

City of Saint Paul, Minnesota
Five-Year Street Reconstruction Plan
for the Fiscal Years 2018 through 2022



Adopted April 18, 2018

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NOTE: This document includes approved projects for 2018, as well as projects planned for 2019-2022 which are proposed by the Department of Public Works to be reviewed and adopted annually by City Council for funding. All information provided for 2019-2022 is preliminary and subject to change

INTRODUCTION

As a part of its 2018 Capital Improvement Budget and Program (the “CIB”), the City of Saint Paul, Minnesota (the “City”), has created a five-year Street Reconstruction Plan (the “SRP”) which is memorialized in this SRP. 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, 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 street reconstruction or overlay 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. 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 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 Section 475.58, Subdivision 3b, 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 2018 through 2022 with 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 2018 Street Reconstruction Bond Financed Expenditures – general obligation street reconstruction bonds are proposed to be issued in 2018 in an aggregate principal amount of approximately \$14,600,000 for improvements to Woodlawn/Jefferson Residential Phase I, Como Avenue - Commonwealth to Brompton and Wheelock Parkway – Danforth to Western; 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 2019 Street Reconstruction Bond Financed Expenditures – general obligation street reconstruction bonds are proposed to be issued in 2019 in an aggregate principal amount of approximately \$12,500,000 for improvements to Woodlawn/Jefferson Residential Phase II and Wheelock Parkway – Western to Rice; 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 2020 Street Reconstruction Bond Financed Expenditures – general obligation street reconstruction bonds are proposed to be issued in 2020 in an aggregate principal amount of approximately \$12,500,000 for improvements to Griggs/Scheffer Residential Phase I, Como Avenue - Brompton to City Limits and Edgumbe Road – St. Paul to Fairview; 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 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 \$12,500,000 for improvements to Griggs/Scheffer Residential Phase II, Summit Avenue – Victoria to Lexington and Wheelock Parkway – Edgerton to Arcade; 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 \$12,500,000 for improvements to Wheelock/Grotto Residential Phase I and Minnesota Street – Kellogg to 5th Phase I; 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.

All other foreseeable capital expenditures are expected to be financed through other revenue or financing sources.

FINANCING

The total amount of anticipated expenditures (i.e. project cost and cost of issuance) under this SRP equals \$64,600,000 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 \$64,600,000 in general obligation street reconstruction bonds over the five-year period covered in this SRP.

In 2018, the City will issue an estimated amount of \$14,600,000 in general obligation street reconstruction bonds to finance (i) improvements to Woodlawn/Jefferson Residential Phase I, Como Avenue - Commonwealth to Brompton and Wheelock Parkway – Danforth to Western, 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 will be financed from other sources of funds. The street projects that are not anticipated to be financed with general obligations 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 2018 Capital Improvement Budget and available on the City's website

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

04/18/18

This document shows approved projects for 2018, as well as projects planned for 2019-2022 which are proposed by the Department of Public Works to be reviewed and adopted annually by City Council for funding. All information provided for 2019-2022 is preliminary and subject to change.

