

February 2021

Feasibility Report



2021 Street & Utility Reconstruction

Street Improvements and Appurtenance Work:

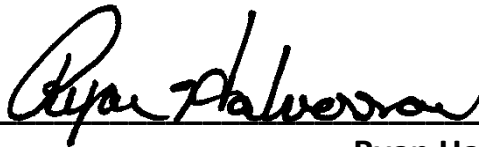
- Scott Street 2nd Avenue to Levee Drive
- Levee Drive Atwood to Holmes Street
- Atwood Street 1st Avenue to Levee Drive
- Fuller Street 1st Avenue to Levee Drive
- Alley Between Atwood Street and Fuller Street,
and 1st Avenue and Levee Drive

**Amendments to the
Feasibility Report have
been boxed in red**



**FEASIBILITY REPORT
FOR
2021 STREET & UTILITY RECONSTRUCTION
SHAKOPEE, MINNESOTA**

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer under the laws of the State of Minnesota.



Ryan Halverson

Date February 3, 2020 **License No. 49803**

FEASIBILITY REPORT

2021 STREET AND UTILITY RECONSTRUCTION

Street Improvements and Appurtenance Work:

- | | |
|-----------------|--|
| - Scott Street | 2nd Avenue to Levee Drive |
| - Levee Drive | Atwood to Holmes Street |
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| - Alley | Between Atwood Street and Fuller Street,
and 1 st Avenue and Levee Drive |

City Project Number CIF-20-007

February 2021

Prepared By:

City of Shakopee
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EXECUTIVE SUMMARY

The intent of this section is to highlight the important issues of this project. More detailed information is contained in the body of the report.

The City of Shakopee 2021 Capital Improvement Plan identifies the 2020 Street & Utility Reconstruction project CIF-20-007, which will be renamed the 2021 Street & Utility Reconstruction project. A feasibility report has been prepared to analyze the reconstruction of portions of Scott Street, Levee Drive, Atwood Street and Fuller Street, because of substantial pavement distress and failure.

The recommended improvements consist of reconstructing the streets, watermain improvements, storm drainage improvements, and upgrading all pedestrian curb ramps in the project area to meet ADA compliance.

It should be noted that the feasibility improvement recommendations pertain to all areas as outlined in the CIP project. However, a portion of the project along Scott Street, Atwood Street and Levee Drive will be constructed separately as part of the adjacent private development, River Bluff Development (See Figure 1), and will be coordinated and constructed as part of that private project in accordance with the development agreement for that development. The remainder of the project area will be designed and constructed separately under the city's lead and will contain the official Improvement Project Area and Assessment area as part of the project public hearings.

The official improvement project location is as follows:

- Scott Street 2nd Avenue to 1st Avenue
- Levee Drive Atwood to Holmes Street
- Fuller Street 1st Avenue to Levee Drive
- Alley Between Atwood Street and Fuller Street,
and 1st Avenue and Levee Drive

As indicated, the improvement recommendations within the study pertain to the entire area; however, the estimated project costs, funding sources and assessment amounts will only pertain to the official project improvement area as listed above.

The estimated costs for the proposed improvements are as follows:

COSTS:	
Street Improvements	\$ 736,000
Storm Sewer Improvements	\$ 108,000
Water main Improvements	\$ 117,000
Sanitary Sewer Improvements	\$ 10,000
TOTAL PROJECT COST	\$ 971,000

The project is proposed to be funded as follows:

FUNDING:	
Assessments	\$ 142,040
Capital Improvement Fund	\$ 593,960
Storm Drainage Fund	\$ 108,000
Shakopee Public Utilities	\$ 117,000
Sanitary Sewer	\$ 10,000
TOTAL PROJECT COST	\$ 971,000

The project funding and costs are estimated to be in line with the Capital Improvement Plan budget.

1. BACKGROUND

The City of Shakopee 2021 Capital Improvement Plan contains the 2020 Street & Utility Reconstruction Project. This project is a continuation of the City's Pavement Preservation Program to maintain existing infrastructure. The CIP project consists of reconstructing the storm sewer, watermain and roadways for the following locations:

- Scott Street from Levee Drive to 2nd Avenue
- Levee Drive from Scott Street to Holmes Street
- Atwood Street from Levee Drive to 1st Avenue
- Fuller Street from Levee Drive to 1st Avenue

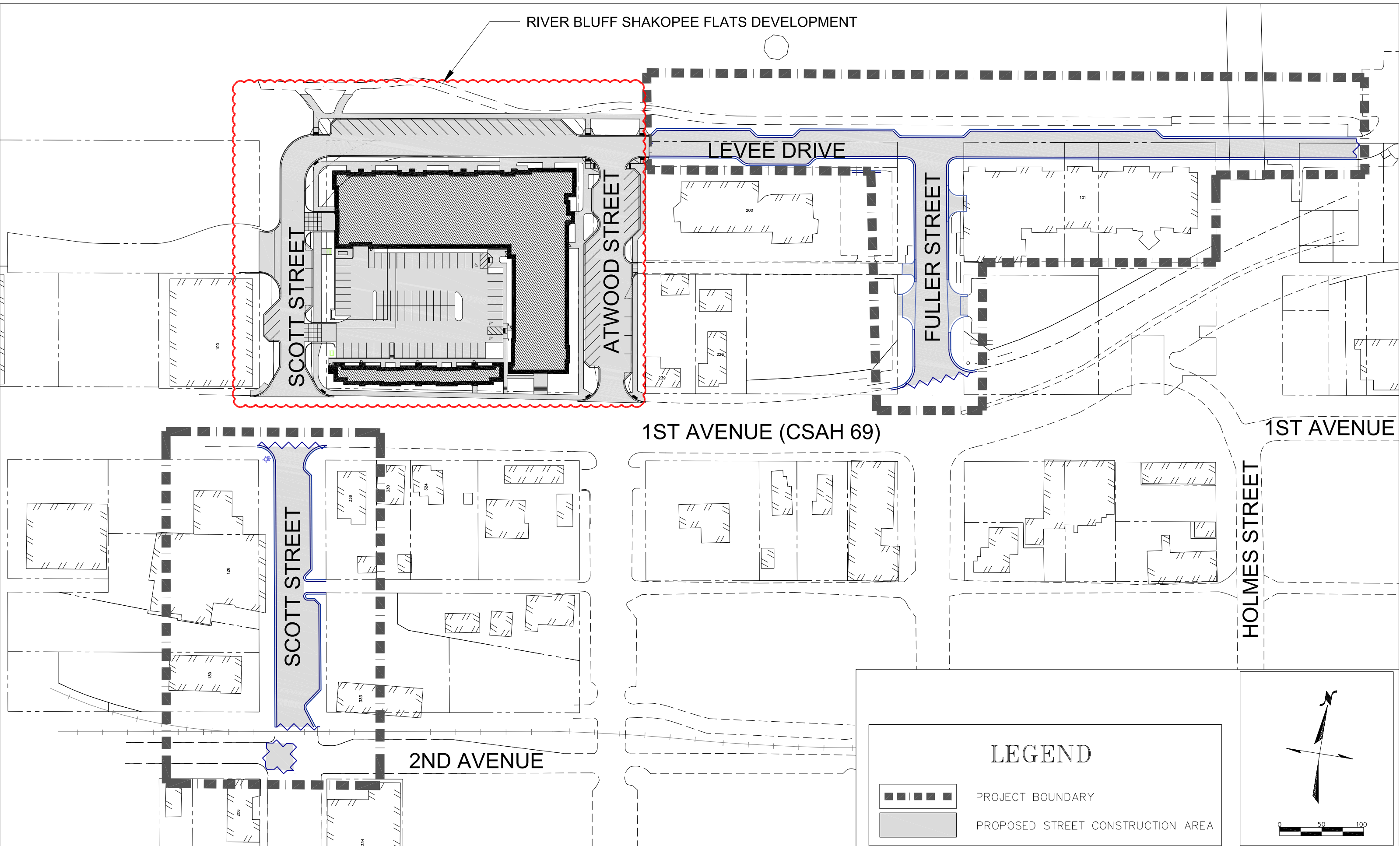
All existing infrastructure elements (street, utilities, sidewalk & trails, street lighting, etc.) within the project area were evaluated as part of this feasibility report.

It should be noted that the feasibility improvement recommendations pertain to all areas as outlined in the CIP project. However, a portion of the project along Scott Street, Atwood Street and Levee Drive will be constructed separately as part of the adjacent private development, River Bluff Development, (See Figure 1) and will be coordinated and constructed as part of that private project in accordance with the development agreement for that development. The remainder of the project area will be designed and constructed separately under the city's lead and will contain the official Improvement Project Area and Assessment area as part of the project public hearings.

The official improvement project location is as follows:

- Scott Street 2nd Avenue to 1st Avenue
- Levee Drive Atwood to Holmes Street
- Fuller Street 1st Avenue to Levee Drive
- Alley Between Atwood Street and Fuller Street, and 1st Avenue and Levee

As indicated, the improvement recommendations within the study pertain to the entire area; however, the estimated project costs, funding sources and assessment amounts will only pertain to the official project improvement area as listed above.



