

Twin Ports Interchange Reconstruction Project

Stakeholder Outreach Meetings - October 2017





Roadway Deficiencies

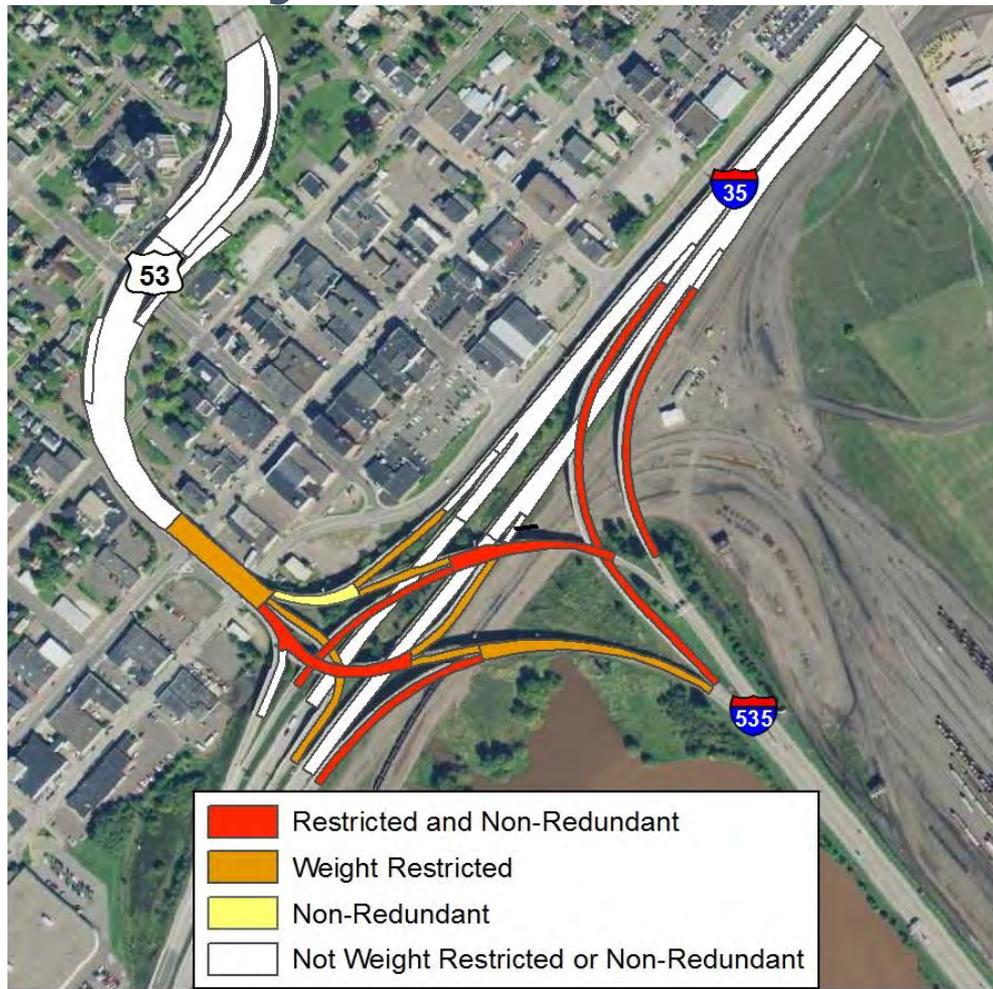
- 2 left exits, 5 blind merges, and short weave distances
 - Interrupt traffic flow
 - Increase conflict points



Bridge Condition/Mobility

- Aging infrastructure – built to 1960s geometrics using standard materials
 - More frequent maintenance and inspection
 - Traffic interruptions and road closures

