

Information about Mayor Carter's plan for Ayd Mill Road

This information was confirmed by staff at Saint Paul Public Works. (October 2019)

- The 2019 plan/proposal includes: 1) an undivided two-lane roadway with two-way traffic on the current southbound (west) side lanes of Ayd Mill Road, and 2) a two-way dedicated bicycle and pedestrian trail on the current northbound (east) side of the roadway. [Each side of the current divided roadway is approximately 26 feet wide.]
- The latest estimated daily traffic volume averages 24,000 vehicles per day (approximately 18,000 on the north end and 26,000 on the south end).
- There are no existing bike and pedestrian facilities on Ayd Mill Road. To implement the proposed plan, additional engineering and traffic planning needs to occur in 2019. Reconstruction and engineering changes would be made to on/off ramps, signal lighting, drainage, and roadways prior to the mill and overlay in 2020.
- The Mayor's plan does not include extending Ayd Mill Road to the north beyond Selby Avenue.

This next section is from staff at Saint Paul Public Works in response to a Union Park DC inquiry regarding extending the road to the north. (Nov. 2019)

- The most significant issue with extending and connecting Ayd Mill Road north to St. Anthony/I-94 is acquiring the right-of-way that would be necessary. This would involve property acquisition and railroad negotiations. From a construction standpoint, the most significant issues would be installing a new bridge over I-94 and accommodating a 12' off-road bicycle trail along the corridor. The total cost of the project depends on the lane configuration selected to be constructed. The preferred alternative, and Record of Decision, that came out of the initial EIS was for a four lane connection to St. Anthony. Back in 2015, this alternative was estimated to cost \$63M. If we assume a 3% inflation rate, the new estimated ballpark cost for ROW acquisition, engineering and construction is \$73M. The biggest impact to timeline would be the identification of funding for the project and the acquisition of right-of-way. Both of these, along with the re-evaluation of elements in the EIS, would drive the timeline. Safe to assume construction wouldn't happen on a north connection for several years. Current and projected traffic volumes would have to be collected/modeled/studied in order to understand the impacts a 4-lane direct connection to St. Anthony would have on Ayd Mill and surrounding streets.