



## Legislation Text

---

**File #:** 19-977, **Version:** 1

---

**City Council Meeting Date:** July 16, 2019

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

**From:** David Bennett, Public Works Director/City Engineer

**Subject:**  
Jefferson Parkway TH 246 Roundabout Discussion.

**Action Requested:**  
The Northfield City Council discusses the TH 246 and Jefferson Parkway Roundabout Options.

**Summary Report:**  
The adopted 2019-2023 Capital Improvement Projects (CIP) includes the TH 246 and Jefferson Parkway Project. The City of Northfield performed an Intersection Control Evaluation (ICE) on the TH 246 and Jefferson Parkway intersection in 2016. This ICE report concluded that a single-lane roundabout would provide the greatest safety and operation benefit at the intersection. City Council ultimately adopted the ICE study in early 2017, indicating the installation of a roundabout as the selected option.

From there, the City has been pursuing grant opportunities for funding the Roundabout Improvement. The City was successful in two grants. The City received \$483,480 from MnDOT's Local Partnership Program (LPP) to be used on this project. These funds are appropriated for the 2020 fiscal year. In addition, the City of Northfield received \$900,000 from MnDOT's Local Road Improvement Program (LRIP) appropriated for this project.

On February 12, 2019, Council authorized a request for proposal for engineering services for the design of the roundabout. On April 2, 2019, Council authorized entering into an agreement with SEH Inc. to perform the design services.

As part of the RFP and design services, preliminary options and cost estimates related to the improvement have been prepared. Three alternative options for the roundabout have been prepared. SEH project manager Wayne Houle will present the roundabout alternatives.

### Alternative 1

This roundabout option includes a grade separated pedestrian underpass on the west side of the roundabout connecting the school campus, and an east-west pedestrian underpass for Mill Towns State Trail. The east side of the intersection and north would have at grade pedestrian crossings. The cost for this alternative is \$2,970,000.

### Alternative 2

This roundabout option includes grade separated pedestrian underpasses on all four legs of the intersection. In this scenario all pedestrian and bikes would be separated from vehicle traffic.

This cost for this alternative is \$3,325,000.

#### Alternative 3

This roundabout option includes grade separated pedestrian underpasses on all four legs of the intersection.

Again, with this scenario, all pedestrians and bicycles would be separated from vehicle traffic. The underpass would end in the center of the roundabout creating a somewhat internal pedestrian-bike roundabout/intersection within the roundabout below grade.

This cost for this alternative is \$3,368,000.

### Alternative Options:

The City Council could select one of the three alternatives presented.

The analysis did not include an at grade crossing option for all pedestrians and bicycles but with some modifications to the illustration of Alternative 1 we could provide an additional Alternative 4. This Alternative 4 roundabout option would basically include an at grade pedestrian on the west side of the roundabout connecting the school campus, and an east-west at grade crossing for Mill Towns State Trail. It would be similar to the Alternative 1 design for the east side of the intersection and north would have at grade pedestrian crossings. The cost for this alternative would be \$1,900,000.

### Financial Impacts:

Finance Director Angelstad is working on an annual tax levy impact illustration for Alternatives 1 through 3.

Currently, we just show them as total cash payment from bond proceeds for the project funding but plan to show the repayment impact as well. We plan to send those as supplemental agenda items.

#### Alternative 1

##### *Project Cost (uses)*

Total Cost	\$2,970,000
------------	-------------

##### *Project Funding (sources)*

MnDOT's Local Partnership Program (LPP)	\$ 483,480
MnDOT's Local Road Improvement Program (LRIP)	900,000
City Municipal State Aid	500,000
<a href="#">City Bond Debt Issuance Proceeds</a>	<a href="#">1,086,520</a>
<a href="#">Total</a>	<a href="#">\$2,970,000</a>

#### Alternative 2

##### *Project Cost (uses)*

Total Cost	\$3,325,000
------------	-------------

##### *Project Funding (sources)*

MnDOT's Local Partnership Program (LPP)	\$ 483,480
MnDOT's Local Road Improvement Program (LRIP)	900,000
City Municipal State Aid	500,000
<a href="#">Bond Debt Issuance Proceeds</a>	<a href="#">1,441,520</a>

Total	<u>\$3,325,000</u>
-------	--------------------

Alternative 3

*Project Cost (uses)*

Total Cost	\$3,368,000
------------	-------------

*Project Funding (sources)*

MnDOT's Local Partnership Program (LPP)	\$ 483,480
---	------------

MnDOT's Local Road Improvement Program (LRIP)	900,000
---	---------

City Municipal State Aid	500,000
--------------------------	---------

<u>Bond Debt Issuance Proceeds</u>	<u>1,484,520</u>
------------------------------------	------------------

Total	<u>\$3,368,000</u>
-------	--------------------

Alternative 4

*Project Cost (uses)*

Total Cost	\$1,900,000
------------	-------------

*Project Funding (sources)*

MnDOT's Local Partnership Program (LPP)	\$ 483,480
---	------------

MnDOT's Local Road Improvement Program (LRIP)	900,000
---	---------

City Municipal State Aid	500,000
--------------------------	---------

<u>2020 Reserve Fund "Cash"</u>	<u>16,520</u>
---------------------------------	---------------

Total	<u>\$1,900,000</u>
-------	--------------------

**Tentative Timelines:**

City will hold an open house for public input August 21. A summary of input received will be provided to Council.

Council approves final design alternative September 3, 2019.