To: Nathan Stewart, P.E., Public Works Director
Phillip Bowman, P.E., City Engineer
Cris Malvich, Streets Superintendent

From: Bryan Foote, P.E.
Kip Davidson, P.E.

Date: December 7, 2017

TECHNICAL MEMORANDUM #3

Subject: McCall Streets Department: Roadway Network, Capital Improvement Plan and Maintenance Improvement Plan

Executive Summary

In concurrence with the City of McCall Transportation Master Plan, this technical memorandum presents the findings of the Streets Asset Management Program. The purpose of this memorandum is to describe the state of McCall's existing roadway system, prescribe cost effective treatments to maintain the existing transportation infrastructure, and to propose a plan to improve failing pavements while making essential upgrades to stormwater and multimodal facilities. A detailed list of the Streets Department seasonal expenditures is provided. This memorandum proposes a 10-year capital improvement plan (CIP) and a 10-year maintenance improvement plan (MIP) for the City of McCall based on anticipated funding.

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Streets Department Asset Management Program

The City of McCall owns and maintains 49.3 centerline miles of public streets, with 41.9 miles consisting of asphalt surfaces and 7.4 miles consisting of gravel surfaces. A map of the existing network highlighting the functional classification of each street segment is available in Appendix A of this technical memorandum.

To evaluate the city roadway network, the Transportation Asset Management Software (TAMS) has been utilized to conduct surface inventories of the asphalt and gravel surfaced roadways. TAMS was developed by the Utah Local Technical Assistance Program (LTAP) in cooperation with the Federal Highway Administration (FHWA) Local Technical Assistance Program.

Purpose & Methodology

The TAMS software utilizes a Geographic Information System (GIS) interface to input and update infrastructure data and ultimately supplies cities with a powerful asset inventory system. The pavements module allows users to input physical characteristics of a roadway segment, such as length, width, pavement area, importance, and functional classification. The primary purpose of TAMS is to inventory the quality of the pavement by logging the pavement distresses observed along individual roadway segments. The inventory may be done for asphalt pavement, concrete pavement, and gravel or natural surfaces. The City of McCall roadway network is comprised of asphalt and gravel surfaces.

The pavement inventory system utilizes a systematic ranking system for different distress types that typically contribute to the degradation and eventual failure of a roadway, both gravel and asphalt. Asphalt pavement distress categories include:

- Cracking (Fatigue, Edge, Transverse, Longitudinal, Block)
- Patching and Potholes
- Surface Deformation (Rutting, Roughness)
- Drainage Deficiencies
- Miscellaneous Distresses

The pavement inventory system allows the user to identify distress types within several categories stated above. The user then attributes a severity and density of occurrence to the pavement distress. A typical rating sheet can be found in Appendix B, along with additional information explaining asphalt pavement distresses from the FHWA publication *Distress Identification Manual for the Long-Term Pavement Performance Program, Reference (1).*

Gravel or unpaved roadways experience different surface distresses compared to paved roadways. The unpaved surface distress categories include:

- Corrugations
- Dust
- Potholes
- Roadside Drainage
- Loose Aggregate
- Rutting
- Cross Section

The FHWA has developed a methodology to estimate the condition of pavement based on its distresses. Remaining service life (RSL) is a measure of the anticipated remaining years a roadway segment has until failure, or is considered unacceptable. The RSL measurement is a snapshot in time of how a segment of pavement is operating structurally, and the severity of its deficiencies. This rating system gives agencies a valuable metric to aid in managing their roadway network.

Deterioration of a roadway network often varies each year compared to the specified RSL scale developed through research completed by FHWA and other agencies. Harsh freeze-thaw cycles, an increase in heavy vehicle traffic, and other isolated events can cause increased deterioration of roadways. Likewise, roadways may not deteriorate structurally at the logical rate of 1-year-RSL per year. It is important to conduct pavement inventories in a specified interval to document deterioration trends and ensure maintenance planning is based on current field data. The City of McCall intends to conduct pavement assessments every 3 years.

Pavement Inventory Findings

To assist in developing the City's Transportation Master Plan, McCall completed a pavement inventory of the paved and unpaved roads within the city limits of McCall in June of 2016. A representative of Horrocks Engineers and the City Streets Department Superintendent conducted the inventory over the span of one week while temperatures were moderate and traffic within the city was low compared to typical summer months. Each roadway segment was visually evaluated for pavement distresses, and a picture was taken at intervals on each street.

The full inventory results of the June 2016 pavement inventory can been found in Appendix C of this document. The complete inventory identified 454 roadway segments throughout the 49.3 miles of roadway assessed. Figures 1 through 6 summarize the condition of the City’s roadways and identify the varying pavement conditions that make up the network. Numerous pavement distresses are displayed in the following pictures, which were taken during the June 2016 inventory. They are organized from low RSL to high RSL, with an unpaved roadway to conclude.

Figure 1. Idaho Street, Minor Collector

Pavement Distresses: Block Cracking, Edge Cracking, Transverse Cracking, Potholes and Patching

Remaining Service Life (2016): 2 Years (near failure)

Figure 2. W Forest Street at N Mission Street, Minor Collector

Pavement Distresses: Edge Cracking, Block Cracking, Fatigue Cracking, Potholes and Patching, Extensive Crack Seals

Remaining Service Life (2016): 4 Years

Figure 3. E Deinhard Lane from Commerce Street to N Samson Trail, Major Collector

Pavement Distresses: Rutting, Edge Cracking, Drainage, Transverse Cracking
Remaining Service Life (2016): 8 Years

Figure 4. Warren Wagon Road, Major Collector

Pavement Distresses: Rutting, Patching, Transverse Cracks
Remaining Service Life (2016): 14 Years

Figure 5. Stibnite Street, Major Collector

Pavement Distresses: None
Remaining Service Life (2016): 20 Years

Figure 6. E Forest Lane at Kasper St, Minor Collector (Unpaved)

Unpaved/Gravel Distresses: Cross Section, Roadside Drainage, Dust, Loose Agg.
Remaining Service Life (2016): 4 Years (Unpaved)

Figures 8 and 9 contain the pavement inventory data color-coded per segment of the city's network, and can be viewed on the following four pages. Segments coded green have a higher RSL compared to red segments. These figures are helpful during the improvement planning process by identifying areas in the city that group well together based on geography and pavement condition. For instance, the downtown core (1st Street, 2nd Street, Park Street, Lenora Street) is noticeably in worse condition compared to the streets in its vicinity.

Overall Network Remaining Service Life

Using a weighted average of each segment RSL and the surface area of the pavement, an average RSL of the entire paved network was calculated. The results of the 2011, 2013, and 2016 pavement inventories can be found in Figure 7.

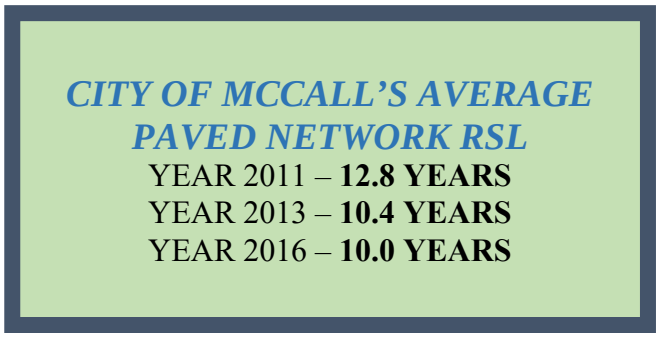


Figure 7. Summary of Entire Paved Network Condition

This measure is a macroscopic view of how the network, as a whole, is maintaining its structural integrity. Between 2011 and 2013, the city's network experienced a degradation of 2.4 RSL years, and 0.4 RSL years between 2013 and 2016.

Remaining Service Life

McCall Paved Roads June 2016 (West)

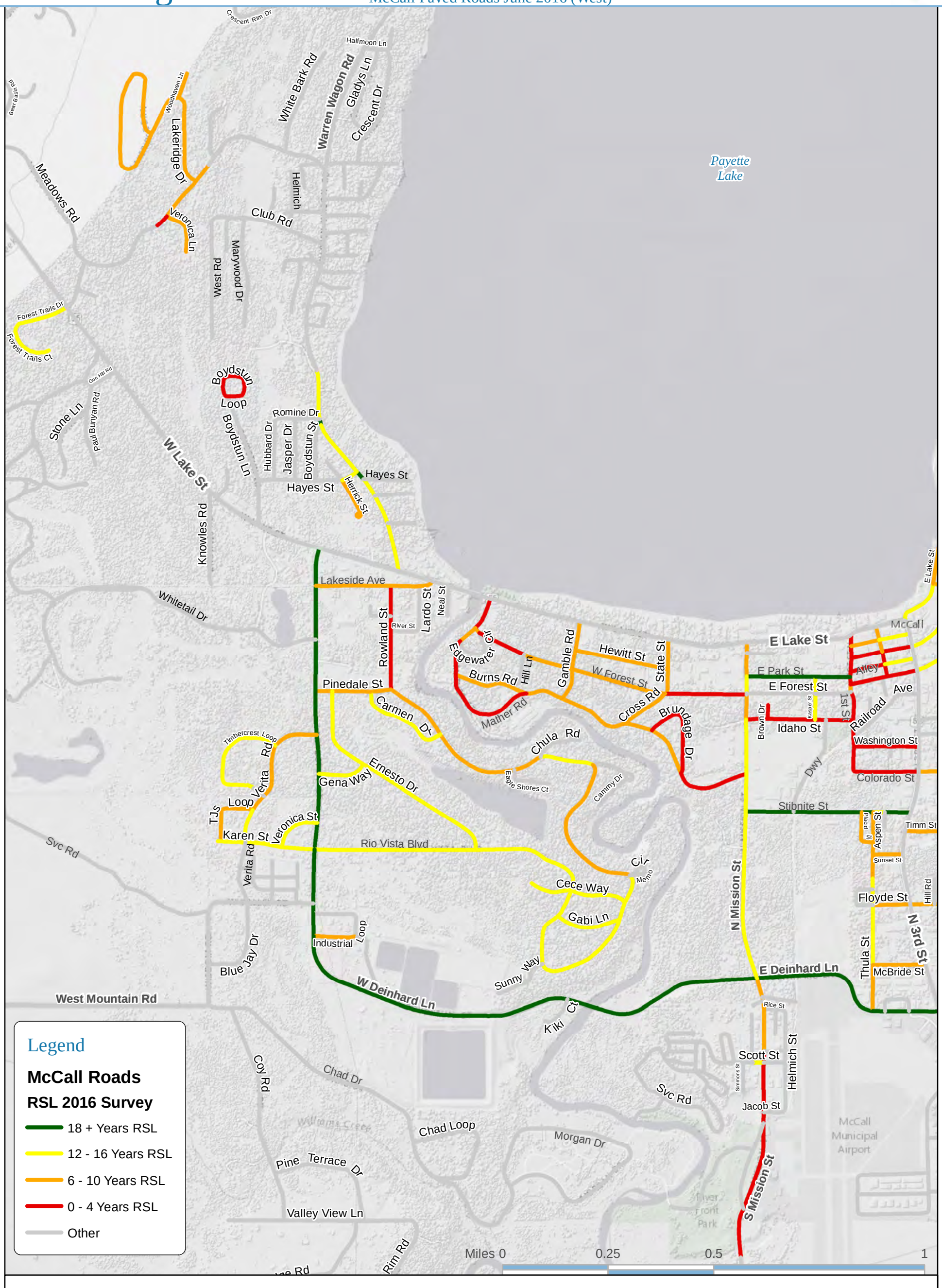


Figure 8. Paved Network Remaining Service Life (Page 1 of 2)

Remaining Service Life

McCall Paved Roads June 2016 (East)

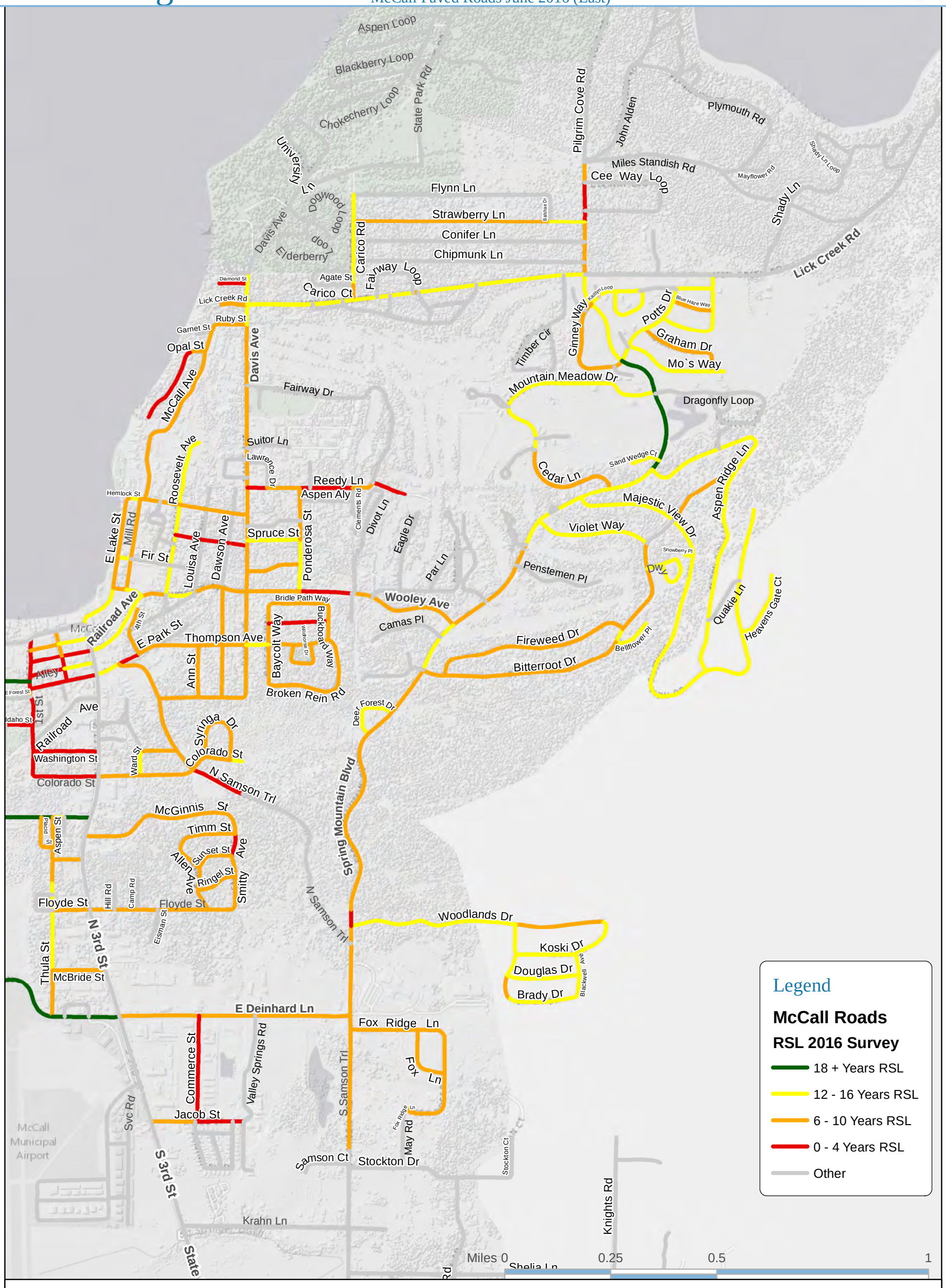


Figure 8. Paved Network Remaining Service Life (Page 2 of 2)

Remaining Service Life

McCall Un-paved Roads June 2016 (West)

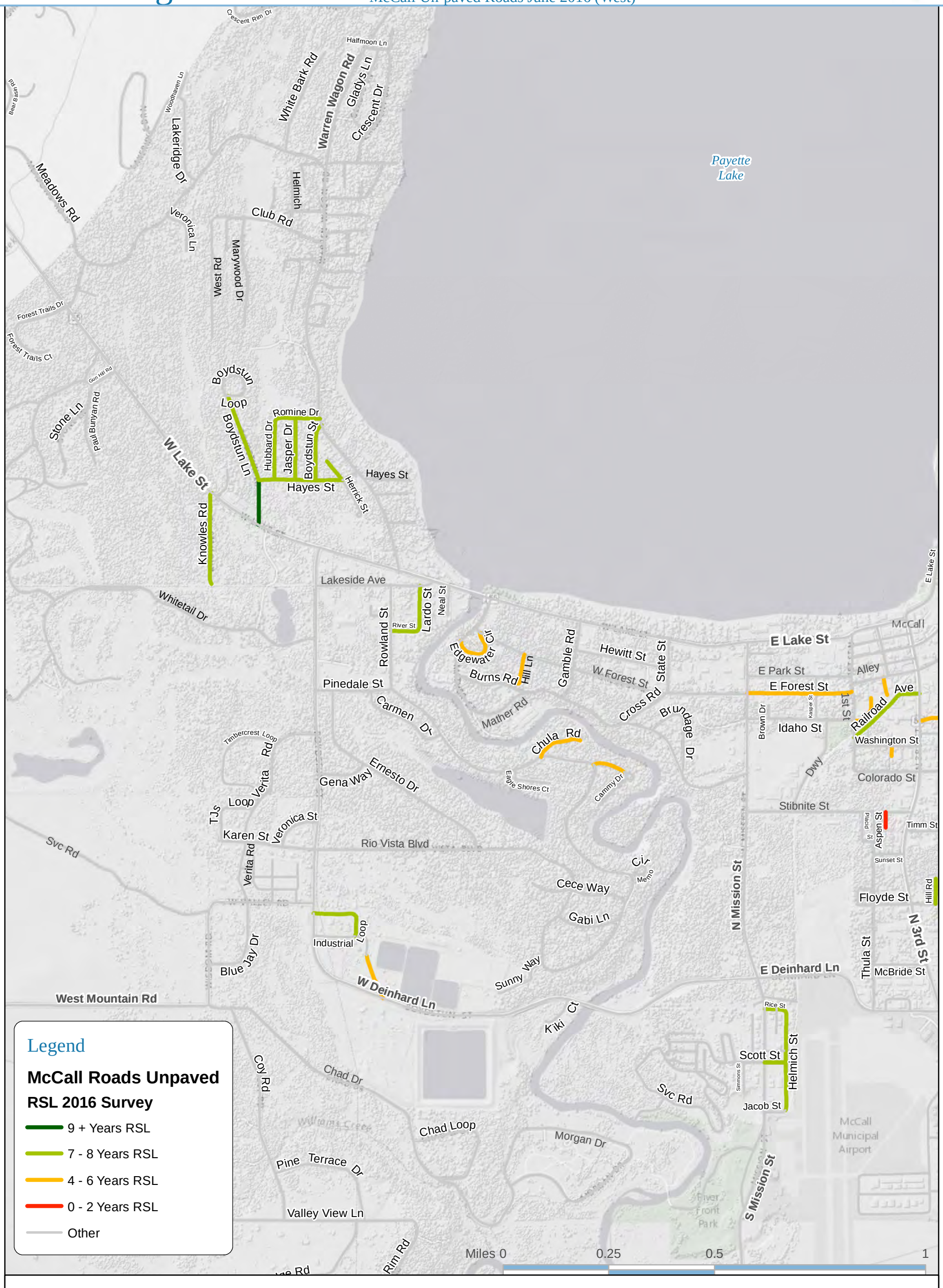


Figure 9. Unpaved Network Remaining Service Life (Page 1 of 2)

Remaining Service Life

McCall Un-paved Roads June 2016 (East)

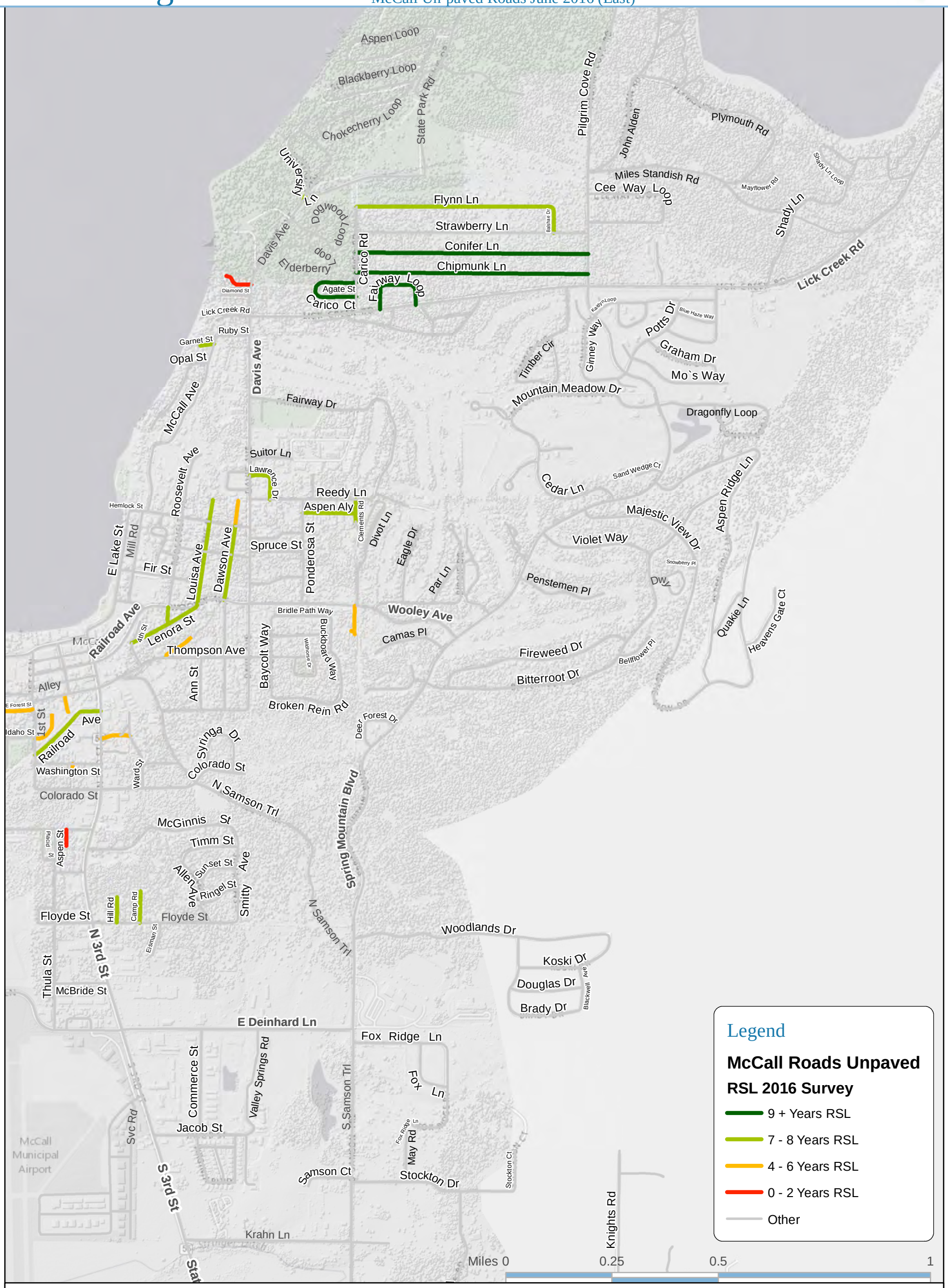


Figure 9. Unpaved Network Remaining Service Life (Page 2 of 2)

Figure 10 presents the distribution of paved roadway segments as a function of the corresponding RSL. The June 2016 pavement inventory results show a normal distribution with a majority of roadway segments belonging in the 6 to 14-year RSL range. It is important to note that the distribution is a function of centerline length.

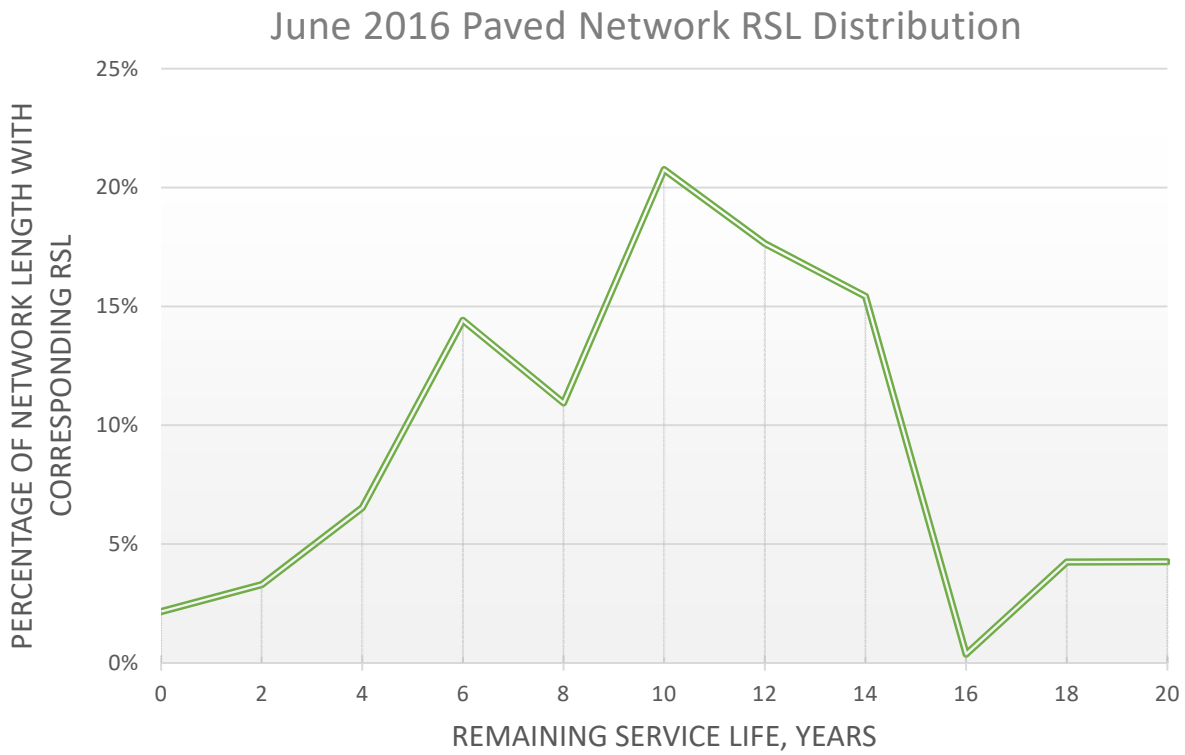


Figure 10. RSL Distribution of Paved Segments

The governing distress is observed to be the highest in severity and frequency along a roadway segment. The TAMS software allows for the input of each applicable distress and then reports what the governing distress is for each segment. Figures 11 and 12 summarize the governing distresses for the city's paved and unpaved segments.

The most observed governing distress on paved segments is edge cracking (48%), which constitutes continuous cracks that intersect the pavement edge and typically within 2 feet of the edge. This distress is typically attributed to poor shoulder drainage. The second most observed distress is fatigue cracking (25%), which constitutes a series of interconnected cracks usually within the wheel path. The more severe fatigue cracking occurrences can separate the pavement into sharp-angled pieces and is a result of repeated traffic loadings. Fatigue cracking is a primary sign of aging pavement and can lead to break-up of the asphalt surface and exposure of the base material.

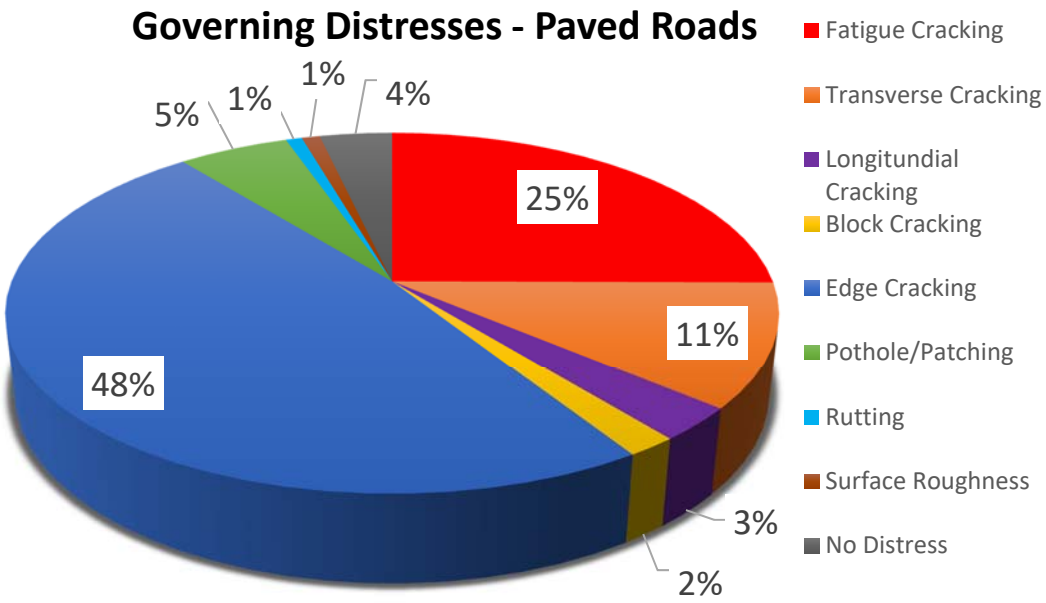


Figure 11. June 2016 Observed Governing Distresses – Paved

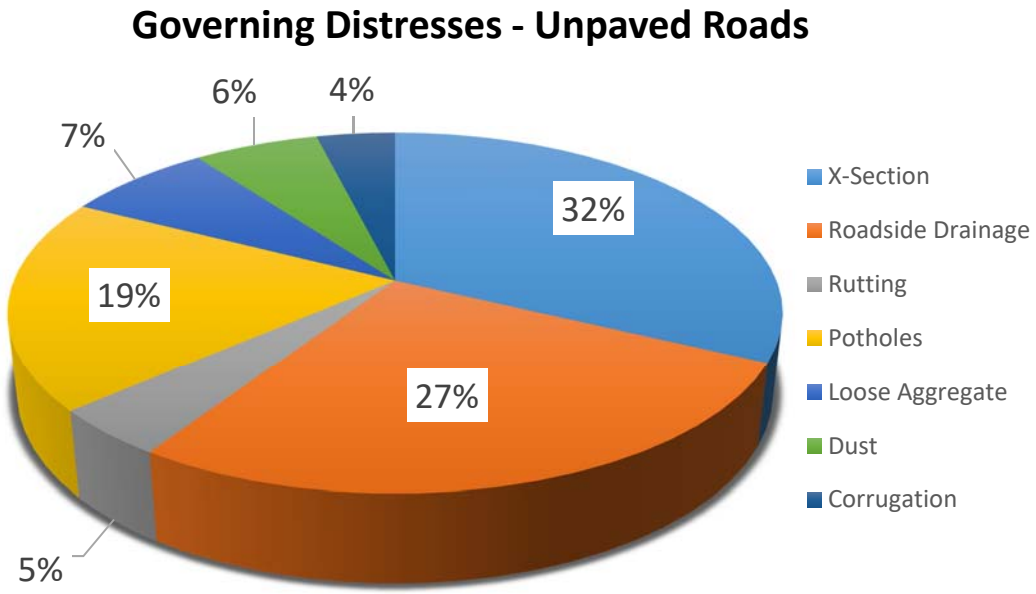


Figure 12. June 2016 Observed Governing Distresses – Unpaved

The most observed governing distress on unpaved segments is poor roadway cross section (32%). Maintaining a gravel road with a uniform normal crown that does not contain any surface depression will drain water off the gravel road, prolonging the integrity of the surface. Poor cross section grading will allow puddles and excess moisture to remain within the road surface. The second most observed governing distress on unpaved surfaces is roadside drainage (27%). Gravel roads should be equipped with both adequate shoulders and roadsides ditches to promote good drainage.

