

Analysis and Recommendations for Street Network



Providence, Utah

October 2017

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Introduction

One of Providence City's most valuable infrastructure assets is the approximately 41 miles of local streets within its network. Maintaining the street network at a high level of service will promote the prosperity of Providence's entire community. Many state and local transportation agencies currently use a pavement management system and/or a maintenance management system to cost effectively preserve and improve their street network. The Utah Local Technical Assistance Program (LTAP) assists local agencies in the state of Utah and surrounding states to implement and use pavement management software to maintain, preserve, and enhance their road and street assets and more effectively manage the allocation of funding as it pertains to the existing street network.

The City of Providence contacted the Utah Local Technical Assistance Program (LTAP) requesting a survey of Providence's road network. A proposal was written up by Utah LTAP and sent to Providence City Public Works on May 4, 2017.

The City of Providence asked the Utah LTAP to survey the existing road network and input the data into Providence's existing pavement management system that can be used in their transportation plan. This report describes the system's major elements, the processes, and the work accomplished to facilitate its implementation in Providence. The pavement management system provides:

- A complete GIS-based physical inventory and condition survey of the street network
- A needs assessment process
- Analyses of root causes of pavement deterioration
- Analysis of current street maintenance programs
- Recommended maintenance and preservation treatments
- Treatment costs and budget proposals
- A method to evaluate alternate funding scenarios to maximize the average remaining service life (RSL) of the street network

Figure 1 outlines the major elements and processes incorporated in Providence's Pavement Management System. The following sections of this report describe each step of the process in detail, the results of field surveys and analyses, and the conclusions and recommendations offered to assist in the full implementation of the system in Providence.

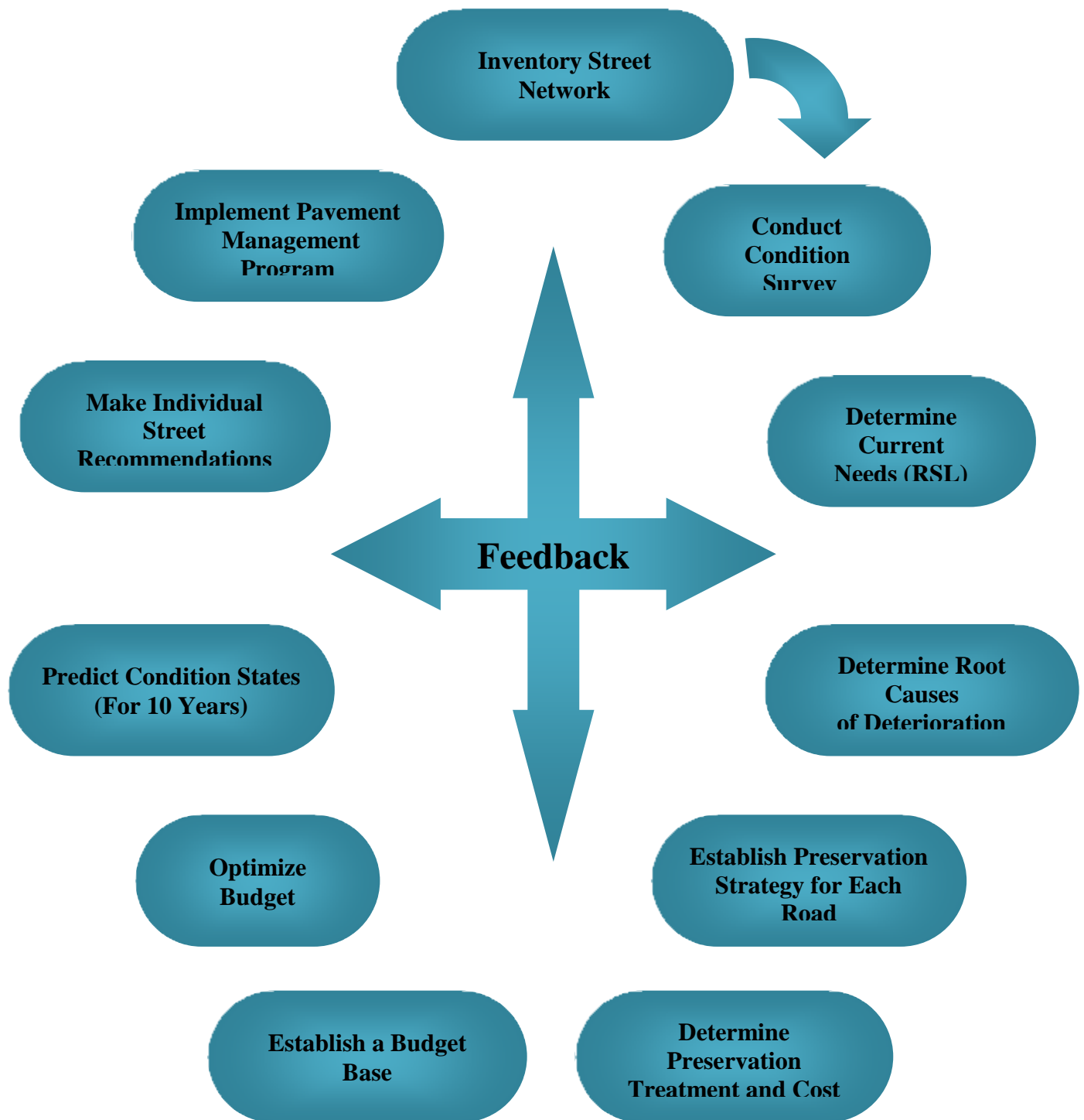


Figure 1. Pavement Management Process Diagram

Inventory of Road Network

The first step in the process of inventorying Providence's local street network involved assigning a functional classification to each street. City officials assisted in making these classifications. Excluding the state routes, the inventory identified four functional classifications: residential, major and minor collector, and minor arterial.

The second step in the inventory process involved a GIS map with shape files of the road network previously developed by Providence City. In addition to using the existing centerline shape file for the street network a measuring wheel was used to measure the street widths. Data from the GPS mapping process was used to calculate the lengths of all street segments. Measured widths and lengths were used to calculate the street surface areas.

A complete condition survey of Providence's local road network was conducted during July of 2017. Employees from the Utah LTAP (Local Technical Assistance Program) Center used the Strategic Highway Research Program (SHRP) Distress Manual as a guide to conduct the pavement distress survey

Providence City Public Works continued with their road maintenance and construction projects as the employees of Utah LTAP performed the survey and analyzed the condition of the road network. These construction projects did not interfere with survey techniques or influence the results of the analysis.

Appendix A contains the complete results of the inventory processes. Inventory details include street name, starting and ending addresses of the segment, functional classification, segment width and length, estimated remaining service life (RSL), surface area of the pavement in square yards, and the percent of network area represented by each segment. Table 1 contains a sample of the inventory of roads as found in Appendix A.

Table 1. Excerpt Showing Details in the Inventory Process of the Local Street Network

ID	Street Name	From	To	Class	Width (ft)	Length (ft)	RSL	%Area	Area (sq yd)
280	300 SOUTH	200 WEST	100 WEST	Major Collector	24	705	10	0.27%	1,880.00
129	500 SOUTH	100 WEST	200 WEST	Minor Collector	24	691	6	0.27%	1,842.67
279	300 EAST	875 SOUTH	1000 SOUTH	Major Collector	24	815	20	0.32%	2,173.33
142	CANYON RD	300 EAST	400 EAST	Minor Collector	34	640	10	0.35%	2,417.78
75	CANYON RD	SEGO LILY LN	GRANDVIEW DR	Minor Collector	34	912	12	0.50%	3,445.33
326	GRANDVIEW DR	GRANDVIEW CIR	FORGOTTEN LN	Residential	34	500	14	0.28%	1,888.89
132	EDGEWOOD CIR	EDGEWOOD DR	DEAD END	Residential	34	178	6	0.10%	672.44

Table 2 provides a summary of the street inventory information with respect to each functional class in terms of surface area and the percent of the street network represented by each functional class.

Table 2. Functional Classification by Surface Area and Percent of Local Street Network

	Major Collector	Minor Collector	Residential
Area (yd ²)	92,995	180,925	412,802
Percent of Road Network	13.54%	26.35%	60.11%

Figure 2 illustrates the information from Table 2 in graphical form.

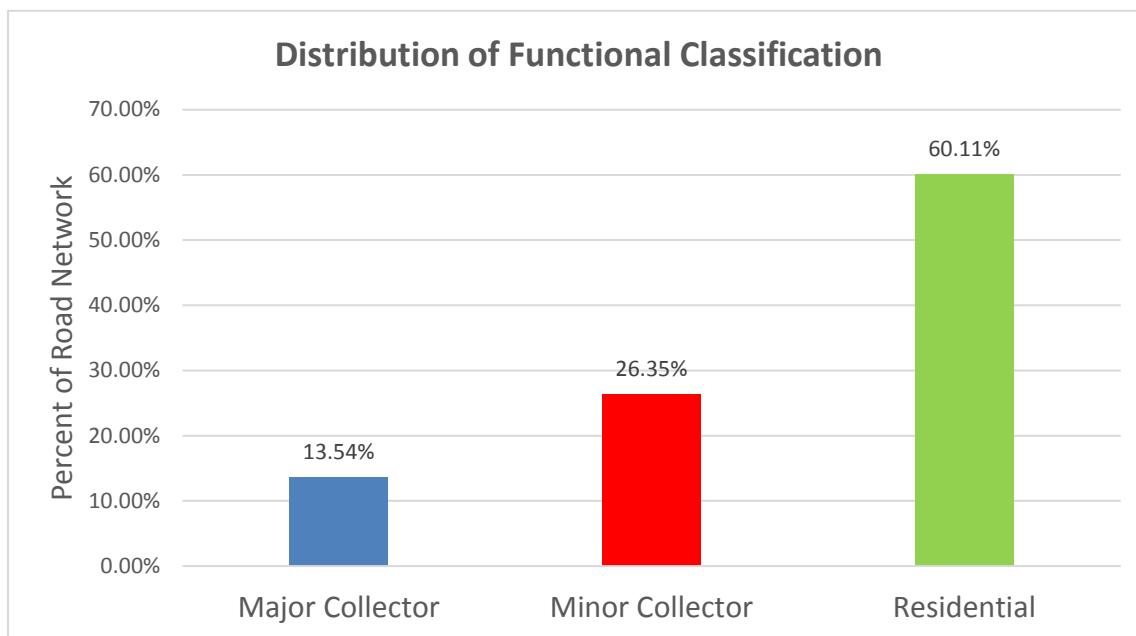


Figure 2. Distribution of Street Network by Functional Classification

This inventory excludes pavement structure details regarding date of initial construction, layer thickness, and pavement design criteria of each street. This information can be obtained from historical records, maintenance personnel, or sampling and testing of the pavement structure. This information should be incorporated through further implementation efforts and by working closely with Providence City Public Works.

Pavement Condition Survey

Asphalt Road Network

A complete condition survey covering pavement distress of Providence's road network was conducted during July of 2017. Employees from the Utah LTAP (Local Technical Assistance Program) Center used the Strategic Highway Research Program (SHRP) manual, Distress Identification Manual for the Long-Term Pavement Performance Project as a guide to conduct the pavement distress survey.

The principal focus of the asphalt condition survey was to identify and determine the severity level and extent of each distress type. Each asphalt street segment was closely surveyed for the presence of potholes/utility cuts, transverse cracking, longitudinal cracking, block cracking, edge cracking, and fatigue (alligator) cracking. The severity level and extent of each distress type were evaluated in accord with the condition survey evaluation sheet shown in Appendix B. Appendix C shows the detailed distress information for each road segment.

Asphalt Pavement Design & Performance

Typically, asphalt pavements, designed in accord with the AASHTO Guide for Design of Pavement Structures, ought to provide for twenty years of traffic loading (18 kip ESAL's) before reaching a terminal serviceability level at which point reconstruction is required ($RSL = 0$). Conventional practice usually provides for a preventative maintenance treatment and rehabilitative treatment to be applied to the asphalt during its 20-year service life. Timing is critical in the placement of the preventative maintenance and the rehabilitative treatment to achieve the best level of service at the least amount of cost.

Figure 6 shows a typical pavement performance curve for asphalt pavements. This figure emphasizes the time relationship between street pavement condition and the cost of repair.

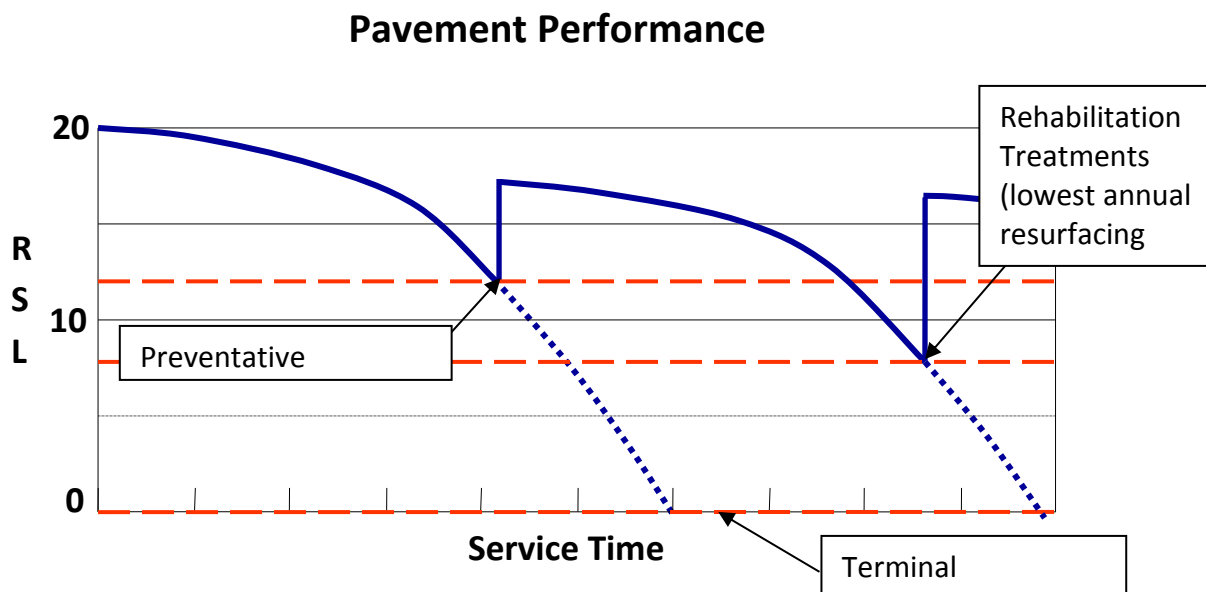


Figure 3. Pavement Performance Curve

After eight years of service ($RSL = 12$), most asphalt pavements will deteriorate to a "good" condition category. This relates to a thirty-three percent (33%) drop in the service life of the pavement and is the optimal point in time at which a preventative maintenance treatment should be placed. After twelve years of service ($RSL = 8$), most asphalt pavements will deteriorate to a "fair" condition rating. This represents a sixty percent (60%) drop in the service life of the pavement and is the best point in time at which to consider a rehabilitation treatment. If no renovation action occurs at this point, the street will likely deteriorate to the "poor" category within three years ($RSL = 5$). Cost comparisons show that reconstruction will cost two to three times more than rehabilitation strategies. The cost to maintain a pavement with preventative maintenance strategies relates to about one-fifth the cost of rehabilitation strategies, or one-tenth the cost of reconstruction.

The RSL of a road is not affected by the appearance of the road. A road may be rough on the surface or have some small bumps and cracks, but this does not necessarily mean that the road is in poor condition. The RSL is based on the structural integrity of the road. A responsible maintenance program will be built around maintenance strategies that improve the service life of the roadway, not simply applying treatments to improve the appearance or smoothness of the road.

Major Causes of Asphalt Pavement Distress

The predominant asphalt pavement distresses affecting Providence's streets were determined from the pavement distress survey information. Analysis of this information showed that there were six major distress types prevalent in the street network. Pavement roughness results from these distresses. Fatigue cracking was the major distress type found occurring most frequently in the asphalt street network.

The root causes of each of the seven main distress types are described as follows, along with respective suggestions on how to mitigate the development of each:

Transverse cracking in asphalt pavements is normally attributed to thermal changes in the pavement structure. As seasonal temperatures change, the pavement expands and contracts beyond the limits that asphalt can tolerate, thus causing transverse cracking. If these transverse cracks are not sealed early in their development, they will continue to grow in terms of both severity and extent, and they will allow surface moisture to enter the pavement causing further distress to develop. Recent developments in asphalt technology known as the Superpave System have shown the potential to preclude the development of transverse cracking if used in new asphalt pavements. Use of performance graded (PG) asphalt cements and the Superpave mix design system, along with good quality control and good hot mix asphalt construction practice can potentially eliminate this type of distress from occurring. Using the Superpave System on newly constructed or reconstructed streets that serve a relatively high volume of traffic is recommended.

Longitudinal cracking is related to two different causes. The first is poor construction. When a street is constructed, it is normally built in two or more sections. Problems, such as poor compaction or segregation in the asphalt mix, will cause longitudinal cracks along the construction seam. The second cause of longitudinal cracks is load related. These longitudinal cracks are found in the wheel paths of the travel lanes. These cracks are due to early fatigue

failure and should be treated as fatigue cracks. On some street segments that are extremely wide, longitudinal cracking may be caused by thermal changes as with transverse cracks.

Block cracking is a combination of transverse and longitudinal cracking that occurs when the transverse and longitudinal cracks intersect. The combination of these two distresses allows greater opportunity for surface water to enter the pavement structure, thus decreasing the load carrying capacity of the pavement. Once a block forms, water enters and softens the base. As the base softens, normal traffic loading progressively breaks the pavement into smaller and smaller blocks. This leads to the development of fatigue cracking.

Utility cuts are man-made cuts and have been shown to reduce the service life of a street by as much as five to seven years. Although utility cuts are sometimes inevitable, good planning and coordination of utility work can reduce the number of utility cuts made in newer streets.

Only limited rutting of the pavement surface was observed in Providence's street network. This form of distress typically occurs in the wheel paths and is a result of deformation in the pavement structure or subgrade. This deformation comes from heavy axle loads acting in combination with moisture to deform and rut the pavement. Inadequate compaction during construction can also result in deformation. Rutting may also occur in hot weather when the asphalt is less viscous and has less shear strength. In this case, rutting usually results from the use of poor materials, poor asphalt mix design, poor quality control, or poor construction.

Edge cracking was generally found in street segments where pavement edges had little or no support. Those segments that had no paved shoulders or supporting curb and gutter sections were more prone to this type of distress.

Fatigue cracking is the main governing distress in the majority of the streets and affects thirty-nine percent (39%) of the network surface area. Fatigue cracking in asphalt pavements is largely caused by loss of base and subgrade support due to moisture infiltrating the pavement. Once moisture softens the base and subgrade layers, the asphalt pavement can no longer effectively carry the traffic loading. This results in pavement cracking and breakup. The fatigue cracking prevalent in the streets of Providence is most likely caused by water saturating the base and

subgrade layers. With the subgrade saturated, the road structure flexes and gives under the weight of a vehicle that drives over the street.

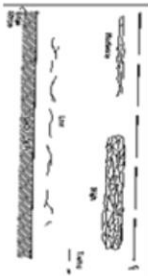
Heavy vehicle traffic on the streets also causes fatigue cracking, by applying greater stresses to the pavement than it is designed to support. In those areas of the city where new homes are being constructed concrete trucks or other heavy vehicles can cause major damage to the streets.

Heavy commercial trucks fall within the heavy vehicle traffic designation.

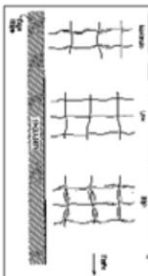
Pavement Distress Survey & Analysis

The first step in the analysis of the pavement distress survey information involves determining the governing distress type for each street segment. A governing distress is one that is most detrimental to the condition of the pavement, and so should be the focus of treatment. Each rating for each distress is associated with an RSL value; a higher distress rating results in a lower RSL rating. To analyze a segment, find the lowest RSL value associated with any of the distresses assigned to the segment. This value becomes the RSL for the entire segment and the corresponding distress is the governing distress.

Figure 5 shows an example rating sheet for a road segment and Table 3 shows the RSL values associated with fatigue cracking ratings. The distress rating of 5 for fatigue cracking corresponds with an RSL of 6. Similar tables would be used for the other distresses reported on the segment. An analysis of the distresses shown below shows that fatigue cracking is the governing distress because it gives the lowest RSL value (besides being the highest numerical rating).

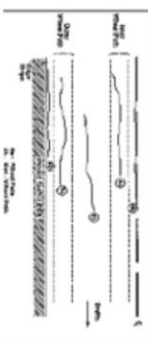


Severity	Extent		
	Low	Medium	High
0 None	1 Crack WP or 1' off C&G Length		
Low Cracks < 1/4"	1	2	3
Medium Cracks 1/4" to 3/4"	4	5	6
High Cracks > 3/4"	7	8	9




Severity	Extent		
	Low	Medium	High
0 None	> 15x15' 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	Medium	High
0 None	1 Crack 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	Medium	High
0 None	0-10% 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

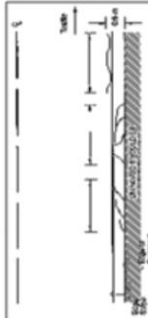
Note: to rate potholes use the same form with the following changes to the severity: Low is <1" deep, Medium is 1"-2" deep and High is >2"

TRANSVERSE CRACKING



Severity	Extent		
	Low	Medium	High
0 None	> 100' 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	Medium	High
0 None	0-10% of Length		
Low 6-4" from Curb	1	2	3
Medium 6-18" from Curb	4	5	6
High 18" from Curb	7	8	9

Figure 4. Condition Rating Sheet

Table 3. Fatigue Cracking Distress Table

RATING	SEVERITY & EXTENT	RSL
0	No Alligator Cracking	20
1	Low, Low	10
2	Low, Medium	8
3	Low, High	6
4	Medium, Low	8
5	Medium, Medium	6
6	Medium, High	4
7	High, Low	6
8	High, Medium	2
9	High, High	0

The governing distress is the distress most likely to cause the pavement to deteriorate the soonest and reduce the serviceability of the street. Appendix D contains the deterioration tables for the other distress types. These tables can be adjusted by experienced personnel to more accurately reflect the effects of local environmental and traffic loading conditions.

Table 4 includes several recommended preservation strategies and treatments, the estimated cost of each treatment, and the estimated remaining service life the road is expected to gain after the treatment is applied.

