



2025 Reclamation and Overlay Project

CITY COUNCIL MEETING
Discussion of Draft Feasibility Report
9/3/2024

Tonight's Outline



- Project Scope
- Project Location
- What is a Mill and Overlay?
- What is a Pavement Reclamation?
- Proposed Improvements
- Project Process
- Questions / Comments

Project Scope



- **Pavement Reclamation**
 - Industrial Drive, Laurel Court
- **Modified Pavement Reclamation**
 - Washington Street
- **2” Mill & Overlay**
 - Maple Street, Lake Drive, Superior Drive
- **Sidewalk & Curb spot repairs / New Sidewalk / New Trail**
- **ADA Upgrades to Existing Pedestrian Ramps**
- **Storm Sewer, Sanitary Sewer, & Watermain Adjustments**
- **New Sanitary Force main**
 - Laurel Court

What is a Pavement Reclamation



- Old pavement and the upper 6+ inches of sub-base are milled up from the existing street.
- The millings from the old street are used to replenish the sub-base of the road. New asphalt is applied over the packed millings to form the new road surface.
- Drain tile is installed along the curb line.
- A modified pavement reclamation is the same as above with the addition of a 12-inch sub cut to install a select granular section (sand) to aid in drainage.

What is a Mill and Overlay?

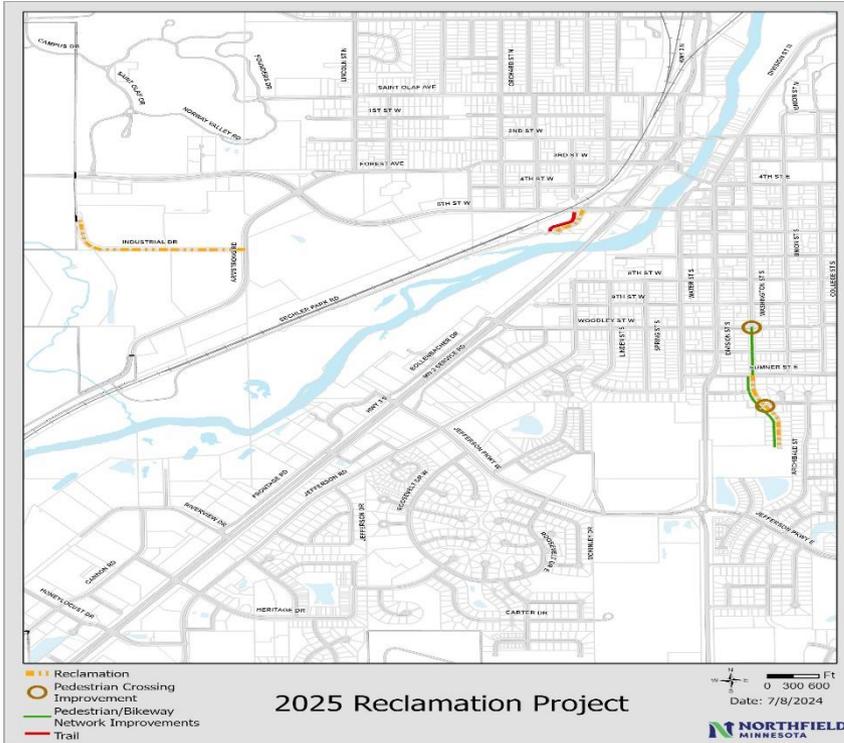


- A Mill & Overlay project is a street rehabilitation method where the top layer of pavement (~2") is removed and a new layer of bituminous pavement is re-installed
- This is not a reconstruction project which is much more intrusive and much more expensive
- Impacts to residents' and business access is minor
- Pavement condition and traffic volumes show the streets in the project area will benefit from a mill & overlay and the rehabilitation will extend the street's pavement life
- Extends the service life of the road by 15 – 20 years

Mill and Overlay



Reclamation Location



- Industrial Drive
- Laurel Court
- Washington Street (Sumner Street to South End), (Modified Reclaim)

Mill and Overlay



- Maple Street (Jefferson Pkwy. to Ford St.)
- Lake Drive (Jefferson Pkwy. to Maple St.)
- Superior Drive (Erie St. to Maple St.)

