



# Lock & Dam 2

(Hastings, Minnesota)  
Mississippi River

**U.S. ARMY CORPS OF ENGINEERS**

**BUILDING STRONG.**

**Construction:** 1928-1930 (Original riverward lock)  
1941-1948 (New, landward lock)

**Congressional District:** MN-2

## Description

Lock and Dam 2 is upstream of Hastings, Minnesota, and is 815.2 miles above the confluence of the Mississippi and Ohio rivers.

The lock is 110 feet wide by 600 feet long. The dam consists of a concrete structure 722 feet long with 19 Tainter gates, 30 feet long. The dam has 4.4 megawatt power plant owned and operated by the city of Hastings. The site includes 3,000 feet of earth embankment.

The site includes an observation platform and restrooms open from dawn to dusk each day from April to November.



## History/Significance

The Corps remained committed to open-water navigation on the Upper Mississippi in 1925 when plans were made for a lock and dam complex at Hastings, Minnesota. However, this structure did not leave as much room for open-water maneuvering as the Moline and LeClaire installations. The Hastings complex, now known as Lock and Dam 2, only included a 100-foot-wide navigable pass adjacent to the lock. It also included 20 Tainter gates. In narrowing the space reserved for open-river navigation and using Tainter gates for the first time on the Upper Mississippi River, the Hastings Lock and Dam acted “as a sort of engineering link” between the Corps’ 6-foot channel structures and philosophy and its mature 9-foot channel structures and philosophy.

The original, riverward lock chamber was 110 feet by 500 feet and constructed from 1928-1930. Due to foundation conditions, some rotation of the original lock walls took place, which also affected the operation of the miter gates. Due to the foundation settlement problems, wall tilting and that the original lock chamber was of a non standard size, construction of a 110-foot by 600-foot landward lock chamber commenced in 1941. The new lock chamber was not completed until 1948 due to the suspension of all civil construction during World War II.

## Annual Tonnage (20-Year Historical)

<u>Year</u>	<u>Tons</u>	<u>Year</u>	<u>Tons</u>	<u>Year</u>	<u>Tons</u>	<u>Year</u>	<u>Tons</u>
2015	7,405,823	2010	7,184,802	2005	7,291,721	2000	10,842,497
2014	6,880,464	2009	7,072,327	2004	7,828,603	1999	11,539,256
2013	6,221,953	2008	4,729,252	2003	8,861,479	1998	10,787,628
2012	6,895,882	2007	7,042,475	2002	10,572,988	1997	10,087,220
2011	6,735,253	2006	7,341,784	2001	8,584,354	1996	10,676,192

## U.S. ARMY CORPS OF ENGINEERS – ST. PAUL DISTRICT

180 5TH STREET EAST, SUITE 700, ST. PAUL, MN 55101-1678  
Public Affairs Office, (651) 290-5807, [www.mvp.usace.army.mil](http://www.mvp.usace.army.mil)

## Commodity Tonnage (2015)

All Units (Ferried Autos, Passengers, Railway Cars)	-
Coal, Lignite, and Coal Coke	29,700
Petroleum and Petroleum Products	233,000
Chemicals and Related Products	1,801,900
Crude Materials, Inedible, Except Fuels	1,469,848
Primary Manufactured Goods	816,000
Food and Farm Products	3,016,298
Manufactured Equipment & Machinery	31,277
Waste Material	4,700
Unknown or Not Elsewhere Classified	3,100

## Vessel & Lockage Data (2015)

Average Delay - Tows (Hours)	0.89
Average Processing Time (Hours)	0.31
Barges Empty	1,171
Barges Loaded	4,720
Commercial Vessels	1,011
Commercial Flotillas	1,003
Commercial Lockages/Cuts	1,280
Non-Vessel Lockages	-
Non-Commercial Vessels	31
Non-Commercial Flotillas	31
Non-Commercial Lockages/Cuts	31
Percent Vessels Delayed (%)	17
Recreational Vessels	3,714
Recreational Lockages	1,715
Total Vessels	4,756
Total Lockages/Cuts	3,026

## The 9-foot Channel Navigation Project

The 9-foot Channel Navigation Project includes 37 lock and dam sites (42 locks) on 1,200 river miles in Illinois, Iowa, Minnesota, Missouri and Wisconsin. Constructed largely in the 1930s, it extends from Minneapolis-St. Paul on the Upper Mississippi River to its confluence with the Ohio River and up the Illinois Waterway to the T.J. O'Brien Lock in Chicago.

The maintenance needs of this aging infrastructure have surpassed annual operations and maintenance funding. This limited funding has adversely affected reliability of the system and has primarily resulted in a fix-as-fail strategy, with repairs sometimes requiring days, weeks or months. Depending on the nature of a failure and extent of repairs, shippers, manufacturers, consumers and commodity investors can experience major financial consequences. Additionally, today's 1,200'-long tows must split and lock through in two operations within the Project's 600' chambers. This procedure doubles and triples lockage times, increases costs and wear to lock machinery, and exposes deckhands to higher accident rates.

More than 580 facilities ship and receive commodities within the Project. Grains (corn and soybeans) dominate traffic; cement and concrete products are the second largest group. A modern 15-barge tow transports the equivalent of 1,050 semi-trucks (26,250 tons, 937,387 bushels of corn, or 240 rail cars). Annually, the 9-foot project generates an estimated \$1 billion of transportation cost savings compared to its approximately \$115 million operation and maintenance cost.

UPDATE: May 2016