



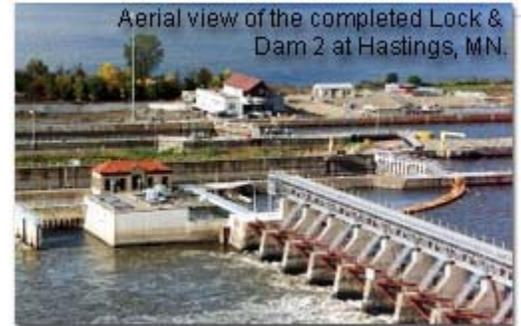
US Army Corps of Engineers  
St. Paul District

## Mississippi River Major Maintenance / Rehabilitation

### Location/Description

Lock and Dam 2 is located near Hastings, Minn., about 20 miles downstream from St. Paul, Minn. Lock and Dam 10 is at Guttenberg, Iowa, about 200 miles downstream from Lock and Dam 2.

The St. Paul District's Major Maintenance/Major Rehabilitation Program includes work at locks and dams 2 through 10 on the Mississippi River. These structures have exceeded their design lives and need rehabilitation on major elements of their structures. Reconnaissance Reports submitted between April 1983 and March 1994 identified alternatives to minimize failure of electrical and mechanical components, repair structural deterioration and reduce or minimize earth dike overtopping.



The purpose of this program is to extend the useful life of these structures another 50 years. The work is justified on the basis of economic benefits of maintaining navigation. The Major Maintenance and Major Rehabilitation projects are funded under the Operation and Maintenance appropriation.

### Status

Major work items include replacement/reconditioning of worn mechanical and electrical systems; concrete and structural repairs; new construction of buildings for operation, storage, and maintenance; and raising/strengthening the earth dikes to reduce the risk of their failure from floods. Current construction includes electrical and building system rehabilitation at Lock and Dam 9 and the installation of crane carriers at three sites. The major rehabilitation portion of this project will be completed in 2005. Embankment rehabilitations and several other major maintenance features are not expected to be completed until 2015.

### Authority

The River and Harbor Act of Jan. 21, 1927, authorized a survey of the Mississippi River between the Missouri River and Minneapolis to determine the feasibility of a 9-foot channel. The results of that survey are contained in House Document Number 290, 71st Congress, 2nd Session. Subsequently, the project was authorized as part of the River and Harbor Act approved July 3, 1930.

### Fiscal

Federal cost \$300,000,000  
Non-federal cost \$0  
Total estimated cost \$300,000,000