



# Harbor Technical Advisory Committee

## Updates to MIC Board

Mike Wenholz

December 11, 2024

# HTAC Quarterly Meeting

- Continue to be held as “Hybrid” meetings (in-person with a virtual option)
- Well-attended - approx. 62 participants
- Good variety of topics presented
- Quality presentations
- Informative Roundtable

# HTAC Subcommittee Updates

- Dredging
- Navigation – meeting in October
- Introduced **Duluth Ship Canal Work Group**
- Idea of forming a **Coastal, Harbor, & Estuary Resiliency Subcommittee**



# Blatnik Bridge Update for HTAC

December 4, 2024

Patrick Huston, P.E. | MnDOT Assistant District Engineer | Major Projects

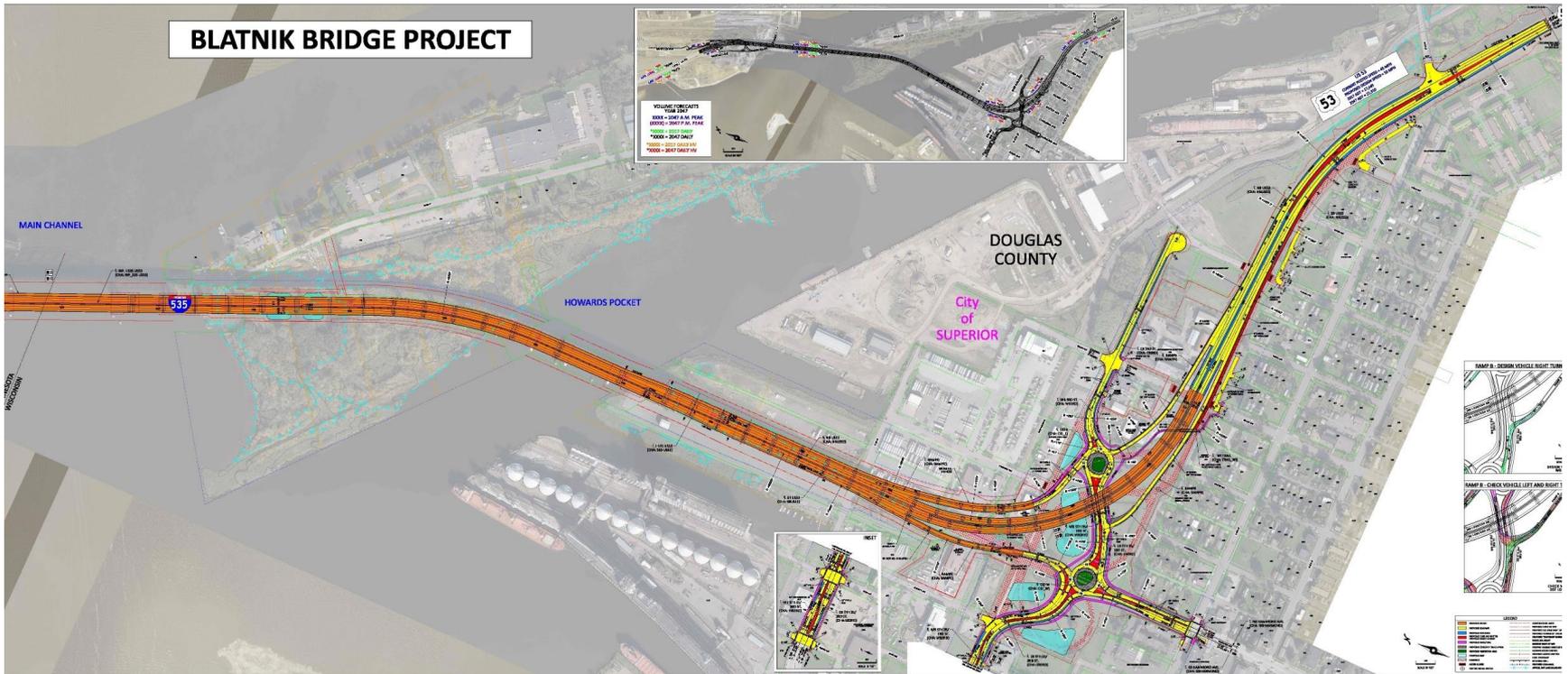


# Agenda

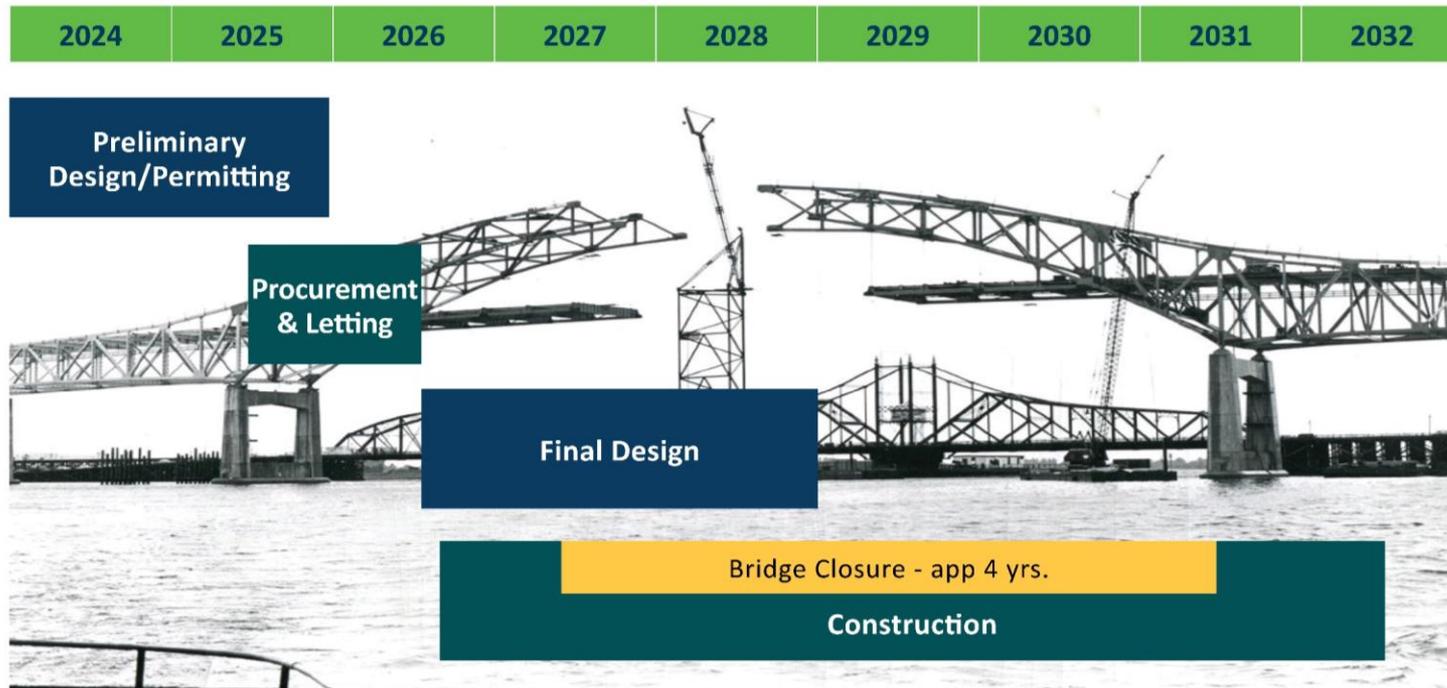
- Alignment Selection
- Delivery Method
- Preliminary Engineering
- Bridge Types (main span)
- Schedule
