

City of Saint Paul, Minnesota
Five-Year Street Reconstruction Plan
for the Fiscal Years 2026 through 2030



Adopted December 3, 2025

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NOTE: This document includes approved projects for 2026, as well as projects planned for 2027-2030 which are proposed by the Department of Public Works to be reviewed and adopted annually by City Council for funding. All information provided for 2027-2030 is preliminary and subject to change.

INTRODUCTION

As a part of its 2026 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 “2026 SRP”) for the calendar years 2026-2030 which is memorialized in this 2026 SRP. This 2026 SRP also updates: (i) the 2025-2029 Street Reconstruction Plan (the “2025 SRP”) previously adopted by the City Council of the City after a public hearing held on December 11, 2024 (the “2025 SRP Public Hearing”). This 2026 SRP will be considered for adoption after a public hearing on such on December 3, 2025 (the “2026 SRP Public Hearing”) after publication of the notice required in the Street Reconstruction Act. In addition, the 2026 SRP Public Hearing will also consider the approval of the issuance of an estimated amount of general obligation bonds not to exceed \$15,500,000 for the proposed 2026 street reconstruction projects.

The 2025 SRP was an update and continuations of a prior five-year street reconstruction plans of the City. The 2025 SRP Public Hearing was conducted by the City Council of the City after the required public notice as set forth in Minnesota Statutes, Section 475.58 Subd. 3b, as amended (the “Street Reconstruction Act” or the “SRP Act”). This 2026 SRP will be considered for adoption after a public hearing on such on December 3, 2025 (the “2026 SRP Public Hearing”) after publication of the notice required in the Street Reconstruction Act. In addition, the 2026 SRP Public Hearing will also consider the approval of the issuance of an estimated amount of general obligation bonds not to exceed \$24,680,000 for the proposed 2026 street reconstruction projects which includes \$15,500,000 of general obligation bond authority previously authorized in the 2026 SRP after the 2026 SRP Public Hearing.

This 2026 SRP is designed to anticipate necessary street reconstruction expenditures and to economically schedule those anticipated expenditures over a five-year period. In creating this 2026 SRP, the City has considered the costs, benefits, alternatives, and impact of this 2026 SRP on the City’s operating expenditures. The City intends to issue general obligation street reconstruction bonds to finance certain projects described in this 2026 SRP.

There were certain street reconstruction and mill and overlay projects previously approved that were delayed because of factors that were outside the control of the City in the 2025 SRP, the funding for a portion of the following projects was not incurred in 2025 but will be incurred in 2026 being: The projects that will carry over to 2026 are Pleasant and Wheelock Grotto Ph 1. The 2025 Residential MO is complete with restoration and punch list work to take place in 2026.

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 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 2026 SRP is designed to be updated periodically. This 2026 SRP is an ongoing fiscal planning tool that continually anticipates future capital expenditures and funding sources.

A street reconstruction plan such as this 2026 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 2026 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 2026 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 2026 SRP then five (5) of the seven (7) City Council members must vote affirmatively in favor of adoption of the 2026 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 2026 SRP and the estimated costs thereof are set forth in Appendix A. Maps of the proposed street reconstruction project anticipated to be financed in 2026 through 2030 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 2026 SRP:

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 \$15,500,000 for improvements to the Wheelock/Grotto Residential Phase II project, 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 \$18,230,000 for improvements to the Hoyt/Birmingham Residential 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 2028 in an aggregate principal amount of approximately \$17,320,000 for improvements to Hoyt/Birmingham 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 2029 Street Reconstruction Bond Financed Expenditures

General obligation street reconstruction bonds are proposed to be issued in 2029 in an aggregate principal amount of approximately \$23,600,000 for improvements to Page/Hall Phase I, the Randolph Bridge, 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 2030 Street Reconstruction Bond Financed Expenditures

General obligation street reconstruction bonds are proposed to be issued in 2030 in an aggregate principal amount of approximately \$21,200,000 for improvements to Page/Hall 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 2026 may not exceed \$15,500,000 without an amendment to this plan, although such bonds are not required to be issued in 2026 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 2026 SRP equals \$91,850,000 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 \$95,850,000 in general obligation street reconstruction bonds over the five-year period covered in this 2026 SRP.

In 2026, the City anticipates that it will issue an estimated amount not to exceed \$15,500,000 in general obligation street reconstruction bonds to finance the scheduled reconstruction of: (i) the Wheelock/Grotto

Residential Phase II project, (ii) the scheduled 2026 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 2026 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 2026 SRP in Appendix A. Detailed descriptions of street projects not financed by street reconstructions bonds have not been included in this 2026 SRP, but are in the City's 2026 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.



