



Spring Creek Road Reconstruction and Mill Towns State Trail Improvements

Final Feasibility Study

City Council Meeting
February 4, 2025

Agenda



- Safe Transportation Network for All
- Project Scope
- Public Input
- Proposed Improvements
- Estimated Project Costs & Funding
- Project Schedule

Safe Transportation Network for All



- The Complete Streets model creates a balanced, highly interconnected and attractive surface transportation network
- Our streets initiatives will always remain consistent with the Comprehensive Plan and the Transportation Plan
- Northfield's Safe Transportation Network for All promotes the latest and best "Complete Streets" design standards, principles, policies and guidelines within the context of the greater community planning and the public's safety

Safe Transportation Network for All TZD & Safe System



- **Toward Zero Death (TZD)**

- State's cornerstone traffic safety program
- Create a culture where Fatal and serious injury crashes are unacceptable
- Implement effective strategies proactively
- Work with partners in Enforcement, Engineering, EMT, and Everyone.

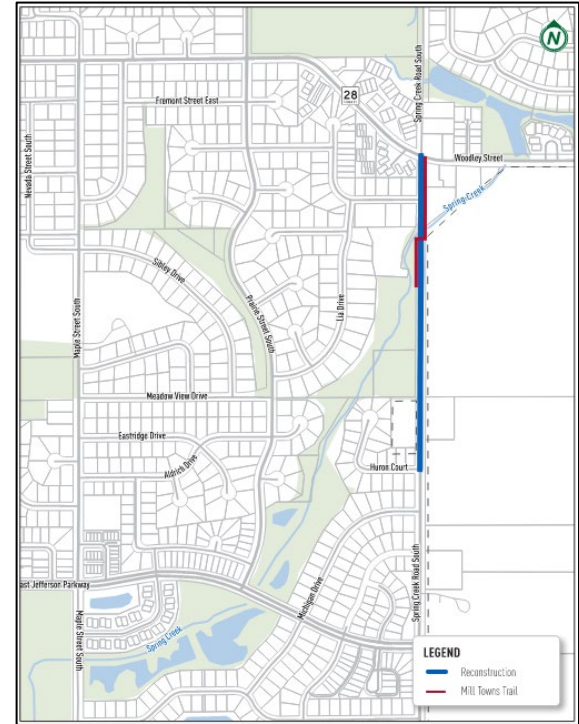
- **Safe System Approach**

- US DOT guiding paradigm to address roadway safety
- Mindset that it is unacceptable to allow death and serious injury to occur on the roads
- Requires a culture that places safety first and foremost in the road system investment decisions
- Humans make mistakes and are vulnerable
- Shared responsibility

Project Scope



- Complete Reconstruction of Gravel Road to a Rural and Urban Section
- Watermain and Storm Sewer Improvements
- Mill Towns State Trail Construction
- New Sidewalk Installation
- Enhanced Pedestrian Crossing

