



CITY OF MARSHALL AGENDA ITEM REPORT

Meeting Date:	Tuesday, October 13, 2020
Category:	NEW BUSINESS
Type:	ACTION
Subject:	Project Y71: North Bruce Street/Skunk Hollow Road Reconstruction Project
Background Information:	<p>City Public Works staff continually receives complaints from the residents that live along North Bruce Street (Skunk Hollow Road) between County Road 35 and the city bike trail crossing north of Emerald Court. The residents complain about the dust, the ‘wash boarding’ of the street surface, and the general lack of acceptable maintenance from their view in light of the level of traffic.</p> <p>For background, Skunk Hollow Road used to be County Road 67, a route on the County State Aid Highway System. In 1996, the County relinquished control of the street to the City as a “County Road Turnback”. Therefore, the city assumed ownership of the right of way and the street and the segment was added to our Municipal State Aid System mileage. As part of the process of relinquishing control of the roadway, Lyon County paid the city for the cost to resurface the roadway at that time. The thought process at the time was that the city would grow in this direction and it made more sense for the route to be operated by the city. As of December 2019, the city had \$125,711.13 in funds that can be spent on improving Skunk Hollow Road.</p> <p>Since construction of the levee to the south, the land north of the levee (which includes Skunk Hollow Road) is almost entirely located in the floodway or floodplain. Therefore, the property south of Skunk Hollow cannot be developed and the roadway is frequently under threat of flooding. The residents on the north side of Skunk Hollow Road are not located in city limits; the city limits terminate on the north side of the Skunk Hollow Road right of way. In 2011-2012, city staff and Council explored the option of relinquishing control of Skunk Hollow Road back to Lyon County. There were meetings involving city and county staff and officials. Eventually, it was decided that Skunk Hollow Road and the land to the south would remain in city limits and the street would remain under city control until a later date when the city would establish a new route that moved the alignment to follow a path straight south to Fairview Street. It was determined at that time that a project should be included in the 5 year CIP.</p> <p>It is now nearly 10 years later, and no movement has occurred with this project. The roadway surfacing of Skunk Hollow was ‘reclaimed’ in 2016 in lieu of completing an expensive surfacing project. This essentially turned the surface into a gravel road by mixing the bituminous millings into the gravel base. There has been no investment into the surface since this time, beyond regular blading of the surface and a few spot treatments of dust control products. There are roughly 500 vehicles per day that travel this route, and this level of traffic is quite high for a gravel road.</p>

We are at a point with this roadway where staff believes that some level of investment is required, and we are presenting those options along with this memorandum. Below, we've provided a cost summary table that identifies an initial cost and a 50 year cost to improve or realign the road. The numbers below are very preliminary numbers, but they do offer a starting point.

Treatment	Initial Construction Estimate	50-Year Cost
Cut 3" & Pave 5"	\$398,311.20	\$646,573.88
CSFDR & Seal Coat	\$256,825.33	\$632,413.74
Leave As-Is	\$0.00	\$720,812.49
Reconstruction	\$534,372.44	\$882,375.86
* Realignment (Adjacent to Levee)	\$720,450.50	\$1,061,766.91
* Realignment (South of Levee)	\$1,053,210.67	\$1,480,436.64

** Does not include ROW Acquisition*

Brief Description of the table above and some pros/cons to the options:

Cut 3", Pave 5": Create a 10 ton road design by cutting out 3" of existing surface and place 5" of new bituminous mix.

CSFDR & Seal: Blend cementitious material into the base material and seal coat the surface. This may not be the best option for this route due to high traffic volumes.

Leave As-Is: Long term costs include adding gravel, blading, and dust control costs. The surface will need gravel very soon, at an approximate cost of \$30,000 per application.

Reconstruction: Reconstruct the roadway section along its current alignment.

Realignment Options: Costs to realign the roadway, not including utility work and potential right of way acquisition costs.

Continue to operate as gravel road

Pros: -Low initial cost
 -Maintain direct north to south connection between CR33 and MN19/College Drive

Cons: -Long term cost approaches cost of paving if considering cost to add gravel every 4 years and yearly blading/dust control
 -Doesn't satisfy road condition complaints
 -Road doesn't serve developable land
 -Property owners on the north side are not in city limits

Improve in current alignment

Pros: - Maintain direct north to south connection between CR33 and MN19/College Drive

	<p>-Cost is reasonable, road surfacing only (<\$500k)</p> <p>Cons: -Located in floodplain, no developable property on either side of the road -Frequently under threat of flooding -Property owners on the north side are not in city limits. Costs to improve entirely city</p> <p><u>New Road Alignment</u></p> <p>Pros: -Provides link from north to south -Opens land to development</p> <p>Cons: -Higher cost; establish utility service, acquire ROW, higher cost of pavement section -Loss of MSAS mileage -North to south link is less direct than old alignment; more stops and/or turns</p> <p>This project was discussed at the Public Improvement/Transportation Committee meeting on September 23, 2020, with recommendation to bring forward to City Council for discussion as presented. Alternative options included discussions regarding resident access, maintain as a local access road, dead end alternatives, maintaining access to properties and dust control options.</p> <p>The purpose of this memo is to provide Committee and Council with an update on where we stand with this segment of city street, and to obtain feedback from the current Council and give staff guidance moving forward with this roadway. With nearly 10 years having passed and many new Council members, staff would like to get some reinforcement from Council on our direction going forward and our messaging to the public.</p>
Fiscal Impact:	
Alternative/ Variations:	
Recommendations:	Discussion about options and alternatives with a final consensus of the current Council. A new route is the best long-term solution, but it comes at a high cost. Continue to maintain the route as gravel is minimally acceptable.