2021 MIC Area TIP Project Application

Duluth-Superior Metropolitan Interstate Council

I. Instructions

Welcome to the next round of federal Transportation Improvement Program (TIP) funding. This application is for bridge, rail, roadway and transit projects for funding in 2021. **Applications are due by Friday, January 13, 2017, 5:00 pm.**

Eligibility:

Only jurisdictions within the Duluth-Superior Metropolitan Interstate Council's official planning area, including state agencies, counties, transit, regional rail authorities, tribal governments and cities with a population over 5,000 are eligible to apply. Cities and townships with a population under 5,000 may submit projects, but will need a sponsor by an eligible jurisdiction.

Directions:

- Fill out all shaded areas and save it as a Word document
- Submit application via e-mail as an attachment
- Include supporting materials such as photos and maps as separate attachments
- No hard copies are necessary

Evaluation Process:

MIC will evaluate each application for consistency with the regional goals, priorities, and project lists in the MIC's Long Range Transportation Plan. The MIC will also hold a public informational meeting to gather public input on each project.

All applications and supporting information will be presented to the Transportation Advisory Committee (TAC) meeting in February, where the projects will be individually scored, based on the scoring system approved by the MIC Policy Board in June 2002. The MIC Policy Board will review the applications and the TAC's recommended project rankings at its meeting the next evening. The Policy Board will then decide on the final priority ranking of the projects for submittal into the Northeast Minnesota ATP prioritization process. The ATP process encompasses the entire Arrowhead Region. (For more information see http://www.nemnatp.org/.

Submit applications by:

Friday, January 13, 2017
5pm

Via email to:
cbelden@ardc.org

Any questions contact:
Chris Belden
(218) 529-7502

Project Scoring Notes

- 6 Evaluation Criteria
  - Need & Benefit
  - Network Mobility
  - Planning Support
  - Multimodal Connectivity
  - Environment & Community Impact
  - Public Participation
- 100 points total
- Highest & lowest scores are eliminated.
- Roadway, transit & rail projects are prioritized separately.

II. 2021 TIP Project Application Timeline (2016/2017)

Solicitation **November - January**	Nov. 16, 2016 – Project Application are sent out to area jurisdictions. **Jan. 13, 2017 – Project Applications DUE.**
Prioritization **February - March**	Jan. 16 – MIC staff begin review of applications. Jan. 23 - Feb. 17 – MIC public involvement activities on proposed projects. Feb. 21/22 – TAC and MIC receive project packets. **Mar. 21 – TAC Meeting: projects are reviewed and scored.** Mar. 22 – MIC Meeting: Reviews scoring and approves final rankings. Mar. 24 – MIC project list and rankings are submitted to the NE MN ATP.
Draft TIP **March- June**	Mar. 27 – MIC staff begin work on Draft 2018-2021 TIP. April 5 – NE MN ATP approved Draft list of projects. **June 20/21 – TAC and MIC approve Draft TIP and release for public comment.** June 22 - July 22 – Public comment period.
Final TIP **July - September**	July - Minor project changes and public comments are incorporated into Draft. **August 15/16 – Final TIP is presented for Approval to TAC and MIC.** August 18 – Distribution to MN/DOT & FHWA for their review and approval. August – FHWA & MN/DOT review process. September – Approval from FHWA. Final TIP is distributed to the public.

III. Project Overview - 2021 MIC Area TIP Project Application

PROJECT NAME: Railroad Street Preservation Project, from Canal Park Drive to Garfield Avenue	
Brief Project Description *(up to 200 characters):* The Railroad Street Preservation Project will consist of a reclamation and paving of the bituminous surface between Canal Park Drive and Garfield Avenue. In addition, repairs will be made to the storm water system, curb and gutter, and sidewalk as necessary and as funding allows. ADA improvements will also be completed as part of the project.	
Contact Information	**Lead Jurisdiction or Agency: City of Duluth** **Contact Name: Cari Pedersen** **Address**: 411 W First Street, Engineering Division, City Hall Room 211 **City, State, Zip:** Duluth, MN 55811 **Phone Number:** (218) 730-5091 **Email Address:** cpedersen@duluthmn.gov **Other Sponsoring Agency(s):**
Location	**City or Township:** Duluth **Street Name** *(if applicable)*: Railroad Street **Roadway Type** *(select one)*: **MSAS** **Route #:** 118/119 **Roadway Functional Classification** *(double click and select one)*: Major Collector Will the functional classification change with this project? Yes ☐ No ☒ If YES, what is the proposed func. class? *(double click and select one)*: Major Collector **Project Termini: From:** Canal Park Drive **To:** Garfield Avenue **Project Length** *(in miles)*: 1.6
Cost Estimate	**Federal $** 1,285,000 **State $** 415,000 **Local $** **Source of Local Match*:** **TOTAL $ 1,700,000** * *Attach a letter of local financial commitment*
Local Priority	**If your jurisdiction is submitting more than one project, please rank in order of importance:** **This project is Number 1 of 1**

