

2.0 Streets

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The conditions of the existing streets and infrastructure were reviewed by Wenck and City staff to evaluate the pavement, curb and gutter, and drainage.

The existing street widths were generally measured between 24' and 32' in width measured from the face of curb to face of curb, or the edge of bituminous to edge of bituminous.

Street Ranking

Pavement ratings were completed on all streets within the area of study. The rating system used was the "Pavement Rating System for Asphalt Pavement", prepared by the Minnesota Asphalt Association. This system evaluates streets on a rating system based on a variety of characteristics. The evaluated streets are given a rating in specific categories, and the categories are combined to provide an overall street rating. The lower the score, the worse the pavement condition. The rating form that was used to score each street is included in Appendix A.

Figure A1 - Street Rating Map found in Appendix A, identifies the scores for each street based on this rating system. The rating system was utilized to score the streets, and compare the condition of each street to other streets within the City, and ultimately to prioritize improvements for the report. Analysis of the streets shows scores ranging from 68 to 93.

Options for Improvements

The pavement ratings were used to establish the priority for rehabilitation or reconstruction of each road segment. Lower rated streets were considered to be candidates for a full reconstruction, while streets that scored a bit better were considered candidates for a reclaim or a mill & overlay. See the descriptions below for details about the improvement types considered in this report.

Reconstruct: This includes full street construction, including new underlying aggregates, new curb and gutter, new bituminous surfacing, and new storm sewer. This project type generally includes replacing sanitary sewer and watermain construction, unless noted otherwise. Replacement of storm sewer includes installing new concrete storm pipes, catch basins and manholes. Sanitary sewer improvements include replacing the sanitary main, manholes, and replacement of service lines to the right-of-way. Water distribution improvements include replacing the water main, installing new valves and hydrants, and replacement of service lines to the right-of-way.

Reclaim: This surfacing improvement includes grinding up existing pavement and underlying aggregate. The method generally includes grinding and mixing the in-place bituminous surfacing and aggregate material to provide a solid base. After this, new bituminous pavement is constructed over the stabilized base. This differs from a reconstruct in that limited street excavation is completed, and majority of the curb is left in-place. Portions of curb that are in poor condition are typically replaced with this method. Underlying utilities are left as-is.

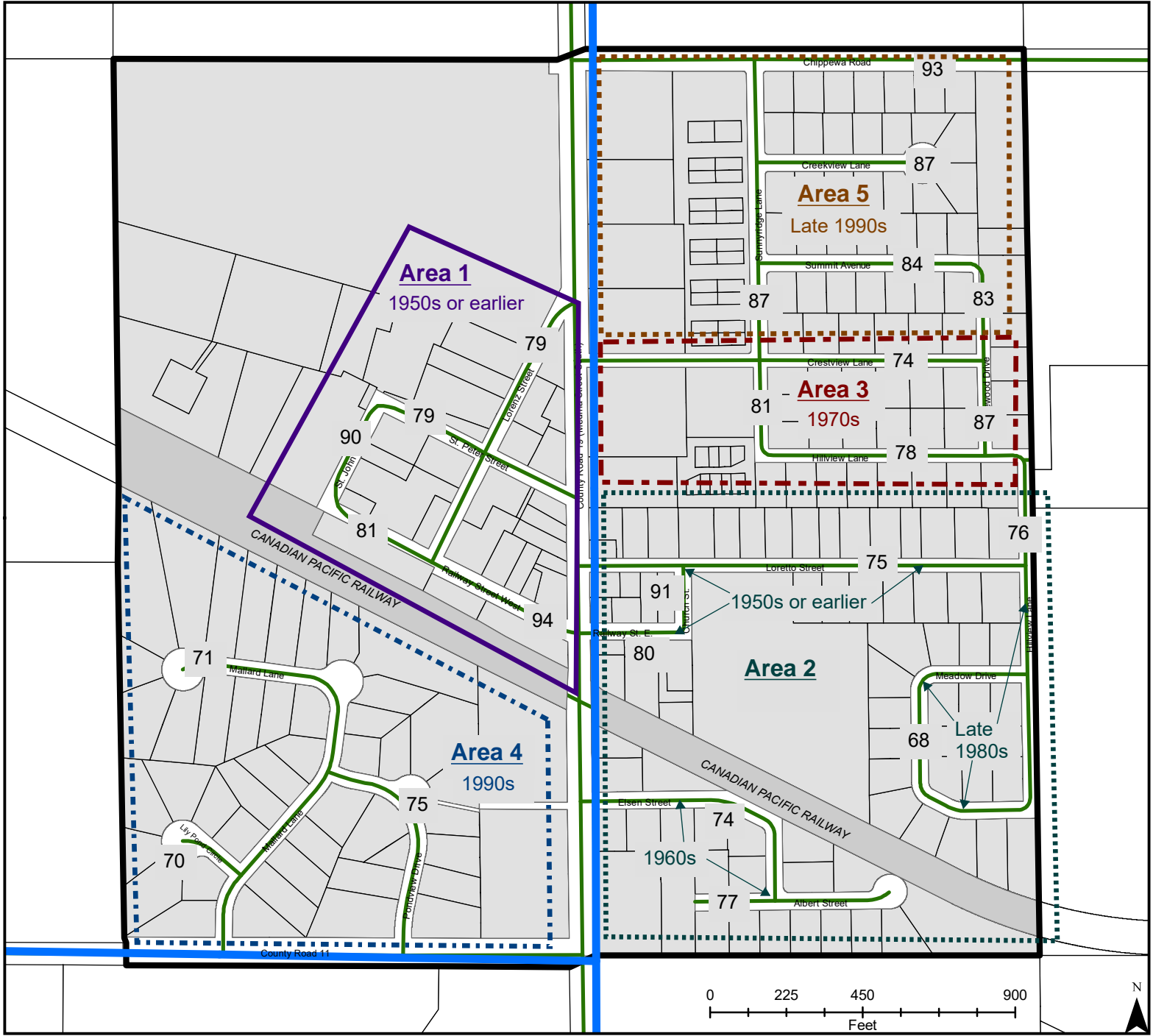
Mill & Overlay: This surfacing improvement is utilized as a more extensive maintenance type measure. It includes grinding only the top 1.5-inches of pavement and then resurfacing. This differs from a reclaim in that the pavement below the top couple inches is left in-place.

