

City of Saint Paul, Minnesota
Five-Year Street Reconstruction Plan
for the Fiscal Years 2024 through 2028



Adopted December 6, 2023

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NOTE: This document includes approved projects for 2024, as well as projects planned for 2025-2028 which are proposed by the Department of Public Works to be reviewed and adopted annually by City Council for funding. All information provided for 2025-2028 is preliminary and subject to change.

INTRODUCTION

As a part of its 2024 Capital Improvement Budget and Program (the “CIB”), the City of Saint Paul, Minnesota (the “City”), has created an updated new five-year Street Reconstruction Plan (the “2024 SRP”) for the calendar years 2024-2028 which is memorialized in this 2024 SRP. This 2024 SRP will be considered for adoption after a public hearing on such on December 6, 2023 (the “2024 SRP Public Hearing”) after publication of the notice required in the Street Reconstruction Act. In addition, the 2024 SRP Public Hearing will also consider the approval of the issuance of an estimated amount of general obligation bonds not to exceed \$16,500,000 for the proposed 2024 street reconstruction projects.

This 2024 SRP is designed to anticipate necessary street reconstruction expenditures and to economically schedule those anticipated expenditures over a five-year period. In creating this 2024 SRP, the City has considered the costs, benefits, alternatives, and impact of this 2024 SRP on the City’s operating expenditures. The City intends to issue general obligation street reconstruction bonds to finance certain projects described in this 2024 SRP.

PURPOSE

The Street Reconstruction Act (Minnesota Statutes Section 475.58, Subd. 3b) authorizes a municipality such as the City to issue and sell general obligation bonds for street reconstruction or bituminous overlays without holding a referendum if a certain statutory process has been followed by the municipality. Street reconstruction and bituminous overlays include utility replacement and relocation and other activities incidental to the street reconstruction, turn lanes and other improvements having a substantial public safety function, realignments, other modifications to intersect with state and county roads, and the local share of state and county road projects. Street reconstruction also includes expenditures for street reconstruction that a municipality incurred prior to approval of the street reconstruction plan, if such expenditures are included in the street reconstruction plan approved on or before the date of a public hearing. Except in the case of turn lanes, safety improvements, realignments, intersection modifications, and the local share of state and county road projects, street reconstruction and bituminous overlays does not include the portion of project cost allocable to widening a street or adding curbs and gutters where none previously existed.

The City believes the street reconstruction process is an important element of responsible fiscal management. Major capital expenditures can be anticipated and coordinated so as to minimize potentially adverse financial impacts caused by the timing and magnitude of capital outlays. This coordination of capital expenditures is important to the City in achieving its goals of adequate physical public assets, preservation of public assets and sound fiscal management. Good planning is essential for the wise and prudent use of limited financial resources. This 2024 SRP is designed to be updated periodically. This 2024 SRP is an ongoing fiscal planning tool that continually anticipates future capital expenditures and funding sources.

A street reconstruction plan such as this 2024 SRP is a part of the City’s overall CIB which is reviewed annually as part of the City’s overall budget process and is also reviewed by the CIB Committee. This 2024 SRP is a document designed to anticipate street reconstruction expenditures known as of the date of adoption and schedule them over a five-year period so that they may be funded in the most efficient and cost-effective method possible. This 2024 SRP allows the matching of expenditures with anticipated revenues. As potential expenditures are reviewed, the City considers the benefits, costs, alternatives and impact on operating expenditures.

PROCESS

The City must hold a public hearing on a preliminary street reconstruction plan that describes the anticipated (i) street reconstruction, (ii) mill and overlay projects, or (iii) the City share of state and county road projects to be financed, the estimated costs of the projects, and any planned street reconstruction or overlay of other streets in the municipality over the next five years. Under the requirements of the SRP Act, notice for the public hearing must have been published in the official newspaper of the City at least 10 days but not more than 28 days prior to the hearing. The SRP Act requires that the street reconstruction plan and the issuance of general obligation bonds must then be approved by a vote of a two-thirds majority of the members of the City Council of the City (the “City Council”) present at the meeting following the public hearing. This means that if all of the City Council members attend the meeting for consideration of the 2024 SRP then five (5) of the seven (7) City Council members must vote affirmatively in favor of adoption of the 2024 SRP and the issuance of the proposed general obligation street reconstruction bonds.

Although the SRP Act does not require a referendum, voters may petition for a reverse referendum on the issuance of the street reconstruction bonds. If a petition requesting a vote on the issuance of the street reconstruction bonds is signed by voters equal to five percent (5%) of the votes cast in the last municipal general election and is filed with the municipal clerk within thirty (30) days of the public hearing, a referendum vote shall be called. When a referendum vote is called, the municipality may issue the bonds only after obtaining the approval of a majority of the voters voting on the issuance of the street reconstruction bonds.

PROJECT SUMMARY

Street reconstruction projects anticipated under this 2024 SRP and the estimated costs thereof are set forth in Appendix A. Maps of the proposed street reconstruction project anticipated to be financed in 2024 through 2028 with the current proposed allocation of the proceeds of general obligation bonds are also included in Appendix B. The following street reconstruction expenditures have been submitted for inclusion in this 2024 SRP:

Projected 2024 Street Reconstruction Bond Financed Expenditures

General obligation street reconstruction bonds are proposed to be issued in 2024 in an aggregate principal amount of approximately \$16,500,000 for improvements to Minnesota Street Phase II – 6th to 11th, the Residential and Arterial Mill and Overlay Program, and various other street reconstruction projects as more fully described in Appendix A. Such general obligation street reconstruction bonds could be combined with other financing tools, including but not limited to state aid, special assessments, and other available revenues.