2018 PROJECTS	2019 PROJECTS	2020 PROJECTS	2021 PROJECTS	2022 PROJECTS
SAINT PAUL STREETS PROJECTS	SAINT PAUL STREETS PROJECTS	SAINT PAUL STREETS PROJECTS	SAINT PAUL STREETS PROJECTS	SAINT PAUL STREETS PROJECTS
\$14,600,000	\$14,790,000	\$15,030,000	\$14,520,000	\$13,000,000
Woodlawn/Jefferson Residential Phase I 4,100,000 Como Ave - Commonwealth to Brompton 6,000,000 Wheelock Pkwy - Danforth to Western 4,500,000 Street Reconstruction Bonds 14,600,000 Financing to be determined	Woodlawn/Jefferson Residential Phase II 6,000,000 Wheelock Pkwy - Western to Rice 8,790,000 Street Reconstruction Bonds 12,500,000 Financing to be determined	Griggs/Scheffer Residential Phase I 5,600,000 Como Av - Brompton to City Limits 4,000,000 Edgumbe Rd - St. Paul to Fairview 5,430,000 Street Reconstruction Bonds 12,500,000 Financing to be determined	Griggs/Scheffer Residential Phase II 5,900,000 Summit Ave - Victoria to Lexington 4,520,000 Wheelock Pkwy - Edgerton to Arcade 4,100,000 Street Reconstruction Bonds 12,500,000 Financing to be determined	Wheelock/Grotto Residential Phase I 8,000,000 Minnesota St - Kellogg to 5th Phase I 5,000,000 Street Reconstruction Bonds 12,500,000 Financing to be determined 500,000
CIB PROJECTS	CIB PROJECTS	CIB PROJECTS	CIB PROJECTS	CIB PROJECTS
\$1,180,000	\$760,000	\$2,381,500	\$3,685,000	\$986,000
Margaret Bicycle & Ped Improvements 320,000 Programs: Bicycle, Pedestrian & Traffic Safety* 350,000 Signalized Intersection Safety Improve 125,000 RR Crossing Safety Improvements 10,000 Bridge Enhancements Program 250,000 Stairway Repair & Replacement Program 125,000 * Includes \$100,000 from general fund.	 Programs: Bicycle, Pedestrian & Traffic Safety 250,000 Signalized Intersection Safety Improve 125,000 RR Crossing Safety Improvements 10,000 Bridge Enhancements Program 250,000 Stairway Repair & Replacement Program 125,000	Johnson Pkwy - Burns to Phalen Blvd 250,000 Lexington Pkwy Realignment & Extension 300,000 Payne/Phalen Sidewalk Infill 487,500 Washington Tech - Safe Routes to School 459,000 Programs: Bicycle, Pedestrian & Traffic Safety 250,000 Signalized Intersection Safety Improve 125,000 RR Crossing Safety Improvements 10,000 Bridge Enhancements Program 250,000 Stairway Repair & Replacement Program 125,000 Safe Routes to Schools 125,000	EB Kellogg Blvd Bridge @ RiverCentre 2,500,000 Jackson St Bridge-Penn to Acker (County) 300,000 Programs: Bicycle, Pedestrian & Traffic Safety 250,000 Signalized Intersection Safety Improve 125,000 RR Crossing Safety Improvements 10,000 Bridge Enhancements Program 250,000 Stairway Repair & Replacement Program 125,000 Safe Routes to Schools 125,000	Noise Wall - I94 from Fairview to Prior 101,000 Programs: Bicycle, Pedestrian & Traffic Safety 250,000 Signalized Intersection Safety Improve 125,000 RR Crossing Safety Improvements 10,000 Bridge Enhancements Program 250,000 Stairway Repair & Replacement Program 125,000 Safe Routes to School 125,000
MSA PROJECTS	MSA PROJECTS	MSA PROJECTS	MSA PROJECTS	MSA PROJECTS
\$8,455,000	\$9,031,250	\$9,343,750	\$8,784,631	\$10,625,000
