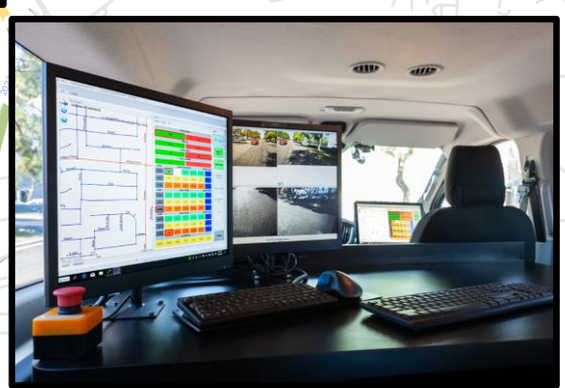
La Plata, CO

Pavement Management Report

February 2023



La Plata County Colorado

IMS

Infrastructure Management Services

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1.0 EXECUTIVE SUMMARY

1.1. Project Overview

In June of 2022, IMS deployed a state-of-the-art Road Surface Tester (RST) (shown in **Figure 1**) to La Plata (County) to capture continuous, high-resolution pavement cracking, rutting, and roughness data on 227 centerline miles of majority asphalt roadways. Collected data were entered into the Easy Street Analysis™ (ESA) pavement management system, and representative pavement condition scores were determined for each roadway segment. The ESA pavement management system was used to develop multi-year pavement maintenance and rehabilitation (M&R) recommendations, which are included in this report.

The Pavement Condition Index (PCI) method was used in accordance with the American Society for Testing and Materials (ASTM) D6433 to assess the condition of the County's pavements. Widely used in the industry, the PCI method is a standard, objective, and repeatable approach to assess pavement condition. Based on the PCI results, ESA prioritizes funding using a cost-of-deferral approach, recommending M&R activities that optimize funding by selecting rehabilitation candidates only when they approach the critical point where a heavier maintenance activity will soon be needed to restore the roadway to full service.

The analysis and data presented in this report are based on the inspections performed by IMS in June 2022 on the County's pavement network, using available work history and other assumptions that are elaborated on later in this report. Roadways that were rehabilitated or reconstructed after the field inspection was performed were assigned an assumed PCI value of 100. All other segments were deteriorated using the defined pavement deterioration models to reflect the conditions of the roadways at the time of analysis (January 2023). The information presented in the Executive Summary is condensed from various sections of this report. It is essential that reviewers familiarize themselves with the detailed information provided in subsequent sections of this report prior to making any specific decisions based on these results.

Figure 1 - IMS Road Surface Tester (RST)

1.2. Results

PCI values provide an indication of the surface conditions and structural integrity of a pavement. The 0 to 100 PCI range is commonly divided into various categories using descriptive terms. Divisions between the terms are not fixed but are meant to reflect common perceptions of pavement conditions. **Table 1** shows the categories chosen to represent the County's PCI assessment criteria, and it includes typical pavement distresses and M&R needs within each category.

Table 1 - County of La Plata's Pavement Condition Categories

Category	Typical Distresses and M&R Recommendations	PCI Range
Excellent	Like new condition – little to no maintenance required Monitor condition or preventive maintenance.	(85-100]
Very Good	Minor cracking, raveling, and other non-load associated distress Routine or preventive maintenance. *E.g., Crack sealing, surface treatment*	(70-85]
Good	Minor to moderate cracking and low severity load associated distresses such as alligator cracking and rutting. Surface treatments with localized repairs and overlays *E.g., Surface treatments, localized surface patching, thin overlay*	(60-70]
Fair	More extensive and severe longitudinal and transverse cracking, as well as moderate severity load associated distresses Localized repairs or major rehabilitation. *E.g., Localized surface and/or full-depth patching, moderate overlays*	(50-60]
Marginal	Localized high-severity alligator cracking, and rutting. Major rehabilitation. *E.g., Localized full-depth patching, mill and overlay, traditional overlay*	(40-50]
Poor	A greater extent of severe alligator cracking, rutting Major rehabilitation. *E.g., More extensive full-depth patching, mill and overlay, traditional overlay*	(25-40]
Very Poor	Extensive and severe alligator cracking, more extensive and deeper rutting, and potholes. Major rehabilitation. *E.g., Full-depth reclamation, reconstruction*	[0-25]

The County's roadways were found to be in good condition **with an average PCI of 74**. Approximately 64% of the County's roadways were found to be in excellent or very good condition. These pavements are candidates for more cost-effective pavement preservation treatments. Pavements with a PCI below 40 (i.e., pavements in poor or very poor condition) comprise the County's "backlog" of M&R. The **County's backlog was found to be approximately 3%.** A breakdown of the condition distribution of the County's pavement network is shown in **Figure 2**. Detailed information on pavement conditions can be found in section 3.

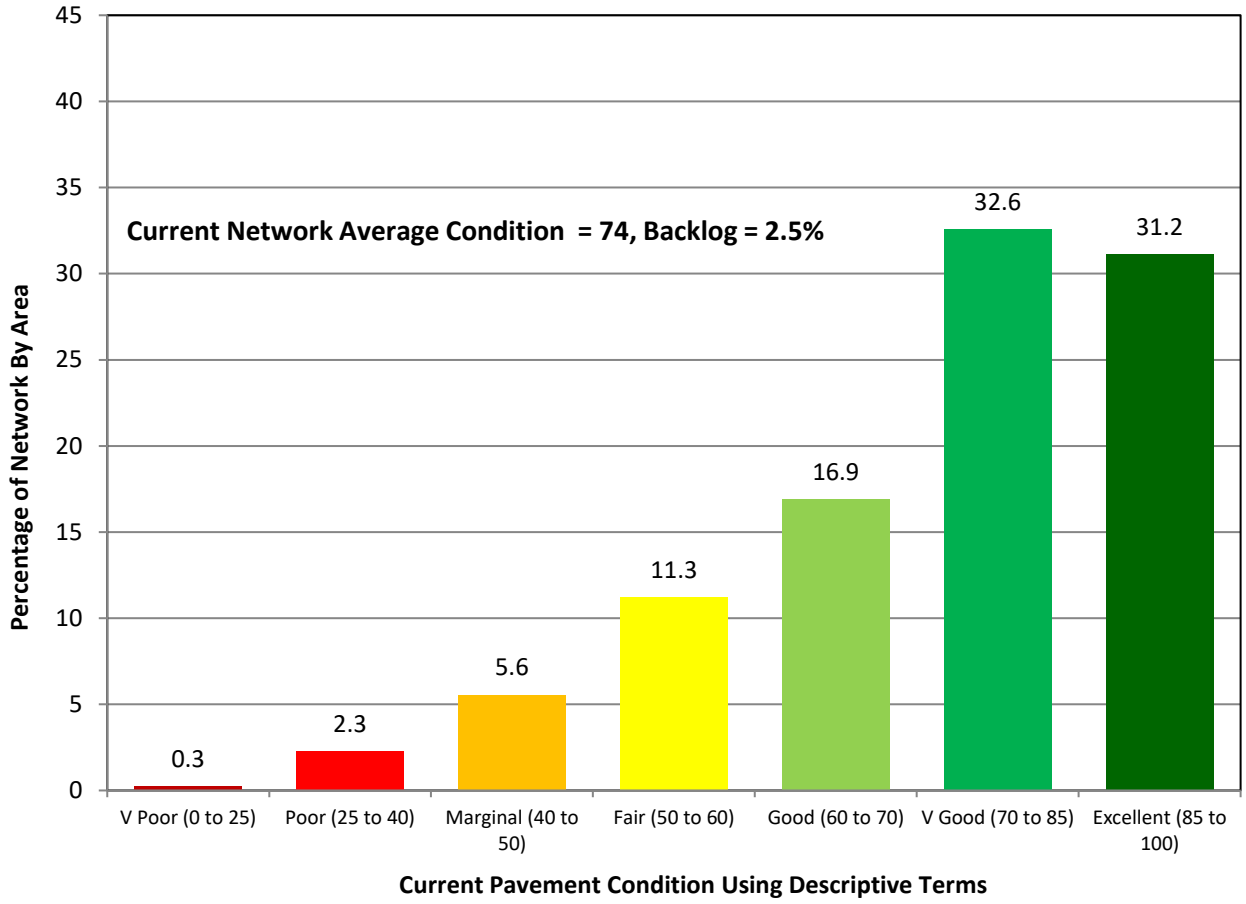

Figure 2 - Pavement Condition Overview

The following **Figure 3** demonstrates some of the funding models produced within the ESA spreadsheet. The current budget is represented by the green line, while the steady state (funding needed to maintain current PCI) is presented by the red line.

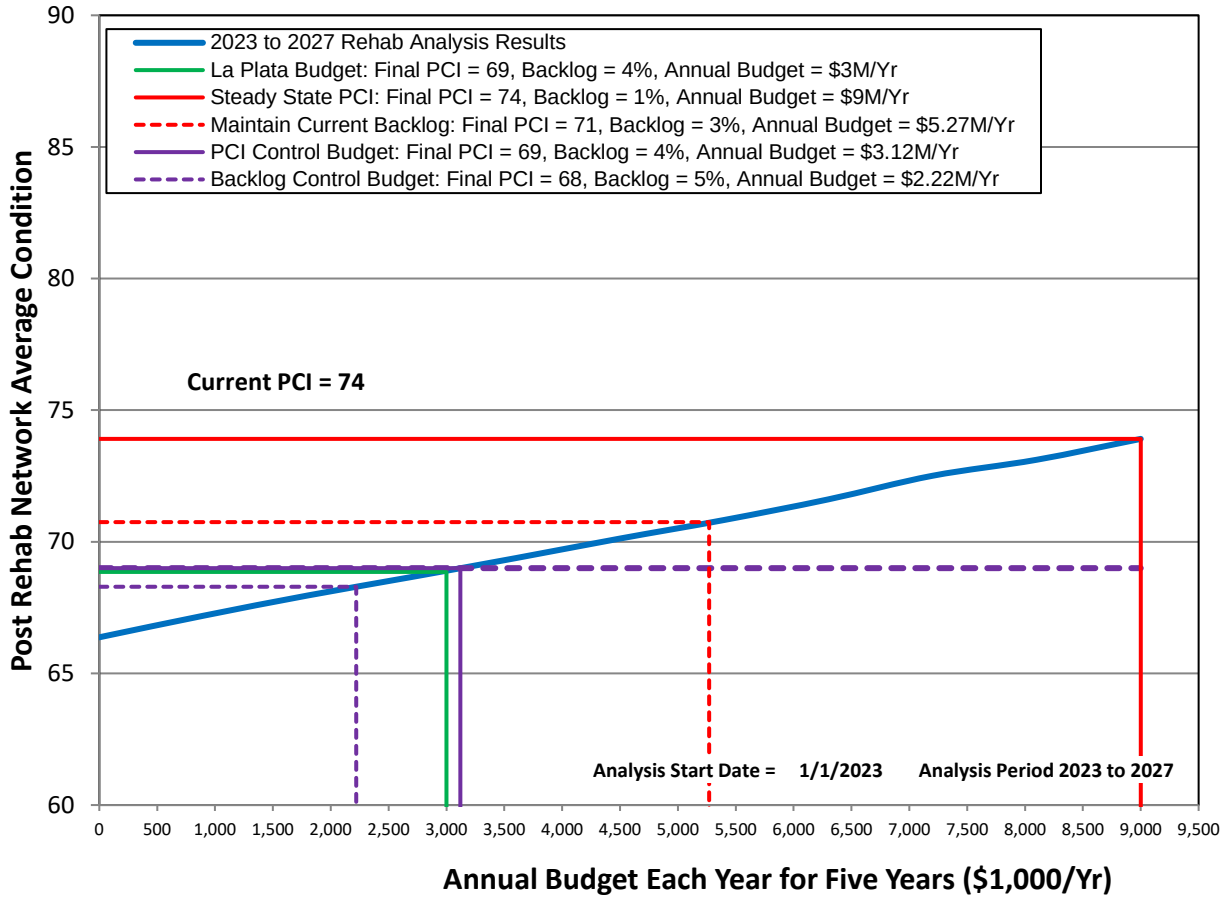

Figure 3 - Funding Models vs PCI in 5-years

1.3. Findings and Recommendations

For the County to get the most return on investment from the ESA Pavement Management System, IMS presents the County with the following findings and recommendations:

- The County's network-level PCI is 74, and the backlog represents 3% of the network.
- Maintain a low backlog, thereby freeing up funds for inexpensive pavement preservation activities, such as microsurfacing.
- Focus on the restoration of roads in the "Marginal to Fair" PCI range through the use of strategic overlays.
- Concentrate rehabs on critical PCI candidates. ESA recommendations produce optimal results when maintenance work is focused on roads that are at their "Critical PCI" point.
- Current $3M/Yr. budget will result in a PCI of 69 and a backlog of 4% after the 5-year budget horizon. (Detailed funding projections are presented in section 4)

2.0 PRINCIPLES OF PAVEMENT MANAGEMENT

2.1. Foreword

This section covers the basics of pavement management, discussing its purpose of as well as best practices for M&R planning as they relate to the lifecycle of a pavement. It explains how these concepts interact within the ESA pavement management system that was implemented and will provide context for the findings and recommendations within the report.

2.2. Pavement Management Principles

Pavement management is the process of assessing, prioritizing, and preserving or rehabilitating pavements through a logical system that attempts to use available funds in the most cost-effective manner possible. It is generally an iterative process that grows in accuracy as more data becomes available to better refine prediction models. **Figure 4** illustrates that, typically, pavements start deteriorating rapidly once they hit a specific threshold. A nominal investment in cheaper surface treatments at 40% lifespan is much more cost-effective than deferring maintenance until heavier overlays or possibly reconstruction is required just a few years later. Streets that are repaired while in good condition will have an extended lifetime and will cost less over their lifetime than those left to deteriorate to a poor condition. Without an adequate routine pavement maintenance program, streets will require more frequent reconstruction, thereby requiring significantly greater funding.

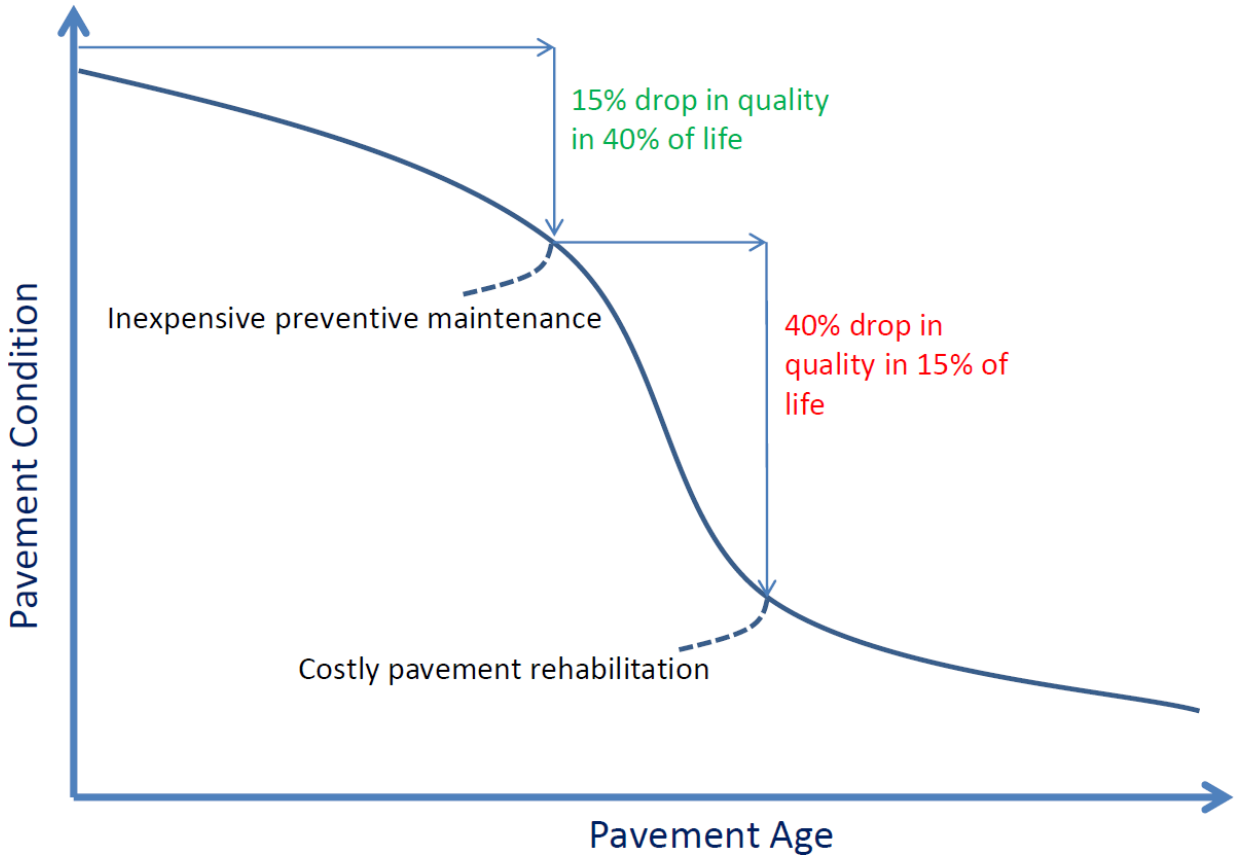

Figure 4 - Pavement Deterioration and Life Cycle Costs

The types of rehabilitation activities that the County chooses to deploy can have a significant effect on the longevity of a pavement. Depending on the zone in which a pavement falls, a detailed rehabilitation strategy set needs to be formed. Common rehabilitation types include Stop Gap, Rehabilitation, Reconstruction, and Preventive Maintenance. It is the proper incorporation and application of M&R activities within the Preventative Maintenance category that a pavement management program leverages. Popular examples of cost-effective preventive activities include:

- Crack and Joint Sealing
- Microsurfacing
- Rejuvenating agents
- Patching
- Fog, Slurry, and Chip Seals
- Thin Overlays

These activities help maintain and repair the surface integrity which can slow deterioration and depending on the treatment, also extend the life of a pavement. The outcome of this exercise is the long-term cost savings and an increase in network-level pavement quality over time. **Figure 5** illustrates the concept of extending pavement life through the application of timely M&R activities.

