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FY20 Transportation Planning Update

- International Falls Transportation Plan
- Trail pavement conditions
- Active transportation development
- Gitchi-Gami Trail Association
- North Shore Scenic Drive Council
- MnDOT trail counters program





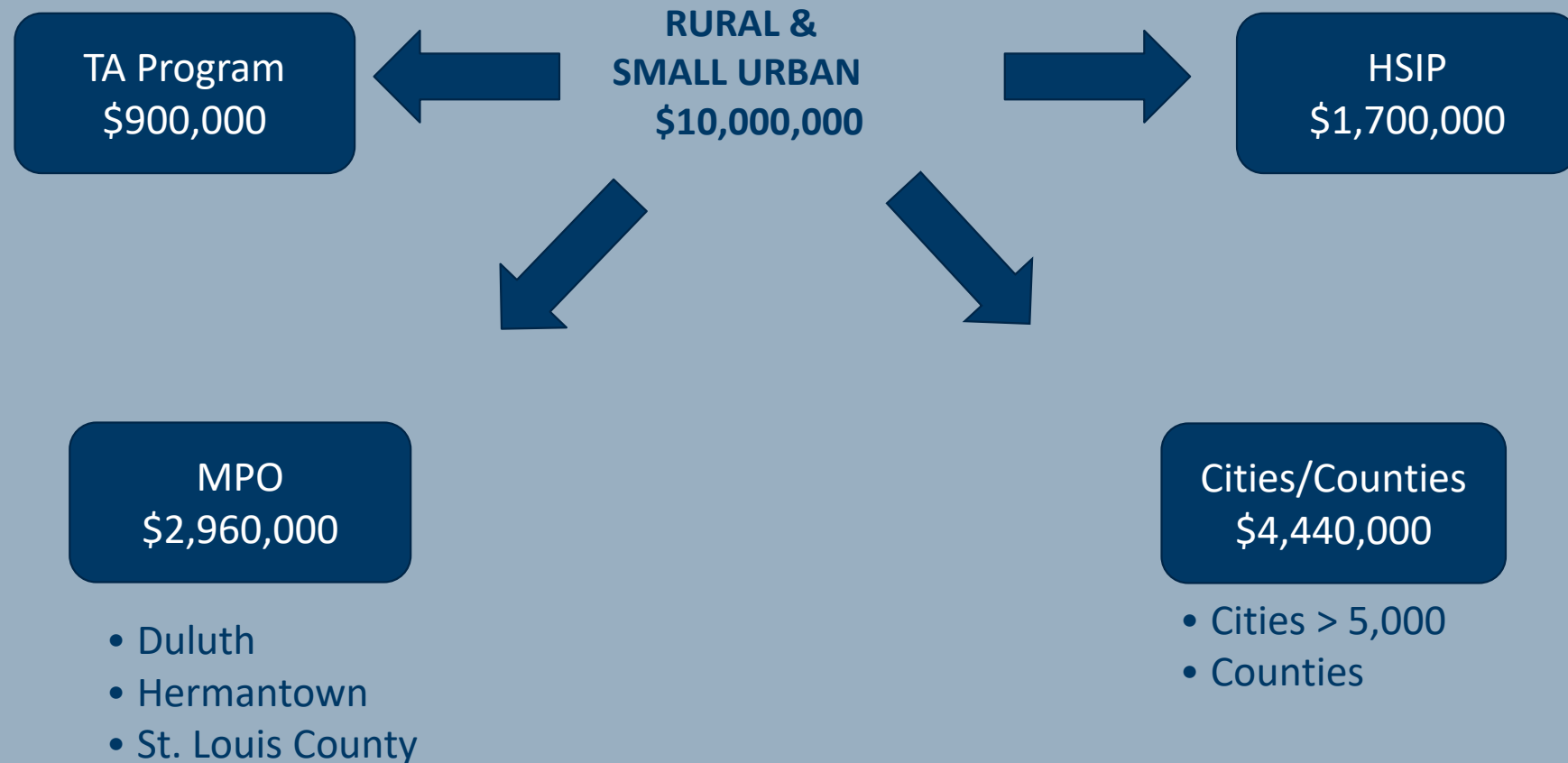
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Northeast Minnesota Area Transportation Partnership

February 13, 2019

FY 2024 Local Funding Target



2024 Federal Aid Candidate Projects

Total ATP outside the MPO area = \$7,630,000 (Federal: \$4,440,000)

- Carlton CSAH 55, reconstruction: \$1,850,000 (Federal: \$1,480,000)
- Cook CSAH 12, resurfacing and turn lane reconstruction: \$2,980,000 (Federal: \$1,480,000)
- St. Louis County CSAH 115, resurfacing: \$2,800,000 (Federal: \$1,480,000)

Total MPO = \$5,280,000 (Federal: \$2,960,000)

- City of Hermantown MSAS 101 and 104, intersection improvements: \$3,430,000 (Federal: \$1,480,000)
- City of Duluth MSAS 147, resurfacing and ADA: \$1,850,000 (Federal: \$1,480,000)

CSAH 55 grading, bituminous surfacing, storm sewer repair, and multi-use trail in the cities of Cloquet and Scanlon from CSAH 16 (Washington Avenue) to Prospect Avenue, 0.5 miles.

Federal request: \$1,480,000

Match: \$370,000

Total project cost: \$1,850,000



Dunlap Island

Cloquet

First Lake

Second Lake

Third Lake

Scanlon

2/21/2020

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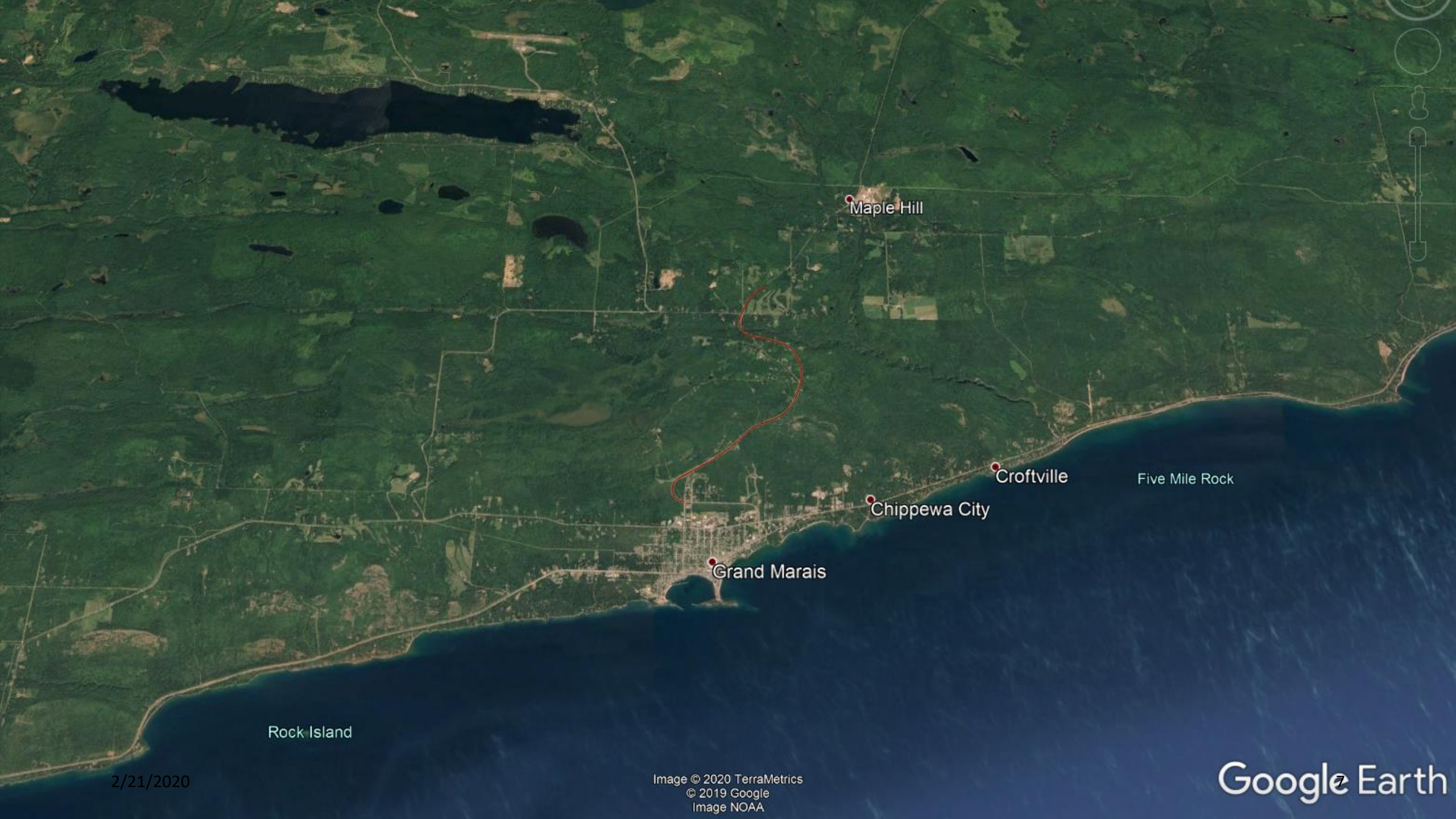
Google Earth

This project includes a mill and overlay of Gunflint Trail to improve its ride quality from 5th Ave. W. in Grand Marais to approximately one-half-mile north of Devil Track Rd. The existing gravel shoulder from 5th Ave. W. to County Rd. 53 will be paved to reduce long-term maintenance costs. Guardrail will be added at Little Devil Track River, and the Devil Track Rd. intersection will be reconstructed to add westbound left and eastbound right turn lanes to improve safety.

