

SUMMARY OF ENGINEERING RECOMMENDATIONS

“Kellogg Capital City Bikeway” Project

Report Prepared 6-1-22
Public Hearing 7-13-22

PROJECT

This federally funded project will reconstruct the north half of Kellogg Boulevard between St. Peter Street and Jackson Street to allow for a bikeway and boulevards on the north side of the corridor. In addition to reconstructing the westbound lanes, the medians will be relocated to the south and the eastbound lanes will be repaved. Temporary easements are needed to reconstruct the sidewalks to ensure a seamless pedestrian environment.

EXISTING CONDITIONS

The existing Kellogg corridor was completed in 1933 and was renovated in 1984. The existing roadway includes two moving lanes in each direction with turn lanes at intersections. Kellogg Boulevard is classified as an “A-minor reliever” roadway and serves as a major downtown artery.

In 2018, a study was completed to look at how the Capital City bikeway could be extended along this corridor. The findings of that study were used to prepare an application for federal funding. That application was successful, with approximately \$5.3 in federal funding dedicated to this project. Construction will occur in 2023 in accordance with the federal funding commitments. The expected construction duration is one construction season.

PROPOSED IMPROVEMENTS

The project scope includes reconstruction/renovation of westbound Kellogg Boulevard from St. Peter Street to Jackson Street with a new trail on the north side of the corridor. Improvements include new curb/gutter, underground public utilities (including water and stormwater treatment), lighting, sidewalks, roadway surface, signals, signage/stripping, and trees/landscaping. The eastbound lanes will not be reconstructed but will be repaved. The median will move further south resulting in existing tree loss. The typical road section will still include two moving lanes in each direction with turn lanes, however the roadway will be shifted further south resulting in narrower traffic lanes.

PROPOSED ROW ACQUISITION

The project will require acquisition of temporary construction easements (TE’s) adjacent to Kellogg Boulevard to allow for sidewalks to be replaced.

6 parcels of public and private property will be impacted by the acquisition:

Parcel 1 – Kellogg Square – Property ID 062822110022
Parcel 2 – City Hall/Ramsey County – Property ID 062822130220
Parcel 3 – Intercontinental Hotel – Property ID 062822130224
Parcel 4 – St. Paul School District – Property ID 06282210024
Parcel 5 – Federal Courthouse – Property ID 062822110021
Parcel 6 – St. Paul Port Authority – Property ID 062822120133

The parcels are depicted on the drawings accompanying this report.

ALTERNATES

As part of the design process two alternatives were discussed.

Alternative #1 kept the center median and did not disturb the eastbound lanes. While this was a cheaper option and did not impact median trees, this option did not provide the desired buffer space between the roadway and trail and did not provide the same level of traffic calming benefits than the second alternative. After much internal discussion, this option was eliminated.

Alternative #2 moves the center median and requires that the eastbound lanes be repaved. While this is a more expensive option and removes several mature trees, it does provide the desired buffer spaces on the north side of the roadway in addition to narrowing the overall roadway width. This option falls within the project budget assuming that some of the federal Robert Street money can be spent to reconstruct the Robert/Kellogg intersection. This option is recommended for implementation.

Both options require the same temporary easements on the north side of the right-of-way.

POSITIVE BENEFITS

Benefits of this project include a new bicycle facility on the north side of the corridor, wider sidewalks with buffers, opportunities for more trees, an improved roadway surface, improved utilities, and traffic calming benefits from the reduced roadway width.

ADVERSE EFFECTS

Normal disruptions typical of construction including dust, noise and access issues will occur during the course of the project. Access will be maintained and efforts will be made to minimize impacts to adjacent property owners. There will be median tree loss that will be mitigated with new plantings exceeding the number of existing trees.

TIME SCHEDULE

Plans and specifications will be completed in 2022. The federal funding requires that the project be constructed in 2023. Before the project can be bid, MnDOT requires a right-of-way certificate stating that all needed parcels to construct the project have been acquired. This action is needed to stay on schedule with acquiring needed easements.

COST ESTIMATE

Final estimate of project cost will be developed prior to bidding and are subject to change.

Construction	\$	6,643,750
Design Engineering and Inspection	\$	1,143,250
ROW Acquisition, Real Estate Fees	\$	25,000
PROJECT TOTAL	\$	7,812,000

ESTIMATED FINANCING

Federal Funding	\$	5,312,000
Local Municipal State Aid (MSA)	\$	2,500,000
PROJECT TOTAL	\$	7,812,000

SOURCE OF ADDITIONAL INFORMATION

For additional information, contact the Project Engineer, Don Pflaum, at 651-266-9147.

SUMMARY AND RECOMMENDATION

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

Respectfully submitted,

Donald Pflaum, PE, PTOE
Public Works