Streets Asset Cost Calculator

With the use of TAMS, in tandem with the City of McCall's GIS streets shapefile data and the pavement inventory results, a cost estimation-planning tool was created to aid in the programming of maintenance and improvement projects. The City of McCall's Streets Asset Cost Calculator utilizes the surface area of a specified street or group of streets and an estimated unit price per prescriptive treatment to estimate a conservative construction cost. For the City's paved street network, inventory segments with similar functional classification, RSL, and geographic location were grouped together. From the 454 original roadway segments identified in the 2016 inventory, Horrocks Engineers and City staff were able to establish 73 roadway groups. Each paved street under city ownership is included in a roadway group. Grouping appropriate streets together allows for a more manageable approach, compared to planning on a street-by-street basis. The average RSL for each roadway group was calculated, and weighted based on individual segment surface area. A summary of the roadway groups, physical information, average RSL, and costs pertaining to each treatment type is located in Appendix D.

Each roadway group was then analyzed on a long-term basis to identify street surface maintenance-treatments, street surface improvements, stormwater drainage improvements, and multi-modal improvements. Improvements to stormwater systems and multi-modal are only considered when a roadway group is slated for reconstruction. Unit costs per square yard of pavement surface were estimated for prescriptive treatment based on 2016 market prices. Prescriptive treatments are categorized as routine, preventative, rehabilitative, or reconstruction. Specific treatments and the estimated unit price per square yard can be viewed in Appendix E and are color-coded based on category.

Streets Asset Management Goals

Due to the high elevation and location of the City of McCall, asphalt pavement can deteriorate quickly due to extreme freeze-thaw cycles and heavy impact from snow removal equipment, tire chains and studs. The Streets Department strives to maintain structurally sound pavement surfaces while preventing excess wear. Maintaining pavement surfaces and establishing adequate drainage facilities will prevent moisture from entering the road section and will minimize future reconstruction expenditure.

The goal of the McCall Streets Department Asset Management Program is to produce a pavement network that is maintainable in a cost-effective way and to create a cyclical process of maintaining its streets. The department must economize spending to maximize the utility of the city roadway network. Maintenance planning was completed to minimize spending long-term by applying the appropriate pavement treatment at the correct time using the RSL measure. For instance, a chip seal treatment is known to be most beneficial to the life of a pavement when the segment is classified in the 8 to 14-year RSL range. Similarly, it is not cost effective to chip seal a pavement segment classified in the 4 to 8-year RSL range because the pavement is passed the point of no return, and a more expensive treatment is warranted to replace the existing pavement. In some cases, it is economical to allow a pavement segment to degrade to the point in which full reconstruction of the pavement section is warranted. Reconstruction projects, although expensive, allow the city to plan for future improvements to pathways, storm drain systems, water and sewer systems, and parking areas.

Figures 13 and 14 describe the general relationship of pavement treatments and the associated costs. The best-case scenario is to maintain all asphalt surfaces so they remain in good condition while primarily investing in preservation maintenance treatments. Maintaining a high quality roadway network would keep repair costs low, but this accomplishment is unrealistic for most cities. Lack of funding, accelerated pavement aging, waiting too long to conduct maintenance, and unforeseen events often prevent this scenario from occurring.

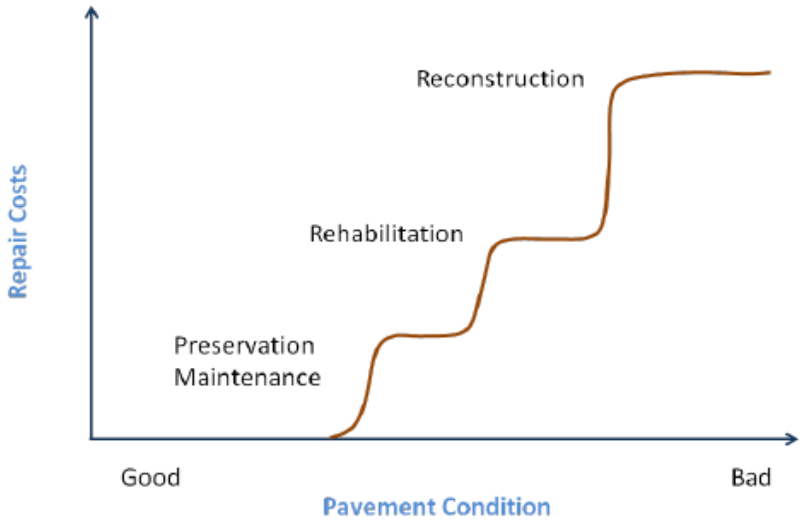


Figure 13. Pavement Condition vs. Repair Cost. Excerpt from Reference (2)

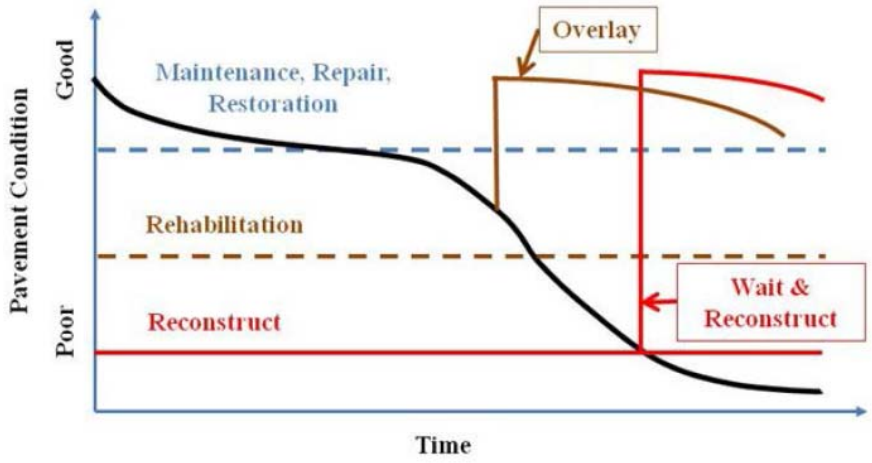


Figure 14. Timing of Surface Treatments. Excerpt from Reference (2)

Treatment Implementation

Using the asset management goals, a general framework for applying treatments to city streets with varying RSL was formulated. Figure 15 summarizes the treatments, as a function of RSL, which will be most cost effective. It is important to note that not all streets will receive treatment before its structural quality will degrade into a less cost effective treatment category.

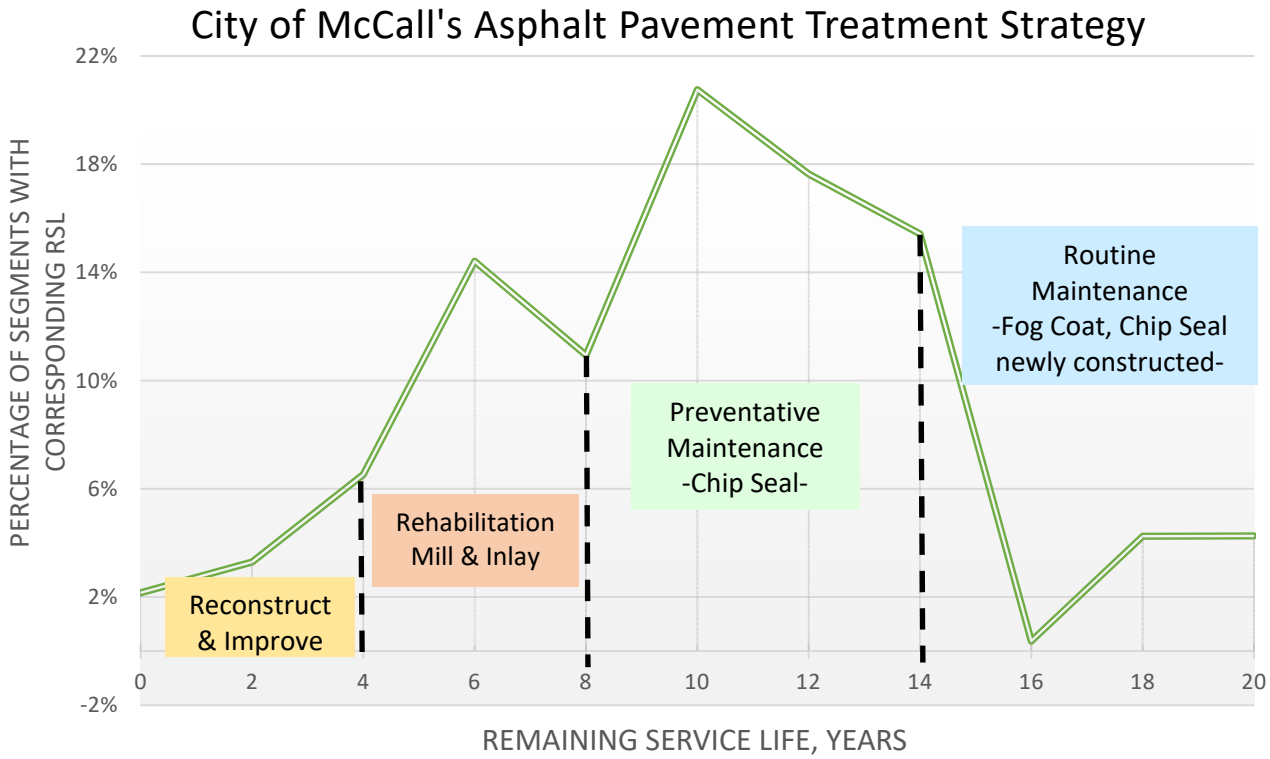


Figure 15. Pavement Treatment per RSL, June 2016 Pavement Conditions

The City, through discussions with project engineers and the City Council has established the goal to have an average paved network RSL between the range of 12 to 15 years RSL. This average RSL constitutes a well-maintained and fiscally manageable network. In that range, a majority of roadways would fall in the preventative and routine maintenance category over several years, and a small proportion of the city's lane miles would require the more expensive rehabilitation and reconstruction treatments. Keeping a bulk of the city's network in the efficient range would allow the Streets Department a window of allowable time to apply efficient treatments before streets start to degrade to a point when treatments that are more expensive are needed. Figure 16 summarizes the current condition of McCall's paved roadway network in comparison to the target average RSL range.

As of June 2016, the paved network is below the desired condition that would constitute an economically efficient network. Strategic project planning to maximize available funding will be critical to improving the health of the network to the target average RSL range. More information regarding anticipated improvement and maintenance projects and the associated funding can be viewed in following sections of this memorandum.

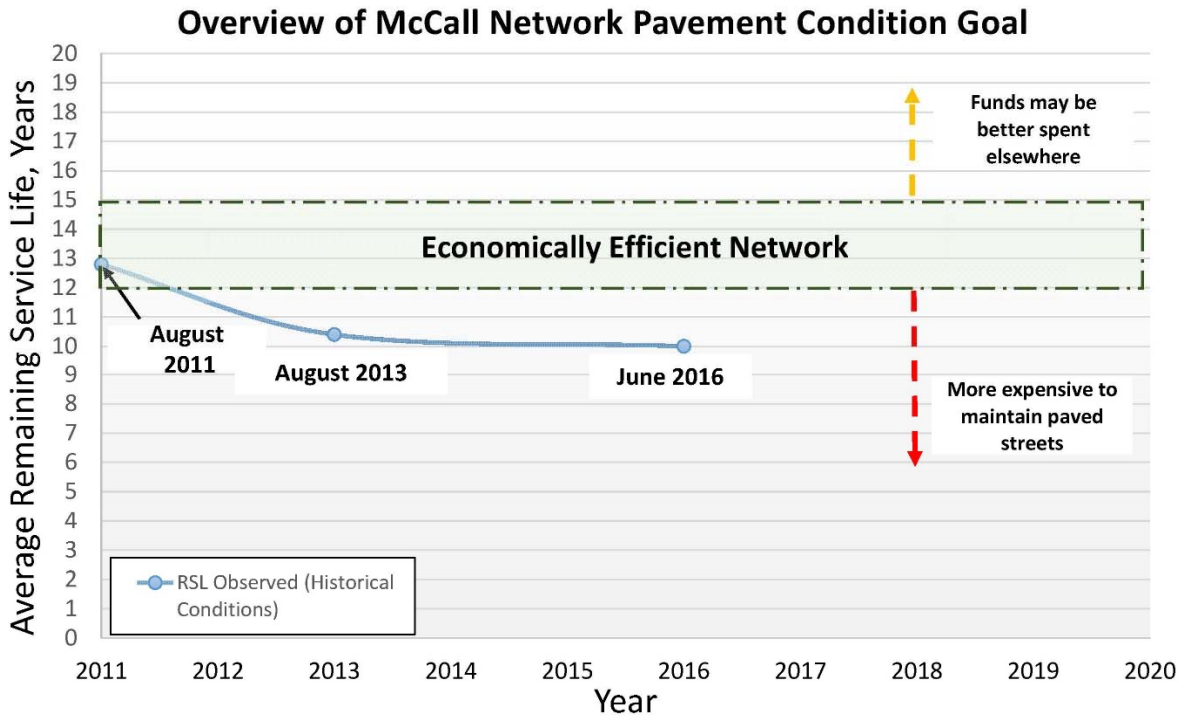


Figure 16. Goal of Average Paved Network RSL Condition

Streets Department Annual Budget Analysis

The Streets Department works year-round to maintain drivable and safe roadways. Each season requires different maintenance activities and brings unique challenges to the department. Typical activities per season are outlined below.

Summer Maintenance Activities:

- ✓ asphalt repair/maintenance – cracks and potholes
- ✓ blading & dust abatement for gravel roads
- ✓ street sweeping & catch basin cleanout
- ✓ stormwater maintenance (ditch cleaning & culvert replacement)
- ✓ signing, striping & illumination
- ✓ city parking lot maintenance
- ✓ hanging banners and light pole flags

Winter Maintenance Activities:

- ✓ snow plowing & removal
- ✓ ice melt
- ✓ preparation for Winter Carnival
- ✓ pothole repair
- ✓ tree removal

Department Administration:

- ✓ department facilities & supplies
- ✓ city administration employees
- ✓ city engineering and improvement project management
- ✓ staff management and crew supervision

Figure 17 summarizes the average spending of the Streets Department based on the 2015, 2016, and 2017 Annual Budget. Appendix F contains the details of the Streets Department Budget for these years.

In November 2015, the residents of McCall voted to pass a local option tax (L.O.T.) to provide a financial solution to repair the crumbling streets and to improve streets with needed storm drain systems, pathways, and bike-friendly facilities. The Streets L.O.T. started generating revenue in January of 2016. Based on the funding received from January through December of 2016, the Public Works Department anticipates using $1,000,000 of Streets L.O.T. revenue per year on Capital Improvement projects and $265,000 of Streets L.O.T. revenue per year for Maintenance Improvement projects. The Streets Department will make available $85,000 to be put towards Maintenance Improvement projects for a total budget of $350,000 per year.

Figure 17 also shows how the Streets L.O.T. revenue will work alongside the Streets General Fund. The funds described by the pie chart on the left in Figure 17 represents the work done by the department with city streets crews. The improvement projects will be completed by area contractors that are awarded projects through a competitive bidding process.

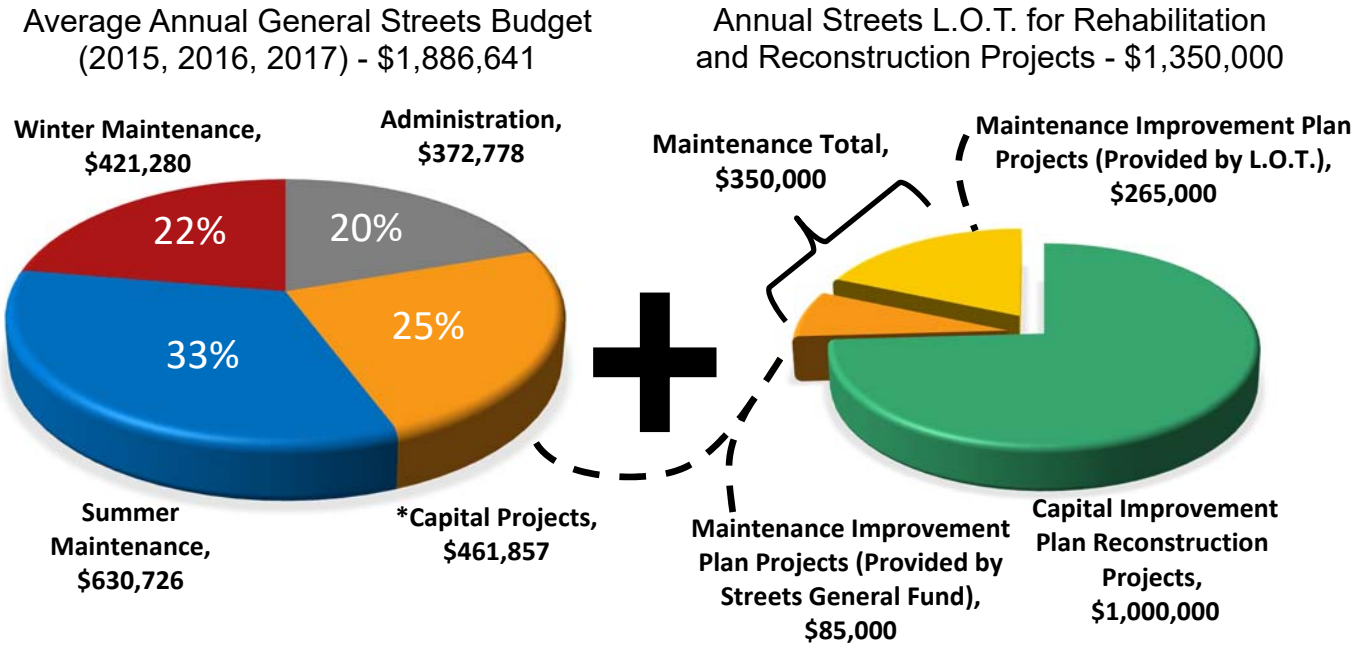


Figure 17. Streets Department Budget, General Fund and Streets L.O.T. Fund.
** Streets budget going towards capital projects not included in CIP*

Annual Fixed Maintenance

Certain pavement deficiencies, such as minor transverse cracks and potholes, can be addressed on an as-need basis throughout the year. The Streets Department can apply a crack seal treatment or patch to protect the paved roadway from further deterioration and to protect the base material from excess moisture. These treatments do not necessarily improve the RSL of a roadway, but they help prolong pavement life thereby reducing the rate of RSL decrease. Historically, the Streets Department crew has applied a crack seal treatment to 130,000 square yards of paved road per year. This amounts to approximately 20% of the paved surface of the city's network receiving treatment, not taking into account any repeat applications. Likewise, the Streets Department historically applies approximately 114,000 square yards of patch treatment to asphalt surfaces. Roughly 15% of the city's paved network receives asphalt patching and pothole repair each year.

The city owns and maintains approximately 8 miles of gravel streets. The Streets Department re-grades each segment twice a year to maintain an effective cross slope and to prevent any ponding, rutting, and corrugations. Magnesium chloride is applied for dust abatement measures. Gravel roads have not been considered for maintenance improvement or capital improvement projects because annual maintenance is adequate to upkeep the integrity of the surface. Unpaved streets are typically in residential areas and do not receive heavy-vehicle traffic. However, it should be noted that some of the City's gravel roads are in need of drainage system improvements.

Depending on time of application, costs associated with annual fixed maintenance are presented in Summer Maintenance or Winter Maintenance cost. A majority of gravel surface and asphalt repair is done during the summer months. Streets Department staff wages are incorporated into the two maintenance seasons.

The Streets Department has invested in the Elements Asset & Work Management Program by NOVOTX to track department expenditures efficiently, primarily fixed maintenance activities and crew activities. The Elements program is web-based and incorporates ArcGIS features to track department actions spatially.

Capital Improvement Plan

Utilizing the asset inventory and planning tools previously described a 10-year Capital Improvement Plan (CIP) is presented in Figure 18. Improvement projects are specifically listed for years 2017-2026, and an additional 16 capital improvement projects have been identified for preliminary development. The CIP and additional 16 preliminary projects are representative of specific roadway groups, as previously discussed in the Streets Asset Management Section. Additionally, as supplementary grant money or Streets L.O.T. revenue is gathered, these projects may be moved into the 10-year CIP in a future year.

Each improvement project will implement strategies outlined in the Complete Streets Policy adopted by the City of McCall on November 3, 2011. This policy ensures city street facilities will be designed in a safe, comfortable, and convenient manner for all types of users. There is no singular design prescription for a Complete Street, rather, each street is unique and responds to its community context. An extensive Alternatives Analysis will be conducted for each L.O.T. Streets Improvement Project.

Capital Improvement Plan

Years 2017 - 2026 and Future Projects

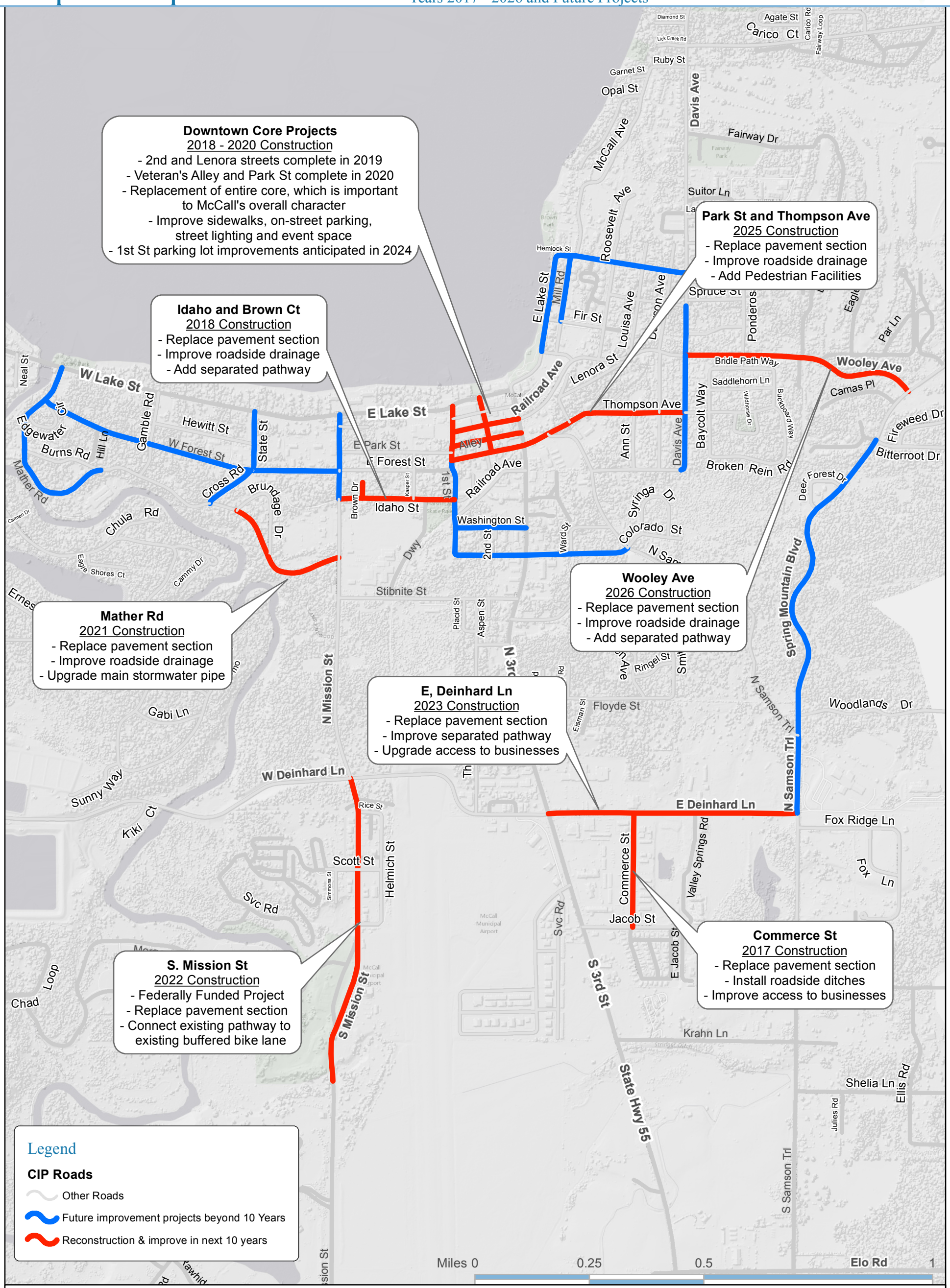


Figure 18. McCall CIP, 2017 - 2026 (Page 1 of 1)

The City of McCall CIP incorporates the projects and construction timeline that have been suggested by the Downtown Core Feasibility Study. Projects outside the downtown core were prioritized based on the following criteria, in order of importance:

1. Remaining Service Life of existing facility
2. Function Classification of street and traffic volume
3. Community Value
4. Need for pathway, storm drain, or utility improvements
5. CIP program funding and outside funding sources

Full details regarding the 10-year CIP and the projects that have been identified for preliminary development including programmed implementation date, and project component estimated costs can be found in Appendix G.

The 2017-2026 CIP proposes improvements to 11 streets, one alley, and construction of a major urban stormwater management facility. The plan encompasses 3.8 centerline miles of roadway, which constitutes 8.6% of the paved city network. The estimated cost for the proposed CIP is approximately $11,000,000 and includes engineering design and construction engineering. Project construction estimates reflect costs in 2017. Inflation was deemed to have a negligible effect on the overall Streets L.O.T. budget. The department anticipates if construction costs steadily rise in forth coming years, the revenue brought in from the Streets L.O.T. will also rise and offset.

The list of preliminary projects, which are next in line to be adopted into the 10-year CIP, totals 5.8 centerline miles, or 13.6% of the paved network. Estimated construction costs total approximately $13,000,000. This list can be viewed in Appendix G.

Maintenance Improvement Plan

Using the planning tools described in previous sections of this memo, Horrocks and City staff have developed a Maintenance Improvement Plan (MIP) that identifies and schedules routine and preventative maintenance projects for selected roadway groups over the next 10 years. Small pavement rehabilitation projects of lengths less than 0.30 miles and in areas that multi-modal and storm water-drainage system improvements have not been identified are considered part of the MIP. A budget of $350,000 per year for MIP projects has been used for project identification. Any funds not spent each year are carried over to subsequent years.

The June 2016 pavement inventory identified a large percentage of the paved network that lies in the preventative and routine maintenance spectrum. The goal of the proposed MIP is to prevent good-conditioned streets to fall into a condition that would constitute a more expensive treatment. Initial planning utilized the concept of a 5-year cycle. One 5-year cycle consists of three heavy routine and preventative maintenance years and two rehabilitative maintenance years on streets where improvements have

not been identified. Rehabilitative measures, as part of the MIP, are completed on pavement that have reached the end of their useful like. Additionally, the MIP incorporates routine and preventative treatments for streets that are planned for reconstruction. The goal is to apply a preventative measure to newly constructed streets within two to three years of completion to protect the City's investment in improved street facilities. Likewise, many streets will receive multiple maintenance treatments. For example, roadways that receive a rehabilitative treatment as identified in the CIP or MIP, depending on size, will typically receive a preventative chip seal several years after the initial treatment. The 10-year MIP is presented in Figure 19. Full details of the MIP can be found in Appendix H.

The presented MIP proposes 39.1 centerline miles of routine, preventative, and rehabilitation maintenance treatments. Proposed spending on MIP projects is approximately $350,000 per year. Additional Streets L.O.T. revenue that is allocated for maintenance projects may be used for additional routine maintenance on streets that have received preventative treatments.