Summit Ave Bridge over Ayd Mill 1,253,000 Lafayette Bridge - University to Otsego 2,095,000 Third St Bridge 1,187,000 Downtown Traffic Signal Enhancements 650,000 Street Improvements around Stadium* 355,000 Dale St Bridge over I94 (County) 1,000,000 High Bridge Redeck - Lights/Rails(MnDOT) 800,000 * \$750,000 TIF and \$500,000 TH funding Programs: SPS Traffic Signals on Arterials 600,000 Signalized Intersection Safety Improve 125,000 RR Crossing Safety Improvements 40,000 MSA Contingency 350,000	Summit Avenue Bridge over Ayd Mill 1,497,000 Lafayette Bridge - University to Otsego 2,236,750 Johnson Pkwy Trail - Burns to Phalen Blvd 1,000,000 Como Ave Trail - Raymond to Hamline 750,000 Fairview Ave - Shields to University 1,120,000 Downtown Traffic Signal Enhancements 600,000 Maryland@Edgerton Channelization(County) 500,000 Cleveland Ave - Hendon to Larp (County) 300,000 Lexington - W7th to 850 N (County) 300,000 Snelling Ave @ Hoyt - Traffic Signal 37,500 Snelling Ave @ Midway - Traffic Signal 75,000 Programs: SPS Traffic Signals on Arterials 150,000 Signalized Intersection Safety Improve 125,000 RR Crossing Safety Improvements 40,000 MSA Contingency 300,000	Tedesco - Lafayette to Payne 1,474,875 Johnson Pkwy Trail - Burns to Phalen Blvd 2,393,750 Como Ave Trail - Raymond to Hamline 2,095,125 Snelling/Lex - ITS Traffic Mgmt (Design) 625,000 Cleveland Ave - Como to Hendon (County) 400,000 Rice St-Rose to Arlington Lighting (County) 500,000 Jackson St. Bridge-Penn to Acker (County) 1,000,000 Programs: SPS Traffic Signals on Arterials 450,000 Signalized Intersection Safety Improve 125,000 RR Crossing Safety Improvements 40,000 MSA Contingency 240,000	EB Kellogg Blvd Bridge @ RiverCentre 1,774,888 Wabasha - Kellogg to 6th St 3,000,000 Snelling/Lexington - ITS Traffic Mgmt 500,743 TH 5 M&O - Arcade to McKnight (MnDOT) 1,000,000 Jackson St Bridge-Maryland to Arl(County) 1,000,000 Lexington - Shepard to W7th (County) 504,000 Programs: SPS Traffic Signals on Arterials 600,000 Signalized Intersection Safety Improve 125,000 RR Crossing Safety Improvements 40,000 MSA Contingency 240,000	Ayd Mill Rd M&O 3,490,000 Prior Ave - St. Anthony to University 4,900,000 Battle Creek Rd Reclamation 530,000 (Park Ridge Ct. to Lower Afton) Robert M&O-12th to Annapolis (MnDOT) 1,000,000 Programs: SPS Traffic Signals on Arterials 300,000 Signalized Intersection Safety Improve 125,000 RR Crossing Safety Improvements 40,000 MSA Contingency 240,000
SIDEWALK PROJECTS	SIDEWALK PROJECTS	SIDEWALK PROJECTS	SIDEWALK PROJECTS	SIDEWALK PROJECTS
\$1,367,500	\$1,055,000	\$1,066,250	\$1,000,000	\$1,000,000
Sidewalk Reconstruction Program* 1,000,000 *includes \$500,000 assessments Energy Pk Dr-Snelling to Lexington* 125,000 Randolph-Cleveland to Fairview* 100,000 Larpeur - Galtier to Rice* 42,500 Wheeler - University to Thomas* 100,000 * funded by assessments Local Street, Alley, Sewer and Lighting* 150,000 *funded by assessments	Sidewalk Reconstruction Program* 1,000,000 *includes \$500,000 assessments McKnight-Malland to Lordin* 55,000 * funded by assessments Local Street, Alley, Sewer and Lighting* 150,000 *funded by assessments	Sidewalk Reconstruction Program* 1,000,000 *includes \$500,000 assessments Randolph - Toronto to Shepard* 66,250 * funded by assessments Local Street, Alley, Sewer and Lighting* 150,000 *funded by assessments	Sidewalk Reconstruction Program* 1,000,000 *includes \$500,000 assessments Local Street, Alley, Sewer and Lighting* 150,000 *funded by assessments	Sidewalk Reconstruction Program* 1,000,000 *includes \$500,000 assessments Local Street, Alley, Sewer and Lighting* 150,000 *funded by assessments

