



6. Projects & Funding

This chapter identifies planned surface transportation projects:

- To be implemented in the next 25 years to help realize the vision of this plan;
- That are eligible for federal funding and/or are regionally significant;
- Including financial estimates

Duluth-Superior Long-Range Transportation Plan



Sustainable Choices 2050

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Transportation Projects Overview

This chapter identifies future transportation projects in the Duluth-Superior area. Some of the projects listed are fiscally constrained and are planned to be completed in the next few years, while others are not fiscally constrained and are proposed or require additional study before moving forward.

A subset of the projects are priority projects identified through a performance-based planning approach detailed in Chapter 4. These priority projects have been identified as regionally significant and more generally as the best projects to help carry out the vision of this plan and implement the goals and objectives identified in Chapter 2.

This chapter also summarizes financial considerations by providing an estimation of the revenues and costs of those projects, and summarizes potential social, environmental, and cultural impacts of the projects.

Finally, this chapter highlights significant planned and future proposed projects. The short-, mid-, and long-term projects listed on pages 6-17—6-43 reflect the wide range of transportation infrastructure the Duluth-Superior area both needs and desires over the next 25 years. The projects listed were submitted by all local jurisdictions as those that would receive federal funding and/or are deemed regionally significant.

The MIC defines **regionally significant** projects as roadway, transit, and bicycle/pedestrian projects that occur on facilities that serve regional transportation needs (such as access to and from the area outside the region and major activity centers within the region), or that connect to major transportation assets (including transit, seaport, airport, and passenger rail terminals).

Fiscal Sustainability

It is a significant challenge to pay for all of these projects. Existing tax revenues are not meeting the needs to fully maintain, operate, and reconstruct the Duluth-Superior area transportation system. Increasing and accelerating transportation infrastructure construction costs, declining gas tax revenues, and stagnant to modest local population and economic growth all contribute to this funding challenge.

This is why fiscal sustainability is an integral part of the plan's vision. We simply cannot continue to expect to receive outside

Short-Range Projects (2025-2029)

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 within them.

Mid-Range Projects (2030-2034)

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 (2035-2050)

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.

funding to cover all the projects that cannot be fully funded locally. There are several ways to help achieve fiscal sustainability in our transportation system, including:

- Prioritize projects that best help carry out the vision of this plan and implement the goals and objectives identified in Chapter 2.
- Identify appropriate opportunities to reduce or “right size” some of the local transportation infrastructure.
- Build a transportation system that helps maximize the community’s ability to create and build sustainable wealth.
- Ensure our transportation investments are not undermined but are working towards greater returns on investment creating win, win, win situations (i.e. investments that simultaneously create improved traffic operations, generate increased revenue, and are safer for all users).

Project Types

The projects listed on pages 6-17—6-43 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. Similarly, Figure 6.2 displays the types of Duluth Transit Authority (DTA) projects listed in this plan. Figures 6.1 and 6.2 on the next two pages graphically identify the area’s transportation investment priorities, and are for all projects from 2025-2050 that are included in the project lists—excluding Illustrative projects.

Non-DTA Project Type 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.

Projects Addressing Known Issue Areas

- **Pavement Conditions** — maintain and 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.

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

Blatnik Bridge —encompasses multiple project types that are a part of the I-535 bridge replacement over the St. Louis River and Twin Ports shipping channel.

DTA Project Type Definitions

Operations & Maintenance—projects that are solely focused on transit operations and maintenance of buses facilities.

Vehicle Replacement—projects that include the regular replacement of regular route and paratransit vehicles.

Planning—projects that involve DTA planning activities, Operational Analysis, BRT and various studies.

Passenger Amenities—projects that are focused on improving the riding experience on DTA buses.

Technology—projects that improve or replace technologies used for public transit.

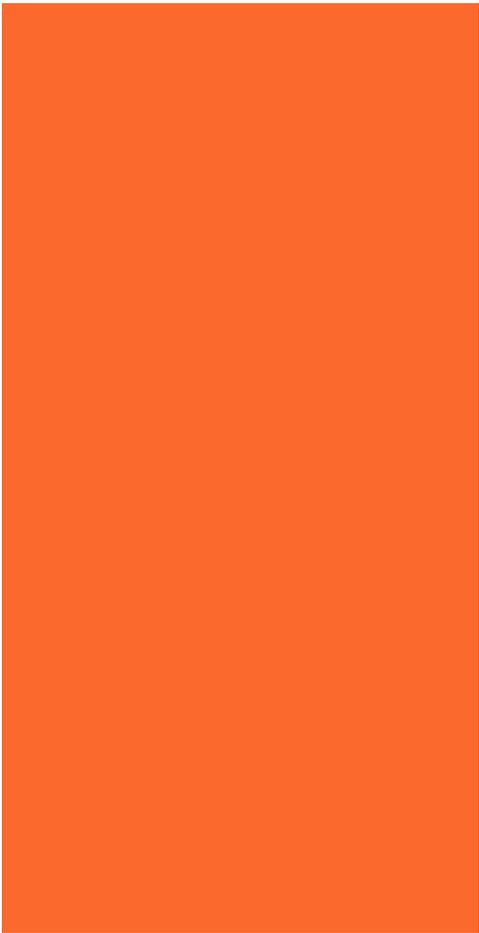


Figure 6.1: Distribution of Non-DTA Projects by Project Type (2025-2050)

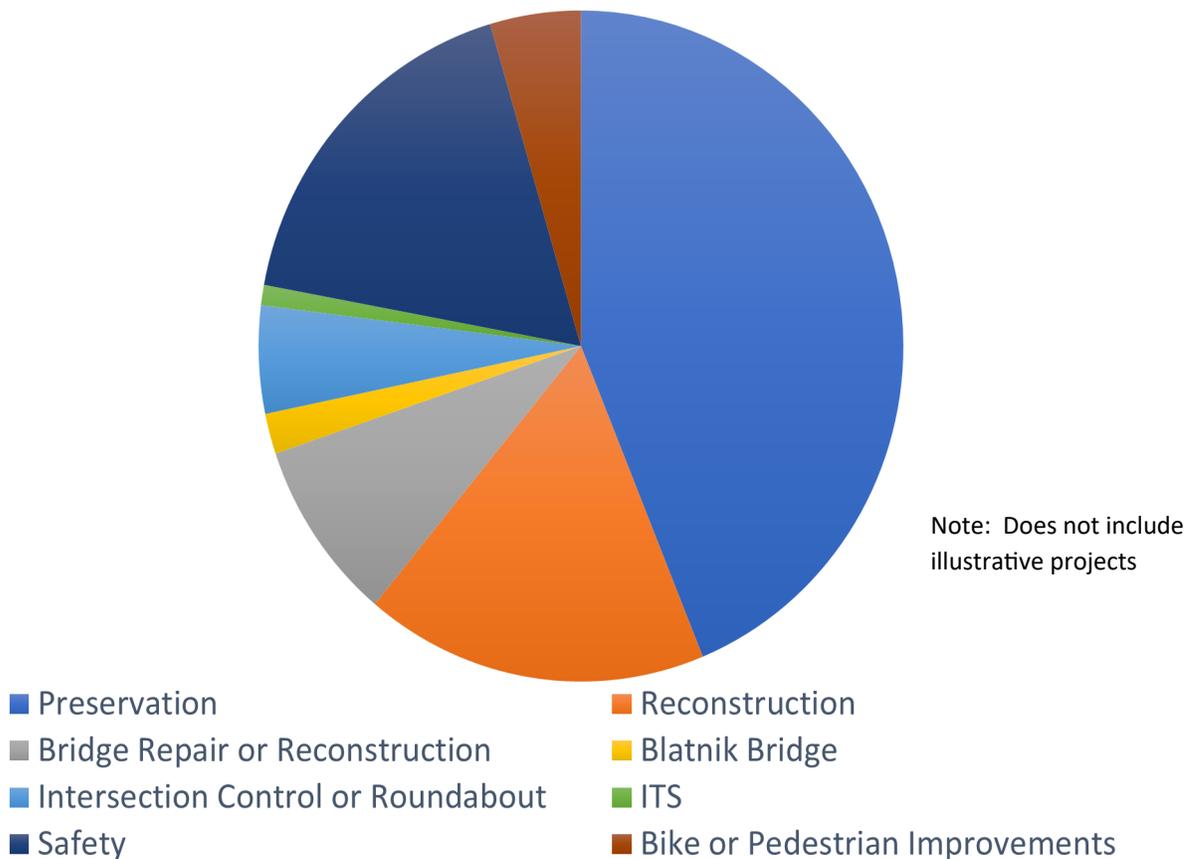
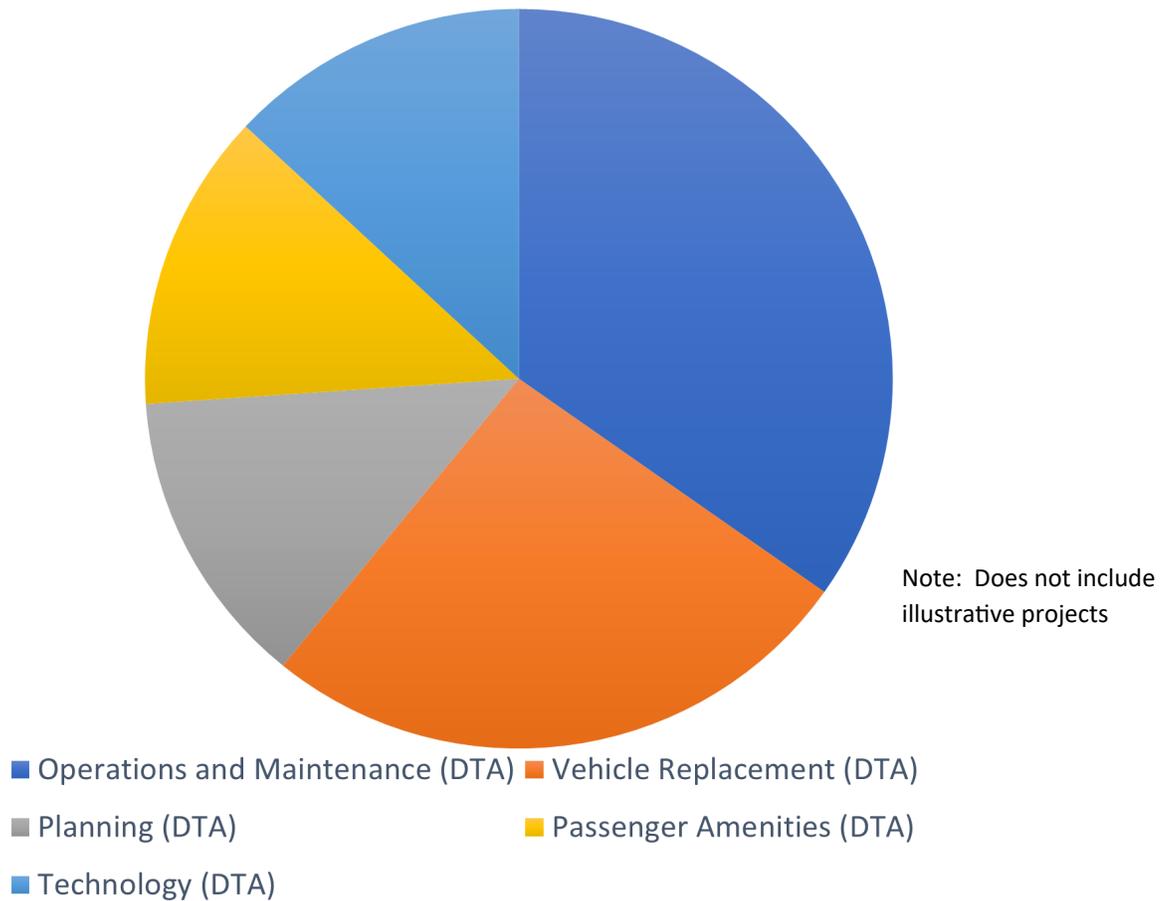


Figure 6.2: Distribution of DTA Projects by Project Type (2025-2050)



Project Implementation

The projects listed in pages 6-17—6-43 are implemented through the Duluth and Superior Area Transportation Improvement Programs (TIPs). The TIPs list all MIC area federally funded and/or regionally significant transportation projects. As noted in Chapter 10, it is anticipated the TIP process will be updated to incorporate aspects of the new performance-based planning approach used to prioritize the projects and more objectively ensure projects that are implemented will contribute to realizing the long-term vision of this plan and meeting its goals and objectives.

Unfunded Needs

It is very obvious there is insufficient funding to pay for the complete list of projects currently needed, desired, and being planned for in the MIC area. Because federal regulations

require the MTP to be fiscally constrained to only the sources of revenue that can be clearly identified and reasonably expected to be available, some projects are listed as an “Unfunded Need” on page 6-43. 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 potential projects were identified, for which appropriate solutions have not yet been determined. The feasibility of such projects requires additional study 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 pages 6-58 and 6-59. 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.

The MIC’s Work Program, along with local jurisdiction work programming sets the schedule for undertaking the studies necessary to consider and potentially advance the projects listed as “For Study”.

Financial Assessment

Transportation infrastructure is an asset with known long-term financial liabilities that require continual funding to construct, 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.

NOTE: A recent exception to the diminishing transportation revenues described above has been an unprecedented appropriation of dedicated federal funding for transportation infrastructure projects to the Duluth-Superior area and is considered a once in a generation-type situation.

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)

This includes nearly one billion dollars for the planned Blatnik Bridge reconstruction, along with several other projects in the MIC area that have received funding through the [Rebuilding American Infrastructure with Sustainability and Equity \(RAISE\)](#) grant program, the [Reconnecting Communities & Neighborhoods \(RCN\)](#) grant program, and the [Safe Streets and Roads for All \(SS4A\)](#) grant program.

Forecasting Future Revenues

The MIC consulted with staff from all jurisdictions within the MPO Planning Area and the DTA to develop estimates of the federal and state dollars that will be available to those agencies over the next 25 years.

Information was provided by the jurisdictions, based on prior years, 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.

Public revenues are subject to the effects of inflation over time. To model these realities the Revenue Inflation Rate ranged from 2%-3.5%, as determined by each jurisdiction (see the sidebar to the right). The Revenue Inflation Rate was applied to the revenue estimates beginning in 2024 and projected out 25 years. This resulted in the revenue forecasted in Figure 6.7.

Revenues are not increasing at the same rate as expenditures. With inflation rates of at least 2.5%, and transportation infrastructure construction costs greatly increasing over time (see section 23 of Chapter 3), jurisdictions, including US DOT, are having to rely on other federal, state and local funds to help offset the project costs. These include sales tax, general funds, and one-time discretionary grants.

Generating and/or maintaining sufficient revenues to pay for transportation infrastructure needs in the MIC area is a continuous and significant challenge that has been identified at jurisdictional consultations and discussed during Technical Advisory Committee meetings. Discussions included prioritizing transportation investments in the MIC area (see chapter 4) and developing policy initiatives to help achieve and sustainably fund the goals and objectives of this plan.

Jurisdictional Revenue Inflation Rates

- MnDOT - 3.4%
- St. Louis County - 3.5%
- Duluth - 2%
- Hermantown - 4%
- WisDOT - 2.5%
- Douglas County - 2.5%
- Superior - 2.5%

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 (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 2050 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.

Since the method of rating pavements differs among the jurisdictions, each jurisdiction was asked to provide ratings according to the way they rate them categorized as a percentage of three condition classes: “Good”, “Fair”, or “Poor” (see Figure 6.3).

Figure 6.3: 2024 MIC Area Roadway Pavement Condition by Jurisdiction*

Jurisdiction	% Good	% Fair	% Poor
MnDOT	61	33	5
St Louis County	82	14	4
City of Duluth	32	0	68
WisDOT	83	7	10
City of Superior	19	68	13

* Note for Figure 6.3: The other MIC area jurisdictions did not provide pavement condition percentages when requested so the MIC was not able to include them.

Cost Estimates

Cost-per-mile estimates (see “Typical Cost Per Mile” at right) were then applied to these totals to represent what it would cost 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 average costs-per-mile of recent projects in the MIC area and were vetted by jurisdiction staff. Figure 6.4 displays the total cost estimates to maintain or improve local roadways.

The costs displayed in Figure 6.4 are a gross estimate of the long-term needs that each jurisdiction faces, but may not reflect total costs for the following reasons:

1. The estimates assume that each mile is alike in terms of its dimensions and the cost of its materials;
2. The estimates are based on data that does not sufficiently speak to the potential needs that may exist with the road base and any infrastructure needs that may exist beneath the pavement; and
3. The estimates do not account for the even greater costs that may be associated with the maintenance or reconstruction of bridges, bike and pedestrian infrastructure, intersection controls, lighting, etc.

While the estimates provide values for objective comparison, and are informative and illustrative, it is unrealistic to assume all roads will have “good” pavement quality. As such, achieving this status is not a direct goal or objective of this plan. Rather, it emphasizes prioritizing the maintenance of critical transportation infrastructure. (see Goal 4 Objective 4).

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.

The forecasted future revenues and expenses cover planned operational, maintenance and capital project costs out to 2050. Although this may seem like the DTA does not have a deficit, they in fact do. This is because the DTA relies heavily on state funds and tax levies to make up the difference.

