



2026 Mill & Overlay and Mill Towns State Trail Improvements Project

Accept Feasibility Report and Authorize
Preparation of Plans and Specifications

August 4, 2025

Tonight's Outline



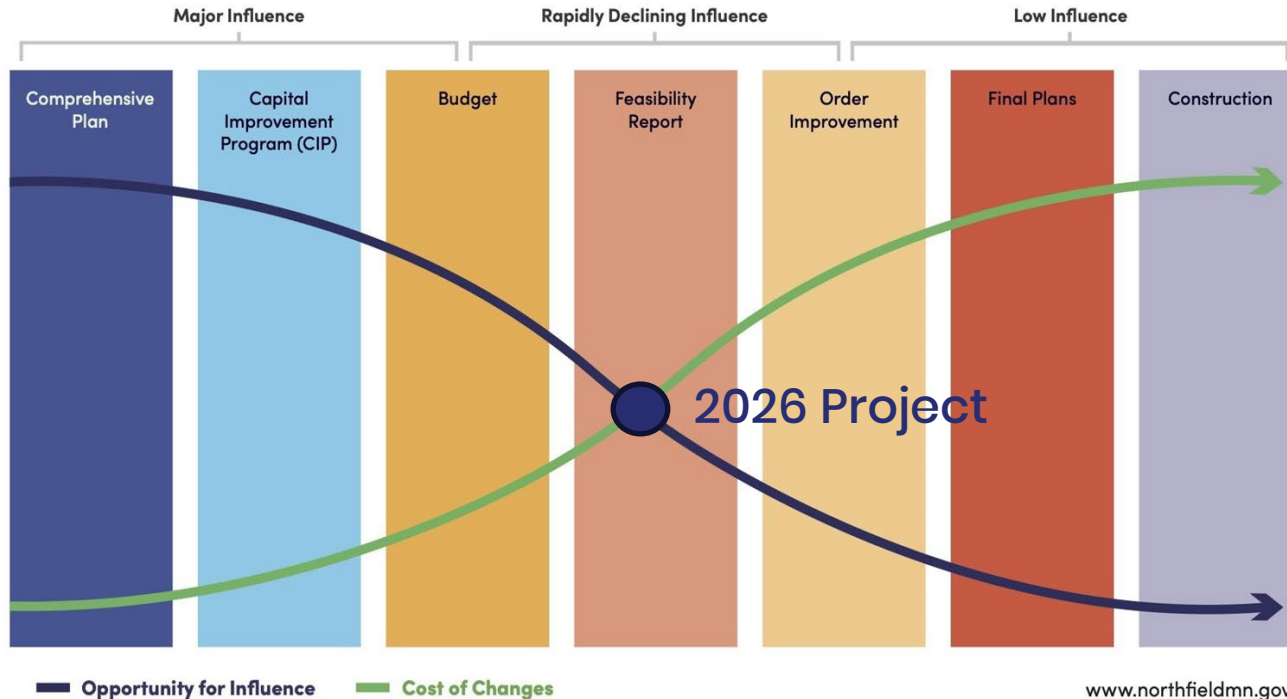
- Project Process
- Public Feedback on initial recommendation
- Proposed Improvements
- Recommendation
- Project Costs/Funding
- Questions / Comments

Project Process



June 4, 2024	Order Preparation of Feasibility Report
July 9, 2024	Approve Professional Service Agreement
April 16, 2025	1 st Neighborhood Meeting
May 20, 2025	Council Discussion of Draft Feasibility Report & Intersection Improvements
June 11, 2025	2nd Neighborhood Meeting
August 4, 2025	Accept Feasibility Report and Authorize Preparation of Plans and Specifications
November 18, 2025	Publish Street Recon Plan Hearing Ad in Northfield News
December 2, 2025	Public Hearing – 5 Year Street Reconstruction Plan and Adoption of Plan
January 14, 2026	3 rd Neighborhood Meeting
February 3, 2026	Approve Plans and Specifications and Authorize Advertisement for Bids
February 11, 18, 25, 2026	Publish Ad for Bid in Northfield News
March 5, 2026	Bid Opening – 2:00 P.M.
March 17, 2026	Accept Bids and Award Contract
May 2026	Property Owner Meetings
May – October 2026	Construction
July 2027	Accept Improvements and Authorize Final Payment

Project Development and Influence

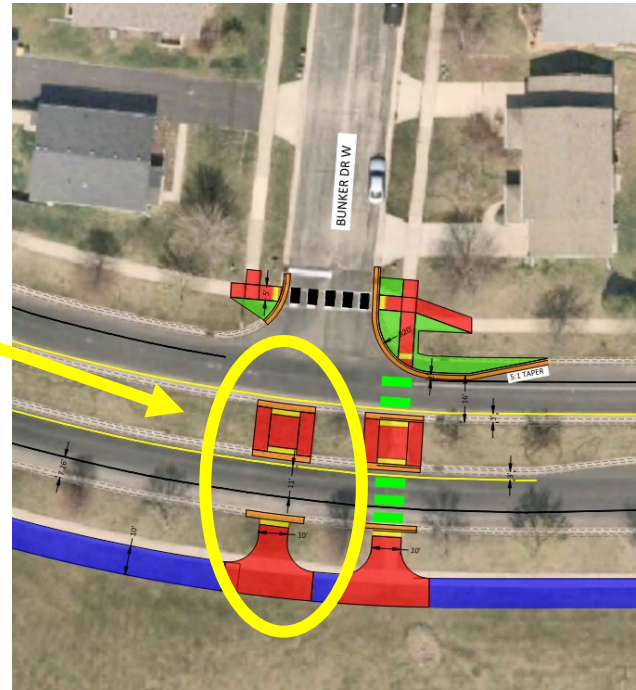


Neighborhood Meeting #2

Feedback on Median Opening for Bikes



- Rideability?
- Mixed response on the double openings. Most felt they were unnecessary and would add confusion.
- Biking community thought one crossing was adequate



