

TOWN OF FAIRMONT STREETSCAPE MASTER PLAN



SEPTEMBER 2025



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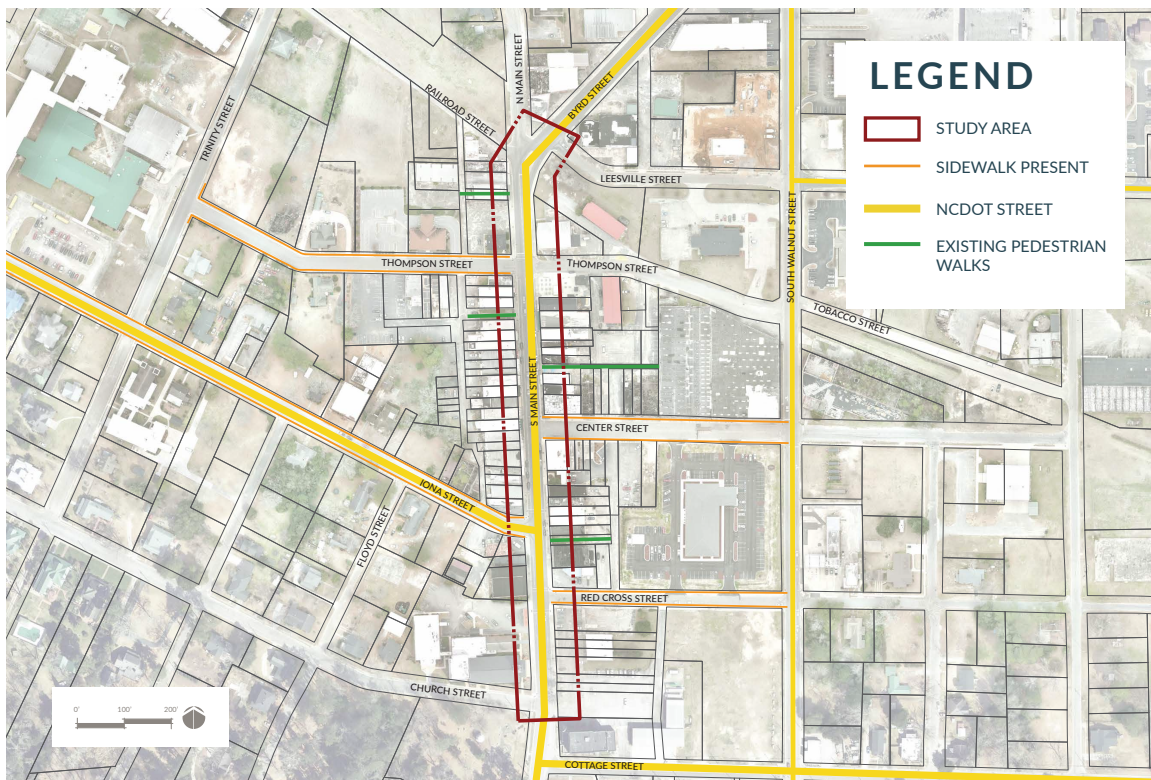
IMPLEMENTATION

01 INTRODUCTION

HISTORY OF FAIRMONT

The Town of Fairmont is located in Robeson County with an estimated population of approximately 2,600 residents. Downtown Fairmont features a historic district that encompasses approximately 11 acres with 31 contributing structures, and which was officially recognized as a national historic district in 2010. First known for lumber production, Fairmont found a new identity as a major tobacco market in the late 19th century. Today, the Town capitalizes on its location along Interstate-95, resulting in heavy through traffic from tourism travel heading east to the beaches of South Carolina.

The plan's study area consists of approximately 1.4 linear miles of roadway throughout downtown Fairmont. Key roadways involved in the streetscape plan include North Walnut Street, McDaniel Street, Leesville Street, and East Thompson Street.



PROJECT PURPOSE

The purpose of the Town of Fairmont Streetscape Master Plan is to create a comprehensive, community-driven vision that enhances the character, functionality, and connectivity of downtown Fairmont and its surrounding neighborhoods. Developed through a systematic process of research, analysis, and public engagement, this plan aims to address the needs of businesses, residents, and stakeholders while preserving the unique character and cultural context of the area.

The project integrates community feedback and site analysis to identify opportunities and challenges that inform concept development. The final plan provides a clear framework for implementation, including design standards, cost estimates, and phasing strategies, ensuring that future streetscape improvements align with the community's vision and long-term goals for downtown revitalization.

PROJECT PROCESS

This master plan is informed by site analysis, stakeholder input, and community engagement which drove the initial concept development. This methodical approach is applied to the project area with the intent of developing a cohesive and holistic plan that will benefit all members of the Fairmont community. A thorough understanding of the context and overall community vision is the foundation that this project is built upon.

Once more familiar with the physical space and historical significance, the project is influenced by current residents, local business owners, and Town staff. Community engagement efforts are primarily informed by a stakeholder group that was appointed by Town staff, meeting multiple times throughout the process of developing the master plan. Additional feedback is elicited via an online survey and public engagement meetings.

Site analysis and community input is synthesized into a comprehensive list of opportunities and challenges. This data is presented to Town staff and public stakeholders in order to establish a common vision and a basis for developing concept alternatives.

The determined vision and data collected are carefully considered as design standards, streetscape features, and overall form is developed by the project team. These characteristics inform the iterations of design that include parking configurations, street furnishings, sidewalk widths, accessibility, and more. At this stage, the project team provide graphic representation of potential streetscape improvements to the public to reveal preferences and overall desires.

The Town of Fairmont Streetscape Master Plan presented in this document is a culmination of this process which includes a project summary, preferred concept alternatives, construction-cost estimates, implementation and phasing recommendation and funding priorities.

02

SITE & INVENTORY & ANALYSIS

SITE OBSERVATIONS

The larger analysis study area includes South Main Street, Church Street, Red Cross Street, Iona Street, Center Street, Thompson Street, Leesville Street, Byrd Street and North Walnut Street. This area includes Fairmont's historic downtown core along S Main Street and the final streetscape design was targeted exclusively to this area.

The inventory and analysis process begins with a historical review of the town's previously adopted master plan reports and a physical site survey of the existing conditions. City staff support the project team by identifying current needs within the downtown study area with growth and future development in mind.

Site analysis methods include GIS and ortho-image mapping of existing features, a study of existing zoning and land use, identification of environmental features, identification of major utility structures and infrastructure as well as high resolution drone imagery mapping. This data is utilized to prepare an existing features base map.

The compiled visual analysis reveals distinct conditions within the downtown study area such as safety issues, undesirable views, dominant circulation patterns, high traffic areas, popular destinations, and areas suitable for improvements.



Zoning Ordinance and Zoning Map (Amended through August 2017)

As shown on the Town's Zoning Map, the study area contains the GB and Neighborhood Business zoning districts. The district should include ample parking for business, controlled traffic movement and suitable landscaping as noted in the Town's Zoning Ordinance.

The area along S Main Street also includes many structures that are listed on National Register of Historic Places as part of the Fairmont Commercial Historic District. Any improvements along S Main Street will comply with requirements related to this designation.

Understanding allowable uses within the respective zoning districts the study area contains is critical to appropriately recommending enhancements that may be geared towards non-residential uses as opposed to residential and vice versa. Setback requirements will also inform the locations of recommended streetscape enhancements.

Town of Fairmont Bicycle and Pedestrian Plan (2017)

The 2017 plan provides the framework for identifying physical infrastructure programs for multimodal transportation. The Town's vision formed through the planning effort contained the following six themes:

- Emphasize the safety of pedestrians and bicyclists while accommodating motorized traffic in an efficient manner.
- Shift capacity demand from the roadway to sidewalks and bike lanes, reducing roadway congestion and the demand for parking.
- Facilitate alternative modes of transportation to address the Town's ever-changing needs.
- Enhance access to local businesses, parks, and other destinations by foot or bike.
- Promote a culture that supports walking and bicycling.
- Develop a framework to update this Plan in the future.

The plan contains several recommended pedestrian improvements within the study area including two intersection locations along Main Street and two intersection locations along Walnut Street. Recommendations for each of the identified intersections include pavement markings, cross walk striping, and ADA curb ramps. The plan also calls attention to sidewalks in disrepair along Leesville Street within the study area.

In summary, improving safety and wellness through reduced-conflict walkability is the key theme throughout the plan. Strategically building upon the recommended pedestrian improvements from the 2017 plan played a critical role throughout concept creation.

MAIN STREET



Parking:

Approximately 60', curb-to-curb, Main Street offers 7.5' wide sidewalks and on-street parallel parking offered on both side in between its intersection of Church Street and Thompson Street.

Land use:

Publicly owned property, civic and health services, restaurants and commercial uses account for a majority of the structures along main street between Cottage Street and Leesville Street.

Architectural Features:

Between Red Cross street and Thompson Street, historical, primarily brick buildings are present on both sides of Main Street. The buildings have signage and awnings, providing architectural interest. Awnings vary in style, including vinyl and painted metal.