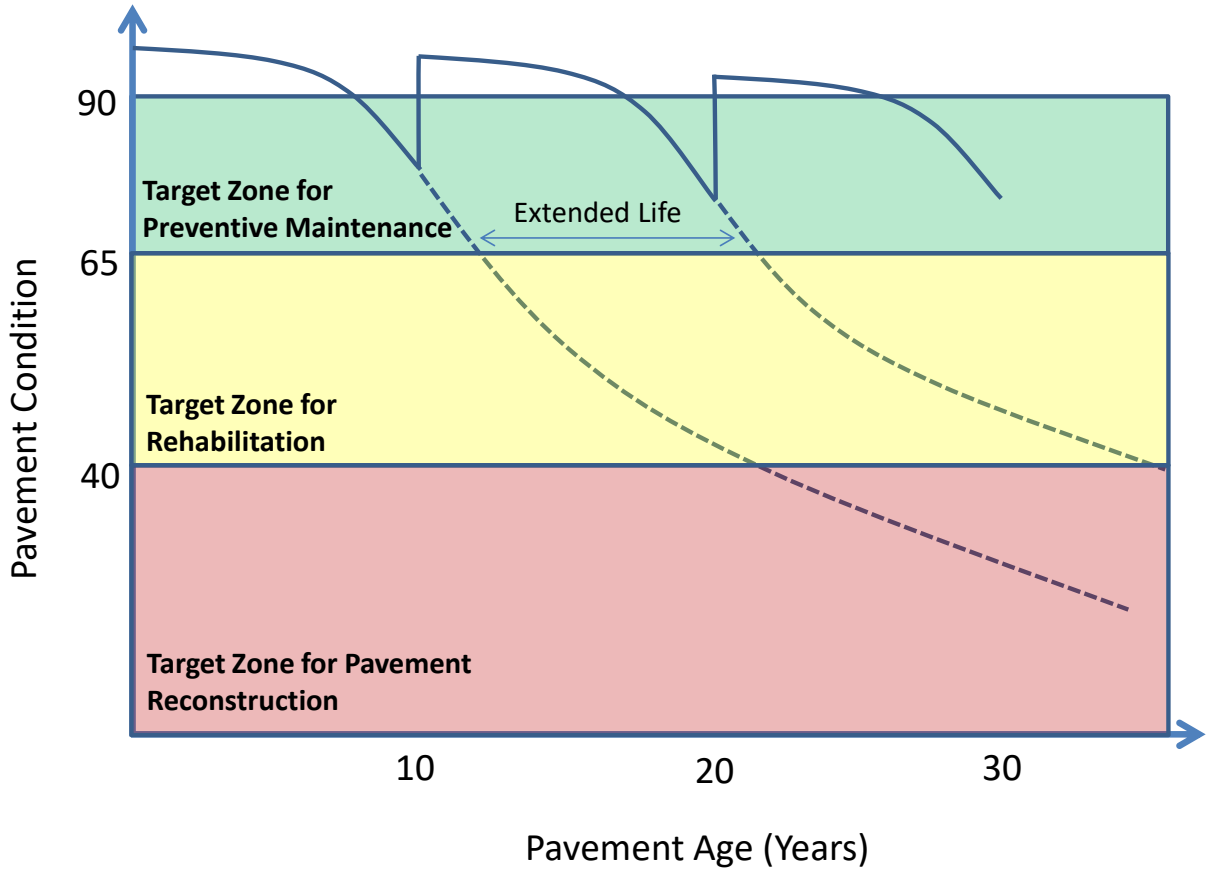

Figure 5 - Pavement Life Cycle Curve

The best method to obtain the most optimal usage of available funds or to determine the required funding to achieve a predetermined level of service is through the use of a pavement management system. An effective pavement management system can assist agencies in developing an organized catalog of pavement assets, store periodic condition assessments, track spending and costs, compare trends in data, and assess the effectiveness of maintenance activities and new technologies.

2.3. Pavement Management Program

The practical implementation of a pavement management program requires that an agency have an accurate understanding of the assets under its management. To fulfill this requirement IMS was contracted by La Plata, CO to conduct a comprehensive pavement condition assessment and pavement management analysis on the County's roadway network.

2.4. ESA Pavement Management System

The County primarily utilizes Easy Street Analysis™ (ESA) for its pavement management program. ESA is a proprietary spreadsheet-based software alternative developed by IMS. It is intended to be easy to use while still offering all of the capabilities of a standalone software package. ESA will allow the County to catalog, classify, assess, track, and analyze condition data to aid in the processes of budget planning and pavement rehabilitation.

More specifically the program will help the County through the process of pavement management by giving structure to the basic information required for a management system:

- Pavement Section Inventory
- Pavement Deterioration Modeling
- Prioritization
- Funding Analysis
- Inspection Data
- Rehabilitation Selections & History
- Work Planning
- Reporting

The following pages will briefly detail the reasoning behind why this information is collected and used within the management program.

Pavement Section Inventory

An accurate inventory of all County-owned streets is necessary to make any determinations, assumptions, or projections within a management system. The individual attributes about length, width, location, traffic use, surface type, condition, and other factors that may be tracked are all tied back to a single management segment within ESA and given a unique ID within the program. The attributes stored here determine what types of rehabilitation activities can be applied, how the section is prioritized within the system, and allow for placement and sorting during reporting.

Inspection Data

ESA has the ability to use a blended condition index depending on the goals and requirements of the County which allows a custom reporting value to be built that is representative of aspects being considered to rank the condition of a pavement. The inputs for this index rely on inspection data from the field survey. In addition to the data collected for PCI, International Roughness Index (IRI) data was also used in ESA. Details on the individual components of the inspection are available in section 2.5

Pavement Deterioration Modeling

Inspection data by itself is only able to represent conditions at the time of collection. Within ESA there are customizable curves that predict the rate of pavement deterioration based on a streets functional class, pavement type, and strength rating. The guiding concept is that pavements with like uses and attributes will deteriorate at similar rates. As such, high volume asphalt arterials in already poor conditions would be expected to deteriorate faster and are represented in **Figure 6** below with a purple line. On the opposite end of the spectrum, low volume concrete local streets would be expected to deteriorate slowly and are represented with a blue dashed line.

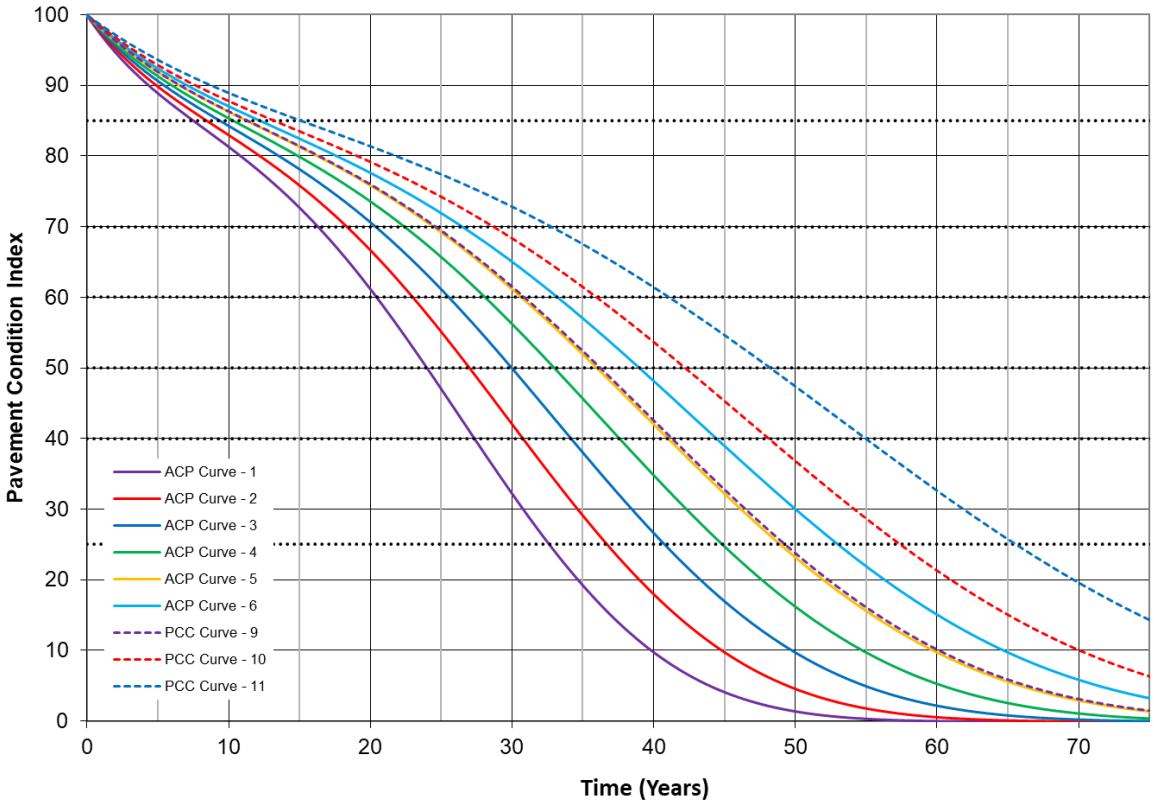

Figure 6 - Pavement Deterioration Curves

Rehabilitation Work Selections & History

ESA uses a set of protocols that allow for activities to be assigned to PCI ranges based on filter criteria that give the County the ability to create detailed rehabilitation strategy sets for each functional class and pavement type according to the best practices determined for that pavement.

As planned rehabilitation work is completed a record of the work should be added to the pavement management system. This ensures that conditions are up to date for future selections and creates a repository of information to aid in planning.

Prioritization

Within ESA the option is available to prioritize pavement projects for rehabilitation based on six main criteria: PCI, Cost of Deferral, Pavement Strength, Pavement Type, Functional Class, and the Area of a segment. Depending on the goals set forth at the beginning of the project these criteria can be weighted

differently based on their definition to create an overall priority factor for a project. Additional details on these factors are available in section 4.2.

Project planning

The ability to plan work as needed allows the management program to better reflect the realities of a paving program. Certain constraints may be applied to funds that require their use within a certain year and activities relating to other assets may dictate the time and type of work to be performed. ESA allows for predefined projects to be entered into the management plan to account for work that is known. This ensures that the final outcome is consistent with overall County planning and accurately reflects current funding allocations.

In terms of pavement management efficiency, a program based on worst-first, that is starting at the lowest rated street and working up towards the highest, does not achieve an optimal expenditure of funds. Generally, under this scenario, agencies can not sufficiently fund pavement rehabilitation and lose ground despite injecting large amounts of capital into the network.

The preferred basis of rehabilitation candidate selection is to examine the cost of deferral of a street, against increased life expectancy.

Funding analysis

The actual process of determining where and when to spend funds is a function of inputs mentioned in the section. Information from the street section inventory, condition survey, deterioration modeling, rehabilitation activity protocols, prioritization, and project planner are all assessed to predict the outcomes of funding scenarios. These can either be goal-based or budget-based. A more detailed description is available in Section 5.

Reporting

ESA has the ability to generate basic reports for common data requests through a set of predefined layouts. This allows for quick access to section condition summaries, inspection data, budget scenario summaries, and data charts. The GIS data used to generate this report is also linked to the section summary information to allow for quick and easy visualizations of the data if imported into a GIS utility. An example of data, as presented in ESA, can be seen in **Figure 7**.

IMS Easy Street Analysis

GISID	Agency ID	Street Number	Block Number	Street Prefix	On Street	From Street	To Street	FunCL Code	Paretype Code	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Pavement Cndtn Index (PCI)	Project ID	Project Length (ft)	Project Current PCI	Year of First Rehab	Segment Rehab Results	Rehab Activity Code	Rehab Activity	Avg Unit Rate ($/yd2)	Peripheral Concrete Costs ($)	Segment Pavement Cost ($)	Segment Total Cost ($)	Whole Project Cost ($)	5 Year Post Rehab PCI
1295	1010	17			04TH ST	PICO BL	BAY ST	2	1	62	368	127	2,660	43	1780	738	42	1	Selected Yr 1	50	FWM + Thick Overlay (> 2.0 - 3.0)	60.50	0	160,930	160,930	223,669	89
1300	1010	18			04TH ST	BAY ST	BICKNELL AV	2	1	24	370	49	1,037	45	1780	738	42	1	Selected Yr 1	50	FWM + Thick Overlay (> 2.0 - 3.0)	60.50	0	62,739	62,739	223,669	89
1655	1025	1			07TH ST	CITY LIMIT - LA	AELAIDE PL	2	1	36	141	28	592	81	2900	141	80	1	Selected Yr 1	10	Slurry Seal / Seal Coat	2.40	0	1,421	1,421	1,421	80
1810	1025	32			07TH ST	OZONE ST	CITY LIMIT - LA	2	1	36	67	13	282	73	3620	67	72	1	Selected Yr 1	20	Slurry Seal / Seal Coat	7.75	0	2,186	2,186	2,186	84
3610	1115	9			26TH ST	MARGUERITA AV	ALTA AV	1	1	46	782	200	4,194	60	8060	1,391	62	1	Selected Yr 1	26	Slurry Seal / Seal Coat + Strctrl Ptch	9.75	0	40,892	40,892	73,447	83
3615	1115	10			26TH ST	ALTA AV	MONTANA AV	1	1	47	609	159	3,339	67	8060	1,391	62	1	Selected Yr 1	26	Slurry Seal / Seal Coat + Strctrl Ptch	9.75	0	32,555	32,555	73,447	83
4915	1290	1			CLOVER ST	ASHLAND AV	PER AV	5	1	40	360	80	1,678	28	9180	360	27	1	Selected Yr 1	56	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	56.50	0	94,807	94,807	94,807	91
4515	1240	4			BROADWAY	5TH ST	6TH ST	2	1	47	399	104	2,187	30	10140	399	29	1	Selected Yr 1	56	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	65.00	0	142,155	142,155	142,155	90
4700	1250	4			CALIFORNIA AV	4TH ST	5TH ST	5	1	24	399	53	1,118	42	10580	399	41	1	Selected Yr 1	50	FWM + Thick Overlay (> 2.0 - 3.0)	52.50	0	58,695	58,695	58,695	91
4975	1285	10			CLOVERFIELD BL	DELAWARE AV	VIRGINIA AV	2	1	60	607	202	4,249	61	11060	607	60	1	Selected Yr 1	26	Slurry Seal / Seal Coat + Strctrl Ptch	9.50	0	40,366	40,366	40,366	83

Figure 7 - Example of ESA County Data

2.5. Pavement Condition Survey

The goal of the pavement condition survey is to determine an accurate rating for each pavement section. The process of collecting and assessing data involves both automated and manual observations that originate from the data collected with the Road Surface Tester using Pavemetrics Laser Crack Measuring System (LCMS-2) downward imaging lasers, an array of 4k cameras, and trained rating personnel.

Within the "Network Analysis" tab in ESA, IMS has populated values for a SDI, Roughness score, and Strength Rating. These three indices form the foundation on which ESA operates.