- 2024 Field Work
- Traffic Management
- Communication/Collaboration/Coordination



# Project Layout – Wisconsin Approach



# Anticipated Schedule



# Mental Health in the Construction Industry (points from Minnesota)

- 83% of construction workers struggle with mental health challenges
- Several factors tied to the construction industry and company culture, along with worker lifestyle, increase the risk
- Our negative perceptions have prevented too many workers from seeking the help they need
- **The construction industry has one of the highest rates of suicide at 56 per 100,000 workers**
  - **More than four times greater than the national average (14.4)**
  - **Five times greater than the rate of all other construction fatalities combined**



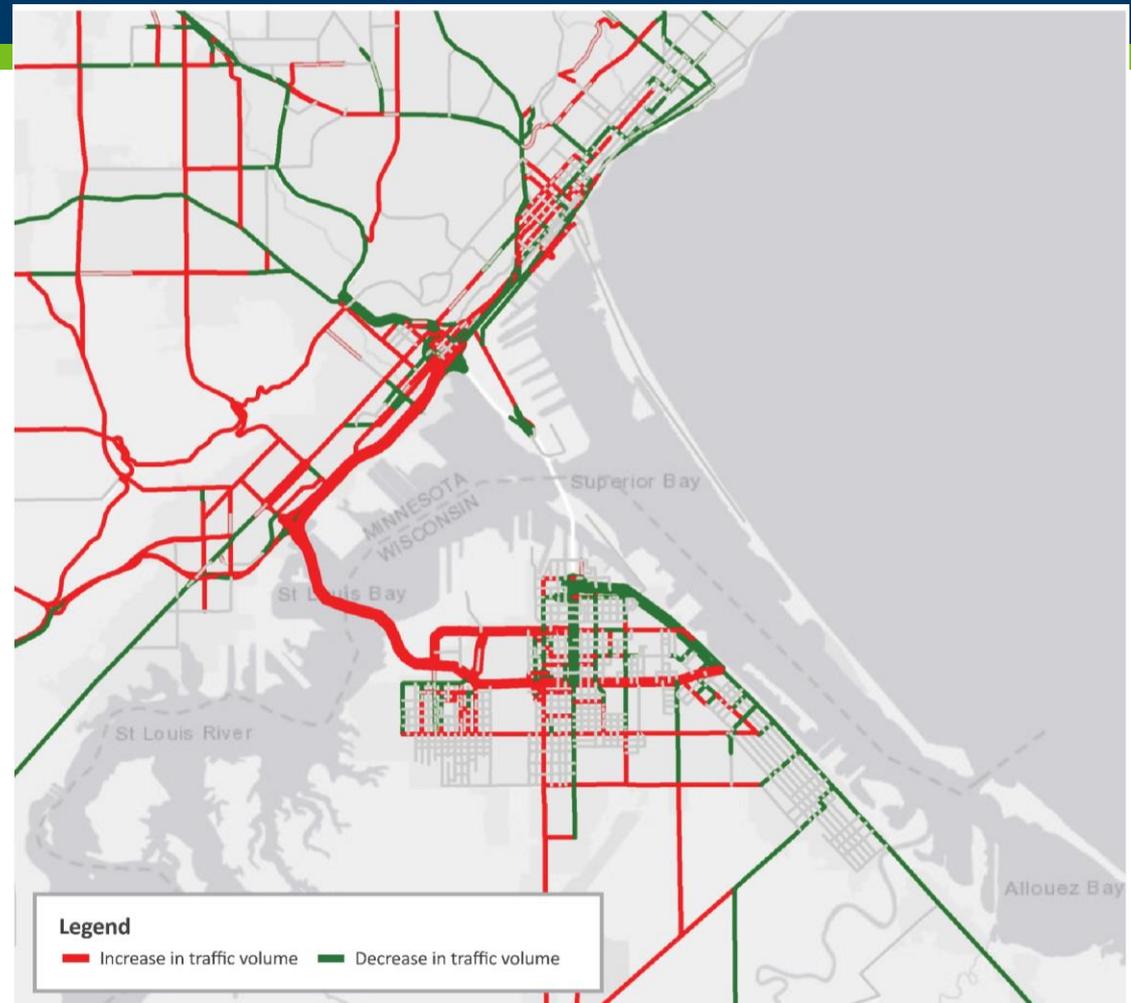
# Project Cost and Funding (in round numbers)

