

SUMMARY OF ENGINEERING RECOMMENDATIONS
Raymond Avenue Streetscape Project
City Project No. 12-T-1319
State Aid Project No. 164-020-109

Report Prepared – 9/19/11
Public Hearing – 11/02/11

PROJECT

The project seeks to provide a more complete street on **Raymond Avenue from University Avenue to Hampden Avenue** by installing bicycle infrastructure, traffic calming devices and improved pedestrian facilities. The traffic calming devices include bump-outs, medians and intersection re-alignments resulting in a safer environment for all users.

This includes the right-of-way acquisition for roadway re-alignment as shown on attached drawing.

EXISTING CONDITIONS

Raymond Avenue was originally paved in 1923. It has been milled and overlaid 3 times since 1923. The pavement is in fair to poor condition with a Pavement Condition Index (PCI) of 13 out of 100 for the section of Raymond Avenue between Territorial Road and Hampden Avenue.

New curb, lantern-style street lighting and new pavement were installed on Raymond Avenue between University and Territorial in 1994. The PCI for this segment is 56.

The existing street width on Raymond between University and Ellis is 50'.
The existing street width on Raymond between Ellis and Hampden is 40'.

PROPOSED IMPROVEMENTS

It is proposed to replace the curbs and existing roadway surface on Raymond Avenue between Charles Avenue and Hampden Avenue. The intersections at Bayless Avenue, Long Avenue and Ellis Avenue will be re-aligned.

The intersection of Bayless Place will be realigned to "T" into Raymond Avenue. Public Works will coordinate with Parks on right-of-way and Park land diversion issues related to Hampden Park.

The realignments of the Ellis Avenue and Bradford Avenue intersections will include removing the access to Raymond from Bradford by realigning Bradford into Ellis. Access to Raymond would be provided using Ellis which would be realigned into

Raymond in a preferred "T" configuration. This re-alignment option recommended by Public Works of the intersection of Raymond/Bradford/Ellis will require acquiring approximately 800 sq. ft. of permanent easement for the roadway and 300 sq. ft. of temporary easement for construction.

With respect to parking impacts, there are approximately 112 parking spaces on Raymond between University Avenue and Hampden Avenue, with approximately 68 of those being between Ellis/Bradford and Hampden. To accommodate the installation of bump outs, medians, bike lanes and a realignment of the Long intersection, approximately 44 of the existing 68 spaces north of the Ellis/Bradford intersection will be eliminated. Parking would be banned on the west side. Likewise, to facilitate bump outs, realignment of Ellis/Bradford and to standardize bus bays, approximately six of the spaces south of the Ellis/Bradford intersection will be eliminated with only one space being lost south of Territorial.

The project also includes the installation of lantern style street lighting, bike lanes and some sidewalk replacement as needed. In addition, appropriate sanitary sewer repairs will be made, lead water services in the right-of way will be replaced, and storm sewer and sanitary sewer connections will be made at the request of property owners.

It is proposed to mill and overlay the segment of Raymond between University and Charles. The infrastructure on this portion is relatively new and in good condition. Only spot repairs to some curb and sidewalk are necessary. Property owners on this segment would not be assessed.

This project was originally initiated by the Raymond Avenue Traffic Calming Task Force which was formed in 2006 by the Saint Anthony Park Community Council. The project as proposed is the result of long term public process. The Saint Anthony Park Community Council has passed a resolution supporting the project as proposed.

ALTERNATES

To do nothing would not fulfill the neighborhood's desire for a calmer, safer environment for bicyclists and pedestrians.

POSITIVE BENEFITS

General improvement of the public right-of-way will enhance and add quality to the neighborhood. The plan is in keeping with the City's Complete Streets Initiative and District 12 Small Area Plan, relevant sections of which have been incorporated into the City's Comprehensive Plan. The newly rebuilt roadway will improve drivability of the neighborhood while the re-aligned intersections will improve safety for all users, particularly bicyclists and pedestrians. Increased green space and lantern style street lighting will enhance neighborhood safety and esthetics.

ADVERSE EFFECTS

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

EFFECTS ON TREES

Ash trees and stumps will be removed. New trees will be planted as part of the boulevard restoration.

TIME SCHEDULE

The project will begin in the spring of 2013 and will be completed by the fall of 2013.

