

FAIRMONT T.M.

2025 IMPROVEMENT PROGRAM





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January 13, 2025

FAIRMONT CITY COUNCIL
Fairmont, Minnesota

RE: Preliminary Report
2025 Improvement Program
Fairmont, Minnesota

Honorable Mayor and Members of the Council:

Attached hereto is the Preliminary Report detailing those projects which comprise the 2025 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 2024.

- 1) Project #. 5724001 Park Street Reconstruction -The final lift of asphalt will be paved, and sodding will be completed in the spring of 2025. Final Completion Date: June 20, 2025.
- 2) Project # 6724001 Woodland Avenue Resurfacing – Completed October 2024, Erosion control devices to be removed following establishment of dormant seeding in the spring.
- 3) Project # 7524001-7524001 Sealcoat Projects – Completed September 2024.

After review of the attached 2025 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

2025 IMPROVEMENT PROGRAM

FAIRMONT, MINNESOTA

Lee C. Baarts, Mayor
Jeff O'Neill, Interim City Administrator
Betsy Steuber, City Clerk

Council Members –

Britney Kawecki
Jay Maynard
James Kotewa
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 13, 2025

PRELIMINARY REPORT
2025 IMPROVEMENT PROGRAM
FAIRMONT, MINNESOTA

TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>	
1	GENERAL	
1.1	Intent of Report	1
1.2	Location of Improvement	2
1.3	2025 Improvement Program Projects	3
2	PROPOSED RECONSTRUCTION PROJECTS	
2.1	General.....	3
2.2	Project No. 5725001; Lake Avenue; from Bixby Road to Fairlakes Avenue	3
3	ESTIMATED COSTS	3
4	RECOMMENDATIONS.....	4
5	FINANCING	
5.1	Construction.....	4
5.2	Assessments	4
5.3	Distribution of Financing Requirements.....	5
APPENDIX - PROJECT MAPS		

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 2025 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 **2025 IMPROVEMENT PROGRAM PROJECTS**

The following projects make up the proposed Improvement Program:

Project No. Description

RECONSTRUCTION

5725001 Lake Avenue; from Bixby Road/CSAH 39 to Fairlakes Avenue.

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. 5725001 – Lake Avenue; Bixby Road/CSAH 39 to Fairlakes Avenue

This project will involve the reconstruction of Lake Avenue and the intersection of Fairlakes Avenue.

The existing Lake Avenue asphalt surface will be replaced with concrete pavement, curb and gutter, upgraded aggregate base materials, and drain tile. The existing street width of 52' will be decreased to 44'. The new street will be striped with a 2-way center turn lane. The street will be open to local traffic during construction. City staff will work with the affected property owners to maintain access during the project. A detour route will be provided for through traffic during construction.

The 1966 9" VCP sanitary sewer will be replaced with new 10" PVC and new 12" PVC watermain will be installed to replace the existing 1966 10" 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. Stormwater quality treatment will be included in this project to meet permit requirements.

3 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.

2025 Estimated Improvement Costs					
	Length (LF)	Cost/LF	Construction Cost	Engineering & Admin Cost	Total Estimated Cost
RECONSTRUCTION PROJECTS					
Lake Avenue	4060	\$1540	\$5,374,675.00	\$879,000.00	\$6,253,675.00
2025 Street Improvements			\$5,374,675.00	\$879,000.00	\$6,253,675.00

4 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 2025 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.

5 FINANCING

5.1 Construction:

The total cost of the various improvements may be financed through several existing dedicated funds, State Aid Allocations, grant funds, 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.

5.2 Assessments:

Reconstruction: The actual cost of street construction per assessable foot of frontage for projects included in the 2025 reconstruction program is estimated at \$511.64 for Lake Avenue. The assessment rate for the 2025 Improvement

Program is proposed to be \$100.68 per assessable front footage plus the actual cost for utility services. 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. The remaining costs of each project are distributed between various infrastructure replacement funds, utility funds, or general property taxes.

5.3 Distribution of Financing Requirements:

Funding for the 2025 IMPROVEMENT PROGRAM will be from the following sources in these approximate amounts:

Local Road Improvement Program Grant	\$1,500,000.00
Municipal State Aid Street Funds	\$2,575,455.00
Direct Assessment	\$934,273.11
Bonding Improvement Funds	\$1,243,946.89
TOTAL FUNDS:	\$6,253,675.00
	(Including, Legal, Administration, and Engineering Costs)

APPENDIX

**Section
No.**

Description

RECONSTRUCTION

A

Project No. 5725001; Lake Ave; from Bixby Rd/CSAH 39 to Fairlakes Ave.

CITY OF FAIRMONT

2025 IMPROVEMENT REPORT

LOCATION: Lake Avenue; from Bixby Road to Fairlakes Avenue

INITIATION: City Council

OWNERS ABUTTING: 37

RIGHT-OF-WAY: 100'

EASEMENTS: None

PROPOSED STREET SECTION:

Width Curb to Curb: Proposed 44'

Section: 8" Concrete

Sidewalks: None, Trail Alternate Bid

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	1967	10" DIP	12" PVC
Sanitary Sewer	1966	9" VCP	10" PVC
Street	1970	3" BIT/7-9" CON	8" Concrete -10 Ton Design
Storm Sewer	1970	12-36" RCP	12"-36" RCP/HDPE

SPECIAL CONDITIONS

This project is a reconstruction project that will be completed in 2025. 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. The city is working with Martin County to evaluate the existing County Ditch (CD) 56 and how it might connect to city storm sewer.



PROJECT NO. 5725001-REC
LAKE AVENUE
BIXBY ROAD/CSAH 39 TO FAIRLAKES AVENUE