

City of Saint Paul, Minnesota  
Five-Year Street Reconstruction Plan  
for the Fiscal Years 2025 through 2029



Adopted December 11, 2024

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**NOTE: This document includes approved projects for 2025, as well as projects planned for 2026-2029 which are proposed by the Department of Public Works to be reviewed and adopted annually by City Council for funding. All information provided for 2026-2029 is preliminary and subject to change.**

## **INTRODUCTION**

As a part of its 2025 Capital Improvement Budget and Program (the “CIB”), the City of Saint Paul, Minnesota (the “City”), has created an updated new five-year Street Reconstruction Plan (the “2025 SRP”) for the calendar years 2025-2029 which is memorialized in this 2025 SRP. This 2025 SRP also updates: (i) the 2022-2026 Street Reconstruction Plan (the “2022 SRP”) previously adopted by the City Council of the City after a public hearing held on December 8, 2021 (the “2022 SRP Public Hearing”), (ii) the 2023-2027 Street Reconstruction Plan (the “2023 SRP”) previously adopted by the City Council of the City after a public hearing held on December 7, 2022 (the “2023 SRP Public Hearing”), and (iii) the 2024-2028 Street Reconstruction Plan (the “2024 SRP”) previously adopted by the City Council of the City after a public hearing held on December 6 2023 (the “2024 SRP Public Hearing”). The hearing notice (i) for the 2022 SRP Public Hearing also indicated that the 2022 SRP Public Hearing was also on the proposed issuance of up to \$15,000,000 of general obligation bonds of the City in order to fund the proposed 2022 street reconstruction projects in the 2022 SRP, (ii) for the 2023 SRP Public Hearing also indicated that 2023 SRP Public Hearing was also on the proposed issuance of up to \$13,000,000 of general obligation bonds of the City in order to fund the proposed 2023 street reconstruction projects in the 2023 SRP, and (iii) for the 2024 SRP Public Hearing also indicated that 2024 SRP Public Hearing was also on the proposed issuance of up to \$16,500,000 of general obligation bonds of the City in order to fund the proposed 2024 street reconstruction projects in the 2024 SRP.

The 2022 SRP, 2023 SRP, 2024 SRP and the 2025 SRP are updates and continuations of prior five-year street reconstruction plans of the City. The 2022 SRP Public Hearing, the 2023 SRP Public Hearing and the 2024 SRP Public Hearing were conducted by the City Council of the City after the required public notice as set forth in Minnesota Statutes, Section 475.58 Subd. 3b, as amended (the “Street Reconstruction Act” or the “SRP Act”). This 2025 SRP will be considered for adoption after a public hearing on such on December 11, 2024 (the “2025 SRP Public Hearing”) after publication of the notice required in the Street Reconstruction Act. In addition, the 2025 SRP Public Hearing will also consider the approval of the issuance of an estimated amount of general obligation bonds not to exceed \$28,800,000 for the proposed 2025 street reconstruction projects which includes \$15,500,000 of general obligation bond authority previously authorized in the 2025 SRP after the 2025 SRP Public Hearing.

This 2025 SRP is designed to anticipate necessary street reconstruction expenditures and to economically schedule those anticipated expenditures over a five-year period. In creating this 2025 SRP, the City has considered the costs, benefits, alternatives, and impact of this 2025 SRP on the City’s operating expenditures. The City intends to issue general obligation street reconstruction bonds to finance certain projects described in this 2025 SRP.

There were a couple of street reconstruction projects previously approved the following street reconstruction projects or mill and overlay projects that were delayed because of factors that were outside the control of the City: (i) in the 2022 SRP the following projects (a) Curtice Roadway and Drainage Improvements, and (b) Edgumbe Road – St. Paul to Fairview; (ii) in the 2023 SRP a portion of the City’s arterial mill and overlay program was delayed, and (iii) in the 2024 SRP the funding for a portion of the following project was not incurred in 2024 but will be incurred in 2025 being Minnesota Street – 6<sup>th</sup> to 11<sup>th</sup> Phase II.

## **PURPOSE**

The Street Reconstruction Act (Minnesota Statutes Section 475.58, Subd. 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 2024 SRP is designed to be updated periodically. This 2025 SRP is an ongoing fiscal planning tool that continually anticipates future capital expenditures and funding sources.

A street reconstruction plan such as this 2025 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 2025 SRP is a document designed to anticipate street reconstruction expenditures known as of the date of adoption and schedule them over a five-year period so that they may be funded in the most efficient and cost-effective method possible. This 2025 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. This means that if all of the City Council members attend the meeting for consideration of the 2025 SRP then five (5) of the seven (7) City Council members must vote affirmatively in favor of adoption of the 2025 SRP and the issuance of the proposed general obligation street reconstruction bonds.

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 five percent (5%) of the votes cast in the last municipal general election and is filed with the municipal clerk within thirty (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 2025 SRP and the estimated costs thereof are set forth in Appendix A. Maps of the proposed street reconstruction project anticipated to be financed in 2025 through 2029 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 2025 SRP:

**Projected 2025 Street Reconstruction Bond Financed Expenditures**

General obligation street reconstruction bonds are proposed to be issued in 2025 in an aggregate principal amount of approximately \$18,800,000 for improvements to Pleasant Avenue – Jefferson to St. Clair, the Wheelock/Grotto Residential Phase I project, the Eustice Street project, the Residential and Arterial Mill and Overlay Program, and various other street reconstruction projects as more fully described in Appendix A. Such general obligation street reconstruction bonds could be combined with other financing tools, including but not limited to state aid, special assessments, and other available revenues.

**Projected 2026 Street Reconstruction Bond Financed Expenditures**

General obligation street reconstruction bonds are proposed to be issued in 2026 in an aggregate principal amount of approximately \$16,500,000 for improvements to Wheelock/Grotto Residential Phase II, the Residential and Arterial Mill and Overlay Program, 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 2027 Street Reconstruction Bond Financed Expenditures**

General obligation street reconstruction bonds are proposed to be issued in 2027 in an aggregate principal amount of approximately \$19,230,000 for improvements to Hoyt/Birmingham Residential Phase I, the Residential and Arterial Mill and Overlay Program, 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 2028 Street Reconstruction Bond Financed Expenditures**

General obligation street reconstruction bonds are proposed to be issued in 2028 in an aggregate principal amount of approximately \$18,320,000 for improvements to Hoyt/Birmingham Phase II, the Residential and Arterial Mill and Overlay Program, 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 2029 Street Reconstruction Bond Financed Expenditures**

General obligation street reconstruction bonds are proposed to be issued in 2029 in an aggregate principal amount of approximately \$22,300,000 for improvements to Page/Hall Phase I, the Residential and Arterial Mill and Overlay Program, and various other street reconstruction projects as more fully described in Appendix A. Such general obligation street reconstruction bonds could be combined with other financing tools, including but not limited to state aid, special assessments, and other available revenues.

The City may utilize the proceeds of general obligation street reconstruction bonds on any of the projects identified on Appendix A for which the City receives an opinion of bond counsel that such use is authorized under the terms of the SRP Act. The amounts listed in Appendix A for each of the projects is an estimate as of the time of the adoption of this street reconstruction plan. The amount of general obligation street reconstruction bonds to be issued by the City for the projects identified in 2025 may not exceed \$18,800,000 without an amendment to this plan, although such bonds are not required to be issued in 2025 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 2025 SRP equals \$95,150,000 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 \$95,150,000 in general obligation street reconstruction bonds over the five-year period covered in this 2025 SRP.

