



**CITY OF SAINT PAUL PUBLIC WORKS**  
*December 8, 2021*

# Prior Avenue Reconstruction



# Agenda

- Project Information
- Planning
- Design
- Construction
- Assessment
- Contact Information

# Project Info and Background



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# Project Limit



Length: 0.28 mi  
Area: 1.3 acre  
(0.9 lane-mi)  
AADT: 4,637 (2017)

2-lane Arterial  
Modes: Bike, Peds, Transit  
(Route 87, 67, Green)

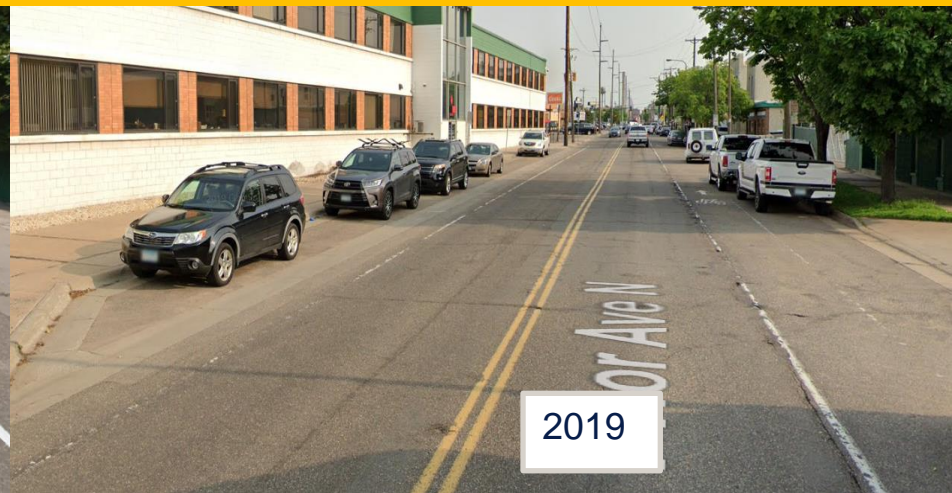




# Project History



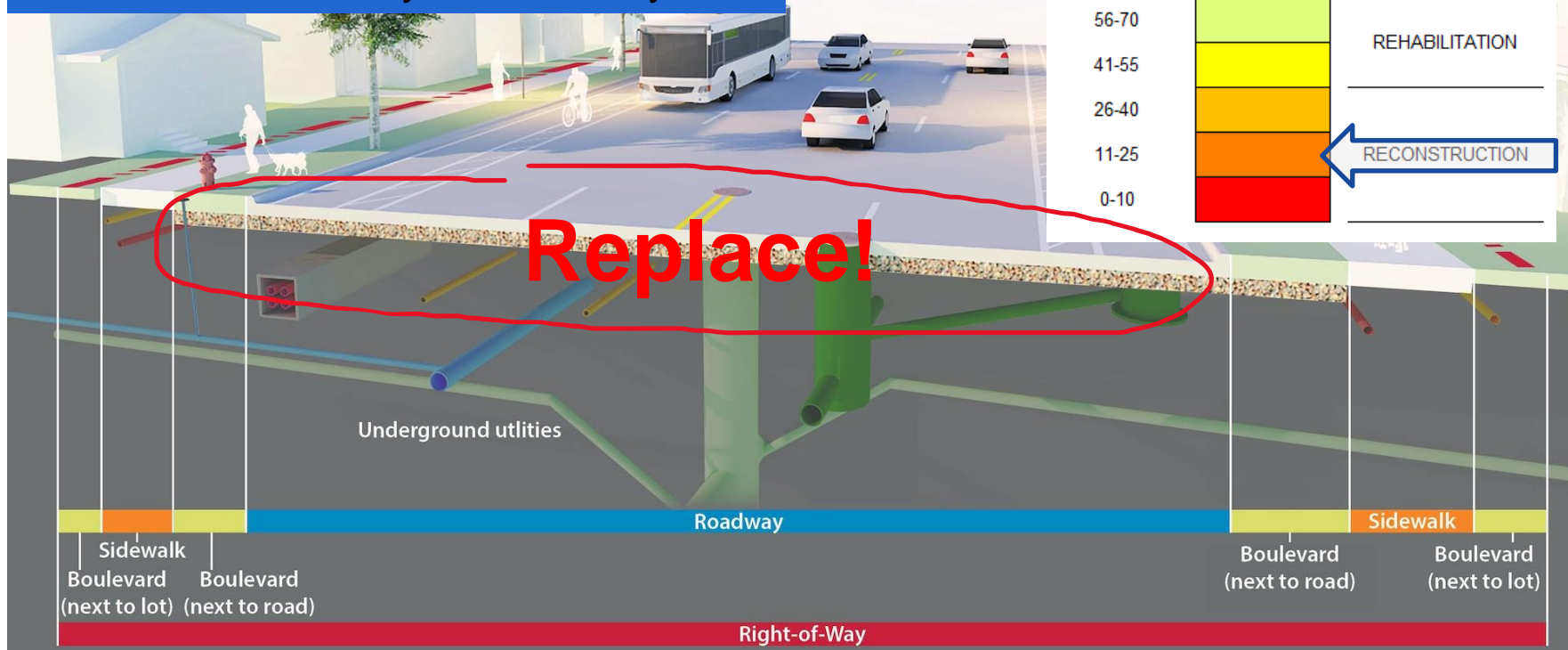
**History:** Original pavement constructed with sewer separation in 1986.





