

City of Saint Paul, Minnesota  
Five-Year Street Reconstruction Plan  
for the Fiscal Years 2020 through 2024



Adopted February 19, 2020

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**NOTE: This document includes approved projects for 2020, as well as projects planned for 2021-2024 which are proposed by the Department of Public Works to be reviewed and adopted annually by City Council for funding. All information provided for 2021-2024 is preliminary and subject to change**

## **INTRODUCTION**

As a part of its 2020 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 2020-2024 which is memorialized in this SRP. This SRP updates the 2019-2023 Street Reconstruction Plan previously adopted by the City Council of the City after a public hearing held on April 17, 2019. This SRP is designed to anticipate necessary street reconstruction expenditures and to economically schedule those anticipated expenditures over a five-year period. In creating this SRP, the City has considered the costs, benefits, alternatives, and impact of this SRP on the City’s operating expenditures. The City intends to issue general obligation street reconstruction bonds to finance certain projects described in this SRP.

## **PURPOSE**

Minnesota Statutes, Section 475.58, Subdivision 3b (the “SRP Act”), authorizes a municipality such as the City to issue and sell general obligation bonds for street reconstruction or bituminous overlays without holding a referendum if a certain statutory process has been followed by the municipality. Street reconstruction and bituminous overlays include utility replacement and relocation and other activities incidental to the street reconstruction, turn lanes and other improvements having a substantial public safety function, realignments, other modifications to intersect with state and county roads, and the local share of state and county road projects. Street reconstruction also includes expenditures for street reconstruction that a municipality incurred prior to approval of the street reconstruction plan, if such expenditures are included in the street reconstruction plan approved on or before the date of a public hearing. Except in the case of turn lanes, safety improvements, realignments, intersection modifications, and the local share of state and county road projects, street reconstruction and bituminous overlays does not include the portion of project cost allocable to widening a street or adding curbs and gutters where none previously existed.

The City believes the street reconstruction process is an important element of responsible fiscal management. Major capital expenditures can be anticipated and coordinated so as to minimize potentially adverse financial impacts caused by the timing and magnitude of capital outlays. This coordination of capital expenditures is important to the City in achieving its goals of adequate physical public assets, preservation of public assets and sound fiscal management. Good planning is essential for the wise and prudent use of limited financial resources. This SRP is designed to be updated periodically. This SRP is an ongoing fiscal planning tool that continually anticipates future capital expenditures and funding sources.

A street reconstruction plan such as this SRP is a part of the City’s overall CIB which is reviewed annually as part of the City’s overall budget process and is also reviewed by the CIB Committee. This SRP is a document designed to anticipate street reconstruction expenditures known as the date of adoption and schedule them over a five-year period so that they may be funded in the most efficient and cost-effective method possible. This SRP allows the matching of expenditures with anticipated revenues. As potential expenditures are reviewed, the City considers the benefits, costs, alternatives and impact on operating expenditures.

## **PROCESS**

The City must hold a public hearing on a preliminary street reconstruction plan that describes the anticipated (i) street reconstruction, (ii) mill and overlay projects, or (iii) the City share of state and county road projects to be financed, the estimated costs of the projects, and any planned street reconstruction or overlay of other streets in the municipality over the next five years. Under the requirements of the SRP Act, notice for the public hearing must have been published in the official newspaper of the City at least 10 days but not more than 28 days prior to the hearing. The SRP Act requires that the street reconstruction plan and the issuance

of general obligation bonds must then be approved by a vote of a two-thirds majority of the members of the City Council of the City (the “City Council”) present at the meeting following the public hearing.

Although the SRP Act does not require a referendum, voters may petition for a reverse referendum on the issuance of the street reconstruction bonds. If a petition requesting a vote on the issuance of the street reconstruction bonds is signed by voters equal to 5% of the votes cast in the last municipal general election and is filed with the municipal clerk within 30 days of the public hearing, a referendum vote shall be called. When a referendum vote is called, the municipality may issue the bonds only after obtaining the approval of a majority of the voters voting on the issuance of the street reconstruction bonds.