Federal request: \$1,480,000

Match: \$1,500,000

Total project cost: \$2,980,000



Maple Hill

Croftville

Five Mile Rock

Chippewa City

Grand Marais

Rock Island

2/21/2020

Image © 2020 TerraMetrics
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Image NOAA

Google Earth

St. Louis County CSAH 115

The scope of the project would include a bituminous milling, full depth reclamation, and bituminous paving of an 11.6 mile segment of CSAH 115. The existing section has a 36' total width, with a 12' paved lane and 6' paved shoulder in each direction. The easterly portion of the roadway was reconstructed in 1998 and the westerly portion was reconstructed in 2002. Since then, the existing pavement has deteriorated to a condition with a PQI rating of 2.8 (in 2018), which was after a scrub seal rehabilitation project in 2017. St. Louis County's desired weighted average PQI for major collector roadways is 3.1, thus roadway segment will be ready for further rehabilitation in 2024. After the full depth reclamation and overlay project, a bituminous sealcoat will be included over the driving lanes. In addition, rumble strips will be included along the entire project segment as a continued safety measure.

Federal request: \$1,480,000

Match: \$1,320,000

Total project cost: \$2,800,000



Gheen Corner

Linden Grove

Cook

Angora

Wakemup

Piccard Island

Ormonds Island

Taylors Island

Turtle Island

Goodwill Island

Center Island

White Fish Island

Second Island

First Island

Indian Island

Oak Island

Hinsdale Island

Hoyt Island

Black Duck Island

Gold Island

Thirtysix Island

St Marys Island

Alepo Island

St Paul Island

Sunset Island

Pines, Isle of

Daisy Island

Strawberry Island

Lake Ver

Google Earth

2/21/2020

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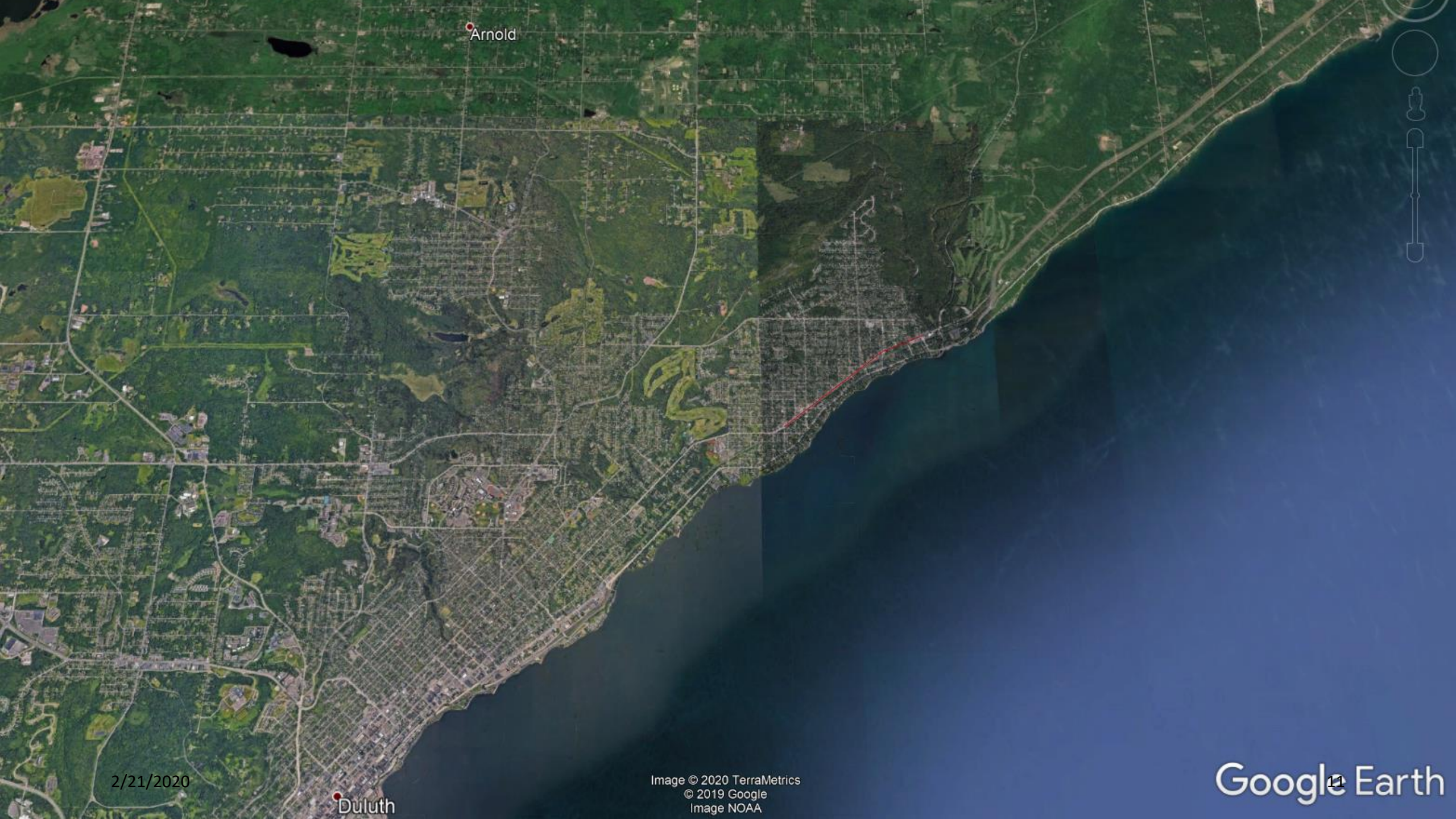
MPO-City of Duluth MSAS 147 (Superior Street)

The E Superior Street Reconditioning Project will consist of a mill and overlay of the bituminous surface between 45th Ave E and 60th Ave E. In addition, storm water system, curb and gutter, sidewalks, and traffic signal system repairs will be made as necessary, and as funding allows. ADA improvements are included in the project.

Federal request: \$1,480,000

Match: \$370,000

Total project cost: \$1,850,000



Arnold

2/21/2020

Duluth

Image © 2020 TerraMetrics
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Google Earth

MPO-City of Hermantown MSAS 101 and 104

Intersection Improvements following Traffic Evaluation, Roadway & Surfacing Improvements, Ugstad and Arrowhead Road intersection

Federal request: \$1,480,000

Match: \$1,950,000

Total project cost: \$3,430,000



Hermantown

2/21/2020

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Google Earth 13

Washington Avenue (CSAH 16) SAP 009-616-004



CARLTON COUNTY TRANSPORTATION DEPARTMENT

FEBRUARY 12, 2020

Washington Avenue

- ▶ 1954 – Grade, Curb & Gutter & Gravel
- ▶ 1967 – Paved
- ▶ 1981, 1997, 2003 – Bituminous Mill & Overlay

Existing Conditions

- ▶ Cross-Section: 2 – 12' traveled lanes with 10' paved shoulders, curb & gutter
- ▶ Safety Concerns: Pedestrians – Middle School built in 2018
- ▶ Increased Traffic: Middle School & New Kwik Trip
- ▶ ADT = 5900 vehicles/day

Proposed

- ▶ Cross-Section: 2 – 11' traveled lanes with a continuous center turn lane
- ▶ Right turn lanes at Southbound 14th, 18th & 22nd Streets
- ▶ 10' separated Multi-Use trail

Project

- ▶ Bituminous Mill & Overlay, Concrete Shared-Use Path, Storm Sewer, Sanitary Sewer & Water Main.
- ▶ Coordination with the City of Cloquet, City of Scanlon, and the Cloquet School District.
- ▶ Funding: \$3,232,841
 - ▶ City of Cloquet = \$142,721
 - ▶ City of Scanlon = \$215,425
 - ▶ Municipal CSAH = \$1,088,490
 - ▶ Regular CSAH = \$1,786,205
- ▶ Contractor: Northland Constructors

Construction

- ▶ Contract Construction Period: May 20 – September 20, 2019
 - ▶ Work between 14th & 22nd Street: June 3 – August 30, 2019
- ▶ Actual Construction Period: May 23 – October 17, 2019
 - ▶ Work between 14th & 22nd Street: June 3 – August 30, 2019








filmora 9 CREATED
WITH FILMORA FREE PLAN





Cohasset – Grand Rapids Corridor Study

Trunk Highway 2, Itasca County

Background



West Edge of Grand Rapids to Cohasset



Was 4 lanes with no center turn lanes



Switched to 2 lanes west bound and one east bound with a center turn lane for one year



Switched to 2 lanes east bound with a center left turn lane



Complaints were occurring

August Traffic Study

Last 2 weeks in
August 2019

Alliant Engineering



Turning movements



Traffic counts



Gap analysis



Safety review

Input



Meeting with surrounding
landowners/businesses/residents



Meeting with local governments, active
living advocates



Meeting with technical staff



Upcoming additional public input
opportunity

Local Stakeholders



Concerns about traffic congestion westbound



Unable to safely enter traffic for extended periods of time



Concerned About Excessive speeds



Turning movement confusion/lack of opportunity



Pedestrian crossing safety concerns



Desire for bicycle facility between Cohasset and Grand Rapids

Local Governments and Active Living



Pedestrian concerns



Advocates for bicycle connections



Potential for major new destination



Potential for new school/senior living facilities



Other ideas for trails

Technical Staff



STATE, COUNTY,
AND CITY
ENGINEERS



CONSULTANT



PLANNERS



CHAMBER OF
COMMERCE

Draft Report Details



Intersections operate at overall LOS A



All side-street movements operated at LOS D or better



Each segment of the US 2 is LOS B or better



Gaps: Wait during PM peak hour is between 30 sec. & 1min.