2018 PROJECTS	2019 PROJECTS	2020 PROJECTS	2021 PROJECTS	2022 PROJECTS
CITY MILL & OVERLAY PROJECTS \$2,496,000	CITY MILL & OVERLAY PROJECTS \$2,696,332	CITY MILL & OVERLAY PROJECTS \$2,594,835	CITY MILL & OVERLAY PROJECTS \$2,269,125	CITY MILL & OVERLAY PROJECTS \$2,720,580
Arlington Ave - Rice to Jackson 155,100	Arlington Ave - E. Shore to White Bear 407,655	Annapolis St - Bidwell to Robert 164,745	Concordia Ave - Lexington to Marion 522,750	Earl St - Hudson to Ross 343,830
Forest St - Maryland to 7th 312,345	Cleveland Ave - Itasca to MRB 188,525	Eustis St - TH 280 to Como 37,410	Jefferson Ave - 7th to Victoria 265,710	Filimore St - Robert to W. Lafayette 160,125
Franklin Ave - TH 280 to Pelham 195,000	Jackson St - University to Pennsylvania 240,000	Fairview Ave - University to Minnehaha 144,750	St. Anthony Ave - Snelling to Victoria 591,105	Minnesota St - 7th to 11th 187,500
Prior Ave - University to Minnehaha 124,990	Pascal St - University to St. Anthony 294,000	Grand Ave - Dale to Pleasant 287,175	St. Paul Ave - Edgumbe to 7th 322,560	Mississippi River Blvd - Randolph to TH 5 784,125
Stryker Ave - Baker to Annapolis 162,840	Prior Ave - Marshall to I 94 78,195	Hamline Ave - Randolph to Highland 173,460	Pedestrian Ramps with Overlays 567,000	Wheelock - Arcade to Johnson Pkwy 354,000
Third St - Ruth to McKnight 93,650	St. Clair Ave - Fairview to Snelling 161,085	Miss River Blvd - Marshall to Randolph 473,520	Total Ped Ramps 63	Pedestrian Ramps with Overlays 891,000
Victoria St - Summit to St. Clair 132,705	Sibley St - 4th to 7th 58,667	Territorial Ave - Berry to Raymond 194,745		Total ped ramps 99
Western Ave - Como to Front 140,370	10th St - Robert to Wacouta 107,205	Western Ave - Selby to Summit 84,030		
Pedestrian Ramps with Overlays 1,179,000	Pedestrian Ramps with Overlays 1,161,000	Pedestrian Ramps with Overlays 1,035,000		
Total Ped Ramps 131	Total Ped Ramps 129	Total Ped Ramps 115		
RAMSEY COUNTY MILL & OVERLAYS	RAMSEY COUNTY MILL & OVERLAYS	RAMSEY COUNTY MILL & OVERLAYS	RAMSEY COUNTY MILL & OVERLAYS	RAMSEY COUNTY MILL & OVERLAYS
Como - Hamline to Lexington	Payne - 7th to Edgerton	Carver Ave - TH 61 to McKnight	Como - Raymond to Snelling	
Lexington - James to University	Energy Park - TH 280 to RR tracks	Jackson St - 500' S of Arlington to Larp	Dale - I 94 to Front	
Lexington - East Como to Larpenteur	Plato - W Water to Filmore	Larpenteur - White Bear to Century	Energy Pk - RR tracks to Lexington Pkwy	
Maryland - Greenbrier to Johnson Pkwy	Selby - Lexington to Dale		Larpenteur - East Shore Dr to White Bear	
Prosperity - Arlington to Larpenteur	St. Paul Ave - Edgumbe to Cleveland		Phalen Blvd - Johnson Pkwy to Maryland	
	White Bear Ave - Upper Afton to I-94		Randolph - Cleveland to Brimhall	
RAMSEY COUNTY FUNDING \$267,500	RAMSEY COUNTY FUNDING \$55,000	RAMSEY COUNTY FUNDING \$66,250	RAMSEY COUNTY FUNDING	RAMSEY COUNTY FUNDING
Sidewalk Projects	Sidewalk Projects	Sidewalk Projects		
Energy Pk Dr-Snelling to Lexington 125,000	McKnight-Mailand to London 55,000	Randolph - Toronto to Shepard 66,250		
Randolph-Cleveland to Fairview 100,000				
Larpenteur - Gallier to Rice 42,500				
RAMSEY CO PROJECTS (with City participation)	RAMSEY CO PROJECTS (with City participation)	RAMSEY CO PROJECTS (with City participation)	RAMSEY CO PROJECTS (with City participation)	RAMSEY CO PROJECTS (with City participation)