Neighborhood Meeting #2

Feedback on Protecting Bikeway



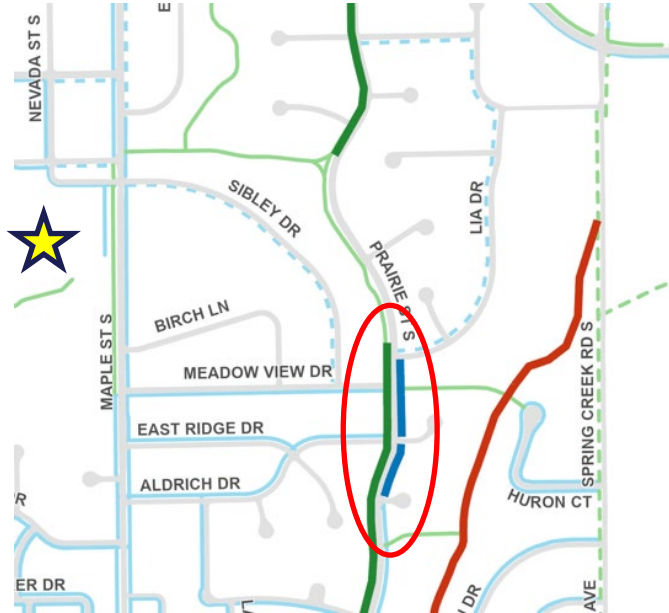
- Feedback was collected on protecting the bikeway through the curve where most vehicles would most likely drift into the painted buffer.
- Pleasant View Court where it enters Sibley Swale Park to Prospect Ct
- Feedback to this change was positive with most people agreeing with the reasoning for protecting this smaller segment



Prairie Street Sidewalk Connectivity



Prairie Street Sidewalk



2026 Project

- On-Street Separated Bikeway
- Off-Street Trail
- Sidewalk
- Mill Towns State Trail
- Existing Sidewalk
- Future Sidewalk
- Existing Trail
- Future Trail



Spring Creek Elementary

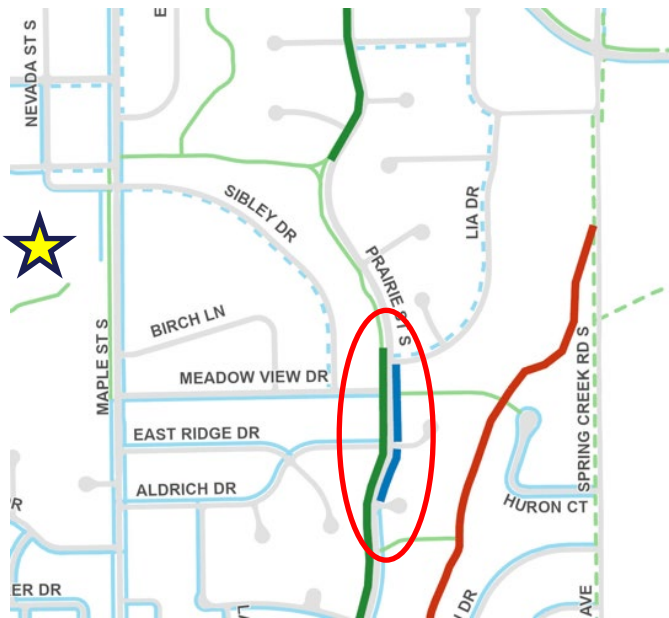
- Identified as a sidewalk gap in the Adopted 2019 Pedestrian, Bike, and Trail System plan
- Would connect future sidewalk connections proposed on Lia Drive/Sumac Lane/Prospect Drive on the north end
- Provide connection to the new Prairie Street trail/bridge and existing sidewalk on Meadowview Drive providing direct access to Spring Creek Elementary School on the south end
- Tree impacts (10 trees)

Neighborhood Meeting #2

Feedback on Prairie Street Sidewalk



Prairie Street Sidewalk



2026 Project

- On-Street Separated Bikeway
- Off-Street Trail
- Sidewalk
- Mill Towns State Trail
- Existing Sidewalk
- Future Sidewalk
- Existing Trail
- Future Trail