Projected 2025 Street Reconstruction Bond Financed Expenditures

General obligation street reconstruction bonds are proposed to be issued in 2025 in an aggregate principal amount of approximately \$16,500,000 for improvements to Wheelock/Grotto Residential Phase I and Pleasant Avenue – Victoria to St. Clair, the Residential and Arterial Mill and Overlay Program, and various other street reconstruction projects as more fully described in Appendix A. Such general obligation street reconstruction bonds could be combined with other financing tools, including but not limited to state aid, special assessments, and other available revenues.

Projected 2026 Street Reconstruction Bond Financed Expenditures

General obligation street reconstruction bonds are proposed to be issued in 2026 in an aggregate principal amount of approximately \$16,500,000 for improvements to Wheelock/Grotto Residential Phase II; the Residential and Arterial Mill and Overlay Program; and various other street reconstruction projects as more fully described in Appendix A. Such general obligation street reconstruction bonds could be combined

with other financing tools, including but not limited to state aid, special assessments, and other available revenues.

Projected 2027 Street Reconstruction Bond Financed Expenditures

General obligation street reconstruction bonds are proposed to be issued in 2027 in an aggregate principal amount of approximately \$16,500,000 for improvements to Hoyt/Birmingham Phase I, the Residential and Arterial Mill and Overlay Program, and various other street reconstruction projects as more fully described in Appendix A. Such general obligation street reconstruction bonds could be combined with other financing tools, including but not limited to state aid, special assessments, and other available revenues.

Projected 2028 Street Reconstruction Bond Financed Expenditures

General obligation street reconstruction bonds are proposed to be issued in 2027 in an aggregate principal amount of approximately \$16,500,000 for improvements to Hoyt/Birmingham Phase II, the Residential and Arterial Mill and Overlay Program, and various other street reconstruction projects as more fully described in Appendix A. Such general obligation street reconstruction bonds could be combined with other financing tools, including but not limited to state aid, special assessments, and other available revenues.

The City may utilize the proceeds of general obligation street reconstruction bonds on any of the projects identified on Appendix A for which the City receives an opinion of bond counsel that such use is authorized under the terms of the SRP Act. The amounts listed in Appendix A for each of the projects is an estimate as of the time of the adoption of this street reconstruction plan. The amount of general obligation street reconstruction bonds to be issued by the City for the projects identified in 2024 may not exceed \$16,500,000 without an amendment to this plan, although such bonds are not required to be issued in 2024 and may be issued at a later date.

FINANCING

The total amount of anticipated expenditures (i.e. project cost and cost of issuance) under this 2024 SRP equals \$88,165,000 as of its date of adoption. The sources of the funds to be applied to the anticipated expenditures include the sale of an anticipated principal amount of \$88,165,000 in general obligation street reconstruction bonds over the five-year period covered in this 2024 SRP.

In 2024, the City anticipates that it will issue an estimated amount not to exceed \$16,500,000 in general obligation street reconstruction bonds to finance the scheduled reconstruction of: (i) Minnesota Street Phase II Reconstruction – 6th to 11th; (ii) the scheduled 2024 the Residential and Arterial Mill and Overlay Program, and (iii) costs of issuance of the general obligation street reconstruction bonds.

NON-STREET RECONSTRUCTION BOND FINANCED PROJECTS

The City will be doing other street work and reconstruction that will be outside the scope of this 2024 SRP and is currently anticipated to be financed from other sources of funds but may be eligible under the SRP Act. The street projects that are not anticipated to be financed with general obligation street reconstruction bonds have been included in the schedule attached hereto and made a part of this 2024 SRP in Appendix A. Detailed descriptions of street projects not financed by street reconstructions bonds have not been included in this 2024 SRP, but are in the City’s 2024 Capital Improvement Budget and available on the City’s website and in other materials that have been provided to the City Council of the City.

DEBT LIMIT

Street reconstruction bonds are included in the amount of indebtedness of the City which cannot, under Minnesota Statutes, Section 475.53, exceed 3.33333333% of the assessor's taxable market value for the City. The proposed general obligation street reconstruction bonds will not exceed statutory limits set forth in Minnesota Statutes, Chapter 475, as amended.

APPENDIX – A Proposed Projects



2024 FIVE YEAR CAPITAL PLAN

Draft 11/20/23

This document shows projects approved for 2024 and planned for 2025 to 2028. The 5-year Plan is proposed by the Department of Public Works and reviewed and adopted annually by the City Council. All information provided for 2025 to 2028 is preliminary and subject to change.

