

2023 Pavement Rating Index (PRI)



2023 Pavement Management Plan 10-Year (2024-2033)

Prepared for:
City of New Hope, Minnesota

PRI RATING	
0 - 20	0.00 miles
21 - 40	0.00 miles
41 - 60	1.74 miles
61 - 80	33.06 miles
81 - 100	32.87 miles



November 2023
Stantec Project No. 193806134



Stantec Consulting Services Inc.
733 Marquette Avenue Suite 1000, Minneapolis MN 55402-2309

November 14, 2023
File: 193806134

Attention: Reece Bertholf
City Manager
City of New Hope
4401 Xylon Avenue North
New Hope, MN 55428

Reference: New Hope Pavement Management Update
2023 Pavement Management Plan (10-Year: 2024-2033)

Dear Reece,

As requested, we have updated New Hope's Pavement Management Plan to include street infrastructure and maintenance improvements over the next ten years. Street ratings have been updated through the project improvements completed in 2023 (see attached 2022 and 2023 PRI maps). The pavement management plan maps have also been updated for 2024-2033 (see attached maps).

The general progress update is within this letter, and additional information is attached including the maps and costs estimates which will be presented at the November 20th Council Work Session.

PAVEMENT MANAGEMENT STRATEGY PHILOSOPHY

The overall goal of the pavement management strategy is to improve the driving surface of the streets. Full reconstruction will only be completed on streets with an extreme amount of water breaks and/or other sewer infrastructure issues. Interim overlays will be planned, and the amount of utility rehabilitation or replacement will be limited. This more aggressive approach to pavement management was agreed to by City Council in 2014, and will provide the following:

- Improve Quality of Life
- Increase Aesthetic Value
 - Increase in Home Value
- Increase Safety
- Build up Water and Utility Funds

Reference: New Hope Pavement Management Update

PAVEMENT RATING UPDATE

Prior to 2015, the ratings were previously completed by GoodPointe Technology using the Pavement Condition Index (PCI). As city staff now can rate streets using the city’s asset management program, Infraseek, a similar but simpler rating system is being utilized, Pavement Rating Index (PRI). The PRI scale and description is shown below:

Pavement Rating	Rating Description
81-100	Excellent
61-80	Good
41-60	Poor
21-40	Very Poor
1-20	Failing

New Hope has taken a more aggressive approach to pavement management and the higher pavement ratings are a result of the improvements completed since 2013. The table below provides the recent past ratings and the updated ratings completed in 2023. This table was separated by local roads and municipal state aid (MSA) roads, as they can be funded by using local or MSA funds.

	2013 Average PCI	2015 Avg PRI	2016 Avg PRI	2017 Avg PRI	2018 Avg PRI	2019 Avg PRI	2020 Avg PRI	2021 Avg PRI	2022 Avg PRI	2023 Average PRI
City Streets										
Local Streets	65.97	73.37	74.1	75.93	74.48	75.91	80.06	81.43	81.76	82.64
MSA Streets	62.05	71.42	77.12	75.51	80.95	81.24	82.06	80.79	79.34	78.20

Generally, a good target for the average PRI should be in the 61-80 or “Good” pavement rating range. As time goes by, street conditions degrade, and pavement ratings decline. Following the Pavement Management Plan shown below provides as a guide to complete structural and maintenance improvements and will keep the streets in good and acceptable conditions.

PAVEMENT MANAGEMENT PLAN (2024-2033)

Attached are maps of the current proposed street improvement projects. Streets identified for improvements were selected from a variety of factors including the pavement conditions, past improvements, adjacent Mn/DOT projects, and utility conditions (such as water main breaks, and failing utility pipes and structures).

The streets identified were also selected to be improved within the current capital improvement plan (CIP) budget. The associated cost estimates for the type of improvement are attached. The estimated costs include total project costs, including 3% inflation each year. As discussed in past reports, staff has used higher rates at times depending on inflation.

Reference: New Hope Pavement Management Update

The pavement management plan is a continual fluid process as project costs will change, as well as the conditions of the pavement and utility infrastructure. The plan generally follows the schedule shown on the following pages, although some streets may deviate and require interim overlays or seal coat/fog seal improvements to improve the pavement condition while building up utility and street funds to complete a more extensive improvement in the future.

The improvements shown in color below are more significant structural improvements. The intermediate crack seal, seal coat, and fog seal are maintenance improvements.

General Pavement Management Schedule (Previous)

Year	Pavement Management Improvement
0	Full Reconstruction/New Street
3	Crack Seal
6	Crack Seal, Seal Coat, Fog Seal
9	Crack Seal
12	Crack Seal, Seal Coat, Fog Seal
18	Mill & Overlay
21	Crack Seal
24	Crack Seal, Seal Coat, Fog Seal
27	Crack Seal
30	Crack Seal, Seal Coat, Fog Seal
36	Reclaim/Full Pavement Removal
39	Crack Seal
42	Crack Seal, Seal Coat, Fog Seal
45	Crack Seal
48	Crack Seal, Seal Coat, Fog Seal
54	Mill & Overlay
57	Crack Seal
60	Crack Seal, Seal Coat, Fog Seal
63	Crack Seal
66	Crack Seal, Seal Coat, Fog Seal
72	Full Reconstruction/New Street

Reference: New Hope Pavement Management Update

Because the City is seeing a longer life with seal coats and fog seals, Public Works and Engineering Staff have been working to adjust to the General Pavement Management Schedule as follows:

General Pavement Management Schedule (Current) for
 Local Streets and Lower Traffic MSA Streets

Year	Pavement Management Improvement
0	Full Reconstruction/New Street
3	Crack Fill
5	Seal Coat, Fog Seal
9	Crack Fill
12	Crack Fill
13	Seal Coat, Fog Seal
15	Crack Fill
20	Mill & Overlay
23	Crack Fill
25	Seal Coat, Fog Seal
29	Crack Fill
32	Crack Fill
33	Seal Coat, Fog Seal
35	Crack Fill
40	Reclaim/Full Pavement Removal
43	Crack Fill
45	Seal Coat, Fog Seal
49	Crack Fill
52	Crack Fill
53	Seal Coat, Fog Seal
55	Crack Fill
60	Mill & Overlay
63	Crack Fill
65	Seal Coat, Fog Seal
69	Crack Fill
72	Crack Fill
73	Seal Coat, Fog Seal
75	Crack Fill
80	Full Reconstruction/New Street

Reference: New Hope Pavement Management Update

The proposed adjustment would put Local Streets and lower traffic Municipal State Aid (MSA) Streets on an 80-year versus 72-year cycle. Also, because the city has experienced some stripping of seal coats on higher traffic MSA Streets, Public Works and Engineering Staff have been working adjust the General Pavement Management Schedule for those streets as follows:

General Pavement Management Schedule (Current) for Higher Traffic MSA Streets

Year	Pavement Management Improvement
0	Full Reconstruction/New Street
3	Crack Fill
6	Crack Fill
9	Crack Fill
12	Crack Fill
18	Mill & Overlay
21	Crack Fill
24	Crack Fill
27	Crack Fill
30	Crack Fill
36	Reclaim/Full Pavement Removal
39	Crack Fill
42	Crack Fill
45	Crack Fill
48	Crack Fill
54	Mill & Overlay
57	Crack Fill
60	Crack Fill
63	Crack Fill
66	Crack Fill
72	Full Reconstruction/New Street

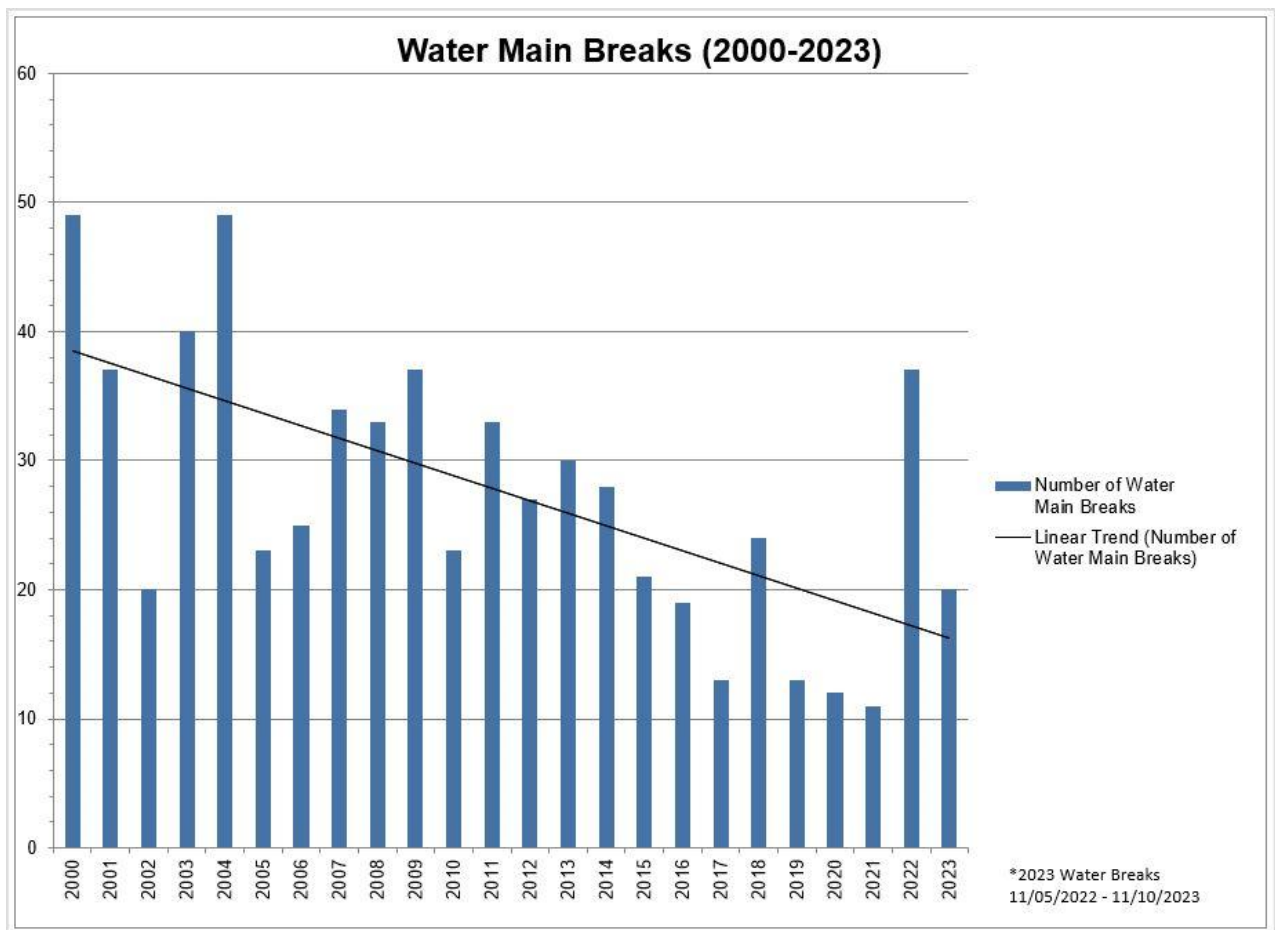
Some adjustments were made in the 2020-2023 Crack Seal, Seal Coat, and Fog Seal Project because of the 'Current' schedules. Public Works and Engineering Staff will continue to evaluate seal coat and fog seal conditions in Spring 2024. If we see a continual improvement in life of the seal coats and fog seals, we will continue the transition from the 'Previous' to 'Current' pavement management program citywide. The 80-year program (for local streets and lower traffic MSA streets) and 72-year program (for higher traffic MSA streets) is considered the 'Current' program at this time.

Reference: New Hope Pavement Management Update

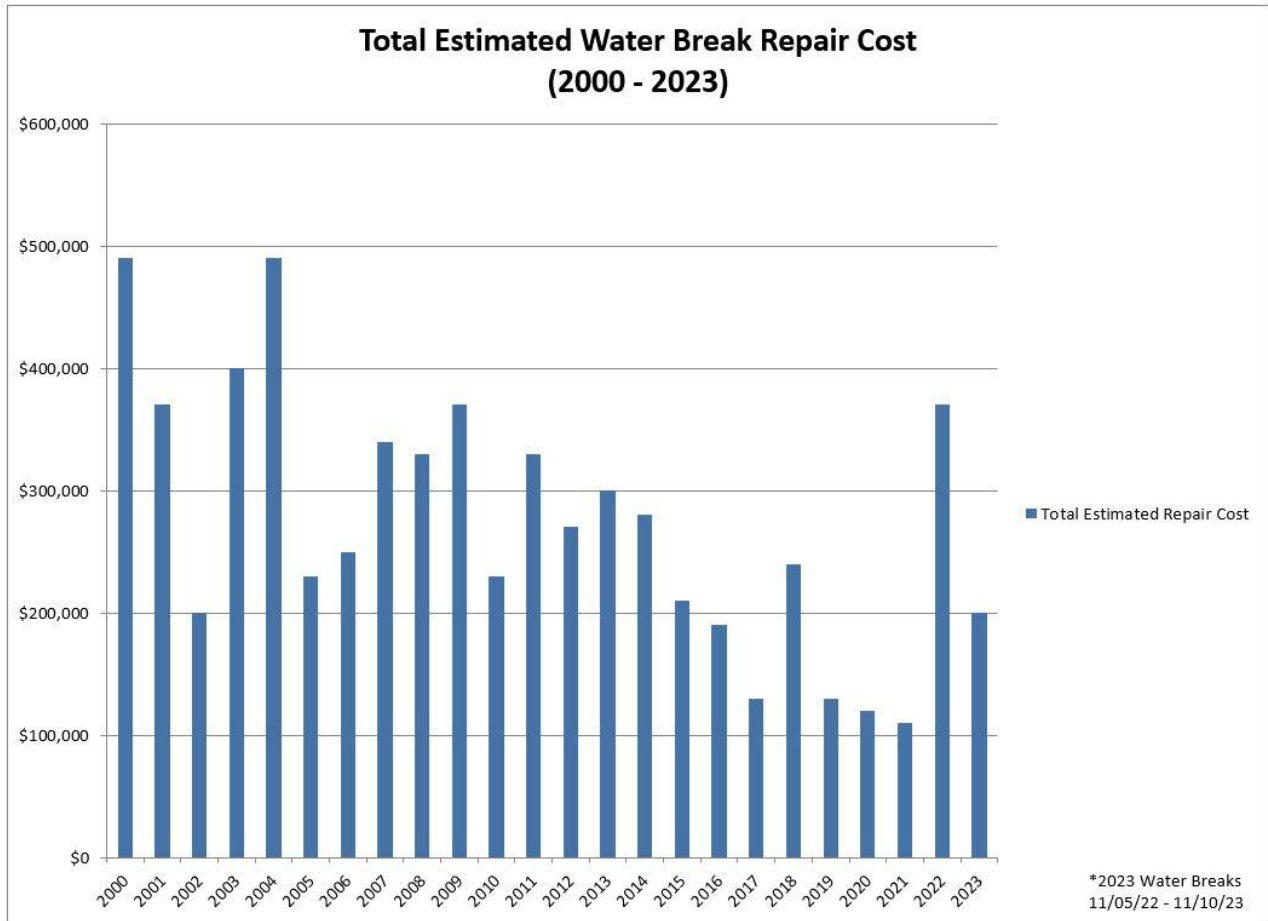
WATER MAIN INFRASTRUCTURE DISCUSSION

As discussed above, failing infrastructure is one of the primary factors when considering when and what type of street improvement is necessary. Approximately 62% of the city's water main is cast iron pipe and is over 40 and 50 years old. Although the water main may be aged, this may not necessarily mean all the pipe is in poor condition. Replacing water main is expensive, and full reconstruction is typically limited by the amount of water funding available.

One way of analyzing the condition is through the amount of water main breaks and where they occur (see attached Water Break map). Since 2000, New Hope has averaged approximately 27 water main breaks per year, which results in high repair costs. As shown in the water main break charts below, the trend is declining, which may be a result of the focus to reconstruct the streets and replace the water main in the areas with a more extreme amount of water breaks.



Reference: New Hope Pavement Management Update



CURRENT PAVEMENT MANAGEMENT PROGRESS – “WHERE ARE WE AT?”

