

Pavement Management Budget Options Report



May, 2019

Hidden Lakes
Homeowner's Association

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Executive Summary

Capitol Asset & Pavement Services, Inc. was contracted by the Hidden Lakes Homeowners Association Public Works to perform visual inspections of all of the paved streets maintained by the Hidden Lakes Homeowners Association (HOA). All 1.79 centerline miles of paved streets maintained by the HOA were evaluated in accordance with MTC standards and the Streetsaver Online 9.0 database was updated with the inspection data. Inspections were completed in April, 2019.

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

The HOA's street network consists of 1.79 centerline miles of streets. A detailed visual inspection of the HOA's streets resulted in a calculated average PCI of 80. Using a 0-100 PCI scale, with 100 being the most favorable, a rating of 80 places the HOA's street network in the 'Good' condition category.

Four scenarios were analyzed for various street maintenance funding levels. The budgets include preventative maintenance and rehabilitation work for existing paved street surfaces. The recommended strategy of street maintenance, along with current prices for the treatments, is represented in the Streetsaver decision tree matrix. This matrix defines what treatments need to be applied to streets in varying PCI conditions. Utilizing this decision matrix, it was determined that the HOA will need to spend \$123,715 over the next five years to bring the street network into 'optimal' condition, or an overall street network PCI of 85. Comparing this with the current funding level of \$75,000 over the next five years shows that the average network PCI at the current level of 80 through 2023. Scenario #3 determine effects of ceasing all funding for street maintenance for the next five years. Finally, Scenario #4 shows the funding required to maintain the street network in good condition for twenty years. Scenario analyses show that at current funding levels, the overall street condition maintain at the current level. Table 1 summarizes the findings of the Scenarios.

Table 1 – Summary of outcome of different funding levels (Scenarios)

Average yearly budget	\$24,743 (1-Unconstrained Needs)	\$15,000 (2-Current Funding)	\$0 (3-Do Nothing)	\$17,492 (4-Twenty Year Needs)
# of years	5 years	5 years	5 years	20 years
Total budget	\$123,715	\$75,000	\$0	\$349,834
Current PCI	80	80	80	80
Current % in 'Good' condition	87.1%	87.1%	87.1%	87.1%
PCI in final year (change)	85 (+5)	80 (0)	74 (-6)	81 (+1)
Backlog in final year	\$0	\$61,357	\$133,198	\$0
% 'Good' in final year	100.0%	87.6%	81.0%	100.0%
% 'Fair' in final year	0.0%	12.4%	18.5%	0.0%
% 'Poor' in final year	0.0%	0.0%	0.5%	0.0%
% 'Very Poor' in final year	0.0%	0.0%	0.0%	0.0%

Purpose

This report is intended to assist the Hidden Lakes Homeowners Association with identifying street maintenance priorities specific to the HOA.

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

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

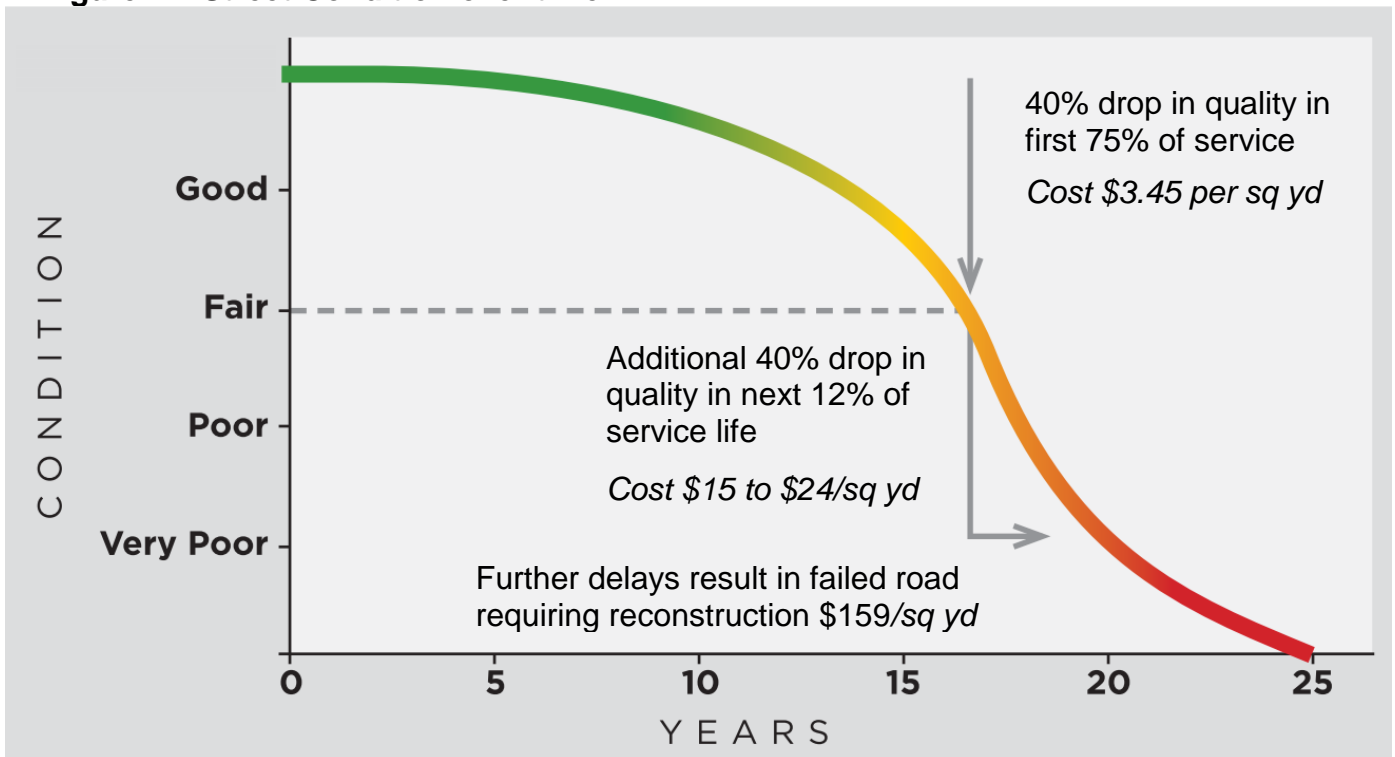
Pavement Management Strategy

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

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

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

Figure 1 – Street Condition over time



Existing Pavement Condition

The HOA is responsible for the repair and maintenance of 1.79 centerline miles of paved streets. The HOA’s street network replacement value is estimated at \$3.7 million.¹ This asset valuation assumes replacement of the entire street network in present day dollars (street base and surface only, not curbs or sidewalk). This represents a significant asset for HOA officials to manage.

The average overall network Pavement Condition Index (PCI) of the HOA’s street network is 80, which indicates that the street network is in ‘Good’ condition. The PCI is a measurement of pavement condition that ranges from 0 to 100. A newly constructed or overlaid street would have a PCI of 100, while a failed street (requiring complete reconstruction) would have a PCI under 25. Appendix B contains a report detailing the PCI information for each street.

Table 2 details the network statistics and pavement condition by functional class.

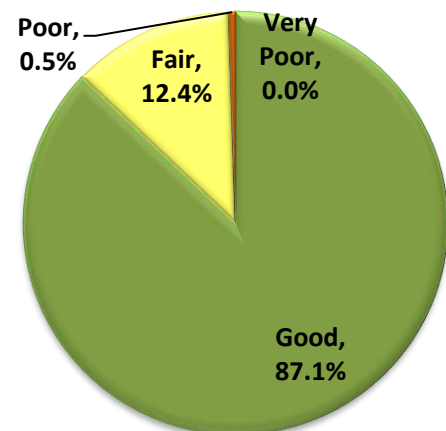
Table 2 – Street Network Statistics

# of Sections	Centerline Miles	Lane Miles	Average PCI
11	1.79	3.58	80

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

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

Condition Class	PCI Range	Collector	Residential	Total
Good (I)	70-100	8.6%	56.3%	87.1%
Fair (II/III)	50-70	6.1%	17.8%	12.4%
Poor (IV)	25-50	1.9%	9.3%	0.5%
Very Poor (V)	0-25	0.0%	0.0%	0.0%
Totals		16.6%	83.4%	



¹ Replacement value is calculated as the current cost to reconstruct each street in the network, based on the values in the Streetsaver decision tree. This does not include sidewalks or curb.

Present Cost to Repair the Street Network

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

The Budget Needs module of the PMP estimates a necessary funding level for the HOA's pavement preservation and rehabilitation program of \$123,715² over the next five-year period (2019– 2023) in order to improve and maintain the street network PCI at an optimal level in the lower to mid 80's. The five-year cost of \$123,715 exceeds the HOA's planned five-year funding level of \$75,000 by approximately \$48,715.

As mentioned earlier, the average PCI for the HOA's streets is 80, which is in the 'Good' condition category. Why then, does it cost so much to repair the HOA's streets, and why bother improving them?

The cost to repair and maintain a pavement depends on its current PCI. In the 'Good' category, it costs very little to apply preventive maintenance treatments such as crack and slurry seals, which can extend the life of a pavement by correcting minor faults and reducing further deterioration. Minor treatments are applied before pavement deterioration has become severe and usually costs \$3.45 per square yard³. 87.1% of the HOA's street network would benefit from these relatively inexpensive, life-extending treatments.