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2024	2025	2026	2027	2028
SAINT PAUL STREETS PROGRAM \$16,500,000	SAINT PAUL STREETS PROGRAM \$16,500,000	SAINT PAUL STREETS PROGRAM \$16,500,000	SAINT PAUL STREETS \$19,230,000	SAINT PAUL STREETS \$18,320,000
Minnesota St - 6th to 11th Phase 2 Residential & Arterial Mill & Overlay Program* *Cretin/Bayard Ph 2 and Fourth/Howard Ph 1	Pleasant - Victoria to St. Clair Wheelock/Grotto Residential Phase 1 Residential & Arterial Mill & Overlay Program* *Fourth/Howard Ph 2 & 3	Wheelock/Grotto Residential Phase 2 Residential & Arterial Mill & Overlay Program	Hoyt/Birmingham Phase 1 Residential & Arterial Mill & Overlay Program Street Reconstruction Bonds Other financing to be determined	Hoyt/Birmingham Phase 2 Residential & Arterial Mill & Overlay Program Street Reconstruction Bonds Other financing to be determined
MUNICIPAL STATE AID \$8,492,615	MUNICIPAL STATE AID \$12,504,416	MUNICIPAL STATE AID \$11,454,824	MUNICIPAL STATE AID \$19,056,685	MUNICIPAL STATE AID \$8,715,000
Annapolis - Robert to Kansas Ph II CCB Kellogg Ph 3 - W7th to John Ireland (Design) CCB St Peter - 10th to Rice (Design) Cleveland - Summit to Marshall Sidewalks Cretin & St. Clair Traffic Signal Marshall - Snelling to Albert Sidewalks Selby & Fairview Traffic Signal TH 61 near Etna Interconnect Dale St. north of Front (County) Snelling - St. Clair to Grand Traffic Signals (MnDOT) B Line BRT Improvements (Met Transit)	CCB Kellogg Ph 2 - St. Peter to W7th Maryland Traffic Signal Enhancements (Design) Robert-Kellogg to 11th (MnDOT turnback) 6th & Mounds Traffic Signal 3rd & Maria Traffic Signal Victoria & Minnehaha Signal & Interconnect Dale St Signal Enhancements (County) Maryland - Clark to Edgerton (County) Rice St - Pennsylvania to Co Rd B (County) TH 5-Mounds to 61/ 61-TH5 to Roselawn (MnDOT) Purple Line BRT (Metro Transit) local share	Maryland Traffic Signal Enhancements Minnehaha - Payne to E7th (Design) Wabasha - 7th to 11th (Design) Jackson - Arlington to Wheelock Ped Imps (County) Jackson - Maryland to Arlington (County) Rice St - Pennsylvania to Co Rd B (County) Eustis/Cromwell - Territorial to Wabash (MnDOT) Robert M&O - Fillmore to Annapolis (MnDOT) I35 E Bridge over Shepard Signals (MnDOT) I94/Marion Bridge Signals (MnDOT) TH 280 (MnDOT)	CCB Kellogg Ph 3 - W7th to John Ireland CCB St Peter - 10th to Rice Minnehaha - Payne to E7th St. Peter Signals @ 7th Place, Exchange & 10th Wabasha - 7th to 11th Pennsylvania - Rice to Mississippi (County) Rice St - John Ireland to Pennsylvania (County) Rice St - Pennsylvania to Co Rd B (County) TH 5/W7th - Munster to St. Clair (MnDOT)	St. Peter Ph 1 - Kellogg to 5th Jackson St - Pennsylvania to Acker (County) Rice St - Pennsylvania to Co Rd B (County) TH 5/W7th - St. Clair to Mounds (MnDOT)
Programs: 1,465,000 MSA Contingency RR Crossing Safety Improvements SPS Traffic Signals on Arterials Signalized Intersection Safety Improvements	Programs: 1,565,000 MSA Contingency RR Crossing Safety Improvements SPS Traffic Signals on Arterials Signalized Intersection Safety Improvements Lighting Improvements Ramsey Co Traffic Signals Annual Program	Programs: 1,565,000 MSA Contingency RR Crossing Safety Improvements SPS Traffic Signals on Arterials Signalized Intersection Safety Improvements Lighting Improvements Ramsey Co Traffic Signals Annual Program	Programs: 1,565,000 MSA Contingency RR Crossing Safety Improvements SPS Traffic Signals on Arterials Signalized Intersection Safety Improvements Lighting Improvements Ramsey Co Traffic Signals Annual Program	Programs: 1,565,000 MSA Contingency RR Crossing Safety Improvements SPS Traffic Signals on Arterials Signalized Intersection Safety Improvements Lighting Improvements Ramsey Co Traffic Signals Annual Program
SALES TAX PROGRAM \$10,702,000	SALES TAX PROGRAM \$13,750,000	SALES TAX PROGRAM \$29,590,000	SALES TAX PROGRAM \$43,670,000	SALES TAX PROGRAM \$29,170,000
Grand - Snelling to Fairview* Grand/Snelling Int Improvements MnDOT LPP *Includes Grand & Fairview Signal \$405,000. Mill & Overlays TBD	Jackson - University to Pennsylvania University - I35E to Lafayette Mill & Overlays TBD	Earl - Maryland to Minnehaha Pelham - Franklin to MRB Mill & Overlays TBD	Earl - Maryland to Burns* Shepard - TH 5 to Madison *Includes Earl & 6th Signal & Interconnect \$560,000.	Shepard - Madison to Elway
ARTERIALS MILL & OVERLAYS	ARTERIAL MILL & OVERLAYS	2026-2028 Residential Mill & Overlays	2026-2028 Arterial Mill & Overlays as funding allows	
Concordia Ave - Snelling to Marlon* *TRD based on community input. Front - Rice to Western	St. Anthony Ave - Snelling to Marlon* *TRD based on community input.	Order to be determined in accordance with past & future RSP Areas as funding allows. Hatch/Park Ivy/Birmingham Wheelock/Grotto remaining streets	Vandalia Commercial Area Minnehaha - Lexington to Fairview Capital Area St. Clair - Cliff to Victoria Cliff - Smith to St. Clair Shepard - Elway to Gannon* Summit - MRB to Snelling	Arlington - Jackson to Edgerton Arlington - Wheelock to Rice Forest - Hudson to E 7th Hamline - Como to Hoyt Winifred - Wabasha to Ohio George-Cesar Chavez to Smith Burr-Tedesco to Minnehaha
SIDEWALKS \$1,485,000	SIDEWALKS \$1,485,000	SIDEWALKS \$1,485,000	SIDEWALKS \$1,485,000	SIDEWALKS \$1,485,000
Sidewalk Reconstruction Program(Gen Fund) Local Street, Alley, Sewer and Lighting* *funded by assessments	Sidewalk Reconstruction Program(Gen Fund) Cleveland - Saunders to RR Bridge (HB Offsite TIF) Local Street, Alley, Sewer and Lighting* *funded by assessments	Sidewalk Reconstruction Program(Gen Fund) Local Street, Alley, Sewer and Lighting* *funded by assessments	Sidewalk Reconstruction Program(Gen Fund) Local Street, Alley, Sewer and Lighting* *funded by assessments	Sidewalk Reconstruction Program(Gen Fund) Local Street, Alley, Sewer and Lighting* *funded by assessments



2024 FIVE YEAR CAPITAL PLAN

This document shows projects approved for 2024 and planned for 2025 to 2028. The 5-year Plan is proposed by the Department of Public Works and reviewed and adopted annually by the City Council. All information provided for 2025 to 2028 is preliminary and subject to change.