Since 2013, approximately 38.85 miles of street have been improved of the entire City's approximate 65 miles of local and MSA streets.

One way of identifying the progress of the more aggressive pavement management program is reviewing the past and current ratings, and more specifically reviewing those streets with a rating in the “Poor Condition” rating (less than 60 PRI) or worse. Prior to 2013, 23.47 miles or 36% of the streets were rated in poor condition. Although a city's pavement management is never complete or “done”, the city currently has 1.74 miles or 2.6% of the streets rated in poor condition or worse as shown in the following table.

Reference: New Hope Pavement Management Update

"Poor Condition" or Worse (less than 60 PRI)	2017 Streets	2018 Streets	2019 Streets	2020 Streets	2021 Streets	2022 Streets	2023 Streets
Miles of Street	10.55	10.38	9.37	4.96	3.76	3.17	1.74
Percent of Total Streets	16%	16%	14.4%	7.6%	5.8%	4.9%	2.6%

Street improvements, maintenance or structural (or both), are planned to be completed for all New Hope streets within the updated 10-Year Pavement Management Plan.

If you have any questions or require further information, please call me at (612) 712-2021.

Sincerely,

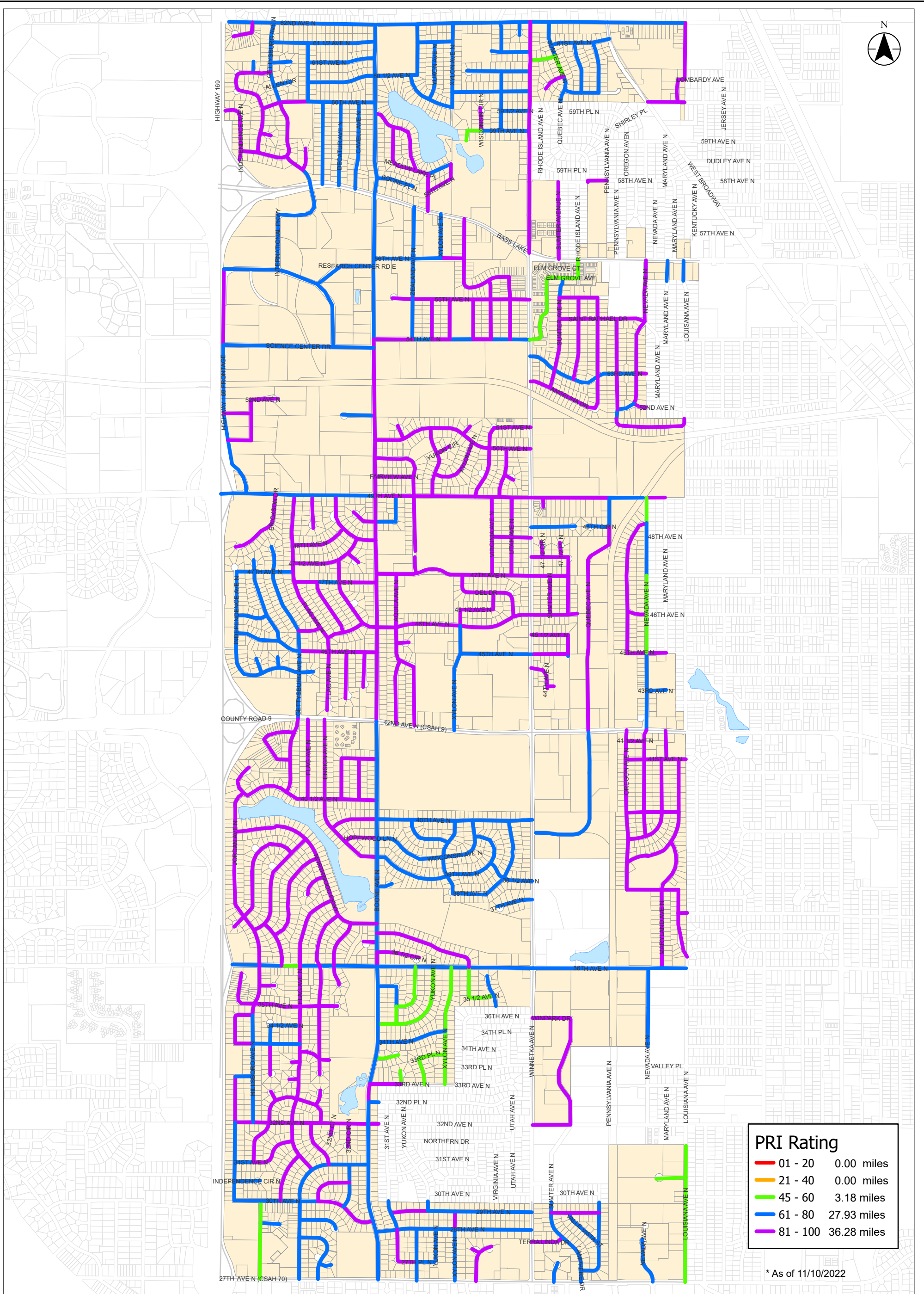
Stantec Consulting Services Inc.



Dan D. Boyum, P.E.

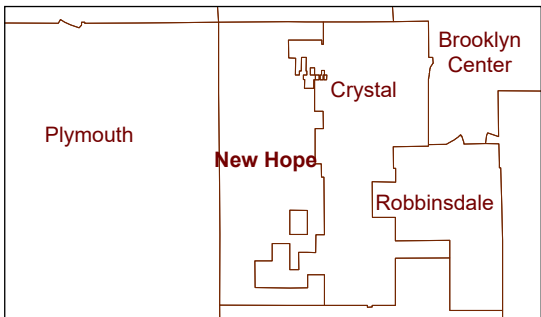
Attachments: Maps: 2022 & 2023 PRI Ratings, 2024-2033 Street Infrastructure and Maintenance Projects, Watermain Breaks; PMP Cost Estimate Summary.

Cc: Bernie Weber, Susan Rader, Dave Lemke, Nick Macklem, Andrew Kramer, Matt Rowedder, Ann Ackerson, Zach Naslund – Stantec.



PRI Rating	
01 - 20	0.00 miles
21 - 40	0.00 miles
45 - 60	3.18 miles
61 - 80	27.93 miles
81 - 100	36.28 miles

* As of 11/10/2022



2022 Pavement Rating Index (PRI)

New Hope, Minnesota 2023 Pavement Management Plan

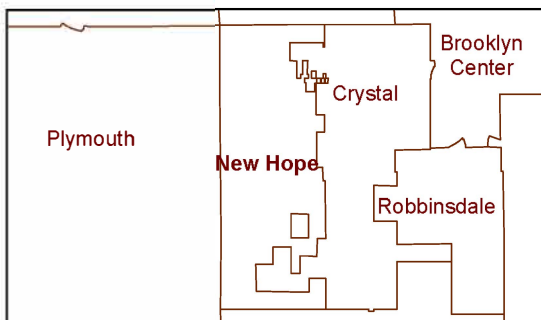
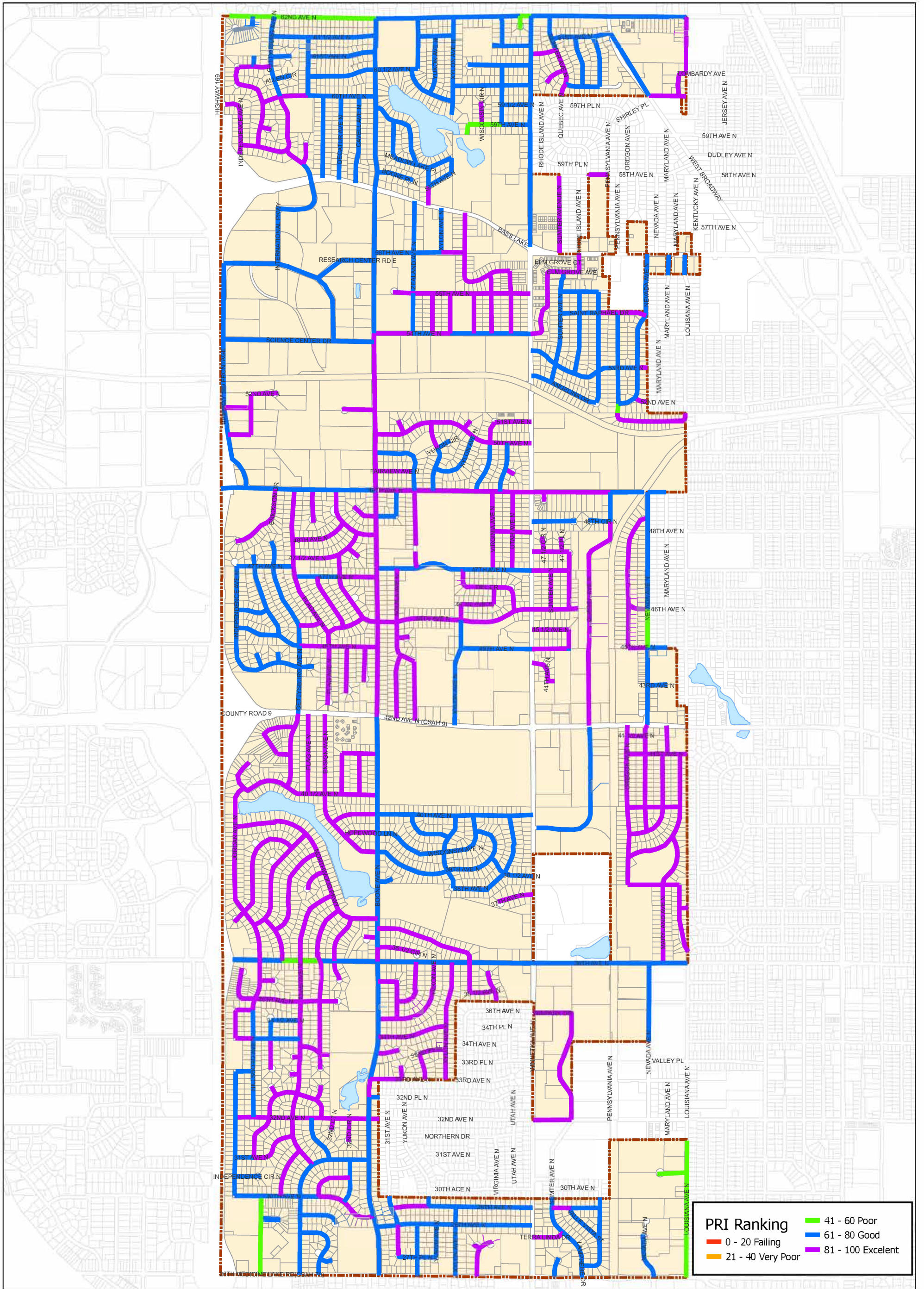
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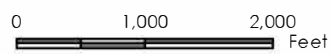
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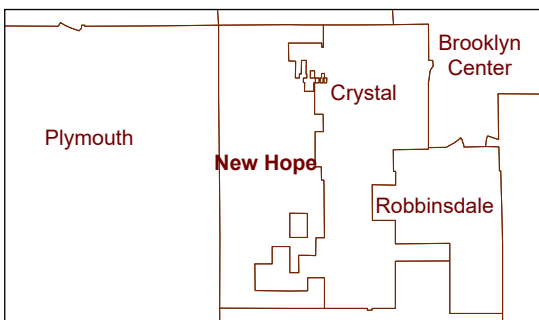
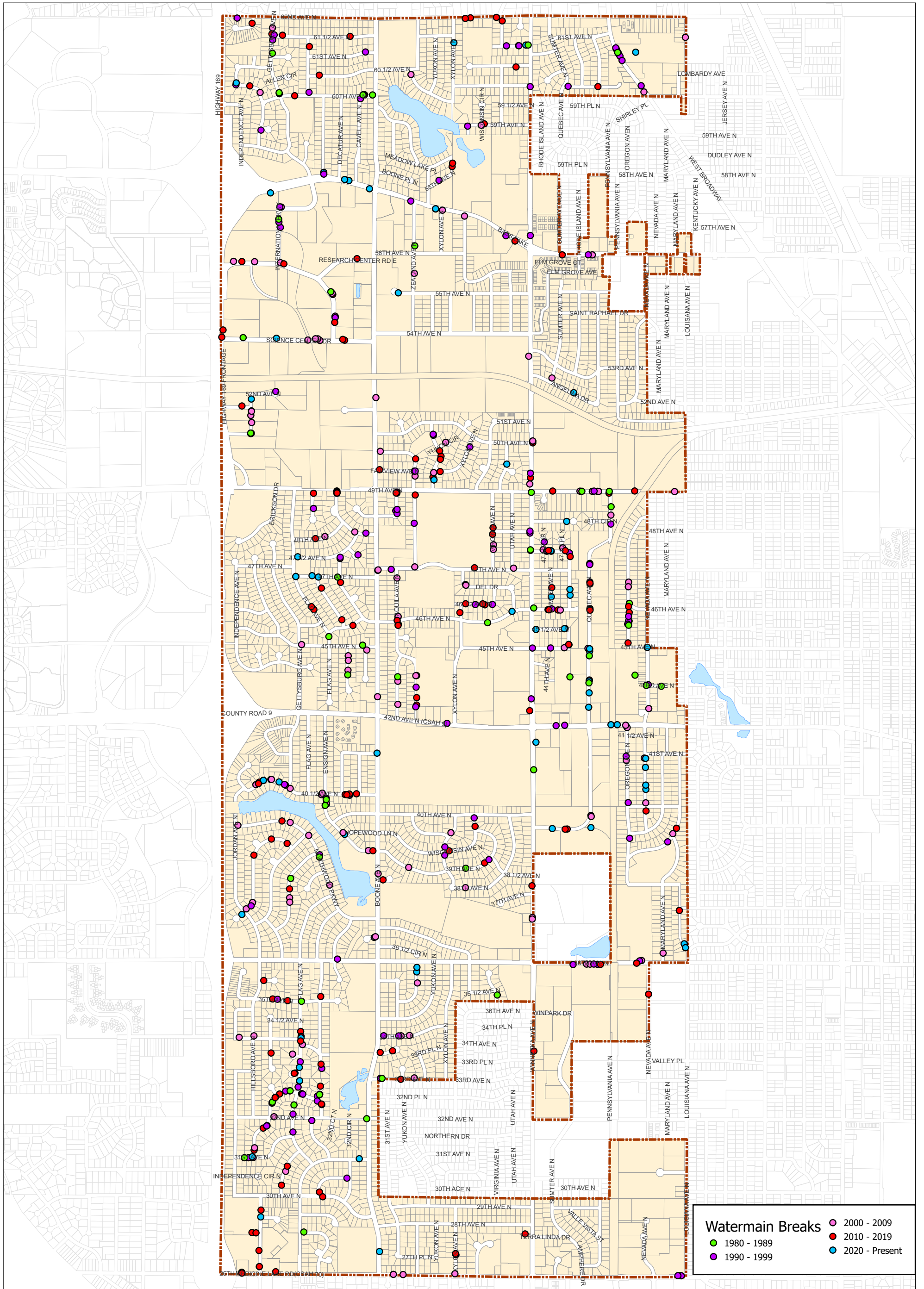
2023 Pavement Rating Index (PRI)

New Hope, Minnesota

2023 Pavement Management Plan



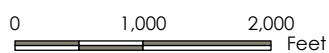
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Watermain Breaks

New Hope, Minnesota

2023 Pavement Management Plan



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New Hope 10-Year Pavement Management Plan

Unit Prices/Square Foot

Inflation Rate = 3.00% (Note - 3% was used on most years, but higher rates may be used due to inflation)