Figure 1 - Street Improvement Map, identifies the type of improvement recommended for each street.

Additional discussion related to the street ratings and general project areas is included in Chapter 5- Capital Improvement Plan and Funding.

Functional Classification of Road Network

CITY OF LORETTO



— Area 1 - Oldest Pavement

— Area 2

— Area 3

— Area 4

— Area 5 - Newest Pavement

Legend

■ Rail

— A-Minor Arterial (Hennepin County)

— Local Streets (City of Loretto)

— City Limits

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 Source: Hennepin County, Met Council, MnDNR, NAC, MnDOT

Figure A1
 Street Rating Map

A PAVEMENT RATING SYSTEM FOR ASPHALT PAVEMENT

ASPHALT PAVEMENT RATING FORM⁽¹⁾⁽²⁾

STREET/ROUTE/FACILITY NAME: _____

CITY OR COUNTY: _____ DATE: _____

LENGTH OF PROJECT: _____ WIDTH: _____

LOCATION OF SURVEY: _____ WEATHER: _____

PAVEMENT TYPE: _____

NOTES: _____

(Note: a rating of "0" indicates that the distress does not occur)

<u>DISTRESS</u>	<u>RATING</u>	<u>SCORE</u>
Transverse Cracks	0 to 5	_____
Longitudinal Cracks	0 to 5	_____
Block/Multiple Cracking	0 to 10	_____
Alligator Cracks	0 to 10	_____
Shrinkage Cracks	0 to 5	_____
Rutting	0 to 10	_____
Corrugations	0 to 5	_____
Raveling	0 to 5	_____
Shoving or Pushing	0 to 5	_____
Pot Holes	0 to 10	_____
Excess Asphalt/Binder	0 to 5	_____
Polished Aggregate	0 to 5	_____
Deficient Drainage	0 to 10	_____
Overall Riding Quality (0 is excellent; 10 is very poor)	0 to 10	_____

Sum of Distresses = _____

Condition Rating = 100 – Sum of Distresses
= 100 – _____

Condition Rating =

SOURCES:

⁽¹⁾ASPHALT PAVING DESIGN GUIDE, MAPA

⁽²⁾INFORMATION SERIES NO. 169 (IS-169), THE ASPHALT INSTITUTE