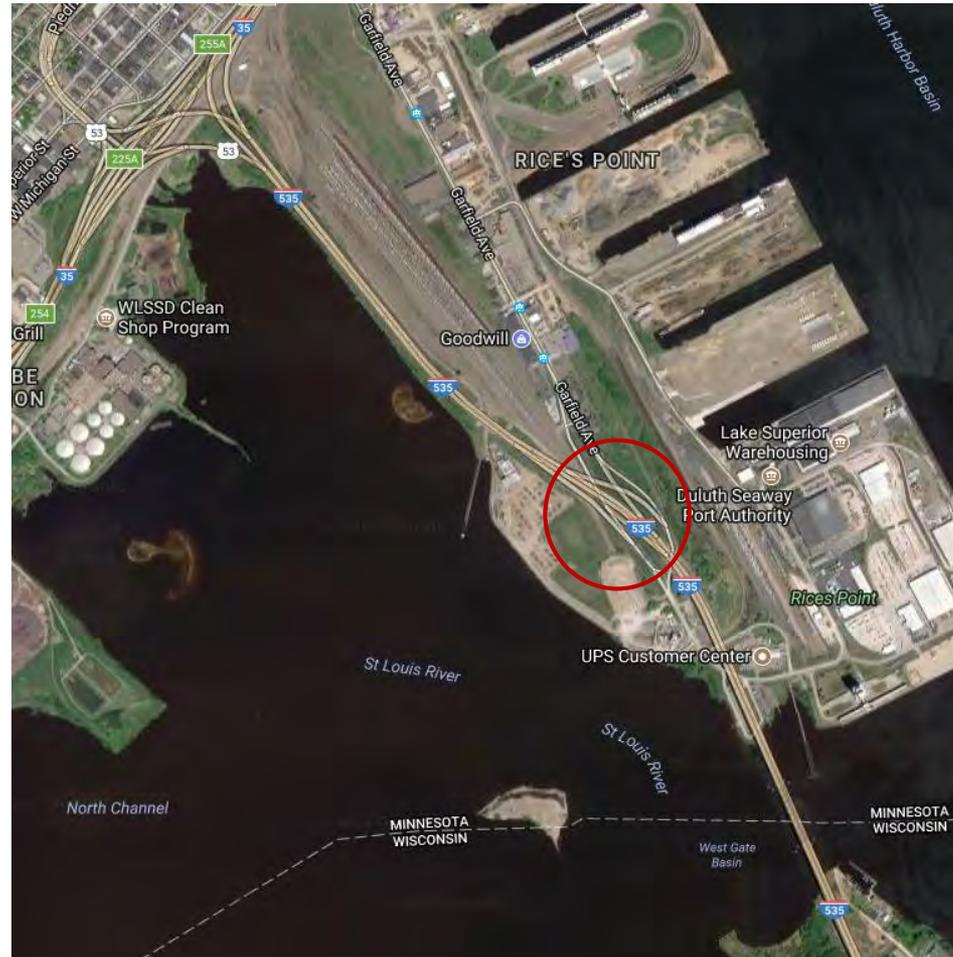
Load Restrictions and Freight Mobility



Oversize/Overweight (OSOW)

- Overall vehicle dimensions exceed 13'6" high, 8'6" wide, or certain length depending on vehicle type
- Vehicle exceeds weight limit based on number of axels
- OSOW loads that commonly leave the port can be >200'

Load Restrictions and Freight Mobility



Load Restrictions and Freight Mobility

- Freight diverts to local routes
 - Many OSOW loads using local streets
 - Longer travel times and higher cost
 - Roadway wear and tear
 - Traffic diversions
 - Interruptions to local businesses



