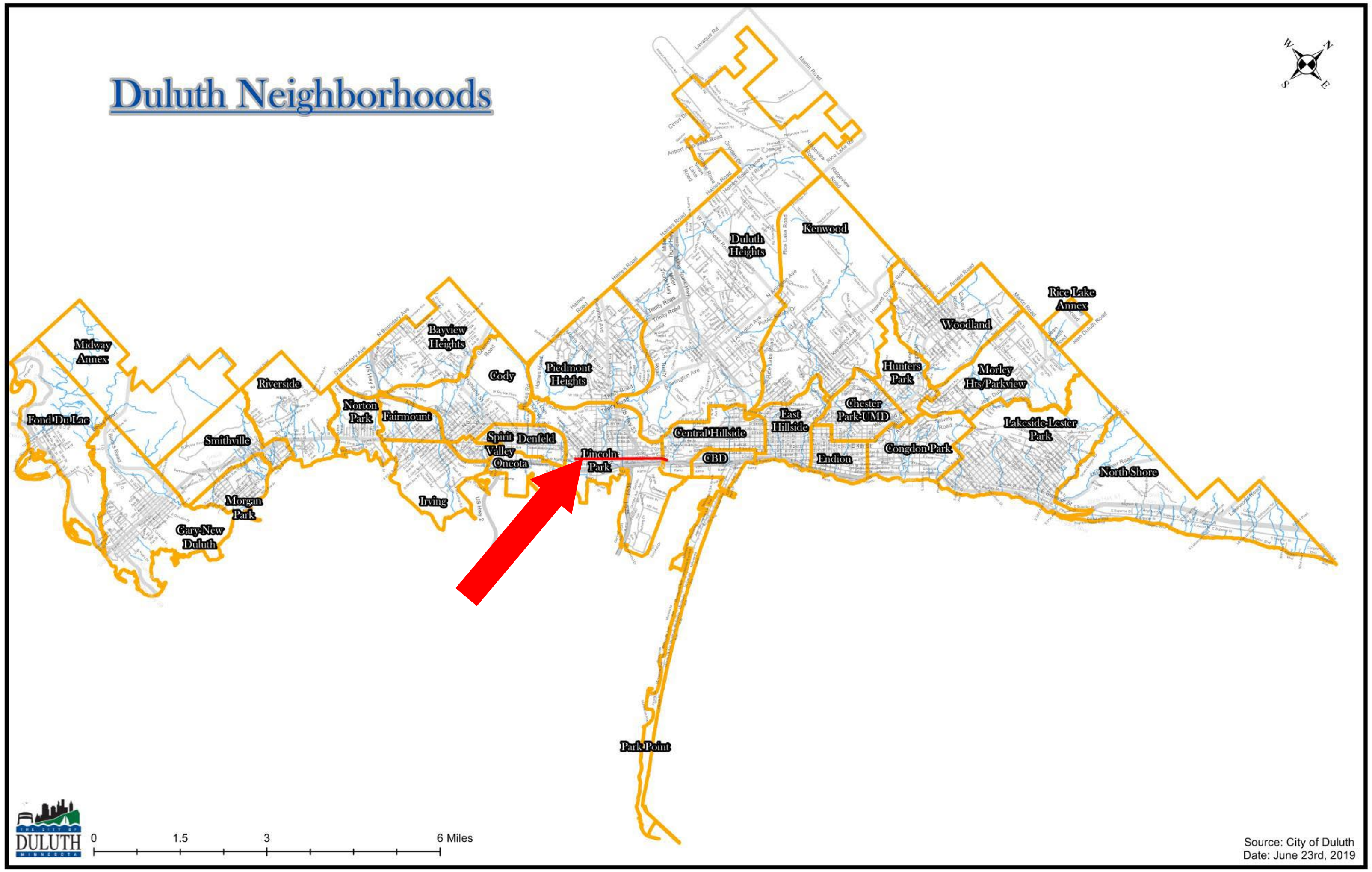
West Superior Street Reconstruction Project

Alex Popp, PE

City of Duluth Senior Engineer

Project Location



CITY OF DULUTH,
ST. LOUIS COUNTY
SECTION 4 & 5,
T49N, R14W
SECTION 33, T50N,
R14W

Project Location

Project Location

Corridor in Transition

Image from: Do North Marketing

Other Roadway Uses

Project Funding

- $24,990,160 Rebuilding America Infrastructure with Sustainability and Equity (RAISE) grant from FHWA administered by MnDOT
- $7,684,530 Infrastructure Investment and Jobs Act (IIJA) Match Program grant from MnDOT

DEPARTMENT OF TRANSPORTATION

RAISE Grants

Rebuilding America Infrastructure with Sustainablity and Equity

U.S. Department of Transportation

Project Schedule

- Design Almost Complete
- Bidding Spring 2025
- Project Construction 2025 - 2028

