

City of Saint Paul, Minnesota
Five-Year Street Reconstruction Plan
for the Fiscal Years 2019 through 2023



Adopted April 17, 2019

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NOTE: This document includes approved projects for 2019, as well as projects planned for 2020-2023 which are proposed by the Department of Public Works to be reviewed and adopted annually by City Council for funding. All information provided for 2020-2023 is preliminary and subject to change

INTRODUCTION

As a part of its 2019 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 2019-2023 which is memorialized in this SRP. This SRP updates the 2018-2022 Street Reconstruction Plan previously adopted by the City Council of the City after a public hear held on April 18, 2018. 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 2019 through 2023 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 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 Wheelock Parkway – Western to Rice, Ayd Mill Road Pavement Improvement Project (bituminous overlay), Lexington Parkway Realignment and Extension, and Woodlawn/Jefferson Residential Phase II (Engineering); 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 and Como Avenue - Brompton to City Limits; 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 and Summit Avenue – Victoria to Lexington; 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 \$10,250,000 for improvements to Edgumbe Road – St. Paul to Fairview 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 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 \$13,325,000 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 \$61,075,000 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 \$61,075,000 in general obligation street reconstruction bonds over the five-year period covered in this SRP.

In 2019, the City will issue an estimated amount of \$12,500,000 in general obligation street reconstruction bonds to finance (i) improvements to Wheelock Parkway – Western to Rice, Ayd Mill Road Pavement Improvement Project, Lexington Parkway Realignment and Extension, and Woodlawn/Jefferson Residential Phase II (Engineering), 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 2019 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

03/29/19

This document shows projects approved for 2019 and planned for 2020-2023. 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 2020-2023 is preliminary and subject to change.