# Pavement Condition Index

Current Pavement Condition Index:  
17 – St. Anthony to Oakley  
42 – Oakley to University



# Planning and Community Survey



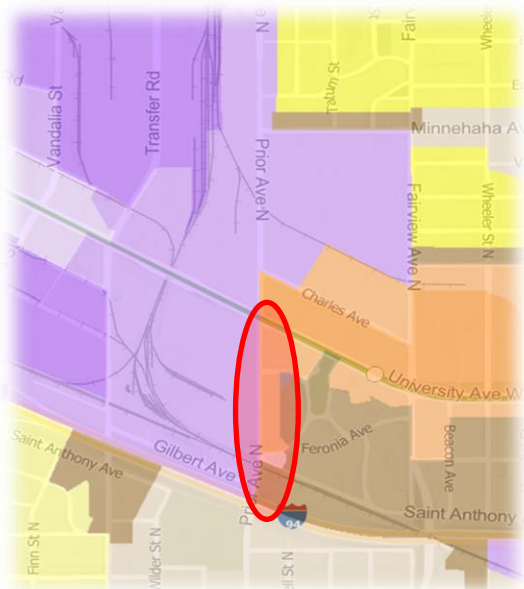
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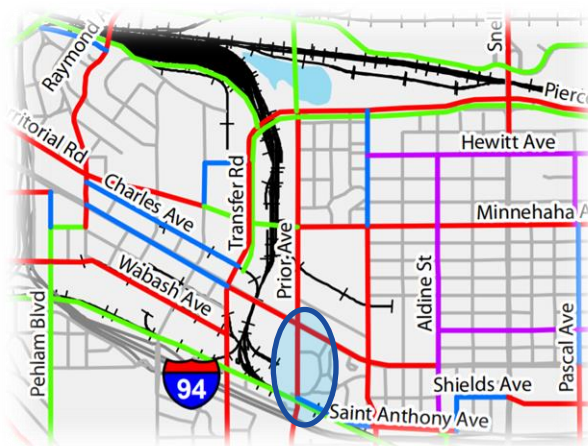


# Planning

## Zoning



## Bike Plan



## Pedestrian Plan







# Public Notice



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DEPARTMENT OF PUBLIC WORKS  
SEAN KERSHAW, DIRECTOR

25 West 4th Street, 900 City Hall Avenue  
Saint Paul, MN 55102  
651-266-1107

Date: August 16, 2021

RE: 2022 Prior Ave Project

Dear Property Owner,

The city of Saint Paul will be doing roadway construction on Prior Avenue in 2022. This construction project will improve the pavement condition for better service and ride quality. The city will also upgrade the existing pedestrian and bicycle facilities to meet current standards and guidance. Other improvements planned for this corridor also include water and sewer utilities and overall streetscaping for an improved user experience.

**You are receiving this notice because you are an adjacent property owner on the project, and we would like to hear how you currently use the street and what visions you may have of the future.**

Prior Avenue currently consists of two traffic lanes, bike lanes, a parking lane on the east side, parking bays on the west side and sidewalks on both sides. Known improvements at this time is a continuation of missing sidewalk on north end of the western sidewalk. The city will also be installing corner bump outs into Prior at various intersections to improve pedestrian safety by reducing street exposure and increasing visibility. All other facilities will be retained to cater to the needs of a multimodal infrastructure.

Your input and experiences with Prior Avenue are essential in helping shape this project. Please visit [stpaul.gov/priorave](http://stpaul.gov/priorave) and take the survey to help us better understand how you currently use Prior Avenue and how you would prioritize future improvements. We also encourage you to sign up to our emailing list to receive the latest project update and information.

Thank you,

Jary Lee, P.E.  
Project Engineer  
St. Paul Public Works  
Street Engineering

CITY OF SAINT PAUL  
MELVIN CARTER, MAYOR

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Need this translated? Call us at 651-266-6100.  
(Necesita esta traducción? Comuníquese con nosotros al 651-266-6100.  
Ma u baaphan lahay tarjamahan hagin so wa 651-266-6100.  
Kor kau ghuw no lahaun laay? Wu rau pab hiam 651-266-6100.)

