

City of Saint Paul, Minnesota
Five-Year Street Reconstruction Plan
for the Fiscal Years 2021 through 2025



Adopted December __, 2020

TABLE OF CONTENTS

INTRODUCTION 1

PURPOSE 1

PROCESS 1

PROJECT SUMMARY 2

 Projected 2021 Street Reconstruction Bond Financed Expenditures..... 2

 Projected 2022 Street Reconstruction Bond Financed Expenditures..... 2

 Projected 2023 Street Reconstruction Bond Financed Expenditures..... 2

 Projected 2024 Street Reconstruction Bond Financed Expenditures..... 2

 Projected 2025 Street Reconstruction Bond Financed Expenditures..... 2

FINANCING..... 3

NON-STREET RECONSTRUCTION BOND FINANCED PROJECTS..... 3

DEBT LIMIT 3

APPENDIX A – DEPARTMENT OF PUBLIC WORKS FIVE YEAR CAPITAL PLAN..... A-1

APPENDIX B – MAPS OF THE 2021 STREET RECONSTRUCTION PROJECTS..... B-1

NOTE: This document includes approved projects for 2021, as well as projects planned for 2022-2025 which are proposed by the Department of Public Works to be reviewed and adopted annually by City Council for funding. All information provided for 2022-2025 is preliminary and subject to change

INTRODUCTION

As a part of its 2021 Capital Improvement Budget and Program (the “CIB”), the City of Saint Paul, Minnesota (the “City”), has created a new five-year Street Reconstruction Plan (the “SRP”) for the calendar years 2021-2025 which is memorialized in this SRP. This SRP updates the 2020-2024 Street Reconstruction Plan previously adopted by the City Council of the City after a public hearing held on February 19, 2020. This SRP is designed to anticipate necessary street reconstruction expenditures and to economically schedule those anticipated expenditures over a five-year period. In creating this SRP, the City has considered the costs, benefits, alternatives, and impact of this SRP on the City’s operating expenditures. The City intends to issue general obligation street reconstruction bonds to finance certain projects described in this SRP.

PURPOSE

Minnesota Statutes, Section 475.58, Subdivision 3b (the “SRP Act”), 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 SRP is designed to be updated periodically. This SRP is an ongoing fiscal planning tool that continually anticipates future capital expenditures and funding sources.

A street reconstruction plan such as this 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 SRP is a document designed to anticipate street reconstruction expenditures known as 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 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.

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 5% of the votes cast in the last municipal general election and is filed with the municipal clerk within 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 SRP and the estimated costs thereof are set forth in Appendix A. Maps of the proposed street reconstruction projects anticipated to be financed in 2021 through 2025 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 SRP:

Projected 2021 Street Reconstruction Bond Financed Expenditures – general obligation street reconstruction bonds are proposed to be issued in 2021 in an aggregate principal amount of approximately \$13,800,000 for improvements to Griggs/Scheffer Residential Phase II the Downtown Pavement and Sidewalk Improvement project, and the Lexington Extension project – Shepard to W 7th; 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 2022 Street Reconstruction Bond Financed Expenditures – general obligation street reconstruction bonds are proposed to be issued in 2022 in an aggregate principal amount of approximately \$15,000,000 for improvements to Edgcombe Road – St. Paul to Fairview, Wheelock Parkway – Edgerton to Arcade, the Curtice Roadway and Drainage project, and for the Crocus Hill Alley Improvements; 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 2023 Street Reconstruction Bond Financed Expenditures – general obligation street reconstruction bonds are proposed to be issued in 2023 in an aggregate principal amount of approximately \$12,500,000 for improvements to Summit Avenue – Victoria to Lexington and Minnesota Street Phase I – Kellogg to 5th; 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 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 \$13,340,000 for improvements to Minnesota Street Phase II – 5th to 11th, 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 \$12,605,000 for improvements to Wheelock/Grotto Residential Phase I and Pleasant Avenue – Victoria to St. Clair, 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 2021 may not exceed \$13,800,000 without an amendment to this plan, although such bonds are not required to be issued in 2021 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 SRP equals \$67,245,000 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 \$67,245,000 in general obligation street reconstruction bonds over the five-year period covered in this SRP.

