



Legislation Details (With Text)

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**Title:** Consider Resolution Approving Plans and Specifications and Order Advertisement for Bids for 2018 Division and Seventh Street Reconstruction, Washington Street Mill and Overlay, and Various City Parking Lots

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** 1. 1 - Resolution Approve Plans and Specifications, 2. 2 - Project Location Map, 3. 3 - Project Process - Division & 7th, 4. 4 - Division and 7th Streetscape Design\_final, 5. 5 - All-way Stop Memos, 6. 6 - Hyperlink to Plans

Date	Ver.	Action By	Action	Result
3/6/2018	1	City Council	approve	Pass

**City Council Meeting Date:** March 6, 2018

**To:** Mayor and City Council  
City Administrator

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

**Subject:**

Consider Resolution Approving Plans and Specifications and Order Advertisement for Bids for 2018 Division and Seventh Street Reconstruction, Washington Street Mill and Overlay, and Various City Parking Lots

**Action Requested:**

The Northfield City Council approves the attached Resolution approving the plans and specifications and authorizing the advertisement for bids for the 2018 Division and Seventh Street Reconstruction, Washington Street Mill and Overlay, and Various City Parking Lots.

**Summary Report:**

The City Council is asked to pass a resolution approving the plans and specifications and authorizing the advertisement for bids for the 2018 Street Reclamation Project (2018STRT-A37). This project includes the following streets (Attachment 2):

- Division Street from Eight Street to Sixth Street (Reconstruction)
- Seventh Street from Water Street to Washington Street (Reconstruction)
- Washington Street from Woodley Street to Second Street (Mill and Overlay)
- City Hall Parking Lot ( Mill and Overlay)

- Washington Street and Fifth Street Parking Lot (Mill and Overlay)
- Washington Street Parking Lot 1 (Third Street Lot - Reclamation)
- Washington Street Parking Lot 2 (Grand Event Center - Pavement and subgrade reconstruction)

The requested action is the next required step to move this project forward - consistent with Chapter 429 of the Minnesota Statutes. To date, the City Council has moved this project forward with the actions shown on the project process (Attachment 3). The plans and specifications will be available on the City's website. The project will be advertised for a minimum of 21 days as required by Minnesota Statutes Chapter 429. The project will be advertised in the *Northfield News* and on the MnDOT e-Advert site. Staff is proposing to open bids at 2:00 p.m. on April 5, 2018. Results will be reviewed and tabulated then presented to the City Council on April 17, 2018 with a recommendation for awarding the project. Construction is anticipated to begin in May.

Staff is recommending the City Council approve the attached resolution and authorize the advertisement for bids for the 2018 Division and Seventh Street Reconstruction, Washington Street Mill and Overlay, and Various City Parking Lots.

City staff held a neighborhood meeting to review the plans on February 28, 2018. At the meeting, residents could review impacts to their property and ask questions. City staff will meet again with all property owners after the City has a contractor secured. At this point, the City would have a more solidified contractor schedule for distribution.

### *Proposed Improvements*

#### **Streets**

##### *Division Street*

Division Street is proposed to be two (2) - 11' drive lanes with a combination of perpendicular and diagonal parking throughout the corridor. Valley gutters will flank the drive lanes on each side to direct storm water, and create a traffic calming effect on the street. The face of curb to face of curb measurement varies from 33.5' to 54' along the project corridor. There are 39 parking stalls on the proposed design for Division Street.

##### *Seventh Street*

Seventh Street is proposed to be two (2) - 11' drive lanes with a combination of perpendicular and diagonal parking throughout the corridor. Valley gutters will flank the drive lanes on each side to direct storm water, and create a traffic calming effect on the street. The face of curb to face of curb measurement also varies from 33.5' to 54' along the project corridor. There are 58 parking stalls on the proposed design for Seventh Street.

##### *Washington Street*

Washington Street will remain two (2) - 11' drive lanes with two (2) - 9' parking lanes, equating to a 40' face of curb to face of curb street section throughout the corridor. Each intersection, with the exception of the Sixth Street and Washington Street intersection, will have bump outs installed narrowing the road section to a 26' face of curb to face of curb street section. Sidewalk spot repairs and American's with Disability Act (ADA) upgrades will be made at all intersections along the project corridor, and a sidewalk will be added on the north end from the Northfield Public Library to Second Street, where a current gap exists in the existing sidewalk system. Additionally, a driveway bump out will be installed at the Washington Street entrance to the Washington Street and Fifth Street Parking Lot.

##### *Parking Lots*

It is proposed that the City Hall Parking Lot and the Washington Street and Fifth Street Parking Lot will have a mill and overlay performed. The proposed improvement for the Washington Street Parking Lot No. 1 is to reconstruct the entire granular and pavement section, and the proposed improvement on the Washington Street

Parking Lot No. 2 is to perform a full depth pavement reclamation.

The parking lots proposed to be rehabilitated with a mill and overlay will receive a 2-inch overlay. The parking lot proposed to be reclaimed will receive 3-1/2-inches of bituminous pavement over an average existing aggregate base of 8-inches.

Any ADA parking will be improved to meet the current ADA standards for parking lots.

### **Utilities**

#### *Division Street*

The existing sanitary sewer system will be upgraded from the clay and concrete pipes to polyvinyl chloride (PVC) piping along Division Street. The existing water system will also be upgraded from the cast-iron-pipe (CIP) to new ductile iron piping (DIP).

#### *Seventh Street*

The existing sanitary sewer system will be upgraded from the clay pipes to PVC along the entire corridor. Additionally, a sanitary sewer main will be added on the west block of Seventh Street where there is no existing main. Watermain will also be added to the entire Seventh Street corridor. Currently no watermain exists on Seventh Street between Water Street and Washington Street.

