6. Projects & Funding

This chapter identifies the surface transportation projects that:

- **Are planned to be implemented in the next 25 years;**
- **Meet the vision of this Plan;**
- **Are eligible for federal funding and/or are regionally significant**

(For this reason, the project list does not include ALL transportation related projects that will take place in the Twin Ports).

Sustainable Choices 2045

Duluth-Superior Long-Range Transportation Plan

6. Projects & Funding

(*continued, next page*)

Transportation Projects Overview

The Duluth-Superior area has enormous fiscally related transportation challenges as well as opportunities from innovative technological development over the next 25 years. The biggest challenge is a transportation system that is not fiscally sustainable—meaning existing tax revenues are not meeting the needs to fully maintain, operate and reconstruct the system. Therefore, this plan has a vision of sustainability.

All federally funded and regionally significant transportation projects within the MIC area are listed in this chapter (see the tables on pages 6-15—6-35). The listed projects strive to address the issue of fiscal sustainability by building a transportation system that creates wealth, or at least maximizes the community's ability to build sustainable wealth, and where transportation investments are not undermined, but are working towards greater returns on investment creating win, win, win situations (i.e. create improved traffic operations, generate increased revenue, and are safer for all users).

This chapter identifies future transportation projects that are meeting the long term regional vision and goals that are being planned for in the Duluth-Superior area over the next 25 years. It also provides an estimation of the funding that will be available to finance those projects. Such estimates help local and regional transportation officials determine the financial feasibility of planned projects.

Meeting the Long-Term Vision of Sustainability

The following pages contain future transportation projects that were identified through the development of *Sustainable Choices 2045*. The selection of these projects was based on meeting the various transportation goals and objectives for the area, the federal and state policies guiding this plan, the various trends and projections for the area, and the current performance of the existing transportation system.

The projects that are listed on the following pages are organized according to the various transportation jurisdictions in the area.

Short-Range Projects (2020-2024)

Projects already planned and being programmed in either the Duluth Area or Superior Area Transportation Improvement Programs (TIPs). These documents identify federal, state, and local funding sources and amounts to be applied to the projects listed with in them.

Mid-Range Projects (2025-2029)

Projects identified by jurisdictions and already part of their ten-year capital improvement programs. Local funding sources have already been identified for many of these projects.

Long-Range Projects (2030-2045)

Projects that jurisdictions anticipate doing beyond 10 years out, but are currently not part of any capital improvement program. Federal, state, and local funding sources have not yet been identified for these projects, though such funding is reasonably expected to be available for them.

Planning Perspectives

Transportation projects have direct and indirect impacts on five general aspects of a community, what this plan is calling "planning perspectives." The five planning perspectives are the basis for the plan's five goals (see Chapter 2). The projects listed in this chapter aim to incorporate numerous planning perspectives in order to meet the plan's vision, goals and objectives as detailed in Chapter 2.

With limited resources and with public input, this plan calls for projects to address these five planning perspectives in an approximate even manner, as appropriate.

Project Types

The projects listed on pages 6-15—6-35 have been categorized according to the "type" descriptors listed below. The distribution of listed projects in this plan by the defined project types is displayed in Figure 6-1. This provides for a quick glimpse of the area's transportation investment priorities.

Project Types—Definitions

Preservation—projects that retain or restore the condition of existing facilities through repaving or similar activities.

Reconstruction—projects that rebuild or rehab existing facilities without adding more capacity or change roadway alignment.

Safety—projects with a focus on improving safety of the system.

Intersection Control or Roundabout—projects that are focusing on improving the traffic control at intersections.

Bike or Pedestrian Improvement —stand alone projects focused on bike and pedestrian improvements.

Bridge Repair or Reconstruction—projects that are focused on bridges.

ITS—Intelligent Transportation System is a project utilizing technological improvements to improve operations of the transportation system.

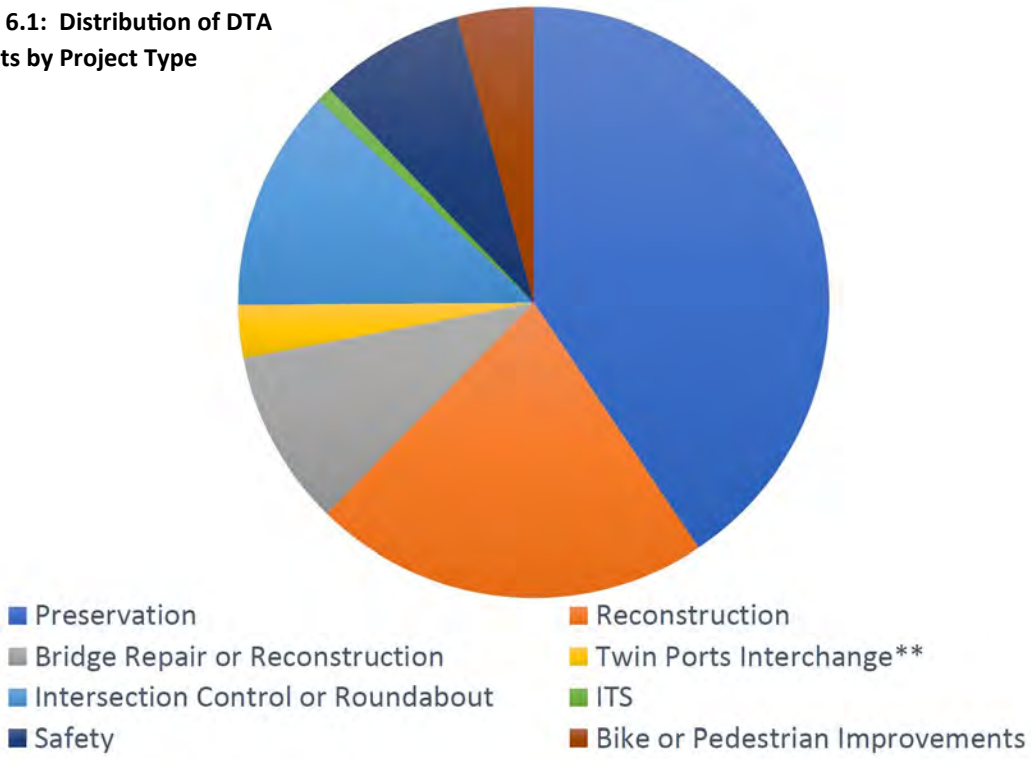
Twin Ports Interchange**—encompasses multiple project types that are a part of the I-35, I-535 and US Hwy 53 interchange full reconstruction.

The Five Planning Perspectives and Goals of *Sustainable Choices 2045*

These five planning perspectives are the basis of the 5 goals of the plan, which are detailed in Chapter 2.

- **Health of People and Environment**
- **Livable Communities and Equity**
- **Safety**
- **Moving People and Goods**
- **Economic Vitality**

Figure 6.1: Distribution of DTA Projects by Project Type



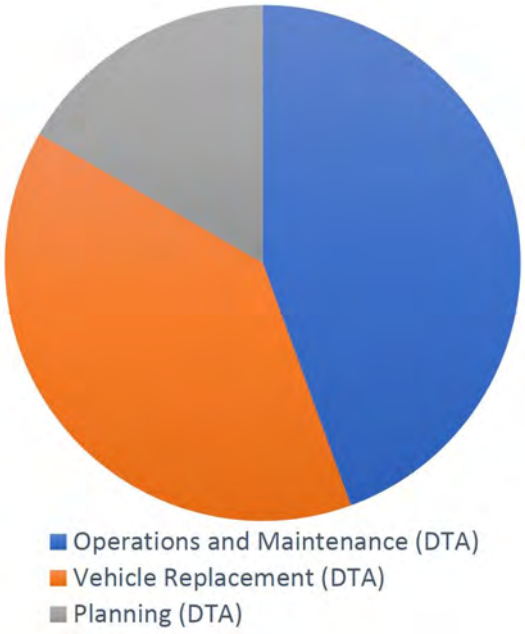
The following are descriptions of DTA project types whose distributions are diagramed in Figure 6.2:

Operations & Maintenance (DTA) - projects that are solely focused on transit operations and maintenance of busses facilities.

Vehicle Replacement (DTA) - projects that include the regular replacement of regular route and paratransit vehicles.

Planning (DTA) - projects that involve DTA planning activities, Operational Analysis, BRT and various studies.

Figure 6.2: Distribution of DTA Projects by Project Type



Unfunded Needs/Future Studies

During the process of identifying projects, it became increasingly clear that more projects were being planned for the area than there would be funding available. Because federal regulations require the LRTP to be fiscally constrained to only the sources of revenue that can be clearly identified and reasonably expected to be available, some projects had to be relegated to a status of "Unfunded Need". Even though the area's jurisdictions will continue to plan for them, the future implementation of these projects will be contingent upon sources of funding that cannot be identified at this time.

Projects Identified as "For Study"

In addition to the projects identified as "unfunded need", other projects (or potential projects) were identified, for which appropriate solutions have not yet been determined. Examples of this are the potential design and construction of passenger terminals in Duluth and Superior for future high-speed rail service to the area. The feasibility of such a service is being studied at this time and it is too early to know size, extent, or scope of such projects. Projects like this are classified as being "For Study" and are listed on page 4-33. Because the extent of the work required for these projects has not yet been determined, there are no cost estimates associated with them at this time.

Priorities for Future Transportation Investments

Population and employment projections forecast continued stagnant population growth and modest economic growth over the next 25 years. The existing roadways with capacity challenges during brief rush-hour periods will continue in the same locations throughout the roadway network. Over this same period, however, the cost of maintaining the Duluth-Superior area's existing transportation infrastructure is expected to more than double due to the rising cost of construction materials and the effects of inflation.

Coupled with a decline in gas tax revenues, and supplanted through local transportation sales taxes, projects that can reach broader societal goals (fiscal and environmental sustainability, public health, etc.) were identified early on in the *Sustainable Choices 2045* planning process as high priorities for future transportation investments in the area.

Project Selection—Implementation of the LRTP

This plan will be implemented by undertaking planning studies and programming projects, as identified in the Project Lists beginning on page 6-15. The MIC's Work Program sets the schedule for undertaking the studies and the Transportation Improvement Program (TIP) lists the MIC area transportation projects, including the federally funded and regionally significant projects. A TIP process will be developed as a part of the implementation of *Sustainable Choices 2045* that ensures selected projects support its goals and objectives.

Implementation of *Sustainable Choices 2045* will be guided by a strategy outlined in Chapter 2.

Financial Assessment

Transportation infrastructure is an asset with known long-term financial liabilities that require continual funding to operate, maintain and reconstruct. As previously mentioned, revenues earmarked for transportation infrastructure have generally diminished, which means cities, counties, and states are increasingly relying on sales and property taxes, and general funds to pay for transportation infrastructure. This puts transportation in competition with all other societal needs and generally results in fluctuating funding levels over time. This creates challenges for maintenance activities that are needed to extend infrastructure life with the least overall expenditure over time.

Forecasting Future Revenues

The MIC consulted with staff from MnDOT District 1, WisDOT's NW Regional Office in Superior, and the DTA to develop estimates of the federal and state dollars that will be available to those agencies over the next 25 years. For estimates of local revenues, information was retrieved from the Minnesota Office of the State Auditor and the Wisconsin Department of Revenue regarding the amount of "capital outlay" that the area's cities and counties have historically directed to highway improvement projects. In all cases, these estimates represent a mix of federal, state, and local funding sources.

A slightly different approach was taken with the DOTs. Based on the relative numbers and sizes of other population centers in these regions - as well as the amount and expanse of existing DOT infrastructure within the MIC area - it was estimated that no more than 45% of MnDOT District 1's and no more than 16% of WisDOT NW Region's forecasted revenues could be reasonably expected to be available to the area over the life of the plan.