## **PROJECT SUMMARY**

Street reconstruction projects anticipated under this SRP and the estimated costs thereof are set forth in Appendix A. Maps of the proposed street reconstruction projects anticipated to be financed in 2020 through 2024 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 2020 Street Reconstruction Bond Financed Expenditures** – general obligation street reconstruction bonds are proposed to be issued in 2020 in an aggregate principal amount of not to exceed \$20,000,000 for anticipated improvements to Griggs/Scheffer Residential Phase I, Como Avenue -Brompton to City Limits, Water Street repairs and reconstruction, and Ayd Mill Road Realignment and Improvement Project; 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. Although the four projects identified above are anticipated to be funded with proceeds of general obligation street reconstruction bonds, the City may also utilize proceeds of such bonds for any of the other 2020 identified projects if such projects are approved by bond counsel to the City.

**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 \$12,500,000 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 5<sup>th</sup> 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.

**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 \$23,170,000 for improvements to Wheelock Grotto Residential Phase II and Minnesota Street – 5th to 11<sup>th</sup>, 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.

However, 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 2020 may not exceed \$20,000,000 without an amendment to this plan, although such bonds are not required to be issued in 2020 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 \$81,495,000 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 \$81,495,000 in general obligation street reconstruction bonds over the five-year period covered in this SRP.

In 2020, the City anticipates that it will issue an estimated amount not to exceed \$20,000,000 in general obligation street reconstruction bonds to finance (i) improvements to Griggs/Scheffer Residential Phase I, Como Avenue - Brompton to City Limits, Water Street, and Ayd Mill Road Pavement Improvement Project, 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 2020 Capital Improvement Budget and available on the City's website and in other materials that have been provided to the City Council of the City.

## **DEBT LIMIT**

Street reconstruction bonds are included in the amount of indebtedness of the City which cannot, under Minnesota Statutes, Section 475.53, exceed 3.33333333% of the assessor's taxable market value for the City. The proposed bonds will not exceed statutory limits.

## APPENDIX – A Proposed Projects



### DEPARTMENT OF PUBLIC WORKS FIVE YEAR CAPITAL PLAN

02/04/20

This document shows projects approved for 2020 and planned for 2021 to 2024. 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 2021 to 2024 is preliminary and subject to change.

