Sent via email only

August 5, 2025

Aaron Gustafson
Wisconsin Department of Transportation (WisDOT)
1701 North 4th Street
Superior, Wisconsin 54880

Re: Blatnik Bridge Project and Wisconsin Coastal Management Program
State Project Number: 6981-26
Environmental Assessment
I-535 Blatnik Bridge over St. Louis Bay and River
Duluth, St. Louis County, Minnesota to Superior, Douglas County, Wisconsin

Dear Mr. Gustafson:

The Wisconsin Coastal Management Program (WCMP) received your letter, dated March 25, 2025, and supporting documentation, regarding federal consistency review of the proposed Blatnik Bridge Project. As described in the letter, the Minnesota Department of Transportation (MnDOT) and the Wisconsin Department of Transportation (WisDOT) are proposing the replacement of the I-535 crossing of the St. Louis River, from Duluth, MN to Superior, WI. The project also proposes reconstruction of an interchange in the city of Superior that routes I-535 directly to US 53, with local connections to Hammond Avenue and WIS 35. The project website has more information: https://www.dot.state.mn.us/d1/projects/blatnik-bridge/. The project will require federal permitting, including permits from the U.S. Army Corps of Engineers (Corps) and review by the United States Coast Guard (USCG). The Corps and USCG provided Joint Public Notice for their permitting on February 14, 2025.

Under Section 307 of the Coastal Zone Management Act (16 U.S. Code § 1456 and 15 CFR Part 930), federal consistency requires that federal actions with reasonably foreseeable effects on coastal uses or resources should be consistent with the state Coastal Management Program's enforceable policies. The proposed activity is within Wisconsin's Coastal Zone. The Corps permitting is authorized under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act, which WCMP has listed as activities subject to review. Permitting for construction of bridges over navigable waters, 33 U.S.C. 401, is also a listed activity.

The letter included an evaluation of the proposed federal action for consistency with the state's enforceable policies. WisDOT found that the proposed federal action would be undertaken in a manner which is consistent with the enforceable policies of the State of Wisconsin. WCMP's enforceable polices are included in Attachment C: Specific State Coastal Policies of *Wisconsin Coastal Management Program: A Strategic Vision for the Great Lakes*, available on the WCMP website, http://coastal.wisconsin.gov.

WCMP published notice of the federal action in the *Superior Telegram*, the *Wisconsin State Journal*, and on its website. WCMP hosted a public hearing on May 22. The public comment period ended on May 23, 2025. WCMP received twelve comments, including eight comments through the webform, three comments through email, and one comment at the public hearing. The written comments received are included with this letter. WCMP will share a recording of the public hearing with you, upon request.

Although it is the lead for federal consistency review in the state, WCMP relies on other state agencies for evaluating projects undergoing federal consistency review. The enforceable policies that are relevant to the proposed USACE actions are based on regulations that the Wisconsin Department of Natural Resources (WDNR) enforces and will be addressed through WDNR review. WCMP staff met with WDNR staff to discuss the project and comments received. The project is being coordinated through WDNR and WisDOT's cooperative agreement process, the interdepartmental liaison procedures, under Wisconsin Statutes § 30.2022. The process will result in a final concurrence letter. WDNR has not completed its process or review.

In accordance with Section 307 of the Coastal Zone Management Act and 15 CFR 930, Subpart D, and 15 CFR § 930.4, WCMP is issuing a conditional concurrence. WCMP concurs with the consistency certification, if the following condition is met:

Condition: Final Concurrence from Wisconsin Department of Natural Resources

The proposed activities may affect water quality of Lake Superior. WDNR's Final Concurrence will include Water Quality Certification and will ensure that the federal actions are consistent with Wisconsin's enforceable policies. The condition will be met when WDNR provides a Final Concurrence letter.

Enforceable policies:

1.15.1) No person may conduct an activity for which the Wisconsin department of natural resources denies a required water quality certification. No person may violate a condition imposed by the department in a water quality certification. (See Wis. Stats. § 281.17(10))

1.3) Discharge of effluents, including industrial, municipal and agricultural wastes, into any waters of the state shall not be allowed if they exceed federal and state water quality standards. (See Wis. Stats. §§ 283.11-.31, and Wis. Admin. Code ch. NR 221 to 297). (See also managed use #8).

1.4) Disposal in the waters of the state of the following defined pollutants shall be restricted: dredged spoil, solid waste, incinerator residue, sewage, garbage, refuse, oil, sewage sludge, munitions, chemical wastes, biological materials, radioactive substance, heat, wrecked or discarded equipment, rock, sand, cellar dirt, and industrial, municipal and agricultural waste discharged into water. (See Wis. Stats. §§ 283.01(13), 283.31(1) and 29.601). (See also managed uses #8 and #9).

2.22) No person may discharge dredged or fill material into a nonfederal wetland unless the discharge is authorized by a water quality certification issued by the Wisconsin department of natural resources. No person may violate any condition imposed by the department in a water quality certification. The department may not issue a water quality certification for a nonfederal wetland unless it determines that the discharge will comply with all applicable water quality standards. (See Wis. Stats. § 281.36(2)(a))

4.11) Unless an individual or a general permit has been issued or authorization has been granted by the legislature, no person may deposit any material or place any structure upon the bed of any navigable water where no bulkhead line has been established or beyond a lawfully established

bulkhead line. Exemptions from permit requirements for the placement of a structure or the deposit of material only apply where the structure or material is located in an area other than an area of special natural resource interest and does not interfere with the riparian rights of any other riparian owners. (See Wis. Stats. §§ 30.12 and 30.11. See also SCA #2, and managed use #1, 2, 6, and 7)

Please notify WCMP immediately if the condition cannot be met. If the condition is not met, as outlined in 15 CFR § 930.4, the conditional concurrence will be treated as an objection. WisDOT, the Corps, and USCG would, through 15 CFR § 930.63(c), have the opportunity to appeal the objection to the Secretary of Commerce, within 30 days of the objection or 30 days after receiving notice from the federal agencies that the application will not be approved.

This conditional concurrence does not exempt the project from any other necessary permits that may be required under other federal, state, or local regulations. If you have any questions, please contact me at 608-267-7982 or michael.friis@wisconsin.gov.

Sincerely,

Michael Friis, Director
Resource Policy Bureau
Wisconsin Coastal Management Program

cc: Matthew Meyer, MnDOT
Beth Cunningham, WisDOT
John Krysiak, MnDOT
Lisa Elliot, MnDOT
Aaron Stolte, Kimley-Horn

Jeremy Kinney, U.S. Army Corps of Engineers
Michael Walker, U.S. Coast Guard
Kate Angel, Wisconsin Coastal Management Program
Dawn Vick, Division of Intergovernmental Relations
Amy Cronk, Wisconsin Department of Natural Resources

Enc:

Kathleen Angel
Program Manager
Wisconsin Coastal Management Program
101 East Wilson Street, 2nd Floor
P.O. Box 8944
Madison, WI, 53708

Re: Blatnik Bridge Project and Wisconsin Coastal Management Program
State Project Number: 6981-26
Environmental Assessment
I-535 Blatnik Bridge over St. Louis Bay and River
Duluth, St. Louis County, Minnesota to Superior, Douglas County, Wisconsin
March 25, 2025

This letter seeks a preliminary consistency determination from the Wisconsin Coastal Management Program (WCMP) as part of needed permit approvals as detailed below. The Minnesota Department of Transportation (MnDOT) and the Wisconsin Department of Transportation (WisDOT) are proposing the replacement of the I-535 crossing of the St. Louis River, from Duluth, MN to Superior, WI. The project also proposes reconstruction of an interchange in the city of Superior that routes I-535 directly to US 53, with local connections to Hammond Avenue and WIS 35. Additional information on the project can be found on the project website: https://www.dot.state.mn.us/d1/projects/blatnik-bridge/.

We are seeking the following permits relevant to federal consistency determinations:

- U.S. Army Corps of Engineers (USACE): Section 10 and Section 404 Permits as well as Section 408 Approval
    - We are working with Jeremy Kinney (jeremy.m.kinney@usace.army.mil) of the USACE to coordinate the Section 10 and Section 404 Permits. We are coordinating with Cathy Sheppard (catherine.sheppard@usace.army.mil) of the USACE on the Section 408 Approval.
    - The USACE permit notice is available at: https://www.mvp.usace.army.mil/Missions/Regulatory/Public-Notices/Article/4068119/2012-00794-jmk-blatnik-bridge/.
- Minnesota Department of Natural Resources (MnDNR): Public Waters Permit
    - We are coordinating with Patty Fowler (patricia.fowler@state.mn.us) of the MnDNR on the Public Waters Permit.
- Wisconsin Department of Natural Resources (WDNR): Wisconsin Pollutant Discharge Elimination System (WPDES) Permit
    - We are coordinating with Amy Cronk (amy.cronk@wisconsin.gov) of the WDNR on the WPDES Permit as part of the Trans401 Final Concurrence process.
- Minnesota Pollution Control Agency (MPCA): Section 401 Permit
    - We are coordinating with Kirsten Barta (kirsten.barta@state.mn.us) of the MPCA on the Section 401 Permit.
- U.S. Coast Guard: Bridge Permit

- We are coordinating with Michael Walker (michael.o.walker2@uscg.mil) of the U.S. Coast Guard on the Bridge Permit.

Applicable *Specific State Coastal Policies* from the WCMP were evaluated for this project. The proposed activity complies with the policies of Wisconsin's approved Coastal Management Program and will be conducted in a manner consistent with such policies. While not an exhaustive list, the following measures demonstrate this compliance and reference **the most applicable policy numbers**:

- **1.26:** A Stormwater Pollution Prevention Plan (SWPPP) was created to comply with the MPCA. The SWPPP also includes required sections of the WisDOT/WDNR Erosion Control Implementation Plan (ECIP). The SWPPP details requirements for erosion control and storm water best management practices.
- **2.13.c:** Tree clearing is only proposed for the new bridge footprint and at the current location of the I-535/US 53/WIS 35 interchange. This is due to tree interference with proposed project features and/or site access at these locations.
- **2.13.d:** There will be no filling, grading, lagooning, dredging, ditching, or excavating until the applicable state and federal permits are received.
- **2.22:** MnDOT and WisDOT have been coordinating with the WDNR on obtaining water quality certification prior to the onset of construction work.
- **4.11:** The USACE is currently reviewing a permit application for this project (USACE regulatory file number: MVP-2012-00794).
- **4:20:** The new bridge will be constructed in compliance with Wisconsin State Statutes.
- **7.1:** MnDOT will provide notices for meetings and events through a variety of communication channels, such as community organizations, businesses, radio, social media, and other online and in-person methods. All public open houses have been and will continue to be hosted at the Superior Public Library, which is a central location accessible by transit. MnDOT has also been sharing information on the project at a variety of community events to offer additional opportunities for public engagement. For virtual meetings, hard copies of materials will be available upon request.

Please provide a letter documenting consistency with the Coastal Program that we can provide to the USACE as part of their application review. If any additional information is needed for your review in the final determination and issuance of the consistency determination letter, please request. The consistency letter will be provided to the USACE and WDNR as part of their agency review of the proposed project.

Please contact me with any further questions.

Sincerely,

Aaron Gustafson
Wisconsin Department of Transportation (WisDOT)
1701 North 4th Street
Superior, Wisconsin 54880

CC: Matthew Meyer, MnDOT
Beth Cunningham, WisDOT
John Krysiak, MnDOT
Lisa Elliot, MnDOT
Aaron Stolte, Kimley-Horn

US Army Corps of Engineers
St Paul District

U.S. Department of Homeland Security
United States Coast Guard
Commander
Ninth Coast Guard District

Public Notice

ISSUED: February 14, 2025
EXPIRES: March 17, 2025

APPLICANT: Minnesota Department of Transportation and Wisconsin Department of Transportation

REFER TO: Corps: MVP-2012-00794
USCG: 09-01-25

SECTION: 404 – Clean Water Act
SECTION: 408 – Rivers and Harbors Act
SECTION: 9 – Rivers and Harbors Act
SECTION 10 – Rivers and Harbors Act
General Bridge Act of 1946

1. JOINT PUBLIC NOTICE: This joint Public Notice is issued on behalf of the U.S. Army Corps of Engineers (Corps) St. Paul and Detroit Districts, and the U.S. Coast Guard (USCG) Ninth District Commander. The following outlines each agency's review process based on their respective authorities:

Corps: The St. Paul District is evaluating an application submitted by the Minnesota and Wisconsin Departments of Transportation requesting a Department of the Army permit under Section 404 of the Clean Water Act (33 USC 1344) to discharge fill material into waters of the United States and the Detroit District is evaluating a Section 408 request (33 USC 408) under Section 14 of the Rivers and Harbors Act of 1899 to alter the Duluth-Superior Harbor Project in association with the replacement of the John A. Blatnik Bridge on Interstate 535 (I-535) between Duluth, MN and Superior, WI.

USCG: The USCG reviews bridge location and plans under the authority of several acts pertaining to bridges. These Acts include, but are not limited to, Section 9 of the Rivers and Harbors Act of 1899 (33 U.S.C. 401, 502) and the General Bridge Act of 1946 (33 U.S.C. 525-533). The USCG has received application materials, dated November 27, 2024, for approval of the location and plans for replacing the John A. Blatnik / I-535 Bridge.

2. SPECIFIC INFORMATION:

APPLICANTS: Matt Meyer
Minnesota Department of Transportation (MnDOT)
1123 Mesaba Avenue
Duluth, Minnesota 55811

Aaron Gustafson
Wisconsin Department of Transportation (WisDOT)
1701 North 4th Street
Superior, Wisconsin 54880

LEAD FEDERAL AGENCY: The Federal Highway Administration (FHWA) is the lead federal agency for coordinating and conducting environmental reviews under the National Environmental Policy Act (NEPA) and other applicable statutes for this project, including acting on behalf of USCG for all environmental control laws. An Environmental Assessment (EA) and state Environmental Assessment Worksheet (EAW) were issued for the proposed project on September 6, 2023, followed by a Finding of No Significant Impact (FONSI) on March 5, 2024. The Corps and USCG are cooperating agencies in the NEPA process and will remain involved

in any future NEPA evaluations for the project. FHWA's environmental documents are publicly accessible here: https://www.dot.state.mn.us/d1/projects/blatnik-bridge/documents.html Comments submitted in response to this public notice will be forwarded to MnDOT (on behalf of FHWA) and used by the Corps and USCG for any additional environmental review required under NEPA prior to making final decisions on permits or authorizations.

PROJECT LOCATION: The project site is located in Section 3, Township 49N, Range 14W, St. Louis County, Minnesota and Sections 10, 11, 15 and 16, Township 49N, Range 14W, Douglas County, Wisconsin. Approximate center coordinates of the project are Latitude 46.74942 Longitude -92.10096. Approximate center coordinates of the navigation span crossing St. Louis River and Bay are Latitude 46.749143 Longitude -92.100968. Approximate center coordinates of the navigation span crossing Howard's Bay are Latitude 46.74197 Longitude -92.097754.

DESCRIPTION OF PROJECT: MnDOT, in cooperation with WisDOT, is proposing to replace the John A. Blatnik Bridge (Minnesota Bridge #9030, Wisconsin Bridge #B-16-5) on I-535, which connects Duluth, Minnesota and Superior, Wisconsin across the St. Louis River and Bay. The project also includes reconstructing an interchange in Superior that routes I-535 directly to US 53, with local connections to Hammond Avenue and WIS 35.

QUANTITY, TYPE, AND AREA OF FILL: The project would permanently discharge fill material into 3.09 acres of wetlands and 1.37 acres of the St. Louis River and Bay, and temporarily discharge fill material into 7.51 acres of wetlands and 6.43 acres of the St. Louis River and Bay.

Permanent discharges would result from constructing new bridge piers, pier protection, a maintenance road on Connor's Point, and improvements to roadway approaches.

Long-term temporary fill (approximate duration of four years) consisting of rock causeways and pads would facilitate construction access and material staging. Restoration of open water areas would involve removing containment sheet piles and rock fill to restore pre-project bathymetry. In wetland areas, vegetation would be cleared mechanically to create a smooth construction surface without disturbing underlying soils. Geotextile fabric or temporary matting would then be placed to separate the temporary fill from native soils. After completion of the regulated activities, the temporary fill material and fabric/matting would be removed, and the affected areas restored to pre-construction contours and elevations. Soils would be amended or de-compacted as necessary and seeded with MnDOT's native "Wet Ditch Mix." The riparian zone would also be restored with native wetland trees and live stakes.

In addition, the applicant proposes to offset temporal losses of wetland function by purchasing wetland compensatory mitigation credits, please see MITIGATION below.

VEGETATION IN AFFECTED AREA:

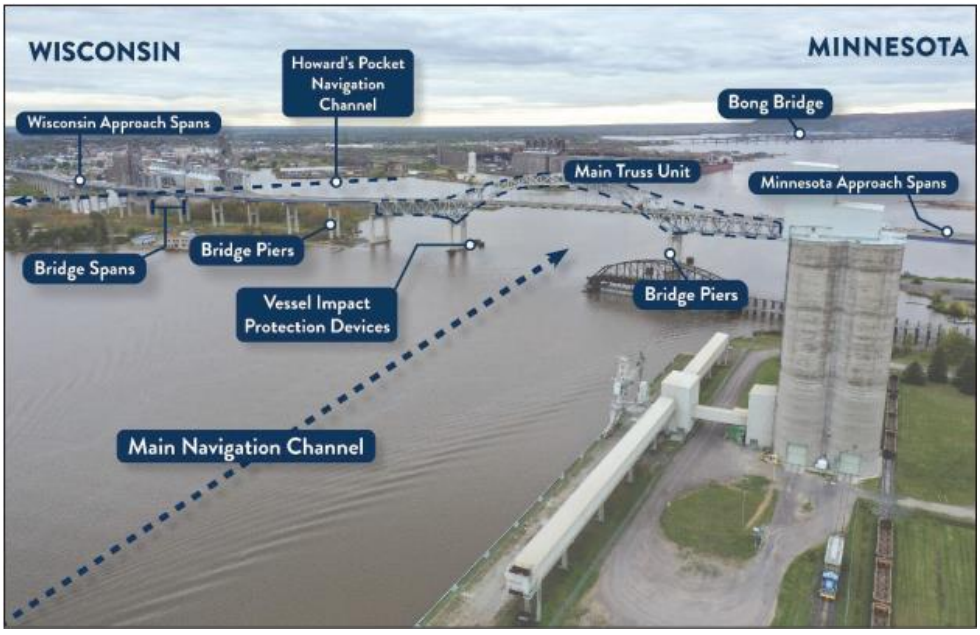
Minnesota		
Wetland Type	Permanent Impact	Temporary Impact
Type 2 (Fresh Wet Meadow)	0.08 Acre	0.06 Acre
Type 6 (Shrub-Carr)	0.40 Acre	1.53 Acres
Type 7 (Hardwood Swamp)	0.56 Acre	0.06 Acre

Wisconsin		
Wetland Type	Permanent Impact	Temporary Impact
Wet Meadow	0.46 Acre	1.33 Acres
Riparian Emergent	1.58 Acres	3.74 Acres
Shallow Marsh	-	0.10 Acre
Shrub Swamp	0.01 Acre	0.07 Acre
Riparian Wooded	-	0.62 Acre

SOURCE OF FILL MATERIAL: All fill material utilized for the project would be generated on site or would be obtained from a licensed commercial source.

SURROUNDING LAND USE: The surrounding land use consists of residential, commercial and industrial associated with the cities of Duluth, MN and Superior, WI.

DESCRIPTION OF STRUCTURE: The Blatnik Bridge is 7,975 feet long (about 1.5 miles) and consists of a main truss unit (three span continuous truss) flanked by steel beam approach span units (referred to as the Minnesota and Wisconsin approach spans), with a total of 52 spans. The main truss span unit is 1,140 feet long with a 600-foot-long center span over the main navigation channel. Each of the spans is supported by piers at either end. The Minnesota approach spans consist of 15 spans totaling approximately 2,000 feet in length, and the Wisconsin approach spans consist of 34 spans totaling approximately 4,800 feet in length.



The Blatnik Bridge connects the I-535/Garfield Avenue Interchange in Duluth with the I-535/US 53/Hammond Avenue/WIS 35 Interchange in Superior. The existing interchange provides access to and from US 53, Hammond Avenue, and WIS 35. Currently traffic free flows between I-535 and Hammond Avenue without signals or interchange ramps to control traffic. There is a signalized intersection at I-535 Entrance Ramp/US 53.

The proposed project would improve bridge condition and increase vehicle safety and mobility of the traveling public, please reference the DESCRIPTION OF PROJECT for more details pertaining to the various structures associated with the proposed project.

DESCRIPTION OF DREDGING OR EXCAVATION: Excavation to remove contaminated material may be required if encountered during construction. MnDOT and WisDOT have taken steps to minimize proposed construction activity in areas with contaminated sediment and intend to avoid disturbing locations with the highest contamination levels where possible. If construction encounters known contaminated areas, materials would be removed and managed in accordance with all federal, state, and local regulations and permits. Contaminated soil management would include off-site disposal at an approved landfill.

THE FOLLOWING POTENTIALLY TOXIC MATERIALS COULD BE USED AT THE PROJECT SITE: Toxic materials would not be used in association with the construction of the proposed project, please see DESCRIPTION OF DREDGING OR EXCAVATION for more information related to potential contaminated sediment removal. Contaminated materials may be encountered during project construction and would be remediated in accordance with applicable federal, state, and local regulations. Please refer to Section 4.13 of the EA/EAW for more information.

THE FOLLOWING PRECAUTIONS TO PROTECT WATER QUALITY HAVE BEEN DESCRIBED BY THE APPLICANT: The applicant would be required to apply for and receive an Individual Section 401 Water Quality Certification (WQC), National Pollutant Discharge Elimination System/State Disposal System (NPDES/SDS) Permit from the Minnesota Pollution Control Agency (MPCA) and Wisconsin Department of Natural Resources (WDNR) as well as create a Stormwater Pollution Prevention Plan (SWPPP) that would be used to comply with MPCA and WDNR erosion control and storm water best management practices (BMPs). Appropriate BMPs would be utilized during construction and periodically inspected after qualifying rainfall events by the relevant agency.

MITIGATION: The applicant proposes to fulfill federal and state compensatory wetland mitigation requirements by utilizing wetland mitigation bank credits.

Summary of Proposed Mitigation		
State	Impact Type	Replacement Ratio
Minnesota	Permanent (All Wetland Types)	1:1
Minnesota	Temporary (All Wetland Types)	0.5:1
Wisconsin	Permanent (Shrub Swamp)	1:1
Wisconsin	Permanent (Riparian Emergent)	1:2
Wisconsin	Permanent (Riparian Wooded)	1:3
Wisconsin	Permanent (Wet Meadow – Disturbed)	1:1
Wisconsin	Temporary (All Wetland Types)	0.5:1
Wisconsin	Temporary (Open Water)	N/A (restoration)
Minnesota	Temporary (Open Water)	N/A (restoration)

3. FEDERALLY LISTED THREATENED OR ENDANGERED WILDLIFE OR PLANTS OR THEIR CRITICAL HABITAT

MnDOT's Office of Environmental Stewardship (on behalf of FHWA) reviewed the project for compliance with Section 7 of the Endangered Species Act (ESA). On April 3, 2023, MnDOT requested concurrence from the U.S. Fish and Wildlife Service (USFWS) via a "Section 7 – Notice of Determination" letter. The following determinations were made:

- Northern long-eared bat (Myotis septentrionalis) – May affect, not likely to adversely affect.
- Canada lynx (Lynx canadensis) – May affect, not likely to adversely affect.
- Gray wolf (Canis lupus) - May affect, not likely to adversely affect.
- Piping plover (Charadrius melodus) - May affect, not likely to adversely affect.
- Red knot (Caladris canutus rufa) - May affect, not likely to adversely affect.
- Piping plover designated critical habitat – No Effect.
- Fassett's Locoweed (Oxtropis campestris) – No Effect.
- Tricolored bat (Perimyotis subflavus) – No Jeopardy.
- Monarch butterfly (Danaus plexippus) – No Jeopardy.

Consultation was completed within the applicable coordination timeframes for the "may affect, not likely to adversely affect" determinations. Please refer to Appendix B. Agency Correspondence of the EA/EAW for more information.

4. HISTORICAL/ARCHAEOLOGICAL

MnDOT's Cultural Resources Unit and WisDOT's Cultural Resources Team (on behalf of FHWA) reviewed the project for compliance with Section 106 of the National Historic Preservation Act.

On February 29, 2024, MnDOT and WisDOT, in consultation with the Minnesota and Wisconsin State Historic Preservation Offices, executed a project-specific Programmatic Agreement due to circumstances that prevented the completion of historic property identification and effect assessments before issuing the FONSI under NEPA. Please refer to Appendix B of the FONSI and Section 4.15 of the EA/EAW for more information.

The Corps and USCG will review information on known cultural resources and historic properties within and adjacent to the permit areas and consider potential effects on unidentified properties in coordination with MnDOT and WisDOT. Any adverse effects on historic properties will be resolved before the Corps or USCG authorizes or approves the project.

5. JURISDICTION

This application is being reviewed in accordance with the practices for documenting Corps jurisdiction under Sections 9 & 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act. The USCG bridge permit application is being reviewed under the General Bridge Act of 1946 and other relevant authorities.

6. SECTION 401 WATER QUALITY CERTIFICATION

Valid Section 404 permits cannot be issued for any activity unless a WQC for the activity is granted or waived pursuant to Section 401 of the CWA. The Section 401 authorities for this project are the MPCA and WDNR. A Department of the Army permit or USCG bridge permit will not be granted until the MPCA and WDNR have issued or waived Section 401 WQC certification and the U.S. Environmental Protection Agency (USEPA) neighboring jurisdiction process is completed. Corps Section 404 Clean Water Act decisions and USCG bridge permit determinations may not be finalized until after the USEPA completes this process.

The MPCA has indicated that this public notice serves as its public notice of the application for Section 401 WQC under Minnesota Rules Part 7001 Section 401 of the CWA (33 U.S. Code 1341 (a)(1)). The MPCA has indicated that if, at a later date, it makes a preliminary anti-degradation determination regarding Section 401 WQC, it will at that time plan to issue an additional public notice under Minnesota Rules Part 7001.

Any comments relative to MPCA's Section 401 Certification for the activity proposed in this public notice may be sent to:

Minnesota Pollution Control Agency
Resource Management and Assistance Division
Attention: 401 Certification
520 Lafayette Road North
St. Paul, Minnesota 55155-4194
401Certification.PCA@state.mn.us

7. COASTAL ZONE MANAGEMENT.

Minnesota's Lake Superior Coastal Program (MLSCP), which is administered by the Minnesota Department of Natural Resources (MnDNR), on behalf of the National Oceanic and Atmospheric Administration, may conduct a Federal consistency review to verify that the project will comply with State policies in Minnesota's coastal zone. Further information may be obtained from the MnDNR's Federal Consistency Coordinator at: Minnesota Department of Natural Resources, Waters, 1568 Highway 2, Two Harbors, MN 55616. Any comments on whether or not this proposed project complies with the State of Minnesota's coastal policies should be provided to the MnDNR's Federal Consistency Coordinator.

The proposed project is also subject to review for consistency under the policies of the Wisconsin Coastal Management Program (WCMP). More information on the WCMP and the State of Wisconsin's coastal policies may be found at https://coastal.wisconsin.gov. For additional information please contact coastal@wisconsin.gov. Comments should be submitted through the form linked on the Federal Consistency page of WCMP's website. The form is available directly at:https://wi.accessgov.com/doa-wi/Forms/Page/intergov/federal-consistency-public-comment/0. Comments will be accepted through 21 days of publication of this notice.

8. SECTION 408 REQUEST EVALUATION

The Blatnik Bridge Rehabilitation Project is located within the geographic scope of the Detroit District's boundaries for the review of potential alterations to federally authorized civil works projects under Section 408. The St. Paul District is the designated lead district to gather input for both the Regulatory and Section 408 Programs and to ensure synchronized reviews. Proposed alterations must not be injurious to the public interest nor impair the usefulness of any Corps' civil works project. Any decision on a Section 408 request is subject to the NEPA and the FHWA is the Lead Federal Agency for environmental compliance.

The request to alter the Duluth-Superior Harbor Project, will be reviewed pursuant to Section 408 and Engineer Circular 1165-2-220, which provides policy and procedural guidance for processing and evaluating requests to alter Corps civil works projects.

Section 408 requests are reviewed by the Corps consistent with the following main determinations:

a. Impacts to the Usefulness of the Corps Project. The objective of this determination is to ensure that the proposed alteration will not limit the ability of the Corps project to function as authorized and will not compromise or change any authorized project conditions, purposes or outputs. All appropriate technical analyses including geotechnical, structural, hydraulic and hydrologic, real estate, construction, and operations and maintenance requirements, must be conducted, and the technical adequacy of the design must be reviewed. If at any time it is concluded that the usefulness of the authorized project will be negatively impacted, any further evaluation should be terminated and the requester notified. Section 408 permission will not be granted for a proposed alteration that would have an effect of deauthorizing a Corps project or eliminating an authorized project purpose.

b. Injurious to the Public Interest. Proposed alterations will be reviewed to determine the probable impacts, including cumulative impacts, on the public interest. Evaluation of the probable impacts that the proposed alteration to the Corps project may have on the public interest requires a careful weighing of all those factors that are relevant in each particular case. The benefits that reasonably may be expected to accrue from the proposal must be compared against its reasonably foreseeable detriments. The decision whether to approve an alteration will be determined by the consideration of whether benefits are commensurate with risks. If the potential detriments are found to outweigh the potential benefits, then it may be determined that the proposed alteration is injurious to the public interest. Factors that may be relevant to the public interest depend upon the type of Corps project being altered and may include, but are not limited to, such things as conservation, economic development, historic properties, cultural resources, environmental impacts, water supply, water quality, flood hazards, floodplains, residual risk, induced damages, navigation, shore erosion or accretion, and recreation. This evaluation should consider information received from key stakeholders, interested parties, tribes, agencies, and the public. As a general rule, proposed alterations that will result in substantial adverse changes in water surface profiles will not be approved.

c. Legal and Policy Compliance. A determination will be made by the appropriate Office of Counsel as to whether the request meets all legal and policy requirements.

9. USCG EVALUATION

NAVIGATIONAL CLEARANCES: The proposed replacement bridge would provide vertical and horizontal navigational clearances as described below. The Applicants have presented this application as a design-build project concept that includes two proposed fixed bridge designs for the span that would cross St. Louis River and Bay – an arch alternative and cable stay alternative – and a proposed fixed slab alternative for the span that would cross Howard's Bay. Under the design-build concept, the Coast Guard would designate that the span of the proposed replacement structure would provide a minimum vertical navigation clearance of no less than 123.00-feet and a minimum horizontal navigation clearance of no less than 460.00-feet perpendicular to the navigation channel. The proposed span crossing Howard's Bay would provide a minimum vertical navigation clearance of no less than 103.00-feet and a minimum horizontal navigation clearance of no less than 180.00-feet perpendicular to the navigation channel. Additionally, as presented to the Coast Guard, temporary structures would be used to facilitate the removal of the existing structure as well as construction of the replacement structure. For the span crossing St. Louis River and Bay, temporary access platforms would be constructed on the north and south sides of the navigation channel without encroaching into it. For the span crossing Howard's Bay, contractors would utilize a combination of (1) temporary structures constructed on either side of the navigation channel that would not encroach into the navigation channel as well as (2) sheet piling that would temporarily encroach into the existing navigation channel for approximately 8 to 12 weeks. The table below reflects the existing structure's navigational clearances, the proposed minimum vertical clearances that would be designated under a design-build permit, and the reference datum for vertical clearance. The proposed final structure is anticipated to both meet and exceed the existing navigational clearances of the existing structure.

Span Crossing St. Louis River and Bay		
	Existing	**Proposed**
Vertical	115.77-feet at the edge of the navigation channel, 123.00-feet at center.	Minimum 123.00-feet of navigational clearance throughout the navigation channel.
Horizontal	573.30-feet between piers 16 and 17 (460.00-feet perpendicular to the navigation channel).	573.30-feet between piers 16 and 17 (460.00-feet perpendicular to the navigation channel).

Span Crossing Howard's Bay			
	Existing	**Temporary Sheet Pile Structures**	**Proposed**
Vertical	94.12-feet at the edge of the navigation channel, 103.25-feet at center.	N/A.	Minimum 103.00-feet throughout the navigation channel.
Horizontal	150.00-feet perpendicular to the navigation channel.	135.00-feet perpendicular to the navigation channel	180.00-feet perpendicular to the navigation channel.

Datum: All elevations referenced to Low Water Datum (LWD), elevation 602.31-feet, International Great Lakes Datum of 1985 (IGLD 85).

FLOODPLAINS: The bridge is located in the floodplain. The 100-year flood elevation is 604.42-feet, IGLD 85. The elevation of the low member of the navigation span crossing St. Louis River and Bay would be 725.31-feet, IGLD 85. The elevation of the low member of the navigation span crossing Howard's Bay would be 705.31-feet, IGLD 85. is 604.42-feet. Elevations are referenced to NAVD88 datum. Approximately 23,065-cubic yards of fill material will be placed below mean high water level for the construction of the bridge and approaches.

10. PUBLIC HEARING REQUESTS

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, in detail, the reasons for holding a public hearing. A request may be denied if substantive reasons for holding a hearing are not provided or if there is otherwise no valid interest to be served.

11. PUBLIC INTEREST REVIEW

Corps: The decision whether to issue a permit will be based on an evaluation of the probable impact, including cumulative impacts, of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects. Among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production and, in general, the needs and welfare of the people. Environmental and other documents will be available for review in the St. Paul District Office.

The Corps of Engineers is soliciting comments from the public; Federal, State, and local agencies and officials; Indian tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

USCG: The decision whether to issue a Coast Guard Bridge Permit will be based on whether the proposed project meets the reasonable current and prospective needs of navigation. Interested parties are requested to express their views, in writing, on the proposed bridge project including its possible impacts to navigation.

REPLIES/COMMENTS

The Corps and USCG invite interested parties to submit written facts, arguments, or objections by the expiration date above. Mariners and waterways users are requested to comment on the proposed navigation clearances, placement of a bridge protective system and other navigational safety issues, including need for clearance gauges and extent of nighttime navigation to determine the need for bridge lighting, and operating schedules or regulations. These

statements should bear upon the suitability of the location and the adequacy of the project and should, if appropriate, suggest any changes believed to be desirable. Comments received may be forwarded to the applicant.

Comments to the Corps can be electronically submitted at the following link https://rrs.usace.army.mil/rrs/public-notices or by email to Jeremy.M.Kinney@usace.army.mil

Comments to USCG can be electronically submitted to Michael.O.Walker2@uscg.mil

If electronic submittal is not available, commenters should address replies to:

Corps:
Regulatory Division
St. Paul District Corps of Engineers
332 Minnesota Street, Suite E1500
St. Paul, MN 55101-1323

USCG:
Commander, Ninth Coast Guard District (dpb)
1240 E. 9th Street
Cleveland, OH 44199

IF YOU HAVE QUESTIONS ABOUT THE PROJECT, contact Jeremy Kinney at the St. Paul District office at 651-443-1929 or Michael Walker at the Ninth Coast Guard District at 216-902-6087.

To receive Public Notice notifications from the Corps, go to: https://www.mvp.usace.army.mil/Contact/RSS/ and subscribe to the RSS Feed for which you would like to receive Public Notices.

To subscribe to USCG Bridge Program updates, go to: https://public.govdelivery.com/accounts/USDHSCG/subscriber/new?topic_id=USDHSCG_518.
To subscribe to updates on bridge projects in the Ninth Coast Guard District, go to: https://public.govdelivery.com/accounts/USDHSCG/subscriber/new?preferences=true#tab1

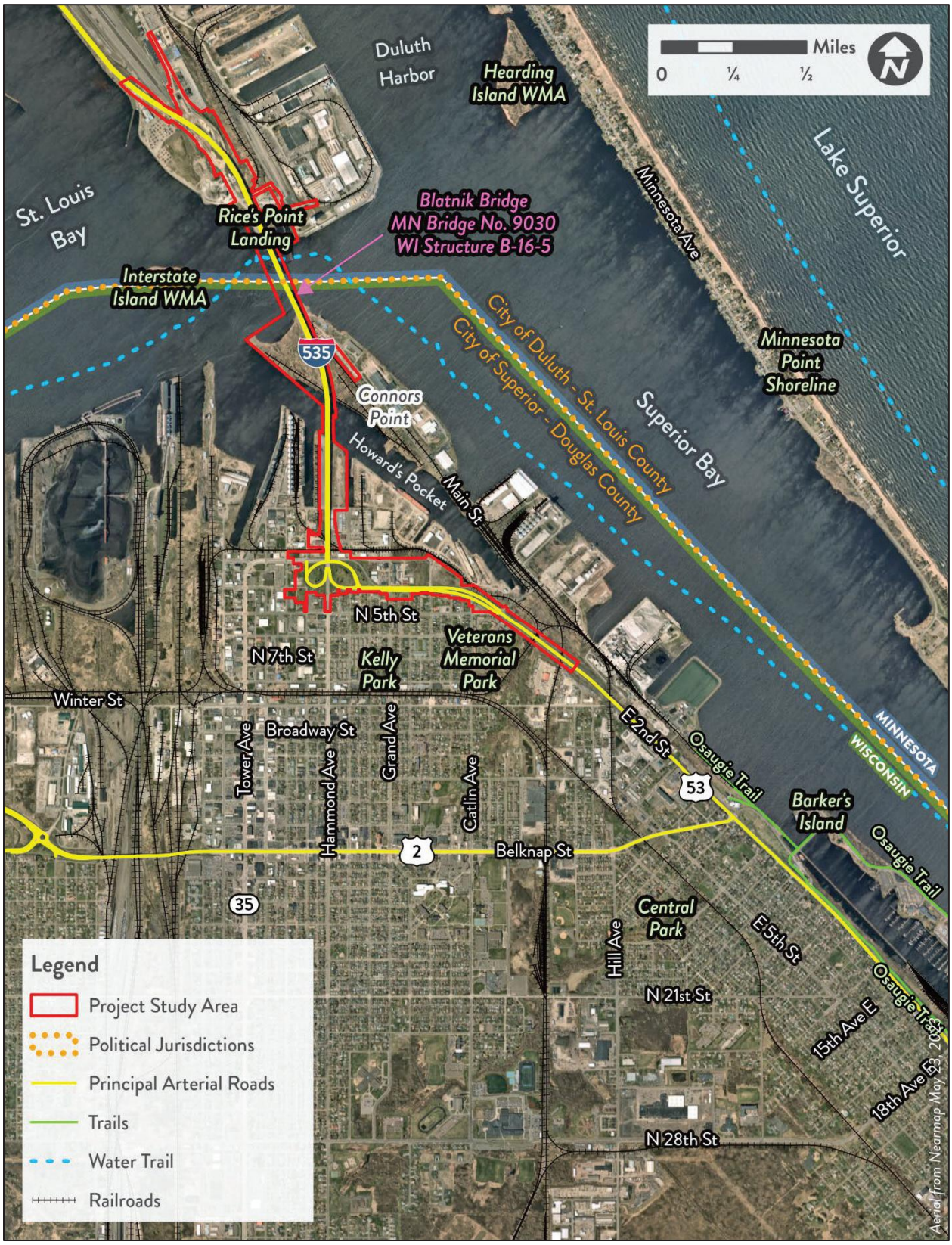
Enclosures:

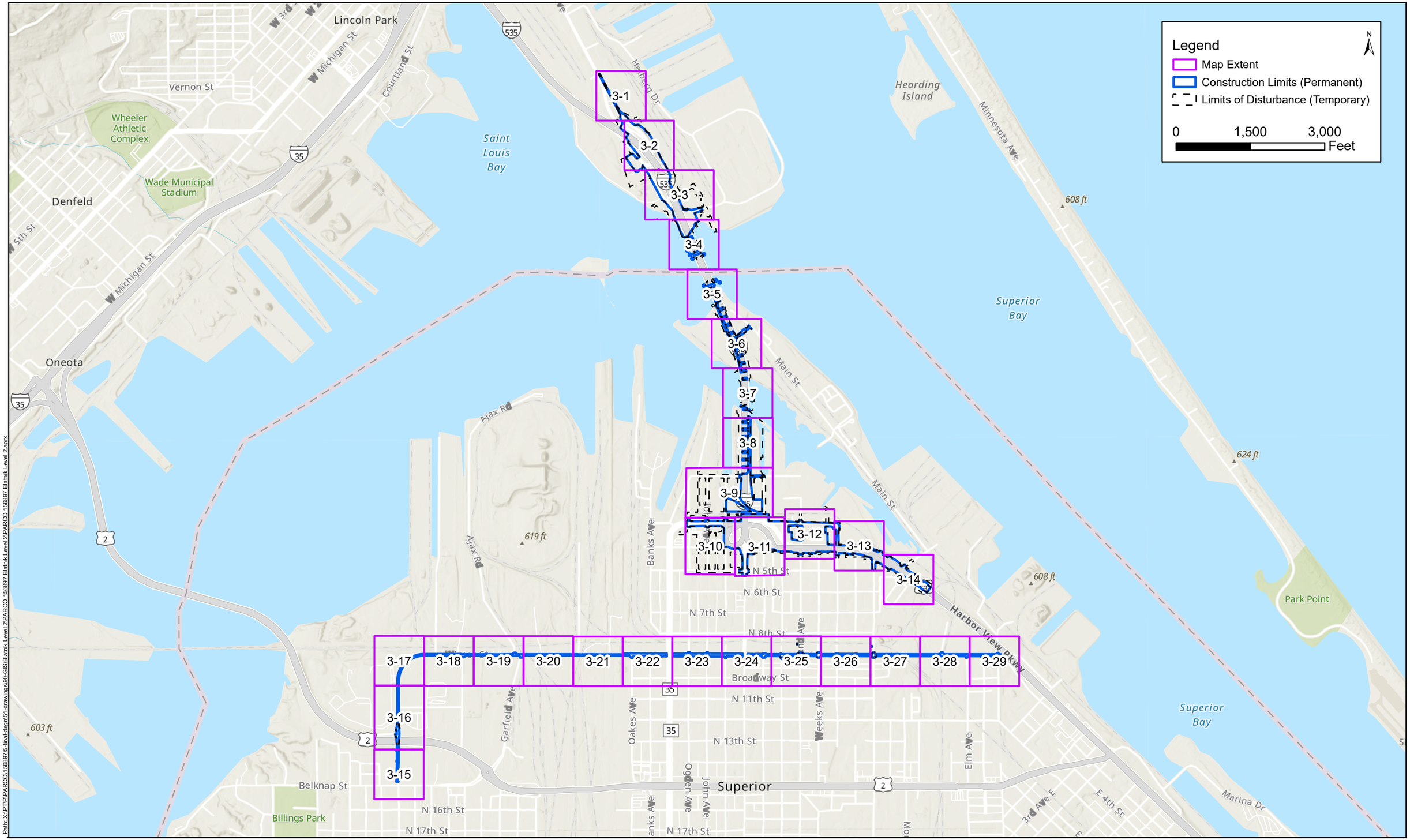
Appendix A: St. Paul and Detroit District 404/408 Figures
Appendix B: Location and Plans Submitted to USCG

Appendix A

St. Paul and Detroit District 404/408 Plans

Miles
0
40
80
CANADA
Lake Superior
Project Location
Minnesota
Wisconsin
Michigan
Lake Michigan
Iowa
Illinois
Kittson
Roseau
Lake of the Woods
Marshall
Koochiching
Pennington
Beltrami
Red Lake
Polk
Clearwater
St. Louis
Lake
Cook
Itasca
Norman
Mahnomen
Hubbard
Cass
Clay
Becker
Wadena
Crow Wing
Aitkin
Carlton
Douglas
Bayfield
Wilkin
Grant
Douglas
Morrison
Kanabec
Burnett
Washburn
Sawyer
Ashland
Iron
Vilas
Florence
Traverse
Stevens
Pope
Stearns
Benton
Isanti
Chisago
Polk
Barron
Rusk
Price
Oneida
Forest
Marinette
Big Stone
Swift
Sherburne
Anoka
Lincoln
Langlade
Door
Lac qui Parle
Kandiyohi
Meeker
Wright
Ramsey
Saint Croix
Chippewa
Taylor
Menominee
Oconto
Chippewa
McLeod
Carver
Hennepin
Dunn
Marathon
Yellow Medicine
Renville
Scott
Dakota
Pierce
Pepin
Kewaunee
Lincoln
Lyon
Redwood
Sibley
Nicollet
Le Sueur
Rice
Goodhue
Buffalo
Wood
Outagamie
Brown
Brown
Wabasha
Trempealeau
Jackson
Calumet
Manitowoc
Pipestone
Murray
Cottonwood
Watonwan
Blue Earth
Waseca
Steele
Dodge
Olmsted
Winona
Adams
Waushara
Winnebago
Marquette
La Crosse
Monroe
Juneau
Green Lake
Fond du Lac
Sheboygan
Rock
Nobles
Jackson
Martin
Faribault
Freeborn
Mower
Fillmore
Houston
Vernon
Columbia
Dodge
Ozaukee
Washington
Richland
Sauk
Crawford
Dane
Waukesha
Jefferson
Milwaukee
Iowa
Grant
Racine
Lafayette
Green
Rock
Walworth
Kenosha


Miles
0
¼
½
Duluth Harbor
Hearding Island WMA
Lake Superior
St. Louis Bay
Rice's Point Landing
Blatnik Bridge
MN Bridge No. 9030
WI Structure B-16-5
Minnesota Ave
Interstate Island WMA
City of Duluth - St. Louis County
City of Superior - Douglas County
535
Minnesota Point Shoreline
Connors Point
Superior Bay
Howard's Pocket
Main St
N 5th St
Veterans Memorial Park
N 7th St
Kelly Park
Winter St
Broadway St
Tower Ave
Grand Ave
Hammond Ave
Catlin Ave
E 2nd St
Osaugie Trail
MINNESOTA
WISCONSIN
53
Barker's Island
Osaugie Trail
2
Belknap St
35
Central Park
Hill Ave
E 5th St
N 21st St
15th Ave E
18th Ave E
Osaugie Trail
N 28th St
Legend
Project Study Area
Political Jurisdictions
Principal Arterial Roads
Trails
Water Trail
Railroads
Aerial from Nearmap May 23, 20



Path: X:\PTP\PARCO\156897\5-final-dsgn\51-drawings\90-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, ESRI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-0
Overview of Map Extents

Legend

Construction Limits

Construction Limits (Permanent)

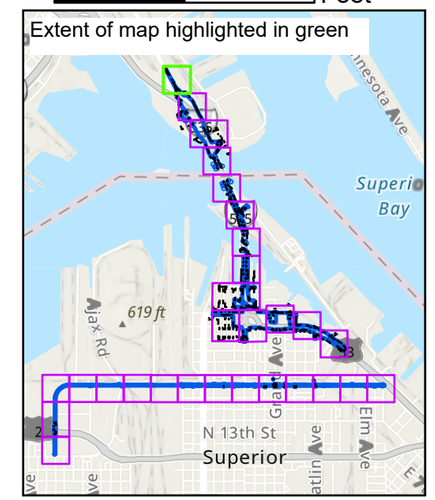
Limits of Disturbance (Temporary)

Wetland Type

Fresh (wet) Meadow

N

0 100 200 Feet



Path: X:\PT\PI\PARCO\156897\5-final-dsgn\51-drawings\90-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-1
Proposed Aquatic Resource Impacts

Path: X:\PT\P\PARCO\156897\5-final-dsgn\51-drawings\90-GIS\Blatnik Level 2\PARCO_156897 Blatnik Level 2.aprx

Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-2
Proposed Aquatic Resource Impacts

Path: X:\PTP\PARCO\156897\5-final+dsm\51-drawings\90-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

N

Legend

Construction Limits

- Construction Limits (Permanent)
- Limits of Disturbance (Temporary)

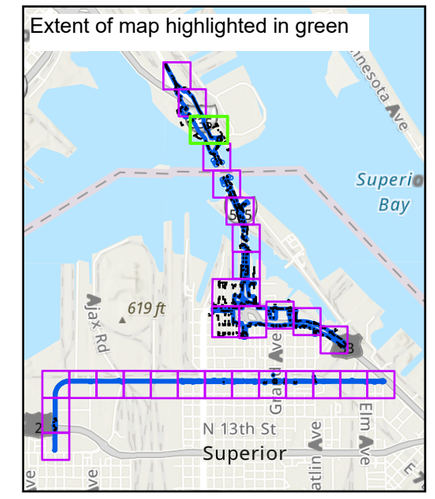
Proposed Wetland Impacts

- Permanent
- Temporary

Wetland Type

- Fresh (wet) Meadow
- Hardwood Swamp
- Lacustrine
- Shrub-Carr
- Wet Ditch - Fresh (wet) Meadow
- Wet Ditch - Open Water

0 100 200 Feet



Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-3
Proposed Aquatic Resource Impacts

Legend

Construction Limits

- Construction Limits (Permanent)
- Limits of Disturbance (Temporary)

Proposed Wetland Impacts

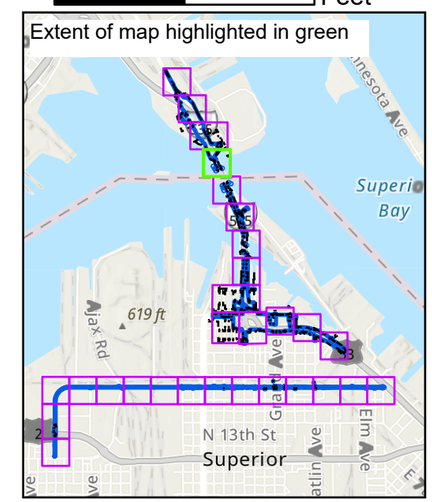
- Permanent
- Temporary

Wetland Type

- Lacustrine
- Shrub-Carr

N

0 100 200 Feet



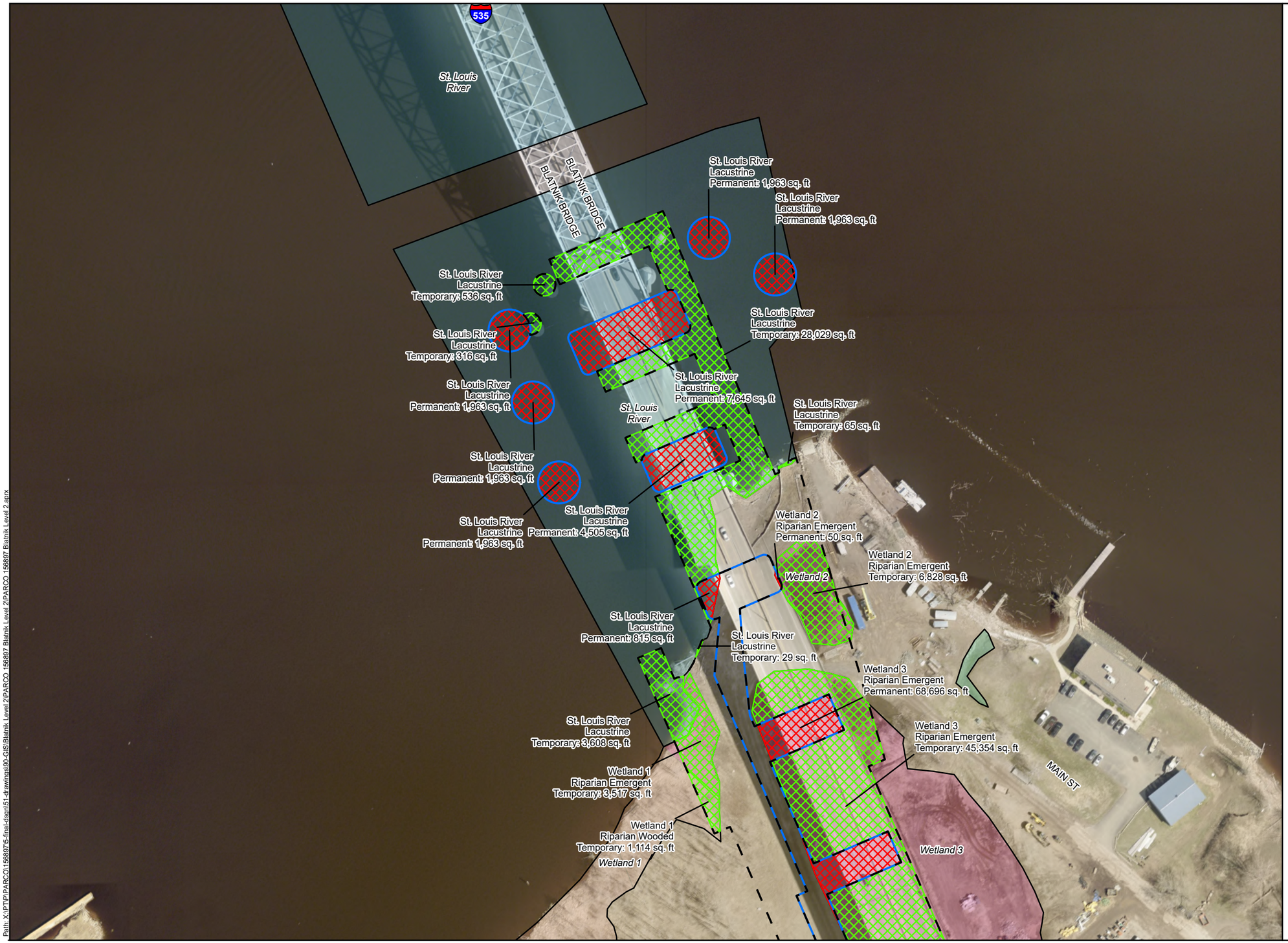
Path: X:\PT\P\PARCO\156897\5-final-dsn\51-drawings\90-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-4
Proposed Aquatic Resource Impacts



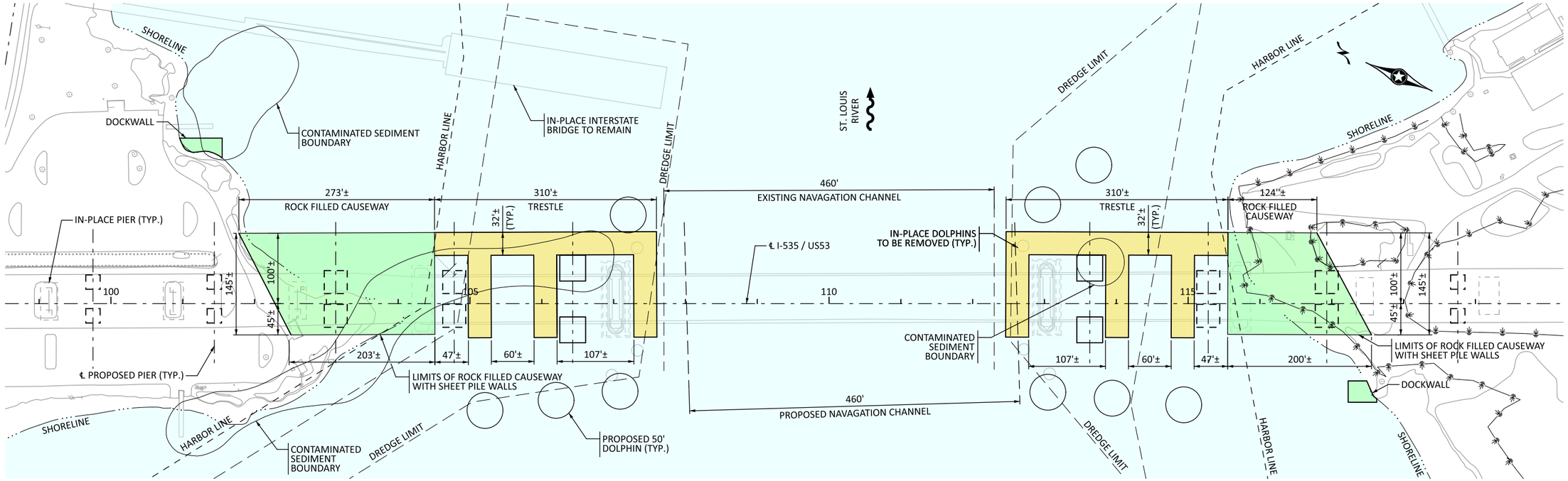
Path: X:\PT\PJ\PARCO\156897\5-final-dsm\51-drawings\90-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

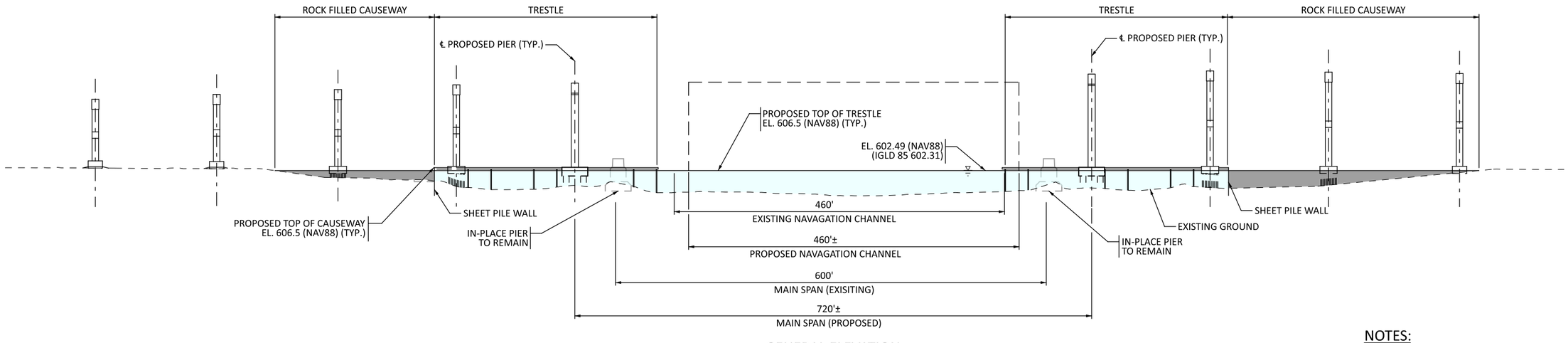
John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-5
Proposed Aquatic Resource Impacts



GENERAL PLAN

SCALE 0 150 FT.



GENERAL ELEVATION

(ALONG ℄ I-535/US53)

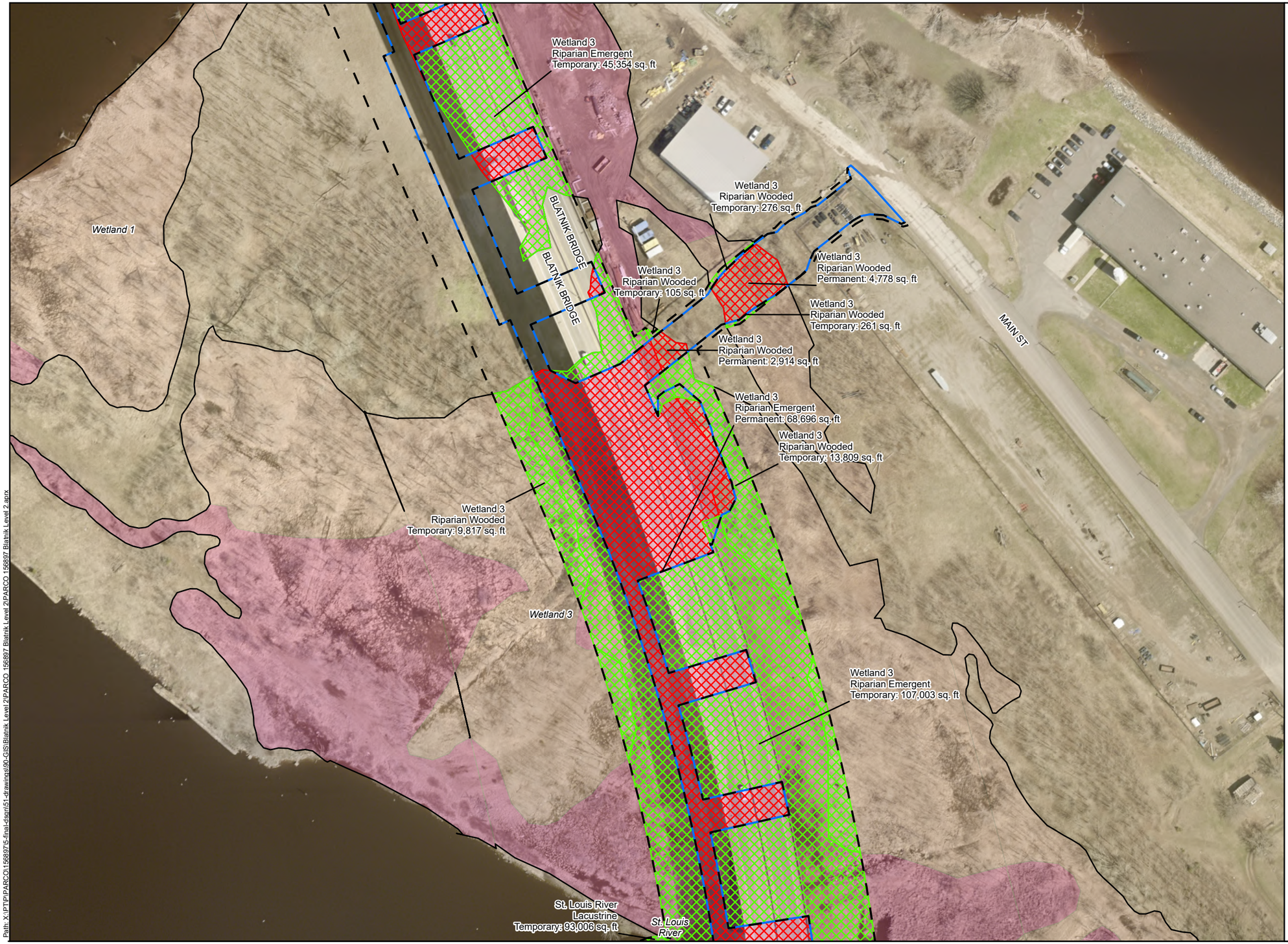
SCALE 0 150 FT.

NOTES:

DENOTES WETLAND

PARSONS\p0007740
16-JAN-2025
4:40:24 PM Central
MnDOT-Iplot-Exhibit.pen
Navagation Span Temp Works.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: PERMANENT & TEMPORARY WORKS - MAIN NAVIGATION CHANNEL	BRIDGE NO. 69913 (B-16-0153)
		SHEET NO. OF SHEETS	



N

Legend

Construction Limits

- Construction Limits (Permanent)
- Limits of Disturbance (Temporary)

Proposed Wetland Impacts

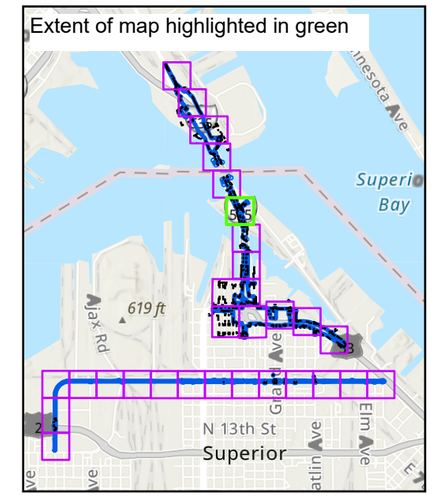
- Permanent
- Temporary

WisDOT Wetland Type

- Riparian Emergent
- Riparian Wooded
- Lacustrine

0 100 200 Feet

Extent of map highlighted in green



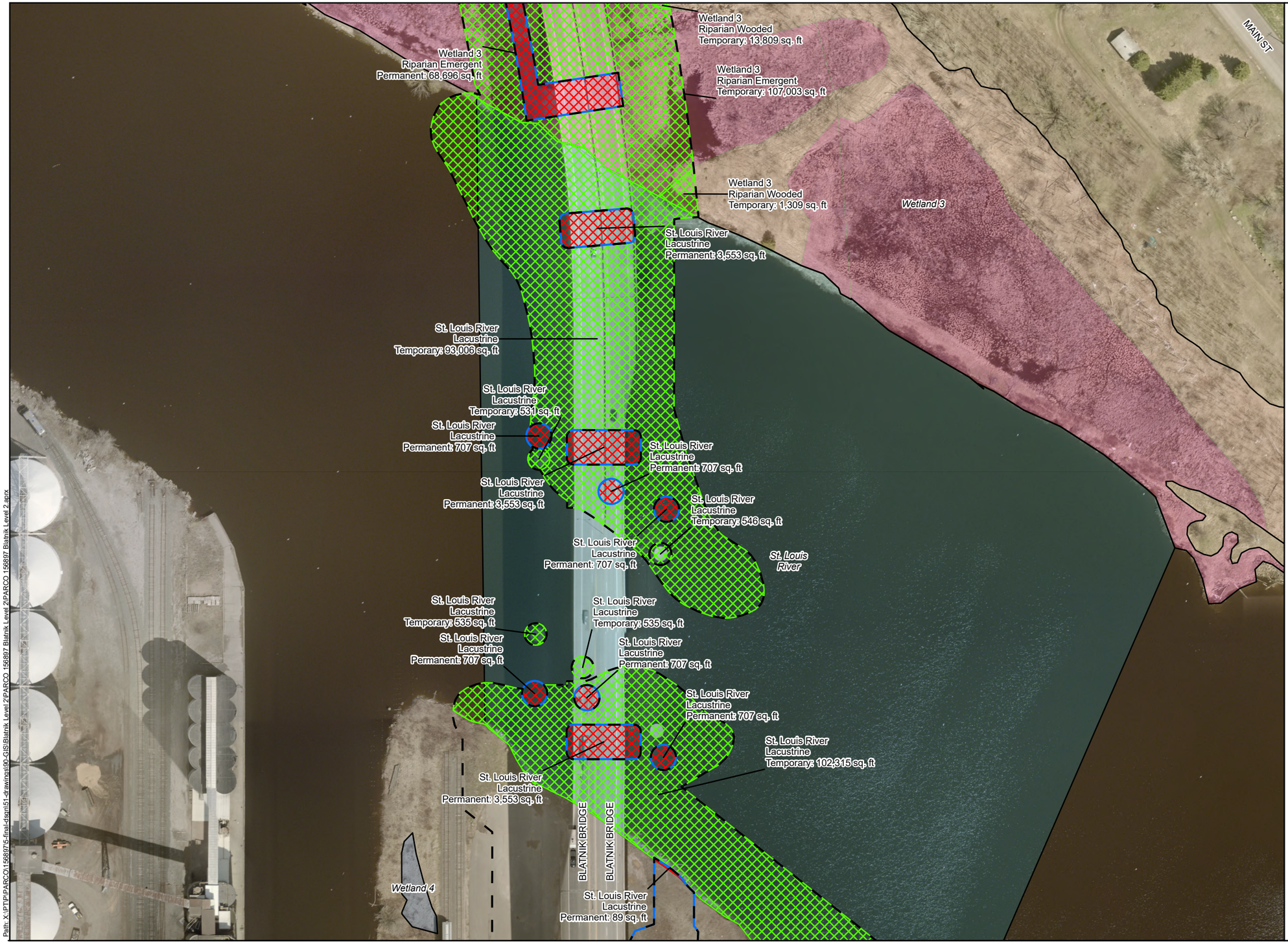
Path: X:\PTP\PARCO\156897\5-final-design\51-drawing\sht\0-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-6
Proposed Aquatic Resource Impacts



Path: X:\PTP\PARCO\156897\5-final-dsvm\51-drawings\90-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

Legend

Construction Limits

- Construction Limits (Permanent)
- Limits of Disturbance (Temporary)

Proposed Wetland Impacts

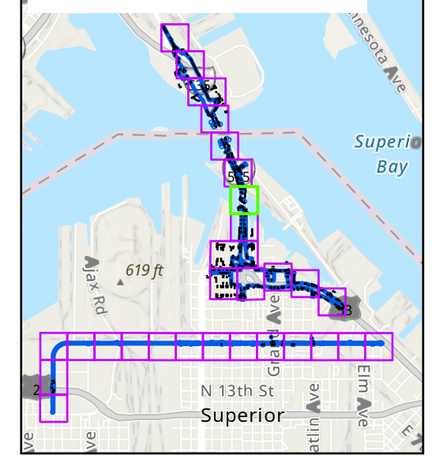
- Permanent
- Temporary

WisDOT Wetland Type

- Riparian Emergent
- Riparian Wooded
- Wet Meadow
- Lacustrine

0 100 200 Feet

Extent of map highlighted in green

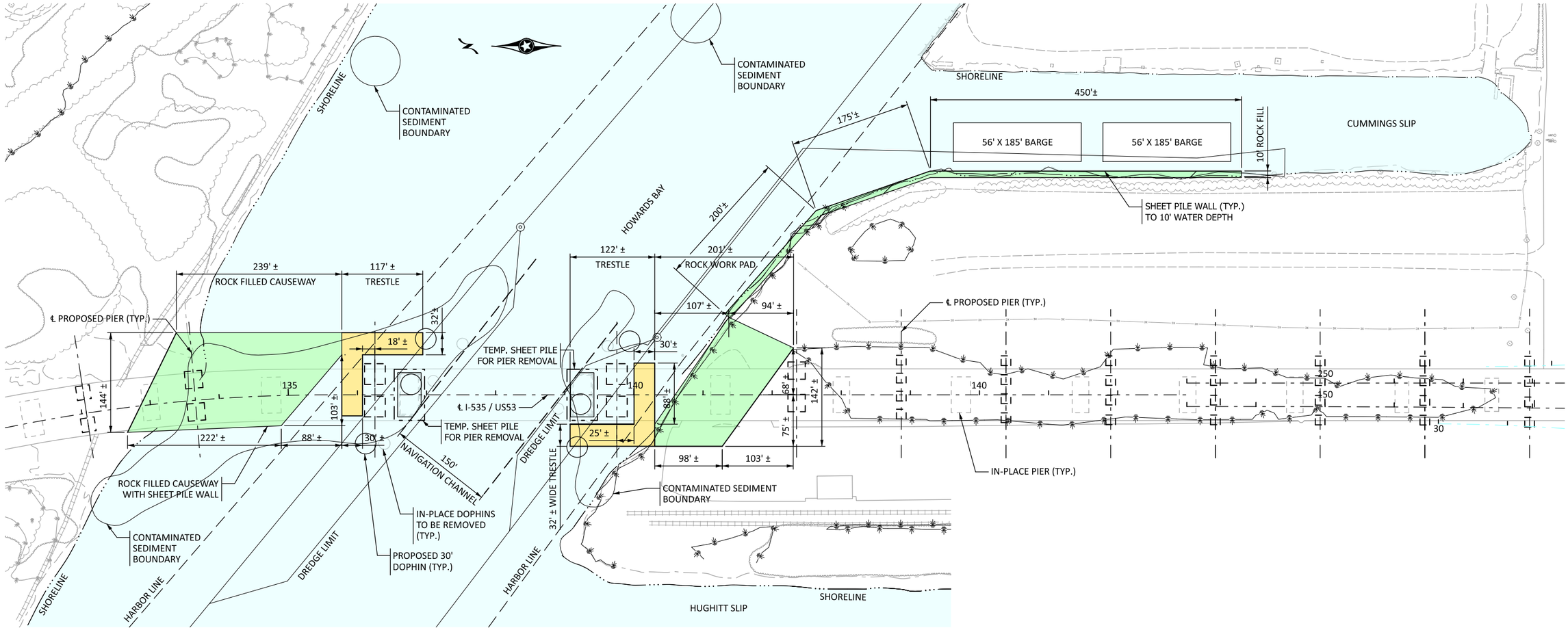


Project Number: PARCO 156897
Print Date: Print Date: 1/24/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

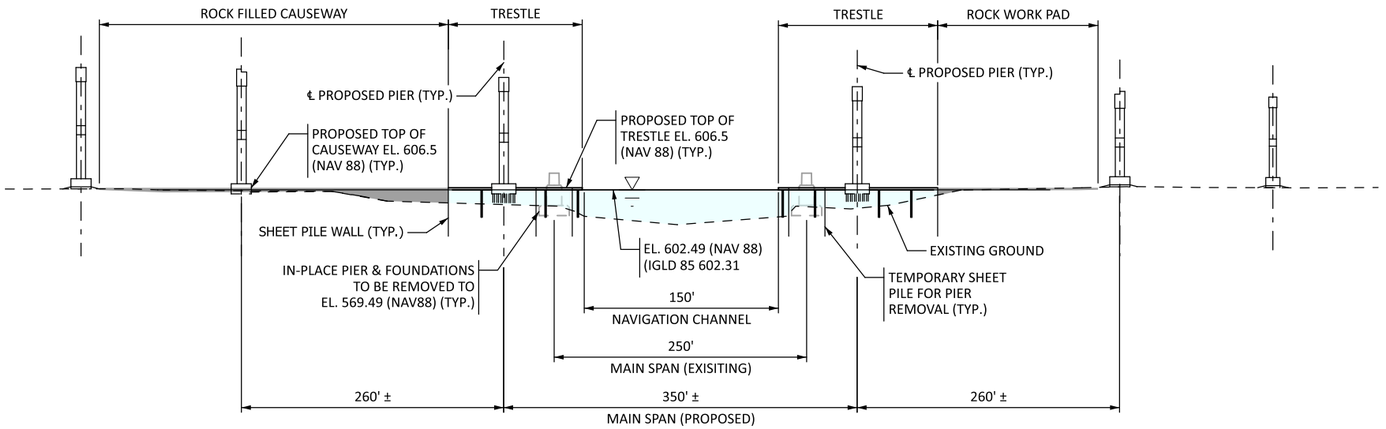
John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-7
Proposed Aquatic Resource Impacts



GENERAL ELEVATION

SCALE 0 150 FT.



GENERAL ELEVATION

ALONG ℄ I-535/US53

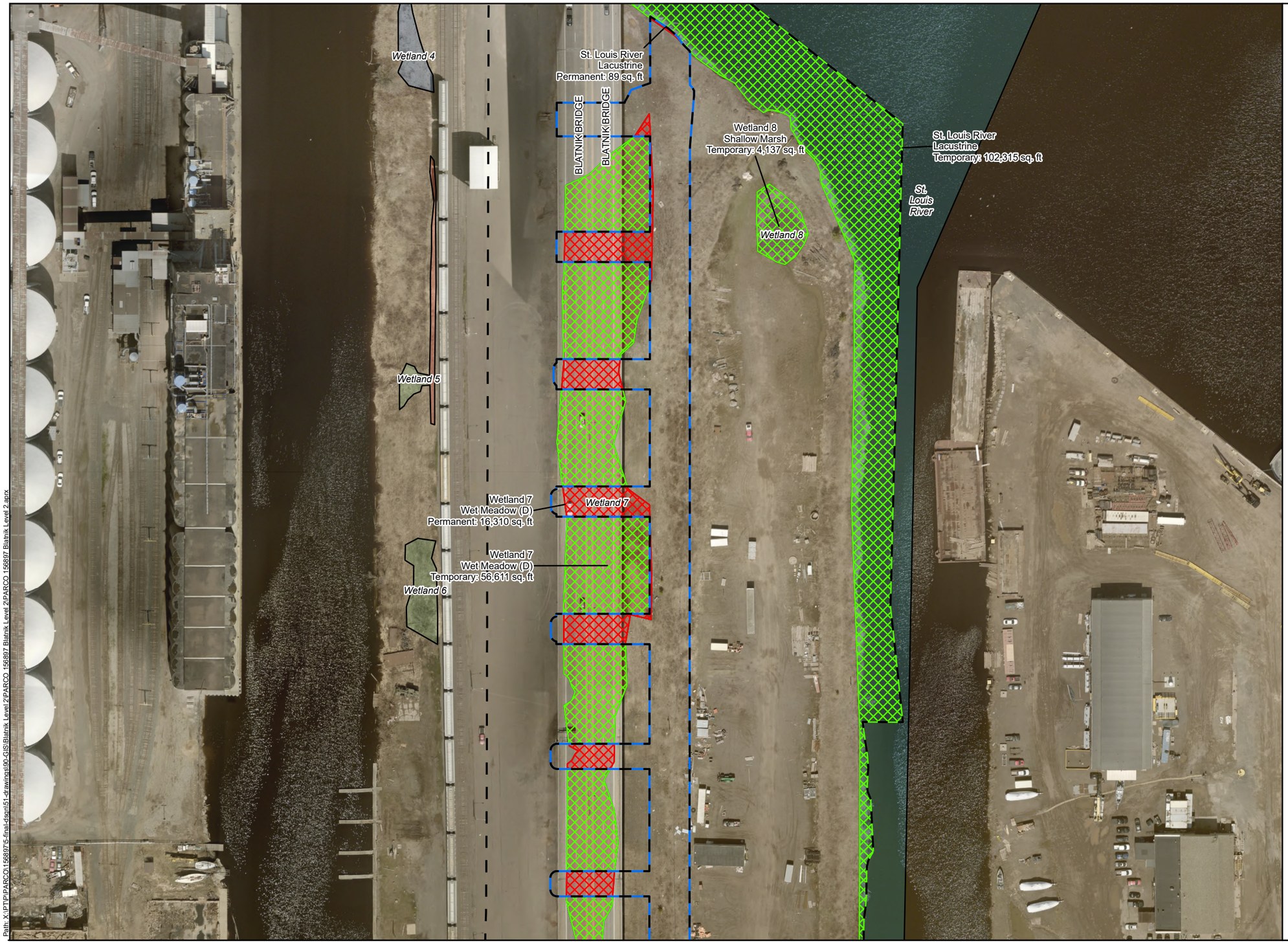
SCALE 0 150 FT.

NOTES:

DENOTES WETLANDS

PARSONS\p0007740
16-JAN-2025
4:40:30 PM Central
MnDOT-iplot-Exhibit.pen
Howards Pocket Temp Works.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: PERMANENT & TEMPORARY WORKS - HOWARDS POCKET NAVIGATION CHANNEL	SHEET NO. OF SHEETS	BRIDGE NO. 69913 (B-16-0153)



Legend

Construction Limits

- Construction Limits (Permanent)
- Limits of Disturbance (Temporary)

Proposed Wetland Impacts

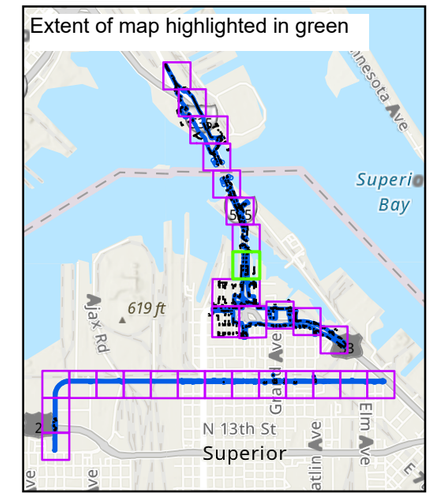
- Permanent
- Temporary

WisDOT Wetland Type

- Shallow Marsh
- Shrub Scrub
- Wet Meadow
- Wet Meadow (D)
- Lacustrine

N

0 100 200 Feet



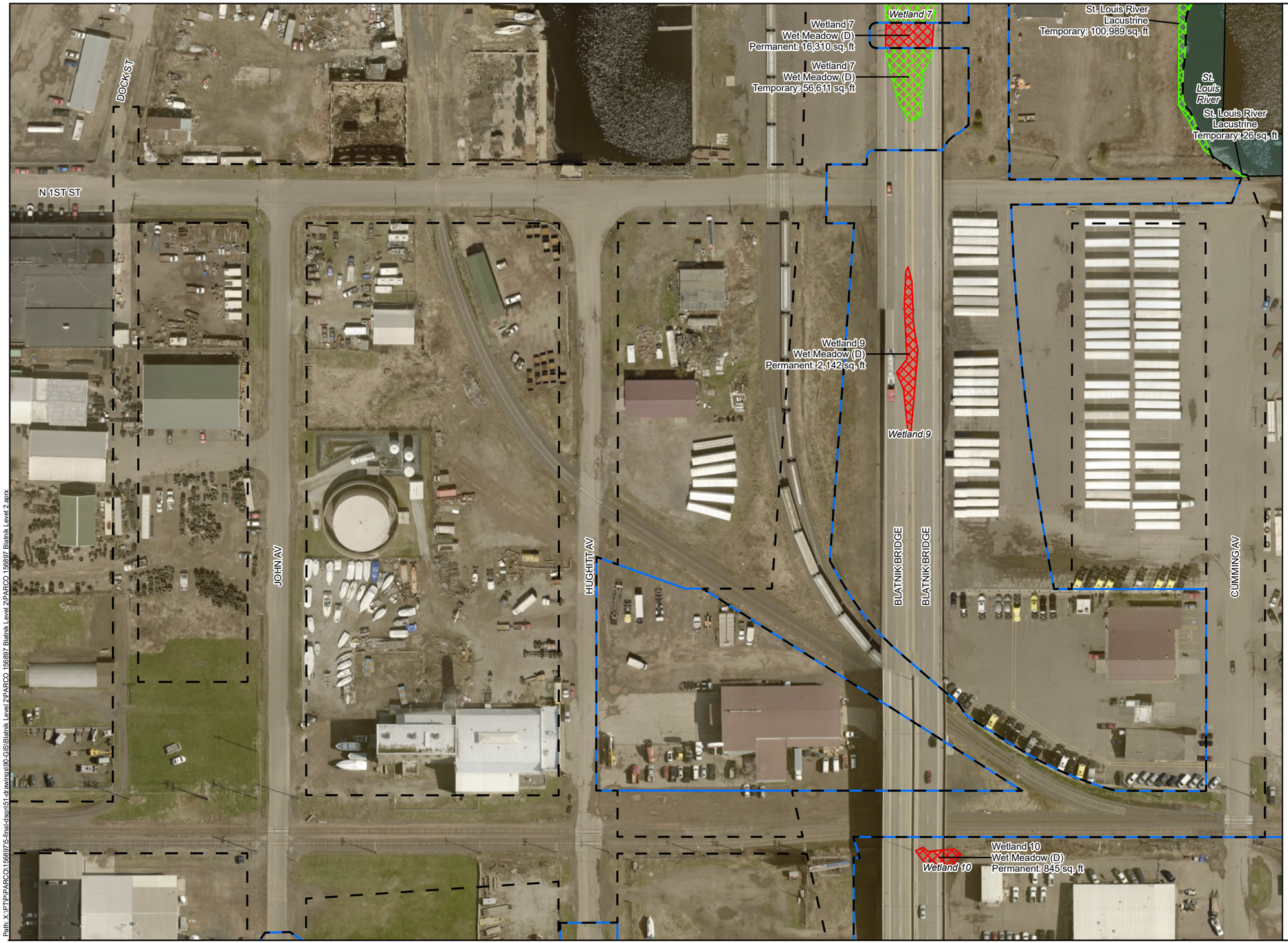
Path: X:\PT\P\PARCO\156897\5-final-design\51-drawings\90-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

Project Number: PARCO 156897
Print Date: Print Date: 1/24/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-8
Proposed Aquatic Resource Impacts



N

Legend

Construction Limits

- Construction Limits (Permanent)
- Limits of Disturbance (Temporary)

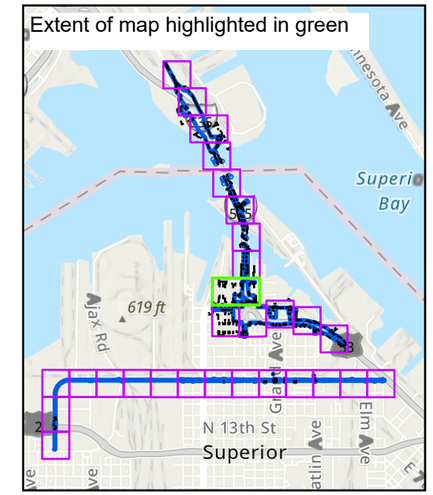
Proposed Wetland Impacts

- Permanent
- Temporary

WisDOT Wetland Type

- Wet Meadow (D)
- Lacustrine

0 100 200 Feet



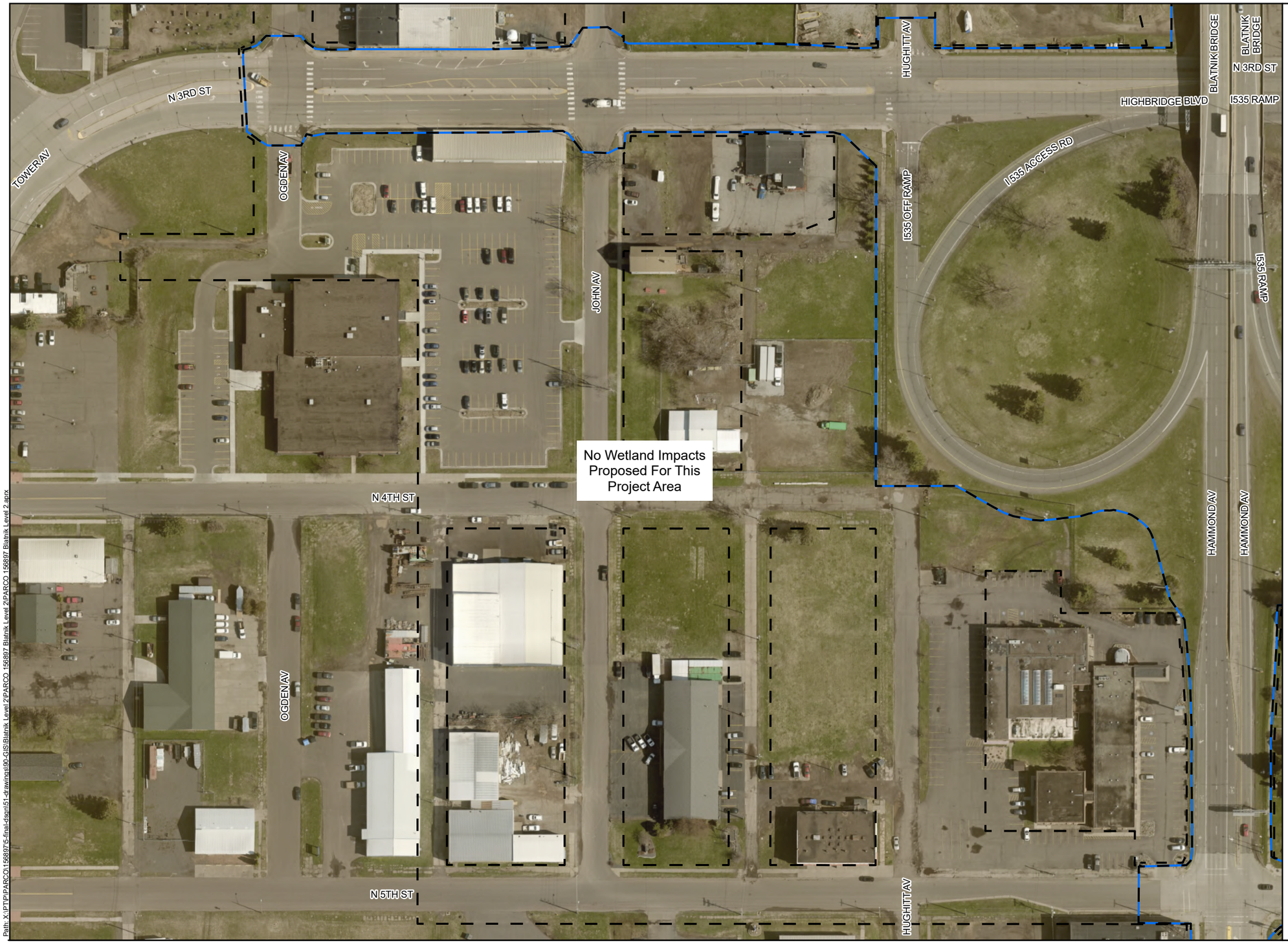
Path: X:\PT\P\PARCO\156897\5-final-design\51-drawings\90-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-9
Proposed Aquatic Resource Impacts



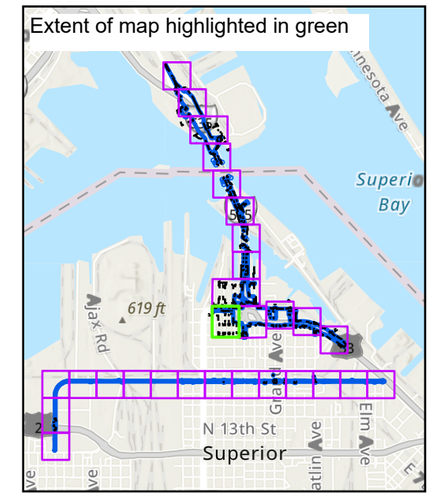
N

Legend

Construction Limits

- Construction Limits (Permanent)
- Limits of Disturbance (Temporary)

0 100 200 Feet



Path: X:\PTP\PARCO\156897\5-final-dsn\51-drawings\90-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-10
Proposed Aquatic Resource Impacts

N

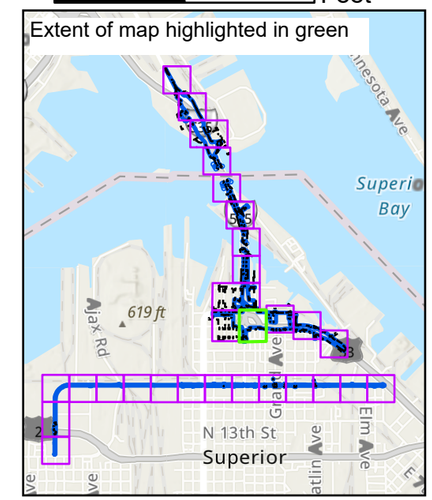
Legend

Construction Limits

- Construction Limits (Permanent)
- Limits of Disturbance (Temporary)

0 100 200 Feet

Extent of map highlighted in green



Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-11
Proposed Aquatic Resource Impacts

N

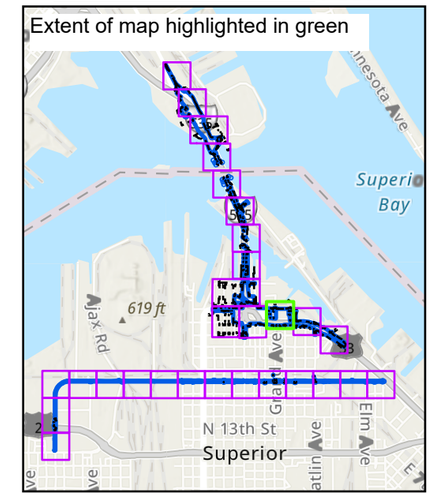
Legend

Construction Limits

- Construction Limits (Permanent)
- Limits of Disturbance (Temporary)

0 100 200 Feet

Extent of map highlighted in green



Path: X:\PTP\PARCO\156897\5-final-dsn\51-drawings\90-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-12
Proposed Aquatic Resource Impacts

Legend

Construction Limits

- Construction Limits (Permanent)
- Limits of Disturbance (Temporary)

Proposed Wetland Impacts

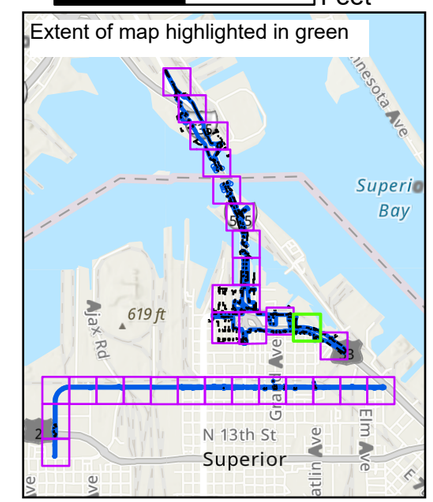
- Permanent
- Temporary

WisDOT Wetland Type

- Riparian Wooded
- Wet Meadow (D)