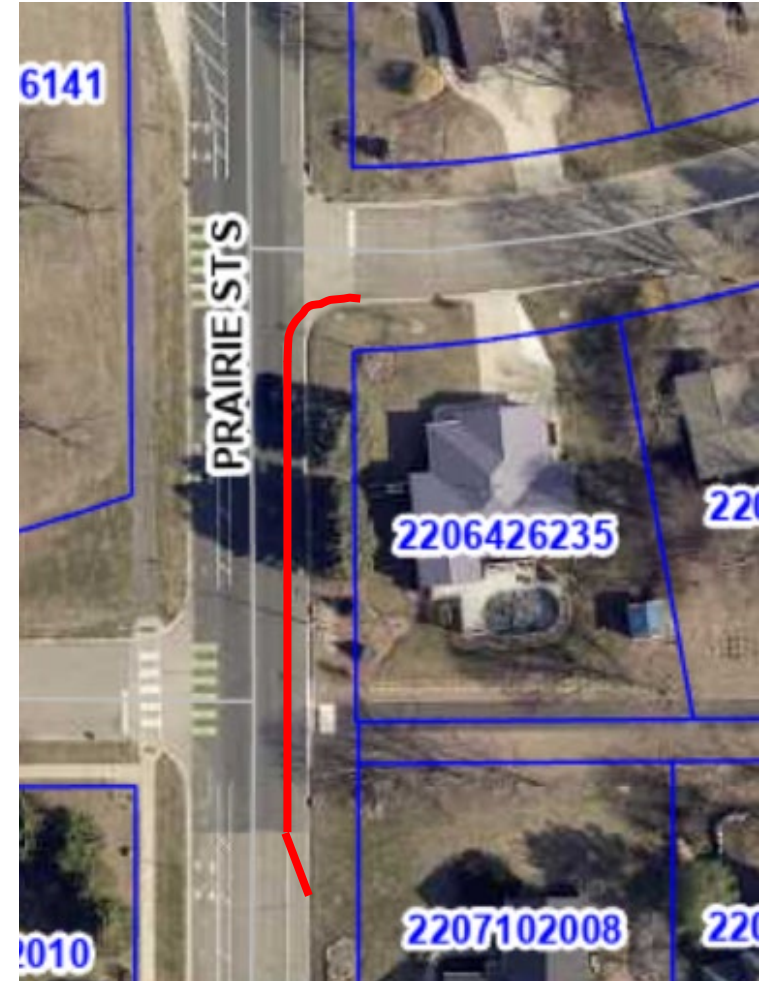
Spring Creek Elementary

- Feedback was collected on the proposed sidewalk from Lia Drive to Prairie View Court.
- Support for sidewalk installation
- Most feedback was related to concerns about the number of trees that would need to be removed.
- Trees could potentially be saved by meandering the sidewalk and removing parking near Lia Drive to bump the curb out.
- These options can be explored during design.

Neighborhood Meeting #2

Prairie Street Sidewalk Bump out

- Trees could potentially be saved by meandering the sidewalk and removing parking near Lia Drive to bump the curb out.
- These options can be explored during design.
- Bump out could save 6 trees.



Recommendation



- Design crossing improvements without the extra median openings for bikes
- Design the Prairie Street sidewalk while reviewing ways to save as many trees as possible
- Staff recommendation is to protect the entire Prairie Street bikeway for safety, however due to public feedback the final recommendation is to protect the bikeway from Prospect Court to Pleasant View Court – Sibley Swale Park Entrance segment.

Project Funding



- The recommended cost includes protecting the bikeway from Prospect Court to Pleasant View Court.
- The alternate cost includes protecting the entire Prairie Street bikeway
- All other costs are the same in both
- Difference of \$212,116

Funding Source	Recommended	Alternate
Bonding	\$3,834,237	\$4,046,352
Franchise Fees	\$774,400	\$774,400
Storm Fund	\$449,328	\$449,328
Sanitary Fund	\$74,366	\$74,366
Water Fund	\$20,918	\$20,918
Total Project Costs	\$5,153,279	\$5,365,365

Project Costs



	BASE COSTS W/ PARTIAL PRAIRIE St. MEDIAN	ALTERNATE COSTS W/ FULL PRAIRIE St. MEDIAN
Street	\$3,134,713	\$3,280,557
Storm Sewer	\$337,030	\$337,030
Sanitary Sewer	\$55,780	\$55,780
Watermain	\$15,690	\$15,690
Construction Subtotal	\$3,543,213	\$3,689,057
Construction Contingency (20%)	\$708,642	\$737,811
Art (1%)	\$42,519	\$44,269
Total with Art	\$4,294,374	\$4,471,137
Overhead (20 %)	\$858,875	\$894,227
Total Project Costs	\$5,153,249	\$5,365,365

Questions?

Northfieldmn.gov/2026project



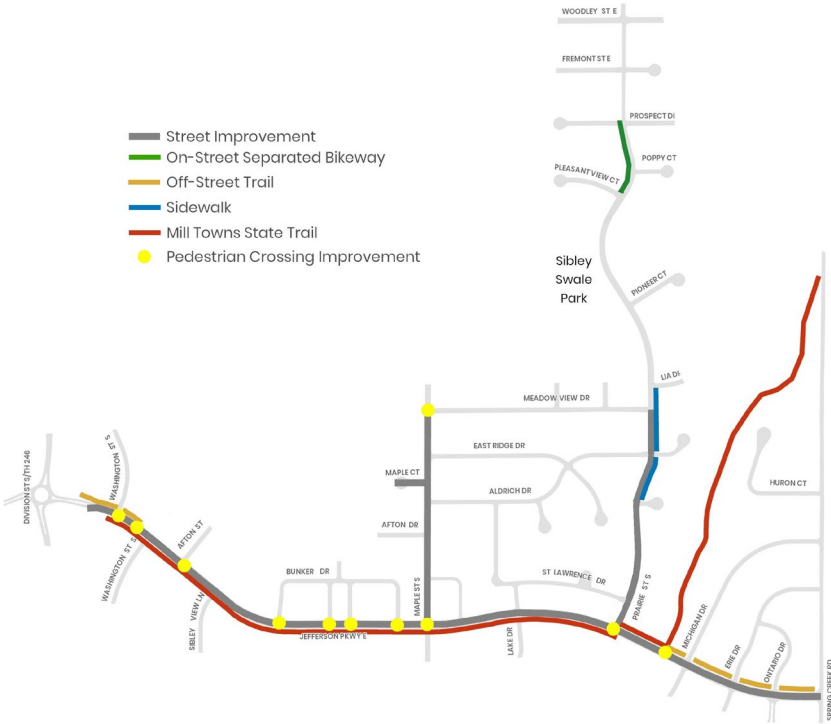


Additional Project Background Slides

Mill and Overlay



- Street Improvement
- On-Street Separated Bikeway
- Off-Street Trail
- Sidewalk
- Mill Towns State Trail
- Pedestrian Crossing Improvement



- Maple Street (Meadow View Drive to Jefferson Parkway.)
- Maple Court
- Prairie Street (Meadow View Drive to Jefferson Parkway)
- Jefferson Parkway (Division Street / TH 246 to Spring Creek Road)

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



Pedestrian & Bike Improvements



- Mill Towns State Trail along Jefferson Parkway and through Spring Creek Park
- New Trail on Jefferson Parkway (TH 246 to Washington Street – North Side)
- New Trail on Jefferson Parkway (Michigan Drive to Spring Creek Road – North Side)
- New Sidewalk on Prairie Street (Prairie View Court to Lia Drive)
- Protect existing bikeway on Prairie Street (Prospect Drive to Pleasant View Court – Sibley Swale Park)
- Pedestrian crossing improvements