Project Phasing and Schedule

- 2025 Phase 0: 27th Avenue West and Michigan Street Intersections
- 2026 Phase 1: Michigan Street through 18th Avenue W
- 2027 Phase 2: 18th Avenue W to 24th Avenue W
- 2028 Phase 3: 24th Avenue W to Carlton Street

Design Team

Design Lead – SEH, Inc
Project Manager – Matt Bolf, PE

Damon Farber
Urban and Streetscape Design

Alliant Engineering
Traffic Engineering, Preliminary
Design, and Construction Staging

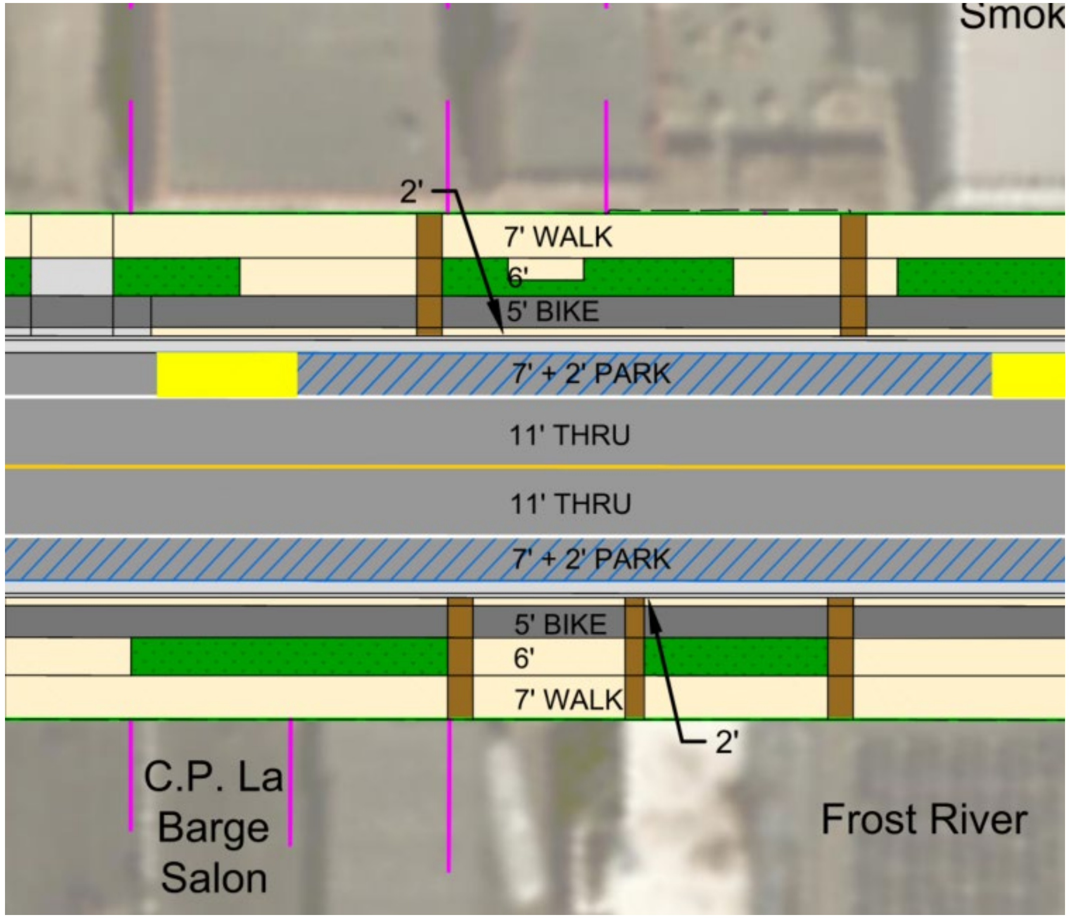
Design Standards

8820.9936 MINIMUM DESIGN STANDARDS, URBAN; NEW OR RECONSTRUCTION PROJECTS.
New or reconstruction projects for urban roadways without a designated on-road bicycle facility must meet or exceed the minimum dimensions indicated in the following design chart.

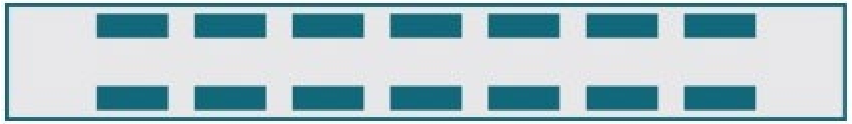
Projected Traffic Volume	Design Speed mph	Lane Width (a) feet	Curb Reaction Distance (c) feet	Parking Lane Width (e) feet
ADT < 10,000	30-45	(b) 10-11	1-2 (d)	7-8
	50 or over	11-12	2	8-10
ADT ≥ 10,000	30-35	(b) 10-11	1-2 (d)	7-10
	40-45	11-12	1-4	7-10
	50 or over	11-12	2-4	Not allowed

(b) Ten feet may be considered where truck or bus volumes are relatively low, rights-of-way are constrained, and design speeds are 35 mph or less. Eleven feet minimum is required on four-lane, undivided facilities.