2019 PROJECTS	2020 PROJECTS	2021 PROJECTS	2022 PROJECTS	2023 PROJECTS
SAINT PAUL STREETS \$12,500,000	SAINT PAUL STREETS \$12,500,000	SAINT PAUL STREETS \$12,500,000	SAINT PAUL STREETS \$10,250,000	SAINT PAUL STREETS \$13,325,000
Wheelock Pkwy - Western to Rice 7,580,000 Ayd Mill Road Pavement Imp Project 3,569,917 Lexington Pkwy Realignment & Extension 1,200,000 Woodawn/Jefferson Ph II (Engineering) 150,083	Griggs/Scheffer Residential Phase I 6,500,000 Como Av - Brompton to City limits 6,000,000	Griggs/Scheffer Residential Phase II 6,500,000 Summit Ave - Victoria to Lexington 6,000,000	Edgcombe Rd - St. Paul to Fairview 4,500,000 Wheelock Pkwy - Edgerton to Arcade 5,750,000	Wheelock/Grotto Residential Phase I 8,325,000 Minnesota St - Kellogg to 5th Phase I 5,000,000 Financing to be determined 825,000
CAPITAL IMPROVEMENT BONDS \$760,000	CAPITAL IMPROVEMENT BONDS \$2,588,500	CAPITAL IMPROVEMENTS BONDS \$3,685,000	CAPITAL IMPROVEMENTS BONDS \$986,000	CAPITAL IMPROVEMENT BONDS \$4,284,405
	Johnson Pkwy Trail - Burns to Phalen Blvd 250,000 Lexington Pkwy Realignment & Extension 600,000 Payne/Phalen Skidwalk Infill 487,500 Washington Tech - Safe Routes to School 305,000 Randolph - Toronto to Shepard Sidewalks 61,000	EB Kellogg Blvd Bridge @ RiverCentre 2,500,000 Jackson St Bridge-Penn to Acker (County) 300,000	Noise Wall - I94 from Fairview to Prior 101,000	SRTS - Bruce Vento Elementary 549,405 Walnut Street Stairs/Retaining Wall 2,500,000 Larpenour - Dale to Farrington Sidewalks 300,000 Marshall - Snelling to Albert Sidewalks 50,000
Programs:	Programs:	Programs:	Programs:	Programs:
Pedestrian & Traffic Safety Improvements 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 Bicycle Facility Improvements* 500,000 9th/10th One Way & St. Peter Study* 250,000 *General Fund	Pedestrian & Traffic Safety Improvements 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 Bicycle Facility Improvements* 500,000 *General Fund	Pedestrian & Traffic Safety Improvements 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 Bicycle Facility Improvements* 500,000 *General Fund	Pedestrian & Traffic Safety Improvements 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 Bicycle Facility Improvements* 500,000 *General Fund	Pedestrian & Traffic Safety Improvements 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 Bicycle Facility Improvements* 500,000 *General Fund
MUNICIPAL STATE AID \$9,031,250	MUNICIPAL STATE AID \$10,505,250	MUNICIPAL STATE AID \$11,264,581	MUNICIPAL STATE AID \$10,545,948	MUNICIPAL STATE AID \$9,543,669
Summit Avenue Bridge over Ayd Mill 1,497,000 Lafayette Bridge - University to Otsego 2,236,750 Johnson Pkwy Trail - Burns to Phalen Blvd 375,000 Como Ave Trail - Raymond to Hamline 375,000 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 Intersection (County) 300,000 Snelling Ave @ Hoyt - Traffic Signal 37,500 Snelling Ave @ Midway - Traffic Signal 75,000 Downtown Mill & Overlay Program* 1,000,000 * Additional \$0.5M from General Fund	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) 