FAIRMONT T. M.

2027 IMPROVEMENT PROGRAM



FAIRMONT

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October 16, 2026

FAIRMONT CITY COUNCIL
Fairmont, Minnesota

RE: Preliminary Report
2027 Improvement Program
Fairmont, Minnesota

Honorable Mayor and Members of the Council:

Attached hereto is the Preliminary Report detailing those projects which comprise the 2027 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 2026.

1) Project # 5725001 Lake Avenue Reconstruction: Remaining construction from 2025 was completed earlier this year.
2) Project # 8726001 Blue Earth Avenue Improvements: Currently under construction and scheduled for completion in July of 2027.
3) Project #'s 8726002-87260012 2026 Overlay Projects – Completed Fall of 2026.
4) Projects # 5726001 Park Street Reconstruction – Will be completed in 2027.
5) Project # 5726001 Orient Street Reconstruction – Will be completed in 2027.

After review of the attached 2027 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

Troy Nemmers, P.E.
Consulting City Engineer

PRELIMINARY REPORT

2027 IMPROVEMENT PROGRAM

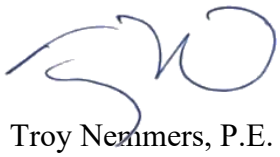
FAIRMONT, MINNESOTA

Lee C. Baarts, Mayor
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.



Troy Nemmers, P.E.
Reg. No. 43612
October 16, 2026

PRELIMINARY REPORT
2027 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 2027 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 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 roadbed, or;

2. Have underground utility problems that require only moderate excavation within the roadbed, or;

3. Have underground utilities that require only spot repairs within the roadbed 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 roadbed. 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 location map contained in the **Appendix**. Individual project maps are also included for each specific project.

1.3 2027 IMPROVEMENT PROGRAM PROJECTS

The following projects make up the proposed Improvement Program:

Project No.	Description
	RECONSTRUCTION
5727001	Fairview Avenue; from 1st Street to 4th Street
5727002	Parkwood Place; from East Amber Lake Drive to Dead End
	SEAL COAT
7527001	Blue Earth Avenue; from Downtown Plaza to TH15
7527002	Park Street; from Albion Avenue to Budd Street
7527003	Woodland Avenue; from CSAH 39 to Lake Park Boulevard
7527004	Burton Lane; from School Street to Perimeter Drive
7527005	Cedar Creek Court; from W. Amber Lake Drive to Dead-end
7527006	Delu Street; from Albion Avenue to Dead End
7527007	Government Street; from Albion Avenue to Dead End
7527008	Home Street; from Adams Avenue to Budd Street
7527009	School Street; from Home Street to Burton Lane
7527010	Budd Street; from Home Street to Burton Lane
7527011	TH 15 Service Road E; from Adams Avenue to Victoria Street
7527012	TH 15 Service Road W; from Torgerson Drive to Dead End
7527013	Twelfth Street; from N. Park Street to N. Prairie Avenue
7527014	Seventh Street; from N. Main Street to N. North Ave
7527015	South Armstrong Drive; from CSAH 26 to Dead End
7527016	North Armstrong Drive; from CSAH 26 to Dead End
7527017	Johnson Street; from Prairie Street to TH 15
7527018	South Main Street; from Albion Avenue to Lake Avenue
7527019	North Main Street; from Railroad Tracks to Lincoln Park
7527020	Aquatic Park Parking Lot
7527021	Water Plant Parking Lot
7527022	Raw Water Intake Parking Lot

7527023	Ward Park Parking Lot
7527024	Winnebago Diamonds Trails
7527025	Hobo Camp Trail
7527026	Hobo Trail Parking Lot
7527027	Day Farm Trails

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. 5727001 – Fairview Avenue; from 1st Street to 4th Street

This project will involve the reconstruction of 950 LF of Fairview Avenue. The 2024 street rating survey gave this street section an average PCI of 5/100 over the three block project extents. The existing 1939 asphalt street will be replaced with 5" asphalt pavement, upgraded aggregate base materials, and drain tile. The street will be paved with asphalt with curb and gutter and provide a 7-ton design load carrying capacity. The existing street width of 32' will remain the same from First Street to Fourth Street. 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 sidewalks will also be removed and replaced as part of this project. While the sidewalks are removed temporary walking surfaces will be constructed for access as necessary. Significant tree removal is anticipated, and the project will include installation of new trees.

