Pennsylvania Avenue Reconstruction
From Rice Street to Mississippi Street

RAMSEY COUNTY
Public Works

Welcome!   Bienvenidos!   Zoo siab tos txais!
Soo dhaweyn!   ကြိုဆိုပါတယ်

CONNECT WITH US ONLINE

- Find project information
- Sign up for updates via email
- Provide input on the comment map
- Share ideas through the feedback form

RamseyCounty.us/PennsylvaniaAve

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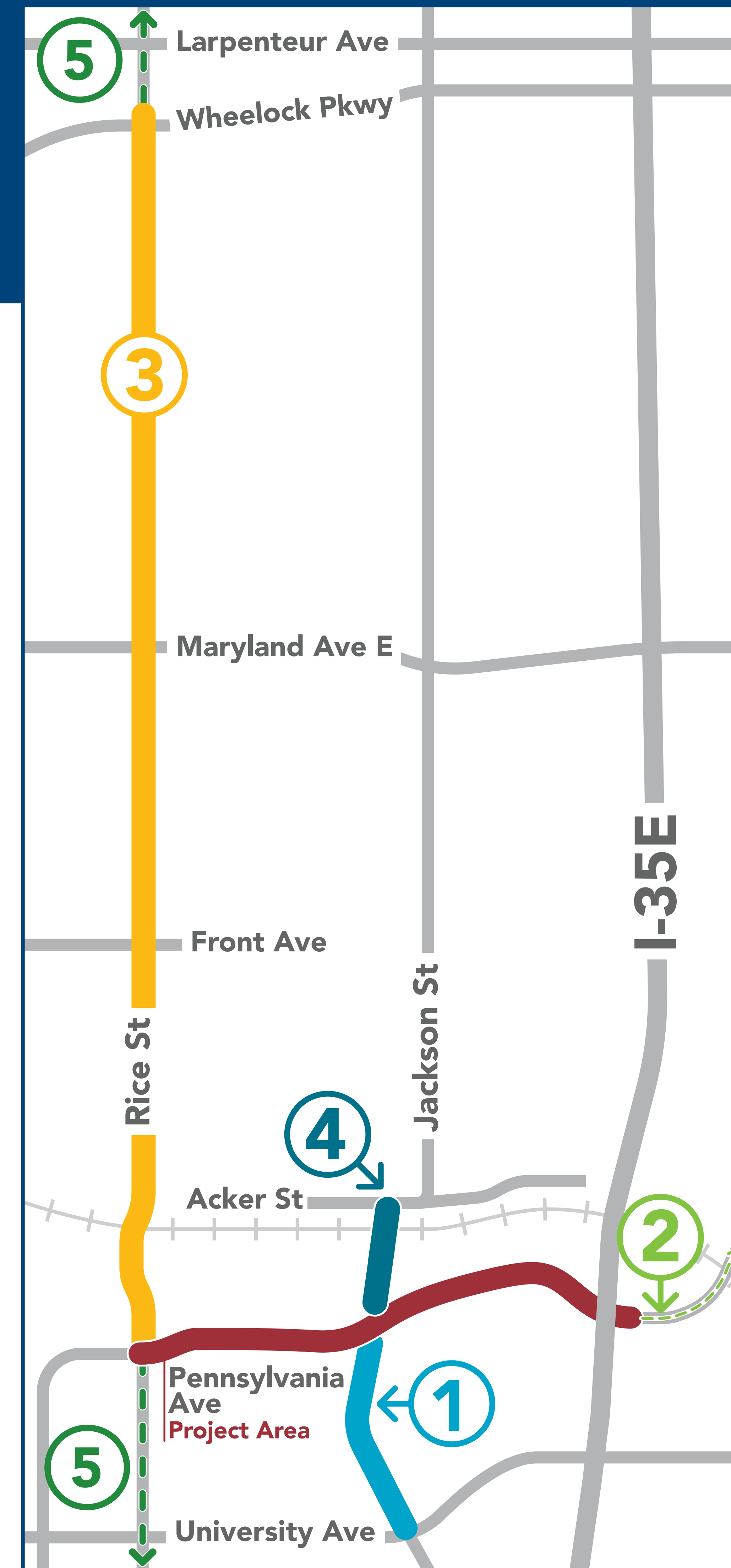RamseyCountyMinnesota

CONTACT US

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Project Manager
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ADJACENT PROJECTS
Pennsylvania Ave Reconstruction