900,000 Rice St-Rose to Arlington Lighting (County) 500,000 Jackson St. Bridge-Penn to Acker (County) 500,000 Minnehaha @ Western - Traffic Signal 161,500 Downtown Mill & Overlay Program 1,000,000 * Additional \$0.5M from General Fund	EB Kellogg Blvd Bridge @ RiverCentre 1,774,888 Wabasha - Kellogg to 6th St 3,000,000 Snelling/Lexington - ITS Traffic Mgmt 84,693 TH 5 M&O - Arcade to McKnight (MnDOT) 1,000,000 Jackson St Bridge-Maryland to Ari(County) 1,100,000 Lexington - Shepard to W7th (County) 1,700,000 Wabasha Signals at 4th, 5th & 6th 750,000 Downtown Mill & Overlay Program 1,000,000 * Additional \$0.5M from General Fund	Jackson St - University to Mt. Airy 3,490,000 Prior Ave - St. Anthony to University 4,500,000 Battle Creek Rd Reclamation 900,000 (Park Ridge Ct. to Lower Afton) Minnehaha Traffic Signals* (HSIP) 420,000 *Forest, Earl, Johnson Parkway & Ruth Westside Intersection Control Enhancements 530,948	Annapolis Reconstruct - Smith to Robert Ph I 2,250,000 Kellogg Blvd - Jackson to St. Peter* 3,663,911 *Capital City Bikeway Implementation Arcade (TH 61) - 7th to Wheelock* 1,100,000 *Mn/DOT Preservation - Signal Revisions Westside Intersection Control Enhancements 424,758 Robert M&O-12th to Annapolis (MnDOT) 1,000,000
Programs:	Programs:	Programs:	Programs:	Programs:
SPS Traffic Signals on Arterials 150,000 Signalized Intersection Safety Improve 125,000 RR Crossing Safety Improvements 40,000 MSA Contingency 300,000	SPS Traffic Signals on Arterials 450,000 Signalized Intersection Safety Improve 125,000 RR Crossing Safety Improvements 40,000 MSA Contingency 240,000	SPS Traffic Signals on Arterials 450,000 Signalized Intersection Safety Improve 125,000 RR Crossing Safety Improvements 40,000 MSA Contingency 240,000	SPS Traffic Signals on Arterials 300,000 Signalized Intersection Safety Improve 125,000 RR Crossing Safety Improvements 40,000 MSA Contingency 240,000	SPS Traffic Signals on Arterials 700,000 Signalized Intersection Safety Improve 125,000 RR Crossing Safety Improvements 40,000 MSA Contingency 240,000
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 * \$0.5M St. Mtc/\$1M General Fund * Includes McKnight-Malland to Landon \$55,000	Sidewalk Reconstruction Program* 1,500,000 * \$0.5M St. Mtc/\$1M General Fund	Sidewalk Reconstruction Program* 1,500,000 * \$0.5M St. Mtc/\$1M General Fund * Includes Upper Afton-Burns to White Bear \$120,000	Sidewalk Reconstruction Program* 1,500,000 * \$0.5M St. Mtc/\$1M General Fund * Includes Edgerton - Marland to Arlington \$75,000	Sidewalk Reconstruction Program* 1,500,000 * \$0.5M St. Mtc/\$1M General Fund * Includes Cleveland - Summit to Marshall \$75,000
Local Street, Alley, Sewer and Lighting* 150,000 *funded by assessments	Local Street, Alley, Sewer and Lighting* 150,000 *funded by assessments	Local Street, Alley, Sewer and Lighting* 150,000 *funded by assessments	Local Street, Alley, Sewer and Lighting* 150,000 *funded by assessments	Local Street, Alley, Sewer and Lighting* 150,000 *funded by assessments