In 2021, the City anticipates that it will issue an estimated amount not to exceed \$13,800,000 in general obligation street reconstruction bonds to finance (i) improvements to Griggs/Scheffer Residential Phase II, the Downtown Pavement and Sidewalk Improvements project, and the Lexington Extension project – Shepard to W 7th, and (ii) 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 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 SRP in Appendix A. Detailed descriptions of street projects not financed by street reconstructions bonds have not been included in this SRP, but are in the City's 2021 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 bonds will not exceed statutory limits.

APPENDIX – A Proposed Projects



DEPARTMENT OF PUBLIC WORKS FIVE YEAR CAPITAL PLAN

12/01/20

This document shows projects approved for 2021 and planned for 2022 to 2025. 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 2022 to 2025 is preliminary and subject to change.

A-1

2021	2022	2023	2024	2025
SAINT PAUL STREETS \$13,800,000	SAINT PAUL STREETS \$15,000,000	SAINT PAUL STREETS \$12,500,000	SAINT PAUL STREETS \$13,340,000	SAINT PAUL STREETS \$12,695,000
Griggs/Scheffer Residential Phase II 12,600,000	Edgumbe Rd - St. Paul to Fairview 6,650,000	Minnesota St - Kellogg to 5th Phase I 5,800,000	Minnesota St - 5th to 11th Phase II 13,340,000	Wheelock/Grotto Residential Phase I 8,325,000
Downtown Pavement & Sidewalk Improvements 1,000,000	Wheelock Pkwy - Edgerton to Arcade 6,750,000	Summit Ave - Victoria to Lexington 6,640,000		Pleasant - Victoria to St. Clair 4,280,000
Lexington - Shepard to W7th (County) 100,000	Curtice Roadway & Drainage Improvements 1,000,000			
Mill and Overlay Projects 100,000	Crocus Hill Alley Improvement 600,000			
CAPITAL IMPROVEMENTS BONDS \$3,038,000	CAPITAL IMPROVEMENTS BONDS \$3,111,000	CAPITAL IMPROVEMENT BONDS \$5,041,405	CAPITAL IMPROVEMENT BONDS \$2,515,000	CAPITAL IMPROVEMENT BONDS \$1,385,000
Mill and Overlay Program 1,500,000	Noise Wall - I94 from Fairview to Prior 101,000	SRTS - Bruce Vento Elementary 549,405	Grand Hill Wall - adjacent to 35E 1,000,000	Grand Hill Wall - adjacent to 35E 500,000
Randolph Bridge @ Xoel 1,000,000	Randolph Bridge @ Xoel 225,000	Walnut Street Stairs/Retaining Wall 2,500,000	Burns/Suburban Sidewalk Infill Project 630,000	
	Gold Line BRT Lighting & Improvements 600,000	Larpeur - Dale to Farrington Sidewalks 200,000		
	Highland Bridge Offsite Improvements 1,300,000	Marshall - Snelling to Albert Sidewalks 107,000		
EB Kellogg Bridge @ RiverCentre* 1,500,000		Jackson St Bridge-Penn to Acker (County) 200,000		
*HRA TIF Funding		Gold Line BRT Lighting & Improvements 600,000		
Programs:	Programs:	Programs:	Programs:	Programs:
Pedestrian & Traffic Safety Improvements 150,000	Pedestrian & Traffic Safety Improvements 250,000	Pedestrian & Traffic Safety Improvements 250,000	Pedestrian & Traffic Safety Improvements 250,000	Pedestrian & Traffic Safety Improvements 250,000
Signalized Intersection Safety Improve 100,000	Signalized Intersection Safety Improve 125,000	Signalized Intersection Safety Improve 125,000	Signalized Intersection Safety Improve 125,000	Signalized Intersection Safety Improve 125,000
RR Crossing Safety Improvements 8,000	RR Crossing Safety Improvements 10,000	RR Crossing Safety Improvements 10,000	RR Crossing Safety Improvements 10,000	RR Crossing Safety Improvements 10,000
Bridge Enhancements Program 200,000	Bridge Enhancements Program 250,000	Bridge Enhancements Program 250,000	Bridge Enhancements Program 250,000	Bridge Enhancements Program 250,000
Stairway Repair & Replacement Program 80,000	Stairway Repair & Replacement Program 125,000	Stairway Repair & Replacement Program 125,000	Stairway Repair & Replacement Program 125,000	Stairway Repair & Replacement Program 125,000
Bicycle Facility Improvements (Gen Fund) 500,000	Bicycle Facility Improvements (Gen Fund) 500,000	Bicycle Facility Improvements (Gen Fund) 500,000	Bicycle Facility Improvements (Gen Fund) 500,000	Bicycle Facility Improvements (Gen Fund) 500,000
