



# 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



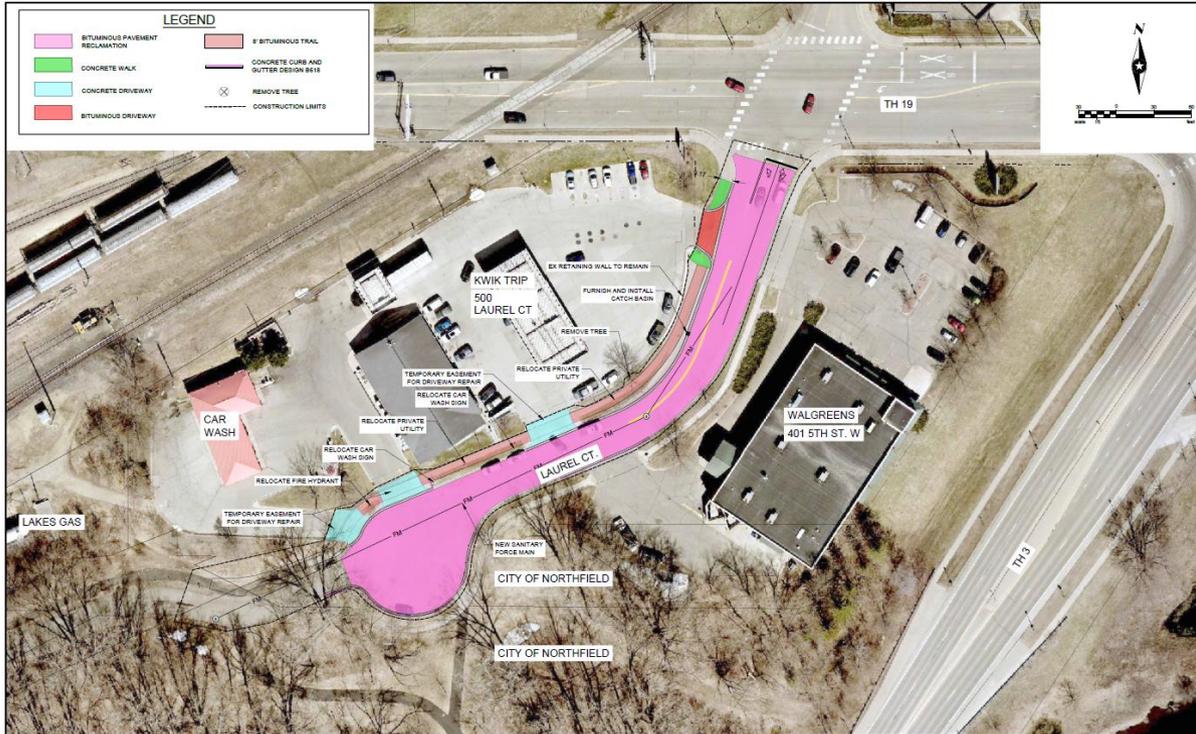
- Full depth pavement reclamation
- Subgrade repair where needed
- Replace concrete curb & gutter
- Driveway apron repairs
- New turnaround at the end
- Gate valve bolt replacements
- Storm sewer upgrades to reduce erosion off-site
- Install turn-around on the west dead end