Surface Distress Index (SDI)

ASTM D6433 categorizes surface distress observations based on the extent and severity of distresses encountered along the length of the roadway for asphalt pavements. Presented on a 0 to 100 scale, the Surface Distress Index (SDI) is an aggregation of the observed pavement defects. However, not all surface distresses are weighted equally. Certain load-associated distresses (LAD) (caused by traffic loading), such as rutting or alligator cracking on asphalt streets have a much higher impact on the SDI than non-load9 associated distresses (NLAD) such as raveling or longitudinal and transverse cracking. Even at low extents and moderate severity (less than 10% of the total area), LAD can drop the SDI considerably. The rating systems also incorporates algorithms to correct for multiple or overlapping distresses within a segment to account for multiple distresses that may arise from a single cause. The SDI inputs are shown in **Figure 8**.

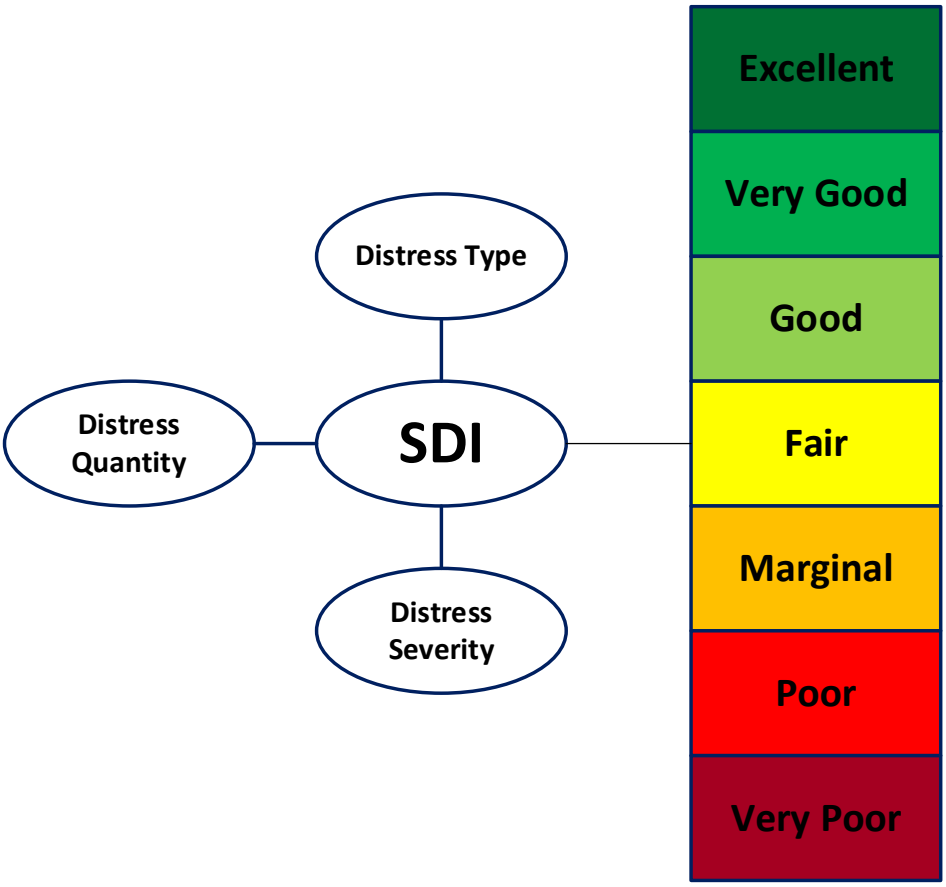

Figure 8 - SDI Inputs and Detailed Scale

ASTM D6433 covers nearly forty unique distress types that may or may not be present in an agency's road network. For that reason, IMS uses a modified approach that collects the most common and relevant distresses.

The descriptions on the following page outline some of the distresses collected for the County:

Table 2 - Distress Descriptions

Alligator Cracking – Quantified by the severity of the failure and square footage. This cracking is caused by the repeated bending a pavement experiences as vehicles pass over it. The cracks propagate from the bottom, meaning that structural failure has occurred. As a load-associated distress, it has a significant impact on the condition score, even at low extents.

Rutting – Starting at a minimum depth of ¼ inch, ruts are quantified by their depth and square footage. Rutting is caused by the permanent deformation of the pavement and/or subgrade layers. Low densities of rutting can have a large impact on the final condition score due to their implication of possible structural failure.

Longitudinal & Transverse Cracking – Quantified by their length and width. These cracks can be the result of pavement shrinkage due to natural daily and seasonal temperature cycles, construction issues, or other factors.

Block Cracking – Quantified by their width and square footage, these cracks form interconnected longitudinal and transverse cracks that divide the pavement into approximately rectangular pieces. Block cracking is the result of aging and environmental factors.

Patching – Quantified by the square footage and severity of patches. Even a good quality patch is considered a surface defect and affects the ride quality and condition of a pavement.

Raveling – This is the loss of coarse aggregate on the pavement surface and is measured by the severity and square footage affected.

Bleeding – This is the presence of free asphalt binder on the roadway surface, which is caused by either an excess of asphalt in the pavement or insufficient voids in the matrix. The result is a pavement surface with reduced skid resistance. This distress is measured by severity and square footage.

Edge Cracking – Running parallel to the road and usually within 1 to 2 feet of the outer edge of the pavement, this distress is caused by traffic loading and weakened base conditions resulting from poor drainage. It is measured in linear feet.

Distortion – This includes various localized unevenness in the surface of the pavement including bumps and sags, depressions, swell, corrugation, or shoving. This distress can be caused by a number of factors, including construction issues, subgrade failure, mixture failure, environmental influence, etc.

Weathering – This is the wearing away of asphalt binder and fine aggregate matrix, which is quantified by severity and square footage.

Roughness Index (RI)

The Roughness Index (RI) gives a measure of ride quality and is recorded following the industry-standard ASTM E1926 for determination of International Roughness Index (IRI). This value is generated from the longitudinal profile measured by the LCMS as it records the change in elevation over a distance. Once calculated it is expressed as a slope and reported in millimeters/meter (mm/m). Common IRI levels for new, older, and damaged pavements are displayed in **Figure 9.**

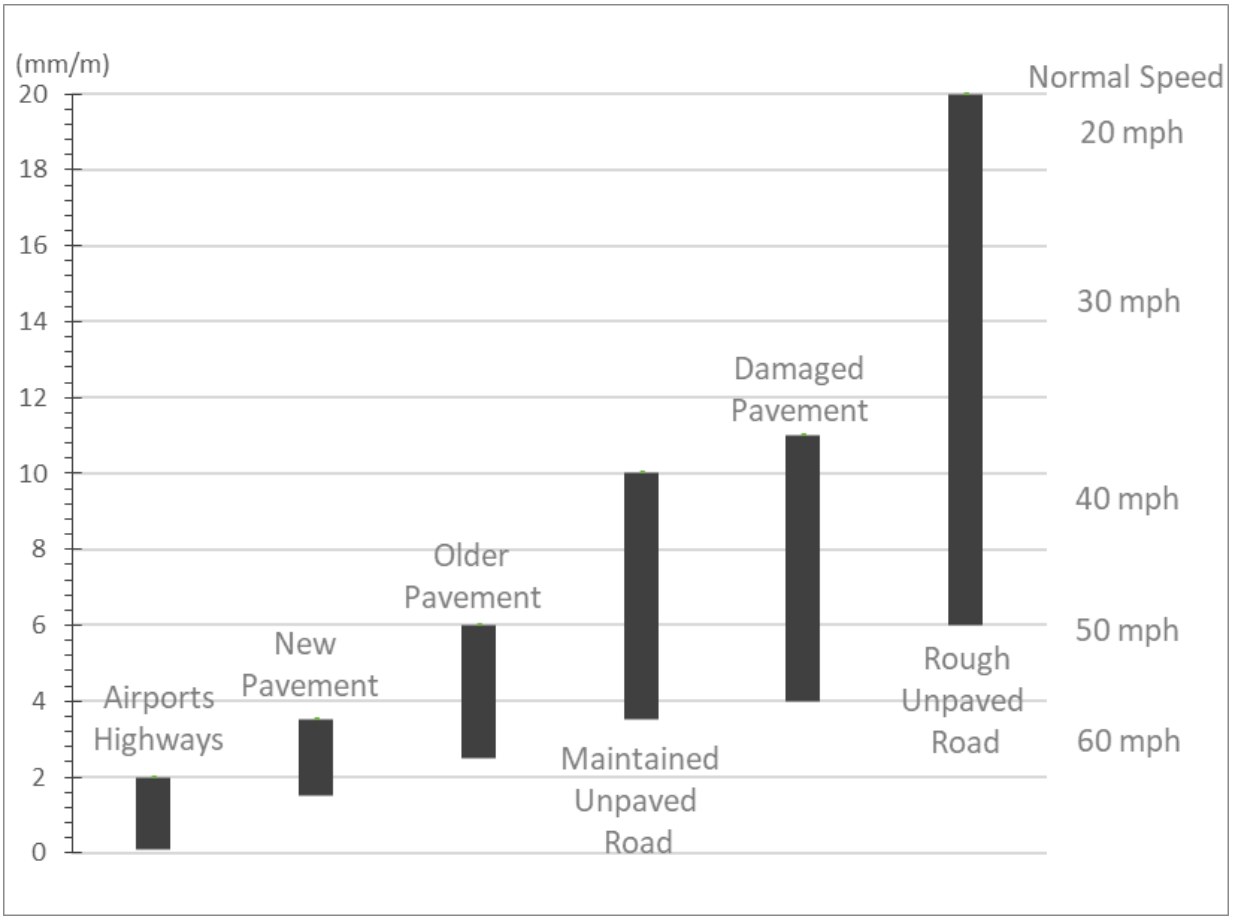

Figure 9 - IRI Scale Definitions

In order to align with the PCI scale so that a blended condition score can be formed, the IRI value is converted to a 0 to 100 score and reported as the Roughness Index (RI) as follows:

$$\mathbf{RI} = (11 - 3.5 \times \ln(IRI)) \times 10$$

ln(IRI) is the natural logarithm of IRI.

For some context, a newer street would generally have an RI above 85, while one in need of an overlay would be in the range of 40 to 70. Roadways in poor condition typically have RI values below 40 but can achieve higher blended scores if the distresses causing the low RI score are not the result of structural failure or another severe cause. For example, hastened construction can result in a pavement surface with less than desirable smoothness, which would translate to a low RI value. But since the distress/imperfection is not due to severe failures within the pavement structure, the blended PCI value may not suffer greatly.

Structural Index (SI)

Per the wishes of the County, the network of streets was not subjected to conventional structural testing, which is typically performed using a Falling Weight Deflectometer (FWD). However, the structural performance and capacity of the roadways still needed to be quantified to run pavement analysis. So, the relationship between the PCI and the amount of load-associated structural distresses was analyzed, and each pavement section was determined to have a Weak, Moderate, or Strong strength rating. The strength rating then translated to a Structural Index (30, 60, or 80 for weak, moderate, and strong respectively). It is important to note that these SI values were not used in determining the overall pavement condition score, as they were not calculated from true structural testing. These SI values were simply used to classify the pavement strength and aid in selecting appropriate rehabilitation strategies.

Pavement Condition Index (PCI)

Following the field surveys, the condition data was imported to ESA for calculating the overall PCI. The PCI for each network was calculated using the following weighing factors:

PCI = 67% SDI + 33% RI

The following **Table 3** presents each PCI category along with a brief description of the typical distresses and treatments for each.

Table 3 - Pavement Condition Categories

Category	Typical Distresses and M&R Recommendations	PCI Range
Excellent	Like new condition – little to no maintenance required Monitor condition or preventive maintenance.	(85-100]
Very Good	Minor cracking, raveling, and other non-load associated distress Routine or preventive maintenance. *E.g., Crack sealing, surface treatment*	(70-85]
Good	Minor to moderate cracking and low severity load associated distresses such as alligator cracking and rutting. Surface treatments with localized repairs and overlays *E.g., Surface treatments, localized surface patching, thin overlay*	(60-70]
Fair	More extensive and severe longitudinal and transverse cracking, as well as moderate severity load associated distresses Localized repairs or major rehabilitation. *E.g., Localized surface and/or full-depth patching, moderate overlays*	(50-60]
Marginal	Localized high-severity alligator cracking, and rutting. Major rehabilitation. *E.g., Localized full-depth patching, mill and overlay, traditional overlay*	(40-50]
Poor	A greater extent of severe alligator cracking, rutting Major rehabilitation. *E.g., More extensive full-depth patching, mill and overlay, traditional overlay*	(25-40]
Very Poor	Extensive and severe alligator cracking, more extensive and deeper rutting, and potholes. Major rehabilitation. *E.g., Full-depth reclamation, reconstruction*	[0-25]

2.6. Field Survey Methodology

IMS deployed one of its LCMS2 road surface testing vehicles to perform continuous sampling data collection activities as part of the semi-automated pavement condition survey. The LCMS2 equipment provides three-dimensional high-speed, mm-level scanning and pattern recognition analysis from two downward lasers mounted at the rear of the vehicle. This provides a higher level of detail in determining crack length and width measurement over the sample area. The LCMS2 device also operates as a Class I profile device that collects longitudinal profile (in the form of IRI) and transverse profile (rutting) using the advanced 3D profile laser scanning technology. The vehicle is also equipped with a high accuracy GPS device and several high definition 4k cameras that collect forward, downward, and rearward images.

Figure 10 - LCMS2 data collection vehicle

While the LCMS2 automatically collects the majority of visible distresses, the RST platform integrates highly trained IMS technicians to input additional changes in observed distress severities and extents or identify specific roadway assets or attributes such as curb reveal or lip of gutter information by means of a touchscreen-based tablet computer connected to the data flow through time code, GPS, DMI distance and inventory control. The data is then processed in the IMS office to generate extent quantities for each observed distress severity level which are then used to calculate a PCI.

2.7. Data Quality Assurance

The final step in determining PCI scores requires the field data to be subject to multiple stages of quality checks. The first phase is a rule-based check that flags roads based on expected outcomes from the automatic crack detection and processing parameters used to convert the LCMS2 data into severity and extent data. Part of this output is the identification of areas that are within the sample area but should be excluded from the assessment. This can include the edge of pavement or curb (purple and green highlight), manhole covers and inlets (red box), and pavement markings (yellow highlight) as seen in **Figure 11**. This is combined with information from our field raters about distresses that may not be present in a traditional manner or may be outside the guidelines set forth in ASTM D6433.

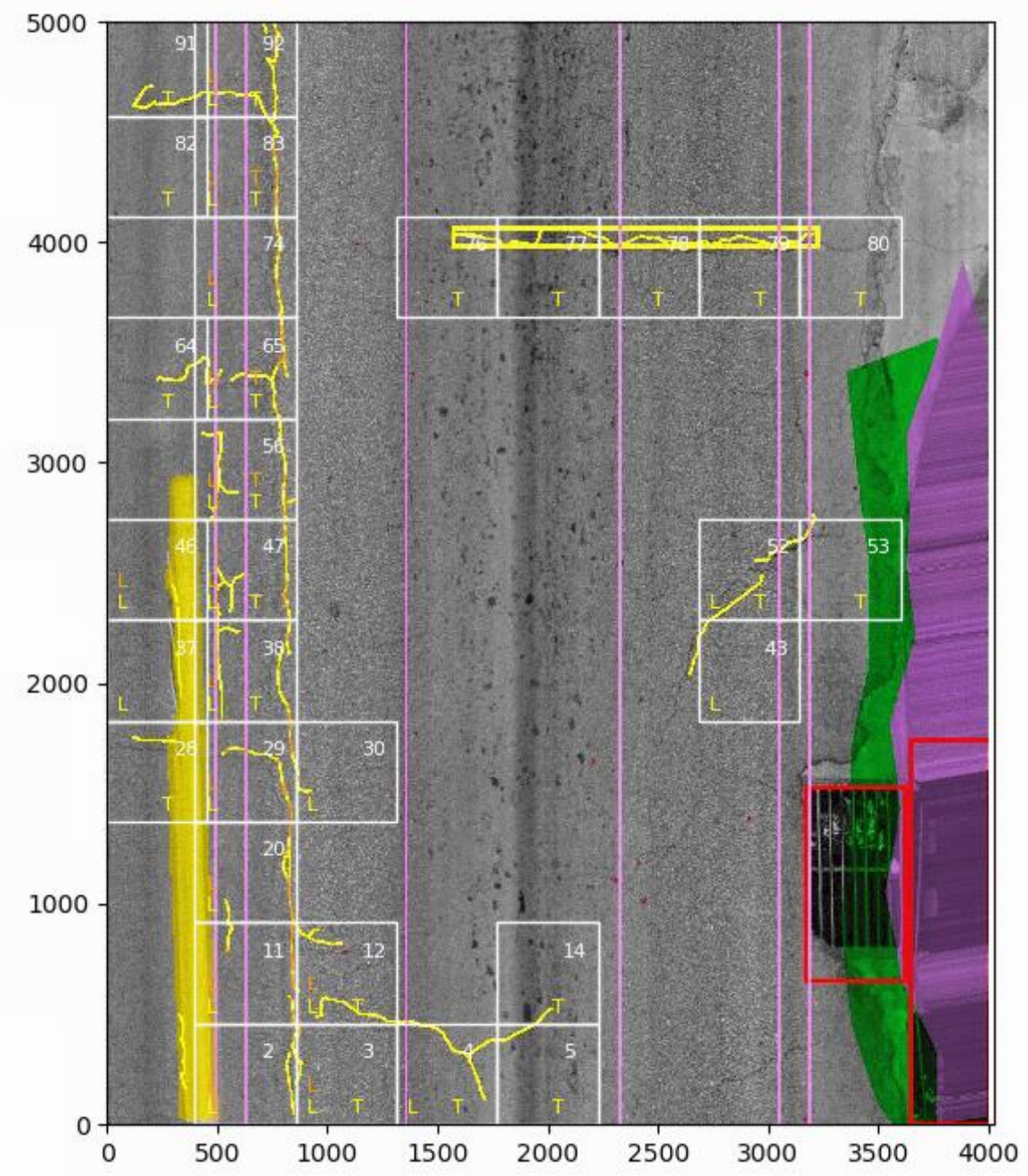

Figure 11 - Processed LCMS2 Image

A second review is then performed by a team of raters who are well-versed in both the distress standards and the data in its digital format. Using the downward laser scans, field notes, and 4K images collected from the survey the Quality Control (QC) team is able to verify the accuracy of what the LCMS has collected and what was flagged in the field.