N

0 100 200 Feet



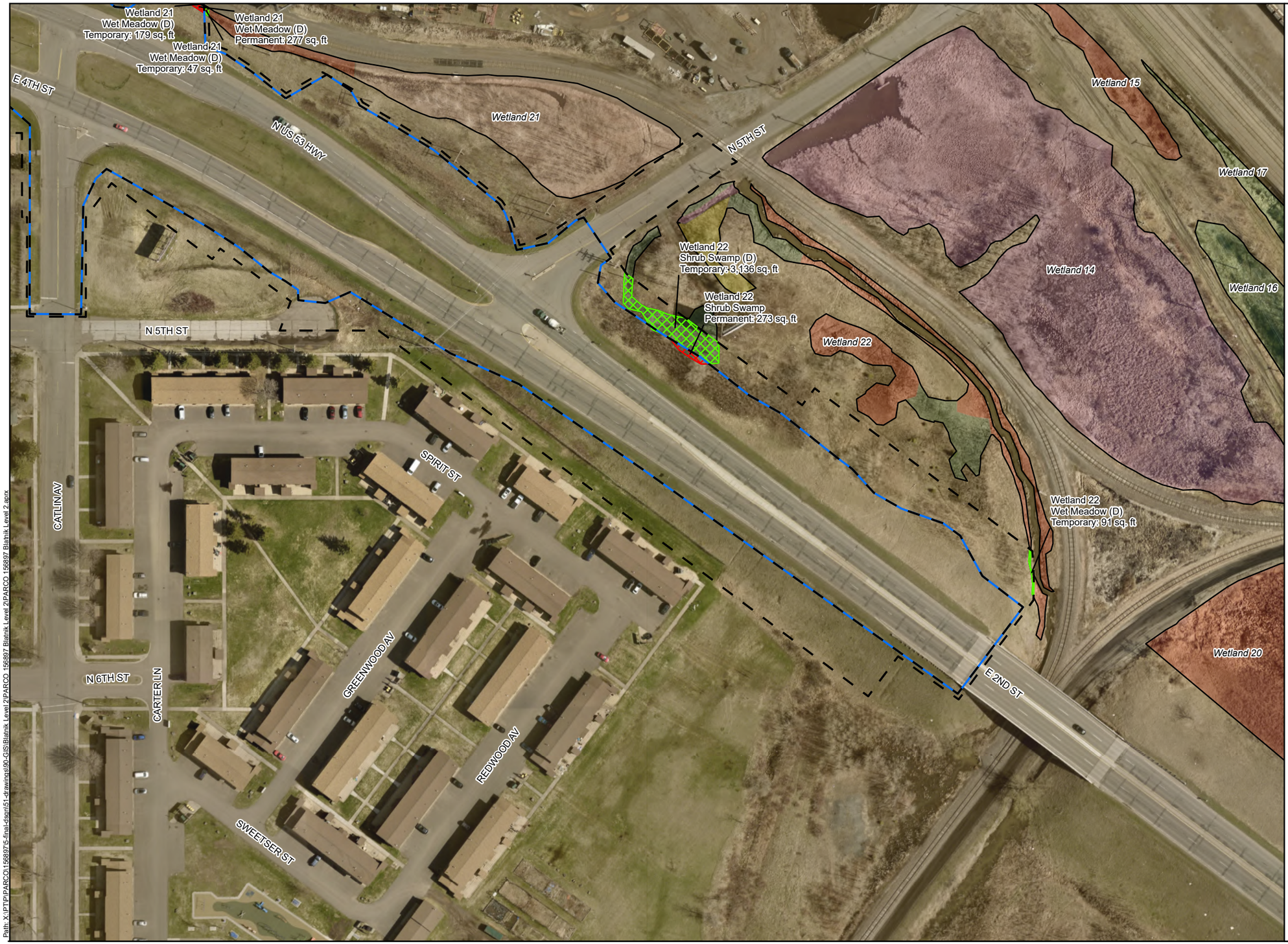
Path: X:\PTP\PARCO\156897\5-final-dsm\51-drawings\90-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-13
Proposed Aquatic Resource Impacts



Path: X:\PT\PI\PARCO\156897\5-final-dsm\51-drawings\90-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

Legend

Construction Limits

- Construction Limits (Permanent)
- Limits of Disturbance (Temporary)

Proposed Wetland Impacts

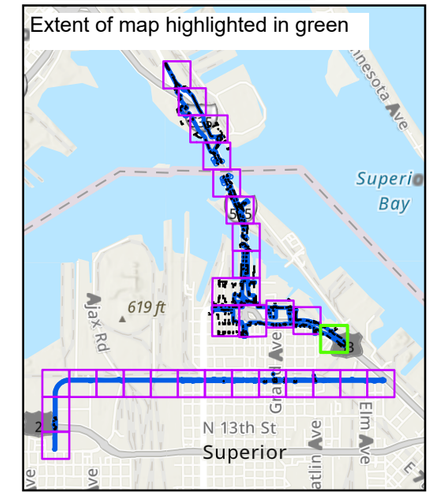
- Permanent
- Temporary

WisDOT Wetland Type

- Riparian Wooded
- Shallow Marsh
- Shrub Scrub
- Shrub Swamp (D)
- Wet Meadow (D)
- Wooded Swamp (D)

N

0 100 200 Feet



Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-14
Proposed Aquatic Resource Impacts

Path: X:\PT\P\PARCO\156897\5-final-dsm\51-drawings\90-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

Legend

Construction Limits

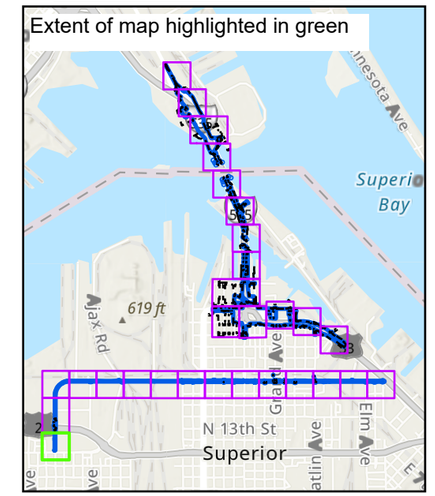
- Construction Limits (Permanent)
- Limits of Disturbance (Temporary)

WisDOT Wetland Type

- Shallow Marsh
- Wet Meadow (D)

N

0 100 200 Feet

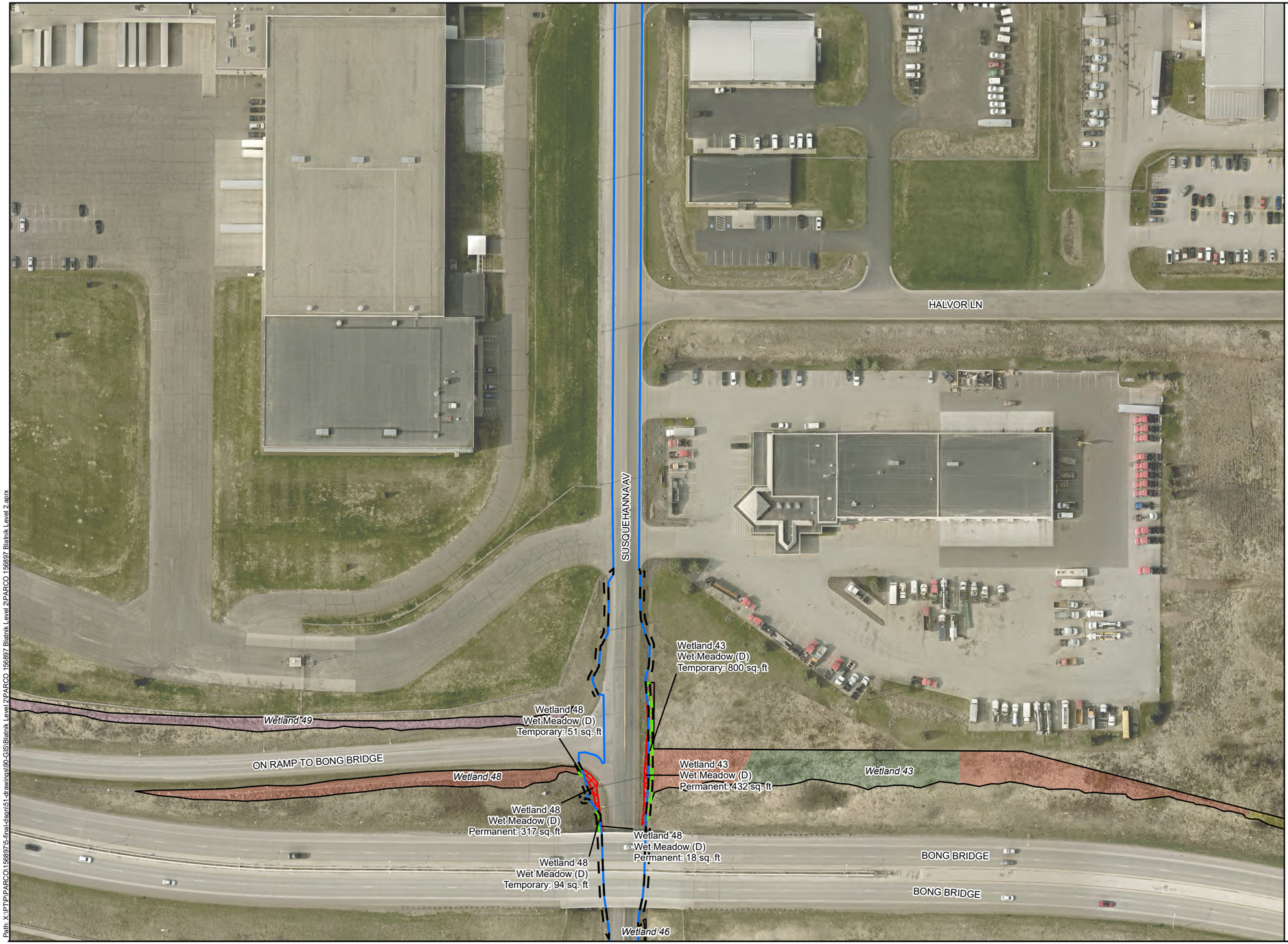


Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-15
Proposed Aquatic Resource Impacts



Path: X:\PT\P\PARCO\156897\5-final-design\51-drawings\90-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

N

Legend

Construction Limits

- Construction Limits (Permanent)
- Limits of Disturbance (Temporary)

Proposed Wetland Impacts

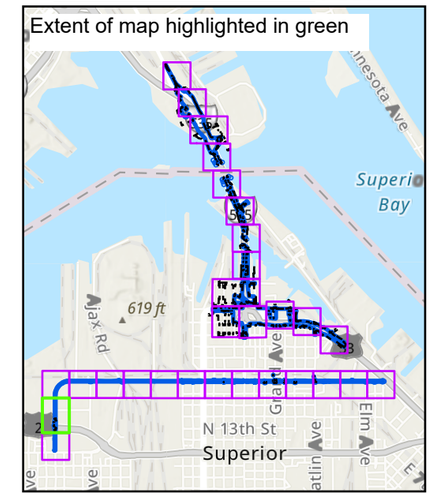
- Permanent
- Temporary

WisDOT Wetland Type

- Shallow Marsh
- Shrub Swamp (D)
- Wet Meadow (D)
- Wooded Swamp (D)

0 100 200 Feet

Extent of map highlighted in green



Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-16
Proposed Aquatic Resource Impacts

Path: X:\PTP\PARCO\156897\5-final-dsgn\51-drawings\90-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

N

Legend

Construction Limits

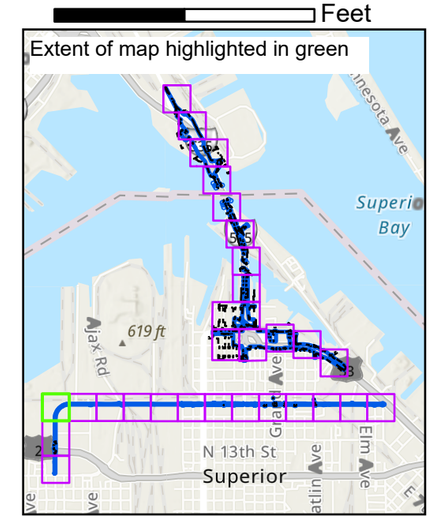
- Construction Limits (Permanent)
- Limits of Disturbance (Temporary)

WisDOT Wetland Type

- Shallow Marsh

0 100 200 Feet

Extent of map highlighted in green



Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-17
Proposed Aquatic Resource Impacts

Legend

Construction Limits

Construction Limits (Permanent)

Limits of Disturbance (Temporary)

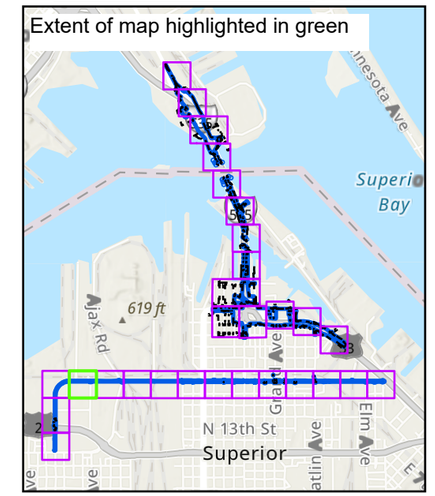
WisDOT Wetland Type

Shallow Marsh

N

0 100 200 Feet

Extent of map highlighted in green



Path: X:\PT\e\PARCO\156897\5-final-design\51-drawings\90-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-18
Proposed Aquatic Resource Impacts

Path: X:\PTP\PARCO\156897\5-final-design\51-drawings\90-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

N

Legend

Construction Limits

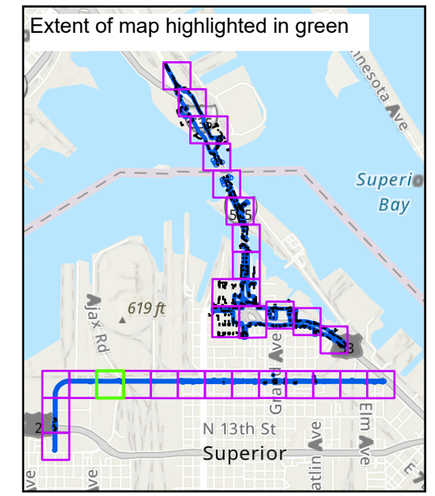
- Construction Limits (Permanent)
- Limits of Disturbance (Temporary)

WisDOT Wetland Type

- Shallow Marsh
- Wet Meadow (D)

0 100 200 Feet

Extent of map highlighted in green



Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-19
Proposed Aquatic Resource Impacts

Legend

Construction Limits

Construction Limits (Permanent)

Limits of Disturbance (Temporary)

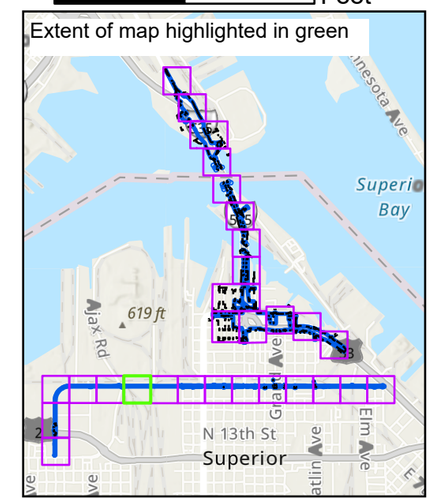
WisDOT Wetland Type

Shallow Marsh

Wet Meadow (D)

N

0 100 200 Feet



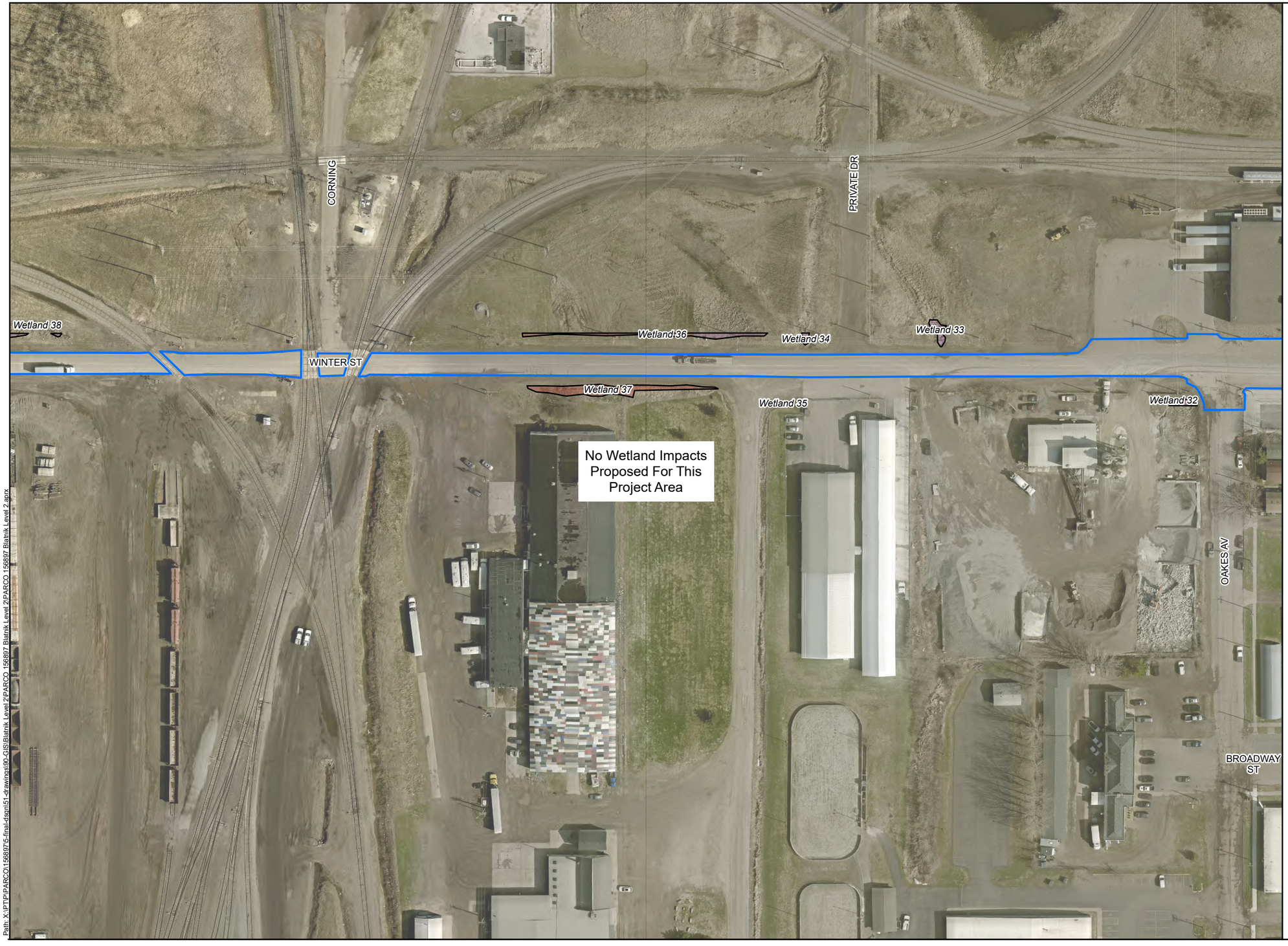
Path: X:\PT\P\PARCO\156897\5-final-design\51-drawings\90-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-20
Proposed Aquatic Resource Impacts



Legend

Construction Limits

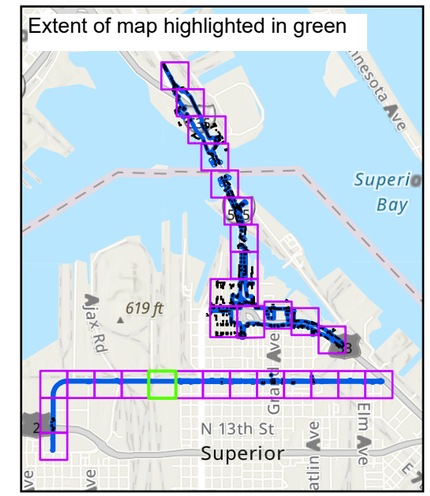
- Construction Limits (Permanent)
- Limits of Disturbance (Temporary)

WisDOT Wetland Type

- Shallow Marsh
- Wet Meadow (D)

N

0 100 200 Feet



Path: X:\PTP\PARCO\156897\5-final-dsgn\51-drawings\90-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-21
Proposed Aquatic Resource Impacts

N

Legend

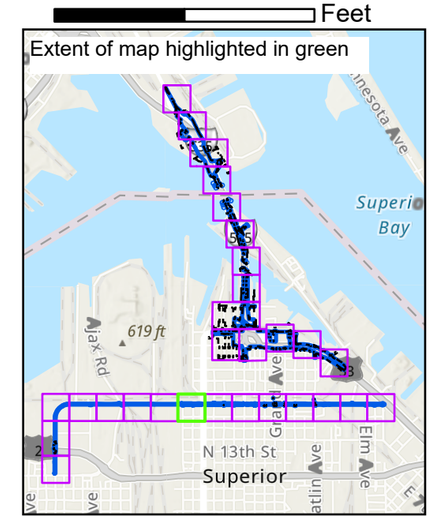
Construction Limits

- Construction Limits (Permanent)
- Limits of Disturbance (Temporary)

WisDOT Wetland Type

- Shallow Marsh

0 100 200 Feet



Path: X:\PTP\PARCO\156897\5-final-design\51-drawings\sp\0-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-22
Proposed Aquatic Resource Impacts

N

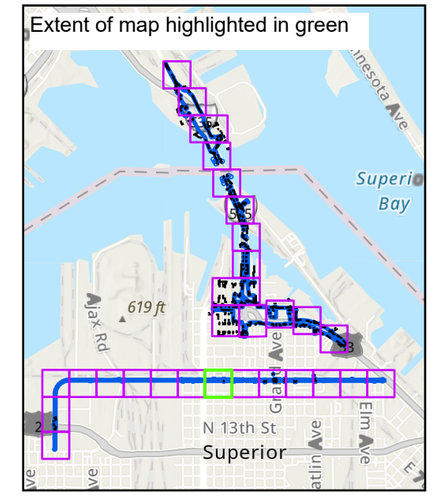
Legend

Construction Limits

- Construction Limits (Permanent)
- Limits of Disturbance (Temporary)

0 100 200 Feet

Extent of map highlighted in green



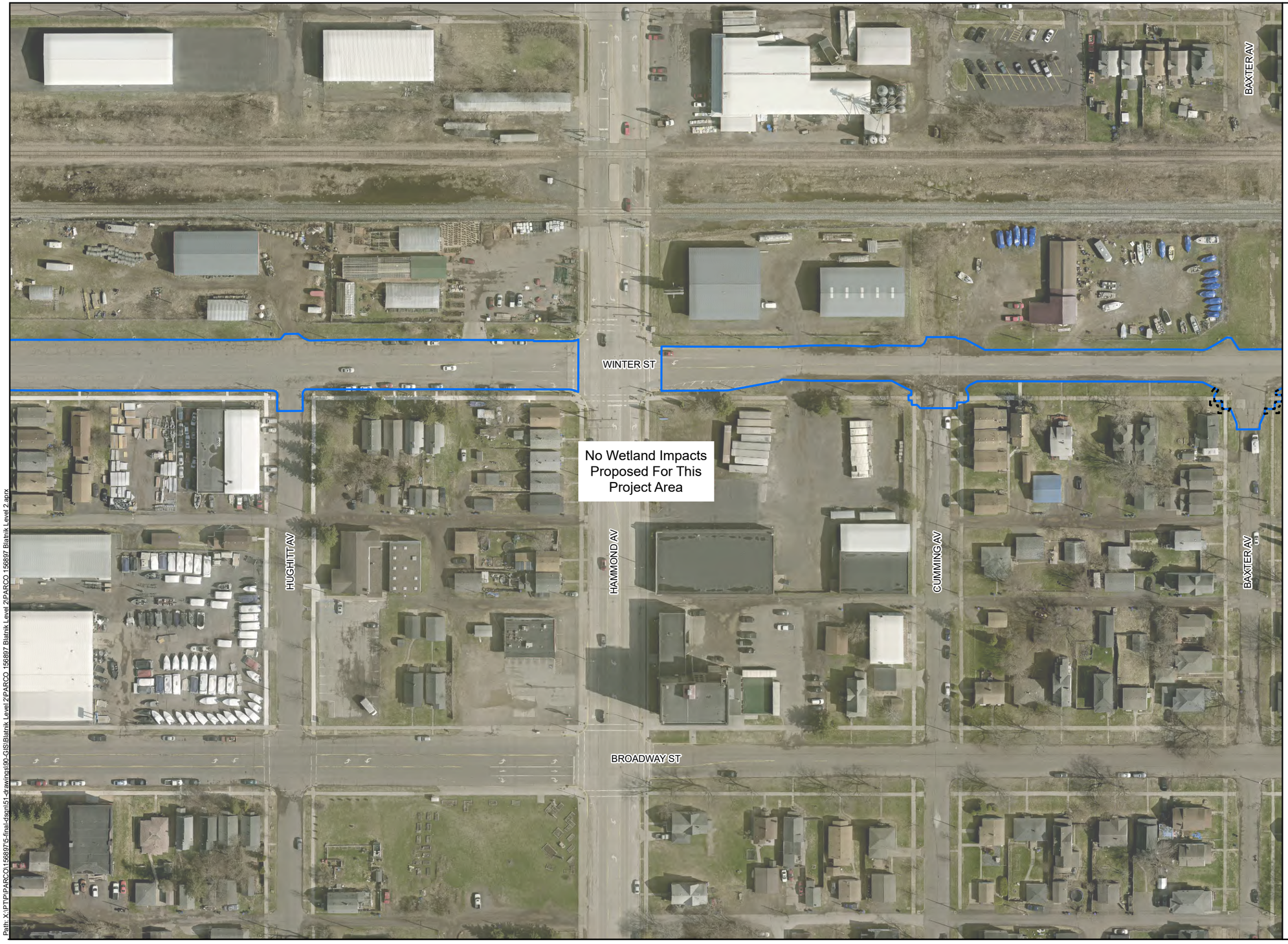
Path: X:\PTP\PARCO\156897\5-final-dsm\51-drawings\90-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-23
Proposed Aquatic Resource Impacts



N

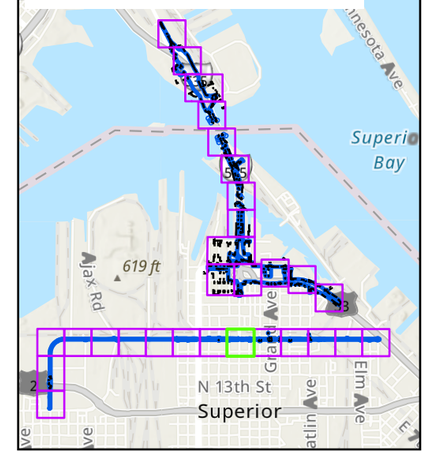
Legend

Construction Limits

- Construction Limits (Permanent)
- Limits of Disturbance (Temporary)

0 100 200 Feet

Extent of map highlighted in green



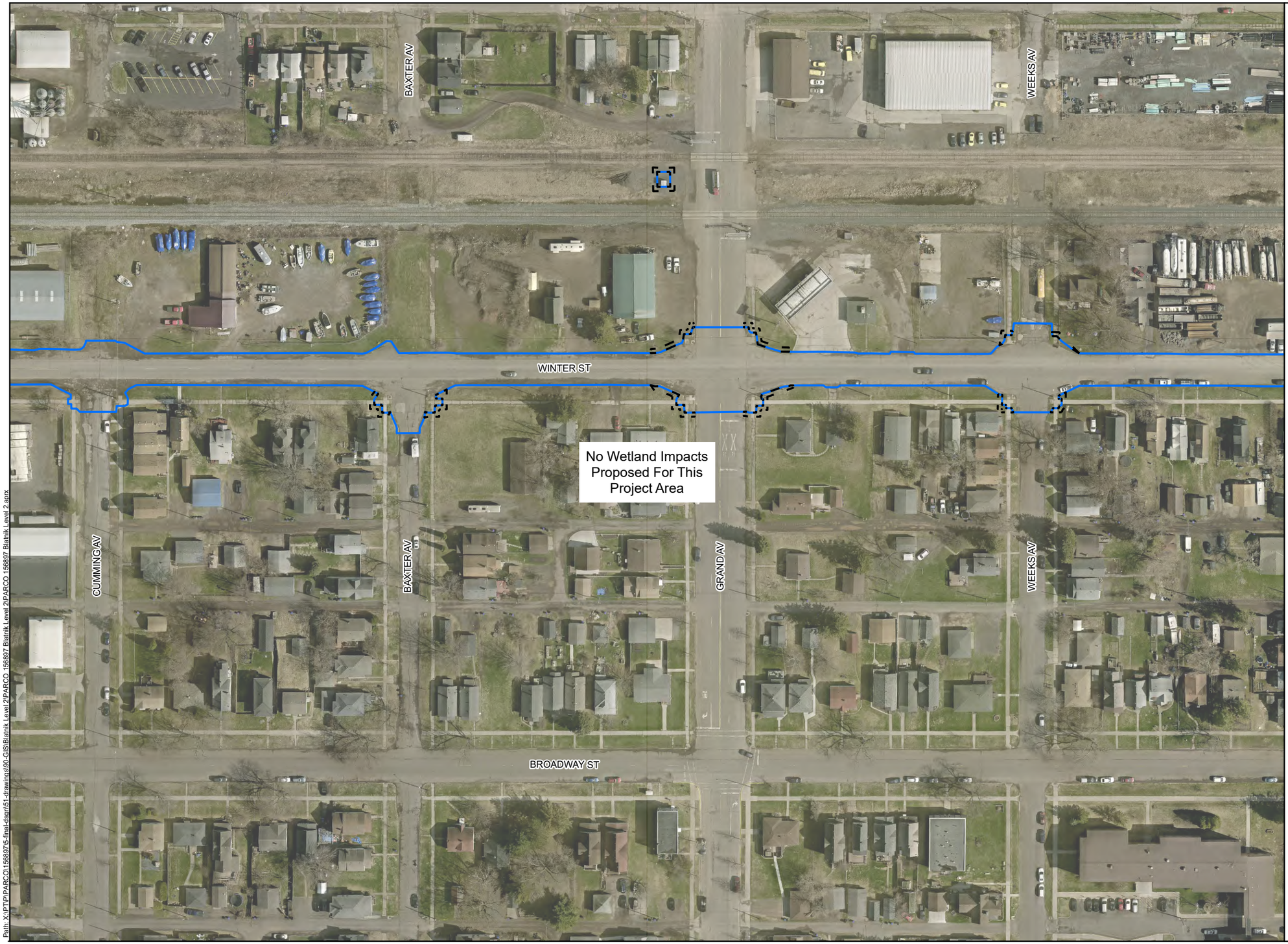
Path: X:\PTP\PARCO\156897\5-final-dsgn\51-drawings\90-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-24
Proposed Aquatic Resource Impacts



Path: X:\PT\PI\PARCO\156897\5-final-docs\51-drawings\90-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

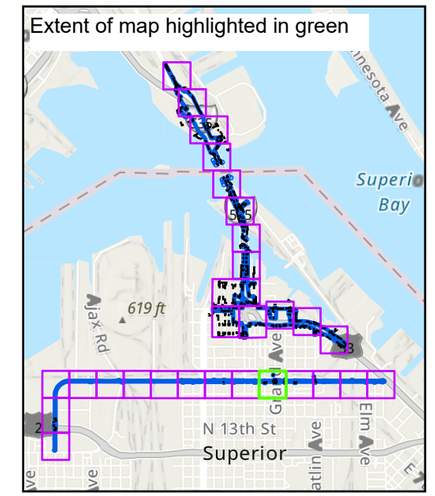
N

Legend

Construction Limits

- Construction Limits (Permanent)
- Limits of Disturbance (Temporary)

0 100 200 Feet



Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-25
Proposed Aquatic Resource Impacts

N

Legend

Construction Limits

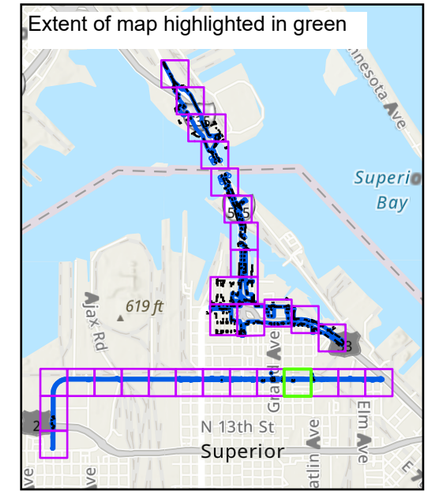
- Construction Limits (Permanent)
- Limits of Disturbance (Temporary)

WisDOT Wetland Type

- Shallow Marsh

0 100 200 Feet

Extent of map highlighted in green



Path: X:\PTP\PARCO\156897\5-final\-dspn\51-drawings\90-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-26
Proposed Aquatic Resource Impacts

Legend

Construction Limits

Construction Limits (Permanent)

Limits of Disturbance (Temporary)

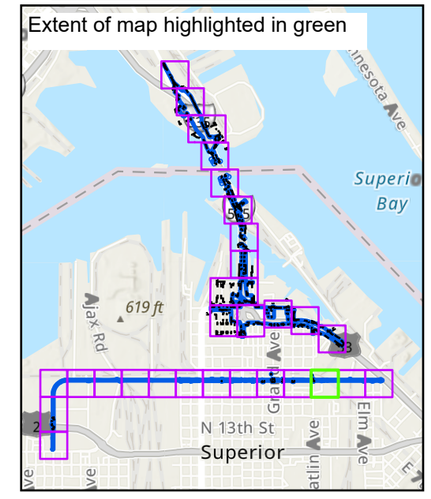
WisDOT Wetland Type

Shallow Marsh

N

0 100 200 Feet

Extent of map highlighted in green



Path: X:\PTP\PARCO\156897\5-final-dsm\51-drawings\90-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-27
Proposed Aquatic Resource Impacts

N

Legend

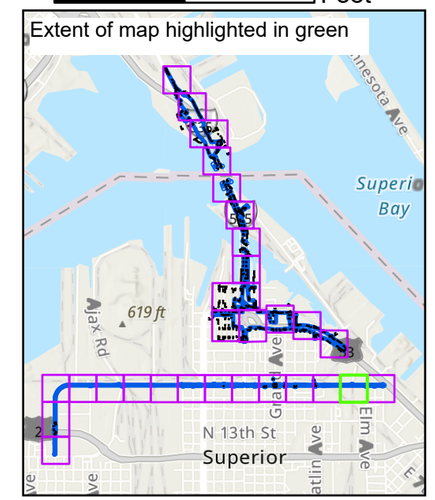
Construction Limits

- Construction Limits (Permanent)
- Limits of Disturbance (Temporary)

WisDOT Wetland Type

- Shallow Marsh
- Wet Meadow (D)

0 100 200 Feet



Path: X:\PTP\PARCO\156897\5-final-design\51-drawings\90-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-28
Proposed Aquatic Resource Impacts

Legend

Construction Limits

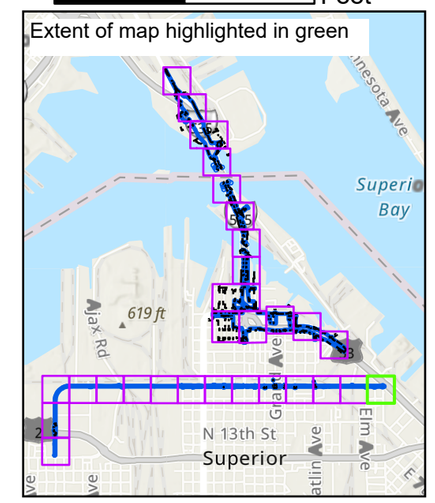
- Construction Limits (Permanent)
- Limits of Disturbance (Temporary)

WisDOT Wetland Type

- Shallow Marsh
- Wet Meadow (D)

N

0 100 200 Feet



Path: X:\PTP\PARCO\156897\5-final-dsn\51-drawings\90-GIS\Blatnik Level 2\PARCO 156897 Blatnik Level 2\PARCO 156897 Blatnik Level 2.aprx

Project Number: PARCO 156897
Print Date: Print Date: 1/7/2025

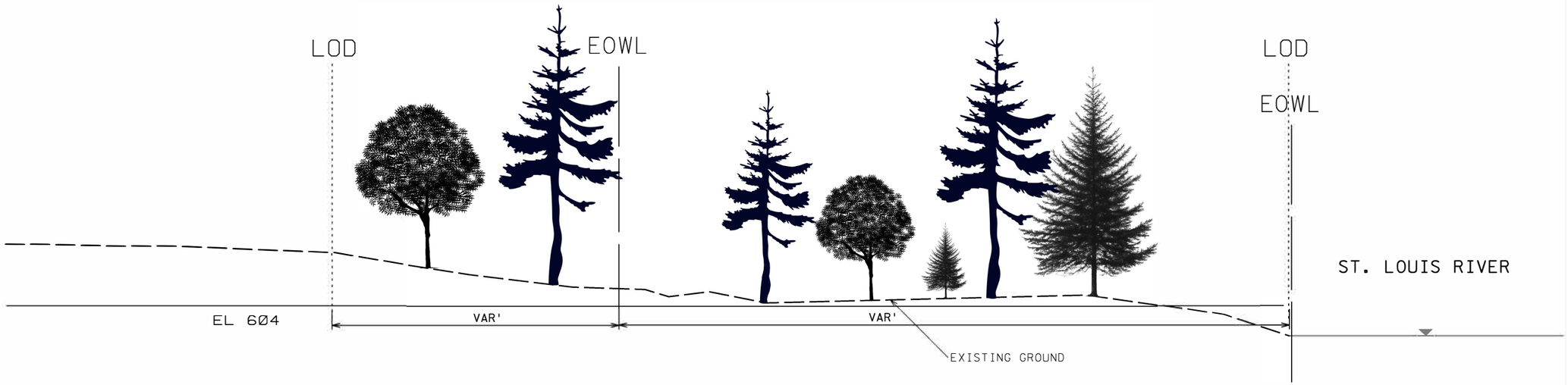
Map by: E. Massa
Projection: WGS 84
Source: MnDOT, WisDOT, St. Louis Co., Douglas Co., GEI, SEH

John A. Blatnik / I-535 Bridge Reconstruction
Duluth, Minnesota and Superior, Wisconsin

FIGURE 3-29
Proposed Aquatic Resource Impacts

LOD = LIMITS OF DISTURBANCE
LOC = LIMITS OF CONSTRUCTION
EOWL = EDGE OF WETLAND

XS-1
EXISTING CONDITIONS



CROSS SECTION 1
MINNESOTA LAND SIDE EXISTING CONDITIONS

LOCATION: NEAR MNDNR BOAT LAUNCH

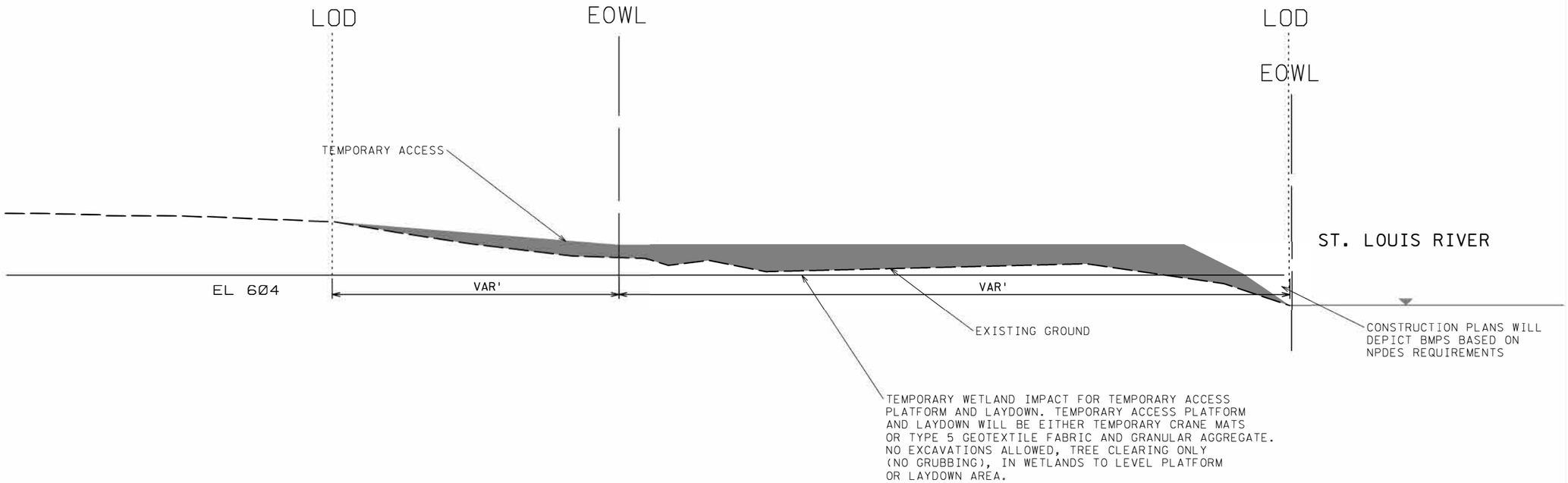
9
SCALE IN FEET

AQUATIC RESOURCES IMPACTS CROSS SECTIONS					
STATE PROJ. NO. 6981-26	(TH 535)	SHEET NO. X1	OF X6	SHEETS	

PLOTTED/REVISED: 17-JAN-2025
PATH & FILENAME: Projects\01_DUL\535\6981\026\Design\Consultant\Contract - 1034810 Parsons\MnDOT Deliverables\SP 6981-26 Permitting Drawings\d698126_xs.dgn
PLOT NAME: d698126.xs
DISTRICT #: 1

LOD = LIMITS OF DISTURBANCE
LOC = LIMITS OF CONSTRUCTION
EOWL = EDGE OF WETLAND

XS-1
TEMPORARY ACCESS & STAGING



CROSS SECTION 1
MINNESOTA LAND SIDE TEMPORARY IMPACTS FOR
TEMPORARY ACCESS PLATFORM AND LAYDOWN

LOCATION: NEAR MNDNR BOAT LAUNCH

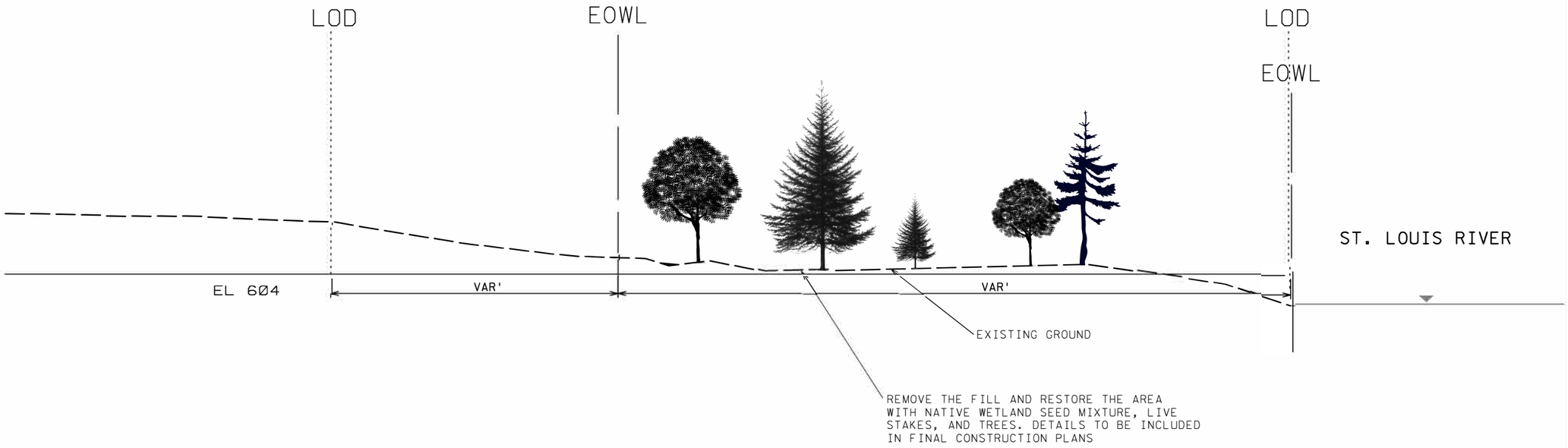
9
SCALE IN FEET

AQUATIC RESOURCES IMPACTS CROSS SECTIONS				
STATE PROJ. NO. 6981-26	(TH 535)	SHEET NO. X2	OF X6	SHEETS

PLOTTED/REVISED: 17-JAN-2025
PATH & FILENAME: Projects\01_DUL\535\6981\026\Design\Consultant\Contract - 1034810 Parsons\MnDOT Deliverables\SP 6981-26 Permitting Drawings\d698126_xs.dgn
PLOT NAME: d698126.xs
DISTRICT "; 1

LOD = LIMITS OF DISTURBANCE
LOC = LIMITS OF CONSTRUCTION
EOWL = EDGE OF WETLAND

XS-1
RESTORED CONDITIONS



CROSS SECTION 1
MINNESOTA LAND SIDE RESTORED CONDITIONS

LOCATION: NEAR MNDNR BOAT LAUNCH

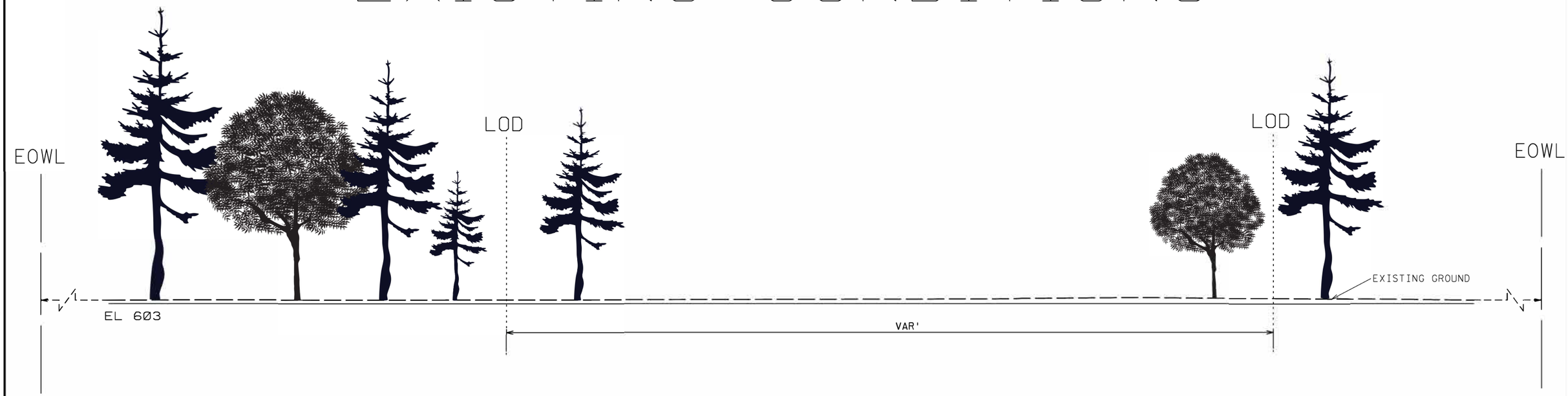
9
SCALE IN FEET

AQUATIC RESOURCES IMPACTS CROSS SECTIONS					
STATE PROJ. NO. 6981-26	(TH 535)	SHEET NO. X3	OF X6	SHEETS	

PLOTTED/REVISED: 17-JAN-2025
PATH & FILENAME: Projects\01_DUL\535\6981\026\Design\Consultant\Contract - 1034810 Parsons\MnDOT Deliverables\SP 6981-26 Permitting Drawings\d698126_xs.dgn
DISTRICT #: 1
PLOT NAME: d698126.xs

LOD = LIMITS OF DISTURBANCE
LOC = LIMITS OF CONSTRUCTION
EOWL = EDGE OF WETLAND

XS-2
EXISTING CONDITIONS



CROSS SECTION 2
WISCONSIN CONNOR'S POINT EXISTING CONDITIONS

LOCATION: INBETWEEN PROPOSED PIER 20 AND 21

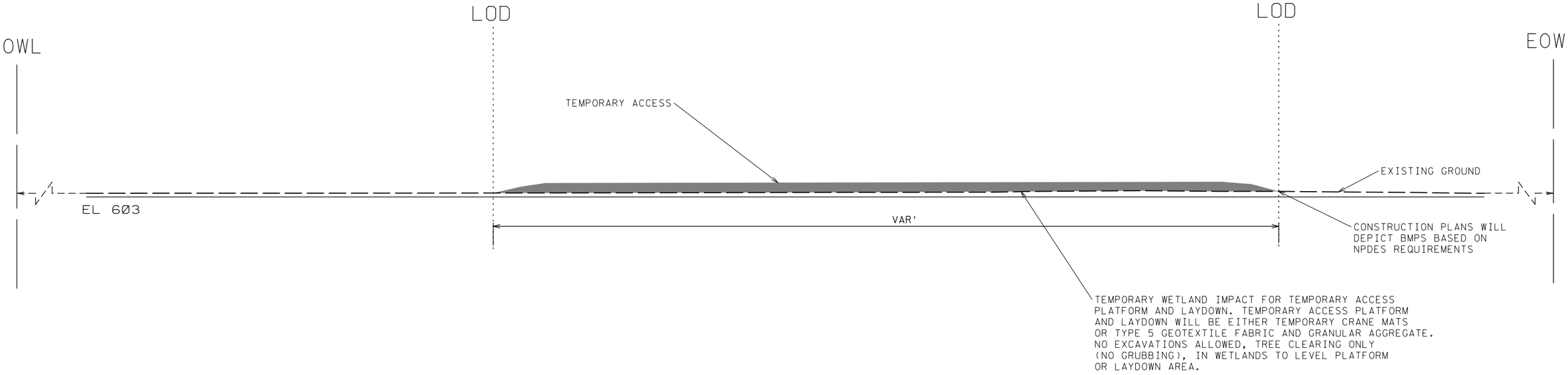
9
SCALE IN FEET

AQUATIC RESOURCES IMPACTS CROSS SECTIONS					
STATE PROJ. NO. 6981-26	(TH 535)	SHEET NO. X4	OF X6	SHEETS	

PLOTTED/REVISED: 17-JAN-2025
PATH & FILENAME: Projects\D1_DUL\535\6981\026\Design\Consultant\Contract - 1034810 Parsons\MnDOT Deliverables\SP 6981-26 Permitting Drawings\d698126_xs.dgn
DISTRICT #: 1
PLOT NAME: d698126_xs

LOD = LIMITS OF DISTURBANCE
LOC = LIMITS OF CONSTRUCTION
EOWL = EDGE OF WETLAND

XS-2
TEMPORARY ACCESS & STAGING



CROSS SECTION 2
WISCONSIN CONNOR'S POINT TEMPORARY IMPACTS FOR TEMPORARY ACCESS PLATFORM AND LAYDOWN

LOCATION: INBETWEEN PROPOSED PIER 20 AND 21

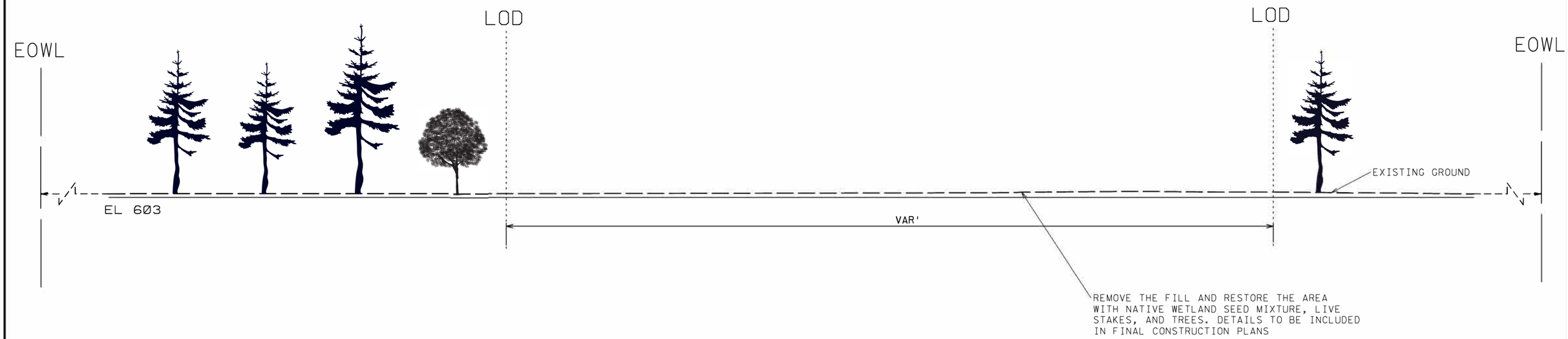
9
SCALE IN FEET

AQUATIC RESOURCES IMPACTS CROSS SECTIONS					
STATE PROJ. NO. 6981-26	(TH 535)	SHEET NO. X5	OF X6	SHEETS	

PLOTTED/REVISED: 17-JAN-2025
PATH & FILENAME: Projects\D1_DUL\535\6981\026\Design\Consultant\Contract - 1034810 Parsons\MnDOT Deliverables\SP 6981-26 Permitting Drawings\d698126_xs.dgn
PLOT NAME: d698126_xs
DISTRICT #: 1

LOD = LIMITS OF DISTURBANCE
LOC = LIMITS OF CONSTRUCTION
EOWL = EDGE OF WETLAND

XS-2
RESTORED CONDITIONS



CROSS SECTION 2
WISCONSIN CONNOR'S POINT RESTORED CONDITIONS

LOCATION: INBETWEEN PROPOSED PIER 20 AND 21

9
SCALE IN FEET

AQUATIC RESOURCES IMPACTS CROSS SECTIONS					
STATE PROJ. NO. 6981-26	(TH 535)	SHEET NO. X6	OF X6	SHEETS	

PLOTTED/REVISED: 17-JAN-2025
PATH & FILENAME: Projects\01_DUL\535\6981\026\Design\Consultant\Contract - 1034810 Parsons\MnDOT Deliverables\SP 6981-26 Permitting Drawings\d698126_xs.dgn
PLOT NAME: d698126.xs
DISTRICT "; 1

NOTES:

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-22, ENTITLED "STANDARD GUIDELINE FOR INVESTIGATING AND DOCUMENTING EXISTING UTILITIES".

AN APPROACH FILL SETTLEMENT PERIOD OF xx MONTHS IS REQUIRED BEFORE CONSTRUCTION OF ABUTMENTS MAY BEGIN. SEE BRIDGE CONSTRUCTION'S FOUNDATION RECOMMENDATIONS AND FOUNDATION UNIT'S MEMO.

TRAFFIC TO BE DETOURED DURING CONSTRUCTION.

NUMBER AND SPACING OF BEAMS IS APPROXIMATE AND WILL BE SET DURING FINAL DESIGN.

SPANS SET TO AVOID EXISTING FOUNDATIONS TO EXTENT POSSIBLE.

RETAINING WALL AND WINGWALL CONNECTION DETAILS TO BE COORDINATED BY DESIGN BUILD CONTRACTOR.

ALLOW FOR 2" FORM LINER IN THE ABUTMENT FACE AND WINGWALLS.

DECK DRAINS ARE REQUIRED ON BRIDGE, COORDINATE LOCATION, SIZE AND CONNECTION TO ROAD DRAINAGE IN FINAL DESIGN.

BRIDGE IS ON THE OSOW (SUPERLOAD) CORRIDOR, SEE PROJECT OSOW REPORT FOR ADDITIONAL INFORMATION.

SEE INPLACE UTILITIES SHEETS FOR IN-PLACE UTILITIES.

BRIDGE APPROACH PANEL LAYOUT STANDARDS 5-297.224 AND 5-297.225 APPLY.

BRIDGE APPROACH TREATMENT STANDARD 5-297.233 APPLIES.

PROPOSED TYPE OF STRUCTURE

SUPERSTRUCTURE:
- SIMPLE SPAN PRESTRESSED CONCRETE BEAMS (APPROACH UNITS)
- 1-SPAN TIED ARCH (MAIN NAVIGATION UNIT - ALTERNATIVE)
- 3-SPAN CABLE STAY (MAIN NAVIGATION UNIT - ALTERNATIVE)
- 3-SPAN STEEL PLATE GIRDER (HOWARD POCKET NAVIGATION UNIT)

SUBSTRUCTURE:
- PARAPET ABUTMENTS SUPPORTED ON PILING
- MULTI-COLUMN PIERS SUPPORTED ON PILING
- (PILE TYPE TO BE DETERMINED FROM 2024 LOAD TESTING PROGRAM)

AESTHETICS:

SERVICE LIFE:

FED. PROJ. NO. NHPP I535(005)

DESIGN DATA

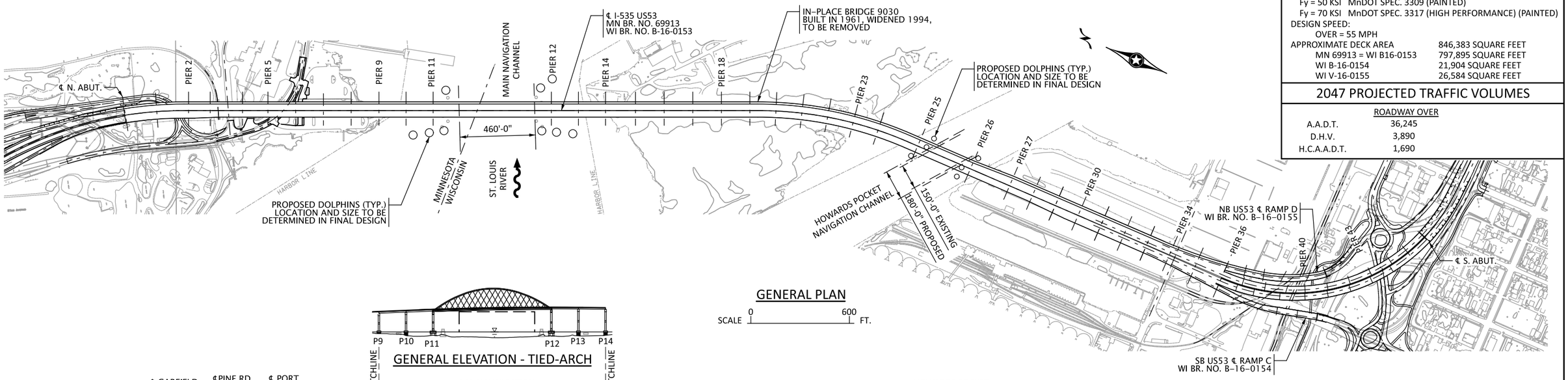
2020 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS
HL-93 LIVE LOAD
n = 1.05 IMPORTANCE FACTOR
DEAD LOAD INCLUDES 20 PSF ALLOWANCE FOR FUTURE WEARING COURSE MODIFICATIONS.
MATERIAL DESIGN PROPERTIES:
- REINFORCED CONCRETE:
  - f'c = 4 KSI CONCRETE
  - fy = 60 KSI PLAIN AND EPOXY COATED BARS
  - fy = 75 KSI STAINLESS STEEL BARS
  - n = 7.3 FOR REINFORCEMENT BARS
- PRETENSIONED CONCRETE:
  - f'c = 9.5 KSI CONCRETE (MAX.)
  - fpu = 300 KSI LOW RELAXATION STRANDS
  - n = 1 FOR PRETENSIONING STRANDS
  - 0.72 fpu FOR INITIAL PRESTRESS
- STRUCTURAL STEEL:
  - Fy = 50 KSI MnDOT SPEC. 3309 (PAINTED)
  - Fy = 70 KSI MnDOT SPEC. 3317 (HIGH PERFORMANCE) (PAINTED)

DESIGN SPEED:
OVER = 55 MPH

APPROXIMATE DECK AREA	846,383 SQUARE FEET
MN 69913 = WI B16-0153	797,895 SQUARE FEET
WI B-16-0154	21,904 SQUARE FEET
WI V-16-0155	26,584 SQUARE FEET

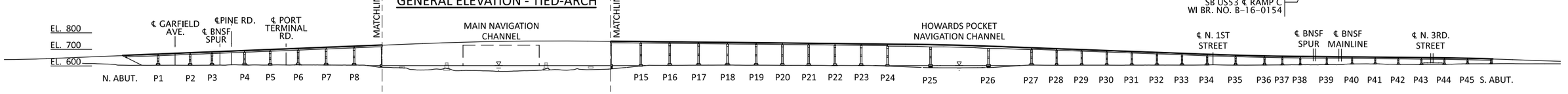
2047 PROJECTED TRAFFIC VOLUMES

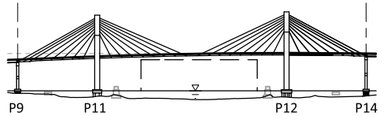
	ROADWAY OVER
A.A.D.T.	36,245
D.H.V.	3,890
H.C.A.A.D.T.	1,690



GENERAL PLAN
SCALE 0 600 FT.

GENERAL ELEVATION - TIED-ARCH





GENERAL ELEVATION - CABLE STAY

GENERAL ELEVATION
SCALE 0 600 FT.

* FOR STEEL GIRDER APPROACH ALTERNATIVE SEE PRELIMINARY PLAN SHEETS S1 THROUGH S10.

LIST OF SHEETS *

NO.	DESCRIPTION
1	TITLE SHEET
2-8	GENERAL PLAN & ELEVATION
9	GENERAL PLAN & ELEVATION - RAMP C
10	GENERAL PLAN & ELEVATION - RAMP D
11	BRIDGE SURVEY
12-20	CONTRACTED PROFILES
21-26	TYPICAL SECTIONS
27-32	ALIGNMENT PLAN
33-36	ALIGNMENT TABULATIONS
37-41	SUPERELEVATION PLAN
42	NOT USED
43-44	NAVIGATIONAL CLEARANCE
45-48	RAILROAD CLEARANCE
49-52	INPLACE UTILITIES
53-56	BORING PLAN
57-81	BORINGS
82-86	AESTHETICS

PARSONS
3433 BROADWAY STREET NE, SUITE 325
MINNEAPOLIS, MINNESOTA 55413

MINNESOTA
DEPARTMENT OF TRANSPORTATION

PRELIMINARY PLAN
MN BRIDGE NO. 69913
WI BRIDGE NO. B-16-0153

I 535 (BLATNIK) OVER ST LOUIS RIVER, RAIL & STREET,
1.3 MI SE OF JCT TH 35,
REPLACE BR# 9030

BRIDGE I.D. NO. 501, 401, (324 OR 425)
SEC. 3, 10 & 14 TWP. 49 N. R. 14 W.

CITY OF DULUTH
CITY OF SUPERIOR

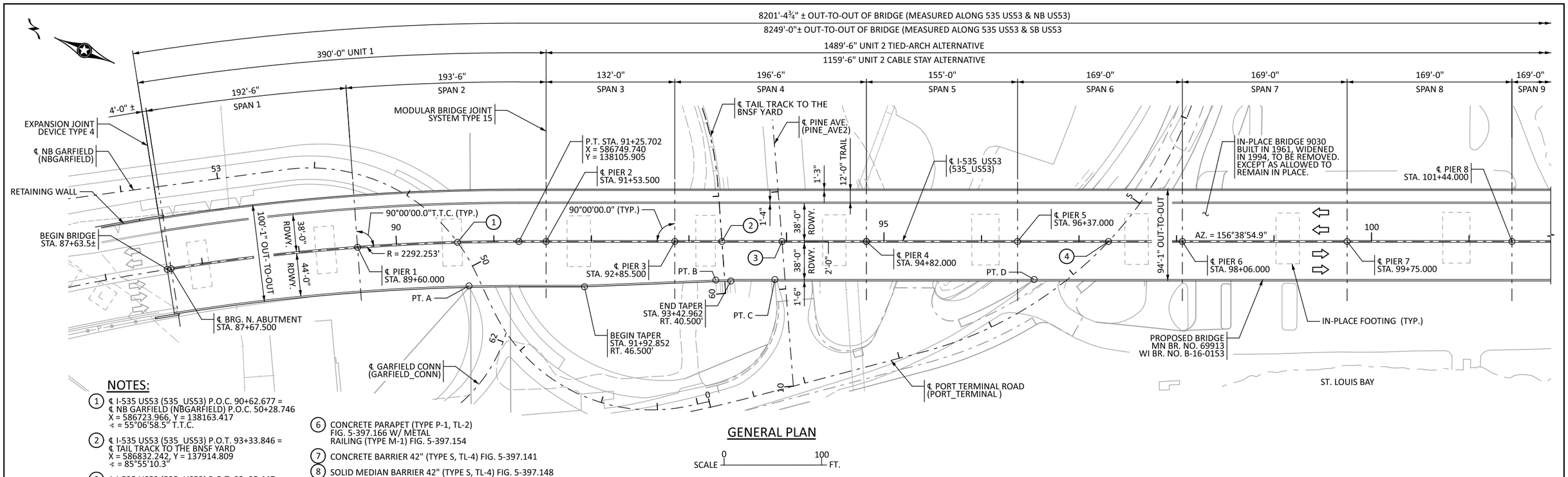
ST. LOUIS COUNTY, MN &
DOUGLAS COUNTY, WI

APPROVED: _____
STATE BRIDGE ENGINEER DATE

DES:	BJB	DR:	BJB
CHK:	GLJ	CHK:	GLJ

BRIDGE NO. 69913 (B-16-0153)

Plotted By: PARSONS\p0022751
Date Plotted: 16-JAN-2025
Time Plotted: 11:43:46 AM Central
Pen Table: ICS MnDOT-Iplot.pen
File Path: 001_TitleSheet.dgn

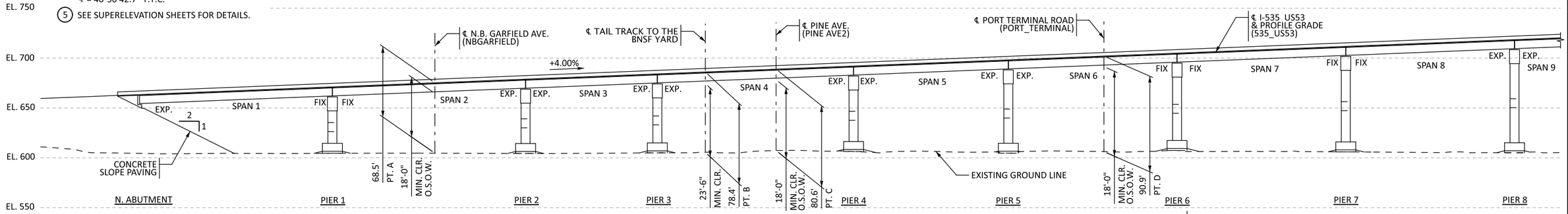


NOTES:

1. ℄ I-535 US53 (535_US53) P.O.C. 90+62.677 = ℄ NB GARFIELD (NBGARFIELD) P.O.C. 50+28.746 X = 586723.966, Y = 138163.417 ∢ = 55°06'58.5" T.T.C.
2. ℄ I-535 US53 (535_US53) P.O.T. 93+33.846 = ℄ TAIL TRACK TO THE BNSF YARD X = 586832.242, Y = 137914.809 ∢ = 85°55'10.3"
3. ℄ I-535 US53 (535_US53) P.O.T. 93+95.447 = ℄ PINE AVE (PINE_AVE2) P.O.T. 11+48.813 X = 586856.659, Y = 137858.254 ∢ = 85°31'03.9"
4. ℄ I-535 US53 (535_US53) P.O.T. 97+30.345 = ℄ PORT TERMINAL ROAD (PORT_TERMINAL) P.O.C. 4+49.590 X = 586989.402, Y = 137550.787 ∢ = 46°50'42.7" T.T.C.
5. SEE SUPERELEVATION SHEETS FOR DETAILS.
6. CONCRETE PARAPET (TYPE P-1, TL-2) FIG. 5-397.166 W/ METAL RAILING (TYPE M-1) FIG. 5-397.154
7. CONCRETE BARRIER 42" (TYPE S, TL-4) FIG. 5-397.141
8. SOLID MEDIAN BARRIER 42" (TYPE S, TL-4) FIG. 5-397.148

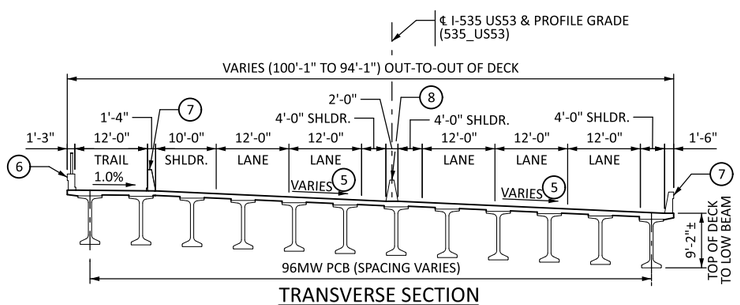
GENERAL PLAN

SCALE 0 100 FT.



GENERAL ELEVATION

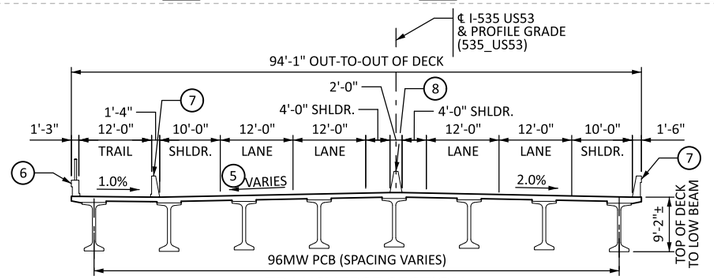
SCALE 0 100 FT.



TRANSVERSE SECTION

100'-1" (STA. 87+63.500 TO STA. 91+92.852)
VARIES 100'-1" TO 94'-1" (STA. 91+92.852 TO STA. 93+42.962)

SCALE 0 20 FT.



TRANSVERSE SECTION

STA. 93+42.962 TO STA. 106+43.000 (TIED-ARCH), STA. 93+42.962 TO STA. 103+13.000(CABLE STAY)

SCALE 0 20 FT.

EXISTING GROUND LINE PROFILE
58.6' LT.
℄ US53
40.5' RT.

Plotted By: PARSONS\p0007740
Date Plotted: 16-JAN-2025
Time Plotted: 11:40:01 AM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 002_GeneralPlan&Elevation1.dgn

STATE PROJECT NO. (SP.) 6981 - 69913

PARSONS

TITLE: GENERAL PLAN & ELEVATION 1

DES: BJB	DR: MJJN	
CHK: GLJ	CHK: GLJ	

SHEET NO. 2 OF 86 SHEETS

BRIDGE NO. 69913 (B-16-0153)

8201'-4¾" ± OUT-TO-OUT OF BRIDGE (MEASURED ALONG 535 US53 & NB US53)

8249'-0"± OUT-TO-OUT OF BRIDGE (MEASURED ALONG 535 US53 & SB US53)

1489'-6" UNIT 2 TIED-ARCH ALTERNATIVE

720'-0" UNIT 3 TIED-ARCH ALTERNATIVE

1209'-0" UNIT 4 TIED-ARCH ALTERNATIVE

169'-0" SPAN 9 | 165'-0" SPAN 10 | 165'-0" SPAN 11 | 720'-0" SPAN 12 | 165'-0" SPAN 13 | 165'-0" SPAN 14 | 182'-6" SPAN 15

MODULAR BRIDGE JOINT SYSTEM TYPE 15

MODULAR BRIDGE JOINT SYSTEM TYPE 27

PROPOSED DOLPHIN (TYP.)

℄ PIER 9 STA. 103+13.000

℄ PIER 10 STA. 104+78.000

℄ PIER 11 STA. 106+43.000

℄ PIER 12 STA. 113+63.000

℄ PIER 13 STA. 115+28.000

℄ PIER 14 STA. 116+93.000

105 | 110 | 115

AZ. = 156°38'54.9"

90°00'00.0" (TYP.)

SPAN 12 X=587647.952 Y=136422.683

460'-0" MAIN NAVIGATION CHANNEL (2)

230'-0" | 230'-0"

℄ I-535 US53 (535_US53)

94'-1" OUT-TO-OUT

1'-4" | 1'-3" | 12'-0" TRAIL | 38'-0" RDWY. | 38'-0" RDWY. | 2'-0" | 1'-6"

EXISTING P14 FOOTING (3)

EXISTING P15 FOOTING (3)

EXISTING P18 FOOTING (3)

HARBOR LINE

IN-PLACE BRIDGE 9030 BUILT IN 1961, WIDENED IN 1994, TO BE REMOVED. EXCEPT AS ALLOWED TO REMAIN IN-PLACE.

IN-PLACE DOLPHINS TO BE REMOVED (TYP.)

MINNESOTA | WISCONSIN

ST. LOUIS BAY

℄ MAIN NAVIGATION CHANNEL

ST. LOUIS RIVER

PROPOSED BRIDGE MN BR. NO. 69913 WI BR. NO. B-16-0153

GENERAL PLAN

SCALE 0 100 FT.

X=587285.317 Y=136253.584

I-535/US53 V.P.I. STA. 110+56.000 EL. 755.019 1000.000' V.C. G1 = +4.00% G2 = -1.05%

I-535/US53 V.P.C. STA. 105+56.000 V.P.C. EL. 735.019

I-535/US53 V.P.T. STA. 115+56.000 V.P.T. EL. 749.791

EL. 800 | EL. 750 | EL. 700 | EL. 650 | EL. 600 | EL. 550

+4.00% | -1.05%

SPAN 9 | SPAN 10 | SPAN 11 | SPAN 12 | SPAN 13 | SPAN 14 | SPAN 15

EXP. | FIX

(5) LOW BRIDGE AT FACE OF EXISTING PIERS 16 & 17 (TO REMAIN) SHALL BE ABOVE EL. 725.31 (IGLD85) = 725.49 (NAVD88)

123'-0" MIN. VERT. CLR. (5)

460'-0" MAIN NAVIGATION CHANNEL (2) MEASURED PERPENDICULAR TO CHANNEL

LOW WATER DATUM EL. 602.31 (IGLD 85) EL. 602.49 (NAV88)

100 YEAR FLOOD/ HIGH WATER DATUM EL. 604.42 (IGLD 85) EL. 604.60 (NAV88)

℄ I-535 US53 & PROFILE GRADE (535_US53)

PIER 9 | PIER 10 | PIER 11 | PIER 12 | PIER 13 | PIER 14

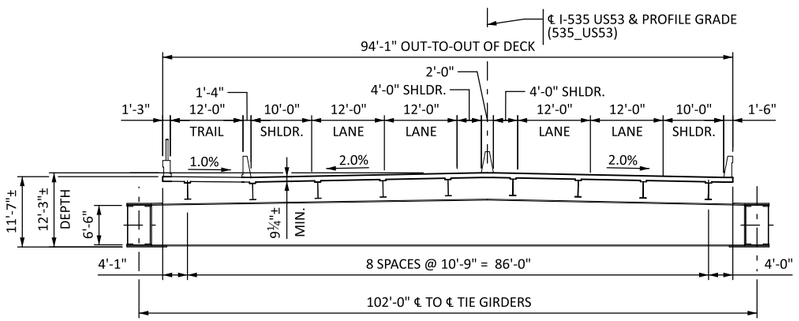
EXISTING PIER 16 | EXISTING PIER 17

EXISTING RIVER BED (DREDGED MAIN CHANNEL)

GENERAL ELEVATION

SCALE 0 100 FT.

EXISTING GROUND LINE PROFILE
58.6' LT.
℄ US53
40.5' RT.



(1) TRANSVERSE SECTION

STA. 106+43.000 TO STA. 113+63.000

SCALE 0 20 FT.

NOTES:

1. SEE GENERAL PLAN & ELEVATION 1, SHEET 02, FOR BARRIER AND PARAPET TYPES.
2. FOR NAVIGATION CHANNEL CLEARANCES, SEE NAVIGATIONAL CLEARANCES MAIN NAVIGATION CHANNEL SHEET 43.
3. EXISTING PIER P14, P15, P18 TO BE REMOVED AS REQUIRED PER THE COAST GUARD PERMIT.
4. EXISTING PIERS 16 AND 17 TO BE RECONSTRUCTED FOR VESSEL COLLISION PROTECTION. REMOVE TO TOP OF STRUT EL. 619.0
5. 123'-0" TO BE PROVIDED TO FACE OF THE EXISTING PIER AND FACE OF DOLPINS.

Plotted By: PARSONS\p0007740
Date Plotted: 16-JAN-2025
Time Plotted: 11:27:52 AM Central
Pen Table: ICS MnDOT-Iplot.pen
File Path: 003_GeneralPlan&Elevation2_ArchOption.dgn

STATE PROJECT NO. (SP.) 6981 - 69913

PARSONS

TITLE: GENERAL PLAN & ELEVATION 2 TIED-ARCH ALTERNATIVE

DES: BJB	DR: MJJN		
CHK: GLJ	CHK: GLJ		
SHEET NO. 3 OF 86 SHEETS			BRIDGE NO. 69913 (B-16-0153)

8201'-4¾±" OUT-TO-OUT OF BRIDGE (MEASURED ALONG 535 US53 & NB US53)

8249'-0"± OUT-TO-OUT OF BRIDGE (MEASURED ALONG 535 US53 & SB US53)

1159'-6" UNIT 2 CABLE STAY ALTERNATIVE

1380'-0" UNIT 3 CABLE STAY ALTERNATIVE

879'-0" UNIT 4 CABLE STAY ALT.

169'-0" SPAN 9

315'-0" SPAN 10

750'-0" SPAN 12

315'-0" SPAN 14

182'-6" SPAN 15

MODULAR BRIDGE JOINT SYSTEM TYPE 27

MODULAR BRIDGE JOINT SYSTEM TYPE 27

HARBOR LINE

PROPOSED DOLPHIN (TYP.)

X=587647.952
Y=136422.683

460'-0"

MAIN NAVIGATION CHANNEL (2)

230'-0"

230'-0"

EXISTING P14 FOOTING (3)

EXISTING P18 FOOTING (3)

℄ I-535_US53 (535_US53)

1'-4"

1'-3"

12'-0" TRAIL

94'-1" OUT-TO-OUT

38'-0" RDWY.

38'-0" RDWY.

2'-0"

1'-6"

℄ PIER 9
STA. 103+13.000

105

℄ PIER 11
STA. 106+28.000

AZ. = 156°38'54.9"

110

℄ PIER 12
STA. 113+78.000

115

90°00'00.0" (TYP.)

℄ PIER 14
STA. 116+93.000

HARBOR LINE

EXISTING P15 FOOTING (3)

IN-PLACE BRIDGE 9030 BUILT IN 1961, WIDENED IN 1994, TO BE REMOVED. EXCEPT AS ALLOWED TO REMAIN IN-PLACE.

IN-PLACE DOLPHINS TO BE REMOVED (TYP.)

MINNESOTA

WISCONSIN

℄ MAIN NAVIGATION CHANNEL

ST. LOUIS BAY

ST. LOUIS RIVER

PROPOSED BRIDGE
MN BR. NO. 69913
WI BR. NO. B-16-0153

HARBOR LINE

GENERAL PLAN

SCALE 0 100 FT.

X=587285.317
Y=136253.584

I-535/US53
V.P.I. STA. 110+56.000
EL. 755.019
1000.000' V.C.
G1 = +4.00%
G2 = -1.05%

I-535/US53
V.P.C. STA. 105+56.000
V.P.C. EL. 735.019

I-535/US53
V.P.T. STA. 115+56.000
V.P.T. EL. 749.791

EL. 800

EL. 750

EL. 700

EL. 650

EL. 600

EL. 550

+4.00%

-1.05%

SPAN 9

EXP.

EXP.

SPAN 11

FIX

SPAN 12

FIX

SPAN 14

EXP.

EXP. SPAN 15

℄ I-535_US53 & PROFILE GRADE (535_US53)

(5) LOW BRIDGE AT FACE OF EXISTING PIERS 16 & 17 (TO REMAIN) SHALL BE ABOVE EL. 725.31 (IGLD85) = 725.49 (NAVD88)

123'-0" MIN. VERT. CLR. (5)

460'-0" MAIN NAVIGATION CHANNEL (2)
MEASURED PERPENDICULAR TO CHANNEL

LOW WATER DATUM
EL. 602.31 (IGLD 85)
EL. 602.49 (NAV88)

100 YEAR FLOOD/
HIGH WATER DATUM
EL. 604.42 (IGLD 85)
EL. 604.60 (NAV88)

(3) EXISTING P15 FOOTING

PIER 9

PIER 11

PIER 12

PIER 14

EXISTING RIVER BED (DREDGED MAIN CHANNEL)

(3) EXISTING P18 FOOTING

GENERAL ELEVATION

SCALE 0 100 FT.

EXISTING GROUND LINE PROFILE
58.6' LT.
℄ US53
40.5' RT.

℄ I-535 US53 & PROFILE GRADE (535_US53)

95'-0" OUT-TO-OUT OF DECK

1'-8" | 12'-0" TRAIL | 10'-0" SHLDR. | 12'-0" LANE | 12'-0" LANE | 2'-0" | 4'-0" SHLDR. | 4'-0" SHLDR. | 12'-0" LANE | 12'-0" LANE | 10'-0" SHLDR. | 2'-0"

1'-4"

1.0%

2.0%

2.0%

2.0%

9'-11"

8'-5"± DEPTH

5'-9"±

10"± MIN. DECK PANEL

2"± OVERLAY

1'-0"± TOTAL

1'-6"±

4 SPACES @ 23'-0"± = 92'-0"±

1'-6"±

EDGE GIRDERS SUBDIVIDED BY SUPPORT STRINGERS

100'-0" ℄ TO ℄ STAY CABLES

(1) TRANSVERSE SECTION

STA. 103+13.000 TO STA. 116+93.000

SCALE 0 20 FT.

NOTES:

1. SEE GENERAL PLAN & ELEVATION 1, SHEET 02, FOR BARRIER AND PARAPET TYPES.
2. FOR NAVIGATION CHANNEL CLEARANCES, SEE NAVIGATIONAL CLEARANCES MAIN NAVIGATION CHANNEL SHEET 43.
3. EXISTING PIER P14, P15, P18 TO BE REMOVED AS REQUIRED PER THE COAST GUARD PERMIT.
4. EXISTING PIERS 16 AND 17 TO BE RECONSTRUCTED FOR VESSEL COLLISION PROTECTION. REMOVE TO TOP OF STRUT EL. 619.0
5. 123'-0" TO BE PROVIDED TO FACE OF THE EXISTING PIER AND FACE OF DOLPINS.

Plotted By: PARSONS\jp0007740
Date Plotted: 16-JAN-2025
Time Plotted: 11:11:26 AM Central
Pen Table: ICS MnDOT-Iplot.pen
File Path: 004_GeneralPlan&Elevation2_CableStayOption.dgn

STATE PROJECT NO. (SP.) 6981 - 69913

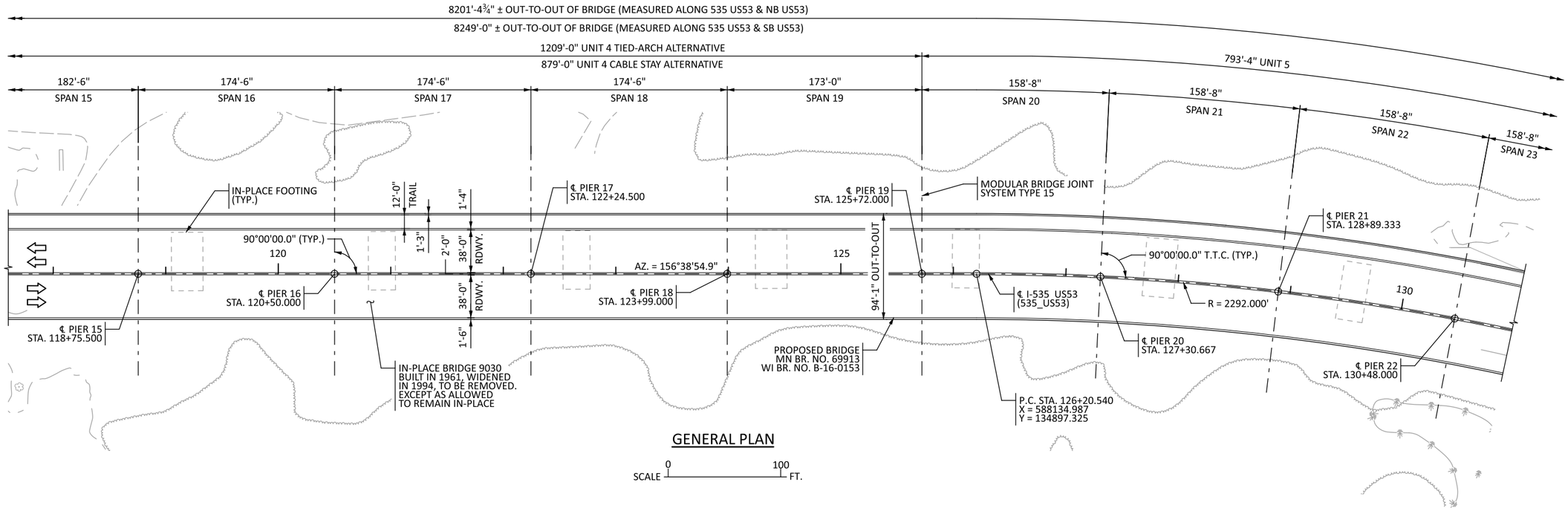
PARSONS

TITLE: GENERAL PLAN & ELEVATION 2 CABLE STAY ALTERNATIVE

DES: BJB	DR: MJN	
CHK: GLJ	CHK: GLJ	

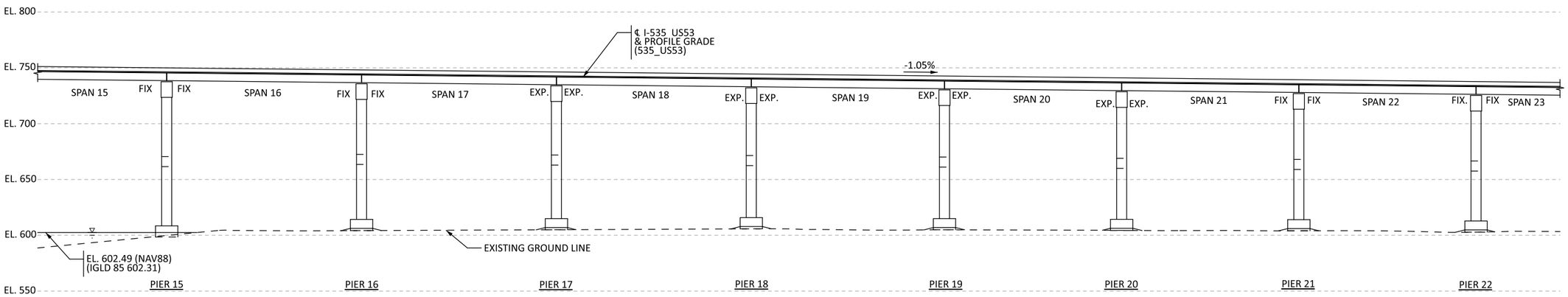
SHEET NO. 4 OF 86 SHEETS

BRIDGE NO. 69913 (B-16-0153)



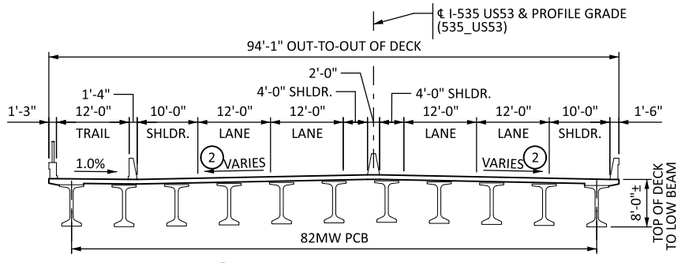
GENERAL PLAN

SCALE 0 100 FT.



GENERAL ELEVATION

SCALE 0 100 FT.



① TRANSVERSE SECTION

STA. 113+63.000 TO STA. 133+65.333 (TIED-ARCH)
STA. 116+93.000 TO STA. 133+65.333 (CABLE STAY)

SCALE 0 20 FT.

EXISTING GROUND LINE PROFILE
58.6' LT.
℄ US53
40.5' RT.

NOTES:

1. SEE GENERAL PLAN & ELEVATION 1, SHEET 02, FOR BARRIER AND PARAPET TYPES.
2. SEE SUPERELEVATION SHEETS FOR DETAILS.

STATE PROJECT NO. (SP.) 6981 - 69913

PARSONS

TITLE: GENERAL PLAN & ELEVATION 3

DES: BJB	DR: MJN	
CHK: GLJ	CHK: GLJ	

SHEET NO. 5 OF 86 SHEETS

BRIDGE NO. 69913 (B-16-0153)

Plotted By: PARSONS\p0007740
Date Plotted: 16-JAN-2025
Time Plotted: 11:54:55 AM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 005_GeneralPlan&Elevation3.dgn

8201'-4¾" ± OUT-TO-OUT OF BRIDGE (MEASURED ALONG 535 US53 & NB US53)

8249'-0" ± OUT-TO-OUT OF BRIDGE (MEASURED ALONG 535 US53 & SB US53)

870'-0" UNIT 6

1407'-0" UNIT 7

793'-4" UNIT 5

158'-8" SPAN 23

158'-8" SPAN 24

260'-0" SPAN 25

350'-0" SPAN 26

260'-0" SPAN 27

151'-6" SPAN 28

151'-6" SPAN 29

MODULAR BRIDGE JOINT SYSTEM TYPE 12

PROPOSED BRIDGE MN BR. NO. 69913 WI BR. NO. B-16-0153

P.T. STA. 135+55.984 X = 588322.722 Y = 133987.528

HARBOR LINE

EXISTING NAVIGATION CHANNEL HOWARDS POCKET

150'-0"

75'-0"

75'-0"

X=588472.515 Y=133626.268

HARBOR LINE

END TAPER STA. 142+31.771 LT. 63.583'

MODULAR BRIDGE JOINT SYSTEM TYPE 18

BEGIN TAPER STA. 139+81.846 LT. 53.583'

℄ PIER 27 STA. 142+35.333

90°00'00.0"(TYP.)

℄ PIER 28 STA. 143+86.833

135

90°00'00.0" T.T.C. (TYP.)

140

AZ. = 180°01'58.6"

℄ PIER 24 STA. 133+65.333

℄ PIER 23 STA. 132+06.667

R = 2292.000'

℄ I-535 US53 (535_US53)

1'-3"

38'-0" RDWY.

1'-4"

94'-1" OUT-TO-OUT

12'-0" TRAIL

2'-0"

38'-0" RDWY.

1'-6"

104'-1" OUT-TO-OUT

℄ PIER 26 STA. 139+75.333

℄ PIER 25 STA. 136+25.333

3

X=588072.694 Y=133938.642

℄ HOWARD'S BAY NAVIGATIONAL CHANNEL

IN-PLACE BRIDGE 9030 BUILT IN 1961, WIDENED IN 1994, TO BE REMOVED. EXCEPT AS ALLOWED TO REMAIN IN-PLACE.

IN-PLACE FOOTING (TYP.)

BEGIN TAPER STA. 143+67.601 RT. 40.500'

PROPOSED DOLPHIN (TYP.)

2

180'-0" PROPOSED UNOBSTRUCTED NAVIGATION CHANNEL

IN-PLACE DOLPHIN TO BE REMOVED (TYP.)

GENERAL PLAN

SCALE 0 100 FT.