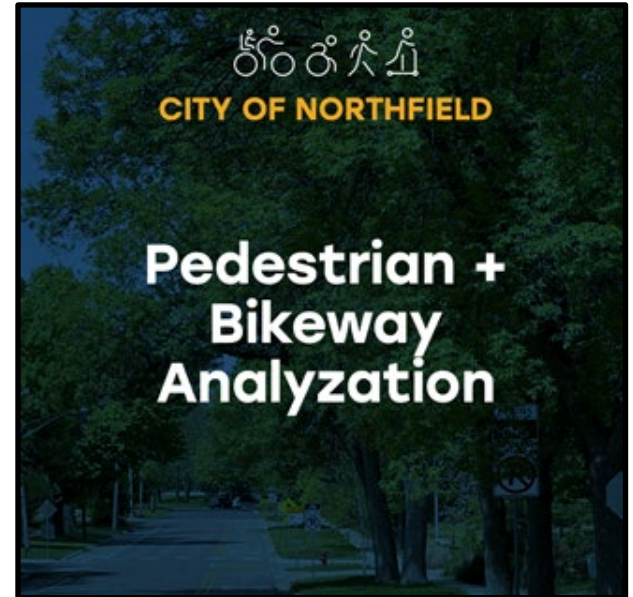


Project Background



- **Pedestrian and Bikeway Analyzation**

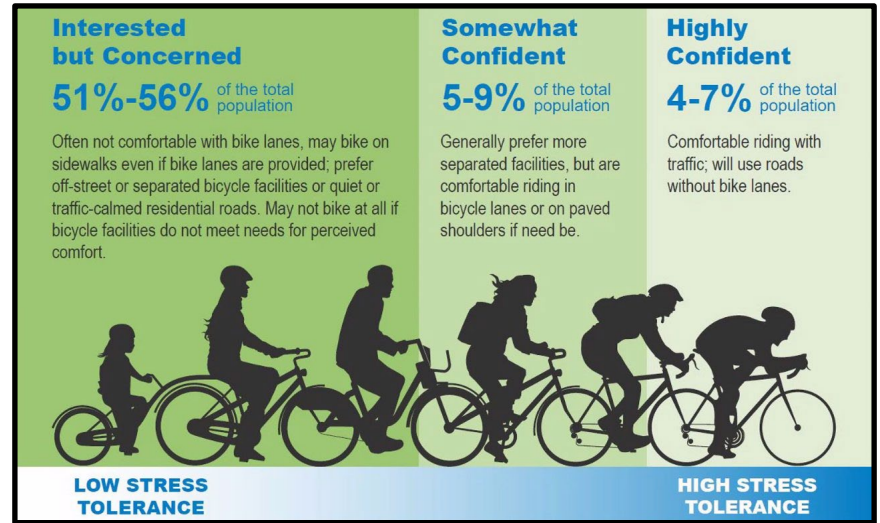
- Northfield has been implementing its Bike and Pedestrian system plan as an integral part of the Capital Improvement Process
- Construction projects are often the best opportunity to make a measurable impact on safety and comfort for the people walking and biking
- The plan includes strategies for developing a more comfortable, safe, and connected network of trails, bikeways, and walkways throughout the City



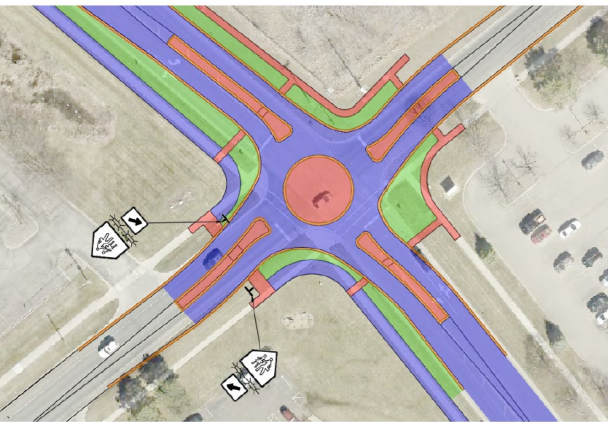
Project Background



- **Pedestrian and Bikeway Goals**
 - Create a cohesive network allowing people to choose how to travel to where they need to go
 - Provide safe routes which separate motor vehicles from people walking, biking and rolling
 - Provide direct connections to minimize distance and obstacles for people biking and walking



Safe Transportation Network for All – Layering Safety



- Roadway users are humans, humans make mistakes
- Layering Safety
- Separating Bikes from Vehicles
- Narrowing/Raised Pedestrian Crossings
- Improved crossing lighting
- Intersection improvements

PEDALING OUR WAY TO A MORE ACTIVE FUTURE.

Pre-construction bicycle and pedestrian counts were completed in 2023; post-construction counts were collected in October 2023 and 2024.

Heritage Dr has had up to **9x** more activity with an off-street bikeway.

Roosevelt Dr has had up to **4x** more activity with the cycle track.

Nevada St has had over **7x** more biking activity.

Maple St (north of Ames St) has had **10x** more biking activity.

Maple St (south of Birch Ln) has had **4x** more biking activity.