Updated 11/14/2023

Note: All Costs include construction + 20% Indirect Costs

LOCAL STREETS

MAINTENANCE	2024		2025		2026		2027		2028		2029		2030		2031		2032	
	Area (SF)	Cost	Area (SF)	Cost	Area (SF)	Cost	Area (SF)	Cost	Area (SF)	Cost	Area (SF)	Cost	Area (SF)	Cost	Area (SF)	Cost	Area (SF)	Cost
Crack Seal	2,587,399	\$160,967.26	2,867,309	\$183,732.47	1,042,855	\$68,829.15	3,366,854	\$228,881.21	2,038,207	\$142,715.59	2,397,373	\$172,900.34	2,720,561	\$202,095.21	2,077,481	\$158,954.12	2,239,538	\$176,494.20
Seal Coat	557,467	\$166,056.10	1,154,120	\$354,098.07	988,300	\$312,319.27	661,850	\$215,430.19	1,389,367	\$465,801.98	1,095,445	\$378,278.85	1,158,180	\$411,940.91	722,352	\$264,633.44	4,508	\$1,701.05
Fog Seal	557,467	\$62,299.75	1,154,120	\$132,847.99	988,300	\$117,173.72	661,850	\$80,823.57	1,389,367	\$174,756.27	1,095,445	\$141,919.97	1,158,180	\$154,549.06	722,352	\$99,283.29	4,508	\$638.19
Subtotal Maintenance		\$389,323.10		\$670,678.53		\$498,322.14		\$525,134.97		\$783,273.84		\$693,099.15		\$768,585.18		\$522,870.85		\$178,833.44

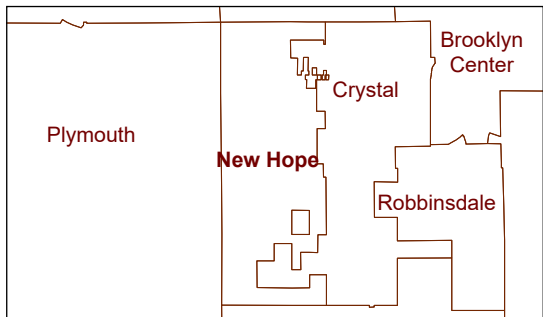
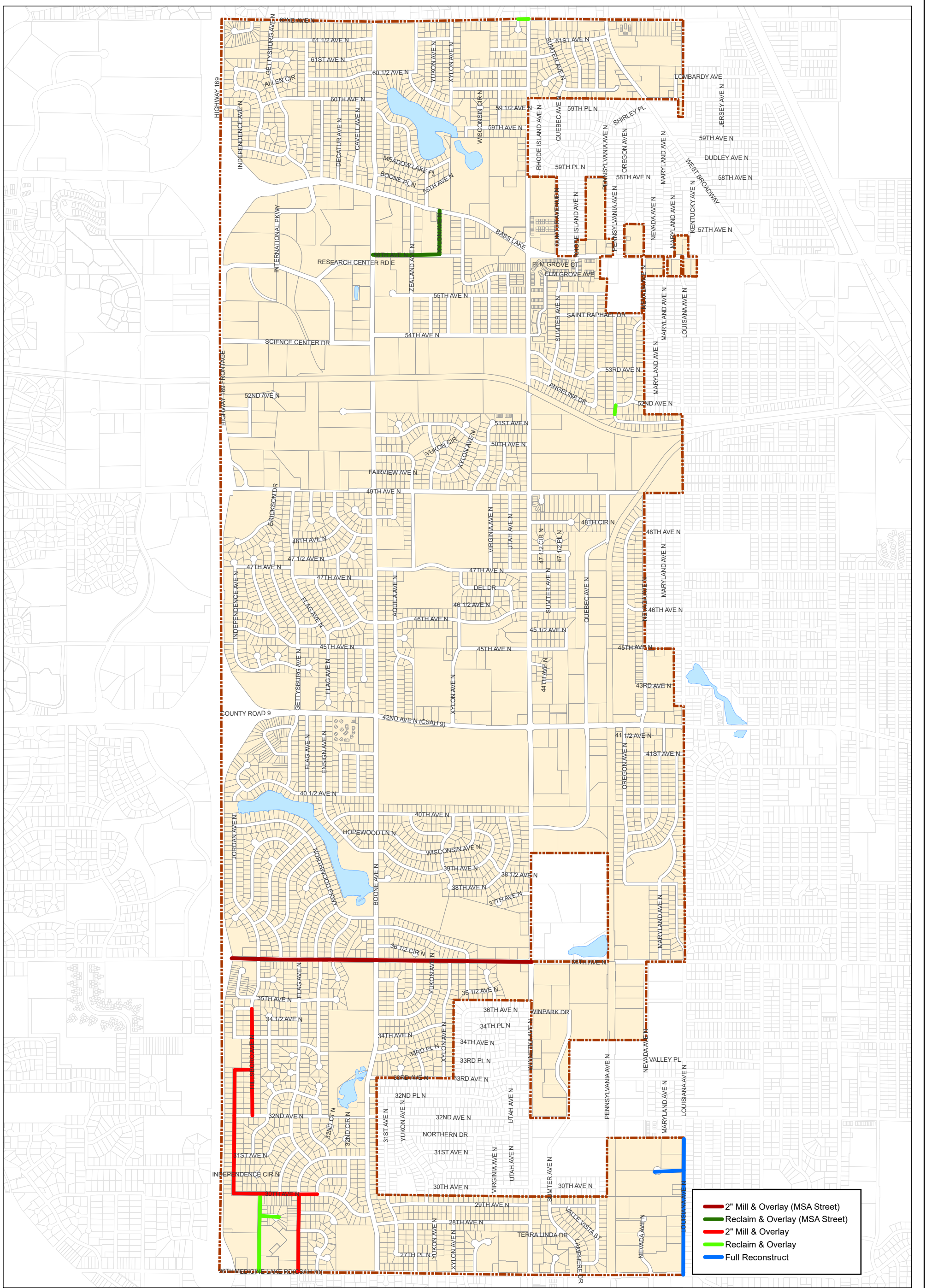
INFRASTRUCTURE	2024		2025		2026		2027		2028		2029		2030		2031		2032	
	Area (SF)	Cost	Area (SF)	Cost	Area (SF)	Cost	Area (SF)	Cost	Area (SF)	Cost	Area (SF)	Cost	Area (SF)	Cost	Area (SF)	Cost	Area (SF)	Cost
2" Mill & Overlay	147,496	\$715,425.06	125,692	\$446,379.12	534,747	\$1,602,641.17	0	\$0.00	171,353	\$582,028.76	0	\$0.00	409,445	\$1,475,446.07	0	\$0.00	72,941	\$278,851.62
Reclaim & 3" Overlay	50,495	\$231,397.46	367,296	\$1,531,379.97	154,694	\$689,147.60	0	\$0.00	297,546	\$1,355,605.66	317,603	\$1,490,391.94	12,684	\$61,306.90	10,290	\$51,227.80	157,456	\$807,396.36
Reconstruct	13,968	\$406,547.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
Subtotal Structural Improvements		\$1,353,369.52		\$1,977,759.09		\$2,291,788.77		\$0.00		\$1,937,634.42		\$1,490,391.94		\$1,536,752.97		\$51,227.80		\$1,086,247.98

Total Street Cost		\$1,742,692.62		\$2,648,437.62		\$2,790,110.91		\$525,134.97		\$2,720,908.26		\$2,183,491.10		\$2,305,338.15		\$574,098.65		\$1,265,081.41
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MUNICIPAL STATE AID (MSA)	2024		2025		2026		2027		2028		2029		2030		2031		2032	
INFRASTRUCTURE	Area (SF)	Cost	Area (SF)	Cost	Area (SF)	Cost	Area (SF)	Cost	Area (SF)	Cost	Area (SF)	Cost	Area (SF)	Cost	Area (SF)	Cost	Area (SF)	Cost
2" Mill & Overlay	224,010	\$695,614.13	5,096	\$15,840.59	94,396	\$302,225.46	0	\$0.00	143,795	\$488,423.92	0	\$0.00	174,834	\$630,018.20	311,282	\$1,155,365.58	0	\$0.00
Reclaim & 3" Overlay	60,300	\$268,217.40	0	\$0.00	0	\$0.00	87,768	\$388,219.77	132,933	\$605,636.63	0	\$0.00	0	\$0.00	0	\$0.00	313,805	\$1,609,114.24
Reconstruct	36,800	\$1,087,572.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
Subtotal Structural Improvements		\$2,051,403.53		\$15,840.59		\$302,225.46		\$388,219.77		\$1,094,060.55		\$0.00		\$630,018.20		\$1,155,365.58		\$1,609,114.24

Average Annual Cost - Maintenance	\$581,280.85
Average Annual Cost - Structural (Local Only)	\$1,391,758.27

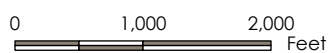
2023-2032 PMP Project Costs											2024 - 2033
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	10-YR Totals
Local Street Cost	\$1,742,692.62	\$2,648,437.62	\$2,790,110.91	\$525,134.97	\$2,720,908.26	\$2,183,491.10	\$2,305,338.15	\$574,098.65	\$1,265,081.41	\$2,875,294.46	\$19,630,588.16
MSA Street Cost	\$2,051,403.53	\$15,840.59	\$302,225.46	\$388,219.77	\$1,094,060.55	\$0.00	\$630,018.20	\$1,155,365.58	\$1,609,114.24	\$652,729.27	\$7,898,977.19
Water Cost	\$232,326.80	\$120,000.00	\$50,000.00	\$65,000.00	\$986,000.00	\$70,000.00	\$70,000.00	\$2,282,197.69	\$70,000.00	\$75,000.00	\$4,020,524.49
Sanitary Sewer Cost	\$88,030.80	\$166,100.00	\$30,000.00	\$100,000.00	\$100,000.00	\$100,000.00	\$150,000.00	\$150,000.00	\$0.00	\$0.00	\$884,130.80
Storm Sewer Cost	\$466,769.80	\$172,000.00	\$40,000.00	\$200,000.00	\$200,000.00	\$80,000.00	\$200,000.00	\$400,000.00	\$0.00	\$0.00	\$1,758,769.80
Total	\$4,581,223.55	\$3,122,378.21	\$3,212,336.37	\$1,278,354.74	\$5,100,968.81	\$2,433,491.10	\$3,355,356.35	\$4,561,661.92	\$2,944,195.65	\$3,605,056.72	\$34,192,990.44



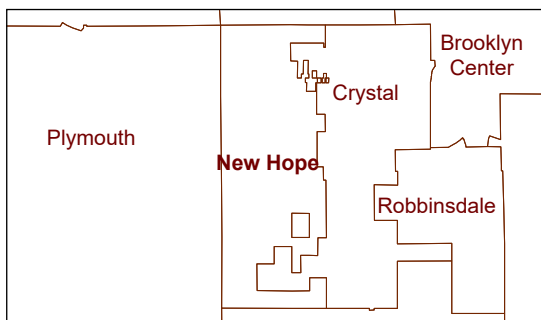
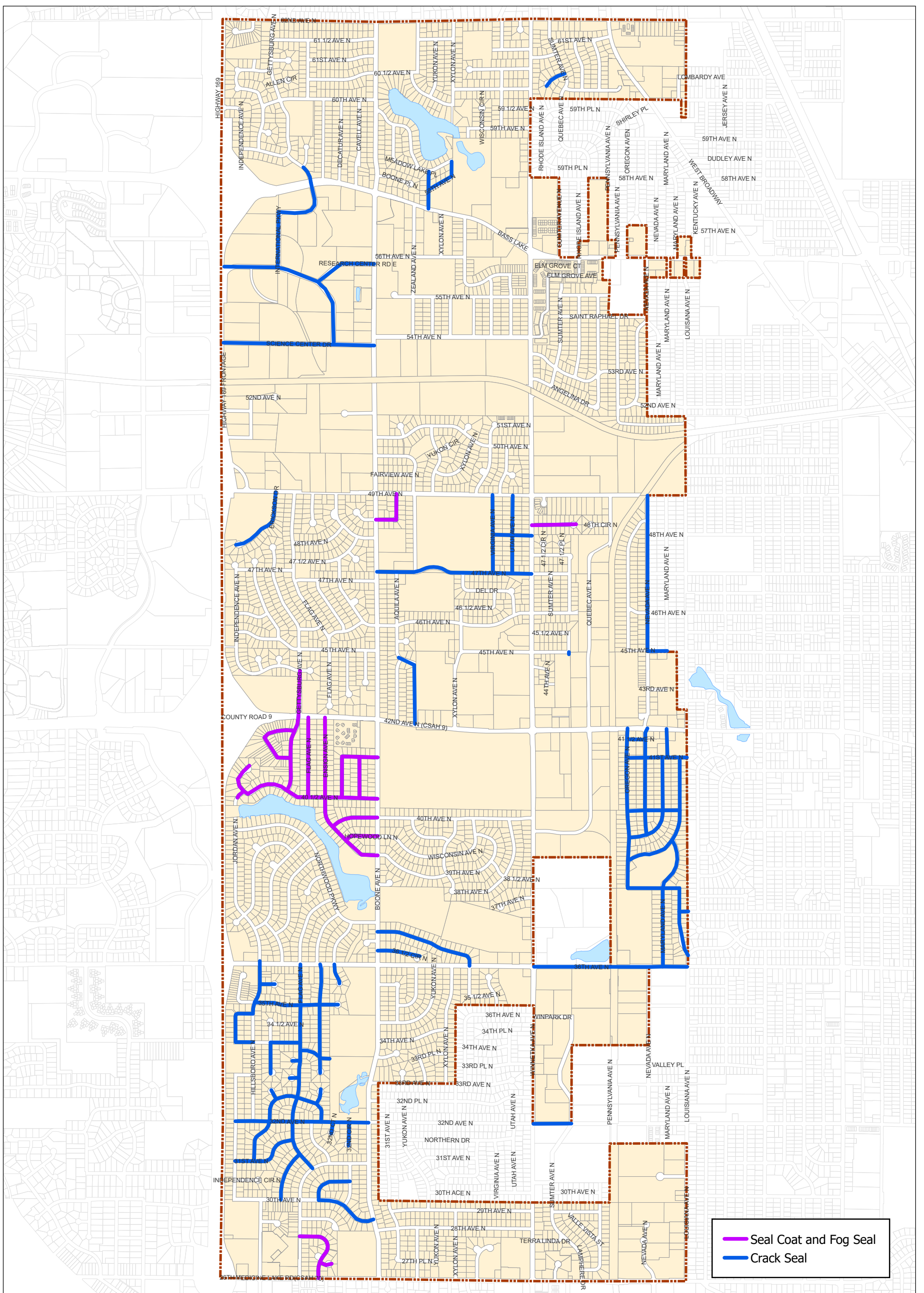
2024 Street Infrastructure Projects

New Hope, Minnesota

2023 Pavement Management Plan



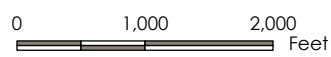
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2024 Street Maintenance Projects