RAMSEY COUNTY
Public Works

(1) **Jackson Street Reconstruction**
- Pennsylvania Ave to University Ave
- Construction ongoing through Fall 2025

(2) **Bus Rapid Transit (BRT)**
- Timing TBD

(3) **Rice Street Reconstruction**
- Pennsylvania Ave to Wheelock Pkwy
- Three stage construction schedule
  - Phase 1: Wheelock Pkwy. to Maryland Ave. (completed 2025)
  - Phase 2: Maryland Ave. to Manitoba Ave. **+ Pennsylvania Ave. intersection** (2026)
  - Phase 3: Manitoba Ave. to Pennsylvania Ave. (2027)

(4) **Jackson Street Bridge Reconstruction**
- Pennsylvania Ave to Acker Street
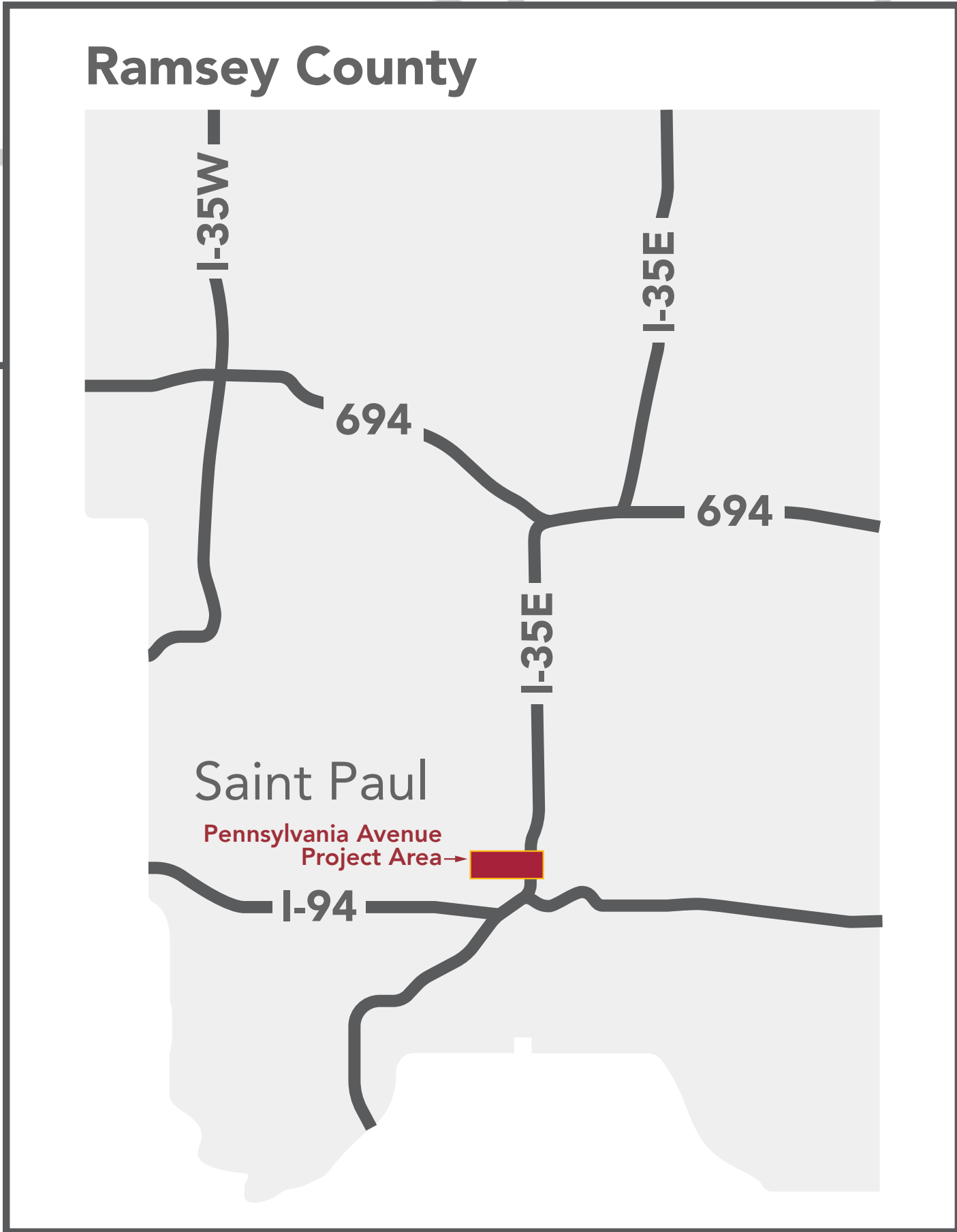- Construction anticipated in 2028