Maintenance Improvement Plan

Years 2017 - 2026 West

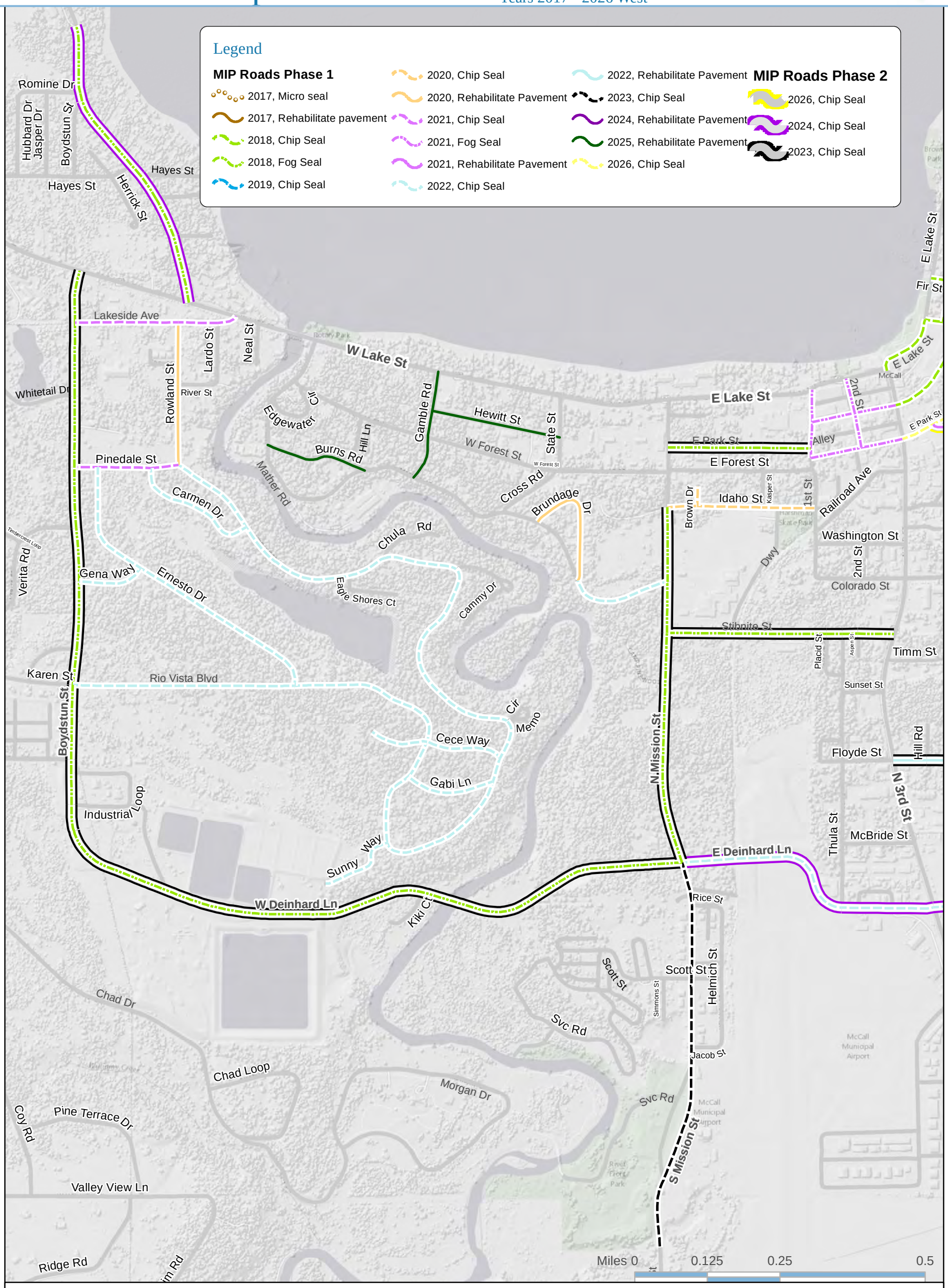


Figure 19. McCall MIP, 2017 - 2026 (Page 1 of 2)

Maintenance Improvement Plan

Years 2017 - 2026 East

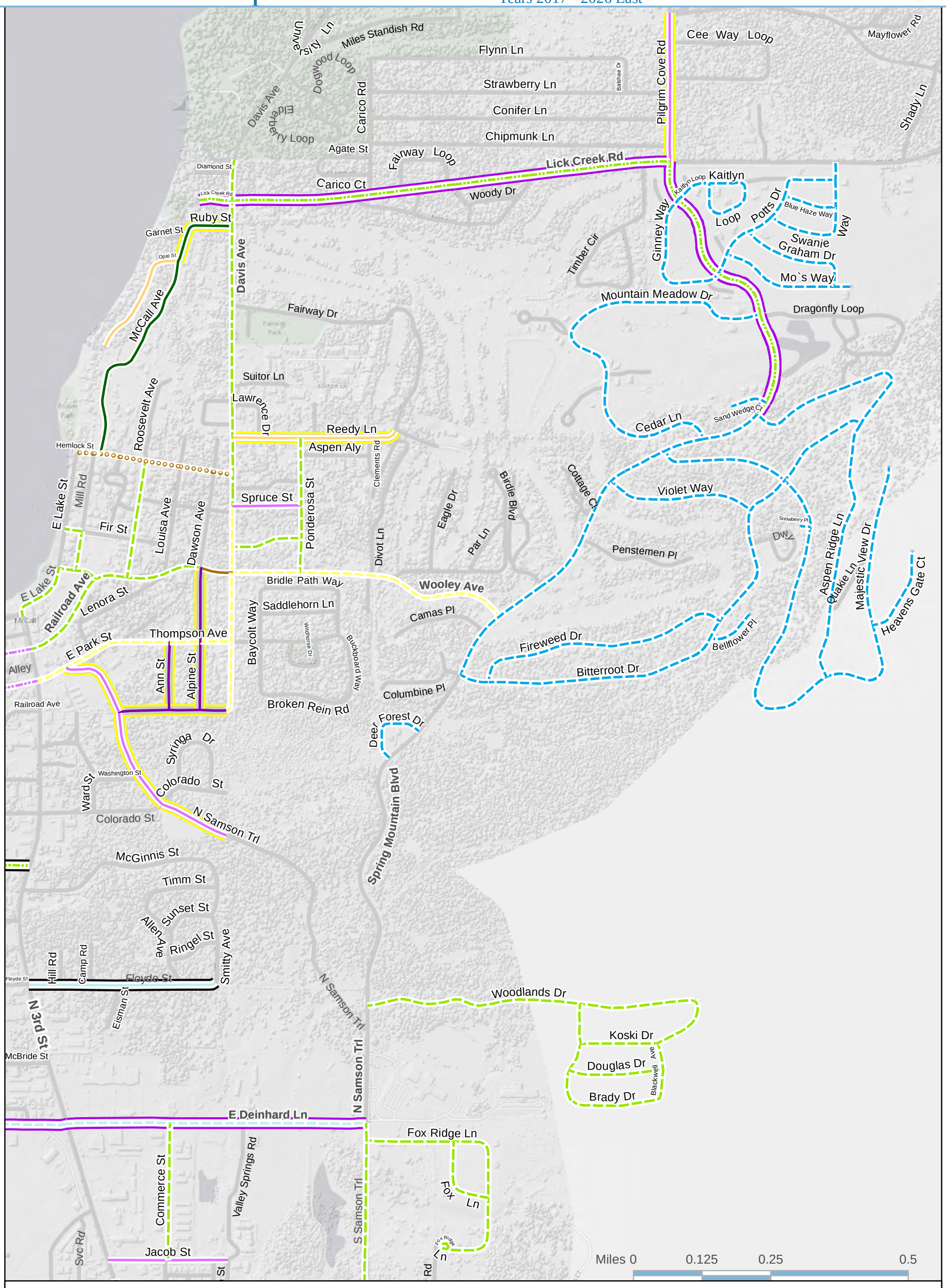


Figure 19. McCall MIP, 2017 - 2026 (Page 2 of 2)

Results & Implementation

The Streets L.O.T. revenue will be used on improvement projects that will best benefit the Streets Department in achieving their goal of creating a healthy roadway network that is safe for the traveling public while economizing cost.

Figure 20 summarizes the anticipated RSL with respect to different improvement funding amounts. The red line signifies the average network RSL if the Streets Department were to cease all maintenance efforts. The health of the network would degrade at a high rate over the next 10 years. The purple line represents the anticipated health of the network if the Streets Department did not receive the $1,265,000 Streets L.O.T. revenue for improvement projects. At this funding level, the health of the network would gradually worsen over the next 10 years and the expense to create an economically efficient network would grow to an unsurmountable amount. Lastly, the green line represents the estimated effect of the proposed CIP and MIP plans outlined in previous sections of this memorandum. If the city invests the anticipated Streets L.O.T. revenue of $1,265,000 plus the $85,000 from the Streets General Fund into improvement projects, the overall health of the network is expected to recover gradually over the next 10 years.

Despite the planned improvements to the city's roadway infrastructure, the analysis shows that within the next 10 years, the overall condition of the roadway network will remain below the target RSL range that constitutes as economically efficient. Future pavement inventories will provide data to check the accuracy of the presented forecast.

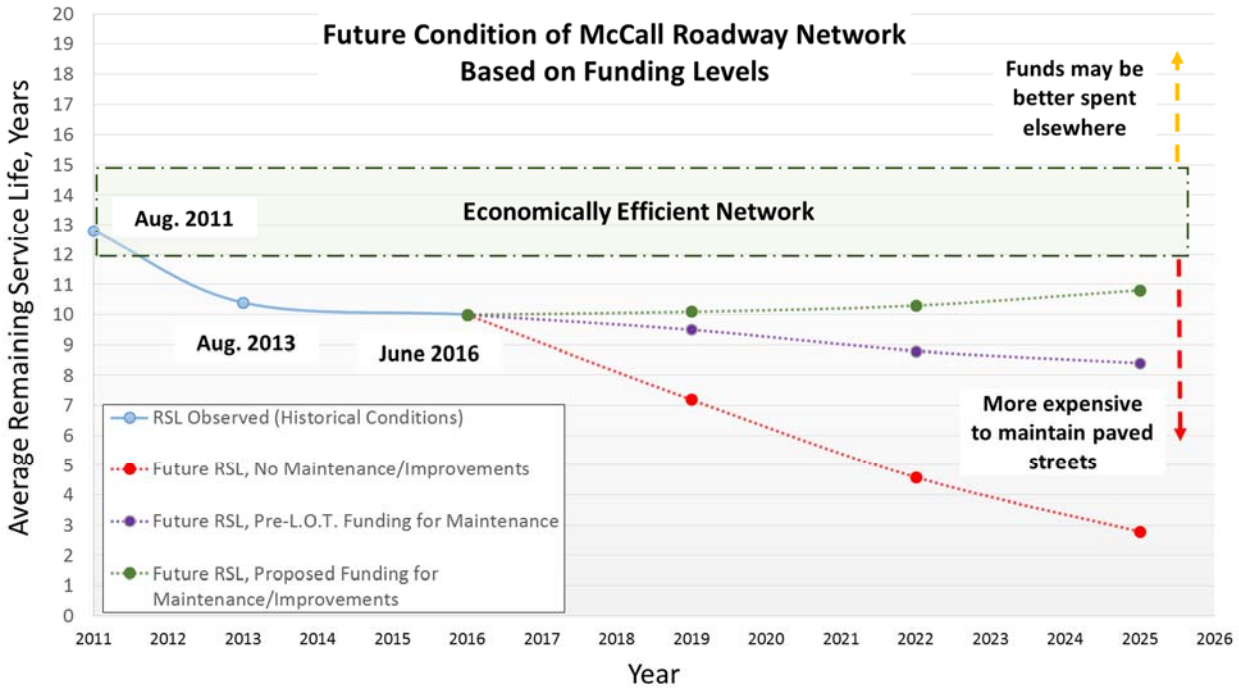


Figure 20. CIP & MIP Implementation Results

Figure 21 incorporates the CIP and MIP cost estimates and anticipated streets program revenue to aid in annual budget balancing. A shortfall in funding may occur in years 2020, 2023, and 2024 based on 2017 project estimates. To compensate for the shortfall, monetary support from outside funding sources may be needed. Additional revenue from state and federal grants should be sought.

City of McCall, Idaho
Streets Department Improvements Annual Spending Summary
10/23/2017

Annual Revenue Sources		One-Time Revenue Sources	
Improvements Budget from LOT Revenue ($ per Year)	$1,000,000	FY 2016 LOT Revenue Surplus	$1,100,000
Maintenance Budget from LOT Revenue($ per Year)	$265,000	FY 2017 LRHIP Grant for Commerce Street	$100,000
Maintenance Budget from Streets General Fund ($ per Year)	$85,000	General Fund for Brown Drive	$135,000
		FY 2017 Timbercrest Reimbursement	$84,000

Improvements Spending Summary:

Year	Maintenance Improvements	Capital Improvements	Total Improvements Spending	Remaining Improvement Budget
2017	$59,147	$690,000	$749,147	**$1,880,000**
2018	$380,000	$990,000	$1,370,000	**$2,000,000**
2019	$450,000	$2,650,000	$3,100,000	**$250,000**
2020	$530,000	$1,460,000	$1,990,000	**-$390,000**
2021	$470,000	$340,000	$810,000	**$150,000**
2022	$460,000	$1,220,000	$1,680,000	**-$180,000**
2023	$360,000	$1,350,000	$1,710,000	**-$540,000**
2024	$360,000	$730,000	$1,090,000	**-$280,000**
2025	$440,000	$450,000	$890,000	**$180,000**
2026	$210,000	$1,150,000	$1,360,000	**$170,000**
Average Annual Improvement Spending	**$371,915**	**$1,103,000**	**$1,474,915**	

Notes: Annual Revenue from LOT source is estimated based on 2016 LOT revenue. Actual revenue will vary.

Figure 21. CIP & MIP Spending Summary

Conclusion

The City of McCall Streets Asset Management Program has allowed the Streets Department to analyze the current condition of its roadway network and estimate maintenance and reconstruction costs for specific projects. A strategic plan to improve McCall's crumbling roadway network has been proposed in the Capital Improvement Plan (CIP) and Maintenance Improvement Plan (MIP).

Anticipated revenue assumptions were made to plan improvement projects over the span of the next 10 years. Based on the analysis, the department expects the health of their network will improve gradually, but only over the long term. It anticipates being short of the goal of providing an economically efficient network to its citizens during the 10 years of implementation. This is primarily due to the high cost of reconstruction projects required on many of the city's high-use roads and urban areas. However, utilizing the asset management strategy presented herein, the Streets Department outlines an implementation program that makes the best use of available funding.

It is important to recognize that the proposed CIP and MIP implementation schedules presented are intended to be dynamic. The Streets Department will continue to assess the city streets by conducting a pavement inventory every three years. Accordingly, the CIP and MIP will be updated based on future inventories, damage due to inclement weather and traffic loading, and input from citizens. The City of McCall has published a website that outlines the proposed CIP and MIP programs using an interactive map. Citizens may continually check the interactive map to keep informed of the timeline of planned reconstruction and maintenance projects by navigating to the "Maps/GIS" tab at www.mccall.id.us.

References

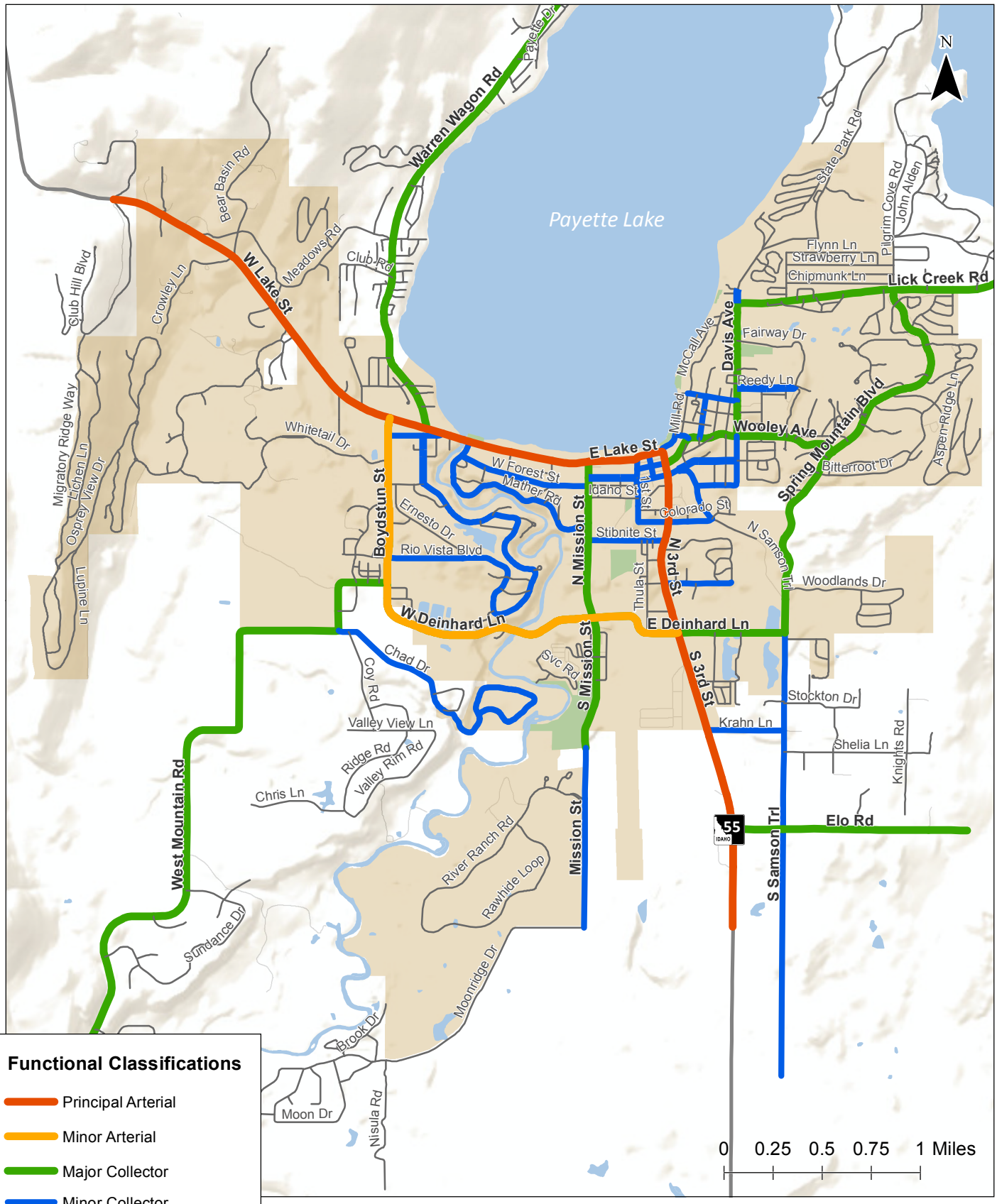
1. U.S. Department of Transportation Federal Highway Administration. Distress Identification Manual for the Long-Term Pavement Performance Program. By John S. Miller, and William Y. Bellinger. 4th ed. N.p.: n.p., 2003. Print. FHWA-RD-03-031

2. U.S. Department of Transportation Federal Highway Administration. Pavement Remaining Service Interval Implementation Guidelines. By Gary E. Elkins, Gonzalo R. Rada, Jonathan L. Groeger, and Beth Visintine. N.p.: n.p., 2013. Print. FHWA-HRT-13-050.

Appendices

Appendix A – Functional Classification Map
Appendix B – Surface Rating Sheets & FHWA *Distress Identification Manual for the Long-Term Pavement Performance Program*
Appendix C – Complete June 2016 Pavement Inventory Results
Appendix D – Roadway Groups
Appendix E – Prescriptive Treatment Costs
Appendix F – Streets Department Budget Tables
Appendix G – Capital Improvement Plan Tables
Appendix H – Maintenance Improvement Plan Table

Appendix A – Functional Classification Map



Functional Classifications

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- City Limits

Proposed Roadway Functional Classifications McCall, Idaho

Figure **1**

Coordinate System: NAD 1983 StatePlane Idaho West FIPS 1103 Feet
Data Source: City of McCall, Topo Data Sources: Esri, USGS, NOAA

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TRANSPORTATION ENGINEERING/PLANNING

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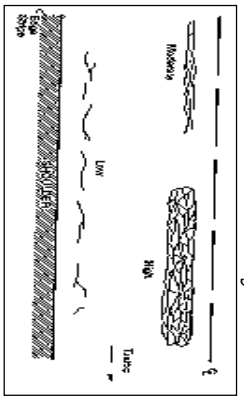
Appendix B – Surface Rating Sheets & FHWA Distress Identification Manual for the Long-Term Pavement Performance Program

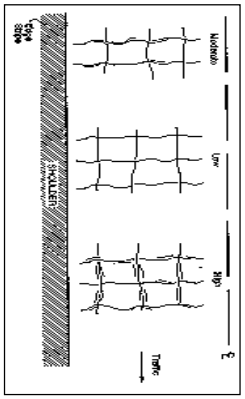
ASPHALT DISTRESS RATING SHEET

FATIGUE CRACKING



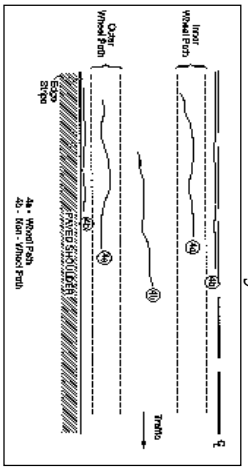
Severity	Extent: Low	Extent: Medium	Extent: High
0 None	1 Crack WP or 1' off C&G Length	2 Crack WP or 1'-2' off C&G Length	>30% of Surface Area or Length
Low Cracks < 1/4"	1	2	3
Medium Cracks 1/4"to 3/4"	4	5	6
High Cracks > 3/4"	7	8	9

BLOCK CRACKING



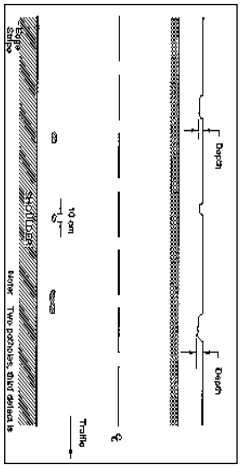
Severity	Extent: Low	Extent: Medium	Extent: High
0 None	> 15'x15' Squares	15'-10'x Squares	< 10'x10' Squares
Low Cracks < 1/4"	1	2	3
Medium Cracks 1/4"to 3/4"	4	5	6
High Cracks > 3/4"	7	8	9

LONGITUDINAL CRACKING



Severity	Extent: Low	Extent: Medium	Extent: High
0 None	1 Crack Full Length	2 Cracks Full Length	> 2 Cracks Full Length
Low Cracks < 1/4"	1	2	3
Medium Cracks 1/4"to 3/4"	4	5	6
High Cracks > 3/4"	7	8	9

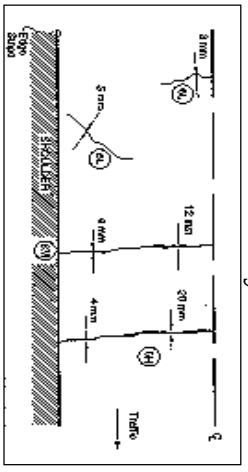
UTILITY CUTS



Severity	Extent: Low	Extent: Medium	Extent: High
0 None	0-10% of Length	10-30% of Length	>30% of Length
Low Cracks < 1/4"	1	2	3
Medium Cracks 1/4"to 3/4"	4	5	6
High Cracks > 3/4"	7	8	9

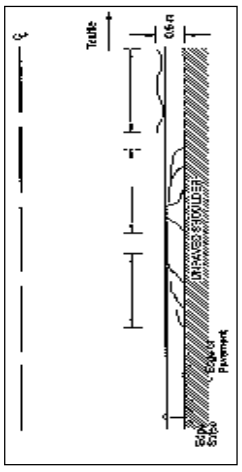
Note: to rate potholes use the same form with the following changes to the severity: **Low** is <1" deep, **Med** is 1"-2" deep and **High** is >2"

TRANSVERSE CRACKING



Severity	Extent: Low	Extent: Medium	Extent: High
0 None	> 100' between Cracks	100'-20' between Cracks	< 20' between Cracks
Low Cracks < 1/4"	1	2	3
Medium Cracks 1/4"to 3/4"	4	5	6
High Cracks > 3/4"	7	8	9

EDGE CRACKING



Severity	Extent: Low	Extent: Medium	Extent: High
0 None	0-10% of Length	10-30% of Length	> 30% of Length
Low 0-6" from Curb	1	2	3
Medium 6-18" from Curb	4	5	6
High 18" from Curb	7	8	9

Drainage / Roughness

Excellent	Good	Fair	Poor

Rutting

Excellent	Low	Med	High
0	<3/8"	1/2"-3/4"	>3/4"

Unpaved Rating Sheet

STREETS: _____

SECTION NO: _____

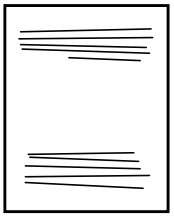
START: _____

END: _____

START MILEAGE: _____

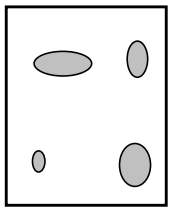
END MILEAGE: _____

CORRUGATIONS



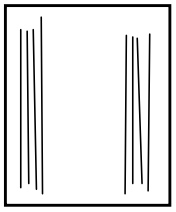
SEVERITY	NO Defects	EXTENT: Low	EXTENT: Med	EXTENT: High
Low		1	2	3
Med		4	5	6
High		7	8	9

POTHOLES



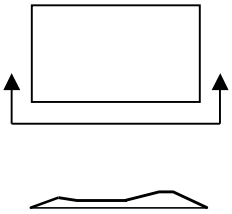
SEVERITY	NO Defects	EXTENT: Low	EXTENT: Med	EXTENT: High
Low		1	2	3
Med		4	5	6
High		7	8	9

RUTTING



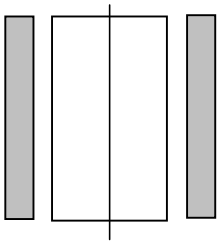
SEVERITY	NO Defects	EXTENT: Low	EXTENT: Med	EXTENT: High
Low (<1 in.)		1	2	3
Med (1 - 3 in.)		4	5	6
High (>3 in.)		7	8	9

IMPROPER X-SECTION



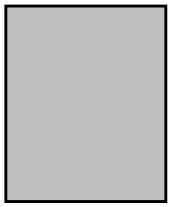
SEVERITY	CONDITION
	GOOD
	FAIR
	POOR

ROADSIDE DRAINAGE



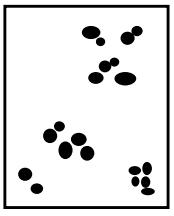
SEVERITY	CONDITION
	GOOD
	FAIR
	POOR

DUST



SEVERITY	CONDITION
	LIGHT
	MEDIUM
	HEAVY

LOOSE AGGREGATE



SEVERITY	NO Defects	EXTENT: Low	EXTENT: Med	EXTENT: High
Low		1	2	3
Med		4	5	6
High		7	8	9

This section covers asphalt concrete-surfaced pavements (ACP), including ACP overlays on either asphalt concrete (AC) or portland cement concrete (PCC) pavements. Each of the distresses has been grouped into one of the following categories:

A. Cracking
B. Patching and Potholes
C. Surface Deformation
D. Surface Defects
E. Miscellaneous Distresses

Table 1 summarizes the various types of distress and unit of measurement. Some distresses also have defined severity levels.

TABLE 1. Asphalt Concrete-Surfaced Pavement Distress Types

DISTRESS TYPE	UNIT OF MEASURE	DEFINED SEVERITY LEVELS?
A. Cracking / page **3**		
1. Fatigue Cracking	Square Meters	Yes
2. Block Cracking	Square Meters	Yes
3. Edge Cracking	Meters	Yes
4a. Wheel Path Longitudinal Cracking	Meters	Yes
4b. Non-Wheel Path Longitudinal Cracking	Meters	Yes
5. Reflection Cracking at Joints		
Transverse Reflection Cracking	Not Measured	N/A
Longitudinal Reflection Cracking	Not Measured	N/A
6. Transverse Cracking	Number, Meters	Yes
B. Patching and Potholes / page **15**		
7. Patch/Patch Deterioration	Number, Square Meters	Yes
8. Potholes	Number, Square Meters	Yes
C. Surface Deformation / page **21**		
9. Rutting	Millimeters	No
10. Shoving	Number, Square Meters	No
D. Surface Defects / page **25**		
11. Bleeding	Square Meters	No
12. Polished Aggregate	Square Meters	No
13. Raveling	Square Meters	No
E. Miscellaneous Distresses / page **29**		
14. Lane-to-Shoulder Dropoff	Not Measured	N/A
15. Water Bleeding and Pumping	Number, Meters	No

1

DISTRESSES FOR PAVEMENTS WITH ASPHALT CONCRETE SURFACES

This section includes the following distresses:

1. Fatigue Cracking
2. Block Cracking
3. Edge Cracking
4a. Longitudinal Cracking—Wheel Path
4b. Longitudinal Cracking—Non-Wheel Path
5. Reflection Cracking at Joints
6. Transverse Cracking

Measurement of crack width is illustrated in Figure 1. Figure 2 depicts the effect on severity level of a crack, in this case block cracking, due to associated random cracking.

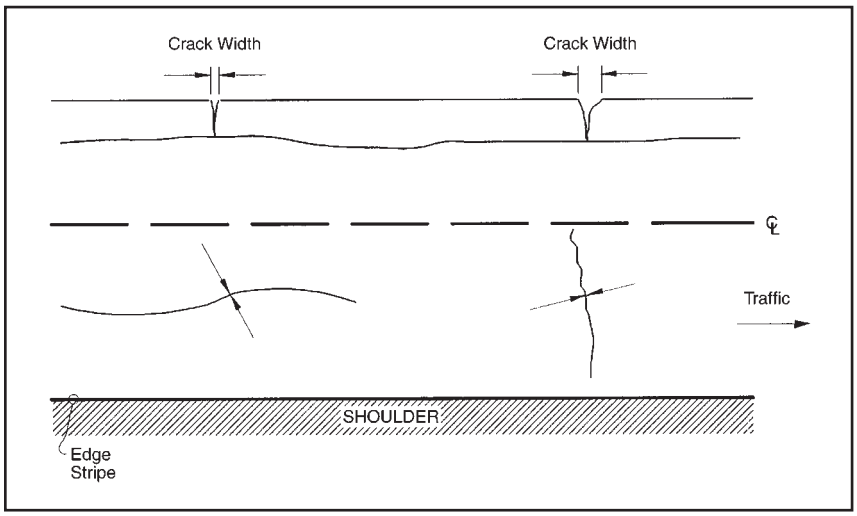


FIGURE 1
Measuring Crack Width in Asphalt Concrete-Surfaced Pavements

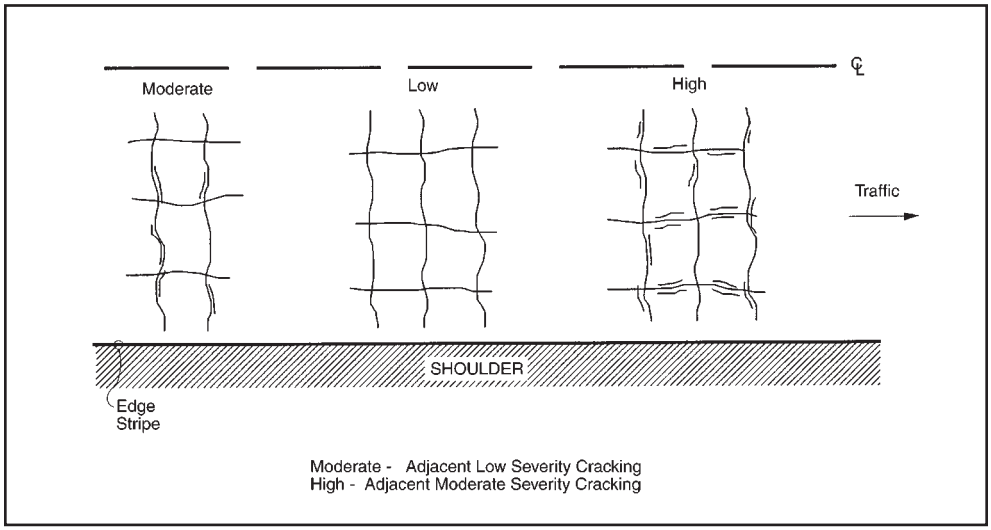


FIGURE 2
Effect on Severity Level of Block Cracking due to Associated Random Cracking

1

FATIGUE CRACKING

Description

Occurs in areas subjected to repeated traffic loadings (wheel paths). Can be a series of interconnected cracks in early stages of development. Develops into many-sided, sharp-angled pieces, usually less than 0.3 meters (m) on the longest side, characteristically with a chicken wire/alligator pattern, in later stages.

Must have a quantifiable area.

Severity Levels

LOW

An area of cracks with no or only a few connecting cracks; cracks are not spalled or sealed; pumping is not evident.

MODERATE

An area of interconnected cracks forming a complete pattern; cracks may be slightly spalled; cracks may be sealed; pumping is not evident.

HIGH

An area of moderately or severely spalled interconnected cracks forming a complete pattern; pieces may move when subjected to traffic; cracks may be sealed; pumping may be evident.

How to Measure

Record square meters of affected area at each severity level. If different severity levels existing within an area cannot be distinguished, rate the entire area at the highest severity present.

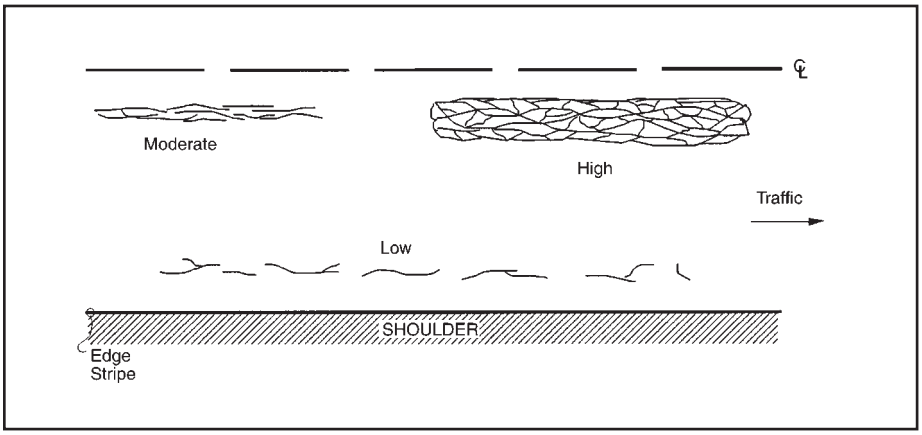


FIGURE 3
Distress Type ACP 1—Fatigue Cracking

FIGURE 4
Distress Type ACP 1—Chicken Wire/Alligator Pattern Cracking Typical in Fatigue Cracking

FIGURE 5
Distress Type ACP 1—Low Severity Fatigue Cracking

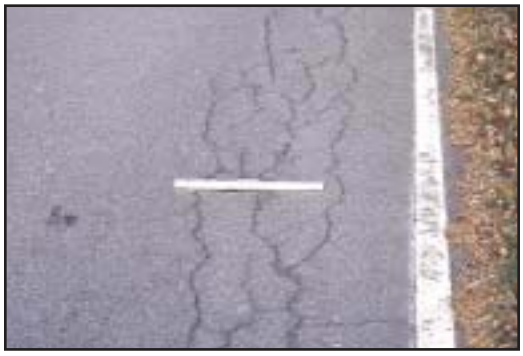


FIGURE 6
Distress Type ACP 1—Moderate Severity Fatigue Cracking

FIGURE 7
Distress Type ACP 1—High Severity Fatigue Cracking with Spalled Interconnected Cracks

2

BLOCK CRACKING

Description

A pattern of cracks that divides the pavement into approximately rectangular pieces. Rectangular blocks range in size from approximately 0.1 m^2 to 10 m^2.

