

Harbor Technical Advisory Committee Updates



MIC Policy Board

December 10, 2025

Mike Wenzholz

HTAC Quarterly Meeting

- Continue to be held as “Hybrid” meetings (in-person with a virtual option)
- Good attendance - 54 participants
- Good variety of topics presented
- Quality presentations
- Roundtable

HTAC Subcommittee Updates

- Dredging
- Navigation & Safety
- Duluth Ship Canal Concerns Work Group



Blatnik Bridge Update for HTAC

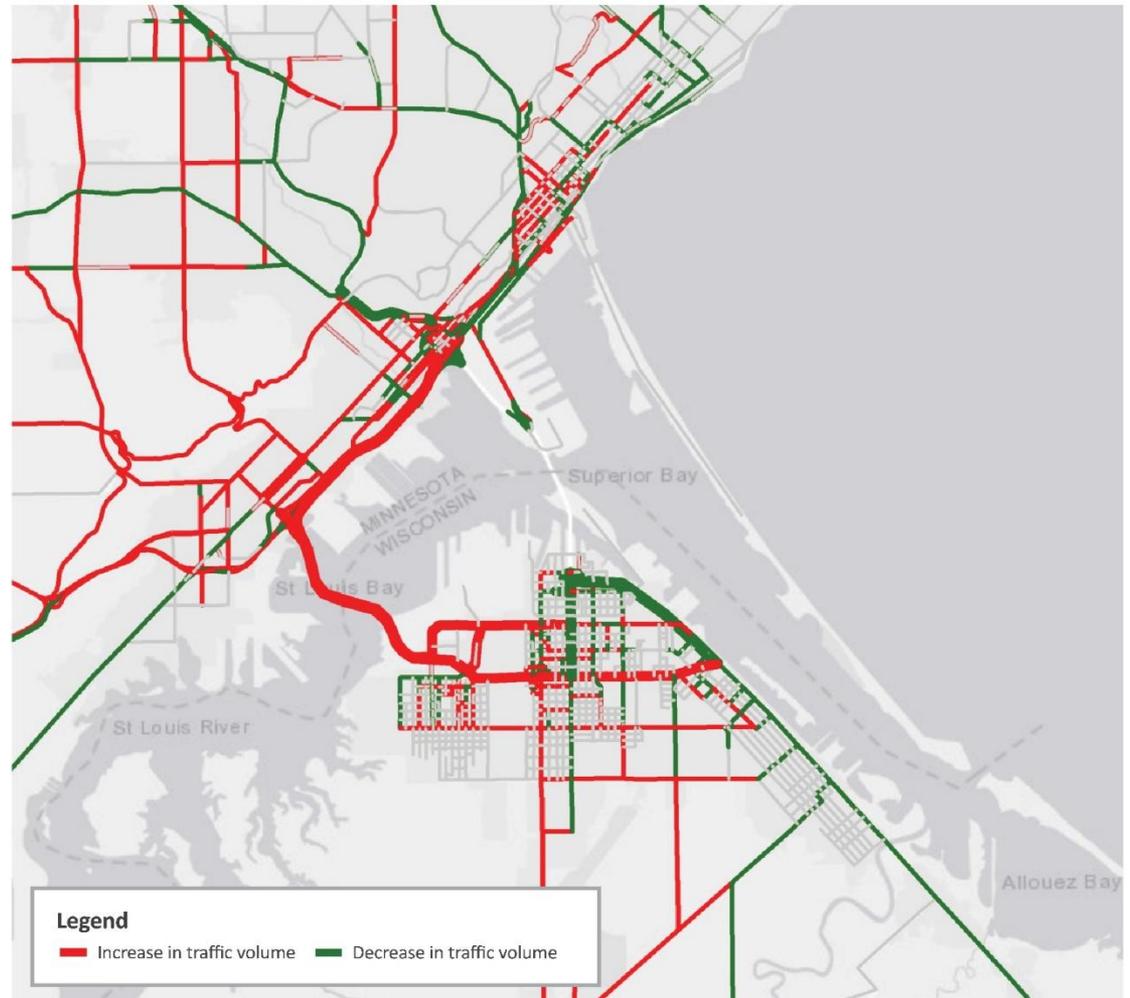
December 3, 2025

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



Diversion

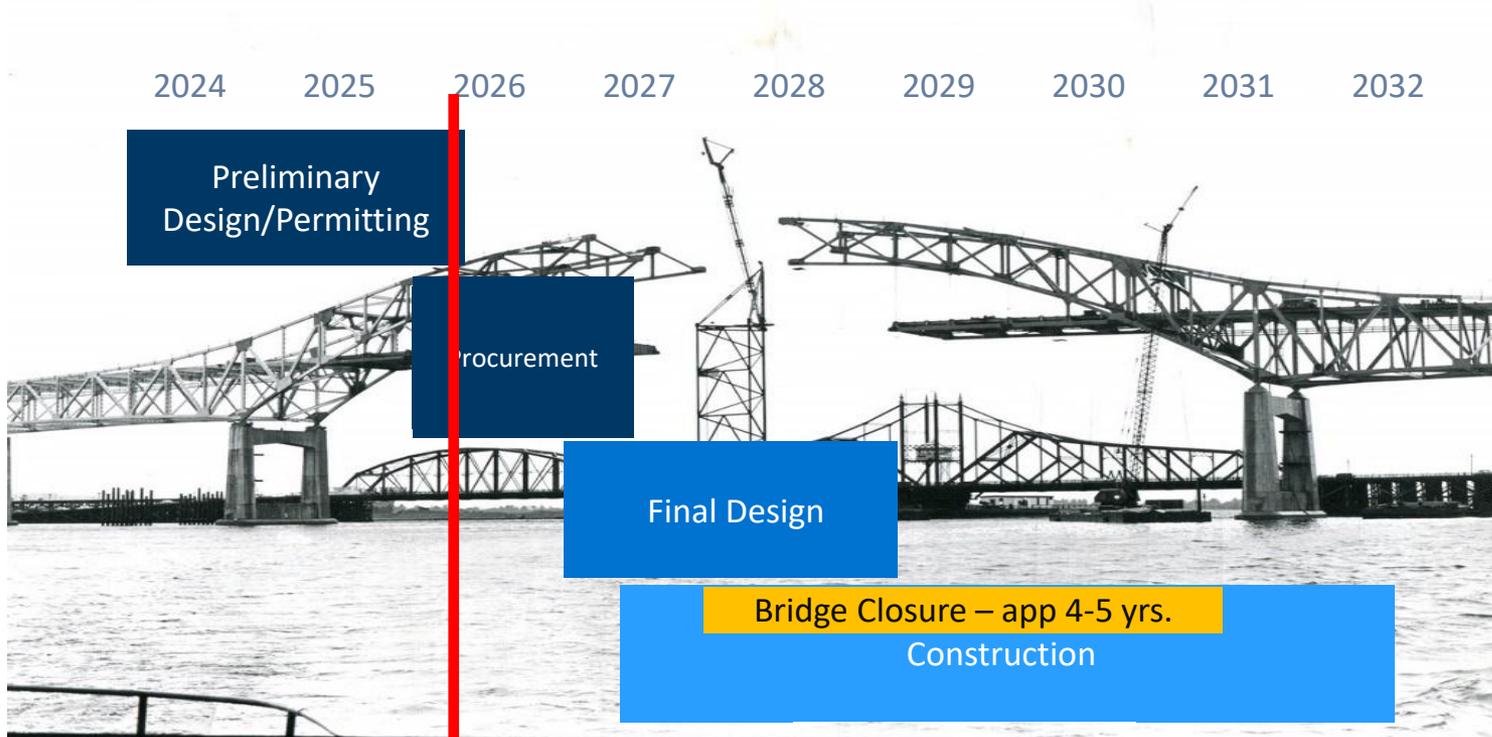
- 2019 MIC Diversion Study confirmed routes of interest during full closure.
- Studied routes in WI: Belknap, Winter, North 21st and North 28th streets.
- Studied routes in MN: Haines Rd., Highland St., Grand Ave. and I-535.



