

2024 MILL & OVERLAY AND FDR IMPROVEMENTS PROJECT

PUBLIC INFORMATIONAL MEETING

6:00 P.M.
OCTOBER 5, 2023



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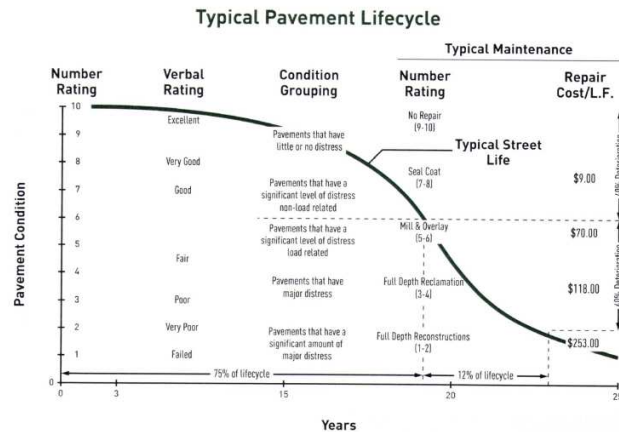
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■ PAVEMENT MANAGEMENT PLAN

- City of Baxter commissioned a pavement management plan (PMP) in 2013 to address ongoing maintenance and funding of the city's now 85.5 miles of streets.
- Study initiated due to aging of streets and associated need to increase maintenance.
- Purpose of the study:
 - Develop a PMP to preserve and/or improve quality of City's streets in a fiscally responsible manner
 - Develop and implement a plan considering immediate and long-term needs
 - Prepare systematic plan for routine evaluation with sustainable funding
- Provide information for better communication and decision making

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■ PAVEMENT MANAGEMENT PLAN



Preventative maintenance during the early stages of a pavement's lifecycle can be the most cost effective method for extending the life of a pavement, as shown in Figure 2 on the following page. By protecting the street subgrade from the negative effects of water intrusion with crack sealing or pavement replacement, additional cost savings can be realized in future lower costs reconstruction methods.

Source: Comprehensive Pavement Management System, June 18, 2013, Bolton & Menk, Inc.

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■ ADA TRANSITION PLAN

- Preparation and adoption of an ADA Transition Plan is a requirement of any agency receiving Transportation Improvement Plan (TIP) funding.
- The plan includes a self evaluation of policies, practices and programs and all Pedestrian Circulation Routes/Pedestrian Access Routes (PCR/PAR) within the City.
- The trail along Knollwood Drive was found to be noncompliant for slope at all driveway crossings.
- Corrective work must be completed in conjunction with scheduled mill & overlay, FDR and reconstruction projects as outlined in the Pavement Management Plan and CIP.
- Final Plan was reviewed and approved by the City Council on December 19, 2017.

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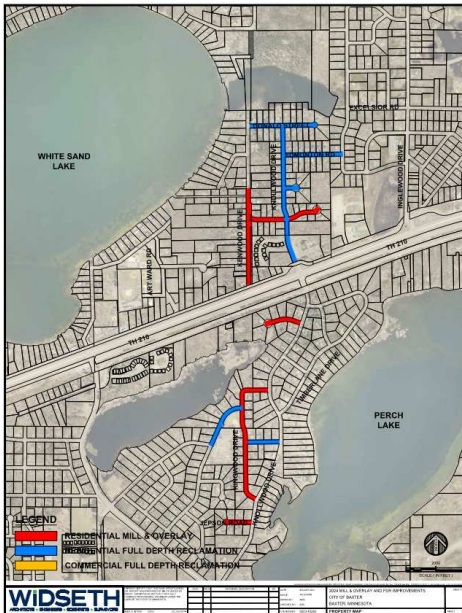
PROJECT AREA