Table 4. Maintenance Performance Table

Treatment Type	Maint. Category	Cost	0	1-3	4-6	7-9	10-12	13-15	16-18	19-21
Crack Seal	Routine	\$0.45	0	0	0	0	1	2	3	2
Cold Patch	Routine	\$0.45	0	0	0	0	0	0	0	0
Digout and Hot Patch	Routine	\$0.68	0	0	0	0	0	0	0	0
High Perf. Cold Patch	Routine	\$0.90	0	0	0	0	0	0	0	0
Fog Coat	Routine	\$0.68	0	0	0	1	1	2	2	2
High Mineral Asphalt Emulsion	Preventative	\$1.80	0	0	0	1	2	3	5	5
Sand Seal	Preventative	\$0.98	0	0	0	1	2	2	2	2
Scrub Seal	Preventative	\$1.50	0	1	3	5	5	5	5	5
Single Chip Seal	Preventative	\$1.95	0	1	3	5	5	5	5	5
HA5 High Density Mineral Bond	Preventative	\$2.16	0	1	3	5	5	5	5	5
Microsurfacing	Preventative	\$3.60	0	2	3	5	7	7	7	7
Plant Mix Seal	Rehabilitation	\$8.40	0	3	4	5	7	7	7	7
Cold In-place Recycling (2 in with chip seal)	Rehabilitation	\$7.50	0	3	4	5	6	7	7	7
Thin Hot Mix Overlay (<2 in)	Rehabilitation	\$10.13	0	4	6	7	7	7	7	7
HMA (leveling) & Overlay (<2 in.)	Rehabilitation	\$11.25	0	4	6	8	8	8	8	8
Hot Surface Recycling	Rehabilitation	\$7.50	0	3	5	7	8	8	8	8
Rotomill & Overlay (<2 in)	Rehabilitation	\$12.60	0	4	7	8	8	8	8	8
Cold In-place Recycling (2/2 in.)	Reconstruction	\$15.45	15	15	15	15	15	15	15	15
Thick Overlay (3 in.)	Reconstruction	\$15.00	12	12	12	12	12	12	12	12
Rotomill & Thick Overlay (3 in.)	Reconstruction	\$16.50	12	12	12	12	12	12	12	12
Base Repair/Pavement Replacement	Reconstruction	\$18.00	16	16	16	16	16	16	16	16
Cold Recycling & Overlay (3/3 in.)	Reconstruction	\$16.73	14	14	14	14	14	14	14	14
Full Depth Reclamation & Overlay (3/3 in.)	Reconstruction	\$19.88	20	20	20	20	20	20	20	20
Base/Pavement Replacement (3/3/6 in.)	Reconstruction	\$28.50	20	20	20	20	20	20	20	20
*Fit the current RSL into a category along the top row and then move down ward to the applied treatment to find the additional RSL that will be achieved from the selected treatment.										
(2/2 in.) Means 2" overlay with 2" recycle			(3/3/6) Means 3" HMA over 3" Road Base over 6" Base							

The previous procedure was used to determine the governing distress and the RSL for each asphalt segment. Figure 6 shows the governing distress types in the asphalt street network along with the percent of the total asphalt street network area affected by each type.

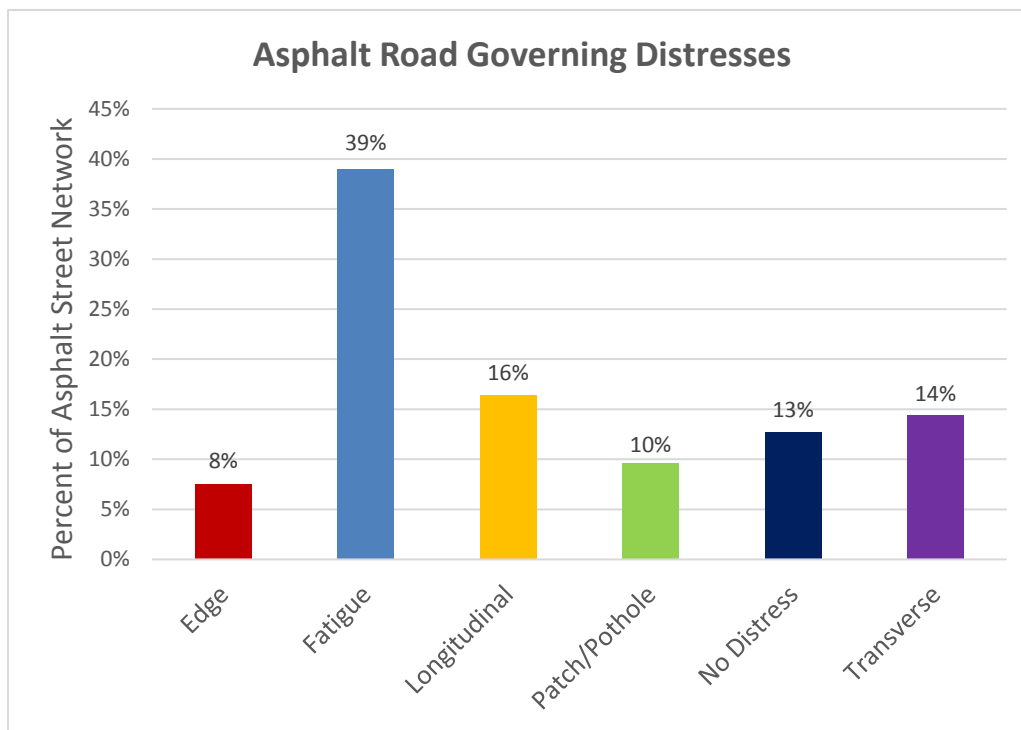


Figure 5. Governing Distress Rating Distribution for Asphalt Roads

As a reference, one percent (1%) of Providence's asphalt street network represents approximately 0.4 miles in length. Figure 6 also illustrates that some governing distress types are more common to the street network. Fatigue is the most common governing distress type in Providence's asphalt street network.

The governing distress type of each segment provided the means of calculating the average RSL for the street network. For management purposes, the estimated RSL values are grouped incrementally in three-year categories. Figure 8 shows the current RSL distribution for Providence's street network in terms of percent of surface area of the network.

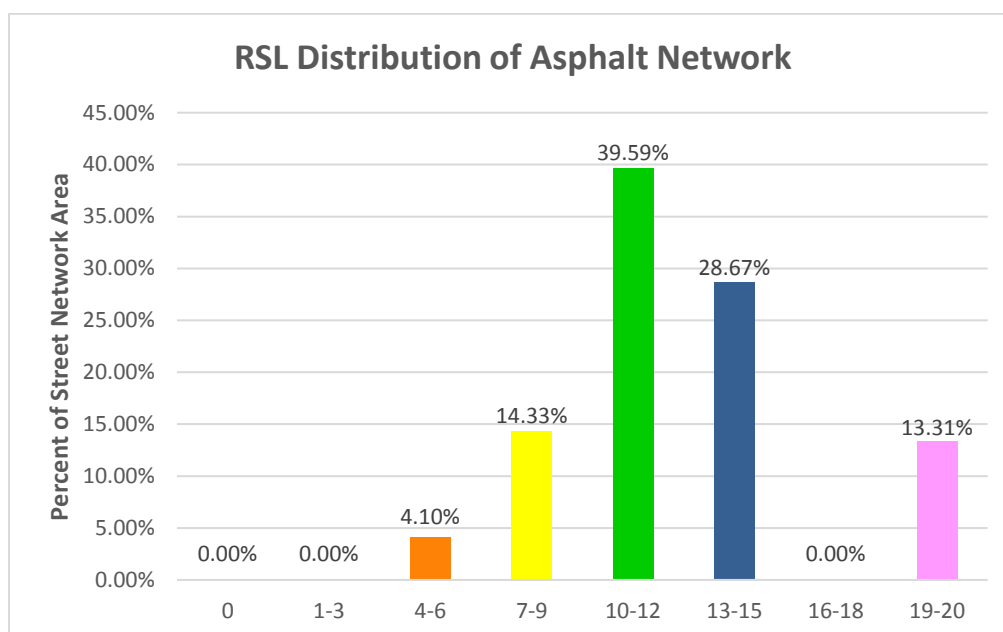


Figure 6. Current RSL Distribution for Asphalt and Concrete Street Network

The estimated average RSL of Providence's street network is 12.30 years. The average RSL value for Providence is above the average RSL value of 10.89 years for all Utah cities surveyed since 2002 by the Utah LTAP Center. Table 5 shows this same information along with the corresponding subjective condition ratings of poor, fair, good, very good, and excellent.

Table 5. Subjective Condition Rating of Asphalt and Concrete Street Network

SUBJECTIVE CONDITION RATING OF STREET NETWORK								
	FAILED	POOR		FAIR	GOOD	VERY GOOD		EXCELLENT
RSL (Years)	0	1-3	4-6	7-9	10-12	13-15	16-18	19-20
% of Network	0.00%	0.0%	4.10%	14.33%	39.59%	28.67%	0.0%	13.31%

Zero percent (0%) of the paved street network in Providence is considered to be in a failed condition. Four percent (4.10%) is considered to be in poor condition. Fourteen percent (14.33%) is rated to be in fair condition, forty percent (39.59%) is in good condition, twenty-nine percent (28.67%) is in very good condition, and thirteen percent (13.31%) of the street network is rated to be in excellent condition.

Table 6 shows a list of cities that Utah LTAP surveyed over the past 10 years. This table shows that these cities have a similar average RSL value to Providence. The average RSL value of 10.64 years for all of these other cities is slightly above Providence's average RSL value of 10.26 years. Compared to the rest of this cities on the list, Providence has the lowest percentage of roads at the terminal serviceability level (RSL=0) at zero percent (0%).

Table 6. Multi-City Comparison of Street Network Condition Ratings

City/Year	0	1-3	4-6	7-9	10-12	13-15	16-18	19-20	Average RSL
Providence 2017	0.00%	0.0%	4.10%	14.33%	39.59%	28.67%	0.0%	13.31%	12.30
Kaysville 2016	0.2%	1.5%	26.2%	19.1%	36.9%	10.0%	0.0%	6.1%	9.55
Woods Cross 2015	3.4%	0.6%	27.5%	24.4%	5.5%	4.4%	18.3%	16.0%	10.87
Layton 2007	0.2%	3.4%	21.1%	46.7%	8.1%	11.3%	0.0%	9.2%	9.16
West Valley 2016	0.4%	0.6%	32.8%	23.8%	29.5%	3.1%	8.0%	1.8%	8.91
Brigham City 2010	0.1%	0.4%	12.0%	28.7%	14.8%	3.1%	30.3%	10.5%	12.1
Heber City 2016	0.2%	0.4%	5.2%	7.9%	47.0%	9.8%	21.5%	8.1%	12.71
Provo 2014	0.6%	2.2%	13.3%	19.0%	37.7%	7.3%	12.4%	7.6%	11.02
North Salt Lake 2007	2.2%	5.8%	20.8%	13.7%	43.9%	4.9%	8.3%	1.1%	9.7
Tooele 2015	1.3%	0.2%	14.4%	14.6%	35.0%	4.3%	18.7%	11.6%	11.7

For further illustrative purposes, the following photographs show examples of the condition ratings of poor, fair, good, very good, and excellent and their respective RSL estimates.



Photo 1. Poor Condition – 500 S from Main Street to Dead End (RSL = 4 years)



Photo 2. Fair Condition – 300 S from 250 W to 200 W (RSL = 8 years)



Photo 3. Good Condition – 100 N from 200 W to 300 W (RSL = 10 years)



Photo 4. Very Good Condition – 300 E from 300 S to 400 S (RSL = 14 years)



Photo 5. Excellent Condition – 400 S from Main Street to 100 W (RSL = 20 years)

Currently, Providence's paved street network is in "good" condition. Zero percent (0.0%) of the network is at a terminal serviceability level as shown in Table 5. If no preservation or rehabilitation work is undertaken, 3.0% can be expected to deteriorate to a terminal serviceability level in three years.

On average, each street segment will most likely lose one year of service life per year without some preservation work being done. Within three years, if no pavement preservation is performed, about 16% of the asphalt paved network will probably deteriorate to a poor condition. This could place a major financial burden on the city to reconstruct these segments to provide adequate roads, as well as reduce the amount of public satisfaction with the street network. If a systematic pavement management program is continued now, a balanced set of preservation strategies (e.g., routine maintenance, preventative maintenance, rehabilitation, and reconstruction) can be used to preclude the development of a backlog of needs and the overall decline in the service life of the network.

Development of Preservation Strategies and Recommended Treatments

After determining the governing distress types for each street segment, pavement preservation strategies and treatments that can effectively correct or remove the root causes were identified. Frequently, more than one strategy or treatment can be used to effectively remedy the governing distress and other accompanying distresses that may exist. As an example, the distress deterioration table for fatigue cracking is shown in Table 7. This table shows the various combinations of severity and extent (rating) levels that may occur, along with their preservation strategies and recommended treatments. The corresponding estimated RSL of each rating level is also shown.

Table 7. Fatigue Cracking Preservation Strategies and Treatments

RATING	SEVERITY & EXTENT	RSL	STRATEGY	TREATMENT
0	No Alligator Cracking	20	No Maintenance	No Maintenance
1	Low, Low	10	Routine	Slurry Seal/HA5
2	Low, Medium	8	Rehabilitation	Thin Hot Mix Overlay (<2 in)
3	Low, High	6	Rehabilitation	Thin Hot Mix Overlay (<2 in)
4	Medium, Low	8	Rehabilitation	Thin Hot Mix Overlay (<2 in)
5	Medium, Medium	6	Reconstruct	Thick Overlay (3 in)
6	Medium, High	4	Reconstruct	Rotomill & Thick Overlay
7	High, Low	6	Reconstruct	Thick Overlay (3 in)
8	High, Medium	2	Reconstruct	Cold Recycle & Overlay (3 in)
9	High, High	0	Reconstruct	Full Depth Reclamation (3/3 in.)

Distress deterioration tables with their preservation strategies and recommended treatments similar to this were developed for each distress type and are given in Appendix D.

The preservation strategies and recommended treatments given in Appendix F are grouped in the general preservation strategies of routine maintenance, preventative maintenance, rehabilitation, and reconstruction. Each major preservation strategy represents a particular level of work effort and a specific goal with regard to preserving or restoring the pavement.

Routine maintenance is primarily proactive and includes the work items of crack sealing, fog sealing, dig-outs, and patching.

Preventative maintenance is designed to slow pavement deterioration, as well as preserve and improve the functional condition of the pavement. Preventative maintenance strategies do not substantially increase structural capacity. Treatments in the category of preventative maintenance include sand seals, fog seals, chip seals, scrub seals, cape seals, slurry seals, and microsurfacing.

Rehabilitation serves to correct or remove root causes of distress and to add structural capacity and service life to the pavement. Rehabilitation treatments include thin hot mix asphalt overlays, hot surface recycling, bonded wearing courses, and combinations of leveling courses or rotomilling with overlays.

Reconstruction covers all types of work involved in totally reconstructing or replacing the pavement structure, thus providing a completely new pavement.

A detailed listing of all preservation strategies and their associated treatments with unit costs are given in Appendix F. The unit costs, separately provided by Road Science, L.L.C. and Providence, are based on the average costs per square yard. A special inventory form built within the Transportation Asset Management System (TAMS) computer program facilitates the analysis process and allows engineering judgment to be exercised at any point. An example of this form is shown in Figure 9. The program uses the previously entered distress information to determine appropriate treatments. For the segment shown in Figure 9, the recommended treatment is a Thin Hot Mix Overlay (<2 in.).

Edit Inventory Information

File Menu

Segment Number: 210

Road Name: 200 S

From Address: 200 East

To Address: 100 East

Number of Travel Lanes: 2

Road Width: 24 ft

Segment Length: 692 ft

Speed Limit: 25 mph

Surface Type: Asphalt

Owner: City

Importance: Low

Functional Classification: Residential

District: District 1

Drainage Type: Concrete Curb and Gut

AADT: 0

Date Inventoried: 7/7/2017

Photo #: 2107

Update Location Information

View Picture

Enter Comment

Distress Rating Sheet

Fatigue: 2 (0-9)

Longitudinal: 0 (0-9)

Transverse: 1 (0-9)

Block: 0 (0-9)

Patching/Potholes: 1 (0-9)

Edge: 1 (0-9)

Rutting: 0 (0-3)

Roughness: 0 (0-3)

Drainage: 0 (0-3)

Inventory Date: 7/7/2017

RSL: 8

Optimal Treatment: Thin Hot Mix Overlay (<2 in)

☐ RSL based on Date

Add New Distress Information

Suggested Treatment: Thin Hot Mix Overlay (<2 in)

Enter Work Done

View History

Exit

Figure 7. TAMS Inventory Form

On the left side of the form, inventory information pertaining to the street segment is shown. This information includes the address and location of the segment, surface type, number of lanes, length, width, area, posted speed limit, and date inventoried. On the right side, the various distress ratings are listed, along with a recommended preservation treatment. The program provides valuable insight into the distresses affecting street segments and the corresponding pavement condition.

Appendix E shows the initial recommended pavement preservation strategies to be used on each street segment. Table 8 gives an example of the information contained in Appendix E. This information is sorted by treatment type and street name.

Table 8. Recommended Preservation Treatments for Each Segment (Appendix E)

ID	STREET NAME	FROM	TO	CLASS	TREATMENT	AREA (YD^2)
109	400 EAST	200 NORTH	DEAD END	Minor Collector	Thin Hot Mix Overlay (<2 in)	2512
38	500 SOUTH	MAIN ST	DEAD END	Minor Collector	Rotomill & Thick Overlay (3 in.)	1022
88	CANYON RD	530 EAST	SEGO LILY LN	Minor Collector	Crack Seal/Slurry Seal	2440
205	200 NORTH	100 WEST	MAIN ST	Minor Collector	Cold Patch/Chip Seal	2697
50	300 EAST	100 SOUTH	200 SOUTH	Major Collector	Crack Seal/Slurry Seal	1834
32	325 WEST	300 SOUTH	DEAD END	Residential	Chip Seal	2538

Assessment of Current Street Maintenance Program Funding

Asphalt Road Network

Maintaining and preserving Providence's street network at a high service level is vital to the well-being of the community. It is helpful for elected officials to understand that the cost of construction and pavement preservation has increased significantly in the last ten years. Since cities have had little increase in the B & C gas tax fund, they can preserve only a fraction of the roads that they could in the past with the same money. This is putting road departments in the position of not being able to stay up with cost effective pavement preservation in the early years of a pavement's life. The only solution is to find other sources of funds or let some of the lower functional class roads go, hoping that low volume roads will last a little longer than the higher volume arterials and collectors. Segments in Appendix G were selected and prioritized based on of their level of functional importance to the road network so that the higher functionally classified roads could be done first.

Systematic and balanced pavement preservation programs providing for routine and preventative maintenance, rehabilitation, and reconstruction, will enable Providence to cost effectively maintain the street network. A pavement preservation program recommended for cities and towns is one that maintains an estimated average RSL of 10 years with no more than three percent (3%) of the street network at the terminal serviceability level (i.e. RSL = 0). Providence's 2017 RSL distribution is shown in Figure 10.

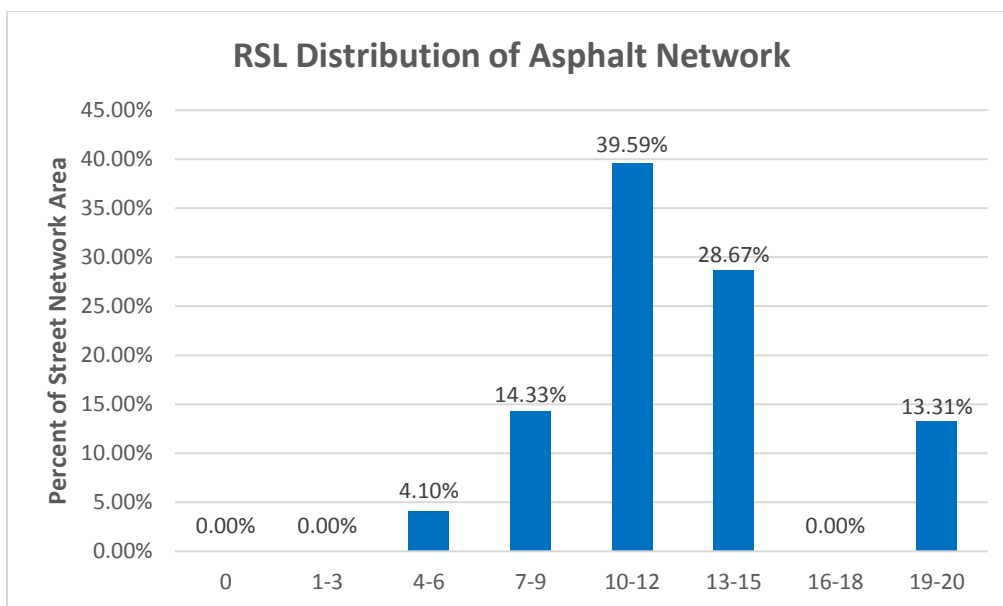


Figure 8. Current RSL Distribution for Asphalt Street Network

The average RSL for Providence's asphalt street network for 2017 is estimated at 12.30 years with zero percent (0.0%) of the road network at a terminal service level. The current condition of Providence's asphalt street network meets the given recommended standards by having an estimated average RSL value above 10 years with less than three percent of the street network at the terminal serviceability level. This illustrates that Providence has been maintaining its road network at a satisfactory level.

Figure 11 and Figure 12 illustrate the estimated RSL distribution for 2022 and 2027 if no maintenance is performed on the street network. The number of streets at a terminal service level (RSL = 0) would increase from 0.0 % to 44% by 2027.

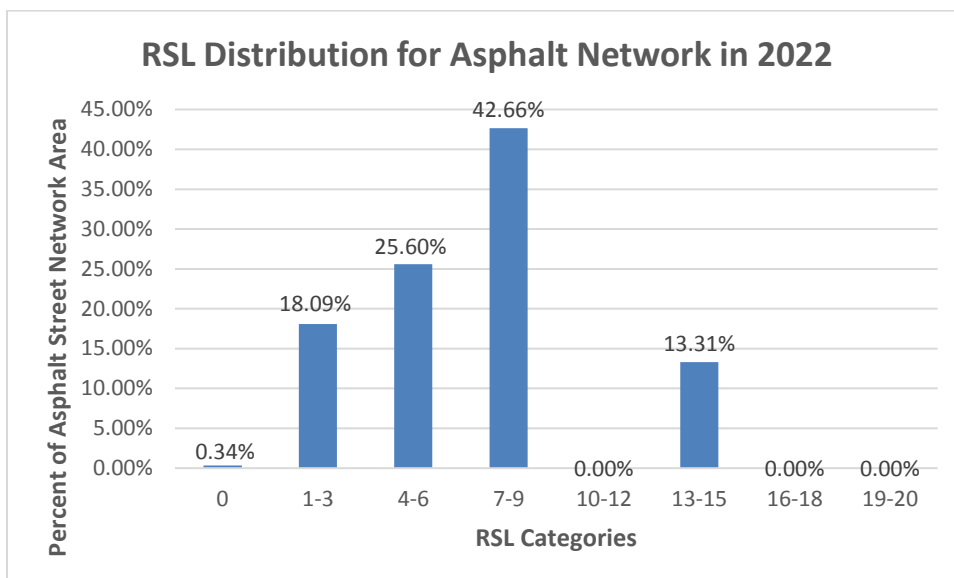


Figure 9. Estimated RSL Distribution for 2022 with No Maintenance

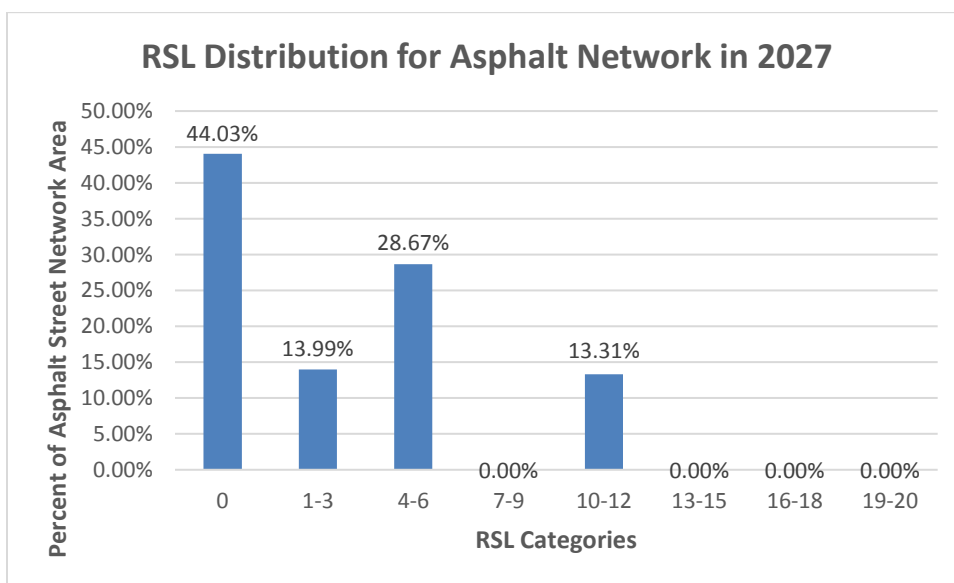


Figure 101. Estimated RSL Distribution for Year 2027 with No Maintenance

The resulting estimated average RSL for the year 2022 is 7.30 years, and for the year 2027 is 2.75 years.