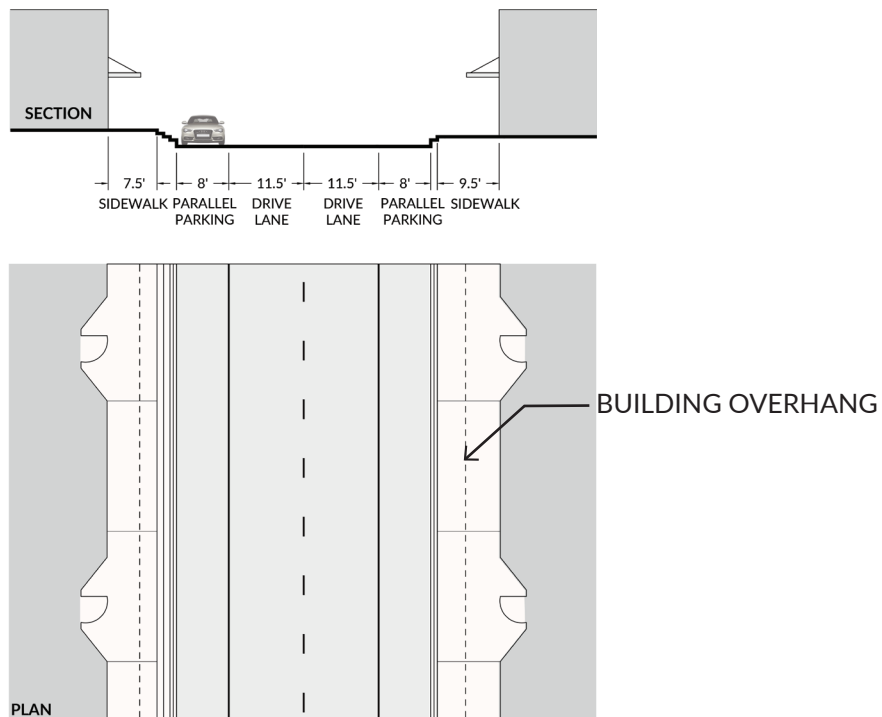
ADA Accessibilities:

The Main Street corridor has serious accessibility challenges. Sidewalks on both sides are stepped to the street, with the west side having as many as four steps between the street and the sidewalk. Additionally, the ADA accessible pedestrian crossing at the intersection with Thompson Street is uninviting and strays from universal design principles. Many storefronts have steps up to their doors from the sidewalk, making them inaccessible for customers who have mobility challenges.

Amenities:

There are no street trees present along Main Street, however, there are some small concrete planters scattered throughout the corridor. Vehicular scale decorative street lights are located along both sides of Main Street. In addition, there are four pedestrian-scale decorative lights at the intersection of Main and Center Streets. Benches and trash cans are located along both sides of the Main Street corridor.





Main Street Challenges:

- Entrances to many storefronts are not ADA accessible due to steps between the doors and sidewalk
- Sidewalks are also not ADA accessible from street due to steps between the street and sidewalk and a lack of ADA accessible crossings
- Inconsistent pedestrian scale lighting

Main Street Opportunities:

- Wide sidewalks
- Variety of materials found along sidewalk and architectural elements



COMMUNITY ENGAGEMENT MEETINGS

Public improvement projects should begin with the community engagement process and this engagement should remain a driving force throughout the entire design process. The Streetscape Master Plan process involved a series of community engagement opportunities: in-person meetings, online surveys, public meetings, and design alternative presentations,. Key stakeholder interviews were preformed with NCDOT, Town staff and local business owners in the study area.

The Town of Fairmont’s rich history and informed citizens influence all future civic improvements. The Streetscape Master Plan is rooted in the community engagement process with the tenet that the consultant should “Listen before Designing.”

Two public meetings were held with this goal in mind. These meetings were held at the Heritage Center on April 3, 2024 and on the sidewalk beside the Heritage Center on April 12, 2024. These meetings were advertised by the Town. One online survey was also completed between March 2024 and April 2024 and the community was made aware of this by Town staff.

SURVEY SUMMARY

The Town of Fairmont Streetscape Master Plan online survey provides valuable insights into the perspectives and priorities of its residents. The majority of respondents are long-term residents, many of whom have lived in the town for decades, reflecting a stable, invested community. A significant portion of residents frequently visit the downtown area for various reasons such as dining, shopping, recreation and fulfilling civic needs. A percentage of respondents also live or work near the downtown core. This suggests a need to better engage local business owners in the revitalization process.

WHY DO YOU VISIT DOWNTOWN FAIRMONT?



Transportation trends in downtown Fairmont are predominantly centered around vehicular use. However walking is also a popular choice for visitors. This indicates that infrastructure for vehicles is important; however, safe pedestrian access is also a priority for the community.

The survey highlights key elements necessary for improving conditions downtown. Residents express a strong desire for more events, enhanced greenery through street trees and landscaping, and improved pedestrian safety. There is also a clear demand for more public amenities, such as benches, trashcans, and lighting, as well as the development of parks and open spaces to make downtown more inviting and accessible for both residents and visitors.

Survey results reveal that safety is a major concern. In particular, the community expressed a need to improve pedestrian safety along sidewalks and crossings, control vehicle speeds (especially at corners), and ensure there is proper lighting throughout downtown.

Facilitating a more accessible downtown area is another priority that emerged through the survey results. Repairing damaged sidewalks and constructing new sidewalks to improve overall connectivity throughout the downtown study area and its surrounding neighborhoods is a necessity.

Many residents emphasize the need to address the town's vacant and abandoned buildings, either through restoration or demolition. Community members also highlight the importance of attracting more restaurants, shops, and cultural activities to bring vitality back to downtown Fairmont. Generally there is a demand for improved cleanliness and maintenance, especially in relation to sidewalks and public spaces.

Overall, the survey reflects a community that is deeply invested in revitalizing its downtown, improving its aesthetics, and fostering a more active, engaged environment for residents and visitors alike.



PUBLIC MEETING #1

In early April 2024, the project team hosted an open-house style public meeting at the Heritage Center to engage community members and stakeholders. Participants were invited to share observations and ideas on how to improve downtown Fairmont. The team presented a site inventory map, conducted a visual preference activity, and discussed the scope and goals of the streetscape project with community members. Additionally, the online survey was available for attendees to complete. The goal of this public meeting was to introduce the streetscape project to the public and to help define aesthetic and programmatic preferences related to streetscape improvements.

VISUAL PREFERENCE BOARDS

Attendees at the first public meeting were provided an opportunity to make selections on various streetscape design ideas, scale, elements and materials based on aesthetics and visual preferences.

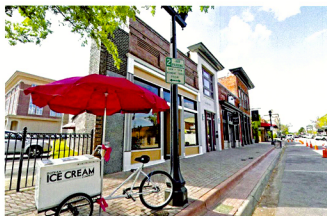
FAIRMONT STREETScape MASTERPLAN PRECEDENT IMAGES



SIDEWALK IMPROVEMENT



CONCRETE WITH BRICK BAND



GRADE TRANSITIONS

PLACE DOT HERE



CONCRETE AND BRICK PAVERS WITH TREE GRATES



HEART OF DOWNTOWN CROSSWALKS



BRICK CROSSWALKS



STAMPED CROSSWALK

PLACE DOT HERE



ART CROSSWALKS



MAJOR INTERSECTION IMPROVEMENTS



PEDESTRIAN SIGNAL WITH STRIPED CROSSING



RAISED PEDESTRIAN CROSSING

PLACE DOT HERE



ROUNDBOUT



PLACE A COLORED DOT ON YOUR PREFERRED ELEMENTS



SIDEWALK IMPROVEMENT:

Attendees preferred the sidewalk improvement option that was concrete with brick banding. Attendees did not prefer grade transition on the sidewalk.

The visual preference boards presented categories of streetscape elements with several variations of those elements per category. Participants placed dot stickers next to the type of element they preferred. The categories included sidewalk improvement, crosswalks, major intersection improvements, landscaping, lighting and outdoor seating. In each of the following categories, three alternative options were provided for attendee consideration. Reviewing how many stickers were placed by specific images revealed the attendee's overall preferences.

CROSSWALKS:

Attendees preferred traditional crosswalk materials, like decorative brick in contrast to a more artistic mural crosswalk or stamped crosswalk.



