



Insights

SUMMER 2022

PAVEMENT MANAGEMENT INITIATIVE

Citizen Task Force Devoted to Street Repair Strategy Presents its Findings

The City of IGH is committed to improving the condition of streets citywide. In 2021, as part of a broad Pavement Management Initiative, the City created a task force to study and make recommendations on how street projects can be best selected, carried out and paid for in IGH.

On June 13, after nearly a year of study and evaluation, the IGH Pavement Management Initiative Citizen Task Force (CTF), led by chairperson and IGH resident Kelly Kayser, presented its findings to the City Council. The 35-page final report, which can be viewed on the City website at www.ighmn.gov/pavement, is a comprehensive analysis of street repair needs in IGH, including project solutions, funding and financing options, communications strategies, and measures of success. Below is a summary of key findings:

Raising Road Quality Citywide

The CTF's consensus is that residents want their community to have better streets overall, and want to see improvements made throughout the City road system. Past practices for street repair in IGH often focused too heavily on costly, full reconstruction of a small number of failing streets, instead of simpler and less expensive repair strategies spread across more miles to improve road condition and the Pavement Condition Index (PCI) rating citywide.

This paradigm shift would focus efforts on more cost-effective road repairs—such as mill and overlay and broad-area patch projects—on a citywide basis. This allows for curbs, gutters and existing utilities to remain in place while the roadway is rehabilitated at a lower cost to the City and property owners. (See explanation of terms on page 2.)

Effective Project Selection and Funding Strategies

The selection process for street repair going forward should be data-driven, the CTF recommended. Project selection

should be based on analysis of road conditions (PCI ratings) and project costs, instead of prioritizing projects by petition. Furthermore, the funding of street repairs needs to align closely with long-term City funding strategies, like the IGH five-year Capital Improvement Plan (CIP), and with review by the City Council and input from residents and property owners. Consistency, fairness and transparency in financing will be paramount, with street assessments made after a project is complete, based on actual costs and kept below a maximum rate.



New approach would focus efforts on more cost-effective road repairs on a citywide basis.

Early and Open Communication

Residents want to be the first to know about street projects that might impact their neighborhood. City staff are working on ways to plan for street projects at least 18-months in advance and to consistently inform property owners of project scope, cost and progress. Additionally, accurate and reliable project updates need to be available on an ongoing basis. During the time leading up to construction, the City will look to gain input from residents on traffic and other roadway concerns within a project area, so that street

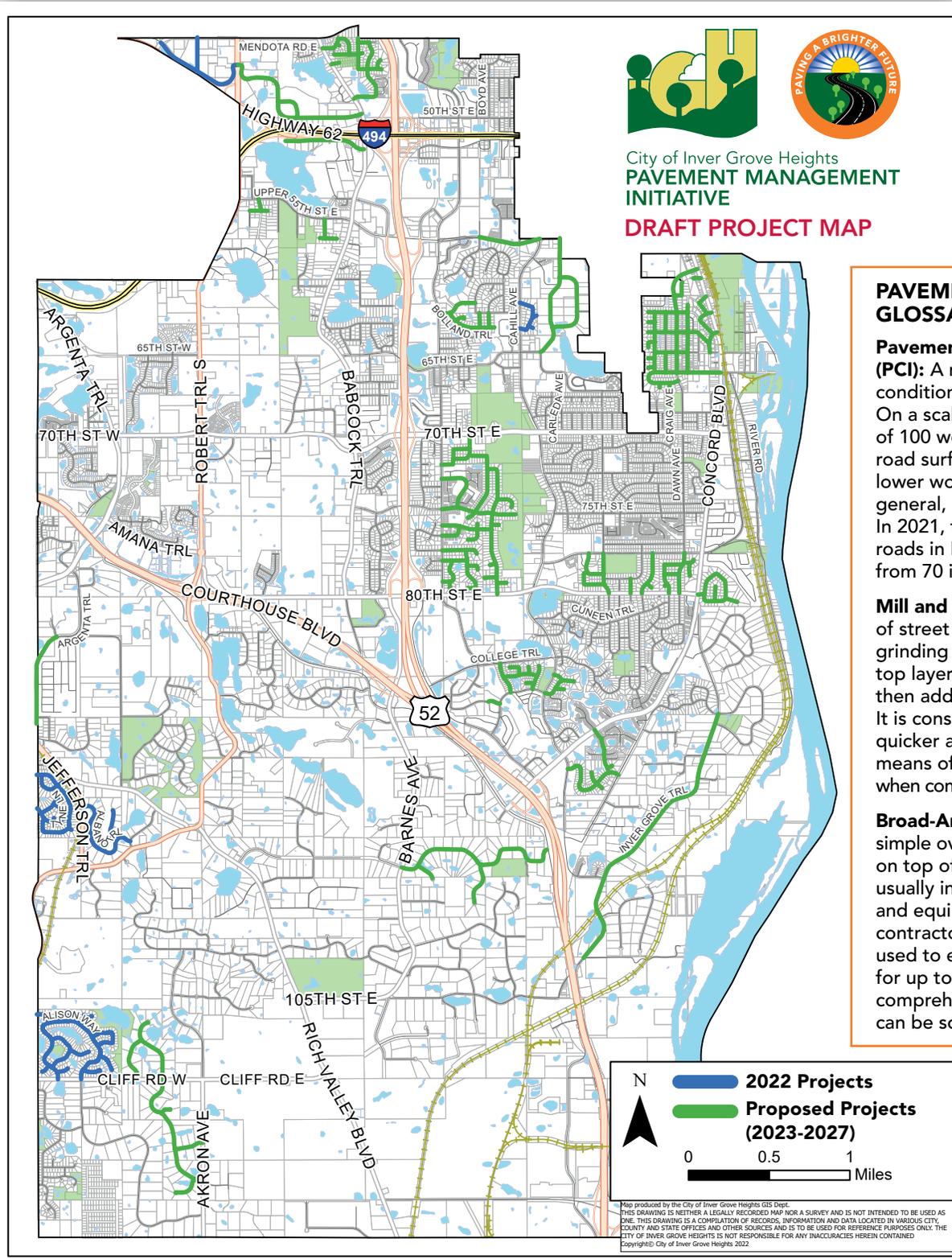
repair projects might also allow for the integration of traffic-calming strategies, such as narrowing roadways or creating crosswalks, where appropriate.

