waterborne transportation system on the Upper Mississippi River for the movement of commercial goods and national security needs. To do this, the district maintains a 9-foot navigation channel and 13 locks and dams from Minneapolis to Guttenberg, Iowa.

Lock & Dam No. 5
12554 Hwy. 61
Minnesota City, MN 55959-97565
651-290-5944

U.S. Army Corps of Engineers
180 Fifth St. E., Ste. 700
St. Paul, MN 55101-1678
www.mvp.usace.army.mil
www.corpslocks.usace.army.mil
www.marinetraffic.com

Wear your PERSONAL FLOTATION DEVICE
It floats; you don't.
LOCKING THROUGH

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.

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 lock operator, 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 lock operator will decide who has priority
- If you get in trouble and your boat is drawn into the dam, grab the line attached to the safety blocks (if equipped) on the upstream side
- 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 lock operator, 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 lock operator will decide who has priority
- If you get in trouble and your boat is drawn into the dam, grab the line attached to the safety blocks (if equipped) on the upstream side
- 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 lock operator, 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 lock operator will decide who has priority
- If you get in trouble and your boat is drawn into the dam, grab the line attached to the safety blocks (if equipped) on the upstream side
- It is illegal to pass through the dam when the gates are out of the water.