# 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

# Laurel Court Proposed Improvements



# 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



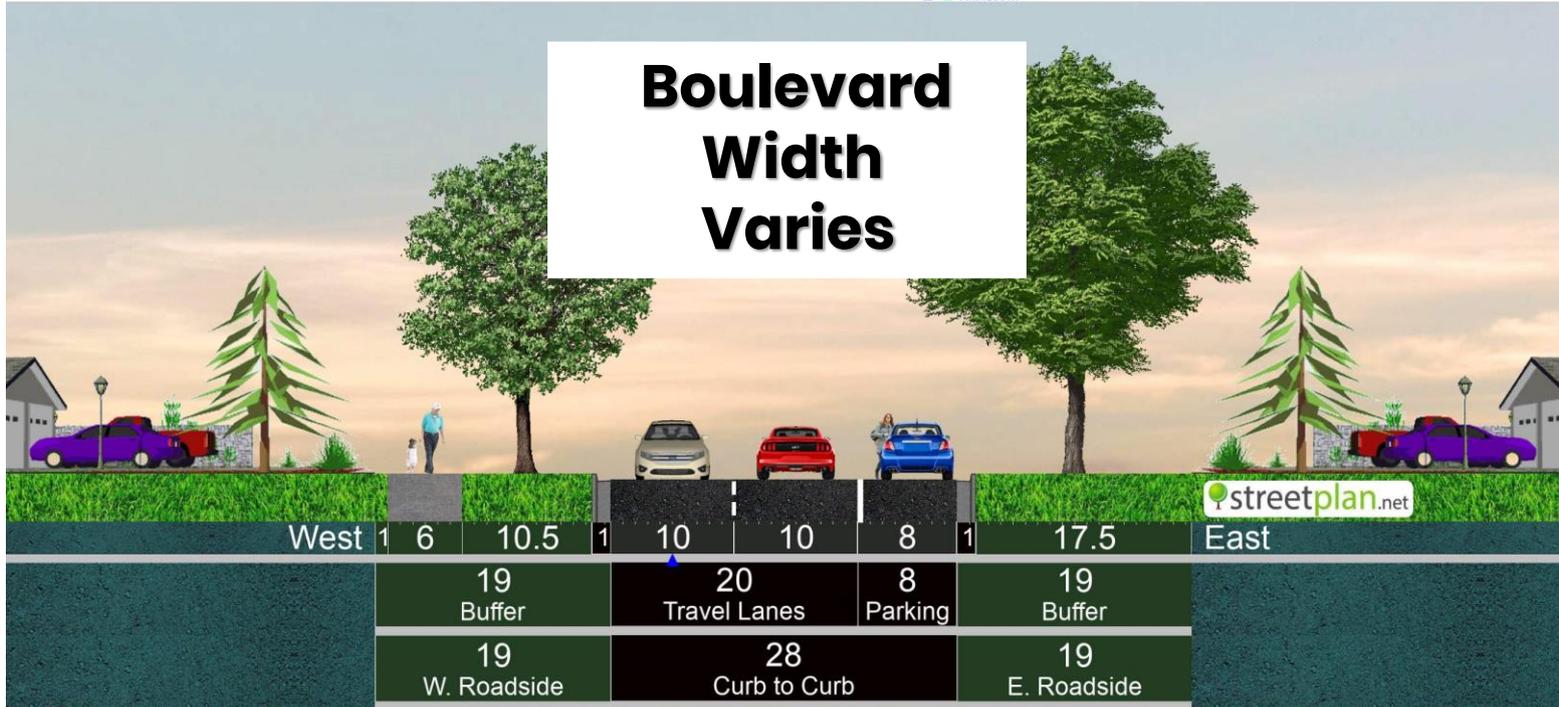
