



2024 IMPROVEMENT PROGRAM





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January 10, 2024

FAIRMONT CITY COUNCIL

Fairmont, Minnesota

RE: Preliminary Report
2024 Improvement Program
Fairmont, Minnesota

Honorable Mayor and Members of the Council:

Attached hereto is the Preliminary Report detailing those projects which comprise the 2024 Improvement Program. The report includes details of the proposed improvements together with estimated construction costs.

The following is the status of the projects which were scheduled for 2023.

- 1) Project #. 8723001 Birch Street Overlay: Completed Fall of 2023
- 2) Project # 8723002 W. Christina Street Overlay: Completed Fall of 2023
- 3) Project # 8723003 Ida Street Overlay: Completed Fall of 2023
- 4) Project # 8723004 Knollwood Drive Overlay: Completed Fall of 2023
- 5) Project # 8723005 Southport Drive Overlay: Completed Fall of 2023
- 6) Project # 8723006 Torgerson Drive Overlay: Completed Fall of 2023
- 7) Project # 8723007 TH 15 Service Road E Overlay: Completed Fall of 2023
- 8) Project #'s 7523001-7523013 Sealcoat Projects: Completed Summer of 2023

After review of the attached 2024 Preliminary Report, a public hearing will be held to receive comments from the individual property owners who will be assessed for these improvements, as well as any other interested taxpayers within the City.

Sincerely,
CITY OF FAIRMONT

Wesley W. Brown P.E.
Consulting City Engineer

PRELIMINARY REPORT

2024 IMPROVEMENT PROGRAM

FAIRMONT, MINNESOTA

Lee C. Baarts, Mayor
Jeff O'Neill, City Administrator
Patricia J. Monsen, City Clerk

Council Members –

Michele Miller
Jay Maynard
Britney Kaweck
Randy Lubenow
Wayne Hasek

I hereby certify that this 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.



Wesley W. Brown, P.E.
Reg. No. 41930
January 10, 2024

PRELIMINARY REPORT
2024 IMPROVEMENT PROGRAM
FAIRMONT, MINNESOTA

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1 GENERAL

1.1 Intent of Report

This report was prepared to determine the feasibility, cost-effectiveness, and need for various projects proposed to become part of the 2024 IMPROVEMENT PROGRAM. The projects that have been included are based on evaluation of demonstrated need. Projects have been proposed based upon consideration of surface condition inspection and analysis; inspection of the sanitary sewer system; condition and size of existing watermain; sizing of storm sewer interceptors or localized flooding problems caused by an inadequate drainage system; storm water quality needs relative to City's Storm Water Pollution Prevention Plan (SWPPP); and other criteria such as susceptibility to erosion, maintenance, traffic hazards, water quality problems, etc.

To help review the surface condition of the streets. The City utilizes a pavement management system (ICON) to rate all of the paved municipal streets, parking lots, and recreational trails within the City. The system includes a database of each segment that contains current and historical information relative to the segment. The inventory is updated by physically inspecting (surveying) the City's segments every other year. The survey identifies the type of distress present on all pavement sections and determines the severity and quantity of each distress. When the survey information is entered into the program, the pavement management system assigns each segment a Pavement Condition Index (PCI) rating on a scale of 0 to 100 with 0 being the worst and 100 the best. The PCI rating helps determine whether the section is considered for reconstruction, resurfacing, overlay, or normal surface treatment maintenance such as seal coating and crack sealing.

The system review has identified various needs and includes projects that:

1. Have severe underground utility problems that require an extensive amount of excavation within the road bed, or;
2. Have underground utility problems that require only moderate excavation within the road bed, or;
3. Have underground utilities that require only spot repairs within the road bed to extend their useful life.

Projects included in this year's IMPROVEMENT PROGRAM with varying degrees of pavement surfacing/infrastructure needs are proposed to be addressed utilizing one of the following methods:

1. **Reconstruction:** This method is required to address severe or moderate underground utility problems requiring extensive excavation within the

road bed. All major underground utilities will be repaired, upgraded or replaced and the street surfacing, including appurtenant curb and adjoining sidewalk will usually be replaced. In most instances, the entire street and utility infrastructure system on such segments has completely outlived its original intended service life and has or is becoming unsuitable for its intended use.

