



Pavement Management Program (PMP)



*Public Works . . .
working for you*



Engineering Office Hours:

8:00 am - 4:30 pm
Monday - Friday
Phone: 952-563-4870

Maintenance Office Hours:

7:00 am - 3:30 pm
Monday - Friday
Phone: 952-563-8760

**Quality Roads:
The Right Action
at the Right Time**

(TTY 952-563-8740) Leave a Message 24 Hours a Day

The Pavement Management Program (PMP) is a maintenance plan for streets. Maintenance crews perform the proper maintenance techniques at the optimum time. The results include:

- Prolonged pavement life
- Reduced overall cost for streets
- Reduced overall assessment rates for property owners

How does the PMP work?

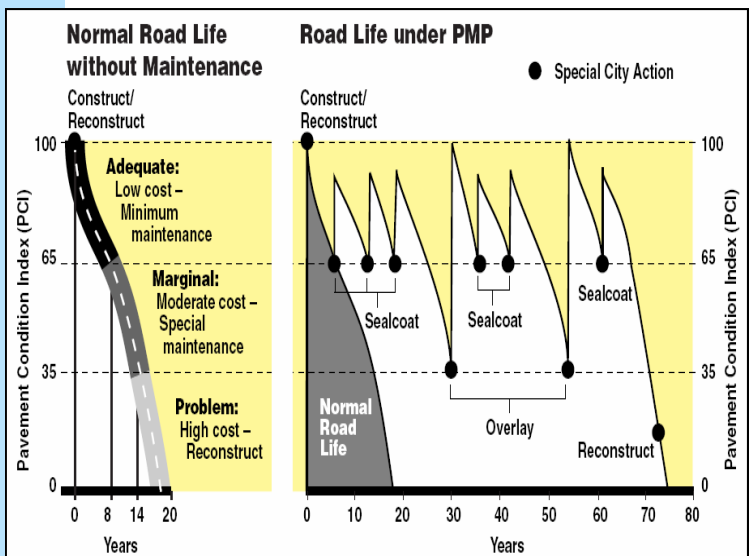
Information such as the number of cracks, road thickness and maintenance history are entered into a database. The database outputs a Pavement Condition Index (PCI) number which is used for budgeting and as a guideline for suggested maintenance. Before any work is

performed, the street is carefully inspected and assigned maintenance as appropriate.

<i>PCI</i>	Description	Probable Maintenance
100	Newly Reconstructed	None
99-66	Adequate	Sealcoat
65-36	Marginal	Mill and Overlay
35-1	Problem	Reconstruct

PMP Creates Less Costly Roads

The typical street with little or no maintenance will last less than 20 years before it needs to be completely rebuilt. By performing periodic pavement sealcoats or overlays at the correct time, a street's lifespan can be more than tripled before costly reconstruction is needed.



Construction Techniques used in Bloomington

PATCH AND REPAIR

What is it? A pothole or small isolated section is cleaned of loose materials and filled. Rubber sealant is placed in cracks which have been thoroughly cleaned and dried. Crack sealing seals out water, which is especially important during freeze-thaw cycles.

Who patches and repairs? The City's Maintenance Division crews patch and repair our streets.



Sealcoat

SEALCOAT

What is it? Sealcoat is a wear-resistant coating that protects pavements from oxidation and the effects of moisture. A bituminous adhesive is sprayed on the existing surface and small graded aggregate rock is applied.

Who sealcoats? The City's Maintenance Division crews sealcoat our streets.

MILL AND OVERLAY

What is it? Bituminous surface is ground off and a new top layer of pavement is constructed. Milling creates an even surface to ensure a smooth riding surface for the new overlay. An overlay is a structural improvement that renews the street surface and extends the life cycle of the original pavements.

Who does mill and overlay? Hired contractors administered by Engineering Division.



Mill and Overlay

RECONSTRUCTION

What is it? The entire existing asphalt pavement and aggregate base are removed and rebuilt to current standards. Reconstruction may also involve subgrade soil corrections. For streets that are below current design standards for width, drainage, and curb and gutter, an upgrade may be incorporated.

Who does reconstruction? Hired contractors administered by Engineering Division.



