

SUMMARY OF ENGINEERING RECOMMENDATIONS
Kellogg Boulevard & John Ireland Boulevard Turn Lanes & Bike Lanes
City Project No. 12-P-1341

Report Prepared 5 - 9 -12

Public Hearing 7 - 3 -12

PROJECT

This project is to channelize John Ireland Boulevard and Summit Avenue from Selby Avenue to Kellogg Boulevard and to provide safe bicycle and pedestrian facilities.

The purpose of the project is to extend the existing bike lanes on Summit to Kellogg, and to increase safety at the intersections with Dayton, Marshall, and Kellogg.

Improvements to be made as part of the project include altering medians and realigning curb lines to better define the lanes, a bituminous overlay and concrete curb and gutter. Boulevard treatments will be concrete or sod, as appropriate.

Also as part of the project, pedestrian ramps will be brought up to current ADA standards, with 2 separate ramps in line with the sidewalk in both directions where feasible, with a truncated dome surface.

As part of the work, the existing traffic signal at the intersection of John Ireland Boulevard and Kellogg Boulevard will be modified to include an Accessible Pedestrian Signal system.

EXISTING CONDITIONS

The sections of John Ireland Boulevard and Summit Avenue are older paved streets with concrete curb, and the pavement is in very poor condition. The existing roadway is of variable width between 51' and 108' wide with a median varying between 3' and 37' wide with turn lanes at Kellogg, but no bicycle lanes. John Ireland Boulevard in this section has been modified repeatedly to conform to the needs of freeway work. Parking on this section of John Ireland and Summit is not allowed at any time on either side of the street. The average daily traffic (ADT) on Summit is 7,475 vehicles, on John Ireland Boulevard between Selby and Marshall is 8,350 vehicles, and on John Ireland Boulevard between Marshall and Kellogg is 9,850 vehicles.

PROPOSED IMPROVEMENTS

John Ireland and Summit will be modified; the work will conform to MSA Standards. Public Works will realign the curb lines in various locations to allow for the turn lanes, through lanes and bike lanes. No new traffic signal locations are being added, although the existing signal at John Ireland and Kellogg will be modified to add an Accessible Pedestrian Signal as part of the project.

The construction will include a bituminous overlay. New concrete sidewalk at bus stops will be constructed at John Ireland at Marshall, and the boulevards will be restored with new topsoil and sod, or concrete as appropriate.

Some light standards will be moved to conform to the final configuration.

ALTERNATES

To do nothing would be inconsistent with the City's commitment to improve safety and traffic flow along our arterial streets.

POSITIVE BENEFITS

General improvement of the public right of way will enhance and add quality to this area. The newly reconfigured roadway will improve the drivability of Saint Paul, improve safety and traffic flow, and continue the City's efforts to improve our street system.

ADVERSE EFFECTS

Normal problems associated with construction such as noise, dust, and general disruption will be present.

EFFECTS ON TREES

There are no trees in the right of way in this project area, and no new trees are proposed.

TIME SCHEDULE

The project is scheduled to begin in the summer of 2012, and will be completed by the fall. There will be specific time restrictions on the amount of time the Contractor may take to complete some portions of the project.

COST ESTIMATE

Construction	\$	448000
Engineering	\$	<u>112,000</u>

TOTAL	\$	560,000
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ESTIMATED FINANCING

MSA (2009)	\$	310,000
MSA (2012)	\$	<u>250,000</u>

TOTAL	\$	560,000
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SOURCE OF ADDITIONAL INFORMATION

For additional information, contact the Project Engineer, William Vos, at 266-6113.

SUMMARY AND RECOMMENDATION

The Department of Public Works feels this is a necessary and worthwhile project, and the Engineering Recommendation is for approval of the project and financing.

Respectfully submitted,



William Vos
Public Works