(5) **Rice Street Studies Ongoing**

PROJECT INFORMATION
Pennsylvania Ave Reconstruction

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Project Area

N

Empire Dr
Jackson St
L'Orient St
Mississippi St
Pennsylvania Ave
Rice St
Como Ave
Empire Dr
Arch St
Winter St
Park St
Capitol Blvd
Wales St
E Mt Airy St
I-35E
Marion St
Cedar St
Capitol Hts

Ramsey County

I-35W
I-35E
694
694
I-35E
Saint Paul
Pennsylvania Avenue Project Area →
I-94

TIMELINE

WINTER/SPRING 2025
- Begin community engagement and encourage public input
- Analyze existing traffic conditions
- Begin preliminary concept development

SUMMER/FALL 2025
- Continue connecting with the community on preliminary concepts
- Alternative analysis and evaluation

WINTER/SPRING 2026
- Select preferred alternative
- Present alternative to community for input
- Finalize preferred alternative

2027/2028
- Develop final design plans

2029
- Planned construction

PROJECT PURPOSE
- Study existing conditions
- Engage the community
- Develop a future vision
- Identify a preferred design layout

PROJECT GOALS
- Balance Transportation modes
- Prioritize safety, accessibility and convenience
- Promote transportation equity

CONCEPT 1
Maintain Jackson Street Ramps

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LEGEND: 2 - LANE DIVIDED WITH SIDEWALK AND TRAIL (CONCEPT 1)

- BITUMINOUS ROADWAY
- BITUMINOUS SHOULDER
- TOPSOIL
- SIDEPATH/S-U PATH/ADA RAMP
- CONCRETE CURB/MEDIAN /TRUCK APRON
- PLANNED CONSTRUCTION PROJECTS
- PURPLE LINE BRT STATION
- PURPLE LINE BRT DEDICATED LANE
- PURPLE LINE BRT IN MIXED TRAFFIC
- RETAINING WALL