The Fairview Avenue existing 1939 8" VCP sanitary sewer will be replaced with new 8" PVC and new 8" PVC watermain will be installed to replace the existing 1946 4" CIP watermain. New water and sewer services will be installed to the property line.

New storm sewer will be installed with this project to follow the City Storm Sewer Master Plan, stormwater management ordinance, and MS4 Permit. The original 1939 storm sewer will be replaced with 12-15" RCP/HDPE pipe.

2.3 Project No. 5727002 – Parkwood Place; from Amber Lake Road to Dead End

This project will involve the reconstruction of 650 LF of Parkwood Place. The 2024 street rating survey gave this street a PCI of 1/100 from Amber Lake Road to Dead End. The existing 1979 1.5" asphalt surface will be replaced with 4" asphalt pavement, upgraded aggregate base materials, and drain tile. The street will be paved with asphalt with curb and gutter and provide a 7-ton design load carrying capacity. The street width will be increased from the existing 18' to 24' for the full extent. No sidewalks or pedestrian ramps exist on this street and are not planned to be included in the improvements. The street will be closed to traffic during construction. City staff will work with the affected property owners to provide access.

The Parkwood Place 1966 8" VCP sanitary sewer will be replaced with new 8" PVC and new 8" PVC watermain will be installed to replace the existing 1966 8" CIP watermain. New water and sewer services will be installed to the property lines.

New storm sewer will be installed with this project to follow the City Storm Sewer Master Plan, stormwater management ordinance, and MS4 Permit. The storm sewer will be upgraded to 12-15" RCP/HDPE pipe. A stormwater treatment structure is proposed on Interlaken Road, at the connection to existing storm sewer system, to treat runoff from the improvements site and surrounding area.

3 PROPOSED SEAL COAT PROJECTS

3.1 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 the in-place asphalt surfaces, seal coating is an effective means of extending the service life of the pavement. In addition, seal coating improves the surface uniformity and aesthetics, also improving handling characteristics on worn pavements by storing surface aggregate friction properties.

The 2027 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 to approximately five to seven years. A few street sections have deteriorated beyond the condition that would normally be accepted for seal coating. For various reason; 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.

High volume roadways and parking lots planned for seal coat treatment will also get new pavement marking paint installed. Costs for the thermo-preform, ground in markings are included in the estimated unit price for seal coat projects.

4 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.

Improvement	Length (LF)	Cost/ LF	Construction Cost	Engineering/ Admin Cost	Estimated Total Cost
RECONSTRUCTION PROJECTS					
Fairview Avenue	950	$1,480.00	$1,409,825.00	$256,000.00	$1,665,825.00
Parkwood Place	650	$1,340.00	$868,750.00	$158,000.00	$1,026,750.00
SEALCOAT PROJECTS	Area (SY)	Cost/SY			
All Locations	130,820	$3.80	$497,116.00	$89,000.00	$586,116.00
2027 Street Improvement Subtotals			**$2,775,691.00**	**$503,000.00**	**$3,278,691.00**

5 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 2027 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 information meetings be held to advise the public of the findings of this report.

6 FINANCING

6.1 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.

6.2 Assessments:

Reconstruction: The actual cost of construction per foot of street centerline for the projects included in the 2027 reconstruction program is estimated at $1753.50 (Fairview Avenue) and $1579.62 (Parkwood Place). The assessment rate for the 2027 Improvement Program is estimated to be $141.75 (Fairview) & $137.43 (Parkwood) per assessable front foot plus the actual cost of service line construction. 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.

Seal Coat: The actual cost of construction per foot of street centerline for the projects included in the 2027 seal coat program is estimated at $0.95. The city has determined that these costs will not be assessed and the improvements will be considered part of the city's street maintenance program.

6.3 Distribution of Financing Requirements:

Funding for the 2027 IMPROVEMENT PROGRAM will be from the following sources in these approximate amounts:

Bonding Improvement Funds	$1,453,930.31
Utility Funds	$1,268,375.00
Direct Assessment	$556,385.69
TOTAL FUNDS:	**$**3,278,691.00 (Including, Legal, Administration, and Engineering Costs)

