Pavement Management Budget Options Report

CAPS
Capitol Asset & Pavement Services

LYONS
COLORADO

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Contents

Appendices

Executive Summary

Capitol Asset & Pavement Services, Inc. was contracted by the Town of Lyons, CO Public Works to perform visual inspections of paved streets maintained by the Town of Lyons, CO (Town). All 11.1 centerline miles of paved streets maintained by the Town were evaluated using the MTC Streetsaver pavement rating methodology. The Streetsaver Online 9.0 database was updated with the inspection data. Inspections were completed in May, 2024.

The maintenance decision tree treatments and costs were reviewed and updated to reflect current pavement maintenance treatment prices. A budgetary needs analysis was performed based on the updated inspections and treatment costs and five budget scenarios were evaluated to compare the effects of various funding levels.

The Town's street network consists of 11.1 centerline miles of streets. A detailed visual inspection of the Town's streets resulted in a calculated network average PCI of 69. Using a 0-100 PCI scale, with 100 being the most favorable, a rating of 69 places the Town's street network in the 'Fair' condition category.

Five scenarios were analyzed for various street maintenance funding levels. The budgets include preventative maintenance and rehabilitation work for existing paved street surfaces. The Town's current strategy of street maintenance, along with current prices for the treatments, is represented in the Streetsaver decision tree matrix. This matrix defines what treatments need to be applied to streets in varying PCI conditions. Utilizing this decision matrix, it was determined that the Town will need to spend $3.7 million over the five years analysis period (2024-2028) to bring the street network into 'optimal' condition, or an overall street network PCI of 83. Comparing this with the current funding level of $1.15 million over the five years (2024-2028) shows that the average network PCI increases by four points, to 73 through 2028. Scenario #3 through #5 analyze the effects of increasing funding for street maintenance by varying funding levels ($1.9 million, $2.9 million, and $4.2 million over five years, respectively).

Table 1 – Summary of Outcome of Scenario Funding Levels

Scenario	1-Unconstrained Needs	2-Current Funding	3-$380k per year
Average yearly budget	$0.7 million	$0.23 million	$380,000
Total budget for 5 years	$3.7 million	$1.15 million	$1.9 million
Current PCI	69	69	69
Current % in 'Good' condition	56.9%	56.9%	56.9%
PCI after 5 years (change)	83 (+14)	73 (+4)	76 (+7)
Backlog after 5 years	$0	$2.8 million	$2.1 million
% 'Good' in 2028	90.5%	77.6%	80.6%
% 'Fair' in 2028	6.2%	7.1%	6.2%
% 'Poor' in 2028	3.4%	3.4%	3.4%
% 'Very Poor' 2028	0.0%	11.9%	9.9%

Scenario	4-$580k per year	5-$830k per year
Average yearly budget	$580,000	$830,000
Total budget for 5 years	$2.9 million	$4.2 million
Current PCI	69	69
Current % in 'Good' condition	56.9%	56.9%
PCI after 5 years (change)	80 (+11)	85 (+16)
Backlog after 5 years	$1.1 million	0
% 'Good' in 2028	85.2%	92.7%
% 'Fair' in 2028	6.2%	5.5%
% 'Poor' in 2028	3.4%	1.9%
% 'Very Poor' 2028	5.2%	0.0%

Purpose

This report is intended to assist the Town of Lyons, CO with identifying street maintenance priorities specific to the Town.

The report examines the overall condition of the street network and highlights the impacts of various funding levels on the network pavement condition and deferred maintenance funding shortfalls. The Metropolitan Transportation Commission, MTC, Streetsaver Pavement Management Program (PMP) was used for this evaluation. The intent of this program is to develop a maintenance strategy that will improve the overall condition of the street network to an optimal Pavement Condition Index (PCI) in the low to mid 80's and also to maintain it at that level.

The MTC Streetsaver program maximizes the cost-effectiveness of the maintenance treatment plan by recommending a multi-year street maintenance and rehabilitation plan based on the most cost-effective repairs available. A comprehensive preventative maintenance program is a critical component of this plan, as these treatments extend the life of good pavements at a much lower cost than rehabilitation overlay or reconstruction treatments. To this end, various 'what-if' analyses (scenarios) were conducted to determine the most cost-effective plan for maintaining the Town's street network over five years and at various funding levels.

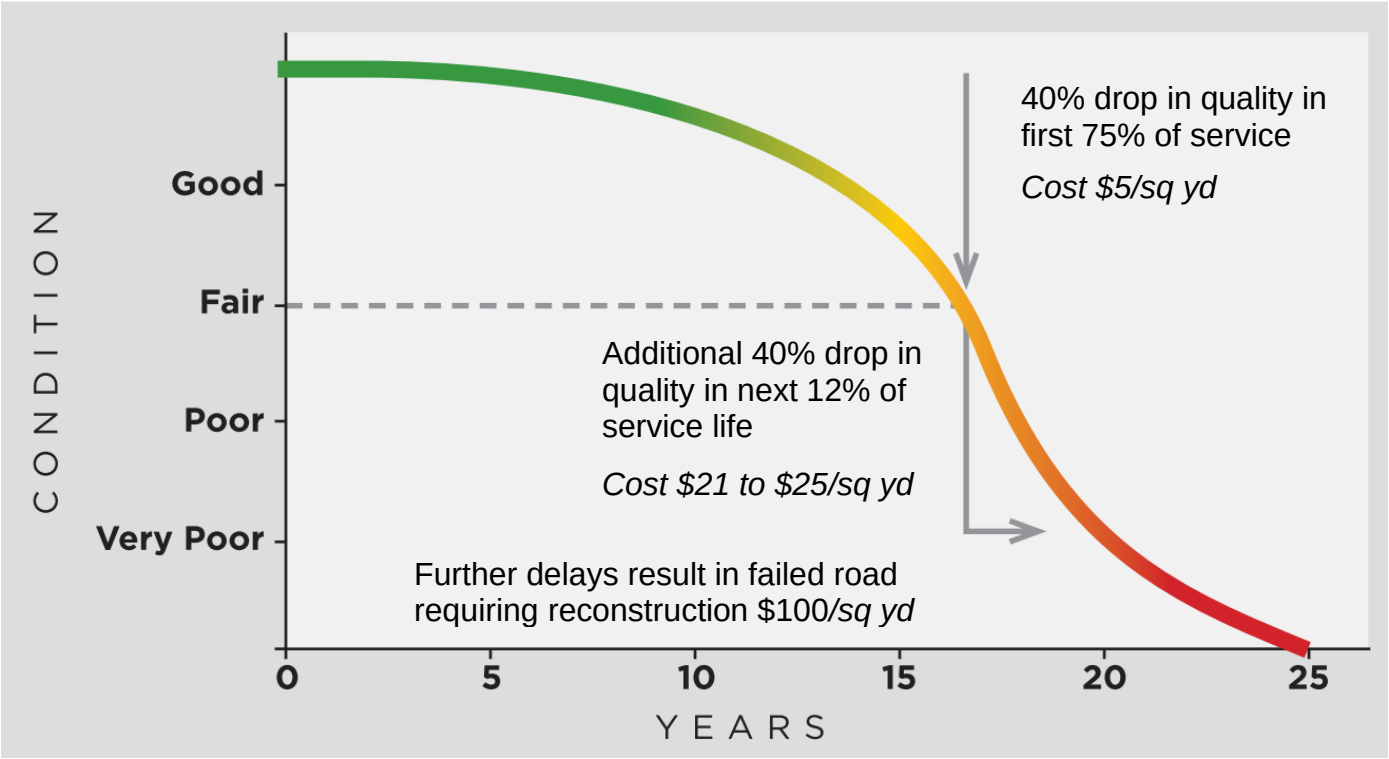
Pavement Management Strategy

Pavement Management is a set of tools and philosophies designed to manage the maintenance activities of asphalt concrete and Portland concrete pavements. A Pavement Management System consists of a module to keep track of existing and historical pavement condition data and a decision-making process to help choose the most cost-effective maintenance strategies and which streets to treat when.

Conventional wisdom of most public works and street department agencies has been to treat streets in a "worst-first" philosophy. Under this "worst-first" policy, streets are allowed to deteriorate to a nearly failed condition before any rehabilitation (such as overlays or reconstructions) are applied. This can also be called the "don't fix it if it isn't broke" mentality.

Pavement management systems are designed with a more cost-effective, "best-first" approach. The reasoning behind this philosophy, is that it is better to treat streets with lower-cost, preventative maintenance treatments, such as chip seal and crack seals, and extend their life cycle before the street condition deteriorates to a state where it requires more costly rehabilitation and reconstruction treatments. Generally, paved streets spend about three-quarters of their life cycle in fair to good condition, where the street shows little sign of deterioration and has a high service level. After this time, the street condition begins to deteriorate at a rapid rate and, if not maintained properly, will soon reach a condition where it will require costly overlays and reconstructions. If treated with a surface seal and other preventative measures, the street condition will remain at a good level for a longer period of time. Figure 1 shows a typical condition deterioration curve for a street.

Figure 1 – Street Condition over time



Existing Pavement Condition

The Town is responsible for the repair and maintenance of 11.1 centerline miles of paved streets. The Town's street network replacement value is estimated at $18.8 million.[1] This asset valuation assumes replacement of the entire street network in present day dollars (street base and surface only, not curbs or sidewalks). This represents a significant asset for Town officials to manage.

The average overall network Pavement Condition Index (PCI) of the Town's street network is 69, which indicates that the street network is in 'Fair' condition. The PCI is a measurement of pavement condition that ranges from 0 to 100. A newly constructed or overlaid street would have a PCI of 100, while a failed street (requiring complete reconstruction) would have a PCI under 25. Appendix B contains a report detailing the PCI information for each street.

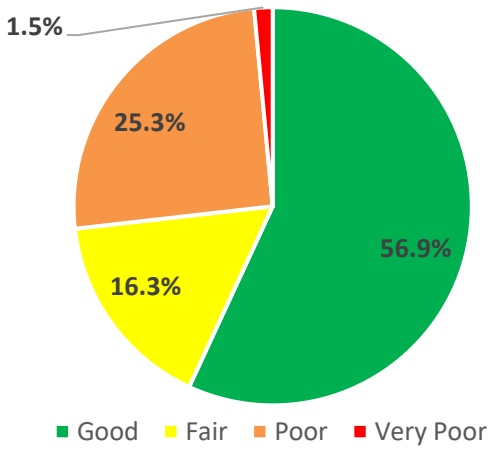
Table 2 – Street Network Statistics and Average PCI by Functional Class

Functional Class	# of Sections	Centerline Miles	Lane Miles	Average PCI
Arterial	1	0.3	0.7	65
Collector	21	1.8	3.6	74
Residential	88	9.0	17.1	68
Totals	110	11.1	21.4	69

Table 3 and Figure 2 detail the percentage of the street network area by each PCI range or condition category.

Table 3 and Figure 2 – Percent Network Area by Functional Class and Condition

Condition Class	PCI Range	Arterial	Collector	Residential	Total
Good (I)	70-100	0.0%	13.6%	43.3%	56.9%
Fair (II/III)	50-70	2.9%	3.0%	10.4%	16.3%
Poor (IV)	25-50	0.0%	3.2%	22.1%	25.3%
Very Poor (V)	0-25	0.0%	0.0%	1.5%	1.5%
Totals		2.9%	19.8%	77.3%	



[1] Replacement value is calculated as the current cost to reconstruct each street. This does not include sidewalks or curbs.

The Town's street condition varies by functional class, as is typical of most cities. Arterial and Collector streets are generally in better shape than Residential streets. The condition of and centerline miles of each functional class can be seen in Figures 3 through 6.

Figure 3 – Total Network Miles by Condition Category

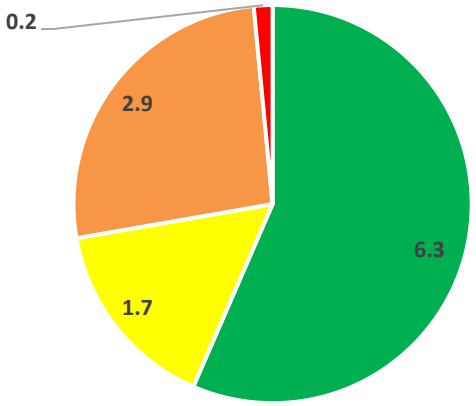


Figure 4 – Arterial Miles by Condition Category

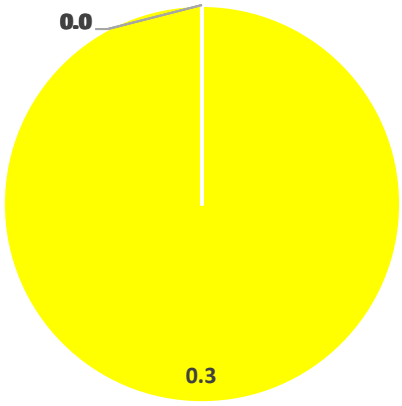


Figure 5 – Collector Miles by Condition Category

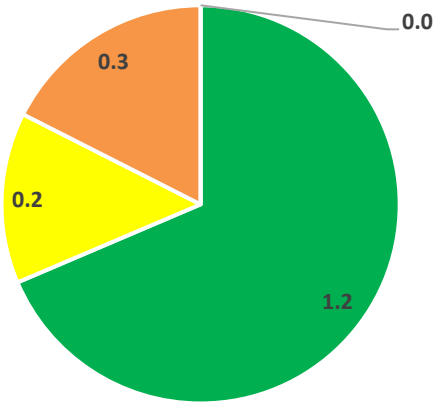
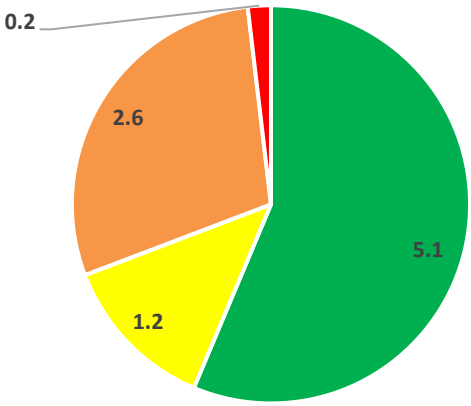


Figure 6 – Residential Miles by Condition Category

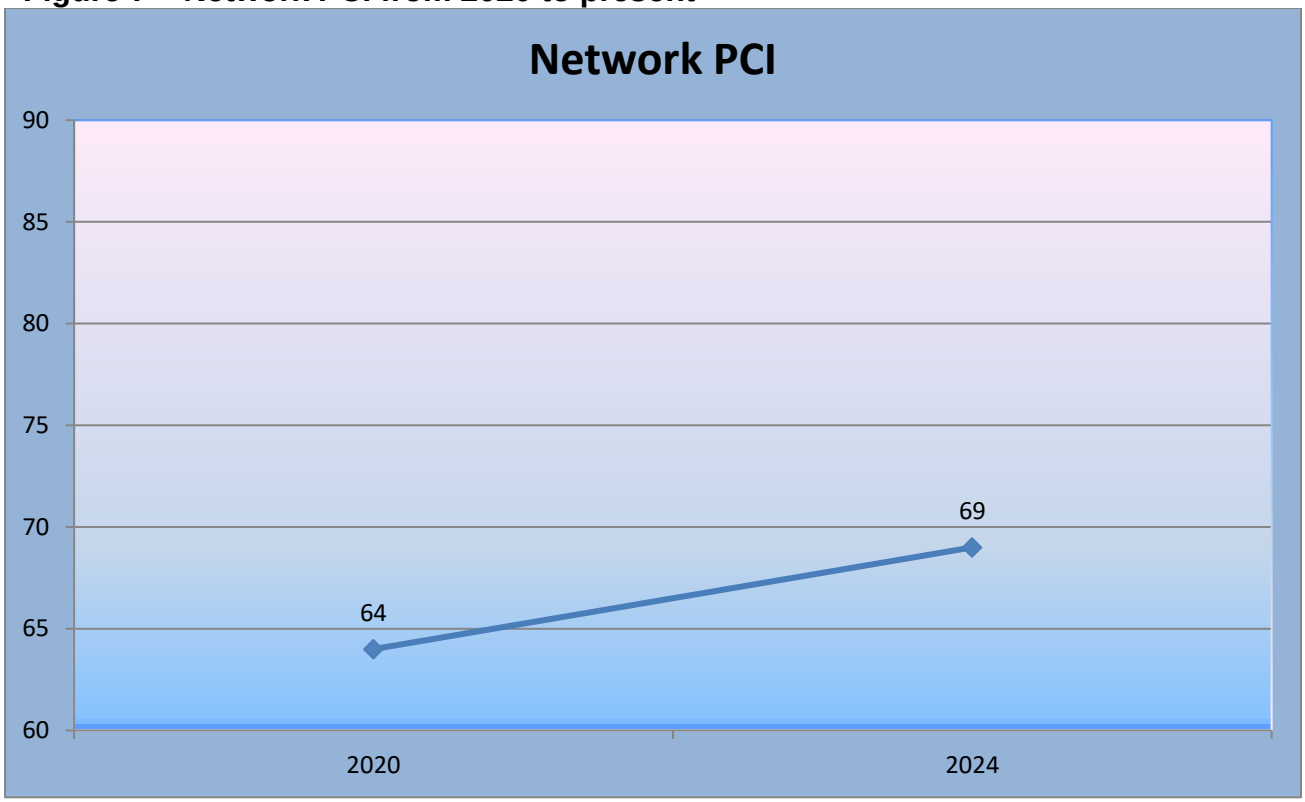


Good Fair Poor Very Poor

Pavement Condition History

Figure 7 shows the network PCI values in the two years that pavement inspections were completed. The overall network PCI has increased between 2020 to the present (2024), by five points, from 64 in 2020 to 69 currently.

Figure 7 – Network PCI from 2020 to present



Present Cost to Repair the Street Network

The MTC Pavement Management Program (PMP) is designed to achieve an optimal network PCI somewhere between the low and mid 80's, which is in the middle of the good condition category. In other words, the system will recommend maintenance treatments in an attempt to bring all of the streets in the Town to a 'Good' condition, with the majority of the streets falling in the low to mid 80's PCI range. Streets will remain in the 'Good' condition category for a longer period of time if relatively inexpensive preventive maintenance treatments are used. Once the PCI falls below 70, more expensive rehabilitation treatments will be needed.

The Budget Needs module of the PMP estimates a necessary funding level for the Town's pavement preservation and rehabilitation program of $3.7 million[2] over the five-year period (Year–2028) in order to improve and maintain the street network PCI at an optimal level in the lower to mid 80's. Of this total, approximately $1.1 million is needed in the first year alone. The five-year cost of $3.7 million exceeds the Town's planned five-year funding level of $1.2 million by approximately $2.6 million.

As mentioned earlier, the average PCI for the Town's streets is 69, which is in the 'Fair' condition category. Why then, does it cost so much to repair the Town's streets, and why bother improving them?

The cost to repair and maintain a pavement depends on its current PCI. In the 'Good' category, it costs very little to apply preventive maintenance treatments such as crack and surface seals (chip seal), which can extend the life of a pavement by correcting minor faults and reducing further deterioration. Minor treatments are applied before pavement deterioration has become severe and usually cost less than $5.00 per square yard[3]. 56.9% of the Town's street network would benefit from these relatively inexpensive, life-extending treatments.

16.3% of the Town's street network falls into the 'Fair' condition category. Pavements in this range show some form of distress caused by traffic load related activity or environmental distress that requires more than a life-extending treatment. At this point, a well-designed pavement will have served at least 75 percent of its life, with the quality of the pavement dropping approximately 40 percent. The street surface may require a chip seal or medium AC overlay (2") (depending on functional class and the extent of load related distresses), at a cost of $5 to $21.50/sq yd.

25.3% of the Town's street network falls into the 'Poor' condition category. These pavements are near the end of their service lives, and often exhibit major forms of distress, such as potholes, extensive cracking, etc. At this stage, a street usually requires a medium AC overlay (2") with digouts, at a cost of $21.50 to $25/sq yd.

1.5% of the Town's street network falls into the 'Very Poor' condition category. Streets in the 'Very Poor' condition category indicate that the street has failed. These pavements are at the end of their service lives and have major distresses, often indicating the failure of the sub base. Streets at

[2] Treatment costs are based on this year's average costs per square yard, with future years including a 3% inflation adjustment per year after 2024.

[3] For detailed treatments and costs used in analysis for this report, see appendix C – Decision Tree report

this stage require major rehabilitation, usually the complete reconstruction of the street surface or street surface and subgrade structure. Estimated costs to reconstruct the street surface are approximately $98 /sq yd.

One of the key elements of a pavement repair strategy is to keep streets that are in the 'Good' or 'Fair' categories from deteriorating. This is particularly true for streets in the 'Fair' range, because they are at the point where pavement deterioration accelerates if left untreated. However, the deterioration rate for pavements in the 'Poor' to 'Very Poor' range is relatively flat and the condition of these streets will not decline significantly if repairs are delayed. As more 'Good' streets deteriorate into the 'Fair', 'Poor', and 'Very Poor' categories, the cost of deferred maintenance will continue to increase. The cost of the deferred maintenance backlog will stop increasing only when enough funds are provided to prevent streets from deteriorating into a worse condition category, or the whole network falls into the 'Very Poor' category (i.e. cannot deteriorate any further). The deferred maintenance backlog refers to the dollar amount of maintenance and rehabilitation work that should have been completed to maintain the street in 'Good' condition, but had to be deferred due to funding deficiencies for preventative maintenance and/or pavement rehabilitation programs. The actual repairs that are being deferred are often referred to as a "backlog."

Future Expenditures for Pavement Maintenance

Assuming projected funding is allocated for pavement maintenance, we anticipate that the Town will spend $1.15 million on pavement maintenance rehabilitation during the next five years (2024 - 2028) as detailed in Table 4.

Table 4 – Projected Pavement Budget for 2024 to 2028

2024	2025	2026	2027	2028	Total
$230,000	$230,000	$230,000	$230,000	$230,000	**$1,150,000**

Budget Needs

Based on the principle that it costs less to maintain streets in good condition than bad, the MTC PMP strives to develop a maintenance strategy that will first improve the overall condition of the network to an optimal PCI somewhere between the low and mid 80's, and then sustain it at that level. The average PCI for the Town is 69, which is in the 'Fair' condition category. Current funding strategies demonstrate there is a $0.9 million deferred maintenance backlog[4] in the first year of the scenario. If these issues are not addressed, the quality of the street network will inevitably decline. In order to correct these deficiencies, cost-effective funding and street maintenance strategies must be implemented.

The first step in developing a cost-effective maintenance and rehabilitation strategy is to determine, assuming unlimited revenues, the maintenance "needs" of the Town's street network. Using the PMP budget needs module, street maintenance needs are estimated at $3.7 million over the five year period from 2024 - 2028. If the Town follows the strategy recommended by the program, the

[4] Definition of deferred maintenance backlog can be found in Appendix A

average network PCI will increase to 83. If, however, current pavement maintenance funding is exhausted and little or no maintenance is applied over the five years, already distressed streets will continue to deteriorate, and the network PCI will drop to 61. The results of the budget needs analysis are summarized in Table 5.[5]

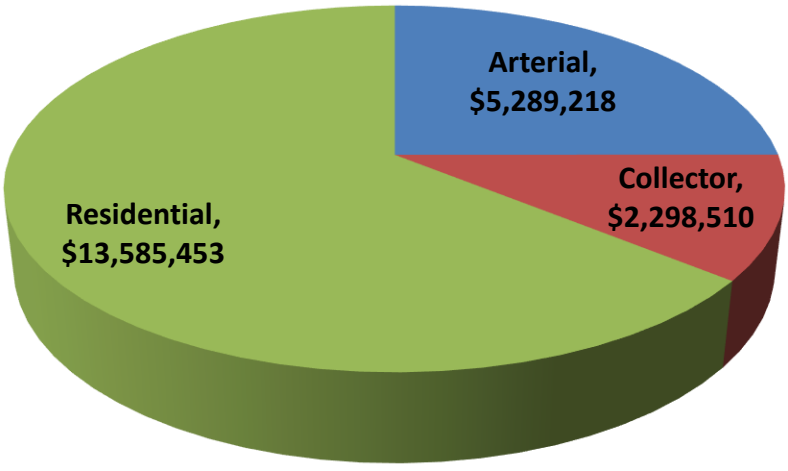
Table 5 – Summary of Results from Needs Analysis

Fiscal Years	2024	2025	2026	2027	2028	Total
PCI with Treatment	81	84	83	84	83	---
PCI, no Treatment	70	68	66	63	61	---
Budget Needs Total	$1,126,176	$1,415,722	$412,211	$682,169	$80,277	**$3,716,555**
Rehabilitation Portion	$994,393	$1,395,838	$411,889	$585,158	$40,148	**$3,427,426**
Preventative Maintenance Portion	$131,783	$19,883	$322	$97,010	$40,128	**$289,125**

Table 5 shows the level of expenditure required to raise the Town's pavement condition to an optimal network PCI of 83 and eliminate the current maintenance and rehabilitation backlog. The results of the budget needs analysis represent the ideal funding strategy recommended by the MTC PMP. Of the $3.7 million in maintenance and rehabilitation needs shown, approximately $289,125 or 7.8% is earmarked for preventative maintenance or life-extending treatments, while $3.4 million or 92.2% is allocated for the more costly rehabilitation and reconstruction treatments.

Figure 4 is based on the budget needs predictive module. The pavement management program is recommending a funding level of $3.7 million over a five-year period. Figure 8 illustrates the funding distribution by street functional classification.

Figure 8 – Budget Needs Funding Distribution by Functional Classification



[5] Actual program outputs are included in Appendixes B through F

Budget Scenarios

Having determined the maintenance and rehabilitation needs of the Town's street network, the next step in developing a cost-effective maintenance and rehabilitation strategy is to conduct 'what-if' analyses. Using the PMP budget scenarios module, the impact of various budget scenarios can be evaluated. The program projects the effects of the different scenarios on pavement condition PCI and deferred maintenance (backlog). By examining the effects on these indicators, the advantages and disadvantages of different funding levels and maintenance strategies become clear. For the purpose of this report, the following scenarios were run for five (5)-year periods (2024 - 2028). The results are summarized in Table 6.

