



PAVEMENT MANAGEMENT PLAN UPDATE

VILLAGE OF SHOREWOOD

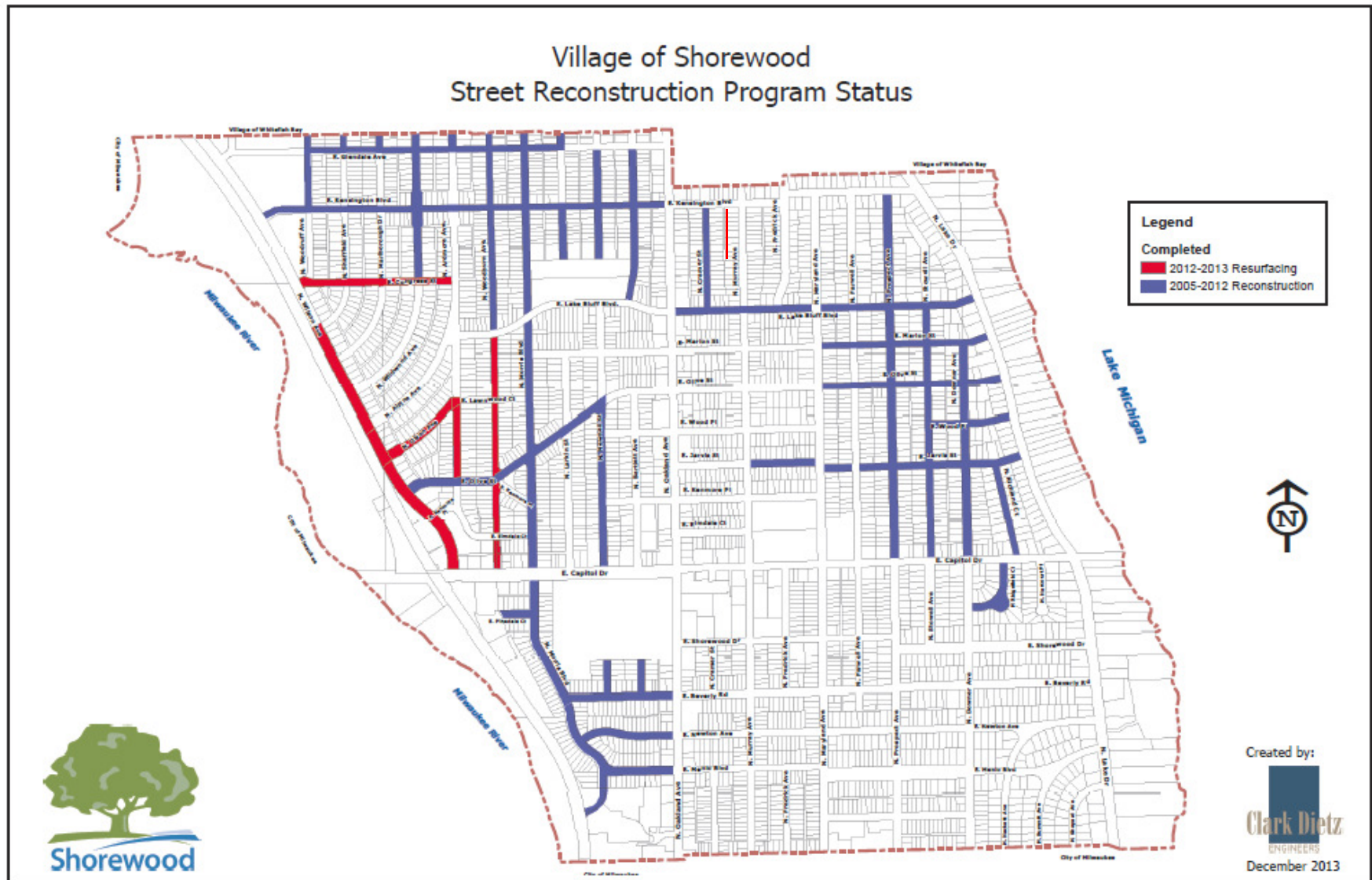
February 3, 2014



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

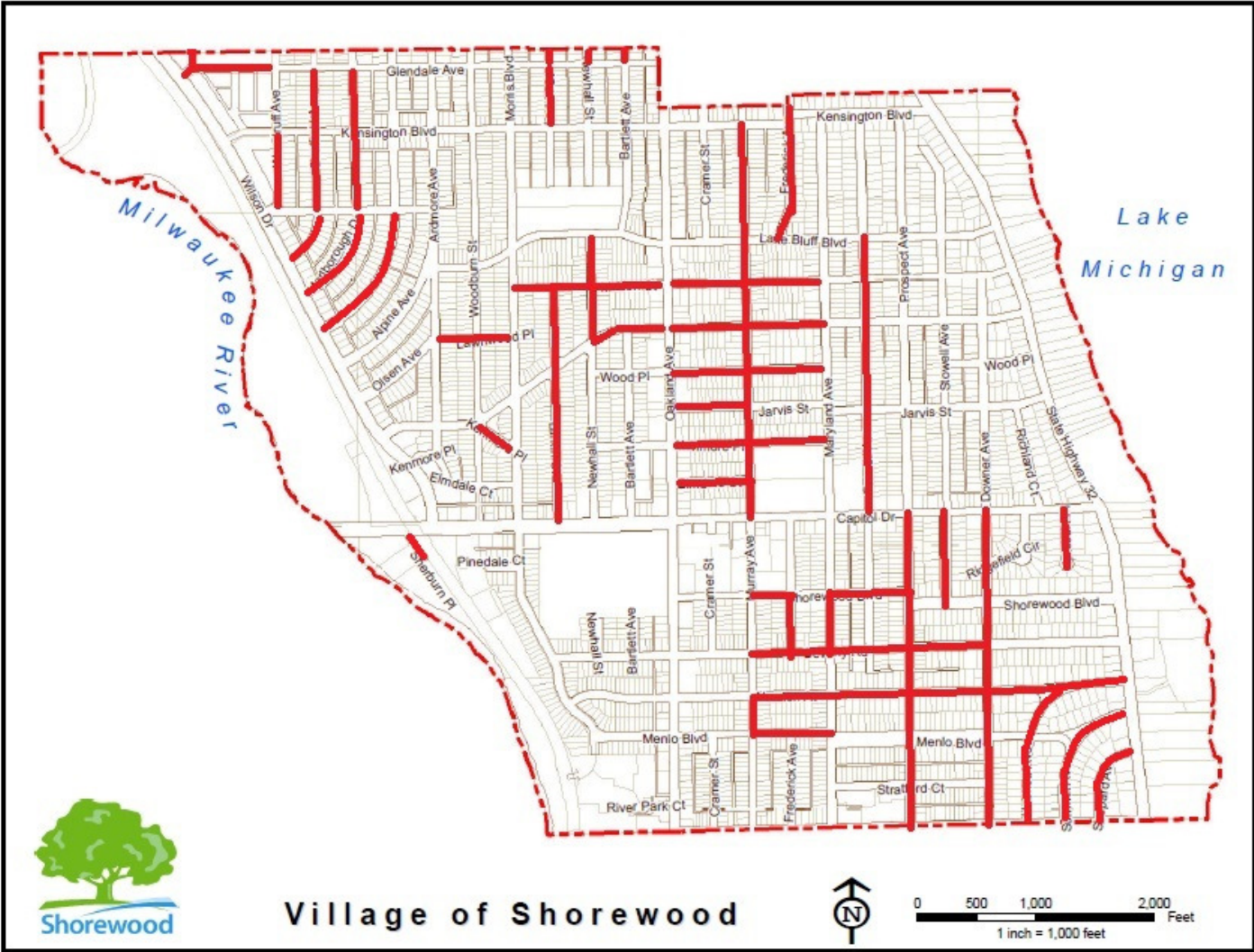


Legend

	Rating 1
	Rating 2
	Rating 3
	Rating 4
	Rating 5
	Rating 6
	Rating 7
	Rating 8
	Rating 9
	Rating 10



2013 PASER Ratings (10 scale)
Pavement Ratings ≤ 5





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Pavement Ratings ≤ 5 Remaining 2021



Alley Reconstruction & Maintenance



Alley Ratings



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