

City of Saint Paul, Minnesota
Five-Year Street Reconstruction Plan
for the Fiscal Years 2022 through 2026



Adopted December 8, 2021

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NOTE: This document includes approved projects for 2022, as well as projects planned for 2023-2026 which are proposed by the Department of Public Works to be reviewed and adopted annually by City Council for funding. All information provided for 2023-2026 is preliminary and subject to change.

INTRODUCTION

As a part of its 2022 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 2022-2026 which is memorialized in this SRP. This SRP updates the 2021-2025 Street Reconstruction Plan previously adopted by the City Council of the City after a public hearing held on December 9, 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 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 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 2022 through 2026 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 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 and Roadway 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 6th; 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 \$12,500,000 for improvements to Minnesota Street Phase II – 6th to 11th, 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 \$12,605,000 for improvements to Wheelock/Grotto Residential Phase I and Pleasant Avenue – Victoria to St. Clair, 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 \$12,600,000 for improvements to Wheelock/Grotto Residential Phase II; 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 2022 may not exceed \$15,000,000 without an amendment to this plan, although such bonds are not required to be issued in 2022 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 \$65,205,000 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 \$65,205,000 in general obligation street reconstruction bonds over the five-year period covered in this SRP.

In 2022, the City anticipates that it will issue an estimated amount not to exceed \$15,000,000 in general obligation street reconstruction bonds to finance (i) improvements to Edgcumbe Road, Wheelock Parkway, Curtice Roadway and Drainage Improvements, and Crocus Hill Alley and Roadway Improvement, 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 2022 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



2022 FIVE YEAR CAPITAL PLAN

DRAFT 11/19/21

This document shows projects approved for 2022 and planned for 2023 to 2026. 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 2023 to 2026 is preliminary and subject to change.