Figure 13 illustrates the estimated RSL distribution for 2022 for the current funding allocation of \$400,000 per year on average.

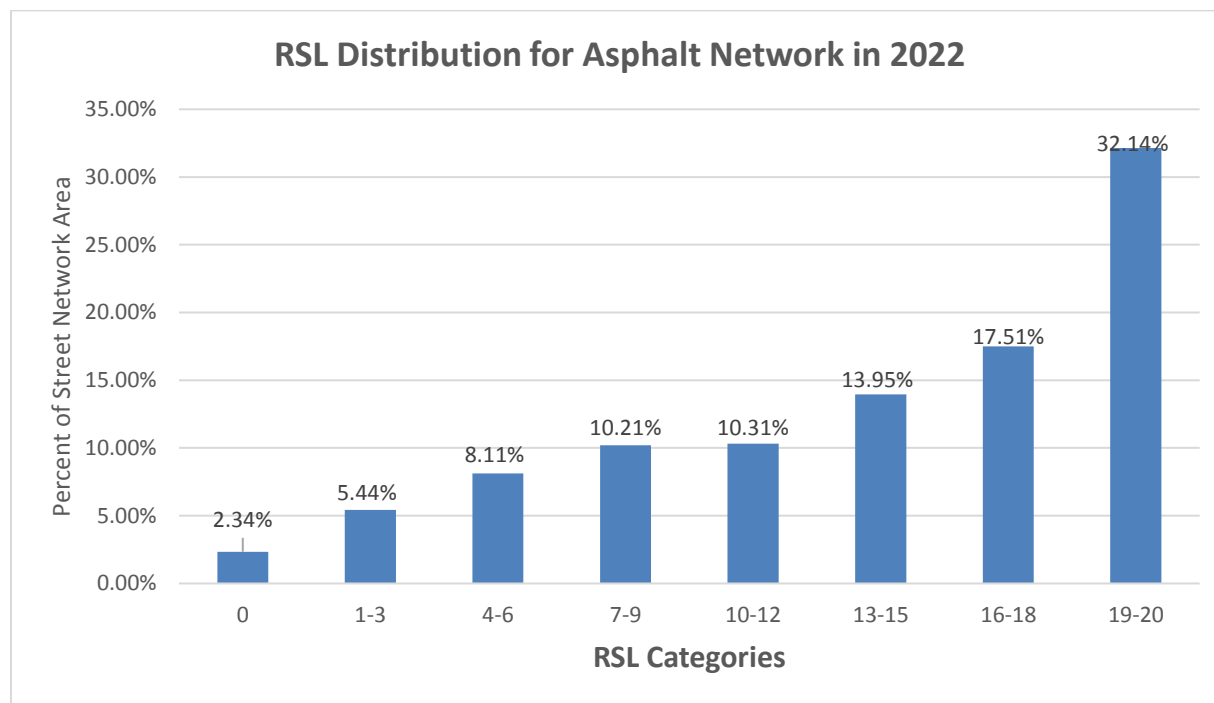


Figure 11. Estimated RSL Distribution for Year 2022 Continuing with Existing Allocation

The estimated number of streets at a terminal service level (RSL = 0) will increase from 0.0% to 2.34% by 2022. The resulting estimated average RSL for the year 2022 is 13.82 years which is an increase from 12.30 years in 2017. These resulting values meet the recommended standard of less than three percent (3%) of streets at the terminal service level and an average RSL of above 10 years. The overall RSL distribution of the road network has also improved.

Development of Recommended Pavement Preservation Program

Asphalt Road Network

A five-year pavement preservation program is recommended to increase the level of service of Providence's road network. This approach is estimated to increase the average RSL of the road network from 12.30 to 13.82 years over the five-year program. The first three years of the program focuses on preservation treatments on the collector roads and the last two years put more focus on maintaining residential roads. The focus of the treatment plan is preventative maintenance strategies such as crack seal and slurry seal to help preserve the life of the road network with the most cost effective methods. This will result in lower future maintenance costs for these roads thus leaving additional funding to be used in rehabilitation and reconstruction methods on the roads needing those treatments.

A five-year plan was chosen as opposed to a ten-year plan because of the high degree of uncertainty in predicting what will occur over such a long period of time. After 3 or 4 years, a new condition survey should be performed to see how the roads have deteriorated throughout the plan to produce an updated five-year treatment plan.

The first year of the program, 2018, focuses on major and minor collector roads. The main treatments suggested for this part of the program are crack sealing, slurry sealing, patch work, rotomilling with a 2 inch overlay, and microsurfacing. The estimated cost of road maintenance work for 2018 is \$386,405. The recommended funding distribution for the three pavement preservation strategies is given in Table 9.

Treatment Category	Funding
Routine/Preventative	\$ 286,472.78
Rehabilitation	\$ 48,946.46
Reconstruction	\$ 50,985.90
TOTAL	\$ 386,405.14

Table 9. Paved Road Funding Distribution for 2018

The second year of the program, 2019, focuses on major and minor collector roads. The main treatments suggested for this part of the program are crack sealing, slurry sealing, patch work, and a 3 inch overlay. The estimated cost of road maintenance work for 2019 is \$426,718. The recommended funding distribution for the three pavement preservation strategies is given in Table 10.

Treatment Category	Funding
Routine/Preventative	\$ 250,306.78
Rehabilitation	\$ 48,946.46
Reconstruction	\$ 127,464.75
TOTAL	\$ 426,717.99

Table 10. Paved Road Funding Distribution for 2019

The third year of the program, 2020, focuses on minor collector and residential roads. The main treatments suggested for this part of the program are a 2 inch Hot Thin Mix overlay. The estimated cost of road maintenance work for 2020 is \$367,098.48. The recommended funding distribution for the three pavement preservation strategies is given in Table 11.

Treatment Category	Funding
Routine/Preventative	\$ -
Rehabilitation	\$ 367,098.48
Reconstruction	\$ -
TOTAL	\$ 367,098.48

Table 11. Paved Road Funding Distribution for 2020

The fourth year of the program, 2021, focuses on residential roads. The main treatments suggested for this part of the program are crack sealing, slurry sealing, patch work, and full depth reclamation. The estimated cost of road maintenance work for 2021 is \$355,882. The recommended funding distribution for the three pavement preservation strategies is given in Table 12.

Treatment Category	Funding
Routine/Preventative	\$ 151,937.98
Rehabilitation	\$ -
Reconstruction	\$ 203,943.60
TOTAL	\$ 355,881.58

Table 12. Paved Road Funding Distribution for 2021

The fifth and final year of the program, 2022, focuses on residential roads. The main treatments suggested for this part of the program are crack sealing, slurry sealing, chip sealing, patch work, and base repair and overlay. The estimated cost of road maintenance work for 2022 is \$434,060. The recommended funding distribution for the three pavement preservation strategies is given in Table 13.

Treatment Category	Funding
Routine/Preventative	\$ 162,135.16
Rehabilitation	\$ -
Reconstruction	\$ 271,924.80
TOTAL	\$ 434,059 .96

Table 13. Paved Road Funding Distribution for 2022

The list of streets within the road network that are recommended to be treated each year of the five-year maintenance plan can be found in Appendix G. The resulting RSL values for the road network in 2022 after the treatment plan has been completed can be found in Figure 13.

Implementation of Pavement Management System

A fully implemented pavement management system can be a useful tool to a city, town, or county in cost effectively maintaining their street or road networks at a high service level.

A majority of the work necessary to implement a pavement management system has been done by the Utah LTAP Center. As described in this report, a full inventory and condition survey of Providence's street network has been made. This provided the basis for the analysis of the street network's current conditions.

The following steps are suggested to facilitate the implementation of the pavement management system and assure its beneficial use:

1. Conduct briefings with appropriate personnel to explain the details and procedures of the pavement management system.
2. Train the appropriate personnel on how to implement the recommended pavement preservation program.
3. Develop a pavement structure history database including dates of initial construction and subsequent maintenance and rehabilitation actions.
4. Develop a traffic database and incorporate traffic counts, classifications, and axle load data.
5. In cooperation with the personnel responsible for the maintenance of the street network, conduct site reviews of street segments recommended for treatment.

The Utah LTAP Center is available and can assist in this implementation effort. Further fieldwork and support is available on an as needed actual cost basis. This can be arranged and scheduled by contacting Nick Jones at the Utah LTAP Center.

Importance of Feedback

The pavement management system set forth in this report is systematic in nature. Therefore, special steps and efforts should be taken to assure that everyone involved has an opportunity and a means to provide both input and feedback in the pavement management process. As shown in Figure 1 of the introduction to this report, feedback among all elements of the pavement management process is essential for the system to be dynamic and useful to the city. Effective feedback has been accomplished by several agencies by establishing a pavement management team or group. This team is comprised of representatives from each operating element involved in the process within the organization. Typically, this team is led by someone from the Public Works Department who assigns specific duties to each team member commensurate with their role in the pavement management process.

The pavement preservation program requires accurate and timely feedback on all decisions and actions taken with respect to preservation (routine maintenance, preventative maintenance, rehabilitation maintenance, and reconstruction) of each street segment. This feedback should include such information as type of work performed, unit costs of work items, amount and quality of work performed, date of completed work, additional pavement structure added, and any other design related information. In addition, periodic condition surveys should be made to keep track of the condition of each street and the network as a whole. These periodic condition surveys should be conducted every two to three years.

Summary of Findings and Recommendations

Findings

Currently the streets network classifications in Providence are: 60.11% of the street network is classified as residential, 26.35% as minor collector, and 13.54% as major collector.

Analyses of the distress information of the paved street network showed that there were six distress types prevalent in the asphalt paved streets network. Of these distress types, fatigue cracking occurred most frequently in the asphalt streets network. The percent areas of the asphalt street networks affected by this distress type was previously shown in Figure 6.

Currently, the average remaining service life (RSL) for Providence's entire asphalt paved street network is estimated to be 12.30 years. The current percent of street network surface area with no service life left (terminal serviceability or $RSL = 0$) is 0.0%.

Recommendations

Using the pavement preservation program presented in this report, the estimated average RSL of Providence's streets network can be increased to approximately 13.82 years by the year 2022. The percent of street network surface area at the terminal serviceability level will be approximately 2.34%. In addition, the RSL distribution of the street network in terms of RSL distribution categories is improved. With the improved RSL distribution, the most cost-effective strategies and treatments can be used to maintain the street network. Providence's street network is currently in a "good" condition.

A 5-year maintenance plan is recommended for preserving the asphalt street networks at a high level of service. Costs of expanding the network are not included in the given recommended budget. Future funding needs will likely increase due to inflation, increased pavement surface areas, increased traffic volumes, and increased material costs. All Road Funds should be allocated to pavement preservation. Additional funds required for personnel, capital improvements, and capacity improvements should come from other funding sources such as

impact fees and mill levies. The details of this recommended pavement preservation program are given in Appendix G.

It has been a pleasure working with Providence City to provide the information included in this report. Providence's Public Works and City Council have been extremely supportive of the work that has been done in preparing the pavement preservation program. The pavement management program can be used to maintain and improve the streets network for several years to come.

Table 14. Summary of Findings and Recommendations

2017 Average RSL	12.30
2017 Terminal Serviceability	0.00%
2022 Estimated Average RSL	13.82
2022 Estimated Terminal Serviceability	2.34%
2017-2022 Average Recommended Annual Funding	\$383,232.68

Appendix A

Inventory of Street Network

Appendix A

ID	Road Name	From	To	Width	Length	RSL	Area (Sq. Yards)	% Area
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Functional Class: Major Collector

13	100 NORTH	400 EAST	300 EAST	25	696	10	1,933.33	0.28%
87	100 NORTH	300 EAST	200 EAST	25	686	8	1,905.56	0.28%
271	100 NORTH	200 EAST	100 EAST	25	699	8	1,941.67	0.28%
270	100 NORTH	100 EAST	MAIN ST	55	677	12	4,137.22	0.60%
269	100 NORTH	MAIN ST	100 WEST	25	705	12	1,958.33	0.29%
333	100 NORTH	200 WEST	300 WEST	55	782	10	4,778.89	0.70%
332	100 NORTH	300 WEST	GATEWAY DR	55	940	10	5,744.44	0.84%
287	100 NORTH	GATEWAY DR	SR-165	55	967	10	5,909.44	0.86%
350	100 NORTH	400 WEST	DEAD END	25	50	10	138.89	0.02%
276	1700 SOUTH	SR 165	CHANGE OF PAVEMENT	45	700	14	3,500.00	0.51%
308	300 EAST	200 NORTH	500 NORTH	30	2970	12	9,900.00	1.44%
138	300 EAST	CANYON RD	525 SOUTH	34	497	14	1,877.56	0.27%
79	300 EAST	CANYON RD	BESSIE LN	34	850	14	3,211.11	0.47%
249	300 EAST	BESSIE LN	875 SOUTH	30	704	14	2,346.67	0.34%
279	300 EAST	875 SOUTH	1000 SOUTH	24	815	20	2,173.33	0.32%
273	300 EAST	200 NORTH	100 NORTH	24	751	8	2,002.67	0.29%
90	300 EAST	100 NORTH	CENTER ST	24	720	20	1,920.00	0.28%
134	300 EAST	CENTER ST	100 SOUTH	24	649	10	1,730.67	0.25%
50	300 EAST	100 SOUTH	200 SOUTH	24	688	10	1,834.67	0.27%
122	300 EAST	300 SOUTH	400 SOUTH	24	741	14	1,976.00	0.29%
277	300 SOUTH	SR 165	485 WEST	45	1297	10	6,485.00	0.94%
21	300 SOUTH	485 WEST	425 WEST	45	417	10	2,085.00	0.30%
128	300 SOUTH	425 WEST	375 WEST	45	330	10	1,650.00	0.24%
140	300 SOUTH	375 WEST	325 WEST	34	341	10	1,288.22	0.19%
85	300 SOUTH	325 WEST	250 WEST	45	384	10	1,920.00	0.28%
278	300 SOUTH	250 WEST	200 WEST	45	459	8	2,295.00	0.33%
65	300 SOUTH	SPRING CREEK RD	END OF PAVEMENT	24	609	14	1,624.00	0.24%
47	300 SOUTH	SPRING CREEK RD	EDGEWOOD DR	24	421	14	1,122.67	0.16%
143	300 SOUTH	EDGEWOOD DR	300 EAST	34	457	12	1,726.44	0.25%
121	300 SOUTH	300 EAST	200 SOUTH	34	1209	8	4,567.33	0.67%
280	300 SOUTH	200 WEST	100 WEST	24	705	10	1,880.00	0.27%
52	300 SOUTH	100 WEST	MAIN ST	34	688	10	2,599.11	0.38%
12	300 SOUTH	MAIN ST	100 EAST	24	638	8	1,701.33	0.25%
221	300 SOUTH	100 EAST	DEAD END	24	424	8	1,130.67	0.16%
					Totals:	11	92,995.22	11.93%

ID	Road Name	From	To	Width	Length	RSL	Area (Sq. Yards)	% Area
Functional Class: Minor Collector								
336	1000 SOUTH	CITY BOUNDARY	300 EAST	30	715	10	238.33	0.03%
254	1000 SOUTH	300 EAST	400 EAST	34	627	14	2,368.67	0.34%
253	1000 SOUTH	400 EAST	470 EAST	34	453	12	1,711.33	0.25%
320	1000 SOUTH	470 EAST	540 EAST	24	329	14	877.33	0.13%
321	1000 SOUTH	540 EAST	600 EAST	24	361	14	962.67	0.14%
322	1000 SOUTH	600 EAST	FORGOTTEN LN	24	367	12	978.67	0.14%
242	1000 SOUTH	FORGOTTEN LN	GRANDVIEW DR	30	603	8	2,010.00	0.29%
324	1000 SOUTH	GRANDVIEW DR	800 EAST	34	535	12	2,021.11	0.29%
325	1000 SOUTH	800 EAST	DEAD END	34	535	12	2,021.11	0.29%
63	200 EAST	200 SOUTH	100 SOUTH	24	708	8	1,888.00	0.27%
59	200 EAST	100 SOUTH	CENTER ST	24	693	8	1,848.00	0.27%
100	200 EAST	100 NORTH	CENTER ST	24	692	12	1,845.33	0.27%
272	200 EAST	100 NORTH	200 NORTH	24	682	12	1,818.67	0.26%
43	200 NORTH	300 WEST	BLUFF ST	40	675	14	3,000.00	0.44%
201	200 NORTH	100 WEST	150 WEST	35	307	14	1,193.89	0.17%
205	200 NORTH	100 WEST	MAIN ST	34	714	8	2,697.33	0.39%
266	200 NORTH	MAIN ST	100 EAST	24	671	14	1,789.33	0.26%
83	200 NORTH	100 EAST	200 EAST	24	713	10	1,901.33	0.28%
274	200 NORTH	200 EAST	300 EAST	24	640	12	1,706.67	0.25%
275	200 NORTH	300 EAST	400 EAST	20	735	12	1,633.33	0.24%
330	280 NORTH	SPRING CREEK PKWY	300 WEST	45	602	10	3,010.00	0.44%
18	280 NORTH	300 WEST	BLUFF ST	40	523	20	2,324.44	0.34%
286	280 NORTH	BLUFF ST	100 WEST	40	935	8	4,155.56	0.61%
356	400 EAST	500 NORTH	DEAD END	34	219	10	827.33	0.12%
109	400 EAST	200 NORTH	DEAD END	24	942	8	2,512.00	0.37%
189	400 EAST	200 NORTH	100 NORTH	24	692	8	1,845.33	0.27%
72	400 EAST	100 NORTH	CENTER ST	24	875	8	2,333.33	0.34%
257	400 EAST	1000 SOUTH	HILLSBOROUGH DR	20	1747	10	3,882.22	0.57%
304	400 EAST	1000 SOUTH	800 SOUTH	24	1136	14	3,029.33	0.44%
305	400 EAST	800 SOUTH	CANYON RD	24	1367	12	3,645.33	0.53%
226	500 SOUTH	330 WEST	GARDEN DR	45	667	14	3,335.00	0.49%
225	500 SOUTH	GARDEN DR	DEAD END	34	488	12	1,843.56	0.27%
227	500 SOUTH	FUHRMAN DR	330 WEST	24	433	14	1,154.67	0.17%
20	500 SOUTH	285 WEST	200 WEST	34	443	10	1,673.56	0.24%
129	500 SOUTH	100 WEST	200 WEST	24	691	6	1,842.67	0.27%
25	500 SOUTH	100 WEST	MAIN ST	24	688	8	1,834.67	0.27%

ID	Road Name	From	To	Width	Length	RSL	Area (Sq. Yards)	% Area
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Functional Class: Minor Collector

38	500 SOUTH	MAIN ST	DEAD END	20	460	4	1,022.22	0.15%
54	CANYON RD	EDGEHILL DR	300 EAST	34	700	14	2,644.44	0.39%
142	CANYON RD	300 EAST	400 EAST	34	640	10	2,417.78	0.35%
36	CANYON RD	400 EAST	480 EAST	34	582	10	2,198.67	0.32%
61	CANYON RD	480 EAST	530 EAST	34	337	10	1,273.11	0.19%
88	CANYON RD	530 EAST	SEGO LILY LN	34	646	14	2,440.44	0.36%
75	CANYON RD	SEGO LILY LN	GRANDVIEW DR	34	912	12	3,445.33	0.50%
118	CENTER ST	400 NORTH	FOXRIDGE DR	40	486	20	2,160.00	0.31%
67	CENTER ST	FOXRIDGE DR	NORTH SATSUMA	40	468	20	2,080.00	0.30%
68	CENTER ST	NORTH SATSUMA	SARAH ST	40	410	20	1,822.22	0.27%
3	CENTER ST	SARAH ST	700 EAST	40	583	14	2,591.11	0.38%
29	CENTER ST	700 EAST	SHERWOOD DR	40	500	14	2,222.22	0.32%
149	CENTER ST	400 EAST	300 EAST	24	735	20	1,960.00	0.29%
264	CENTER ST	300 EAST	200 EAST	45	692	12	3,460.00	0.50%
263	CENTER ST	200 EAST	100 EAST	40	694	14	3,084.44	0.45%
211	CENTER ST	100 EAST	MAIN ST	40	674	10	2,995.56	0.44%
213	CENTER ST	MAIN ST	100 WEST	40	703	14	3,124.44	0.45%
285	CENTER ST	100 WEST	200 WEST	34	693	10	2,618.00	0.38%
306	GATEWAY DR	GOLF COURSE RD	800 South (Logan)	45	1353	10	6,765.00	0.99%
288	GATEWAY DR	GOLF COURSE RD	SPRING CREEK PKWY	55	648	12	3,960.00	0.58%
289	GATEWAY DR	SPRING CREEK PKWY	100 NORTH	55	866	14	5,292.22	0.77%
349	GATEWAY DR	100 NORTH	CHANGE OF PAVEMENT	55	404	14	2,468.89	0.36%
328	GOLF COURSE RD	CITY BOUNDARY	GATEWAY DR	45	665	12	3,325.00	0.48%
329	GOLF COURSE RD	GATEWAY DR	SPRING CREEK PKWY	45	737	12	3,685.00	0.54%
236	SHERWOOD DR	CENTER ST	EAGLE VIEW DR	36	531	14	2,124.00	0.31%
160	SHERWOOD DR	CENTER ST	EAGLE NEST CIR	35	423	14	1,645.00	0.24%
154	SHERWOOD DR	EAGLE CIR	ABBAY CIR	40	1454	10	6,462.22	0.94%
290	SPRING CREEK PKWY	GATEWAY DR	280 NORTH	35	633	10	2,461.67	0.36%
342	SPRING CREEK PKWY	280 NORTH	Homestead Ct	35	1069	10	4,157.22	0.61%
343	SPRING CREEK PKWY	HOMESTEAD CT	BLUFF ST	40	321	20	1,426.67	0.21%
344	SPRING CREEK PKWY	BLUFF ST	CHANGE OF PAVEMENT	40	163	14	724.44	0.11%
164	SPRING CREEK PKWY	100 WEST	ANDREWS LN	40	943	12	4,191.11	0.61%
168	SPRING CREEK PKWY	ANDREWS LN	DEAD END	40	756	10	3,360.00	0.49%
144	SPRING CREEK RD	CANYON RD	EDGEWOOD DR	34	1078	10	4,072.44	0.59%
119	SPRING CREEK RD	EDGEWOOD DR	300 SOUTH	34	1981	10	7,483.78	1.09%
					Totals:	12	180,924.77	18.83%