12.4% of the HOA's street network falls into the 'Fair' condition category. Pavements in this range show some form of distress caused by traffic load related activity or environmental distress that requires more than a life-extending treatment. At this point, a well-designed pavement will have served at least 75 percent of its life, with the quality of the pavement dropping approximately 40 percent. The street surface may require a slurry seal or 2 inch AC overlay (depending on the extent of load related distresses), at a cost of \$3.45 to \$14.80/sq yd.

0.5% of the HOA's street network falls into the 'Poor' condition category. These pavements are near the end of their service lives, and often exhibit major forms of distress such as potholes, extensive cracking, etc. At this stage, a street usually requires a 3" surface reconstruction, at a cost of \$22.75 /sq yd.

Streets in the 'Very Poor' condition category indicate that the street has failed. These pavements are at the end of their service lives and have major distresses, often indicating the failure of the sub base. Streets at this stage require major rehabilitation, usually the complete reconstruction of the street surface or street surface and subgrade structure. Estimated costs to perform an full

² Treatment costs are based on this year's average costs per square yard, with future years including a 2.5% inflation adjustment per year after 2019.

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

reconstruction is approximately \$159.00 /sq yd. None of the HOA's streets current fall under this condition.

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

Budget Scenarios

Using the PMP budget scenarios module, the impact of various budget scenarios can be evaluated. The program projects the effects of the different scenarios on pavement condition PCI and deferred maintenance (backlog). By examining the effects on these indicators, the advantages and disadvantages of different funding levels and maintenance strategies become clear. Scenarios #1 – 3 were run for five (5)-year periods (2019-2023). The results are summarized in Table 6.

1. *Unconstrained (zero “deferred maintenance”)* — The annual amounts, as identified in the budget needs analysis totaling \$123,715, were input into the scenarios module. This scenario shows the effects of implementing the ideal investment strategy (as recommended by the MTC PMP Needs module).
2. *Current Investment Level* — An average annual budget of \$15,000 was evaluated over five years, for a total of \$75,000, to determine the effects of continuing pavement maintenance at the current budget level. The overall network PCI remains the same, at 80, under this funding level.
3. *Do Nothing* — This scenario analyzes the effects of ceasing all funding for street maintenance over the next five years. If this were to occur, the overall network PCI decreases by six points, to 74 through 2023.
4. *Twenty year Needs* — This scenario determines the funding amount to carry on the strategy outlined under scenario 1 through 2039. An annual funding level of \$17,492 per year, for a five year total of \$349,834, maintain all streets in ‘Good’ condition over twenty years. The overall network average PCI will increase slightly, to 81 over the duration of the twenty-year analysis period.

Scenario 1 – Unconstrained Needs (zero deferred maintenance)

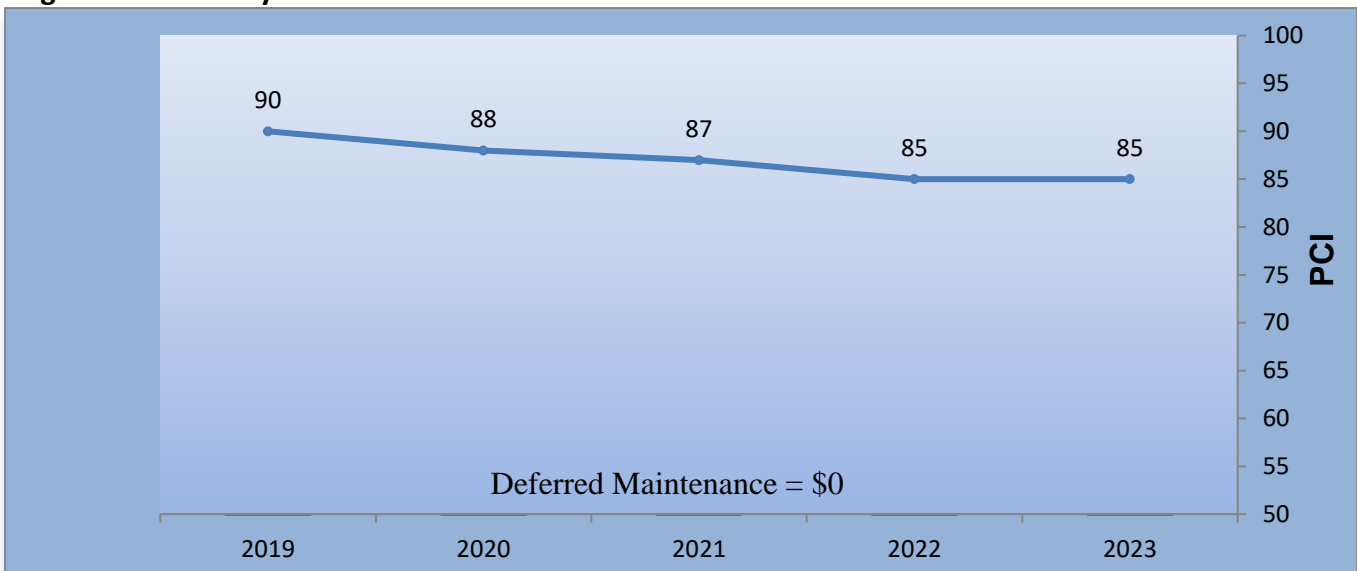
Based on the principle that it costs less to maintain streets in good condition than bad, the MTC PMP strives to develop a maintenance strategy that will first improve the overall condition of the network to an optimal PCI somewhere between the low and mid 80’s, and then sustain it at that level. The average PCI for the HOA is 80, which is in the 'Good' condition category. Current funding strategies demonstrate there is a \$115,693 deferred maintenance backlog⁴ in the first year of the scenario. If these issues are not addressed, the quality of the street network will inevitably decline. In order to correct these deficiencies, cost-effective funding and street maintenance strategies must be implemented.

Because it is more cost-effective to eliminate the deferred maintenance backlog as quickly as possible, the bulk of the deferred maintenance needs are addressed in the first year of the five-year program, raising the overall average network PCI to 90. By 2023, 100.0% of the network will be in the 'Good' condition category, a significant increase from the current level of 87.1% in 'Good' condition. These results are shown in both Table 4 and Figure 3.

Table 4. Summary of Results from Scenario 1 – Unconstrained Needs

	2019	2020	2021	2022	2023	Total
Budget Total	\$115,698	\$0	\$5,282	\$0	\$2,735	\$123,715
Rehabilitation budget	\$49,299	\$0	\$5,230	\$0	\$0	\$54,529
Preventative Maintenance budget	\$66,399	\$0	\$0	\$0	\$2,683	\$69,082
Deferred Maintenance	\$0	\$0	\$0	\$0	\$0	--
PCI	90	88	87	85	85	

