

Summary of Engineering Recommendations

Annapolis Reconstruction: Smith Ave to Kansas Ave

City Project No. 23-P-1476

SAP No. 164-282-003

Report Prepared: 2023-02-10

Public Hearing: 2023-04-12

Program

This project will reconstruct Annapolis Street and add a bike lane on each side of the road to improve non-motorized travel. Utilities will be upgraded along the corridor including any residential hookups for water and sewer. The City of West Saint Paul has taken the lead in design, bidding, and construction management, and is our partner in this endeavor.

Pre-Construction Conditions

Current total road width is 40 feet with one driving lane in each direction and parking on both sides of the road.

Improvements

Parking will be removed from the north side of the road to accommodate one bike lane in each direction. Sidewalk gaps on the corridor will be filled and all intersections brought into ADA compliance. The existing six-way intersection with Dodd and Charlton will be reconfigured to improve safety.

Alternates

Several variations of the Dodd intersection were evaluated in attempt to find the best solution, including a roundabout. The selected option was determined to have the fewest drawbacks. There was significant public engagement with West St Paul, with there being three community meetings held to discuss alternatives.

Positive Benefits

In-street bike lanes and closed sidewalk gaps help expand accessibility for non-motorized travel in the corridor. Also, realigning the Dodd intersection as a four-way stop instead of a six-legged intersection greatly improves safety by decreasing confusion and increasing visibility for all users.

Adverse Effects

Removal of on-street parking on the north side has residents and businesses owners greatly concerned about access to their properties. Handicap parking for the IHM church will need to be relocated to a narrow section of Manomin. The reconfigured design of the Dodd intersection proposes medians on Annapolis to ensure compliance, however efforts were made to minimize impacts to residents backing trailers on and off their lots. New sidewalk on the east end of the project will involve placement in front of a cemetery. Construction will cause the usual disturbances such as dust, noise, and reduced access.

Effects on Trees

Ash trees and their stumps will be removed, as well as several other trees that are in the way of the new cross section. Trees reaching into overhead utility lines will need to be trimmed or removed. New trees will be planted when the boulevard is restored.

Time Schedule

Phase 1 (Smith to Robert) of the project will break ground in the spring of 2023 and reach substantial completion in November. Phase 2 (Robert to Kansas) will occur during the 2024 constructions season.

Cost

Construction of the project is estimated at \$4,371,801 for the City of Saint Paul. This project will be split into two phases:

Phase 1 (Smith to Robert) = \$2,533,779

Phase 2 (Robert to Kansas) = \$1,838,022

Design and engineering is projected to cost \$650,000 for a project grand total cost of \$5,021,801. Note that these project totals only reflect St. Paul's contribution.

A public hearings will be held for each segment. The Phase 1 public hearing will be held in 2023 and the Phase 2 public hearing will be held in 2024.

Financing

MSA*	\$	4,300,000
Street Reconstruction Bonds	\$	1,150,000

*Excess MSA funding will be reappropriated to other capital projects in an upcoming Council resolution.

Source of Additional Information

For additional information, contact the project manager, Don Pflaum at 651-266-9147, or visit [stpauhttps://www.stpaul.gov/projects/public-works/pw2023annapolisreconstruction1l.gov](https://www.stpaul.gov/projects/public-works/pw2023annapolisreconstruction1l.gov)

Summary and Recommendation

The Department of Public Works feels that this is a worthwhile project, and the Engineering Recommendation is to approve the assessment.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Donald Pflaum", with a long horizontal stroke extending to the right.

Don Pflaum

Public Works Street Design and Construction