



*City Council Memorandum*

**To:** Mayor Hicks & City Council Members  
**From:** Nick Egger – Public Works Director  
**Date:** March 17, 2016  
**Item:** Conduct Public Hearing & Consider Resolution to Order 2016 Neighborhood Infrastructure Improvements and to Authorize Advertisement for Bids

**COUNCIL ACTION REQUESTED**

Council is requested to conduct a public hearing regarding the scope and features of City Project 2016-1, the 2016 Neighborhood Infrastructure Improvements. Additionally, the Council is requested to consider adopting the enclosed resolution ordering this project, approving the plans, and authorizing advertisement for bids. **To order the project, a supermajority of the Council must vote to affirm the resolution.** With only five Councilmembers anticipated to be in attendance on March 21<sup>st</sup>, staff recommends action on this step of the process be tabled until the April 4<sup>th</sup> Council meeting.

**BACKGROUND - PROPOSED IMPROVEMENT PROJECTS & DESIGN FEATURES**

The proposed project includes reconstruction activities along Bailly Street from 4<sup>th</sup> Street to 10<sup>th</sup> Street, along 4<sup>th</sup> and 5<sup>th</sup> Streets from Tyler Street to Bailly Street, and on the four alleys connecting Tyler Street to Bailly Street between 4<sup>th</sup> and 8<sup>th</sup> Streets. The plan being proposed was endorsed by the Operations Committee of the Council at their meeting on January 13<sup>th</sup>.

➤ **STREET RECONSTRUCTION**

- Pavement - the pavement surfaces on these streets are extensively deteriorated and need replacement.
- Curb and gutter - with the exception of Bailly Street between 8<sup>th</sup> and 10<sup>th</sup> Street, the affected streets and alleys do not have modern concrete curb and gutter and would receive it with this project. The segment of Bailly Street between 8<sup>th</sup> and 10<sup>th</sup> Street will receive spot replacement of curbing on the west side, and full replacement on the east side as a result of watermain reconstruction and changes to the configuration of the roadway.

➤ **STREET WIDTHS**

- Bailly Street will receive the most significant change in street width dimension resulting from the extension of the MRT trail along the eastern boulevard. Other streets and alleys will remain very close to their existing width. Below is a table indicating street widths and proposed reconstructed widths.

Street Name	Between	Existing Width (ft)	Proposed Width (ft)	Notes/Rationale
4 <sup>th</sup> Street	Tyler to Bailly	32	32	To match existing conditions to minimize impacts to boulevards
5 <sup>th</sup> Street	Tyler to Bailly	32	32	To match existing conditions to minimize impacts to boulevards
Bailly	4 <sup>th</sup> to 10 <sup>th</sup>	Varies 36 max	20	To accommodate room for trail extension without enlarging footprint
Alleys	Tyler to Bailly	Varies - Gravel Surface	Varies 10 – 12 Paved	Upgrade to curb and gutter and blacktop pavement

➤ **EXTENSION OF MISSISSIPPI RIVER TRAIL (MRT)**

- In the City's comprehensive trails and sidewalks plan for some time, a key element of this project is to extend the Mississippi River Trail (MRT) south from 4<sup>th</sup> Street to 10<sup>th</sup> Street in the boulevard of Bailly Street to separate the pedestrian and bicycle route from on-street co-location with vehicular traffic. The trail is one of two remaining large pieces left to be completed in order to close a 10-mile loop circulating the City (the other being the Vermillion River Greenway Trail segment also being constructed in 2016).