2022	2023	2024	2025	2026																																
SAINT PAUL STREETS \$15,000,000	SAINT PAUL STREETS \$12,500,000	SAINT PAUL STREETS \$12,500,000	SAINT PAUL STREETS \$12,605,000	SAINT PAUL STREETS \$12,600,000																																
Edgcombe Rd - St. Paul to Fairview 6,550,000 Wheelock Pkwy - Edgerton to Arcade 6,750,000 Curtice Roadway & Drainage Improvements 1,000,000 Crocus Hill Alley Improvement 600,000 Mill and Overlay 100,000	Minnesota St - Kellogg to 6th Phase I 5,770,000 Summit Ave - Victoria to Lexington 6,730,000	Minnesota St - 6th to 11th Phase II 12,500,000	Wheelock/Grotto Residential Phase I 8,325,000 Pleasant - Victoria to St. Clair 4,280,000	Wheelock/Grotto Residential Phase II 12,600,000																																
MUNICIPAL STATE AID \$13,585,948	MUNICIPAL STATE AID \$11,899,758	MUNICIPAL STATE AID \$14,155,000	MUNICIPAL STATE AID \$10,599,859	MUNICIPAL STATE AID \$13,855,000																																
Wabasha - Kellogg to 6th 3,490,000 Prior Ave - St. Anthony to University 4,500,000 Battle Creek Rd-Park Ridge to Lower Afton 900,000 Robert - Kellogg to 11th (Design) 200,000 Westside Intersection Control Enhancements 530,948 Pierce Butler@Minnehaha Int. Improvements 200,000 Lexington - Shepard to W7th (County) 2,500,000 White Bear, Larp, North St, Paul Road (County) 250,000 I94/35E ADA Improvements (MnDOT) 250,000	Annapolis - Smith to Robert Ph I 2,000,000 CCB - Kellogg Blvd from Jackson to St. Peter 2,500,000 Robert - Kellogg to 11th (Design) 1,000,000 Grand - Snelling to Fairview (Design) 800,000 Westside Intersection Control Enhancements 324,758 Dale St Signal Enhancement & Mod (Design) 500,000 Shepard Road Bridge near Otto 500,000 Larpenteur - Dale to Farrington Sidewalks 500,000 Larpenteur - Hamline to Victoria Sidewalks 240,000 Marshall - Snelling to Albert Sidewalks 200,000 B Line BRT Improvements 250,000 TH5 M&O - Arcade to 120 (MnDOT) 1,470,000 Snelling - Montreal to Ford Pkwy (MnDOT) 400,000	Annapolis - Robert to Kansas Ph II 2,000,000 Grand - Snelling to Fairview 6,690,000 Grand @ Fairview Signal 300,000 CCB - Kellogg from St. Peter to W7th (Design) 500,000 Jackson St - Rose to Arlington (County) 900,000 TH5-Mounds to 61 & 61-5 to Roselawn (MnDOT) 2,000,000	Robert-Kellogg to 11th (MnDOT turnback) 2,250,000 CCB - Kellogg from St. Peter to W7th 3,158,091 Dale St Signal Enhancement & Modernization 794,268 3rd & Maria Traffic Signal 450,000 Cretin & St. Clair Traffic Signal 405,000 Selby & Fairview Traffic Signal 337,500 Victoria & Minnehaha Signal & Interconnect 540,000 Jackson St - Penn to Acker (County) 500,000 Dale St. north of Front (County) 100,000 John Ireland Bridge over 94 (MnDOT) 100,000 Snelling - St. Clair to Grand (MnDOT) 400,000	Earl Street - Hudson to Ross 9,080,000 Earl & 6th Signal and Interconnect 560,000 I94/Marion Bridge (MnDOT) 350,000 Robert M&O - Fillmore to Annapolis (MnDOT) 2,000,000 35 E Bridge over Shepard Signals (MnDOT) 300,000																																
Programs: 765,000 SPS Traffic Signals on Arterials 300,000 Signalized Intersection Safety Improve 125,000 RR Crossing Safety Improvements 40,000 MSA Contingency 300,000	Programs: 1,215,000 SPS Traffic Signals on Arterials 750,000 Signalized Intersection Safety Improve 125,000 RR Crossing Safety Improvements 40,000 MSA Contingency 300,000	Programs: 1,765,000 SPS Traffic Signals on Arterials 1,300,000 Signalized Intersection Safety Improve 125,000 RR Crossing Safety Improvements 40,000 MSA Contingency 300,000	Programs: 1,565,000 SPS Traffic Signals on Arterials 100,000 Signalized Intersection Safety Improve 125,000 RR Crossing Safety Improvements 40,000 MSA Contingency 300,000 Lighting Improvements 500,000 Ramsey Co Traffic Signals Annual Program 500,000	Programs: 1,565,000 SPS Traffic Signals on Arterials 100,000 Signalized Intersection Safety Improve 125,000 RR Crossing Safety Improvements 40,000 MSA Contingency 300,000 Lighting Improvements 500,000 Ramsey Co Traffic Signals Annual Program 500,000																																