- **\$1.8 billion: Current estimated total project cost**
  - \$400 million: Current WisDOT commitment (June 2023)
  - \$400 million: Current MnDOT commitment (May 2023)
  - \$1.06 billion: 2023 Multimodal Project Discretionary Grant Program (MPDG) Grant award (INFRA)
- \$216 million: 2024 Bridge Investment Program (BIP) grant request

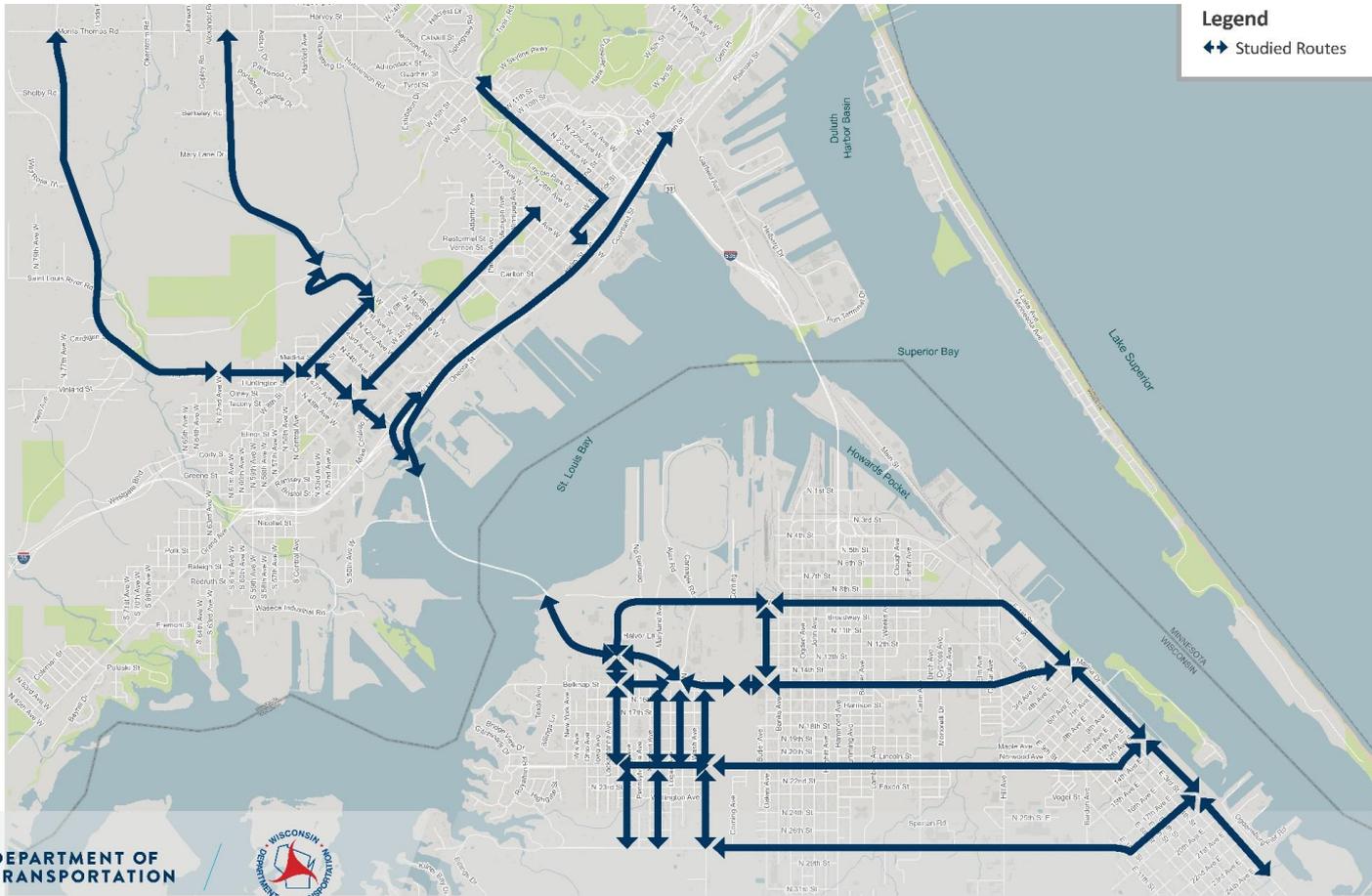


# Diversions

- 2019 MIC Diversion Study confirmed routes of interest during full closure.
- Studied routes in WI: Belknap, Winter, North 21st and North 28th streets.
- Studied routes in MN: Haines Rd., Highland St., Grand Ave. and I-535.



# Traffic Management Plan (TMP) – Studied Routes



# Traffic Management Plan (TMP) Overview



## Legend

- 1 46th Ave W/US2/I-35 Southbound Entrance Ramp - Install Temporary Traffic Signal
- 2 46th Ave W and W 8th St - Install Temporary Traffic Signal
- 3 Winter Street
- 3A Susquehanna Ave and US 2 - Road Widening for Turn Lanes
- 3B Winter St and Grand Ave - Install Temporary Traffic Signal
- 3C Winter St and Catlin Ave - Install Temporary Traffic Signal
- 4 Belknap St from Banks Ave to Ogden Ave - Modified Traffic Control
- ↔ Official Detour Route
- H Blatnik Bridge Closure
- ||||| Signed Alternate Detour Route
- 🏠 Community Facilities



# Construction

- Working on draft USCG permit now
- Will need to define the “rules of engagement” for construction of the bridge in the harbor/channel
- Asking for input from the maritime industry –
  - Best practices
  - Communication
  - Etc.





