

SUMMARY OF ENGINEERING RECOMMENDATIONS
2020 Saint Paul Streets Project

Report Prepared – 3/3/20 (Revised)
Public Hearing – 4/15/2020

PROGRAM

The project seeks to improve **Como Avenue from 33rd Avenue to Brompton Street** by reconstructing the pavement and improving the existing bicycle and pedestrian facilities. The project includes reconstruction of Hunting Valley Road between Hwy. 280 and Como Avenue.

Improvements to be made as part of the project include constructing new bituminous surfaced streets with concrete curb and gutter, concrete driveway aprons and boulevards landscaped with sod and trees. Damaged sidewalks will be replaced as necessary. The existing street lights will be replaced with lantern style lights as part of the project. In addition, new watermain will be installed, appropriate sanitary sewer repairs will be made, and storm and sanitary sewer reconnections will be made at the request of property owners.

EXISTING CONDITIONS

Como Avenue was originally paved in 1921. It was last paved in 1960. The existing street width on Como between 33rd Avenue and Brompton is 46'. 5' wide bike lanes were painted in 2008. With the new bike lanes, the parking lanes were reduced to only 7' wide. The street lighting on Como Avenue is a mix of bent straw light poles and davit arms on wood poles.

Hunting Valley Road is 40' wide. There is exposed aggregate walk on the west side of the street.

PROPOSED IMPROVEMENTS

Improvements to Como Avenue between 33rd Avenue and Brompton include a new bituminous surface street with concrete curb and gutter, concrete driveway aprons and boulevards landscaped with sod and trees. Mainline sidewalk will be reconstructed where appropriate. No curbs or gutters will be added where none currently exist. Rather, existing curbs and gutters will be reconstructed.

In addition, appropriate sanitary sewer repairs will be made, and storm sewer and sanitary sewer connections will be made at the request of property owners. Existing water main will be replaced where necessary.

The project includes a new traffic signal system at the intersection of Como and Eustis.

The proposed street width for Como varies dependent upon need for parking and/or turn lanes. Como would widen to 50' between 33rd Avenue and the Commercial Railroad bridge. From the bridge to Hunting Valley Road, Como would narrow to 36' wide. Como would remain at 46' wide between Hunting Valley Road and 150' east of Brompton. This 46' width can accommodate 11' travel lanes and 7' bike lanes and a 10' center turn lane.

The proposed street width for Hunting Valley Road is 34' wide. The 6' exposed aggregate surface on the west side will be replaced with a 6' concrete walk and a 4' concrete boulevard.

As part of this project, special attention will be paid to bringing the existing pedestrian ramps up to current ADA standards and City design standards.

Public art will be included in the project, following the procedures developed for street projects. Funding for public art is 1% of eligible project funds, in this case Street Reconstruction Bonds, as determined by the Office of Financial Services per the City's Public Art Ordinance.

ALTERNATES

To do nothing would not fulfill the neighborhood's desire for a calmer, more cohesive and safer environment for bicyclists, pedestrians and other modes of traffic.

POSITIVE BENEFITS

General improvement of the public right-of-way will enhance and add quality to the neighborhood. The plan is in keeping with the City's Complete Streets Initiative and District 12 Small Area Plan, relevant sections of which have been incorporated into the City's Comprehensive Plan. Lantern style street lighting will enhance neighborhood safety and esthetics.

ADVERSE EFFECTS

Normal problems associated with construction such as noise, dust, reduced access to the neighborhood, and general disruption will be present.

EFFECTS ON TREES

Ash trees and stumps will be removed. Some boulevard trees will be impacted by this construction. New trees will be planted where there is sufficient space as part of the boulevard restoration following the City's master tree planting plan.

TIME SCHEDULE

The project will begin in the summer of 2020 and will be completed by the fall of 2020.

COST ESTIMATE

Construction	\$ 5,035,198
Engineering	<u>\$ 1,258,799</u>
PROJECT TOTAL	\$ 6,293,997

ESTIMATED FINANCING

Saint Paul Regional Water Services (SPRWS)	\$ 769,880
Major Sewer Repairs	\$ 456,017
City of Lauderdale	\$ 115,100
SPS Signals	\$ 375,000
Eustis Mill & Overlay	\$ 237,000
Municipal State Aid (MSA)	\$ 660,000
SRB (Street Reconstruction Bonds)	<u>\$ 3,681,000</u>
PROJECT TOTAL	\$ 6,293,997

The 2020 assessment rates for asphalt street paving are divided into four property classifications as follows:

Industrial - \$140.40 per assessable foot
Railroad Corridor - \$0 per assessable foot
Office - \$152.80 per assessable foot
Commercial Vacant Land - \$140.40

The rate for paving includes sidewalk infill where appropriate

SOURCE OF ADDITIONAL INFORMATION

For additional information, contact the Project Engineer, Barb Mundahl, at 266-6112.

