



Infrastructure Services Division Street Condition Report

Street Maintenance: Repair Strategies



Street Maintenance: Supercrews



Pavement Management Objectives

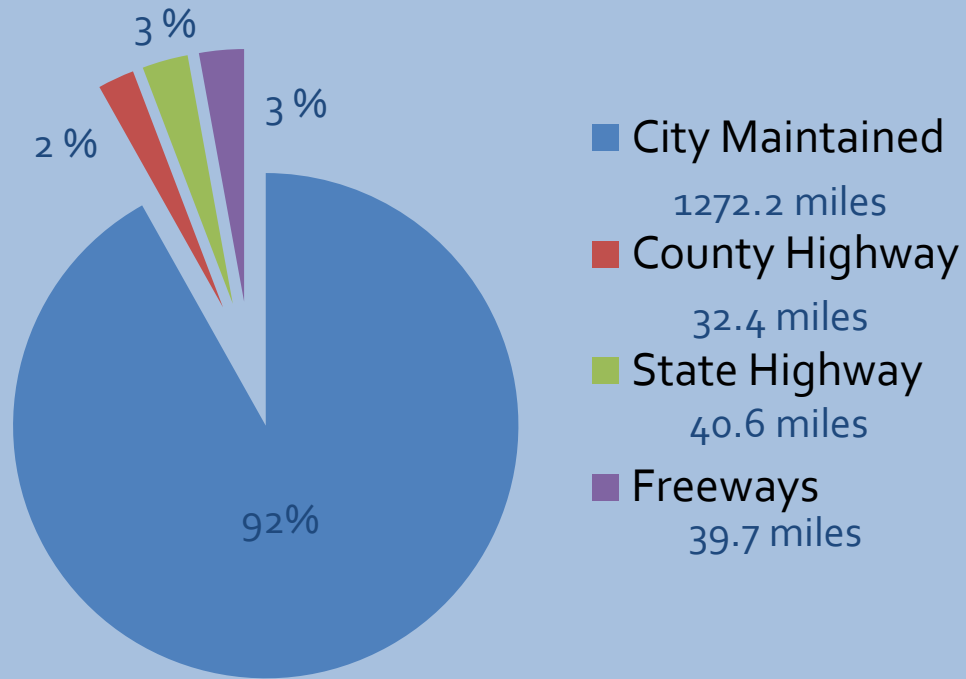
- Preserve and/or improve quality of streets
- Consider immediate and long term needs
- Systematic process to rank projects
- Publish 2-year program

Pavement Management Plan

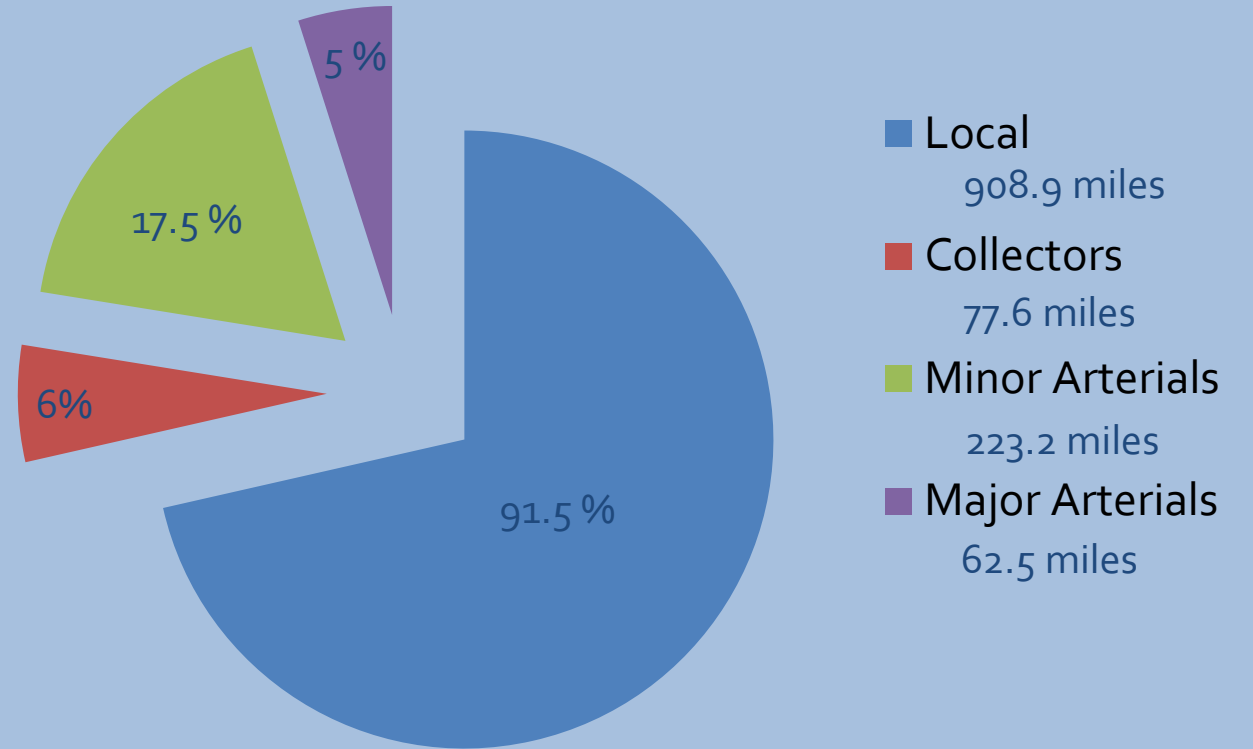
- Evaluate condition
- Apply appropriate treatment
 - Preventative maintenance
 - Resurface or reconstruct
- Get the most out of every dollar

Street Inventory

All Streets



City Maintained



How are streets and treatments chosen?