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2020 PROJECTS		2021 PROJECTS		2022 PROJECTS		2023 PROJECTS		2024 PROJECTS	
<b>SAINT PAUL STREETS</b>	<b>\$20,000,000</b>	<b>SAINT PAUL STREETS</b>	<b>\$12,500,000</b>	<b>SAINT PAUL STREETS</b>	<b>\$12,500,000</b>	<b>SAINT PAUL STREETS</b>	<b>\$13,325,000</b>	<b>SAINT PAUL STREETS</b>	<b>\$23,170,000</b>
Griggs/Scheffer Residential Phase I	9,950,000	Griggs/Scheffer Residential Phase II	6,500,000	Edgcombe Rd - St. Paul to Fairview	6,000,000	Wheelock/Grotto Residential Phase I	8,325,000	Wheelock/Grotto Residential Phase II	8,970,000
Como Av - Brompton to City Limits	3,681,000	Summit Ave - Victoria to Lexington	6,000,000	Wheelock Pkwy - Edgerton to Arcade	6,500,000	Minnesota St - Kellogg to 5th Phase I	5,000,000	Minnesota St - 5th to 11th Phase II	14,200,000
Ayd Mill Pavement & Bicycle Improvements	6,200,000								
Water Street Repairs	169,000								
<b>CAPITAL IMPROVEMENT BONDS</b>	<b>\$1,641,500</b>	<b>CAPITAL IMPROVEMENTS BONDS</b>	<b>\$3,038,000</b>	<b>CAPITAL IMPROVEMENTS BONDS</b>	<b>\$2,511,000</b>	<b>CAPITAL IMPROVEMENT BONDS</b>	<b>\$4,241,405</b>	<b>CAPITAL IMPROVEMENT BONDS</b>	<b>\$1,885,000</b>
Johnson Pkwy Trail - Burns to Phalen Blvd	250,000	EB Kellogg Blvd Bridge @ RiverCentre	2,500,000	Noise Wall - IS4 from Fairview to Prior	101,000	GRTO - Bruce Vento Elementary	549,405	Grand Hill Wall - adjacent to 35E	1,000,000
Payne/Phalen Sidewalk Infill	487,500			Jackson St Bridge-Penn to Acker (County)	300,000	Walnut Street Stairs/Retaining Wall	2,500,000		
Washington Tech - Safe Routes to School	305,000			Randolph Bridge @ Xcel	1,225,000	Larpenteur - Dale to Farrington Sidewalks	200,000		
Randolph - Toronto to Shepard Sidewalks	61,000					Marshall - Shelling to Albert Sidewalks	107,000		
<b>Programs:</b>		<b>Programs:</b>		<b>Programs:</b>		<b>Programs:</b>		<b>Programs:</b>	
Pedestrian & Traffic Safety Improvements	150,000	Pedestrian & Traffic Safety Improvements	150,000	Pedestrian & Traffic Safety Improvements	250,000	Pedestrian & Traffic Safety Improvements	250,000	Pedestrian & Traffic Safety Improvements	250,000
Signalized Intersection Safety Improve	100,000	Signalized Intersection Safety Improve	100,000	Signalized Intersection Safety Improve	125,000	Signalized Intersection Safety Improve	125,000	Signalized Intersection Safety Improve	125,000
RR Crossing Safety Improvements	8,000	RR Crossing Safety Improvements	8,000	RR Crossing Safety Improvements	10,000	RR Crossing Safety Improvements	10,000	RR Crossing Safety Improvements	10,000
Bridge Enhancements Program	200,000	Bridge Enhancements Program	200,000	Bridge Enhancements Program	250,000	Bridge Enhancements Program	250,000	Bridge Enhancements Program	250,000
Stairway Repair & Replacement Program	80,000	Stairway Repair & Replacement Program	80,000	Stairway Repair & Replacement Program	125,000	Stairway Repair & Replacement Program	125,000	Stairway Repair & Replacement Program	125,000
				Safe Routes to School	125,000	Safe Routes to School	125,000	Safe Routes to School	125,000
Bicycle Facility Improvements (Gen Fund)	500,000	Bicycle Facility Improvements (Gen Fund)	500,000	Bicycle Facility Improvements (Gen Fund)	500,000	Bicycle Facility Improvements (Gen Fund)	500,000	Bicycle Facility Improvements (Gen Fund)	500,000
<b>MUNICIPAL STATE AID</b>	<b>\$11,065,250</b>	<b>MUNICIPAL STATE AID</b>	<b>\$10,500,000</b>	<b>MUNICIPAL STATE AID</b>	<b>\$12,605,948</b>	<b>MUNICIPAL STATE AID</b>	<b>\$11,603,669</b>	<b>MUNICIPAL STATE AID</b>	<b>\$15,505,000</b>