2. **Resurfacing:** This method is used when underground utility problems can be corrected by spot repairs but the street surface and underlying aggregate base have failed to the extent that further overlays, patching or surface repairs are economically unpractical. These streets have generally long outlived their original intended service life and have or will shortly become unsuitable for their intended use. Streets will be reconstructed by replacement of existing aggregate base and asphalt surface. Curb repairs or replacement will be performed depending upon condition of curb. Underdrains for control of sub-grade moisture to extend the life of the surface will be added where appropriate.
3. **Overlays:** This method is proposed when underground utility problems can be corrected by minor repairs and the existing surface has been subject to cracking, is irregular due to prior patching, is aesthetically unacceptable and is in need of additional surface structure strength to meet its intended use and ultimate service life. The aggregate base appears to be sound and is in fair to good condition, but needs surface protection by additional overlay to avoid pre-mature failure.
4. **Seal Coating:** This method is used when no significant short-term (5-10 years) utility needs have been identified and the pavement structure has sufficient integrity to serve its intended purpose but needs top surface aggregate and asphalt material to attain its expected ultimate service life, improve surface aesthetics and uniformity and maintain suitable traffic handling characteristics.

These different project types come as a direct response to the citizens of Fairmont requesting “better riding streets”, preservation of the community’s valuable infrastructure, and regulatory requirements such as surface water quality permitting. Each of these project types addresses the degree of deterioration of the underground utilities while optimizing the amount of street surface to be rehabilitated, repaired, or sealed during the short construction season.

1.2 **Location of Improvement**

The proposed improvements are shown on the attached City map contained in the **Appendix**. Individual project maps are also included for each specific project.

1.3 **2024 IMPROVEMENT PROGRAM PROJECTS**

The following projects make up the proposed Improvement Program:

Project No. Description

RECONSTRUCTION

5724001 Park Street; from Albion Avenue to Budd Street

RESURFACE

6724001 Woodland Avenue; from CSAH 39 to Fairlakes Avenue

SEAL COAT

7524001- Various Locations (See List of Sealcoats in the Appendix)
7524013

2 PROPOSED RECONSTRUCTION PROJECTS

2.1 General:

Improvements proposed within the individual reconstruction projects provide for the needs of the citizens of the City of Fairmont. Proposed reconstruction projects have significant deficiencies or needs in one or more of the following areas: street surface infrastructure, sanitary sewer, storm sewer, and water distribution systems.

2.2 Project No. 5723001 – Park Street; Albion Avenue to Budd Street

This project will involve the reconstruction of Park Street and the intersection of Albion Avenue and Park Street.

The existing Park Street asphalt surface will be replaced with 6" asphalt pavement, upgraded aggregate base materials, and drain tile. The street will be paved with asphalt with curb and gutter and provide a 9 ton design load carrying capacity. The existing street width of 38' will be decreased to 36'.

The Albion Avenue existing asphalt/concrete surface will be replaced with asphalt pavement, upgraded aggregate base materials, and drain tile. The street will be paved with asphalt with curb and gutter and provide a 9 ton design load carrying capacity. The existing street width of 32' will be increased to 36'. The street will be closed to through traffic during construction. City staff will work with the affected property owners to maintain local access during the project.

The Park Street 1917 VCP sanitary sewer will be replaced with new 8" PVC and new 8" PVC watermain will be installed to replace the existing 1917 6" CI watermain. The Albion Avenue 1916 VCP sanitary sewer will be replaced

with new 8" PVC and new 8" PVC watermain will be installed to replace the existing 1931 8" CI watermain. New water and sewer services will be installed to the property line on both streets.

New storm sewer will be installed with this project to follow the City Storm Sewer Master Plan, stormwater management ordinance, and MS4 Permit.

3 PROPOSED RESURFACING PROJECTS

3.1 General:

Resurfacing is proposed where: 1) Underground infrastructure is in fairly good condition requiring only spot repairs, and/or; 2) The existing curb and gutter is in satisfactory condition and will not be replaced except in areas where settlement corrections are necessary to provide adequate drainage, and/or; 3) Where the existing roadway surfacing has failed due to inadequate base/surfacing thickness, and/or; 4) Subsurface moisture has caused failure of the surfacing and an asphalt overlay, alone, will not add sufficient strength to obtain an acceptable service life. The projects proposed for resurfacing have needs in one or more of the above-referenced areas.