➤ **BAILLY STREET CHANGES TO ONE-WAY**

- A significant component of the project proposal is a change from two-way traffic flow on Bailly Street to one-way in the southbound direction. This recommendation was brought about as a result to keep the overall footprint similar to that of the existing roadway to minimize impacts to neighboring properties. To incorporate a grade separated trail within the existing footprint, the street width needed to be narrowed, while still allowing parking to be accommodated.
- Traffic volumes on Bailly Street are very low, facilitating predominately neighborhood access. A change to one-way southbound would mean that the northbound traffic movement would be redirected to Tyler Street. **I have enclosed maps indicating the change in traffic routing that results from Bailly being converted to one-way southbound.** The worst case scenario for anyone wishing to access the neighborhood in the northbound direction comes from traveling on 10<sup>th</sup> Street, where motorists will have to travel to Tyler Street, head north on Tyler, and then utilize one of the cross streets (8<sup>th</sup> up to 4<sup>th</sup>) to head back east towards their destination. Overall this would add approximately 650 feet of travel distance, or about 15-20 seconds of travel time to the journey.
- Traffic volume on Tyler Street, which is a collector road currently serving approximately 1,250 vehicles per day, is anticipated to increase by 100-200 cars. Again, this will be predominately neighborhood-access traffic and with two lanes of northbound travel, Tyler Street has ample capacity to handle this added volume.
- Elimination of cut-through traffic – currently, Bailly Street residents experience some level of cut-through traffic from 10<sup>th</sup> Street traffic headed north towards the downtown area, particularly during short durations of higher traffic flow at morning and afternoon rush hours. Although temporal and relatively low in its volume, the reconfiguration of Bailly Street to be strictly southbound will eliminate the cut-through traffic and place those volumes on Tyler Street, which is better equipped for higher volumes. Staff did receive positive reaction from residents on this aspect of the project.

➤ **PARKING RESTRICTIONS**

- Parking is currently restricted to the east side of Bailly Street from 8<sup>th</sup> Street to 10<sup>th</sup> Street to allow enough space for two travel lanes, a parking lane, and the existing on-street trail route. With a narrowed street width being proposed for the entire length of Bailly, there will be only enough space for one travel lane (southbound) and one parking lane. With a relatively low demand for on-street parking, and existing parking being restricted to the east side of the street, staff recommends continuity of allowing parking only on the east side for the entire length of Bailly from 4<sup>th</sup> to 10<sup>th</sup> Street.
- If this element of the project is adopted as presented, staff will bring forward a separate resolution for official approval by the Council.

➤ **SIDEWALKS**

- Sidewalks are currently present on 4<sup>th</sup> Street and 5<sup>th</sup> Street and are proposed to be replaced in their existing locations with a standard 5 foot wide concrete section. No new sidewalk segments are proposed.

➤ **UTILITY INFRASTRUCTURE**

- There are significant municipal utility reconstruction and rehabilitation elements planned:
  - Replacement of the existing watermain under all affected streets, including an increase of the size of the main beneath Bailly Street from 8" to 12" to further the extension of the City's east side trunk watermain looping objective.
  - Trenchless Sewer Lining on most of the sanitary sewer system

- Excavated replacement of sewer and water services
  - Complete replacement and enhancement of the storm sewer system
- **OTHER ISSUES AND COMMENTS**
- **OPEN HOUSE MEETINGS** – City staff held open house hours on January 21<sup>st</sup>. Of the 52 properties that would be directly impacted by the project, 15 properties were represented at these meetings. Staff also had phone conversations with a few additional property owners in the time since. A summary of the attendee’s comments received at the open house meetings, through phone conversations, and through other communications, along with City staff’s responses, have all been attached for the Council’s consideration. There was general support and positive reaction for the scope and features of the project. Pursuant to comments received, Engineering staff worked on revisions to the plans and scope to the extent possible.
  - **ASSESSMENT RATES** – With the streets of this neighborhood functioning as local access roadways, the City’s ordinance policy sets the assessment rate at 90% of the special benefit as determined by a certified real estate appraisal.
    - From the real estate benefit appraisal report, several rate categories were recommended based on the nature of the work taking place in different areas.
    - Assessments will be discussed in detail at the Council meeting to be held on May 16<sup>th</sup>.
- **FUNDING**
- The project has a total cost estimate of just under \$2.2 Million, including design, engineering, and other project delivery overhead costs, as detailed in the Feasibility & Assessments Report delivered to the Council on February 16<sup>th</sup>.
  - Most of this project will be funded through bonded debt (about 40%), with utility systems costs sourced from the City’s Water, Sewer, and SAC Funds (about 50%). Assessments are estimated to cover approximately 10% of the overall project costs. An up to date funding mix summary will be presented during Monday evening’s meeting.
  - It appears that the project can be funded within the City’s funding parameters for 2016.
- **SCHEDULE**
- The timeline for this project is to begin construction by early June and wrap up in September.