## First Notice Summer '21

## Project Signs

## Transportation Committee 11/10/21





# Survey Results

45% live on or near Prior

Usage: 78% Drive, 72% Bike, 42% Walk, 21% Transit

	NOT IMPORTANT	SOMEWHAT IMPORTANT	NEUTRAL	VERY IMPORTANT	MOST IMPORTANT	TOTAL	WEIGHTED AVERAGE
Trees and/or green space	3.03% 1	15.15% 5	18.18% 6	48.48% 16	15.15% 5	33	3.58
Bike lanes	3.03% 1	0.00% 0	6.06% 2	36.36% 12	54.55% 18	33	4.39
Sidewalks	0.00% 0	9.09% 3	3.03% 1	51.52% 17	36.36% 12	33	4.15
Parking	69.70% 23	6.06% 2	12.12% 4	0.00% 0	12.12% 4	33	1.79

Safe, quiet, low volume, low speed, love the trees!

# Proposed Design for Prior Avenue

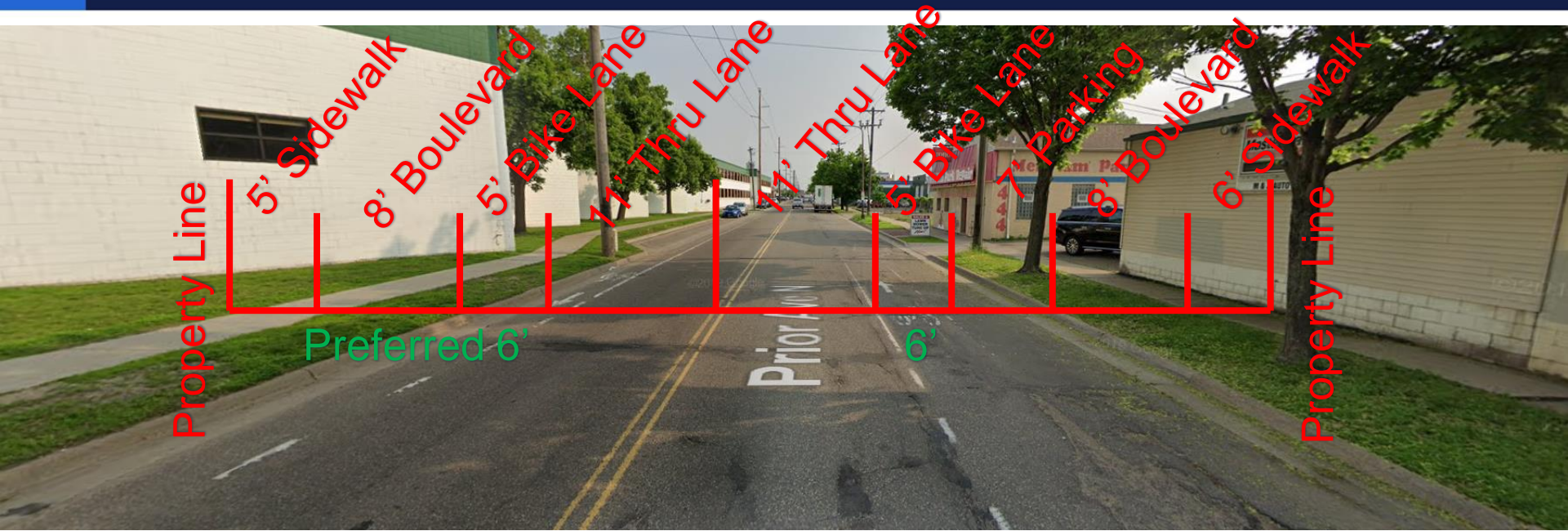


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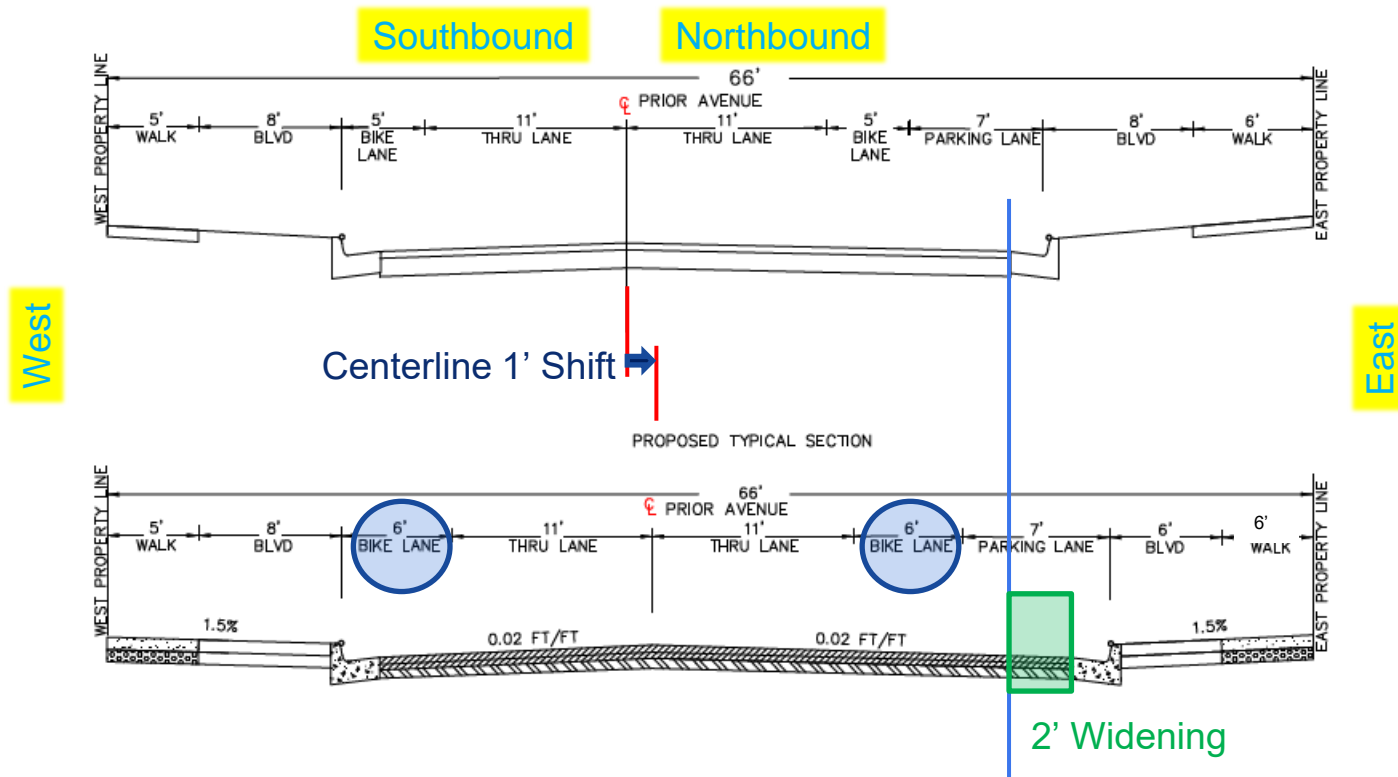
# Current Facility





