West Superior Street Reconstruction Project

Alex Popp, PE

City of Duluth Project Engineer

West Superior Street Project

Project Funding and Requirements

- $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
- Grant funding comes with specific requirements

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

Design Team

Building a Better World for All of Us®

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

Damon Farber
Urban and Streetscape Design

ALLIANT

Alliant Engineering
Traffic Engineering, Preliminary Design, and Construction Staging

West Superior Street Character Districts

CARLTON STREET TO 27TH AVE W

Character District 01

LIGHT INDUSTRIAL

27TH AVE W TO 22ND AVE W

Character District 02

INDUSTRIAL TO COMMERCIAL TRANSITION

22ND AVE W TO PEIDMONT AVE / GARFIELD AVE

Character District 03

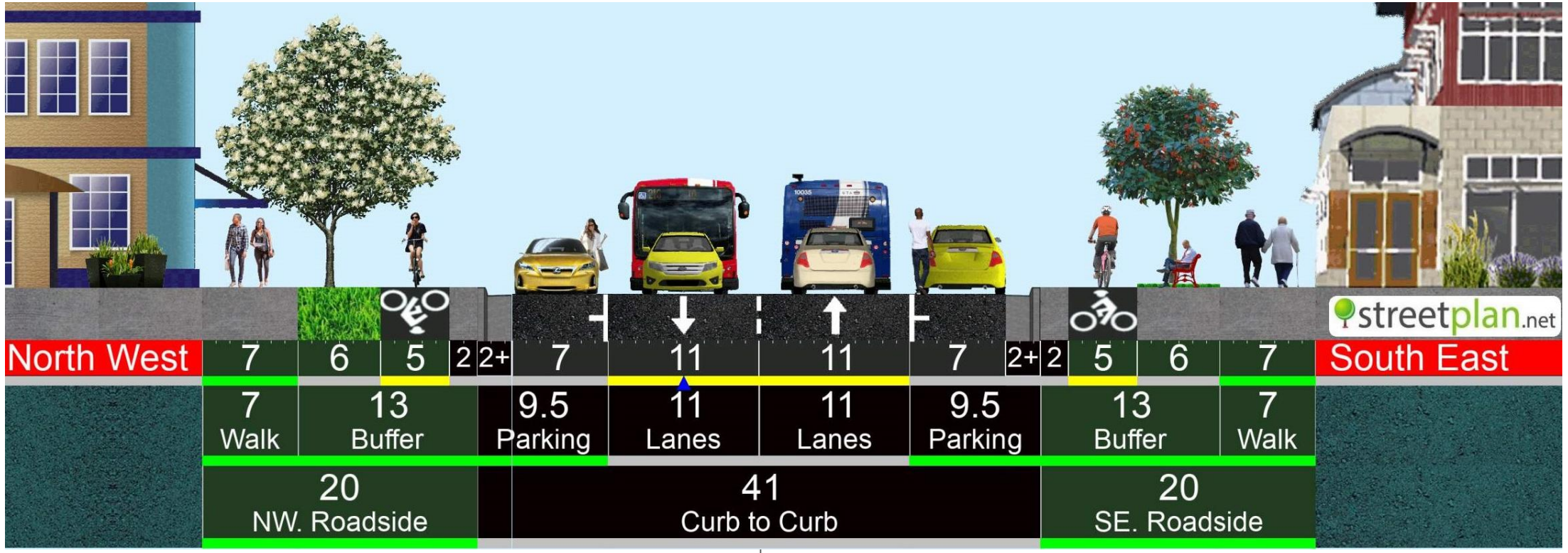
NEIGHBORHOOD COMMERCIAL CORE

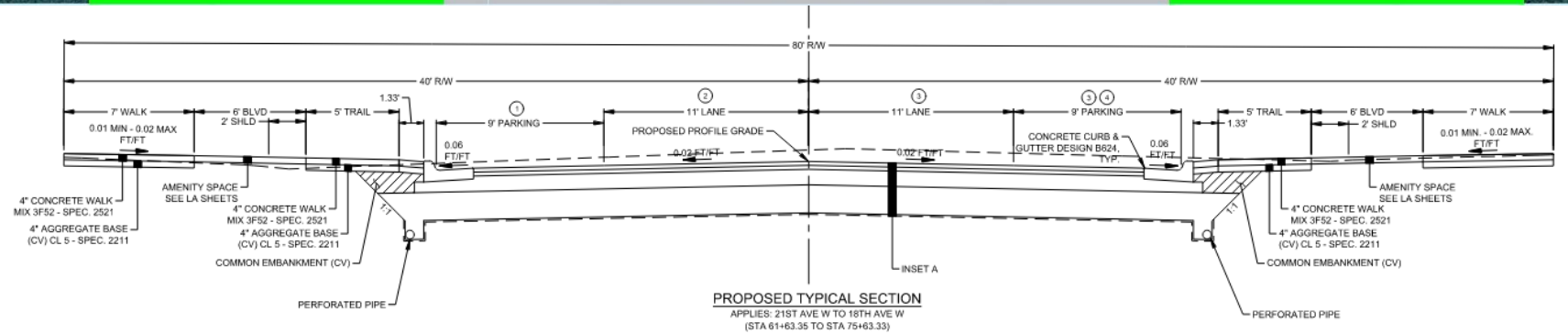
PEIDMONT AVE / GARFIELD AVE TO WEST MICHIGAN STREET