2. ROADWAYS

A. EXISTING CONDITIONS

The streets within the proposed project area were constructed between 1967 and 1994, resulting in the existing street pavement being in service for approximately 26-53 years. Maintenance and improvements to the streets in the different project areas have varied including crack sealing, seal coats and heavy patching in some areas in recent years.

Scott Street between 1st Avenue and 2nd Avenue is a 45-foot wide asphalt roadway. This street exists with concrete curb and gutter on the north half of the block and storm sewer for surface water drainage (see Appendix A, Figure A). There is a 4-foot sidewalk on the east side of the roadway that runs from 1st Avenue to the Alley half-way down the block. The bituminous asphalt surface has deteriorated significantly. The curb and gutter is in average shape. Scott Street between 1st Avenue and Levee Drive is a 45-foot wide asphalt roadway that transitions to a 27-foot wide roadway as you turn onto Levee Drive. This block of has curb and gutter and a storm sewer system for surface water drainage. The roadway in this area was last constructed in 1967 with a seal coat done in 2001.

Levee Drive is a 27-foot wide bituminous asphalt roadway. This street has concrete curb and gutter, including storm sewer for surface water drainage. There is an 8-foot bituminous state trail running parallel with the street on the north side (see Appendix A, Figure A). Scott Street is generally flat. The bituminous asphalt roadway shows significant deterioration. There is a significant amount of curb and gutter that has cracked, settled or deteriorating along the roadway. Levee Drive from Atwood Street to Holmes Street was constructed in 1967. Levee Drive was extended west From Atwood Street to connect to Scott Street in 1982.

Atwood Street is a 45-foot wide bituminous asphalt roadway. This street has concrete curb and gutter, including a storm sewer system for surface water drainage (see Appendix A, Figure A). The bituminous asphalt surface has deteriorated significantly. There are cracks and settlements throughout the curb in this roadway. Atwood Street was constructed in 1967.

Fuller Street is a 45-foot wide bituminous asphalt roadway. This street has concrete curb and gutter, including storm sewer for surface water drainage. There is 5-foot concrete sidewalk on both the east and west side of the road (see Appendix A, Figure A). Fuller Street is relatively steep. The bituminous asphalt roadway shows significant deterioration. There is a significant amount of curb and gutter that has cracked, settled or deteriorating along the roadway. The roadway in this area was last constructed in 1994. A short extension of Fuller Street was constructed in 2004, connecting Fuller Street to 1st Avenue.

The alley in between Atwood Street and Fuller Street has a 13-foot wide bituminous surface. There is no curb and gutter in the alley, and all surface water flows to the ends of the alley into storm sewer catch basins at Fuller Street and Atwood Street. The alley was last constructed in 1980.

A geotechnical investigation was performed for the project to obtain and analyze soil samples up to 14 feet below the street pavement. The geotechnical evaluation report contains information regarding the subsurface soil and groundwater conditions and includes appropriate design and construction recommendations. Soil borings indicate the following soils: Scott Street has silty sandy soil with some clayey silt mixed in. There was auger refusal at 6.2ft because of existing limestone bedrock. On Levee Drive, the soils are sand with gravel, moist silty sand and clayey sand. On the west end, there was auger refusal at 3.6ft because of limestone bedrock. A boring on Levee Drive towards the east end showed some fill material, including brown clayey sand, wood chips, red brick pieces and sand with broken rocks.

B. PROPOSED CONDITIONS

Based on age and condition of the existing bituminous asphalt surfaces throughout the project areas, and replacement of underground utilities, complete replacement of the street surface is warranted. The proposed street reconstruction will provide benefits, such as, reduced maintenance costs, improved pavement section to match today's standard and performance, improved subsurface drainage system where needed and improved aesthetics.

Street improvements for Scott Street from 1st Avenue to Levee Drive, Levee Drive from Scott Street to Atwood Street, and Atwood Street from 1st Avenue to Levee Drive are proposed to be reconstructed under a developer's agreement with Gaughan Development LLC., for the River Bluff development project. This portion of the project will require different phasing to match and accommodate the construction schedule of the apartment building. The Shakopee EDA has authorized the developer's agreement by resolution, which includes the improvements for the above listed roadways.

Proposed street improvements for Scott Street are between 1st Avenue and 2nd Avenue. The proposed improvements include reconstruction of the bituminous asphalt surface to a 4-inch asphalt bituminous surface and 8-inch aggregate base (see Appendix B, Figure B). Additional subgrade excavation below the aggregate base may be needed for portions of roadway where poor subsoil is encountered. This will be evaluated in the field and performed where necessary. Subsurface drain tile will be installed in subgrade to storm sewer catch basins if warranted. The existing curb and gutter will be replaced to accommodate narrowing of the roadways and reconfiguration of parking along the roadway. Curb and gutter will

be added for the full length of Scott Street. The roadway will change from 45-feet wide to a varying width between 37-feet and 55-feet wide (see Appendix B, Figure B.1.). The new roadway will have new parallel parking along the east side of the road, north of the alley, and diagonal parking along the east side of the road between the railroad and the alley. Sidewalk on the east side of the road will extend south towards the railroad. Pedestrian curb ramps in the area will be replaced to meet ADA compliance.

Proposed street improvements for Levee Drive are from Atwood Street to Holmes Street and ends near the public parking lot at the east end of Levee Drive. The proposed improvements with this project include the reconstruction of the bituminous asphalt surface to a 4-inch asphalt bituminous surface and 8-inch aggregate base. Additional subgrade excavation below the aggregate base may be needed for portions of roadway where poor subsoil is encountered. This will be evaluated in the field and performed where necessary. The improvement project area was rezoned as Central Business District. Parallel parking is proposed to be added along the north side of Levee Drive to provide additional parking for adjacent properties and to be consistent with parking amenities common throughout the central business district. Additional parking along Levee will also help address future Huber Park needs as part of the park master planning. The new roadway width will vary from 27-feet to 35-feet wide (see Appendix B, Figure B.1.). New 5-foot concrete sidewalk will be added on the north side of Levee Drive running parallel to the back of curb starting at Atwood Street and running east. New 10-foot bituminous trail will be reconstruction butting up adjacent to the new 5-foot concrete sidewalk (see Appendix B, Figure B and B.1.). Pedestrian curb ramps in the project area will be added and will meet ADA compliance.

Proposed street improvements for the Fuller Street include the reconstruction of the bituminous asphalt surface to a 4-inch asphalt bituminous surface and an 8-inch aggregate base. Additional subgrade excavation below the aggregate base may be needed for portions of roadway where poor subsoil is encountered. This will be evaluated in the field and performed where necessary. The new roadway will be 41-feet wide and will transition to 45-feet wide as you head south towards the intersection at 1st Avenue, to accommodate turn lanes approaching the stop light at 1st Avenue/CSAH69 (see Appendix B, Figure B and B.1.). Pedestrian curb ramps in the area will be replaced to meet ADA compliance.

Proposed street improvements for the alley between Atwood Street and Fuller Street include the reconstruction of the bituminous asphalt surface to a 4-inch asphalt bituminous surface and an 8-inch reclaimed aggregate base. Additional subgrade excavation below the aggregate base may be needed for portions of alley where poor subsoil is encountered. This will be evaluated in the field and performed where necessary. The new alley will be 12-feet wide. (see Appendix B, Figure B and B.2.).

Other improvements include the reconstruction of the ends of driveways, replacement of landscaping elements and repairing irrigation systems that are impacted. Disturbed boulevard areas will be restored with a compost-topsoil blend and sod.

The total estimated project cost for the proposed street improvements, excluding street lighting, is \$726,000.

3. STREET LIGHTING SYSTEM

A. EXISTING CONDITIONS

The street reconstruction program has historically included the replacement of streetlights located inside or immediately adjacent to the project area. All streetlights throughout the project areas have been evaluated for existing condition and potential replacement.

Scott Street, between 1st Avenue and 2nd Avenue, has three (3) streetlights on multi-use poles with overhead utilities and one (1) free standing light pole. 2 of the existing lights on the multi-use poles are a cobra-head type fixtures and 1 light is a lantern type fixture. The free-standing light is a cobra-head fixture (see Appendix C, Figure C).

Levee Drive, between Atwood Street Holmes Street, has two (2) streetlights. 1 streetlight is on the corner of Levee Drive and Fuller Street on a multi-use pole with overhead utilities and has a cobra-head type fixture. The streetlight on the corner of Levee Drive and Atwood Street is on a wooden standalone pole and has a cobra-head type fixture (see Appendix C, Figure C).

Atwood Street between 1st Avenue and Levee Drive, has two (2) streetlights. 1 streetlight is on the corner of 1st Avenue and Atwood Street on a standalone pole and has a cobra-head type fixture with LED lights. The 2nd streetlight is in the middle of the block at the alley entrance. This light is on a multi-use pole with overhead utilities and has a cobra-head type fixture with LED lights (see Appendix C, Figure C).