MUNICIPAL STATE AID \$9,840,000	MUNICIPAL STATE AID \$13,810,948	MUNICIPAL STATE AID \$12,681,669	MUNICIPAL STATE AID \$14,055,000	MUNICIPAL STATE AID \$10,967,359
EB Kellogg Blvd Bridge @ RiverCentre 2,710,307	Wabasha - Kellogg to 6th 3,490,000	Annapolis - Smith to Robert Ph I 2,250,000	Annapolis - Robert to Kansas Ph II 2,000,000	Robert - Kellogg to 11th (MnDOT tumbuck) 2,050,000
Wabasha - Kellogg to 6th (Design) 3,000,000	Prior Ave - St. Anthony to University 4,500,000	CCB - Kellogg Blvd from Jackson to St. Peter 2,663,911	Grand - Snelling to Fairview 6,660,000	CCB - Kellogg from St. Peter to W7th 3,158,091
Wabasha Signals at 4th, 5th & 6th 750,000	Battle Creek Rd - Park Ridge to Lower Afton 900,000	Robert - Kellogg to 11th (Design) 1,000,000	CCB - Kellogg from St. Peter to W7th (Design) 500,000	Dale St Signal Enhancement & Modernization 794,268
Snelling/Lexington - ITS Traffic Management 84,693	Robert - Kellogg to 11th (Design) 200,000	Grand - Snelling to Fairview (Design) 800,000	Dale St Signal Enhancement & Mod (Design) 500,000	Robert M&O - Fillmore to Annapolis (MnDOT) 2,000,000
Downtown Street & Sidewalk Improvements 1,000,000	Westside Intersection Control Enhancements 530,948	Westside Intersection Control Enhancements 324,758	Jackson St - Penn to Acker (County) 500,000	John Ireland Bridge over 94 (MnDOT) 100,000
Lexington - Shepard to W7th ROW (County) 1,000,000	Lexington - Shepard to W7th (County) 2,500,000	Shepard Road Bridge near Otto 500,000	Rice St - Wheelock to Co Rd B (County) 100,000	TH5 - Munster to St. Clair (MnDOT) 1,750,000
Jackson St - Rose to Arlington ROW (County) 200,000	White Bear-Larp to North St. Paul Rd (County) 275,000	Jackson St - Rose to Arlington (County) 1,660,000	TH5-Mounds to 61 & 61-5 to Roselawn (MnDOT) 2,000,000	
McKnight - Burns to Stillwater Rd (County) 100,000	Pierce Butler@Minnehaha Signal (County) 200,000	Rice St - Maryland to Wheelock (County) 818,000		
Various Signal Interconnect (County) 40,000	I94/35E Commons ADA Project (MnDOT) 450,000	TH5 M&O - Arcade to 120 (MnDOT) 1,420,000		
52 & Concord Traffic Signals (MnDOT) 40,000				
Programs:	Programs:	Programs:	Programs:	Programs:
SPS Traffic Signals - Downtown 450,000	SPS Traffic Signals on Arterials 300,000	SPS Traffic Signals on Arterials 750,000	SPS Traffic Signals on Arterials 1,300,000	SPS Traffic Signals on Arterials 150,000
Signalized Intersection Safety Improve 125,000	Signalized Intersection Safety Improve 125,000	Signalized Intersection Safety Improve 125,000	Signalized Intersection Safety Improve 125,000	Signalized Intersection Safety Improve 125,000
RR Crossing Safety Improvements 40,000	RR Crossing Safety Improvements 40,000	RR Crossing Safety Improvements 40,000	RR Crossing Safety Improvements 40,000	RR Crossing Safety Improvements 40,000
MSA Contingency 300,000	MSA Contingency 300,000	MSA Contingency 300,000	MSA Contingency 300,000	MSA Contingency 300,000
				Ramsey Co Traffic Signals Annual Program 500,000
SIDEWALKS \$1,500,000	SIDEWALKS \$1,500,000	SIDEWALKS \$1,500,000	SIDEWALKS \$1,500,000	SIDEWALKS \$1,500,000
Sidewalk Reconstruction Program* 1,500,000	Sidewalk Reconstruction Program* 1,500,000	Sidewalk Reconstruction Program* 1,500,000	Sidewalk Reconstruction Program* 1,500,000	Sidewalk Reconstruction Program* 1,500,000
*\$0.5M Street Maint/\$1M General Fund	*\$0.5M Street Maint/\$1M General Fund	*\$0.5M Street Maint/\$1M General Fund	*\$0.5M Street Maint/\$1M General Fund	*\$0.5M Street Maint/\$1M General Fund
* Includes Upper Afton-Burns to White Bear \$120,000	* Includes Edgerton - Maryland to Arlington \$120,500	* Includes Cleveland - Summit to Marshall \$152,500		
Local Street, Alley, Sewer and Lighting* 150,000	Local Street, Alley, Sewer and Lighting* 150,000	Local Street, Alley, Sewer and Lighting* 150,000	Local Street, Alley, Sewer and Lighting* 150,000	Local Street, Alley, Sewer and Lighting* 150,000
*funded by assessments	*funded by assessments	*funded by assessments	*funded by assessments	*funded by assessments

