



2025 Road Asset Management Plan

City of Valparaiso

November 2025



Pavement Asset Management Plan

This Pavement Asset Management Plan satisfies State Funding Requirements. This plan must include the complete pavement inventory of the local agency.

Agency Name: City of Valparaiso

Contact Name: Maxwell Rehlander, PE

Address: 166 Lincolnway, Valparaiso IN 46383

Email: mrehlander@valpo.us

Phone: (219) 462-1161 ext 3372

(If applicable)

Consultant Agency: _____

Consultant Contact Name: _____

Consultant Address: _____

Consultant Email: _____

Consultant Phone: _____

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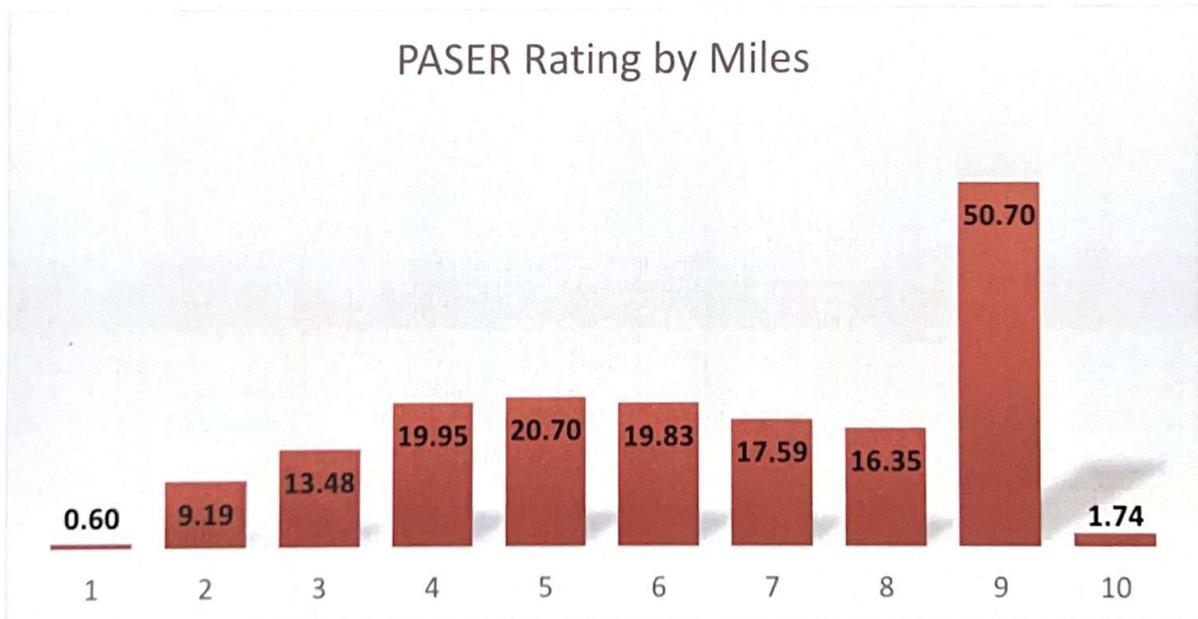
Executive Summary

This document is the 2025 update to the City of Valparaiso's Asset Management Plan for its streets. It is intended to serve as a guiding document for all street work and improvements in the City of Valparaiso. It has been developed using the Local Technical Assistance Program (LTAP) approved plan for the 2025 Community Crossings Grant Fund. The Asset Management Plan will be updated each year based on new information received. Although this plan reflects the best practices currently suggested to local public agencies across the state, it is tailored to the unique set of facts and circumstances applying to the City of Valparaiso's Street Network. The plan will also evolve from year to year as the City gains experience in applying various preventative maintenance techniques.

The City has approximately 170 centerline miles of roads with 20 miles of arterials, 50 miles of collectors and 100 miles of local streets that the City is entirely responsible for maintaining. This includes routine maintenance (plowing, sweeping, right-of-way work), preventative maintenance and reconstruction. The vast majority of the streets are asphalt with a few segments being either concrete or brick. Curb and gutter exist in many, but not all areas of the City. Given the age of the City, a few of the streets have a base that would be considered substandard by today's design parameters.

All City roads were rated in 2024; this 2025 inventory provides updates based on the roads improved in 2025. The previous wholesale rating occurred in 2022.

A summary graph of the 2025 PASER ratings is shown below. The average rating from 2025 was 6.4, with averages of 6.0 in 2023 and 5.7 in 2024.



Objectives and Measures

The objective of the asset management process is to document the condition of the City's streets. It is impossible to effectively manage the City's street assets without having an understanding of what streets are owned by the City as well as what condition they are in. Having this data allows the Engineering Department Staff to communicate the status of the street network with residents, fellow staff members and elected officials. It is a vital first step in the asset management process.

Municipal Performance Goals and Expected Level of Service

The City of Valparaiso's Public Works Department has identified the following performance goals for pavements. Once achieved, the entire network would be resurfaced every 12 years with about 13 miles annually. Regularly schedule pavement maintenance will maximize the service life of each segment.

- Year 0 – New Construction
- Year 2 – Crack Seal
- Year 5 – Crack Seal
- Year 7 – Micro Surface
- Year 9 – Crack Seal
- Year 12 – Mill and Overlay
- Year 14 – Crack Seal
- Year 17 – Crack Seal
- Year 19 – Micro Surface
- Year 22 – Crack Seal
- Year 25 – Structural Overlay or Reconstruction (as needed)

Rating System Utilized

There are many different pavement rating systems available for communities to use. Some are very simple, while others are more complex. Examples of these systems are the Distress Index, the Pavement Condition Index, the Pavement Quality Index, the Overall Condition Index and the PASER rating. PASER stands for **PA**vement **SUR**face **E**valuation and **R**ating. LTAP recommends using the PASER rating system, and this is what the City has adopted. Previous ratings were done on a sliding scale and were not consistent with the PASER method. PASER is easier and more cost effective to implement compared to the previous system, however, the previous database of road inventory contained a variety of information.

The road system has been measured using PASER field techniques. It is a methodology adopted by the University of Wisconsin and widely used across the country. The PASER system uses visual inspection of roads to evaluate pavement surface conditions. The methodology involves identifying different types of pavement distress (raveling, rutting, cracks, etc.) and tying them back

to a road's life expectancy. This results in a PASER rating of 10 to 1.

Work Plan Process

A full re-assessment of road surfaces occurred in 2024 as mandated by the State funding requirements. All streets were initially assessed in 2016 and will be reassessed every even year. The updated Pavement Inventory was developed for this report, as required for the LTAP Asset Management Plan requirements. Roadsoft software was used to assist in recording the ratings, with the Roadsoft base map set up from the City's GIS information.

Monitoring Program and Plan

The plan is to re-assess every road every two years, with roads resurfaced the year before updated for the Asset Management Plan. Depending on the severity of time to complete the assessments, the City has opted to rate newly resurfaced roads each year with the remainder of the roads every two years.

Drainage and Right-of-Way Conditions

During assessment, any observed adverse drainage conditions were noted and internally discussed within the department to better plan for the next year's paving program. In addition, spot failures were conveyed to Public Works to clean and maintain the stormwater infrastructure. The City has an extensive stormwater conveyance system with many streets having curb, gutter, inlets and catch basins. City roads without in-road stormwater structures have side ditches and swales that the City Staff maintains if the property owner cannot adequately sustain.

2025 PASER Rating by Condition