Typical Costs 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, are:

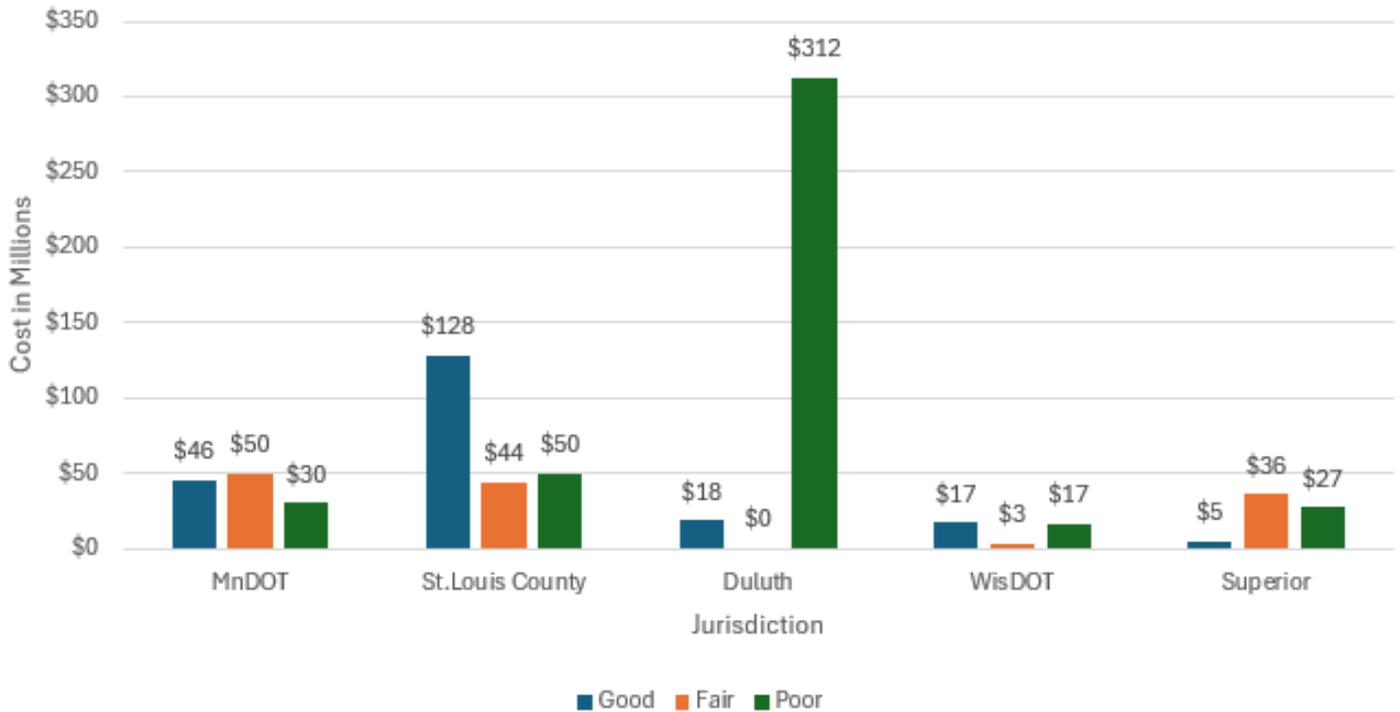
Road Resurface =
\$1 million/mile

Road Reconstruction =
\$4 million/mile

New Road Construction =
\$5-10 million/mile

New Trail Construction =
\$500,000/mile

Figure 6.4: Cost Estimates For Maintaining or Improving Local Functional Classified Roadway Pavement Condition by Jurisdiction**



****Notes for Figure 6.4:**

Cost for roads in “Good” condition (defined as needing maintenance) was estimated at \$500,000 per mile.

Cost for roads in “Fair” condition (defined as needing resurfacing/preservation work) was estimated at roughly \$1 million per mile.

Cost for roads in “Poor” condition (defined as needing full reconstruction) was estimated at roughly \$4 million per mile.

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 on a yearly bases depending on available funds. DTA determined that a 5% inflation rate for expenses was necessary to show how transit costs are rising.

As with the roadway system, the operations and maintenance costs of transit are outpacing increases in revenue, and can fluctuate annually. This issue is addressed in several ways. The DTA has the legal authority to collect in excess of \$7.3 million per year more in local tax levy than the average \$2.2 million they are currently collecting. Additional mechanisms DTA uses for generating additional local revenues includes changing routes to create cost efficiencies, pass partnerships, and fare increases.

Annual Transit (DTA) Spending

To ensure compliance with FTA regulations and meet its own objectives for operational efficiency and passenger safety and comfort, 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.

Annual transit (DTA) spending includes:

- \$24.6 million on operations and maintenance (annual average 2024-2028)
- \$550,000 per replacement vehicle for its fleet of regular route buses
- \$208,200 to replace an approximately 20-foot STRIDE bus (2025 cost)

DTA's 5-year financial capacity is summarized in Figure 6.5.

Figure 6.5: Financial Capacity for Transit Projects

Previous 5 Years						ACTUAL EXPENSES	ACTUAL REVENUES
Source	2021	2022	2023	2024	2025	5 Yr Total	Avg. Expend. (5 years)
Operations & Maintenance	\$ 15,400,000	\$ 21,900,000	\$ 22,000,000	\$ 22,675,169	\$ 23,808,928	\$ 90,384,097	\$ 22,596,024
Capital Outlay	\$1,400,000	\$2,750,000	\$2,750,000	\$250,000	\$3,020,000	\$10,170,000	\$2,034,000
Bus Purchases	\$4,700,000	\$5,200,000	\$5,200,000	\$865,000	\$0	\$15,965,000	\$3,193,000
TOTAL	\$21,500,000	\$29,850,000	\$29,950,000	\$23,790,169	\$26,828,928	\$ 116,519,097	\$26,383,819

Short Term 2024-2028						ACTUAL EXPENSES	ACTUAL REVENUES
Source	2024	2025	2026	2027	2028	5 Yr Total	Avg. Expend. (5 years)
Operations & Maintenance	\$ 22,675,169	\$ 23,808,928	\$ 24,999,375	\$ 26,249,343	\$ 28,804,968	\$ 126,537,783	\$ 25,307,557
Capital Outlay	\$250,000	\$3,020,000	\$10,349,684	\$2,513,461	\$2,500,000	\$ 18,633,145	\$ 3,726,629
Bus Purchases	\$865,000	\$0	\$0	\$1,424,600	\$4,578,000	\$ 6,867,600	\$ 1,373,520
TOTAL	\$23,790,169	\$ 26,828,928	\$ 35,349,059	\$ 30,187,404	\$ 35,882,968	\$152,038,528	\$30,407,706

Mid Term 2029-2033						EXPECTED EXPENSES*	EXPECTED REVENUES*
Source	2029	2030	2031	2032	2033	5 Yr Total	Historic Revenues Plus Inflation
Operations & Maintenance	\$ 26,572,934	\$ 27,901,581	\$ 29,296,660	\$ 30,761,493	\$ 32,299,568	\$ 146,832,237	\$ 29,366,447
Capital Outlay	\$5,355,156	\$5,622,914	\$5,904,060	\$6,199,263	\$6,509,226	\$ 29,590,620	\$ 5,918,124
TOTAL	\$31,928,091	\$33,524,495	\$35,200,720	\$36,960,756	\$38,808,794	\$ 176,422,857	\$ 35,284,571

Long Term				EXPECTED EXPENSES*	EXPECTED REVENUES*	EXPECTED EXPENSES
Source	2034-2038	2039-2043	2044-2048	15 Yr Total	Historic Revenues Plus Inflation	25 Yr Total
Operations & Maintenance	\$ 187,399,277	\$ 239,174,242	\$ 305,253,675	\$ 731,827,194	\$ 243,942,398	\$ 1,005,197,214
Capital Outlay	\$37,765,963	\$48,200,002	\$61,516,773	\$ 147,482,738	\$ 49,160,913	\$ 202,574,103
TOTAL	\$225,165,240	\$287,374,244	\$366,770,448	\$ 879,309,932	\$ 293,103,311	\$ 1,207,771,317

* 5% Inflation Rate has been applied to all Mid Term and Long Term Revenues and Expenses.
 Future year funding is unpredictable due to federal and state budgets and formulas.

Financial Analysis & Fiscal Constraint

The financial capacity of planned projects in the MIC area over the next 25 years is provided in Figure 6.7. An assessment of the potential system-wide needs, MIC area plan recommendations, and consultation with the jurisdictions and the Duluth Transit Authority guided the development of the full 25-year planned project lists on pages 6-17—6-43. The total cost of projects was vetted against the levels of revenue reasonably expected to be available over the next 25 years.

Methodology—Financial Analysis

To conduct a reasonable financial analysis of the federal aid eligible and/or regionally significant planned projects, expenditures (project costs) were calculated and balanced with reasonably expected revenues. Project costs were determined from a variety of sources including estimates provided by the jurisdictions and typical costs for project types.

To estimate final costs over time, current revenues were adjusted to reflect a revenue inflation rate of 2% and current expenditures were adjusted to reflect an expenditure inflation rate of 2.5%. Transit project expenditures were factored for a 5% rate of inflation. Figure 6.5 displays the results of this analysis for transit projects, and Figure 6.7 displays the results of this analysis for non transit projects.

Methodology—Fiscal Constraint

As part of the performance-based planning approach used to develop this plan’s Priority Project List (see Chapter 4 and Table 4.4), each jurisdiction with projects in the Priority Project List was asked to answer one question to indicate whether each project in the priority project list was fiscally constrained. The question was, “*Are all funds necessary to complete this project currently in hand or specifically allocated (fully fiscally constrained)?*” This was a direct way to know if the priority project list was fiscally constrained or not.

As described in Chapter 4 and Table 4.4, 25 of the 40 priority projects are currently fiscally constrained. This approach allows jurisdictions to highlight the priority status of projects to improve the chances of receiving funding in the future to bring those projects into fiscal constraint.

Figure 6.6: Estimated Annual Transportation Revenues Available to MIC Area Jurisdictions

MnDOT Dist. 1 ^a	\$21,700,000
St. Louis County, MN ^b	\$13,500,000
City of Duluth,	\$11,400,000
City of Hermantown, MN	\$370,000
WisDOT NW	\$7,900,000
Douglas County,	\$2,900,000
City of Superior,	\$1,250,000
DTA ^d	\$26,000,000

Source: Based on financials from Table 6.47

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.

It is reasonably anticipated that each agency will receive additional funding, through grants and/or bonding in the future, to cover 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 projects for local residential streets, are NOT included in this plan's project lists. Therefore, the costs of those 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 MIC Area. Evidence of this can be found with the 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.

Late in the development of the Priority Project List, the MIC determined the process it used in the past to develop a fiscally constrained project list in the MTP needs to be modified in the future. The MIC will be meeting with MnDOT to improve the approach moving forward. This was also discussed during our consultation with Federal and State oversight partners. This is why, for this plan, the fiscal constraint question noted above and in Chapter 4 was included as a supplementary part of the performance-based planning process.

In summary, as can be seen in Figure 6.7, this plan's projects are fiscally constrained.

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

MPO Jurisdictions	Revenues				Expenditures	Difference	Supplementary Information	
	Federal \$	State \$	Local \$	Total Revenues	Planned Projects	Surplus/Deficit	Unfunded Needs	Operations & Maintenance
MnDOT	\$ 897,700,000	\$ 768,700,000	\$ -	\$ 1,666,400,000	\$ 1,612,121,000	\$ 54,279,000	\$ 55,400,000	\$ 177,800,000
WisDOT	\$ 695,900,000	\$ 503,800,000	\$ -	\$ 1,199,700,000	\$ 956,106,500	\$ 243,593,500	\$ 25,000,000	\$ 138,000,000
Douglas County	\$ 62,300,000	\$ -	\$ 38,200,000	\$ 100,500,000	\$ 22,553,000	\$ 77,947,000	\$ -	\$ 186,600,000
St. Louis County	\$ 56,800,000	\$ 258,200,000	\$ 210,800,000	\$ 525,800,000	\$ 172,064,000	\$ 353,736,000	\$ 71,200,000	\$ 324,800,000
City of Duluth	\$ 48,600,000	\$ 146,200,000	\$ 170,400,000	\$ 365,200,000	\$ 228,065,332	\$ 137,134,668	\$ 25,000,000	\$ 416,500,000
City of Hermantown	\$ 25,200,000	\$ 93,100,000	\$ 42,800,000	\$ 161,100,000	\$ 8,600,000	\$ 152,500,000	\$ -	\$ 34,200,000
City of Proctor	\$ 2,200,000	\$ 5,000,000	\$ 12,500,000	\$ 19,700,000	\$ 9,950,000	\$ 9,750,000	\$ 100,000,000	\$ 12,500,000
City of Superior	\$ 21,000,000	\$ -	\$ 13,200,000	\$ 34,200,000	\$ 62,000,000	\$ (27,800,000)	\$ 25,000,000	\$ 161,100,000
Total	\$ 1,809,700,000	\$1,775,000,000	\$ 487,900,000	\$4,072,600,000	\$ 3,071,459,832	\$1,001,140,168	\$ 301,600,000	\$1,451,500,000

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.

Going forward in the foreseeable future, MnDOT may be showing a surplus or deficit, depending largely on the funding strategy and dynamics of MnDOT/ WisDOT and the Blatnik Bridge project. Additionally, the funding structure is such that, because MnDOT is the lead on the bridge project, payments will be made to MnDOT from WisDOT, so MnDOT will show more significant outlay, with the expenses compensated by WisDOT. With the recent federal grant award and state appropriations Blatnik Bridge work is fiscally constrained.

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.

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 MTP, 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.

2025-2050 Duluth-Superior Area Full Project List

The full 25-year planned project list submitted by the MIC area jurisdictions are listed on pages 6-17—6-43. The projects are organized by jurisdiction.

NOTE: Figure 4.4 lists the 40 projects that have been identified as this plan's Priority Project List following application of the performance-based planning approach identified in Chapter 4.



Short-term Projects (2024-2028)

Proj. No.	Project Description	Type	Total Cost
MN-01-01	I-35 <i>Lake Ave to 21st Ave E Concrete Repair and Intersection Ramps</i>	Preservation	\$3,265,000
MN-01-02	US-2 <i>Replace Box Culvert 8016, 8017, 9280</i>	Bridge Repair or Reconstruction	\$3,100,000
MN-01-03	MN 61 (Two Harbors Expressway) <i>Superior St to McQuade Rd</i>	Preservation	\$2,700,000
MN-01-04	I-35 <i>Leif Erickson Tunnel to JCT London Rd/26th Ave Upgrade fiber optic cable and traffic cameras in Duluth.</i>	ITS	\$700,000
MN-01-05	Central Entrance Corridor <i>Partial Reconstruction & Multi-Modal Improvements Mesaba to Trinity</i>	Reconstruction	\$15,000,000
MN-01-06	London Rd <i>26th Ave E to 60th Ave E Roundabouts at 26th Ave E and 40th Ave E</i>	Preservation	\$14,300,000
MN-01-07	Trinity Rd <i>N of Piedmont to S of Mall Drive</i>	Preservation	\$4,300,000
MN-01-08	I-35 <i>Under 5th Ave W Bridge and MN 23 to 50th Ave W</i>	Preservation	\$1,400,000
MN-01-09	US 2 <i>Hwy 194 to Midway Rd/Midway Rd to Boundary Ave</i>	Preservation	\$17,000,000
MN-01-10	MN 61 (Two Harbors Expressway) <i>MN 61 and CSAH 42 (Homestead Rd) Reduced Conflict Intersections</i>	Intersection Control or Roundabout	\$1,875,000
MN-01-11	MN 23 <i>5th St to 121st St</i>	Preservation	\$2,000,000
MN-01-12	Blatnik Bridge <i>Minnesota Portion - Pile Load Testing/Footing Design and Location Investigation</i>	Preliminary Engineering	\$5,000,000
MN-01-13	MN 194 (Mesaba Ave) <i>Repair Bridge #69840 and #69839/Repair Watermain in Vicinity</i>	Bridge Repair or Reconstruction	\$2,900,000
MN-01-14	MN 61 (Two Harbors Expressway) <i>MN 61 and CSAH 33 (McQuade Rd) - Reduced Conflict Intersection</i>	Safety	\$555,000
MN-01-15	I-35 <i>Traffic control devices/safety striping</i>	Safety	\$1,900,000
MN-01-16	Canosia Rd <i>RR Crossing improvements DOT #251909U</i>	Safety	\$400,000
MN-01-17	CSAH 91 (Haines Rd/40th Ave W) <i>RR Crossing improvements DOT #251887W</i>	Safety	\$400,000
MN-01-18	MN 23 <i>Howard Rd to Becks Rd - Replace signs at various locations.</i>	Safety	\$900,000
MN-01-19	I-35 <i>Repair Bridges and Ramps over Mesaba Ave.</i>	Bridge Repair or Reconstruction	\$9,900,000

Short-term Projects (2024-2028)