NOTES:

1. SEE GENERAL PLAN & ELEVATION 1, SHEET 02, FOR BARRIER AND PARAPET TYPES.
2. FOR NAVIGATION CHANNEL CLEARANCES, SEE NAVIGATIONAL CLEARANCE-HOWARD'S POCKET SHEET.
3. IN-PLACE PIERS ADJACENT TO HOWARDS POCKET NAVIGATION CHANNEL TO BE REMOVED. AS REQUIRED PER THE COAST GUARD PERMIT.
4. SEE SUPERELEVATION SHEETS FOR DETAILS

I-535 US53 V.P.C. STA. 134+75.00 V.P.C. EL. 729.73

I-535/US53 V.P.I. STA. 137+50.000 V.P.I. EL. 726.850 550.000' V.C. G1 = -1.05% G2 = -3.70%

I-535 US53 V.P.T. STA. 140+25.00 V.P.T. EL. 716.67

EL. 800

EL. 750

EL. 700

EL. 650

EL. 600

EL. 550

-1.05%

-3.70%

℄ I-535 US53 & PROFILE GRADE (535_US53)

LOW BRIDGE SHALL BE ABOVE EL. 705.31 (IGLD 85) EL. 705.49 (NAVD88)

SPAN 23 EXP. EXP. SPAN 24 EXP. EXP. SPAN 25 FIX SPAN 26 FIX SPAN 27 EXP. EXP. SPAN 28 EXP. EXP. SPAN 29

3

LOW WATER DATUM EL. 602.31 (IGLD 85) EL. 602.49 (NAV88)

100 YEAR FLOOD/ HIGH WATER DATUM EL. 604.42 (IGLD 85) EL. 604.60 (NAVD88)

EXISITING GROUND LINE

EXISTING RIVER BED (DREDGED CHANNEL)

PIER 23 PIER 24 PIER 25 PIER 26 PIER 27 PIER 28

2 180'-0" UNOBSTRUCTED NAVIGATION CHANNEL MEASURED PERPENDICULAR TO CHANNEL

2 103'-0" VERT. CLR.

GENERAL ELEVATION

SCALE 0 100 FT.

EXISTING GROUND LINE PROFILE
58.6' LT.
℄ US53
40.5' RT.

℄ I-535 US53 & PROFILE GRADE (535_US53)

VARIES (94'-1" TO 104'-1") OUT-TO-OUT OF DECK

1'-3" | 1'-4" 12'-0" TRAIL | 8'-0" MIN. & VAR. SHLDR. | 12'-0" MIN. & VAR. LANE | 2'-0" 4'-0" SHLDR. 12'-0" LANE | 12'-0" LANE | 4'-0" SHLDR. 12'-0" LANE | 12'-0" LANE | 10'-0" SHLDR. | 1'-6"

1.0%

4 VARIES

4 VARIES

10'-4"± TO 11'-6"± TOP OF DECK TO LOW BEAM

STEEL PLATE GIRDER (SPACING VARIES)

WEB VARIES: 112"± AT PIERS 24 & 27 & MIDSPAN AND 138"± AT PIERS 25 & 26

1 TRANSVERSE SECTION

HOWARD'S POCKET
94'-1" (STA. 133+65.333 TO STA. 139+81.846)
VARIES 94'-1" TO 104'-1" (STA. 139+81.846 TO STA. 142+31.771)
104'-1" (STA. 142+31.771 TO STA. 142.35.333)

SCALE 0 20 FT.

℄ I-535 US53 & PROFILE GRADE (535_US53)

VARIES (104'-1" TO 114'-1") OUT-TO-OUT OF DECK

1'-3" | 1'-4" 12'-0" TRAIL | 8'-0" MIN. & VAR. SHLDR. | 12'-0" MIN. & VARIES 12'-0" LANE | 12'-0" LANE | 2'-0" 4'-0" SHLDR. 12'-0" LANE | 4'-0" SHLDR. 12'-0" LANE | 12'-0" LANE | 10'-0" SHLDR. | 1'-6"

1.0% | 2.0% | 2.0%

8'-0" TOP OF DECK TO LOW BEAM

82MW PCB (SPACING VARIES)

1 TRANSVERSE SECTION

104'-1" (STA. 142+35.333 TO STA. 143+67.601)
VARIES 104'-1" TO 114'-1" (STA. 143+67.601 TO STA. 146+17.601)

SCALE 0 20 FT.

Plotted By: PARSONS\jp0056339H
Date Plotted: 16-JAN-2025
Time Plotted: 4:11:56 PM Central
Pen Table: ICS MnDOT -iplot.pen
File Path: 006_GeneralPlan&Elevation4.dgn

STATE PROJECT NO. (SP.) 6981 - 69913

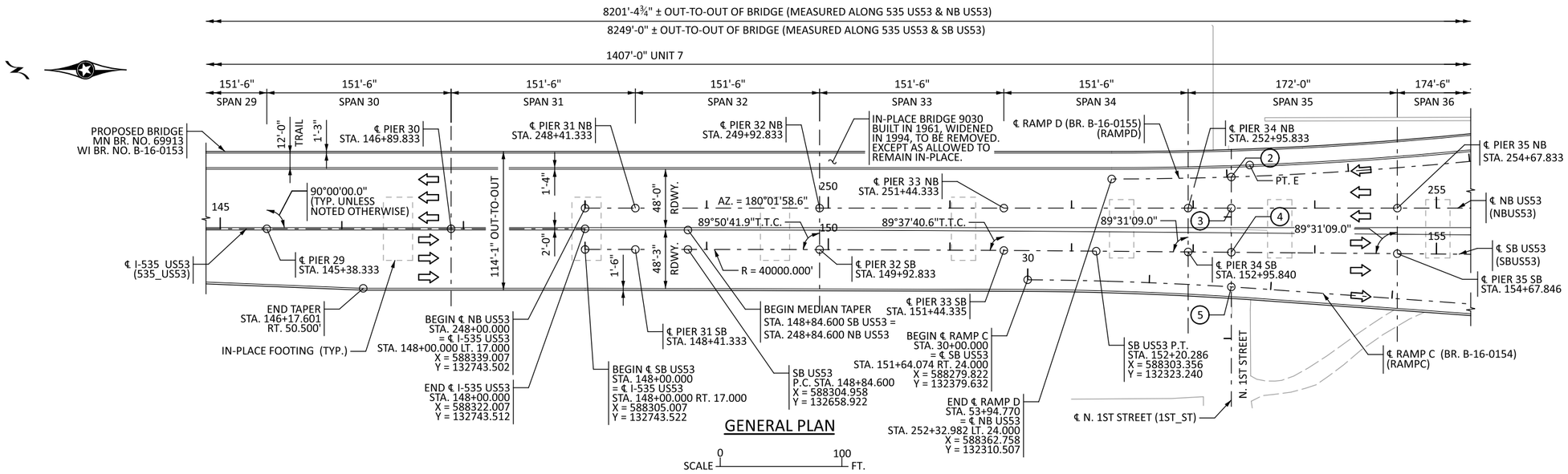
PARSONS

TITLE: GENERAL PLAN & ELEVATION 4

DES:	BJB	DR:	MJJN	
CHK:	GLJ	CHK:	GLJ	

SHEET NO. 6 OF 86 SHEETS

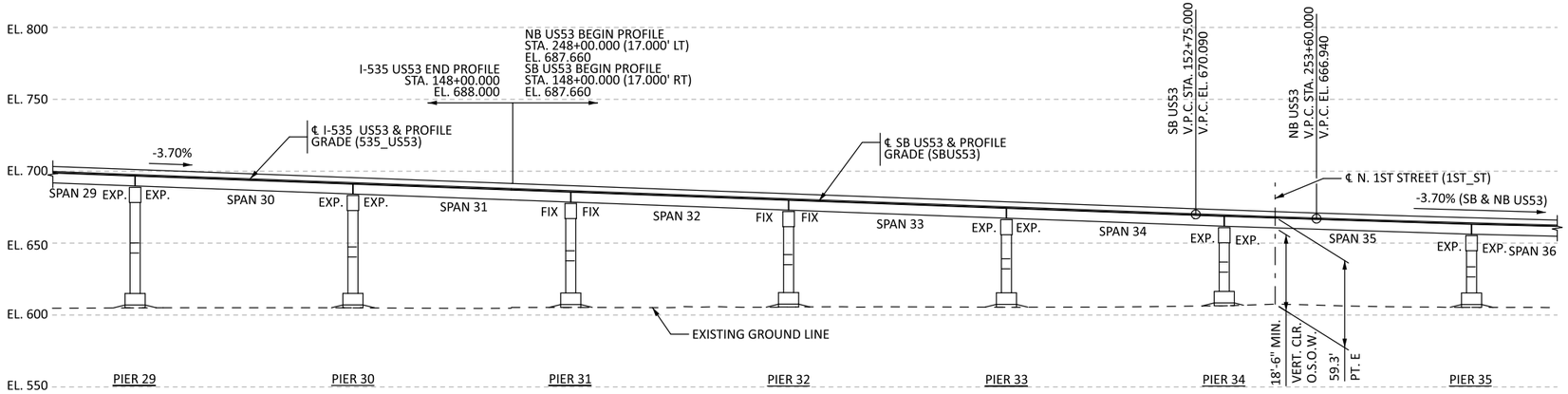
BRIDGE NO. 69913 (B-16-0153)



GENERAL PLAN

SCALE 0 100 FT.

EXISTING GROUND LINE PROFILE
58.6' LT.
℄ US53
40.5' RT.

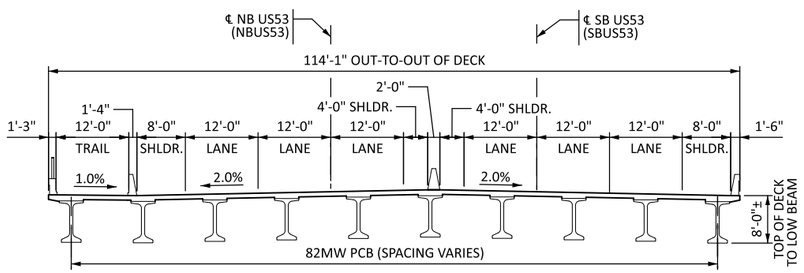


GENERAL ELEVATION

SCALE 0 100 FT.

NOTES:

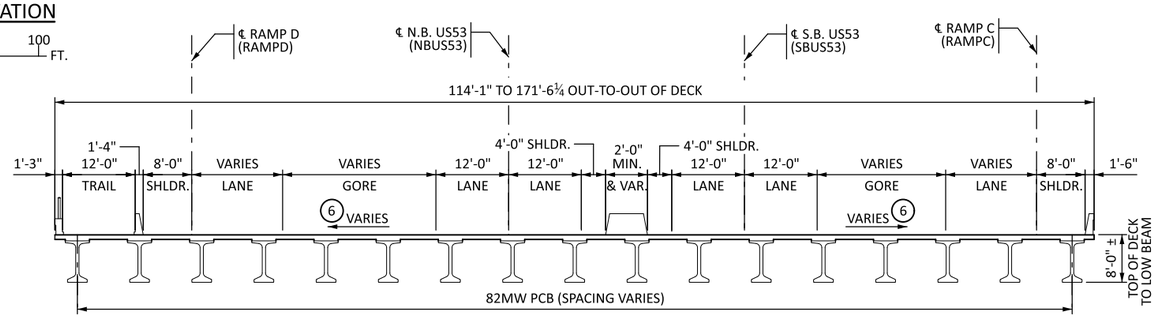
1. SEE GENERAL PLAN & ELEVATION 1, SHEET 02, FOR BARRIER AND PARAPET TYPES.
2. ℄ RAMP D (RAMPD) P.O.C. 52+96.383 = ℄ 1ST STREET (1ST_ST) P.O.T. 24+32.908 X = 588364.314, Y = 132212.137, ∢ = 91°52'32.7" T.T.C.
3. ℄ NB US53 (NBUS53) P.O.T. 253+31.352 = ℄ 1ST STREET (1ST_ST) P.O.T. 24+07.295 X = 588338.701, Y = 132212.150, ∢ = 89°59'48.2"
4. ℄ SBUS53 (SBUS53) P.O.T. 153+31.362 = ℄ 1ST STREET (1ST_ST) P.O.T. 23+70.954 X = 588302.360, Y = 132212.169, ∢ = 89°30'57.2"
5. ℄ RAMP C (RAMPC) P.O.C. 31+67.576 = ℄ 1ST STREET (1ST_ST) P.O.T. 23+42.470 X = 588273.876, Y = 132212.184, ∢ = 86°23'45.4" T.T.C.
6. SEE SUPERELEVATION SHEETS FOR DETAILS.



1 TRANSVERSE SECTION

535 US53 STA. 146+17.601 TO SB STA. 148+00.000
535 US53 STA. 146+17.601 TO NB STA. 248+00.000

SCALE 0 20 FT.



1 TRANSVERSE SECTION

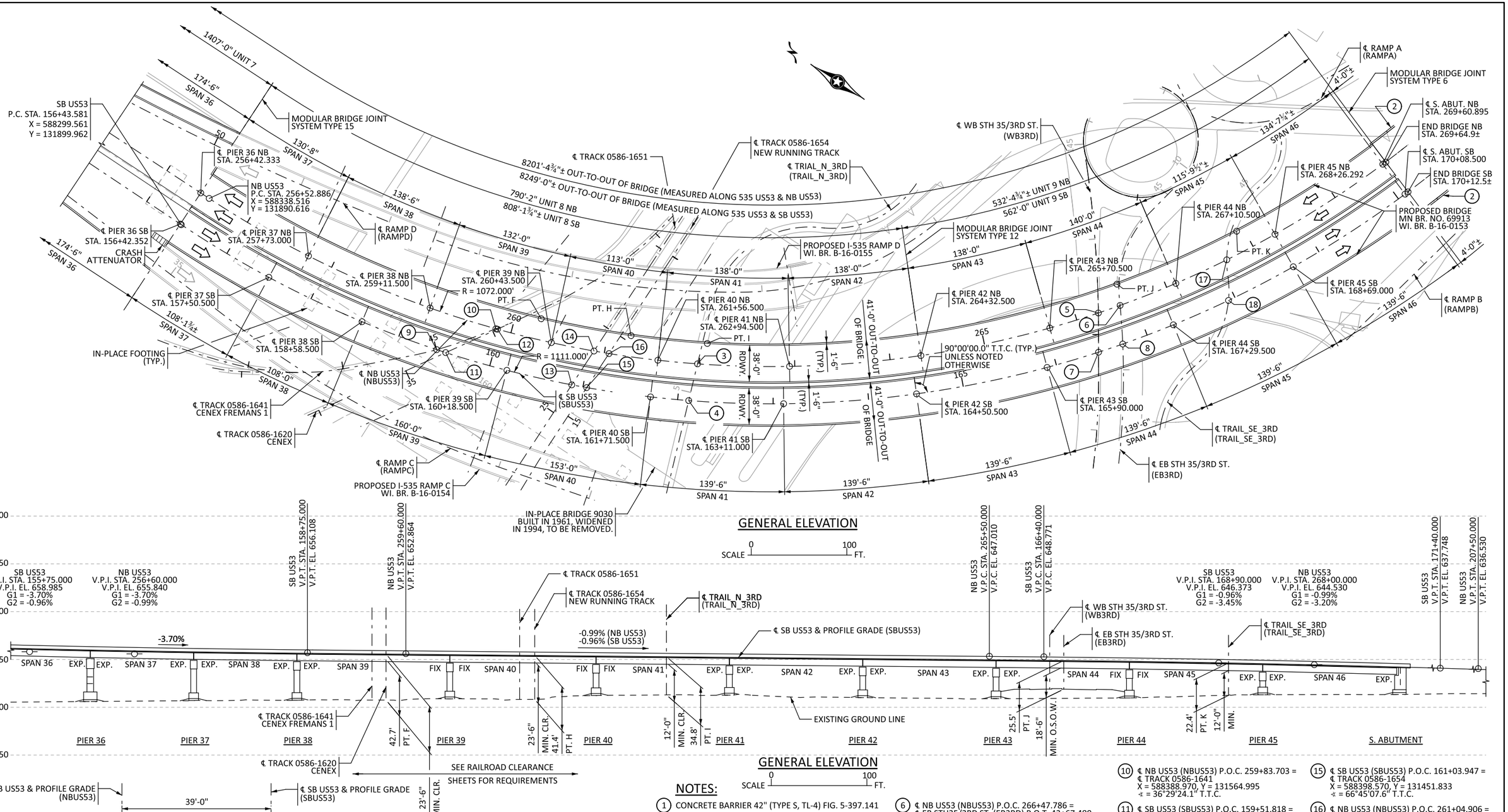
NB US53 (STA. 248+00.000 TO STA. 256+42.333)
SB US53 (STA. 148+00.000 TO STA. 156+42.352)

SCALE 0 20 FT.

Plotted By: PARSONS\p005639H
Date Plotted: 17-JAN-2025
Time Plotted: 12:55:34 PM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 007_GeneralPlan&Elevation5.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: GENERAL PLAN & ELEVATION 5	DES: BJB DR: MJJN CHK: GLJ CHK: GLJ SHEET NO. 7 OF 86 SHEETS

BRIDGE NO. 69913 (B-16-0153)



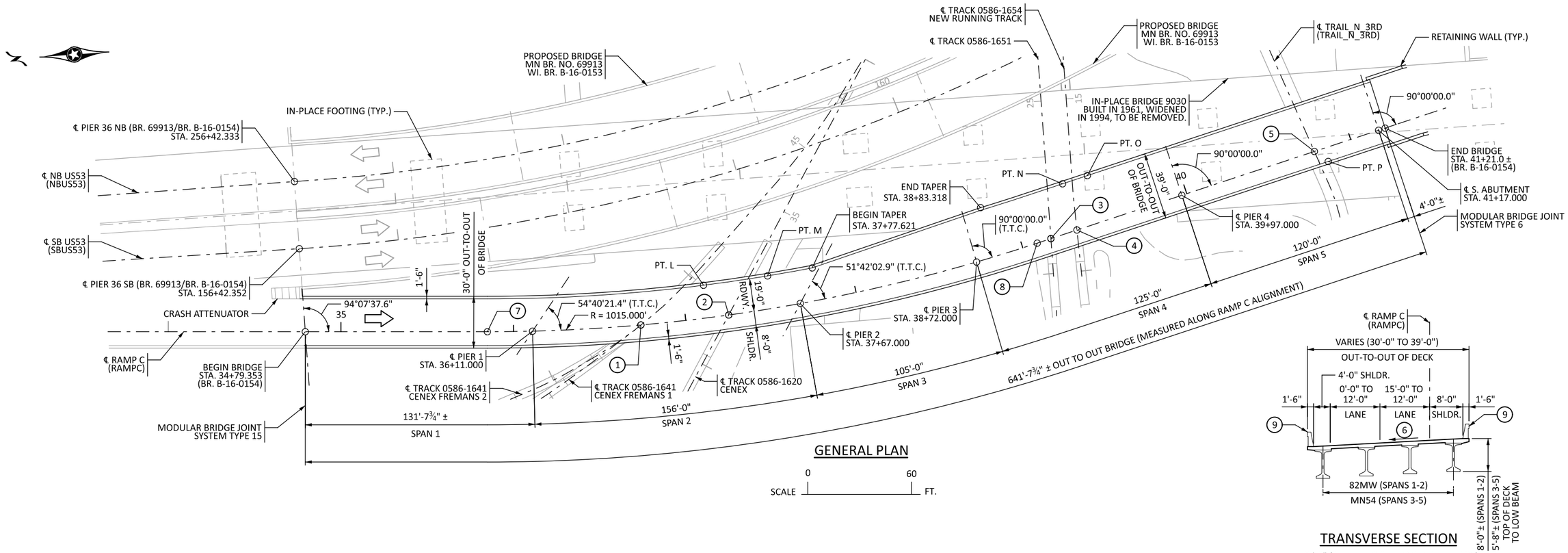
EXISTING GROUND LINE PROFILE
58.6' LT.
℄ US53 OR ℄ SB US53
40.5' RT.

NOTES:

1. CONCRETE BARRIER 42" (TYPE S, TL-4) FIG. 5-397.141
2. RETAINING WALL
3. ℄ NB US53 (NBUS53) P.O.C. 261+98.168 = ℄ TRAIL N 3RD (TRAIL_N_3RD) P.O.T. 5+30.706 X = 588473.933, Y = 131368.467 ∢ = 80°38'17.9" T.T.C.
4. ℄ SB US53 (SBUS53) P.O.C. 162+11.599 = ℄ TRAIL N 3RD (TRAIL_N_3RD) P.O.T. 4+91.198 X = 588436.749, Y = 131355.117 ∢ = 80°58'11.0" T.T.C.
5. ℄ NB US53 (NBUS53) P.O.C. 266+23.699 = ℄ WB STH35/3RD ST. (WB3RD) P.O.T. 143+22.577 X = 588748.386, Y = 131046.929 ∢ = 72°12'48.1" T.T.C.
6. ℄ NB US53 (NBUS53) P.O.C. 266+47.786 = ℄ EB STH35/3RD ST. (EB3RD) P.O.T. 43+67.480 X = 588767.495, Y = 131032.266 ∢ = 75°27'06.2" T.T.C.
7. ℄ SB US53 (SBUS53) P.O.C. 142+81.571 = ℄ WB STH35/3RD ST. (WB3RD) P.O.T. 43+59.645 X = 588714.201, Y = 131024.283 ∢ = 72°13'31.0" T.T.C.
8. ℄ SB US53 (SBUS53) P.O.C. 166+72.849 = ℄ EB STH35/3RD ST. (EB3RD) P.O.T. 43+26.967 X = 588735.213, Y = 131007.794 ∢ = 73°10'05.3" T.T.C.
9. ℄ SB US53 (SBUS53) P.O.C. 159+41.920 = ℄ TRACK 0586-1641 X = 588336.733, Y = 131604.851 ∢ = 33°50'54.0" T.T.C.
10. ℄ NB US53 (NBUS53) P.O.C. 259+83.703 = ℄ TRACK 0586-1641 X = 588388.970, Y = 131564.995 ∢ = 36°29'24.1" T.T.C.
11. ℄ SB US53 (SBUS53) P.O.C. 159+51.818 = ℄ TRACK 0586-1620 X = 588339.315, Y = 131595.296 ∢ = 42°27'03.4" T.T.C.
12. ℄ NB US53 (NBUS53) P.O.C. 259+85.421 = ℄ TRACK 0586-1620 X = 588389.492, Y = 131563.360 ∢ = 39°34'51.6" T.T.C.
13. ℄ SB US53 (SBUS53) P.O.C. 160+88.077 = ℄ TRACK 0586-1651 X = 588383.416, Y = 131433.460 ∢ = 67°31'52.1" T.T.C.
14. ℄ NB US53 (NBUS53) P.O.C. 260+88.963 = ℄ TRACK 0586-1651 X = 588425.751, Y = 131466.417 ∢ = 66°39'58.8" T.T.C.
15. ℄ SB US53 (SBUS53) P.O.C. 161+03.947 = ℄ TRACK 0586-1654 X = 588398.570, Y = 131451.833 ∢ = 66°45'07.6" T.T.C.
16. ℄ NB US53 (NBUS53) P.O.C. 261+04.906 = ℄ TRACK 0586-1654 X = 588432.160, Y = 131451.819 ∢ = 65°51'12.9" T.T.C.
17. ℄ NB US53 (NBUS53) P.O.C. 267+69.218 = ℄ TRAIL_SE_RD (TRAIL_SE_3RD) P.O.C. 44+22.492 X = 588868.569, Y = 130965.080 ∢ = 63°00'38.3"
18. ℄ SB US53 (SBUS53) P.O.C. 167+92.582 = ℄ TRAIL_SE_RD (TRAIL_SE_3RD) P.O.C. 43+79.870 X = 5588834.022, Y = 130940.276 ∢ = 58°52'55.8"
19. SEE SUPERELEVATION SHEETS FOR DETAILS.

Plotted By: PARSONS\p0022751
Date Plotted: 20-JAN-2025
Time Plotted: 1:03:03 PM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 008_GeneralPlan&Elevation6.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: GENERAL PLAN & ELEVATION 6	BRIDGE NO. 69913 (B-16-0153)
		DES: BJB DR: MJJN CHK: GLJ CHK: GLJ	
		SHEET NO. 8 OF 86 SHEETS	

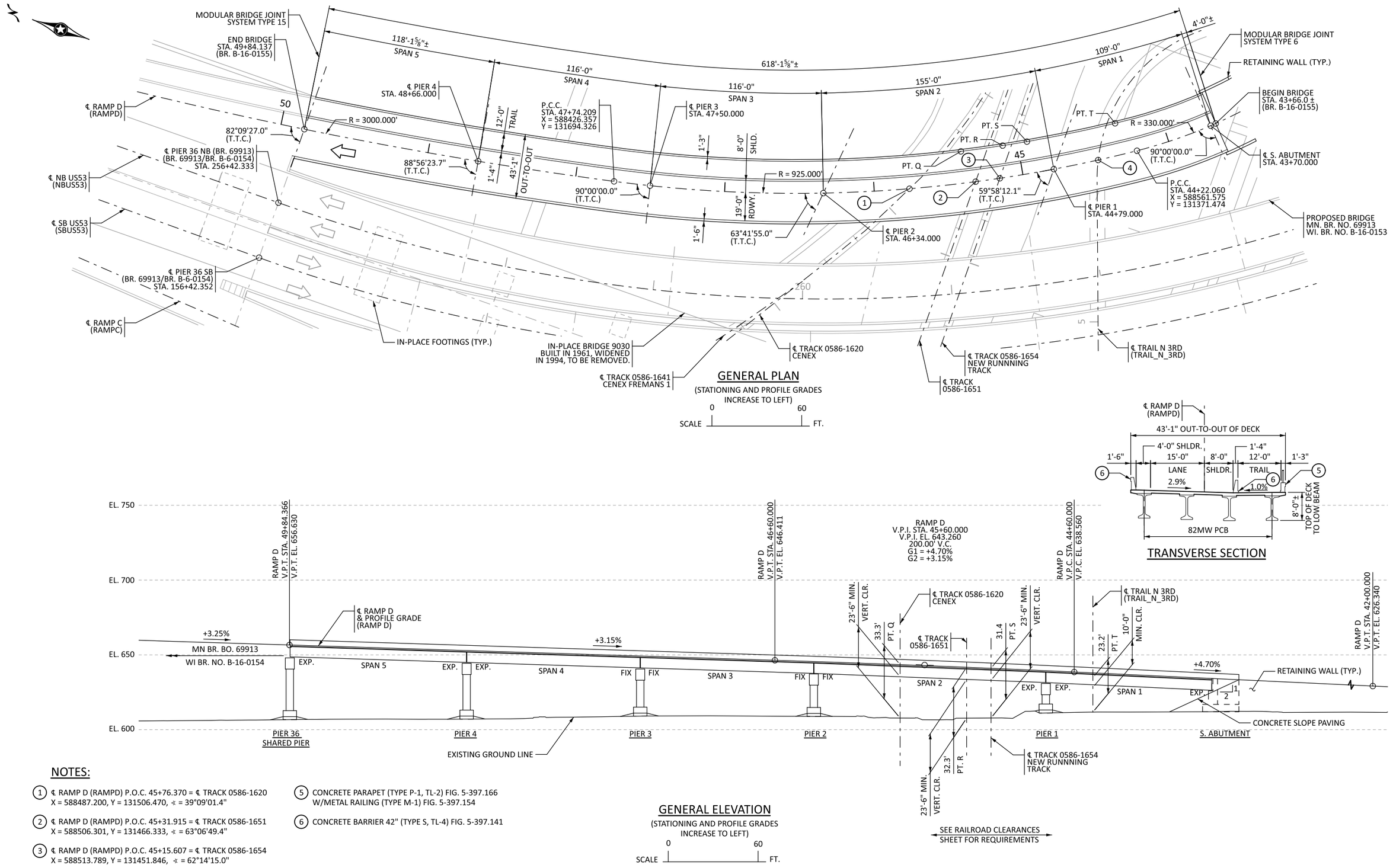


NOTES:

1. ℄ RAMP C (RAMPC) P.O.C.
   36+73.858 = ℄ TRACK 0586-1641
   X = 588241.176, Y = 131707.057
   ∢ 145°47'52.4" T.T.C.
2. ℄ RAMP C (RAMPC) P.O.C.
   37+25.084 = ℄ TRACK 0586-1620
   X = 588243.242, Y = 131655.877
   ∢ 143°59'03.7" T.T.C.
3. ℄ RAMP C (RAMPC) P.O.T.
   39+17.121 = ℄ TRACK 0586-1651
   X = 588273.792, Y = 131466.574
   ∢ 104°11'13.3"
4. ℄ RAMP C (RAMPC) P.O.T.
   39+33.001 = ℄ TRACK 0586-1654
   X = 588277.668, Y = 131451.174
   ∢ 102°11'21.1"
5. ℄ RAMP C (RAMPC) P.O.T. 40+77.859 =
   ℄ TRAIL_N_3RD (TRAIL_N_3RD) P.O.T. 3+59.742
   X = 588313.026, Y = 131310.698 = 84°22'41.9"
6. SEE SUPER ELEVATION SHEETS FOR DETAILS.
7. P.C. STA. 35+84.823
   X = 588243.734
   Y = 131796.027
8. P.T. STA. 39+08.792
   X = 588271.759
   Y = 131474.651
9. CONCRETE BARRIER 42" (TYPE S, TL-4) FIG. 5-397.141

Plotted By: PARSONS\p0007740
Date Plotted: 20-JAN-2025
Time Plotted: 3:20:21 PM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 009_GeneralPlan&Elevation_RampC.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: GENERAL PLAN & ELEVATION RAMP C	DES: BJB DR: MJN CHK: GLJ CHK: GLJ SHEET NO. 9 OF 86 SHEETS	BRIDGE NO. B-16-0154

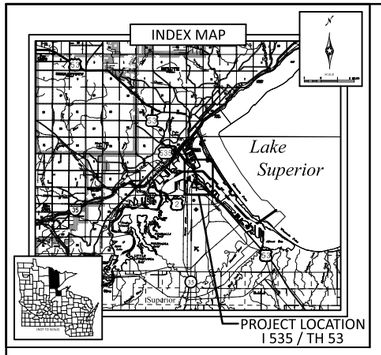


NOTES:

1. ℄ RAMP D (RAMPD) P.O.C. 45+76.370 = ℄ TRACK 0586-1620
   X = 588487.200, Y = 131506.470, ∢ = 39°09'01.4"
2. ℄ RAMP D (RAMPD) P.O.C. 45+31.915 = ℄ TRACK 0586-1651
   X = 588506.301, Y = 131466.333, ∢ = 63°06'49.4"
3. ℄ RAMP D (RAMPD) P.O.C. 45+15.607 = ℄ TRACK 0586-1654
   X = 588513.789, Y = 131451.846, ∢ = 62°14'15.0"
4. ℄ RAMP D (RAMPD) P.O.C. 44+48.784
   = ℄ TRAIL N 3RD (TRAIL_N_3RD) P.O.T. 6+08.218
   X = 588547.126, Y = 131393.891, ∢ = 109°19'28.1"
5. CONCRETE PARAPET (TYPE P-1, TL-2) FIG. 5-397.166 W/METAL RAILING (TYPE M-1) FIG. 5-397.154
6. CONCRETE BARRIER 42" (TYPE S, TL-4) FIG. 5-397.141

Plotted By: PARSONS\p0007740
Date Plotted: 20-JAN-2025
Time Plotted: 1:38:13 PM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 010_GeneralPlan&Elevation_RampD.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: GENERAL PLAN & ELEVATION RAMP D	DES: BJB DR: MJN CHK: GLJ CHK: GLJ SHEET NO. 10 OF 86 SHEETS	BRIDGE NO. B-16-0155



NOTES:

1. ℄ I-535 US53 (535_US53) P.O.C. 90+62.677 =
   ℄ NB GARFIELD (NBGARFIELD) P.O.C. 50+28.746
   X = 586723.966, Y = 138163.417
   ∢ = 55°06'58.5" T.T.C.
2. ℄ I-535 US53 (535_US53) P.O.T. 93+95.447 =
   ℄ PINE AVE (PINE_AVE2) P.O.T. 11+48.813
   X = 586856.659, Y = 137858.254
   ∢ = 85°31'03.9"
3. ℄ I-535 US53 (535_US53) P.O.T. 97+30.345 =
   ℄ PORT TERMINAL ROAD (PORT_TERMINAL)
   P.O.C. 4+49.590
   X = 586989.402, Y = 137550.787
   ∢ = 46°50'42.7" T.T.C.
4. ℄ NB US53 (NBUS53) P.O.C. 266+47.786 =
   ℄ EB STH35/3RD ST. (EB3RD) P.O.T. 43+67.480
   X = 588767.495, Y = 131032.266
   ∢ = 75°27'06.2" T.T.C.

SEE THE GENERAL PLAN AND ELEVATION SHEETS FOR ADDITIONAL INTERSECTION POINTS.

HYDRAULIC ENGINEERS RECOMMENDATION
ST. LOUIS RIVER

DATE: 08-09-2024

STREAM OR DITCH DESIGNATION: ST. LOUIS RIVER
DRAINAGE AREA: 3700 SQ. MI.
MAX. FLOOD ON RECORD: XXX C.F.S. (XX-XX-XX)
MAXIMUM OBSERVED HIGHWATER ELEVATION: 604.75 FT.
DESIGN FLOOD (100 YR. FREQ.): 40000 C.F.S.
- HEADWATER ELEVATION: 604.6 FT.
- DESIGN MEAN VELOCITY THROUGH STRUCTURE: 1.4 F.P.S.
- TOTAL STAGE INCREASE: 0.0 FT.
- LOW MEMBER AT OR ABOVE ELEVATION: XXX.X FT.

WATERWAY AREA REQUIRED BELOW ELEV. 604.58 = 29895 SQ. FT. AT RIGHT ANGLES TO CHANNEL
BASIC FLOOD (100 YR. FREQ.): XXXX C.F.S.
- HEADWATER ELEVATION: XXX.X FT.
- TOTAL STAGE INCREASE: X.X FT.
- MEAN VELOCITY THROUGH STRUCTURE: X.X F.P.S.

FLOWLINE ELEVATION: 569 FT. SKEW ANGLE: 0°
ESTIMATED PRELIMINARY TOTAL SCOUR AT
PIER 11 EL. 548 FT
PIER 12 EL. 560 FT
(500 OR OT YR. FREQ.)

SCOUR CONFIRMATION RECOMMENDATION

DATE: XX-XX-XX

TOTAL SCOUR AT PIER EL. XXX.XX (500 OR OT YR. FREQ.)
SCOUR CODE: OBTAIN FROM HYDRAULIC ENGINEER

HYDRAULIC ENGINEERS RECOMMENDATION
HOWARD'S POCKET

DATE: 08-09-2024

STREAM OR DITCH DESIGNATION: ST. LOUIS RIVER
DRAINAGE AREA: XXX SQ. MI.
MAX. FLOOD ON RECORD: XXX C.F.S. (XX-XX-XX)
MAXIMUM OBSERVED HIGHWATER ELEVATION: 604.75 FT.
DESIGN FLOOD (XX YR. FREQ.): XXX C.F.S.
- HEADWATER ELEVATION: XXX.X FT.
- DESIGN MEAN VELOCITY THROUGH STRUCTURE: X.X F.P.S.
- TOTAL STAGE INCREASE: XX.X FT.
- LOW MEMBER AT OR ABOVE ELEVATION: XXX.X FT.

WATERWAY AREA REQUIRED BELOW ELEV. XXX.X = XXX SQ. FT. AT RIGHT ANGLES TO CHANNEL
BASIC FLOOD (100 YR. FREQ.): XXXX C.F.S.
- HEADWATER ELEVATION: XXX.X FT.
- TOTAL STAGE INCREASE: X.X FT.
- MEAN VELOCITY THROUGH STRUCTURE: X.X F.P.S.

FLOWLINE ELEVATION: XXX.X FT. SKEW ANGLE: XX°
ESTIMATED PRELIMINARY TOTAL SCOUR AT
PIER EL. XXX.X
(500 OR OT YR. FREQ.)

SCOUR CONFIRMATION RECOMMENDATION

DATE: XX-XX-XX

TOTAL SCOUR AT PIER EL. XXX.XX (500 OR OT YR. FREQ.)
SCOUR CODE: OBTAIN FROM HYDRAULIC ENGINEER

LOCATION ENGINEER'S OBSERVATIONS AT BRIDGE SITE

1. SPECIAL FEATURES: WATERFALLS, DAMS, FLOODS, ICE, DEBRIS, SLIDING BANKS, RECREATIONAL BOATING.
2. OTHER BRIDGES OR CULVERTS OVER THE SAME STREAM (PARTICULARLY STRUCTURES WHICH CARRY HIGH WATER WITHOUT OVERFLOW OF ROADWAY): GIVEN LOCATION,TYPE, LENGTH, HEIGHT ABOVE HIGH WATER, CROSS-SECTIONAL AREA ETC.
3. APPARENT HIGHWATER ELEVATION OBTAINED FROM:
4. OTHER DATA: APPROX. VELOCITY OF WATER AT TIME OF SURVEY.

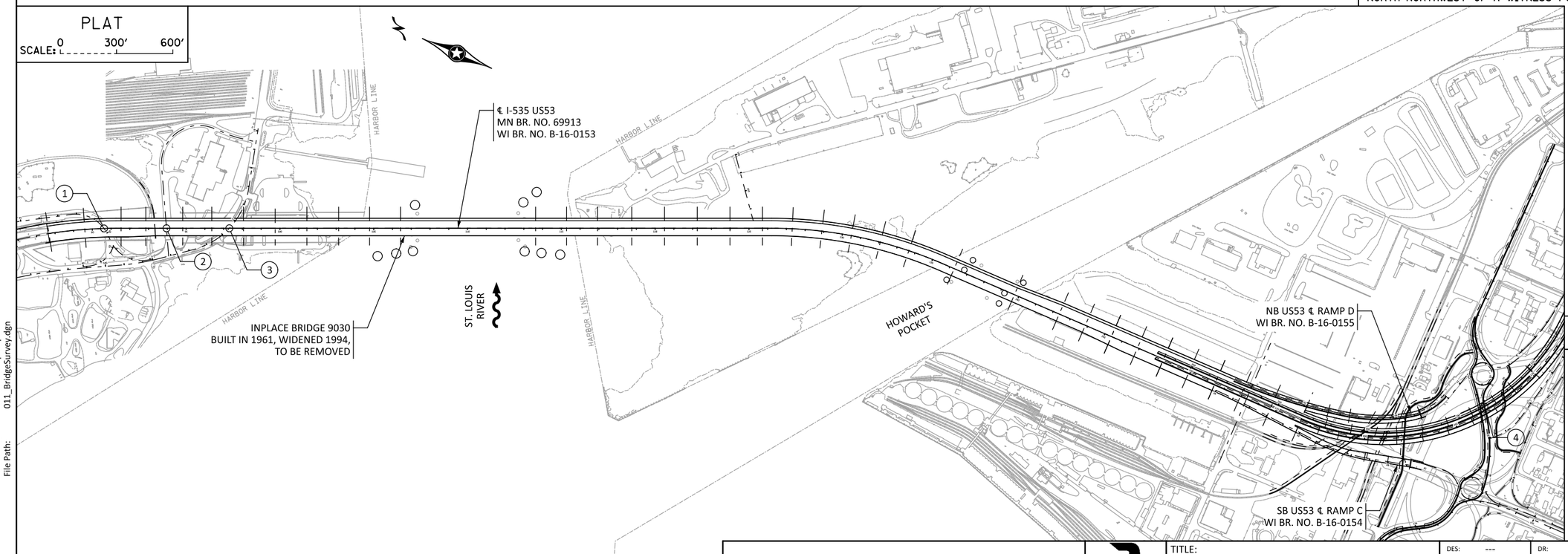
BRIDGE SURVEY SHEETS MADE FROM :
2019 FALL AERIAL LIDAR FLIGHT ASP*19F-2 AND 2020 GROUND SURVEYS MAPPED INTO 698126_apl3d0RD.dgn AND OTHER DATA FOUND IN s698126_apl2d.dgn CP698126_rowWI.dgn cp698126_001all.dgn cp698126_000pro.dgn cp698126_001gem.dgn cp698126_000typ.dgn CP698126_000spr.dgn

BENCH MARK ELEVATION 626.692 (N.A.V.D. 88 ADJ.) BLATNIK LOCATION IN DULUTH, 1.05 MILES SOUTHEAST ALONG TRUNK HIGHWAY 53/535 FROM THE JUNCTION OF TRUNK HIGHWAY 53/535 AND INTERSTATE HIGHWAY 35 IN DULUTH, 66.4 FEET SOUTHWEST OF THE SOUTHBOUND TRUNK HIGHWAY 53/535 ENTRANCE RAMP, 32.0 FEET NORTHEAST OF THE RAMP TO GARFIELD AVENUE, 1.5 FEET NORTHEAST OF A WITNESS POST.

BENCH MARK ELEVATION 604.448 (N.A.V.D. 88 ADJ.) CHINOU AT A BOAT LANDING IN RICES PARK, DULUTH, 0.6 MILE SOUTHEASTERLY ALONG INTERSTATE HIGHWAY 535 FROM THE JUNCTION OF INTERSTATE HIGHWAY 535 AND INTERSTATE HIGHWAY 35, THEN 0.4 MILE SOUTHEASTERLY ALONG GARFIELD AVENUE, THEN 0.1 MILE SOUTHEASTERLY ALONG PORT TERMINAL DRIVE, 69.1 FEET SOUTH-SOUTHEAST OF PORT TERMINAL DRIVE, 24.5 FEET NORTHEAST OF THE EASTERLY EDGE OF THE BITUMINOUS BOAT LANDING PARKING LOT, 1.0 FOOT NORTH-NORTHWEST OF A WITNESS POST.

BENCH MARK ELEVATION 611.980
(N.A.V.D. 88 ADJ.)
PRIDE
LOCATION IN SUPERIOR, 200.0 FEET EAST OF INTERSTATE HIGHWAY 535 IN THE MEDIAN BETWEEN NORTH 3RD STREET RAMP AND HIGHBRIDGE BOULEVARD, 95.0 FEET WEST OF CUMMING AVENUE EXTENDED, 41.4 SOUTH OF HIGHBRIDGE BOULEVARD, 60.4 FEET SOUTHEAST OF A LIGHT POLE, 10.0 FEET NORTH OF THE BACK OF CURB OF NORTH 3RD STREET RAMP, 1.0 FOOT SOUTHEAST OF A WITNESS POST.

PLAT
SCALE: 0 300′ 600′



Plotted By: PARSONS\p0010292
Date Plotted: 17-JAN-2025
Time Plotted: 10:12:24 AM Central
Pen Table: ICS MnDOT-Iplot.pen
File Path: 011_BridgeSurvey.dgn

MINNESOTA
DEPARTMENT OF TRANSPORTATION

BRIDGE SURVEY

PROPOSED BRIDGE LOCATED
1.3 MILES SE OF JCT TH 35

SEC 3, 10 & 14 T 49 N R 14 W

COUNTY: ST. LOUIS COUNTY, MN & DOUGLAS COUNTY, WI

CITY: DULTUH, MN & SUPERIOR, WI

BRIDGE NO. **69913**

STATE PROJECT NO. (SP.) 6981 - 69913

PARSONS

TITLE: BRIDGE SURVEY

DES:	---	DR:	BJB	
CHK:	---	CHK:	DLS	
SHEET NO.	11	OF	86	SHEETS

BRIDGE NO. 69913 (B-16-0153)

I535 / US53

+4.00%

PROPOSED GRADE

LVC = 400.00'
EX = 2.93'
K = 68

VPC 78+85.00
EL 639.90

VPT 82+85.00
EL 644.18

VPI 78+47.16
EL 640.60

VLP 80+11.92
EL 638.72

SBENT ENT. NOSE

NBEXIT EXIT NOSE

-1.86%

-1.86%

+4.00%

+80.77

+64.22

+47.92

VPI 80+85.00
EL 636.18

MATCH I-535 INP FROM SP 6980-26
℄ I-535_US53 STA. 78+47.16
BEGIN PROFILE

EXISTING SURFACE

57'-2"
MIN. CLEARANCE

+62.68

℄ NB GARFIELD AVE.

℄ RR SPUR

+33.87

EL. 605.6

69'-2"
MIN. CLEARANCE

76'-0"
MIN. CLEARANCE

℄ PORT_TERMINAL

+30.35

EL. 606.4

WATER EL. 602.49

CURVE (LT)
1404.53'
R=2292.25'

760 750 740 730 720 710 700 690 680 670 660 650 640 630 620 610 600 590 580 570

75 80 85 90 95 100 105

PARSONS\p0022751
8-JAN-2025
10:51:05 AM Central
ICS MnDOT-plot.pen
012_ContractedProfiles.dgn

Plotted By:
Date Plotted:
Time Plotted:
Pen Table:
File Path:

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: CONTRACTED PROFILES	DES: --- DR: RDF CHK: --- CHK: EJA SHEET NO. 12 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)

I535 / US53

+4.00%

-1.05%

+4.00%

-1.05%

PROPOSED GRADE

VPC 105+56.00
EL 735.02

VPI 110+56.00
EL 755.02

LVC = 1000.00'
SSD = 654.10'
EX = -6.31'
K = 198

VHP 113+48.77
EL 750.87

VPT 115+56.00
EL 749.79

VPC 134+75.00
EL 729.73

LVC = 550.00'
SSD = 681.64'
EX = -1.82'
K = 207

126'-11" MIN. CLEARANCE

134'-2" MIN. CLEARANCE

MAIN CHANNEL

WATER EL. 602.49

WATER EL. 602.49

EXISTING SURFACE

CURVE (RT)
935.44'
R=2292.00'

760 750 740 730 720 710 700 690 680 670 660 650 640 630 620 610 600 590 580 570

105 110 115 120 125 130 135

Plotted By: PARSONS\p00227751
Date Plotted: 8-JAN-2025
Time Plotted: 10:50:38 AM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 013_ContractedProfiles.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: CONTRACTED PROFILES	DES: --- DR: RDF CHK: --- CHK: EJA SHEET NO. 13 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)

I535 / US53

VPI 137+50.00
EL 726.85

VPT 140+25.00
EL 716.67

VPI 148+00.00
EL 688.00

-1.05%

-3.70%

-3.70%

PROPOSED GRADE

LVC = 550.00'
SSD = 681.64'
EX = -1.82'
K = 207

HOWARDS POCKET

113'-2" MIN. CLEARANCE

105'-10" MIN. CLEARANCE

END PROFILE
℄ I-535_US53 STA. 148+00.00

WATER EL. 602.49

EXISTING SURFACE

760 750 740 730 720 710 700 690 680 670 660 650 640 630 620 610 600 590 580 570

135 140 145

Plotted By: PARSONS\jp0022751
Date Plotted: 8-JAN-2025
Time Plotted: 10:50:46 AM Central
Pen Table: ICS MnDOT-Iplot.pen
File Path: 014_ContractedProfiles.dgn

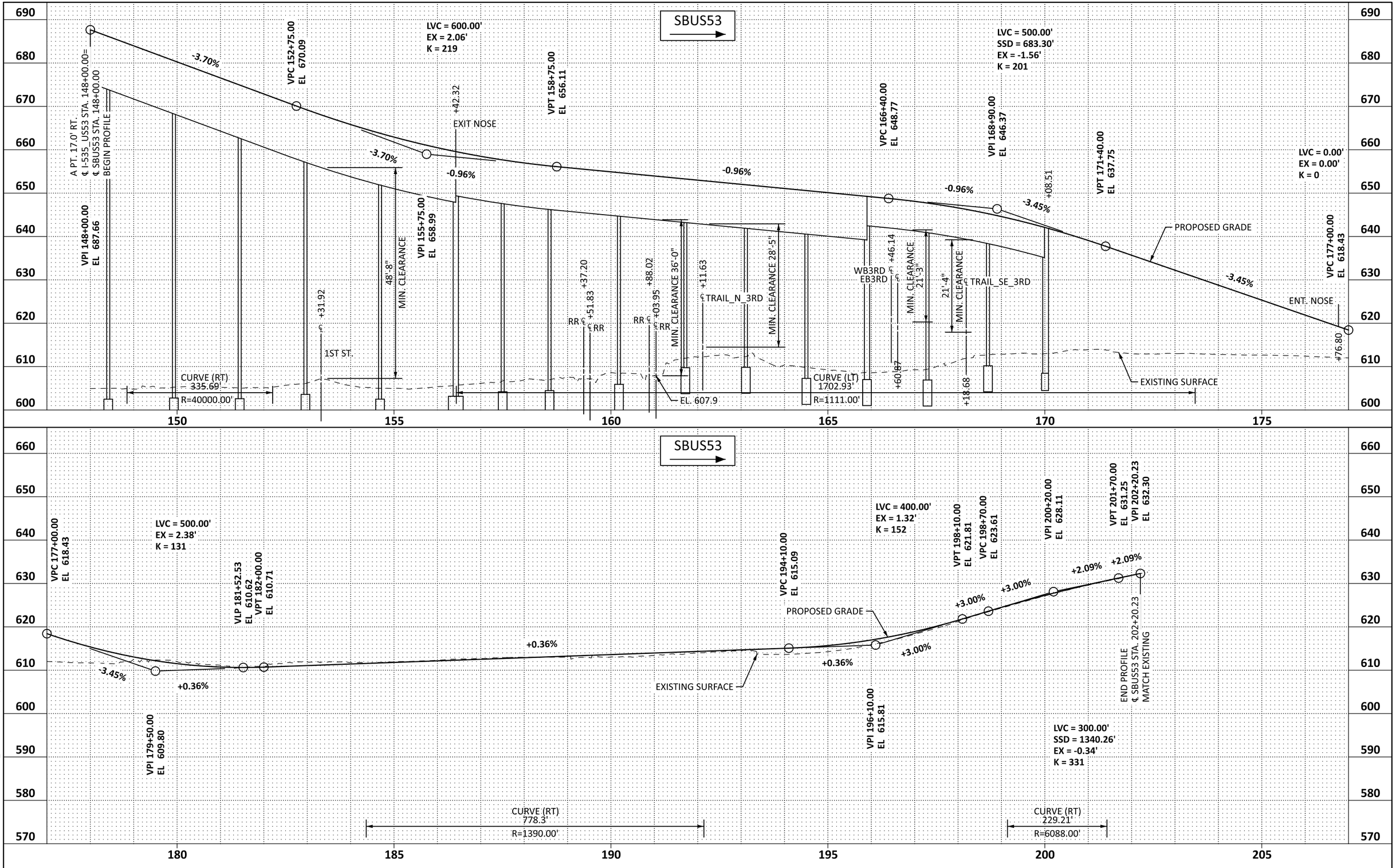
STATE PROJECT NO. (SP.) 6981 - 69913

PARSONS

TITLE: CONTRACTED PROFILES

DES: ---	DR: RDF	
CHK: ---	CHK: EJA	
SHEET NO. 14 OF 86 SHEETS		

BRIDGE NO. 69913 (B-16-0153)



Plotted By: PARSONS\p0022751
Date Plotted: 8-JAN-2025
Time Plotted: 10:51:07 AM Central
Pen Table: ICS MnDOT-plot.pen
File Path: 015_ContractedProfiles.dgn

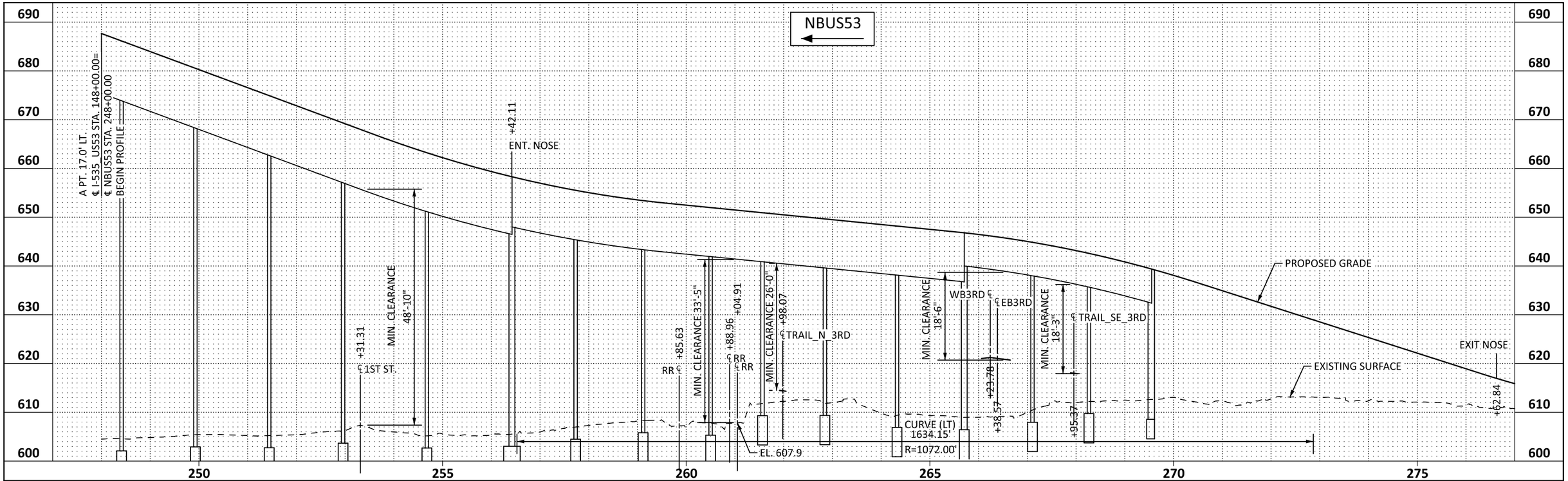
STATE PROJECT NO. (SP.) 6981 - 69913

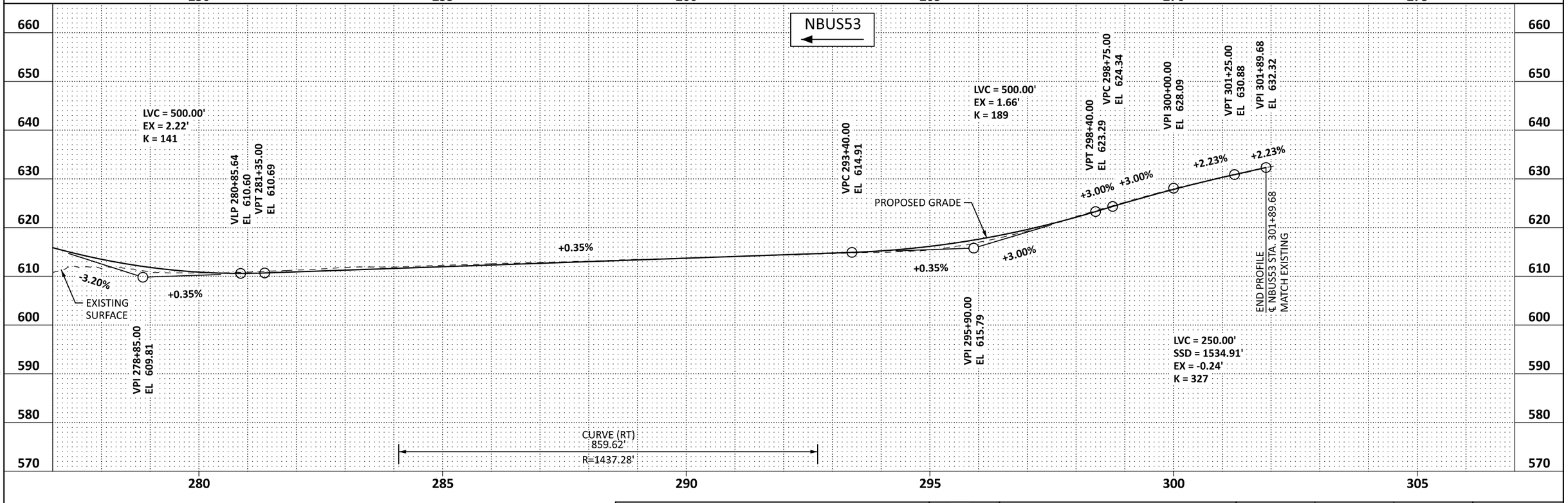
PARSONS

TITLE: CONTRACTED PROFILES

DES: ---	DR: RDF		
CHK: ---	CHK: EJA		
SHEET NO. 15 OF 86 SHEETS			

BRIDGE NO. 69913 (B-16-0153)





PARSONS\p0022751
8-JAN-2025
10:50:55 AM Central
ICS MnDOT-iplot.pen
016_ContractedProfiles.dgn

Plotted By:
Date Plotted:
Time Plotted:
Pen Table:
File Path:

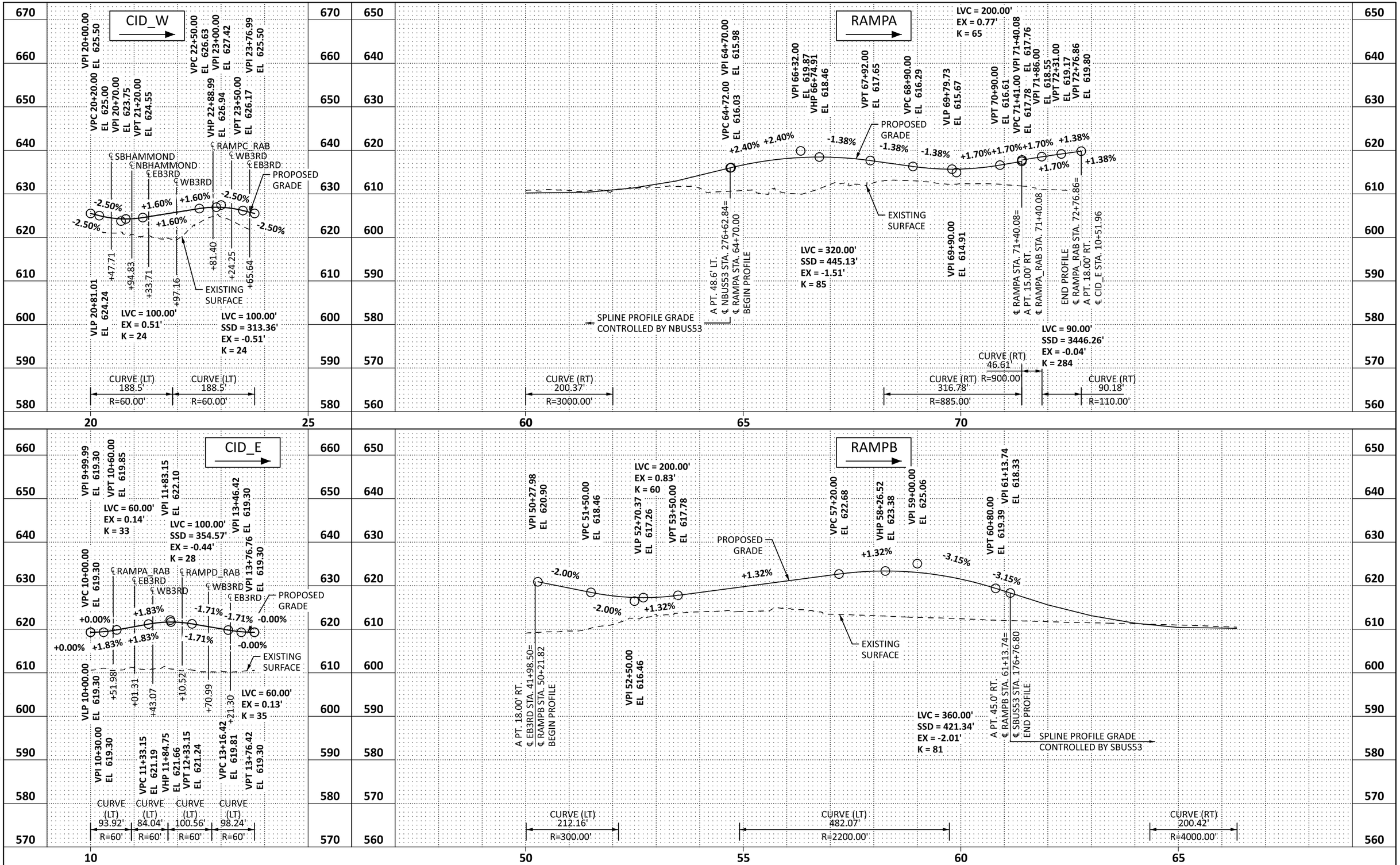
STATE PROJECT NO. (SP.) 6981 - 69913

PARSONS

TITLE: CONTRACTED PROFILES

DES: ---	DR: RDF		
CHK: ---	CHK: EJA		
SHEET NO. 16 OF 86 SHEETS			

BRIDGE NO. 69913 (B-16-0153)



Plotted By: PARSONS\p0022751
Date Plotted: 8-JAN-2025
Time Plotted: 10:50:52 AM Central
Pen Table: ICS MnDOT-plot.pen
File Path: 017_ContractedProfiles.dgn

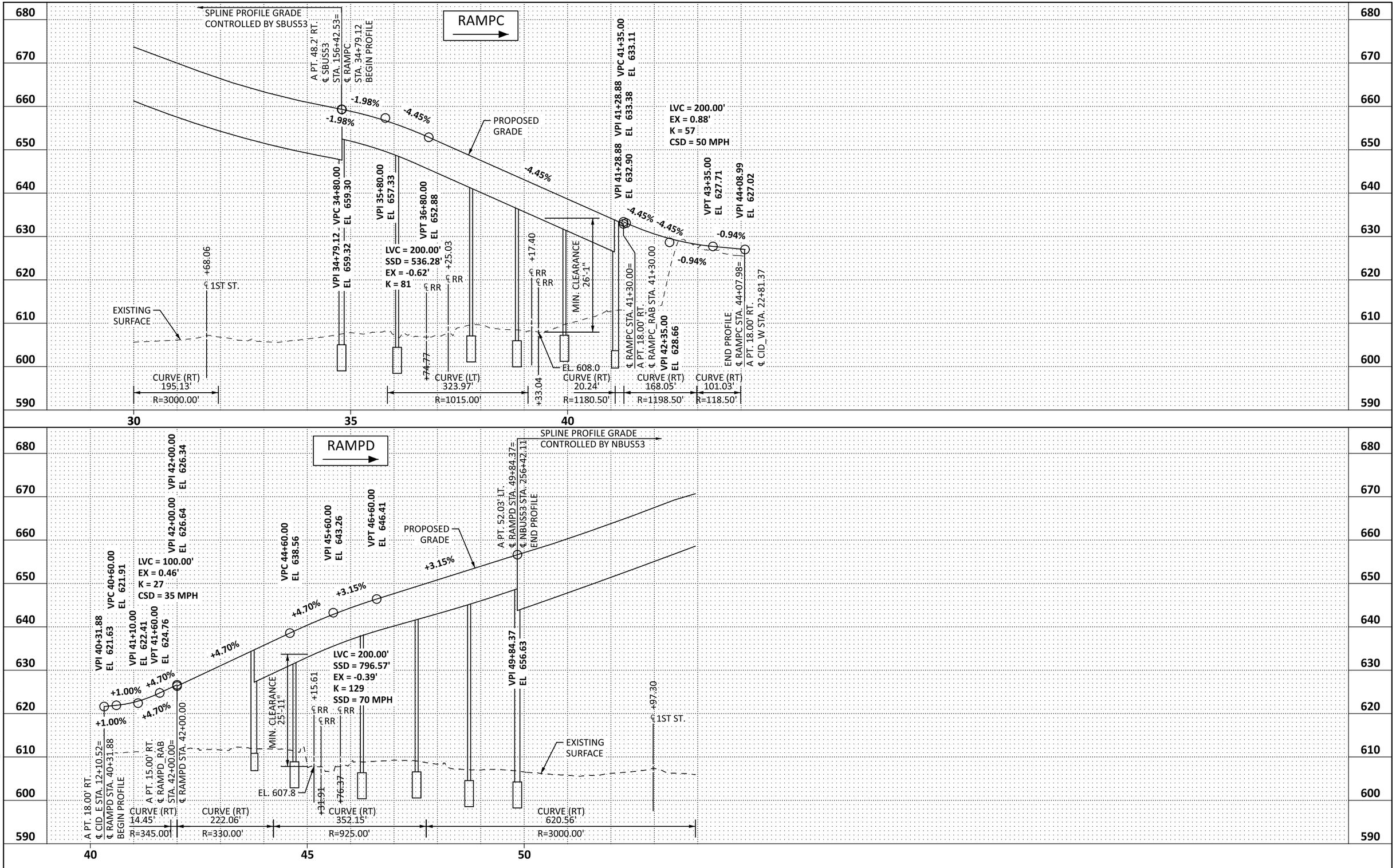
STATE PROJECT NO. (SP.) 6981 - 69913

PARSONS

TITLE: CONTRACTED PROFILES

DES: ---	DR: RDF	
CHK: ---	CHK: EJA	
SHEET NO. 17 OF 86 SHEETS		

BRIDGE NO. 69913 (B-16-0153)



Plotted By: PARSONS\p0022751
Date Plotted: 8-JAN-2025
Time Plotted: 10:50:36 AM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 018_ContractedProfiles.dgn

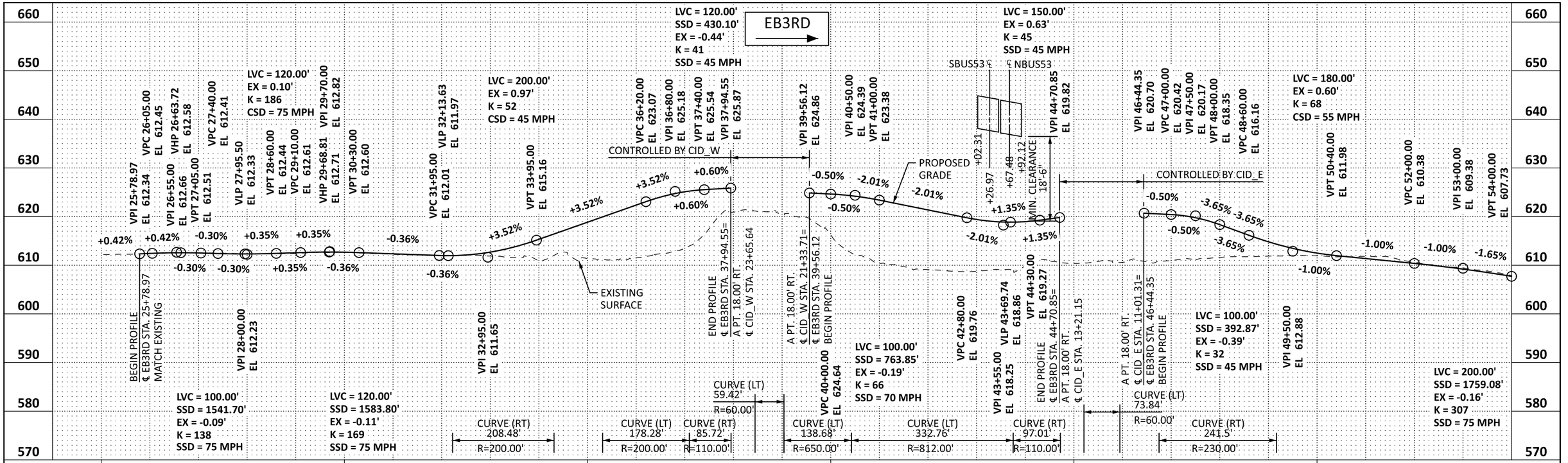
STATE PROJECT NO. (SP.) 6981 - 69913

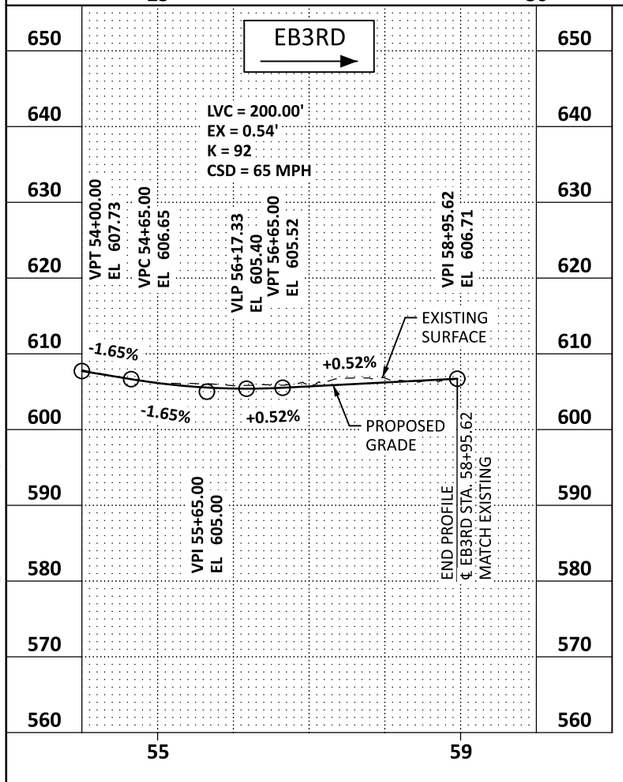
PARSONS

TITLE: CONTRACTED PROFILES

DES: ---	DR: RDF			
CHK: ---	CHK: EJA			
SHEET NO. 18	OF 86	SHEETS		

BRIDGE NO. 69913 (B-16-0153)

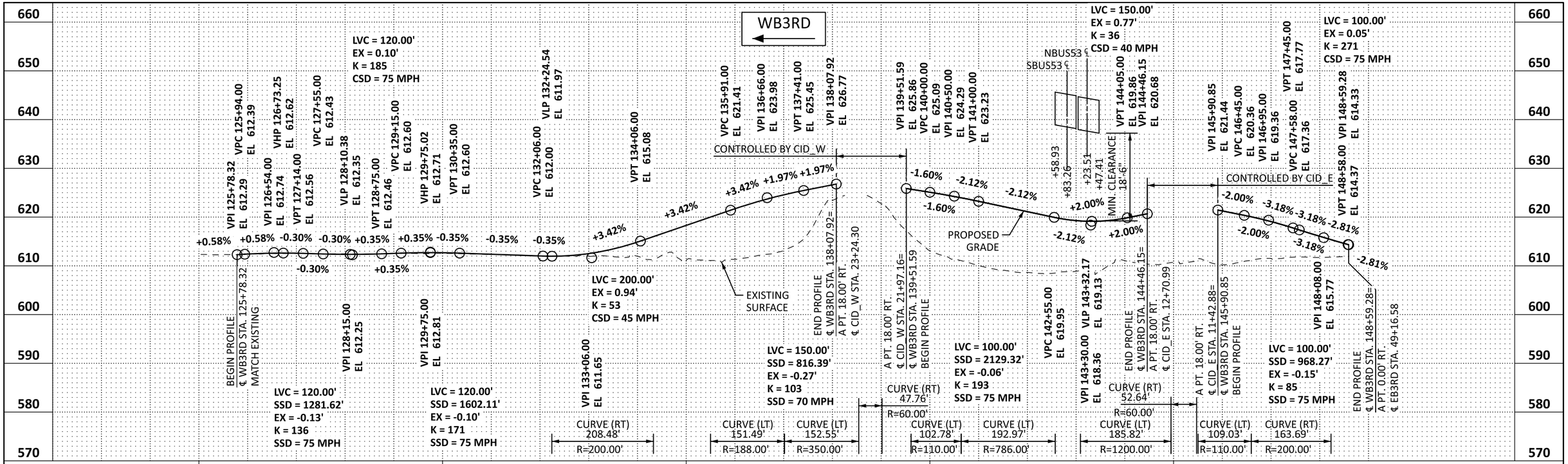




Plotted By: PARSONS\p0022751
Date Plotted: 8-JAN-2025
Time Plotted: 10:50:55 AM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 019_ContractedProfiles.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: CONTRACTED PROFILES	DES: --- DR: RDF CHK: --- CHK: EJA SHEET NO. 19 OF 86 SHEETS

BRIDGE NO. 69913 (B-16-0153)



STATE PROJECT NO. (SP.) 6981 - 69913

PARSONS

TITLE: CONTRACTED PROFILES

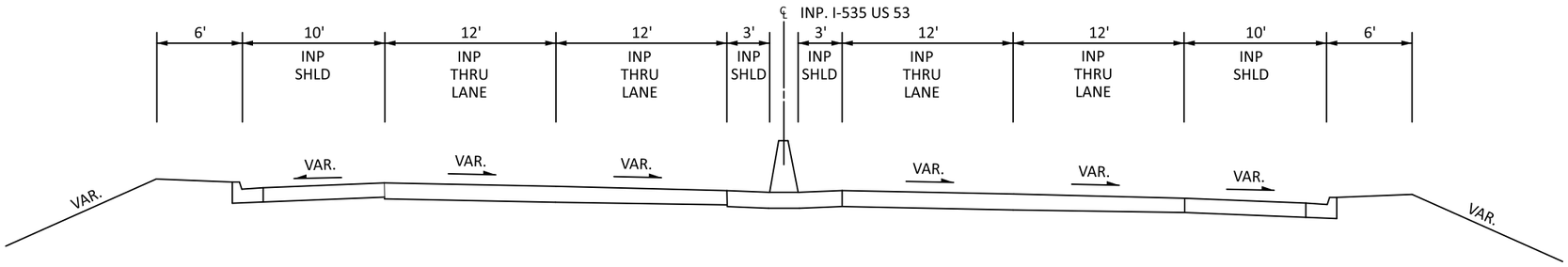
DES: --- DR: RDF

CHK: --- CHK: EJA

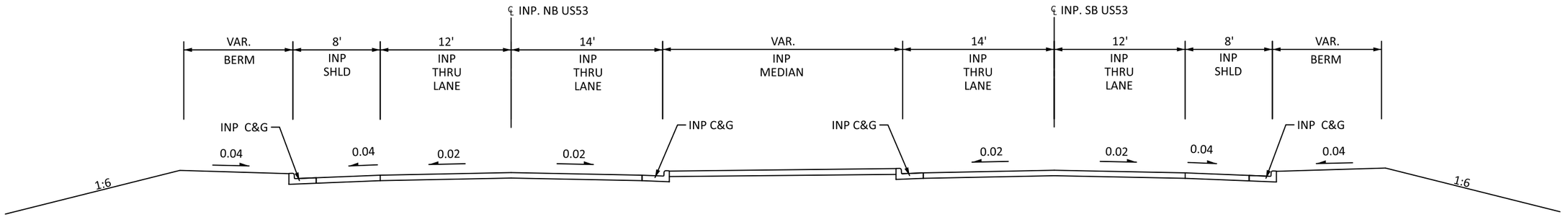
SHEET NO. 20 OF 86 SHEETS

BRIDGE NO. 69913 (B-16-0153)

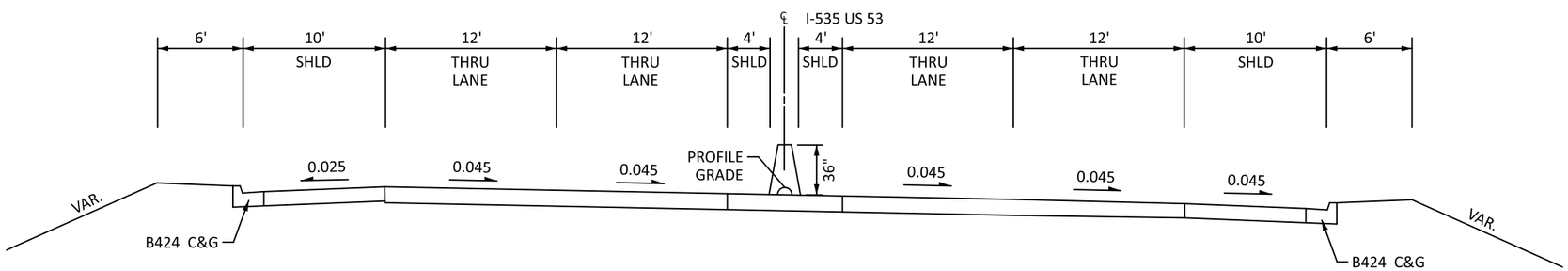
EXISTING
I-535 / US 53 FROM BR 69808 TO BR 9030



EXISTING
I-535 / US 53 FROM HAMMOND AVE. TO 5TH ST.



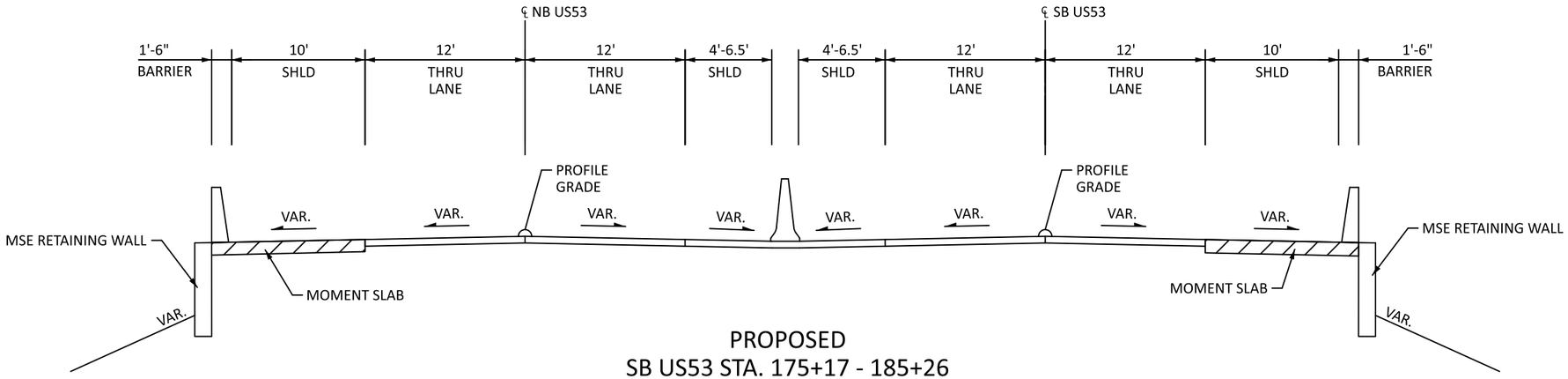
PROPOSED
I-535 / US 53 STA. 78+47 - 82+55



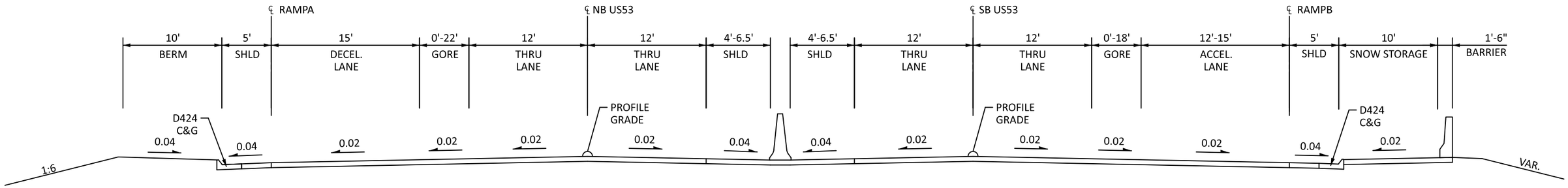
Plotted By: PARSONS\p0022751
Date Plotted: 3-JAN-2025
Time Plotted: 11:13:11 AM Central
Pen Table: ICS MnDOT-Iplot.pen
File Path: 021_TypicalSections.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: TYPICAL SECTIONS	DES: --- DR: RDF CHK: --- CHK: AMP SHEET NO. 21 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)

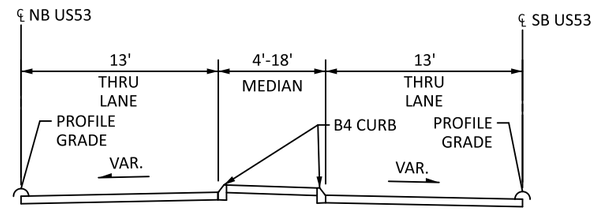
PROPOSED
SB US53 STA. 170+09 - 175+17
NB US53 STA. 269+61 - 274+58



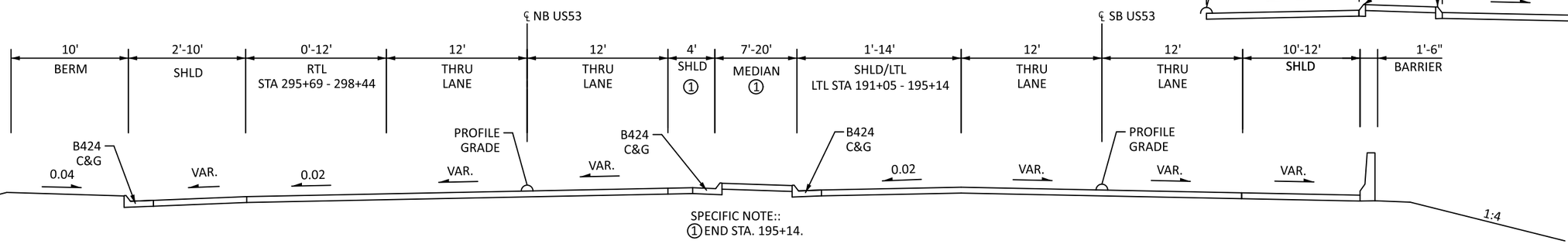
PROPOSED
SB US53 STA. 175+17 - 185+26
NB US53 STA. 274+58 - 284+10



PROPOSED MEDIAN
SB US53 STA. 195+67 - 202+20
NB US53 STA. 295+36 - 301+90



PROPOSED
SB US53 STA. 185+26 - 202+20
NB US53 STA. 284+10 - 301+90

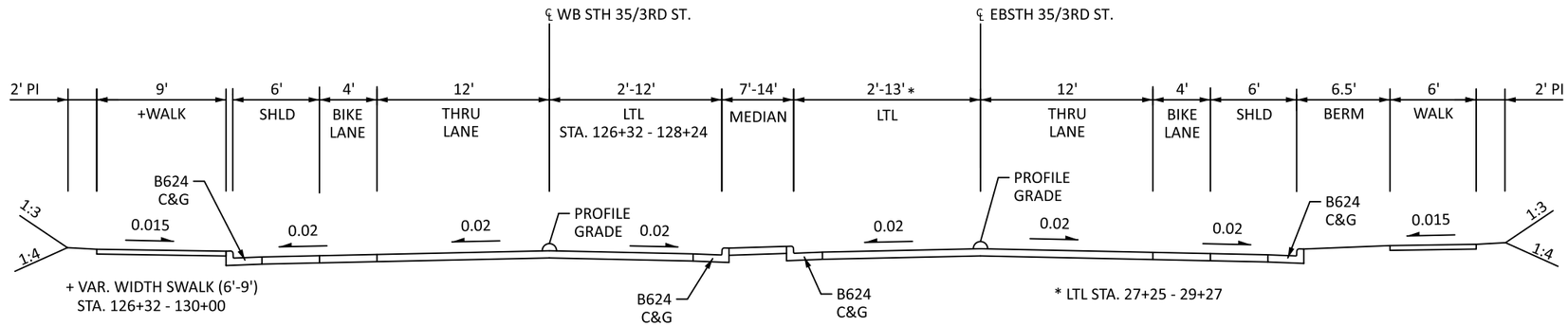


SPECIFIC NOTE::
① END STA. 195+14.