Dale St Bridge over I-94	Maryland @ Edgerton Channelization	Cleveland - Hendon to Larpenteur	Cleveland - Como to Hendon	
(Iglehart to University)	Lexington - W 7th to 850'N	Rice St - Rose to Arlington	Jackson St Bridge Reconstruction (Maryland to Arlington)	
		Jackson St Bridge Reconstruction (Penn to Acker)	Lexington - Shepard to W 7th	
MnDOT PROJECTS (with City participation)	MnDOT PROJECTS (with City participation)	MnDOT PROJECTS (with City participation)	MnDOT PROJECTS (with City participation)	MnDOT PROJECTS (with City participation)
Railroad Crossing at EPD (MSAS 157)			TH 5 M&O - Arcade to McKnight	Robert St M&O - 12th to Annapolis
Smith M&O and High Bridge				
FEDERAL FUNDING \$2,699,012	FEDERAL FUNDING \$6,342,564	FEDERAL FUNDING \$13,367,600	FEDERAL FUNDING \$9,001,320	FEDERAL FUNDING \$0
Margaret Bicycle & Ped Improvements 1,551,673	Downtown Signal Enhancements 2,400,624	Como Ave Trail - Raymond to Hamline 5,058,000	EB Kellogg Blvd Bridge @ RiverCentre 7,000,000	
Grand-Hamline to Victoria Ped Safety 667,800	Summit Ave Bridge Reconstruction 3,125,940	Johnson Pkwy Trail - Burns to Phalen Blvd 5,500,000	Snelling/Lexington ITS Traffic Mgmt 2,001,320	
Expo Area - Safe Routes to School 479,539	Washington Tech - Safe Routes to School 816,000	Tedesco Ave - Lafayette to Payne 2,029,600		
		Payne/Phalen Sidewalk Infill 780,000		
SEWER UTILITY PROJECTS \$10,450,000	SEWER UTILITY PROJECTS \$12,100,000	SEWER UTILITY PROJECTS \$11,650,000	SEWER UTILITY PROJECTS \$12,100,000	SEWER UTILITY PROJECTS \$11,700,000
2018 Sewer Lining Project 1,800,000	2019 Sewer Lining Project 1,800,000	2020 Sewer Lining Project 1,800,000	2021 Sewer Lining 1,800,000	2022 Sewer Lining 1,800,000
2018 Misc Sewer Rehab Project 700,000	2019 Misc Sewer Rehab Project 700,000	2020 Brick MH Rehab Project 700,000	2021 Brick MH Rehab Project 700,000	2022 Brick MH Rehab Project 700,000
Phalen Creek Storm Inter Rehab Phase 3 4,000,000	Large Diameter Brick Sewer Rehab 2,000,000	Large Diameter Brick Sewer Rehab 2,000,000	Large Diameter Brick Sewer Rehab 2,000,000	Large Diameter Brick Sewer Rehab 2,000,000
Broadway Lift Station Rehab Project 1,300,000	Kittsondale Storm Tunnel Phase I 3,500,000	Kittsondale Storm Tunnel Phase 2 3,500,000	Kittsondale Storm Tunnel Phase 3 3,500,000	Phalen Storm Tunnel Rehab Phase 4 3,500,000
Riverview Lift Station Rehab 1,000,000	Sanitary Tunnel Rehab 500,000	Sanitary Tunnel Rehab 500,000	Sanitary Tunnel Rehab 500,000	Sanitary Tunnel Rehab 500,000
Sewer Repairs on City & County Projects 900,000	Lift Station Rehab (Como-Eustis & Red Rk) 1,300,000	Lift Station Rehab 1,300,000	Lift Station Rehab 1,300,000	Lift Station Rehab 1,300,000
2018 Citywide Sewer Repairs 600,000	Sewer Repairs for City & County Projects 1,100,000	Sewer Repairs for City & County Projects 900,000	Sewer Repairs for City & County Projects 1,100,000	Sewer Repairs for City & County Projects 900,000
Engineering for SW Facility Rehab Project 150,000	SW Facility Rehab Project 1,200,000	2020 Citywide Sewer Repairs 800,000	SW Facility Rehab Project 1,200,000	2022 Sewer Repairs 800,000
		Engineering for SW Facility Rehab Project 150,000		Engineering for SW Facility Rehab Project 200,000