Superior Drive / Lake Drive Proposed Improvements



- 2" Mill & Overlay
- Spot repairs on concrete curb & gutter
- Spot Repairs on concrete sidewalk
- ADA upgrades to pedestrian ramps
- Drain tile instillation on Superior Drive to help yard flooding
- Sign & Stripe mid-block trail crossing on superior Drive



Maple Street Proposed Improvements



- 2" Mill & Overlay
- Spot repairs on concrete curb & gutter
- Spot Repairs on concrete sidewalk
- ADA upgrades to pedestrian ramps
- Replace sidewalk on west side with an off street shared use trail. 10 feet by City park, 8 feet by private property
- Sign & Stripe crossings at Superior Drive
- Raised crossing at trail just south of Lake Drive



Industrial Drive Proposed Improvements



- Full depth pavement reclamation
- Subgrade repair where needed
- Replace concrete curb & gutter
- Driveway apron repairs
- New turnaround at the end
- Gate valve bolt replacements
- Storm sewer upgrades to reduce erosion off-site
- Install turn-around on the west dead end

Laurel Court Proposed Improvements



- Full depth pavement reclamation
- Road narrowed from north Kwik Trip driveway to 100 feet south
- New trail on west side to connect T.H. 19 to Mill Towns State Trail
- Spot repair concrete curb & gutter
- Gate valve bolt replacements
- Storm sewer adjustments
- New sanitary force main

Mill Towns State Trail Proposed Improvements



- Proposed as an alternate
- Trail replacement
- New sanitary force main
- Additional cost of \$997,323



Washington Street Alt – 1 Proposed Improvements



- Full depth modified pavement reclamation
- Road narrowed to 28 feet from 32-36 feet
- Remove parking on the west side
- New sidewalk on west side from Woodley to the end
- Spot repair concrete curb & gutter
- Gate valve bolt replacements
- Storm sewer adjustments and repairs
- Sanitary sewer adjustments