Severity Levels

LOW

Cracks with a mean width ≤ 6 millimeters (mm); or sealed cracks with sealant material in good condition and with a width that cannot be determined.

MODERATE

Cracks with a mean width > 6 mm and ≤ 19 mm; or any crack with a mean width ≤ 19 mm and adjacent low severity random cracking.

HIGH

Cracks with a mean width > 19 mm; or any crack with a mean width ≤ 19 mm and adjacent moderate to high severity random cracking.

How to Measure

Record square meters of affected area at each severity level. If fatigue cracking exists within the block cracking area, the area of block cracking is reduced by the area of fatigue cracking.

Note: An occurrence should be at least 15 m long before rating as block cracking.

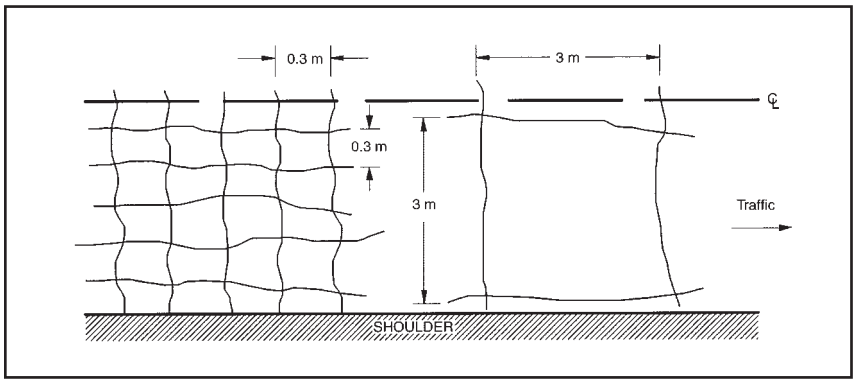


FIGURE 8
Distress Type ACP 2—Block Cracking

FIGURE 9
Distress Type ACP 2—Block Cracking with Fatigue Cracking in the Wheel Paths

FIGURE 10
Distress Type ACP 2—High Severity Block Cracking

EDGE CRACKING

Description

Applies only to pavements with unpaved shoulders. Crescent-shaped cracks or fairly continuous cracks which intersect the pavement edge and are located within 0.6 m of the pavement edge, adjacent to the shoulder. Includes longitudinal cracks outside of the wheel path and within 0.6 m of the pavement edge.

Severity Levels

LOW

Cracks with no breakup or loss of material.

MODERATE

Cracks with some breakup and loss of material for up to 10 percent of the length of the affected portion of the pavement.

HIGH

Cracks with considerable breakup and loss of material for more than 10 percent of the length of the affected portion of the pavement.

How to Measure

Record length in meters of pavement edge affected at each severity level. The combined quantity of edge cracking cannot exceed the length of the section.

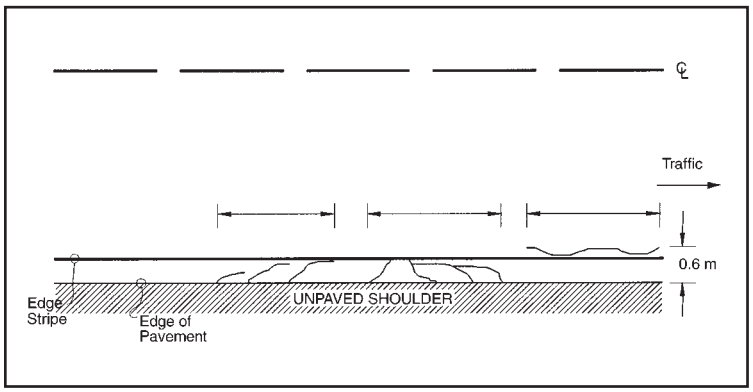


FIGURE 11
Distress Type ACP 3—Edge Cracking

FIGURE 12
Distress Type ACP 3—Low Severity Edge Cracking

4

LONGITUDINAL CRACKING

Description

Cracks predominantly parallel to pavement centerline. Location within the lane (wheel path versus non-wheel path) is significant.

Severity levels

LOW

A crack with a mean width ≤ 6 mm; or a sealed crack with sealant material in good condition and with a width that cannot be determined.

MODERATE

Any crack with a mean width > 6 mm and ≤ 19 mm; or any crack with a mean width ≤ 19 mm and adjacent low severity random cracking.

HIGH

Any crack with a mean width > 19 mm; or any crack with a mean width ≤ 19 mm and adjacent moderate to high severity random cracking.

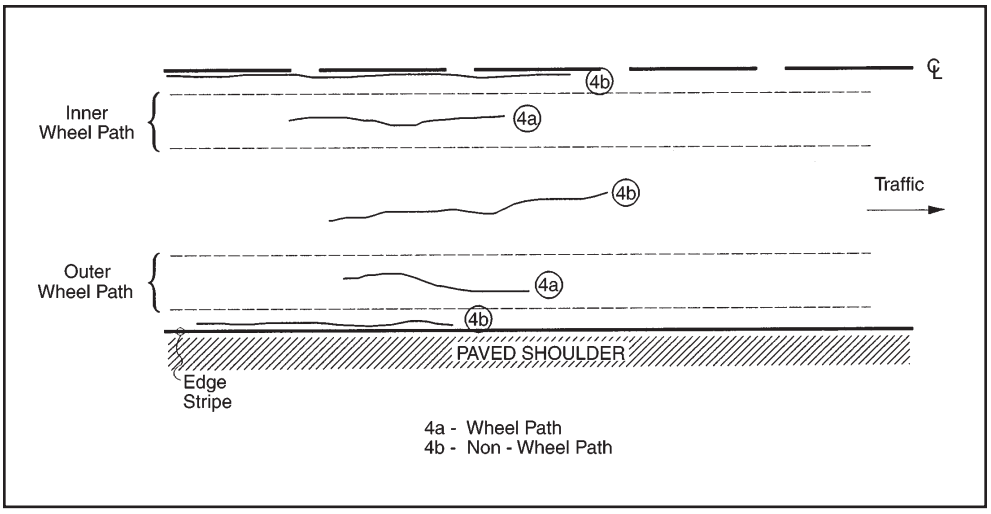


FIGURE 13
Distress Type ACP 4—Longitudinal Cracking

How to Measure

Record separately:

4A. WHEEL PATH LONGITUDINAL CRACKING

Record the length in meters of longitudinal cracking within the defined wheel paths at each severity level.

Record the length in meters of longitudinal cracking with sealant in good condition at each severity level.

Note: Any wheel path longitudinal crack that has associated random cracking is rated as fatigue cracking. Any wheel path longitudinal crack that meanders and has a quantifiable area is rated as fatigue cracking.

4B. NON-WHEEL PATH LONGITUDINAL CRACKING

Record the length in meters of longitudinal cracking not located in the defined wheel paths at each severity level.

Record the length in meters of longitudinal cracking with sealant in good condition at each severity level.

FIGURE 14
Distress Type ACP 4a—Moderate Severity Longitudinal Cracking in the Wheel Path

FIGURE 15
Distress Type ACP 4b—High Severity Longitudinal Cracking not in the Wheel Path

5

REFLECTION CRACKING AT JOINTS

Description

Cracks in asphalt concrete overlay surfaces that occur over joints in concrete pavements.

Note: The slab dimensions beneath the AC surface must be known to identify reflection cracks at joints.

Severity Levels

LOW

An unsealed crack with a mean width ≤ 6 mm; or a sealed crack with sealant material in good condition and with a width that cannot be determined.

MODERATE

Any crack with a mean width > 6 mm and ≤ 19 mm; or any crack with a mean width ≤ 19 mm and adjacent low severity random cracking.

HIGH

Any crack with a mean width > 19 mm; or any crack with a mean width ≤ 19 mm and adjacent moderate to high severity random cracking.

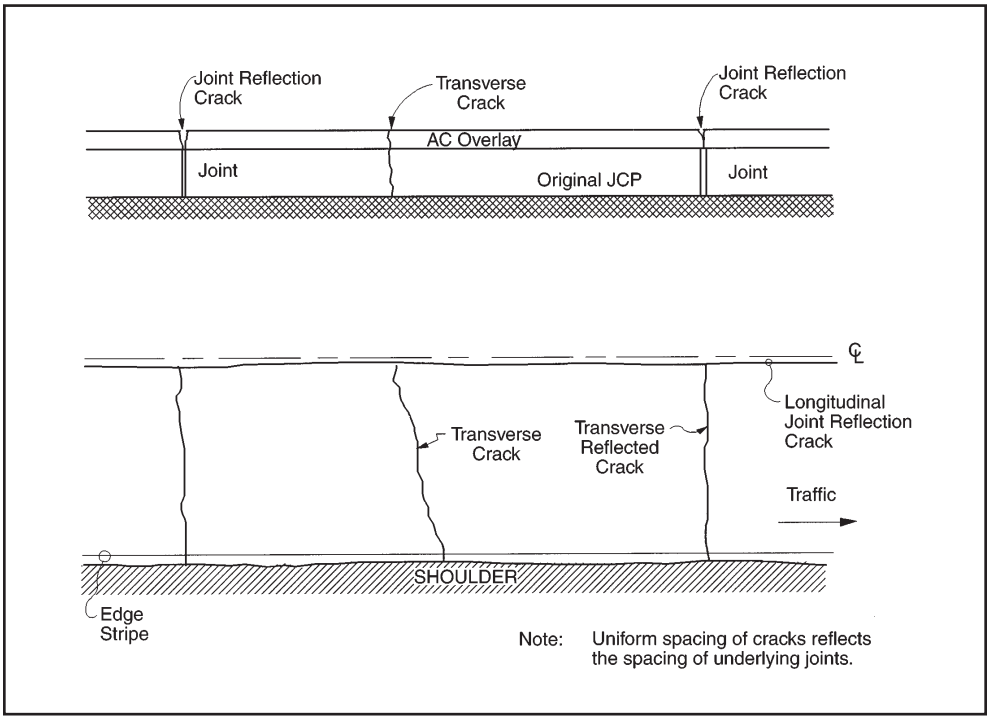


FIGURE 16
Distress Type ACP 5—Reflection Cracking at Joints

How to Measure

Recorded as longitudinal cracking (ACP4) or transverse cracking (ACP6) on LTPP surveys.

FIGURE 17
Distress Type ACP 5—High Severity Reflection Cracking at Joints

6

TRANSVERSE CRACKING

Description

Cracks that are predominantly perpendicular to pavement centerline.

Severity Levels

LOW

An unsealed crack with a mean width ≤ 6 mm; or a sealed crack with sealant material in good condition and with a width that cannot be determined.

MODERATE

Any crack with a mean width > 6 mm and ≤ 19 mm; or any crack with a mean width ≤ 19 mm and adjacent low severity random cracking.

HIGH

Any crack with a mean width > 19 mm; or any crack with a mean width ≤ 19 mm and adjacent moderate to high severity random cracking.

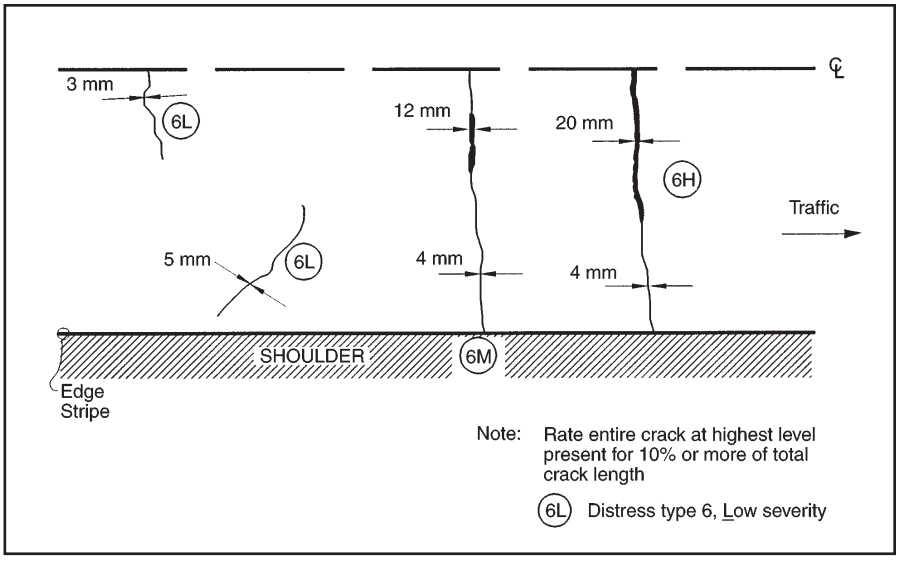


FIGURE 18
Distress Type ACP 6—Transverse Cracking Asphalt Concrete Surfaces

How to Measure

Record number and length of transverse cracks at each severity level. Rate the entire transverse crack at the highest severity level present for at least 10 percent of the total length of the crack. Length recorded, in meters, is the total length of the crack and is assigned to the highest severity level present for at least 10 percent of the total length of the crack.

Also record length in meters of transverse cracks with sealant in good condition at each severity level.

Note: The length recorded is the total length of the well-sealed crack and is assigned to the severity level of the crack. Record only when the sealant is in good condition for at least 90 percent of the length of the crack.

If the transverse crack extends through an area of fatigue cracking, the length of the crack within the fatigue area is not counted. The crack is treated as a single transverse crack, but at a reduced length.

Cracks less than 0.3 m in length are not recorded.

FIGURE 19
Distress Type ACP 6—Low Severity Transverse Cracking

FIGURE 20
Distress Type ACP 6—Moderate Severity Transverse Cracking

FIGURE 21
Distress Type ACP 6—High Severity Transverse Cracking

B

Patching and Potholes

This section includes the following distresses:

7. Patch/Patch Deterioration
8. Potholes

7

PATCH/PATCH DETERIORATION

Description

Portion of pavement surface, greater than 0.1 m^2, that has been removed and replaced or additional material applied to the pavement after original construction.

Severity Levels

LOW

Patch has, at most, low severity distress of any type including rutting < 6 mm; pumping is not evident.

MODERATE

Patch has moderate severity distress of any type or rutting from 6 mm to 12 mm; pumping is not evident.

HIGH

Patch has high severity distress of any type including rutting > 12 mm, or the patch has additional different patch material within it; pumping may be evident.

How to Measure

Record number of patches and square meters of affected surface area at each severity level.

Note: Any distress in the boundary of the patch is included in rating the patch. Rutting (settlement) may be at the perimeter or interior of the patch.

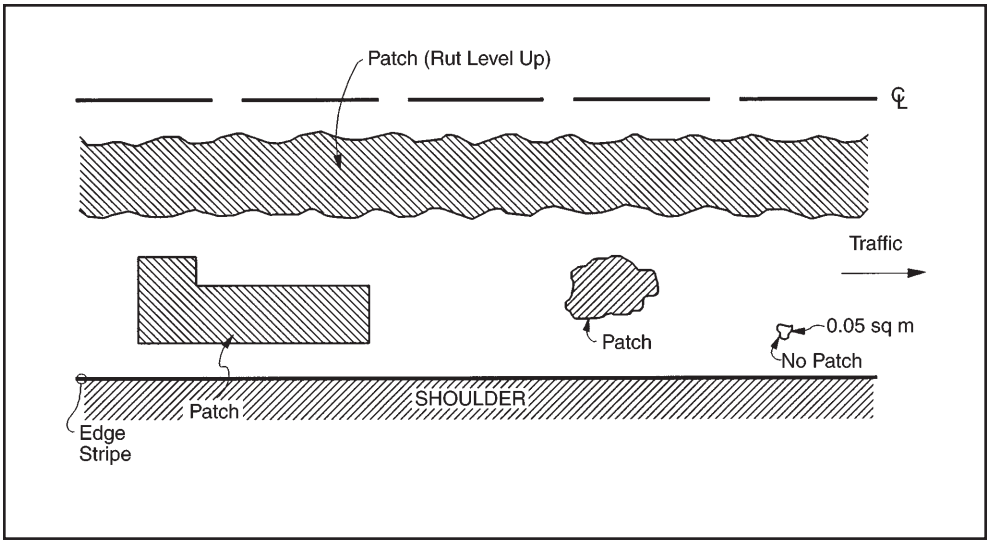


FIGURE 22
Distress Type ACP 7—Patch/Patch Deterioration

FIGURE 23
Distress Type ACP 7—Low Severity Patch

FIGURE 24
Distress Type ACP 7—Moderate Severity Patch

FIGURE 25
Distress Type ACP 7—High Severity Patch

8

POTHOLES

Description

Bowl-shaped holes of various sizes in the pavement surface. Minimum plan dimension is 150 mm.

Severity Levels

LOW
< 25 mm deep.

MODERATE
25 mm to 50 mm deep.

HIGH
> 50 mm deep.

How to Measure

Record number of potholes and square meters of affected area at each severity level. Pothole depth is the maximum depth below pavement surface. If pothole occurs within an area of fatigue cracking the area of fatigue cracking is reduced by the area of the pothole.

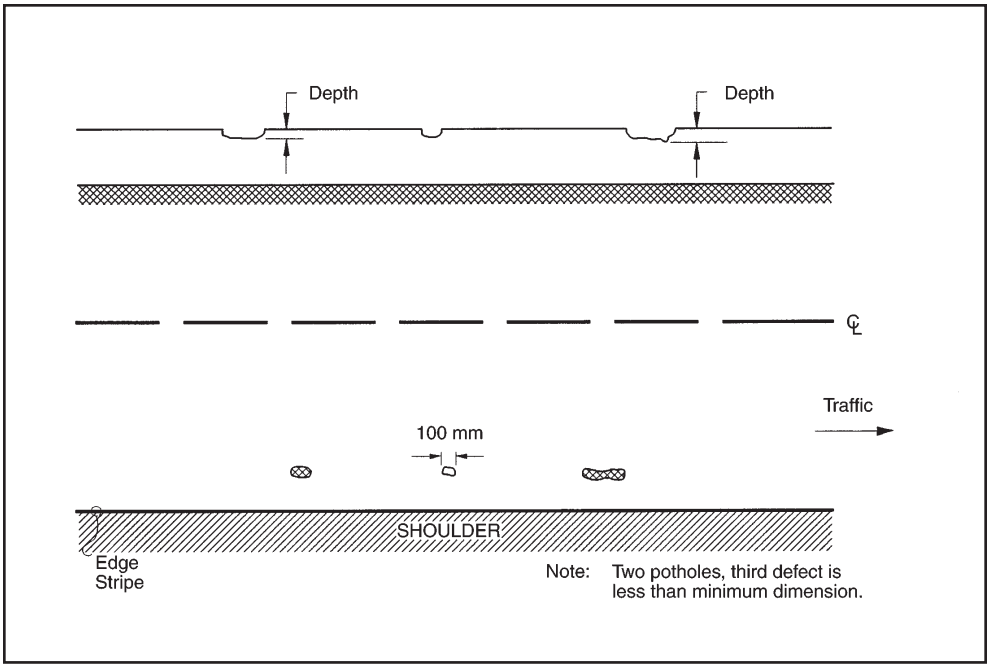


FIGURE 26
Distress Type ACP 8—Potholes

FIGURE 27
Distress Type ACP 8—Low Severity Pothole

FIGURE 28
Distress Type ACP 8—Moderate Severity Pothole

FIGURE 29
Distress Type ACP 8—Moderate Severity Pothole, Close-up View

FIGURE 30
Distress Type ACP 8—High Severity Pothole, Close-up View

C

Surface Deformation

This section includes the following types of surface deformations:

9. Rutting
10. Shoving

9

RUTTING

Description

A rut is a longitudinal surface depression in the wheel path. It may have associated transverse displacement.

Severity Levels

Not applicable. Severity levels could be defined by categorizing the measurements taken. A record of the measurements taken is much more desirable, because it is more accurate and repeatable than are severity levels.

How to Measure

Specific Pavement Studies (SPS)-3 ONLY. Record maximum rut depth to the nearest millimeter, at 15.25-m intervals for each wheel path, as measured with a 1.2-m straight edge.

All other LTPP sections: Transverse profile is measured with a Dipstick® profiler at 15.25-m intervals.

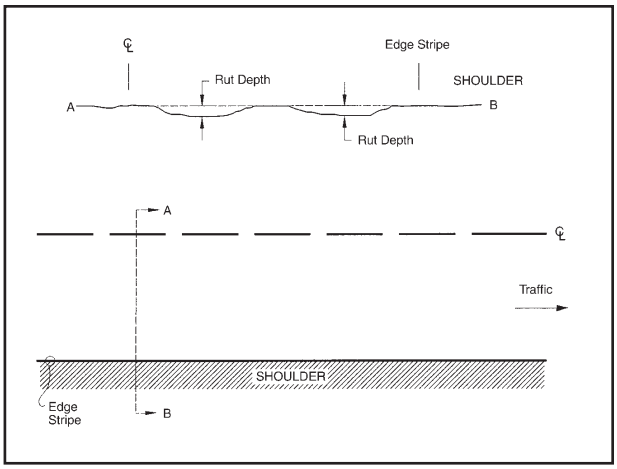


FIGURE 31
Distress Type ACP 9—Rutting

FIGURE 32
Distress Type ACP 9—Rutting

FIGURE 33
Distress Type ACP 9—Standing Water in Ruts

Appendix C – Complete June 2016 Pavement Inventory Results

Seg #	Road_Name	From_Address	To_Address	Number_of_Lanes	Seg_Width	Seg_Length	Area	Speed_Lim	Surface_Type	Importance	RSL_2016	RSL_2013	RSL_2011	Deterioration Ratio (2016 vs 2013) Reduction in RSL/Year
172	1st St	Railroad Ave	Idaho Street	2	24	193	514	25 mph	Asphalt	Medium	2	4	4	0.67
210	1st St	Colorado Street	Washington Street	2	24	315	840	25 mph	Asphalt	Medium	2	4	4	0.67
211	1st St	Washington Street	Railroad Ave	2	24	131	348	25 mph	Asphalt	Medium	2	2	2	0.00
213	1st St	Forest Street	Park Street	2	24	102	271	25 mph	Asphalt	Medium	6	6	6	0.00
214	1st St	Park Street	Park Street	2	46	82	420	25 mph	Asphalt	Medium	2	2	6	0.00
215	1st St	Park Street	Lenora Street	2	46	244	1,247	25 mph	Asphalt	Medium	0	2	2	0.67
225	1st St	E Lake Street	Lenora Street	2	46	299	1,528	25 mph	Asphalt	Medium	0	2	2	0.67
1812	1st St	Forest Street	Idaho Street	2	24	372	992	25 mph	Asphalt	Medium	6	6	6	0.00
195	2nd St	Washington Street	2nd Street	2	24	122	324	25 mph	Unpaved	Low	5	5	7	0.00
228	2nd St	Lenora Street	Park Street	2	63	321	2,245	25 mph	Asphalt	Medium	2	2	4	0.00
229	2nd St	E Lake Street	Lenora Street	2	63	322	2,253	25 mph	Asphalt	Medium	8	10	12	0.67
1436	4th Street	Lenora Street	Dead End	2	22	279	682	25 mph	Asphalt	Low	6	6	6	0.00
1377	4th Street N	Park Street	Lenora Street	2	24	320	852	25 mph	Asphalt	Low	10	12	14	0.67
1072	Agate St	Carico Road	Carico Court	2	24	418	1,115	25 mph	Unpaved	Low	9	8	10	-0.33
1328	AGATE ST	AGATE ST	DAVIS AVE	1	12	440	586	15 mph	Unpaved	Low	0	0	0	0.00
886	Allen Ave	Ringel Street	Floyde Street	2	24	302	807	25 mph	Asphalt	Low	8	8	10	0.00
1134	Allen Ave	Sunset Street	Ringle Street	2	24	264	703	25 mph	Asphalt	Low	6	6	6	0.00
1482	Allen Ave	Timm Street	Sunset Street	2	24	495	1,319	25 mph	Asphalt	Low	8	8	8	0.00
1822	ALLEY	3RD STREET	2ND STREET	1	16	386	686	5 mph	Asphalt	Low	14	14	20	0.00
1823	ALLEY BEHIND ICESKATING RINK	2ND STREET	1ST STREET	1	18	360	720	5 mph	Asphalt	Low	10	10	10	0.00
1824	ALLEY BEHIND STERLING BANK	INT W/ IST STREET	INT W/ 2ND STREET	1	12	439	586	5 mph	Asphalt	Low	0	0	0	0.00
1825	ALLEY BEHIND US BANK	INT W/ 2ND STREET	INT W/ 3RD STREET	1	14	379	590	5 mph	Asphalt	Low	12	12	12	0.00
781	Alpine St	Wanda Ave	Thompson Ave	2	24	652	1,739	25 mph	Asphalt	Low	6	6	6	0.00
1330	Alpine St	Thompson Ave	Wooley Ave	2	24	705	1,881	25 mph	Asphalt	Low-Medium	6	6	6	0.00
1507	Ann St	Wanda Ave	Thompson Street	2	24	649	1,730	25 mph	Asphalt	Low	6	6	6	0.00
1461	Aspen Aly	Clements Road	Ponderosa Ave	2	24	668	1,780	25 mph	Unpaved	Low	7	7	7	0.00
276	Aspen Ridge Ln	1050 Quakie Lane	1100 Majestic View Ct	2	24	641	1,710	25 mph	Asphalt	Low	12	12	20	0.00
570	Aspen Ridge Ln	1255 Spring Moutain Blvd	1400 Bitterroot Drive	2	24	1,992	5,313	25 mph	Asphalt	Low	12	10	14	-0.67
1290	Aspen Ridge Ln	1110 Bitterroot Drive	1245 Quakie Lane	2	24	1,874	4,998	25 mph	Asphalt	Low	12	12	12	0.00
549	Aspen Street	Stibnite Street	Dead End	2	20	202	448	10 mph	Unpaved	Low	0	0	0	0.00
273	Balshae Dr	Strawberry lane	Flynn Lane	2	24	304	810	25 mph	Unpaved	Low	8	8	10	0.00
671	Bay Colt Way	Saddle Horn Drive	Ponderosa Ave	2	24	286	763	25 mph	Asphalt	Low	10	10	10	0.00
672	Bay Colt Way	Saddlehorn Lane	Thompson Ave	2	24	256	683	25 mph	Asphalt	Low	10	10	10	0.00
1291	Bay Colt Way	Thompson Ave	Broken Rein Road	2	24	504	1,344	25 mph	Asphalt	Low	10	10	10	0.00
737	BEAR BASIN RD	HWY 55	MEADOWS RD	2	24	671	1,790	25 mph	Unpaved	Low	1	5	6	1.33
740	BEAR BASIN RD	PRIVATE DR	SERVICE RD	2	24	1,371	3,656	25 mph	Unpaved	Low	4	4	4	0.00
742	BEAR BASIN RD	SERVICE RD	CITY LIMITS	2	24	221	590	25 mph	Unpaved	Low	4	4	4	0.00
966	BEAR BASIN RD	MEADOWS RD	PRIVATE DR	2	24	699	1,864	25 mph	Unpaved	Low	4	3	5	-0.33
1294	Bellflower Pl	1090 Bitterroot Drive	1160	2	24	506	1,351	25 mph	Asphalt	Low	14	14	20	0.00
278	Bitterroot Dr	Fireweed Dr	Bellflower Place	2	24	2,247	5,991	25 mph	Asphalt	Low	10	10	10	0.00
450	Bitterroot Dr	Majestic View Drive	Apen Ridge Ln	2	24	966	2,575	25 mph	Asphalt	Low	10	12	14	0.67
922	Bitterroot Dr	Fireweed Dr	Majestic View Drive	2	24	1,653	4,408	25 mph	Asphalt	Low	10	10	14	0.00
1061	Bitterroot Dr	1000 Spring Moutain Blvd	Fireweed Dr	2	24	280	745	25 mph	Asphalt	Low	8	6	10	-0.67
1064	Bitterroot Dr	Bellflower Place	Fireweed Dr	2	24	181	483	25 mph	Asphalt	Low	12	12	12	0.00
24	Blackwell Ave	Koski Drive	Douglas Drive	2	24	260	694	25 mph	Asphalt	Low	12	14	14	0.67
1301	Blackwell Ave	Douglas Drive	Brady Drive	2	24	268	714	25 mph	Asphalt	Low	12	12	14	0.00
1492	Blue Haze Way	1100 Potts Drive	1116 Swainie Way	2	24	506	1,350	25 mph	Asphalt	Low	10	8	10	-0.67
131	Boydston St	Industrail Loop	West Valley Rd	2	40	122	544	35 mph	Asphalt	Medium-High	20	20	16	0.00
1139	Boydstun Ln	Hayes Street	Boydstun Loop	2	24	1,122	2,991	25 mph	Unpaved	Low	7	7	7	0.00
1237	Boydstun Ln	W lake Street	Hayes Street	2	24	562	1,499	25 mph	Unpaved	Low	9	9	10	0.00
1299	Boydstun Loop	Boydstun Lane	W Lake Street	2	24	906	2,417	25 mph	Asphalt	Low	0	0	0	0.00
8	Boydstun St	Industrail Loop	Industrail Loop	3	40	288	1,279	35 mph	Asphalt	Medium-High	18	20	16	0.67
13	Boydstun St	Whitetail Drive	Lakeside Ave	3	40	668	2,967	35 mph	Asphalt	Medium-High	20	20	16	0.00
14	Boydstun St	Gena Way	Verita Rd	3	40	486	2,162	35 mph	Asphalt	Medium-High	20	20	16	0.00
52	Boydstun St	Pinedale Street	Whitetail Drive	3	40	645	2,865	35 mph	Asphalt	Medium-High	18	20	16	0.67
55	Boydstun St	Veronica Street	Gena Way	3	40	619	2,750	35 mph	Asphalt	Medium-High	20	20	16	0.00
130	Boydstun St	Verita Rd	PineDale Street	3	40	552	2,454	35 mph	Asphalt	Medium-High	20	20	16	0.00
150	Boydstun St	Lakeside Ave	W Lake Street	2	40	477	2,121	35 mph	Asphalt	Medium-High	20	20	16	0.00
169	Boydstun St	Rio Vista Blvd	Veronica Street	3	40	325	1,444	35 mph	Asphalt	Medium-High	20	20	16	0.00
207	Boydstun St	West Valley Rd	Rio Vista Blvd	3	40	676	3,003	35 mph	Asphalt	Medium-High	20	20	16	0.00
264	Boydstun St	Warren Wagon Road	Hayes Street	2	24	711	1,897	25 mph	Unpaved	Low	8	8	7	0.00
1560	Boydstun St	W Deinhard Lane	Industrial Loop	3	40	245	1,089	35 mph	Asphalt	Medium-High	20	20	16	0.00
30	Brady Dr	630 Brady Drive	664 Brady Drive	2	24	857	2,287	25 mph	Asphalt	Low	12	12	14	0.00
904	Brady Dr	630 Brady Drive	634 Brady Drive	2	24	272	724	25 mph	Asphalt	Low	12	12	14	0.00
1026	Brady Dr	Woodlands Drive	Koski Drive	2	24	384	1,025	25 mph	Asphalt	Low	12	6	12	-2.00
1302	Brady Dr	640 Douglas Drive	646 Brady Drive	2	24	328	874	25 mph	Asphalt	Low	10	12	12	0.67
1264	Bridle Path Way	Ponderosa Ave	Bay Colt Way	2	24	317	845	25 mph	Asphalt	Low	8	8	10	0.00
1303	Bridle Path Way	Buckboard Way	Pondersora Ave	2	24	373	995	25 mph	Asphalt	Low	8	8	10	0.00
1292	Broken Rein Rd	Bay Colt Way	Buckboard Way	2	24	902	2,405	25 mph	Asphalt	Low	10	10	10	0.00
352	Brown Dr	Idaho Street	Idaho Street	2	45	181	906	20 mph	Asphalt	Low	4	4	4	0.00
833	Brundage Dr	Mather Rd	Mather Rd	2	24	1,151	3,068	25 mph	Asphalt	Low-Medium	4	4	4	0.00
602	Buckboard Way	Thompson Ave	Saddlehorn Lane	2	24	223	595	25 mph	Asphalt	Low	10	10	10	0.00
1293	Buckboard Way	Broken Rein Road	Thompson Ave	2	24	614	1,637	25 mph	Asphalt	Low	8	8	10	0.00
1304	Buckboard Way	Saddlehorn Lane	Bridle Path Way	2	24	197	526	25 mph	Asphalt	Low	10	10	10	0.00
785	Burns Rd	Mather Rd	Mather Rd	2	24	933	2,487	25 mph	Asphalt	Low-Medium	10	10	12	0.00
1305	Cammy Dr	Rio Visita Blvd	Rio Visita Blvd	2	24	1,221	3,255	25 mph	Unpaved	Low	4	4	4	0.00
548	Camp Rd	Floyde Street	Floyde Street	2	24	393	1,048	25 mph	Unpaved	Low	7	7	7	0.00
1306	Carico Ct	Carico Road	Agate Street	2	24	707	1,884	25 mph	Unpaved	Low	9	7	10	-0.67
510	Carico Rd	Lick Creek Road	Carico Ct	2	24	185	493	25 mph	Asphalt	Low-Medium	10	8	10	-0.67
782	Carico Rd	Conifer Lane	Strawberry Lane	2	24	249	664	25 mph	Asphalt	Low-Medium	14	12	14	-0.67
1003	Carico Rd	Chipmunk Lane	Conifer Lane	2	24	250	667	25 mph	Asphalt	Low-Medium	14	12	12	-0.67
1038	Carico Rd	Strawberry lane	Flynn Lane	2	24	323	861	25 mph	Asphalt	Low-Medium	14	14	14	0.00
1073	Carico Rd	Carico Ct	Agate Street	2	24	177	472	25 mph	Asphalt	Low-Medium	12	8	10	-1.33
1232	Carico Rd	Agate Street	Chipmunk Lane	2	24	129	343	25 mph	Asphalt	Low-Medium	14	10	14	-1.33
838	Carmen Dr	Pinedale Street	Rio Vista Blvd	2	24	1,177	3,139	25 mph	Asphalt	Low-Medium	14	14	20	0.00
1280	Cece Way	Rio Vista Blvd	Rio Vista Blvd	2	24	526	1,402	25 mph	Asphalt	Low-Medium	14	14	14	0.00
1308	Cece Way	Rio Vista Blvd	Rio Vista Blvd	2	24	702	1,873	25 mph	Asphalt	Low-Medium	16	16	16	0.00
813	Cedar Lane	Spring Mountain Blvd	Mountain Cove Ct	2	24	1,346	3,589	25 mph	Asphalt	Low	10	12	12	0.67
771	Chipmunk Ln	Pilgrim Cove Road	Carico Road	2	24	2,877	7,672	25 mph	Unpaved	Low	9	8	10	-0.33
1311	Chula Rd	Rio Vista Blvd	Rio Vista Blvd	2	24	579	1,543	25 mph	Unpaved	Low	4	4	4	0.00
1462	Clements Rd	Reedy Lane	Aspen Aly	2	24	167	446	25 mph	Unpaved	Low	7	7	7	0.00
21	Colorado St	N Samson Trail	Ward Street	2	24	669	1,784	25 mph	Asphalt	Low-Medium	6	6	6	0.00
35	Colorado St	Syringa Drive	Syringa Drive	2	24	300	799	25 mph	Asphalt	Low	8	8	12	0.00
99	Colorado St	Ward Street	N 3rd Street	2	24	523	1,395	25 mph	Asphalt	Low-Medium	6	6	6	0.00
194	Colorado St	N 3rd Street	1st Street	2	24	807	2,152	25 mph	Asphalt	Low-Medium	4	6	6	0.67
256	Colorado St	North Samson Trail	Syringa Drive	2	24	238	634	25 mph	Asphalt	Low	10	10	12	0.00
257	Colorado St	Syringa Drive	Colorado Street	2	24	149	397	25 mph	Asphalt	Low	12	12	12	0.00
1315	Commerce St	Deinhard Ln	Jacobs St	2	26	1,318	3,806	25 mph	Asphalt	Low-Medium	2	2	2	0.00