Safety

- 4 lanes - no left turn lane = crash rate 1.3
- 2 lanes westbound, 1 eastbound with center left turn lane = .51
- 2 lanes eastbound, 1 west bound with center left turn lane = .38



Notes

- The current configuration may work better because the AM peak, with school and business start times, may cause more congestion than the pm peak, even during summer.
- Long trailer movements onto the Highway are challenging to address.
- Next steps will be to address bicycle connectivity, ped safety, and some potential Highway 2 improvements.



Twin Ports Interchange Reconstruction Project *for NE MN ATP*



Project Purpose and Goals

Revised Project Scope

- 1 I-35/I-535/Hwy 53 Interchange Reconstruction
- 2 Hwy 53 Reconstruction
- 3 I-535/Garfield Avenue Reconstruction*



Deferring Component 2

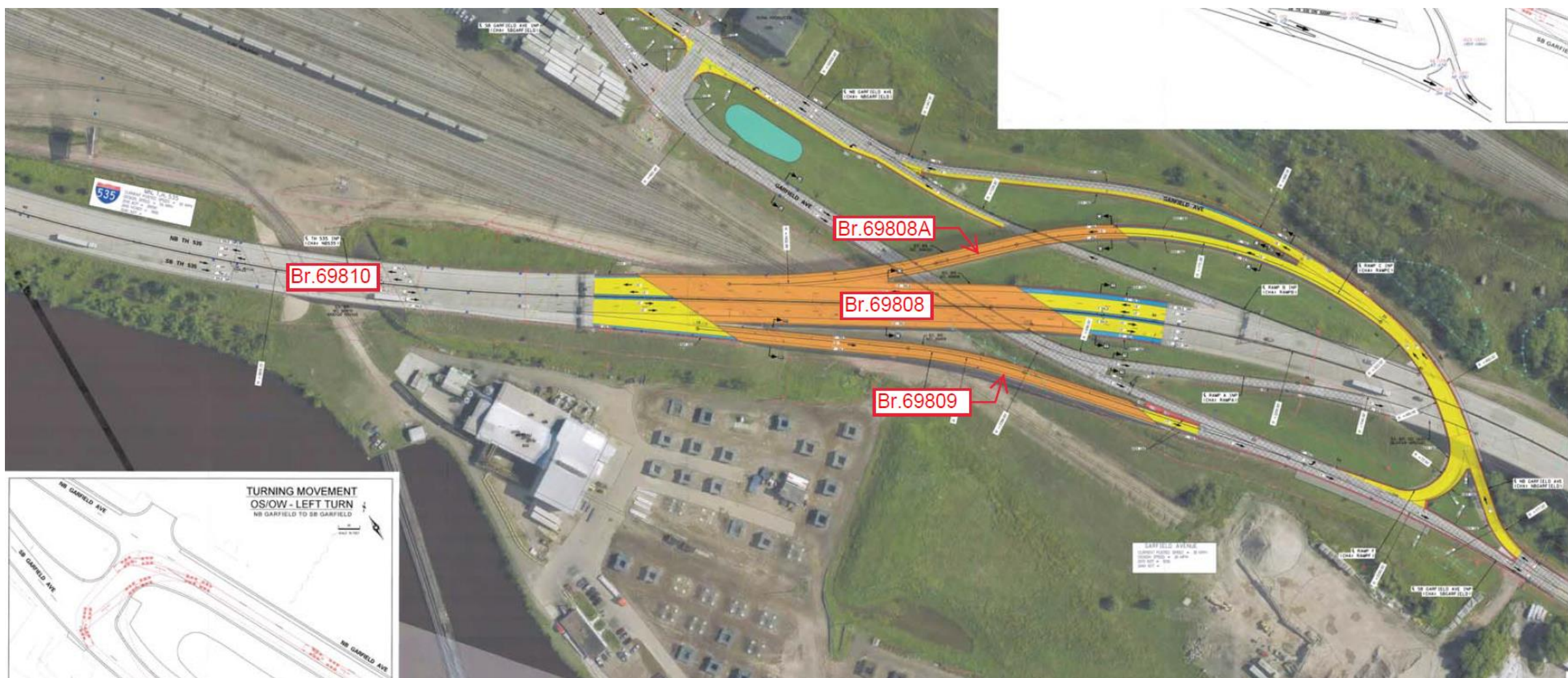
Proceeding with Component 1

Deferring Component 3

Interchange Layout



I-535/Garfield Avenue



Project Purpose/Goals

- **Enhance safety by eliminating blind merges and left exits**
 - Moving left exits to the right
 - Relocating merges
- **Replace aging infrastructure**
 - Reconstructing weight restricted and non-redundant bridges
 - Reduces maintenance and closures
 - Eliminates some bridge structure
- **Improve freight mobility**
 - Allow oversize/overweight freight on the Interstate
 - First and last mile to port!



Project Cost

Project Cost

- Budget is currently \$350 M including operating budget for staff.
- TPCE of all work in scope is \$430M-\$500M.
- Reduced Scope TPCE is \$340M-\$390M.

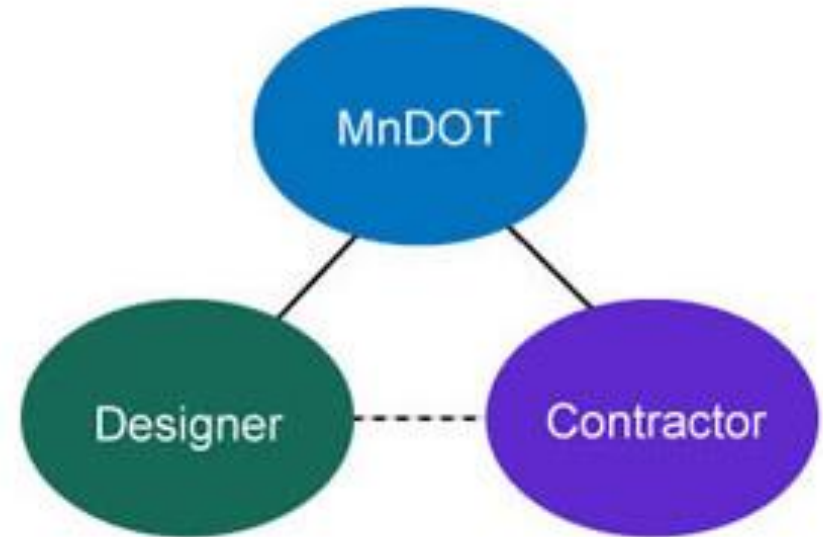


Project Delivery

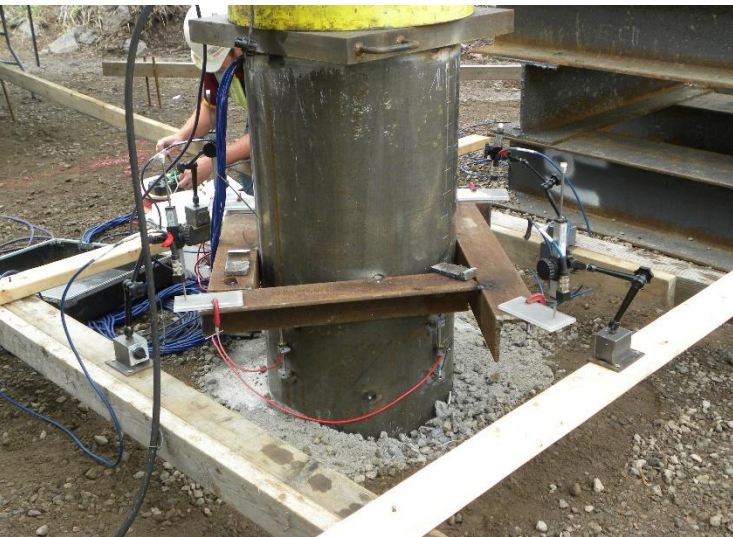
Contracting Methods & Collaboration

- Design-Bid-Build (Traditional Low Bid)
 - No up front collaboration
- Design-Build
 - Collaboration between contractor and designer
- **CMGC (Construction Manager General Contractor)**
 - **Collaboration between owner, contractor and designer BEFORE CONSTRUCTION**
 - **Contractor: Ames/Kraemer Joint Venture**