Maple Street / Maple Court Proposed Improvements



- 2" Mill & Overlay (Meadow View Drive – Jefferson Parkway)
- Spot repairs on concrete curb & gutter
- Spot repairs on concrete sidewalk
- ADA upgrades to pedestrian ramps
- Crossing Improvement at the Meadow View Drive and Jefferson Parkway intersections

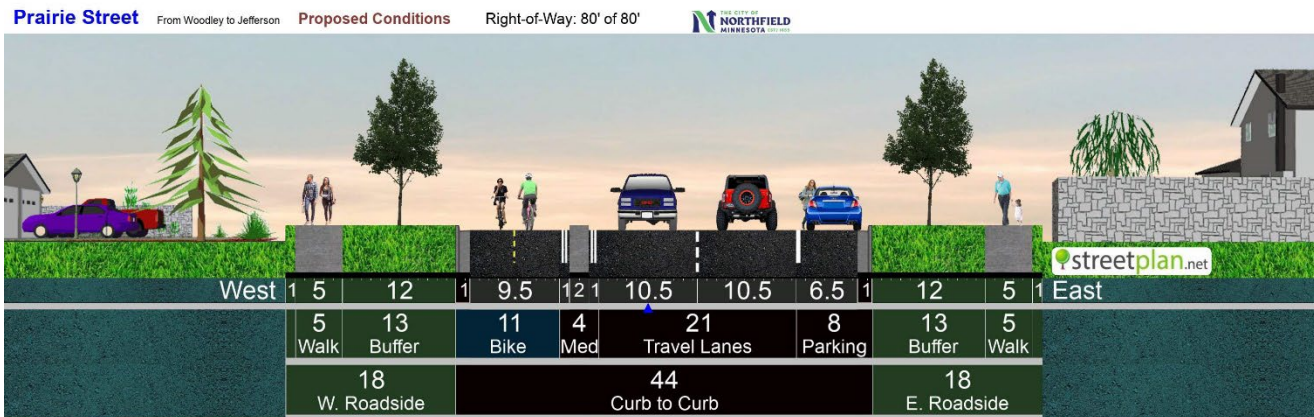
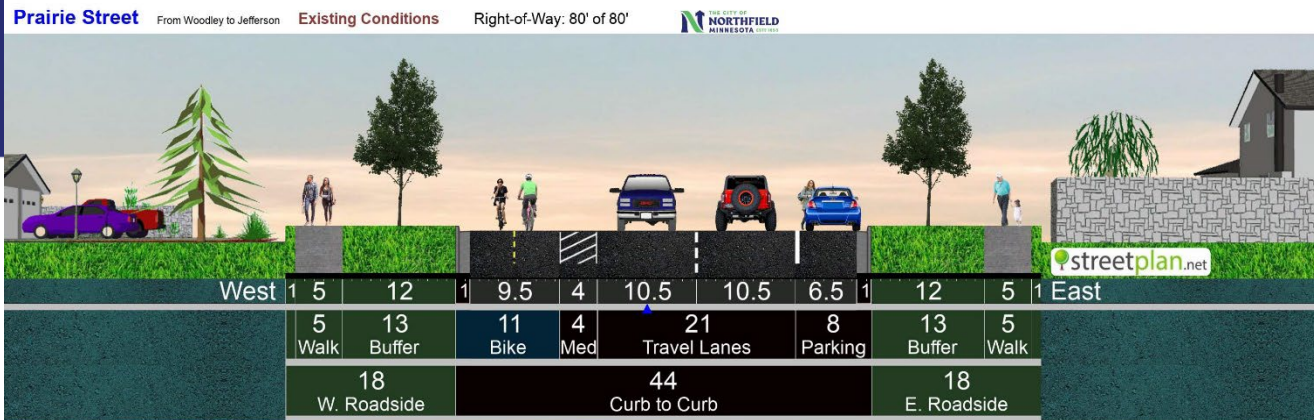


Prairie Street Proposed Improvements



- 2" Mill & Overlay (Meadow View Drive – Jefferson Parkway)
- Spot repairs on concrete curb & gutter
- Spot repairs on concrete sidewalk
- ADA upgrades to pedestrian ramps
- New 6-foot sidewalk on the east side of Prairie Street from Prairie View Court to Lia Drive
- Protect existing bikeway from Prospect Court to Pleasant View Court –Sibley Swale Park
- Crossing Improvements at the Jefferson Parkway Intersection