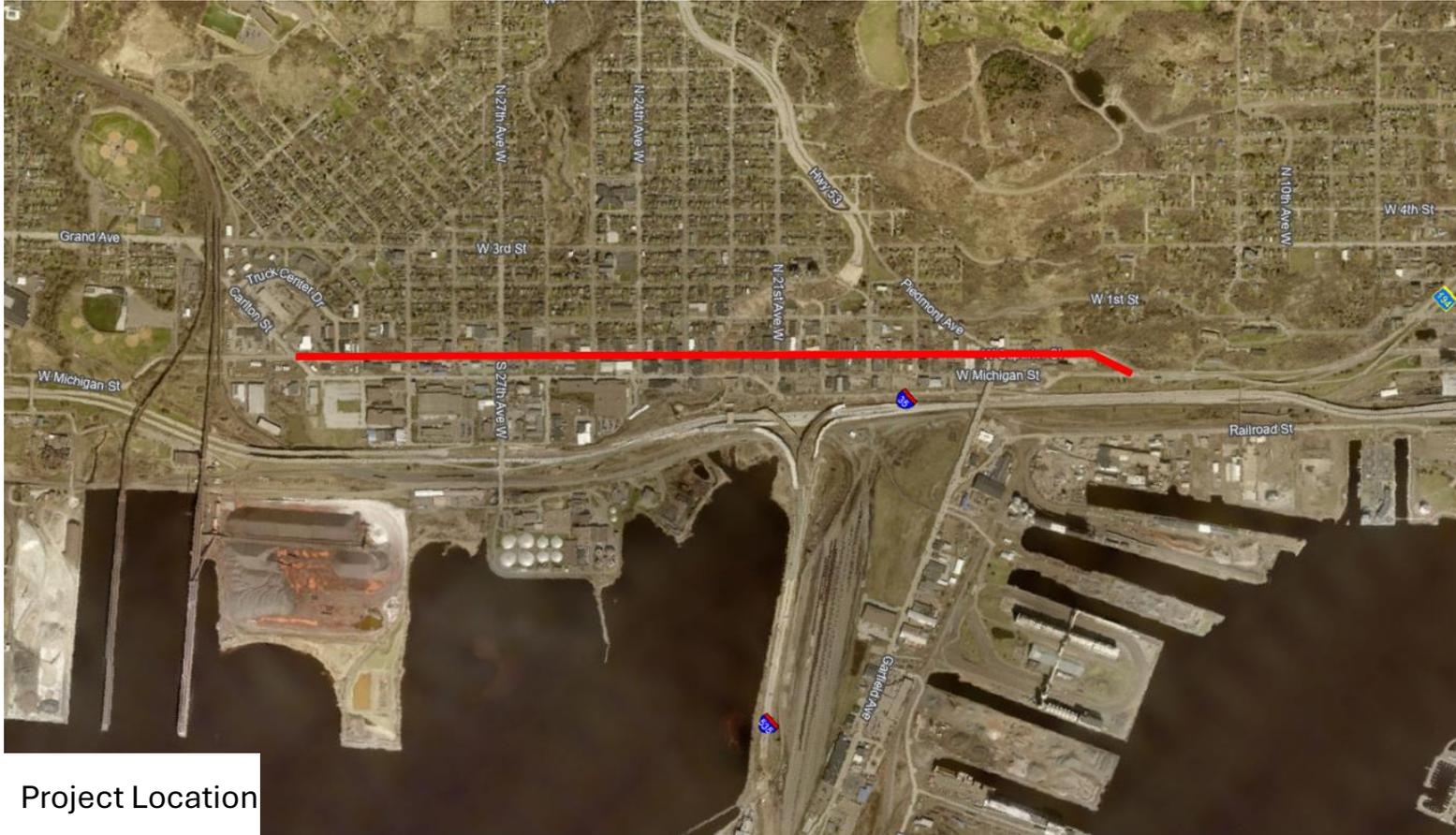
# West Superior Street Reconstruction Project



Alex Popp, PE

City of Duluth Project Engineer

# West Superior Street Project



 Project Location

# Project Funding

- \$24,990,160 Rebuilding America Infrastructure with Sustainability and Equity (RAISE) grant from FHWA administered by MnDOT
- \$7,684,530 Infrastructure Investment and Jobs Act (IIJA) Match Program grant from MnDOT
- Letter of support provided by the Duluth Seaway Port Authority