Draft 11/12/25

This document shows projects approved for 2026 and planned for 2027 to 2030. 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 2027 to 2030 is preliminary and subject to change.

2026 ⁽¹⁾		2027		2028		2029		2030	
SAINT PAUL STREETS PROGRAM		SAINT PAUL STREETS		SAINT PAUL STREETS		SAINT PAUL STREETS		SAINT PAUL STREETS PROGRAM	
\$15,500,000		\$18,230,000		\$17,320,000		\$23,600,000		\$21,200,000	
Wheelock/Grotto Residential Phase 2		Hoyt/Birmingham Phase 1		Hoyt/Birmingham Phase 2		Page/Hall Phase 1		Page/Hall Phase 2	
12,500,000		15,230,000		14,320,000		18,300,000		18,200,000	
Residential & Arterial Mill & Overlay Program		Residential & Arterial Mill & Overlay Program		Residential & Arterial Mill & Overlay Program		Randolph Bridge		Residential & Arterial Mill & Overlay Program	
3,000,000		3,000,000		3,000,000		3,000,000		3,000,000	
Ivy/Birmingham		TBD from the following as funding allows:		TBD from the following as funding allows:		Residential & Arterial Mill & Overlay Program		TBD from the following as funding allows:	
		Arlington/Ruth, Lafond/Grotto, Page/Cherokee & Morgan/Edgcumbe		Arlington/Ruth, Lafond/Grotto, Page/Cherokee & Morgan/Edgcumbe		TBD from the following as funding allows:		Arlington/Ruth, Lafond/Grotto, Page/Cherokee & Morgan/Edgcumbe	
						Arlington/Ruth, Lafond/Grotto, Page/Cherokee & Morgan/Edgcumbe			
		* Financing over \$15.5M TBD		* Financing over \$15.5M TBD		* Financing over \$15.5M TBD		* Financing over \$15.5M TBD	
MUNICIPAL STATE AID		MUNICIPAL STATE AID		MUNICIPAL STATE AID		MUNICIPAL STATE AID		MUNICIPAL STATE AID	
\$11,076,350		\$16,040,845		\$11,379,142		\$24,295,000		\$31,135,000	
Chelsea Heights SRTS		CCB Kellogg Ph 3 - W7th to John Ireland		Jackson St - Pennsylvania to Acker (County)		St. Peter Ph 1 - Kellogg to 5th		St. Peter Ph 2 - 5th to 10th	
800,000		4,879,504		3,200,000		9,630,000		16,320,000	
Maryland Traffic Signal Modernization		CCB St Peter - 10th to Rice		Randolph - W7th to Shepard (County)		St. Peter Signals @ 4th & 5th		St. Peter Signals @ 6th, 7th Pl & Exchange	
706,350		3,701,341		663,000		900,000		1,200,000	
Minnehaha - Payne to E7th (Pre-con)		Minnehaha - Payne to E7th		Rice St - Pennsylvania to Co Rd B (County)		Wabasha Bridge Enhancements		Wabasha Bridge Enhancements	
1,500,000		1,440,000		2,100,000		5,000,000		5,000,000	
Payne Pedestrian Improvements		Wabasha - 7th to 11th		Eustis/Cromwell -Territorial to Wabash (MnDOT)		Dale at Front & Como (County)		Edgerton - Maryland to Co Rd B (County)	
375,000		1,505,000		900,000		1,350,000		800,000	
Randolph and Lexington Sidewalks		Jackson - Arlington to Wheelock Ped Imps (County)		TH 280 (MnDOT)		Edgerton - Payne to Maryland (County)		White Bear - Stillwater to Maryland (County)	
130,000		200,000		2,951,142		300,000		1,500,000	
Wabasha - 7th to 11th (Pre-con)		Larpenteur - E Shore Drive to Flandrau (County)				Pennsylvania - Rice to Mississippi (County)		TH 5/W7th - St. Clair to Olive (MnDOT)	
1,500,000		350,000				2,500,000		3,250,000	
Jackson - Arlington to Wheelock Ped Imps (County)		Rice St - John Ireland to Pennsylvania (County)				White Bear - Suburban to Stillwater (County)		TH 51/Snelling - Dayton to TH5/W7th (MnDOT)	
100,000		900,000				1,300,000		1,500,000	
Jackson - Rose to Arlington (County)		Robert Street - Fillmore to Annapolis (MnDOT)				TH 5/W7th - Munster to St. Clair (MnDOT)			
1,300,000		1,500,000							
Rice St - Pennsylvania to Co Rd B (County)									
2,000,000									
I35 E Bridge over Shepard Signals (MnDOT)									
400,000									
John Ireland Bridge over 94 (MnDOT)									
700,000									
Programs:		Programs:		Programs:		Programs:		Programs:	
1,565,000		1,565,000		1,565,000		1,565,000		1,565,000	
Lighting Improvements		Lighting Improvements		Lighting Improvements		Lighting Improvements		Lighting Improvements	
500,000		500,000		500,000		500,000		500,000	
MSA Contingency		MSA Contingency		MSA Contingency		MSA Contingency		MSA Contingency	
300,000		300,000		300,000		300,000		300,000	
RR Crossing Safety Improvements		RR Crossing Safety Improvements		RR Crossing Safety Improvements		RR Crossing Safety Improvements		RR Crossing Safety Improvements	
40,000		40,000		40,000		40,000		40,000	
Ramsey Co Traffic Signals		Ramsey Co Traffic Signals		Ramsey Co Traffic Signals		Ramsey Co Traffic Signals		Ramsey Co Traffic Signals	
500,000		500,000		500,000		500,000		500,000	
SPS Traffic Signals on Arterials		SPS Traffic Signals on Arterials		SPS Traffic Signals on Arterials		SPS Traffic Signals on Arterials		SPS Traffic Signals on Arterials	
100,000		100,000		100,000		100,000		100,000	
Signalized Intersection Safety Improvements		Signalized Intersection Safety Improvements		Signalized Intersection Safety Improvements		Signalized Intersection Safety Improvements		Signalized Intersection Safety Improvements	
125,000		125,000		125,000		125,000		125,000	
COMMON CENT PROGRAM		COMMON CENT PROGRAM		COMMON CENT PROGRAM		COMMON CENT PROGRAM		COMMON CENT PROGRAM	
\$26,500,000		\$26,410,000		\$44,400,000		\$40,900,000		\$44,000,000	
Earl - Maryland to Minnehaha		Arlington - Jackson to Payne		Arlington - Wheelock to Jackson		East 7th - Clarence to Hazel		Cesar	



