City Council Item

March 10, 2025

Item	Accept the Plans and Specifications and Authorize Advertisement for Bids for the 2025 City Pavement Rehabilitation Project No. 25-01	
File No.	ENG Project No. 25-01 CIP No. ST-012	**Item No:** D.11
Agenda Section	**CONSENT AGENDA**	
Prepared By	George Bender, Assistant City Engineer	
Reviewed By	Charlie Howley	

SUGGESTED ACTION

"The Chanhassen City Council adopts a resolution accepting the Plans and Specifications and authorizes publication of an advertisement for bids for the 2025 City Pavement Rehabilitation Project No. 25-01."

Motion Type	Simple Majority Vote of members present
Strategic Priority	Asset Management

SUMMARY

Approve the construction documents and authorize an advertisement to bid the project.

BACKGROUND

As part of the overall Pavement Management Program (PMP), the city annually plans to rehabilitate a section or sections of public streets across the city. The Five-Year Capital Improvement Plan (CIP) identifies the near-term streets to be rehabilitated. The 2025 project includes approximately 2.4 miles of streets for rehabilitation via a combination of full-depth reclamation and total reconstruction.

Key dates and items relative to the project:

On June 14, 2024, the Engineering Department released a Request for Proposals (RFP) for design and construction services for the 25-01 project.

On July 22, 2024, the City Council approved a Professional Services Agreement with Bolton & Menk for design and construction services for the project.

On November 6, 2024, the Engineering Department released a Request for Proposals (RFP) for geotechnical services for the 25-01 project.

On December 4, 2024, the City Council approved a Professional Services Agreement with Braun Intertec for geotechnical exploration and engineering services in association with the 25-01 design contract.

On January 27, 2025, the City Council called for a Public Hearing to be held regarding the proposed improvements on February 10, 2025.

On January 28, 2025, the Engineering Department hosted an Open House meeting at the Public Works facility to discuss the project and respond to questions with the impacted properties.

On February 10, 2025, the City Council accepted the feasibility study, conducted a Public Hearing regarding the improvements, and authorized the preparation of Plans and Specifications.

Project information is available on the city's website at:
https://www.chanhassenmn.gov/government/projects/street-projects/2025-city-pavement-rehabilitation-project

To subscribe to the City's distribution list in order to receive routine project updates - interested residents and property owners should visit the following link to sign up:
https://www.chanhassenmn.gov/i-want-to/subscribe. (There are 1,270 subscribers as of March 5, 2025.)

DISCUSSION

Staff utilized the City's Pavement Management Program and site investigations to determine the project limits as shown in the attached 5-year Capital Improvement Plan (CIP) map representing the years 2025 through 2029. The portion of Frontier Trail from Bighorn Dr to Highland Dr was previously reconstructed including the addition of curb and gutter in 1990, but the sanitary sewer and watermain were not rehabilitated at that time. Only minor maintenance activities such as pothole patching, crack sealing, and sealcoating have been performed in the other areas. The portion of Frontier Trail from Highland Dr to W 78th St is in a very poor condition and is planned to be fully reconstructed including adding curb and gutter, storm sewer, and other necessary utility rehabilitations. Highland Dr, Kiowa Cir, Del Rio Dr, and Iroquois Ave do not currently have curb and gutter. It should be noted that Frontier Ct and Joanna Dr are private streets off of Frontier Trl within the reconstruction area, and as such, they are not maintained by the city.

Bolton & Menk was provided the city's asset management data for the neighborhood areas in the project scope to incorporate with the subsequent design. Based on the existing maintenance and rating history, on-site street observations, and the feasibility analysis, the neighborhood areas are expected to be rehabilitated via the techniques previously detailed. Ongoing engineering efforts have verified these selections. Each public city-owned street segment within Chanhassen is rated every third year by a

pavement management consultant. These ratings are based on a 0-100 scale known as the Overall Condition Index (OCI). The ratings are stored in the city's asset management software and utilized by the Public Works Department to help select the proposed areas to be rehabilitated. In addition, the ratings are used by the consultants to assist with providing recommendations regarding the rehabilitation of the streets. A geotechnical assessment, including pavement evaluation, was conducted to aid in the analysis of proper roadway pavement rehabilitation designs for the project.

As with any street project area, which includes rehabilitation using a full-depth reclamation technique, there will be spot repair of curb and gutter. Sidewalk and trail were proposed to be added per the master pedestrian connectivity plan but these additional connections will not be included in the project due to cost and overall impact to the existing properties. Repair to any existing sidewalk will include diamond grinding misaligned joints that have heaved primarily due to freeze-thaw and replacement of significantly damaged sidewalk panels. Existing pedestrian ramps impacted by the project will be brought into ADA compliance in accordance with the city's ADA transition plan. Pedestrian crosswalk areas will also be checked for conformance with the City's Crosswalk Policy.