CM/GC Contracting Relationship



CMGC Test Programs



WP1 and WP2 Pricing Milestones

	2019	2019	2019	2019	2019	2019	2019	2020	2020	2020	2020	2020	2020	2020	2020	2020	2020	2020	2020
	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
WP1 Pricing Milestones		30%		60%			90%			IFP	LET								
WP2 Pricing Milestones		30%							60%				90%				IFP		LET

- They are staggered
- Work is packaged to benefit the project as a whole, but induces some amount of risk
- Cost certainty for the whole job is needed before work package 1 is executed



Project Challenges

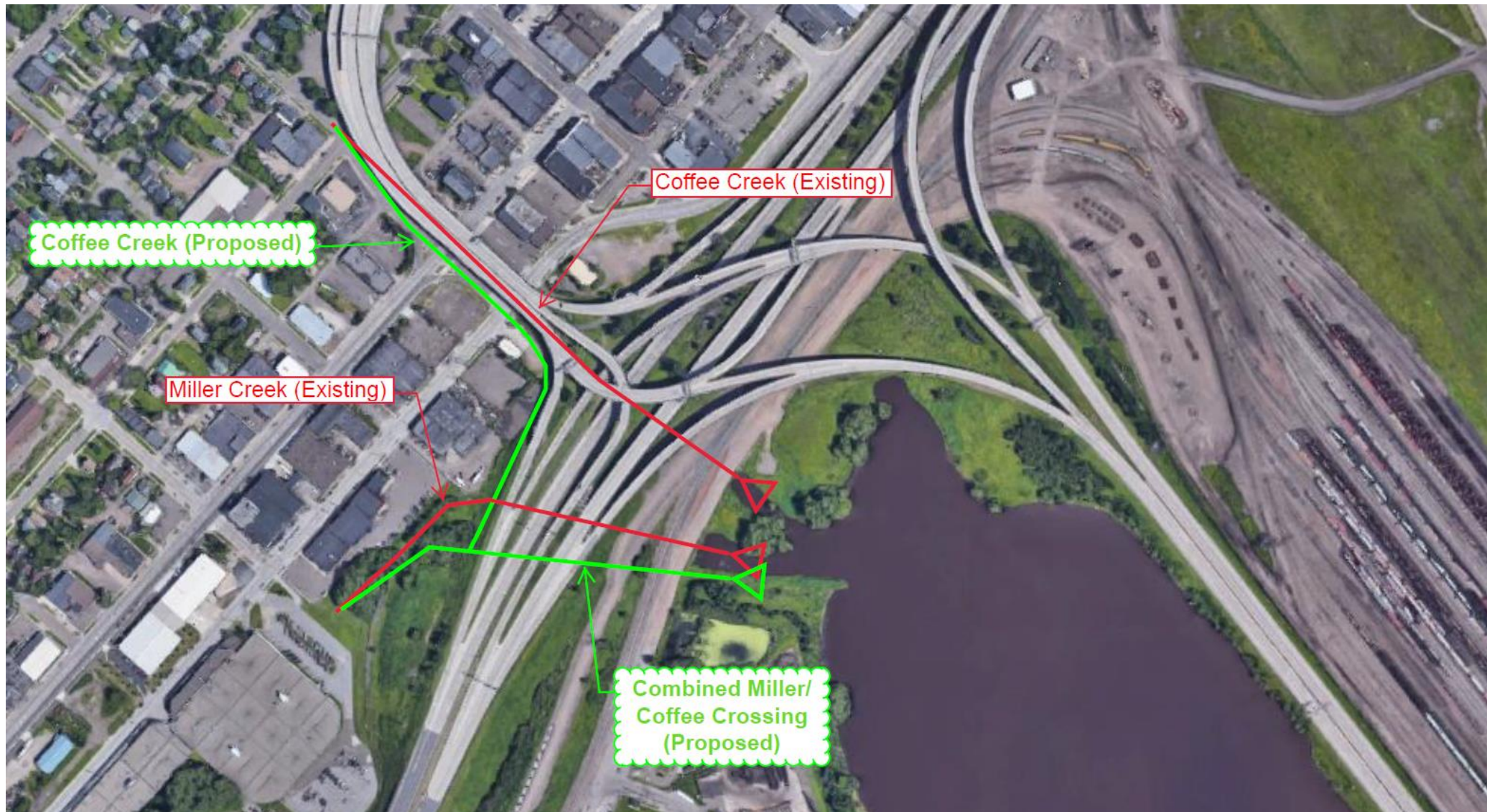
What are some of the Cost Drivers?

- Local Street and Utility Work
- Coffee and Miller Creek culvert replacement
- Contaminated soil and water