Washington Street Alt - 1 Proposed Improvements Woodley to End



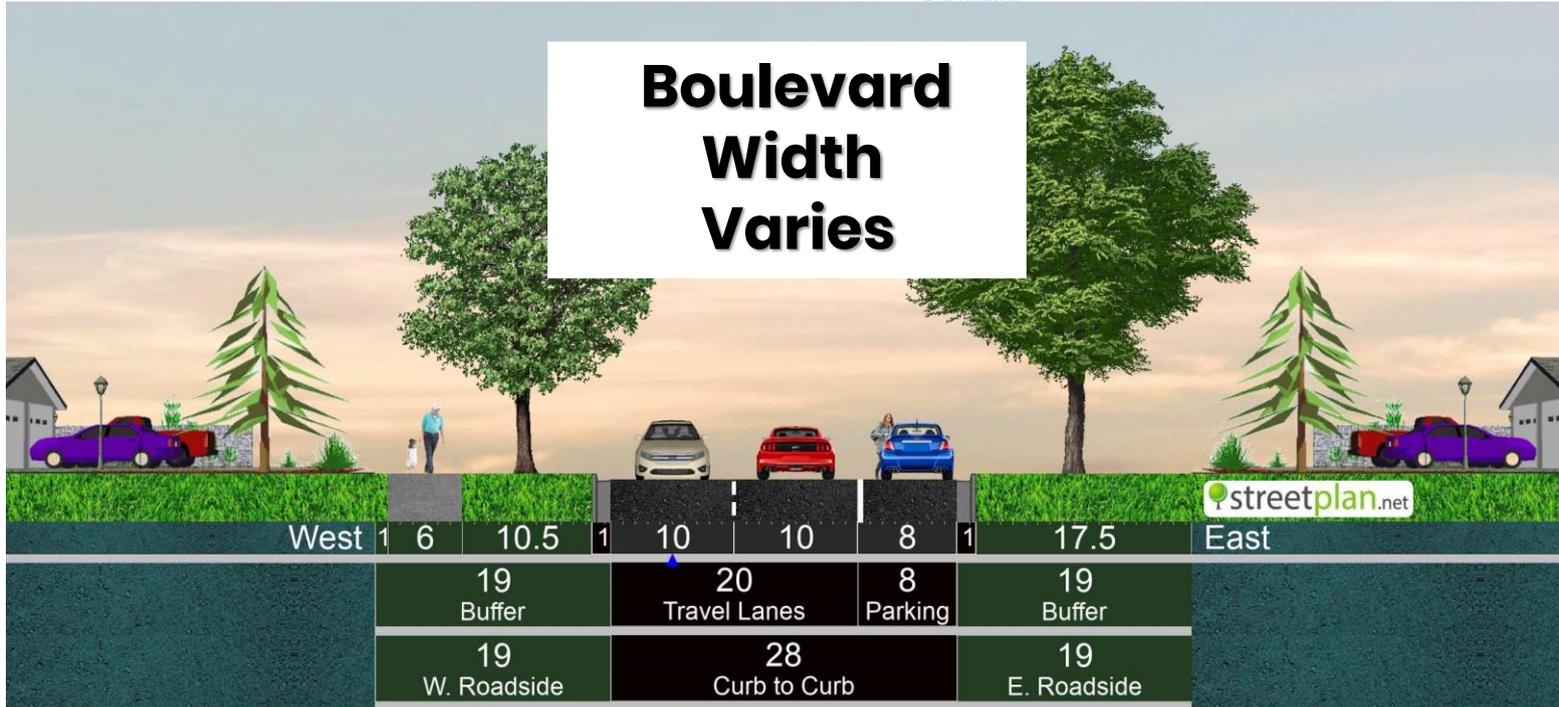
Washington Street

Alternate 1 - Sidewalk Full Length

Right-of-Way: 66' of 66'



**Boulevard
Width
Varies**



Washington Street Alt – 2 Proposed Improvements



- Full depth modified pavement reclamation
- Road narrowed to 28 feet from 32-36 feet
- Remove parking on the west side
- New sidewalk on west side from Woodley to the Sumner
- New off-street shared use trail from Sumner to the end
- New on-street protected bikeway from Woodley to Sumner
- Spot repair concrete curb & gutter
- Gate valve bolt replacements
- Storm sewer adjustments and repairs
- Sanitary sewer adjustments