Figure 3. Summary of Results from Scenario 1 – Unconstrained Needs



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

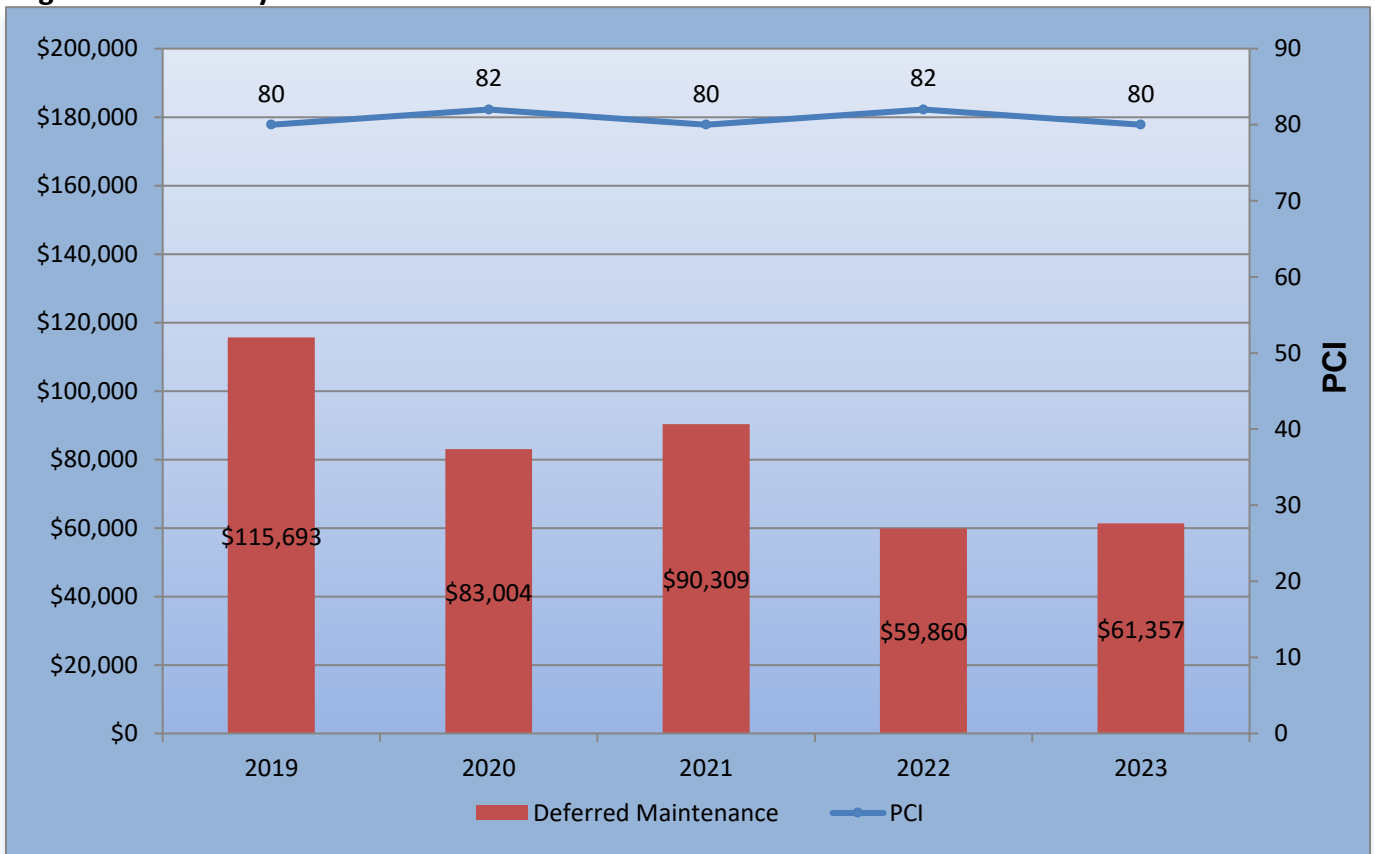
Scenario 2 — Current Investment Level

This scenario shows the effects of the HOA’s current budget for street maintenance of \$75,000 over five years. Under this scenario, the overall network PCI remains at the current level of 80 through 2023. Under this investment level, the deferred maintenance backlog decreases from \$115,693 in 2019, to \$61,357 in 2023. The percentage of the street network in 'Good' condition improves, from 87.1% currently, to 87.6% in 2023. Results are illustrated in Table 5 and Figure 4.

Table 5. Summary of Results from Scenario 2 — Current Investment Level

	2019	2020	2021	2022	2023	Total
Budget Total	\$0	\$37,500	\$0	\$37,500	\$0	\$75,000
Rehabilitation budget	\$0	\$5,846	\$0	\$5,361	\$0	\$11,207
Preventative Maintenance budget	\$0	\$29,737	\$0	\$27,346	\$0	\$57,083
Deferred Maintenance	\$115,693	\$83,004	\$90,309	\$59,860	\$61,357	---
PCI	80	82	80	82	80	

Figure 4. Summary of Results from Scenario 2 — Current Investment Level



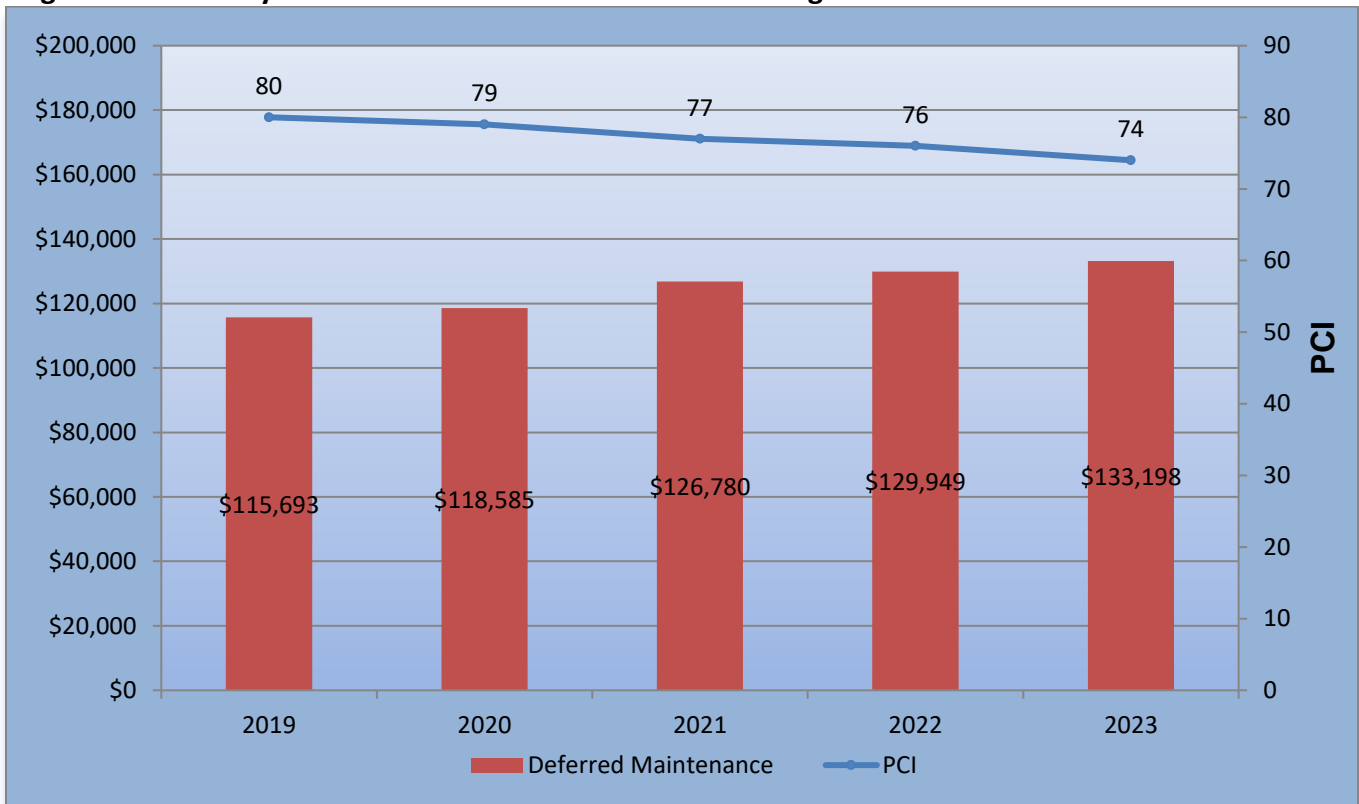
Scenario 3 — Do Nothing

This scenario analyzes effect of ceasing all funding for street maintenance over the next five years. Under this scenario, the PCI decreases by six points, from 80 currently, to 74 in 2023. Even though the PCI remains level, the deferred maintenance backlog increases from \$115,693 in 2019, to \$133,198 by 2023. The percentage of the street network in the ‘Good’ condition category decreases to 81.0% in 2023, from the current level of 87.1%. This highlights the importance of a well-funded street maintenance program. These results are illustrated in Table 6 and Figure 5.

Table 6. Summary of Results, Scenario 3 — Do Nothing

	2019	2020	2021	2022	2023	Total
Budget Total	\$0	\$0	\$0	\$0	\$0	\$0
Rehabilitation budget	\$0	\$0	\$0	\$0	\$0	\$0
Preventative Maintenance budget	\$0	\$0	\$0	\$0	\$0	\$0
Deferred Maintenance	\$115,693	\$118,585	\$126,780	\$129,949	\$133,198	---
PCI	80	79	77	76	74	

Figure 5. Summary of Results from Scenario 3 — Do Nothing



Scenario 4 — Twenty year Needs

This scenario shows the 20 year level of expenditure required to raise the HOA’s pavement condition to an optimal network PCI, bring all streets into 'Good' condition, and eliminate the current maintenance and rehabilitation backlog. Most of the streets can be maintained over the next 20 years through the use of preventative maintenance (seal coats and crack seals). The HOA should plan to overlay the streets and parking lots after 2-3 cycles of seal coats, at around the 30 year mark. As streets age, the pavement can tend to become brittle, or the sub-base may develop issues. Of the \$364,173 in maintenance and rehabilitation needs shown, \$295,305 or 30.1 percent is earmarked for preventive maintenance or life-extending treatments, while \$1.84 million or 69.9 percent is allocated for the more costly overlay treatments.

Table 7. Summary of Results from 20 Year Needs Analysis

Year	PCI Treated	PCI Untreated	Rehabilitation	Preventative Maintenance	Total Cost
2019	90	80	\$49,299	\$66,399	\$115,698
2020	88	79	\$0	\$0	\$0
2021	87	77	\$5,230	\$0	\$5,282
2022	85	76	\$0	\$0	\$0
2023	85	74	\$0	\$2,683	\$2,735
2024	84	73	\$0	\$0	\$0
2025	82	71	\$0	\$359	\$369
2026	81	69	\$0	\$0	\$0
2027	87	68	\$0	\$93,400	\$97,107
2028	85	66	\$0	\$0	\$0
2029	84	64	\$0	\$6,373	\$6,690
2030	83	63	\$0	\$0	\$0
2031	83	61	\$0	\$4,104	\$4,349
2032	82	59	\$0	\$0	\$0
2033	80	57	\$0	\$427	\$457
2034	79	55	\$0	\$0	\$0
2035	85	53	\$0	\$113,796	\$123,011
2036	84	51	\$0	\$0	\$0
2037	83	49	\$0	\$7,764	\$8,475
2038	81	47	\$0	\$0	\$0
			\$54,529	\$295,305	\$349,834

deferred maintenance costs as they relate to PCI for the four scenarios evaluated. Figure 10 depicts

Recommendations

Of the various maintenance and funding options considered, the *ideal* strategy for the HOA is presented in Scenario 1, with a five-year expenditure total of \$123,715. Not only does this surface management plan improve the network to an optimal level of 85, it also eliminates the entire deferred maintenance backlog in the first year. As examined scenarios deviate from this strategy, the cost to the HOA will increase in the long term. However, the amount of funds required may make this strategy unrealistic for the HOA. This scenario can, however, be used as a base line for comparing other scenarios.