3.2 Project No. 6724001 – Woodland Avenue; CSAH 39 to Fairlakes Avenue

This project includes the resurfacing of Woodland Avenue. The existing 5-7" asphalt surface, will be replaced with asphalt pavement, upgraded aggregate base materials, and drain tile. The roadway will be designed to provide a 9-ton design load carrying capacity.

The existing water and sanitary mains are in good condition and are adequate for the life of the new road. New stormwater best management practices will be installed to treat stormwater following the City's stormwater management ordinance and MS4 permit.

4 PROPOSED SEAL COATS

4.1 General

Seal coats are applied to roadways to reduce deterioration from weather and traffic by restoring surface aggregate and surface asphalt. By protecting and improving in-place asphalt surfaces, seal coating is an effective means of extending the service life of the pavement. In addition, seal coating improves surface uniformity and aesthetics and also improves traffic handling characteristics on worn pavements by restoring surface aggregate friction conditions.

The 2024 seal coat projects consist of several roadway sections which have been identified by staff for seal coating needs. It is anticipated that seal coat application will defer more expensive pavement restoration needs for

approximately five to seven years. A few street sections have deteriorated beyond the condition that would normally be accepted for seal coating. For various reasons, (including low volume, uncertain or pending mid-term utility needs, minimal repair requests, etc.) these sections are not yet suitable for other pavement alternatives and will be reviewed annually regarding effectiveness of seal coat treatment.

5 ESTIMATED COSTS

The cost of each proposed project has been itemized separately in this Program Report. The following is a summary of the individual project costs.

| 2024 Estimated Improvement Costs | | | | | |
|----------------------------------|----------------|---------|-----------------------|-----------------------------|----------------------------|
| | Length (LF) | Cost/LF | Construction Cost | Engineering & Admin Cost | Total Estimated Cost |
| RECONSTRUCTION PROJECTS | | | | | |
| Park Street | 1282 | \$1,466 | \$1,592,605.00 | \$286,668.90 | \$1,879,273.90 |
| RESURFACE PROJECTS | | | | | |
| Woodland Avenue | 4010 | \$161 | \$545,612.50 | \$98,210.25 | \$643,822.75 |
| SEALCOAT PROJECTS | | | | | |
| | SY | Cost/SY | | | |
| All Project Locations | 60320 | \$1.80 | \$108,576.00 | \$19,543.68 | \$128,119.68 |
| 2024 Street Improvements | | | \$2,246,793.50 | \$404,422.83 | \$2,651,216.33 |

6 RECOMMENDATIONS

After review of the needs and estimated costs of the proposed construction, it has been determined that these projects are necessary, cost-effective and feasible and it is the recommendation of the City Engineer that all projects proposed be constructed as part of the 2024 IMPROVEMENT PROGRAM. Construction of these improvements provides for the transportation, utility, and infrastructure needs of the City of Fairmont in a manner that is generally consistent with proven past practice and financially prudent construction procedures. It is recommended that the necessary public hearings and additional public informational meetings be held to advise the public of the findings of this report.

7 FINANCING

7.1 Construction:

The total cost of the various improvements may be financed through several existing dedicated funds, State Aid Allocations, and the issuance of general obligation improvement bonds.

When general obligation bonds are issued under Minnesota Statutes Chapter 429, the law requires that at least 20% of the total cost of the improvements be recovered by special assessments to the benefiting property owners. That portion of project costs funded from general obligation bonds which are not recovered by special assessments become obligations of the general fund whereby the full faith and credit of the City are pledged toward their payment.

7.2 Assessments:

Reconstruction: The actual cost of construction per assessable foot of frontage for projects included in the 2024 reconstruction program is estimated at \$830 for Park Street. The assessment rate for the 2024 Improvement Program is proposed to be \$80 per assessable front footage. This rate has been determined to be fair and equitable in relation to the improvements provided and is considered to be equal to or less than the benefit to the property owner. Remaining costs of each project are distributed between various infrastructure replacement funds, utility funds, or general property taxes.

Resurfacing: The actual cost of construction per assessable foot of frontage for projects included in the 2024 resurfacing program is estimated at \$165 for Woodland Avenue. The assessment rate for the 2024 Improvement Program is proposed to be \$54 per assessable front footage. This rate has been determined to be fair and equitable in relation to the improvements provided and is considered to be equal to or less than the benefit to the property owner. Remaining costs of each project are distributed between various infrastructure replacement funds, utility funds, or general property taxes.

