



Pavement Management Program (PMP)



2015 PMP CITY COUNCIL HEARING
Monday, November 3, 2014
CITY OF BLOOMINGTON, MN

Pavement Management Program (PMP)

- What is PMP?
 - Maintenance plan for streets
 - Reduces cost by taking the “right action at the right time”
 - Manages assessment allocations
 - » adjacent property owners
 - » to all taxpayers
- Why do we have PMP?
 - Prior to PMP, methods were leading to system failure



Pavement Management Program (PMP)

- Methods used to determine action & timing
 - 1/3 of the streets each year
 - PCI rating on a 0 to 100 weighted scale
- Implementation of the system
 - PMP optimizes pavement condition
 - Keep problem streets under 10% of total
 - Staff prepares forecast for the coming years

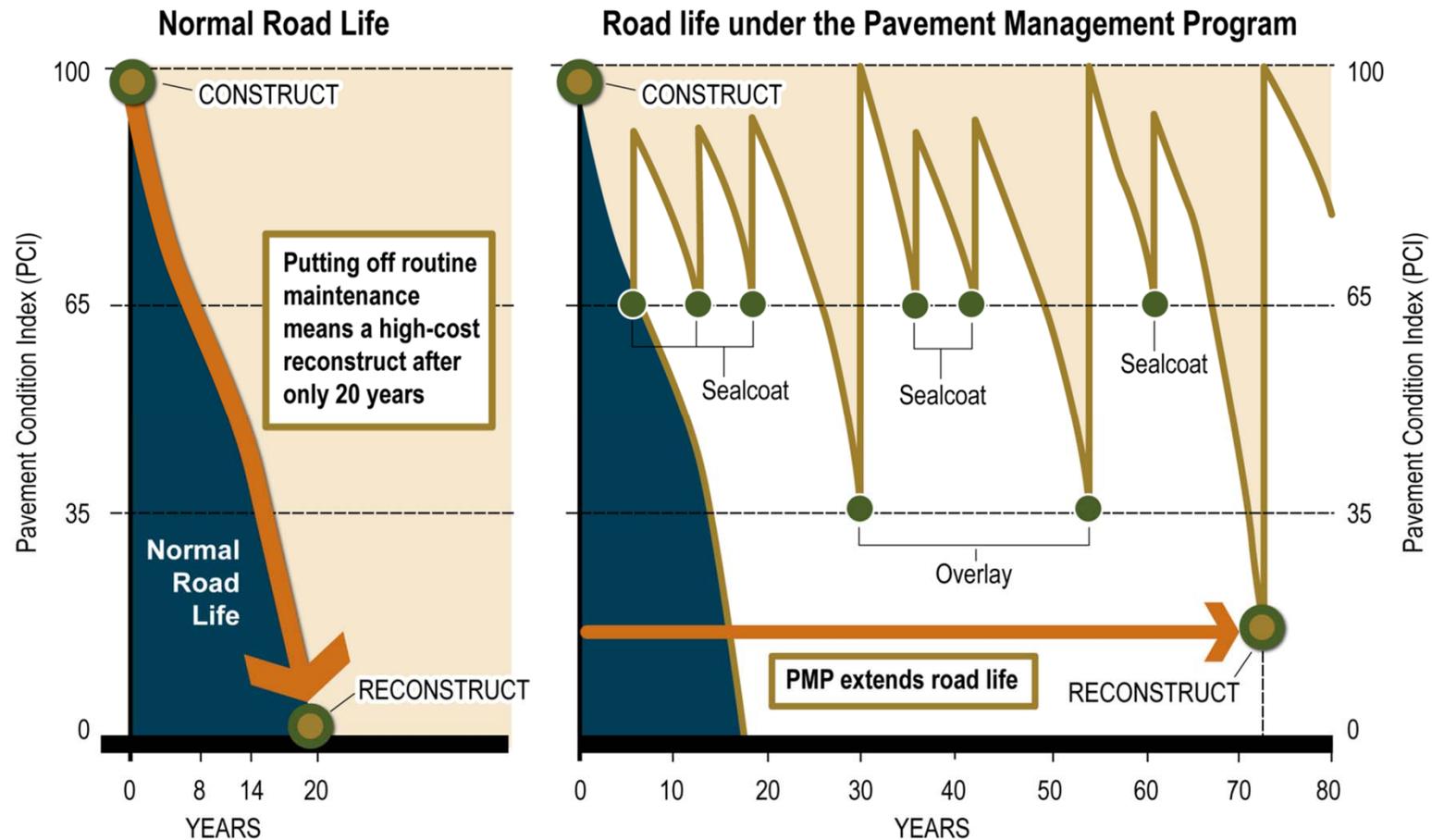
PMP Construction Techniques

- **Reconstruct**
 - Remove/replace entire pavement section; install concrete curb and gutter (if not already in place)
 - Contractor hired by the City
- **Overlay**
 - Grind off portion of existing pavement surface; construct new top layer of pavement
 - Contractor hired by the City
- **Seal Coat**
 - Spray bituminous adhesive on existing surface; apply aggregate; sweep off excess
 - City's Maintenance Department

PMP Responsibilities

- City Maintenance Division
 - Pavement Evaluation
 - Seal coating
 - PMP Database Management
- City Engineering Division
 - Plan Design
 - Project Coordination
 - Public Contact
 - Construction Inspection
 - Assessment Evaluation and Hearing Coordination

Pavement Life Cycle



Reconstruction Width (streets without curb & gutter)

Policy S-B-1

- Bituminous Pavement

<u>Existing Width</u>	<u>Reconstructed Width</u>
28' or less	28'
29' – 30'	30'
31' or greater	32'

- Staff may vary from this width for unique situations

PMP Funding Sources

- Reconstruct
 - Taxes and assessments
- Overlay
 - Infrastructure Replacement fund (MSA Maintenance) and general fund