Under current five-year funding level (\$75,000 over five years) the current network PCI of 80 remains at that level over the course of five years. The deferred maintenance price tag will decrease, from \$115,693 in 2019, to \$61,357 in 2023. By following this strategy through 2023, 87.6% of the HOA's street will be in the 'Good' condition category, a slight increase from the current level of 87.1% in 'Good' condition. At the HOA's current funding level, the street network condition will decline over the foreseeable future.

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

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

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

- Obtain detailed subsurface information on selected sections before major rehabilitation projects are contracted. Costs for large rehabilitation projects are extremely variable and estimates can sometimes be reduced following project-level engineering analysis. It is possible that only a portion of a street recommended for reconstruction actually requires such heavy-duty repair.
- Evaluate the specific treatments and costs recommended by the PMP, and modify them to reflect the actual repairs and unit costs that are expected to be used.
- Test other budget options with varying revenues and preventive maintenance and rehabilitation splits.

In addition to performing cyclic pavement condition inspections, unit cost information for the applications of various maintenance and rehabilitation treatments should be updated annually in the PMP 'Decision Tree Module'. If this data is not kept current, the HOA runs the risk of understating

actual funding requirements to adequately maintain the street network. A pavement inspection cycle that would allow for the inspection of arterial and collector streets every two years and residential streets every three to four years is recommended.

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

As more 'Fair' streets deteriorate into the 'Poor' and 'Very Poor' categories, the cost of deferred maintenance will continue to increase. The cost of the deferred maintenance backlog will stop increasing only when enough funds are provided to prevent streets from deteriorating into a worse condition category, or when the whole network falls into the 'Very Poor' category (i.e. cannot deteriorate any further). At that time, the network would have to be replaced at a cost of \$3.7 million.

Appendix A

Definitions

The *Pavement Condition Index*, or PCI, is a measurement of the health of the pavement network or condition and ranges from 0 to 100. A newly constructed street would have a PCI of 100, while a failed street would have a PCI of 10 or less. The PCI is calculated based on pavement distresses identified in the field.

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

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

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

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

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

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

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

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

'Good' Condition Category

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



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

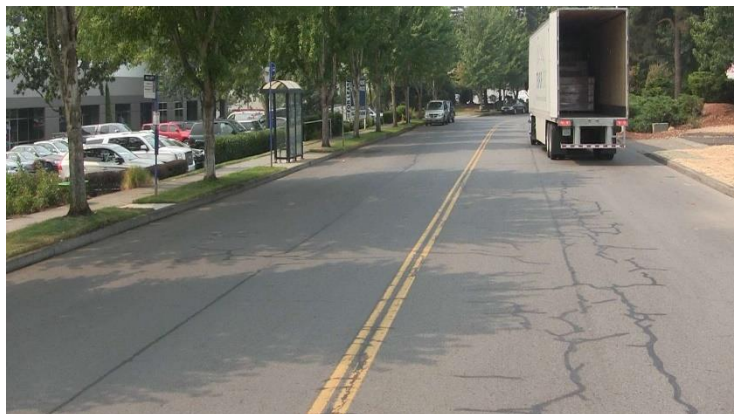


'Fair' Condition Category

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



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



'Poor' Condition Category

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

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



'Very Poor' Condition Category

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

Areas of instability, structural deficiency, or advanced pavement deterioration are frequent. Large crack patterns

(alligatoring), heavy and numerous patches, potholes, or deformation is very noticeable. Riding qualities range from acceptable to poor. Rutting, if present, is generally greater than 3/4".



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

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

Appendix B

Network Summary Statistics

Network Replacement Cost

Network Summary Statistics

Printed: 05/14/2019

	Total Sections	Total Center Miles	Total Lane Miles	PCI
Residential/Local	11	1.79	3.58	80
Total	11	1.79	3.58	
Overall Network PCI as of 5/14/2019:				80

Network Replacement Cost

Printed: 05/14/2019

Functional Class	Surface Type	Lane Miles	Unit Cost/ Square Foot	Pavement Area/ Square Feet	Cost To Replace (in thousands)
Residential/Local	AC	3.6	\$17.61	212,701	\$3,746
	PCC	0.0	\$22.46	1,160	\$26
Grand Total:		3.6		213,861	\$3,772


Appendix C

Decision Tree

Decision Tree

Printed: 05/14/2019

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$5.50	4		
			Surface Treatment	SLURRY & CRACK SEAL	\$3.45		8	
			Restoration Treatment	AC OVERLAY (2.0 INCHES)	\$14.80			3
		II - Good, Non-Load Related		SLURRY & CRACK SEAL	\$3.45		8	
		III - Good, Load Related		AC OVERLAY (2.0 INCHES)	\$14.80			
		IV - Poor		RECONSTRUCT SURFACE (3" AC)	\$22.75			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$158.50			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$5.50	4		
			Surface Treatment	SLURRY & CRACK SEAL	\$3.45		8	
			Restoration Treatment	AC OVERLAY (2.0 INCHES)	\$14.80			3
		II - Good, Non-Load Related		SLURRY & CRACK SEAL	\$3.45			
		III - Good, Load Related		AC OVERLAY (2.0 INCHES)	\$14.80			
		IV - Poor		RECONSTRUCT SURFACE (3" AC)	\$22.75			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$158.50			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$5.50	4		
Surface Treatment			SINGLE CHIP SEAL	\$0.74		8		
Restoration Treatment			MILL AND THIN OVERLAY	\$5.04			3	
II - Good, Non-Load Related			DOUBLE CHIP SEAL	\$1.52				
III - Good, Load Related			HEATER SCARIFY & OVERLAY	\$5.95				
IV - Poor			HEATER SCARIFY & OVERLAY	\$6.14				
V - Very Poor			RECONSTRUCT STRUCTURE (AC)	\$8.25				
PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$5.50	4			
		Surface Treatment	DO NOTHING	\$0.00		99		
		Restoration Treatment	DO NOTHING	\$0.00			100	
	II - Good, Non-Load Related		DO NOTHING	\$1.11				
	III - Good, Load Related		DO NOTHING	\$0.00				
	IV - Poor		SLAB REPAIR 2 IN AC OVERLAY CAP	\$44.25				
	V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$202.15				

 Functional Class and Surface combination not used

Appendix D

Scenario Analysis Reports

Scenarios - Network Condition Summary

Interest: 3%

Inflation: 2.5%

Printed: 05/14/2019

Scenario: Unconstrained Needs (5 year)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2019	\$115,698	0%	2021	\$5,282	0%	2023	\$2,735	0%
2020	\$0	0%	2022	\$0	0%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2019	80	90	1.73	3.46
2020	79	88	0	0
2021	77	87	0.06	0.11
2022	76	85	0	0
2023	74	85	1.73	3.46

Percent Network Area by Functional Class and Condition Category

Condition in base year 2019, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	0.0%	87.1%	0.0%	87.1%
II / III	0.0%	0.0%	12.4%	0.0%	12.4%
IV	0.0%	0.0%	0.5%	0.0%	0.5%
Total	0.0%	0.0%	100.0%	0.0%	100.0%

Condition in year 2019 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	0.0%	100.0%	0.0%	100.0%
Total	0.0%	0.0%	100.0%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	0.0%	100.0%	0.0%	100.0%
Total	0.0%	0.0%	100.0%	0.0%	100.0%

Scenarios - Cost Summary

Interest: 3.00%

Inflation: 2.50%

Printed: 05/14/2019

Scenario: Unconstrained Needs (5 year)

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2019	0%	\$115,698	II	\$0	Non-Project	\$66,399	\$0	Funded	\$0
			III	\$43,595				Unmet	\$0
			IV	\$5,704	Project	\$0			
			V	\$0					
			Total	\$49,299					
Project	\$0								
2020	0%	\$0	II	\$0	Non-Project	\$0	\$0	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$0	Project	\$0			
			V	\$0					
			Total	\$0					
Project	\$0								
2021	0%	\$5,282	II	\$5,230	Non-Project	\$0	\$0	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$0	Project	\$0			
			V	\$0					
			Total	\$5,230					
Project	\$0								
2022	0%	\$0	II	\$0	Non-Project	\$0	\$0	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$0	Project	\$0			
			V	\$0					
			Total	\$0					
Project	\$0								
2023	0%	\$2,735	II	\$0	Non-Project	\$2,683	\$0	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$0	Project	\$0			
			V	\$0					
			Total	\$0					
Project	\$0								

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Residential/Local	\$54,529	\$69,082	\$0	\$0
Grand Total:	\$54,529	\$69,082	\$0	\$0

Scenarios - Network Condition Summary

Interest: 3%

Inflation: 2.5%

Printed: 05/14/2019

Scenario: Current Funding

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2019	\$0	0%	2021	\$0	0%	2023	\$0	0%
2020	\$37,500	0%	2022	\$37,500	0%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2019	80	80	0	0
2020	79	82	0.63	1.27
2021	77	80	0	0
2022	76	82	0.66	1.31
2023	74	80	0	0