2024		2025		2026		2027		2028	
CAPITAL IMPROVEMENT BONDS	\$1,230,000	CAPITAL IMPROVEMENT BONDS	\$1,065,760	CAPITAL IMPROVEMENTS BONDS	\$2,627,500	CAPITAL IMPROVEMENTS BONDS	\$635,000	CAPITAL IMPROVEMENTS BONDS	\$635,000
Burns/Suburban Sidewalk Infill Project	830,000	SRTS - Crossroads Elementary* *Not included in CB Budget.	465,760	Arlington Pedestrian Facilities* Payne Pedestrian Improvements* SRTS - Chelsea Heights* *Future CB request.	517,500 675,000 800,000				
Programs:	600,000	Programs:	600,000	Programs:	635,000	Programs:	635,000	Programs:	635,000
Ped & Traffic Safety Improvements	225,000	Ped & Traffic Safety Improvements	225,000	Ped & Traffic Safety Improvements	250,000	Ped & Traffic Safety Improvements	250,000	Ped & Traffic Safety Improvements	250,000
RR Crossing Safety Improvements	10,000	RR Crossing Safety Improvements	10,000	RR Crossing Safety Improvements	10,000	RR Crossing Safety Improvements	10,000	RR Crossing Safety Improvements	10,000
Signalized Intersection Safety Improvements	115,000	Signalized Intersection Safety Improvements	115,000	Signalized Intersection Safety Improvements	125,000	Signalized Intersection Safety Improvements	125,000	Signalized Intersection Safety Improvements	125,000
Stairway Repair & Replacement Program	250,000	Stairway Repair & Replacement Program	250,000	Stairway Repair & Replacement Program	250,000	Stairway Repair & Replacement Program	250,000	Stairway Repair & Replacement Program	250,000
Bicycle Facility Improvements (Gen Fund)	172,599	Bicycle Facility Improvements (Gen Fund)	172,599	Bicycle Facility Improvements (Gen Fund)	172,599	Bicycle Facility Improvements (Gen Fund)	172,599	Bicycle Facility Improvements (Gen Fund)	172,599
								Highland Bridge Offsite Improvements (TIF)	2,075,000
COUNTY FUNDING (on City Projects)		COUNTY FUNDING (on City Projects)		COUNTY FUNDING (on City Projects)		COUNTY FUNDING (on City projects)		COUNTY FUNDING (on City projects)	
Cleveland - Summit to Marshall	150,000								
Marshall - Snelling to Albert	260,000								
COUNTY PROJECTS (with City cost share)		COUNTY PROJECTS (with City cost share)		COUNTY PROJECTS (with City cost share)		COUNTY PROJECTS (with City cost share)		COUNTY PROJECTS (with City cost share)	
Dale St. north of Front		Dale Street Signal Enhancements Maryland - Clark to Edgerton Rice St - Pennsylvania to Co Rd B *ROW funded in 2017.		Jackson-Arlington to Wheelock Ped Imps Jackson - Maryland to Arlington		Pennsylvania - Rice to Mississippi Rice Street - John Ireland to Pennsylvania		Jackson St - Pennsylvania to Acker	
MnDOT FUNDING (on City Projects)		MnDOT FUNDING (on City Projects)		MnDOT FUNDING (on City Projects)		MnDOT FUNDING (on City Projects)		MnDOT FUNDING (on City Projects)	
Grand/Snelling Intersection Improvements LPP	368,000								
TH 61 near Etna Interconnect LPP	58,000								
MnDOT PROJECTS (with City cost share)		MnDOT PROJECTS (with City cost share)		MnDOT PROJECTS (with City cost share)		MnDOT PROJECTS (with City cost share)		MnDOT PROJECTS (with City cost share)	
Snelling - St. Clair to Grand Snelling - Montreal to Ford Pkwy* *Local match budgeted in 2023.		TH 5-Mounds to 61 & 61-TH 5 to Roselawn		Eustis/Cromwell -Territorial to Wabash I35 E Bridge over Shepard I94/Marion Bridge Robert M&O - Fillmore to Annapolis TH 280		TH 5/W7th - Munster to St. Clair		TH 5/W7th - St. Clair to Mounds	
FEDERAL FUNDING	\$8,000,000	FEDERAL FUNDING	\$12,720,000	FEDERAL FUNDING	\$5,442,400	FEDERAL FUNDING	\$21,562,240	FEDERAL FUNDING	
Burns/Suburban Sidewalk Infill Project	1,000,000	Robert -Kellogg to 11th (MnDOT turnback)	6,500,000	Arlington Pedestrian Facilities	920,000	CCB Kellogg Ph 3 - W7th to John Ireland	5,500,000	Regional Solicitation funding TBD in 2024.	
Kellogg/3rd St Bridge*	7,000,000	CCB Kellogg Ph 2 - St. Peter to W7th	5,500,000	Payne Pedestrian Improvements	1,200,000	CCB Saint Peter - 10th to Rice	5,500,000		
*Budgeted in 2018.		SRTS - Crossroads Elementary	720,000	SRTS - Chelsea Heights	1,000,000	Wabasha - 7th to 11th	5,337,600		
				Maryland Ave Traffic Signal Enhancements	2,322,400	Minnehaha - Payne to E7th	5,224,640		
SEWER UTILITY	\$12,300,000	SEWER UTILITY	\$12,300,000	SEWER UTILITY	\$12,300,000	SEWER UTILITY	\$12,300,000	SEWER UTILITY	\$12,300,000
Sewer Rehab	1,600,000	Sewer Rehab	2,800,000	Sewer Rehab	2,600,000	Sewer Rehab	3,300,000	Sewer Rehab	3,300,000
Sewer Repairs (City, County, State Projects)	3,000,000	Sewer Repairs (City, County, State Projects)	3,000,000	Sewer Repairs (City, County, State Projects)	3,000,000	Sewer Repairs (City, County, State Projects)	3,000,000	Sewer Repairs (City, County, State Projects)	3,000,000
Citywide Sewer Repairs	1,000,000	Citywide Sewer Repairs	1,500,000	Citywide Sewer Repairs	1,000,000	Citywide Sewer Repairs	1,000,000	Citywide Sewer Repairs	2,000,000
Pump Station Renovations	3,000,000	Pump Station Renovations	2,000,000	Pump Station Renovations	2,000,000	Pump Station Renovations	2,000,000	Pump Station Renovations	1,000,000
Tunnel Rehab	2,500,000	Tunnel Rehab	2,500,000	Tunnel Rehab	2,500,000	Tunnel Rehab	2,500,000	Tunnel Rehab	2,500,000
Water Quality Improvements	1,200,000	Water Quality Improvements	500,000	Water Quality Improvements	1,200,000	Water Quality Improvements	500,000	Water Quality Improvements	500,000