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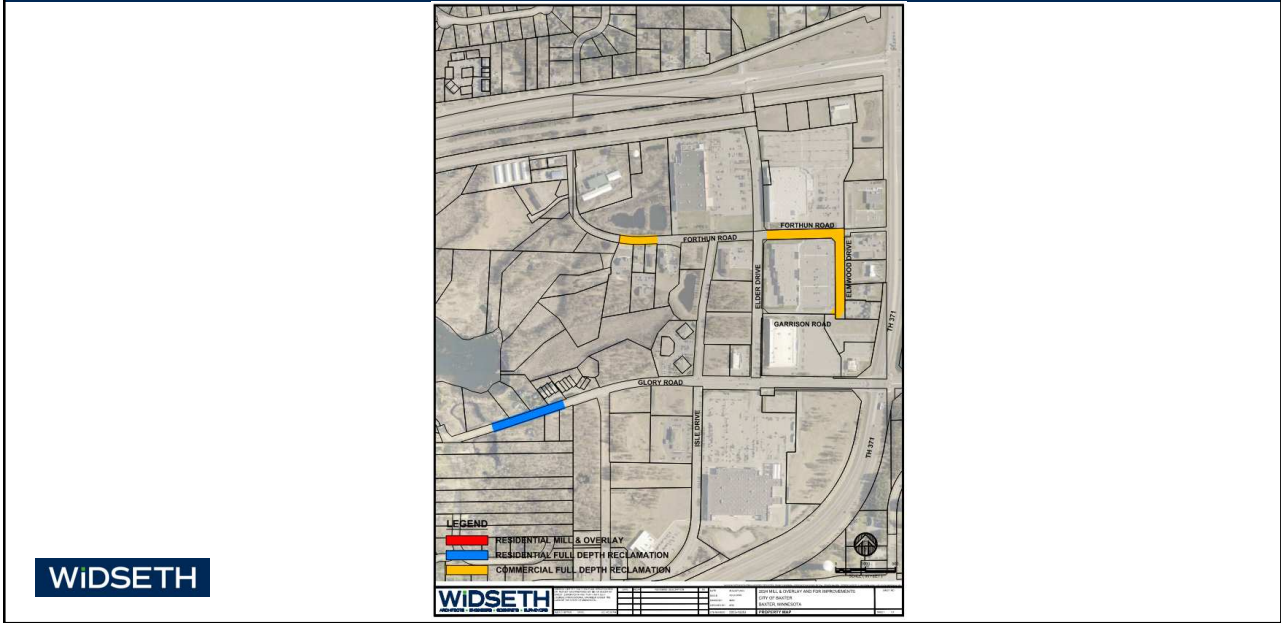
PROJECT AREA



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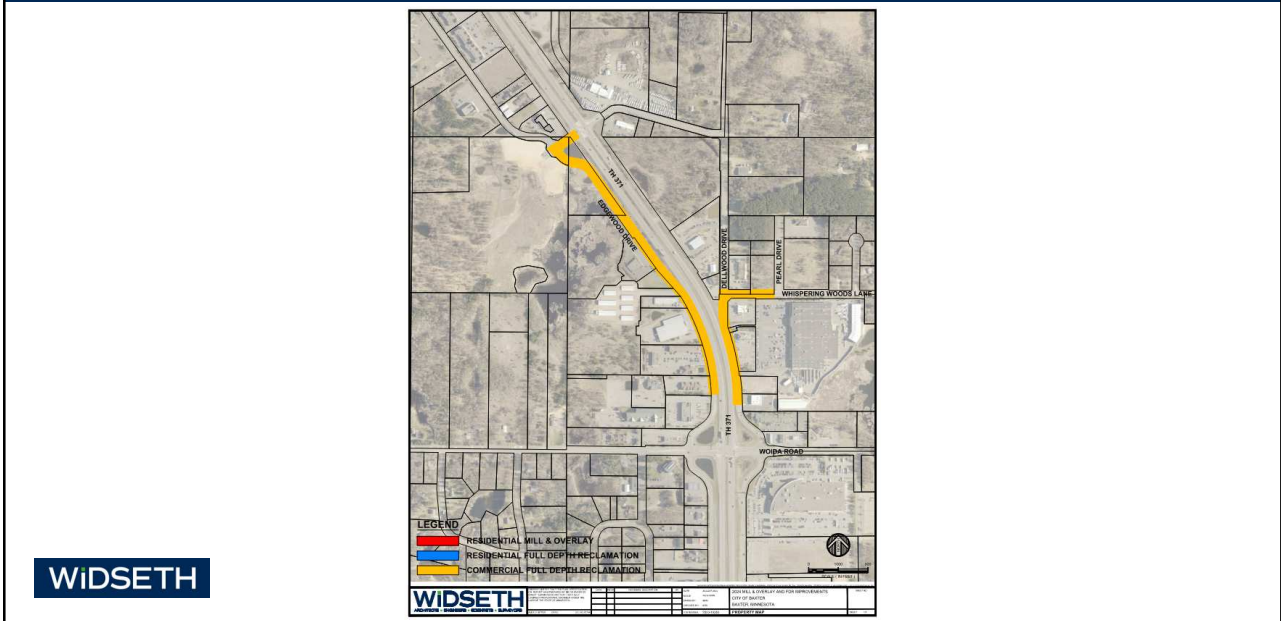
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PROJECT AREA