1. *Unconstrained (zero "deferred maintenance")* — The annual amounts, as identified in the budget needs analysis totaling $3.7 million, were input into the scenarios module. This scenario shows the effects of implementing the ideal investment strategy (as recommended by the MTC PMP Needs module).
2. *Current Investment Level* — An average annual budget of $0.23 million was evaluated over five years, for a total of $1.15 million, to determine the effects of continuing pavement maintenance at the current budget level. The overall network PCI increases by four points, to 73, under this funding level.
3. *$380k* per year — An annual funding level of $380,000 per year, for a five year total of $1.9 million, should improve the overall network PCI by seven points, to 76 by 2028.
4. *$580k per* year — An annual funding level of $580,000 per year, for a five year total of $2.9 million, should improve the overall network PCI by eleven points, to 80 by 2028.
5. *$830k per* year — An annual funding level of $830,000 per year, for a five year total of $4.2 million, should improve the overall network PCI by sixteen points, to 85 by 2028.

Table 6 – Scenario Summary

Scenario Name	6 Year Budget	2028 PCI *(change)*	2028 Deferred Maintenance	2028 % Good	2028 % Very Poor
1 – Unconstrained	$3.7 million	83 *(+14)*	$0	90.5%	0.0%
2 – Current Investment	$1.15 million	73 *(+4)*	$2.8 million	77.6%	11.9%
3 – $380k per year	$1.9 million	76 *(+7)*	$2.1 million	80.6%	9.9%
4 – $580k per year	$2.9 million	80 *(+11)*	$1.1 million	85.2%	5.2%
5 – $830k per year	$4.2 million	85 *(+16)*	0	92.7%	0.0%

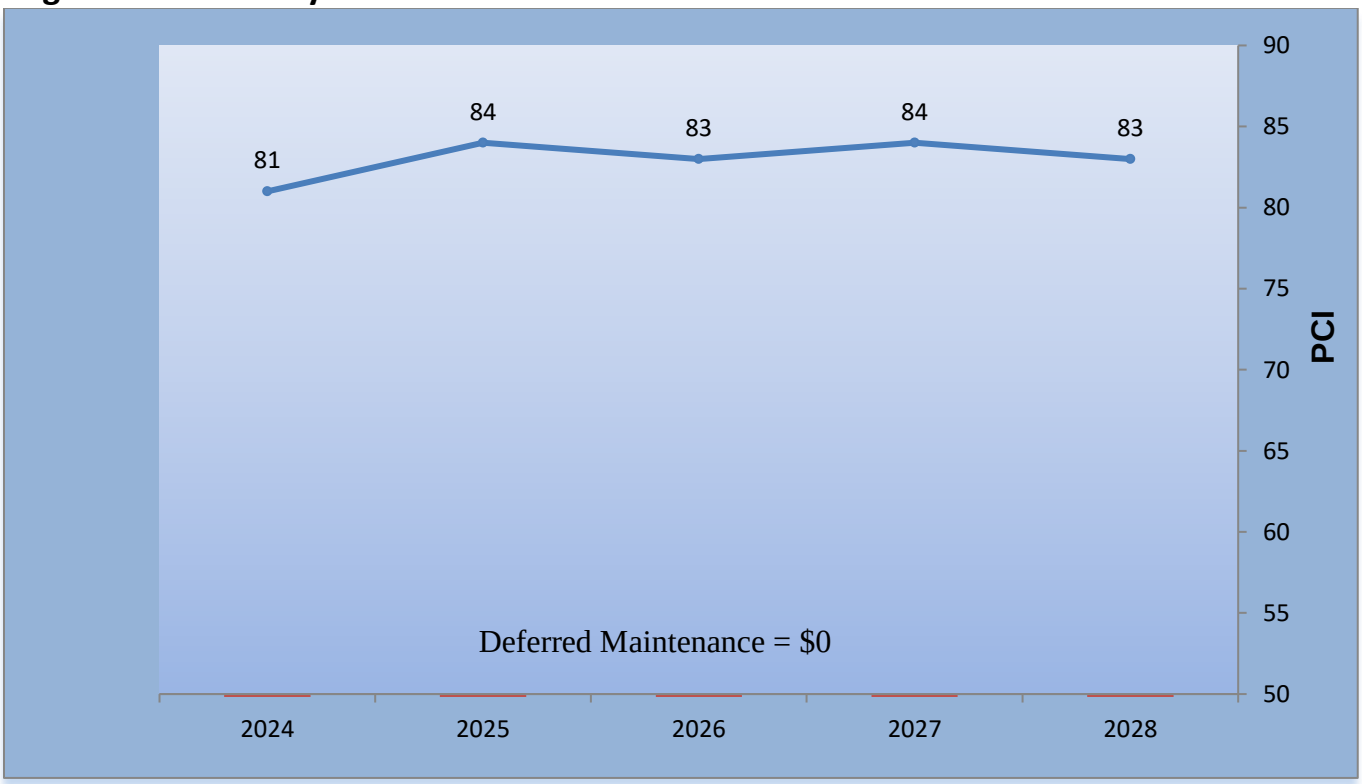
Scenario 1 — Unconstrained Needs (zero deferred maintenance)

This scenario shows the effects of implementing the ideal investment strategy (as recommended by the MTC PMP needs module). Because it is more cost-effective to eliminate the deferred maintenance backlog as quickly as possible, the bulk of the deferred maintenance needs are addressed in the first year of the five-year program, raising the overall average network PCI to 81. The PCI maintains at an optimal level through 2028. By 2028, 90.5% of the network improves into the 'Good' condition category, a significant increase from the current level of 56.9% in 'Good' condition. These results are shown in both Table 7 and Figure 9.

Table 7 – Summary of Results from Scenario 1 — Unconstrained Needs

	2024	2025	2026	2027	2028	Total
Budget Total	$1,126,176	$1,415,722	$412,211	$682,169	$80,277	**$3,716,555**
Rehabilitation budget	$994,393	$1,395,838	$411,889	$585,158	$40,148	**$3,427,426**
Preventative Maintenance budget	$131,783	$19,883	$322	$97,010	$40,128	**$289,125**
Deferred Maintenance	$0	$0	$0	$0	$0	---
PCI	81	84	83	84	83	

Figure 9 – Summary of Results from Scenario 1 — Unconstrained Needs



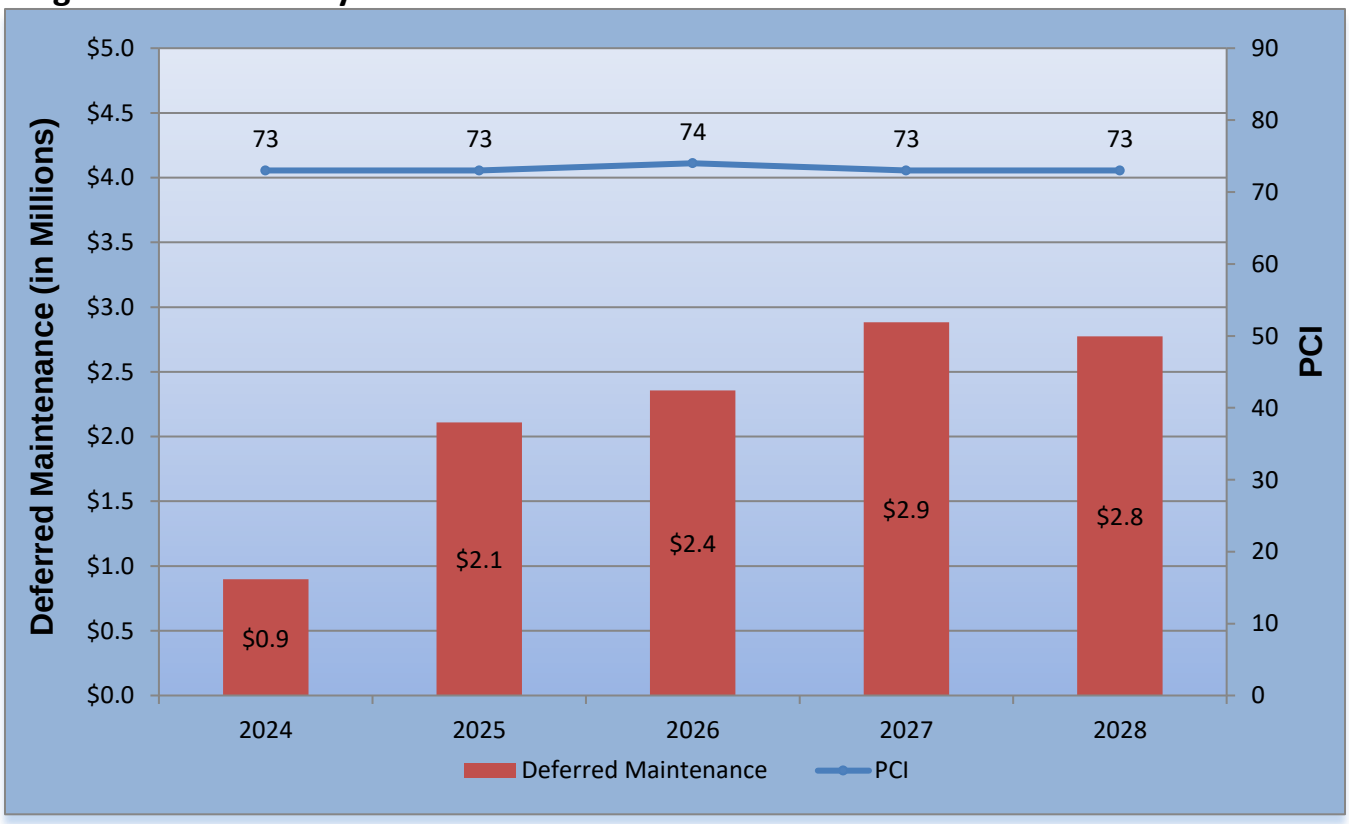
Scenario 2 — Current Investment Level

This scenario shows the effects of the Town's current budget for street maintenance of $1.15 million over five years. Under this scenario, the overall network PCI increases by four points, from 69 currently, to 73 by 2028. Under this investment level, the deferred maintenance backlog increases from $0.9 million in 2024, to $2.8 million in 2028, mainly due to the increase in the number of streets that will require expensive reconstruction, as the street network in 'Very Poor' condition increases to 11.9% in 2028, up from 1.5% currently,. The percentage of the street network in 'Good' condition improves, from 56.9% currently to 77.6% in 2028. Results are illustrated in Table 8 and Figure 10.

Table 8 – Summary of Results from Scenario 2 — Current Investment Level

	2024	2024	2026	2027	2028	Total
Budget Total	$230,000	$230,000	$230,000	$230,000	$230,000	**$1,150,000**
Rehabilitation budget	$221,844	$224,644	$228,588	$227,435	$212,345	**$1,114,856**
Preventative Maintenance budget	$6,750	$5,227	$322	$2,464	$17,243	**$32,007**
Deferred Maintenance	$897,581	$2,110,358	$2,356,969	$2,882,337	$2,772,924	---
PCI	73	73	74	73	73	

Figure 10 – Summary of Results from Scenario 2 — Current Investment Level



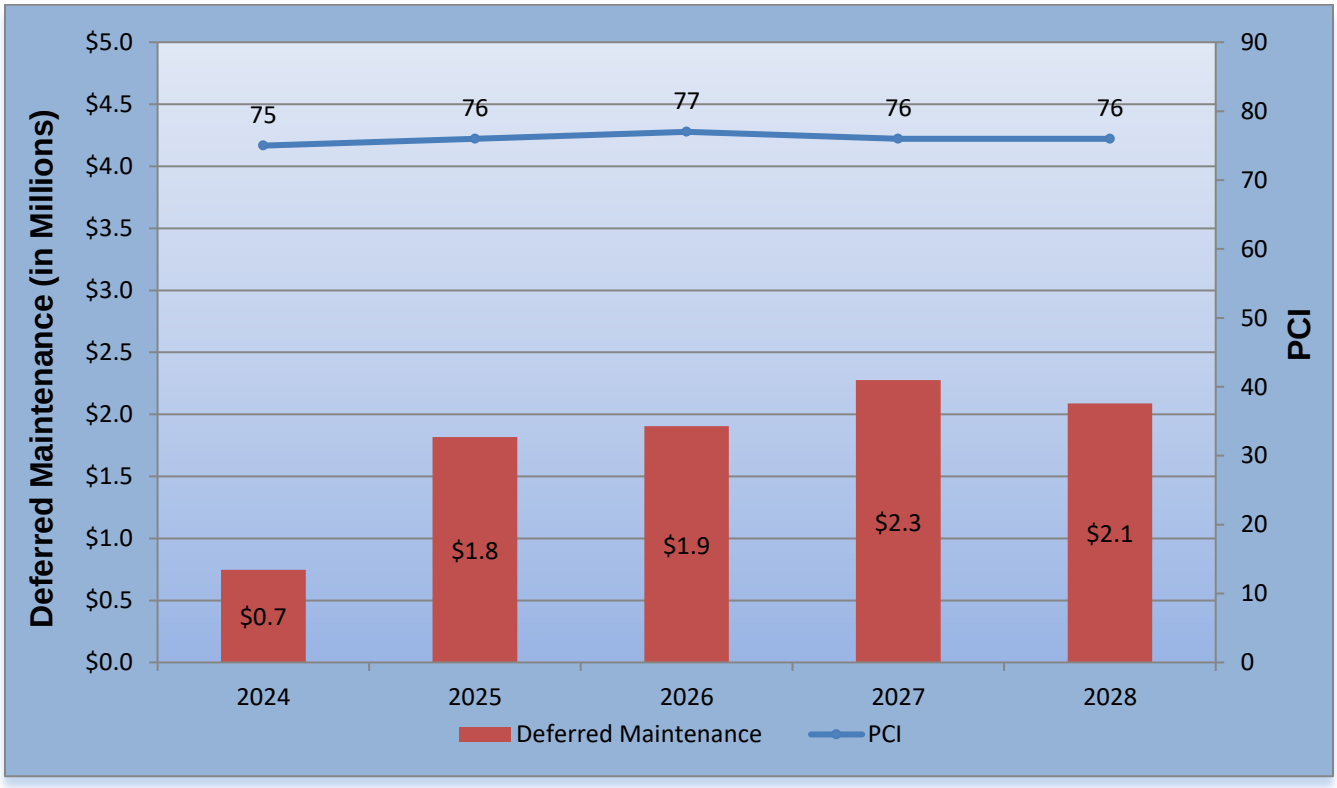
Scenario 3 — $380k per year

This scenario analyzes effects of increasing the five year funding level for street maintenance to $1.9 million. At this funding level, the overall network PCI increases by seven points, to 76. The deferred maintenance backlog would increase from $0.7 million in 2024, to $2.1 million by 2028. The street network in 'Very Poor' condition increases from 1.5% currently, to 9.9% in 2028. The percentage of the street network in the 'Good' condition category increases to 80.6% in 2028, from the current level of 56.9%. These results are illustrated in Table 9 and Figure 11.

Table 9 – Summary of Results, Scenario 3 — $380k per year

	2024	2024	2026	2027	2028	Total
Budget Total	$380,000	$380,000	$380,000	$380,000	$380,000	**$1,900,000**
Rehabilitation budget	$288,955	$305,587	$377,176	$272,176	$295,787	**$1,539,681**
Preventative Maintenance budget	$89,697	$63,231	$322	$97,010	$38,843	**$289,102**
Deferred Maintenance	$747,523	$1,816,852	$1,906,070	$2,276,234	$2,088,882	---
PCI	75	76	77	76	76	

Figure 11 – Summary of Results from Scenario 3 — $380k per year



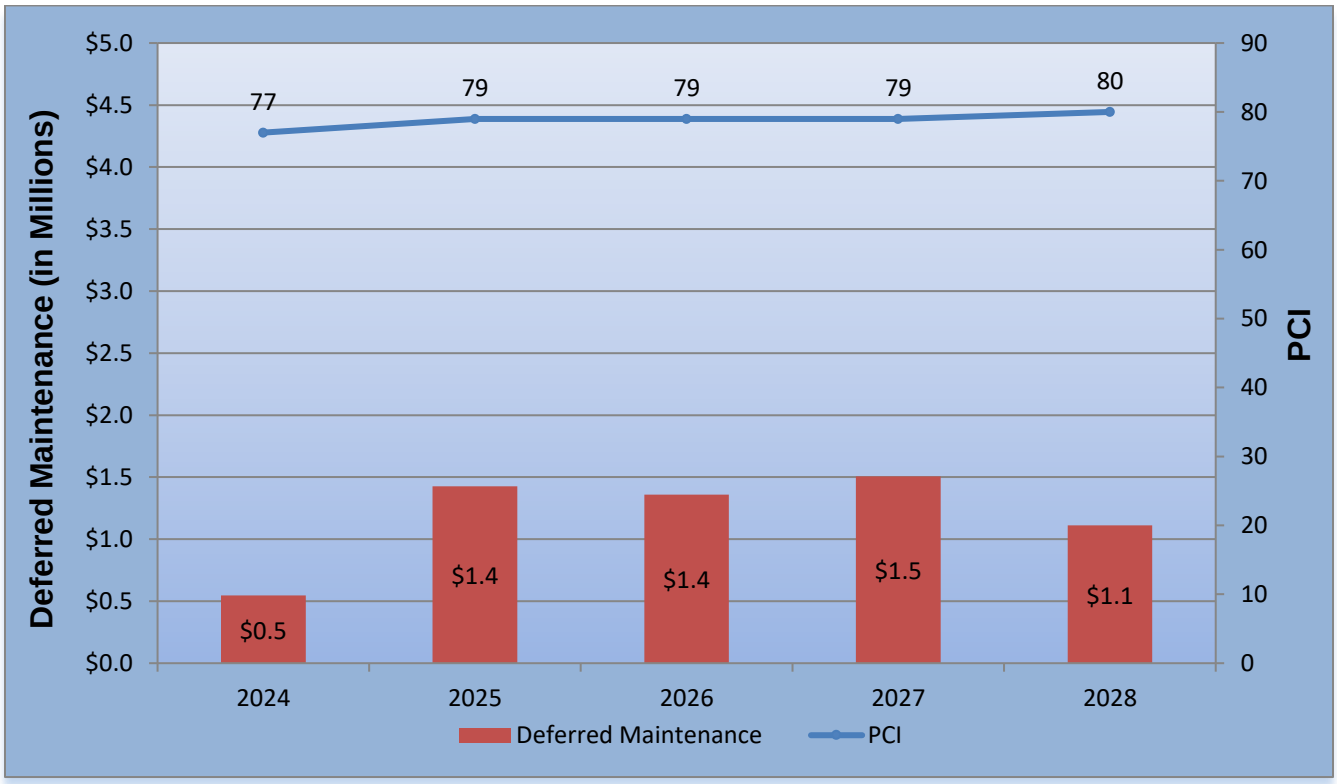
Scenario 4 — $580k per year

This scenario analyzes effects of increasing the five year funding level for street maintenance to $2.9 million. At this funding level, the overall network PCI increases by eleven points, to 80. The deferred maintenance backlog would increase from $0.5 million in 2024, to $1.1 million by 2028. The street network in 'Very Poor' condition increases from 1.5% currently, to 5.2% in 2028. The percentage of the street network in the 'Good' condition category increases to 85.2% in 2028, from the current level of 56.9%. These results are illustrated in Table 10 and Figure 12.

Table 10 – Summary of Results, Scenario 4 — $580k per year

	2024	2025	2026	2027	2028	Total
Budget Total	$580,000	$580,000	$580,000	$580,000	$580,000	**$2,900,000**
Rehabilitation budget	$492,764	$486,604	$522,314	$478,155	$480,133	**$2,459,970**
Preventative Maintenance budget	$86,274	$66,757	$322	$97,010	$39,015	**$289,378**
Deferred Maintenance	$547,138	$1,425,912	$1,358,264	$1,506,015	$1,111,210	---
PCI	77	79	79	79	80	

Figure 12 – Summary of Results, Scenario 4 — $580k per year



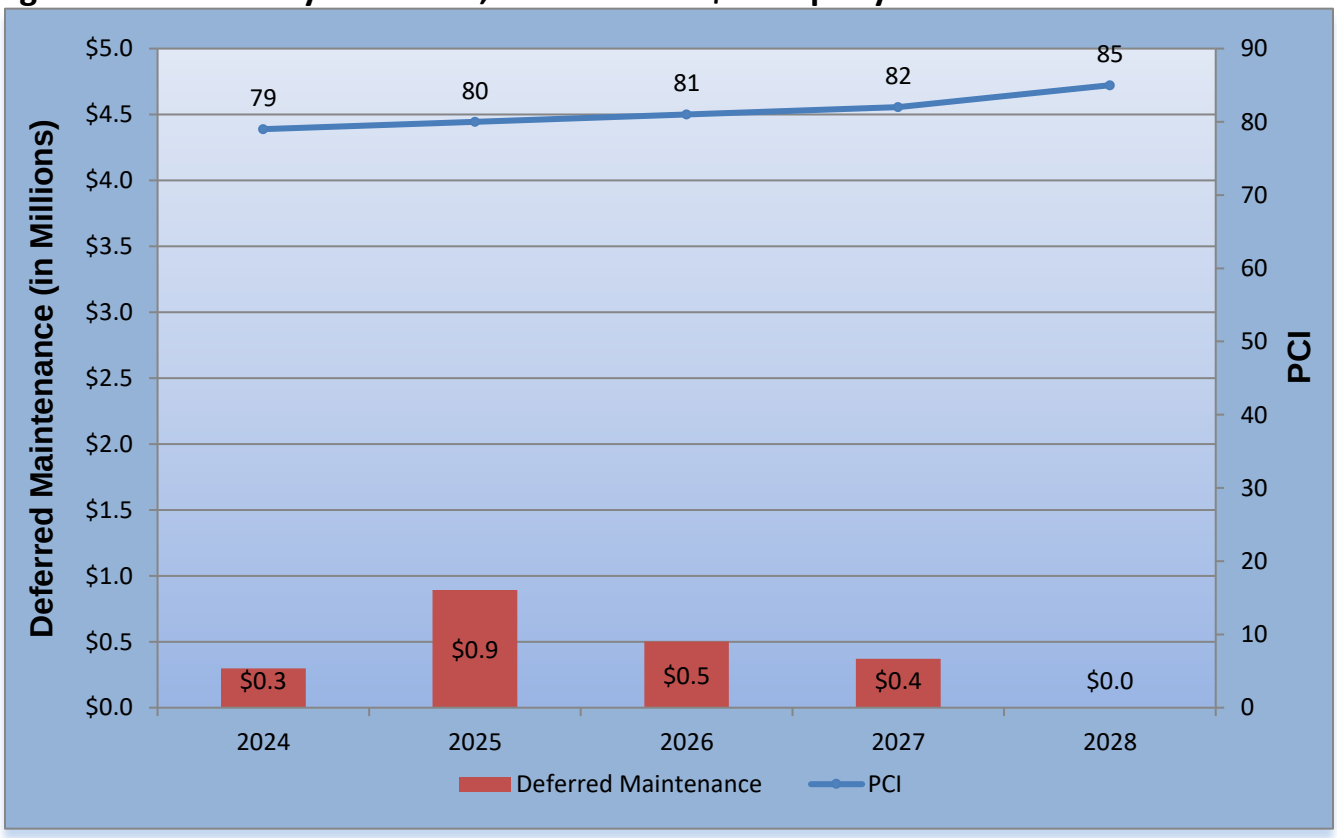
Scenario 5 — $830k per year

This scenario analyzes effects of increasing the five year funding level for street maintenance to $4.2 million. At this funding level, the overall network PCI increases by sixteen points, to 85. The deferred maintenance backlog would be eliminated over the course of the five year analysis period. The street network in 'Very Poor' condition decreases from 1.5% currently, to 0.0% in 2028. The percentage of the street network in the 'Good' condition category increases to 92.7% in 2028, from the current level of 56.9%. These results are illustrated in Table 11 and Figure 13.

Table 11 – Summary of Results, Scenario 5 — $830k per year

	2024	2024	2026	2027	2028	Total
Budget Total	$830,000	$830,000	$830,000	$830,000	$830,000	**$4,150,000**
Rehabilitation budget	$787,086	$802,873	$826,616	$798,222	$628,674	**$3,843,471**
Preventative Maintenance budget	$42,129	$25,733	$2,426	$31,620	$187,585	**$289,492**
Deferred Maintenance	$296,960	$892,984	$502,942	$371,530	$0	---
PCI	79	80	81	82	85	

Figure 13 – Summary of Results, Scenario 5 — $830k per year



A comparison of the five scenarios is summarized in Figures 14 and 15. Figure 14 depicts the deferred maintenance costs as they relate to PCI for the five scenarios evaluated. Figure 15 depicts the percent of the street network in the various condition categories for the five scenarios evaluated.