SUMMARY AND RECOMMENDATION

The Department of Public Works has ranked this a high priority project and the Engineering Recommendation is for approval of the project and financing.

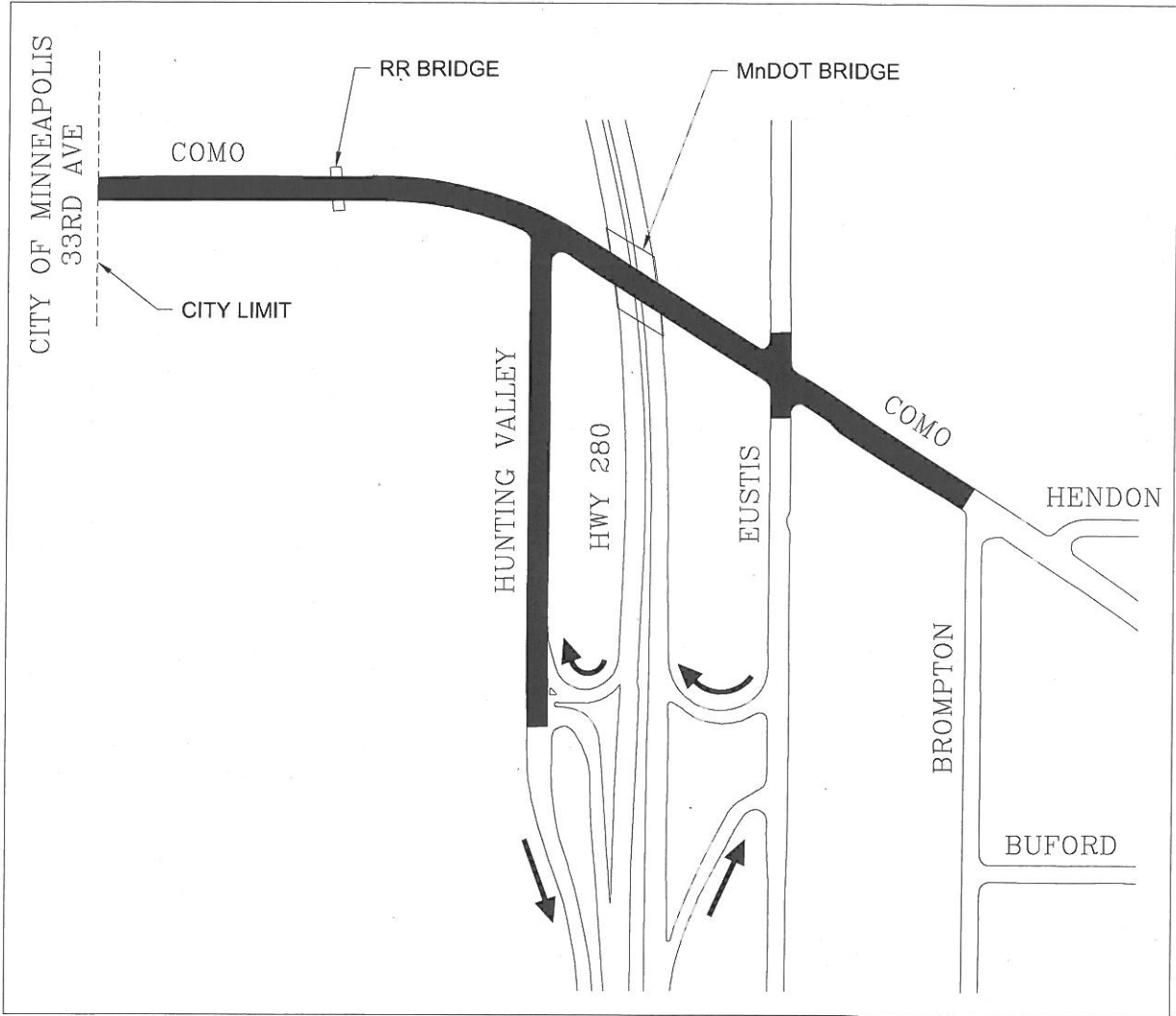
Respectfully submitted,



Barbara Mundahl
Public Works



City of Saint Paul
 Department of Public Works
 Street Design and Construction Division



2020

COMO AVENUE RECONSTRUCTION

█ CONSTRUCTION IN 2020

MSA Route 121
 L = 2810 ft.
 W = 40-48 ft.
 PROJECT MAP

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	DESIGNED	CX
	DRAWN	CX
	APPROVED	NAP

PREPARED BY STREET ENGINEERING DIVISION FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS

COMO AVENUE PHASE 3

PROJECT:	20-P-XXXX
STATE AID	164-121-XXX
PROJECT NUMBER:	
DATE:	9/25/2018