MN-01-20	I-35 27th Ave W to Garfield Ave, Twin Ports Interchange Landscape Project	Landscaping	\$300,000
MN-01-21	MN 23 St. Louis River to 121st. Mission Creek area highway landscaping.	Landscaping	\$350,000
MN-01-22	MN 23 and STH 210 Construct Ceremonial Structure and Gathering Space for Historic Fond Du Lac Cemetery	Landscaping	\$1,500,000
MN-01-23	STH 53 Maple Grove Rd to STH 194	Preservation	\$2,500,000
MN-01-24	I-35 Hinckley to Hwy 53 - Repair Concrete Various Locations	Preservation	\$2,500,000
MN-01-25	Blatnik Bridge Preliminary Engineering Minnesota Portion	Preliminary Engineering	\$16,333,000
MN-01-27	ITS Improvements I-35 Multisectioned between Spirit Mnt Area and Leif Erikson Tunnel	ITS	\$37,000,000
MN-01-28	Blatnik Bridge Minnesota Portion	Bridge Repair or Reconstruction	\$900,000,000
MN-01-44	Bong Bridge Bridge Repair and Lighting Replacement	Bridge Repair or Reconstruction	\$1,700,000
MN-01-45	NEVI Charging Station Project Charging Station and Infrastructure at 1 Location along I-35 Corridor in Duluth/Proctor	ITS	\$843,000
Total:			\$1,050,621,000

Mid-term Projects (2029-2033)

Proj. No.	Project Description	Type	Total Cost
MN-01-29	Hwy 61 60th Ave E to just north of N. Superior St	Preservation	\$1,100,000
MN-01-30	I-35 (Thompson Hill) Boundary Ave to Bridge over Hwy 23/Replace Bridges	Reconstruction	\$51,000,000
MN-01-31	Hwy 23 (Commonwealth Ave) McCuen St to Becks Rd/CR 3	Preservation	\$3,400,000
MN-01-32	Hwy 210 CR 61 in Carlton to Hwy 23 in Duluth	Preservation	\$8,000,000
MN-01-33	Safety set aside	Safety	\$4,000,000
MN-01-34	System Support set aside (signals, signing, striping, lighting)	Preservation	\$1,500,000
MN-01-35	5th Ave Bridge over I-35 Bridge 69870	Bridge Repair or Reconstruction	\$6,000,000
MN-01-46	I-535 Reconstruct from Twin Ports Interchange to Garfield Ave Interchange	Reconstruction	\$5,300,000

MN-01-47	40th Ave W Replace Bridge over I-35	Bridge Repair or Reconstruction	\$5,100,000
MN-01-48	Hwy 2, Hwy 33, Hwy 194 Resurface multiple bridges in Saginaw Area	Bridge Repair or Reconstruction	\$3,900,000
Total:			\$89,300,000

Long-term Projects (2034-2049)

Proj. No.	Project Description	Type	Total Cost
MN-01-36	I-35 Grand Ave/West Duluth Interchange Bridges 69879, 69879A-E	Reconstruction	\$241,000,000
MN-01-37	Bong Bridge Redecking	Bridge Repair or Reconstruction	\$15,600,000
MN-01-38	Boundary Ave Interchange	Reconstruction	\$15,600,000
MN-01-39	Highway 53 Segment(s) to be determined	Preservation	\$25,000,000
MN-01-40	Highway 2 Segment(s) to be determined	Preservation	\$25,000,000
MN-01-41	Highway 61 Segment(s) to be determined	Preservation	\$25,000,000
MN-01-42	Highway 194 Segment(s) to be determined	Preservation	\$25,000,000
MN-01-43	I-35/I-35 Tunnels Segment(s) and bridge(s) to be determined	Preservation	\$100,000,000
Total:			\$472,200,000

** Projects shown beyond the year 2034 are not identified in MnDOT's current 10-year Capital Highway Investment Plan, 2025-2034. Although the financial capabilities analysis used in Sustainable Choices 2050 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 I-35 through the City of Duluth which will more clearly define the actual long term future costs of this infrastructure.*

Short-term Projects (2024-2028)

Proj. No.	Project Description	Type	Total Cost
MN-02-01	Slope stability repair N. Shore Drive <i>0.05 miles to 0.40 miles E of Jct TWP 2501 (Nording Rd)</i>	Reconstruction	\$6,000,000
MN-02-02	New bridge on CSAH 34 (Howard Gnesen Rd) <i>2.2 m W of CSAH 7</i>	Bridge Repair or Reconstruction	\$750,000
MN-02-03	Munger Shaw Road <i>US-53 at Munger Shaw Road (CSAH 15/CR 223)</i>	Intersection Control or Roundabout	\$950,000
MN-02-04	US 2 <i>US 2 at Munger Shaw Rd</i>	Intersection Control or Roundabout	\$925,000
MN-02-05	Munger Shaw Road <i>Bachelor Rd to Taft Rd</i>	Preservation	\$800,000
MN-02-06	CR 696 St. Louis River Rd <i>CSAH 98 to CSAH 13</i>	Preservation	\$1,100,000
MN-02-07	Maple Grove Road <i>TH 2 to Midway Road</i>	Preservation	\$1,600,000
MN-02-08	CSAH 6 Maple Grove Rd <i>TH 33 to TH 2</i>	Preservation	\$1,750,000
MN-02-09	Two Harbor Expressway and Homestead Rd <i>Reduced Conflict Intersections/Construct Left Turn Lanes Multiple Locations</i>	Intersection Control or Roundabout	\$722,000
MN-02-10	Bridge 93073 on CSAH 6 (Maple Grove Rd) <i>0.2 miles west of CR 889</i>	Bridge Repair or Reconstruction	\$500,000
MN-02-11	CR 859 Caribou Lk Rd <i>TH 194 to TH 53</i>	Preservation	\$500,000
MN-02-12	CR 898 Lindahl Rd <i>Hermantown city limits to CSAH 9</i>	Preservation	\$400,000
MN-02-13	CR 571 S. Pike Lake Rd <i>W terminus to CR 889</i>	Preservation	\$200,000
MN-02-14	CR 889 Solway Rd <i>CR 890 to S. Pike Lake Rd.</i>	Preservation	\$700,000
MN-02-15	CR 694 Seville Rd. <i>CR 859 to TH 53</i>	Preservation	\$900,000
MN-02-16	CR 888 S. Shore Dr. <i>W terminus to CR 892</i>	Preservation	\$200,000
MN-02-17	CSAH 11 2nd St. <i>5th Ave. to CSAH 14</i>	Preservation	\$800,000
MN-02-18	CSAH 54 Piedmont Ave. <i>Chambersburg Ave. to 24th Ave. W.</i>	Preservation	\$950,000
MN-02-19	Pavement Markings <i>6-inch wet reflective epoxy edgeline - various county roads</i>	Safety	\$230,000
MN-02-20	Pavement Markings <i>6-inch grooved in wet reflective epoxy - various county highways</i>	Safety	\$200,000
MN-02-21	Pavement Markings <i>6-inch grooved in wet reflective epoxy - various county highways</i>	Safety	\$450,000

Short-term Projects (2024-2028)

MN-02-22	Pavement Markings <i>6-inch grooved in wet reflective epoxy</i>	Safety	\$331,000
MN-02-23	Pavement Markings <i>6-inch grooved in wet reflective epoxy</i>	Safety	\$310,000
MN-02-24	Pavement Markings <i>6-inch paint edgelines in a groove</i>	Safety	\$71,000
MN-02-25	Pavement Markings <i>6-inch wet reflective epoxy edgeline - various county roads</i>	Safety	\$437,000
MN-02-26	Pavement Markings <i>6-inch wet reflective edgeline - various county roads</i>	Safety	\$196,000
MN-02-27	Pavement Markings <i>6-inch wet reflective epoxy edgeline - various county roads</i>	Safety	\$441,000
MN-02-28	Pavement Markings <i>6-inch wet reflective epoxy edgeline - various county roads</i>	Safety	\$543,000
MN-02-29	Pavement Markings <i>6-inch wet reflective edgeline - various county roads</i>	Safety	\$68,000
MN-02-30	40th Ave. W. <i>Grand Ave to 8th St</i>	Reconstruction	\$3,785,000
MN-02-31	CSAH 10 W. Tischer Rd. <i>CSAH 37 to Strand Rd.</i>	Preservation	\$1,100,000
MN-02-32	CR 241 Maxwell Rd. <i>Oak St. to CSAH 10</i>	Preservation	\$350,000
MN-02-33	CR 252 Medin Rd. <i>CSAH 37 to CR 241</i>	Preservation	\$600,000
MN-02-34	CR 246 Eagle Lake Rd. <i>CSAH 10 to CSAH 2</i>	Preservation	\$350,000
MN-02-35	CSAH 12 Lester River Rd. <i>CSAH 10 to CR 818</i>	Preservation	\$1,100,000
MN-02-36	Lavaque Road <i>Boundary Avenue to Morris Thomas Road</i>	Preservation	\$1,100,000
MN-02-37	Canosia Rd <i>St Louis River Rd to Industrial Rd</i>	Preservation	\$3,600,000
MN-02-38	CR 696 St. Louis River Rd <i>CSAH 48 to 0.25 miles east</i>	Preservation	\$100,000
MN-02-39	CSAH 13 Midway Rd. <i>Intersection CSAH 13 and CSAH 45 - LTL and grade correction</i>	Intersection Control or Roundabout	\$2,200,000
MN-02-40	Mcquade Road <i>MNTH-61 at McQuade Road (CSAH 33)</i>	Intersection Control or Roundabout	\$555,000
MN-02-41	Pavement Markings <i>6-inch grooved in wet reflective epoxy - various county roads</i>	Safety	\$550,000
MN-02-42	Pavement Markings <i>6-inch grooved in wet reflective epoxy - various county highways</i>	Safety	\$175,000
MN-02-43	Pavement Markings <i>6-inch paint edgeline - various county roads</i>	Safety	\$75,000

MN-02-44	CSAH 91 40th Ave. W. <i>RR Crossing improvements DOT #251887W</i>	Safety	\$400,000
MN-02-45	CSAH 98 Canosia Rd <i>RR Crossing improvements DOT #251909U</i>	Safety	\$400,000
MN-02-46	CSAH 32 Arrowhead Rd. <i>New Sidewalk from Menard Dr. to CSAH 91</i>	Bike or Pedestrian Improvement	\$600,000
MN-02-47	Stark Rd. <i>Midway Rd to 4th St.</i>	Preservation	\$850,000
MN-02-48	CSAH 19 St. Louis River Rd. <i>CSAH 13 to TH 2</i>	Preservation	\$400,000
MN-02-49	CSAH 45 N. Cloquet Rd. <i>CSAH 13 to CR 284</i>	Preservation	\$650,000
MN-02-50	CSAH 73 Old Hwy 61 <i>CR 898 to CSAH 45</i>	Preservation	\$300,000
MN-02-51	Jean Duluth Rd. <i>Jean Duluth Rd at W Tischer Rd - Left Turn Lanes (LTL)</i>	Intersection Control or Roundabout	\$800,000
MN-02-52	CSAH 54 Piedmont Ave. <i>Intersection CSAH 54 and 24th Ave. W.</i>	Intersection Control or Roundabout	\$1,000,000
MN-02-53	CSAH 28 Strand Rd. <i>New bridge 0.35 miles west of CSAH 2 over Lester River</i>	Bridge Repair or Reconstruction	\$1,000,000
MN-02-54	Morris Thomas Road <i>Crosby Road to Canosia Road</i>	Preservation	\$1,600,000
MN-02-55	Midway Road <i>Martin Road to N. Pike Lake Road</i>	Preservation	\$900,000
MN-02-56	Midway Road <i>TH 53 to Martin Road</i>	Preservation	\$1,300,000
MN-02-57	CR 982 Old Miller Tr. <i>CSAH 13 to TH 53</i>	Preservation	\$300,000
MN-02-58	CSAH 9 W Pike Lake/Helm Rd. <i>TH 53 to CR 999</i>	Preservation	\$700,000
MN-02-59	CSAH 13 Midway Rd. <i>Intersection Midway Rd. and Rose Rd. - Turn lanes</i>	Intersection Control or Roundabout	\$750,000
MN-02-60	CSAH 3 Becks Rd. <i>Intersection CSAH 3/13/CR 899 - Turn lanes</i>	Intersection Control or Roundabout	\$1,000,000
MN-02-61	CSAH 61 North Shore Dr. <i>Duluth city limits to Lake Co. - Lake Superior shoreline stability</i>	Reconstruction	\$10,000,000
MN-02-62	CR 222 Stoney Point Rd. <i>CSAH 61 to CSAH 61 - Lake Superior shoreline stability</i>	Reconstruction	\$3,000,000
MN-02-63	Old Miller Trunk Highway <i>Munger Shaw Rd to Midway Rd</i>	Preservation	\$1,000,000
MN-02-64	CSAH 9 Woodland Ave. <i>Snively Rd. to Anoka St.</i>	Preservation	\$3,100,000
MN-02-65	Hartley Park Storm Water Treatment <i>Hartley Park</i>	Reconstruction	\$2,000,000

Short-term Projects (2024-2028)

MN-02-66	BRIDGE 69845 ON CSAH 14 (W Skyline Parkway) <i>0.06 Miles N of Mountain Dr over railroad tracks</i>	Bridge Repair or Reconstruction	\$3,200,000
MN-02-67	New bridge on CR 283 (McDonnell Rd) <i>0.4 miles west of Lakewood Rd over Talmadge River</i>	Bridge Repair or Reconstruction	\$500,000
MN-02-68	Bridge 88789 on CR 893 (Stark Junction Rd) <i>0.5 miles north of Stark Rd over Midway River</i>	Bridge Repair or Reconstruction	\$700,000
MN-02-69	Bridge R0872 on CSAH 61 (Scenic 61) <i>0.4 miles north of Ryan Rd. over stream</i>	Bridge Repair or Reconstruction	\$1,200,000
MN-02-70	Bridge 8754 on CSAH 61 (North Shore Drive) <i>1.0 miles south of Homestead Rd. over stream</i>	Bridge Repair or Reconstruction	\$650,000
MN-02-71	Rice Lake Road <i>Separated Bike and Ped Trail</i>	Bike or Pedestrian Improvement	\$3,000,000
Total:			\$79,964,000

Mid-term Projects (2029-2033)

Proj. No.	Project Description	Type	Total Cost
MN-02-72	Midway Road <i>Interstate 35 to TH 2</i>	Preservation	\$1,600,000
MN-02-73	Midway Road <i>Highway 2 to TH 53</i>	Preservation	\$1,800,000
MN-02-74	CSAH 32 W. Arrowhead Rd. <i>Intersection CSAH 13 and CSAH 32</i>	Intersection Control or Roundabout	\$1,200,000
MN-02-75	CR 889 Solway Rd <i>Intersection TH 53/CR 889</i>	Intersection Control or Roundabout	\$1,000,000
MN-02-76	CSAH 9/CR 859 <i>Intersection TH 53/CSAH 9/CR 859</i>	Intersection Control or Roundabout	\$1,000,000
MN-02-77	CSAH 48 Taft Rd <i>CR 223 to CSAH 48 Lavaque Rd.</i>	Preservation	\$1,500,000
MN-02-78	Scenic 61 <i>McQuade Rd to Lake County Line</i>	Preservation	\$2,500,000
MN-02-79	Highway Safety Improvement Program (HSIP) <i>Implementing projects from the County Road Safety Plan</i>	Safety	\$2,400,000
MN-02-80	Federal Railroad Safety Program <i>County wide railroad safety crossing improvement projects</i>	Safety	\$3,600,000
MN-02-81	Arrowhead Rd. <i>Haines Rd to Rice Lake Rd</i>	Bike or Pedestrian Improvement	\$1,200,000
MN-02-82	CSAH 48 Lavaque Rd. <i>Sidewalk along CSAH 48 from Johnson Rd. to CSAH 56</i>	Bike or Pedestrian Improvement	\$700,000
MN-02-83	BRIDGE 93586 ON CR 245 <i>1.4 Miles N of Jct W Tischer Rd and over unnamed Stream</i>	Bridge Repair or Reconstruction	\$600,000
MN-02-84	BRIDGE 7702 ON CSAH 40 <i>1.7 Miles N of Jct E Pioneer Rd and over Sucker River</i>	Bridge Repair or Reconstruction	\$1,200,000

Mid-term Projects (2029-2033)