Public revenues are subject to the effects of inflation over time. To model these realities the Expenditure Inflation Rate is 2.5%. This expenditure inflation rate is based on the average change in the Consumer Price Index over the previous 10 years. This inflation factor is not intended to capture increases in the costs of individual items or services.

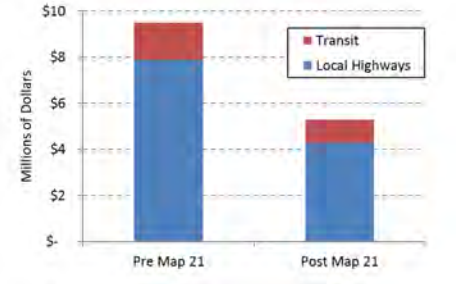


Figure 6.3: Federal Funding decrease since 2012, when MAP 21 was approved.

Financial Limitations

Funding of local roadway system needs often falls short. One key reason is that fuel (gas) tax revenues have been in decline because:

- Increased fuel efficiency
- Federal Gas Tax has remained unchanged since 1993 (18.4 cents per gallon)

To counter this state gas and sales tax revenues for transportation are increasing to make up the shortfall. Both Duluth and St. Louis County have enacted local transportation sales taxes to help pay for infrastructure.

Also, alternative transportation funding studies are underway:

- Mileage-based user fee
- Transportation Company taxes
- Vehicle Registration fees (reflect fuel efficiency)

These increases should be reflected in the individual project cost estimates as they are updated annually. The revenue inflation rate has been calculated to be 2.0%. This revenue inflation rate has been determined using projections based upon authorization of the FAST (Fixing America's Surface Transportation) Act with yearly increases in federal apportionments. This was applied to the revenue estimates beginning in year 2020 and projected out 2045. This resulted in the short-, mid-, and long-range revenue forecasts.

Forecasting System-Level Needs

Once revenue forecasts were developed, an effort was made to estimate system-level needs for comparison. The purpose for doing this was to determine the potential costs of maintaining the existing system in addition to any construction projects (representing system expansion) that might be identified.

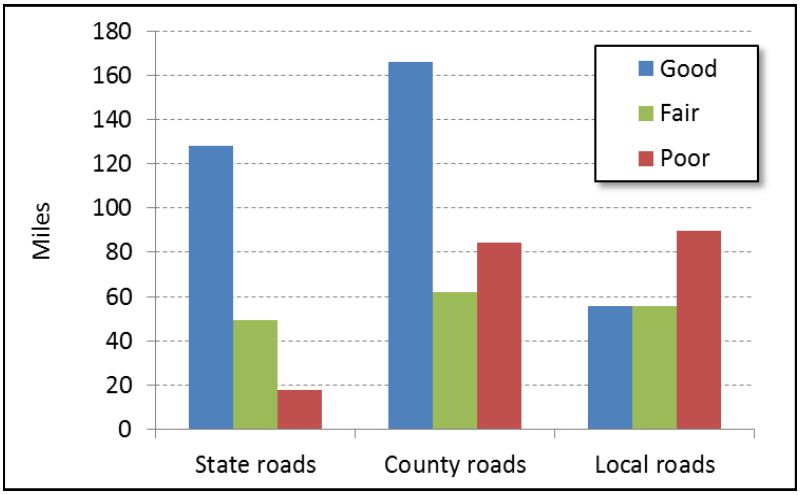
Estimates were derived by gathering information about the existing condition of road pavements and the annual operating costs of maintaining current levels of transit service in the area. The future costs of addressing these needs were projected out to the year 2045 and were adjusted to account for the effects of inflation over those 25 years.

Estimating Future Roadway Needs

Understanding the needs of future roadways is an exercise of looking at the life–cycle of the roadway. Work to pull this information together is ongoing and a process to streamline this data collection effort is still being developed. Currently, each roadway authority undertakes their own process for estimated roadway needs, which is largely focused on pavement condition, or rideability. The MIC did receive 2018 pavement condition data from MnDOT (Figures 5-1 and 5-2) and 2018 bridge condition data from both MnDOT and WisDOT (Figure 5-3). However, other than these the latest data available that is comparable across jurisdictions is from 2014 (see Figure 6.4). The method of rating pavements differs among the jurisdictions, so the ratings were indexed and categorized according to one of three condition classes: "Good", "Fair", or "Poor". The cost-per-mile estimates were then applied to these totals to represent what it would take to maintain the miles of "Good" pavement and convert the miles of "Fair" and "Poor" pavements to a "Good" condition

within the 25-year timeframe of this plan. These per-mile estimates were based on the average costs-per-mile of recent projects in the area and were vetted by jurisdiction officials.

Figure 6.4: Pavement Condition of MIC Area Roads According to Jurisdiction Type (2014)



Source: Data provided by MIC area jurisdictions (2014).

The methodology described above only produces, at best, a gross estimate of the long-term needs that each jurisdiction faces. See Figure 6.7. For one thing, it assumes that each mile is alike in terms of its dimensions and the cost of its materials. Secondly, those estimates are based on data that does not sufficiently speak to the potential needs that may exist with the road base and any infrastructure that may exist beneath the pavement. It does not account for the even greater costs that may be associated with the maintenance or reconstruction of bridges.

Given we know the comparative data used is from 2014, it can be assumed some county roads have been improved through use of a dedicated transportation sales tax for that purpose.

Further, while the methodology provides values for objective comparison, it is illustrative, and not a true goal of the plan because it is unrealistic to assume all roads will have “good” pavement quality. This LRTP emphasizes prioritizing maintenance of critical transportation infrastructure. (see Goal 4 Objective 3, Figure 4.14, and Figure 4.15).

Because large bridge structures represent substantially

greater investments per mile than roads, it was decided that any bridge projects identified for inclusion in the plan should be added in addition to the estimated pavement needs. MnDOT and WisDOT both identified estimated bridge project costs.

As has been identified elsewhere in this plan, maintaining sufficient revenues to pay for our transportation infrastructure needs is a continuous challenge. These challenges have been identified and discussed at jurisdictional consultations. Topics discussed during these consultations included prioritizing transportation investments in the area and identifying projects that are listed on pages 6-15-6-35.

Typical Cost per Mile

Costs to build an urban road and trail per mile based on recent project costs in the MIC area combined with the estimates provided by the American Road & Transportation Builders Association.

- **Road Resurface = $1 million/ mile**
- **Road Reconstruction = $4 million/mile**
- **New Road Construction = $5-10 million/mile**
- **Trail = $500,000/mile**

Figure 6.5: The Twin Ports Interchange in Duluth, an infrastructure and public safety reconstruction project currently on the docket for 2020-2023, isn't fully funded yet — while the estimated total project cost is $342 million, MnDOT currently has $299 million. An estimated additional $42 million is needed to redesign another component of the Twin Ports project, called the Garfield Avenue interchange.

Courtesy of the Duluth News Tribune

An aerial view of the can of worms interchange at 21st Avenue West and Interstate 35 in Duluth.

Estimating Future Transit Needs

To estimate future needs for Duluth-Superior's public transit system, the current annual cost of operations and costs of bus replacements were forecasted out over 25 years.

In consultation with the DTA, a 3.5% annual rate of inflation was applied to future revenues. The forecasted future revenues cover planned operational, maintenance and capital project costs in the short-term (2020-2024) and mid-term (2025-2029) timeframes but does show a deficit in the long-term. It is anticipated that the DTA will adjust the transit system in response to anticipated available funding, and/or meet long-term future capital needs for facilities through grants, bonds, and additional funding sources.

As with the roadway system, the operations and maintenance costs of transit are outpacing increases in revenue. This issue is addressed with changes in routes to create more cost efficiencies, coupled with possible future revenue increases through taxes and fares.

Transit (DTA) Annual Spending

To ensure compliance with FTA regulations and meet its own objectives regarding passenger safety and comfort, as well as operational efficiency, the DTA maintains a vehicle replacement schedule of 10 regular route buses every other year and alternates between 3 and 6 new STRIDE vehicles in the intervening years.

- $24.6 million on operations and maintenance.
- $500,000 per replacement vehicle for its fleet of regular route buses.
- $145,000 to replace a 30-foot STRIDE bus
- $65,000 to replace its smaller size STRIDE vehicles.

Financial Analysis

An assessment of the potential needs system-wide, MIC area plan recommendations, and consultation with each roadway/ transit authority guided the development of the project list. The total cost of projects was vetted against the levels of revenue reasonably expected to be available over the next 25 years.

The estimated costs of future federal aid eligible and/or regionally significant transportation projects were adjusted to reflect a 2.0% annual rate of inflation for expenditures, while transit projects were factored for a 3.5% rate of inflation. These costs were then compared to the levels of projected future revenues.

To ensure a fiscally constrained transportation plan, expenditures (project costs) were balanced with reasonably expected revenues. Project costs were determined from a variety of sources including jurisdictional estimates from their Capital Improvement Programs (CIPs) and typical costs for project types.

This plan's project lists are fiscally constrained with all jurisdictions' project costs falling within projected future revenues, with two exceptions. However, it is reasonably anticipated that each agency will receive additional funding, through grants and/or bonding in the future, to cover the deficits. It is also important to reiterate that the project lists in this plan do not reflect the entire transportation needs of each jurisdiction. Only federal aid eligible surface transportation and/or regionally significant projects are included in the project lists of this plan. All other transportation projects, including but not limited to, the projects for local residential streets, are NOT included in this plan's project lists. Therefore, the costs of these projects are not factored into this financial analysis. It is reasonable to state that there is presently not enough funding to cover ALL transportation needs for the Duluth-Superior Urban Area. Evidence of this can be found with the recent adoption of local transportation sales taxes by the City of Duluth and St. Louis County to add available revenue and reduce the gap in needed funds.

Figure 6.6: Estimated annual transportation revenues available to MIC area jurisdictions

MnDOT Dist. 1 [a]	$37,000,000
St. Louis County, MN [b]	$8,600,000
City of Duluth, MN	$13,000,000
City of Hermantown, MN	$500,000
WisDOT NW Region [a]	$8,000,000
Douglas County, WI [c]	$400,000
City of Superior, WI	$1,250,000
DTA [d]	$18,000,000

Sources: MnDOT District 1, WisDOT NW Region, Duluth Transit Authority, Minnesota Office of the State Auditor; Wisconsin Department of Revenue, 2009.

a - 25% of MnDOT District 1 revenues; 16% of WisDOT NW Region revenues.

b - Estimating availability of 22.5% of county's highway expenses (based on portion of road miles w/n the MIC).

c - Estimating availability of 100% of county's highway expenses.

d - DTA revenues represent FHWA funding available for bus purchases, FTA funding available for operations and capital improvements, plus local and state revenue sources.

