



Project Workplan

Doc Type: Contract

MPCA Use Only	
Swift #:	132593
Tempo ID #:	197573-PRO20170002

Project Title: Minnesota Slip Dock Wall Reconstruction/S.S. William Irvin Removal

1. Project Summary:

Organization: City of Duluth
Contractor contact name: Wayne Parson
Title: Chief Financial Officer
Address: 411 W 1st. Street, Rm 107
 Duluth, MN 55802
Phone: 218-730-5028
Fax: 218-730-5919
E-mail: wparson@duluthmn.gov

MPCA contact(s):

MPCA project manager: Heidi Bauman
Title: Contaminated Sediment Coordinator
Address: 525 Lake Ave. S., Suite 400
 Duluth, MN 55802
Phone: 218-302-6607
Fax: 218-723-4727
E-mail: Heidi.bauman@state.mn.us

Project information

Start date: 11/27/2017 **End date:** 09/30/18
Total cost: \$2,155,660

2. Statement of Problems, Opportunities, and Existing Conditions

This project is part of a \$72 million cleanup in the Duluth Harbor that is a 65%-35% Federal-State match using Great Lakes Legacy Act (GLLA) funds. The state match was provided by the bonding bill passed in the last legislative session. The Minnesota Pollution Control Agency (MPCA) will need to partner with the City of Duluth to complete the remediation of contaminated sediment in Minnesota Slip as the first of 10 sediment remediation projects in the St. Louis River Area of Concern (SLRAOC). The MPCA has reached an agreement with the City whereby they will fund the greater portion of repairing a dock wall in the harbor so that the cleanup can be started. Without the City repairing the dock wall the SS William A. Irvin Marine Museum that is currently docked in the slip cannot temporarily be relocated, and without moving the ship the slip cleanup cannot occur. There is a very tight window as the City needs to do the repair this winter and the ship can be moved during the safest calm weather window. The cleanup of the sediment will need to be done as soon as possible to keep the overall project on schedule and avoid public safety issues of doing a major construction project in the heart of the tourist district in Duluth during tourist season. There are a number of constraints such as the winter conditions, fish spawning related restrictions imposed by the DNR, and a very active

Exhibit B

tourist destination from Memorial Day to Halloween that give us a very small window of time each year for this type of work. If we miss the window the project will be delayed by an entire year which will impact the overall project schedule and MPCA commitments to the legislature and the community and may place at risk the federal GLLA funding as well.

This project will also capture overmatch for other sediment remediation projects with City of Duluth related projects such as Slip 3 and Lot D development or the Ponds behind Erie Pier and the Cross City Trail. The cost sharing concept that any MPCA contribution to the dock wall rehabilitation work constitutes MPCA contribution to the Minnesota Slip sediment remediation work, as well as captures the overmatch towards future GLLA projects within the SLRAOC. Therefore, MPCA's total credit towards sediment remediation work is both the overmatch and the non-federal share (35%) of the Minnesota Slip sediment remediation costs.

3. Goals, Objectives, Tasks, and Subtasks

The ore carrier SS William A. Irvin is located in Minnesota Slip in Duluth, MN. This slip contains contaminated sediment from legacy site use which is scheduled to be remediated in 2018. In order to allow the environmental remediation of the mooring slip, the SS William A. Irvin must be temporarily relocated outside of the slip. The US Army Corp of Engineers Marine Design Center (MDC) developed a feasible movement plan for the moving of the SS William A. Irvin. This plan includes construction of the new stainless steel sheet pile dock wall along the Duluth Entertainment Convention Center side of Minnesota Slip by the City of Duluth which needs to be completed to the extent that it will structurally support and facilitate movement of the SS William A. Irvin. The dock wall and mooring structures must be installed to the extent that it contains contaminated site soils, and structurally supports movement of the SS William A. Irvin. Duluth and the Duluth Entertainment Convention Center will move the SS William A. Irvin once the dock wall and mooring structures are completed. These projects must be completed in order to meet our tight construction window for the sediment remediation.

Objective 1: Cost of construction materials upon delivery for dock wall

Task A: Steel sheet pile

Task B: Helical anchors

Task C: Transfer beams

Responsible Party: City of Duluth

Objective 1 Timeline: November 2017 – March, 2018

Objective 1 Cost: \$1,078,460

Objective 1 Deliverables: Materials for construction of a dock wall in the Minnesota Slip

Objective 2: Construction, labor, and administration

Task A: Labor and construction of dock wall

Task B: Mobilization/Demobilization

Task C: Demolition

Task D: Project Administration

Responsible Party: City of Duluth and TBD construction sub-contractor(s)

Objective 2 Timeline: November 2017 – September 2018

Objective 2 Cost: \$1,077,200

Objective 2 Deliverables: Construction of new dock wall in Minnesota Slip

Exhibit B

Objective 3: Removal of SS William Irvin from Minnesota Slip

Responsible Party: City of Duluth and Duluth Entertainment Convention Center

Objective 3 Timeline: September 2018

Objective 3 Cost: \$0

Objective 3 Deliverables: Removal of SS William Irvin

4. Measurable Outcomes

The Minnesota Slip (Slip) is a 3.25-acre former commercial shipping slip located along the City of Duluth downtown waterfront in the northern section of the Duluth Harbor basin between Canal Park and the Duluth Entertainment and Convention Center. It is located near the mouth of the St. Louis River in the Duluth Superior-Harbor within the boundaries of the St. Louis River Sediment Area of Concern (SLRAOC). The Slip and surrounding land are in an area formerly used for heavy industry and commercial shipping; however, land use of this area has changed significantly over the past 30 years, and this area now is part of the Canal Park entertainment district, primarily occupied by hotels, restaurants, shops, and other tourist attractions.

Based on multiple investigations, which indicate contaminated sediments are widespread in the Slip, the MPCA recommended the Minnesota Slip be given high priority for conducting remedial actions to mitigate contaminated sediment. In order to allow the environmental remediation of the mooring slip, the SS William A. Irvin Marine Museum must be temporarily relocated outside of the slip to allow enough room for construction operations within the slip. While developing the process for moving the SS William A. Irvin it was discovered that the mooring structures would not accommodate the winching of the ship and a section of the dock wall has failed to the point that it will not allow the SS William A. Irvin to pass through the pedestrian bridge (Blue Bridge) at the mouth of the slip. The reconstruction of the dock wall will also contain contaminated site soils.

This project will support the timely remediation of the contaminated sediments in Minnesota Slip by supporting the relocation of the SS William A. Irvin Marine Museum and reconstruction of failing dock wall and mooring structures.

5. **Gantt charts** (see attached)

6. **Project Budget** (see attached)