#### **COUNCIL ACTION REQUESTED**

Council is requested to conduct the public hearing for the project. The Council may choose to discuss the project thereafter or table discussion to the April 4<sup>th</sup> meeting, at which time the resolution will also be considered.

#### **ATTACHMENTS**

- Resolution Approving the Project and Authorizing the Advertisement for Bids
- Project Map
- Neighborhood Meeting Comments & City Staff Responses
- Traffic Patterns Maps – Current and Post Construction Scenarios

**CITY OF HASTINGS**

DAKOTA COUNTY, MINNESOTA

RESOLUTION NO. \_\_\_\_\_

**RESOLUTION ORDERING THE IMPROVEMENTS, APPROVING THE PLANS, AND AUTHORIZING THE  
ADVERTISEMENT FOR BIDS FOR PROJECT 2016-1, THE 2016 NEIGHBORHOOD INFRASTRUCTURE IMPROVEMENTS**

**WHEREAS**, a resolution of the City Council adopted the 16<sup>th</sup> day of February, 2016, fixed a date for a Council hearing on the proposed infrastructure improvements on City Projects 2016-1, and

**WHEREAS**, required mailed and published notices of the hearing were given, and the hearing was held thereon on the 21<sup>st</sup> day of March, 2016, at which all persons desiring to be heard were given an opportunity to be heard thereon, and

**WHEREAS**, the City Council has provided City Staff direction on the final design features of said project.

**NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF HASTINGS AS FOLLOWS;** that

1. Such improvements are necessary, cost-effective, and feasible as detailed in the feasibility report.
2. Such improvements are hereby ordered as proposed and as amended by the City Council herein.
3. Plans and specifications for these improvements prepared by the Hastings City Engineer are hereby approved.
4. The City Engineer and City Clerk shall cause to be made a matter of record via this resolution the decisions regarding design features made by the City Council at the April 4, 2016 City Council meeting. The City Council hereby amends the project scope and plans as follows:
  
5. The City Engineer shall prepare and cause to be published on the Quest Construction Data Network web site and on the City of Hastings official web site an advertisement for bids for the construction of the approved Project 2016-1. The advertisement shall be published for three weeks, shall specify the work to be done, shall state that bids will be opened at Hastings City Hall on a date and time to be determined, and that no bids will be considered unless sealed and filed with the Clerk and accompanied by a cash deposit, cashier’s check, bid bond, or certified check payable to the City of Hastings for 5% of the amount of each bid.

**ADOPTED BY THE CITY COUNCIL OF HASTINGS, MINNESOTA, THIS 4<sup>TH</sup> DAY OF APRIL, 2016.**

Ayes:

Nays:

\_\_\_\_\_  
*Paul J. Hicks, Mayor*

ATTEST: \_\_\_\_\_  
*Julie Flaten, City Clerk*

SEAL



**SEAS  
Elementary  
School**

**Proposed City Project 2016-1**  
2016 Neighborhood Infrastructure Improvements

- Street/Alley Reconstruction
- Off-Street Trail Extension



**OPEN HOUSE MEETING COMMENTS**  
 Project 2016-1 – 2016 Neighborhood Improvements

<u>Name/Address</u>	<u>Comments</u>	<u>City Staff Response</u>
Merlin Eddy 418 7 <sup>th</sup> St E	<p>General project Q &amp; A</p> <p>Mr. Eddy liked the concept of an improved alley behind his house and inquired as to whether he could have his driveway paved along with the alley</p> <p>Asked if there was a possibility to put the overhead utilities underground</p>	<p>Explained that we can put him in touch with the contractor to possibly negotiate the paving of his driveway</p> <p>Explained that private utilities are responsible for the overhead lines, and that they typically have little interest in installing them underground due to the cost</p>
Vinny Seleski 419 6 <sup>th</sup> St E	<p>General project Q &amp; A</p> <p>Mr. Seleski was very much against installation of the trail, expressing concerns with attracting additional foot traffic that will litter and loiter. As well as the fact that it forced the street to be relocated further into his yard, placing the curb within 3 feet of the face of his garage and eliminating 3 trees</p> <p>Mr. Seleski was in favor of the one-way concept for Bailly St, stating that it will result in a decrease in traffic</p>	<p>Staff will be examining if the clearance between the trail and the RR tracks can be adjusted, allowing for the street and trail to be moved slightly further east.</p>
Dan & Jean Olivarez 831 Bailly St	<p>General Q &amp; A</p> <p>They were very pleased that the design would not eliminate any of their current yard</p> <p>No concerns about the one-way concept for Bailly St</p> <p>Expressed concern about access during the project</p>	<p>Explained that, while there will be short periods when they won't have access to their driveways, they will be rare, and they will have access every evening</p>