Seg #	Road_Name	From_Address	To_Address	Number_of_Lanes	Seg_Width	Seg_Length	Area	Speed_Lim	Surface_Type	Importance	RSL_2016	RSL_2013	RSL_2011	Deterioration Ratio (2016 vs 2013) Reduction in RSL/Year
361	Conifer Ln	Pilgrim Cove Rd	Carico Road	2	24	2,872	7,658	25 mph	Unpaved	Low	9	8	9	-0.33
277	Cross Rd	Forest Street	Mather Rd	2	24	617	1,645	25 mph	Asphalt	Low-Medium	6	6	6	0.00
25	Davis Ave	Thompson Ave	Wooley Ave	2	24	663	1,768	25 mph	Asphalt	Medium-High	10	10	14	0.00
61	Davis Ave	Lawrence Drive	Suitor Lane	2	24	181	483	25 mph	Asphalt	Medium-High	10	12	14	0.67
70	Davis Ave	Wanda Ave	Thompson Ave	2	24	682	1,818	25 mph	Asphalt	Medium-High	6	6	6	0.00
81	Davis Ave	Spruce Street	Private Dwy	2	24	178	475	25 mph	Asphalt	Medium-High	10	10	14	0.00
85	Davis Ave	Blue Water Circle	Lawrence Drive	2	24	183	488	25 mph	Asphalt	Medium-High	10	12	14	0.67
121	Davis Ave	Spruce Street	Spruce Street	2	24	67	179	25 mph	Asphalt	Medium-High	10	10	12	0.00
126	Davis Ave	Fir Street	Spruce Street	2	24	322	860	25 mph	Asphalt	Medium-High	8	8	14	0.00
153	Davis Ave	Suitor Lane	Private Dwy	2	24	567	1,511	25 mph	Asphalt	Medium-High	10	10	16	0.00
196	Davis Ave	Wooley Ave	Fir Street	2	24	245	655	25 mph	Asphalt	Medium-High	8	10	12	0.67
197	Davis Ave	Hemlock Street	Reedy Lane	2	24	353	942	25 mph	Asphalt	Medium-High	8	12	14	1.33
198	Davis Ave	Reedy Ln	Blue Water Circle	2	24	122	325	25 mph	Asphalt	Medium-High	10	14	14	1.33
199	Davis Ave	Private Dwy	Fairway Drive	2	24	216	576	25 mph	Asphalt	Medium-High	10	10	14	0.00
200	Davis Ave	Private Dwy	Ruby Street	2	24	764	2,037	25 mph	Asphalt	Medium-High	10	10	14	0.00
201	Davis Ave	Ruby Street	Lick Creek Rd	2	24	246	655	25 mph	Asphalt	Medium-High	14	14	16	0.00
202	DAVIS AVE	DIAMOND ST	AGATE ST	2	24	127	338	25 mph	Asphalt	Medium-High	14	14	20	0.00
235	DAVIS AVE	LICK CREEK	DIAMOND ST	2	24	268	715	25 mph	Asphalt	Medium-High	14	14	14	0.00
2400	Davis Ave	Private Dwy	Hemlock Street	2	24	131	348	25 mph	Asphalt	Medium-High	8	8	14	0.00
528	Dawson Ave	Spruce Street	Hemlock Street	2	24	370	987	25 mph	Unpaved	Low	7	7	8	0.00
1329	Dawson Ave	Pine Street	Spruce Street	2	24	565	1,506	25 mph	Unpaved	Low	8	8	8	0.00
1322	DAWSON ST	HEMLOCK ST	DEAD END	2	22	244	597	25 mph	Unpaved	Low-Medium	4	4	4	0.00
1331	Deer Forest Drive	Spring Mountain Blvd	Spring Mountain Blvd	2	24	710	1,892	25 mph	Asphalt	Low	12	12	20	0.00
1314	Denali Court	Wooley Ave	Dead End	2	22	569	1,391	15 mph	Unpaved	Low	6	6	6	0.00
1327	Diamond St	Davis Ave	Diamond Street	1	12	340	454	25 mph	Asphalt	Low	4	4	4	0.00
880	Douglas Dr	648 Blackwell Ave	666 Brady Drive	2	24	907	2,419	25 mph	Asphalt	Low	12	12	12	0.00
1815	DRIVEWAY BEHIND CITY HALL	INT. W/ PARK STREET	INT W/ 1ST STREET	2	20	951	2,113	15 mph	Unpaved	Medium	5	5	0	0.00
565	E Deinhard Ln	N 3rd Street	Thula Street	2	32	841	2,991	25 mph	Asphalt	Medium-High	18	20	20	0.67
1338	E Deinhard Ln	Commerce Street	N Samson Trail	2	36	1,882	7,529	25 mph	Asphalt	Medium-High	8	8	6	0.00
1340	E Deinhard Ln	N 3rd Street	Commerce Street	2	40	993	4,413	25 mph	Asphalt	Medium-High	6	6	6	0.00
1341	E Deinhard Ln	Thula Street	Mission Street	2	34	1,691	6,389	25 mph	Asphalt	Medium-High	18	20	14	0.67
445	E Lake St	Thrid Street	Pine Street	2	30	617	2,057	25 mph	Asphalt	Medium	14	14	16	0.00
567	E Lake St	Fir Street	Hemlock Street	2	30	760	2,535	25 mph	Asphalt	Medium	8	8	8	0.00
1121	E Lake St	Pine Street	Fir Street	2	30	396	1,319	25 mph	Asphalt	Medium-High	8	8	10	0.00
1381	E Lake Street	Opal Street	Dead End	1	14	975	1,516	15 mph	Asphalt	Low	2	2	4	0.00
1358	Edgewater Cir	Forest Street	Mather Road	2	24	646	1,723	25 mph	Unpaved	Low	4	4	4	0.00
486	Ernesto Dr	Gena Way	Rio Vista Blvd	2	24	1,819	4,850	25 mph	Asphalt	Low-Medium	14	14	14	0.00
1359	Ernesto Dr	Pinedale Street	Gena Way	2	24	1,097	2,926	25 mph	Asphalt	Low-Medium	12	12	14	0.00
1735	Fairway Loop	Lick Creek Road	Lick Creek Road	2	24	929	2,478	25 mph	Unpaved	Low	9	7	10	-0.67
1241	FIR ST	E LAKE ST	MILL RD	2	52	167	964	15 mph	Asphalt	Medium	14	14	8	0.00
1265	Fir St	Davis Ave	Ponderosa Street	2	24	680	1,813	25 mph	Asphalt	Low	10	10	10	0.00
1240a	Fir St	Roosevelt Ave	Mill St Parking Lot	2	26	180	4,590	15 mph	Asphalt	Medium	20	na	na	
825	Fireweed Dr	1001 Bitterroot Drive	1056 Bitterroot Drive	2	24	2,470	6,586	25 mph	Asphalt	Low	10	10	6	0.00
372	Floyde St	Eisman Street	Allen Ave	2	24	671	1,789	25 mph	Asphalt	Low-Medium	8	8	8	0.00
425	Floyde St	N 3rd Street	Hill Road	2	24	302	804	25 mph	Asphalt	Low-Medium	6	6	6	0.00
885	Floyde St	Camp Rd	Eisman Street	2	24	232	620	25 mph	Asphalt	Low-Medium	8	8	8	0.00
1112	Floyde St	N 3rd Street	Country Craftsman Loop	2	24	466	1,242	25 mph	Asphalt	Low-Medium	10	12	12	0.67
1132	Floyde St	Allen Ave	Smitty Ave	2	24	302	805	25 mph	Asphalt	Low-Medium	6	6	8	0.00
1373	Floyde St	Hill Rd	Camp Rd	2	24	292	778	25 mph	Asphalt	Low-Medium	6	6	8	0.00
1178	Flynn Ln	Strawberry Lane	Carico Road	2	24	2,454	6,545	25 mph	Unpaved	Low	8	5	9	-1.00
122	FOREST LN	INT W/ KASPER	INT W/ 1 ST STREET	1	12	450	601	5 mph	Unpaved	Low	4	0	0	-1.33
38	Forest St	Mission Street	Cross Rd	2	24	993	2,647	25 mph	Asphalt	Medium	4	4	6	0.00
75	FOREST ST	EDGEWATER CIR	MATHER RD	2	24	79	211	25 mph	Asphalt	Medium	10	10	10	0.00
162	Forest St	MIssion Street	Kasper Street	1	12	858	1,145	25 mph	Unpaved	Low	4	4	4	0.00
217	FOREST ST	GAMBLE RD	HILL LN	2	24	642	1,713	25 mph	Asphalt	Medium	10	10	10	0.00
218	FOREST ST	HILL LN	EDGEWATER CIR	2	24	609	1,624	25 mph	Asphalt	Medium	4	6	10	0.67
1517	Forest Trails Ct	Forest Trails Drive	Dead End	2	24	667	1,779	25 mph	Asphalt	Low	12	14	14	0.67
1518	Forest Trails Dr	W Lake Street	Forest Trails Ct	2	24	646	1,722	25 mph	Asphalt	Low-Medium	14	14	14	0.00
112	Fox Ln	150 Fox Ridge Ln	180 Fox Ridge Ln	2	24	782	2,084	25 mph	Asphalt	Low	10	12	12	0.67
113	Fox Ridge Ln	675 Fox Ridge Ln	696 Fox Ln	2	24	1,011	2,697	25 mph	Asphalt	Low	10	12	12	0.67
1565	Fox Ridge Ln	625 S Samson Trail	633 Fox Ln	2	24	837	2,232	25 mph	Asphalt	Low	10	12	12	0.67
1627	Fox Ridge Ln	633 Fox Ridge Ln	696 Fox Ridge Ln	2	24	829	2,210	25 mph	Asphalt	Low	10	12	12	0.67
1378	Gabi Ln	Rio Vista Blvd	Rio Vista Blvd	2	24	820	2,185	25 mph	Asphalt	Low-Medium	14	14	16	0.00
532	Gamble Rd	Forest Street	Mather Rd	2	24	401	1,069	25 mph	Asphalt	Low-Medium	6	6	6	0.00
1379	Gamble Rd	E Lake Street	Hewitt Street	2	24	356	948	25 mph	Asphalt	Low-Medium	6	6	8	0.00
1404	Gamble Rd	Hewitt Street	Forest Street	2	24	250	667	25 mph	Asphalt	Low-Medium	6	8	10	0.67
1383	Garnet St	McCall Ave	Ruby	2	24	173	462	25 mph	Unpaved	Low	7	0	4	-2.33
1279	Gena Way	Boydstun Street	Ernesto Drive	2	24	611	1,629	25 mph	Asphalt	Low-Medium	14	14	14	0.00
1386	Ginney Way	Spring Mountain Blvd	Spring Mountain Blvd	2	24	1,350	3,601	25 mph	Asphalt	Low	10	12	12	0.67
1490	Graham Dr	1078 Potts Drive	1125 Mos Way	2	24	1,111	2,962	25 mph	Asphalt	Low	10	10	14	0.00
520	Hayes St	Hubbard Drive	Boydstun Lane	2	24	200	534	25 mph	Unpaved	Low	7	7	8	0.00
521	Hayes St	Herrick Street	Boydstun Street	2	26	337	973	25 mph	Unpaved	Low	7	7	8	0.00
715	Hayes St	Boydstun Street	Jasper Drive	2	24	251	670	25 mph	Unpaved	Low	7	7	8	0.00
968	Hayes St	Jasper Drive	Hubbard Drive	2	24	261	697	25 mph	Unpaved	Low	7	7	10	0.00
1098	Hayes St	Warren Wagon Road	Herrick Street	2	26	216	623	25 mph	Asphalt	Low-Medium	12	12	12	0.00
569	Heavens Gate Ct	1100 Heavens Gate Ct	1165 Majestic View Drive	2	24	856	2,282	25 mph	Asphalt	Low	12	12	12	0.00
827	HELMICK ST	UNNAMED	SCOTT RD	1	14	152	236	25 mph	Unpaved	Low	0	0	0	0.00
927	HELMICK ST	SCOTT ST	MISSION ST	2	20	315	699	15 mph	Unpaved	Low	7	7	7	0.00
1395	HELMICK ST	RICE ST	UNAMED	1	14	508	791	25 mph	Unpaved	Low	7	7	0	0.00
48	Hemlock St	Louisa Ave	Dawson Ave	2	24	328	875	25 mph	Asphalt	Medium-High	6	6	8	0.00
67	Hemlock St	Mill Road	McCall Ave	2	24	76	203	25 mph	Asphalt	Medium-High	8	8	8	0.00
80	Hemlock St	Dawson Ave	Davis Ave	2	24	170	454	25 mph	Asphalt	Medium-High	6	8	8	0.67
127	Hemlock St	East Lake Street	Mill Rd	2	24	141	376	25 mph	Asphalt	Medium-High	12	12	12	0.00
220	Hemlock St	McCall Ave	Greystone Dr	2	24	195	519	25 mph	Asphalt	Medium-High	8	8	8	0.00
221	Hemlock St	Greystone Drive	Roosevelt Ave	2	24	127	340	25 mph	Asphalt	Medium-High	8	8	8	0.00
223	Hemlock St	Roosevelt Ave	Roosevelt Ave	2	24	113	301	25 mph	Asphalt	Medium-High	8	8	8	0.00
224	Hemlock St	Roosevelt Ave	Louisa Ave	2	24	353	942	25 mph	Asphalt	Medium-High	6	6	8	0.00
1401	Herrick St	Hayes Street	Herrick Street	2	24	639	1,703	25 mph	Asphalt	Low	10	12	12	0.67
1403	Herrick St	Hayes Street	Herrick Street	2	24	302	807	25 mph	Unpaved	Low	7	7	7	0.00
1405	Hewitt St	Gamble Rd	State Street	2	24	1,182	3,152	25 mph	Asphalt	Low-Medium	6	6	6	0.00
1376	HILL LN	FOREST ST	DEAD END	1	14	435	677	15 mph	Unpaved	Low	4	4	4	0.00
791	Hill Rd	Floyde Street	Hill Road	2	24	314	836	25 mph	Unpaved	Low	7	7	7	0.00
331	Hubbard Dr	Hayes Street	Romine Drive	2	24	731	1,949	25 mph	Unpaved	Low	8	8	9	0.00
351	Idaho St	1st Street	Kasper Street	2	24	484	1,290	20 mph	Asphalt	Low-Medium	4	6	6	0.67
423	Idaho St	Kasper Street	Brown Circle Dr	2	24	594	1,583	25 mph	Asphalt	Low-Medium	2	4	4	0.67
1048	Idaho St	Brown Circle Dr	Mission Street	2	24	268	714	25 mph	Asphalt	Low-Medium	2	6	6	1.33
1111	IDAHO ST	3RD ST	WARD ST	2	24	367	979	10 mph	Unpaved	Low	4	4	2	0.00
1549	Industrial Loop	W Deinhard lane	Boydstun Street	2	24	803	2,142	25 mph	Unpaved	Low-Medium	7	7	7	0.00

Seg #	Road_Name	From_Address	To_Address	Number_of_Lanes	Seg_Width	Seg_Length	Area	Speed_Lim	Surface_Type	Importance	RSL_2016	RSL_2013	RSL_2011	Deterioration Ratio (2016 vs 2013) Reduction in RSL/Year
1810	Industrial Loop	Boydstun Street	Edge of Pavement	2	24	514	1,371	15 mph	Asphalt	Low	8	8	8	0.00
1808	Jacob St	Commerce Street	Virginia Blvd	2	24	38	101	25 mph	Asphalt	Low	6	6	6	0.00
987	Jacobs St	Virginia Blvd	Valley Springs Rd	2	24	136	363	25 mph	Asphalt	Low	4	4	8	0.00
988	Jacobs St	State Hwy 55	Virginia Blvd	2	24	540	1,441	25 mph	Asphalt	Low	6	6	6	0.00
1406	Jacobs St	Virginia Blvd	Commerce St	2	24	438	1,169	25 mph	Asphalt	Low	4	6	6	0.67
484	Jasper Dr	Hayes Street	Romine Drive	2	24	752	2,006	25 mph	Unpaved	Low	7	7	9	0.00
1408	Kaitlyn Loop	Spring Mountain Blvd	Kaitlyn Loop	2	24	359	958	25 mph	Asphalt	Low	12	12	12	0.00
1409	Kaitlyn Loop	Kaitlyn Loop	Kaitlyn Loop	2	24	1,112	2,966	25 mph	Asphalt	Low	12	12	14	0.00
1410	Karen St	Veronica Rd	Verita Rd	2	24	459	1,223	25 mph	Asphalt	Low-Medium	14	14	16	0.00
1412	Karen St	Boydstun Street	Veronica Rd	2	24	410	1,092	25 mph	Asphalt	Low-Medium	12	12	16	0.00
1414	Karen St	Verita Rd	TJs Loop	2	24	345	920	25 mph	Asphalt	Low-Medium	12	12	14	0.00
669	Kasper St	Forest Street	Park Street	2	24	214	570	20 mph	Asphalt	Low-Medium	14	14	14	0.00
990	Kasper St	Idaho Street	Forest Street	2	24	324	865	20 mph	Asphalt	Low-Medium	12	14	14	0.67
271	Knowles Rd	West Lake Street	Private Dwy	2	24	179	477	25 mph	Unpaved	Low	8	8	8	0.00
1176	Knowles Rd	Private Dwy	Dwy	2	24	561	1,497	25 mph	Unpaved	Low	7	7	7	0.00
1419	Knowles Rd	Dwy	Dwy	2	24	409	1,091	25 mph	Unpaved	Low	7	7	7	0.00
1149	Koski Dr	650 Blackwell Ave	664 Brady Drive	2	24	744	1,984	25 mph	Asphalt	Low	12	12	12	0.00
1420	Koski Dr	Blackwell Ave	Woodlands Dr	2	24	616	1,642	25 mph	Asphalt	Low	12	12	14	0.00
574	Lakeridge Dr	Woodhaven Court	Lakeridge Drive	2	24	3,326	8,870	25 mph	Asphalt	Low	10	10	10	0.00
1548	LAKERIDGE DR	MEADOWS RD	WOODHAVEN CT	2	24	1,144	3,049	25 mph	Asphalt	Low	6	8	8	0.67
1	Lakeside Ave	Boydstud Street	Rowland Street	2	24	938	2,501	25 mph	Asphalt	Low-Medium	8	8	8	0.00
2	Lakeside Ave	Lardo's Street	W Lake Street	2	24	184	491	25 mph	Asphalt	Low-Medium	6	6	14	0.00
68	Lakeside Ave	Rowland Street	Lardos Street	2	24	361	962	25 mph	Asphalt	Low-Medium	10	10	14	0.00
530	Lardo St	LakeSide Ave	River Street	2	24	581	1,550	25 mph	Unpaved	Low	7	7	7	0.00
1248	Lawrence Dr	Reedy lane	Davis Ave	2	24	541	1,442	25 mph	Unpaved	Low	7	7	7	0.00
219	Lenora St	4th Street	Roosevelt Ave	2	24	505	1,348	25 mph	Unpaved	Low	7	7	7	0.00
226	Lenora St	1st Street	2nd Street	2	50	396	2,199	25 mph	Asphalt	Medium	0	2	2	0.67
227	Lenora St	2nd Street	N 3rd Street	2	50	378	2,098	25 mph	Asphalt	Medium	2	2	2	0.00
232	Lenora St	Pine Street	Roosevelt Ave	2	24	441	1,176	25 mph	Unpaved	Low	7	7	7	0.00
7	Lick Creek Rd	Timber Circle	Pilgrim Cove Road	2	24	263	702	25 mph	Asphalt	Medium-High	14	10	14	-1.33
32	Lick Creek Rd	Evergreen Drive	Carico Road	2	24	129	343	25 mph	Asphalt	Medium-High	14	10	14	-1.33
104	Lick Creek Rd	Carico Road	Fairway Loop	2	24	308	822	25 mph	Asphalt	Medium-High	12	12	12	0.00
234	Lick Creek Rd	Davis Avenue	Evergreen Drive	2	24	815	2,173	25 mph	Asphalt	Medium-High	14	10	10	-1.33
236	Lick Creek Rd	Evergreen Dr	Evergreen Dr	2	24	376	1,004	25 mph	Asphalt	Medium-High	12	12	14	0.00
237	Lick Creek Rd	Evergreen Drive	Timber Circle	2	24	1,090	2,906	25 mph	Asphalt	Medium-High	14	10	12	-1.33
245	Lick Creek Rd	Pine Circle	Evergreen Drive	2	24	732	1,952	25 mph	Asphalt	Medium-High	14	10	14	-1.33
246	Lick Creek Rd	Fairway Loop	Pine Circle	2	24	71	190	25 mph	Asphalt	Medium-High	10	10	14	0.00
259	Lick Creek Rd	Spruce Lane	Fairway Loop	2	24	293	782	25 mph	Asphalt	Medium-High	14	10	14	-1.33
260	Lick Creek Rd	Fairway Loop	Spruce Lane	2	24	164	437	25 mph	Asphalt	Medium-High	14	8	12	-2.00
597	Louisa Ave	Hemlock Street	Lousia Ave	2	24	272	725	25 mph	Unpaved	Low	7	7	7	0.00
779	Louisa Ave	Hemlock Street	Spruce Street	2	24	382	1,018	25 mph	Unpaved	Low	8	8	8	0.00
1437	Louisa Ave	Spruce Street	Pine Street	2	24	663	1,767	25 mph	Unpaved	Low	8	9	10	0.33
275	Majestic View Dr	1310 Bitterroot Drive	1345 Snowberry Place	2	24	513	1,367	25 mph	Asphalt	Low	12	10	14	-0.67
1032	Majestic View Dr	1585 Heavens Gate Ct	1620 Quakie Lane	2	24	641	1,711	25 mph	Asphalt	Low	14	12	12	-0.67
1173	Majestic View Dr	1100 Spring Moutain Blvd	1235 Bitterroot Drive	2	24	1,249	3,330	25 mph	Asphalt	Low	12	12	12	0.00
1289	Majestic View Dr	1635 Quakie Ln	1690 Majestic View Dr	2	24	923	2,461	25 mph	Asphalt	Low	14	12	12	-0.67
1439	Majestic View Dr	1355 Snowberry Place	1505 Aspen Ridge Lane	2	24	2,571	6,856	25 mph	Asphalt	Low	12	12	12	0.00
1440	Majestic View Dr	1510 Apen Ridge Lane	1575 Heavens Gate Ct	2	24	1,051	2,802	25 mph	Asphalt	Low	12	12	14	0.00
18	Mather Rd	Burns Rd	Burns Rd	2	24	1,283	3,420	25 mph	Asphalt	Medium	4	4	4	0.00
69	Mather Rd	Cross Rd	Brundage Drive	2	24	324	865	25 mph	Asphalt	Medium	10	10	10	0.00
76	Mather Rd	Brundage Dr	Brundage Dr	2	24	668	1,781	25 mph	Asphalt	Medium	10	10	10	0.00
173	Mather Rd	Brundage Drive	Mission Street	2	24	934	2,491	25 mph	Asphalt	Medium-High	4	6	8	0.67
208	Mather Rd	Forest Street	Edgewater Circle	2	24	248	661	25 mph	Asphalt	Medium	6	6	8	0.00
1801	Mather Rd	Burns Rd	Gamble Rd	2	24	469	1,250	25 mph	Asphalt	Medium	6	6	6	0.00
1804	Mather Rd	Gamble Rd	Cross Rd	2	24	924	2,465	25 mph	Asphalt	Medium	6	6	8	0.00
1806	Mather Rd	EdgeWater Circle	Burns Rd	2	24	442	1,178	25 mph	Asphalt	Medium	4	4	6	0.00
1807	Mather Rd	E Lake Street	Forest Street	2	24	417	1,112	25 mph	Asphalt	Medium	2	2	4	0.00
805	McBride St	N 3rd Street	Thula Street	2	24	658	1,755	25 mph	Asphalt	Low-Medium	8	10	10	0.67
1385	McCall Ave	Garnet Street	Ruby Street	2	24	113	302	25 mph	Asphalt	Low-Medium	6	6	10	0.00
1399	McCall Ave	Hemlock Ave	Opal Street	2	24	2,134	5,690	25 mph	Asphalt	Low-Medium	6	6	10	0.00
1400	McCall Ave	Opal Street	Garnet Street	2	24	244	651	25 mph	Asphalt	Low-Medium	6	6	10	0.00
1442	McGinnis St	Timm Street	Smitty Ave	2	24	1,401	3,737	25 mph	Asphalt	Low-Medium	6	6	8	0.00
379	MEADOW RD	VERONICA LANE	END OF PAVEMENT	2	36	170	679	25 mph	Asphalt	Low	4	4	8	0.00
625	Meadows Rd	CITY LIMITS	LAKE RIDGE DR	2	24	260	693	25 mph	Asphalt	Low	10	12	12	0.67
713	MEADOWS RD	BEAR BASIN RD	PRIVATE DR	1	12	642	856	5 mph	Unpaved	Low	0	0	0	0.00
892	MEADOWS RD	VERONICA LN	LAKERIDGE DR	2	24	575	1,533	25 mph	Asphalt	Low	8	10	8	0.67
905	MEADOWS RD	PRIVATE DR	MILE HIGH DR	1	12	641	854	5 mph	Unpaved	Low	0	0	0	0.00
1209	MEADOWS RD	BEAR BASIN RD	SERVICE RD	1	12	791	1,055	5 mph	Unpaved	Low	0	0	0	0.00
1261	MEADOWS RD	PRIVATE DR	PRIVATE DR	1	12	720	960	5 mph	Unpaved	Low	0	0	0	0.00
1827	MEADOWS RD	MILE HIGH RD	VERONICA ST	1	12	1,134	1,511	5 mph	Unpaved	Low	0	0	0	0.00
31	MILL RD	HEMLOCK ST	FIR ST	2	22	770	1,882	20 mph	Asphalt	Medium	8	8	10	0.00
240	MILL RD	FIR ST	PINE ST	2	22	366	894	20 mph	Asphalt	Medium	10	10	10	0.00
9	Mission St	E Lake Street	Park Street	2	26	427	1,233	25 mph	Asphalt	Medium-High	10	12	12	0.67
10	Mission St	Idaho Street	Forest Street	2	26	327	945	25 mph	Asphalt	Medium-High	10	8	12	-0.67
16	Mission St	Jacob Street	City Limits	2	26	1,867	5,393	25 mph	Asphalt	Medium-High	2	2	2	0.00
20	Mission St	Scott Street	Jacob Street	2	26	634	1,832	25 mph	Asphalt	Medium-High	4	4	6	0.00
50	Mission St	Forest Street	Park Street	2	26	217	626	25 mph	Asphalt	Medium	14	8	12	-2.00
53	Mission St	Stibnite Street	Mather Rd	2	26	464	1,339	20 mph	Asphalt	Medium-High	14	8	12	-2.00
54	Mission St	W Deinhard Lane	Stibnite Street	2	26	2,110	6,096	25 mph	Asphalt	Medium-High	14	10	10	-1.33
88	Mission St	Rice Street	No Name	2	26	526	1,519	25 mph	Asphalt	Medium-High	6	6	8	0.00
90	Mission St	Mather Rd	Idaho Street	2	26	678	1,958	25 mph	Asphalt	Medium-High	14	8	12	-2.00
129	Mission St	No Name	Scott Street	2	26	134	388	25 mph	Asphalt	Medium-High	2	2	8	0.00
5120	Mission St	W Deinhard Lane	Rice Street	2	26	398	1,150	25 mph	Asphalt	Medium-High	8	8	8	0.00
1489	Mos Way	1076 Potts Drive	1122 Graham Drive	2	24	1,137	3,033	25 mph	Asphalt	Low	12	12	14	0.00
1497	Mos Way	1126 Gramham Drive	1130 Mos Way	2	24	147	393	25 mph	Asphalt	Low	12	12	20	0.00
847	Mountain Meadow Dr	Spring Mountain Blvd	Brundage View Ct	2	24	2,009	5,358	25 mph	Asphalt	Low	14	12	14	-0.67
951	Mountain Meadow Dr	Meadow Lake Ct	Brudage View Ct	2	24	547	1,458	25 mph	Asphalt	Low	12	12	14	0.00
1059	Mountain Meadow Dr	Mountain Cove Ct	Meadow Lake Ct	2	24	162	432	25 mph	Asphalt	Low	12	12	20	0.00
709	N Samson Trl	Colorado Street	Washington Street	2	24	320	854	25 mph	Asphalt	Medium-High	6	6	6	0.00
1466	N Samson Trl	Washington Street	Wanda Ave	2	24	688	1,834	25 mph	Asphalt	Medium-High	6	6	6	0.00
1467	N Samson Trl	Wanda Ave	Park Street	2	24	751	2,002	25 mph	Asphalt	Medium-High	6	6	6	0.00
1809	N Samson Trl	Colorado Street	End of Asphalt	2	24	689	1,838	25 mph	Asphalt	Low	4	4	6	0.00
1562	N Samson Trl Spring Mtn Blvd	N Samson Tr	East Deinhard Lane	2	24	900	2,400	25 mph	Asphalt	Medium-High	6	8	8	0.67
1382	Opal St	McCall Ave	East Lake Street	2	14	195	304	20 mph	Asphalt	Low	6	6	8	0.00
51	Park St	North Samson Trail	4th Street	2	24	283	754	25 mph	Asphalt	Medium-High	2	2	2	0.00
98	Park St	N Samson Trail	Park Street Private Dwy	2	24	325	866	25 mph	Asphalt	Medium-High	6	6	6	0.00
136	Park St	MISSION ST	KASPER ST	2	24	861	2,295	25 mph	Asphalt	Medium	20	0	0	-6.67
216	Park St	1st Street	Kasper Street	2	24	435	1,161	25 mph	Asphalt	Medium	20	0	0	-6.67