2024 Projects

Minnesota Street – 6th to 11th Phase II. This is the second phase of roadway reconstruction for a major downtown street in need of pavement, sidewalk, and drainage improvements. Street improvements are anticipated to be consistent with current City standards including reconstruction of the bituminous street with concrete curb and gutter, concrete driveway aprons and outwalks, and boulevards landscaped with sod and trees. Concrete barrier curb and gutter will be added or replaced as necessary to substantially improve public safety by facilitating drainage, safe vehicular passage, and separation of vehicles from pedestrians. Mainline sidewalk and/or trail will be reconstructed or added as necessary to improve public safety by eliminating tripping hazards and pooling water, to meet ADA requirements, and to facilitate the separation of moving cars from pedestrians. 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. Elements not directly related to the road would be funded by non-road funding sources. Traffic signals will be evaluated for necessary modifications or replacement where applicable. The project design will look at how space in the ROW is allocated for those who bike, walk, take transit, park, or drive.

Residential and Arterial Mill and Overlay Program. This program allocates \$4 million annually to mill and overlay residential and arterial streets. The goal of this program is to improve pavement quality and to prolong the useful life of residential and arterial streets. The Residential Street Vitality Program (RSVP) started in 1996 with residential streets being constructed to modern street and sewer standards. This program will fund the mill and overlay of the original RSVP projects in the order in which they were constructed. This program will also fund the mill and overlay of streets within existing RSVP projects that have been built to modern standards. The Cretin/Bayard and Fourth/Howard areas are scheduled for improvement in 2024. The program will also fund arterial mill and overlays.

2025 Projects

Wheelock/Grotto Residential Phase I. This project is the next project in the residential street program. These streets do not meet current roadway standards, are in poor condition, lack proper drainage, and do not have adequate sidewalks. Street improvements are anticipated to be consistent with current City standards including reconstruction of the bituminous street with concrete curb and gutter, concrete driveway aprons and outwalks, and boulevards landscaped with sod and trees. Concrete barrier curb and gutter will be added or replaced as necessary to substantially improve public safety by facilitating drainage, safe vehicular passage, and separation of vehicles from pedestrians. Mainline sidewalk and/or trail will be reconstructed or added as necessary to improve public safety by eliminating tripping hazards and pooling water, to meet ADA requirements, and to facilitate the separation of moving cars from pedestrians. 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. Elements not directly related to the road would be funded by non-road funding sources. Traffic signals will be evaluated for necessary modifications or replacement where applicable.

Pleasant Avenue - Victoria to St. Clair. This roadway is in very poor condition, has drainage problems (especially in winter), and lacks sidewalks. Street improvements are anticipated to be consistent with current City standards including reconstruction of the bituminous street with concrete curb and gutter, concrete driveway aprons and outwalks, and boulevards landscaped with sod and trees. Concrete barrier curb and gutter will be added or replaced as necessary to substantially improve public safety by facilitating drainage, safe vehicular passage, and separation of vehicles from pedestrians. Mainline sidewalk and/or trail will be reconstructed or added as necessary to improve public safety by eliminating tripping hazards and pooling water, to meet ADA requirements, and to facilitate the separation of moving cars from

pedestrians. 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. Elements not directly related to the road would be funded by non-road funding sources. Traffic signals will be evaluated for necessary modifications or replacement where applicable.

Residential and Arterial Mill and Overlay Program. This program allocates \$4 million annually to mill and overlay residential and arterial streets. The goal of this program is to improve pavement quality and to prolong the useful life of residential and arterial streets. The Residential Street Vitality Program (RSVP) started in 1996 with residential streets being constructed to modern street and sewer standards. This program will fund the mill and overlay of the original RSVP projects in the order in which they were constructed. This program will also fund the mill and overlay of streets within existing RSVP projects that have been built to modern standards. The Fourth/Howard area is scheduled for improvement in 2025. The program will also fund arterial mill and overlays.

2026 Projects

Wheelock/Grotto Residential Phase II. This project is the next project in the residential street program. These streets do not meet current roadway standards, are in poor condition, lack proper drainage, and do not have adequate sidewalks. Street improvements are anticipated to be consistent with current City standards including reconstruction of the bituminous street with concrete curb and gutter, concrete driveway aprons and outwalks, and boulevards landscaped with sod and trees. Concrete barrier curb and gutter will be added or replaced as necessary to substantially improve public safety by facilitating drainage, safe vehicular passage, and separation of vehicles from pedestrians. Mainline sidewalk and/or trail will be reconstructed or added as necessary to improve public safety by eliminating tripping hazards and pooling water, to meet ADA requirements, and to facilitate the separation of moving cars from pedestrians. 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. Elements not directly related to the road would be funded by non-road funding sources. Traffic signals will be evaluated for necessary modifications or replacement where applicable.