## OPEN HOUSE MEETING COMMENTS

### Project 2016-1 – 2016 Neighborhood Improvements

<p>Susanne Givens 950 Bailly St</p>	<p>General project Q &amp; A</p> <p>Expressed interest in having driveway apron installed on Bailly St</p> <p>She would like two evergreen trees along Bailly removed with the project if construction will allow for it.</p> <p>She would have preferred that the trail be on the west side of Bailly St, but understood the reasons for its location on the east side</p>	<p>Since a portion of the existing curb and gutter will be replaced for the sanitary and water service lines, it will be an ideal area and time to install the driveway access. Her contact information will be added to the project driveway list for later communications</p> <p>While replacement of her sewer and water services will be alongside one of the trees, it does not appear that the excavation will affect the tree.</p>
<p>Dianne Steele 422 5<sup>th</sup> St E</p>	<p>General project Q &amp; A</p> <p>Ms. Steele was very concerned about the amount of her proposed assessment. She owns a double lot, is on a corner lot, and is being assessed for the alley as well as the streets. She stated that she simply can't afford it.</p> <p>Ms. Steele also expressed concern over losing part of her flower garden along Bailly St</p>	<p>Explained that assessment abatement is available for income qualified homeowners, and that she should consider applying when the time comes.</p> <p>Staff will be examining if the clearance between the trail and the RR tracks can be adjusted, allowing for the street and trail to be moved slightly further east.</p>

**OPEN HOUSE MEETING COMMENTS**  
**Project 2016-1 – 2016 Neighborhood Improvements**

<u>Name/Address</u>	<u>Comments</u>	<u>City Staff Response</u>
<p>Janice Wiltemuth 936 Bailly St</p>	<p>Thought the 1-Way concept was “interesting”            Recently had her sanitary sewer service repaired (appeared to be between the front yard and main)            Questions:</p> <ul style="list-style-type: none"> <li>• Will the project happen? What are the next steps and proposed schedule?</li> <li>• Would parking be available at Kennedy Elementary school lot?</li> </ul>	<p>Explained that all sanitary sewer services would be replaced from the main to the R/W to meet updated City Standards</p> <ul style="list-style-type: none"> <li>• Project will be voted on by the Council. Public Hearing notice will be mailed out. We have support at this point from the Operations Committee. Construction Mid-May to Mid-September.</li> <li>• Staff will check w/ School on potential for parking.</li> </ul>
<p>Sarah Vanderlinde (Masloski) 933 Bailly St</p>	<p>Asked about impacts to her property along Bailly</p> <p>Her sewer service cleanout is located on neighbor’s property (length of service is ~150’). Would like to have her service relocated on her property if possible.</p> <p>Stated there is an unidentified pipe near the large tree in her yard along Bailly St.</p>	<p>Was OK w/ 1-way concept since her driveway was along 10<sup>th</sup> Street and improvements stay within the existing footprint along Bailly</p> <p>Staff will coordinate location of service w/ her, taking into account conflicts, property lines, &amp; locate data</p>
<p>Bruce Swanlund 401 Tyler St</p>	<p>OK w/ proposed improvements &amp; assessment amount</p> <p>Asked about the proposed drainage improvements for 4<sup>th</sup> St</p> <p>Was concerned about the interface between the concrete apron and his colored concrete driveway. Asked if he could add coloring when the Contractor pours concrete apron and curbing.</p>	<p>Appears that he rents the property out</p> <p>Explained the crown of the street, concrete C&amp;G, and aprons to protect and facilitate the wide entrances along 4<sup>th</sup> St</p> <p>Let him know that field staff would review his specific driveway connection to coordinate the interface. Told him that residents interacting with contractor installations (coloring concrete) may void warranty and would not be encouraged for this situation (on the 4’ apron or C&amp;G).</p>