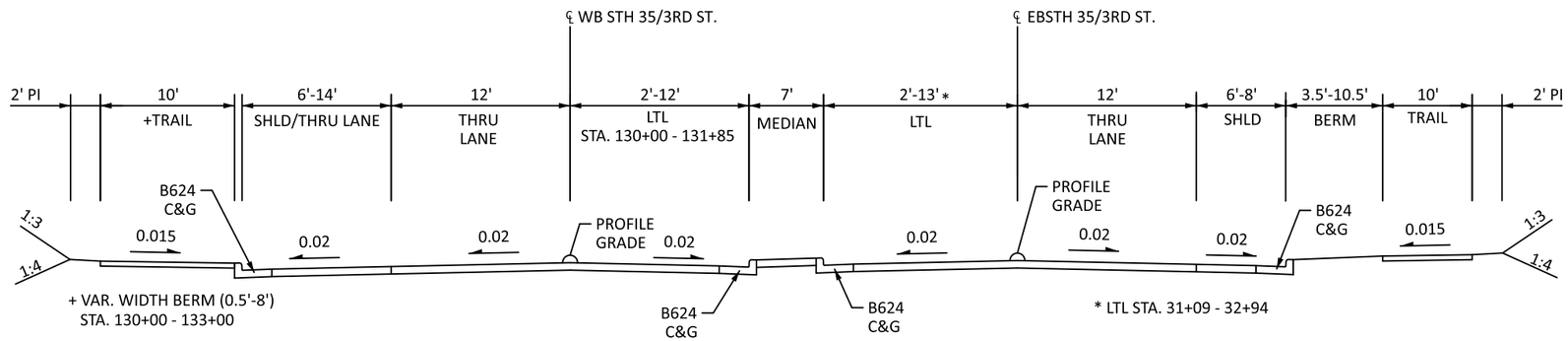
Plotted By: PARSONS\p00227751
Date Plotted: 3-JAN-2025
Time Plotted: 11:32:47 AM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 022_TypicalSections.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: TYPICAL SECTIONS	DES: --- DR: RDF CHK: --- CHK: AMP SHEET NO. 22 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)

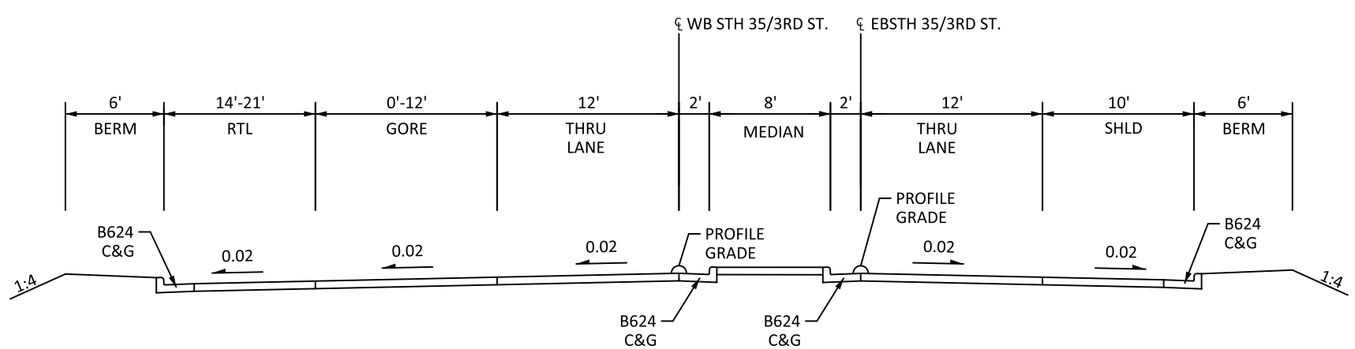
PROPOSED
EB 3RD ST. STA. 26+32 - 30+00
WB 3RD ST. STA. 126+32 - 130+00



PROPOSED
EB 3RD ST. STA. 30+00 - 33+00
WB 3RD ST. STA. 130+00 - 133+00



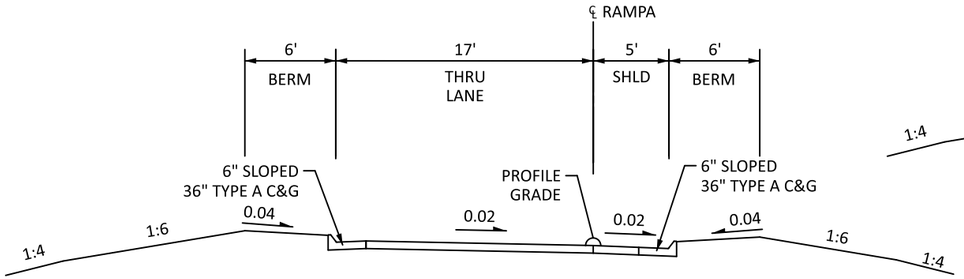
PROPOSED
EB 3RD ST. STA. 33+00 - 37+85
WB 3RD ST. STA. 133+00 - 137+97



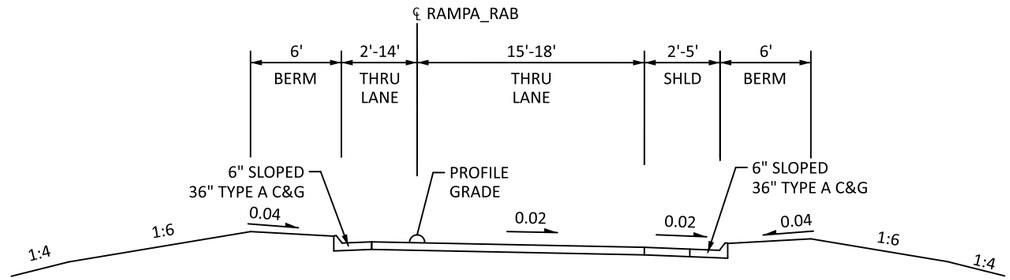
Plotted By: PARSONS\p0022751
Date Plotted: 3-JAN-2025
Time Plotted: 11:13:19 AM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 023_TypicalSections.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: TYPICAL SECTIONS	DES: --- DR: RDF CHK: --- CHK: AMP	SHEET NO. 23 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)

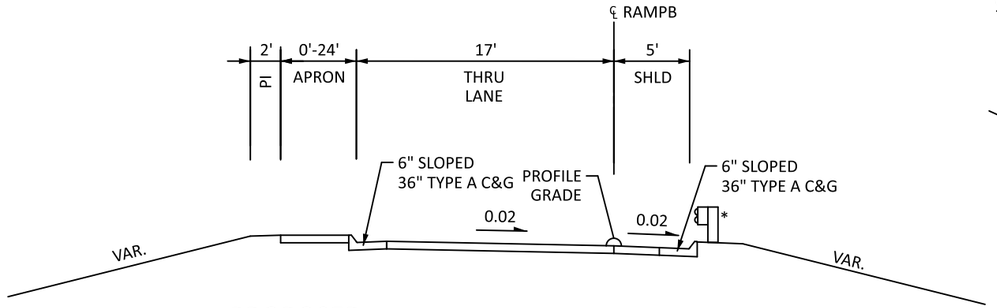
PROPOSED
RAMP A STA. 64+68 - 71+40.08



PROPOSED
RAMP A RAB STA. 71+40.08 - 72+76.84

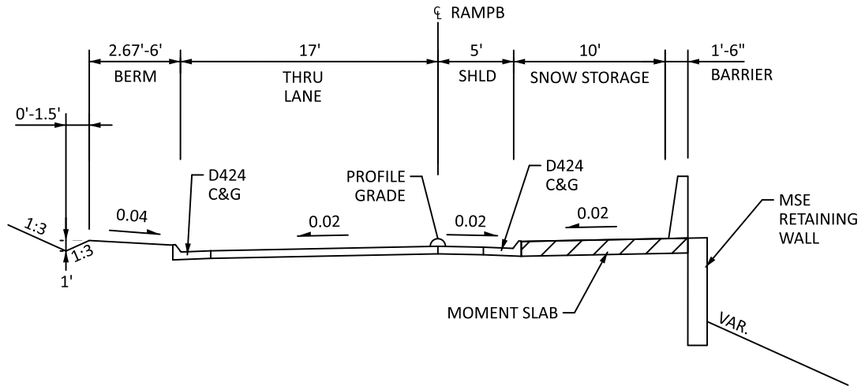


PROPOSED
RAMP B STA. 50+65 - 57+31

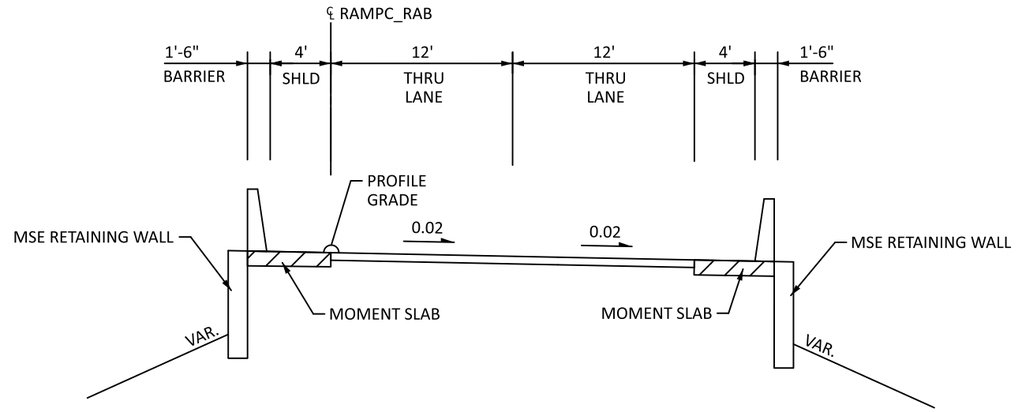


* GUARDRAIL RT
STA. 55+52 - 56+33

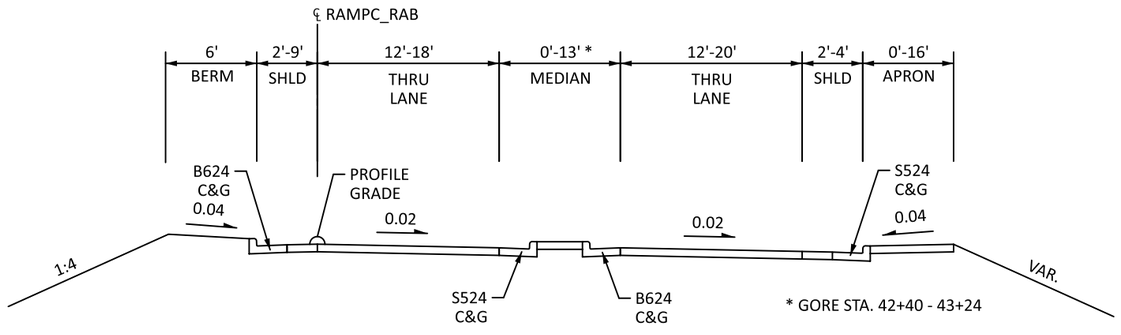
PROPOSED
RAMP B STA. 57+31 - 61+15



PROPOSED
RAMP C RAB STA. 41+30 - 41+84



PROPOSED
RAMP C RAB STA. 41+84 - 44+08

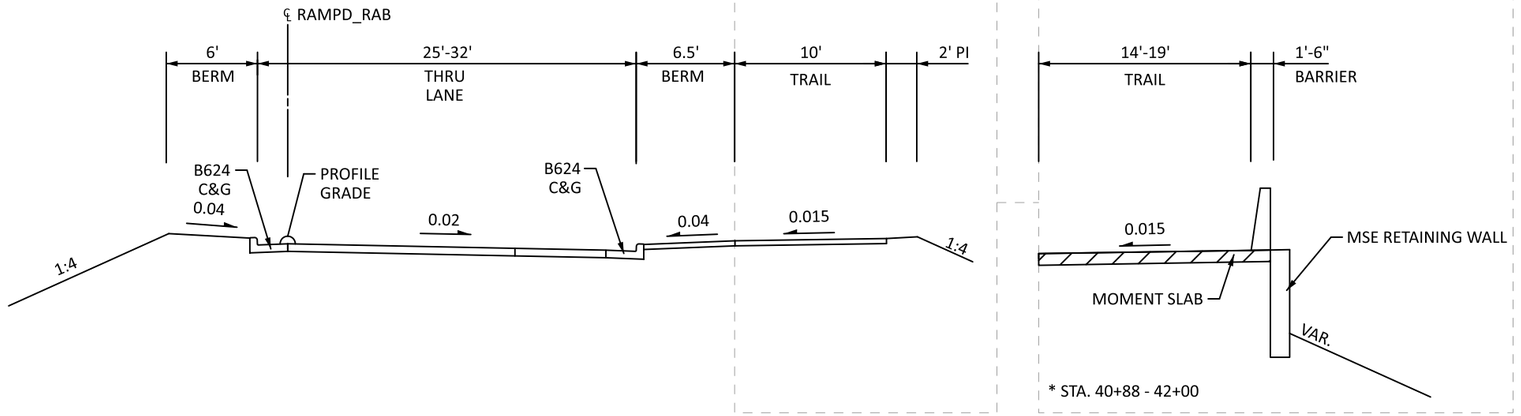


* GORE STA. 42+40 - 43+24

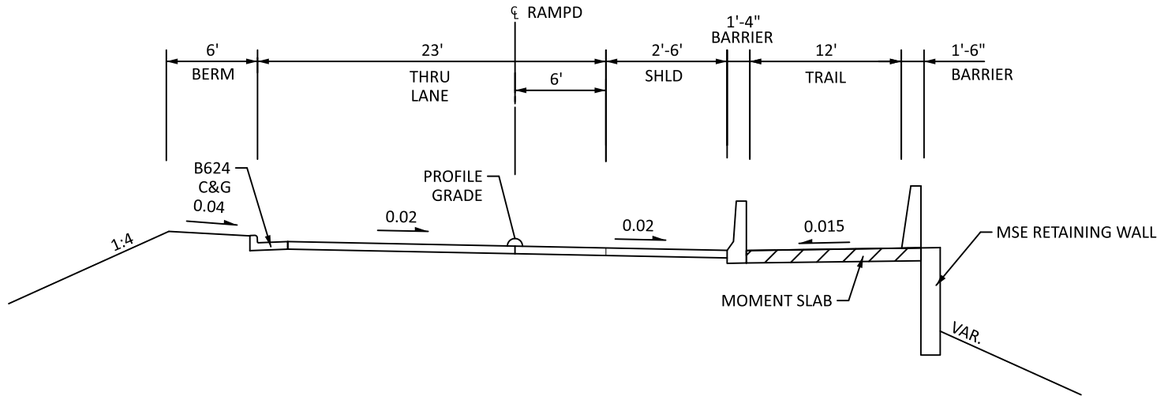
Plotted By: PARSONS\p0022751
Date Plotted: 3-JAN-2025
Time Plotted: 11:32:45 AM Central
Pen Table: ICS MnDOT-Iplot.pen
File Path: 024_TypicalSections.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: TYPICAL SECTIONS	DES: --- DR: RDF CHK: --- CHK: AMP SHEET NO. 24 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)

PROPOSED
RAMP D RAB STA. 40+32 - 42+00



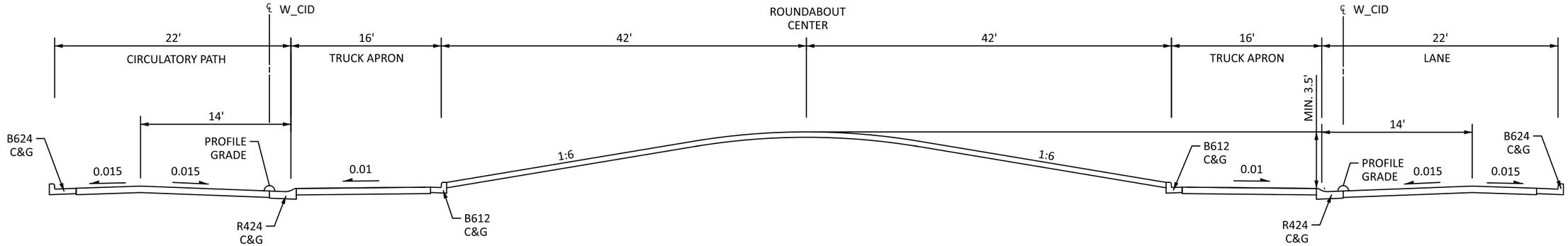
PROPOSED
RAMP D STA. 42+00 - 43+70



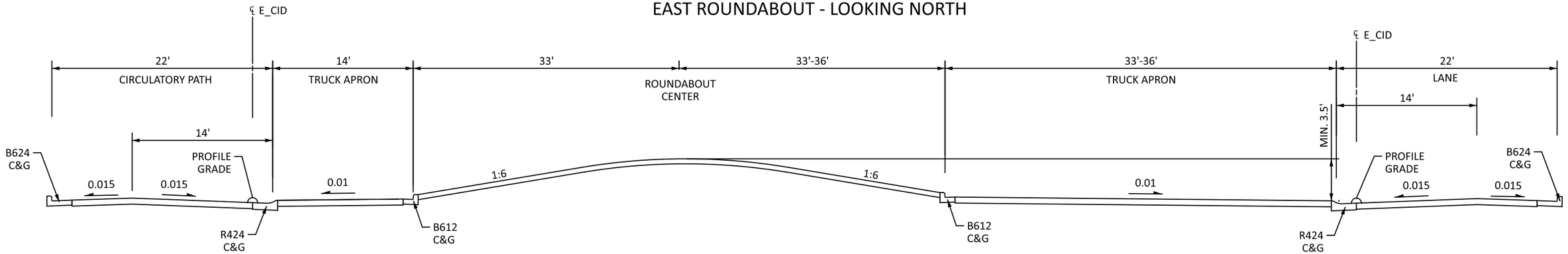
Plotted By: PARSONS\p0022751
Date Plotted: 3-JAN-2025
Time Plotted: 11:13:17 AM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 025_TypicalSections.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: TYPICAL SECTIONS	DES: --- DR: RDF CHK: --- CHK: AMP	SHEET NO. 25 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)

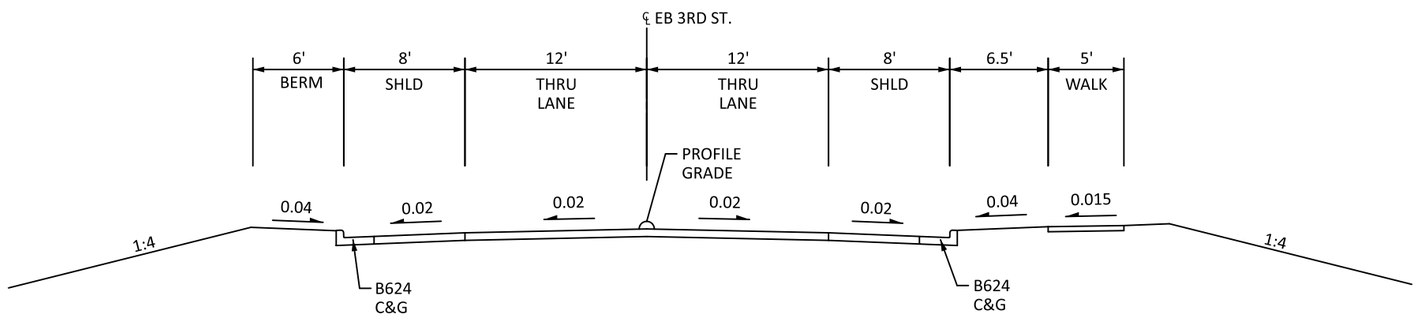
PROPOSED
WEST ROUNDABOUT - LOOKING SOUTH



PROPOSED
EAST ROUNDABOUT - LOOKING NORTH



PROPOSED
EB 3RD ST. STA. 49+07 - 57+57

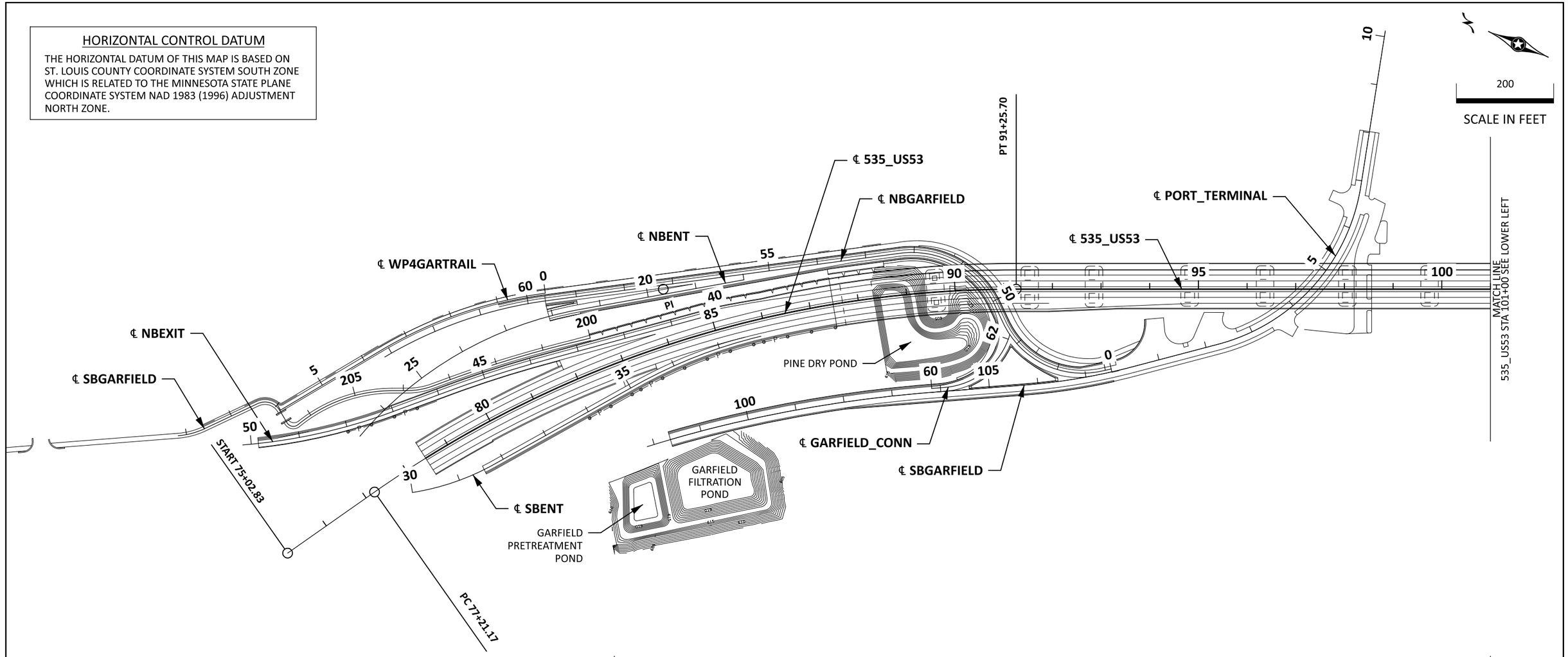


Plotted By: PARSONS\p0022751
Date Plotted: 3-JAN-2025
Time Plotted: 11:13:14 AM Central
Pen Table: ICS MnDOT-lplot.pen
File Path: 026_TypicalSections.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: TYPICAL SECTIONS	DES: --- DR: RDF CHK: --- CHK: AMP SHEET NO. 26 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)

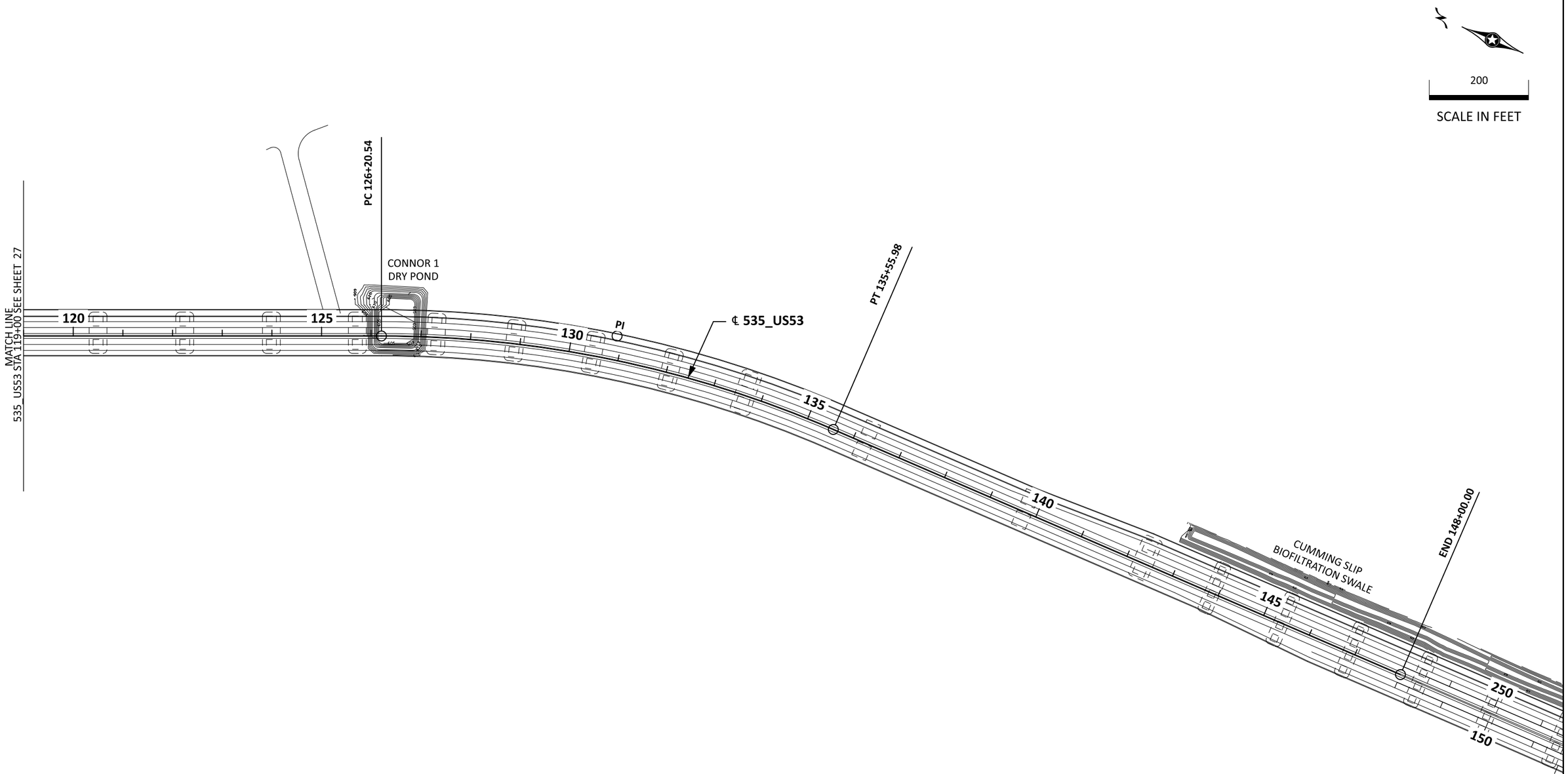
HORIZONTAL CONTROL DATUM

THE HORIZONTAL DATUM OF THIS MAP IS BASED ON ST. LOUIS COUNTY COORDINATE SYSTEM SOUTH ZONE WHICH IS RELATED TO THE MINNESOTA STATE PLANE COORDINATE SYSTEM NAD 1983 (1996) ADJUSTMENT NORTH ZONE.



Plotted By: PARSONS\p0022751
Date Plotted: 10-JAN-2025
Time Plotted: 10:23:12 AM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 027_AlignmentPlan.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: ALIGNMENT PLAN	DES: --- DR: BJB CHK: --- CHK: AMP SHEET NO. 27 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)



Plotted By: PARSONS\p0022751
Date Plotted: 10-JAN-2025
Time Plotted: 10:23:12 AM Central
Pen Table: ICS MnDOT-Iplot.pen
File Path: 028_AlignmentPlan.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: ALIGNMENT PLAN	DES: --- DR: BJB CHK: --- CHK: AMP SHEET NO. 28 OF 86 SHEETS		BRIDGE NO. 69913 (B-16-0153)

MATCHLINE NBUS53 STA 251+00 SEE INSET

START 30+00.00
PC 30+00.00

PT 152+20.29

END 53+94.77
PCC 53+94.77

PT 31+95.13

PC 156+43.58

PC 256+52.89

PC 35+84.82

℄ RAMPD

℄ RAMPC

PCC 47+74.21

PETERBILT
WET POND

PT 39+08.79

PCC 44+22.06

START 42+00.00
PC 42+00.00

END 42+00.63
PCC 42+00.63

PC 41+86.18

POT 40+94.01

START 40+31.88

START 71+40.08
PC 71+40.08

END 71+40.08
PT 71+40.08

℄ TRAIL_N_3RD

℄ EB3RD

END 41+28.88
START 41+28.88
PC 41+28.88

PT 41+83.92

PC 42+97.96

℄ RAMPD_RAB

℄ CID_E

SUPERIOR
WET POND

℄ CID_W

℄ RAMPC_RAB

PCC 71+86.69

END 72+76.86
PCC 72+76.86

PT 272+87.04

PC 68+23.30

WEEKS WET
POND

PT 62+00.37

START 60+00.00
PC 60+00.00

℄ NBUS53

℄ RAMPA_RAB

℄ RAMPA

HUGHITT
PRETREATMENT
POND

℄ TRAIL_SW_3RD

START 50+00.00
PC 50+00.00

PT 43+99.86

END 44+08.99

PT 52+12.16

PC 54+90.42

PT 173+46.51

PT 59+72.49

PC 64+33.30

END 66+33.72
PCC 66+33.72

℄ TRAIL_SE_HAM

℄ SBUS53

℄ RAMPB

℄ GRAND ALLEY

℄ CLOUGH ALLEY

MATCH LINE
NBUS53 STA 283+00 SEE 30

INSET

START 148+00.00

START 248+00.00

PC 148+84.60

℄ 535_US53

℄ NBUS53

℄ SBUS53

MATCH LINE
NBUS53 STA 251+00 SEE UPPER LEFT

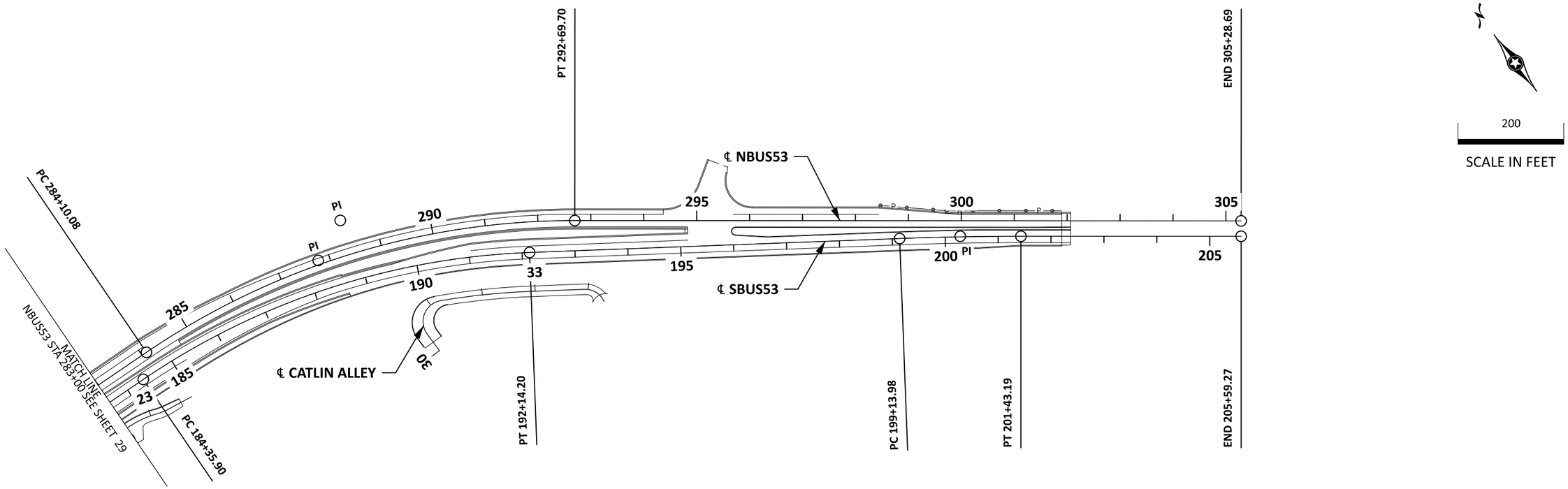
N

200

SCALE IN FEET

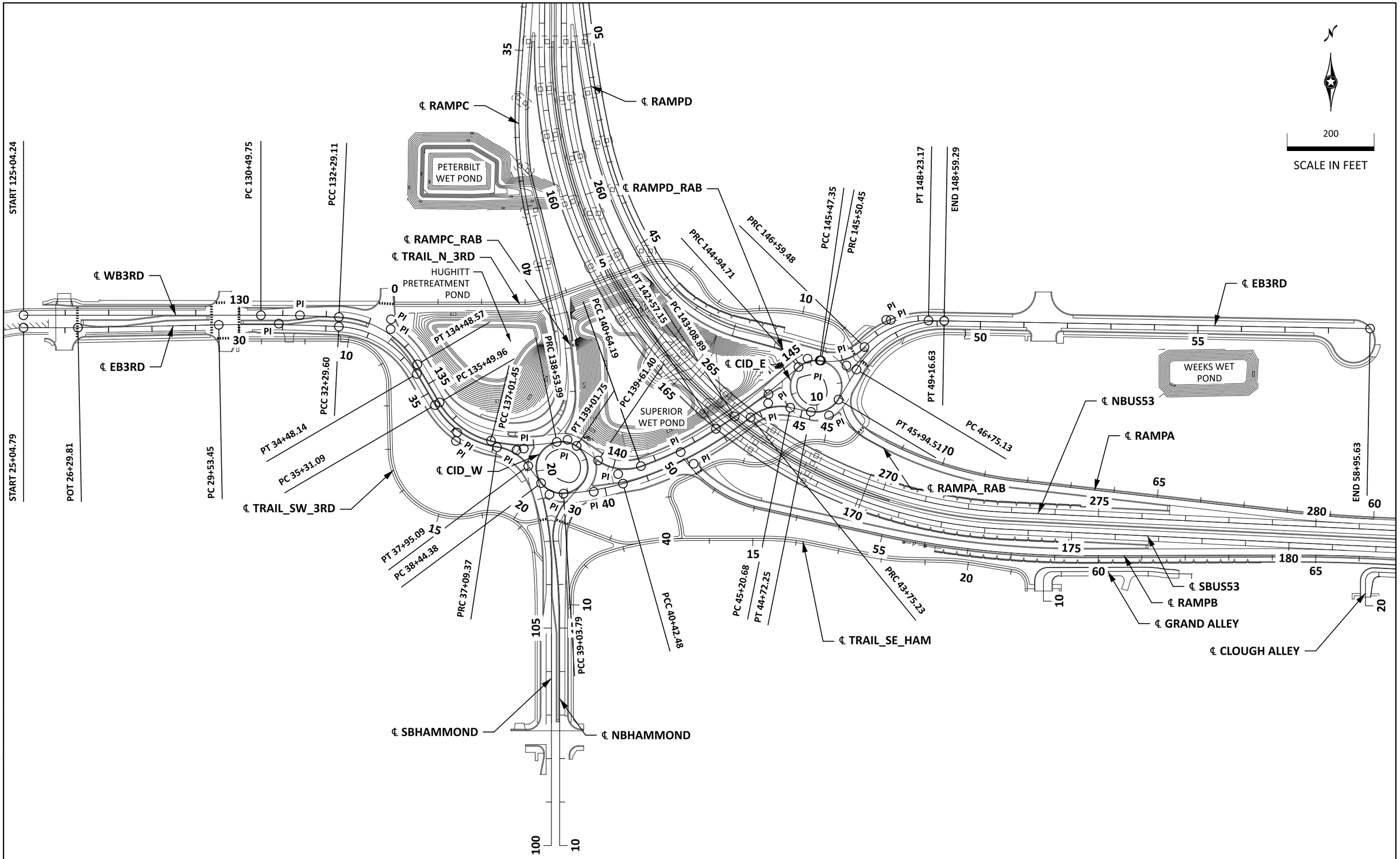
Plotted By: PARSONS\p0022751
Date Plotted: 10-JAN-2025
Time Plotted: 10:23:16 AM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 029_AlignmentPlan.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: ALIGNMENT PLAN	DES: --- DR: BJB CHK: --- CHK: AMP SHEET NO. 29 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)



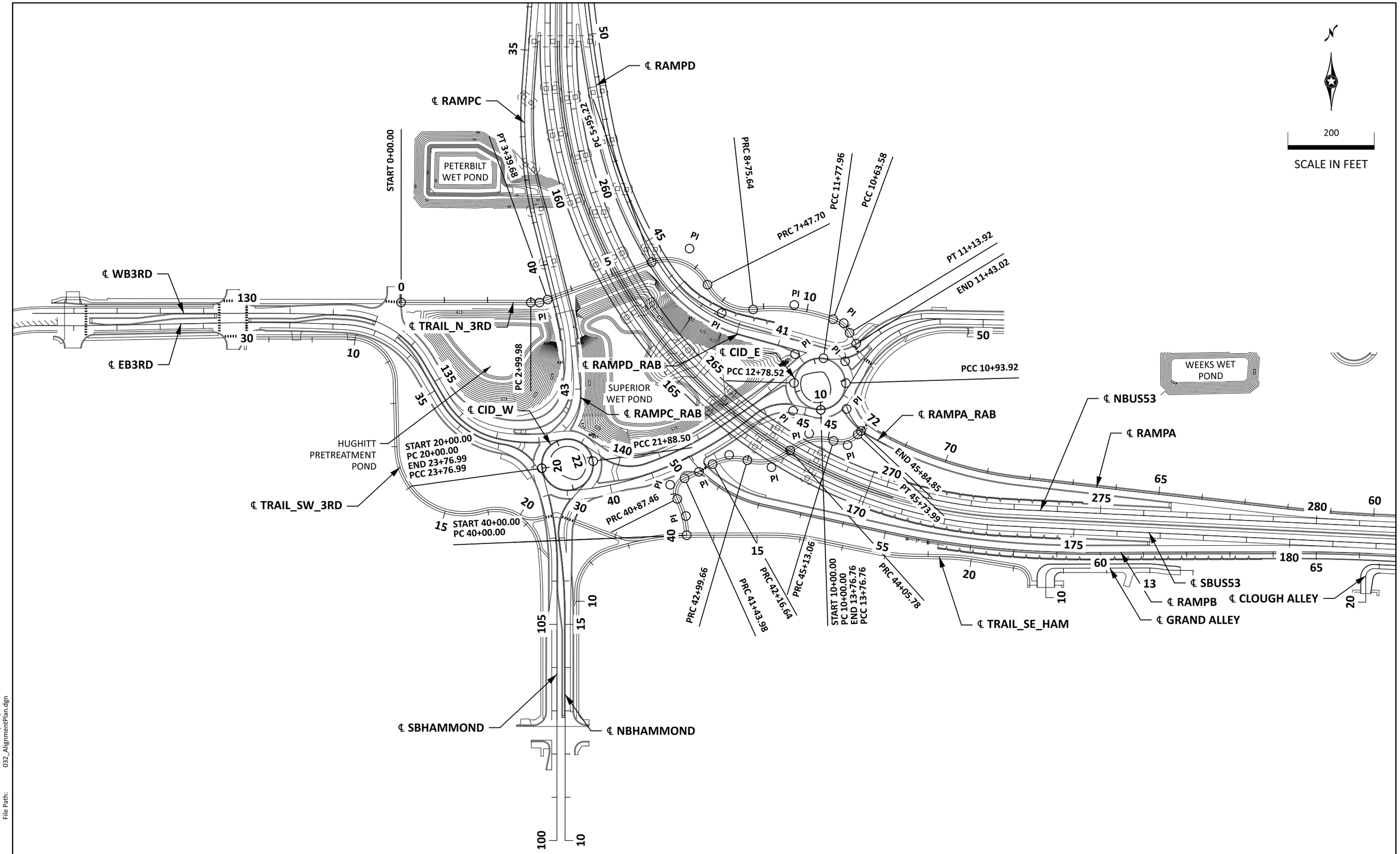
Plotted By: PARSONS\p0022751
Date Plotted: 10-JAN-2025
Time Plotted: 10:23:14 AM Central
Pen Table: ICS MnDOT-Iplot.pen
File Path: 030_AlignmentPlan.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: ALIGNMENT PLAN	DES: --- DR: BJB CHK: --- CHK: AMP SHEET NO. 30 OF 86 SHEETS		BRIDGE NO. 69913 (B-16-0153)



Plotted By: PARSONS\jp0022751
Date Plotted: 10-JAN-2025
Time Plotted: 11:08:10 AM Central
Pen Table: ICS MnDOT-lplot.pen
File Path: 031_AlignmentPlan.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: ALIGNMENT PLAN	DES: --- DR: BJB CHK: --- CHK: AMP SHEET NO. 31 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)



Plotted By: PARSONS\jp0022751
Date Plotted: 10-JAN-2025
Time Plotted: 11:08:09 AM Central
Pen Table: ICS MnDOT-Iplot.pen
File Path: 032_AlignmentPlan.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: ALIGNMENT PLAN	DES: --- DR: BJB CHK: --- CHK: AMP SHEET NO. 32 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)

ALIGNMENT TABULATION

ELEMENT	POINT TYPE	STATION	CIRCULAR CURVE DATA					COORDINATES		DIRECTION AZIMUTH
			DELTA	DEGREE	RADIUS	TANGENT	LENGTH			
			SPIRAL CURVE DATA					EASTING (X)	NORTHING (Y)	
			THETA	DEGREE	ST	LT	LS			
ALIGNMENT: 535_US53										
TANGENT	START	75+02.83 R1						585658.286	139265.1357	
TANGENT	PC	77+21.17 R1						585844.3682	139150.9176	121°32'30.54"
ARC	PC	77+21.17 R1						585844.3682	139150.9176	121°32'30.54"
ARC	HPI	84+46.27 R1	35°06'24.36" RT	02°29'58.35"	2292.253	725.093	1404.529	586462.3351	138771.6063	PI
ARC	CC							584645.2434	137197.3255	
ARC	PT	91+25.70 R1						586749.74	138105.9047	156°38'54.90"
TANGENT	PT	91+25.70 R1						586749.74	138105.9047	
TANGENT	PC	126+20.54 R1						588134.9874	134897.325	156°38'54.90"
ARC	PC	126+20.54 R1						588134.9874	134897.325	156°38'54.90"
ARC	HPI	130+94.86 R1	23°23'03.75" RT	02°29'59.34"	2292	474.324	935.444	588322.9952	134461.8519	PI
ARC	CC							586030.7228	133988.846	
ARC	PT	135+55.98 R1						588322.7224	133987.5276	180°01'58.65"
TANGENT	PT	135+55.98 R1						588322.7224	133987.5276	
TANGENT	END	148+00.00 R1						588322.0068	132743.5118	180°01'58.65"
ALIGNMENT: NBUS53										
TANGENT	START	248+00.00						588339.0068	132743.502	
TANGENT	PC	256+52.89						588338.5162	131890.6164	180°01'58.65"
ARC	PC	256+52.89						588338.5162	131890.6164	180°01'58.65"
ARC	HPI	266+76.26	87°20'29.00" LT	05°20'41.12"	1072	1023.377	1634.151	588337.9275	130867.2397	PI
ARC	CC							589410.516	131889.9998	
ARC	PT	272+87.04						589360.1755	130819.1824	92°41'29.65"
TANGENT	PT	272+87.04						589360.1755	130819.1824	
TANGENT	PC	284+10.08						590481.9808	130766.4449	92°41'29.65"
ARC	PC	284+10.08						590481.9808	130766.4449	92°41'29.65"
ARC	HPI	288+53.18	34°16'05.14" RT	03°59'11.09"	1437.277	443.099	859.622	590924.5911	130745.6372	PI
ARC	CC							590414.4871	129330.7539	
ARC	PT	292+69.70						591278.6534	130479.2227	126°57'34.78"
TANGENT	PT	292+69.70						591278.6534	130479.2227	
TANGENT	END	305+28.69						592284.6582	129722.2536	126°57'34.78"
ALIGNMENT: SBUS53										
TANGENT	START	148+00.00						588305.0068	132743.5215	
TANGENT	PC	148+84.60						588304.9581	132658.9219	180°01'58.65"
ARC	PC	148+84.60						588304.9581	132658.9219	180°01'58.65"
ARC	HPI	150+52.44	00°28'51.01" RT	00°08'35.66"	40000	167.844	335.687	588304.8616	132491.0776	PI
ARC	CC							548304.9647	132681.9308	
ARC	PT	152+20.29						588303.3565	132323.2401	180°30'49.66"
TANGENT	PT	152+20.29						588303.3565	132323.2401	
TANGENT	PC	156+43.58						588299.5607	131899.9624	180°30'49.66"
ARC	PC	156+43.58						588299.5607	131899.9624	180°30'49.66"
ARC	HPI	167+13.14	87°49'20.01" LT	05°09'25.69"	1111	1069.554	1702.926	588289.9697	130830.4512	PI
ARC	CC							589410.516	131889.9998	
ARC	PT	173+46.51						589358.344	130780.2255	92°41'29.65"
TANGENT	PT	173+46.51						589358.344	130780.2255	
TANGENT	PC	184+35.90						590446.5323	130729.0683	92°41'29.65"
ARC	PC	184+35.90						590446.5323	130729.0683	92°41'29.65"
ARC	HPI	188+35.55	32°04'54.11" RT	04°07'19.19"	1390	399.649	778.304	590845.7402	130710.301	PI
ARC	CC							590381.2587	129340.6017	
ARC	PT	192+14.20						591174.0178	130482.3692	124°46'23.75"
TANGENT	PT	192+14.20						591174.0178	130482.3692	
TANGENT	PC	199+13.98						591748.8255	130083.2651	124°46'23.75"
ARC	PC	199+13.98						591748.8255	130083.2651	124°46'23.75"
ARC	HPI	200+28.60	02°09'25.79" RT	00°56'28.06"	6088	114.619	229.211	591842.9754	130017.8944	PI
ARC	CC							588276.6544	125082.488	
ARC	PT	201+43.19						591934.5979	129949.0261	126°55'49.55"
TANGENT	PT	201+43.19						591934.5979	129949.0261	
TANGENT	END	205+59.27						592267.199	129699.0258	126°55'49.55"

ALIGNMENT TABULATION

ELEMENT	POINT TYPE	STATION	CIRCULAR CURVE DATA					COORDINATES		DIRECTION AZIMUTH
			DELTA	DEGREE	RADIUS	TANGENT	LENGTH			
			SPIRAL CURVE DATA					EASTING (X)	NORTHING (Y)	
			THETA	DEGREE	ST	LT	LS			
ALIGNMENT: RAMPA										
ARC	PC	60+00.00						590205.427	130803.4726	272°41'29.65"
ARC	HPI	61+00.22	03°49'36.12" RT	01°54'35.49"	3000	100.22	200.366	590105.3175	130808.1788	PI
ARC	CC							590346.3054	133800.1629	
ARC	PT	62+00.37						590005.7453	130819.5558	276°31'05.77"
TANGENT	PT	62+00.37						590005.7453	130819.5558	
TANGENT	PC	68+23.30						589386.8426	130890.2708	276°31'05.77"
ARC	PC	68+23.30						589386.8426	130890.2708	276°31'05.77"
ARC	HPI	69+83.40	20°30'32.11" RT	06°28'26.76"	885	160.105	316.784	589227.7723	130908.4459	PI
ARC	CC							589487.3078	131769.5499	
ARC	PT	71+40.08						589085.152	130981.1999	297°01'37.88"
TANGENT	PT	71+40.08						589085.152	130981.1999	
TANGENT	END	71+40.08						589085.1515	130981.2001	297°01'37.87"
ALIGNMENT: RAMPA_RAB										
ARC	PC	71+40.08 R1						589078.3358	130967.838	297°01'37.88"
ARC	HPI	71+63.39 R1	02°58'01.15" RT	06°21'58.31"	900	23.308	46.605	589057.5734	130978.4294	PI
ARC	CC							589487.3078	131769.5499	
ARC	PCC	71+86.69 R1						589037.387	130990.0813	299°59'39.03"
ARC	PCC	71+86.69 R1						589037.387	130990.0813	299°59'39.03"
ARC	HPI	72+34.48 R1	46°58'12.50" RT	52°05'13.46"	110	47.795	90.176	588995.9927	131013.9747	PI
ARC	CC							589092.3773	131085.3497	
ARC	PT	72+76.86 R1						588985.2121	131060.5383	346°57'51.53"
ALIGNMENT: RAMPB										
ARC	PC	50+00.00						588619.7715	130942.0918	142°53'44.58"
ARC	HPI	51+10.74	40°31'12.33" LT	19°05'54.94"	300	110.736	212.163	588686.5747	130853.7758	PI
ARC	CC							588859.0331	131123.0721	
ARC	PT	52+12.16						588794.7372	130830.043	102°22'32.24"
TANGENT	PT	52+12.16						588794.7372	130830.043	
TANGENT	PC	54+90.42						589066.5279	130770.4072	102°22'32.24"
ARC	PC	54+90.42						589066.5279	130770.4072	102°22'32.24"
ARC	HPI	57+32.42	12°33'17.55" LT	02°36'15.67"	2200	242.005	482.073	589302.9099	130718.5406	PI
ARC	CC							589538.0314	132919.287	
ARC	PT	59+72.49						589544.9141	130719.2977	89°49'14.70"
TANGENT	PT	59+72.49						589544.9141	130719.2977	
TANGENT	PC	64+33.30						590005.7203	130720.7394	89°49'14.70"
ARC	PC	64+33.30						590005.7203	130720.7394	89°49'14.70"
ARC	HPI	65+33.53	02°52'14.95" RT	01°25'56.62"	4000	100.231	200.421	590105.9513	130721.0529	PI
ARC	CC							590018.2344	126720.7589	
ARC	PT	66+33.72						590206.0722	130716.3461	92°41'29.65"

Plotted By: PARSONS\p0022751
Date Plotted: 9-JAN-2025
Time Plotted: 4:44:41 PM Central
Pen Table: ICS MnDOT-Iplot.pen
File Path: 033_AlignmentTabulations.dgn

STATE PROJECT NO. (SP.) 6981 - 69913

PARSONS

TITLE: ALIGNMENT TABULATIONS

DES: ---	DR: BJB	
CHK: ---	CHK: DLS	
SHEET NO. 33 OF 86 SHEETS		

BRIDGE NO. 69913 (B-16-0153)

ALIGNMENT TABULATION

ELEMENT	POINT TYPE	STATION	CIRCULAR CURVE DATA					COORDINATES		DIRECTION AZIMUTH
			DELTA	DEGREE	RADIUS	TANGENT	LENGTH			
			SPIRAL CURVE DATA					EASTING (X)	NORTHING (Y)	
			THETA	DEGREE	ST	LT	LS			
ALIGNMENT: RAMPC										
ARC	PC	30+00.00 R1						588279.8217	132379.632	180°25'59.79"
ARC	HPI	30+97.60 R1	03°43'36.49" RT	01°54'35.49"	3000	97.602	195.135	588279.0837	132282.0329	PI
ARC	CC							585279.9075	132402.318	
ARC	PT	31+95.13 R1						588272.0033	132184.6882	184°09'36.28"
TANGENT	PT	31+95.13 R1						588272.0033	132184.6882	
TANGENT	PC	35+84.82 R1						588243.734	131796.0266	184°09'36.28"
ARC	PC	35+84.82 R1						588243.734	131796.0266	184°09'36.28"
ARC	HPI	37+48.20 R1	18°17'15.89" LT	05°38'41.66"	1015	163.374	323.969	588231.8824	131633.0831	PI
ARC	CC							589256.0598	131722.3952	
ARC	PT	39+08.79 R1						588271.7592	131474.6506	165°52'20.39"
TANGENT	PT	39+08.79 R1						588271.7592	131474.6506	
TANGENT	END	41+28.88 R1						588325.4799	131261.2159	165°52'20.39"
ALIGNMENT: RAMPC_RAB										
ARC	PC	41+28.88 R1						588348.754	131267.0739	165°52'20.39"
ARC	HPI	41+56.45 R1	08°23'15.42" RT	15°14'17.66"	376	27.571	55.043	588355.4836	131240.3369	PI
ARC	CC							587984.1264	131175.2985	
ARC	PT	41+83.92 R1						588358.2411	131212.9043	174°15'35.81"
TANGENT	PT	41+83.92 R1						588358.2387	131212.9277	
TANGENT	PC	42+97.96 R1						588369.6444	131099.4609	174°15'35.81"
ARC	PC	42+97.96 R1						588369.6444	131099.4609	174°15'35.81"
ARC	HPI	43+52.33 R1	49°28'44.40" RT	48°33'20.68"	118	54.373	101.901	588375.0824	131045.361	PI
ARC	CC							588252.236	131087.6591	
ARC	PT	43+99.86 R1						588337.4907	131006.077	223°44'20.21"
TANGENT	PT	43+99.86 R1						588337.4907	131006.077	
TANGENT	END	44+08.99 R1						588331.18	130999.4822	223°44'20.21"
ALIGNMENT: RAMPD_RAB										
TANGENT	START	40+31.88 R1						588893.3931	131180.64	
TANGENT	HPI	40+94.01 R1						588833.4979	131197.1541	285°24'51.86"
TANGENT	HPI	40+94.01 R1						588833.4979	131197.1541	
TANGENT	PC	41+86.18 R1						588744.6387	131221.654	285°24'51.86"
ARC	PC	41+86.18 R1						588744.6387	131221.654	285°24'51.86"
ARC	HPI	41+93.41 R1	02°23'56.50" RT	16°36'26.90"	345	7.224	14.445	588737.6748	131223.5741	PI
ARC	CC							588836.3392	131554.2439	
ARC	PT	42+00.63 R1						588730.7973	131225.784	287°48'48.37"
ALIGNMENT: RAMPD										
TANGENT	START	42+00.00						588735.3864	131240.0648	
TANGENT	PC	42+00.00						588735.3861	131240.0649	287°48'48.36"
ARC	PC	42+00.00						588735.3861	131240.0649	287°48'48.38"
ARC	HPI	43+15.42	38°33'18.88" RT	17°21'44.49"	330	115.42	222.062	588625.4999	131275.3739	PI
ARC	CC							588836.3392	131554.2439	
ARC	PCC	44+22.06						588561.5751	131371.4745	326°22'07.25"
ARC	PCC	44+22.06						588561.5751	131371.4745	326°22'07.25"
ARC	HPI	46+00.29	21°48'44.82" RT	06°11'38.90"	925	178.231	352.147	588462.8623	131519.873	PI
ARC	CC							589331.7473	131883.7827	
ARC	PCC	47+74.21						588426.3573	131694.3257	348°10'52.07"
ARC	PCC	47+74.21						588426.3573	131694.3257	348°10'52.07"
ARC	HPI	50+85.60	11°51'06.59" RT	01°54'35.49"	3000	311.391	620.56	588362.5786	131999.1155	PI
ARC	CC							591362.7573	132308.781	
ARC	PT	53+94.77						588362.7578	132310.5067	00°01'58.65"

ALIGNMENT TABULATION

ELEMENT	POINT TYPE	STATION	CIRCULAR CURVE DATA					COORDINATES		DIRECTION AZIMUTH
			DELTA	DEGREE	RADIUS	TANGENT	LENGTH			
			SPIRAL CURVE DATA					EASTING (X)	NORTHING (Y)	
			THETA	DEGREE	ST	LT	LS			
ALIGNMENT: EB3RD										
TANGENT	START	25+04.79 R1						587102.5306	131243.5564	
TANGENT	HPI	26+29.81 R1						587227.5506	131243.5564	90°00'00.00"
TANGENT	HPI	26+29.81 R1						587227.5506	131243.5564	
TANGENT	PC	29+53.45 R1						587551.1253	131250.0279	88°51'15.26"
ARC	PC	29+53.45 R1						587551.1253	131250.0279	88°51'15.26"
ARC	HPI	30+91.58 R1	03°57'20.25" RT	01°25'56.62"	4000	138.132	276.155	587689.2299	131252.79	PI
ARC	CC							587631.1092	127250.8277	
ARC	PCC	32+29.60 R1						587827.1961	131246.0185	92°48'35.51"
ARC	PCC	32+29.60 R1						587827.1961	131246.0185	92°48'35.51"
ARC	HPI	33+48.84 R1	56°54'55.18" RT	26°02'36.73"	220	119.24	218.539	587946.2926	131240.1732	PI
ARC	CC							587816.4113	131026.283	
ARC	PT	34+48.14 R1						588006.4071	131137.1956	149°43'30.69"
TANGENT	PT	34+48.14 R1						588006.4071	131137.1956	
TANGENT	PC	35+31.09 R1						588048.2238	131065.5626	149°43'30.69"
ARC	PC	35+31.09 R1						588048.2238	131065.5626	149°43'30.69"
ARC	HPI	36+26.64 R1	51°04'22.98" LT	28°38'52.40"	200	95.552	178.279	588096.3959	130983.0426	PI
ARC	CC							588220.9472	131166.3922	
ARC	PRC	37+09.37 R1						588190.8602	130968.6682	98°39'07.71"
ARC	PRC	37+09.37 R1						588190.8602	130968.6682	98°39'07.71"
ARC	HPI	37+54.54 R1	44°39'05.02" RT	52°05'13.46"	110	45.172	85.725	588235.5181	130961.8728	PI
ARC	CC							588174.3124	130859.9201	
ARC	PT	37+95.09 R1						588262.5117	130925.6534	143°18'12.73"
TANGENT	PT	37+95.09 R1						588262.5117	130925.6534	
TANGENT	PC	38+44.38 R1						588291.9632	130886.1361	143°18'12.73"
ARC	PC	38+44.38 R1						588291.9632	130886.1361	143°18'12.73"
ARC	HPI	38+76.78 R1	56°44'24.53" LT	95°29'34.68"	60	32.401	59.418	588311.3255	130860.1563	PI
ARC	CC							588340.0719	130921.9907	
ARC	PCC	39+03.79 R1						588343.6686	130862.0986	86°33'48.20"
ARC	PCC	39+03.79 R1						588343.6686	130862.0986	86°33'48.20"
ARC	HPI	39+73.40 R1	12°13'28.06" LT	08°48'53.05"	650	69.605	138.682	588413.1487	130866.271	PI
ARC	CC							588304.7048	131510.9297	
ARC	PCC	40+42.48 R1						588480.17	130885.0607	74°20'20.13"
ARC	PCC	40+42.48 R1						588480.17	130885.0607	74°20'20.13"
ARC	HPI	42+11.22 R1	23°28'47.26" LT	07°03'22.07"	812	168.747	332.757	588642.6522	130930.6133	PI
ARC	CC							588260.9735	131666.9155	
ARC	PRC	43+75.23 R1						588773.5316	131037.1313	50°51'32.87"
ARC	PRC	43+75.23 R1						588773.5316	131037.1313	50°51'32.87"
ARC	HPI	44+27.15 R1	50°31'51.35" RT	52°05'13.46"	110	51.916	97.012	588813.7972	131069.902	PI
ARC	CC							588842.9668	130951.8157	
ARC	PT	44+72.25 R1						588864.6904	131059.6493	101°23'24.22"
TANGENT	PT	44+72.25 R1						588864.6904	131059.6493	
TANGENT	PC	45+20.68 R1						588912.1677	131050.0848	101°23'24.22"
ARC	PC	45+20.68 R1						588912.1677	131050.0848	101°23'24.22"
ARC	HPI	45+63.09 R1	70°30'30.26" LT	95°29'34.68"	60	42.41	73.836	588953.7428	131041.7092	PI
ARC	CC							588924.0169	131108.9031	
ARC	PT	45+94.51 R1						588975.5107	131078.1071	30°52'53.96"
TANGENT	PT	45+94.51 R1						588975.5107	131078.1071	
TANGENT	PC	46+75.13 R1						589016.8867	131147.2918	30°52'53.96"
ARC	PC	46+75.13 R1						589016.8867	131147.2918	30°52'53.96"
ARC	HPI	48+08.35 R1	60°09'39.59" RT	24°54'40.35"	230	133.222	241.502	589085.265	131261.6266	PI
ARC	CC							589214.2795	131029.2405	
ARC	PT	49+16.63 R1						589218.4647	131259.2024	91°02'33.56"
TANGENT	PT	49+16.63 R1						589218.4647	131259.2024	
TANGENT	END	58+95.63 R1						590197.3026	131241.3878	91°02'33.56"

Plotted By: PARSONS\p0022751
Date Plotted: 9-JAN-2025
Time Plotted: 4:44:50 PM Central
Pen Table: ICS MnDOT-Iplot.pen
File Path: 034_AlignmentTabulations.dgn

STATE PROJECT NO. (SP.) 6981 - 69913

PARSONS

TITLE: ALIGNMENT TABULATIONS

DES: ---	DR: BJB	
CHK: ---	CHK: DLS	
SHEET NO. 34 OF 86 SHEETS		

BRIDGE NO. 69913 (B-16-0153)

ALIGNMENT TABULATION

ELEMENT	POINT TYPE	STATION	CIRCULAR CURVE DATA					COORDINATES		DIRECTION AZIMUTH
			DELTA	DEGREE	RADIUS	TANGENT	LENGTH			
			SPIRAL CURVE DATA					EASTING (X)	NORTHING (Y)	
			THETA	DEGREE	ST	LT	LS			
ALIGNMENT: WB3RD										
TANGENT	START	125+04.24 R1						587102.5306	131272.0564	
TANGENT	PC	130+49.75 R1						587648.0404	131272.0564	90°00'00.00"
ARC	PC	130+49.75 R1						587648.0404	131272.0564	90°00'00.00"
ARC	HPI	131+39.44 R1	02°34'08.92" RT	01°25'56.62"	4000	89.695	179.36	587737.7354	131272.0564	PI
ARC	CC							587648.0404	127272.0564	
ARC	PCC	132+29.11 R1						587827.3403	131268.0358	92°34'08.92"
ARC	PCC	132+29.11 R1						587827.3403	131268.0358	92°34'08.91"
ARC	HPI	133+48.95 R1	57°09'21.78" RT	26°02'36.73"	220	119.838	219.463	587947.0583	131262.6641	PI
ARC	CC							587817.4788	131048.257	
ARC	PT	134+48.57 R1						588007.4746	131159.1695	149°43'30.69"
TANGENT	PT	134+48.57 R1						588007.4746	131159.1695	
TANGENT	PC	135+49.96 R1						588058.5872	131071.6124	149°43'30.69"
ARC	PC	135+49.96 R1						588058.5872	131071.6124	149°43'30.69"
ARC	HPI	136+30.09 R1	46°10'08.89" LT	30°28'35.32"	188	80.129	151.491	588098.984	131002.4117	PI
ARC	CC							588220.9472	131166.3922	
ARC	PCC	137+01.45 R1						588176.8807	130983.6297	103°33'21.80"
ARC	PCC	137+01.45 R1						588176.8807	130983.6297	103°33'21.80"
ARC	HPI	137+78.95 R1	24°58'19.77" LT	16°22'12.80"	350	77.504	152.546	588252.2254	130965.4631	PI
ARC	CC							588258.9195	131323.8791	
ARC	PRC	138+53.99 R1						588328.196	130980.8036	78°35'02.03"
ARC	PRC	138+53.99 R1						588328.196	130980.8036	78°35'02.03"
ARC	HPI	138+79.22 R1	45°36'13.12" RT	95°29'34.68"	60	25.224	47.756	588352.9208	130985.7963	PI
ARC	CC							588340.0719	130921.9907	
ARC	PT	139+01.75 R1						588373.7861	130971.6229	124°11'15.15"
TANGENT	PT	139+01.75 R1						588373.7861	130971.6229	
TANGENT	PC	139+61.40 R1						588423.1319	130938.1032	124°11'15.15"
ARC	PC	139+61.40 R1						588423.1319	130938.1032	124°11'15.15"
ARC	HPI	140+16.89 R1	53°32'09.79" LT	52°05'13.46"	110	55.488	102.782	588469.0318	130906.9243	PI
ARC	CC							588484.9413	131029.0955	
ARC	PCC	140+64.19 R1						588521.3858	130925.3082	70°39'05.37"
ARC	PCC	140+64.19 R1						588521.3858	130925.3082	70°39'05.37"
ARC	HPI	141+61.16 R1	14°03'58.70" LT	07°17'22.34"	786	96.97	192.966	588612.8794	130957.4358	PI
ARC	CC							588260.9735	131666.9155	
ARC	PT	142+57.15 R1						588693.821	131010.837	56°35'06.66"
TANGENT	PT	142+57.15 R1						588693.821	131010.837	
TANGENT	PC	143+08.89 R1						588737.0103	131039.3311	56°35'06.66"
ARC	PC	143+08.89 R1						588737.0103	131039.3311	56°35'06.66"
ARC	HPI	144+01.99 R1	08°52'19.26" LT	04°46'28.73"	1200	93.094	185.815	588814.716	131090.5974	PI
ARC	CC							588076.1743	132040.9777	
ARC	PRC	144+94.71 R1						588883.5854	131153.2348	47°42'47.41"
ARC	PRC	144+94.71 R1						588883.6434	131153.2876	47°42'33.91"
ARC	HPI	145+22.86 R1	50°15'56.01" RT	95°29'34.68"	60	28.148	52.638	588904.4656	131172.2281	PI
ARC	CC							588924.0169	131108.9031	
ARC	PCC	145+47.35 R1						588932.3413	131168.3228	97°58'29.91"
ARC	PCC	145+47.35 R1						588932.3413	131168.3228	97°58'29.91"
ARC	HPI	145+48.90 R1	02°57'49.59" RT	95°29'34.68"	60	1.552	3.104	588933.8785	131168.1075	PI
ARC	CC							588924.0169	131108.9031	
ARC	PRC	145+50.45 R1						588935.4025	131167.8129	100°56'19.50"
ARC	PRC	145+50.45 R1						588935.4025	131167.8129	100°56'19.50"
ARC	HPI	146+09.92 R1	56°47'24.71" LT	52°05'13.46"	110	59.465	109.029	588993.7867	131156.5289	PI
ARC	CC							588956.276	131275.8143	
ARC	PRC	146+59.48 R1						589035.205	131199.197	44°08'54.79"
ARC	PRC	146+59.48 R1						589035.205	131199.197	44°08'54.79"
ARC	HPI	147+46.22 R1	46°53'38.77" RT	28°38'52.40"	200	86.743	163.691	589095.6232	131261.4381	PI
ARC	CC							589178.7123	131059.8927	
ARC	PT	148+23.17 R1						589182.3516	131259.8596	91°02'33.56"
TANGENT	PT	148+23.17 R1						589182.3516	131259.8596	
TANGENT	END	148+59.29 R1						589218.4647	131259.2024	91°02'33.56"

ALIGNMENT TABULATION

ELEMENT	POINT TYPE	STATION	CIRCULAR CURVE DATA					COORDINATES		DIRECTION AZIMUTH
			DELTA	DEGREE	RADIUS	TANGENT	LENGTH			
			SPIRAL CURVE DATA					EASTING (X)	NORTHING (Y)	
			THETA	DEGREE	ST	LT	LS			
ALIGNMENT: CID_E										
ARC	PC	10+00.00						588926.1595	131048.9414	87°57'12.54"
ARC	HPI	10+59.67	89°41'09.97" LT	95°29'34.68"	60	59.672	93.919	588985.7937	131051.0723	PI
ARC	CC							588924.0169	131108.9031	
ARC	PCC	10+93.92						588983.9895	131110.7172	358°16'02.57"
ARC	PCC	10+93.92						588983.9882	131110.7593	358°13'37.79"
ARC	HPI	11+44.49	80°15'07.88" LT	95°29'34.68"	60	50.571	84.04	588982.4237	131161.3065	PI
ARC	CC							588924.0169	131108.9031	
ARC	PCC	11+77.96						588932.3413	131168.3228	277°58'29.91"
ARC	PCC	11+77.96						588932.3413	131168.3228	277°58'29.91"
ARC	HPI	12+44.63	96°01'32.00" LT	95°29'34.68"	60	66.667	100.558	588866.3194	131177.5722	PI
ARC	CC							588924.0169	131108.9031	
ARC	PCC	12+78.52						588864.0516	131110.9441	181°56'57.91"
ARC	PCC	12+78.52						588864.0516	131110.9441	181°56'57.91"
ARC	HPI	13+42.65	93°48'59.24" LT	95°29'34.68"	60	64.136	98.244	588861.8699	131046.8454	PI
ARC	CC							588924.0169	131108.9031	
ARC	PT	13+76.76						588925.9717	131048.9349	88°07'58.67"
ALIGNMENT: CID_W										
ARC	PC	20+00.00						588280.6308	130913.8207	172°10'26.17"
ARC	HPI	0+00.00	180°00'00.00" LT	95°29'34.68"	60	1.02E+14	188.496			PI
ARC	CC							588340.0719	130921.9907	
ARC	PCC	21+88.50						588399.5131	130930.1607	352°10'26.17"
ARC	PCC	21+88.50						588399.5131	130930.1607	352°10'25.88"
ARC	HPI	420787+30.22	179°59'59.41" LT	95°29'34.68"	60	42076544.54	188.495	-5141064.189	41815562.93	PI
ARC	CC							588340.0719	130921.9906	
ARC	PT	20+00.00						588280.6308	130913.8207	172°10'26.47"

Plotted By: PARSONS\p0022751
Date Plotted: 9-JAN-2025
Time Plotted: 4:44:46 PM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 035_AlignmentTabulations.dgn

ALIGNMENT TABULATION

ELEMENT	POINT TYPE	STATION	CIRCULAR CURVE DATA					COORDINATES		DIRECTION AZIMUTH
			DELTA	DEGREE	RADIUS	TANGENT	LENGTH			
			SPIRAL CURVE DATA					EASTING (X)	NORTHING (Y)	
			THETA	DEGREE	ST	LT	LS			
ALIGNMENT: TRAIL_N_3RD										
TANGENT	START	0+00.00						587955.2434	131297.3231	
TANGENT	PC	2+99.98						588255.2204	131297.1544	90°01'56.00"
ARC	PC	2+99.98						588255.2204	131297.1544	90°01'56.00"
ARC	HPI	3+20.03	19°46'53.76" LT	49°49'20.70"	115	20.052	39.704	588275.2721	131297.1432	PI
ARC	CC							588255.285	131412.1544	
ARC	PT	3+39.68						588294.1443	131303.9188	70°15'02.24"
TANGENT	PT	3+39.68						588294.1443	131303.9188	
TANGENT	PC	5+95.22						588534.6485	131390.2656	70°15'02.24"
ARC	PC	5+95.22						588534.6485	131390.2656	70°15'02.24"
ARC	HPI	6+88.45	83°12'21.04" RT	54°34'02.67"	105	93.233	152.483	588622.3974	131421.7696	PI
ARC	CC							588570.1287	131291.4418	
ARC	PRC	7+47.70						588664.0611	131338.3639	153°27'23.29"
ARC	PRC	7+47.70						588664.0611	131338.3639	153°27'23.29"
ARC	HPI	8+20.97	69°48'51.40" LT	54°34'02.67"	105	73.268	127.941	588696.8032	131272.8183	PI
ARC	CC							588757.9936	131385.2861	
ARC	PRC	8+75.64						588769.621	131280.9318	83°38'31.89"
ARC	PRC	8+75.64						588769.621	131280.9318	83°38'31.89"
ARC	HPI	9+71.34	26°35'19.53" RT	14°08'49.58"	405	95.696	187.945	588864.7285	131291.5289	PI
ARC	CC							588814.4696	130878.4227	
ARC	PCC	10+63.58						588954.5206	131258.4368	110°13'51.41"
ARC	PCC	10+63.58						588954.5206	131258.4368	110°13'51.41"
ARC	HPI	10+89.74	38°27'01.23" RT	76°23'39.74"	75	26.155	50.331	588979.0617	131249.3924	PI
ARC	CC							588928.5852	131188.0638	
ARC	PT	11+13.92						588992.6569	131227.0487	148°40'52.64"
TANGENT	PT	11+13.92						588992.6569	131227.0487	
TANGENT	END	11+43.02						589007.7839	131202.1874	148°40'52.64"

ALIGNMENT TABULATION

ELEMENT	POINT TYPE	STATION	CIRCULAR CURVE DATA					COORDINATES		DIRECTION AZIMUTH
			DELTA	DEGREE	RADIUS	TANGENT	LENGTH			
			SPIRAL CURVE DATA					EASTING (X)	NORTHING (Y)	
			THETA	DEGREE	ST	LT	LS			
ALIGNMENT: TRAIL_SE_3RD										
ARC	PC	40+00.00 R1						588615.8663	130758.9501	357°39'20.30"
ARC	HPI	40+44.40 R1	24°26'37.74" LT	27°56'56.98"	205	44.405	87.458	588614.0499	130803.3175	PI
ARC	CC							588411.0379	130750.5645	
ARC	PRC	40+87.46 R1						588594.0371	130842.9566	333°12'42.56"
ARC	PRC	40+87.46 R1						588594.0371	130842.9566	333°12'42.56"
ARC	HPI	41+24.03 R1	92°31'25.11" RT	163°42'08.02"	35	36.577	56.519	588577.5523	130875.6077	PI
ARC	CC							588625.2808	130858.7309	
ARC	PRC	41+43.98 R1						588610.8976	130890.6389	65°44'07.67"
ARC	PRC	41+43.98 R1						588610.8976	130890.6389	65°44'07.67"
ARC	HPI	41+80.33 R1	04°53'21.57" LT	06°43'43.70"	851.5	36.353	72.663	588644.0394	130905.5783	PI
ARC	CC							588260.9735	131666.9155	
ARC	PRC	42+16.64 R1						588675.7873	130923.2881	60°50'46.10"
ARC	PRC	42+16.64 R1						588675.7873	130923.2881	60°50'46.10"
ARC	HPI	42+60.46 R1	45°17'59.98" RT	54°34'02.67"	105	43.815	83.017	588714.0515	130944.6328	PI
ARC	CC							588726.9388	130831.5901	
ARC	PRC	42+99.66 R1						588756.138	130932.4484	106°08'46.08"
ARC	PRC	42+99.66 R1						588756.138	130932.4484	106°08'46.08"
ARC	HPI	43+57.75 R1	57°54'30.22" LT	54°34'02.67"	105	58.093	106.123	588811.9394	130916.2935	PI
ARC	CC							588785.3373	131033.3067	
ARC	PRC	44+05.78 R1						588855.2716	130954.9857	48°14'15.86"
ARC	PRC	44+05.78 R1						588855.2716	130954.9857	48°14'15.86"
ARC	HPI	44+64.63 R1	58°32'15.27" RT	54°34'02.67"	105	58.848	107.276	588899.1673	130994.1809	PI
ARC	CC							588925.206	130876.6646	
ARC	PRC	45+13.06 R1						588955.511	130977.1962	106°46'31.13"
ARC	PRC	45+13.06 R1						588955.511	130977.1962	106°46'31.13"
ARC	HPI	45+47.08 R1	63°28'37.73" LT	104°10'26.92"	55	34.02	60.934	588988.0831	130967.3774	PI
ARC	CC							588971.3851	131029.8556	
ARC	PT	45+73.99 R1						589011.4138	130992.1369	43°17'53.40"
TANGENT	PT	45+73.99 R1						589011.4138	130992.1369	
TANGENT	END	45+84.85 R1						589018.8652	131000.0447	43°17'53.40"

Plotted By: PARSONS\jp0022751
Date Plotted: 9-JAN-2025
Time Plotted: 4:44:43 PM Central
Pen Table: ICS MnDOT-1plot.pen
File Path: 036_AlignmentTabulations.dgn

1"=100'

SCALE IN FEET

℄ PINE_AVE2

℄ NBGARFIELD

℄ 535_US53

℄ WP4GARTRAIL

℄ NBENT

℄ NBGAR_TRAIL

℄ NBEXIT

℄ 535_US53

PINE DRY POND

℄ GARFIELD_CONN

℄ SBGARFIELD

℄ SBENT

GARFIELD
FILTRATION
POND

GARFIELD
PRETREATMENT
POND

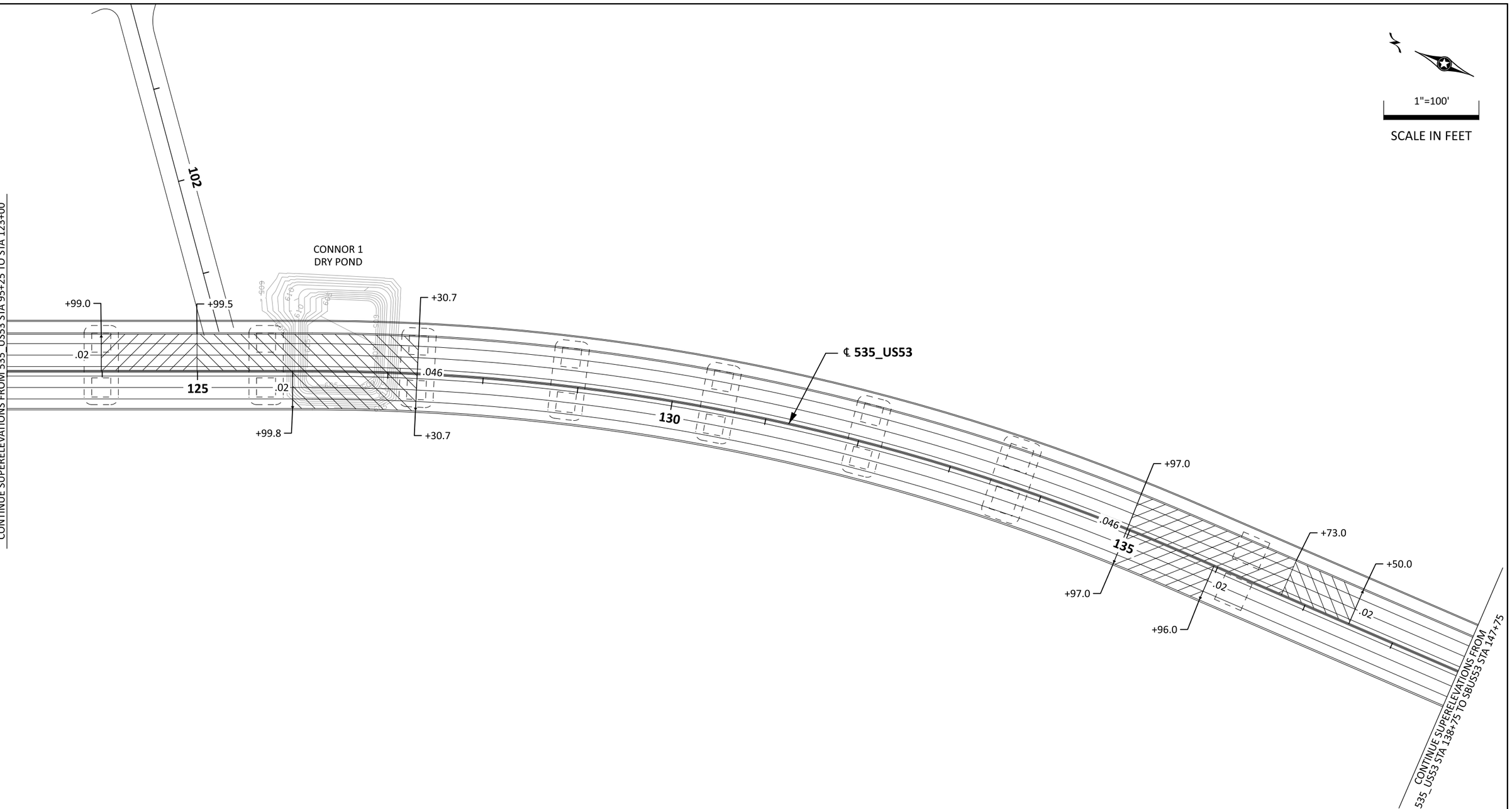
CONTINUE SUPERELEVATIONS FROM 535_US53 STA 95+25 TO STA 123+00

LEGEND

SUPERELEVATION
TRANSITION (FT/FT)

Plotted By: PARSONS\p0022751
Date Plotted: 14-JAN-2025
Time Plotted: 5:10:34 PM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 037_SuperelevationPlan.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: SUPERELEVATION PLAN	DES: --- DR: BJB CHK: --- CHK: DLS SHEET NO. 37 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)



Plotted By: PARSONS\p00227751
Date Plotted: 14-JAN-2025
Time Plotted: 5:10:39 PM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 038_SuperelevationPlan.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: SUPERELEVATION PLAN	DES: --- DR: BJB CHK: --- CHK: DLS	BRIDGE NO. 69913 (B-16-0153)
			SHEET NO. 38 OF 86 SHEETS	

1"=100'

SCALE IN FEET

CONTINUE SUPERELEVATIONS FROM 535_US53 STA 138+75 TO SBUS53 STA 147+75

SBUS53 STA 164+00 MATCH LINE SEE SHEET 40

CUMMING SLIP BIOFILTRATION SWATE

℄ NBUS53

℄ 1ST_ST

℄ RAMPD

℄ SBUS53

℄ RAMPC

℄ TRAIL_N_3RD

℄ WB3RD

℄ EB3RD

PETERBILT WET POND

HUGHITT PRETREATMENT POND

+14.3 +50.3 +73.0 +42.4 +67.9 +43.9 +95.3 +58.5 +50.5 +83.3 +47.3 +03.3 +96.1 +09.6 +42.5 +79.8 +23.3 +96.4 +43.3

.029 .06 .02 .054

45 5 260 160 40 250 150 30 255 155 35 26 22 20 0

LEGEND

SUPERELEVATION TRANSITION (FT/FT)

Plotted By: PARSONS\p0022751
Date Plotted: 14-JAN-2025
Time Plotted: 5:10:43 PM Central
Pen Table: ICS MnDOT-plot.pen
File Path: 039_SuperelevationPlan.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: SUPERELEVATION PLAN	DES: --- DR: BJB CHK: --- CHK: DLS SHEET NO. 39 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)

1"=100'

SCALE IN FEET

℄ TRAIL_N_3RD

℄ EB3RD

MATCH LINE
SBUS53 STA 164+00 SEE SHEET 39

MATCH LINE
SBUS53 STA 180+00 SEE SHEET 41

℄ RAMPD

℄ CID_E

WEEKS WET
POND

SUPERIOR
WET POND

℄ NBUS53

℄ RAMPA

℄ TRAIL_SE_3RD

℄ TRAIL_SE_HAM

℄ RAMPB

℄ SBUS53

℄ GRAND ALLEY

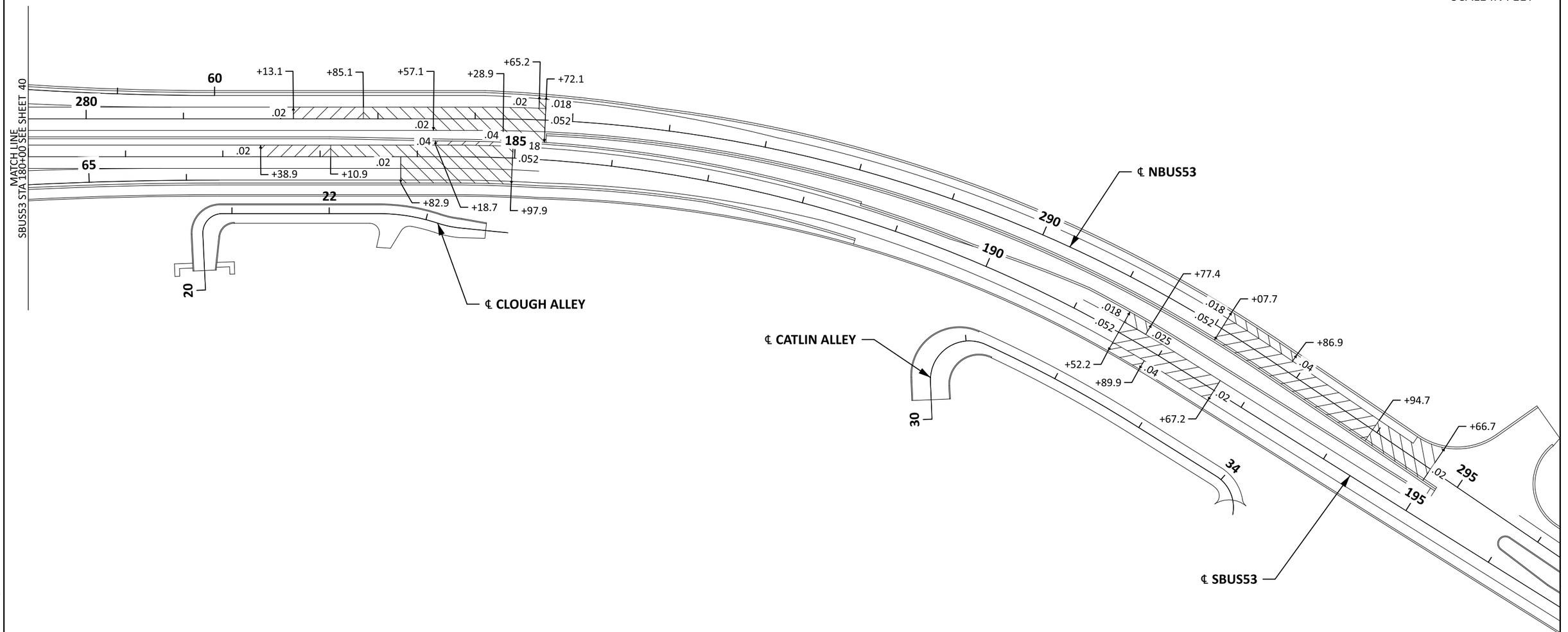
10
41
145
265
165
45
10
50
55
72
45
70
65
140
50
+79.0
270
170
.06
.06
.06
+38.5
+93.4
+37.4
.02
55
.036
+17.4
40
15
+69.5
20
+10.0
+87.0
+63.0
+40.0
+17.0
275
.02
.04
.04
.02
.02
.02
+46.5
+22.5
+99.5
+76.5
60
.036
.02
14
+45.5
+25.5
+69.5
10

LEGEND

SUPERELEVATION
TRANSITION (FT/FT)

Plotted By: PARSONS\p00227751
Date Plotted: 14-JAN-2025
Time Plotted: 5:10:29 PM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 040_SuperelevationPlan.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: SUPERELEVATION PLAN	DES: --- DR: BJB CHK: --- CHK: DLS	BRIDGE NO. 69913 (B-16-0153)
			SHEET NO. 40 OF 86 SHEETS	

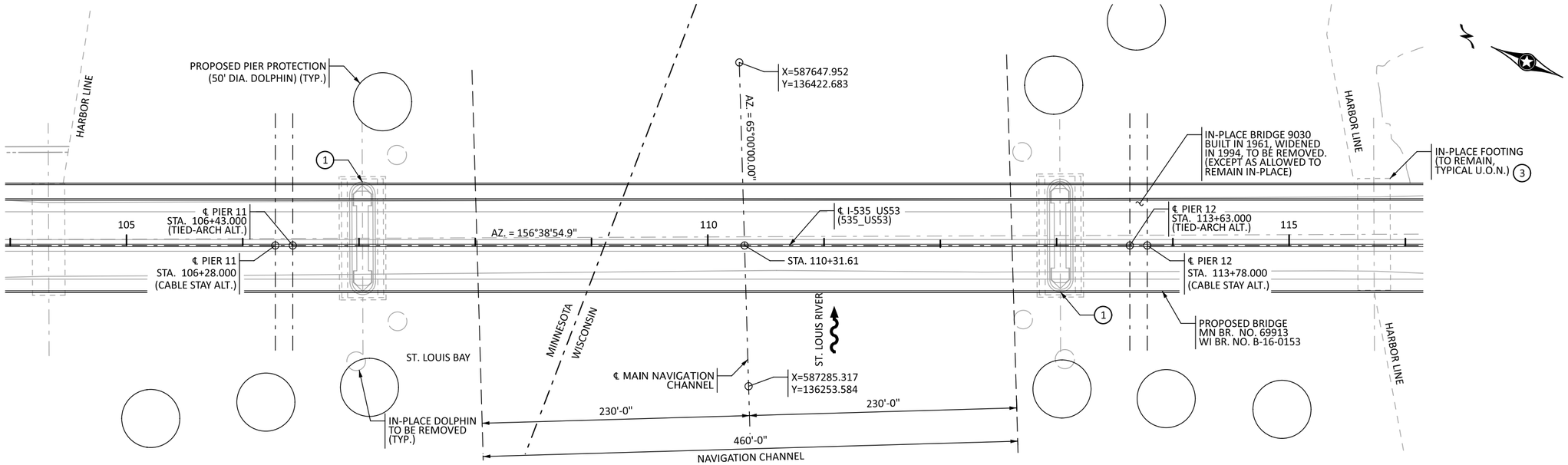


LEGEND

SUPERELEVATION TRANSITION (FT/FT)

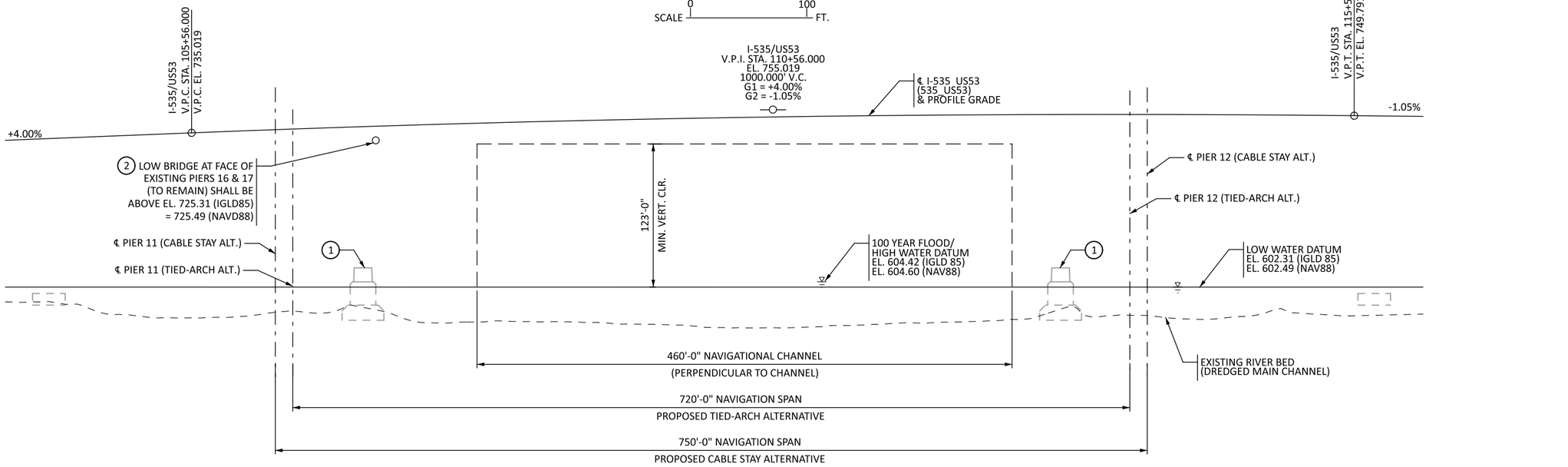
Plotted By: PARSONS\p0022751
Date Plotted: 14-JAN-2025
Time Plotted: 5:10:45 PM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 041_SuperelevationPlan.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: SUPERELEVATION PLAN	DES: --- DR: BJB CHK: --- CHK: DLS	BRIDGE NO. 69913 (B-16-0153)
			SHEET NO. 41 OF 86 SHEETS	



GENERAL PLAN

SCALE 0 100 FT.



GENERAL ELEVATION

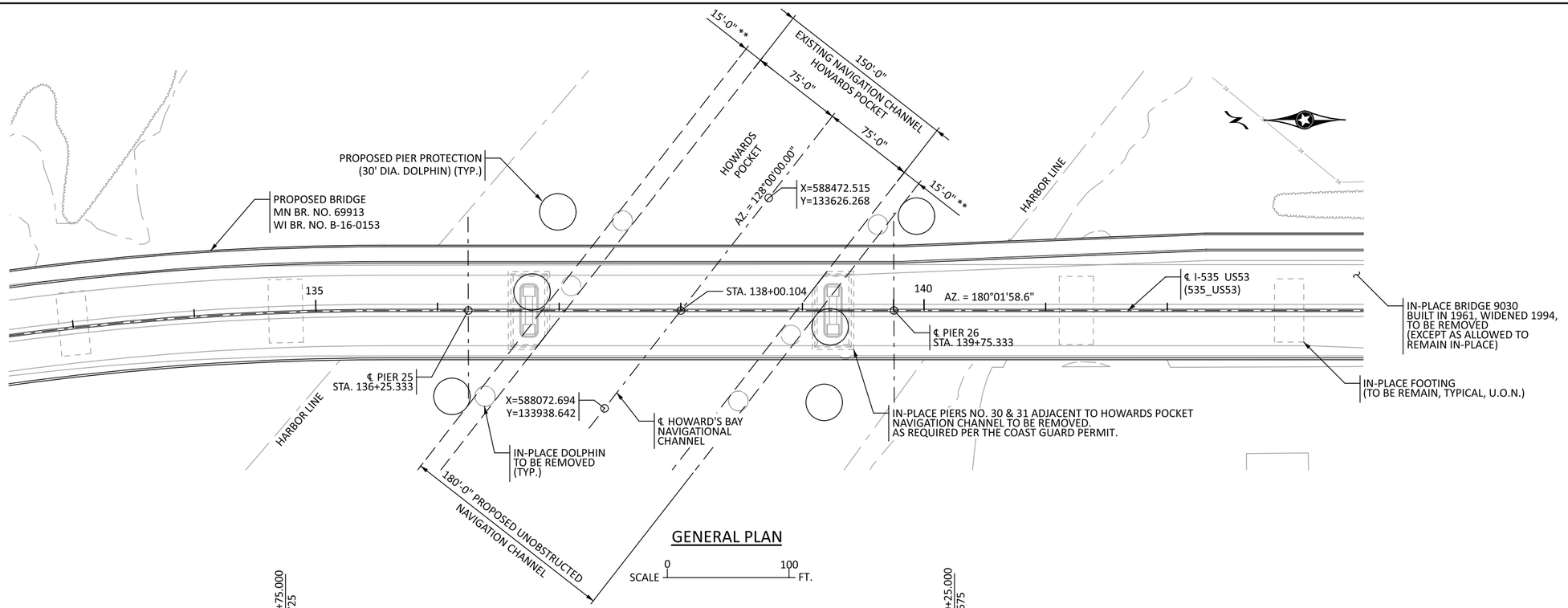
SCALE 0 100 FT.

NOTES:

1. EXISTING PIERS 16 AND 17 TO BE RECONSTRUCTED FOR VESSEL COLLISION PROTECTION. REMOVE TO TOP OF STRUT EL. 619.0
2. 123'-0" TO BE PROVIDED TO FACE OF THE EXISTING PIER AND FACE OF DOLPINS.
3. EXISTING PIERS P14, P15 AND P18 TO BE REMOVED AS REQUIRED PER THE COAST GUARD PERMIT.

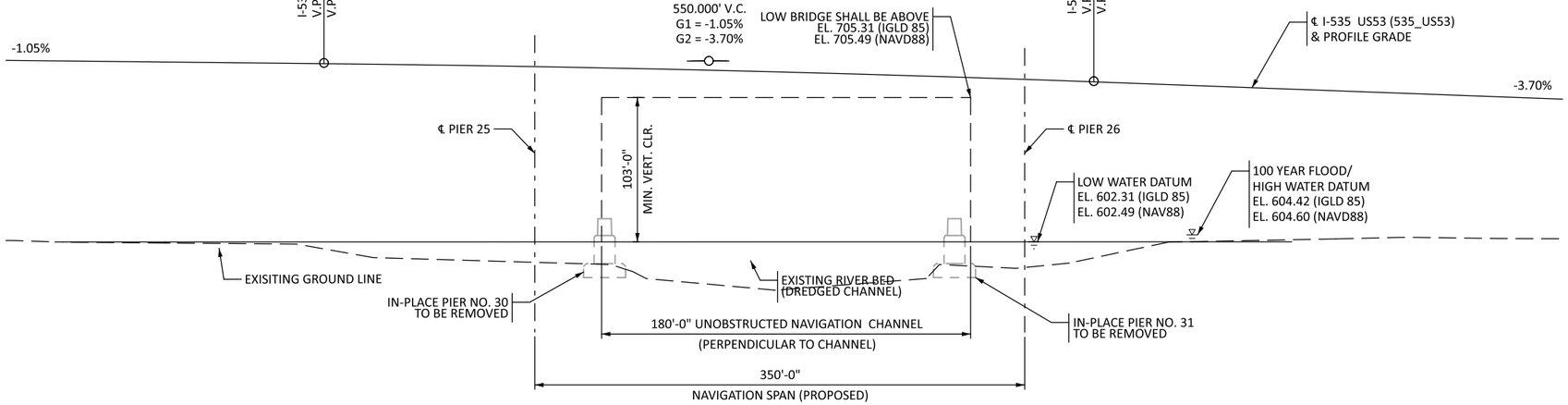
STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: NAVIGATION CLEARANCES MAIN NAVIGATION CHANNEL	DES: JRC / CHK: BJB; DR: MJJN / CHK: GX	BRIDGE NO. 69913 (B-16-0153)
			SHEET NO. 43 OF 86 SHEETS	

Plotted By: PARSONS\p0010292
Date Plotted: 20-JAN-2025
Time Plotted: 3:37:05 PM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 043_NavigationalClearance-MainChannel.dgn



GENERAL PLAN

SCALE 0 100 FT.

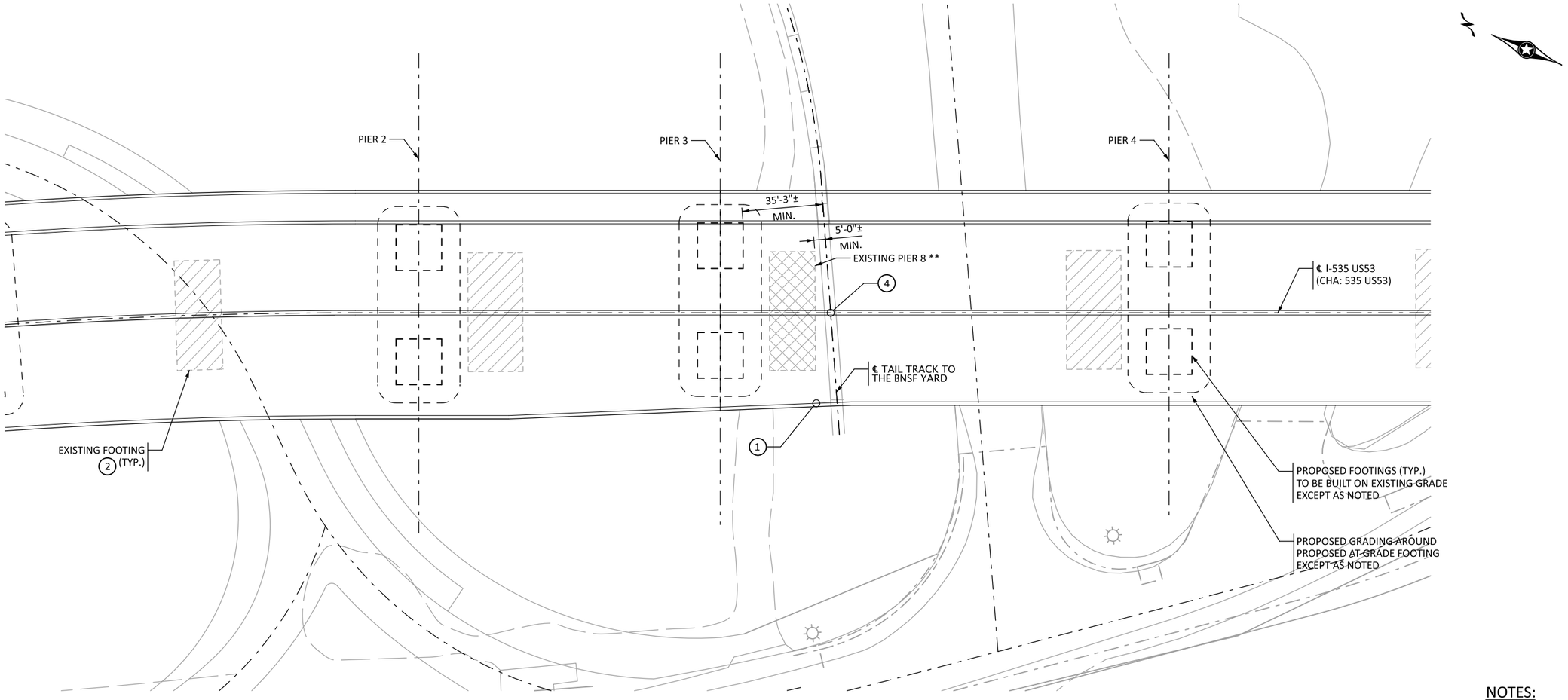


GENERAL ELEVATION

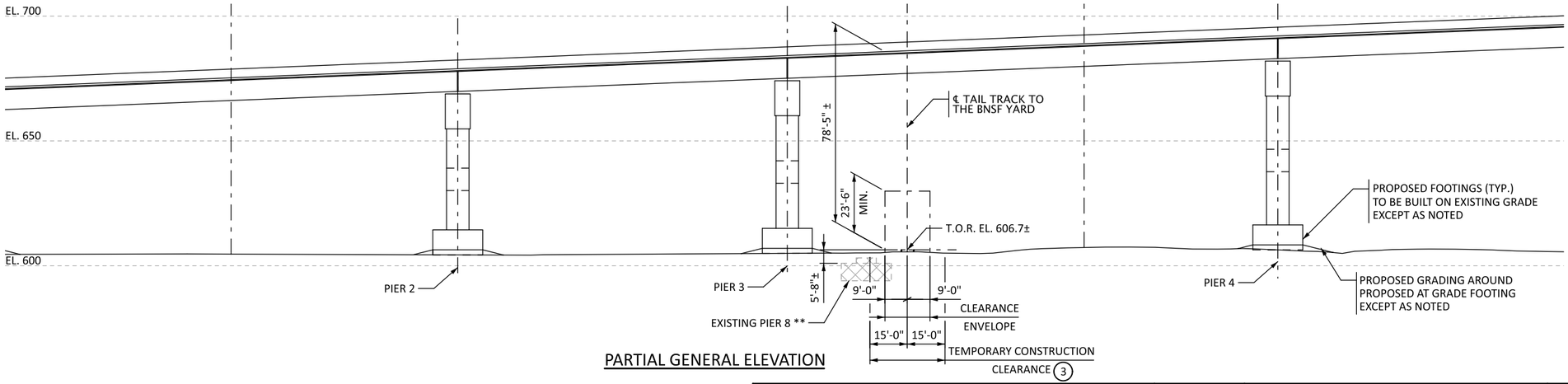
SCALE 0 100 FT.

