



Legislation Details (With Text)

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Title: Public Hearing - Improvement Hearing - 2019 Street Reclamation Project.

Sponsors:

Indexes:

Code sections:

Attachments: 1. 1 - Improvement Hearing Notice, 2. 2 - Project Process, 3. 3 - Project Location Maps, 4. 4 - 2019 Reclamation Improvement Hearing Presentation, 5. 5 - Ex Railroad Safety Improvement Measures

Date	Ver.	Action By	Action	Result
1/8/2019	1	City Council	approve	Pass

City Council Meeting Date: January 8, 2019

To: Mayor and City Council
City Administrator

From: Sean Simonson, Engineering Manager
David Bennett, P.E., Public Works Director/City Engineer

Subject:
Public Hearing - Improvement Hearing - 2019 Street Reclamation Project.

Action Requested:
The Northfield City Council holds a public hearing on the 2019 Street Reclamation Project (STRT2019-A42). This hearing is also known as the “Improvement Hearing”.

Summary Report:
The City Council is being asked to hold a public hearing on the 2019 Street Reclamation Project (STRT2019-A42) regarding the improvements. The purpose of this hearing is to allow for public comment regarding the project and the findings of the feasibility study. The required 10-day notice for the improvement hearing was published in the Northfield News on December 19 & 26 2018, and notices (Attachment 1) were sent to property owners along the project corridor on December 18, 2018.

The actions requested above are required by Minnesota Statutes Chapter 429, which specifies the actions that must be taken to assess property owners for the cost of local improvements. The City Council has moved this project forward to this point with the actions shown on the project process (Attachment 2).

The reclamation project includes the following streets (Attachment 3):

- Blue Stem Court
- Covey Court

- Eklund Court
- Grundhoefer Court
- Hackerson Court
- Kimble Court
- Nelson Court
- Simione Court
- Wilson Court
- Zanmiller Drive from Meldahl Lane to Gill Lane
- Gill Lane from Zanmiller Drive to Lockwood Drive
- Lockwood Drive from Meldahl Lane to Gill Lane
- Orchard Street from Third Street to Fifth Street
- Plum Street from Third Street to Fifth Street
- Poplar Street from Fourth Street to Fifth Street
- Forest Avenue from Lincoln Street to Fifth Street
- Forest Avenue Loop
- Third Street from Railroad Tracks to Forest Avenue
- Fourth Street from Odd Fellows Lane to Poplar Street

Background

On October 16, 2018, the City Council passed Council Resolution 2018-109 that ordered the preparation of a feasibility report for the project and Council approved the feasibility report by Resolution 2018-138 on December 11, 2018.

Project Highlights

Streets

All street segments proposed in the 2019 Street Reclamation Project are classified as “Local” streets in the current Comprehensive Plan, with the exception of Lockwood Drive, which is classified as an “Urban Collector”. Soil borings have been scheduled, and it is anticipated that the existing roads would have a sufficient existing gravel base to complete a full-depth reclamation on all segments. The generated material from the reclamation process will then be re-graded and re-compacted to provide a new granular base for the street segments. The streets will then be paved with bituminous asphalt. Curb and gutter spot repairs will be performed as needed to provide positive drainage for the new street surface.

Partial/spot retaining wall replacement is anticipated as part of this project. Due to the age and wear of the existing walls in the project location, it is anticipated that portions of these walls will need to be removed and replaced. The areas where this work is being considered is along Orchard Street (between Third and Fourth Street), Plum Street (between Third and Fourth Street), and Third Street (west of Plum Street).

Sidewalk and Pedestrian Improvements

In addition to the street improvements in this area, there are also sidewalk improvements planned as a result of a Safe Routes to School (SRTS) Study completed in 2009. The City received a grant to complete a study that analyzed the barriers to K-8 students walking and biking to school. The report was adopted by the City Council at the February 16, 2010 meeting. The goal was to incorporate these improvements with future CIP projects. New sidewalk (SRTS) is planned to be installed on Zanmiller Drive from Meldahl Lane to Gill Lane.

In addition to the above-mentioned SRTS sidewalk installations, sidewalks are also proposed on Armstrong Road/Forest Avenue (From TH 19 to Lincoln Street S), Fourth Street (from Odd Fellows Lane to Poplar Street), Orchard Street (south of Fourth Street W), and Plum Street (south of Fourth Street W). Each improvement will connect important portions of the pedestrian system with existing sidewalk locations.