MN-02-85	BRIDGE 8755 ON CSAH 61 <i>0.56 Miles E of Jct Homestead Rd and over Little Sucker River</i>	Bridge Repair or Reconstruction	\$1,000,000
MN-02-86	BRIDGE 3597 ON CSAH 61 <i>0.3 Miles E of Jct McQuade Rd and over Talmadge River</i>	Bridge Repair or Reconstruction	\$1,800,000
MN-02-87	BRIDGE 8753 ON CSAH 61 <i>0.4 Miles E of Jct Ryan Rd and over Schmidt Creek</i>	Bridge Repair or Reconstruction	\$1,200,000
MN-02-88	BRIDGE 88584 ON CSAH 34 <i>0.6 Miles N of Jct Norton Rd and over Tischer Creek</i>	Bridge Repair or Reconstruction	\$600,000
MN-02-89	BRIDGE 90657 ON CSAH 13 <i>0.3 Miles S of Jct St. Louis River Rd and over Midway River</i>	Bridge Repair or Reconstruction	\$1,500,000
MN-02-90	BRIDGE 88655 ON CR 280 <i>0.7 Miles W of Jct Jean Duluth Rd and over Amity Creek</i>	Bridge Repair or Reconstruction	\$700,000
MN-02-91	BRIDGE 88560 ON CSAH 12 <i>0.24 Miles S of Jct Lavis Rd and over Talmadge River</i>	Bridge Repair or Reconstruction	\$700,000
MN-02-92	BRIDGE 88546 ON CSAH 9 <i>0.03 Miles NW of Jct Caribou Lake Rd and over Pine Creek</i>	Bridge Repair or Reconstruction	\$700,000
MN-02-93	BRIDGE 69501 ON CSAH 50 <i>0.12 Miles S of Jct Old N Shore Rd and over French River</i>	Bridge Repair or Reconstruction	\$1,500,000
MN-02-94	St. Louis River Road <i>Midway Road (CSAH 13) at St. Louis River Road (CR 696)</i>	Intersection Control or Roundabout	\$500,000
MN-02-95	Ugstad Rd <i>CSAH 6 to TH 53</i>	Preservation	\$1,500,000
MN-02-96	Homestead Road <i>TH 61 to W. Knife River Road</i>	Preservation	\$1,800,000
MN-02-97	CSAH 4 Rice Lake Rd. <i>CSAH 2 to CR 589</i>	Preservation	\$1,800,000
MN-02-98	CSAH 36 Arnold Rd. <i>CSAH 10 to CSAH 43</i>	Preservation	\$1,500,000
MN-02-99	Safe Routes to School (SRTS) / Transportation Alternatives (TA) <i>Implementing existing SRTS, Bicycle and Pedestrian Transportation Plans</i>	Bike or Pedestrian Improvement	\$1,200,000
Total:			\$38,300,000

Long-term Projects (2034-2049)

Proj. No.	Project Description	Type	Total Cost
MN-02-100	Lavaque Road <i>Martin Road to W. Lismore Road</i>	Preservation	\$3,100,000
MN-02-101	CSAH 14 2nd St. <i>CSAH 11 to CSAH 14</i>	Preservation	\$2,000,000
MN-02-102	W. Tischer Road	Preservation	\$2,100,000

Long-term Projects (2034-2049)

MN-02-103	Howard Gnesen Road <i>Arrowhead Road to Martin Road</i>	Reconstruction	\$10,000,000
MN-02-104	Lavaque Road <i>Morris Thomas Road to Maple Grove Road</i>	Preservation	\$1,800,000
MN-02-105	Industrial Road <i>TH 53 to 3.5 miles West</i>	Preservation	\$3,100,000
MN-02-106	Arrowhead Road <i>TH 53 to Arlington Avenue</i>	Preservation	\$3,400,000
MN-02-107	Haines Road <i>Railroad to Morris Thomas</i>	Preservation	\$3,100,000
MN-02-108	4th Street <i>6th Avenue East at 4th Street (CSAH 9)</i>	Intersection Control or Roundabout	\$1,200,000
MN-02-109	Transportation Alternatives (TA) / Safe Routes to School (SRTS) <i>Implementing projects within existing SRTS, Bicycle and Pedestrian Transportation Plans</i>	Bike or Pedestrian Improvement	\$5,000,000
MN-02-110	Highway Safety Improvement Program (HSIP) <i>Implementing projects from the County Road Safety Plan</i>	Safety	\$10,000,000
MN-02-111	Federal Railroad Safety Program <i>County wide railroad safety crossing improvement projects</i>	Safety	\$5,000,000
MN-02-112	Munger Shaw Rd <i>TH 53 to Bachelor Rd</i>	Preservation	\$2,000,000
MN-02-113	Bergstrom Rd <i>Munger Shaw Rd to TH 53</i>	Preservation	\$1,000,000
MN-02-114	Arrowhead Rd <i>Ugstad Rd to TH 53</i>	Preservation	\$1,000,000
Total:			\$53,800,000

Short-term Projects (2024-2028)

Proj. No.	Project Description	Type	Total Cost
MN-03-01	Aerial Lift Bridge <i>Structural and Mechanical maintenance, paint top span and lift span, side walk and deck replacement</i>	Bridge Repair or Reconstruction	\$11,000,000
MN-03-02	Railroad Street <i>Lake Ave to 5th Ave W</i>	Preservation	\$1,718,000
MN-03-03	Cross City Trail <i>59th Ave W to Zoo</i>	Bike or Pedestrian Improvement	\$915,000
MN-03-04	Campus Connector Trail <i>Vermillion Rd to Carver Ave</i>	Bike or Pedestrian Improvement	\$670,000
MN-03-05	Campus Connector Trail <i>London Rd to 1st Street</i>	Bike or Pedestrian Improvement	\$955,000
MN-03-06	Campus Connector Trail <i>Carver Ave to College St</i>	Bike or Pedestrian Improvement	\$500,000
MN-03-07	W Superior Street <i>Carlton St to Michigan St</i>	Reconstruction	\$33,000,000
MN-03-08	Canal Park Dr <i>Railroad St to Morse St</i>	Preservation	\$910,000
MN-03-09	Lake Ave <i>Railroad St to Lift Bridge</i>	Preservation	\$1,430,000
MN-03-10	Buchanan St <i>Canal Park Dr to Lake Ave</i>	Preservation	\$260,000
MN-03-11	40th Ave W <i>Grand Ave to I-35</i>	Reconstruction	\$1,160,000
MN-03-12	Kenwood Ave <i>Martha/Skyline Pkwy to Arrowhead Rd</i>	Reconstruction	\$4,560,000
MN-03-13	London Road <i>21st Ave E to 26th Ave E</i>	Preservation	\$843,750
MN-03-14	Junction Ave <i>College St to St Marie St</i>	Preservation	\$343,750
MN-03-15	St Marie St <i>Junction Ave to Vermilion Rd</i>	Reconstruction	\$4,400,000
MN-03-16	College St <i>Junction/19th Ave E to Woodland Ave</i>	Reconstruction	\$2,400,000
MN-03-17	Garfield Ave <i>Railroad St to Port Terminal Rd</i>	Preservation	\$280,000
MN-03-18	Port Terminal Rd <i>Garfield Ave to Helberg Dr</i>	Preservation	\$275,000
MN-03-20	Helberg Dr <i>Garfield Ave to Port Terminal Dr</i>	Preservation	\$450,000
MN-03-21	Transit Amenities <i>City Wide</i>	Bike or Pedestrian Improvement	\$640,000
Total:			\$66,710,500

Mid-term Projects (2029-2033)

Proj. No.	Project Description	Type	Total Cost
MN-03-22	Cody Street <i>68th Ave W to Central Ave</i>	Preservation	\$1,112,500
MN-03-23	4th Ave East <i>Superior St to 4th St</i>	Reconstruction	\$1,080,000
MN-03-24	Central Ave <i>I-35 to Raleigh St</i>	Preservation	\$200,000
MN-03-25	6th Ave East/Central Entrance <i>2nd Street to Mesaba Ave</i>	Reconstruction	\$7,200,000
MN-03-26	College Street <i>Kenwood Ave to Junction/19th Ave E</i>	Reconstruction	\$1,960,000
MN-03-27	Campus Connector Trail <i>Rice Lake Rd to Kenwood Ave</i>	Bike or Pedestrian Improvement	\$650,000
MN-03-28	4th Street <i>Mesaba Ave to 6th Ave E</i>	Reconstruction	\$3,720,000
MN-03-29	Grand Ave <i>Carlton St to 59th Ave W</i>	Preservation	\$2,387,500
MN-03-30	East Superior Street <i>4th Ave East to 21st Ave East</i>	Reconstruction	\$6,000,000
MN-03-31	East 2nd Street <i>12th Ave E to 21st Ave East</i>	Preservation	\$487,500
MN-03-32	East 3rd Street <i>12th Ave E to 21st Ave East</i>	Preservation	\$487,500
MN-03-33	East 4th Street <i>Wallace Ave to Hawthorne Rd</i>	Preservation	\$162,500
MN-03-34	11th Ave East <i>9th Street to Kenwood Ave</i>	Preservation	\$187,500
MN-03-35	London Rd <i>Superior St to 21st Ave E</i>	Preservation	\$1,250,000
MN-03-36	Safe Routes to School (SRTS) / Transportation Alternatives (TA) <i>Implementing existing SRTS, Bike, Ped Trail and Active Transportation Plans.</i>	Safety	\$1,200,000
Total:			\$28,085,000

Long-term Projects (2034-2049)

Proj. No.	Project Description	Type	Total Cost
MN-03-37	Aerial Lift Bridge <i>Structural Rehabilitation and Painting</i>	Bridge Repair or Reconstruction	\$7,800,000
MN-03-38	46th Ave W <i>I-35 to 8th St</i>	Preservation	\$762,500
MN-03-39	Carlton St <i>Grand Ave to Michigan St</i>	Preservation	\$225,000

Long-term Projects (2034-2049)

MN-03-40	West 3rd St 21st Ave W to Carlton St	Preservation	\$687,500
MN-03-41	24th Ave W Michigan St to Piedmont Ave	Preservation	\$681,250
MN-03-42	27th Ave W Courtland St to 3rd St	Preservation	\$312,500
MN-03-43	Waseca Industrial Road Extension 59th Ave W to 63rd Ave W to Raleigh St	Reconstruction	\$3,570,000
MN-03-44	Railroad St Garfield St to 5th Ave W	Reconstruction	\$4,320,000
MN-03-45	Garfield Ave Superior St to Port Terminal Rd	Preservation	\$1,800,000
MN-03-46	Joshua Ave Extension Maple Grove Rd to Arrowhead Rd	New construction	\$7,000,000
MN-03-47	13th St Skyline Parkway to Rice Lake Rd	Preservation	\$875,000
MN-03-48	Skyline Parkway 24th Ave W to 19th Ave E	Reconstruction	\$19,000,000
MN-03-49	19th Ave E Superior St to College St	Preservation	\$631,250
MN-03-50	E 8/9th St 6th Ave East to Woodland Ave	Reconstruction	\$5,960,000
MN-03-51	Woodland Ave 4th Street to Arrowhead Rd	Preservation	\$1,625,000
MN-03-52	40th Ave East London Rd to Superior St	Preservation	\$168,750
MN-03-53	43rd Ave East London Rd to Glenwood St	Preservation	\$775,000
MN-03-54	47th Ave E London Rd to Crosley Ave	Preservation	\$625,000
MN-03-55	60th Ave E London Rd to Glenwood St	Preservation	\$187,500
MN-03-56	Glenwood St Snively Rd to 43rd Ave E	Preservation	\$575,000
MN-03-57	Idaho St TH 23 to 88th Ave W	Preservation	\$443,750
MN-03-58	88th Ave W Idaho St to TH 23	Preservation	\$643,750
MN-03-59	East Superior Street 21st Ave E to 60th Ave E	Preservation	\$2,368,750
MN-03-60	Lake Ave Lift Bridge to 12th Street S curve	Reconstruction	\$1,720,000
MN-03-61	Minnesota Ave 12th Street S curve to Sky Harbor Airport	Reconstruction	\$15,520,000

Long-term Projects (2034-2049)

MN-03-62	Wade Stadium Trail 34th Ave W to Grand Ave	Bike or Pedestrian Improvement	\$200,000
MN-03-63	Lincoln Park Middle School Trail 40th Ave W to LP Middle School Dr	Bike or Pedestrian Improvement	\$300,000
MN-03-64	W 8th St 40th Ave W to 59th Ave W	Preservation	\$656,250
MN-03-65	Ramsey St Central Ave to Mike Colalillo Dr	Preservation	\$187,500
MN-03-66	Bristol St Central Ave to 52nd Ave W	Reconstruction	\$800,000
MN-03-67	Mike Colalillo Dr 46th Ave W to 52nd Ave W	Preservation	\$356,250
MN-03-68	W 1st St 42nd Ave W to 46th Ave W	Preservation	\$450,000
MN-03-69	W Superior St Michigan St to 42nd	Preservation	\$537,500
MN-03-70	W Superior St/Jenswold St/Michigan St Carlton St to 37th 1/2 Ave W	Preservation	\$312,500
MN-03-71	W Michigan St 37th 1/2 Ave W to 46th Ave W	Preservation	\$500,000
MN-03-72	Gary St TH 23 to Becks Rd	Preservation	\$718,750
MN-03-73	Central Ave I-35 to Cody St	Preservation	\$225,000
MN-03-74	Central Ave Cody to 8th St	Preservation	\$275,000
MN-03-75	Munger Trail Spur Bayview Heights Connection	New construction	\$1,000,000
MN-03-76	Cross City Trail Spirit Mountain Spur Cross City Trail to DWP	New construction	\$170,000
MN-03-77	Cross City Trail Zoo Spur Cross City Trail to DWP	New construction	\$175,000
MN-03-78	6th Ave W Michigan St to 2nd Street	Reconstruction	\$680,000
MN-03-79	5th Ave W Michigan St to 1st Street	Reconstruction	\$360,000
MN-03-80	4th Ave W Depot Rd to Mesaba Ave	Reconstruction	\$1,520,000
MN-03-81	3rd Ave W Depot Rd to 4th St	Reconstruction	\$1,360,000
MN-03-82	2nd Ave W Michigan St to Mesaba Ave	Reconstruction	\$1,480,000
MN-03-83	1st Ave W Michigan St to 4th St	Reconstruction	\$1,240,000

Long-term Projects (2034-2049)

MN-03-84	Lake Ave <i>Superior St to 7th St</i>	Preservation	\$312,500
MN-03-85	2nd Ave E <i>Michigan St to 4th St</i>	Reconstruction	\$2,920,000
MN-03-86	3rd Ave E <i>Michigan St to 4th St</i>	Reconstruction	\$1,200,000
MN-03-87	5th Ave E <i>3rd St to 5th St</i>	Reconstruction	\$560,000
MN-03-88	10th Ave E <i>5th St to 9th St</i>	Reconstruction	\$1,080,000
MN-03-89	1st Street <i>Mesaba Ave to 4th Ave E</i>	Reconstruction	\$3,840,000
MN-03-90	W Michigan St <i>TH 53 overpass to Carlton St</i>	Reconstruction	\$3,160,000
MN-03-91	W Superior St <i>Michigan St to 7th Ave W</i>	Reconstruction	\$2,400,000
MN-03-92	2nd Street <i>Mesaba Ave to 6th Ave E</i>	Reconstruction	\$4,320,000
MN-03-93	7th Street <i>Mesaba Ave to 6th Ave E</i>	Reconstruction	\$2,400,000
MN-03-94	Vinland St <i>Boundary Ave to Highland St</i>	Preservation	\$937,500
MN-03-95	Chambersburg Ave <i>Piedmont Ave to Anderson Rd</i>	Reconstruction	\$3,240,000
MN-03-96	Mall Dr <i>Central Entrance to Trinity Rd</i>	Preservation	\$200,284
MN-03-97	Mall Dr <i>Decker Rd to Haines Rd</i>	Preservation	\$494,318
MN-03-98	Swan Lake Rd <i>Basswood Ave to Arrowhead Rd</i>	Reconstruction	\$6,400,000
MN-03-99	Basswood Ave <i>Central Entrance to Swan Lake Rd</i>	Reconstruction	\$893,939
MN-03-100	Anderson Rd <i>Trinity Rd to Central Entrance</i>	Preservation	\$584,398
MN-03-101	Airport Rd <i>Cirrus Dr to Airport Approach Rd</i>	Preservation	\$412,050
MN-03-102	Airport Approach Rd <i>Airport Rd to US Hwy 53</i>	Preservation	\$433,593
MN-03-103	Transportation Alternatives (Ta) / Safe Routes To School (Srts) <i>Implementing projects within existing SRTS, Bike, Ped Trail and Active Transportation Plans.</i>	Safety	\$5,700,000
Total:			\$133,269,832

Short-term Projects (2024-2028)

Proj. No.	Project Description	Type	Total Cost
MN-04-01	Munger Trail Connector <i>Numerous segments from Hermantown school campus to and along St Louis River Rd</i>	Bike or Pedestrian Improvement	\$4,600,000
MN-04-02	Hermantown Rd <i>Haines Rd to Okerstrom</i>	Reconstruction	\$2,350,000
Total:			\$6,950,000

Mid-term Projects (2029-2033)

Proj. No.	Project Description	Type	Total Cost
MN-04-03	Transportation Alternatives (TA) / Safe Routes to School (SRTS) <i>Implementing projects within existing SRTS, Bike, Ped Trail and Active Transportation Plans.</i>	Safety	\$312,500
Total:			\$312,500

Long-term Projects (2034-2049)

Proj. No.	Project Description	Type	Total Cost
MN-04-04	Arrowhead Rd/Ugstad Rd <i>Roundabout</i>	Intersection Control or Roundabout	\$400,000
MN-04-05	Transportation Alternatives (TA) / Safe Routes to School (SRTS) <i>Implementing projects within existing SRTS, Bike, Ped Trail and Active Transportation Plans.</i>	Safety	\$937,500
Total:			\$1,337,500