- T TRANSIT STATION
- EXISTING SIGNAL
- UPDATED SIGNAL
- TRANSIT SIGNAL

100
SCALE IN FEET

CONCEPT LEVEL LAYOUT — SUBJECT TO CHANGE
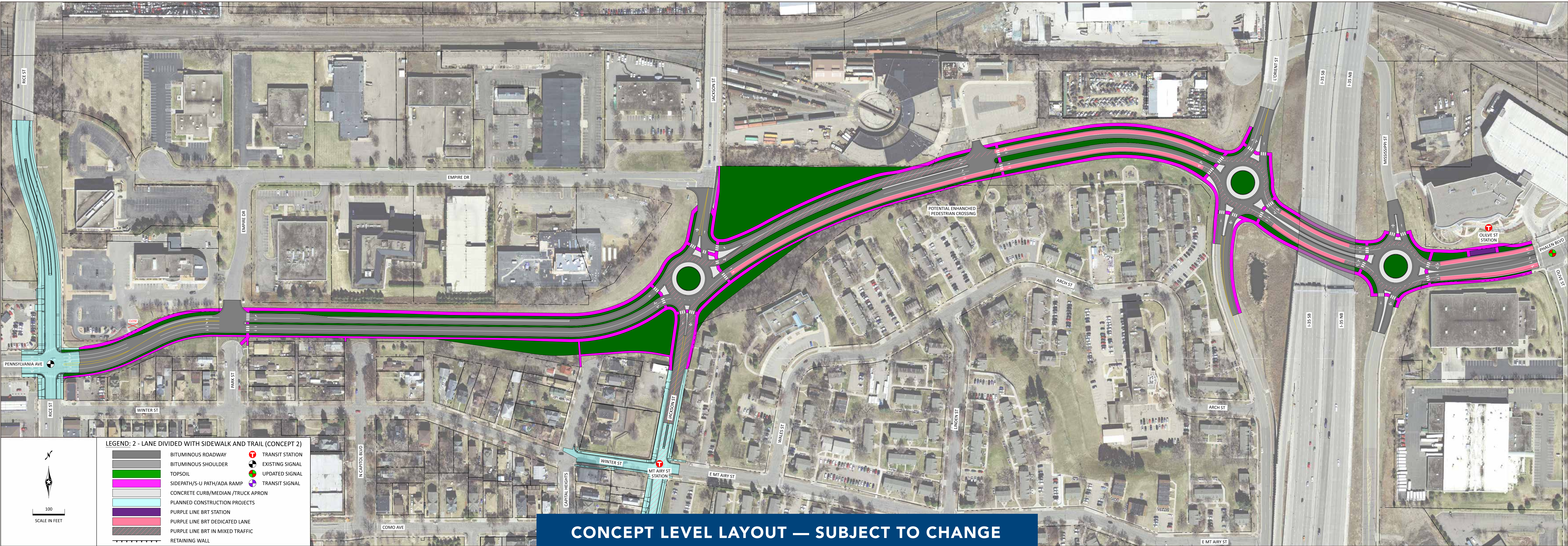
CONCEPT OVERVIEW

This concept retains the existing bridge and ramps connecting Jackson St to Pennsylvania Ave, with minor reconfiguration to improve safety and traffic operations. The corridor features a two-lane, median-divided roadway with dedicated bus lanes east of Jackson St. Sidewalks are provided on both sides. Intersections at L'Orient St and Mississippi St may be roundabouts or signalized.

KEY CONSIDERATIONS

- Maintains driver familiarity by preserving existing ramp connections and general roadway layout.
- Provides vehicular safety benefit by reducing intersection conflicts at major intersections.
- Keeps grade separation of Pennsylvania Ave and Jackson St allowing free-flow traffic between Rice St and L'Orient St.
- Provides continuous sidewalks on both sides of Pennsylvania Ave, improving pedestrian accessibility and safety.
- Narrows pavement width west of Jackson St providing multimodal crossing benefits at Empire Dr without negatively affecting traffic flow on Pennsylvania Ave.
- Improves future transit operations with dedicated bus lanes east of Jackson St.

PENNSYLVANIA AVE RECONSTRUCTION

CONCEPT 2
At Grade Intersection with Jackson Street

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LEGEND: 2 - LANE DIVIDED WITH SIDEWALK AND TRAIL (CONCEPT 2)

- BITUMINOUS ROADWAY
- BITUMINOUS SHOULDER
- TOPSOIL
- SIDEPATH/S-U PATH/ADA RAMP
- CONCRETE CURB/MEDIAN /TRUCK APRON
- PLANNED CONSTRUCTION PROJECTS
- PURPLE LINE BRT STATION
- PURPLE LINE BRT DEDICATED LANE
- PURPLE LINE BRT IN MIXED TRAFFIC
- RETAINING WALL
- TRANSIT STATION
- EXISTING SIGNAL
- UPDATED SIGNAL
- TRANSIT SIGNAL