2021	2022	2023	2024	2025
CITY MILL & OVERLAYS	CITY MILL & OVERLAYS	CITY MILL & OVERLAYS	CITY MILL & OVERLAYS	CITY MILL & OVERLAYS
Fillmore Ave - Robert to E Lafayette Hamline Ave - Randolph to Highland Jefferson Ave - W 7th to Victoria St. Paul Ave - Edgumbe to W 7th* *Includes Davern south to the RR West Side Flats Area Downtown Street & Sidewalk Improvements *funded by MSA, general fund & assessments *Any of the Mill & Overlay projects can be funded under the SPS Program using Street Reconstruction Bonds.	Mississippi River Blvd - Randolph to TH5 Wheelock - Arcade to Johnson Pkwy Summit - Hamline to Lexington	Concordia Ave - Snelling to Marion St. Anthony Ave - Snelling to Marion Proposed for 2023-2025 Vandalia Commercial Area Front - Rice to Western Minnehaha - Lexington to Fairview Capital Area East Shore Drive - Wheelock to Larpenteur Ruth - Burns to Stillwater	Proposed for 2023-2025 St. Clair - Cliff to Victoria Cliff - Smith to St. Clair Shepard - Elway to Gannon Summit - MRB to Hamline Fairview - Randolph to Edgumbe Arlington - Jackson to Edgerton Arlington - Wheelock to Rice Forest - Hudson to E 7th Hamline - Como to Hoyt	Proposed for 2023-2025 Winifred - Wabasha to Ohio Victoria - 7th to Benhill George - Cesar Chavez to Smith Burr - Tedesco to Minnehaha Burlington Rd - Lower Afton to McKnight Randolph - Cleveland to MRB Victoria - Summit to Concordia 6th - Earl to Arcade Marshall - Lexington to Western
RAMSEY COUNTY MILL & OVERLAYS	RAMSEY COUNTY MILL & OVERLAYS	RAMSEY COUNTY MILL & OVERLAYS	RAMSEY COUNTY MILL & OVERLAYS	RAMSEY COUNTY MILL & OVERLAYS
	McKnight - Burns to Minnehaha St. Paul Ave - Edgumbe to Cleveland			
RAMSEY COUNTY FUNDING \$652,050	RAMSEY COUNTY FUNDING \$120,500	RAMSEY COUNTY FUNDING \$737,000	RAMSEY COUNTY FUNDING	RAMSEY COUNTY FUNDING
Snelling/Lexington - ITS Traffic Management 416,050 Sidewalk Projects Upper Afton - Burns to White Bear 120,000 McKnight - Malland to Londin* 55,000 Randolph - Toronto to Shepard* 61,000 *McKnight budgeted in 2019 & Randolph budgeted in 2020	Sidewalk Project Edgerton - Maryland to Arlington 120,500	Marion at Ravoux - Ped Improvements 277,500 Sidewalk Projects Larpenteur - Dale to Farrington 200,000 Marshall - Snelling to Albert 107,000 Cleveland - Summit to Marshall 152,500		
RAMSEY COUNTY (with City participation)	RAMSEY COUNTY (with City participation)	RAMSEY COUNTY (with City participation)	RAMSEY COUNTY (with City participation)	RAMSEY COUNTY (with City participation)
Cleveland - Como to Larp* Lexington - Shepard to W7th ROW Jackson St - Rose to Arlington ROW McKnight - Burns to Stillwater Rd Various Signal Interconnect *funded in 2020	Lexington - Shepard to W7th Rice St - Pennsylvania to Maryland * Rice St - Maryland to Wheelock ROW* Pierce Butler@Minnehaha Signal White Bear-Larp to North St. Paul Rd (County) *Funded by 2017 Rice St Streetscape funding \$1,982,000	Jackson St - Rose to Arlington Jackson St - Penn to Acker ROW Rice St - Maryland to Wheelock* *Partially funding by Rice Street funding in 2017 \$1,982,000	Jackson St - Penn to Acker Rice St - Wheelock to Co Rd B	