Percent Network Area by Functional Class and Condition Category

Condition in base year 2019, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	0.0%	87.1%	0.0%	87.1%
II / III	0.0%	0.0%	12.4%	0.0%	12.4%
IV	0.0%	0.0%	0.5%	0.0%	0.5%
Total	0.0%	0.0%	100.0%	0.0%	100.0%

Condition in year 2019 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	0.0%	87.1%	0.0%	87.1%
II / III	0.0%	0.0%	12.4%	0.0%	12.4%
IV	0.0%	0.0%	0.5%	0.0%	0.5%
Total	0.0%	0.0%	100.0%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	0.0%	87.6%	0.0%	87.6%
II / III	0.0%	0.0%	12.4%	0.0%	12.4%
Total	0.0%	0.0%	100.0%	0.0%	100.0%

Scenarios - Cost Summary

Interest: 3.00%

Inflation: 2.50%

Printed: 05/14/2019

Scenario: Current Funding

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2019	0%	\$0	II	\$0	Non-Project	\$0	\$115,693	Funded	\$0
			III	\$0				Unmet	\$409
			IV	\$0				Project	\$0
			V	\$0					
			Total	\$0					
			Project	\$0					
2020	0%	\$37,500	II	\$0	Non-Project	\$29,737	\$83,004	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$5,846				Project	\$0
			V	\$0					
			Total	\$5,846					
			Project	\$0					
2021	0%	\$0	II	\$0	Non-Project	\$0	\$90,309	Funded	\$0
			III	\$0				Unmet	\$197
			IV	\$0				Project	\$0
			V	\$0					
			Total	\$0					
			Project	\$0					
2022	0%	\$37,500	II	\$5,361	Non-Project	\$27,346	\$59,860	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$0				Project	\$0
			V	\$0					
			Total	\$5,361					
			Project	\$0					
2023	0%	\$0	II	\$0	Non-Project	\$0	\$61,357	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$0				Project	\$0
			V	\$0					
			Total	\$0					
			Project	\$0					

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Residential/Local	\$11,207	\$57,083	\$0	\$606
Grand Total:	\$11,207	\$57,083	\$0	\$606

Scenarios - Network Condition Summary

Interest: 3%

Inflation: 2.5%

Printed: 05/14/2019

Scenario: Zero Funding

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2019	\$0	0%	2021	\$0	0%	2023	\$0	0%
2020	\$0	0%	2022	\$0	0%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2019	80	80	0	0
2020	79	79	0	0
2021	77	77	0	0
2022	76	76	0	0
2023	74	74	0	0

Percent Network Area by Functional Class and Condition Category

Condition in base year 2019, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	0.0%	87.1%	0.0%	87.1%
II / III	0.0%	0.0%	12.4%	0.0%	12.4%
IV	0.0%	0.0%	0.5%	0.0%	0.5%
Total	0.0%	0.0%	100.0%	0.0%	100.0%

Condition in year 2019 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	0.0%	87.1%	0.0%	87.1%
II / III	0.0%	0.0%	12.4%	0.0%	12.4%
IV	0.0%	0.0%	0.5%	0.0%	0.5%
Total	0.0%	0.0%	100.0%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	0.0%	81.0%	0.0%	81.0%
II / III	0.0%	0.0%	18.5%	0.0%	18.5%
IV	0.0%	0.0%	0.5%	0.0%	0.5%
Total	0.0%	0.0%	100.0%	0.0%	100.0%

Scenarios - Cost Summary

Interest: 3.00%

Inflation: 2.50%

Printed: 05/14/2019

Scenario: Zero Funding

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap					
2019	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$115,693	Funded	\$0		
			III	\$0							Unmet	\$409
			IV	\$0								
			V	\$0								
			Total	\$0								
			Project	\$0								
2020	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$118,585	Funded	\$0		
			III	\$0							Unmet	\$0
			IV	\$0								
			V	\$0								
			Total	\$0								
			Project	\$0								
2021	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$126,780	Funded	\$0		
			III	\$0							Unmet	\$197
			IV	\$0								
			V	\$0								
			Total	\$0								
			Project	\$0								
2022	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$129,949	Funded	\$0		
			III	\$0							Unmet	\$0
			IV	\$0								
			V	\$0								
			Total	\$0								
			Project	\$0								
2023	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$133,198	Funded	\$0		
			III	\$0							Unmet	\$0
			IV	\$0								
			V	\$0								
			Total	\$0								
			Project	\$0								

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Residential/Local	\$0	\$0	\$0	\$606
Grand Total:	\$0	\$0	\$0	\$606

Scenarios - Network Condition Summary

Interest: 3%

Inflation: 2.5%

Printed: 05/14/2019

Scenario: 20 Year Needs

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2019	\$115,698	0%	2026	\$0	0%	2033	\$457	0%
2020	\$0	0%	2027	\$97,107	0%	2034	\$0	0%
2021	\$5,282	0%	2028	\$0	0%	2035	\$123,011	0%
2022	\$0	0%	2029	\$6,690	0%	2036	\$0	0%
2023	\$2,735	0%	2030	\$0	0%	2037	\$8,475	0%
2024	\$0	0%	2031	\$4,349	0%	2038	\$0	0%
2025	\$369	0%	2032	\$0	0%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2019	80	90	1.73	3.46
2020	79	88	0	0
2021	77	87	0.06	0.11
2022	76	85	0	0
2023	74	85	1.73	3.46
2024	73	84	0	0
2025	71	82	0.06	0.11
2026	69	81	0	0
2027	68	87	1.73	3.46
2028	66	85	0	0
2029	64	84	0.06	0.11
2030	63	83	0	0
2031	61	83	1.73	3.46
2032	59	82	0	0
2033	57	80	0.06	0.11
2034	55	79	0	0
2035	53	85	1.73	3.46
2036	51	84	0	0
2037	49	83	0.06	0.11
2038	47	81	0	0

Percent Network Area by Functional Class and Condition Category

Condition in base year 2019, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	0.0%	87.1%	0.0%	87.1%
II / III	0.0%	0.0%	12.4%	0.0%	12.4%
IV	0.0%	0.0%	0.5%	0.0%	0.5%
Total	0.0%	0.0%	100.0%	0.0%	100.0%

Condition in year 2019 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	0.0%	100.0%	0.0%	100.0%
Total	0.0%	0.0%	100.0%	0.0%	100.0%

Scenarios - Network Condition Summary

Interest: 3%

Inflation: 2.5%

Printed: 05/14/2019

Scenario: 20 Year Needs

Condition in year 2038 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	0.0%	100.0%	0.0%	100.0%
Total	0.0%	0.0%	100.0%	0.0%	100.0%

Scenarios - Cost Summary

Interest: 3.00%

Inflation: 2.50%

Printed: 05/14/2019

Scenario: 20 Year Needs

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2019	0%	\$115,698	II	\$0	Non-Project	\$66,399	\$0	\$0	Funded	\$0
			III	\$43,595					Unmet	\$0
			IV	\$5,704	Project	\$0				
			V	\$0						
			Total	\$49,299						
Project	\$0									
2020	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$0	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$0						
Project	\$0									
2021	0%	\$5,282	II	\$5,230	Non-Project	\$0	\$0	\$0	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$5,230						
Project	\$0									
2022	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$0	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$0						
Project	\$0									
2023	0%	\$2,735	II	\$0	Non-Project	\$2,683	\$0	\$0	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$0						
Project	\$0									
2024	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$0	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$0						
Project	\$0									

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2025	0%	\$369	II	\$0	Non-Project	\$359	\$0	Funded	\$0
			III	\$0					
			IV	\$0					
			V	\$0					
			Total	\$0					
			Project	\$0					
2026	0%	\$0	II	\$0	Non-Project	\$0	\$0	Funded	\$0
			III	\$0					
			IV	\$0					
			V	\$0					
			Total	\$0					
			Project	\$0					
2027	0%	\$97,107	II	\$0	Non-Project	\$93,400	\$0	Funded	\$0
			III	\$0					
			IV	\$0					
			V	\$0					
			Total	\$0					
			Project	\$0					
2028	0%	\$0	II	\$0	Non-Project	\$0	\$0	Funded	\$0
			III	\$0					
			IV	\$0					
			V	\$0					
			Total	\$0					
			Project	\$0					
2029	0%	\$6,690	II	\$0	Non-Project	\$6,373	\$0	Funded	\$0
			III	\$0					
			IV	\$0					
			V	\$0					
			Total	\$0					
			Project	\$0					
2030	0%	\$0	II	\$0	Non-Project	\$0	\$0	Funded	\$0
			III	\$0					
			IV	\$0					
			V	\$0					
			Total	\$0					
			Project	\$0					
2031	0%	\$4,349	II	\$0	Non-Project	\$4,104	\$0	Funded	\$0
			III	\$0					
			IV	\$0					
			V	\$0					
			Total	\$0					
			Project	\$0					