MILL & OVERLAYS	MILL & OVERLAYS	Potential Mill and Overlays for 2024-2026 as funding allows																																		
Mississippi River Blvd - Randolph to TH5 Wheelock - Arcade to Johnson Pkwy Summit - Snelling to Lexington <small>Mill & Overlay projects can be funded under the SPS Program using Street Reconstruction Bonds.</small>	Concordia Ave - Snelling to Marion St. Anthony Ave - Snelling to Marion	<table style="width: 100%; font-size: small;"> <tr> <td style="width: 25%;">Vandalia Commercial Area</td> <td style="width: 25%;">Shepard - Elway to Gannon</td> <td style="width: 25%;">George - Cesar Chavez to Smith</td> <td style="width: 25%;"></td> </tr> <tr> <td>Front - Rice to Western</td> <td>Summit - MRB to Snelling</td> <td>Burr - Tedesco to Minnehaha</td> <td></td> </tr> <tr> <td>Minnehaha - Lexington to Fairview</td> <td>Fairview - Randolph to Edgcombe</td> <td>Burlington Rd - Lower Afton to McKnight</td> <td></td> </tr> <tr> <td>Capital Area</td> <td>Arlington - Jackson to Edgerton</td> <td>Randolph - Cleveland to MRB</td> <td></td> </tr> <tr> <td>East Shore Drive - Wheelock to Larpenteur</td> <td>Arlington - Wheelock to Rice</td> <td>Victoria - Summit to Concordia</td> <td></td> </tr> <tr> <td>Ruth - Burns to Stillwater</td> <td>Forest - Hudson to E 7th</td> <td>6th - Earl to Arcade</td> <td></td> </tr> <tr> <td>St. Clair - Cliff to Victoria</td> <td>Hamline - Como to Hoyt</td> <td>Marshall - Lexington to Western</td> <td></td> </tr> <tr> <td>Cliff - Smith to St. Clair</td> <td>Winfield - Wabasha to Ohio</td> <td>Victoria - 7th to Benhill</td> <td></td> </tr> </table>			Vandalia Commercial Area	Shepard - Elway to Gannon	George - Cesar Chavez to Smith		Front - Rice to Western	Summit - MRB to Snelling	Burr - Tedesco to Minnehaha		Minnehaha - Lexington to Fairview	Fairview - Randolph to Edgcombe	Burlington Rd - Lower Afton to McKnight		Capital Area	Arlington - Jackson to Edgerton	Randolph - Cleveland to MRB		East Shore Drive - Wheelock to Larpenteur	Arlington - Wheelock to Rice	Victoria - Summit to Concordia		Ruth - Burns to Stillwater	Forest - Hudson to E 7th	6th - Earl to Arcade		St. Clair - Cliff to Victoria	Hamline - Como to Hoyt	Marshall - Lexington to Western		Cliff - Smith to St. Clair	Winfield - Wabasha to Ohio	Victoria - 7th to Benhill	
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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) 1,485,000 <small>* Includes Edgerton - Maryland to Arlington \$120,500 * Includes Upper Afton-Burns to White Bear \$240,000</small> Local Street, Alley, Sewer and Lighting* 150,000 <small>*funded by assessments</small>	Sidewalk Reconstruction Program(Gen Fund) 1,485,000 <small>* Includes Cleveland - Summit to Marshall \$152,500</small> Local Street, Alley, Sewer and Lighting* 150,000 <small>*funded by assessments</small>	Sidewalk Reconstruction Program(Gen Fund) 1,485,000 Local Street, Alley, Sewer and Lighting* 150,000 <small>*funded by assessments</small>	Sidewalk Reconstruction Program(Gen Fund) 1,485,000 Local Street, Alley, Sewer and Lighting* 150,000 <small>*funded by assessments</small>	Sidewalk Reconstruction Program(Gen Fund) 1,485,000 Local Street, Alley, Sewer and Lighting* 150,000 <small>*funded by assessments</small>																																