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PROJECT AREA



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■ Residential Mill & Overlay

- Jepson Road:
 - Last improved in 2001
 - Stripping approx. 0.5"
- Kingwood Drive:
 - Last improved in 2001
 - Lots of wear at north end.
- Knollwood Court:
 - Last improved in 2001
 - Stripping approx. 0.5"



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■ Residential Mill & Overlay

- Fairfax Road:
 - Last improved in 2002
 - Stripping approx. 1"
- Fairfax Court:
 - Last improved in 2002
 - Numerous pot holes
- Kenwood Drive:
 - Last improved in 2004
 - Stripping approx. 1"



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■ Residential Mill & Overlay

- Camden Road:
 - Last improved in 1999
 - Stripping approx. 0.5"
- Cottage Grove Drive:
 - Last improved in 2003
 - Stripping approx. 0.5"
- Northwoods Drive:
 - Last improved in 1997
 - Stripping approx. 0.5"



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■ Residential Mill & Overlay Cost

- Mill & Overlay (Residential):
 - Total Estimated Project Costs: \$1,035,000
 - City Sanitary Sewer: \$107,000
 - City Watermain: \$124,000
 - City Trail: \$2,500
 - Total Remaining Assessable Costs: \$801,500
 - Estimated ERU's: 193
 - Estimated Costs Per Unit: \$4,200 +/-



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■ Residential Full Depth Reclamation

- Fairmont Court:
 - Last improved in 2000
 - Stripping approx. 1.5+”

- Edmonton Road:
 - Last improved in 1999
 - Numerous Patches

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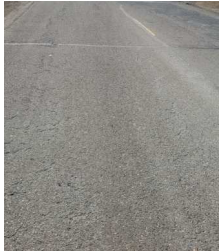
■ Residential Full Depth Reclamation

- Donald Street:
 - Last improved in 1989
 - Stripping approx. 1.5+”

- Knollwood Drive:
 - Last improved in 2003
 - Numerous Patches

- Glory Road:
 - Last improved in 2000.
 - Poor Pavement Condition



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■ Residential Full Depth Reclamation

- Parkwood Drive:
 - Last improved in 1992
 - Numerous Patches

- Interlacken Road:
 - Last improved in 2001
 - Numerous Patches



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■ Residential Full Depth Reclamation Costs

- Full Depth Reclamation (Residential):
 - Total Estimated Project Costs: \$1,408,000
 - City Sanitary Sewer: \$81,500
 - City Watermain: \$136,000
 - City Trail: \$32,000
 - Total Remaining Assessable Costs: \$1,158,500
 - Estimated ERU's: 92
 - Estimated Costs Per Unit: \$12,600 +/-

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■ PROJECT IMPLEMENTATION

- Benefitting residential properties assessed 100% project costs up to 26' in roadway width
- Assumed City Costs:
 - Roadway width in excess of 26'
 - Curb & gutter
 - Trail improvements
 - Storm sewer improvements
 - Sanitary sewer improvements
 - Water improvements including plastic tee replacements and hydrant repairs
 - LED street lighting improvements
 - City picks up assessment costs for corner/side lot frontage
- Remaining project costs assessed on a ERU or per lot basis