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2032	0%	\$0	II	\$0	Non-Project	\$0	\$0	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$0	Project	\$0			
			V	\$0					
			Total	\$0					
			Project	\$0					
2033	0%	\$457	II	\$0	Non-Project	\$427	\$0	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$0	Project	\$0			
			V	\$0					
			Total	\$0					
			Project	\$0					
2034	0%	\$0	II	\$0	Non-Project	\$0	\$0	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$0	Project	\$0			
			V	\$0					
			Total	\$0					
			Project	\$0					
2035	0%	\$123,011	II	\$0	Non-Project	\$113,796	\$0	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$0	Project	\$0			
			V	\$0					
			Total	\$0					
			Project	\$0					
2036	0%	\$0	II	\$0	Non-Project	\$0	\$0	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$0	Project	\$0			
			V	\$0					
			Total	\$0					
			Project	\$0					
2037	0%	\$8,475	II	\$0	Non-Project	\$7,764	\$0	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$0	Project	\$0			
			V	\$0					
			Total	\$0					
			Project	\$0					
2038	0%	\$0	II	\$0	Non-Project	\$0	\$0	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$0	Project	\$0			
			V	\$0					
			Total	\$0					
			Project	\$0					

Year PM Budget Rehabilitation Preventative Maintenance Surplus PM Deferred Stop Gap

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Residential/Local	\$54,529	\$295,305	\$0	\$0
Grand Total:	\$54,529	\$295,305	\$0	\$0

Appendix E

Section PCI/RSL Listing Report

Street ID	Section ID	Road Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
HIDLKDR	100	HIDDEN LAKE DR	REDLAND RD	GARDEN LN EXTENSION	1,205	22	26,510	R - Residential/Local	A - AC	66	17.86
HIDLKDR	101	HIDDEN LAKE DR	GARDEN LN EXTENSION	302' N. OF BRIDGE	1,258	22	27,676	R - Residential/Local	A - AC	84	28.6
HIDLKDR	102	HIDDEN LAKE DR	302' N. OF BRIDGE	BEG. OF BRIDGE	302	43	12,986	R - Residential/Local	A - AC	73	23.28
HIDLKDR	103	HIDDEN LAKE DR	BEG. OF BRIDGE	LAKE RIDGE WAY	1,146	23	26,358	R - Residential/Local	A - AC	85	29.22
HIDLKDR	104	HIDDEN LAKE DR	LAKE RIDGE WAY	END OF PAVEMENT (SLIDE AREA)	1,634	23	37,582	R - Residential/Local	A - AC	80	30.37
HIDLKDR	105	HIDDEN LAKE DR	END OF PAVEMENT (SLIDE AREA)	PRIVATE DRIVEWAY (#17935)	554	23	12,742	R - Residential/Local	A - AC	78	28.03
LKRIDGE	106	LAKE RIDGE WAY	HIDDEN LAKE DR	WEST DEAD END (#15125)	1,422	22	31,284	R - Residential/Local	A - AC	87	30.42
LKSIDE	107	LAKE SIDE CT	HIDDEN LAKE DR	WEST DEAD END	945	22	20,790	R - Residential/Local	A - AC	85	29.22
MAILPCC	109	MAILBOX CONCRETE PAD	MAILBOX KIOSK LP	MAILBOXES	40	29	1,160	R - Residential/Local	P - PCC	46	13.71
MAILBOX	108	MAILBOX KIOSK LP	HIDDEN LAKE DR	HIDDEN LAKE DR	176	15	4,565	R - Residential/Local	A - AC	79	29.46
SHIDLKE	110	SOUTH HIDDEN LAKE DR	HIDDEN LAKE DR	PRIVATE DRIVEWAY (#17714)	763	16	12,208	R - Residential/Local	A - AC	85	29.22

Total Section Length:	9,445
Total Section Area:	213,861

Appendix F

Scenarios - Sections Selected for Treatment

Scenario 1 - Unconstrained Needs (5 year)

Scenario 2 - Current Budget Scenario

Scenario 3 - 20 year Needs

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 2.50%

Printed: 05/14/2019

Scenario: Unconstrained Needs (5 year)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2019	\$115,698	0%	2021	\$5,282	0%	2023	\$2,735	0%
2020	\$0	0%	2022	\$0	0%			

Year: 2019

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment			Cost	Rating	Treatment
												PCI Before	PCI After				
MAILBOX CONCRETE PAD	MAILBOX KIOSK LP	MAILBOXES	MAILPCC	109	40	29	1,160	R	PCC		45	45	100	\$5,704	9,602	SLAB REPAIR 2 IN AC OVERLAY CAP	
												Treatment Total		\$5,704			
HIDDEN LAKE DR	REDLAND RD	GARDEN LN EXTENSION	HIDLKDR	100	1,205	22	26,510	R	AC		65	65	100	\$43,595	23,311	AC OVERLAY (2.0 INCHES)	
												Treatment Total		\$43,595			
HIDDEN LAKE DR	GARDEN LN EXTENSION	302' N. OF BRIDGE	HIDLKDR	101	1,258	22	27,676	R	AC		83	83	90	\$10,610	24,797	SLURRY & CRACK SEAL	
HIDDEN LAKE DR	BEG. OF BRIDGE	LAKE RIDGE WAY	HIDLKDR	103	1,146	23	26,358	R	AC		84	84	91	\$10,104	23,300	SLURRY & CRACK SEAL	
HIDDEN LAKE DR	LAKE RIDGE WAY	END OF PAVEMENT (SLIDE AREA)	HIDLKDR	104	1,634	23	37,582	R	AC		79	79	87	\$14,407	42,574	SLURRY & CRACK SEAL	
HIDDEN LAKE DR	END OF PAVEMENT (SLIDE AREA)	PRIVATE DRIVEWAY (#17935)	HIDLKDR	105	554	23	12,742	R	AC		77	77	85	\$4,885	40,268	SLURRY & CRACK SEAL	
LAKE RIDGE WAY	HIDDEN LAKE DR	WEST DEAD END LKRIDGE (#15125)		106	1,422	22	31,284	R	AC		86	86	92	\$11,993	19,681	SLURRY & CRACK SEAL	
LAKE SIDE CT	HIDDEN LAKE DR	WEST DEAD END LKSIDE		107	945	22	20,790	R	AC		84	84	91	\$7,970	23,305	SLURRY & CRACK SEAL	
MAILBOX KIOSK LP	HIDDEN LAKE DR	HIDDEN LAKE DR	MAILBOX	108	176	15	4,565	R	AC		78	78	86	\$1,750	42,696	SLURRY & CRACK SEAL	
SOUTH HIDDEN LAKE DR	HIDDEN LAKE DR	PRIVATE DRIVEWAY (#17714)	SHIDLKE	110	763	16	12,208	R	AC		84	84	91	\$4,680	23,300	SLURRY & CRACK SEAL	
												Treatment Total		\$66,399			
Year 2019 Area Total										200,875		Year 2019 Total		\$115,698			

Year: 2021

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment			Cost	Rating	Treatment
												PCI Before	PCI After				
HIDDEN LAKE DR	302' N. OF BRIDGE	BEG. OF BRIDGE	HIDLKDR	102	302	43	12,986	R	AC		72	69	78	\$5,230	33,457	SLURRY & CRACK SEAL	
												Treatment Total		\$5,230			
Year 2021 Area Total										12,986		Year 2021 Total		\$5,230			

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 2.50%

Printed: 05/14/2019

Scenario: Unconstrained Needs (5 year)

Year: 2023

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
HIDDEN LAKE DR	REDLAND RD	GARDEN LN EXTENSION	HIDLKDR	100	1,205	22	26,510	R	AC		65	87	88	\$110	340,590	SEAL CRACKS
HIDDEN LAKE DR	GARDEN LN EXTENSION	302' N. OF BRIDGE	HIDLKDR	101	1,258	22	27,676	R	AC		83	83	84	\$418	134,414	SEAL CRACKS
HIDDEN LAKE DR	BEG. OF BRIDGE	LAKE RIDGE WAY	HIDLKDR	103	1,146	23	26,358	R	AC		84	84	85	\$382	133,757	SEAL CRACKS
HIDDEN LAKE DR	LAKE RIDGE WAY	END OF PAVEMENT (SLIDE AREA)	HIDLKDR	104	1,634	23	37,582	R	AC		79	83	84	\$569	203,551	SEAL CRACKS
HIDDEN LAKE DR	END OF PAVEMENT (SLIDE AREA)	PRIVATE DRIVEWAY (#17935)	HIDLKDR	105	554	23	12,742	R	AC		77	81	83	\$224	185,734	SEAL CRACKS
LAKE RIDGE WAY	HIDDEN LAKE DR	WEST DEAD END LKRIDGE (#15125)		106	1,422	22	31,284	R	AC		86	85	86	\$422	130,085	SEAL CRACKS
LAKE SIDE CT	HIDDEN LAKE DR	WEST DEAD END LKSIDE		107	945	22	20,790	R	AC		84	84	85	\$302	133,759	SEAL CRACKS
MAILBOX KIOSK LP	HIDDEN LAKE DR	HIDDEN LAKE DR	MAILBOX	108	176	15	4,565	R	AC		78	82	84	\$74	201,771	SEAL CRACKS
MAILBOX CONCRETE PAD	MAILBOX KIOSK LP	MAILBOXES	MAILPCC	109	40	29	1,160	R	PCC		45	87	88	\$5	340,590	SEAL CRACKS
SOUTH HIDDEN LAKE DR	HIDDEN LAKE DR	PRIVATE DRIVEWAY (#17714)	SHIDLKE	110	763	16	12,208	R	AC		84	84	85	\$177	133,757	SEAL CRACKS