COST ESTIMATE

Construction	\$	1,600,000
Engineering	\$	400,000
Right-of-Way Acquisition	\$	20,000
Miscellaneous	\$	<u>80,000</u>
PROJECT TOTAL	\$	2,100,000

ESTIMATED FINANCING

CIB (Capital Improvement Bonds)	\$	225,000
MSA (Municipal State Aid)	\$	647,000
ISTEA (Federal Transportation Funding)	\$	1,075,000
Assessments	\$	<u>153,000</u>
PROJECT TOTAL	\$	2,100,000

The estimated assessment rates for the project are:

\$44.45 per ASSESSABLE FOOT for street paving

\$7.87 per ASSESSABLE FOOT for lantern style street lighting.

Note: Properties on Raymond between Territorial Road and Hampden would be assessed.

SOURCE OF ADDITIONAL INFORMATION

For additional information, contact the Project Engineer, Barb Mundahl, at 266-6112.

SUMMARY AND RECOMMENDATION

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Barbara Mundahl', written in a cursive style.

Barbara Mundahl
Public Works



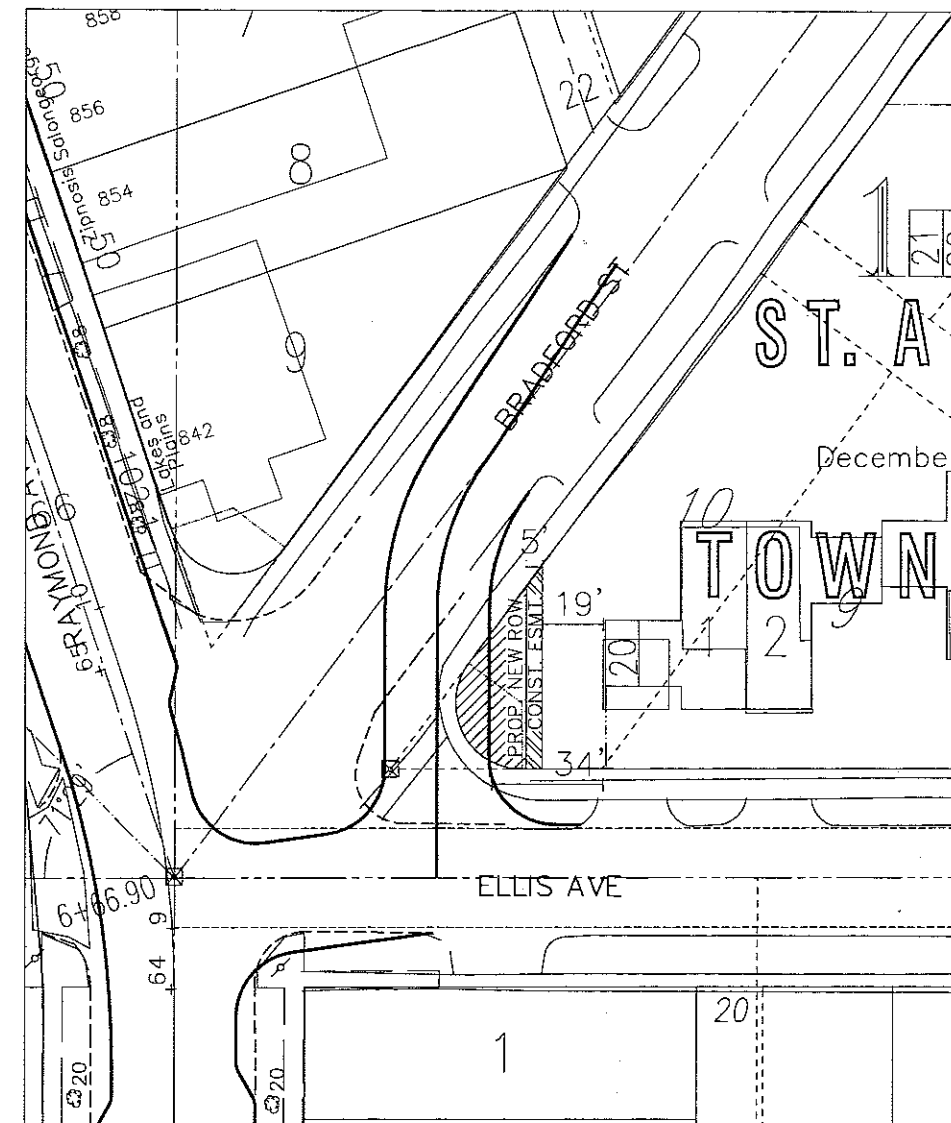
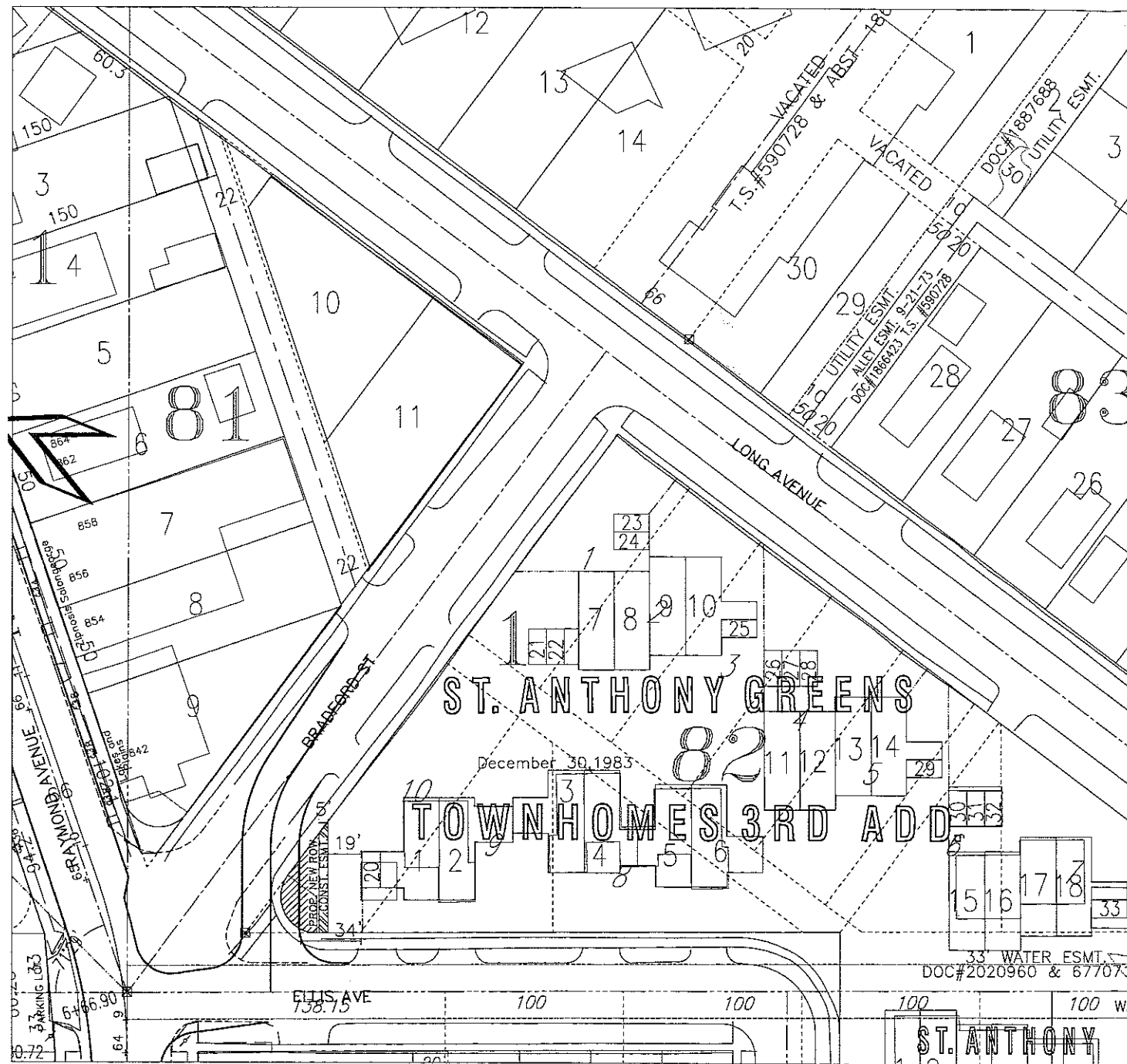
SCALE IN FEET
40 30 20 10 0 20 40
ELECTRONIC SURVEY

LEGEND

- PERMANENT ROW ACQUISITION AREA = 782 S.F.
- TEMPORARY CONSTRUCTION EASEMENT AREA = 290 S.F.



SCALE IN FEET
40 30 20 10 0 20 40



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BRADFORD STREET
RIGHT-OF-WAY ACQUISITION

	DESIGNED	BRM	I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA
	DRAWN	BRM	
	APPROVED	BRM	
Signed <i>John R. Merrill</i>		Date: 9/16/11	Reg. No. 43099

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

RAYMOND AVENUE R.O.W.

PROJECT: 12-T-1319	STATE AID PROJECT NUMBER: 164-020-109
DRAWER: 12	CAD NAME: PROJECTS/CURRENT/RAYMOND
DWG. NO. 1549	DATE: 9/16/11 SHEET NO. 1 OF 1 SHEETS

