

**City of Falcon Heights**  
**City Council Workshop**  
**Wednesday, March 1, 2006**  
**6:30 p.m.**

**AGENDA**

1. Hamline Hoyt Project Update
2. Arona St. MSA discussion
3. Construction Update for 2006/07 projects



**Memorandum**

**2/24/06**

**To: Mayor Gehrz, Councilmembers Kuettel, Talbot, Lindstrom and Harris**

**From: Heather Worthington, City Administrator  
Greg Hoag, Parks and Public Works Director**

**Re: March 1, 2006 Workshop Information**

At our regular March 1 workshop, we will be discussing:

Hamline/Hoyt Reconstruction Project  
Arona St. MSA  
Construction Update for 2006/07

Contained in this memo is a brief outline of each project. We have also attached a couple of maps that show project locations.

**Hamline/Hoyt reconstruction project**

You received a memo on January 25<sup>th</sup> regarding our scope of work, and proposed process for this project. This project tentatively entails a reconstruction of Hamline Avenue, and Hoyt Avenue, with the reconstruction of the Snelling Service Drive terminus south of Curtiss Field. It also includes replacement of water main on Hoyt Avenue. Since that memo went out, there have been some changes to the process schedule, as follows:

Our proposed 429 Process Schedule is as follows: (Revised)

Order Feasibility Report:	January 25, 2006
Accept Feasibility Report:	March 8, 2006
Order Public Hearing:	March 22, 2006
Hold Public Hearing:	April 26, 2006
Accept Cooperative Construction Agreement:	May 10, 2006

St. Paul Water Utility and the City of Saint Paul have been discussing some changes to the scope of work for this project, and we hope to have further information for you at the workshop. As soon as we have those details confirmed, we will go forward with the process as outlined above. The feasibility report you ordered at the January 25<sup>th</sup> Council Meeting is in process, and should be completed soon.

### **Arona St. MSA (Municipal State Aid)**

The MSA program is administered by MnDOT, and sets standards for widths of streets that are part of an “MSA System”. Arona Street from Roselawn to Hoyt Avenue is part of Falcon Heights’ MSA system. This means that there are restrictions in how the city “signs” parking on those streets. They must be at least 32 feet wide to allow parking on one side, and 38 feet wide to allow parking on both sides of the street.

In January, the owner of the apartment building on the Northeast corner of Larpentuer and Arona contacted the city regarding parking restrictions in front of that building. He asked if we could implement parking on both sides of the street.

Upon researching this issue, staff has learned that we have 38 feet of width from Crawford Avenue to Larpentuer Avenue on Arona, and that it is adequate to allow parking on both sides of the street. Staff will re-sign that area immediately.

Further, staff will be re-signing the area of Arona South of Larpentuer to California Avenue, with parking allowed on both sides of the street, as there is also adequate street width to allow that parking configuration in that area as well. This area was temporarily signed “no parking” along the new Senior Building on the west side of the street, and on the east side of the street between the alley and California Avenue because of construction traffic in that area. Now that the framing of the townhomes is nearly completed, we should be able to allow parking in those areas again.

### **Construction Update for 2006/07**

For the 2006 Budget, we have allocated money for the following projects:

- Roselawn Avenue (will go to bid the first week of March)
- Hamline/Hoyt (already bid, 429 process beginning)
- St. Mary’s “parking lot” (southerly end of the street between Bucks and Chianti Grill)
- TIES sidewalk (not ADA compliant—will be reconstructed, bid with the sidewalk repairs)
- Sidewalk repairs
- Sealcoat, West of Snelling Avenue, minus St. Mary’s, Maple Knoll, and Prior. Will include minor street repairs in the Falcon Woods neighborhood.

St. Mary’s: The “parking lot” at the terminus of St. Mary’s where it meets Larpentuer Avenue has been used by Bucks and Chianti Grill (formerly Ciattis) for many years as

overflow parking. When the city changed the access into St. Mary's due to resident concerns about cut-through traffic, we had a verbal agreement with Ciattis to allow them to stripe and park in that area. Since then, we have not done any maintenance to that street (probably since the late 1970's). This part of St. Mary's, largely due to drainage, has serious pavement problems. Here, we are hoping to do what is called a "reclaim"—basically recycle the existing pavement, and correct any subgrade issues that might exist. For the level of traffic and weight of traffic this road gets, it should be a decent fix. At the end of this project, we will propose that the city negotiate an agreement with Chianti Grill so that they will be responsible for future maintenance of that area (since it is used primarily as a parking lot now). See the attached preliminary plan.

TIES Sidewalk: In 2005, the city received a complaint from a St. Paul resident about the sidewalk in front of TIES. He is a bus driver, and observed that his disabled riders had a very difficult time negotiating the sidewalk as they exited his bus. We went out and measured the sidewalk, and it is substandard. Due to the placement of streetlight standards and our decorative planters, the effective width of the sidewalk is about 2.5 feet, where ADA requirements call for 4 feet. We budgeted extra money in the 2006 budget for this work.

Sidewalk Repairs: These are the standard sidewalk repairs and replacements that we do annually.

Sealcoating: We are planning to sealcoat the streets west of Snelling Avenue this year, with the exception of St. Mary's north of the Chianti Grill, Maple Knoll and Prior Avenue (for which we are planning more extensive maintenance work in 2007—see below). We are also planning to do some minor street repair in the Falcon Woods neighborhood, where we have some failing concrete gutter sections in certain areas. These need to be repaired before we sealcoat over them.

We are planning for these projects in 2007:

- Mill & Overlay—St. Mary's, Maple Knoll, and Prior Avenues.
- Water Main—Maple Knoll (In conjunction with the M&O project)
- City Hall Parking Lot

Mill & Overlay: We are looking at mill and overlay for the St. Mary's, Maple Knoll and Prior Avenue areas because the pavement in those areas is declining, but we feel we still have very good base material. This is a cost-effective way to improve our pavement management ratings in those areas, which allows our city to remain certified and eligible to receive MSA funds for all maintenance and reconstruction projects.

Water Main: The break-frequency of the water main on Maple Knoll is high enough that the main should be replaced. This project will be similar to the Folwell Avenue project a couple of years ago—we will sawcut the street down the centerline, and replace the main, then mill into the end of the street where it meets the Snelling Service Drive, thereby tying the two projects together (a reconstruction in the water-main replacement

area, and a mill and overlay of the surrounding streets). We would anticipate about 2 months for this work. These streets have not received any attention in the past 20 years or so, and are starting to show significant pavement wear and some cracking.

City Hall Parking Lot: This is in very bad shape. We have serious water problems, and are experiencing pavement failure in several areas. We already have Roseville doing some preliminary engineering on this project so that we can anticipate our costs during the 2007 Budget process this summer. At this point, we are hoping to reclaim most of the parking lot, rather than reconstruct it; however, some of the areas are so bad, we may have to do some limited reconstruction in certain places. We also will need to correct the drainage, which seems to have been designed poorly to begin with. We have had some early discussions about the possibility of linking our drainage to a “well” in the front yard that would provide water for the potential community garden being discussed by the Environment Commission. That is very preliminary, but may be a good way of accomplishing multiple benefits in one corrective action.