													Treatment Total	\$2,683
Year 2023 Area Total										200,875	Year 2023 Total		\$2,683	
Total Section Area:										414,736	Grand Total		\$123,611	

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 2.50%

Printed: 05/14/2019

Scenario: Current Funding

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2019	\$0	0%	2021	\$0	0%	2023	\$0	0%
2020	\$37,500	0%	2022	\$37,500	0%			

Year: 2020

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
MAILBOX CONCRETE PAD	MAILBOX KIOSK LP	MAILBOXES	MAILPCC	109	40	29	1,160	R	PCC		45	44	100	\$5,846	9,511	SLAB REPAIR 2 IN AC OVERLAY CAP
													Treatment Total	\$5,846		
HIDDEN LAKE DR	LAKE RIDGE WAY	END OF PAVEMENT (SLIDE AREA)	HIDLKDR	104	1,634	23	37,582	R	AC		79	78	86	\$14,767	41,559	SLURRY & CRACK SEAL
HIDDEN LAKE DR	END OF PAVEMENT (SLIDE AREA)	PRIVATE DRIVEWAY (#17935)	HIDLKDR	105	554	23	12,742	R	AC		77	76	84	\$5,007	39,166	SLURRY & CRACK SEAL
LAKE SIDE CT	HIDDEN LAKE DR	WEST DEAD END	LKSIDR	107	945	22	20,790	R	AC		84	83	90	\$8,169	25,005	SLURRY & CRACK SEAL
MAILBOX KIOSK LP	HIDDEN LAKE DR	HIDDEN LAKE DR	MAILBOX	108	176	15	4,565	R	AC		78	77	85	\$1,794	41,528	SLURRY & CRACK SEAL
													Treatment Total	\$29,737		
Year 2020 Area Total										76,839		Year 2020 Total		\$35,583		

Year: 2022

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
HIDDEN LAKE DR	GARDEN LN EXTENSION	302' N. OF BRIDGE	HIDLKDR	101	1,258	22	27,676	R	AC		83	78	86	\$11,425	27,308	SLURRY & CRACK SEAL
HIDDEN LAKE DR	302' N. OF BRIDGE	BEG. OF BRIDGE	HIDLKDR	102	302	43	12,986	R	AC		72	68	77	\$5,361	32,123	SLURRY & CRACK SEAL
HIDDEN LAKE DR	BEG. OF BRIDGE	LAKE RIDGE WAY	HIDLKDR	103	1,146	23	26,358	R	AC		84	79	87	\$10,881	26,721	SLURRY & CRACK SEAL
SOUTH HIDDEN LAKE DR	HIDDEN LAKE DR	PRIVATE DRIVEWAY (#17714)	SHIDLKE	110	763	16	12,208	R	AC		84	79	87	\$5,040	26,721	SLURRY & CRACK SEAL
													Treatment Total	\$32,707		
Year 2022 Area Total										79,228		Year 2022 Total		\$32,707		
Total Section Area:										156,067		Grand Total		\$68,290		

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 2.50%

Printed: 05/14/2019

Scenario: 20 Year Needs

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2019	\$115,698	0%	2026	\$0	0%	2033	\$457	0%
2020	\$0	0%	2027	\$97,107	0%	2034	\$0	0%
2021	\$5,282	0%	2028	\$0	0%	2035	\$123,011	0%
2022	\$0	0%	2029	\$6,690	0%	2036	\$0	0%
2023	\$2,735	0%	2030	\$0	0%	2037	\$8,475	0%
2024	\$0	0%	2031	\$4,349	0%	2038	\$0	0%
2025	\$369	0%	2032	\$0	0%			

Year: 2019

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment	
												PCI Before	PCI After				
MAILBOX CONCRETE PAD	MAILBOX KIOSK LP	MAILBOXES	MAILPCC	109	40	29	1,160	R	PCC		45	45	100	\$5,704	9,602	SLAB REPAIR 2 IN AC OVERLAY CAP	
												Treatment Total		\$5,704			
HIDDEN LAKE DR	REDLAND RD	GARDEN LN EXTENSION	HIDLKDR	100	1,205	22	26,510	R	AC		65	65	100	\$43,595	23,311	AC OVERLAY (2.0 INCHES)	
												Treatment Total		\$43,595			
HIDDEN LAKE DR	GARDEN LN EXTENSION	302' N. OF BRIDGE	HIDLKDR	101	1,258	22	27,676	R	AC		83	83	90	\$10,610	24,797	SLURRY & CRACK SEAL	
HIDDEN LAKE DR	BEG. OF BRIDGE	LAKE RIDGE WAY	HIDLKDR	103	1,146	23	26,358	R	AC		84	84	91	\$10,104	23,300	SLURRY & CRACK SEAL	
HIDDEN LAKE DR	LAKE RIDGE WAY	END OF PAVEMENT (SLIDE AREA)	HIDLKDR	104	1,634	23	37,582	R	AC		79	79	87	\$14,407	42,574	SLURRY & CRACK SEAL	
HIDDEN LAKE DR	END OF PAVEMENT (SLIDE AREA)	PRIVATE DRIVEWAY (#17935)	HIDLKDR	105	554	23	12,742	R	AC		77	77	85	\$4,885	40,268	SLURRY & CRACK SEAL	
LAKE RIDGE WAY	HIDDEN LAKE DR	WEST DEAD END LKRIDGE (#15125)		106	1,422	22	31,284	R	AC		86	86	92	\$11,993	19,681	SLURRY & CRACK SEAL	
LAKE SIDE CT	HIDDEN LAKE DR	WEST DEAD END LKSIDE		107	945	22	20,790	R	AC		84	84	91	\$7,970	23,305	SLURRY & CRACK SEAL	
MAILBOX KIOSK LP	HIDDEN LAKE DR	HIDDEN LAKE DR	MAILBOX	108	176	15	4,565	R	AC		78	78	86	\$1,750	42,696	SLURRY & CRACK SEAL	
SOUTH HIDDEN LAKE DR	HIDDEN LAKE DR	PRIVATE DRIVEWAY (#17714)	SHIDLKE	110	763	16	12,208	R	AC		84	84	91	\$4,680	23,300	SLURRY & CRACK SEAL	
												Treatment Total		\$66,399			
Year 2019 Area Total										200,875		Year 2019 Total		\$115,698			

Year: 2021

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
HIDDEN LAKE DR	302' N. OF BRIDGE	BEG. OF BRIDGE	HIDLKDR	102	302	43	12,986	R	AC		72	69	78	\$5,230	33,457	SLURRY & CRACK SEAL

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 2.50%

Printed: 05/14/2019

Scenario: 20 Year Needs

											Treatment Total		\$5,230	
Year 2021 Area Total											12,986		Year 2021 Total	\$5,230

Year: 2023

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
HIDDEN LAKE DR	REDLAND RD	GARDEN LN EXTENSION	HIDLKDR	100	1,205	22	26,510	R	AC		65	87	88	\$110	340,590	SEAL CRACKS
HIDDEN LAKE DR	GARDEN LN EXTENSION	302' N. OF BRIDGE	HIDLKDR	101	1,258	22	27,676	R	AC		83	83	84	\$418	134,414	SEAL CRACKS
HIDDEN LAKE DR	BEG. OF BRIDGE	LAKE RIDGE WAY	HIDLKDR	103	1,146	23	26,358	R	AC		84	84	85	\$382	133,757	SEAL CRACKS
HIDDEN LAKE DR	LAKE RIDGE WAY	END OF PAVEMENT (SLIDE AREA)	HIDLKDR	104	1,634	23	37,582	R	AC		79	83	84	\$569	203,551	SEAL CRACKS
HIDDEN LAKE DR	END OF PAVEMENT (SLIDE AREA)	PRIVATE DRIVEWAY (#17935)	HIDLKDR	105	554	23	12,742	R	AC		77	81	83	\$224	185,734	SEAL CRACKS
LAKE RIDGE WAY	HIDDEN LAKE DR	WEST DEAD END LKRIDGE (#15125)		106	1,422	22	31,284	R	AC		86	85	86	\$422	130,085	SEAL CRACKS
LAKE SIDE CT	HIDDEN LAKE DR	WEST DEAD END LKSIDE		107	945	22	20,790	R	AC		84	84	85	\$302	133,759	SEAL CRACKS
MAILBOX KIOSK LP	HIDDEN LAKE DR	HIDDEN LAKE DR	MAILBOX	108	176	15	4,565	R	AC		78	82	84	\$74	201,771	SEAL CRACKS
MAILBOX CONCRETE PAD	MAILBOX KIOSK LP	MAILBOXES	MAILPCC	109	40	29	1,160	R	PCC		45	87	88	\$5	340,590	SEAL CRACKS
SOUTH HIDDEN LAKE DR	HIDDEN LAKE DR	PRIVATE DRIVEWAY (#17714)	SHIDLKE	110	763	16	12,208	R	AC		84	84	85	\$177	133,757	SEAL CRACKS

											Treatment Total		\$2,683	
Year 2023 Area Total											200,875		Year 2023 Total	\$2,683

Year: 2025

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
HIDDEN LAKE DR	302' N. OF BRIDGE	BEG. OF BRIDGE	HIDLKDR	102	302	43	12,986	R	AC		72	73	75	\$359	135,541	SEAL CRACKS