2019 PROJECTS	2020 PROJECTS	2021 PROJECTS	2022 PROJECTS	2023 PROJECTS
CITY MILL & OVERLAYS \$3,239,557	CITY MILL & OVERLAYS \$2,322,090	CITY MILL & OVERLAYS \$2,524,650	CITY MILL & OVERLAYS \$2,546,955	CITY MILL & OVERLAYS \$2,397,320
Arlington Ave - E. Shore to White Bear 407,655	Eustis St - TH 280 to Como 37,410	Concordia Ave - Lexington to Marion 522,750	Earl St - Hudson to Ross 343,830	Arlington Avenue - Jackson to Edgerton 133,320
Ped ramps 40	Ped ramps 2	Ped ramps 14	Ped ramps 52	Ped ramps 10
Cleveland Ave - Yorkshire to MRB 296,000	Fairview Ave - University to Minnehaha 144,750	Fillmore St - Robert to E. Lafayette 191,625	Mississippi River Blvd - Randolph to TH 5 784,125	Burlington Rd - Lower Afton to McKnight 342,000
Ped ramps 27	Ped ramps 13	Ped ramps 5	Ped ramps 31	Ped ramps 1
Jackson St - University to Pennsylvania* 240,000	Grand Ave - Dale to Pleasant 287,175	Jefferson Ave - 7th to Victoria 265,710	Wheelock - Arcade to Johnson Pkwy 354,000	Fairview - Randolph to Ford 269,000
*Plan to reconstruct in 2022. Ped ramps 12	Ped ramps 13	Ped ramps 29	Ped ramps 4	Ped ramps 20
Pascal St - University to St. Anthony 294,000	Hamline Ave - Randolph to Highland 173,460	St. Anthony Ave - Snelling to Victoria 591,105	Suburban - White Bear to Burns 210,000	Front - Rice to Western 161,000
Ped ramps 20	Ped ramps 28	Ped ramps 16	Ped ramps 8	Ped ramps 28
Prior Ave - I94 to Summit 198,945	Miss River Blvd - Marshall to Randolph 473,520	St. Paul Ave - Edgumbe to 7th* 341,460	Pedestrian Ramps with Overlays 855,000	Shepard - Davern to Crosby 925,000
Ped ramps 35	Ped ramps 23	Ped ramps 4	Total ped ramps 95	Ped ramps 4
St. Clair Ave - Fairview to Snelling 161,085	Teritorial Ave - Berry to Raymond 194,745	Pedestrian Ramps with Overlays 612,000		Pedestrian Ramps with Overlays 567,000
Ped ramps 19	Ped ramps 14	Total Ped Ramps 68		Total ped ramps 63
Sibley St - 4th to 7th 58,667	Western Ave - Selby to Summit 84,030			
Ped ramps 5	Ped ramps 10	*Includes Davern south to the RR		
10th St - Dorothy Day Pl to Wacouta 107,205	Pedestrian Ramps with Overlays 927,000			
Ped ramps 6	Total Ped Ramps 103			
Pedestrian Ramps with Overlays 1,476,000				
Total Ped Ramps 164				
RAMSEY COUNTY MILL & OVERLAYS	RAMSEY COUNTY MILL & OVERLAYS	RAMSEY COUNTY MILL & OVERLAYS	RAMSEY COUNTY MILL & OVERLAYS	RAMSEY COUNTY MILL & OVERLAYS
Energy Pk Dr - UPRR to Raymond	Energy Pk Dr - Lexington to UPRR			
Energy Pk Dr - 955E of Raymond to UPRR*	McKnight-TH 5 to CR B			
*Concrete Rehab	Plato - Water to Fillmore			
Larpenteur - Hazel to TH 120	Selby - Lexington to Dale			
Payne Ave - 7th to Edgerton	St. Paul Ave - Edgumbe to Cleveland			
White Bear - Upper Afton Rd to I94				
RAMSEY COUNTY FUNDING \$245,515	RAMSEY COUNTY FUNDING \$227,750	RAMSEY COUNTY FUNDING \$536,050	RAMSEY COUNTY FUNDING \$75,000	RAMSEY COUNTY FUNDING \$587,500
Downtown Traffic Signal Enhancements 15,215	Minnehaha @ Western - Traffic Signal 161,500	Snelling/Lexington - ITS Traffic Mgmt 416,050	Sidewalk Projects	Marion at Ravoux - Ped Improvements 162,500
Como-Western to Marion Signal Intercon 93,850	Sidewalk Projects	Sidewalk Projects	Edgerton - Maryland to Arlington 75,000	Sidewalk Projects