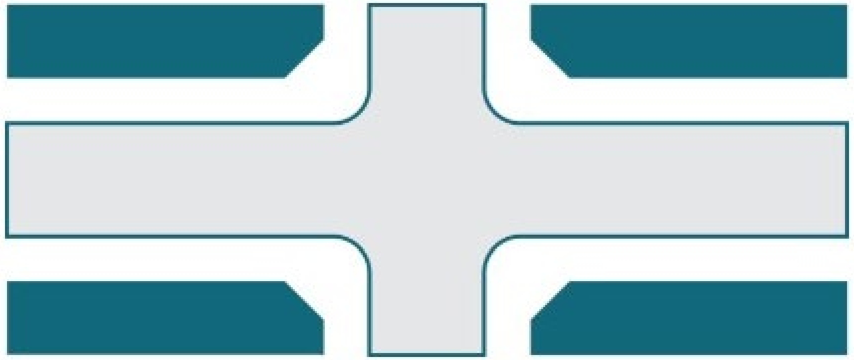
NACTO Best Practices



2-Way Street



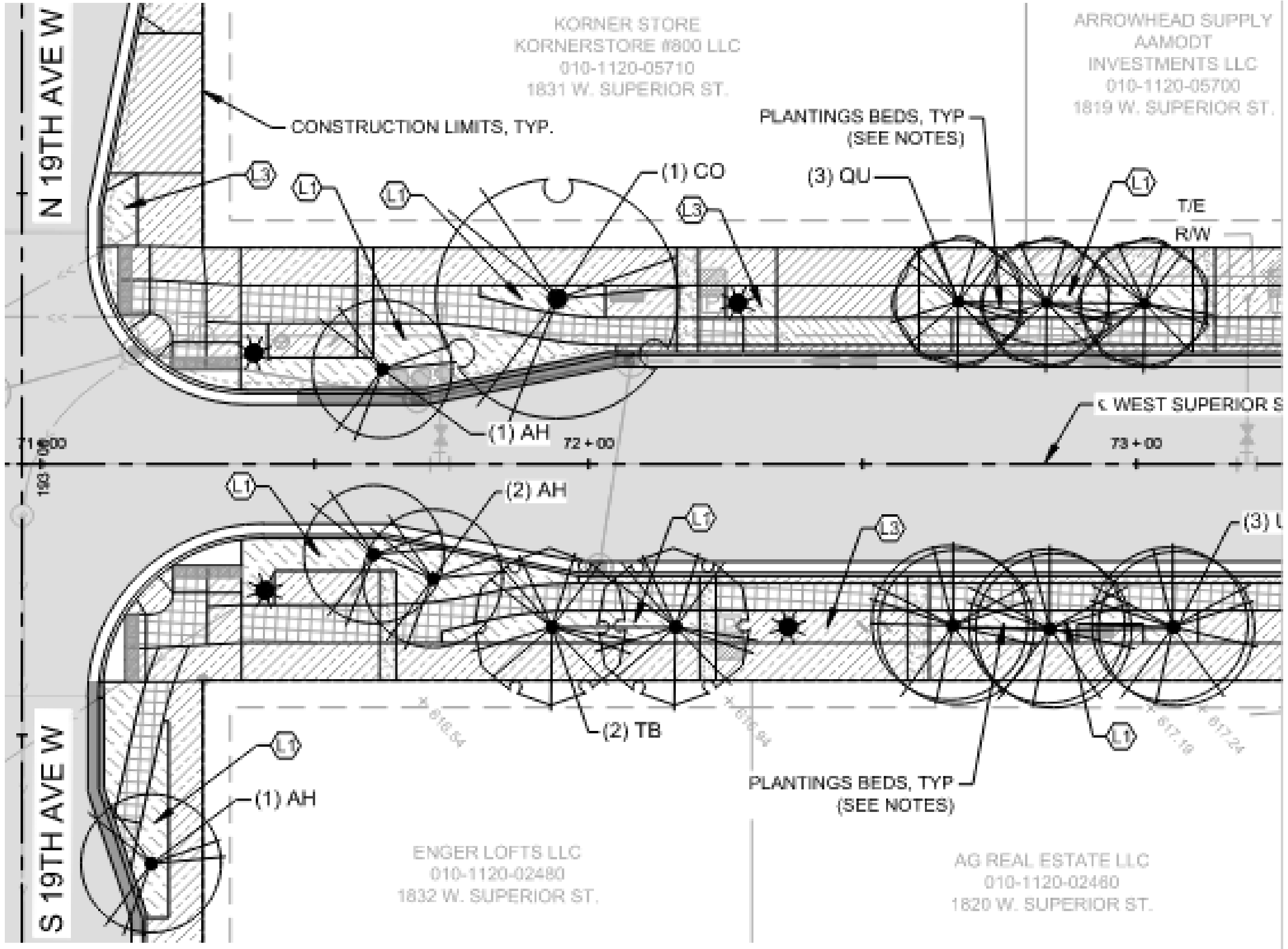
On-Street Parking

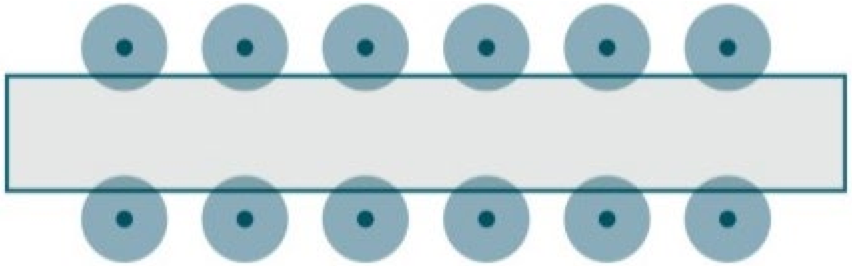


Building Lines

Images from NACTO Urban Street Design Guide

NACTO Best Practices





Street Trees

Pinchpoint

Images from NACTO Urban Street Design Guide

NACTO Best Practices – Not Included

Median