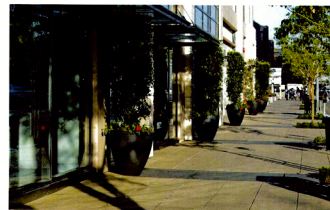
FAIRMONT STREETScape MASTERPLAN PRECEDENT IMAGES



LANDSCAPING



STREET TREE AT BULB OUT



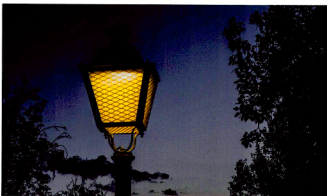
PLANTER AGAINST BUILDING



TREE WITH PAVING/GRATE



LIGHTING



CLASSIC



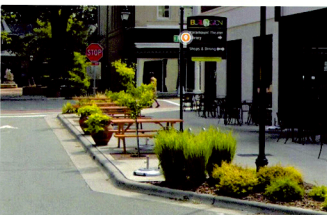
SIGNAGE/BANNER ON LIGHT POLE



MODERN



OUTDOOR SEATING



OUTDOOR DINING IN BUMP OUT



OUTDOOR DINING ALONG SIDEWALK



BENCHES ALONG SIDEWALK



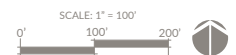
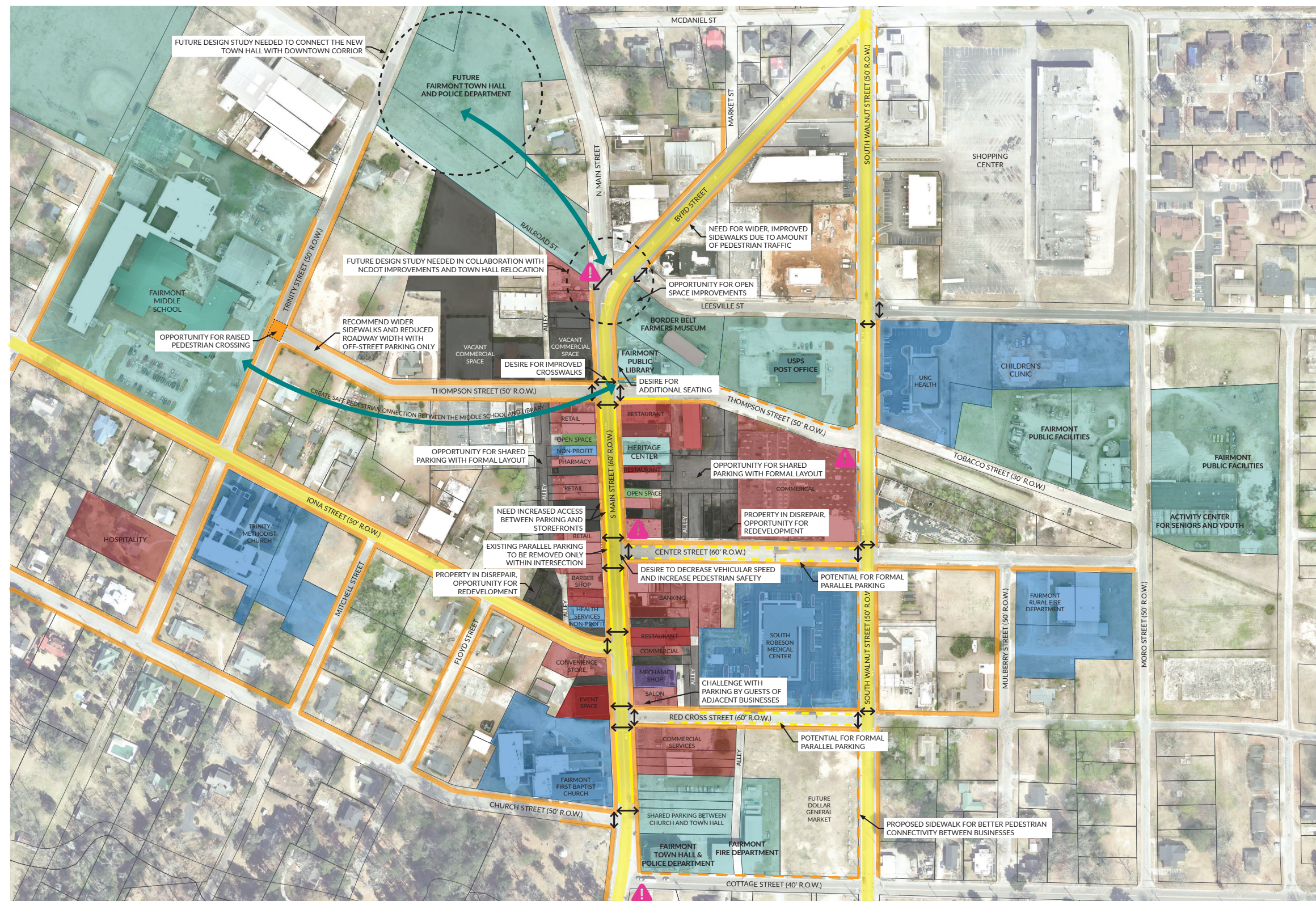
PLACE A COLORED DOT ON YOUR PREFERRED ELEMENTS

RAISED PEDESTRIAN CROSSING:

Attendees preferred raised pedestrian crossing at major intersections rather than implementing pedestrian crossing signal heads or roundabouts.

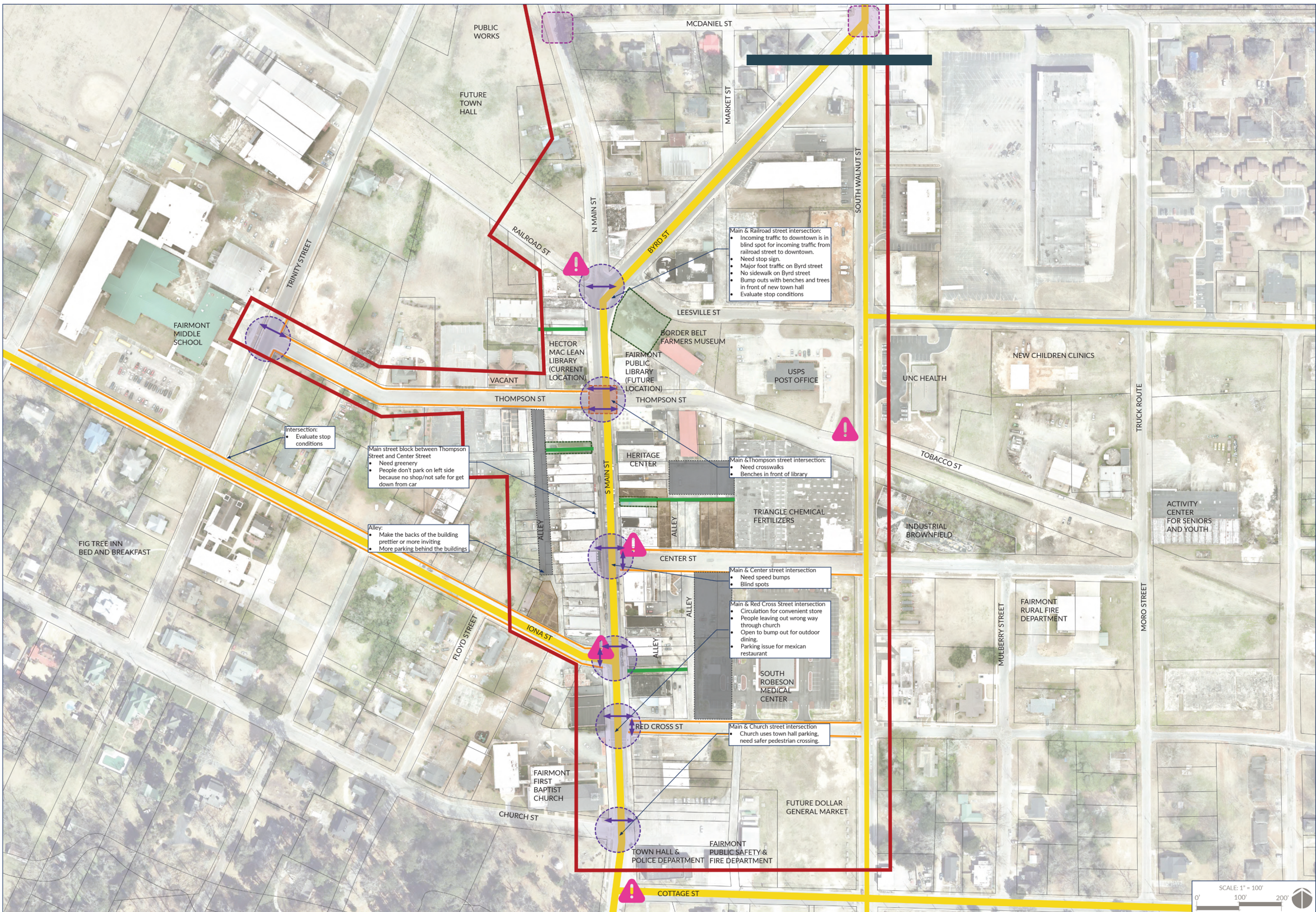


INVENTORY AND ANALYSIS



FAIRMONT STREETSCAPE MASTERPLAN

_SITE INVENTORY AND ANALYSIS MAP



LEGEND

- STUDY AREA
- PROPERTY IN DISREPAIR
- CHALLENGING INTERSECTION FOR PEDESTRIAN AND VEHICULAR SAFETY
- SIDEWALK PRESENT
- NCDOT STREET
- KEY PEDESTRIAN CROSSING LOCATIONS
- EXISTING PEDESTRIAN WALKS
- POTENTIAL GREEN SPACE
- POTENTIAL FUTURE PARKING
- BLIND SPOTS

The site inventory map shows the project boundary along Main Street. Participants added dots to the inventory map to highlight areas for improvement or general comments that relate to the streetscape project. Several areas that were mentioned include:

Main & Railroad Street intersection:

- There is a blind spot for incoming traffic from Railroad Street turning onto Main Street
- Need stop sign at this intersection to slow traffic

Major foot traffic on Byrd Street:

- Need for safe street crossing

Main & Thompson Street intersection:

- Need for safe street crossing
- Benches in front of library

Main street block between Thompson Street and Center Street

- Need greenery
- People do not park on the west side of Main Street because there are no shops, not safe to get out of vehicle

Main Street & Red Cross Street intersection

- Circulation for convenience store
- People leaving from the church often go the wrong way
- Open to bump out for outdoor dining
- Parking is an issue for the Mexican restaurant

03

COMMUNITY ENGAGEMENT

The information gathered through site analysis and from the first community meeting provided the project team with a solid understanding of existing site conditions and served as a basis for the second step in the process; preparing design concepts for the corridor.