Seg #	Road_Name	From_Address	To_Address	Number_of_Lanes	Seg_Width	Seg_Length	Area	Speed_Lim	Surface_Type	Importance	RSL_2016	RSL_2013	RSL_2011	Deterioration Ratio (2016 vs 2013) Reduction in RSL/Year
242	Park St	1st Street	2nd Street	2	40	468	2,082	25 mph	Asphalt	Medium	0	2	4	0.67
243	Park St	2nd Street	N 3rd Street	2	40	382	1,699	25 mph	Asphalt	Medium	0	2	4	0.67
244	Park St	North 3rd Street	North Samson Trail	2	24	308	822	25 mph	Asphalt	Medium-High	14	14	20	0.00
230	Park Street	Thompson Ave	Dead End	1	16	529	940	15 mph	Unpaved	Low	4	4	4	0.00
356	Pilgrim Cove Rd	Lick Creek Road	Chipmunk Lane	2	24	151	403	25 mph	Asphalt	Medium	6	6	6	0.00
657	Pilgrim Cove Rd	Conifer Lane	Strawberry Lane	2	24	252	672	25 mph	Asphalt	Medium	6	6	8	0.00
1071	Pilgrim Cove Rd	Cee Loop	Cee Loop	2	24	348	927	25 mph	Asphalt	Medium	4	4	4	0.00
1230	Pilgrim Cove Rd	Chipmunk Lane	Conifer Lane	2	24	252	673	25 mph	Asphalt	Medium	6	6	6	0.00
1231	Pilgrim Cove Rd	Strawberry Lane	Cee Loop	2	24	141	376	25 mph	Asphalt	Medium	4	4	6	0.00
1555	Pilgrim Cove Rd	Cee Loop	Miles Standish Road	2	24	284	757	25 mph	Asphalt	Medium	6	6	6	0.00
238	Pine St	Fir Street	Railroad Ave	2	35	216	839	25 mph	Asphalt	Low-Medium	14	14	20	0.00
239	Pine St	East Lake Street	Fir Street	2	35	157	611	25 mph	Asphalt	Low-Medium	10	10	14	0.00
247	Pine St	Railroad Ave	Roosevelt Ave	2	35	307	1,193	25 mph	Asphalt	Low-Medium	10	10	10	0.00
252	Pine St	Roosevelt Ave	Lenora Street	2	24	365	974	25 mph	Asphalt	Medium	12	12	16	0.00
26	Pinedale St	Carmen Dr	Ernesto Drive	2	24	481	1,282	25 mph	Asphalt	Low-Medium	10	10	10	0.00
110	Pinedale St	Rowland Street	Carmen Dr	2	24	255	679	25 mph	Asphalt	Low-Medium	10	10	12	0.00
187	Pinedale St	Ernesto Drive	Boydstun Street	2	24	211	563	25 mph	Asphalt	Low-Medium	8	8	10	0.00
644	Placid St	Thula Street	Stibnite Street	2	24	510	1,359	25 mph	Asphalt	Low	6	8	8	0.67
582	Ponderosa Ave	Wooley Ave	Fir Street	2	24	332	885	25 mph	Asphalt	Low-Medium	12	12	12	0.00
1002	Ponderosa Ave	Aspen Alley	Reedy Lane	2	24	167	444	25 mph	Asphalt	Low-Medium	8	8	10	0.00
1172	Ponderosa Ave	Fir Street	Spruce Street	2	24	315	841	25 mph	Asphalt	Low-Medium	12	12	12	0.00
1087	Ponderosa St	Wooley Ave	Bridle Path Way	2	24	150	400	25 mph	Asphalt	Low	8	8	10	0.00
1058	Ponderosa Street	Spruce Street	Aspen Alley	2	24	482	1,286	25 mph	Asphalt	Low-Medium	10	10	10	0.00
1458	Potts Dr	Blue Haze Way	Swainie Way	2	24	602	1,604	25 mph	Asphalt	Low	12	12	14	0.00
1493	Potts Drive	Mos Way	Sring Mountain Blvd	2	24	210	559	25 mph	Asphalt	Low	12	12	20	0.00
1494	Potts Drive	Graham Drive	Mos Way	2	24	306	817	25 mph	Asphalt	Low	12	12	20	0.00
1495	Potts Drive	Swainie Way	Graham Drive	2	24	268	716	25 mph	Asphalt	Low	12	12	14	0.00
1496	Potts Drive	Blue Haze Way	Swainie Way	2	24	240	640	25 mph	Asphalt	Low	12	12	14	0.00
212	Railroad Ave	1st Street	Edge of Asphalt	2	24	820	2,187	25 mph	Unpaved	Low	8	7	4	-0.33
248	Railroad Ave	Third Street	Pine Street	2	36	945	3,781	25 mph	Asphalt	Medium-High	14	14	14	0.00
1811	RAILROAD AVE.	INT. WITH 3RD ST	END OF PAVEMENT	2	24	208	555	15 mph	Asphalt	Medium	8	8	8	0.00
1357	Reedy Lane	Fairway Drive	Golf Course	2	24	421	1,123	25 mph	Asphalt	Low-Medium	4	4	6	0.00
373	Reedy Ln	Clements Rd	Fairway Dr	2	24	267	713	25 mph	Asphalt	Low-Medium	6	6	8	0.00
656	Reedy Ln	Lawrence Drive	Ponderosa Ave	2	24	404	1,077	25 mph	Asphalt	Low-Medium	8	8	8	0.00
780	Reedy Ln	Moore Street	Clements Rd	2	24	520	1,386	25 mph	Asphalt	Low-Medium	4	4	6	0.00
871	Reedy Ln	Davis Ave	Lawrence Dr	2	24	245	654	25 mph	Asphalt	Low-Medium	4	4	6	0.00
1240	Reedy Ln	Ponderosa Ave	MooreStreet	2	24	150	399	25 mph	Asphalt	Low-Medium	4	4	6	0.00
912	RICE ST	MISSION ST	PRIVATE DR	1	14	147	228	25 mph	Unpaved	Low	7	2	0	-1.67
1396	RICE ST	PRIVATE DR	HELMICK ST	1	14	114	178	25 mph	Unpaved	Low	0	0	0	0.00
1463	Ringel St	Allen Ave	Smitty Ave	2	24	520	1,387	25 mph	Asphalt	Low	8	8	8	0.00
40	Rio Vista Blvd	Cammy Drive	Memo Circle	2	24	1,989	5,303	25 mph	Asphalt	Medium-High	10	10	14	0.00
42	Rio Vista Blvd	Carmen Drive	Chula Rd	2	24	1,484	3,957	25 mph	Asphalt	Medium	8	8	8	0.00
72	Rio Vista Blvd	Gabi Lane	CeCe Way	2	24	362	965	25 mph	Asphalt	Medium-High	14	14	14	0.00
73	Rio Vista Blvd	CeCe Way	Gabi Lane	2	24	221	588	25 mph	Asphalt	Medium-High	14	14	14	0.00
87	Rio Vista Blvd	Gabi Lane	Sunny Way	2	24	1,280	3,414	25 mph	Asphalt	Medium-High	12	12	14	0.00
89	Rio Vista Blvd	Ernesto Drive	Boydstun Street	2	24	2,014	5,370	25 mph	Asphalt	Medium-High	14	14	14	0.00
179	Rio Vista Blvd	Memo Circle	CeCe Way	2	24	371	990	25 mph	Asphalt	Medium-High	14	14	14	0.00
192	Rio Vista Blvd	Sunny Way	Gabi Lane	2	24	685	1,827	25 mph	Asphalt	Medium-High	14	14	14	0.00
249	Rio Vista Blvd	CeCe Way	Ernesto Drive	2	24	1,499	3,997	25 mph	Asphalt	Medium-High	12	14	14	0.67
250	Rio Vista Blvd	Chula Rd	Cammy Drive	2	24	667	1,780	25 mph	Asphalt	Medium	14	14	14	0.00
251	Rio Vista Blvd	Rowland Street	Carmen Street	2	24	850	2,266	25 mph	Asphalt	Medium-High	8	8	8	0.00
1188	River St	Lardo Street	Rowland Street	2	24	319	852	25 mph	Unpaved	Low	7	7	7	0.00
714	Romine Dr	Hubbard Drive	Jasper Drive	2	24	262	699	25 mph	Unpaved	Low	8	8	10	0.00
1099	Romine Dr	Warren Wagon Road	Jasper Drive	2	24	305	814	25 mph	Unpaved	Low	8	7	9	-0.33
84	Roosevelt Ave	Fir Street	Greystone Drive	2	24	278	742	25 mph	Asphalt	Medium-High	14	14	20	0.00
222	Roosevelt Ave	Spruce Street	Hemlock Street	2	24	372	993	25 mph	Asphalt	Medium-High	14	16	16	0.67
231	Roosevelt Ave	Pine Street	Lenora Street	2	24	205	547	25 mph	Unpaved	Low	7	7	7	0.00
253	Roosevelt Ave	Pine Street	Fir Street	2	24	371	990	25 mph	Asphalt	Medium-High	14	14	20	0.00
255	ROOSEVELT AVE	HEMLOCK ST	DEAD END	2	28	851	2,646	25 mph	Asphalt	Low-Medium	14	14	20	0.00
1559	Roosevelt Ave	Greystone Drive	Spruce Street	2	24	113	300	25 mph	Asphalt	Medium-High	16	16	20	0.00
463	Rowland St	River Street	Pinedale Street	2	24	732	1,953	25 mph	Asphalt	Medium-High	0	0	0	0.00
1387	Rowland St	Lakeside Ave	Grove Street	2	24	381	1,017	25 mph	Asphalt	Medium-High	0	0	0	0.00
1388	Rowland St	Grove Street	River Street	2	24	182	484	25 mph	Asphalt	Medium	0	0	0	0.00
1384	Ruby St	Davis Ave	McCall Ave	2	24	394	1,051	25 mph	Asphalt	Low-Medium	6	6	10	0.00
1561	S Samson Trl	Deinhard Lane	City Limits	2	24	1,686	4,495	25 mph	Asphalt	Medium-High	10	10	8	0.00
670	Saddlehorn Ln	Bay Colt Way	Buckboard Way	2	24	749	1,997	25 mph	Asphalt	Low	4	4	4	0.00
812	Sand Wedge Ct	Spring Mountain Blvd	Dead End	2	24	337	898	25 mph	Asphalt	Low	12	12	12	0.00
1271	SCOTT ST	MISSION ST	ALLEY	2	24	136	364	15 mph	Asphalt	Low	12	12	12	0.00
1274	SCOTT ST	MISSION ST	HELMICK ST	2	24	261	697	15 mph	Unpaved	Low	7	7	7	0.00
887	Smitty Ave	Sunset Street	Ringle Street	2	24	273	729	25 mph	Asphalt	Low	6	6	6	0.00
1443	Smitty Ave	McGinnis St	Timm St	2	24	163	433	25 mph	Asphalt	Low	6	6	8	0.00
1483	Smitty Ave	Ringel Street	Floyde Street	2	24	383	1,020	25 mph	Asphalt	Low	8	8	8	0.00
1484	Smitty Ave	Timm Street	Sunset Street	2	24	284	757	25 mph	Asphalt	Low	4	4	6	0.00
1438	Snowberry Pl	1840 Snowberry Place	1870 Snowberry Place	2	70	88	686	25 mph	Asphalt	Low	12	12	20	0.00
265	Spring Mountain Blvd	Cottage Ct	Penstemon Place	2	24	279	745	25 mph	Asphalt	Medium-High	6	6	10	0.00
266	Spring Mountain Blvd	Violet Way	Cottage Ct	2	24	342	913	25 mph	Asphalt	Medium-High	12	10	10	-0.67
284	Spring Mountain Blvd	Majestic View Drive	Blue Eye Circle	2	24	330	879	25 mph	Asphalt	Medium-High	12	12	14	0.00
438	Spring Mountain Blvd	Cedar Lane	Majestic View Drive	2	24	397	1,059	25 mph	Asphalt	Medium-High	14	12	14	-0.67
612	SPRING MOUNTAIN BLVD	WOODLANDS DRIVE	N SAMSON TRAIL	2	24	228	607	25 mph	Asphalt	Medium-High	8	10	8	0.67
678	Spring Mountain Blvd	Sand Wedge Ct	Aspen Ridge Lane	2	24	169	449	25 mph	Asphalt	Medium-High	20	8	10	-4.00
679	Spring Mountain Blvd	Aspen Ridge Lane	Cedar Lane	2	24	558	1,489	25 mph	Asphalt	Medium-High	14	14	16	0.00
823	Spring Mountain Blvd	Hearthstone Ct	Wooley Ave	2	24	487	1,300	25 mph	Asphalt	Medium-High	10	10	12	0.00
824	Spring Mountain Blvd	Wooley Ave	Camas Place	2	24	226	5,428	25 mph	Asphalt	Medium-High	12	12	16	0.00
923	Spring Mountain Blvd	Penstemon Place	Hearthstone Ct	2	24	613	1,633	25 mph	Asphalt	Medium-High	6	8	10	0.67
924	Spring Mountain Blvd	Camas Place	Columbine Place	2	24	470	1,253	25 mph	Asphalt	Medium-High	12	12	16	0.00
1031	Spring Mountain Blvd	Mountain Meadow Drive	Sand Wedge Ct	2	24	870	2,320	25 mph	Asphalt	Medium-High	20	12	20	-2.67
1051	Spring Mountain Blvd	Svc Rd	Woodlands Drive	2	24	200	533	25 mph	Asphalt	Medium-High	4	4	6	0.00
1332	Spring Mountain Blvd	Deer Forest Drive	Svc Rd	2	24	2,349	6,264	25 mph	Asphalt	Medium-High	6	2	6	-1.33
1333	Spring Mountain Blvd	Bitterroot Drive	Deer Forest Drive	2	24	676	1,802	25 mph	Asphalt	Medium-High	8	6	6	-0.67
1334	Spring Mountain Blvd	Deer Forest Drive	Deer Forest Drive	2	24	382	1,019	25 mph	Asphalt	Medium-High	8	8	8	0.00
1486	Spring Mountain Blvd	Ginney	Potts Dr	2	24	848	2,261	25 mph	Asphalt	Medium-High	14	14	14	0.00
1487	Spring Mountain Blvd	Potts Drive	Mountain Meadow	2	24	618	1,647	25 mph	Asphalt	Medium-High	20	14	20	-2.00
1488	Spring Mountain Blvd	LICK CREEK	Ginney Way	2	24	387	1,033	25 mph	Asphalt	Medium-High	14	14	20	0.00
1678	Spring Mountain Blvd	Blue Eye Cir	Violet Way	2	24	166	443	25 mph	Asphalt	Medium-High	12	14	14	0.67
1120	Spruce St	Louisa Ave	Roosevelt Ave	2	24	344	919	25 mph	Asphalt	Low	0	2	2	0.67
1122	Spruce St	Davis Ave	Dawson Ave	2	24	224	596	25 mph	Asphalt	Low	4	4	4	0.00
1126	Spruce St	Dawson Ave	Louisa Ave	2	24	334	892	25 mph	Asphalt	Low	4	4	4	0.00
1500	Spruce St	Davis Ave	Ponderosa Street	2	24	661	1,762	25 mph	Unpaved	Low	12	0	0	-4.00

Seg #	Road_Name	From_Address	To_Address	Number_of_Lanes	Seg_Width	Seg_Length	Area	Speed_Lim	Surface_Type	Importance	RSL_2016	RSL_2013	RSL_2011	Deterioration Ratio (2016 vs 2013) Reduction in RSL/Year
860	State St	Hewitt Street	Forest Street	2	24	304	809	25 mph	Asphalt	Low-Medium	6	6	8	0.00
1206	State St	E Lake Street	Hewitt Street	2	24	374	999	25 mph	Asphalt	Low-Medium	6	6	6	0.00
71	Stibnite St	Placid Street	Mission Street	2	27	1,454	4,361	20 mph	Asphalt	Medium	20	10	10	-3.33
103	Stibnite St	N 3rd Street	Aspen Street	2	27	327	980	20 mph	Asphalt	Medium	20	10	14	-3.33
261	Stibnite St	Thula Street	Placid Street	2	27	137	412	25 mph	Asphalt	Medium	20	8	8	-4.00
262	Stibnite St	Aspen Street	Thula Street	2	27	144	431	20 mph	Asphalt	Medium	14	8	8	-2.00
446	Strawberry Ln	Carico Rd	Balshae Drive	2	24	2,448	6,529	25 mph	Asphalt	Low-Medium	10	10	12	0.00
529	Strawberry Ln	Balshae Drive	Pilgrim Cove Rd	2	24	427	1,138	25 mph	Asphalt	Low-Medium	12	12	12	0.00
861	Sunset St	Smitty Ave	Allen Ave	2	24	479	1,278	25 mph	Asphalt	Low	8	8	8	0.00
1227	Sunset St	N 3rd Street	Aspen Street	2	24	233	622	25 mph	Asphalt	Low-Medium	10	10	10	0.00
1511	Sunset St	Aspen Street	Thula Street	2	24	132	351	25 mph	Asphalt	Low-Medium	10	10	10	0.00
1491	Swainie Way	1063 Potts Drive	Blue Haze Way	2	24	884	2,356	25 mph	Asphalt	Low	12	12	14	0.00
1498	Swainie Way	1107 Blue Haze Way	1115 Potts Drive	2	24	258	689	25 mph	Asphalt	Low	12	12	14	0.00
1499	Swainie Way	1119 Lick Creek Road	1119 Potts Drive	2	24	175	466	25 mph	Asphalt	Low	12	12	20	0.00
601	Syringa Dr	Colorado Street	Colorado Street	2	24	1,079	2,878	25 mph	Asphalt	Low	8	10	12	0.67
806	Thompson Ave	Bay Colt Way	Wild Horse Drive	2	24	303	807	25 mph	Asphalt	Medium-High	10	10	10	0.00
1200	Thompson Ave	Davis Ave	Bay Colt Way	2	24	283	754	25 mph	Asphalt	Medium-High	12	12	12	0.00
1242	Thompson Ave	Alpine Street	Davis Ave	2	24	298	795	25 mph	Asphalt	Medium-High	6	6	6	0.00
1506	Thompson Ave	Park Street Private Drive	Ann Street	2	24	445	1,186	25 mph	Asphalt	Medium-High	6	6	6	0.00
1509	Thompson Ave	Anna Street	Alpine Street	2	24	292	779	25 mph	Asphalt	Medium-High	6	6	6	0.00
1527	Thompson Ave	Wild Horse Drive	Buckboard Way	2	24	217	580	25 mph	Asphalt	Medium-High	10	10	10	0.00
1528	Thompson Ave	Wild Horse Drive	Wild Horse Drive	2	24	223	595	25 mph	Asphalt	Medium-High	10	10	10	0.00
390	Thula St	E Deinhard Lane	McBride Street	2	24	579	1,543	25 mph	Asphalt	Low-Medium	10	12	12	0.67
396	Thula St	McBride Street	Floyde Street	2	24	754	2,011	25 mph	Asphalt	Low-Medium	12	12	12	0.00
1318	Thula St	314 Thula Street	Sunset Street	2	24	297	791	25 mph	Asphalt	Low-Medium	10	10	12	0.00
1319	Thula St	Floyde Street	314 Thula Street	2	24	325	867	25 mph	Asphalt	Low-Medium	12	12	12	0.00
1510	Thula St	Placid Street	Stibnite Street	2	24	375	1,001	25 mph	Asphalt	Low-Medium	10	10	12	0.00
1512	Thula St	Sunset Street	Placid Street	2	24	158	420	25 mph	Asphalt	Low-Medium	10	10	12	0.00
504	Timm St	McGinnis Street	Allen Street	2	24	627	1,672	25 mph	Asphalt	Low	6	6	8	0.00
1444	Timm St	3rd Street	Mcginnis Street	2	24	598	1,596	25 mph	Asphalt	Low-Medium	8	8	8	0.00
1413	TJs Loop	Karen Street	Verita Rd	2	24	788	2,102	25 mph	Asphalt	Low	10	12	12	0.67
1415	Verita Rd	TJs Loop	Karen Street	2	24	426	1,135	25 mph	Asphalt	Low	12	14	16	0.67
1537	Verita Rd	Timbercrest Loop	Timbercrest Loop	2	24	664	1,770	25 mph	Asphalt	Low	10	10	14	0.00
1551	Veronica Ln	Meadows Road	Veronica Lane	2	24	580	1,546	25 mph	Asphalt	Low	8	12	12	1.33
1411	Veronica St	Boydstun Street	Karen Street	2	24	611	1,629	25 mph	Asphalt	Low	12	12	14	0.00
1677	VIOLET WAY	BITTERROOT DR	SPRIING MOUNTAIN BLVD	2	26	1,441	4,164	25 mph	Asphalt	Low-Medium	14	14	20	0.00
1079	W Deinhard Ln	Mission Street	Industrail Loop	2	32	5,918	21,041	35 mph	Asphalt	Medium-High	18	20	16	0.67
1802	W Forest St	Cross Road	Gamble Rd	2	24	1,200	3,201	25 mph	Asphalt	Medium	8	8	8	0.00
1803	W Forest St	State Street	Cross Road	2	24	28	74	25 mph	Asphalt	Medium	4	4	8	0.00
23	Wanda Ave	N Samson Trail	Ann Street	2	24	481	1,284	25 mph	Asphalt	Medium-High	6	6	6	0.00
49	Wanda Ave	Ann street	Alpine Street	2	24	295	787	25 mph	Asphalt	Medium-High	8	8	8	0.00
137	Wanda Ave	Alpine Street	Davis Ave	2	24	259	691	25 mph	Asphalt	Medium-High	8	8	8	0.00
864	Ward Street	Washington Street	Colorado Street	2	26	302	873	15 mph	Asphalt	Low	12	12	12	0.00
5	Warren Wagon Rd	WhipkEy Street Private	Hayes Street Private	2	33	253	926	25 mph	Asphalt	Medium-High	14	20	14	2.00
27	Warren Wagon Rd	Romine Drive	City Limits	2	33	617	2,261	25 mph	Asphalt	Medium-High	14	20	14	2.00
74	Warren Wagon Rd	Private Dwy	Hayes Street west	2	33	122	446	25 mph	Asphalt	Medium-High	20	20	14	0.00
160	Warren Wagon Rd	W Lake Street	Owen Drive Private Dr	2	33	620	2,273	25 mph	Asphalt	Medium-High	14	20	14	2.00
161	Warren Wagon Rd	Owen Drive Private Dr	Whipkey Street Private	2	33	382	1,400	25 mph	Asphalt	Medium-High	14	20	14	2.00
177	Warren Wagon Rd	Hayes Street	Boydstun Street	2	33	736	2,699	25 mph	Asphalt	Medium-High	14	20	14	2.00
178	WARREN WAGON RD	ROMINE DR	BOYDSTUN ST	2	33	75	274	25 mph	Asphalt	Low	20	20	14	0.00
1312	Washington St	N 3rd Street	2nd Street	2	24	352	938	25 mph	Asphalt	Low-Medium	4	6	6	0.67
1313	Washington St	2nd Street	1st Street	2	24	459	1,224	25 mph	Asphalt	Low-Medium	4	4	4	0.00
1224	Washington Street	N Samson Trail	Ward Street	2	26	431	1,244	15 mph	Asphalt	Low	10	10	12	0.00
1818	WASTE WATER PNDS	DIENHARD LN	DIENHARD LN	1	18	571	1,141	10 mph	Unpaved	Medium	5	5	5	0.00
1816	WATER TREATMENT PLANT	INT W. BITTERROOT	INT W/ BITTERROOT	1	18	985	1,970	5 mph	Asphalt	Low-Medium	12	12	10	0.00
233	WEST LICK CREEK RD	617 WEST LICK CREEK RD	600 WEST LICK CREEK RD	1	12	323	431	15 mph	Asphalt	Low	8	10	10	0.67
1526	Wildhorse Dr	Thompson Ave	Thompson Ave	2	24	724	1,930	25 mph	Asphalt	Low	6	8	8	0.67
1547	Woodhaven Ct	Lakeridge Drive	Culusac	2	24	313	834	25 mph	Asphalt	Low	10	10	10	0.00
1374	Woodlands Dr	600 Spring Mountain Blvd	649 Brady Drive	2	24	2,081	5,548	25 mph	Asphalt	Low-Medium	12	10	12	-0.67
1375	Woodlands Dr	649 Brady Drive	Koski Drive	2	24	1,112	2,964	25 mph	Asphalt	Low	10	10	12	0.00
34	Wooley Ave	Chip Shot Drive	Divot Lane	2	24	205	547	20 mph	Asphalt	Medium-High	8	8	8	0.00
111	Wooley Ave	Ponderosa Ave	Davis Avenue	2	24	656	1,748	20 mph	Asphalt	Medium-High	6	6	8	0.00
133	Wooley Ave	Divot Lane	Pondersosa Ave	2	24	703	1,874	20 mph	Asphalt	Medium-High	4	4	8	0.00
204	Wooley Ave	Dawson Ave	Louisa Ave	2	24	347	925	25 mph	Asphalt	Medium-High	10	10	10	0.00
205	Wooley Ave	Davis Ave	Dawson Ave	2	24	300	800	25 mph	Asphalt	Medium-High	6	8	10	0.67
263	Wooley Ave	Spring Mountain Blvd	Chip Shot Drive	2	24	1,152	3,072	20 mph	Asphalt	Medium-High	8	8	20	0.00
1805	Wooley Ave	Alpine Street	Dawson Ave	2	24	21	57	25 mph	Asphalt	Medium-High	10	10	10	0.00