Short-term Projects (2024-2028)

Proj. No.	Project Description	Type	Total Cost
MN-05-01	Westgate Blvd Frontage Road Improvements <i>Boundary Ave to Ugstad Rd</i>	Preservation	\$1,000,000
Total:			\$1,000,000

Mid-term Projects (2029-2033)

Proj. No.	Project Description	Type	Total Cost
MN-05-02	Munger trail connector through Proctor <i>Address Boundary Ave ROW and utility pole issues for 3 blocks</i>	Bike or Pedestrian Improvement	\$7,700,000
MN-05-03	Transportation Alternatives (TA) / Safe Routes to School (SRTS) <i>Implementing projects within existing SRTS, Bike, Ped Trail and Active Transportation Plans.</i>	Safety	\$312,500
Total:			\$8,012,500

Long-term Projects (2034-2049)

Proj. No.	Project Description	Type	Total Cost
MN-05-04	Transportation Alternatives (TA) / Safe Routes to School (SRTS) <i>Implementing projects within existing SRTS, Bike, Ped Trail and Active Transportation Plans.</i>	Safety	\$937,500
Total:			\$937,500

Short-term Projects (2024-2028)

Proj. No.	Project Description	Type	Total Cost
Total:			

Mid-term Projects (2029-2033)

Proj. No.	Project Description	Type	Total Cost
Total:			

Long-term Projects (2034-2049)

Proj. No.	Project Description	Type	Total Cost
MN-06-01	Rice Lake Road And Martin Road <i>Upgrades to this intersection</i>	Intersection Control or Roundabout	\$400,000
MN-06-02	Frontage Road Along Rice Lake Road <i>Install a frontage road between Martin Rd and W Calvary Rd</i>	Reconstruction	\$3,100,000
Total:			\$3,500,000

Short-term Projects (2024-2028)

Proj. No.	Project Description	Type	Total Cost
MN-07-01	Transit Operations: Regular Route	Operations & Maintenance	\$123,690,527
MN-07-02	Transit Operations: Paratransit	Operations & Maintenance	\$7,153,306
MN-07-03	Transit Capital Assistance	Vehicle Replacements	\$10,500,000
MN-07-04	Transit Capital Assistance	Technology	\$250,000
MN-07-05	Transit Capital Assistance	Passenger Amenities	\$4,800,000
MN-07-06	Bus Purchase: Paratransit Vehicles	Vehicle Replacements	\$1,490,000
MN-07-07	Planning: Operations	Planning	\$225,000
Total:			\$148,108,833

Mid-term Projects (2029-2033)

Proj. No.	Project Description	Type	Total Cost
MN-07-08	Transit Operations: Regular Route	Operations & Maintenance	\$146,905,545
MN-07-09	Transit Operations: Paratransit	Operations & Maintenance	\$8,495,883
MN-07-10	Transit Capital Assistance	Operations & Maintenance	\$4,000,000
MN-07-11	Transit Capital Assistance	Technology	\$1,000,000
MN-07-12	Transit Capital Assistance	Passenger Amenities	\$5,000,000
MN-07-13	Bus Purchase: Regular Route	Vehicle Replacements	\$21,000,000
MN-07-14	Bus Purchase: Paratransit Vehicles	Vehicle Replacements	\$4,000,000
MN-07-15	Planning: Operations	Planning	\$300,000
Total:			\$190,701,428

Long-term Projects (2034-2049)

Proj. No.	Project Description	Type	Total Cost
MN-07-16	Transit Operations: Regular Route	Operations & Maintenance	\$682,331,075
MN-07-17	Transit Operations: Paratransit	Operations & Maintenance	\$39,460,766
MN-07-18	Transit Capital Assistance	Operations & Maintenance	\$40,000,000
MN-07-19	Transit Capital Assistance	Technology	\$4,000,000
MN-07-20	Transit Capital Assistance	Passenger Amenities	\$3,000,000
MN-07-21	Bus Purchase: Regular Route	Vehicle Replacements	\$77,000,000
MN-07-22	Bus Purchase: Paratransit Vehicles	Vehicle Replacements	\$19,000,000
MN-07-23	Planning: Operations	Planning	\$1,000,000
Total:			\$865,791,841

Short-term Projects (2024-2028)

Proj. No.	Project Description	Type	Total Cost
Total:			

Mid-term Projects (2029-2033)

Proj. No.	Project Description	Type	Total Cost
MN-08-01	Rebuild Garfield Dock (Berth 11) and Clure Terminal	Preservation	\$24,000,000
Total:			\$24,000,000

Long-term Projects (2034-2049)

Proj. No.	Project Description	Type	Total Cost
Total:			

Short-term Projects (2024-2028)

Proj. No.	Project Description	Type	Total Cost
WI-01-01	US 53/E 2nd St <i>2nd Ave E to Hughitt Ave/Blatnik Bridge</i>	Preservation	\$3,237,000
WI-01-02	US 53/E 2nd St <i>E Street Intersection Safety Improvements</i>	Safety	\$1,262,000
WI-01-03	US 2 <i>STH 13 Bridge Rehab</i>	Bridge Repair or Reconstruction	\$875,000
WI-01-04	STH 105 <i>MN/WI State Line to STH 35</i>	Preservation	\$4,761,000
WI-01-05	Marina Drive <i>Marina Drive N to Barkers Island</i>	Reconstruction	\$2,210,000
WI-01-06	STH 105 <i>Culvert Replacement - Unnamed Tributary to Pokegama River</i>	Bridge Repair or Reconstruction	\$2,955,000
WI-01-07	US 13 <i>Engdahl Rd to US 53</i>	Safety	\$58,000
WI-01-08	US 2 <i>53rd Ave E to CTH C</i>	Preservation	\$9,800,000
WI-01-10	Tower Avenue <i>69th Street to 64th Street</i>	Preservation	\$701,000
WI-01-11	STH 35 (Tower Ave) & STH 105 (Central Ave) <i>Intersection Signal Insall & RR Signal Interconnection</i>	Safety	\$800,000
WI-01-12	STH 13 between Superior and Port Wing <i>Four Bridge Rehab Projects B-16-014,- 015, 016 & 023</i>	Bridge Repair or Reconstruction	\$3,500,000
WI-01-13	Rail-Highway Crossing Safety Level of Effort Project <i>Ogden Ave Crossing 852857P</i>	Safety	\$7,500
WI-01-14	Rail-Highway Crossing Safety Level of Effort Project	Safety	\$100,000
WI-01-15	Rail-Highway Crossing Safety Level of Effort Project	Safety	\$100,000
WI-01-16	CTH C <i>W of STH 35 - BNSF Crossing 086402V - Warning Devices</i>	Safety	\$252,500
WI-01-17	Rail-Highway Crossing Safety Level of Effort Project	Safety	\$100,000
WI-01-18	CTH C <i>MN State Line/STH 35 - BNSF Crossing 067768H - Signal Replacement</i>	Safety	\$353,500
WI-01-19	CTH C <i>MN State Line/STH 35 - BNSF Crossing 067768H - Preservation</i>	Safety	\$101,000
WI-01-20	Rail-Highway Crossing Safety Level of Effort Project	Safety	\$100,000
WI-01-21	Blatnik Bridge <i>Wisconsin Portion - Pile Load Testing/Footing Design and Location Investigation</i>	Preliminary Engineering	\$5,000,000

WI-01-22	Blatnik Bridge Preliminary Engineering <i>Wisconsin Portion</i>	Preliminary Engineering	\$16,333,000
WI-01-23	Blatnik Bridge <i>Wisconsin Portion</i>	Bridge Repair or Reconstruction	\$900,000,000
Total:			\$952,606,500

Mid-term Projects (2029-2033)

Proj. No.	Project Description	Type	Total Cost
Total:			

Long-term Projects (2034-2049)

Proj. No.	Project Description	Type	Total Cost
WI-01-24	Tower Ave <i>Segment to be determined</i>	Preservation	\$3,500,000
Total:			\$3,500,000

Short-term Projects (2024-2028)

Proj. No.	Project Description	Type	Total Cost
WI-02-01	CTH C <i>MN State Line to Barnes Rd</i>	Reconstruction	\$4,653,000
WI-02-02	CTH UU <i>CTH U to STH 13</i>	Preservation	\$1,200,000
WI-02-03	CTH E <i>E City Limits Rd To CTH K</i>	Preservation	\$1,100,000
WI-02-04	CTH Z <i>S Lyman Lake Rd - Hwy 13 Overpass</i>	Preservation	\$3,800,000
WI-02-05	CTH U	Reconstruction	\$2,200,000
Total:			\$12,953,000

Mid-term Projects (2029-2033)

Proj. No.	Project Description	Type	Total Cost
WI-02-06	CTH Z <i>Rail Road Bridge</i>	Safety	\$8,100,000
WI-02-07	CTH E <i>CTH K to CTH C</i>	Preservation	\$1,500,000
Total:			\$9,600,000

Long-term Projects (2034-2049)

Proj. No.	Project Description	Type	Total Cost
Total:			

Short-term Projects (2024-2028)

Proj. No.	Project Description	Type	Total Cost
WI-03-01	Tower Ave	Preservation	\$2,000,000
WI-03-02	Bus Shelter Replacement	Safety	\$750,000
WI-03-03	Hammond Ave <i>Belknap St to 21th St</i>	Reconstruction	\$6,000,000
WI-03-04	Hammond Ave <i>21st St to 28th St</i>	Reconstruction	\$6,000,000
WI-03-05	E 5TH ST <i>24th Ave E and 31st Ave E</i>	Reconstruction	\$2,300,000
WI-03-06	28th St <i>Paved Trail</i>	Bike or Pedestrian Improvement	\$700,000
WI-03-07	AWOS (Automated Weather Observing System)	Airport	\$250,000
WI-03-08	Parallel Taxiway	Airport	\$3,000,000
WI-03-09	Runway	Airport	\$3,000,000
WI-03-10	Blatnik Bridge <i>Superior Traffic Management</i>	Safety	\$1,000,000
Total:			\$25,000,000

Mid-term Projects (2029-2033)

Proj. No.	Project Description	Type	Total Cost
WI-03-11	Tower Ave <i>South of Belknap Reconstruction/Road Diet/Bike/Peds</i>	Reconstruction	\$10,000,000
WI-03-12	Transportation Alternatives (TA) / Safe Routes to School (SRTS) <i>Implementing existing SRTS, Bike, Ped, Trail and Active Transportation Plans.</i>	Safety	\$1,200,000
Total:			\$11,200,000

Long-term Projects (2034-2049)

Proj. No.	Project Description	Type	Total Cost
WI-03-13	N 28th Street <i>Viaduct</i>	Reconstruction	\$20,000,000
WI-03-14	Transportation Alternatives (TA) / Safe Routes to School (SRTS) <i>Implementing projects within existing SRTS, Bike, Ped, Trail and Active Transportation Plans.</i>	Safety	\$5,800,000
Total:			\$25,800,000

Short-term Projects (2024-2028)

Proj. No.	Project Description	Type	Total Cost
WI-04-01	Rail-Highway Crossing Safety Level of Effort Project	Safety	\$100,000
WI-04-02	CTH W (Chicago Ave) <i>WLC Crossing 251873N Preservation</i>	Safety	\$353,000
WI-04-03	Rail-Highway Crossing Safety Level of Effort Project	Safety	\$100,000
WI-04-04	Rail-Highway Crossing Safety Level of Effort Project	Safety	\$100,000
Total:			\$653,000

Mid-term Projects (2029-2033)

Proj. No.	Project Description	Type	Total Cost
Total:			

Long-term Projects (2034-2049)

Proj. No.	Project Description	Type	Total Cost
Total:			

Proj. No.	Project Description	Type	Jurisdiction
	East Calvary Road - Howard Gnesen Rd to Woodland Ave <i>Multi-Model Needs Study between Homecraft Elementary and the Woodland business district</i>	Study	City of Rice Lake
	West Calvary Road -Rice Lake Rd to Howard Gnesen Rd <i>Corridor Study</i>	Study	City of Rice Lake
	US Hwy 2 Railroad Crossing Study	Study	MnDOT
	US Hwy 2/53 and Moccasin Mike Rd Interchange Study	Study	WisDOT
	US Hwy 53 - Belknap St to Blatnik Bridge <i>Corridor Study</i>	Study	WisDOT
	Douglas County Hwy C and WI Hwy 35 <i>Reduce Intersection Conflicts</i>	Study	Douglas County
	Miller Trunk Hwy Study - Maple Grove Rd to Midway Rd <i>Reduce Conflict Intersection</i>	Study	MnDOT
	Midway Rd Corridor Study - I 35 To US Hwy 53	Study	City of Hermantown
	Maple Grove Rd Corridor Study - US Hwy 53 To Lavaque Rd	Study	City of Hermantown
	Hermantown Transit Study <i>Ridership Needs and Stop Locations</i>	Study	City of Hermantown
	Proctor Transportation Plan <i>I-35 Interchange/Munger Trail Spur/Boundary Ave and Active Transportation Routes</i>	Study	City of Proctor
	Proctor Transit Study <i>Especially for the older population and in connection with assisted living facilities</i>	Study	City of Proctor
	Transit Transfer Point Study <i>Consider stop, centers, park and ride locations, level of use, and economic benefits.</i>	Study	Duluth Transit Authority
	New South Superior thoroughfare between US Hwy 2/53 to <i>Would include an examination of the future role of East 2nd Street thru Superior.</i>	Study	City of Superior
	Winter Street Truck Route Corridor between US Hwy 53 and <i>Include an examination of the future role of Belknap Street thru Superior.</i>	Study	City of Superior
	Superior Railyard Crossing Study - Winter St, Belknap St, 21st St <i>Viaducts, Bridges and At-Grade Crossings</i>	Study	City of Superior
	Superior Urban Railroad Crossings <i>The railroads significantly divide the neighborhoods in numerous places</i>	Study	City of Superior
	Superior Transit Study	Study	City of Superior
	7Th Ave West Incline - Historic Pedestrian Way	Study	City of Duluth
	Traffic Signal Management Study <i>Connected and Dynamic Signals and CAV Readiness</i>	Study	MIC Area
	CSAH 13 Midway Rd. <i>RR Crossing and intersection of CSAH 13/US 2 intersection</i>	Study	St. Louis County
	CSAH 13 Midway Rd. <i>RR Crossing and intersection of CSAH 13 and CR 696</i>	Study	St. Louis County
	CSAH 13 Midway Rd.	Study	St. Louis County
	N28th Street Viaduct Feasibility	Study	City of Superior

Blatnik Bridge Superior Traffic Management	Study	City of Superior
Spirit Valley/West Duluth Small Area Plan	Study	MnDOT
Downtown Duluth Area Plan <i>Downtown and Canal Park Area Market Study</i>	Study	City of Duluth
I-35 Corridor Study Update	Study	MnDOT/MIC
Downtown I-35 Corridor Concepts Feasibility Study	Study	MnDOT
Ugstad Road/I-35 Interchange <i>Reevaluate justification for Interchange Should Future Land Use Change Significantly</i>	Study	MnDOT/MIC
21st Ave Traffic Control <i>Multi-Modal Improvements</i>	Study	MnDOT
Garfield Ave <i>Multi-Modal Crossing Improvements</i>	Study	MnDOT

Short-term Projects (2024-2028)

Proj. No.	Project Description	Type	Total Cost
DTA	Bus Purchase: Regular Route	Vehicle Replacements	\$17,500,000
DTA	Bus Purchase: Paratransit Vehicles	Vehicle Replacements	\$1,280,000
St. Louis County	CSAH 4 Rice Lake Rd. <i>Technology Dr. to N. Tischer Rd.</i>	Reconstruction	\$40,000,000
St. Louis County	Slope stability repair N. Shore Drive <i>0.05 miles to 0.40 miles E of Jct TWP 2501 (Nording Rd)</i>	Reconstruction	\$6,000,000
Total:			\$64,780,000

Mid-term Projects (2029-2033)

Proj. No.	Project Description	Type	Total Cost
MnDOT	Bridge #69826 on MSAS 110 (40th Ave W) - Over I-35	Bridge Repair or Reconstruction	\$5,100,000
MnDOT	I-535 - Twin Ports Interchange to Garfield Interchange	Reconstruction	\$5,300,000
Proctor	Ugstad Road Interchange	New Construction	\$100,000,000
Total:			\$100,000,000

Long-term Projects (2034-2049)

Proj. No.	Project Description	Type	Total Cost
MnDOT	NLX Infrastructure <i>Rail Station for NLX Line at Depot in Duluth</i>	NLX	\$25,000,000
WisDOT	NLX Infrastructure <i>Rail Station for NLX Line at Depot in Duluth</i>	NLX	\$25,000,000
City of Duluth	NLX Infrastructure <i>Rail Station for NLX Line in Superior</i>	NLX	\$25,000,000
City of Superior	NLX Infrastructure <i>Rail Station for NLX Line in Superior</i>	NLX	\$25,000,000
MnDOT	US 2 <i>CN Railroad Bridge replacement (MnDOT District 1 Freight Plan, Project D42)</i>	Freight	\$20,000,000
St. Louis County	Martin Road Extension <i>Jean Duluth Rd to MN TH 61</i>	Construction	\$31,200,000
DTA	Bus Rapid Transit (BRT along mainline & Central Entrance)	Service Expansion and Capital	\$50,000,000
Total:			\$201,200,000

Fiscal Summary

This plan recognizes there is insufficient revenue to cover all the existing transportation infrastructure expenses within the MIC area (see the *Key Takeaways of Chapter 3*), and bolsters this understanding through its vision to achieve fiscal sustainability. (see *Chapter 2*).