Prairie Street Bikeway



Jefferson Parkway Proposed Improvements

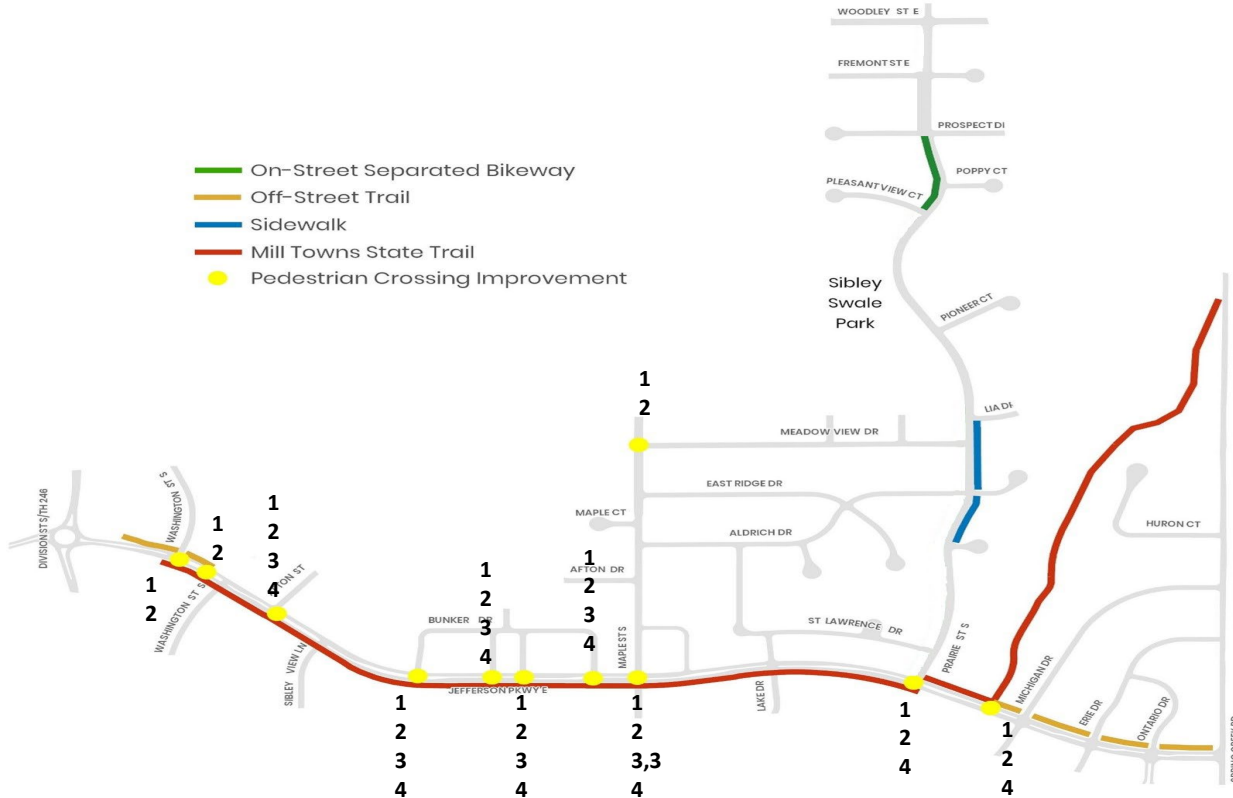


- 2" Mill & Overlay (TH 246 to Spring Creek Road)
- Spot repairs on concrete curb & gutter
- Spot repairs on concrete sidewalk
- ADA upgrades to pedestrian ramps
- Replace the sidewalk on the south side with a 10-foot trail from TH 246 to the trail just west of Michigan Drive (Mill Towns State Trail)
- Replace the sidewalk on the north side with a 10-foot trail from Prairie Street to Spring Creek Road
- Replace the sidewalk on the north side with a 10-foot trail from Washington Street to the Roundabout
- Crossing improvements at the Washington Street, Afton Street, Bunker Drive, Wilcox Boulevard, Maple Street, and Prairie Street Intersections

Crossing Improvements



- On-Street Separated Bikeway
- Off-Street Trail
- Sidewalk
- Mill Towns State Trail
- Pedestrian Crossing Improvement



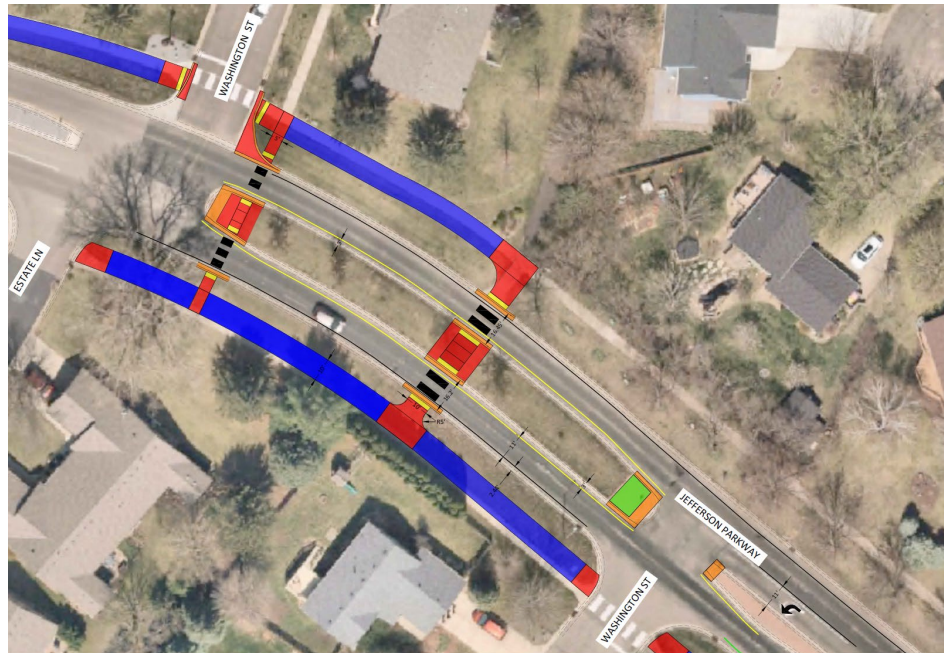
Legend

1. Marked Crosswalk (signage and/or striping)
2. Pedestrian/Bike Refuge
3. Eliminate Turn Lane
4. Curb Extensions

Washington St. at Jefferson Pkwy.



