SUMMARY OF ENGINEERING RECOMMENDATIONS
2026 Residential Mill & Overlay Projects

Report Prepared – 04/28/2025
Public Hearing – 12/10/2025

PROGRAM

The Residential Mill & Overlay program proposes to extend the pavement life cycle by resurfacing the bituminous pavement. In conjunction, the project will upgrade existing pedestrian ramps to current ADA standards and/or construct new pedestrian ramps for sidewalk network connectivity.

The project areas are primarily dictated by the original Saint Paul Street Paving program (previously known as RSVP) order list started in the 1990's.

EXISTING CONDITIONS

The residential streets were originally reconstructed in 1996 at the beginning of the Saint Paul Street Paving program (previously known as the Residential Street Vitality Program or RSVP). The typical residential roadway widths are 30-foot to 32-foot with concrete curb and gutters.

Pavement condition index ranges for both project areas are between 0 to 100 (out of 100). There are known pavement distresses that are common for 25 to 30 years old streets. There are also visible indications of potholes patching, trench cutting and restoration from utility works, and sealing coating.

PROPOSED IMPROVEMENTS

The project seeks to improve the pavement conditions on the residential streets in the Ivy-Birmingham (*bounded by Arlington, Maryland, East Shore Drive, and Hazelwood*) project area by resurfacing the roadway pavement and upgrading the pedestrian ramps.

Improvements to be made as part of the project include constructing new bituminous surfaced streets, upgrading existing pedestrian ramps to current American with Disabilities Act's (ADA) current standards and compliances, constructing new pedestrian ramps for existing sidewalk network connectivity, and boulevards landscaped with sod.

Impacted sidewalks will be replaced as necessary. Impacted storm sewers will be reconstructed as appropriate. Impacted signing and striping will be replaced as necessary.

Existing water main or services work in both project areas will be managed and performed by the SPRWS Department. Associated work is planned to be completed prior to the Residential Mill & Overlay construction.

Public art will be included in the project, following the procedures developed for street projects. Funding for public art is 1% of eligible project funds, in this case Street Reconstruction Bonds, as determined by the Office of Financial Services per the City's Public Art Ordinance.

ALTERNATES

To do nothing would not fulfill the City's responsibility for maintaining reconstructed residential streets and extending their pavement life cycle. Without resurfacing, the pavement would continue to disintegrate beyond repair with structural issues. Maintenance costs would likely increase beyond normal means if not maintained properly on a regulated schedule.

POSITIVE BENEFITS

General improvement to the street pavement surfaces and ride quality. The newly resurfaced roadways will improve the durability and drivability of the streets, reduce maintenance issues, and continue the City's efforts to improve the transportation system in Saint Paul. The upgraded and new pedestrian ramps will enhance neighborhood safety and movement for all users.

ADVERSE EFFECTS

Normal problems associated with construction such as noise, dust, reduced access to the neighborhood, and general disruption will be present while the work is being done.

EFFECTS ON TREES

This project will impact very few boulevard trees. Tree limbs, extending into the roadway and potentially impacted by construction machinery, will be pruned by the Department of Parks & Recreation's Forestry crews. The project will seek to minimize tree impacts where possible. New trees will be planted where there is sufficient space as part of the boulevard and median restoration following the City's master tree planting plan.

TIME SCHEDULE

The project is anticipated to begin in the summer of 2026 and completed in the fall of 2026.

COST ESTIMATE

Construction Ivy-Birmingham	$ 2,128,000
Engineering and Inspection	$ 600,000
Contingency	$ 546,000
PROJECT TOTAL	**$ 3,274,000**

ESTIMATED FINANCING

Street Reconstruction Bonds	$ 3,274,000
PROJECT TOTAL	**$ 3,274,000**

SOURCE OF ADDITIONAL INFORMATION
For additional information, contact the Project Engineer, Jack Connelly, at 651-266-5417.

SUMMARY AND RECOMMENDATION
The Department of Public Works has ranked this a high priority project, and the Engineering Recommendation is for approval of the project and financing.

Respectfully submitted,

Jack Connelly
Public Works