Fuller Street, between Levee Drive and 1st Avenue has two (2) streetlights. 1 streetlight is a cobra-head type fixture mounted on top of the northwest corner traffic signal. The 2nd streetlight is on a multi-use pole with overhead utilities and has cobra-head type fixture with LED lights in the middle of the block (see Appendix C, Figure C).

The Alley between Atwood Street and Fuller Street has one (1) LED lantern style streetlight. The streetlight is on a multi-use pole with overhead utilities (see Appendix C, Figure C).

B. PROPOSED STREET LIGHTING IMPROVEMENTS

Streetlight improvements for Scott Street between 1st Avenue and Levee Drive, Atwood Street between 1st Avenue and Levee Drive, and Levee Drive between Scott Street and Atwood Street will be completed with the River Bluff Development.

The recommended streetlight improvements for Scott Street, between 1st Avenue and 2nd Avenue is to replace the lantern style light fixture with a cobra-head style fixture with LED lights (see Appendix C, Figure C).

The recommended streetlight improvements for Levee Drive include adding two (2) LED light fixtures on fiberglass poles on the north side of the road, where additional parallel parking spaces are being added (see Appendix C, Figure C).

There are no recommended streetlight improvements for Fuller Street between 1st Avenue and Levee Drive.

There are no recommended streetlight improvements for the alley between Atwood Street and Fuller Street.

The total estimated project cost for the street lighting improvements is \$10,000.

4. STORM DRAINAGE AND TREATMENT SYSTEM

A. EXISTING CONDITIONS

The storm drainage system on Scott Street between 1st Avenue and 2nd Avenue is located within the Lower Minnesota River Watershed District. The existing storm drainage system in the project area consists of concrete curb and gutter, storm sewer catch basins and reinforced concrete pipe. The surface water within the project area is collected in the storm sewer network along 1st Avenue, that ultimately flows to the Minnesota River (see Appendix A, Figure A). This storm sewer system was installed with the CSAH69 Improvements in 2012. The storm sewer system on Scott Street between 1st Avenue and Levee Drive consists of storm sewer manholes, catch basins, and reinforced concrete pipe. The surface water within this area is collected and runs directly into the Minnesota River. The system was constructed in 1982 when Levee Drive was extended to Scott Street.

The existing storm drainage system on Levee Drive consists of concrete curb and gutter, several catch basins and reinforced concrete pipe. This system drains directly into the Minnesota River (see Appendix A, Figure A). This storm sewer system from Atwood Street and heading east, was constructed in 1967.

The existing storm drainage system on Fuller Street area consists of curb and gutter, several catch basins and reinforced concrete pipe. In addition, there is 60" reinforced concrete pipe that serves as a trunk line for a portion of downtown Shakopee, and it drains directly into the Minnesota River (see Appendix A, Figure A). The 60" concrete trunk line was constructed in 1980, as is assumed to be in good condition based on its age. Additional evaluation and any proposed improvements will be identified prior to bidding of the project. Some storm sewer pipe and manholes near the west alley were installed in 1980 with the construction of the trunk line and adjacent apartment building. The rest of the storm sewer system was installed in 1967.

The existing storm drainage system on Atwood Street area consists of curb and gutter, reinforced concrete pipe and manholes along Atwood Street, and at the intersection of Atwood Street and Levee Drive. This system collects surface water on Atwood Street from 1st Avenue to 2nd Avenue, as well as some surface waters from 1st Avenue and drains directly into the Minnesota River. This storm sewer system was installed in 1967.

In the alley between Atwood Street and Fuller Street, all storm water drains over the surface of the alley and into catch basins on Atwood Street and Fuller Street.

B. PROPOSED DRAINAGE IMPROVEMENTS

Storm sewer improvements on Scott Street between 1st Avenue and Levee Drive, Atwood Street between 1st Avenue and Levee Drive, and Levee Drive between Scott Street and Atwood Street will be considered and constructed under the River Bluff development project.

Minor drainage improvements are needed for Scott Street. Curb and gutter will be extended south to the railroad. With the narrowing of the north entrance into Scott Street, the catch basin on the east side of the street will be relocated 8 feet west. (see Appendix B, Figure B)

The recommended storm sewer drainage improvements on Levee Drive include extending storm sewer west from the Levee Drive and Fuller Street intersection to connect to a proposed storm sewer catch basin being installed in the parking lot of the apartments at 200 Levee Drive West and removing the concrete flumes that run from the parking lot onto Levee Drive. A storm sewer catch basin will be installed on the northside of the Levee Drive and Fuller Street intersection to

capture storm water that runs in the north side curb gutter. The storm sewer catch basin in the southwest corner of Levee Drive and Fuller Street will be upgraded to a sump manhole to provide additional treatment before the Minnesota River. On Levee Drive, just east of Holmes Street, new catch basins will be installed on both sides of the road. The structure on the south side will be upgraded with a sump catch basin to provide additional treatment. (see Appendix B, Figure B)

The recommended storm sewer drainage improvements for Fuller Street includes replacing the existing storm sewer catch basin in the south east corner of the Fuller Street and Levee Drive intersection and installing a new sump storm sewer catch basin manhole. With Fuller Street being narrowed from 45-feet wide to 41 feet wide, a current storm sewer manhole in the street will be converted into a storm sewer catch basin in the new curb and gutter. (see Appendix B, Figure B)

There are no recommended storm drainage improvements for the alley between Atwood Street and Fuller Street.

A storm water treatment chamber is being proposed with the River Bluff development. The treatment chamber will be oversized a small amount to treat an equivalent portion of rainwater from the net new impervious surface of the feasibility project area.

The total estimated project cost for the proposed storm sewer improvements is \$108,000.

5. SANITARY SEWER SYSTEM

A. EXISTING CONDITIONS

The existing sanitary sewer main on Scott Street between 1st Avenue and 2nd Avenue consists of 8-inch diameter polyvinyl chloride pipe (PVC) sewer main. It was constructed in 2012 and only extended 57 feet south of 1st Avenue (See Appendix A, Figure A). The existing sanitary sewer system on Scott Street, north of 1st Avenue consists of 8-inch PVC sewer main and extends 51-ft north of 1st Avenue.

The existing sanitary sewer on Atwood Street between 1st Avenue and Levee drive consists of 8-inch diameter PVC sewer main (see Appendix A, Figure A). The only connection to this system was recently demolished, but it will serve the future River Bluffs apartment building.

The sanitary sewer laterals from Scott Street and Atwood Street run east along 1st Avenue and eventually connect to the River District Sanitary Sewer Interceptor trunk main near the Huber Park entrance.

There are no existing sanitary sewer mains on Levee Drive, Fuller Street, or in the alley. The two adjacent apartment properties have sanitary sewer services that run directly north under Levee Drive and connect directly to the River District Sanitary Sewer interceptor trunk main that runs parallel with the Minnesota River, just north of Levee Drive (see Appendix A, Figure A).

B. PROPOSED SANITARY SEWER IMPROVEMENTS

Sanitary sewer improvements on Scott Street between 1st Avenue and Levee Drive, Atwood Street between 1st Avenue and Levee Drive will be made under the River Bluff development project.

There are no upgrades proposed for Scott Street sanitary sewer between 1st Avenue and 2nd Avenue.

There are no upgrades planned for trunk sanitary sewer north of Levee Drive. Upgrades will be made to the portion of the two sanitary sewer services under Levee Drive, that connect to the two apartments on the south side of Levee Drive. Sanitary sewer service cleanouts will be installed as needed for both services.

No sanitary sewer extensions are needed or proposed for Fuller Street or the alley between Atwood Street and Fuller Street.

The total estimated project cost for the proposed sanitary sewer improvements is \$10,000.

6. WATER SYSTEM

A. EXISTING CONDITIONS

The existing water main system in Scott Street between 1st Avenue and 2nd Avenue is 4-inch diameter ductile iron pipe (see Appendix A, Figure A). Only one property on Scott Street is serviced off the Scott Street water main. The other properties are serviced off water main on 1st Avenue or 2nd Avenue. The water main in this area was constructed in 1967. The water main system on Scott Street between 1st Avenue and Levee Drive consists of an 8-inch diameter ductile iron pipe that runs to the alley near the middle of the block (see Appendix A, Figure A). A 4-inch service runs to the auto body shop and laundry mat on the west side of Scott Street.

There is no existing water main system under the Levee Drive roadway. There is existing 8-inch diameter ductile iron pipe water main that runs parallel to Levee Drive in the boulevard under the DNR state trail from Fuller Street and going east. (see Appendix A, Figure A). The water main in this area was constructed in 1980.

The existing water main system in Atwood Street area is 8-inch diameter ductile iron pipe (see Appendix A, Figure A). The water main in this area was constructed in 1980.