In 2025, the City anticipates that it will issue an estimated amount not to exceed \$18,800,000 in general obligation street reconstruction bonds to finance the scheduled reconstruction of: (i) Pleasant Avenue Reconstruction – Jefferson Avenue to St. Clair; (ii) the Wheelock/Grotto Residential Phase I project (iii) the scheduled 2025 the Residential and Arterial Mill and Overlay Program, and (iv) 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 2025 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 2025 SRP in Appendix A. Detailed descriptions of street projects not financed by street reconstructions bonds have not been included in this 2025 SRP, but are in the City's 2025 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 general obligation street reconstruction bonds will not exceed statutory limits set forth in Minnesota Statutes, Chapter 475, as amended.

## APPENDIX – A Proposed Projects



# 2025 FIVE YEAR CAPITAL PLAN

Adopted 12/11/24

This document shows projects approved for 2025 and planned for 2026 to 2029. 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 2026 to 2029 is preliminary and subject to change.

2025	2026	2027	2028	2029
<b>SAINT PAUL STREETS PROGRAM</b> <b>\$19,500,000</b>	<b>SAINT PAUL STREETS PROGRAM</b> <b>\$15,500,000</b>	<b>SAINT PAUL STREETS</b> <b>\$18,230,000</b>	<b>SAINT PAUL STREETS</b> <b>\$17,320,000</b>	<b>SAINT PAUL STREETS</b> <b>\$21,300,000</b>
Pleasant - Victoria to St. Clair 6,280,000 Wheelock/Grotto Residential Phase 1 8,220,000 Eustis (County) 100,000 Residential & Arterial Mill & Overlay Program 4,900,000 <i>*Fourth/Howard Ph 2 and Hatch/Park 1</i>  <i>* Financing over \$15.5M - Prior Year Street Reconstruction Bonds</i>	Wheelock/Grotto Residential Phase 2 12,500,000 Residential & Arterial Mill & Overlay Program 3,000,000 <i>*Hatch/Park 2 &amp; Ivy/Birmingham</i>	Hoyt/Birmingham Phase 1 15,230,000 Residential & Arterial Mill & Overlay Program 3,000,000 <i>**TBD from the following as funding allows:</i> <i>Arlington/Ruth, Lafond/Grotto, Page/Cherokee &amp; Morgan/Edgumbe</i>  <i>* Financing over \$15.5M TBD</i>	Hoyt/Birmingham Phase 2 14,320,000 Residential & Arterial Mill & Overlay Program 3,000,000 <i>**TBD from the following as funding allows:</i> <i>Arlington/Ruth, Lafond/Grotto, Page/Cherokee &amp; Morgan/Edgumbe</i>  <i>* Financing over \$15.5M TBD</i>	Page/Hall Phase 1 18,300,000 Residential & Arterial Mill & Overlay Program 3,000,000 <i>**TBD from the following as funding allows:</i> <i>Arlington/Ruth, Lafond/Grotto, Page/Cherokee &amp; Morgan/Edgumbe</i>  <i>* Financing over \$15.5M TBD</i>
<b>MUNICIPAL STATE AID</b> <b>\$11,454,416</b>	<b>MUNICIPAL STATE AID</b> <b>\$11,526,770</b>	<b>MUNICIPAL STATE AID</b> <b>\$16,856,685</b>	<b>MUNICIPAL STATE AID</b> <b>\$10,666,142</b>	<b>MUNICIPAL STATE AID</b> <b>\$11,315,000</b>
CCB Kellogg Ph 2 - St. Peter to W7th 2,524,416 Crossroads SRTS 200,000 Maryland Traffic Signal Enhancements (Design) 600,000 6th & Mounds Traffic Signal - postponed indefinite) 100,000 3rd & Maria Traffic Signal 450,000 Victoria & Minnehaha Signal & Interconnect 540,000 Dale St Signal Enhancements (County) 500,000 Maryland - Clark to Edgerton (County) 75,000 Rice St - Pennsylvania to Wheelock (County) 2,000,000 TH 5 Mounds to 61/ 61 TH5 to Roselawn (MnDOT) 2,400,000 Purple Line BRT (Metro Transit) 500,000  <b>Programs: 1,565,000</b> MSA Contingency 300,000 RR Crossing Safety Improvements 40,000 SPS Traffic Signals on Arterials 100,000 Signalized Intersection Safety Improvements 125,000 Lighting Improvements 500,000 Ramsey Co Traffic Signals Annual Program 500,000	Chelsea Heights SRTS 800,000 Maryland Traffic Signal Enhancements 706,350 Minnehaha - Payne to E7th (Design) 979,620 Payne Pedestrian Improvements 675,000 Wabasha - 7th to 11th (Design) 1,000,800 Jackson - Arlington to Wheelock Ped Imps (County) 100,000 Jackson - Rose to Arlington (County) 1,300,000 Rice St - Pennsylvania to Wheelock (County) 2,500,000 Eustis/Cromwell - Territorial to Wabash (MnDOT) 900,000 I35 E Bridge over Shepard Signals (MnDOT) 300,000 John Ireland Bridge over 94 (MnDOT) 700,000  <b>Programs: 1,565,000</b> MSA Contingency 300,000 RR Crossing Safety Improvements 40,000 SPS Traffic Signals on Arterials 100,000 Signalized Intersection Safety Improvements 125,000 Lighting Improvements 500,000 Ramsey Co Traffic Signals Annual Program 500,000	CCB Kellogg Ph 3 - W7th to John Ireland 4,879,504 CCB St Peter - 10th to Rice 3,701,341 Minnehaha - Payne to E7th 1,959,240 Wabasha - 7th to 11th 2,001,600 Larpenteur - E Shore Drive to Flandrau (County) 350,000 Rice St - John Ireland to Pennsylvania (County) 900,000 Robert M&O - Fillmore to Annapolis (MnDOT) 1,500,000  <b>Programs: 1,565,000</b> MSA Contingency 300,000 RR Crossing Safety Improvements 40,000 SPS Traffic Signals on Arterials 100,000 Signalized Intersection Safety Improvements 125,000 Lighting Improvements 500,000 Ramsey Co Traffic Signals Annual Program 500,000	Jackson St - Pennsylvania to Acker (County) 3,200,000 Rice St - Pennsylvania to Wheelock (County) 550,000 Rice St - Wheelock to Co Rd B (County) 300,000 TH 5/W7th - Munster to St. Clair (MnDOT) 1,750,000 TH 280 (MnDOT) 2,951,142 I94/Marion Bridge Signals (MnDOT) 350,000  <b>Programs: 1,565,000</b> MSA Contingency 300,000 RR Crossing Safety Improvements 40,000 SPS Traffic Signals on Arterials 100,000 Signalized Intersection Safety Improvements 125,000 Lighting Improvements 500,000 Ramsey Co Traffic Signals Annual Program 500,000	St. Peter Ph 1 - Kellogg to 5th Wabasha Bridge Enhancements (2030) 4,000,000 Pennsylvania - Rice to Mississippi (County) 2,500,000 TH 5/W7th - St. Clair to Olive (MnDOT) 3,250,000  <b>Programs: 1,565,000</b> MSA Contingency 300,000 RR Crossing Safety Improvements 40,000 SPS Traffic Signals on Arterials 100,000 Signalized Intersection Safety Improvements 125,000 Lighting Improvements 500,000 Ramsey Co Traffic Signals Annual Program 500,000
<b>COMMON CENT PROGRAM</b> <b>\$12,200,000</b>	<b>COMMON CENT PROGRAM</b> <b>\$27,030,000</b>	<b>COMMON CENT PROGRAM</b> <b>\$31,020,000</b>	<b>COMMON CENT PROGRAM</b> <b>\$43,100,000</b>	<b>COMMON CENT PROGRAM</b> <b>\$45,190,000</b>
Jackson - University to Pennsylvania 6,100,000 University - I35E to Lafayette 6,100,000	Earl - Maryland to Minnehaha 13,920,000 Pelham - Franklin to MRB 13,110,000	Arlington - Jackson to Payne 15,150,000 Arlington Pedestrian Facilities 520,000 Earl - Minnehaha to Burns* 15,350,000 <i>*Includes Earl &amp; 6th Signal &amp; Interconnect \$960,000.</i>	Arlington - Wheelock to Jackson 15,830,000 Maryland - Como to Dale 6,950,000 Summit - MRB to Fairview 20,320,000	East 7th - Clarence to Hazel 17,870,000 Maryland - Dale to Rice (County) 5,420,000 Summit - Fairview to Hamline 21,900,000
<b>ARTERIAL MILL &amp; OVERLAYS</b>	<b>ARTERIAL MILL &amp; OVERLAYS</b>	<b>2027-2029 Arterial Mill &amp; Overlays (as funding allows)</b>		
George - Cherokee to State Shepard - Gannon to Lexington (as funding allows)	St. Anthony Ave - Snelling to Marion* <i>**TBD based on community input.</i>	Vandalia Commercial Area Capitol Area St. Clair - Cliff to Victoria Cliff - Smith to St. Clair	Forest - Hudson to E 7th Hamline - Como to Hoyt Winifred - Wabasha to Ohio Burr-Tedesco to Minnehaha	Burlington Rd - Lower Afton to McKnight Randolph - Cleveland to MRB 6th - Earl to Arcade Victoria - 7th to Benthill
<b>SIDEWALKS</b>	<b>SIDEWALKS</b>	<b>SIDEWALKS</b>	<b>SIDEWALKS</b>	<b>SIDEWALKS</b>
Sidewalk Reconstruction Program(Gen Fund) 1,485,000 Cleveland - Saunders to RR Bridge (HB Offsite TIF) 600,000 Local Street, Alley, Sewer and Lighting (Gen Fund) 400,000 General Fund 400,000 Assessments 150,000	Sidewalk Reconstruction Program(Gen Fund) 1,485,000  Local Street, Alley, Sewer and Lighting (Gen Fund) 400,000 General Fund 400,000 Assessments 150,000	Sidewalk Reconstruction Program(Gen Fund) 1,485,000  Local Street, Alley, Sewer and Lighting (Gen Fund) 400,000 General Fund 400,000 Assessments 150,000	Sidewalk Reconstruction Program(Gen Fund) 1,485,000  Local Street, Alley, Sewer and Lighting (Gen Fund) 400,000 General Fund 400,000 Assessments 150,000	Sidewalk Reconstruction Program(Gen Fund) 1,485,000  Local Street, Alley, Sewer and Lighting (Gen Fund) 400,000 General Fund 400,000 Assessments 150,000