Payne-E7th to Minnehaha Signal Intercon 81,450	Randolph - Toronto to Shepard 66,250	Upper Afton - Burns to White Bear 120,000		Larpenteur - Dale to Farrington 300,000
Sidewalk Projects				Marshall - Snelling to Albert 50,000
McKnight-Mallard to Londin 55,000				Cleveland - Summit to Marshall 75,000
RAMSEY CO (with City participation)	RAMSEY CO (with City participation)	RAMSEY CO (with City participation)	RAMSEY CO (with City participation)	RAMSEY CO (with City participation)
Lexington - Adrian to Albion		Cleveland - Como to Larpenteur	Lexington - Shepard to W 7th	
Dale St Bridge - Iglehart to University		Jackson St Bridge Reconstruction (Penn to Acker)	Jackson St Bridge Reconstruction (Maryland to Arlington)	
Cleveland at Randolph Signal Reconstruction		Lexington - Shepard to W 7th		
McKnight @ Conway Signal Reconstruction		Rice St - Penn to Maryland		
MnDOT (with City participation)	MnDOT (with City participation)	MnDOT (with City participation)	MnDOT (with City participation)	MnDOT (with City participation)
Washington Tech - SRTS Grant 204,000		TH 5 M&O - Arcade to McKnight		Arcade (TH 61) - Mounds to Larpenteur*
				*M&O, signals, APS, Ped Ramps
				Robert St M&O - 12th to Annapolis
FEDERAL FUNDING \$6,342,564	FEDERAL FUNDING \$13,367,600	FEDERAL FUNDING \$9,001,320	FEDERAL FUNDING \$1,080,000	FEDERAL FUNDING \$7,620,128
Downtown Signal Enhancements 2,409,624	Como Ave Trail - Raymond to Hamline 5,059,000	EB Kellogg Blvd Bridge @ RiverCentre 7,000,000	Minnehaha Traffic Signals (HSIP) 1,080,000	Bruce Vento Elementary - SRTS 842,528
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		Westside Intersection Control Enhance 1,465,600
Washington Tech-Safe Routes to School 816,000	Tedesco Ave - Lafayette to Payne 2,029,600			Kellogg Boulevard Reconstruction (CCB) 5,312,000
	Payno/Phalen Sidewalk Infill 780,000			
SEWER UTILITY \$10,800,000	SEWER UTILITY \$13,300,000	SEWER UTILITY \$13,300,000	SEWER UTILITY \$13,300,000	SEWER UTILITY \$13,300,000
2019 Sewer Lining Project 2,500,000	2020 Sewer Rehab Projects 3,500,000	2021 Sewer Rehab Projects 4,000,000	2022 Sewer Rehab Projects 4,000,000	2023 Sewer Rehab Projects 4,000,000
Kittsondale Storm Tunnel Phase I 2,100,000	Sewer Repairs for City & County Projects 2,000,000	Sewer Repairs for City & County Projects 1,500,000	Sewer Repairs for City & County Projects 1,500,000	Sewer Repairs on City & County Projects 1,500,000
Lift Station Renovations 3,700,000	2020 Citywide Sewer Repairs 1,000,000	2021 Citywide Sewer Repairs 1,000,000	2022 Citywide Sewer Repairs 1,000,000	2023 Citywide Sewer Repairs 1,000,000
Sewer Repairs for City & County Projects 1,000,000	Lift Station Renovations 1,800,000	Lift Station Renovations 1,800,000	Lift Station Renovations 1,800,000	Lift Station Renovations 1,800,000
2019 Citywide Sewer Repairs 500,000	2020 Tunnel Rehab* 4,000,000	2021 Tunnel Rehab* 4,000,000	2022 Tunnel Rehab* 4,000,000	2023 Tunnel Rehab* 4,000,000
Flandrau/Case Stormwater Facility Imp. 1,000,000	*Kittsondale & Tunnel Shafts	*Kittsondale & Sanitary Tunnels	*Kittsondale & Sanitary Tunnels	*Kittsondale & Sanitary Tunnels
	Water Quality Improvements 1,000,000	Water Quality Improvements 1,000,000	Water Quality Improvements 1,000,000	Water Quality Improvements 1,000,000