The existing water main system in Fuller Street area is 8-inch diameter ductile iron pipe (see Appendix A, Figure A). The water main in this area was constructed in 1980.

The existing water main system in the alley between Atwood Street and Fuller Street is 8-inch diameter ductile iron pipe (see Appendix A, Figure A). The water main in this area was constructed in 1980.

B. PROPOSED WATER MAIN IMPROVEMENTS

The water department at Shakopee Public Utilities (SPU) has reviewed the condition of the water main system in all of the project areas and has made the following recommendations:

Improvements to water main on Scott Street between 1st Avenue and Levee Drive, Atwood Street between 1st Avenue and Levee Drive, and Levee Drive between Scott Street and Atwood Street will be constructed with the River Bluff development project.

The water main system on Scott Street in between 1st Avenue and 2nd Avenue will be upgraded to an 8-inch ductile iron pipe. A 22-inch steel casing will directionally drilled under the Union Pacific railroad at 2nd Avenue and connect to the existing 6-inch water main the runs east/west on 2nd Avenue. (see Appendix B, Figure B).

The water main system that runs parallel to Levee Drive in the boulevard is in good condition and no improvements are proposed.

The water main system on Fuller Street is in good condition and no improvements are proposed.

The water main system in the alley between Atwood Street and Fuller Street is in good condition and no improvements are proposed.

The total estimated project cost for the proposed water main improvements is \$117,000.

7. RIGHT-OF-WAY AND EASEMENTS

All public infrastructure owned, maintained and operated by the City throughout the project area is located within land controlled by the City in fee, right-of-way or easements. The city will need a right-of-entry agreement to construct the storm sewer improvements on the edge of the parking lot at 200 Levee Drive West. If the city is unable to obtain the right-of-entry voluntarily, the existing flumes will be reconstructed instead of the construction of a storm catch basin.

No additional easements for any other existing or proposed improvements located within the roadway will be needed.

8. SPECIAL ASSESSMENTS

STREET IMPROVEMENTS

In accordance with the City's Special Assessment Policy, 30% of the project costs for only the street improvements and street lighting are proposed to be assessed to the benefiting properties, and 70% of the project cost for the proposed street improvements and street lighting are proposed to be funded by the Capital Improvement Fund. All other utilities are proposed to be funded out of their respective utility fund and are not assessed.

In accordance with the special assessment guidance, assessments have been computed as follows. All lots in the project area are proposed to be assessed on a front footage basis. No corner lots adjustments have been proposed for this project. A corner lot is defined as a lot of record with two sides adjacent to existing City streets. The properties adjacent to 1st Avenue (CSAH69) do not meet this definition, and the properties along 2nd Avenue are actually adjacent to the Union Pacific railroad. They would not be assessed for future improvements to 2nd Avenue. There is one single family residential property at 336 1st Ave W. The long side of the lot is 142-ft adjacent to the project. This property is proposed to be assessed a 60-ft lot equivalent, consistent with past practice for all single-family residential lots. The other 82-ft is proposed to be paid by Capital Improvement Fund. Only the south half of Levee Drive is proposed to be assessed to the benefiting properties and the north half of Levee Drive is proposed to be paid by the Capital Improvement Fund. The west half of Fuller Street south of the alley, adjacent to the city parking lot, is proposed to be paid by the Capital Improvement Fund and will not be assessed. Additionally, street oversizing costs will not be assessed. Collector streets and streets with a width over 37-foot wide, will only be assessed to the equivalent local street costs.

An assessment rate (cost per front foot) is calculated by dividing 30% (per assessment policy) of the total cost of assessable street improvements by the total front footage of the assessable lots benefitting from the improvement (see Figure D, Assessment Map). Below provides a summary of the assessment computations base rate.

Total Assessable Street Improvements = \$137,000

Total Front Footage = 1,326 feet

Cost per Front Foot = \$103.32 / foot

8. SPECIAL ASSESSMENTS (CONTINUED)

ALLEY IMPROVEMENTS

In accordance with the City's Special Assessment Policy, 30% of the project costs for only the alley improvements are proposed to be assessed to the benefiting properties, and 70% of the project cost for the proposed street improvements are proposed to be funded by the Capital Improvement Fund.

In accordance with the special assessment guidance, assessments have been computed as follows. All lots adjacent to the alley are proposed to be assessed on a front footage basis. A portion of the south half of the alley between Atwood Street and Fuller Street, adjacent to the city parking lot, is proposed to be paid by the Capital Improvement Fund and will not be assessed.

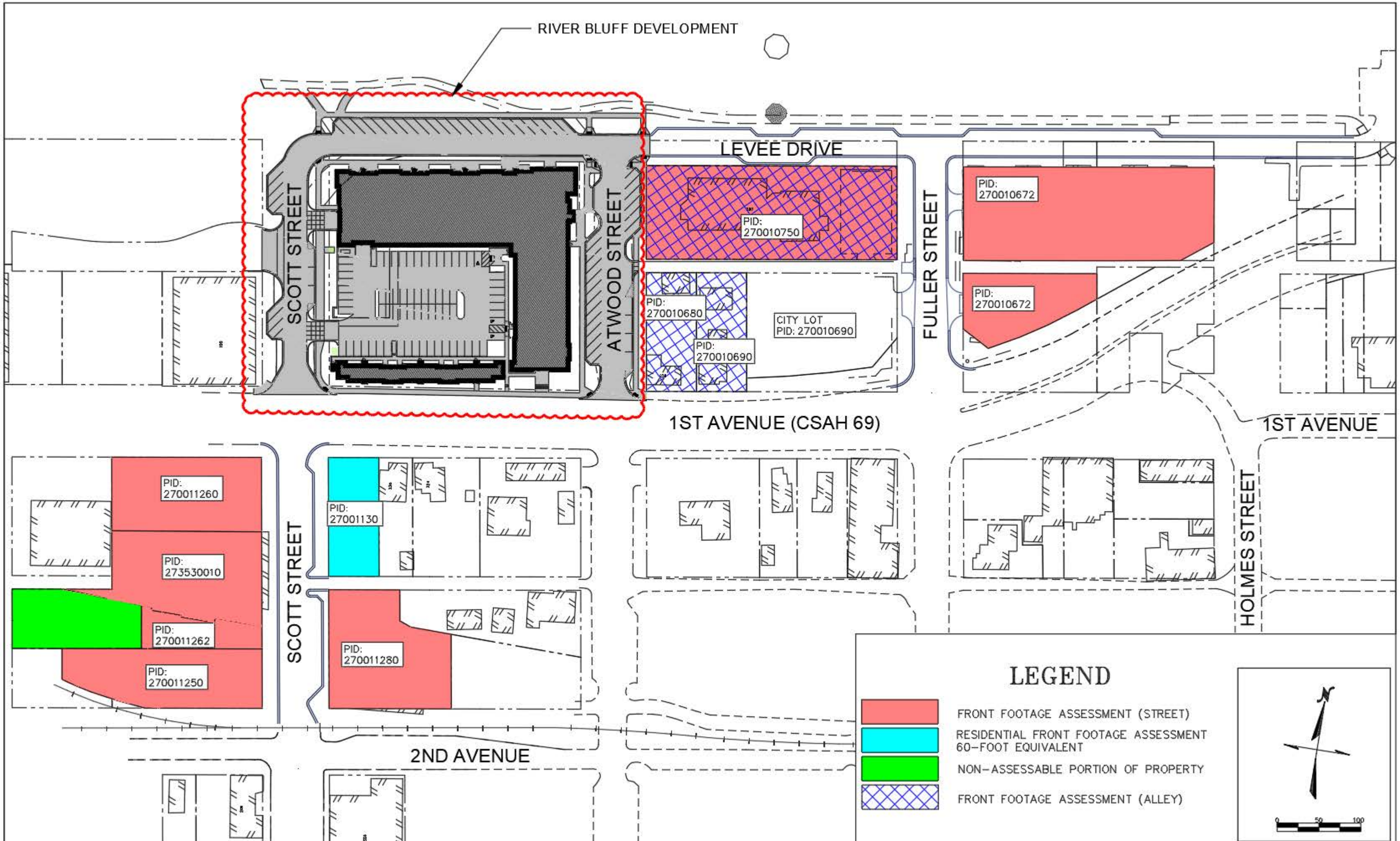
An assessment rate (cost per front foot) is calculated by dividing 30% (per assessment policy) of the total cost of assessable street improvements by the total front footage of the assessable lots benefitting from the improvement (see Figure D, Assessment Map). Below provides a summary of the assessment computations base rate.

Total Assessable Alley Improvements = \$5,040

Total Front Footage = 420 feet

Cost per Front Foot = \$12.00 / foot

A preliminary assessment roll is included in Appendix B, showing the preliminary assessment amounts. Actual assessments will be calculated and based on the final project costs and apportionments, or based on the maximum benefit appraisal value, as determined by City Council at the final assessment public hearing.