Washington Street

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



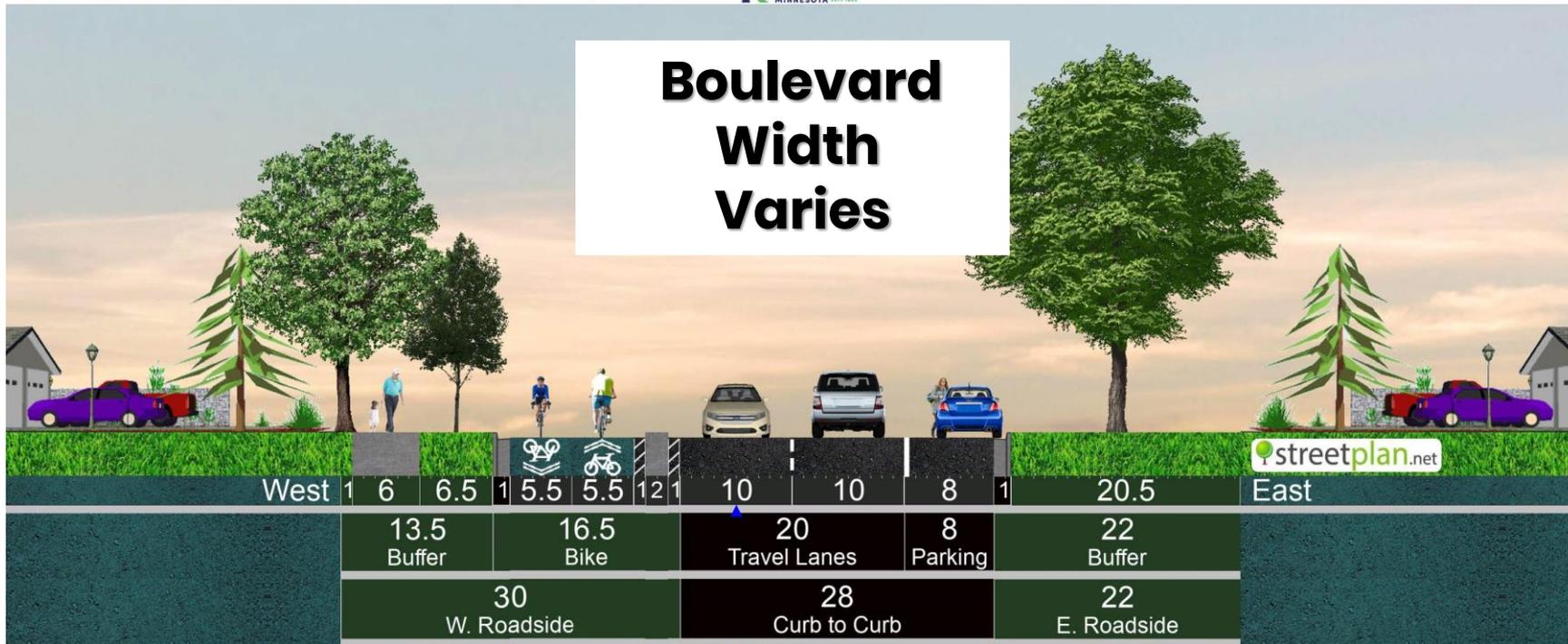
Washington Street

Alternate 2 - Bikelane

Right-of-Way: 80' of 80'