Residential and Arterial Mill and Overlay Program. This program allocates \$4 million annually to mill and overlay residential and arterial streets. The goal of this program is to improve pavement quality and to prolong the useful life of residential and arterial streets. The Residential Street Vitality Program (RSVP) started in 1996 with residential streets being constructed to modern street and sewer standards. This program will fund the mill and overlay of the original RSVP projects in the order in which they were constructed. This program will also fund the mill and overlay of streets within existing RSVP projects that have been built to modern standards. The Fourth/Howard and Hatch/Park areas are scheduled for improvement in 2026. The program will also fund arterial mill and overlays.

2027 Projects

Hoyt/Birmingham Residential Phase I. This project is the next project in the residential street program. These streets do not meet current roadway standards, are in poor condition, lack proper drainage, and do not have adequate sidewalks. Street improvements are anticipated to be consistent with current City standards including reconstruction of the bituminous street with concrete curb and gutter, concrete driveway aprons and outwalks, and boulevards landscaped with sod and trees. Concrete barrier curb and gutter will be added or replaced as necessary to substantially improve public safety by facilitating drainage, safe

vehicular passage, and separation of vehicles from pedestrians. Mainline sidewalk and/or trail will be reconstructed or added as necessary to improve public safety by eliminating tripping hazards and pooling water, to meet ADA requirements, and to facilitate the separation of moving cars from pedestrians. 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. Elements not directly related to the road would be funded by non-road funding sources. Traffic signals will be evaluated for necessary modifications or replacement where applicable.

Residential and Arterial Mill and Overlay Program. This program allocates \$4 million annually to mill and overlay residential and arterial streets. The goal of this program is to improve pavement quality and to prolong the useful life of residential and arterial streets. The Residential Street Vitality Program (RSVP) started in 1996 with residential streets being constructed to modern street and sewer standards. This program will fund the mill and overlay of the original RSVP projects in the order in which they were constructed. This program will also fund the mill and overlay of streets within existing RSVP projects that have been built to modern standards. The Hatch/Park and Ivy/Birmingham areas are scheduled for improvement in 2027 in addition to mill/overlay work within the Wheelock/Grotto project. The program will also fund arterial mill and overlays.

2028 Projects

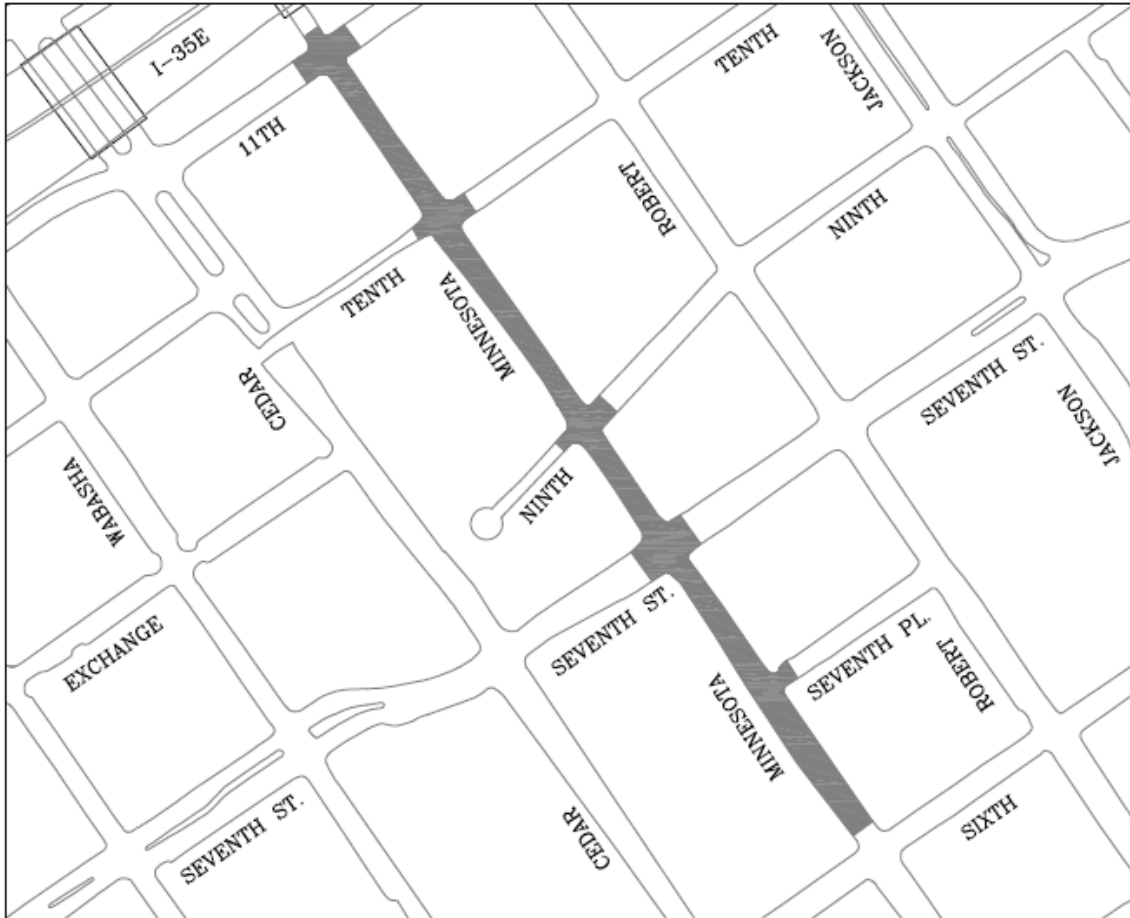
Hoyt/Birmingham Residential Phase II. This project is the next project in the residential street program. These streets do not meet current roadway standards, are in poor condition, lack proper drainage, and do not have adequate sidewalks. Street improvements are anticipated to be consistent with current City standards including reconstruction of the bituminous street with concrete curb and gutter, concrete driveway aprons and outwalks, and boulevards landscaped with sod and trees. Concrete barrier curb and gutter will be added or replaced as necessary to substantially improve public safety by facilitating drainage, safe vehicular passage, and separation of vehicles from pedestrians. Mainline sidewalk and/or trail will be reconstructed or added as necessary to improve public safety by eliminating tripping hazards and pooling water, to meet ADA requirements, and to facilitate the separation of moving cars from pedestrians. 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. Elements not directly related to the road would be funded by non-road funding sources. Traffic signals will be evaluated for necessary modifications or replacement where applicable.