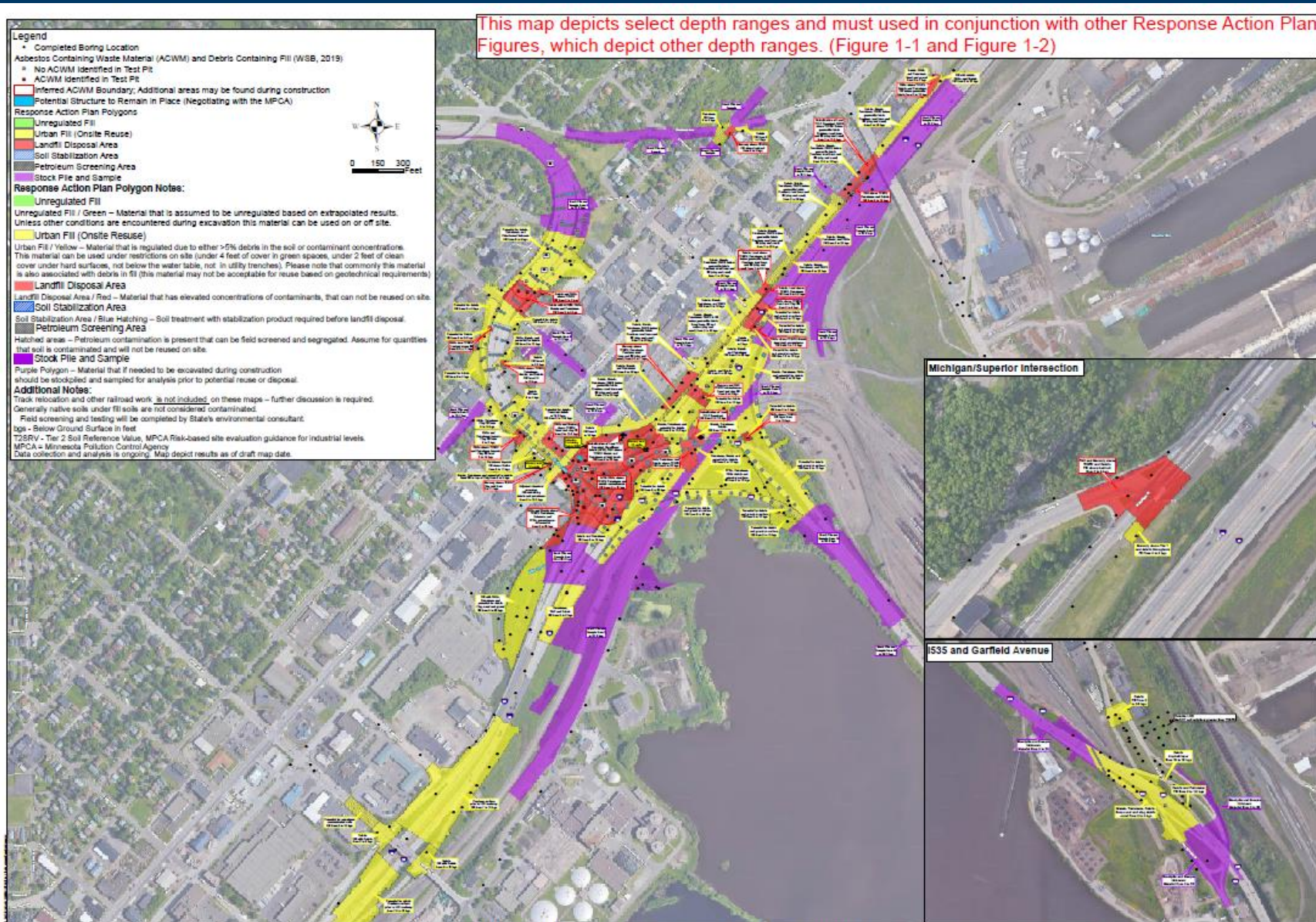
Lower Michigan Street Utilities



Miller and Coffee Creek Realignment

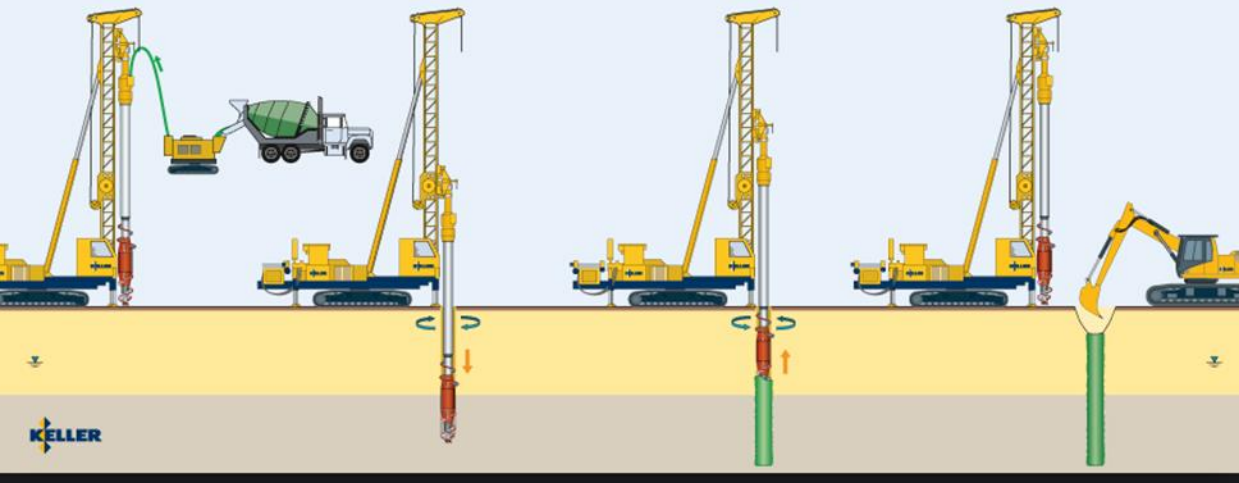


Contamination



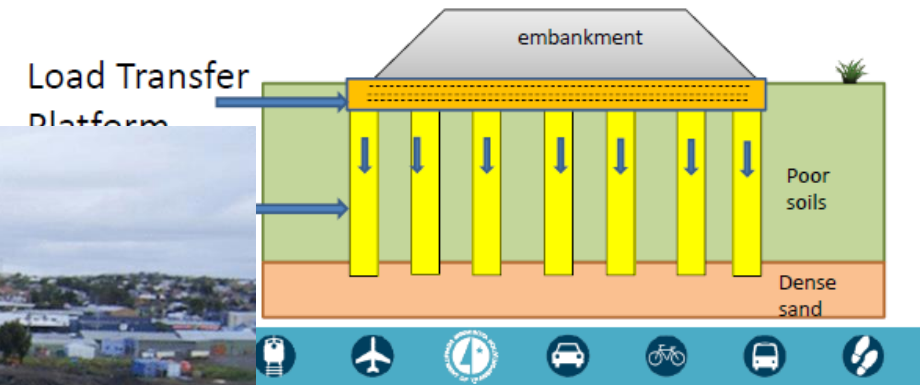
- **Red** to landfill
- **Yellow** can be re-used if there is an engineering purpose and there is no debris in it.
- **Magenta** not able to drill, or not drilled yet. Stockpile and test during construction.

