

2025 INLAND WATERWAY FACT SHEET

McClellan-Kerr Arkansas River Navigation System (MKARNS) is the waterway’s official name—so named by an act of Congress, 1/5/1971 (PL91-469)

- › The MKARNS is 445-miles long and includes the Verdigris, Arkansas & White Rivers. The System has an elevation differential of 420 feet from its beginning at mile 600 on the Mississippi River to the head of navigation near Tulsa.
- › The MKARNS is a multi-beneficiary system: water supply, navigation, fish and wildlife, recreation, hydropower generation, and flood control (when considered as part of the Arkansas River Basin Project and its upstream reservoirs that control water flows).
- › There are 18 locks and dams – 13 in Arkansas and 5 in Oklahoma; each lock chamber is 110’ wide x 600’ long and can handle 8 barges and a towboat.
- › Federal cost of the System was \$1.2 billion. Add to that \$186.1 million for construction of Montgomery Point Lock & Dam (completed in 2004), for a total cost of \$1.39 billion. The U.S. Army Corps of Engineers reports a 99% return on its investment.
- › The U.S. Army Corps of Engineers maintains a 9 ft. channel depth on the MKARNS. Congress authorized an expansion through deepening the channel to 12 feet in the Energy and Water Development Act of 2004. An initial appropriation was received to commence design and construction, The design for Phase 1, which includes rock training structures in Pools 5, 8, and 10, as well as six upland disposal sites in Oklahoma, is currently at 90% completion.
- › The MKARNS serves a 12-state region due to the Tulsa Port of Catoosa being the most westerly inland river port that is ice free 24/7/365. The states include: OK, AR, KS, TX, CO, MO, NE, MN, SD, ND, MT, and ID.
- › The MKARNS is currently a moderate use waterways system.
- › It is estimated that flood damages prevented by the Arkansas River Basin (under control of the U.S. Army Corps of Engineers Tulsa District) through the end of Fiscal Year (FY) 24, totaled \$34.4B, with an estimated \$6.5B in FY19 alone.

FUNDING PRIORITIES




Funding of the top Priority of Maintenance Projects for the MKARNS on the Oklahoma Segment:

- › **Priority #1** Robert S. Kerr Lock and Dam Repair/ Rehabilitate Tainter Gates- Structural Repairs and coating. @ \$9 million
- › **Priority #3** Multiple Locations Procure 18 New 60-Foot Stoplogs and 1 Lifting Beam. Used to close off dam gate for rehab/ repairs and emergencies. @ \$6 million
- › **Priority #4** W.D. Mayo Dam Repair/ Rehabilitate Tainter Gates- Structural Repairs and coating @ \$9 million
- › **Priority #6** Multiple Locations Procure 8 New Composite FRP Tainter Valve Bulkheads, replacing HSS. Closure structure needed to dewater lock chambers for repairs and emergency closures. @ \$3.5 million
- › **Priority #8** Robert S. Kerr Dam Machinery deck platforms, supports and bearing pad replacement @ \$1.8 million

Funding of the top Priority of Maintenance Projects for the MKARNS on the Arkansas Segment:

- › **Priority #2** Ormond Lock and Dam Ormond Repair/ Rehabilitate Tainter Gates- Structural Repairs and coating (Phase 4 of 4) @ \$7.5 million
- › **Priority #5** Multiple Locations Tainter Valve Repair/Replacement @ \$4 million
- › **Priority #7** Lock #2 Bridge Repair/South Abutment Reconstruction @ \$5 million

TRANSPORTATION MODE COMPARISON

		
1 Barge	15 Railcars	60 Trucks
1,500 Tons	100 Tons	25 Tons
52,500 Bushels	3,500 Bushels	875 Bushels
453,600 Gallons	30,240 Gallons	7,560 Gallons

- › There are multiple designated Foreign Trade Zones along the MKARNS. The Arkansas Economic Development Commission is a Foreign Trade zone that includes multiple counties. Jefferson County is among these locations and includes both Ports at Little Rock and Pine Bluff. Oklahoma has two designated locations, which include Tulsa Ports and Port Muskogee.