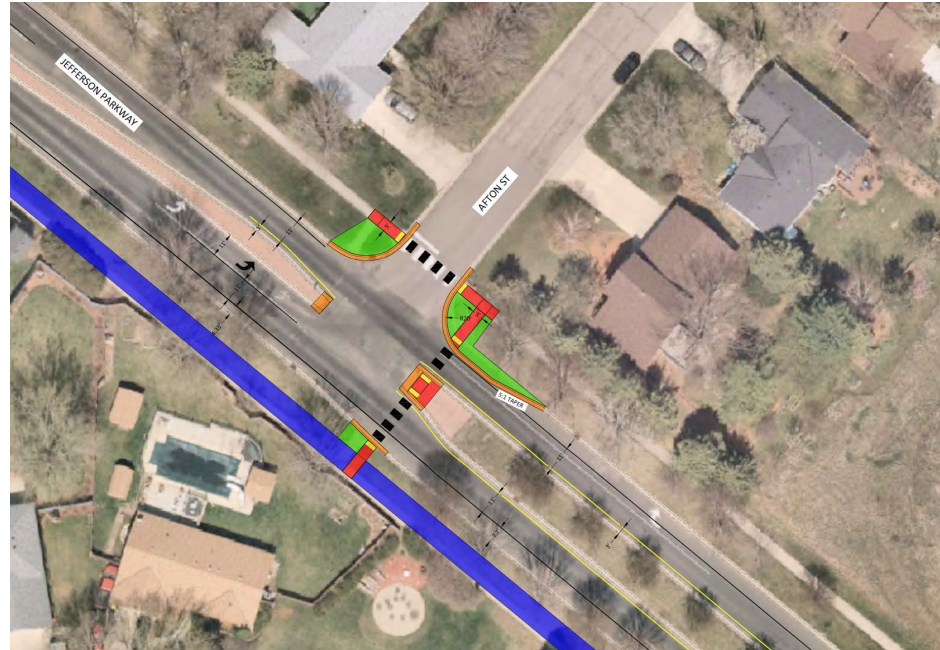
- **Focus on connections**
 - Trail on the north side
 - Residential connection
 - East side of Washington St (west leg) has sidewalk
- **Washington St**
 - Marked crossing on east side
 - Add pedestrian refuge
- **Trail**
 - Marked mid-block crossing
 - Add bicyclist/pedestrian refuge



Afton St. at Jefferson Pkwy.



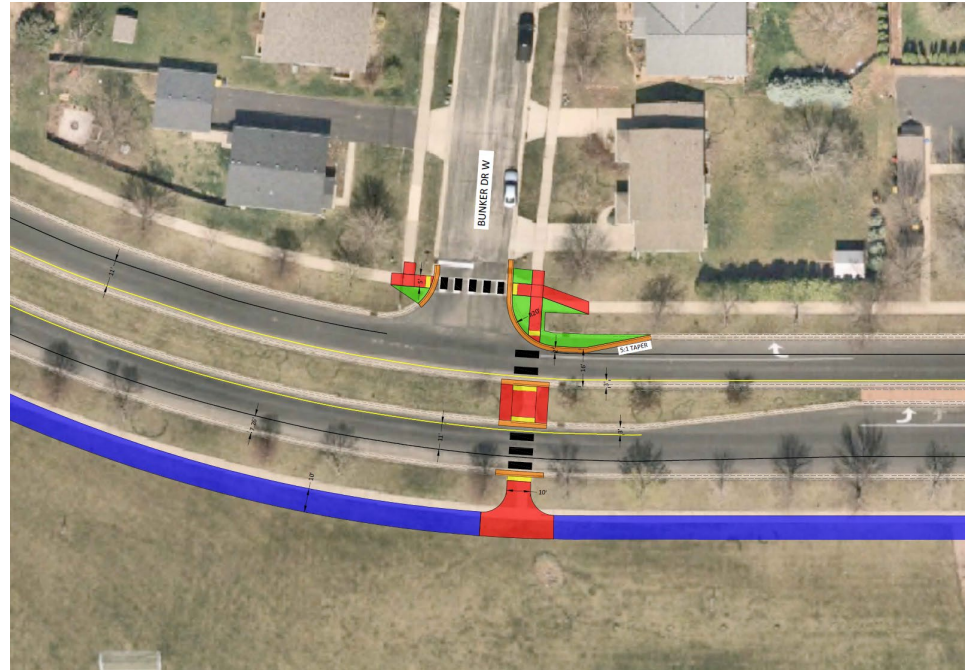
- **Focus on conflicts and use**
 - Eastbound lefts (223 in 13 hours)
 - Pedestrian use
 - 4 on east leg, none on west leg
 - Marked crossing on east side
 - Add pedestrian refuge
- **Reduce conflict exposure**
 - Shorten the crossing
 - Low westbound right turns
 - 12 vehicles over 13-highest hours
 - Eliminate the right turn lane
 - Provide curb extension



Bunker Dr. W at Jefferson Pkwy.



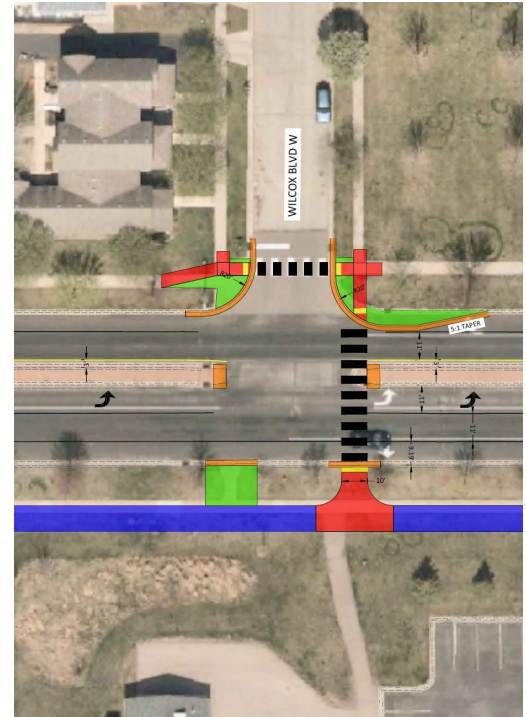
- Focus on conflicts and use
 - Pedestrian use
 - 2 on east leg, none on west leg
 - Marked crossing on east side
 - Add pedestrian refuge
- Reduce conflict exposure
 - Shorten the crossing
 - Low westbound right turns
 - 6 vehicles over 13-highest hours
 - Eliminate the right turn lane
 - Provide curb extension



Willcox Blvd. W at Jefferson Pkwy.