- (1) This number is net of financing costs associated with the City’s anticipated general obligation street reconstruction bonds anticipated to be issued in such calendar year.
- (2) The 2025 numbers above do not included (a) approximately \$5,300,000 of general obligation bonding authority that was approved in late 2021 and 2022 for the 2022 and 2023 street reconstruction plans, respectively for mill and overlay and the Saint Paul Streets projects in 2022 that were approved after public hearings and have not been previously issued by the City, and (b) approximately

\$8,000,000 of general obligation bonding authority that was approved in 2023 for street reconstruction projects in the 2024 street reconstruction plan that was approved after a public hearing on December 6, 2023 and have not been previously issued by the City.



# 2025 FIVE YEAR CAPITAL PLAN

Adopted 12/11/24

This document shows projects approved for 2025 and planned for 2026 to 2029. 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 2026 to 2029 is preliminary and subject to change.

2025	2026	2027	2028	2029
<b>CAPITAL IMPROVEMENT BONDS</b> \$600,000	<b>CAPITAL IMPROVEMENTS BONDS</b> \$635,000	<b>CAPITAL IMPROVEMENTS BONDS</b> \$635,000	<b>CAPITAL IMPROVEMENTS BONDS</b> \$635,000	<b>CAPITAL IMPROVEMENTS BONDS</b> \$635,000
<b>Programs:</b> Ped & Traffic Safety Improvements 225,000 RR Crossing Safety Improvements 10,000 Signalized Intersection Safety Improvements 115,000 Stairway Repair & Replacement Program 250,000 Bicycle Facility Improvements (Gen Fund) 172,599	<b>Programs:</b> Ped & Traffic Safety Improvements 250,000 RR Crossing Safety Improvements 10,000 Signalized Intersection Safety Improvements 125,000 Stairway Repair & Replacement Program 250,000 Bicycle Facility Improvements (Gen Fund) 172,599	<b>Programs:</b> Ped & Traffic Safety Improvements 250,000 RR Crossing Safety Improvements 10,000 Signalized Intersection Safety Improvements 125,000 Stairway Repair & Replacement Program 250,000 Bicycle Facility Improvements (Gen Fund) 172,599	<b>Programs:</b> Ped & Traffic Safety Improvements 250,000 RR Crossing Safety Improvements 10,000 Signalized Intersection Safety Improvements 125,000 Stairway Repair & Replacement Program 250,000 Bicycle Facility Improvements (Gen Fund) 172,599	<b>Programs:</b> Ped & Traffic Safety Improvements 250,000 RR Crossing Safety Improvements 10,000 Signalized Intersection Safety Improvements 125,000 Stairway Repair & Replacement Program 250,000 Bicycle Facility Improvements (Gen Fund) 172,599 Highland Bridge Offsite Improvements (TIP) 2,075,000
<b>COUNTY PROJECTS</b> (with City cost share)	<b>COUNTY PROJECTS</b> (with City cost share)	<b>COUNTY PROJECTS</b> (with City cost share)	<b>COUNTY PROJECTS</b> (with City cost share)	<b>COUNTY PROJECTS</b> (with City cost share)
Dale Street Signal Enhancements Maryland - Clark to Edgerton (County) Rice St - Pennsylvania to Wheelock (2025-2027) <i>*NOW funded in 2023.</i>	Jackson-Arlington to Wheelock Ped Imps Jackson - Maryland to Arlington	Larpenteur - E Shore Drive to Flandrau Rice Street - John Ireland to Pennsylvania	Jackson St - Pennsylvania to Acker Rice St - Wheelock to Co Rd B (County)	Pennsylvania - Rice to Mississippi
<b>MnDOT FUNDING</b> (on City Projects) \$1,190,000	<b>MnDOT FUNDING</b> (on City Projects) \$500,000	<b>MnDOT FUNDING</b> (on City Projects) \$100,000	<b>MnDOT FUNDING</b> (on City Projects) \$1,500,000	<b>MnDOT FUNDING</b> (on City Projects)
Como & Central SRTS (TAA) 402,000 Como & Central SRTS Grant 788,000 Crossroads SRTS (TAA*) 770,000 <i>*Transportation Advancement Account</i>	West Side SRTS (TAA) 500,000	Rice St - John Ireland to Pennsylvania (TAA) 100,000	Gold Line Pedestrian Improvements (TAA) 1,500,000	
<b>MnDOT PROJECTS</b> (with City cost share)	<b>MnDOT PROJECTS</b> (with City cost share)	<b>MnDOT PROJECTS</b> (with City cost share)	<b>MnDOT PROJECTS</b> (with City cost share)	<b>MnDOT PROJECTS</b> (with City cost share)
John Ireland Bridge over 94 (2025/2026) TH 5-Mounds to 61 & 61-TH 5 to Roselawn	Eustis/Cromwell - Territorial to Wabash I35 E Bridge over Shepard Signals	Robert M&O - Fillmore to Annapolis	I94/Marion Bridge Signals (MnDOT) Pelham Bridge over 94 (MnDOT) 2028 or later TH 5/W7th - Munster to St. Clair TH 280 (MnDOT)	TH 5/W7th - St. Clair to Olive (MnDOT)
<b>FEDERAL FUNDING</b> \$12,720,000	<b>FEDERAL FUNDING</b> \$5,299,800	<b>FEDERAL FUNDING</b> \$22,482,240	<b>FEDERAL FUNDING</b> \$2,000,000	<b>FEDERAL FUNDING</b>
CCB Kellogg Ph 2 - St. Peter to W7th 5,500,000 Crossroads SRTS 720,000 Robert - Kellogg to 11th (MnDOT turnback) 6,500,000	Chelsea Heights SRTS 1,000,000 Maryland Ave Traffic Signal Enhancements 2,322,400 Payne Pedestrian Improvements 1,200,000 West Side SRTS (Active Transportation Funds) 777,400	Arlington Pedestrian Facilities (2030) 920,000 CCB Kellogg Ph 3 - W7th to John Ireland 5,500,000 CCB Saint Peter - 10th to Rice 5,500,000 Minnehaha - Payne to E7th 5,224,640 Wabasha - 7th to 11th 5,337,600	Gold Line Pedestrian Improvements 2,000,000	
<b>SEWER UTILITY</b> \$12,300,000	<b>SEWER UTILITY</b> \$12,300,000	<b>SEWER UTILITY</b> \$12,300,000	<b>SEWER UTILITY</b> \$12,300,000	<b>SEWER UTILITY</b> \$12,300,000