EB Kellogg Bridge @ RiverCentre	1,000,000	EB Kellogg Blvd Bridge @ RiverCentre	2,710,307	Jackson St - University to ML Alry	3,490,000	Annapolis - Smith to Robert Ph I	2,250,000	Annapolis - Robert to Kansas Ph II	2,850,000
Tedesco - Lafayette to Payne	1,474,875	Wabasha - Kellogg to 6th St	3,000,000	Prior Ave - St. Anthony to University	4,500,000	Kellogg Blvd - Jackson to St. Peter*	3,663,911	Grand - Shelling to Fairview	7,490,000
Johnson Pkwy Trail - Burns to Phalen Blvd	2,393,750	Snelling/Lexington - ITS Traffic Mgmt	84,693	Battle Creek Rd Reclamation	900,000	*Capital City Bikeway Implementation		W 7th(THS) Signals-Munster to Mounds(MnDOT)	4,000,000
Como Ave Trail - Raymond to Hamline	2,095,125	TH S M&O - Arcade to McKnight (MnDOT)	1,000,000	(Park Ridge Ct. to Lower Alton)		Arcade (TH 61) - 7th to Wheelock*	1,100,000		
Snelling/Lex - ITS Traffic Mgmt (Design)	625,000	Lexington - Shepard to W7th (County)	1,000,000	Minnehaha Traffic Signals* (HSIP)	420,000	*Mn/DOT Preservation - Signal Revisions			
Cleveland Ave - Como to Hendon (County)	900,000	Wabasha Signals at 4th, 5th & 6th	750,000	*Forest, Earl, Johnson Parkway & Ruth		Westside Int Control Enhancements	324,758		
Rice St-Rose to Arlington Lighting (County)	500,000	52 & Concord Traffic Signals (MnDOT)	40,000	Westside Intersection Control Enhancements*	530,948	Robert M&O-12th to Annapolis (MnDOT)	1,000,000		
Minnehaha @ Western - Traffic Signal	161,500	Downtown Street & Sidewalk Improvements	1,000,000	Lexington Ext - Adrian to Shepard (County)	2,000,000	Jackson St. Bridge-Penn to Acker (County)	500,000		
Downtown Street & Sidewalk Improvements	1,000,000					Jackson St Bridge-Maryland to Ari(County)	1,100,000		
						Shepard Road Bridge near Otto	500,000		
<b>Programs:</b>		<b>Programs:</b>		<b>Programs:</b>		<b>Programs:</b>		<b>Programs:</b>	
SPD Traffic Signals on Arterials	450,000	SPD Traffic Signals on Arterials	450,000	SPD Traffic Signals on Arterials	300,000	SPD Traffic Signals on Arterials	700,000	SPD Traffic Signals on Arterials	700,000
Signalized Intersection Safety Improve	125,000	Signalized Intersection Safety Improve	125,000	Signalized Intersection Safety Improve	125,000	Signalized Intersection Safety Improve	125,000	Signalized Intersection Safety Improve	125,000
RR Crossing Safety Improvements	40,000	RR Crossing Safety Improvements	40,000	RR Crossing Safety Improvements	40,000	RR Crossing Safety Improvements	40,000	RR Crossing Safety Improvements	40,000
MSA Contingency	300,000	MSA Contingency	300,000	MSA Contingency	300,000	MSA Contingency	300,000	MSA Contingency	300,000
<b>SIDEWALKS</b>	<b>\$1,500,000</b>	<b>SIDEWALKS</b>	<b>\$1,500,000</b>	<b>SIDEWALKS</b>	<b>\$1,500,000</b>	<b>SIDEWALKS</b>	<b>\$1,500,000</b>	<b>SIDEWALKS</b>	<b>\$1,500,000</b>
Sidewalk Reconstruction Program*	1,500,000	Sidewalk Reconstruction Program*	1,500,000	Sidewalk Reconstruction Program*	1,500,000	Sidewalk Reconstruction Program*	1,500,000	Sidewalk Reconstruction Program*	1,500,000
*\$0.5M St. Mtu/\$1M General Fund		*\$0.5M St. Mtu/\$1M General Fund		*\$0.5M St. Mtu/\$1M General Fund		*\$0.5M St. Mtu/\$1M General Fund		*\$0.5M St. Mtu/\$1M General Fund	
		*Includes Upper Alton-Burns to White Bear \$120,000		* Includes Edgerton - Maryland to Arlington \$120,500,000		*Includes Cleveland - Summit to Marshall \$152,500			
Local Street, Alley, Sewer and Lighting*	150,000	Local Street, Alley, Sewer and Lighting*	150,000	Local Street, Alley, Sewer and Lighting*	150,000	Local Street, Alley, Sewer and Lighting*	150,000	Local Street, Alley, Sewer and Lighting*	150,000
*funded by assessments		*funded by assessments		*funded by assessments		*funded by assessments		*funded by assessments	