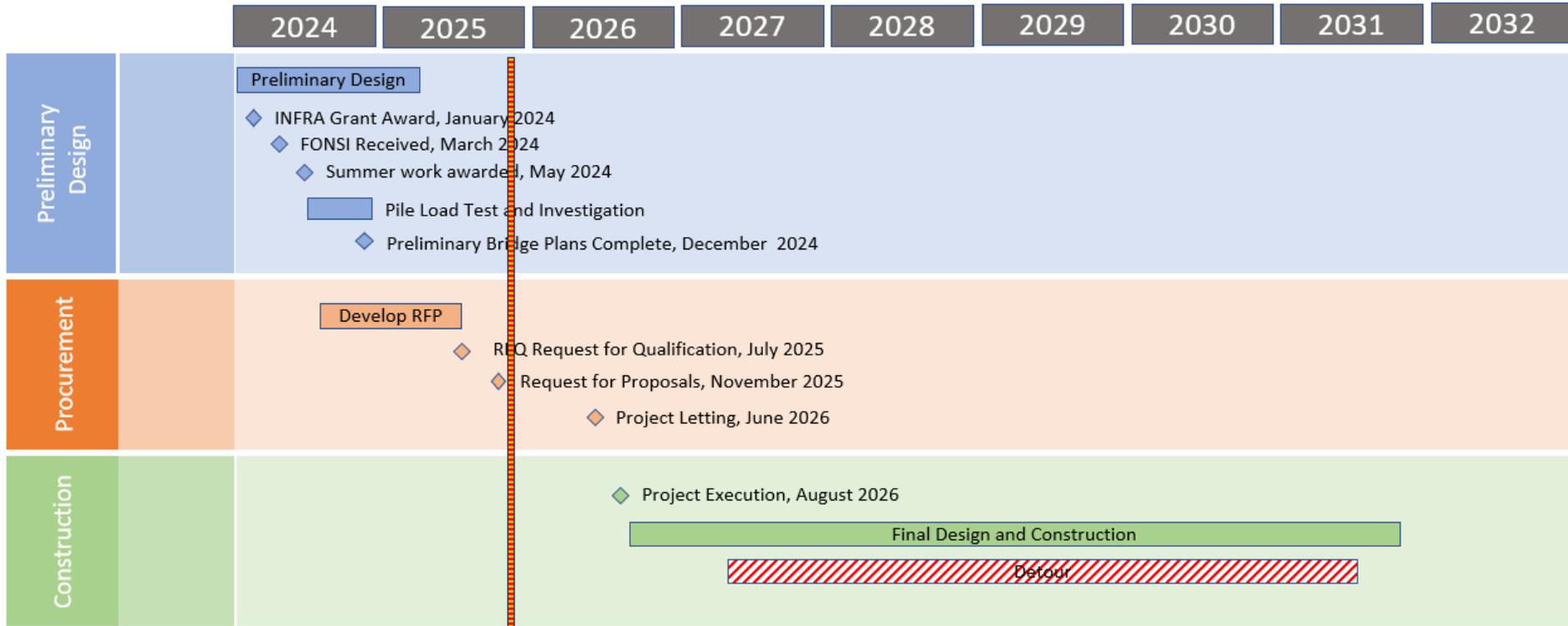
Traffic Management Plan (TMP) Overview



Project Schedule (overview)



Project Schedule



Stay Connected

- Sign up for email updates on the project website
- Summary of public comments will be posted on the project website
- Look for upcoming events

I-535 Blatnik Bridge

Duluth, Minn. and Superior, Wis.

[Project Home](#) [Accessibility](#) [Meetings](#) [History](#) [Contacts](#)

About this project

MnDOT is working toward a future project to address concerns about the John A. Blatnik Bridge, one of two bridges that connects Duluth, Minn., to Superior, Wis. Carrying I-535 over the St. Louis Bay, the Blatnik is an important freight and commercial connection between the Twin Ports.

Jointly owned and managed by MnDOT and WisDOT, it is Minnesota's second longest bridge and serves an average of 33,021 cars traveling between the two cities each day. MnDOT will lead the project, which will address aging infrastructure, improve safety and better accommodate oversize/overweight loads.

For more information on the bridge, [click here](#).