Figure 14 – Deferred Maintenance and PCI of Scenarios 1-5

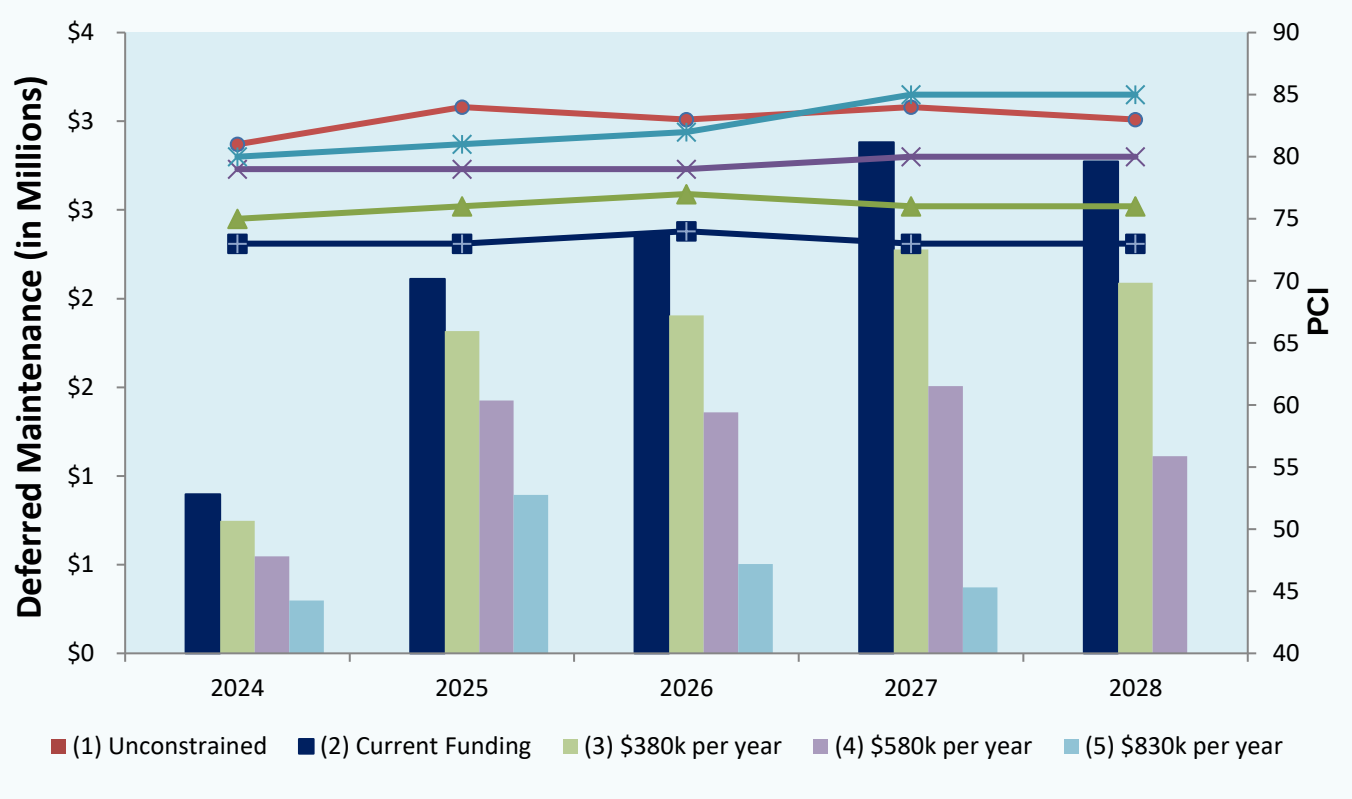
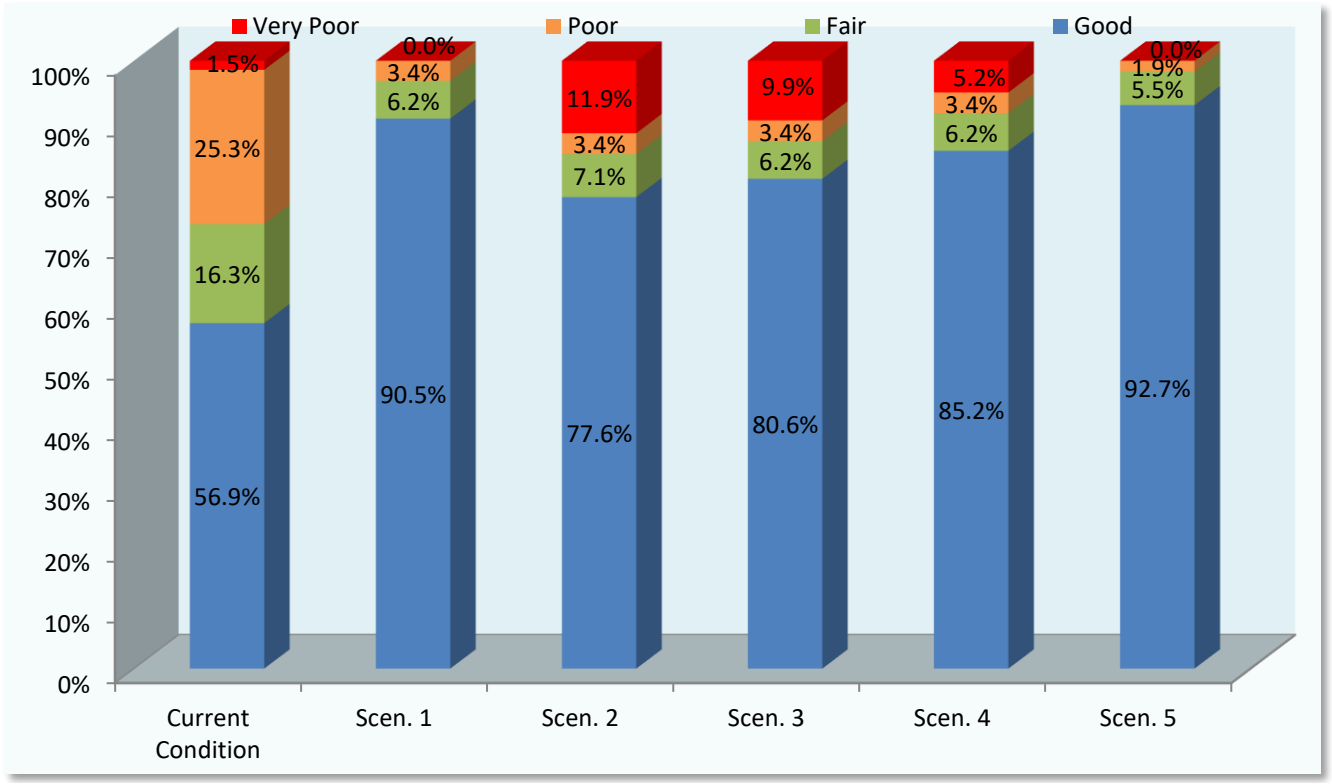


Figure 15 – Pavement Condition Category Percentages in 2028 – Scenarios 1-4



Recommendations

Of the various maintenance and funding options considered, the *ideal* strategy for the Town is presented in Scenario 1, with a five-year expenditure total of $3.7 million. Not only does this surface management plan improve the network to an optimal level of 83, it also eliminates the entire deferred maintenance backlog in the first year. As examined scenarios deviate from this strategy, the cost to the Town will increase in the long term. However, the amount of funds in the first year of expenditure, approximately $1.1 million, may make this strategy unrealistic for the Town. This scenario can, however, be used as a base line for comparing other scenarios.

Under current five-year funding level ($1.15 million over five years) the network PCI increases by four points, from 69 currently, to 73 by 2028. The deferred maintenance price tag more than triples, from $0.9 million in 2024, to $2.8 million in 2028. By following this strategy through 2028, 77.6% of the Town's street will be in the 'Good' condition category, an increase from the current level of 56.9% in 'Good' condition. Also, the street network in 'Very Poor' condition increases from 1.5% currently, to 11.9% in 2028.

Scenario and Needs analyses assume that the Town will follow a good pavement management philosophy of prioritizing preventative maintenance over rehabilitation. By first ensuring that Good streets stay Good, through the use of a cost-effective chip seal and crack seal program, the Town will save money in the long run. The use of thin AC overlays to rehabilitate streets in Fair condition should be the second priority, followed by thick overlays on Poor streets. Failed streets should be the lowest priority, as the reconstruction that would be required to rehabilitate them are very expensive, and the money is better used on more cost-effective treatments to maintain and rehabilitate better streets.

The PMP Budget Needs Module is recommending $3.16 million for streets in the 'Poor' to 'Very Poor' condition. Because these categories require extensive rehabilitation and reconstruction work, the work will consume approximately 85.0% of the planned costs, as estimated by the PMP. This places the Town in a challenging position of trying to avoid increasing future street rehabilitation costs coupled with the risk of a substantial increase in an already significant five year shortfall projection. Currently, 25.3% of the street network is in 'Poor' condition, and 1.5% of the street network is in 'Very Poor', or failed condition. Without treatment, 11.4% of the currently 'Poor' streets would deteriorate to 'Very Poor' condition. Current funding levels is only sufficient to treat a small portion of these streets, and the portion of the street network in 'Very Poor' condition is likely to increase to 11.9% by 2028 if current funding levels continue. This conclusion is noteworthy to the Town Council. Unless increased funding is allocated for street maintenance and rehabilitation, the Town may lose the opportunity to rehabilitate these roads with less expensive overlays on these streets. The Town should seek to increase funding for street maintenance.

As demonstrated in the different scenarios, the Town needs to invest a significant amount of money on expensive rehabilitation and reconstruction projects. This will reduce the deferred maintenance backlog, increase the network PCI, and allow money to be spent for less capital-intensive treatments such as crack sealing and thin overlays in the future.

Preparation of a budget options report is just one step in using the MTC PMP to build an effective street maintenance program. Recommendations for further steps are:

- Obtain detailed subsurface information on selected sections before major rehabilitation projects are contracted. Costs for large rehabilitation projects are extremely variable and estimates can sometimes be reduced following project-level engineering analysis. It is possible that only a portion of a street recommended for reconstruction actually requires such heavy-duty repair.

- Consider grouping treatments by geographic location in the Town. This can help lower the overall cost of treatments, as well as help simplify logistics. The recommended treatments in Appendix F are determined by best timing according to the PCI, regardless of location. Often, overlays can be advanced or delayed by a year or so, and seals one to two years earler without significant loss of cost-effectiveness. Adjusting the timing of treatments with geographic location in mind is recommended.

- Link major street repairs with utility maintenance schedules to prevent damage to newly paved street surfaces. Consider delaying treatment on streets with upcoming utility work, where appropriate.

- Evaluate the specific treatments and costs recommended by the PMP, and modify them to reflect the actual repairs and unit costs that are expected to be used.

- Test other budget options with varying revenues and preventive maintenance and rehabilitation splits.

In addition to performing cyclic pavement condition inspections, unit cost information for the applications of various maintenance and rehabilitation treatments should be updated annually in the PMP 'Decision Tree Module'. If this data is not kept current, the Town runs the risk of understating actual funding requirements to adequately maintain the street network. A pavement inspection cycle that would allow for the inspection of arterial and collector streets every two years and residential streets every three to four years is recommended.

The Town has completed the foundation work necessary to execute a successful pavement management plan. At the current investment level, the overall street condition should continue to improve, and the deferred maintenance backlog will likely increase as more streets fall into 'Poor' and 'Very Poor' condition. To reduce the deferred maintenance backlog, additional revenues and support from various decision-making bodies are required.

As more 'Fair' streets deteriorate into the 'Poor' and 'Very Poor' categories, the cost of deferred maintenance will continue to increase. The cost of the deferred maintenance backlog will stop increasing only when enough funds are provided to prevent streets from deteriorating into a worse condition category, or when the whole network falls into the 'Very Poor' category (i.e. cannot deteriorate any further). At that time, the network would have to be replaced at a cost of $18.8 million.

Appendix A

Definitions

The *Pavement Condition Index*, or PCI, is a measurement of the health of the pavement network or condition and ranges from 0 to 100. A newly constructed street would have a PCI of 100, while a failed street would have a PCI of 25 or less. The PCI is calculated based on pavement distresses identified in the field.

Network is defined as a complete inventory of all streets and other pavement facilities in which the Town has jurisdiction and maintenance responsibilities. To facilitate the management of streets, they are subdivided into management sections identified as a segment of street, which has the same characteristics.

Urban Arterial street system carries the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central Town. In addition, significant intra-area-travel such as between central business districts and outlying residential areas exists.

Urban Collector Street provides land access service and traffic circulation within residential neighborhoods, commercial, and industrial areas. It differs from the arterial system in that facilities on a collector system may penetrate residential neighborhoods.

Urban Local Street system comprises all facilities not one of the higher systems. It serves primarily to provide direct access to abutting land and access to the higher systems.

Preventive Maintenance refers to repairs applied while the pavement is in "good" condition. Such repairs extend the life of the pavement at relatively low costs and prevent the pavement from deteriorating into conditions requiring more expensive treatments. Preventive maintenance treatments include slurry seals, crack sealing, and deep patching. Treatments of this sort are applied before pavement deterioration has become severe and usually cost less than $3.00/sq. yd.

Deferred Maintenance refers to the dollar amount of maintenance and rehabilitation work that should have been completed to maintain the street in "good" condition, but had to be deferred due to funding deficiencies for preventative maintenance and/or pavement rehabilitation programs. The actual repairs that are being deferred are often referred to as a "backlog."

Stop Gap refers to the dollar amount of repairs applied to maintain the pavement in a serviceable condition (e.g. pothole patching). These repairs are a temporary measure to stop resident complaints, and do not extend the pavement life. Stopgap repairs are directly proportional to the amount of deferred maintenance.

Surface Types – AC is an Asphalt Concrete street that has one year's asphalt, for example a street that has been newly constructed or reconstructed. In contrast AC/AC is a street that has an overlay treatment over the original asphalt construction. Streets marked as ST do not have an asphalt concrete layer, only a surface composed of layers of oil and rock (macadam or chip seal). Portland Concrete Cement streets (PCC) are a mix of Portland cement, coarse aggregate, and sand.

Load related distress - Load related distresses, such as alligator cracking, rutting, and depressions are usually a sign of a sub-base issue, caused by repeated traffic loads.

Non-load related distress - Non-load (or environmental), distresses typically have environmental causes related to the pavement becoming older and less elastic (brittle). Typical non-load distresses are longitudinal or transverse cracking, block cracking, and surface weathering and raveling.

‘ Good’ Condition Category

PCI 70 - 100

Streets in ‘Good’ condition have no to little distresses found on them. These streets may have some minor surface weathering or light cracking, but can generally be maintained with cost-effective preventative maintenance treatments (surface seals and crack seals).

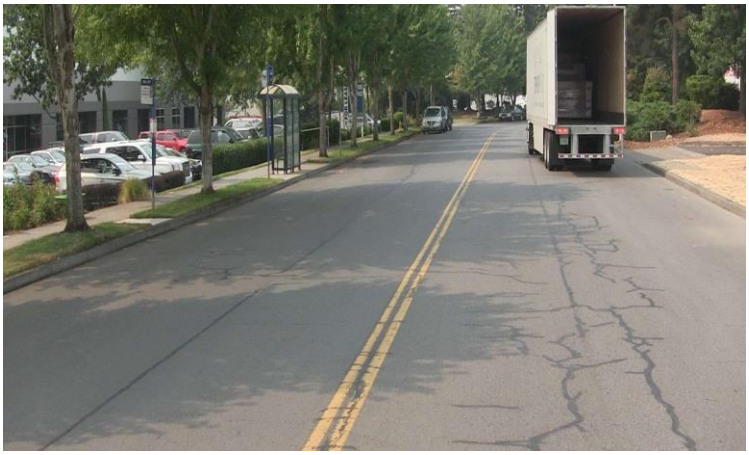
Pavement is stable. New or lightly worn appearance. Minor cracking may be present, but cracks are generally less than ¼” wide or are well sealed. May have sporadic cracking in the wheel paths with no or only a few interconnecting cracks and no spalling or pumping. Minor patching and possibly some minor deformation evident. Good riding qualities. Rutting may be present but is generally less than ½”.

‘Fair’ Condition Category’

PCI 50 - 70

Streets in ‘Fair’ condition show some form of distress caused by traffic load related activity or environmental distress that requires more than a life-extending treatment. The MTC Streetsaver program separates these into two condition categories for the purposes of the analysis. Category II – ‘non-load’ and Category III – ‘load-related’, based on whether a majority of the distresses found had load or environmental related causes.

Pavement structure is generally stable with only minor areas of structural weakness or pavement deterioration evident. Cracks, if present, have widths generally less than ¾”. Wheel paths may have widespread, but not continuous, cracking with no or only a few interconnecting cracks and no spalling or pumping. Interconnected alligator cracks forming complete patterns, or with spalling, are very small, localized areas and are not representative of the rest of the section. The pavement may be patched but not excessively. Rutting may be present but is generally less than ¾”.



'Poor' Condition Category
PCI 25 – 50

Streets in 'Poor' condition are near the end of their service lives and often exhibit major forms of distress such as potholes, extensive alligator cracking, and/or pavement depressions.

Areas of instability, structural deficiency, or advanced pavement deterioration present in small areas (generally <10% of total pavement area). Continuous, interconnected alligator cracking often present (mostly in wheel paths). Wheel paths may have widespread, and continuous, cracking with some interconnecting cracks and/or spalling (none or isolated areas of pumping). Deformation may be somewhat noticeable.

'Very Poor' Condition Category
PCI 0 - 25

Streets in the 'Very Poor' condition category indicate that the street has failed. These pavements are at the end of their service lives and have major distresses, often indicating the failure of the sub base.

Areas of instability, structural deficiency, or advanced pavement deterioration are frequent. Large crack patterns (alligatoring), heavy and numerous patches, potholes, or deformation is very noticeable. Rutting, if present, is generally greater than ¾".

Appendix B

Network Summary Statistics

Network Replacement Cost

Network Replacement Cost

Printed: 06/19/2024

Functional Class	Surface Type	Lane Miles	Unit Cost/ Square Foot	Pavement Area/ Square Feet	Cost To Replace/ (in thousands)
Arterial	AC	0.7	$10.83	50,680	$549
Collector	AC	2.6	$10.83	239,324	$2,593
	AC/AC	1.1	$10.83	104,013	$1,127
Residential/Local	AC	10.8	$10.83	861,917	$9,337
	AC/AC	6.3	$10.83	480,145	$5,202
	Grand Total:	21.4		1,736,079	$18,807

Network Summary Statistics

Printed: 6/19/2024

	Total Sections	Total Center Miles	Total Lane Miles	Total Area (sq. ft.)	PCI
Arterial	1	0.34	0.69	50,680	65
Collector	21	1.75	3.62	343,337	74
Residential/Local	88	8.99	17.12	1,342,062	68
Total	**110**	**11.08**	**21.43**	**1,736,079**	
				Overall Network PCI as of 6/19/2024:	**69**

***** Combined Sections are excluded from totals. These Sections do not have a PCI Date - they have not been inspected or had a Treatment applied.***

Appendix C

Needs Analysis Reports

Needs - Projected PCI/Cost Summary

Interest: 5.00% **Inflation: 3.00%** Printed: 6/19/2024

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost
2024	81	70	$131,783	$994,393	$1,126,175
2025	84	68	$19,883	$1,395,838	$1,415,721
2026	83	66	$322	$411,889	$412,210
2027	84	63	$97,010	$585,158	$682,168
2028	83	61	$40,128	$40,148	$80,276

% PM	PM Total Cost	Rehab Total Cost	Total Cost
7.78%	**$289,125**	**$3,427,425**	**$3,716,551**

Needs - Preventive Maintenance Treatment/Cost Summary

Interest: 5.00% **Inflation: 3.00%** Printed: 8/9/2024

Treatment	Year	Area Treated		Cost
CHIP SEAL	2024	30,429.44	sq. yd.	$130,472
	2025	4,255	sq. yd.	$19,722
	2027	19,970.89	sq. yd.	$95,925
	2028	7,426.56	sq. yd.	$35,766
	Total	62,081.89		$281,885
SEAL CRACKS	2024	403.17	sq. yd.	$1,310
	2025	48.11	sq. yd.	$161
	2026	93.29	sq. yd.	$322
	2027	305.49	sq. yd.	$1,085
	2028	1,192.46	sq. yd.	$4,362
	Total	2,042.52		$7,240
	Total Quantity	64,124.4		$289,125

Needs - Rehabilitation Treatment/Cost Summary

Interest: 5.00% **Inflation: 3.00%** Printed: 8/9/2024

Treatment	Year	Area Treated	Cost
CHIP SEAL AND CRACK SEAL	2024	13,536.11 sq.yd.	$69,113
	2025	1,551 sq.yd.	$7,588
	2028	566.67 sq.yd.	$3,189
	Total	**15,653.78** sq.yd.	**$79,890**
FULL DEPTH RECLAMATION (4"HMA/6"ABC)	2024	2,969.56 sq.yd.	$289,532
	2025	12,709.22 sq.yd.	$1,276,324
	2026	3,697.78 sq.yd.	$382,490
	2027	5,492.33 sq.yd.	$585,158
	Total	**24,868.89** sq.yd.	**$2,533,503**
MEDIUM AC OVERLAY (2")	2024	26,914.11 sq.yd.	$578,653
	2025	4,150.89 sq.yd.	$91,921
	2026	1,288.89 sq.yd.	$29,399
	2028	1,527.33 sq.yd.	$36,959
	Total	**33,881.22** sq.yd.	**$736,933**
MEDIUM AC OVERLAY (2") WITH DIGOUTS AND LEVELING	2024	2,283.78 sq.yd.	$57,094
	2025	776.89 sq.yd.	$20,005
	Total	**3,060.67** sq.yd.	**$77,099**

Total Cost	**$3,427,425**

Decision Tree

Printed: 8/9/2024

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Arterial	AC	I - Very Good	Crack Treatment	SEAL CRACKS	$3.25	3		
			Surface Treatment	CHIP SEAL	$5.00		7	
			Restoration Treatment	MEDIUM AC OVERLAY (2")	$21.50			2
		II - Good, Non-Load Related		CHIP SEAL AND CRACK SEAL	$5.50		7	
		III - Good, Load Related		MEDIUM AC OVERLAY (2")	$21.50			
		IV - Poor		MEDIUM AC OVERLAY (2") WITH DIGOUTS AND LEVELING	$25.00			
		V - Very Poor		FULL DEPTH RECLAMATION (4"HMA/6"ABC)	$97.50			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	$3.25	3		
			Surface Treatment	CHIP SEAL	$5.00		7	
			Restoration Treatment	MEDIUM AC OVERLAY (2")	$21.50			2
		II - Good, Non-Load Related		CHIP SEAL AND CRACK SEAL	$5.50		7	
		III - Good, Load Related		MEDIUM AC OVERLAY (2")	$21.50			
		IV - Poor		MEDIUM AC OVERLAY (2") WITH DIGOUTS AND LEVELING	$25.00			
		V - Very Poor		FULL DEPTH RECLAMATION (4"HMA/6"ABC)	$97.50			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	$3.25	3		
			Surface Treatment	SINGLE CHIP SEAL	$0.74		6	
			Restoration Treatment	MILL AND THICK OVERLAY	$7.23			2
		II - Good, Non-Load Related		DOUBLE CHIP SEAL	$1.52			
		III - Good, Load Related		HEATER SCARIFY & OVERLAY	$5.95			
		IV - Poor		HEATER SCARIFY & OVERLAY	$6.14			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	$14.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	3		
			Surface Treatment	DO NOTHING	$0.00		15	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 8/9/2024

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Collector	AC	I - Very Good	Crack Treatment	SEAL CRACKS	$3.25	4		
			Surface Treatment	CHIP SEAL	$4.50		7	
			Restoration Treatment	MEDIUM AC OVERLAY (2")	$21.50			3
		II - Good, Non-Load Related		CHIP SEAL AND CRACK SEAL	$5.00		7	
		III - Good, Load Related		MEDIUM AC OVERLAY (2")	$21.50			
		IV - Poor		MEDIUM AC OVERLAY (2") WITH DIGOUTS AND LEVELING	$25.00			
		V - Very Poor		FULL DEPTH RECLAMATION (4"HMA/6"ABC)	$97.50			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	$3.25	4		
			Surface Treatment	CHIP SEAL	$4.50		7	
			Restoration Treatment	MEDIUM AC OVERLAY (2")	$21.50			3
		II - Good, Non-Load Related		CHIP SEAL AND CRACK SEAL	$5.00		7	
		III - Good, Load Related		MEDIUM AC OVERLAY (2")	$21.50			
		IV - Poor		MEDIUM AC OVERLAY (2") WITH DIGOUTS AND LEVELING	$25.00			
		V - Very Poor		FULL DEPTH RECLAMATION (4"HMA/6"ABC)	$97.50			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	$3.25	4		
			Surface Treatment	SINGLE CHIP SEAL	$0.74		7	
			Restoration Treatment	MILL AND THIN OVERLAY	$5.04			3
		II - Good, Non-Load Related		DOUBLE CHIP SEAL	$1.52			
		III - Good, Load Related		HEATER SCARIFY & OVERLAY	$5.95			
		IV - Poor		HEATER SCARIFY & OVERLAY	$6.14			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$11.38			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	9		
			Surface Treatment	DO NOTHING	$0.00		15	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 8/9/2024

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	AC	I - Very Good	Crack Treatment	SEAL CRACKS	$3.25	4		
			Surface Treatment	CHIP SEAL	$4.25		8	
			Restoration Treatment	MEDIUM AC OVERLAY (2")	$21.50			3
		II - Good, Non-Load Related		CHIP SEAL AND CRACK SEAL	$4.75		8	
		III - Good, Load Related		MEDIUM AC OVERLAY (2")	$21.50			
		IV - Poor		MEDIUM AC OVERLAY (2")	$21.50			
		V - Very Poor		FULL DEPTH RECLAMATION (4"HMA/6"ABC)	$97.50			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	$3.25	4		
			Surface Treatment	CHIP SEAL	$4.25		8	
			Restoration Treatment	MEDIUM AC OVERLAY (2")	$21.50			3
		II - Good, Non-Load Related		CHIP SEAL AND CRACK SEAL	$4.75		8	
		III - Good, Load Related		MEDIUM AC OVERLAY (2")	$21.50			
		IV - Poor		MEDIUM AC OVERLAY (2")	$21.50			
		V - Very Poor		FULL DEPTH RECLAMATION (4"HMA/6"ABC)	$97.50			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	$3.25	4		
			Surface Treatment	SINGLE CHIP SEAL	$0.74		8	
			Restoration Treatment	MILL AND THIN OVERLAY	$5.04			3
		II - Good, Non-Load Related		DOUBLE CHIP SEAL	$1.52			
		III - Good, Load Related		HEATER SCARIFY & OVERLAY	$5.95			
		IV - Poor		HEATER SCARIFY & OVERLAY	$6.14			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$8.25			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	4		
			Surface Treatment	DO NOTHING	$0.00		15	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		THICK AC OVERLAY(2.5 INCHES)	$1.92			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Appendix D

Scenario Analysis Reports

Scenarios - Network Condition Summary

Interest: 5.00% **Inflation: 3.00%** Printed: 6/19/2024

Scenario: (1) Unconstrained Needs

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2024	$1,126,176	0%	**2026**	$412,211	0%	**2028**	$80,277	0%
2025	$1,415,722	0%	**2027**	$682,169	0%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2024	70	81	5.74	11.38
2025	68	84	1.67	3.04
2026	66	83	0.59	1.17
2027	63	84	2.60	5.11
2028	61	83	4.96	9.83

Percent Network Area by Functional Class and Condition Category

Condition in base year 2024, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	13.6%	43.3%	0.0%	56.9%
II / III	2.9%	3.0%	10.4%	0.0%	16.3%
IV	0.0%	3.2%	22.1%	0.0%	25.3%
V	0.0%	0.0%	1.5%	0.0%	1.5%
Total	**2.9%**	**19.8%**	**77.3%**	**0.0%**	**100.0%**

Condition in year 2024 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	2.9%	17.3%	60.3%	0.0%	80.6%
II / III	0.0%	0.4%	4.3%	0.0%	4.7%
IV	0.0%	2.0%	12.7%	0.0%	14.7%
Total	**2.9%**	**19.8%**	**77.3%**	**0.0%**	**100.0%**