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APPENDIX – B
Map of the 2024 Street Reconstruction Projects



City of Saint Paul
 Department of Public Works
 Street Engineering and Construction Division



2024

MINNESOTA STREET RECONSTRUCTION – PHASE 2

CONSTRUCTION IN 2024

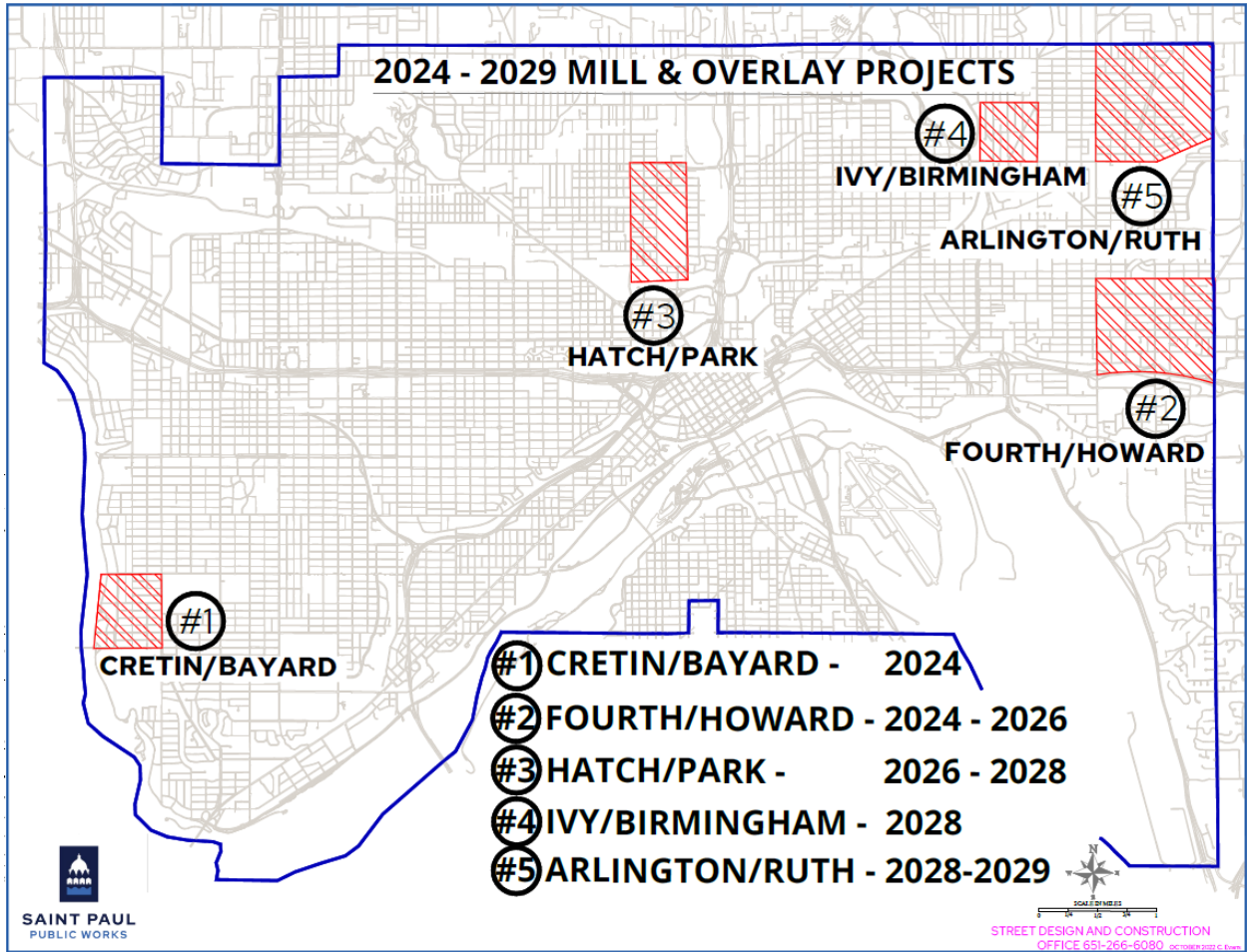
	DESIGN	ERM
	DRAWN	ERM
	APPROVED	BRM

MINNESOTA STREET

PROJECT:	24-P-1490
STATE AID PROJECT NUMBER:	
DATE:	10/16/23

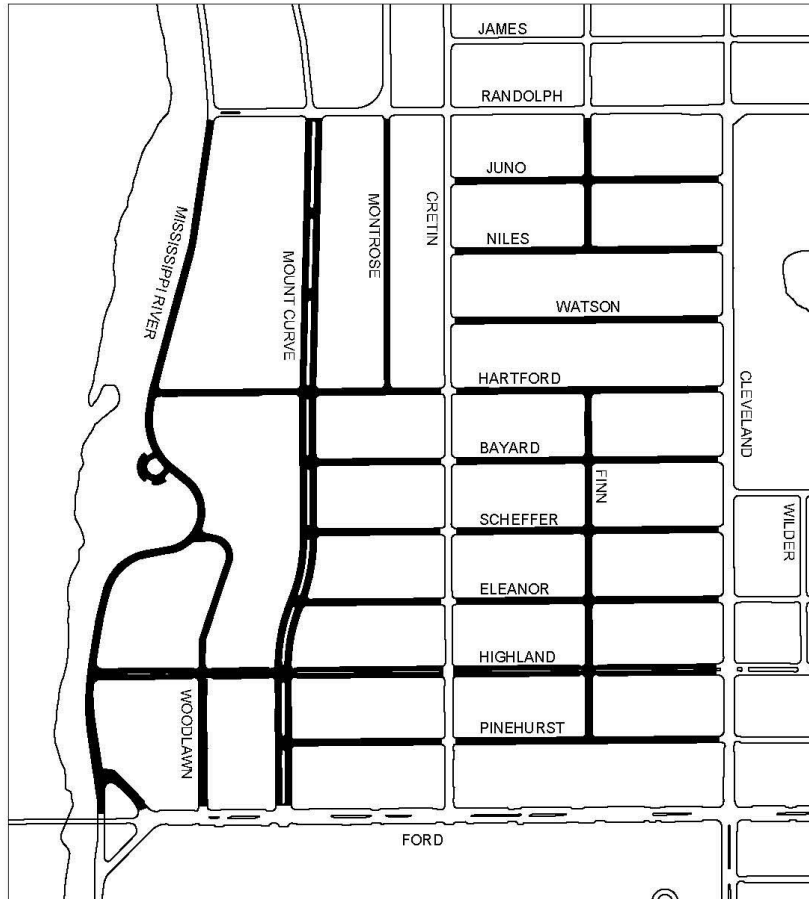


Maps of the 2024-2028 Mill and Overlay Program





City of Saint Paul
 Department of Public Works
