

SUMMARY OF ENGINEERING RECOMMENDATIONS
2023 Residential Mill & Overlays Project

Report Prepared – 05/26/22
Public Hearing – 07/26/22

PROGRAM

The Residential Mill & Overlay program proposes to extend the pavement life cycle by resurfacing the bituminous pavement. In conjunction, the project will upgrade existing pedestrian ramps to current ADA standards and/or construct new pedestrian ramps for sidewalk network connectivity.

The project areas are primarily dictated by the original Saint Paul Street Paving program (previously known as RSVP) order list started in the 1990's.

EXISTING CONDITIONS

The residential streets were originally reconstructed in 1996 at the beginning of the Saint Paul Street Paving program (previously known as the Residential Street Vitality Program or RSVP). The typical residential roadway widths are 30-foot to 32-foot with concrete curb and gutters. Woodlawn Avenue roadway widths are 40-foot between Ford Parkway and Highland Parkway and 26-foot between Highland Parkway and Mississippi River Boulevards. Mount Curve Blvd. is a divided roadway with 26-foot width for each direction.

Pavement condition index ranges for Como-Valentine project area between 21 to 60 and for Cretin-Bayard project area between 21 to 80 (out of 100). There are known pavement distresses that are common for 25-year-old and older streets. There are also visible indications of potholes patching, trench cutting and restoration from utility works, and sealing coating.

PROPOSED IMPROVEMENTS

The project seeks to improve the pavement conditions on the residential streets in the Como-Valentine (*bounded by Carter, Como, Eustis, and Como*) and Cretin-Bayard Phase 1 (*bounded by Ford, Randolph, Mississippi River Boulevard, and Cretin*) project areas by resurfacing the roadway pavement and upgrading the pedestrian ramps.

Improvements to be made as part of the project include constructing new bituminous surfaced streets, upgrading existing pedestrian ramps to current American with Disabilities Act's (ADA) current standards and compliances, constructing new pedestrian ramps for existing sidewalk network connectivity, and boulevards landscaped with sod.

Additional improvements include bumpouts on Mount Curve Boulevard at Scheffer Avenue and Hartford Avenue for traffic calming as well as sidewalk infills on the west side of Mount Curve Boulevard between Scheffer Avenue and Hartford Avenue. These additional improvements are identified in the Highland Bridge Off-site Improvement program and to be funded separately. Impacted sidewalks will be replaced as necessary. Impacted storm sewers will be reconstructed as appropriate. Impacted signing and striping will be replaced as necessary.

Existing water main or services work in both project areas will be managed and performed by the SPRWS Department. Associated work is planned to be completed prior to the Residential Mill & Overlay construction.

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 City's responsibility for maintaining reconstructed residential streets and extending their pavement life cycle. Without resurfacing, the pavement would continue to disintegrate beyond repair with structural issues. Maintenance costs would likely increase beyond normal means if not maintained properly on a regulated schedule.

POSITIVE BENEFITS

General improvement to the street pavement surfaces and ride quality. The newly resurfaced roadways will improve the durability and drivability of the streets, reduce maintenance issues, and continue the City's efforts to improve the transportation system in Saint Paul. The upgraded and new pedestrian ramps will enhance neighborhood safety and movement for all users. The additional improvements will close a facility gap for sidewalk network in the Cretin-Bayard's area and provide traffic calming on Mount Curve Boulevard as per the traffic study for the Highland Bridge development.

ADVERSE EFFECTS

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

EFFECTS ON TREES

This project will impact very few boulevard trees. Tree limbs, extending into the roadway and potentially impacted by construction machinery, have already been pruned by the

Department of Parks & Recreation's Forestry crews. The project will seek to minimize tree impacts where possible. New trees will be planted where there is sufficient space as part of the boulevard and median restoration following the City's master tree planting plan.

TIME SCHEDULE

The project is anticipated to begin in the summer of 2023 and completed in the fall of 2023.

COST ESTIMATE

Construction	\$ 2,744,770.00
Engineering & Inspection	\$ 686,192.50
Contingency	<u>\$ 411,715.50</u>
PROJECT TOTAL	\$ 3,842,678.00

ESTIMATED FINANCING

Street Reconstruction Bonds	\$ 3,355,128.00
TIF (for Highland Bridge Off-site Improvements)	<u>\$ 487,550.00</u>
PROJECT TOTAL	\$ 3,842,678.00

See the attached assessment roll for information regarding the 2023 assessment rates.

SOURCE OF ADDITIONAL INFORMATION

For additional information, contact the Project Engineer, Cheng Xiong, at 266-6168.

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.

