

## May 2021 USACE Report

1. Contract Mechanical Dredge Plants 1 & 2 began dredging the week of 19 April. They are currently in Pool 2 and Pool 8. The Dredge Goetz began dredging 4 May and is currently working in Lower Pool 4. The McGregor Lake HREP contractor (Plant 4) continues dredging in Pool 10 as a borrow source, they are transitioning from McMillan Island to the East Channel today. There are no other dredges scheduled to mobilize at this time, the most current dredge schedule can be found here:

<https://www.mvp.usace.army.mil/Missions/Navigation/Channel-Maintenance/Dredging-Schedule/>

2. 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; The primary constraint to do the expanded dredging in all of Lower Pool 2 is placement site capacity. We are currently evaluating our 2020 conditions compared to the conditions identified in Phase II of the plan, we hope to identify a percentage of available channel soon. \*No Change\*

3. Pool 2 Pigs Eye Lake Project: Contract advertised on 20 NOV 2020 and bid opening was on 12 JAN 2021. Still working toward a contract award. Construction set to begin in the Summer of 2021.

4. Lock 2 miter gates and anchorages: 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\*

5. Lock 2 dam tainter gate chain replacement starting during the 2021 navigation season, no impacts to navigation stakeholders. \*No Change\*

6. 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\*

7. 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. \*No Change\*

8. St. Paul District Locks and Dams Restricted Area Rescue Process: To make rescues more efficient and safe for emergency responders Lock and Dam staff priority will be to mitigate hazards at the dam by sealing affected gates and assisting rescue efforts from the lock and dam structure. Cooperative rescue training by USACE Boat Instructors with local responders will be conducted in the near future to discuss roles and responsibilities of all parties during LD restricted area emergency rescues. Due to lock and dam staffing levels and issues with the current rescue boats, all vessels have been removed from service to reduce risk to staff. \*No Change\*

9. 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\*

10. 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. St. Paul staff will be attending the combined virtual Wabasha Port Authority & City Council meeting on 18 MAY to give an update on the plan.

11. 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 site to a pit owned by Mathy Construction ~4 miles south of the Homer site. Contract award to Beach Construction (North Branch, MN) is pending bid verification. St. Paul District is working with Canadian Pacific Railroad and MN DOT to make safety improvements at our Homer upland placement site.

12. 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 in JUNE.