9. ESTIMATED COSTS & FUNDING

The total estimated cost of the proposed project is \$971,000. Table 1 provides a summary of the estimated project costs and recommended funding amounts from the various sources as indicated. The preliminary estimate includes the cost for project administration, legal, engineering and construction contingency. The following costs and estimated funding were prepared using 2020 construction costs and are subject to change, depending on the final design of the project, bids received and actual work performed

Table 1 - Estimated Cost & Funding Source
2021 Street & Utility Reconstruction Project CIF-20-007

	Streets (inc. street lighting)	Storm Sewer	Sanitary Sewer	Water Main	Estimated Total
Estimated Expenditures					
Estimated Construction Cost Street & Utility	\$634,000	\$94,000	\$8,000	\$100,000	\$836,000
Contingencies (~8%)	\$49,000	\$7,000	\$1,000	\$8,000	\$65,000
Administration, Engineering, Legal	\$53,000	\$7,000	\$1,000	\$9,000	\$70,000
Total Estimated Project Costs (Feasibility)	\$736,000	\$108,000	\$10,000	\$117,000	\$971,000
Estimated Revenue					
Special Assessments	\$142,040				\$142,040
Capital Improvements Fund	\$593,960				\$593,960
Storm Sewer Fund		\$108,000			\$108,000
Sanitary Sewer Fund			\$10,000		\$10,000
Shakopee Public Utilities				\$117,000	\$117,000
Total Estimated Revenue (Feasibility)	\$736,000	\$108,000	\$10,000	\$117,000	\$971,000

10. PROJECT SCHEDULE

Table 2 below outlines the preliminary project schedule.

Table 2. Project Schedule

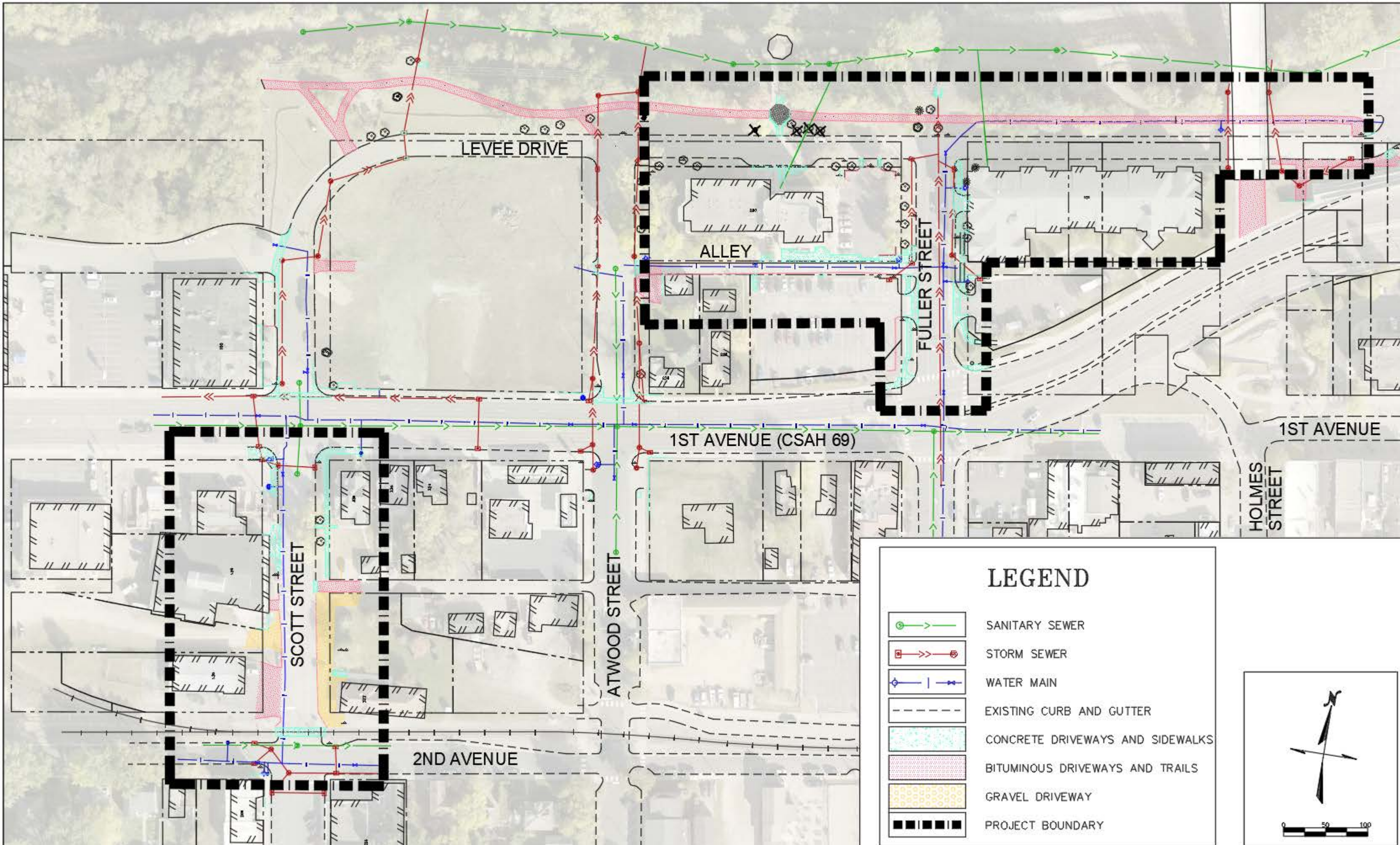
Action	Target Date
City Council Receives Feasibility Report, Calls for Public Hearing	February 2, 2021
Resident Information Meeting	February 4, 2021
City Council Holds Public Hearing, Authorizes the Project and Orders Preparation of Plans and Specifications	February 16, 2021
City Council Approves Plans and Specs, Authorizes Advertisement for Bids	March 2, 2021
City Receives and Opens Project Bids	March 30, 2021
City Council Considers Award of Contract	April 20, 2021
Start Project Construction	May 2021
Construction Substantially Complete	September 2021
City Council Declares Cost to be Assessed, Calls for Public Hearing	October 2021
Hold Assessment Public Hearing	November 2021

11. CONCLUSION

The overall condition of the City's street and utility infrastructure system is critical to the operation, safety, welfare and economic health of the entire community. Because of the infrastructure needs described and the proposed solutions and estimated costs provided in this report, the proposed project is considered to be necessary, cost effective and feasible.