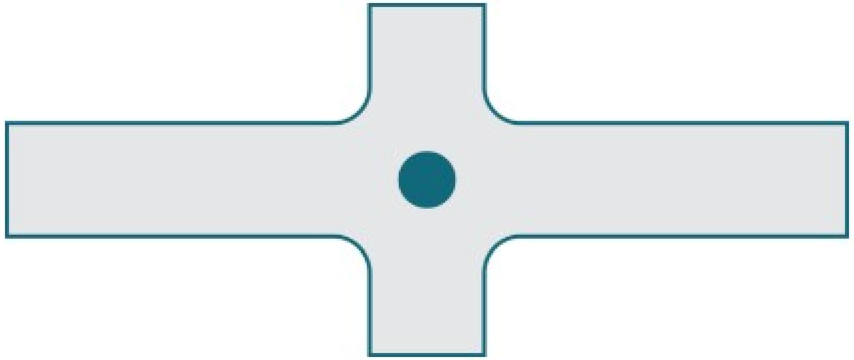
Lane Shift

Chicane

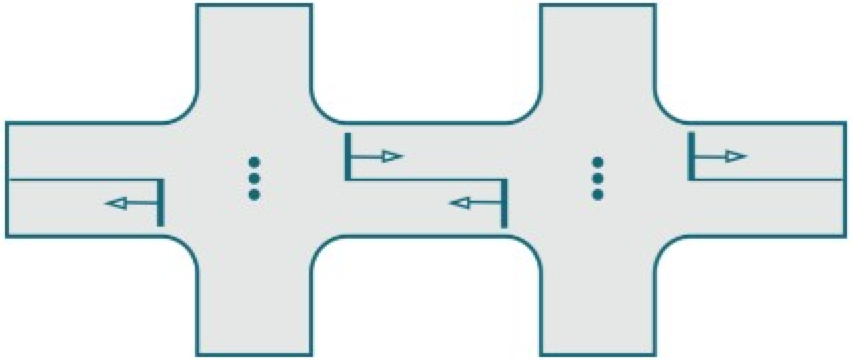
Speed Hump

Images from NACTO Urban Street Design Guide

NACTO Best Practices – Not Included



Roundabout

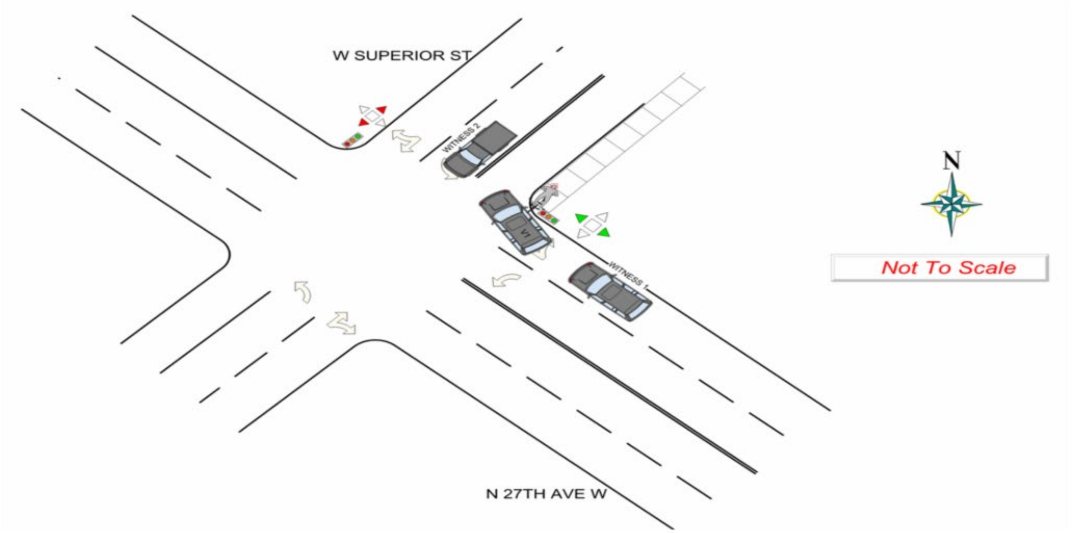


Signal Progression

Diverter

Crash Evaluation

OFFICER SKETCH



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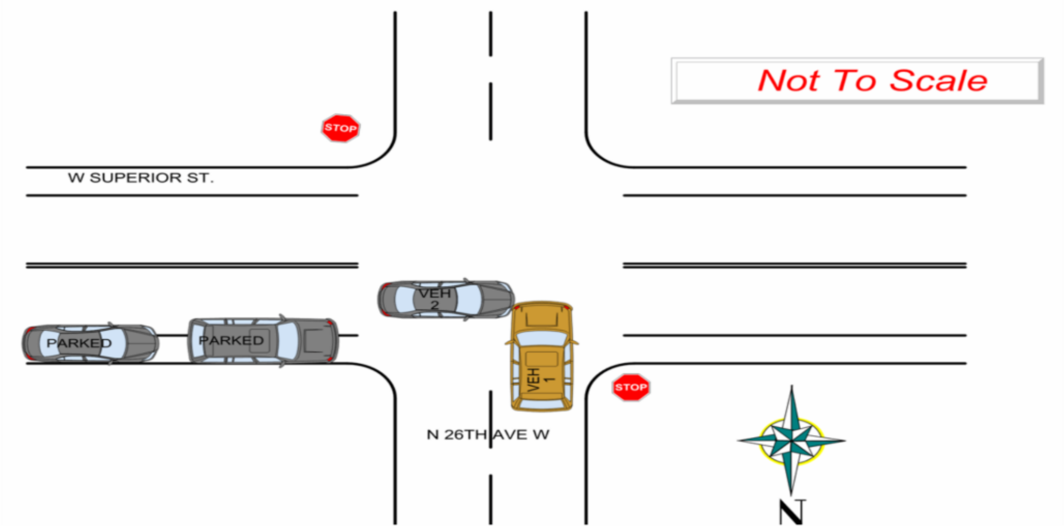