Washington Street Alt - 2 Proposed Improvements Woodley to Sumner



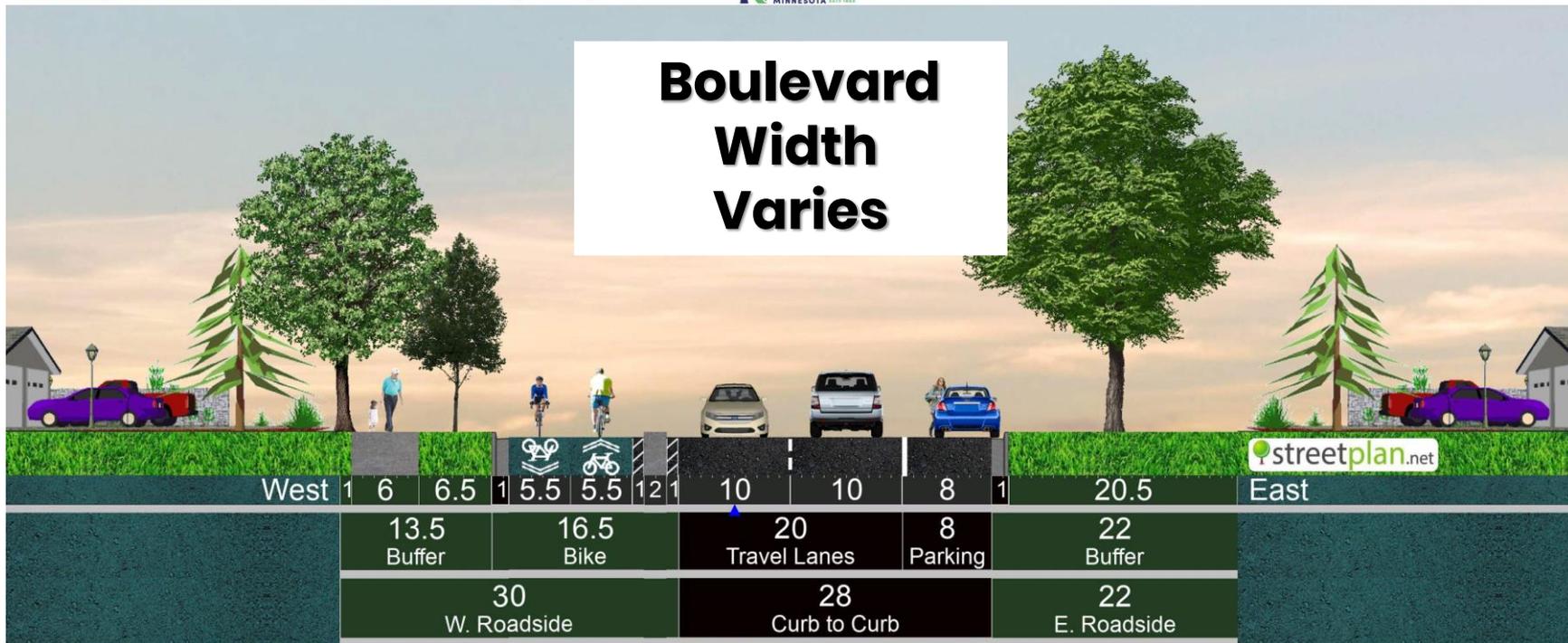
Washington Street

Alternate 2 - Bikelane

Right-of-Way: 80' of 80'



**Boulevard
Width
Varies**



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Washington Street Alt - 2 Proposed Improvements Summer to End