APPENDIX

Section	No.	Description
		RECONSTRUCTION
	Project No.	
A	5727001	**Fairview Avenue**; from First Street to Fourth Street
B	5727002	**Parkwood Place**; from East Amber Lake Drive to Dead End
		SEAL COAT
	Project No.	
C	7527001	**Blue Earth Avenue**; from Downtown Plaza to TH15
	7527002	**Park Street**; from Albion Avenue to Budd Street
	7527003	**Woodland Avenue**; from CSAH 39 to Lake Park Boulevard
	7527004	**Burton Lane**; from School Street to Perimeter Drive
	7527005	**Cedar Creek Court**; from W. Amber Lake Drive to Dead end
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	7527025	**Hobo Camp Trail**
	7527026	**Hobo Trail Parking Lot**
	7527027	**Day Farm Trails**

CITY OF FAIRMONT

2027 IMPROVEMENT REPORT

LOCATION: **Fairview Avenue; from First Street to Fourth Street**

INITIATION: **City Council**

OWNERS ABUTTING: **36**

RIGHT-OF-WAY: **66'**

EASEMENTS: **None**

2024 PCI: **5/100 Average**

PROPOSED STREET SECTION:

Width Curb to Curb: **32'**

Section: **Asphalt (7 Ton Design)**

Sidewalks: **Both Sides**

Tree Removal: **26**

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

CONSTRUCTION

Description	Year Built	Existing Structure	Proposed Construction
Watermain	**1946**	**4", 6" CIP**	**8" PVC**
Sanitary Sewer	**1937**	**8" VCP**	**8" PVC**
Storm Sewer	**1939**	**6" - 12" RCP**	**12" - 24" RCP/HDPE**
Street	**1939**	**UNKNOWN**	**5" Bituminous Pavement, 7" CL 5 Aggregate Base, 10" Select Granular Borrow, Subgrade Preparation**

SPECIAL CONDITIONS

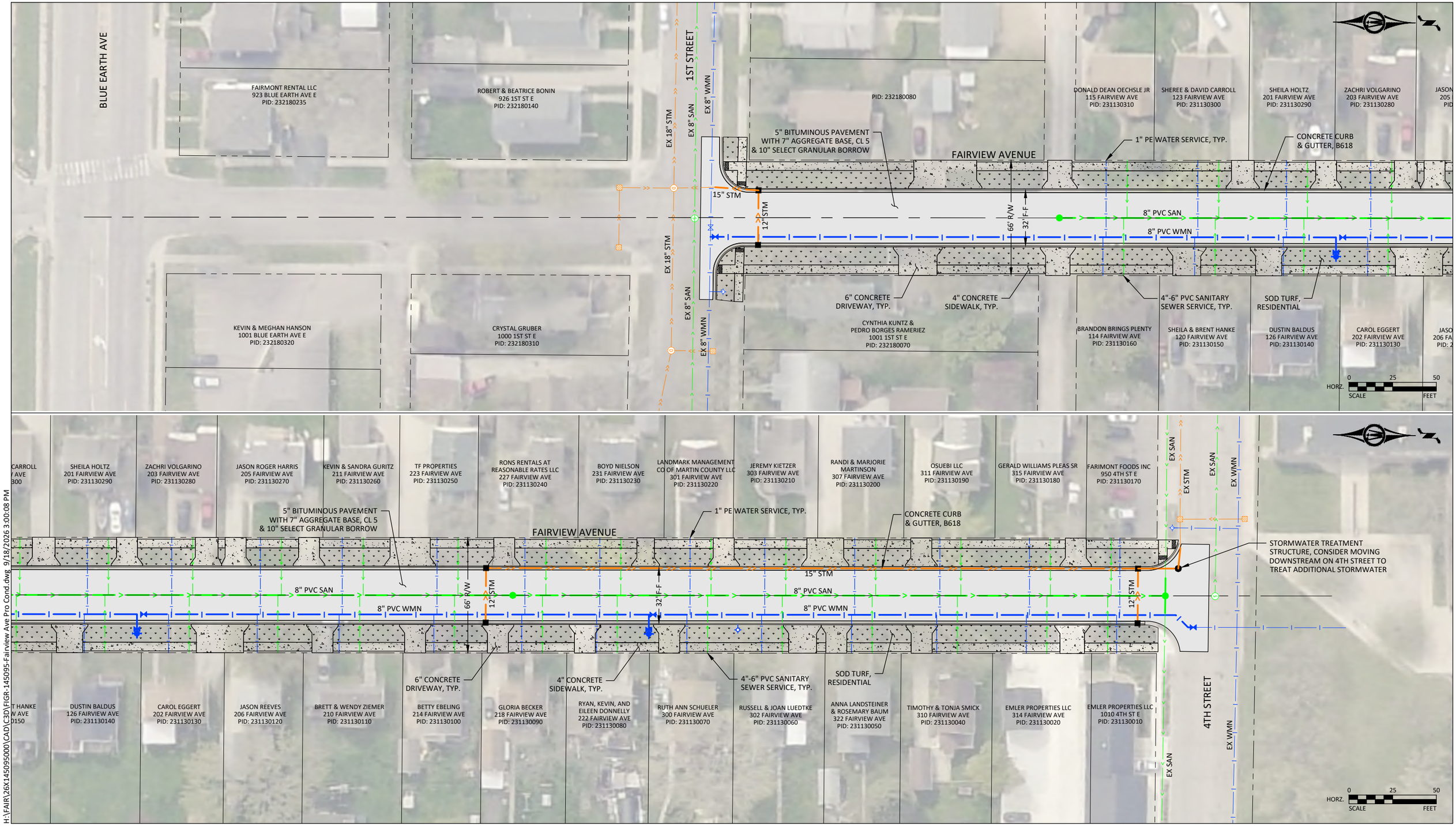
This project is a reconstruction project that will be completed in 2027. Stormwater treatment will be added as part of this project to meet MS4 permit requirements and improve the water quality in the City's Chain of Lakes.