2020 PROJECTS	2021 PROJECTS	2022 PROJECTS	2023 PROJECTS	2024 PROJECTS
<b>CITY MILL &amp; OVERLAYS</b> <b>\$3,967,099</b> Cromwell - University to Territorial 34,970 Eustis St - TH 280 to City Limits 236,396 Fairview Ave - University to Minnehaha 1,020,575 Miss River Blvd - Marshall to Randolph 1,085,576 Suburban - Kennard to Ruth 507,324 Territorial Ave - Berry to Raymond 553,019 Western Ave - Selby to Summit 529,239  Downtown Street & Sidewalk Improvements *funded by MSA, general fund & assessments *M&I and Overlay costs include: ped ramps, ped improvements, signal loops & striping *Any or all of these projects can be funded under the St. Paul Streets Program using Street Reconstruction Bonds.	<b>CITY MILL &amp; OVERLAYS</b> Concordia Ave - Snelling to Marion Fillmore Ave - Robert to E. Lafayette Hamline Ave - Randolph to Highland Jefferson Ave - W 7th to Victoria St. Anthony Ave - Snelling to Marion St. Paul Ave - Edgumbe to W 7th* *Includes Davern south to the RR  Downtown Street & Sidewalk Improvements *funded by MSA, general fund & assessments  *Any or all of these projects can be funded under the St. Paul Streets Program using Street Reconstruction Bonds.	<b>CITY MILL &amp; OVERLAYS</b> Proposed for 2022-2024 (not in priority order) Arlington - Jackson to Edgerton Arlington - Wheelock to Rice Burlington Rd - Lower Afton to McKnight Burr - Tedesco to Minnehaha Capital Area (MLK, John Ireland & Cedar) Cliff - Smith to St. Clair Earl St - Hudson to Ross East Shore Drive - Wheelock to Larpenteur Fairview - Randolph to Edgumbe  *Any or all of these projects can be funded under the St. Paul Streets Program using Street Reconstruction Bonds.	<b>CITY MILL &amp; OVERLAYS</b> Proposed for 2022-2024 (not in priority order) Forest - Hudson to E 7th Front - Rice to Western George - Cesar Chavez to Smith Hamline - Como to Hoyt Minnehaha - Lexington to Fairview Mississippi River Blvd - Randolph to TH 5 Ruth - Burns to Stillwater St. Clair - Cliff to Victoria Shepard - Davern to Crosby  *Any or all of these projects can be funded under the St. Paul Streets Program using Street Reconstruction Bonds.	<b>CITY MILL &amp; OVERLAYS</b> Proposed for 2022-2024 (not in priority order) Summit - MRB to Lexington Vandala/Commercial Area (Hampden, Hersey, Capp, Wycliff, Bradford, Vandala, Ellis & Endicott) Victoria - 7th to Benhill Westside Flats Area (Eva, State, Eaton, Chester, River Park Plaza & Starkey) Wheelock - Arcade to Johnson Pkwy Winifred - Wabasha to Ohio  *Any or all of these projects can be funded under the St. Paul Streets Program using Street Reconstruction Bonds.
<b>RAMSEY COUNTY MILL &amp; OVERLAYS</b> Energy Pk Dr - Lexington to UPRR McKnight-TH 5 to CR B Plato - Water to Fillmore Selby - Lexington to Dale St. Paul Ave - Edgumbe to Cleveland	<b>RAMSEY COUNTY MILL &amp; OVERLAYS</b>	<b>RAMSEY COUNTY MILL &amp; OVERLAYS</b>	<b>RAMSEY COUNTY MILL &amp; OVERLAYS</b>	<b>RAMSEY COUNTY MILL &amp; OVERLAYS</b>
<b>RAMSEY COUNTY FUNDING</b> <b>\$222,500</b> Minnehaha @ Western - Traffic Signal 161,500 Sidewalk Projects Randolph - Toronto to Shepard 61,000	<b>RAMSEY COUNTY FUNDING</b> <b>\$536,050</b> Snelling/Lexington - ITS Traffic Mgmt 416,050 Sidewalk Projects Upper Afton - Burns to White Bear 120,000	<b>RAMSEY COUNTY FUNDING</b> <b>\$120,500</b> Sidewalk Projects Edgerton - Maryland to Arlington 120,500	<b>RAMSEY COUNTY FUNDING</b> <b>\$737,000</b> Marion at Ravoux - Ped Improvements 277,500 Sidewalk Projects Larpenteur - Dale to Farrington 200,000 Marshall - Snelling to Albert 107,000 Cleveland - Summit to Marshall 152,500	<b>RAMSEY COUNTY FUNDING</b>
<b>RAMSEY CO (with City participation)</b> Lexington - Shepard to W 7th	<b>RAMSEY CO (with City participation)</b> Cleveland - Como to Larpenteur Rice St - Penn to Maryland	<b>RAMSEY CO (with City participation)</b> Lexington Ext - Adrian to Shepard	<b>RAMSEY CO (with City participation)</b> Jackson St Bridge Reconstruction (Maryland to Arlington)	<b>RAMSEY CO (with City participation)</b> Jackson St Bridge Reconstruction (Penn to Acker)
<b>MnDOT (with City participation)</b>	<b>MnDOT (with City participation)</b> TH 5 M&O - Arcade to McKnight 52 & Concord Traffic Signals	<b>MnDOT (with City participation)</b>	<b>MnDOT (with City participation)</b> Arcade (TH 61) - Mounds to Larpenteur* *M&O, signals, AFS, Ped Ramps Robert St M&O - 12th to Annapolis	<b>MnDOT (with City participation)</b> W 7th(TH5) - Munster to Mounds* *Preservation Project Robert St-Kellogg to 11th (MnDOT tumbuck)
<b>FEDERAL FUNDING</b> <b>\$13,367,600</b> Como Ave Trail - Raymond to Hamline 5,058,000 Johnson Pkwy Trail - Burns to Phalen Blvd 5,500,000 Tedesco Ave - Lafayette to Payne 2,029,600 Payne/Phalen Sidewalk Infil 780,000	<b>FEDERAL FUNDING</b> <b>\$9,001,320</b> EB Kellogg Blvd Bridge @ RiverCentre 7,000,000 Snelling/Lexington ITS Traffic Mgmt 2,001,320	<b>FEDERAL FUNDING</b> <b>\$3,474,501</b> Minnehaha Traffic Signals (HDIP) 1,080,000 Randolph Bridge@ Xcel 2,394,501	<b>FEDERAL FUNDING</b> <b>\$7,720,128</b> Bruce Vento Elementary - SRTS 842,528 Westside Intersection Control Enhance 1,066,600 Kellogg Blvd - Jackson to St. Peter* 5,312,000 *Capital City Bikeway Implementation Shepard Road Bridge near Otto 500,000	<b>FEDERAL FUNDING</b>
<b>SEWER UTILITY</b> <b>\$11,466,468</b> Citywide Sewer Lining Project 2,900,000 Sewer Repairs (City, County, State Projects) 3,366,468 Citywide Sewer Repairs Project 1,000,000 Lift Station Renovations 200,000 Tunnel Rehab (Ph 2 Kittsondale) 3,500,000 Water Quality Improvements 500,000	<b>SEWER UTILITY</b> <b>\$13,300,000</b> Sewer Rehab Projects 3,000,000 Sewer Repairs (City, County, State Projects) 3,300,000 Citywide Sewer Repairs Project 1,000,000 Lift Station Renovations 1,500,000 Tunnel Rehab (Ph 3 Kittsondale) 3,500,000 Water Quality Improvements 1,000,000	<b>SEWER UTILITY</b> <b>\$13,300,000</b> Sewer Rehab Projects 3,000,000 Sewer Repairs (City, County, State Projects) 2,500,000 Major Sewer Repairs 1,000,000 Lift Station Renovations 1,800,000 Tunnel Rehab (Kittsondale&Trout Brk Storm) 4,000,000 Water Quality Improvements 1,000,000	<b>SEWER UTILITY</b> <b>\$13,300,000</b> Sewer Rehab Projects 3,000,000 Sewer Repairs (City, County, State Projects) 2,500,000 Major Sewer Repairs 1,000,000 Lift Station Renovations 1,800,000 Tunnel Rehab (Kittsondale & Trout Brk Storm) 4,000,000 Water Quality Improvements 1,000,000	<b>SEWER UTILITY</b> <b>\$13,300,000</b> Sewer Rehab Projects 3,000,000 Sewer Repairs (City, County, State Projects) 2,500,000 Major Sewer Repairs 1,000,000 Lift Station Renovations 1,800,000 Tunnel Rehab (Storm and Sanitary Sandrock) 4,000,000 Water Quality Improvements 1,000,000