## OPEN HOUSE MEETING COMMENTS

### Project 2016-1 – 2016 Neighborhood Improvements

<p>Terry Lares 410 6<sup>th</sup> St E</p>	<p>Did not think any of the proposed improvements were necessary.</p> <p>Prefers the aesthetics of gravel for his alley. Stated his driveway is currently river rock and he prefers the more natural look for the area.</p> <p>Stated his sewer service off 6<sup>th</sup> St E goes through multiple properties before connecting to the City's main</p>	<p>Explained the goals of the project and pavement management practices of the City.</p> <p>Explained that bituminous is preferred over gravel for streets to be maintained and plowed by PW. Avoids fines from the gravel washing to downstream waters. Concrete C&amp;G provides a durable edge support to the bituminous road edge and can be set at precise grades to facilitate drainage off roadway to storm sewer.</p> <p>Let him know that a more direct service stub may be available off 6<sup>th</sup> St directly to his property should he want to improve his sewer connection.</p>
<p>Mitch &amp; Jean Harrington 809 Bailly St</p>	<p>General project Q&amp;A</p> <p>Liked trail idea, new road.</p> <p>Stated the road/trail should not in any circumstance be pushed further on to their property.</p> <p>Expressed concern that they shouldn't be paying for sanitary sewer portion of project as it is no benefit to them except Met Council.</p>	<p>Explained the new road / trail section would fit within the existing footprint. So, no further on to their property.</p> <p>Explained the assessment amount is based on the increased benefit the property will see from an appraisal, regardless to the sanitary sewer portion. Sanitary sewer work is not in any way related to MetCouncil facilities. It is local sewer system and is covered by the City's wastewater fund.</p>
<p>Cassandra Turitto 409 7<sup>th</sup> St</p>	<p>General project Q&amp;A</p> <p>Liked "drive over" curb in alley</p> <p>Expressed drainage concern off 7<sup>th</sup> St. Says front yard receives water flow off street – a design issue not taken care of during a past project.</p>	<p>Explained this is out of the boundaries of the project scope but will make note to inspect the nearby catch basins in the spring to make sure they are functional and not plugged.</p>

## OPEN HOUSE MEETING COMMENTS

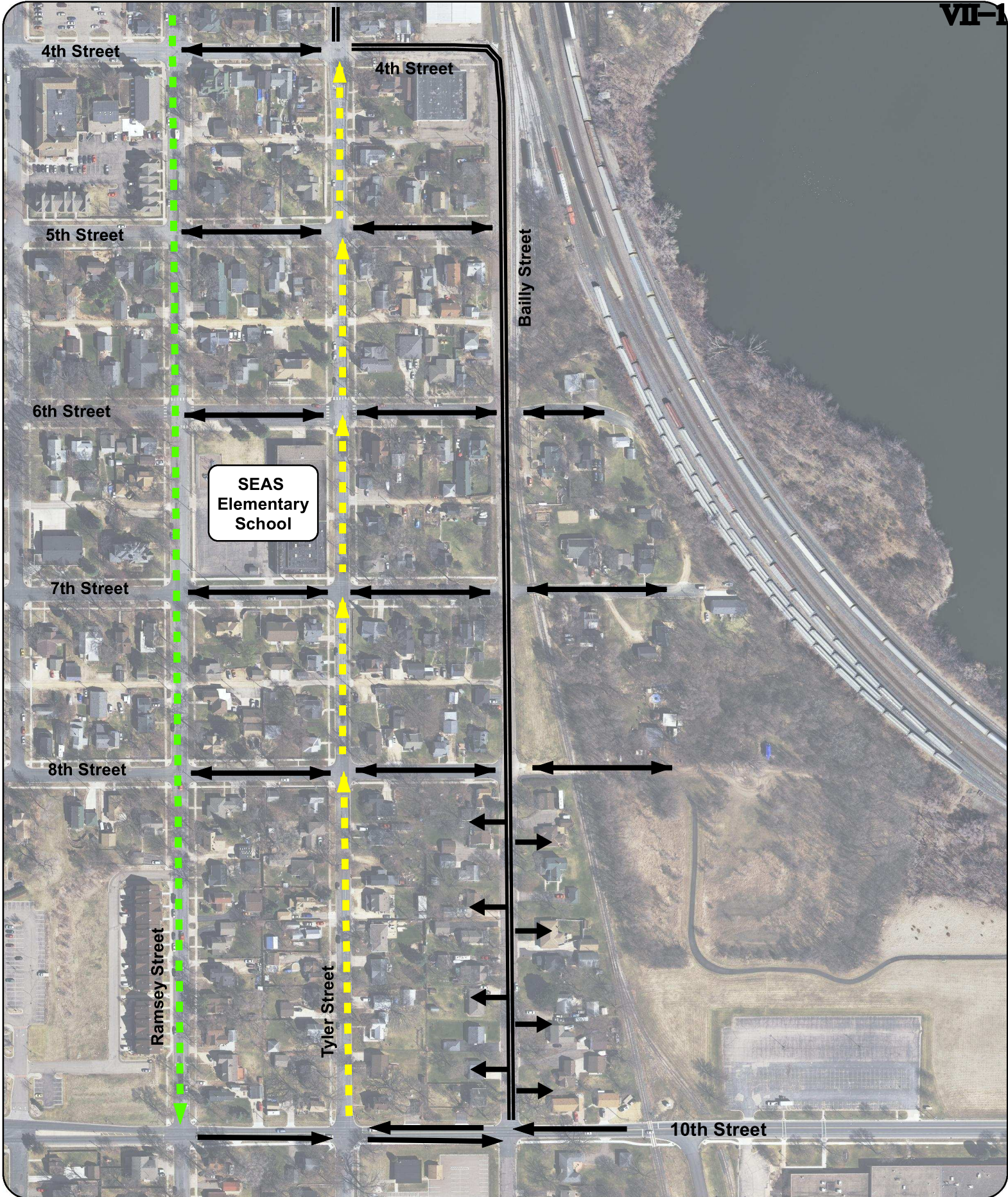
### Project 2016-1 – 2016 Neighborhood Improvements