2026 FIVE YEAR CAPITAL PLAN

This document shows projects approved for 2026 and planned for 2027 to 2030. 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 2027 to 2030 is preliminary and subject to change.

2026		2027		2028		2029		2030	
CAPITAL IMPROVEMENTS BONDS \$600,000		CAPITAL IMPROVEMENTS BONDS \$3,115,000		CAPITAL IMPROVEMENTS BONDS \$2,855,000		CAPITAL IMPROVEMENTS BONDS \$835,000		CAPITAL IMPROVEMENT BONDS \$835,000	
Randolph Bridge 260,000		Randolph Bridge 2,740,000		Gold Line Pedestrian Improvements 1,500,000 Sidewalk Grinding Project 200,000		Sidewalk Grinding Project 200,000		Sidewalk Grinding Project 200,000	
Programs: 340,000		Programs: 375,000		Programs: 1,155,000		Programs: 635,000		Programs: 635,000	
Ped & Traffic Safety Improvements 225,000		Ped & Traffic Safety Improvements 250,000		Ped & Traffic Safety Improvements 250,000		Ped & Traffic Safety Improvements 250,000		Ped & Traffic Safety Improvements 250,000	
RR Crossing Safety Improvements 0		RR Crossing Safety Improvements 0		RR Crossing Safety Improvements 30,000		RR Crossing Safety Improvements 10,000		RR Crossing Safety Improvements 10,000	
Signalized Intersection Safety Improvements 115,000		Signalized Intersection Safety Improvements 125,000		Signalized Intersection Safety Improvements 125,000		Signalized Intersection Safety Improvements 125,000		Signalized Intersection Safety Improvements 125,000	
Stairway Repair & Replacement Program 0		Stairway Repair & Replacement Program 0		Stairway Repair & Replacement Program 750,000		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 Highland Bridge Offsite Improvements (TIF) 2,075,000		Bicycle Facility Improvements (Gen Fund) 172,599	
COUNTY FUNDING \$1,000,000		COUNTY FUNDING \$1,000,000		COUNTY FUNDING \$500,000		COUNTY FUNDING \$500,000		COUNTY FUNDING \$500,000	
Ramsey Co Traffic Signals Annual Program 500,000		Ramsey Co Traffic Signals Annual Program 500,000		Ramsey Co Traffic Signals Annual Program 500,000		Ramsey Co Traffic Signals Annual Program 500,000		Ramsey Co Traffic Signals Annual Program 500,000	
Randolph & Lexington Sidewalks 500,000		Randolph & Lexington Sidewalks 500,000							
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 - Grand to Iglehart Jackson - Arlington to Wheelock Ped Imps Jackson - Rose to Arlington		Larpenteur - E Shore Drive to Flandrau Rice Street - John Ireland to Pennsylvania		Jackson St - Pennsylvania to Acker Randolph - W7th to Shepard		Dale at Front & Como Edgerton - Payne to Maryland Maryland - Dale to Rice Pennsylvania - Rice to Mississippi White Bear - Suburban to Stillwater		Edgerton - Maryland to Co Rd B White Bear - Stillwater to Maryland	
MnDOT FUNDING (on City Projects) \$662,000		MnDOT FUNDING (on City Projects) \$406,000		MnDOT FUNDING (on City Projects)		MnDOT FUNDING (on City Projects)		MnDOT FUNDING (on City Projects)	