2018 Projects

Woodlawn/Jefferson Residential Phase I. *Existing Conditions.* The existing street widths vary. Jefferson Avenue and Woodlawn Avenue are 32' wide. Mount Curve Boulevard is 36' wide. Woodlawn was last paved in 1973 and has a Pavement Condition Index (PCI) of 61 out of 100. Jefferson and Mount Curve are oiled streets with a (PCI) of 63 and 57 respectively. "Share the Road" pavement markings were installed on Jefferson in 2014. Streets in the project area have wood pole street lighting.

Proposed Improvements. Street improvements are proposed consistent with current City standards including reconstruction of the bituminous streets 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 as necessary and will improve public safety by eliminating tripping hazards and pooling water. 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. Share the Road pavement markings will be re-installed on Jefferson.

Como Ave - Commonwealth to Brompton. *Existing Conditions.* Como Avenue was originally paved in 1921. It was last paved in 1960. The existing street width on Como between Commonwealth and Brompton is 46'. 5' wide bike lanes were painted in 2008. With the new bike lanes, the parking lanes were reduced to only 7' wide. The street lighting on Como Avenue consists of davit arms on wood poles.

Proposed Improvements. Street improvements are proposed consistent with current City standards including reconstruction of the bituminous street with concrete curb and gutter, concrete driveway aprons and boulevards landscaped with sod and trees. Mainline sidewalk will be reconstructed where appropriate. No curbs or gutters will be added where none currently exist. Rather, existing curbs and gutters will be reconstructed. Appropriate sanitary sewer repairs will be made, and storm sewer and sanitary sewer connections will be made at the request of property owners. Existing water main will be replaced where necessary. The project includes new traffic signal systems at the intersections of Como Avenue at Doswell Avenue, and Como Avenue at Carter Avenue.

Wheelock Pkwy - Danforth to Western. *Existing Conditions.* Wheelock Parkway was last constructed in 1923 and 1924. Numerous repairs and overlays have occurred since then. The current Pavement Condition Index (PCI) ranges from 9 to 36 (on a scale of 100). Wheelock is generally 30' wide. The area has existing street lights mounted on wood poles. There is no bituminous path along Wheelock Parkway from Danforth to Arlington.

Proposed Improvements. Street improvements are proposed consistent with current City standards including reconstruction of the bituminous street with concrete curb and gutter, concrete driveway aprons, bituminous path and boulevards landscaped with sod and trees. Sidewalks will be added or replaced where appropriate and will improve public safety by eliminating tripping hazards and pooling water. The existing wood pole lights will be replaced with City of Saint Paul ornamental lanterns as part of the project. Appropriate sanitary sewer repairs will be made, and storm and sanitary sewer reconnections will be made at the request of property owners.

2019 Projects

Woodlawn/Jefferson Residential Phase II. 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, 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.

Wheelock Parkway - Western to Rice. 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, 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.

2020 Projects

Griggs/Scheffer Residential Phase I. 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, 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.

Como Avenue - Brompton to City Limits. 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, 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.

Edgumbe Road - St. Paul to Fairview. 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, 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.

2021 Projects

Griggs/Scheffer Residential Phase II. 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, 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.

Summit Avenue - Victoria to Lexington. 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, 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.

Wheelock Parkway - Edgerton to Arcade. 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