MnDOT (with City participation)	MnDOT (with City participation)	MnDOT (with City participation)	MnDOT (with City participation)	MnDOT (with City participation)
52 & Concord Traffic Signals	10435E Commons ADA Project(MnDOT)	TH5 M&O - Arcade to 120	TH5-Mounds to 61 & 61-5 to Roselawn (MnDOT)	TH5 - Munster to St. Clair Robert M&O - Fillmore to Annapolis John Ireland Bridge over 94
FEDERAL FUNDING \$2,001,320	FEDERAL FUNDING \$9,394,501	FEDERAL FUNDING \$8,800,128	FEDERAL FUNDING \$8,000,000	FEDERAL FUNDING \$14,500,800
Snelling/Lexington ITS Traffic Mgmt 2,001,320	Randolph Bridge@ Xol 2,394,501 EB Kellogg Blvd Bridge @ RiverCentre 7,000,000	Bruce Vento Elementary - SRTS 842,528 Westside Intersection Control Enhance 1,065,600 CCB Kellogg from Jackson to St. Peter 5,312,000 Shepard Road Bridge near Otto 500,000 Minnehaha Traffic Signals (HSIP) 1,080,000	Kellogg/3rd St Bridge* 7,000,000 Burns/Suburban Sidewalk Infill Project 1,000,000 * \$3,737,000 MSA and CIB in 2014-2018	Robert -Kellogg to 11th (MnDOT tumbuck) 7,000,000 CCB - Kellogg from St. Peter to W7th 5,500,000 Dale St Signal Enhancement & Modernization 2,000,800
SEWER UTILITY \$11,466,468	SEWER UTILITY \$13,300,000	SEWER UTILITY \$13,300,000	SEWER UTILITY \$13,300,000	SEWER UTILITY \$13,300,000
Citywide Sewer Lining 2,800,000 Sewer Repairs (City, County, State Projects) 2,166,468 Citywide Sewer Repairs 1,000,000 Lift Station Renovations 1,000,000 Tunnel Rehab 2,500,000 Water Quality Improvements 500,000 Storm Outfall Repairs 1,500,000	Sewer Rehab Projects 2,800,000 Sewer Repairs (City, County, State Projects) 2,800,000 Citywide Sewer Repairs 1,000,000 Lift Station Renovations 1,700,000 Tunnel Rehab 2,500,000 Water Quality Improvements 1,500,000 Storm Outfall Repairs 1,000,000	Sewer Rehab Projects 2,800,000 Sewer Repairs (City, County, State Projects) 2,800,000 Citywide Sewer Repairs 1,000,000 Lift Station Renovations 1,700,000 Tunnel Rehab 3,000,000 Water Quality Improvements 1,000,000 Storm Outfall Repairs 1,000,000	Sewer Rehab Projects 3,000,000 Sewer Repairs (City, County, State Projects) 2,500,000 Citywide Sewer Repairs 1,000,000 Lift Station Renovations 1,800,000 Tunnel Rehab 3,000,000 Water Quality Improvements 1,000,000 Storm Outfall Repairs 1,000,000	Sewer Rehab Projects 3,000,000 Sewer Repairs (City, County, State Projects) 2,500,000 Citywide Sewer Repairs 1,000,000 Lift Station Renovations 1,800,000 Tunnel Rehab 3,000,000 Water Quality Improvements 1,000,000 Storm Outfall Repairs 1,000,000