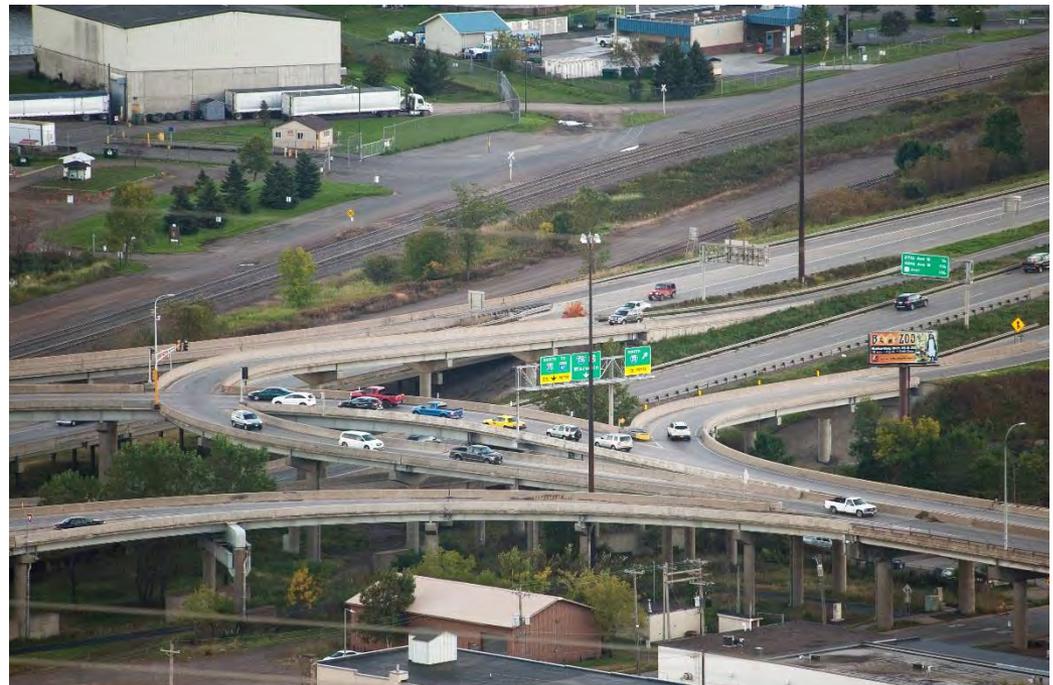


Public Outreach to Date

- Public presentations in summer and fall 2016
 - June, July, August, September, November
- Lincoln Park fall open house (2016, 2017)
- Meetings with affected stakeholders

What We've Heard – Interchange Area

- Blind merges