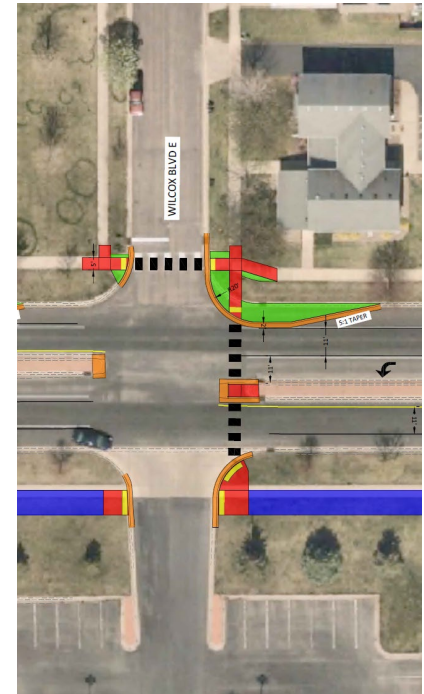
- **Focus on conflicts and use**
 - Eastbound lefts (46 in 13 hours)
 - Pedestrian use
 - 2 on east leg, 2 on west leg
 - Marked crossing on east side due to more direct connection to the park
 - Add pedestrian refuge
- **Reduce conflict exposure**
 - Shorten the crossing
 - Low westbound right turns
 - 6 vehicles over 13-highest hours
 - Eliminate the right turn lane
 - Provide curb extension



Willcox Blvd. E at Jefferson Pkwy.



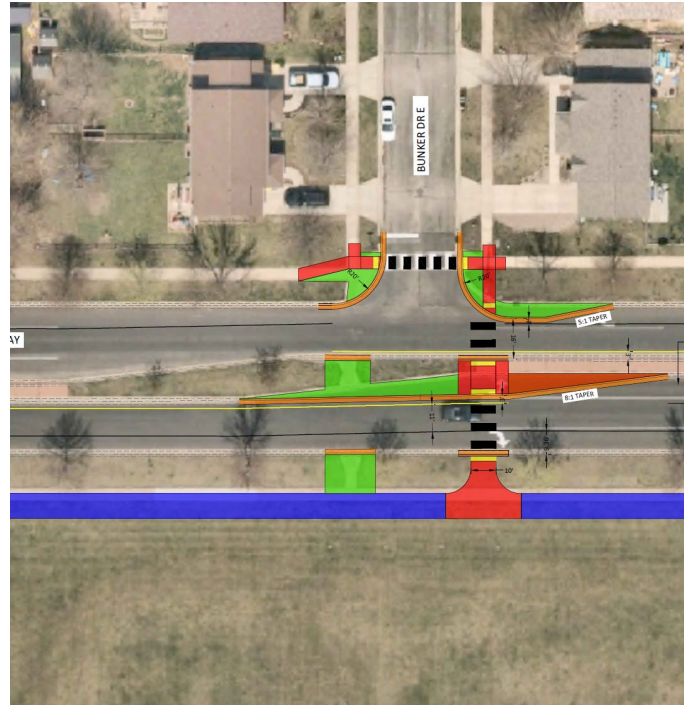
- **Focus on conflicts and use**
 - EB and WB lefts (each 48 in 13 hours)
 - EB rights (68 in 13 hours)
 - Pedestrian use
 - 6 on east leg, 1 on west leg
 - Marked crossing on east side
 - Add pedestrian refuge
- **Reduce conflict exposure**
 - Shorten the crossing
 - Low westbound right turns
 - 9 vehicles over 13-highest hours
 - Eliminate the right turn lane
 - Provide curb extension



Bunker Dr. E at Jefferson Pkwy.



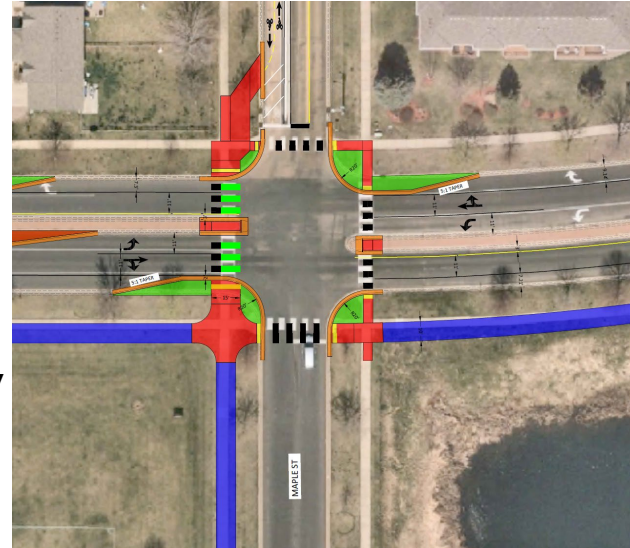
- **Focus on conflicts and use**
 - Pedestrian use
 - 3 on east leg, 3 on west leg
 - Marked crossing on east side
 - Add pedestrian refuge
- **Reduce conflict exposure**
 - Shorten the crossing
 - Reduce length of Maple St left turn lane
 - Low westbound right turns
 - 3 vehicles over 13-highest hours
 - Eliminate the right turn lane
 - Provide curb extension