<p>Ross Bremer 406 6<sup>th</sup> St</p>	<p>General project Q&amp;A</p> <p>Mr. Bremer was not in favor of paving his alley. He feels the alley is just fine with gravel. He feels compelled to express his opinion at the upcoming public hearing.</p>	<p>Explained that gravel presents maintenance issues that paved alleys do not. It's the City's intent to bring all dilapidated alleys in town up to an urban section standard (asphalt with curb &amp; gutter).</p>
<p>Ryan Syverson 931 Bailly St</p>	<p>General project Q&amp;A</p> <p>Stated he has issues with his sanitary sewer service line and that will need to be replaced this summer.</p>	<p>I informed him that we will be replacing his sanitary sewer service line to the property line this summer. If the issues are beyond the property line then the costs will be the responsibility of the property owner.</p>
<p>Scott Stricker 822 Bailly St</p>	<p>General project Q&amp;A</p> <p>No concerns about the one-way concept for Bailly St</p>	<p>Exchanged general project information.</p>
<p>Dan &amp; Julie Kane 812 Bailly St</p>	<p>General project Q&amp;A</p> <p>No concerns about the one-way concept for Bailly St</p> <p>Stated assessment procedures were noted as might sell home this summer.</p>	<p>Informed him of the timing of the assessments and their options.</p>