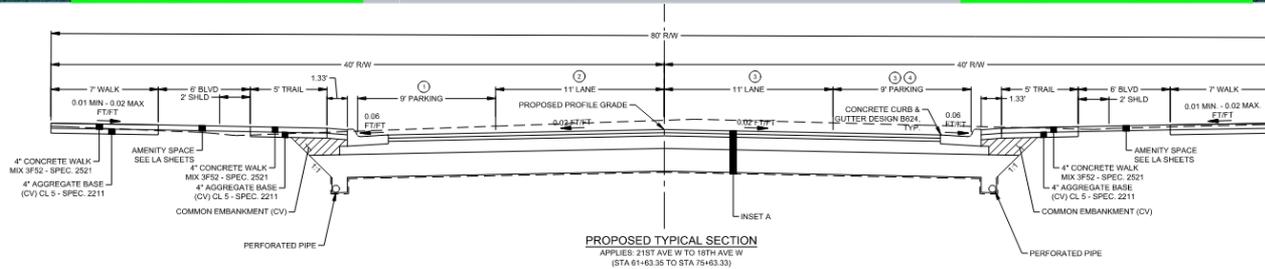
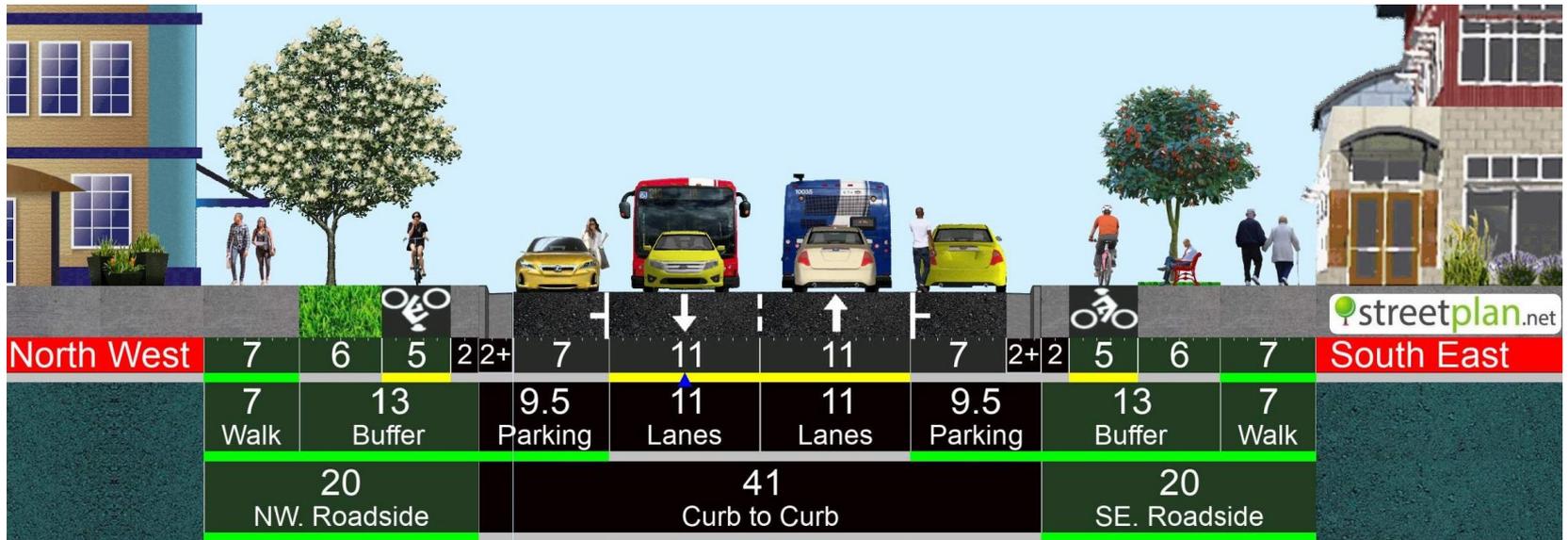
**RAISE** Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department  
of Transportation

# Typical Section



# Project Schedule

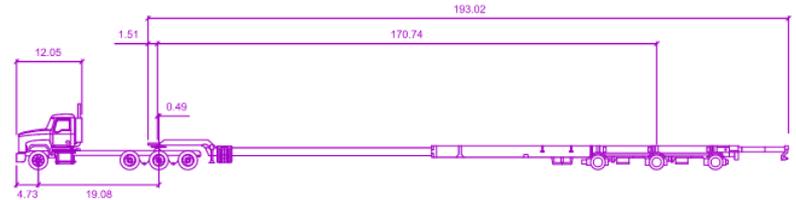
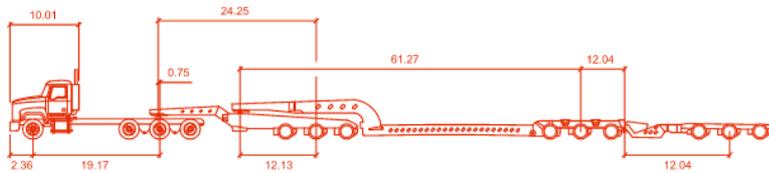


- Design Now-End of 2024
- Bidding January 2025
- Project Construction 2025 - 2028

# OSOW Routes in Project Area



# Design Vehicles for OSOW Routes

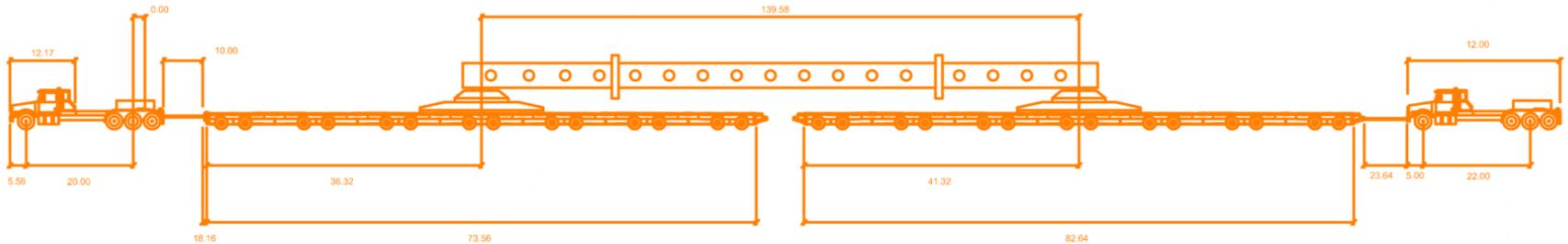


## New OSOW Transport Vehicle

feet			
First Unit Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 40.0
First Unit Track	: 8.50	Articulating Angle	: 70.0
Trailer Track	: 8.50		

## ST - Wind Blade Trailer 3

feet			
First Unit Width	: 8.01	Lock to Lock Time	: 6.0
Trailer Width	: 2.99	Steering Angle	: 40.0
First Unit Track	: 8.01	Articulating Angle	: 70.0
Trailer Track	: 8.01		



