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| A. Applicant Information | | |
| 1. Title: Mrs. | 2. First Name: Cindy | 3. Last Name: Voigt |
| 4. Phone Number: 218-730-5071 | 5. E-mail: cvoigt@duluthmn.gov | |
| 6. Agency: City of duluth | 7. Agency Position: City Engineer | |
| 8. Street Address: 411 W. First Street | | |
| 9. Additional Address Line: City Hall Room 211 | | |
| 10. City: Duluth | 11. State: MN | 12. Zip Code: 55802 |
| 13. Is the applicant a sponsor on this project? Yes | | |

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| B. Project Location | |
| 1. MnDOT District: 01 - Duluth | 2. County: St. Louis |
| 3. City: Duluth | 4. Township: NA |
| 5. Name of Road: Superior Street | 6. Type of Road: Municipal State Aid Street |
| 7. Road Authority*: State Aid City | 8. Road Authority Name*: NA |
| 9. Project Termini: From 7th Ave. West | 10. To: 4th Ave. East |

*Complete if road authority is not the applicant.

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| C. Project Description |
| 1. Select type of project. Reconstruction |
| 2. Provide a detailed description of the proposed project (2,000 character limit). <p>This project application requests funding for the reconstruction of Superior Street, which is in the “heart” of Duluth’s commercial downtown district. This corridor carries between 10,000 and 14,500 vehicles per day, and thousands of pedestrians. We obtained several variances to Municipal State Aid Standards, and obtained bond funding to update the municipal utility Duluth Energy Systems infrastructure. The City is currently 95% complete with the plans and specifications for this \$37 million-dollar project.</p> <p>This reconstruction project includes brick pavement and sidewalk removal within the entire 80-foot right-of-way, from building face to building face. The new surfacing includes a 10-ton concrete road pavement and colored sidewalk pedestrian features. The typical road section includes one 11-foot driving lane in each direction, 11-foot turn lanes, and a combination of both diagonal and parallel parking. The road section also includes transit loading and unloading lanes. See attached typical sections.</p> <p>This project also includes replacement of underground utilities including the storm sewer, watermain, gas main, and all associated service piping. The City will also be replacing the existing municipal steam utility lines with a hot water system. This project includes the replacement of all the outdated and inefficient decorative street lighting with energy efficient LED lighting. Additionally, the project includes the replacement and upgrade of all traffic signal control systems, including installation of ADA ramps, and APS pedestrian buttons to current standards. This project will be constructed within existing ROW, and no railroad or wetland permits will be required.</p> |

C. Project Description

Given the thorough review, public input, and preliminary design work to date, we are confident we are ready to move to letting on schedule without any “surprises” to delay construction.

D. Eligibility

1. Select the LRIP Account your project is eligible under.

Routes of Regional Significance

2. Does your project meet one or more of the Routes of Regional Significance Criteria (select all that apply)?

- | | |
|---|--|
| <input type="checkbox"/> Farm to Market route | <input checked="" type="checkbox"/> Part of a 10-ton route network |
| <input type="checkbox"/> Part of an economic development plan | <input checked="" type="checkbox"/> Connect to regional tourist destination |
| <input type="checkbox"/> Provides capacity or congestion relief to a parallel trunk highway system or county road | <input type="checkbox"/> Is a connection to the IRC system, trunk highway or a county road |

3. Describe the project contribution to the local, regional or state economic development or redevelopment efforts (1,500 character limit).

Superior Street is located in the heart of downtown, and provides access to theaters, hotels, entertainment, office buildings, restaurants and retail. Superior Street is also the venue for various community events and festivals. This street is on a major transit route and is used by tourists and residents alike. Tourism in Duluth has grown substantially in the last decade and according to Anna Tanski, CEO of Visit Duluth, the City now accommodates 6.7 million visitors per year, many of whom frequent Superior Street downtown. This reconstruction project is essential to the economic viability of Duluth’s downtown commercial district. Both tourists and the local residents alike need smooth roads and sidewalks, and reliable utilities, all of which are currently in poor condition. The reconstruction project will also benefit the local economy by providing jobs for 3 years while construction is underway.

E. Project Readiness

1. Construction Year: 2018

2. Does the project have any historical/archeological impacts?

No. There are no historical/archeological impacts

3. Are there railroad impacts (railroad crossings or railroad tracks within 600’ of the project)?

No RR crossings or RR tracks within 600'

4. What is the status of the engineering and design work on the project?

Design in progress

5. What is the Right-of-Way (R/W) status of the project?

No R/W is needed or all work is within owner R/W

F. Safety

1. Is this project or components of this project identified in a County Safety Plan? Not Applicable

F. Safety

2. If applicable, select the appropriate focus area your project/safety strategy align with in the [Minnesota Strategic Highway Safety Plan](#).

Intersections

3. Identify the transportation deficiency, type of crash, or safety hazard this project is trying to address (1,000 character limit). Respond even if project is in a county safety plan or the Minnesota Strategic Highway Safety Plan.

Both a traffic study and a signal warrant analysis were completed by SRF Consulting Group, Inc. in 2013. Traffic and pedestrian counts were taken in October of 2013. This project will help improve the queuing and delay at the Lake Avenue intersection by improving the signal timing. The project will replace all existing traffic control signals, which will allow for the expansion of our EVP system downtown for the transit and emergency vehicles. The replacement will also ensure reliable performance of the existing signals with upgraded software and equipment. The existing signals are all between 20 and 30 years old, and are in need of replacement.

4. Describe how this project improves safety, reduce traffic crashes, fatalities, injuries, and property damages (1,000 character limit). Respond even if project is in a county safety plan or the Minnesota Strategic Highway Safety Plan.