Off-street bikeway along Heritage Dr



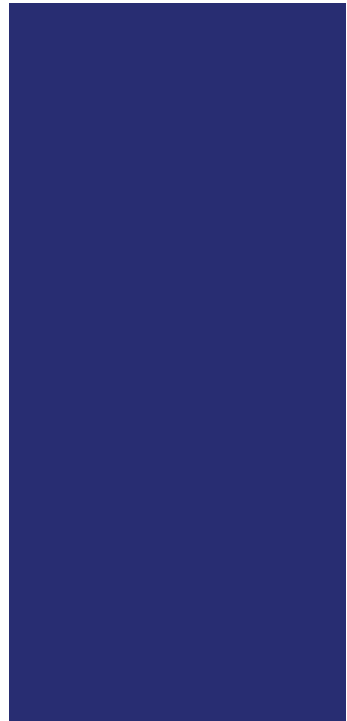
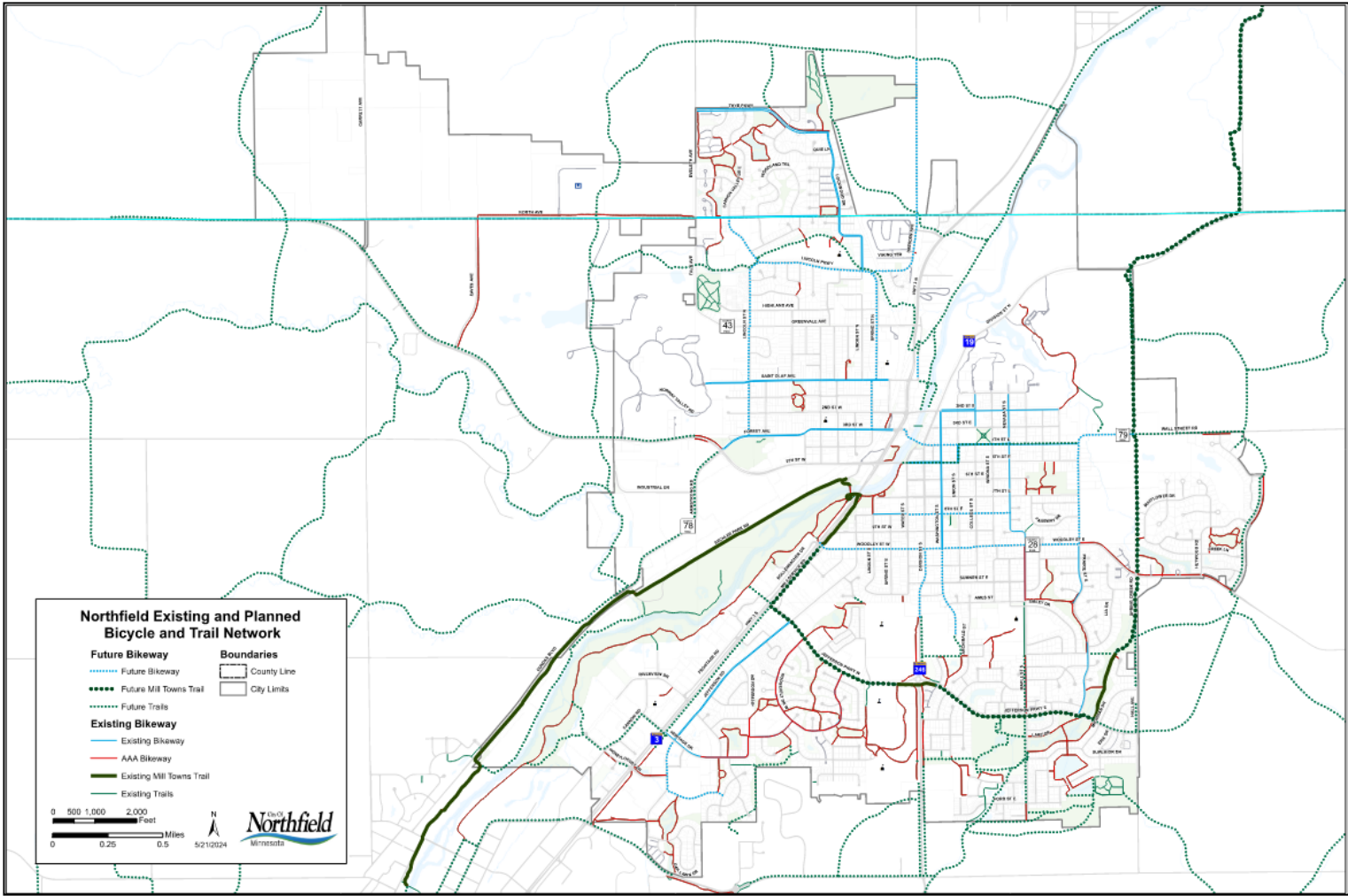
On-street cycle track along Maple St

Safe Transportation Network for All

Safe Transportation Network for All



- Complete Streets goes beyond transportation
- Holistically, we manage stormwater and improve Cannon River water quality by reducing impervious surfaces, narrowing street widths where suitable to the context, planting street trees, and, where appropriate, increasing stormwater infiltration along streets through the design of the public right-of-way