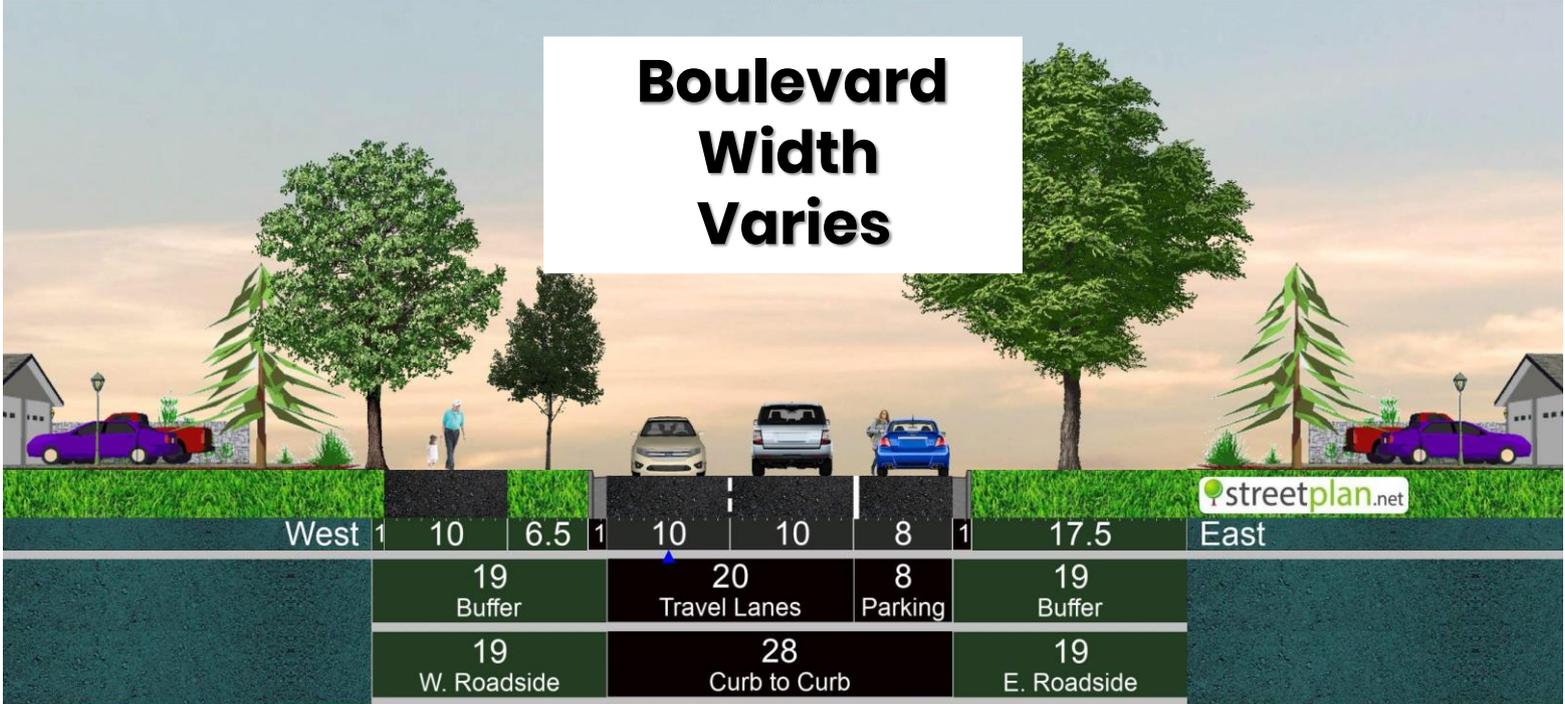
Washington Street

Alternate 2 - Trail

Right-of-Way: 66' of 66'



**Boulevard
Width
Varies**



Washington Street Alt – 3 Proposed Improvements



- Full depth modified pavement reclamation
- Road narrowed to 28 feet from 32-36 feet
- Remove parking on the west side
- New off-street shared use trail from Woodley to the end
- Spot repair concrete curb & gutter
- Gate valve bolt replacements
- Storm sewer adjustments and repairs
- Sanitary sewer adjustments