Sealcoats: The actual cost per assessable foot of frontage for projects included in the 2024 seal coating program is estimated at \$5.53. Property owners will be assessed at \$2.50 per assessable front footage. This rate has been determined to be fair and equitable in relation to the improvements provided and is considered to be equal to or less than the benefit to the property owner.

7.3 **Distribution of Financing Requirements:**

Funding for the 2024 IMPROVEMENT PROGRAM will be from the following sources in these approximate amounts:

| | |
|------------------------------|--|
| Direct Assessment | \$675,198.64 |
| Bonding Improvement Funds | \$1,413,017.72 |
| Water Utility Funds | \$257,000.00 |
| Sanitary Sewer Utility Funds | \$206,000.00 |
| Stormwater Utility Funds | \$100,000.00 |
| TOTAL FUNDS: | \$2,651,216.33 |
| | (Including, Legal, Administration, and Engineering Costs) |

APPENDIX

| Section No. | Description |
|----------------|-------------|
|----------------|-------------|

| | |
|------------------------------|--|
| <u>RECONSTRUCTION</u> | |
|------------------------------|--|

| | |
|---|--|
| A | Project No. 5724001; Park Street; from Albion Ave. to Budd St. |
|---|--|

| | |
|---------------------------|--|
| <u>RESURFACING</u> | |
|---------------------------|--|

| | |
|---|--|
| B | Project No. 6724001; Woodland Avenue; from CSAH 39/Bixby Rd. to Fairlakes Ave. |
|---|--|

| | |
|--------------------------|--|
| <u>SEAL COATS</u> | |
|--------------------------|--|

| | |
|---|--|
| C | Project No. 7524001-7524013– Various Locations (See Map in Appendix) |
|---|--|

CITY OF FAIRMONT

2024 IMPROVEMENT REPORT

LOCATION: Park Street; from Albion Avenue to Budd Street.

INITIATION: City Council **OWNERS ABUTTING: 40**

RIGHT-OF-WAY: 49.5' Park Street **EASEMENTS: 1 Needed**
66' Albion Avenue

PROPOSED STREET SECTION:

Width Curb to Curb: 36' Park Street **Section: Asphalt (9 Ton Design)**
36' Albion Avenue