Character District 04

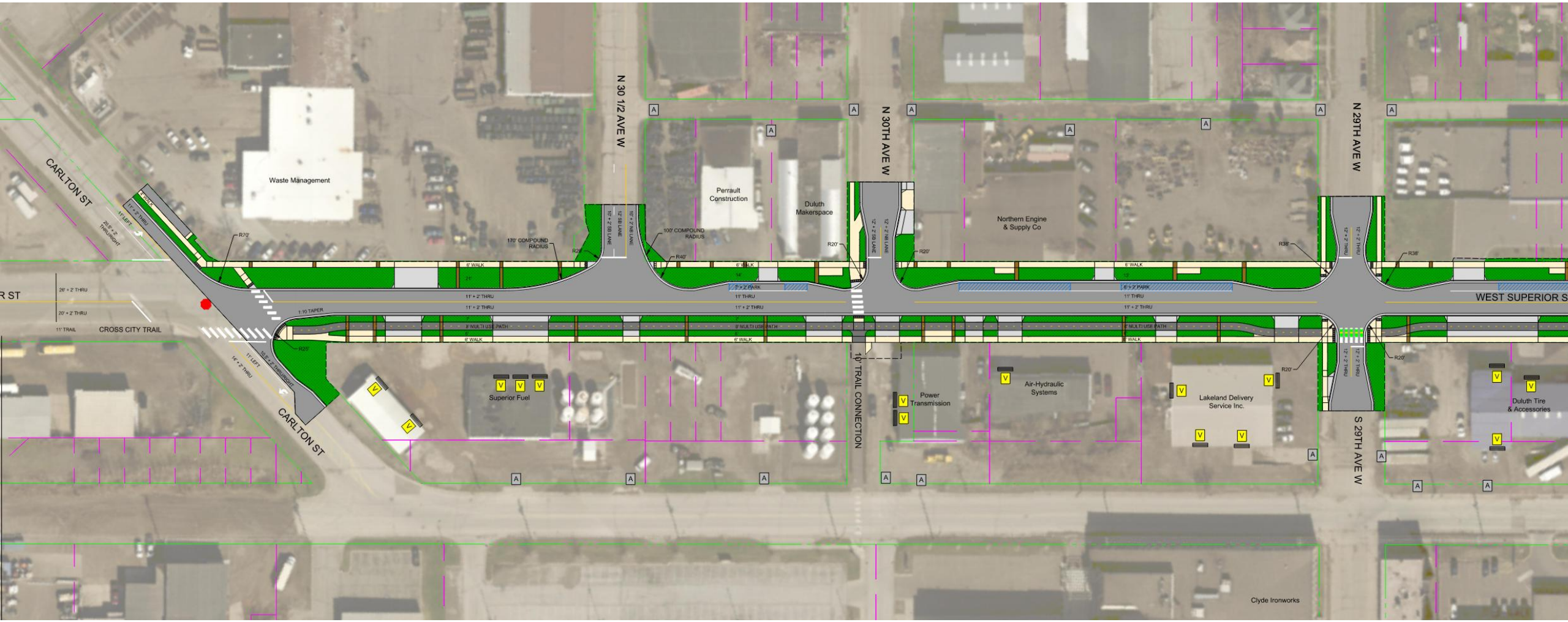
THE POINT OF ROCKS

Typical Section





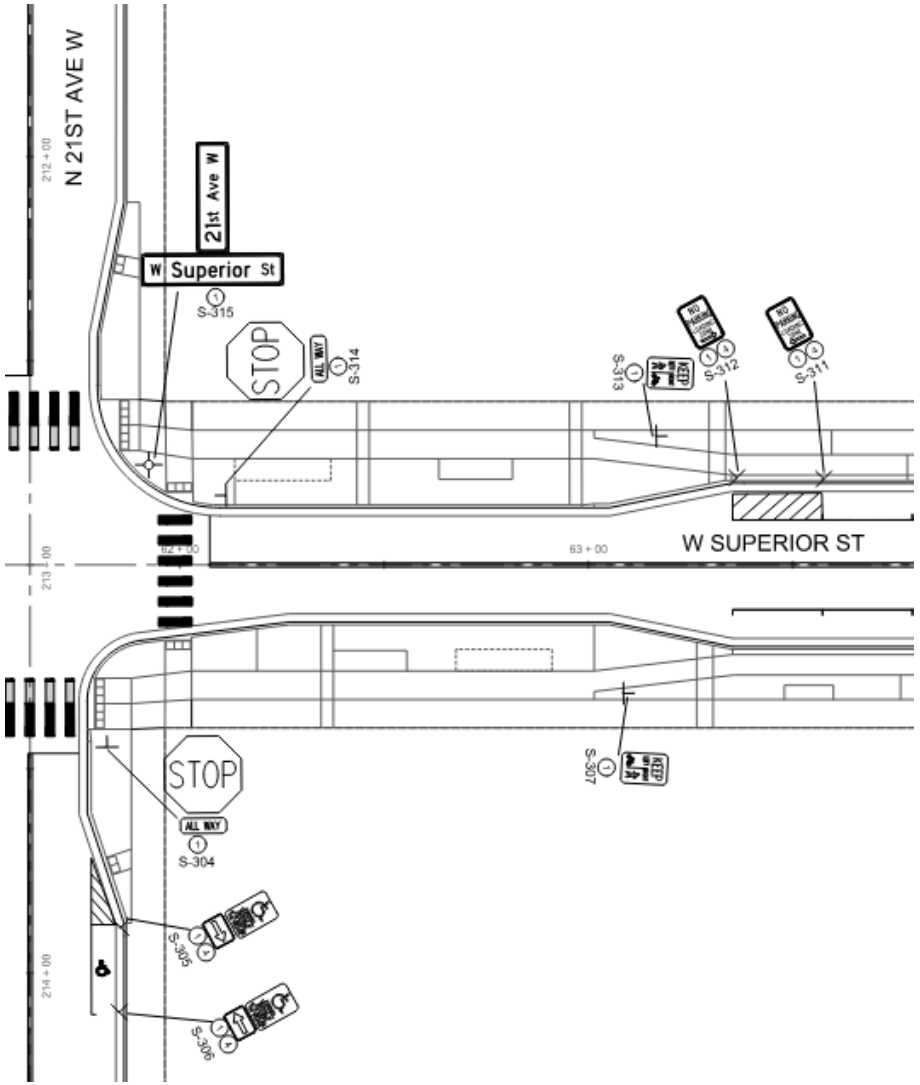
Layout


CARLTON ST
Waste Management
N 30 1/2 AVE W
N 30TH AVE W
N 29TH AVE W
Perrault Construction
Duluth Makerspace
Northern Engine & Supply Co
WEST SUPERIOR S
CROSS CITY TRAIL
CARLTON ST
10' TRAIL CONNECTION
Superior Fuel
Power Transmission
Air-Hydraulic Systems
Lakeland Delivery Service Inc.
Duluth Tire & Accessories
S 29TH AVE W
Clyde Ironworks

Layout Rendering – Character District 1

Layout Renderings – Character District 3

Curbside Management



W SUPERIOR STREET RECONSTRUCTION PROJECT
LOADING ZONES AND ACCESSIBLE SPACES SURVEY

Please fill out the below survey to help the project team understand your needs in order to manage the curbside parking spaces following the completion of the W Superior Street reconstruction project. The information gathered will inform the final design of the area's on-street parking configuration

Your name (printed): _____

Your business/organization's name: _____

3009 W. SUPERIOR ST.

Loading Zone
Does your organization require an on-street loading zone to serve an ongoing need for deliveries?

- ☐ Yes
- ☐ No

If yes:
Is there currently a nearby on-street loading zone that serves your organizations needs

- ☐ Yes
- ☐ No

If an on-street zone is not provided, is there an off-street loading zone option that serves your needs?

- ☐ Yes
- ☐ No

What would be your preferred hours for the loading zone?

- ☐ Morning (8 AM - 12 PM)
- ☐ Afternoon (12 PM - 5 PM)
- ☐ Evening (5 PM - 11 PM)
- ☐ Overnight (11 PM – 8 AM)
- ☐ Other (please specify): _____

What vehicle would you like to be accommodated in the loading zone?

- ☐ Passenger car (19' long, 1 space)
- ☐ Delivery Box Truck (30' long, 2 spaces)
- ☐ Intermediate semitrailer (33' trailer, 46' long, 3 spaces)
- ☐ Other (please specify): _____

Short Term Parking (outside your building)
Do you desire short term parking spaces?

- ☐ Yes
- ☐ No

If yes, how long should the short-term parking be allowed?

- ☐ 15 minutes
- ☐ 30 minutes
- ☐ 1 hour
- ☐ Other (please specify): _____

Accessible Parking (outside your building)
Do you currently have an accessible parking space?

- ☐ Yes
- ☐ No

Do you (still) require an accessible parking space?