2019 Projects

Wheelock Parkway – Western Avenue to Rice Street. *Existing Conditions:* Wheelock Parkway was last constructed in 1923/1924. Numerous repairs and overlays have occurred since then. The current Pavement Condition Index (PCI) ranges from 12 to 39 (on a scale of 100). Wheelock is generally 30 feet wide. The area has existing street lights mounted on wood poles. There is no bituminous path along Wheelock Parkway from Western to Rice.

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.

Ayd Mill Road – Jefferson Avenue to Selby Avenue. *Existing Conditions.* Ayd Mill Road was last constructed in 1964/1965 as a concrete roadway. A bituminous overlay occurred in 2003. The current Pavement Condition Index (PCI) ranges from 10 to 36 (on a scale of 100). Ayd Mill Road is generally 52 feet wide. The area has existing street lights mounted on wood poles. The roadway is a limited access facility with a direct connection to I-35E on the south end, a connection to Selby Avenue on the north end, and ramp connections to Jefferson, Saint Clair, Grand, and Hamline Avenues in between.

Proposed Improvements. Street improvements are proposed to restore the bituminous street surface via a mill and overlay process. Existing bituminous would be removed to the existing concrete base and restored with fresh bituminous asphalt. Rectification of existing groundwater challenges in a few locations along the west side will be considered along with potential correction of existing concrete base where feasible and reasonable. All improvements would provide safety benefits by eliminating the presence of numerous potholes and ice in or on the roadway.

Lexington Parkway – Albion Avenue to Adrian Street. *Existing Conditions:* Lexington Parkway intersects Fort Road at a five-legged skewed intersection with Montreal Avenue. The existing intersection has capacity and safety challenges for all modes. Redevelopment of a vacant former school building site lies within the area bounded by Lexington Parkway, Albion Avenue, and Fort Road. This project discussed herein is a cooperative project between Ramsey County, the State of Minnesota and the City of Saint Paul to improve the safety of the Montreal/Lexington/West 7th intersection by removing the Lexington leg.

Proposed Improvements: Street improvements are proposed to realign Lexington Parkway to intersect Fort Road at the existing Elway Street intersection with Fort Road. The realignment will close the existing Lexington Parkway connection to the intersection with Montreal Avenue, thereby increasing safety and capacity for all modes at that intersection. That leg will be realigned to a new rectilinear full access intersection approximately 680 feet east of its present location. The realignment and the new one block stretch of Elway Street will include bike lanes, one thru lane in each direction, turn lanes at West 7th, sidewalks, trees, lighting, curb and gutter, asphalt surfacing, and storm water improvements. Originally anticipated as part of the Griggs-Scheffer Reconstruction Project, existing Elway Street needs reconstruction and will serve as the connection point for the new Lexington Parkway alignment. Included in this project is the construction of Adrian Street between existing Elway Street and Fort Road for safety improvements and as mitigation for collateral impacts to area properties where parking, storage, and access are impacted.