Sidewalks: Both Sides **Tree Removal: 1 Possible**

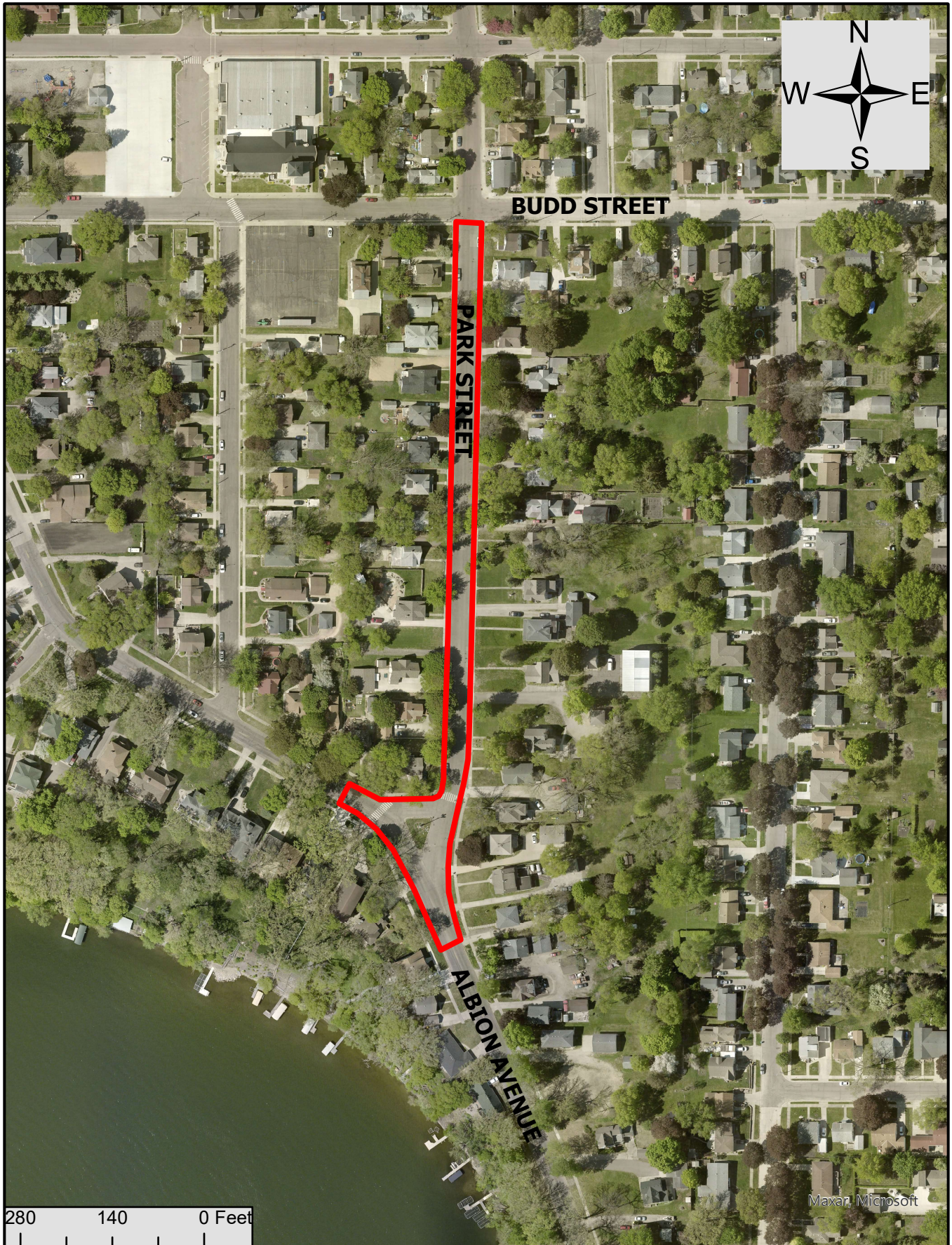
FEASIBILITY: This project is feasible as outlined in this report.

CONSTRUCTION

| <u>Description</u> | <u>Year Built</u> | <u>Existing Structure</u> | <u>Proposed Construction</u> |
|--------------------|-------------------|---------------------------|------------------------------|
| Watermain | 1917/1931 | 6" CI /8" CI | 8" PVC |
| Sanitary Sewer | 1917/1916 | 8" VCP. | 8"/10" PVC |
| Street - Park | 1975 | 4-5" Asphalt | 9 Ton Design |
| Street – Albion | 1922/1955 | 5.5" Con/Bit Overlay | 9 Ton Design |
| Storm Sewer | 1922/1951 | 6-18" CSP | 12"-30" RCP/HDPE |

SPECIAL CONDITIONS

This project is a reconstruction project that will be completed in 2024. Stormwater treatment will be added as part of this project to meet MS4 permit requirements and improve the water quality in the City's Chain of Lakes.



PROJECT NO. 5724001-REC
PARK STREET
ALBION AVENUE TO BUDD STREET

CITY OF FAIRMONT

2024 IMPROVEMENT REPORT

LOCATION: **Woodland Avenue; from CSAH 39/Bixby Road to Fairlakes Avenue**

INITIATION: **City Council** OWNERS ABUTTING: **15**

RIGHT-OF-WAY: **66'** EASEMENTS: **None**

PROPOSED STREET SECTION:

Width: **24'** Section: **Asphalt 9 Ton**

Sidewalks: **None** Tree Removal: **None**

FEASIBILITY: This project is feasible as outlined in this report.

CONSTRUCTION

| <u>Description</u> | <u>Year Built</u> | <u>Existing Structure</u> | <u>Proposed Construction</u> |
|--------------------|-------------------|---------------------------|------------------------------|
| Watermain | 1961 | 6" DIP | None |
| Sanitary Sewer | 1960 | 8" VCP | None |
| Street | 1967 | 6-8" Asphalt | Asphalt (9 ton) |
| Storm Sewer | NA | None | None |

SPECIAL CONDITIONS

This project is a resurface project that will be completed in 2024.



PROJECT NO. 6724001-RES
WOODLAND AVENUE
CSAH39/BIXBY ROAD TO FAIRLAKES AVENUE



2024 SEAL COAT PROJECTS

FAIRMONT, MINNESOTA
December, 2023