The fiscal analysis of projects in this plan shows fiscal constraint. Yet 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. The summary explanation for this apparent contradiction is two-fold: one, the MIC area will continue to have very large and expensive infrastructure projects that are anticipated to take place within this 25-year planning horizon but are not fully scoped at this time, thus their associated cost estimates are not yet known. Two, not all publicly funded transportation system costs are federally eligible and considered regionally significant, and thus not all projects in the MIC area are included in this plan's project lists and fiscal analysis.

The longer explanation includes three key factors to consider:

- The project lists in this plan only cover federally funded and regionally significant urban transportation projects—not the entire publicly funded transportation system in the Duluth-Superior area.

While these roadways include all of the state DOT 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 shown for the respective cities are insufficient 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.

The intent of this plan and the project list is not to preserve the entire transportation system “as is,” but to re-shape it to meet future needs, consistent with the vision of this plan, by implementing its goals and objectives.

- 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 beyond a handful of years, with none 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. 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.

- Initial environmental review and alternative selection for the Blatnik Bridge reconstruction project in the MIC area has been completed. Preliminary planning, fieldwork and design are being conducted, and construction is anticipated to begin in 2026. This is a joint project between MnDOT and WisDOT and will address aging infrastructure, improve safety and better accommodate oversize and overweight loads. The majority of the \$1.9 billion estimated cost has been funded through a federal INFRA grant under the Bipartisan Infrastructure Law. Additionally, each state has contributed matching funds for the bridge reconstruction.

Project Impact Assessments

In addition to determining the capability of jurisdictions within the MIC area to finance the transportation projects listed in this plan, the potential for the planned projects to negatively impact area communities socially, environmentally, or culturally must also be considered.

Community Impact & Environmental Justice

Communities with environmental justice concerns have been historically underserved and/or disproportionately adversely impacted by transportation policy and system development. These communities typically include people of low income as well as those that are racially and ethnically diverse.

Environmental Justice (EJ) Definition

Environmental Justice is 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, state, or local agencies.

For our EJ analyses, the MIC defines “low income” as 200% of the federal poverty level.

The 2020 Census and American Community Survey (2021) were used to consider environmental justice factors, such as income, race, ethnic origin, ambulatory difficulties, persons speaking English less than ‘very well’ or not at all, family access to vehicles, and more. These data and figures are in the Demographic Trends Report in Appendix B.

Environmental Justice (EJ) Analyses

For our EJ analyses, the MIC defines “low income” as 200% of the federally-defined poverty level.

Environmental justice populations have unique transportation needs and preferences that must be understood when planning for public transportation projects, such as those listed in this plan. Specific transportation-related challenges of these communities include:

- Statistically more likely to have limited or no access to a vehicle. (See Map 6.1).
- More likely to be dependent on public transit, walking, and/or biking as the primary means of transportation.
- People with limited proficiency in English may have difficulties attaining drivers’ licenses or navigating transit systems.
- People with ambulatory difficulties (those having difficulty walking or using stairs) face additional transportation barriers, especially in the MIC area given the topography. (See Map 6.2).
- Of particular concern is that 18.6% of MIC area families are considered low income, in accordance with the MIC’s definition (see Map 6.3).

Map 6.4 utilizes some of the data in the Demographics Trends Report to display the relative proximity of future planned projects to areas of minority and low income populations.

The purpose of this map is to help identify planned projects that have potential to result in negative impacts and which should be further assessed to determine the likelihood, severity, and specific types of environmental justice impacts as part of the project’s early scoping and planning, prior to any construction. Some of the planned projects are within areas that should be considered for environmental justice concerns, and are listed in the sidebar to the right.

Duluth-Superior MIC Area Population Demographics

- Total Pop = 146,771 people **
- Low Income= 18.6% of families*
- White Population = 90.8% *
- Minority Population = 9.2% *
- African–American = 1.9% *
- American –Indian = 1.6% *
- Ambulatory Difficulties = 5.6% *
- Speak Other than English = 5% *
- Older than 65 = 16.1% **

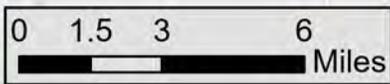
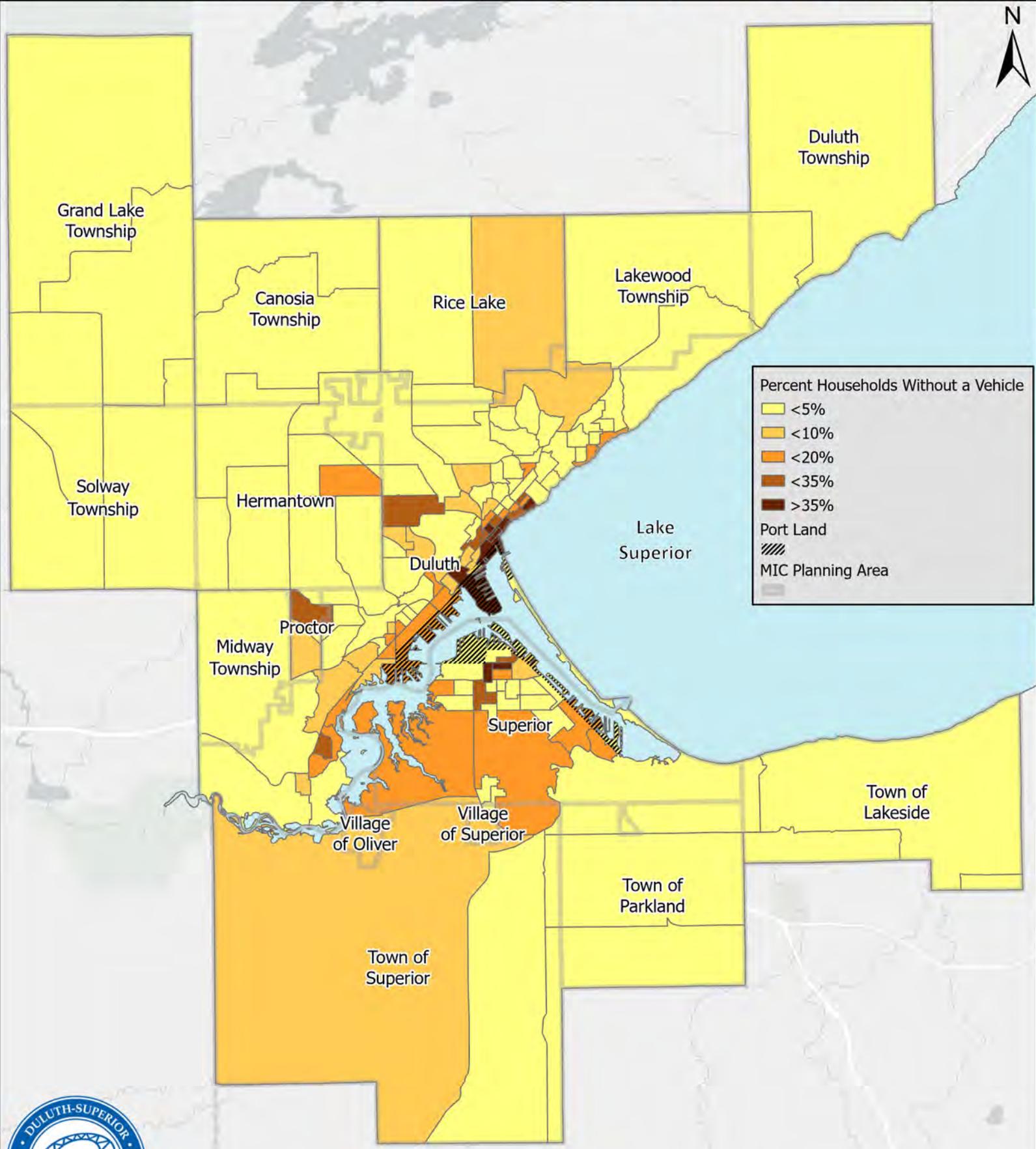
**Source: 2021 American Community Survey*

***Source: 2020 Census*

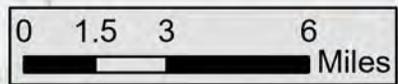
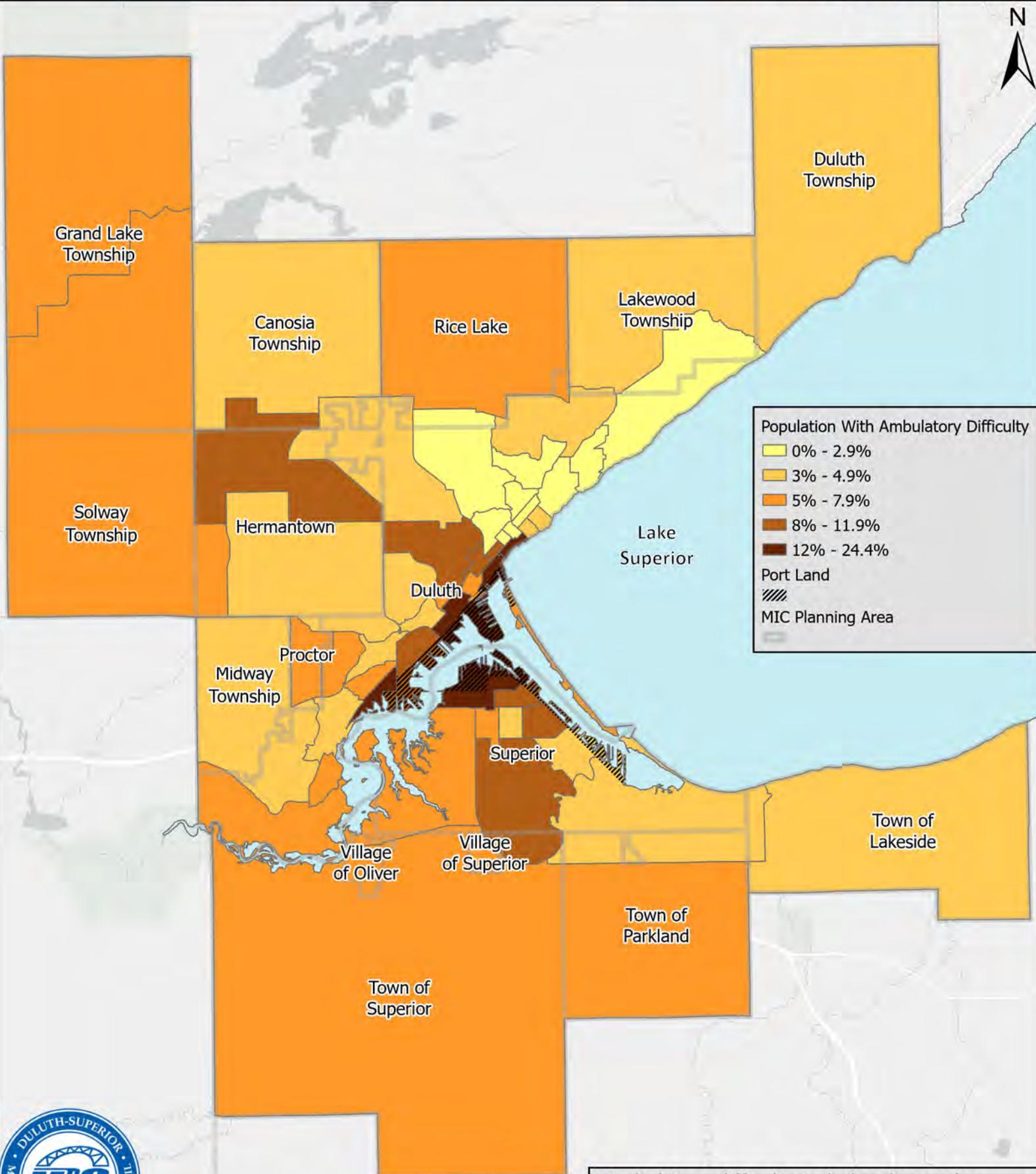
Planned Projects with Potential Environmental Justice Concerns

- **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
- **West Superior Street**

Map 6.1 Percentage of Households without a Vehicle per Block Group



Map 6.2 Percentage of Population with Ambulatory Difficulties per Census Tract

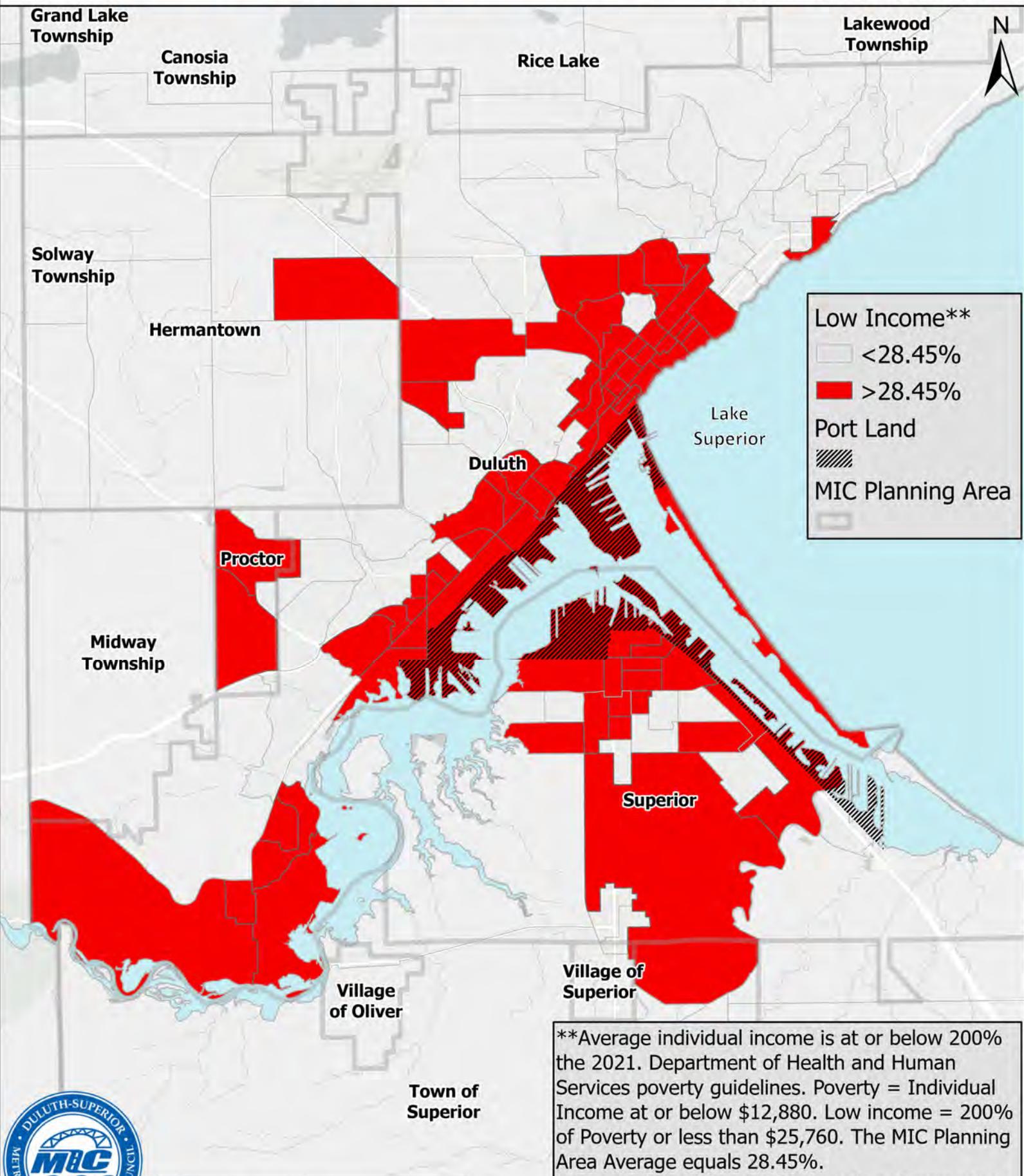


- Ambulatory difficulty includes those who have difficulty walking or using stairs.
- Data from 2021 American Community Survey