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2022 FIVE YEAR CAPITAL PLAN

DRAFT 11/19/21

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2022	2023	2024	2025	2026
CAPITAL IMPROVEMENTS BONDS \$1,749,405	CAPITAL IMPROVEMENT BONDS \$1,200,000	CAPITAL IMPROVEMENT BONDS \$1,865,000	CAPITAL IMPROVEMENT BONDS \$3,175,760	CAPITAL IMPROVEMENTS BONDS \$635,000
SRTS - Bruce Vento Elementary 549,405 Gold Line DRT 600,000 Programs: 600,000 Bike, Ped & Traffic Safety Improvements 225,000 Signalized Intersection Safety Improve 115,000 RR Crossing Safety Improvements 10,000 Stairway Repair & Replacement Program 250,000 Bicycle Facility Improvements (Gen Fund) 172,599	Gold Line BRT 600,000 Programs: 600,000 Bike, Ped & Traffic Safety Improvements 225,000 Signalized Intersection Safety Improve 115,000 RR Crossing Safety Improvements 10,000 Stairway Repair & Replacement Program 250,000 Bicycle Facility Improvements (Gen Fund) 172,599	Burns/Suburban Sidewalk Infill Project 630,000 Highland Bridge Offsite Improvements 600,000 Programs: 635,000 Bike, Ped & Traffic Safety Improvements 250,000 Signalized Intersection Safety Improve 125,000 RR Crossing Safety Improvements 10,000 Stairway Repair & Replacement Program 250,000 Bicycle Facility Improvements (Gen Fund) 172,599	SRTS - Crossroads Elementary 468,760 Highland Bridge Offsite Improvements 2,075,000 Programs: 635,000 Bike, Ped & Traffic Safety Improvements 250,000 Signalized Intersection Safety Improve 125,000 RR Crossing Safety Improvements 10,000 Stairway Repair & Replacement Program 250,000 Bicycle Facility Improvements (Gen Fund) 172,599	Programs: 635,000 Bike, Ped & Traffic Safety Improvements 250,000 Signalized Intersection Safety Improve 125,000 RR Crossing Safety Improvements 10,000 Stairway Repair & Replacement Program 250,000 Bicycle Facility Improvements (Gen Fund) 172,599
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)
Pierce Butler@Minnehaha Int Improvements 835,000 Marion at Ravoux - Ped Improvements* 250,000 Sidewalk Projects Edgerton - Maryland to Arlington 120,500 Upper Afton - Burns to White Bear 240,000 <small>*City cost share funded out of Bike, Ped & Traffic Safety Program.</small>	Larpenteur - Dale to Farrington 500,000 Larpenteur - Hamline to Victoria 240,000 Marshall - Snelling to Albert 200,000 Cleveland - Summit to Marshall 152,500		Dale St Signal Enhancement & Modernization	Earl @ Maryland Signal
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)
Lexington - Shepard to W7th Rice St - Maryland to Wheelock ROW* Rice St - Pennsylvania to Maryland * <small>*City cost share funded by 2017 Rice St Streetscape.</small> White Bear, Larp, North St, Paul Road	Rice St - Maryland to Wheelock* <small>*City cost share funded by 2017 Rice St Streetscape.</small>	Jackson St - Rose to Arlington	Jackson St - Penn to Acker Rice St - Wheelock to Co Rd B* <small>*City cost share funded by 2017 Rice St Streetscape.</small> Dale St. north of Front (County)	
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)
I94/35E ADA Improvements	TH5 M&O - Arcade to 120 Snelling - Montreal to Ford Pkwy	TH5-Mounds to 61 & 61-5 to Roselawn	John Ireland Bridge over 94 Snelling - St. Clair to Grand	I94/Marion Bridge Robert M&O - Fillmore to Annapolis 35 E Bridge over Shepard
FEDERAL FUNDING \$8,915,609	FEDERAL FUNDING \$8,800,128	FEDERAL FUNDING \$8,000,000	FEDERAL FUNDING \$15,220,800	FEDERAL FUNDING
Randolph Bridge @ Xcel 1,915,609 EB Kellogg Bridge @ RiverCentre* 7,000,000 <small>*Budgeted in 2023.</small>	Bruce Vento Elementary - SRTS 842,528 Westside Intersection Control Enhance 1,065,600 CCB Kellogg from Jackson to St. Peter 5,512,000 Shepard Road Bridge near Otto 500,000 Minnehaha Traffic Signals (HSIP) 1,080,000	Burns/Suburban Sidewalk Infill Project 1,000,000 Kellogg/3rd St Bridge 7,000,000 <small>*Budgeted in 2016.</small>	Robert -Kellogg to 11th (MnDOT turnback) 7,000,000 CCB - Kellogg from St. Peter to W7th 5,500,000 Dale St Signal Enhancement & Modernization 2,000,800 SRTS - Crossroads Elementary 720,000	
SEWER UTILITY \$11,300,000	SEWER UTILITY \$11,300,000	SEWER UTILITY \$11,300,000	SEWER UTILITY \$11,300,000	SEWER UTILITY \$11,300,000
Sewer Rehab 2,800,000 Sewer Repairs (City, County, State Projects) 3,200,000 Citywide Sewer Repairs 500,000 Lift Station Renovations 1,500,000 Tunnel Rehab - Phase 3 Kittsondale 2,000,000 Storm Outfall Repairs 1,000,000 Water Quality Improvements 300,000 Flood Wall - Kellogg Corridor* 4,000,000 <small>*Reimbursed by State and/or Federal funds</small>	Sewer Rehab 2,800,000 Sewer Repairs (City, County, State Projects) 2,500,000 Citywide Sewer Repairs 500,000 Lift Station Renovations 1,500,000 Tunnel Rehab 2,000,000 Storm Outfall Repairs 500,000 Water Quality Improvements 1,500,000	Sewer Rehab 2,800,000 Sewer Repairs (City, County, State Projects) 2,800,000 Citywide Sewer Repairs 1,000,000 Lift Station Renovations 1,500,000 Tunnel Rehab 2,000,000 Storm Outfall Repairs 700,000 Water Quality Improvements 500,000	Sewer Rehab 2,800,000 Sewer Repairs (City, County, State Projects) 2,800,000 Citywide Sewer Repairs 1,000,000 Lift Station Renovations 1,500,000 Tunnel Rehab 2,000,000 Storm Outfall Repairs 700,000 Water Quality Improvements 500,000	Sewer Rehab 2,800,000 Sewer Repairs (City, County, State Projects) 2,800,000 Citywide Sewer Repairs 1,000,000 Lift Station Renovations 1,500,000 Tunnel Rehab 2,000,000 Storm Outfall Repairs 700,000 Water Quality Improvements 500,000