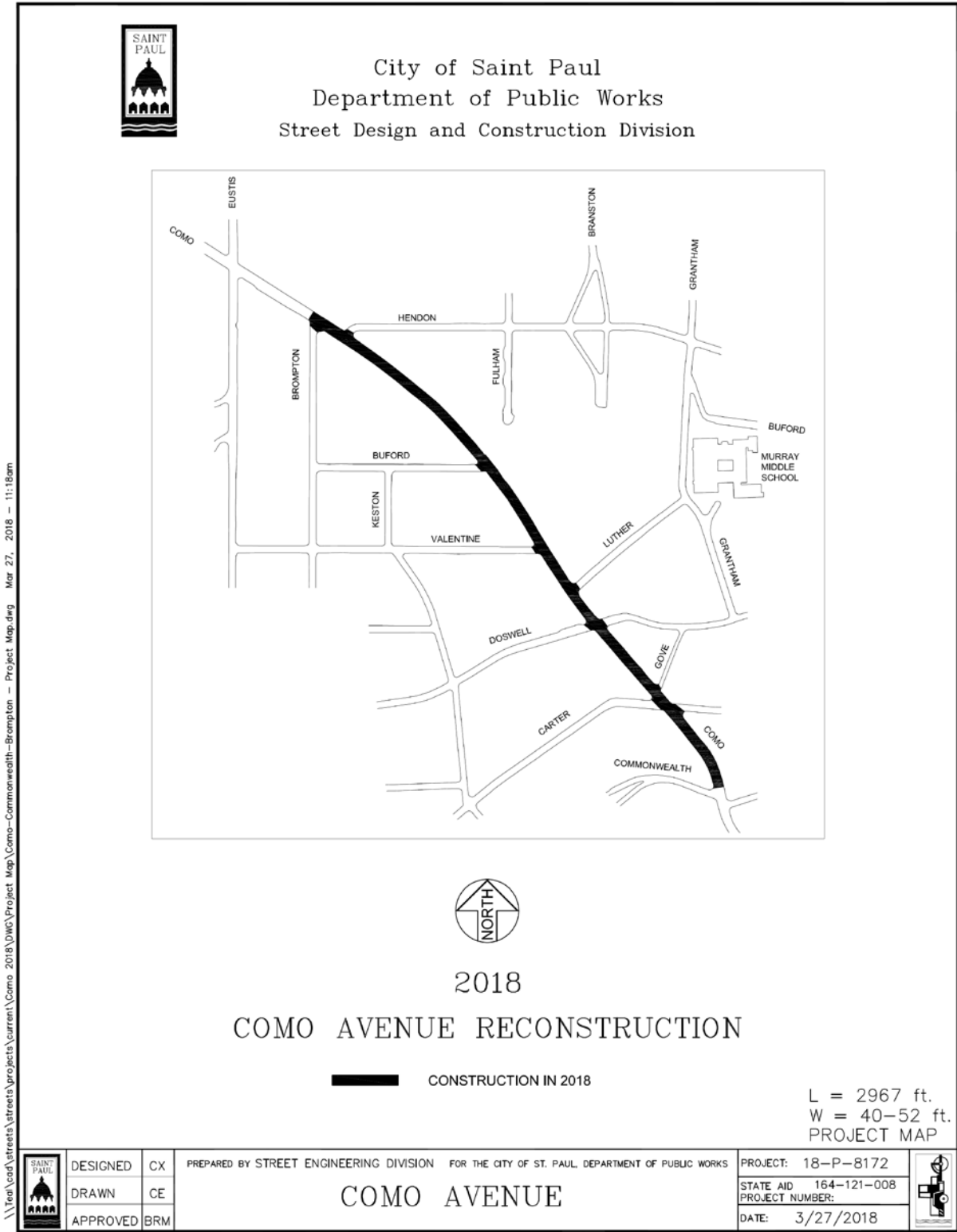
drainage, safe vehicular passage and separation of vehicles from pedestrians. Mainline sidewalk and/or trail will be reconstructed or added as necessary to improve public safety by eliminating tripping hazards and pooling water, and facilitate the separation of moving cars from pedestrians. Appropriate 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.

2022 Projects

Wheelock/Grotto Residential Phase I. 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, 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.

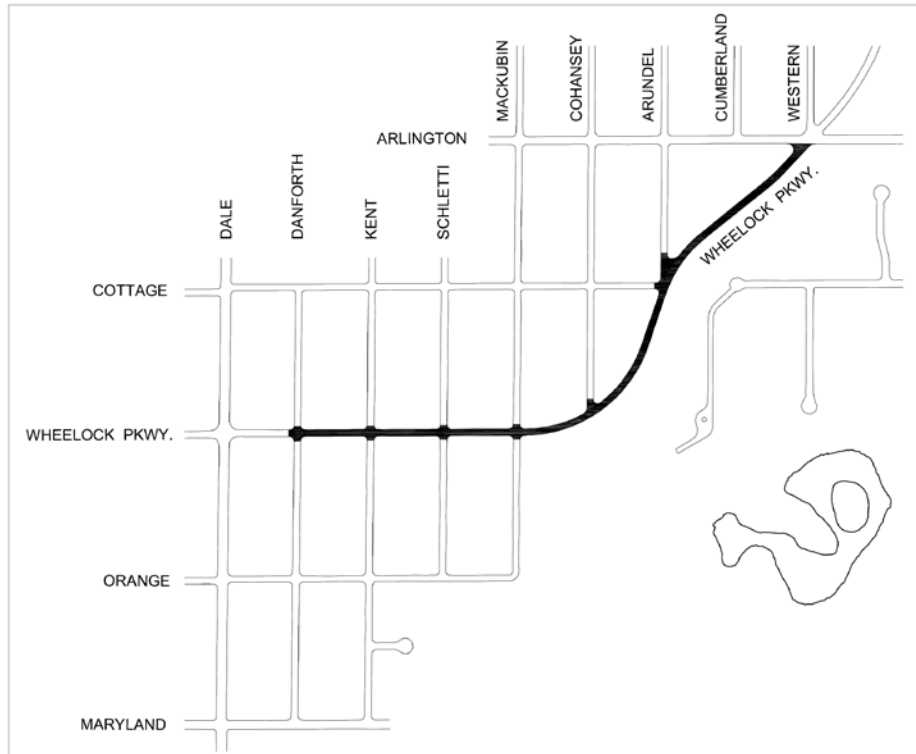
Minnesota Street - Kellogg to 5th Phase I. Street improvements are anticipated consistent with current City standards including reconstruction of the bituminous street with concrete curb and gutter, concrete driveway aprons and outwalks, and boulevards landscaped with sod and trees. Concrete barrier 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, 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.