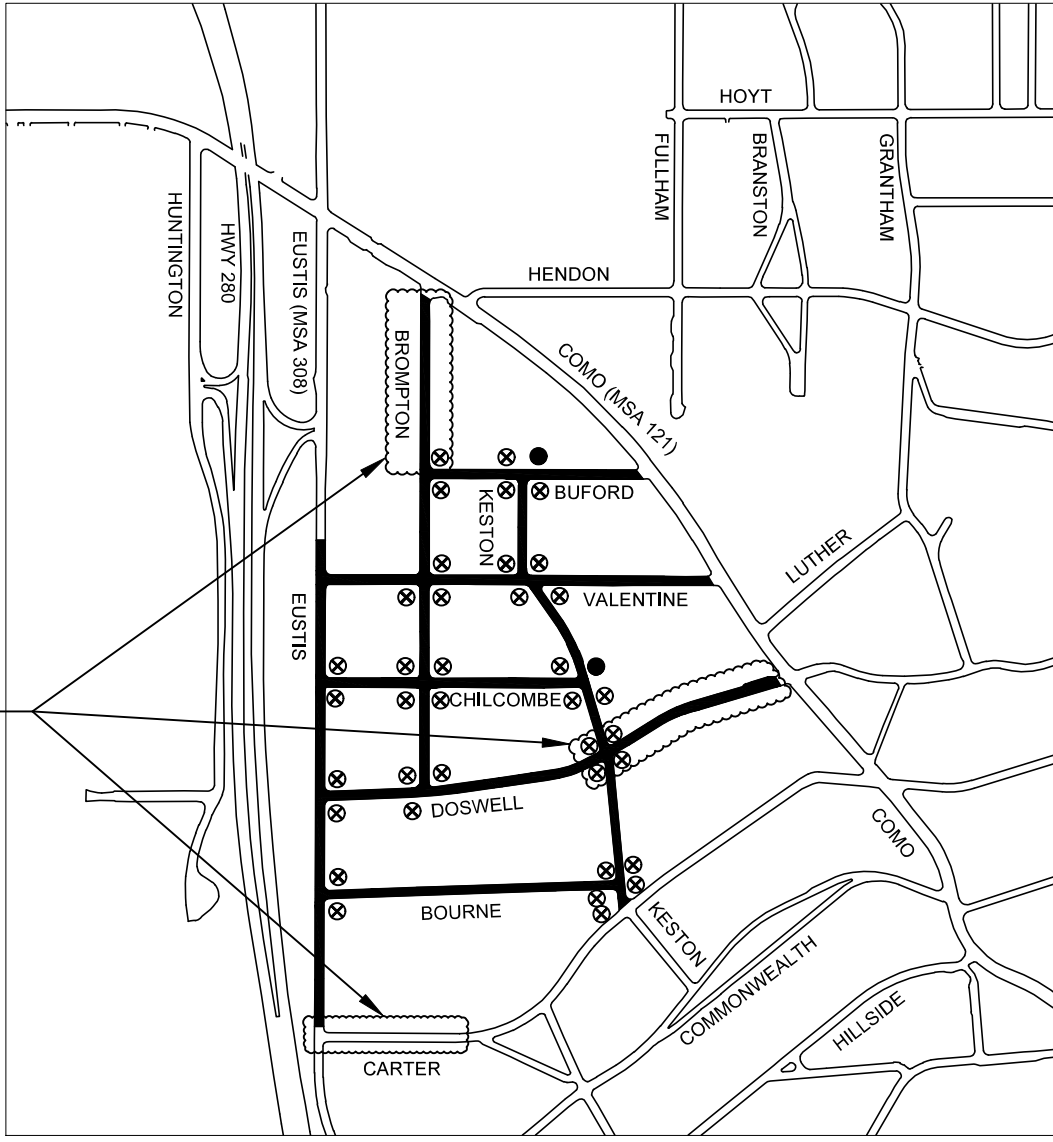
Respectfully submitted,



Cheng Xiong, PE
Public Works



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



2023

COMO/VALENTINE RESIDENTIAL MILL & OVERLAY

- MILL & OVERLAY
- NEW PEDRAMP
- PEDRAMP UPGRADE

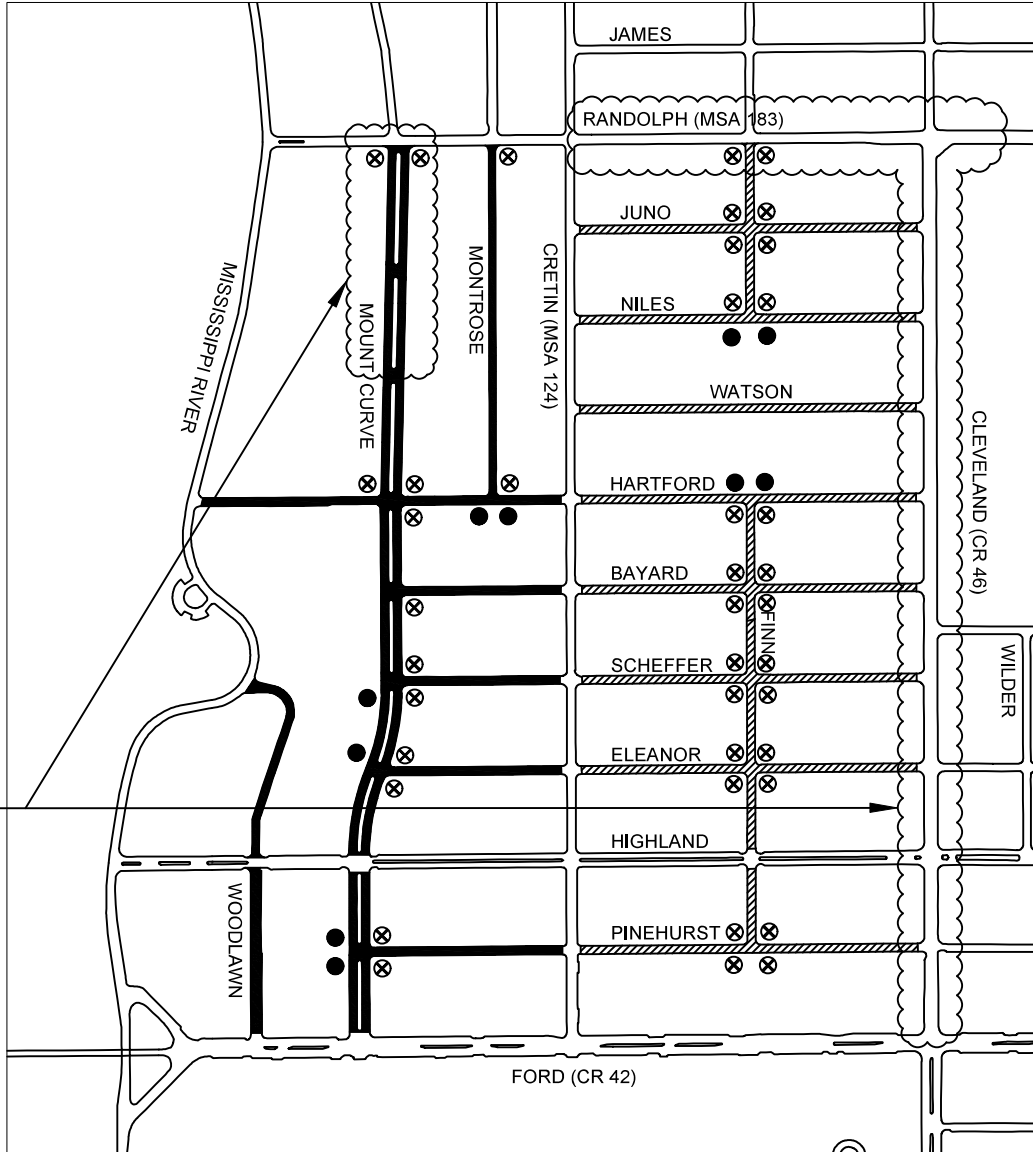
PEDRAMPS = 39
 ROAD WIDTH = 32'
 ROAD LENGTH = 11,260'

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	DESIGNED	JMC	PREPARED BY STREET ENGINEERING DIVISION FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS	PROJECT:	23-P-1489	
	DRAWN	JMC	COMO/VALENTINE NEIGHBORHOOD	STATE AID PROJECT NUMBER:	N/A	
	APPROVED	CX		DATE:	2/21/2023	



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



2023-2024

CRETIN/BAYARD RESIDENTIAL MILL & OVERLAY

- MILL & OVERLAY IN 2023
- MILL & OVERLAY IN 2024
- NEW PEDRAMP
- PEDRAMP UPGRADE

PHASE 1 (2023)
 PEDRAMPS = 20
 ROAD WIDTH = 26'/30'
 ROAD LENGTH = 9,870'

PHASE 2 (2024)
 PEDRAMPS = 28
 ROAD WIDTH = 30'
 ROAD LENGTH = 13,190'

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DESIGNED	JMC
DRAWN	JMC
APPROVED	CX

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

CRETIN/BAYARD NEIGHBORHOOD

PROJECT:	23-P-1489
STATE AID PROJECT NUMBER:	N/A
DATE:	2/24/2023