- Seal coat
 - City's general fund

Calculating Adjusted Front Footage

- Policy in place since 1962
- Calculation equates all lots to a rectangular lot
- Adjusted Front Footage does not necessarily equal the actual length of property touching the street
- The Total Adjusted Front Footage is used to determine the Assessment Rate

Calculating Assessments

- Engineer's Estimate for Project Costs
 - Uses previous year's costs
 - Adjusted for inflation
 - Divide the cost into categories
 - » Surfacing and Curb & Gutter
- Determine the 100% rate for each Category

Calculating Assessments

- **Surfacing**
 - Estimated Cost = \$5.8M; Adjusted Front Footage = 30,894
 - $\$5,800,000 / 30,894 = \$190 / \text{foot}$
 - **Single and Two Family Residential (25%) = \$48 / foot**
 - **Other Property types (50%) = \$95 / foot**
- **Curb & Gutter**
 - Estimated Cost = \$1.8M
 - Adjusted Front Footage = 17,314
 - $\$1,800,000 / 17,314 = \$105 / \text{foot}$
 - **Single and Two Family Residential (25%) = \$26 / foot**
 - **Other Property types (50%) = \$53 / foot**



Assessment Payment Options

- **Payment due by November 29, 2015**
 - To avoid interest, pay entire amount
 - To reduce interest and payment, pay amount over \$100
- **Spread over 10 years with interest**
 - Appears on property tax statements (May & October each year)
 - First payment May 2015; last payment October 2024
 - May pay off balance by calling Assessing Division
- **Senior Hardship Deferral**
 - Defers assessment until house is sold, or owner no longer qualifies
 - Interest still accrues on the unpaid balance
 - Must meet low income and house value requirements to apply

Results of PMP

The right action at the right time...

Prolongs pavement life

Reduces the overall cost

Maintain City's infrastructure



Property Owner Contact

- Informational Meetings (10/27 & 10/28)

The End

