



LOWER MINNESOTA RIVER WATERSHED DISTRICT

Executive Summary for Action

Lower Minnesota River Watershed District Board of Managers Meeting
Wednesday, May 16, 2018

Agenda Item

Item 6. D. - Dredge Management

Prepared By

Linda Loomis, Administrator

Summary

i. Review process for funding of maintenance of Navigation Channel

Staff is working on the necessary actions to make the channel a permanent project in the LMRWD CIP.

ii. Vernon Avenue Dredge Material Management site

Barr Engineering is still working on the no-rise evaluation and is close to completing this project.

Rachel Contracting has contacted the District and is interested in taking 20,000 CY of material. The District has not heard anything more from the initial contact received earlier this year, so we will be selling the material to Rachel. Rachel has agreed to \$2/yd and will coordinate removal with LS Marine.

The recent high water level of the river did over top the entry into the site, so no material has been removed from the site so far this year, but it is expected that the site will be accessible soon.

iii. Private Dredge Material Placement

Because of the April snow event and high water levels afterward, private dredge material was not removed in April as planned. Once the site is accessible the private dredge material will be removed.

On May 2nd, I met with Greg Oberle, of CHS and Tim Koch, of Savage Riverport, LLC. They wanted to meet because they received a quote from LS Marine to remove and dispose of material dredged from the private barge terminals that was double the cost of previous years. They said they were told the increase in cost is due to the fact that the landfill where previous years material was disposed of will no longer take the material. The material will have to be taken to a landfill farther away, so the cost to transport the material has increased. They asked to meet with me to discuss their options.

They asked if someone besides LS Marine could dredge the terminals and place material on the LMRWD site. I told them that the agreement to place material on the site is between District and them, so they could choose another contractor, but we would have to have that contractor work with LS Marine who manages the Vernon Avenue site.

We discussed alternatives to dispose of the material, such as asking the Shakopee Mdewakanton Sioux Tribe or Minnesota Mulch to take the material to compost. We also discussed working with the farmers whose grain they ship to better manage the flow of water coming from upstream, to reduce sediment transport to the lower river. They were planning to get a quote from another contractor for dredging and the look for alternatives for final disposal of

the material. They said that they are finding they have to dredge more than once a season and the cost of keeping the terminals free from silt may become an obstacle to shipping by river. The cost of dredging may become the deciding factor in whether to ship by barge down the river or rail to the west coast. If commodities are shipped by rail to the west coast, there is no reason for the terminals to be located on the river. I suggested that they should speak with the state about this. We are planning to have someone speak to this topic on the barge tour in June.

Attachments

No attachments

Recommended Action

No action recommended