Foundations/Ground Improvements



Load Transfer

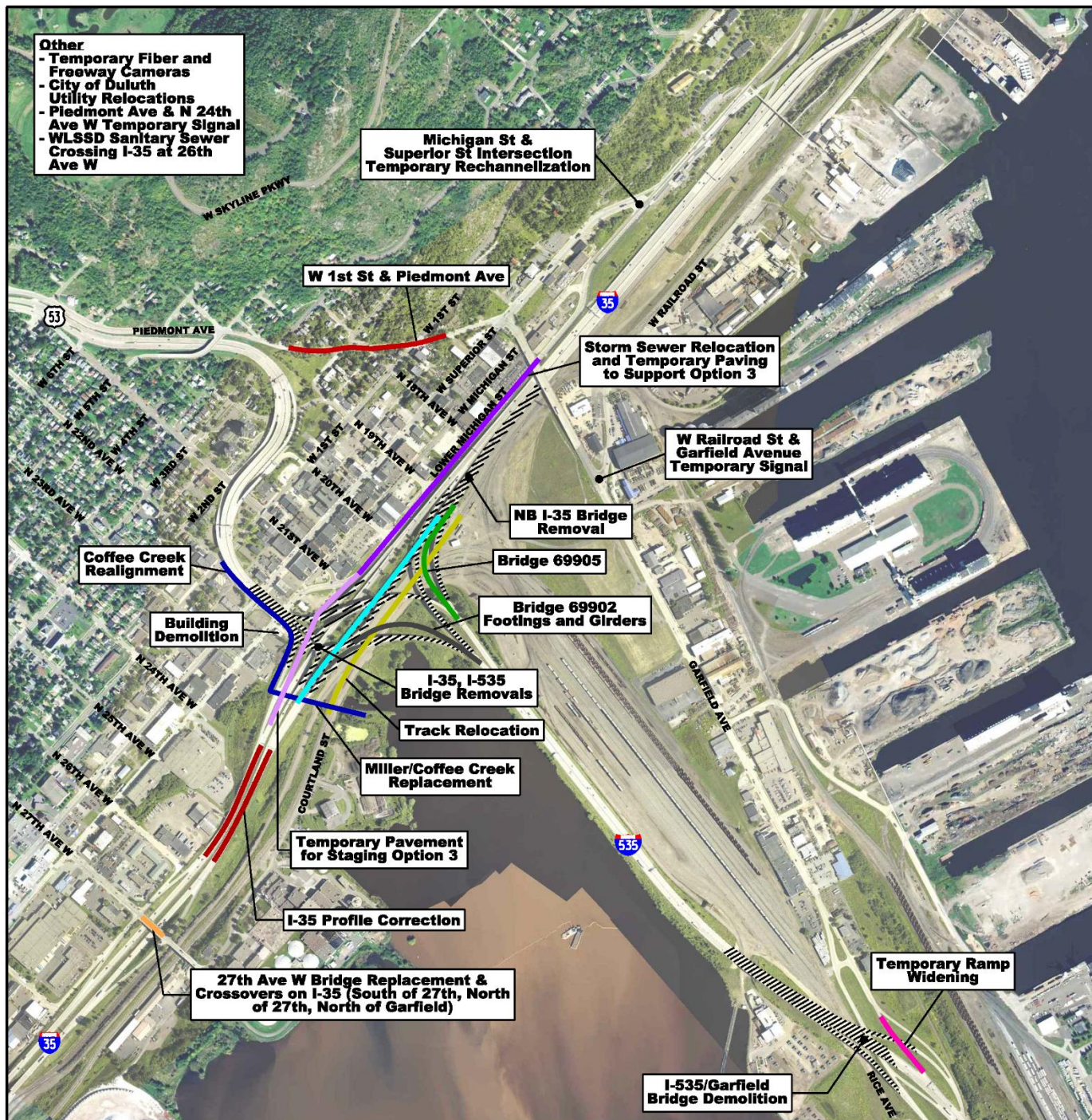
- Column or Pile Supported Embankment



Foundations/Ground Improvements –Test Section

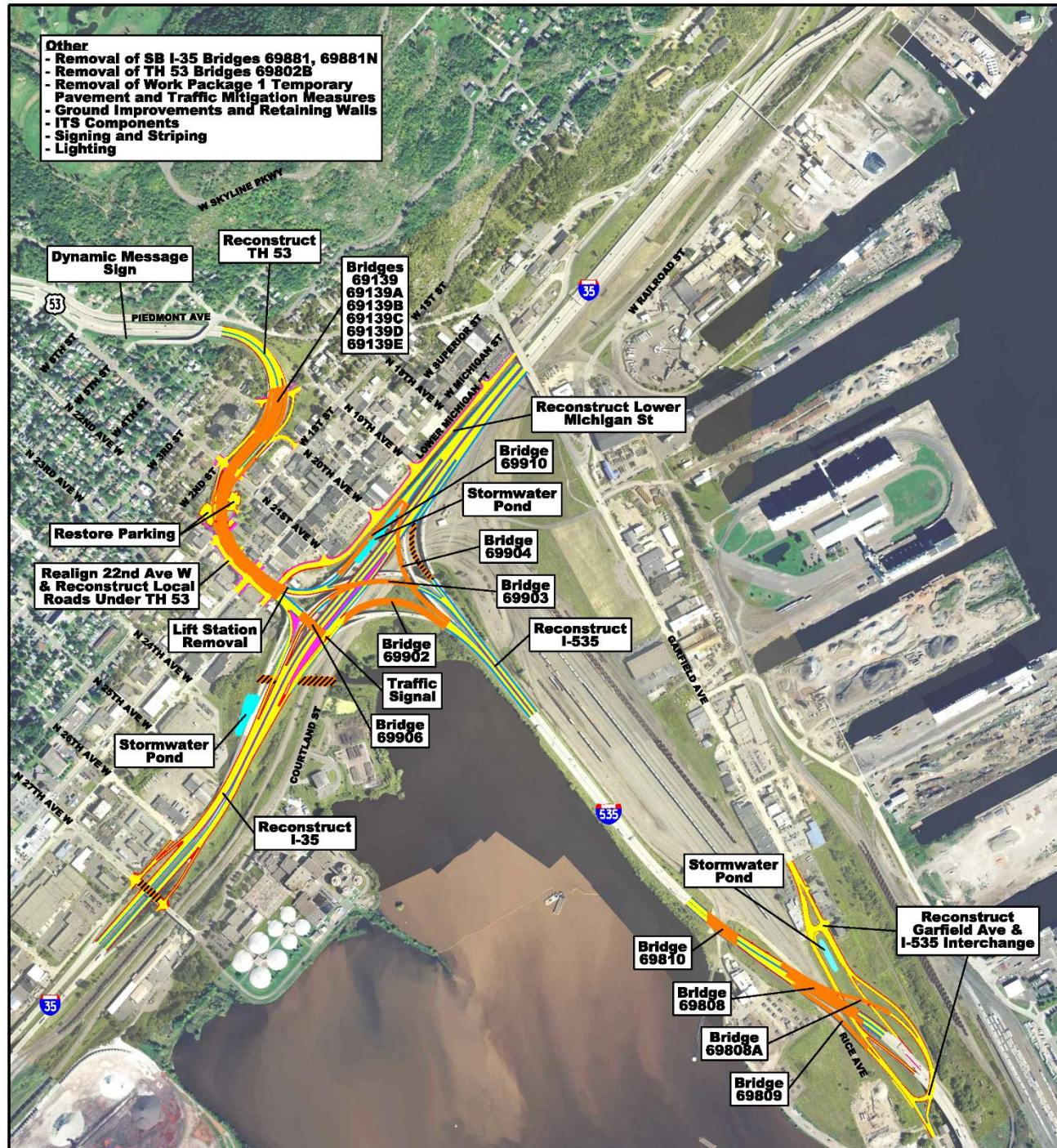


Work Package 1 Details



- Spring 2020 – Spring 2021
 - 27th Ave W. Bridge replacement
 - Lowering the profile (hump) of I35 for improved sight distance
 - Bridge removals/construction
 - Lower Michigan Street Storm Sewer relocation and bypass
 - W. 1st Street & Piedmont Ave
 - Temporary widening of Garfield Interchange off ramp
 - Garfield bridge removal

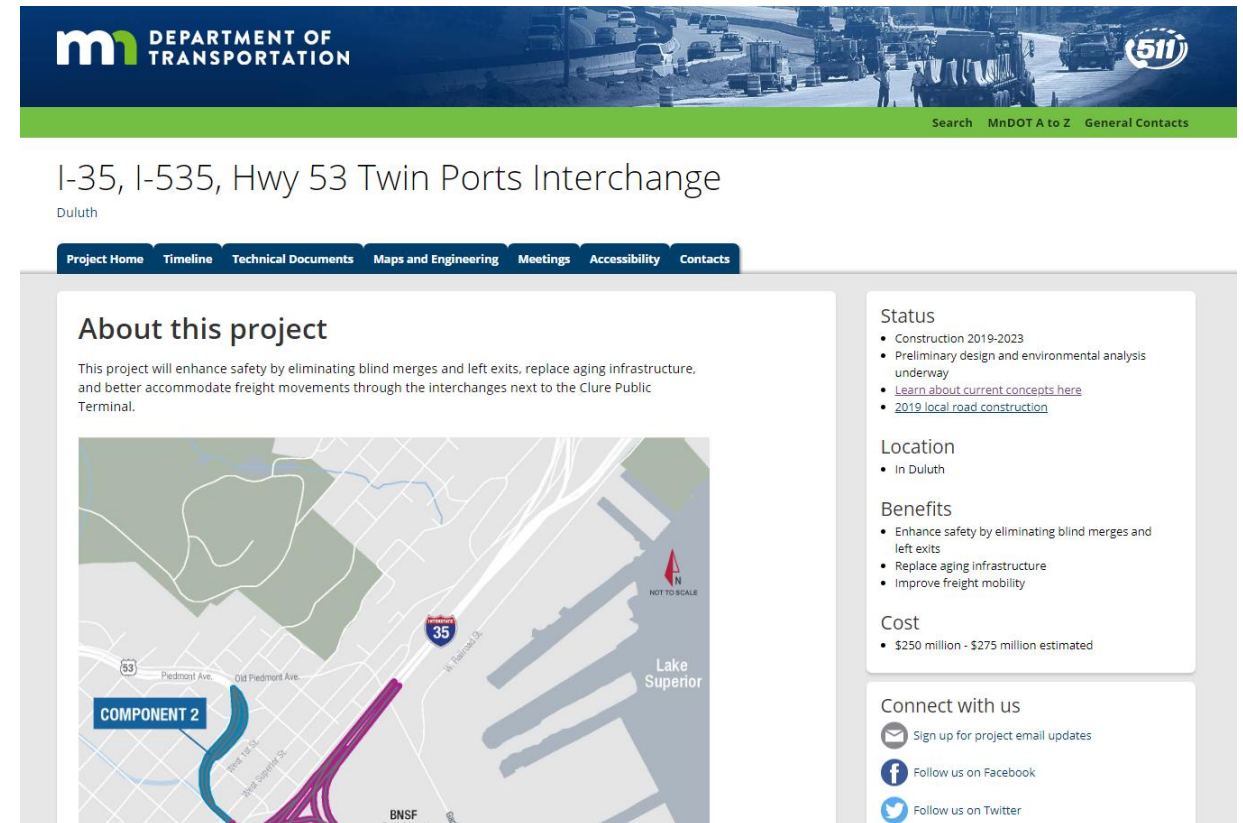
Work Package 2 Details



- Spring 2021 – Fall 2023
 - Majority of staged bridge removals and construction
 - Storm water pond construction
 - Ground improvements and retaining walls
 - Restore areas surrounding US53 bridges
 - Lighting and ITS Components

Questions?

- Check out the project website for more information. Google “Twin Ports Interchange”
- Contacts:
 - Patrick Huston, D1 Major Projects Engineer
 - Roberta Dwyer, TPI Project Manager



m DEPARTMENT OF TRANSPORTATION

Search MnDOT A to Z General Contacts


I-35, I-535, Hwy 53 Twin Ports Interchange

Duluth

[Project Home](#) [Timeline](#) [Technical Documents](#) [Maps and Engineering](#) [Meetings](#) [Accessibility](#) [Contacts](#)

About this project

This project will enhance safety by eliminating blind merges and left exits, replace aging infrastructure, and better accommodate freight movements through the interchanges next to the Clure Public Terminal.



Status

- Construction 2019-2023
- Preliminary design and environmental analysis underway
- [Learn about current concepts here](#)
- [2019 local road construction](#)

Location

- In Duluth

Benefits

- Enhance safety by eliminating blind merges and left exits
- Replace aging infrastructure
- Improve freight mobility

Cost

- \$250 million - \$275 million estimated

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Sustainable Choices 2045



Duluth-Superior Long-Range Transportation Plan



NE MN ATP Meeting
February 12, 2020

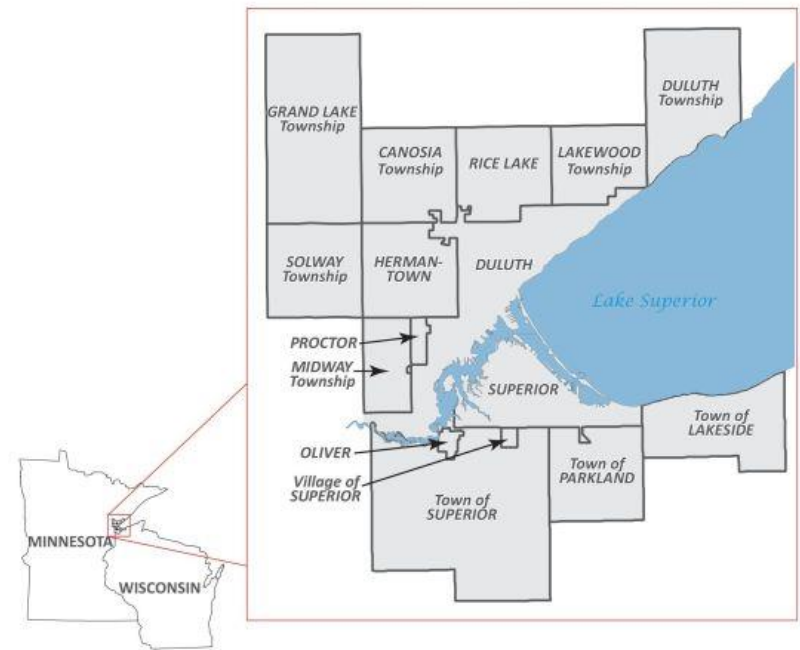
What is the MIC?