There are no sidewalks existing in these areas, so it is likely there will be some tree and landscaping removals to accommodate the new walk. The design will be adjusted to minimize these removals as much as possible. In addition to new sidewalk installations, spot repairs and ADA (American's with Disabilities Act) improvements will be made on the existing sidewalks and pedestrian ramps already in-place.

Improvements to the railroad crossing on Third Street need to be completed in order to improve pedestrian safety. ADA compliant pedestrian ramps will be installed on each side of the railroad to provide a proper landing area for pedestrian travelers.

It should also be noted that the City's Master Bike & Pedestrian Plan does call for shared use lanes on Fourth Street, Orchard Street, Armstrong Road/Forest Avenue, and Lockwood Drive. These lanes will accommodate bicycle traffic along with vehicular traffic. These lanes will be indicated with appropriate pavement striping.

Sanitary Sewer and Storm Sewer

Minor repairs to the sanitary sewer will be performed as indicated in the Feasibility Report. The majority of the repairs made are related to upgrading facilities to the current City Standards. Storm sewer repairs are also proposed to be minimal. Rehabilitation of existing structures and the replacement of a few structures are planned.

Watermain

Improvements to the public water system are required as part of this project to continue with the City's comprehensive plan. All new watermain will be installed using Ductile Iron Pipe (DIP). Proposed water system improvements in the project area include replacing the existing 4-inch watermain on Orchard Street (Fourth Street to Fifth Street) and Fourth Street (Orchard Street to Plum Street) with a new 8-inch watermain to supply proper capacity for future development and fire suppression needs. This diameter watermain is the standard for small diameter watermain installation. Another improvement to the water system includes installing an 8- inch watermain on Plum Street (4th Street to 5th Street) to connect the missing watermain system loop. Lastly, the existing 8-inch watermain on Third Street (Odd Fellows Lane to Orchard Street) will be replaced with a 12-inch watermain to support future capacity needs outlined in the City's comprehensive plan.

The water service lines to individual residences are also proposed for replacement with 1-inch copper lines as a part of the project. These replacements would be from the new watermain to the property lines. This process would include the replacement of the curb stop and box. Additional replacement of individual water service lines from the property line to the existing building may also be included as needed and in cooperation with the homeowner. The extra cost for these replacements will be paid by the homeowner and can be added to their primary project assessment.

Railroad Quiet Zone

Staff is reviewing the supplemental safety measures that would need to be installed on Third Street to allow for

a quiet zone crossing. If the improvements are installed with the project, there are still other crossings within the City that would need to be safety measure installed. There is a series approvals required to obtain a Federally Approved Quiet Zone. Attachment 5 show example of supplemental safety measures that is being explored for Third Street.

Alternative Options:

1. The City Council could delay this project; however, the pavement will require significant repair work in order to keep the streets in marginal condition for traffic.

Financial Impacts:

The estimated total project costs indicate there is enough funding available to complete this project. The funding tables are below:

ESTIMATED TOTAL PROJECT COSTS	
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Street	\$1,933,518
Storm Sewer	\$47,010
Sanitary Sewer	\$14,000
Watermain	\$239,565
<i>Subtotal</i>	<i>\$2,234,093</i>
<i>Art (1%)</i>	<i>\$22,341</i>
<i>Subtotal with Art</i>	<i>\$2,256,434</i>
Contingency (15%)	\$338,465
<i>Construction Total</i>	<i>\$2,594,899</i>
<i>Overhead (15%)</i>	<i>\$389,235</i>
PROJECT COSTS	\$2,984,134

TOTAL PROJECT FUNDING	
FUNDING SOURCE	ESTIMATED FUNDING
Bonding	\$1,050,568
Assessments	\$677,347
Storm Fund	\$62,792
Sanitary Fund	\$18,700
Water Fund	\$319,993
MSA	\$854,733
TOTAL FUNDING	\$2,984,134

Assessment amounts are estimates at this time. The City is in the process of completing a Benefit Appraisal. The funding tables will be updated when the Benefit Appraisal is complete.

Tentative Timelines:

The project process (Attachment 2) accounts for all the required actions by City Council to ensure that Minnesota Statute Chapter 429 procedures are followed so that assessments for local improvements may be levied to abutting benefiting properties.