Sewer Rehab 1,400,000 Sewer Repairs (City, County, State Projects) 3,700,000 Citywide Sewer Repairs 1,500,000 Pump Station Renovations 3,000,000 Tunnel Rehab 2,500,000 Water Quality Improvements 200,000	Sewer Rehab 1,900,000 Sewer Repairs (City, County, State Projects) 3,700,000 Citywide Sewer Repairs 1,500,000 Pump Station Renovations 2,000,000 Tunnel Rehab 3,000,000 Water Quality Improvements 200,000	Sewer Rehab 1,400,000 Sewer Repairs (City, County, State Projects) 3,700,000 Citywide Sewer Repairs 1,500,000 Pump Station Renovations 2,500,000 Tunnel Rehab 3,000,000 Water Quality Improvements 200,000	Sewer Rehab 1,400,000 Sewer Repairs (City, County, State Projects) 3,700,000 Citywide Sewer Repairs 1,500,000 Pump Station Renovations 2,500,000 Tunnel Rehab 2,500,000 Water Quality Improvements 700,000	Sewer Rehab 1,400,000 Sewer Repairs (City, County, State Projects) 3,700,000 Citywide Sewer Repairs 1,500,000 Pump Station Renovations 2,500,000 Tunnel Rehab 2,500,000 Water Quality Improvements 700,000

(1) This number is net of financing costs associated with the City's anticipated general obligation street reconstruction bonds anticipated to be issued in such calendar year.



<sup>(2)</sup> The 2025 numbers above do not include (a) approximately \$5,300,000 of general obligation bonding authority that was approved in late 2021 and 2022 for the 2022 and 2023 street reconstruction plans, respectively for mill and overlay and the Saint Paul Streets projects in 2022 that were approved after public hearings and have not been previously issued by the City, and (b) approximately \$8,000,000 of general obligation bonding authority that was approved in 2023 for street reconstruction projects in the 2024 street reconstruction plan that was approved after a public hearing on December 6, 2023 and have not been previously issued by the City.

## **2025 Projects**

**Wheelock/Grotto Residential Phase I.** This project is the next project in the residential street program. These streets do not meet current roadway standards, are in poor condition, lack proper drainage, and do not have adequate sidewalks. Street improvements are anticipated to be consistent with current City standards including reconstruction of the bituminous street with concrete curb and gutter, concrete driveway aprons and outwalks, and boulevards landscaped with sod and trees. Concrete barrier curb and gutter will be added or replaced as necessary to substantially improve public safety by facilitating drainage, safe vehicular passage, and separation of vehicles from pedestrians. Mainline sidewalks and/or trails will be reconstructed or added as necessary to improve public safety by eliminating tripping hazards and pooling water, to meet ADA requirements, and to facilitate the separation of moving cars from pedestrians. Appropriate storm and sanitary sewer main repairs will be made, lead water services in the right of way will be replaced, and sanitary sewer service repairs will be made at the request of property owners. The street lighting system will be updated to the standard City of Saint Paul ornamental lanterns. Elements not directly related to the road would be funded by non-road funding sources. Traffic signals will be evaluated for necessary modifications or replacement where applicable.

**Pleasant Avenue - Jefferson to St. Clair.** This roadway is in very poor condition, has drainage problems (especially in winter), and lacks sidewalks. Street improvements are anticipated to be consistent with current City standards including reconstruction of the bituminous street with concrete curb and gutter, concrete driveway aprons and outwalks, and boulevards landscaped with sod and trees. Concrete barrier curb and gutter will be added or replaced as necessary to substantially improve public safety by facilitating drainage, safe vehicular passage, and separation of vehicles from pedestrians. Mainline sidewalk and/or trail will be reconstructed or added as necessary to improve public safety by eliminating tripping hazards and pooling water, to meet ADA requirements, and to facilitate the separation of moving cars from pedestrians. Appropriate storm and sanitary sewer main repairs will be made, lead water services in the right of way will be replaced, and sanitary sewer service repairs will be made at the request of property owners. The street lighting system will be updated to the standard City of Saint Paul ornamental lanterns. Elements not directly related to the road would be funded by non-road funding sources. Traffic signals will be evaluated for necessary modifications or replacement where applicable.

**Eustis Street – 300 ft north of Como Ave to 400 ft north of Como Ave.** This roughly 100 ft segment is an orphan caught between the end point of the City’s 2020 Como Ave Phase 3 project which reconstructed the intersection to the south, and the County’s 2025 Eustis Ave reconstruction project starting at the City limits heading north. The roadway is in poor condition and basic improvements will be consistent with current City standards. Improvements would include reconstruction of the bituminous street, removal of any streetcar tracks that remain, concrete curb and gutter replacement, and sidewalk replacement as needed.