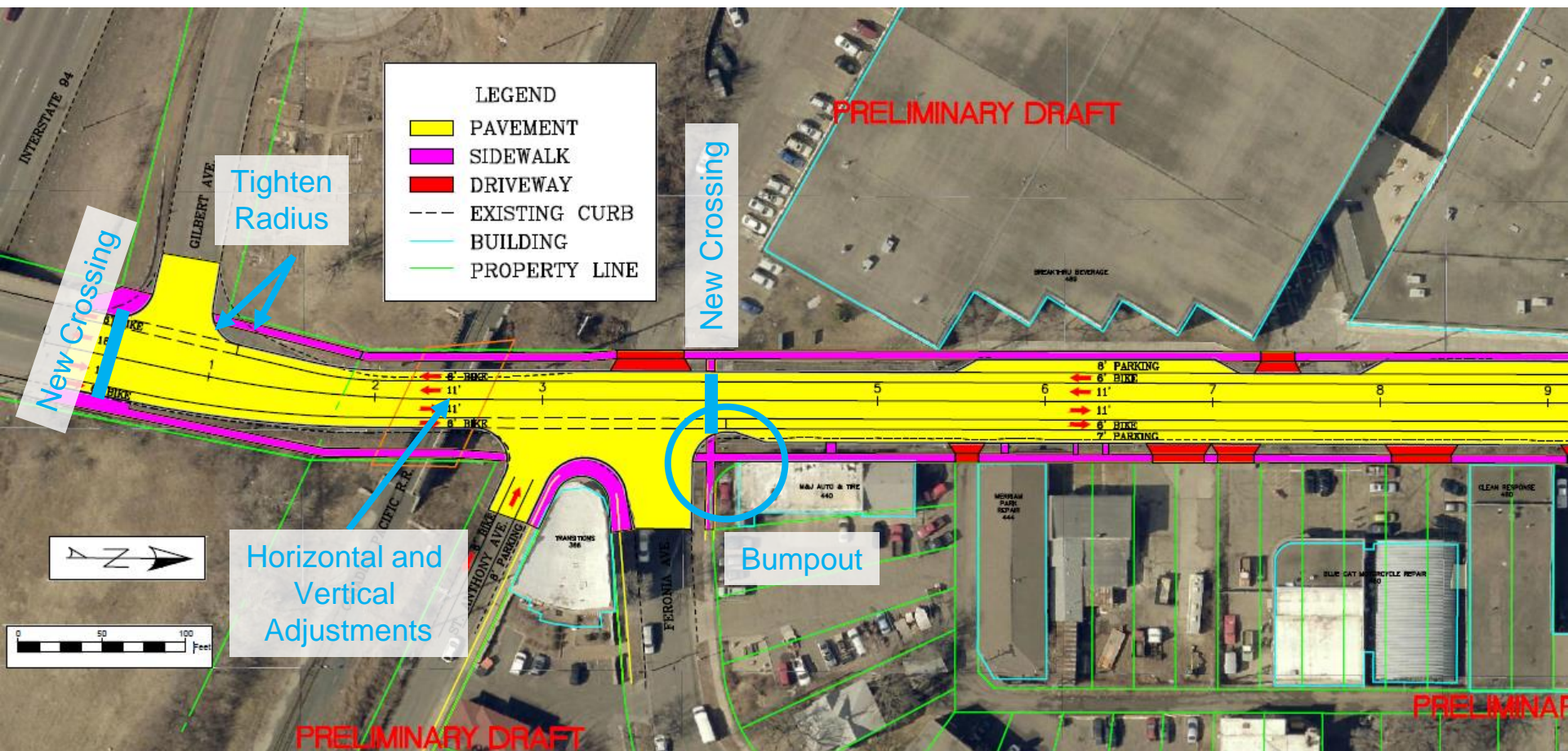


# Sectional View

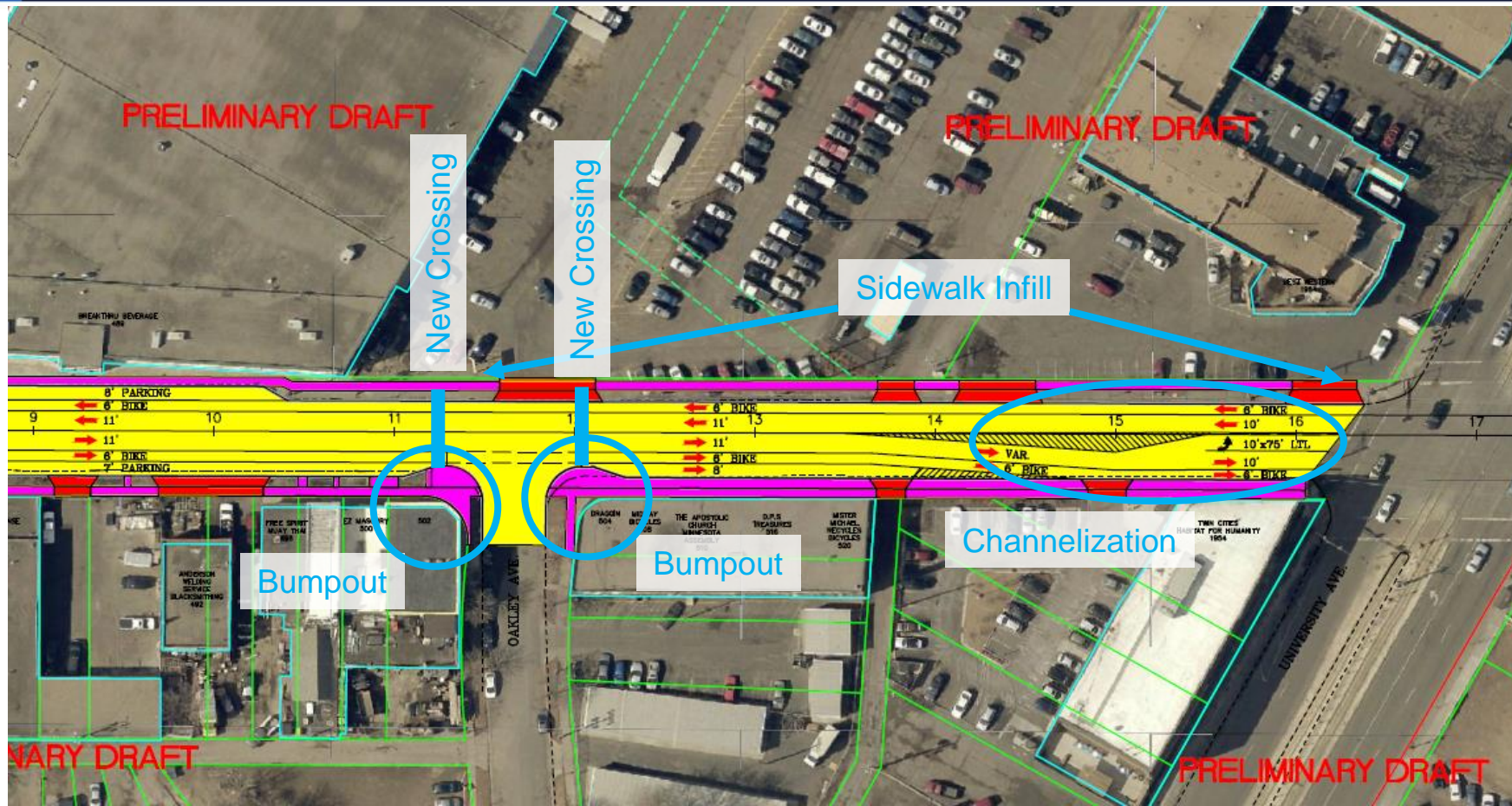




# Plan View Stations 0+25 – 9+00









# Why this design works?

	NOT IMPORTANT	SOMEWHAT IMPORTANT	NEUTRAL	VERY IMPORTANT	MOST IMPORTANT	TOTAL	WEIGHTED AVERAGE
Trees and/or green space	3.03% 1	Most trees can be saved		48.48% 16	15.15% 5	33	3.58
Bike lanes	3.03% 1	0.0%	Increased to preferred width		54.55% 18	33	4.39
Sidewalks	Improved pedestrian facility (ADA and bumpouts)			51.52% 17	36.36% 12	33	4.15
Parking	69.70% 23	No change to parking other than loss space at bumpouts and University					1.79

- Aligns with zoning district, bike and pedestrian goals and vision.
- Accomplishes pavement needs
- Most cost-effective, least disruptive
- Other design consideration includes an off-street bike trail. Due to geometric constraints, utilities and cost, this design was abandoned.





**Pros:** protected facility, more attractive

**Cons:** requires lowering of centerline, challenge with terminus, relocation of utilities, maintenance, cost

# Utility Improvements



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## Water Main Replacement