Project purpose

- Significant deterioration in truss elements



Schedule

- 2020 to 2024: Preferred Alternative Selection and Environmental Documentation
- 2024 to 2026: Preliminary Design
- 2026 to 2028: Final Design
- 2028 to 2031: Construction

Location

- I-535 over the St. Louis Bay between Duluth, Minn., and Superior, Wis.

Benefits

- Improve safety
- Better accommodate oversize/overweight loads

Cost

- Unknown at this time

Connect with us

 Sign up for project email updates

 Follow us on Facebook



Sadie Ann

A New Education and Research Vessel for UW-Superior

Presentation by Alan Brew

***Sadie Ann* Program Manager**

December 3, 2025



Planning for a New Vessel

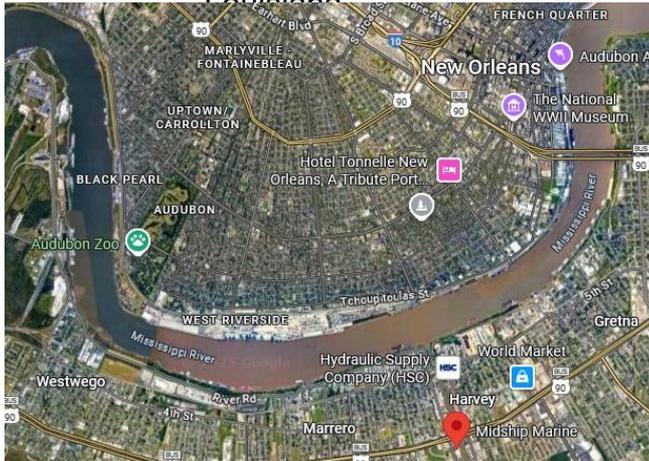
- 2015 regional needs assessment
- 2019 anonymous gift to UW-S Alumni and Friends Foundation to start a new vessel program
- LSRI selected to lead and manage new vessel program



Sadie Ann's Builder

MIDSHIP MARINE

Harvey,
Louisiana







Sadie Ann—Specs

- Length: 65 feet
- Beam: 24 feet
- Draft: 4.5 feet
- Maximum Speed: 18 knots
- Range: 600 miles at 12 knots
- USCG approved for 49 passengers



Propulsion System

- Parallel hybrid driveline
- Multiple drive modes
- Batteries (70kWh)



.75 to 1.3 kWh



70 kWh



70 to 100 kWh

***Sadie Ann's* (Anticipated) Journey Home**

- Shipped via hopper barge from New Orleans to Chicago
- Transit under her own power from Chicago to Superior



UW-Superior Classes & Students

- Class fieldtrips
- Applied learning & field experiences
- Capstone & research projects
- Employment



K-12 School Programs

- Focus on western Lake Superior communities
- Sequenced programs at three grade levels
- Cruises & curriculum support for teachers
- Field trips in May-early June & September-October



Public Programs

- Expanding access to experiences *on* Lake Superior
- Inspiring interest & investment in the Lake
- Deepening understanding & appreciation
- Focus on science, culture, economics, & the arts
- Partnerships with community events