APPENDIX – B **Maps of the 2018 Street Reconstruction Projects**





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



2018

WHELOCK PARKWAY RECONSTRUCTION

CONSTRUCTION IN 2018

L = 3240 ft.
W = 24 ft.
PROJECT MAP

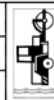


DESIGNED	CX
DRAWN	CX
APPROVED	DAH

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

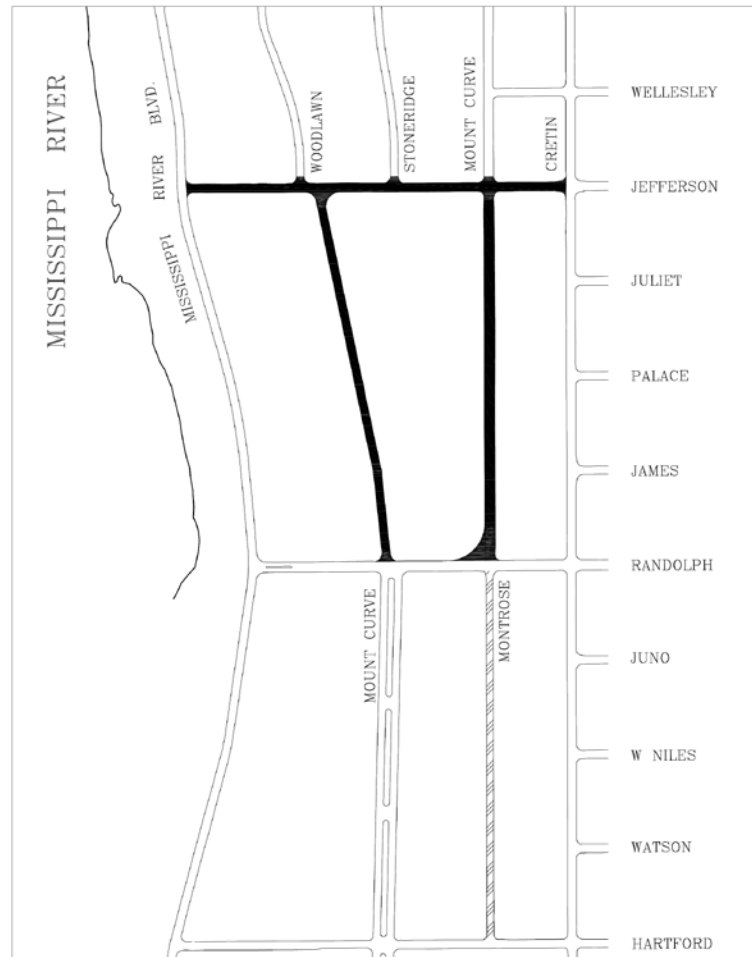
WHELOCK PARKWAY

PROJECT:	18-P-8174
STATE AID	NA
PROJECT NUMBER:	NA
DATE:	1/4/2018





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



STREET RECONSTRUCTION IN 2018
WATERMAIN ONLY

2018
WOODLAWN/JEFFERSON SPS
PHASE I

L = 5360 ft.
W = 28-32 ft.
PROJECT MAP



DESIGNED	CX
DRAWN	CX
APPROVED	DAH

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

WOODLAWN/JEFFERSON

PROJECT: 18-P-8166
STATE AID
PROJECT NUMBER:
DATE: 3/27/2018