## BARNHART BOILER

feet			
Tractor Width	: 8.20	Lock to Lock Time	: 6.0
Trailer Width	: 18.00	Steering Angle	: 25.0
Tractor Track	: 8.20	Articulating Angle	: 50.0
Trailer Track	: 18.00		

# DULUTH-SUPERIOR: DREDGED MATERIAL PRELIMINARY ASSESSMENT UPDATE

FY25 Dredged Material Preliminary Assessment Update  
Duluth-Superior, MN-WI Harbor  
Detroit District

Madison Doman  
Dredge Material Coordinator  
Detroit District



U.S. ARMY



US Army Corps  
of Engineers



U.S. ARMY

# THE FEDERAL STANDARD



## Federal Standard Base Plan (33 C.F.R. 335.7)

- Least costly dredging and placement alternative
- Consistent with sound engineering practices
- Meets all environmental requirements

## Beneficial Use Agency Goal

- USACE Command goal for 70% of dredged material to be beneficially used
- Beneficial Use Decision Document Integration (BUDDI)
  - A decision document that amends a DMPA or a DMMP for implementation of a beneficial use alternative

# DULUTH DMPA GOALS

U.S. ARMY

- Identify 20-year plan for dredging and sediment placement
- Identify least cost, environmentally acceptable, technically feasible = federal standard
- Identify beneficial use opportunities
- Broad stakeholder engagement
- Move to DMMP if necessary
- In the future: continue to lead the Great Lakes in beneficial use by utilizing BUDDI documents for one-time or new BU opportunities as identified