Project Description

Project Type *(select all that apply:)*

- ☐ **Bicycle**
- ☒ **Pedestrian**
- ☐ **Port** *(Airway or Seaway)*
- ☐ **Rail**
- ☐ **Transit**
- ☒ **Roadway**
  - ☐ **Reconstruction**
  - ☐ **New Construction**
  - ☐ **Bridge Replacement**

Project Goals – what will this project accomplish? *(select all that apply)*

- ☐ **ADA Implementation**
- ☐ **Air Quality Improvement**
- ☒ **Capacity Expansion**
- ☒ **Economic Development**
- ☐ **Multimodal Improvement**
- ☐ **Network Completion**
- ☒ **Preservation**
- ☐ **Safety Improvement**
- ☐ **Other** *(list)*:

Supporting Data *(check here if all are n/a: ☐)*

Information	Existing (2016)	Proposed (2036)
AADT:	10,400 **n/a** ☐	12,688 **n/a** ☐
HCADT:	520 **n/a** ☐	634 **n/a** ☐
Lane Width:	12 **n/a** ☐	12 **n/a** ☐
Shoulder Width:	2 **n/a** ☐	2 **n/a** ☐
Shoulder Type:	C&G **n/a** ☐	C&G **n/a** ☐
Surface Type:	Bitum **n/a** ☐	Bitum **n/a** ☐
Spring Load:	9 Ton **n/a** ☐	9 Ton **n/a** ☐
Pavement Quality Index:	2.4 **n/a** ☐	4.5 **n/a** ☐
Bridge Sufficiency Rating:	**n/a** ☒	**n/a** ☒

Project Description	**Type of Work** *(select all that apply):*		
	☐ **Bike Lane** ☒ **Concrete Pavement Rehab** ☒ **Culverts** ☒ **Curb Ramp** ☐ **Grading** ☒ **Resurfacing** ☐ **Shoulders** ☐ **Surfacing**	☐ **Landscaping** ☐ **Lighting** ☐ **Rest Area** ☒ **Sidewalk** ☒ **Signing** ☐ **Trail** ☐ **Wayside**	☐ **Roundabout** ☐ **Traffic Signals** ☒ **Turn Lanes**
	☐ **Regular Route Bus** ☐ **STRIDE Bus** ☐ **Transit Facility**	☐ **Bridge (New)** ☐ **Bridge Rehabilitation** ☐ **Bridge Replacement**	☐ **Rail Improvement** **Other** *(list):*

(Application continued, next page)

Evaluation Criteria

A. Need and Benefit

Give detailed project description. Describe how it addresses the needs of the regional transportation system and consider the project's benefits relative to its cost. *(up to 3,400 characters)*

Railroad Street, from Canal Park Drive to Garfield Avenue, is a State Aid major collector route that carries 10,400 vehicles per day. Railroad Street runs parallel to I-35 and acts as a frontage road to provide access from the two I-35 ramps for downtown Duluth, Canal Park, Park Point, and the Port of Duluth off of Garfield Avenue. Construction of Railroad Street has occurred in multiple years: Canal Park Drive to S Lake Avenue 1990; S Lake Avenue to Harbor Drive in 1984; Harbor Drive to the end of the divided roadway west of 5th Ave W in 1987, and the divided roadway end to Garfield Ave in 1998.

The street is a 56' wide bituminous street with concrete curb and gutter. Portions of Railroad Street have a divided roadway with a center median. The street currently has two 12 foot driving lanes in both directions (four lanes total) with two foot gutters on each side. Railroad Street narrows to a 40' wide bituminous street with one lane in either direction between 7th Ave W and Garfield Avenue.

The Cross City Trail follows Railroad Street from Lake Avenue to approximately 10th Avenue W, on the south side of the street. From Canal Park Drive to South Lake Avenue, sidewalks exist on either side of the street. From Lake Avenue to Harbor Drive, it has a bituminous shared use path on both sides of the street. From Harbor Drive to 10th Ave E, it has the shared use path on the south side of the street. From 10th Ave W to Garfield, there are no sidewalks.