Research

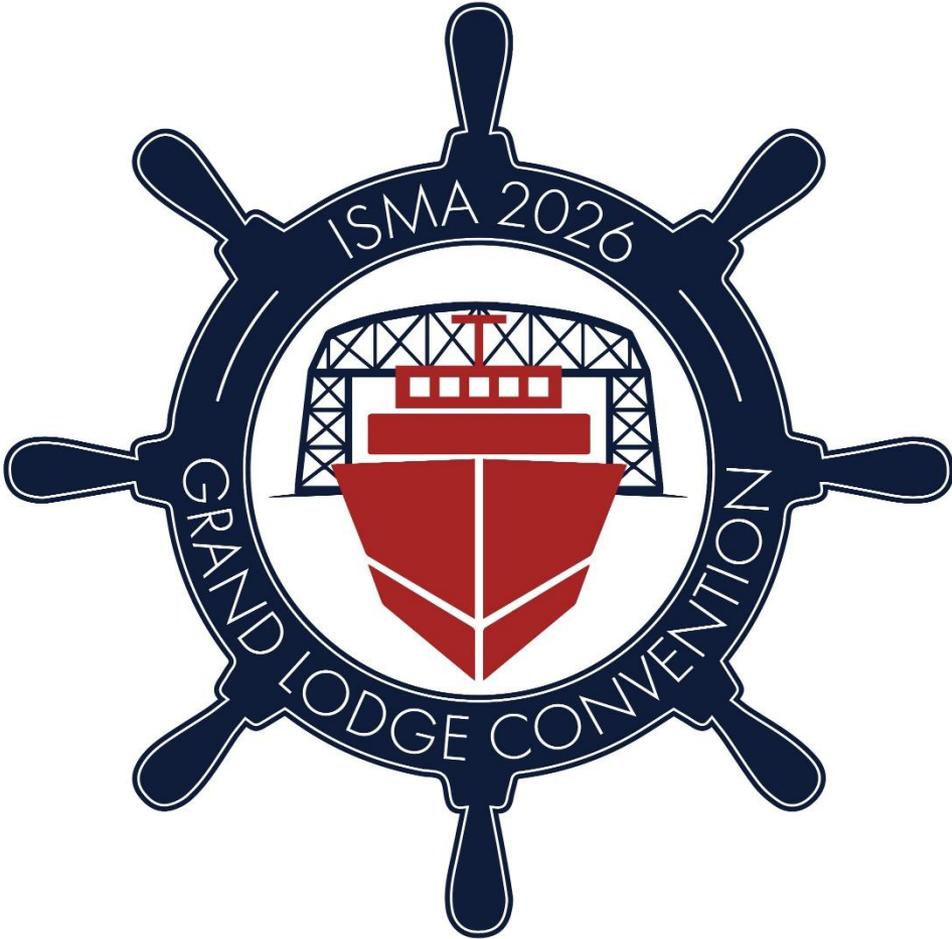
- Nimble research vessel
- Estuary, nearshore & open-water
- Quiet, electric motor control on station
- Available for hourly & daily rentals (no overnight accommodations)



Charters & Custom Programs

- Certified passenger vessel for up to 49 passengers
- Climate controlled cabins
- Events, trainings, team building, promotional activities
- Custom programs facilitated by LSRI





ISMA: Who?

- International Ship Masters' Association (ISMA)
 - Founded in 1886
 - Joint U.S. & Canadian
 - Non-profit organization
 - Member “lodges” around the Great Lakes
 - Navigation, Legislation, & Engineering Committee (NELC)
 - ISMA works to promote safe navigation on our waterways
 - ISMA helps educate policy makers and elected officials
 - ISMA promotes harmony amongst Great Lakes officers/mariners
 - ISMA provides scholarships to future maritime officers; mentorships



