

SUMMARY OF ENGINEERING RECOMMENDATIONS
Johnson Parkway & Maryland Avenue
City Project No. 12-P- to be issued

Report Prepared 5 – 9 -12
Public Hearing 7- 3 -12

PROJECT

This project is to modify Johnson Parkway from 300' south of Maryland Avenue to 250' north of Maryland Avenue.

The purpose of the project is to add left turn lanes on Johnson Parkway, to increase safety at the intersection with Maryland. This project is adjacent to a project being done by the City of Saint Paul to the east, adding left turn lanes on Maryland Avenue at Clarence Street.

Improvements to be made as part of the project include altering medians to construct turn lanes with bituminous pavement and concrete curb and gutter. An unused driveway apron and opening in the median will be removed.

Also as part of the project, pedestrian ramps will be brought up to current ADA standards, with 2 separate ramps in line with the sidewalk in both directions where feasible, with a truncated dome surface.

As part of the work, the existing traffic signal at the intersection of Maryland Avenue and Johnson Parkway will be modified to incorporate Accessible Pedestrian Signal system features.

EXISTING CONDITIONS

This section of Johnson Parkway is an older paved street with concrete curb. The existing roadway is 74' wide, with an 18' wide median and no dedicated left turn lanes. Parking on this section of Johnson is not allowed at any time on either side of the street. The average daily traffic (ADT) on Johnson Parkway is 9,275 vehicles south of Maryland and 11,250 vehicles north of Maryland.

PROPOSED IMPROVEMENTS

Johnson Parkway will be modified; the work will conform to MSA standards. Public Works will alter the medians to construct left turn lanes 11' wide, reducing the median to 8' wide. No new traffic signal locations are being added, although the existing signal at Maryland and Johnson will be modified to include an Accessible Pedestrian Signal as part of the project.

The construction will include new bituminous pavement with concrete curb and gutter in the turn lanes. New pedestrian ramps will be constructed at the corners, and the boulevards and median will be restored with new topsoil, sod and trees, or concrete as

appropriate.

ALTERNATES

To do nothing would be inconsistent with the City's commitment to improve safety and traffic flow along our arterial streets.

POSITIVE BENEFITS

General improvement of the public right of way will improve safety and add quality to this parkway. The newly rebuilt roadway will improve the drivability of Saint Paul, and continue the City's efforts to improve our street system.

ADVERSE EFFECTS

Normal problems associated with construction such as noise, dust, and general disruption will be present. Work will have to take place after the Phalen Village Turn Lane project detours are done.

EFFECTS ON TREES

Narrowing the median to add the turn lanes will require removal of the trees where the turn lanes are to be built in this project area. New trees will be planted nearby, where feasible, once the construction has been completed.

TIME SCHEDULE

The project is scheduled to begin soon after detours are complete for the Phalen Village Turn Lane project in 2012, and will be completed in the fall. There will be specific time restrictions on the amount of time the Contractor may take to complete some portions of the project.

COST ESTIMATE

Construction	\$	89,334
Engineering	\$	20,158
Miscellaneous	\$	<u>15,508</u>
TOTAL	\$	125,000

ESTIMATED FINANCING

MSA 2012

\$ 125,000

TOTAL

\$ 125,000

SOURCE OF ADDITIONAL INFORMATION

For additional information, contact the Project Engineer, William Vos, at 266-6113.

SUMMARY AND RECOMMENDATION

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

Respectfully submitted,



William G. Vos
Public Works