- PQI ranks street segments to narrow the list
- Visual inspection
- Street Maintenance Experience
- Pavement core samples
- Traffic volume (including transit, freight, pedestrian and bicycle)
- Coordinate needed pavement work with needed utility work
- Citizen complaints
- Allocate dollars to maintenance, resurfacing and reconstruction
- Grants and other leveraged funding opportunities
- Developments and TID's

Pavement Condition Rating

- **Transportation Aids Distributions:** Per State Statute, since 2001 each municipality and county shall assess the physical condition of highways under its jurisdiction, using a pavement rating system approved by the WISDOT. In 2015, \$2,202 per mile in mileage aid payment shall be available for each mile of road or street under the jurisdiction of a municipality.
- Stantec Consultant (Road Matrix)– WISDOT approved pavement rating system
 - 2013 – 2014 last survey
 - Data was delivered in Dec, 2014 – Stantec Consultants and the City of Milwaukee DPW staff have been analyzing the Data. This data was presented at the Capital Improvement Committee on June 25 2015 .
 - According to the data and the PQI rating system, 27% of the total city maintained roadways are in poor condition, 32% are in fair condition and 41% are in good to excellent condition.
 - The PQI rating is as follows: $PQI < 20$ is fail, $PQI < 40$ is poor and $PQI > 60$ is good
 - The average PQI in the City of Milwaukee as of 2015 is 61.3

Street Improvements: Local Street Program

2013

Local Program - \$13 m (17.4 miles)

HIP - \$1 m (3.6 miles)

2014

Local Program - \$13.5 (15.6 miles)

HIP - \$3.0 m (9 miles)

2015

Local Program - \$8.0 m (9.0 miles)

HIP - \$7 m (21.0 miles)

» Minus \$2m for Capital Maintenance & Engineering/Administration Costs



2015-16 Paving Programs

- 2015 Budget

- Local Street Program: 9.5 miles
- High Impact Program: 21 miles
- Major Street Program: 2 miles
- *Total Miles Improved:* 31 miles
- Replacement Cycle: **60 years**

- 2016 Request

- Local Street Program: 8 miles
- High Impact Program: 24 miles
- Major Street Program: 3.5 miles
- *Total Miles Improved:* 35.5 miles
- Replacement Cycle: **54 years**

2015 Requested Local Street Program (note \$2.0M LRIP in even years)

Year	Resurface/Reconstruct (Millions)	High Impact (Millions)
2015	\$10.0	\$7.0
2016	\$8.0	\$8.0
2017	\$10.0	\$8.0
2018	\$17.1	\$1.0
2019	\$17.1	\$1.0
2020	\$17.1	\$1.0
6 Yr Total	\$79.3	\$26.0

Miles constructed

Year	Mile
2007	4.2
2008	9.7
2009	9.5
2010	19.5
2011	15.9
2012	19.3
2013	17.2
2014	24.6 (including High Impact)

Street Improvements: Major Street Program

- State and Federal Funding
- Provide design and construction management for major and minor arterial streets
- Design and construction management for miscellaneous projects funded by Connecting Highway, Highway Safety Improvement Program (HSIP), Safe Routes to School (SRTS), Transportation Enhancement (TE), American Recovery and Reinvestment Act (ARRA), Municipal Streets Improvement Program (MSIP) or Congestion Mitigation Air Quality (CMAQ) program which are bid by the Wisconsin Department of Transportation (WISDOT)
- Coordinates with adjacent outlying communities on arterial paving projects crossing municipal boundaries funded by State and Federal Aid
- Coordinates with the WISDOT on State Trunk Highway Projects within the City Limits
- Represents City Interests on Milwaukee County Highway Paving and Bridge projects
- Coordinates Bridge Projects for projects funded with State and Federal Aid
- Point of Contact for North–South Mitchell Interchange, East-West I-94 resurfacing, and Zoo Interchange projects

2015 Adopted Major Street Program

Year	Total Request (Millions)	City Portion (Millions)
2015	\$44.999	\$ 7.791
2016	\$35.924	\$ 5.805
2017	\$36.855	\$ 5.832
2018	\$49.667	\$ 9.503
2019	\$31.537	\$ 7.050
2020	\$53.064	\$ 12.169
6 Yr Total	\$252.097	\$48.200

2015 Major Street Program (\$44,999,000)

- State Trunk Highways \$11,000,000
- Connecting Highways \$ 5,075,000
- County Trunk Highways \$ 80,000
- State Transportation Program \$ 9,981,000
- Other (CH,TE, CMAQ, LRIP, SRTS, etc.) \$18,863,000



STP (State Transportation Program) Funding to the City From WISDOT for Paving of Arterial Streets

<u>Funding Year</u>	<u>STP Funds</u>
2004-2005	\$12,042,850
2006-2007	\$11,687,730
2008-2009	\$10,965,750
2010-2012	\$12,309,509
2013-2014	\$11,796,858
2015-2018	\$42,289,192