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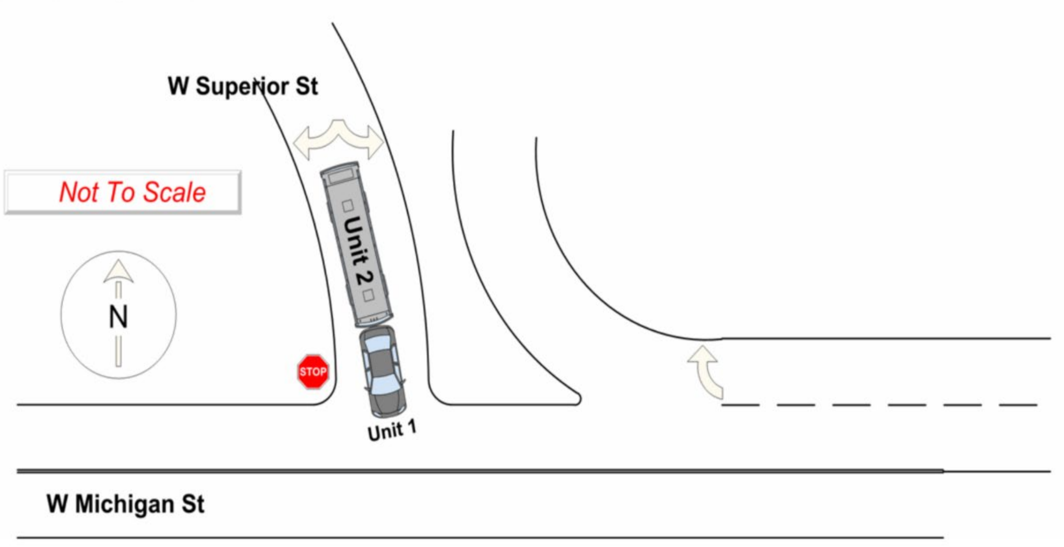