 Street Design and Construction Division



2023-2024
 CRETIN/BAYARD RESIDENTIAL MILL AND OVERLAY

CONSTRUCTION IN 2023-2024

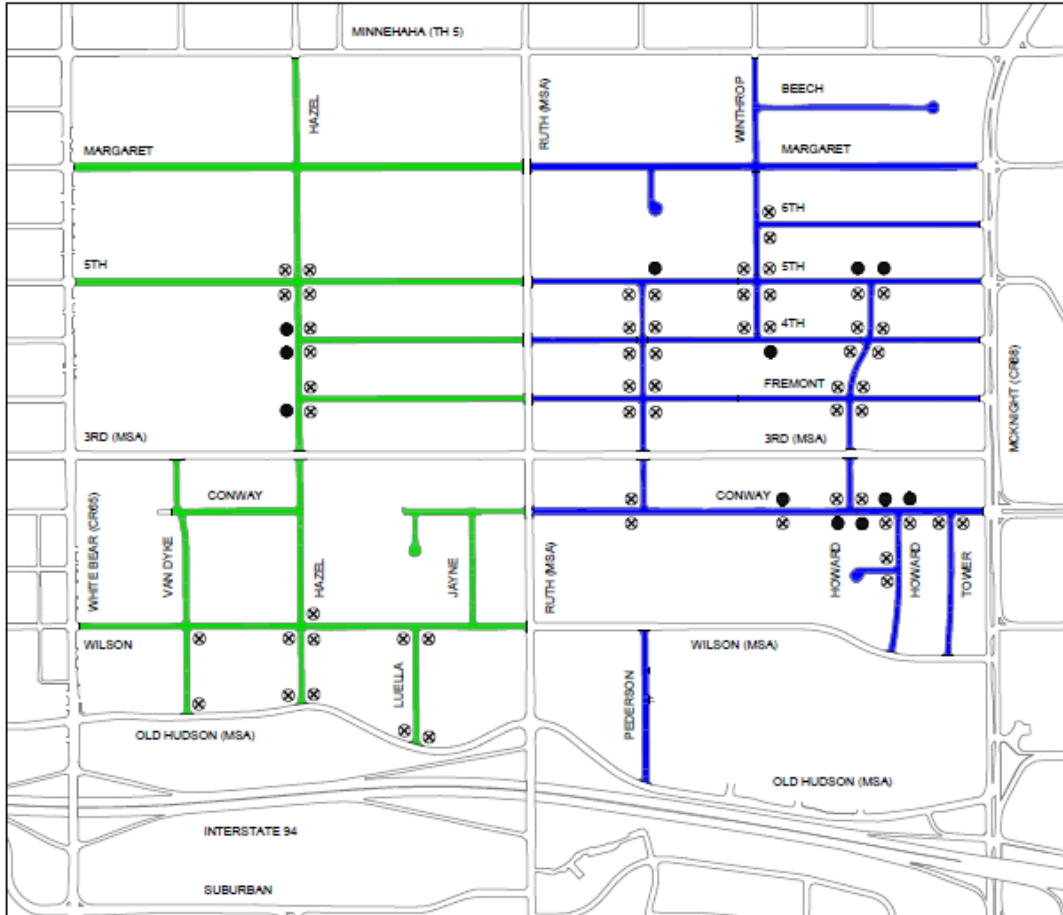


CRETIN/BAYARD NEIGHBORHOOD





City of Saint Paul
 Department of Public Works
 Street Design and Construction Division



*INFORMATION AND SCOPE SUBJECT TO CHANGE



2024-2025

FOURTH-HOWARD RESIDENTIAL MILL & OVERLAY

- SCOPE WORK IN 2024
- SCOPE WORK IN 2025
- NEW PEDRAMP (12 TOTAL)
- ⊗ PEDRAMP UPGRADE (58 TOTAL)

CITY PROJECT
 24-P-8183
 L = 40,300 ft.
 W = 30' / 32' / 40'

REVISED 10/13/2023