City Public Works in combination with project consulting staff performed a condition assessment on the existing utilities within the project areas. The sanitary and storm sewer pipe networks were televised, and the structures were evaluated to assess the need for improvements. All identified needs will be prioritized and incorporated into the project as the budget allows. Major replacement of some of the water main is needed including replacement of the watermain within the reconstruction area and lining of the existing watermain in the rehabilitation area. This area has existing cast iron pipe in specific areas that is due to be replaced. The gate valves on the water main within the rehabilitation area are planned to be rehabilitated by changing out the bolting on the existing valves. The age of the original installation in this area indicates the bolting is likely to be mild steel. The bolts will be replaced with stainless steel to protect them long-term from the corrosive soils found in Chanhassen. Minor repairs primarily related to reducing infiltration and inflow are recommended for the sanitary sewer system in the rehabilitation areas.

The first "Open House" style meeting was hosted on Tuesday, January 28, at the Public Works facility. A summary of the discussions held and feedback received was incorporated into the presentation at the City Council meeting on February 10. Seventy-two residents interested in the project attended the open house. The resident surveys received to date are generally supportive of the project but there has been some feedback from residents that are not interested in having a project completed due to the assessed costs. The Engineering department also distributed two surveys to the accessible properties along the streets proposed to be rehabilitated and reconstructed by the project to obtain existing information and identify resident concerns.

The project is also soliciting feedback on adding 'No Parking' signage on one side of the street within the project area due to the current street widths being narrower than the City's standard. Generally, the street widths in the project area are approximately 28 feet, which is narrower than a standard street width in Chanhassen of 31 feet from the back of the curb to the back of the curb. The city continues to have a broader conversation about this topic.

There are two innovations associated with this project that the city has only undertaken previously with the 2024 street project:

- The first is a rain garden program, in which residents can elect to have a rain garden installed on the edge of their property adjacent to the street. A rain garden is a stormwater management Best Management Practice (BMP) that collects, detains, and treats surface water runoff. Essentially,

it's a shallow depression that has appropriate plants and mulch and acts like a any other landscaped area residents commonly have on their property. These rain gardens help achieve the stormwater management permitting regulations the project must adhere to. Rain gardens themselves are not innovative, but the program associated with a neighborhood reconstruction project is not widely utilized. The city rolled out this program last year with the 2024 street project, and to date we have two (2) properties who have signed up and are being implemented.

- The second is a private property inflow and infiltration (I/I) grant program that the city received funding for from the Met Council which was a result of recent State Legislation allowing grants for private infrastructure and not just public infrastructure. These grants are used to investigate sanitary sewer service lines to look for sources of I/I, and if found, provide cost assistance to make the repairs. Private property I/I is a major concern for the city. This program was also rolled out last year as part of the 2024 street project. We ended up having nine (9) properties utilize the program which accounted for ~56% of the available grant funding.

Schedule

Task	Date
Bid Opening	April 11, 2025
Call for Public (Assessment) Hearing	April 28, 2025
Public Open House/Neighborhood Meeting No. 2	May 7, 2025
Conduct Public (Assessment) Hearing, Accept Bids, Adopt Assessment Roll, and Award Construction Contract	May 12, 2025
Begin Construction	Late May 2025
Substantial Completion	Early November 2025
Final Completion	June 2026

BUDGET

This project is included in the 5-year CIP and the budget for 2025. Funding for the project is proposed to come from the Pavement Management Program (PMP) fund, which includes special assessments to benefiting properties as part of the revenue source. The special assessments will be managed per the City's Assessment Policy. The Utility Enterprise funds will be utilized to cover the rehabilitation needs specific to each utility.

The overall 25-01 project budget approved with the 2025-29 Capital Improvement Plan is $9,105,000.

The feasibility study prepared by Bolton & Menk estimates the cost of the proposed improvements. The table below indicates the estimated cost in comparison to the project budget.

Fund	Project Budget	Estimate
PMP (Street)	$4,930,000	$4,553,581
Surface Water & Storm Sewer	$1,760,000	$1,154,474
Sanitary Sewer	$665,000	$705,011
Watermain	$1,750,000	$2,283,135
Total	$9,105,000	**$8,696,201**

Bolton & Menk also estimated a cost of $1,343,895 to make improvements at lift stations 1, 2, and 10 along the project corridor in a separate analysis related to the sanitary sewer system which would be over and above the sanitary main and structure rehabilitation costs associated with the street rehabilitation. In addition, Bolton & Menk identified several areas along the project corridor that could be improved from a surface water perspective and the estimated cost associated with this additional work was $2,009,657. Both of these scopes were considered in the design and work deemed necessary at this time is being prioritized within the structure of the capital improvement budgeting and working with the Finance department.

The estimated costs include a 5% contingency along with soft (non-construction) costs such as engineering, geotechnical, and testing.

RECOMMENDATION

Staff recommends City Council adopt a resolution accepting the plans and specifications and authorizing the advertisement to bid for the 2025 City Pavement Rehabilitation Project No. 25-01.

ATTACHMENTS

Resolution #2025-XX -Approving Plans and Specifications and Ad for Bids 3.10.25
Streets 5-Year CIP Map - 2025-2029
2025 CIP ST-012 - 2025 Street Imp