

SUMMARY OF ENGINEERING RECOMMENDATIONS
White Bear Avenue: I-94 to Beech St

Report Prepared 02-05-2016
Public Hearing 04-06-2016

PROJECT

This project is to improve White Bear Avenue from Interstate 94 to Beech Street. This is a Ramsey County project and will be designed by them and they will perform the construction administration. The majority of the project is funded by Ramsey County. The project ends just north of the White Bear Avenue bridge overpass over I-94. This segment of White Bear Avenue is approximately 0.75 miles long.

Improvements that will be include constructing new bituminous surfaced street with concrete curb and gutter, concrete driveway aprons and outwalks, and boulevards landscaped with sod and trees. In addition, appropriate storm and sanitary sewer main repairs will be made, lead water services in the right of way will be replaced, and sanitary sewer service repairs will be made at the request of property owners.

There will be numerous signal and lighting improvements as part of this project. New traffic signals, with added left-turn bays on White Bear Avenue, will be constructed at the intersection with Old Hudson Road. A new High-intensity Activated CrossWalk (HAWK) signal to accommodate pedestrians and bicyclists will be installed at Margaret Street. The signals at the intersection with Third Street will be upgraded to Accessible Pedestrian Signals. The existing street lights will be replaced with new lantern style street lighting systems as part of the projects.

Conway Street to Fremont Avenue is an exception area and will not be assessed, as it was reconstructed several years ago. This two-block segment will merely be a mill and overlay. There will also be a small amount of mill and overlay work occurring on White Bear Ave just south of the intersection with the westbound I-94 ramps.

Also as part of the project, special attention will be paid to bringing the existing pedestrian ramps up to current ADA standards, with two separate ramps in line with the sidewalks in both directions, and with truncated dome surfaces. Concrete sidewalks along White Bear Ave will be replaced and widened where necessary.

In addition, Accessible Pedestrian Signals and Pedestrian Ramps will be constructed at the intersections of White Bear Ave and the I-94 ramps. This work will be done as part of the I-94 overlay project, and will be performed and financed by MnDOT.

EXISTING CONDITIONS

White Bear Avenue is an older paved street. The typical width of the street is 40'. The street surface is generally in fair to poor condition. The old concrete curb is deteriorated and missing in areas. This segment of Randolph Avenue has wood pole and other outdated street lighting and the existing pedestrian ramps do not meet current ADA standards. The signal systems at Old Hudson Road and Third Street are in need of improvement. The intersection at Margaret Street is difficult to cross for both bicyclists and pedestrians.

PROPOSED IMPROVEMENTS

It is proposed to improve the aforementioned street with the construction of a new bituminous surface, with concrete curb and gutter, concrete driveway aprons and outwalks, and boulevards landscaped with sod and trees. In addition, appropriate storm and sanitary sewer main repairs will be made, lead water services in the right of way will be replaced, and sanitary sewer service repairs will be made at the request of property owners.

The street lighting systems will be updated to the standard City of Saint Paul ornamental lanterns. A new signal system will be built at the intersections with Old Hudson Road, and accessibility improvements will be made to the existing signals at Third Street and at the I-94 ramps. The new HAWK signal at Margaret Street will accommodate bicycle traffic from the dedicated bicycle lane on Margaret Street, as well as pedestrians in the area, making it safer to cross White Bear Avenue in that area.

The typical section of White Bear Ave will be widened from 40' to 46'. White Bear Avenue will also be widened at the intersection with Old Hudson Road to accommodate the installation of left-turn lanes. New curb may be hand formed to avoid damaging boulevard trees or their roots. Tree trimming may be necessary to facilitate construction.

As part of the project design processes, attempts will be made to meet the stormwater management requirements of the appropriate watershed district by building infiltration features in each area. Any of the various features allow the stormwater to infiltrate instead of being directed into the stormwater sewer system.

ALTERNATIVES

To do nothing would be inconsistent with the City's commitment to improve an existing older paved street.

POSITIVE BENEFITS

General improvement of the public right of way will enhance and add quality to the neighborhood. The newly rebuilt roadway will improve the durability and drivability of the street, reduce maintenance issues, and continue the City's efforts to improve the transportation system in Saint Paul. Lantern style lighting will enhance neighborhood safety and aesthetics. New ADA pedestrian ramps at the corners will improve access. Signal improvements, including the new HAWK signal at Margaret, will make it easier for all users to cross White Bear Avenue.

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

Ash Trees will be removed as part of the Parks and Recreation Structured Removal program. New trees will be planted as part of the boulevard restoration, following the City's master tree planting plan.

TIME SCHEDULE

The project will begin construction in the spring of 2016 and be completed by the fall of 2016.

COST ESTIMATE

Construction	\$ 4,156,622
Engineering	\$ 1,039,156
Real Estate Fee	\$ <u>8,343</u>
TOTAL	\$ 5,204,121

ESTIMATED FINANCING

Ramsey County	\$ 4,081,245
Assessments	\$ 112,635
SPRWS	\$ 756,470
Saint Paul Sewer	\$ 103,376
Saint Paul Signals	\$ <u>150,395</u>
TOTAL	\$ 5,204,121

For this project, the 2016 assessment rate for street paving and other items is expected to be approximately \$17.69 total per ASSESSABLE FOOT, and the 2016 assessment rate for street lighting is expected to be approximately \$12.34 per ASSESSABLE FOOT.

SOURCE OF ADDITIONAL INFORMATION

For additional information, contact the Project Engineer Dan Haak, 651-266-6084.

SUMMARY AND RECOMMENDATION

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

Respectfully submitted,

Dan Haak
Public Works