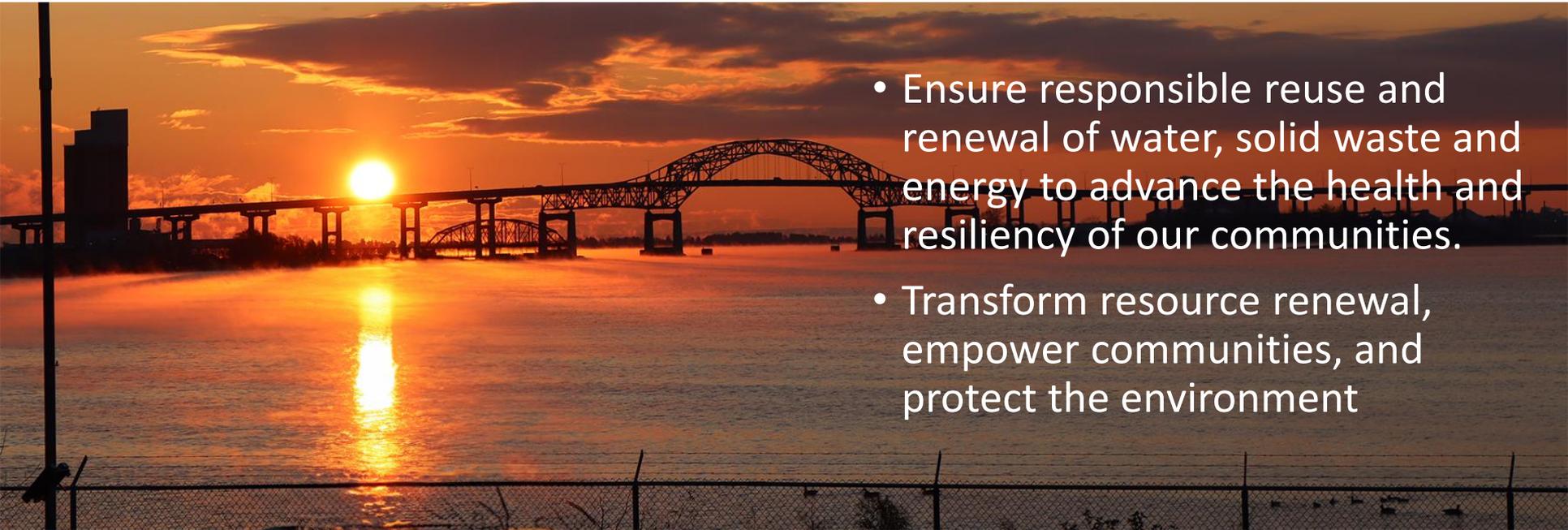
Convention: *When? Where?*

- January 28th through February 1st, 2026
- Holiday Inn Downtown Duluth
- “Grand Ball” at DECC (Harborside Ballroom) Friday 1/30
- **Only sixth time ISMA Convention will have come to Twin Ports**





Our Mission and Vision



- Ensure responsible reuse and renewal of water, solid waste and energy to advance the health and resiliency of our communities.
- Transform resource renewal, empower communities, and protect the environment

What we do

- 9 member board
 - 4 Duluth, 3 Cloquet, 1 Carlton County, 1 St. Louis County
- Waste Water Treatment
- Green Energy
- Pollution Prevention
- Solid Waste
- Leader in Environmental Preservation



Water Resource Recovery

- 13 billion gallons of clean water
- 13,000,000 kWh clean energy
- 530 square miles
- 75 miles of pipes
- 16 communities
- 4 major industries
- **EVERY** business and residence



Solid Waste Facilities

Transfer Station



Materials Recovery Center



Yard Waste Compost



Household Hazardous



Then v. Now

1978

- Obvious Mission
- Remediation
- Pollution Prevention
- Federal Funding



Where we started



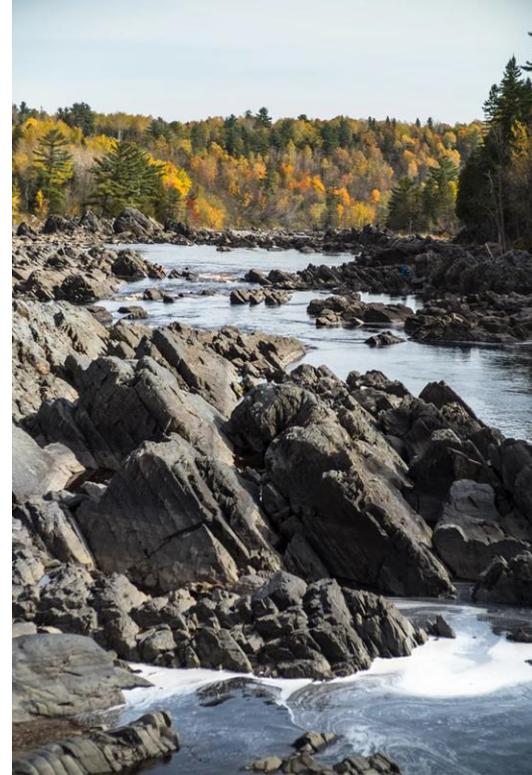
Where we started



Then v. Now

2025

- Mission/History Unknown
- Success is expected/assumed
- Water Resource Recovery Facility
- Wastewater is a Renewable Energy Resource
- Innovation
- Energy Independence
- Environmental Justice
- Customer/Grant/Loan Funded



Results

“A rebrand could do wonders....