Expenditure Inflation Rate = 2.5%

Revenue Inflation Rate = 2.00%

Figure 6.7: Financial Capacity of Planned Projects (25 years)

	Revenues				Expenditures				
MPO Jurisidictions	Federal $	State $	Local $	Total Revenues	Planned Projects	Surplus/ Deficit	Unfunded Needs	Operations & Maintenance	Notes
MnDOT	$ 625,000,000	$ 982,500,000	$ -	$ 1,197,035,000	$ 890,720,000	$306,315,000	$ 25,000,000	$ 258,700,000	1
WISDOT	$ 160,000,000	$ 99,500,000	$ -	$ 259,500,000	$ 221,872,000	$37,628,000	$ 25,000,000	$ 137,500,000	2
Douglas County	$ 8,000,000	$ -	$ 4,900,000	$ 12,900,000	$ 8,000,000	$4,900,000		$ 13,860,000	3
St. Louis County	$ 30,000,000	$ 136,250,000	$ 111,250,000	$ 277,500,000	$ 158,095,000	$119,405,000	$ 31,000,000	$ 276,000,000	3
City of Duluth	$ 50,000,000	$ 150,500,000	$ 175,500,000	$ 376,000,000	$ 273,618,000	$102,382,000	$ 25,000,000	$ 375,330,000	3
City of Hermantown	$ 2,500,000	$ 9,250,000	$ 4,250,000	$ 16,000,000	$ 5,100,000	$10,900,000		$ 24,265,000	3
City of Superior	$ 25,000,000	$ -	$ 15,750,000	$ 40,750,000	$ 27,904,800	$12,845,200	$ 25,000,000	$ 41,800,000	3
Duluth Transit Authority (DTA)	$ 894,940,000	$ -	$ -	$ 894,940,000	$ 918,324,000	-$23,384,000	$ 67,500,000	$ 24,600,000	4
Total	$ 1,795,440,000	$ 1,378,000,000	$ 311,650,000	$ 3,074,625,000	$ 2,503,633,800	$570,991,200	$ 198,500,000	$ 1,152,055,000	

Figure 6.7 Notes:

General Note—the project expenditures in this fiscal constraint analysis only include the federally eligible and the regionally significant projects. While these roadways include all of the state DOTs and many of each county's roadway system, this analysis excludes the local/residential roadway system, which for the cities comprises a large percentage of their roadway network. In the short and mid term, the projects fall under fiscal constraint. However, in the long term years, less projects were identified as scoping is too far out for MIC area jurisdictions (generally work within 10 year capital improvement timeframes).

1. MnDOT is showing a surplus in funding in the long term. However MnDOT is studying the future needs of the Blatnik Bridge (shared cost with WisDOT) and I-35 Corridor through the MIC Area which will more clearly define the actual long term future costs of this infrastructure and it is anticipated these projects will more than consume this surplus in the long term.

2. WisDOT - It is anticipated that the Blatnik Bridge (shared cost with MnDOT) will consume more than the WisDOT NW Region's annual budget. However, it is reasonably expected that the State of Wisconsin, as it has with other major reconstruction projects, will fill the gap in funding. The $200 million for the Blatnik Bridge is for planning purposes only.

3. While it appears there are surpluses for the local jurisdictions, this analysis only covers the federal aid eligible and/or regionally significant project costs. The pavement and roadway needs of the local functionally classified roads (residential streets) are excluded from this analysis.

4. DTA is funded differently than roadway authorities. Some operations and maintenance funding is included in the project list. DTA does have a deficit, but routinely receives MnDOT and FTA grants to cover capital expenses.

Figure 6.7 Label Definitions

- Financial Capacity -the ability to fund the federal aid and regionally significant projects.
- MPO Jurisdictions - governmental organizations within the Duluth-Superior Urban Area that are eligible to receive federal surface transportation funding.
- Revenues - reasonably expected funding from fuel (gas) taxes, related motor vehicle fees, and sales taxes dedicated to transportation. Does not include revenues for ALL transportation projects.
- Expenditures - for projects listed in this LRTP, includes only federally aid eligible and regionally significant surface transportation projects. Does not include ALL transportation projects.
- Planned Projects - the list of projects that are eligible for federal surface transportation funding and/or are regionally significant.
- Surplus/Deficit - revenues minus expenditures. Does not include additional (unique, one time) funding for individual, budget-busting projects (Twin Ports Interchange, Blatnik Bridge, etc).
- Unfunded Needs - projects that are eligible for federal funding, but have no current funding identified for them.
- Operations & Maintenance - reasonably anticipated funding amount devoted to O&M. Can be allocated through general fund budgets and not fully reliant on transportation related taxes.

2020-2045 Duluth-Superior Area Project List

The focus of this plan and the project lists is not to preserve the entire transportation system "as is", but to re-shape the system to meet the future needs with an eye towards the key components of our transportation infrastructure. Over the life of this plan a number of major urban transportation projects will come forth. These projects have long term impacts, setting in place a transportation system for generations to come. Therefore, special attention is being given to the following major projects in the LRTP 2045 Project List.

Blatnik Bridge

As "life of the structure" questions are presently unanswered, a structural assessment of the Blatnik Bridge is currently underway. Once the findings are known, a planning process will be initiated. The planning will help lay out a scope and an alternatives study, and eventually lead to design options. Until the planning process is completed an alternatives study or a design process is premature. Regardless of the alternative selected, the expenditures are expected to be significant and beyond the typical annual revenues received by MnDOT District One and WisDOT Northwest Region. Costs included in the Project Lists are for planning purposes only.

I-35 Corridor in the MIC Area

As the first round of major reconstruction projects for I-35 within the MIC area have taken place over the last 10 years, a full analysis of the infrastructure will precede a planning effort to determine scope, alternatives and eventual future design for this major thoroughfare.

Northern Lights Express (NLX)

MnDOT has completed all planning work on the NLX project. This project is awaiting funding to begin railroad track and crossing improvements, station upgrades and the purchase of rail cars. This project is beyond any MIC area jurisdiction or state of Minnesota or Wisconsin budget and will most likely require new or special funding from the states and the federal government.

Projects Addressing Known Issue Areas

- **Pavement Conditions —** improve critical infrastructure (highways, shipping channels, bridges, etc.) to "good" condition.
- **Forecasted Congestion Areas -** address problem areas, noting that the goal is not to alleviate all congestion, as congestion is a sign of a strong, economic area but to improve traffic operations where possible.
- **Modal Infrastructure Gaps —** identify and closing existing major gaps in the system for bikeways, rail lines, roadways, sidewalks, trails and transit.

Critical infrastructure are assets that are essential for the proper functioning of the transportation system, including the U.S. and state highways, bridges that provide connections with limited or no alternatives, shipping channels, active rail lines, and the mainline transitways.

Short-term Projects (2020-2024)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
MN-01-01	I-35 *Central Ave to Boundary Ave/Thompson Hill*	Preservation	$13,000,000			X	X	X
MN-01-02	I-35 Lake Ave to MN 61	Preservation	$5,250,000				X	X
MN-01-03	Replace Bridges on US-2 *Box Culvert 8016, 8017*	Bridge Repair or Reconstruction	$750,000				X	X
MN-01-04	5th Ave Bridge over I-35 *Bridge 69870*	Bridge Repair or Reconstruction	$1,300,000				X	X
MN-01-05	MN 23 in duluth from MN 23 to 4th St. Construct 134 Ave W *Hwy 23 in Duluth construct 134th Ave W.*	Reconstruction	$200,000		X		X	
MN-01-06	US 53 in Duluth at Jct US 53 & Michigan St. Building demolition in advance of the Twin Ports Interchange Project. *Building Removal/Demolition*	Twin Ports Interchange	$50,000				X	X
MN-01-07	Twin Ports Interchange - reconstruct *Bridge replacement or construction.*	Twin Ports Interchange	$5,800,000			X	X	X
MN-01-08	I-35 in Duluth, first phase of Twin Ports Interchange construction and bridge replacement. *Bridge replacement or construction.*	Twin Ports Interchange	$44,502,222			X	X	X
MN-01-09	Hwy 61 NB & SB in Duluth 0.3 miles North of Superior St to CR 33/McQuade Rd. Resurface roadway. *Pavement resurface and rehabilitation*	Preservation	$3,000,000				X	X
MN-01-10	I-35 in Duluth JCT I-35 & Lake Ave. Bridge repairs 69816 & ADA improvements *Bridge rehabilitation*	Bridge Repair or Reconstruction	$2,300,000	X	X	X	X	X
MN-01-11	NSSR RR, install gates and flashing lights at MSAS 166, N 40th Ave, Dululth, St. Louis County. *RR X-ing improvements*	Intersection Control or Roundabout	$230,000			X		X
MN-01-12	Install gates and flashing lights at MSAS 195 (S 60th Ave E) in Duluth at NSSR Railroad. *RR X-ing improvements*	Intersection Control or Roundabout	$230,000			X		X
MN-01-13	I-35 in Duluth, second phase of Twin Ports Interchange construction. Construct bridges, retaining walls, drainage improvements. *Bridge replacement or construction.*	Twin Ports Interchange	$252,297,781			X	X	X
MN-01-14	Hwy 61 NB & SB in Duluth 0.3 miles North of Superior St to CR 33/McQuade Rd. Resurface roadway. *Pavement resurface and rehabilitation*	Preservation	$3,000,000				X	X
MN-01-15	Painting the Blatnik Bridge between Duluth and Superior over the St. Louis River in St. Louis County. *Bridge rehabilitation and painting*	Bridge Repair or Reconstruction	$9,100,000				X	X
MN-01-16	In Duluth, on I-35 reconstruct interchange. *Bridge replacement or construction.*	Twin Ports Interchange	$1,700,000			X	X	X
MN-01-17	I-35 from JCT Garfield Ave to JCT MN 194 *Drainage and fencing improvements*	Preservation	$200,000	X		X	X	X

MN-01-18	Culvert improvements at US Steel Creek in Duluth *Culvert rehabilitation*	Reconstruction	$1,100,000	X		X	X	X
MN-01-19	Culvert improvements at Gegebic Creek in Duluth *Culvert rehabilitation*	Reconstruction	$1,100,000	X		X	X	X
MN-01-20	Drainage system improvement at Lakewalk in Duluth. *Culvert rehabilitation*	Reconstruction	$1,100,000	X	X			
MN-01-21	I35 in Duluth from JCT Mesaba Ave to JCT London Rd/26th Ave. E Extend fiber optic cable and add additional traffic cameras. *Upgrade fiber optic cable and traffic cameras in Duluth.*	ITS	$425,000			X	X	
MN-01-22	Thompson Hill rest area repairs. *Rest Area Repairs*	Preservation	$3,500,000				X	X
MN-01-23	In Duluth, on I-35 reconstruct interchange. *Bridge replacement or construction.*	Twin Ports Interchange	$1,700,000			X	X	X
MN-01-24	Hwy 194 resurface highway from Hwy 2 to Hwy 53. Intersection improvements at Midway Rd and Hwy 53/Lindahl Rd. *Pavement resurface and rehabilitation/Reconstruction*	Reconstruction	$4,700,000			X	X	X
MN-01-25	Resurface MN 61 Expressway from 0.1 mi N Knife River to 0.3 mi South Scenic 61. *Pavement resurface and rehabilitation*	Preservation	$6,220,000				X	X
MN-01-26	Hwy 23 from N 130th Ave to Becks Rd. *Pavement resurface and rehabilitation*	Preservation	$1,700,000			X	X	X
MN-01-27	MN 194 Central Entrance in Duluth, TPI local traffic mitigation from Anderson RD to Mesaba Ave. *Resurfacing*	Twin Ports Interchange	$600,000				X	X
MN-01-28	Districtwide signal communications & PTZ cameras *Safety Improvements*	ITS	$405,000			X	X	
Total:			$365,460,003					

Mid-term Projects (2025-2029)