Condition in year 2028 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	18.5%	71.9%	0.0%	90.5%
II / III	2.9%	1.2%	2.0%	0.0%	6.2%
IV	0.0%	0.0%	3.4%	0.0%	3.4%
Total	**2.9%**	**19.8%**	**77.3%**	**0.0%**	**100.0%**

Scenarios - Cost Summary

Interest: 5.00% **Inflation: 3.00%** Printed: 6/19/2024

Scenario: (1) Unconstrained Needs

Year	PM	Budget		Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2024	0%	$1,126,176	**II**	$69,113	**Non-Project**	$131,783	$0	$0	**Funded**	$0
			III	$188,753					**Unmet**	$0
			IV	$446,995	**Project**	$0				
			V	$289,532						
			Total	**$994,393**						
			Project	$0						
2025	0%	$1,415,722	**II**	$7,588	**Non-Project**	$19,883	$0	$0	**Funded**	$0
			III	$0					**Unmet**	$0
			IV	$111,926	**Project**	$0				
			V	$1,276,324						
			Total	**$1,395,838**						
			Project	$0						
2026	0%	$412,211	**II**	$0	**Non-Project**	$322	$0	$0	**Funded**	$0
			III	$0					**Unmet**	$0
			IV	$29,399	**Project**	$0				
			V	$382,490						
			Total	**$411,889**						
			Project	$0						
2027	0%	$682,169	**II**	$0	**Non-Project**	$97,010	$0	$0	**Funded**	$0
			III	$0					**Unmet**	$0
			IV	$0	**Project**	$0				
			V	$585,158						
			Total	**$585,158**						
			Project	$0						
2028	0%	$80,277	**II**	$3,189	**Non-Project**	$40,128	$0	$0	**Funded**	$0
			III	$0					**Unmet**	$0
			IV	$36,959	**Project**	$0				
			V	$0						
			Total	**$40,148**						
			Project	$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	$30,971	$0	$0	$0
Collector	$541,212	$103,716	$0	$0
Residential/Local	$2,855,243	$185,410	$0	$0
Grand Total:	$3,427,426	$289,126	$0	$0

Scenarios Criteria:

Criteria:

Scenarios - Network Condition Summary

Interest: 5.00% **Inflation: 3.00%** Printed: 6/19/2024

Scenario: (2) Current Funding

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2024	$230,000	$39	**2026**	$230,000	$0	**2028**	$230,000	$34
2025	$230,000	$30	**2027**	$230,000	$30			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2024	70	73	2.80	5.41
2025	68	73	1.01	1.87
2026	66	74	0.83	1.66
2027	63	73	1.75	3.43
2028	61	73	1.91	3.63

Percent Network Area by Functional Class and Condition Category

Condition in base year 2024, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	13.6%	43.3%	0.0%	56.9%
II / III	2.9%	3.0%	10.4%	0.0%	16.3%
IV	0.0%	3.2%	22.1%	0.0%	25.3%
V	0.0%	0.0%	1.5%	0.0%	1.5%
Total	**2.9%**	**19.8%**	**77.3%**	**0.0%**	**100.0%**

Condition in year 2024 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	2.9%	16.0%	48.4%	0.0%	67.4%
II / III	0.0%	1.7%	7.5%	0.0%	9.3%
IV	0.0%	2.0%	19.8%	0.0%	21.8%
V	0.0%	0.0%	1.5%	0.0%	1.5%
Total	**2.9%**	**19.8%**	**77.3%**	**0.0%**	**100.0%**

Condition in year 2028 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	16.5%	61.0%	0.0%	77.6%
II / III	2.9%	1.2%	3.0%	0.0%	7.1%
IV	0.0%	0.0%	3.4%	0.0%	3.4%
V	0.0%	2.0%	9.9%	0.0%	11.9%
Total	**2.9%**	**19.8%**	**77.3%**	**0.0%**	**100.0%**

Scenarios - Cost Summary

Interest: 5.00% **Inflation: 3.00%** Printed: 6/19/2024

Scenario: (2) Current Funding

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2024	$39	$230,000	**II** $69,113	**Non-Project**	$6,750	$0	$897,581	**Funded**	$0
			III $0					**Unmet**	$6,195
			IV $152,731	**Project**	$0				
			V $0						
			Total **$221,844**						
			Project $0						
2025	$30	$230,000	**II** $7,588	**Non-Project**	$5,227	$0	$2,110,358	**Funded**	$0
			III $35,051					**Unmet**	$10,982
			IV $182,005	**Project**	$0				
			V $0						
			Total **$224,644**						
			Project $0						
2026	$0	$230,000	**II** $0	**Non-Project**	$322	$0	$2,356,969	**Funded**	$0
			III $40,793					**Unmet**	$3,333
			IV $187,794	**Project**	$0				
			V $0						
			Total **$228,588**						
			Project $0						
2027	$30	$230,000	**II** $22,707	**Non-Project**	$2,464	$0	$2,882,337	**Funded**	$0
			III $84,118					**Unmet**	$4,389
			IV $84,055	**Project**	$0				
			V $36,555						
			Total **$227,435**						
			Project $0						
2028	$34	$230,000	**II** $12,975	**Non-Project**	$17,243	$0	$2,772,924	**Funded**	$0
			III $0					**Unmet**	$0
			IV $36,959	**Project**	$0				
			V $162,411						
			Total **$212,345**						
			Project $0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	$30,971	$0	$0	$0
Collector	$159,441	$16,655	$0	$3,485
Residential/Local	$924,445	$15,352	$0	$21,415
Grand Total:	$1,114,857	$32,007	$0	$24,899

Scenarios Criteria:

Criteria:

Scenarios - Network Condition Summary

Interest: 5.00% **Inflation: 3.00%** Printed: 6/19/2024

Scenario: (3) $380k per year

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2024	$380,000	23.69%	**2026**	$380,000	0%	**2028**	$380,000	11.63%
2025	$380,000	17.57%	**2027**	$380,000	26.28%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2024	70	75	3.98	7.86
2025	68	76	1.89	3.62
2026	66	77	1.03	2.05
2027	63	76	2.39	4.69
2028	61	76	3.35	6.60

Percent Network Area by Functional Class and Condition Category

Condition in base year 2024, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	13.6%	43.3%	0.0%	56.9%
II / III	2.9%	3.0%	10.4%	0.0%	16.3%
IV	0.0%	3.2%	22.1%	0.0%	25.3%
V	0.0%	0.0%	1.5%	0.0%	1.5%
Total	**2.9%**	**19.8%**	**77.3%**	**0.0%**	**100.0%**

Condition in year 2024 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	2.9%	16.0%	50.1%	0.0%	69.0%
II / III	0.0%	1.7%	7.5%	0.0%	9.3%
IV	0.0%	2.0%	18.2%	0.0%	20.2%
V	0.0%	0.0%	1.5%	0.0%	1.5%
Total	**2.9%**	**19.8%**	**77.3%**	**0.0%**	**100.0%**

Condition in year 2028 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	16.5%	64.1%	0.0%	80.6%
II / III	2.9%	1.2%	2.0%	0.0%	6.2%
IV	0.0%	0.0%	3.4%	0.0%	3.4%
V	0.0%	2.0%	7.8%	0.0%	9.9%
Total	**2.9%**	**19.8%**	**77.3%**	**0.0%**	**100.0%**

Scenarios - Cost Summary

Interest: 5.00% **Inflation: 3.00%** Printed: 6/19/2024

Scenario: (3) $380k per year

Year	PM	Budget		Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2024	24%	$380,000	**II**	$69,113	**Non-Project**	$89,697	$325	$747,523	**Funded**	$0
			III	$0					**Unmet**	$5,571
			IV	$219,842	**Project**	$0				
			V	$0						
			Total	**$288,955**						
			Project	$0						
2025	18%	$380,000	**II**	$7,588	**Non-Project**	$63,231	$3,535	$1,816,852	**Funded**	$0
			III	$35,051					**Unmet**	$10,982
			IV	$262,948	**Project**	$0				
			V	$0						
			Total	**$305,587**						
			Project	$0						
2026	0%	$380,000	**II**	$0	**Non-Project**	$322	$0	$1,906,070	**Funded**	$0
			III	$164,146					**Unmet**	$3,060
			IV	$114,832	**Project**	$0				
			V	$98,197						
			Total	**$377,176**						
			Project	$0						
2027	26%	$380,000	**II**	$0	**Non-Project**	$97,010	$2,854	$2,276,234	**Funded**	$0
			III	$0					**Unmet**	$4,389
			IV	$0	**Project**	$0				
			V	$272,176						
			Total	**$272,176**						
			Project	$0						
2028	12%	$380,000	**II**	$3,189	**Non-Project**	$38,843	$5,351	$2,088,882	**Funded**	$0
			III	$0					**Unmet**	$0
			IV	$36,959	**Project**	$0				
			V	$255,639						
			Total	**$295,787**						
			Project	$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	$30,971	$0	$0	$0
Collector	$149,655	$103,578	$0	$3,485
Residential/Local	$1,359,055	$185,525	$0	$20,517
Grand Total:	$1,539,681	$289,103	$0	$24,002

Scenarios Criteria:

Criteria:

Scenarios - Network Condition Summary

Interest: 5.00% **Inflation: 3.00%** Printed: 6/19/2024

Scenario: (4) $580k per year

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2024	$580,000	14.9%	**2026**	$580,000	0%	**2028**	$580,000	7.5%
2025	$580,000	12.06%	**2027**	$580,000	16.5%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2024	70	77	4.46	8.83
2025	68	79	2.07	3.99
2026	66	79	0.63	1.27
2027	63	79	2.52	4.96
2028	61	80	4.01	7.78

Percent Network Area by Functional Class and Condition Category

Condition in base year 2024, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	13.6%	43.3%	0.0%	56.9%
II / III	2.9%	3.0%	10.4%	0.0%	16.3%
IV	0.0%	3.2%	22.1%	0.0%	25.3%
V	0.0%	0.0%	1.5%	0.0%	1.5%
Total	**2.9%**	**19.8%**	**77.3%**	**0.0%**	**100.0%**

Condition in year 2024 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	2.9%	16.8%	54.2%	0.0%	73.9%
II / III	0.0%	0.9%	7.5%	0.0%	8.4%
IV	0.0%	2.0%	14.1%	0.0%	16.1%
V	0.0%	0.0%	1.5%	0.0%	1.5%
Total	**2.9%**	**19.8%**	**77.3%**	**0.0%**	**100.0%**

Condition in year 2028 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	18.5%	66.7%	0.0%	85.2%
II / III	2.9%	1.2%	2.0%	0.0%	6.2%
IV	0.0%	0.0%	3.4%	0.0%	3.4%
V	0.0%	0.0%	5.2%	0.0%	5.2%
Total	**2.9%**	**19.8%**	**77.3%**	**0.0%**	**100.0%**

Scenarios Criteria:

Scenarios - Cost Summary

Interest: 5.00% **Inflation: 3.00%** Printed: 6/19/2024

Scenario: (4) $580k per year

Year	PM	Budget		Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2024	15%	$580,000	**II**	$69,113	**Non-Project**	$86,274	$146	$547,138	**Funded**	$0
			III	$34,030					**Unmet**	$3,786
			IV	$389,621	**Project**	$0				
			V	$0						
			Total	**$492,764**						
			Project	$0						
2025	12%	$580,000	**II**	$7,588	**Non-Project**	$66,757	$3,191	$1,425,912	**Funded**	$0
			III	$159,365					**Unmet**	$9,448
			IV	$171,021	**Project**	$0				
			V	$148,629						
			Total	**$486,604**						
			Project	$0						
2026	0%	$580,000	**II**	$0	**Non-Project**	$322	$0	$1,358,264	**Funded**	$0
			III	$0					**Unmet**	$3,060
			IV	$29,399	**Project**	$0				
			V	$492,915						
			Total	**$522,314**						
			Project	$0						
2027	17%	$580,000	**II**	$0	**Non-Project**	$97,010	$0	$1,506,015	**Funded**	$0
			III	$0					**Unmet**	$4,389
			IV	$0	**Project**	$0				
			V	$478,155						
			Total	**$478,155**						
			Project	$0						
2028	8%	$580,000	**II**	$3,189	**Non-Project**	$39,015	$4,485	$1,111,210	**Funded**	$0
			III	$0					**Unmet**	$0
			IV	$36,959	**Project**	$0				
			V	$439,985						
			Total	**$480,133**						
			Project	$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	$30,971	$0	$0	$0
Collector	$553,662	$103,663	$0	$3,279
Residential/Local	$1,875,336	$185,716	$0	$17,403
Grand Total:	$2,459,969	$289,379	$0	$20,682

Scenarios Criteria:

Criteria:

Scenarios - Network Condition Summary

Interest: 5.00% **Inflation: 3.00%** Printed: 6/19/2024

Scenario: (5) $830k per year

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2024	$830,000	$14	**2026**	$830,000	$0	**2028**	$830,000	$11
2025	$830,000	$3	**2027**	$830,000	$7			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2024	70	79	4.38	8.74
2025	68	80	1.42	2.68
2026	66	81	0.98	1.74
2027	63	82	1.92	3.77
2028	61	85	5.71	11.40

Percent Network Area by Functional Class and Condition Category

Condition in base year 2024, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	13.6%	43.3%	0.0%	56.9%
II / III	2.9%	3.0%	10.4%	0.0%	16.3%
IV	0.0%	3.2%	22.1%	0.0%	25.3%
V	0.0%	0.0%	1.5%	0.0%	1.5%
Total	**2.9%**	**19.8%**	**77.3%**	**0.0%**	**100.0%**

Condition in year 2024 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	2.9%	17.3%	59.2%	0.0%	79.5%
II / III	0.0%	0.4%	4.3%	0.0%	4.7%
IV	0.0%	2.0%	12.7%	0.0%	14.7%
V	0.0%	0.0%	1.1%	0.0%	1.1%
Total	**2.9%**	**19.8%**	**77.3%**	**0.0%**	**100.0%**

Condition in year 2028 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	18.5%	74.1%	0.0%	92.7%
II / III	2.9%	1.2%	1.3%	0.0%	5.5%
IV	0.0%	0.0%	1.9%	0.0%	1.9%
Total	**2.9%**	**19.8%**	**77.3%**	**0.0%**	**100.0%**

Scenarios - Cost Summary

Interest: 5.00% **Inflation: 3.00%** Printed: 6/19/2024

Scenario: (5) $830k per year

Year	PM	Budget		Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2024	$14	$830,000	**II**	$69,113	**Non-Project**	$42,129	$0	$296,960	**Funded**	$0
			III	$188,753					**Unmet**	$1,658
			IV	$446,995	**Project**	$0				
			V	$82,225						
			Total	**$787,086**						
			Project	$0						
2025	$3	$830,000	**II**	$7,588	**Non-Project**	$25,733	$0	$892,984	**Funded**	$0
			III	$0					**Unmet**	$4,744
			IV	$111,926	**Project**	$0				
			V	$683,359						
			Total	**$802,873**						
			Project	$0						
2026	$0	$830,000	**II**	$0	**Non-Project**	$2,426	$0	$502,942	**Funded**	$0
			III	$0					**Unmet**	$0
			IV	$29,399	**Project**	$0				
			V	$797,218						
			Total	**$826,616**						
			Project	$0						
2027	$7	$830,000	**II**	$11,157	**Non-Project**	$31,620	$0	$371,530	**Funded**	$0
			III	$0					**Unmet**	$0
			IV	$0	**Project**	$0				
			V	$787,065						
			Total	**$798,222**						
			Project	$0						
2028	$11	$830,000	**II**	$3,189	**Non-Project**	$187,585	$0	$0	**Funded**	$0
			III	$0					**Unmet**	$0
			IV	$36,959	**Project**	$0				
			V	$233,325						
			Total	**$273,474**						
			Project	$355,200						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	$30,971	$0	$0	$0
Collector	$541,212	$106,408	$0	$0
Residential/Local	$3,271,289	$183,085	$0	$6,402
Grand Total:	$3,843,472	$289,493	$0	$6,402

Scenarios Criteria:

Criteria:

Appendix E

Section PCI/Remaining Service Life (RSL) Listing Report

Section PCI/RSL Listing

Printed: 6/19/2024

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
1STAVE	010	1ST AVE	SOUTH CUL-DE-SAC	OVERLOOK DR	336	31	10,416	R - Residential/Local	A - AC	76	22.98
1STAVE	020	1ST AVE	OVERLOOK DR	2ND AVE	767	24	18,408	R - Residential/Local	A - AC	77	24.16
2NDAVE	010	2ND AVE	MC CONNELL DR	COBBLESTONE CT	252	37	9,324	C - Collector	A - AC	89	19.74
2NDAVE	020	2ND AVE	COBBLESTONE CT	BOHN PARK ENTRANCE	862	37	31,894	C - Collector	A - AC	86	16.48
2NDAVE	030	2ND AVE	BOHN PARK ENTRANCE	210 FT N OF BOHN PARK ENTRANCE	210	32	6,720	C - Collector	A - AC	84	17.50
2NDAVE	040	2ND AVE	210 FT N OF BOHN PARK ENTRANCE	SOUTH END OF BRIDGE	171	28	4,788	C - Collector	A - AC	85	15.57
2NDAVE	050	2ND AVE	SOUTH END OF BRIDGE	NORTH END OF BRIDGE	150	34	5,100	C - Collector	A - AC	75	13.44
2NDAVE	060	2ND AVE	NORTH END OF BRIDGE	PARK ST	267	29	7,743	C - Collector	A - AC	84	17.50
2NDAVE	070	2ND AVE	PARK ST	100 FT N OF PARK ST ALLEY	290	32	9,280	C - Collector	O - AC/AC	84	24.67
2NDAVE	080	2ND AVE	100 FT N OF PARK ST ALLEY	EVANS ST	101	25	2,525	C - Collector	O - AC/AC	94	29.83
2NDAVE	085	2ND AVE	STATE HWY 36 (UTE HWY)	OLD MAIN ST	622	32	19,904	R - Residential/Local	A - AC	29	1.22
2NDAVE	090	2ND AVE	OLD MAIN ST	HIGH ST	356	24	8,544	R - Residential/Local	A - AC	25	0.00
2NDAVE	100	2ND AVE	HIGH ST	MOUNTAIN VIEW DR	330	23	7,590	R - Residential/Local	A - AC	23	0.00
2NDCT	010	2ND CT	2ND AVE	CUL-DE-SAC	171	32	5,472	R - Residential/Local	A - AC	47	8.37
3RDAVE	010	3RD AVE	PARK ST	EVANS ST	375	30	11,250	R - Residential/Local	A - AC	84	29.68
3RDAVE	020	3RD AVE	EVANS ST	RAILROAD AVE	294	24	7,056	R - Residential/Local	A - AC	88	32.75
3RDAVE	030	3RD AVE	RAILROAD AVE	STATE HWY 36 (BROADWAY)	203	40	8,120	R - Residential/Local	A - AC	85	27.32
3RDAVE	040	3RD AVE	STATE HWY 36 (BROADWAY)	STATE HWY 36 (MAIN)	195	34	6,630	C - Collector	O - AC/AC	83	23.49
3RDAVE	050	3RD AVE	STATE HWY 36 (MAIN)	STICKNEY AVE	675	34	22,950	R - Residential/Local	O - AC/AC	61	18.34
3RDAVE	060	3RD AVE	STICKNEY AVE	CEMETERY	715	30	21,450	R - Residential/Local	O - AC/AC	44	8.01
4THAVE	010	4TH AVE	PROSPECT ST	EVANS ST	707	30	21,210	R - Residential/Local	A - AC	88	32.61
4THAVE	020	4TH AVE	EVANS ST	RAILROAD AVE	324	21	6,804	R - Residential/Local	A - AC	82	23.02
4THAVE	030	4TH AVE	RAILROAD AVE	STATE HWY 36 (MAIN ST)	346	47	16,262	C - Collector	A - AC	82	16.53
4THAVE	040	4TH AVE	STATE HWY 36 (MAIN)	HIGH ST	206	43	8,858	C - Collector	O - AC/AC	64	14.01
4THAVE	045	4TH AVE	HIGH ST	STICKNEY AVE	478	43	20,554	C - Collector	O - AC/AC	45	5.91
4THAVE	050	4TH AVE	STICKNEY AVE	SEWARD ST	372	34	12,648	R - Residential/Local	O - AC/AC	47	8.96
4THAVE	060	4TH AVE	SEWARD ST	CUL-DE-SAC	859	24	20,616	R - Residential/Local	O - AC/AC	47	9.61
5THAVE	010	5TH AVE	HIGH ST	ROAD NARROWS	139	34	4,726	R - Residential/Local	O - AC/AC	36	4.44
5THAVE	020	5TH AVE	ROAD NARROWS	SEWARD ST	725	24	17,400	R - Residential/Local	O - AC/AC	25	0.00

Section PCI/RSL Listing

Printed: 6/19/2024

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
5THAVE	030	5TH AVE	SEWARD ST	STEAMBOAT VALLEY RD	925	31	28,675	R - Residential/Local	O - AC/AC	25	0.00
5AVEAC	010	5TH AVE ACCESS RD	5TH AVE/SEWARD ST	5TH AVE	704	10	7,040	R - Residential/Local	A - AC	70	21.02
APPLEV	010	APPLE VALLEY RD	HOUSE #488 (TOWN LIMIT)	STATE HWY 36	2,884	24	69,216	R - Residential/Local	O - AC/AC	86	33.15
BLOOAL	010	BLOOMFIELD ALLEY	5TH AVE	4TH AVE	420	10	4,200	R - Residential/Local	A - AC	74	20.74
BOHNCT	010	BOHN CT	MC CONNELL DR	CUL-DE-SAC	242	32	7,744	R - Residential/Local	A - AC	46	7.71
CARTCT	010	CARTER CT	CARTER DR	NORTH CUL-DE-SAC	165	32	5,280	R - Residential/Local	A - AC	96	33.99
CARTER	010	CARTER DR	MC CONNELL DR	END OF PAVEMENT	90	32	2,880	R - Residential/Local	A - AC	82	31.84
CARTER	020	CARTER DR	PAVEMENT CHANGE 90 FT S OF MC CONNEL DR	MC CONNEL DR (W.INT.)	1,395	32	44,640	R - Residential/Local	A - AC	95	47.86
CAREYE	010	CARTER DR EYEBROW	CARTER DR	EAST CUL-DE-SAC	75	74	5,550	R - Residential/Local	A - AC	96	33.99
COBBLE	010	COBBLESTONE CT	2ND AVE	CUL-DE-SAC	418	32	13,376	R - Residential/Local	A - AC	28	0.86
EAGCIR	010	EAGLE CANYON CIRCLE	EAGLE CANYON DR	BACK ON EAGLE CANYON DR	1,748	30	52,440	R - Residential/Local	O - AC/AC	96	38.37
EAGLEC	010	EAGLE CANYON DR	STATE HWY 36	EAGLE CANYON CIRCLE	193	30	5,790	R - Residential/Local	O - AC/AC	96	38.37
EAGLEN	010	EAGLE NEST LN	EAGLE CANYON CIRCLE	PRIVATE RD	485	30	14,550	R - Residential/Local	O - AC/AC	96	38.37
EAGLE	010	EAGLE VALLEY DR	STONE CANYON DR	CUL-DE-SAC	1,214	28	33,992	R - Residential/Local	A - AC	91	32.47
ESTESC	010	ESTES CT	MC CONNELL DR	CUL-DE-SAC	540	32	17,280	R - Residential/Local	A - AC	38	4.34
EVANS	005	EVANS ST	WEST CUL-DE-SAC	5TH AVE	291	20	5,820	R - Residential/Local	A - AC	93	39.72
EVANS	010	EVANS ST	5TH AVE	4TH AVE	503	30	15,090	R - Residential/Local	A - AC	87	31.37
EVANS	020	EVANS ST	4TH AVE	3RD AVE	717	28	20,076	R - Residential/Local	A - AC	88	32.75
EVANS	030	EVANS ST	3RD AVE	2ND AVE	568	30	17,040	R - Residential/Local	O - AC/AC	89	38.16
EWALDA	010	EWALD AVE	MEILY RD	PROSPECT ST	329	22	7,238	R - Residential/Local	A - AC	68	18.21
EWALDA	020	EWALD AVE	PROSPECT ST	CUL-DE-SAC	533	32	17,056	R - Residential/Local	A - AC	26	0.20
FALCON	010	FALCON LN	EAGLE VALLEY DR	CUL-DE-SAC	455	28	12,740	R - Residential/Local	A - AC	89	31.48
GORANS	010	GORANSON CT	MC CONNELL DR	CUL-DE-SAC	480	32	15,360	R - Residential/Local	A - AC	77	25.83
HIGHST	010	HIGH ST	5TH AVE	4TH AVE	501	24	12,024	R - Residential/Local	O - AC/AC	59	16.02
HIGHST	020	HIGH ST	4TH AVE	80 FT EAST OF 4TH AVE	80	62	4,960	R - Residential/Local	A - AC	66	18.91
HIGHST	030	HIGH ST	80 FT EAST OF 4TH AVE	3RD AVE	580	20	11,600	R - Residential/Local	A - AC	53	11.19
HIGHST	040	HIGH ST	3RD AVE	2ND AVE	551	27	14,877	R - Residential/Local	O - AC/AC	42	6.97
HORIZO	010	HORIZON DR	CUL-DE-SAC SOUTH OF VASQUEZ	CUL-DE-SAC NORTH OF VASQUEZ	819	29	23,751	R - Residential/Local	A - AC	82	29.71
KELLIN	010	KELLING DR	2ND AVE	DEAD END	707	20	14,140	R - Residential/Local	A - AC	31	1.81
LIVELY	010	LIVELY CT	SOUTH CUL-DE-SAC	CARTER DR	190	32	6,080	R - Residential/Local	A - AC	96	33.99
LONGSP	010	LONGS PEAK DR	3RD AVE	EYEBROW	697	20	13,940	R - Residential/Local	A - AC	88	26.89
LONGSP	020	LONGS PEAK DR	EYEBROW	DEAD END	782	32	25,024	R - Residential/Local	A - AC	88	26.89