- Water main is approx. 8' feet deep
- Most existing residential water mains are 6" diameter cast iron pipe.
- Most mains are replaced as 8" diameter ductile iron pipe or 8" PVC dependent on existing soils
- Installation by PW Contractor, SPRWS providing temporary water
- Water main must pass a series of bacterial tests, pressure tests, and conductivity tests prior to being put in service



## Temporary Water Mains

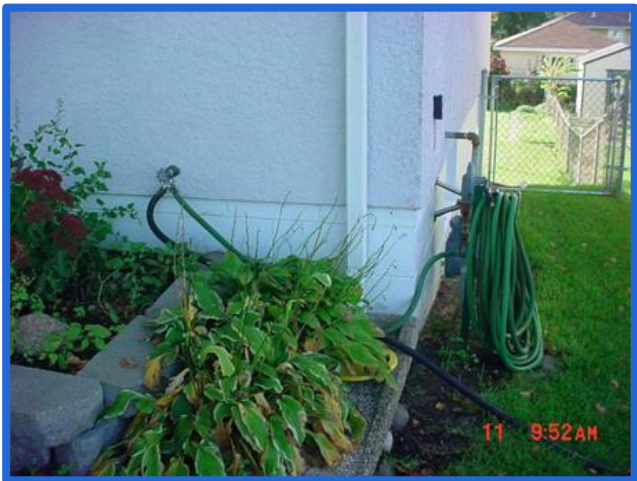


- 2" PVC pipe laid in the grassy area or on edge of sidewalk
- Fully Bacterially tested prior to hook-up
- Will become quite warm during the summer
- Water is provided at no cost when connected to temporary water





## Temporary Water Connection



- Back fed through outside hose spigot through the use of a grey potable water rated hose
- A wye is installed to allow use of garden hose while connected
- Notification of temporary water will be posted on front door
- Temporary water crew will need to access the water meter inside building twice, once during install and once for the take down