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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 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 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 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.

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 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.

Crocus Hill Alley and Roadway 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 to be 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 6th 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 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.

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 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 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 – 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.

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.

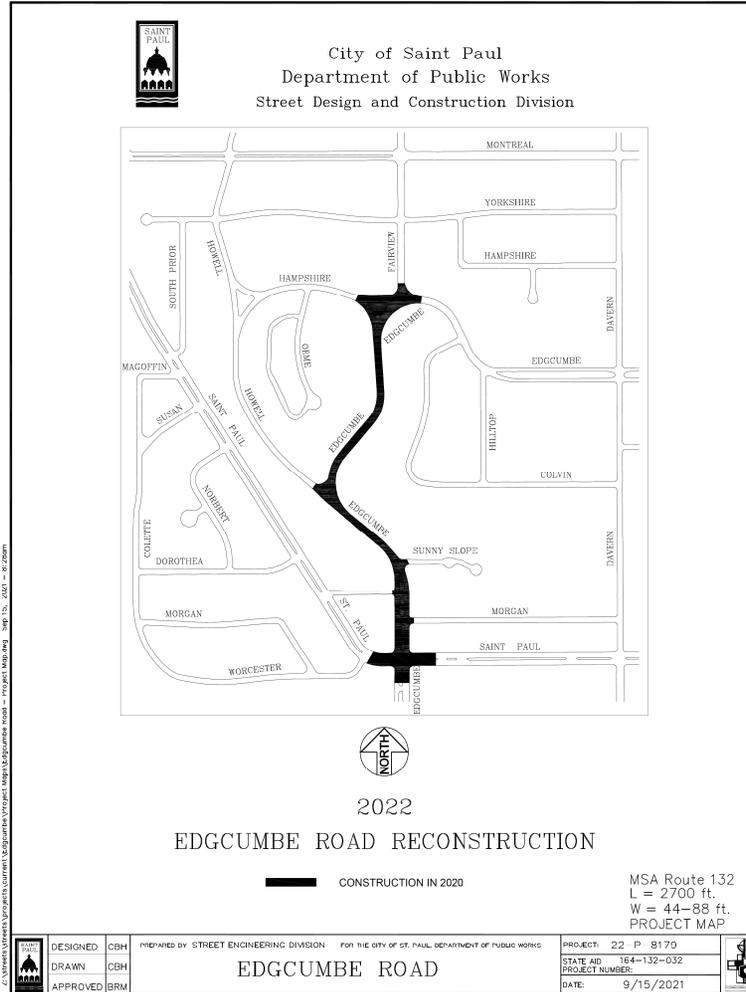
Pleasant Avenue - Victoria to St. Clair. This roadway is in very poor condition, has drainage problems (especially in winter), and lacks sidewalks. Street improvements are anticipated to be consistent with current City standards including reconstruction of the bituminous street with concrete curb and 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.

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.