Figure 12 - QC Image

To further ensure accurate condition data, spot checks are conducted on a network-wide basis by the QC team and the engineering staff. Once confidence in the integrity of the data has been achieved, an initial condition sheet is submitted for review by County staff.

2.8. Summary

This section outlined the fundamental concepts of pavement management and the process by which the pavement management system was implemented for the County. The operating parameters of ESA were reviewed, and the inputs provided by the LCMS-2 technology were explained to provide context for PCI, Roughness Index, and Pavement Strength.

3.0 PAVEMENT CONDITION SURVEY RESULTS

3.1. Foreword

This section will review the results of the pavement condition survey performed in June 2022. Roadways that were rehabilitated or reconstructed after the field inspection was performed were assigned an assumed PCI value of 100. All other segments were deteriorated using the defined pavement deterioration models to reflect the conditions of the roadways at the time of analysis (January 2023). First is a summary of conditions in the four functional classes used in the County analysis. Next, this section will review photos of the network taken from the RST. Finally, a series of charts will summarize the findings of the condition survey and the overall PCI distribution of the County pavement network.

3.2. County Street Inventory and Condition Summary

The County of La Plata is currently responsible for approximately 226 centerline miles of pavement with an overall PCI of 74 and a backlog of 3%. These conditions are considered better than average and point to new developments in the County and/or an effective management strategy. **Table 4** presents the County's inventory and pavement condition breakdown between different functional classes. Detailed information for each management section is available in **Appendix A**.

Table 4 - Network Inventory Summary by Functional Class and Pavement Type

	Network	Arterial	Collector	Major Local	Minor Local	Local	Farm/Market
Segment (Block) Count	627	14	36	64	234	275	4
Network Length (mi):	226.6	4.4	9.8	24.2	86.8	99.8	1.7
Average Width (ft):	37.5	60.9	50.4	44.1	37.8	33.6	25.2
Network Area (yd2):	4,988,221	158,690	288,382	625,683	1,923,998	1,966,564	24,904
Current Pavement Condition	74	85	70	81	74	72	64
Current Backlog (%) 1/1/23	2.5	Percentage of Network with a PCI < 40					

3.3. County Network Condition Imagery

The images presented below provide a sampling of the County streets that fall into the various condition categories with a discussion of potential rehabilitation strategies.

Very Poor (PCI = 0 to 25) – Complete Reconstruction

CR 251 from Animas Village Drive to Metz Lane (GISID 2044, PCI = 22) – Rated as Very Poor, this street displays a large quantity of alligator cracking and potholes severe enough to suggest that the pavement structure is inadequate for current traffic loads. The rehabilitation of roads in this condition through a mill and overlay is generally ineffective, as the failures usually extend to the bottom of the pavement layer. Streets in this condition require rehabilitation that involves removal and replacement of the asphalt layer, base stabilization, or complete reconstruction based on design requirements.

Deferral of reconstruction of streets rated as Very Poor will not cause a substantial decrease in overall pavement quality. The streets have passed the opportunity for overlay-based strategies, meaning that reconstruction, which is expensive, is the most suitable solution. So, Very Poor streets are often deferred in favor of rehabilitating more streets at lower costs, resulting in a greater net benefit to the County. This strategy however must be sensitive to citizen complaints forcing the street to be selected earlier. In addition, this type of street can pose a safety hazard for motorists since severe potholes and distortions may develop. It is important to consistently monitor these streets and check for potholes or other structural deficiencies until the street is eventually rebuilt.

Poor (PCI = 25 to 40) – Last Opportunity for Surface Base Rehabilitation

CR 501 from Hummingbird Way to Vallecito Creek Road (GISID 1864, PCI = 37) – Rated as Poor, this segment still has some remaining life before it becomes a critical reconstruction need. As evident in the imagery, a fair amount of the segment is severely cracked with some potholes present that have been previously filled. If left untreated, within a short period of time, a partial to full reconstruction would be required.

On heavily trafficked roadways, Poor streets often require partial to full reconstruction. On local roadways, they require removal of the pavement surface through grinding or excavation, base repairs, restoration of the curb line and drainage, and then placement of a new surface.

Marginal (PCI = 40 to 50) – Thicker Overlays

CR 501 from Mushroom Lane to Tucker Lane (GISID 1860, PCI = 47) – On this street, the primary cause of deterioration is the edge cracking and longitudinal cracking that is present along the majority of the segment.

Marginal streets that display high amounts of load associated distresses (LAD) are selected as a high priority for rehabilitation as they generally provide the best cost/benefit ratio to the County. If left untreated, Marginal streets with high amounts of LAD will deteriorate to become partial reconstruction candidates. Marginal streets that are failing due to materials issues or non-load associated failures may become suitable candidates for thick overlays if deferred, without a significant cost increase.

Fair (PCI = 50 to 60) – Thin to Moderate Overlays

CR 501 to Tucker Lane (GISID 1171, PCI = 56) – Fair streets have similar characteristics to Marginal streets in that the distresses present tend to be localized and moderate in severity. However, the distresses will predominately be non-load related (i.e., caused by environmental or other factors).

Like Marginal streets, Fair streets can provide a good cost/benefit ratio to an agency if addressed with an adequate rehabilitation technique. Stretching the application for surface treatments into this range can pose a cheap alterative to overlays but does not provide the appropriate renewal to the structural capacity of the pavement and may allow load related deterioration to continue unabated.

Good (PCI = 60 to 70) – Surface Treatments

CR 240 from Timberline Drive to Elkridge Lane (GISID 1870, PCI = 67) – Rated as Good, the primary cause of deterioration is the transverse cracking. The pavement surface could be restored further with additional spot patching to fully waterproof the pavement.

Preventive measures on streets considered “Good” can have a positive impact of the County’s funding needs. While the expected life of a slurry seal is not as long as that of an overlay, its ability to slow deterioration and relative low cost can free up funding for streets in worse condition.

Very Good (PCI = 70 to 85) – Surface Treatments and Localized Rehabilitation

CR 223 from Hollow Ridge Road to Private Oil and Gas Access (GISID 1615, PCI = 76) – Rated as Very Good, this road displays minor amounts of longitudinal cracking. This street is an example of a candidate for preventative maintenance such as microsurfacing to extend the life of the roadway.

Routine maintenance prevents water intrusion by sealing and slowing crack growth. By keeping water out of the base layers, the pavement life is extended without the need for heavier rehabilitations.

Excellent (PCI = 85 to 100)

CR 318 from Called Brazo to Jaques Drive (GISID 1551, PCI = 95) – Rated as Excellent, this pavement displays little to no surface distresses. The ride is smooth, and the surface and the base are intact. Excellent roads should be periodically assessed for crack development that would trigger routine maintenance activities.

3.4. County Network Condition Distribution

Figure 13 shows the distribution of pavement condition for the roadway network in La Plata. While direct comparisons to other agencies can be difficult due to variations in agency size, age, and recent development, the County is above average in condition and displays a distribution that suggest a continued investment in renewal.

- Thirty-one percent (31%) of the network can be considered in "Excellent" condition and should be closely monitored to ensure timely application of early localized preventive measures.
- Thirty-three percent (33%) of the network falls into the PCI range considered "Very Good". These are roads that benefit most from preventative maintenance techniques such as spot patching and slurry seals.
- Seventeen percent (17%) of the streets are rated as "Good" and may still be candidates for slurry seals or thin overlays.
- Seventeen percent (17%) of network can be considered "Fair" to "Marginal" condition and representing candidates for progressively thicker overlay-based rehabilitation. If left untreated, they will decline rapidly into reconstruction candidates.
- The remaining three percent (3%) of the network is rated as "Poor" or "Very Poor", meaning these roadways have deteriorated to the point where surface rehabilitation can no longer restore the pavement to a point of structural adequacy. Rehabilitation of the entire pavement structure is required for these segments.

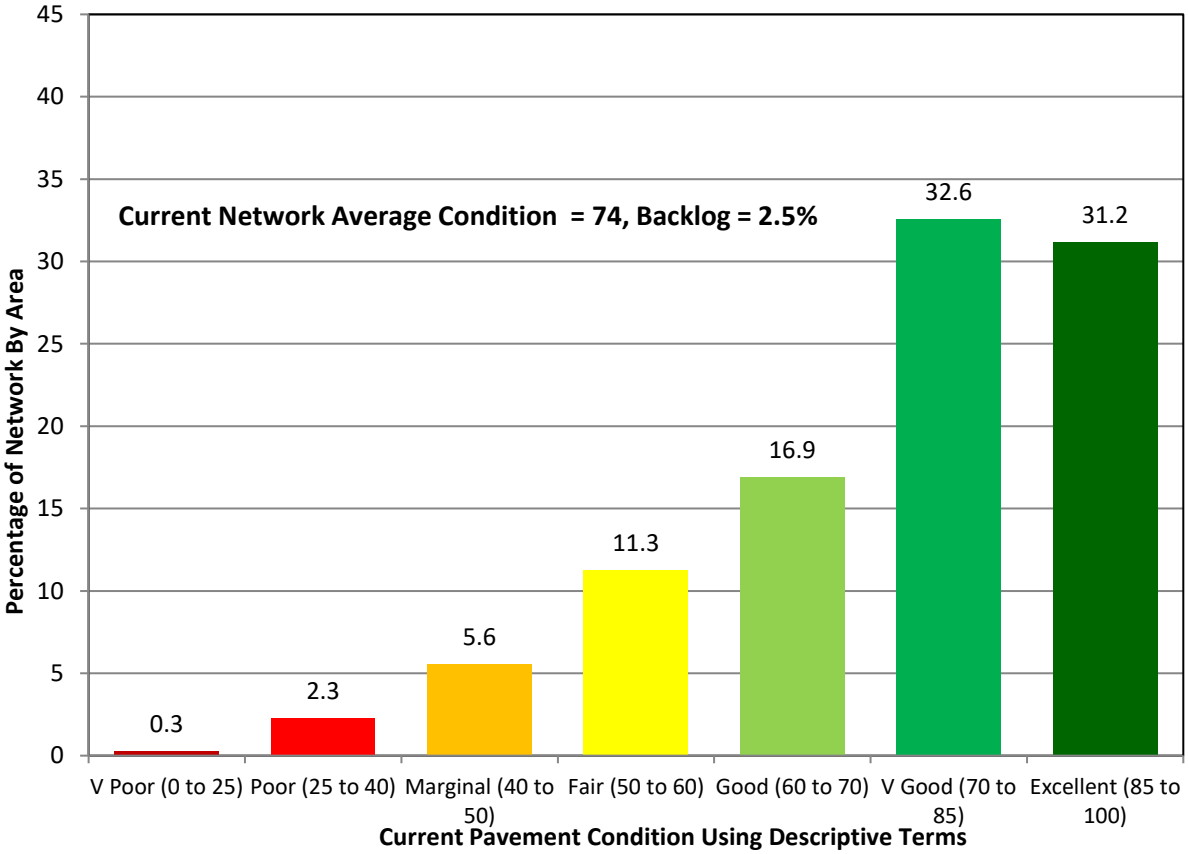

Figure 13 - Roadway Network Present Status Using Descriptive Terms

3.5. Condition By Functional Classification

When assessing the overall condition of the network there are additional subsets of data that can give a deeper insight into where an agency may want to focus resources. **Figure 14** highlights the pavement condition distribution for each functional class. It is important to note that arterial roadways, which are the streets that support the greatest traffic volumes in a given timeframe, should receive additional consideration when selecting rehabilitation candidates.

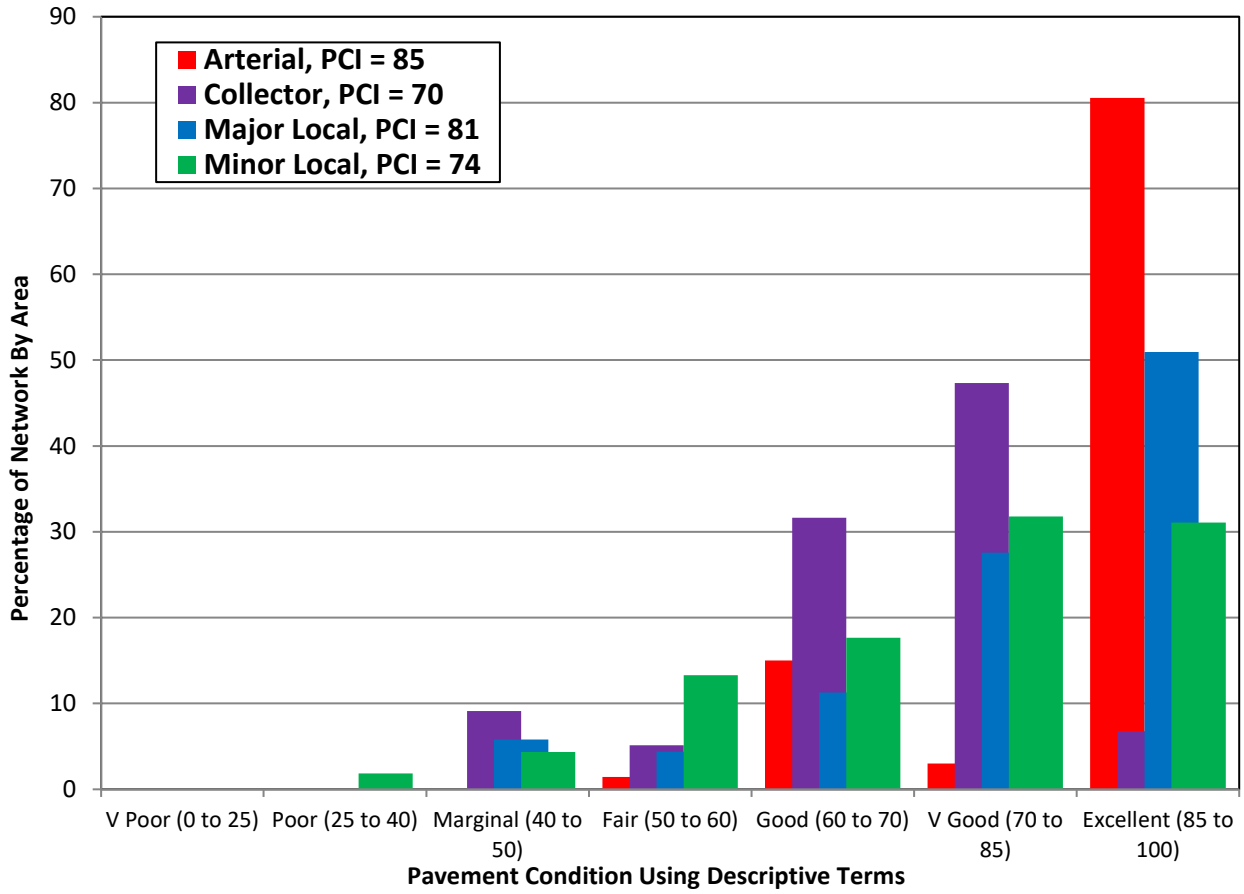

Figure 14 - Condition Rating by Functional Classification

3.6. Structural and Load Associated Distress Analysis

As mentioned in section 2, pavement distresses may be categorized into two classifications – load associated distresses (LAD) and non-load associated distresses (NLAD). Load associated distresses, such as rutting and alligator cracking, are those that are directly caused by traffic loading and lead to decreased structural capacity. Non-load associated distresses are those that result from material or environmental issues, including shrinkage (transverse) cracking, bleeding, and raveling. Generally, load associated distresses affect the overall condition score more than non-load associated distresses due to their implications of structural failure. The roadways were classified as Weak, Moderate, or Strong depending on the type of distresses found on their surfaces. The strength rating then translated to a Structural Index (30, 60, or 90 for weak, moderate, and strong respectively).