ID	Road Name	From	To	Width	Length	RSL	Area (Sq. Yards)	% Area
Functional Class: Residential								
167	100 EAST	SPRING CREEK PKWY	ANDREWS LN	40	592	8	2,631.11	0.38%
27	100 EAST	360 NORTH	300 NORTH	35	386	10	1,501.11	0.22%
9	100 EAST	300 NORTH	200 NORTH	35	635	6	2,469.44	0.36%
41	100 EAST	ANDREWS LN	360 NORTH	35	341	12	1,326.11	0.19%
259	100 EAST	400 SOUTH	EDGEHILL DR	24	2060	10	5,493.33	0.80%
260	100 EAST	400 SOUTH	300 SOUTH	24	706	20	1,882.67	0.27%
209	100 EAST	300 SOUTH	200 SOUTH	24	698	12	1,861.33	0.27%
261	100 EAST	200 SOUTH	100 SOUTH	24	706	12	1,882.67	0.27%
218	100 EAST	100 SOUTH	CENTER ST	24	696	10	1,856.00	0.27%
219	100 EAST	CENTER ST	100 NORTH	45	695	10	3,475.00	0.51%
265	100 EAST	100 NORTH	200 NORTH	34	683	10	2,580.22	0.38%
313	100 SOUTH	SR 185	485 WEST	34	1201	14	4,537.11	0.66%
220	100 SOUTH	200 WEST	100 WEST	24	700	6	1,866.67	0.27%
216	100 SOUTH	100 WEST	MAIN ST	24	699	6	1,864.00	0.27%
262	100 SOUTH	MAIN ST	100 EAST	24	662	8	1,765.33	0.26%
110	100 SOUTH	100 EAST	200 EAST	24	690	8	1,840.00	0.27%
53	100 SOUTH	200 EAST	300 EAST	24	677	6	1,805.33	0.26%
180	100 SOUTH	300 EAST	DEAD END	15	400	20	666.67	0.10%
49	100 WEST	500 SOUTH	400 SOUTH	24	682	8	1,818.67	0.26%
30	100 WEST	400 SOUTH	300 SOUTH	24	701	8	1,869.33	0.27%
7	100 WEST	300 SOUTH	200 SOUTH	24	701	10	1,869.33	0.27%
130	100 WEST	200 SOUTH	100 SOUTH	24	714	10	1,904.00	0.28%
135	100 WEST	100 SOUTH	CENTER ST	24	680	10	1,813.33	0.26%
217	100 WEST	CENTER ST	100 NORTH	24	696	10	1,856.00	0.27%
335	1100 SOUTH	800 EAST	DEAD END	34	176	20	664.89	0.10%
92	125 NORTH	400 EAST	DEAD END	30	549	14	1,830.00	0.27%
196	1250 SOUTH	FORGOTTEN LN	GRANDVIEW DR	34	321	20	1,212.67	0.18%
202	150 NORTH	300 WEST	DEAD END	35	985	10	3,830.56	0.56%
33	200 SOUTH	300 EAST	DEAD END	24	778	12	2,074.67	0.30%
123	200 SOUTH	300 EAST	DEAD END	15	209	14	348.33	0.05%
210	200 SOUTH	200 EAST	100 EAST	24	692	8	1,845.33	0.27%
208	200 SOUTH	100 EAST	MAIN ST	24	649	8	1,730.67	0.25%
206	200 SOUTH	MAIN ST	100 WEST	24	695	6	1,853.33	0.27%
284	200 SOUTH	100 WEST	200 WEST	24	686	6	1,829.33	0.27%
97	225 EAST	CANYON RD	DEAD END	34	211	14	797.11	0.12%
204	225 NORTH	200 NORTH	BLUFF ST	35	760	8	2,955.56	0.43%
295	225 SOUTH	425 WEST	485 WEST	34	433	10	1,635.78	0.24%
95	225 SOUTH	200 WEST	DEAD END	34	535	14	2,021.11	0.29%
84	250 WEST	300 SOUTH	DEAD END	34	409	14	1,545.11	0.22%
70	270 NORTH	200 EAST	DEAD END	50	223	14	1,238.89	0.18%
24	280 WEST	SPRING CREEK PKWY	DEAD END	55	212	12	1,295.56	0.19%
233	285 WEST	500 SOUTH	DEAD END	24	711	12	1,896.00	0.28%

ID	Road Name	From	To	Width	Length	RSL	Area (Sq. Yards)	% Area
Functional Class: Residential								
66	300 WEST	100 NORTH	200 NORTH	40	589	12	2,617.78	0.38%
81	300 WEST	200 NORTH	280 NORTH	40	634	14	2,817.78	0.41%
32	325 WEST	300 SOUTH	DEAD END	34	672	20	2,538.67	0.37%
120	325 WEST	300 SOUTH	DEAD END	34	382	20	1,443.11	0.21%
345	330 WEST	535 SOUTH	DEAD END	34	637	14	2,406.44	0.35%
296	330 WEST	535 SOUTH	500 SOUTH	34	305	14	1,152.22	0.17%
96	350 EAST	CENTER ST	END OF PAVEMENT	34	495	10	1,870.00	0.27%
188	360 NORTH	100 EAST	200 EAST	40	792	12	3,520.00	0.51%
126	375 WEST	300 SOUTH	DEAD END	34	658	20	2,485.78	0.36%
258	400 SOUTH	MAIN ST	100 EAST	34	640	20	2,417.78	0.35%
136	400 SOUTH	MAIN ST	100 WEST	34	694	20	2,621.78	0.38%
283	400 SOUTH	100 WEST	200 WEST	34	684	14	2,584.00	0.38%
351	400 WEST	100 NORTH	DEAD END	25	147	10	408.33	0.06%
102	425 WEST	300 SOUTH	225 SOUTH	34	486	10	1,836.00	0.27%
299	450 EAST	800 SOUTH	DEAD END	34	346	10	1,307.11	0.19%
184	450 NORTH	200 EAST	100 EAST	40	547	12	2,431.11	0.35%
252	450 SOUTH	GARDEN DR	DEAD END	34	370	20	1,397.78	0.20%
200	465 NORTH	GATEWAY DR	DEAD END	35	625	14	2,430.56	0.35%
353	470 EAST	500 NORTH	DEAD END	30	479	20	1,596.67	0.23%
355	470 EAST	500 NORTH	DEAD END	40	169	20	751.11	0.11%
245	470 EAST	1000 SOUTH	DEAD END	20	707	14	1,571.11	0.23%
316	480 EAST	CANYON RD	DEAD END	34	399	14	1,507.33	0.22%
6	480 SOUTH	SEGO LILY LN	SPRING CREEK PKWY	34	312	6	1,178.67	0.17%
294	485 WEST	225 SOUTH	100 SOUTH	34	877	14	3,313.11	0.48%
16	485 WEST	225 SOUTH	300 SOUTH	34	506	10	1,911.56	0.28%
45	500 EAST	CANYON RD	ASPEN RIDGE LN	34	636	14	2,402.67	0.35%
302	500 EAST	800 SOUTH	DEAD END	34	543	14	2,051.33	0.30%
303	500 EAST	800 SOUTH	DEAD END	34	136	20	513.78	0.07%
359	520 EAST	500 NORTH	DEAD END	30	475	20	1,583.33	0.23%
191	525 SOUTH	300 EAST	EDGEHILL DR	34	815	14	3,078.89	0.45%
199	525 SOUTH	EDGEHILL CIR	300 EAST	34	647	14	2,444.22	0.36%
231	535 SOUTH	GARDEN DR	330 WEST	34	654	14	2,470.67	0.36%
248	540 EAST	1000 SOUTH	DEAD END	34	677	10	2,557.56	0.37%
251	540 SOUTH	285 WEST	DEAD END	24	286	14	762.67	0.11%
281	540 SOUTH	200 WEST	580 SOUTH	34	807	8	3,048.67	0.44%
347	560 EAST	500 EAST	860 SOUTH	34	888	14	3,354.67	0.49%
282	580 SOUTH	200 WEST	540 SOUTH	34	929	6	3,509.56	0.51%
246	600 EAST	1000 SOUTH	DEAD END	34	182	20	687.56	0.10%
319	600 EAST	675 SOUTH	DEAD END	343	346	20	13,186.44	1.92%
352	640 WEST	100 SOUTH	DEAD END	30	182	10	606.67	0.09%
171	675 SOUTH	COVE ST	DEAD END	34	201	14	759.33	0.11%
156	700 EAST	CENTER ST	DEAD END	34	573	10	2,164.67	0.32%

ID	Road Name	From	To	Width	Length	RSL	Area (Sq. Yards)	% Area
Functional Class: Residential								
172	715 SOUTH	GRANDVIEW DR	675 SOUTH	34	997	14	3,766.44	0.55%
145	75 WEST	540 SOUTH	500 SOUTH	34	436	8	1,647.11	0.24%
175	800 EAST	1000 SOUTH	1100 SOUTH	34	814	12	3,075.11	0.45%
334	800 EAST	1100 SOUTH	DEAD END	34	448	20	1,692.44	0.25%
354	800 SOUTH	300 EAST	400 EAST	24	823	12	2,194.67	0.32%
357	800 SOUTH	400 EAST	470 EAST	24	363	14	968.00	0.14%
358	800 SOUTH	470 EAST	DEAD END	24	482	20	1,285.33	0.19%
298	800 SOUTH	400 EAST	450 EAST	34	309	14	1,167.33	0.17%
300	800 SOUTH	450 EAST	500 EAST	34	349	14	1,318.44	0.19%
346	860 SOUTH	560 EAST	800 SOUTH	34	730	20	2,757.78	0.40%
179	875 SOUTH	300 EAST	DEAD END	34	766	10	2,893.78	0.42%
107	ABBEY LN	SHERWOOD DR	DEAD END	40	347	8	1,542.22	0.22%
155	ABBEY LN	SHERWOOD DR	BUCKINGHAM DR	40	431	10	1,915.56	0.28%
151	ABBEY LN	BUCKINGHAM DR	FOXRRIDGE DR	34	848	10	3,203.56	0.47%
4	ABBEY LN	CENTER ST	FOXRRIDGE DR	34	592	14	2,236.44	0.33%
101	ANDREWS LN	SPRING CREEK PKWY	100 EAST	35	715	14	2,780.56	0.40%
185	ANDREWS LN	100 EAST	200 EAST	35	662	14	2,574.44	0.37%
1	ARTS PL	360 NORTH	DEAD END	40	552	10	2,453.33	0.36%
232	ASHLEY CIR	535 SOUTH	DEAD END	34	261	14	986.00	0.14%
28	ASPEN RIDGE LN	500 EAST	DEAD END	34	515	10	1,945.56	0.28%
194	BAUR AVE	MAIN ST	CORNER	15	378	8	630.00	0.09%
193	BAUR AVE	CORNER	DEAD END	15	499	8	831.67	0.12%
74	BESSIE LN	300 EAST	DEAD END	34	707	14	2,670.89	0.39%
82	BLUFF ST	SPRING CREEK PKWY	280 NORTH	35	565	12	2,197.22	0.32%
10	BLUFF ST	280 NORTH	225 NORTH	40	354	14	1,573.33	0.23%
69	BLUFF ST	225 NORTH	150 NORTH	50	569	12	3,161.11	0.46%
40	BRINGHURST CIR	BRINGHURST DR	DEAD END	34	139	8	525.11	0.08%
11	BRINGHURST DR	SEGO LILY LN	EDGEWOOD DR	34	1124	8	4,246.22	0.62%
8	BUCKINGHAM DR	ABBEY LN	FOXRRIDGE DR	34	735	14	2,776.67	0.40%
139	BUCKINGHAM DR	FOXRRIDGE DR	DEAD END	34	505	10	1,907.78	0.28%
35	BUGLE DR	FOXRRIDGE DR	BUCKINGHAM DR	34	718	10	2,712.44	0.39%
152	CANYON RD	GRANDVIEW DR	END OF PAVEMENT	34	2047	10	7,733.11	1.13%
111	CHERRY DR	VONS WAY	CENTER ST	34	515	20	1,945.56	0.28%
146	CIRCLE PL	SEGO LILY LN	DEAD END	34	229	14	865.11	0.13%
337	COTTONWOOD LN	200 WEST	DEAD END	34	665	14	2,512.22	0.37%
131	DOVER CIR	ABBEY LN	DEAD END	34	286	8	1,080.44	0.16%
292	E EDGEHILL DR	EDGEHILL DR	EDGEHILL CIR	34	1522	10	5,749.78	0.84%
22	EAGLE NEST CIR	SHERWOOD DR	END OF PAVEMENT	40	390	14	1,733.33	0.25%
363	EAGLEVIEW CT	END OF PAVEMENT	END OF PAVEMENT	15	109	20	181.67	0.03%
362	EAGLEVIEW CT	EAGLE VIEW DR	END OF PAVEMENT	24	155	20	413.33	0.06%
239	EAGLEVIEW CT	EAGLE VIEW DR	DEAD END	40	145	20	644.44	0.09%

ID	Road Name	From	To	Width	Length	RSL	Area (Sq. Yards)	% Area
Functional Class: Residential								
235	EAGLEVIEW DR	SHERWOOD DR	DEAD END	36	537	14	2,148.00	0.31%
237	EAGLEVIEW DR	SHERWOOD DR	659 EAST	36	1479	14	5,916.00	0.86%
240	EASTWOOD CIR	EDGEWOOD DR	DEAD END	34	204	10	770.67	0.11%
166	EDGEHILL CIR	EDGEHILL DR	DEAD END	34	201	20	759.33	0.11%
195	EDGEHILL DR	525 SOUTH	EDGEHILL DR	34	1172	8	4,427.56	0.64%
162	EDGEHILL DR	525 SOUTH	CANYON RD	34	344	14	1,299.56	0.19%
132	EDGEWOOD CIR	EDGEWOOD DR	DEAD END	34	178	6	672.44	0.10%
5	EDGEWOOD DR	300 SOUTH	EDGEWOOD PL	34	590	10	2,228.89	0.32%
137	EDGEWOOD DR	EDGEWOOD PL	GLENWOOD CIR	34	492	8	1,858.67	0.27%
42	EDGEWOOD DR	GLENWOOD CIR	ROCKWOOD CIR	34	561	10	2,119.33	0.31%
116	EDGEWOOD DR	ROCKWOOD CIR	SEGO LILY LN	34	619	8	2,338.44	0.34%
340	EDGEWOOD PL	EDGEWOOD DR	DEAD END	34	430	10	1,624.44	0.24%
117	FAIRWOOD CIR	EDGEWOOD DR	DEAD END	34	152	10	574.22	0.08%
173	FOOTHILL DR	1000 SOUTH	GRANDVIEW DR	30	1574	12	5,246.67	0.76%
176	FORGOTTEN LN	GRANDVIEW DR	1000 SOUTH	34	1487	14	5,617.56	0.82%
77	FOXRIDGE DR	BUCKINGHAM DR	BUGLE WAY	34	429	14	1,620.67	0.24%
78	FOXRIDGE DR	ABBAY LN	BUCKINGHAM DR	34	472	10	1,783.11	0.26%
99	FOXRIDGE DR	ABBAY LN	STONEHEDGE DR	34	546	8	2,062.67	0.30%
44	FOXRIDGE DR	STONEHEDGE DR	CENTER ST	34	1052	14	3,974.22	0.58%
76	FUHRIMAN DR	200 WEST	500 SOUTH	34	876	20	3,309.33	0.48%
224	GARDEN DR	300 SOUTH	MEADOW LN	34	929	20	3,509.56	0.51%
314	GARDEN DR	MEADOW LN	500 SOUTH	34	578	20	2,183.56	0.32%
228	GARDEN DR	500 SOUTH	DEAD END	34	709	12	2,678.44	0.39%
2	GLENWOOD CIR	EDGEWOOD DR	DEAD END	34	189	10	714.00	0.10%
163	GRANDVIEW CIR	GRANDVIEW DR	DEAD END	34	200	14	755.56	0.11%
174	GRANDVIEW DR	1000 SOUTH	GRANDVIEW CIR	24	769	12	2,050.67	0.30%
326	GRANDVIEW DR	GRANDVIEW CIR	FORGOTTEN LN	34	500	14	1,888.89	0.28%
64	GRANDVIEW DR	FORGOTTEN LN	DEAD END	34	879	14	3,320.67	0.48%
338	GRANDVIEW DR	CANYON ROAD	COVE ST	34	517	12	1,953.11	0.28%
339	GRANDVIEW DR	COVE ST	FOOTHILL DR	34	402	12	1,518.67	0.22%
243	GRANDVIEW DR	FOOTHILL DR	1000 SOUTH	34	1483	12	5,602.44	0.82%
71	HAMMOND LN	200 NORTH	270 NORTH	40	483	14	2,146.67	0.31%
181	HAMMOND LN	270 NORTH	360 NORTH	40	598	14	2,657.78	0.39%
186	HAMMOND LN	360 NORTH	ANDREWS LN	40	308	14	1,368.89	0.20%
187	HAMMOND LN	ANDREWS LN	450 NORTH	40	249	14	1,106.67	0.16%
190	HIDDEN VIEW DR	FORGOTTEN LN	1250 SOUTH	34	756	10	2,856.00	0.42%
255	HILLSBOROUGH DR	400 EAST	END OF PAVEMENT	34	1066	8	4,027.11	0.59%
192	MAIN ST	500 SOUTH	BAUR AVE	24	757	6	2,018.67	0.29%
158	MAIN ST	500 SOUTH	400 SOUTH	30	696	8	2,320.00	0.34%
267	MAIN ST	200 NORTH	100 NORTH	24	691	14	1,842.67	0.27%
212	MAIN ST	100 NORTH	CENTER ST	45	691	20	3,455.00	0.50%

ID	Road Name	From	To	Width	Length	RSL	Area (Sq. Yards)	% Area
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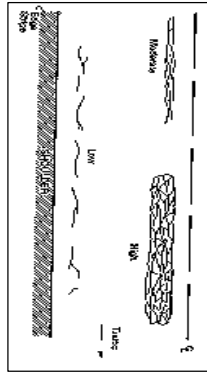
Functional Class: Residential

214	MAIN ST	CENTER ST	100 SOUTH	45	689	14	3,445.00	0.50%
215	MAIN ST	100 SOUTH	200 SOUTH	34	710	12	2,682.22	0.39%
207	MAIN ST	200 SOUTH	300 SOUTH	24	696	12	1,856.00	0.27%
127	MAIN ST	300 SOUTH	400 SOUTH	34	707	10	2,670.89	0.39%
222	MEADOW LN	500 SOUTH	GARDEN DR	34	858	20	3,241.33	0.47%
223	MEADOW LN	GARDEN DR	300 SOUTH	24	1446	14	3,856.00	0.56%
241	ROCKWOOD CIR	EDGEWOOD DR	DEAD END	34	174	10	657.33	0.10%
113	SARAH ST	CENTER ST	VONS WAY	34	631	14	2,383.78	0.35%
98	SATSUMA	VONS WAY	DEAD END	34	259	10	978.44	0.14%
148	SATSUMA	CENTER ST	VONS WAY	34	671	20	2,534.89	0.37%
159	SATSUMA DR	CENTER ST	DEAD END	34	327	14	1,235.33	0.18%
46	SEGO LILLY LN	EDGEWOOD DR	BRINGHURST DR	34	320	10	1,208.89	0.18%
153	SEGO LILLY LN	BRINGHURST DR	CANYON RD	34	531	10	2,006.00	0.29%
112	SILVER FOX CIR	FOXRIDGE DR	DEAD END	34	508	8	1,919.11	0.28%
55	SMITH LN	300 SOUTH	EDGEWOOD DR	15	936	14	1,560.00	0.23%
103	STONEHENGE CIR	STONEHEDGE DR	DEAD END	34	158	10	596.89	0.09%
80	STONEHENGE DR	FOXRIDGE DR	STONEHEDGE CIR	34	466	8	1,760.44	0.26%
150	STONEHENGE DR	STONEHEDGE CIR	ABBAY LN	34	1242	10	4,692.00	0.68%
93	SUNSET LN	ASPEN RIDGE LN	DEAD END	34	753	14	2,844.67	0.41%
114	VONS WAY	SARAH ST	DEAD END	15	99	8	165.00	0.02%
23	VONS WAY	SARAH ST	NORTH SATSUMA	34	297	20	1,122.00	0.16%
51	VONS WAY	NORTH SATSUMA	DEAD END	34	589	8	2,225.11	0.32%
					Totals:	13	412,801.77	30.06%

Appendix B

Condition Survey Evaluation Sheet

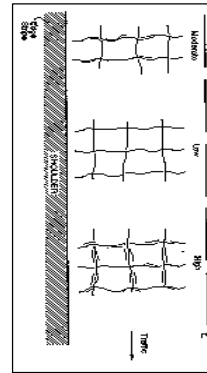
FATIGUE CRACKING



Severity

Severity	Extent		
	Low	Medium	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

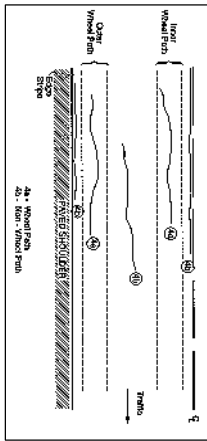
BLOCK CRACKING



Severity

Severity	Extent		
	Low	Medium	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

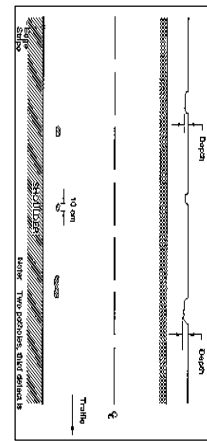
LONGITUDINAL CRACKING



Severity

Severity	Extent		
	Low	Medium	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

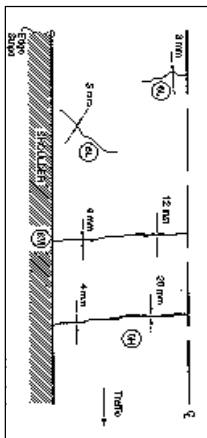


Severity

Severity	Extent		
	Low	Medium	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"

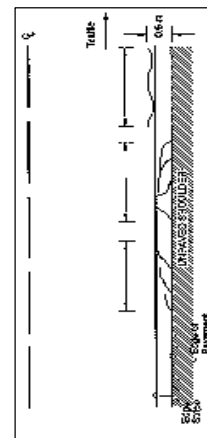
TRANSVERSE CRACKING



Severity

Severity	Extent		
	Low	Medium	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

Severity	Extent		
	Low	Medium	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