Section PCI/RSL Listing

Printed: 6/19/2024

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
LONEYE	010	LONGS PEAK DR EYEBROW	LONGS PEAK DR	WEST CUL-DE-SAC	50	80	4,000	R - Residential/Local	O - AC/AC	88	38.55
MCCALL	010	MC CALL ALLEY	5TH AVE	DEAD END EAST OF 4TH AVE	741	10	7,410	R - Residential/Local	A - AC	26	0.20
MCCOCT	010	MC CONNELL CT	MC CONNELL DR	CUL-DE-SAC	145	32	4,640	R - Residential/Local	A - AC	66	18.53
MCCONN	010	MC CONNELL DR	STATE HWY 36 (UTE HWY)	ROAD WIDENS 184FT W OF HWY	184	38	6,992	C - Collector	A - AC	49	5.23
MCCONN	020	MC CONNELL DR	ROAD WIDENS 184FT W OF HWY	MC CONNELL DR	503	51	25,653	C - Collector	A - AC	82	16.90
MCCONN	030	MC CONNELL DR	MC CONNELL DR	2ND AVE	467	37	17,279	C - Collector	O - AC/AC	87	28.64
MCCONN	040	MC CONNELL DR	2ND AVE	200 FT N OF BOHN CT	1,051	37	38,887	C - Collector	O - AC/AC	94	29.89
MCCONN	050	MC CONNELL DR	200 FT N OF BOHN CT	100 FT S OF GORANSON CT	1,035	37	38,295	C - Collector	A - AC	86	17.94
MCCONN	060	MC CONNELL DR	100 FT S OF GORANSON CT	CARTER DR	423	37	15,651	C - Collector	A - AC	78	15.24
MCCONN	070	MC CONNELL DR	CARTER DR	HOUSE #325	385	37	14,245	C - Collector	A - AC	69	11.01
MCCONN	080	MC CONNELL DR	HOUSE #325	MC CONNELL DR	954	37	35,298	C - Collector	A - AC	27	0.43
MCCEYE	010	MC CONNELL DR EYEBROW	MC CONNELL DR	WEST CUL-DE-SAC	60	74	4,440	R - Residential/Local	A - AC	74	25.18
MEILYR	010	MEILY RD	EWALD AVE	5TH AVE	342	16	5,472	R - Residential/Local	A - AC	40	5.36
MOUNTA	010	MOUNTAIN VIEW DR	2ND AVE	CUL-DE-SAC	581	26	15,106	R - Residential/Local	A - AC	41	5.68
NOLAN	010	NOLAN RD	STONE CANYON RD	END OF PAVEMENT	139	28	3,892	R - Residential/Local	A - AC	69	20.55
NOLAND	010	NOLAND CT	MC CONNELL DR	CUL-DE-SAC	608	32	19,456	R - Residential/Local	A - AC	43	6.31
OLDMAI	010	OLD MAIN ST	3RD AVE	2ND AVE	589	34	20,026	R - Residential/Local	O - AC/AC	73	26.36
OSPREY	010	OSPREY LN	EAGLE VALLEY DR	CUL-DE-SAC	201	28	5,628	R - Residential/Local	A - AC	92	32.89
PARKDR	010	PARK DR	5TH AVE	4TH AVE	469	31	14,539	R - Residential/Local	A - AC	31	1.93
PARKST	010	PARK ST	5TH AVE	CUL-DE-SAC	702	30	21,060	R - Residential/Local	A - AC	84	27.93
PARKST	020	PARK ST	3RD AVE	2ND AVE	569	34	19,346	R - Residential/Local	A - AC	74	21.88
PARKST	030	PARK ST	2ND AVE	STATE HWY 36 (UTE HWY)	393	34	13,362	R - Residential/Local	A - AC	78	24.24
PEREGR	010	PEREGRINE LN	EAGLE VALLEY DR	CUD-DE-SAC	245	28	6,860	R - Residential/Local	A - AC	92	32.89
PROSPE	010	PROSPECT ST	WEST DEAD END	5TH AVE	552	32	17,664	R - Residential/Local	A - AC	32	2.27
PROSPE	020	PROSPECT ST	5TH AVE	4TH AVE	479	30	14,370	R - Residential/Local	A - AC	87	31.37
RAILRO	010	RAILROAD AVE	5TH AVE	4TH AVE	437	30	13,110	R - Residential/Local	A - AC	50	9.42
RAILRO	020	RAILROAD AVE	4TH AVE	3RD AVE	662	40	26,480	R - Residential/Local	A - AC	38	4.33
RAILRO	030	RAILROAD AVE	3RD AVE	2ND AVE	642	24	15,408	R - Residential/Local	A - AC	96	49.84
RAILRO	040	RAILROAD AVE	2ND AVE	PARK ST	496	27	13,392	R - Residential/Local	A - AC	81	25.31
RAYMON	010	RAYMOND CT	MC CONNELL DR	CUL-DE-SAC	417	32	13,344	R - Residential/Local	A - AC	69	19.75

Section PCI/RSL Listing

Printed: 6/19/2024

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
REESE	010	REESE ST	5TH AVE	4TH AVE	511	47	24,017	R - Residential/Local	A - AC	49	9.25
SERVIC	020	SERVICE ROAD A	PARK DR	RAILROAD AVE	119	34	4,046	R - Residential/Local	A - AC	39	4.95
SERVIC	010	SERVICE ROAD B	BEG. OF PAVEMENT (WEST END)	5TH AVE	193	16	3,088	R - Residential/Local	A - AC	31	1.93
SEWARD	010	SEWARD ST	5TH AVE	4TH AVE	515	40	20,600	R - Residential/Local	O - AC/AC	50	11.27
SEWARD	020	SEWARD ST	4TH AVE	HOUSE #316	359	40	14,360	R - Residential/Local	O - AC/AC	23	0.00
SEWARD	030	SEWARD ST	HOUSE #316	3RD AVE	199	24	4,776	R - Residential/Local	O - AC/AC	23	0.00
SEWARD	040	SEWARD ST	3RD AVE	STINKNEY AVE	510	12	6,120	R - Residential/Local	A - AC	37	3.88
STEAMB	010	STEAMBOAT VALLEY RD	5TH AVE	#1001 STEAMBOAT VALLEY RD	514	32	16,448	R - Residential/Local	A - AC	65	18.14
STEAMB	020	STEAMBOAT VALLEY RD	#1001 STEAMBOAT VALLEY RD	VASQUEZ DR	1,007	32	32,224	R - Residential/Local	A - AC	65	16.88
STICKN	010	STICKNEY AVE	5TH AVE	4TH AVE	474	29	13,746	R - Residential/Local	O - AC/AC	58	13.15
STICKN	020	STICKNEY AVE	4TH AVE	3RD AVE	564	29	16,356	R - Residential/Local	O - AC/AC	48	9.03
STICKN	030	STICKNEY AVE	3RD AVE (W. INT.)	ROAD NARROWS	407	17	6,919	R - Residential/Local	O - AC/AC	71	22.95
STICKN	040	STICKNEY AVE	ROAD NARROWS	SEWARD ST	304	12	3,648	R - Residential/Local	O - AC/AC	51	11.03
STONEC	010	STONE CANYON DR	STATE HWY 36 (UTE HWY)	EAGLE VALLEY DR	689	31	21,359	C - Collector	A - AC	64	9.19
STONEC	020	STONE CANYON DR	EAGLE VALLEY DR	PAVEMENT ENDS (CITY LIMITS)	1,810	28	50,680	A - Arterial	A - AC	65	12.34
VASQCT	010	VASQUEZ CT	VASQUEZ DR	CUL-DE-SAC	704	29	20,416	R - Residential/Local	A - AC	89	34.25
VASQDR	010	VASQUEZ DR	VASQUEZ CT	HORIZON DR	1,412	29	40,948	R - Residential/Local	A - AC	91	32.46
WELCHC	010	WELCH CT	WELCH DR	CUL-DE-SAC	435	32	13,920	R - Residential/Local	O - AC/AC	96	38.33
WELCHD	010	WELCH DR	MCCONNELL DR	2ND AVE	1,481	32	47,392	R - Residential/Local	O - AC/AC	96	38.33

Total Section Length:	**58,507**
Total Section Area:	**1,736,079**

Appendix F

Scenarios - Sections Selected for Treatment
Scenario - Current Funding - Sections Selected for Treatment
Scenario - Unconstrained Needs - Sections Selected for Treatment

Scenarios - Sections Selected for Treatment Reports for each Scenario are available separate from this report. These reports show a list of all treatments selected in any given year for each Scenario.

Scenarios - Sections Selected for Treatment

Interest: 5.00% **Inflation: 3.00%** Printed: 8/9/2024

Scenario: (2) Current Funding

Year	Budget	PM
2024	$230,000	$39
2025	$230,000	$30

Year	Budget	PM
2026	$230,000	$0
2027	$230,000	$30

Year	Budget	PM
2028	$230,000	$34

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
4TH AVE	HIGH ST	STICKNEY AVE	4THAVE	045	478	43	20,554	C	AC/AC		44	46	100	$57,094	16,052	MEDIUM AC OVERLAY (2") WITH DIGOUTS AND LEVELING
												Treatment Total		$57,094		
MEILY RD	EWALD AVE	5TH AVE	MEILYR	010	342	16	5,472	R	AC		39	41	100	$13,072	15,906	MEDIUM AC OVERLAY (2")
MOUNTAIN VIEW DR	2ND AVE	CUL-DE-SAC	MOUNTA	010	581	26	15,106	R	AC		40	42	100	$36,087	15,842	MEDIUM AC OVERLAY (2")
NOLAND CT	MC CONNELL DR	CUL-DE-SAC	NOLAND	010	608	32	19,456	R	AC		42	44	100	$46,478	15,700	MEDIUM AC OVERLAY (2")
												Treatment Total		$95,637		
BLOOMFIELD ALLEY	5TH AVE	4TH AVE	BLOOAL	010	420	10	4,200	R	AC		73	75	83	$1,983	17,749	CHIP SEAL
CARTER DR	MC CONNELL DR	END OF PAVEMENT	CARTER	010	90	32	2,880	R	AC		82	82	90	$1,360	24,431	CHIP SEAL
MC CONNELL DR EYEBROW	MC CONNELL DR	WEST CUL-DE-SAC	MCCEYE	010	60	74	4,440	R	AC		74	74	83	$2,097	26,502	CHIP SEAL
												Treatment Total		$5,440		
3RD AVE	STATE HWY 36 (MAIN)	STICKNEY AVE	3RDAVE	050	675	34	22,950	R	AC/AC		61	61	72	$12,113	21,290	CHIP SEAL AND CRACK SEAL
HIGH ST	4TH AVE	80 FT EAST OF 4TH AVE	HIGHST	020	80	62	4,960	R	AC		66	67	76	$2,618	21,013	CHIP SEAL AND CRACK SEAL
MC CONNELL CT	MC CONNELL DR	CUL-DE-SAC	MCCOCT	010	145	32	4,640	R	AC		66	67	76	$2,449	20,069	CHIP SEAL AND CRACK SEAL
NOLAN RD	STONE CANYON RD	END OF PAVEMENT	NOLAN	010	139	28	3,892	R	AC		69	69	79	$2,054	20,633	CHIP SEAL AND CRACK SEAL
RAYMOND CT	MC CONNELL DR	CUL-DE-SAC	RAYMON	010	417	32	13,344	R	AC		69	70	79	$7,043	19,074	CHIP SEAL AND CRACK SEAL
STONE CANYON DR	STATE HWY 36 (UTE HWY)	EAGLE VALLEY DR	STONEC	010	689	31	21,359	C	AC		63	65	75	$11,866	16,428	CHIP SEAL AND CRACK SEAL
STONE CANYON DR	EAGLE VALLEY DR	PAVEMENT ENDS (CITY LIMITS)	STONEC	020	1,810	28	50,680	A	AC		64	66	76	$30,971	22,853	CHIP SEAL AND CRACK SEAL
												Treatment Total		$69,113		
2ND AVE	MC CONNELL DR	COBBLESTONE CT	2NDAVE	010	252	37	9,324	C	AC		88	90	90	$44	242,722	SEAL CRACKS
2ND AVE	COBBLESTONE CT	BOHN PARK ENTRANCE	2NDAVE	020	862	37	31,894	C	AC		85	87	88	$197	217,651	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 5.00% **Inflation: 3.00%** Printed: 8/9/2024

Scenario: (2) Current Funding

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
2ND AVE	BOHN PARK ENTRANCE	210 FT N OF BOHN PARK ENTRANCE	2NDAVE	030	210	32	6,720	C	AC		83	85	86	$50	267,598	SEAL CRACKS
2ND AVE	210 FT N OF BOHN PARK ENTRANCE	SOUTH END OF BRIDGE	2NDAVE	040	171	28	4,788	C	AC		84	86	87	$32	208,522	SEAL CRACKS
2ND AVE	PARK ST	100 FT N OF PARK ST ALLEY	2NDAVE	070	290	32	9,280	C	AC/AC		83	85	86	$52	310,886	SEAL CRACKS
3RD AVE	EVANS ST	RAILROAD AVE	3RDAVE	020	294	24	7,056	R	AC		88	89	89	$37	183,412	SEAL CRACKS
3RD AVE	RAILROAD AVE	STATE HWY 36 (BROADWAY)	3RDAVE	030	203	40	8,120	R	AC		84	86	87	$56	166,114	SEAL CRACKS
3RD AVE	STATE HWY 36 (BROADWAY)	STATE HWY 36 (MAIN)	3RDAVE	040	195	34	6,630	C	AC/AC		82	84	85	$44	269,879	SEAL CRACKS
4TH AVE	EVANS ST	RAILROAD AVE	4THAVE	020	324	21	6,804	R	AC		81	83	84	$58	146,012	SEAL CRACKS
4TH AVE	RAILROAD AVE	STATE HWY 36 (MAIN ST)	4THAVE	030	346	47	16,262	C	AC		81	83	84	$140	259,180	SEAL CRACKS
APPLE VALLEY RD	HOUSE #488 (TOWN LIMIT)	STATE HWY 36	APPLEV	010	2,884	24	69,216	R	AC/AC		86	87	88	$222	366,574	SEAL CRACKS
EVANS ST	4TH AVE	3RD AVE	EVANS	020	717	28	20,076	R	AC		88	89	89	$106	183,412	SEAL CRACKS
MC CONNELL DR	MC CONNELL DR	2ND AVE	MCCONN	030	467	37	17,279	C	AC/AC		87	88	88	$32	838,511	SEAL CRACKS
MC CONNELL DR	200 FT N OF BOHN CT	100 FT S OF GORANSON CT	MCCONN	050	1,035	37	38,295	C	AC		85	87	88	$240	247,234	SEAL CRACKS
												Treatment Total		$1,310		
				Year 2024 Area Total			**445,677**					**Year 2024 Total**		**$228,595**		

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
MC CONNELL DR	STATE HWY 36 (UTE HWY)	ROAD WIDENS 184FT W OF HWY	MCCONN	010	184	38	6,992	C	AC		48	46	100	$20,005	15,827	MEDIUM AC OVERLAY (2") WITH DIGOUTS AND LEVELING
												Treatment Total		$20,005		
2ND CT	2ND AVE	CUL-DE-SAC	2NDCT	010	171	32	5,472	R	AC		46	46	100	$13,464	15,045	MEDIUM AC OVERLAY (2")
3RD AVE	STICKNEY AVE	CEMETERY	3RDAVE	060	715	30	21,450	R	AC/AC		43	43	100	$52,779	15,219	MEDIUM AC OVERLAY (2")
4TH AVE	STICKNEY AVE	SEWARD ST	4THAVE	050	372	34	12,648	R	AC/AC		46	46	100	$31,121	14,984	MEDIUM AC OVERLAY (2")
BOHN CT	MC CONNELL DR	CUL-DE-SAC	BOHNCT	010	242	32	7,744	R	AC		45	44	100	$19,055	15,173	MEDIUM AC OVERLAY (2")
HIGH ST	3RD AVE	2ND AVE	HIGHST	040	551	27	14,877	R	AC/AC		41	41	100	$36,606	15,402	MEDIUM AC OVERLAY (2")

Scenarios - Sections Selected for Treatment

Interest: 5.00% **Inflation: 3.00%** Printed: 8/9/2024

Scenario: (2) Current Funding

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
MC CONNELL DR	CARTER DR	HOUSE #325	MCCONN	070	385	37	14,245	C	AC		68	67	100	$35,051	15,233	MEDIUM AC OVERLAY (2")
STICKNEY AVE	ROAD NARROWS	SEWARD ST	STICKN	040	304	12	3,648	R	AC/AC		50	50	100	$8,976	14,486	MEDIUM AC OVERLAY (2")
												Treatment Total		$197,051		
1ST AVE	SOUTH CUL-DE-SAC	OVERLOOK DR	1STAVE	010	336	31	10,416	R	AC		76	75	83	$5,066	18,743	CHIP SEAL
												Treatment Total		$5,066		
5TH AVE ACCESS RD	5TH AVE/SEWARD ST	5TH AVE	5AVEAC	010	704	10	7,040	R	AC		70	69	78	$3,827	19,557	CHIP SEAL AND CRACK SEAL
STICKNEY AVE	3RD AVE (W. INT.)	ROAD NARROWS	STICKN	030	407	17	6,919	R	AC/AC		71	70	79	$3,761	18,152	CHIP SEAL AND CRACK SEAL
												Treatment Total		$7,588		
2ND AVE	SOUTH END OF BRIDGE	NORTH END OF BRIDGE	2NDAVE	050	150	34	5,100	C	AC		74	73	76	$74	192,749	SEAL CRACKS
2ND AVE	NORTH END OF BRIDGE	PARK ST	2NDAVE	060	267	29	7,743	C	AC		83	83	84	$69	250,936	SEAL CRACKS
EVANS ST	3RD AVE	2ND AVE	EVANS	030	568	30	17,040	R	AC/AC		89	88	89	$17	1,072,958	SEAL CRACKS
												Treatment Total		$161		
				Year 2025 Area Total			**141,334**					**Year 2025 Total**		**$229,872**		

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
4TH AVE	STATE HWY 36 (MAIN)	HIGH ST	4THAVE	040	206	43	8,858	C	AC/AC		63	61	100	$22,449	14,751	MEDIUM AC OVERLAY (2")
4TH AVE	SEWARD ST	CUL-DE-SAC	4THAVE	060	859	24	20,616	R	AC/AC		46	44	100	$52,249	14,670	MEDIUM AC OVERLAY (2")
EWALD AVE	MEILY RD	PROSPECT ST	EWALDA	010	329	22	7,238	R	AC		68	65	100	$18,344	11,669	MEDIUM AC OVERLAY (2")
RAILROAD AVE	5TH AVE	4TH AVE	RAILRO	010	437	30	13,110	R	AC		49	46	100	$33,226	14,576	MEDIUM AC OVERLAY (2")
REESE ST	5TH AVE	4TH AVE	REESE	010	511	47	24,017	R	AC		48	45	100	$60,868	14,629	MEDIUM AC OVERLAY (2")
STICKNEY AVE	4TH AVE	3RD AVE	STICKN	020	564	29	16,356	R	AC/AC		47	44	100	$41,452	14,713	MEDIUM AC OVERLAY (2")
												Treatment Total		$228,588		
LONGS PEAK DR	3RD AVE	EYEBROW	LONGSP	010	697	20	13,940	R	AC		87	84	85	$115	145,513	SEAL CRACKS
LONGS PEAK DR	EYEBROW	DEAD END	LONGSP	020	782	32	25,024	R	AC		87	84	85	$207	145,513	SEAL CRACKS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00% **Inflation: 3.00%** Printed: 8/9/2024

Scenario: (2) Current Funding

													Treatment Total			$322	
						Year 2026 Area Total		**129,159**					**Year 2026 Total**			**$228,909**	

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
SERVICE ROAD B	BEG. OF PAVEMENT (WEST END)	5TH AVE	SERVIC	010	193	16	3,088	R	AC		30	23	100	$36,555	3,319	FULL DEPTH RECLAMATION (4"HMA/6"ABC)
													Treatment Total			$36,555
HIGH ST	80 FT EAST OF 4TH AVE	3RD AVE	HIGHST	030	580	20	11,600	R	AC		52	47	100	$30,281	13,996	MEDIUM AC OVERLAY (2")
SEWARD ST	5TH AVE	4TH AVE	SEWARD	010	515	40	20,600	R	AC/AC		49	45	100	$53,774	14,115	MEDIUM AC OVERLAY (2")
STEAMBOAT VALLEY RD	#1001 STEAMBOAT VALLEY RD	VASQUEZ DR	STEAMB	020	1,007	32	32,224	R	AC		65	60	100	$84,118	12,263	MEDIUM AC OVERLAY (2")
													Treatment Total			$168,173
2ND AVE	100 FT N OF PARK ST ALLEY	EVANS ST	2NDAVE	080	101	25	2,525	C	AC/AC		93	87	93	$1,380	11,852	CHIP SEAL
													Treatment Total			$1,380
OLD MAIN ST	3RD AVE	2ND AVE	OLDMAI	010	589	34	20,026	R	AC/AC		73	70	79	$11,549	19,197	CHIP SEAL AND CRACK SEAL
PARK ST	3RD AVE	2ND AVE	PARKST	020	569	34	19,346	R	AC		74	69	79	$11,157	16,237	CHIP SEAL AND CRACK SEAL
													Treatment Total			$22,707
CARTER DR EYEBROW	CARTER DR	EAST CUL-DE-SAC	CAREYE	010	75	74	5,550	R	AC		95	89	89	$31	143,448	SEAL CRACKS
CARTER CT	CARTER DR	NORTH CUL-DE-SAC	CARTCT	010	165	32	5,280	R	AC		95	89	89	$30	143,448	SEAL CRACKS
EAGLE VALLEY DR	STONE CANYON DR	CUL-DE-SAC	EAGLE	010	1,214	28	33,992	R	AC		90	86	87	$247	172,212	SEAL CRACKS
FALCON LN	EAGLE VALLEY DR	CUL-DE-SAC	FALCON	010	455	28	12,740	R	AC		88	84	86	$106	180,817	SEAL CRACKS
LIVELY CT	SOUTH CUL-DE-SAC	CARTER DR	LIVELY	010	190	32	6,080	R	AC		95	89	89	$34	143,427	SEAL CRACKS
MC CONNELL DR	2ND AVE	200 FT N OF BOHN CT	MCCONN	040	1,051	37	38,887	C	AC/AC		93	87	88	$97	529,483	SEAL CRACKS
OSPREY LN	EAGLE VALLEY DR	CUL-DE-SAC	OSPREY	010	201	28	5,628	R	AC		91	87	88	$38	164,321	SEAL CRACKS
PEREGRINE LN	EAGLE VALLEY DR	CUD-DE-SAC	PEREGR	010	245	28	6,860	R	AC		91	87	88	$47	164,321	SEAL CRACKS
VASQUEZ CT	VASQUEZ DR	CUL-DE-SAC	VASQCT	010	704	29	20,416	R	AC		89	85	86	$158	205,067	SEAL CRACKS
VASQUEZ DR	VASQUEZ CT	HORIZON DR	VASQDR	010	1,412	29	40,948	R	AC		90	86	87	$297	172,212	SEAL CRACKS
													Treatment Total			$1,085

Scenarios - Sections Selected for Treatment

Interest: 5.00% **Inflation: 3.00%** Printed: 8/9/2024

Scenario: (2) Current Funding

Year 2027 Area Total **285,790** **Year 2027 Total** **$229,899**

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
2ND AVE	OLD MAIN ST	HIGH ST	2NDAVE	090	356	24	8,544	R	AC		24	13	100	$104,177	3,222	FULL DEPTH RECLAMATION (4"HMA/6"ABC)
SEWARD ST	HOUSE #316	3RD AVE	SEWARD	030	199	24	4,776	R	AC/AC		22	12	100	$58,234	3,222	FULL DEPTH RECLAMATION (4"HMA/6"ABC)
											Treatment Total			$162,411		
STICKNEY AVE	5TH AVE	4TH AVE	STICKN	010	474	29	13,746	R	AC/AC		57	50	100	$36,959	13,372	MEDIUM AC OVERLAY (2")
											Treatment Total			$36,959		
2ND AVE	NORTH END OF BRIDGE	PARK ST	2NDAVE	060	267	29	7,743	C	AC		83	78	86	$4,357	19,829	CHIP SEAL
LONGS PEAK DR EYEBROW	LONGS PEAK DR	WEST CUL-DE-SAC	LONEYE	010	50	80	4,000	R	AC/AC		88	84	91	$2,126	17,332	CHIP SEAL
MC CONNELL DR	MC CONNELL DR	2ND AVE	MCCONN	030	467	37	17,279	C	AC/AC		87	83	90	$9,724	21,139	CHIP SEAL
											Treatment Total			$16,207		
2ND AVE	SOUTH END OF BRIDGE	NORTH END OF BRIDGE	2NDAVE	050	150	34	5,100	C	AC		74	68	77	$3,189	15,866	CHIP SEAL AND CRACK SEAL
MC CONNELL DR	100 FT S OF GORANSON CT	CARTER DR	MCCONN	060	423	37	15,651	C	AC		77	69	79	$9,786	16,965	CHIP SEAL AND CRACK SEAL
											Treatment Total			$12,975		
4TH AVE	HIGH ST	STICKNEY AVE	4THAVE	045	478	43	20,554	C	AC/AC		44	85	86	$123	308,519	SEAL CRACKS
BLOOMFIELD ALLEY	5TH AVE	4TH AVE	BLOOAL	010	420	10	4,200	R	AC		73	76	78	$61	155,139	SEAL CRACKS
CARTER DR	MC CONNELL DR	END OF PAVEMENT	CARTER	010	90	32	2,880	R	AC		82	86	87	$22	249,719	SEAL CRACKS
EAGLE CANYON CIRCLE	EAGLE CANYON DR	BACK ON EAGLE CANYON DR	EAGCIR	010	1,748	30	52,440	R	AC/AC		95	88	89	$86	610,793	SEAL CRACKS
EAGLE CANYON DR	STATE HWY 36	EAGLE CANYON CIRCLE	EAGLEC	010	193	30	5,790	R	AC/AC		95	88	89	$10	610,793	SEAL CRACKS
EAGLE NEST LN	EAGLE CANYON CIRCLE	PRIVATE RD	EAGLEN	010	485	30	14,550	R	AC/AC		95	88	89	$24	610,793	SEAL CRACKS
HIGH ST	4TH AVE	80 FT EAST OF 4TH AVE	HIGHST	020	80	62	4,960	R	AC		66	71	74	$86	189,882	SEAL CRACKS
MC CONNELL DR EYEBROW	MC CONNELL DR	WEST CUL-DE-SAC	MCCEYE	010	60	74	4,440	R	AC		74	79	81	$55	244,497	SEAL CRACKS
MC CONNELL CT	MC CONNELL DR	CUL-DE-SAC	MCCOCT	010	145	32	4,640	R	AC		66	71	73	$82	178,813	SEAL CRACKS
MEILY RD	EWALD AVE	5TH AVE	MEILYR	010	342	16	5,472	R	AC		39	87	88	$14	430,510	SEAL CRACKS
MOUNTAIN VIEW DR	2ND AVE	CUL-DE-SAC	MOUNTA	010	581	26	15,106	R	AC		40	87	88	$38	430,510	SEAL CRACKS
NOLAN RD	STONE CANYON RD	END OF PAVEMENT	NOLAN	010	139	28	3,892	R	AC		69	73	76	$62	193,032	SEAL CRACKS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00% **Inflation: 3.00%** Printed: 8/9/2024