Washington Street Alt - 3 Proposed Improvements Woodley to End



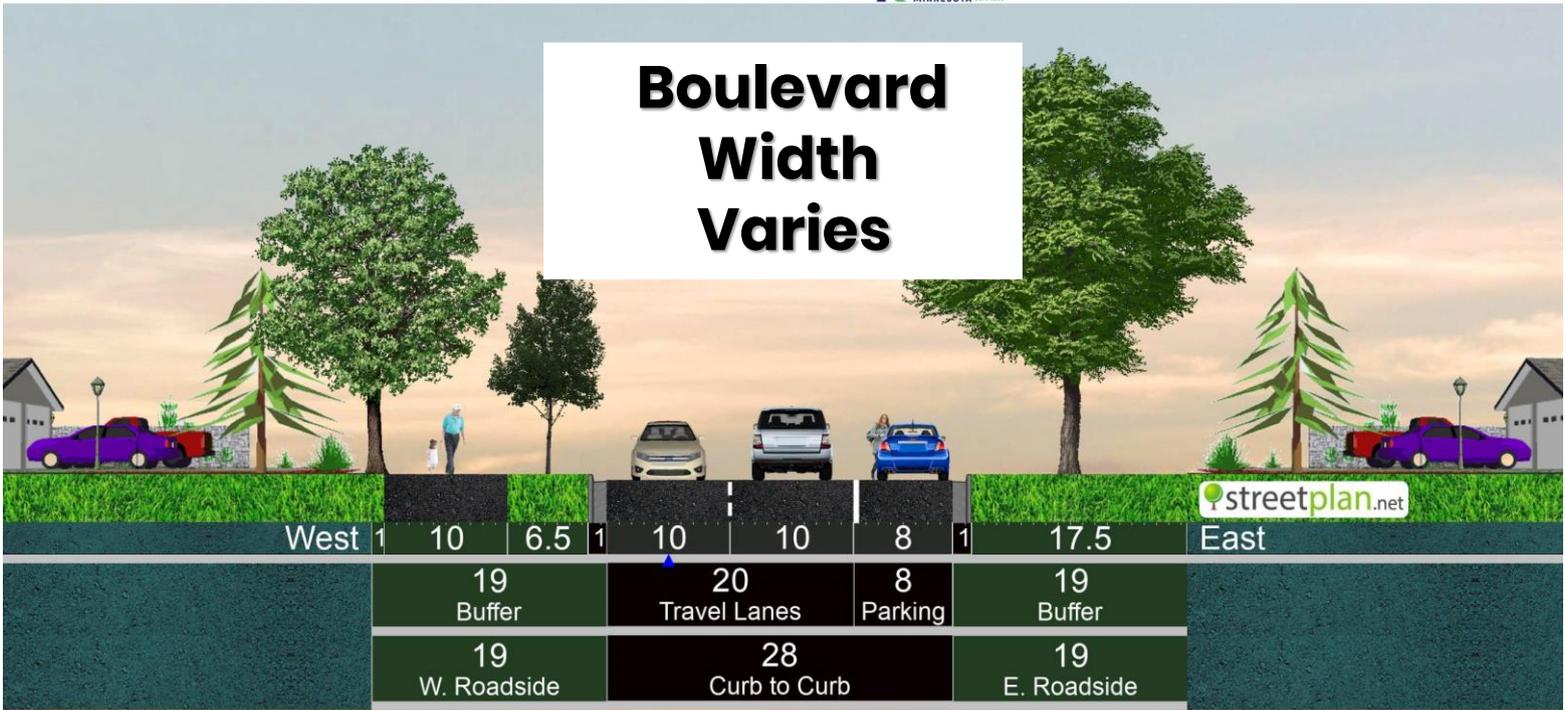
Washington Street

Alternate 3 - Trail Full Length

Right-of-Way: 66' of 66'



**Boulevard
Width
Varies**



Washington Street Alt – 4 Proposed Improvements



- Full depth modified pavement reclamation
- Road narrowed to 27 feet from 32–36 feet
- Remove parking on the west side
- New off-street shared use trail from Sumner to the end
- Trail placed directly behind curb with no boulevard
- New on-street protected bikeway from Woodley to Sumner
- Spot repair concrete curb & gutter
- Gate valve bolt replacements
- Storm sewer adjustments and repairs
- Sanitary sewer adjustments