APPENDIX A

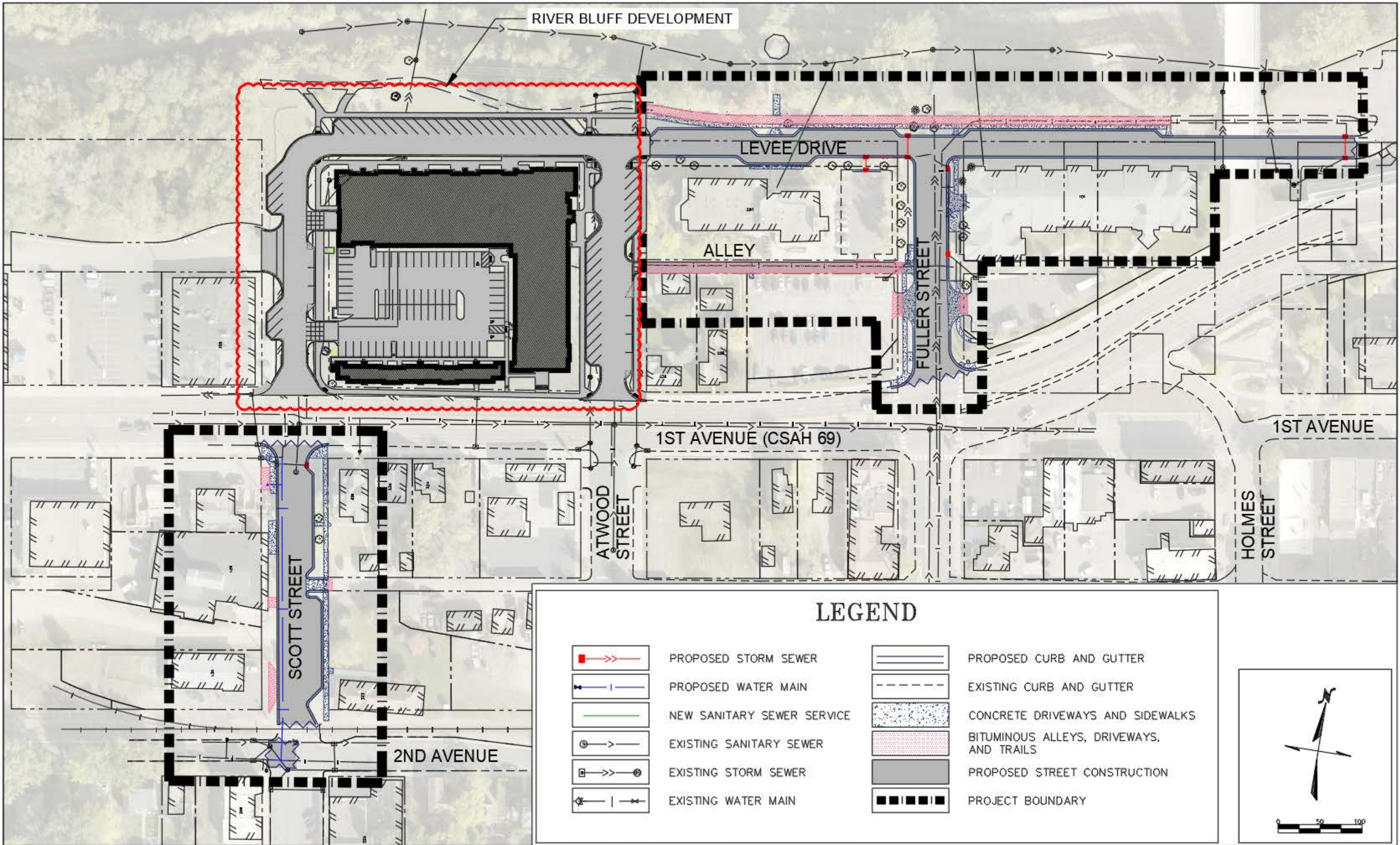
Existing Conditions Figure

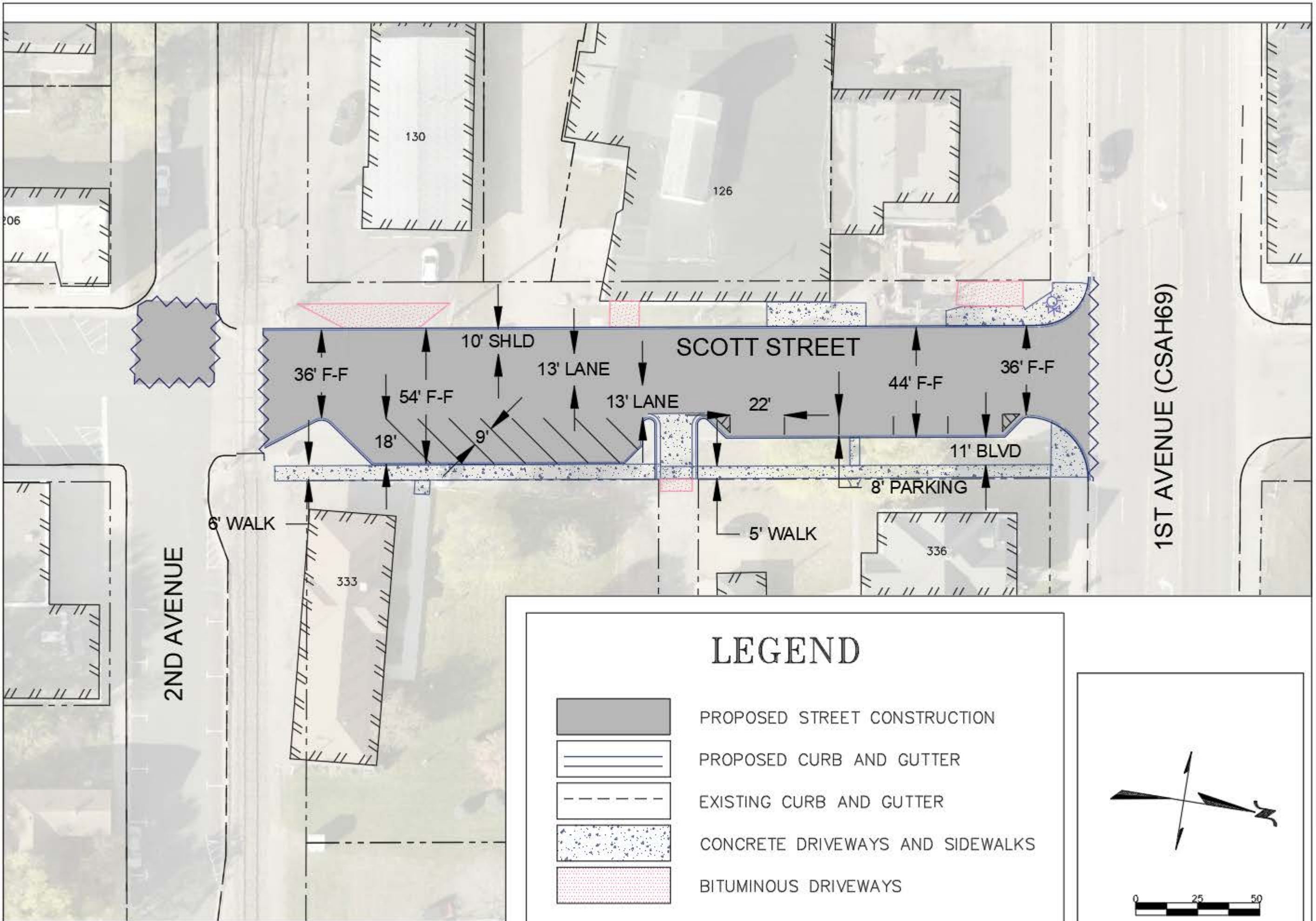


2021 STREET AND UTILITY RECONSTRUCTION
EXISTING CONDITIONS
SHAKOPEE

APPENDIX B

Proposed Conditions Figure

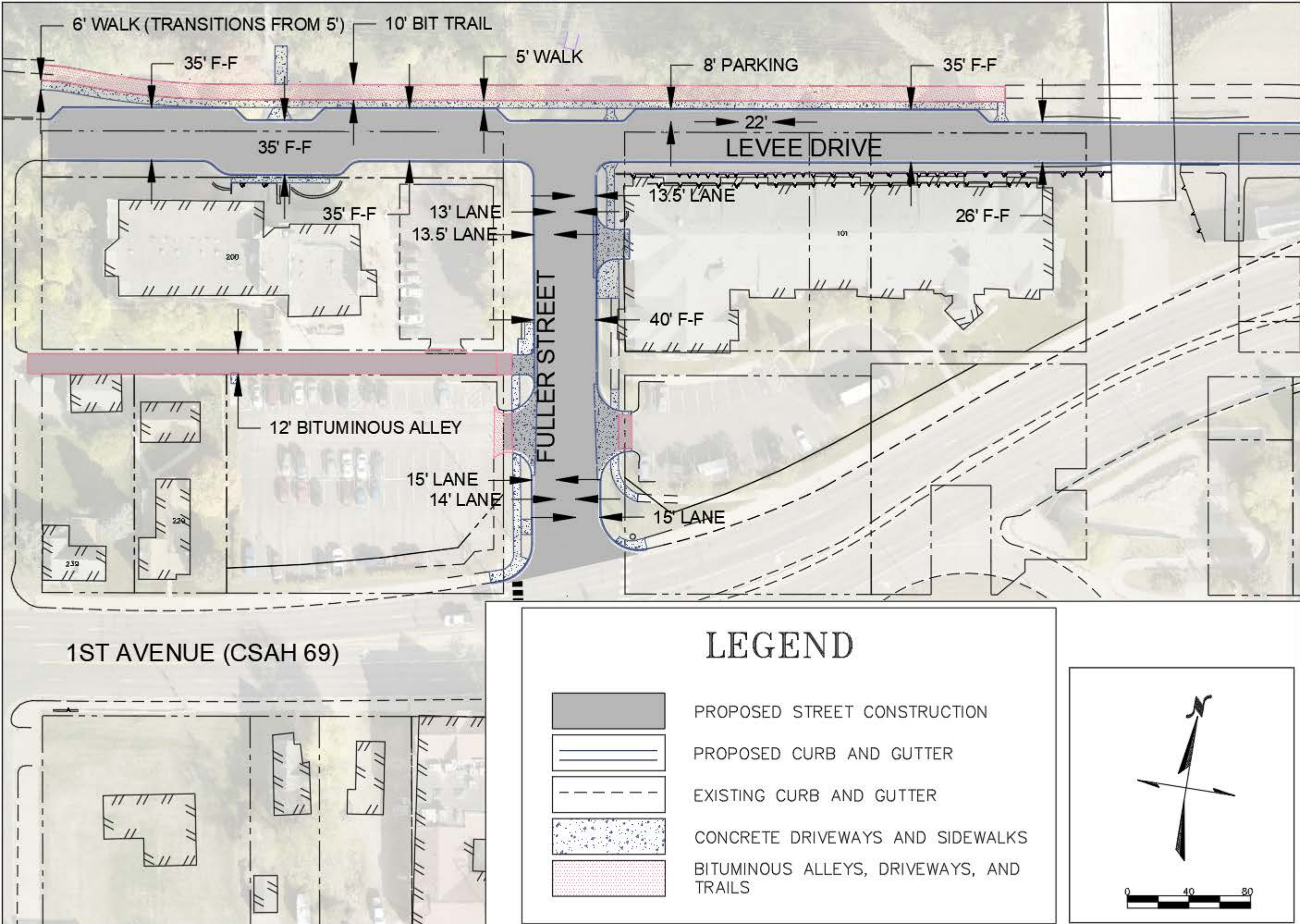




2021 STREET AND UTILITY RECONSTRUCTION
 PROPOSED STREET DIMENSIONS
 SCOTT STREET

DATE:	JAN 2021	FIGURE:
DRAWN BY:	AIE	B.1
SHAKOPEE ENGINEERING DEPARTMENT		

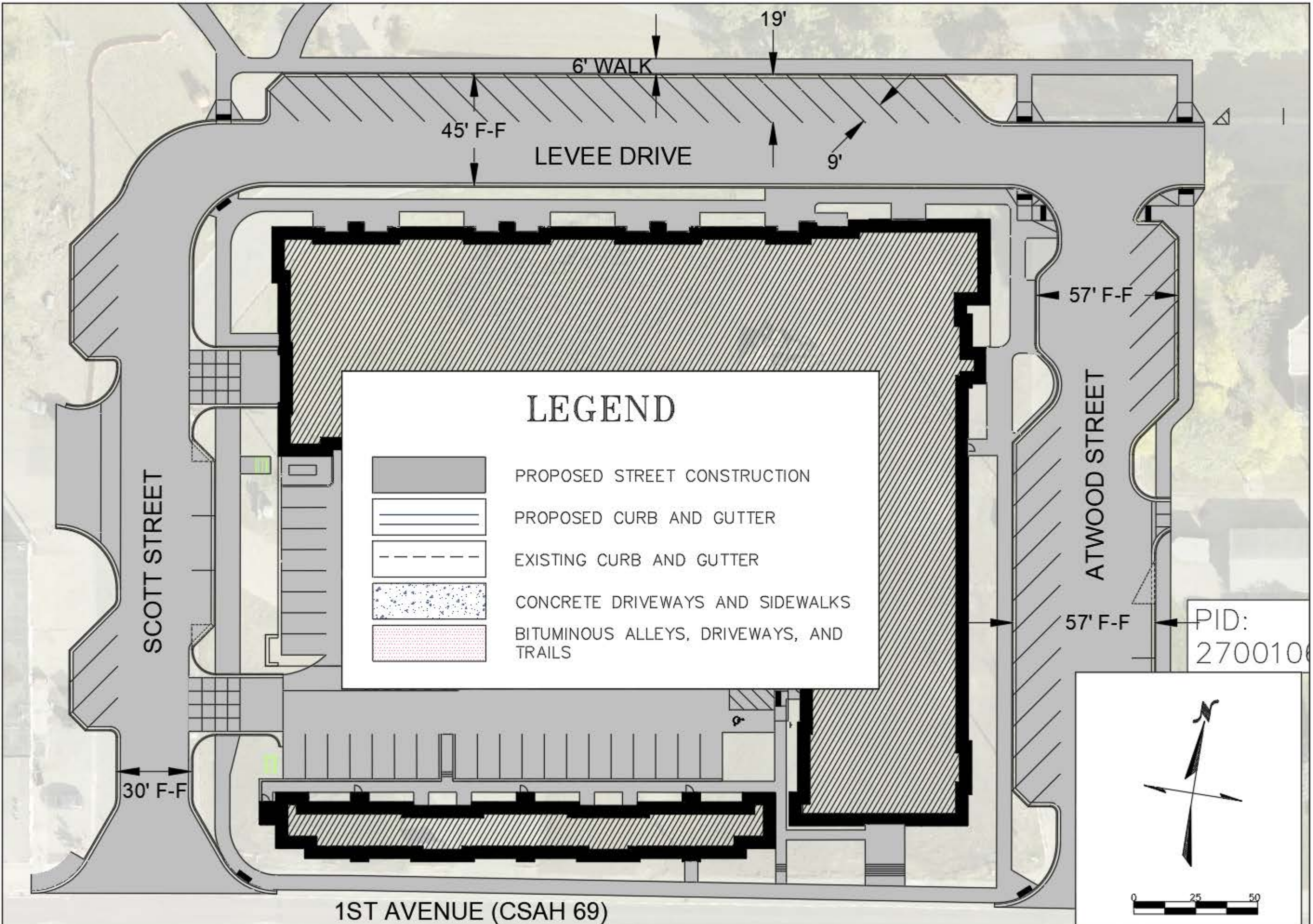




2021 STREET AND UTILITY RECONSTRUCTION
PROPOSED STREET DIMENSIONS
LEVEE DRIVE, FULLER STREET, AND ALLEY

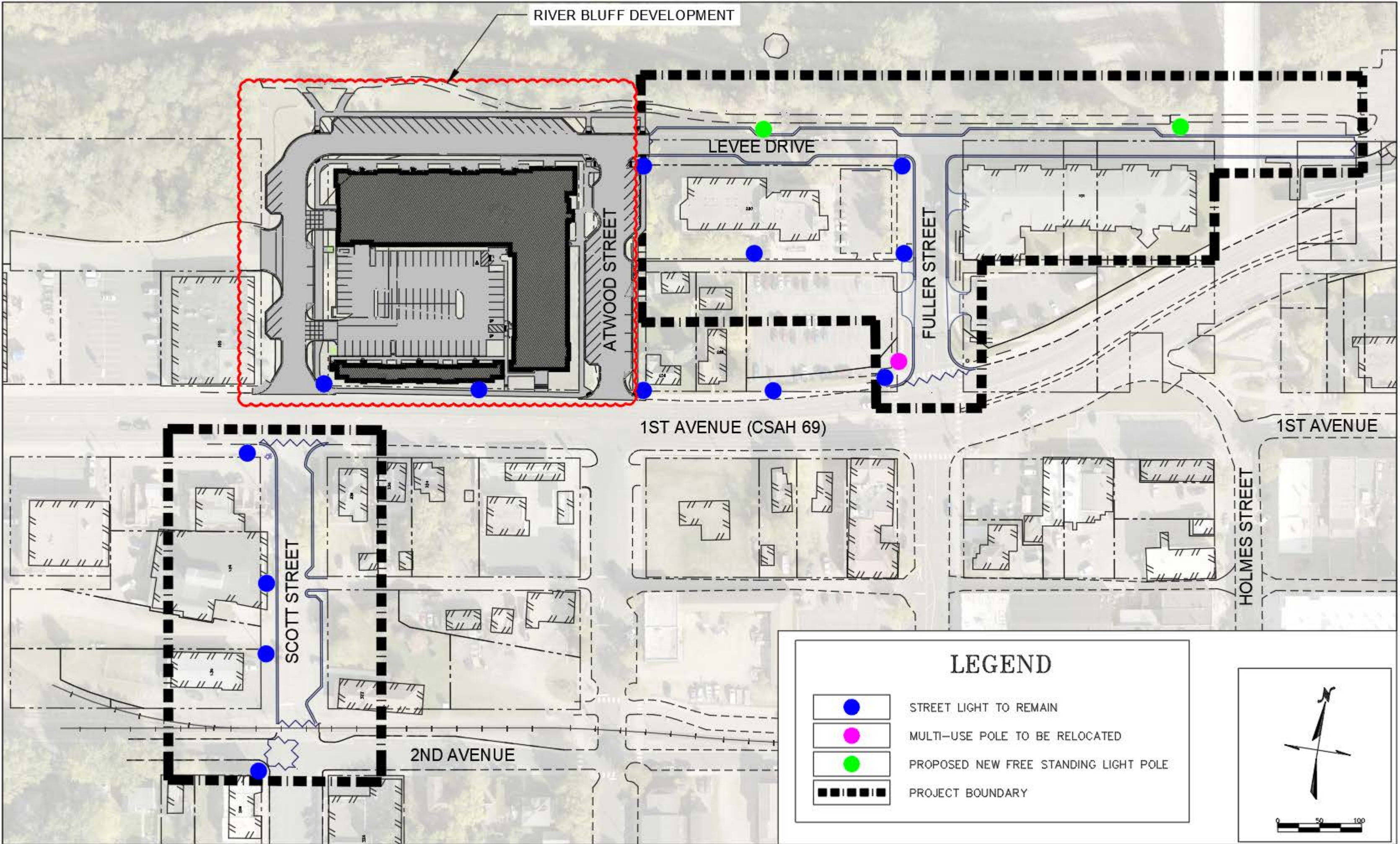
DATE: JAN 2021
 DRAWN BY: AIE
 SHAKOPEE ENGINEERING DEPARTMENT

FIGURE:
B.2



APPENDIX C

Street Lighting



2021 STREET AND UTILITY RECONSTRUCTION
STREET LIGHTS
SHAKOPEE

APPENDIX D

Preliminary Assessment Roll

2021 Street Reconstruction - CIF-20-007

TOTAL ASSESSMENTS	\$	142,040.00
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APPENDIX E

Public Engagement Memorandum

TO: Mayor and City Council
William H. Reynolds, City Administrator

FROM: Steve Lillehaug, City Engineer/Public Works Director
Ryan Halverson, Assistant City Engineer

SUBJECT: 2021 Street & Utility Reconstruction Public Engagement

DATE: Feb 8, 2021

At the February 2, 2021, City Council meeting, you received the Feasibility Report for the 2021 Street & Utility Reconstruction Project dated January 2021. This memo provides subsequent and updated Feasibility Study information and public outreach including details from the February 4, 2021, neighborhood open house; survey information and results; and phone or other correspondence as follows:

Open House

A virtual open house meeting was held on February 4, 2021, for the 2021 Street & Utility Reconstruction Project. Only property owner impacted by the project attended the meeting. A PowerPoint presentation was given discussing the existing and proposed improvements, project costs and funding sources, discussion on special assessments and the proposed project schedule. After the presentation, residents were given the opportunity to ask questions and discuss specifics about their property and neighborhood. There was discussion about the construction process, access during construction, phasing of the project and concerns about specific design considerations.