**Boulevard  
Width  
Varies**



# Washington Street Alt - 2 Proposed Improvements Summer to End



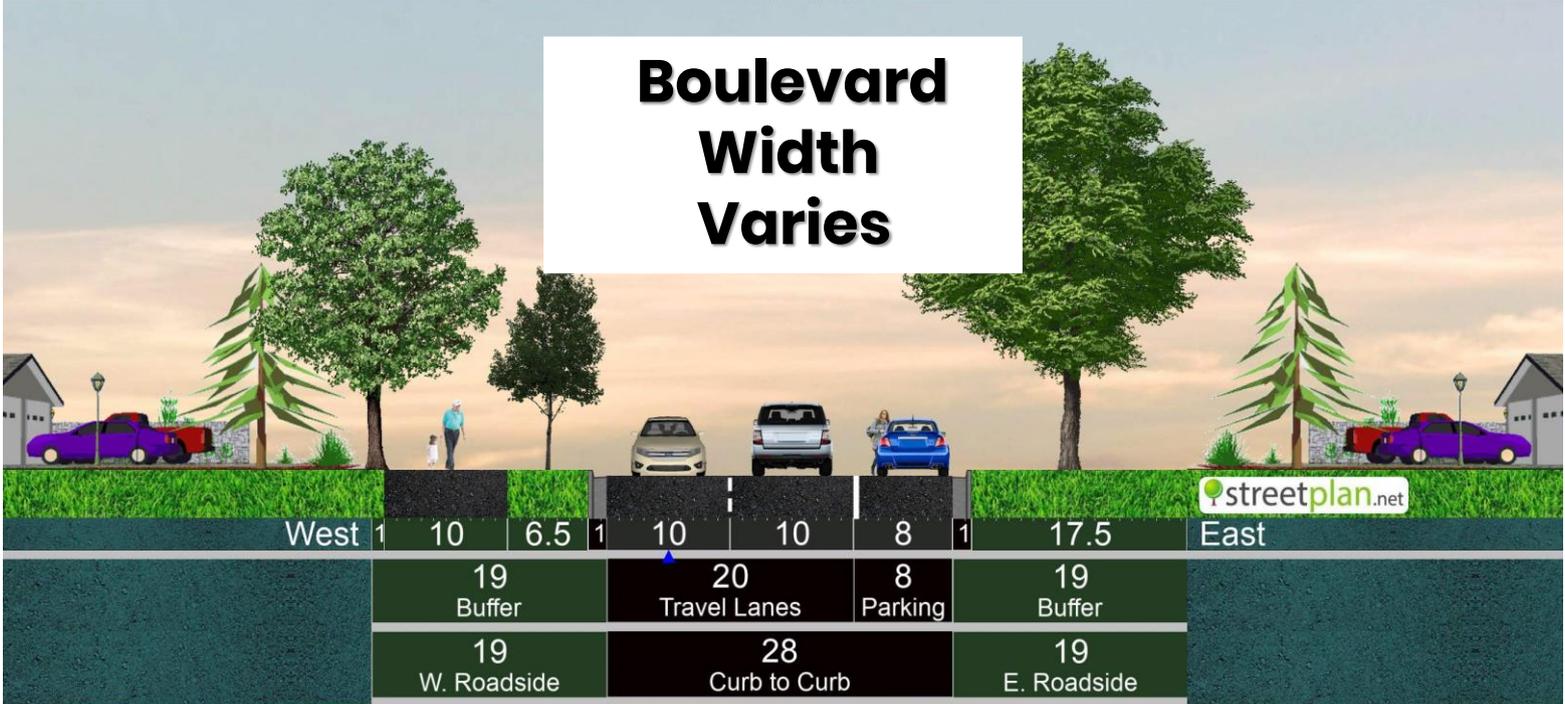
Washington Street

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



