

# STREETS AND UTILITIES TASK FORCE MEETING

(MARCH 24, 2015)

## **ACTION ITEMS**

### \* **Montgomery Street Reconstruction – Wabash to University**

**Q:** A task force member asked how many property owners were along this stretch of Montgomery Street.

**Action Taken:** There are four properties that abut Montgomery Street between University and Wabash.

### \* **Smith Avenue Traffic Signals**

**Q:** A task force member asked if the bent straw lighting along a portion of Smith Avenue should be replaced with lantern lighting as part of this project. If so, how much would that cost?

**Action Taken:** In order to be consistent with the lighting system that exists from Cherokee to Baker, Public Works would propose to infill globe lighting with the existing bent straw lighting from Baker to Annapolis. The cost would be 100% assessable being as globe lighting is above standard and is estimated to be \$562K.

### \* **Forest Street Bridge Reconstruction (Design)**

**Q:** A task force member asked if the presenter could put his funding presentation into a written format so that it could be included with the project information.

**Action Taken:** See attached funding explanation provided by the Bridge Division of Public Works.

### \* **St. Clair Bridge over I-35E (Redeck)**

**Q:** A task force member asked if this bridge project construction would be coordinated with the other roadway reconstruction projects being done along St. Clair.

**Action Taken:** St. Clair Avenue is being proposed for reconstruction from Snelling to Victoria in 2015. This will not affect the proposed re-deck of the St. Clair Avenue Bridge over I-35E that is scheduled for construction in 2016 by Mn/DOT.

**\* Kellogg/3<sup>rd</sup> Street Bridge Replacement (Design)**

**Q:** A task force member asked if they could get a cross section of what the bridge would like with overhead facilities needed for light rail.

**Action Taken:** Ramsey County Regional Rail Authority (RCRRA) is currently proposing Bus Rapid Transit (BRT) rather than Light Rail Transit (LRT) for the Gateway Corridor. As such, there are no cross sections of the bridge that show LRT overhead facilities. Any mention of LRT in the CIB project proposal is meant to assure the SU Task Force that the Bridge Division will design the structure such that it can easily incorporate LRT in the future without having to make expensive structural changes. The beams and substructures will be designed to accommodate any future loading associated with a conversion of the BRT lanes to LRT. In short, the bridge will be designed to take the greater LRT loading.

**Q:** A task force member pointed out that the financing page in their packet only had \$1.8M in 2016 and nothing requested in 2017. Is that right?

**Action Taken:** The request is for \$1.8M in 2016 and \$1.8M in 2017. A revised financing page will be made available for this project.

**\* White Bear Avenue Bridge (south of Maryland)**

**Q:** A task force member asked if the City could provide a sufficiency rating for the bridge.

**Action Taken:** The sufficiency rating of White Bear Avenue Bridge No. 62530 over the Union Pacific Railroad Tracks is 80.8.

**NOTE:** The Lafayette Road Bridge Rehabilitation (Design) Project between University and Otsego has been cancelled and removed from the 2015 CIB Process. The Summit Avenue Bridge over Ayd Mill Road was added in its place because of the BROS (Bridge Reconstruction Off-System) funding received by the City.

**Follow-Up from Action Items of 3-17-15**

The Vacation of East 6<sup>th</sup> Street between Mounds and Maria was presented at the March 17, 2015 SU Task Force Meeting and a question was asked about the traffic volumes along 7<sup>th</sup> Street between Mounds and Arcade. I referenced a portion of a Traffic Flow Map and indicated it was attached to the Action Items list. The Map was not attached to the Action Items from 3-17-15, but it is attached to these Action Items.