SCALE IN FEET 100

CONCEPT LEVEL LAYOUT — SUBJECT TO CHANGE

CONCEPT OVERVIEW

This concept removes the Jackson Street bridge and introduces an at-grade multi-lane roundabout at the intersection of Pennsylvania Ave and Jackson St. Roundabouts are also proposed at L'Orient and Mississippi Streets for corridor consistency. The corridor includes two eastbound lanes and one westbound lane between Rice Street and Jackson Street, transitioning to one lane in each direction with dedicated bus lanes east of Jackson.
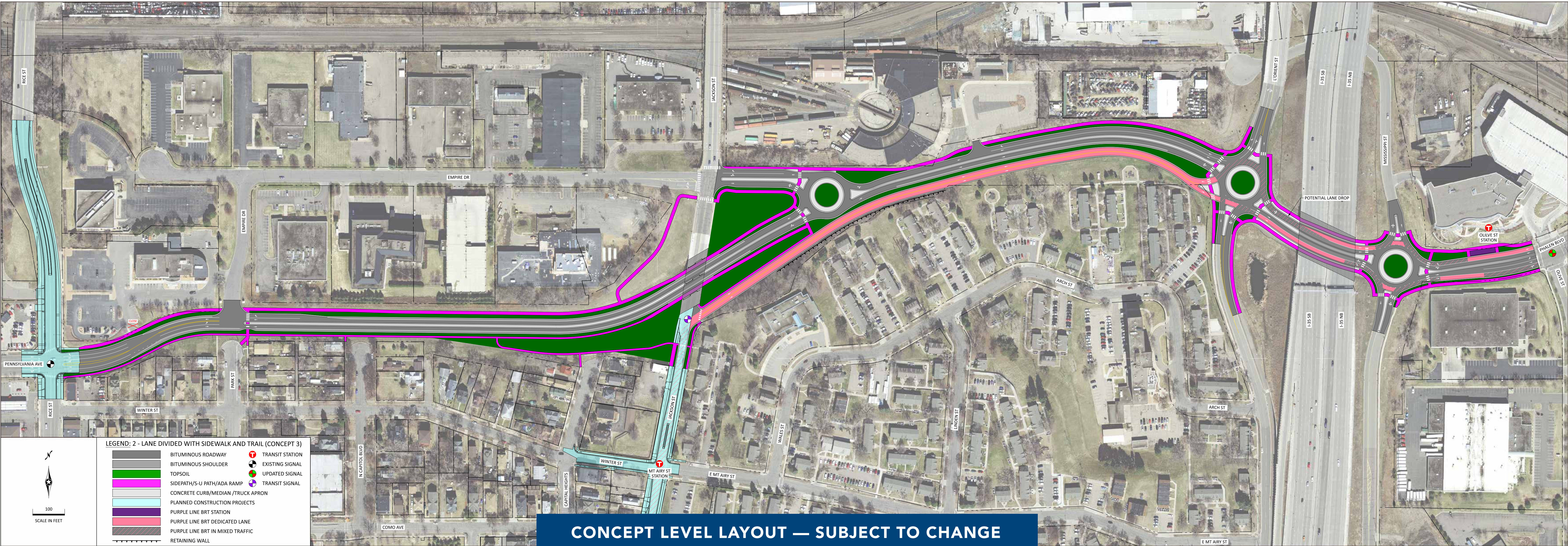
KEY CONSIDERATIONS

- Creates an at-grade intersection of Pennsylvania Ave and Jackson Street by removing the existing Jackson Street bridge.
- Provides vehicular safety benefit by reducing intersection conflicts at major intersections.
- Provides continuous sidewalks on both sides of Pennsylvania Avenue, improving pedestrian accessibility and safety.
- Improves future transit operations with dedicated bus lanes east of Jackson Street.

CONCEPT 3
Redesigned Jackson Street Interchange with Dedicated Transitway

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LEGEND: 2 - LANE DIVIDED WITH SIDEWALK AND TRAIL (CONCEPT 3)

- BITUMINOUS ROADWAY
- BITUMINOUS SHOULDER
- TOPSOIL
- SIDEPATH/S-U PATH/ADA RAMP
- CONCRETE CURB/MEDIAN /TRUCK APRON
- PLANNED CONSTRUCTION PROJECTS
- PURPLE LINE BRT STATION
- PURPLE LINE BRT DEDICATED LANE
- PURPLE LINE BRT IN MIXED TRAFFIC
- RETAINING WALL
- TRANSIT STATION
- EXISTING SIGNAL
- UPDATED SIGNAL
- TRANSIT SIGNAL