The project team applied the feedback received in the first public meeting, evaluated various ideas for the street corridor, and measured against expressed needs. Parking alternatives, sidewalk widths and improvements, better circulation for all modes of travel, traffic calming, gathering areas, enhanced landscaping, public art, and site amenities were all represented in the plans. Various design alternatives were prepared for consideration by the City and the public at a second community meeting.

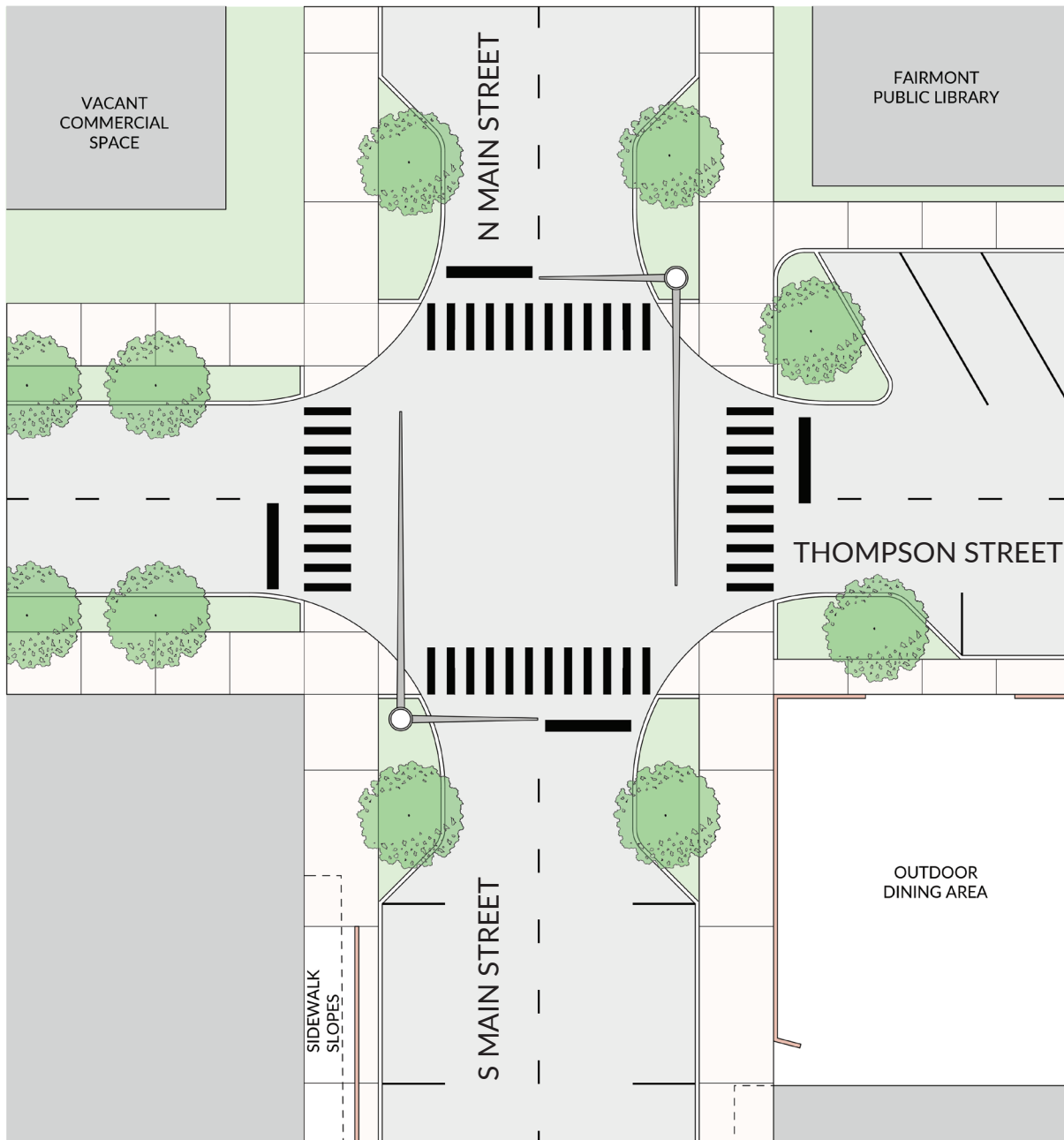
The following diagrams show the concepts presented at Public Meeting #2 in July 2024. The meeting was held outside on the sidewalk across from the Fairmont Heritage Center on S Main Street. Residents stopped by and discussed ideas, questions and general feedback about the Streetscape Masterplan project.



S MAIN STREET AND THOMPSON STREET INTERSECTION CONCEPT

Proposed Condition:

- Decreased Crossing Distances for Safer Pedestrian Experience
- Street Tree Bumpouts
- Additional Landscape Opportunities

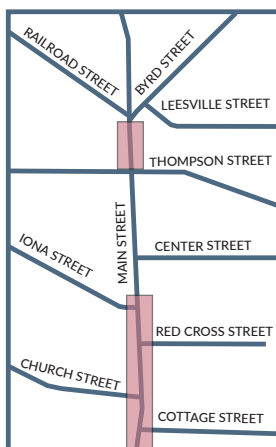


PUBLIC MEETING #2 CONCEPTS

No Grade Change, Both Sides Parallel Parking Concept

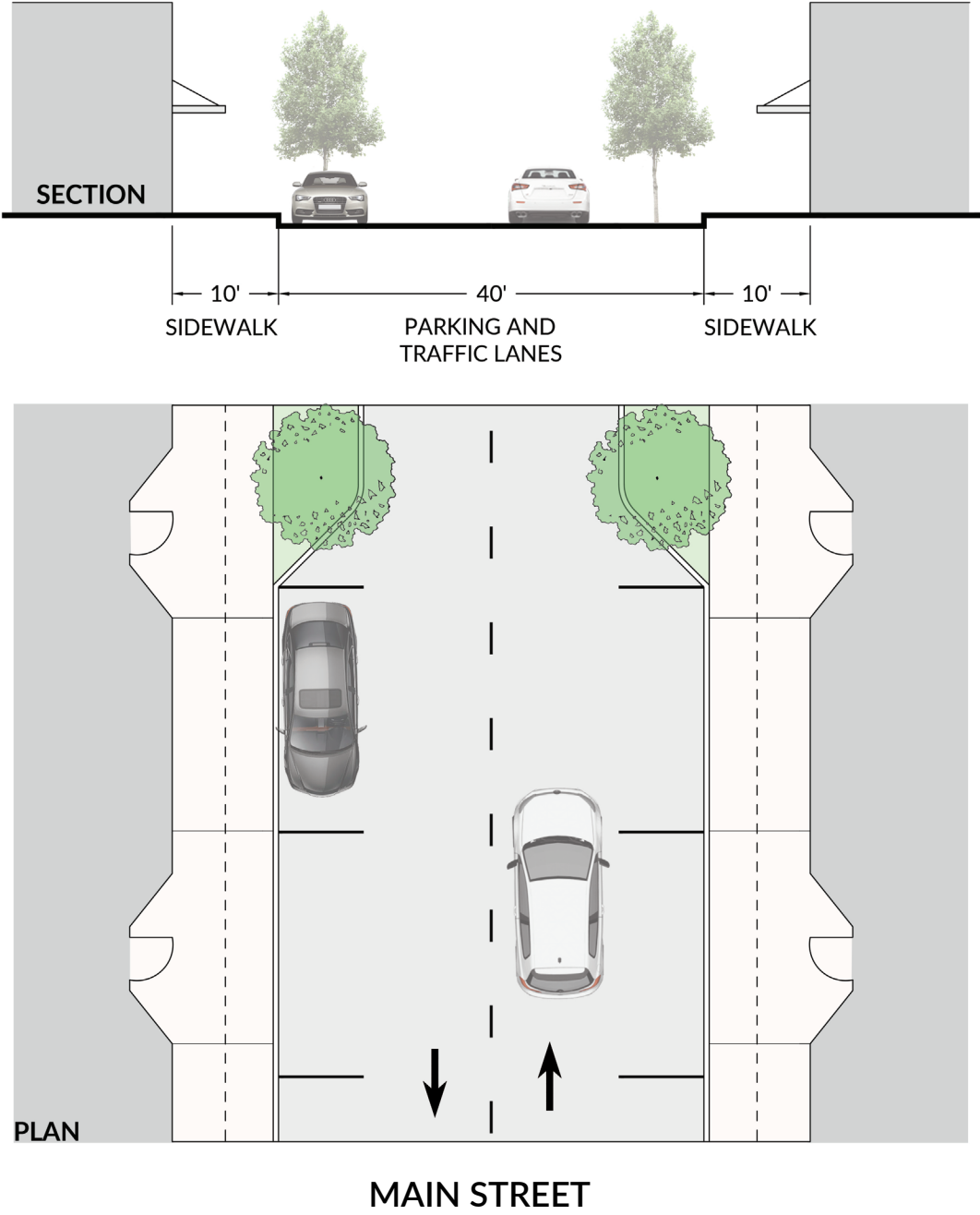
Proposed Condition:

- Sidewalk on Both Sides
- Street Tree Bumpouts
- Parking in Front of Businesses on Both Sides of the Street
- Minimal Change from Existing Condition