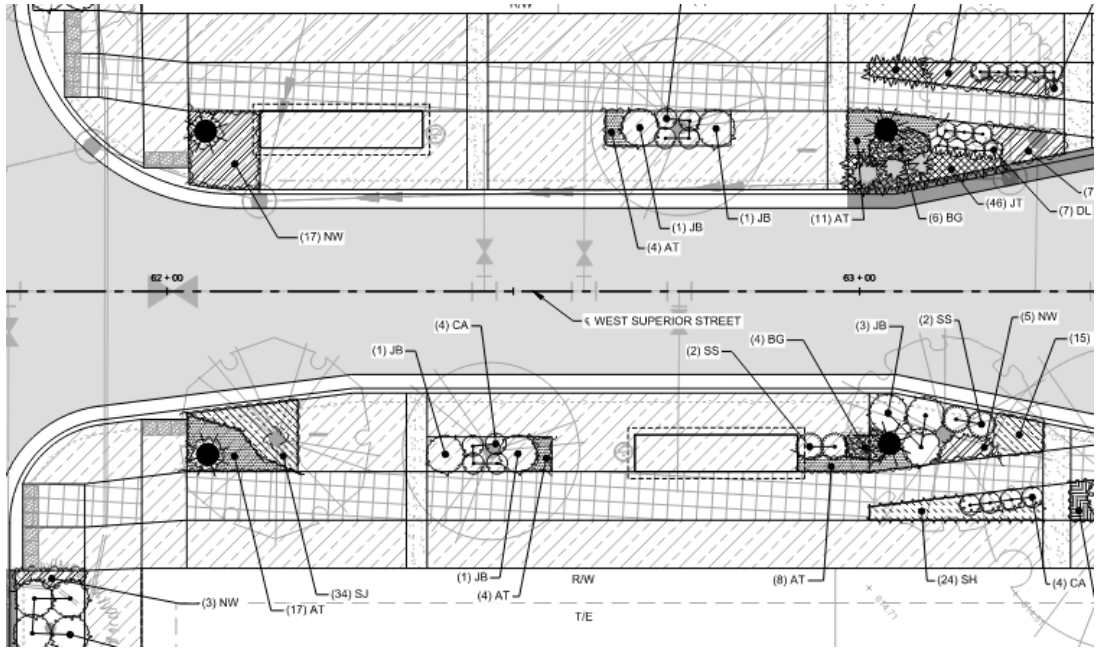
- ☐ Yes
- ☐ No

If you don't currently have a space but are requesting a new one:

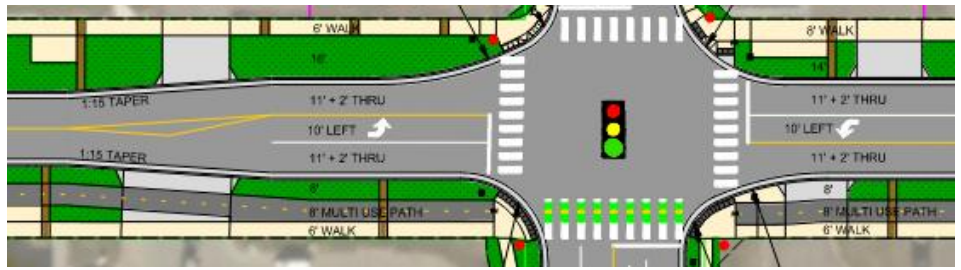
Reason for the request: _____

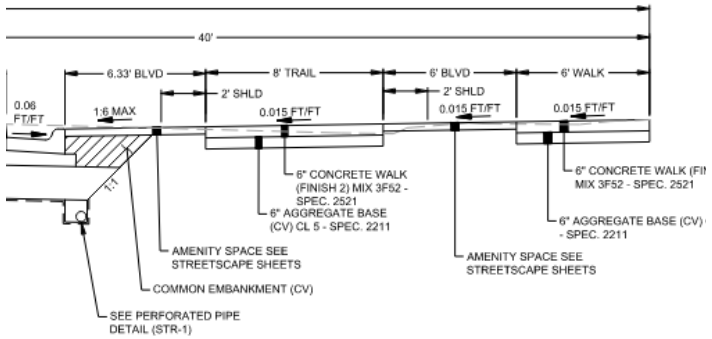
Who will use this zone? (applicant's car, Stride bus, etc.) _____

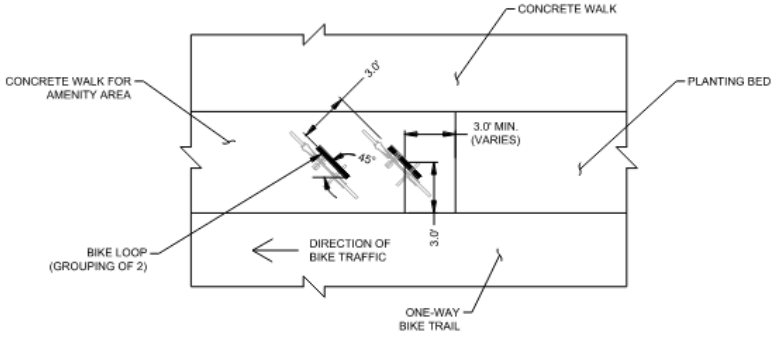
DTA Bus Rapid Transit Accommodations



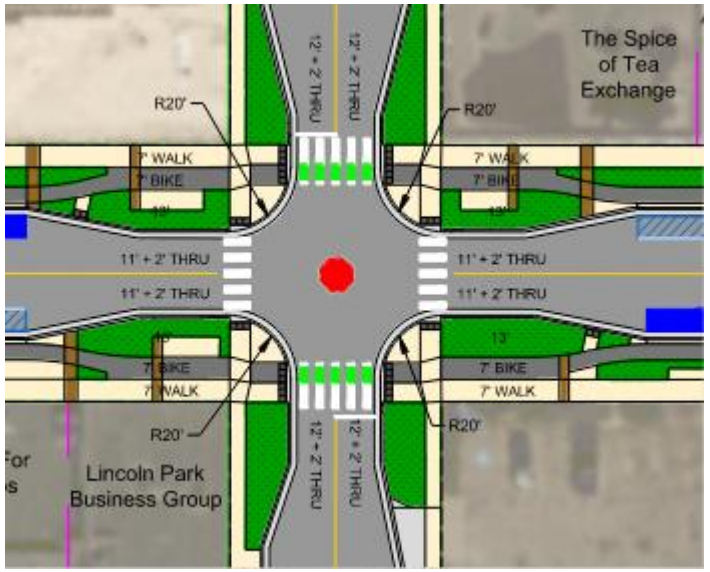
Bike and Pedestrian Design Elements

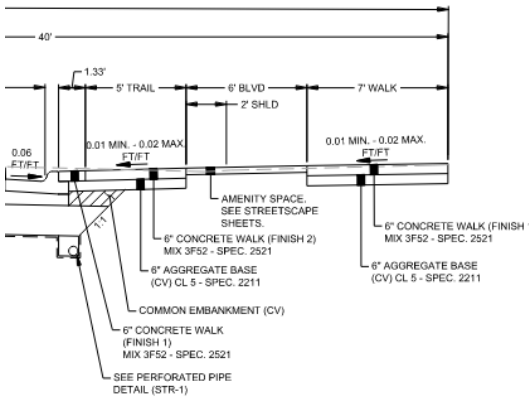


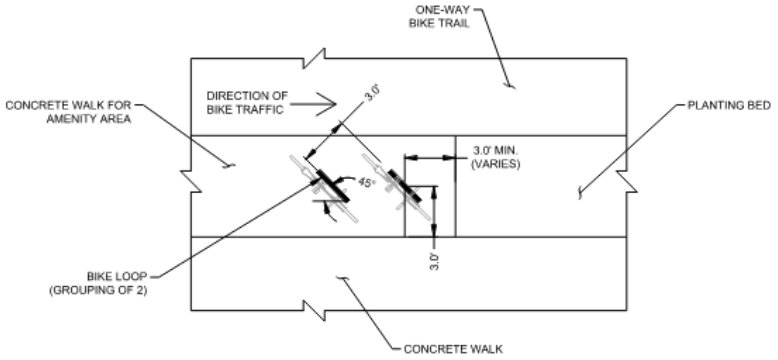




BIKE LOOP LAYOUT DETAIL @ ONE-WAY TRAIL (NORTH SIDE)



