

# PAVEMENT MANAGEMENT PROGRAM (PMP)

## THE QUESTIONS AND THE ANSWERS

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### HOW THE PMP WORKS

#### DEFINITION OF TERMS

<b>Bike Path</b>	More accurately called a multi-use trail. Typically asphalt, off-street, and intended for bikes and pedestrians.
<b>Catch Basin</b>	A below-ground structure, typically in the curb line of a street, that collects stormwater runoff.
<b>Impervious Area</b>	A hard surface area such as pavement where most of the water that hits it or runs across it runs off, or does not infiltrate into the ground.
<b>INI</b>	<a href="http://www.goldenvalleymn.gov/homeyard/utilities/inflow-infiltration.php">www.goldenvalleymn.gov/homeyard/utilities/inflow-infiltration.php</a>
<b>Pavement Management Program</b>	<a href="http://www.goldenvalleymn.gov/streets/pmp/index.php">www.goldenvalleymn.gov/streets/pmp/index.php</a>
<b>Sanitary Sewer</b>	<a href="http://www.goldenvalleymn.gov/watersewer/sanitarysewer/index.php">www.goldenvalleymn.gov/watersewer/sanitarysewer/index.php</a>
<b>Storm Sewer</b>	<a href="http://www.goldenvalleymn.gov/watersewer/stormwater/index.php">www.goldenvalleymn.gov/watersewer/stormwater/index.php</a>
<b>Sidewalk</b>	A concrete-paved facility primarily meant for pedestrians. The City’s minimum width within the street right-of-way is 6 feet.
<b>Signed Bike Route</b>	An on-street bicycle route with signs to direct riders to points of interest, such as parks, downtown, schools, etc. There are no pavement markings or parking restrictions associated with these facilities.

## PMP SCOPE

**Q1. As homeowners, we see what is done at the ground level. We appreciate that new asphalt is laid down, new curbs are put in, and new storm drains are put in. What are all the different components of the project? This may vary from year to year (for example, sidewalk in one year but not another).**

**A:** A typical project includes pavement removal; replacement or repair of watermain; replacement or repair of sanitary sewer; replacement, repair, or new storm sewer; street subgrade correction (removal of structurally unsuitable soils); installation of concrete curb and gutter; boulevard grading; driveway replacement; adjusting manhole castings; grading and sodding the boulevards; and paving the base and wear courses of asphalt. Work required on watermain, sanitary sewer, storm sewer, and sidewalk installation is not determined until preliminary design for a project is underway. Other work may also be included based on information gathered during preliminary design.

**Q2. Explain why work is being done. For example, one homeowner thought that the street project, other than laying down new asphalt, was so that the street could be narrowed. From observation, it appears that catch basins with more capacity are being installed to reduce flooding.**

**A:** The streets are being reconstructed because they are beyond the expected lifetime for asphalt paving, and installing new curb and pavement and reconstructing with modern methods and materials is more cost-effective in the long term than continuing to repair the pavement. All other utility work (watermain, sanitary sewer, storm sewer and other) are done at the same time because of cost effectiveness.

## PROJECT TIMING

**Q3. Can the City give a timeline for key dates in a PMP project?**

**A:** The exact schedule depends on a variety of factors, the most significant being weather.

**Q4. Can the City provide a map of current PMP projects as well as the other remaining PMPs, with the associated years of construction for each area?**

**A:** The City website's PMP page ([www.goldenvalleymn.gov/streets/pmp](http://www.goldenvalleymn.gov/streets/pmp)) has maps for current projects linked under the specific project heading, a map for upcoming projects linked under "Proposed Future PMPs, and a map for completed PMP projects linked under "PMP Progress."

**Q5. What are the points where homeowners have an opportunity to give feedback to City Council in a public hearing?**

**A:** Resident feedback is always welcome, with the primary opportunities being at PMP Open Houses and Public Hearings. Residents are always welcome to contact City staff by email, voicemail, or individual meetings as needed.

**Q6. When are homeowners contacted directly by letter regarding the PMP and why?**

**A:** Residents are first contacted by letter after the City Council authorizes preparation of a feasibility report to inform them that rehabilitation of their street is being considered and to make them aware that the City will starting survey work, utility locates, and soil borings on their street soon. Residents are also notified at key points in the process, including prior to open houses, when specific issues are identified that may impact them, and prior to the public hearing and assessment hearings. The City also sends bi-weekly construction newsletters sent throughout the project and distributes daily "door hangers" to residents who will be impacted by specific construction activities.

**Q7. When is the preliminary design complete so homeowners have an opportunity to raise concerns?**

**A:** Residents are typically invited to a second open house as preliminary design and the feasibility report near completion.