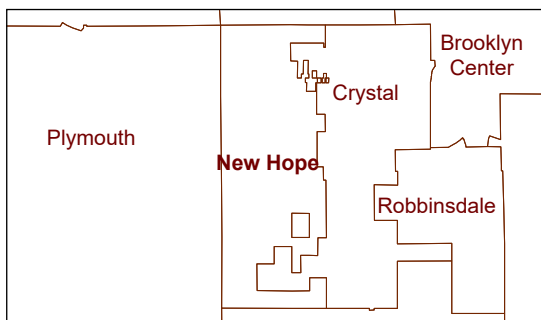
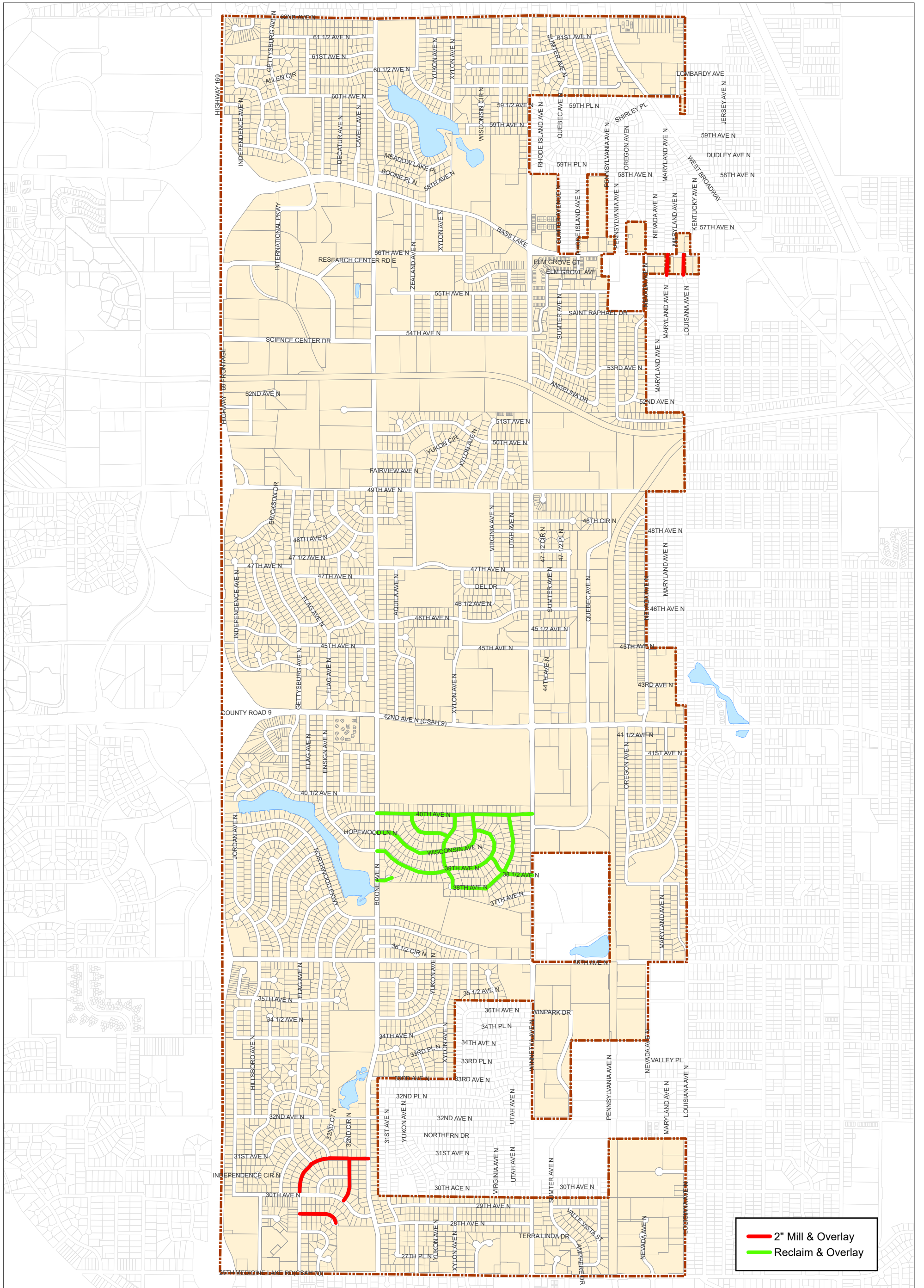
New Hope, Minnesota

2023 Pavement Management Plan



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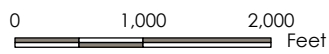
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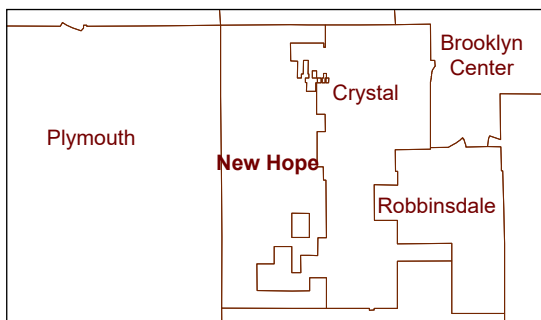
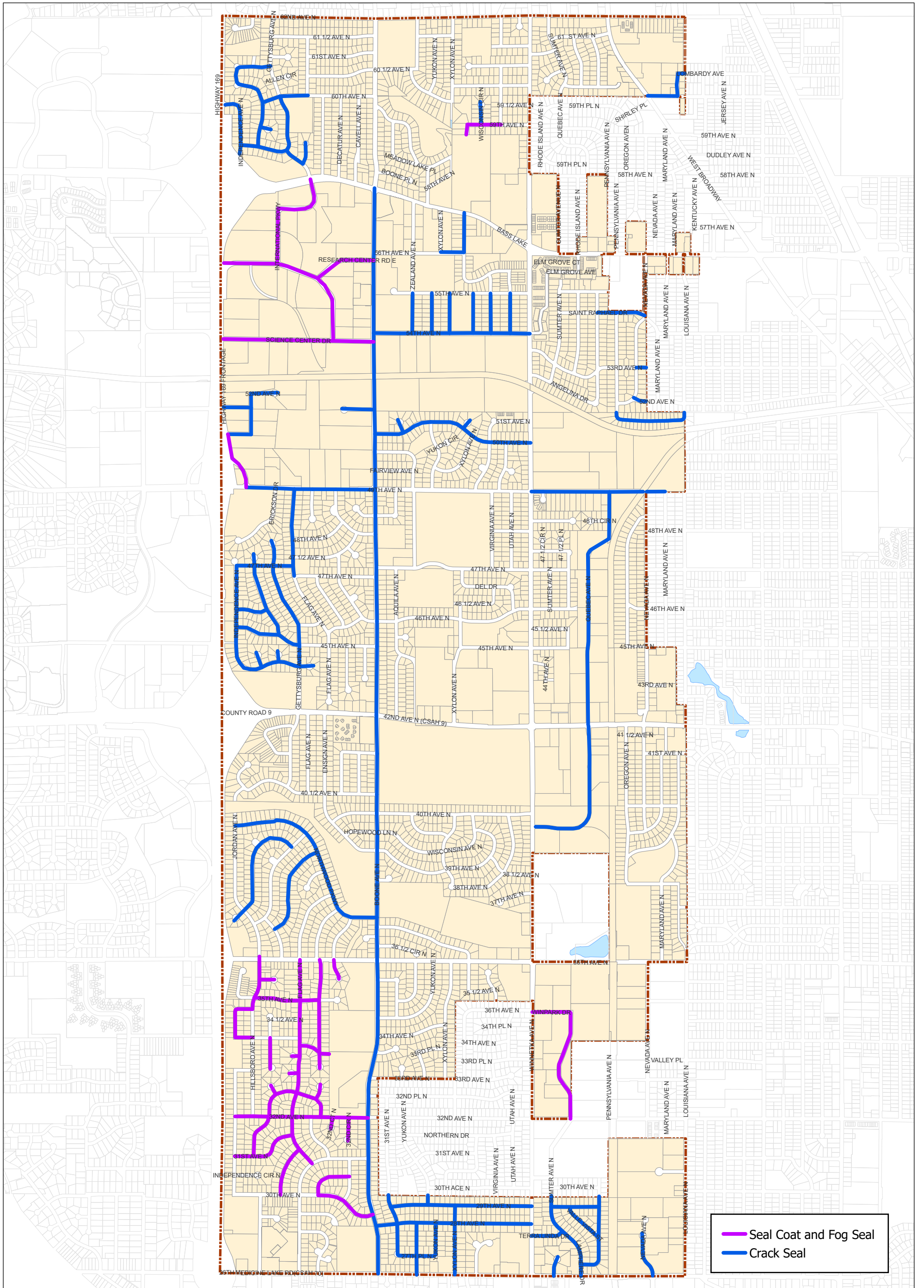
2025 Street Infrastructure Projects

New Hope, Minnesota

2023 Pavement Management Plan



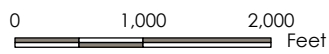
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2025 Street Maintenance Projects

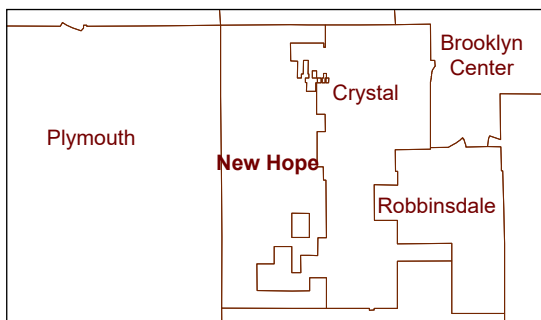
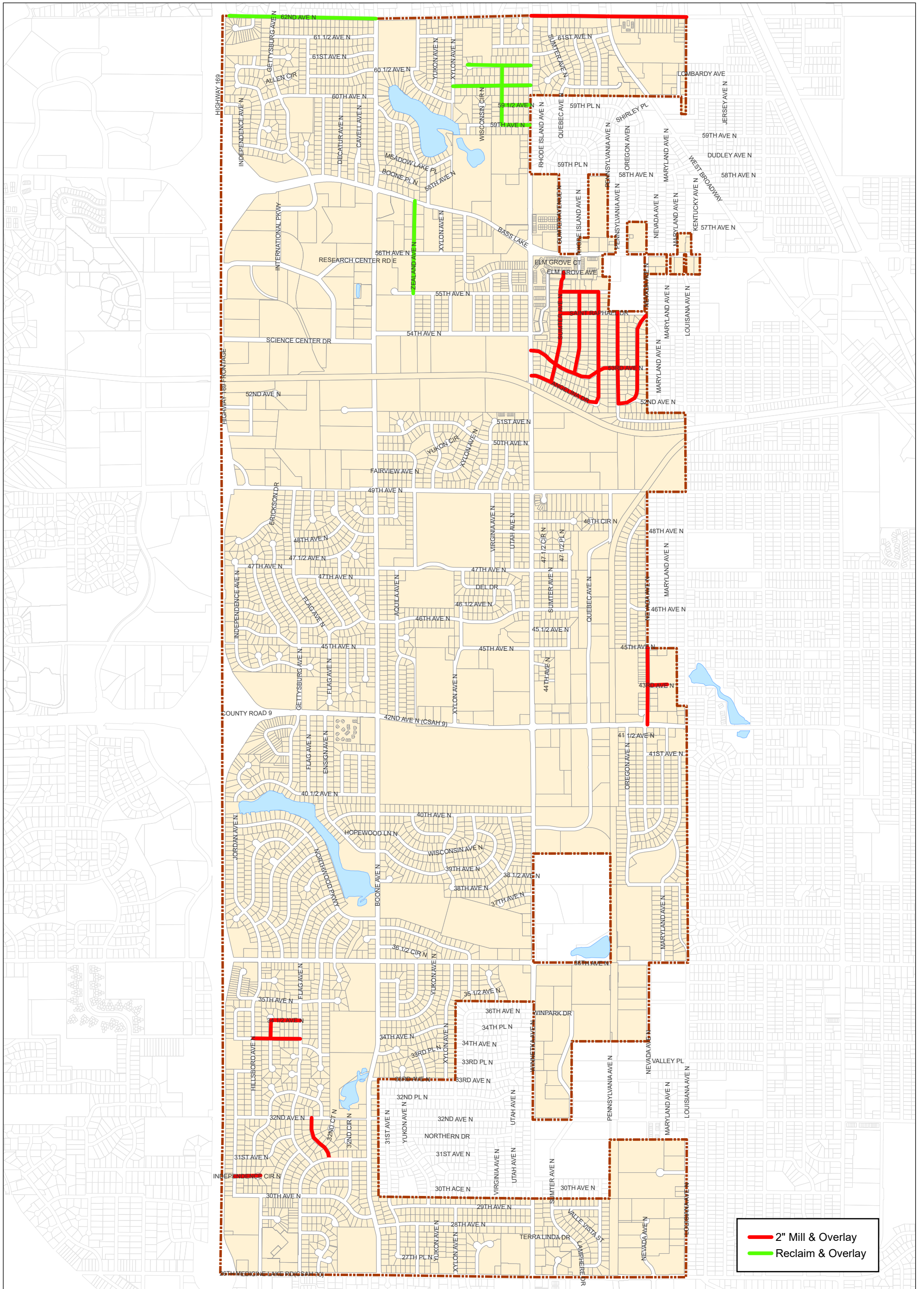
New Hope, Minnesota

2023 Pavement Management Plan



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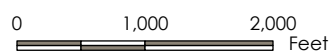
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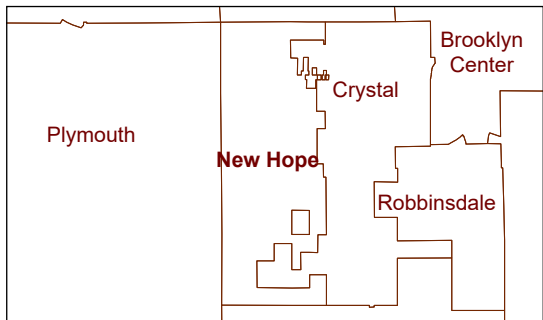
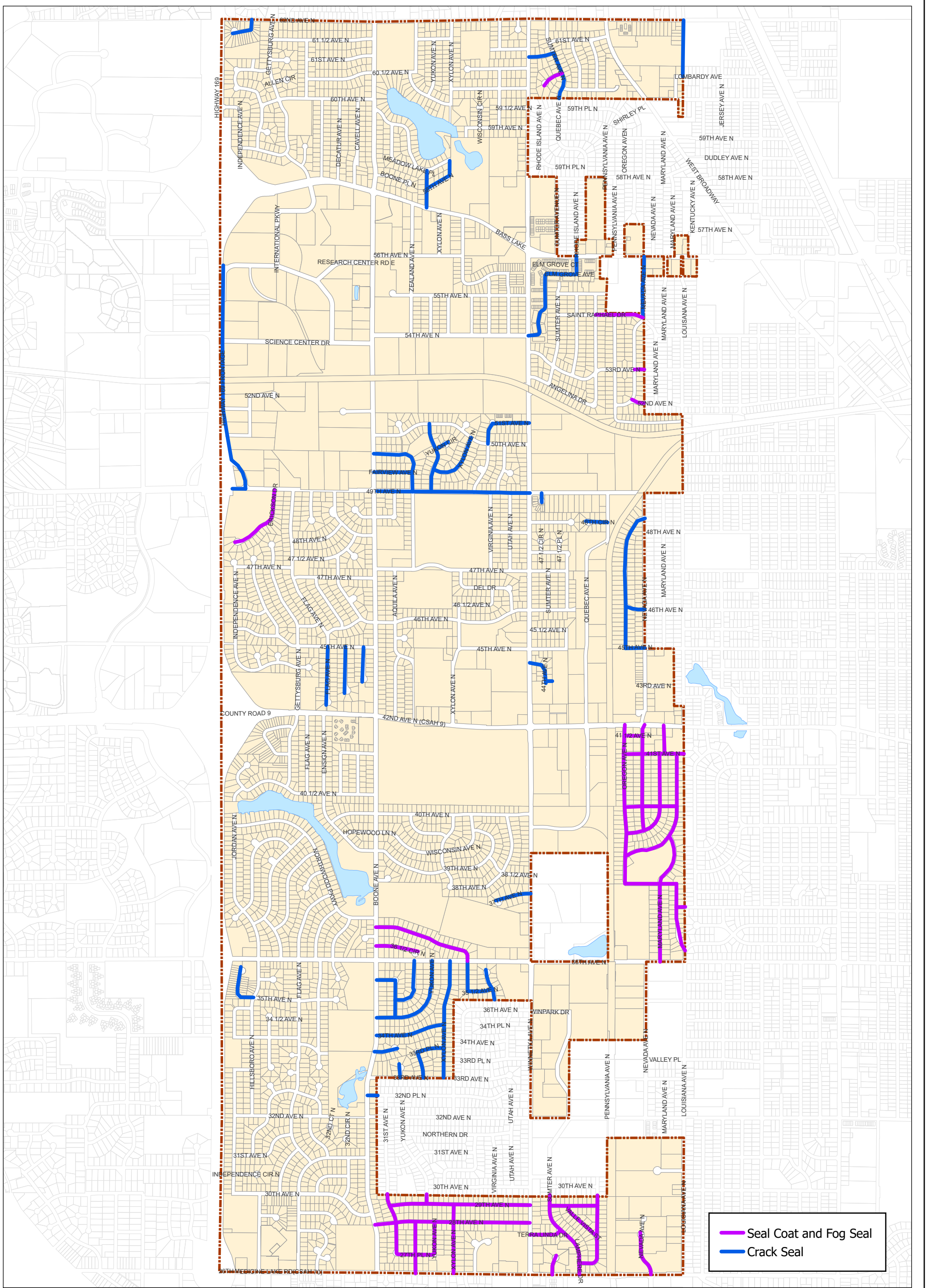
2026 Street Infrastructure Projects

