

SUMMARY OF ENGINEERING RECOMMENDATIONS
2020 Saint Paul Streets Project

Report Prepared – 11/20/19
Public Hearing – 4/15/2020

PROGRAM

The project seeks to improve a portion of the **Griggs/Scheffer Residential Area – RSP Area 83, bounded by Randolph Avenue, Hamline Avenue S, Edgcumbe Road, and Scheffer Avenue** by reconstructing the roadway pavement and improving the pedestrian facilities.

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. Sidewalks will be added where appropriate. The existing street lights will be replaced with lantern style lights as part of the project. In addition, new watermain will be installed, appropriate storm and sanitary sewer repairs will be made, and storm and sanitary sewer reconnections will be made at the request of property owners.

EXISTING CONDITIONS

The area was originally paved in the 1920s. The existing roadway width on the residential streets is typically 30'.

The street lighting in the area is primarily davit arms on wood poles.

PROPOSED IMPROVEMENTS

It is proposed to improve a portion of the Griggs/Scheffer Residential Area – RSP Area 83, bounded by Randolph Avenue, Hamline Avenue S, Edgcumbe Road, and Scheffer Avenue with the construction on a new bituminous surface street with concrete curb and gutter, City of Saint Paul standard light system, concrete driveway aprons, and boulevards landscaped with sod and trees. Mainline sidewalk will be reconstructed where appropriate.

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 proposed roadway will be 32' wide to provide two travel lanes and two parking lanes. Concrete sidewalks are present and will be repaired to match the existing width.

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 all modes.

POSITIVE BENEFITS

General improvement of the public right-of-way will enhance and add quality to the neighborhood. The newly rebuilt 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 light system will enhance neighborhood safety and aesthetics. The upgrades to the sidewalks will improve pedestrian safety and movement.

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 boulevard trees. Trees impacted by disease or pests will be removed. 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 restoration following the City's master tree planting plan.

TIME SCHEDULE

The project is anticipated to begin in the spring of 2020 and completed in the fall of 2020.

COST ESTIMATE

Construction	\$ 11,725,000
Engineering	\$ <u>2,550,000</u>
PROJECT TOTAL	\$ 14,275,000

ESTIMATED FINANCING

Saint Paul Regional Water Services (SPRWS)	\$ 3,100,000
Major Sewer Repairs	\$ 450,000
Assessed Private Sewer Repairs	\$ 775,000
Street Reconstruction Bonds	<u>\$ 9,950,000</u>

PROJECT TOTAL **\$ 14,275,000**

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

- Single Family Residential - \$140.40 per assessable foot
- Multi-Family Residential - \$140.40 per assessable foot
- Mixed Use – Residential/Commercial - \$152.80 per assessable foot

The rate for paving includes sidewalk infill where appropriate

SOURCE OF ADDITIONAL INFORMATION

For additional information, contact the Project Engineer, Chris Engelmann, at 266-6084.

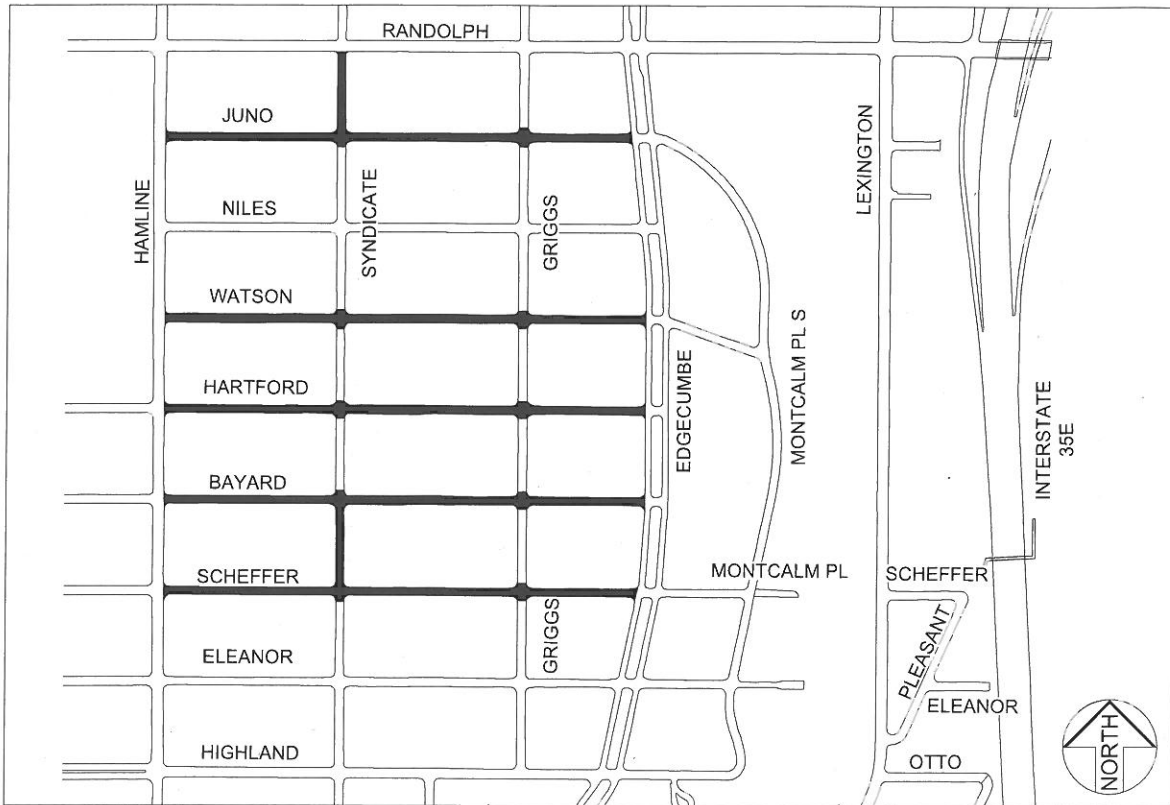
SUMMARY AND RECOMMENDATION

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,

Christopher M. Engelmann

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Public Works



Note:
 All information provided is preliminary and subject to change.