Paving a Brighter Future

The quality of our roads affects the quality of life in our community, and the funding and street repair recommendations outlined in the Pavement Management Initiative Citizen Task Force report will benefit residents, businesses and visitors to IGH for years to come. There is a lot of road work to be done in IGH, and with the CTF report, the City now has a clear, effective strategy for improving our streets. Thank you to the CTF for its efforts and for paving the way to a brighter future for the City.

Learn more at www.ighmn.gov/pavement.

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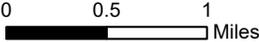
PAVEMENT REPAIR GLOSSARY OF TERMS

Pavement Condition Index (PCI): A rating system for the condition of a segment of road. On a scale of 0 to 100, a rating of 100 would indicate a perfect road surface. A rating of 50 or lower would indicate that, in general, a road needs repair. In 2021, the average PCI of roads in IGH was 60, down from 70 in 2020.

Mill and Overlay: A method of street repair that involves grinding off and recycling the top layer of blacktop on a road, then adding a new surface layer. It is considered a cost-effective, quicker and less disruptive means of raising a road's PCI when compared to other methods.

Broad-Area Patch (BAP): A simple overlay of new pavement on top of existing pavement, usually installed by City crews and equipment rather than a contractor. This approach is used to extend pavement life for up to 10 years until a more comprehensive rehabilitation can be scheduled or performed.


■ 2022 Projects
■ Proposed Projects (2023-2027)



Map produced by the City of Inver Grove Heights GIS Dept. THIS DRAWING IS NEITHER A LEGALLY RECORDED MAP NOR A SURVEY AND IS NOT INTENDED TO BE USED AS ONE. THIS DRAWING IS A COMPILATION OF RECORDS, INFORMATION AND DATA LOCATED IN VARIOUS CITY, COUNTY AND STATE OFFICES AND OTHER SOURCES AND IS TO BE USED FOR REFERENCE PURPOSES ONLY. THE CITY OF INVER GROVE HEIGHTS IS NOT RESPONSIBLE FOR ANY INACCURACIES HEREIN CONTAINED. Copyright © City of Inver Grove Heights 2022

Don't see your neighborhood on the project map? Don't panic! The City has 50 miles of roadway in need of repair and is actively reviewing and adjusting the list of streets and project types as the Pavement Management Initiative progresses. If you are concerned about the street condition in your neighborhood, we would like to hear from you! Here are steps that you can take:

- Email our Public Works department at pavement@ighmn.gov with your street address and concern.
- Check our website for news on public meetings related to proposed street projects: www.ighmn.gov/pavement.