Appendix D – Roadway Groups

ROAD GROUP SUMMARY - June, 2016 Present State with Treatment Costs

GROUP NO.	DESCRIPTION (ROAD NAMES WITHIN GROUP)	TOTAL LENGTH (FT)	TOTAL AREA (SY)	IMPORTANCE	FUNCTIONAL CLASSIFICATION	GROUP AVERAGE RSL	GROUP TOTAL COST TREATMENT #1 (ROUTINE)	GROUP TOTAL COST TREATMENT #2 (PREVENTATIVE)	GROUP TOTAL COST TREATMENT #3 (REHABILITATION)	GROUP TOTAL COST TREATMENT #4 (RECONSTRUCTION)	GROUP TOTAL COST TREATMENT #5 (STORMWATER)	GROUP TOTAL COST TREATMENT #6 (SIDEWALKS)	GROUP TOTAL COST
1	1st St (from Park to Colorado)	1112	2965	Medium	Minor Collector	3.7	$890	$10,378	$0	$166,052	$135,757	$333,193	$646,270
2	1st St (from E. Lake to Park)	625	3195	Medium	Minor Collector	0.3	$958	$11,182	$0	$204,480	$115,645	$437,575	$769,840
3	2nd St from E. Lake to Park	642	4497	Medium	Minor Collector	5.0	$1,349	$6,746	$0	$287,833	$118,860	$562,174	$976,962
4	4th St From Park St to the Dead End	599	1534	Low	Residential	8.2	$460	$5,370	$22,514	$0	$0	$0	$28,344
5	Allen Ave, McGinnis St, Ringel St, Smitty Ave, Sunset St, Timm St	5789	15437	Low	Residential	6.9	$4,631	$54,031	$509,436	$0	$175,264	$0	$743,363
6	Alley, Alley behind Iceskating Rink	746	1406	Low	Local	12.0	$422	$4,922	$46,407	$0	$138,016	$0	$189,767
7	Alley Behind Banks	819	1176	Low	Local	6.0	$353	$4,115	$0	$65,835	$151,425	$0	$221,728
8	Alpine St From Wooley to Wanda	1357	3620	Low	Residential	6.0	$1,086	$12,670	$119,457	$0	$63,801	$0	$197,014
9	Ann St Wanda to Thompson	649	1730	Low	Residential	6.0	$519	$6,057	$57,105	$0	$30,499	$0	$94,179
10	Aspen Ridge Ln, Heavens Gate Ct, Majestic View Dr, Snowberry Pl	12399	33515	Low	Residential	11.8	$10,054	$117,302	$0	$0	$0	$0	$127,357
11	Fir St, Ponderosa Ave,	1976	5268	Low to Medium High	Residential/Local	10.5	$1,580	$18,438	$131,413	$0	$0	$0	$151,432
12	Bellflower Pl	506	1351	Low	Residential	14.0	$405	$4,727	$0	$0	$0	$0	$5,132
13	Bitterroot Dr, Deer Forest Dr, Fireweed Dr, Violet Way	9946	26844	Low	Residential	10.7	$8,053	$93,954	$14,162	$0	$33,353	$0	$149,522
14	Blackwell Ave, Brady Dr, Douglas Dr, Koski Dr, Woodlands Dr	7828	20876	Low	Residential	11.6	$6,263	$73,065	$19,468	$0	$367,933	$0	$466,728
15	Blue Haze Way, Ginney Way, Graham Dr, Kaitlyn Loop, Mos Way, Potts Dr, Swainie Way	8666	23110	Low	Residential	11.3	$6,933	$80,886	$0	$0	$0	$0	$87,819
16	Boydstun St, Deinhard Ln	13553	53100	Medium-High	Major Collector	18.7	$15,930	$21,240	$0	$0	$0	$0	$37,170
17	Bridle Path Way, Saddlehorn Ln, Wildhorse Dr	724	1930	Low	Residential	6.0	$579	$6,754	$63,685	$0	$0	$0	$71,018
18	Brown Dr	181	906	Low	Residential	0.0	$0	$272	$3,169	$50,711	$33,506	$0	$87,658
19	Brudage Dr	1151	3068	Low-Medium	Residential	4.0	$920	$10,739	$101,253	$0	$54,078	$0	$166,991
20	Burns Rd	933	2487	Low-Medium	Residential	6.0	$746	$8,705	$82,080	$0	$43,838	$0	$135,369
21	Carico Rd, Strawberry Ln	4188	11167	Low-Medium	Residential	11.2	$3,350	$39,085	$43,171	$0	$196,819	$0	$282,425
22	Carmen Dr, CeCe Way, Ernesto Dr, Gabi Ln, Gena Way, Rio Vista Blvd, Sunny Way	18753	49880	Medium	Minor Collector/Residential	12.1	$14,964	$174,581	$712,395	$0	$137,055	$0	$1,038,995
23	Cedar Ln, Mountain Meadow Dr, Sand Wedge Ct	4400	11734	Low	Residential	12.3	$3,520	$41,069	$0	$0	$63,252	$0	$107,841
24	Colorado St (East of Samson Trail), Syringa Dr, Ward St	2068	5581	Low	Residential	9.1	$1,674	$19,532	$124,402	$0	$64,927	$0	$210,535
25	Colorado St from 3rd St to Samson Trail	1192	3179	Low-Medium	Minor Collector	2.0	$954	$11,128	$0	$178,044	$56,036	$0	$246,161
26	Colorado St from 3rd St to 1st St	807	2152	Low-Medium	Minor Collector	4.0	$646	$7,532	$0	$120,516	$149,300	$80,703	$358,697
27	Commerce St	1318	3806	Low-Medium	Local	2.0	$1,142	$13,323	$0	$243,613	$79,057	$131,762	$468,896
28	Cross Rd, State St	1295	3453	Low-Medium	Residential	2.0	$1,036	$12,087	$142,450	$0	$125,421	$67,795	$320,299
29	Davis Ave from Wanda to Lick Creek	2762	7365	Medium-High	Major Collector	10.0	$2,210	$25,779	$368,271	$0	$95,532	$110,481	$528,618
30	Davis Ave from Lick Creek to Agate	395	1054	Medium-High	Local	10.0	$316	$3,688	$34,775	$0	$0	$15,807	$54,587
31	E Deinhard Ln	2875	11941	Medium-High	Major Collector	7.3	$3,582	$41,795	$0	$764,250	$0	$99,283	$908,910
32	E Lake St (from 3rd to Pine), Mill Rd (from Pine to Fir), Pine St, Railroad Ave (from 3rd St to Pine St), Roosevelt Ave	4959	16023	Medium	Major/Minor Collector	13.2	$22,527	$56,080	$0	$0	$143,013	$113,479	$335,099
33	E Lake St from Pine to Hemlock	1156	3854	Medium	Local	4.0	$0	$0	$0	$158,980	$213,900	$419,787	$760,870
34	E Lake St (from Opal to Dead End), Opal St	1170	1820	Low	Residential	2.7	$152	$0	$5,768	$84,911	$45,813	$0	$136,644
35	Fir St from East Lake St to Mill	167	964	Medium	Local	14.0	$289	$3,374	$0	$0	$0	$0	$3,663
36	Floyde St from 3rd to Smitty	1798	4796	Low-Medium	Minor Collector	7.0	$1,439	$16,785	$0	$158,254	$0	$0	$176,478

37	Floyde St (from 3rd to Thula), McBride St, Placid St, Sunset St, Thula St	4486	11963	Low-Medium	Residential	9.7	$4,577	$41,870	$44,845	$0	$23,951	$0	$115,243
38	Forest St	3551	9470	Medium	Minor Collector	6.6	$4,735	$0	$0	$390,628	$208,631	$142,047	$626,189
39	Forest Trails	1313	3501	Low-Medium	Residential	10.0	$1,050	$12,253	$0	$0	$0	$0	$13,304
40	Fox Ln, Fox Ridge Ln, S Samson Trl (from E. Deinhard to City Limits)	5144	13718	Low-Medium	Residential/Minor Collector	10.0	$4,116	$48,015	$0	$0	$0	$168,573	$220,703
41	Gamble Rd	1006	2684	Low-Medium	Residential	6.0	$805	$9,393	$88,564	$0	$28,464	$0	$127,227
42	Hayes St, Herrick St	854	2326	Low-Medium	Residential	8.0	$698	$8,142	$0	$0	$10,133	$0	$18,973
43	Hemlock St	1503	4009	Medium-High	Minor Collector	7.2	$1,203	$14,033	$132,307	$0	$278,146	$150,349	$576,037
44	Hewitt St	1182	3152	Low-Medium	Residential	6.0	$946	$11,032	$104,016	$0	$55,554	$0	$171,547
45	Idaho St	1345	3587	Low-Medium	Residential	2.7	$1,076	$12,554	$0	$229,555	$63,217	$134,505	$440,907
46	Industrial Loop	1317	3513	Low	Local	7.4	$1,054	$12,294	$68,546	$171,339	$61,911	$0	$267,167
47	Jabobs St	1153	3074	Low	Residential	5.0	$922	$10,759	$122,965	$0	$54,181	$0	$188,828
48	Karen St, Timbercrest Lp, TJs Lp, Verita Rd, Veronica St	5144	13861	Low	Residential	11.6	$4,962	$48,514	$0	$0	$0	$0	$53,475
49	Kasper St	538	1435	Low-Medium	Residential	10.0	$431	$5,023	$0	$0	$99,553	$0	$105,006
50	Lakeridge Dr, Meadow Rd, Veronica Ln, Woodhaven Ct	5362	14299	Low	Residential	8.9	$6,230	$50,046	$0	$0	$0	$0	$56,276
51	Lakeside Ave, Pinedale St, Rowland St	2429	6478	Medium	Minor Collector, Local, Residential	8.8	$2,734	$22,672	$75,133	$141,313	$0	$0	$241,852
52	Lenora St from 3rd to 1st St	773	4297	Medium	Minor Collector	0.0	$1,289	$15,040	$0	$275,010	$36,353	$541,426	$869,118
53	Lick Creek Rd	5452	14106	Medium	Major Collector	11.7	$4,232	$49,135	$0	$0	$241,019	$424,134	$718,521
54	Mather Rd	1602	4273	Medium	Minor Collector	6.5	$1,282	$14,954	$0	$140,994	$75,304	$0	$232,534
55	McCall Ave, Ruby St	2885	7694	Low-Medium	Local	6.0	$2,308	$26,929	$0	$430,868	$146,545	$0	$606,651
56	Mill Rd from Hemlock to Fir	770	1882	Medium	Minor Collector	8.0	$565	$6,588	$0	$105,402	$142,447	$76,998	$331,999
57	Mission St from Deinhard to City Limits	3559	10282	Medium-High	Major Collector	3.6	$3,085	$35,987	$0	$658,042	$191,549	$254,383	$1,143,046
58	Mission St from Deinhard to E. Lake St	971	2804	Medium-High	Major Collector	10.9	$841	$9,815	$179,472	$0	$78,990	$38,828	$307,947
59	N Samson Trl from Park St to End of asphalt	2448	6529	Medium-High	Minor Collector	5.4	$1,959	$22,851	$0	$215,451	$47,389	$100,828	$388,477
60	Park St, Thompson Ave from 3rd St to End	1951	5203	Medium-High	Local	6.7	$247	$2,877	$0	$175,228	$48,651	$60,764	$287,767
61	Park St from 1st to Mission	1296	3457	Medium	Local	20.0	$1,037	$12,098	$0	$0	$0	$129,621	$142,756
62	Park St from 1st to 3rd	851	3781	Medium	Minor Collector	0.0	$1,134	$13,232	$0	$241,964	$157,371	$595,458	$1,009,160
63	Pilgrim Cove Rd, Cee Way Loop	3585	9081	Medium	Residential	5.3	$0	$0	$0	$299,670	$168,499	$0	$468,169
64	Reedy Ln	2007	5352	Low-Medium	Minor Collector	5.1	$1,606	$18,733	$0	$220,778	$117,916	$0	$291,294
65	Scott St from Mission to end	136	364	Low	Residential	12.0	$109	$1,273	$0	$0	$0	$0	$1,382
66	Spring Mountain Blvd from Lick Creek Rd to Sand Wedge	2891	8994	Medium-High	Major Collector	17.4	$2,803	$29,644	$9,963	$0	$0	$0	$42,410
67	Spring Mountain Blvd from Sand Wedge to Cottage Ct	1962	6103	Medium-High	Major Collector	13.7	$2,149	$19,524	$9,963	$0	$0	$0	$31,635
68	Spring Mountain Blvd from Cottage Ct to E Deinhard Ln	4735	14330	Medium-High	Major Collector	6.5	$4,299	$50,154	$573,189	$0	$437,948	$0	$1,503,538
69	Stibnite St	2062	6185	Medium	Minor Collector	19.6	$1,856	$21,648	$0	$0	$0	$206,168	$229,671
70	Wanda Ave	1036	2762	Medium-High	Minor Collector	7.1	$829	$9,668	$91,151	$0	$48,683	$0	$150,330
71	Warren Wagon Rd	2804	10280	Medium-High	Major Collector	14.2	$0	$4,112	$35,979	$0	$0	$0	$40,090
72	Washington St, Railroad Ave (from 3rd St to end of pavement)	1450	3962	Low-Medium	Residential	6.4	$1,188	$13,865	$0	$134,615	$58,356	$0	$208,025
73	Wooley Ave	2715	7240	Medium-High	Major Collector	6.5	$2,172	$25,341	$144,735	$188,088	$127,608	$271,507	$759,450

Appendix E – Prescriptive Treatment Costs

City of McCall - Streets Asset Model

ROADWAY TREATMENT TYPE AND COST TABLE

updated: Aug-16

Treatment Type	Treatment ID	Treatment Cost (per yd^2)	Maintenance Type
No Maintenance	1	$0.00	None
Crack Seal	2	$0.30	Routine
Cold Patch	3	$0.50	Routine
Digout and Hot Patch	4	$15.00	Routine
Fog Coat	5	$0.40	Routine
Grading & Dust Abatement	6	$0.30	Routine
Add 3/4" Road Mix & Regrade	7	$3.40	Preventative
Single Chip Seal	8	$3.50	Preventative
Single Chip Seal (post-reconstruction)	8a	$3.50	Preventative
Slurry Seal	9	$1.50	Preventative
Crack Seal, Thin Hot Mix Overlay (<2 in)	10	$19.00	Rehabilitation
HMA (leveling) & Overlay (<2 in.)	11	$26.00	Rehabilitation
Rotomill & Overlay (<2 in)	12	$26.00	Rehabilitation
Crack Seal, Thick Overlay (3 in.)	13	$26.00	Reconstruction
Crack Seal, Thick Overlay (4 in.)	14	$33.00	Reconstruction
Rotomill & Thick Overlay (3 in.)	15	$33.00	Reconstruction
Rotomill & Thick Overlay (4 in.)	16	$40.00	Reconstruction
Base Repair\Pavement Replacement (3 in.)	17	$32.00	Reconstruction
Base Repair\Pavement Replacement (4 in.)	18	$39.00	Reconstruction
Cold Recycling & Overlay (3 in.)	19	$31.00	Reconstruction
Cold Recycling & Overlay (4 in.)	20	$38.00	Reconstruction
Subbase/Base/Pavement Replacement (3 inch)	21	$56.00	Reconstruction

Treatment Type	Treatment ID	Treatment Cost (per yd^2)	Maintenance Type
Subbase/Base/Pavement Replacement (4 inch)	22	$64.00	Reconstruction
Stormwater (R-1) ditches and culverts	23	$28.00	Reconstruction
Stormwater (R-4) ditches and culverts	24	$47.00	Reconstruction
Stormwater (R-8) ditches and culverts	25	$60.00	Reconstruction
Stormwater (curb, gutter, stormsewer)	26	$185.00	Reconstruction
Sidewalks 1st,	27	$500.00	Reconstruction
Sidewalks 1st, Park, Lenora	28	$700.00	Reconstruction
Sidewalks 2nd Street	29	$875.00	Reconstruction
Sidewalks (8 ft, no trees)	30	$100.00	Reconstruction
Separated Pathway	31	$100.00	Reconstruction
5' bike lanes/paved shoulders	32	$40.00	Reconstruction

Appendix F – Streets Department Budget Tables

2017 Streets Department Budget	**2,096,892**
Total Personnel Expenses	974,940.00
Total Operating Expenses (O&M)	414,119.00
Total Capital Expenses	564,870.00
Admin - Inter Fund Transfer	142,963.00
Summer - 58% = 7/12 months	
Winter - 42% = 5/12 months	
S&W = Summer & Winter	
S = Summer	
W = Winter	
A = Administration	

	S&W	**100%**	**58%**	**42%**
24-55-150-211	Mechanic Shop Supplies	5,000.00	2,900.00	2,100.00
24-55-150-240	Minor Equipment	5,000.00	2,900.00	2,100.00
24-55-150-250	Motors Fuel & Lubricants	75,000.00	43,500.00	31,500.00
24-55-250-465	Communications & Radio	3,000.00	1,740.00	1,260.00
24-55-150-491	Street Lights - Power	24,000.00	13,920.00	10,080.00
24-55-150-500	Rental - Equipment Maintenance	1,500.00	870.00	630.00
24-55-150-521	Rental - Equipment	58,206.00	33,759.48	24,446.52
24-55-150-540	Street Repair Patching	30,000.00	17,400.00	12,600.00
24-55-150-542	Street Repair - ROW Maintenance	3,000.00	1,740.00	1,260.00
24-55-150-547	Signs & Posts	7,000.00	4,060.00	2,940.00
24-55-150-548	Street Repair - Sand Gravel	15,000.00	8,700.00	6,300.00
24-55-150-550	Street Repair - Lights	10,000.00	5,800.00	4,200.00
24-55-150-580	Repairs - Automotive Equipment	40,000.00	23,200.00	16,800.00
24-55-150-590	Repairs - Other Equipment	1,500.00	870.00	630.00

2017 Summer - 58% of O&M GL's		
24-55-150-211	Mechanic Shop Supplies	2,900.00
24-55-150-240	Minor Equipment	2,900.00
24-55-150-250	Motors Fuel & Lubricants	43,500.00
24-55-250-465	Communications & Radio	1,740.00
24-55-150-491	Street Lights - Power	13,920.00
24-55-150-500	Rental - Equipment Maintenance	870.00
24-55-150-521	Rental - Equipment	33,759.48
24-55-150-540	Street Repair Patching	17,400.00
24-55-150-542	Street Repair - ROW Maintenance	1,740.00
24-55-150-547	Signs & Posts	4,060.00
24-55-150-548	Street Repair - Sand Gravel	8,700.00
24-55-150-550	Street Repair - Lights	5,800.00
24-55-150-580	Repairs - Automotive Equipment	23,200.00
24-55-150-590	Repairs - Other Equipment	870.00
Summer - 100% of O&M GL's		
24-55-150-543	Street Repair - Dust Abatement	25,000.00
24-55-150-546	Street Repair - Storm Drain	4,000.00
24-55-150-549	Street Repair - Street Painting	30,000.00
24-55-150-551	Street Repair - Crack Seal	12,000.00
	Total	232,359.48
	Admin Fully Loaded Wage	54931.8055
Personnel Expense - 58% Kraig and crew =		306,195.39
58% of Mechanic		41,508.50
	Summer Total -	634,995.18

2017 Winter - 42% O&M GL's		
24-55-150-211	Mechanic Shop Supplies	2,100.00
24-55-150-240	Minor Equipment	2,100.00
24-55-150-250	Motors Fuel & Lubricants	31,500.00
24-55-250-465	Communications & Radio	1,260.00
24-55-150-491	Street Lights - Power	10,080.00
24-55-150-500	Rental - Equipment Maintenance	630.00
24-55-150-521	Rental - Equipment	24,446.52
24-55-150-540	Street Repair Patching	12,600.00
24-55-150-542	Street Repair - ROW Maintenance	1,260.00
24-55-150-547	Signs & Posts	2,940.00
24-55-150-548	Street Repair - Sand Gravel	6,300.00
24-55-150-550	Street Repair - Lights	4,200.00
24-55-150-580	Repairs - Automotive Equipment	16,800.00
24-55-150-590	Repairs - Other Equipment	630.00
Winter - 100% O&M GL's		
24-55-150-548	Street Repair - Road Salt	7,500.00
	Total	124,346.52
	Admin Fully Loaded Wage	50454.947
Personnel Expense - 42% Kraig and crew =		221,727.70
42% Mechanic		30,057.88
	Winter Total -	426,587.05

2017 Administration & Facilities		
24-55-150-210	Department Supplies	3,000.00
24-55-150-220	First Aid & Safety	3,000.00
24-55-150-260	Postage	200.00
24-44-150-300	Professional Services	10000.00
24-55-150-310	Attorney Services	1,000.00
24-55-150-350	Engineering Services	7,500.00
24-55-150-400	Advertising/Legal Publications	1,000.00
24-55-150-420	Travel And Meetings	750.00
24-55-150-435	Books/Publications/Subscriptions	500.00
24-55-150-440	Professional Development	5,000.00
24-55-150-460	Telephone	5,313.00
24-55-150-490	Heat, Lights, And Utilities	14,000.00
24-55-150-500	Rental - Office Equipment	2,000.00
24-55-150-560	Repairs - Office Equipment	150.00
24-55-150-570	Repairs Building And Grounds	4,000.00
Admin Transfers - Inter Fund Transfer Expense		
24-55-600-910	Administrative Transfer - GF	103,825.00
24-55-600-915	GIS Transfer	13,678.00
24-55-600-972	Fund Transfer - Network Admin	25,460.00
	Admin Fully Loaded Wage	198656.861
	Total	$ 399,032.86

2017 Capital Expenses

Reconstruction Projects

24-55-200-706 Browns Circle	45,000.00

Facilities / Equipment Investment

24-55-200-702 Capital Purchases (sweeper)	300000.00

Planning

24-55-200-720 Transportation Plan	63,433.00

Capital Maintenance

24-55-200-703 Storm water Improvements	22000.00
24-55-200-705 Paving	10,000.00
24-55-200-713 Chip Sealing	75,000.00
24-55-200-716 Street Maintenance & Rehab	20,000.00
24-55-200-716.1 HB312 - Street Repair & Rehab	29,437.00

Admin Fully Loaded Wage	71407.2165
Total	$ 636,277.22

2016 Budget	**1,930,020**
Total Personnel Expense	960,701.00
Total Operating Expense (O&M)	418,982.00
Total Capital Expense	441,349.00
Admin - Inter fund Transfer Expense	108,988.00
Summer - 58% = 7/12 months	
Winter - 42% = 5/12 months	
S&W = Summer & Winter	
S = Summer	
W = Winter	
A = Administration	

	S&W	**100%**	**58%**	**42%**
24-55-150-211	Mechanic Shop Supplies	5,000.00	2,900.00	2,100.00
24-55-150-240	Minor Equipment	5,000.00	2,900.00	2,100.00
24-55-150-250	Motors Fuel & Lubricants	72,400.00	41,992.00	30,408.00
24-55-250-465	Communications & Radio	3,000.00	1,740.00	1,260.00
24-55-150-491	Street Lights - Power	24,000.00	13,920.00	10,080.00
24-55-150-500.1	Rental - Equipment Maintenance	1,500.00	870.00	630.00
24-55-150-521	Rental - Equipment (Lease)	58,206.00	33,759.48	24,446.52
24-55-150-542	Street Repair - ROW Maintenance	3,000.00	1,740.00	1,260.00
24-55-150-547	Signs & Posts	7,000.00	4,060.00	2,940.00
24-55-150-548	Street Repair - Sand Gravel	15,000.00	8,700.00	6,300.00
24-55-150-550	Street Repair - Lights	31,230.00	18,113.40	13,116.60
24-55-150-580	Repairs - Automotive Equipment	42,233.00	24,495.14	17,737.86
24-55-150-590	Repairs - Other Equipment	1,500.00	870.00	630.00

2016 Summer - 58% of O&M GL's		
24-55-150-211	Mechanic Shop Supplies	2,900.00
24-55-150-240	Minor Equipment	2,900.00
24-55-150-250	Motors Fuel & Lubricants	41,992.00
24-55-250-465	Communications & Radio	1,740.00
24-55-150-491	Street Lights - Power	13,920.00
24-55-150-500.1	Rental - Equipment Maintenance	870.00
24-55-150-521	Rental - Equipment (Lease)	33,759.48
24-55-150-542	Street Repair - ROW Maintenance	1,740.00
24-55-150-547	Signs & Posts	4,060.00
24-55-150-548	Street Repair - Sand Gravel	8,700.00
24-55-150-550	Street Repair - Lights	18,113.40
24-55-150-580	Repairs - Automotive Equipment	24,495.14
24-55-150-590	Repairs - Other Equipment	870.00
Summer - 100% of O&M GL's		
24-55-150-541	Street Repair - Sealcoat	14,406.12
24-55-150-543	Street Repair - Dust Abatement	25,593.88
24-55-150-546	Street Repair - Storm Drain	4,000.00
24-55-150-549	Street Repair - Street Painting	30,000.00
	Total	230,060.02
	Admin Fully Loaded Wage	52515.767
Personnel Expense - 58% Kraig and crew =		307,577.10
58% of Mechanic		39,087.12
	Summer Total -	629,240.01

2016 Winter - 42% O&M GL's		
24-55-150-211	Mechanic Shop Supplies	2,100.00
24-55-150-240	Minor Equipment	2,100.00
24-55-150-250	Motors Fuel & Lubricants	30,408.00
24-55-250-465	Communications & Radio	1,260.00
24-55-150-491	Street Lights - Power	10,080.00
24-55-150-500.1	Rental - Equipment Maintenance	630.00
24-55-150-521	Rental - Equipment (Lease)	24,446.52
24-55-150-542	Street Repair - ROW Maintenance	1,260.00
24-55-150-547	Signs & Posts	2,940.00
24-55-150-548	Street Repair - Sand Gravel	6,300.00
24-55-150-550	Street Repair - Lights	13,116.60
24-55-150-580	Repairs - Automotive Equipment	17,737.86
24-55-150-590	Repairs - Other Equipment	630.00
Winter - 100% O&M GL's		
24-55-150-548	Street Repair - Road Salt	5,888.00
	Total	118,896.98
	Admin Fully Loaded Wage	48243.876
Personnel Expense - 42% Kraig and crew =		222,728.26
42% of Mechanic		28,304.46
	Winter Total -	418,173.58

2016 Administration and Facilities		
24-55-150-210	Department Supplies	3,000.00
24-55-150-220	First Aid & Safety	3,000.00
24-55-150-260	Postage	200.00
24-44-150-300	Professional Services	23500.00
24-55-150-310	Attorney Services	1,000.00
24-55-150-350	Engineering Services	5,000.00
24-55-150-370	Const.Best MGT. Practice Cert	2,925.00
24-55-150-400	Advertising/Legal Publications	500.00
24-55-150-420	Travel And Meetings	750.00
24-55-150-435	Books/Publications/Subscriptions	500.00
24-55-150-440	Professional Development	5,000.00
24-55-150-460	Telephone	4,500.00
24-55-150-490	Heat, Lights, And Utilities	14,000.00
24-55-150-500	Rental - Office Equipment	2,000.00
24-55-150-560	Repairs - Office Equipment	150.00
24-55-150-570	Repairs Building And Grounds	4,000.00
Admin Transfers - Inter Fund Transfer Expense		
24-55-600-910	Administrative Transfer - GF	77,551.00
24-55-600-915	GIS Transfer	6,334.00
24-55-600-972	Fund Transfer - Network Admin	25,103.00
	Admin Fully Loaded Wage	193187.6095
	Total	$ 372,200.61

2016 Capital Expenses

Reconstruction Projects

Facilities / Equipment Investment

24-55-200-702 Capital Purchases	103000.00

Planning

24-55-200-720 Transportation Plan	0.00

Capital Maintenance

24-55-200-703 Storm water Improvements	22000.00
24-55-200-716 Street Maintenance & Rehab	286,912.00
24-55-200-716.1 HB312 - Street Repair & Rehab	29,437.00

Admin Fully Loaded Wage	69056.8975

Total	$	510,405.90

2015 Budget	**1,633,008**
Total Personnel Expense	899,576.00
Total Operating Expense (O&M)	468,220.00
Total Capital Expense	173,336.00
Admin Inter-Fund Transfer Expense	91,876.00

Summer - 58% = 7/12 months

Winter - 42% = 5/12 months

S&W = Summer & Winter

S = Summer

W = Winter

A = Administration

	S&W	**100%**	**58%**	**42%**
24-55-150-211	Mechanic Shop Supplies	5,000.00	2,900.00	2,100.00
24-55-150-240	Minor Equipment	9,500.00	5,510.00	3,990.00
24-55-150-250	Motors Fuel & Lubricants	74,964.00	43,479.12	31,484.88
24-55-250-465	Communications & Radio	3,000.00	1,740.00	1,260.00
24-55-150-491	Street Lights - Power	24,000.00	13,920.00	10,080.00
24-55-150-500	Rental - Equipment Maintenance	1,500.00	870.00	630.00
24-55-150-521	Rental - Equipment	58,206.00	33,759.48	24,446.52
24-55-150-540	Street Repair Patching	47,466.00	27,530.28	19,935.72
24-55-150-542	Street Repair - ROW Maintenance	4,000.00	2,320.00	1,680.00
24-55-150-547	Signs & Posts	7,000.00	4,060.00	2,940.00
24-55-150-548	Street Repair - Sand Gravel	23,000.00	13,340.00	9,660.00
24-55-150-550	Street Repair - Lights	10,000.00	5,800.00	4,200.00
24-55-150-580	Repairs - Automotive Equipment	45,000.00	26,100.00	18,900.00
24-55-150-590	Repairs - Other Equipment	1,500.00	870.00	630.00

2015 Summer - 58% of O&M GL's		
24-55-150-211	Mechanic Shop Supplies	2,900.00
24-55-150-240	Minor Equipment	5,510.00
24-55-150-250	Motors Fuel & Lubricants	43,479.12
24-55-250-465	Communications & Radio	1,740.00
24-55-150-491	Street Lights - Power	13,920.00
24-55-150-500	Rental - Equipment Maintenance	870.00
24-55-150-521	Rental - Equipment	33,759.48
24-55-150-540	Street Repair Patching	27,530.28
24-55-150-542	Street Repair - ROW Maintenance	2,320.00
24-55-150-547	Signs & Posts	4,060.00
24-55-150-548	Street Repair - Sand Gravel	13,340.00
24-55-150-550	Street Repair - Lights	5,800.00
24-55-150-580	Repairs - Automotive Equipment	26,100.00
24-55-150-590	Repairs - Other Equipment	870.00
Summer - 100% of O&M GL's		
24-55-150-541	Street Repair - Sealcoat	15,000.00
24-55-150-543	Street Repair - Dust Abatement	19,534.00
24-55-150-546	Street Repair - Storm Drain	4,000.00
24-55-150-549	Street Repair - Street Painting	35,000.00
	Total	255,732.88
	Admin Fully Loaded Wage	49525.4145
	Personnel Expense - 58% Kraig and crew =	280,713.01
	58 % of Mechanic	41,970.33
	Total Summer -	627,941.63

	2015 Winter - 42% O&M GL's	
24-55-150-211	Mechanic Shop Supplies	2,100.00
24-55-150-240	Minor Equipment	3,990.00
24-55-150-250	Motors Fuel & Lubricants	31,484.88
24-55-250-465	Communications & Radio	1,260.00
24-55-150-491	Street Lights - Power	10,080.00
24-55-150-500	Rental - Equipment Maintenance	630.00
24-55-150-521	Rental - Equipment	24,446.52
24-55-150-540	Street Repair Patching	19,935.72
24-55-150-542	Street Repair - ROW Maintenance	1,680.00
24-55-150-547	Signs & Posts	2,940.00
24-55-150-548	Street Repair - Sand Gravel	9,660.00
24-55-150-550	Street Repair - Lights	4,200.00
24-55-150-580	Repairs - Automotive Equipment	18,900.00
24-55-150-590	Repairs - Other Equipment	630.00
	Winter - 100% O&M GL's	
24-55-150-545	Street Repair - Snow Removal	2,000.00
24-55-150-548.1	Street Repair - Road Salt	6,000.00
	Total	139,937.12
	Admin Fully Loaded Wage	45474.4025
	Personnel Expense - 42% Kraig and crew =	203,274.94
	42% of Mechanic	30,392.31
	Winter Total -	419,078.77

2015 Administration and Facilities

24-55-150-210	Department Supplies	6,000.00
24-55-150-220	First Aid & Safety	3,000.00
24-55-150-260	Postage	200.00
24-44-150-300	Professional Services	14000.00
24-55-150-310	Attorney Services	2,000.00
24-55-150-350	Engineering Services	10,000.00
24-55-150-400	Advertising/Legal Publications	500.00
24-55-150-420	Travel And Meetings	2,000.00
24-55-150-435	Books/Publications/Subscriptions	1,000.00
24-55-150-440	Professional Development	6,000.00
24-55-150-460	Telephone	4,500.00
24-55-150-490	Heat, Lights, And Utilities	17,000.00
24-55-150-500	Rental - Office Equipment	2,200.00
24-55-150-560	Repairs - Office Equipment	150.00
24-55-150-570	Repairs Building And Grounds	4,000.00

Admin Transfers - Inter Fund Transfer Expense

24-55-600-910	Administrative Transfer - GF	63,039.00
24-55-600-915	GIS Transfer	6,334.00
24-55-600-972	Fund Transfer - Network Admin	22,503.00