Woodlawn/Jefferson Residential Ph II. This residential street paving improvement project was unexpectedly cancelled due to a resident petition. The funding is to recover engineering and testing expenses that were incurred prior to the project cancellation.

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.

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.

2022 Projects

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.

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.

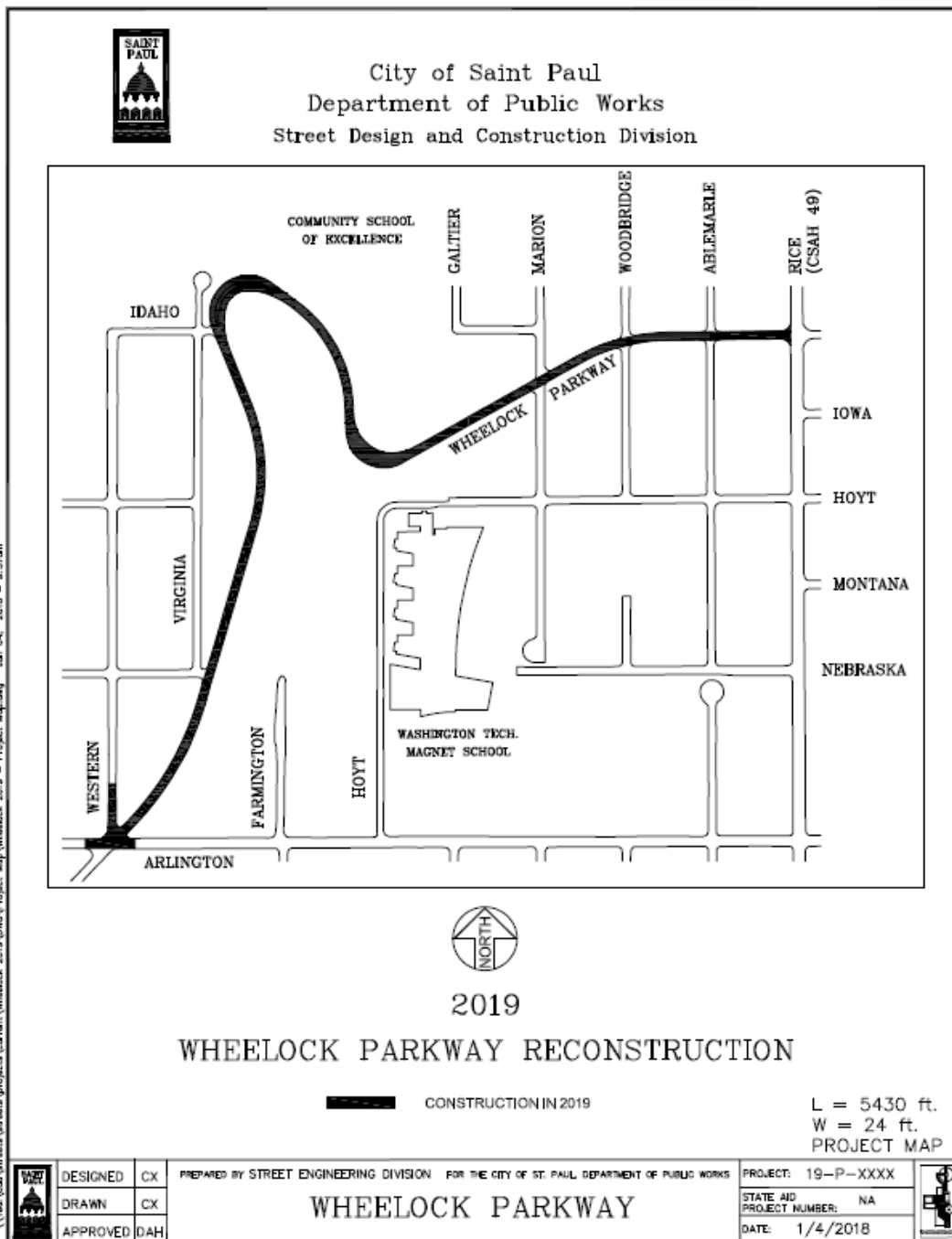
2023 Projects

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

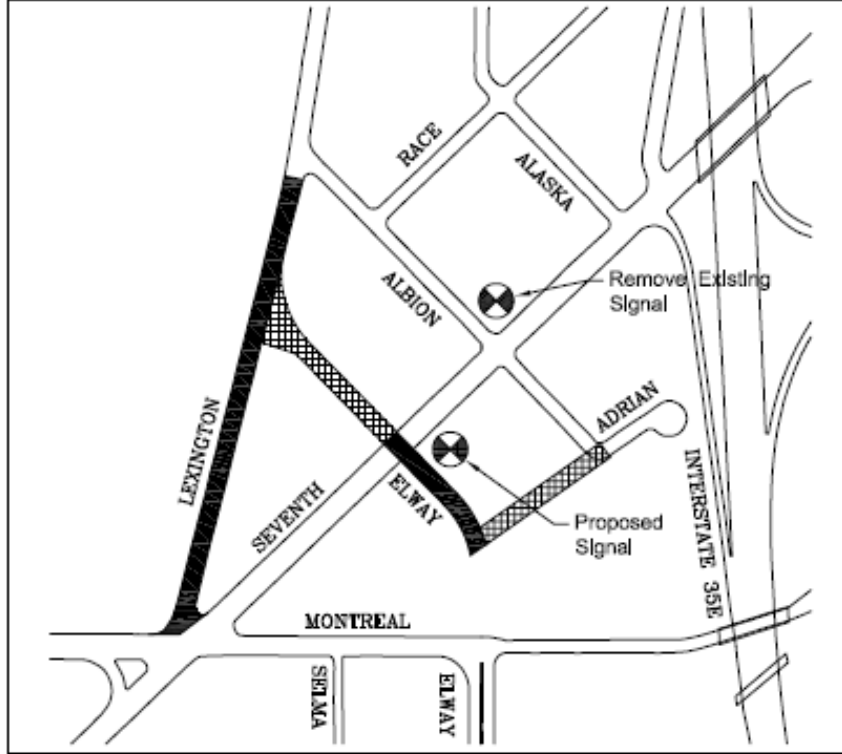
Maps of the 2019 Street Reconstruction Projects



\\fsr\oad\streets\projects\current\Wheelock 2019\DWG\Project Map\Wheelock 2019 - Project Map.dwg Jan 04, 2018 - 9:37am



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



2020

LEXINGTON PARKWAY RECONFIGURATION

CONSTRUCTION BY RAMSEY COUNTY

- EXISTING ROAD FOR CONSTRUCTION
- PROPOSED REALIGNED ROAD CONSTRUCTION

CSAH 51
 L = 2200 ft.
 W = 30-40 ft.
 PROJECT MAP



DESIGNED	CX
DRAWN	CX
APPROVED	NAP

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

LEXINGTON PARKWAY

PROJECT:	NA
STATE AID:	XXX-XXX-XXX
PROJECT NUMBER:	
DATE:	9/26/2018



\\net\ofstems\ofstems\projects\albert\Lexington Parkway Reconfiguration - Project Map.dwg Sep 26, 2018 - 8:44am