## 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.

**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 last 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 poles generally located on only the west side of the road. The roadway is a limited access roadway with a direct connection to I-35E on the south end, a connection to Selby Avenue on the north end, and ramp connections for roadway access 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. Drainage modernization is proposed for underground storm water improvements. All improvements would provide safety benefits by eliminating the presence of numerous potholes and ice in or on the roadway. Portions of the roadway will be reconstructed to facilitate non-motorized transportation modes. Access points in and out of Ayd Mill Road will also be modernized and reconfigured to allow for safe access for non-motorized users and also for vehicles with a design that modernizes the design of each intersection to bring such intersections/entry and exit points up to current standards. Signal improvements along with lighting, signage, and striping improvements, and other modern public safety traffic related improvements will be part of the project. The project is not intended to alter or materially change the width of the roadway or create new access and egress entry points to the roadway where none previously existed. Any changes to the width of the roadway at certain points and any changes to intersections will be constructed or installed because there is a public safety benefit.

**Water Street – St. Paul Pool and Yacht Club to the Lilydale Regional Park Parking Lot.** Water Street was closed in Summer 2019 due to damages from the Mississippi River flooding. The riverbanks have eroded, the wood guard rail was destroyed, and silt was deposited on the roadway. After the silt was cleaned up and the roadway inspected, it was clear that the riverbanks need additional riprap, a new guardrail is required, gates on each end would be helpful, and the roadway needs a mill and overlay. A FEMA application was applied for, however was denied because the suggested improvements are in Dakota County, which was not declared a disaster area (Ramsey County was). This is a rare example of St Paul owned infrastructure located outside of city limits. It is likely that the State of Minnesota will now pay for 75% of the project, with the local agency paying a 25% local match.