Weak pavements are those with a high ratio of load associated distresses compared to their PCI score and generally require increased pavement thickness to achieve long-term pavement life. Strong pavements are those that have a low load associated distress to PCI ratio and have suitable structural capacity. Surface treatments are acceptable rehabilitation solutions. Moderate pavements are those that require localized rehabilitation and/or increased thickness to achieve full pavement life. These are pavements that are starting to display structural failures, such as rutting or alligator cracking.

The following **Figure 15** shows the comparison between the sum of LAD on a segment and the PCI of the segment. It is important to note that the large majority of the County pavements can be classified as moderate based off the amount of LAD recorded on the street. There are also several segments that show weaker than expected structural strength based on their PCI. These pavements may be good candidates for thin-moderate overlays, where normally only light surface treatments would be recommended.

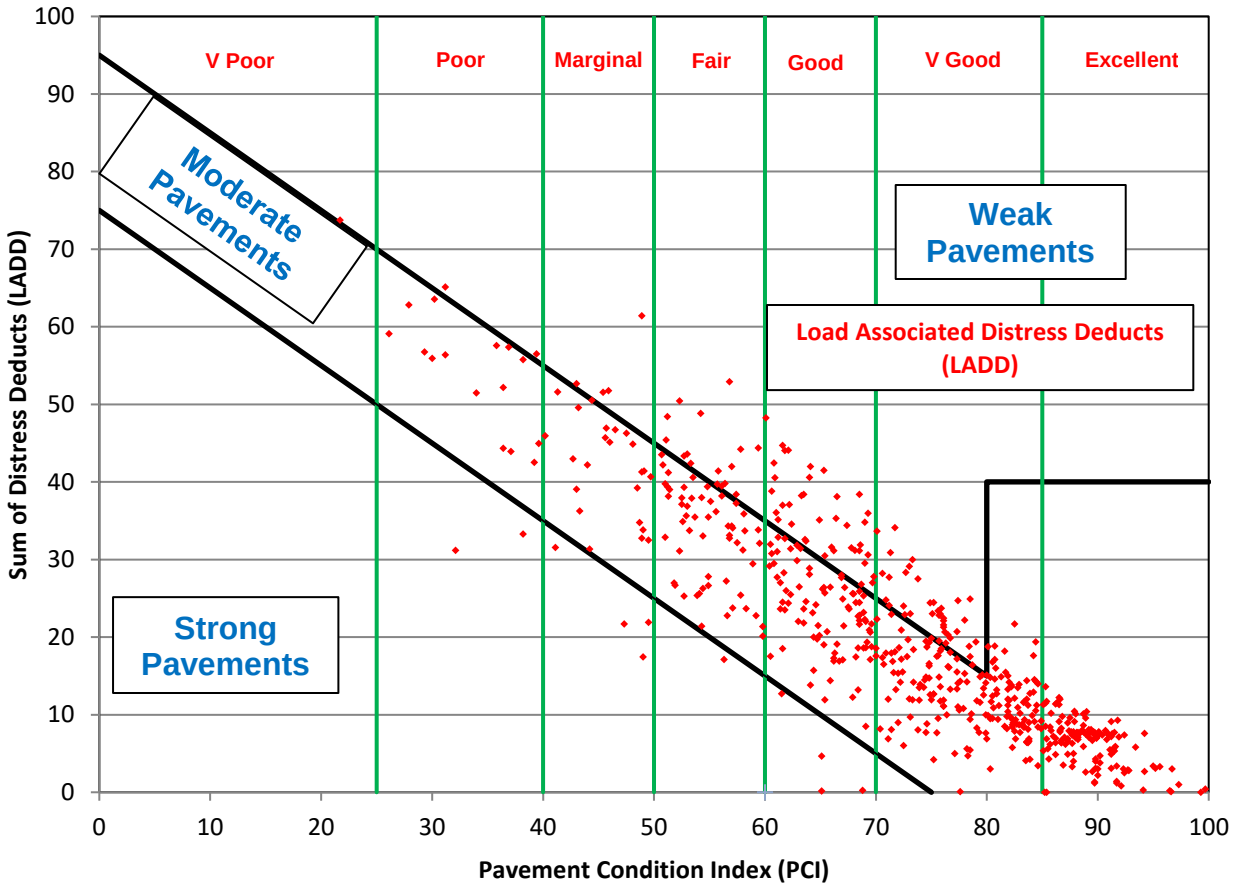

Figure 15 - LAD compared to PCI

3.7. Summary

Section 3 reviewed the results of the condition survey in the County. The section described each of the four functional classifications in the County and outlined their respective conditions on the PCI scale. The PCI scale was explained further through a series of pavement photographs that were taken during the 2022 survey. The section concluded with a discussion on the overall pavement condition distribution in the County and some useful charts that help put the survey results into perspective. **The network average PCI in La Plata is 73 with a backlog of 3%.**

4.0 REHABILITATION PLAN AND BUDGET DEVELOPMENT

4.1. Foreword

This section discusses the results of the pavement management analysis that was performed using the ESA pavement management system. First is an overview of the assumptions that were used when implementing the system. Some of these include the development of accurate unit rates, and the selection methodology for rehabilitation candidates. Next, in 4.3, the results of each of the various budget runs is detailed, along with their predicted conditions. This is highlighted further through a series of charts that are used to demonstrate the advantages and disadvantages of various funding models.

4.2. Key Analysis Set Points and Assumptions

Pavement management analysis requires user inputs to complete its condition forecasting and prioritization. A series of operating parameters were developed to create an efficient program that is tailored to the County's needs.

Selecting Segments for Rehabilitation

The selection of rehabilitation candidates through a worst first approach or subjective committee input is neither efficient nor cost effective. A series of criteria must be established and their importance in the selection process determined. ESA has defined commonly used criteria within the program that allows different weighting factors to be applied depending on the County's goals.

- **PCI** – As mentioned earlier in this section the results of the pavement condition survey are used to generate a Pavement Condition Index that ranges from 0-100 where 0 is considered the worst and 100 the best. This factor can be given a higher weight to give greater priority to poor condition streets.
- **Cost of Deferral** – As time passes a pavement will deteriorate and require more costly repairs as it ages. ESA can be configured to prioritize streets nearing the point where this cost increase occurs.
- **Pavement Strength** – Through the use of deflection testing or the prevalence of load associated distresses the relative strength of a pavement can be determined. A prioritization factor can be applied that gives preference to streets that may deteriorate faster in order to apply more cost-effective rehabilitation early in the life cycle.
- **Pavement Type** – Depending on costs, design life, and the County's goals, a weighting factor can be applied based on the materials used to construct the pavements.
- **Functional Class** – Generally higher volume streets are given the greatest priority within a program since they serve the most vehicles.
- **Area** –Project selection can consider the size of a project when determining rehabilitation priority. The County can decide to select large groups of streets over small ones if that approach suits the goals set forth at the beginning of the project.

For the County, weighting factors for these categories were set to maximize the savings from the concept of cost of deferral and address lower PCI 'Weak' streets in order to minimize backlog growth.

Rehabilitation Strategies and Unit Rates

The rehabilitation strategies and unit rates used in the budget analysis are the driving factors in determining funding requirements for the County. A detailed listing of how each rehabilitation activity is applied and its associated cost can be found in **Table 5**. Some important parameters include:

- **Rehab Activity** – The assigned identifier and name to each rehabilitation strategy. Various degrees of slurry sealing are outlined to highlight the increasing cost associated with additional patching requirements for lower PCI streets.
- **Min, Max, and Critical PCI** – These values compose the PCI range for which a particular rehabilitation activity can be applied where the Min and Max values define the upper and lower limit, and the Critical PCI is the point at which the rehabilitation becomes a higher priority to take advantage of the cost of deferral factor. Overlap in the PCI range allows for additional rehabilitation differentiation based on pavement strength.
- **Unit Rates** – The rehab costs are presented on a per square yard basis for each pavement type, functional class, and rehabilitation activity combination. A base unit rate is established for the lowest assumed cost for a work type and adjusted for each functional class depending on the additional work that may be required for traffic control, intersection improvements, landscaping, utility adjustments, and right-of-way (ROW) infrastructure. IMS worked closely with the County to determine rates that accurately represent the cost of work.

Table 5 - Rehabilitation Rates

Pavetype	Rehab Activity	Min PCI	Critical PCI (Need Year)	Max PCI	Base Unit Rate ($/yd2)	Arterial Unit Rate ($/yd2)	Collector Unit Rate ($/yd2)	Major Local Unit Rate ($/yd2)	Minor Local Unit Rate ($/yd2)
All	Routine Maintenance	80	82	100	**0.00**	0.00	0.00	0.00	0.00
Asphalt	Chip Seal	70	73	80	**10.00**	10.00	10.00	10.00	10.00
Asphalt	Edge Mill + Thin Overlay (1.5 - 2.0)	60	63	70	**36.00**	36.00	36.00	36.00	36.00
Asphalt	EM/FWM + Moderate Overlay (2.0 - 3.0)	50	54	60	**54.00**	54.00	54.00	54.00	54.00
Asphalt	FWM + Thick Overlay (> 2.0 - 3.0)	40	44	50	**66.00**	66.00	66.00	66.00	66.00
Asphalt	Surf Recon + Base Rehab / FWM + Strctrl Ptch + Olay	25	30	40	**92.00**	92.00	92.00	92.00	92.00
Asphalt	ACP Full Depth Reconstruction	0	15	25	**180.00**	180.00	180.00	180.00	180.00

4.3. Network Budget Analysis Models

By combining the condition assessment, deterioration model, prioritization factors, and rehabilitation assignments, the ESA program can determine the outcomes of various funding levels or suggest the funds required to attain a goal. IMS ran a series of budgets to model network trends and estimate the funding levels needed to reach certain condition and distribution targets. The results of this analysis are outlined in this section.

Budget Targets

The following scenarios were generated to forecast the outcomes of the current estimated County budget over the next five years and determine what level of funding may be appropriate going forward. The values for backlog and PCI have been rounded to the nearest whole number in order for the figures to be more legible. Varying budget figures will have slightly different outcomes that are visible in the charts but may not be completely represented in the legend text.

- **La Plata Budget** (Green Line) – This represents the County's current average annual budget of **$3M/**Yr. dedicated to pavement preservation and rehabilitation. This level of funding will result in a network average PCI score of **69** and a backlog of **4%** after five years. Additionally, this budget was extrapolated out in a 5-year model that can be seen in **Figure 19.**
- **Steady State PCI** (Red Line) – This is simply the funds required to maintain the current network average PCI at a **74**. The annual budget required to do so is approximately **$9M**/Yr. Backlog will grow to **1%** of the network after five years.
- **Maintain Current Backlog** (Red Dashed Line)– The Maintain Current Backlog budget was developed in order to maintain the current backlog of **3%**. This results in a budget value of **$5.27M**/Yr. and a PCI increase to **71** after five years.
- **Backlog Control** (Purple Dashed Line) – The backlog control budget was developed in order to achieve a maximum backlog of **5%**. The funding required to achieve this PCI goal is **$2.22M**/Yr and will also reduce the PCI to **68**.
- **PCI Control** (Purple Line) – The PCI control budget was developed in order to maintain a minimum PCI of **69**. This budget is on the order of **$3.12M** and will result in a backlog of **4%.**

The results of the analysis are summarized in **Figure 16**. The X-axis highlights the annual budget, while the Y-axis plots the 5 Year Post Rehab Network Average PCI value. The diagonal blue line is the network trend model developed to show estimated PCI along with a funding range up to $9.5M/Yr.

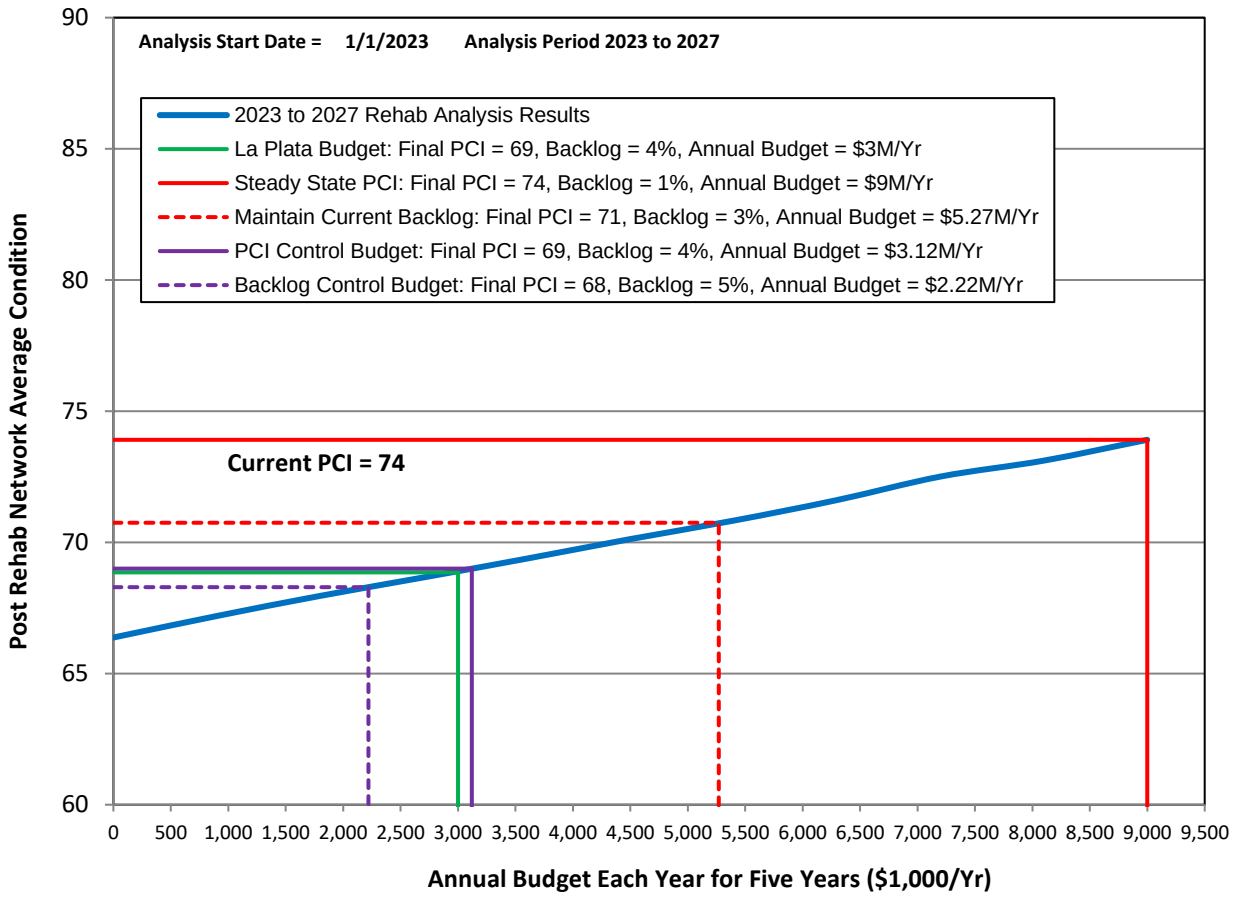

Figure 16 – 5-Year Post Rehab Network PCI Analysis Results

Figure 17 presents the resultant network backlog against the annual budget. It is similar to **Figure 16**, but instead of plotting the average PCI score, the blue diagonal line represents the total backlog after 5 years. The County currently maintains a backlog of 3%. While some growth is acceptable, every effort should be made to keep that value as low as possible. As the backlog grows, the funding required to return to the current level will increase considerably.