Plotted By: PARSONS\p0010292
Date Plotted: 20-JAN-2025
Time Plotted: 11:51:24 AM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 044_NavigationalClearance-HowardsPocket.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: NAVIGATION CLEARANCES HOWARDS POCKET CHANNEL	DES: JRC / CHK: BJB	DR: MJJN / CHK: GX	BRIDGE NO. 69913 (B-16-0153)
			SHEET NO. 44 OF 86 SHEETS		



PARTIAL GENERAL PLAN



PARTIAL GENERAL ELEVATION

NOTES:

THIS BRIDGE, BRIDGE 69913 (B-16-0153), WILL BE CONSTRUCTED OVER THE PROPERTY OF THE BNSF RAILROAD IN THE VICINITY OF _____ IN THE _____ DIVISION, MP _____, _____ SUBDIVISION.

1. CRITICAL CLEARANCE POINTS. 9'-0" OFFSET FROM CENTERLINE TRACK. 23'-6" MINIMUM.
2. EXISTING FOOTING, PROPOSING TO REMAIN IN PLACE.

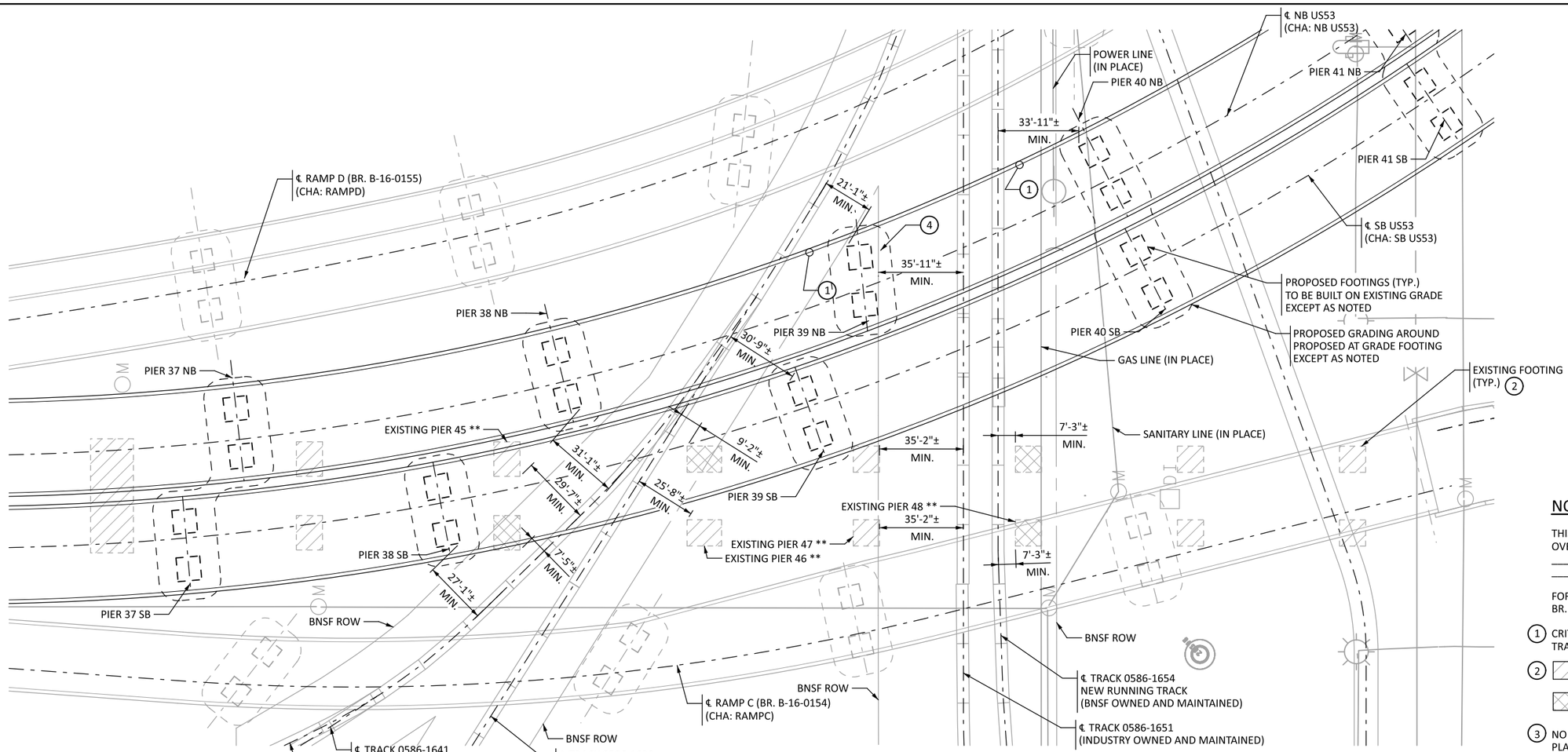
   ** EXISTING FOOTING, REVIEW REMOVAL REQUIREMENTS WITH BNSF - FINAL DETERMINATION PENDING
3. NO CONSTRUCTION ACTIVITIES OR OTHER OBSTRUCTIONS TO BE PLACED WITHIN THESE LIMITS. SEE BNSF/UPRR 'GUIDELINES FOR RAILROAD GRADE SEPARATION PROJECTS".
4. ℄ I-535 US53 (535 US53) P.O.T. 93+33.846 =
   ℄ TAIL TRACK TO THE BNSF YARD
   X = 586832.2421, Y = 137914.8092
   ∢= 85°55'10"

   ** REVIEW EXISTING PIER REMOVAL REQUIREMENTS

   EXISTING PIER 8
   TOP OF FOOTING EL. 601.0
   BOTTOM OF FOOTING EL. 594.0
   APPROXIMATE GROUNDLINE EL. 605.0
   (Part 1 - pdf 167)

Plotted By: PARSONS\p0010292
Date Plotted: 17-JAN-2025
Time Plotted: 11:04:00 AM Central
Pen Table: ICS MnDOT-Iplot.pen
File Path: 045_RailroadClearances.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: RAILROAD CLEARANCES	DES: BJB/JAG	DR: BJB	BRIDGE NO. 69913 (B-16-0153)
			CHK: EJA	CHK: GX	
			SHEET NO. 45 OF 86 SHEETS		



NOTES:

THIS BRIDGE, BRIDGE 69913 (B-16-0153), WILL BE CONSTRUCTED OVER THE PROPERTY OF THE BNSF RAILROAD IN THE VICINITY OF _____ IN THE _____ DIVISION, MP _____, _____ SUBDIVISION.

FOR DETAILS OF THE RAMP BRIDGES, SEE BR. B-16-0154 AND BR. B-16-0155.

(1) CRITICAL CLEARANCE POINTS. 9'-0" OFFSET FROM CENTERLINE TRACK. 23'-6" MINIMUM.

(2) EXISTING FOOTING, PROPOSING TO REMAIN IN PLACE.

** EXISTING FOOTING, REVIEW REMOVAL REQUIREMENTS WITH BNSF - FINAL DETERMINATION PENDING

(3) NO CONSTRUCTION ACTIVITIES OR OTHER OBSTRUCTIONS TO BE PLACED WITHIN THESE LIMITS. SEE BNSF/UPRR 'GUIDELINES FOR RAILROAD GRADE SEPARATION PROJECTS".

(4) PIER 39NB TO BE PARTIALY BUILT IN BNSF ROW. FOOTING TO BE 2.00 FT BELOW TOP OF EXISTING GRADE PER PROPOSED BNSF VARIANCE REQUEST.

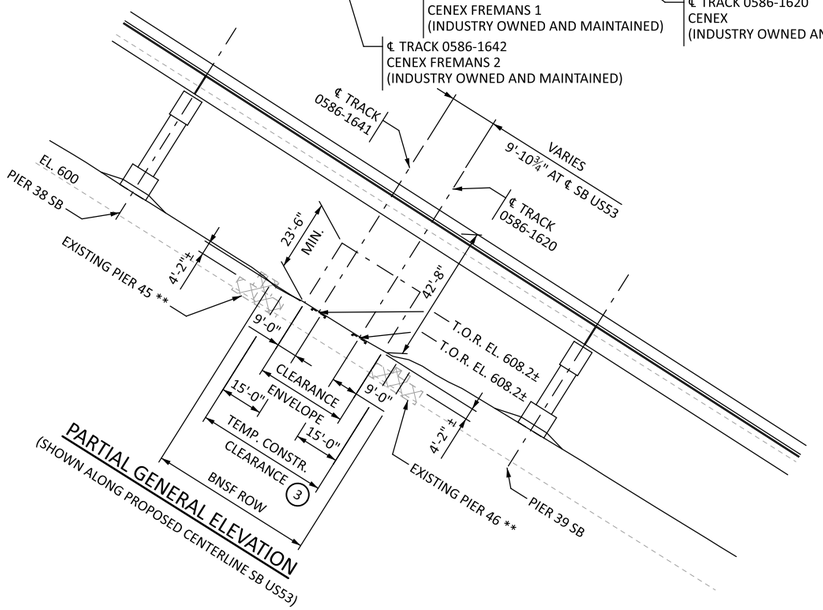
** REVIEW EXISTING PIER REMOVAL REQUIREMENTS

EXISTING PIER 45 (WEST COLUMN)
TOP OF FOOTING EL. 604.0
BOTTOM OF FOOTING EL. 599.0
APPROXIMATE GROUNDLINE EL. 607.0
(Part 1 - pdf 48)

EXISTING PIER 46 (EAST COLUMN)
TOP OF FOOTING EL. 604.0
BOTTOM OF FOOTING EL. 599.0
APPROXIMATE GROUNDLINE EL. 607.0
(Part 1 - pdf 49)

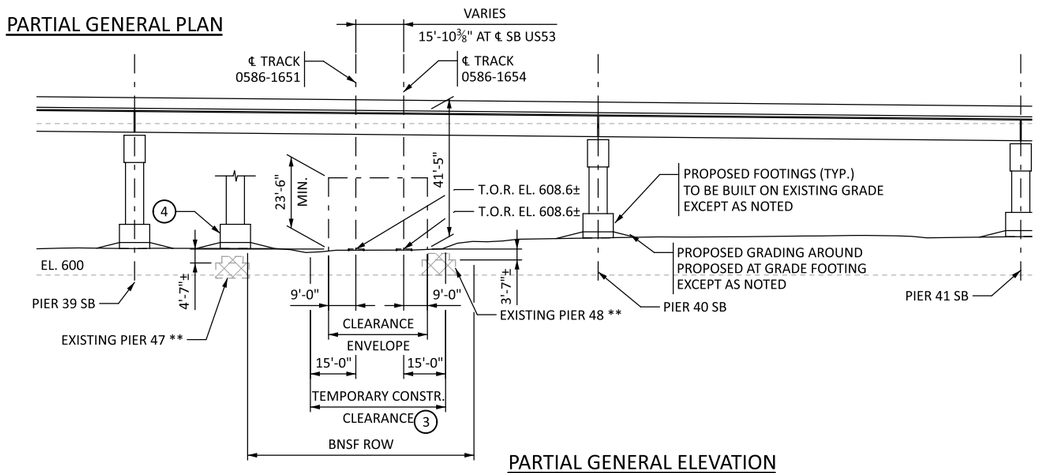
EXISTING PIER 47
TOP OF FOOTING EL. 604.0
BOTTOM OF FOOTING EL. 599.0
APPROXIMATE GROUNDLINE EL. 607.0
(Part 1 - pdf 50)

EXISTING PIER 48
TOP OF FOOTING EL. 605.0
BOTTOM OF FOOTING EL. 600.0
APPROXIMATE GROUNDLINE EL. 607.2
(Part 1 - pdf 51)



PARTIAL GENERAL ELEVATION
(SHOWN ALONG PROPOSED CENTERLINE SB US53)

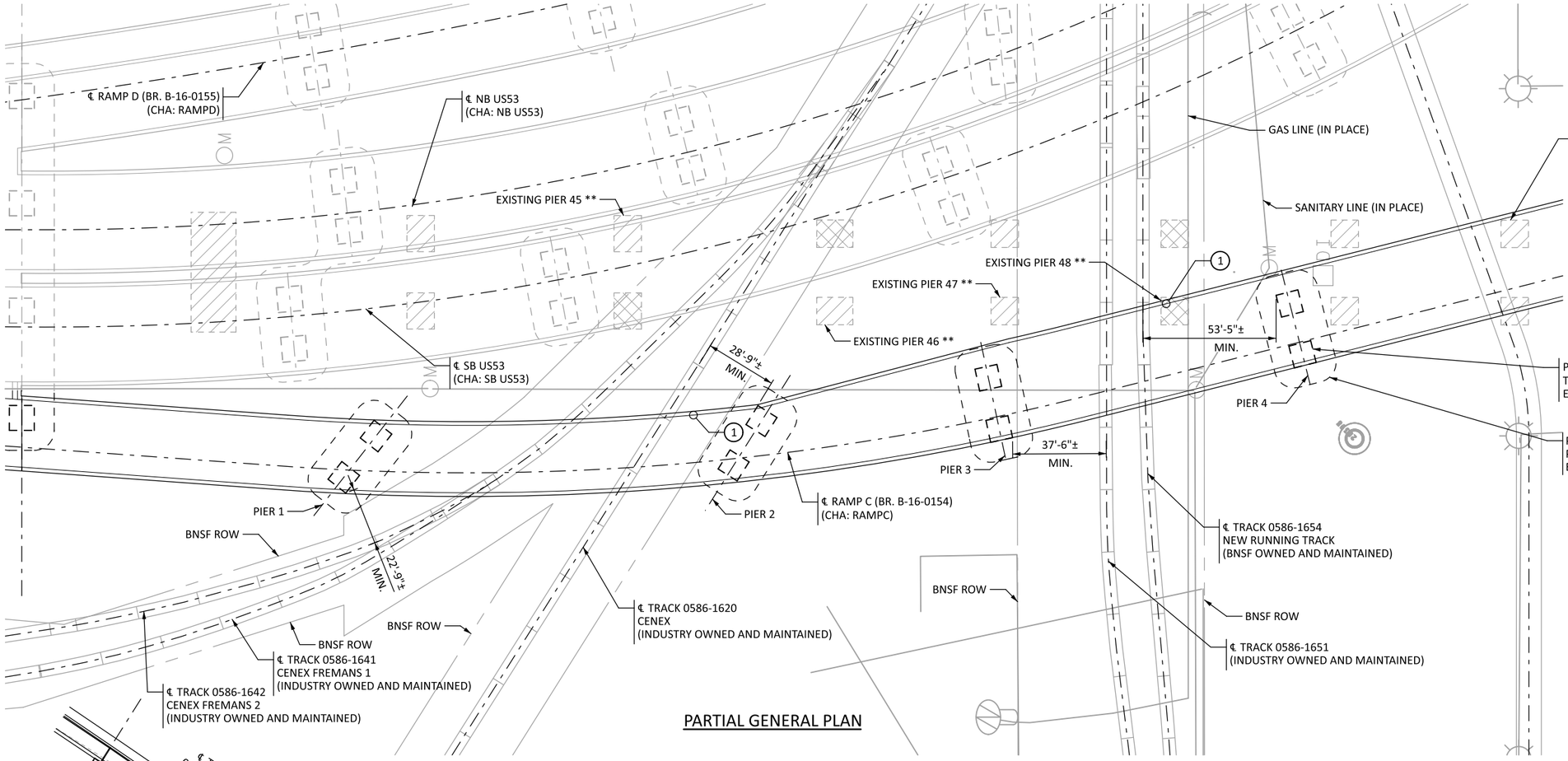
PARTIAL GENERAL PLAN



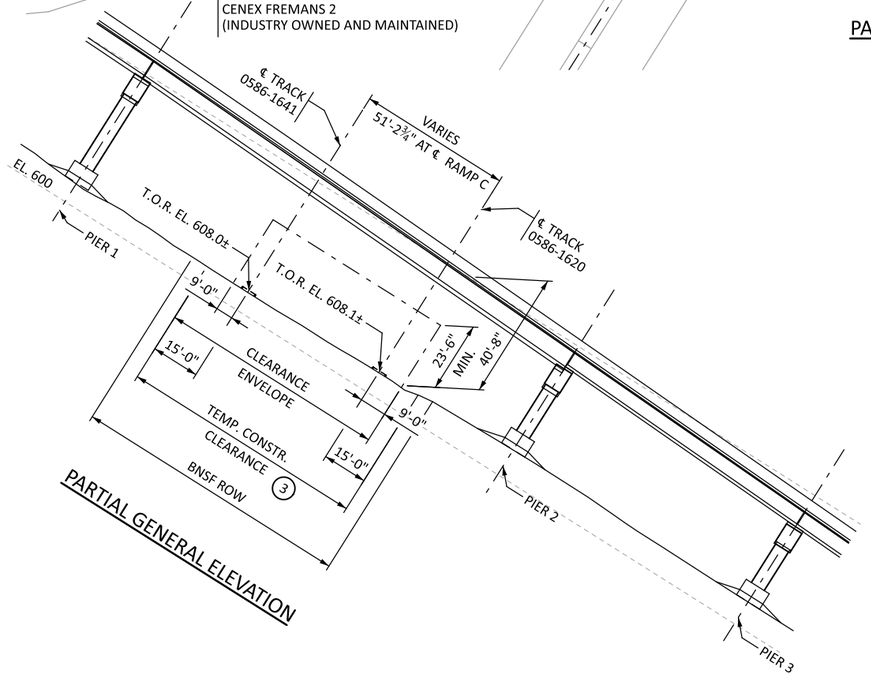
PARTIAL GENERAL ELEVATION
(SHOWN ALONG PROPOSED CENTERLINE SB US53)

Plotted By: PARSONS\jp0010292
Date Plotted: 17-JAN-2025
Time Plotted: 11:04:05 AM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 046_RailroadClearances.dgn

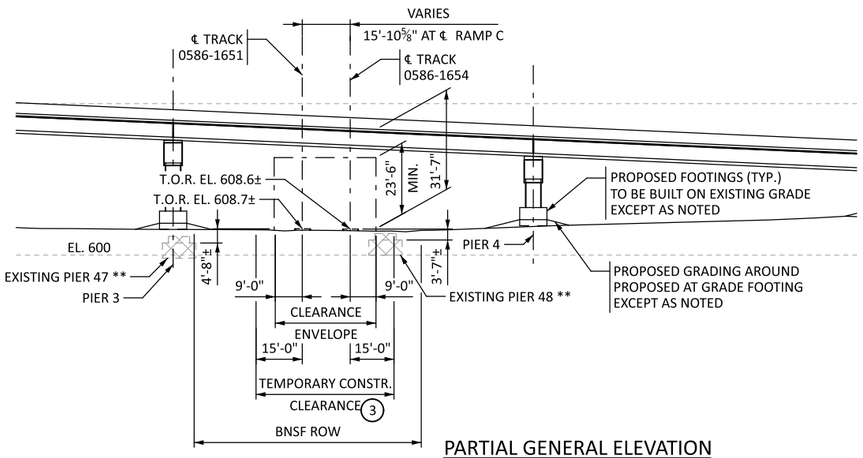
STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: RAILROAD CLEARANCES	DES: BJB/JAG · DR: BJB · CHK: EJA · CHK: GX · SHEET NO. 46 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)



PARTIAL GENERAL PLAN



PARTIAL GENERAL ELEVATION



PARTIAL GENERAL ELEVATION

NOTES:

THIS BRIDGE, BRIDGE B-16-0154, WILL BE CONSTRUCTED OVER THE PROPERTY OF THE BNSF RAILROAD IN THE VICINITY OF _____ IN THE _____ DIVISION, MP _____, _____ SUBDIVISION.

1. CRITICAL CLEARANCE POINTS. 9'-0" OFFSET FROM CENTERLINE TRACK. 23'-6" MINIMUM.
2. EXISTING FOOTING, PROPOSING TO REMAIN IN PLACE.

   ** EXISTING FOOTING, REVIEW REMOVAL REQUIREMENTS WITH BNSF - FINAL DETERMINATION PENDING
3. NO CONSTRUCTION ACTIVITIES OR OTHER OBSTRUCTIONS TO BE PLACED WITHIN THESE LIMITS. SEE BNSF/UPRR 'GUIDELINES FOR RAILROAD GRADE SEPARATION PROJECTS".

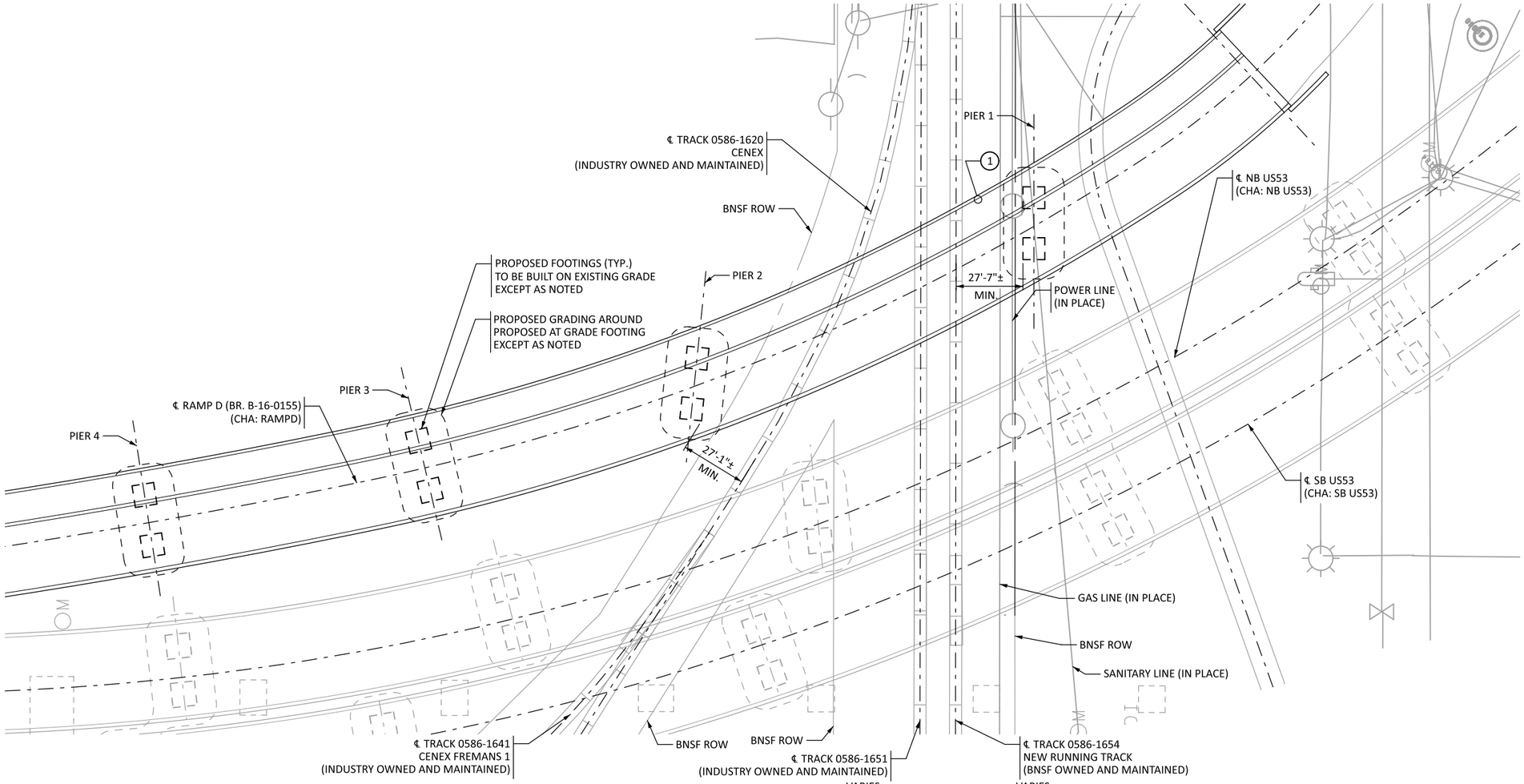
** REVIEW EXISTING PIER REMOVAL REQUIREMENTS

EXISTING PIER 47
TOP OF FOOTING EL. 604.0
BOTTOM OF FOOTING EL. 599.0
APPROXIMATE GROUNDLINE EL. 607.0
(Part 1 - pdf 50)

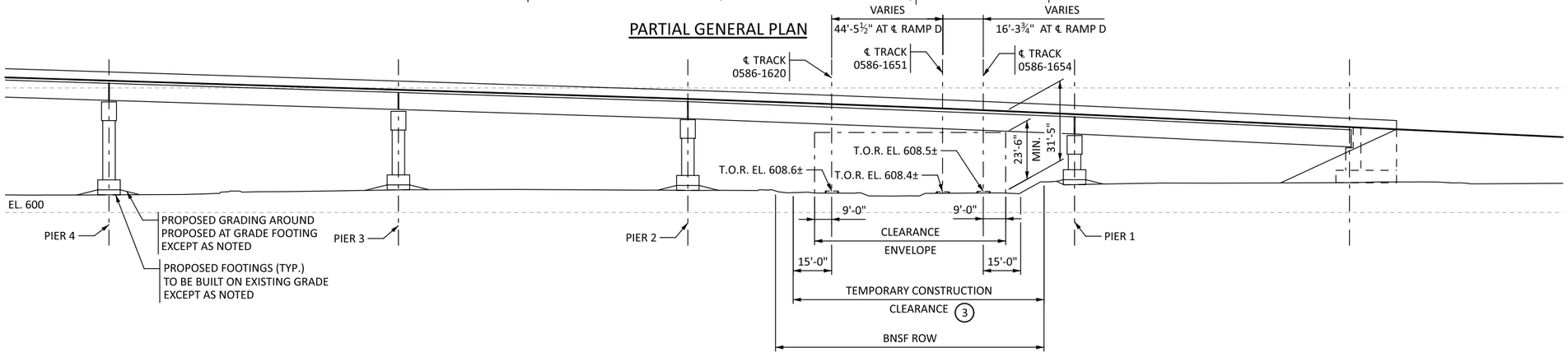
EXISTING PIER 48
TOP OF FOOTING EL. 605.0
BOTTOM OF FOOTING EL. 600.0
APPROXIMATE GROUNDLINE EL. 607.2
(Part 1 - pdf 51)

Plotted By: PARSONS\p0010292
Date Plotted: 17-JAN-2025
Time Plotted: 11:04:10 AM Central
Pen Table: ICS MnDOT-plot.pen
File Path: 047_RailroadClearance_RampC.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: RAILROAD CLEARANCE RAMP C	DES: BJB/JAG · DR: BJB · CHK: EJA · CHK: GX · SHEET NO. 47 OF 86 SHEETS · BRIDGE NO. B-16-0154



PARTIAL GENERAL PLAN



PARTIAL GENERAL ELEVATION

NOTES:

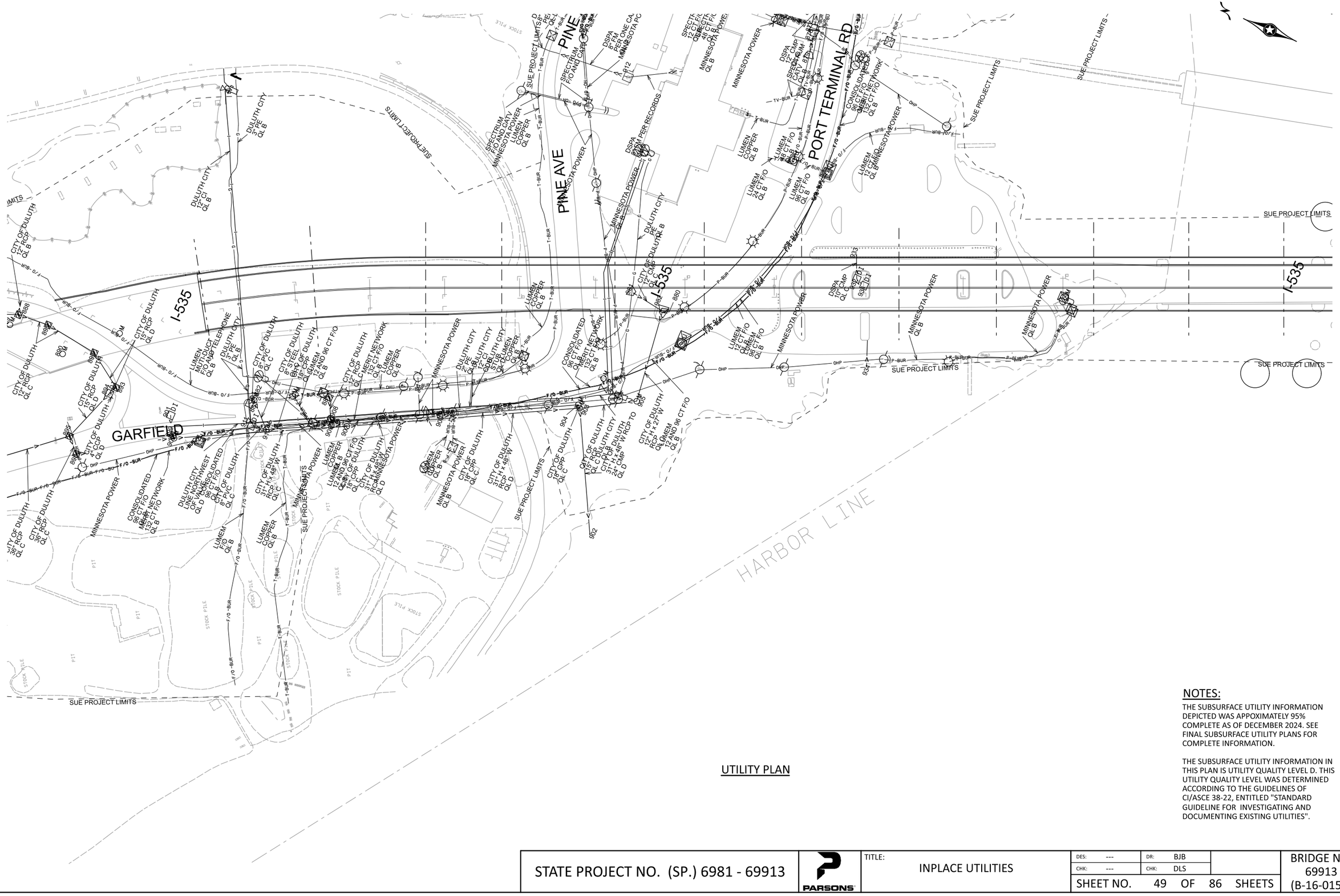
THIS BRIDGE, BRIDGE B-16-0155, WILL BE CONSTRUCTED OVER THE PROPERTY OF THE BNSF RAILROAD IN THE VICINITY OF _____ IN THE _____ DIVISION, MP _____, _____ SUBDIVISION.

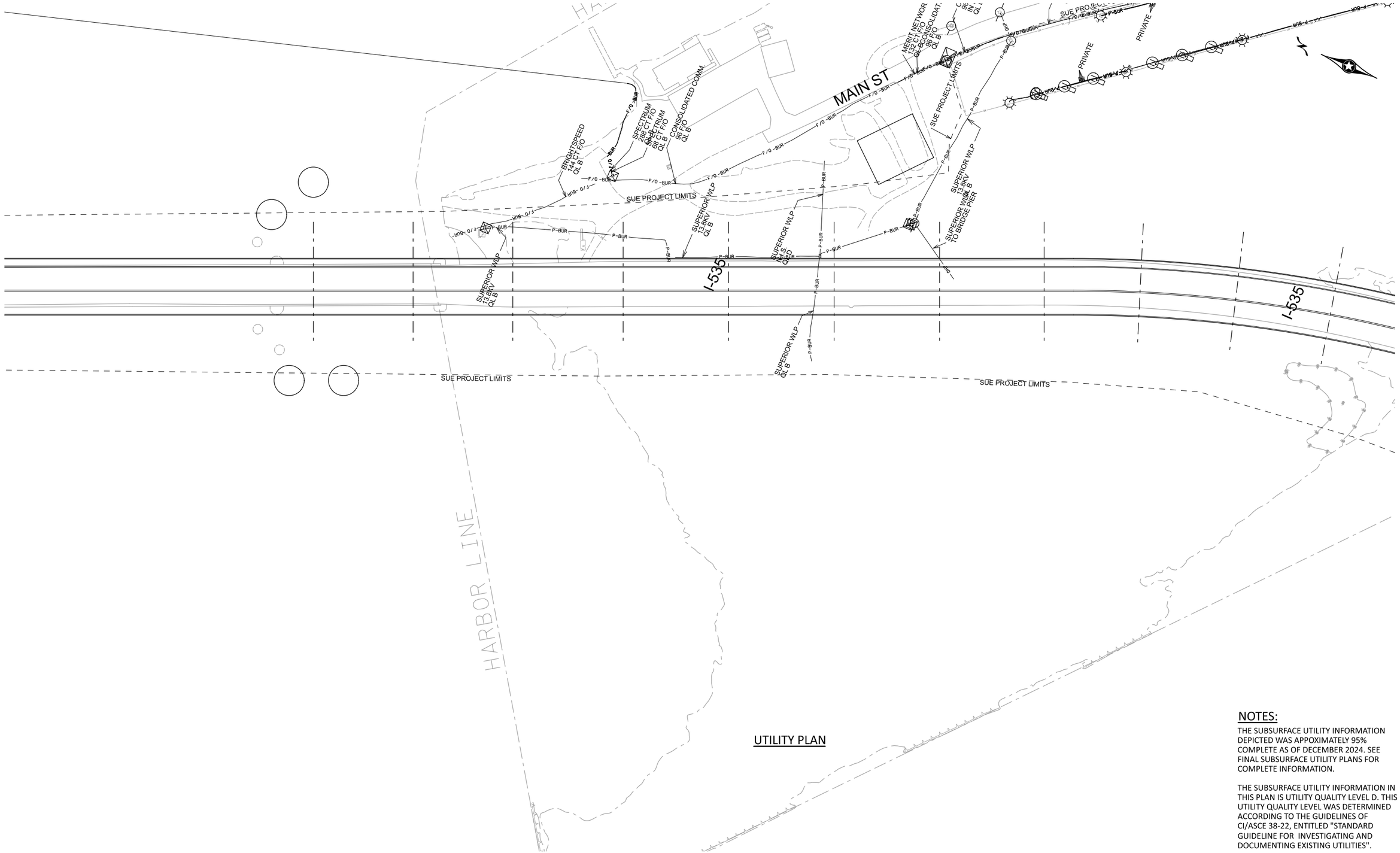
(1) CRITICAL CLEARANCE POINTS. 9'-0" OFFSET FROM CENTERLINE TRACK. 23'-6" MINIMUM.

(3) NO CONSTRUCTION ACTIVITIES OR OTHER OBSTRUCTIONS TO BE PLACED WITHIN THESE LIMITS. SEE BNSF/UPRR 'GUIDELINES FOR RAILROAD GRADE SEPARATION PROJECTS".

Plotted By: PARSONS\p0010292
Date Plotted: 17-JAN-2025
Time Plotted: 11:04:10 AM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 048_RailroadClearance_RampD.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: RAILROAD CLEARANCE RAMP D	DES: BJB/JAG DR: BJB CHK: EJA CHK: GX SHEET NO. 48 OF 86 SHEETS	BRIDGE NO. B-16-0155


PINE AVE
PORT TERMINAL RD
I-535
GARFIELD
HARBOR LINE
SUE PROJECT LIMITS
SUE PROJECT LIMITS
SUE PROJECT LIMITS



UTILITY PLAN

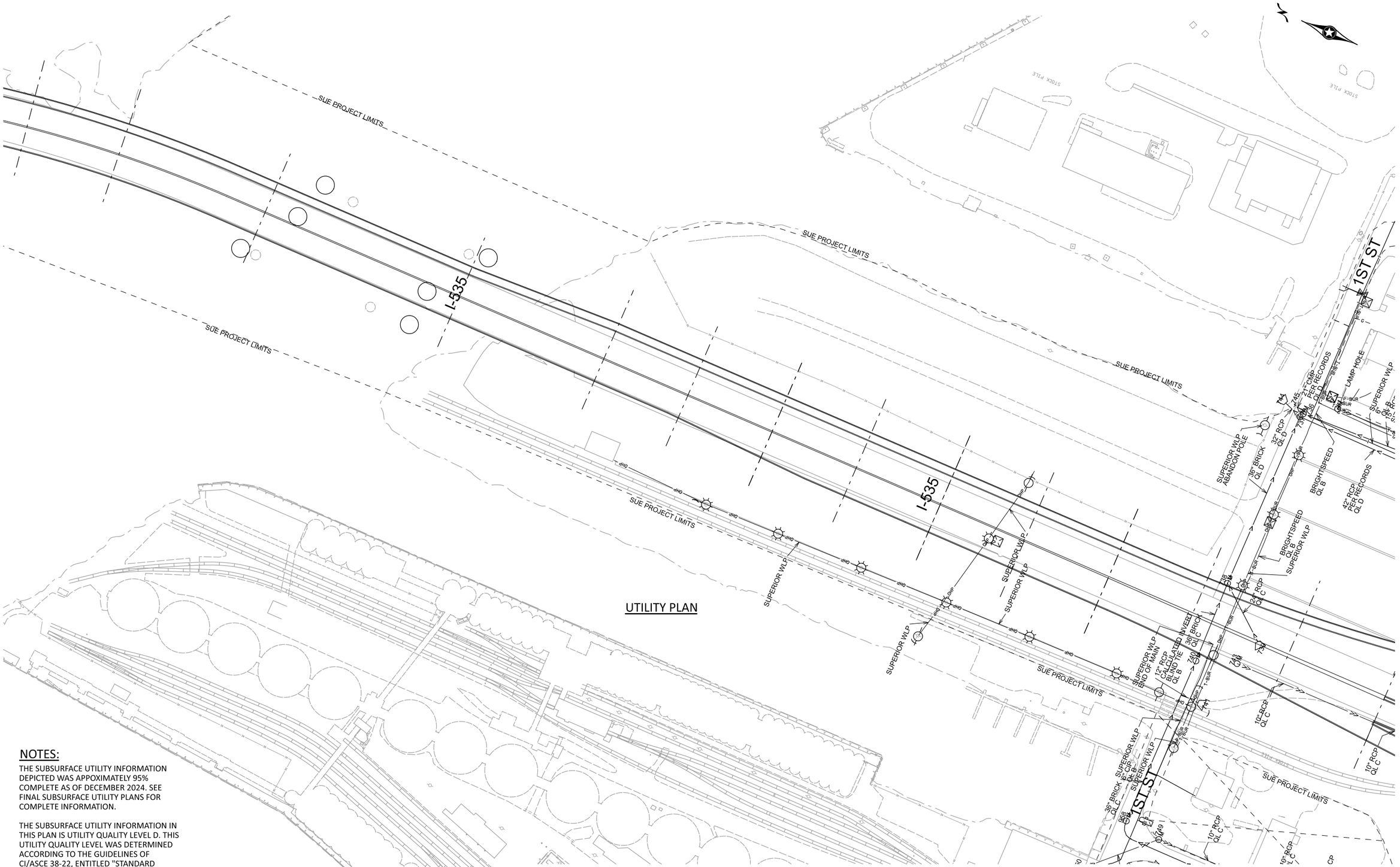
NOTES:

THE SUBSURFACE UTILITY INFORMATION DEPICTED WAS APPOXIMATELY 95% COMPLETE AS OF DECEMBER 2024. SEE FINAL SUBSURFACE UTILITY PLANS FOR COMPLETE INFORMATION.

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-22, ENTITLED "STANDARD GUIDELINE FOR INVESTIGATING AND DOCUMENTING EXISTING UTILITIES".

Plotted By: PARSONS\p0022751
Date Plotted: 3-JAN-2025
Time Plotted: 2:51:11 PM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 050_InplaceUtilities.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: INPLACE UTILITIES	DES: --- DR: BJB CHK: --- CHK: DLS	BRIDGE NO. 69913 (B-16-0153)
			SHEET NO. 50 OF 86 SHEETS	



UTILITY PLAN

NOTES:

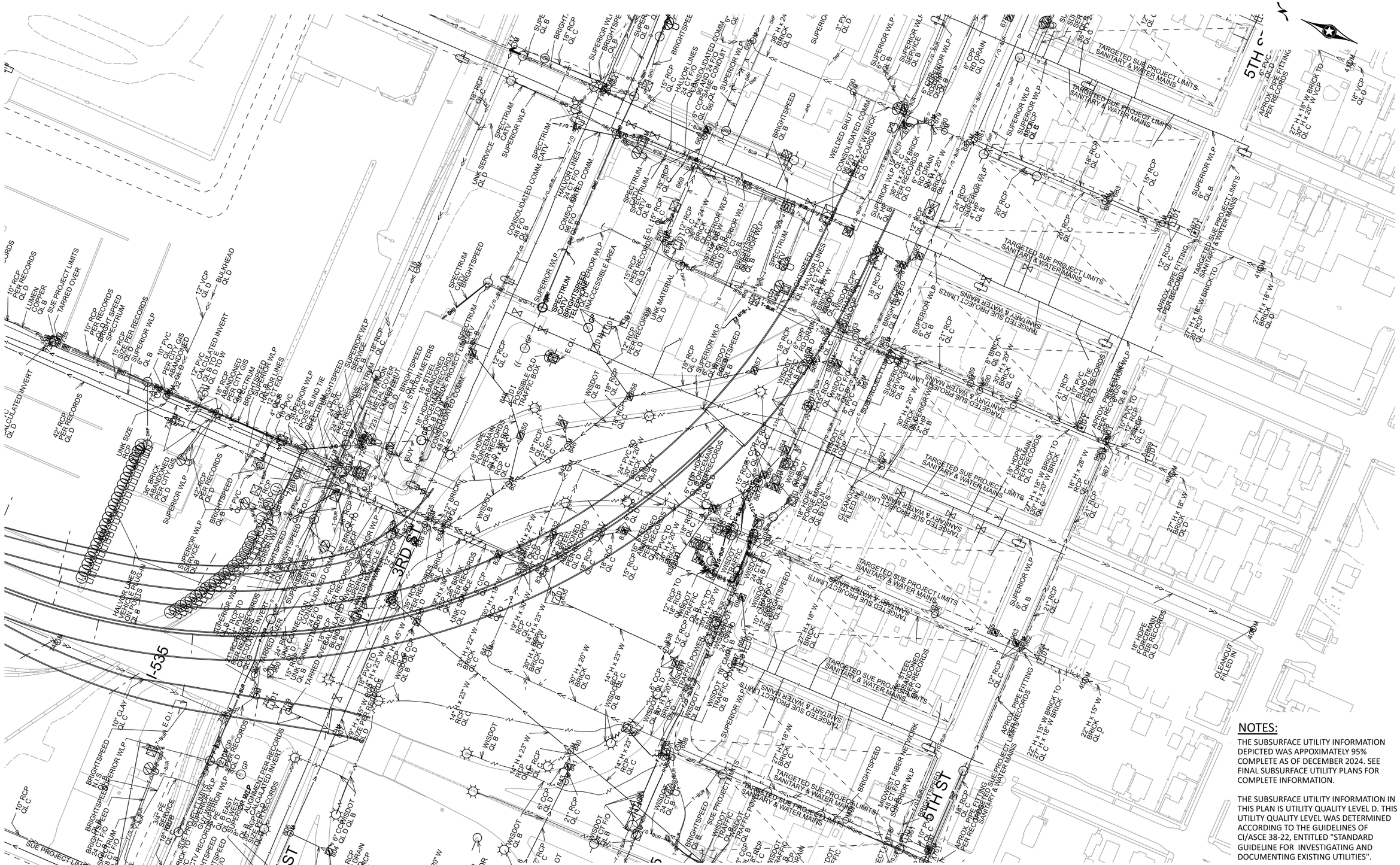
THE SUBSURFACE UTILITY INFORMATION DEPICTED WAS APPOXIMATELY 95% COMPLETE AS OF DECEMBER 2024. SEE FINAL SUBSURFACE UTILITY PLANS FOR COMPLETE INFORMATION.

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-22, ENTITLED "STANDARD GUIDELINE FOR INVESTIGATING AND DOCUMENTING EXISTING UTILITIES".

Plotted By: PARSONS\p0022751
Date Plotted: 3-JAN-2025
Time Plotted: 2:56:12 PM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 051_InplaceUtilities.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: INPLACE UTILITIES	DES: --- DR: BJB CHK: --- CHK: DLS SHEET NO. 51 OF 86 SHEETS

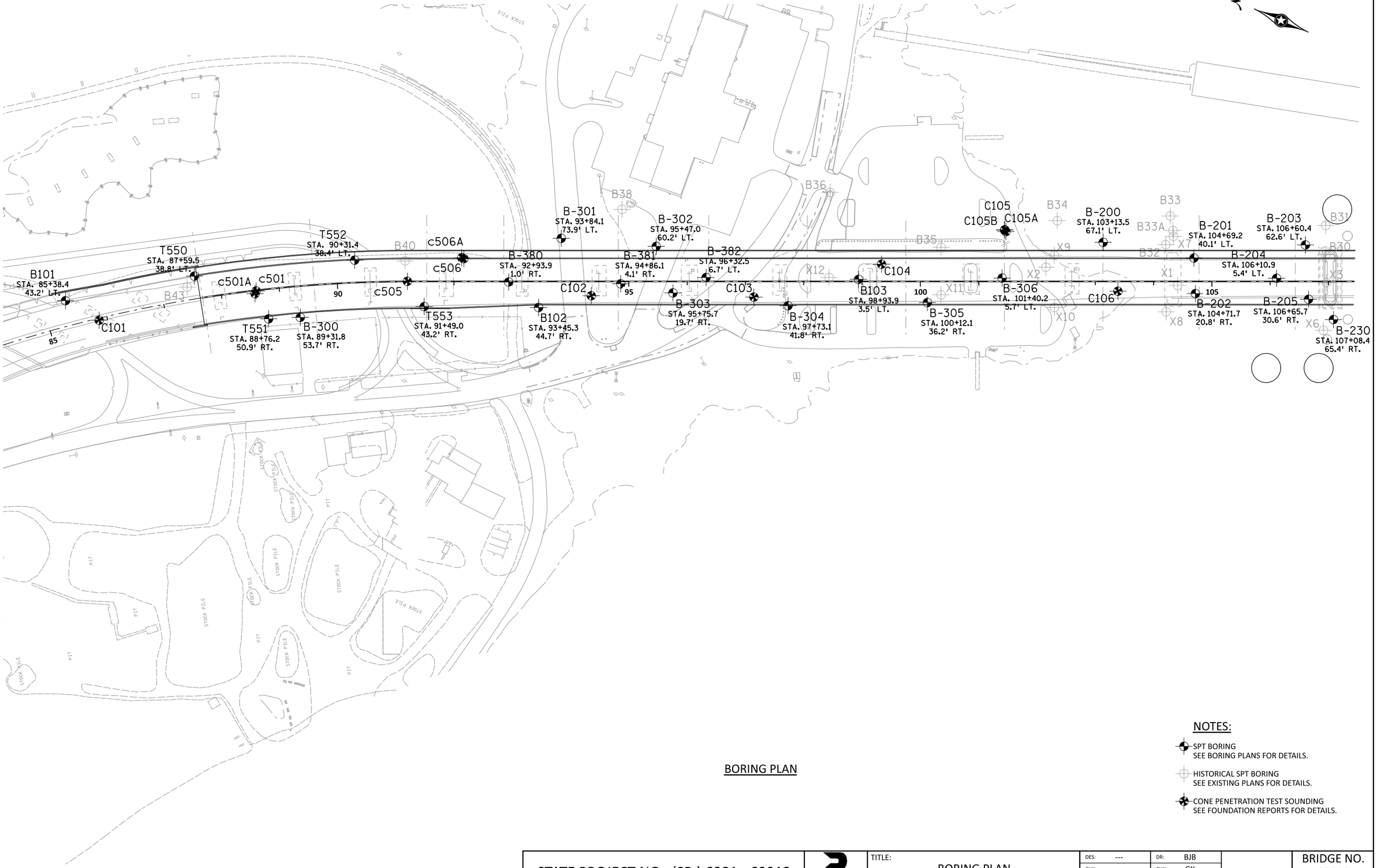
BRIDGE NO. 69913 (B-16-0153)



UTILITY PLAN

Plotted By: PARSONS\pi0022751
Date Plotted: 3-JAN-2025
Time Plotted: 21:51:07 PM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 052_InplaceUtilities.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: INPLACE UTILITIES	DES: --- DR: BJB CHK: --- CHK: DLS SHEET NO. 52 OF 86 SHEETS
			BRIDGE NO. 69913 (B-16-0153)



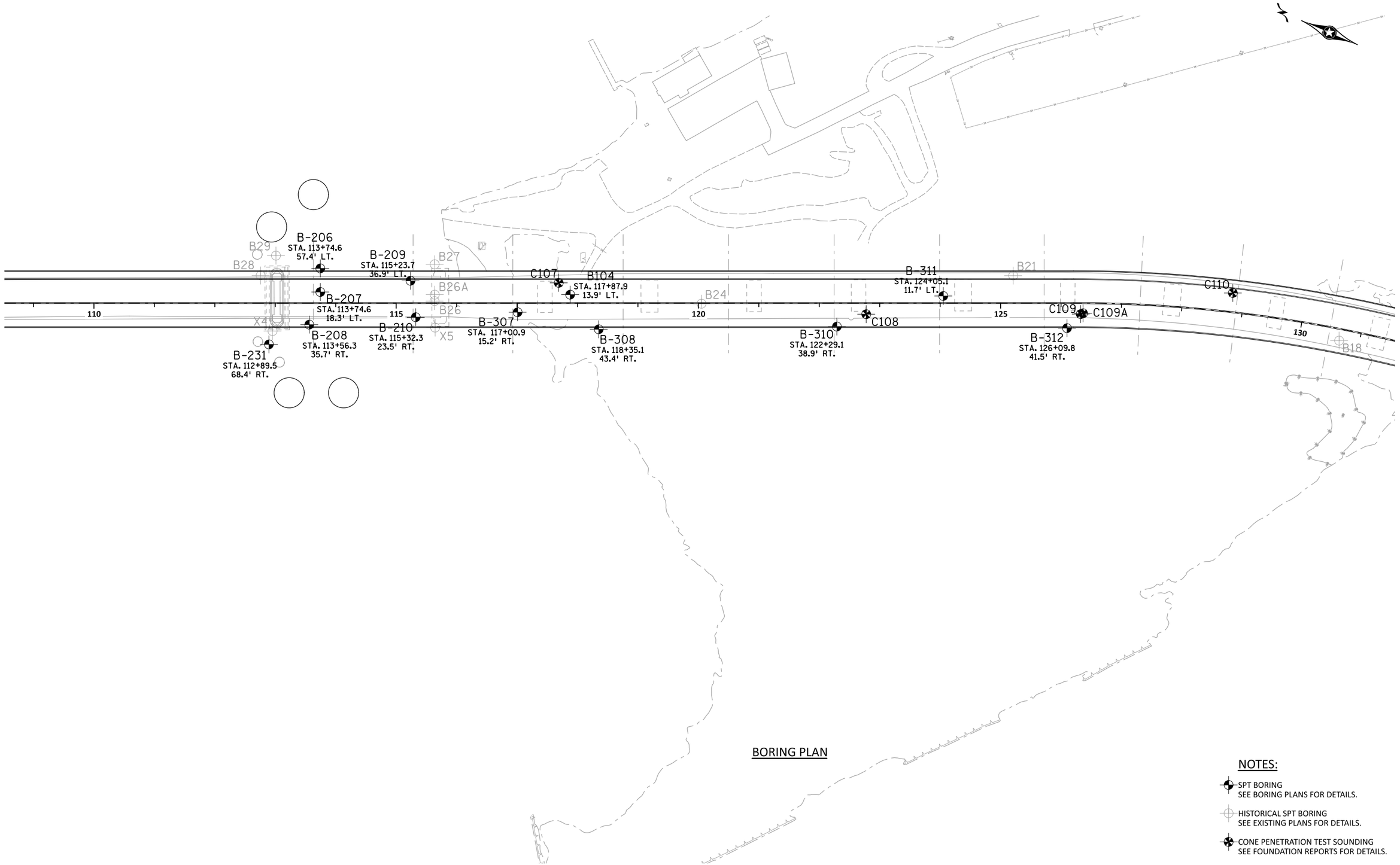
BORING PLAN

NOTES:

- SPT BORING
  SEE BORING PLANS FOR DETAILS.
- HISTORICAL SPT BORING
  SEE EXISTING PLANS FOR DETAILS.
- CONE PENETRATION TEST SOUNDING
  SEE FOUNDATION REPORTS FOR DETAILS.

Plotted By: PARSONS\p0093955D
Date Plotted: 30-DEC-2024
Time Plotted: 12:56:10 PM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 053_BoringPlan.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: BORING PLAN	DES: --- DR: BJB CHK: --- CHK: GX SHEET NO. 53 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)



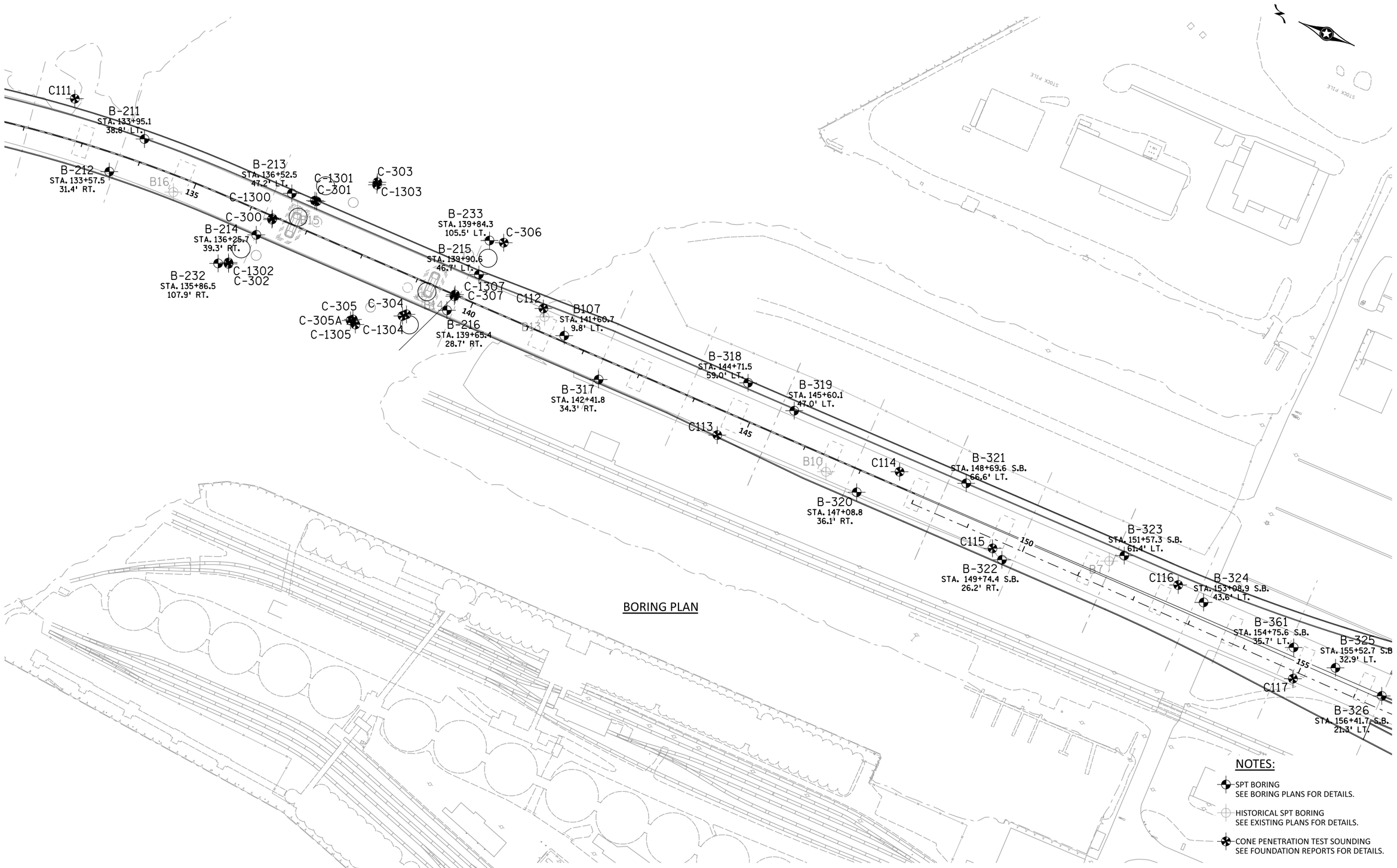
BORING PLAN

NOTES:

- SPT BORING
  SEE BORING PLANS FOR DETAILS.
- HISTORICAL SPT BORING
  SEE EXISTING PLANS FOR DETAILS.
- CONE PENETRATION TEST SOUNDING
  SEE FOUNDATION REPORTS FOR DETAILS.

Plotted By: PARSONS\p009395D
Date Plotted: 30-DEC-2024
Time Plotted: 12:56:06 PM Central
Pen Table: ICS MnDOT-tplot.pen
File Path: 054_BoringPlan.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: BORING PLAN	DES: --- DR: BJB CHK: --- CHK: GX SHEET NO. 54 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)



BORING PLAN

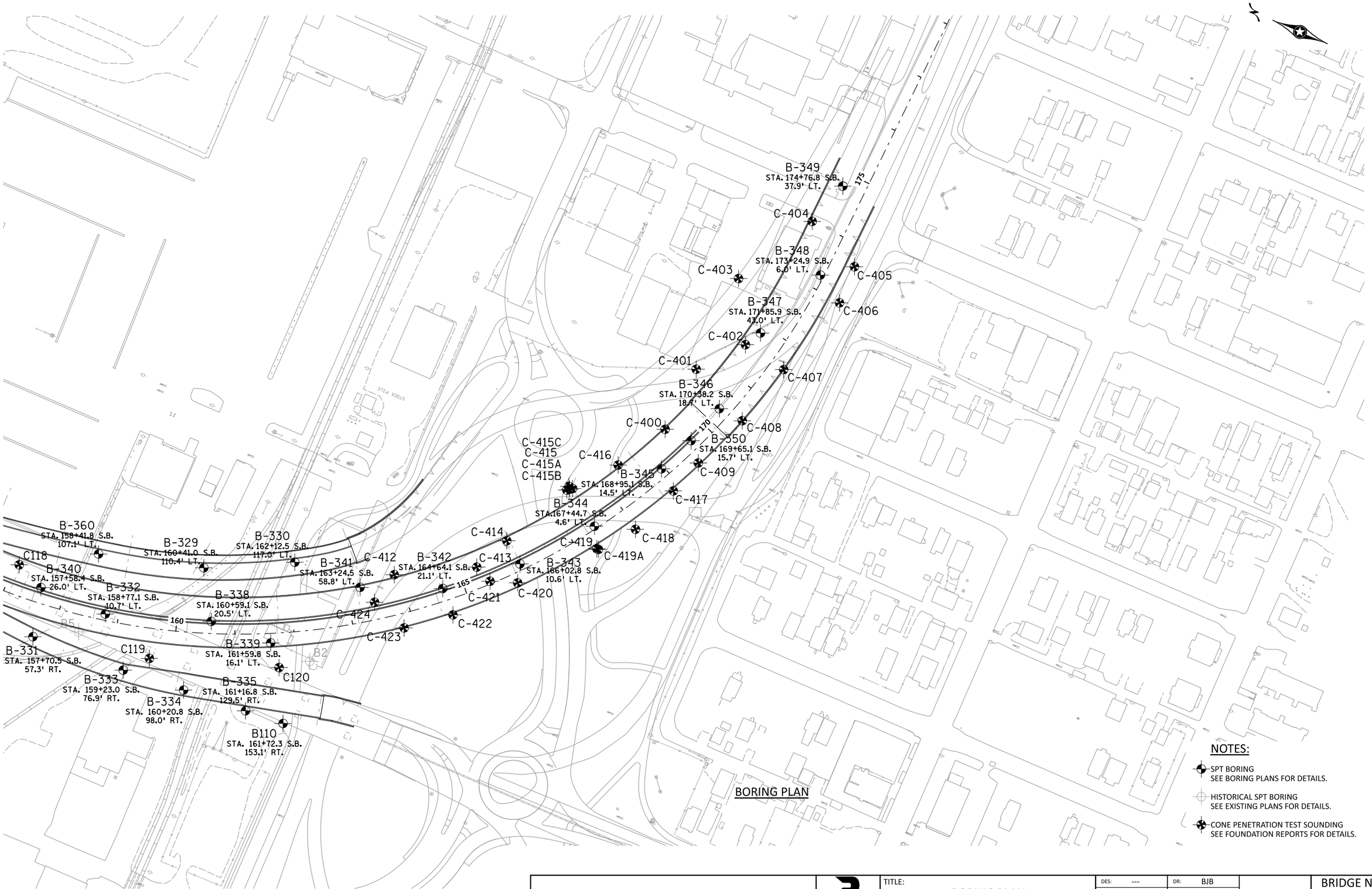
NOTES:

- SPT BORING
  SEE BORING PLANS FOR DETAILS.
- HISTORICAL SPT BORING
  SEE EXISTING PLANS FOR DETAILS.
- CONE PENETRATION TEST SOUNDING
  SEE FOUNDATION REPORTS FOR DETAILS.

Plotted By: PARSONS\p0093950
Date Plotted: 30-DEC-2024
Time Plotted: 12:56:00 PM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 055_BoringPlan.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: BORING PLAN	DES: --- DR: BJB CHK: --- CHK: GX SHEET NO. 55 OF 86 SHEETS

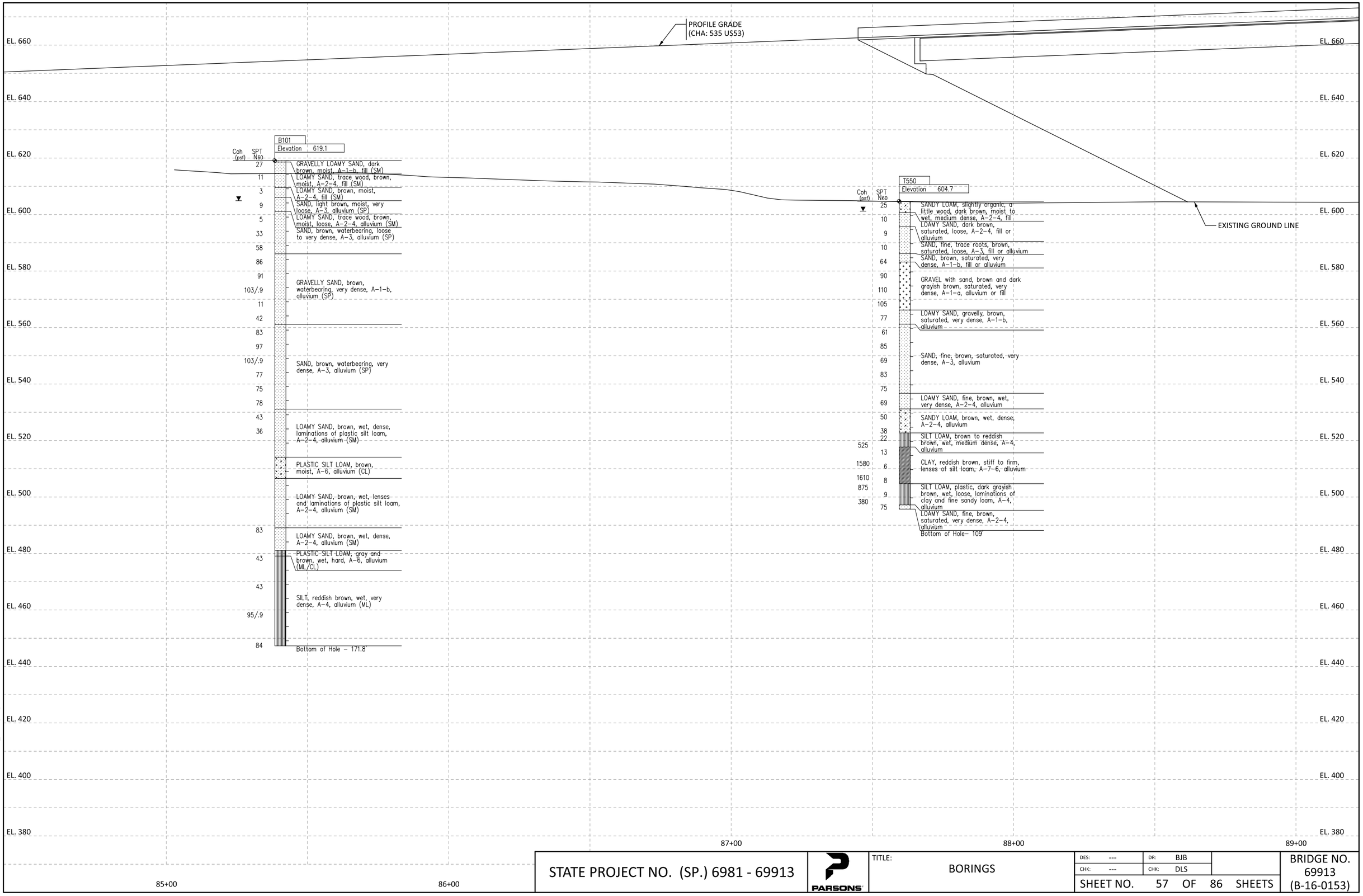
BRIDGE NO. 69913 (B-16-0153)



BORING PLAN

Plotted By: PARSONS\p0093950
Date Plotted: 30-DEC-2024
Time Plotted: 12:56:03 PM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 056_BoringPlan.dgn

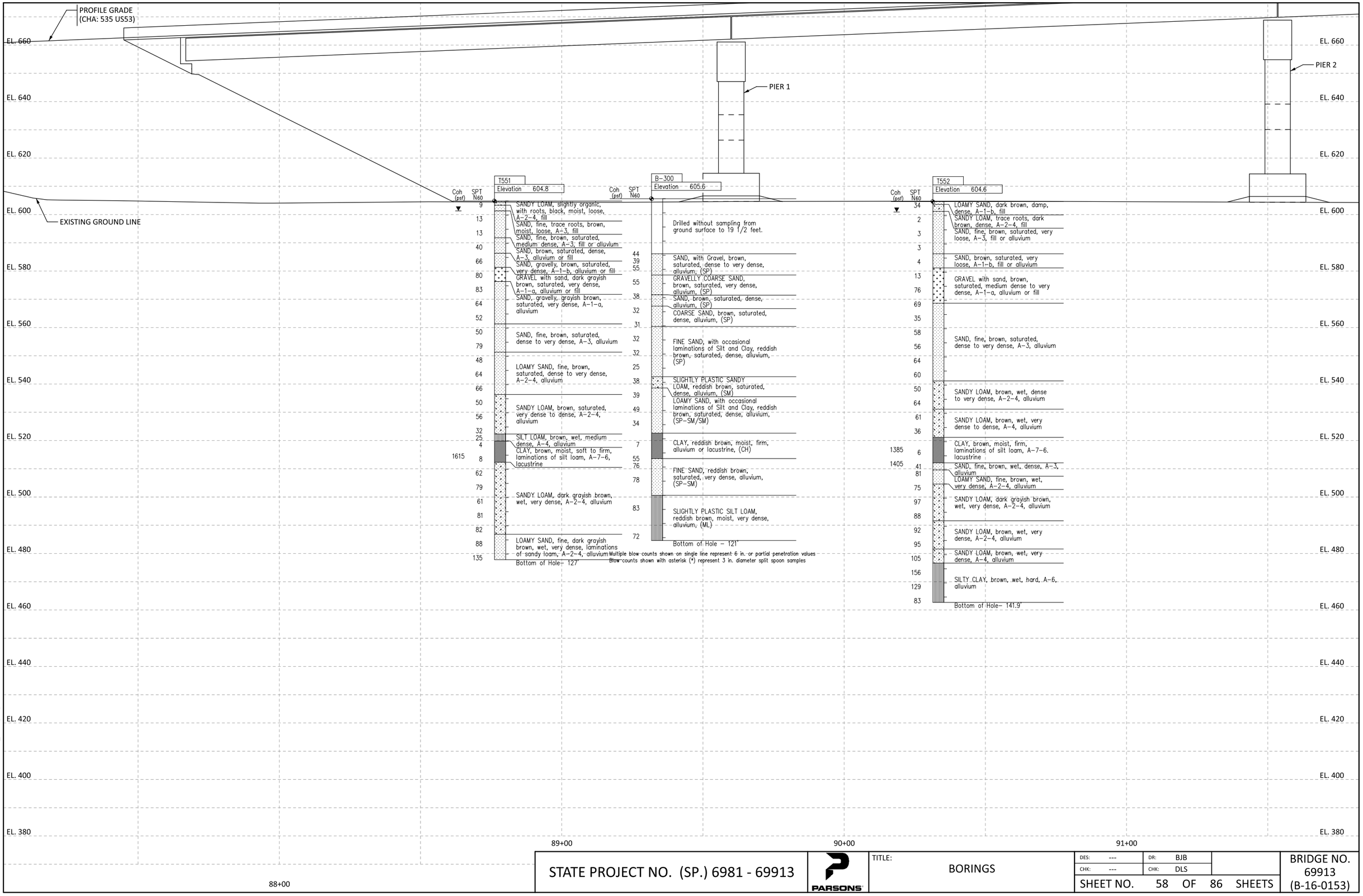
STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: BORING PLAN	DES: --- DR: BJB CHK: --- CHK: GX SHEET NO. 56 OF 86 SHEETS		BRIDGE NO. 69913 (B-16-0153)



Plotted By: PARSONS\p009395D
Date Plotted: 30-DEC-2024
Time Plotted: 2:45:05 PM Central
Pen Table: ICS MnDOT-Iplot.pen
File Path: 057_Borings.dgn

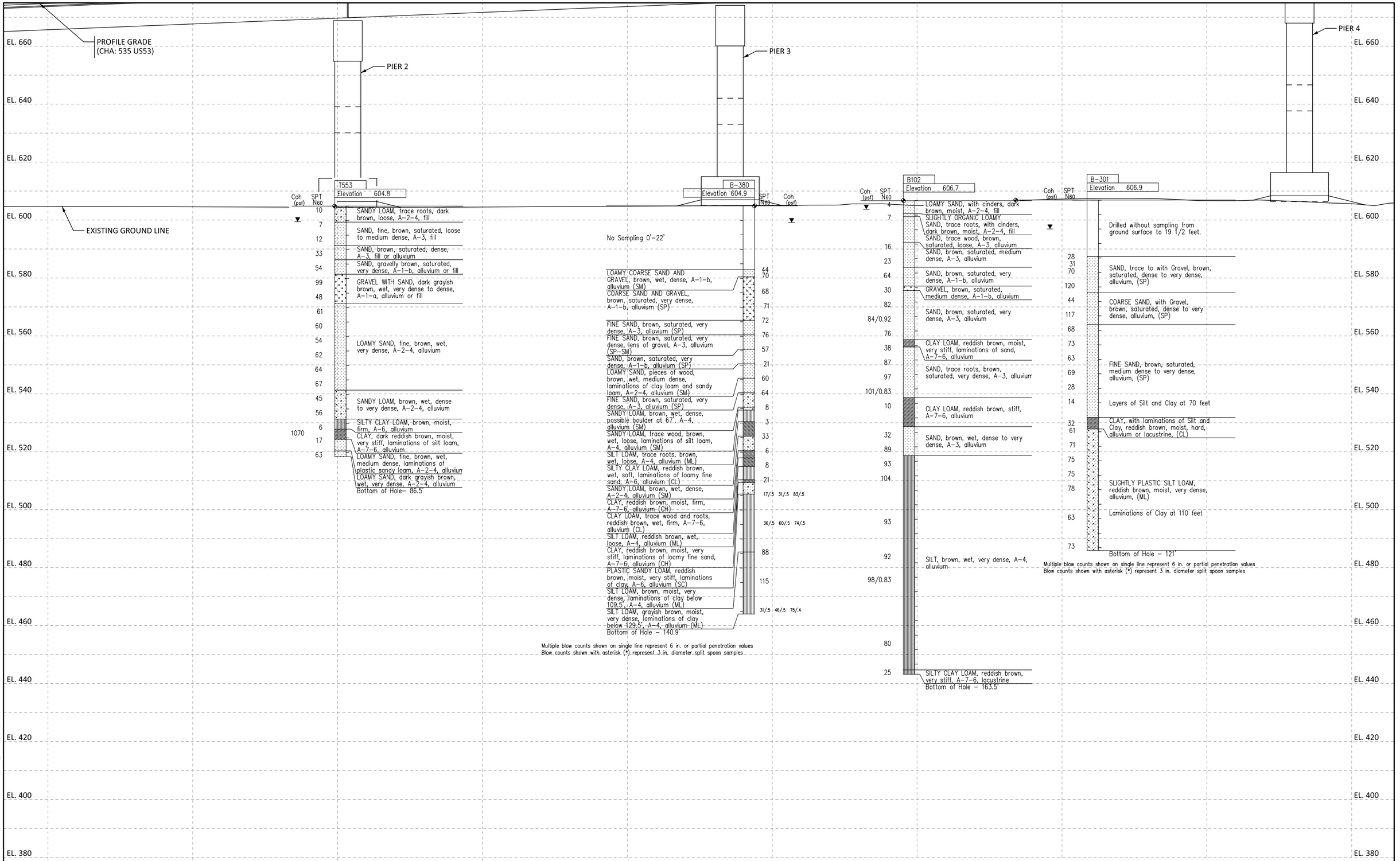
STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: BORINGS	DES: --- DR: BJB CHK: --- CHK: DLS SHEET NO. 57 OF 86 SHEETS

BRIDGE NO. 69913 (B-16-0153)



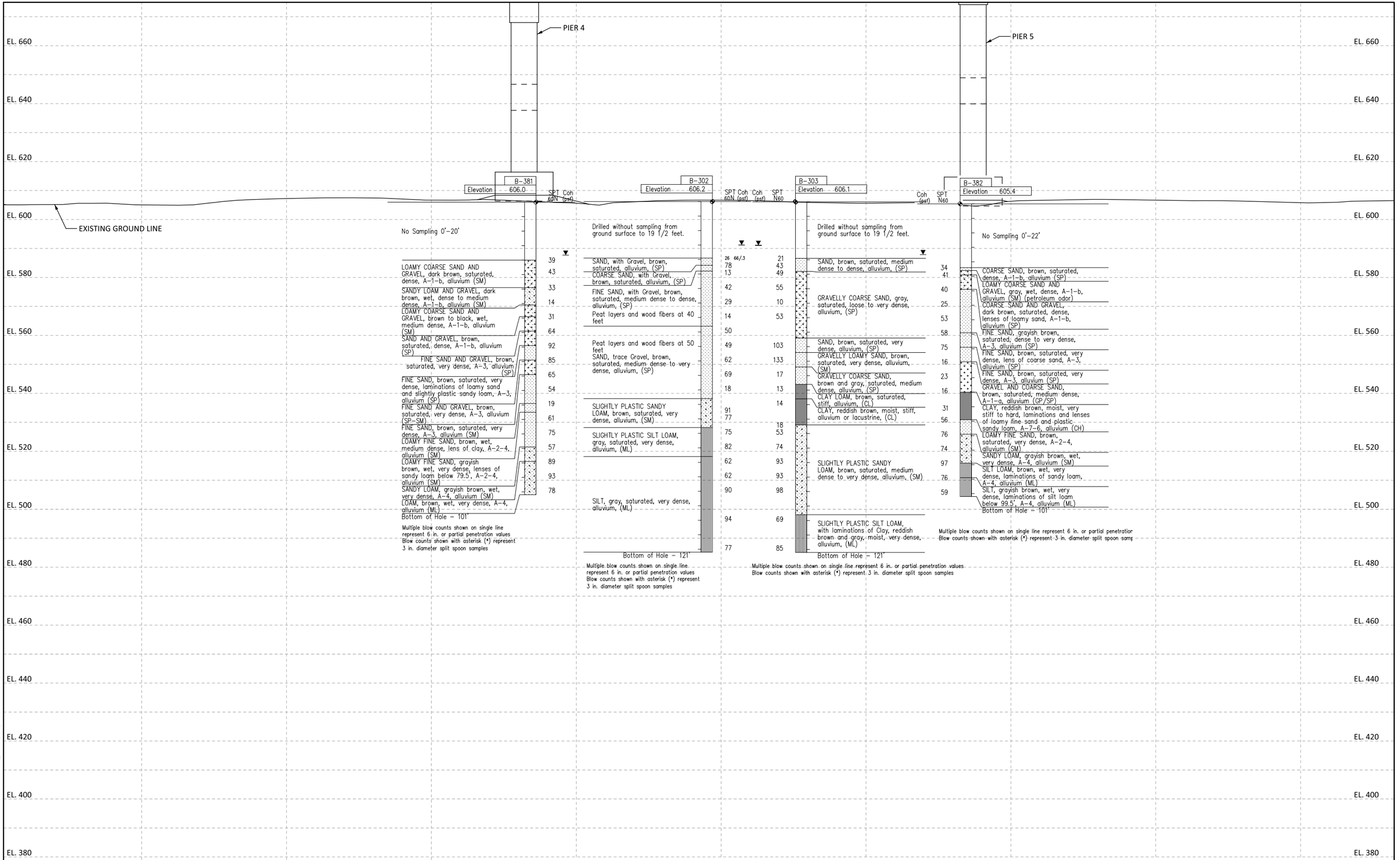
Plotted By: PARSONS\p0093950
Date Plotted: 30-DEC-2024
Time Plotted: 2:45:04 PM Central
Pen Table: ICS MnDOT-1plot.pen
File Path: 058_Borings.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: BORINGS	DES: --- DR: BJB CHK: --- CHK: DLS SHEET NO. 58 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)



Plotted By: PARSONS\p009395D
Date Plotted: 30-DEC-2024
Time Plotted: 2:45:11 PM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 059_Borings.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: BORINGS	DES: --- DR: BJB CHK: --- CHK: DLS	BRIDGE NO. 69913 (B-16-0153)
			SHEET NO. 59 OF 86 SHEETS	



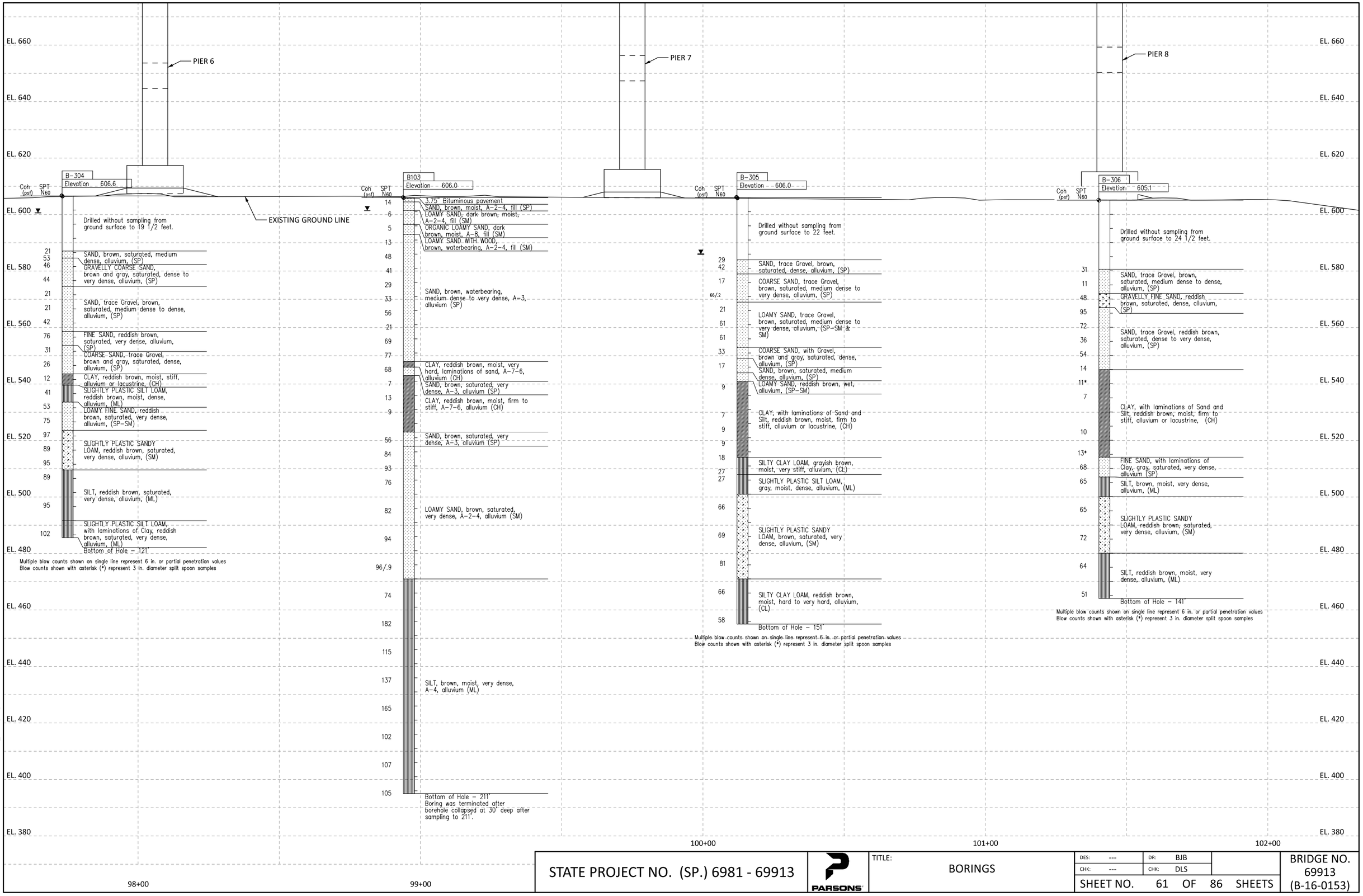
Plotted By: PARSONS\p0093950
Date Plotted: 30-DEC-2024
Time Plotted: 2:45:15 PM Central
Pen Table: ICS MnDOT-Iplot.pen
File Path: 060_Borings.dgn

STATE PROJECT NO. (SP.) 6981 - 69913

PARSONS

TITLE: BORINGS

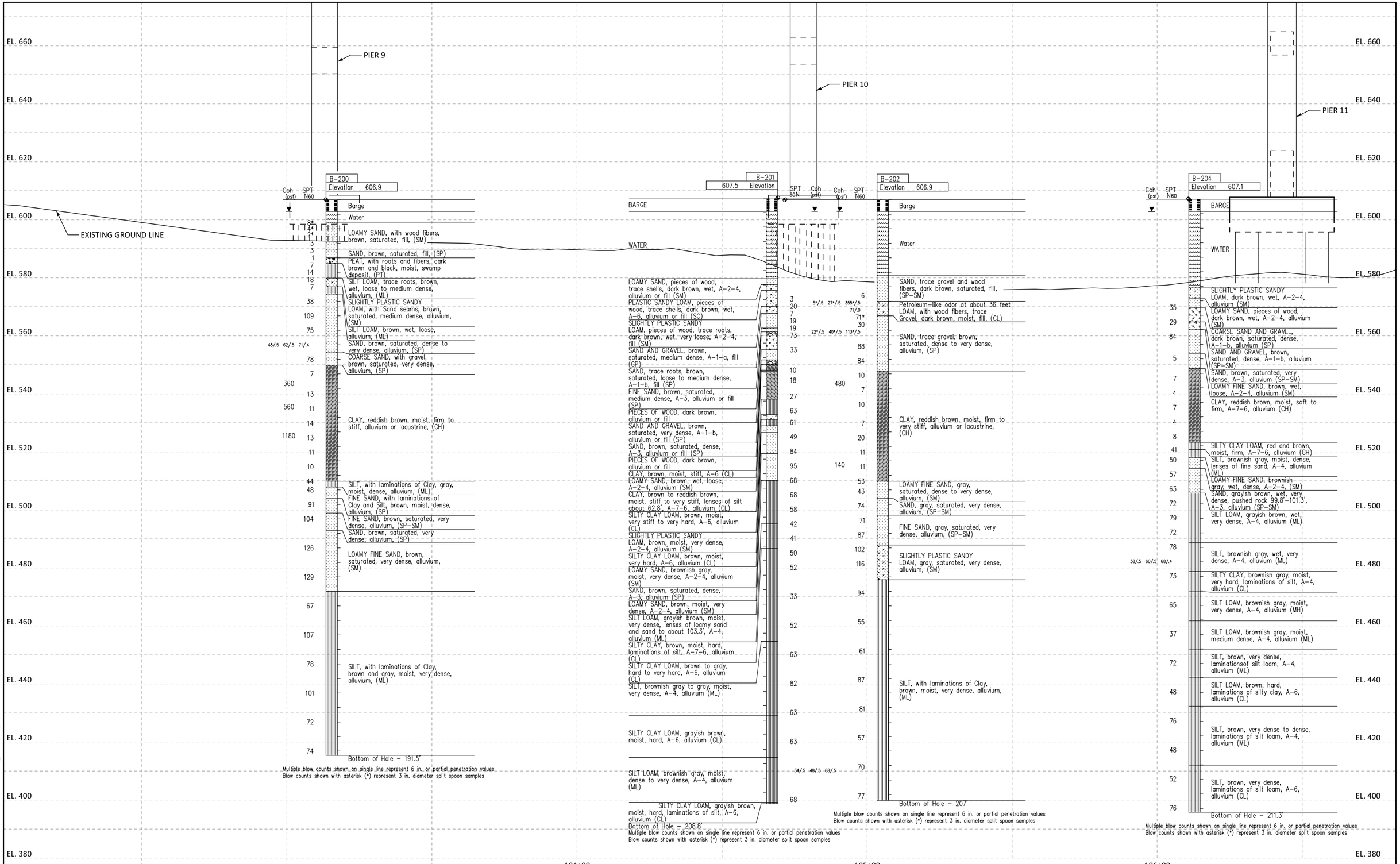
DES: ---	DR: BJB			BRIDGE NO. 69913 (B-16-0153)
CHK: ---	CHK: DLS			
SHEET NO. 60	OF 86	SHEETS		



Plotted By: PARSONS\jp009395D
Date Plotted: 30-DEC-2024
Time Plotted: 2:45:14 PM Central
Pen Table: ICS MnDOT-1plot.pen
File Path: 061_Borings.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: BORINGS	DES: --- DR: BJB CHK: --- CHK: DLS SHEET NO. 61 OF 86 SHEETS

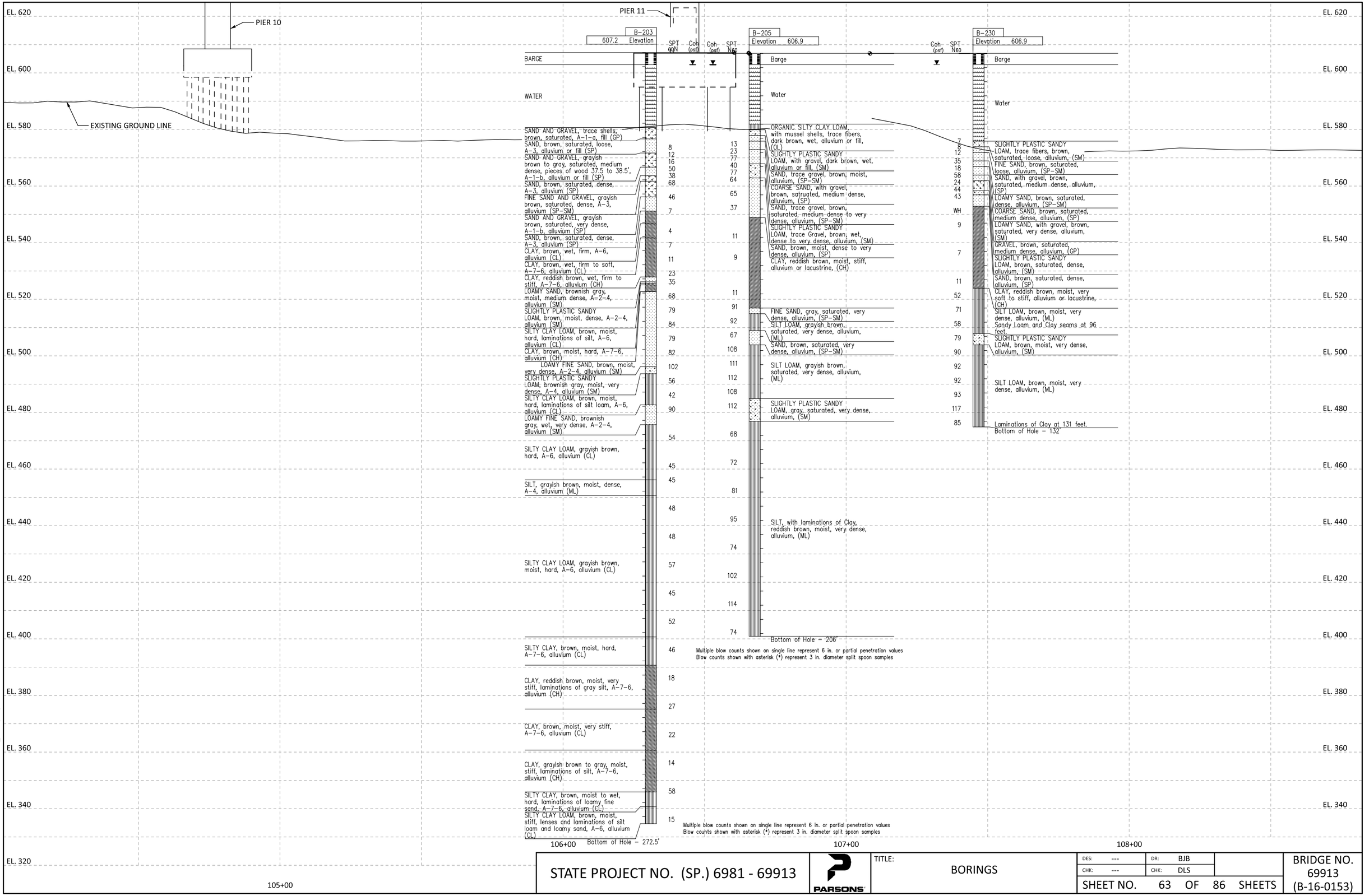
BRIDGE NO. 69913 (B-16-0153)