FAIRMONT

Fairview Avenue
City of Fairmont, MN

Proposed Improvements
September 2026

BOLTON & MENK



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CITY OF FAIRMONT

2027 IMPROVEMENT REPORT

LOCATION: **Parkwood Place; from Amber Lake Road to Dead End**

INITIATION: **City Council**

OWNERS ABUTTING: **36**

RIGHT-OF-WAY: **Approximately 40'**
Additional May be Required

EASEMENTS: **1 Needed for Storm Sewer**

2024 PCI: **1/100 Average**

PROPOSED STREET SECTION:

Width Curb to Curb: **24'**

Section: **Asphalt (7 Ton Design)**

Sidewalks: **None**

Tree Removal: **15**

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

CONSTRUCTION

Description	Year Built	Existing Structure	Proposed Construction
Watermain	**1966**	**8" CIP**	**8" PVC**
Sanitary Sewer	**1966**	**8" VCP**	**8" PVC**
Storm Sewer	**NA**	**None**	**12" - 15" RCP/HDPE**
Street	**1979**	**Gravel Surfacing w/ Bituminous Overlay**	**4" Bituminous Pavement, 8" CL 5 Aggregate Base, 6" Select Granular Borrow, Subgrade Preparation**

SPECIAL CONDITIONS

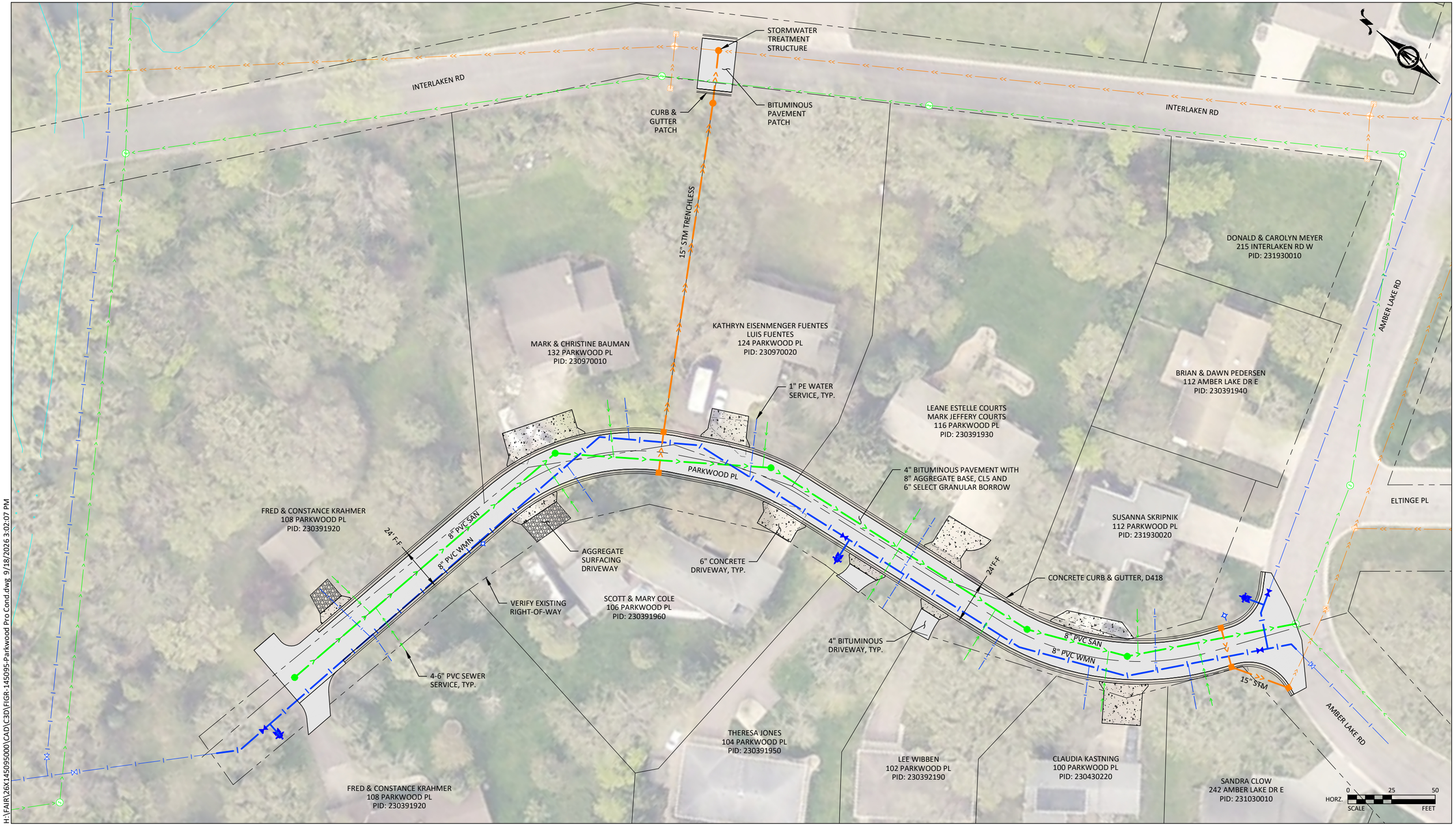
This project is a reconstruction project that will be completed in 2027. Stormwater treatment will be added as part of this project to meet MS4 permit requirements and improve the water quality in the City's Chain of Lakes.

FAIRMONT

Parkwood Place
City of Fairmont, MN

Proposed Improvements
September 2026

BOLTON & MENK