Scenario: (2) Current Funding

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
NOLAND CT	MC CONNELL DR	CUL-DE-SAC	NOLAND	010	608	32	19,456	R	AC		42	87	88	$48	430,510	SEAL CRACKS
RAYMOND CT	MC CONNELL DR	CUL-DE-SAC	RAYMON	010	417	32	13,344	R	AC		69	73	75	$218	175,091	SEAL CRACKS
WELCH CT	WELCH DR	CUL-DE-SAC	WELCHC	010	435	32	13,920	R	AC/AC		95	88	89	$24	580,681	SEAL CRACKS
WELCH DR	MCCONNELL DR	2ND AVE	WELCHD	010	1,481	32	47,392	R	AC/AC		95	88	89	$83	580,681	SEAL CRACKS
												Treatment Total		$1,036		
				Year 2028 Area Total			**309,875**					**Year 2028 Total**		**$229,588**		
				Grand Total Section Area:			**1,311,835**					**Grand Total**		**$1,146,863**		

Scenarios - Sections Selected for Treatment

Interest: 5.00% **Inflation: 3.00%** Printed: 8/9/2024

Scenario: (1) Unconstrained Needs

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2024	$1,126,176	0%	**2026**	$412,211	0%	**2028**	$80,277	0%
2025	$1,415,722	0%	**2027**	$682,169	0%			

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
2ND AVE	HIGH ST	MOUNTAIN VIEW DR	2NDAVE	100	330	23	7,590	R	AC		22	24	100	$82,225	3,627	FULL DEPTH RECLAMATION (4"HMA/6"ABC)
SEWARD ST	4TH AVE	HOUSE #316	SEWARD	020	359	40	14,360	R	AC/AC		22	24	100	$155,567	3,627	FULL DEPTH RECLAMATION (4"HMA/6"ABC)
SEWARD ST	HOUSE #316	3RD AVE	SEWARD	030	199	24	4,776	R	AC/AC		22	24	100	$51,740	3,627	FULL DEPTH RECLAMATION (4"HMA/6"ABC)
											Treatment Total			$289,532		
4TH AVE	HIGH ST	STICKNEY AVE	4THAVE	045	478	43	20,554	C	AC/AC		44	46	100	$57,094	16,052	MEDIUM AC OVERLAY (2") WITH DIGOUTS AND LEVELING
											Treatment Total			$57,094		
2ND CT	2ND AVE	CUL-DE-SAC	2NDCT	010	171	32	5,472	R	AC		46	48	100	$13,072	15,253	MEDIUM AC OVERLAY (2")
3RD AVE	STICKNEY AVE	CEMETERY	3RDAVE	060	715	30	21,450	R	AC/AC		43	45	100	$51,242	15,466	MEDIUM AC OVERLAY (2")
4TH AVE	STATE HWY 36 (MAIN)	HIGH ST	4THAVE	040	206	43	8,858	C	AC/AC		63	65	100	$21,161	14,358	MEDIUM AC OVERLAY (2")
4TH AVE	STICKNEY AVE	SEWARD ST	4THAVE	050	372	34	12,648	R	AC/AC		46	48	100	$30,215	15,190	MEDIUM AC OVERLAY (2")
4TH AVE	SEWARD ST	CUL-DE-SAC	4THAVE	060	859	24	20,616	R	AC/AC		46	48	100	$49,249	15,098	MEDIUM AC OVERLAY (2")
BOHN CT	MC CONNELL DR	CUL-DE-SAC	BOHNCT	010	242	32	7,744	R	AC		45	47	100	$18,500	15,397	MEDIUM AC OVERLAY (2")
EWALD AVE	MEILY RD	PROSPECT ST	EWALDA	010	329	22	7,238	R	AC		68	69	100	$17,291	11,439	MEDIUM AC OVERLAY (2")
HIGH ST	3RD AVE	2ND AVE	HIGHST	040	551	27	14,877	R	AC/AC		41	43	100	$35,540	15,677	MEDIUM AC OVERLAY (2")
MC CONNELL DR	CARTER DR	HOUSE #325	MCCONN	070	385	37	14,245	C	AC		68	70	100	$34,030	14,944	MEDIUM AC OVERLAY (2")
MEILY RD	EWALD AVE	5TH AVE	MEILYR	010	342	16	5,472	R	AC		39	41	100	$13,072	15,906	MEDIUM AC OVERLAY (2")
MOUNTAIN VIEW DR	2ND AVE	CUL-DE-SAC	MOUNTA	010	581	26	15,106	R	AC		40	42	100	$36,087	15,842	MEDIUM AC OVERLAY (2")
NOLAND CT	MC CONNELL DR	CUL-DE-SAC	NOLAND	010	608	32	19,456	R	AC		42	44	100	$46,478	15,700	MEDIUM AC OVERLAY (2")
REESE ST	5TH AVE	4TH AVE	REESE	010	511	47	24,017	R	AC		48	50	100	$57,374	15,013	MEDIUM AC OVERLAY (2")

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00% **Inflation: 3.00%** Printed: 8/9/2024

Scenario: (1) Unconstrained Needs

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
STEAMBOAT VALLEY RD	5TH AVE	#1001 STEAMBOAT VALLEY RD	STEAMB	010	514	32	16,448	R	AC		65	66	100	$39,292	11,726	MEDIUM AC OVERLAY (2")
STEAMBOAT VALLEY RD	#1001 STEAMBOAT VALLEY RD	VASQUEZ DR	STEAMB	020	1,007	32	32,224	R	AC		65	66	100	$76,980	12,122	MEDIUM AC OVERLAY (2")
STICKNEY AVE	4TH AVE	3RD AVE	STICKN	020	564	29	16,356	R	AC/AC		47	49	100	$39,073	15,125	MEDIUM AC OVERLAY (2")
												Treatment Total		$578,653		
1ST AVE	SOUTH CUL-DE-SAC	OVERLOOK DR	1STAVE	010	336	31	10,416	R	AC		76	77	85	$4,919	18,922	CHIP SEAL
1ST AVE	OVERLOOK DR	2ND AVE	1STAVE	020	767	24	18,408	R	AC		77	78	86	$8,693	19,491	CHIP SEAL
3RD AVE	PARK ST	EVANS ST	3RDAVE	010	375	30	11,250	R	AC		84	84	91	$5,313	16,371	CHIP SEAL
4TH AVE	PROSPECT ST	EVANS ST	4THAVE	010	707	30	21,210	R	AC		88	89	94	$10,016	11,389	CHIP SEAL
BLOOMFIELD ALLEY	5TH AVE	4TH AVE	BLOOAL	010	420	10	4,200	R	AC		73	75	83	$1,983	17,749	CHIP SEAL
CARTER DR	MC CONNELL DR	END OF PAVEMENT	CARTER	010	90	32	2,880	R	AC		82	82	90	$1,360	24,431	CHIP SEAL
EVANS ST	5TH AVE	4TH AVE	EVANS	010	503	30	15,090	R	AC		87	88	94	$7,126	12,230	CHIP SEAL
GORANSON CT	MC CONNELL DR	CUL-DE-SAC	GORANS	010	480	32	15,360	R	AC		77	77	86	$7,253	22,387	CHIP SEAL
HORIZON DR	CUL-DE-SAC SOUTH OF VASQUEZ	CUL-DE-SAC NORTH OF VASQUEZ	HORIZO	010	819	29	23,751	R	AC		82	82	90	$11,216	20,391	CHIP SEAL
LONGS PEAK DR EYEBROW	LONGS PEAK DR	WEST CUL-DE-SAC	LONEYE	010	50	80	4,000	R	AC/AC		88	88	94	$1,889	13,542	CHIP SEAL
MC CONNELL DR EYEBROW	MC CONNELL DR	WEST CUL-DE-SAC	MCCEYE	010	60	74	4,440	R	AC		74	74	83	$2,097	26,502	CHIP SEAL
MC CONNELL DR	ROAD WIDENS 184FT W OF HWY	MC CONNELL DR	MCCONN	020	503	51	25,653	C	AC		81	83	90	$12,827	23,254	CHIP SEAL
MC CONNELL DR	100 FT S OF GORANSON CT	CARTER DR	MCCONN	060	423	37	15,651	C	AC		77	79	87	$7,826	24,038	CHIP SEAL
OLD MAIN ST	3RD AVE	2ND AVE	OLDMAI	010	589	34	20,026	R	AC/AC		73	73	82	$9,457	23,603	CHIP SEAL
PARK ST	5TH AVE	CUL-DE-SAC	PARKST	010	702	30	21,060	R	AC		84	85	91	$9,945	14,051	CHIP SEAL
PARK ST	3RD AVE	2ND AVE	PARKST	020	569	34	19,346	R	AC		74	75	83	$9,136	19,521	CHIP SEAL
PARK ST	2ND AVE	STATE HWY 36 (UTE HWY)	PARKST	030	393	34	13,362	R	AC		78	79	86	$6,310	18,301	CHIP SEAL
PROSPECT ST	5TH AVE	4TH AVE	PROSPE	020	479	30	14,370	R	AC		87	88	94	$6,786	12,230	CHIP SEAL
RAILROAD AVE	2ND AVE	PARK ST	RAILRO	040	496	27	13,392	R	AC		81	82	89	$6,324	15,593	CHIP SEAL
												Treatment Total		$130,472		
3RD AVE	STATE HWY 36 (MAIN)	STICKNEY AVE	3RDAVE	050	675	34	22,950	R	AC/AC		61	61	72	$12,113	21,290	CHIP SEAL AND CRACK SEAL
HIGH ST	4TH AVE	80 FT EAST OF 4TH AVE	HIGHST	020	80	62	4,960	R	AC		66	67	76	$2,618	21,013	CHIP SEAL AND CRACK SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00% **Inflation: 3.00%** Printed: 8/9/2024

Scenario: (1) Unconstrained Needs

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
MC CONNELL CT	MC CONNELL DR	CUL-DE-SAC	MCCOCT	010	145	32	4,640	R	AC		66	67	76	$2,449	20,069	CHIP SEAL AND CRACK SEAL
NOLAN RD	STONE CANYON RD	END OF PAVEMENT	NOLAN	010	139	28	3,892	R	AC		69	69	79	$2,054	20,633	CHIP SEAL AND CRACK SEAL
RAYMOND CT	MC CONNELL DR	CUL-DE-SAC	RAYMON	010	417	32	13,344	R	AC		69	70	79	$7,043	19,074	CHIP SEAL AND CRACK SEAL
STONE CANYON DR	STATE HWY 36 (UTE HWY)	EAGLE VALLEY DR	STONEC	010	689	31	21,359	C	AC		63	65	75	$11,866	16,428	CHIP SEAL AND CRACK SEAL
STONE CANYON DR	EAGLE VALLEY DR	PAVEMENT ENDS (CITY LIMITS)	STONEC	020	1,810	28	50,680	A	AC		64	66	76	$30,971	22,853	CHIP SEAL AND CRACK SEAL
												Treatment Total		$69,113		
2ND AVE	MC CONNELL DR	COBBLESTONE CT	2NDAVE	010	252	37	9,324	C	AC		88	90	90	$44	242,722	SEAL CRACKS
2ND AVE	COBBLESTONE CT	BOHN PARK ENTRANCE	2NDAVE	020	862	37	31,894	C	AC		85	87	88	$197	217,651	SEAL CRACKS
2ND AVE	BOHN PARK ENTRANCE	210 FT N OF BOHN PARK ENTRANCE	2NDAVE	030	210	32	6,720	C	AC		83	85	86	$50	267,598	SEAL CRACKS
2ND AVE	210 FT N OF BOHN PARK ENTRANCE	SOUTH END OF BRIDGE	2NDAVE	040	171	28	4,788	C	AC		84	86	87	$32	208,522	SEAL CRACKS
2ND AVE	PARK ST	100 FT N OF PARK ST ALLEY	2NDAVE	070	290	32	9,280	C	AC/AC		83	85	86	$52	310,886	SEAL CRACKS
3RD AVE	EVANS ST	RAILROAD AVE	3RDAVE	020	294	24	7,056	R	AC		88	89	89	$37	183,412	SEAL CRACKS
3RD AVE	RAILROAD AVE	STATE HWY 36 (BROADWAY)	3RDAVE	030	203	40	8,120	R	AC		84	86	87	$56	166,114	SEAL CRACKS
3RD AVE	STATE HWY 36 (BROADWAY)	STATE HWY 36 (MAIN)	3RDAVE	040	195	34	6,630	C	AC/AC		82	84	85	$44	269,879	SEAL CRACKS
4TH AVE	EVANS ST	RAILROAD AVE	4THAVE	020	324	21	6,804	R	AC		81	83	84	$58	146,012	SEAL CRACKS
4TH AVE	RAILROAD AVE	STATE HWY 36 (MAIN ST)	4THAVE	030	346	47	16,262	C	AC		81	83	84	$140	259,180	SEAL CRACKS
APPLE VALLEY RD	HOUSE #488 (TOWN LIMIT)	STATE HWY 36	APPLEV	010	2,884	24	69,216	R	AC/AC		86	87	88	$222	366,574	SEAL CRACKS
EVANS ST	4TH AVE	3RD AVE	EVANS	020	717	28	20,076	R	AC		88	89	89	$106	183,412	SEAL CRACKS
MC CONNELL DR	MC CONNELL DR	2ND AVE	MCCONN	030	467	37	17,279	C	AC/AC		87	88	88	$32	838,511	SEAL CRACKS
MC CONNELL DR	200 FT N OF BOHN CT	100 FT S OF GORANSON CT	MCCONN	050	1,035	37	38,295	C	AC		85	87	88	$240	247,234	SEAL CRACKS
												Treatment Total		$1,310		
				Year 2024 Area Total			**936,941**					**Year 2024 Total**		**$1,126,175**		

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00% **Inflation: 3.00%** Printed: 8/9/2024

Scenario: (1) Unconstrained Needs

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
2ND AVE	OLD MAIN ST	HIGH ST	2NDAVE	090	356	24	8,544	R	AC		24	23	100	$95,337	3,521	FULL DEPTH RECLAMATION (4"HMA/6"ABC)
5TH AVE	ROAD NARROWS	SEWARD ST	5THAVE	020	725	24	17,400	R	AC/AC		24	23	100	$194,155	3,521	FULL DEPTH RECLAMATION (4"HMA/6"ABC)
5TH AVE	SEWARD ST	STEAMBOAT VALLEY RD	5THAVE	030	925	31	28,675	R	AC/AC		24	23	100	$319,965	3,521	FULL DEPTH RECLAMATION (4"HMA/6"ABC)
EWALD AVE	PROSPECT ST	CUL-DE-SAC	EWALDA	020	533	32	17,056	R	AC		25	24	100	$190,317	3,521	FULL DEPTH RECLAMATION (4"HMA/6"ABC)
MC CALL ALLEY	5TH AVE	DEAD END EAST OF 4TH AVE	MCCALL	010	741	10	7,410	R	AC		25	24	100	$82,683	3,521	FULL DEPTH RECLAMATION (4"HMA/6"ABC)
MC CONNELL DR	HOUSE #325	MC CONNELL DR	MCCONN	080	954	37	35,298	C	AC		27	24	100	$393,867	4,255	FULL DEPTH RECLAMATION (4"HMA/6"ABC)
											Treatment Total			$1,276,324		
MC CONNELL DR	STATE HWY 36 (UTE HWY)	ROAD WIDENS 184FT W OF HWY	MCCONN	010	184	38	6,992	C	AC		48	46	100	$20,005	15,827	MEDIUM AC OVERLAY (2") WITH DIGOUTS AND LEVELING
											Treatment Total			$20,005		
RAILROAD AVE	5TH AVE	4TH AVE	RAILRO	010	437	30	13,110	R	AC		49	48	100	$32,258	14,769	MEDIUM AC OVERLAY (2")
SEWARD ST	5TH AVE	4TH AVE	SEWARD	010	515	40	20,600	R	AC/AC		49	49	100	$50,687	14,497	MEDIUM AC OVERLAY (2")
STICKNEY AVE	ROAD NARROWS	SEWARD ST	STICKN	040	304	12	3,648	R	AC/AC		50	50	100	$8,976	14,486	MEDIUM AC OVERLAY (2")
											Treatment Total			$91,921		
MC CONNELL DR	200 FT N OF BOHN CT	100 FT S OF GORANSON CT	MCCONN	050	1,035	37	38,295	C	AC		85	86	92	$19,722	19,087	CHIP SEAL
											Treatment Total			$19,722		
5TH AVE ACCESS RD	5TH AVE/SEWARD ST	5TH AVE	5AVEAC	010	704	10	7,040	R	AC		70	69	78	$3,827	19,557	CHIP SEAL AND CRACK SEAL
STICKNEY AVE	3RD AVE (W. INT.)	ROAD NARROWS	STICKN	030	407	17	6,919	R	AC/AC		71	70	79	$3,761	18,152	CHIP SEAL AND CRACK SEAL
											Treatment Total			$7,588		
2ND AVE	SOUTH END OF BRIDGE	NORTH END OF BRIDGE	2NDAVE	050	150	34	5,100	C	AC		74	73	76	$74	192,749	SEAL CRACKS
2ND AVE	NORTH END OF BRIDGE	PARK ST	2NDAVE	060	267	29	7,743	C	AC		83	83	84	$69	250,936	SEAL CRACKS
EVANS ST	3RD AVE	2ND AVE	EVANS	030	568	30	17,040	R	AC/AC		89	88	89	$17	1,072,958	SEAL CRACKS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00% **Inflation: 3.00%** Printed: 8/9/2024

Scenario: (1) Unconstrained Needs

													Treatment Total			$161	
							Year 2025 Area Total		**240,870**				**Year 2025 Total**			**$1,415,721**	

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
2ND AVE	STATE HWY 36 (UTE HWY)	OLD MAIN ST	2NDAVE	085	622	32	19,904	R	AC		28	24	100	$228,758	3,419	FULL DEPTH RECLAMATION (4"HMA/6"ABC)
COBBLESTONE CT	2ND AVE	CUL-DE-SAC	COBBLE	010	418	32	13,376	R	AC		27	23	100	$153,731	3,419	FULL DEPTH RECLAMATION (4"HMA/6"ABC)
													Treatment Total	$382,490		
HIGH ST	80 FT EAST OF 4TH AVE	3RD AVE	HIGHST	030	580	20	11,600	R	AC		52	50	100	$29,399	14,167	MEDIUM AC OVERLAY (2")
													Treatment Total	$29,399		
LONGS PEAK DR	3RD AVE	EYEBROW	LONGSP	010	697	20	13,940	R	AC		87	84	85	$115	145,513	SEAL CRACKS
LONGS PEAK DR	EYEBROW	DEAD END	LONGSP	020	782	32	25,024	R	AC		87	84	85	$207	145,513	SEAL CRACKS
													Treatment Total	$322		
							Year 2026 Area Total		**83,844**				**Year 2026 Total**			**$412,210**

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
KELLING DR	2ND AVE	DEAD END	KELLIN	010	707	20	14,140	R	AC		30	23	100	$167,388	3,319	FULL DEPTH RECLAMATION (4"HMA/6"ABC)
PARK DR	5TH AVE	4TH AVE	PARKDR	010	469	31	14,539	R	AC		30	23	100	$172,111	3,319	FULL DEPTH RECLAMATION (4"HMA/6"ABC)
PROSPECT ST	WEST DEAD END	5TH AVE	PROSPE	010	552	32	17,664	R	AC		31	24	100	$209,104	3,319	FULL DEPTH RECLAMATION (4"HMA/6"ABC)
SERVICE ROAD B	BEG. OF PAVEMENT (WEST END)	5TH AVE	SERVIC	010	193	16	3,088	R	AC		30	23	100	$36,555	3,319	FULL DEPTH RECLAMATION (4"HMA/6"ABC)
													Treatment Total	$585,158		
2ND AVE	MC CONNELL DR	COBBLESTONE CT	2NDAVE	010	252	37	9,324	C	AC		88	84	91	$5,094	19,242	CHIP SEAL
2ND AVE	COBBLESTONE CT	BOHN PARK ENTRANCE	2NDAVE	020	862	37	31,894	C	AC		85	80	88	$17,426	17,193	CHIP SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00% **Inflation: 3.00%** Printed: 8/9/2024

Scenario: (1) Unconstrained Needs

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
2ND AVE	BOHN PARK ENTRANCE	210 FT N OF BOHN PARK ENTRANCE	2NDAVE	030	210	32	6,720	C	AC		83	80	87	$3,672	20,593	CHIP SEAL
2ND AVE	210 FT N OF BOHN PARK ENTRANCE	SOUTH END OF BRIDGE	2NDAVE	040	171	28	4,788	C	AC		84	79	87	$2,616	16,505	CHIP SEAL
2ND AVE	PARK ST	100 FT N OF PARK ST ALLEY	2NDAVE	070	290	32	9,280	C	AC/AC		83	80	88	$5,070	18,841	CHIP SEAL
2ND AVE	100 FT N OF PARK ST ALLEY	EVANS ST	2NDAVE	080	101	25	2,525	C	AC/AC		93	87	93	$1,380	11,852	CHIP SEAL
3RD AVE	STATE HWY 36 (BROADWAY)	STATE HWY 36 (MAIN)	3RDAVE	040	195	34	6,630	C	AC/AC		82	79	87	$3,622	18,394	CHIP SEAL
4TH AVE	RAILROAD AVE	STATE HWY 36 (MAIN ST)	4THAVE	030	346	47	16,262	C	AC		81	78	86	$8,885	20,438	CHIP SEAL
APPLE VALLEY RD	HOUSE #488 (TOWN LIMIT)	STATE HWY 36	APPLEV	010	2,884	24	69,216	R	AC/AC		86	83	90	$35,716	15,092	CHIP SEAL
EVANS ST	WEST CUL-DE-SAC	5TH AVE	EVANS	005	291	20	5,820	R	AC		93	89	95	$3,003	12,383	CHIP SEAL
MC CONNELL DR	MC CONNELL DR	2ND AVE	MCCONN	030	467	37	17,279	C	AC/AC		87	84	91	$9,441	20,089	CHIP SEAL
												Treatment Total		$95,925		
CARTER DR EYEBROW	CARTER DR	EAST CUL-DE-SAC	CAREYE	010	75	74	5,550	R	AC		95	89	89	$31	143,448	SEAL CRACKS
CARTER CT	CARTER DR	NORTH CUL-DE-SAC	CARTCT	010	165	32	5,280	R	AC		95	89	89	$30	143,448	SEAL CRACKS
EAGLE VALLEY DR	STONE CANYON DR	CUL-DE-SAC	EAGLE	010	1,214	28	33,992	R	AC		90	86	87	$247	172,212	SEAL CRACKS
FALCON LN	EAGLE VALLEY DR	CUL-DE-SAC	FALCON	010	455	28	12,740	R	AC		88	84	86	$106	180,817	SEAL CRACKS
LIVELY CT	SOUTH CUL-DE-SAC	CARTER DR	LIVELY	010	190	32	6,080	R	AC		95	89	89	$34	143,427	SEAL CRACKS
MC CONNELL DR	2ND AVE	200 FT N OF BOHN CT	MCCONN	040	1,051	37	38,887	C	AC/AC		93	87	88	$97	529,483	SEAL CRACKS
OSPREY LN	EAGLE VALLEY DR	CUL-DE-SAC	OSPREY	010	201	28	5,628	R	AC		91	87	88	$38	164,321	SEAL CRACKS
PEREGRINE LN	EAGLE VALLEY DR	CUD-DE-SAC	PEREGR	010	245	28	6,860	R	AC		91	87	88	$47	164,321	SEAL CRACKS
VASQUEZ CT	VASQUEZ DR	CUL-DE-SAC	VASQCT	010	704	29	20,416	R	AC		89	85	86	$158	205,067	SEAL CRACKS
VASQUEZ DR	VASQUEZ CT	HORIZON DR	VASQDR	010	1,412	29	40,948	R	AC		90	86	87	$297	172,212	SEAL CRACKS
												Treatment Total		$1,085		
				Year 2027 Area Total			**405,550**					**Year 2027 Total**		**$682,168**		

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00% **Inflation: 3.00%** Printed: 8/9/2024