PRELIMINARY DESIGN DRAFT
MARCH 19, 2019

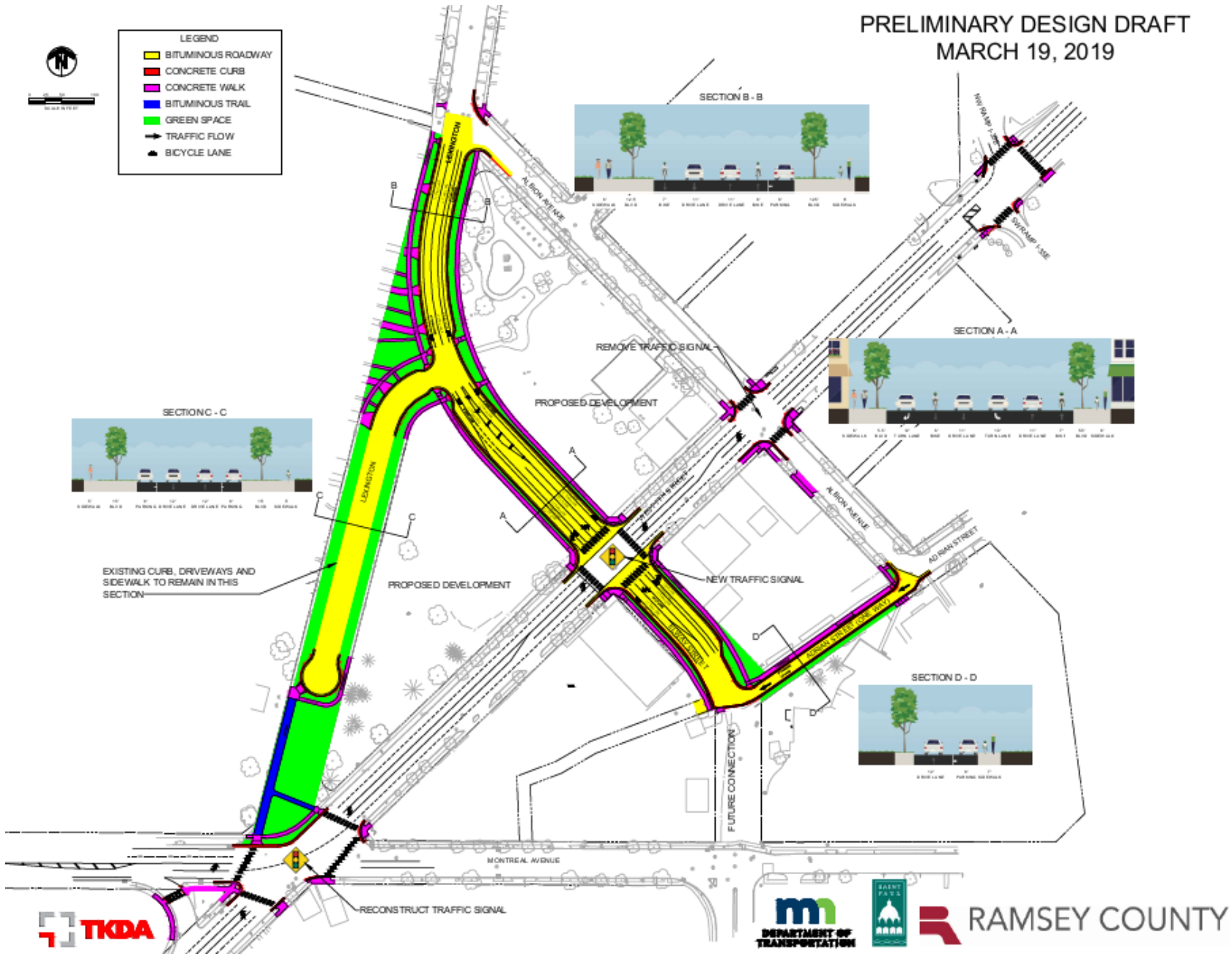


LEGEND

- BITUMINOUS ROADWAY
- CONCRETE CURB
- CONCRETE WALK
- BITUMINOUS TRAIL
- GREEN SPACE
- TRAFFIC FLOW
- BICYCLE LANE



B-3



RAMSEY COUNTY



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



2019
 AYD MILL PROJECT

MILL & OVERLAY IN 2019

L = 8,000 ft.
 W = -- ft.
 PROJECT MAP

\\Server\cadd\projects\2019\2019_ayd_mill\2019_ayd_mill-01-2019-03-14.dwg, 14, 2019 - 11:27:08

	DESIGNED	CX
	DRAWN	CX
	APPROVED	JL

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

AYD MILL 2019

PROJECT: 19-P-XXXX
 STATE AID XXX-XXX-XXX
 PROJECT NUMBER:
 DATE: 3/14/2019