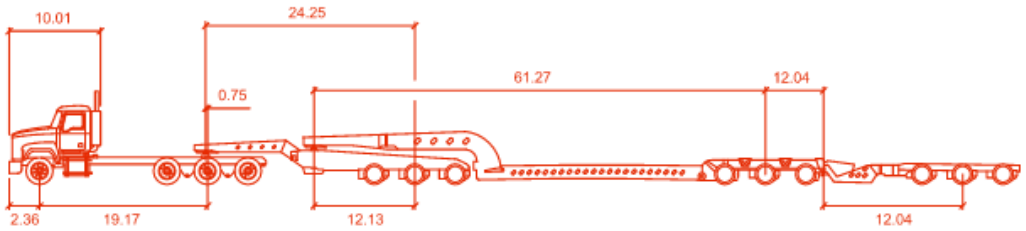




BIKE LOOP LAYOUT DETAIL @ ONE-WAY TRAIL (SOUTH SIDE)

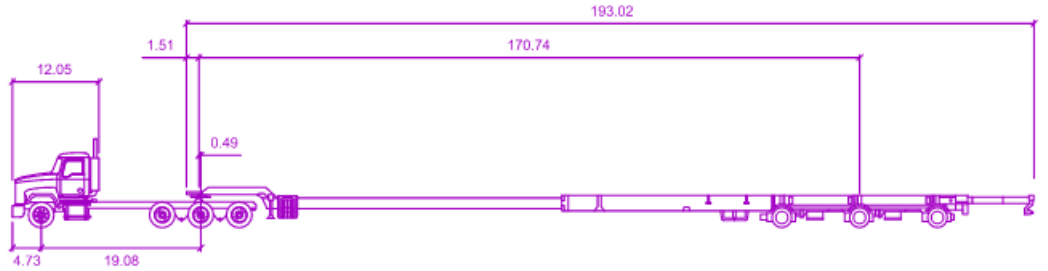
OSOW Routes in Project Area

Design Vehicles for OSOW Routes



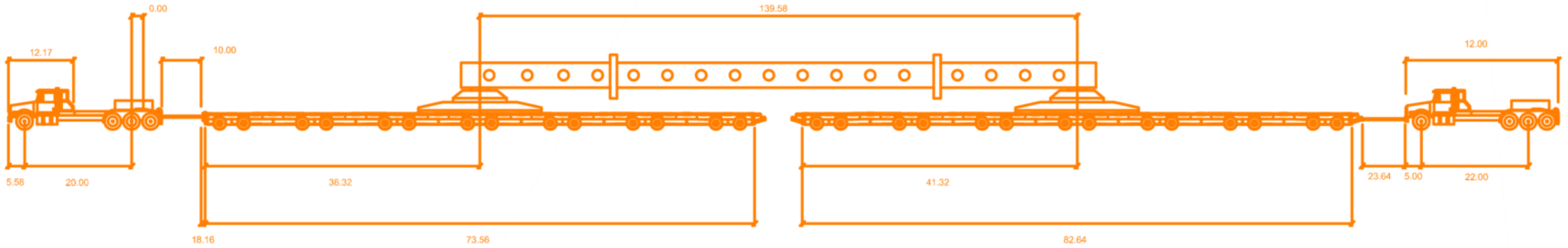
New OSOW Transport Vehicle

	feet		
First Unit Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 40.0
First Unit Track	: 8.50	Articulating Angle	: 70.0
Trailer Track	: 8.50		



ST - Wind Blade Trailer 3

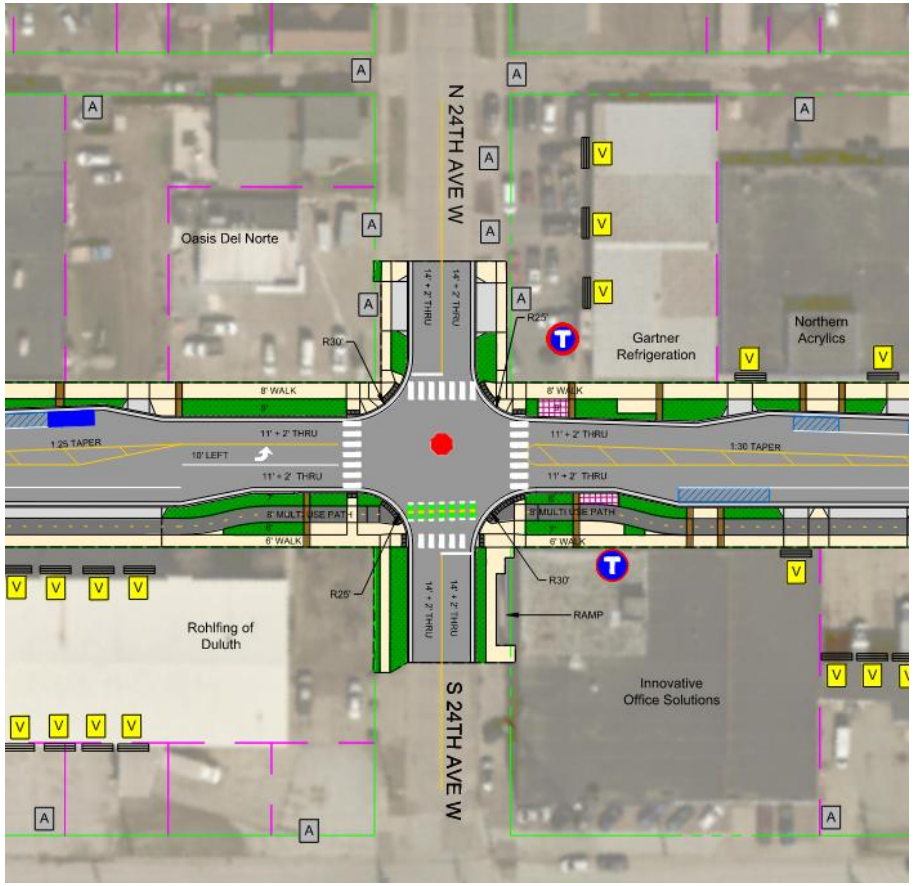
	feet		
First Unit Width	: 8.01	Lock to Lock Time	: 6.0
Trailer Width	: 2.99	Steering Angle	: 40.0
First Unit Track	: 8.01	Articulating Angle	: 70.0
Trailer Track	: 8.01		