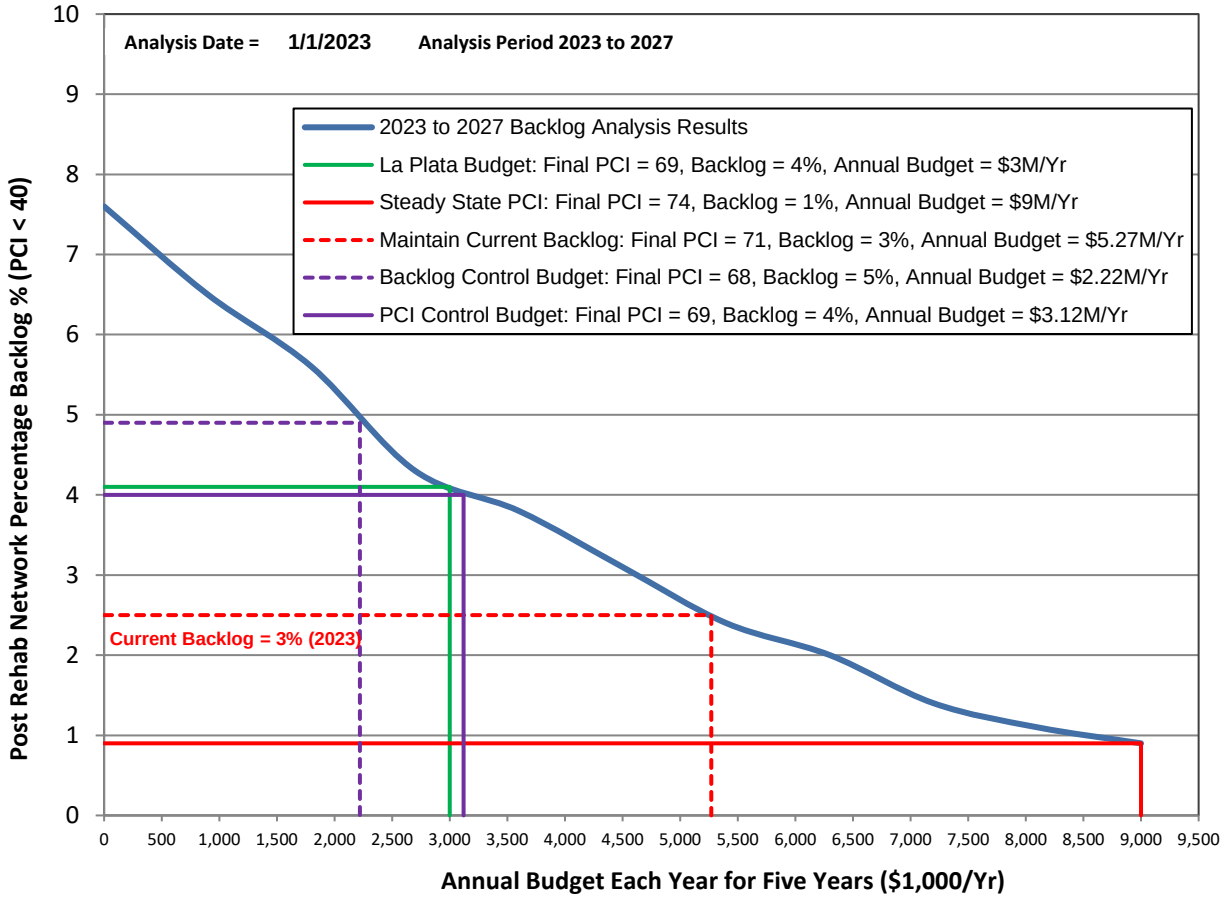

Figure 17 – 5-Year Post Rehab Network Backlog Results

Figure 18 presents the analysis results on an annual basis. This shows that if the budget falls below $3M/Yr. (Steady State PCI Budget), over time the overall condition of the roads will deteriorate as the backlog continues to grow.

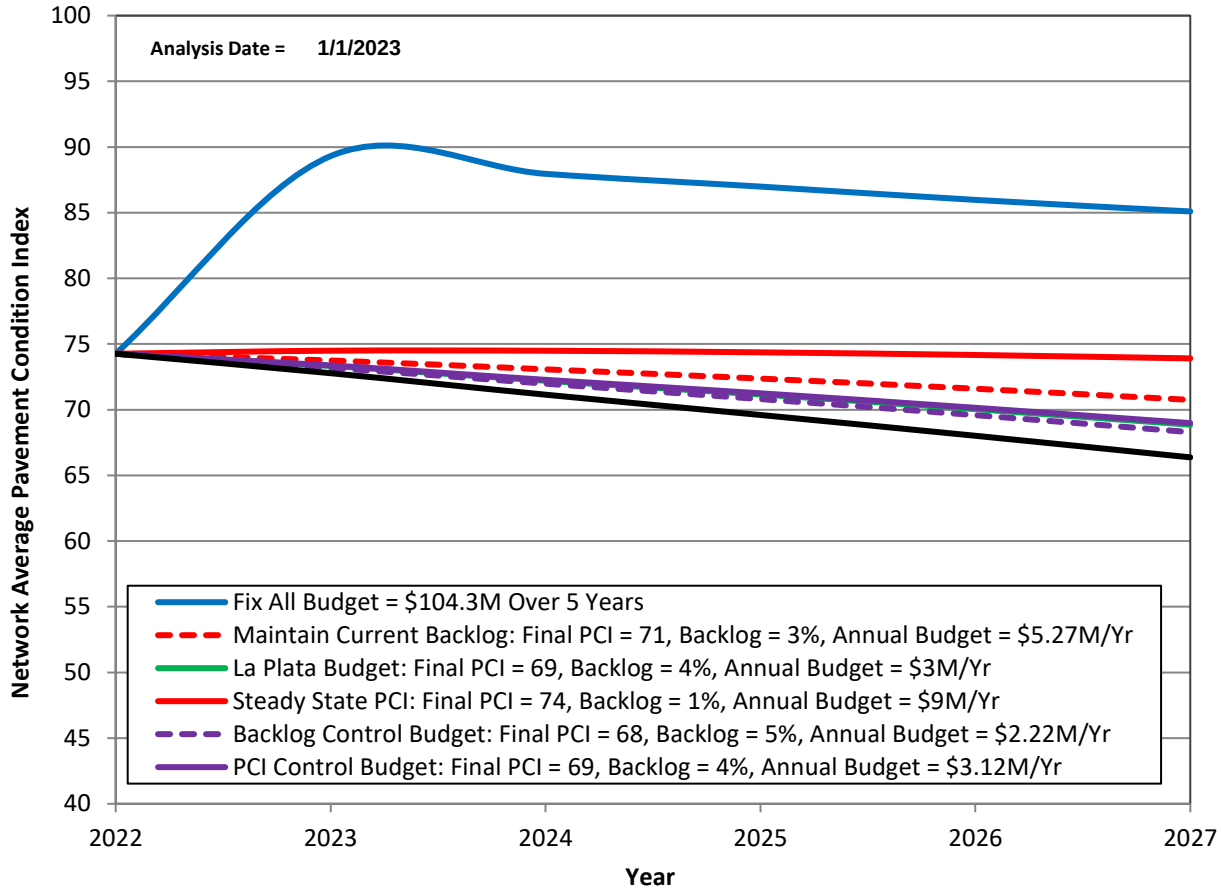

Figure 18 – 5-Year Annual PCI

4.4. Post Rehabilitation Condition

The following figure (**Figure 19**) compares the current network condition distribution (red) against the projected 5-year (blue) post rehabilitation distribution at the current estimated $3M/Yr. funding level. Based on current models, the average PCI is expected to drop slightly to 69 by the end of the five-year analysis period and the backlog to increase to approximately 4%.

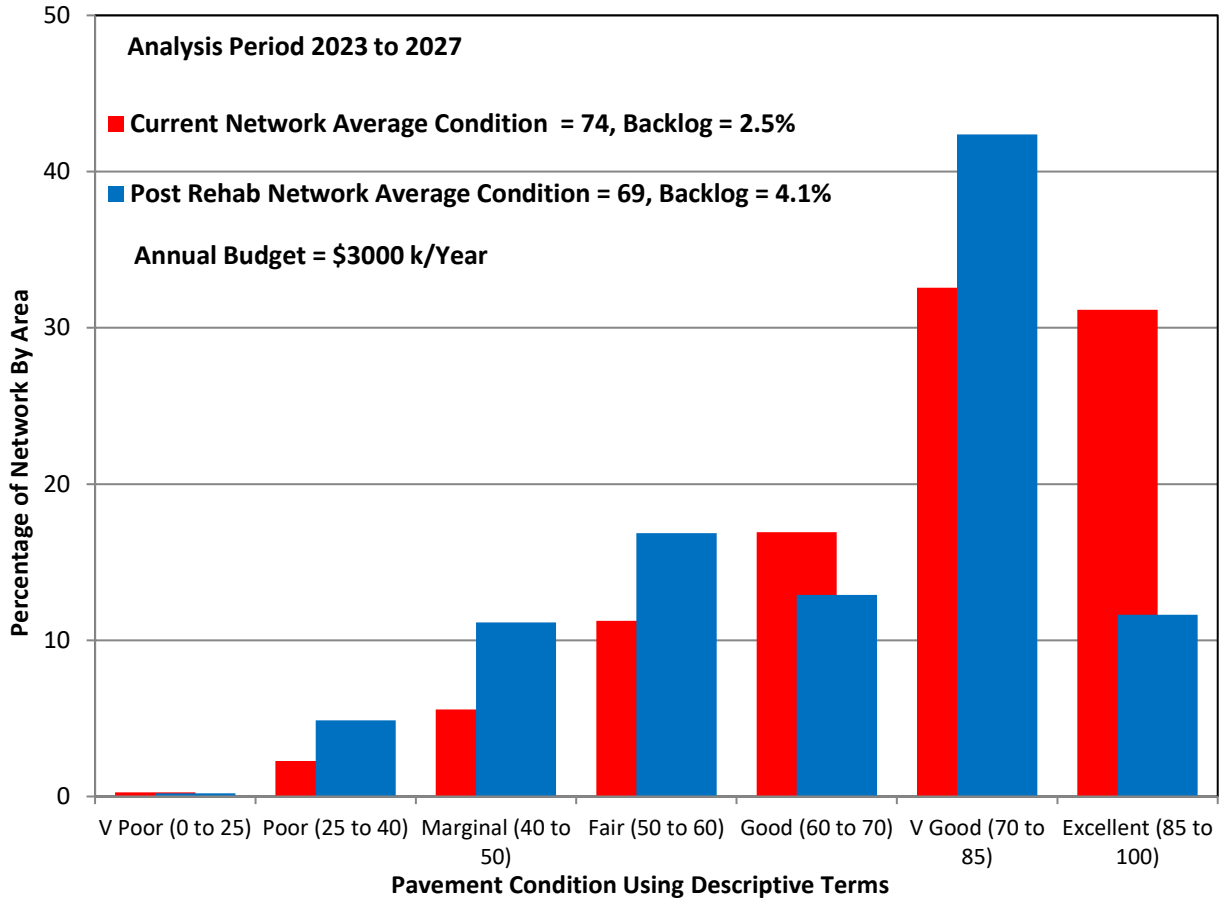

Figure 19 – PCI Distribution Comparison - Current Conditions VS 5th Year Post Rehabilitation

4.5. Summary

This section reviewed the results of the 2022 pavement analysis models that were run in the ESA program. The current County budget of $3M/Yr will result in a 5-year post rehab PCI of 69 and a backlog of approximately 4%. These models demonstrate that a budget that falls below $9M/Yr (steady state PCI model) will result in an overall PCI decrease over the course of 5-years.

5.0 PROJECT RECOMMENDATIONS AND COMMENTS

5.1. Project Summary and Recommendations

A pavement condition survey was performed in June 2022 on the full County pavement network. The results of the condition survey were aggregated into the ESA pavement management system. This system was used to organize a georeferenced pavement inventory, develop an accurate model of the network's condition and anticipated deterioration, and provide funding recommendations for various level-of-service goals.

The following broad recommendations are presented to the County as an output from the pavement analysis and must be read in conjunction with the attached reports.

- The County should make efforts to keep the ESA spreadsheet up to date.
  - By maintaining and updating the rehabilitation unit rates, work history of the segments, and accuracy of the inventory the County will be able to reliably forecast funding needs for future years. This allows the County to be proactive in maintaining the condition of the pavement network at an acceptable level.
- The County should periodically resurvey the pavement network.
  - Pavement performance over time involves many variables, such as traffic volumes, environmental factors, maintenance timing, and design standards. As these variables change, the rate at which a pavement deteriorates will change with them. The periodic resurvey of pavement conditions allows the County to track these changes and update models accordingly to ensure that appropriate rehabilitation measures are being planned.
- The County should investigate new and additional rehabilitation activities.
  - As technology progresses, improvements in pavement rehabilitation are constantly being made. When possible, the County should refresh the rehabilitation activities planned in ESA to ensure these advances are used to the County's advantage.
- The County should strive to maintain or better its current condition if possible.
  - Generally, it is more cost effective to maintain a condition than it is to regain ground lost to deterioration. The County currently maintains an overall network PCI of 74 with a backlog value of 3%. The current annual budget of $3M will result in a PCI of 69 and a backlog of 4%.

5.2. Closing

The IMS Team greatly appreciates the opportunity to work with the County on this pavement management update. Over the course of this project, it has become clear that the County staff demonstrates a strong commitment to providing the highest level of service that they can to their community. IMS stands ready to assist the County with training and technical support as necessary, and we welcome the opportunity to work with the County on future pavement management projects.

