

MINNESOTA POINT BEACH NOURISHMENT LESSONS LEARNED FOR BENEFICIAL USE

Melissa Bosman
Project Manager
U.S Army Corps of Engineers,
Detroit District, Project
Management,
05 October 2021

"The views, opinions and findings contained in this report are those of the authors(s) and should not be construed as an official Department of the Army position, policy or decision, unless so designated by other official documentation."

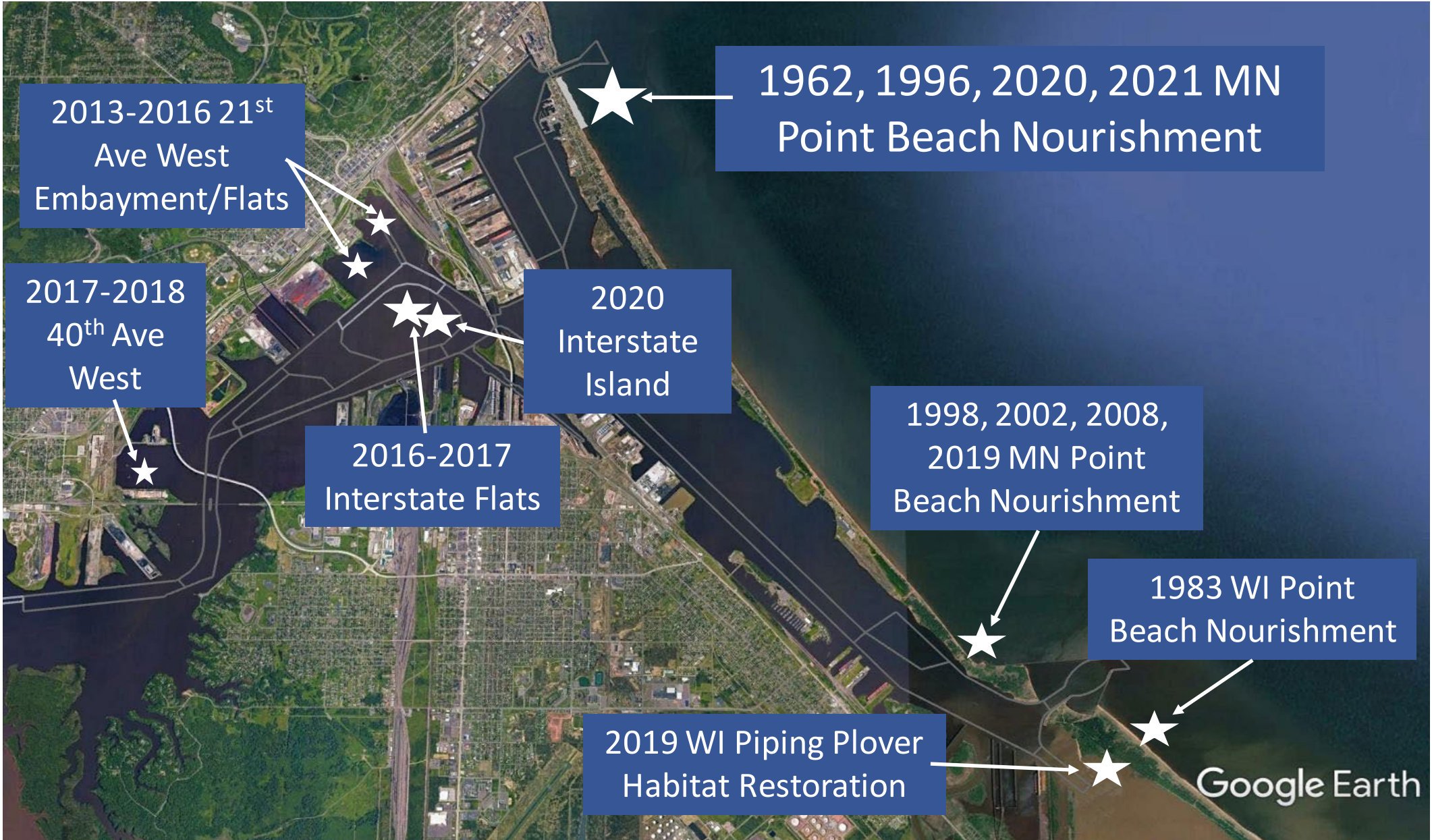


**US Army Corps
of Engineers®**





BENEFICIAL USE OF DREDGED MATERIAL





2020 & 2021 MINNESOTA POINT BEACH NOURISHMENT



CHALLENGES



Turbidity



Sediment Characteristics



Surface Cleanup



Debris



Excavate/Screen Material

RESULTS



2021 Completed Beach Nourishment



2021 Completed Beach Nourishment



LESSONS LEARNED



- Good relationships are very important
- Flexibility in material characterization for the project
- We perform more efficiently when we've had placement options
- Engage stakeholders early
- Manage expectations
- Engaged PDT
- Sediment data is important
- Communication is key





COMMUNICATION



- Agency coordination meetings
- Public Notice
- Public Information Meetings
- Park Point (MN Point) Community Meetings
- Caution Signs
- Mitigation & Cleanup Plan
- GIS Story Map (<https://celre-gis.maps.arcgis.com/apps/MapJournal/index.html?appid=294f4ba1dc854c6188a685bd9dac043b>)

- Press Releases
- Project Fact Sheets
- Media Engagements
- On site meetings
- Community Newsletter
- Community surveys



U.S. Army Corps of Engineers, Detroit District

Duluth-Superior Harbor Maintenance Dredging and Beach Nourishment on Minnesota Point

Duluth-Superior Harbor

Duluth-Superior Harbor is a federal navigation channel crucial to the U.S. economy.

The harbor is the largest port on the Great Lakes. Each year the port handles more than 35 million tons of material, spurs \$1.4 billion in economic activity, supports 8,000 jobs, and generates \$240 million in state and federal tax revenue.

In 2019, Duluth-Superior Harbor ranked 1st in tonnage among Great Lakes harbors and 20th in tonnage among all U.S. ports. The harbor is a major international port on the Great Lakes, and it is a crucial harbor of refuge to ships navigating Lake Superior. It is also the westernmost U.S. harbor with direct access to the Atlantic Ocean. Commodities shipped to and from the port include iron ore, coal, forest products, petroleum, grain, general cargo, steel, scrap iron, and wind turbine parts. Navigation and trade supported by the Duluth-Superior Harbor depend heavily on the U.S. Army Corps of Engineers (i.e., "the Corps of Engineers") maintenance dredging program.

The federal project includes more than 18 miles of maintained channels and covers approximately 2,057 acres.

The harbor is not naturally deep enough to support the large commercial vessels that navigate it. To keep the harbor clear and safe for navigation, Congress authorized the Corps of Engineers to maintain channel depths at:

- 29-32 feet in the entrance
- 27-28 feet in the federal navigation channels
- 20-23 feet in the federal navigation channels

OVERVIEW MAP

Earthstar Geographics esri