Rutting

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

Condition Survey of Street Network

Appendix C

ID	Road Name	From Address	To Address	Fatigue	Long	Trans	Edge	Pot/Patch	Block	RSL	PhotoNo
13	100 NORTH	400 EAST	300 EAST	1	0	0	1	1	0	10	1826
87	100 NORTH	300 EAST	200 EAST	4	0	0	3	0	0	8	1828
271	100 NORTH	200 EAST	100 EAST	1	0	0	3	0	0	8	1829
270	100 NORTH	100 EAST	MAIN ST	0	1	4	0	2	0	12	1830
269	100 NORTH	MAIN ST	100 WEST	0	1	4	1	0	0	12	1831
333	100 NORTH	200 WEST	300 WEST	1	1	0	0	1	0	10	1832
332	100 NORTH	300 WEST	GATEWAY DR	1	1	1	0	0	0	10	1833
287	100 NORTH	GATEWAY DR	SR-165	1	1	1	0	1	0	10	1835
350	100 NORTH	400 WEST	DEAD END	0	0	5	0	1	0	10	1846
276	1700 SOUTH	SR 165	CHANGE OF PAVEMENT	0	1	0	0	1	0	14	2004
308	300 EAST	200 NORTH	500 NORTH	0	1	2	0	0	0	12	1883
138	300 EAST	CANYON RD	525 SOUTH	0	0	1	0	0	0	14	1957
79	300 EAST	CANYON RD	BESSIE LN	0	0	1	0	0	0	14	1965
249	300 EAST	BESSIE LN	875 SOUTH	0	0	0	0	1	0	14	1967
279	300 EAST	875 SOUTH	1000 SOUTH	0	0	0	0	0	0	20	1969
273	300 EAST	200 NORTH	100 NORTH	0	0	1	5	1	0	8	2100
90	300 EAST	100 NORTH	CENTER ST	0	0	0	0	0	0	20	2101
134	300 EAST	CENTER ST	100 SOUTH	1	1	4	0	1	0	10	2102
50	300 EAST	100 SOUTH	200 SOUTH	1	1	2	0	0	0	10	2103
122	300 EAST	300 SOUTH	400 SOUTH	0	1	1	0	1	0	14	2106
277	300 SOUTH	SR 165	485 WEST	1	1	2	0	4	0	10	2003
21	300 SOUTH	485 WEST	425 WEST	1	0	2	0	1	0	10	2006
128	300 SOUTH	425 WEST	375 WEST	1	4	2	0	0	0	10	2007
140	300 SOUTH	375 WEST	325 WEST	1	2	2	0	4	0	10	2025
85	300 SOUTH	325 WEST	250 WEST	1	2	2	0	0	0	10	2028
278	300 SOUTH	250 WEST	200 WEST	4	2	2	0	1	0	8	2030
65	300 SOUTH	SPRING CREEK RD	END OF PAVEMENT	0	1	1	0	0	0	14	2066
47	300 SOUTH	SPRING CREEK RD	EDGEWOOD DR	0	1	1	0	0	0	14	2067
143	300 SOUTH	EDGEWOOD DR	300 EAST	0	1	2	0	1	0	12	2068
121	300 SOUTH	300 EAST	200 SOUTH	2	1	2	1	1	0	8	2069
280	300 SOUTH	200 WEST	100 WEST	1	0	2	4	1	0	10	2076
52	300 SOUTH	100 WEST	MAIN ST	1	0	5	1	5	0	10	2077
12	300 SOUTH	MAIN ST	100 EAST	2	0	0	4	1	0	8	2078
221	300 SOUTH	100 EAST	DEAD END	4	0	4	1	5	0	8	2079
167	100 EAST	SPRING CREEK PKWY	ANDREWS LN	2	1	0	0	0	0	8	1869
27	100 EAST	360 NORTH	300 NORTH	1	1	1	0	0	0	10	1871
9	100 EAST	300 NORTH	200 NORTH	5	0	4	1	6	0	6	1872
41	100 EAST	ANDREWS LN	360 NORTH	0	1	4	0	1	0	12	1879
259	100 EAST	400 SOUTH	EDGEHILL DR	1	0	0	1	4	0	10	2049
260	100 EAST	400 SOUTH	300 SOUTH	0	0	0	0	0	0	20	2094
209	100 EAST	300 SOUTH	200 SOUTH	0	0	0	1	1	0	12	2095
261	100 EAST	200 SOUTH	100 SOUTH	0	1	0	1	1	0	12	2096
218	100 EAST	100 SOUTH	CENTER ST	1	0	0	0	1	0	10	2097
219	100 EAST	CENTER ST	100 NORTH	1	4	0	0	5	0	10	2098
265	100 EAST	100 NORTH	200 NORTH	0	2	1	1	3	0	10	2099
313	100 SOUTH	SR 185	485 WEST	0	1	0	0	0	0	14	2074
220	100 SOUTH	200 WEST	100 WEST	3	0	0	4	4	0	6	2112
216	100 SOUTH	100 WEST	MAIN ST	3	1	4	5	4	0	6	2113
262	100 SOUTH	MAIN ST	100 EAST	2	0	4	1	4	0	8	2114
110	100 SOUTH	100 EAST	200 EAST	2	1	3	0	1	0	8	2115
53	100 SOUTH	200 EAST	300 EAST	3	4	3	1	1	0	6	2116
180	100 SOUTH	300 EAST	DEAD END	0	0	0	0	0	0	20	2117
49	100 WEST	500 SOUTH	400 SOUTH	2	0	1	5	1	0	8	2082
30	100 WEST	400 SOUTH	300 SOUTH	0	0	3	5	4	0	8	2083

ID	Road Name	From Address	To Address	Fatigue	Long	Trans	Edge	Pot/Patch	Block	RSL	PhotoNo
7	100 WEST	300 SOUTH	200 SOUTH	1	0	2	4	4	0	10	2084
130	100 WEST	200 SOUTH	100 SOUTH	1	0	2	4	4	0	10	2085
135	100 WEST	100 SOUTH	CENTER ST	0	0	3	4	4	0	10	2086
217	100 WEST	CENTER ST	100 NORTH	0	1	2	4	4	0	10	2087
335	1100 SOUTH	800 EAST	DEAD END	0	0	0	0	0	0	20	1985
92	125 NORTH	400 EAST	DEAD END	0	0	1	0	1	0	14	1893
196	1250 SOUTH	FORGOTTEN LN	GRANDVIEW DR	0	0	0	0	0	0	20	1991
202	150 NORTH	300 WEST	DEAD END	0	1	5	0	1	0	10	1856
33	200 SOUTH	300 EAST	DEAD END	0	0	1	1	0	0	12	2104
123	200 SOUTH	300 EAST	DEAD END	0	0	1	0	0	0	14	2105
210	200 SOUTH	200 EAST	100 EAST	2	0	1	1	1	0	8	2107
208	200 SOUTH	100 EAST	MAIN ST	2	0	1	4	1	0	8	2108
206	200 SOUTH	MAIN ST	100 WEST	3	0	0	1	4	0	6	2109
284	200 SOUTH	100 WEST	200 WEST	3	0	0	5	5	0	6	2111
97	225 EAST	CANYON RD	DEAD END	0	0	1	0	0	0	14	1964
204	225 NORTH	200 NORTH	BLUFF ST	2	1	4	0	0	0	8	1866
295	225 SOUTH	425 WEST	485 WEST	0	4	5	0	0	0	10	2010
95	225 SOUTH	200 WEST	DEAD END	0	0	1	0	0	0	14	2031
84	250 WEST	300 SOUTH	DEAD END	0	0	1	0	0	0	14	2029
70	270 NORTH	200 EAST	DEAD END	0	1	1	0	1	0	14	1874
24	280 WEST	SPRING CREEK PKWY	DEAD END	0	4	4	0	0	0	12	1849
233	285 WEST	500 SOUTH	DEAD END	0	0	1	0	4	0	12	2034
66	300 WEST	100 NORTH	200 NORTH	0	1	2	0	1	0	12	1857
81	300 WEST	200 NORTH	280 NORTH	0	0	1	0	1	0	14	1859
32	325 WEST	300 SOUTH	DEAD END	0	0	0	0	0	0	20	2026
120	325 WEST	300 SOUTH	DEAD END	0	0	0	0	0	0	20	2027
345	330 WEST	535 SOUTH	DEAD END	0	0	0	0	1	0	14	2018
296	330 WEST	535 SOUTH	500 SOUTH	0	0	1	0	0	0	14	2019
96	350 EAST	CENTER ST	END OF PAVEMENT	1	0	0	0	0	0	10	1934
188	360 NORTH	100 EAST	200 EAST	0	0	2	0	0	0	12	1881
126	375 WEST	300 SOUTH	DEAD END	0	0	0	0	0	0	20	2008
258	400 SOUTH	MAIN ST	100 EAST	0	0	0	0	0	0	20	2048
136	400 SOUTH	MAIN ST	100 WEST	0	0	0	0	0	0	20	2080
283	400 SOUTH	100 WEST	200 WEST	0	0	0	0	1	0	14	2081
351	400 WEST	100 NORTH	DEAD END	1	4	5	0	0	0	10	1845
102	425 WEST	300 SOUTH	225 SOUTH	0	0	5	0	1	0	10	2009
299	450 EAST	800 SOUTH	DEAD END	1	1	0	0	0	0	10	1996
184	450 NORTH	200 EAST	100 EAST	0	4	1	0	0	0	12	1878
252	450 SOUTH	GARDEN DR	DEAD END	0	0	0	0	0	0	20	2023
200	465 NORTH	GATEWAY DR	DEAD END	0	0	1	0	0	0	14	1838
353	470 EAST	500 NORTH	DEAD END	0	0	0	0	0	0	20	1889
355	470 EAST	500 NORTH	DEAD END	0	0	0	0	0	0	20	1890
245	470 EAST	1000 SOUTH	DEAD END	0	1	1	0	0	0	14	1975
316	480 EAST	CANYON RD	DEAD END	0	0	1	0	1	0	14	1956
6	480 SOUTH	SEGO LILY LN	SPRING CREEK PKWY	5	0	0	0	3	0	6	1944
294	485 WEST	225 SOUTH	100 SOUTH	0	0	0	0	1	0	14	2011
16	485 WEST	225 SOUTH	300 SOUTH	0	0	5	0	0	0	10	2012
45	500 EAST	CANYON RD	ASPEN RIDGE LN	0	1	1	0	1	0	14	1953
302	500 EAST	800 SOUTH	DEAD END	0	1	1	0	0	0	14	1998
303	500 EAST	800 SOUTH	DEAD END	0	0	0	0	0	0	20	1999
359	520 EAST	500 NORTH	DEAD END	0	0	0	0	0	0	20	1888
191	525 SOUTH	300 EAST	EDGEHILL DR	0	1	1	0	0	0	14	1958
199	525 SOUTH	EDGEHILL CIR	300 EAST	0	1	0	0	0	0	14	1962
231	535 SOUTH	GARDEN DR	330 WEST	0	1	1	0	0	0	14	2016
248	540 EAST	1000 SOUTH	DEAD END	1	0	0	0	0	0	10	1977
251	540 SOUTH	285 WEST	DEAD END	0	0	1	0	0	0	14	2035

ID	Road Name	From Address	To Address	Fatigue	Long	Trans	Edge	Pot/Patch	Block	RSL	PhotoNo
281	540 SOUTH	200 WEST	580 SOUTH	4	1	5	0	4	0	8	2041
347	560 EAST	500 EAST	860 SOUTH	0	1	0	0	0	0	14	2000
282	580 SOUTH	200 WEST	540 SOUTH	7	1	5	0	1	0	6	2038
246	600 EAST	1000 SOUTH	DEAD END	0	0	0	0	0	0	20	1979
319	600 EAST	675 SOUTH	DEAD END	0	0	0	0	0	0	20	2062
352	640 WEST	100 SOUTH	DEAD END	0	0	5	0	0	0	10	2075
171	675 SOUTH	COVE ST	DEAD END	0	0	0	0	1	0	14	2063
156	700 EAST	CENTER ST	DEAD END	1	1	1	0	1	0	10	1926
172	715 SOUTH	GRANDVIEW DR	675 SOUTH	0	0	1	0	0	0	14	2061
145	75 WEST	540 SOUTH	500 SOUTH	4	4	5	0	4	0	8	2039
175	800 EAST	1000 SOUTH	1100 SOUTH	0	1	2	0	1	0	12	1984
334	800 EAST	1100 SOUTH	DEAD END	0	0	0	0	0	0	20	1986
354	800 SOUTH	300 EAST	400 EAST	0	1	2	0	1	0	12	1884
357	800 SOUTH	400 EAST	470 EAST	0	0	0	0	1	0	14	1886
358	800 SOUTH	470 EAST	DEAD END	0	0	0	0	0	0	20	1887
298	800 SOUTH	400 EAST	450 EAST	0	0	1	0	0	0	14	1995
300	800 SOUTH	450 EAST	500 EAST	0	0	1	0	0	0	14	1997
346	860 SOUTH	560 EAST	800 SOUTH	0	0	0	0	0	0	20	2001
179	875 SOUTH	300 EAST	DEAD END	1	1	0	0	1	0	10	1968
107	ABBEY LN	SHERWOOD DR	DEAD END	2	3	5	0	4	0	8	1909
155	ABBEY LN	SHERWOOD DR	BUCKINGHAM DR	1	0	1	0	1	0	10	1910
151	ABBEY LN	BUCKINGHAM DR	FOXRLIDGE DR	1	0	1	0	1	0	10	1915
4	ABBEY LN	CENTER ST	FOXRLIDGE DR	0	0	1	0	0	0	14	1920
101	ANDREWS LN	SPRING CREEK PKWY	100 EAST	0	0	1	0	1	0	14	1879
185	ANDREWS LN	100 EAST	200 EAST	0	0	1	0	1	0	14	1880
1	ARTS PL	360 NORTH	DEAD END	1	0	2	0	1	0	10	1882
232	ASHLEY CIR	535 SOUTH	DEAD END	0	1	1	0	0	0	14	2017
28	ASPEN RIDGE LN	500 EAST	DEAD END	1	1	4	0	0	0	10	1955
194	BAUR AVE	MAIN ST	CORNER	2	0	2	2	0	0	8	2044
193	BAUR AVE	CORNER	DEAD END	4	0	2	0	4	0	8	2045
74	BESSIE LN	300 EAST	DEAD END	0	0	1	0	0	0	14	1966
82	BLUFF ST	SPRING CREEK PKWY	280 NORTH	0	1	2	0	0	0	12	1853
10	BLUFF ST	280 NORTH	225 NORTH	0	1	1	0	0	0	14	1854
69	BLUFF ST	225 NORTH	150 NORTH	0	1	4	0	0	0	12	1855
40	BRINGHURST CIR	BRINGHURST DR	DEAD END	2	0	5	0	3	0	8	1950
11	BRINGHURST DR	SEGO LILY LN	EDGEWOOD DR	2	1	1	0	4	0	8	1948
8	BUCKINGHAM DR	ABBEY LN	FOXRLIDGE DR	0	1	1	0	1	0	14	1911
139	BUCKINGHAM DR	FOXRLIDGE DR	DEAD END	1	1	1	0	0	0	10	1912
35	BUGLE DR	FOXRLIDGE DR	BUCKINGHAM DR	1	0	1	0	1	0	10	1914
152	CANYON RD	GRANDVIEW DR	END OF PAVEMENT	1	1	1	1	1	0	10	2056
111	CHERRY DR	VONS WAY	CENTER ST	0	0	0	0	0	0	20	1932
146	CIRCLE PL	SEGO LILY LN	DEAD END	0	1	0	0	0	0	14	1947
337	COTTONWOOD LN	200 WEST	DEAD END	0	0	1	0	0	0	14	2037
131	DOVER CIR	ABBEY LN	DEAD END	4	1	5	0	0	0	8	1921
292	E EDGEHILL DR	EDGEHILL DR	EDGEHILL CIR	1	0	2	0	4	0	10	1960
22	EAGLE NEST CIR	SHERWOOD DR	END OF PAVEMENT	0	0	1	0	0	0	14	1907
363	EAGLEVIEW CT	END OF PAVEMENT	END OF PAVEMENT	0	0	0	0	0	0	20	1902
362	EAGLEVIEW CT	EAGLE VIEW DR	END OF PAVEMENT	0	0	0	0	0	0	20	1903
239	EAGLEVIEW CT	EAGLE VIEW DR	DEAD END	0	0	0	0	0	0	20	1905
235	EAGLEVIEW DR	SHERWOOD DR	DEAD END	0	0	0	0	1	0	14	1901
237	EAGLEVIEW DR	SHERWOOD DR	659 EAST	0	0	0	0	1	0	14	1904
240	EASTWOOD CIR	EDGEWOOD DR	DEAD END	0	4	5	0	2	0	10	1952
166	EDGEHILL CIR	EDGEHILL DR	DEAD END	0	0	0	0	0	0	20	1961
195	EDGEHILL DR	525 SOUTH	EDGEHILL DR	2	0	2	0	2	0	8	1959
162	EDGEHILL DR	525 SOUTH	CANYON RD	0	1	1	0	1	0	14	1963

ID	Road Name	From Address	To Address	Fatigue	Long	Trans	Edge	Pot/Patch	Block	RSL	PhotoNo
132	EDGEWOOD CIR	EDGEWOOD DR	DEAD END	3	4	5	0	0	0	6	1949
5	EDGEWOOD DR	300 SOUTH	EDGEWOOD PL	1	1	1	0	1	0	10	1939
137	EDGEWOOD DR	EDGEWOOD PL	GLENWOOD CIR	2	1	2	0	0	0	8	1940
42	EDGEWOOD DR	GLENWOOD CIR	ROCKWOOD CIR	1	1	1	0	0	0	10	1942
116	EDGEWOOD DR	ROCKWOOD CIR	SEGO LILY LN	2	1	2	0	1	0	8	1943
340	EDGEWOOD PL	EDGEWOOD DR	DEAD END	0	5	5	0	1	0	10	1937
117	FAIRWOOD CIR	EDGEWOOD DR	DEAD END	1	5	7	0	1	0	10	1938
173	FOOTHILL DR	1000 SOUTH	GRANDVIEW DR	0	1	2	0	1	0	12	2060
176	FORGOTTEN LN	GRANDVIEW DR	1000 SOUTH	0	1	1	0	0	0	14	1993
77	FOXRRIDGE DR	BUCKINGHAM DR	BUGLE WAY	0	0	1	0	1	0	14	1913
78	FOXRRIDGE DR	ABBAY LN	BUCKINGHAM DR	1	0	0	0	0	0	10	1916
99	FOXRRIDGE DR	ABBAY LN	STONEHEDGE DR	2	0	2	0	1	0	8	1917
44	FOXRRIDGE DR	STONEHEDGE DR	CENTER ST	0	1	0	0	0	0	14	1918
76	FUHRIMAN DR	200 WEST	500 SOUTH	0	0	0	0	0	0	20	2032
224	GARDEN DR	300 SOUTH	MEADOW LN	0	0	0	0	0	0	20	2013
314	GARDEN DR	MEADOW LN	500 SOUTH	0	0	0	0	0	0	20	2014
228	GARDEN DR	500 SOUTH	DEAD END	0	0	0	0	4	0	12	2015
2	GLENWOOD CIR	EDGEWOOD DR	DEAD END	1	7	2	0	0	0	10	1941
163	GRANDVIEW CIR	GRANDVIEW DR	DEAD END	0	0	1	0	0	0	14	1988
174	GRANDVIEW DR	1000 SOUTH	GRANDVIEW CIR	0	0	2	0	1	0	12	1987
326	GRANDVIEW DR	GRANDVIEW CIR	FORGOTTEN LN	0	1	1	0	0	0	14	1989
64	GRANDVIEW DR	FORGOTTEN LN	DEAD END	0	1	1	0	0	0	14	1992
338	GRANDVIEW DR	CANYON ROAD	COVE ST	0	0	2	0	0	0	12	2057
339	GRANDVIEW DR	COVE ST	FOOTHILL DR	0	1	2	1	0	0	12	2058
243	GRANDVIEW DR	FOOTHILL DR	1000 SOUTH	0	0	1	1	0	0	12	2059
71	HAMMOND LN	200 NORTH	270 NORTH	0	1	1	0	1	0	14	1873
181	HAMMOND LN	270 NORTH	360 NORTH	0	1	1	0	1	0	14	1875
186	HAMMOND LN	360 NORTH	ANDREWS LN	0	0	1	0	1	0	14	1876
187	HAMMOND LN	ANDREWS LN	450 NORTH	0	1	1	0	0	0	14	1877
190	HIDDEN VIEW DR	FORGOTTEN LN	1250 SOUTH	1	1	0	0	0	0	10	1990
255	HILLSBOROUGH DR	400 EAST	END OF PAVEMENT	2	1	1	0	1	0	8	1973
192	MAIN ST	500 SOUTH	BAUR AVE	5	0	0	5	4	0	6	2043
158	MAIN ST	500 SOUTH	400 SOUTH	4	0	5	2	4	0	8	2047
267	MAIN ST	200 NORTH	100 NORTH	0	0	0	0	1	0	14	2088
212	MAIN ST	100 NORTH	CENTER ST	0	0	0	0	0	0	20	2089
214	MAIN ST	CENTER St	100 SOUTH	0	0	1	0	1	0	14	2090
215	MAIN ST	100 SOUTH	200 SOUTH	0	1	1	1	1	0	12	2091
207	MAIN ST	200 SOUTH	300 SOUTH	0	0	0	1	4	0	12	2092
127	MAIN ST	300 SOUTH	400 SOUTH	0	0	0	4	1	0	10	2093
222	MEADOW LN	500 SOUTH	GARDEN DR	0	0	0	0	0	0	20	2022
223	MEADOW LN	GARDEN DR	300 SOUTH	0	0	1	0	0	0	14	2024
241	ROCKWOOD CIR	EDGEWOOD DR	DEAD END	1	4	5	0	3	0	10	1951
113	SARAH ST	CENTER ST	VONS WAY	0	0	1	0	0	0	14	1927
98	SATSUMA	VONS WAY	DEAD END	1	1	1	0	0	0	10	1930
148	SATSUMA	CENTER ST	VONS WAY	0	0	0	0	0	0	20	1933

ID	Road Name	From Address	To Address	Fatigue	Long	Trans	Edge	Pot/Patch	Block	RSL	PhotoNo
51	VONS WAY	NORTH SATSUMA	DEAD END	2	0	1	0	0	0	8	1931
336	1000 SOUTH	CITY BOUNDARY	300 EAST	1	1	2	0	0	0	10	1970
254	1000 SOUTH	300 EAST	400 EAST	0	1	1	0	0	0	14	1971
253	1000 SOUTH	400 EAST	470 EAST	0	0	1	1	0	0	12	1974
320	1000 SOUTH	470 EAST	540 EAST	0	0	1	0	0	0	14	1976
321	1000 SOUTH	540 EAST	600 EAST	0	1	0	0	0	0	14	1978
322	1000 SOUTH	600 EAST	FORGOTTEN LN	0	0	4	0	1	0	12	1980
242	1000 SOUTH	FORGOTTEN LN	GRANDVIEW DR	4	1	1	0	0	0	8	1981
324	1000 SOUTH	GRANDVIEW DR	800 EAST	0	1	2	0	0	0	12	1982
325	1000 SOUTH	800 EAST	DEAD END	0	1	2	0	1	0	12	1983
63	200 EAST	200 SOUTH	100 SOUTH	4	0	0	2	4	0	8	2070
59	200 EAST	100 SOUTH	CENTER ST	4	0	2	1	4	0	8	2071
100	200 EAST	100 NORTH	CENTER ST	0	0	1	1	0	0	12	2072
272	200 EAST	100 NORTH	200 NORTH	0	0	1	1	0	0	12	2073
43	200 NORTH	300 WEST	BLUFF ST	0	1	1	0	0	0	14	1858
201	200 NORTH	100 WEST	150 WEST	0	1	1	0	0	0	14	1865
205	200 NORTH	100 WEST	MAIN ST	1	5	0	0	6	0	8	2124
266	200 NORTH	MAIN ST	100 EAST	0	0	1	0	1	0	14	2125
83	200 NORTH	100 EAST	200 EAST	1	0	2	0	0	0	10	2126
274	200 NORTH	200 EAST	300 EAST	0	1	2	1	0	0	12	2127
275	200 NORTH	300 EAST	400 EAST	0	0	1	1	1	0	12	2128
330	280 NORTH	SPRING CREEK PKWY	300 WEST	1	1	4	0	1	0	10	1861
18	280 NORTH	300 WEST	BLUFF ST	0	0	0	0	0	0	20	1862
286	280 NORTH	BLUFF ST	100 WEST	2	1	1	0	0	0	8	1863
356	400 EAST	500 NORTH	DEAD END	1	5	5	0	0	0	10	1885
109	400 EAST	200 NORTH	DEAD END	2	0	6	3	0	0	8	1891
189	400 EAST	200 NORTH	100 NORTH	4	0	5	1	4	0	8	1892
72	400 EAST	100 NORTH	CENTER ST	4	1	3	3	1	0	8	1894
257	400 EAST	1000 SOUTH	HILLSBOROUGH DR	1	1	1	1	5	0	10	1972
304	400 EAST	1000 SOUTH	800 SOUTH	0	1	1	0	1	0	14	1994
305	400 EAST	800 SOUTH	CANYON RD	0	4	1	1	1	0	12	2002
226	500 SOUTH	330 WEST	GARDEN DR	0	1	1	0	1	0	14	2020
225	500 SOUTH	GARDEN DR	DEAD END	0	0	4	0	4	0	12	2021
227	500 SOUTH	FUHRMAN DR	330 WEST	0	0	1	0	1	0	14	2033
20	500 SOUTH	285 WEST	200 WEST	1	1	2	0	1	0	10	2036
129	500 SOUTH	100 WEST	200 WEST	5	4	5	2	0	0	6	2040
25	500 SOUTH	100 WEST	MAIN ST	4	4	2	2	4	0	8	2042
38	500 SOUTH	MAIN ST	DEAD END	6	0	0	0	4	0	4	2046
54	CANYON RD	EDGEHILL DR	300 EAST	0	0	1	0	1	0	14	2050
142	CANYON RD	300 EAST	400 EAST	1	1	0	4	0	0	10	2051
36	CANYON RD	400 EAST	480 EAST	1	1	1	0	1	0	10	2052
61	CANYON RD	480 EAST	530 EAST	1	1	1	1	0	0	10	2053
88	CANYON RD	530 EAST	SEGO LILY LN	0	0	1	0	0	0	14	2054
75	CANYON RD	SEGO LILY LN	GRANDVIEW DR	0	1	1	1	0	0	12	2055
118	CENTER ST	400 NORTH	FOXBRIDGE DR	0	0	0	0	0	0	20	1895
67	CENTER ST	FOXBRIDGE DR	NORTH SATSUMA	0	0	0	0	0	0	20	1896
68	CENTER ST	NORTH SATSUMA	SARAH ST	0	0	0	0	0	0	20	1897
3	CENTER ST	SARAH ST	700 EAST	0	0	1	0	1	0	14	1898
29	CENTER ST	700 EAST	SHERWOOD DR	0	1	1	0	1	0	14	1899
149	CENTER ST	400 EAST	300 EAST	0	0	0	0	0	0	20	2118
264	CENTER ST	300 EAST	200 EAST	0	4	0	0	0	0	12	2119
263	CENTER ST	200 EAST	100 EAST	0	1	1	0	1	0	14	2120
211	CENTER ST	100 EAST	MAIN ST	1	1	0	0	1	0	10	2121
213	CENTER ST	MAIN ST	100 WEST	0	1	0	0	0	0	14	2122
285	CENTER ST	100 WEST	200 WEST	1	1	1	0	1	0	10	2123
306	GATEWAY DR	GOLF COURSE RD	800 South (Logan)	0	5	0	0	1	0	10	1837