Plotted By: PARSONS\p0010292
Date Plotted: 14-JAN-2025
Time Plotted: 2:57:32 PM Central
Pen Table: ICS MnDOT-Iplot.pen
File Path: 062_Borings.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: BORINGS	DES: --- DR: BJB CHK: --- CHK: DLS SHEET NO. 62 OF 86 SHEETS

BRIDGE NO. 69913 (B-16-0153)



Plotted By: PARSONS\p0010292
Date Plotted: 14-JAN-2025
Time Plotted: 2:57:28 PM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 063_Borings.dgn

STATE PROJECT NO. (SP.) 6981 - 69913

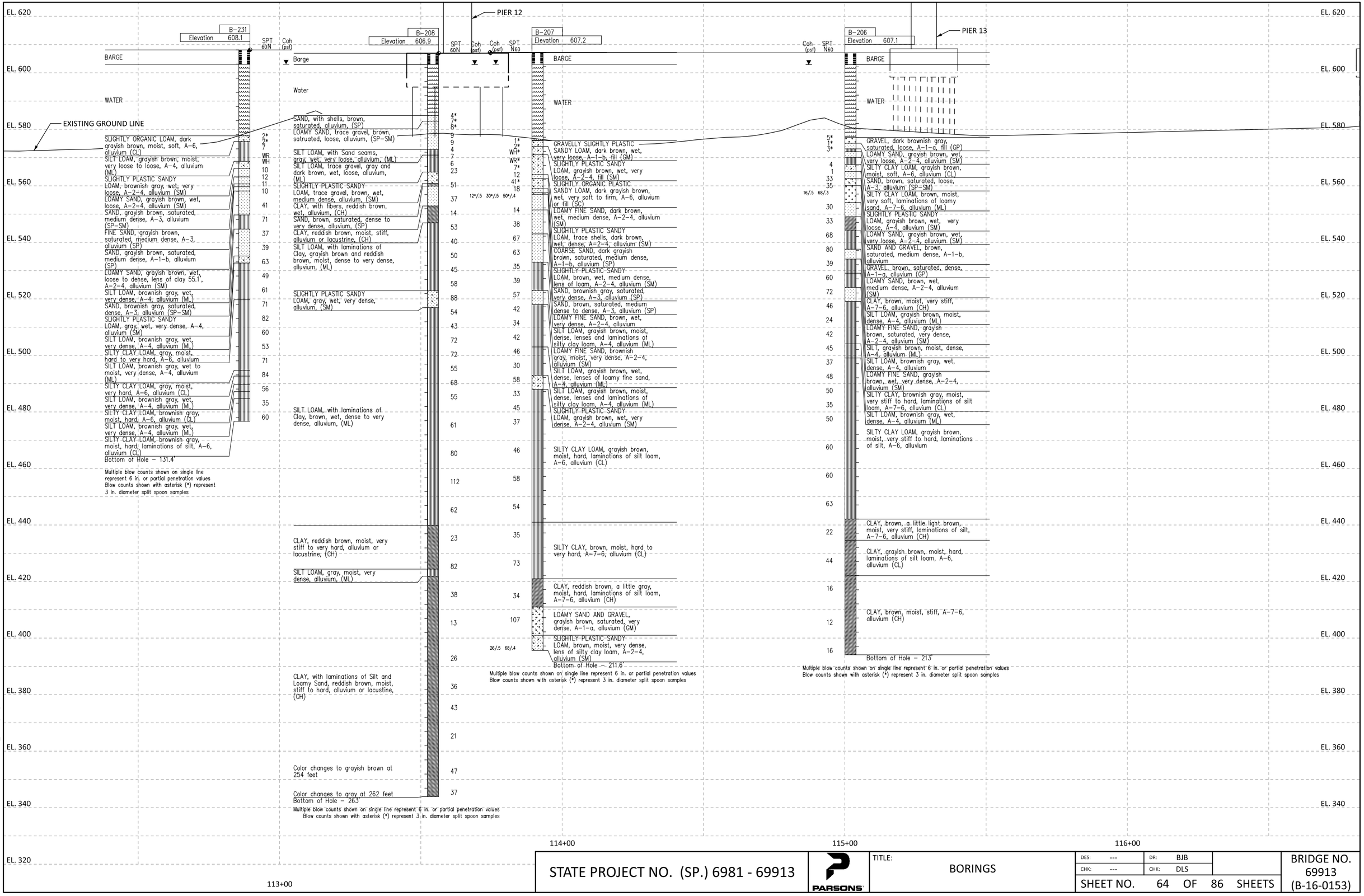
PARSONS

TITLE: BORINGS

DES: --- DR: BJB
CHK: --- CHK: DLS

SHEET NO. 63 OF 86 SHEETS

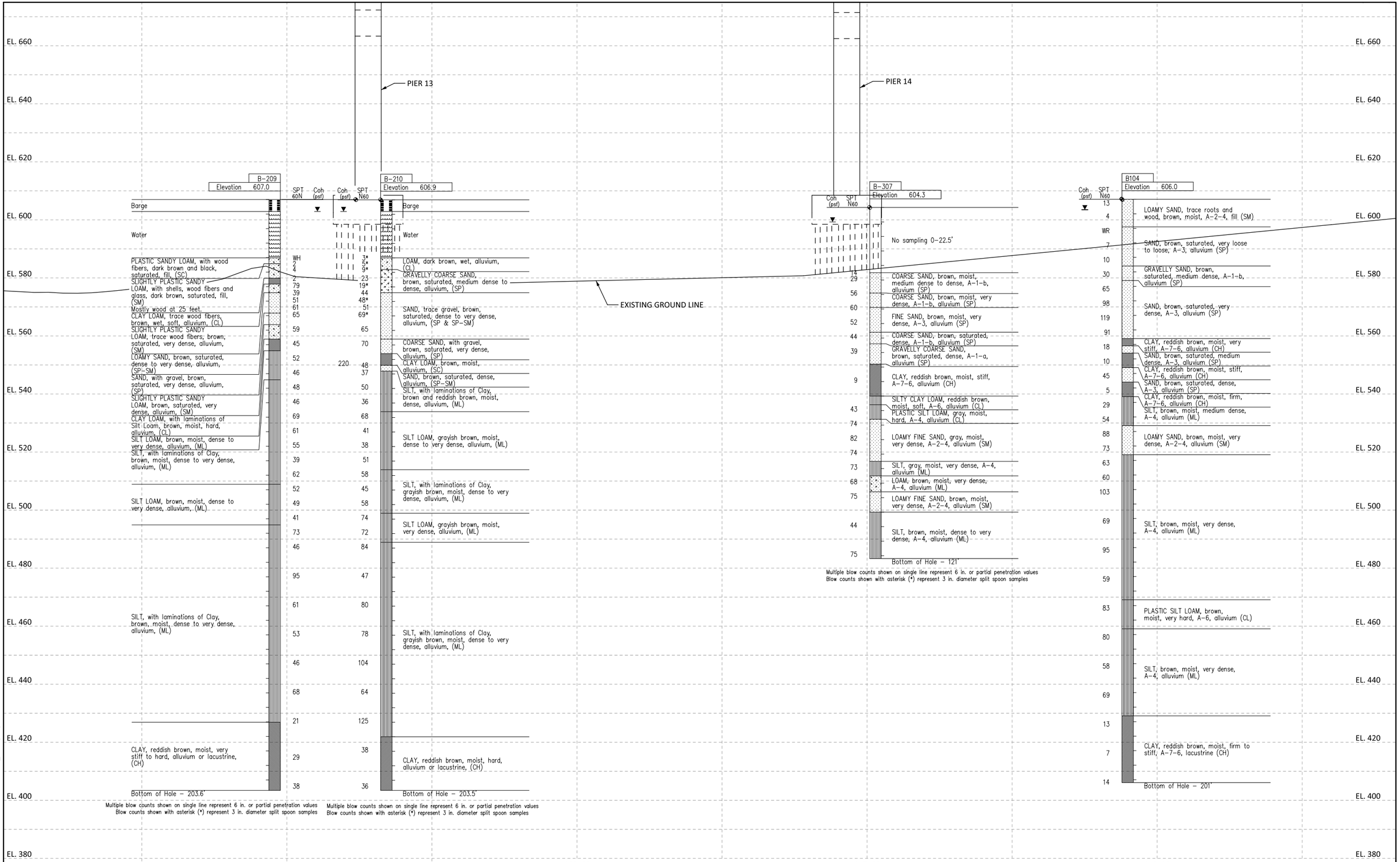
BRIDGE NO. 69913 (B-16-0153)



Plotted By: PARSONS\pd009395D
Date Plotted: 2-JAN-2025
Time Plotted: 9:47:41 AM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 064_Borings.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: BORINGS	DES: --- DR: BJB CHK: --- CHK: DLS SHEET NO. 64 OF 86 SHEETS

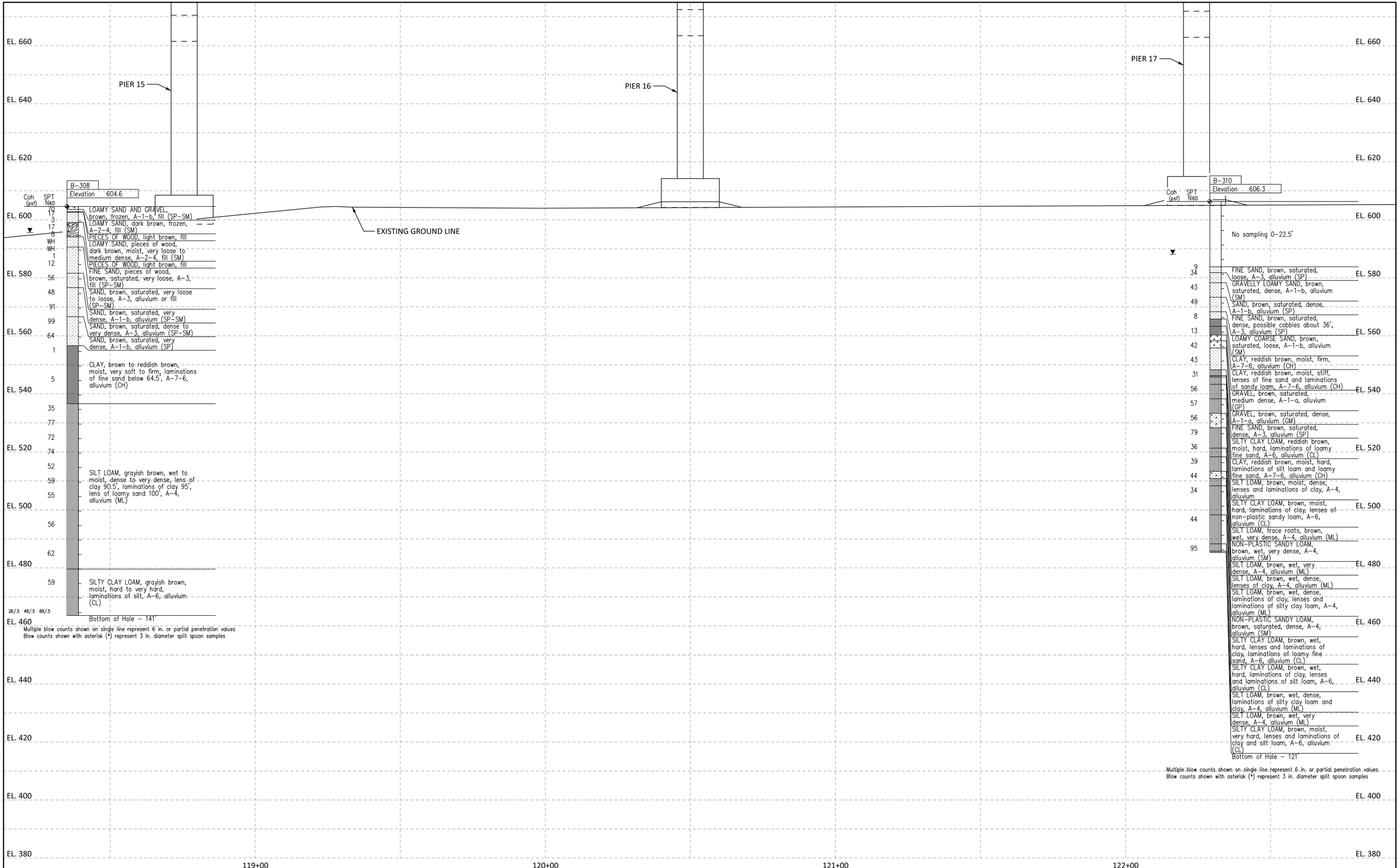
BRIDGE NO. 69913 (B-16-0153)



Plotted By: PARSONS\p0010292
Date Plotted: 14-JAN-2025
Time Plotted: 2:57:36 PM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 065_Borings.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: BORINGS	DES: --- DR: BJB CHK: --- CHK: GX SHEET NO. 65 OF 86 SHEETS

BRIDGE NO. 69913 (B-16-0153)



Plotted By: PARSONS\p009395D
Date Plotted: 2-JAN-2025
Time Plotted: 9:08:03 AM Central
Pen Table: ICS MnDOT-plot.pen
File Path: 066_Borings.dgn

STATE PROJECT NO. (SP.) 6981 - 69913

PARSONS

TITLE: BORINGS

DES: ---	DR: BJB		BRIDGE NO. 69913 (B-16-0153)
CHK: ---	CHK: GX		
SHEET NO. 66 OF 86 SHEETS			

PIER 18

PIER 19

PIER 20

EL. 660

EL. 640

EL. 620

EL. 600

EL. 580

EL. 560

EL. 540

EL. 520

EL. 500

EL. 480

EL. 460

EL. 440

EL. 420

EL. 400

EL. 380

EXISTING GROUND LINE

B-311
Elevation 603.5

Coh (psf)	SPT N60	
		No sampling 0–19.5'
	8	COARSE SAND, dark gray, saturated, loose, wood, A-2-4, alluvium (SP)
	39	
	47	COARSE SAND AND GRAVEL, brown, saturated, dense, A-1-b, alluvium (SP-SM)
	40	FINE SAND, dark brown, saturated, dense, A-3, alluvium (SP-SM)
	3	SAND, brown, saturated, very loose, lens of loamy sand, loam, A-3, alluvium (SP)
	6	
	57	SILTY CLAY, reddish brown, moist, soft, A-7-6, alluvium (CL)
	68	CLAY LOAM, brown, moist, firm, lenses of sand, A-6, alluvium (CL)
	21	LOAMY FINE SAND, brown, moist, very dense, lenses and laminations of clay and sand, A-2-4, alluvium (SM)
	61	SAND, brown, saturated, very dense, A-3, alluvium (SP)
	58	PLASTIC SILT LOAM, brown, moist, very stiff, laminations of clay, A-4, alluvium (CL)
	69	
	44	SILT LOAM, brown, wet, very dense, lens of clay, laminations of fine sand, A-4, alluvium (ML)
	55	FINE SAND, brown, saturated, very dense, laminations and lenses of loamy sand, A-3, alluvium (SP)
	53	SILT LOAM, brown, wet, very dense to dense, A-4, alluvium (ML)
	54	SILT LOAM, brown, wet, very dense, lenses and laminations of clay and silty clay loam, A-4, alluvium (ML)
	84	
	43	SILT LOAM, brown, wet, very dense, A-4, alluvium (ML)
		SILTY CLAY LOAM, brown, wet, dense, laminations of clay, A-6, alluvium (CL)
		Bottom of Hole – 111'

Multiple blow counts shown on single line represent 6 in. or partial penetration values
Blow counts shown with asterisk (*) represent 3 in. diameter split spoon samples

B-312
Elevation 604.9

Coh (psf)	SPT N60	
		No Sampling 0'–22'
	26	FINE SAND, brown to dark gray, saturated, dense to medium dense, A-3, alluvium (SP-SM)
	17	
	26	COARSE SAND, dark gray to brown, saturated, dense to medium dense, A-1-b, alluvium (SP)
	29	
	12	
	WH	CLAY LOAM, brown, moist, very soft, A-6, alluvium (CL)
	38	SILTY CLAY LOAM, brown, moist, hard, laminations of silt loam, A-6, alluvium (CL)
	56	
	47	SLIGHTLY PLASTIC SANDY LOAM, gray, wet, dense to very dense, A-4, alluvium (SM)
	47	
	52	
	78	
	52	SILT LOAM, gray, wet, very dense, A-4, alluvium (ML)
	52	SILTY CLAY LOAM, moist, hard, lens of silt loam, A-6, alluvium (CL)
	83	SLIGHTLY PLASTIC SANDY LOAM, saturated, very dense, A-4, alluvium (SM)
	100	SILT LOAM, gray, wet, very dense, A-4, alluvium (ML)
	60	
	60	SILT LOAM, gray, wet, very dense, A-4, alluvium (ML)
	46	SILTY CLAY LOAM, brown, moist, hard, A-6, alluvium (CL)
	65	PLASTIC SILT LOAM, brown, moist, very hard, A-6, alluvium (CL)
	126	SILTY CLAY LOAM, brown, moist, very hard, A-6, alluvium (CL)
		Bottom of Hole – 141'

Multiple blow counts shown on single line represent 6 in. or partial penetration values
Blow counts shown with asterisk (*) represent 3 in. diameter split spoon samples

124+00

125+00

126+00

127+00

Plotted By: PARSONS\jp009395D
Date Plotted: 2-JAN-2025
Time Plotted: 9:07:55 AM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 067_Borings.dgn

STATE PROJECT NO. (SP.) 6981 - 69913

PARSONS

TITLE: BORINGS

DES: ---	DR: BJB	
CHK: ---	CHK: GX	

SHEET NO. 67 OF 86 SHEETS

BRIDGE NO. 69913 (B-16-0153)

Plotted By: PARSONS\p009395D
Date Plotted: 2-JAN-2025
Time Plotted: 9:08:02 AM Central
Pen Table: ICS MnDOT-Iplot.pen
File Path: 068_Borings.dgn

STATE PROJECT NO. (SP.) 6981 - 69913

PARSONS

TITLE: BORINGS

DES: ---	DR: BJB			
CHK: ---	CHK: GX			
SHEET NO. 68	OF 86	SHEETS		

BRIDGE NO. 69913 (B-16-0153)

PIER 24

B-212 Elevation 607.3

SPT 60N	Coh (psf)
Barge	
Water	
WH	
3	
4	
7	
15	
15	
31	
4	
WH	
9	
WH	
10	
19	
8	1380
17	
24	
14	
27	
72	
17	
75	
14	
92	
7	
105	
100	
109	
90	
112	
105	
112	
99	
116	
113	
137	
127	
109	
112	
129	
120	
133	
109	
135	
120	
44/.5 71/.5 71/.4	
53/.5 61/.5 71/.4	
129	
133	
69/.5 71/.3	
92	
125	
90	
64/.5 71/.5 71/.4	
112	
118	
109	
102	
95	

Barge
Water
SLIGHTLY PLASTIC SANDY LOAM, trace Gravel, roots and wood, dark brown, wet, very loose, alluvium, (SP)
LOAMY SAND, trace roots, dark brown, saturated, very loose, alluvium, (SP-SM)
SLIGHTLY PLASTIC SANDY LOAM, trace roots and wood, dark brown, wet, loose, alluvium, (SM)
FINE SAND, brown, saturated, loose to medium dense, alluvium, (SP)
LOAMY SAND, trace roots, dark brown, saturated, medium dense, alluvium, (SM)
FINE SAND, brown, saturated, dense, alluvium, (SP)
SLIGHTLY ORGANIC SILTY CLAY LOAM, trace fibers and wood, dark brown, wet, very stiff, alluvium, (CL)
Wood
SLIGHTLY ORGANIC TO ORGANIC SILT LOAM, trace fibers, brown, wet, very loose, alluvium, (ML/OL)
PEAT, with fibers, black and brown, wet, very soft, alluvium, (PT)
CLAY LOAM, brown, wet, very stiff, alluvium, (CL)
SAND, brown, saturated, medium dense, alluvium, (SP)
Wood
CLAY, reddish brown, moist, very stiff, alluvium or lacustrine, (CL)
CLAY, reddish brown, moist, very stiff to firm, alluvium or lacustrine, (CH)
FINE SAND, brownish gray, saturated, very dense, alluvium, (SP-SM)
Lenses and lamination of Silt at 83 feet
SILT LOAM, grayish brown, moist, very dense, alluvium, (ML)
SLIGHTLY PLASTIC SANDY LOAM, brown, moist, very dense, alluvium, (SM)
SILT LOAM, brown, moist, very dense, alluvium, (ML)
SLIGHTLY PLASTIC SANDY LOAM, brown, moist, very dense, alluvium, (SM)
SILT LOAM, brown, moist, very dense, alluvium, (ML)
SLIGHTLY PLASTIC SANDY LOAM, brown, moist, very dense, alluvium, (SM)
SILT LOAM, brown, moist, very dense, alluvium, (ML)
SILT, laminations of Clay, brown, moist, very dense, alluvium, (ML)
CLAY, grayish brown, moist, very hard, alluvium, (CH)
Bottom of Hole – 199'

Multiple blow counts shown on single line represent 6 in. or partial penetration values
Blow counts shown with asterisk (*) represent 3 in. diameter split spoon samples

B-211 Elevation 607.2

Coh (psf)	SPT N60
Barge	
Water	
ORGANIC SILTY CLAY LOAM, trace roots, dark brown and black, wet, alluvium or fill, (OL)	
SLIGHTLY PLASTIC SANDY LOAM, trace Gravel, dark brown, saturated, very loose to loose, alluvium, (SM)	
SLIGHTLY ORGANIC SILTY CLAY LOAM, trace roots and wood, dark brown and black, wet, alluvium, (CL)	
ORGANIC SILT LOAM, with roots and fibers, dark brown, wet, soft, alluvium, (OL)	
CLAY, brown, moist, stiff, alluvium or lacustrine, (CH)	
SAND, brown, saturated, loose, alluvium, (SP)	
CLAY, reddish brown, moist, stiff to very stiff, alluvium or lacustrine, (CH)	
SILT LOAM, grayish brown, moist, very dense, alluvium, (ML)	
FINE SAND, dark brown, wet, very dense, alluvium, (SP-SM)	
SILT LOAM, grayish brown, moist, very dense, alluvium, (ML)	
SANDY LOAM, grayish brown, moist, very dense, alluvium, (SM)	
SILT LOAM, grayish brown, moist, very dense, alluvium, (ML)	
SILTY CLAY LOAM, brown, moist, very dense, alluvium, (ML)	

Bottom of Hole – 191.1'

Multiple blow counts shown on single line represent 6 in. or partial penetration values
Blow counts shown with asterisk (*) represent 3 in. diameter split spoon samples

EXISTING GROUND LINE

B-232 Elevation 607.2

Coh (psf)	SPT N60
BARGE	
WATER	
WH*	
10*	
WH*	
4	
18	
5	
84	
76	
77	
108	
95	
99	
118	
122	
120	
33/.5 57/.5 68/.2	
121	
109	
27/.5 54/.5 68/.4	
116	
95	
73	

BARGE
WATER
SLIGHTLY ORGANIC LOAM, pieces of wood, dark brown, wet, very soft to stiff, A-6, alluvium or fill (CL)
SILTY CLAY LOAM, dark brown, moist, very soft, A-6, alluvium (CL)
CLAY, brown and reddish brown, moist, soft, A-7-6, alluvium (CL)
CLAY, reddish brown, moist, stiff to firm, A-7-6, alluvium (CH)
LOAMY FINE SAND, grayish brown, wet, very dense, A-2-4, alluvium (SM)
SILT LOAM, grayish brown, moist, very dense, A-4, alluvium (ML)
LOAMY FINE SAND, grayish brown, wet, very dense, A-2-4, alluvium (SM)
SILT LOAM, brownish gray, moist, very dense, A-4, alluvium (ML)
SLIGHTLY PLASTIC SANDY LOAM, gray, wet, very dense, A-2-4, alluvium (SM)
LOAMY FINE SAND, gray, wet, very dense, A-2-4, alluvium (SM)
SLIGHTLY PLASTIC SANDY LOAM, grayish brown, moist, very dense, A-2-4, alluvium (SM)
SILT LOAM, brownish gray, moist, very dense, laminations of silty clay loam, A-4, alluvium (ML)(continued)
Bottom of Hole – 130.5'

Multiple blow counts shown on single line represent 6 in. or partial penetration values
Blow counts shown with asterisk (*) represent 3 in. diameter split spoon samples

PIER 25

B-214 Elevation 607.1

SPT 60N	Coh (psf)
BARGE	
WATER	
WR	
71	
WR	
WH	
69	
WH	
8	1075
12	
8	
10	
10	
7	
5	
4	
68	
38	
87	
63	
87	
78	
103	
84	
27/.5 45/.5 68/.5	
99	
113	
98	
41/.5 68/.5 116/.5	
41/.5 68/.5 71/.5	
50/.5 78/.5 118/.5	
41/.5 61/.5 68/.5	
34/.5 78/.5 136/.4	
48/.5 61/.5 82/.5	
68/.5 102/.5 109/.5	
48/.5 61/.5 68/.5	
78/.5 88/.5 136/.5	
34/.5 61/.5 109/.5	
54/.5 102/.5 136/.4	
48/.5 68/.5 75/.5	
68/.5 75/.5 136/.5	
41/.5 68/.5 71/.5	
52/.5 79/.5 136/.5	
109	
41/.5 48/.5 73/.5	
48/.5 75/.5 109/.5	
20/.5 37/.5 68/.5	
82	
102	
38/.5 41/.5 75/.5	
65	
68	
34	
41/.5 68/.5 122/.5	
12	
102	
10	
19	
1221	
18	
15	
14	
23	
1487	
15	
26	
18	
24	

SLIGHTLY ORGANIC SILTY CLAY LOAM, trace roots, dark grayish brown, wet, very soft, A-6, alluvium or fill (CL)
LOAM, brownish gray, wet, very soft, A-6, alluvium (CL)
SILT LOAM, brown, wet, very loose, A-6, alluvium (ML)
SILTY CLAY LOAM, grayish brown, wet, very soft, A-6, alluvium (CL)
CLAY, brown, moist, firm, A-7-6, alluvium (CH)
FINE SAND, brown, saturated, loose, A-3, alluvium (SP-SM)
CLAY, brown to reddish brown, moist, firm to stiff, A-7-6, alluvium or lacustrine (CH)
CLAY, reddish brown, moist, stiff to firm, A-7-6, alluvium or lacustrine (CH)
CLAY, grayish brown, moist, very hard, laminations of silt, A-6, alluvium (CL)
LOAMY FINE SAND, brownish gray, wet, very dense, A-2-4, alluvium (SM)
SAND, brown, saturated, very dense, A-3, alluvium (SP)
LOAMY FINE SAND, brown, wet, very dense, A-2-4, alluvium (SM)
SILTY CLAY LOAM, brown, moist, very hard, lenses and laminations of silt, A-7-6, alluvium (CH)
SLIGHTLY PLASTIC SANDY LOAM, brown, moist, very dense, A-2-4, alluvium (SM)
SILT LOAM, grayish brown, moist, very dense, A-4, alluvium (ML)
LOAMY FINE SAND, brown, moist, very dense, A-2-4, alluvium (SM)
SILTY CLAY LOAM, brown, moist, very hard, laminations of silt and silt loam, A-6, alluvium (CL)
SILT LOAM, brown, moist, very dense, A-4, alluvium (ML)
SILT, brownish gray, moist, very dense, A-4, alluvium (ML)
SILT LOAM, brownish gray, moist, very dense, A-4, alluvium (ML)
SILT, brownish gray, moist, very dense, laminations of silty clay loam, A-4, alluvium (ML)
CLAY, brown, moist, hard to stiff, laminations of silt loam below 199.9', A-7-6, alluvium or lacustrine (CH)
Bottom of Hole – 200.9'

Multiple blow counts shown on single line represent 6 in. or partial penetration values
Blow counts shown with asterisk (*) represent 3 in. diameter split spoon samples

B-213 Elevation 607.1

Coh (psf)	SPT N60
BARGE	
WATER	
SLIGHTLY ORGANIC LOAM, grayish brown, wet, very soft, A-4, alluvium or fill (CL)	
ORGANIC CLAY LOAM, grayish brown, wet, very soft, A-6/A-8, alluvium (OL)	
SLIGHTLY PLASTIC SANDY LOAM, grayish brown, wet, very loose, A-2-4, alluvium (SM)	
CLAY, reddish brown, moist, stiff to soft, gravel 41'-43' & 46'-48', A-7-6, alluvium (CH)	
LOAMY FINE SAND, brown to gray, wet, dense to very dense, A-2-4, alluvium (SM)	
FINE SAND, brown, saturated, very dense, A-3, alluvium (SP)	
SILTY CLAY LOAM, grayish brown, moist, very hard, laminations of silt, A-6, alluvium (CL)	
SLIGHTLY PLASTIC SANDY LOAM, brown, wet, very dense, A-2-4, alluvium (SM)	
SILT LOAM, gray, wet, very dense, A-4, alluvium (ML)	
SLIGHTLY PLASTIC SANDY LOAM, grayish brown, wet, very dense, A-2-4, alluvium (SM)	
SILT LOAM, grayish brown, wet, very dense, lenses and laminations of slightly plastic sandy loam, A-4, alluvium (ML)	
SILTY CLAY LOAM, brownish gray, moist, very hard, A-7-6, alluvium (CL)	
SILTY CLAY LOAM, grayish brown, moist, hard to very hard, A-6, alluvium (CL)	
CLAY, reddish brown, moist, stiff to very stiff, A-7-6, alluvium (CH)	
CLAY, grayish brown, a little gray, moist, very stiff, laminations of silt, A-7-6, alluvium	
CLAY, reddish brown, moist, stiff to very stiff, A-7-6, alluvium (CH)	

Bottom of Hole – 261'

Multiple blow counts shown on single line represent 6 in. or partial penetration values
Blow counts shown with asterisk (*) represent 3 in. diameter split spoon samples

EL. 620 EL. 600 EL. 580 EL. 560 EL. 540 EL. 520 EL. 500 EL. 480 EL. 460 EL. 440 EL. 420 EL. 400 EL. 380 EL. 360 EL. 340 EL. 320

134+00 135+00 136+00 137+00

PARSONS\p0022751
13-JAN-2025
6:51:15 PM Central
ICS MnDOT-Iplot.pen
069_Borings.dgn

Plotted By:
Date Plotted:
Time Plotted:
Pen Table:
File Path:

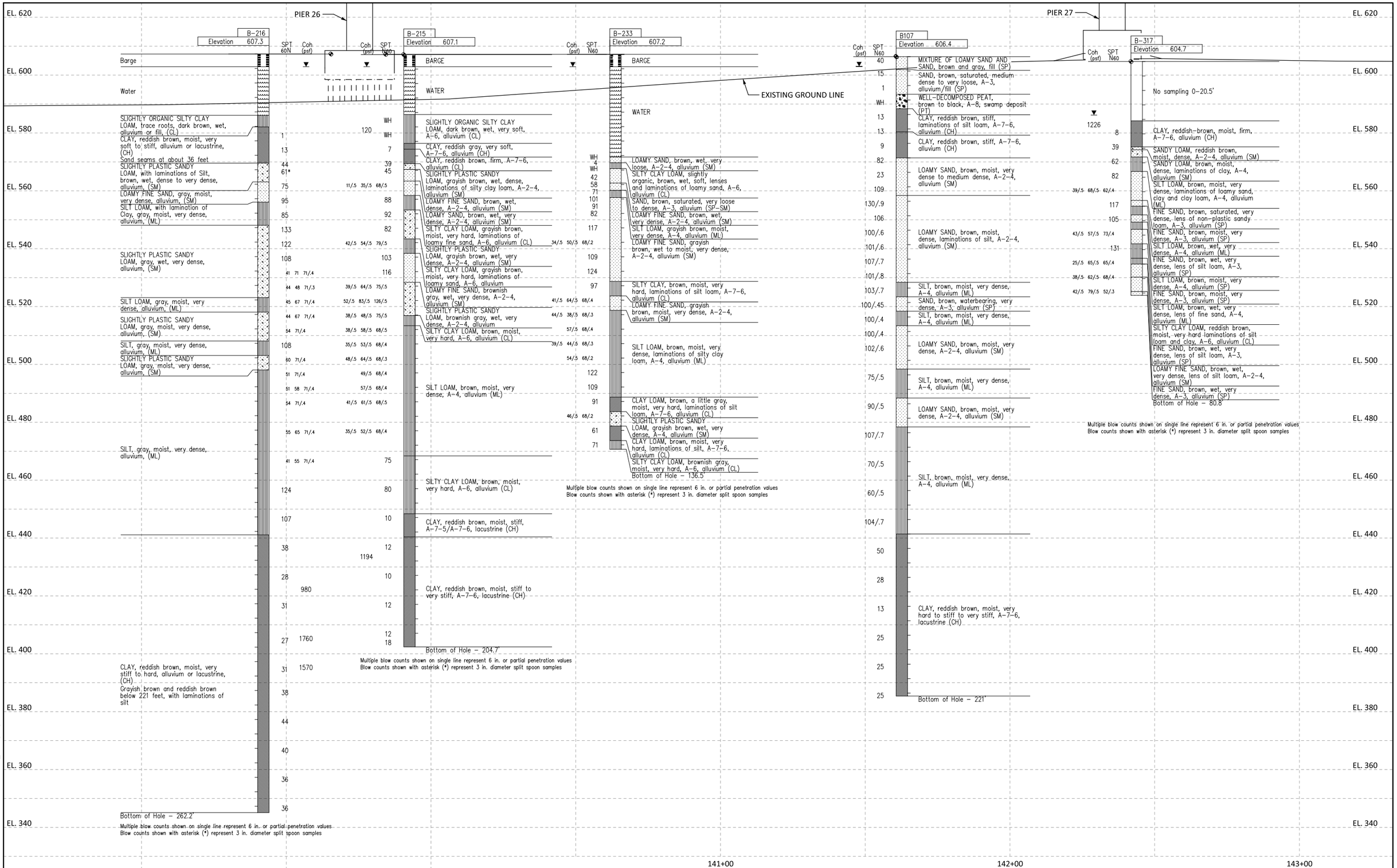
STATE PROJECT NO. (SP.) 6981 - 69913

PARSONS

TITLE: BORINGS

DES: ---	DR: BJB		
CHK: ---	CHK: GX		
SHEET NO. 69 OF 86 SHEETS			

BRIDGE NO. 69913 (B-16-0153)



Plotted By: PARSONS\p0093950
Date Plotted: 2-JAN-2025
Time Plotted: 9:07:55 AM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 070_Borings.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: BORINGS	DES: --- DR: BJB CHK: --- CHK: GX SHEET NO. 70 OF 86 SHEETS
			BRIDGE NO. 69913 (B-16-0153)

PIER 29

PIER 30

PIER 31

EXISTING GROUND LINE

EL. 660 EL. 640 EL. 620 EL. 600 EL. 580 EL. 560 EL. 540 EL. 520 EL. 500 EL. 480 EL. 460 EL. 440 EL. 420 EL. 400 EL. 380

B-318
Elevation 605.0

Coh (psf)	SPT N60	
		No Sampling 0'–22.5'
	21	
	64	SLIGHTLY PLASTIC SANDY LOAM, brown, moist, medium dense, laminations of clay and silt loam, A-4, alluvium (SM)
	92	
	83	SLIGHTLY PLASTIC SANDY LOAM, brown, wet, very dense, laminations of fine sand, A-4, alluvium (SM)
	87	
	70	SAND, brown, moist, very dense, A-3, alluvium (SP)
	64	SLIGHTLY PLASTIC SANDY LOAM, brown, wet, very dense, A-4, alluvium (SM)
	83	LOAMY FINE SAND, gray, moist, very dense, A-3, alluvium (SP-SM)
	92	SLIGHTLY PLASTIC SANDY LOAM, brown, wet, very dense, A-4, alluvium (SM)
	72	LOAMY FINE SAND, brown, moist,
	82	very dense, A-2-4, alluvium (SM) 29/.5 34/.5 65/.4
		SLIGHTLY PLASTIC SANDY
	85	LOAM, brown, wet, very dense, lens of silty clay loam about 75', A-4,
	90	alluvium (SM) 42/.5 69/.5 85/.5
	95	SAND, brown, moist, very dense, A-3, alluvium (SP)
	109	SILT LOAM, brown, wet, very dense, A-4, alluvium (ML)
	91	SLIGHTLY PLASTIC SANDY LOAM, brown, wet, very dense, A-4, alluvium (SM)
	59/.5 60/.5 65/.4	LOAMY FINE SAND, gray, saturated, very dense, A-3, alluvium (SP-SM)
	62/.5 65/.4	SLIGHTLY PLASTIC SANDY LOAM, gray, moist, very dense, A-4, alluvium (SM)
		SLIGHTLY PLASTIC SANDY
	92	LOAM, brown, moist, very dense, A-4, alluvium (SM)
		SILTY CLAY LOAM, brown, moist, very hard, laminations of clay, A-6, alluvium (CL)
	82/.5 23/.2	SLIGHTLY PLASTIC SANDY LOAM, brown, moist, very dense, A-4, alluvium (SM)
	82	CLAY, gray, moist, very hard, A-7-6, alluvium (CH)
		Bottom of Hole – 141'

Multiple blow counts shown on single line represent 6 in. or partial penetration values
Blow counts shown with asterisk (*) represent 3 in. diameter split spoon samples

B-319
Elevation 606.1

Coh (psf)	SPT N60	
		No Sampling 0'–22.5'
	62	CLAY, reddish brown, moist, lenses of loamy sand (A-7-6) alluvium (CH)
	66	SILTY CLAY LOAM, reddish brown, moist, very hard, laminations of loamy sand, A-6, alluvium (CL)
	66	FINE SAND, brown, moist, very dense, A-3, alluvium (SP)
	69	FINE SAND, gray, wet, very dense, laminations of loamy fine sand, A-3,
	61	alluvium (SP-SM)
	70	SILT LOAM, brown, wet, very dense, lenses and laminations of silty clay loam and loamy sand; A-4, alluvium (ML)
	90	NON-PLASTIC SANDY LOAM,
	108	brown, wet, very dense, A-2-4, alluvium (SM)
	120	FINE SAND, brown, wet, very dense, A-3, alluvium (SP)
		SILT LOAM, brown, wet, very
	88	dense, A-4, alluvium (ML)
		NON-PLASTIC SANDY LOAM,
		brown, wet, very dense, A-2-4,
		alluvium (SM)
		FINE SAND, brown, moist, very
	85	dense, A-3, alluvium (SP)
		LOAMY FINE SAND, brown, wet, very dense, A-2-4, alluvium (SM)
		NON-PLASTIC SANDY LOAM,
		brown, wet, very dense, A-4,
		alluvium (SM)
		FINE SAND, brown, wet, very
		dense, A-3, alluvium (SP)
		LOAMY FINE SAND, brown, wet,
		very dense, laminations of silt loam,
		A-2-4, alluvium (SM)
		Bottom of Hole – 86'

Multiple blow counts shown on single line represent 6 in. or partial penetration values
Blow counts shown with asterisk (*) represent 3 in. diameter split spoon samples

B-320
Elevation 605.4

Coh (psf)	SPT N60	
		No Sampling 0'–19.5'
	69	SANDY LOAM, brown, moist, very dense, A-4, alluvium (SM)
	78	SANDY LOAM, brown, saturated, very dense, laminations of silt loam,
	80	A-4, coarse alluvium (SM)
	86	FINE SAND, brown, moist, very dense, A-3, alluvium (SP)
	83	SANDY LOAM, brown, saturated, very dense, A-4, alluvium (SM)
	80	FINE SAND, brown to dark gray, saturated, very dense, A-3, alluvium
	95	(SP)
	89	SANDY LOAM, dark gray, saturated, very dense, A-4, alluvium
	105	(SM)
	99	FINE SAND, dark gray, saturated, very dense, A-3, alluvium (SP)
		SLIGHTLY PLASTIC SANDY
	98	LOAM, dark brown, saturated, very dense, lenses of clay and silt loam,
		A-4, alluvium (SM) 38/.5 59/.5 75/.4
		SILTY CLAY LOAM, brown, moist, very hard, lenses of slightly plastic
		sandy loam, A-6, alluvium (CL) 39/.5 53/.5 75/.4
		SANDY LOAM, brown, saturated, very dense, A-4, alluvium (SM)
		SLIGHTLY PLASTIC SANDY LOAM, brown, saturated, very dense, lens of silty clay loam, laminations of clay, A-4, alluvium (SM)
		Bottom of Hole – 81.4'

Multiple blow counts shown on single line represent 6 in. or partial penetration values
Blow counts shown with asterisk (*) represent 3 in. diameter split spoon samples

B-321
Elevation 606.2

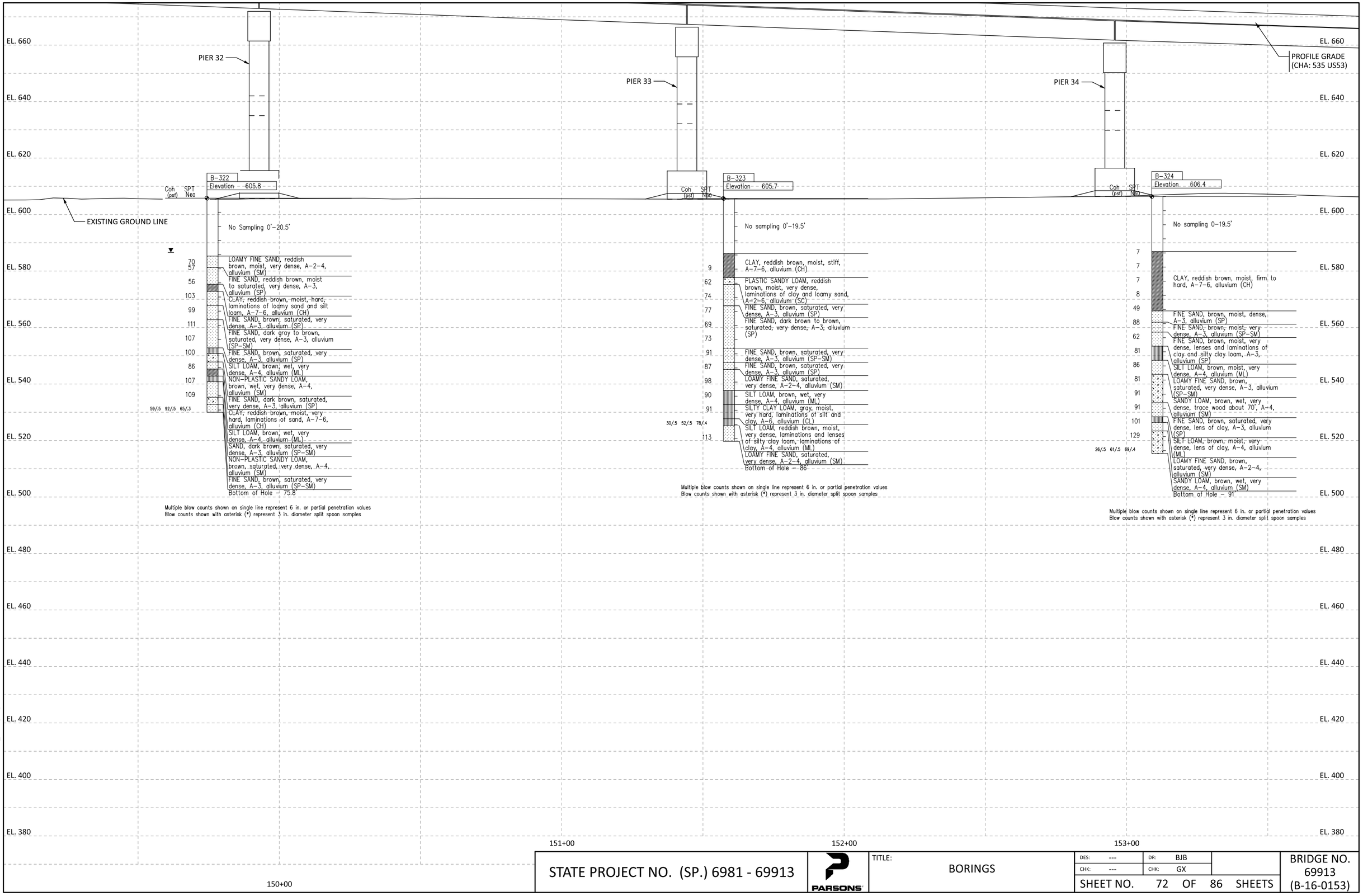
Coh (psf)	SPT N60	
		No Sampling 0'–22.5'
	25	
	59	FINE SAND, brown, wet, dense, A-3, alluvium (SP)
	79	SILT LOAM, brown, wet, dense to very dense, A-4, alluvium (ML)
	100	SILTY CLAY LOAM, reddish brown, moist, very hard, lenses and laminations of silt loam, A-6, alluvium (CL)
	79	FINE SAND, brown, wet, very
	83	dense, A-3, alluvium (SP)
	82	SILT LOAM, brown, moist, very dense, laminations of clay, A-4, alluvium (ML)
	79	SILT LOAM, brown, wet, very dense, A-4, alluvium (ML)
	100	FINE SAND, brown, wet, very dense, A-3, alluvium (SP)
	112	SILT LOAM, brown, wet, very dense, A-4, alluvium (ML)
	117	FINE SAND, brown, wet, very dense, A-3, alluvium (SP)
	95	SILT LOAM, brown, wet, very dense, lens of sandy loam, A-4, alluvium (ML)
		FINE SAND, brown, wet, very dense, A-3, alluvium (SP)
		NON-PLASTIC SANDY LOAM, brown, wet, very dense, A-2-4, alluvium (SM)
		SILT LOAM, brown, wet, very dense, lenses and laminations of silty clay loam, laminations of fine sand, A-4, alluvium (ML)
		SILT LOAM, brown, wet, very dense, A-4, alluvium (ML)
		FINE SAND, brown, wet, very dense, A-3, alluvium (SP)
		FINE SAND, brown, wet, very dense, lenses of silt loam, A-2-4, alluvium (SP-SM)
		Bottom of Hole – 76'

Multiple blow counts shown on single line represent 6 in. or partial penetration values
Blow counts shown with asterisk (*) represent 3 in. diameter split spoon samples

145+00 146+00 147+00 148+00 149+00

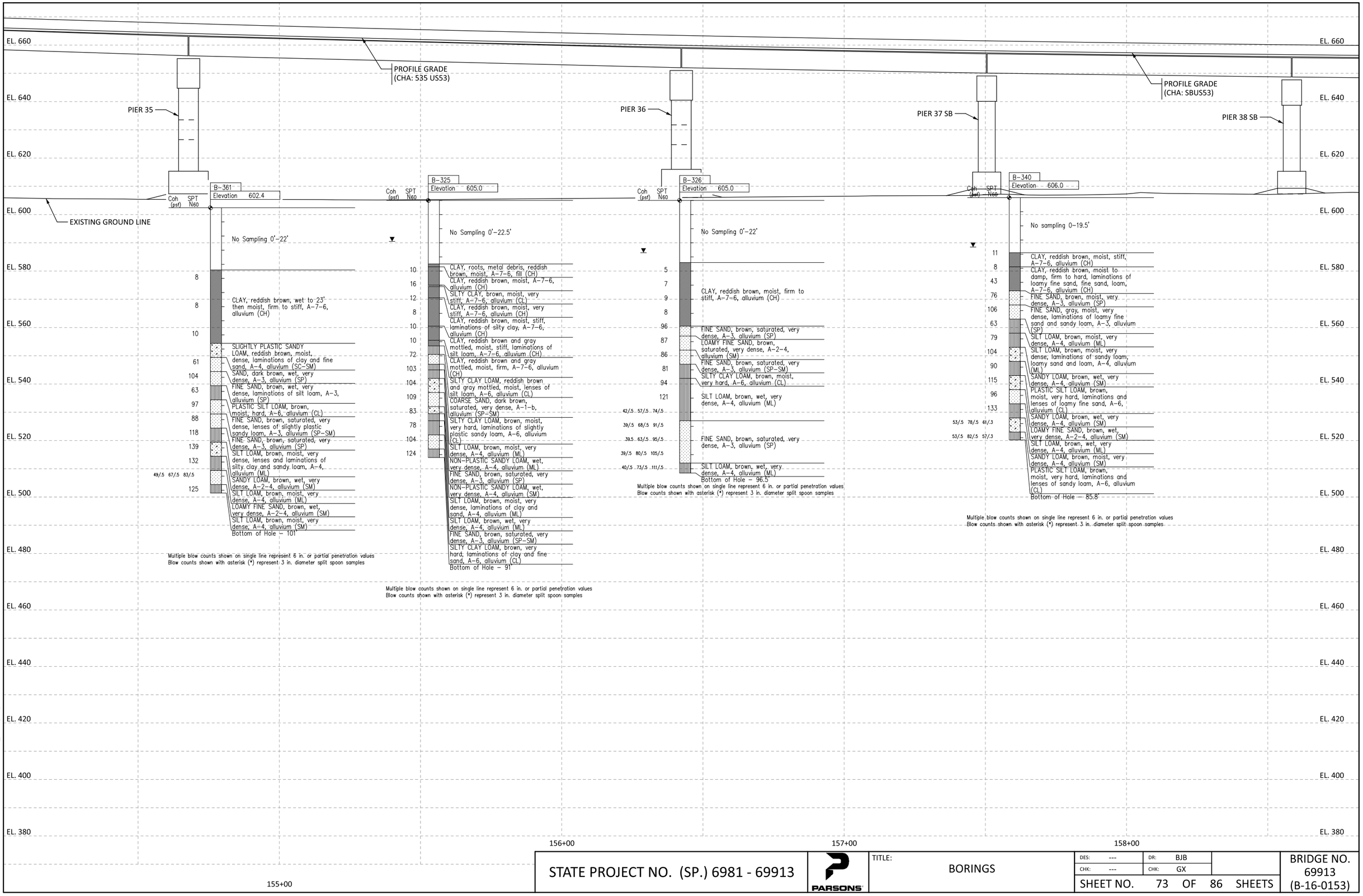
Plotted By: PARSONS\p009395D
Date Plotted: 2-JAN-2025
Time Plotted: 9:42:13 AM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 071_Borings.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: BORINGS	DES: --- DR: BJB CHK: --- CHK: GX SHEET NO. 71 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)



Plotted By: PARSONS\jp009395D
Date Plotted: 2-JAN-2025
Time Plotted: 9:42:26 AM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 072_Borings.dgn

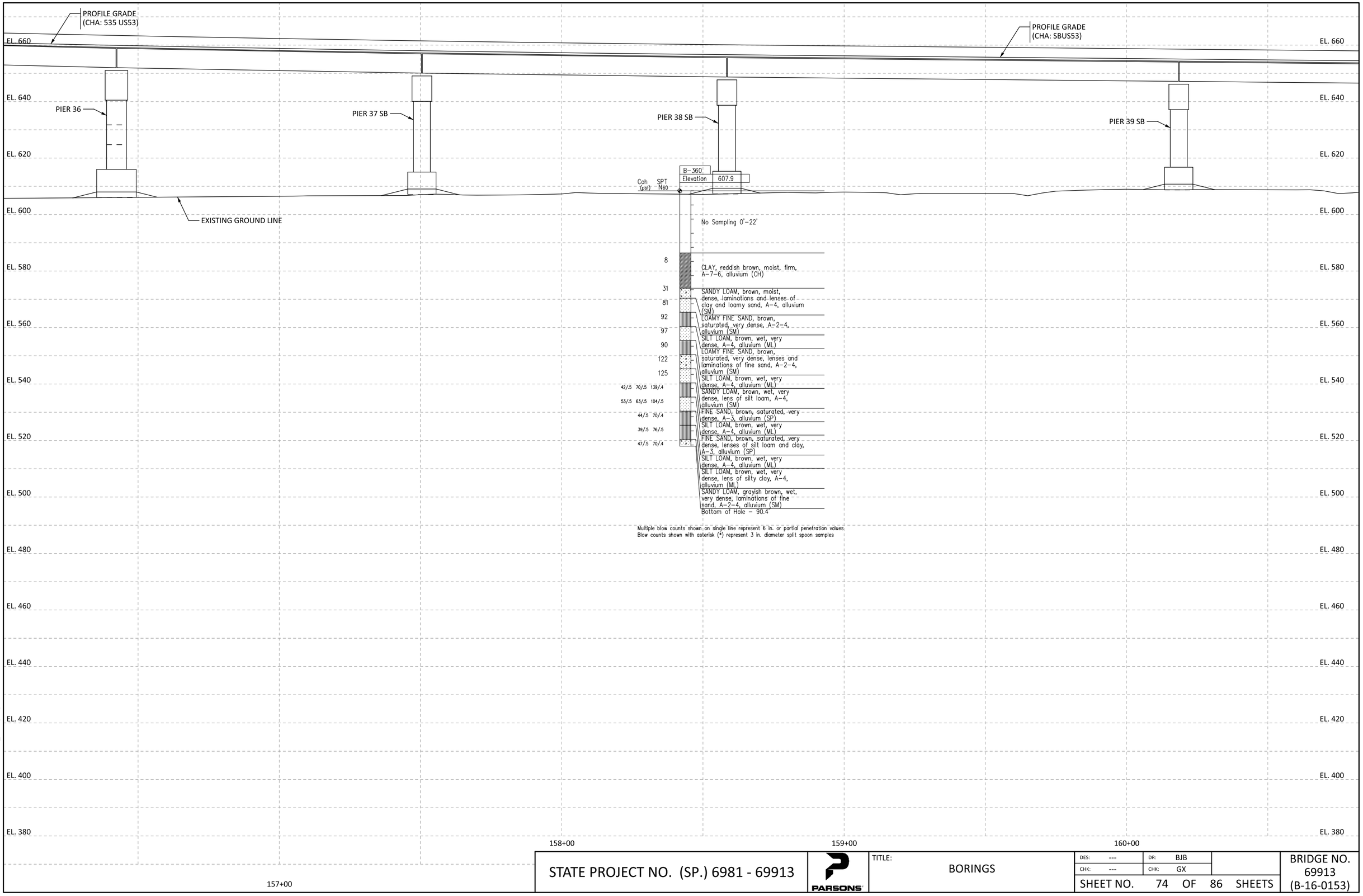
STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: BORINGS	DES: --- DR: BJB CHK: --- CHK: GX SHEET NO. 72 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)



Plotted By: PARSONS\p009395D
Date Plotted: 2-JAN-2025
Time Plotted: 9:42:31 AM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 073_Borings.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: BORINGS	DES: --- DR: BJB CHK: --- CHK: GX SHEET NO. 73 OF 86 SHEETS

BRIDGE NO. 69913 (B-16-0153)



Plotted By: PARSONS\p009395D
Date Plotted: 2-JAN-2025
Time Plotted: 9:42:35 AM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 074_Borings.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: BORINGS	DES: --- DR: BJB CHK: --- CHK: GX SHEET NO. 74 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)

PROFILE GRADE
(CHA: SBUS53)

PIER 39 SB

PIER 40 SB

PIER 41 SB

EXISTING GROUND LINE

EL. 660
EL. 640
EL. 620
EL. 600
EL. 580
EL. 560
EL. 540
EL. 520
EL. 500
EL. 480
EL. 460
EL. 440
EL. 420
EL. 400
EL. 380

B-329
Elevation 608.8

Coh (psf)	SPT N60	
		No Sampling 0'–22.5'
	76	CLAY, reddish brown, moist, very hard, laminations and lenses of fine sand, A-7-6, alluvium (CH)
	61	FINE SAND, brown, saturated, very dense, A-3, alluvium (SP)
	110	SILT LOAM, brown to reddish brown, wet, very dense, laminations and lenses of silty clay loam and loamy sand, A-4, alluvium (ML)
	103	
	115	FINE SAND, brown, saturated, very dense, lenses of loamy fine sand, A-3, alluvium (SP)
	189	SILT LOAM, brown, wet, very dense, laminations and lenses of fine sand, A-4, alluvium (ML)
	188	
	178	SILT LOAM, brown, moist, very dense, laminations and lenses of wet loamy fine sand, A-4, alluvium (ML)
	157	
	104	SILT LOAM, brown, moist to wet, very dense, lenses and laminations of wet sandy loam, A-4, alluvium (ML)
53/.5	174/.5	
		PLASTIC SILT LOAM, brown, moist to wet, very hard, laminations and lenses of wet sandy loam, laminations of silty clay loam, A-6, alluvium (CL)
		PLASTIC SILT LOAM, brown, moist, very hard, laminations of silty clay loam, A-6, alluvium (CL)
		SILT LOAM, brown, moist, very dense, laminations of silty clay loam, A-4, alluvium (SM)
		Bottom of Hole – 76

Multiple blow counts shown on single line represent 6 in. or partial penetration values
Blow counts shown with asterisk (*) represent 3 in. diameter split spoon samples

B-330
Elevation 611.5

Coh (psf)	SPT N60	
		No Sampling 0'–20'
	51	FINE SAND, reddish brown, saturated, laminations of silt, A-3, alluvium (SP)
36/.5	68/.5 70/.3	
		LOAMY FINE SAND, brown, wet, very dense, A-2-4, alluvium (SM)
36/.5	64/.5 70/.4	
		SILT LOAM, brown, moist, very dense, laminations and lenses of silty clay loam, and wet loamy fine sand, A-4, alluvium (ML)
35/.5	60/.5 70/.4	
36/.5	57/.5 70/.4	
		FINE SAND, brown, saturated, very dense, A-3, alluvium (SP)
33/.5	51/.5 70/.4	
		SILT LOAM, brown, moist, very dense, A-4, alluvium (ML)
43/.5	64/.5 70/.4	
		SILT LOAM, brown, moist, very dense, lenses and laminations of wet fine sand, A-4, alluvium (ML)
	70/.4	
31/.5	68/.5 70/.4	
		LOAMY FINE SAND, brown, wet, very dense, lenses and laminations of silt loam, A-2-4, alluvium (SM)
	125	LOAMY FINE SAND, brown, saturated, very dense, A-2-4, alluvium (SM)
31/.5	58/.5 70/.4	
		SILT LOAM, brown, moist, very dense, A-4, alluvium (ML)
	70/.3	
		SILTY CLAY LOAM, brown to reddish brown, moist, very hard, laminations of silt loam, loamy sand and clay, A-6, alluvium (CL)
		SILT LOAM, brown, moist, very dense, A-4, alluvium (ML)
		Bottom of Hole – 74.8'

Multiple blow counts shown on single line represent 6 in. or partial penetration values
Blow counts shown with asterisk (*) represent 3 in. diameter split spoon samples

160+00
161+00
162+00
163+00

Plotted By: PARSONS\rp009395D
Date Plotted: 2-JAN-2025
Time Plotted: 9:42:52 AM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 075_Borings.dgn

STATE PROJECT NO. (SP.) 6981 - 69913

PARSONS

TITLE: BORINGS

DES: ---	DR: BJB		
CHK: ---	CHK: GX		
SHEET NO. 75 OF 86 SHEETS			

BRIDGE NO. 69913 (B-16-0153)

PROFILE GRADE
(CHA: SBUS53)

EXISTING GROUND LINE

PIER 37 SB

PIER 38 SB

PIER 39 SB

PIER 40 SB

EL. 660 EL. 640 EL. 620 EL. 600 EL. 580 EL. 560 EL. 540 EL. 520 EL. 500 EL. 480 EL. 460 EL. 440 EL. 420 EL. 400 EL. 380

B-332
Elevation 607.7

Coh (psf)	SPT N60	
		No sampling 0-22'
	7	CLAY, reddish brown, moist, firm, laminations of fine sand below 31.5', A-7-6, alluvium (CH)
1014	7	
	100	FINE SAND, brown, saturated, very dense, A-3, alluvium (SP)
	96	SANDY LOAM, brown, saturated, very dense, A-2-4, alluvium (SM)
	100	SILT LOAM, brown, moist, very dense, laminations of clay loam, sandy loam and fine sand, A-4, alluvium (ML)
	106	
	115	FINE SAND, brown, saturated, very dense, A-3, alluvium (SP)
54/.5	61/.5 70/.3	SANDY LOAM, brown, wet, very dense, lens of silt loam, A-4, alluvium (SM)
65/.5	93/.5 104/.5	PLASTIC SILT LOAM, brown, moist, very hard, lenses and laminations of fine sand, A-6, alluvium (CL)
67/.5	122/.5 70/.2	
70/.5	139/.5	FINE SAND, brown, saturated, very dense, A-3, alluvium (SP)
65/.5	97/.5 139/.4	SILT LOAM, brown, wet, very dense, A-4, alluvium (SP)
		SILT LOAM, brown, moist, very dense, laminations of loamy sand, A-4, alluvium (ML)
		SILT LOAM, brown, wet, very dense, A-4, alluvium (ML)
		Bottom of Hole - 80.9

Multiple blow counts shown on single line represent 6 in. or partial penetration values
Blow counts shown with asterisk (*) represent 3 in. diameter split spoon samples

B-338
Elevation 608.0

Coh (psf)	SPT N60	
		No Sampling 0'-20'
970	42	CLAY, reddish brown, moist, very stiff, laminations and lenses of silt loam and fine sand, A-7-6, alluvium (CH)
	74	
	85	FINE SAND, brown, saturated, very dense, lenses of loamy fine sand, A-3, alluvium (SP)
	97	
	101	FINE SAND, brown, saturated, very dense, A-3, alluvium (SP)
	115	
19/.5	58/.5 70/.3	SILTY CLAY LOAM, brown, moist, very hard, A-6, alluvium (CL)
39/.5	63/.5 70/.4	SILT LOAM, brown, moist, very dense, laminations of clay below 49.5', A-4, alluvium (ML)
25/.5	39/.5 70/.4	LOAMY FINE SAND, brown, wet, very dense, A-2-4, alluvium (SM)
29/.5	64/.5 70/.4	SILT LOAM, brown, wet, very dense, laminations of sandy loam and silty clay loam, A-4, alluvium (ML)
24/.5	68/.5 70/.3	
29/.5	53/.5 70/.3	SILT LOAM, brown, wet, very dense, A-4, alluvium (ML)
		SILT LOAM, brown, moist, very dense, lens of silty clay loam, A-4, alluvium (ML)
		Bottom of Hole - 75.8'

Multiple blow counts shown on single line represent 6 in. or partial penetration values
Blow counts shown with asterisk (*) represent 3 in. diameter split spoon samples

B-339
Elevation 611.3

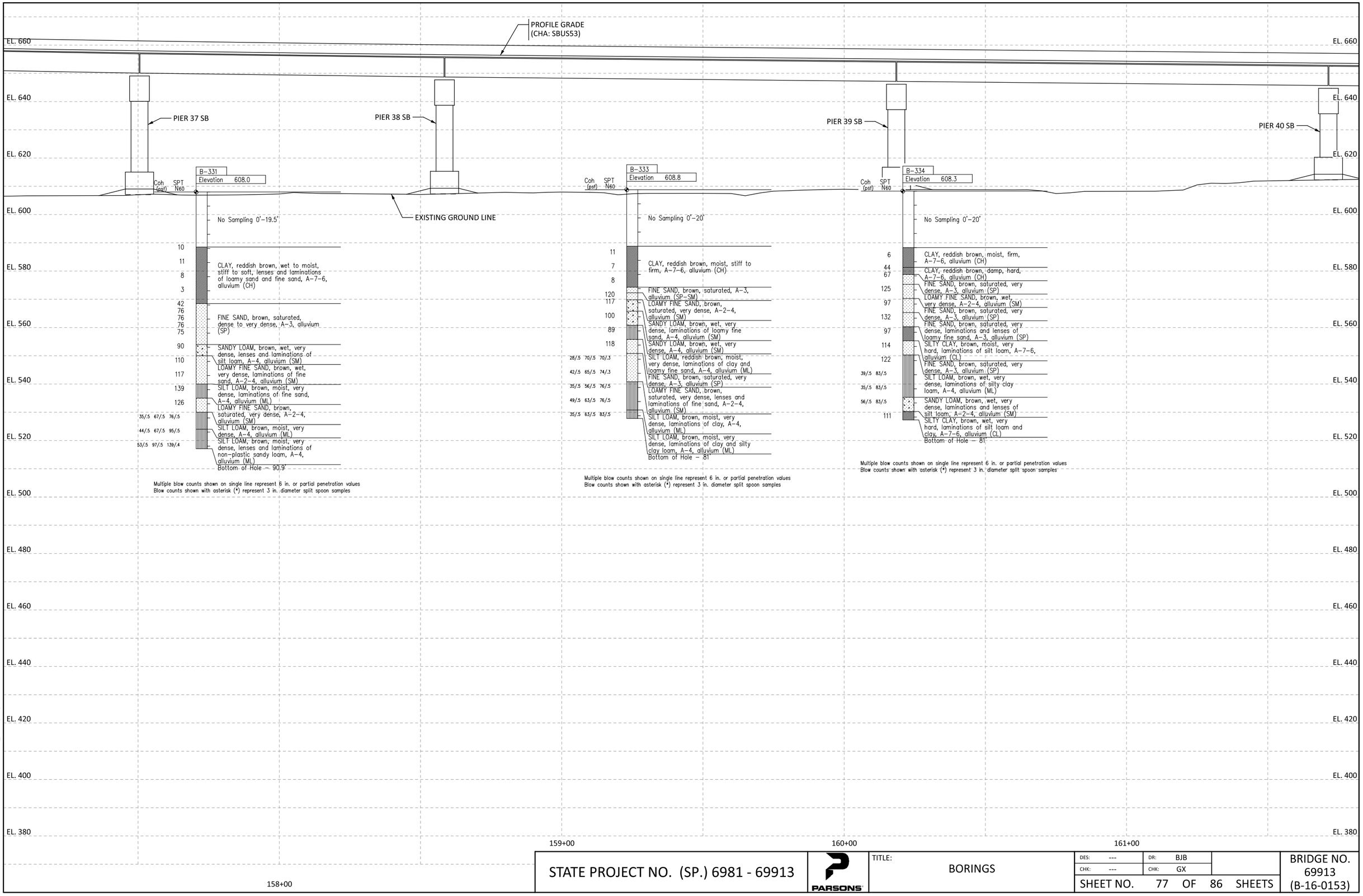
Coh (psf)	SPT N60	
		No Sampling 0'-20'
	79	FINE SAND, brown, saturated, very dense, A-3, alluvium (SP)
	92	LOAMY FINE SAND, brown, wet, very dense, A-2-4, alluvium (SM)
	64	SILT LOAM, brown, wet, very dense, laminations of fine sand and clay, A-4, alluvium (ML)
	89	
	106	CLAY, reddish brown, moist, very hard, laminations and lenses of silt loam, loamy fine sand and silty clay loam, A-7-6, alluvium (CH)
	135	
	135	FINE SAND, brown, saturated, very dense, A-3, alluvium (SP)
44/.5	70/.5	SILT LOAM, brown, wet, very dense, laminations of loamy fine sand, A-4, alluvium (ML)
	121	SANDY LOAM, brown to reddish brown, wet, very dense, laminations and lenses of clay and silt loam, A-4, alluvium (SM)
39/.5	70/.5	
47/.5	67/.5 70/.3	SILT LOAM, brown, wet, very dense, A-4, alluvium (ML)
53/.5	57/.5 70/.3	PLASTIC LOAM, brown to reddish brown, wet, very hard, lenses and laminations of clay and silt, A-6, alluvium (CL)
54/.5	70/.3	
		SILT LOAM, reddish brown, moist, very dense, laminations of clay, silty clay loam and non-plastic sandy loam, A-4, alluvium (ML)
		SILT LOAM, brown, wet, very dense, A-4, alluvium (ML)
		Bottom of Hole - 75.3'

Multiple blow counts shown on single line represent 6 in. or partial penetration values
Blow counts shown with asterisk (*) represent 3 in. diameter split spoon samples

158+00 159+00 160+00 161+00 162+00

Plotted By: PARSONS\p009395D
Date Plotted: 2-JAN-2025
Time Plotted: 9:43:02 AM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 076_Borings.dgn

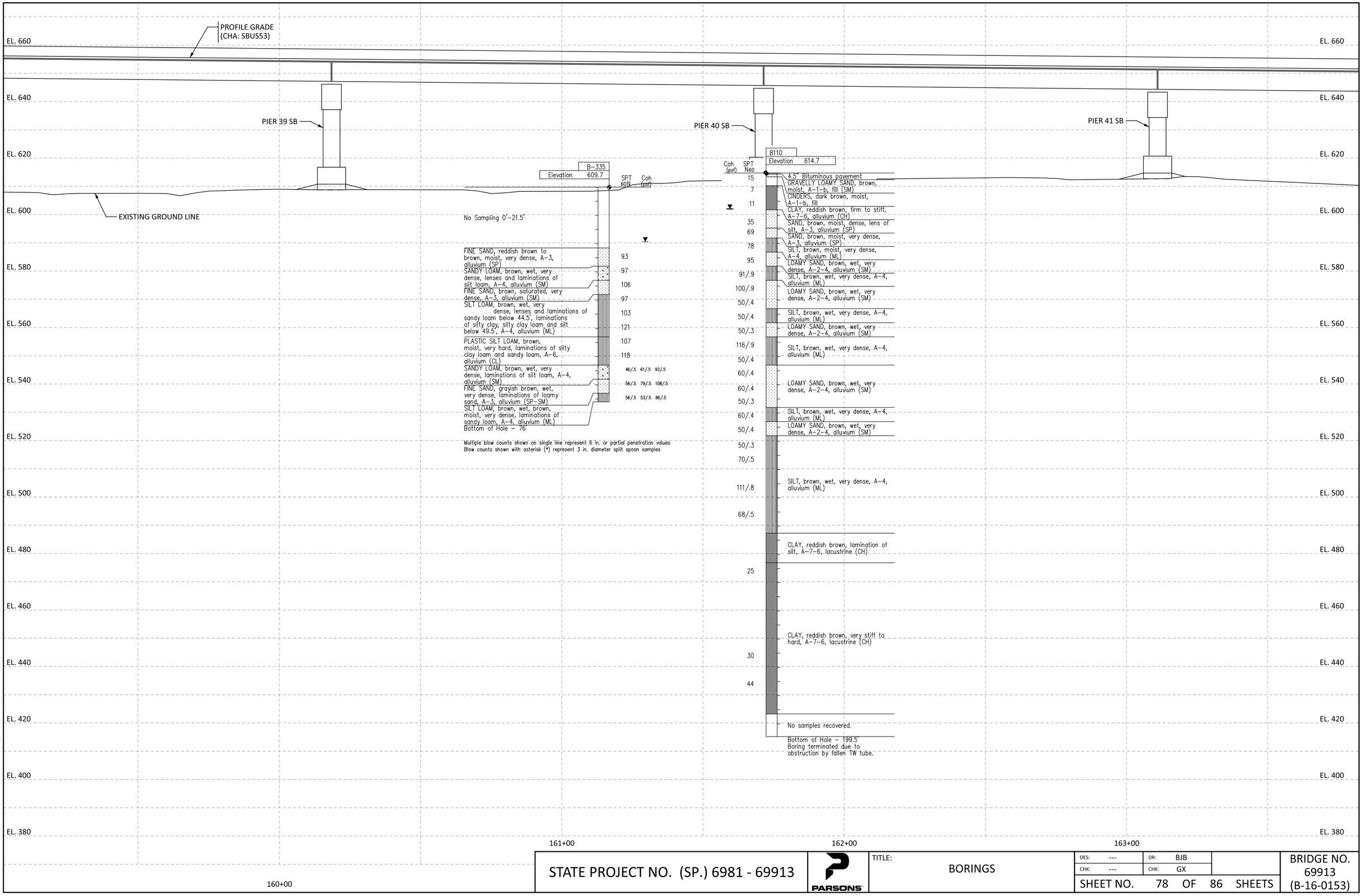
STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: BORINGS	DES: --- DR: BJB CHK: --- CHK: GX	BRIDGE NO. 69913 (B-16-0153)
			SHEET NO. 76 OF 86 SHEETS	



Plotted By: PARSONS\p009395D
Date Plotted: 2-JAN-2025
Time Plotted: 9:42:52 AM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 077_Borings.dgn

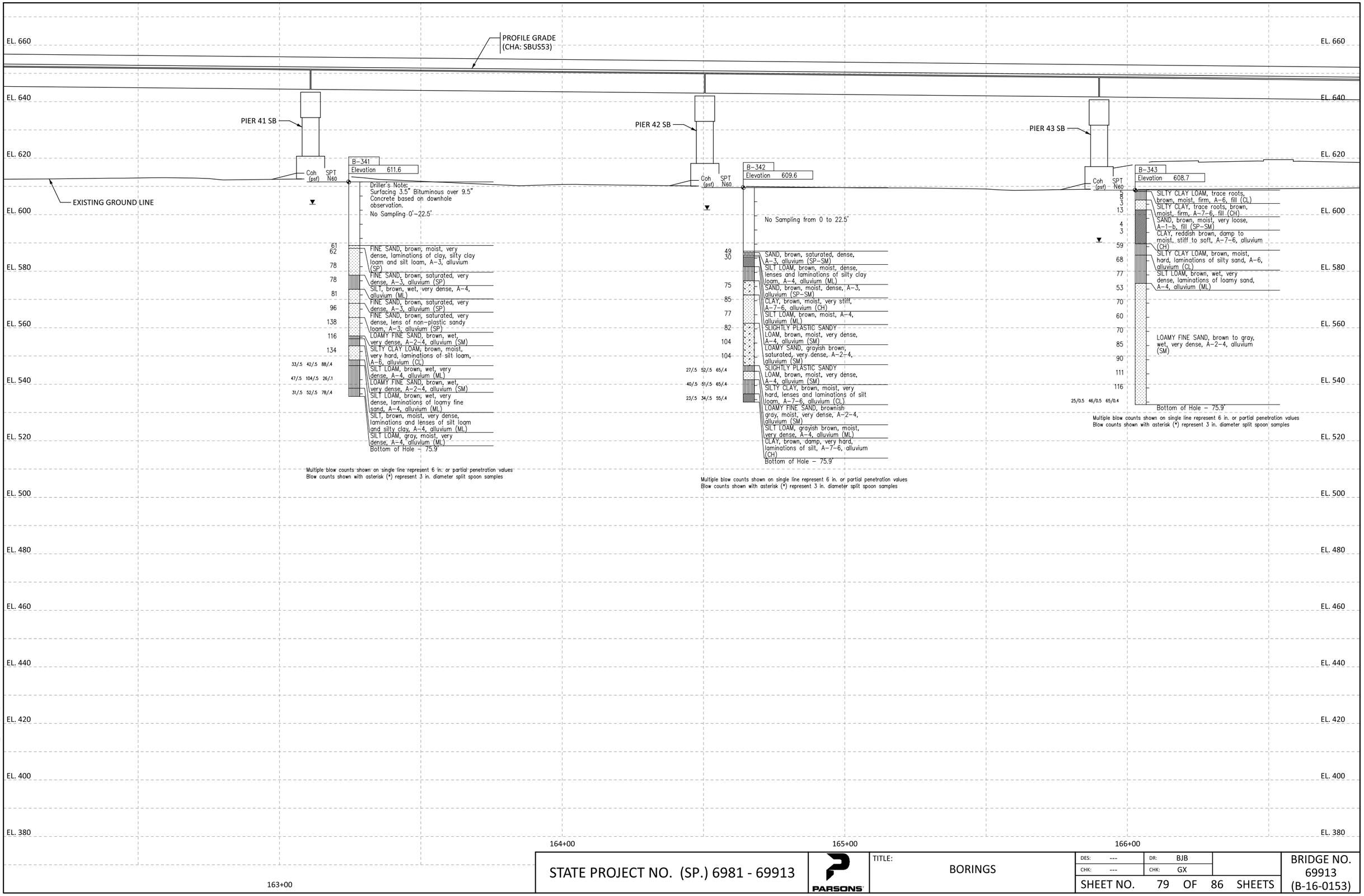
STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: BORINGS	DES: --- DR: BJB CHK: --- CHK: GX SHEET NO. 77 OF 86 SHEETS

BRIDGE NO. 69913 (B-16-0153)



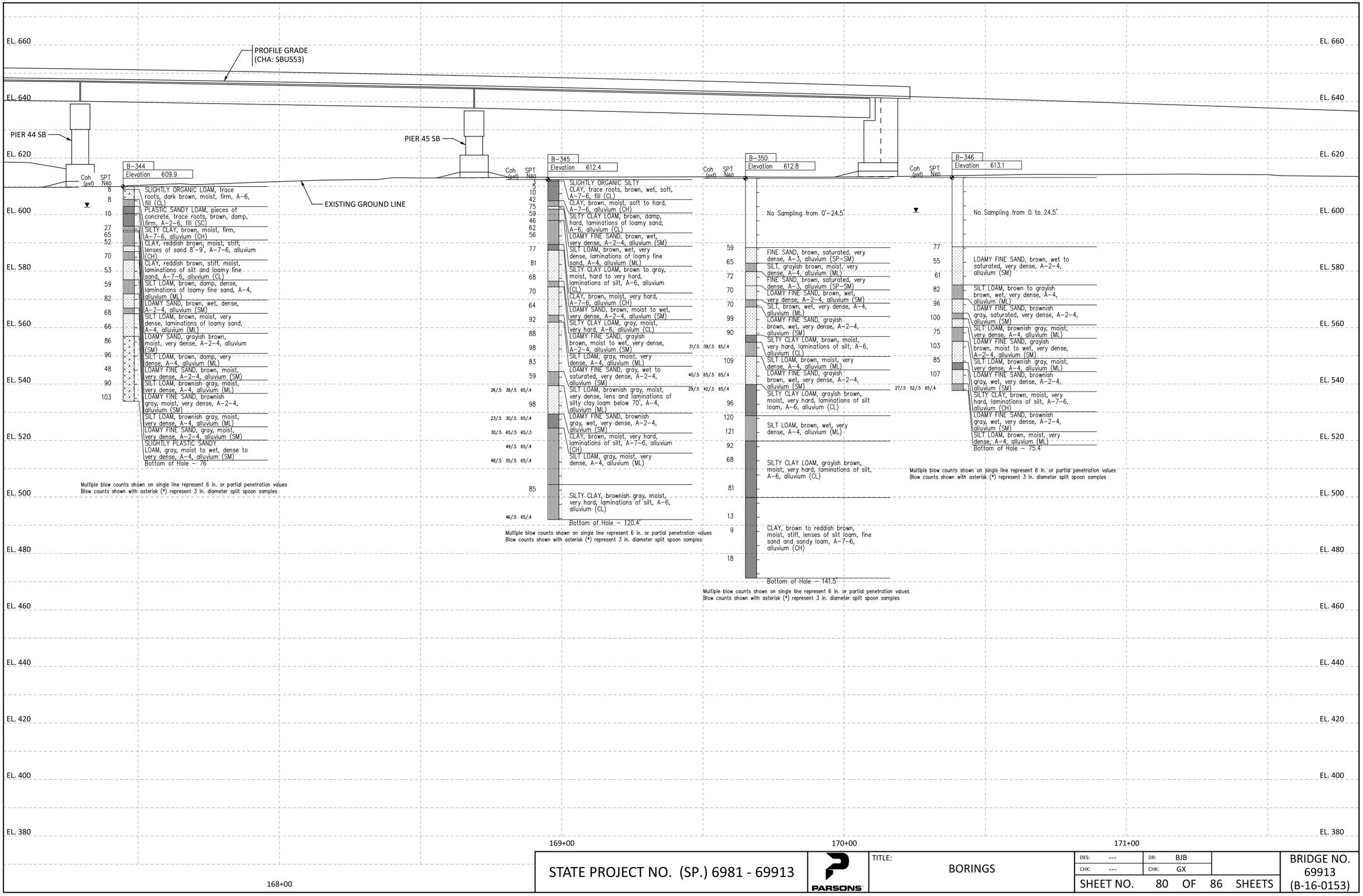
Plotted By: PARSONS\pd009395D
Date Plotted: 2-JAN-2025
Time Plotted: 9:42:38 AM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 078_Borings.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: BORINGS	DES: --- DR: BJB CHK: --- CHK: GX SHEET NO. 78 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)



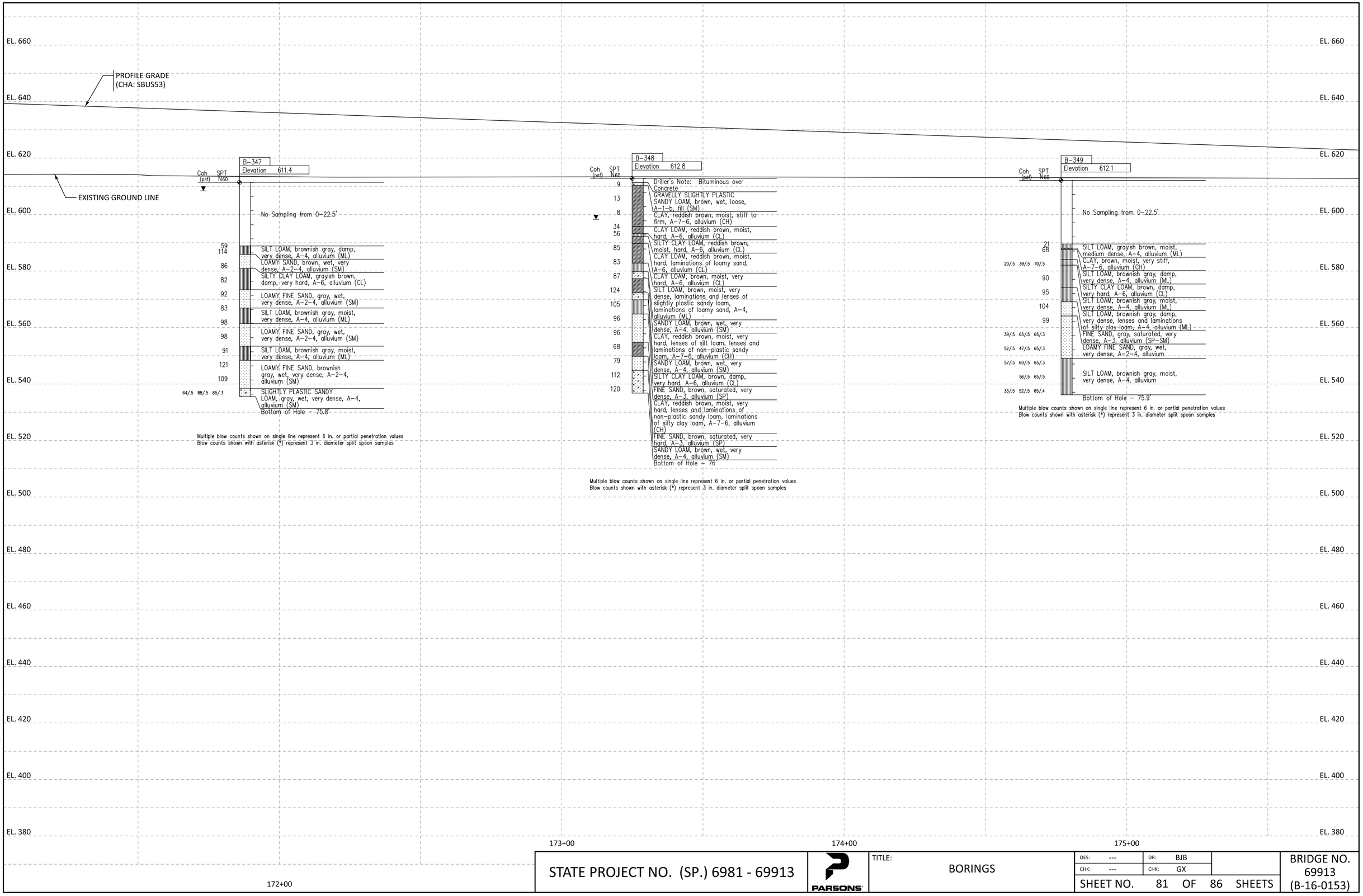
Plotted By: PARSONS\p009395D
Date Plotted: 2-JAN-2025
Time Plotted: 9:42:33 AM Central
Pen Table: ICS MnDOT-jplot.pen
File Path: 079_Borings.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: BORINGS	DES: --- DR: BJB CHK: --- CHK: GX SHEET NO. 79 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)



Plotted By: PARSONS\p0093950
Date Plotted: 2-JAN-2025
Time Plotted: 9:42:49 AM Central
Pen Table: ICS MnDOT-jplot.pen
File Path: 080_Borings.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: BORINGS	DES: --- DR: BJB CHK: --- CHK: GX SHEET NO. 80 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)



Plotted By: PARSONS\p009395D
Date Plotted: 2-JAN-2025
Time Plotted: 9:43:01 AM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 081_Borings.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: BORINGS	DES: --- DR: BJB CHK: --- CHK: GX	BRIDGE NO. 69913 (B-16-0153)
			SHEET NO. 81 OF 86 SHEETS	

AESTHETICS DETAILS IN PROCESS --- ABUTMENT DETAILS TO BE ADDED LATER

NOTES:

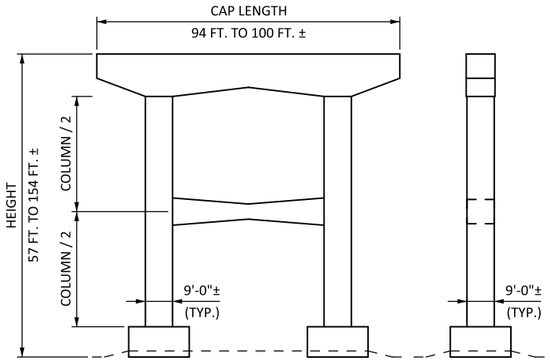
AESTHETIC DETAILS ARE IN PROCESS. SEE FINAL VISUAL QUALITY MANUAL FOR ADDITIONAL DETAILS.

UNLESS OTHERWISE NOTED, PROVIDE A ¾" CHAMFER ON ALL HORIZONTAL OR VERTICAL CORNERS / EDGES OF 90° OR LESS.

DIMENSIONS SHOWN ARE RECOMMENDED ONLY - FOR CHANGES OR REVISIONS CONSULT THE FINAL VISUAL QUALITY MANUAL.

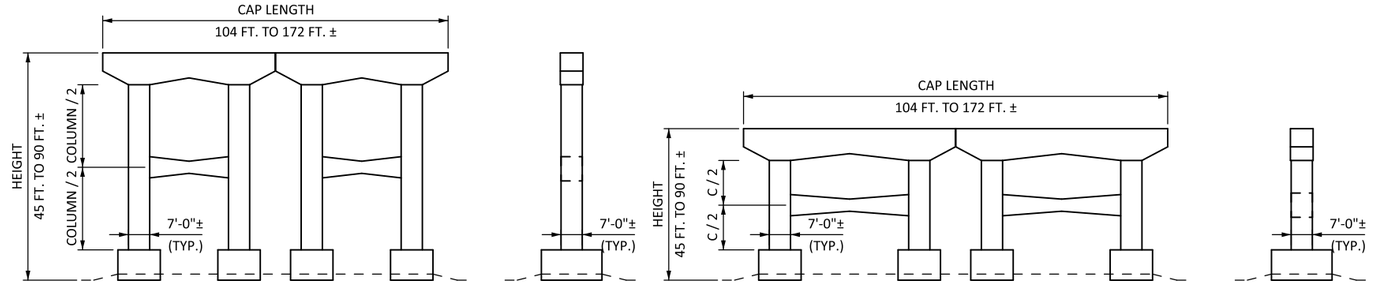
STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: AESTHETICS ABUTMENTS	DES: --- DR: GLJ CHK: --- CHK: BJB	SHEET NO. 82 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)

Plotted By: PARSONS\p009395D
Date Plotted: 20-JAN-2025
Time Plotted: 12:50:03 PM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 082-Aesthetics.dgn



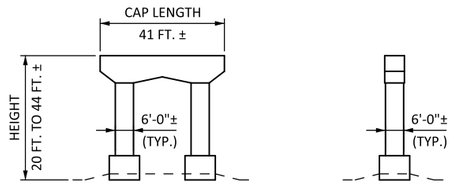
ELEVATION SECTION

PIERS 1-10 & 13-27



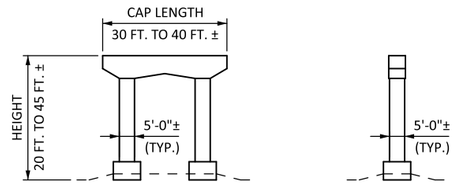
ELEVATION SECTION ELEVATION SECTION

PIERS 28-36



ELEVATION SECTION

PIERS 37-45 N.B. & S.B.



ELEVATION SECTION

PIERS 37-40 RAMPS C & D

NOTES:

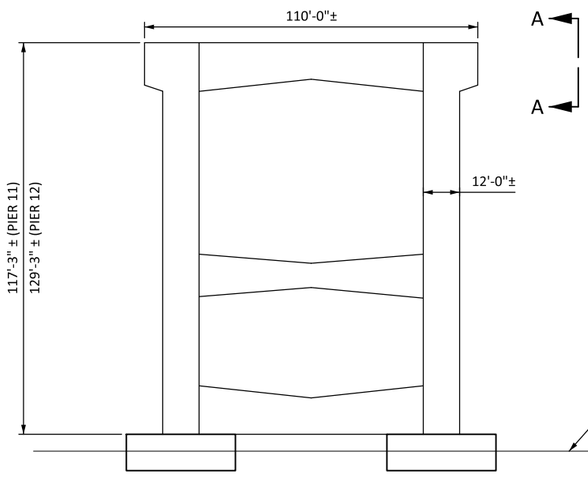
AESTHETIC DETAILS ARE IN PROCESS. SEE FINAL VISUAL QUALITY MANUAL FOR ADDITIONAL DETAILS.

UNLESS OTHERWISE NOTED, PROVIDE A ¾" CHAMFER ON ALL HORIZONTAL OR VERTICAL CORNERS / EDGES OF 90° OR LESS.

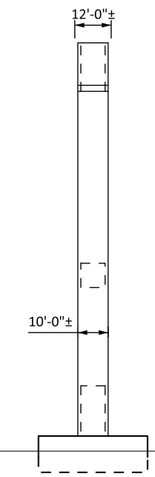
DIMENSIONS SHOWN ARE RECOMMENDED ONLY - FOR CHANGES OR REVISIONS CONSULT THE FINAL VISUAL QUALITY MANUAL.