Proposed Locations:

- Main Street from Iona Street to the South
- Main Street from Thompson Street to the North

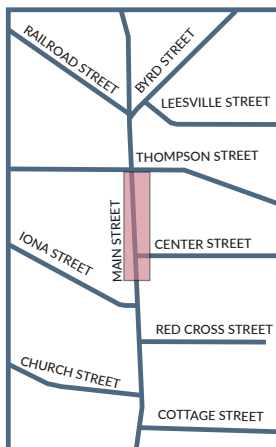


PUBLIC MEETING #2 CONCEPTS

Elevated Building Entrance, Parking Both Sides Concept

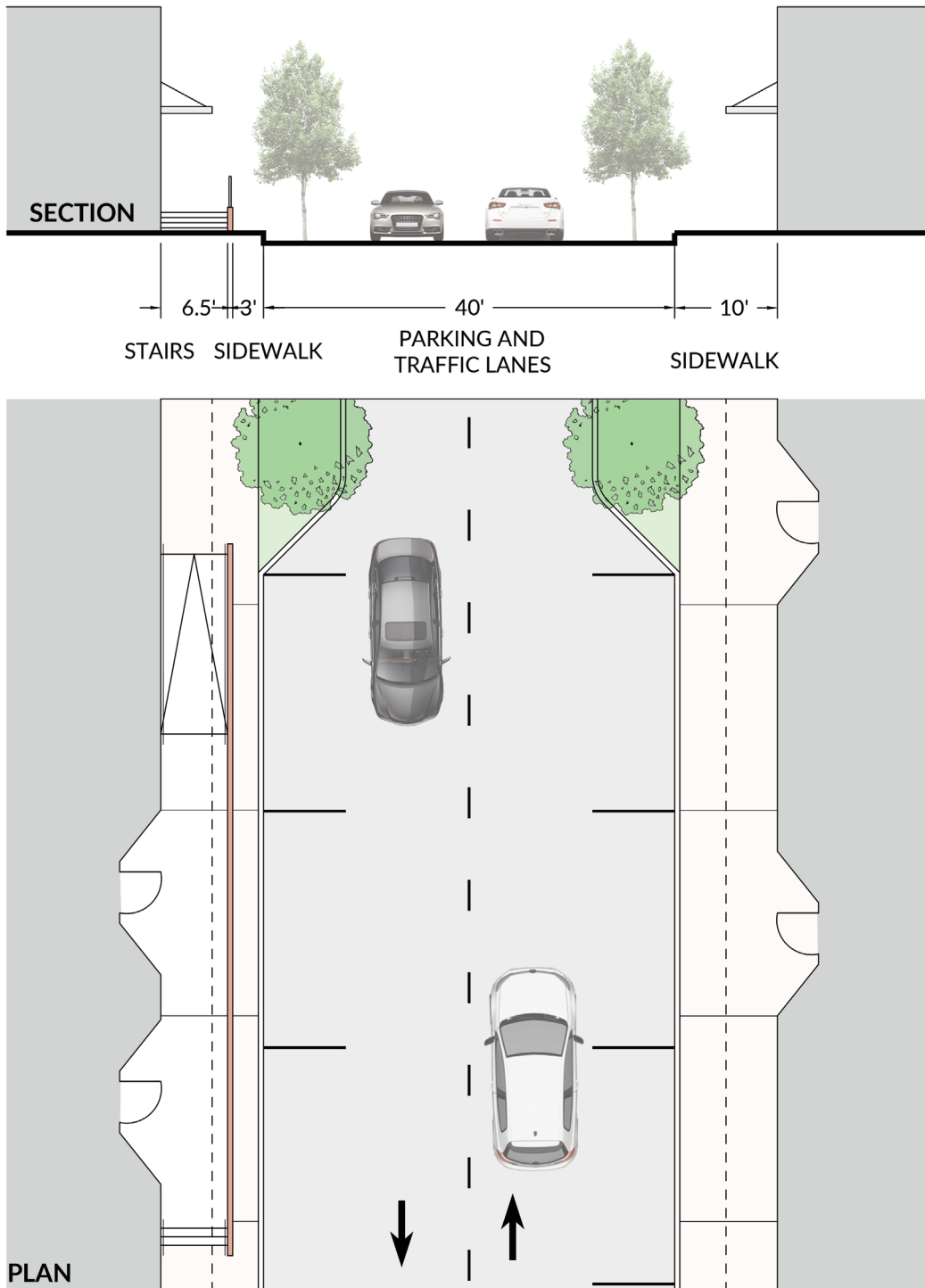
Proposed Condition:

- Ramp and Stairs to Access Business with elevated Door
- Unloading/Loading Sidewalk for Parallel Parking Spaces
- Street Tree Bumpouts
- Parking in Front of Businesses on Both Sides of Street



Proposed Location:

- Main Street between Thompson Street and Iona Street



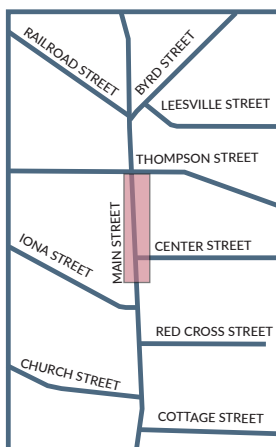
MAIN STREET

PUBLIC MEETING #2 CONCEPTS

Sloping Sidewalk, Parking One Side Concept

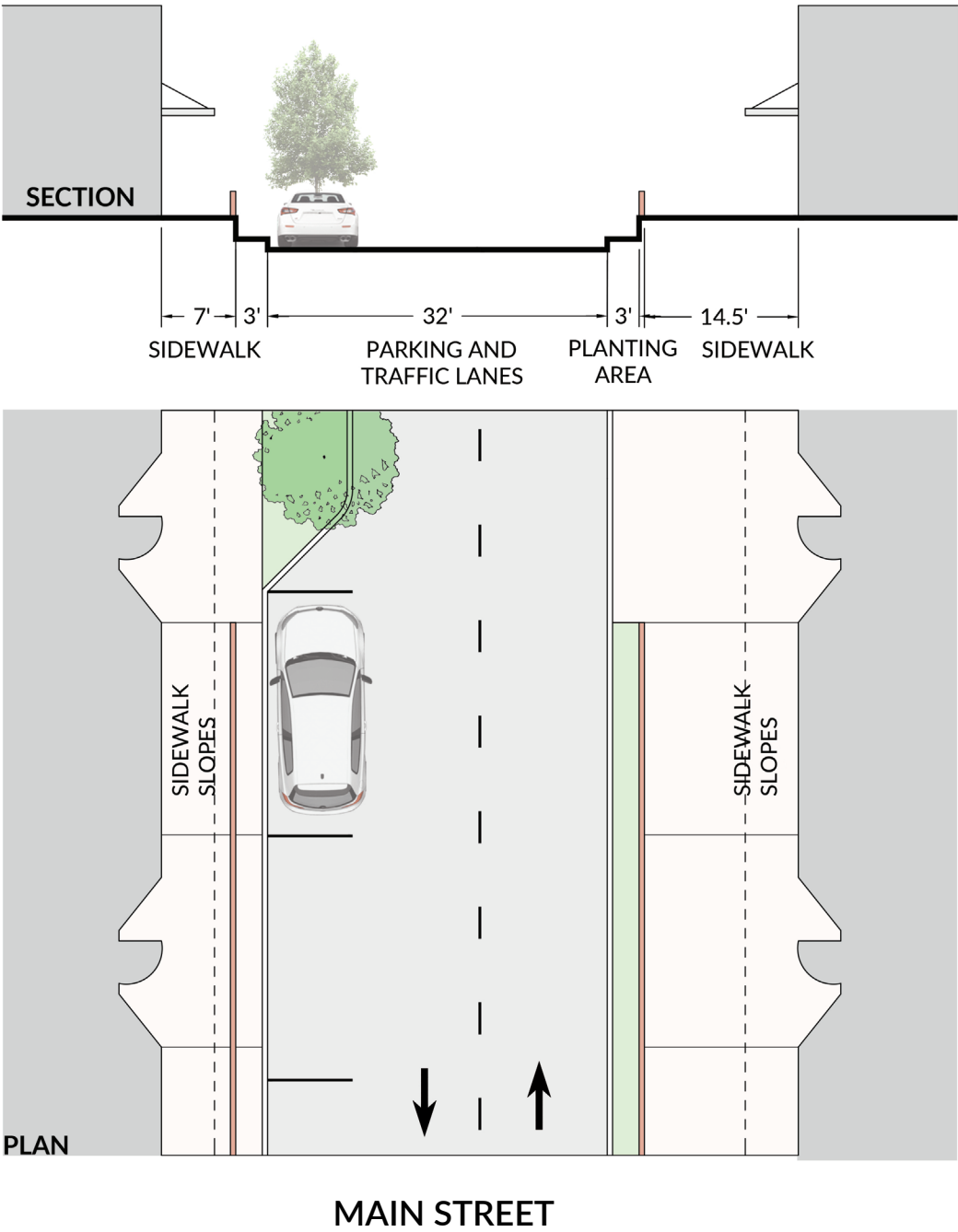
Proposed Condition:

- Sidewalk that Slopes to Accommodate Grade Change
- Separation from Vehicular Traffic
- Unloading/Loading Sidewalk for Parallel Parking Spaces
- Street Trees Bumpouts
- Parking in Front of Businesses on One Side of the Street