After more than thirty years since the last paving work was done on the majority of the roadway, Railroad Street has reached the point that preservation efforts are needed. The proposed project will entail a reclamation and paving of the existing street. Storm water conveyance systems will be repaired or replaced as necessary. Spot curb and gutter and sidewalk repairs will be made, and the sidewalk and trail system will be upgraded to meet current ADA requirements at the intersections. Sidewalk may be extended from the current termination at 10th Ave W to Garfield Avenue. Widening and turn lanes would be added near Bayfront Festival Park to accommodate event demands. Concrete pavement repairs would also be made to the intersections and connections to Railroad Street at Canal Park Drive, the Harbor Drive/5th Ave W connection to Railroad Street, and the Garfield Avenue intersection. At completion, the roadway will be striped to match the configuration as it exists today.

Railroad Street is a major collector, and provides benefits to the regional transportation system. A preservation project is the correct "fix" for this roadway at this point in its lifespan and current condition, and provides the most benefit for the least cost. By performing this preservation project, it will extend the roadway life and avoid more costly reconstruction efforts.

Evaluation Criteria	**B. Network Mobility**
	Describe how the project will improve regional network mobility to provide a greater quality of service for the movement of people and freight. *(up to 3,400 characters)*
	Railroad Street is a major collector that serves as the frontage road to I-35 between Canal Park, Park Point, the DECC, Bayfront Festival Park, and the industrial and shipping corridor off of Garfield Avenue. This roadway is used to access both residential and commercial areas, tourism areas, commuters connecting to the I-535 interchange and downtown Duluth. In addition, many of the freight movements exiting the Port of Duluth utilize Railroad Street to access I-35 via 5th Avenue W. The roadway is currently in need of improvement, and by performing a preservation project on this roadway, will improve the pavement ride quality. This will greatly improve the driving conditions for the roadway users, and save wear and tear on vehicles, busses, bicycles, and other equipment that use the roadway.

Evaluation Criteria	**C. Planning Support**
	Describe this project's planning support in (a) the Duluth-Superior Long Range Transportation Plan *Connections 2040* and (b) other related plans and studies. *(up to 3,400 characters)*
	This project is included in the Duluth-Superior Long Range Transportation Plan *Connections 2040* as Project Number DUL-027-40. This project is also included in the City of Duluth's Five Year Capital Plan for 2017-2021 as passed by City Council in December 2016.

Evaluation Criteria	**D. Multimodal Connectivity**
	Describe how the proposed project accommodates multiple modes of travel (vehicular, bicycle, pedestrian, transit) and provides seamless connectivity within and between those modes. *(up to 3,400 characters)*
	Railroad Street currently serves multiple modes of travel (vehicles, freight, bicycles, and pedestrians), with seamless connectivity within and between those modes. Following completion of the project, usage should increase due to improved roadway, bike, and pedestrian conditions. In addition, the pedestrian network will be expanded to provide a connection to Garfield Avenue.

Evaluation Criteria

E. Environmental and Community Impacts

Describe the project's location and potential environmental and community impacts.

I. Environmental Impacts: federal agencies or entities receiving federal funds must avoid, minimize, and/or mitigate impacts of transportation projects on the natural and cultural environments. *Examples include air quality impacts; proximity to streams or wetlands; proximity to historic resources; promoting energy conservation.*

a. Describe Negative Impacts: Refer to attached Environmental map. *(up to 550 characters)*: This project should not have adverse environmental impacts.

b. Describe Positive Impacts: Refer to attached Environmental map. *(up to 550 characters)* This project should assist with reducing vehicle noise once the pavement is replaced.

***II.* Community Impacts:** federal agencies or entities receiving federal funds must identify and address disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low income populations. *Examples include potential for relocation, isolation, division or disruption to low income/minority communities; connectivity, availability and frequency of transit service between employment centers and low income/minority communities.*

a. Describe Negative Impacts: Refer to attached Minority and Low Income Population maps. *(up to 550 characters)*: This project should not have adverse community impacts.

b. Describe Positive Impacts: Refer to attached Minority and Low Income Population maps. *(up to 550 characters)* This project should improve connectivity and reduce noise for the neighborhoods in this area.

Evaluation Criteria	**F. Public Participation**
	Describe what public participation or community involvement efforts have been and will be undertaken in regard to the proposed project. *(up to 3400 characters)*
	This project has been presented to the public as part of the Duluth-Superior Long Range Transportation Plan *Connections 2040* as Project Number DUL-027-40 This project was also included in the City of Duluth's Five Year Capital Plan for 2017-2021 as passed by City Council in December 2016. Public project meetings will be scheduled in 2020 to provide information and gather input from the abutting and affected parties, as well as the general public.

Attachment 1

Duluth - Superior
Environmentally Sensitive Areas

Attachment 2

Duluth - Superior
Low Income Concentration

FHWA defines low income as "a person whose household income is at or below the Department of Health and Human Services (HHS) poverty guidelines". HHS poverty guidelines for a family of four is $23,050 (2012).

Map 3.4

Attachment 3