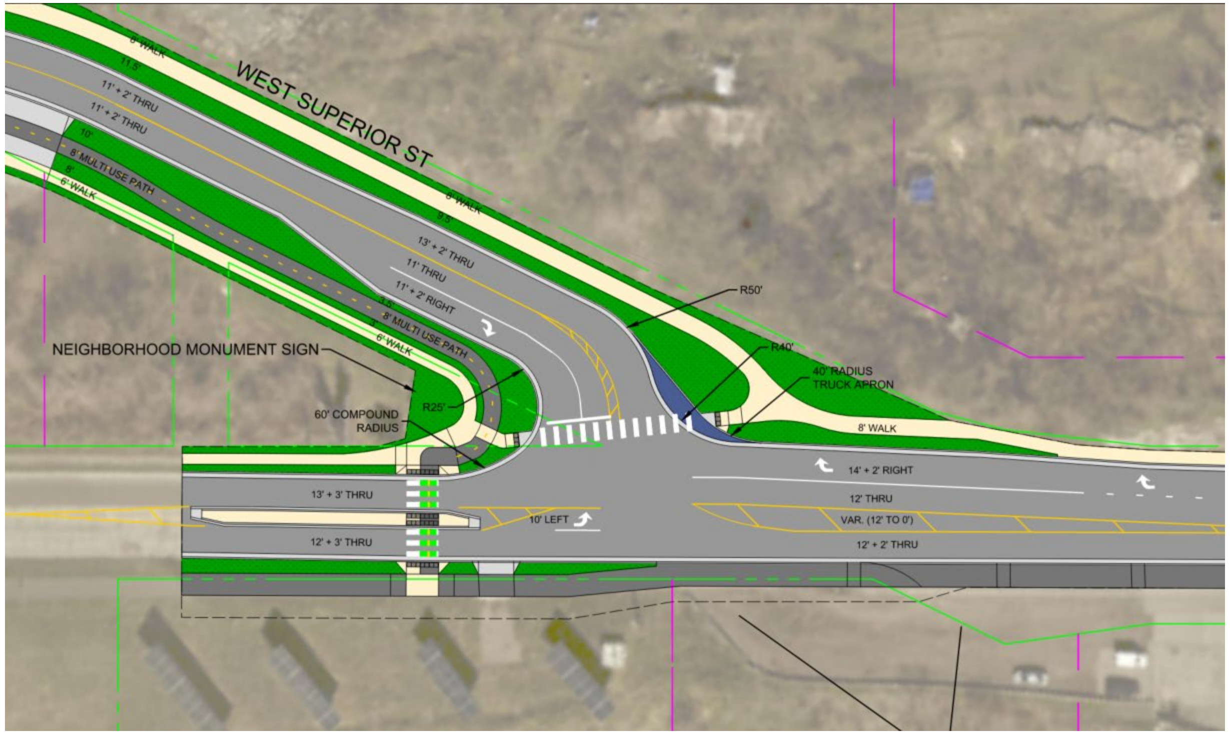
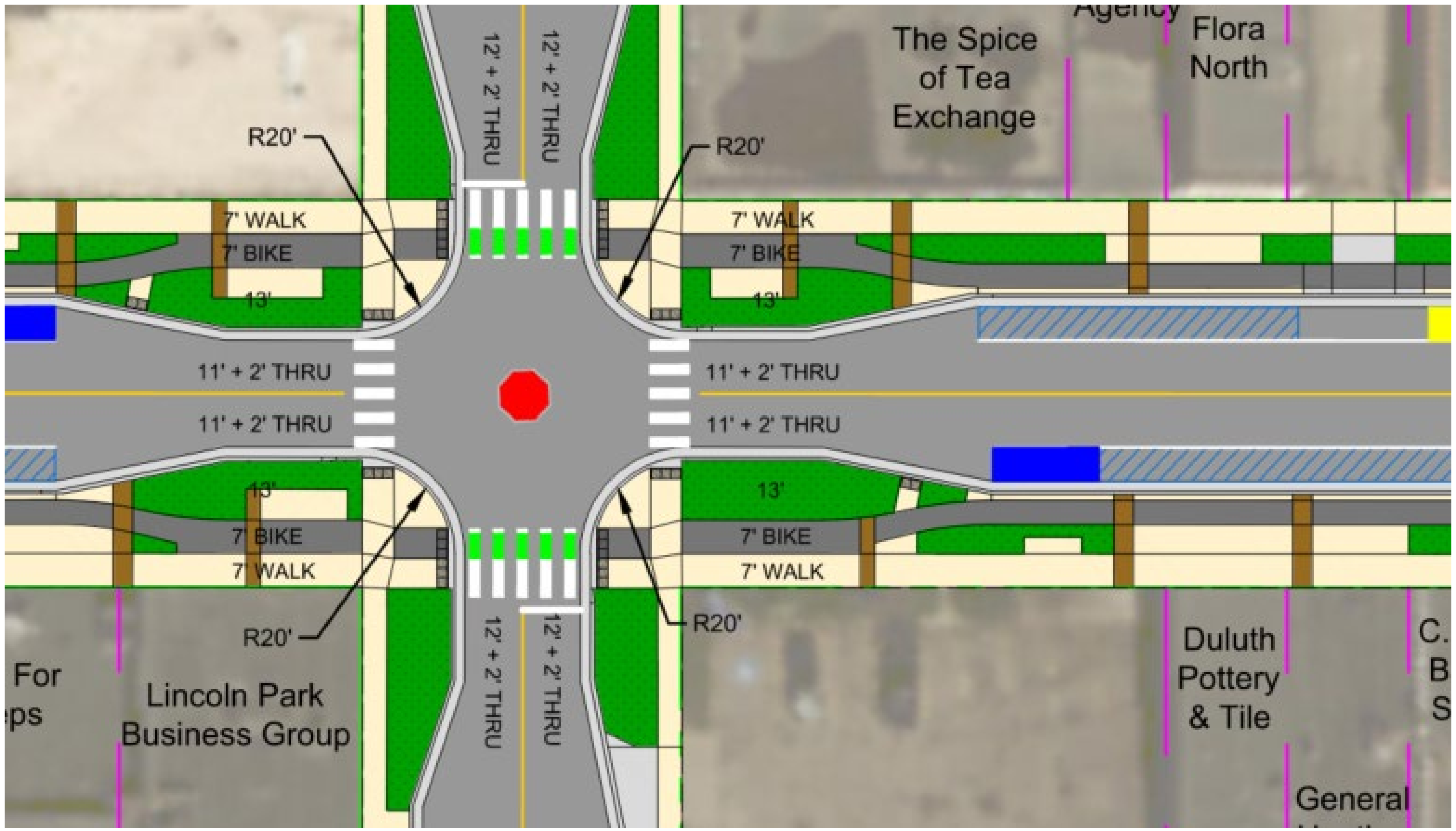


