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 Franchise fees
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 multifamily residences pay 50 percent of the costs. Other funding sources make up the difference.
Trails	Franchise fees

During construction use caution

Construction areas are dangerous!

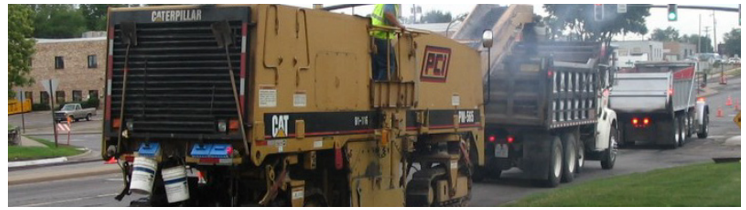
- Stay away from equipment, materials and trenches.
- Be especially careful to keep children away from these areas.
- Observe posted detours and warning signs.
- Survey stakes are important for project progress; please leave them up for the duration of the project.

Sealcoat:

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.

For more information, visit www.BloomingtonMN.gov or www.cityroads.info



Pavement Management Program FAQs

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 into my driveway during construction?

Yes, except if curb and gutter concrete is replaced. Concrete requires one week to cure. Please contact your project manager to inquire about alternate parking during this time period.

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 two to four months).

Will the sidewalk be repaired or replaced?

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

Public Works

City of Bloomington Minnesota

Pavement Management Program

Engineering Office Hours:
8 a.m. - 4:30 p.m.
Monday - Friday
Phone: 952-563-4870

Maintenance Office Hours:
7 a.m. - 3:30 p.m.
Monday - Friday
Phone: 952-563-8760

(TTY 952-563-8740) Leave a message 24 hours a day

7600 Pavement Management Program

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

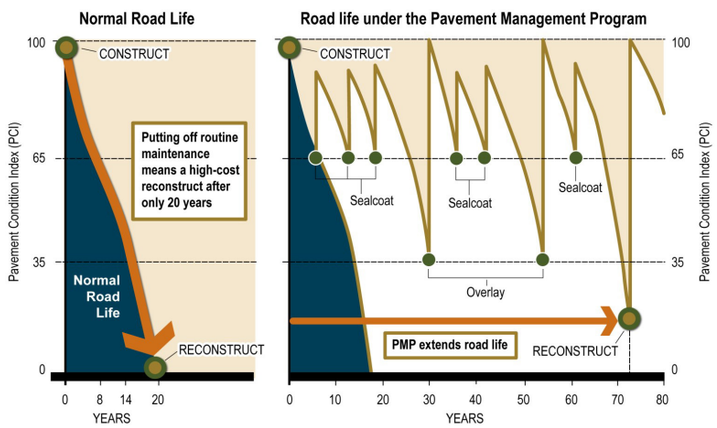
The Pavement Management Program (PMP)

PMP is a maintenance plan for streets. Maintenance crews perform the proper maintenance techniques at the optimum time. PMP prolongs pavement life, which reduces costs and 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.

PMP for Streets creates less costly roads & extends road life



Construction techniques used in Bloomington

Patch and repair

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.

Sealcoat

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.

Mill and overlay

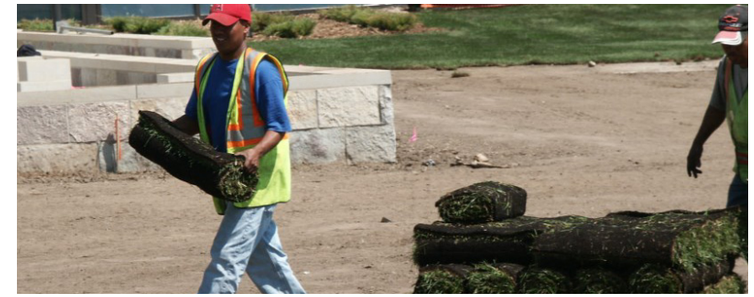
Bituminous surface is ground off and a new top layer of pavement is constructed. Milling creates an even surface to ensure a smooth riding surface for the new overlay. An overlay is a structural improvement that renews the street surface and extends the life cycle of the original pavements.

Reconstruction

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.

Trails

There are several maintenance techniques used on trails, ranging from crack seal or fog seal, to removal and replacement of the pavement to current standards.



Sod restoration to disturbed boulevards

Before construction:

- Mark any sprinkler system that may be buried in the boulevard.
- Remove or relocate electrical lighting and 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.

After construction:

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

- If the disturbed area was sodded, the contractor is responsible for tending and watering the new sod for 30 days after its placement.
- Your sod is only covered under warranty for 30 days after its placement. At 30 days, the City will inspect all sod. However, if you notice any problems, notify the city within 30 days of placement.
- The City is unable to hold the contractor responsible for any problems that are discovered with the sod after 30 days.

Caring for new sod:

- New sod will require frequent watering. Water as early as possible (5 - 8 a.m.). This allows sufficient time for the lawn to dry before nightfall and reduces evaporation.
- Do not cut the new sod for about 21 days.
- When cutting the sod, 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.

For construction information, call Engineering at 952-563-4870.
For maintenance, repair or sealcoating, call Maintenance at 952-563-8760.
Visit us online at www.BloomingtonMN.gov