2021 Projects

Griggs/Scheffer 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 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. Other improvements may be made and those 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.

Downtown Pavement and Sidewalk Improvements. This project will complete the 3-year Downtown Pavement and Sidewalks initiative, which improves pavement quality and makes ADA improvements to sidewalks within the Downtown Business District. Street improvements are anticipated consistent with current City standards including removal of the roadway and sidewalk bricks, installation of a bituminous or concrete street with concrete curb and gutter, concrete driveway aprons, and concrete boulevards landscaped with 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 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 system repairs will be made including new catch basins. The street lighting system will be updated to the standard City of Saint Paul ornamental lanterns. Other improvements may be made and those elements not directly related to the road would be funded by non-road funding sources. Traffic signals will be evaluated for necessary modifications where applicable.

Lexington Extension Project – Shepard Road to West 7th. This Ramsey County-led project will both construct and reconstruct a roadway that will now extend Lexington Avenue along the existing Elway Street alignment between West 7th Street and Shepard Road. This will improve safety at West 7th Street and will improve traffic circulation in the area. Upon completion of this segment, Ramsey County will assume jurisdictional responsibility of the existing city roadway and right-of-way north of Shepard Road. Street improvements are anticipated consistent with current City standards including construction and reconstruction of the street with bituminous or concrete pavement, 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 will be reconstructed and a trail will be added 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/bicyclists. 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. Other improvements may be made and those 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.

Mill and Overlay Projects. The city may elect to use SRBs to fund M/O improvements as needed. While not an exhaustive list, mill and overlay candidates could include those listed on the five year plan in the appendix or as identified as needed within annual bonding authority. While every application will be unique, mill and overlay work would generally remove and replace the upper bituminous pavement section to provide a more serviceable, traversable, functional, and safer pavement surface utilization for all modes. Such work includes applicable engineering and administration, as well as modifications to underlying pavement conditions, drainage, pedestrian, bicycle, and utility infrastructure.

2022 Projects

Edgumbe Road - St. Paul to Fairview. This project will reconstruct a roadway with substandard pavement quality, poor drainage, and a lack of sidewalks. Street improvements are anticipated 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 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. On-street bicycle accommodations will be added in accordance with the Bicycle Master Plan. 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 signal revisions will be made at Edgumbe and St Paul Avenue.

Wheelock Parkway - Edgerton to Arcade. This project will continue the progression of phased street reconstruction along Wheelock Parkway and will add/improve non-motorized facilities within the Grand Round system. Street improvements are anticipated 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.

Curtice Roadway and Drainage Improvements. This project is required to prevent rainwater runoff from the Belvidere Park slope from draining across the roadway into private residential properties. Currently there is no curb and gutter and the street profile must be changed to mitigate property damage. The majority of work is on the north side of the street. Street improvements are anticipated 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.

Crocus Hill Alley Improvement. This project is required to prevent rainwater from ponding at the intersection of an alley and city street. The intersection has a history of draining water into private properties and must be mitigated. Street improvements are anticipated consistent with current City standards including reconstruction of the bituminous street intersection and concrete driveway aprons. Appropriate storm sewer improvements will be made.

2023 Projects

Minnesota Street - Kellogg to 5th Phase I. This is the first phase of roadway reconstruction for a major downtown street in need of pavement, sidewalk, and drainage improvements. Street improvements are anticipated 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.