Public Input



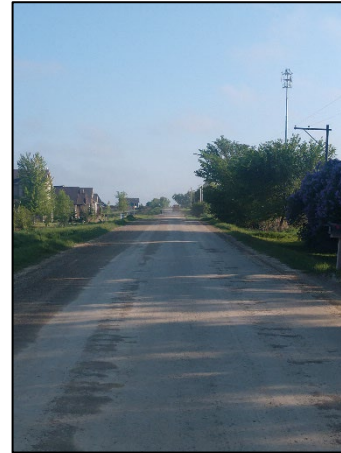
- Neighborhood Open House #1
 - October 10th, 2024
 - Shared overall project scope
 - Collected feedback via in-person comments and comment cards
 - Primary Input was related two main items:
 - Advocation for an All-Way Stop at Woodley Street and Spring Creek Road intersection
 - Vehicle Speeds on Woodley Street
 - Sidewalk Request on the west side of Spring Creek Road south to Huron Ct.

Proposed Improvements



- **Reconstruction of Roadway and Utility Improvements**

- Removal of existing road
- Watermain and Storm Sewer Improvements
- Installation of new sidewalks, Mill Towns State Trail, curb and gutter
- Construct road section and asphalt paving

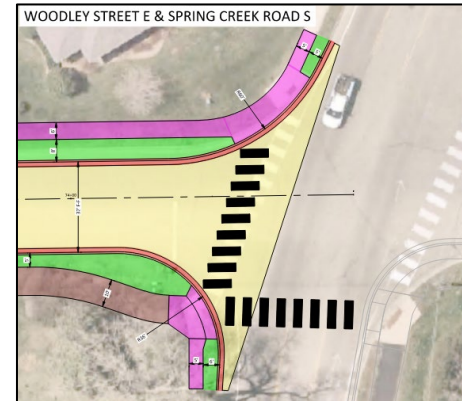
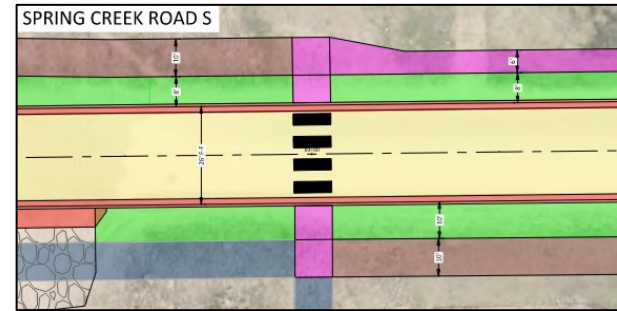


Proposed Improvements



- **Intersection and Pedestrian Crossing Improvements**

- Enhanced Mid-Block Crossing for MTST
 - RRFB, Pedestrian Ramps, Crosswalk Markings
- Woodley Street
 - Pedestrian Ramps, Crosswalk Markings