Plotted By: PARSONS\p009395D
Date Plotted: 20-JAN-2025
Time Plotted: 11:07:59 AM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 083-Aesthetics.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: AESTHETICS PIERS - APPROACHES	DES: --- DR: GLJ CHK: --- CHK: BJB	SHEET NO. 83 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)



ELEVATION



SECTION A-A

NOTES:

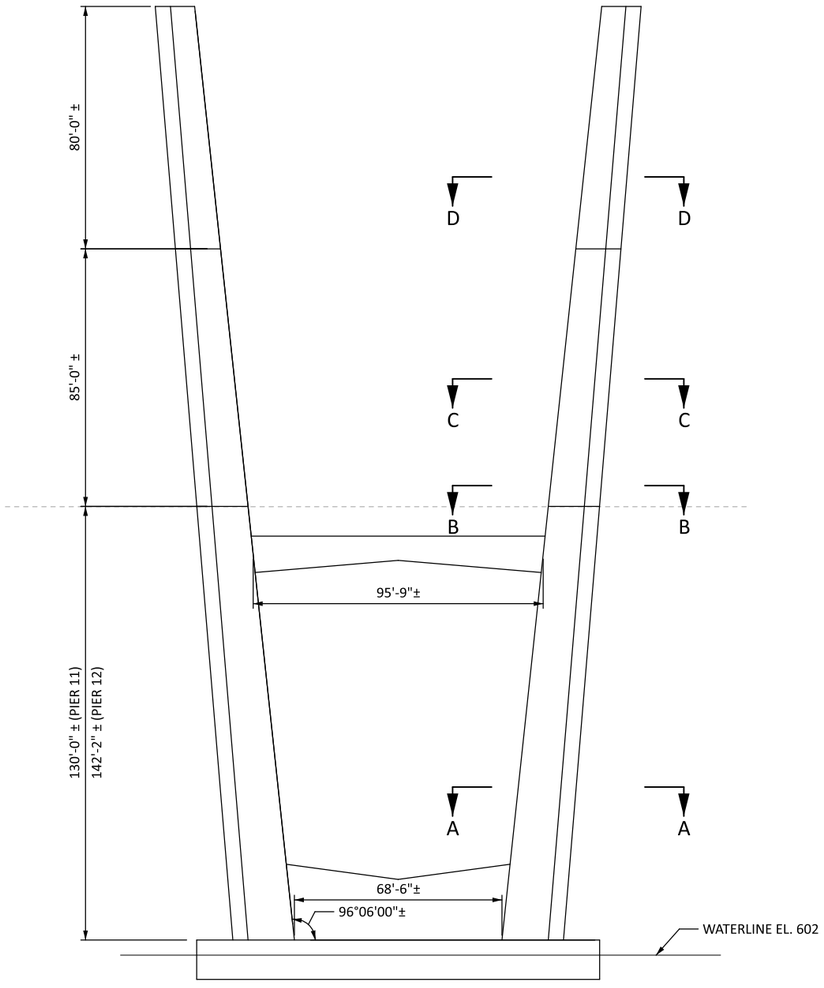
AESTHETIC DETAILS ARE IN PROCESS. SEE FINAL VISUAL QUALITY MANUAL FOR ADDITIONAL DETAILS.

UNLESS OTHERWISE NOTED, PROVIDE A ¾" CHAMFER ON ALL HORIZONTAL OR VERTICAL CORNERS / EDGES OF 90° OR LESS.

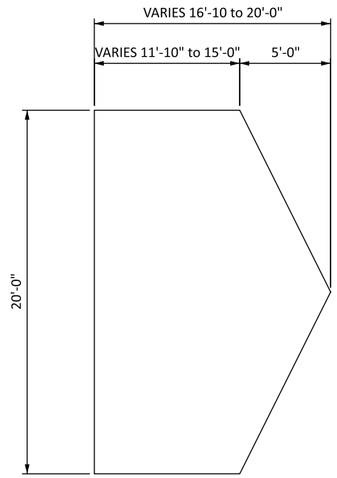
DIMENSIONS SHOWN ARE RECOMMENDED ONLY - FOR CHANGES OR REVISIONS CONSULT THE FINAL VISUAL QUALITY MANUAL.

Plotted By: PARSONS\p009395D
Date Plotted: 20-JAN-2025
Time Plotted: 12:50:09 PM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 084-Aesthetics.dgn

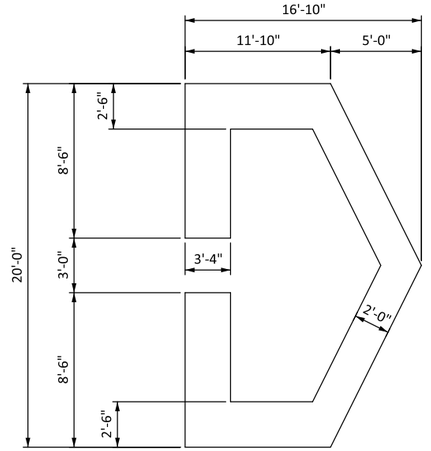
STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: AESTHETICS PIERS - ARCH	DES: --- DR: GLJ CHK: --- CHK: BJB SHEET NO. 84 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)



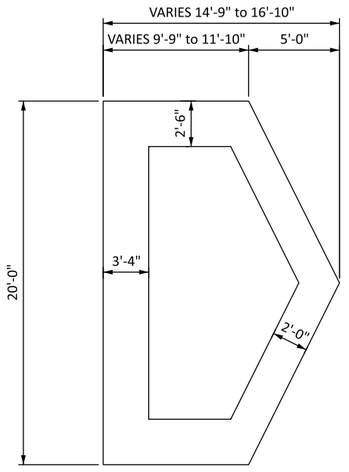
ELEVATION



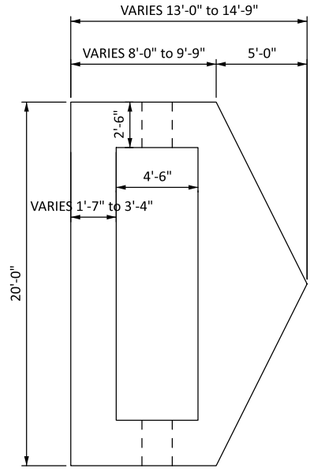
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

NOTES:

AESTHETIC DETAILS ARE IN PROCESS. SEE FINAL VISUAL QUALITY MANUAL FOR ADDITIONAL DETAILS.

UNLESS OTHERWISE NOTED, PROVIDE A ¾" CHAMFER ON ALL HORIZONTAL OR VERTICAL CORNERS / EDGES OF 90° OR LESS.

DIMENSIONS SHOWN ARE RECOMMENDED ONLY - FOR CHANGES OR REVISIONS CONSULT THE FINAL VISUAL QUALITY MANUAL.

Plotted By: PARSONS\jp009395D
Date Plotted: 20-JAN-2025
Time Plotted: 12:50:29 PM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 085-Aesthetics.dgn

STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: AESTHETICS PIERS - CABLE STAY	DES: --- DR: GLJ CHK: --- CHK: BJB	SHEET NO. 85 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)

AESTHETICS DETAILS IN PROCESS --- SIDEWALK / LIGHTING / RAILING DETAILS TO BE ADDED LATER

NOTES:

AESTHETIC DETAILS ARE IN PROCESS. SEE FINAL VISUAL QUALITY MANUAL FOR ADDITIONAL DETAILS.

UNLESS OTHERWISE NOTED, PROVIDE A ¾" CHAMFER ON ALL HORIZONTAL OR VERTICAL CORNERS / EDGES OF 90° OR LESS.

DIMENSIONS SHOWN ARE RECOMMENDED ONLY - FOR CHANGES OR REVISIONS CONSULT THE FINAL VISUAL QUALITY MANUAL.

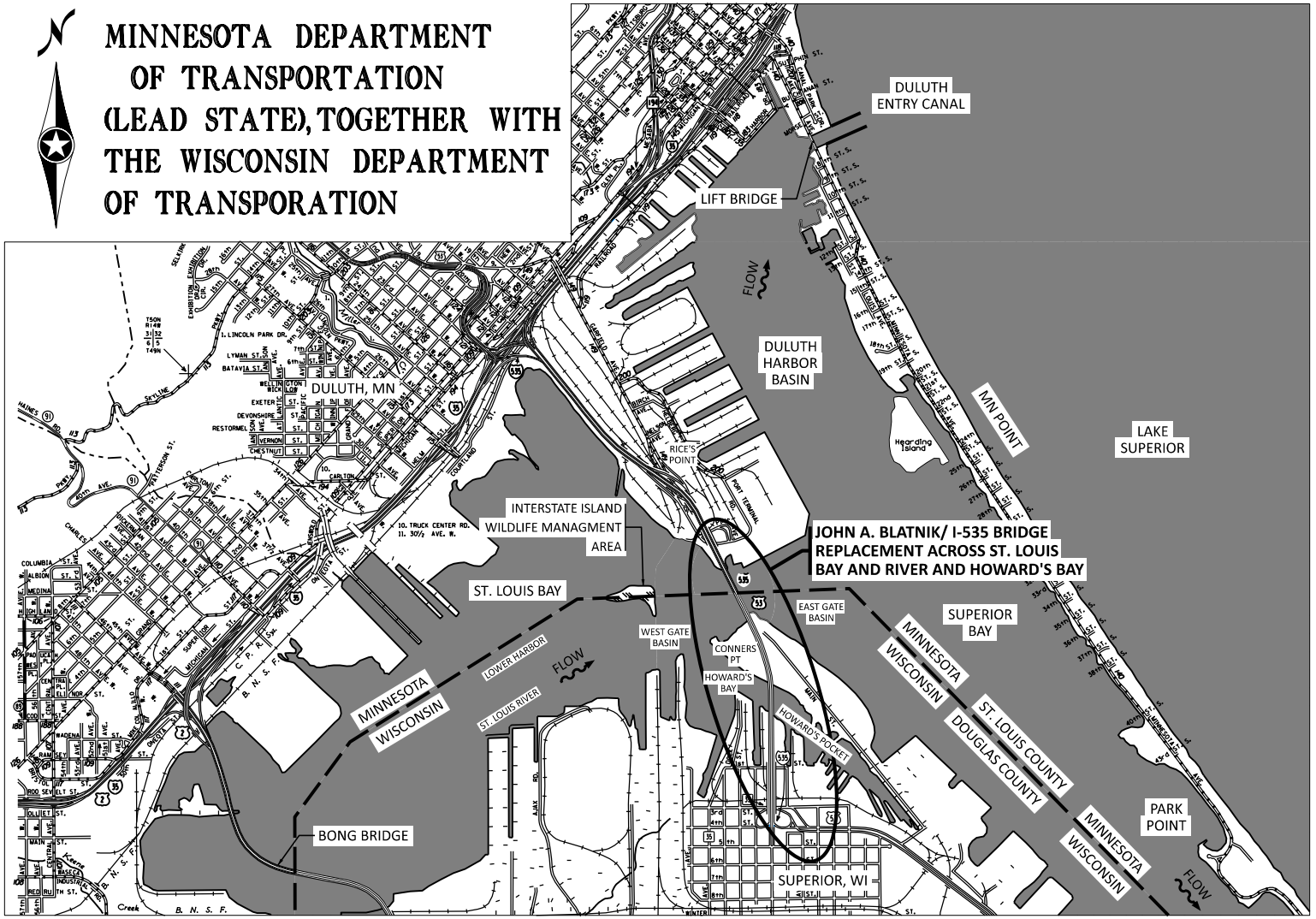
Plotted By: PARSONS\p009395D
Date Plotted: 20-JAN-2025
Time Plotted: 12:50:12 PM Central
Pen Table: ICS MnDOT-iplot.pen
File Path: 086-Aesthetics.dgn

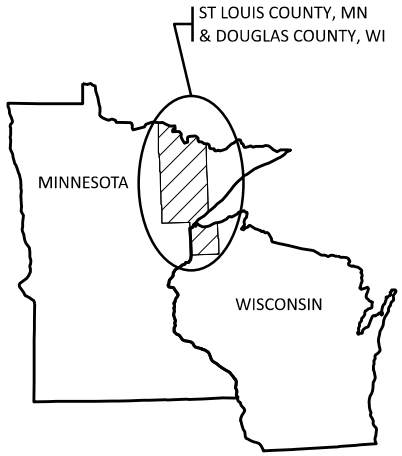
STATE PROJECT NO. (SP.) 6981 - 69913	PARSONS	TITLE: AESTHETICS MISCELLANEOUS	DES: --- DR: GLJ CHK: --- CHK: BJB	SHEET NO. 86 OF 86 SHEETS	BRIDGE NO. 69913 (B-16-0153)

Appendix B

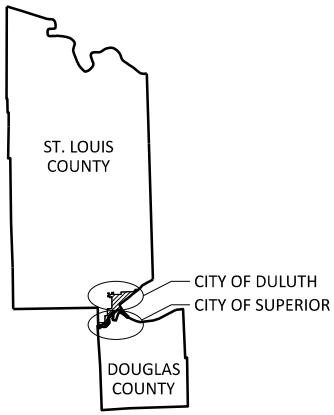
U.S. Coast Guard Figures

MINNESOTA DEPARTMENT OF TRANSPORTATION (LEAD STATE), TOGETHER WITH THE WISCONSIN DEPARTMENT OF TRANSPORATION





STATE OF MINNESOTA & WISCONSIN



ST. LOUIS COUNTY, MN &
DOUGLAS COUNTY, WI

LOCATION/VICINITY MAP

SCALE
1600 0 1600 3200 FEET
500 0 500 1000 METERS

2016
BASIC DATA - 2013

TIME : 12:40:18 PM
PLOTTED : 2/6/2025
PATH & FILENAME: c:\projectwise\pw working\mekh1eri\d2630037\Br69913 Blatnik USCG Permit.dgn

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

CERTIFIED BY: _____
LICENSED PROFESSIONAL ENGINEER DATE

NAME: _____ LIC. NO. _____

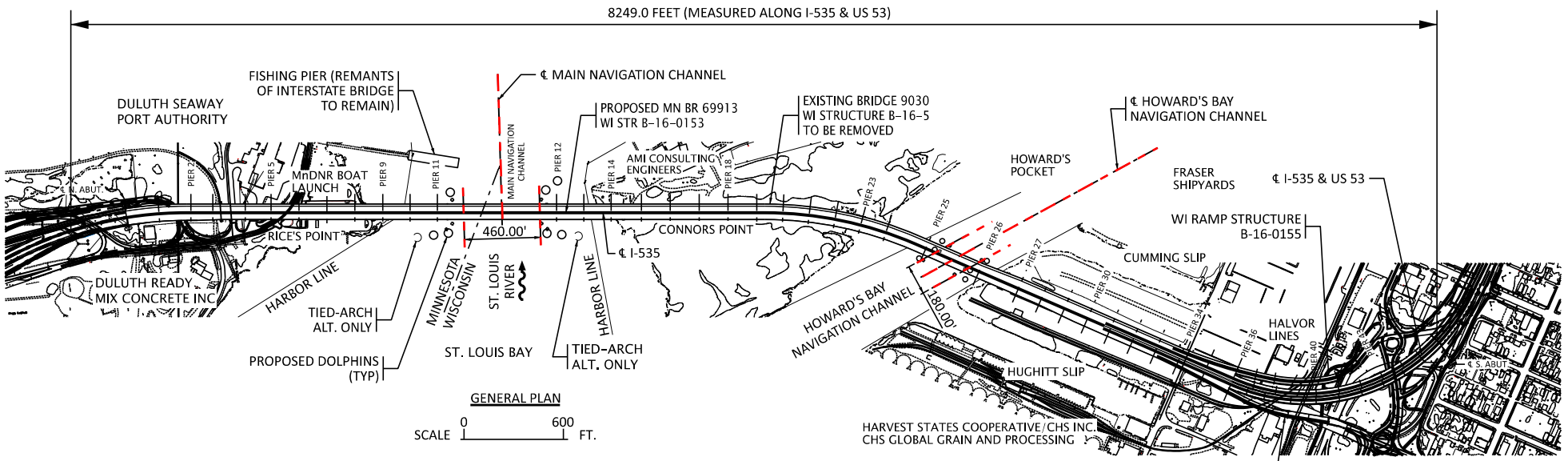
CONCEPTUAL PLANS TO OBTAIN COAST GUARD BRIDGE PERMIT.

DEPARTMENT OF TRANSPORTATION

JOHN A. BLATNIK/ I-535 BRIDGE REPLACEMENT
I-535 ACROSS ST. LOUIS BAY AND RIVER (MILE POINT 2.74), AND HOWARD'S BAY (0.48 MILES INTO HOWARD'S POCKET FROM MILE POINT 3.02)
WITHIN THE PORT OF DULUTH SUPERIOR
CITY OF DULUTH, ST. LOUIS COUNTY, MN AND
CITY OF SUPERIOR, DOUGLAS COUNTY, WI

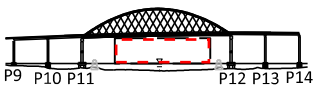
APPLICATION BY MINNESOTA DEPARTMENT OF TRANSPORATION

SHEET 1 OF 6 DATE: FEBRUARY 10, 2025

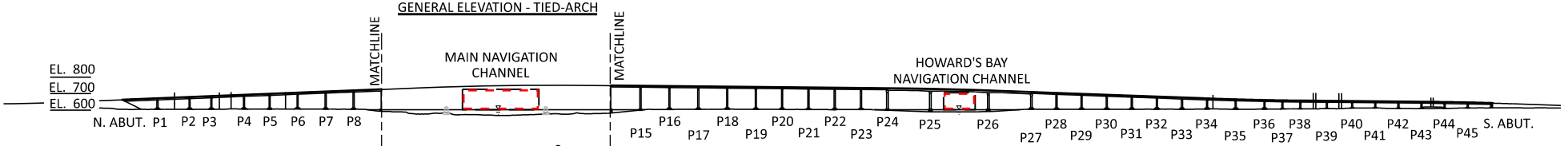


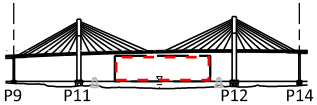
GENERAL PLAN

SCALE 0 600 FT.



GENERAL ELEVATION - TIED-ARCH





GENERAL ELEVATION - CABLE STAY

MAIN SPAN ALTERNATIVE DESIGNS

GENERAL ELEVATION

SCALE 0 600 FT.

NOTES:

REMOVAL OF EXISTING BRIDGE AND CONSTRUCTION OF NEW BRIDGE WILL REQUIRE TEMPORARY CHANNEL RESTRICTIONS. CONTRACTOR MUST PLAN REMOVAL AND CONSTRUCTION OPERATIONS TO MINIMIZE DURATION OF NAVIGATION CHANNEL RESTRICTIONS. BRIDGE REMOVAL DURING OFF-PEAK NAVIGATION SEASON IS HIGHLY ENCOURAGED BY THE UNITED STATES COAST GUARD AND SUBJECT TO APPROVAL.

CONTRACTOR SUBMITTALS FOR ALL TEMPORARY CHANNEL RESTRICTIONS WILL BE REQUIRED IN ADVANCE OF CONSTRUCTION FOR REVIEW AND APPROVAL BY THE UNITED STATES COAST GUARD.

ESTIMATED VOLUME OF FILL PLACED BELOW 100 YEAR FLOOD ELEV. 604.42 (IGLD) = 23065 CUBIC YARDS.

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

CERTIFIED BY: _____
LICENSED PROFESSIONAL ENGINEER DATE

NAME: _____ LIC. NO. _____

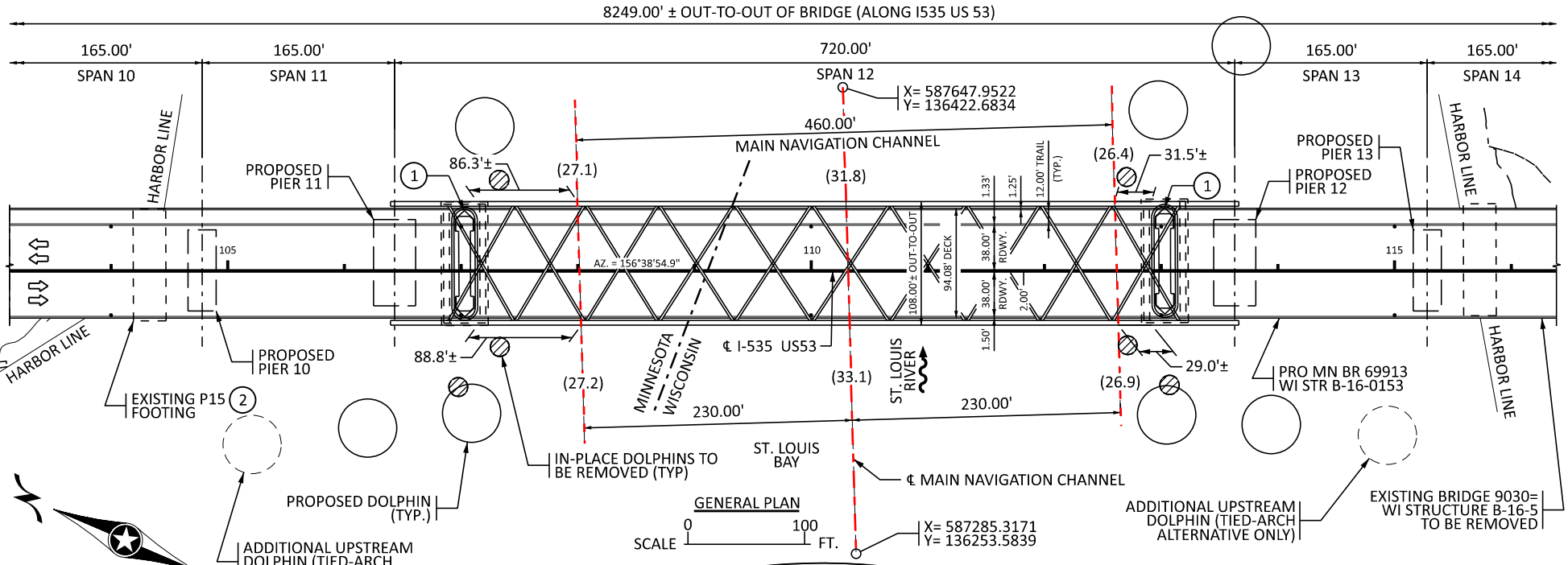
CONCEPTUAL PLANS TO OBTAIN COAST GUARD BRIDGE PERMIT.

DEPARTMENT OF TRANSPORTATION

JOHN A. BLATNIK / I-535 BRIDGE REPLACEMENT
I-535 ACROSS ST. LOUIS BAY AND RIVER (MILE POINT 2.74), AND HOWARD'S BAY (0.48 MILES INTO HOWARD'S POCKET FROM MILE POINT 3.02)
WITHIN THE PORT OF DULUTH SUPERIOR
CITY OF DULUTH, ST. LOUIS COUNTY, MN AND
CITY OF SUPERIOR, DOUGLAS COUNTY, WI
APPLICATION BY MINNESOTA DEPARTMENT OF TRANSPORATION

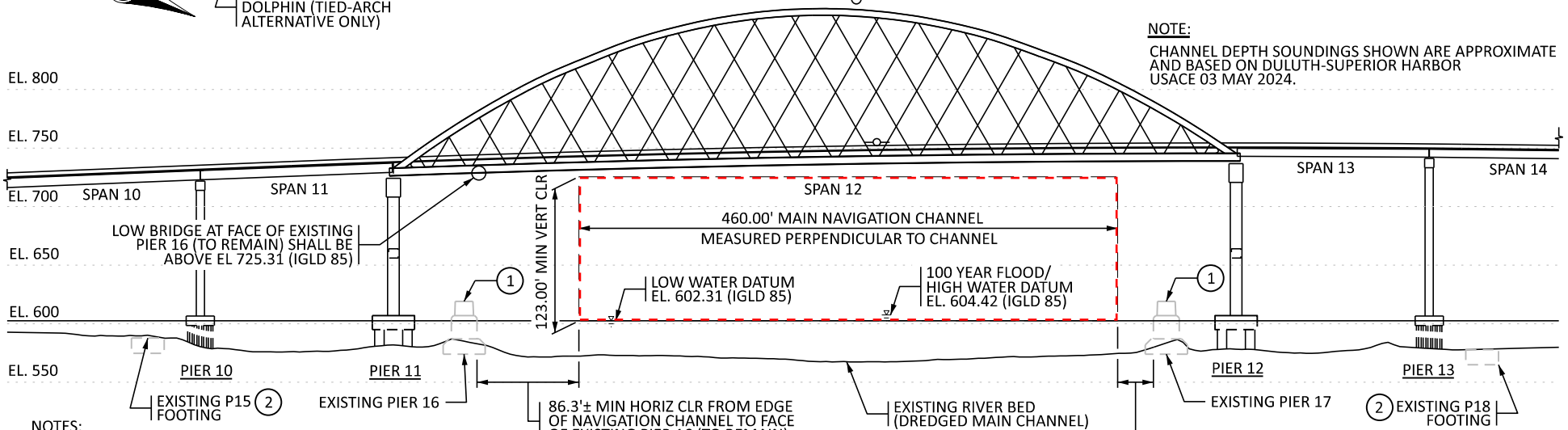
SHEET 2 OF 6 DATE: FEBRUARY 10, 2025

TIME : 12:39:09 PM
PLOTTED : 2/6/2025
PATH & FILENAME: c:\projectwise\pw working\mekh1eri\d2630037\Br69913 Blatnik USCG Permit.dgn



NOTE:

CHANNEL DEPTH SOUNDINGS SHOWN ARE APPROXIMATE AND BASED ON DULUTH-SUPERIOR HARBOR USACE 03 MAY 2024.



NOTES:

1. EXISTING PIERS 16 AND 17 TO BE RECONSTRUCTED FOR VESSEL COLLISION PROTECTION. REMOVE TO TOP OF STRUT EL 691.0
2. EXISTING PIER P14, P15, P18 TO BE REMOVED TO RIVER BED ELEVATION

MAIN SPAN - ARCH ALTERNATIVE

GENERAL ELEVATION

SCALE 0 100 FT.

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

CERTIFIED BY: _____
LICENSED PROFESSIONAL ENGINEER DATE

NAME: _____ LIC. NO. _____

CONCEPTUAL PLANS TO OBTAIN COAST GUARD BRIDGE PERMIT.

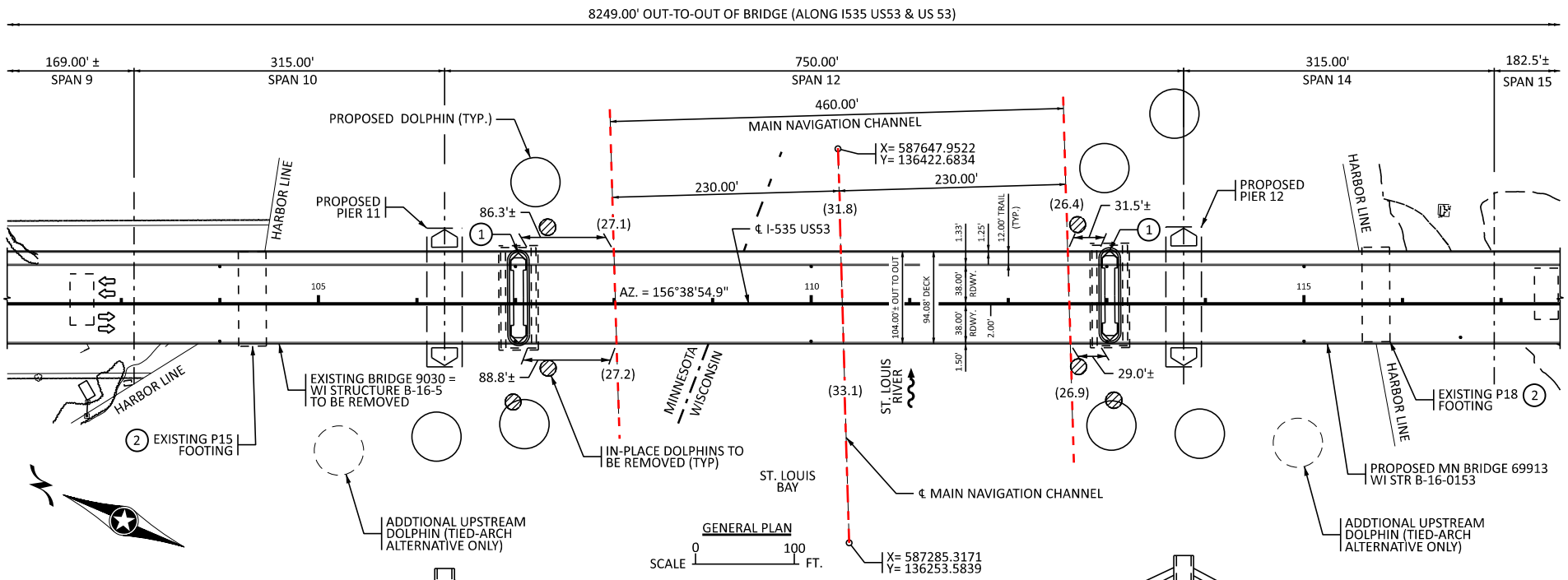
DEPARTMENT OF TRANSPORTATION

JOHN A. BLATNIK / I-535 BRIDGE REPLACEMENT
I-535 ACROSS ST. LOUIS BAY AND RIVER (MILE POINT 2.74), AND HOWARD'S BAY (0.48 MILES INTO HOWARD'S POCKET FROM MILE POINT 3.02)
WITHIN THE PORT OF DULUTH SUPERIOR
CITY OF DULUTH, ST. LOUIS COUNTY, MN AND
CITY OF SUPERIOR, DOUGLAS COUNTY, WI

APPLICATION BY MINNESOTA DEPARTMENT OF TRANSPORATION

SHEET 3 OF 6 DATE: FEBRUARY 10, 2025

TIME : 11:14:57 AM
PLOTTED : 2/6/2025
PATH & FILENAME: c:\projectwise\pw working\mekh1eri\d2630037\Br69913 Blatnik USCG Permit.dgn



NOTE:
CHANNEL DEPTH SOUNDINGS SHOWN ARE APPROXIMATE AND BASED ON DULUTH-SUPERIOR HARBOR USACE 03 MAY 2024.

NOTES:
1. EXISTING PIERS 16 AND 17 TO BE RECONSTRUCTED FOR VESSEL COLLISION PROTECTION. REMOVE TO TOP OF STRUT EL 619.0
2. EXISTING PIER P14, P15, P18 TO BE REMOVED TO RIVER BED ELEVATION

MAIN SPAN - CABLE STAY ALTERNATIVE

GENERAL ELEVATION

SCALE 0 100 FT.

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

CERTIFIED BY: _____
LICENSED PROFESSIONAL ENGINEER DATE

NAME: _____ LIC. NO. _____

CONCEPTUAL PLANS TO OBTAIN COAST GUARD BRIDGE PERMIT.

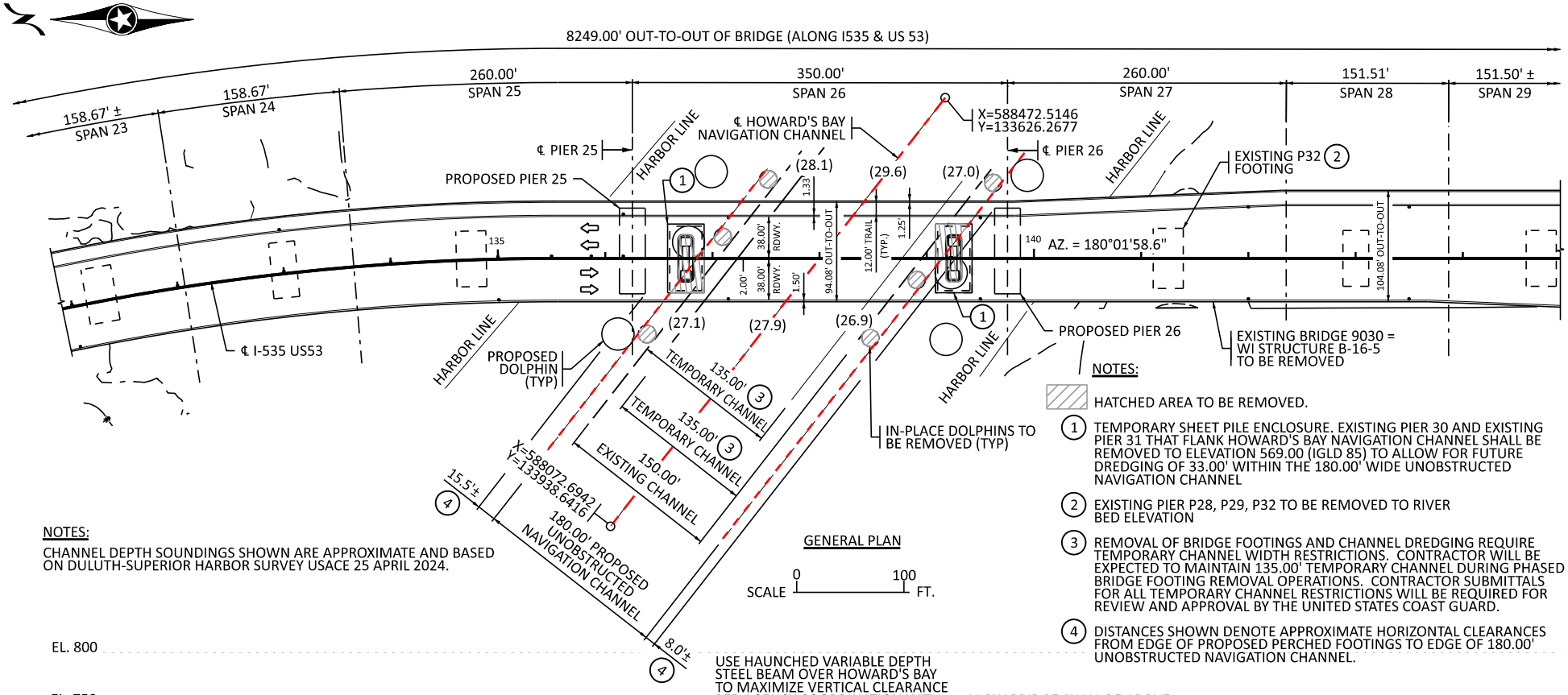
DEPARTMENT OF TRANSPORTATION

JOHN A. BLATNIK / I-535 BRIDGE REPLACEMENT
I-535 ACROSS ST. LOUIS BAY AND RIVER (MILE POINT 2.74), AND HOWARD'S BAY (0.48 MILES INTO HOWARD'S POCKET FROM MILE POINT 3.02)
WITHIN THE PORT OF DULUTH SUPERIOR
CITY OF DULUTH, ST. LOUIS COUNTY, MN AND
CITY OF SUPERIOR, DOUGLAS COUNTY, WI

APPLICATION BY MINNESOTA DEPARTMENT OF TRANSPORATION

SHEET 4 OF 6 DATE: FEBRUARY 10, 2025

TIME : 11:15:42 AM
PLOTTED : 2/6/2025
PATH & FILENAME: c:\projectwise\pw working\mekh1eri\d2630037\Br69913 Blatnik USCG Permit.dgn



NOTES:

CHANNEL DEPTH SOUNDINGS SHOWN ARE APPROXIMATE AND BASED ON DULUTH-SUPERIOR HARBOR SURVEY USACE 25 APRIL 2024.

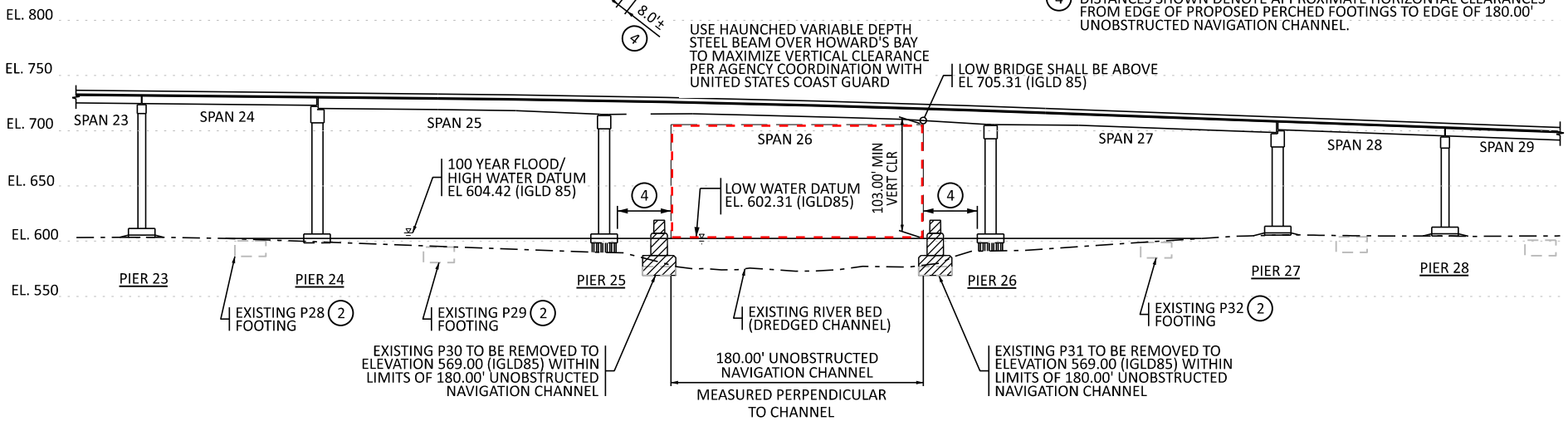
GENERAL PLAN

SCALE 0 100 FT.

NOTES:

HATCHED AREA TO BE REMOVED.

1. TEMPORARY SHEET PILE ENCLOSURE. EXISTING PIER 30 AND EXISTING PIER 31 THAT FLANK HOWARD'S BAY NAVIGATION CHANNEL SHALL BE REMOVED TO ELEVATION 569.00 (IGLD 85) TO ALLOW FOR FUTURE DREDGING OF 33.00' WITHIN THE 180.00' WIDE UNOBSTRUCTED NAVIGATION CHANNEL
2. EXISTING PIER P28, P29, P32 TO BE REMOVED TO RIVER BED ELEVATION
3. REMOVAL OF BRIDGE FOOTINGS AND CHANNEL DREDGING REQUIRE TEMPORARY CHANNEL WIDTH RESTRICTIONS. CONTRACTOR WILL BE EXPECTED TO MAINTAIN 135.00' TEMPORARY CHANNEL DURING PHASED BRIDGE FOOTING REMOVAL OPERATIONS. CONTRACTOR SUBMITTALS FOR ALL TEMPORARY CHANNEL RESTRICTIONS WILL BE REQUIRED FOR REVIEW AND APPROVAL BY THE UNITED STATES COAST GUARD.
4. DISTANCES SHOWN DENOTE APPROXIMATE HORIZONTAL CLEARANCES FROM EDGE OF PROPOSED PERCHED FOOTINGS TO EDGE OF 180.00' UNOBSTRUCTED NAVIGATION CHANNEL.



GENERAL ELEVATION

SCALE 0 100 FT.

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

CERTIFIED BY: _____
LICENSED PROFESSIONAL ENGINEER DATE

NAME: _____ LIC. NO. _____

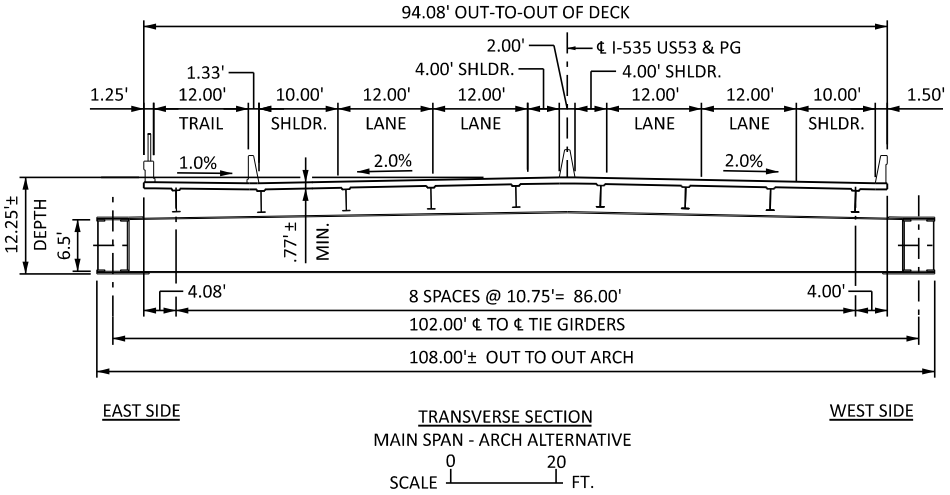
CONCEPTUAL PLANS TO OBTAIN COAST GUARD BRIDGE PERMIT.

DEPARTMENT OF TRANSPORTATION

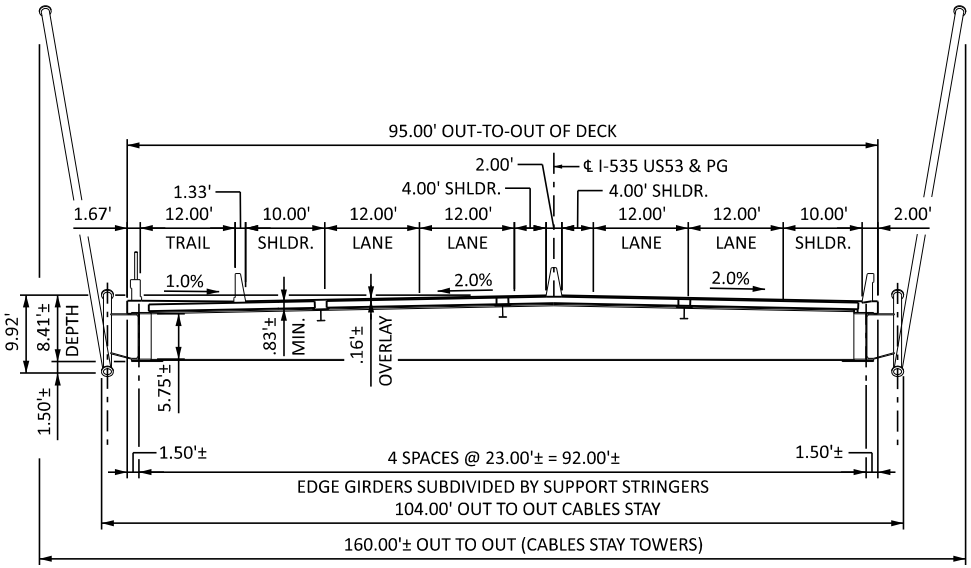
JOHN A. BLATNIK / I-535 BRIDGE REPLACEMENT
I-535 ACROSS ST. LOUIS BAY AND RIVER (MILE POINT 2.74), AND HOWARD'S BAY (0.48 MILES INTO HOWARD'S POCKET FROM MILE POINT 3.02)
WITHIN THE PORT OF DULUTH SUPERIOR
CITY OF DULUTH, ST. LOUIS COUNTY, MN AND
CITY OF SUPERIOR, DOUGLAS COUNTY, WI
APPLICATION BY MINNESOTA DEPARTMENT OF TRANSPORTATION

SHEET 5 OF 6 DATE: FEBRUARY 10, 2025

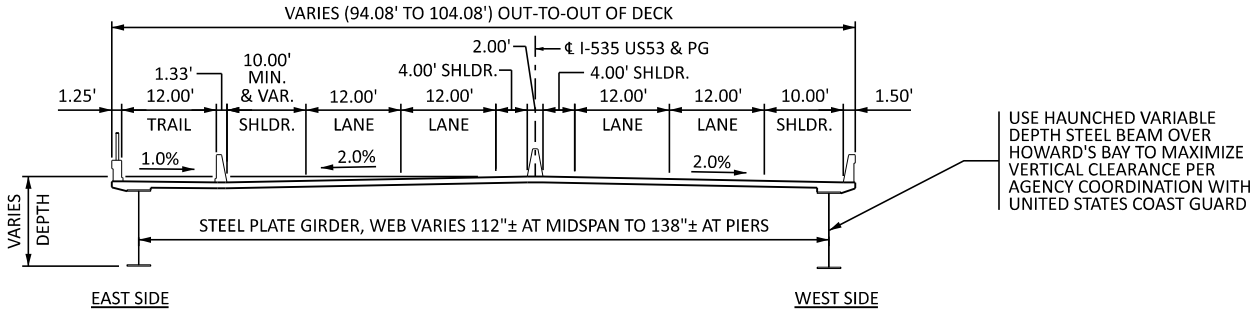
TIME : 12:36:52 PM
PLOTTED : 2/6/2025
PATH & FILENAME: c:\projectwise\pw working\mekh1eri\d2630037\Br69913 Blatnik USCG Permit.dgn



TRANSVERSE SECTION
MAIN SPAN - ARCH ALTERNATIVE
SCALE 0 20 FT.



TRANSVERSE SECTION
MAIN SPAN - CABLE STAY ALTERNATIVE
SCALE 0 20 FT.



TRANSVERSE SECTION
HOWARD'S BAY
SCALE 0 20 FT.

TIME : 11:16:49 AM
PLOTTED : 2/6/2025
PATH & FILENAME: c:\projectwise\pw working\mekh1eri\d2630037\Br69913 Blatnik USCG Permit.dgn

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

CERTIFIED BY: _____
LICENSED PROFESSIONAL ENGINEER DATE

NAME: _____ LIC. NO. _____

CONCEPTUAL PLANS TO OBTAIN COAST GUARD BRIDGE PERMIT.

DEPARTMENT OF TRANSPORTATION

JOHN A. BLATNIK / I-535 BRIDGE REPLACEMENT
I-535 ACROSS ST. LOUIS BAY AND RIVER (MILE POINT 2.74), AND HOWARD'S BAY (0.48 MILES INTO HOWARD'S POCKET FROM MILE POINT 3.02)
WITHIN THE PORT OF DULUTH SUPERIOR
CITY OF DULUTH, ST. LOUIS COUNTY, MN AND
CITY OF SUPERIOR, DOUGLAS COUNTY, WI
APPLICATION BY MINNESOTA DEPARTMENT OF TRANSPORATION

SHEET 6 OF 6 DATE: FEBRUARY 10, 2025

Federal Consistency Public Comment Form

5/23/2025 6:58:08 PM

Introduction

The Wisconsin Coastal Management Program (WCMP) conducts federal consistency reviews to verify the activities considered under a permit will comply with state coastal policies. Open comment periods will last for at least 21 days. More information may be found at https://coastal.wisconsin.gov.

Refer to the WCMP federal consistency webpage.

Refer to the state's specific coastal policies.

Federal Consistency Public Comment Form

Select a project for comment:: Other

General form for public comments on a project subject to federal consistency review.

Your Name or Organization:

Please note that providing your name or organization is not necessary or required. The State of Wisconsin will not follow up.

Comments:: As a union laborer who has worked on the states roads and docks for over a decade, I'm telling Wisconsin to quit dragging the Blatnik Bridge project through the coastal management program's pointless federal consistency review and just approve it. Let's be real! This program's never been serious about protecting anything except their own paychecks. All this talk about "environmental concerns" is overblown nonsense. We've heard the same scare stories for decades, and guess what? The sky hasn't fallen. A few soggy patches of dirt and some frogs shouldn't hold up thousands of jobs and a billion-dollar boost to our economy. The bridge is crumbling, but instead of fixing it, we're stuck listening to coastal management bureaucrats whine about wetlands and habitats they've ignored for years. Where were these "environmental heroes" when factories polluted the rivers or developers paved over shorelines? Suddenly they're experts because a union project's on the line? Give me a break. The plans are solid, the mitigations are in place, and the only thing at risk here is our livelihoods. Workers don't have time for these phony debates. Every delay means another month of layoffs, another missed rent payment, another family wondering if they'll survive winter. The coastal management program can keep their red tape and their spreadsheets. We've got bridges to build and paychecks to earn. Approve the damn project, before the rest of us end up in the poorhouse for the sake of a few frogs.

Federal Consistency Public Comment Form

5/23/2025 11:15:39 PM

Introduction

The Wisconsin Coastal Management Program (WCMP) conducts federal consistency reviews to verify the activities considered under a permit will comply with state coastal policies. Open comment periods will last for at least 21 days. More information may be found at https://coastal.wisconsin.gov.

Refer to the WCMP federal consistency webpage.

Refer to the state's specific coastal policies.

Federal Consistency Public Comment Form

Select a project for comment:: Other

General form for public comments on a project subject to federal consistency review.

Your Name or Organization: Clara F

Please note that providing your name or organization is not necessary or required. The State of Wisconsin will not follow up.

Comments:: As a birder deeply invested in Wisconsin's avian ecosystems, I write to express grave concerns about the light pollution risks posed by the Blatnik Bridge replacement project, particularly its proposed aesthetic lighting design. The current plan's emphasis on visual appeal overlooks the ecological consequences for migratory birds and nocturnal species, directly conflicting with Wisconsin's enforceable coastal policies under the Coastal Zone Management Act (CZMA). These policies prioritize the protection of natural resources, including habitats and species dependent on dark skies, and require rigorous review of projects affecting coastal zones. The bridge's aesthetic lighting proposal has not yet been adequately reviewed for consistency with these policies. Artificial lighting, especially unshielded or blue-rich LEDs, disrupts critical migratory pathways along the Lake Superior flyway, where millions of birds navigate annually. Disorientation caused by glare leads to fatal collisions and exhaustion, threatening species like warblers, thrushes, and federally protected shorebirds. Nocturnal hunters, including owls and nighthawks, face reduced foraging success and increased predation risks. These impacts violate Wisconsin's mandate to safeguard "natural land and water resources" and mitigate harm to ecological health. Wisconsin's coastal policies also align with federal initiatives like the National Wildlife Refuge System's Dark Skies Initiative, which recognizes natural darkness as essential to ecosystem integrity. While aesthetic lighting may enhance the bridge's visual appeal, it must not come at the cost of degrading habitats or ignoring best practices for light mitigation. For example A 2021 study analyzing 40 years of data from Chicago's McCormick Place, a coastal Great Lakes location, found that darkening half of the building's lighted windows during migration seasons reduced bird collisions by 11-fold in spring and 6-fold in fall, demonstrating that targeted light reduction can

drastically lower avian mortality. These findings underscore the urgency of revising the Blatnik Bridge's lighting plan to align with Chicago's proven Lights Out strategies, which protect migratory birds while maintaining infrastructure needs. This study is on the Field Museum's website (https://www.fieldmuseum.org/about/press/turning-lights-can-save-migrating-birds-crashing-buildings) I ask the Coastal Management Program to condition its approval on the following revisions to ensure consistency with state policies: 1. Revise the Aesthetic Lighting Design: Replace unshielded fixtures with downward-facing, fully shielded lights using amber-spectrum LEDs (2200K or below) to minimize blue-light emissions. 2. Implement Adaptive Lighting Controls: Incorporate timers or motion sensors to reduce illumination during peak migration periods (April–May and August–October) and late-night hours when human activity is minimal. 3. Conduct a Thorough Review. Evaluate the aesthetic lighting proposal against Wisconsin's coastal policies, ensuring compliance with habitat protection goals and dark sky preservation. Please look at impact to bats, insects and migratory birds on lighting and mitigation strategies. The project's current trajectory prioritizes aesthetics over ecological responsibility, undermining Wisconsin's commitment to sustainable coastal management. By revising the lighting plan to align with enforceable policies, the state can set a precedent for infrastructure that harmonizes human innovation with natural systems. Migratory birds, nocturnal wildlife, and future generations deserve nothing less. Clara F. Bayfield, WI

Federal Consistency Public Comment Form

5/9/2025 5:45:42 PM

Introduction

The Wisconsin Coastal Management Program (WCMP) conducts federal consistency reviews to verify the activities considered under a permit will comply with state coastal policies. Open comment periods will last for at least 21 days. More information may be found at https://coastal.wisconsin.gov.

Refer to the WCMP federal consistency webpage.

Refer to the state's specific coastal policies.

Federal Consistency Public Comment Form

Select a project for comment:: Other

General form for public comments on a project subject to federal consistency review.

Your Name or Organization: James Rasmussen

Please note that providing your name or organization is not necessary or required. The State of Wisconsin will not follow up.

Comments:: Re: I-535 Blatnik Bridge Project Dear Ms. Kathleen Angel, I am writing to formally request a copy of the consistency certification and all associated documentation received by your office for the Blatnik Bridge project, pursuant to Wisconsin's Coastal Management Program (CMP). As outlined in the CMP, state permits are required for actions under federal review, including those authorized under 33 U.S.C. §§ 401, 403–404. Of particular relevance is Section III.F.2, which mandates that consistency certifications include documentation for state permit applications. Please provide: 1. A copy of the consistency certification and all supporting materials, including submission dates. 2. Clarification on whether the certification accounts for all applicable state permits. If no permits are deemed necessary, please explain how this complies with the CMP or if a waiver/modification has been approved by NOAA. Concerns Regarding Compliance with NOAA's Necessary Finding The absence of state permit documentation in the consistency certification announcement materials website directly highlights the urgency of aligning this project with NOAA's February 20th necessary findings in evaluation of Wisconsin's CMP. NOAA's Office for Coastal Management has directed Wisconsin to: - Submit a schedule within 120 days to (a) review legislative/regulatory changes to enforceable policies and (b) revise its program document to clarify federal consistency processes, including updates to the three memorandums of understanding (MOUs) in the appendices. This omission underscores the program's current lack of clarity in federal consistency procedures and raises concerns about how the state plans to comply with its own coastal management plan and The Coastal Zone Management Act. This is a deficiency NOAA explicitly requires Wisconsin to address. Proceeding with the Blatnik Bridge review before resolving these issues risks: - Noncompliance with NOAA's enforceable policy review and program revision

requirements. - Legal vulnerabilities due to inadequate documentation of state permits or public participation. - Project delays or harm from insufficient scrutiny of coastal zone impacts. Formal Request for Action To ensure alignment with NOAA’s findings and mitigate risks, I urge your office to: - Extend the public comment period to allow meaningful review of the consistency certification. - extend review to provide implementation of the state's coastal management plan once critical deficiencies in the state's Federal Consistency review process are resolved, as failing to do so opens the project up to legal vulnerabilities and potentially fatal delays. - Hold an in-person public hearing to ensure transparency and address community concerns. Thank you for your prompt attention to this urgent matter. I look forward to your response and the requested documentation. Sincerely, James Rasmussen

Federal Consistency Public Comment Form

5/22/2025 2:59:20 PM

Introduction

The Wisconsin Coastal Management Program (WCMP) conducts federal consistency reviews to verify the activities considered under a permit will comply with state coastal policies. Open comment periods will last for at least 21 days. More information may be found at https://coastal.wisconsin.gov.

Refer to the WCMP federal consistency webpage.

Refer to the state's specific coastal policies.

Federal Consistency Public Comment Form

Select a project for comment:: Other

General form for public comments on a project subject to federal consistency review.

Your Name or Organization: Evan Smith

Please note that providing your name or organization is not necessary or required. The State of Wisconsin will not follow up.

Comments:: While the CMP could theoretically issue a premature federal consistency concurrence, doing so would be legally indefensible and operationally reckless. Compliance is not optional; it is a statutory requirement. The Wisconsin Coastal Management Program (CMP) should not move forward with the Blatnik Bridge project's consistency certification without addressing the deficiencies in identified legal and regulatory barriers, risks of noncompliance, and public participation policies. Addressing these deficiencies is important to assure efficient regulatory approval of this project and maintain Public Trust. 1. Legal and regulatory barriers. • Federal Consistency Requirements (15 C.F.R. § 930): Federal permits (e.g., USACE Section 404) cannot be issued until the CMP concurs with the project's consistency certification. If the certification lacks required documentation (e.g., state permit applications, coastal impact assessments), the CMP is obligated to object or request additional information. NOAA's June 20, 2025, Necessary Findings explicitly require Wisconsin to update its federal consistency processes. Proceeding under outdated guidance risks violating NOAA's enforceable directives. For asterisked permits (e.g., USACE Section 404), federal law prohibits approval until corresponding state permits (e.g., WDNR WPDES) are secured. The absence of state permit documentation invalidates the certification's compliance with Section III. of Wisconsin's CMP. 2. Risks of Noncompliance. • Risks of Legal Challenges from stakeholders, environmental groups, or tribal nations could sue under the Administrative Procedure Act (APA) or CZMA, or through state authorities arguing the CMP's concurrence was "arbitrary and capricious" due to missing documentation. Susceptibility to NOAA Noncompliance and Enforcement. NOAA could withhold approval of Wisconsin's CMP updates or revoke federal funding if the state fails to address deficiencies flagged in its June 2025 findings.

Risks for Project Delays. Approving an incomplete certification risk later discoveries of noncompliance, requiring retroactive fixes or halting construction. 3. Public Participation Mandates. • Policy 7.1 of Wisconsin's CMP and 15 C.F.R. § 930.44 require meaningful public engagement. Skipping an in-person hearing or refusing to extend the comment period could invalidate the process, as courts have overturned permits for inadequate public involvement (Citizens for a Better Environment v. EPA). 4. Practical Implications of Missing Documentation. • Supporting documentation is incomplete. For example, the Stormwater Management (SWPPP/ECIP) is not attached content included with the consistency certification. Without these plans, the CMP cannot verify compliance with erosion control or water quality policies (e.g., Policy 1.26). The certification also does not include draft applications for state permits required by Section III of the CMP. The Coastal Impact Assessment is also incomplete. The lack of a standalone analysis for non-asterisked permits (e.g., USCG Bridge Permit) leaves the CMP unable to confirm adherence to policies protecting wetlands, habitats, or cultural resources. Takeaways: The CMP lacks the authority to approve the certification without resolving these gaps. Moving forward would: 1. Violate federal and state laws (CZMA, 15 C.F.R. § 930, Wisconsin CMP). 2. Invite litigation and NOAA enforcement. 3. Undermine public trust and environmental safeguards. Recommendations. The CMP should formally request the missing documentation, extend the comment period, and delay concurrence until compliance is demonstrated. Proceeding prematurely would jeopardize the project's legal standing and Wisconsin's coastal management credibility.

Federal Consistency Public Comment Form

5/23/2025 10:50:49 PM

Introduction

The Wisconsin Coastal Management Program (WCMP) conducts federal consistency reviews to verify the activities considered under a permit will comply with state coastal policies. Open comment periods will last for at least 21 days. More information may be found at https://coastal.wisconsin.gov.

Refer to the WCMP federal consistency webpage.

Refer to the state's specific coastal policies.

Federal Consistency Public Comment Form

Select a project for comment:: Other

General form for public comments on a project subject to federal consistency review.

Your Name or Organization: James Z. Tolbert

Please note that providing your name or organization is not necessary or required. The State of Wisconsin will not follow up.

Comments:: Thank you for the opportunity to provide input on this critical project. As someone with many years of experience in federal infrastructure, I urge the Coastal Management Program to address key vulnerabilities that could delay or derail the Blatnik Bridge replacement. The reliance on off-site wetland mitigation credits is a significant concern. The St. Louis Bay wetlands perform unique ecological functions, particularly for coastal birds, filtering runoff and supporting species that cannot be replicated by distant mitigation banks. Wisconsin's coastal policies prioritize on-site restoration to maintain habitat connectivity and water quality, yet this project substitutes convenience for ecological integrity. Off-site credits may satisfy permit checkboxes, but they fail to address the localized loss of wetland services, creating a legal vulnerability under the state's enforceable standards and its coastal policies. The perched footing design also warrants scrutiny. While intended to avoid disturbing contaminated soils, the unstable water table near Lake Superior exacerbated by seasonal fluctuations and historic industrial pollution poses a high risk of subsidence or groundwater intrusion. Even minor shifts during construction could fracture the perched system, releasing trapped toxins like lead and hydrocarbons into groundwater and into the bay. This risk is magnified by the area's proximity to prehistoric Indigenous sites, where subsurface artifacts and burial grounds remain fragile and largely unmapped. A single engineering miscalculation, compounded by incomplete engineering plans, could trigger both environmental harm and cultural resource violations, inviting litigation. Alternatives should be evaluated. I am further troubled by the jurisdictional disconnect in this project. Minnesota is the lead state agency, yet Wisconsin has submitted the federal consistency certification. This creates ambiguity in accountability, particularly where Wisconsin's stricter shoreline setback rules conflict with

Minnesota's permitting priorities. To resolve this, I strongly recommend establishing a binding bi-state Memorandum of Understanding (MOU) to harmonize enforcement, clarify roles, and ensure compliance with both states' coastal policies. Without such an agreement, interagency disputes over permit conditions or mitigation responsibilities could stall progress indefinitely. Finally, the lack of climate resilience planning is shortsighted. Lake Superior's water levels are fluctuating at an unprecedented rates, yet the bridge design lacks adaptive features to address future flooding or storm surges and future seiche action caused by these changing environmental conditions. A project of this scale and lifespan must integrate forward-looking engineering, such as elevated foundations or modular components, to avoid obsolescence. For example, state permitting relies on outdated rainfall data in its water permitting review. Thank you for your consideration. With collaborative adjustments, this project can achieve its goals while respecting regulatory and environmental safeguards.

Federal Consistency Public Comment Form

3/7/2025 7:21:14 PM

Introduction

The Wisconsin Coastal Management Program (WCMP) conducts federal consistency reviews to verify the activities considered under a permit will comply with state coastal policies. Open comment periods will last for at least 21 days. More information may be found at https://coastal.wisconsin.gov.

Refer to the WCMP federal consistency webpage.

Refer to the state's specific coastal policies.

Federal Consistency Public Comment Form

Select a project for comment:: Other

General form for public comments on a project subject to federal consistency review.

Your Name or Organization: James Rasmussen

Please note that providing your name or organization is not necessary or required. The State of Wisconsin will not follow up.

Comments:: To whom it may concern: I am writing because I am concerned about what appears to be a significant deficiency in public notice for a federal consistency review for an Army Corps 404 permit. Specifically permit MVP-2012-00794 for construction of the Blatnik Bridge in Superior, Wisconsin. A copy of the Army Corps public notice is attached. I have also attached a copy of the Wisconsin 2025 evaluation of its coastal zone management, that among other things provides recommendations to improve public participation. Additionally, I am requesting that the Wisconsin Coastal Management Program renew public notice period consistent with its 15 CFR 930 state plan and hold an in-person public hearing in the community most impacted by these federal permits under review by the Department. It is of the interest to the public to have this public hearing due to the vast scale and size of this project and large impact on the state's coastal resources. I have attached a copy of the Wisconsin 2025 evaluation of its coastal zone management, that among other things provides recommendations to improve public participation and its federal consistency review process. According to Section E of the state's plan, "Army Corps of Engineers. Permits for excavation, fill and construction in navigable waters (33 USC 403- 404); and permits for discharge of dredged or fill material in navigable waters (33 USC 1344)" are "likely to affect the coastal zone." Specifically, Section H. Public Participation of the state's NOAA approved Coastal Management Plan prescribes that, "The public notice will be published in a minimum of two Wisconsin newspapers. One newspaper shall be the Wisconsin State Journal, which is the official state newspaper, and the other shall be a local newspaper with distribution in the vicinity of the proposed activity. The notice will also be published over the Internet by the Wisconsin State Journal and the State of Wisconsin." No such public notice appears to exist in the Wisconsin State Journal or the Superior Telegram, or

any other state of Wisconsin newspaper; note that no such provision allows alternative public notice for federal 404 permits. No such public notice relating to impact to the state's coastal zone appears to be included with the corresponding state permit. If such public notice does exist, please provide me with a copy of the public notice. Thank you for your time and attention to this important matter. Sincerely, James Rasmussen Ashland, Wisconsin

Federal Consistency Public Comment Form

5/23/2025 4:13:45 PM

Introduction

The Wisconsin Coastal Management Program (WCMP) conducts federal consistency reviews to verify the activities considered under a permit will comply with state coastal policies. Open comment periods will last for at least 21 days. More information may be found at https://coastal.wisconsin.gov.

Refer to the WCMP federal consistency webpage.

Refer to the state's specific coastal policies.

Federal Consistency Public Comment Form

Select a project for comment:: Other

General form for public comments on a project subject to federal consistency review.

Your Name or Organization: Murphy Jennings

Please note that providing your name or organization is not necessary or required. The State of Wisconsin will not follow up.

Comments:: Comment on I-535 Blatnik Bridge Project federal consistency. The proposed Blatnik Bridge replacement project demands rigorous scrutiny to ensure it aligns with Wisconsin's commitment to ecological preservation, climate resilience, and environmental justice. This scrutiny has not happened yet and needs to be upheld in the state's federal consistency review. While the project meets basic regulatory standards, significant gaps remain that threaten coastal ecosystems and vulnerable communities. The lack of specificity around compensatory wetland mitigation raises concerns, perhaps due to outstanding state permitting decisions. Simply relying on wetland banking risks replacing lost habitats with ecologically inferior alternatives and is not adequately consider state's coastal policies. Detailed plans must be required to ensure restored wetlands match the function, size, and biodiversity of those impacted alongside enforceable long-term monitoring to guarantee success of unique coastal habitats. Equally critical is the absence of explicit tribal consultation. Proximity to tribal lands and waters necessitates formal engagement to address cultural and ecological impacts, as required by federal law and ethical responsibility. Climate resilience is another glaring omission. The environmental review fails to account for coastal zone climate change impacts, such as increased flooding or rising water levels in the St. Louis River. While general environmental review has occurred, it has not risen to the specificity required by the state's coastal plan. Infrastructure of this scale must integrate adaptive design measures, like elevated foundations or flood-hardened materials, to withstand future climate pressures. A coastal zone climate vulnerability assessment should be mandated to inform these modifications. Public engagement, while present, overlooks environmental justice communities and non-English-speaking populations. Marginalized groups often bear disproportionate burdens from

construction-related pollution and displacement. Outreach must expand through partnerships with local advocates, translated materials, and targeted hearings to ensure equitable participation. This must be improved before consistency should be provided. Wildlife protection also requires stronger safeguards. Construction activities risk disrupting migratory species and fragmenting habitats through noise, light pollution, and sediment runoff. The glaring omission of aesthetic design elements in permitting engineering design materials highlights this deficiency. Temporal restrictions, such as avoiding impacted species breeding seasons, and enhanced erosion control practices could mitigate these harms. The Stormwater Pollution Prevention Plan and other measures lack enforceable accountability. Without third-party monitoring and penalties for non-compliance, these plans risk becoming symbolic. Transparency is key and public reporting of compliance data should be required. Finally, the project's Environmental Assessment inadequately addresses cumulative impacts from regional developments like the Line 5 pipeline, Nemadji Trail Energy Center, and other industrial expansion. A supplemental assessment must evaluate these interconnected threats and rigorously explore alternatives, including designs that minimize coastal impacts or a no-action scenario. The WCMP must condition approval on binding commitments that include robust wetland restoration, formal tribal consultation, climate-adaptive design, equitable public engagement, and transparent monitoring. Without these measures, the project jeopardizes Wisconsin's coastal ecosystems and perpetuates harmful inequities. The WCMP has a duty to uphold its mandate. Protecting coastal resources cannot be sacrificed for expediency.

Federal Consistency Public Comment Form

5/23/2025 7:11:20 PM

Introduction

The Wisconsin Coastal Management Program (WCMP) conducts federal consistency reviews to verify the activities considered under a permit will comply with state coastal policies. Open comment periods will last for at least 21 days. More information may be found at https://coastal.wisconsin.gov.

Refer to the WCMP federal consistency webpage.

Refer to the state's specific coastal policies.

Federal Consistency Public Comment Form

Select a project for comment:: Other

General form for public comments on a project subject to federal consistency review.

Your Name or Organization: I-535 Blatnik Bridge Review

Please note that providing your name or organization is not necessary or required. The State of Wisconsin will not follow up.

Comments:: The Coastal Management Program's federal consistency review is a regulatory sham, a weaponized farce masquerading as environmental stewardship. I've watched firsthand how this process derails critical infrastructure projects under the guise of "coastal protection," all while Wisconsin's infrastructure and energy grid crumbles and families pay the price. The $500 million gas plant proposal, a project that would've created thousands of jobs and stabilized energy costs for this region to bolster crypto mining was slaughtered by this program's arbitrary, ever-shifting demands. Where was the consistency in your review? You rubber-stamp unnecessary pipeline reroutes and solar farms that bulldoze wetlands, but when a real infrastructure or energy solution comes along, one that keeps lights on during polar vortexes, you invent new hurdles. Our engineers spent years designing mitigations, only to have coastal bureaucrats dismiss them as "insufficient" without a shred of technical expertise. Meanwhile, China builds a coal plant every week, and Wisconsin's families shiver in the dark because this program prioritizes paperwork over people. The hypocrisy is staggering. This program fast-tracks projects that line the pockets of politically connected developers but grinds private-sector investments to dust. Our plant met every federal standard, yet we were strangled by redundant state-level reviews and last-minute "concerns" about coastal air quality as if your office suddenly cares about emissions after ignoring refinery expansions for decades. This isn't about the environment. It's about control. It's about a bloated bureaucracy clinging to relevance by sabotaging projects that threaten their ideological agenda. You've cost this state millions in lost revenue, thousands of jobs, and a reliable energy future. And for what? To preserve a coastal management program that's done nothing but produce

reports nobody reads and host meetings nobody attends. Scrap this broken process. Our economy and our dignity can’t afford another decade of your incompetence.

From:	James Rasmussen
To:	Angel, Kathleen - DOA; Gustafson, Aaron G - DOT; jeremy.m.kinney@usace.army.mil; michael.o.walker2@uscg.mil
Cc:	mayor@ci.superior.wi.us; carrie.hall@noaa.gov
Subject:	Re: Comment on Joint Public Notice Corps: MVP-2012-00794 USCG: 09-01-25 and the Wisconsin Coastal Management Program"s Federal Consistency Review of federal permits
Date:	Thursday, May 22, 2025 1:39:45 PM
Attachments:	image001.png 05.22.2025 CMP Blatnik Comment RasmussenJ.pdf

CAUTION: This email originated from outside the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.

Kathleen Angel,

Thanks so much for all your help tracking this information down. I appreciate your support in the Federal Consistency and maintaining the public trust.

I have attached formal comment objecting to the content of the consistency certification, appearing to miss required content by the CMP. The comment also highlights concerns with adequate public participation and reliance on outdated state agreements. Deficiencies I am concerned may delay the project if not fixed. If it is determined that the content of the consistency certification is deficient, it may be prudent to reissue public comment for this project.

Thanks for your time and intention to this vital program.

Sincerely,

James Rasmussen

From: Angel, Kathleen - DOA <Kathleen.Angel@wisconsin.gov>
Sent: Monday, May 12, 2025 5:55 PM
To: James Rasmussen <james.rasmussen17@outlook.com>; Gustafson, Aaron G - DOT <aaron.gustafson@dot.wi.gov>; jeremy.m.kinney@usace.army.mil <jeremy.m.kinney@usace.army.mil>; michael.o.walker2@uscg.mil <michael.o.walker2@uscg.mil>
Cc: mayor@ci.superior.wi.us <mayor@ci.superior.wi.us>; carrie.hall@noaa.gov <carrie.hall@noaa.gov>
Subject: RE: Comment on Joint Public Notice Corps: MVP-2012-00794 USCG: 09-01-25 and the Wisconsin Coastal Management Program's Federal Consistency Review of federal permits

Mr. Rasmussen,

I am attaching the consistency certification and cover email that the Wisconsin Coastal Management

Program (WCMP) received. The link in the letter that led to the U.S. Army Corps of Engineers/United States Coast Guard joint Public Notice is broken, as that document is no longer on USACE's website. The file is too long to email, so I uploaded it to box.com. You should be able to view it here: https://app.box.com/s/j718px0m1jiq9l7jl1a9vc356ga7ka4y

Sincerely,

Kathleen Angel

Kathleen Angel | Program Manager
[coastal.wisconsin.gov]Wisconsin Coastal Management Program
Division of Intergovernmental Relations
Phone: (608) 267-7988
kathleen.angel@wisconsin.gov

From: James Rasmussen <james.rasmussen17@outlook.com>
Sent: Friday, May 9, 2025 5:37 PM
To: Angel, Kathleen - DOA <Kathleen.Angel@wisconsin.gov>; Gustafson, Aaron G - DOT <aaron.gustafson@dot.wi.gov>; jeremy.m.kinney@usace.army.mil; michael.o.walker2@uscg.mil
Cc: mayor@ci.superior.wi.us; carrie.hall@noaa.gov
Subject: Re: Comment on Joint Public Notice Corps: MVP-2012-00794 USCG: 09-01-25 and the Wisconsin Coastal Management Program's Federal Consistency Review of federal permits

CAUTION: This email originated from outside the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Kathleen Angel,

I am writing to formally request a copy of the consistency certification and all associated documentation received by your office for the Blatnik Bridge project, pursuant to Wisconsin's Coastal Management Program (CMP).

As outlined in the CMP, state permits are required for actions under federal review, including those authorized under 33 U.S.C. §§ 401, 403–404. Of particular relevance is Section III.F.2, which mandates that consistency certifications include documentation for state permit applications. Please provide:
1. A copy of the consistency certification and all supporting materials, including submission dates.
2. Clarification on whether the certification accounts for all applicable state permits. If no permits are deemed necessary, please explain how this complies with the CMP or if a

waiver/modification has been approved by NOAA.

Concerns Regarding Compliance with NOAA's Necessary Finding
The absence of state permit documentation in the consistency certification announcement materials website directly highlights the urgency of aligning this project with NOAA's February 20th necessary findings in evaluation of Wisconsin's CMP. NOAA's Office for Coastal Management has directed Wisconsin to:
- *Submit a schedule within 120 days to (a) review legislative/regulatory changes to enforceable policies and (b) revise its program document to clarify federal consistency processes, including updates to the three memorandums of understanding (MOUs) in the appendices*.

This omission underscores the program's current lack of clarity in federal consistency procedures and raises concerns about how the state plans to comply with its own coastal management plan and The Coastal Zone Management Act. This is a deficiency NOAA explicitly requires Wisconsin to address. Proceeding with the Blatnik Bridge review before resolving these issues risks:
- Noncompliance with NOAA's enforceable policy review and program revision requirements.
- Legal vulnerabilities due to inadequate documentation of state permits or public participation.
- Project delays or harm from insufficient scrutiny of coastal zone impacts.

Formal Request for Action
To ensure alignment with NOAA's findings and mitigate risks, I urge your office to:
- Extend the public comment period to allow meaningful review of the consistency certification.
-extend review to provide implementation of the state's coastal management plan once critical deficiencies in the state's Federal Consistency review process are resolved, as **failing to do so opens the project up to legal vulnerabilities and potentially fatal delays.**
- Hold an in-person public hearing to ensure transparency and address community concerns.

Thank you for your prompt attention to this urgent matter. I look forward to your response and the requested documentation.

Sincerely,

James Rasmussen

From: James Rasmussen <james.rasmussen17@outlook.com>
Sent: Tuesday, March 11, 2025 11:23:45 AM
To: Angel, Kathleen - DOA <Kathleen.Angel@wisconsin.gov>; Gustafson, Aaron G - DOT <aaron.gustafson@dot.wi.gov>; jeremy.m.kinney@usace.army.mil <jeremy.m.kinney@usace.army.mil>; michael.o.walker2@uscg.mil <michael.o.walker2@uscg.mil>
Cc: mayor@ci.superior.wi.us <mayor@ci.superior.wi.us>; carrie.hall@noaa.gov <carrie.hall@noaa.gov>
Subject: Re: Comment on Joint Public Notice Corps: MVP-2012-00794 USCG: 09-01-25 and the Wisconsin Coastal Management Program's Federal Consistency Review of federal permits

Kathleen Angel,

I hope this finds you well.

Awesome and thank you for the update and clarification. I wanted to flag that the Corps public notice potentially could be a little misleading (perhaps its just me) to the extent it includes the 21 day language about comments. Under CZMA it says:

> *The proposed project is also subject to review for consistency under the policies of the Wisconsin Coastal Management Program (WCMP). More information on the WCMP and the State of Wisconsin's coastal policies may be found at https://coastal.wisconsin.gov. For additional information please contact coastal@wisconsin.gov. Comments should be submitted through the form linked on the Federal Consistency page of WCMP's website. The form is available directly at:https://wi.accessgov.com/doa-wi/Forms/Page/intergov/federal-consistencypublic-comment/0. Comments will be accepted through 21 days of publication of this notice.*

Thank you for your attention to this important matter.

Sincerely,

James Rasmussen

From: Angel, Kathleen - DOA <Kathleen.Angel@wisconsin.gov>
Sent: Monday, March 10, 2025 2:51 PM
To: James Rasmussen <james.rasmussen17@outlook.com>; Gustafson, Aaron G - DOT <aaron.gustafson@dot.wi.gov>; jeremy.m.kinney@usace.army.mil <jeremy.m.kinney@usace.army.mil>;

michael.o.walker2@uscg.mil <michael.o.walker2@uscg.mil>
Cc: mayor@ci.superior.wi.us <mayor@ci.superior.wi.us>;
carrie.hall@noaa.gov <carrie.hall@noaa.gov>
Subject: RE: Comment on Joint Public Notice Corps: MVP-2012-00794 USCG: 09-01-25 and the Wisconsin Coastal Management Program's Federal Consistency Review of federal permits

Mr. Rasmussen,

The Wisconsin Coastal Management Program (WCMP) received your message. WCMP has not yet received a consistency certification for the project. Federal consistency review will start after WCMP receives the consistency certification. Due to the timing, WCMP will publish notice separately from the Corps' notice.

Sincerely,

Kathleen Angel

Kathleen Angel | Program Manager
[coastal.wisconsin.gov]Wisconsin Coastal Management Program
Division of Intergovernmental Relations
Phone: (608) 267-7988
kathleen.angel@wisconsin.gov

From: James Rasmussen <james.rasmussen17@outlook.com>
Sent: Friday, March 7, 2025 7:31 PM
To: DOA DIR Rpt <DOADIRRpt@wisconsin.gov>; Gustafson, Aaron G - DOT <aaron.gustafson@dot.wi.gov>; jeremy.m.kinney@usace.army.mil; michael.o.walker2@uscg.mil
Cc: mayor@ci.superior.wi.us; carrie.hall@noaa.gov
Subject: Comment on Joint Public Notice Corps: MVP-2012-00794 USCG: 09-01-25 and the Wisconsin Coastal Management Program's Federal Consistency Review of federal permits

CAUTION: This email originated from outside the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern:

I am writing to provide comment on Joint Public Notice Corps: MVP-2012-00794 USCG: 09-01-25 and the Wisconsin Coastal Management Program's Federal Consistency Review of federal permits for their consistency with state laws and policies.

I am writing because I am concerned about what appears to be a significant deficiency in public notice for a federal consistency review by the Wisconsin Coastal Management Program for an Army Corps 404 permit. Specifically permit MVP-2012-00794 for construction of the Blatnik Bridge in Superior, Wisconsin. A copy of the Army Corps public notice is attached. I

have also attached a copy of the Wisconsin 2025 evaluation of its Coastal Zone Management Program, that among other things provides recommendations to improve public participation.

Additionally, I am requesting that the Wisconsin Coastal Management Program renew public notice period consistent with its 15 CFR 930 state plan and hold an in-person public hearing in the community most impacted by these federal permits under review by the Department. It is of the interest to the public to have this public hearing due to the vast scale and size of this project and large impact on the state's coastal resources.

I have attached a copy of the Wisconsin 2025 evaluation of its coastal zone management, that among other things provides recommendations to improve public participation and its federal consistency review process. Because the Wisconsin DOT is the lead state agency on this project, I have also attached a copy of the MOU between the Wisconsin DOT and the Wisconsin Coastal Management Council.

According to Section E of the state's plan acknowledges the likely affect to the coastal zone of this project, "Army Corps of Engineers. Permits for excavation, fill and construction in navigable waters (33 USC 403- 404); and permits for discharge of dredged or fill material in navigable waters (33 USC 1344)." This is further acknowledged in the Corps public notice, although deficient in its publication.

Specifically, Section H. Public Participation of the state's NOAA approved Coastal Management Plan prescribes that, *"The public notice will be published in a minimum of two Wisconsin newspapers. One newspaper shall be the Wisconsin State Journal, which is the official state newspaper, and the other shall be a local newspaper with distribution in the vicinity of the proposed activity. The notice will also be published over the Internet by the Wisconsin State Journal and the State of Wisconsin."* No such public notice appears to exist in the Wisconsin State Journal or the Superior Telegram, or any other state of Wisconsin newspaper; note that no such provision allows alternative public notice for federal 404 permits. No such public notice relating to impact to the state's coastal zone appears to be included with the corresponding state permit. If such public notice does exist, please provide me with a copy of the public notice.

Thank you for your time and attention to this important matter. Don't hesitate to reach out if you have any questions about this comment.

Sincerely,

James Rasmussen
Ashland, Wisconsin

SUBMITTED BY:

James Rasmussen
Cable, WI 54821

TO:

Kathleen Angel, Program Manager
Wisconsin Coastal Management Program
101 East Wilson Street, 2nd Floor
P.O. Box 8944
Madison, WI 53708

SUBJECT: Formal Objection to Incomplete Federal Consistency Certification for Blatnik Bridge Project (State Project #6981-26)

I am writing to express concern with apparent deficiencies of the content of the consistency certification for the Blatnik Bridge Project. These deficiencies threaten to needlessly delay this project and undermine the integrity of the state's coastal management program and the Public Trust.

1. FAILURE TO PROVIDE REQUIRED DOCUMENTATION OF APPLICATION FOR STATE PERMITS

CMP Requirement:

Under Section III.E.2. of Wisconsin's Coastal Management Program (CMP), applicants for federal permits with corresponding state permits (denoted by asterisks) must submit documentation of state permit applications as part of their consistency certification.

While the DOA has acknowledged in an email dated December 11, 2023, that, "it's always a little awkward with this type of project where someone needs a federal consistency determination early in the process, before all of the permitting has been figured out." However, awkwardness should not be an excuse to forgo CMP Requirements.

Deficiency:

The project's consistency certification references coordination with the WDNR (WPDES Permit)

and MPCA (Section 401 Permit) but fails to include proof of submitted applications or approvals for these permits. For example:

- No WDNR WPDES application receipt or draft/final permit as required by the state's CMP.
- No MPCA Section 401 water quality certification documentation.

Implication:
Federal permits (e.g., USACE Section 404) cannot legally be issued until state permits are secured, per 15 C.F.R. § 930.34(a). Proceeding without this documentation not only violates the CMP, but it also risks opening the project up to significant legal challenges and federal liabilities.

II. INCOMPLETE COASTAL ZONE EFFECTS ASSESSMENT

CMP Requirement:
For federal permits without corresponding state permits (non-asterisked), the CMP mandates a detailed coastal zone effects assessment, including impacts on water quality, habitats, and public access, and explicit findings of consistency with coastal policies (Section III.E.2 and F.2).

Deficiency:
The USCG Bridge Permit (non-asterisked) lacks:

- A standalone analysis of impacts on the St. Louis River's ecosystems, wetlands, or Tribal cultural resources.
- A consolidated summary demonstrating how ***all*** project effects align with Wisconsin's coastal policies (e.g., Policy 2.22 for water quality). The Coastal Effects are not adequately addressed in the environmental assessment to the standards required by WEPA.

Implication:
The certification relies on fragmented policy citations (e.g., WEPA, WPDES, SWPPP under Policy 1.26) without a holistic assessment, violating the CMP's requirement for "sufficient supporting information." This deficiency not only fails to comply with the CMP and federal laws, but opens up the project to potential WEPA challenges that could fatally delay the proposed project.

III. INADEQUATE PUBLIC PARTICIPATION.

CMP Requirement:
Policy 7.1 requires public notices and engagement efforts to ensure "full governmental coordination and public involvement," including accessibility for marginalized communities.

This deficiency is complicated by apparent pre-decision judgement by Wisconsin DOA who indicated in a correspondence dated December 8, 2023, that they, “doubt WCMP will require mitigation or other changes outside of what WDOT and WDNR require.” A foundational principle to fair judgement is an impartial administrator and providing adequate public participation.

Deficiency:

- No in-person hearing has been scheduled, disproportionately excluding residents without reliable internet access.
- The comment period has not been extended despite stakeholder requests, limiting meaningful review of incomplete materials.
- Pre-decisional determinations by CMP staff undermine the CMP’s public participation requirements and Congress’s emphasis on transparency.

Implication:
This violates the CMP’s mandate for equitable participation and undermines NOAA’s emphasis on transparency under 15 C.F.R. § 930.44.

IV. RELIANCE ON OUTDATED AGREEMENTS.

NOAA Directive:
NOAA’s June 20, 2025, Necessary Findings require Wisconsin to update its CMP and MOUs to clarify federal consistency processes, including revisions to the 1978 WisDOT MOU.

Deficiency:
The project’s consistency review relies on the 1978 WisDOT MOU, which lacks:

- Updated application of state’s coastal rules, policies and regulations.
- Modern public participation standards.

- Adequate participation and consultation with the Coastal Management Council.
- Alignment with NOAA's federal consistency regulations.

Implication:
Proceeding under outdated guidance risks noncompliance with NOAA's enforceable policies, jeopardizing federal funding and project timelines. Failure to comply risks opening any administrative decisions by the state to judicial review or citizen petition for significant impacts to the state's coastal management zone, for example through Wisconsin Statutes § 227.52, a procedural deficiency that could significantly delay this necessary project.

V. MISSING CRITICAL CONTENT

CMP Requirement:
The document requires both federal and state permits. Supporting documents like all relevant applications for 401 certifications, WPDES permits, Stormwater Pollution Prevention Plan (SWPPP) and Erosion Control Implementation Plan (ECIP) must be included to verify compliance with cited policies (e.g., Policy 1.26) and to comply with the state's CMP, approved by NOAA. The CMP details specific requirements for supporting information that the applicant must provide. Specifically:

"The applicant must also provide supporting information. If the project requires a federal and state permit (i.e., those in 1 above with an asterisk), this includes documentation of application for the state permit. If the project requires a federal permit, but not a state permit (i.e., those in 1 above without an asterisk), the supporting information includes: a detailed description of the project; an assessment of the probable coastal zone effects; and findings indicating that the proposed project, its associated facilities, and their effects, are consistent with Wisconsin's approved coastal management policies." NEPA documentation may also be furnished when necessary.

Deficiency:
These documents do not exist or are referenced but are not attached, preventing public or agency verification of state policies and regulations like erosion control measures or stormwater management compliance. While the certification also mentions coordination is underway for

certain permits, it appears to fall short of providing the required supporting information for DOA approval in a manner consistent with its federally approved CMP.

FORMAL REQUESTS

To comply with the CMP and federal law, and to uphold its obligation to uphold the Public Trust, I urge the WCMP to:

1. **Extend the public comment period** by 60 days to allow review of missing documents.
2. **Host an in-person hearing** in Superior, WI, with ADA-compliant accommodations.
3. **Withhold concurrence** until:
    - State permits (WPDES, Section 401) are received, approved and documented.
    - A full coastal zone effects assessment is submitted for relevant activities.
    - NOAA's required CMP revisions are finalized and integrated.

Respectfully submitted,

James Rasmussen
Cable, WI

References:

NOAA's June 20, 2025, Necessary Findings: Required updates to federal consistency processes.
Wisconsin CMP: Section III.E.-F. (supporting documentation requirements), Policy (public participation).
1978 DOT MOU with CMC
Federal Regulations: 15 C.F.R. §§ 930.34 (state permit dependency), 930.44 (public notice).
Consistency Certification Letter.
Correspondence with Coastal Management Zone Program Administrators

Final Evaluation Findings

Wisconsin
Coastal Management Program

June 2017 to July 2024

Published February 2025

Office for Coastal Management
National Ocean Service
National Oceanic and Atmospheric Administration
United States Department of Commerce

Table of Contents

Table of Contents
Summary of Findings 1
Program Review Procedures 3
Evaluation Findings 5
Program Administration 5
Overview 5
Staffing 5
Coastal Council 6
Grants Program 7
Federal Awards 9
Great Lakes Chronicle 9
Support of NOAA Partner Programs 10
Federal Consistency 10
Coastal Resilience 12
Overview 12
Southeastern Wisconsin Coastal Resilience Project 13
Collaborative Action for Lake Michigan (CALM) 13
Coastal Hazards of Superior (CHAOS) 14
Wisconsin Initiative on Climate Change Impacts (WICCI) 14
East River Collaborative 15
Wisconsin Coastal Management Data Infrastructure 15
Grant Program 15
J. Philip Keillor Fellowships 16
Intersection of Economic Development, Tourism, Public Access, and Coastal Habitat 18
Economic Development 18
Tourism and Public Access 20
Acquisition of Coastal Habitat 23
Evaluation Metrics 24
Evaluation Metrics: 2018–2023 24
Conclusion 28
Appendix A: Response to Written Comments 28

Summary of Findings

The Coastal Zone Management Act requires the National Oceanic and Atmospheric Administration (NOAA) to conduct periodic evaluations of the performance of states and territories with federally approved coastal management programs. This evaluation examined the operation and management of the Wisconsin Coastal Management Program administered by the Wisconsin Department of Administration, the designated lead agency, for the period from June 2017 to July 2024. The evaluation focused on three target areas: program administration, coastal resilience, and tourism and economic development and public access and habitat.

The findings in this evaluation document will be considered by NOAA in making future financial award decisions concerning the Wisconsin Coastal Management Program. The evaluation came to these conclusions:

Program Administration

Accomplishment: The Wisconsin Coastal Management Program's Coastal Grants Program and associated technical assistance is highly valued by coastal communities and other partners and considered essential to their ability to implement coastal management. The grant funds can fill gaps that other funding sources do not cover, such as supporting the initial development of initiatives and projects.

Accomplishment: The Wisconsin Coastal Management Program was very successful in competing for additional federal and state funding to support its projects and initiatives. The coastal program also supported its partners in developing successful grant applications that have funded projects and initiatives that are improving coastal management in the state.

Accomplishment: The Wisconsin Coastal Management Program's long-term support, staff engagement, and connections with coastal communities have been key in the designation processes for the Wisconsin Shipwreck Coast National Marine Sanctuary and Bay of Green Bay National Estuarine Research Reserve.

Recommendation: NOAA's Office for Coastal Management encourages the Wisconsin Department of Administration and Wisconsin Coastal Management Program to pursue additional staffing, including filling the two vacant program and policy analyst positions, and pursuing staff assistance with administrative grants and contracts that will enable the coastal program to better assist its partners and meet state needs.

Recommendation: NOAA's Office for Coastal Management encourages the Department of Administration and Wisconsin Coastal Management Program to consider and pursue opportunities for ensuring the Wisconsin Coastal Council remains fully staffed.

Necessary Action: NOAA's Office for Coastal Management finds that the Wisconsin Coastal Management Program must submit a schedule within 120 days of approval of the final findings

for (a) reviewing legislative or regulatory changes to enforceable policies and submitting program changes and (b) revising its program document so that the implementing authority for federal consistency, and the involved organizations and processes, are clearly and consistently identified throughout the document including the three memorandums of understanding in the appendices. The coastal program should complete and submit these changes as agreed upon in the schedule.

Recommendation: NOAA's Office for Coastal Management encourages the Wisconsin Coastal Management Program to (a) update its website to better support public involvement in federal consistency; (b) work with our office to provide training on federal consistency as appropriate; and (c) have one entry point for information, such as through applicable software or a dedicated federal consistency email address.

Coastal Resilience

Accomplishment: The Wisconsin Coastal Management Program, in partnership with Wisconsin Sea Grant, continues to implement the successful J. Philip Keillor fellowship program that has brought needed capacity to the coastal program to address coastal hazards and climate resilience. The fellowship program has also created a valuable network of coastal professionals working in the Great Lakes region.

Accomplishment: The Wisconsin Coastal Management Program has led, and invested in, multiple communities of practice and collaboratives, including the Coastal Hazards of Superior (CHAOS), Collaborative Action for Lake Michigan (CALM), East River Collaborative, and Southeast Wisconsin Resilience Project (CARES), which are bringing people from a wide range of backgrounds together to learn and work together to make Wisconsin's coast more resilient.

Recommendation: NOAA's Office for Coastal Management encourages the Wisconsin Coastal Management Program to work toward identifying sustainable avenues of support and leadership for the successful communities of practice it has helped create, particularly the Coastal Hazards of Superior (CHAOS) and Collaborative Action for Lake Michigan (CALM). There are also opportunities to bring in new energy through recruitment of new diverse members and leadership and to expand support of vulnerable communities.

Intersection of Economic Development, Tourism, Public Access, and Coastal Habitat

Accomplishment: The Wisconsin Coastal Management Program provides exceptional support for coastal communities in the intersection of economic development, tourism, public access, and protection of coastal habitat. For example, the coastal program has supported numerous land acquisition projects; development of ADA accessible facilities; development of outreach materials, activities, and sites that support tourism; and studies that are informing the economic development of the state's ports.

This evaluation concludes that the State of Wisconsin is successfully implementing and enforcing its federally approved coastal management program, adhering to the terms of the federal financial assistance awards, and addressing coastal management needs identified in section 303(2)(A) through (K) of the Coastal Zone Management Act.

