

## March 2021 USACE Report

1. We are not sure when we will start dredging for the 2021 season, we have begun hydrographic surveys this week and will start evaluating river conditions as those surveys come in.
2. The dredge Goetz fleet will have accomplished all the offseason repairs and be ready for the dredging season by the end of April.
3. Lake Pepin Ice surveys: the last readings were conducted on 11 March, the volume and quality of the ice had diminished significantly. No other measurements are expected this season. The results are posted at <https://www.mvp.usace.army.mil/Missions/Navigation/Ice-Measurements/>
4. Lower Pool 2 Channel Mgmt Project: Phase I is complete and appears to be working as designed as it is scouring the channel. Phase II: Dredging portion; Boulanger Bend, Boulanger Bend Lower Light and Freeborn Light were dredged in 2020 as part of the typical annual dredging. The primary constraint to the expanded dredging in all of Lower Pool 2 is placement site capacity. We are currently evaluating our current conditions compared to the conditions identified in Phase II of the plan, we plan to identify a percentage of available channel before the 2021 navigation season. \*No Change\*
5. Pool 2 Pigs Eye Lake Project: Contract advertised on 20 NOV 2020 and bid opening was on 12 JAN 2021. Award expected by the end of March 2021. Construction set to begin in the Spring of 2021. Construction trailer staging will be left up to the successful bidder. The option to stage at Lock and Dam 2 will be in the specifications but the contractor may choose to go elsewhere.
6. Lock 2 miter gates and anchorages: The miter gate anchorages are currently under constructions and scheduled to be completed by start of navigation. New miter gates will be installed in the summer of 2021 during which time there will be several scheduled 12-hr closures. Closure dates will be coordinated with industry to minimize impacts. \*No Change\*
7. Lock 2 dam tainter gate chain replacement starting during the 2021 navigation season, no impacts to navigation stakeholders. \*No Change\*
8. Lock 4 dewatering is complete from a navigation standpoint other steps and clean up of the project remain to be complete.
9. Miter Gates are being fabricated for Locks 5A, 8 and 10. Delivery of first set of gates is anticipated in 2022. Closure dates will be coordinated with industry to minimize impacts. \*No Change\*
10. Lock and dam tow rail design and replacement, Locks 4, 5, 5A, 6, 8, and 9: Contracts awarded to Kraemer North America. Construction at LDs 5, 5A, 6, LD 8 and LD 9 is complete. LDs 4 and 7 are scheduled for non-navigation season 2021-2022.
11. Pool 2 DMMP: The report has been approved and we have started implementation. Discussions are ongoing with the landowner of Lower Grey Cloud Island. \*No Change\*
12. Pool 4 DMMP: We've been meeting with the City of Wabasha/Port Authority every two weeks since late JAN to begin the development of a DRAFT Sec 217 (Public-Private Partnership) agreement for the management of dredged material in Lower Pool 4. It is anticipated that this Sec 217 proposal will be the

Least Cost alternative of the DMMP. The DRAFT Pool 4 DMMP report is going through internal review in St. Paul; the Sec 217 noted previously will be incorporated once complete. It is anticipated the DRAFT report will go out for public review later this year.

13. Pool 6 DMMP: St. Paul District and the City of Winona are meeting bi-weekly to monthly to continue work on a potential Sec. 217 (Public-Private Partnership) agreement. St. Paul District advertised a trucking contract on 04 DEC to remove up to 50kcy of material from the Homer West site to a pit owned by Mathy Construction ~4 miles south of the Homer West site this winter, bid opening has been pushed back to 18 MAR. St. Paul District is working with Canadian Pacific Railroad and MN DOT to make safety improvements at our Homer upland placement site.

14. Pools 9 & 10 DMMPs: We began an internal kickoff of each of these DMMPs in late OCT 2020 and are evaluating the current dredging trends and existing placement sites. The PDT anticipates holding Public Scoping meetings this spring. \*No Change\*

15. IDIQ Mechanical Unload Contract: The new Mechanical Unload Contract, a base year with 2 option years, was awarded on 18 FEB to Legacy Corp of from East Moline, IL.

16. Rescue boats at all St. Paul District Lock and Dams: It was found that all of the boats have closed cell foam in them for buoyancy and this foam is waterlogged so all of those boats have been red tagged. The plan is to have lock operators trained in more extensive land or lock based rescue processes.

17. The first line boats are currently in Pool 7 expecting to be at Lock 2 by 20 March.