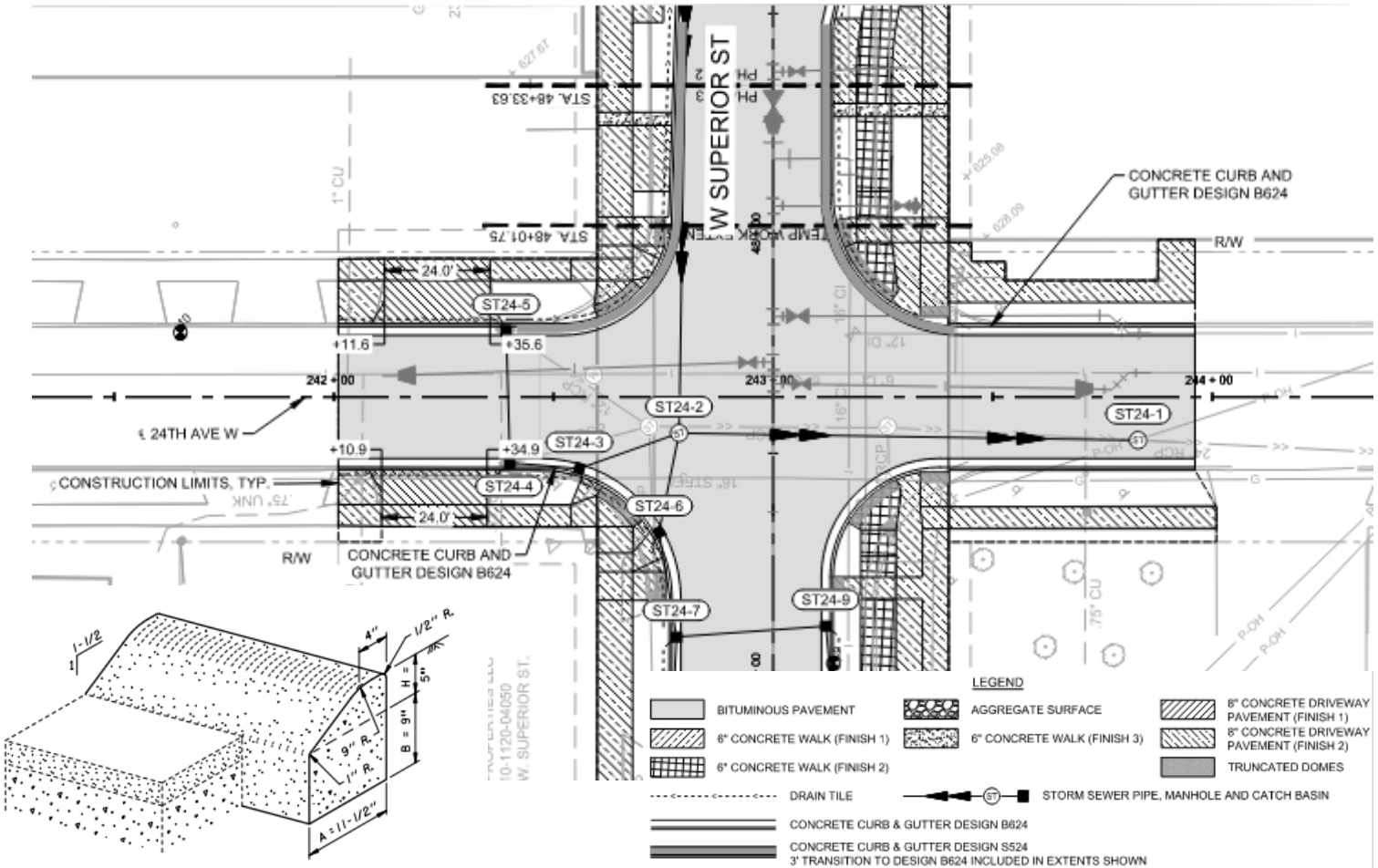


BARNHART BOILER

	feet		
Tractor Width	: 8.20	Lock to Lock Time	: 6.0
Trailer Width	: 18.00	Steering Angle	: 25.0
Tractor Track	: 8.20	Articulating Angle	: 50.0
Trailer Track	: 18.00		