New Hope, Minnesota

2023 Pavement Management Plan



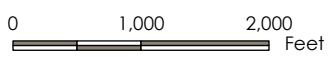
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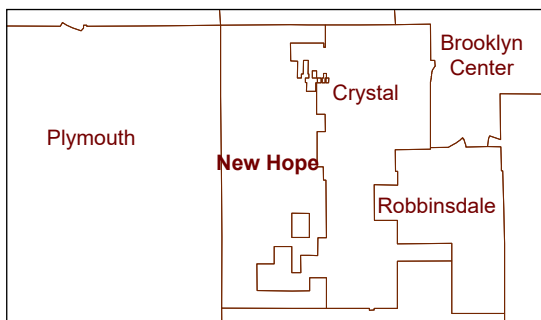
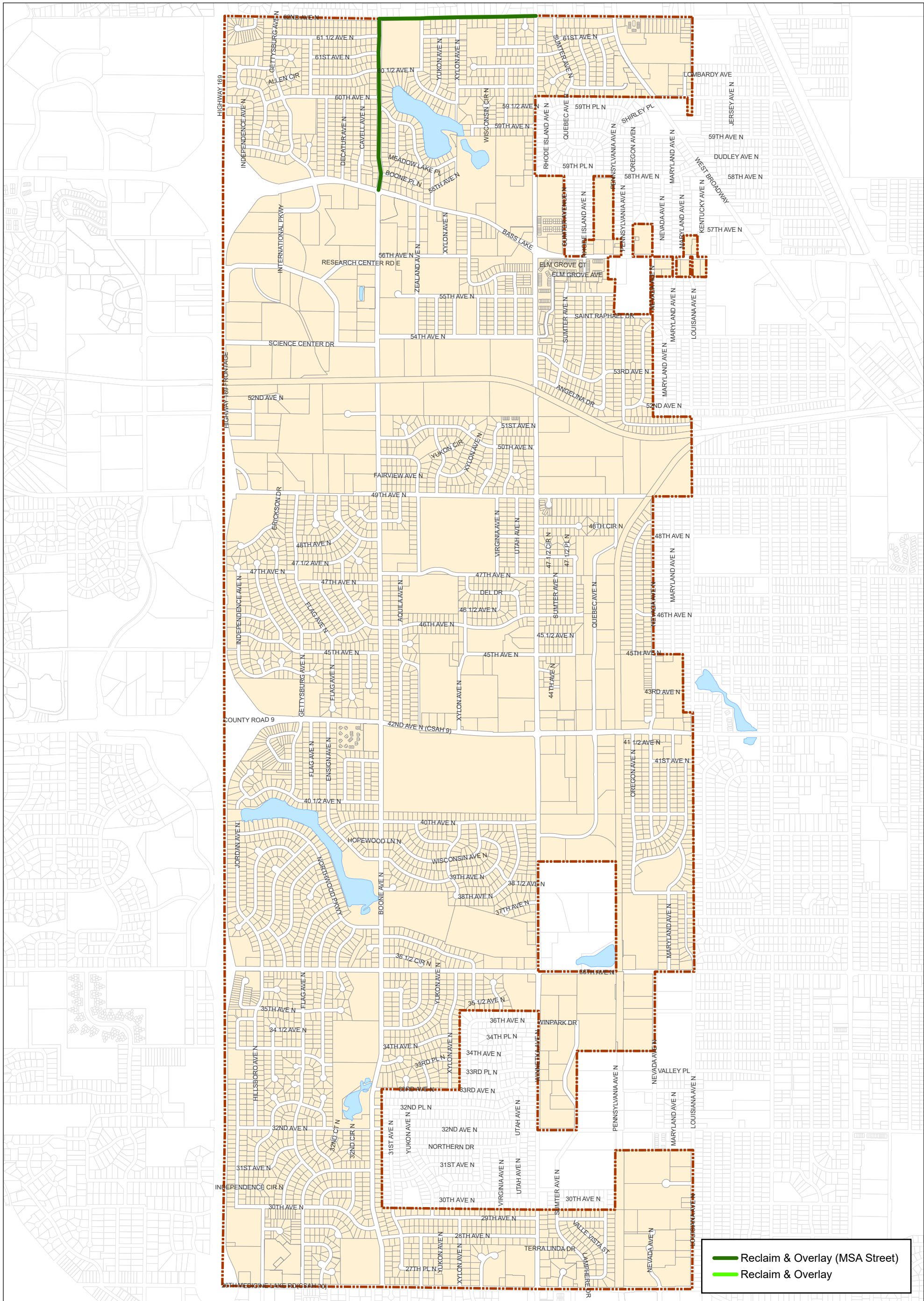
2026 Street Maintenance Projects

New Hope, Minnesota

2023 Pavement Management Plan



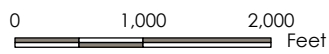
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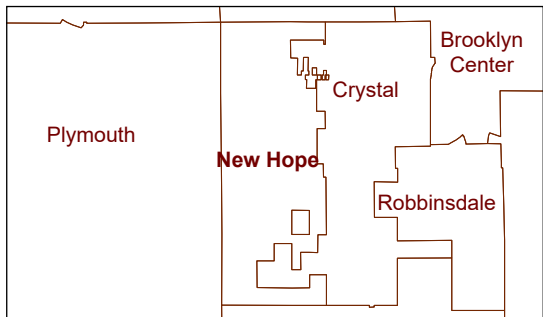
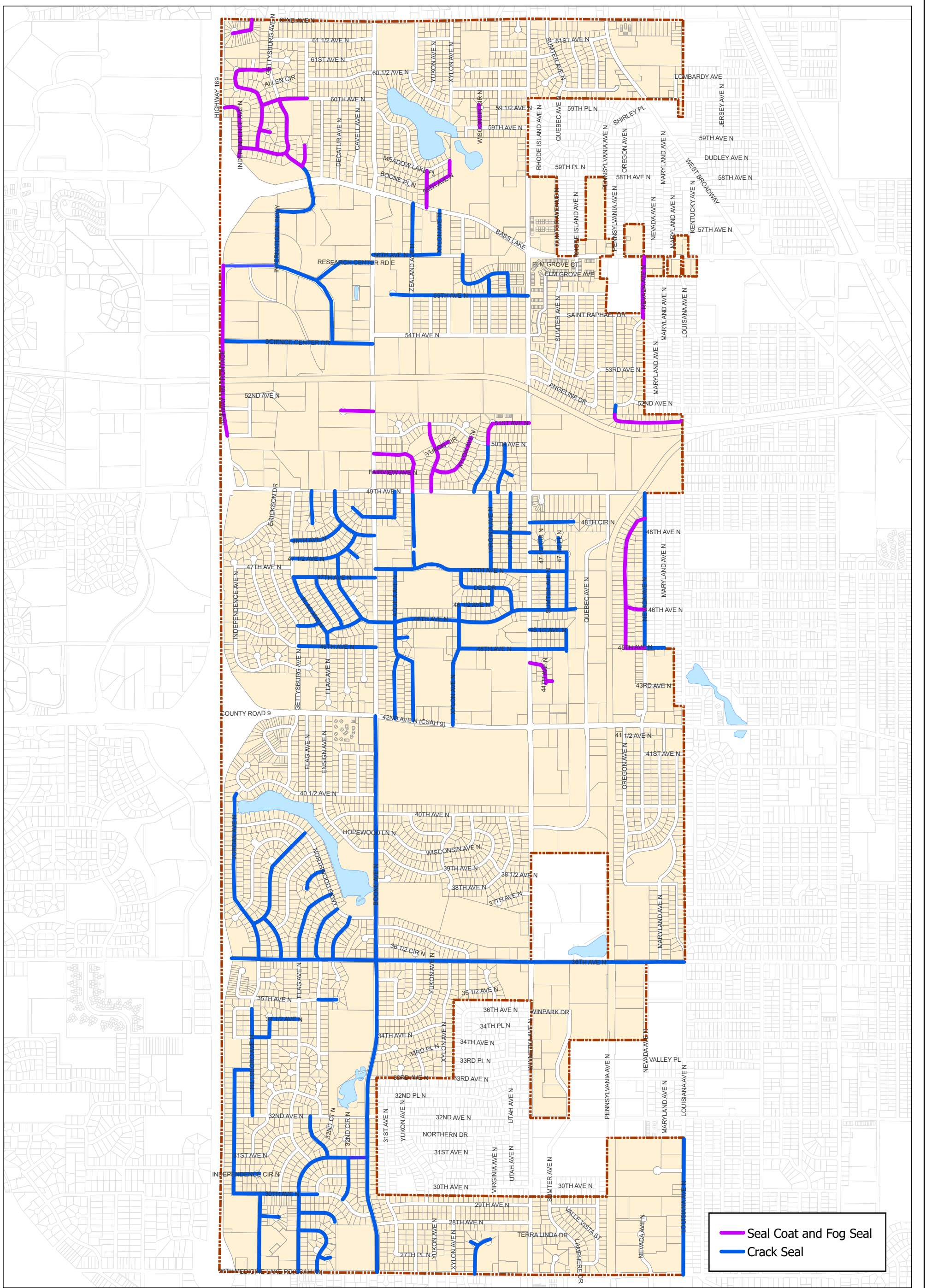
2027 Street Infrastructure Projects

New Hope, Minnesota

2023 Pavement Management Plan



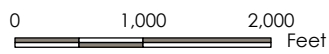
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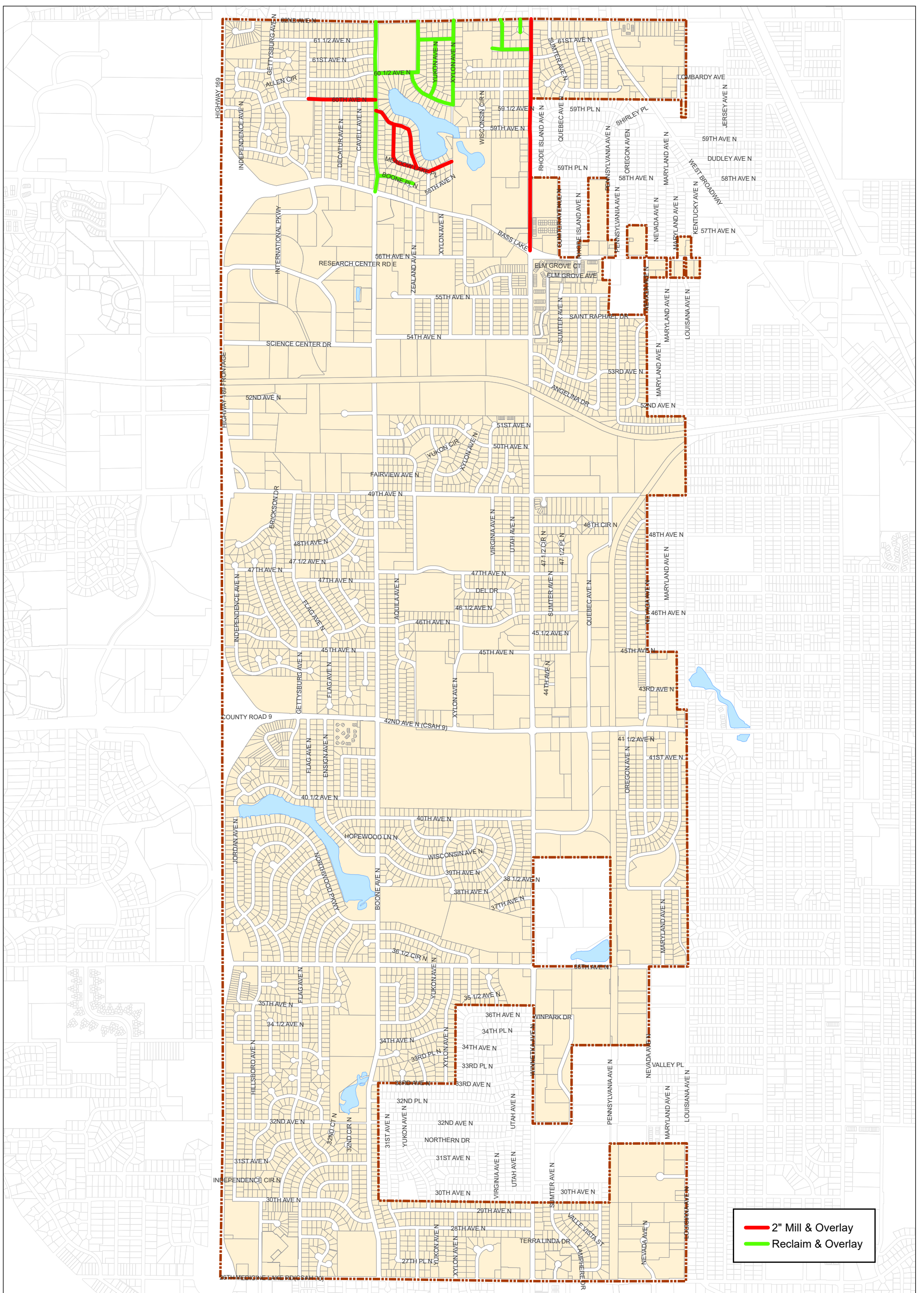
2027 Street Maintenance Projects

New Hope, Minnesota

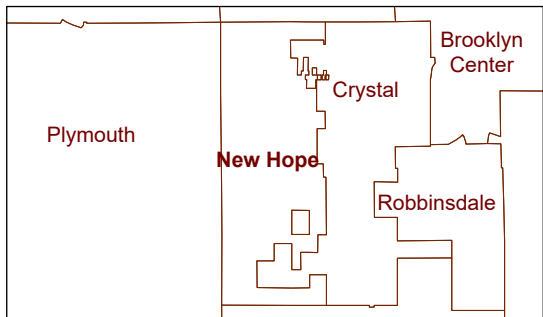
2023 Pavement Management Plan



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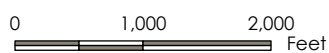
— 2" Mill & Overlay
— Reclaim & Overlay