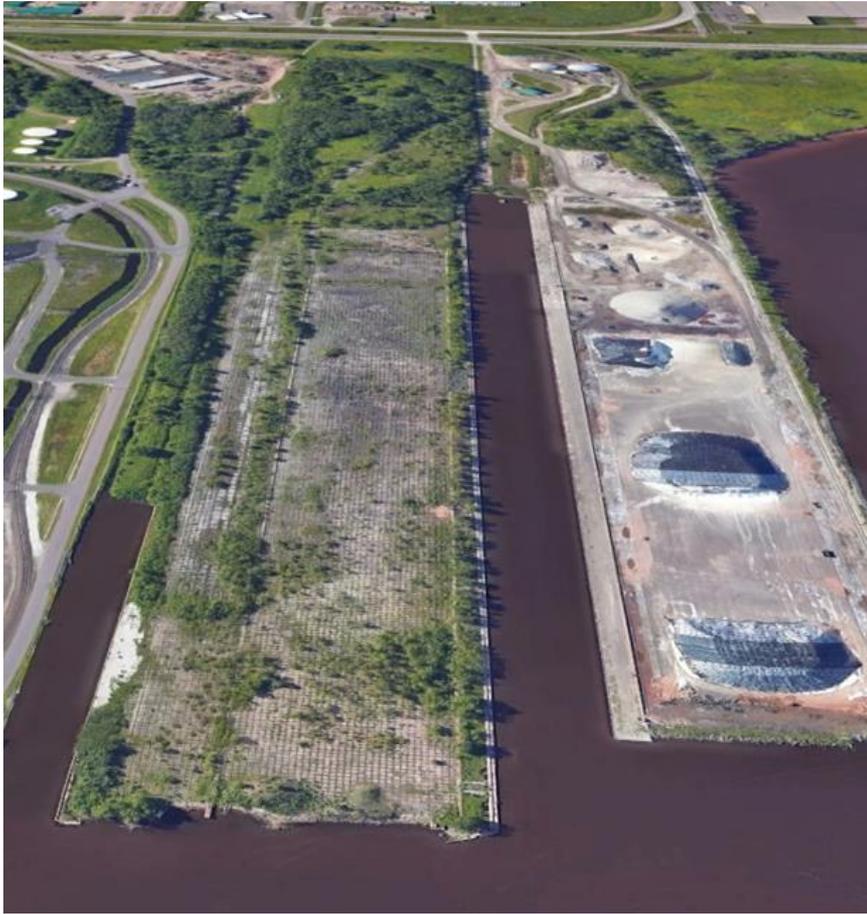
# C. Reiss Dock Rehabilitation

Superior Wisconsin

HTAC

December 4, 2024





September 2023



September 2024



## Quantities:

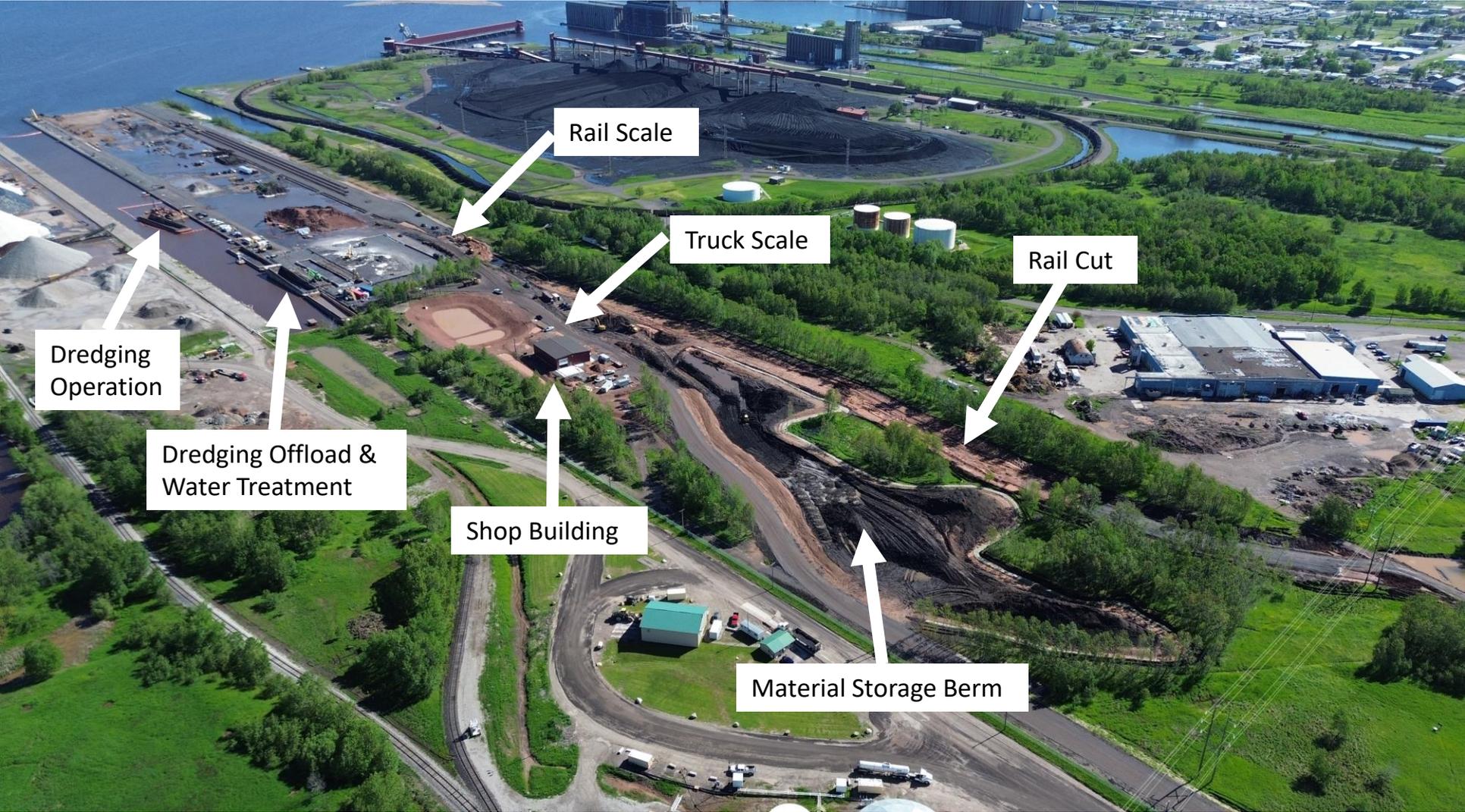
- 110, 000 CY of material excavated
- 100,000 CY of material was imported
- 1,400 CY of concrete
- 207,573 # of rebar
- 2,620 linear feet of sheet pile driven
- 4,290 linear feet of H pile driven
- 14,150 linear feet of helical pile driven