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■ Commercial Full Depth Reclamation

- Elmwood Drive
 - Last improved in 1998
 - 2" stripping
- Forthun Road (East):
 - Last improved in 1998
 - 1"+ stripping
- Forthun Road (West):
 - Last improved in 1999.
 - 1"+ stripping



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■ Commercial Full Depth Reclamation

- Edgewood Drive:
 - Last improved in 2003
 - 1" stripping
 - Median Repairs
- Novotny Road:
 - Last improved in 2003
 - Not 10-ton design
- Whispering Woods Lane:
 - Last improved in 2002.
 - Poor pavement condition



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■ Commercial Full Depth Reclamation

- Dellwood Drive:
 - Last improved in 2002
 - Poor Pavement Condition
 - Proposed turn lane in to Menards



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■ Commercial Full Depth Reclamation Costs

- Full Depth Reclamation (Commercial):
 - Total Estimated Project Costs: \$2,600,000
 - City Roadway: \$176,000
 - Total Remaining Assessable Costs: \$2,403,000
 - Estimated Front Footage: 7,566
 - Estimated Costs Per Foot: \$320 +/-

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■ PROJECT IMPLEMENTATION

- Benefitting commercial properties assessed 100% project costs up to 44' in roadway width
- Assumed City Costs:
 - Roadway width in excess of 44'
 - The portions of frontage roads abutting Trunk Highways 210 and 371
- Remaining project costs assessed on a front footage basis.

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■ Other Items

- Garrison Road –
 - Latest Improvements: Road was updated in 2023 with the “Copeland Mill & Overlay” project
 - Proposed Improvements
 - Reconstruct Catch Basins.
 - Reconstruct top of Sanitary Sewer structures.
 - Adjust Gate Valves.
 - Bring Trail to ADA compliance.

- Elder Drive Trail – 2,100’-
 - Construction in 1998, Reconstruct trail from Glory Road to Foley Road.
 - Not ADA compliant, some PED ramps have been reconstructed.

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■ ASSESSMENT EXHIBIT

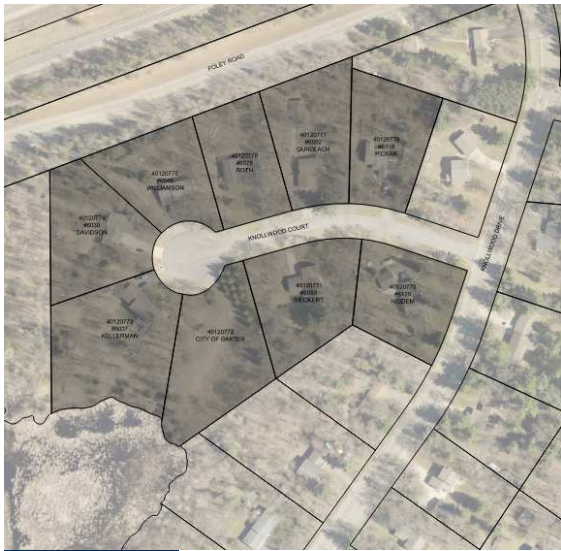


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ASSESSMENT EXHIBIT



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■ ASSESSMENT EXHIBIT



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■ PROJECT SCHEDULE

- Staff Review – July
- Preliminary Project Review – Utility Commission Meeting – August 2, 2023
- Project Option Review – City Council Workshop – August 15, 2023
- Approve Feasibility Report – Utility Commission Meeting – September 6, 2023
- Review Feasibility Report – City Council Workshop – September 19, 2023
- Resolution Receiving Feasibility Report and Calling for Improvement Hearing – City Council Workshop and Meeting – September 19, 2023
- **Public Informational Meeting – October 5, 2023**
- Improvement Hearing – November 2, 2023
- Start Plans and Specifications Preparation October - December 2023
- Review Plans and Specifications – Utility Commission Meeting – Jan. 3, 2023

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■ QUESTIONS?

THANK YOU FOR ATTENDING

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