				Goals of Sustainable 2045 Met				
Proj. No.	Project Description	Type	Total Cost	Health	Livable	Safety	Moving	Economy
MN-01-29	Central Entrance Corridor *Partial Reconstruction & Multi-Modal Improvements Mesaba to Trinity*	Reconstruction	$15,000,000	X	X	X	X	
MN-01-31	London Rd/MN 61 *Several Projects Include Possible Roundabouts at 26th and 40th Ave E*	Preservation	$11,200,000			X	X	
MN-01-32	US53 *N of Piedmont to S of Mall Drive*	Preservation	$2,100,000				X	X
MN-01-33	I-35 Under 5th Ave W Bridge	Preservation	$720,000				X	X
MN-01-34	I-35 BRIDGE *Bridges 69879 and 69879E*	Preservation	$54,000,000				X	X
MN-01-35	Highway 2 *Resurface from Hwy 194 to 1st Ave in Proctor*	Preservation	$11,500,000		X	X	X	X
MN-01-37	Blatnik Bridge *Please See* ***For Study List*** *For More Info or Page 6-13*	Reconstruction	$200,000,000			X	X	X
Total:			$294,520,000					

Long-term Projects (2030-2045)

				Goals of Sustainable 2045 Met				
Proj. No.	Project Description	Type	Total Cost	Health	Livable	Safety	Moving	Economy
MN-01-38	Bong Bridge Redecking	Preservation	$15,600,000			X	X	

MN-01-39	Boundary Ave Interchange	Reconstruction	$15,600,000			X	X	X
MN-01-40	Highway 53 *Segment to be determined*	Reconstruction	$25,000,000	X	X	X	X	X
MN-01-41	Highway 2 Segment to be determined	Reconstruction	$25,000,000	X	X	X	X	X
MN-01-42	Highway 61 *Segment to be determined*	Reconstruction	$25,000,000	X	X	X	X	X
MN-01-43	Highway 194 Segment to be determined	Reconstruction	$25,000,000	X	X	X	X	X
MN-01-44	I-35/I-35 Tunnels *Segment to be determined*	Preservation	$100,000,000	X	X	X	X	X
Total:			$231,200,000					

* Projects shown beyond the year 2028 are not identified in MnDOT's current 10-year Capital Highway Investment Plan, 2019-2028. Although the financial capabilities analysis used in Sustainable Choices 2045 shows that the estimated cost of these projects is fundable under future revenue projections, MnDOT does not necessarily share these assumptions and considers these projects unfunded at this time. MnDOT is studying the future needs of the Blatnik Bridge and I-35 through the City of Duluth which will more clearly define the actual long term future costs of this infrastructure.

Short-term Projects (2020-2024)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
MN-02-01	BRIDGE 3601 ON CSAH 61 *12.5 Miles NE of the City of Duluth over French River*	Bridge Repair or Reconstruction	$2,200,000			X	X	
MN-02-02	BRIDGE 6666 ON CR 293 *0.4 Miles S of Jct Lavis Rd and over Lester River*	Bridge Repair or Reconstruction	$1,117,700			X	X	
MN-02-03	BRIDGE REMOVAL L6010 ON TWP *0.25 Miles N of CSAH 11 and over Kingsbury Creek*	Bridge Repair or Reconstruction	$10,000			X	X	
MN-02-04	BRIDGE 88154 ON CSAH 37 *0.55 Miles N of Glenwood St and over Amity Creek*	Bridge Repair or Reconstruction	$550,000			X	X	
MN-02-05	BRIDGE 69504 ON CSAH 12 *60th Ave E to 61st Ave E and over Lester River*	Bridge Repair or Reconstruction	$1,880,141			X	X	
MN-02-06	BRIDGE 69845 ON CSAH 14 *0.06 Miles N of Mountain Dr over railroad tracks*	*Bridge Repair or Reconstruction*	$900,000			X	X	
MN-02-07	Lismore Road *N. Tischer Road to Ryan Road*	Preservation	$3,100,000					X
MN-02-08	Morris Thomas Road Trunk Highway 2 to Piedmont Avenue	Preservation	$3,000,000					X
MN-02-09	Snively Road / Jean Duluth Road / Glenwood	Intersection Control or Roundabout	$690,000			X	X	
MN-02-10	Woodland Ave *Arrowhead Road to Anoka Street*	Preservation	$2,000,000					X
MN-02-11	Piedmont Ave *Haines Road to Chambersburg*	Preservation	$350,000					X
MN-02-12	Haines Rd *Piedmont Avenue to Aiport Road*	Preservation	$1,300,000					X
MN-02-13	Rice Lake Rd *Trunk Highway 194 to Arrowhead Road*	Preservation	$750,000					X
MN-02-14	Morris Thomas Rd *US-2 at Morris Thomas Road (CSAH 56)*	Intersection Control or Roundabout	$500,000	X		X		
MN-02-15	Industrial Road *US-53 at Industrial Road (CSAH 7/CR 885)*	Intersection Control or Roundabout	$1,000,000	X		X		
MN-02-16	Midway Road *MNTH-194 at Midway Road (CSAH 13)*	Intersection Control or Roundabout	$2,500,000	X		X		
MN-02-17	West Arrowhead Road *Rice Lake Road (CSAH 4)/Arlington Avenue (CSAH 90) at West Arrowhead Road (CSAH 32)*	Intersection Control or Roundabout	$1,500,000				X	
MN-02-18	Technology Drive *Rice Lake Road (CSAH 4) at Technology Drive*	Intersection Control or Roundabout	$1,000,000				X	
MN-02-19	West Arrowhead Road *Woodland Avenue (CSAH 9) at West Arrowhead Road*	Intersection Control or Roundabout	$1,000,000				X	
MN-02-20	Snively Road *Woodland Avenue (CSAH 9) at Snively Road (CSAH 37)*	Intersection Control or Roundabout	$1,000,000				X	
MN-02-21	Stark Road *Midway Road (CSAH 13) at Stark Road (CSAH 11/CR 894)*	Intersection Control or Roundabout	$500,000	X		X		
MN-02-22	North Cloquet Road *Midway Road (CSAH 13) at North Cloquet Road (CSAH 45)*	Intersection Control or Roundabout	$500,000	X		X		
MN-02-23	Glenwood Street *Jean Duluth Road/Snively Road (CSAH 37) at Glenwood Street*	Intersection Control or Roundabout	$2,500,000				X	
MN-02-24	D1 St. Louis countywide, various locations, install 6in. Paint edgeline *Traffic control devices/safety striping*	Preservation	$70,000					
MN-02-25	D1 St. Louis countywide, various locations, install high friction surface treatment for high risk, high voulume curves *Pavement Resurface and rehabiliation; Bituminous overlay*	Preservation	$370,000					

MN-02-26	D1 St. Louis countywide, various locations, install high friction surface treatment for high risk, high voulume curves *Pavement Resurface and rehabiliation; Mill and Overlay*	Preservation	$320,000						
MN-02-27	French River wayside rehabiliation *Rest area/beautfication*	Preservation	$600,000						
MN-02-28	St. Louis countywide safety improvements. 6 in. edgelines *Traffic control devices/safety; pavement markings*	Preservation	$70,000						
MN-02-29	Snively Rd from Woodland Ave. to Glenwood St *Pavement resurface and rehabiliation/ ped*	Preservation	$300,000						
MN-02-30	Safety imporvements at 5 intersections in St. Louis County *Traffic control devices/safety*	Intersection Control or Roundabout	$496,800						
MN-02-31	County wide centerline rumble strips in St. Louis County *Traffic control devices/safety*	Safety	$238,300						
MN-02-32	County wide chevrons at 27 curves in St. Louis County *Traffic control devices/safety*	Safety	$137,400						
MN-02-33	East side of Boundary Ave construct new sidewalk from 300 ft North of Anchor to Orchard St. *New Sidewalk*	Bike or Pedestrian Improvement	$375,000						
Total:			$32,825,341						

Mid-term Projects (2025-2029)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
MN-02-34	BRIDGE 6667 ON CSAH 10 *0.6 Miles E of Jct CR 293 and over Lester River*	Bridge Repair or Reconstruction	$1,100,000			X	X	
MN-02-35	BRIDGE 93586 ON CR 245 *1.4 Miles N of Jct W Tischer Rd and over unnamed Stream*	Bridge Repair or Reconstruction	$425,000			X	X	
MN-02-36	BRIDGE 7702 ON CSAH 40 *1.7 Miles N of Jct E Pioneer Rd and over Sucker River*	Bridge Repair or Reconstruction	$975,000			X	X	
MN-02-37	BRIDGE 8755 ON CSAH 61 *0.56 Miles E of Jct Homestead Rd and over Little Sucker River*	Bridge Repair or Reconstruction	$730,000			X	X	
MN-02-38	BRIDGE 3597 ON CSAH 61 *0.3 Miles E of Jct McQuade Rd and over Talmadge River*	Bridge Repair or Reconstruction	$1,500,000			X	X	
MN-02-39	BRIDGE 8753 ON CSAH 61 0.4 Miles E of Jct Ryan Rd and over Schmidt Creek	Bridge Repair or Reconstruction	$975,000			X	X	
MN-02-40	BRIDGE 88584 ON CSAH 34 *0.6 Miles N of Jct Norton Rd and over Tischer Creek*	Bridge Repair or Reconstruction	$425,000			X	X	
MN-02-41	BRIDGE 90657 ON CSAH 13 0.3 Miles S of Jct St. Louis River Rd and over Midway River	Bridge Repair or Reconstruction	$1,100,000			X	X	
MN-02-42	BRIDGE 88655 ON CR 280 *0.7 Miles W of Jct Jean Duluth Rd and over Amity Creek*	Bridge Repair or Reconstruction	$425,000			X	X	
MN-02-43	BRIDGE 7788 ON CSAH 61 2.0 Miles E of TH 53 and over White Pine River	Bridge Repair or Reconstruction	$500,000			X	X	
MN-02-44	BRIDGE 88560 ON CSAH 12 *0.24 Miles S of Jct Lavis Rd and over Talmadge River*	Bridge Repair or Reconstruction	$425,000			X	X	
MN-02-45	BRIDGE 88546 ON CSAH 9 0.03 Miles NW of Jct Caribou Lake Rd and over Pine Creek	Bridge Repair or Reconstruction	$500,000			X	X	
MN-02-46	BRIDGE 69501 ON CSAH 50 *0.12 Miles S of Jct Old N Shore Rd and over French River*	Bridge Repair or Reconstruction	$1,340,000			X	X	

MN-02-47	Homestead Road *Trunk Higway 61 to W. Knife River Road*	Preservation	$3,700,000					X
MN-02-48	Morris Thomas Road *Crosby Road to Canosia Road*	Preservation	$1,800,000					X
MN-02-49	Canosia Road *St. Louis River Road to Trunk Highway 53*	Preservation	$4,300,000					X
MN-02-50	Rice Lake Road Calvary Road to Martin Road	Reconstruction	$3,700,000			X	X	
MN-02-51	Rice Lake Road *Martin Road to West Lismore Road*	Preservation	$2,400,000					X
MN-02-52	Munger Shaw Road *US-53 at Munger Shaw Road (CSAH 15/CR 223)*	Intersection Control or Roundabout	$1,200,000	X		X		
MN-02-53	Mcquade Road *MNTH-61 at McQuade Road (CSAH 33)*	Intersection Control or Roundabout	$1,200,000	X		X		
MN-02-54	Ryan Road *MNTH-61 at Ryan Road (CSAH 50)*	Intersection Control or Roundabout	$1,200,000	X		X		
MN-02-55	Homestead Road *MNTH-61 at Homestead Road (CSAH 42)*	Intersection Control or Roundabout	$1,200,000	X		X		
MN-02-56	Basswood Avenue *Central Entrance (MNTH-194) at Basswood Avenue*	Intersection Control or Roundabout	$610,000				X	
MN-02-57	Martin Road *Rice Lake Road (CSAH 4) at Martin Road (CSAH 9)*	Intersection Control or Roundabout	$3,000,000				X	
MN-02-58	West Calvary Road *Rice Lake Road (CSAH 4) at West Calvary Road (CR 234)*	Intersection Control or Roundabout	$2,400,000				X	
MN-02-59	West Arrowhead Road *Midway Road (CSAH 13) at West Arrowhead Road*	Intersection Control or Roundabout	$610,000	X		X		
MN-02-60	Safe Routes to School (SRTS) / Transportation Alternatives (TA) *Implementing existing SRTS, Bicycle and Pedestrian Transportation Plans*	Bike or Pedestrian Improvement	$1,200,000	X	X	X	X	X
MN-02-61	Highway Safety Improvement Program (HSIP) *Implementing projects from the County Road Safety Plan*	Safety	$2,400,000	X	X	X	X	X
MN-02-62	Federal Railroad Safety Program *County wide railroad safety crossing improvement projects*	Safety	$400,000	X	X	X	X	X
Total:			$41,740,000					