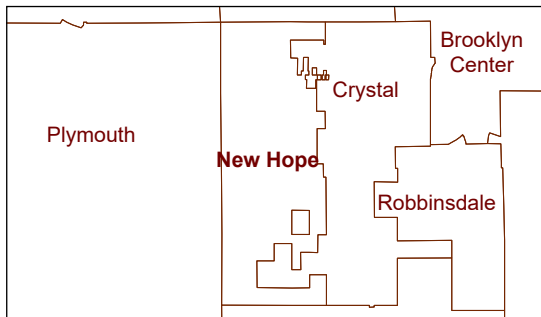
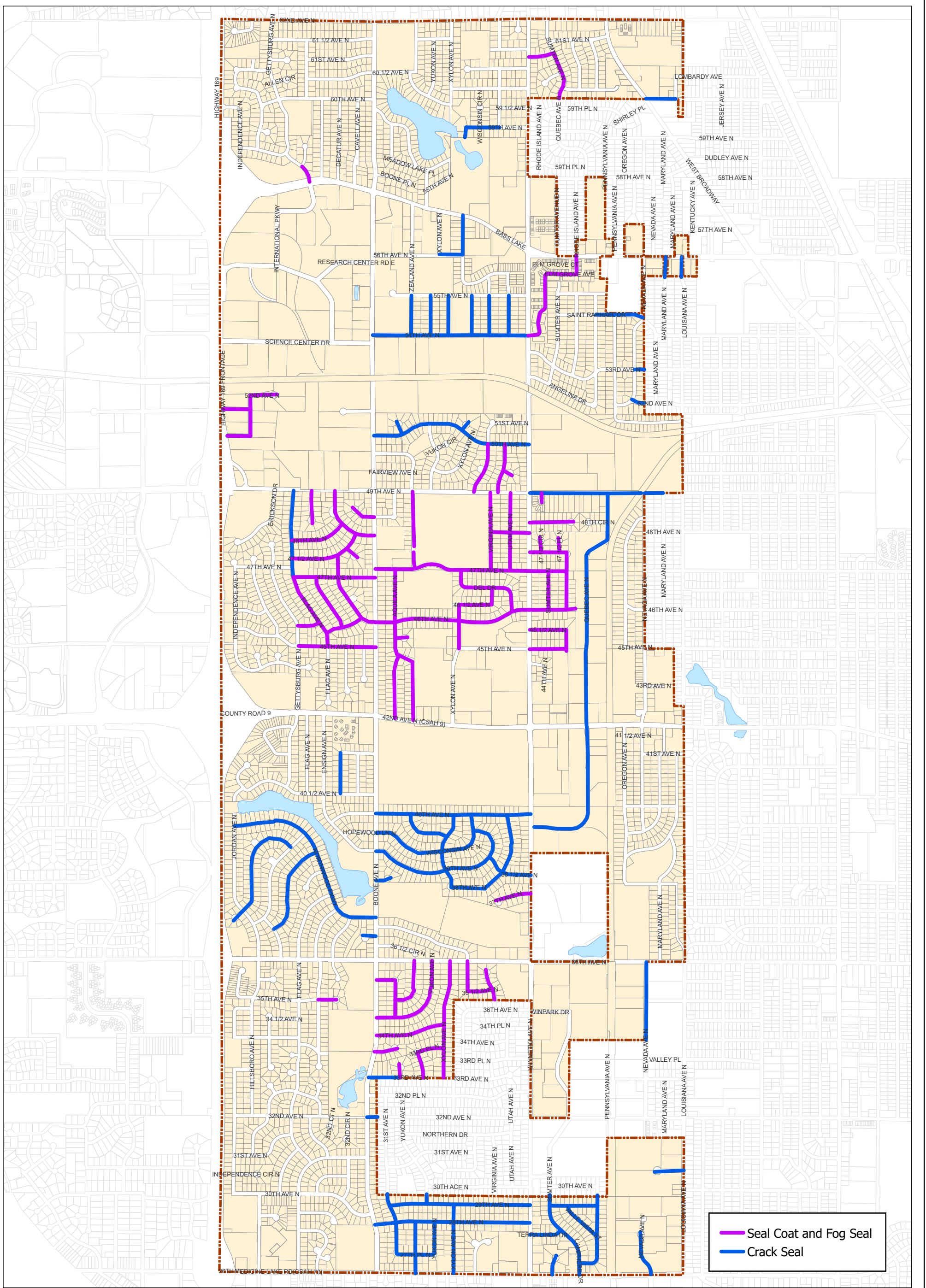
2028 Street Infrastructure Projects

New Hope, Minnesota

2023 Pavement Management Plan



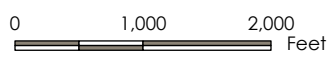
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2028 Street Maintenance Projects

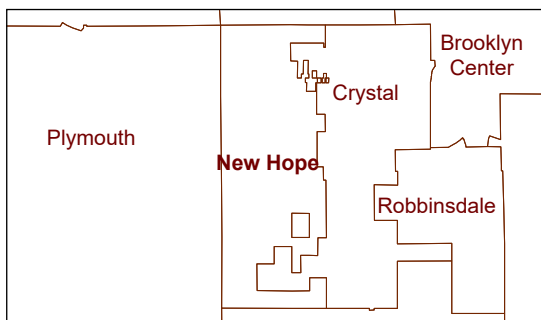
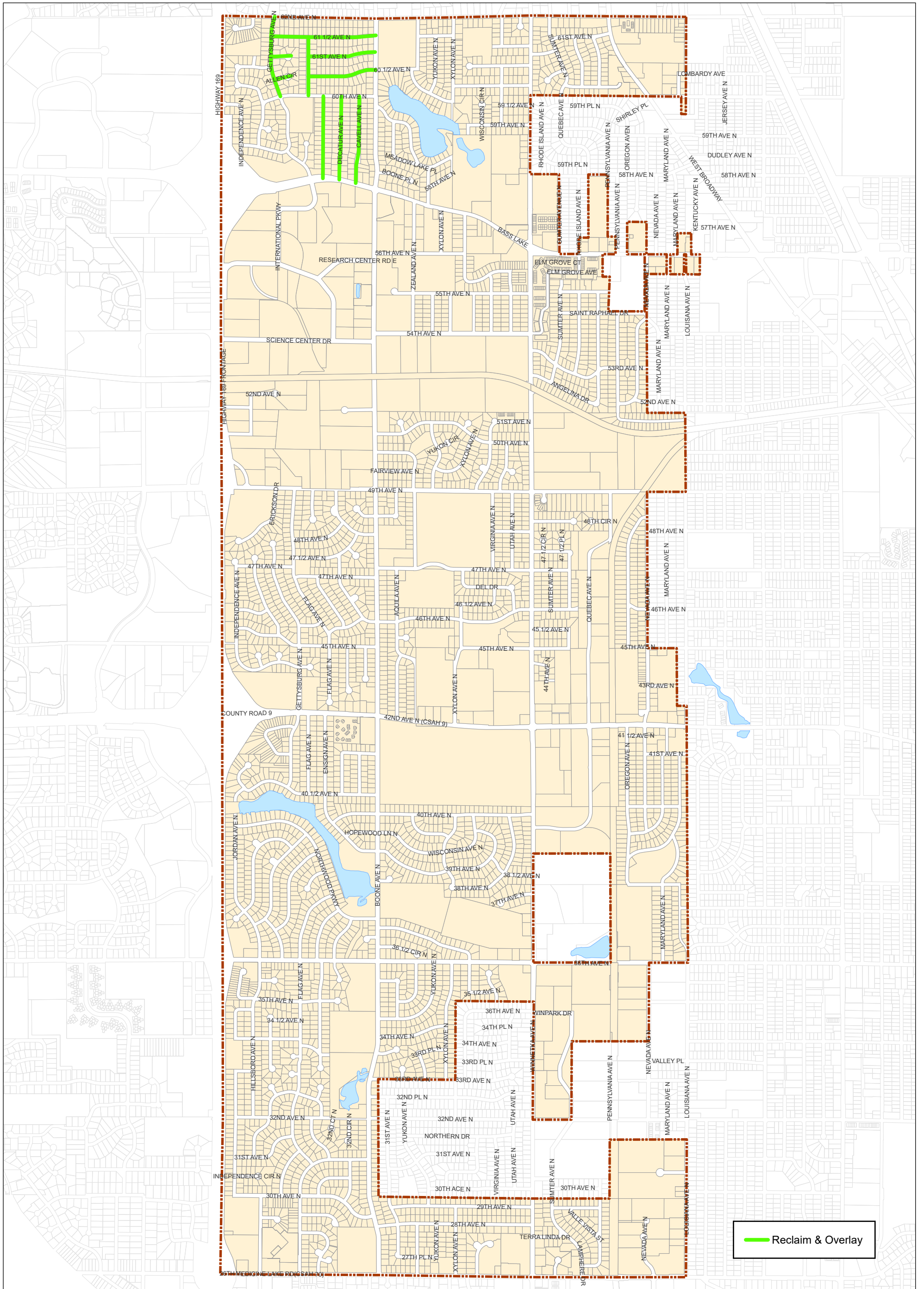
New Hope, Minnesota

2023 Pavement Management Plan



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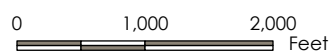
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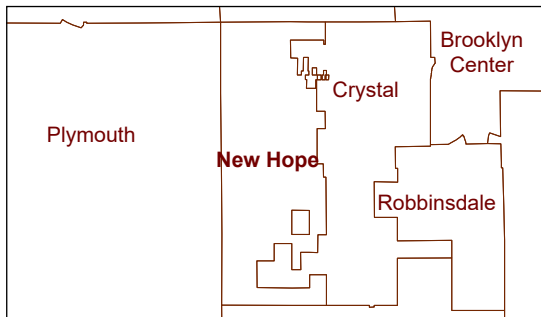
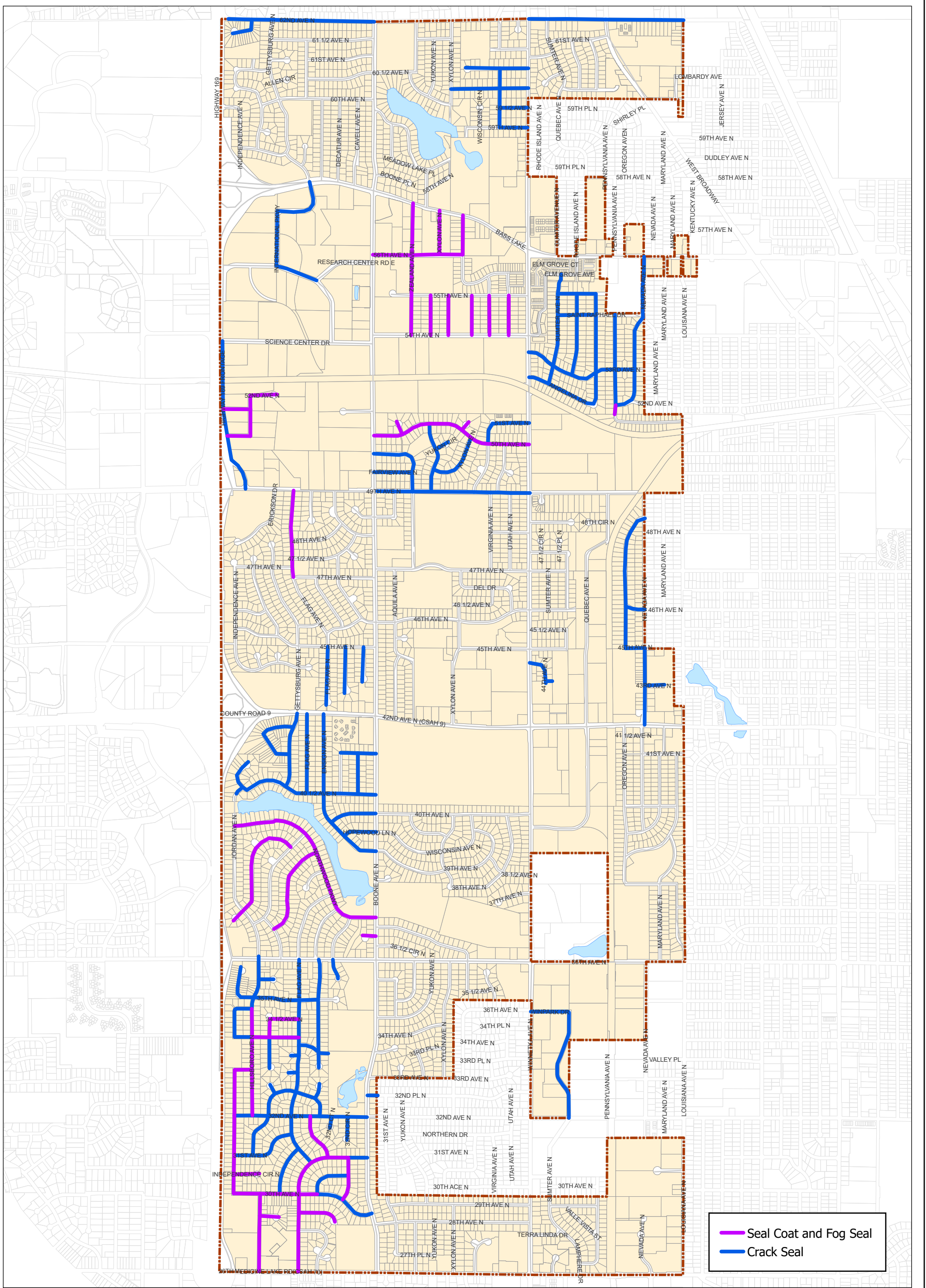
2029 Street Infrastructure Projects

New Hope, Minnesota

2023 Pavement Management Plan



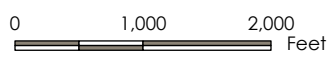
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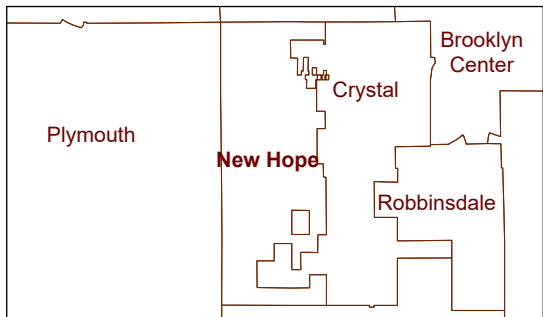
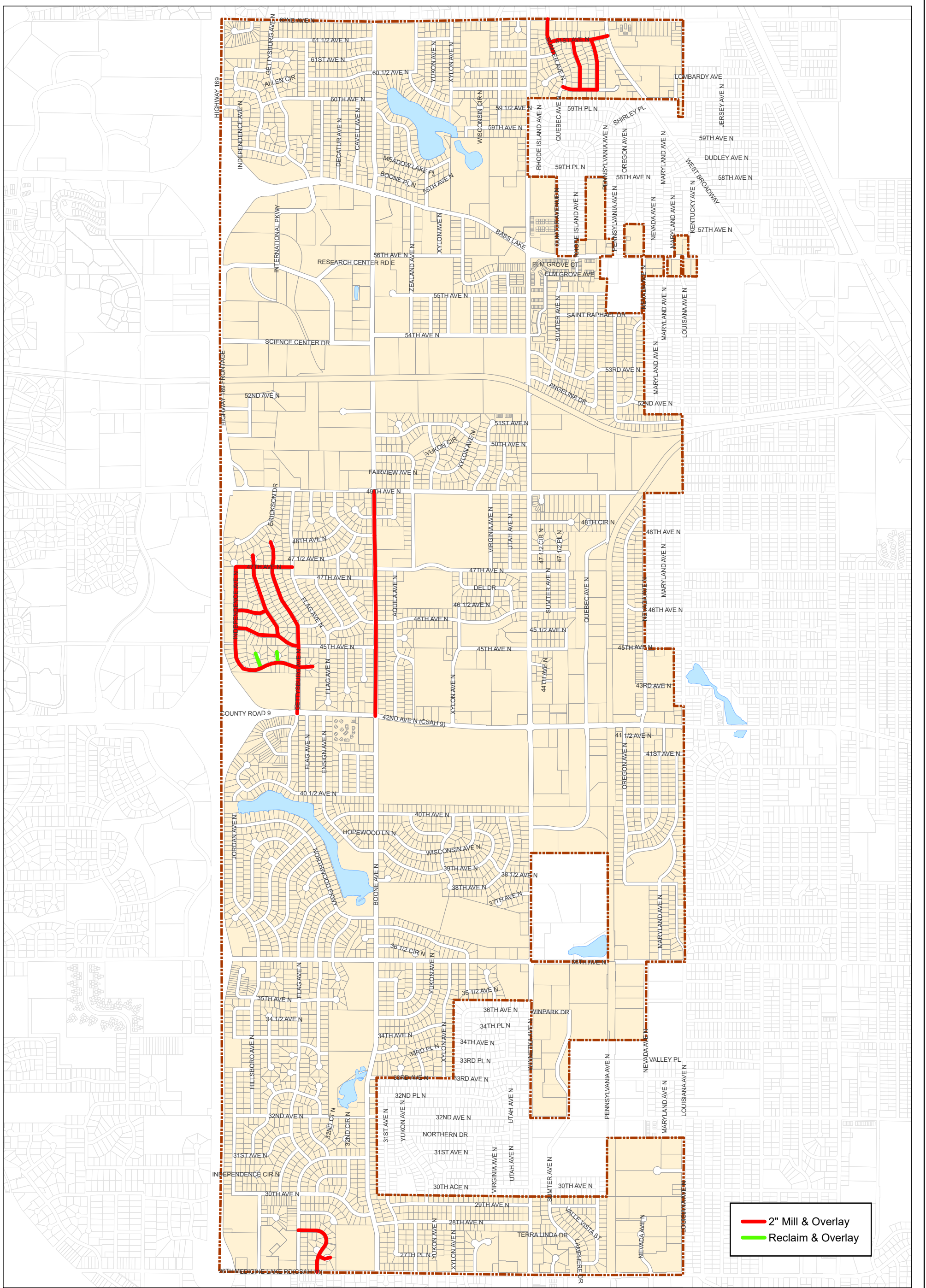
2029 Street Maintenance Projects