## **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.

### **2024 Projects**

**Wheelock/Grotto 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

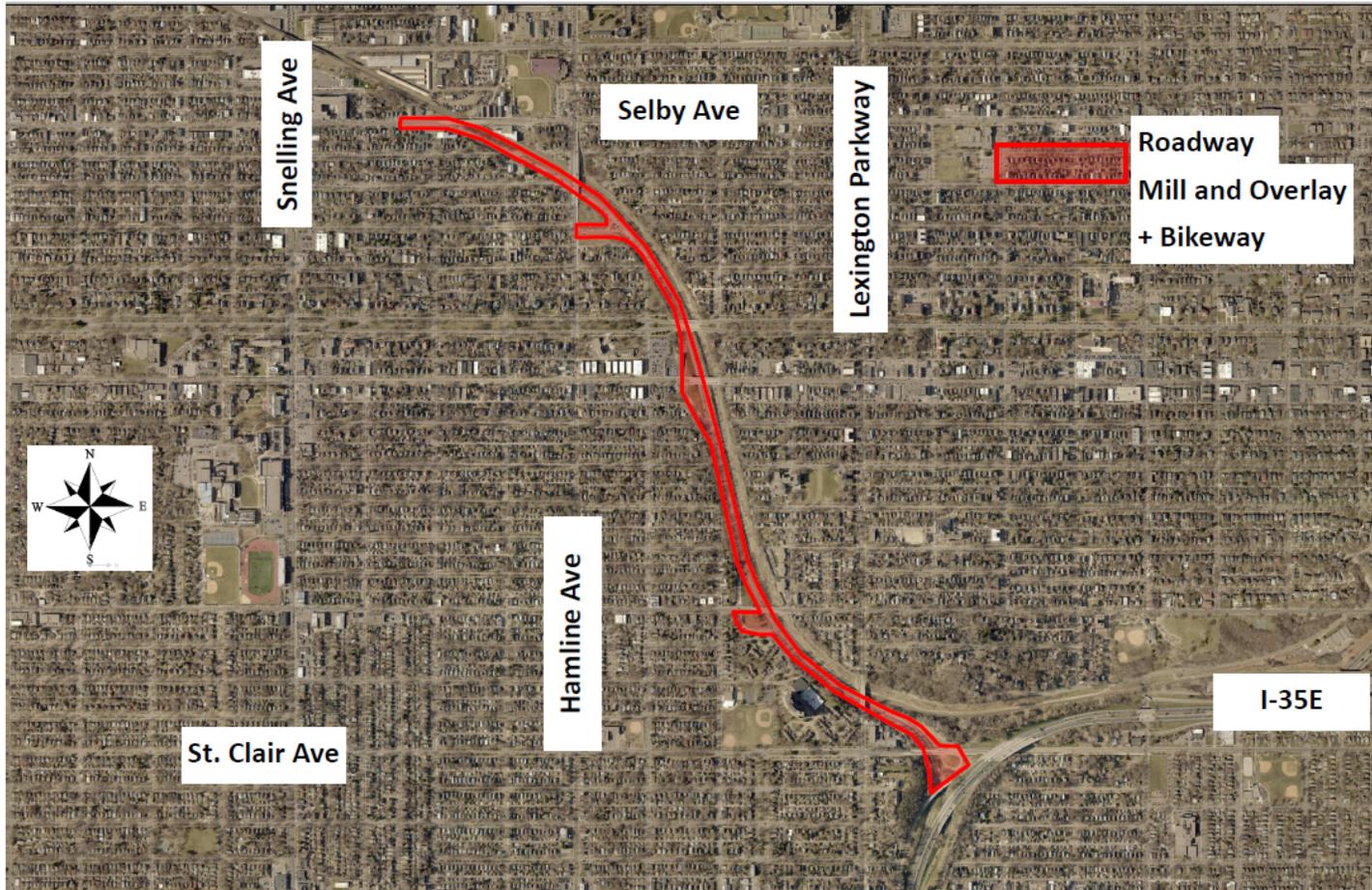
reconstructed or added as necessary to improve public safety by eliminating tripping hazards and pooling water, and facilitate the separation of moving cars from pedestrians. Appropriate storm and sanitary sewer main repairs will be made, lead water services in the right of way will be replaced, and 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.