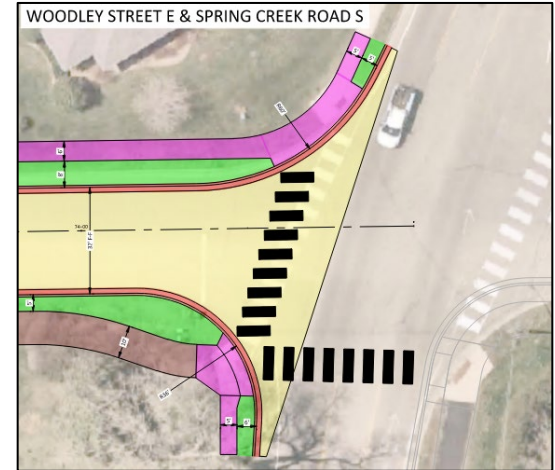


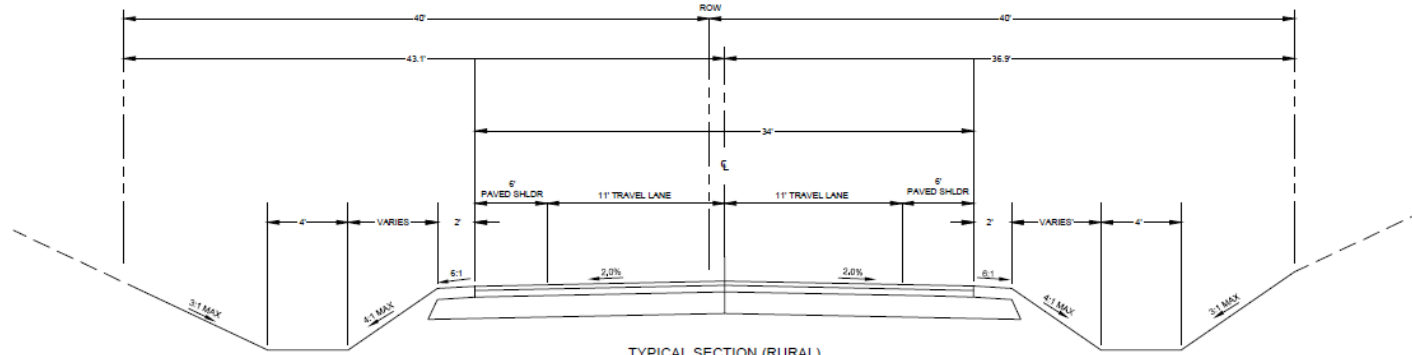
Proposed Improvements



- **Woodley Street Traffic Safety and Stop Analysis**

- The study reviewed crash data, sight lines, and vehicle speeds
 - Zero crashes in the last five years
 - Trees, bushes, utility poles, and roadway geometrics adversely affect sight lines
 - 35-mph posted speed limit, 85th percentile speeds between 39 and 43-mph
 - Ideally the 85th percentile speeds match the posted speed limit
- An All-Way stop is not warranted based on traffic volumes and crash data
- Improvements to this intersection are still in development with City and County staff and will be confirmed with Council during the final design phase of the project

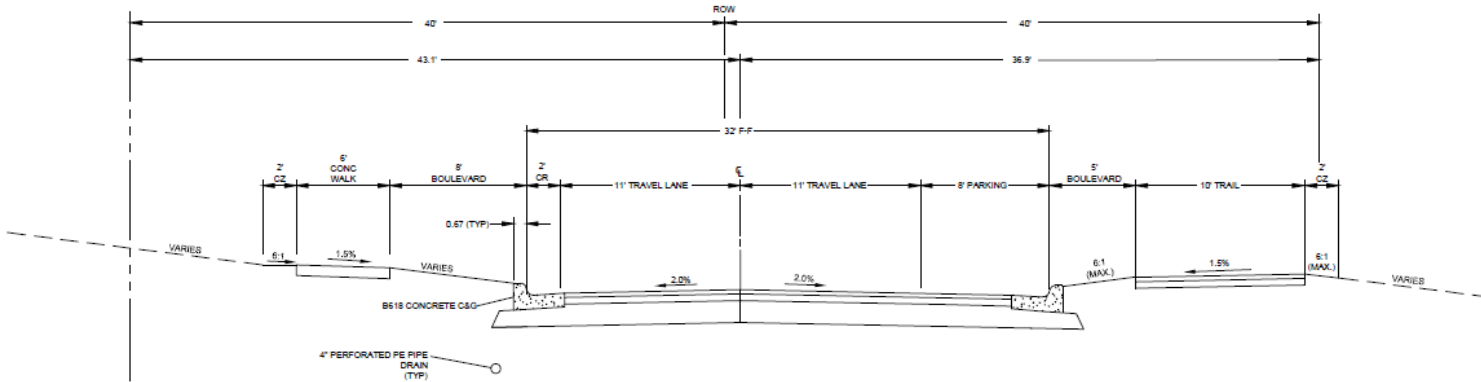




TYPICAL SECTION (RURAL)

(N.T.S.)
STA 56+20 TO STA 56+35

STA 68+95 TO STA 71+73



TYPICAL SECTION (32' URBAN WITH PARKING & TRAIL RT)

(N.T.S.)
STA 71+73 TO STA 74+53

Rural and Urban Typical Sections

Estimated Project Costs & Funding



- **Estimated Project Costs Include:**
 - 1% Art Allowance
 - 20% Contingency on Estimated Construction Costs
 - 20% Indirect Costs for Legal, Engineering, Administrative, and Finance Costs

- **Project Funding Sources:**
 - Municipal State Aid
 - City Franchise Fees
 - Sanitary Sewer Utility Fund
 - Watermain Utility Fund