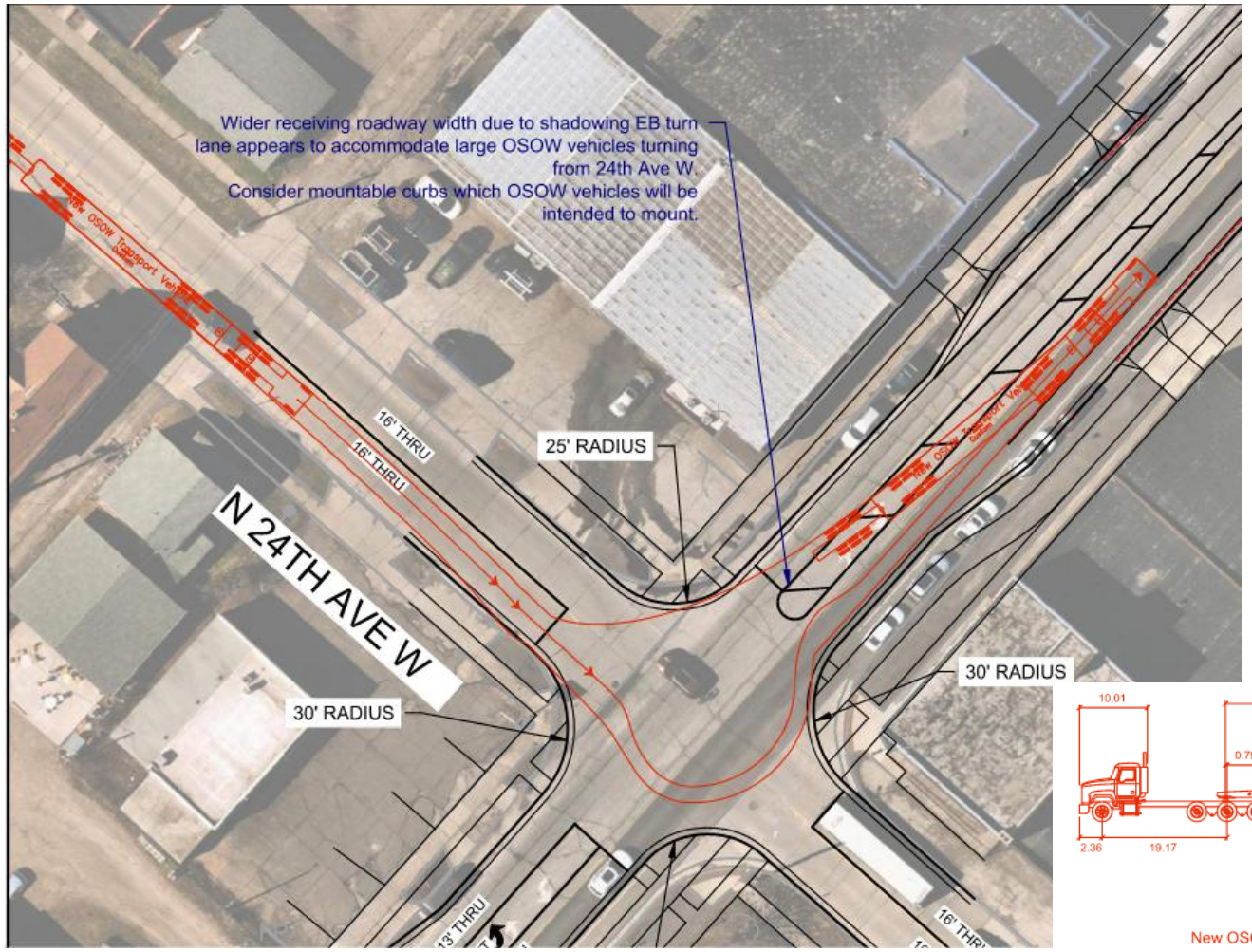
24th Avenue West Layout

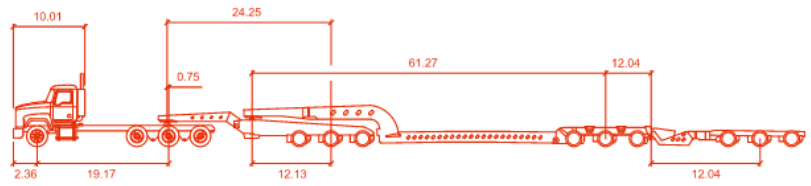




DESIGN S

24th Avenue West Turning Movements



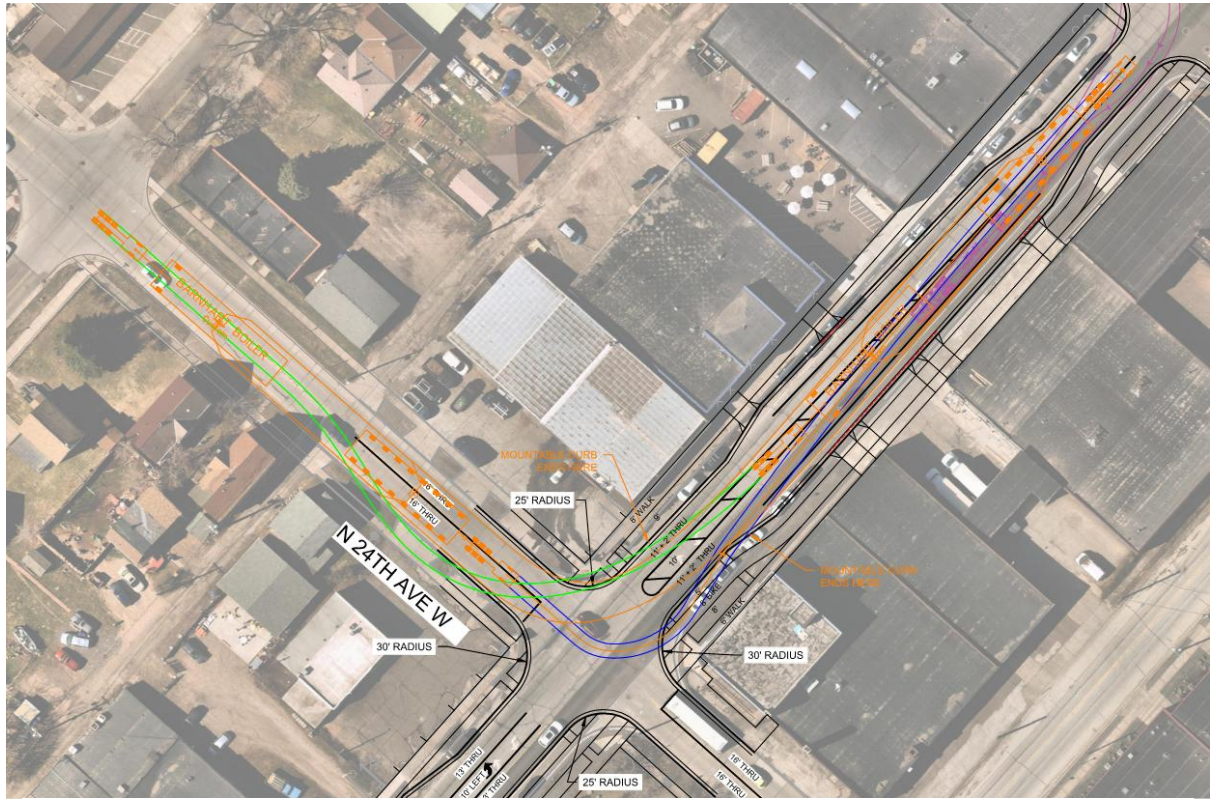


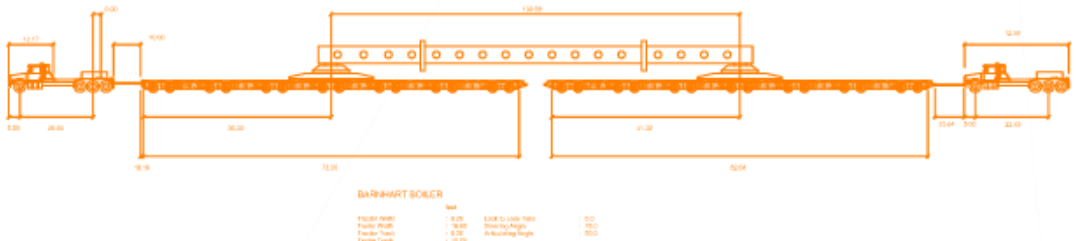
New OSOW Transport Vehicle

feet

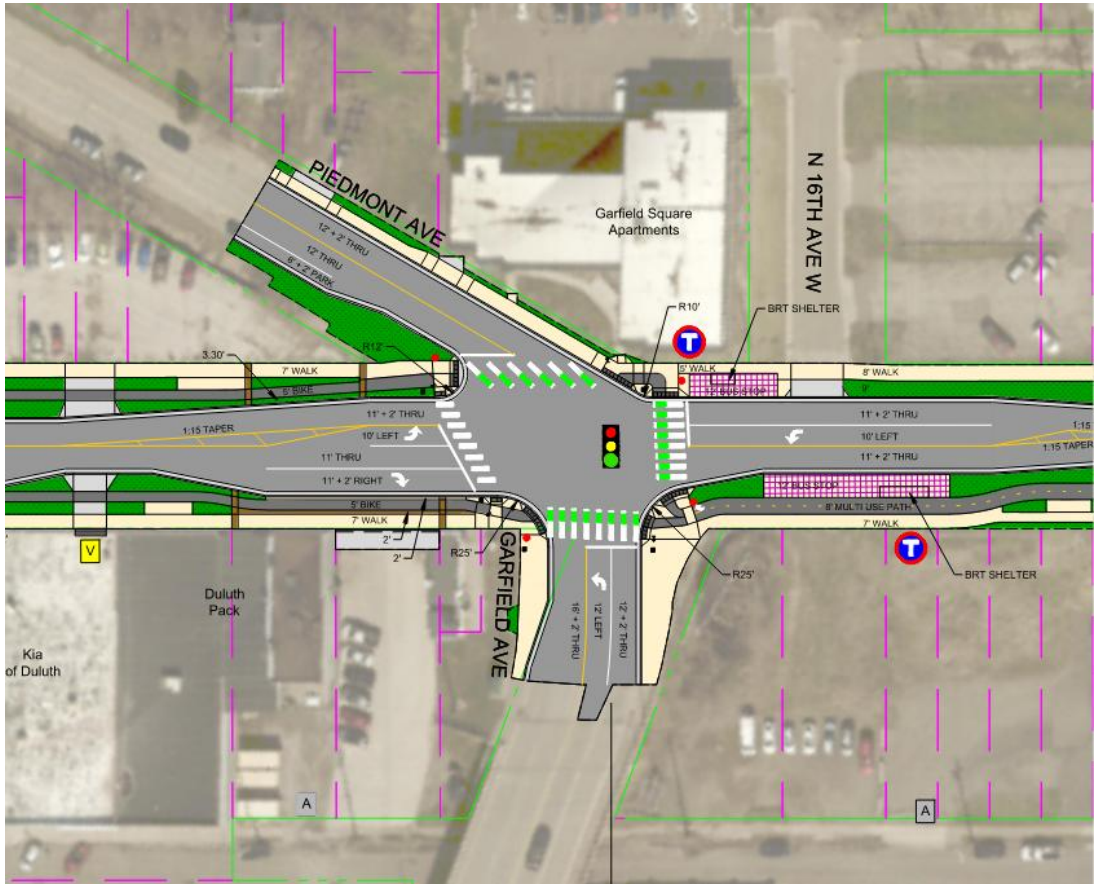
First Unit Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 40.0
First Unit Track	: 8.50	Articulating Angle	: 70.0
Trailer Track	: 8.50		