Admin Fully Loaded Wage 182673.4635

Total $ 347,099.46

2015 Capital Expenses

Reconstruction Projects		
		0
Facilities / Equipment Investment		
24-55-200-702 Capital Purchases		85000.00
Planning		
		0.00
Capital Maintenance		
24-55-200-703 Stormwater Improvements		25000.00
24-55-200-716 Street Maintenance & Rehab		63,336.00
Admin Fully Loaded Wage		65552.7595
Total	$	238,888.76

Appendix G – Capital Improvement Plan Table

McCALL 10-YEAR CAPITAL IMPROVEMENT PLAN - 2017 TO 2026

October 2017

Accelerated DT Core Strategy

YEAR	GROUP NO.	DESCRIPTION	TOTAL LENGTH (MILES)	% OF NETWORK	FUNCTIONAL CLASSIFICATION	GROUP TOTAL COST ROADWAY RECONSTRUCTION	GROUP TOTAL COST STORMWATER	GROUP TOTAL COST MULTIMODAL	CONSTRUCTION COST	CONTINGENCY (25%)	DESIGN & CONSTRUCTION ENGINEERING COST (25%)	TOTAL PROJECT COST
2017	27	Commerce St**	0.2	0.6%	Local	$417,313	$109,900	$0	$527,213	na	$157,283	$684,500
		2017 TOTALS ===>	0.2	0.6%		$417,313	$109,900	$0	$527,213	na	$157,283	$690,000
2018	45, 18	Idaho St & Brown Drive	0.3	0.7%	Local	$594,979	$86,760	$37,654	$719,393	$71,939 ▲	$197,833	$989,165
		2018 TOTALS ===>	0.3	0.7%		$594,979	$86,760	$37,654	$719,393	$71,939	$197,833	$990,000
2019	3	2nd St from E. Lake to Park	0.1	0.3%	Minor Collector	$616,253	$57,600	$169,310	$843,163	$210,791	$263,488	$1,317,442
	52	Lenora St from 3rd to 1st St	0.1	0.3%	Minor Collector	$667,640	$77,000	$106,082	$850,722	$212,681	$265,851	$1,329,253
		2019 TOTALS ===>	0.3	0.3%		$1,283,893	$134,600	$275,392	$1,693,885	$423,471	$529,339	$2,650,000
2020	7	Veterans' Alley	0.2	0.4%	Minor Collector	$130,629	$10,500	$0	$141,129	$35,282	$44,103	$220,514
	62	Park St from 1st to 3rd	0.2	0.4%	Minor Collector	$629,862	$44,000	$115,691	$789,553	$197,388	$246,735	$1,233,677
		2020 TOTALS ===>	0.3	0.8%		$760,491	$54,500	$115,691	$930,682	$232,671	$290,838	$1,460,000
2021	54c	Mather Rd from Mission to Brundage*	0.3	0.7%	Minor Collector	$141,000	$75,305	$0	$216,305	$54,076	$67,595	$337,977
		2021 TOTALS ===>	0.3	0.7%		$141,000	$75,305	$0	$216,305	$54,076	$67,595	$340,000
2022	57	S. Mission St from Deinhard to City Limits*+	0.7	1.6%	Major Collector	$177,000	$0	$0	$177,000	na	na	$177,000
	2	1st Street from E Lake to Park*	0.1	0.3%	Minor Collector	$518,205	$55,600	$91,069	$664,874	$166,219	$207,773	$1,038,866
		2022 TOTALS ===>	0.8	1.9%		$695,205	$55,600	$91,069	$841,874	$166,219	$207,773	$1,220,000
2023	31	E Deinhard Ln	0.5	1.3%	Major Collector	$764,250	$0	$99,283	$863,533	$215,883	$269,854	$1,349,270
		2023 TOTALS ===>	0.5	1.3%		$764,250	$0	$99,283	$863,533	$215,883	$269,854	$1,350,000
2024	na	Stormwater Facilities*	na	na	DT Core Project	$0	$461,050	$0	$461,050	$115,263	$144,078	$720,391
		2024 TOTALS ===>	0.0	0.0%		$0	$461,050	$0	$461,050	$115,263	$144,078	$730,000
2025	60	Park St, Thompson Ave to Davis*	0.4	0.9%	Minor Collector	$175,230	$48,650	$60,764	$284,644	$71,161	$88,951	$444,756
		2025 TOTALS ===>	0.4	0.9%		$175,230	$48,650	$60,764	$284,644	$71,161	$88,951	$450,000
2026	73b	Wooley Ave, Davis to Spring Mnt. Blvd*	0.6	1.5%	Major Collector	$332,825	$127,610	$271,507	$731,942	$182,985	$228,732	$1,143,659
		2026 TOTALS ===>	0.6	1.5%		$332,825	$127,610	$271,507	$731,942	$182,985	$228,732	$1,150,000
		10-Year Totals ===>	**3.8**	**8.6%**		**$5,165,186**	**$1,153,975**	**$951,360**	**$7,270,521**	**$1,533,668**	**$2,182,277**	**$11,030,000**

*** Denotes project not included in previous capital improvement plan years 2016 to 2022**

**** Commerce Street reconstruction project awarded. Notice to proceed issued July 12, 2017 and to be completed October 2017**

▲ Denotes use of 10% Contingency due to the completion of Preliminary Design and a Preliminary Project Estimate.

+ Denotes federally funded project. Construction year is undetermined. City cost is 7.43% match of project cost.

October 2017

McCall Preliminary Development Project List

Future Projects to be Funded for Construction

PRIORITY LEVEL	GROUP NO.	DESCRIPTION (ROAD NAMES WITHIN GROUP)	TOTAL LENGTH (MILES)	% OF NETWORK	FUNCTIONAL CLASSIFICATION	COMMUNITY VALUE (Scale from 0-10)	AADT (veh. per day)	PAVEMENT TREATMENT AND IMPROVEMENTS	PRELIMINARY PROJECT COST (2017 cost)
High	na	E Lake St from 1st to Mission St	0.2	0.6%	Arterial	9	6,760	Full Reconstruct, Urban Stormdrain, Sidewalk	$1,000,000
High	29a	Davis Ave from Wanda to Spruce St.	0.5	1.2%	Major Collector	9	2,270	Mill & Inlay (4"), Widen Shoulders	$720,000
High	67, 68b	Spring Mountain Blvd from Aspen Ridge Ln to E Deinhard Ln	1.2	2.9%	Major Collector	9	1,640	Mill & Inlay (4"), Widen Shoulders	$1,840,000
High	58b	Mission St from Mather to E Lake St	0.3	0.7%	Major Collector	8	~ 2,000	Full Reconstruct, Urban Stormdrain, Bike Lanes	$800,000
High	33	E Lake St from Pine to Hemlock	0.2	0.5%	Minor Collector	7	~ 2,000	Mill & Inlay (3"), Urban Stormdrain, Sidewalk	$1,240,000
Medium	43	Hemlock St	0.3	0.7%	Minor Collector	6	~ 1,500	Mill & Inlay (3"), Urban Stormdrain, Sidewalk	$880,000
Medium	28	Cross Rd, State St	0.2	0.6%	Minor Collector	7	570	Mill & Inlay (3"), Urban Stormdrain, Sidewalk	$530,000
Medium	1	1st St Park to Colorado	0.2	0.5%	Minor Collector	6	~ 750	Full Reconstruct, Urban Stormdrain, Sidewalk	$1,000,000
Medium	25	Colorado St from 3rd St to Samson Trail	0.2	0.5%	Minor Collector	5	~ 500	Full Reconstruct, Ditch Grading	$440,000
Medium	54a	Mather Rd, E Lake St to Burns	0.5	1.1%	Minor Collector	5	~ 500	Full Reconstruct, Ditch Grading, Seperated Pathway	$940,000
Low	38	Forest St from Mission to Mather	0.7	1.6%	Minor Collector	5	~ 750	Mill & Inlay (3"), Ditch Grading, Bike Lanes	$1,160,000
Low	56	Mill Rd from Hemlock to Fir	0.1	0.3%	Minor Collector	5	~ 500	Full Reconstruct, Urban Stormdrain, Sidewalk	$510,000
Low	26	Colorado St from 3rd St to 1st St	0.2	0.4%	Minor Collector	4	~ 500	Full Reconstruct, Urban Stormdrain, Sidewalk	$600,000
Low	54b	Mather Rd, from Burns to Brundage	0.3	0.8%	Minor Collector	3	~ 500	Mill & Inlay (3"), Ditch Grading	$370,000
Low	72	Washington St, Railroad Ave (from 3rd St to end of pavement)	0.3	0.6%	Residential	2	230	Mill & Inlay (3"), Ditch Grading	$310,000
Low	17a	Bridle Path Way, Saddlehorn Ln	0.3	0.6%	Residential	2	~150	Full Reconstruct due to frost heave	$450,000
		Totals ===>	**5.8**	**13.6%**					**$12,790,000**

NOTES: **~ Denotes Estimated AADT.**
Pavement Treatments to be verified and are dependent on project construction year.

Appendix H – Maintenance Improvement Plan Table

City of McCall, Idaho

Maintenance Improvement Plan, Years 2017-2026

Date: October 2017

Year	GROUP NO.	DESCRIPTION (ROAD NAMES WITHIN GROUP)	TOTAL LENGTH (FT)	TOTAL AREA (SY)	IMPORTANCE	FUNCTIONAL CLASSIFICATION	2016 GROUP AVERAGE RSL	PRESCRIPTIVE TREATMENT	ESTIMATED COST	Notes
2017 Projects	72a	Railroad Ave from 3rd to End of Pavement	208	555	Low	Local	8.0	Rehabilitate Pavement	$ 17,280	Replaced pavement in conjunction with improvements to adjacent businesses
	73a	Wooley Ave from Davis to Dawson Ave	300	800	Medium-High	Major Collector	6.0	Rehabilitate Pavement	$ 41,867	Rehabilitate pavement & improve cross slope, drainage, and pathway
								PROJECT SUBTOTAL	$ 59,147	**2017 SUMMARY**
		Total Length	0.1	miles				ENGINEERING & ADMIN	$ -	***2017 Total*** ***$ 59,200.00***
								TOTAL	**$ 59,147**	0.1 total miles 0.2% of Paved Network

Year	GROUP NO.	DESCRIPTION (ROAD NAMES WITHIN GROUP)	TOTAL LENGTH (FT)	TOTAL AREA (SY)	IMPORTANCE	FUNCTIONAL CLASSIFICATION	2016 GROUP AVERAGE RSL	PRESCRIPTIVE TREATMENT	ESTIMATED COST	Notes
2018 Project 1	na	Railroad Ave from End of Pavement to 1st St	280	2187	Low	Local	7 (unpaved)	Convert Gravel to Paved	$ 35,000	
								PROJECT SUBTOTAL	$ 35,000	
		Total Length	0.1	miles				ENGINEERING & ADMIN	$ -	
								TOTAL	**$ 35,000**	

Year	GROUP NO.	DESCRIPTION (ROAD NAMES WITHIN GROUP)	TOTAL LENGTH (FT)	TOTAL AREA (SY)	IMPORTANCE	FUNCTIONAL CLASSIFICATION	2016 GROUP AVERAGE RSL	PRESCRIPTIVE TREATMENT	ESTIMATED COST	Notes
2018 Project 2	43	Hemlock St	1362	3633	Medium-High	Minor Collector	6.7	Micro seal	$ 15,986	Micro seal test strip to determine economy of treatment for future use
								PROJECT SUBTOTAL	$ 15,986	
		Total Length	0.3	miles				ENGINEERING & ADMIN	$ -	
								TOTAL	**$ 15,986**	

Year	GROUP NO.	DESCRIPTION (ROAD NAMES WITHIN GROUP)	TOTAL LENGTH (FT)	TOTAL AREA (SY)	IMPORTANCE	FUNCTIONAL CLASSIFICATION	2016 GROUP AVERAGE RSL	PRESCRIPTIVE TREATMENT	ESTIMATED COST	Notes
2018 Project 3	58a	Mission St from Deinhard to Mather St	2574	7435	Medium-High	Major Collector	14.0	Fog Seal	$ 2,980	Fog seal roadways that were recently chip sealed:
	69	Stibnite St	2062	6185	Medium	Minor Collector	19.6	Fog Seal	$ 2,480	Year 2015
	61	Park St from 1st to Mission	1296	3457	Medium	Local	20.0	Fog Seal	$ 1,390	Year 2015
	53	Lick Creek Rd	5452	14106	Medium	Major Collector	11.7	Fog Seal	$ 5,650	Year 2015
	66	Spring Mountain Blvd Lick Creek to Aspen Ridge	3060	9518	Medium-High	Major Collector	17.4	Fog Seal	$ 3,810	Year 2015
	71	Warren Wagon Rd	2804	10280	Medium-High	Major Collector	14.2	Fog Seal	$ 4,120	Year 2013
	16	Boydstun St, Deinhard Ln	13553	53100	Medium-High	Major Collector	18.7	Fog Seal	$ 21,250	Year 2013
								PROJECT SUBTOTAL	$ 41,680	
		Total Length	5.8	miles				ENGINEERING & ADMIN	$ -	Engineering & Admin included in Packages 4 & 5
								TOTAL	**$ 41,680**	

Year	GROUP NO.	DESCRIPTION (ROAD NAMES WITHIN GROUP)	TOTAL LENGTH (FT)	TOTAL AREA (SY)	IMPORTANCE	FUNCTIONAL CLASSIFICATION	2016 GROUP AVERAGE RSL	PRESCRIPTIVE TREATMENT	ESTIMATED COST	*Notes*
2018 Project 4	29b	Davis Ave from Spruce St. to Lick Creek	2762	7365	Medium-High	Major Collector	10.0	Chip Seal	$ 25,780	Year 1 of 2 Year Chip Seal Cycle
	30	Davis Ave from Lick Creek to Agate	395	1054	Medium-High	Local	10.0	Chip Seal	$ 3,690	
	32	E Lake St (from 3rd to Pine), Mill Rd (from Pine to Fir), Pine St, Railroad Ave (from 3rd St to Pine St), Roosevelt Ave	4959	16023	Medium	Major/Minor Collector	13.2	Chip Seal	$ 56,080	
	35	Fir St from East Lake St to Mill	167	964	Medium	Local	14.0	Chip Seal	$ 3,380	
	73a	Wooley Louisa to Davis Ave	668	1782	Medium-High	Major Collector	8.2	Chip Seal	$ 6,240	
	11b	Ponderosa Ave, Fir St.	1976	5268	Low-Medium	Residential	11.2	Chip Seal	$ 18,440	
								PROJECT SUBTOTAL	$ 113,610	
		Total Length	2.1	miles				ENGINEERING & ADMIN	$ 17,042	
								TOTAL	**$ 130,652**	

Year	GROUP NO.	DESCRIPTION (ROAD NAMES WITHIN GROUP)	TOTAL LENGTH (FT)	TOTAL AREA (SY)	IMPORTANCE	FUNCTIONAL CLASSIFICATION	2016 GROUP AVERAGE RSL	PRESCRIPTIVE TREATMENT	ESTIMATED COST	*Notes*
2018 Project 5	27	Commerce St	1318	3806	Low-Medium	Local	20.0	Chip Seal	$ 13,330	2017 reconstruction
	40	Fox Ln, Fox Ridge Ln, S Samson Trl (from E. Deinhard to City Limits)	5144	13718	Low-Medium	Residential/Minor Collector	10.0	Chip Seal	$ 48,020	
	14	Blackwell Ave, Brady Dr, Douglas Dr, Koski Dr, Woodlands Dr	7828	20876	Low	Residential	11.6	Chip Seal	$ 73,070	
								PROJECT SUBTOTAL	$ 134,420	**2018 SUMMARY**
		Total Length	2.7	miles				ENGINEERING & ADMIN	$ 20,163	***2018 Total*** ***$ 380,000.00***
								TOTAL	**$ 154,583**	10.6 total miles 25% of Paved Network

Year	GROUP NO.	DESCRIPTION (ROAD NAMES WITHIN GROUP)	TOTAL LENGTH (FT)	TOTAL AREA (SY)	IMPORTANCE	FUNCTIONAL CLASSIFICATION	2016 GROUP AVERAGE RSL	PRESCRIPTIVE TREATMENT	ESTIMATED COST	Notes
2019 Project 1	67	Spring Mountain Blvd from Sand Wedge to Aspen Ridge	1792	5578	Medium-High	Major Collector	13.7	Chip Seal	$ 19,530	Year 2 of 2 Year Chip Seal Cycle
	68a	Spring Mountain Blvd from Cottage Ct to Bitterroot Dr.	2075	6456	Medium-High	Major Collector	9.5	Chip Seal	$ 22,600	
	15	Blue Haze Way, Ginney Way, Graham Dr, Kaitlyn Loop, Mos Way, Potts Dr, Swainie Way	8666	23110	Low	Residential	11.3	Chip Seal	$ 80,890	
	23	Cedar Ln, Mountain Meadow Dr, Sand Wedge Ct	4400	11734	Low	Residential	12.3	Chip Seal	$ 41,070	
			3.2	miles				PROJECT SUBTOTAL	$ 164,090	
								ENGINEERING & ADMIN	$ 24,614	
								TOTAL	**$ 188,704**	

Year	GROUP NO.	DESCRIPTION (ROAD NAMES WITHIN GROUP)	TOTAL LENGTH (FT)	TOTAL AREA (SY)	IMPORTANCE	FUNCTIONAL CLASSIFICATION	2016 GROUP AVERAGE RSL	PRESCRIPTIVE TREATMENT	ESTIMATED COST	Notes
2019 Project 2	10	Aspen Ridge Ln, Heavens Gate Ct, Majestic View Dr, Snowberry Pl	12399	33515	Low	Residential	11.8	Chip Seal	$ 117,310	
	13	Bitterroot Dr, Deer Forest Dr, Fireweed Dr, Violet Way	9946	26844	Low	Residential	10.7	Chip Seal	$ 93,960	
	12	Bellflower Pl	506	1351	Low	Residential	14.0	Chip Seal	$ 4,730	
		Total Length	4.3	miles				PROJECT SUBTOTAL	$ 216,000	
Conduct Pavement Inventory June 2019 ~$10,000.00								ENGINEERING & ADMIN	$ 32,400	
								TOTAL	**$ 248,400**	

2019 SUMMARY			
2019 Total		***$***	***450,000.00***
7.5	total miles	18%	of Paved Network

Year	GROUP NO.	DESCRIPTION (ROAD NAMES WITHIN GROUP)	TOTAL LENGTH (FT)	TOTAL AREA (SY)	IMPORTANCE	FUNCTIONAL CLASSIFICATION	2016 GROUP AVERAGE RSL	PRESCRIPTIVE TREATMENT	ESTIMATED COST	Notes
2020 Various Projects	45	Idaho St	1345	3587	Low-Medium	Minor Collector	20.0	Chip Seal	$ 12,560	Reconstructed in 2018 - Chip Seal
	18	Brown Dr	181	906	Low	Residential	20.0	Chip Seal	$ 3,170	Reconstructed in 2018 - Chip Seal
	64	Reedy Ln	2007	5352	Low-Medium	Minor Collector	5.1	Rehabilitate Pavement	$ 189,160	Mill and Inlay (2") (additional Stormwater cost?)
	19	Brundage Dr	1151	3068	Low-Medium	Residential	4.0	Rehabilitate Pavement	$ 58,300	Crack Seal & overlay (2")
	51a	Rowland St	1295	3454	Medium	Minor Collector	0.0	Rehabilitate Pavement	$ 113,990	Mill and Inlay (3")
	34	E Lake St (from Opal to Dead End), Opal St	1170	1820	Low	Residential	2.7	Rehabilitate Pavement	$ 60,060	Mill and Inlay (3")
								PROJECT SUBTOTAL	$ 437,240	
		Total Length	1.4	miles				ENGINEERING & ADMIN	$ 87,448	
								TOTAL	**$ 524,688**	

2020 SUMMARY			
2020 Total		***$***	***530,000.00***
1.4	total miles	3%	of Paved Network

Year	GROUP NO.	DESCRIPTION (ROAD NAMES WITHIN GROUP)	TOTAL LENGTH (FT)	TOTAL AREA (SY)	IMPORTANCE	FUNCTIONAL CLASSIFICATION	2016 GROUP AVERAGE RSL	PRESCRIPTIVE TREATMENT	ESTIMATED COST	Notes
2021 Various Projects	59	N Samson Trl from Park St to End of asphalt	2448	6529	Medium-High	Minor Collector	5.4	Rehabilitate Pavement	$ 169,750	Mill and Inlay (2")
	na	Spruce St.	903	4169	Low	Residential	0.0	Remove Pavement	$ 14,600	Return to Gravel
	47	Jacob St	1153	3074	Low	Residential	5.0	Rehabilitate Pavement	$ 101,450	Mill and Inlay (3")
	63	Pilgrim Cove Rd	1428	3808	Medium	Residential	5.3	Rehabilitate Pavement	$ 72,360	Crack Seal & overlay (2")
	51b	Lakeside Ave, Pinedale St	2429	6478	Medium	Minor Collector, Local	8.8	Chip Seal	$ 22,680	Chip Seal
	3, 52, 7, 62, 2	Downtown Core	3710	9893	Medium	Minor Collector	20.0	Fog Seal	$ 3,960	Fog Seal
								PROJECT SUBTOTAL	$ 384,800	**2021 SUMMARY**
		Total Length	2.3	miles				ENGINEERING & ADMIN	$ 76,960	***2021 Total*** ***$ 470,000.00***
								TOTAL	**$ 461,760**	2.3 total miles 5% of Paved Network

Year	GROUP NO.	DESCRIPTION (ROAD NAMES WITHIN GROUP)	TOTAL LENGTH (FT)	TOTAL AREA (SY)	IMPORTANCE	FUNCTIONAL CLASSIFICATION	2016 GROUP AVERAGE RSL	PRESCRIPTIVE TREATMENT	ESTIMATED COST	Notes
2022 Project 1	22	Carmen Dr, CeCe Way, Ernesto Dr, Gabi Ln, Gena Way, Rio Vista Blvd, Sunny Way	18753	49880	Medium	Minor Collector/Residential	12.1	Chip Seal	$ 174,590	Year 1 of 3 Year Chip Seal Cycle
	54c	Mather Rd from Mission to Brundage	1602	4273	Medium	Minor Collector/Residential	20.0	Chip Seal	$ 14,960	
	31	E Deinhard Ln	2875	11941	Medium-High	Major Collector	20.0	Chip Seal	$ 41,800	Reconstructed in 2021 - Chip Seal
								PROJECT SUBTOTAL	$ 231,350	
		Total Length	4.4	miles				ENGINEERING & ADMIN	$ 34,703	
								TOTAL	**$ 266,053**	

Year	GROUP NO.	DESCRIPTION (ROAD NAMES WITHIN GROUP)	TOTAL LENGTH (FT)	TOTAL AREA (SY)	IMPORTANCE	FUNCTIONAL CLASSIFICATION	2016 GROUP AVERAGE RSL	PRESCRIPTIVE TREATMENT	ESTIMATED COST	Notes
2022 Project 2	36	Floyde St from 3rd to Smitty	1798	4796	Low-Medium	Minor Collector	7.0	Rehabilitate Pavement	$ 158,260	Mill and Inlay (3")
		Total Length	0.3	miles				PROJECT SUBTOTAL	$ 158,260	**2022 SUMMARY**
Conduct Pavement Inventory June 2022 ~$10,000.00								ENGINEERING & ADMIN	$ 23,739	***2022 Total*** ***$ 460,000.00***
								TOTAL	**$ 181,999**	4.7 total miles 11% of Paved Network

Year	GROUP NO.	DESCRIPTION (ROAD NAMES WITHIN GROUP)	TOTAL LENGTH (FT)	TOTAL AREA (SY)	IMPORTANCE	FUNCTIONAL CLASSIFICATION	2016 GROUP AVERAGE RSL	PRESCRIPTIVE TREATMENT	ESTIMATED COST	Notes
2023 Various Projects	58a	Mission St from Deinhard to Idaho	3252	9393	Medium-High	Major Collector	14.0	Chip Seal	$ 32,880	Year 2 of 3 Year Chip Seal Cycle
	57	Mission St from Deinhard to City Limits	3559	10282	Medium-High	Major Collector	20.0	Chip Seal	$ 35,990	Reconstructed in 2022
	69	Stibnite St	2062	6185	Medium	Minor Collector	19.6	Chip Seal	$ 21,650	
	61	Park St from 1st to Mission	1296	3457	Medium	Local	20.0	Chip Seal	$ 12,100	
	36	Floyde St from 3rd to Smitty	1798	4796	Low-Medium	Minor Collector	20.0	Chip Seal	$ 16,790	Rehabilitated in 2021
	16	Boydstun St, Deinhard Ln	13553	53100	Medium-High	Major Collector	18.7	Chip Seal	$ 185,860	
								PROJECT SUBTOTAL	$ 305,270	**2023 SUMMARY**
		Total Length	4.8	miles				ENGINEERING & ADMIN	$ 45,791	***2023 Total*** ***$ 360,000.00***
								TOTAL	**$ 351,061**	4.8 total miles 12% of Paved Network

Year	GROUP NO.	DESCRIPTION (ROAD NAMES WITHIN GROUP)	TOTAL LENGTH (FT)	TOTAL AREA (SY)	IMPORTANCE	FUNCTIONAL CLASSIFICATION	2016 GROUP AVERAGE RSL	PRESCRIPTIVE TREATMENT	ESTIMATED COST	Notes
2024 Project 1	53	Lick Creek Rd	5452	14106	Medium	Major Collector	11.7	Chip Seal	$ 49,380	Year 3 of 3 Year Chip Seal Cycle
	66	Spring Mountain Blvd Lick Creek to Aspen Ridge	2891	8994	Medium-High	Major Collector	12.0	Chip Seal	$ 31,480	
	71	Warren Wagon Rd	2804	10280	Medium-High	Major Collector	14.2	Chip Seal	$ 35,980	
	31	E Deinhard Ln	2875	11941	Medium-High	Major Collector	20.0	Chip Seal	$ 41,800	Reconstructed in 2023 - Chip Seal
								PROJECT SUBTOTAL	$ 158,640	
		Total Length	2.7	miles				ENGINEERING & ADMIN	$ 23,796	
								TOTAL	**$ 182,436**	

Year	GROUP NO.	DESCRIPTION (ROAD NAMES WITHIN GROUP)	TOTAL LENGTH (FT)	TOTAL AREA (SY)	IMPORTANCE	FUNCTIONAL CLASSIFICATION	2016 GROUP AVERAGE RSL	PRESCRIPTIVE TREATMENT	ESTIMATED COST	Notes
2024 Project 2	9	Ann St Wanda to Thompson	649	1730	Low	Residential	6.0	Rehabilitate Pavement	$ 32,880	Crack Seal & overlay (2")
	8	Alpine St From Wooley to Wanda	1357	3620	Low	Residential	6.0	Rehabilitate Pavement	$ 68,780	Crack Seal & overlay (2")
	70	Wanda Ave	1036	2762	Medium-High	Residential	7.1	Rehabilitate Pavement	$ 52,490	Mill and Inlay (3")
								PROJECT SUBTOTAL	$ 154,150	**2024 SUMMARY**
		Total Length	0.6	miles				ENGINEERING & ADMIN	$ 23,123	***2024 Total*** ***$ 360,000.00***
								TOTAL	**$ 177,273**	3.2 total miles; 8% of Paved Network

Year	GROUP NO.	DESCRIPTION (ROAD NAMES WITHIN GROUP)	TOTAL LENGTH (FT)	TOTAL AREA (SY)	IMPORTANCE	FUNCTIONAL CLASSIFICATION	2016 GROUP AVERAGE RSL	PRESCRIPTIVE TREATMENT	ESTIMATED COST	Notes
2025 Various Projects	55	McCall Ave, Ruby St	2885	7694	Low-Medium	Local	6.0	Rehabilitate Pavement	$ 200,050	Mill and Inlay (2")
	20	Burns Rd	933	2487	Low-Medium	Residential	6.0	Rehabilitate Pavement	$ 47,260	Crack Seal & overlay (2")
	41	Gamble Rd	1006	2684	Low-Medium	Residential	6.0	Rehabilitate Pavement	$ 51,000	Crack Seal & overlay (2")
	44	Hewitt St	1182	3152	Low-Medium	Residential	6.0	Rehabilitate Pavement	$ 59,890	Crack Seal & overlay (2")
								PROJECT SUBTOTAL	$ 358,200	**2025 SUMMARY**
		Total Length	1.1	miles				ENGINEERING & ADMIN	$ 71,640	***2025 Total*** ***$ 440,000.00***
Conduct Pavement Inventory June 2025 ~$10,000.00								**TOTAL**	**$ 429,840**	1.1 total miles; 3% of Paved Network

Year	GROUP NO.	DESCRIPTION (ROAD NAMES WITHIN GROUP)	TOTAL LENGTH (FT)	TOTAL AREA (SY)	IMPORTANCE	FUNCTIONAL CLASSIFICATION	2016 GROUP AVERAGE RSL	PRESCRIPTIVE TREATMENT	ESTIMATED COST	Notes
2026 Various Projects	64	Reedy Ln	2007	5352	Low-Medium	Minor Collector	10.0	Chip Seal	$ 18,740	Rehab in 2020, Chip Seal
	70	Wanda Ave	1036	2762	Medium-High	Residential	12.0	Chip Seal	$ 9,670	Rehab in 2024, Chip Seal
	9	Ann St Wanda to Thompson	649	1730	Low	Residential	12.0	Chip Seal	$ 6,060	Rehab in 2024, Chip Seal
	8	Alpine St From Wooley to Wanda	1357	3620	Low	Residential	12.0	Chip Seal	$ 12,670	Rehab in 2024, Chip Seal
	73b	Wooley Ave, Davis to Spring Mnt. Blvd	2715	7240	Medium-High	Major Collector	20.0	Chip Seal	$ 25,350	Reconstruct in 2024, Chip Seal
	59	N Samson Trl from Park St to End of asphalt	2448	6529	Medium-High	Minor Collector	10.0	Chip Seal	$ 22,860	Rehab in 2021, Chip Seal
	60	Park St, Thompson Ave to Davis	1951	5203	Medium-High	Minor Collector	20.0	Chip Seal	$ 18,210	Reconstruct in 2025, Chip Seal
	29a	Davis Ave from Wanda to Spruce St.	2641	7044	Medium-High	Minor Collector	20.0	Chip Seal	$ 24,660	Reconstruct in 2025, Chip Seal
	63	Pilgrim Cove Rd	1428	3808	Medium	Residential	10.0	Chip Seal	$ 13,330	Rehab in 2021, Chip Seal
	55	McCall Ave, Ruby St	2885	7694	Low-Medium	Local	6.0	Chip Seal	$ 26,930	Rehab in 2025, Chip Seal
								PROJECT SUBTOTAL	$ 178,480	**2026 SUMMARY**
		Total Length	3.6	miles				ENGINEERING & ADMIN	$ 26,772	***2025 Total*** ***$ 210,000.00***
								TOTAL	**$ 205,252**	3.6 total miles; 9% of Paved Network

Maintenance Improvements 10-Year Totals ===>	*TOTAL ROUTINE TREATMENT (mi)*	*% of NETWORK*	*TOTAL PREVENTATIVE (CHIP SEAL) (mi)*	*% of NETWORK*	*TOTAL SURFACE REHAB (mi)*	*% of NETWORK*	***AVERAGE MAINT. COST PER YEAR***
	6.8	16%	28.6	68%	3.7	9%	**$ 371,920**

Note: Over the span of 10 years a roadway may receive multiple treatments (Reconstruct/Rehab/Preventative/Routine).