Superior Dock Overview – June 6<sup>th</sup>



Superior Dock Overview – July 10<sup>th</sup>



Dredging  
Operation

Dredging Offload &  
Water Treatment

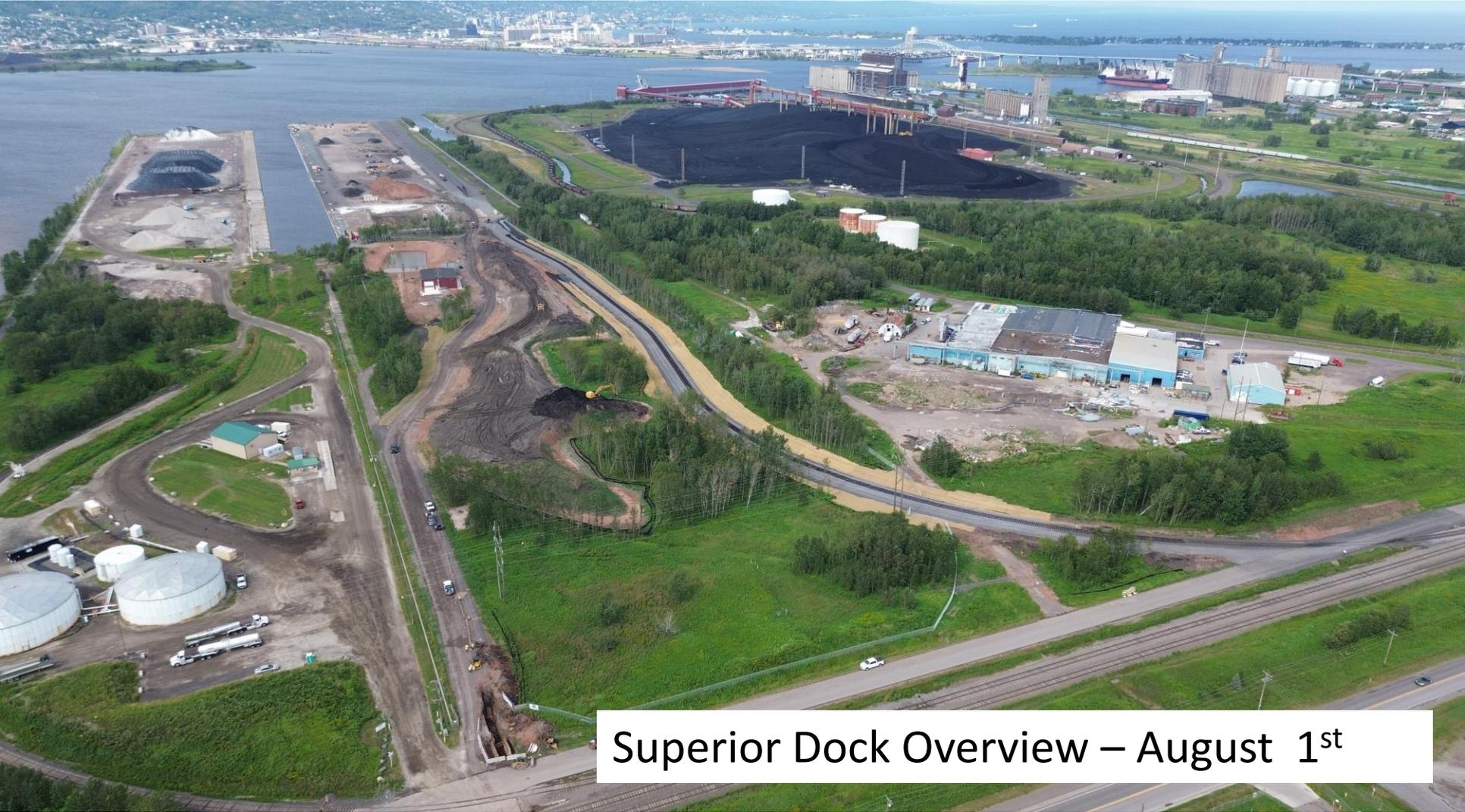
Rail Scale

Truck Scale

Shop Building

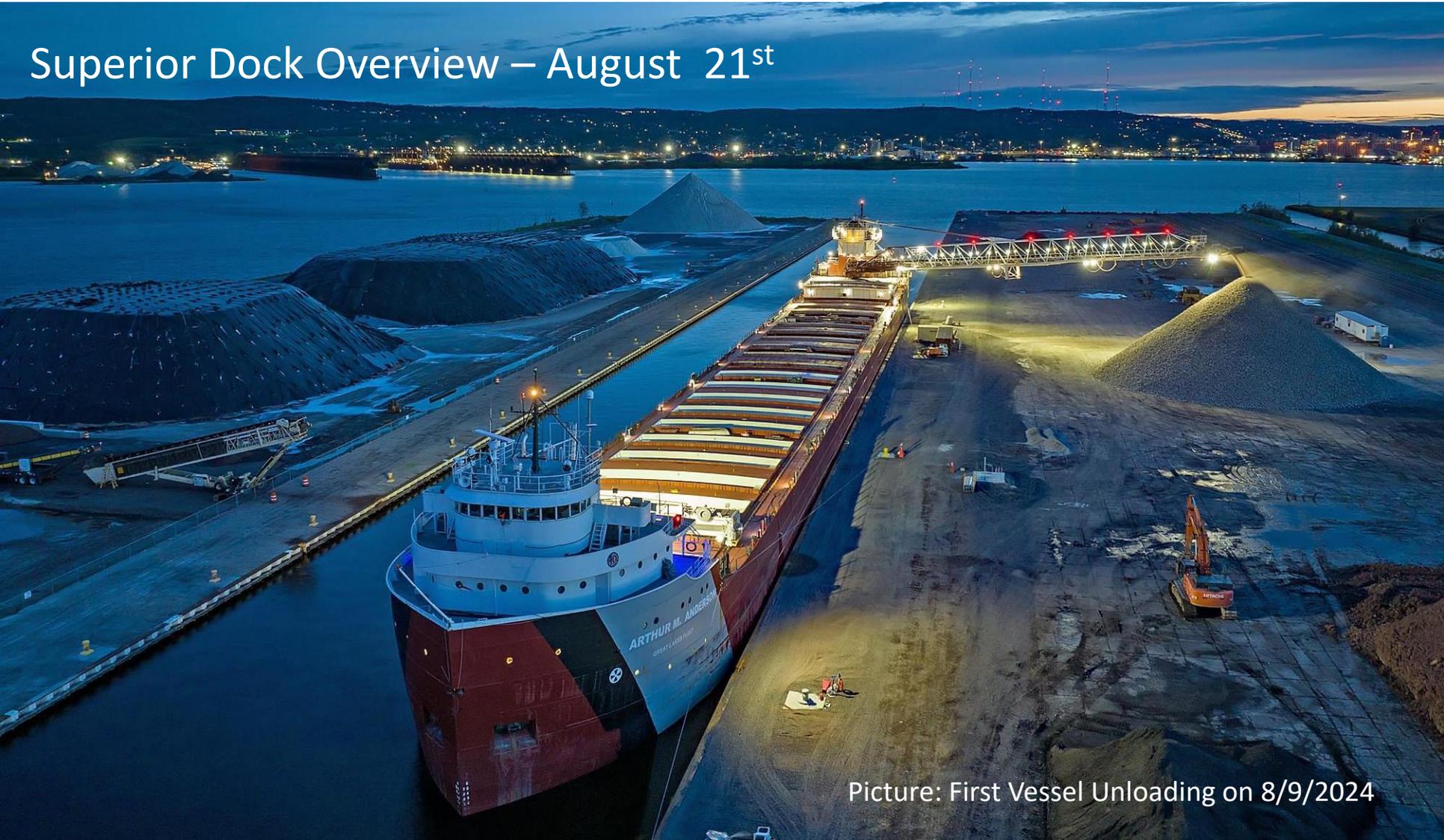
Material Storage Berm

Rail Cut



Superior Dock Overview – August 1<sup>st</sup>

# Superior Dock Overview – August 21<sup>st</sup>



Picture: First Vessel Unloading on 8/9/2024

# Superior Dock Overview – September 18<sup>th</sup>



# Questions???

Contact:

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Duluth-Superior Metropolitan Interstate Council

218-529-7573

[mwenholz@ardc.org](mailto:mwenholz@ardc.org)





# MIC's Harbor Work Plan

- HTAC remains very important to the MIC
- 2024 Budget for Harbor Planning = \$55,600
- 2024 budget includes 775 staff hours
- Harbor Work Plan continues to include 3 components
  - Coordination, information exchange, & group facilitation (HTAC meetings)
  - HTAC Subcommittee facilitation & coordination
  - Program development & other activities (diverse list of activities)

# Ongoing HTAC Tasks

- Updating the voting member list
  - Retirements and a remaining opening
- Need to fill the Vice Chair position
- Remain a conduit of harbor-related happenings and information to a diverse group of stakeholders
- Re-establishing proper functioning of Subcommittees