Summit Avenue - Victoria to Lexington. This roadway is in very poor condition and can no longer be effectively maintained without reconstruction. Street improvements are anticipated 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 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.

2024 Projects

Minnesota Street – 5th 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 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

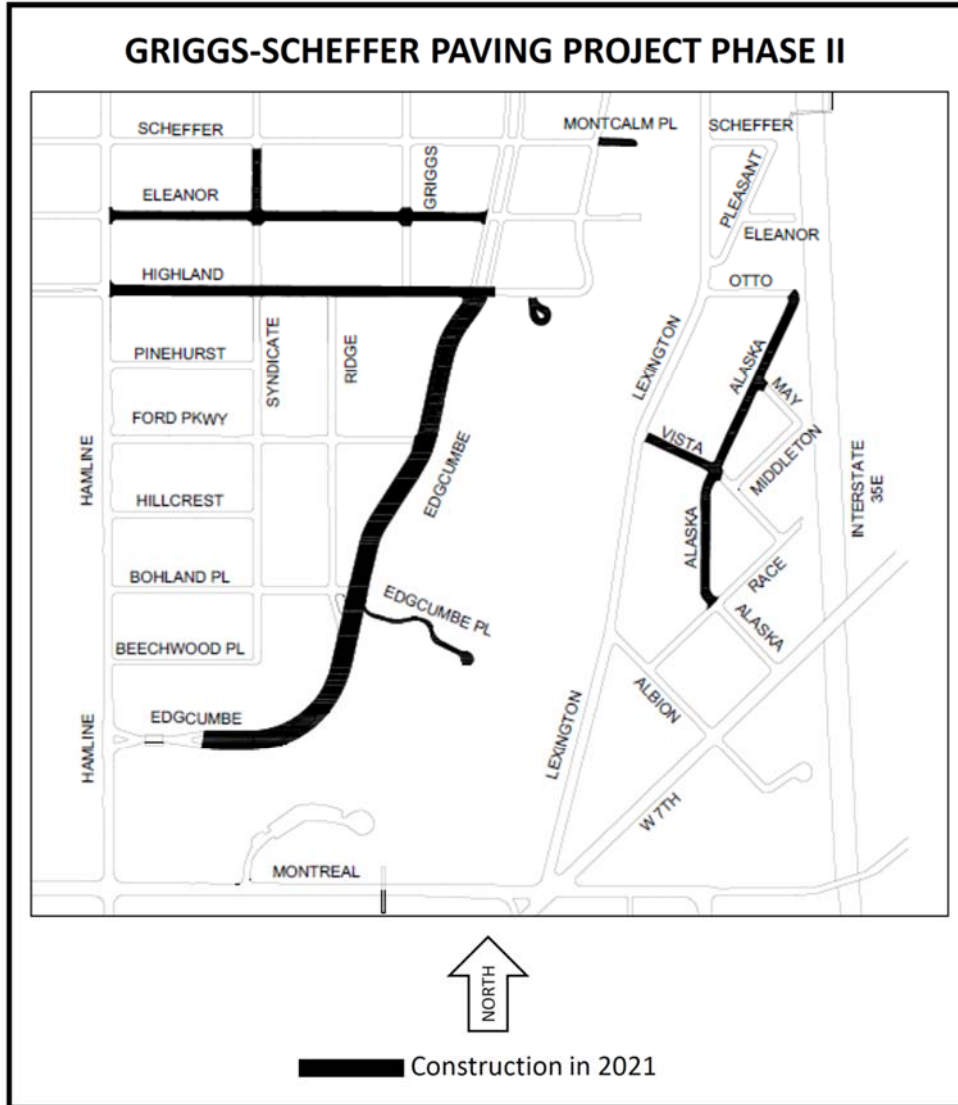
cars from pedestrians. Appropriate storm and sanitary sewer main repairs will be made, lead water services in the right of way will be replaced, and sanitary sewer service repairs will be made at the request of property owners. The street lighting system will be updated to the standard City of Saint 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.