Proposed Location:

- Main Street between Thompson Street and Iona Street

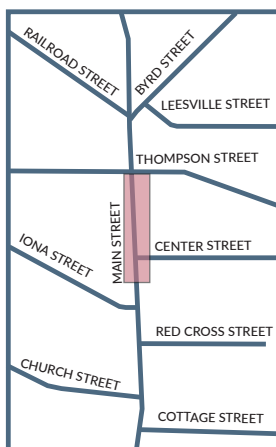


PUBLIC MEETING #2 CONCEPTS

Perpendicular Stairs, Parking Both Sides Concept

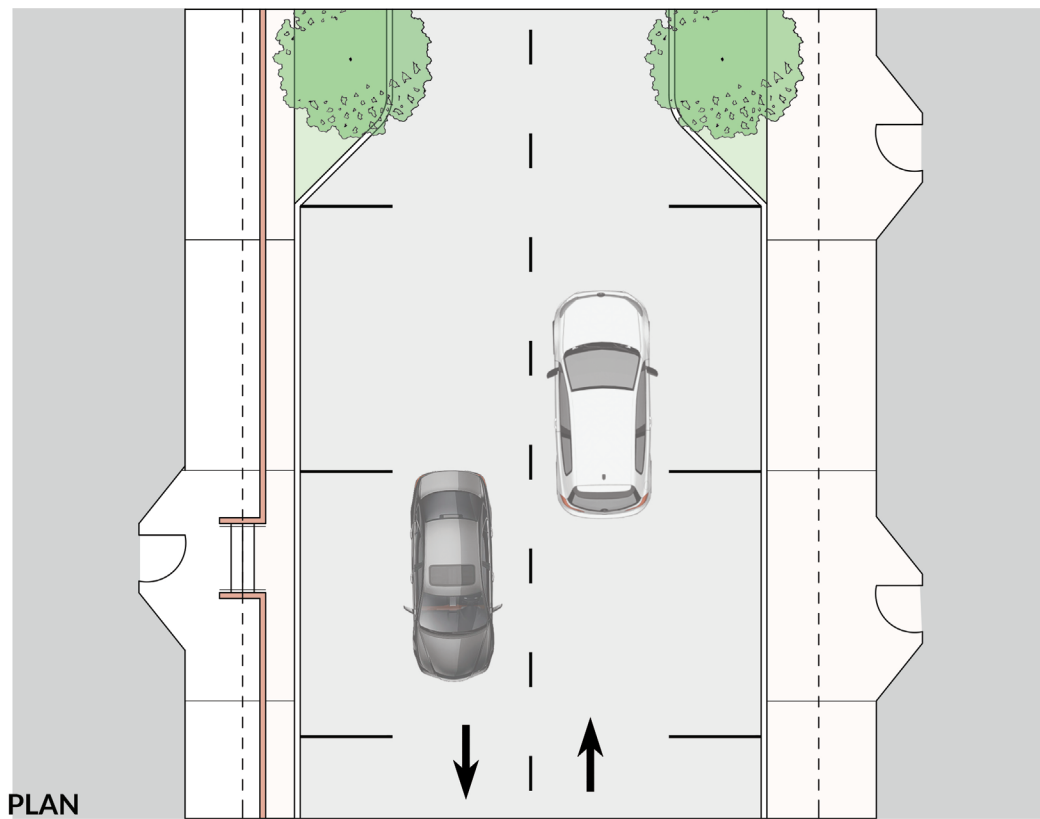
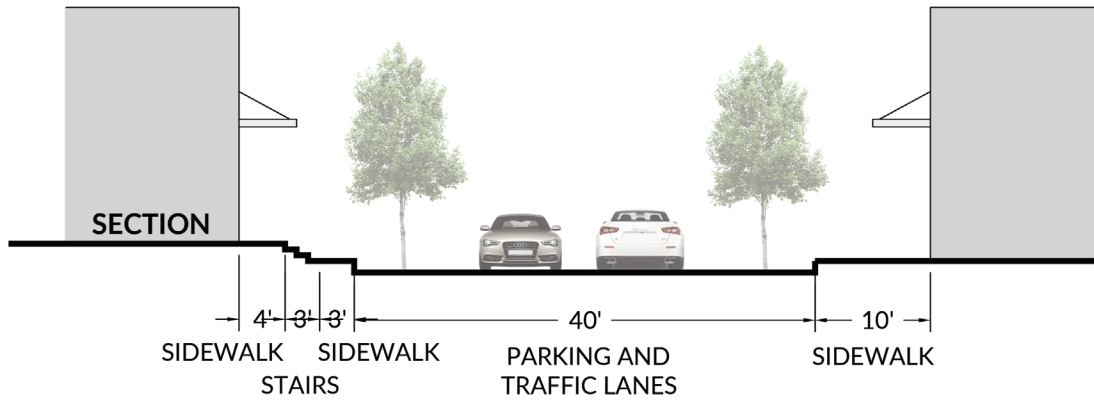
Proposed Condition:

- Stairs to Access Businesses with Elevated Doors
- Unloading/Loading Sidewalk for Parallel Parking Spaces
- Street Tree Bumpouts
- Parking in Front of Businesses on Both Sides of the Street



Proposed Location:

- Main Street between Thompson Street and Iona Street



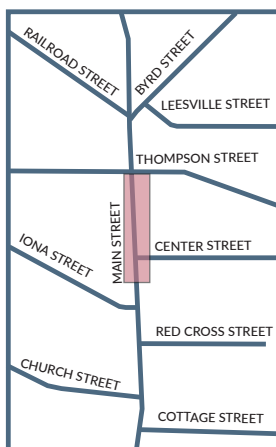
MAIN STREET

PUBLIC MEETING #2 CONCEPTS

Upper Level Gathering Space, Parking One Side Concept

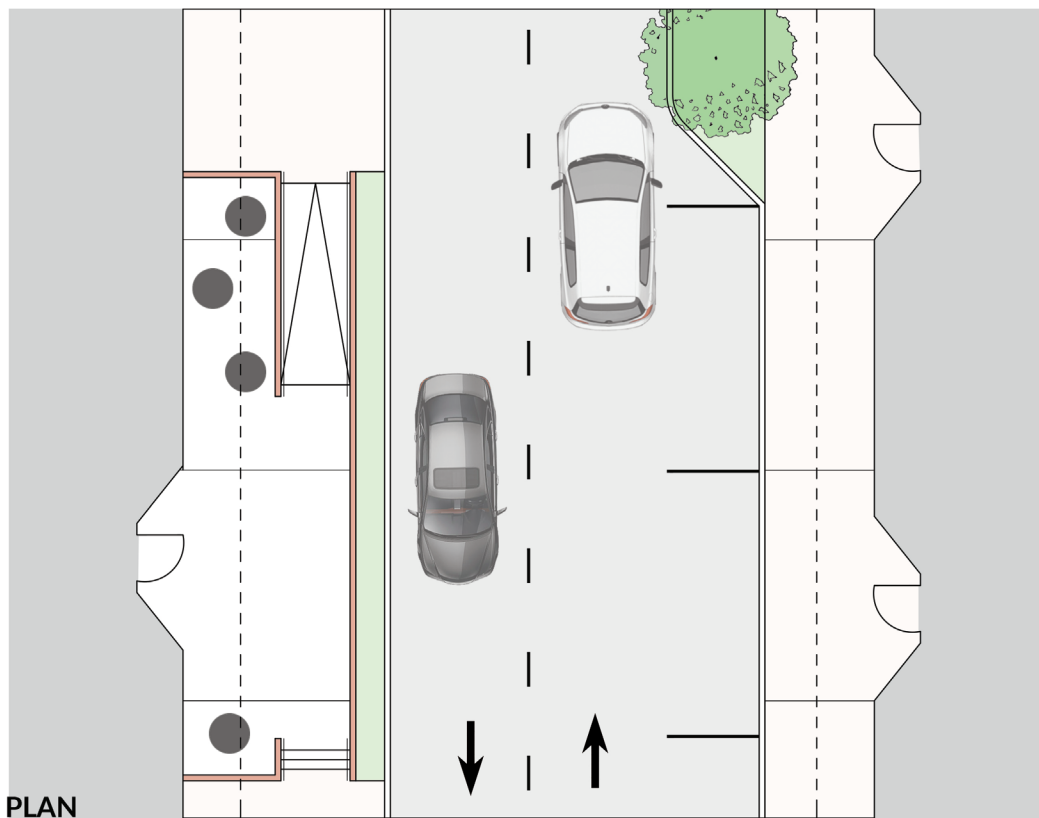
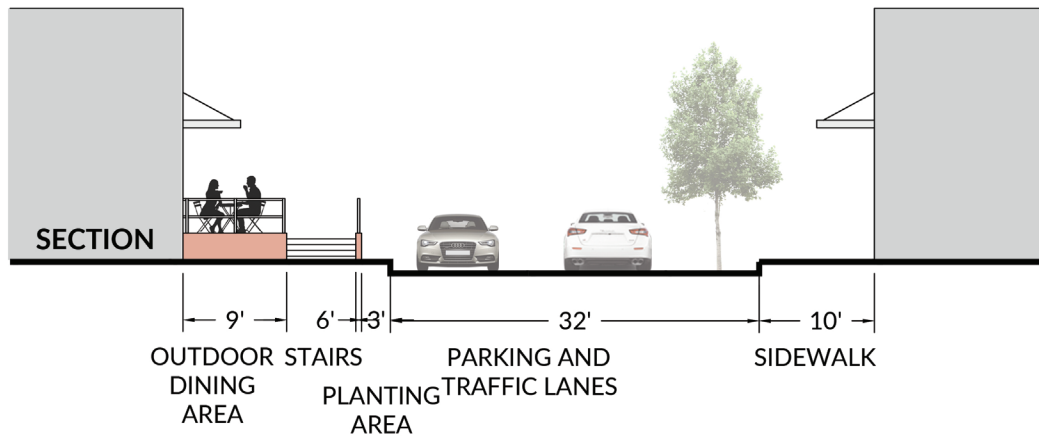
Proposed Condition:

- Stairs and Ramp to Access Business with Elevated Door
- Upper Level Gathering Space with Space for Street Furnishings
- Street Tree Bumpouts
- Parking in Front of Businesses on One Side of the Street



Proposed Location:

- Main Street between Thompson Street and Iona Street



MAIN STREET

04

FINAL MASTER PLAN

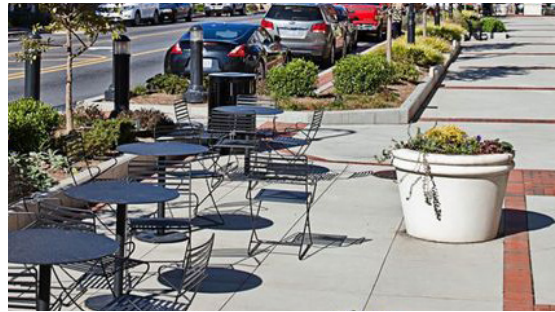
FINAL PLAN RECOMMENDATIONS:

Sidewalk Improvements:

The following recommendations are intended to improve the pedestrian experience and accessibility along the Main Street corridor. These recommendations are mainly focused on the section of Main Street between Iona Street and Thompson St, where most of the accessibility issues are currently existing.

On the east side of Main Street, it is recommended that the step be removed where feasible. To accommodate this change and maintain accessibility to the storefronts, it is recommended that the sidewalk maintain a 6' - 7' wide "travel lane" adjacent to the buildings that allows for continuous pedestrian movement north and south and maintains accessible access to the businesses. The remainder of the sidewalk should slope to the existing curb, creating a sloped transition without steps between the curb and the walking zone.

On the west side of the street, it is recommended that the parallel parking be removed between Iona and Thompson Streets to allow for a wider sidewalk and ramps that connect the street to the sidewalk at the highest points. By eliminating the parking, the elevations of the sidewalk can be adjusted to better



Sidewalk with Outdoor Seating



Sidewalk with Gathering Areas, Benches

relate to the storefront doors and thus eliminating or reducing the need for steps into individual businesses. In this scenario the sidewalk elevations do not have a direct relationship to the curb line. A retaining wall will be required along the length of the elevated sidewalk.



This scenario will allow for a 16' wide sidewalk, creating a more urban feel that can accommodate pedestrian movements as well as areas for gathering and rest. The main travel zone is recommended to be 8'-10' wide, which will allow for three people to walk side-by-side. The gathering and rest areas are recommended to be 6'-8' wide, accommodating café tables and chairs, planters, and/or benches and trash cans. The travel zones are intended to be standard concrete paving whereas the gathering and rest areas are intended to make use of special paving, such as concrete unit pavers, brick pavers, or standard concrete paving with different scoring patterns.

At Iona Street, the sidewalk begins at existing grade and slopes up to meet the storefront elevations. At Thompson Street, the current ramp is reconfigured to create a more inviting experience. In addition, a new accessible crossing of Main Street with a ramp is proposed. New crossings are proposed at Center Street, creating additional opportunities to improve pedestrian connections. Ramps on the west side allow for accessible connections to the storefronts. Bump-outs on the east side of Main provide opportunities for green space and create safer crossings. Bump-outs are also proposed at Red Cross Street, Iona Street, and Thompson Street.

Parking Improvements:

The Main Street corridor currently employs parallel parking on both sides of the street. This limits the ability to expand the sidewalks for an improved pedestrian experience. The master plan recommends eliminating parallel parking on the west side of Main Street between Iona and Thompson Streets. Where the sidewalk is elevated, the plan proposes a narrow



Sidewalk with Parallel Parking

planting strip for ornamental grasses or other low-maintenance plants to improve the aesthetic of the corridor and provide a buffer between the travel lane and the short retaining wall. Parallel parking on the west side of Main is maintained south of Iona; however, some spaces are eliminated to accommodate pedestrian crossing bump-outs.

Similarly, some parallel spaces are proposed to be eliminated on the east side of Main Street to accommodate pedestrian crossing bump-outs. This approach will eliminate the existing steps, which have accessibility challenges and cause issues with opening car doors.

It is understood that the recommendations of this report reduce the parking on Main



Bumpout at Pedestrian Crossing

Street. Additional parking will need to be provided on side street or behind the Main Street businesses. The tradeoff of an improved pedestrian experience, including accessibility improvements, outweighs the reduction in parking.

Intersection Improvements:



Decorative Raised Pedestrian Crosswalk

As noted above, all intersections are proposed to be improved with pedestrian crossing bump-outs. The bump-outs will provide opportunities for green space, seating, and shorter crossings, creating a safe and more enjoyable environment. All pedestrian crossings are proposed to be ADA accessible and include raised crosswalks to slow vehicular traffic.

NCDOT is currently studying improvements to the 5-way intersection of Main Street, Leesville Street, Railroad Street and Byrd Street. Therefore, this master plan does not make any additional recommendations for that intersection.

Landscaping:

Landscaping is proposed to be kept to a minimum along the Main Street corridor. The preference of the Town is to incorporate building awnings in lieu of street trees to provide shade for pedestrians. Given the narrow corridor and raised sidewalks, street trees likely would have a low chance of long-term survival.

Despite the lack of street trees, there are still opportunities to incorporate landscaping throughout the corridor.

A narrow planting strip is proposed on the west side of Main between Iona Street and Thompson Street. This landscape strip is intended to accommodate ornamental grasses, perennials, and/or low growing evergreen shrubs.



Low Maintenance Plantings



Existing Awnings will Provide Shade for Streetscape

Each pedestrian crossing bump-out has an opportunity to incorporate plant materials.

Small deciduous ornamental trees could be used here to help provide strong visual interest at the intersections. Low-growing evergreen shrubs or ornamental grasses would also be appropriate in these areas. The vegetation is intended to soften the pedestrian experience in a harsh urban environment.

All vegetation used throughout the corridor should be low-maintenance and drought tolerant. Native species and/or locally adapted species are recommended.

While irrigation would be beneficial to the health of plants, it is not recommended because of the additional maintenance typically required.

Site Furnishings:

Site furnishings may consist of large flower planters in paved gathering spaces, benches, movable tables and chairs, and trashcans.

Site furnishings should be selected from a single product line to ensure the continuity of materials and finishes that enhance the pedestrian experience and express a cohesive sense of place.

Furniture should be conducive for the historic nature of the downtown corridor. Hanging baskets and banners should be considered for light poles throughout the corridor.



Trash Receptacle and Bench



Outdoor Table and Chairs

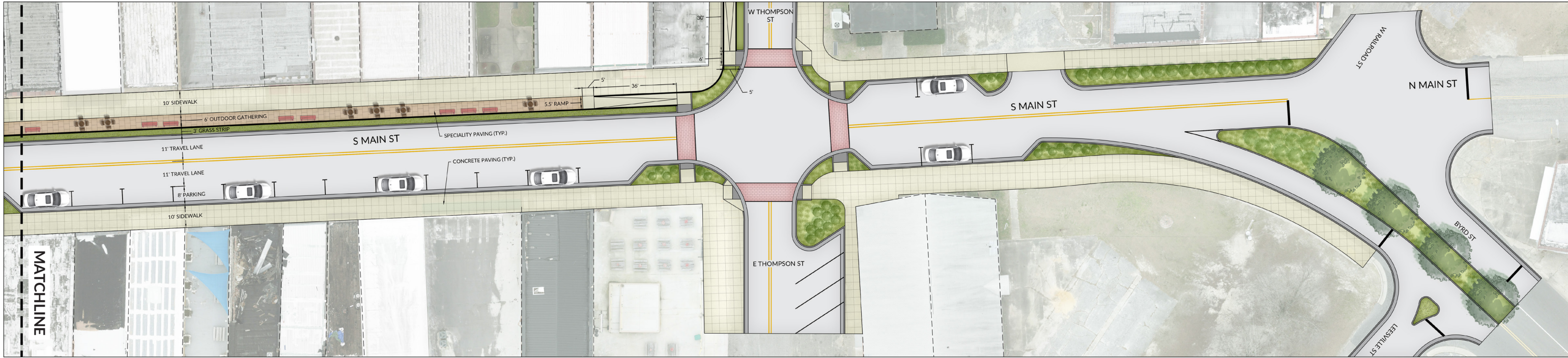
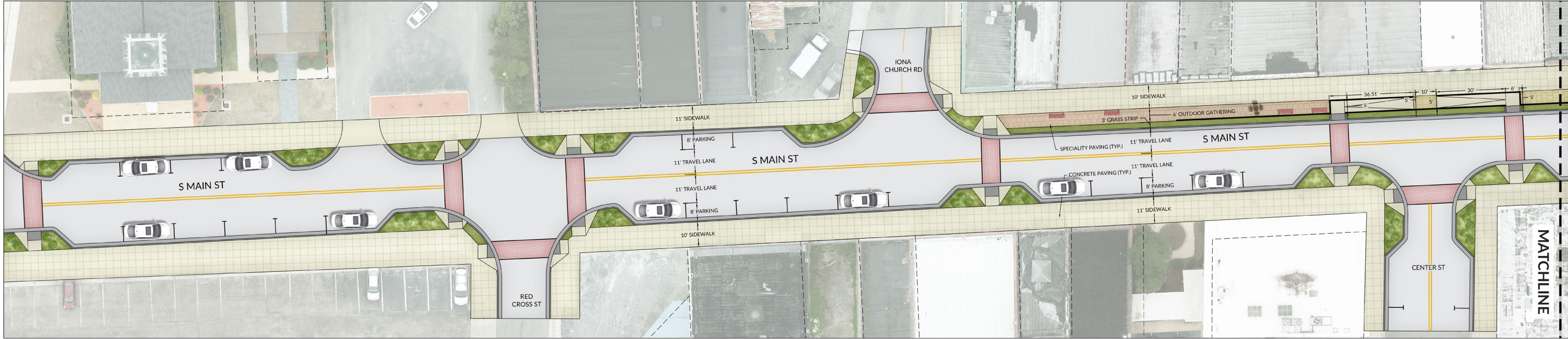