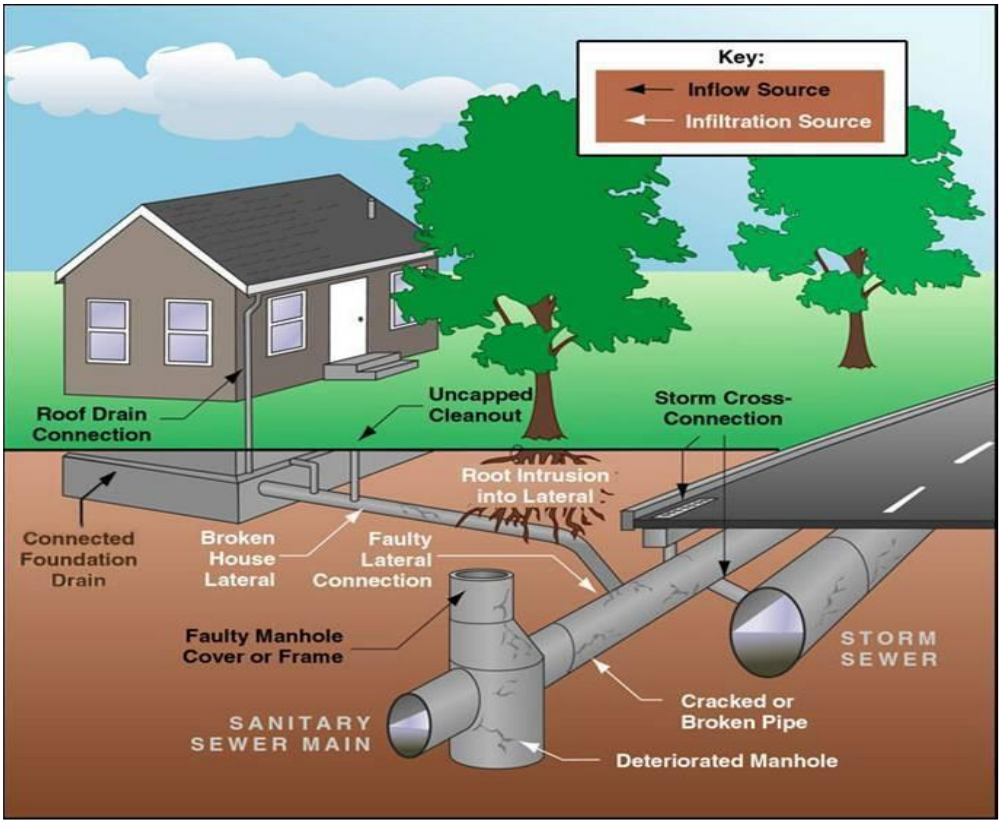
## Water Service Connection



- All lead services are replaced with copper pipe from the main to property line or water service valve box at SPRWS cost
- Most existing copper services are reconnected with only excavation at the watermain
- Water services are re-connected to the main once the watermain is fully tested and live