**Residential and Arterial Mill and Overlay Program.** This program allocates \$4 million annually to mill and overlay residential and arterial streets. The goal of this program is to improve pavement quality and to prolong the useful life of residential and arterial streets. The Residential Street Vitality Program (RSVP) started in 1996 with residential streets being constructed to modern street and sewer standards. This program will fund the mill and overlay of the original RSVP projects in the order in which they were constructed. This program will also fund the mill and overlay of streets within existing RSVP projects that have been built to modern standards. The Fourth/Howard Phase II and the Hatch/Park Phase I area is scheduled for improvement in 2025. The program will also fund arterial mill and overlays.

## **Delayed 2023 SRP, 2023 Project to be funded in 2025**

**Residential Mil and Overlay Program.** This program allocates \$4 million annually to mill and overlay residential streets. The goal of this program is to improve pavement quality and to prolong residential streets. The Residential Street Vitality Program (RSVP) started in 1996 with residential streets being constructed to modern street and sewer standards. This program will fund the mill and overlay of the original RSVP projects in the order in which they were constructed. This program will also fund the mill and overlay of streets within existing RSVP projects that have been built to modern standards. The Como/Valentine and Cretin/Bayard areas are scheduled for improvement in 2023.

The Annapolis project will create the opportunity to replace all existing sidewalks and to fill in sidewalk gaps where they exist. ADA improvements include the replacement of pedestrian ramps. Reconstructing the road also allows for bump-outs in several locations, lighting, and better cross slopes for drainage. Perhaps the most notable improvement will be the elimination of the 5-legged intersection at Dodd and Annapolis. Squaring up this intersection (removing the skew) will greatly improve safety and visibility at this location.

## **Partially Funded 2024 SRP Project to be fully funded in 2025**

**Minnesota Street – 6th to 11<sup>th</sup> Phase II.** This is the second phase of roadway reconstruction for a major downtown street in need of pavement, sidewalk, and drainage improvements. Street improvements are anticipated to be consistent with current City standards including reconstruction of the bituminous street with concrete curb and gutter, concrete driveway aprons and outwalks, and boulevards landscaped with sod and trees. Concrete barrier curb and gutter will be added or replaced as necessary to substantially improve public safety by facilitating drainage, safe vehicular passage, and separation of vehicles from pedestrians. Mainline sidewalk and/or trail will be reconstructed or added as necessary to improve public safety by eliminating tripping hazards and pooling water, to meet ADA requirements, and to facilitate the separation of moving cars from pedestrians. Appropriate storm and sanitary sewer main repairs will be made, lead water services in the right of way will be replaced, and sanitary sewer service repairs will be made at the request of property owners. The street lighting system will be updated to the standard City of Saint Paul ornamental lanterns. Elements not directly related to the road would be funded by non-road funding sources. Traffic signals will be evaluated for necessary modifications or replacement where applicable. The project design will look at how space in the ROW is allocated for those who bike, walk, take transit, park, or drive.

## **2026 Projects**

**Wheelock/Grotto Residential Phase II.** This project is the next project in the residential street program. These streets do not meet current roadway standards, are in poor condition, lack proper drainage, and do not have adequate sidewalks. Street improvements are anticipated to be consistent with current City standards including reconstruction of the bituminous street with concrete curb and gutter, concrete driveway aprons and outwalks, and boulevards landscaped with sod and trees. Concrete barrier curb and gutter will be added or replaced as necessary to substantially improve public safety by facilitating drainage, safe vehicular passage, and separation of vehicles from pedestrians. Mainline sidewalks and/or trails will be reconstructed or added as necessary to improve public safety by eliminating tripping hazards and pooling water, to meet ADA requirements, and to facilitate the separation of moving cars from pedestrians. Appropriate storm and sanitary sewer main repairs will be made, lead water services in the right of way will be replaced, and sanitary sewer service repairs will be made at the request of property owners. The street lighting system will be updated to the standard City of Saint Paul ornamental lanterns. Elements not directly related to the road would be funded by non-road funding sources. Traffic signals will be evaluated for necessary modifications or replacement where applicable.

**Residential and Arterial Mill and Overlay Program.** This program allocates \$4 million annually to mill and overlay residential and arterial streets. The goal of this program is to improve pavement quality and to prolong the useful life of residential and arterial streets. The Residential Street Vitality Program (RSVP) started in 1996 with residential streets being constructed to modern street and sewer standards. This program will fund the mill and overlay of the original RSVP projects in the order in which they were constructed. This program will also fund the mill and overlay of streets within existing RSVP projects that have been built to modern standards. The Hatch/Park Phase II and Ivy/Birmingham areas are scheduled for improvement in 2026. The program will also fund arterial mill and overlays.

### **2027 Projects**

**Hoyt/Birmingham Residential Phase I.** This project is the next project in the residential street program. These streets do not meet current roadway standards, are in poor condition, lack proper drainage, and do not have adequate sidewalks. Street improvements are anticipated to be consistent with current City standards including reconstruction of the bituminous street with concrete curb and gutter, concrete driveway aprons and outwalks, and boulevards landscaped with sod and trees. Concrete barrier curb and gutter will be added or replaced as necessary to substantially improve public safety by facilitating drainage, safe vehicular passage, and separation of vehicles from pedestrians. Mainline sidewalks and/or trails will be reconstructed or added as necessary to improve public safety by eliminating tripping hazards and pooling water, to meet ADA requirements, and to facilitate the separation of moving cars from pedestrians. Appropriate storm and sanitary sewer main repairs will be made, lead water services in the right of way will be replaced, and sanitary sewer service repairs will be made at the request of property owners. The street lighting system will be updated to the standard City of Saint Paul ornamental lanterns. Elements not directly related to the road would be funded by non-road funding sources. Traffic signals will be evaluated for necessary modifications or replacement where applicable.

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### **2028 Projects**

**Hoyt/Birmingham Residential Phase II.** This project is the next project in the residential street program. These streets do not meet current roadway standards, are in poor condition, lack proper drainage, and do not have adequate sidewalks. Street improvements are anticipated to be consistent with current City standards including reconstruction of the bituminous street with concrete curb and gutter, concrete driveway aprons and outwalks, and boulevards landscaped with sod and trees. Concrete barrier curb and gutter will be added or replaced as necessary to substantially improve public safety by facilitating drainage, safe vehicular passage, and separation of vehicles from pedestrians. Mainline sidewalks and/or trails will be reconstructed or added as necessary to improve public safety by eliminating tripping hazards and pooling water, to meet ADA requirements, and to facilitate the separation of moving cars from pedestrians. Appropriate storm and sanitary sewer main repairs will be made, lead water services in the right of way will be replaced, and sanitary sewer service repairs will be made at the request of property owners. The street lighting system will be updated to the standard City of Saint Paul ornamental lanterns. Elements not

directly related to the road would be funded by non-road funding sources. Traffic signals will be evaluated for necessary modifications or replacement where applicable.

**Residential and Arterial Mill and Overlay Program.** This program allocates \$4 million annually to mill and overlay residential and arterial streets. The goal of this program is to improve pavement quality and to prolong the useful life of residential streets. The Residential Street Vitality Program (RSVP) started in 1996 with residential streets being constructed to modern street and sewer standards. This program will fund the mill and overlay of the original RSVP projects in the order in which they were constructed. This program will also fund the mill and overlay of streets within existing RSVP projects that have been built to modern standards. The Arlington/Ruth, Lafond/Grotto, Page/Cherokee, and Morgan/Edgcumbe areas are scheduled for improvement in 2028. The program will also fund arterial mill and overlays.