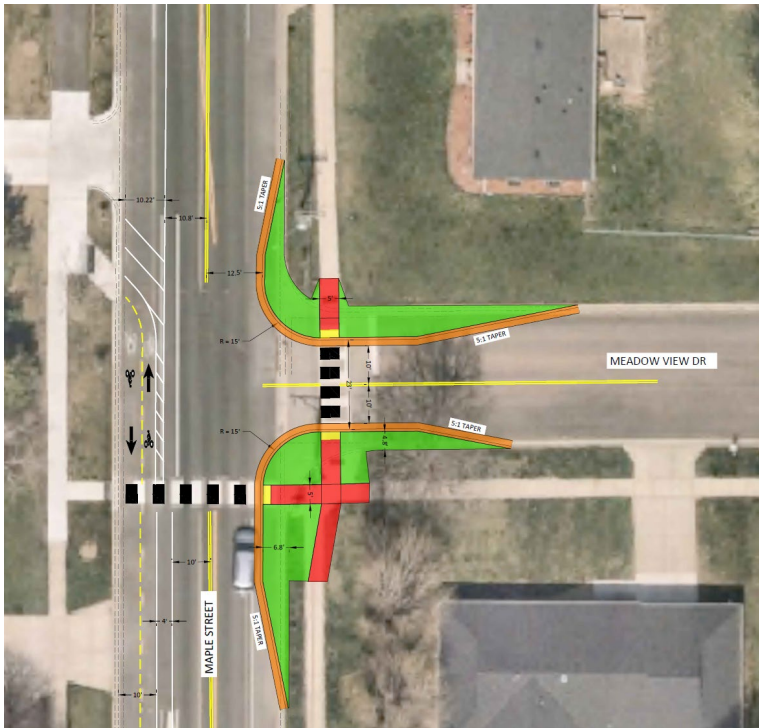
Maple St. at Jefferson Pkwy.



- **Focus on connections and consistency**
 - Mill Towns State Trail on the south side
 - Sidewalk connections on other legs
 - Remove EB and WB right turn lanes
 - Reduces Conflict Exposure
- **Sidewalks**
 - Marked crossings
 - Add pedestrian refuges across Jefferson Pkwy
- **Trail**
 - Marked crossing



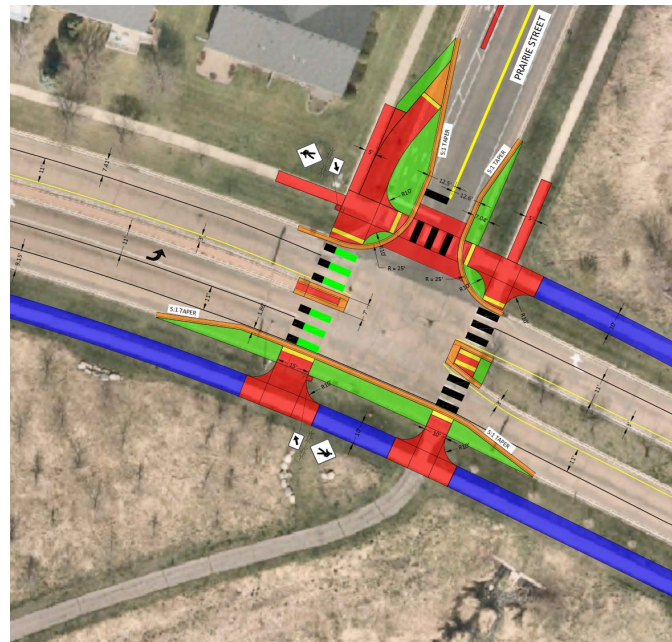
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Prairie St. at Jefferson Pkwy.



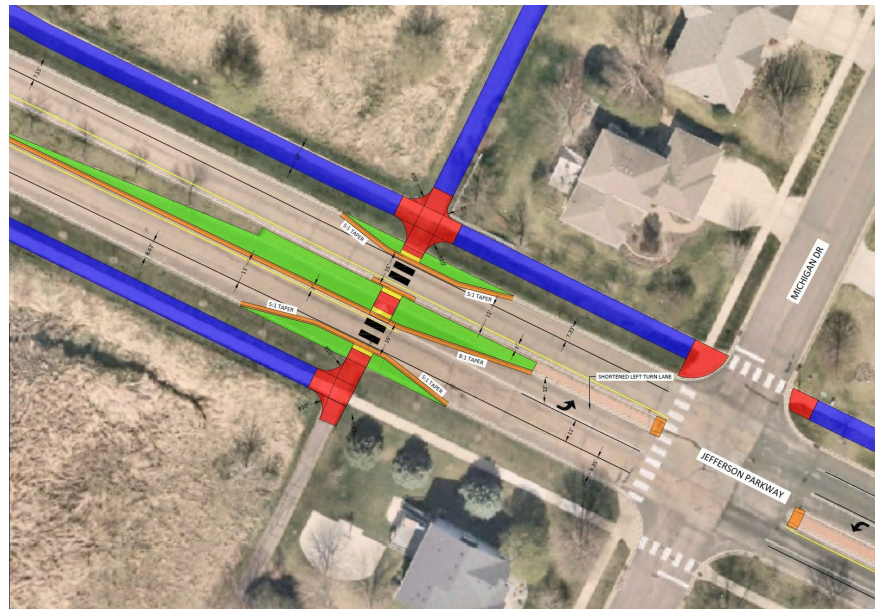
- Focus on connections and consistency
 - Trail connections
 - Add curb extensions
 - Reduces conflict exposure
 - Daylights pedestrians
- Crossings
 - Marked crossings on all legs
 - Rectangular Rapid Flashing Beacon (RRFB)
 - Add pedestrian refuges across Jefferson Pkwy



West of Michigan Dr. at Jefferson Pkwy.



- Focus on connections and consistency
 - Trail connections
 - Add curb extensions
 - Reduces conflict exposure
 - Daylights pedestrians
- Crossings
 - Marked crossing
 - Add pedestrian refuge across Jefferson Pkwy
 - Shorten the crossing by reducing length of eastbound left turn lane at Michigan



Mill Towns State Trail Proposed Improvements



- New Trail along Jefferson Parkway to Spring Creek Park
- Replace Trail through Spring Creek Park to Huron Court connection and widen trail from 8 feet to 10 feet
- New Trail from the Huron Court trail connection to Spring Creek Road
- New Storm Water treatment facility

2026 JEFFERSON PKWY M&O & MTT IMPROVEMENTS
CITY OF NORTHFIELD

FIGURE 10: MTT PROPOSED IMPROVEMENTS
APRIL 2025