The property owner in attendance was generally supportive of the proposed project improvements and layout. He supported reconstructing the alley between Atwood St and Fuller St that is adjacent to his property; and asked that consideration would be given to undergrounding the overhead electric lines in the alley. He voiced support for removing the concrete flumes that convey stormwater from his parking lot to the city street and constructing a catch basin to capture the surface water.

The virtual open house meeting is available to watch on the City of Shakopee YouTube channel and on the City Website, on the project page.

Property Survey

Property owners were mailed a brief survey requesting input and information about the streets, drainage and utilities in their neighborhoods. Attached to this memo is the survey mailed to property owners and a compilation of all responses that were received at the time of this memo.

Other Correspondence

City staff made in-person visits and/or phone calls to all the businesses along Scott Street that are impacted by the project. The property owners were provided a preliminary layout of the proposed improvements and a brief overview of the project, while staff were able to get initial feedback on the preliminary layout that was used to guide the proposed layout recommended in the feasibility report. Notably, both parallel and diagonal parking were added along Scott Street to ensure adequate parking for the adjacent business properties.

Staff Response

All information provided by residents at the open house and by survey responses related to existing deficiencies or requested design improvements will be evaluated by staff. They will be given proper consideration, and where feasible, incorporated into final design of the project improvements

Further coordination is needed with Shakopee Public Utilities to investigate the feasibility of undergrounding the overhead utility the alley. This small utility coordination will occur before the completion of the final construction plans.



PROPERTY OWNER SURVEY

1. Contact Information:

Name: _____

Address: _____

Email Address: _____

Phone Number: _____

2. Have you experienced any problems with sanitary sewer service, such as line plugging or having the service cleaned out to the street? If yes, how often?

3. Typically, improvements to the storm drainage system are needed. Do you have a problem with drainage or flooding in the street, your yard or basement?

4. Do you experience problems relating to the water distribution system such as water pressure, taste, odor or color?

5. Do you have a lawn irrigation (or sprinkler) system located within your property?

Please circle one: Yes No

6. Do you have a sump pump in your basement?

- Please circle one:
- A. Yes, my sump pump runs frequently (at least once every day)
 - B. Yes, my sump pump runs less frequently
 - C. No, I do not have a sump pump or do not use my sump pump
 - D. Unknown

(see back side)

7. Do you have daintile on your property?

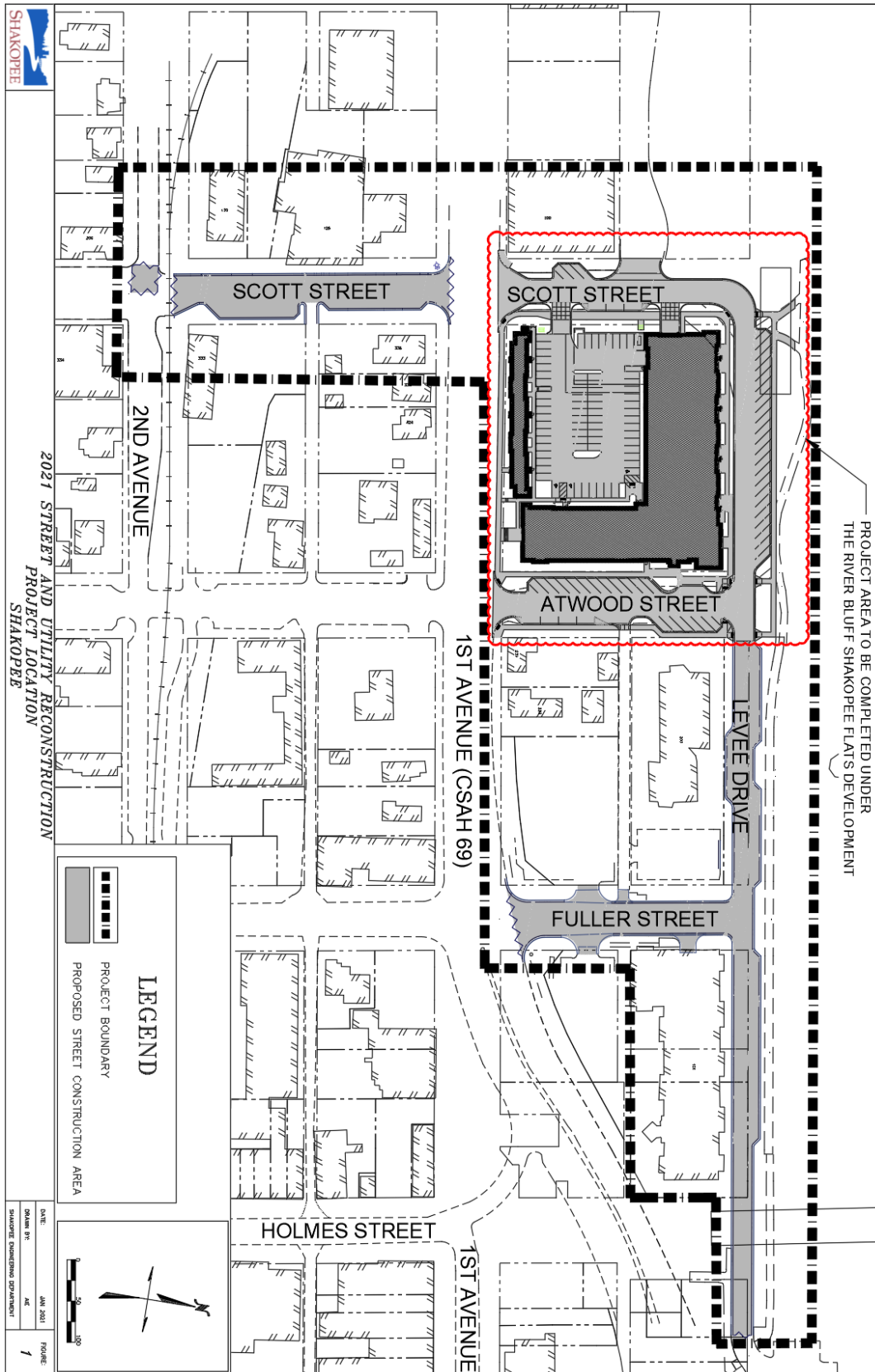
- Please circle one:
- A. Yes, it drains to the front yard
 - B. Yes, it drains to the back yard
 - C. No, I do not have daintile on my property.
 - D. Unknown

9. What other concerns, comments and/or issues do you have pertaining to the streets, sidewalks, utilities, etc., in your neighborhood?

Should you have questions or need more information, please contact Ryan Halverson in the Engineering division at 952-233-9366

Please return by **February 3rd, 2021** to:

Engineering Division
City of Shakopee
485 Gorman Street
Shakopee, MN 55379
engineering@shakopeeMN.gov



COMMUNITY PRIDE SINCE 1857

City of Shakopee | 485 Gorman St., Shakopee MN 55379 | Phone: 952-233-9300 | Fax: 952-233-3801 | www.ShakopeeMN.gov

2021 Street & Utility Reconstruction Survey Summary Results

Sanitary (2)	Storm (3)	Water (4)	Sprinkler System (5)	Sump Pump (6)	Drain tile (7)	Comments/Concerns/Issues re: streets, sidewalks, utilities, etc. (8)
<i>Scott Street</i>						
No	No	No	No	No	Unknown	Access and use of parking lot with a reduced driveway
<i>Levee Drive</i>						
Yes, Approx 15 yrs ago there was an obstruction where our sanitary sewer connects to city sewer line on Levee Dr. Obstruction was a pair of pants in city line. This event occurred only once.	No	No	Yes	No	Unknown	The electric power lines in alley between Atwood and Fuller should be placed below grade. The power line detracts from the property.
<i>Fuller Street</i>						
The property does drain line jetting as needed.	No	No	Yes	Yes, runs frequently. Northridge Ct has two sump pumps.	Unknown	None