Washington Street Alt - 4 Proposed Improvements Woodley to Sumner



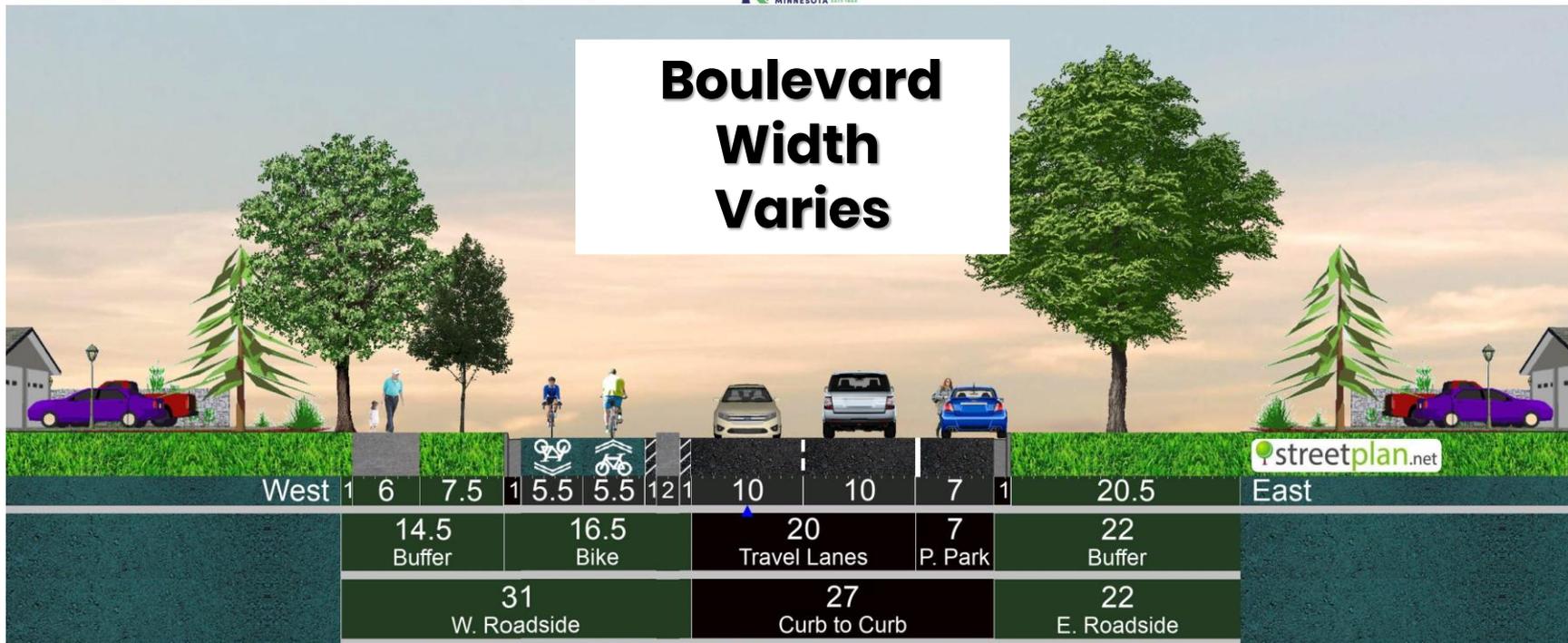
Washington Street

Alternate 4 - Bikelane

Right-of-Way: 80' of 80'



**Boulevard
Width
Varies**



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Washington Street Alt - 4 Proposed Improvements Summer to End