Scenario: (1) Unconstrained Needs

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
STICKNEY AVE	5TH AVE	4TH AVE	STICKN	010	474	29	13,746	R	AC/AC		57	50	100	$36,959	13,372	MEDIUM AC OVERLAY (2")
												Treatment Total		$36,959		
2ND AVE	NORTH END OF BRIDGE	PARK ST	2NDAVE	060	267	29	7,743	C	AC		83	78	86	$4,357	19,829	CHIP SEAL
3RD AVE	EVANS ST	RAILROAD AVE	3RDAVE	020	294	24	7,056	R	AC		88	83	90	$3,750	15,814	CHIP SEAL
3RD AVE	RAILROAD AVE	STATE HWY 36 (BROADWAY)	3RDAVE	030	203	40	8,120	R	AC		84	79	87	$4,316	14,861	CHIP SEAL
4TH AVE	EVANS ST	RAILROAD AVE	4THAVE	020	324	21	6,804	R	AC		81	75	84	$3,616	13,783	CHIP SEAL
EVANS ST	4TH AVE	3RD AVE	EVANS	020	717	28	20,076	R	AC		88	83	90	$10,670	15,814	CHIP SEAL
EVANS ST	3RD AVE	2ND AVE	EVANS	030	568	30	17,040	R	AC/AC		89	85	92	$9,057	15,150	CHIP SEAL
												Treatment Total		$35,766		
2ND AVE	SOUTH END OF BRIDGE	NORTH END OF BRIDGE	2NDAVE	050	150	34	5,100	C	AC		74	68	77	$3,189	15,866	CHIP SEAL AND CRACK SEAL
												Treatment Total		$3,189		
1ST AVE	SOUTH CUL-DE-SAC	OVERLOOK DR	1STAVE	010	336	31	10,416	R	AC		76	78	80	$134	172,991	SEAL CRACKS
1ST AVE	OVERLOOK DR	2ND AVE	1STAVE	020	767	24	18,408	R	AC		77	79	81	$222	181,294	SEAL CRACKS
2ND AVE	HIGH ST	MOUNTAIN VIEW DR	2NDAVE	100	330	23	7,590	R	AC		22	87	88	$19	430,510	SEAL CRACKS
2ND CT	2ND AVE	CUL-DE-SAC	2NDCT	010	171	32	5,472	R	AC		46	87	88	$14	430,510	SEAL CRACKS
3RD AVE	PARK ST	EVANS ST	3RDAVE	010	375	30	11,250	R	AC		84	85	86	$93	187,177	SEAL CRACKS
3RD AVE	STICKNEY AVE	CEMETERY	3RDAVE	060	715	30	21,450	R	AC/AC		43	87	88	$53	430,510	SEAL CRACKS
4TH AVE	PROSPECT ST	EVANS ST	4THAVE	010	707	30	21,210	R	AC		88	87	88	$148	180,000	SEAL CRACKS
4TH AVE	STATE HWY 36 (MAIN)	HIGH ST	4THAVE	040	206	43	8,858	C	AC/AC		63	85	86	$53	308,519	SEAL CRACKS
4TH AVE	HIGH ST	STICKNEY AVE	4THAVE	045	478	43	20,554	C	AC/AC		44	85	86	$123	308,519	SEAL CRACKS
4TH AVE	STICKNEY AVE	SEWARD ST	4THAVE	050	372	34	12,648	R	AC/AC		46	87	88	$31	430,510	SEAL CRACKS
4TH AVE	SEWARD ST	CUL-DE-SAC	4THAVE	060	859	24	20,616	R	AC/AC		46	87	88	$51	430,510	SEAL CRACKS
BLOOMFIELD ALLEY	5TH AVE	4TH AVE	BLOOAL	010	420	10	4,200	R	AC		73	76	78	$61	155,139	SEAL CRACKS
BOHN CT	MC CONNELL DR	CUL-DE-SAC	BOHNCT	010	242	32	7,744	R	AC		45	87	88	$19	430,510	SEAL CRACKS
CARTER DR	MC CONNELL DR	END OF PAVEMENT	CARTER	010	90	32	2,880	R	AC		82	86	87	$22	249,719	SEAL CRACKS
EAGLE CANYON CIRCLE	EAGLE CANYON DR	BACK ON EAGLE CANYON DR	EAGCIR	010	1,748	30	52,440	R	AC/AC		95	88	89	$86	610,793	SEAL CRACKS
EAGLE CANYON DR	STATE HWY 36	EAGLE CANYON CIRCLE	EAGLEC	010	193	30	5,790	R	AC/AC		95	88	89	$10	610,793	SEAL CRACKS
EAGLE NEST LN	EAGLE CANYON CIRCLE	PRIVATE RD	EAGLEN	010	485	30	14,550	R	AC/AC		95	88	89	$24	610,793	SEAL CRACKS
EVANS ST	5TH AVE	4TH AVE	EVANS	010	503	30	15,090	R	AC		87	86	87	$113	178,027	SEAL CRACKS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00% **Inflation: 3.00%** Printed: 8/9/2024

Scenario: (1) Unconstrained Needs

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
EWALD AVE	MEILY RD	PROSPECT ST	EWALDA	010	329	22	7,238	R	AC		68	87	88	$18	430,510	SEAL CRACKS
GORANSON CT	MC CONNELL DR	CUL-DE-SAC	GORANS	010	480	32	15,360	R	AC		77	80	82	$174	209,358	SEAL CRACKS
HIGH ST	4TH AVE	80 FT EAST OF 4TH AVE	HIGHST	020	80	62	4,960	R	AC		66	71	74	$86	189,882	SEAL CRACKS
HIGH ST	3RD AVE	2ND AVE	HIGHST	040	551	27	14,877	R	AC/AC		41	87	88	$37	430,510	SEAL CRACKS
HORIZON DR	CUL-DE-SAC SOUTH OF VASQUEZ	CUL-DE-SAC NORTH OF VASQUEZ	HORIZO	010	819	29	23,751	R	AC		82	84	86	$203	211,040	SEAL CRACKS
LONGS PEAK DR EYEBROW	LONGS PEAK DR	WEST CUL-DE-SAC	LONEYE	010	50	80	4,000	R	AC/AC		88	88	89	$4	1,251,831	SEAL CRACKS
MC CONNELL DR EYEBROW	MC CONNELL DR	WEST CUL-DE-SAC	MCCEYE	010	60	74	4,440	R	AC		74	79	81	$55	244,497	SEAL CRACKS
MC CONNELL CT	MC CONNELL DR	CUL-DE-SAC	MCCOCT	010	145	32	4,640	R	AC		66	71	73	$82	178,813	SEAL CRACKS
MC CONNELL DR	ROAD WIDENS 184FT W OF HWY	MC CONNELL DR	MCCONN	020	503	51	25,653	C	AC		81	82	84	$255	232,529	SEAL CRACKS
MC CONNELL DR	100 FT S OF GORANSON CT	CARTER DR	MCCONN	060	423	37	15,651	C	AC		77	79	81	$192	222,191	SEAL CRACKS
MC CONNELL DR	CARTER DR	HOUSE #325	MCCONN	070	385	37	14,245	C	AC		68	85	86	$85	308,519	SEAL CRACKS
MEILY RD	EWALD AVE	5TH AVE	MEILYR	010	342	16	5,472	R	AC		39	87	88	$14	430,510	SEAL CRACKS
MOUNTAIN VIEW DR	2ND AVE	CUL-DE-SAC	MOUNTA	010	581	26	15,106	R	AC		40	87	88	$38	430,510	SEAL CRACKS
NOLAN RD	STONE CANYON RD	END OF PAVEMENT	NOLAN	010	139	28	3,892	R	AC		69	73	76	$62	193,032	SEAL CRACKS
NOLAND CT	MC CONNELL DR	CUL-DE-SAC	NOLAND	010	608	32	19,456	R	AC		42	87	88	$48	430,510	SEAL CRACKS
OLD MAIN ST	3RD AVE	2ND AVE	OLDMAI	010	589	34	20,026	R	AC/AC		73	77	79	$270	209,643	SEAL CRACKS
PARK ST	5TH AVE	CUL-DE-SAC	PARKST	010	702	30	21,060	R	AC		84	84	85	$191	170,789	SEAL CRACKS
PARK ST	3RD AVE	2ND AVE	PARKST	020	569	34	19,346	R	AC		74	76	79	$270	171,477	SEAL CRACKS
PARK ST	2ND AVE	STATE HWY 36 (UTE HWY)	PARKST	030	393	34	13,362	R	AC		78	80	81	$157	174,807	SEAL CRACKS
PROSPECT ST	5TH AVE	4TH AVE	PROSPE	020	479	30	14,370	R	AC		87	86	87	$107	178,027	SEAL CRACKS
RAILROAD AVE	2ND AVE	PARK ST	RAILRO	040	496	27	13,392	R	AC		81	81	83	$143	165,350	SEAL CRACKS
RAYMOND CT	MC CONNELL DR	CUL-DE-SAC	RAYMON	010	417	32	13,344	R	AC		69	73	75	$218	175,091	SEAL CRACKS
REESE ST	5TH AVE	4TH AVE	REESE	010	511	47	24,017	R	AC		48	87	88	$60	430,510	SEAL CRACKS
SEWARD ST	4TH AVE	HOUSE #316	SEWARD	020	359	40	14,360	R	AC/AC		22	87	88	$36	430,510	SEAL CRACKS
SEWARD ST	HOUSE #316	3RD AVE	SEWARD	030	199	24	4,776	R	AC/AC		22	87	88	$12	430,510	SEAL CRACKS
STEAMBOAT VALLEY RD	5TH AVE	#1001 STEAMBOAT VALLEY RD	STEAMB	010	514	32	16,448	R	AC		65	87	88	$41	430,510	SEAL CRACKS
STEAMBOAT VALLEY RD	#1001 STEAMBOAT VALLEY RD	VASQUEZ DR	STEAMB	020	1,007	32	32,224	R	AC		65	87	88	$80	430,510	SEAL CRACKS
STICKNEY AVE	4TH AVE	3RD AVE	STICKN	020	564	29	16,356	R	AC/AC		47	87	88	$41	430,510	SEAL CRACKS
WELCH CT	WELCH DR	CUL-DE-SAC	WELCHC	010	435	32	13,920	R	AC/AC		95	88	89	$24	580,681	SEAL CRACKS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00% **Inflation: 3.00%** Printed: 8/9/2024

Scenario: (1) Unconstrained Needs

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
WELCH DR	MCCONNELL DR	2ND AVE	WELCHD	010	1,481	32	47,392	R	AC/AC		95	88	89	$83	580,681	SEAL CRACKS
												Treatment Total		$4,362		
							Year 2028 Area Total	**809,985**			**Year 2028 Total**			**$80,276**		
							Grand Total Section Area:	**2,477,190**			**Grand Total**			**$3,716,550**		

Appendix G

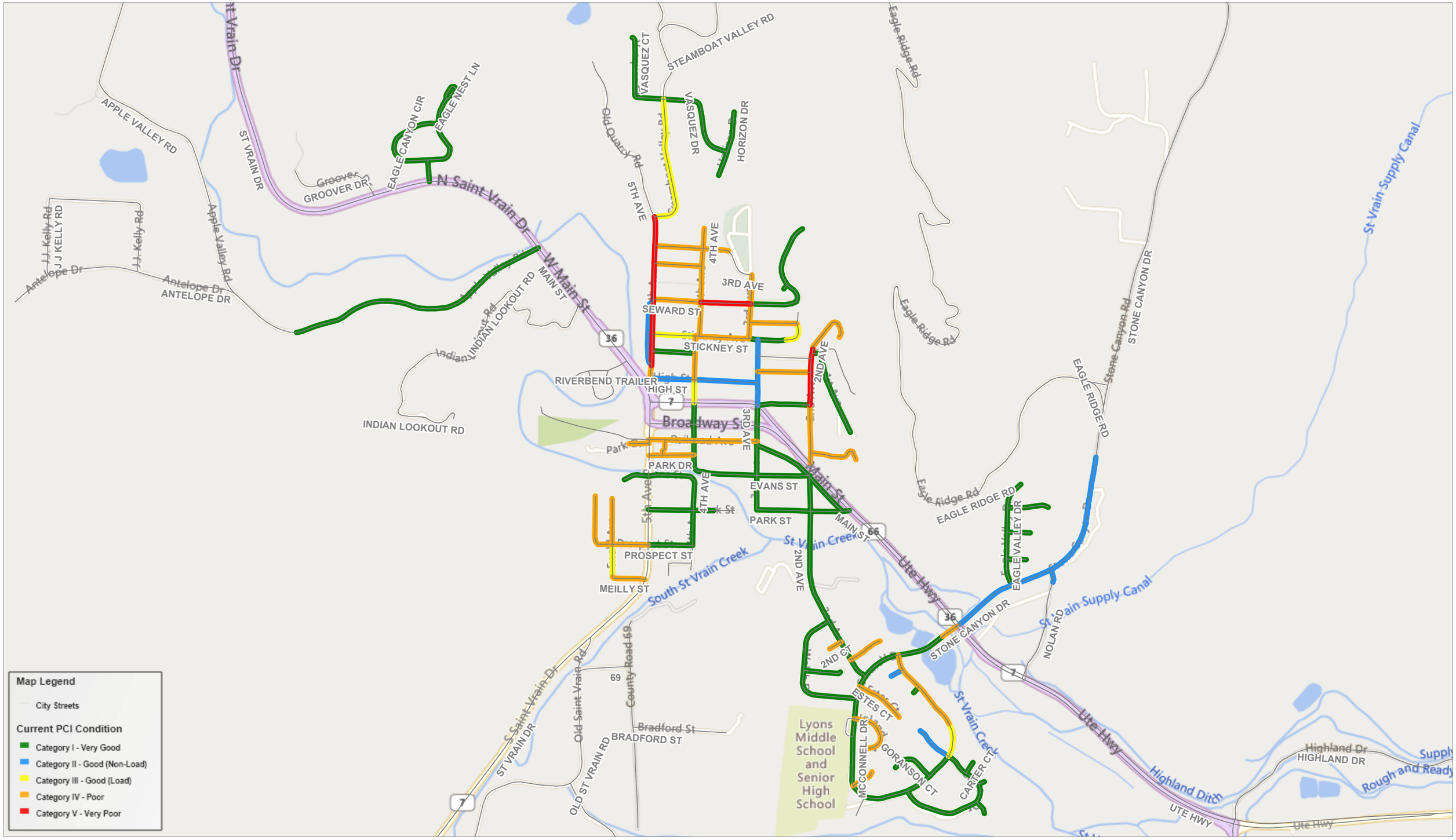
Maps

Map – Current PCI
Scenario Maps – PCI Condition after Treatments (all Scenarios)
Scenario Maps – Section Selected for Treatment (all Scenarios)

City of Lyons, CO

Current PCI Condition

Printed: 6/21/2024



Map Legend

City Streets

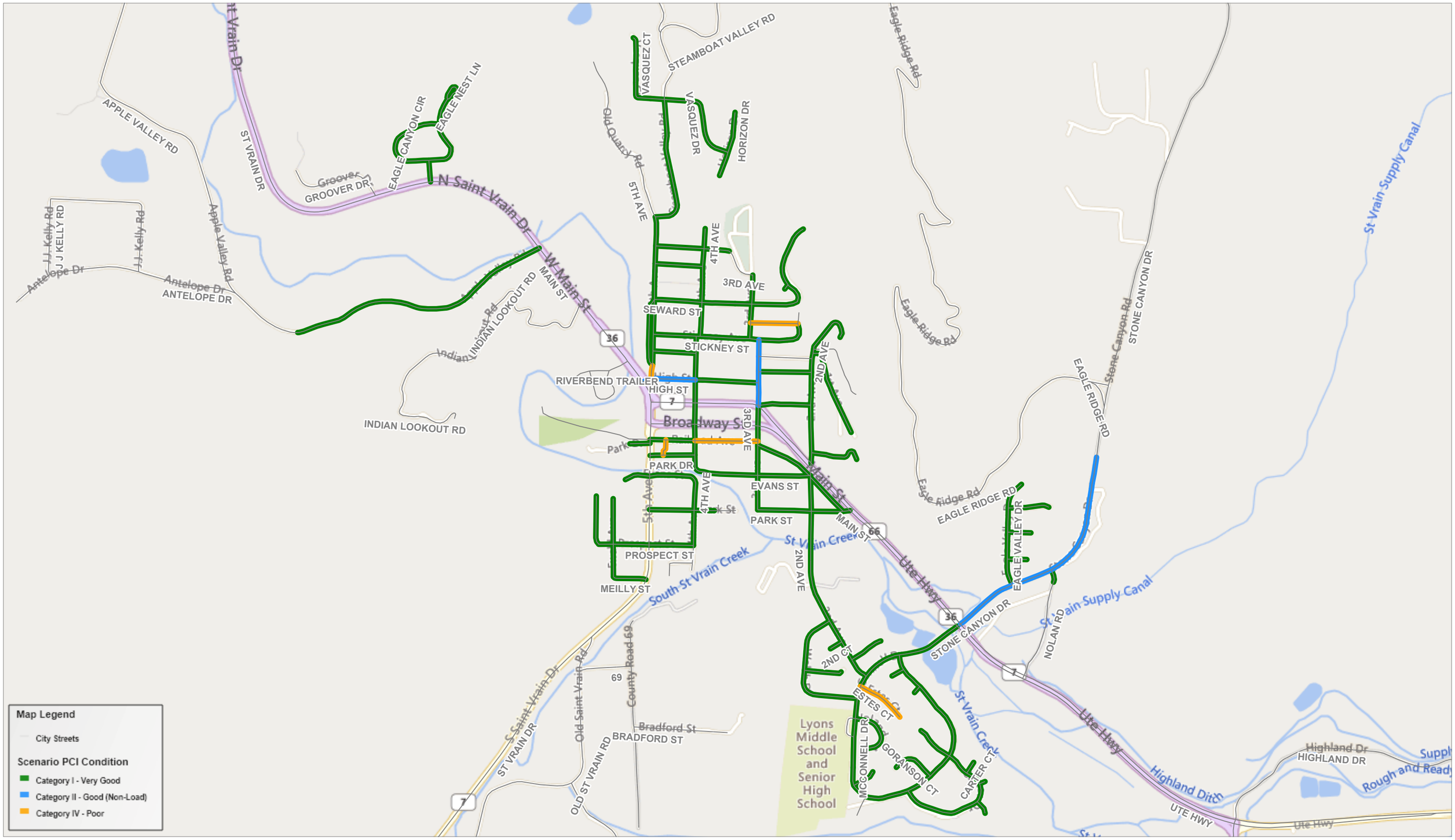
Current PCI Condition

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor

City of Lyons, CO

Scenario PCI Condition

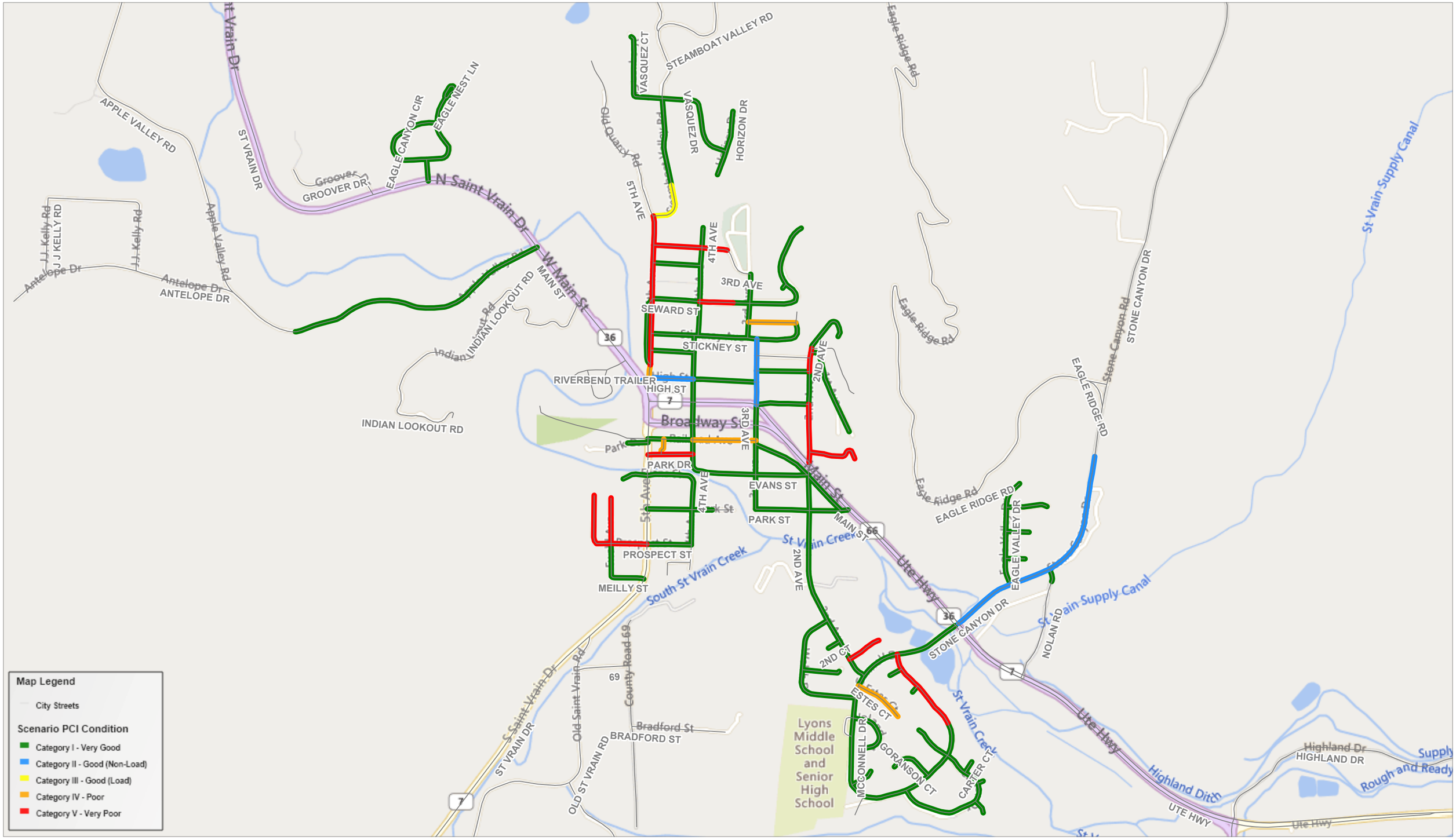
(1) Unconstrained Needs - 2028 Project Period - Printed: 6/21/2024



City of Lyons, CO

Scenario PCI Condition

(2) Current Funding - 2028 Project Period - Printed: 6/21/2024



Map Legend

City Streets

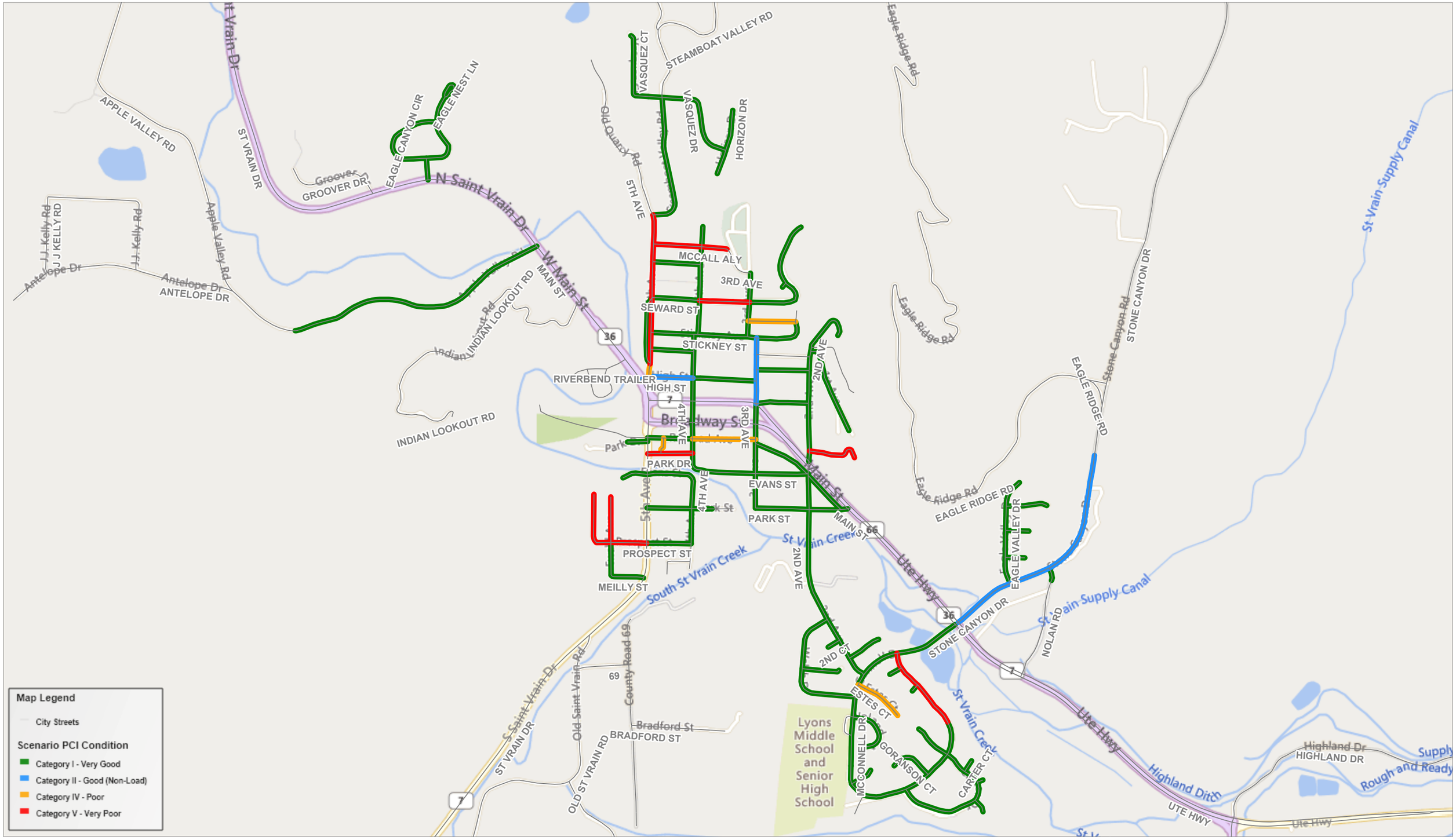
Scenario PCI Condition

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor

City of Lyons, CO

Scenario PCI Condition

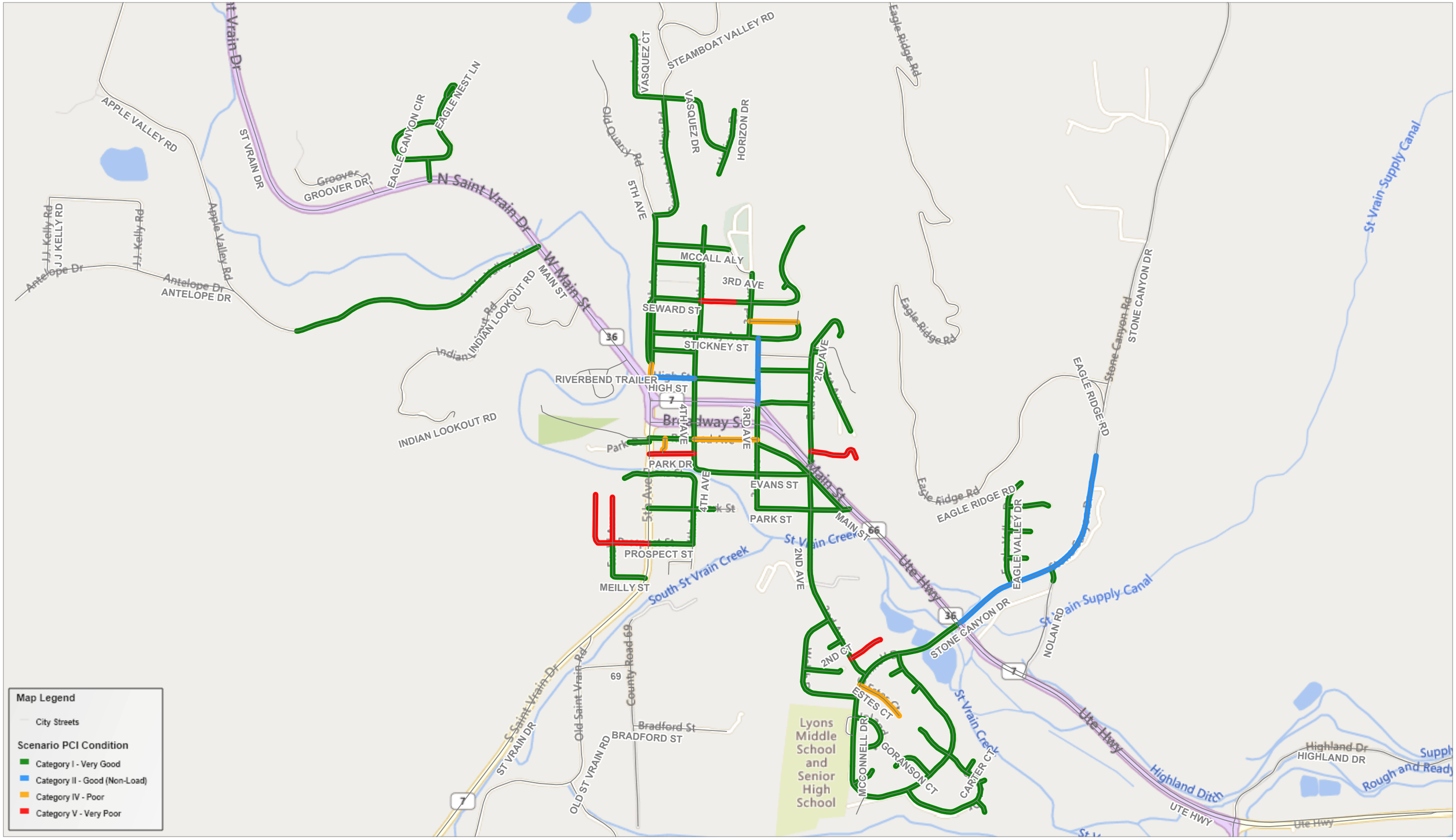
(3) $380k per year - 2028 Project Period - Printed: 6/21/2024