New Hope, Minnesota

2023 Pavement Management Plan



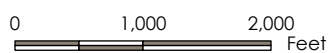
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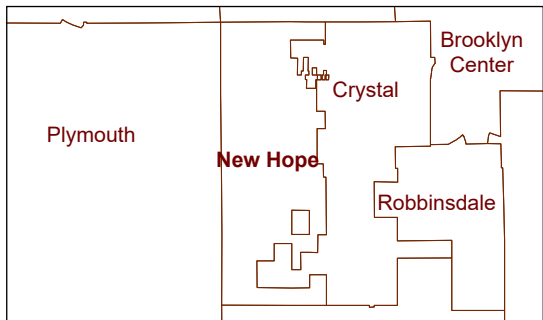
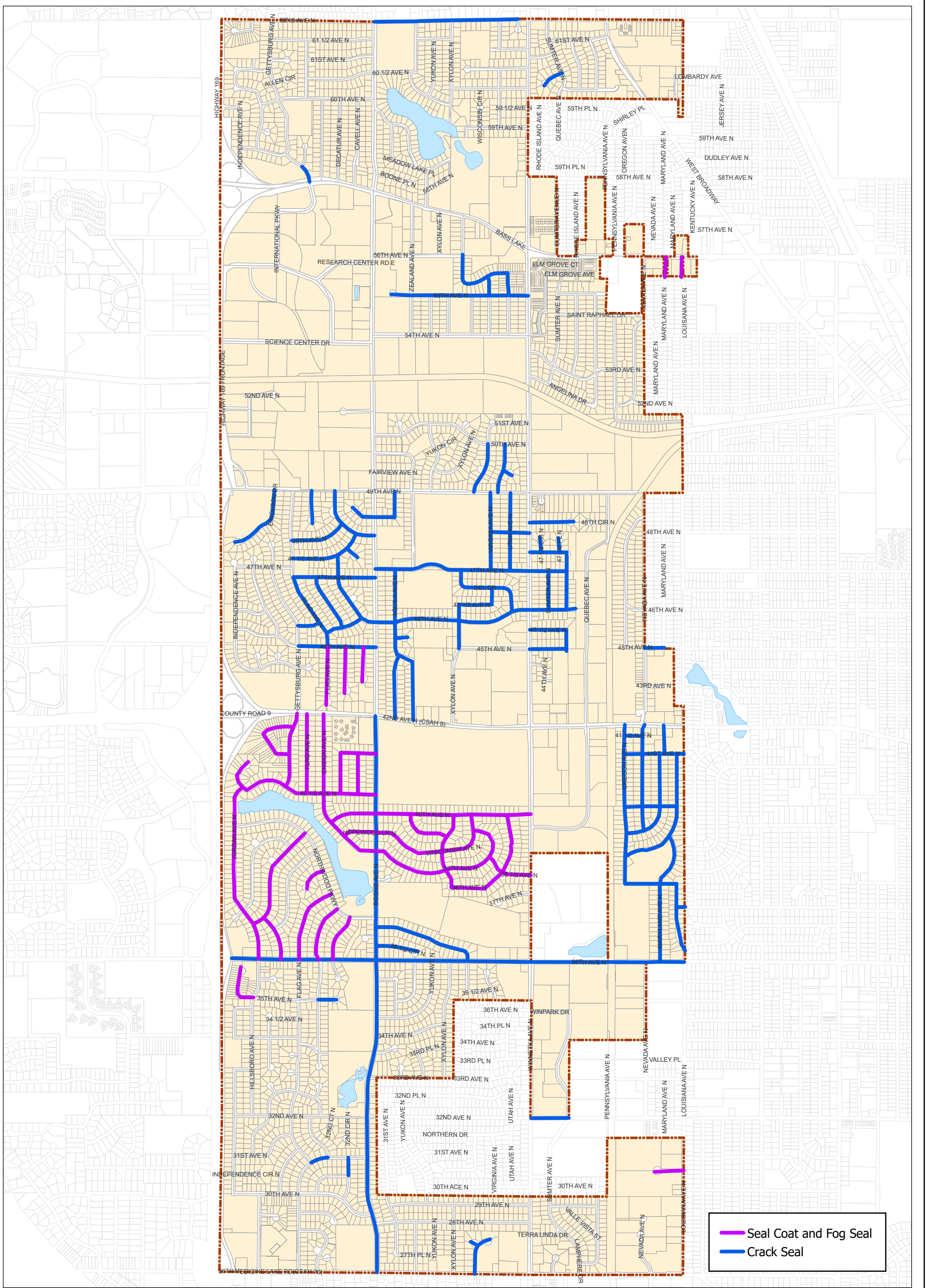
2030 Street Infrastructure Projects

New Hope, Minnesota

2023 Pavement Management Plan



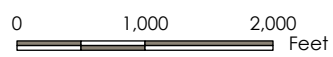
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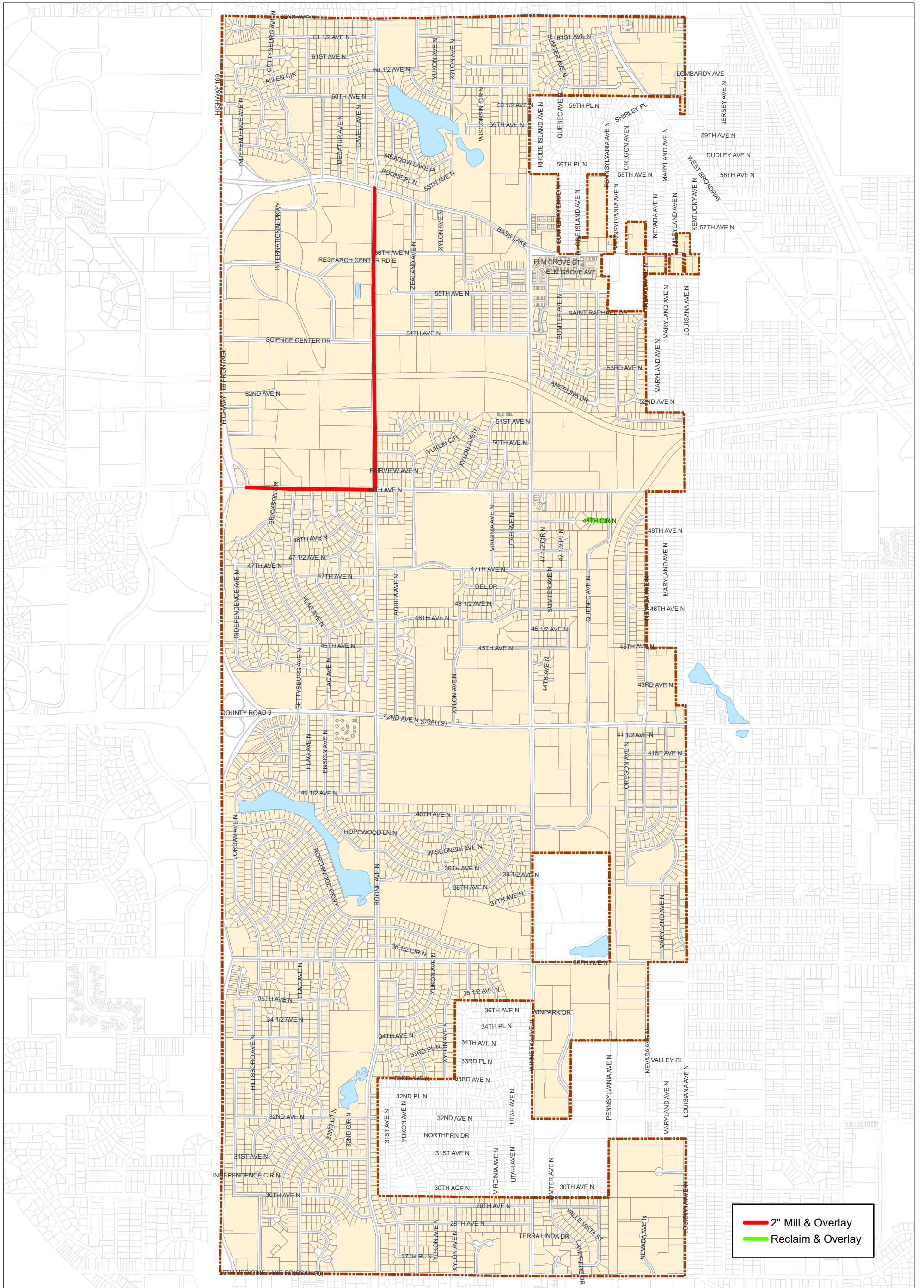
2030 Street Maintenance Projects

New Hope, Minnesota

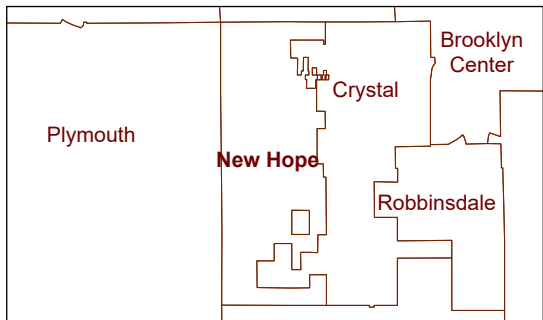
2023 Pavement Management Plan



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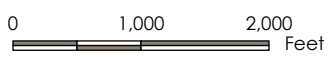
— 2" Mill & Overlay
— Reclaim & Overlay



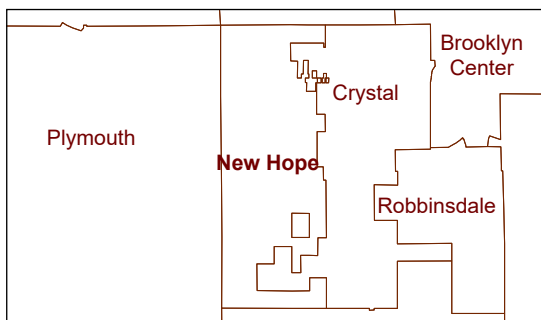
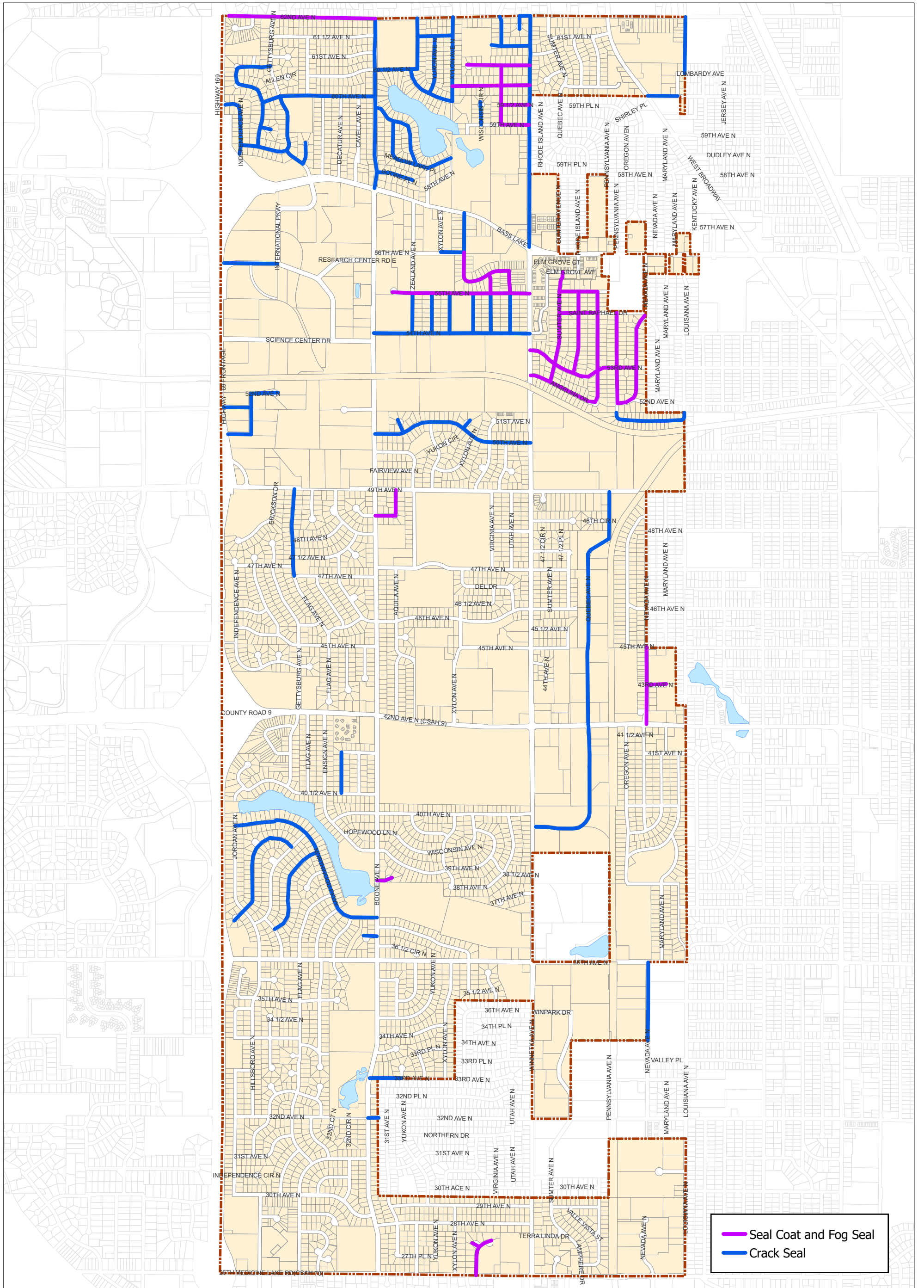
2031 Street Infrastructure Projects

New Hope, Minnesota

2023 Pavement Management Plan



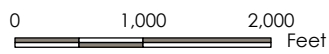
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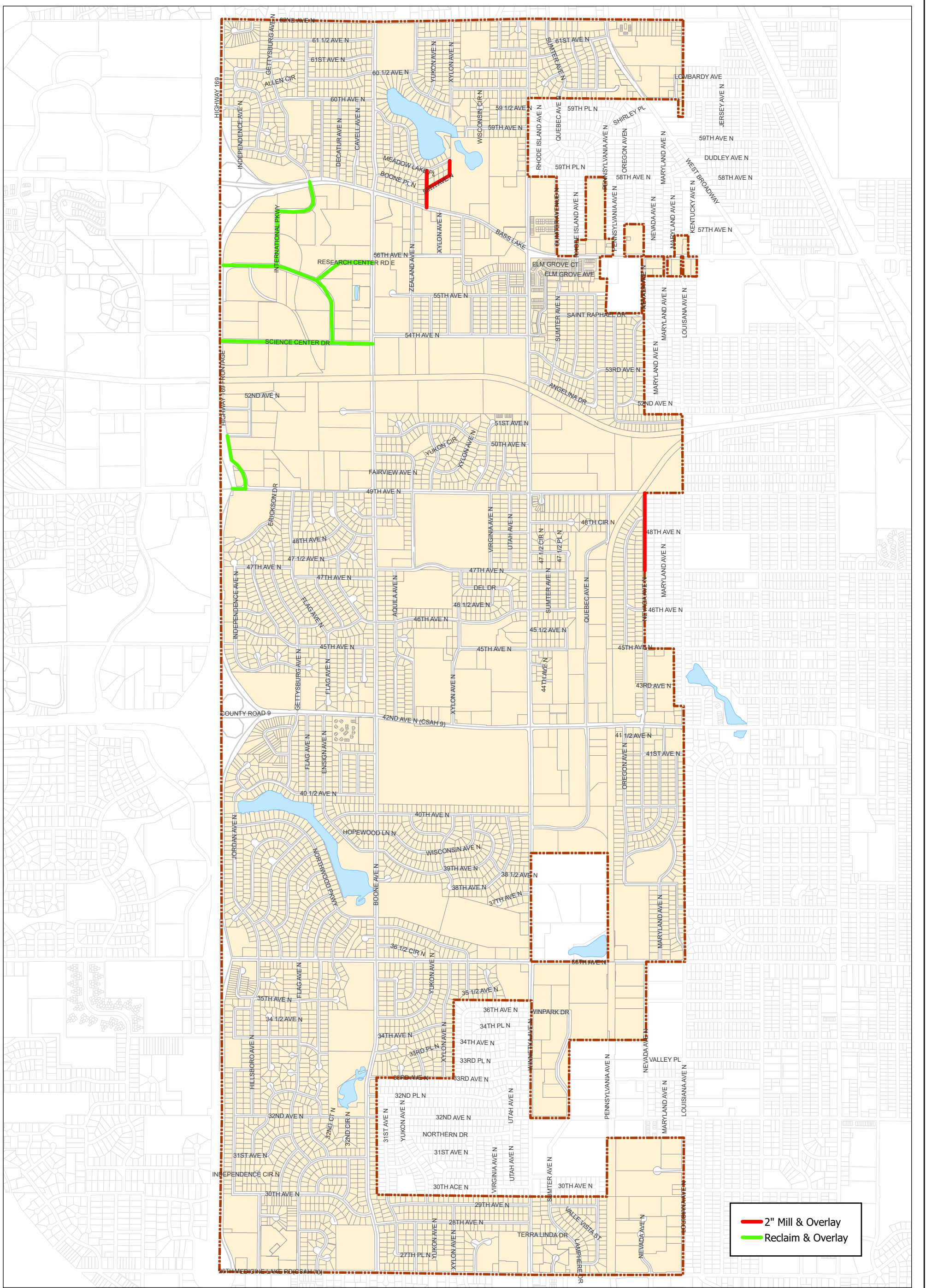
2031 Street Maintenance Projects