Metropolitan Interstate Council

Metropolitan Planning Organization (MPO) for the Duluth-Superior area

- Federally designated
- 641 square mile area

Obviously, the MIC and ATP have much different geography



MPO Priorities ...

Are set in their approved LRTPs

Are implemented through:

- **Annual Workplans**
- **Transportation Improvement Program (TIP)**

Introducing

Sustainable Choices 2045

Approved By MIC Board October, 2019

Extensive Public Input & Involvement

78 public engagements (committee and board meetings, consultations, stakeholder meetings, open houses, public events)

262 comments from stakeholder meetings and consultations

Nearly 1600 responses to the dot surveys

542 participants in MetroQuest phase 1

275 participants in MetroQuest phase 2

299 open comments from MQ phase 1 page 3

909 markers and 623 comments on the MQ phase 1 interactive map

108 comments received & responded to on Draft LRTP

Bottom Line

There are many needs & wants, but limited resources.

We must make wise, sustainable choices.

Sustainable?

Financially

Socially

Environmentally

Planning Perspectives

Basis of the 5 LRTP Goals

Moving People & Goods

Supporting Economic Vitality

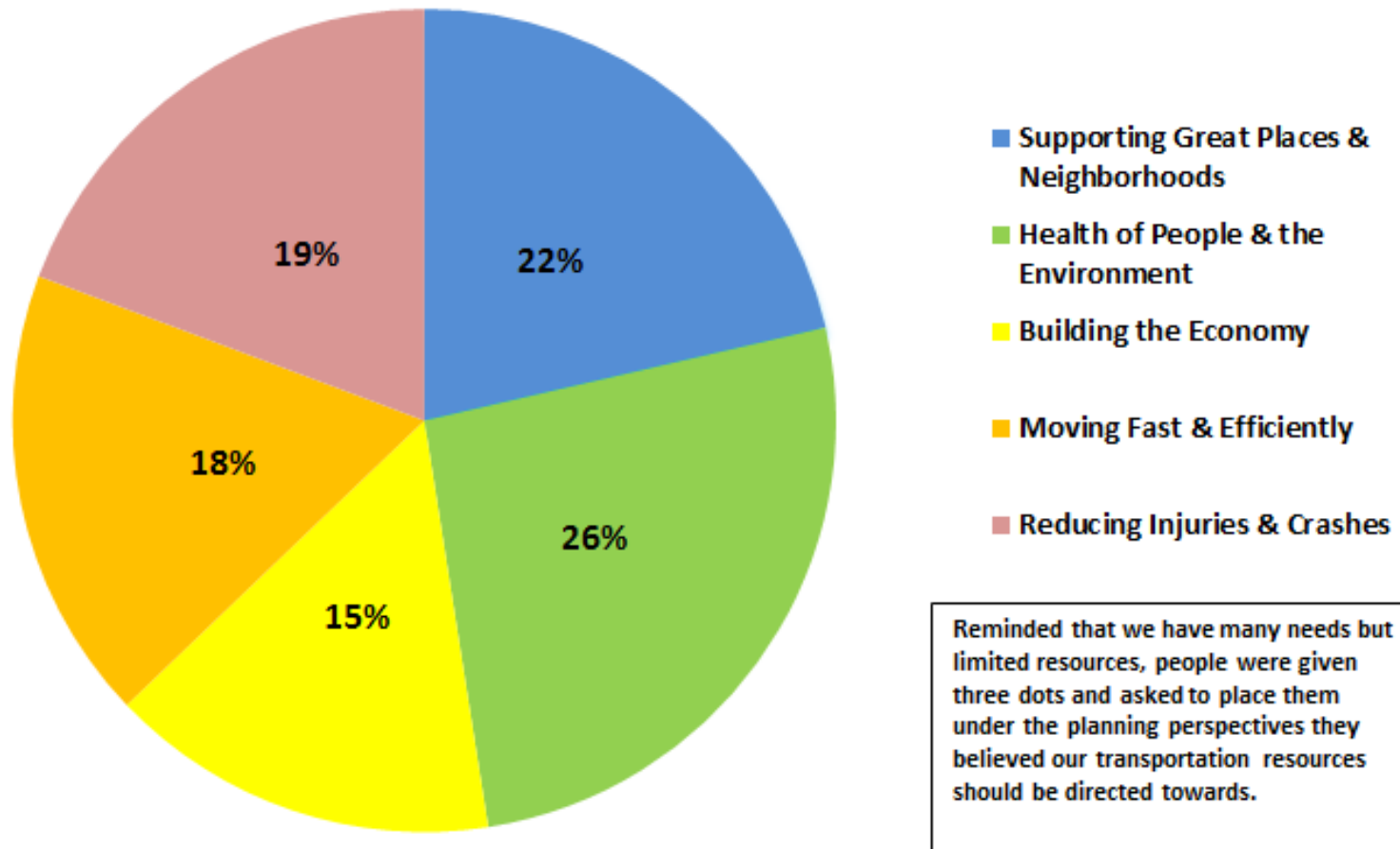
Creating Livable & Equitable Communities

Protecting the Environment & Promoting Public Health

Improving Safety

Balance Is Desired

What Transportation Issues Matter Most?



Results of Dot Surveys at 5 public events in 2018 (n = 843)
and 2018 MetroQuest Phase 2 survey results (n = 748)

Duluth-Superior Metropolitan Interstate Council (MIC)
January, 2019

Sustainable Choices 2045



Duluth-Superior Long-Range Transportation Plan

Moving Forward

Keys of *Sustainable Choices 2045*

- Achieve integrated balance - beyond just safety and efficient movement of vehicles
- Greater emphasis on sustainability – ultimate goal of a fully sustainable transportation system
- Ongoing implementation strategy – including evaluation of progress towards meeting the plan's goals & objectives

Comments? Questions?



Sustainable Choices 2045

Duluth-Superior Long-Range Transportation Plan



Mike Wenholz mwenholz@ardc.org

dsmic.org/planning/long-range



Plan Goals

Goal 1

Promote public health and energy conservation, and protect and enhance the environment through responsible Duluth-Superior area transportation system policies and design

(3 Objectives)

Goal 2

Ensure the Duluth-Superior area transportation system supports the development and maintenance of a safe, healthy, and connected community that provides opportunities and choices for people of all ages, incomes, and abilities

(6 Objectives)

Goal 3

Ensure the safety and security of the Duluth-Superior area transportation system for all users and modes, including being prepared to handle emergencies and disasters

(6 Objectives)

Goal 4

Ensure the Duluth-Superior area transportation system is an integrated multimodal network that supports people and goods getting to where they need to go in an efficient manner

(7 Objectives)

Goal 5

Develop and maintain the Duluth-Superior area transportation system to support economic productivity and competitiveness, including tourism

(6 Objectives)

Setting the Stage

KEY CURRENT CONDITIONS

Our Many Transportation Assets



Infrastructure Costs Continue to Rise

“... highway construction costs rose 66% between 2003 and 2016.” *

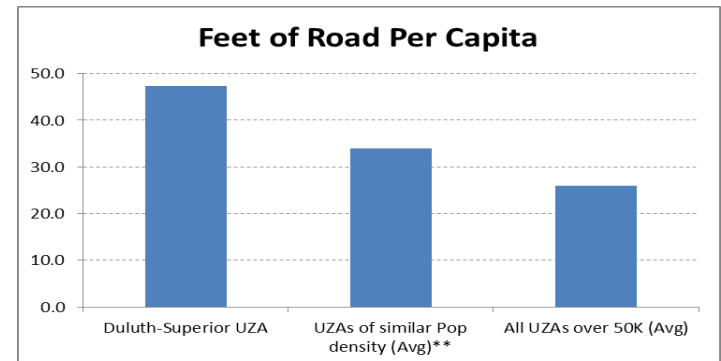
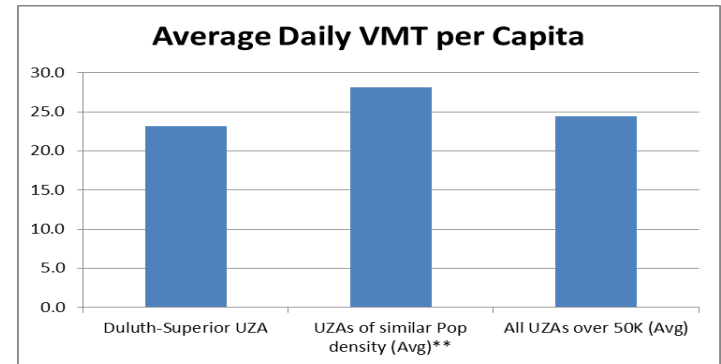
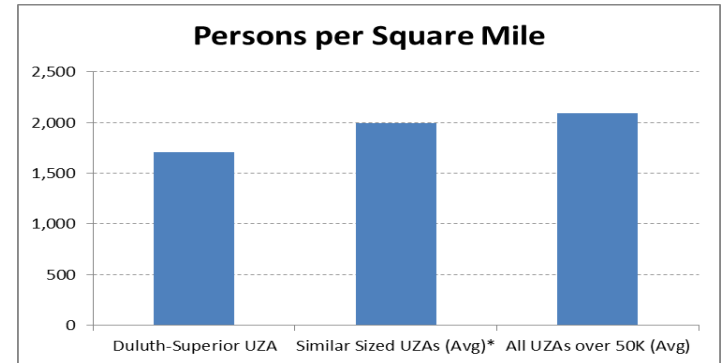
* = Long, Elliott. 2017. *Soaring Construction Costs Threaten Infrastructure Push*. Progressive Policy Institute, Washington DC. 13 pp

Compared to Similarly-Sized Cities We ...

have fewer people,

drive less,

but have much more road.