Pavement Management Program (PMP)

Commonly Asked Questions

■ What is a street made from?

Asphalt cement and aggregate rock are mixed, heated and spread on a base of gravel.

■ What will my boulevard look like after?

All items installed under a permit will be restored. If sodded, property owners will need to water the new grass.

■ Will my mail or trash be disrupted?

No. Regular services will not be affected.

■ How will the water and sewer lines be affected?

Water, sanitary and storm lines will be checked and repaired as needed.

■ What about my irrigation system?

If the existing system extends into the new road, this project will cut the lines and reinstall the heads behind the new curb. The City will not extend any lines located in the right-of-way that were placed without a permit.

■ We have a low spot in front of the house where water does not drain. Will it be fixed?

Yes, but please notify the Engineering Department to confirm we are aware of the situation.

■ Can I get to my driveway during construction?

Yes, except if curb and gutter concrete is replaced. Concrete requires one week to cure.

■ How long will construction take?

Approximately two weeks before construction, you will get a notice with important information about the project. Large projects can take the entire summer (approximately three months).

■ Will the sidewalk be repaired or replaced?

Sidewalks that pose a tripping hazard will be repaired or replaced.





Pavement Management Program (PMP)

Sod Restoration to Disturbed Boulevards

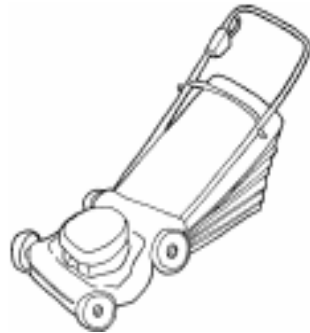
The contractor will restore the disturbed area to condition equal to that at the time of removal.

- If the disturbed area was sodded, watering the new sod is the *property owner's responsibility*.
- New sod will require frequent watering



Water as early as possible (5 am -8 am). This allows sufficient time for the lawn to dry before nightfall and reduces evaporation.

- Your sod is only covered under warranty for **30 days** after its' placement. The City is unable to hold the contractor responsible for any problems that are discovered with the sod after 30 days.
- Do not cut the new sod for about 21 days.
 - When cutting the sod after that, raise the mower deck for the first few times. Cutting too low can cause large accumulations of clippings. This can dry out the sod and increase opportunity for weed germination.
- Please mark out any sprinkler system that may be buried in the boulevard.
- Remove or relocate electrical lighting and/or invisible dog fences from the boulevard (right-of-way). The property owner is responsible for relocating or repairing any items that do not have an approved right-of-way permit.



FOR MORE INFORMATION

Construction:

Call Engineering at 952-563-4870

Maintenance/Repair/Sealcoating

Call Maintenance at 952-563-8760

Visit us online at www.ci.bloomington.mn.us

Funding the PMP

The Public Work's Pavement Management Program has reduced the overall cost of keeping our streets in good condition. The following shows how the work is funded:

SEALCOAT	City's General Fund
OVERLAY	City's Infrastructure Replacement Fund Distributed by the State of Minnesota from fuel sales tax and license fee tabs along with General Fund augmentation
RECONSTRUCTION	City's General Fund and Assessments Single and two family residences pay only 25 percent of their portion of a project through assessments; commercial, industrial, or multi-family residences pay 50 percent of the costs. Other funding sources make up the difference.

FOR MORE INFORMATION Visit us online at www.cityroads.info or www.ci.bloomington.mn.us

During Construction



Construction areas are dangerous!

- Stay away from equipment, materials and trenches.
- Be especially careful to keep children away from these areas.
- Observe posted detour and/or warning signs.
- Survey stakes are important for project progress; please leave them up for the duration of the project.

Contractors have many simultaneous jobs and may not be in your area for some time. Bad weather and unforeseen factors often extend the completion date. **Drive Carefully!**

- The street may be rough and have areas where the surfacing has been removed.
- Although the contractor will water streets to reduce dusty conditions, dust may still be a problem in dry weather. Drive slowly to create less dust.
- In wet weather, muddy conditions may exist. If possible, crews will drain or otherwise correct the wet areas.

CAUTION CAUTION CAUTION