2025 Projects

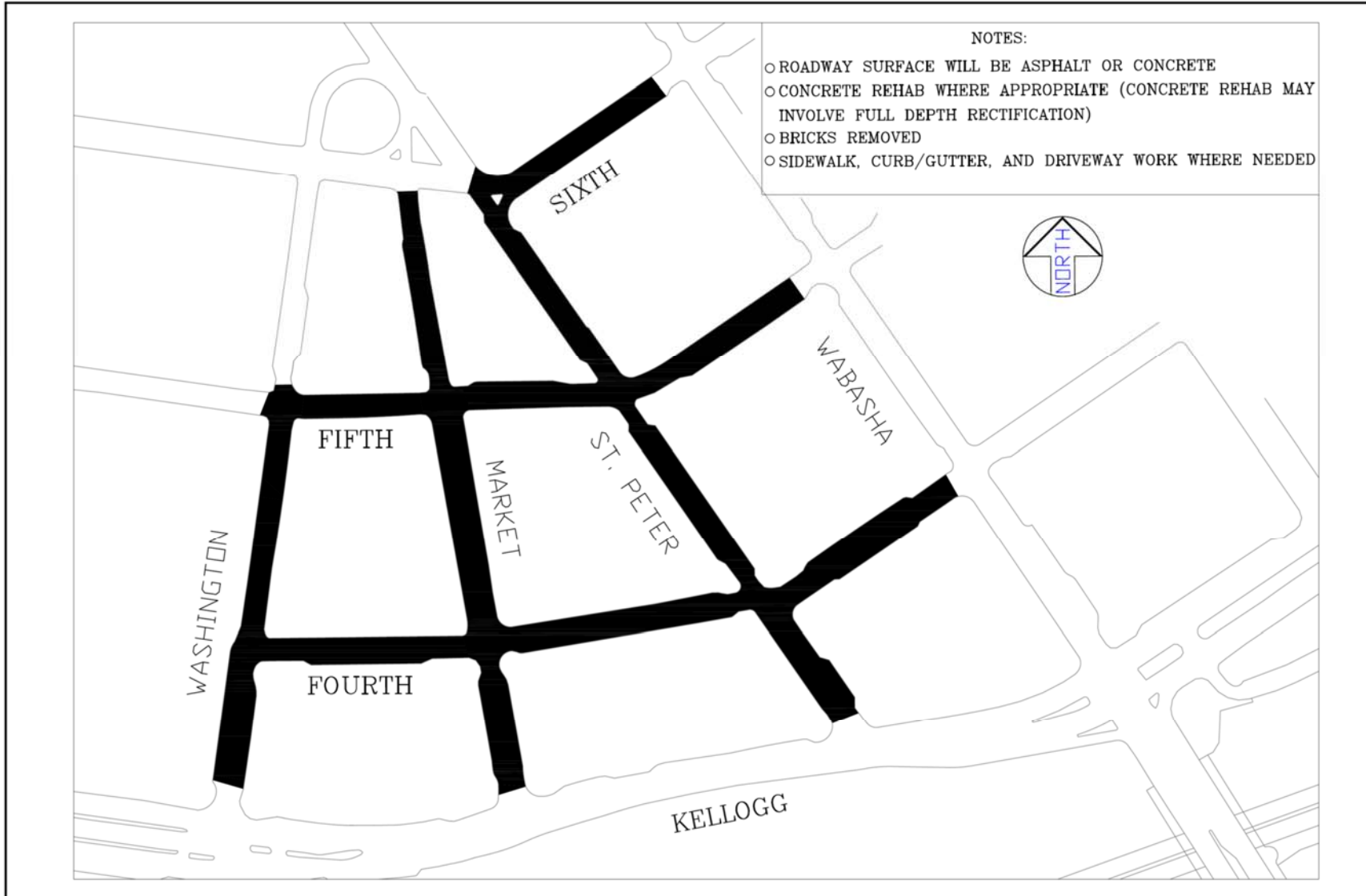
Wheelock/Grotto Residential Phase I. This project is the next project in the residential street program. These streets do not meet current roadway standards, are in poor condition, lack proper drainage, and do not have adequate sidewalks. Street improvements are anticipated consistent with current City 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 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.

APPENDIX – B
Maps of the 2021 Street Reconstruction Projects



Downtown Pavement and Sidewalk Improvements



Lexington Extension (Shepard Road to West 7th Street)