### **2029 Projects**

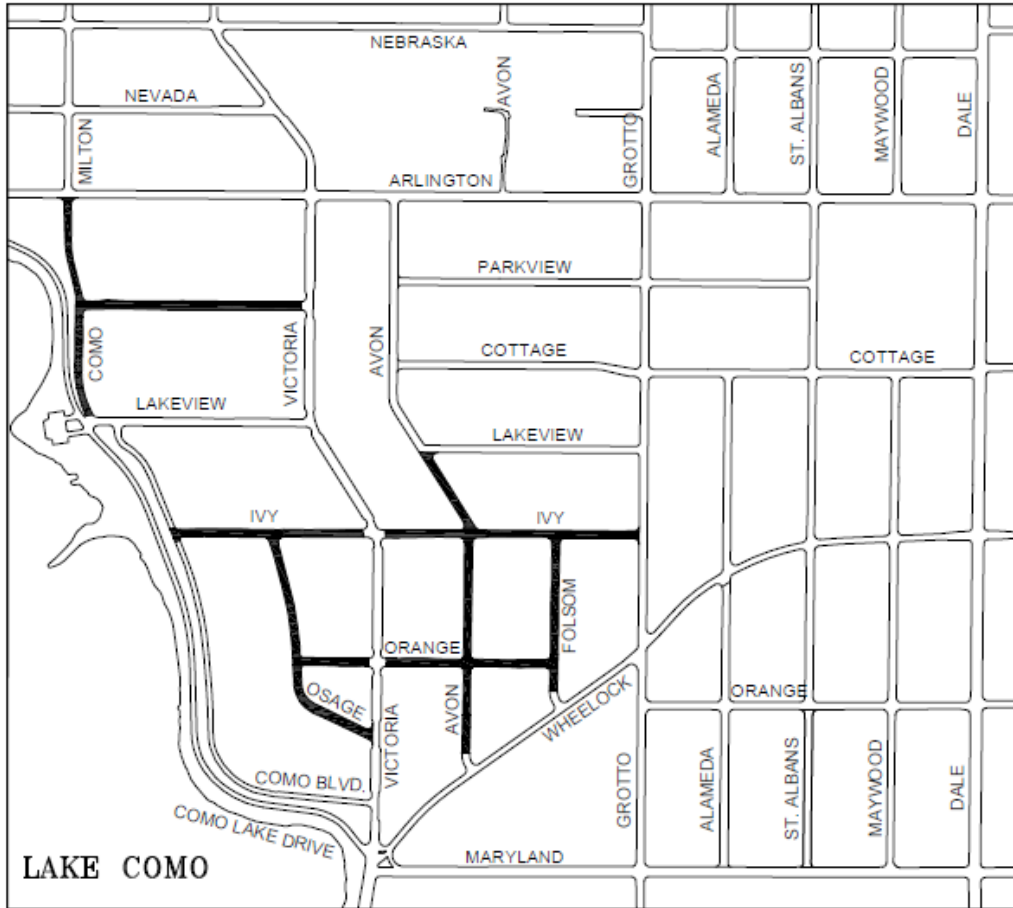
**Page/Hall Residential Phase I.** This project is the next project in the residential street program. These streets do not meet current roadway standards, are in poor condition, lack proper drainage, and do not have adequate sidewalks. Street improvements are anticipated to be consistent with current City standards including reconstruction of the bituminous street with concrete curb and gutter, concrete driveway aprons and outwalks, and boulevards landscaped with sod and trees. Concrete barrier curb and gutter will be added or replaced as necessary to substantially improve public safety by facilitating drainage, safe vehicular passage, and separation of vehicles from pedestrians. Mainline sidewalks and/or trails will be reconstructed or added as necessary to improve public safety by eliminating tripping hazards and pooling water, to meet ADA requirements, and to facilitate the separation of moving cars from pedestrians. Appropriate storm and sanitary sewer main repairs will be made, lead water services in the right of way will be replaced, and sanitary sewer service repairs will be made at the request of property owners. The street lighting system will be updated to the standard City of Saint Paul ornamental lanterns. Elements not directly related to the road would be funded by non-road funding sources. Traffic signals will be evaluated for necessary modifications or replacement where applicable.

**Residential and Arterial Mill and Overlay Program.** This program allocates \$4 million annually to mill and overlay residential and arterial streets. The goal of this program is to improve pavement quality and to prolong the useful life of residential streets. The Residential Street Vitality Program (RSVP) started in 1996 with residential streets being constructed to modern street and sewer standards. This program will fund the mill and overlay of the original RSVP projects in the order in which they were constructed. This program will also fund the mill and overlay of streets within existing RSVP projects that have been built to modern standards. The Arlington/Ruth, Lafond/Grotto, Page/Cherokee, and Morgan/Edgcumbe areas are scheduled for improvement in 2029. The program will also fund arterial mill and overlays.

**APPENDIX – B**  
**Map of the 2024 Street Reconstruction Projects**



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



2025

**WHEELOCK–GROTTO PHASE 1**

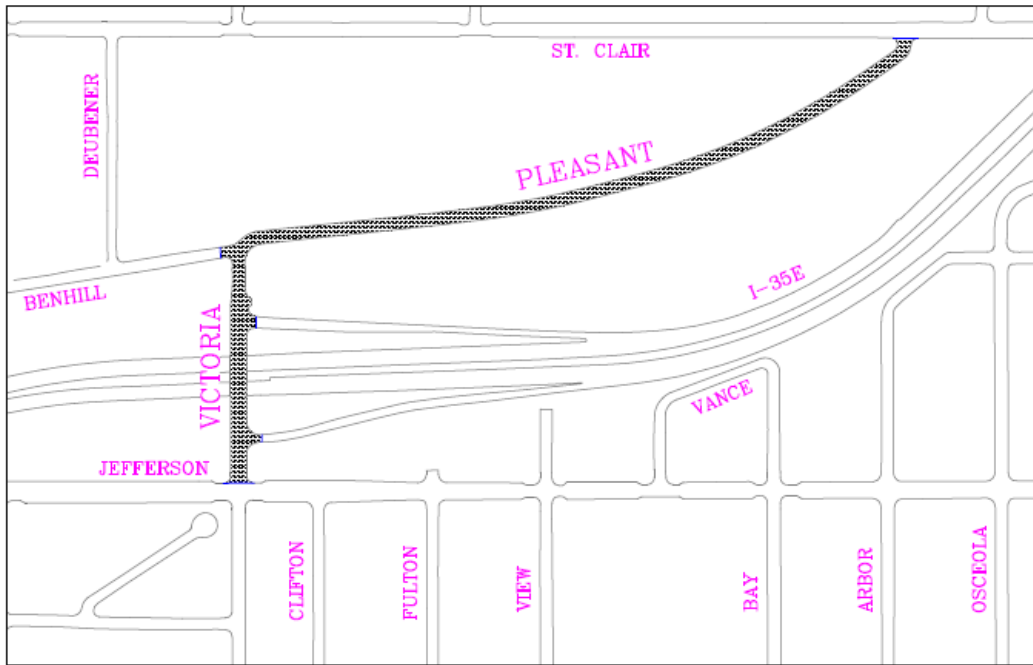
STREETS TO BE RECONSTRUCTED

L = 15,050 ft.  
 PROJECT MAP

	DESIGNED	CBH	PREPARED BY STREET ENGINEERING DIVISION FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS  <b>WHEELOCK–GROTTO PHASE 1</b>	PROJECT:	XX–P–XXXX	
	DRAWN	CBH		STATE AID		
	APPROVED	BRM		PROJECT NUMBER:		
			DATE:	7/3/2024		