Long-term Projects (2030-2045)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
MN-02-63	Lavaque Road *Martin Road to W. Lismore Road*	Preservation	$3,100,000			X		X
MN-02-64	Maple Grove Road *Trunk Highway 2 to Midway Road*	Preservation	$3,100,000					X
MN-02-65	Jean Duluth *Glenwood to CSAH 43 (Lismore)*	Preservation	$4,700,000			X	X	X
MN-02-66	Lavaque Road *Boundary Avenue to Morris Thomas Road*	Preservation	$3,100,000	X	X			X
MN-02-67	W. Tisher Road *Arnold Road to Jean Duluth Road*	Preservation	$1,600,000					X
MN-02-68	Howard Gnesen Road *Arrowhead Road to Martin Road*	Preservation	$2,000,000					X
MN-02-69	Lavaque Road *Morris Thomas Road to Maple Grove Road*	Preservation	$1,600,000	X	X			X
MN-02-70	Midway Road *Interstate 35 to Trunk Highway 2*	Preservation	$4,700,000			X	X	X
MN-02-71	Midway Road *Highway 2 to Trunk Highway 53*	Preservation	$5,500,000			X	X	X

MN-02-72	Midway Road *Trunk Highway 53 to Martin Road*	Preservation	$1,200,000			X	X	X
MN-02-73	Midway Road *Martin Road to N. Pike Lake Road*	Preservation	$1,200,000		X			X
MN-02-74	Industrial Road *Trunk Highway 53 to 3.5 miles West*	Preservation	$2,700,000					X
MN-02-75	Arrowhead Road Trunk Highway 53 to Arlington Avenue	Preservation	$3,100,000				X	X
MN-02-76	Scenic 61 *Duluth City Limits to Lake County Line*	Preservation	$5,500,000	X	X			X
MN-02-77	Woodland Avenue *Arrowhead Road to Anoka Street*	Reconstruction	$7,800,000		X	X		X
MN-02-78	Haines Road *Railroad to Morris Thomas*	Preservation	$2,300,000			X	X	X
MN-02-79	Rice Lake Road *Central Entrance/Mesaba Avenue (MNTH-194) at Rice Lake Road (CSAH 4)/6th Avenue East*	Intersection Control or Roundabout	$1,600,000				X	X
MN-02-80	St. Louis River Road *Midway Road (CSAH 13) at St. Louis River Road (CR 696)*	Intersection Control or Roundabout	$230,000			X	X	
MN-02-81	4th Street *6th Avenue East at 4th Street (CSAH 9)*	Intersection Control or Roundabout	$1,200,000		X	X	X	
MN-02-82	Transportation Alternatives (TA) / Safe Routes to School (SRTS) *Implementing projects within existing SRTS, Bicycle and Pedestrian Transportation Plans*	Bike or Pedestrian Improvement	$7,800,000	X	X	X	X	X
MN-02-83	Highway Safety Improvement Program (HSIP) *Implementing projects from the County Road Safety Plan*	Safety	$15,600,000	X	X	X	X	X
MN-02-84	Federal Railroad Safety Program *County wide railroad safety crossing improvement projects*	Safety	$2,300,000	X	X	X	X	X
MN-02-85	Federal Bridge Bonding *Repair various bridges county wide*	Preservation	$1,600,000	X	X	X	X	X
Total:			$83,530,000					

Short-term Projects (2020-2024)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
MN-03-01	Aerial Lift Bridge *Structural and Mechanical maintenance, paint top span and lift span, side walk and deck replacement*	Preservation	$11,000,000				X	X
MN-03-02	Decker Road Piedmont Ave to Mall Dr	Preservation	$1,500,000	X			X	X
MN-03-03	Waseca Industrial Road Extenision 59th Ave W to 63rd Ave W to Raleigh St	Reconstruction	$4,000,000	X	X	X	X	X
MN-03-04	Kayak Bay Drive Signal At Th23 *New signalized intersection at Warwick/River West Dr and TH23*	Intersection Control or Roundabout	$350,000	X	X	X		X
MN-03-05	Superior Street *Phases 2 and 3 Reconstruction, 3rd Ave W to 4th Ave E*	Reconstruction	$20,500,000	X	X	X		
MN-03-06	E Superior Street *Lester River Road to Expressway*	Preservation	$1,400,000	X	X	X	X	
MN-03-07	Third Street Mesaba Ave to 12th Ave E	Preservation	$1,600,000	X	X	X	X	X
MN-03-08	Brighton Beach Shared Use Path *Extend Lakewalk to Scenic 61*	Bike/Pedestrian Improvement	$640,000	X	X	X		
MN-03-09	Railroad Street *Lake Ave to 5th Ave W*	Preservation	$1,718,000	X	X	X	X	X
MN-03-10	Burning Tree, Mt. Shadow, And Mall Dr *Reconstruction*	Reconstruction	$1,700,000	X	X	X	X	X
MN-03-11	Glenwood And Snively Intersection *Roundabout at Jean Duluth/Glenwood/Snively intersecton*	Intersection Control or Roundabout	$750,000	X	X	X	X	
MN-03-12	Arrowhead And Woodland Intersection Signal Replacement	Preservation	$187,500			X	X	
MN-03-13	Arrowhead Road *Woodland Ave to Dodge Street*	Preservation	$737,500	X	X	X	X	
MN-03-14	Cross City Trail *Segment from Irvning Park to Keene Creek Park*	Bike/Pedestrian Improvement	$750,000	X	X	X		X
Total:			$46,833,000					

Mid-term Projects (2025-2029)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
MN-03-15	Superior Street 45th Ave E to 60th Ave E	Preservation	$3,400,000	X	X	X	X	X
MN-03-16	21st Ave E London Rd to Woodland Ave.	Reconstruction	$3,000,000	X	X	X	X	X
MN-03-17	Hawthorne Rd Superior Street to 4th street	Reconstruction	$1,500,000	X	X	X	X	
MN-03-18	Raleigh St Grand ave to Central Ave	Preservation	$1,200,000	X	X	X	X	
MN-03-19	6th Avenue E. And Central Entrance 2nd St. to 9th St to Mesaba Ave	Reconstruction	$4,150,000	X	X	X	X	X
MN-03-20	4th St Wallace to 34th Ave E	Preservation	$1,200,000	X	X	X	X	
MN-03-21	Old Howard Mill Rd E 4th Street to 36th Ave. E	Preservation	$500,000	X	X	X	X	
MN-03-22	4th Ave E Superior St to 4th Street	Reconstruction	$1,300,000	X	X	X	X	X
MN-03-23	Central Avenue I-35 to Raleigh St.	Preservation	$500,000			X	X	X
MN-03-24	College St Kenwood Ave to Woodland Ave.	Reconstruction	$5,400,000	X	X	X	X	X

MN-03-25	Kenwood Ave Skyline/Martha intersection to Arrowhead Road	Reconstruction	$5,600,000	X	X	X	X	X
MN-03-26	Grand Ave Carlton to 59th Ave. W	Preservation	$3,700,000	X		X	X	X
MN-03-27	11th Ave E *9th Street to Kenwood Ave*	Preservation	$500,000	X		X	X	
MN-03-28	Cross City Trail *Conncection To Munger Trail*	Bike/Pedestrian Improvement	$1,200,000	X	X	X		X
MN-03-29	Campus Connector Trail *Rice Lake Road to London Road*	Bike/Pederstrian Improvement	$2,400,000	X	X	X		X
MN-03-30	Safe Routes to School (SRTS) / Transportation *Implementing existing SRTS, Bike, Ped Trail and Active Transportation Plans.*	Safety	$1,200,000	X	X	X	X	X
Total:			$36,750,000					

Long-term Projects (2030-2045)

				Goals of Sustainable 2045 Met				
Proj. No.	Project Description	Type	Total Cost	Health	Livable	Safety	Moving	Economy
MN-03-31	Aerial Lift Bridge *Structural Rehabilitation and Painitng*	Preservation	$7,800,000				X	X
MN-03-32	3rd Street *12th Ave E 21st Ave E*	Preservation	$2,300,000	X	X	X	X	X
MN-03-33	Junctionn/St. Marie *College St. Wallace Ave*	Reconstruction	$8,700,000	X	X	X	X	X
MN-03-34	1st Street *Mesaba Ave to 9th Ave E*	Reconstruction	$8,900,000	X	X	X	X	X
MN-03-35	4th Street *Mesaba to 6th Ave E*	Reconstruction	$6,000,000	X	X	X	X	X
MN-03-36	Lake Ave *Railroad St to 13th St*	Reconstruction	$6,900,000	X	X	X	X	X
MN-03-37	Canal Park Dr *Lake Ave to Buchanan St.*	Preservation	$820,000	X	X	X	X	X
MN-03-38	6th Ave W *Michigan St to 2nd Street*	Reconstruction	$1,100,000	X	X	X	X	X
MN-03-39	4th Ave W *Michigan St to 2nd Street*	Reconstruction	$2,400,000	X	X	X	X	X
MN-03-40	34th Ave E *Superior Street to 4th Street*	Preservation	$630,000	X	X	X	X	
MN-03-41	5th Ave W Michigan Ave to 21st Ave E.	Reconstruction	$1,400,000	X	X	X	X	X
MN-03-42	E 2nd Street *Mesaba Ave to 21st Ave E*	Preservation	$5,400,000	X	X	X	X	X
MN-03-43	7th Street *Mesaba Ave to 6th Ave E*	Preservation	$1,300,000	X	X	X	X	X
MN-03-44	Cody St *I-35 to Central Ave*	Reconstruction	$5,100,000	X	X	X	X	X
MN-03-45	8th St *40th Ave W to 59th Ave W*	Preservation	$2,600,000	X	X	X	X	
MN-03-46	Idaho St *TH23 to 88th Ave W*	Preservation	$1,750,000	X	X	X	X	
MN-03-47	88th Ave W *Idaho St to TH23*	Preservation	$2,500,000	X	X	X	X	
MN-03-48	Ramsey Street *Central Ave to Mike Colalillo Dr*	Preservation	$630,000	X	X	X	X	X
MN-03-49	Crosley Ave *Glenwood St to Oakley St*	Reconstruction	$3,400,000	X	X	X	X	
MN-03-50	Oakley St *51st to 52nd Ave E*	Reconstruction	$560,000	X	X	X	X	