Estimated Project Costs & Funding



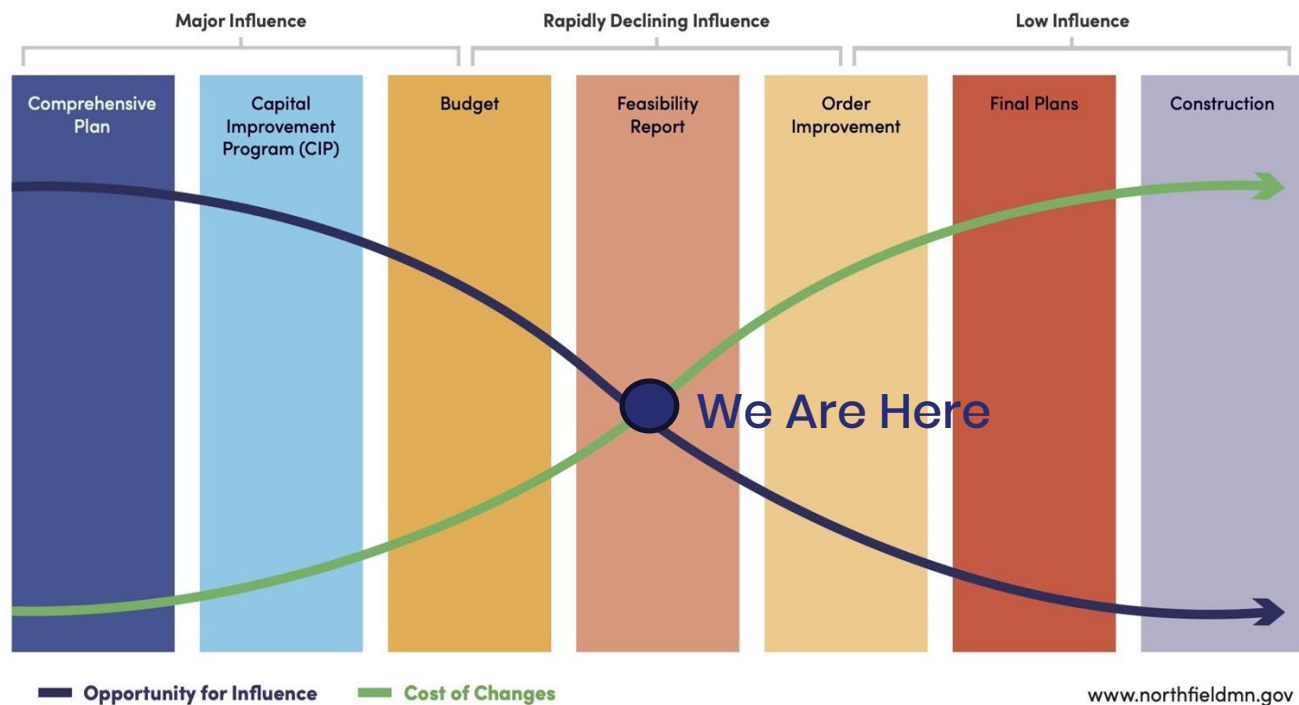
Estimated Project Costs

Streets	\$ 1,650,974.00
Trail/Walk	\$ 89,292.00
Storm	\$ 172,802.00
Sanitary Sewer	\$ 3,848.00
Watermain	\$ 489,302.00
Total Project Costs	\$ 2,406,218.00

Project Funding Sources

Municipal State Aid	\$ 1,887,468.00
City Franchise Fees	\$ 25,600.00
Sanitary Sewer Utility Fund	\$ 3,848.00
Watermain Utility Fund	\$ 489,302.00
Total Funding	\$ 2,406,218.00

Project Development and Influence



Project Schedule



June 4, 2024	City Council Order Preparation of Feasibility Report
October 10, 2024	Neighborhood Meeting #1
January 21, 2025	Council Discussion of Draft Feasibility Report
February 4, 2025	Council Meeting to Accept Feasibility Report & Authorize Preparation of Plans & Specifications
February - July, 2025	Right-of-Way and Easement Acquisition
December 10, 2025	Neighborhood Meeting #2
January 6, 2026	Council Meeting to Approve Plans and Specifications and Order Advertisement for Bids
February 5, 2026	Bid Opening
February 17, 2026	Accept Bids and Award Contract
May 2026 – October 2026	Construction



Questions?

Spring Creek Road Reconstruction and Mill Towns State Trail Improvements

Final Feasibility Study