											Treatment Total		\$359	
Year 2025 Area Total											12,986		Year 2025 Total	\$359

Year: 2027

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
HIDDEN LAKE DR	REDLAND RD	GARDEN LN EXTENSION	HIDLKDR	100	1,205	22	26,510	R	AC		65	82	89	\$12,382	23,064	SLURRY & CRACK SEAL
HIDDEN LAKE DR	GARDEN LN EXTENSION	302' N. OF BRIDGE	HIDLKDR	101	1,258	22	27,676	R	AC		83	78	86	\$12,927	24,274	SLURRY & CRACK SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 2.50%

Printed: 05/14/2019

Scenario: 20 Year Needs

Year: 2027

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment		
												PCI Before	PCI After					
HIDDEN LAKE DR	BEG. OF BRIDGE	LAKE RIDGE WAY	HIDLKDR	103	1,146	23	26,358	R	AC		84	79	86	\$12,311	24,054	SLURRY & CRACK SEAL		
HIDDEN LAKE DR	LAKE RIDGE WAY	END OF PAVEMENT (SLIDE AREA)	HIDLKDR	104	1,634	23	37,582	R	AC		79	80	88	\$17,553	34,741	SLURRY & CRACK SEAL		
HIDDEN LAKE DR	END OF PAVEMENT (SLIDE AREA)	PRIVATE DRIVEWAY (#17935)	HIDLKDR	105	554	23	12,742	R	AC		77	78	86	\$5,952	33,023	SLURRY & CRACK SEAL		
LAKE RIDGE WAY	HIDDEN LAKE DR	WEST DEAD END LKRIDGE (#15125)		106	1,422	22	31,284	R	AC		86	79	87	\$14,612	23,640	SLURRY & CRACK SEAL		
LAKE SIDE CT	HIDDEN LAKE DR	WEST DEAD END LKSIDE		107	945	22	20,790	R	AC		84	79	86	\$9,711	24,055	SLURRY & CRACK SEAL		
MAILBOX KIOSK LP	HIDDEN LAKE DR	HIDDEN LAKE DR	MAILBOX	108	176	15	4,565	R	AC		78	80	87	\$2,133	34,995	SLURRY & CRACK SEAL		
SOUTH HIDDEN LAKE DR	HIDDEN LAKE DR	PRIVATE DRIVEWAY (#17714)	SHIDLKE	110	763	16	12,208	R	AC		84	79	86	\$5,702	24,054	SLURRY & CRACK SEAL		
												Treatment Total		\$93,283				
MAILBOX CONCRETE PAD	MAILBOX KIOSK LP	MAILBOXES	MAILPCC	109	40	29	1,160	R	PCC		45	82	89	\$117	107,528	SINGLE CHIP SEAL		
												Treatment Total		\$117				
Year 2027 Area Total										200,875		Year 2027 Total		\$93,400				

Year: 2029

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment		
												PCI Before	PCI After					
HIDDEN LAKE DR	302' N. OF BRIDGE	BEG. OF BRIDGE	HIDLKDR	102	302	43	12,986	R	AC		72	70	79	\$6,373	27,605	SLURRY & CRACK SEAL		
												Treatment Total		\$6,373				
Year 2029 Area Total										12,986		Year 2029 Total		\$6,373				

Year: 2031

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
HIDDEN LAKE DR	REDLAND RD	GARDEN LN EXTENSION	HIDLKDR	100	1,205	22	26,510	R	AC		65	83	84	\$422	138,068	SEAL CRACKS
HIDDEN LAKE DR	GARDEN LN EXTENSION	302' N. OF BRIDGE	HIDLKDR	101	1,258	22	27,676	R	AC		83	80	81	\$643	111,634	SEAL CRACKS
HIDDEN LAKE DR	BEG. OF BRIDGE	LAKE RIDGE WAY	HIDLKDR	103	1,146	23	26,358	R	AC		84	80	82	\$599	111,690	SEAL CRACKS
HIDDEN LAKE DR	LAKE RIDGE WAY	END OF PAVEMENT (SLIDE AREA)	HIDLKDR	104	1,634	23	37,582	R	AC		79	84	85	\$643	168,296	SEAL CRACKS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 2.50%

Printed: 05/14/2019

Scenario: 20 Year Needs

Year: 2031

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment		
												PCI Before	PCI After					
HIDDEN LAKE DR	END OF PAVEMENT (SLIDE AREA)	PRIVATE DRIVEWAY (#17935)	HIDLKDR	105	554	23	12,742	R	AC		77	82	83	\$259	153,982	SEAL CRACKS		
LAKE RIDGE WAY	HIDDEN LAKE DR	WEST DEAD END LKRIDGE (#15125)		106	1,422	22	31,284	R	AC		86	81	82	\$685	111,784	SEAL CRACKS		
LAKE SIDE CT	HIDDEN LAKE DR	WEST DEAD END LKSIDE		107	945	22	20,790	R	AC		84	80	82	\$473	111,690	SEAL CRACKS		
MAILBOX KIOSK LP	HIDDEN LAKE DR	HIDDEN LAKE DR	MAILBOX	108	176	15	4,565	R	AC		78	83	85	\$83	167,786	SEAL CRACKS		
MAILBOX CONCRETE PAD	MAILBOX KIOSK LP	MAILBOXES	MAILPCC	109	40	29	1,160	R	PCC		45	83	84	\$19	138,068	SEAL CRACKS		
SOUTH HIDDEN LAKE DR	HIDDEN LAKE DR	PRIVATE DRIVEWAY (#17714)	SHIDLKE	110	763	16	12,208	R	AC		84	80	82	\$278	111,690	SEAL CRACKS		
												Treatment Total		\$4,104				
Year 2031 Area Total										200,875		Year 2031 Total		\$4,104				

Year: 2033

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment		
												PCI Before	PCI After					
HIDDEN LAKE DR	302' N. OF BRIDGE	BEG. OF BRIDGE	HIDLKDR	102	302	43	12,986	R	AC		72	74	76	\$427	112,597	SEAL CRACKS		
												Treatment Total		\$427				
Year 2033 Area Total										12,986		Year 2033 Total		\$427				

Year: 2035

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
HIDDEN LAKE DR	REDLAND RD	GARDEN LN EXTENSION	HIDLKDR	100	1,205	22	26,510	R	AC		65	79	86	\$15,086	20,876	SLURRY & CRACK SEAL
HIDDEN LAKE DR	GARDEN LN EXTENSION	302' N. OF BRIDGE	HIDLKDR	101	1,258	22	27,676	R	AC		83	75	83	\$15,750	20,671	SLURRY & CRACK SEAL
HIDDEN LAKE DR	BEG. OF BRIDGE	LAKE RIDGE WAY	HIDLKDR	103	1,146	23	26,358	R	AC		84	75	84	\$15,000	20,613	SLURRY & CRACK SEAL
HIDDEN LAKE DR	LAKE RIDGE WAY	END OF PAVEMENT (SLIDE AREA)	HIDLKDR	104	1,634	23	37,582	R	AC		79	81	89	\$21,387	28,271	SLURRY & CRACK SEAL
HIDDEN LAKE DR	END OF PAVEMENT (SLIDE AREA)	PRIVATE DRIVEWAY (#17935)	HIDLKDR	105	554	23	12,742	R	AC		77	79	87	\$7,251	27,059	SLURRY & CRACK SEAL
LAKE RIDGE WAY	HIDDEN LAKE DR	WEST DEAD END LKRIDGE (#15125)		106	1,422	22	31,284	R	AC		86	76	84	\$17,803	20,530	SLURRY & CRACK SEAL
LAKE SIDE CT	HIDDEN LAKE DR	WEST DEAD END LKSIDE		107	945	22	20,790	R	AC		84	75	84	\$11,831	20,613	SLURRY & CRACK SEAL
MAILBOX KIOSK LP	HIDDEN LAKE DR	HIDDEN LAKE DR	MAILBOX	108	176	15	4,565	R	AC		78	81	88	\$2,598	28,524	SLURRY & CRACK SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 2.50%

Printed: 05/14/2019

Scenario: 20 Year Needs

Year: 2035

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment	
												PCI Before	PCI After				
SOUTH HIDDEN LAKE DR	HIDDEN LAKE DR	PRIVATE DRIVEWAY (#17714)	SHIDLKE	110	763	16	12,208	R	AC		84	75	84	\$6,948	20,613	SLURRY & CRACK SEAL	
												Treatment Total		\$113,654			
MAILBOX CONCRETE PAD	MAILBOX KIOSK LP	MAILBOXES	MAILPCC	109	40	29	1,160	R	PCC		45	79	86	\$142	97,328	SINGLE CHIP SEAL	
												Treatment Total		\$142			
Year 2035 Area Total										200,875		Year 2035 Total		\$113,796			

Year: 2037

Road Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment	
												PCI Before	PCI After				
HIDDEN LAKE DR	302' N. OF BRIDGE	BEG. OF BRIDGE	HIDLKDR	102	302	43	12,986	R	AC		72	70	79	\$7,764	22,805	SLURRY & CRACK SEAL	
												Treatment Total		\$7,764			
Year 2037 Area Total										12,986		Year 2037 Total		\$7,764			
Total Section Area:										1,069,305		Grand Total		\$349,834			

** - Treatment from Project Selection