MN-03-51	36th Ave E *London Road to Superior Street*	Reconstruction	$655,000	X	X	X	X	
MN-03-52	Skyline Parkway *Hwy 2 to Vinland St*	Preservation	$3,500,000	X	X	X	X	
MN-03-53	Skyline Parkway *Haines Rd to 24th Ave. W*	Preservation	$3,800,000	X	X	X	X	
MN-03-54	Carlton St *Grand Ave to Micigan St*	Reconstruction	$2,250,000	X	X	X	X	X
MN-03-55	Joshua Ave *TH53 to Maple Grove RD*	Reconstruction	$1,400,000	X	X	X	X	X
MN-03-56	13th St *Skyline to Parkway to Rice Lake Road*	Reconstruction	$940,000	X	X	X	X	
MN-03-57	Superior St *4th Ave E to 45th Ave E*	Preservation	$9,400,000	X	X	X	X	X
MN-03-58	Third St *21st Ave W to Carlton St*	Preservation	$2,650,000	X	X	X	X	X
MN-03-59	London Road *10th Ave. E to 26th Ave. E*	Preservation	$3,400,000	X	X	X	X	X
MN-03-60	Helberg Dr *Garfield Ave to Port Terminal Dr*	Preservation	$1,800,000			X	X	X
MN-03-61	Mike Colalillo Dr *Bristol St to 46th Ave W*	Preservation	$1,600,000			X	X	X
MN-03-62	43rd Avenue E. *Superior St. to Glenwood St*	Preservation	$2,300,000	X	X	X	X	
MN-03-63	19th Avenue E Superior St to College St	Preservation	$2,700,000	X	X	X	X	X
MN-03-64	Minnesota Avenue S. *13th st to 40th st*	Preservation	$5,600,000	X	X	X	X	
MN-03-65	Superior Street *Michigan St (M&H) to Jenswold*	Reconstruction	$11,900,000	X	X	X	X	X
MN-03-66	W Michigan St *TH53 Overpass to Carlton St*	Reconstruction	$2,300,000	X		X	X	X
MN-03-67	3rd Ave W *Michigan St to 4th Street*	Reconstruction	$2,300,000	X	X	X	X	X
MN-03-68	2nd Ave W *Michigan St to 4th Street*	Reconstruction	$2,500,000	X	X	X	X	X
MN-03-69	1st Ave W *Frontage Rd to 4th Street*	Reconstruction	$2,200,000	X	X	X	X	X
MN-03-70	1st Ave E *Michigan St to Mesaba Ave*	Reconstruction	$4,200,000	X	X	X	X	X
MN-03-71	2nd Ave E *Michigan St to 4th Street*	Reconstruction	$2,000,000	X	X	X	X	X
MN-03-72	3rd Ave E *Michigan St to 4th Street*	Reconstruction	$2,000,000	X	X	X	X	X
MN-03-73	Lift Bridge *redecking and general maintenance*	Preservation	$16,000,000			X	X	X
MN-03-74	Superior St *Between 21st and 60th*	Reconstruction	$23,400,000	X	X	X	X	X
MN-03-75	Munger Trail Connections *Bayview Connection*	Preservation	$1,600,000	X	X	X		
MN-03-76	Transportation Alternatives (Ta) / Safe Routes To School *Implementing projects within existing SRTS, Bike, Ped Trail and Active Transportation Plans.*	Safety	$5,700,000	X	X	X	X	X
MN-03-77	Western Waterfront Trail	Bike/Pederstrian Improvement	$3,800,000	X	X	X	X	X
Total:			$192,085,000					

Short-term Projects (2020-2024)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met: Health	Livable	Safety	Moving	Economy
	Total:							

Mid-term Projects (2025-2029)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met: Health	Livable	Safety	Moving	Economy
	Total:							

Long-term Projects (2030-2045)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met: Health	Livable	Safety	Moving	Economy
MN-04-01	Munger Trail Connector *Numerous segments from Hermantown school campus to and along St Louis River Rd*	Bike or Pedestrian Improvement	$4,600,000	X	X	X		
MN-04-02	Roundabout At Arrowhead Rd And Ugstad Rd *Perhaps in combo with a mini roundabout just to the north*	Intersection Control or Roundabout	$400,000	X	X	X	X	X
MN-04-03	Transportation Alternatives (TA) / Safe Routes to School (SRTS) *Implementing projects within existing SRTS, Bike, Ped Trail and Active Transportation Plans.*	Safety	$100,000	X	X	X	X	X
	Total:		$5,100,000					

Short-term Projects (2020-2024)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met: Health	Livable	Safety	Moving	Economy
	Total:							

Mid-term Projects (2025-2029)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met: Health	Livable	Safety	Moving	Economy
	Total:							

Long-term Projects (2030-2045)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met: Health	Livable	Safety	Moving	Economy
MN-05-01	Munger trail connector through proctor *Address Boundary Ave ROW and utility pole issues for 3 blocks*	Bike or Pedestrian Improvement	$7,700,000	X	X			
MN-05-02	Transportation Alternatives (TA) / Safe Routes to School (SRTS) *Implementing projects within existing SRTS, Bike, Ped Trail and Active Transportation Plans.*	Safety	$100,000	X	X	X	X	X
	Total:		$7,800,000					

Short-term Projects (2020-2024)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
	Total:							

Mid-term Projects (2025-2029)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
	Total:							

Long-term Projects (2030-2045)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
MN-06-01	Rice Lake Road And Martin Road *Upgrades to this intersection*	Intersection Control or Roundabout	$400,000					X
MN-06-02	Frontage Road Along Rice Lake Road *Install a frontage road between Martin Rd and W Calvary Rd*	Reconstruction	$3,100,000			X	X	X
	Total:		$3,500,000					

Short-term Projects (2020-2024)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
MN-07-01	Transit Operations: Regular Route	Operations & Maintenance	$103,377,076	X	X	X	X	X
MN-07-02	Transit Operations: Paratransit	Operations & Maintenance	$5,785,545	X	X	X	X	X
MN-07-03	Transit Capital Assistance	Vehicle Replacements	$13,700,000	X	X	X	X	X
MN-07-04	Bus Purchase: Regular Route	Vehicle Replacements	$8,761,896	X	X	X	X	X
MN-07-05	Bus Purchase: Paratransit Vehicles	Vehicle Replacements	$1,015,300	X	X	X	X	X
MN-07-06	Plannning: Operations	Planning	$225,000	X	X	X	X	X
MN-07-07	Planning: Facilities	Planning	$200,000	X	X	X	X	X
Total:			$133,064,817					

Mid-term Projects (2025-2029)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
MN-07-08	Transit Operations: Regular Route	Operations & Maintenance	$128,773,000	X	X	X	X	X
MN-07-09	Transit Operations: Paratransit	Operations & Maintenance	$7,209,000	X	X	X	X	X
MN-07-10	Transit Capital Assistance *Operations & Maintenance TAM and New*	Operations & Maintenance	$22,102,000	X	X	X	X	X
MN-07-11	Bus Purchase: Regular Route *Vehicle Replacements Thirty 40Ft. Buses*	Vehicle Replacements	$15,624,000	X	X	X	X	X
MN-07-12	Bus Purchase: Paratransit Vehicles	Vehicle Replacements	$1,142,000	X	X	X	X	X
MN-07-13	Plannning: Operations	Planning	$300,000	X	X	X	X	X
Total:			$175,150,000					

Long-term Projects (2030-2045)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
MN-07-14	Transit Operations: Regular Route	Operations & Maintenance	$386,319,000	X	X	X	X	X
MN-07-15	Transit Operations: Paratransit	Operations & Maintenance	$37,300,000	X	X	X	X	X
MN-07-16	Transit Capital Assistance	Operations & Maintenance	$117,700,000	X	X	X	X	X
MN-07-17	Bus Purchase: Regular Route	Vehicle Replacements	$64,500,000	X	X	X	X	X
MN-07-18	Bus Purchase: Paratransit Vehicles	Vehicle Replacements	$4,355,000	X	X	X	X	X
Total:			$610,174,000					

Short-term Projects (2020-2024)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
Total:								

Mid-term Projects (2025-2029)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
MN-08-01	Rebuild Garfield Dock (Berth 11) and Clure Terminal Improvements	Preservation	$24,000,000	X	X	X	X	X
Total:			$24,000,000					

Long-term Projects (2030-2045)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
Total:								

Short-term Projects (2020-2024)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
WI-01-01	N 28th Street *Hill Avenue and E. 3rd Street*	Preservation	$602,000			X		
WI-01-02	USH 2/STH 53 *2nd Avenue E and 31st Avenue E*	Preservation	$6,090,000			X		X
WI-01-03	USH 53/USH 2, USH 2/USH 13, USH 53/STH 35 Bridges *Crack sealing at bridges*	Preservation	$150,000					X
WI-01-04	STH 35/Tower Avenue *69th Street to 64th Street*	Preservation	$701,000			X		X
WI-01-05	USH 2/STH 53 *31st Avenue E and 53rd Avenue E*	Preservation	$6,327,000			X		X
WI-01-06	STH 35 & STH 105 *(Tower Avenue and Central Avenue) Intersection Signal Insall & RR Signal Interconnection*	Safety	$800,000		X	X	X	X
WI-01-07	STH 13 between Superior and Port Wing *Four Bridge Rehab Projects B-16-014,- 015, 016 & 023*	Reconstruction	$3,500,000			X		X
WI-01-08	5th Street E BNSF Crossing 075947U *Install Flashing lighs and gates*	Safety	$202,000			X		X
Total:			$18,372,000					

Mid-term Projects (2025-2029)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
WI-01-09	Blatnik Bridge *Please See **For Study List** For More Info or Page 6-13*	Reconstruction	$200,000,000			X	X	X
Total:			$200,000,000					

Long-term Projects (2030-2045)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
WI-01-10	STH 35 Tower Ave *Segment to be determined*	Preservation	$3,500,000			X	X	X
Total:			$3,500,000					

Short-term Projects (2020-2024)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
Total:								

Mid-term Projects (2025-2029)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
Total:								

Long-term Projects (2030-2045)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
WI-02-01	County Z RR Bridge	Safety	$2,000,000			X		
WI-02-02	County W In Village Of Oliver *Curb & Gutter*	Preservation	$2,000,000	X	X			
WI-02-03	Highway E (E City Limits Rd To Highway Z)	Preservation	$2,000,000	X	X			
WI-02-04	County Z (S Lyman Lake Rd - Hwy 13 Overpass)	Preservation	$2,000,000			X		X
Total:			$8,000,000					

Short-term Projects (2020-2024)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
WI-03-01	Marina Drive *Marina Bridge Replacement*	Reconstruction	$334,800	X	X	X		X
WI-03-02	N 28th Street Unioin Pacific Crossing 186144U *Install Flashing lighs and gates*	Safety	$370,000			X		X
WI-03-04	E 5TH ST *24th and 31st Ave*	Reconstruction	$4,000,000	X	X	X	X	
WI-03-05	USH 2/USH 53 *2nd to 31st*	Preservation	$1,000,000	X	X	X	X	X
WI-03-06	USH 2/USH 53 *31st to 53rd*	Preservation	$1,000,000	X	X	X	X	X
Total:			$6,704,800					

Mid-term Projects (2025-2029)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
WI-03-07	31st Ave E *E 2nd and E 13th St*	Preservation	$2,400,000				X	
WI-03-08	Safe Routes to School (SRTS) / Transportation *Implementing existing SRTS, Bike, Ped, Trail and Active Transportation Plans.*	Safety	$1,200,000	X	X	X	X	X
Total:			$3,600,000					

Long-term Projects (2030-2045)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
WI-03-09	Winter Street *Oakes to Hill Ave*	Reconstruction	$7,800,000	X	X	X	X	X
WI-03-10	Transportation Alternatives (TA) / Safe Routes to School (SRTS) *Implementing projects within existing SRTS, Bike, Ped, Trail and Active Transportation Plans.*	Safety	$5,800,000	X	X	X	X	X
WI-03-03	Hammond Ave from Belknap St to 28th St	Preservation	$4,000,000	X	X	X	X	
Total:			$17,600,000					