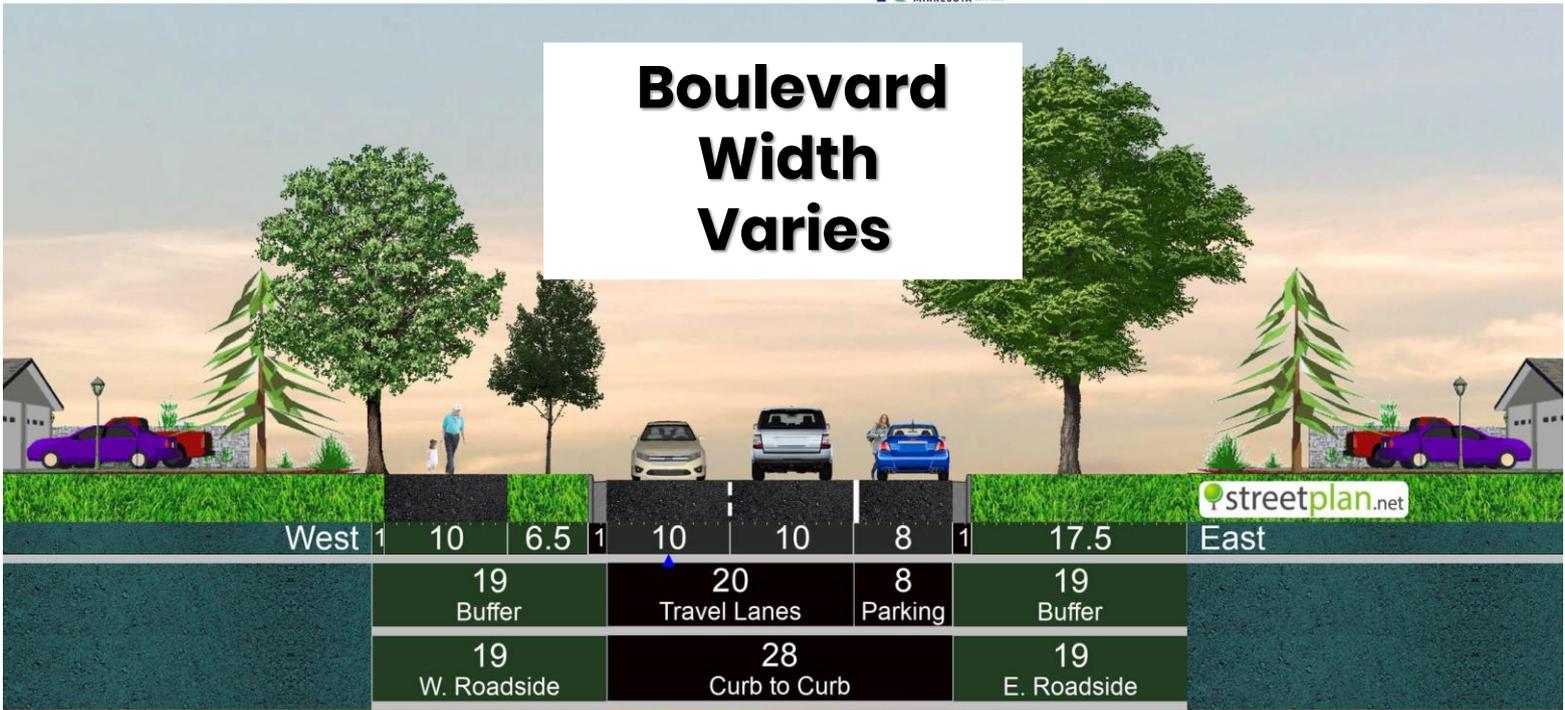
Washington Street

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



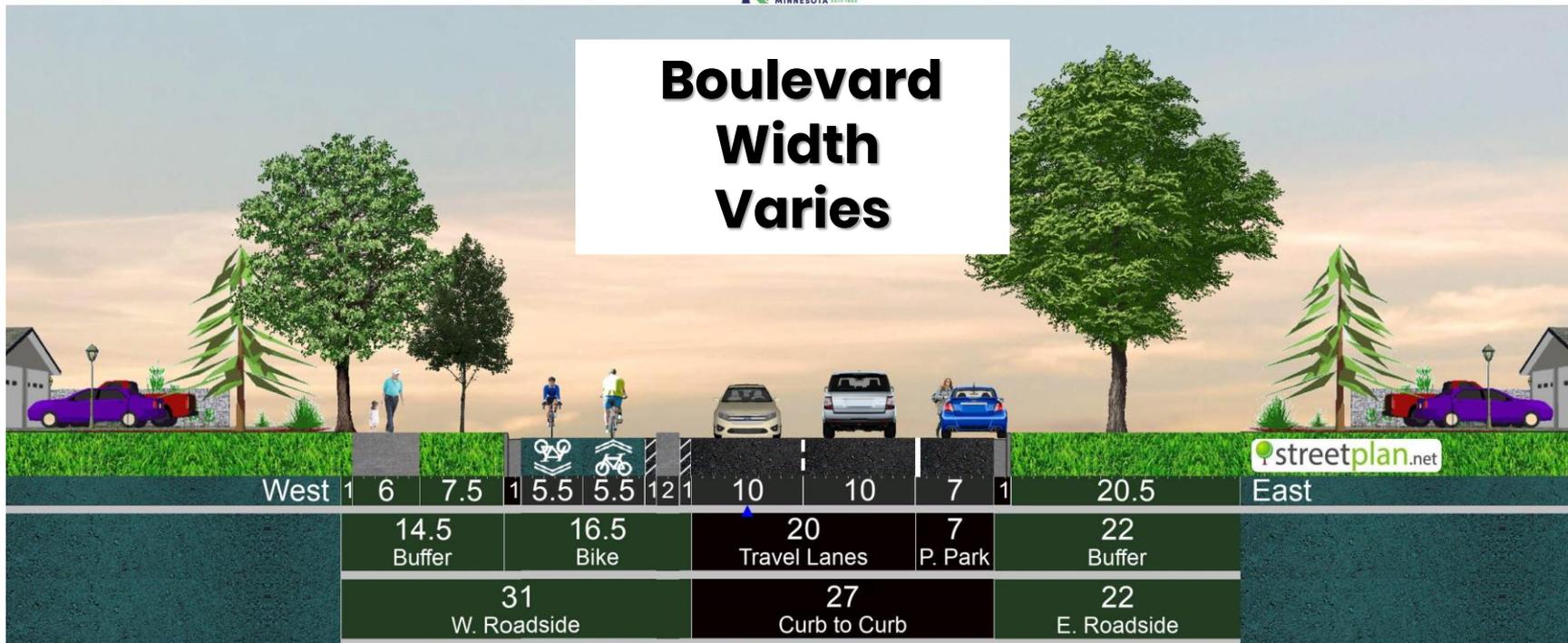
Washington Street

Alternate 4 - Bikelane

Right-of-Way: 80' of 80'