## OPEN HOUSE MEETING COMMENTS

### Project 2016-1 – 2016 Neighborhood Improvements

<p>Matt Heiman 502 E 6<sup>th</sup> Street <i>Attended the February 16 Council meeting</i></p>	<p>Supports the needs for the project Questions regarding the need for a parking lane on Bailly north of 7<sup>th</sup>, citing minimal demands in this area</p> <p>Questions regarding number of trees that will need to be removed to facilitate the project</p> <p>Suggested the City consider a fence to separate the trail from the railroad</p>	<p>Parking demand is low, however there may be desire from time to time for residents living north of 7<sup>th</sup> Street to have guests and the parking lane will help facilitate</p> <p>Plans have been refined since February 16<sup>th</sup> meeting to reduce number of trees removed from five down to two.</p> <p>The trail will be a minimum of 10 feet away from the nearest side of the tracks, which is ample reaction space for bicyclists to react and steer clear.</p> <p>Additionally, there is a grade differential between the trail surface and the railroad tracks for much of the area, when grades start to converge, the tracks begin to diverge from the trail and provide more buffer space. A fence is not being recommended by staff as part of the project proposal.</p>
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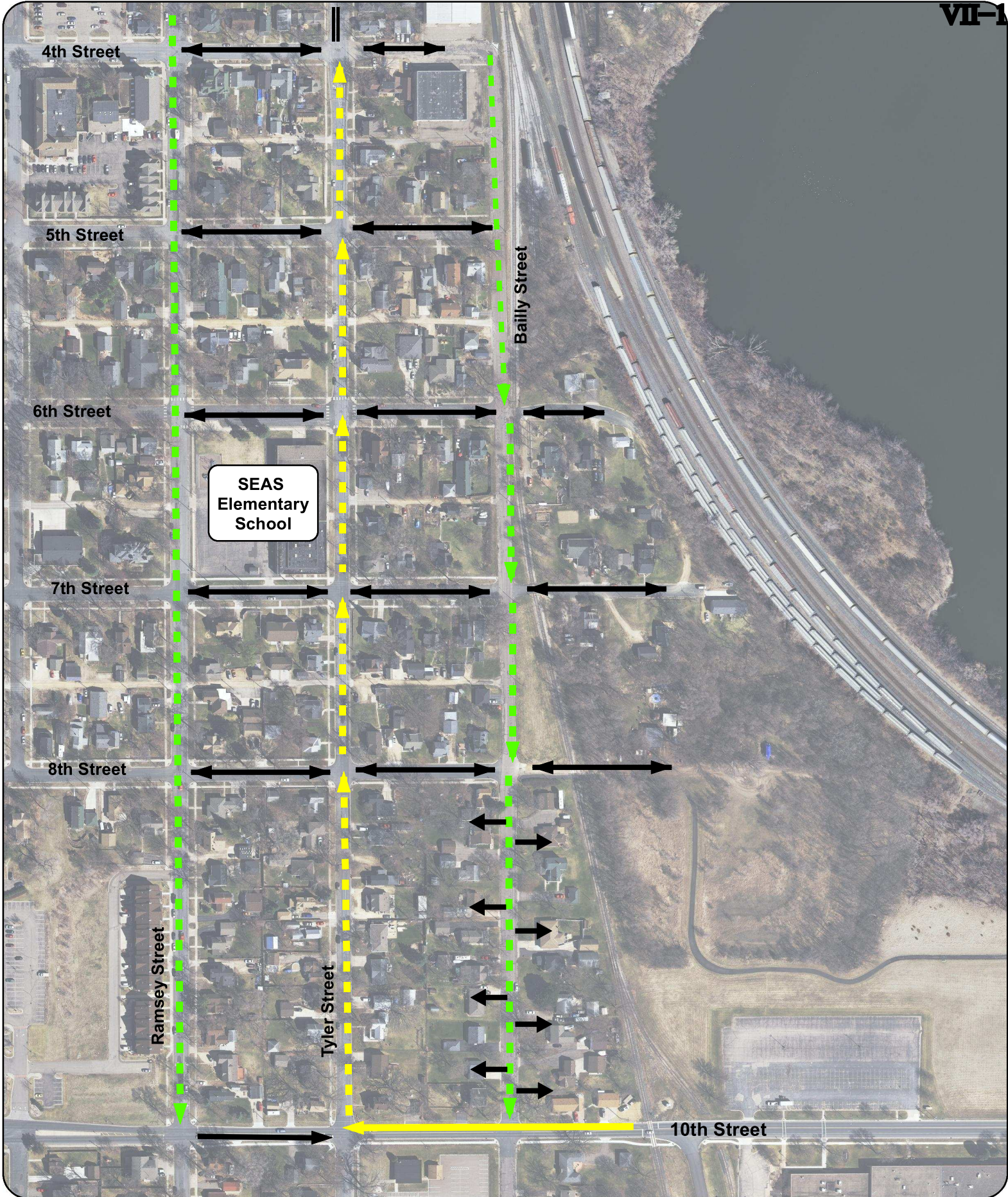


Present Inbound Traffic Routing  
 2016 Neighborhood Infrastructure Improvements



Two Way Traffic





SEAS  
Elementary  
School

Post-Construction Inbound Traffic Routing  
2016 Neighborhood Infrastructure Improvements