ID	Road Name	From Address	To Address	Fatigue	Long	Trans	Edge	Pot/Patch	Block	RSL	PhotoNo
288	GATEWAY DR	GOLF COURSE RD	SPRING CREEK PKWY	0	4	0	0	0	0	12	1840
289	GATEWAY DR	SPRING CREEK PKWY	100 NORTH	0	1	0	0	1	0	14	1843
349	GATEWAY DR	100 NORTH	CHANGE OF PAVEMENT	0	1	0	0	0	0	14	1844
328	GOLF COURSE RD	CITY BOUNDARY	GATEWAY DR	0	4	1	0	1	0	12	1836
329	GOLF COURSE RD	GATEWAY DR	SPRING CREEK PKWY	0	4	2	0	0	0	12	1860
236	SHERWOOD DR	CENTER ST	EAGLE VIEW DR	0	0	1	0	1	0	14	1900
160	SHERWOOD DR	CENTER ST	EAGLE NEST CIR	0	0	1	0	0	0	14	1906
154	SHERWOOD DR	EAGLE CIR	ABBAY CIR	1	1	1	0	0	0	10	1908
290	SPRING CREEK PKWY	GATEWAY DR	280 NORTH	1	1	1	0	1	0	10	1847
342	SPRING CREEK PKWY	280 NORTH	Homestead Ct	1	0	7	0	1	0	10	1848
343	SPRING CREEK PKWY	HOMESTEAD CT	BLUFF ST	0	0	0	0	0	0	20	1851
344	SPRING CREEK PKWY	BLUFF ST	CHANGE OF PAVEMENT	0	1	0	0	0	0	14	1852
164	SPRING CREEK PKWY	100 WEST	ANDREWS LN	0	2	4	0	1	0	12	1867
168	SPRING CREEK PKWY	ANDREWS LN	DEAD END	1	0	4	0	0	0	10	1868
144	SPRING CREEK RD	CANYON RD	EDGEWOOD DR	1	0	0	0	0	0	10	2064
119	SPRING CREEK RD	EDGEWOOD DR	300 SOUTH	1	1	2	0	1	0	10	2065

Appendix D

Distress Deterioration Table and Recommended Preservation Strategies

Asphalt

Fatigue_id	Severity & Extent	RSL_Fatigue	Strategy
0	No Fatigue Cracking	20	Routine
1	Low,Low	10	Routine
2	Low, Medium	8	Preventative
3	Low, High	6	Rehabilitation
4	Medium, Low	8	Preventative
5	Medium, Medium	6	Preventative
6	Medium, High	4	Rehabilitation
7	High, Low	6	Preventative
8	High, Medium	2	Rehabilitation
9	High, High	0	Reconstruct

Transverse_id	Severity & Extent	RSL_Transverse	Strategy
0	No Cracking	20	Routine
1	Low,Low	14	Routine
2	Low, Medium	12	Routine
3	Low, High	10	Preventative
4	Medium, Low	12	Preventative
5	Medium, Medium	10	Preventative
6	Medium, High	8	Preventative
7	High, Low	10	Preventative
8	High, Medium	6	Rehabilitation
9	High, High	2	Reconstruct

Longitudinal_id	Severity & Extent	RSL_Longitudinal	Strategy
0	No Cracking	20	Routine
1	Low,Low	14	Routine
2	Low, Medium	12	Preventative
3	Low, High	10	Preventative
4	Medium, Low	12	Preventative
5	Medium, Medium	10	Preventative
6	Medium, High	8	Preventative
7	High, Low	10	Preventative
8	High, Medium	8	Preventative
9	High, High	6	Rehabilitation

Patch_id	Severity & Extent	RSL_Patch	Strategy
0	No Cracking	20	Routine
1	Low,Low	14	Routine
2	Low, Medium	12	Preventative
3	Low, High	10	Preventative
4	Medium, Low	12	Preventative
5	Medium, Medium	10	Preventative
6	Medium, High	8	Preventative
7	High, Low	10	Preventative
8	High, Medium	6	Preventative
9	High, High	2	Rehabilitation

Asphalt

Edge_id	Severity & Extent	RSL_Edge	Strategy
0	No Cracking	20	Routine
1	Low,Low	12	No Maintenance
2	Low, Medium	10	Preventative
3	Low, High	8	Preventative
4	Medium, Low	10	Preventative
5	Medium, Medium	8	Preventative
6	Medium, High	6	Rehabilitation
7	High, Low	8	Preventative
8	High, Medium	6	Rehabilitation
9	High, High	4	Rehabilitation

Block_id	Severity & Extent	RSL_Block	Strategy
0	No Cracking	20	Routine
1	Low,Low	12	Routine
2	Low, Medium	10	Preventative
3	Low, High	8	Preventative
4	Medium, Low	10	Preventative
5	Medium, Medium	8	Preventative
6	Medium, High	6	Rehabilitation
7	High, Low	8	Preventative
8	High, Medium	6	Rehabilitation
9	High, High	2	Reconstruct

Appendix E

Recommended Preservation Strategies for Each Street Segment

Treatment Recommendations-Asphalt

ID	Road Name	From Address	To Address	Functional Class	Recommended Treatment	Area
13	100 NORTH	400 EAST	300 EAST	Major Collector	Cold Patch/Microsurface	1933.333
87	100 NORTH	300 EAST	200 EAST	Major Collector	Microsurface	1905.556
271	100 NORTH	200 EAST	100 EAST	Major Collector	Microsurface	1941.667
270	100 NORTH	100 EAST	MAIN ST	Major Collector	Microsurface	4137.222
269	100 NORTH	MAIN ST	100 WEST	Major Collector	Microsurface	1958.333
333	100 NORTH	200 WEST	300 WEST	Major Collector	Cold Patch/Microsurface	4778.889
332	100 NORTH	300 WEST	GATEWAY DR	Major Collector	Cold Patch/Microsurface	5744.444
287	100 NORTH	GATEWAY DR	SR-165	Major Collector	Cold Patch/Microsurface	5909.444
350	100 NORTH	400 WEST	DEAD END	Major Collector	Crack Seal/Microsurface	138.8889
276	1700 SOUTH	SR 165	CHANGE OF PAVEMENT	Major Collector	Slurry Seal	3500
308	300 EAST	200 NORTH	500 NORTH	Major Collector	Crack Seal/Slurry Seal	9900
138	300 EAST	CANYON RD	525 SOUTH	Major Collector	Crack Seal	1877.556
79	300 EAST	CANYON RD	BESSIE LN	Major Collector	Crack Seal/Slurry Seal	3211.111
249	300 EAST	BESSIE LN	875 SOUTH	Major Collector	Crack Seal	2346.667
279	300 EAST	875 SOUTH	1000 SOUTH	Major Collector	Slurry Seal (in a few years)	2173.333
273	300 EAST	200 NORTH	100 NORTH	Major Collector	Crack Seal	2002.667
90	300 EAST	100 NORTH	CENTER ST	Major Collector	No Maintenance	1920
134	300 EAST	CENTER ST	100 SOUTH	Major Collector	Crack Seal/Slurry Seal	1730.667
50	300 EAST	100 SOUTH	200 SOUTH	Major Collector	Crack Seal/Slurry Seal	1834.667
122	300 EAST	300 SOUTH	400 SOUTH	Major Collector	Crack Seal	1976
277	300 SOUTH	SR 165	485 WEST	Major Collector	Cold Patch/Slurry Seal	6485
21	300 SOUTH	485 WEST	425 WEST	Major Collector	Cold Patch/Slurry Seal	2085
128	300 SOUTH	425 WEST	375 WEST	Major Collector	Cold Patch/Slurry Seal	1650
140	300 SOUTH	375 WEST	325 WEST	Major Collector	Cold Patch/Chip Seal	1288.222
85	300 SOUTH	325 WEST	250 WEST	Major Collector	Chip Seal	1920
278	300 SOUTH	250 WEST	200 WEST	Major Collector	Thin Hot Mix Overlay (<2 in)	2295
65	300 SOUTH	SPRING CREEK RD	END OF PAVEMENT	Major Collector	Crack Seal	1624
47	300 SOUTH	SPRING CREEK RD	EDGEWOOD DR	Major Collector	Crack Seal	1122.667
143	300 SOUTH	EDGEWOOD DR	300 EAST	Major Collector	Crack Seal/Chip Seal	1726.444
121	300 SOUTH	300 EAST	200 SOUTH	Major Collector	Chip Seal	4567.333
280	300 SOUTH	200 WEST	100 WEST	Major Collector	Thin Hot Mix Overlay (<2 in)	1880
52	300 SOUTH	100 WEST	MAIN ST	Major Collector	Thin Hot Mix Overlay (<2 in)	2599.111
12	300 SOUTH	MAIN ST	100 EAST	Major Collector	Thin Hot Mix Overlay (<2 in)	1701.333
221	300 SOUTH	100 EAST	DEAD END	Major Collector	Thin Hot Mix Overlay (<2 in)	1130.667
336	1000 SOUTH	CITY BOUNDARY	300 EAST	Minor Collector	Chip Seal	238.3333
254	1000 SOUTH	300 EAST	400 EAST	Minor Collector	Chip Seal	2368.667
253	1000 SOUTH	400 EAST	470 EAST	Minor Collector	Chip Seal (in a few years)	1711.333
320	1000 SOUTH	470 EAST	540 EAST	Minor Collector	Crack Seal/Chip Seal	877.3333
321	1000 SOUTH	540 EAST	600 EAST	Minor Collector	Crack Seal/Chip Seal	962.6667
322	1000 SOUTH	600 EAST	FORGOTTEN LN	Minor Collector	Digout and Hot Patch	978.6667
242	1000 SOUTH	FORGOTTEN LN	GRANDVIEW DR	Minor Collector	Cold Patch/Chip Seal	2010
324	1000 SOUTH	GRANDVIEW DR	800 EAST	Minor Collector	Crack Seal	2021.111
325	1000 SOUTH	800 EAST	DEAD END	Minor Collector	Crack Seal	2021.111
63	200 EAST	200 SOUTH	100 SOUTH	Minor Collector	Cold Patch/Chip Seal	1888

ID	Road Name	From Address	To Address	Functional Class	Recommended Treatment	Area
59	200 EAST	100 SOUTH	CENTER ST	Minor Collector	Cold Patch/Chip Seal	1848
100	200 EAST	100 NORTH	CENTER ST	Minor Collector	Crack Seal	1845.333
272	200 EAST	100 NORTH	200 NORTH	Minor Collector	Crack Seal	1818.667
43	200 NORTH	300 WEST	BLUFF ST	Minor Collector	Crack Seal	3000
201	200 NORTH	100 WEST	150 WEST	Minor Collector	Crack Seal	1193.889
205	200 NORTH	100 WEST	MAIN ST	Minor Collector	Cold Patch/Chip Seal	2697.333
266	200 NORTH	MAIN ST	100 EAST	Minor Collector	Crack Seal	1789.333
83	200 NORTH	100 EAST	200 EAST	Minor Collector	Cold Patch	1901.333
274	200 NORTH	200 EAST	300 EAST	Minor Collector	Crack Seal	1706.667
275	200 NORTH	300 EAST	400 EAST	Minor Collector	Crack Seal	1633.333
330	280 NORTH	SPRING CREEK PKWY	300 WEST	Minor Collector	Crack Seal/Microsurface	3010
18	280 NORTH	300 WEST	BLUFF ST	Minor Collector	Microsurface	2324.444
286	280 NORTH	BLUFF ST	100 WEST	Minor Collector	Crack Seal/Microsurface	4155.556
356	400 EAST	500 NORTH	DEAD END	Minor Collector	Crack Seal/Microsurface	827.3333
109	400 EAST	200 NORTH	DEAD END	Minor Collector	Thin Hot Mix Overlay (<2 in)	2512
189	400 EAST	200 NORTH	100 NORTH	Minor Collector	Thin Hot Mix Overlay (<2 in)	1845.333
72	400 EAST	100 NORTH	CENTER ST	Minor Collector	Thin Hot Mix Overlay (<2 in)	2333.333
257	400 EAST	1000 SOUTH	HILLSBOROUGH DR	Minor Collector	Chip Seal	3882.222
304	400 EAST	1000 SOUTH	800 SOUTH	Minor Collector	Crack Seal/Chip Seal	3029.333
305	400 EAST	800 SOUTH	CANYON RD	Minor Collector	Chip Seal (in a few years)	3645.333
226	500 SOUTH	330 WEST	GARDEN DR	Minor Collector	Crack Seal	3335
225	500 SOUTH	GARDEN DR	DEAD END	Minor Collector	Digout and Hot Patch	1843.556
227	500 SOUTH	FUHRMAN DR	330 WEST	Minor Collector	Crack Seal	1154.667
20	500 SOUTH	285 WEST	200 WEST	Minor Collector	Cold Patch	1673.556
129	500 SOUTH	100 WEST	200 WEST	Minor Collector	Thick Overlay (3 in.)	1842.667
25	500 SOUTH	100 WEST	MAIN ST	Minor Collector	Thin Hot Mix Overlay (<2 in)	1834.667
38	500 SOUTH	MAIN ST	DEAD END	Minor Collector	Rotomill & Thick Overlay (3 in.)	1022.222
54	CANYON RD	EDGEHILL DR	300 EAST	Minor Collector	Crack Seal/Slurry Seal	2644.444
142	CANYON RD	300 EAST	400 EAST	Minor Collector	Cold Patch/Slurry Seal	2417.778
36	CANYON RD	400 EAST	480 EAST	Minor Collector	Cold Patch/Slurry Seal	2198.667
61	CANYON RD	480 EAST	530 EAST	Minor Collector	Cold Patch/Slurry Seal	1273.111
88	CANYON RD	530 EAST	SEGO LILY LN	Minor Collector	Crack Seal/Slurry Seal	2440.444
75	CANYON RD	SEGO LILY LN	GRANDVIEW DR	Minor Collector	Crack Seal/Slurry Seal	3445.333
118	CENTER ST	400 NORTH	FOXRIDGE DR	Minor Collector	Microsurface	2160
67	CENTER ST	FOXRIDGE DR	NORTH SATSUMA	Minor Collector	No Maintenance	2080
68	CENTER ST	NORTH SATSUMA	SARAH ST	Minor Collector	No Maintenance	1822.222
3	CENTER ST	SARAH ST	700 EAST	Minor Collector	Crack Seal	2591.111
29	CENTER ST	700 EAST	SHERWOOD DR	Minor Collector	Crack Seal	2222.222
149	CENTER ST	400 EAST	300 EAST	Minor Collector	Chip Seal (in a few years)	1960
264	CENTER ST	300 EAST	200 EAST	Minor Collector	Crack Seal	3460
263	CENTER ST	200 EAST	100 EAST	Minor Collector	Crack Seal	3084.444
211	CENTER ST	100 EAST	MAIN ST	Minor Collector	Cold Patch	2995.555
213	CENTER ST	MAIN ST	100 WEST	Minor Collector	Crack Seal	3124.444
285	CENTER ST	100 WEST	200 WEST	Minor Collector	Crack Seal/Chip Seal	2618
306	GATEWAY DR	GOLF COURSE RD	800 South (Logan)	Minor Collector	Crack Seal/Microsurface	6765
288	GATEWAY DR	GOLF COURSE RD	SPRING CREEK PKWY	Minor Collector	Crack Seal/Microsurface	3960

ID	Road Name	From Address	To Address	Functional Class	Recommended Treatment	Area
289	GATEWAY DR	SPRING CREEK PKWY	100 NORTH	Minor Collector	Crack Seal/Microsurface	5292.222
349	GATEWAY DR	100 NORTH	CHANGE OF PAVEMENT	Minor Collector	Crack Seal/Microsurface	2468.889
328	GOLF COURSE RD	CITY BOUNDARY	GATEWAY DR	Minor Collector	Crack Seal/Microsurface	3325
329	GOLF COURSE RD	GATEWAY DR	SPRING CREEK PKWY	Minor Collector	Crack Seal/Microsurface	3685
236	SHERWOOD DR	CENTER ST	EAGLE VIEW DR	Minor Collector	Crack Seal/Microsurface	2124
160	SHERWOOD DR	CENTER ST	EAGLE NEST CIR	Minor Collector	Crack Seal	1645
154	SHERWOOD DR	EAGLE CIR	ABBAY CIR	Minor Collector	Cold Patch	6462.222
290	SPRING CREEK PKWY	GATEWAY DR	280 NORTH	Minor Collector	Crack Seal/Microsurface	2461.667
342	SPRING CREEK PKWY	280 NORTH	Homestead Ct	Minor Collector	Crack Seal/Microsurface	4157.222
343	SPRING CREEK PKWY	HOMESTEAD CT	BLUFF ST	Minor Collector	Microsurface	1426.667
344	SPRING CREEK PKWY	BLUFF ST	CHANGE OF PAVEMENT	Minor Collector	Microsurface	724.4445
164	SPRING CREEK PKWY	100 WEST	ANDREWS LN	Minor Collector	Crack Seal	4191.111
168	SPRING CREEK PKWY	ANDREWS LN	DEAD END	Minor Collector	Cold Patch/Crack Seal	3360
144	SPRING CREEK RD	CANYON RD	EDGEWOOD DR	Minor Collector	Cold Patch	4072.444
119	SPRING CREEK RD	EDGEWOOD DR	300 SOUTH	Minor Collector	Cold Patch	7483.778
167	100 EAST	SPRING CREEK PKWY	ANDREWS LN	Residential	Crack Seal	2631.111
27	100 EAST	360 NORTH	300 NORTH	Residential	Cold Patch	1501.111
9	100 EAST	300 NORTH	200 NORTH	Residential	Thick Overlay (3 in.)	2469.444
41	100 EAST	ANDREWS LN	360 NORTH	Residential	Crack Seal/Digout and Hot Patch	1326.111
259	100 EAST	400 SOUTH	EDGEHILL DR	Residential	Chip Seal	5493.333
260	100 EAST	400 SOUTH	300 SOUTH	Residential	No Maintenance	1882.667
209	100 EAST	300 SOUTH	200 SOUTH	Residential	No Maintenance	1861.333
261	100 EAST	200 SOUTH	100 SOUTH	Residential	No Maintenance	1882.667
218	100 EAST	100 SOUTH	CENTER ST	Residential	Cold Patch	1856
219	100 EAST	CENTER ST	100 NORTH	Residential	Cold Patch	3475
265	100 EAST	100 NORTH	200 NORTH	Residential	Crack Seal/Chip Seal	2580.222
313	100 SOUTH	SR 185	485 WEST	Residential	Crack Seal	4537.111
220	100 SOUTH	200 WEST	100 WEST	Residential	Thin Hot Mix Overlay (<2 in)	1866.667
216	100 SOUTH	100 WEST	MAIN ST	Residential	Thin Hot Mix Overlay (<2 in)	1864
262	100 SOUTH	MAIN ST	100 EAST	Residential	Thin Hot Mix Overlay (<2 in)	1765.333
110	100 SOUTH	100 EAST	200 EAST	Residential	Crack Seal/Chip Seal	1840

ID	Road Name	From Address	To Address	Functional Class	Recommended Treatment	Area
53	100 SOUTH	200 EAST	300 EAST	Residential	Thin Hot Mix Overlay (<2 in)	1805.333
180	100 SOUTH	300 EAST	DEAD END	Residential	No Maintenance	666.6667
49	100 WEST	500 SOUTH	400 SOUTH	Residential	Thin Hot Mix Overlay (<2 in)	1818.667
30	100 WEST	400 SOUTH	300 SOUTH	Residential	Thin Hot Mix Overlay (<2 in)	1869.333
7	100 WEST	300 SOUTH	200 SOUTH	Residential	Thin Hot Mix Overlay (<2 in)	1869.333
130	100 WEST	200 SOUTH	100 SOUTH	Residential	Thin Hot Mix Overlay (<2 in)	1904
135	100 WEST	100 SOUTH	CENTER ST	Residential	Thin Hot Mix Overlay (<2 in)	1813.333
217	100 WEST	CENTER ST	100 NORTH	Residential	Thin Hot Mix Overlay (<2 in)	1856
335	1100 SOUTH	800 EAST	DEAD END	Residential	No Maintenance	664.8889
92	125 NORTH	400 EAST	DEAD END	Residential	Crack Seal	1830
196	1250 SOUTH	FORGOTTEN LN	GRANDVIEW DR	Residential	No Maintenance	1212.667
202	150 NORTH	300 WEST	DEAD END	Residential	Chip Seal	3830.555
33	200 SOUTH	300 EAST	DEAD END	Residential	No Maintenance	2074.667
123	200 SOUTH	300 EAST	DEAD END	Residential	Crack Seal	348.3333
210	200 SOUTH	200 EAST	100 EAST	Residential	Thin Hot Mix Overlay (<2 in)	1845.333
208	200 SOUTH	100 EAST	MAIN ST	Residential	Thin Hot Mix Overlay (<2 in)	1730.667
206	200 SOUTH	MAIN ST	100 WEST	Residential	Thin Hot Mix Overlay (<2 in)	1853.333
284	200 SOUTH	100 WEST	200 WEST	Residential	Thin Hot Mix Overlay (<2 in)	1829.333
97	225 EAST	CANYON RD	DEAD END	Residential	Crack Seal/Chip Seal	797.1111
204	225 NORTH	200 NORTH	BLUFF ST	Residential	Crack Seal	2955.555
295	225 SOUTH	425 WEST	485 WEST	Residential	Crack Seal/Chip Seal	1635.778
95	225 SOUTH	200 WEST	DEAD END	Residential	Crack Seal	2021.111
84	250 WEST	300 SOUTH	DEAD END	Residential	Crack Seal/Chip Seal	1545.111
70	270 NORTH	200 EAST	DEAD END	Residential	Crack Seal	1238.889
24	280 WEST	SPRING CREEK PKWY	DEAD END	Residential	Crack Seal	1295.556
233	285 WEST	500 SOUTH	DEAD END	Residential	Digout and Hot Patch	1896
66	300 WEST	100 NORTH	200 NORTH	Residential	Crack Seal	2617.778
81	300 WEST	200 NORTH	280 NORTH	Residential	Crack Seal	2817.778
32	325 WEST	300 SOUTH	DEAD END	Residential	Chip Seal	2538.667
120	325 WEST	300 SOUTH	DEAD END	Residential	No Maintenance	1443.111
345	330 WEST	535 SOUTH	DEAD END	Residential	Crack Seal	2406.444
296	330 WEST	535 SOUTH	500 SOUTH	Residential	Crack Seal	1152.222
96	350 EAST	CENTER ST	END OF PAVEMENT	Residential	Cold Patch	1870
188	360 NORTH	100 EAST	200 EAST	Residential	Crack Seal	3520
126	375 WEST	300 SOUTH	DEAD END	Residential	Chip Seal	2485.778
258	400 SOUTH	MAIN ST	100 EAST	Residential	Chip Seal	2417.778
136	400 SOUTH	MAIN ST	100 WEST	Residential	Chip Seal	2621.778
283	400 SOUTH	100 WEST	200 WEST	Residential	Crack Seal/Chip Seal	2584
351	400 WEST	100 NORTH	DEAD END	Residential	Crack Seal/Microsurface	408.3333
102	425 WEST	300 SOUTH	225 SOUTH	Residential	Chip Seal	1836
299	450 EAST	800 SOUTH	DEAD END	Residential	Cold Patch	1307.111
184	450 NORTH	200 EAST	100 EAST	Residential	Crack Seal	2431.111
252	450 SOUTH	GARDEN DR	DEAD END	Residential	No Maintenance	1397.778
200	465 NORTH	GATEWAY DR	DEAD END	Residential	Crack Seal	2430.555
353	470 EAST	500 NORTH	DEAD END	Residential	Slurry Seal (in a few years)	1596.667
355	470 EAST	500 NORTH	DEAD END	Residential	No Maintenance	751.1111