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



2024

PLEASANT AVENUE RECONSTRUCTION

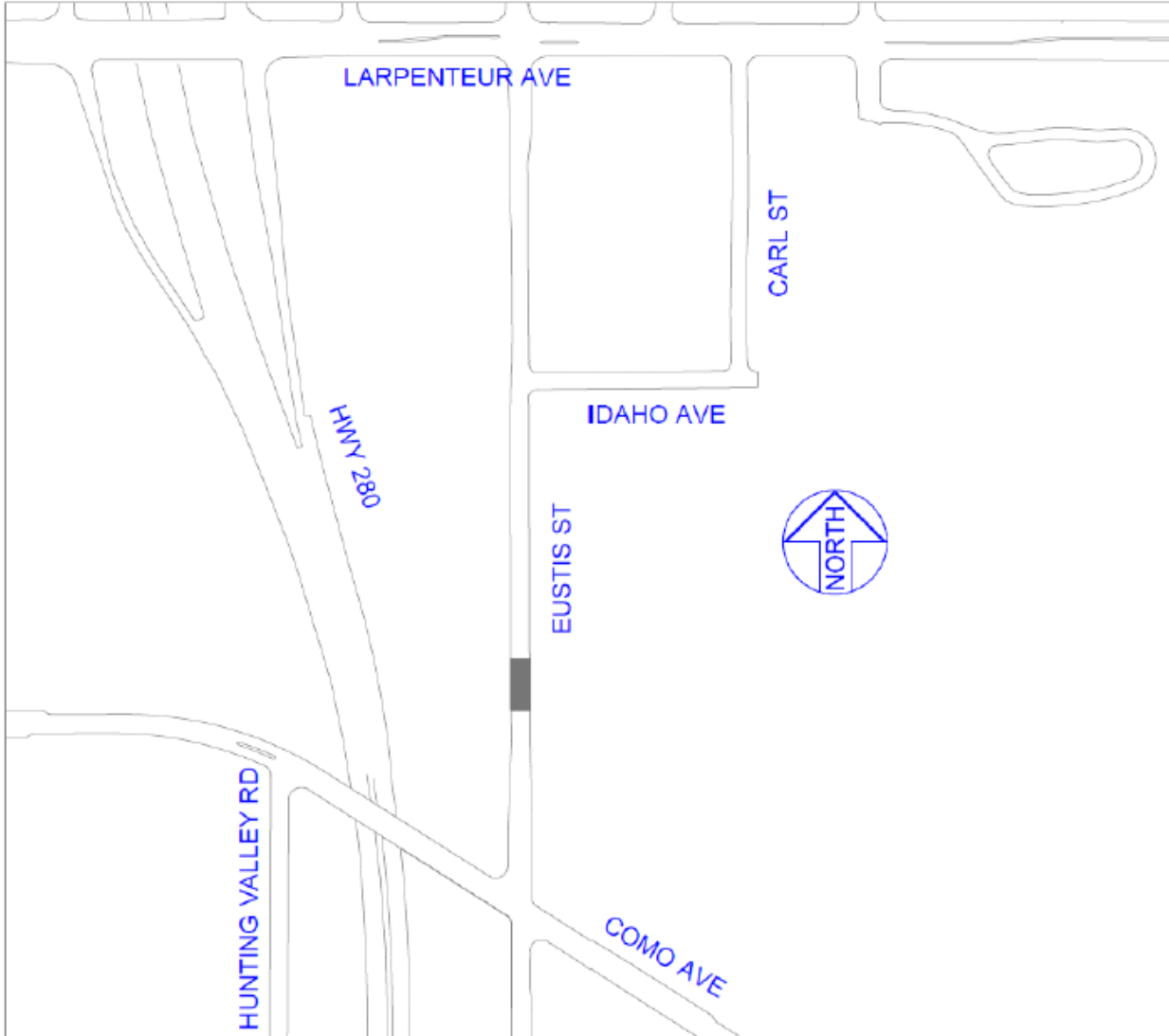
CONSTRUCTION IN 2024

	DESIGN	ERM
	DRAWN	ERM
	APPROVED	DP

PLEASANT AVENUE

PROJECT:	25-P-8184
STATE AID PROJECT NUMBER:	184-248-001 184-210-013
DATE:	10/25/2024

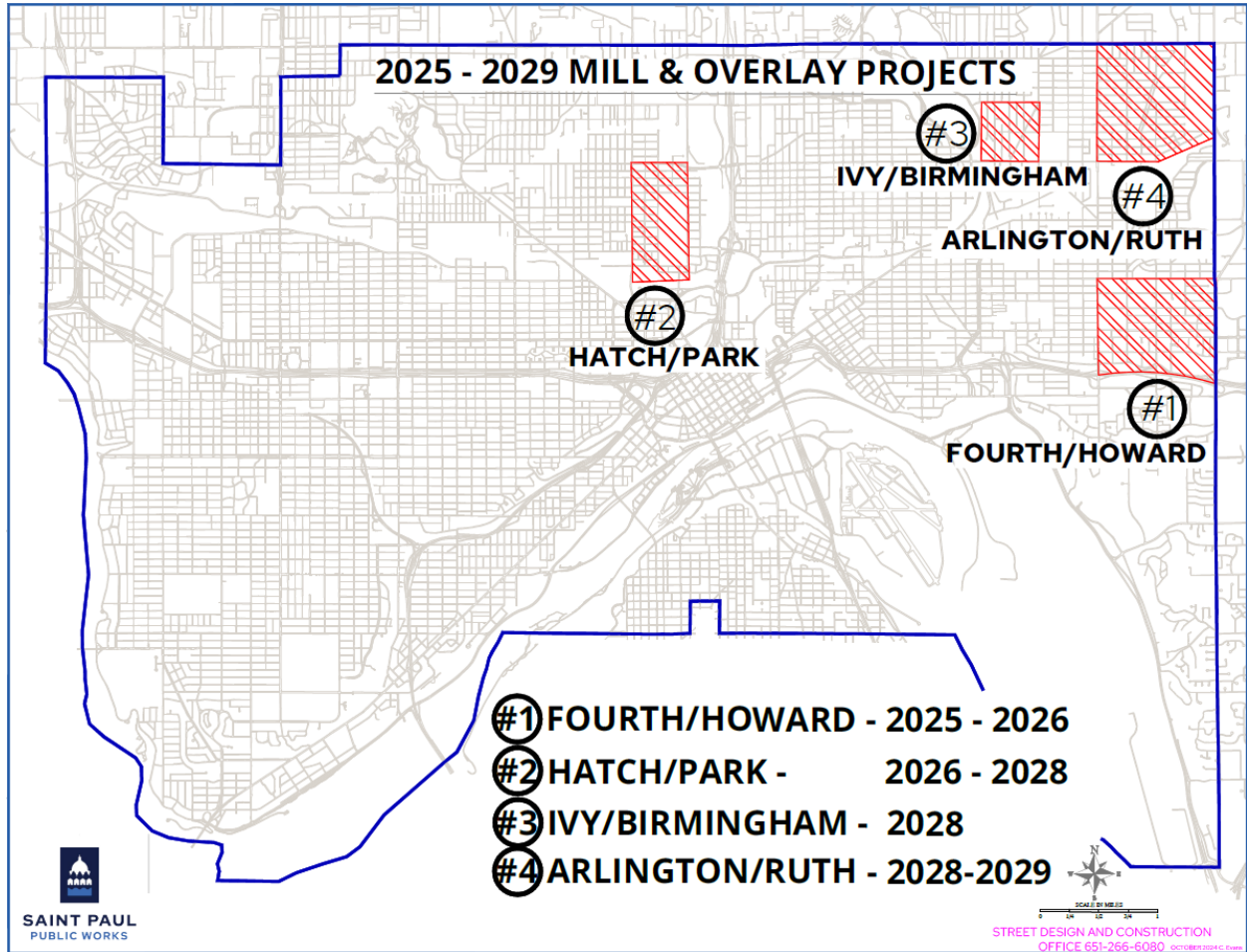




Eustis Street Reconstruction 2025

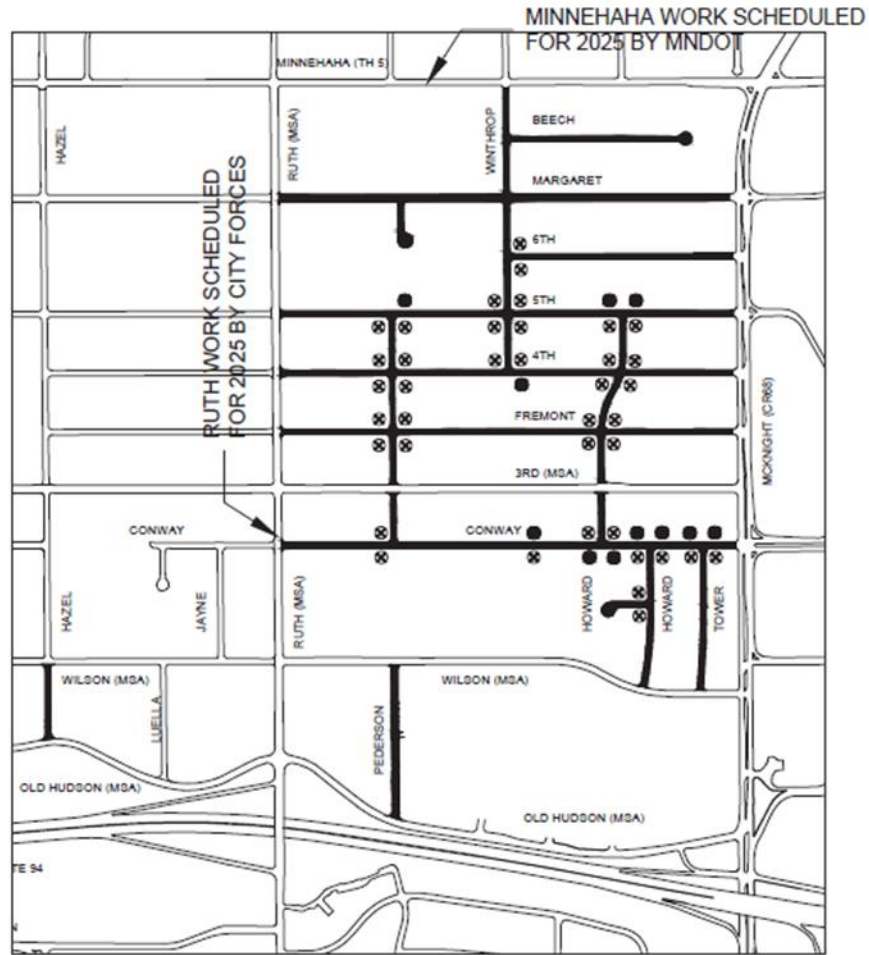


Maps of the 2025-2029 Mill and Overlay Program





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



\*INFORMATION AND SCOPE SUBJECT TO CHANGE



2025