- Unexpected location for stoplight on Hwy 53 (NB exit to Piedmont)



What We've Heard – Interchange Area

- Improve aesthetics of Cross City Trail/bike trails
- Access to St. Louis Bay/waterfront access



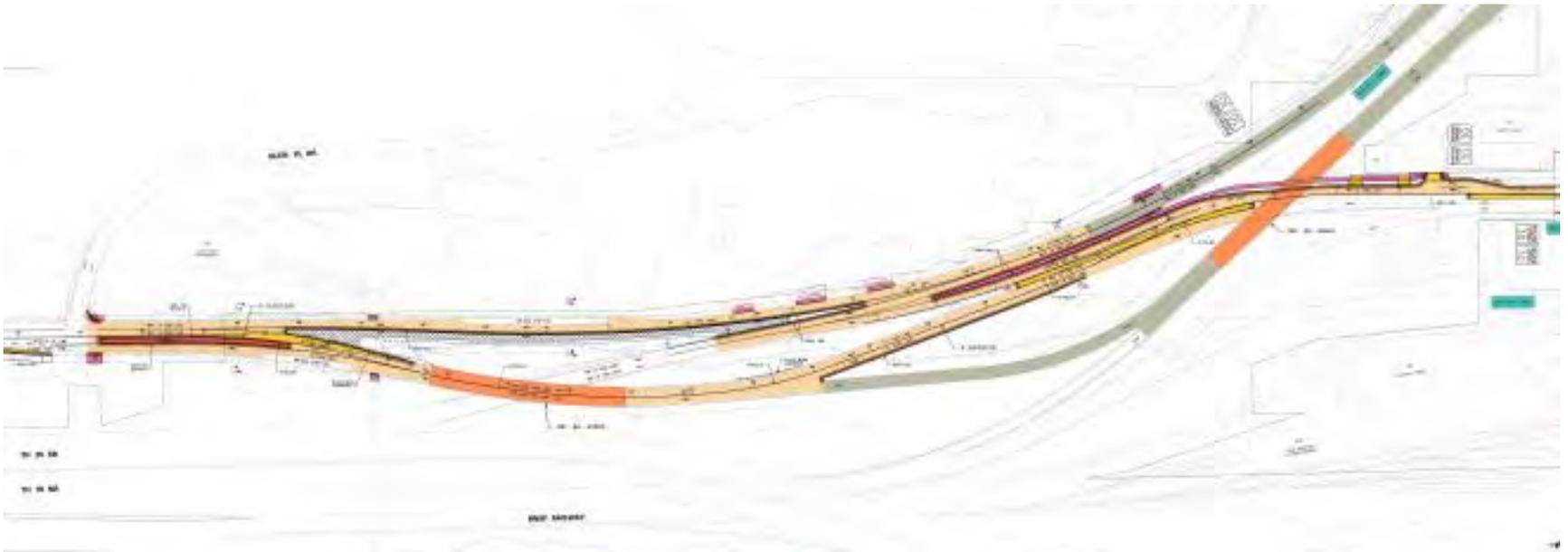
Source: Cross-City Trail Mini Master Plan, March 2017

