



## Legislation Text

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**File #:** Res. 2020-096, **Version:** 1

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**City Council Meeting Date:** October 6, 2020

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

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

Consider Ordering the Improvement for the 2021 Reclamation and Overlay Project.

**Action Requested:**

The Northfield City Council approves the attached Resolution - Ordering the Improvement for the 2021 Reclamation and Overlay Project (STRT2021-A46). **A supermajority vote (6 of 7) is required for approval of the resolution in accordance with Minnesota State Statute Chapter 429.**

**Summary Report:**

The City Council is being asked to consider a resolution ordering the 2021 Reclamation and Overlay Project. **Per Minnesota State Statute, this resolution requires a supermajority (6 of 7) for approval.** Staff is recommending Council order the improvement. The consideration of this action relates only to whether the City Council supports completing a 2021 reclamation and overlay project that would include a project area with streets defined in the resolution. Staff believes the neighborhood meeting, property owner questionnaires, Council discussion and the Feasibility Report have identified and provided enough clarity for this approval to order an overall improvement to move forward at this stage.

The reclamation and overlay project includes the following streets: (Attachment 2)

- Mayflower Drive from Parmeadow Drive to Turnberry Lane (Reclamation)
- Parmeadow Drive from Mayflower Drive to Heywood Road (Reclamation)
- Creek Lane from Mayflower Drive to Heywood Road (Reclamation)
- Turnberry Lane from Mayflower Drive to Heywood Road (Reclamation)
- Mayflower Hill Service Road (Reclamation)
- Baneberry Court (Reclamation)
- Mayflower Court (Reclamation)
- Primrose Court (Reclamation)
- Turnberry Court (Reclamation)
- Goldenrod Court (Reclamation)
- Goldenrod Circle (Reclamation)
- Clover Court (Reclamation)
- Crocus Court (Reclamation)

- TH 3 east Frontage Road from Woodley Street to Jefferson Parkway (Mill and Overlay)
- Jefferson Parkway from TH 3 to west dead end (Mill and Overlay)
- Babcock Lane from TH 3 west frontage road to Babcock Park. (Mill and Overlay)
- Bollenbacher Drive from Jefferson Parkway to west Frontage Road (Mill and Overlay)
- Bollenbacher Court (Mill and Overlay)
- West Frontage Road from Bollenbacher Drive to Riverview Drive (Mill and Overlay)
- East Cannon River Trail (ECRT) Honeylocust connection (Trail Connection)

## **Background**

On April 7, 2020, the City Council passed Council Resolution 2020-042 that ordered the preparation of a feasibility report for the project and Council approved the feasibility report (Attachment 3) by Resolution 2020-077 at the September 1, 2020 City Council meeting.

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 in the attached project process (Attachment 4). Staff held an Improvement Hearing at the October 6<sup>th</sup>, 2020 City Council meeting.

## ***Proposed Improvements***

### **Mayflower Hill Area**

#### **A. Streets**

The proposed improvement recommended is a Full Depth Modified Pavement Reclamation (FDMPR) to rehabilitate the existing street system in the Mayflower Hill Area. A FDMPR consists of grinding the full depth of asphalt as well as a majority of the existing underlying aggregate base. This material is then removed to allow an additional sub-cut to be performed on the existing road subgrade to allow the installation of a 1' select granular road base section, along with a subbase drain tile along the curb lines.

In addition to the FDMPR, curb and gutter spot repairs, and sidewalk spot repairs will also be performed.

Tree removal/replacement will also occur. Removals will follow the guidelines of the City's Emerald Ash Borer Management Plan, which calls for Ash trees to be removed that are under 13" in diameter, and all other Ash trees under 19" that are not deemed in great or excellent shape. The goal in past projects has been to replace any trees removed with new 2" to 2-1/2" trees on at least a two for one basis.

#### **B. Pedestrian & Bicycle Facilities**

Staff has cross referenced the City of Northfield adopted the Pedestrian, Bike, and Trail System Plan in 2019. That report does not identify any new pedestrian or bicycle facilities to be installed along the Mayflower Hill Area project corridor. However, through neighborhood input a need for a sidewalk connection on the road that connects Spring Creek Road to Mayflower Dr. is proposed to be include with the improvements. Staff has however included the rehabilitation of a bike trail that connects

Mayflower Hill and Spring Creek Road as part of the improvement project.

In addition to the proposed work mentioned above, spot replacements to the existing concrete sidewalks will be completed in conjunction with the upgrades to each of the existing pedestrian ramps to meet current ADA standards on all walks included in the project area.