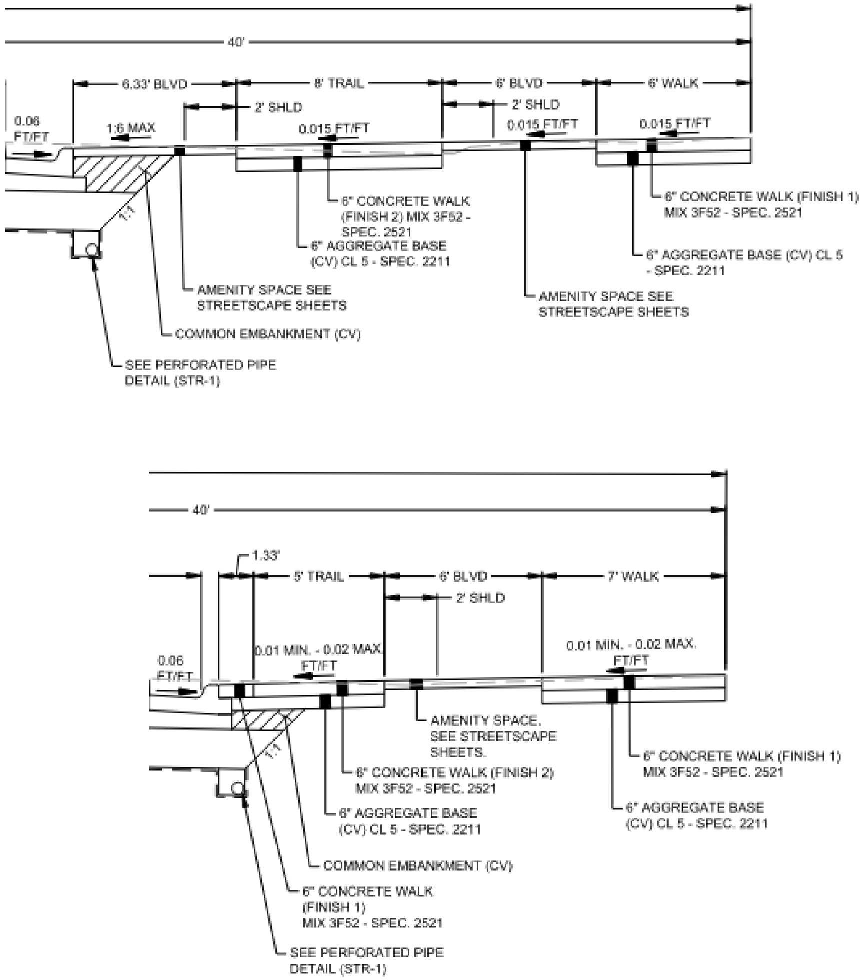
Intersection Controls

Michigan Street Intersection Improvements

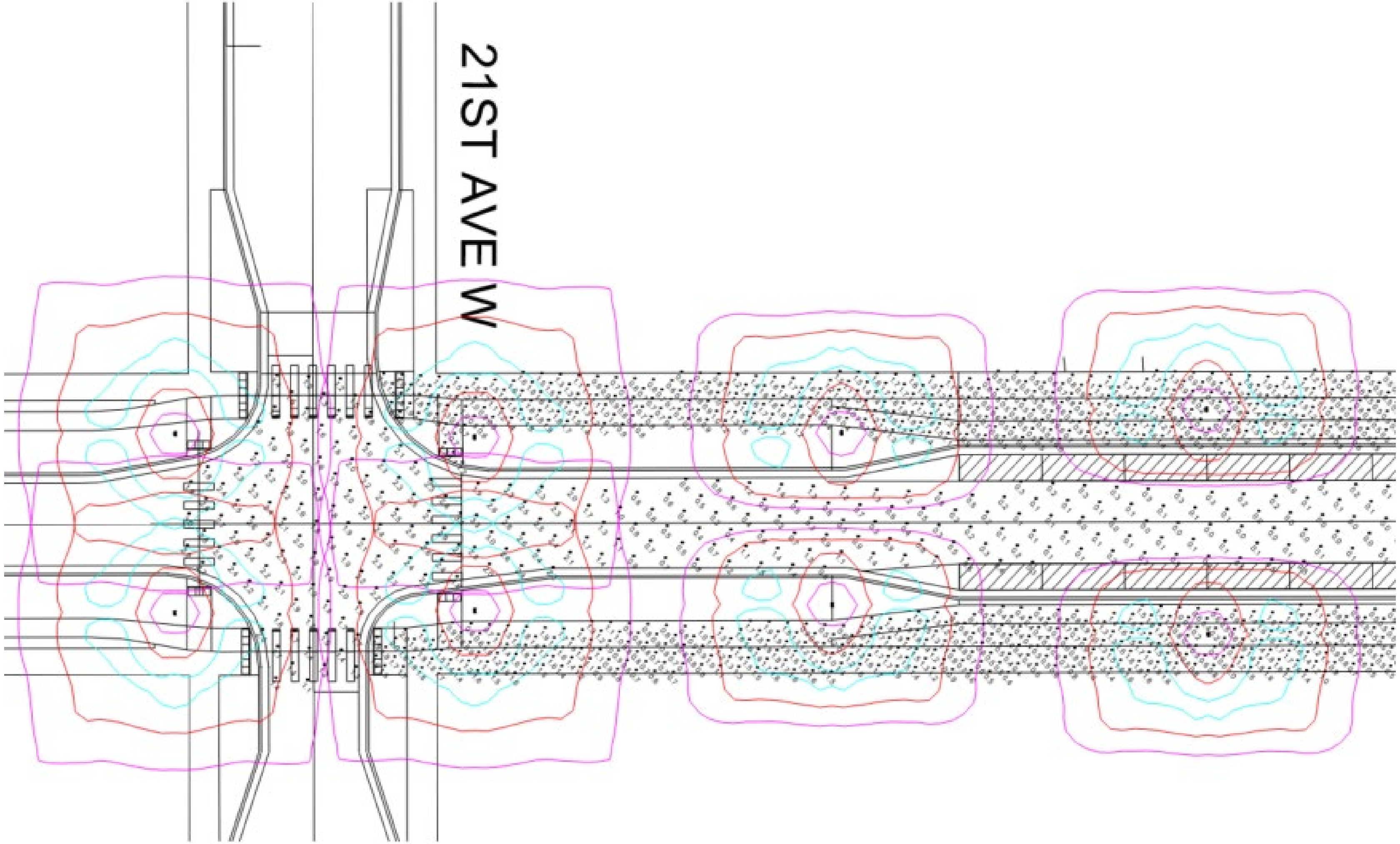


Bike and Pedestrian Design Elements



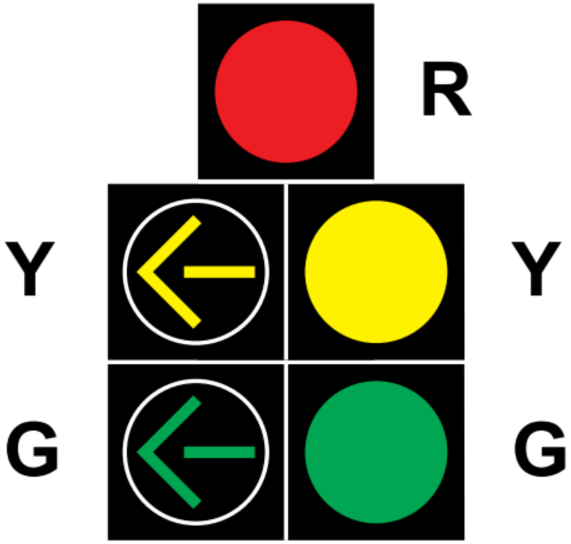


Street Lighting



Signals

SIGNAL HEAD CHART						
SIGNAL HEAD	R	Y	FYA	G	Y	G
1–1, 1–2	←	←	←	←		
2–1, 2–2	●	●		●		
3–1, 3–2	←	←	←	←		
4–1, 4–2	●	●		●		
5–1, 5–2	←	←	←	←		
6–1, 6–2	●	●		●		
7–1, 7–2	←	←	←	←		
8–1, 8–2	●	●		●		
OLA–1, OLA–2	🚲	🚲	🚲	🚲		
OLA–3, OLA–4	🚲	🚲	🚲	🚲		



Questions or Comments?