New Hope, Minnesota

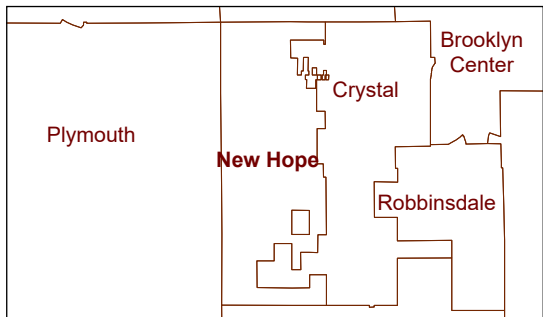
2023 Pavement Management Plan



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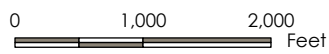
— 2" Mill & Overlay
— Reclaim & Overlay



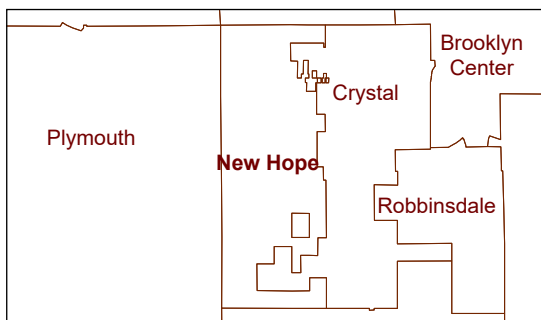
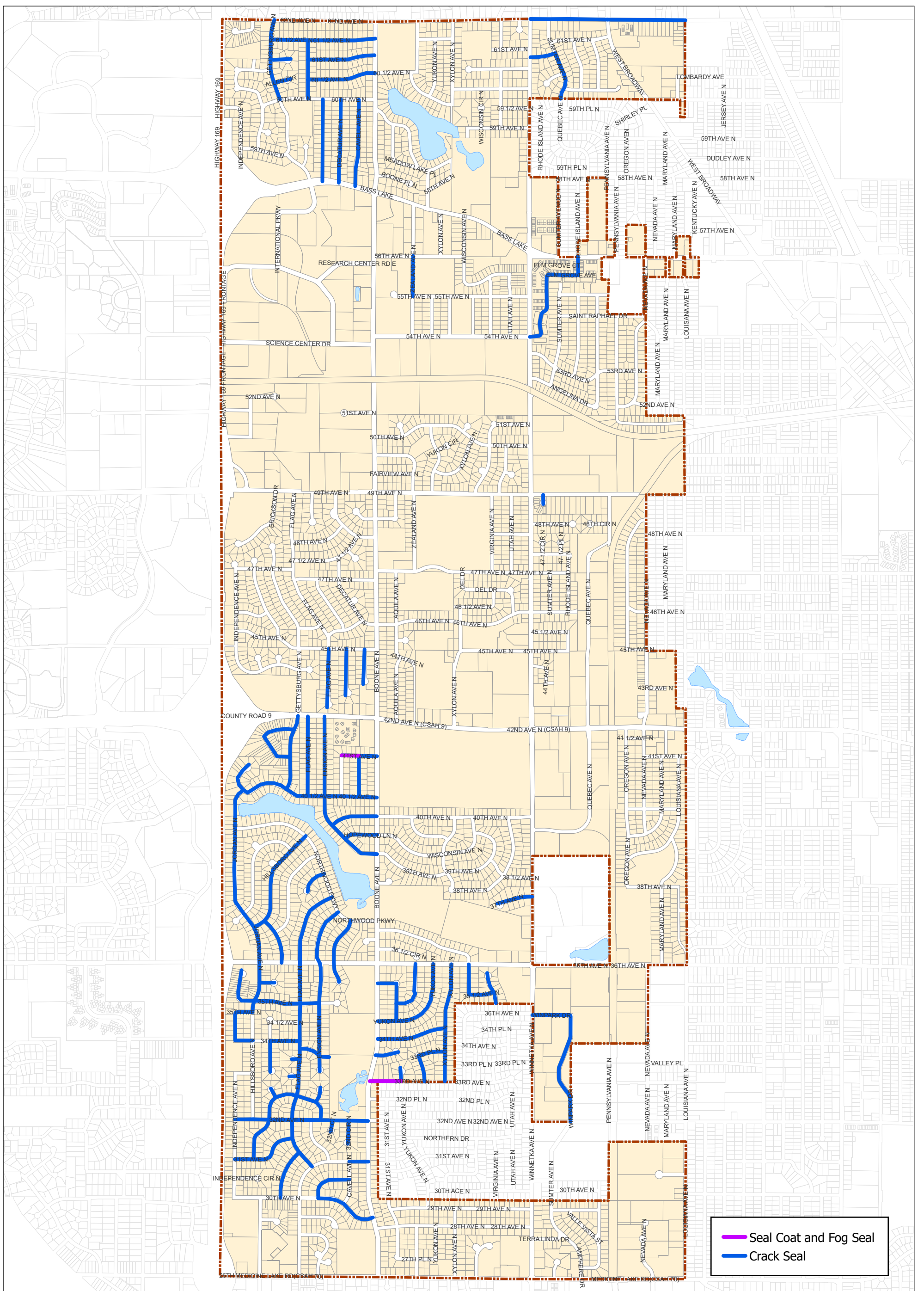
2032 Street Infrastructure Projects

New Hope, Minnesota

2023 Pavement Management Plan



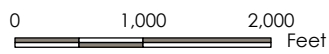
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2032 Street Maintenance Projects

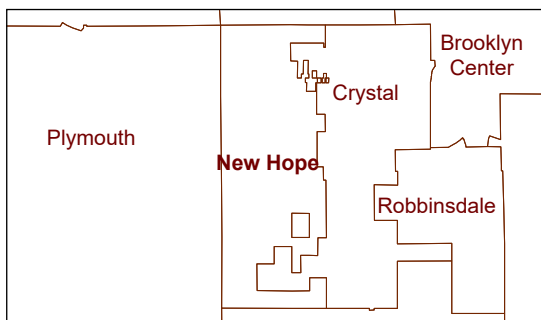
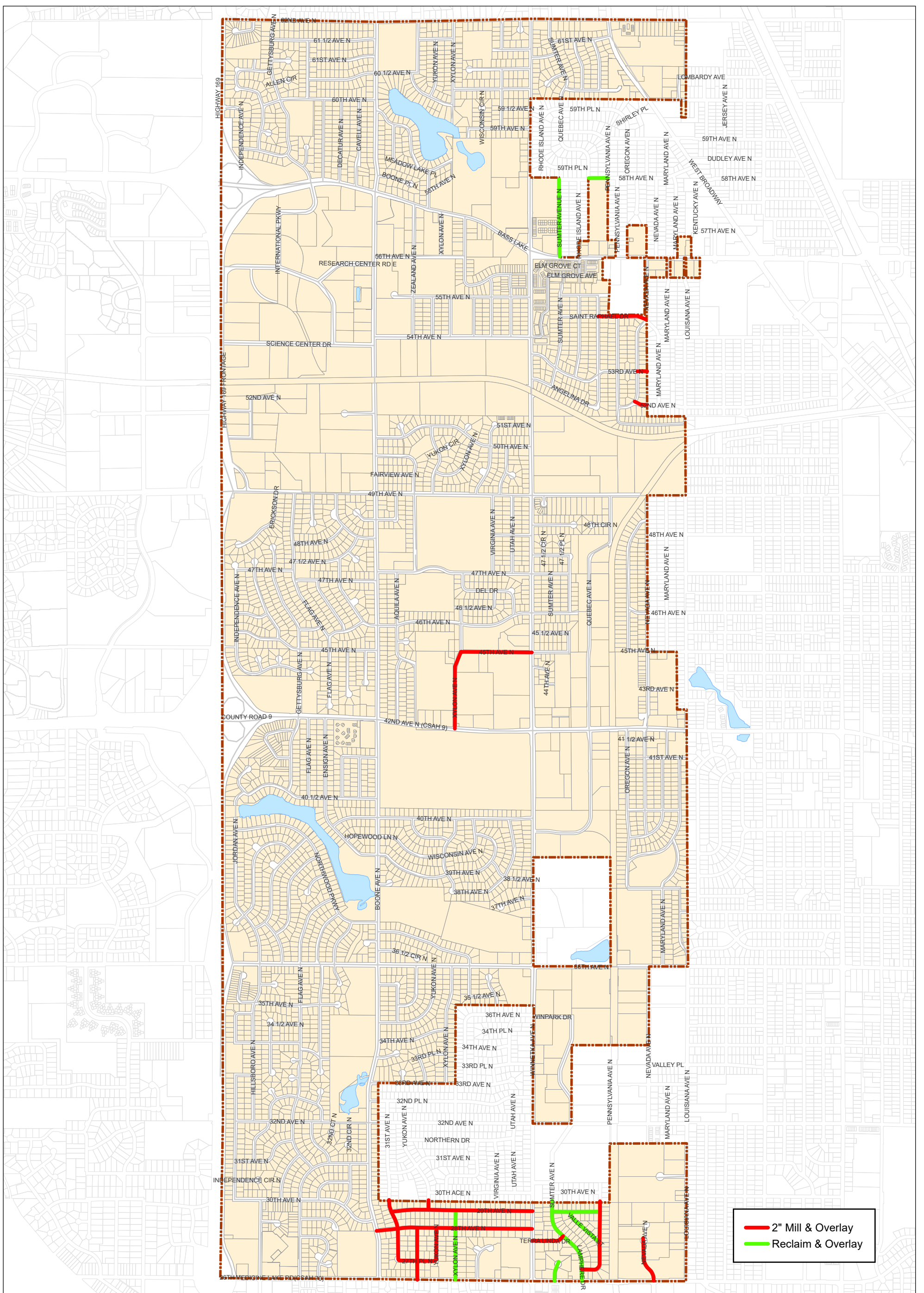
New Hope, Minnesota

2023 Pavement Management Plan



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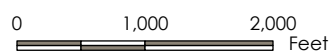
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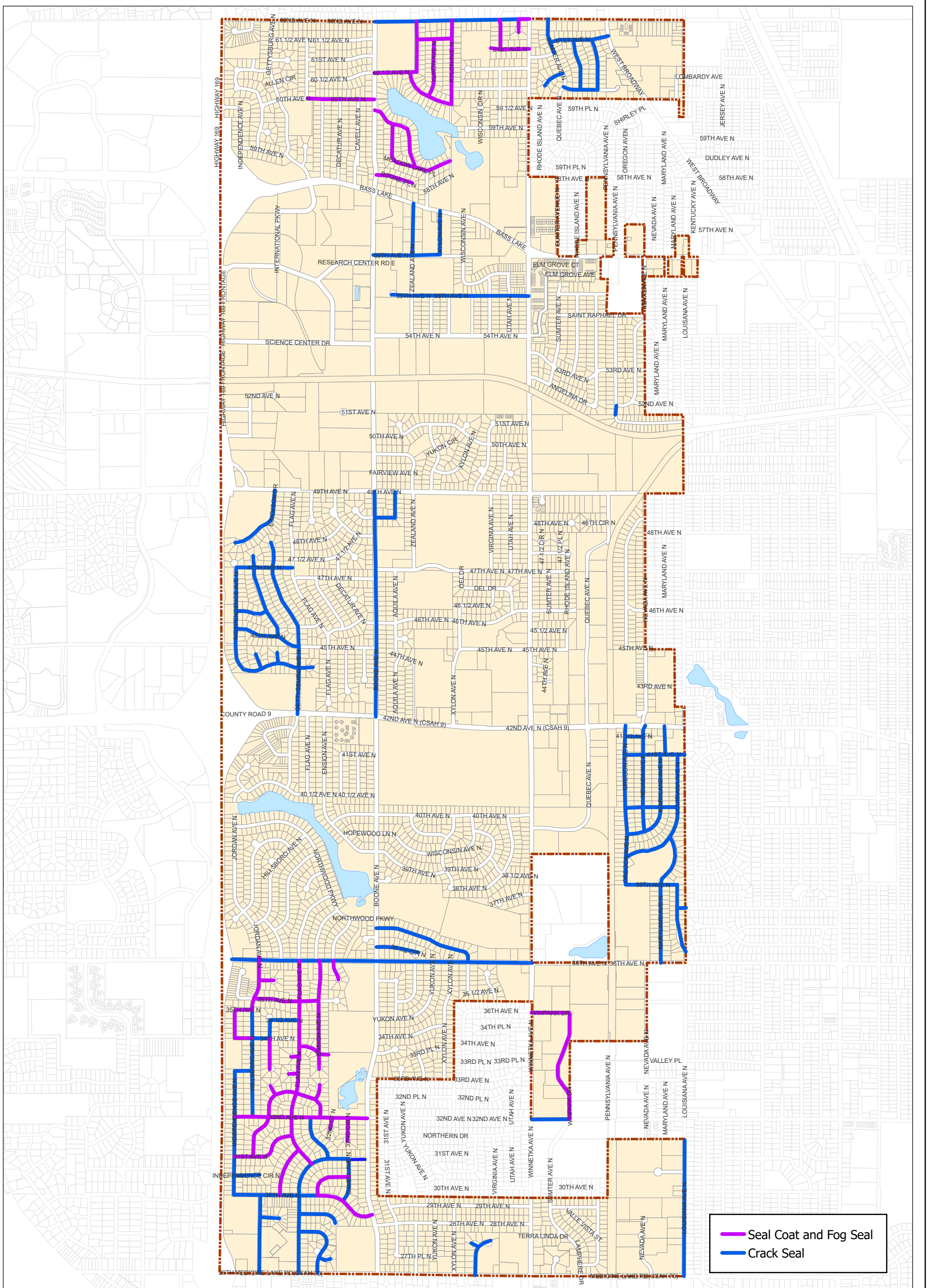
2033 Street Infrastructure Projects

New Hope, Minnesota

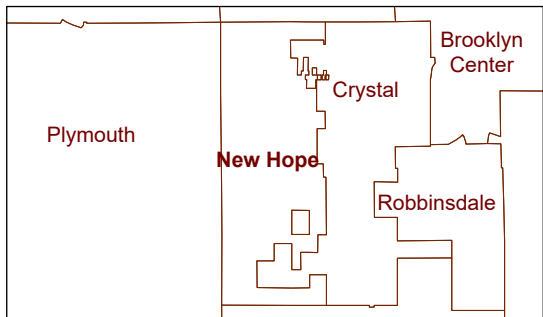
2023 Pavement Management Plan



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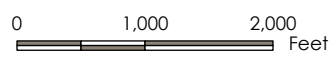
— Seal Coat and Fog Seal
— Crack Seal



2033 Street Maintenance Projects

New Hope, Minnesota

2023 Pavement Management Plan



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