



Legislation Text

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City Council Meeting Date: December 6, 2022

To: Mayor and City Council
City Administrator

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

City Council discussion on the 2023 Reclamation and Overlay Project Feasibility Report.

Action Requested:

The City Council discusses the 2023 Reclamation and Overlay Project Feasibility Report.

Summary Report:

City Council Ordered the Preparation of Feasibility Report for the 2023 Reclamation and Overlay Project at the June 21, 2022 City Council meeting, which includes the following Street Segments (Attachment 1):

- Prairie Street from Fourth Street to Woodley Street (Mill and Overlay)
- Park Drive from Fareway Drive to Prairie Street (Mill and Overlay)
- Fareway Drive from Seventh Street to Prairie Street (Mill and Overlay)
- Central Lane from Park Drive to Fareway Drive (Mill and Overlay)
- Anderson Drive from TH 246 to Aspen Street (Mill and Overlay)
- Sunny View Drive from Sunny View Lane to Sibley View Lane (Mill and Overlay)
- Sunny View Lane from Sunny View Drive to Arbor Street (Mill and Overlay)
- Arbor Street from TH 246 to Aspen Street (Mill and Overlay)
- Aspen Street/Aspen Court South Dead End to Cul-de-sac (Mill and Overlay)
- Harrison Court (Mill and Overlay)
- Johnson Court (Mill and Overlay)
- Grant Drive (Mill and Overlay)
- Grant Court (Mill and Overlay)

- Hayes Drive from Filmore Street to Johnson Street (Mill and Overlay)
- Carter Drive - Filmore Street to Northfield Middle School (Mill and Overlay)
- Heritage Drive - Hidden Valley Apartments to Lincoln Street (Pavement Reclamation)
- Hidden Valley Road - Jefferson Road to Heritage Drive (Pavement Reclamation)
- Peterson Drive - Hidden Valley Road to Lincoln Street (Pavement Reclamation)
- Lincoln Street- Heritage Drive to Peterson Drive (Pavement Reclamation)
- Thomas Court (Pavement Reclamation)
- Adams Street - Lincoln Street to Roosevelt Drive (Pavement Reclamation)
- Taylor Court (Pavement Reclamation)
- Adams Court (Pavement Reclamation)
- Tyler Court (Pavement Reclamation)

In addition to the Street Segments listed above, Staff referenced the approved Northfield Pedestrian, Bike, and Trail System Plan (Attachment 2) and the approved Pedestrian and Bicycle Analyzation Report (Attachment 3) for any proposed Sidewalk, On-Street Bikeways, or Off-Street Trail/Path recommended in the plans. Staff will be including the following Walking and Biking/Pedestrian Improvements segments in the Feasibility Report:

- Prairie Street Bikeway (walking and biking improvements)
- Nevada Street/Ninth Street (walking and biking improvements)
- Maple Street (walking and biking improvements)
- Maple Street (walking and biking improvements)
- Roosevelt Drive (walking and biking improvements)
- Heritage Drive/Lincoln Street/Adams Street (walking and biking improvements)
- Peterson Drive (walking and biking improvements)
- TH 246 - Anderson Drive to the Roundabout (walking and biking improvements)
- Roosevelt Drive and Woodridge Apartments (pedestrian crossing improvement)
- Adams Street at Roosevelt Park (pedestrian crossing improvement)
- Heritage Drive at Hidden Valley Road (pedestrian crossing improvement)
- Heritage Drive at Valley Drive (pedestrian crossing improvement)
- Seventh Street at Fareway Drive (pedestrian crossing improvement)

- Seventh Street at Prairie Street - West Approach (pedestrian crossing improvement)

Staff held a neighborhood meeting on Wednesday November 9, 2022 to discuss the project as a whole. At this meeting, Staff requested feedback on the options listed above, and the project as a whole. Staff also mailed out a questionnaire with the Neighborhood meeting invitation requesting feedback about the upcoming project. Attachment 4 is the feedback that was received from both the neighborhood meeting, and the questionnaires that were returned.

The purpose of this discussion item is for Staff to receive feedback from City Council on the recommended options for the following project areas:

1. Prairie Street
 - a. Bicycle Boulevard
 - b. Separated Bikeway - 4' widening, No Parking
 - c. Separated Bikeway - 14' widening, Parking 1-side
 - d. Reprogram in Future CIP as a Reconstruction
2. Peterson Drive Sidewalk
 - a. Sidewalk on the west/north side of Peterson Drive
 - b. Sidewalk on the east/south side of Peterson Drive
 - c. Reprogram in Future CIP as a Reconstruction

Staff was presented a petition from residents along Peterson Drive objecting to the sidewalk along Peterson Drive (Attachment 5). This sidewalk is noted in the 2019 City of Northfield Pedestrian, Bike, and Trail System report as a noted sidewalk gap (Attachment 6).

Alternative Options:

Staff would be open to any additional alternatives City Council may bring forth.

Financial Impacts:

Please see the Council Presentation for the estimated costs and proposed funding for the project. Staff is still in the process of finalizing the estimated costs for the project. At this time, the estimated costs have come in substantially higher than the original cost estimated at the time of the CIP development. These cost increases are mainly attributed to the increase in scope for the project with the recently approved Pedestrian and Bicycle Analyzation Report, and increased construction material costs. Those additions include:

- Prairie Street widening to accommodate a Separated Bikeway
- Heritage Drive, Adams Street, Lincoln Street Off-Street Two-Way Bikeway
- Pedestrian Crossing Safety Improvements
 - Roosevelt Drive and Woodridge Apartments (pedestrian crossing improvement)
 - Adams Street at Roosevelt Park (pedestrian crossing improvement)
 - Heritage Drive at Hidden Valley Road (pedestrian crossing improvement)
 - Heritage Drive at Valley Drive (pedestrian crossing improvement)

- Seventh Street at Fareway Drive (pedestrian crossing improvement)
- Seventh Street at Prairie Street - West Approach (pedestrian crossing improvement)

Staff is review project size and is offering recommendation of removal of some of the mill and overlay project areas to bring the project closer to budget. If any streets are removed, they would be programmed in the next 5-year Capital Improvement Program.

Tentative Timelines:

Staff will bring forth the Feasibility Report for approval at the January 3, 2023 City Council meeting (Attachment 7).