**Q8. Is there a way for homeowners to follow the design process rather than having a point when they give input and a point when they get the results? Maybe there could be a monthly design meeting to review options under consideration between the May and October Open Houses.**

**A:** Residents are always welcome to contact City staff with questions regarding the design and status of the project. In addition, staff will contact individual or small groups of residents if and when there is an issue that affects them. This contact may involve meetings as needed.

**Q9. When are bids put out?**

**A:** Projects are typically put out for bid shortly after the City Council authorizes them, usually in January or February, but can be as early as the fall before the start of construction.

**Q10. Are bids available for public review? If so, when and where?**

**A:** The bids are public information and can be obtained by submitting a Data Request form to the City's Physical Development Department.

## **PROJECT EXECUTION**

**Q11. How was SEH selected for the preliminary work? Did this go out to bid?**

**A:** The consulting engineering firm of SEH has worked with the City of Golden Valley on its Pavement Management Program since approximately 1995. Based on this experience, standards, and procedures, they were selected to perform the preliminary project design. Under Minnesota law, cities are not required to competitively bid professional services such as legal, engineering, and architectural services. However, the City of Golden Valley annually reviews the rates charged by all engineering consultants to ensure the rates are fair and comparable to other consultants.

**Q12. What is SEH's role? If there is a design role, how do City staff and homeowners have the opportunity to review and respond to it?**

**A:** SEH has been contracted to supplement and assist City staff by providing professional engineering services for the design of PMP projects. Residents have the opportunity to review their work and respond to it within the PMP public participation process.

**Q13. How is a contractor selected for the actual construction work?**

**A:** Under State law, the City is required to publicly advertise for bids and to enter into a contract with the lowest responsible bidder.

**Q14. Instead of giving contractors incentives to complete work on time, wouldn't it be more appropriate to have financial penalties if they failed to complete on time?**

**A:** Construction penalties, or Liquidated Damages, have been used for many, many years in Minnesota. However, when an agency invokes Liquidate Damages, it is very common for these actions to end up in arbitration or the courts, where it has been found that only the actual damages, or extra costs incurred by the agency, can be assessed. Proving actual financial damages is very difficult; therefore, many agencies are moving towards incentives for meeting completion dates and are finding it to be successful

**Q15.** There have been significant problems in the last two years with projects lasting into October and November. Was the same contractor used in both years?

**A:** Yes

**Q16.** How many contractors submitted a bid for work in 2018 and 2019?

**A:** In 2018 there were six bidders. In 2019 there were two bidders.

**Q17.** How long is the work on the street guaranteed by the contractor?

**A:** The contractor must warranty its work for one year following the final acceptance of the project, which typically occurs when “punch list” work is completed in the summer following the original construction.

**Q18.** What is the process for notifying the City if damage is done to a home? Is the homeowner compensated? (Example: Sewer back-up in a home due to home sewer not connected.)

**A:** Residents who believe their home has been damaged need to contact the City to file an insurance claim. They can either file the claim through their homeowner’s insurance, or the City will file a claim with its insurance company. As with any insurance claim, adjusters evaluate the claim and payment is made if the claim is approved and the responsible party’s insurance company makes payment.

**Q19.** What is the process for notifying the City if damage is done to a vehicle? Is the homeowner compensated? (Example: Skid steer backs into a homeowner’s vehicle.)

**A:** The same process is used as in the answer to Q8.

## **GOVERNMENT REGULATION AND INVOLVEMENT**

**Q20.** What specific City policies and ordinances govern what is done in the PMP, and where can we find them on the website? We know of two: An ordinance that disallows two entrances to the street and a policy that says street widths should be 28 feet.

**A:** While the City Code does not have a specific chapter related to the PMP, various chapters are referenced for different aspects of the PMP (ie, the Inflow and Infiltration chapter for the Sanitary Sewer Service Repair Program). Other policies include:  
PMP Policy ([www.goldenvalleymn.gov/streets/pmp/pdf/Pavement-Management-Policy-11-19-19.pdf](http://www.goldenvalleymn.gov/streets/pmp/pdf/Pavement-Management-Policy-11-19-19.pdf))  
Special Assessment Policy ([www.goldenvalleymn.gov/budget/pdf/special-assessment-policy.pdf](http://www.goldenvalleymn.gov/budget/pdf/special-assessment-policy.pdf))

**Q21.** What is Met Council’s involvement in the PMP?

**A:** None.

**Q22.** What State regulations impact the PMP?

**A:** There are numerous statutes that outline how a city does business.

**Q23.** What federal regulations impact the PMP?

**A:** Clean Water Act

**Q24.** Is there any funding outside Golden Valley for the PMP? If so, what is it?

**A:** A city with a population greater than 5,000 is eligible to designate up to 20 percent of its street mileage as Municipal State Aid roadways. These streets are then eligible for funding from MnDOT for construction funding from gas tax revenues as outlined in State Statutes. There are no state aid streets within the remaining PMP projects.