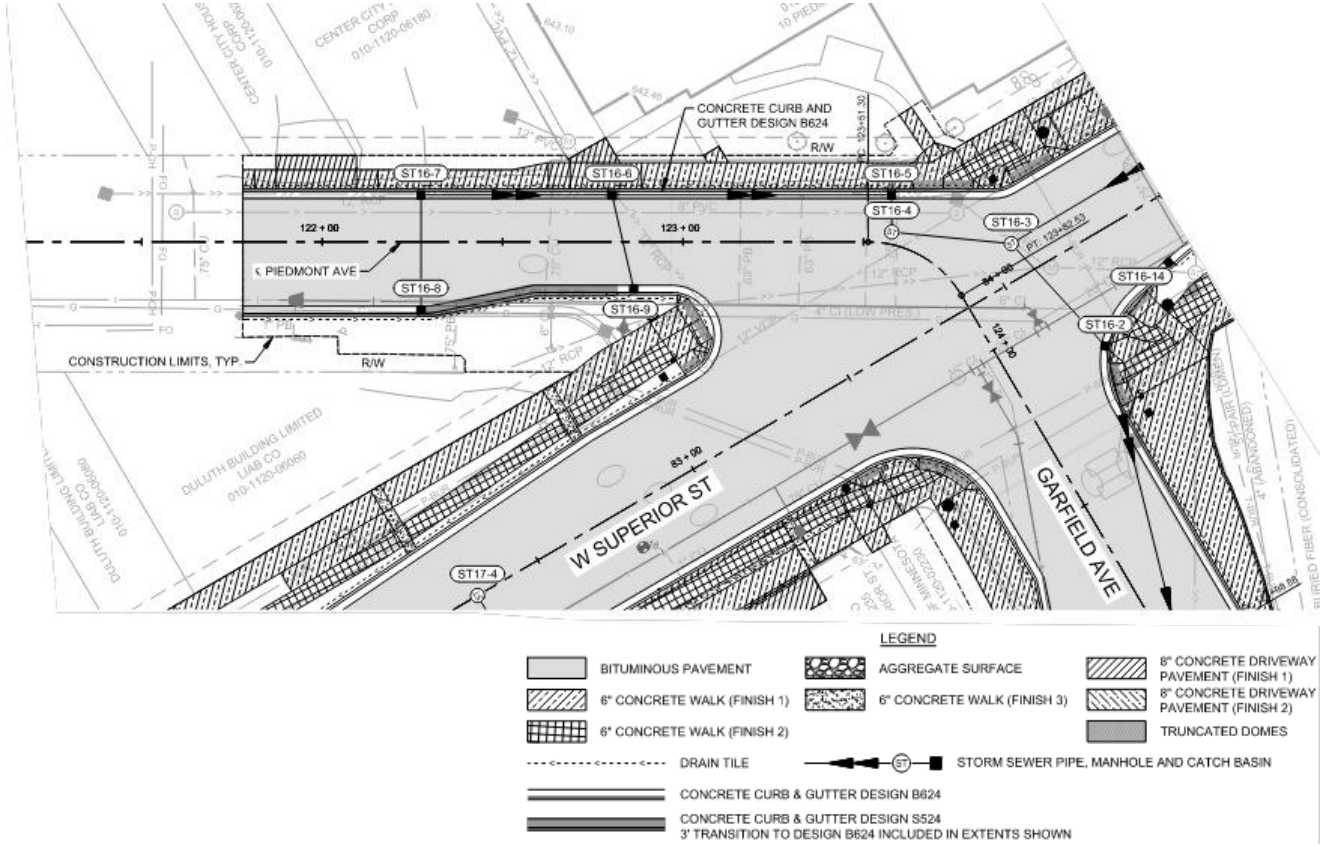
24th Avenue West Turning Movements



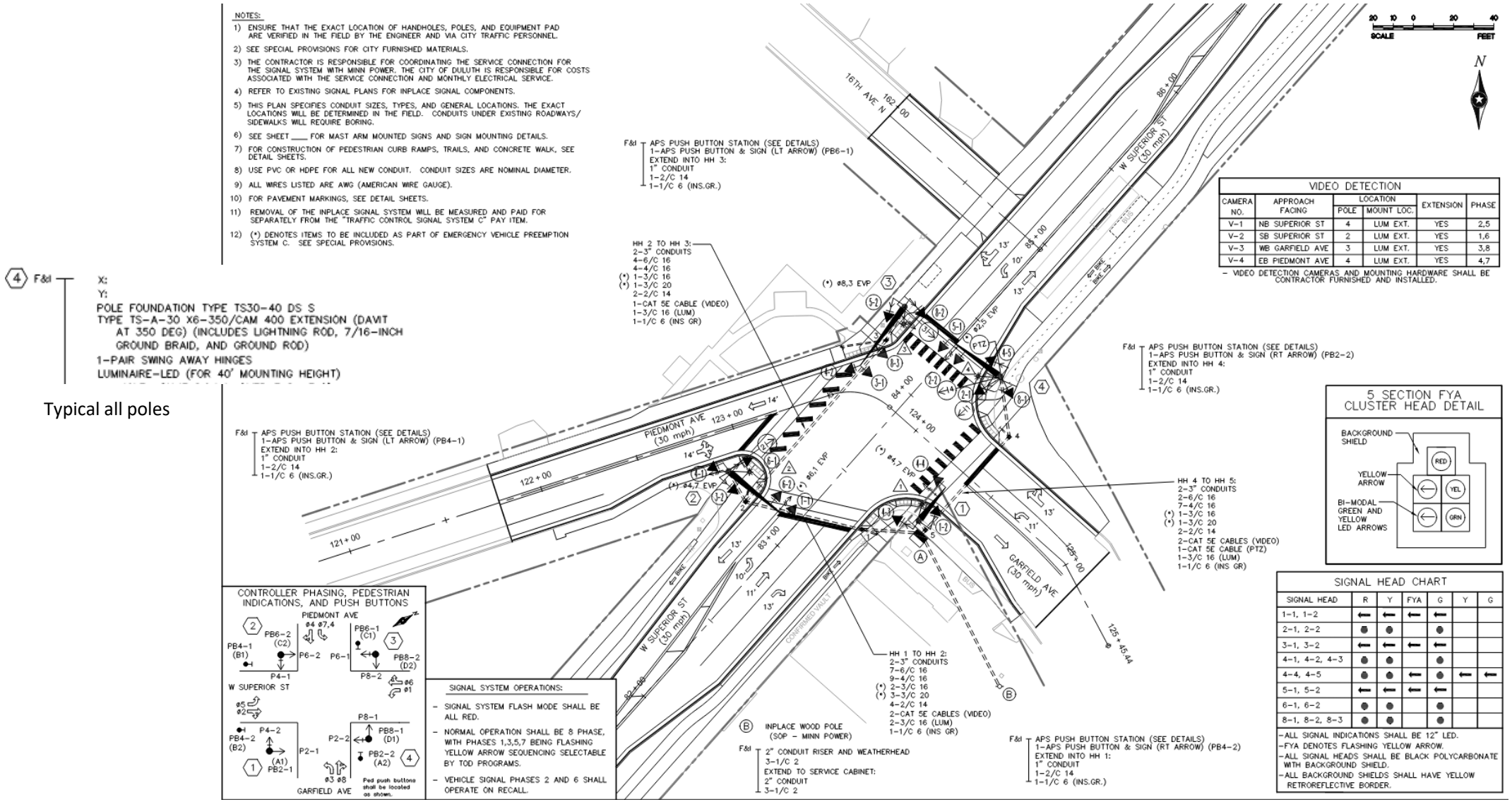


Garfield Avenue/Piedmont Avenue Layout

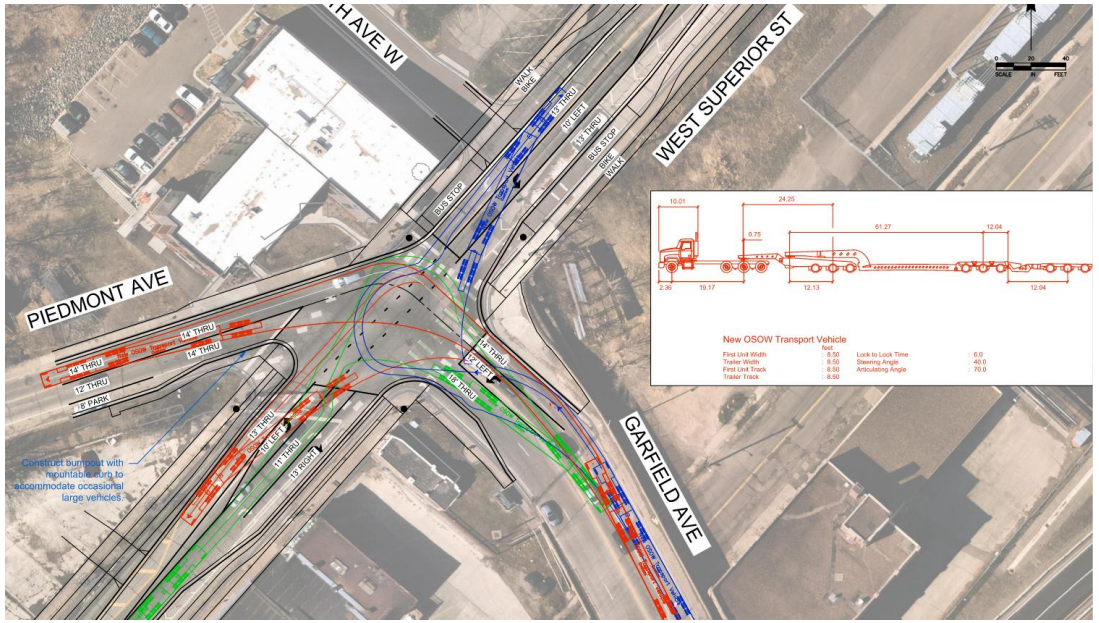


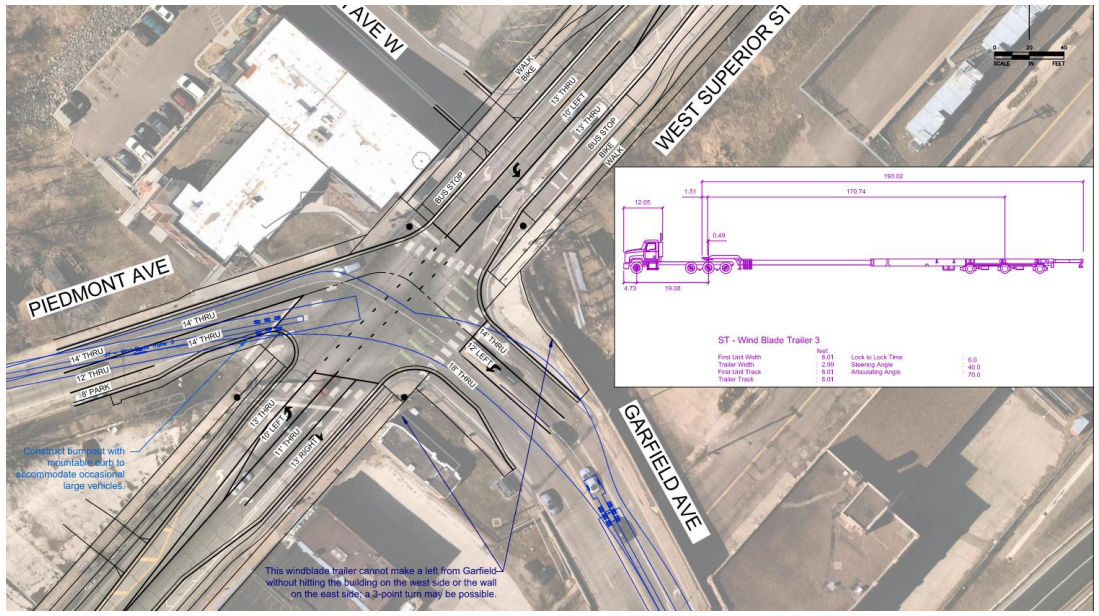