This project ensures that the corridor will maintain an overall LOS D or better through the 2035 traffic forecast. The signalized intersections help provide the necessary gaps in mainline traffic in order to allow drivers to safely make parking maneuvers, especially where sightlines are constrained by building corners. The signals also allow for more vehicle spacing when vehicles are navigating up-hill during icy conditions on the avenues. This spacing will also facilitate better traffic flow for pedestrians and bicyclists. The reconstruction project will improve transit stops on the corridor. In addition, the signals will be equipped with emergency vehicle preemption, to help emergency and transit vehicles more safely and efficiently travel across and along Superior Street.

G. Multimodal/Complete Street

Identify infrastructure improvements for non-motorized users on this project (1,500 character limit).

This project provides an opportunity to upgrade and replace the curb ramps and traffic signals to current standards. Because the last reconstruction project was complete prior to the advent of ADA in public right-of-way, the current ramps and signal systems were not constructed to today's standards. All of the curb ramps will be upgraded to include detectable warnings, and the traffic signals will be replaced and include APS.

The relatively narrow street width will provide traffic calming, and the corridor will be designed to include curb extensions where feasible to shorten the pedestrian crossing distance.

Pedestrian friendly spaces and walks were a focus of the design, and a minimum walk width of 13 feet is provided, which is consistent with the recommendations of the Institute of Transportation Engineers recommended practices in the "Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities" for throughway, furnishings zones and edge zones for C-5/C-6 urban centers/cores. Feedback during the public input process indicated that pedestrian use and access should be one of the focal points of the design of the corridor. The design addresses this by providing wider walk widths and numerous other pedestrian friendly areas throughout the project. This design will be more inviting to the public and in turn will increase the economic vitality of downtown Duluth.

| H. Estimated Project Cost | |
|---------------------------|------------|
| Source of Funding | |
| 1. LRIP Request: | 1,000,000 |
| 2. Federal Funds: | 0 |
| 3. State Aid Funds: | 21,900,000 |
| 4. Local/Other Funds: | 14,100,000 |
| 5. Total Project Cost: | 37,000,000 |

| I. Attachments | |
|-------------------------------------|---|
| <input checked="" type="checkbox"/> | At least one project location map with routes labeled |
| <input checked="" type="checkbox"/> | Engineer's Estimate with an itemized breakdown |
| <input checked="" type="checkbox"/> | Project schedule |
| <input checked="" type="checkbox"/> | Local agency resolution |
| <input type="checkbox"/> | Sponsor agency resolution (if applicable) |
| <input type="checkbox"/> | Letters of concurrence or support |

When you are ready to submit the application, save the application form with LRIP, agency and road in the name of the document; e.g. LRIP_RamseyCounty_CSAH30.docx.

The application and attachments are due November 3, 2017 for county and state aid city applicants and December 1, 2017 for township and non-state aid city applicants. Applications and attachments should be submitted electronically to saltirhelp.dot@state.mn.us.

More information on the program is available on the Local Road Improvement Program website, <http://www.dot.state.mn.us/stateaid/lrip.html>. If you have questions regarding this solicitation, contact Patti Loken at 651-366-3803 or Patti.Loken@state.mn.us.

ADDITIONAL INFORMATION

C.2 Project Description

This street, was last reconstructed over 30 years ago when interstate 35 was constructed through Duluth. The design of the corridor was ahead of its time, and was thoughtfully designed to include amenities for all users of the right-of-way before the “complete streets” concept existed. That reconstruction project 30 years ago, like our proposed 2018 reconstruction project today, incorporates streetscape elements that showcase our vibrant downtown and important economic corridor.

Because Superior Street project is a major artery to the “heart” of Duluth’s downtown, the City spent 4 years planning the work in advance of project letting. This work included holding community meetings to gain public input on the proposed street layout options including parking, public space, bike lanes and surface features. For additional information, a link to the 103 page “Superior Street Reconstruction Preliminary Design and Public Involvement Summary Document” is located here:

http://duluthmn.gov/media/461399/0_Superior-Street-Summary-Document_DRAFT-2015-12-07-.pdf.

In anticipation of this project, the City has completed rehabilitation of the sanitary sewer main with a CIPP lining project. Minnesota Power will also be replacing a major duct bank as part of this project.

The improvement from the steam system to a more efficient hot water system will save 19 million gallons of water per year, and will reduce carbon dioxide emissions by 5,000 tons per year. This portion of the project was so important that we delayed the letting one year in order to pursue state bond funds for the steam conversion project. Duluth was successful in securing \$15 million dollars during the 2017 legislative session.

The environmental and geotechnical reviews are complete. Given the substantial utility work, and the need to keep access to the businesses during construction, this project will be constructed in 3 phases over the next three 3 years. A copy of both the proposed construction phasing and the project schedule are attached to the application. The attached schedule details the significant number of public meetings that have been held, as well as past and upcoming milestones.

F.4 Safety

The existing alignment meanders block to block and sight lines are cluttered by an inconsistent designation of parallel parking, diagonal parking and loading zones. The reconstruction project will provide a consistent, straight alignment, that will improve sightlines and make travel through the corridor more efficient.

No-Parking will be allowed within 20 feet of a major driveway or intersection.

Although, as a municipal entity, Duluth does not have our own strategic highway safety plan, this project will implement key strategies as outlined on page 28 and 30 of the states “Strategic Highway Safety Plan 2014-2019”, specifically with the improvement to the intersection visibility by providing lighting, optimizing signal operations and timing, installing curb extensions, and utilizing narrower lanes help promote slower speeds on the corridor.