Map 6.3 Percentage of Single Households Considered Low Income per Block Group



Sustainable Choices 2050



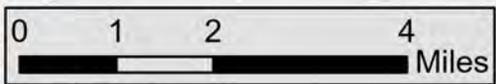
Low Income**

- <28.45%
- >28.45%

Port Land

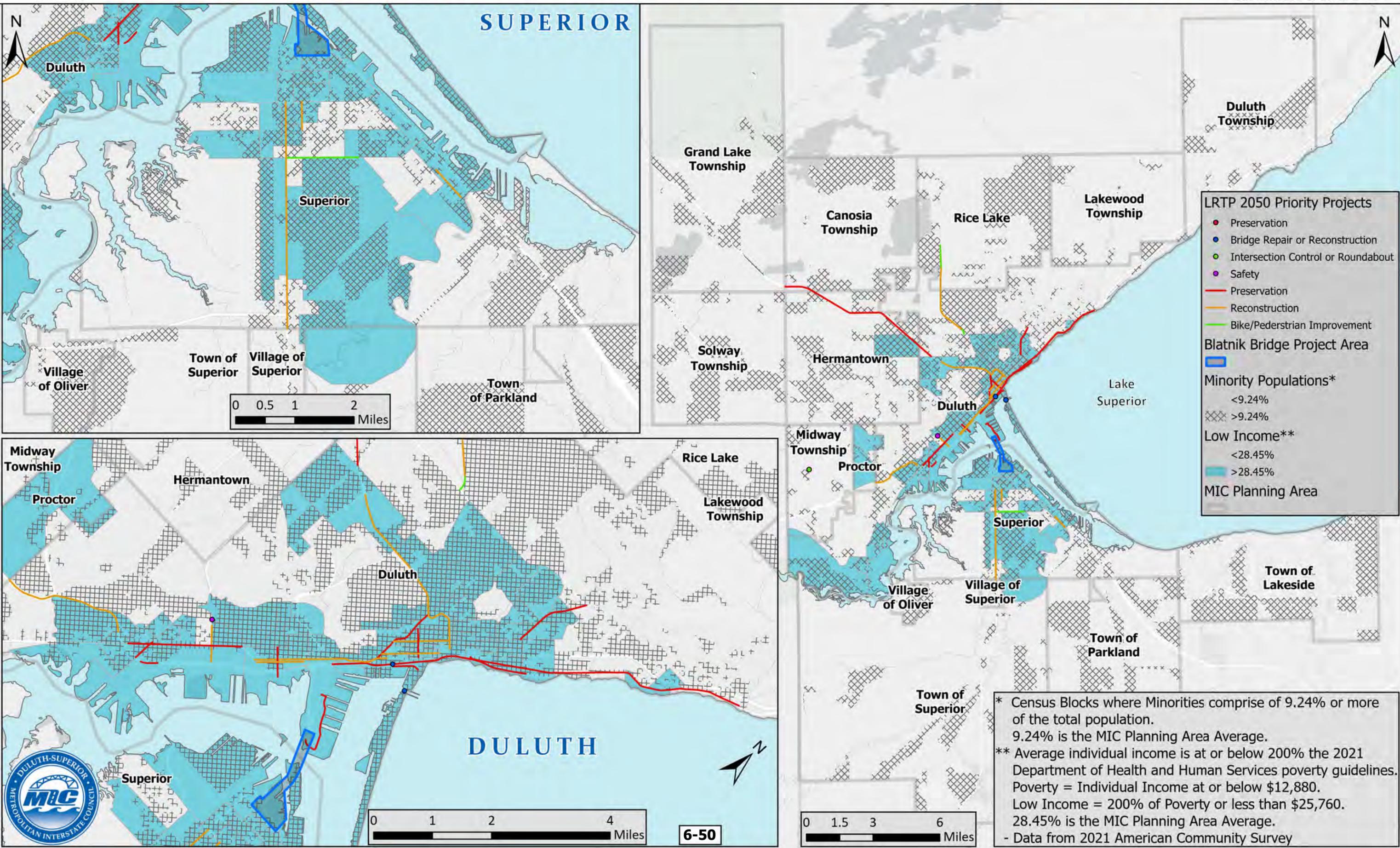
MIC Planning Area

**Average individual income is at or below 200% the 2021. Department of Health and Human Services poverty guidelines. Poverty = Individual Income at or below \$12,880. Low income = 200% of Poverty or less than \$25,760. The MIC Planning Area Average equals 28.45%.
 - Data gathered from 2021 American Community Survey



Map 6.4

2050 Project Impact Assessment - Environmental Justice Analysis



Environmentally Sensitive Areas

Map 6.5 represents the MIC area environmental sensitivity analysis. The map includes all the planned projects of this plan (see pages 6-17—6-43), as well as 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. Thus, the map identifies the relative proximity of future planned projects to environmentally, culturally, and/or historically sensitive areas.

The map was developed in preparation for the interagency consultations that are necessary to satisfy the MIC's requirements regarding the National Environmental Policy Act (NEPA), and was used for both a Natural Resources and Environmental Consultation and a Historic Resources and Historic Preservation Consultation.

Natural Resources and Environmental Consultation

The MIC notified relevant agencies, including the Fond du Lac Tribe of the proposed projects, provided a version of Map 6.5 and requested the following:

As local staff addressing environmental issues please provide short high-level input, concerns, and recommendations in regard to location of the proposed transportation projects within the MIC area to natural resources and environmental factors, Specifically, please:

- 1. Review the map of projects and determine if any of the projects within your area of jurisdiction have realistic potential to negatively impact any environmental resources, such as wetlands, surface waters, exceptional or outstanding resource waters, floodplains, habitat protection areas, runoff concerns, and/or public properties. Note that the attached map of projects does include layers of sensitive species and wetlands that our GIS staff was able to find. If it is easier to overlay the map of projects within a GIS that has these environmental layers, please let me know and I can get you the shapefile. Please note which of the projects (using the Project ID) have realistic potential to have negative environmental impacts.*
- 2. For each of the projects you identified or marked in question 1 what is the concern? This can be a short, general description.*
- 3. For each of the projects you identified or marked in question 1 do you have a recommendation that should be considered/ followed? Alternatively, is there a regulation that pertains that*

Stakeholders invited to participate in the Natural Resources & Environmental Consultation

City of Duluth

City of Superior

Douglas County

Fond du Lac Tribe

Minnesota DNR

Minnesota PCA

Minnesota Sea Grant

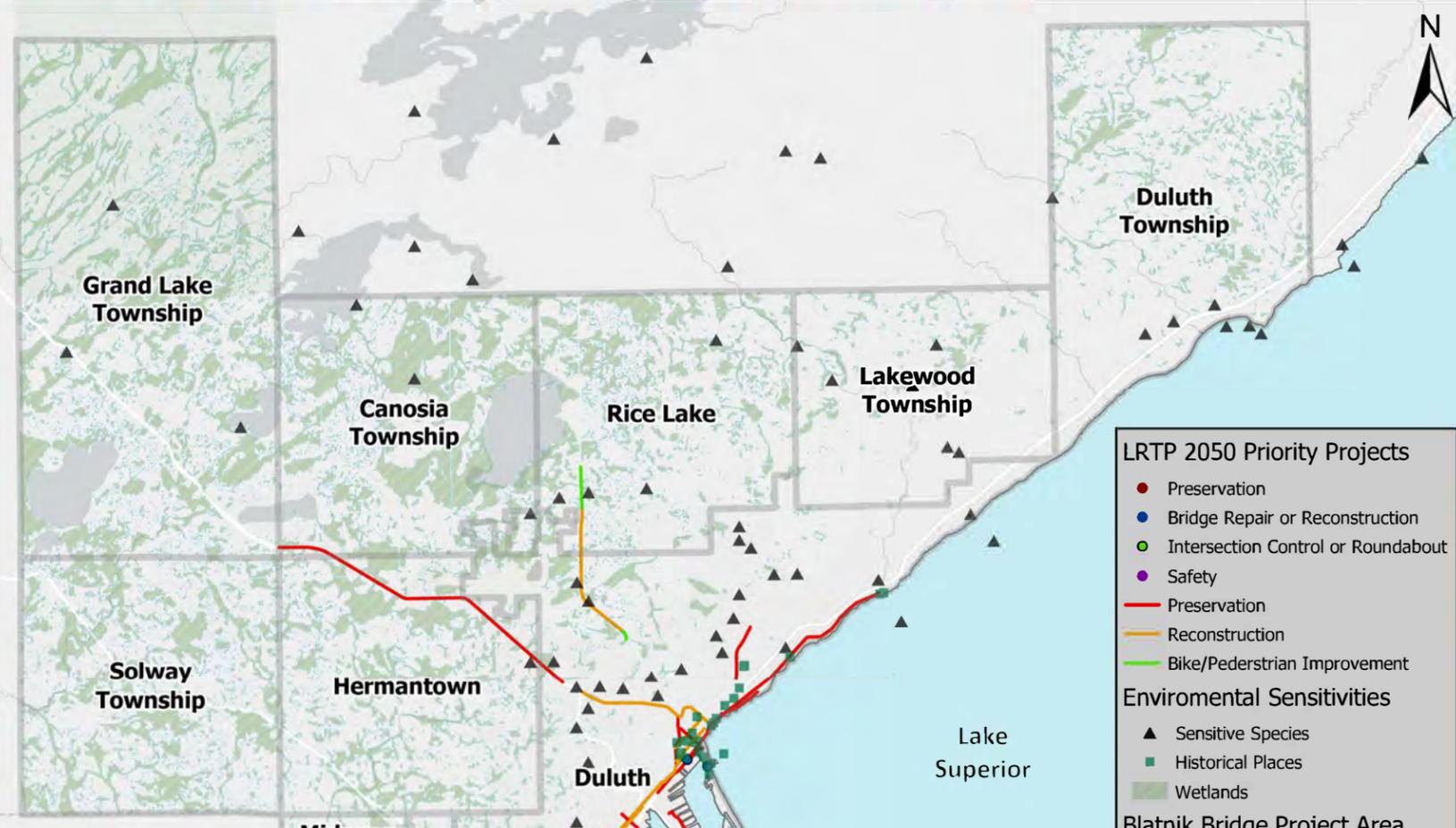
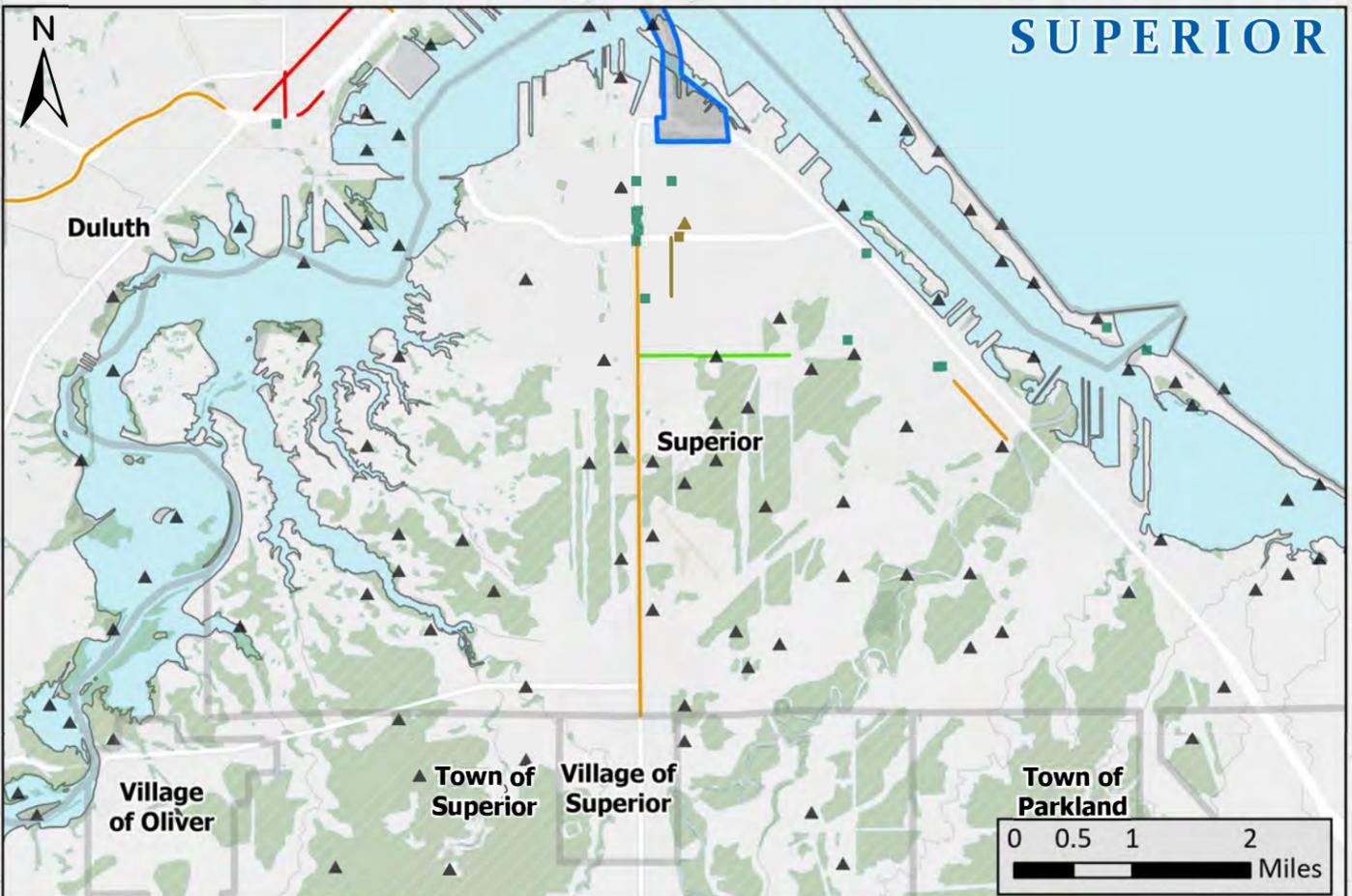
Wisconsin DNR