What We've Heard – Mesaba Avenue Area

- Better pedestrian connectivity
- Connecting downtown to new business district
- Mesaba merge = “Kentucky Derby”
- Improve cross-over situation for Mesaba to SB I-535 Downtown to Superior
- Connect Railroad Street to I-35 to Garfield Ave and Superior Street

Mesaba Avenue Improvements

- Planned for construction in 2018



What We've Heard – Industrial/Shore Area

- Embrace “Old Duluth” industrial feel
- Additional access to Railroad Street
- Daylight Miller Creek

What We've Heard – Other

- Beautify west entrance to West Superior retail
- Emerging craft business district
- Midtowne Park safety
- Midtowne Manor accessibility/lighting/“vortex of wind and noise”
- Support skate park
- Access to Lincoln Park businesses from I-35 or more direct route



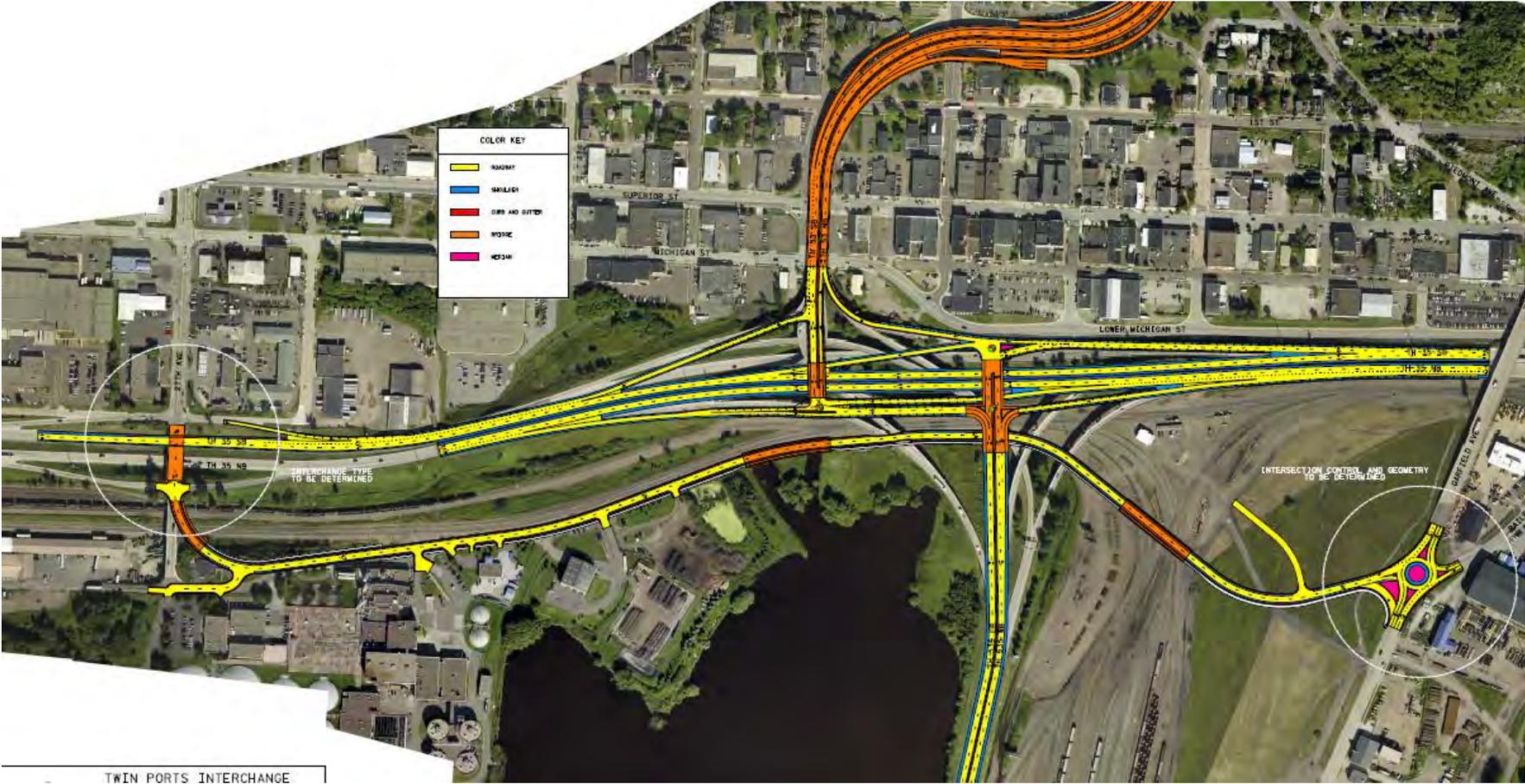
Design Framework

- Maintain traffic movements
- Unimpeded movements between interstates (I-35 and I-535)
- Reduce surface area of bridges
- Minimize right-of-way impacts
- Minimize blind merges, weaves, and left exits