**Minnesota Street – 5th to 11<sup>th</sup> 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. The project design will look at how space in the ROW is allocated for those who bike, walk, take transit, park, or drive.

**APPENDIX – B**  
**Maps of the 2020 Street Reconstruction Projects**

**Ayd Mill Road—2020 Construction**

Length of Road = 8,500 feet



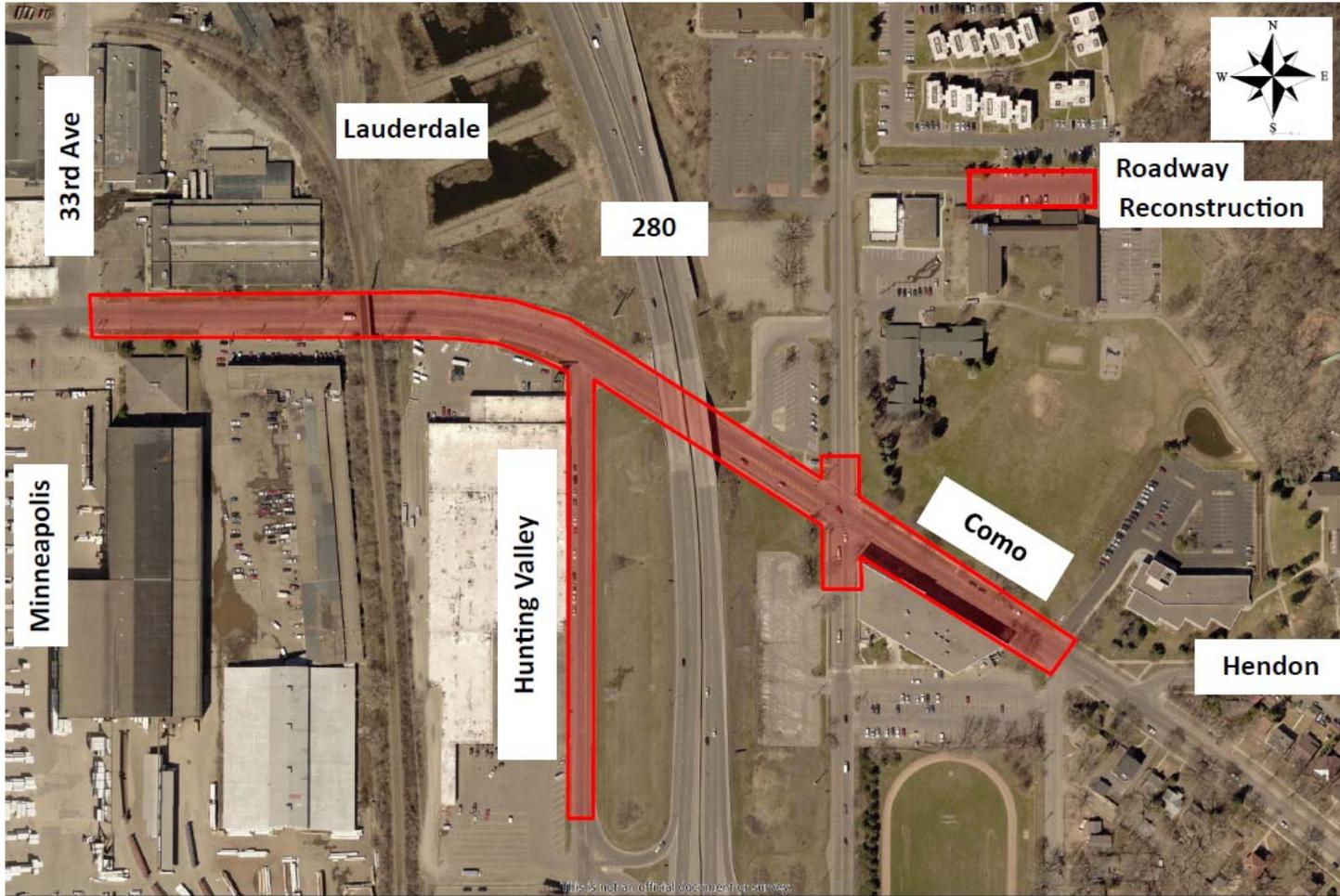
# Griggs/Scheffer Residential (Phase 1)—2020 Construction

Length of Road = 9,726 feet



# Como Avenue Reconstruction—2020

Length of Road = 2,821 feet



# Water Street Improvements (2020 Construction)