100
SCALE IN FEET

CONCEPT LEVEL LAYOUT — SUBJECT TO CHANGE

CONCEPT OVERVIEW

This concept removes the existing ramps and redirects traffic via a roundabout at Empire Drive and Jackson Street. The former on-ramp is repurposed into a two-way, dedicated transitway for buses. The corridor includes a two-lane, median-divided roadway with roundabouts at L'Orient and Mississippi Streets. Sidewalks are provided on the north side only between Jackson Street and L'Orient Street due to right-of-way constraints and grade limitations of the transitway.
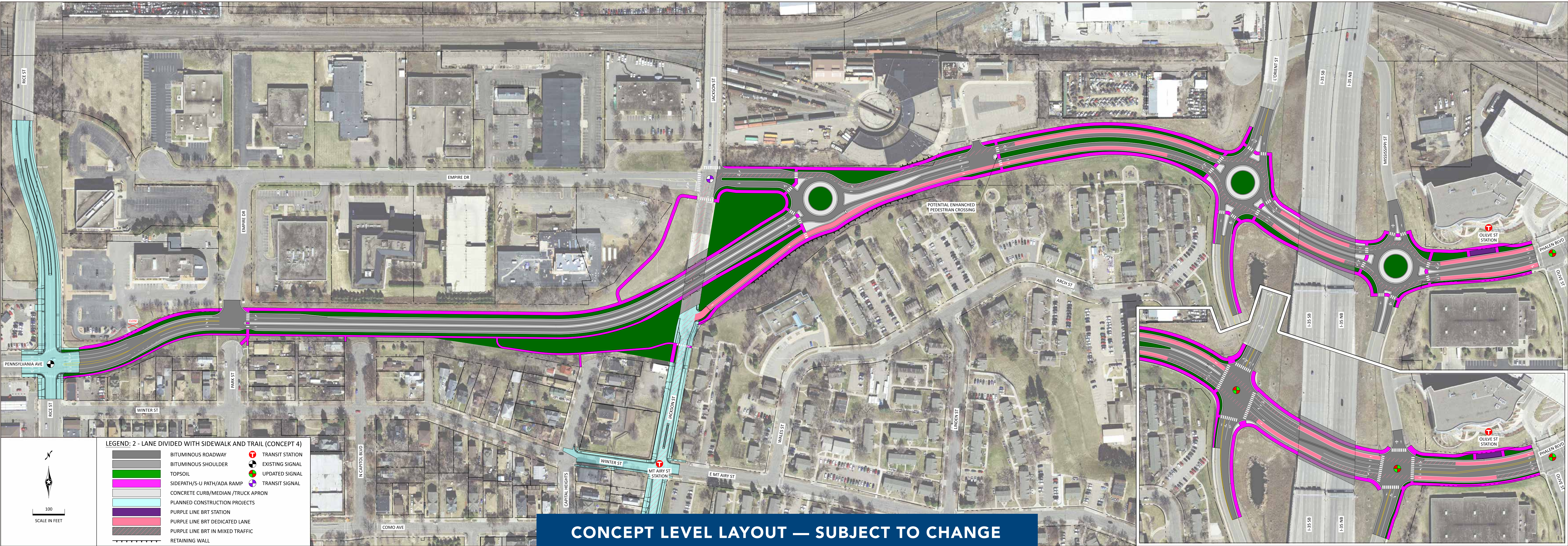
KEY CONSIDERATIONS

- Provides vehicular safety benefit by reducing intersection conflicts at major intersections.
- Consolidates traffic on Jackson St into one intersection on the north side of interchange.
- Transit Signal identified for the south Jackson St interchange termini.
- Keeps buses and cars separate, enhancing transit travel reliability.

CONCEPT 4
Redesigned Jackson Street Interchange with Eastbound Bus Rapid Transit Ramp

RAMSEY COUNTY Public Works

LEGEND: 2 - LANE DIVIDED WITH SIDEWALK AND TRAIL (CONCEPT 4)

- BITUMINOUS ROADWAY
- BITUMINOUS SHOULDER
- TOPSOIL
- SIDEPATH/S-U PATH/ADA RAMP
- CONCRETE CURB/MEDIAN /TRUCK APRON
- PLANNED CONSTRUCTION PROJECTS
- PURPLE LINE BRT STATION
- PURPLE LINE BRT DEDICATED LANE
- PURPLE LINE BRT IN MIXED TRAFFIC
- RETAINING WALL
- T TRANSIT STATION
- EXISTING SIGNAL
- UPDATED SIGNAL
- TRANSIT SIGNAL

100 SCALE IN FEET

CONCEPT LEVEL LAYOUT — SUBJECT TO CHANGE

CONCEPT OVERVIEW

This concept removes the existing ramps and redirects traffic via a roundabout at Empire Drive and Jackson Street. The former on-ramp is repurposed as a one-way ramp for eastbound buses. Westbound buses use a dedicated lane on the north side between Jackson St and Mississippi St. The corridor includes a two-lane, median-divided roadway with dedicated bus lanes east of Jackson and sidewalks on both sides. Intersections at L'Orient and Mississippi Streets may be designed as either roundabouts or signalized intersections.

KEY CONSIDERATIONS

- Consolidates traffic on Jackson St into one intersection on the north side of interchange.
- Provides vehicular safety benefit by reducing intersection conflicts with roundabouts at L'Orient St and Mississippi St. Increased conflicts expected with maintaining traffic signals on east side.
- Traffic Signal warranted with transit for the north Jackson St interchange termini.
- Provides continuous sidewalks on both sides of Pennsylvania Avenue, improving pedestrian accessibility and safety.