Focus Beyond SRTS (SRTS Grant) 122,000 Focus Beyond SRTS (TAA) 40,000 West Side SRTS (TAA) 500,000		Rice St - John Ireland to Pennsylvania (TAA) 100,000 Traffic Calming Improvements 306,000							
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)	
I35 E Bridge over Shepard Signals John Ireland Bridge over 94		Robert Street - Fillmore to Annapolis		Eustis/Cromwell - Territorial to Wabash TH 280		TH 5/W7th - Munster to St. Clair		TH 5/W7th - St. Clair to Olive TH 51/Snelling - Dayton to TH5/W7th	
FEDERAL FUNDING \$2,977,400		FEDERAL FUNDING \$24,804,640		FEDERAL FUNDING \$2,000,000		FEDERAL FUNDING \$4,132,000		FEDERAL FUNDING	
Chelsea Heights SRTS 1,000,000 Payne Pedestrian Improvements 1,200,000 West Side SRTS (Active Transportation Funds) 777,400		Arlington Pedestrian Facilities (2030) 920,000 CCB Kellogg Ph 3 - W7th to John Ireland 5,500,000 CCB Saint Peter - 10th to Rice 5,500,000 Maryland Ave Traffic Signal Enhancements 2,322,400 Minnehaha - Payne to E7th 5,224,640 Wabasha - 7th to 11th 5,337,600		Gold Line Pedestrian Improvements 2,000,000		Randolph Bridge 4,132,000		2030/2031 Regional Solicitation Projects TBD	
SEWER UTILITY \$15,300,000		SEWER UTILITY \$15,600,000		SEWER UTILITY \$17,500,000		SEWER UTILITY \$17,500,000		SEWER UTILITY \$17,500,000	
Sewer Rehab 500,000		Sewer Rehab 1,000,000		Sewer Rehab 2,000,000		Sewer Rehab 2,000,000		Sewer Rehab 2,000,000	
Sewer Repairs (City, County, State, Transit Projects) 3,000,000		Sewer Repairs (City, County, State, Transit Projects) 3,500,000		Sewer Repairs (City, County, State, Transit Projects) 3,500,000		Sewer Repairs (City, County, State, Transit Projects) 3,500,000		Sewer Repairs (City, County, State, Transit Projects) 3,500,000	
Citywide Sewer Repairs 3,000,000		Citywide Sewer Repairs 3,000,000		Citywide Sewer Repairs 3,000,000		Citywide Sewer Repairs 3,000,000		Citywide Sewer Repairs 3,000,000	
Pump Station Renovations 2,000,000		Pump Station Renovations 2,000,000		Pump Station Renovations 2,000,000		Pump Station Renovations 2,000,000		Pump Station Renovations 2,000,000	
Sewer Capacity Improvements (PED Projects) 2,700,000		Sewer Capacity Improvements (PED Projects) 1,000,000		Sewer Capacity Improvements (PED Projects) 1,000,000		Sewer Capacity Improvements (PED Projects) 1,000,000		Sewer Capacity Improvements (PED Projects) 1,000,000	
Flood Protection Improvements 1,500,000		Flood Protection Improvements 1,500,000		Flood Protection Improvements 1,500,000		Flood Protection Improvements 1,500,000		Flood Protection Improvements 1,500,000	
Tunnel Rehab 2,500,000		Tunnel Rehab 3,500,000		Tunnel Rehab 3,500,000		Tunnel Rehab 3,500,000		Tunnel Rehab 3,500,000	
Water Quality Improvements 100,000		Water Quality Improvements 100,000		Water Quality Improvements 1,000,000		Water Quality Improvements 1,000,000		Water Quality Improvements 1,000,000	