Streetlight with Banners

Street Lighting:

The existing street lights along Main Street have black poles and decorative heads with a historic aesthetic and the power lines are buried underground.

The only recommendation is to evaluate the poles at time of implementation to ensure all lights are functioning properly and to provide a fresh coat of paint on the poles or add decorative banners.



05

IMPLEMENTATION

ESTIMATE OF PROBABLE CONSTRUCTION COSTS

In order for this plan to be actionable, understanding potential costs is critical. A third-party cost estimator was engaged to provide an opinion of construction costs for the improvements outlined in this report. The costs provided should not be taken as a detailed estimate of construction costs or actual current construction costs, rather they should be viewed as a tool to inform the budgeting and funding process. Further detailed design and engineering, and decisions on extent of work and materials will be required to determine the actual cost of implementation.

Some materials and site furnishings can have a wide range of pricing. Pavers are more expensive than concrete and there are varying levels of pavers. The same holds true for site furnishings. Benches can range from \$400 to more than \$2,000 depending on the manufacturer and finishes. The costs in the opinion of cost are based on industry average costs for mid-grade products.

Additionally, the construction market is ever-changing and historical trends are not guaranteed to continue. The provided opinion of cost is the team's best assumption based on today's market and decades of combined experience and includes anticipated escalation.

The project can also be phased as needed to account for available funding at the time of implementation. The following list identifies priority of improvements:

1. Pedestrian and parking improvements on the west side of Main Street between Iona and Thompson Streets.
2. Intersection improvements at the west side of Thompson and Main Streets
3. Pedestrian crossing improvements at Center Street.
4. Pedestrian and parking improvements on the east side of Main Street between Iona and Thompson Streets.
5. Pedestrian and parking improvements south of Iona Street
6. Pedestrian improvements between Thompson Street and the 5-way intersection to the north should be combined with the NCDOT project.



EXECUTIVE SUMMARY

Prepared For: Withers Ravenel

Project Name: Town of Fairmont Streetscape Master Plan

Location: Fairmont, NC

Estimate Date: 9/16/2025

Project Area: 51,240 SF

Revised Date: _____

Project # 25206

Palacio Lead Contact: Kaye A. Smith

Project Phase: Cost Model

Project Description: New Sidewalks, Curbs, ADA Crosswalks, Ramps, Specialty Paving, New Trees and Landscaping.

CONSTRUCTION COST SNAPSHOT				
PROJECT TYPE	AREA	UNIT	COST/SF	TOTAL
Site Work	51,240	SF	\$35.99	\$1,844,066
TOTAL ESTIMATED CONSTRUCTION COST	51,240	SF	\$35.99	\$1,844,066

ALTERNATES (INCLUDES COST OF WORK AND MARKUPS)		
1		
2		
3		
4		

ESTIMATE ASSUMPTIONS
Anticipated Bid Date: 3rd Quarter 2026 (Add 1.5% per quarter for market escalation beyond this point)
Design-Bid-Build delivery method
Receiving bids from at least four (4) qualified general contractors
General contractors to receive bids from at least four (4) qualified subcontractors per trade
Most of the bidders will be from the local market (within 1 hour driving distance)
Assumes normal working hours
This cost estimate does NOT include any governmental tariffs. We recommend the Owner carries a 5% contingency on the Cost of Work Cost.



Name: **Town of Fairmont Streetscape Master Plan**

Location: **Fairmont, NC**

Date: **9/16/2025**

Area (SF): **51,240**

Revised Date:

ESTIMATE SUMMARY			
DESCRIPTION		SUBTOTAL	COST/SF
31000	EARTHWORK	\$268,825	\$5.25
32000	EXTERIOR IMPROVEMENTS	\$662,080	\$12.92
32900	LANDSCAPING AND IRRIGATION	\$127,930	\$2.50
33000	SITE UTILITIES	\$63,500	\$1.24
	SUBTOTAL	\$1,122,335	\$21.90
15%	GENERAL CONDITIONS AS %	\$168,350	\$3.29
1.28%	SUBCONTRACTOR BONDS OR DEFAULT INSURANCE AS %	\$16,521	\$0.32
3%	BOND & INSURANCE AS %	\$32,680	\$0.64
4%	CONTRACTOR FEE AS %	\$46,896	\$0.92
20%	DESIGN/MARKET CONTINGENCY AS %	\$277,356	\$5.41
6.5%	ESCALATION AS %	\$90,141	\$1.76
8%	PHASING	\$89,787	\$1.75
	TOTAL ESTIMATED CONSTRUCTION COST	\$1,844,066	\$35.99

Name: **Town of Fairmont Streetscape Master Plan**Location: **Fairmont, NC**Date: **9/16/2025**Area (ACRE): **51,240**

Revised Date: _____

GROUP		QUANTITY	UNIT	PRICE	TOTAL
31000	EARTHWORK				
	Site Layout	1	LS	8,000.00	8,000
	Site Mobilization	1	LS	9,500.00	9,500
	Site Demolition (existing walks, asphalt paving, curbs)	51,240	SF	1.50	76,860
	Earth Moving				
	Rough Grading / Excavation	2,100	CY	15.00	31,500
	Rough Grading, Import/Export Dirt	300	CY	30.00	9,000
	Fine Grading	5,200	SF	0.65	3,380
	Erosion Control	1	LS	20,585.00	20,585
	Traffic Control	1	LS	30,000.00	30,000
	Protect Existing / Barriers / Road Cleaning	1	LS	50,000.00	50,000
	Special Foundations				
	Unsuitable Soils	1	LS	30,000.00	30,000
31000 - TOTAL EARTHWORK					\$268,825
32000	EXTERIOR IMPROVEMENTS				
	Asphalt Paving				
	new roadway paving for street parking	877	SY	80.00	70,160
	apron paving	600	SF	10.00	6,000
	patch & repair existing	3,800	SY	8.00	30,400
	Road Painted Markings, Striping, Misc.	1	LS	5,000.00	5,000
	Traffic Signage	1	LS	2,000.00	2,000
	Rigid Paving				
	New Sidewalks	27,600	SF	9.00	248,400
	Specialty Paving	2,465	SF	18.00	44,370
	Curb Cut & ADA Crossing	1,600	SF	13.00	20,800
	Vehicular Brick Pavers (crosswalks in roads)	2,300	SF	25.00	57,500
	Ramps	775	SF	15.00	11,625
	Steps	6.5	CY	800.00	5,200
	Concrete Curb & Gutter	3,175	LF	24.00	76,200
	Site Furnishing				
	Ramp Walls	460	SF	65.00	29,900
	Ramp / Step Railings	175	SF	115.00	20,125
	Trash / Recycle Containers	8	EACH	1,800.00	14,400
	Site Furnishings	1	LS	15,000.00	15,000
	Site Miscellaneous	1	LS	5,000.00	5,000
32000 - TOTAL EXTERIOR IMPROVEMENTS					\$662,080
32900	LANDSCAPE & IRRIGATION				
	Ornamental Street Trees	46	EACH	750.00	34,500
	Shrubs	92	EACH	65.00	5,980
	Plantings / Groundcover	3,350	EACH	7.00	23,450
	Grass Strip	1,600	SF	1.25	2,000
	Planting Topsoil & Mulch	9,000	SF	3.00	27,000
	Irrigation	1	LS	35,000.00	35,000
32900 - TOTAL LANDSCAPE & IRRIGATION					\$127,930
33000	SITE UTILITIES				
	Storm Drainage Utilities				
	Adjustment to existing Storm Drain System	1	LS	38,500.00	38,500
	Other				
	Street Light - Inspect / Repair Fixtures / Paint Poles	1	LS	25,000.00	25,000
33000 - TOTAL SITE UTILITIES					\$63,500

FAIRMONT



TOWN OF FAIRMONT STREETSCAPE MASTER PLAN