ID	Road Name	From Address	To Address	Functional Class	Recommended Treatment	Area
245	470 EAST	1000 SOUTH	DEAD END	Residential	Crack Seal	1571.111
316	480 EAST	CANYON RD	DEAD END	Residential	Crack Seal	1507.333
6	480 SOUTH	SEGO LILY LN	SPRING CREEK PKWY	Residential	Thick Overlay (3 in.)	1178.667
294	485 WEST	225 SOUTH	100 SOUTH	Residential	Crack Seal	3313.111
16	485 WEST	225 SOUTH	300 SOUTH	Residential	Chip Seal	1911.556
45	500 EAST	CANYON RD	ASPEN RIDGE LN	Residential	Crack Seal	2402.667
302	500 EAST	800 SOUTH	DEAD END	Residential	Crack Seal	2051.333
303	500 EAST	800 SOUTH	DEAD END	Residential	No Maintenance	513.7778
359	520 EAST	500 NORTH	DEAD END	Residential	No Maintenance	1583.333
191	525 SOUTH	300 EAST	EDGEHILL DR	Residential	Crack Seal	3078.889
199	525 SOUTH	EDGEHILL CIR	300 EAST	Residential	Crack Seal	2444.222
231	535 SOUTH	GARDEN DR	330 WEST	Residential	Crack Seal/Chip Seal	2470.667
248	540 EAST	1000 SOUTH	DEAD END	Residential	Cold Patch	2557.555
251	540 SOUTH	285 WEST	DEAD END	Residential	Crack Seal/Chip Seal	762.6667
281	540 SOUTH	200 WEST	580 SOUTH	Residential	Thin Hot Mix Overlay (<2 in)	3048.667
347	560 EAST	500 EAST	860 SOUTH	Residential	Crack Seal/Slurry Seal	3354.667
282	580 SOUTH	200 WEST	540 SOUTH	Residential	Thick Overlay (3 in.)	3509.555
246	600 EAST	1000 SOUTH	DEAD END	Residential	No Maintenance	687.5555
319	600 EAST	675 SOUTH	DEAD END	Residential	No Maintenance	13186.44
352	640 WEST	100 SOUTH	DEAD END	Residential	Crack Seal	606.6667
171	675 SOUTH	COVE ST	DEAD END	Residential	Crack Seal	759.3333
156	700 EAST	CENTER ST	DEAD END	Residential	Cold Patch	2164.667
172	715 SOUTH	GRANDVIEW DR	675 SOUTH	Residential	Crack Seal	3766.444
145	75 WEST	540 SOUTH	500 SOUTH	Residential	Thin Hot Mix Overlay (<2 in)	1647.111
175	800 EAST	1000 SOUTH	1100 SOUTH	Residential	Crack Seal	3075.111
334	800 EAST	1100 SOUTH	DEAD END	Residential	No Maintenance	1692.444
354	800 SOUTH	300 EAST	400 EAST	Residential	Crack Seal/Microsurface	2194.667
357	800 SOUTH	400 EAST	470 EAST	Residential	Crack Seal/Chip Seal	968
358	800 SOUTH	470 EAST	DEAD END	Residential	No Maintenance	1285.333
298	800 SOUTH	400 EAST	450 EAST	Residential	Crack Seal	1167.333
300	800 SOUTH	450 EAST	500 EAST	Residential	Crack Seal	1318.444
346	860 SOUTH	560 EAST	800 SOUTH	Residential	No Maintenance	2757.778
179	875 SOUTH	300 EAST	DEAD END	Residential	Cold Patch	2893.778
107	ABBEY LN	SHERWOOD DR	DEAD END	Residential	Thin Hot Mix Overlay (<2 in)	1542.222
155	ABBEY LN	SHERWOOD DR	BUCKINGHAM DR	Residential	Cold Patch	1915.556
151	ABBEY LN	BUCKINGHAM DR	FOX RIDGE DR	Residential	Cold Patch	3203.555
4	ABBEY LN	CENTER ST	FOX RIDGE DR	Residential	Crack Seal	2236.444
101	ANDREWS LN	SPRING CREEK PKWY	100 EAST	Residential	Crack Seal	2780.555
185	ANDREWS LN	100 EAST	200 EAST	Residential	Crack Seal	2574.444
1	ARTS PL	360 NORTH	DEAD END	Residential	Cold Patch	2453.333
232	ASHLEY CIR	535 SOUTH	DEAD END	Residential	Crack Seal	986
28	ASPEN RIDGE LN	500 EAST	DEAD END	Residential	Cold Patch	1945.556
194	BAUR AVE	MAIN ST	CORNER	Residential	Thin Hot Mix Overlay (<2 in)	630
193	BAUR AVE	CORNER	DEAD END	Residential	Thin Hot Mix Overlay (<2 in)	831.6667
74	BESSIE LN	300 EAST	DEAD END	Residential	Crack Seal	2670.889

ID	Road Name	From Address	To Address	Functional Class	Recommended Treatment	Area
82	BLUFF ST	SPRING CREEK PKWY	280 NORTH	Residential	Crack Seal	2197.222
10	BLUFF ST	280 NORTH	225 NORTH	Residential	Crack Seal	1573.333
69	BLUFF ST	225 NORTH	150 NORTH	Residential	Crack Seal	3161.111
40	BRINGHURST CIR	BRINGHURST DR	DEAD END	Residential	Thin Hot Mix Overlay (<2 in)	525.1111
11	BRINGHURST DR	SEGO LILY LN	EDGEWOOD DR	Residential	Thin Hot Mix Overlay (<2 in)	4246.222
8	BUCKINGHAM DR	ABBEY LN	FOX RIDGE DR	Residential	Crack Seal	2776.667
139	BUCKINGHAM DR	FOX RIDGE DR	DEAD END	Residential	Cold Patch	1907.778
35	BUGLE DR	FOX RIDGE DR	BUCKINGHAM DR	Residential	Cold Patch	2712.444
152	CANYON RD	GRANDVIEW DR	END OF PAVEMENT	Residential	Chip Seal	7733.111
111	CHERRY DR	VONS WAY	CENTER ST	Residential	No Maintenance	1945.556
146	CIRCLE PL	SEGO LILY LN	DEAD END	Residential	Crack Seal	865.1111
337	COTTONWOOD LN	200 WEST	DEAD END	Residential	Crack Seal	2512.222
131	DOVER CIR	ABBEY LN	DEAD END	Residential	Slurry Seal	1080.444
292	E EDGEHILL DR	EDGEHILL DR	EDGEHILL CIR	Residential	Chip Seal	5749.778
22	EAGLE NEST CIR	SHERWOOD DR	END OF PAVEMENT	Residential	Crack Seal	1733.333
363	EAGLEVIEW CT	END OF PAVEMENT	END OF PAVEMENT	Residential	No Maintenance	181.6667
362	EAGLEVIEW CT	EAGLE VIEW DR	END OF PAVEMENT	Residential	No Maintenance	413.3333
239	EAGLEVIEW CT	EAGLE VIEW DR	DEAD END	Residential	No Maintenance	644.4445
235	EAGLEVIEW DR	SHERWOOD DR	DEAD END	Residential	Crack Seal/Microsurface	2148
237	EAGLEVIEW DR	SHERWOOD DR	659 EAST	Residential	Crack Seal	5916
240	EASTWOOD CIR	EDGEWOOD DR	DEAD END	Residential	Thin Hot Mix Overlay (<2 in)	770.6667
166	EDGEHILL CIR	EDGEHILL DR	DEAD END	Residential	No Maintenance	759.3333
195	EDGEHILL DR	525 SOUTH	EDGEHILL DR	Residential	Thin Hot Mix Overlay (<2 in)	4427.556
162	EDGEHILL DR	525 SOUTH	CANYON RD	Residential	Crack Seal	1299.556
132	EDGEWOOD CIR	EDGEWOOD DR	DEAD END	Residential	Thin Hot Mix Overlay (<2 in)	672.4445
5	EDGEWOOD DR	300 SOUTH	EDGEWOOD PL	Residential	Chip Seal	2228.889
137	EDGEWOOD DR	EDGEWOOD PL	GLENWOOD CIR	Residential	Crack Seal/Chip Seal	1858.667
42	EDGEWOOD DR	GLENWOOD CIR	ROCKWOOD CIR	Residential	Crack Seal/Chip Seal	2119.333
116	EDGEWOOD DR	ROCKWOOD CIR	SEGO LILY LN	Residential	Crack Seal/Chip Seal	2338.444
340	EDGEWOOD PL	EDGEWOOD DR	DEAD END	Residential	Thin Hot Mix Overlay (<2 in)	1624.444
117	FAIRWOOD CIR	EDGEWOOD DR	DEAD END	Residential	Crack Seal/Chip Seal	574.2222

ID	Road Name	From Address	To Address	Functional Class	Recommended Treatment	Area
173	FOOTHILL DR	1000 SOUTH	GRANDVIEW DR	Residential	Crack Seal	5246.667
176	FORGOTTEN LN	GRANDVIEW DR	1000 SOUTH	Residential	Crack Seal	5617.556
77	FOXRIDGE DR	BUCKINGHAM DR	BUGLE WAY	Residential	Crack Seal	1620.667
78	FOXRIDGE DR	ABBEY LN	BUCKINGHAM DR	Residential	Cold Patch	1783.111
99	FOXRIDGE DR	ABBEY LN	STONEHEDGE DR	Residential	Thin Hot Mix Overlay (<2 in)	2062.667
44	FOXRIDGE DR	STONEHEDGE DR	CENTER ST	Residential	Crack Seal	3974.222
76	FUHRIMAN DR	200 WEST	500 SOUTH	Residential	No Maintenance	3309.333
224	GARDEN DR	300 SOUTH	MEADOW LN	Residential	No Maintenance	3509.555
314	GARDEN DR	MEADOW LN	500 SOUTH	Residential	No Maintenance	2183.555
228	GARDEN DR	500 SOUTH	DEAD END	Residential	Cold Patch/Chip Seal	2678.444
2	GLENWOOD CIR	EDGEWOOD DR	DEAD END	Residential	Crack Seal/Chip Seal	714
163	GRANDVIEW CIR	GRANDVIEW DR	DEAD END	Residential	Crack Seal	755.5555
174	GRANDVIEW DR	1000 SOUTH	GRANDVIEW CIR	Residential	Crack Seal	2050.667
326	GRANDVIEW DR	GRANDVIEW CIR	FORGOTTEN LN	Residential	Crack Seal	1888.889
64	GRANDVIEW DR	FORGOTTEN LN	DEAD END	Residential	Crack Seal	3320.667
338	GRANDVIEW DR	CANYON ROAD	COVE ST	Residential	Crack Seal/Chip Seal	1953.111
339	GRANDVIEW DR	COVE ST	FOOTHILL DR	Residential	No Maintenance	1518.667
243	GRANDVIEW DR	FOOTHILL DR	1000 SOUTH	Residential	No Maintenance	5602.444
71	HAMMOND LN	200 NORTH	270 NORTH	Residential	Crack Seal	2146.667
181	HAMMOND LN	270 NORTH	360 NORTH	Residential	Crack Seal	2657.778
186	HAMMOND LN	360 NORTH	ANDREWS LN	Residential	Crack Seal	1368.889
187	HAMMOND LN	ANDREWS LN	450 NORTH	Residential	Crack Seal	1106.667
190	HIDDEN VIEW DR	FORGOTTEN LN	1250 SOUTH	Residential	Cold Patch	2856
255	HILLSBOROUGH DR	400 EAST	END OF PAVEMENT	Residential	Thin Hot Mix Overlay (<2 in)	4027.111
192	MAIN ST	500 SOUTH	BAUR AVE	Residential	Thick Overlay (3 in.)	2018.667
158	MAIN ST	500 SOUTH	400 SOUTH	Residential	Thin Hot Mix Overlay (<2 in)	2320
267	MAIN ST	200 NORTH	100 NORTH	Residential	Crack Seal	1842.667
212	MAIN ST	100 NORTH	CENTER ST	Residential	No Maintenance	3455
214	MAIN ST	CENTER St	100 SOUTH	Residential	Crack Seal	3445
215	MAIN ST	100 SOUTH	200 SOUTH	Residential	No Maintenance	2682.222
207	MAIN ST	200 SOUTH	300 SOUTH	Residential	Cold Patch	1856
127	MAIN ST	300 SOUTH	400 SOUTH	Residential	Cold Patch	2670.889
222	MEADOW LN	500 SOUTH	GARDEN DR	Residential	No Maintenance	3241.333

ID	Road Name	From Address	To Address	Functional Class	Recommended Treatment	Area
223	MEADOW LN	GARDEN DR	300 SOUTH	Residential	Crack Seal/Chip Seal	3856
241	ROCKWOOD CIR	EDGEWOOD DR	DEAD END	Residential	Crack Seal/Chip Seal	657.3333
113	SARAH ST	CENTER ST	VONS WAY	Residential	Crack Seal/Chip Seal	2383.778
98	SATSUMA	VONS WAY	DEAD END	Residential	Cold Patch	978.4445
148	SATSUMA	CENTER ST	VONS WAY	Residential	No Maintenance	2534.889
159	SATSUMA DR	CENTER ST	DEAD END	Residential	Crack Seal	1235.333
46	SEGO LILLY LN	EDGEWOOD DR	BRINGHURST DR	Residential	Crack Seal/Chip Seal	1208.889
153	SEGO LILLY LN	BRINGHURST DR	CANYON RD	Residential	Cold Patch	2006
112	SILVER FOX CIR	FOX RIDGE DR	DEAD END	Residential	Thin Hot Mix Overlay (<2 in)	1919.111
55	SMITH LN	300 SOUTH	EDGEWOOD DR	Residential	Crack Seal	1560
103	STONEHENGE CIR	STONEHEDGE DR	DEAD END	Residential	Cold Patch	596.8889
80	STONEHENGE DR	FOX RIDGE DR	STONEHEDGE CIR	Residential	Thin Hot Mix Overlay (<2 in)	1760.444
150	STONEHENGE DR	STONEHEDGE CIR	ABBEY LN	Residential	Cold Patch	4692
93	SUNSET LN	ASPEN RIDGE LN	DEAD END	Residential	Crack Seal	2844.667
114	VONS WAY	SARAH ST	DEAD END	Residential	Thin Hot Mix Overlay (<2 in)	165
23	VONS WAY	SARAH ST	NORTH SATSUMA	Residential	Chip Seal	1122
51	VONS WAY	NORTH SATSUMA	DEAD END	Residential	Chip Seal	2225.111

Appendix F

Preservation Strategies, Treatments, and Associated Costs

Treatment Type	Maint. Category	Cost	0	1-3	4-6	9-Jul	10-12	13-15	16-18	19-21
Crack Seal	Routine	\$0.45	0	0	0	0	1	2	3	2
Cold Patch	Routine	\$0.45	0	0	0	0	0	0	0	0
Digout and Hot Patch	Routine	\$0.68	0	0	0	0	0	0	0	0
High Perf. Cold Patch	Routine	\$0.90	0	0	0	0	0	0	0	0
Fog Coat	Routine	\$0.68	0	0	0	1	1	2	2	2
High Mineral Asphalt Emulsion	Preventative	\$1.68	0	0	0	1	2	3	5	5
Sand Seal	Preventative	\$0.98	0	0	0	1	2	2	2	2
Scrub Seal	Preventative	\$1.50	0	1	3	5	5	5	5	5
Single Chip Seal	Preventative	\$1.95	0	1	3	5	5	5	5	5
Slurry Seal	Preventative	\$1.06	0	1	3	5	5	5	5	5
Microsurfacing	Preventative	\$3.60	0	2	3	5	7	7	7	7
Plant Mix Seal	Rehabilitation	\$8.40	0	3	4	5	7	7	7	7
Cold In-place Recycling (2 in with chip seal)	Rehabilitation	\$7.50	0	3	4	5	6	7	7	7
Thin Hot Mix Overlay (<2 in)	Rehabilitation	\$10.13	0	4	6	7	7	7	7	7
HMA (leveling) & Overlay (<2 in.)	Rehabilitation	\$11.25	0	4	6	8	8	8	8	8
Hot Surface Recycling	Rehabilitation	\$7.50	0	3	5	7	8	8	8	8
Rotomill & Overlay (<2 in)	Rehabilitation	\$12.60	0	4	7	8	8	8	8	8
Cold In-place Recycling (2/2 in.)	Reconstruction	\$15.45	15	15	15	15	15	15	15	15
Thick Overlay (3 in.)	Reconstruction	\$15.00	12	12	12	12	12	12	12	12
Rotomill & Thick Overlay (3 in.)	Reconstruction	\$16.50	12	12	12	12	12	12	12	12
Base Repair\Pavement Replacement	Reconstruction	\$18.00	16	16	16	16	16	16	16	16
Cold Recycling & Overlay (3/3 in.)	Reconstruction	\$16.73	14	14	14	14	14	14	14	14
Full Depth Reclamation& Overlay (3/3 in.)	Reconstruction	\$19.88	20	20	20	20	20	20	20	20
Base/Pavement Replacement (3/3/6 in.)	Reconstruction	\$28.50	20	20	20	20	20	20	20	20

***Fit the current RSL into a category along the top row and then move downward to the applied treatment to find the additional RSL that will be achieved from the selected treatment.**

(2/2 in.) Means 2" overlay with 2" recycle

(3/3/6) Means 3" HMA over 3" Road Base over 6" Base

Costs are per square yard

Appendix G

Recommended Pavement Preservation Program and Proposed Funding Allocation

Years 1 and 2

ID	Road Name	From Address	To Address	Area	Functional Class	Main Distress	RSL
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Chip Seal

90	300 EAST	100 NORTH	CENTER ST	1920.00	Major Collector	No Distress	20
121	300 SOUTH	300 EAST	200 SOUTH	4567.33	Major Collector	Fatigue	8
336	1000 SOUTH	CITY BOUNDARY	300 EAST	238.33	Minor Collector	Fatigue	10
254	1000 SOUTH	300 EAST	400 EAST	2368.67	Minor Collector	Longitudinal	14
257	400 EAST	1000 SOUTH	HILLSBOROUGH DR	3882.22	Minor Collector	Fatigue	10
253	1000 SOUTH	400 EAST	470 EAST	1711.33	Minor Collector	Edge	12
149	CENTER ST	400 EAST	300 EAST	1960.00	Minor Collector	No Distress	20
305	400 EAST	800 SOUTH	CANYON RD	3645.33	Minor Collector	Edge	12

Patchwork

20	500 SOUTH	285 WEST	200 WEST	1673.56	Minor Collector	Fatigue	10
83	200 NORTH	100 EAST	200 EAST	1901.33	Minor Collector	Fatigue	10
211	CENTER ST	100 EAST	MAIN ST	2995.56	Minor Collector	Fatigue	10
144	SPRING CREEK RD	CANYON RD	EDGEWOOD DR	4072.44	Minor Collector	Fatigue	10
154	SHERWOOD DR	EAGLE CIR	ABBEY CIR	6462.22	Minor Collector	Fatigue	10
119	SPRING CREEK RD	EDGEWOOD DR	300 SOUTH	7483.78	Minor Collector	Fatigue	10
168	SPRING CREEK PKWY	ANDREWS LN	DEAD END	3360.00	Minor Collector	Fatigue	10
322	1000 SOUTH	600 EAST	FORGOTTEN LN	978.67	Minor Collector	Transverse	12
225	500 SOUTH	GARDEN DR	DEAD END	1843.56	Minor Collector	Patch\Pothole	12

Patchwork and Chip Seal

140	300 SOUTH	375 WEST	325 WEST	1288.22	Major Collector	Fatigue	10
59	200 EAST	100 SOUTH	CENTER ST	1848.00	Minor Collector	Fatigue	8
63	200 EAST	200 SOUTH	100 SOUTH	1888.00	Minor Collector	Fatigue	8
242	1000 SOUTH	FORGOTTEN LN	GRANDVIEW DR	2010.00	Minor Collector	Fatigue	8
205	200 NORTH	100 WEST	MAIN ST	2697.33	Minor Collector	Patch\Pothole	8

Patchwork and Microsurface

13	100 NORTH	400 EAST	300 EAST	1933.33	Major Collector	Fatigue	10
333	100 NORTH	200 WEST	300 WEST	4778.89	Major Collector	Fatigue	10
332	100 NORTH	300 WEST	GATEWAY DR	5744.44	Major Collector	Fatigue	10
287	100 NORTH	GATEWAY DR	SR-165	5909.44	Major Collector	Fatigue	10

ID	Road Name	From Address	To Address	Area	Functional Class	Main Distress	RSL
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Patchwork and Slurry Seal

128	300 SOUTH	425 WEST	375 WEST	1650.00	Major Collector	Fatigue	10
21	300 SOUTH	485 WEST	425 WEST	2085.00	Major Collector	Fatigue	10
277	300 SOUTH	SR 165	485 WEST	6485.00	Major Collector	Fatigue	10
61	CANYON RD	480 EAST	530 EAST	1273.11	Minor Collector	Fatigue	10
36	CANYON RD	400 EAST	480 EAST	2198.67	Minor Collector	Fatigue	10
142	CANYON RD	300 EAST	400 EAST	2417.78	Minor Collector	No Distress	10

