



Legislation Text

File #: Res. 2021-081, **Version:** 1

City Council Meeting Date: September 7, 2021

To: Mayor and City Council
City Administrator

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

Subject:

Consider Accepting Feasibility Report and Authorizing Plans and Specifications for the 2022 NW Area Mill and Overlay Project (STRT2022-A59).

Action Requested:

The Northfield City Council approves the attached Resolution accepting the feasibility report and Authorize Preparation of Plans and Specifications for the 2022 NW Area Mill and Overlay Project (STRT2022-A59).

Summary Report:

The feasibility report has been completed and finds that the 2022 NW Area Mill and Overlay Project is necessary, feasible and cost effective. A link to the Feasibility Report is below:

<https://www.ci.northfield.mn.us/1445/2022-NW-Area-Mill-and-Overlay-Project>

(See Attachment 2 for clickable link)

At the May 4, 2021 City Council meeting, the City Council passed Council Resolution 2021-043 which ordered the preparation of a feasibility report for this project. The proposed scope of the Mill and Overlay Project includes the following streets:

- Thye Parkway from Lockwood Drive to Eveleth Avenue
- Lockwood Drive from Gill Lane to Thye Parkway
- Quie Lane from Lockwood Drive 650' west
- Rolvaag Court
- Lupine Drive from Eveleth Avenue to Cannon Valley Drive
- Lupine Court
- Cannon Valley Drive from North Avenue 1450' north
- Woodland Trail

- Greenleaf Court
- Wildwood Court
- North Avenue from Eveleth Avenue to Summerfield Drive
- Juniper Avenue from Lincoln Street to Lincoln Parkway
- Joann Court
- Headley Court
- St. Olaf Avenue from Lincoln Street to TH 3
- Forest Avenue from Lincoln Street to Odd Fellows Campus

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

- St. Olaf Avenue On-Street Bikeway (Attachment 3)
- Lockwood Drive On-Street Bikeway (Attachment 3)
- Thye Parkway On-Street Bikeway (Attachment 3)
- Forest Avenue On-Street Bikeway (Attachment 3)
- North Avenue Trail/Sidewalk/Bikeway (Attachment 3)
- Liberty Park Connecting Trail (Attachment 4)
- Highland Avenue/Ivanhoe Drive Sidewalk (Attachment 4)
- Greenvale Avenue Sidewalk (Attachment 4)

When the Feasibility Report was Ordered, additional information listed below was requested by City Council to analyze in the Feasibility Report:

- Greenvale Avenue Railroad Crossing (Attachment 4)
- Spring Street Sidewalk (Greenvale to St. Dominic's) (Attachment 4)
- Cannon Valley Drive sidewalk/crossing improvement (Attachment 5)
- Review pedestrian routes to Transit Hub/Depot (Attachment 6)
- Highway 3 - Westside sidewalk signage

- Intersection Evaluation of St. Olaf and TH 3 (west leg approach) (Attachment 7)

St. Olaf Avenue Quiet Zone (Attachment 7)

The railroad crossings on St. Olaf Ave (located immediately west of TH 3) were included in the City's June 2006 Quiet Zone Assessment, which provided recommendations for implementing a future railroad quiet zone. St. Olaf Ave crosses two sets of railroad tracks, which are owned and operated by Union Pacific Railroad. The crossing consists of railroad crossing signals and gates for both eastbound and westbound traffic.

Two 100-foot-long concrete medians on St. Olaf Ave on either side of the railroad crossings were identified in the Quiet Zone Assessment as the recommended quiet zone treatment. However, the eastern median would block truck access from the auto repair shop and gas station at the corner of St. Olaf Ave and TH 3. Staff has engaged the business owner regarding deliveries and access to their business, and have received feedback in opposition of the quiet zone medians proposed on St. Olaf Avenue. It is recommended that discussions continue with the property owner and railroad to identify alternate access accommodations or quiet zone treatments. The remainder of the quiet zone improvements on St. Olaf Ave identified in the Quiet Zone Assessment, such as implementation of Constant Warning Time detection, are not included with this project.

Alternative Options:

The City Council could delay this project; however, the street pavements in the area will require repair work in order to keep this area in a marginal condition for traffic.

In addition, Staff has proposed two alternative designs for North Avenue based on City Council feedback from the August 17 City Council meeting. The alternative designs are as followed:

Alternative 1 (Attachment 3)

Alternative 1 is the recommended option included in the Feasibility Report. This option includes a Two-Way Separated Bike Lane on the north side of North Avenue(Cycle Track). This design would include a raised median separating the traffic lanes from the bike lanes, and remove parking along North Avenue.

Alternative 2 (Attachment 3)

Alternative 2 is a Buffered Bike Lane option. This option would have a bike lane adjacent to each curb, separated by a two-foot striped buffer adjacent to each traffic lane. This option would also require the removal of parking on North Avenue.

Financial Impacts:

This project will be funded through a variety of sources including bonding, franchise fees, and enterprise funds - Storm Fund, Sanitary Fund, and Water Fund. Below are the estimated project costs, and funding tables at the time of the Feasibility Report, which include the 1% for the Arts.

ESTIMATED PROJECT COSTS	
	FEASIBILITY COSTS
Street	\$3,101,070
Storm Sewer	\$167,139
Sanitary Sewer	\$62,700
Watermain	\$295,500
Construction Subtotal	\$3,626,409
Construction Contingency (10%)	\$362,641
Art (1%)	\$39,890
Total with Art	\$4,028,940
Construction Contingency (20 %)	\$725,282
Total Project Costs	\$4,754,222

ESTIMATED TOTAL PROJECT FUNDING	
	FEASIBILITY FUNDING
Bonding	\$2,966,028
Franchise Fees	\$1,100,000
Storm Fund	\$218,952
Sanitary Fund	\$82,137
Watermain Fund	\$387,105
Total Project Costs	\$4,754,222

Tentative Timelines:

See the attached project process (Attachment 8) which details the timeline for the 2022 NW Area Mill and Overlay Project.