Appendix A

Street Inventory and Condition Summary

County of La Plata, CO

Street Inventory and Condition Summary - Sorted by Street Name

IMS Easy Street Analysis

GISID	Street Number	Block Number	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary: Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
2257	1000	10	CR 100	CR 105	DS@2640FT	LOCAL	32	2,640	469	9,856	70	77	60	**72**	Mod	V Good	21	9	100	7/4/22	**99**
1654	1000	20	CR 100	DS@2640FT	DS@5280FT	LOCAL	32	2,640	469	9,856	80	100	60	**87**	Mod	Excellent	10	10			**86**
2258	1000	30	CR 100	DS@5280FT	CR 104	LOCAL	32	975	173	3,640	88	98	60	**92**	Mod	Excellent	6	6			**91**
1653	1000	40	CR 100	CR 104	CR 103	LOCAL	32	3,930	699	14,671	82	97	60	**87**	Mod	Excellent	7	11			**87**
1652	1000	50	CR 100	CR 103	CR 102	LOCAL	32	1,329	236	4,963	73	100	60	**82**	Mod	V Good	15	12			**81**
2073	1000	60	CR 100	CR 102	Hwy 140	LOCAL	32	2,672	475	9,977	74	89	60	**79**	Mod	V Good	12	14			**79**
1661	1010	10	CR 100	Hwy 140	CR 101	MINOR LOCAL	36	2,630	526	11,047	46	72	60	**54**	Mod	Fair	21	33			**53**
1660	1010	20	CR 100	CR 101	Church Hollow Dr	MINOR LOCAL	36	1,276	255	5,361	49	86	60	**62**	Mod	Good	19	32			**61**
1659	1010	30	CR 100	Church Hollow Dr	CR 134	MINOR LOCAL	36	3,988	798	16,748	43	78	60	**54**	Mod	Fair	26	31			**53**
1986	1020	10	CR 119	DS@4486FT	Alkali Gulch Road	MINOR LOCAL	36	1,886	377	7,923	75	80	30	**77**	Weak	V Good	20	5			**76**
1878	1020	20	CR 119	Alkali Gulch Road	Trail Road	MINOR LOCAL	36	616	123	2,585	80	80	60	**80**	Mod	V Good	15	5			**80**
1230	1020	30	CR 119	Trail Road	CR 101	MINOR LOCAL	36	3,162	632	13,279	87	87	60	**87**	Mod	Excellent	6	7			**86**
1229	1020	40	CR 119	CR 101	EASYGATE RANCH RD	MINOR LOCAL	36	2,579	516	10,833	66	86	60	**73**	Mod	V Good	18	16			**72**
1319	1020	50	CR 119	EASYGATE RANCH RD	Hwy 140	MINOR LOCAL	36	3,590	718	15,079	74	90	60	**79**	Mod	V Good	15	11			**79**
1065	1030	10	CR 120	CR 121	CR 122	MINOR LOCAL	36	3,948	790	16,582	48	93	60	**63**	Mod	Good	22	30			**62**
1520	1030	20	CR 120	CR 122	CR 123	MINOR LOCAL	36	5,206	1,041	21,864	54	100	60	**69**	Mod	Good	25	21			**68**
2259	1030	30	CR 120	CR 123	DS@2640FT	MINOR LOCAL	36	2,640	528	11,088	41	89	60	**57**	Mod	Fair	33	26			**56**
2040	1030	40	CR 120	DS@2640FT	DS@5280FT	MINOR LOCAL	36	2,640	528	11,088	34	91	60	**53**	Mod	Fair	39	27			**52**
2260	1030	50	CR 120	DS@5280FT	Hwy 140	MINOR LOCAL	36	945	189	3,969	36	86	60	**53**	Mod	Fair	36	28			**52**
2265	1050	10	CR 120	DS@2390FT	Roberts Ridge Dr	LOCAL	32	7,429	1,321	27,734	87	94	60	**90**	Mod	Excellent	8	5			**89**
1985	1050	20	CR 120	Roberts Ridge Dr	DS@438FT	LOCAL	32	438	78	1,634	85	93	60	**88**	Mod	Excellent	4	11			**87**
1671	1050	30	CR 120	DS@438FT	Cougar Way	LOCAL	32	663	118	2,474	90	90	60	**90**	Mod	Excellent	4	6			**89**
2223	1050	40	CR 120	Cougar Way	DS@2640FT	LOCAL	32	2,640	469	9,856	83	100	60	**88**	Mod	Excellent	7	10			**88**
1670	1050	50	CR 120	DS@2640FT	DS@5280FT	LOCAL	32	2,640	469	9,856	84	100	60	**89**	Mod	Excellent	8	8			**89**
2224	1050	60	CR 120	DS@5280FT	Cross Creek Road	LOCAL	32	2,236	398	8,348	86	100	60	**91**	Mod	Excellent	8	6			**90**
2061	1050	70	CR 120	Cross Creek Road	Hwy 140	LOCAL	32	5,275	938	19,695	73	94	60	**80**	Mod	V Good	19	8			**79**
1748	1070	10	CR 124	Hwy 160	Indian Shadow Pass	MINOR LOCAL	36	2,995	599	12,580	44	70	30	**53**	Weak	Fair	44	12			**52**
2155	1070	20	CR 124	Indian Shadow Pass	DS@2640FT	MINOR LOCAL	36	2,640	528	11,088	46	66	60	**53**	Mod	Fair	37	17			**51**
2156	1070	30	CR 124	DS@2640FT	DS@5280FT	MINOR LOCAL	36	2,640	528	11,088	35	67	60	**46**	Mod	Marginal	47	18			**44**
2157	1070	40	CR 124	DS@5280FT	DS@7920FT	MINOR LOCAL	36	2,640	528	11,088	54	71	60	**60**	Mod	Fair	32	14			**59**
1747	1070	50	CR 124	DS@7920FT	DS@1056FT	MINOR LOCAL	36	2,640	528	11,088	40	64	60	**48**	Mod	Marginal	45	15			**47**
2158	1070	60	CR 124	DS@1056FT	Winding River Road	MINOR LOCAL	36	306	61	1,287	23	61	60	**36**	Mod	Poor	58	19			**35**
1746	1070	70	CR 124	Winding River Road	Stoney Ridge Rd	MINOR LOCAL	36	3,989	798	16,755	49	72	30	**56**	Weak	Fair	39	12	100	7/4/22	**99**
2233	1070	80	CR 124	Stoney Ridge Rd	DS@2640FT	MINOR LOCAL	36	2,640	528	11,088	90	100	60	**93**	Mod	Excellent	6	4			**93**
2006	1070	90	CR 124	DS@2640FT	DS@5280FT	MINOR LOCAL	36	2,640	528	11,088	86	81	60	**84**	Mod	V Good	9	5			**84**
1247	1090	10	CR 125	Hwy 140	DS@1819FT	LOCAL	32	1,819	323	6,790	88	94	60	**90**	Mod	Excellent	7	5			**89**
1628	1100	10	CR 125	DS@1819FT	Vaquero Way	LOCAL	32	11,319	2,012	42,258	86	96	60	**89**	Mod	Excellent	8	6			**89**
1604	1110	10	CR 125	Shenandoah Drive	Vaquero Way	LOCAL	32	1,144	203	4,271	90	95	60	**92**	Mod	Excellent	5	5			**91**
1920	1120	10	CR 125	Shenandoah Drive	Old Snag Circle	LOCAL	32	4,404	783	16,441	84	97	60	**88**	Mod	Excellent	10	6			**87**
1919	1120	20	CR 125	Old Snag Circle	South Lakeside Drive	LOCAL	32	1,422	253	5,311	77	100	60	**85**	Mod	V Good	14	9			**84**
1246	1130	10	CR 125	South Lakeside Drive	DS@817FT	LOCAL	32	817	145	3,050	83	94	60	**87**	Mod	Excellent	11	6			**86**
1941	1140	10	CR 125	DS@817FT	CR 141	LOCAL	32	370	66	1,382	76	77	60	**76**	Mod	V Good	11	13			**76**
1807	1150	10	CR 133	CR 134	CR 133a	LOCAL	32	423	75	1,578	50	71	60	**57**	Mod	Fair	34	16			**56**

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Street Inventory and Condition Summary - Sorted by Street Name

GISID	Street Number	Block Number	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary: Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
2087	1170	10	CR 134	DS@3541FT	CR 133	LOCAL	32	1,669	297	6,229	61	73	60	**65**	Mod	Good	21	18			**64**
1667	1170	20	CR 134	CR 133	CR 133f	LOCAL	32	406	72	1,517	37	54	60	**43**	Mod	Marginal	43	20			**41**
1666	1170	30	CR 134	CR 133f	CR 133e	LOCAL	32	395	70	1,476	38	57	60	**44**	Mod	Marginal	42	20			**43**
1665	1170	40	CR 134	CR 133e	CR 102	LOCAL	32	4,500	800	16,798	47	64	60	**53**	Mod	Fair	35	18			**51**
2064	1170	50	CR 134	CR 102	Hwy 140	LOCAL	32	3,769	670	14,071	44	66	60	**51**	Mod	Fair	39	17			**50**
2225	1180	10	CR 141	Hwy 140	DS@2640FT	LOCAL	32	2,640	469	9,856	53	78	60	**61**	Mod	Good	27	20			**60**
1669	1180	20	CR 141	DS@2640FT	DS@5280FT	LOCAL	32	2,640	469	9,856	53	77	60	**61**	Mod	Good	28	19			**60**
2226	1180	30	CR 141	DS@5280FT	CR 126	LOCAL	32	2,166	385	8,086	52	80	60	**61**	Mod	Good	33	15			**60**
2163	1180	40	CR 141	CR 126	DS@2640FT	LOCAL	32	2,640	469	9,856	38	77	60	**51**	Mod	Fair	42	20			**50**
2164	1180	50	CR 141	DS@2640FT	DS@5280FT	LOCAL	32	2,640	469	9,856	39	81	60	**53**	Mod	Fair	37	24			**52**
2062	1180	60	CR 141	DS@5280FT	DS@7920FT	LOCAL	32	2,640	469	9,856	35	78	60	**49**	Mod	Marginal	41	24			**48**
2165	1180	70	CR 141	DS@7920FT	CR 136	LOCAL	32	2,545	452	9,502	19	74	60	**37**	Mod	Poor	57	24			**36**
2151	1190	10	CR 141	CR 136	DS@2640FT	MINOR LOCAL	36	2,640	528	11,088	58	86	60	**68**	Mod	Good	24	18			**67**
2152	1190	20	CR 141	DS@2640FT	DS@5280FT	MINOR LOCAL	36	2,640	528	11,088	50	84	60	**62**	Mod	Good	25	25			**61**
2153	1190	30	CR 141	DS@5280FT	DS@7920FT	MINOR LOCAL	36	2,640	528	11,088	38	99	60	**58**	Mod	Fair	34	28			**57**
1694	1190	40	CR 141	DS@7920FT	DS@1056FT	MINOR LOCAL	36	2,640	528	11,088	40	93	60	**57**	Mod	Fair	37	23			**56**
2154	1190	50	CR 141	DS@1056FT	Heritage Road	MINOR LOCAL	36	607	121	2,551	60	100	60	**73**	Mod	V Good	12	28			**73**
1693	1190	60	CR 141	Heritage Road	Huntington Road	MINOR LOCAL	36	408	82	1,712	53	100	60	**68**	Mod	Good	17	30			**67**
1692	1190	70	CR 141	Huntington Road	Dream Catcher Lane	MINOR LOCAL	36	2,007	401	8,429	61	100	60	**74**	Mod	V Good	12	27	100	7/4/22	**99**
2047	1190	80	CR 141	Dream Catcher Lane	CR 211	MINOR LOCAL	36	559	112	2,347	62	100	60	**75**	Mod	V Good	9	29			**74**
1882	1190	90	CR 141	CR 211	D & Rg Drive	MINOR LOCAL	36	2,074	415	8,710	36	88	60	**54**	Mod	Fair	41	23			**52**
1881	1190	100	CR 141	D & Rg Drive	Rendezvous Trail	MINOR LOCAL	36	1,242	248	5,217	46	90	60	**61**	Mod	Good	32	22			**59**
1880	1190	110	CR 141	Rendezvous Trail	Colonial Drive	MINOR LOCAL	36	2,090	418	8,778	37	85	30	**53**	Weak	Fair	43	20			**52**
1983	1190	120	CR 141	Colonial Drive	CR 125	MINOR LOCAL	36	592	118	2,487	70	100	60	**80**	Mod	V Good	7	23			**79**
1808	1190	130	CR 141	CR 125	Peak Trail	MINOR LOCAL	36	1,961	392	8,236	75	100	60	**84**	Mod	V Good	7	18	100	7/4/22	**99**
2001	1190	140	CR 141	Peak Trail	CR 210	MINOR LOCAL	36	1,080	216	4,535	72	100	60	**81**	Mod	V Good	9	19	100	7/4/22	**99**
1737	1200	10	CR 141	CR 210	CR 142	MINOR LOCAL	36	3,080	616	12,936	74	100	60	**82**	Mod	V Good	8	18	100	7/4/22	**99**
1902	1210	10	CR 141	CR 142	Spring Road	LOCAL	32	2,927	520	10,928	74	100	60	**83**	Mod	V Good	9	17	100	7/4/22	**99**
2113	1210	20	CR 141	Spring Road	DS@2640FT	LOCAL	32	2,640	469	9,856	76	100	60	**84**	Mod	V Good	6	18	100	7/4/22	**99**
2114	1210	30	CR 141	DS@2640FT	DS@5280FT	LOCAL	32	2,640	469	9,856	74	100	60	**82**	Mod	V Good	9	17	100	7/4/22	**99**
2115	1210	40	CR 141	DS@5280FT	DS@7920FT	LOCAL	32	2,640	469	9,856	73	100	60	**82**	Mod	V Good	8	19	100	7/4/22	**99**
1963	1210	50	CR 141	DS@7920FT	DS@1056FT	LOCAL	32	2,640	469	9,856	72	100	60	**82**	Mod	V Good	9	19	100	7/4/22	**99**
2116	1210	60	CR 141	DS@1056FT	DS@1229FT	LOCAL	32	1,734	308	6,472	73	92	60	**79**	Mod	V Good	8	19	100	7/4/22	**99**
1962	1210	70	CR 141	DS@1229FT	Hwy 160	LOCAL	32	265	47	988	64	64	60	**64**	Mod	Good	14	22			**63**
1228	1220	10	CR 141	DS@1229FT	Hwy 160	LOCAL	32	1,224	218	4,570	49	93	60	**63**	Mod	Good	26	25	100	7/4/22	**99**
1259	1230	10	CR 142	CR 141	Tomahawk Trail	LOCAL	32	1,610	286	6,012	74	75	60	**75**	Mod	V Good	15	11			**74**
1280	1230	20	CR 142	Tomahawk Trail	Wildcat Road	LOCAL	32	158	28	590	74	68	60	**72**	Mod	V Good	15	11			**71**
1279	1230	30	CR 142	Wildcat Road	Lower Road	LOCAL	32	1,109	197	4,141	69	73	60	**70**	Mod	V Good	22	9			**69**
1278	1230	40	CR 142	Lower Road	Spring Road	LOCAL	32	750	133	2,799	74	77	60	**75**	Mod	V Good	13	13			**75**
1929	1230	50	CR 142	Spring Road	Hideaway Road	LOCAL	32	912	162	3,405	80	86	60	**82**	Mod	V Good	12	8			**81**
1928	1230	60	CR 142	Hideaway Road	South Fork Road	LOCAL	32	848	151	3,166	91	92	60	**91**	Mod	Excellent	5	4			**90**
1927	1230	70	CR 142	South Fork Road	Ridge Road	LOCAL	32	1,185	211	4,424	71	94	30	**79**	Weak	V Good	25	4			**78**
1926	1230	80	CR 142	Ridge Road	Meadow Rd Driveways	LOCAL	32	375	67	1,399	86	83	60	**85**	Mod	V Good	9	5			**84**

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1925	1230	90	CR 142	Meadow Rd Driveways	North Road	LOCAL	32	897	159	3,348	67	85	30	**73**	Weak	V Good	23	10			**72**
1022	1240	10	CR 200	Hwy 550	Rockwood Drive	LOCAL	32	2,921	519	10,906	61	74	60	**65**	Mod	Good	26	13			**64**
1620	1240	20	CR 200	Rockwood Drive	Glenn Drive	LOCAL	32	470	84	1,756	61	73	60	**65**	Mod	Good	20	19			**64**
1619	1240	30	CR 200	Glenn Drive	Glacier Club Drive	LOCAL	32	444	79	1,659	58	67	60	**61**	Mod	Good	24	18			**60**
1618	1240	40	CR 200	Glacier Club Drive	Hogan Circle	LOCAL	32	2,702	480	10,089	30	50	60	**36**	Mod	Poor	52	18			**35**
1241	1250	10	CR 201	CR 203	Bouldercrest Drive	LOCAL	32	1,273	226	4,751	59	64	60	**61**	Mod	Good	31	10			**60**
1918	1260	10	CR 201	Hermosa Acres Drive	South Hermosa Acres Drive	LOCAL	32	851	151	3,176	72	60	60	**68**	Mod	Good	19	9			**67**
1917	1260	20	CR 201	South Hermosa Acres Drive	Bouldercrest Drive	LOCAL	32	1,738	309	6,488	57	56	60	**57**	Mod	Fair	33	10			**56**
1305	1270	10	CR 201	Hermosa Acres Drive	DS@1230FT	LOCAL	32	1,230	219	4,593	69	57	60	**65**	Mod	Good	26	5			**65**
2243	1270	20	CR 201	DS@1230FT	DS@3870FT	LOCAL	32	2,640	469	9,856	36	48	60	**40**	Mod	Marginal	46	18			**39**
1949	1270	30	CR 201	DS@3870FT	DS@6510FT	LOCAL	32	2,640	469	9,856	15	49	60	**26**	Mod	Poor	59	26			**25**
1024	1290	10	CR 202	CR 203	EOP	FARM/MARKET	24	4,291	572	12,016	48	51	60	**49**	Mod	Marginal	34	18			**48**
2026	1310	10	CR 203	Animas View Drive	Heather Lane	MINOR LOCAL	36	2,362	472	9,919	90	98	60	**92**	Mod	Excellent	2	8			**92**
2025	1310	20	CR 203	Heather Lane	Spring Creek Drive	MINOR LOCAL	36	896	179	3,765	89	100	60	**93**	Mod	Excellent	3	8			**92**
2241	1310	30	CR 203	Spring Creek Drive	DS@2640FT	MINOR LOCAL	36	2,640	528	11,088	86	100	60	**91**	Mod	Excellent	7	7			**90**
1757	1310	40	CR 203	DS@2640FT	DS@5280FT	MINOR LOCAL	36	2,640	528	11,088	85	100	60	**90**	Mod	Excellent	7	8			**89**
2242	1310	50	CR 203	DS@5280FT	Twilight Trails Circle	MINOR LOCAL	36	1,496	299	6,282	84	97	60	**88**	Mod	Excellent	7	9			**88**
2024	1310	60	CR 203	Twilight Trails Circle	Waterfall Lane	MINOR LOCAL	36	3,194	639	13,414	84	96	60	**88**	Mod	Excellent	7	9			**87**
2196	1310	70	CR 203	Waterfall Lane	DS@2640FT	MINOR LOCAL	36	2,640	528	11,088	84	96	60	**88**	Mod	Excellent	8	8			**88**
2197	1310	80	CR 203	DS@2640FT	DS@5280FT	MINOR LOCAL	36	2,640	528	11,088	84	97	60	**88**	Mod	Excellent	7	9			**87**
1758	1310	90	CR 203	DS@5280FT	DS@7920FT	MINOR LOCAL	36	2,640	528	11,088	82	99	60	**88**	Mod	Excellent	8	10			**87**
2198	1310	100	CR 203	DS@7920FT	Red Ridge Road	MINOR LOCAL	36	1,509	302	6,340	82	98	60	**87**	Mod	Excellent	8	10			**87**
2023	1310	110	CR 203	Red Ridge Road	CR 252	MINOR LOCAL	36	2,361	472	9,915	81	100	60	**87**	Mod	Excellent	9	10			**87**
1770	1320	10	CR 203	CR 252	Gleneagles Drive	MINOR LOCAL	36	2,405	481	10,103	88	98	60	**91**	Mod	Excellent	3	9			**90**
1769	1320	20	CR 203	Gleneagles Drive	Valley Court	MINOR LOCAL	36	688	138	2,890	82	100	60	**88**	Mod	Excellent	3	15			**87**
1768	1320	30	CR 203	Valley Court	Estancia Loop	MINOR LOCAL	36	764	153	3,210	81	100	60	**87**	Mod	Excellent	5	14			**87**
1767	1320	40	CR 203	Estancia Loop	Tripp Creek Road	MINOR LOCAL	36	2,167	433	9,102	81	98	60	**87**	Mod	Excellent	8	11			**86**
1766	1320	50	CR 203	Tripp Creek Road	Mulberry Way	MINOR LOCAL	36	114	23	477	86	100	60	**91**	Mod	Excellent	8	6			**90**
1765	1320	60	CR 203	Mulberry Way	Hermosa Circle	MINOR LOCAL	36	705	141	2,960	77	95	60	**83**	Mod	V Good	9	14			**82**
1764	1320	70	CR 203	Hermosa Circle	Orchard Lane	MINOR LOCAL	36	597	119	2,506	81	100	60	**87**	Mod	Excellent	6	13			**86**
1763	1320	80	CR 203	Orchard Lane	Bruce Lane	MINOR LOCAL	36	702	140	2,947	76	100	60	**84**	Mod	V Good	14	10			**83**
1762	1320	90	CR 203	Bruce Lane	Willowood Lane	MINOR LOCAL	36	609	122	2,557	87	100	60	**92**	Mod	Excellent	8	5			**91**
1761	1320	100	CR 203	Willowood Lane	Mead Lane	MINOR LOCAL	36	217	43	911	84	98	60	**89**	Mod	Excellent	8	8			**88**
1760	1320	110	CR 203	Mead Lane	CR 202	MINOR LOCAL	36	1,215	243	5,103	87	94	60	**90**	Mod	Excellent	3	10			**89**
1759	1320	120	CR 203	CR 202	CR 201	MINOR LOCAL	36	544	109	2,285	79	97	60	**85**	Mod	Excellent	14	7			**85**
2022	1320	130	CR 203	CR 201	Hwy 550	MINOR LOCAL	36	273	55	1,149	83	55	60	**74**	Mod	V Good	8	9			**73**
2208	1340	10	CR 204	Jacobs Cliff	DS@2640FT	LOCAL	32	2,640	469	9,856	39	61	60	**46**	Mod	Marginal	45	16			**45**
2209	1340	20	CR 204	DS@2640FT	DS@5280FT	LOCAL	32	2,640	469	9,856	44	60	60	**49**	Mod	Marginal	41	15			**48**
1730	1340	30	CR 204	DS@5280FT	DS@7920FT	LOCAL	32	2,640	469	9,856	46	63	60	**51**	Mod	Fair	39	15			**50**
2210	1340	40	CR 204	DS@7920FT	Twelve Point Buck Trail	LOCAL	32	509	91	1,901	68	63	60	**66**	Mod	Good	18	14			**65**
1476	1340	50	CR 204	Twelve Point Buck Trail	CR 205	LOCAL	32	1,993	354	7,442	50	59	60	**53**	Mod	Fair	34	16			**52**
1458	1350	10	CR 204	CR 205	Mountain Memories Lane	LOCAL	32	1,919	341	7,164	84	80	60	**83**	Mod	V Good	9	7			**82**
1752	1350	20	CR 204	Mountain Memories Lane	FS 171 Junction Creek Rd)	LOCAL	32	1,093	194	4,079	84	84	60	**84**	Mod	V Good	10	6			**84**

