

## SUMMARY OF ENGINEERING RECOMMENDATIONS 2015 Saint Paul Street Vitality Project

Report Prepared – 12-22-14

Revised – 3-27-15

Public Hearing – 5-06-15

### PROGRAM

This program includes one project, to improve the area referred to as the **Como-Chatsworth Saint Paul Street Vitality Program (SPSVP)** project (**Area 30**). See the attached project area map.

Improvements to be made as part of the project include constructing new bituminous surfaced streets with concrete curb and gutter, concrete driveway aprons and outwalks, and boulevards landscaped with sod and trees. The existing wood pole lights will be replaced with a new lantern style street lighting system as part of the project. 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.

As part of this project, the existing pedestrian ramps will be brought up to current ADA standards, with 2 separate ramps in line with the sidewalks in both directions where possible, and with a truncated dome surface.

Public art will be included in the project, following the procedures developed for the RSVP projects. Funding for public art is 1% of eligible project funds, in this case Street Improvement Bonds, as determined by the Office of Financial Services per the City's Public Art Ordinance.

### EXISTING CONDITIONS

Most of the streets in the project area are oiled; only Chatsworth, from Van Slyke to Front, is an older paved street. The street widths vary, generally between 28' and 30', however, Van Slyke and Chatsworth are 42' wide. The one way street, West Como Boulevard is approximately 22' wide. Most of the streets in the project area have wood pole street lighting. The current average Pavement Condition Index (PCI) for the project area is 55. The block of Como Avenue between Churchill and Oxford has newer B624 curb. The curb on this block will remain in place and only the pavement will be replaced. This block will only be assessed for pavement replacement.

### PROPOSED IMPROVEMENTS

It is proposed to improve the following streets with the construction of new bituminous surfaced streets 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 system will be updated to the standard City of Saint Paul ornamental lanterns.

### **Como-Chatsworth RSVP (Area 30)**

COMO AVENUE – Lexington Parkway to Van Slyke Avenue  
JESSAMINE AVENUE – West of Churchill Street to Chatsworth Street  
VAN SLYKE AVENUE – Horton Avenue to Chatsworth Street  
CHURCHILL STREET – Jessamine Avenue to Horton Avenue  
OXFORD STREET – Jessamine Avenue to Como Avenue  
ARGYLE STREET – Jessamine Avenue to Como Avenue  
WEST COMO BOULEVARD – Horton Avenue to Chatsworth Street  
CHATSWORTH STREET – Van Slyke Avenue to Front Avenue

Como Avenue between Oxford and Argyle will be widened to 36' due to the heavy traffic flows around the German Immersion School.

Van Slyke, a Metro Transit bus route, will remain at the existing 42' width.

Chatsworth, from Como Avenue to Front Avenue, will be narrowed from 42' to 38', and bumpouts will be added into Chatsworth at all intersections. A petition to remove parking on the east side of Chatsworth between Jessamine and Como Avenue was signed by 85% of the property owners. The parking area will be converted to sod boulevard.

Other streets will be reconstructed closely matching their existing width.

The Churchill and Van Slyke intersection and the Van Slyke/Argyle/Como intersection will be re-aligned to improve safety.

### **ALTERNATES**

To do nothing would be inconsistent with the City's commitment to improve existing streets, whether they are oiled or older paved.

### **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. Lantern style 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 while the work is being done

### **EFFECTS ON TREES**

SPSVP project area street widths will be selected to minimize the impact 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 or summer of 2015 and be completed by the fall of 2015. There will be further restrictions on the amount of time work is done on individual segments of streets.

### **COST ESTIMATE**

Construction	\$ 3,885,408
Engineering	<u>\$ 971,352</u>
<b>TOTAL</b>	<b>\$ 4,856,760</b>

### **ESTIMATED FINANCING**

Street Improvement Bonds	\$ 4,391,527
SPRWS	\$ 372,000
Sewers	<u>\$ 93,233</u>
<b>TOTAL</b>	<b>\$ 4,856,760</b>

The 2015 SPSVP assessment rate for residential asphalt street paving is anticipated to be \$119.37 per ASSESSABLE FOOT.

The anticipated assessment rate for street paving for the block of Como between Churchill and Oxford is anticipated to be \$45.54 per ASSESSABLE FOOT.

The 2015 SPSVP assessment rate for street lighting is anticipated to be \$21.13 per ASSESSABLE FOOT.

### **SOURCE OF ADDITIONAL INFORMATION**

For additional information, contact Project Engineer Barb Mundahl, 651-266-6112.

### **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,  
Barb Mundahl  
Public Works