Short-term Projects (2020-2024)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
WI-04-01	58th Street & WCL Crossing 697407S *Install Flashing lighs and gates*	Safety	$228,000			X		X
WI-04-02	CTH C BNSF Crossing 067760D *Install Flashing lighs and gates*	Safety	$202,000			X		X
WI-04-03	CTH C BNSF Crossing 086403C *Install Flashing lighs and gates*	Safety	$202,000			X		X
Total:			$632,000					

Mid-term Projects (2025-2029)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
Total:								

Long-term Projects (2030-2045)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
Total:								

Projects Identified as "Unfunded Needs"

Short-term Projects (2020-2024)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
Total:								

Mid-term Projects (2025-2029)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
Total:								

Long-term Projects (2030-2045)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
MnDOT	NLX Infrastructure *Rail Station for NLX Line at Depot in Duluth*	NLX	$25,000,000	X	X	X	X	X
WisDOT	NLX Infrastructure *Rail Station for NLX Line at Depot in Duluth*	NLX	$25,000,000	X	X	X	X	X
City of Duluth	NLX Infrastructure *Rail Station for NLX Line in Superior*	NLX	$25,000,000	X	X	X	X	X
City of Superior	NLX Infrastructure *Rail Station for NLX Line in Superior*	NLX	$25,000,000	X	X	X	X	X
St.Louis County	Martin Road Extension *Jean Duluth Rd to MN TH 61*	Construction	$31,200,000	X	X	X	X	X
DTA	Bus Rapid Transit (BRT along mainline & Central	Service Expansion and Capital	$50,000,000	X	X	X	X	X
DTA	Passenger Amenities	Capital	$1,500,000	X	X	X	X	X
DTA	Mall AREA Transfer Station & Park & Ride	Capital	$1,000,000	X	X	X	X	X
DTA	Transit Facility Improvements	Capital	$10,000,000	X	X	X	X	X
DTA	Technology	Capital	$5,000,000	X	X	X	X	X
Total:			$198,700,000					

Projects Identified as "For Study"

Proj. No.	Project Description	Jurisdiction	Total Cost	Goals of Sustainable Choices 2045				
				Health	Livable	Safety	Moving	Economy
MN-01-37	Blatnik Bridge	MnDOT/WisDOT		x	x	x	x	x
WI-01-09	*Assess bridge structure and consider future needs. For more information please go to Page 6-13.*							
	Rice Lake Road - Arrowhead Rd to Airport Rd	City of Rice Lake				x		
	Traffic and limited connection issues at United Healthcare, MN Power, North Star Academy.							
	East Calvary Road - Howard Gnesen Rd to Woodland Ave	City of Rice Lake		x	x	x	x	x
	Multi-Model Needs Study between Homecraft Elementary and the Woodland business district							
	West Calvary Road -Rice Lake Rd to Howard Gnesen Rd	City of Rice Lake				x	x	
	Corridor Study							
	Rice Lake Road - Airport Rd to Beyer Rd	City of Rice Lake			x	x	x	x
	Commercial Corridor Study - Examines future land uses and includes potential new roads.							
	I-35 Corridor Study (MPO Segment)	MnDOT		x	x	x	x	x
	Consier all aspects of this corridor							
	MN Hwy 194 Study	MnDOT				x		
	Evaluation/Possible Intersection Control or Roundabout							
	US Hwy 2 Railroad Crossing Study	MnDOT				x		
	US Hwy 2/53 and Mocassin Mike Rd Interchange Study	WisDOT				x		
	US Hwy 53 - Belknap St to Blatnik Bridge	WisDOT			x	x	x	
	Corridor Study							
	Douglas County Hwy C and WI Hwy 35	Douglas County				x		
	Reduce Intersection Conflicts							
	Miller Trunk Hwy Study - Maple Grove Rd to Midway Rd	MnDOT				x	x	
	Reduce Conflict Intersection							
	Midway Rd Corridor Study - I 35 To US Hwy 53	City of Hermantown				x	x	
	Maple Grove Rd Corridor Study - US Hwy 53 To Lavaque Rd	City of Hermantown		x	x	x	x	x
	Hermantown Transit Study	City of Hermantown		x	x		x	
	Ridership Needs and Stop Locations							
	Proctor Transportation Plan	City of Proctor		x	x	x	x	x
	I-35 Interchange/US Hwy 2/Munger Trail Spur/Boundary Ave and Active Transportation Routes							
	Proctor Transit Study	City of Proctor			x		x	
	Especially for the older population and in connection with assisted living facilities							
	Key Transit Corridor Improvement Study	Duluth Transit Auhtority		x	x		x	x
	BRT NETWORK STUDY	Duluth Transit Authority		x	x		x	
	Connect with Duluth's Opportunity Zones							
	Transit Transfer Point Study	Duluth Transit Authority		x	x	x	x	x
	Consider stop, centers, park and ride locations, level of use, and economic benefits.							
	New South Superior thoroughfare between US Hwy 2/53 to Bong Bridge	City of Superior			x	x	x	x
	Would include an examination of the future role of East 2nd Street thru Superior.							
	Winter Street Truck Route Corridor between US Hwy 53 and Bong Bridge	City of Superior			x	x	x	x
	Include an examination of the future role of Belknap Street thru Superior.							
	Superior Railyard Crossing Study - Winter St, Belknap St, 21st St and 28th St	City of Superior				x	x	
	Viaducts, Bridges and At-Grade Crossings							
	Superior Urban Railroad Crossings	City of Superior			x	x	x	
	The railroads significantly divide the neighborhoods in numerous places							
	Superior Transit Study	City of Superior			x		x	
	7Th Ave West Incline - Historic Pedestrian Way	City of Duluth		x	x			
	Traffic Signal Management Study	MIC Area		x	x	x	x	x
	Connected and Dynamic Signals and CAV Readiness							

Fiscal Constraint

As can be determined from Figure 6.7 the fiscal analysis in this plan is showing an overall surplus of approximately $571 million over the 25-year life of the Plan. At the same time one of the plan's main premises is that there is not enough revenue to cover the existing transportation infrastructure expenses within the MIC area. At first glance, there appears to be a significant contradiction. However, there is not. The short explanation is that the MIC area has very large and expensive bridge and highway projects that will take place within this 25-year planning horizon. However, the exact scope of those projects and their associated costs is not defined at this time. The longer explanation includes three key factors to consider:

1. The project lists in this plan ONLY cover federally eligible and/or regionally significant urban transportation projects and NOT the entire publicly funded transportation system in the Duluth-Superior area. While federally funded and regionally significant roadways include all of the state DOT's roads and much of each county's roadway system within the MIC area, this fiscal analysis excludes the local/residential roadway system needs, which for the cities in the MIC area, comprises a large percentage of their roadway network. Therefore, the surpluses for the respective cities are no-where near the revenues needed to cover the expenses of their local roadway system, and thus the costs of these projects are not factored into this financial analysis. It is reasonable to state that there is presently not enough funding to cover ALL transportation needs for the Duluth-Superior area. Evidence of this is the recent adoption of local transportation sales taxes by the City of Duluth and St. Louis County to add available revenue and reduce the gap in needed funds.
2. While ideal for planning purposes, it is difficult to fully and accurately project long-term revenues and expenditures over a 25-year timeframe, largely due to the fact that none of the roadway jurisdictions program their revenue or projects past a 10-year timeframe. In the short and mid-term timeframes, the project lists are largely based on expected revenues and lists of projects identified in capital improvement programs that generally look out 10 years.

The project lists in this plan ONLY cover federally eligible and regionally significant urban transportation projects and NOT the entire publicly funded transportation system in the Duluth-Superior area

Projecting out further than 10 years and then selecting projects for that timeframe is an exercise of estimates and best guesses and is limited in its overall usefulness. In reality, the list of projects in the long term does not reflect the entirety of transportation work that will take place in those 15 years and therefore results in the identified surpluses.

3. The planning and design for the anticipated major work on the Blatnik Bridge and I-35 corridor in the MIC area has not been conducted. While it is fully anticipated this work will happen during the life of this plan, the actual scope of these projects is not known yet. It is anticipated the costs will exceed the projected revenues of MnDOT District 1 and WisDOT Northwest Region and will require either funding from statewide sources to fill the gap or keeping these projects within available funds through alternative approaches.

Project Impact Assessments

In addition to determining the capability of jurisdictions within the MIC area to finance the projects identified in LRTP, a set of assessments was conducted to determine the potential of these projects to negatively impact area communities. These include social, environmental, and cultural impacts. Projects with potential impacts have been listed and mapped, and the MIC has contacted relevant federal, state and county agencies, as well as local stakeholder groups, to both inform and consult with them about this information. As planning for these projects moves forward, each responsible jurisdiction will have access to the comments received pertaining to their project area and the possible groups that could be impacted by the project.

Community Impact & Environmental Justice

Utilizing the data in the Demographics, Trends and Projections Report in Appendix E, each project being planned underwent an environmental justice (EJ)/Community Impact Assessment to determine the potential of each project to have negative impacts on human health, cultural and environmental resources, and economic opportunity. Map 6.1 displays the MIC area environmental justice analysis.

Project assessments were done by first mapping areas with high concentrations of minorities or low-income individuals in the Duluth-Superior area. This was done by determining which census tracts within the MIC planning area have a concentration of minorities greater than the area's average and which census tracts have household incomes at or below the poverty guidelines established by the Department of Health and Human Services (HHS). Special attention was given to those projects that involve reconstruction or significant alteration of the existing transportation system.

The Twin Ports has a higher than state and national averages poverty levels, 18% for the MIC area, but 20% within the Cities of Duluth and Superior. Therefore, attention was focused on the neighborhoods with 50% or more of the population living in poverty and/or where up to 40% of the population in minority. Additional consideration is to be made to the potential impacts (positive and/or negative) to these populations on the Twin Ports Interchange, Central Entrance Reconstruction, the Blatnik Bridge, and East 2nd Street (Hwy 2/53) in Superior.

Environmental Justice (EJ)

Definition: the public policy goal of ensuring that low-income or minority populations do not bear disproportionately high or negative impacts as a result of the policies, programs and activities of federal agencies.