APPENDIX – B

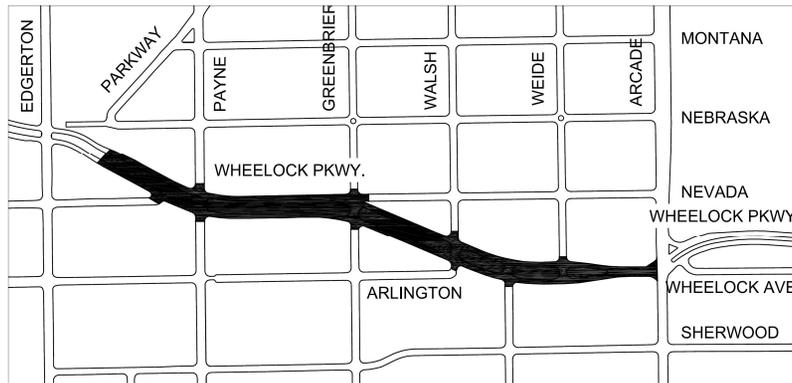
Maps of the 2022 Street Reconstruction Projects



C:\Users\cbh\Documents\Projects\Current\Edgumbe\Project Maps\Edgumbe Road - Project Map.dwg - Sep 15, 2021 - 4:28pm



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



2022

WHEELOCK PARKWAY

RECONSTRUCTION IN 2022

L = 2500 ft.
 W = 20 ft.
 ROW = 120 ft.
 PROJECT MAP

Y:\StreetEng\Jiangsha\Projects\2022 - Wheelock Parkway Phase V\Wheelock Parkway Phase V Project Map.dwg Jun 28, 2021 - 11:08am

	DESIGNED	CX	PREPARED BY STREET ENGINEERING DIVISION FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS	PROJECT:	22-P-XXXX	
	DRAWN	CX		STATE AID	XXX-XXX-XXX	
	APPROVED	CME		PROJECT NUMBER:		
WHEELOCK PARKWAY PHASE V				DATE:	1/28/2021	



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



2021
 CURTICE ST. RECONSTRUCTION

CONSTRUCTION IN 2021

PROJECT MAP



DESIGNED	CH
DRAWN	CH
APPROVED	BRM

PREPARED BY STREET ENGINEERING DIVISION FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS

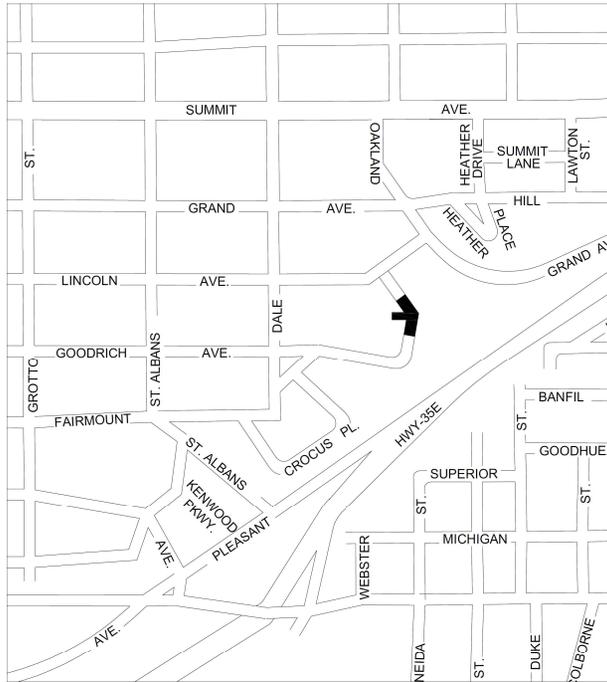
CURTICE STREET

PROJECT:	20-P-1462
STATE AID	
PROJECT NUMBER:	
DATE:	2/11/2021





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



2021

CROCUS HILL RECONSTRUCTION

CONSTRUCTION IN 2021

PROJECT MAP

\\saintpaul\streets\projects\current\crocushill\crocushill_2021.p-1461\Crocus Hill - Project Map.dwg Feb 11, 2021 - 10:31am



DESIGNED	CH
DRAWN	CH
APPROVED	BRM

PREPARED BY: STREET ENGINEERING DIVISION FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS

CROCUS HILL

PROJECT:	20-P-1461
STATE AID	
PROJECT NUMBER:	
DATE:	2/11/2021