OKLAHOMA
Transportation

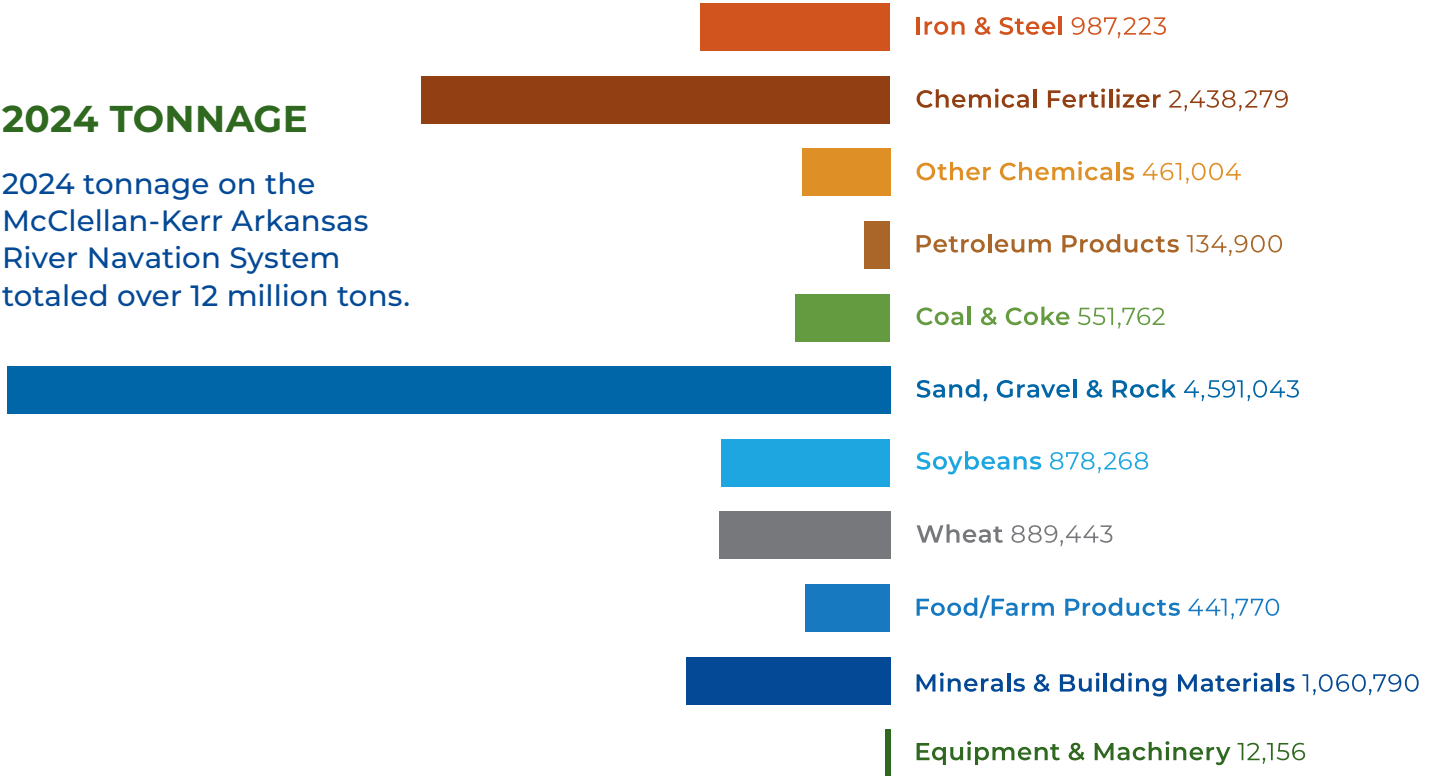
WATERWAYS

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2024 TONNAGE

2024 tonnage on the McClellan-Kerr Arkansas River Navation System totaled over 12 million tons.



DID YOU KNOW?

More than 380,000 semi-trucks or 99,000 rail cars would be needed to transport the MKARNS annual tonnage. The Total MKARNS impact on sales is \$22.7 billion nationwide. Port activities, transportation cost savings, and shippers’ activities are the largest contributors to sales impact.

There are two hydropower plants with a total of seven power generating units on the MKARNS in Oklahoma benefiting approximately 700,000 end users. A portion of the revenues is applied to the operations, maintenance and construction costs and the rest is deposited into the U.S. Treasury. The MKARNS has a total impact on employment of 137,621 jobs.

Waterborne cargo were diverted to highways, two inches of asphalt would be needed to increase the pavement thickness of 126,000 land miles of intercity Interstate. The effects would be greater for highways parallel to waterways.

One barge can carry the weight of 136 school buses, 750 pickup trucks, 12,000 refrigerators, or 200 elephants.