City of Lyons, CO

Scenario PCI Condition

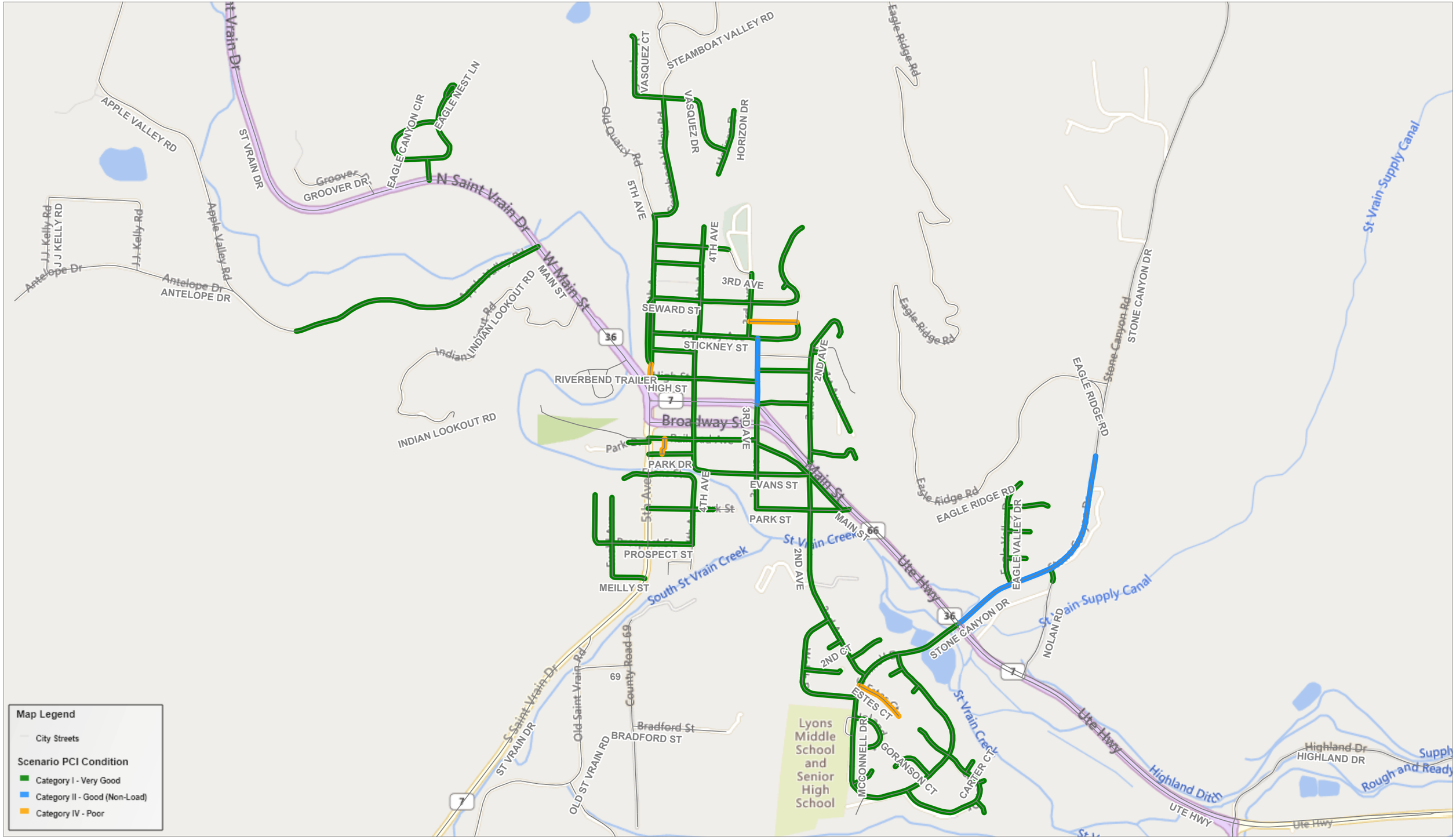
(4) $580k per year - 2028 Project Period - Printed: 6/21/2024



City of Lyons, CO

Scenario PCI Condition

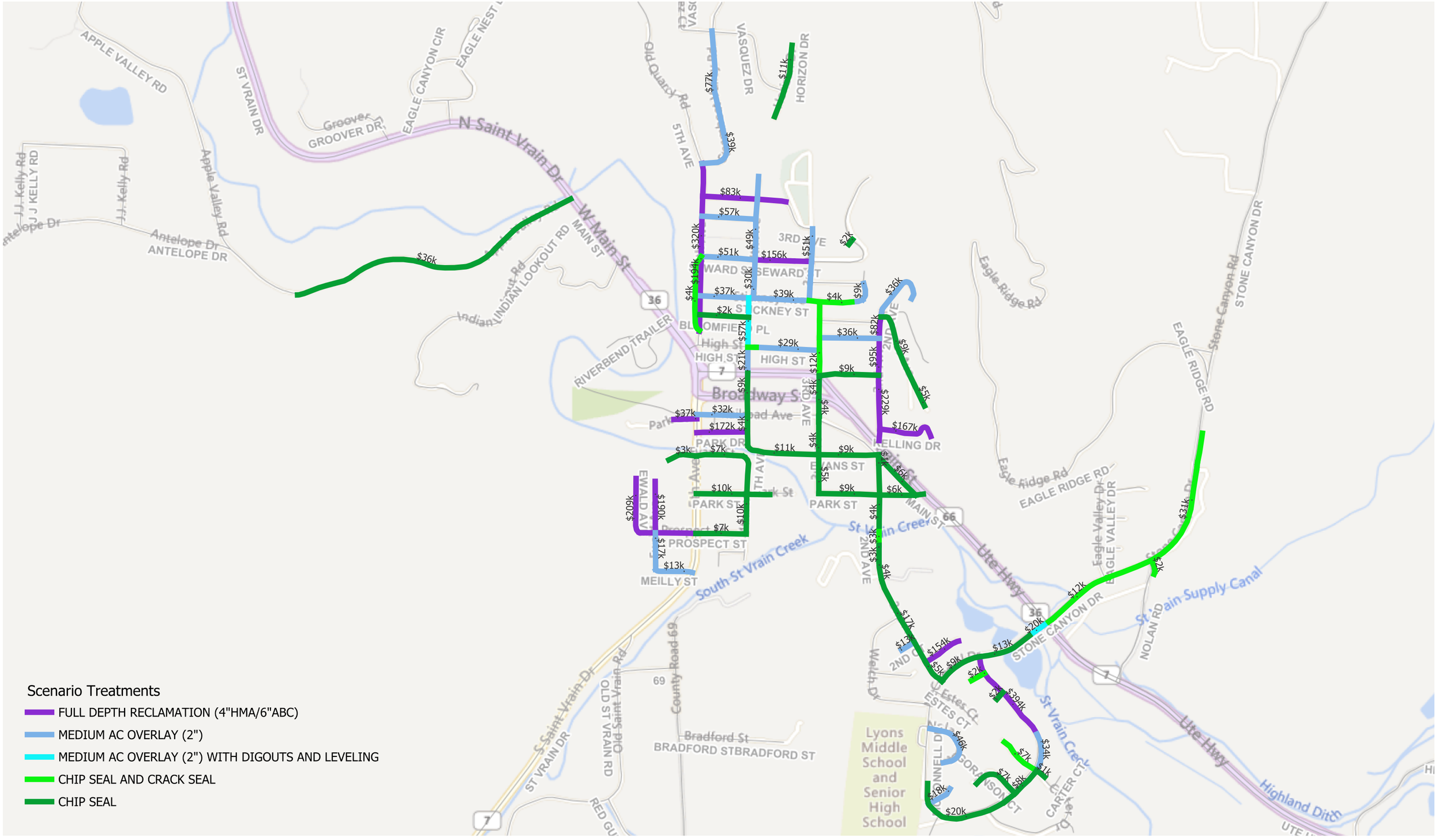
(5) $830k per year - 2028 Project Period - Printed: 6/21/2024



Scenario Treatments

(1) Unconstrained Needs - Printed 8/12/2024

City of Lyons, CO



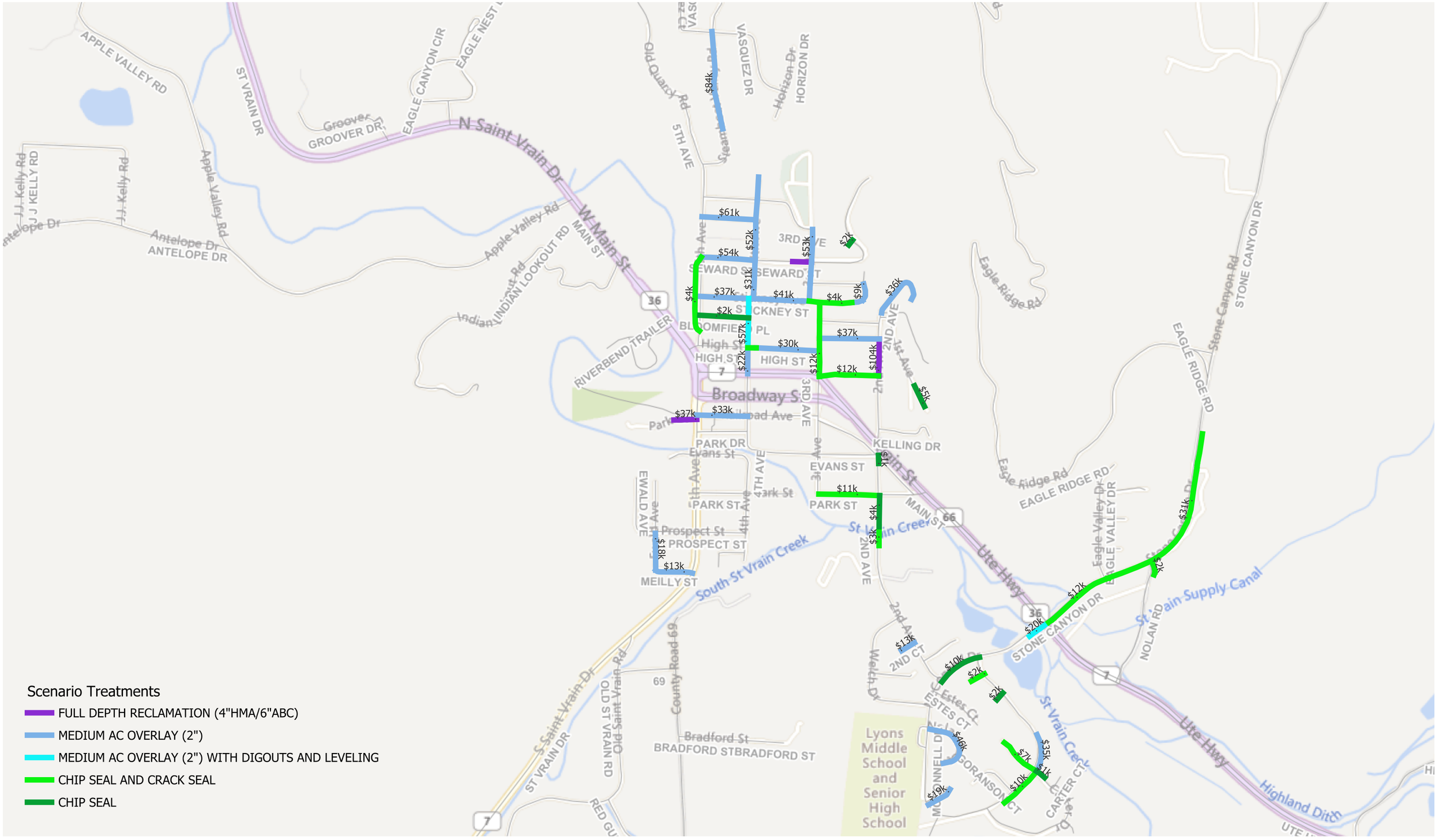
Scenario Treatments

- FULL DEPTH RECLAMATION (4"HMA/6"ABC)
- MEDIUM AC OVERLAY (2")
- MEDIUM AC OVERLAY (2") WITH DIGOUTS AND LEVELING
- CHIP SEAL AND CRACK SEAL
- CHIP SEAL

Scenario Treatments

(2) Current Funding - Printed 8/12/2024

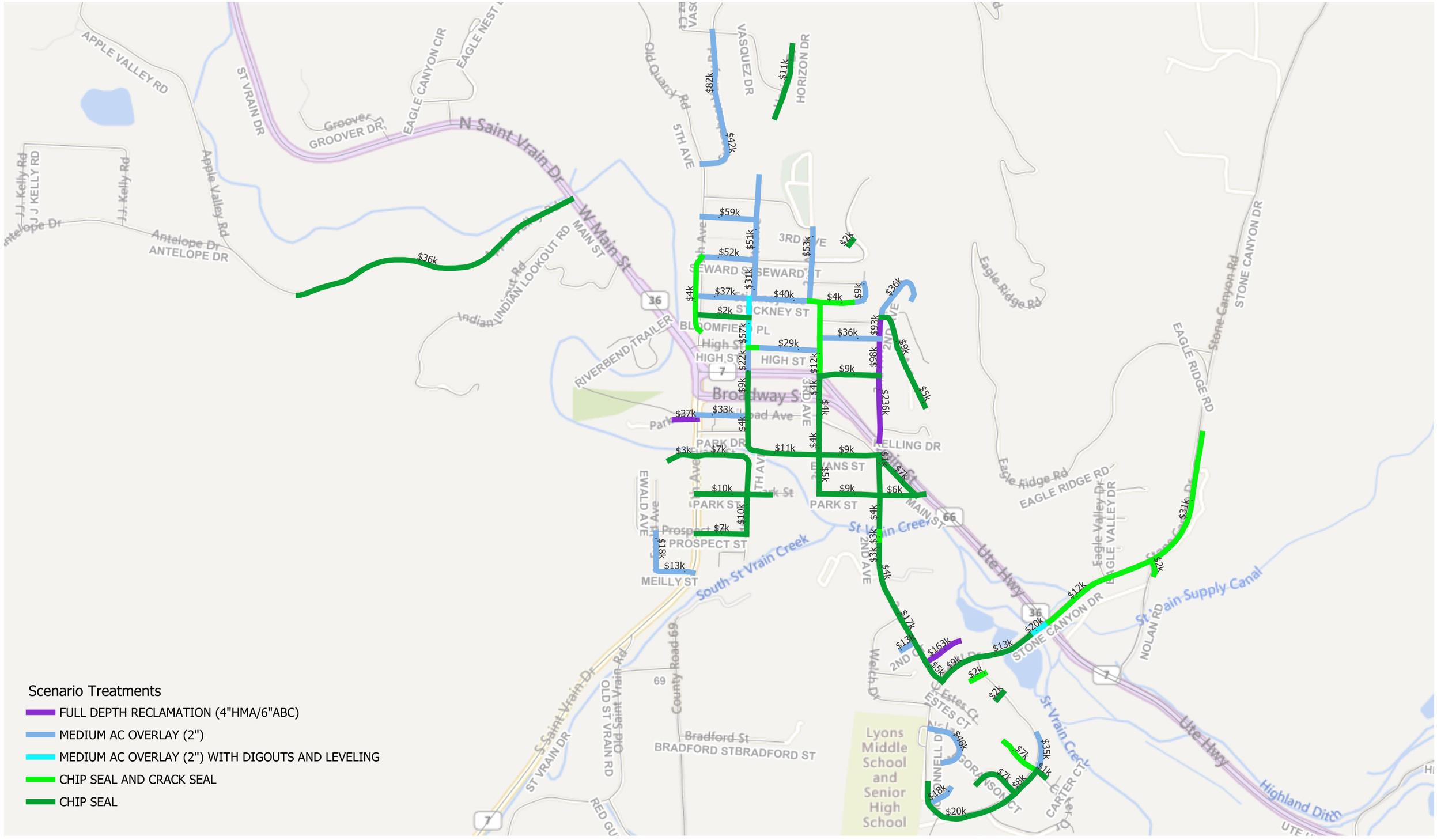
City of Lyons, CO



Scenario Treatments

(3) $380k per year - Printed 8/12/2024

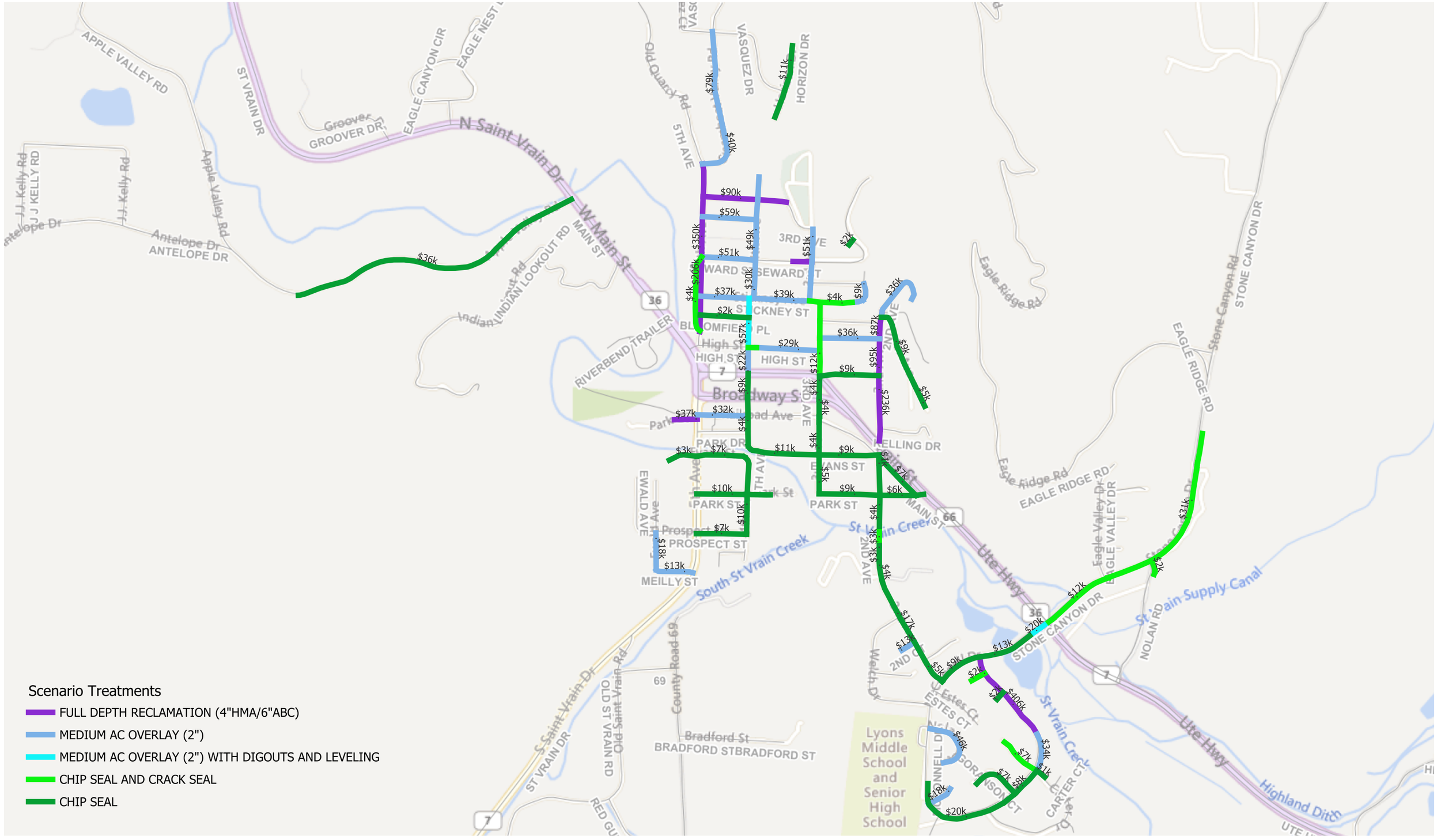
City of Lyons, CO



Scenario Treatments

(4) $580k per year - Printed 8/12/2024

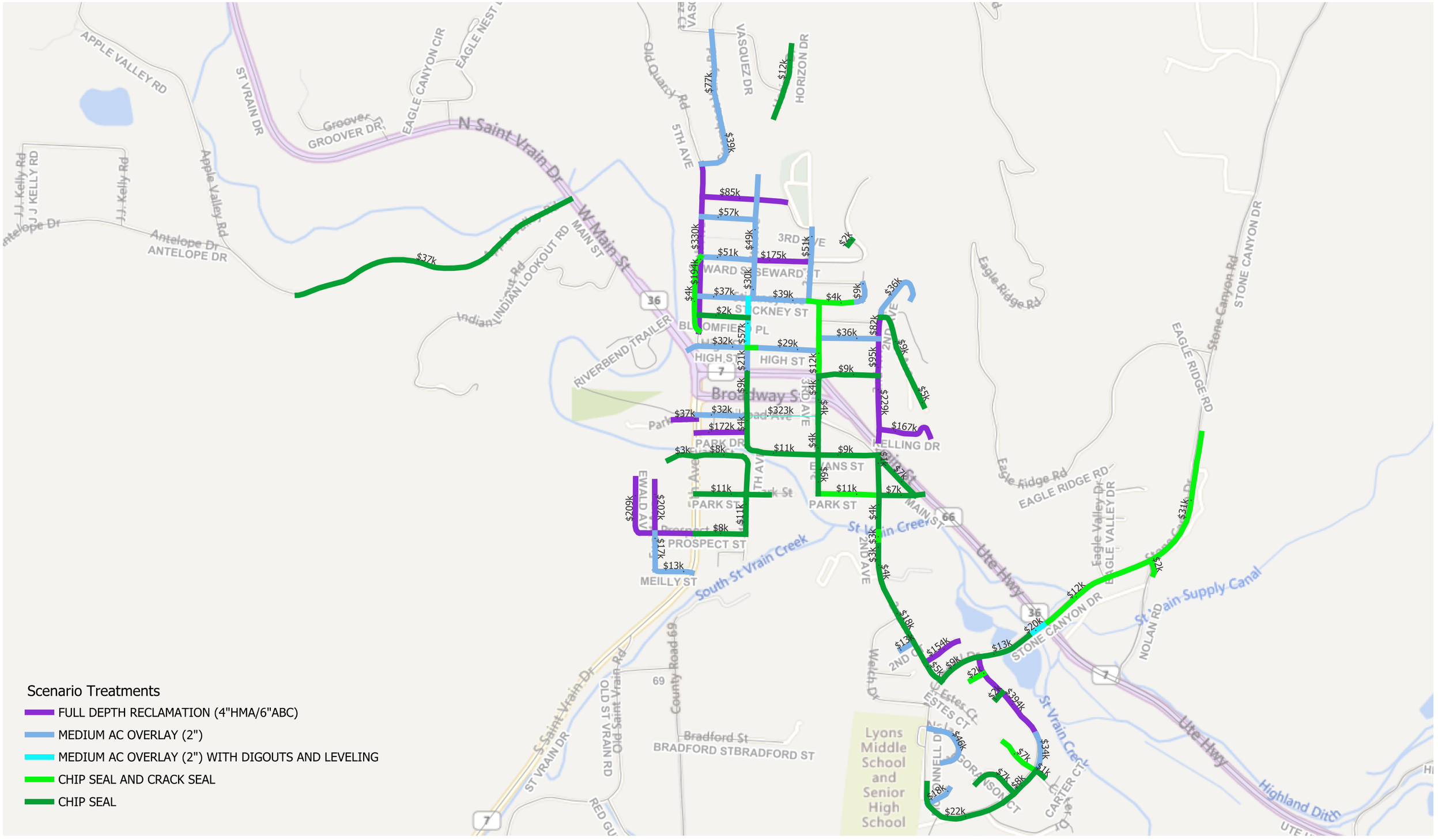
City of Lyons, CO



Scenario Treatments

(5) $830k per year - Printed 8/12/2024

City of Lyons, CO



Scenario Treatments

- FULL DEPTH RECLAMATION (4"HMA/6"ABC)
- MEDIUM AC OVERLAY (2")
- MEDIUM AC OVERLAY (2") WITH DIGOUTS AND LEVELING
- CHIP SEAL AND CRACK SEAL
- CHIP SEAL