Wisconsin Sea Grant

Western Lake Superior Sanitary District



Map 6.5 2050 Project Impact Assessment - Environmental Sensitivity Analysis



L RTP 2050 Priority Projects

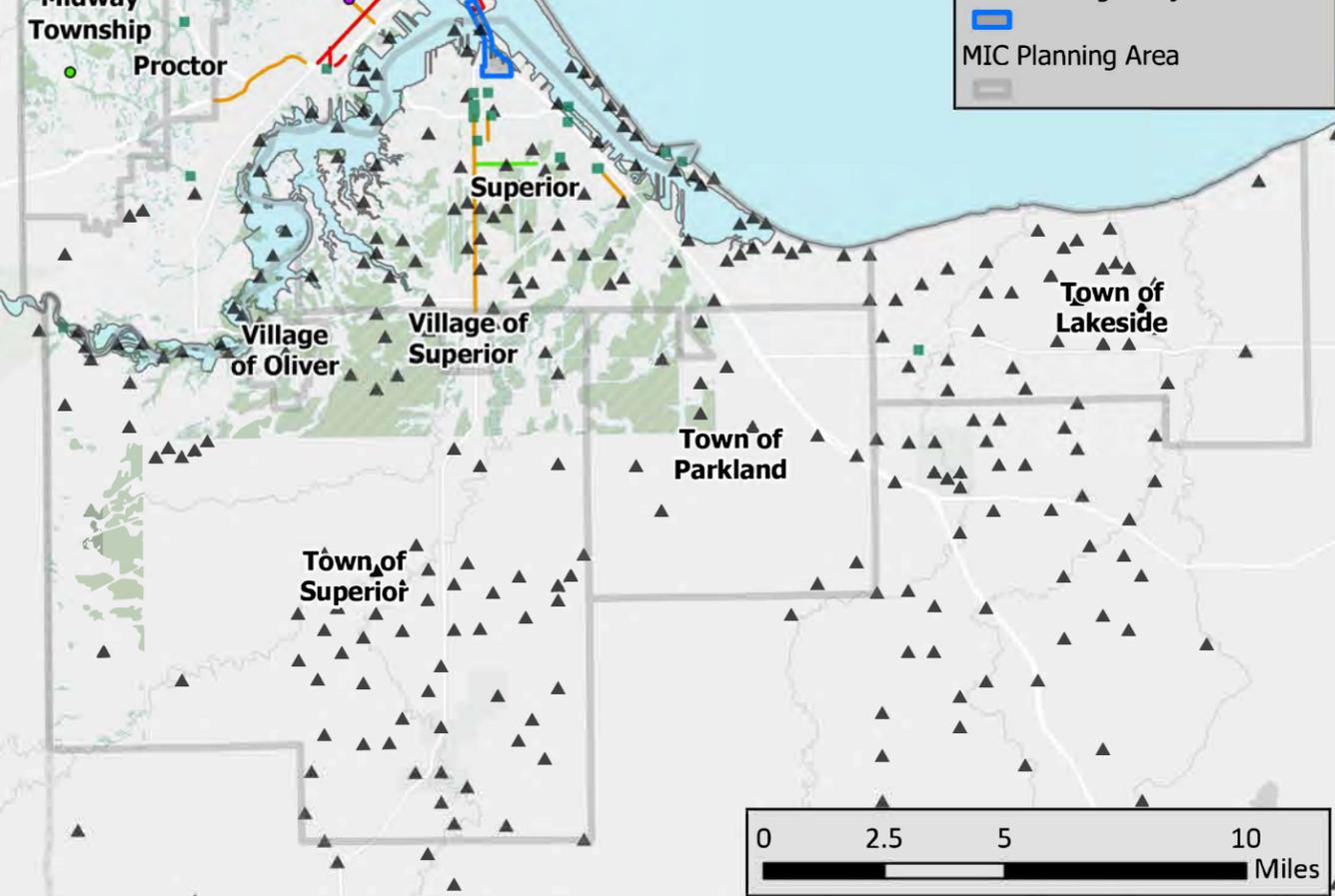
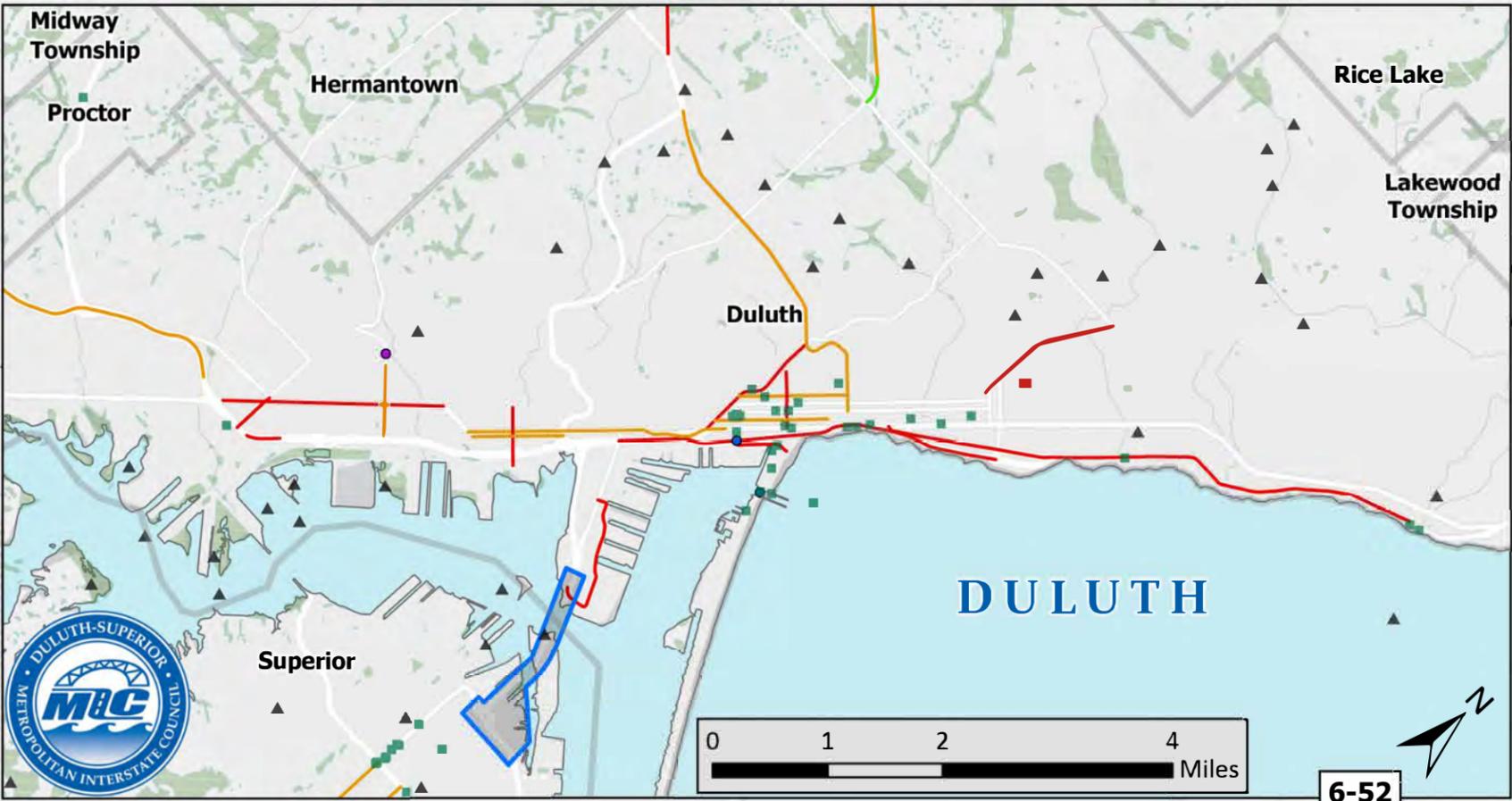
- Preservation
- Bridge Repair or Reconstruction
- Intersection Control or Roundabout
- Safety

Environmental Sensitivities

- ▲ Sensitive Species
- Historical Places
- Wetlands

Blatnik Bridge Project Area

■ MIC Planning Area



you can share/reference? These can be a short, general descriptions.

Please note that if applicable and easier, you can provide the same answers to questions 2 and/or 3 to cover multiple projects.

The MIC received responses from four individuals. The comments are included within Appendix D. The only comments of concern were to ensure work on Blatnik Bridge does not disturb the St Louis River Area of Concern restoration work at Interstate Island; and that work on Bong Bridge ramps does not disturb the St Louis River Area of Concern restoration work at the Ponds behind Erie Pier.

Areas with Historic and Cultural Significance

Historic Resources and Historic Preservation Consultation

The MIC notified relevant agencies, including the Fond du Lac Tribe of the proposed projects, provided a version of Map 6.5 with only the “historical places” displayed, and requested the following:

As local staff addressing historic resource and historic preservation issues please provide short high-level input, concerns, and recommendations in regard to location of the proposed transportation projects within the MIC area to historic resources/historic preservation factors, Specifically, please:

- 1. Review the map of projects and determine if any of the projects within your area of jurisdiction have realistic potential to negatively impact any historic resources or properties. Note that the attached map of projects does include a layer of “historical places” that our GIS staff was able to find. If it is easier to overlay the map of projects within a GIS that has these historic resources layers, please let me know and I can get you the shapefile. Please note which of the projects (using the Project ID) have realistic potential to have negative impacts on historic resources.*
- 2. For each of the projects you identified or marked in question 1 what is the concern? This can be a short, general description.*
- 3. For each of the projects you identified or marked in question 1 do you have a recommendation that should be*

Stakeholders invited to participate in the Historic Resources & Historic Preservation Consultation

Douglas County Historical Society

Duluth Preservation Alliance

Duluth Heritage Preservation Committee

Fond du Lac Tribe

Lake Superior Railroad Museum

St. Louis County Historical Society

considered/followed? Alternatively, is there a regulation that pertains that you can share/reference? These can be a short, general descriptions.

Please note that if applicable and easier, you can provide the same answers to questions 2 and/or 3 to cover multiple projects.

The MIC received a response from one individual. The comments are included within Appendix D. The primary concern noted:

“Misaabekong or Duluth and its surrounding areas include many cultural and sacred sites of the Fond du Lac Band and other nations. Some of these sites include, but are not limited to cemeteries, villages, locations for ceremony, traditional harvesting locations, trails, and other properties in which the Band has significant interest in preserving. Not all of these records and places are known by the Office of the State Archaeologist, Minnesota Indian Affairs Council, State Historic Preservation Office, or other entities. Coordination with the Fond du Lac Tribal Historic Preservation Office is crucially important, and we encourage early, meaningful, and ongoing consultation with the Band throughout every aspect of a project. The first step should be to reach out to the Fond du Lac Tribal Historic Preservation Office. Consultation with the Fond du Lac Tribal Historic Preservation Office is a requirement of the Section 106 process as outlined in the National Historic Preservation Act. If a project receives federal funding, a consultation with the Tribe under Section 106 is required.”

Highlighted Projects

Over the life of this plan a number of major transportation projects will be implemented. These projects have long-term impacts, setting in place key components of the Duluth-Superior area transportation system for decades to come.

Significant Large Projects

The following are short descriptions to highlight some of the major projects in the *Sustainable Choices 2050* Project List that are to be completed during the coming years, well within the life of this plan.

Twin Ports Interchange

This project was delayed one year but is nearing completion. Once completed, this project will provide safer conditions for motorists, improve access to the Port of Duluth-Superior, reduce neighborhood impacts due to freight traffic, and improve movement of over-sized, overweight loads (OSOW) through the MIC area. An elevated highway system will remain in the Lincoln Park neighborhood, and it has been designed to provide usable spaces under the highway to reduce negative impacts associated with the project.

Blatnik Bridge

Blatnik Bridge is a key transportation corridor in the MIC area that links the cities of Duluth and Superior via I-535 and US Highway 53 across the St Louis River. It provides connection for locals, as well as regional and national commerce and tourism.

Following a thorough assessment of the condition of the Blatnik Bridge, it has been determined the bridge will be completely reconstructed on the same alignment, although the approach/exit in Superior will be a new configuration. The new bridge will include a pedestrian and bike facility. Significant federal and state funding has been earmarked, and a federal Finding of No Significant Impact has been determined.

Reconstruction is anticipated to begin in 2027, and the bridge will be closed for 4-5 years. Motorists will have to use alternative routes, primarily across the Bong Bridge, approximately 2 miles to the north on Highway I-35. Modeling and planning have been ongoing to determine appropriate route options and needed mitigation to improve safety for all users and maintain efficient traffic movement. Preliminary planning and design, as well as numerous stakeholder group discussions are ongoing.

London Road

London Road is a significant corridor within the City of Duluth. This approximate 3.5-mile portion of London Road serves as Highway 61 through the east side of Duluth, connecting I-35 with the expressway to Two Harbors and the North Shore. London Road is to be resurfaced with the addition of numerous safety and connectivity improvements

Perspective: Weighing Priorities

While reconstruction of the Blatnik Bridge is recognized as a large, regionally significant project, the following provides an interesting perspective on the cost of this infrastructure—and exemplifies how competing priorities are weighed in making transportation improvement decisions.

The regional transportation priorities to be implemented with this project—improved safety, expanded multimodal connectivity and support for regional freight movement—must be considered in the context of ‘many transportation wants and needs, limited resources.’

The total estimate to replace, repair and/or maintain all functionally classified roads in the MIC area to “Good” condition is \$780 million.

For less than half of the total cost of replacing the Blatnik Bridge, all of this work could be completed in the greater Duluth-Superior area.



including two roundabouts and multiple left turn lanes. The corridor runs through a busy neighborhood and will include marked pedestrian crossings with refuge islands and bike lanes.

West Superior Street Reconstruction

West Superior Street between 6th Avenue West and Carlton Street is an important corridor connecting downtown Duluth to and through the popular regenerated Lincoln Park Craft District and adjacent Lincoln Park neighborhood and west Duluth. The City of Duluth received a federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to fully reconstruct 1.65 miles of this roadway and the aging utilities below it, from Carlton Street to West Michigan Street.

This project is a unique opportunity to redefine its look, feel, and function from a former highway thoroughfare (old U.S. Highway 61) to an urban commercial street to support and encourage the mixed-use development that is currently taking place and planned for the future. The project will include significant improvements for all users, including facilities for pedestrians, bicyclists and transit operations, vehicle parking, EV charging stations, green infrastructure and stormwater management, seating and outdoor dining, public art, lighting, and wayfinding.

Central Entrance

Central Entrance between Mesaba Avenue and US Highway 53/Joshua Avenue is an important corridor connecting the heart of the City of Duluth to the Miller Hill Mall and retail area, and beyond. The MIC recently coordinated a vision plan for the approximately 2.5-mile corridor, and MnDOT is using that to continue planning for the project. The corridor is a mix of commercial and residential use and has been studied many times over the past few decades. The corridor has safety concerns for all users. Reconstruction of the corridor would include significant improvements for all users, including new multimodal facilities for pedestrians and bicyclists, as well as for transit operations. The visioning also called for considering realignments, a road diet, and inclusion of trees along the corridor. Discussions are ongoing and decisions remain to be made about the function and

configuration of this corridor. Ultimately it should meet the City of Duluth’s Central Entrance Small Area Plan’s vision for a transformed urban mixed use walkable corridor.

Hammond Avenue

Hammond Avenue between Belknap Avenue and 21st Street is an important corridor connecting a key residential neighborhood with two primary thoroughfares within the City of Superior. Reconstruction of the approximately 0.5-mile corridor is ongoing and is intended to create a more livable corridor with placemaking and multimodal facilities and ADA compliant ramps. The project will also improve drainage and mitigate future stormwater and water utility issues.

Significant Unfunded Projects

Many projects listed on pages 6-17—6-43 proposed to be completed by 2050 currently are not fiscally constrained, yet are priority and/or regionally significant projects with long-term impacts, setting in place key components of the Duluth-Superior area transportation system for decades to come.

The following are short descriptions to highlight significant unfunded projects in the project list.

I-35 Corridor (MIC Area)

The I-35 corridor is the primary Interstate corridor in the MIC area (I-535 – the Blatnik Bridge and approaches being the other). The northern terminus of I-35 is within the City of Duluth and connects the Duluth-Superior area with Minneapolis-St Paul and beyond. The first round of major reconstruction projects for I-35 have occurred within the past decade or so. A full visionary planning study led by the MIC was recently completed. It is anticipated portions of this important corridor will be reconstructed with some improvements and realignments likely. Some of these improvements may include a truck lane up the steep hill between west Duluth and Proctor, new bridges, new ramp alignments, and better pedestrian and bike connections between neighborhoods divided by the Interstate.

The City of Duluth received a Reconnecting Communities and Neighborhoods Planning grant to analyze the Downtown and West Duluth segments of I-35 before reconstruction takes place on this corridor.

Rice Lake Road

Rice Lake Road between Technology Drive and West Tischer Road is an important corridor connecting Rice Lake and other areas north to Duluth. It is the southern portion of a route that connects with the Range to the north. The corridor is also a key part of Rice Lake's commercial core. The approximately 4.2-mile segment has been studied and reconstruction plans include significant improvements for all users, including new multimodal facilities for pedestrians and bicyclists, as well as a roundabout. St. Louis County recently received a RAISE grant to help support this project.

Northern Lights Express (NLX)

The Northern Lights Express is a proposed passenger rail service that would connect Duluth and Superior with the Twin Cities, providing an alternative to driving, taking a bus, or flying. This service is anticipated to positively impact those who cannot or choose not to drive an automobile.

MnDOT has completed significant planning work on the NLX project, and has received a 20% State match appropriation from the Minnesota Legislature that was needed to receive the additional 80% of federal funding. Additional planning for this service is ongoing. St. Louis County, City of Duluth and City of Superior are conducting station and area planning. Current plans are for the NLX to use the Duluth Depot, a designated historical resource as its northern-most terminal.

The service would run as a shared line on BNSF freight tracks. The project is awaiting funding to begin railroad track and crossing improvements, new and extended sidings, station upgrades, and the purchase of rail cars. The 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.

For Study Projects

There are corridors, intersections, and trails/multiuse paths that could potentially be priorities or regionally significant improvements to the MIC area transportation system, but are conceptual at this time. They require additional study or planning work before they can be considered for funding and implementation. The following are short descriptions to

highlight potential projects that could be studied and/or funded within the life of this plan.

MIC-Area Safety Action Plan

In an important step toward implementing the Safety and Security goal and related objectives set forward in this MTP (*see Chapter 2*), the MIC applied for and has received a \$250,000 federal Safe Streets for All (SS4A) grant, as well as a MnDOT state matching grant in the amount of \$62,500, to produce a comprehensive Safety Action Plan for the entire MIC planning area.

Safety Action Plans are a foundational component in improving traffic safety, as they articulate well-defined and measurable strategies to prevent road injuries and fatalities within a community. They require high levels of engagement, processes for data collection, and goal-setting. Its completion, in turn, will allow MIC area jurisdictions to apply for federal Implementation Grants to put the identified projects and strategies into effect. The MIC's planning process for its Safety Action Plan is anticipated to be undertaken in CY 2025-2026.

Non-Motorized Multi-Use Trail System

An active transportation system is currently being developed, with the development of major non-motorized thoroughfares within the MIC area to 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.

More broadly, community members and transportation professionals in the MIC area continue to work together to plan and implement an improved pedestrian, bicycle, micromobility, and transit network that is reliable, maintained, and interconnected throughout the MIC area, especially within key areas.

Alternative Transit Modes

Over the past several years, potential modes of transit (other than DTA bus service) have been put forward by local stakeholders as options for this area, including a maritime transport service between Duluth and Superior via ferry and/or water taxis; and aerial lift service to traverse the hill, whether it be a tramway, gondola, or funicular (incline).

Bong Bridge

The Bong Bridge is a key transportation corridor in the MIC area that links the cities of Duluth and Superior across the St Louis River on Highway 2. It provides connection for locals, as well as regional and national commerce and tourism.

While the Bong Bridge will undoubtedly need routine maintenance and repairs over time, and a redecking is in the long-term list of this plan, it is not anticipated to be reconstructed for approximately 60-65 years.

However, it is recommended to begin consideration of real alternatives to its reconstruction. Long-range planning to consider its future purpose and need and/or potential changes to its alignment/location, size, and adjacent land uses will likely take several decades for a project of this magnitude. As we have learned from the Blatnik Bridge project, reconstruction of this bridge would entail a huge cost to the public. Given our goal of achieving a sustainable transportation system, it is recommended to start this long-range planning process during planning horizon of this plan.

Regionally Significant Corridors

Several regionally significant corridors in the Duluth-Superior area have been identified in this plan's performance-based planning approach as priorities for improvements. These corridors include 6th Avenue East between 2nd Street and 9th Street, Rice Lake Road between Technology Drive and North Tischer Road, and Tower Avenue between Belknap Street and 21st Street. Primary goals of these projects are to improve safety for all users, improve multimodal facilities and connections, and provide new infrastructure.