### **C. Storm Sewer**

Limited rehabilitation work is proposed for the storm sewer system at this time. Along with a few structure replacements that were identified through the feasibility process, all storm sewer castings will be adjusted to provide a smooth/drivable street surface in conjunction with the street resurfacing project.

### **D. Sanitary Sewer**

Limited rehabilitation work will be required for the sanitary sewer system at this time as well. All sanitary sewer castings will be adjusted to provide a smooth/drivable street surface in conjunction with the street resurfacing project.

### **E. Watermain**

The City of Northfield has reviewed the condition of the existing watermain system located within the boundaries of the project and have determined that it is in satisfactory condition. As such, limited rehabilitation work is required for the watermain system at this time.

## **TH 3 Frontage Road Area**

### **A. Streets**

The proposed improvement recommended is a 2-inch mill and overlay for all streets in the TH 3 Frontage Road Area, with the exception of Babcock Lane, which is recommended to utilize a FDMPR, and the West Frontage Road from Jefferson Parkway, which is slated for a full depth mill and overlay. In addition to the mill and overlay, some isolated areas indicated the need for deeper repairs and potential subgrade corrections may be required where severe distresses are present.

Additionally, spot concrete curb and gutter will be replaced if it is severely damaged or settled/heaved and not allowing proper drainage.

### **B. Pedestrian Facilities**

Staff has cross referenced The City of Northfield adopted the Pedestrian, Bike, and Trail System Plan in 2019 for this feasibility report. That report does not identify any new pedestrian or bicycle facilities to be installed along the TH 3 Frontage Road Area project corridor. However, City Council directed Staff to explore additional connections to the ECRT along this portion of the project corridor. Staff is proposing a trail connection at Babcock Park, and the Rodeo Grounds as part of the improvement project. Appendix "E" of the feasibility report shows these proposed locations.

In addition to the trail connections, it is proposed to add a sidewalk on the north/west sides of Jefferson Parkway/Bollenbacher Drive from TH 3 to Bollenbacher Court to complete an identified sidewalk gap

that exists along the project corridor. Additionally, the dead-end sidewalk on the east side of Bollenbacher Drive will be extended south to the TH 3 West Frontage Road. These proposed improvements are depicted in Appendix “E” of the feasibility report.

Furthermore, Staff has included the existing trail along the Rodeo grounds, adjacent to TH 3, which was identified in the 2021-2025 Trail CIP for improvement, to be reconstructed as part of this Capital Improvement Project (Appendix E Figure - 2).

Finally, spot replacements to the existing concrete sidewalks will be completed in conjunction with the upgrades to each of the existing pedestrian ramps to meet current ADA standards.

### **C. Storm Sewer**

Limited rehabilitation work is proposed for the storm sewer system at this time. All storm sewer castings will be adjusted to provide a smooth/drivable street surface in conjunction with the street resurfacing project.

### **D. Sanitary Sewer**

During field inspections of the sanitary system on the TH 3 Frontage Road Area, City Staff did identify an area of sanitary sewer in need of maintenance; however, Staff has indicated that this portion of line, which will be a candidate for a sewer lining, will be added to a larger lining project scheduled for the near future. Work proposed at this time will include structure adjustments to provide a smooth/drivable surface in conjunction with the street resurfacing project.

### **E. Watermain**

The City of Northfield has reviewed the condition of the existing watermain system located within the boundaries of the project and have determined that it is in satisfactory condition. As such, limited rehabilitation work is required for the watermain system at this time.

## **Honeylocust ECRT Connection**

City Council directed Staff at the April 7, 2020 City Council meeting to explore an ECRT connection near Honeylocust Drive. Due to the complexity of the design for a trail connection in this area, Staff contracted with Bolton and Menk to assist with this portion of the Feasibility Report.

Staff and the Consultant have identified two alternatives as part of the Feasibility Report. Both alignments are similar in shape and size, and construction costs are very similar, except for the box culvert included in Alignment 2. The ECRT Feasibility Report is located within Appendix “A” of the Feasibility Report.

### **Alternative Options:**

Council will need to select one of the two alternatives in the resolution for the Honeylocust trail connect to the ECRT.

Alternative 1- this includes the Honeylocust trail connect to the ECRT.

Alternative 2 - does not include the Honeylocust trail connect to the ECRT

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.

**Financial Impacts:**

The estimated total project costs indicate there is enough funding available to complete this project. The Engineer's Estimate and Funding Tables are included in Attachment 5.

**Tentative Timelines:**

The project process (Attachment 3) 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 benefitting properties.