**Boulevard  
Width  
Varies**



# Washington Street Alt - 4 Proposed Improvements Summer to End



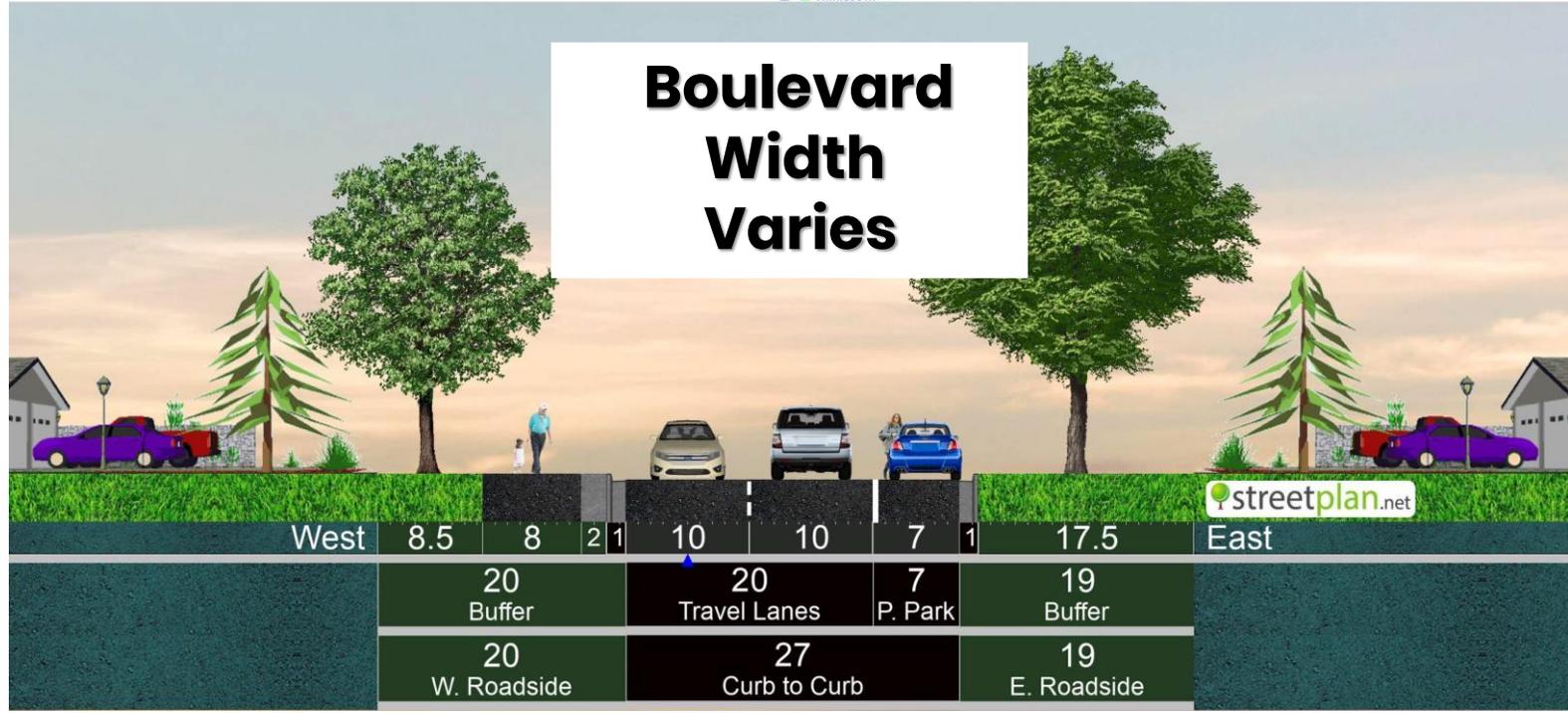
Washington Street

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
<b>Total Project Costs</b>	<b>\$4,577,070</b>	<b>\$4,554,637</b>	<b>\$4,475,016</b>	<b>\$4,523,756</b>	<b>\$2,560,947</b>

# 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 <sup>st</sup> Neighborhood Meeting
June 11, 2024	Council Discussion with Alta
July 24, 2024	2 <sup>nd</sup> Neighborhood Meeting
<b>September 3, 2024</b>	<b>Council Discussion of Draft Feasibility Report</b>
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 <sup>rd</sup> 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](http://northfieldmn.gov/2025project)