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 sidewalks and/or trails 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. Street segments that are already up to standard but have a degraded surface will undergo a mill and overlay. 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 \$3 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 Ivy/Birmingham area is 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 sidewalks and/or trails 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 \$3 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 Arlington/Ruth, Lafond/Grotto, Page/Cherokee and

Morgan/Edgumbe areas are scheduled for improvement in 2027. 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 sidewalks and/or trails 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 \$3 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 Arlington/Ruth, Lafond/Grotto, Page/Cherokee, and Morgan/Edgumbe areas are scheduled for improvement in 2028. The program will also fund arterial mill and overlays.

2029 Projects

Page/Hall 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 sidewalks and/or trails 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.

Randolph Bridge. This project is the next bridge project in the capital improvement program. Structural and deck work must occur to keep the bridge functional and safe.

Residential and Arterial Mill and Overlay Program. This program allocates \$3 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 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 Arlington/Ruth, Lafond/Grotto, Page/Cherokee, and Morgan/Edgcumbe areas are scheduled for improvement in 2029. The program will also fund arterial mill and overlays.

2030 Projects

Page/Hall 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 sidewalks and/or trails 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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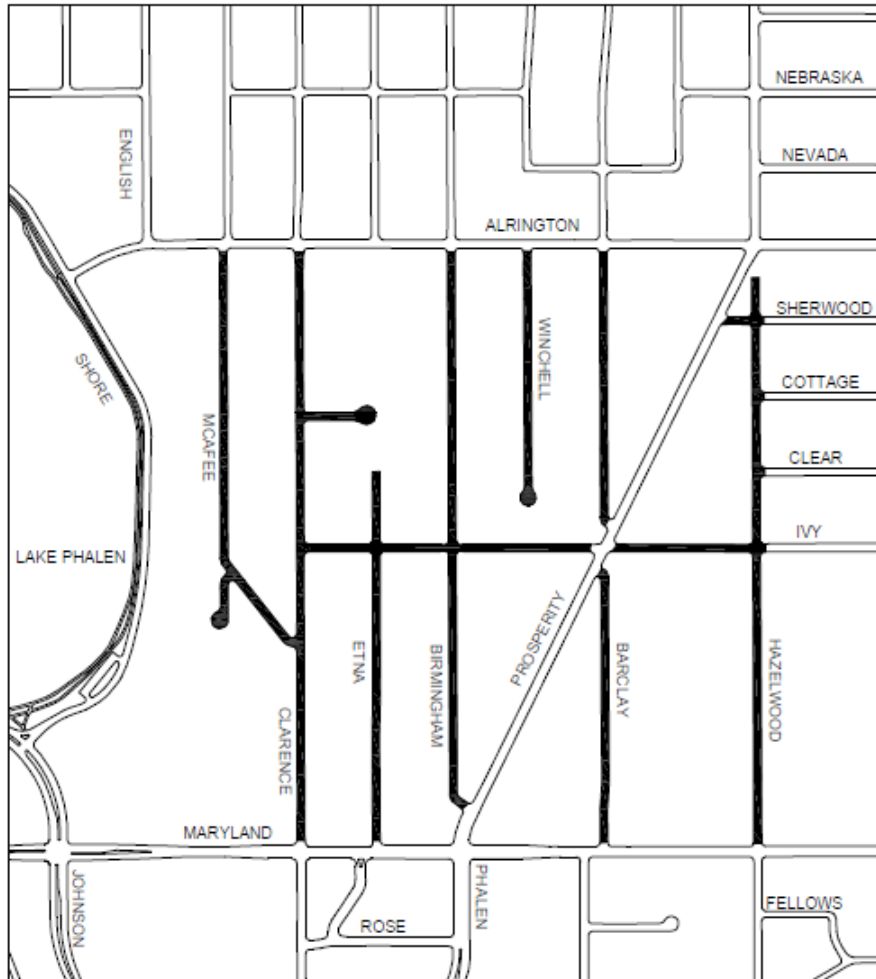
APPENDIX – B
Map of the 2026 Street Reconstruction Projects



Map of the 2026 Mill and Overlay Program



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



2026

IVY/BIRMINGHAM RESIDENTIAL MILL AND OVERLAY



CONSTRUCTION IN 2026



IVY/BIRMINGHAM NEIGHBORHOOD