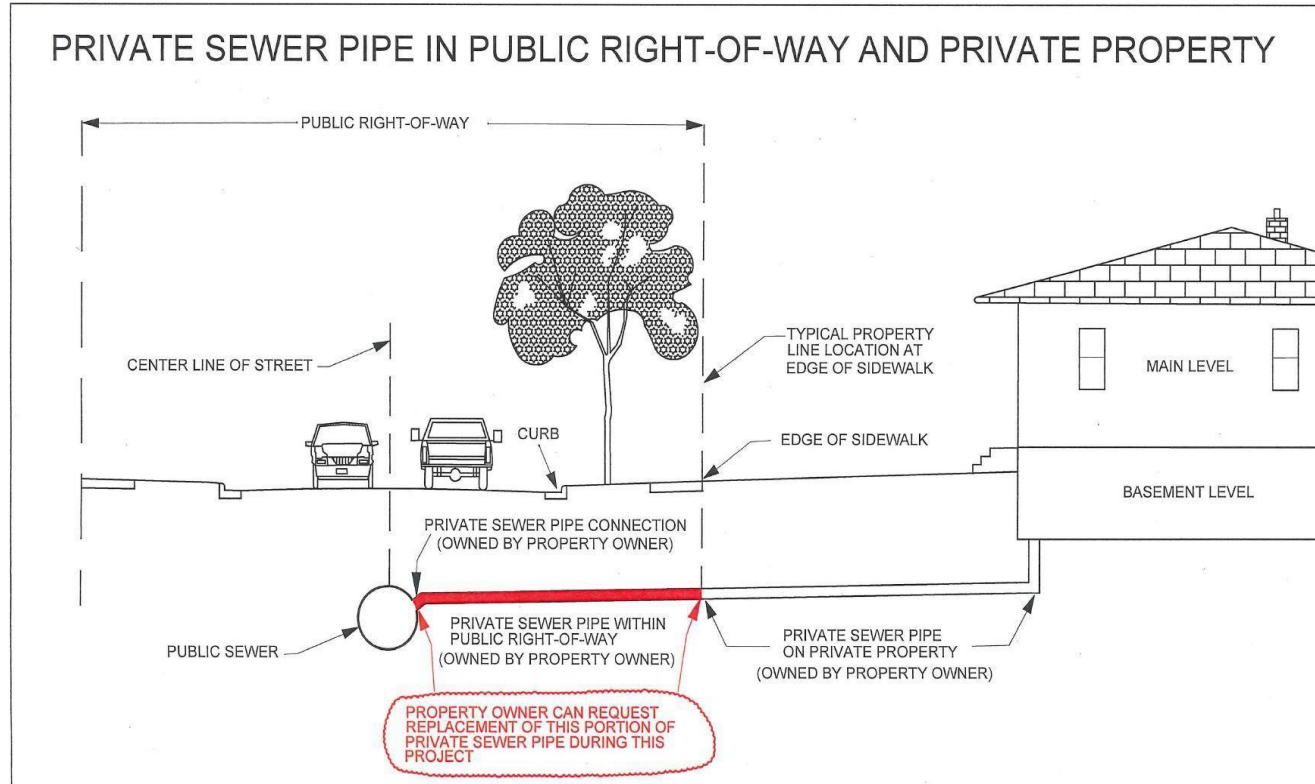


# Sanitary Sewer Issues





## Sanitary Sewer Replacement Option: Only in Right of Way







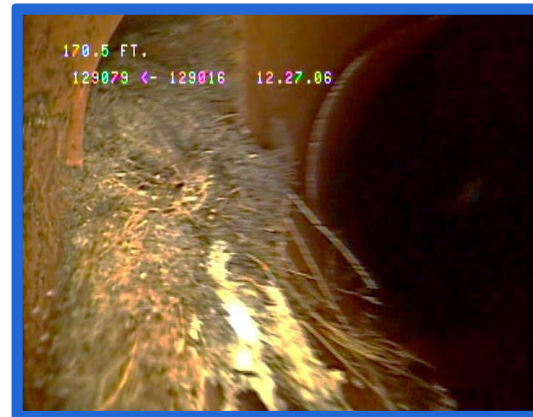
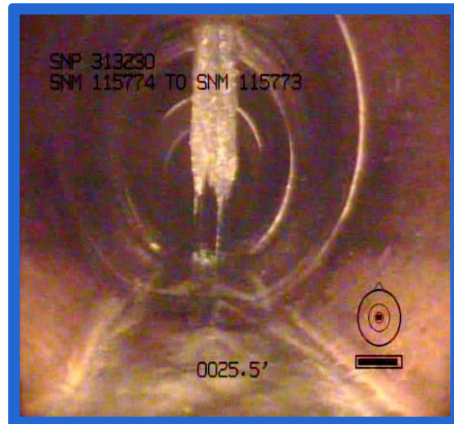
## Warning Signs of a Defective Sewer Service

- Does your drain run slowly or gurgle?
- Do you have sewer odors?
- Do you know where your sewer service runs?
- Are there bushes or trees planted over it?
- Has your sewer line ever been cleaned and inspected?
- Do you have a garbage disposal and do you use it for everything?
- Is there a sinkhole or depression near your home, boulevard, or street?



## Common Sewer Problems

- Dropped connection to the main
- Broken clay pipe
- Root intrusion





## **Benefits of Repairing the Sanitary Sewer Service in the Right of Way during Street Reconstruction**

- Extends the system service life
- Reduces the risk of:
  - Sewer backups
  - Sinkholes
  - Rodent access
- Cheaper during construction
  - Fixed rate
  - Don't have to pay for street restoration
  - 20-years to pay



# Sanitary Sewer Service Repair Cost

COST COMPARISON INFORMATION	
Replacing Your Sewer Service from the Main in the Street to the Property Line in the Right of Way	
During Construction	After Construction
Approximately <b>\$3,500*</b>	Typically More Than <b>\$5,000*</b>
<ul style="list-style-type: none"><li>▪ Cost to property owner can be spread out over a 20-year term/assessment</li><li>▪ No street restoration costs</li></ul>	<ul style="list-style-type: none"><li>▪ Restoration costs are paid by the property owner</li></ul>
If you are interested in optional sewer service replacement as part of street reconstruction – <b>ACT NOW!</b>	

*\*Sanitary sewer replacement costs can vary significantly based on the situation*

# Living Through a Construction Project



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# Living Through Construction





# Living Through Construction

- What to expect:
  - Noise
  - Dust
  - Mud
  - Limited Access
  - Inconvenience





# Living Through Construction

- Your street will be dug up numerous times
- The work is done in layers and often by different crews doing different types of work