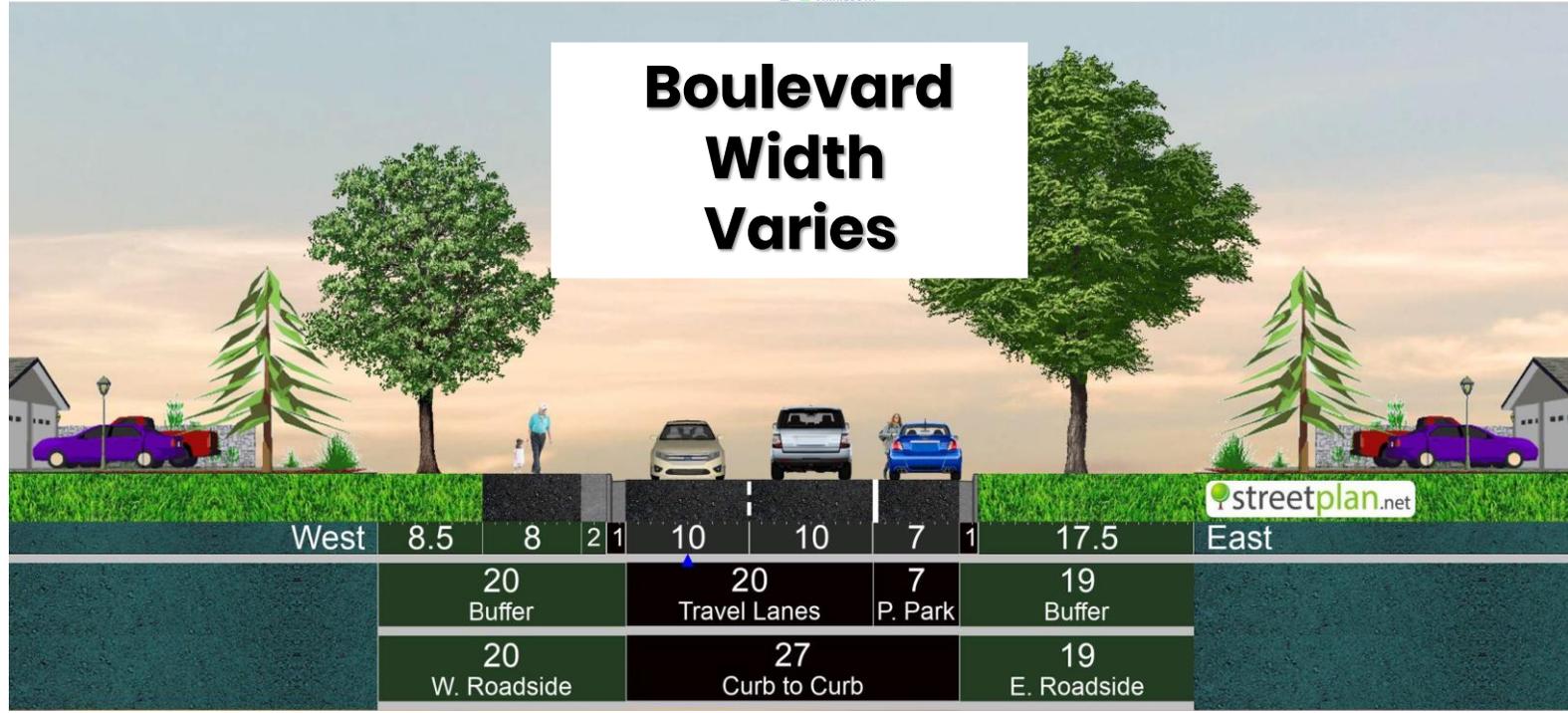
Washington Street

Alternate 4 - Trail

Right-of-Way: 66' of 66'



**Boulevard
Width
Varies**



Washington Street Alternatives Cost Comparison



- Alt – 1: Sidewalk entire west side
- Alt – 2: On-street protected bikeway and trail
- Alt – 3: Trail entire west side
- Alt – 4: On-street protected bikeway and trail directly behind curb

Alternate 1	Alternate 2	Alternate 3	Alternate 4
\$1,018,800	\$996,367	\$916,746	\$965,486

Project Costs



- Total project costs for Alternates
- Includes 10% contingency, 20% administration, & 1% art
- Alternatives 1-4 contain the MTT Alternate cost
- The as recommended cost has no Washington Street or MTT

	Alternate - 1	Alternate - 2	Alternate - 3	Alternate - 4	As Recommended
Total Cost	\$4,577,070	\$4,554,637	\$4,475,016	\$4,523,756	\$2,560,947

Funding



	Alternate – 1	Alternate – 2	Alternate – 3	Alternate – 4	As Recommended
Bonding	\$3,053,909	\$3,031,476	\$2,951,855	\$3,000,595	\$1,416,229
Franchise Fees	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000
Storm Fund	\$182,099	\$182,099	\$182,099	\$182,099	\$158,313
Sanitary Fund	\$450,711	\$450,711	\$450,711	\$450,711	\$105,428
Water Fund	\$90,352	\$90,352	\$90,352	\$90,352	\$80,976
Total Project Costs	\$4,577,070	\$4,554,637	\$4,475,016	\$4,523,756	\$2,560,947

Recommendation



- All Mill & Overlay streets proceed to design as proposed
- Industrial Drive & Laurel Court proceed to design as proposed
- Mill Towns State Trail alternative be put on hold to allow time to pursue funding from the DNR
- Washington Street be put on hold to allow for the pedestrian and bike infrastructure to be analyzed from Second Street to Jefferson Parkway.
- Not pursue the Festler Farms Trail Segment at this time.

Project Process



March 12, 2024	Order Preparation of Feasibility Report
April 2, 2024	Approve Professional Service Agreement
May 1, 2024	1 st Neighborhood Meeting
June 11, 2024	Council Discussion with Alta
July 24, 2024	2 nd Neighborhood Meeting
September 3, 2024	Council Discussion of Draft Feasibility Report
September 17, 2024	Accept Feasibility Report and Authorize Preparation of Plans and Specifications
November 19, 2024	Publish Street Recon Plan Hearing Ad in Northfield News
December 3, 2024	Public Hearing – 5 Year Street Reconstruction Plan and Adoption of Plan
February 5, 2025	3 rd Neighborhood Meeting
February 18, 2025	Approve Plans and Order Advertisement for Bids
February 26, March 5, 12, 2025	Publish Ad for Bid in Northfield News
March 20, 2025	Bid Opening – 2:00 P.M.
April 1, 2025	Accept Bids and Award Contract
May – October, 2025	Construction
July 2026	Accept Improvements and Authorize Final Payment



Questions?

northfieldmn.gov/2025project