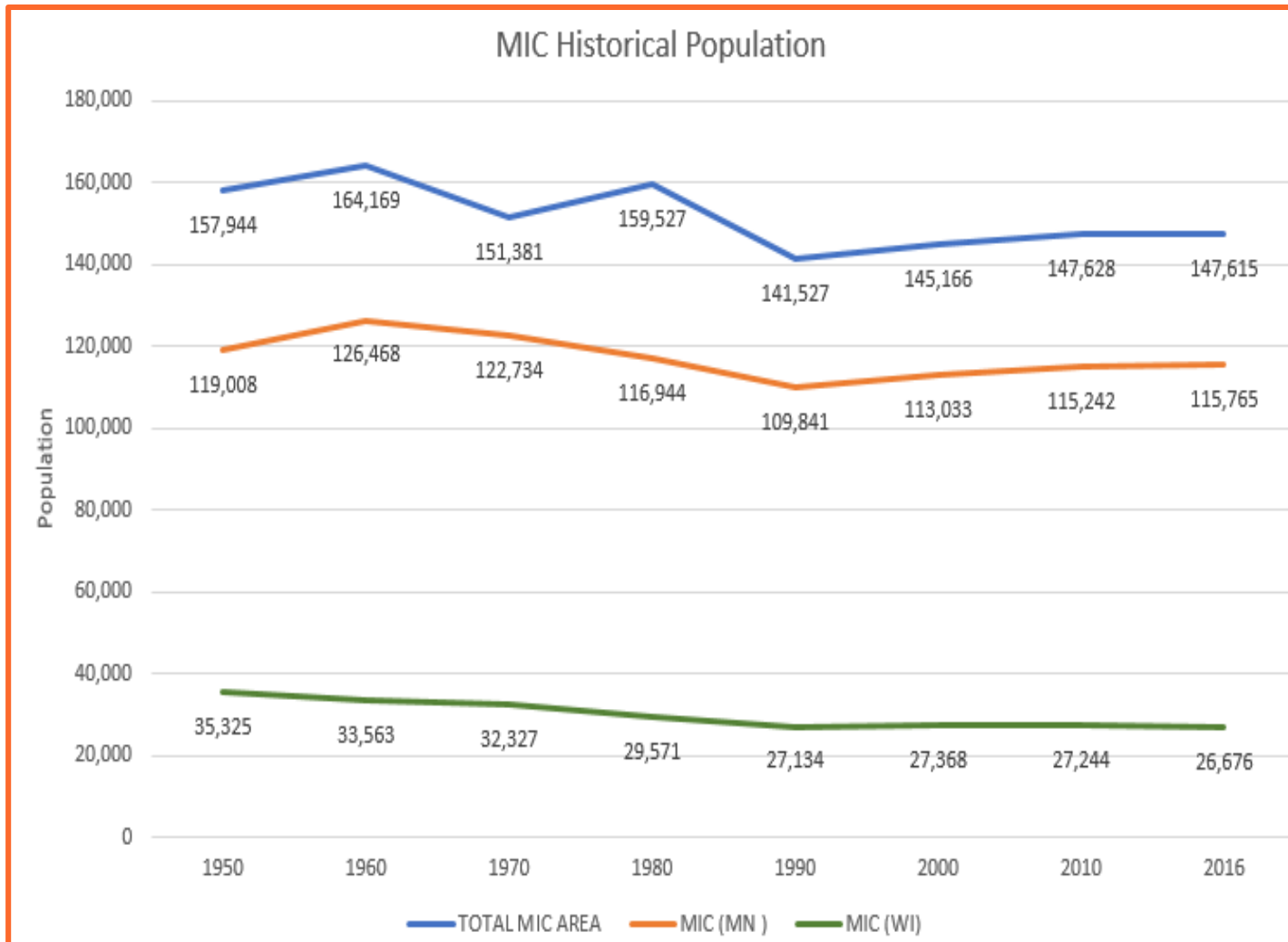
We Have Limited Traffic Congestion

Majority of roads operate well below capacity

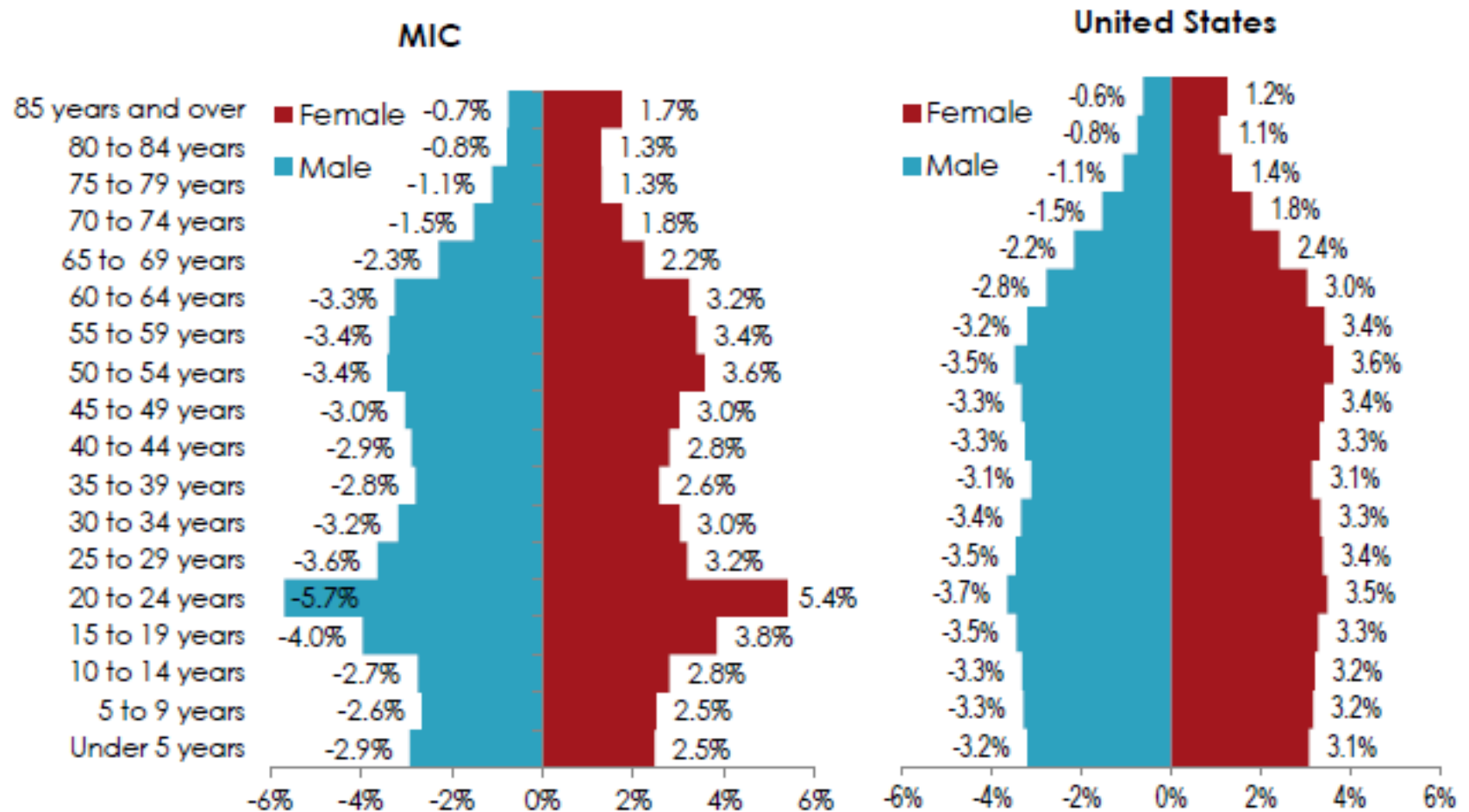
Congestion on a few corridors & intersections

Some congestion during peak hours & events

Population Not Growing



Aging Population



Source: ACS (2015).

Poverty is a Real Issue & Concern

18% of the total MIC area
population is below poverty

Summary – The Issues

Decreasing Tax Base

Sustainable Funding Problem

Likely Shift in Transportation Needs & Options

What does a sustainable transportation system look like?

Considers & Works for Everyone
Is Affordable
Has a Reliable Funding Source
Right Size – Not Overbuilt
Creates Wealth
Supports Economic Vitality
Safe
No Environmental Problems
Supports Livable Neighborhoods