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FAIRMONT

2027 Improvement Program

City of Fairmont

Location Map

September 2026

BOLTON & MENK

TWELFTH STREET FROM PARK ST TO PRAIRIE AVE

N MAIN ST FROM RAILROAD TRACKS TO LINCOLN PARK

N ARMSTRONG DR FROM CSAH 26 TO DEAD END

S ARMSTRONG DR FROM CSAH 26 TO DEAD END

HOBO CAMP TRAILS & PARKING LOT

S MAIN ST FROM ALBION AVE TO LAKE AVE

WARD PARK PARKING LOT

DAY FARM TRAIL FROM HOBO TRAIL TO FAIRLAKES AVE

WOODLAND AVE FROM CSAH 39 TO LAKE PARK BLVD

PARK ST FROM ALBION AVE TO BUDD ST

WATER TREATMENT FACILITY, NORTH & SOUTH PARKING LOTS

RAW WATER INTAKE SITE, PARKING LOT

TH 15 SERVICE RD W FROM TORGERSON DR TO DEAD END

WINNEBAGO DIAMONDS TRAILS

SEVENTH STREET FROM MAIN ST TO NORTH AVE

FAIRVIEW AVE FROM FIRST ST TO FOURTH ST

BLUE EARTH AVE FROM DOWNTOWN PL TO TH 15

TH 15 SERVICE RD E FROM ADAMS AVE TO VICTORIA ST

BURTON LN FROM SCHOOL ST TO PERIMETER DR

BUDD ST FROM HOME ST TO BURTON LN

HOME ST FROM HOME ST TO BURTON LN

HOME ST FROM ADAMS AVE TO BUDD ST

JOHNSON ST FROM PRAIRIE AVE TO TH 15

AQUATIC PARK PARKING LOT

GOVERNMENT STREET FROM ALBION AVE TO DEAD END

DE-LU STREET FROM ALBION AVE TO DEAD END

CEDAR CREEK CT FROM W AMBER LAKE DR TO DEAD END

PARKWOOD PL FROM AMBER LAKE DR TO DEAD END

Legend

- Reconstruct
- Seal Coat

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HORZ. SCALE FEET

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