

SUMMARY OF ENGINEERING RECOMMENDATIONS

Raymond Avenue Streetscape Project

City Project No. 16-P-1411

State Aid Project No. 164-020-134

Report Prepared – 3/3/16

Public Hearing – 4/6/16

PROJECT

The project seeks to improve **Raymond Avenue from Energy Park Drive to Como Avenue** by reconstructing the pavement and improving the existing bicycle and pedestrian facilities.

EXISTING CONDITIONS

Raymond Avenue was originally paved in 1924. It was last paved in 1956. The pavement is in fair to poor condition with a Pavement Condition Index (PCI) of 24 out of 100.

The existing street width on Raymond between Energy Park Drive and the railroad bridge is 44'. The existing street width on Raymond between the bridge and Como Avenue is 42'. There are no existing bike lanes on this segment of Raymond. Currently, parking is allowed on both sides of the street. The existing Right of Way is 66' wide.

The street lighting on Raymond Avenue is davit arms on wood poles.

PROPOSED IMPROVEMENTS

It is proposed to reconstruct Raymond Avenue between Energy Park Drive and 100' south of Como Avenue. The improvements include concrete curb and gutter, new bituminous roadway, some sidewalk improvements, ADA compliant pedestrian ramps, bike lanes and lantern style street lighting. The project does not include the intersection of Raymond and Como. The intersection will be reconstructed in 2017 as part of a Como Avenue project.

On-street parking will remain on the west side of Raymond Avenue between Blake Street and Brewster Avenue. Parking will be removed on the east side to allow for on-street bike lanes.

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. This project would be phase III of a three phase effort to improve Raymond Avenue between University Avenue and Como Avenue.

ALTERNATES

To do nothing would not fulfill the neighborhood's desire for a calmer, more cohesive and safer environment for bicyclists, pedestrians and other modes of traffic.

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. Lantern style street lighting will enhance neighborhood safety and esthetics. The addition of designated bike lanes on Raymond Avenue addresses a missing link in this segment of the Grand Round Bike Loop.

ADVERSE EFFECTS

Normal problems associated with construction such as noise, dust, reduced access to the neighborhood, and general disruption will be present. Parking will be banned on the east side of Raymond between Blake and Gordon.

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 summer of 2016 and will be completed by the fall of 2016.

COST ESTIMATE

Construction	\$ 2,560,000
Engineering	<u>\$ 640,000</u>
PROJECT TOTAL	\$ 3,200,000

ESTIMATED FINANCING

MSA (Municipal State Aid)	\$ 255,000
CSAH (Ramsey County)	\$ 1,496,965
Assessments	\$ 328,035
ISTEA (Federal Transportation Funding)	<u>\$ 1,120,000</u>
PROJECT TOTAL	\$ 3,200,000

The 2016 assessment rate for arterial street paving is \$129.10 total per ASSESSABLE FOOT.

The 2016 assessment rate for street lighting is \$15.60 total per ASSESSABLE FOOT.

SOURCE OF ADDITIONAL INFORMATION

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

SUMMARY AND RECOMMENDATION

The Department of Public Works has ranked this a high priority 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". The signature is fluid and cursive, with the first name "Barbara" written in a larger, more prominent script than the last name "Mundahl".

Barbara Mundahl
Public Works