Crack Seal

47	300 SOUTH	SPRING CREEK RD	EDGEWOOD DR	1122.67	Major Collector	Longitudinal	14
65	300 SOUTH	SPRING CREEK RD	END OF PAVEMENT	1624.00	Major Collector	Longitudinal	14
138	300 EAST	CANYON RD	525 SOUTH	1877.56	Major Collector	Transverse	14
122	300 EAST	300 SOUTH	400 SOUTH	1976.00	Major Collector	Longitudinal	14
273	300 EAST	200 NORTH	100 NORTH	2002.67	Major Collector	Edge	8
249	300 EAST	BESSIE LN	875 SOUTH	2346.67	Major Collector	Patch\Pothole	14
227	500 SOUTH	FUHRIMAN DR	330 WEST	1154.67	Minor Collector	Patch\Pothole	14
201	200 NORTH	100 WEST	150 WEST	1193.89	Minor Collector	Longitudinal	14
275	200 NORTH	300 EAST	400 EAST	1633.33	Minor Collector	Edge	12
160	SHERWOOD DR	CENTER ST	EAGLE NEST CIR	1645.00	Minor Collector	Transverse	14
274	200 NORTH	200 EAST	300 EAST	1706.67	Minor Collector	Edge	12
266	200 NORTH	MAIN ST	100 EAST	1789.33	Minor Collector	Patch\Pothole	14
272	200 EAST	100 NORTH	200 NORTH	1818.67	Minor Collector	Fatigue	12
100	200 EAST	100 NORTH	CENTER ST	1845.33	Minor Collector	Fatigue	12
324	1000 SOUTH	GRANDVIEW DR	800 EAST	2021.11	Minor Collector	Transverse	12
325	1000 SOUTH	800 EAST	DEAD END	2021.11	Minor Collector	Transverse	12
29	CENTER ST	700 EAST	SHERWOOD DR	2222.22	Minor Collector	Longitudinal	14
3	CENTER ST	SARAH ST	700 EAST	2591.11	Minor Collector	Patch\Pothole	14
43	200 NORTH	300 WEST	BLUFF ST	3000.00	Minor Collector	Longitudinal	14
263	CENTER ST	200 EAST	100 EAST	3084.44	Minor Collector	Longitudinal	14
213	CENTER ST	MAIN ST	100 WEST	3124.44	Minor Collector	Longitudinal	14
226	500 SOUTH	330 WEST	GARDEN DR	3335.00	Minor Collector	Longitudinal	14
264	CENTER ST	300 EAST	200 EAST	3460.00	Minor Collector	Longitudinal	12
164	SPRING CREEK PKWY	100 WEST	ANDREWS LN	4191.11	Minor Collector	Longitudinal	12

ID	Road Name	From Address	To Address	Area	Functional Class	Main Distress	RSL
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Crack Seal and Chip Seal

143	300 SOUTH	EDGEWOOD DR	300 EAST	1726.44	Major Collector	Transverse	12
320	1000 SOUTH	470 EAST	540 EAST	877.33	Minor Collector	Transverse	14
321	1000 SOUTH	540 EAST	600 EAST	962.67	Minor Collector	Longitudinal	14
285	CENTER ST	100 WEST	200 WEST	2618.00	Minor Collector	Fatigue	10
304	400 EAST	1000 SOUTH	800 SOUTH	3029.33	Minor Collector	Longitudinal	14

Crack Seal and Microsurface

350	100 NORTH	400 WEST	DEAD END	138.89	Major Collector	Transverse	10
356	400 EAST	500 NORTH	DEAD END	827.33	Minor Collector	Fatigue	10
236	SHERWOOD DR	CENTER ST	EAGLE VIEW DR	2124.00	Minor Collector	Patch\Pothole	14
290	SPRING CREEK PKWY	GATEWAY DR	280 NORTH	2461.67	Minor Collector	Fatigue	10
349	GATEWAY DR	100 NORTH	CHANGE OF PAVEMENT	2468.89	Minor Collector	Longitudinal	14
330	280 NORTH	SPRING CREEK PKWY	300 WEST	3010.00	Minor Collector	Fatigue	10
328	GOLF COURSE RD	CITY BOUNDARY	GATEWAY DR	3325.00	Minor Collector	Longitudinal	12
329	GOLF COURSE RD	GATEWAY DR	SPRING CREEK PKWY	3685.00	Minor Collector	Longitudinal	12
288	GATEWAY DR	GOLF COURSE RD	SPRING CREEK PKWY	3960.00	Minor Collector	Longitudinal	12
286	280 NORTH	BLUFF ST	100 WEST	4155.56	Minor Collector	Fatigue	8
342	SPRING CREEK PKWY	280 NORTH	Homestead Ct	4157.22	Minor Collector	Fatigue	10
289	GATEWAY DR	SPRING CREEK PKWY	100 NORTH	5292.22	Minor Collector	Longitudinal	14
306	GATEWAY DR	GOLF COURSE RD	800 South (Logan)	6765.00	Minor Collector	Longitudinal	10

ID	Road Name	From Address	To Address	Area	Functional Class	Main Distress	RSL
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Crack Seal and Slurry Seal

134	300 EAST	CENTER ST	100 SOUTH	1730.67	Major Collector	Fatigue	10
50	300 EAST	100 SOUTH	200 SOUTH	1834.67	Major Collector	Fatigue	10
79	300 EAST	CANYON RD	BESSIE LN	3211.11	Major Collector	Transverse	14
308	300 EAST	200 NORTH	500 NORTH	9900.00	Major Collector	Transverse	12
88	CANYON RD	530 EAST	SEGO LILY LN	2440.44	Minor Collector	Transverse	14
54	CANYON RD	EDGEHILL DR	300 EAST	2644.44	Minor Collector	Patch\Pothole	14
75	CANYON RD	SEGO LILY LN	GRANDVIEW DR	3445.33	Minor Collector	Edge	12
276	1700 SOUTH	SR 165	CHANGE OF PAVEMENT	3500.00	Major Collector	Longitudinal	14
279	300 EAST	875 SOUTH	1000 SOUTH	2173.33	Major Collector	No Distress	20

Thick Overlay (3 in.)

129	500 SOUTH	100 WEST	200 WEST	1842.67	Minor Collector	Patch\Pothole	6
38	500 SOUTH	MAIN ST	DEAD END	1022.22	Minor Collector	Fatigue	4

Thin Hot Mix Overlay (<2 in)

221	300 SOUTH	100 EAST	DEAD END	1130.67	Major Collector	Fatigue	8
12	300 SOUTH	MAIN ST	100 EAST	1701.33	Major Collector	Fatigue	8
280	300 SOUTH	200 WEST	100 WEST	1880.00	Major Collector	Fatigue	10
278	300 SOUTH	250 WEST	200 WEST	2295.00	Major Collector	Fatigue	8
52	300 SOUTH	100 WEST	MAIN ST	2599.11	Major Collector	Fatigue	10
25	500 SOUTH	100 WEST	MAIN ST	1834.67	Minor Collector	Fatigue	8
189	400 EAST	200 NORTH	100 NORTH	1845.33	Minor Collector	Edge	8
72	400 EAST	100 NORTH	CENTER ST	2333.33	Minor Collector	Fatigue	8
109	400 EAST	200 NORTH	DEAD END	2512.00	Minor Collector	Fatigue	8

Years 3-5

ID	Road Name	From Address	To Address	Area	Functional Class	Main Distress	RSL
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Chip Seal

23	VONS WAY	SARAH ST	NORTH SATSUMA	1122.00	Residential	No Distress	20
102	425 WEST	300 SOUTH	225 SOUTH	1836.00	Residential	Transverse	10
16	485 WEST	225 SOUTH	300 SOUTH	1911.56	Residential	Transverse	10
51	VONS WAY	NORTH SATSUMA	DEAD END	2225.11	Residential	Fatigue	8
5	EDGEWOOD DR	300 SOUTH	EDGEWOOD PL	2228.89	Residential	Fatigue	10
258	400 SOUTH	MAIN ST	100 EAST	2417.78	Residential	Fatigue	20
126	375 WEST	300 SOUTH	DEAD END	2485.78	Residential	No Distress	20
32	325 WEST	300 SOUTH	DEAD END	2538.67	Residential	No Distress	20
136	400 SOUTH	MAIN ST	100 WEST	2621.78	Residential	No Distress	20
202	150 NORTH	300 WEST	DEAD END	3830.56	Residential	Transverse	10
259	100 EAST	400 SOUTH	EDGEHILL DR	5493.33	Residential	Fatigue	10
292	E EDGEHILL DR	EDGEHILL DR	EDGEHILL CIR	5749.78	Residential	Fatigue	10
152	CANYON RD	GRANDVIEW DR	END OF PAVEMENT	7733.11	Residential	Fatigue	10

Patchwork and Chip Seal

228	GARDEN DR	500 SOUTH	DEAD END	2678.44	Residential	Patch\Pothole	12
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Patchwork and Crack Seal

41	100 EAST	ANDREWS LN	360 NORTH	1326.11	Residential	Transverse	12
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Patchwork

103	STONEHENGE CIR	STONEHEDGE DR	DEAD END	596.89	Residential	Fatigue	10
98	SATSUMA	VONS WAY	DEAD END	978.44	Residential	Fatigue	10
299	450 EAST	800 SOUTH	DEAD END	1307.11	Residential	Fatigue	10
27	100 EAST	360 NORTH	300 NORTH	1501.11	Residential	Fatigue	10
78	FOXRIDGE DR	ABBAY LN	BUCKINGHAM DR	1783.11	Residential	Fatigue	10
218	100 EAST	100 SOUTH	CENTER ST	1856.00	Residential	Fatigue	10
207	MAIN ST	200 SOUTH	300 SOUTH	1856.00	Residential	Edge	12
96	350 EAST	CENTER ST	END OF PAVEMENT	1870.00	Residential	Fatigue	10
139	BUCKINGHAM DR	FOXRIDGE DR	DEAD END	1907.78	Residential	Fatigue	10
155	ABBAY LN	SHERWOOD DR	BUCKINGHAM DR	1915.56	Residential	Fatigue	10
28	ASPEN RIDGE LN	500 EAST	DEAD END	1945.56	Residential	Fatigue	10
153	SEGO LILLY LN	BRINGHURST DR	CANYON RD	2006.00	Residential	Fatigue	10
156	700 EAST	CENTER ST	DEAD END	2164.67	Residential	Fatigue	10
1	ARTS PL	360 NORTH	DEAD END	2453.33	Residential	Fatigue	10
248	540 EAST	1000 SOUTH	DEAD END	2557.56	Residential	Fatigue	10
127	MAIN ST	300 SOUTH	400 SOUTH	2670.89	Residential	Edge	10
35	BUGLE DR	FOXRIDGE DR	BUCKINGHAM DR	2712.44	Residential	Fatigue	10
190	HIDDEN VIEW DR	FORGOTTEN LN	1250 SOUTH	2856.00	Residential	Fatigue	10
179	875 SOUTH	300 EAST	DEAD END	2893.78	Residential	Fatigue	10
151	ABBAY LN	BUCKINGHAM DR	FOXRIDGE DR	3203.56	Residential	Fatigue	10
219	100 EAST	CENTER ST	100 NORTH	3475.00	Residential	Fatigue	10
150	STONEHENGE DR	STONEHEDGE CIR	ABBAY LN	4692.00	Residential	Fatigue	10
233	285 WEST	500 SOUTH	DEAD END	1896.00	Residential	Patch\Pothole	12

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Crack Seal

123	200 SOUTH	300 EAST	DEAD END	348.33	Residential	Transverse	14
352	640 WEST	100 SOUTH	DEAD END	606.67	Residential	Transverse	10
163	GRANDVIEW CIR	GRANDVIEW DR	DEAD END	755.56	Residential	Transverse	14
171	675 SOUTH	COVE ST	DEAD END	759.33	Residential	Patch\Pothole	14
146	CIRCLE PL	SEGO LILY LN	DEAD END	865.11	Residential	Longitudinal	14
232	ASHLEY CIR	535 SOUTH	DEAD END	986.00	Residential	Longitudinal	14
187	HAMMOND LN	ANDREWS LN	450 NORTH	1106.67	Residential	Longitudinal	14
296	330 WEST	535 SOUTH	500 SOUTH	1152.22	Residential	Transverse	14
298	800 SOUTH	400 EAST	450 EAST	1167.33	Residential	Transverse	14
159	SATSUMA DR	CENTER ST	DEAD END	1235.33	Residential	Patch\Pothole	14
70	270 NORTH	200 EAST	DEAD END	1238.89	Residential	Longitudinal	14
24	280 WEST	SPRING CREEK PKWY	DEAD END	1295.56	Residential	Longitudinal	12
162	EDGEHILL DR	525 SOUTH	CANYON RD	1299.56	Residential	Longitudinal	14
300	800 SOUTH	450 EAST	500 EAST	1318.44	Residential	Transverse	14
186	HAMMOND LN	360 NORTH	ANDREWS LN	1368.89	Residential	Patch\Pothole	14
316	480 EAST	CANYON RD	DEAD END	1507.33	Residential	Patch\Pothole	14
55	SMITH LN	300 SOUTH	EDGEWOOD DR	1560.00	Residential	Longitudinal	14
245	470 EAST	1000 SOUTH	DEAD END	1571.11	Residential	Longitudinal	14
10	BLUFF ST	280 NORTH	225 NORTH	1573.33	Residential	Longitudinal	14
77	FOXRIDGE DR	BUCKINGHAM DR	BUGLE WAY	1620.67	Residential	Patch\Pothole	14
22	EAGLE NEST CIR	SHERWOOD DR	END OF PAVEMENT	1733.33	Residential	Transverse	14
92	125 NORTH	400 EAST	DEAD END	1830.00	Residential	Patch\Pothole	14
267	MAIN ST	200 NORTH	100 NORTH	1842.67	Residential	Fatigue	14
326	GRANDVIEW DR	GRANDVIEW CIR	FORGOTTEN LN	1888.89	Residential	Longitudinal	14
95	225 SOUTH	200 WEST	DEAD END	2021.11	Residential	Transverse	14
174	GRANDVIEW DR	1000 SOUTH	GRANDVIEW CIR	2050.67	Residential	Transverse	12
302	500 EAST	800 SOUTH	DEAD END	2051.33	Residential	Longitudinal	14
71	HAMMOND LN	200 NORTH	270 NORTH	2146.67	Residential	Longitudinal	14
82	BLUFF ST	SPRING CREEK PKWY	280 NORTH	2197.22	Residential	Transverse	12
4	ABBAY LN	CENTER ST	FOXRIDGE DR	2236.44	Residential	Transverse	14

ID	Road Name	From Address	To Address	Area	Functional Class	Main Distress	RSL
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Crack Seal

45	500 EAST	CANYON RD	ASPEN RIDGE LN	2402.67	Residential	Longitudinal	14
345	330 WEST	535 SOUTH	DEAD END	2406.44	Residential	Patch\Pothole	14
200	465 NORTH	GATEWAY DR	DEAD END	2430.56	Residential	Transverse	14
184	450 NORTH	200 EAST	100 EAST	2431.11	Residential	Longitudinal	12
199	525 SOUTH	EDGEHILL CIR	300 EAST	2444.22	Residential	Longitudinal	14
337	COTTONWOOD LN	200 WEST	DEAD END	2512.22	Residential	Transverse	14
185	ANDREWS LN	100 EAST	200 EAST	2574.44	Residential	Patch\Pothole	14
66	300 WEST	100 NORTH	200 NORTH	2617.78	Residential	Transverse	12
167	100 EAST	SPRING CREEK PKWY	ANDREWS LN	2631.11	Residential	Fatigue	8
181	HAMMOND LN	270 NORTH	360 NORTH	2657.78	Residential	Longitudinal	14
74	BESSIE LN	300 EAST	DEAD END	2670.89	Residential	Transverse	14
8	BUCKINGHAM DR	ABBEY LN	FOX RIDGE DR	2776.67	Residential	Longitudinal	14
101	ANDREWS LN	SPRING CREEK PKWY	100 EAST	2780.56	Residential	Patch\Pothole	14
81	300 WEST	200 NORTH	280 NORTH	2817.78	Residential	Patch\Pothole	14
93	SUNSET LN	ASPEN RIDGE LN	DEAD END	2844.67	Residential	Longitudinal	14
204	225 NORTH	200 NORTH	BLUFF ST	2955.56	Residential	Fatigue	8
175	800 EAST	1000 SOUTH	1100 SOUTH	3075.11	Residential	Transverse	12
191	525 SOUTH	300 EAST	EDGEHILL DR	3078.89	Residential	Longitudinal	14
69	BLUFF ST	225 NORTH	150 NORTH	3161.11	Residential	Transverse	12
294	485 WEST	225 SOUTH	100 SOUTH	3313.11	Residential	Patch\Pothole	14
64	GRANDVIEW DR	FORGOTTEN LN	DEAD END	3320.67	Residential	Longitudinal	14
214	MAIN ST	CENTER St	100 SOUTH	3445.00	Residential	Patch\Pothole	14
188	360 NORTH	100 EAST	200 EAST	3520.00	Residential	Transverse	12
172	715 SOUTH	GRANDVIEW DR	675 SOUTH	3766.44	Residential	Transverse	14
44	FOX RIDGE DR	STONEHEDGE DR	CENTER ST	3974.22	Residential	Longitudinal	14
313	100 SOUTH	SR 185	485 WEST	4537.11	Residential	Longitudinal	14
173	FOOTHILL DR	1000 SOUTH	GRANDVIEW DR	5246.67	Residential	Transverse	12
176	FORGOTTEN LN	GRANDVIEW DR	1000 SOUTH	5617.56	Residential	Longitudinal	14
237	EAGLEVIEW DR	SHERWOOD DR	659 EAST	5916.00	Residential	Patch\Pothole	14

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Crack Seal and Chip Seal

117	FAIRWOOD CIR	EDGEWOOD DR	DEAD END	574.22	Residential	Fatigue	10
241	ROCKWOOD CIR	EDGEWOOD DR	DEAD END	657.33	Residential	Fatigue	10
2	GLENWOOD CIR	EDGEWOOD DR	DEAD END	714.00	Residential	Fatigue	10
251	540 SOUTH	285 WEST	DEAD END	762.67	Residential	Transverse	14
97	225 EAST	CANYON RD	DEAD END	797.11	Residential	Transverse	14
357	800 SOUTH	400 EAST	470 EAST	968.00	Residential	Patch\Pothole	14
46	SEGO LILLY LN	EDGEWOOD DR	BRINGHURST DR	1208.89	Residential	Fatigue	10
84	250 WEST	300 SOUTH	DEAD END	1545.11	Residential	Transverse	14
295	225 SOUTH	425 WEST	485 WEST	1635.78	Residential	Transverse	10
110	100 SOUTH	100 EAST	200 EAST	1840.00	Residential	Fatigue	8
137	EDGEWOOD DR	EDGEWOOD PL	GLENWOOD CIR	1858.67	Residential	Fatigue	8
338	GRANDVIEW DR	CANYON ROAD	COVE ST	1953.11	Residential	Transverse	12
42	EDGEWOOD DR	GLENWOOD CIR	ROCKWOOD CIR	2119.33	Residential	Fatigue	10
116	EDGEWOOD DR	ROCKWOOD CIR	SEGO LILY LN	2338.44	Residential	Fatigue	8
113	SARAH ST	CENTER ST	VONS WAY	2383.78	Residential	Transverse	14
231	535 SOUTH	GARDEN DR	330 WEST	2470.67	Residential	Longitudinal	14
265	100 EAST	100 NORTH	200 NORTH	2580.22	Residential	Patch\Pothole	10
283	400 SOUTH	100 WEST	200 WEST	2584.00	Residential	Patch\Pothole	14
223	MEADOW LN	GARDEN DR	300 SOUTH	3856.00	Residential	Transverse	14

Crack Seal and Microsurface

351	400 WEST	100 NORTH	DEAD END	408.33	Residential	Fatigue	10
235	EAGLEVIEW DR	SHERWOOD DR	DEAD END	2148.00	Residential	Patch\Pothole	14
354	800 SOUTH	300 EAST	400 EAST	2194.67	Residential	Transverse	12

Crack Seal and Slurry Seal

347	560 EAST	500 EAST	860 SOUTH	3354.67	Residential	Longitudinal	14
131	DOVER CIR	ABBAY LN	DEAD END	1080.44	Residential	Fatigue	8
353	470 EAST	500 NORTH	DEAD END	1596.67	Residential	No Distress	20

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Thick Overlay (3 in)

6	480 SOUTH	SEGO LILY LN	SPRING CREEK PKWY	1178.67	Residential	Fatigue	6
192	MAIN ST	500 SOUTH	BAUR AVE	2018.67	Residential	Fatigue	6
9	100 EAST	300 NORTH	200 NORTH	2469.44	Residential	Fatigue	6
282	580 SOUTH	200 WEST	540 SOUTH	3509.56	Residential	Fatigue	6

Thin Hot Mix Overlay (<2 in)

114	VONS WAY	SARAH ST	DEAD END	165.00	Residential	Fatigue	8
40	BRINGHURST CIR	BRINGHURST DR	DEAD END	525.11	Residential	Fatigue	8
194	BAUR AVE	MAIN ST	CORNER	630.00	Residential	Fatigue	8
132	EDGEWOOD CIR	EDGEWOOD DR	DEAD END	672.44	Residential	Fatigue	6
240	EASTWOOD CIR	EDGEWOOD DR	DEAD END	770.67	Residential	Transverse	10
193	BAUR AVE	CORNER	DEAD END	831.67	Residential	Fatigue	8
107	ABBAY LN	SHERWOOD DR	DEAD END	1542.22	Residential	Fatigue	8
340	EDGEWOOD PL	EDGEWOOD DR	DEAD END	1624.44	Residential	Longitudinal	10
145	75 WEST	540 SOUTH	500 SOUTH	1647.11	Residential	Fatigue	8
208	200 SOUTH	100 EAST	MAIN ST	1730.67	Residential	Fatigue	8
80	STONEHENGE DR	FOXRIIDGE DR	STONEHEDGE CIR	1760.44	Residential	Fatigue	8
262	100 SOUTH	MAIN ST	100 EAST	1765.33	Residential	Fatigue	8
53	100 SOUTH	200 EAST	300 EAST	1805.33	Residential	Fatigue	6
135	100 WEST	100 SOUTH	CENTER ST	1813.33	Residential	Edge	10
49	100 WEST	500 SOUTH	400 SOUTH	1818.67	Residential	Edge	8
284	200 SOUTH	100 WEST	200 WEST	1829.33	Residential	Fatigue	6
210	200 SOUTH	200 EAST	100 EAST	1845.33	Residential	Fatigue	8
206	200 SOUTH	MAIN ST	100 WEST	1853.33	Residential	Fatigue	6

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Thin Hot Mix Overlay (<2 in)

217	100 WEST	CENTER ST	100 NORTH	1856.00	Residential	Edge	10
216	100 SOUTH	100 WEST	MAIN ST	1864.00	Residential	Fatigue	6
220	100 SOUTH	200 WEST	100 WEST	1866.67	Residential	Fatigue	6
30	100 WEST	400 SOUTH	300 SOUTH	1869.33	Residential	Edge	8
7	100 WEST	300 SOUTH	200 SOUTH	1869.33	Residential	Fatigue	10
130	100 WEST	200 SOUTH	100 SOUTH	1904.00	Residential	Fatigue	10
112	SILVER FOX CIR	FOXBRIDGE DR	DEAD END	1919.11	Residential	Fatigue	8
99	FOXBRIDGE DR	ABBAY LN	STONEHEDGE DR	2062.67	Residential	Fatigue	8
158	MAIN ST	500 SOUTH	400 SOUTH	2320.00	Residential	Fatigue	8
281	540 SOUTH	200 WEST	580 SOUTH	3048.67	Residential	Fatigue	8
255	HILLSBOROUGH DR	400 EAST	END OF PAVEMENT	4027.11	Residential	Fatigue	8
11	BRINGHURST DR	SEGO LILY LN	EDGEWOOD DR	4246.22	Residential	Fatigue	8
195	EDGEHILL DR	525 SOUTH	EDGEHILL DR	4427.56	Residential	Fatigue	8