Program Review Procedures

The Coastal Zone Management Act of 1972, as amended (16 U.S.C. 1451 *et seq.*), requires that state coastal zone management programs (coastal programs) and national estuarine research reserves (research reserves) that are developed under the act and approved by the secretary of the Department of Commerce be evaluated periodically. Section 312 of the Coastal Zone Management Act and implementing regulations at 15 C.F.R. Part 923, Subpart L, require that a state coastal program be periodically evaluated concerning the extent to which the state has 1) implemented and enforced the program approved by the secretary; 2) addressed the coastal management needs identified in section 303(2)(A)-(K) of the act; and 3) adhered to the terms of any grant, loan, or cooperative agreement funded under the act.

The National Oceanic and Atmospheric Administration (NOAA) evaluated the Wisconsin Coastal Management Program in fiscal year 2024. The evaluation team consisted of Carrie Hall, evaluation team lead; Emily Rau, coastal management specialist; Chiara Zuccarino-Crowe, Great Lakes regional lead; and Clinton Little, coastal program specialist, Minnesota's Lake Superior Coastal Management Program. The support of Wisconsin Coastal Management Program staff members was crucial in conducting the evaluation, and this support is most gratefully acknowledged.

NOAA sent a notification of the scheduled evaluation to the secretary of state, head of the Wisconsin Department of State, published a notice of "Intent to Evaluate" in the *Federal Register* on May 24, 2024, and notified members of Wisconsin's congressional delegation. The coastal management program posted a notice of the public meeting and opportunity to comment in the *Wisconsin State Journal*, the official state newspaper, on June 1, 2024.

The evaluation process included a review of annual federal financial assistance award reports, Coastal Zone Management Act Section 309 assessments, and information provided by the programs documenting how they are implementing their programs and addressing the programmatic requirements of the act. The review also included a survey of interested parties, which helped identify the three target areas for the evaluation: program administration, coastal resilience, and tourism and economic development and public access and habitat. A virtual site visit was conducted from July 8 to 12, 2024, and the evaluation team held meetings with staff members and group discussions with program partners, interested parties, and staff members about the target areas. In addition, a virtual public meeting was held on July 9, 2024, to provide an opportunity for members of the public to express their opinions about the implementation of the coastal program.

Interested parties and members of the public were given the opportunity to provide written comments via email or U.S. mail through July 19, 2024. One written comment was received (see Appendix A). NOAA's Office for Coastal Management then developed draft evaluation findings, which were provided to the Wisconsin Department of State for review. The state's comments were considered in drafting the final evaluation findings.

Final evaluation findings for all coastal management programs highlight the program's accomplishments in the target areas and include recommendations, which are of two types:

Necessary Actions address programmatic requirements of the Coastal Zone Management Act or its implementing regulations at 15 C.F.R., Part 923, and of the state coastal management program approved by NOAA, and the terms of any grant or cooperative agreement funded under the Coastal Zone Management Act. Necessary actions must be carried out by the date specified. Failure to address necessary actions may result in a future finding of nonadherence and the invoking of interim sanctions as specified in the Coastal Zone Management Act.

Recommendations are actions that the office believes would improve the program but which are not mandatory. The state is expected to have considered the recommendations by the time of the next evaluation or dates specified.

Evaluation Findings

Program Administration

Overview

The Wisconsin Coastal Management Program is housed in the Department of Administration and is a networked program with the Department of Natural Resources; Department of Transportation; Department of Agriculture, Trade and Consumer Protection; Department of Tourism; Department of Public Instruction; Wisconsin Emergency Management; and the Public Service Commission. The Wisconsin Coastal Management Council is a governor-appointed council that sets the policy direction of the program.

Coastal program staff work closely and collaboratively with a wide range of partners to implement the state's coastal program and address coastal management issues. The coastal program provides both funding and technical support to partners, and staff members are active leaders and members of many working groups. Staff listen to their partners' needs and proceed to identify ways to address them. Staff connect communities to organizations (federal, state, regional, and local) and resources that can provide needed funding opportunities, technical knowledge, partnerships, and support networks. Staff members are able to draw on their institutional knowledge and skills to provide strategic advice to communities and other partners. The coastal program has also helped catalyze a number of initiatives discussed further in the findings.

Coastal program staff are highly valued by their partners for their expertise and assistance and willingness to serve on committees and working groups. They were described by their partners as innovative and creative in addressing problems and appreciated for their knowledge, energy, and responsiveness. The coastal program was described by one evaluation participant as the "best organization in the world to work with." Another stated the "team is one of the best I've worked with professionally," and many evaluation participants mentioned how well known and liked the staff are in coastal communities. Coastal program staff members' deep relationships and knowledge are key to the program's success.

Staffing

The coastal program has a small staff composed of a bureau director who has additional duties, a program manager, two program and policy analysts, and a term-limited project position created in 2023, that is supported, in part, through Bipartisan Infrastructure Law capacity funding. In addition, the coastal program has 25 percent of an account's time in the Bureau of Financial Management. The coastal program also has two vacant program and policy analyst positions. The coastal program is planning on hiring a coastal resilience coordinator, another term-limited, five-year project position. The coastal program also cohosts a Keillor Fellow, usually with a focus on updating the Coastal Process Manual. The fellowships are for one year, but the coastal program has been able to extend recent fellowships.

Coastal program staff are seen as highly competent and continue to be asked to engage in projects by partners, including by the governor's office, regional, national, and international organizations. The coastal program benefits from having staff with long-term relationships and extensive expertise. The coastal program would greatly benefit from additional staff to be able to meet the needs of the state and reduce burnout among existing staff. A priority is the addition of an administrative grants and contracts manager. The position would free program analysts' time to further work with local communities and partners and implement initiatives and projects. The additional capacity would also allow the coastal program to focus on improving the efficiency of collecting and reviewing information from subgrantees and obtaining NOAA approval of projects, a need discussed in the *Grants Program* section. The coastal program would also greatly benefit from filling its two empty program and policy analyst positions, providing additional capacity to support partners and implement initiatives benefiting coastal communities. In addition to existing needs, NOAA's Office for Coastal Management is also calling for the coastal program to invest significant staff time in strengthening implementation of federal consistency, as discussed in the *Federal Consistency* section.

Recommendation: NOAA's Office for Coastal Management encourages the Wisconsin Department of Administration and Wisconsin Coastal Management Program to pursue additional staffing, including filling the two vacant program and policy analyst positions and pursuing staff assistance with administrative grants and contracts, which will enable the coastal program to better assist its partners and meet state needs.

During the COVID–19 pandemic, the coastal program was able to successfully transition to remote work and hold virtual meetings. This transition provided some advantages as staff were able to have more time to interact virtually with partners and spend less time driving 2–6 hours to meet partners and attend meetings. This has allowed the coastal program to increase their partnership base and reach more small communities. The coastal program is encouraged to consider its balance of engagement styles between meeting in person and virtually. Location flexibility, such as basing a staff person in the Lake Superior region, is an option that could be explored. The department and coastal program are also encouraged to consider opportunities to reduce burnout and retention of staff such as maintaining hybrid work.

Coastal Council

The Wisconsin Coastal Council serves as the advisory council to the program, sets the policy direction for the program, selects grant projects for funding, and advocates for coastal issues. There are 14 members representing state agencies, local governments, Tribal governments, and the general public. The governor appoints the broad-based council to represent state agencies, local governments, Tribal government, and the general public with an interest in coastal issues. The Wisconsin Coastal Management Program staffs the council and administers the coastal program. The Wisconsin Coastal Council and coastal program have a well-functioning relationship.

Council member term appointments are for two years with the possibility of reappointment. In practice, appointing new citizen council members has not been a priority of governors, and appointed members rarely turn over. Council members usually continue to serve so that there are no gaps in council members. The council has benefited from effective leadership and the expertise of long-term members, but members may also feel compelled to stay as the replacement process is challenging. The council is likely to see a turnover in the next five years as council members retire or leave their positions. This is an opportunity to bring in new people with new ideas and perspectives to help advise the coastal program. The coastal program has recently provided recommendations to the governor's office for new council members to consider to fill existing and anticipated open positions. It can be challenging for a state to obtain the governor office's attention to staff councils. If the governor does not appoint new members, the department and coastal program may wish to consider pursuing changes in the nominating and approval process to ensure that the council remains staffed while allowing more regular turnover of members or reconsider and pursue changes more broadly to the council role and composition.

Recommendation: NOAA's Office for Coastal Management encourages the Department of Administration and Wisconsin Coastal Management Program to consider and pursue opportunities for ensuring the Wisconsin Coastal Council remains fully staffed.

The implementation of councils can be challenging. Council members need to understand and appreciate not only their role as representatives of the community but also the important role that national Coastal Zone Management Act priorities must play to guide spending of the federal funds under the act. The coastal program recently developed guidelines to help clarify project selection, funding expectations, and the role of the council which resulted in a smoother project selection process.

Grants Program

The coastal program manages a successful competitive grant program of approximately $1.5 million a year that supports local communities and partners. Eligible applicants include local governments, state agencies, colleges and universities, school districts, regional planning commissions, Tribal units of government, and nonprofit organizations.

To encourage high-quality projects, the coastal program holds annual webinars to promote the grant program, and staff work with potential applicants during application development to ensure understanding of eligibility and project scope.

The council reviews applications and hosts a selection committee meeting with applicants. The secretary of the Department of Administration makes final selections. There are five grant categories, and each category is supported by a staff member and technical advisory committee.

Coastal program staff are responsible for the development, management, and reimbursement of the agreements and contracts between the agency and subrecipients for the grant categories

they manage. Grants administration adds significant work to staff members' portfolios. In addition, there have been changes to NOAA's federal award management software and NOAA's Acquisition and Grants Office expectations that have required adjustments. The coastal program also recently started using a multiyear award. The coastal program is working to address these challenges. For example, the program and policy analyst responsible for general grants management developed a budget spreadsheet for grantees to use ensuring needed budget details are included. The grant application form was also updated to address new NOAA requirements.

But there continue to be challenges with the coastal program not submitting documentation to NOAA for 306a projects with special award conditions at least 90 days prior to the official special award condition response date and submitting packages without completed 306a Questionnaires or with missing attachments that are necessary for project and environmental compliance review. NOAA must then ask for the remaining required information before projects can be approved which results in delays. Opportunities for improvement to the grant process include improving subgrantee understanding of required information, increasing efficiency in providing subgrantee support, and performing a detailed review of information before submitting to NOAA to ensure projects can be approved in a timely manner.

The coastal program has a collaborative relationship with the department's Bureau of Financial Management, and the accountant assigned to support the coastal program is knowledgeable in management of federal awards. The accountant and coastal program staff meet at least once a month to discuss the status of awards and address any issues.

Coastal program grant funding often fills a unique funding niche, supporting the initial development of initiatives and projects. Examples include Green and Healthy Schoolyards, which has transformed impervious schoolyards into healthy green spaces and led to higher attendance rates, and the Samuel Myers Park multiphase restoration that has brought together 23 funding sources.

There are opportunities to continue to reengage and strengthen relationships. For example, a Tribal unit of government was last awarded grant funding in 2019. The capacity of Tribal nations and the coastal program to engage has been impacted by staff turnover and losses. NOAA's Office for Coastal Management encourages the coastal program to engage and support sustained relationships with Tribal nations to identify high priority coastal management projects and continue to identify and meaningfully engage with new partners from underserved communities.

Accomplishment: The Wisconsin Coastal Management Program's Coastal Grants Program and associated technical assistance is highly valued by coastal communities and other partners and considered essential to their ability to implement coastal management. The grant funds can fill gaps that other funding sources do not cover, such as supporting the initial development of initiatives and projects.

Federal Awards

The coastal program has been very successful in competing for additional federal funding and addressing a finding in the previous evaluation findings (2018) to look for additional external funding. The program received three competitive awards under the Bipartisan Infrastructure Law and from capacity funding. This includes funding for two land acquisition projects, Sand River and Gile Flowage; restoration planning for the Valley Creek Corridor; the One Map project and several projects that should be awarded in early 2025; and capacity funds for a term-limited coastal infrastructure project coordination position to assist with communities of practice and other coastal resilience needs.

The coastal program was asked by the governor to coordinate Wisconsin's NOAA Climate Resilience Regional Challenge applications. This included sharing the opportunity with interested partners, identifying all the potential projects, and providing technical assistance to applicants. Nineteen projects were selected nationally, including one project from Wisconsin, *Accelerating National Flood Management in the Lake Superior Basin*.

The coastal program has also been successful in securing four Projects of Special Merit, including one that will be funded in the upcoming award cycle. These projects include two projects to build the *Wisconsin Coastal-Management Data Infrastructure*, a project to develop the Collaborative Action for Lake Michigan Coastal Resilience (CALM), and an upcoming project to create the Wisconsin Climate Leadership Academy.

The coastal program has also helped partners take advantage of other federal and state funding including the U.S. Geological Survey's 3D Evaluation Program, National Fish and Wildlife Foundation, Great Lakes Restoration Initiative, Fund for Lake Michigan, Great Lakes Protection Fund, Minnesota and Wisconsin Sea Grant, NOAA's Marine Debris Program, and U.S. Environmental Protection Agency's Trash Free Waters Program. The coastal program partnered with the East River Collaborative, a partnership between The Nature Conservancy, Wisconsin Sea Grant, and NEW Water (the brand of the Green Bay Metropolitan Sewerage District), to help them secure funding through a Digital Coast Connects grant to host information sharing and technology transfer workshops on working with underserved communities to improve responses to flood events.

Accomplishment: The Wisconsin Coastal Management Program was very successful in competing for additional federal and state funding to support its projects and initiatives. The coastal program also supported its partners in developing successful grant applications which have funded projects and initiatives that are improving coastal management in the state.

Great Lakes Chronicle

The Wisconsin coastal program continues to publish an annual *Great Lakes Chronicle* that highlights projects, initiatives, and issues in the state and region. *The Chronicle* is distributed to the governor; state and federal legislative officials; Tribal, state, and local partners; public

libraries; and tourist centers. The magazine is a great resource and chronicle of the program's work and documents Great Lakes coastal issues.

Support of NOAA Partner Programs

The coastal program served as coordinator with the governor's office and co-led the development and submission of the Wisconsin Shipwreck Coast National Marine Sanctuary nomination. The coastal program supported an analysis of maritime heritage in Wisconsin's Great Lakes waters which led to a recommendation to designate the mid–Lake Michigan region as a sanctuary. After a process stretching over almost a decade, the sanctuary was designated in 2021.

The coastal program also serves as coordinator with the governor's office for the Bay of Green Bay National Estuarine Research Reserve, which has been helpful in navigating challenges during the designation process. Coastal program staff also participate on the Site Coordination and Site Evaluation Committees. The coastal program's many long-term relationships, such as with the Wisconsin Harbor Towns Association, have benefited these efforts. The coastal program has provided funding for staff support and worked to engage the community.

Accomplishment: The Wisconsin Coastal Management Program's long-term support, staff engagement, and connections with coastal communities have been key in the designation processes for the Wisconsin Shipwreck Coast National Marine Sanctuary and Bay of Green Bay National Estuarine Research Reserve.

Federal Consistency

During the past few years, the coastal program's workload has increased with more time spent reviewing projects and working with its state and federal partners and Tribal nations to implement federal consistency. Several larger projects have drawn public interest and hearings have been held and large numbers of written comments received. For a recent pipeline relocation project, coastal program staff traveled to Lake Superior region for two Tribal consultation meetings with top agency executives and legal counsel, in addition to holding a public hearing and soliciting written comments.

The Wisconsin Coastal Management Program last updated its program document, which includes its federal consistency procedures, in 2007. The coastal program has not submitted a program change since. Changes to enforceable policies of the program that have occurred since that time cannot be used for Coastal Zone Management Act federal consistency review purposes. The coastal program must review legislative and regulatory changes related to its program and submit any changes to enforceable policies for incorporation into its federally approved coastal program. The coastal program may also wish to review its state federal consistency list. The coastal program is also encouraged to develop a regular schedule, annually or biennially, for reviewing legislative and regulatory changes and submitting them to NOAA.

States are required to provide a single point of contact for federal agencies and the public to discuss consistency issues. See 15 CFR §§ 930.6 and 930.11(o). Any appointment by the state agency of the state's consistency responsibilities to a designee agency must be described in the state's program document. In reviewing the program document (2007), NOAA believes it would be beneficial to include a clear and more detailed description of the role of each federal, state, and regional entity that has been designated with state consistency responsibilities, including how public involvement and the state's response to concerns raised is addressed through each relationship.

Coastal program staff, who also serve as Coastal Council staff, are responsible for federal consistency. The coastal program is in the process of updating their program document to reflect that it is the Wisconsin Coastal Management Program that implements federal consistency. There are associated documents, such as older memorandums of understanding with partner agencies, that still reference the Coastal Council as implementing federal consistency. The coastal program and Department of Administration should work with its networked state agencies to update documents to consistently reflect who is implementing federal consistency.

As stated in the Coastal Zone Management Act Section 306(d)(14), the coastal program must provide for public participation in permitting processes, consistency determinations, and other similar decisions. A coastal program's federal consistency website is an excellent method for communication with the public and applicants regarding the federal consistency process. Currently, the Wisconsin Coastal Management Program's website could be strengthened to better inform the public and applicants. For example, a website could provide the following information to enhance understanding of public involvement in federal consistency:

- Brief description of federal consistency
- State's enforceable policies
- State's federal consistency list
- State's procedures for federal consistency review
- Overview of public comment procedures
- Direct link(s) to opportunity to comment on all federal licenses, permits, and activities under federal consistency review.
- Include a link to NOAA's federal consistency website

NOAA's Office for Coastal Management encourages the coastal program to consult with NOAA and have NOAA review the website text. The information in the updated Wisconsin Coastal Program Document, website, and any training materials should be aligned.

The coastal program was in the process of identifying a new federal consistency coordinator during the evaluation site visit. The coastal program is encouraged to look at needs and opportunities for training of personnel engaged in federal consistency. The coastal program is encouraged to use training delivered by NOAA's Office for Coastal Management and direct people to NOAA's online federal consistency training and other federal consistency information on NOAA's website.

Strengthening public involvement may necessitate implementing new technologies to manage receiving and posting of items for public comment and managing public comments. The coastal program is encouraged to have one entry point for information, such as through applicable software or an email address dedicated solely to federal consistency.

The evaluation team heard from a member of the public that the process for notifying Tribes of the opportunity to comment as part of the federal consistency process could be improved. NOAA's Office for Coastal Management encourages the coastal program to work with Tribal governments to improve and formalize the notification process. This could include creating a separate Tribal mailing list that is updated regularly, ensuring that the most appropriate technical contacts from each Tribe are included on the list. In addition, the list could be set up so that Tribal contacts could identify their regions of interest.

Necessary Action: NOAA's Office for Coastal Management finds that the Wisconsin Coastal Management Program must submit a schedule within 120 days of approval of the final findings for (a) reviewing legislative or regulatory changes to enforceable policies and submitting program changes and (b) revising its program document so that the implementing authority for federal consistency, and the involved organizations and processes, are clearly and consistently identified throughout the document including the three memorandums of understanding in the appendices. The coastal program should complete and submit these changes as agreed upon in the schedule.

Recommendation: NOAA's Office for Coastal Management encourages the Wisconsin Coastal Management Program to (a) update its website to better support public involvement in federal consistency; (b) work with our office to provide training on federal consistency as appropriate; and (c) have one entry point for information, such as through applicable software or a dedicated federal consistency email address.

Coastal Resilience

Overview

In recent years, coastal residents have experienced warmer weather and lake waters, large lake level fluctuations, historic storm events, extensive flooding, declining ice cover during the winter, toxic algal blooms, shoreline erosion, and infrastructure damage. The coastal program has taken a leadership role in convening and coordinating initiatives and participates in many others that are helping communities build resilience. The coastal program provides foundational technical assistance, tools, catalyst funding, and outreach to further the state's resilience efforts. The coastal program has also been successful in applying for competitive federal funding to support resilience efforts.

The coastal program has led the development of several communities of practice that are bringing people together to learn, promote regionally effective management practices, share resources, and develop and implement projects. The communities of practice have been instrumental in providing members with resources, tools, and networking opportunities.

Members' participation has resulted in enhanced plans, improved mapping capabilities, and understanding of potential solutions. The technical and social capacity created has helped members work across boundaries to navigate complex issues. The communities of practice have also helped connect communities to federal and regional efforts. There are opportunities to further engage and support vulnerable communities and add their perspective to leadership committees.

Southeastern Wisconsin Coastal Resilience Project

In 2018, the coastal program, University of Wisconsin Sea Grant Institute, University of Wisconsin–Madison Department of Civil and Environmental Engineering, and the Southeastern Wisconsin Regional Planning Commission were awarded a three-year NOAA Regional Coastal Resilience Grant (Southeastern Wisconsin Coastal Resilience Project) to enhance community capacity in southeastern Wisconsin to build resilience to coastal hazards. The project brought together the four coastal counties and 22 municipalities in southeastern Wisconsin to create the Wisconsin Coastal Resilience Community of Practice. The participants worked to identify vulnerabilities to the region's bluffs, beaches, and infrastructure under a range of potential future conditions, develop guidance and plans, and provide risk communication and mapping resources. Project funding supported thirteen communities in completing a coastal resilience self-assessment, ten planning projects, and a website to host coastal hazards and resilience resources. Shoreline recession data was compiled, analyzed, and incorporated into the Wisconsin Shoreline Inventory and Oblique Viewer. Four guidance documents on risk reduction strategies were developed, and a monthly coastal resilience newsletter was initiated. The project laid the foundation for future coastal hazards projects including Collaborative Action for Lake Michigan (CALM).

Collaborative Action for Lake Michigan (CALM)

In 2021, through a competitive Project of Special Merit, the coastal program, Wisconsin Sea Grant, and Wisconsin State Cartographer's Office created the Collaborative Action for Lake Michigan (CALM), a regional network connecting the coastal resilience efforts in southeastern Wisconsin to those in Wisconsin's Green Bay and northeastern coastal communities. A J. Philip Keillor Fellow was able to serve as the project coordinator through September 2023. The Lake Michigan–wide network engages more than 160 coastal communities, practitioners, and decision-makers. The network aims to increase collaboration between communities, build capacity, support the development of local policies and plans, and coordinate the regional prioritization of needs. The network hosts quarterly meetings and field trips, issues the *Wisconsin Coastal Resilience* newsletter, develops case studies, and inventories funding sources for projects. The network hosts a website that provides coastal communities with a "hub of knowledge" on coastal hazards, regional organizations involved with coastal resilience, tools, and case studies from the CARES project. The website is tailored to meet member needs, and a funding inventory of grants for coastal resilience was included based on member's feedback. Although dedicated funding has ended, the collaborative is currently being led by the steering committee and the coastal program is continuing to invest staff time in supporting the initiative.

This community of practice provides a forum for communities to prioritize and map data to inform decisions such as local planning and permitting and emergency management in the wake of a hazard event. Having a formal network allows participants to maximize their efforts, avoid duplication, and share lessons learned across the region. The network also builds community capacity by sharing decision-making tools, resources, data, and case studies to support the development, revision, or adoption of local plans and policies that address coastal hazards and support community resilience.

Coastal Hazards of Superior (CHAOS)

In 2019, the coastal program helped develop the Coastal Hazards of Superior (CHAOS), a bistate community of practice with Wisconsin and Minnesota Sea Grants, Lake Superior National Estuarine Research Reserve, and Minnesota's Lake Superior Coastal Program. The network engages local community leaders; resource managers; decision-makers; researchers; state, federal, and Tribal government staff; and communicators in learning and preparing for coastal hazards through education, networking, and resource sharing.

Coastal Hazards of Superior hosts meetings featuring presentations from technical experts and coastal communities, sends a monthly newsletter to approximately 250 network members, and hosts field trips and events to facilitate the exchange of knowledge. The network also works to understand and meet the needs of its members.

Members emphasized that the CHAOS community of practice provides a valuable space for information sharing and learning about how to reinforce the resilience of coastal communities. A conversation in a breakout room at a webinar led to the idea of creating a culturally integrated planting guide. Members received a NERRS Science Collaborative grant and the guide, *Ganawenindiwaq: Working with plant relatives to heal and protect Gichigami shorelines*, was published in September 2023.

When the initial coordinator left, the coastal program, with Wisconsin Sea Grant, created another J. Philip Keillor Fellow position, who was able to serve as the coordinator from 2022 to 2023. Currently, the network is being run by the steering committee, and the coastal program is investigating opportunities for long-term support of the network.

Wisconsin Initiative on Climate Change Impacts (WICCI)

The coastal program helps support the Wisconsin Initiative on Climate Change Impacts (WICCI), a statewide collaboration of scientists and stakeholders formed as a partnership between the University of Wisconsin–Madison's Nelson Institute for Environmental Studies and the Wisconsin Department of Natural Resources. The initiative's goals are to evaluate climate change impacts on Wisconsin and foster solutions. The initiative provides information and resources to coastal city planners, property owners, marinas, local officials, and coastal resource managers. The coastal program is a member of the Tourism and Outdoor Recreation,

Great Lakes, and Coastal Resilience Working Groups, which is discussed further in the *Tourism and Public Access* subsection.

East River Collaborative

The coastal program has provided funding through their annual grants program and helped to secure a Digital Coast Connects grant to support the East River Collaborative. The collaborative is a regional network within the East River watershed focused on building resilience of northeast Wisconsin's East River. Previous flooding events led to the creation of the collaborative. In addition to biannual meetings, key projects have included a needs assessment that looked at land cover, flood impacts, and data needs, community resilience self-assessment for seven communities, a baseline survey and flood modeling, and development of a resilience framework with seen goals. The coastal program funded a planning project for the East River Trail, looking at options for making the popular commuter and recreational trail more resilient.

Wisconsin Coastal Management Data Infrastructure

The Wisconsin Coastal-Management Data Infrastructure (WICDI) project developed a community of practice focused on sharing data and tools to improve and develop a consistent approach to mapping culverts and developing a database to make this data easily available within the Lake Superior Basin. As rain events become more frequent and intense so does the risk of damage to culverts. The data can be used to identify vulnerable culverts, justify the cost of replacing them before they fail, and respond quickly to culvert damage. The project was funded through a Project of Special Merit (2018), and a second project (2020) was used to provide training and develop a self-sustaining community of practice.

Accomplishment: The Wisconsin Coastal Management Program has led, and invested in, multiple communities of practice and collaboratives, including the Coastal Hazards of Superior (CHAOS), Collaborative Action for Lake Michigan (CALM), East River Collaborative, and the Southeast Wisconsin Resilience Project (CARES), which are bringing people from a wide range of backgrounds together to learn and work together to make Wisconsin's coast more resilient.

Grant Program

The coastal program has funded a number of grants that support resilience efforts. A few examples are:

- Launching a Green Infrastructure Program in Bayfield, Wisconsin (2019): The City of Bayfield reviewed codes for green infrastructure, assessed green infrastructure and coastal resilience needs and opportunities, developed recommendations to address needs and opportunities, and developed a site-specific plan for implementing resilience and green infrastructure at Halvor Reiten Park as a demonstration project.
- Northeast Coastal Resilience Study (2021): The Bay-Lake Regional Planning Commission and University of Washington Sea Grant researched coastal hazards in Kewaunee, Manitowoc, and Sheboygan counties and developed a resilience plan to help communities mitigate coastal hazards and promote a prosperous coast.

- Waterfront Planning Toolkit: Catalyzing Change (2023). The Bay-Lake Regional Planning Commission created a Water Planning Toolkit with example plans and case studies, tools, and resources to support communities in creating waterfront plans.
- Planning for Resiliency in the East River (2021): NEW Water, University of Wisconsin Sea Grant, and The Nature Conservancy partnered on a project to conduct an East River flood study and create the East River Watershed Resilience Community of Practice and a community-based watershed resilience framework.
- Green Infrastructure and Outdoor Education Master Plan (2022): The Michicot School District developed a green infrastructure and Outdoor Education Master Plan to reduce stormwater runoff pollution and engage teachers, students, and community members in environmental education and planning processes.

J. Philip Keillor Fellowships

The coastal program and Wisconsin Sea Grant cosponsor the J. Philip Keillor Coastal Hazards Fellowship, a one-year fellowship for recent masters or doctoral graduates focused on increasing the resilience of coastal communities. The coastal program provides funding through Section 309 and hosts the fellows in their office while Wisconsin Sea Grant administers the fellowship program. The coastal program manager and Sea Grant coastal engineering outreach specialist both serve as mentors. Since its inception in 2016, nine fellows (as of November 2024) have worked on the third edition of the *Coastal Processes Manual*, which demonstrates methods to assess the threat of hazards like flooding, shoreline erosion, and dangerous currents and waves to coastal properties and communities in the Great Lakes region. Fellows also have opportunities to pursue other work during their fellowship in support of Sea Grant or the coastal program. One fellow served as the project coordinator for the Coastal Hazards of Lake Superior (CHAOS) community of practice.

The fellowship program is highly valued by both partners, with Sea Grant's associate director stating it is the backbone of Wisconsin Sea Grant's state fellowship program. The fellowship helps address a capacity need for coastal hazard work for both programs. The fellows have been successful in writing a number of grant proposals including a NOAA Regional Coastal Resilience grant, NOAA Bipartisan Infrastructure Law grant, and NOAA Project of Special Merit awards. A fellow was also the lead author of A Property Owner's Guide to Protecting Your Bluff.

The fellowship has been a valuable jumping-off point for professional careers in coastal management, Great Lakes management, resilience planning, and coastal engineering. Fellows moving to different agencies in the region has helped strengthen partnerships throughout the region and resulted in projects such as the upcoming Project of Special Merit (2024) to develop a Wisconsin Coastal Leadership Academy. The idea for this project came from discussions with a previous J. Philip Keillor Fellow implementing a similar program in Michigan.

The Keillor fellows have been working on updating the Coastal Processes Manual since 2016. The manual was first published in 1987; a second version was released in 1998. The manual

helps local decision-makers, developers, planning and zoning commissions, and others learn about coastal processes, identify and quantify coastal hazard risks, gain resources, and learn about resilience planning. The manual transforms highly technical knowledge on coastal engineering, coastal hazards, and resilience planning into a format that is easy for nonexperts to interpret and use. The final two chapters are expected to be finished with the next Keillor fellow. NOAA's Office for Coastal Management encourages the coastal program in its efforts to support completion of the *Coastal Process Manual* and to work with Wisconsin Sea Grant to consider the next coastal resilience priorities for future Keillor fellows to tackle.

Although the manual update is not complete, completed chapters are being applied as tools and resources to support state resilience efforts. For example, the Coastal Erosion chapter was used on a Coastal Hazards of Superior field trip to teach people how to assess a site for erosion risk; the Future Conditions chapter informed the Wisconsin Initiative on Climate Change Impact's changing climate assessment report; the FEMA Flood Maps for Coastal Flooding chapter is helping people interpret new FEMA flood zones and maps, and the updated content is being used in curriculum development for the Coastal Leadership Academy.

Accomplishment: The Wisconsin Coastal Management Program, in partnership with Wisconsin Sea Grant, continues to implement the successful J. Philip Keillor fellowship program that has brought needed capacity to the coastal program to address coastal hazards and climate resilience. The fellowship program has also created a valuable network of coastal professionals working in the Great Lakes region.

Recommendation: NOAA's Office for Coastal Management encourages the Wisconsin Coastal Program to work toward identifying sustainable avenues of support and leadership for the successful communities of practice it has helped create, particularly the Coastal Hazards of Superior (CHAOS) and Collaborative Action for Lake Michigan (CALM). There are also opportunities to bring in new energy through recruitment of new diverse members and leadership and to expand support of vulnerable communities.

Throughout the evaluation site visit, additional opportunities were noted.

- Exploration of professional development connections with NOAA federal staff for the J. Philip Keillor Fellowship program (e.g., professional development for people looking into federal employment).
- A continuing need to reduce the impact of coastal hazards, improve hazard planning in coastal communities, and create awareness of coastal hazards and the tools to address them.
- Continued partnership with national estuarine research reserves and other coastal programs on initiatives such as CHAOS and the upcoming Wisconsin Coastal Leadership Academy.
- Research of other academy models, such as Maryland's Climate Leadership Academy, to help design the Wisconsin Coastal Leadership Academy.

- Development of model erosion-based ordinances for shoreline and coastal bluffs to help communities be proactive in their approach to coastal resilience.
- Continued pursuit of opportunities to connect with local federal agencies working in the field of resilience including NOAA, National Resources Conservation Service (soils mapping), U.S. Geological Survey (coastal lidar, landslide mapping), and the Federal Emergency Management Agency.

Intersection of Economic Development, Tourism, Public Access, and Coastal Habitat

The coastal program supports the maritime and sustainable coastal tourism industries, public access, and habitat protection and restoration leading to environmentally sensitive economic development that benefits the state's coastal economy, people, and natural systems. The coastal program is an active partner in many initiatives providing guidance, technical assistance, information about funding opportunities, tools, catalyst funding, and outreach to support coastal communities. The coastal program helps raise awareness about the importance of stewardship and the need for sustainable tourism and recreational practices.

Economic Development

The director of the coastal program's Resource Policy Bureau serves on the Wisconsin Department of Transportation's Harbor Advisory Council, which runs a grant program for commercial ports. The council provides a venue for updating and including the Wisconsin Department of Transportation (WisDOT) on anything waterborne commerce, Great Lakes, and the environment. The transportation department also participates in the Wisconsin Coastal Management Council. The long-term relationship between the coastal program and commercial ports was valuable in building support for the new Shipwreck Coast National Marine Sanctuary and Bay of Green Bay National Estuarine Research Reserve. The sanctuary also brought in NOAA resources to map the sanctuary's 962-square-mile lake bed. The sonar-based, high-resolution mapping provided the Great Lakes shipping industry with updated charts to operate safely.

According to the director of the Port of Green Bay, the coastal program fills a unique and valuable funding niche for planning projects that support the state's commercial ports. Coastal program funding has been used to inventory Wisconsin ports' market conditions and trends, conduct modal shift analyses, and identify opportunities for growth. The coastal program has also brought NOAA's Working Waterfronts training to the region.

The coastal program provided funding to develop an end-use plan for Renard Island, a 55-acre island created with soil dredged for the Port of Green Bay. The island is one of the only areas in the Green Bay metropolitan area that provides direct access to bay waters. The project planning process gathered input through a group of stakeholders and through numerous public meetings. The final *Renard Island Strategic Master Plan* was adopted by the Brown County Board in late 2019, and funding is being pursued. The plan includes both passive and active recreational opportunities and parking.

The coastal program is a founding member of the Wisconsin Clean Marina Program, administered by the University of Wisconsin Sea Grant College Program in partnership with the Wisconsin Coastal Management Program, Wisconsin Marine Association, and Wisconsin Department of Natural Resources. The Clean Marina Program has 22 certified marinas and 22 pledged, with most in the coastal region. The coastal program staff continues to support the Wisconsin Clean Marina program and participate in the Clean Marina Technical Team, Great Lakes Clean Marina Network, and national Clean Marina Network.

The Wisconsin Clean Marina Program has led to over 1,600 best management practices being implemented. The program provides an annual training workshop for marina managers and one-on-one technical assistance. Recently, the program was able to update the program website to include an updated "Wisconsin Clean Marina Best Management Practice Guidebook." The program also addresses boater education and provides marinas with boater education materials, such as clean boater rack cards and signage indicating best management practices for boaters to follow.

During the evaluation site visit, the Wisconsin Clean Marina Program coordinator described how the coastal program has been crucial to long-term sustainability of the program and commended the coastal program coordinator for their leadership skills, knowledge, organization, and help in building team cohesion. The coastal program policy analyst helped write and obtain grants from the Fund for Lake Michigan that supported a part-time staff person for five years. In 2024, the coastal program provided bridge funding for a part-time staff person and development of a five-year plan that addresses the program's long-term viability. Coastal program staff are providing planning support and helping identify sustainable avenues of support for the program.

As a voluntary, nonregulatory program, the Wisconsin Clean Marina Program provides technical assistance to marinas on regulations and permit requirements. Coastal program staff work closely with the Clean Marina Program to complete projects, including construction of a stormwater treatment wetland at Barker's Island Marina in Superior, development of a Wisconsin Great Lakes Marina Resilience Assessment to help marinas be prepared for coastal hazards, and development of conceptual designs and engineering plans for flood reduction and stormwater improvements at Kewaunee Marina. The coastal program is also supporting the development of a statewide shrink wrap recycling program.

The Washburn Marina manager in Bayfield noted that the assistance and guidance of coastal program staff was immeasurable and that the coastal program helps keep public access in the forefront for marinas. Coastal program staff provided the marina manager with guidance and technical assistance in working with other federal and state agencies to complete projects, including a hiking trail restoration project, a breakwater, and a boat ramp rebuild.

Tourism and Public Access

The coastal program supports tourism through a number of efforts including participation in workgroups and regularly participating in meetings of organizations. The coastal program also works closely with communities and other groups to identify and fund a variety of projects that expand and enhance public access to natural areas and historical resources. The coastal program also works on tourism-related issues such as public safety at beaches and building the resilience of the tourism industry.

Coastal program staff served on the Wisconsin Initiative on Climate Change Impacts' Tourism and Outdoor Recreation Working Group, which brings together academic, government, industry, and Tribal representatives with diverse expertise to focus on understanding how climate change will impact tourism and outdoor recreation activities. The work group is developing resources and initiatives that support the sector's mitigation and adaptation activities. Coastal program staff helped to recruit work group members, provided insights, and contributed to the group's development of a tourism and recreation subchapter that was summarized in the state's *2021 Assessment Report: Wisconsin's Changing Climate* for decision-makers. The document highlights how tourism businesses can plan and adapt to potential impacts of climate change.

With climate change, the region is starting to see more algal blooms and warming lake waters that are affecting currents and water safety. The coastal program is a founding member, and part of, the Wisconsin Coastal Beaches Workgroup which made Virtual Beach more accessible to Wisconsin communities. This free software program enables beach managers, public health professionals, and researchers to efficiently develop and operate water quality models to inform beach-specific decisions on swim advisories and closures. Wisconsin has 130 beaches in the state and the majority are monitored weekly. The software allows managers to make more informed choices on whether to close a beach. The workgroup also recently used a coastal program grant to update training materials with a greater attention to forecasting issues associated with E. coli.

The Wisconsin Harbor Towns Association is a nonprofit organization, developed by the coastal program, that includes the tourism offices of 19 Great Lakes harbor towns. The director of the Bayfield County Tourism Department cited the coastal program's ongoing technical assistance and funding as key to the association's success. A coastal program staff member is also assisting the association with writing their new strategic plan.

The coastal program supports the development of products to promote tourism. For example, Sea Grant used a coastal program grant to create the Wisconsin Coastal Guide which includes maps and information on maritime heritage, nature, recreation, boating public access, harbor towns, and driving routes along with podcasts and videos for everyone interested in visiting the coast. The coastal program also supported Bayfield County in the development of a Bayfield County Hiking Guide, informational kiosks for the Wisconsin Scenic Byway, and a Wisconsin Scenic Byway Brochure.

During the COVID–19 pandemic, many people moved to Wisconsin's coastal towns, and there was an explosion of outdoor recreation. Wisconsin coastal areas continue to see a high level of recreational use. Small towns have relied on the coastal program to provide funding and technical assistance to meet recreational demands by increasing and enhancing public access to natural areas. Bayfield and Door County provide examples of how the coastal program assists local governments.

In Bayfield County the coastal program has funded and provided technical assistance for a number of projects promoting tourism and public access enhancement projects including:

- Improvements to a shoreline corridor trail in the City of Washburn that included making a portion of the trail ADA accessible. The trail highlights Washburn's former waterfront industries and activities.
- Creation of a coastal lighthouse tour StoryMap.
- Production of a Discover Wisconsin episode focused on the Wisconsin coast.
- Design and planning for an expanded Bayfield Area Trail System in the Big Ravine Reserve and rehabilitation of areas impacted by social trails.
- Renovation of the City of Bayfield Harbor Walk including ADA access improvements; reconstruction of a precarious section at the north end; and installation of directional signs.
- Planning for Brownstone Trail to address eroding slopes along Lake Superior. This project examined the underlying causes of the slumping, identified options for restoration and protection of the nearby shoreline, and evaluated whether the continuation of the trail in its existing location is feasible.

The tourism director for Bayfield County Tourism, who also is serving as the mayor of the City of Washburn, expressed appreciation for the coastal program's assistance in helping the county share the importance of natural areas so that these areas are treated with respect. A few years ago, the coastal program was able to bring NOAA's Office for Coastal Management trainers to the state to conduct training on managing recreational impacts. State participants noted that there might be demand to hold a similar training again. If there is interest, the coastal program is encouraged to work with NOAA to bring a project management training tailored to managing recreational use or explore other alternatives to support communities with managing visitor use.

The coastal program has also supported tourism in Door County. Tourism is a primary economic driver in the county. Door County cited the Discover Wisconsin episode as a project that benefited the county and as a "great way to bring together both lakes." The coastal program also provided funding support to the Wisconsin Historical Society's survey of Long Piers entitled "Settlement Era Piers of Door County" and helped support a Destination Stewardship plan that looks forward and includes opportunities created by the future Bay of Green Bay National Estuarine Research Reserve.

The coastal program supports public access projects that increase accessibility of trails and coastal access points. One example is working with Friends of the Apostle Islands National

Lakeshore to implement an Access for All program at the national lakeshore. The coastal program funded the development of engineering plans for accessibility improvements, and staff served on the Access for All Advisory Committee. The committee's work led to enhanced National Park Service attention to accessibility improvements in the park, and funding was raised to design and implement the improvements.

The coastal program also continues to support efforts to increase water safety of outdoor recreationists through improvements to products like Wave-Watch, which provides real-time wave and water temperature data at five popular locations in the Apostle Islands, allowing paddlers to make informed decisions on water safety. The coastal program has also funded a study on the public's perceptions of boater safety and accessibility to measured data.

The coastal program collaborates with organizations and communities to celebrate Wisconsin's maritime and cultural heritage and provide the public and students with virtual access to these resources. One key partnership is with the Wisconsin Historical Society. The coastal program has supported the society's field training school for avocational archaeologists and local diver volunteers. The students learn how to conduct underwater archaeological surveys and work on specific projects.

Wisconsin Historical Society–led field schools have built a cadre of volunteers who continue to support the historical society and help encourage a preservation ethic in their communities. According to the state archaeologist, support for field school opportunities has multiplied the effectiveness of shipwreck preservation efforts throughout the region.

The coastal program funded another project that included the development of a mid–Lake Michigan Shipwreck Paddler's Trail with waterproof site and education content that was used in public outreach, kiosks, and web initiatives such as Wisconsin's Great Lakes Shipwrecks. The shipwrecks layer for the Door County Paddler's Trail is on the Lake Michigan Water Trail website.

The coastal program also supported a project, *Hickory Dickery Dock: Archaeological Investigation of Historic Lumber Piers of Kewaunee County,* and the associated submerged cultural remains. The project focused on archaeological surveys at four pier sites and also identified and mapped the remains of the tug Thomas Spears, which sank in 1880. Extensive presentation, website, and interactive kiosk updates were completed. Two piers were listed on the National Register of Historic Places.

There are dozens of historically significant shipwrecks off of Wisconsin's Lake Michigan shoreline. Protecting the shipwrecks, providing access to them, educating the public, and promoting tourism to the communities near the shipwrecks led the coastal program and multiple partners to support the creation of a Wisconsin Shipwreck Coast National Marine Sanctuary. Comanaged with the State of Wisconsin, the sanctuary provides a national stage for promoting recreation and heritage tourism in partnership with local communities. In 2022, the coastal program helped fund a sanctuary-branded recreation and tourism podcast and digital

short. Produced by Discover Mediaworks, the pieces entice travelers to explore the heritage of mid–Lake Michigan's coastal communities.

Acquisition of Coastal Habitat

The coastal program continues to support increased public access through funding and technical assistance for acquiring lands that enhance public access, protect habitat, and support tourism and local economies. The coastal program awards funding and assists communities with applying for other grant funding. Examples include:

- Clay Bluffs Cedar Gorge Nature Preserve (2022): A 131-acre property in the City of Port Washington and Ozaukee County that includes three-quarters of a mile of shoreline along Lake Michigan to help reduce heavy visitation pressure impacts on nearby preserves and parks. ($250,000 Wisconsin Coastal Management Program)

- Pebble Beach (2021): Pebble Beach, a 16-acre property, was a privately owned beach that was open to the public in an area with unique high-quality habitat and geological features. When the landowners were interested in selling the property, Door County was able to take ownership of the beach and preserve the public's access. The property's contiguous mature white cedar forest also provides critical habitat for migratory birds. ($1 million Coastal and Estuarine Land Conservation Program—NOAA)

- Siskiwit River Preserve (2018): The project protects 100 acres of coastal habitat along the Siskiwit River near its mouth at Lake Superior in Bayfield County. The property has over three-quarters of a mile of river frontage, scenic waterfalls, and rare boreal forest. The Siskiwit River supports spawning rainbow and brown trout, and its bay supports spawning whitefish. ($194,773 Coastal and Estuarine Land Conservation Program—NOAA)

- Door Bluff Headlands (2019): The 73-acre project in Door County expands existing parks and protects public access to the coast. The area is home to 46 different species of birds and nearly 100 species of plants. This acquisition now makes Door Bluff Headlands the peninsula's largest county park. ($150,000; $104,000 Wisconsin Coastal Management Program)

- Lost Creek Falls (2023): The 160-acre property in Bayfield County will be added to the adjacent Lost Creek Falls Special Management Area. The forest is a tier 1 migratory bird stopover area. ($62,245 Wisconsin Coastal Management Program)

- Sand River (2023): The 2,001-acre property in Bayfield County protects ecologically significant wetlands, tributaries, and feeder streams critical to the health of Lake Superior. The purchase fulfills an agreement with the Red Cliff Band of Lake Superior Chippewa, whose land borders the northern area, to reinvest proceeds from an earlier

land sale that returned nearby land formerly owned by Bayfield County to the Red Cliff Band. ($1.96 million Bipartisan Infrastructure Law—NOAA)

- Funding for Fish Creek (TBD): This project will add 118 acres to expand Fish Creek Park in the Town of Gibraltar. ($175,000 Wisconsin Coastal Management Program)

- Funding for Gile Flowage (TBD): This project in Iron County includes 1,055 acres of pristine habitat, 16.79 miles of shoreline, and protection of contiguous land tracts. It also expands federally protected treaty rights for Lake Superior Chippewa Tribes to hunt, fish, and gather by placing lands in public ownership in perpetuity. ($4.1 million Bipartisan Infrastructure Law—NOAA)

Accomplishment: The Wisconsin Coastal Management Program provides exceptional support for coastal communities in the intersection of economic development, tourism, public access, and protection of coastal habitat. For example, the coastal program has supported numerous land acquisition projects; development of ADA–accessible facilities; development of outreach materials, activities, and sites that support tourism; and studies that are informing the economic development of the state's ports.

The coastal program is encouraged to continue to look for opportunities to leverage partners to enhance outreach regarding coastal program–supported projects, particularly to potential new partners who may want to pursue similar grants and capacity building offered by the coastal program.

Evaluation Metrics

Beginning in 2012, state coastal management programs began tracking their success in addressing three evaluation metrics specific to their programs. The evaluation metrics include a five-year target and provide a quantitative reference for each program about how well the program is meeting the goals and objectives it has identified as important. In 2018, coastal programs began a new five-year period and set targets specific to their programs for two performance measures from the existing Coastal Zone Management Performance Measurement System and the coastal hazards performance measure.

Evaluation Metrics: 2018–2023

Metric 1

Goal: Improve and enhance public access to coastal resources.

Objective: Support local government's efforts to improve and enhance public access opportunities for Wisconsin residents and visitors, including underserved and disadvantaged communities.

Strategy: Wisconsin's shoreline is increasingly used for recreation at unprecedented levels due to increasing trends in coastal populations, increases in coastal tourism, and the development

of infrastructure and opportunities for coastal recreation. The demand for public access to coastal waters has outstripped the supply, especially in urban areas, and there is a need for expanded and improved recreational facilities and services. Promoting and enhancing public access to the state's Great Lakes resources continues to be a core principle of Wisconsin Coastal Management Program's (WCMP) mission, strategic plan, and section 306/306A activities. WCMP works to provide increased opportunities for public access, accounting for current and future public access needs, to coastal areas of recreational, historical, aesthetic, ecological, or cultural value. WCMP will provide funding support to local governments through our annual funding competition. The Wisconsin Coastal Management Council has identified public access enhancement projects as a funding priority. For this metric, the definition of public access sites and enhancements are the same as those under the most recent CZMA Performance Measurement System Guidance. Enhancements will be targeted to existing coastal zone public access sites. It is anticipated that the number of projects completed during this five-year period will be a little lower due to the NEPA review process delaying project approvals.

Performance Measure: Between 2018 and 2023, the number of existing public access sites enhanced with assistance from CZM funding or staff.

Target: Between 2018 and 2023, 20 existing public access sites enhanced with assistance from CZM funding or staff.

Results:
Year 1 = 10 public access sites enhanced
Year 2 = 2 public access sites enhanced
Year 3 = 12 public access sites enhanced
Year 4 = 8 public access sites enhanced
Year 5 = 4 public access sites enhanced

Total: 36 public access sites

Discussion: The coastal program has successfully exceeded its target and enhanced 20 public access sites.

Metric 2

Goal: Improve coastal community resiliency to coastal hazards

Objective: Support state and local government's efforts to improve coastal community and coastal resource resiliency by being able to plan for, respond to, withstand, and adapt to hazards.

Strategy: Coastal hazards continue to be an area of high importance to Wisconsin Coastal Management Program (WCMP) and the state. There are significant development pressures on Wisconsin's coastal shoreline. Coastal flooding has impacted areas in the Lake Superior region as well as the southeast region of the state in recent years. And coastal communities are both concerned, and impacted by, fluctuating Great Lakes water levels and coastal storm events. Discussions with state, tribal and local decision-makers, planners, floodplain managers, coastal engineers, Wisconsin Emergency Management and other state agencies, and the Wisconsin Coastal Hazards Work Group (chaired by WCMP) have made it clear that WCMP should pursue

opportunities to address coastal hazards. The Wisconsin Coastal Hazards Work Group has identified coastal erosion, flooding, coastal storms, and changing lake levels as significant risks to public safety and property. WCMP continues to prioritize addressing coastal hazards through hazard mitigation planning, assessing coastal hazard risk, mapping, developing decision-support tools, implementing resilient practices, and training/outreach.

The WCMP anticipates a) 0 state-level policies and plans completed; b) 0 local-level policies and plans completed; c) 8 projects completed at the state-level; and d) 8 projects completed at the local-level to reduce future damage from coastal hazards with assistance from CZM funding or staff.

Performance Measure: Between 2018 and 2023, the number of a) state-level policies and plans completed; b) local-level policies and plans completed; c) projects completed at the state-level; and d) projects completed at the local-level to reduce future damage from coastal hazards with assistance from CZM funding or staff.

Target: Between 2018 and 2023, a total of 16 a) state-level policies and plans completed; b) local-level policies and plans completed; c) projects completed at the state-level; and d) projects completed at the local-level to reduce future damage from coastal hazards will be completed with assistance from CZM funding or staff.

Results:
Year 1 = 6 state and local policies, plans, and projects
Year 2 = 3 state and local policies, plans, and projects
Year 3 = 2 state and local policies, plans, and projects
Year 4 = 7 state and local policies, plans, and projects
Year 5 = 7 state and local policies, plans, and projects

Total: 25 state and local policies, plans, and projects

Discussion: The coastal program successfully exceeded its target. As the findings discuss, the coastal program is engaged in a wide range of efforts at the state and local level to build resilience.

Metric 3

Goal: Improve coastal community planning

Objective: Support local government efforts to improve coastal community and coastal resource planning that promote the orderly and balanced development of coastal communities, with full consideration of economic, ecological, human resource, cultural, historic, recreational, and aesthetic values, and existing and future needs.

Strategy: Wisconsin Coastal Management Program (WCMP) continues to play an integral role in guiding state and local planning efforts in the coastal zone. In working with state and local governments and regional planning commissions on coastal community planning and development, WCMP actively promotes the orderly and balanced development of coastal communities, with full consideration of economic, ecological, human resource, cultural, historic, recreational, and aesthetic values, and existing and future needs. WCMP will provide

financial assistance to local governments through our annual funding competition. WCMP staff will also provide technical assistance through the Wisconsin Coastal Hazards Work Group, the NOAA Coastal Resiliency Program funded project, and the Project of Special Merit. For this metric, the definition of plans and coastal communities are the same as those under the most recent CZMA Performance Measurement System Guidance. Note: A community may be counted twice in one year, once for a sustainable development ordinance, policy, or plan (PMS 13a) and once for a port or waterfront redevelopment ordinance, policy, or plan (PMS 13c)

Performance Measure: Between 2018 and 2023, a) number of coastal communities that developed or updated sustainable development ordinances, policies, and plans; and b) number of coastal communities that developed or updated port or waterfront redevelopment ordinances, policies, and plans with assistance from CZM funding or staff.

Target: Between 2018 and2023, a total of 26 a) coastal communities that developed or updated sustainable development ordinances, policies, and plans; and b) coastal communities that developed or updated port or waterfront redevelopment ordinances, policies, and plans with assistance from CZM funding or staff.

Results:
Year 1 = 6 coastal communities
Year 2 = 11 coastal communities
Year 3 = 2 coastal communities
Year 4 = 4 coastal communities
Year 5 = 6 coastal communities

Total: 29 coastal communities

Discussion: The coastal program has successfully exceeded its target. As discussed in the findings, the coastal program works closely with local communities to assist them with the development of ordinances, policies, and plans to guide waterfront redevelopment and sustainable development.

Conclusion

This evaluation concludes that the State of Wisconsin is successfully implementing and enforcing its federally approved coastal management program, adhering to the terms of the federal financial assistance awards, and addressing coastal management needs identified in section 303(2)(A) through (K) of the Coastal Zone Management Act.

These evaluation findings contain one necessary action that is mandatory by the deadlines given and four recommendations that must be considered before the next regularly scheduled program evaluation but that are not mandatory at this time. Recommendations that must be repeated in subsequent evaluations may be elevated to necessary actions.

This is a programmatic evaluation of the Wisconsin Coastal Management Program, which may have implications regarding the state's financial assistance awards. However, it does not make any judgment about or replace any financial audits.

_____ _____

Jeffrey L. Payne, Ph.D.
Director
NOAA Office for Coastal Management

Common Access Card (CAC) Signature

Appendix A: Response to Written Comments

James Rasmussen
Wisconsin

The commenter provided the following attachments:

- Appendix C/Enforceable Policies of the Wisconsin Coastal Management Program
- Letter from Superior Councilwoman VanSickle to Michael Friis dated June 24, 2024
- Record request for NTEC public comments made June 4, 2024
- Wis Stat. 1.11, NR 150, NR404, NR 405, NR 406, PSC 112

“The biggest challenge now is to maintain the momentum (Wisconsin CMP introduction).”

Please accept this comment on the May 24th Notice by the National Oceanic and Atmospheric Administration (document number 2024-11438; 89 FR 45858). I am writing to make this comment in my personal capacity; please direct any inquiry to me directly.

As you know, evaluation of the State of Wisconsin’s Coastal Management Plan is underway by NOAA and Dept. of Commerce. On May 24, 2024, NOAA and DOC made a Request for Comments and published Notice of a “Evaluation of Wisconsin Coastal Management Program” public meeting in the Federal Register. Comments are accepted through July 19, 2024. It is crucial that the State’s CMP maintain compliance with the Coastal Zone Management Act especially to at least provide for:

> 16 U.S.C. § 1452(2)(A) the protection of natural resources, including wetlands, floodplains,
> estuaries, beaches, dunes, barrier islands, coral reefs, and fish and wildlife and their habitat, within the coastal zone,
>
> 16 U.S.C. § 1452(2)(C) the management of coastal development to improve, safeguard, and restore the quality of coastal waters, and to protect natural resources and existing uses of those waters,
>
> 16 U.S.C. § 1452(2)(I) the giving of timely and effective notification of, and opportunities for public and local government participation in, coastal management decision-making,
>
> and
>
> 16 U.S.C. § 1452(3) to encourage the preparation of special area management plans [SAMP] which provide for increased specificity in protecting significant natural resources, reasonable coastal-dependent economic growth, improved protection of life and property in hazardous areas, including those areas likely to be affected by land subsidence, sea level rise, or fluctuating water levels of the Great Lakes, and improved predictability in governmental decision-making;

Notably, I have laid out some of the largest concerns and deficiencies in the state's Coastal Management Plan (CMP) that I feel should be considered in evaluation of the state's program and to include some considerations for recommendation.

Outline of deficiencies identified in Wisconsin's CMP:

1) Deficiencies in Federal Consistency Evaluation.

a. Coastal Air Quality Enforceable Policies do not reflect current state law.

b. Coastal Water Quality Enforceable Policies have not been updated since Governor Walker's administration

c. Coastal Water Quantity does not appear to be addressed or considered.

2) Deficiencies in Coordination. The state must improve its management and considerations for coordination. There appears to be severe deficiencies and failures that have resulted.

a. Government Interrelationships should improve. Staff diversity, especially in social-science educational backgrounds may help provide expertise necessary to improve government interrelationships.

i. Local Governments including Counties and Municipalities

ii. Participation and technical support for Tribal Governments and Treaty Rights

b. Public Participation guidelines and laws must be bolstered and improved upon in the state's CMP; one way to accomplish this is more thorough evaluation of state's existing public participation requirements, such as in WEPA.

i. Public comment period

ii. Public hearing period

iii. Coordination and response to state law is lacking.

c. Specific State Coastal Policies are long outdated and do not reflect changes in the state's laws. A process or procedure for updating the specific state coastal policies could be one way to improve this process.

i. Coastal water quality and quantity and coastal air quality

ii. Coastal natural areas, wildlife habitat and fisheries

iii. Coastal erosion and flood hazard areas

iv. Community development

v. Economic development

vi. Governmental Interrelationships

vii. Public involvement

I have provided a more detailed analysis of the issues identified in the outline above, below:

Deficiencies in Federal Consistency.

It appears the state has made no effort to update or protect coastal management goals and program objectives through its "federal consistency" review obligations and commitments reflected in the state's CMP since 2007 despite significant changes in state law. This is particularly concerning because it renders any decision or review of a federal permit less effective.

2a. Government interrelationships. I am particularly concerned about what appears to be deficiencies in coordination between municipalities and state agencies. For example, the Special
Area Management Plan (SAMP) did not appear to be considered when the Wisconsin DNR issued a permit for the Nemadji River Energy Center, an energy development next to a mass Indian gravesite now owned by the Fond du Lac Band of Lake Superior Chippewa Indians.

The state's CMP does not address how Tribes with reserved rights in Wisconsin may participate in decisions that they have stated interest in and indicated may impact a reserved right. Notably, in the case of the Nemadji Trail Energy Center several regional Tribes, including the Fond du Lac Band of Lake Superior Chippewa Indians provided comment that the project may impact treaty rights. It's unclear how, if at all, this concern may be considered by the Wisconsin DOA. It could be recommended that emphasis on staff diversity, especially in social-science educational
backgrounds may help provide expertise necessary to improve government interrelationships.

2b. Public participation. Concerningly, there appears to be a lack of coordination among state agencies that have resulted in inadequate ability for the public to participate in the state's Coastal Management Plan. It should be recommended that the State follow its own laws to assure proper participation of the public in accordance with its plan. <u>It could be recommended that state laws that address public participation, including the WEPA, should be evaluated and included in the state's CMP.</u>

For example, the Wisconsin Environmental Protection Act (WEPA) set forth in s. 1.11, Stats., requires a certain level of review and public participation in major agency decisions; agencies must complete certain steps before reaching a final decision on any action that significantly affects the quality of the human environment. In a letter to Michael Friis from Councilwoman VanSickle dated June 23, 2024, an understanding that Wisconsin DNR is the lead agency for the review of the "federal consistency" review is communicated. Among requirements under the state's WEPA is a WDNR Rule NR 150 that says the following of a public comment period in NR 150.10(4)(c) and 150.10(4)(e)

> "(c) Public comment period.
> 1. Unless otherwise provided by law, the department shall provide a minimum of 45 days after the date the analysis is publicly announced to receive comments from other agencies and the public.
> 2. Unless otherwise provided by law, the department may grant reasonable requests from any person to extend the comment period for the analysis.
> 3. If a hearing is held under par. (d), the public comment period shall be extended for a minimum of 7 days after the date the hearing is held.2c.
> (e) Consideration of public comments. Following the public comment period, the department shall summarize and consider all comments received within the public comment period. The department may revise the analysis based on comments received.

> The comment summary shall be made public pursuant to s. NR 150.50 along with the final version of the analysis and any supporting documents."

I have attached an example email reflecting public correspondence where in the case of a recent Federal Consistency evaluation, no summary of public comments or opportunity to review public comment has yet been provided. This request was made on June 4, 2024, and it is now June 19th, 2024. Under Wisconsin's open records law, "as soon as practicable and without delay" and that "[s]imple requests should be answered within 10 working days." Over 1 month has passed.

It may be necessary to further evaluate public participation in the state's CMP, especially regarding Federal Consistency determinations and review; recommendations may be warranted.

2c. Specific State Coastal Policies. are outdated and a process to update these policies regularly when state law or policy changes should be recommended.

There are three considerations under the CZMA that include coastal water quality, coastal water quantity, and coastal air quality. One responsibility of the Wisconsin CMP is to review federal permits (i.e., 404 permit) and federal agency actions that impact the coastal zone as defined by the state's plan. For example, review may include evaluation of a 404 wetland fill permit and associated environmental impacts to build a pipeline or perhaps an air cooled 600 MW natural gas power plant adjacent to a mass Indian burial site (originally authorized as water cooled and necessitating proximity to water resource like a river or Lake Superior).

One potential concern I wanted to bring to your attention is relating to Wisconsin's federal consistency review policies that are part of the state's Coastal Management Plan. Notably, Attachment C: Specific State Coastal Policies of the plan (attached) appears to be last updated in October, 2007. It's my understanding that there have likely been legislative changes or otherwise been updates to Wisconsin DNR air quality administrative rules that may have application to "Coastal Air Quality." It is important that the Wisconsin Coastal Management Council update the Coastal Management plan as often as reasonably necessary, because it is my understanding that if a rule or law change is not updated in the state's Coastal Management Plan that both the old enforceable policy and the new enforceable policy cannot be used as basis for an objection in the state's review of federal permits and federal actions under that fall within the state's federal consistency responsibilities as outlined in its plan. I'm sure there are folks at NOAA may be better able to answer how this works and does provide guidance documents on their website about the Coastal Zone Management Act (CZMA) of which authorizes the state's Coastal Management Plan.

The Executive Order by Governor Earl incorporated into the state's CMP orders in sub 2 creating the Wisconsin Coastal Management Council to advise the Governor on issues pertaining to the Great Lakes coast and provide policy direction for Wisconsin's coastal

management efforts, with specific responsibility to: f. adopt and periodically update a state coastal management program;

The state's CMP includes enforceable policies in the state's CMP (see Attachment C of the CMP) for consideration in its plan that may be relevant to Coastal Air quality; These policies may include the following: Wis. Stats. §§ 16.95(12), 196.491(3)(i)-(j)-196.491(3b), 285.21(1), 285.60, 285.11 and Wis. Admin. Code ch. NR 404, 405, 406.03, and PSC 112) (See also managed use #28 and Wis. Stats. §, and Wis. Stats. § 1.11 also called Wisconsin Environmental Protection Act or WEPA). Additionally, you may be aware of new or relevant laws or regulations. For example, the notes (see attached Notes06042024.pdf) from the Air Management Advisory Group's June 4th meeting reflect "AM-05-21 as a NOx Reg - Updates to Reasonably Available Control Technology to control emissions of Nitrogen Compounds (effective 04.1.2024)" and this rule could have relevance to coastal air quality portions of the state's CMP.

I have attached NR 404, 405, NR 406, and PSC 112; you may find the legislative "History" notes with years under these Wisconsin CMP enforceable policies cited particularly helpful in consideration of evaluation of the Wisconsin Coastal Management Program. For example, NR 400 changes made in 2008 pursuant to CR 07-042 relating to ambient air quality standards and affecting small business may not be reflected in the state's CMP. Since 2007, there also appears to have been significant changes to NR 406.03 and NR 405 "Prevention of Significant Deterioration;" this includes a 2010 state legislative act recognizing protections for the Forest County Potawatomi Class I area (NR 405.19). I am writing to express concern that the state's "enforceable coastal air policies" may not be up to date in the state's current CMP jeopardizing coordination and review between state agencies and governmental bodies, including the Wisconsin DNR Air Management Advisory Group.

Please also take note that the Wisconsin DNR for the Air Management Advisory Group may play an important role in evaluation of the Wisconsin DOA's Coastal Management Plan (CMP), especially for coastal air quality. Regular updates and routine communication may prove to be effective between the Wisconsin DNR Air Management Advisory Group and Wisconsin DOA. NOAA and DOC should consider recommending that DOA attend biennial meetings of the Air Management Advisory Group and provide a report at least annually to the Air Management Advisory Group on Coastal Air Quality, addressing any necessary updates or changes to its "enforceable policies" that are incorporated into the state's Coastal Management Plan if this level of involvement and engagement with the Air Management Advisory Group is not currently happening.

NOAA Office for Coastal Management Response: NOAA's Office for Coastal Management thanks Mr. Rasmussen for his comments. The *Federal Consistency* section addresses a number of the concerns raised in this letter. Regarding the comment that the state's coastal management program does not address how Tribes with reserved rights in Wisconsin may participate in Coastal Zone Management Act decisions, the act does not require the states to have specific procedures for coordination with Tribes. However, as explained in the federal consistency section, NOAA encourages the coastal program to work with Tribal governments to

improve and formalize the notification process. This could include creating a separate tribal mailing list that is updated regularly, ensuring that the most appropriate technical contacts from each Tribe are included on the list. In addition, the list could be set up so that Tribal contacts could identify their regions of interest.

The commenter also raised concerns that the Special Area Management Plan did not appear to be considered when the Wisconsin Department of Natural Resources issued a permit for the Nemadji Trail Energy Center. The commenter correctly notes that the Coastal Zone Management Act encourages states to create special area management plans, but the state's coastal management plan does not currently contain requirements for special area management plans nor incorporate any plan requirement as an enforceable policy.

With regards to improving the state's coastal program by requiring that the state apply its public hearing and comment procedural requirements of the Wisconsin Environmental Policy Act (WEPA) to federal consistency review, NOAA notes that Coastal Zone Management Act Section 306(d)(14) states that the coastal program must provide for public participation in permitting processes, consistency determinations, and other similar decisions. The state has discretion as to how it satisfies this requirement, as long as the state provides opportunity for public participation on federal consistency certifications and determinations. As explained in the federal consistency section, NOAA encourages the Wisconsin coastal program to strengthen their website to better inform the public and applicants of public comment procedures and opportunities.

Finally, NOAA agrees with the commenter that the state should continually review changes to new and updated state laws and regulations and consider whether these laws and regulations should be incorporated as enforceable policies. If the state does not submit changes to its laws to NOAA for approval, the state may not apply these changes as enforceable policies. As outlined in the federal consistency section, the coastal program must review legislative and regulatory changes related to its program and submit any changes to enforceable policies for incorporation into its federally approved coastal program. The coastal program is also encouraged to develop a regular schedule, annually or biennially, for reviewing legislative and regulatory changes and submitting them to NOAA.

E. FEDERAL CONSISTENCY-LICENSES AND PERMITS

1. Federal permits requiring consistency certification.

An applicant for a federal permit affecting any land or water use or natural resource in the coastal zone must provide a consistency certification to the federal agency and the CMS. Federal permits include licenses, authorizations, certifications, approvals or other forms of permission which a federal agency is empowered to issue to an applicant. Applicants are any individual or organization, except a federal agency, who file an application for a federal permit.

The following are federal permits that are likely to affect the coastal zone. (An asterisk means that there is a corresponding state permit required.) Other permits may be added to this list as provided in the federal regulations if CMS monitoring indicates that an unlisted activity affects the coastal zone:

Army Corps of Engineers. Permits for excavation, fill and construction in navigable waters (33 USC 403-404)*; and permits for discharge of dredged or fill material in navigable waters (33 USC 1344)*.

Federal Energy Regulatory Commission. Licenses for nonfederal hydroelectric projects and associated transmission lines (16 USC 797(e); certificates for construction and operation of natural gas pipeline facilities, both interstate pipeline and terminal facilities (15 USC 717f(c)); permission for the abandonment of natural gas pipeline facilities (15 USC 717f(b)).

Department of Agriculture. Permits for water easements on Forest Service lands (43 USC 1716); and permission for construction of hotels, resorts, homes, stores and facilities on Forest Service lands (16 USC 497).

Department of the Interior. Permission for construction of visitor facilities on National Park Service land (16 USC 3); and rights-of-way for electrical transmission lines on National Park Service land (16 USC 5).

Surface Transportation Board. Permission for railroad and service abandonment (49 USC 10903)*.

Nuclear Regulatory Commission. Permits and licenses for the construction and operation of nuclear facilities (42 USC 5841(f))*.

Department of Transportation. Permit for construction and modification of bridges and causeways in navigable water (33 USC 401)*; and permit for airport construction*.

2. Content of the consistency certification.

The applicant's consistency certification must contain the following statement: "The proposed activity complies with the policies of Wisconsin's approved Coastal Management Program and will be conducted in a manner consistent with such policies." The applicant must also provide supporting information. If the project requires a federal and state permit (i.e., those in 1 above with an asterisk), this includes documentation of application for the state permit. If the project requires a federal permit, but not a state permit (i.e., those in 1 above without an asterisk), the supporting information includes: a detailed description of the project; an assessment of the probable coastal zone effects; and findings indicating that the proposed project, its associated facilities, and their effects, are consistent with Wisconsin's approved coastal management policies. The supporting information should be sufficient in a majority of cases, but

the CMS will require the applicant to furnish additional information, such as NEPA documentation, if necessary.

3. State review.

CMS review begins when the required consistency certification and supporting information are received. It is reasonable to assume that the applicant will apply simultaneously for state and federal permits if both are needed. If no state permit is required, the CMS will provide the applicant's consistency determination and supporting information to appropriate state agencies for review. The comments submitted by other state agencies to the CMS will indicate if the proposed project does or does not comply with the applicable laws and regulations the state agencies administer; and, if it does not comply, how it could be modified to comply.

4. Public notice.

Public notice of the proposed project will be provided by the federal agency reviewing the application for the federal permit. If a state permit is also required for the project, the state agency reviewing the application for a state permit will provide public notice. Federal and state agencies are encouraged to issue joint public notices. This public notice gives interested persons the opportunity to comment on the consistency of proposed permits with Wisconsin's coastal management policies.

5. State concurrence or objection.

The CMS will notify the applicant and the federal agency whether it concurs with or objects to a consistency certification at the earliest practicable time. If the CMS has not issued a decision within three months of the commencement of its review, it must notify the applicant and the federal agency of the status of the matter and basis for further delay. In all cases, the CMS must notify the applicant and federal agency of its concurrence or objection within six months of the commencement of its review. Concurrence by the CMS can be presumed in the absence of its objection within six months of the commencement of its review.

If the proposed project requires a state permit in addition to the federal permit, the federal agency shall not issue the federal permit until the applicant has received the state permit. CMS concurrence shall be assumed upon the applicant's submission of documentation of receipt of the corresponding state permit.

If the proposed project does not require a state permit in addition to the federal permit, and the CMS objects to the applicant's consistency certification, it shall notify the applicant and federal agency. The federal agency shall not grant the permit. The notice will explain: how the proposed project is inconsistent with the state coastal management policies; alternative measures, if they exist. which, if adopted, would allow the proposed project to be conducted in a consistent manner; if the objection is based on the failure of the applicant to supply adequate information, the nature of the information and the necessity of having such information; and the right of the applicant to appeal the objection to the U.S. Secretary of Commerce. If the CMS disagrees with an applicant's consistency certification, it will first attempt to reach agreement through discussions with the applicant and, if appropriate, with the federal agency in order to try to resolve the disagreement.

Memorandum of Understanding With Department of Transportation

This memorandum of understanding is made and entered into as of the 3rd day of February 1978, and is between (1) the Wisconsin Coastal Management Council (hereinafter referred to as the Council), and the lead agency for implementation of the state coastal management program, the Wisconsin Department of Administration, and (2) the Wisconsin Department of Transportation (hereinafter referred to as the Department).

The parties recognize and acknowledge the need to preserve, protect, develop, and, where possible, restore or enhance the resources of Wisconsin's coastal area for this and succeeding generations; the parties further recognize the need for full governmental coordination and public involvement in the state's coastal management program and the need to give due consideration to the significance of coastal resources to inland areas.

The Department recognizes that its programs and activities relative to the planning, acquisition, construction or regulation of highways, bridges, airports; the acquisition and regulation of outdoor advertising and scenic easements; and the planning of railways and waterports may have impacts on the state's coastal environment.

Therefore, in accordance with these considerations and to promote and carry out Executive Order No. 49, issued on October 7, 1977, the parties express their mutual understanding that:

A. The Department, as its statutory responsibilities permit, will:

1. Act consistently with the state coastal policies set forth in Executive Order No. 49.

2. In its regulatory, management, acquisition, construction and planning activities in coastal areas: (a) fully consider the Council's adopted positions and policy statements; and, (b) as consistent with current policy, fully consider the national interest in the siting of facilities that are other than local in nature, through intergovernmental coordination; and (c) considering its legislatively and judicially defined responsibilities and the public interest, act appropriately upon these considerations.

3. Fully consider the compatibility of its plans and programs with the policies of the Council and notify the Council of any incompatibility.

4. Keep the Council advised of the initiation of projects or programs likely to have an impact on the coastal environment and provide periodic summaries of pertinent Department activities of the Council for review and comment. "Pertinent Department activities include, but are not limited to: the Department's planning, acquisition, construction, and regulatory programs under Chapters 84, 85, and 86 and sections 114.01, 114.134, 114.135, 114.31, 114.33, and 236.13 of the Wisconsin Statutes. The Department will fully consider comments and recommendations of the Council in accordance with the policy outlined in the above paragraphs.

5. Provide clear and easy access to Department staff and information gathered by the Department to allow the Council to have the best information available for its decision-making process.

6. When so requested by the Council, consider Council requests for the adoption of administrative rules as petitions for rules under Chapter 227, Wisconsin Statutes.

7. Review and comment on all policies, plans, and other actions of the Council that apply to the Department.

B.The Secretary of the Department, or the Secretary's designee, shall serve as a member of the Council.

C.The Council shall:

1. Solicit comments of the Department for due consideration in the formulation, adoption, and implementation of policies and programs affecting the policies, programs, and statutory responsibilities of the Department.

2. As it deems appropriate, or when so requested by the Department, review and comment, in a timely manner, on proposed projects and programs (including reports, summaries, and like information submitted by the Department of the Council) likely to have an impact on the coastal environment, including proposed facilities in which there may be a national interest.

3. Encourage and facilitate the coordination of activities of federal, state, and local agencies whose activities affect the coastal environment.

4. Provide a forum to initiate the resolution of conflicts between the Department and federal, state, or local agencies whose activities affect the coastal environment.

Provide such financial assistance as is at its disposal and is appropriate to the Department to assist in the implementation of Department programs and policies.

Kathleen Angel
Program Manager
Wisconsin Coastal Management Program
101 East Wilson Street, 2nd Floor
P.O. Box 8944
Madison, WI, 53708

Re: Blatnik Bridge Project and Wisconsin Coastal Management Program
State Project Number: 6981-26
Environmental Assessment
I-535 Blatnik Bridge over St. Louis Bay and River
Duluth, St. Louis County, Minnesota to Superior, Douglas County, Wisconsin
March 25, 2025

This letter seeks a preliminary consistency determination from the Wisconsin Coastal Management Program (WCMP) as part of needed permit approvals as detailed below. The Minnesota Department of Transportation (MnDOT) and the Wisconsin Department of Transportation (WisDOT) are proposing the replacement of the I-535 crossing of the St. Louis River, from Duluth, MN to Superior, WI. The project also proposes reconstruction of an interchange in the city of Superior that routes I-535 directly to US 53, with local connections to Hammond Avenue and WIS 35. Additional information on the project can be found on the project website: https://www.dot.state.mn.us/d1/projects/blatnik-bridge/.

We are seeking the following permits relevant to federal consistency determinations:

- U.S. Army Corps of Engineers (USACE): Section 10 and Section 404 Permits as well as Section 408 Approval
    - We are working with Jeremy Kinney (jeremy.m.kinney@usace.army.mil) of the USACE to coordinate the Section 10 and Section 404 Permits. We are coordinating with Cathy Sheppard (catherine.sheppard@usace.army.mil) of the USACE on the Section 408 Approval.
    - The USACE permit notice is available at: https://www.mvp.usace.army.mil/Missions/Regulatory/Public-Notices/Article/4068119/2012-00794-jmk-blatnik-bridge/.
- Minnesota Department of Natural Resources (MnDNR): Public Waters Permit
    - We are coordinating with Patty Fowler (patricia.fowler@state.mn.us) of the MnDNR on the Public Waters Permit.
- Wisconsin Department of Natural Resources (WDNR): Wisconsin Pollutant Discharge Elimination System (WPDES) Permit
    - We are coordinating with Amy Cronk (amy.cronk@wisconsin.gov) of the WDNR on the WPDES Permit as part of the Trans401 Final Concurrence process.
- Minnesota Pollution Control Agency (MPCA): Section 401 Permit
    - We are coordinating with Kirsten Barta (kirsten.barta@state.mn.us) of the MPCA on the Section 401 Permit.
- U.S. Coast Guard: Bridge Permit

- We are coordinating with Michael Walker (michael.o.walker2@uscg.mil) of the U.S. Coast Guard on the Bridge Permit.

Applicable *Specific State Coastal Policies* from the WCMP were evaluated for this project. The proposed activity complies with the policies of Wisconsin's approved Coastal Management Program and will be conducted in a manner consistent with such policies. While not an exhaustive list, the following measures demonstrate this compliance and reference **the most applicable policy numbers**:

- **1.26:** A Stormwater Pollution Prevention Plan (SWPPP) was created to comply with the MPCA. The SWPPP also includes required sections of the WisDOT/WDNR Erosion Control Implementation Plan (ECIP). The SWPPP details requirements for erosion control and storm water best management practices.
- **2.13.c:** Tree clearing is only proposed for the new bridge footprint and at the current location of the I-535/US 53/WIS 35 interchange. This is due to tree interference with proposed project features and/or site access at these locations.
- **2.13.d:** There will be no filling, grading, lagooning, dredging, ditching, or excavating until the applicable state and federal permits are received.
- **2.22:** MnDOT and WisDOT have been coordinating with the WDNR on obtaining water quality certification prior to the onset of construction work.
- **4.11:** The USACE is currently reviewing a permit application for this project (USACE regulatory file number: MVP-2012-00794).
- **4:20:** The new bridge will be constructed in compliance with Wisconsin State Statutes.
- **7.1:** MnDOT will provide notices for meetings and events through a variety of communication channels, such as community organizations, businesses, radio, social media, and other online and in-person methods. All public open houses have been and will continue to be hosted at the Superior Public Library, which is a central location accessible by transit. MnDOT has also been sharing information on the project at a variety of community events to offer additional opportunities for public engagement. For virtual meetings, hard copies of materials will be available upon request.

Please provide a letter documenting consistency with the Coastal Program that we can provide to the USACE as part of their application review. If any additional information is needed for your review in the final determination and issuance of the consistency determination letter, please request. The consistency letter will be provided to the USACE and WDNR as part of their agency review of the proposed project.

Please contact me with any further questions.

Sincerely,

Aaron Gustafson
Wisconsin Department of Transportation (WisDOT)
1701 North 4th Street
Superior, Wisconsin 54880

CC: Matthew Meyer, MnDOT
Beth Cunningham, WisDOT
John Krysiak, MnDOT
Lisa Elliot, MnDOT
Aaron Stolte, Kimley-Horn

APPENDIX D: Correspondence with Coastal Management Zone Program Administrators

March 2024

From: Westerbur, Amber (DNR) <amber.westerbur@state.mn.us>
Sent: Tuesday, December 12, 2023 3:17 PM
To: Simmons, Koehl <Koehl.Simmons@kimley-horn.com>
Subject: RE: Blatnik Bridge Project and Lake Superior Coastal Program

Hi Koehl,

Thanks you so much for reaching out! Due to the fact the project is still in the planning stages, it is too early for a federal consistency determination. We look forward to consulting with you again when you're ready to obtain your federal and/or state permits.

Please note that if both the state and a federal agency require a permit for the same activity, the issuance of the state permit will meet our requirements for federal consistency. You will not need to follow-up with the Coastal Program. However, if a state permit is not required, additional action on your part may be necessary. The full details are in Minnesota's Federal Consistency Manual, starting on page 10.

I appreciate you giving consideration to federal consistency. If more questions arise, don't hesitate to call or email me. I'm happy to help.

Best,
Amber

Amber Westerbur (she/her/hers)
Program Manager | Minnesota's Lake Superior Coastal Program

Minnesota Department of Natural Resources
1568 Highway 2
Two Harbors, MN 55616
Phone: 218-834-1445
Fax: 218-834-6639
Email: amber.westerbur@state.mn.us
mndnr.gov

From: Simmons, Koehl <Koehl.Simmons@kimley-horn.com>
Sent: Friday, December 1, 2023 3:48 PM
To: Westerbur, Amber (DNR) <amber.westerbur@state.mn.us>; McDonnell, Julie (DNR) <julie.mcdonnell@state.mn.us>; Little, Clinton J (DNR) <clinton.little@state.mn.us>
Cc: MN_MLSCP (DNR) <MLSCP.DNR@state.mn.us>; Stolte, Aaron <Aaron.Stolte@kimley-horn.com>
Subject: Blatnik Bridge Project and Lake Superior Coastal Program

Hello,

We are working with MnDOT on the EA/EAW for the Blatnik Bridge Project and we are looking to get some clarification and documentation on impacts to the Lake Superior Coastal Zone. Specifically, we need a letter or documentation/an email that states one of these:

- The coastal zone management act doesn't apply to the project. OR
- The project has been determined to not negatively affect land or water uses within the boundary and it meets federal consistency without requiring mitigation. OR
- The project has been determined to meet federal consistency provided mitigation measures(s) are incorporated into the project.
    - If this is what we would need to do, please let us know more information about this, if it works I can give you a call to explain the project and work through this

If it helps, this is the text we have regarding coastal zones and the coastal management program currently in the EA/EAW**:**

> *Minnesota's Lake Superior Coastal Program – Section 309 Assessment and Strategies for 2011-2015*
>
> The Coastal Program's goal is to preserve, protect, develop, and, where possible, restore or enhance coastal resources along Minnesota's North Shore of Lake Superior. Although the Blatnik Bridge is within the Coastal Boundary, the strategies and priorities in the Lake Superior Coastal Program are directed at activities and land use development surrounding the coast. This plan does not make any recommendations relevant to the Blatnik Bridge.
>
> *Coastal Zones*
>
> The project is within the Minnesota and Wisconsin Coastal Zones as defined by each state's respective Coastal Management program. The project is not located within a Coastal Barrier Resource System.

The full document is on project webpage: https://www.dot.state.mn.us/d1/projects/blatnik-bridge/
Direct Link: https://edocs-public.dot.state.mn.us/edocs_public/DMResultSet/download?docId=35540146

If you have any questions or would like to discuss this further, please don't hesitate to email me back or give me a call!
612-474-4945

Thank you,
Koehl

Koehl Simmons, AICP
Kimley-Horn | 767 Eustis Street, Suite 100, St. Paul, MN 55114
Direct: 612 474 4945 | www.kimley-horn.com

Celebrating 14 years as one of FORTUNE's 100 Best Companies to Work For

From: Angel, Kathleen - DOA <Kathleen.Angel@wisconsin.gov>
Sent: Monday, December 11, 2023 5:50 PM
To: Stolte, Aaron <Aaron.Stolte@kimley-horn.com>; Simmons, Koehl <Koehl.Simmons@kimley-horn.com>
Subject: RE: Blatnik Bridge Project and Wisconsin Coastal Management Program

Aaron,

Thank you for the additional information. It's always a little awkward with this type of project, where someone needs a federal consistency determination early in the process, before all of the permitting has been figured out. At this point, I expect that all of WCMP's concerns will be addressed through any permitting processes that you may go through with WDNR. Provided you continue to coordinate with WDOT (and through them, WDNR), and receive and follow the conditions of any associated permits, you will be fine. That is, once you receive any required WDNR permits, you may presume federal consistency and nothing more will be needed from our office.

I hope that will be sufficient for your paperwork/checklist. Please let me know if you need anything else.

Best,

Kate

Kathleen Angel | Program Manager
Wisconsin Coastal Management Program
Division of Intergovernmental Relations
PO Box 8944
Madison, WI 53708-8944
Phone: (608) 267-7988
kathleen.angel@wisconsin.gov
www.coastal.wisconsin.gov

From: Stolte, Aaron <Aaron.Stolte@kimley-horn.com>
Sent: Monday, December 11, 2023 8:00 AM
To: Angel, Kathleen - DOA <Kathleen.Angel@wisconsin.gov>; Simmons, Koehl <Koehl.Simmons@kimley-horn.com>
Subject: RE: Blatnik Bridge Project and Wisconsin Coastal Management Program

Good morning Kate,

Yes WisDOT and the DNR have been coordinating since 2020 on project development. Attached is a letter that was issued for the project as part of the EA development. The DOTs are working on finalizing NEPA commitments in the FONSI which includes addressing the issues raised in this letter.

As Koehl mentioned in his original email – the USCG has requested that we receive documentation (via a letter or email) that states one of these:

1. The coastal zone management act doesn't apply to the project.
2. The project has been determined to not negatively affect land or water uses within the boundary and it meets federal consistency without requiring mitigation.
3. The project has been determined to meet federal consistency provided mitigation measures(s) are incorporated into the project.

Based on the information raised in the letter and lack of reference to WCMP; do you believe the second scenario applies to this project? Assuming the DOT continues to coordinate with the DNR. Let us know if you need more information.

Thank you,
Aaron

Aaron Stolte
Kimley-Horn | 767 Eustis Street, Suite 100, St. Paul, MN 55114 Direct: 612 326 9510 | Mobile: 651 491 4798

From: Angel, Kathleen - DOA <Kathleen.Angel@wisconsin.gov>
Sent: Friday, December 8, 2023 5:16 PM
To: Simmons, Koehl <Koehl.Simmons@kimley-horn.com>
Cc: Stolte, Aaron <Aaron.Stolte@kimley-horn.com>
Subject: RE: Blatnik Bridge Project and Wisconsin Coastal Management Program

Thank you for the additional information, Koehl. It sounds like WisDOT is working with our DNR, likely through their cooperative agreement. That's good to know. Most of WCMP's (potential) concerns should be covered by their reviews. Without knowing where those conversations are at, I think at this point I'd just recommend that you continue to work with WisDOT and WDNR to make sure they have all the documentation they need. I doubt WCMP will require mitigation or other changes outside of what WDOT and WDNR require. But we will want to make sure that those agencies have a chance to fully review the project.

Kate

From: Simmons, Koehl <Koehl.Simmons@kimley-horn.com>
Sent: Thursday, December 7, 2023 6:05 PM
To: Angel, Kathleen - DOA <Kathleen.Angel@wisconsin.gov>
Cc: Stolte, Aaron <Aaron.Stolte@kimley-horn.com>
Subject: RE: Blatnik Bridge Project and Wisconsin Coastal Management Program

Hi Kate,

Thank you for reaching out! We will review the program document you sent over. To give you some context, we are currently finishing up the environmental document (EA/EAW) and there is also some preliminary engineering going on for the project. WisDOT and MnDOT are leading the project together and the Wisconsin DNR is a cooperating agency as well. There is FHWA involvement and we are applying federal funding to complete the project, construction cannot begin until the project is funded. Let me know if you have any questions or want to talk about it!

Koehl

Koehl Simmons | Kimley-Horn | Direct: 612 474 4945

From: Angel, Kathleen - DOA <Kathleen.Angel@wisconsin.gov>
Sent: Thursday, December 7, 2023 5:41 PM
To: Simmons, Koehl <Koehl.Simmons@kimley-horn.com>
Subject: RE: Blatnik Bridge Project and Wisconsin Coastal Management Program

Hello Koehl,

Thank you for reaching out on the project. I received your voicemail, as well.

The links you provided lead to information with Minnesota DOT. Have you also been coordinating with the Wisconsin DOT and/or the Wisconsin Department of Natural Resources? Also, are you receiving federal funding or is there some other kind of federal government involvement? And, I couldn't tell if there is any on-the-ground work planned or if the project is just a plan at this point. Can you let me know what stage you are at? That will help me to understand what policies may apply.

The Wisconsin Coastal Management Program's enforceable policies come from Wisconsin Statutes and Codes that are implemented by other state agencies. You can find our policies in our program document: https://doa.wi.gov/DIR/Coastal_Strategic-Vision-for-Great-Lakes-2007.pdf

Best,

Kate

Kathleen Angel | Program Manager
Wisconsin Coastal Management Program
Division of Intergovernmental Relations
PO Box 8944
Madison, WI 53708-8944
Phone: (608) 267-7988
kathleen.angel@wisconsin.gov
www.coastal.wisconsin.gov

From: Simmons, Koehl <Koehl.Simmons@kimley-horn.com>
Sent: Friday, December 1, 2023 3:50 PM
To: Friis, Michael J - DOA <Michael.Friis@wisconsin.gov>; Angel, Kathleen - DOA <Kathleen.Angel@wisconsin.gov>; Breiby, Todd E - DOA <Todd.Breiby@wisconsin.gov>; Leckwee, Lauren K - DOA <Lauren.Leckwee@wisconsin.gov>
Cc: DOA DIR Rpt <DOADIRRpt@wisconsin.gov>; Stolte, Aaron <Aaron.Stolte@kimley-horn.com>
Subject: Blatnik Bridge Project and Wisconsin Coastal Management Program

Hello,

We are working with MnDOT on the EA/EAW for the Blatnik Bridge Project and we are looking to get some clarification and documentation on impacts to the Lake Superior Coastal Zone. Specifically, we need a letter or documentation/an email that states one of these:

- The coastal zone management act doesn't apply to the project. OR
- The project has been determined to not negatively affect land or water uses within the boundary and it meets federal consistency without requiring mitigation. OR
- The project has been determined to meet federal consistency provided mitigation measures(s) are incorporated into the project.
    - If this is what we would need to do, please let us know more information about this, if it works I can give you a call to explain the project and work through this

If it helps, this is the text we have regarding coastal zones and the coastal management program currently in the EA/EAW:

> *Minnesota's Lake Superior Coastal Program – Section 309 Assessment and Strategies for 2011-2015*
>
> The Coastal Program's goal is to preserve, protect, develop, and, where possible, restore or enhance coastal resources along Minnesota's North Shore of Lake Superior. Although the Blatnik Bridge is within the Coastal Boundary, the strategies and priorities in the Lake Superior Coastal Program are directed at activities and land use development surrounding the coast. This plan does not make any recommendations relevant to the Blatnik Bridge.
>
> *Coastal Zones*
>
> The project is within the Minnesota and Wisconsin Coastal Zones as defined by each state's respective Coastal Management program. The project is not located within a Coastal Barrier Resource System.

The full document is on project webpage: https://www.dot.state.mn.us/d1/projects/blatnik-bridge/
Direct Link: https://edocs-public.dot.state.mn.us/edocs_public/DMResultSet/download?docId=35540146

If you have any questions or would like to discuss this further, please don't hesitate to email me back or give me a call! 612-474-4945

Thank you,
Koehl

Koehl Simmons, AICP
Kimley-Horn | 767 Eustis Street, Suite 100, St. Paul, MN 55114
Direct: 612 474 4945 | www.kimley-horn.com

Celebrating 14 years as one of FORTUNE's 100 Best Companies to Work For