Duluth-Superior MIC Area Population Demographics

⇒ Total Pop = 150,000 people
⇒ Poverty Rate = 18%
⇒ White Population = 92%
⇒ Total Minority Population = 8%
⇒ African–American = 2%
⇒ American –Indian = 2%
⇒ Ambulatory Difficulties = 6%
⇒ Speak Other than English = 2%
⇒ Older than 65 = 34%

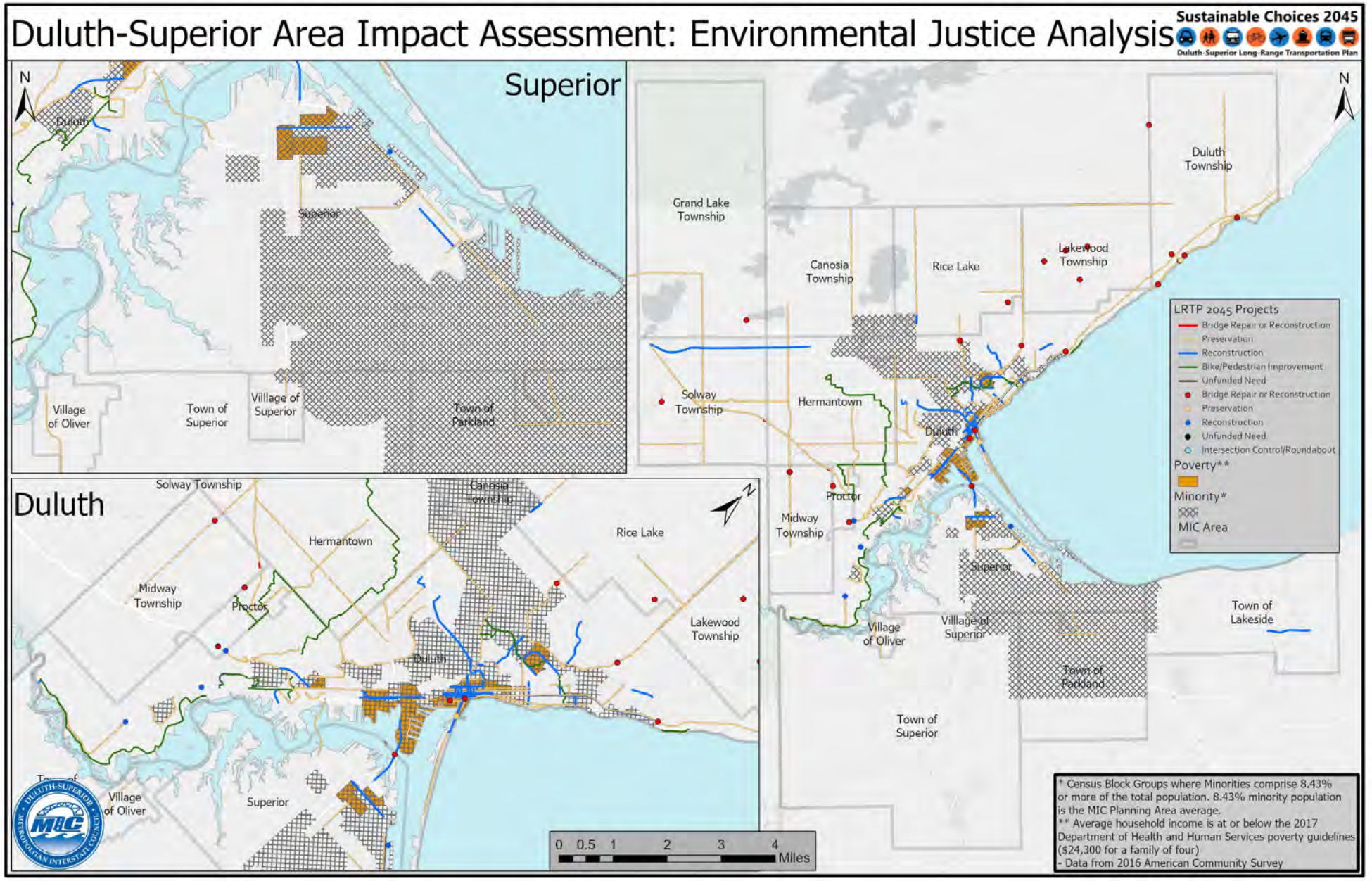
See Appendix E for data sources

Economically struggling corridors

With poverty being high in the Twin Ports, planned future transportation projects should consider possible economic impacts, especially with the following projects:

- **Central Entrance**—Blackman Rd to Anderson Rd
- **6th Ave East**—2nd St to 9th St
- **East 2nd Street**—Superior—Moccasin Mike Rd to Nemadji River
- **Tower Ave**—Belknap St to 21st Street

Map 6.1


Duluth-Superior Area Impact Assessment: Environmental Justice Analysis
Sustainable Choices 2045
Duluth-Superior Long-Range Transportation Plan
Superior
Duluth
Village of Oliver
Town of Superior
Villlage of Superior
Town of Parkland
Grand Lake Township
Canosia Township
Rice Lake
Lakewood Township
Duluth Township
Solway Township
Hermantown
Midway Township
Proctor
Town of Lakeside
LRTP 2045 Projects
Bridge Repair or Reconstruction
Preservation
Reconstruction
Bike/Pedestrian Improvement
Unfunded Need
Bridge Repair or Reconstruction
Preservation
Reconstruction
Unfunded Need
Intersection Control/Roundabout
Poverty**
Minority*
MIC Area
0 0.5 1 2 3 4 Miles
* Census Block Groups where Minorities comprise 8.43% or more of the total population. 8.43% minority population is the MIC Planning Area average.
** Average household income is at or below the 2017 Department of Health and Human Services poverty guidelines ($24,300 for a family of four)
- Data from 2016 American Community Survey

Cultural, Historical & Environmentally Sensitive Areas

Map 6.2 displays the MIC area environmental sensitivity analysis. The MIC also assessed each of the projects identified in LRTP in terms of their potential impacts to environmentally sensitive areas, or areas with historically or culturally significant sites or structures. The map identifies the relative proximity of future projects to environmentally, culturally, and/or historically sensitive areas identified via data provided by the Minnesota and Wisconsin DNRs, or listed on the national, or state historical preservation registries.

This assessment was done in preparation for the interagency consultation that is necessary to satisfy the MIC's requirements regarding the National Environmental Policy Act (NEPA). The MIC notified all relevant federal, state, local and tribal agencies about the projects it identified as having potential impacts to historical sites or sensitive areas. Following this consultation process, communication regarding the projects identified in this plan is discussed Chapter 7.

Major Transportation Projects

Roadway Projects—improving safety, traffic flow and freight movements:

- Twin Ports Interchange
- Blatnik Bridge

Business Corridors—improving safety and economic activity:

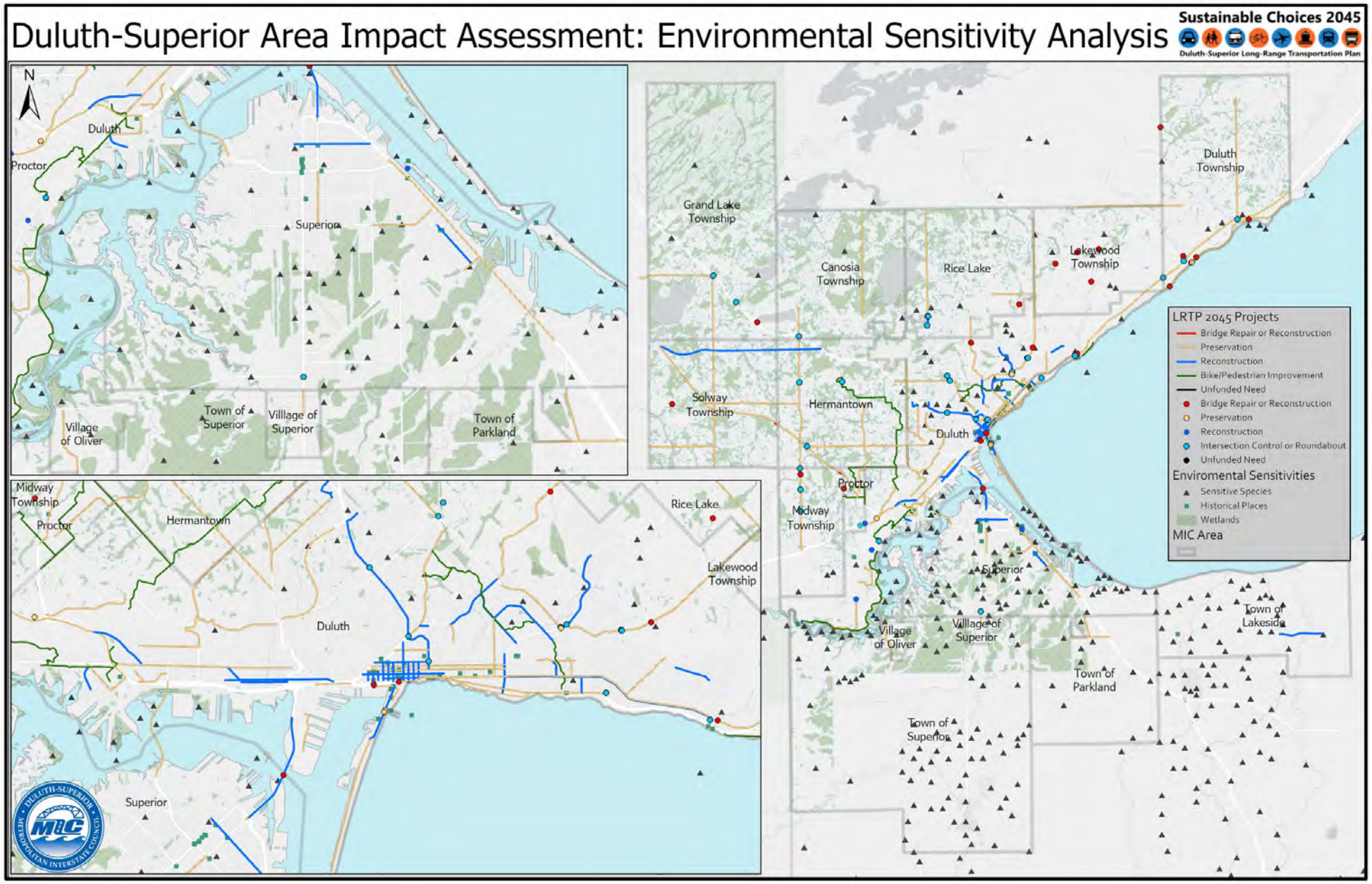
- Central Entrance –Duluth
- 6th Ave East—Duluth
- Hwy 2/East 2nd Street—Superior
- Tower Avenue—Superior

Northern Lights Express—new passenger rail service that will provide access to the Twin Cities.

During snow and ice events, would give people a safer option than traveling on the roadways.

Cross City Trail—provides access for people of all ages, abilities and incomes to travel the length of Duluth. Will provide a trunk line commuter route for bicyclists.

Map 6.2


Duluth-Superior Area Impact Assessment: Environmental Sensitivity Analysis
Sustainable Choices 2045
Duluth-Superior Long-Range Transportation Plan
N
Duluth
Proctor
Superior
Village of Oliver
Town of Superior
Villlage of Superior
Town of Parkland
Midway Township
Hermantown
Rice Lake
Lakewood Township
Grand Lake Township
Canosia Township
Solway Township
Duluth Township
LRTP 2045 Projects
Bridge Repair or Reconstruction
Preservation
Reconstruction
Bike/Pedestrian Improvement
Unfunded Need
Bridge Repair or Reconstruction
Preservation
Reconstruction
Intersection Control or Roundabout
Unfunded Need
Enviromental Sensitivities
Sensitive Species
Historical Places
Wetlands
MIC Area
Town of Lakeside
Town of Superior

Projects and System Level Impacts

Twin Ports Interchange Project (Can of Worms)

Once completed this project will provide safer conditions for motorists and improve access to the port, reduce neighborhood impacts due to freight traffic, and improve movement of over-sized, over-weight loads (OSOW) through the MIC area. While an elevated highway system will remain in the Lincoln Park Neighborhood, efforts are being made to design viable active spaces under the highway to reduce negative impacts associated with the project.

Northern Lights Express (NLX) Passenger Rail

The Duluth Depot is a designated historical resource in the Twin Ports. The NLX will utilize this historic (and only remaining) train station in Downtown Duluth. The new passenger rail service will provide an additional option for direct access to the Twin Cities. This service is anticipated to positively impact those who cannot or choose not to drive an automobile.

Non-motorized Multi-use Trail System

An active transportation system is currently being developed, perhaps most notably with the development of major non-motorized thoroughfares within the MIC area. These active transportation thoroughfares provide mobility across the urban area for people of all ages, all abilities and all incomes, and encourage positive health, economic, and social benefits to the general public.