They’re doing nothing short of heroic work in this area, but they’re viewed as ‘the dump’.”

What's in a name?



Private and Confidential

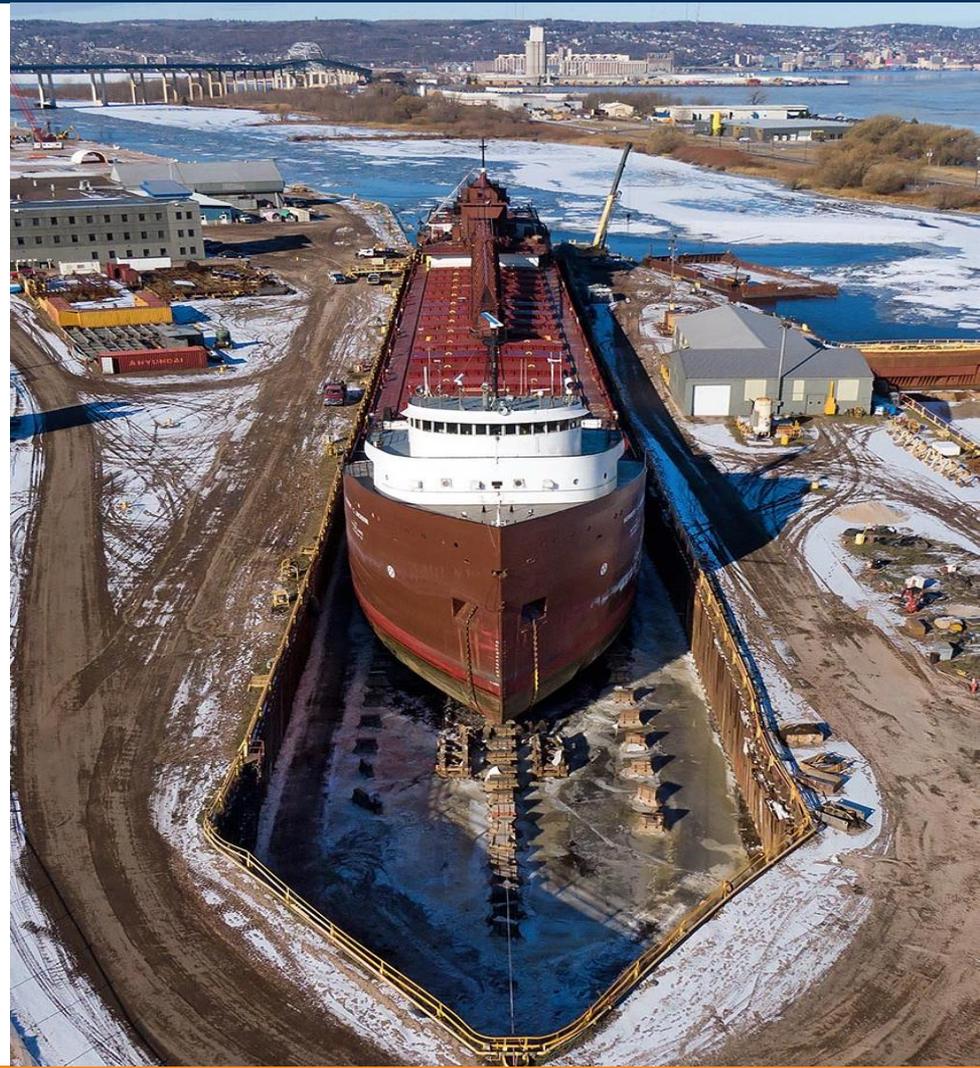
Welcome To Fraser!