- Plan on 4-5 months of disruption
- Business, resident and emergency vehicle access will be maintained at all times



# Living Through Construction

- All of the construction is done by private construction companies
- Most road work is weather dependent, and rain *will* delay work
- Contractors work 5 to 6 days a week from 7:00 a.m. until 7:00 p.m.
- The City of Saint Paul will have an onsite representative (project inspector) to inspect the contractor's work





# Road Closures



## Road Closed to Thru Traffic

You can get to your house, but you cannot get all the way through. You will eventually come to a **Road Closed** sign.



## Road Closed

**Do Not Enter!** Not safe beyond this sign.



# Living Through Construction

- You will receive a letter prior to the start of construction  
– keep this for names and contact numbers
- A flyer will be handed out a week before construction starts on your block – check front doors for flyers
- Onsite Public Works Inspector – the project inspector should be your **first call** with questions or issues
- Weekly updates will be posted to the city's website at [www.stpaul.gov/construction](http://www.stpaul.gov/construction)

# Assessments



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## General Project Assessment Information

- Street reconstruction projects are funded by:
  - City street reconstruction bonds and/or municipal state-aid fund
  - Assessments to abutting property owners
- The estimated assessment project rate has not yet been determined and will be determined before the project starts
- Property owners are assessed after the construction project is complete
- Separate assessment for optional private sewer repair
- View information about and pay assessments at [www.stpaul.gov/assessments](http://www.stpaul.gov/assessments)

# Project Contact

Project Manager	Jary Lee	651-266-1107
Public Works Street Lighting	General Line	651-266-6200
Parks and Recreation	Forestry Unit	651-266-6400
SPRWS (Water)	Service Desk	651-266-6270
Public Works Sewers	Utility Permit Desk	651-266-6234
Real Estate Section - Assessments	General Line	651-266-8858