FOURTH-HOWARD RESIDENTIAL MILL & OVERLAY

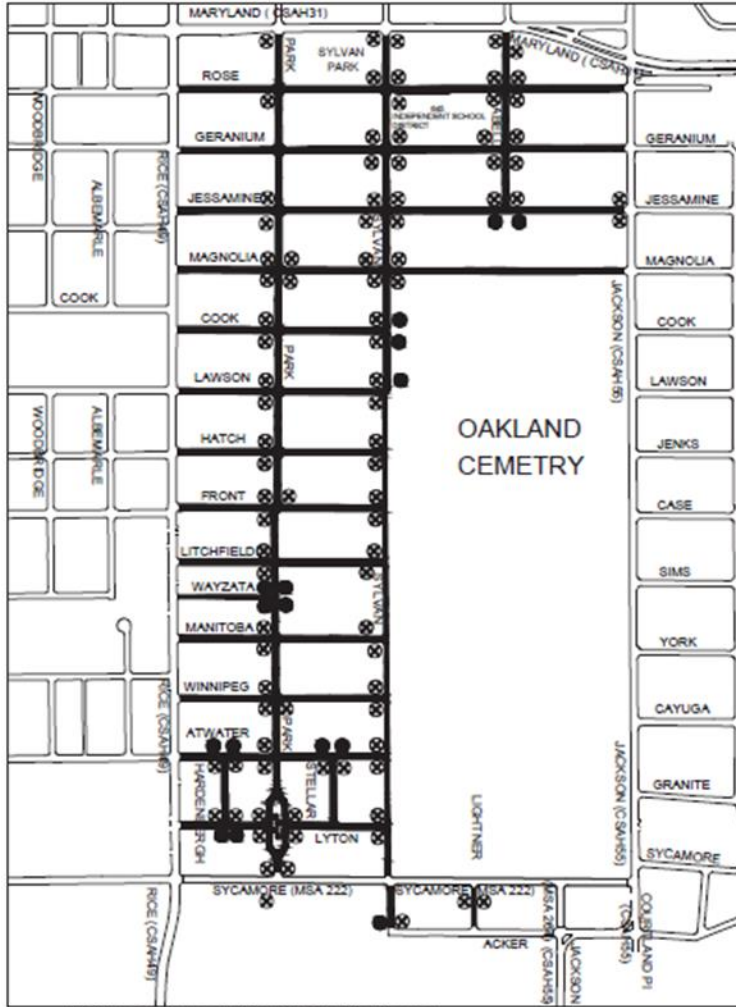
- SCOPE WORK IN 2025
- NEW PEDRAMP (11 TOTAL)
- ⊗ PEDRAMP UPGRADE (39 TOTAL)

CITY PROJECT  
 25-P-8188  
 L = 22,758 ft.  
 W = 30' / 32' / 40'

REVISED 9/25/2024



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



\*INFORMATION AND SCOPE SUBJECT TO CHANGE



2025

### HATCH/PARK RESIDENTIAL MILL AND OVERLAY

- SCOPE WORK IN 2025
- NEW PEDRAMP (16 TOTAL)
- ⊗ PEDRAMP UPGRADE (105 TOTAL)

CITY PROJECT  
 25-P-8188  
 L = 30464 ft.  
 W = 20'/22'/26'/32'/34'/36'/38'

REVISED 09/25/2024