#### *Washington Street*

Catch basins, which are typically located at the intersection, will need to be revised due to the addition of bump outs at the intersections. Additionally, a new storm line and catch basin will be added at the new driveway bump out on the Washington Street and Fifth Street Parking Lot.

Other repairs to the utility system include the replacement of manhole covers with watertight covers to minimize inflow and infiltration of rainwater into the sanitary sewer system.

Watermain improvements proposed will included adjusting/replacing gate valve castings where needed in the project area.

#### *Parking Lots*

A proposed new storm sewer system will be added to the City Hall parking lot to replace the current underground cistern or underground infiltration basin. City staff has performed more than usual maintenance for this system due to constant settling around the underground basin. This new system will hook into the existing storm system on Eighth Street on the north side of City Hall.

### **Streetscape Improvements**

#### *Division Street and Seventh Street*

The proposed project will address several goals identified in Northfield's Streetscape Framework Plan. The project will create a streetscape that improves the image of the downtown area and reinforces community identity, and integrate the functional needs to move vehicles with safety and aesthetic needs for creating a comfortable pedestrian environment. The resulting design will also improve pedestrian crossings with signage, pavement markings and crosswalk treatments. Streetscape elements will be utilized which complement Northfield's unique setting and history, and as context appropriate for the surrounding neighborhoods. (Attachment 4) The project's streetscape features will include:

- Surface treatments and hardscape elements, such as integrally colored concrete, standard concrete with enhanced scoring and/or sawed joints/patterns. All hardscape elements will be ADA compliant, cost

effective and appropriate for Northfield's context.

- Plant materials, including over-story shade trees for grass boulevard areas, smaller ornamental trees for areas with limited growing space, and perennials for planting beds. All plant material specified will be tough, durable, salt/drought tolerant, and appropriate for harsh streetscape conditions.
- Ornamental/pedestrian scale street light units.
- Allocation of dedicated 1% of the estimated construction costs for public art to be incorporated into the project area to be processed separately in conformance with the Public Art Policy and comprehensive plan.
- Street amenities and furnishing, such as bike loops and waste/recycle receptacles.

#### *Washington Street*

The proposed streetscape improvements for Washington Street is to provide bump outs at all intersections except for Sixth Street, along with mountable bump outs at Fifth and Seventh Street. The bump outs will be constructed by removing and replacing the existing curb and gutter to the new location, extending sidewalks that meet ADA requirements, and infilling the bump out area with top soil and grass. These bump outs at Fifth Street and Seventh Street will utilize, surmountable curb to accommodate truck movements from Washington Street to Fifth and Seventh Streets.

#### **Intersection Analysis**

As part of the design process, an intersection analysis was completed for three intersections affected by the Construction Project (Attachment 5). The summary of the recommendations are below, but the primary reason that stop signs are not being recommended is that it will not improve safety. Staff feels the risk of crashes will increase due to the lack of traffic volume on the side-street approaches. If stops signs are installed, the intersections will feel more congested, especially on Division Street and drivers more likely to roll through the intersections. Speed between the intersection will increase, and there will be more noise from cars stopping and accelerating.

#### *Division Street and Sixth Street*

It is recommended that the intersection of Division Street at Sixth Street remain a minor stop controlled intersection because all-way stop guidance is not met.

#### *Division Street and Seventh Street*

It is recommended that the intersection of Division Street at Seventh Street remain a minor stop controlled intersection because all-way stop guidance is not met.

#### *Washington Street and Fourth Street*

Because the intersection does not meet all-way stop guidance, it is recommended that the intersection of Washington Street at Fourth Street be converted to a minor stop controlled intersection with vehicles on Fourth Street being required to stop. In addition, the intersection of Washington Street at Fifth Street (350 feet south) is being converted to all-way stop control and is only 350 feet south. Fifth Street has double the eastbound traffic volume compared to Fourth Street.

In summary, staff feels the improvement is necessary and feasible and the improvement should be ordered.

**Alternative Options:**

The City Council could delay this project; however, the road and utility systems will continue to deteriorate and will require significant maintenance in order to provide a marginal condition for traffic.

**Financial Impacts:**

Below are the updated Total Project Costs and Total Project Funding.

<b>ESTIMATED TOTAL PROJECT COSTS</b>	
	<b>ESTIMATED COSTS</b>
Street	\$2,913,098
Storm Sewer	\$256,025
Sanitary Sewer	\$273,843
Watermain	\$283,941
<i>Subtotal</i>	<i>\$3,726,908</i>
Contingency (10%)	\$372,691
<i>Construction Total</i>	<i>\$4,099,599</i>
<i>Overhead (12%)</i>	<i>\$491,952</i>
<b>PROJECT COSTS</b>	<b>\$4,591,551</b>

Bonding for the Parking Lots would come from Tax Abatement Bonds, similar to what was discussed with Spring Creek Road from Jefferson Parkway to Superior Drive.

<b>TOTAL PROJECT FUNDING</b>	
<b>FUNDING SOURCE</b>	<b>ESTIMATED FUNDING</b>
Bonding	\$1,299,275
Assessments	\$408,132
Storm Fund	\$315,423
Sanitary Fund	\$337,375
Water Fund	\$349,816
MSA	\$1,881,530
<b>TOTAL FUNDING</b>	<b>\$4,591,551</b>

Project costs are slightly above the feasibility estimate but within 10%, so staff recommends moving to the next step in the project.

**Tentative Timelines:**

The bids will be received on April 5, 2018 with projected award on April 17, 2018. Construction would occur during the summer of 2018 with a completion date by September 2018.