Garfield Avenue/Piedmont Avenue Signals



Garfield Avenue/Piedmont Avenue Turning Movements

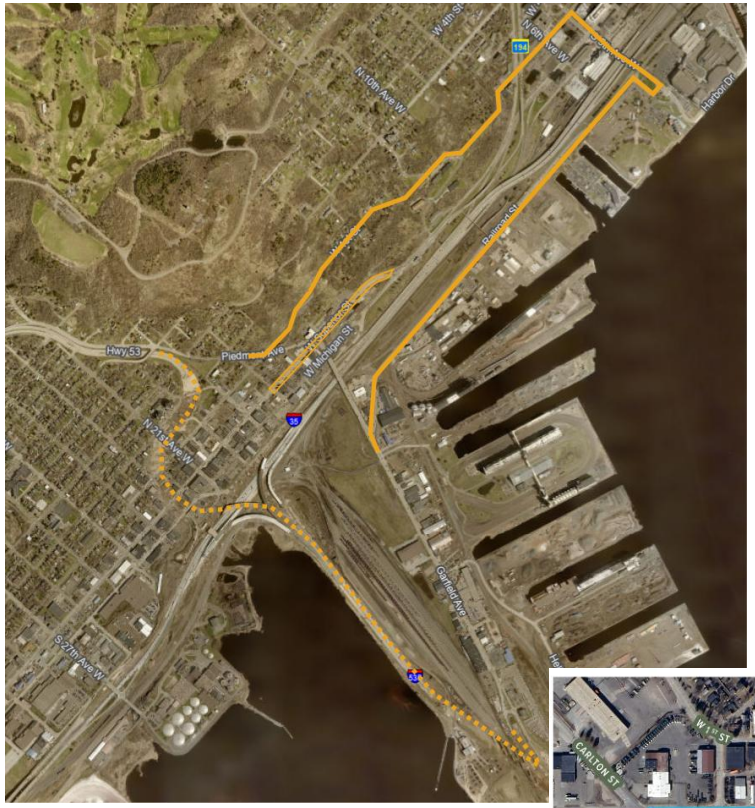




Project Phasing and Schedule

- 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

Detour Routes



2025

2026

2027

2028

Questions or Comments?