Overview

- Why create a Pavement Management Plan?
  - Asset management
  - Increase time between reconstruction projects
  - Extend design life of a road
  - Decrease overall rate of deterioration
  - Create consistent budget over life of program

- Plan Components
  - Street Reconstruction Program
  - Major Maintenance Program
  - Alley Maintenance Program

- PSAR Rating System-based
  - Rate streets 1-10 (1 = poor and 10 = good)
  - Procedural system; municipalities evaluate in odd calendar years

- Program planning
  - Reconstruction: even calendar years, $1.5-2 million budget, geographic areas, coordinate with major utility, infrastructure and development projects
  - Major Maintenance: odd calendar years, $225,000 budget, need-based
  - Alley: reconstruction and major maintenance not funded to date
Progress Since 2005
2013 Pavement Ratings
2013 PASER Ratings (10 scale)
Pavement Ratings ≤ 5
Proposed Pavement Maintenance

Pavement Maintenance Program (2015-2023)

Legend
- Maintenance Year
  - 2015
  - 2017
  - 2019
  - 2021
  - 2023
- Maintenance Type
  - Joint and Crack Seal
  - Mill, Repair, and Overlay
  - Pervious and Overlay

Created by Clark Dietz Engineers
December 2013
Pavement Ratings \( \leq 5 \) Remaining 2021
Alley Reconstruction & Maintenance
**Alley Reconstruction & Maintenance**

Example: NW Area
- Highest concentration of alleys
Alley Reconstruction & Maintenance

Alley work since 2005
- 2005-13 pothole patching
- 2011 reconstruction of alley serving 4400 blocks N. Cramer and N. Murray (funded with Community Development Block Grant)
- 2013 large area patching in various alleys

Alley work necessary
- Approximately 14,000 LF reconstruction
  - 1-2 rating 3,500 feet, 3-4 rating 10,600 LF
  - Estimate: $1.65 million asphalt - $2.7 million concrete
- Approximately 10,175 LF major maintenance
  - 5-6 rating
Next Steps

• Staff/engineer development of alley reconstruction/maintenance schedule
• Staff/engineer development of formal cost estimates
• Board consideration of alley funding policy/program