Courtland Avenue Concept

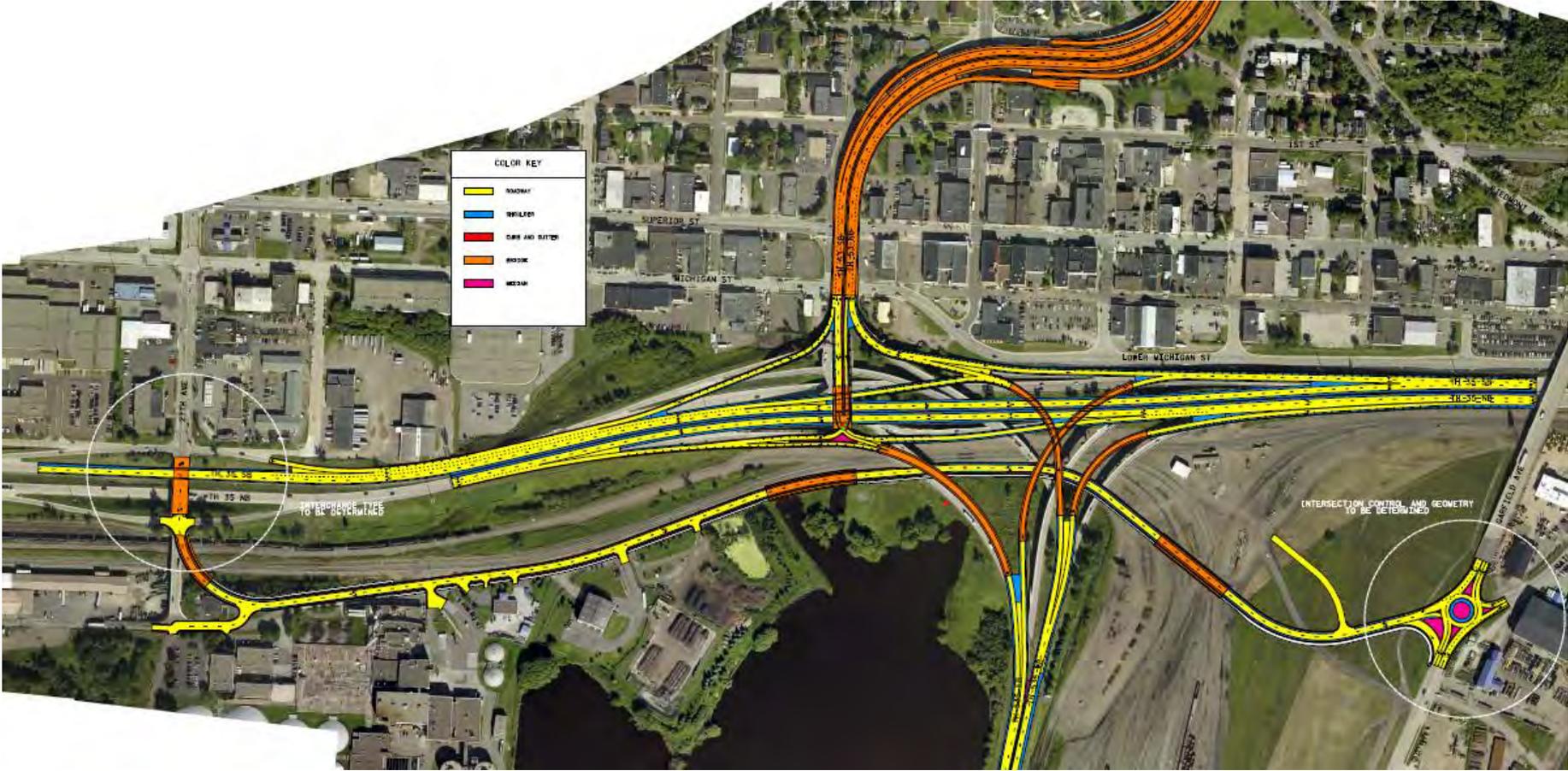


Concept B



DRAFT – PRELIMINARY CONCEPT SUBJECT TO CHANGE

Concept C



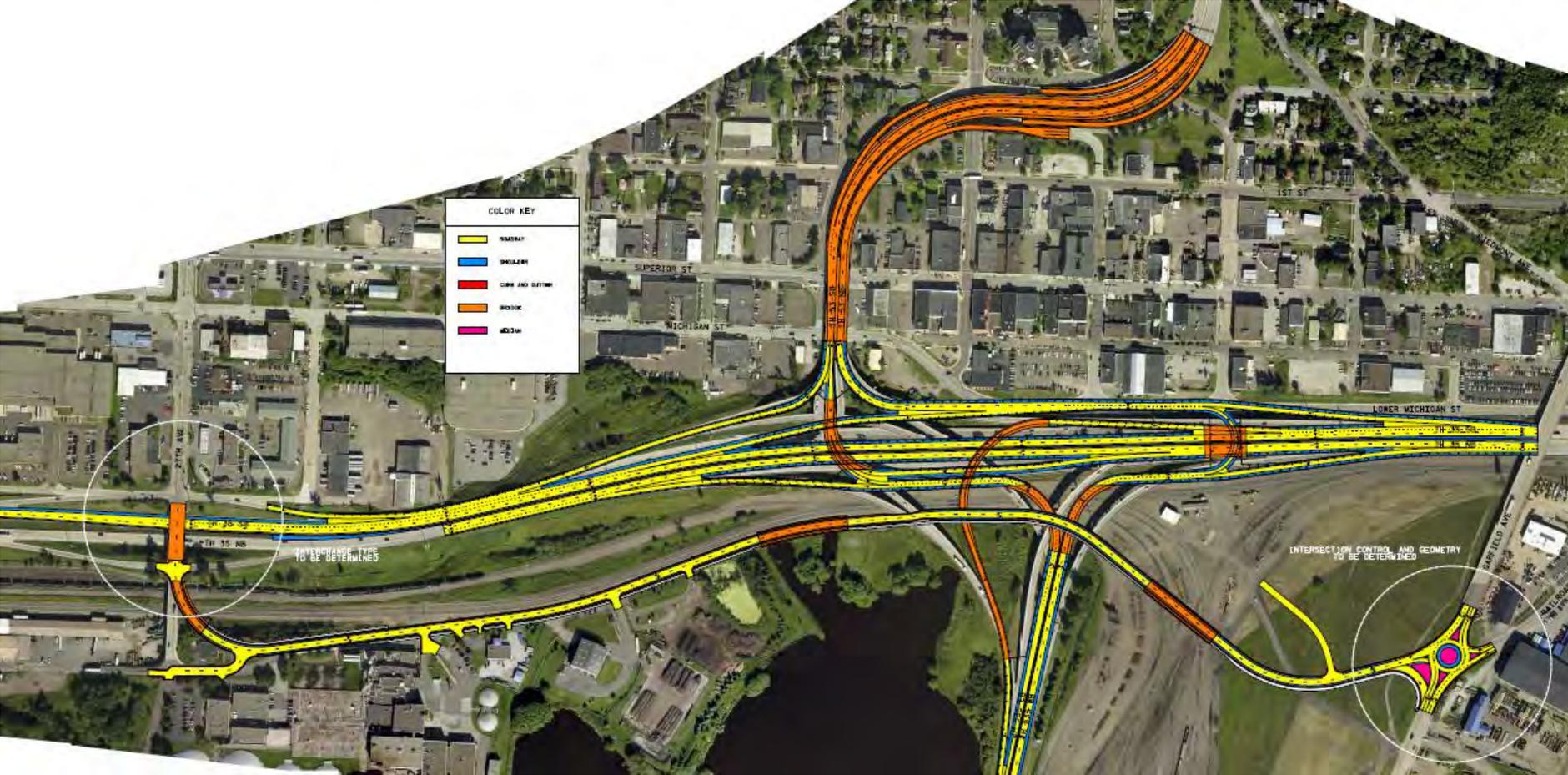
DRAFT – PRELIMINARY CONCEPT SUBJECT TO CHANGE

Concept I



DRAFT – PRELIMINARY CONCEPT SUBJECT TO CHANGE

Concept 0



DRAFT – PRELIMINARY CONCEPT SUBJECT TO CHANGE

Highway 53



Superior Street (southbound) under Hwy 53

Highway 53



21st Avenue (westbound) under/approaching Hwy 53

Project Timeline

- Selection of Alternative (Spring 2018)
- Environmental Documentation (2018)
- Design (2018 – 2020)
- Construction (2019 – 2022)

Funding

- Estimated cost \$204 million
- Potential funding options:
 - ~~FASTLANE – December 2016~~
 - Infrastructure for Rebuilding America (INFRA)
 - MN Highway Freight program
 - Transportation Economic Development (TED)
 - Transportation Investment Generating Economic Recovery (TIGER)
 - Chapter 3 bonds
 - Corridors of Commerce

Next Steps

- Other small group stakeholder meetings
- Public Open House – **November 1 (tentative date)**
 - Project background
 - Previous input received
 - Collect comments to inform tweaks to concepts
 - Timeline and funding
 - Ongoing outreach and communication



Thank You!