FRASER TERMINAL

A tradition of Maritime Excellence

December, 2025



Fraser Shipyards



Recent and recurring customers include:

- The U.S. Armed Forces (Army, Navy, Airforce, Marines, and Coast Guard)
- The U.S. Army Corp of Engineers
- The U.S. Park Service
- Great Lakes Dry Bulk Fleet
- Beausoleil First Nation Ferry



Lake Assault Boats

Recent and recurring customers include:

- The U.S. Armed Forces
- Police and Fire Departments
- Departments Of Natural Resources
- Departments Of Transportation
- National Oceanic and Atmospheric Administration (NOAA)
- National Park Service
- City of San Antonio
- Autonomous Vessels
- 4 Bears Casino Boat
- Leisure Craft



NECO – Northern Engineering Company

Recent and recurring customers include:

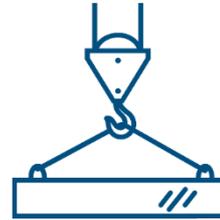
- The U.S. Armed Forces
- The U.S. Army Corp Of Engineers
- The U.S. Park Service
- Great Lakes Dry Bulk Fleet
- BNSF Rail
- Cenovus Refinery
- CHS Grains
- Graymont Mining



Fraser Terminal

Customers include:

- Wisconsin DOT
- Minnesota DOT
- Federal Highways Project
- Bulk Products
- Construction Services
- Timber Products
- Agricultural
- Fuels and Asphalt
- Container Repair
- Rail Car Repair
- Linings and Coatings



FRASER TERMINAL



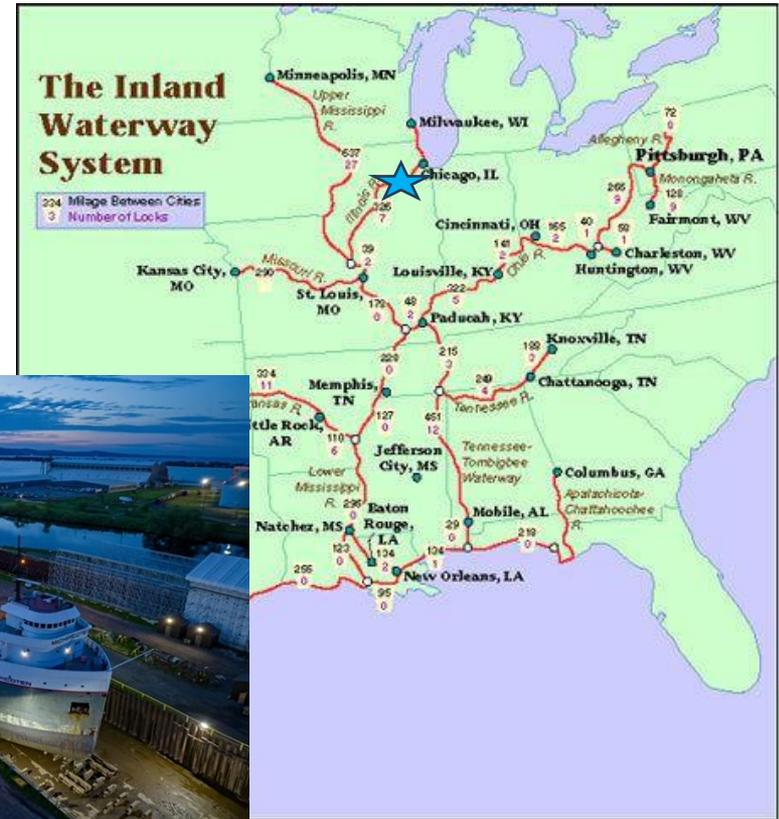
Great Lakes Growth – Revitalize Access To Inland Waterways

Air Height Restrictions Limit Commerce

Illinois waterway 18-to-25-foot clearance on six overpasses (blue star), mostly rail, restricts access to:

- Mississippi River
- Missouri River
- Ohio/Monongahela/Allegheny Rivers
- Arkansas River
- Gulf Coast Inland Waterway
- 38 States
- Nearly 50% of US commerce

The Michipicoten at right originally entered the Great Lakes via the Inland Waterway – a journey currently not possible.
Why is this restriction acceptable?



Great Lakes Growth – Participate In The Energy Transition

High sustained winds and unique geography make the Great Lakes a natural center for wind generated power in the coming decades

- Limited migratory bird and shipping activity in the center of the Great Lakes
- Well beyond the vanishing point from shoreline communities
- Regional dependence on fossil fuels for energy today

The AGLPA should actively participate in this long-term debate with position papers and lobbying efforts to bring wind investment to the Great Lakes