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1729	1370	10	CR 205	CR 204	Turtle Lake Meadows Drive	MINOR LOCAL	36	547	109	2,297	62	66	60	**64**	Mod	Good	25	13			**63**
1728	1370	20	CR 205	Turtle Lake Meadows Drive	Chapman Lane	MINOR LOCAL	36	4,770	954	20,034	82	82	60	**82**	Mod	V Good	11	7			**81**
1727	1370	30	CR 205	Chapman Lane	Misty Lane	MINOR LOCAL	36	2,430	486	10,207	86	86	60	**86**	Mod	Excellent	10	4			**85**
1726	1370	40	CR 205	Misty Lane	Lee Street	MINOR LOCAL	36	631	126	2,649	86	93	60	**88**	Mod	Excellent	7	7			**87**
1725	1370	50	CR 205	Lee Street	Magpie Trail	MINOR LOCAL	36	619	124	2,600	93	89	60	**92**	Mod	Excellent	1	6			**91**
1724	1370	60	CR 205	Magpie Trail	White Cliff Drive	MINOR LOCAL	36	661	132	2,777	75	92	60	**81**	Mod	V Good	16	9			**80**
1723	1370	70	CR 205	White Cliff Drive	Falls Creek Circle	MINOR LOCAL	36	603	121	2,534	92	85	60	**90**	Mod	Excellent	1	7			**89**
1722	1370	80	CR 205	Falls Creek Circle	Falls Creek Circle	MINOR LOCAL	36	916	183	3,848	87	92	60	**89**	Mod	Excellent	8	5			**88**
2143	1370	90	CR 205	Falls Creek Circle	DS@2640FT	MINOR LOCAL	36	2,640	528	11,088	87	97	60	**90**	Mod	Excellent	7	6			**89**
2144	1370	100	CR 205	DS@2640FT	DS@5280FT	MINOR LOCAL	36	2,640	528	11,088	84	95	60	**88**	Mod	Excellent	8	8			**87**
2145	1370	110	CR 205	DS@5280FT	DS@7920FT	MINOR LOCAL	36	2,640	528	11,088	84	100	60	**89**	Mod	Excellent	8	8			**89**
1982	1370	120	CR 205	DS@7920FT	DS@1056FT	MINOR LOCAL	36	2,640	528	11,088	83	100	60	**89**	Mod	Excellent	8	9			**88**
2146	1370	130	CR 205	DS@1056FT	Fall Creek Main	MINOR LOCAL	36	878	176	3,689	85	91	60	**87**	Mod	Excellent	8	7			**86**
2187	1390	10	CR 207	Hwy 160	DS@2640FT	LOCAL	32	2,640	469	9,856	47	61	60	**52**	Mod	Fair	27	26			**51**
1736	1390	20	CR 207	DS@2640FT	DS@5280FT	LOCAL	32	2,640	469	9,856	52	67	60	**57**	Mod	Fair	24	24			**56**
2188	1390	30	CR 207	DS@5280FT	CR 208	LOCAL	32	576	102	2,152	45	56	60	**49**	Mod	Marginal	35	20			**47**
2237	1390	40	CR 207	CR 208	DS@2640FT	LOCAL	32	2,640	469	9,856	52	76	60	**60**	Mod	Fair	21	27			**59**
1102	1390	50	CR 207	DS@2640FT	DS@5280FT	LOCAL	32	2,640	469	9,856	52	70	60	**58**	Mod	Fair	25	23			**57**
2238	1390	60	CR 207	DS@5280FT	DS@6970FT	LOCAL	32	1,690	300	6,309	36	62	60	**44**	Mod	Marginal	31	33			**43**
2106	1410	10	CR 210	CR 141	DS@2640FT	MAJOR LOCAL	42	2,640	616	12,936	91	100	60	**94**	Mod	Excellent	8	1			**93**
2107	1410	20	CR 210	DS@2640FT	DS@5280FT	MAJOR LOCAL	42	2,640	616	12,936	99	100	60	**99**	Mod	Excellent	-1	2			**98**
2108	1410	30	CR 210	DS@5280FT	DS@7920FT	MAJOR LOCAL	42	2,640	616	12,936	95	100	60	**97**	Mod	Excellent	3	2			**96**
2109	1410	40	CR 210	DS@7920FT	DS@1056FT	MAJOR LOCAL	42	2,640	616	12,936	100	100	60	**100**	Mod	Excellent	0	0			**99**
2110	1410	50	CR 210	DS@1056FT	DS@1320FT	MAJOR LOCAL	42	2,640	616	12,936	99	100	60	**99**	Mod	Excellent	0	1			**98**
2111	1410	60	CR 210	DS@1320FT	DS@1584FT	MAJOR LOCAL	42	2,640	616	12,936	98	100	60	**99**	Mod	Excellent	0	2			**98**
1795	1410	70	CR 210	DS@1584FT	DS@1848FT	MAJOR LOCAL	42	2,640	616	12,936	99	100	60	**99**	Mod	Excellent	-1	2			**98**
2112	1410	80	CR 210	DS@1848FT	CR 212	MAJOR LOCAL	42	1,017	237	4,986	96	100	60	**97**	Mod	Excellent	1	3			**96**
2014	1410	90	CR 210	CR 212	Lake Nighthorse Rd	MAJOR LOCAL	42	70	16	341	74	79	60	**76**	Mod	V Good	15	11			**75**
2205	1410	100	CR 210	Lake Nighthorse Rd	DS@2640FT	MAJOR LOCAL	42	2,640	616	12,936	46	83	60	**58**	Mod	Fair	31	23			**57**
2206	1410	110	CR 210	DS@2640FT	DS@5280FT	MAJOR LOCAL	42	2,640	616	12,936	40	75	60	**51**	Mod	Fair	41	19			**50**
1883	1410	120	CR 210	DS@5280FT	DS@7920FT	MAJOR LOCAL	42	2,640	616	12,936	35	85	30	**51**	Weak	Fair	48	17			**50**
2207	1410	130	CR 210	DS@7920FT	Smelter Place	MAJOR LOCAL	42	608	142	2,979	65	97	60	**76**	Mod	V Good	19	16			**75**
1981	1410	140	CR 210	Smelter Place	Frontage Road	MAJOR LOCAL	42	515	120	2,522	36	64	60	**46**	Mod	Marginal	46	18			**44**
2245	1430	10	CR 213	Hwy 550	DS@2640FT	MINOR LOCAL	36	2,640	528	11,088	80	91	60	**84**	Mod	V Good	7	13			**83**
1745	1430	20	CR 213	DS@2640FT	DS@5280FT	MINOR LOCAL	36	2,640	528	11,088	82	100	60	**88**	Mod	Excellent	6	12			**87**
2246	1430	30	CR 213	DS@5280FT	El Co Court	MINOR LOCAL	36	1,330	266	5,586	87	100	60	**92**	Mod	Excellent	0	13			**91**
1744	1430	40	CR 213	El Co Court	Private Oil & Gas Access	MINOR LOCAL	36	1,850	370	7,772	71	99	60	**81**	Mod	V Good	17	12			**80**
1743	1430	50	CR 213	Private Oil & Gas Access	Animas River Road	MINOR LOCAL	36	3,643	729	15,301	83	99	60	**88**	Mod	Excellent	7	10			**88**
2251	1430	60	CR 213	Animas River Road	DS@2640FT	MINOR LOCAL	36	2,640	528	11,088	79	100	60	**86**	Mod	Excellent	8	13			**85**
1742	1430	70	CR 213	DS@2640FT	DS@5280FT	MINOR LOCAL	36	2,640	528	11,088	79	93	60	**84**	Mod	V Good	7	14			**83**
2252	1430	80	CR 213	DS@5280FT	SU111	MINOR LOCAL	36	1,192	238	5,007	80	87	60	**82**	Mod	V Good	6	14			**82**
2231	1430	90	CR 213	SU111	DS@2640FT	MINOR LOCAL	36	2,640	528	11,088	83	86	60	**84**	Mod	V Good	6	11			**83**
1741	1430	100	CR 213	DS@2640FT	DS@5280FT	MINOR LOCAL	36	2,640	528	11,088	83	100	60	**89**	Mod	Excellent	6	11			**88**

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Street Inventory and Condition Summary - Sorted by Street Name

IMS Easy Street Analysis

GISID	Street Number	Block Number	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary: Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
2232	1430	110	CR 213	DS@5280FT	Yeager Drive	MINOR LOCAL	36	2,045	409	8,590	88	100	60	**92**	Mod	Excellent	1	11			**91**
1740	1430	120	CR 213	Yeager Drive	La Posta Canyon Road	MINOR LOCAL	36	919	184	3,862	83	89	60	**85**	Mod	V Good	3	14			**84**
1739	1430	130	CR 213	La Posta Canyon Road	Willimax Lane	MINOR LOCAL	36	4,411	882	18,526	82	83	60	**83**	Mod	V Good	8	10			**82**
1738	1430	140	CR 213	Willimax Lane	Private Oil & Gas Access	MINOR LOCAL	36	4,419	884	18,559	83	90	60	**85**	Mod	Excellent	5	12			**85**
2253	1430	150	CR 213	Private Oil & Gas Access	DS@2640FT	MINOR LOCAL	36	2,640	528	11,088	76	86	60	**79**	Mod	V Good	12	12			**79**
2028	1430	160	CR 213	DS@2640FT	DS@5280FT	MINOR LOCAL	36	2,640	528	11,088	72	86	60	**77**	Mod	V Good	16	12			**76**
2254	1430	170	CR 213	DS@5280FT	CR 214	MINOR LOCAL	36	1,180	236	4,956	81	89	60	**84**	Mod	V Good	4	15			**83**
1813	1440	10	CR 213	CR 214	Private Oil & Gas Access	ARTERIAL	58	297	96	2,013	77	65	60	**73**	Mod	V Good	10	13			**72**
1812	1440	20	CR 213	Private Oil & Gas Access	Private Oil & Gas Access	ARTERIAL	58	252	81	1,702	84	98	60	**89**	Mod	Excellent	10	6			**88**
2202	1440	30	CR 213	Private Oil & Gas Access	DS@2640FT	ARTERIAL	58	2,640	851	17,864	86	100	60	**90**	Mod	Excellent	7	7			**89**
2203	1440	40	CR 213	DS@2640FT	DS@5280FT	ARTERIAL	58	2,640	851	17,864	87	100	60	**91**	Mod	Excellent	9	4			**90**
1811	1440	50	CR 213	DS@5280FT	DS@7920FT	ARTERIAL	58	2,640	851	17,864	91	100	60	**94**	Mod	Excellent	3	6			**93**
2204	1440	60	CR 213	DS@7920FT	Private Oil & Gas Access	ARTERIAL	58	894	288	6,050	85	100	60	**90**	Mod	Excellent	7	8			**89**
2183	1450	10	CR 213	Private Oil & Gas Access	DS@2640FT	COLLECTOR	48	2,640	704	14,784	81	92	60	**85**	Mod	V Good	11	8			**84**
1816	1450	20	CR 213	DS@2640FT	DS@5280FT	COLLECTOR	48	2,640	704	14,784	77	92	60	**82**	Mod	V Good	15	8			**81**
2184	1450	30	CR 213	DS@5280FT	Terrace Place	COLLECTOR	48	453	121	2,535	79	88	60	**82**	Mod	V Good	13	8			**81**
1815	1450	40	CR 213	Terrace Place	Wheeler Road	COLLECTOR	48	217	58	1,215	88	81	60	**86**	Mod	Excellent	4	8			**85**
1814	1450	50	CR 213	Wheeler Road	Jack Rabbit Trail	COLLECTOR	48	4,882	1,302	27,338	67	84	30	**73**	Weak	V Good	24	9			**72**
1999	1450	60	CR 213	Jack Rabbit Trail	Air Park Drive	COLLECTOR	48	3,541	944	19,832	68	82	30	**73**	Weak	V Good	23	9			**72**
2027	1450	70	CR 213	Air Park Drive	Moose Lane	COLLECTOR	48	1,158	309	6,484	78	98	60	**84**	Mod	V Good	19	3			**84**
2038	1450	80	CR 213	Moose Lane	River Road	COLLECTOR	48	2,246	599	12,580	64	85	30	**71**	Weak	V Good	28	8			**70**
2227	1450	90	CR 213	River Road	DS@2640FT	COLLECTOR	48	2,640	704	14,784	36	77	60	**50**	Mod	Marginal	41	23			**48**
1711	1450	100	CR 213	DS@2640FT	DS@5280FT	COLLECTOR	48	2,640	704	14,784	50	82	60	**60**	Mod	Good	29	21			**59**
2228	1450	110	CR 213	DS@5280FT	Mercury Village Drive	COLLECTOR	48	2,065	551	11,564	45	64	60	**51**	Mod	Fair	38	17			**50**
2041	1450	120	CR 213	Mercury Village Drive	Turner Drive	COLLECTOR	48	1,144	305	6,407	73	68	60	**71**	Mod	V Good	8	19			**70**
1780	1470	10	CR 214	CR 215	Rainbow Road	LOCAL	32	72	13	270	91	68	60	**83**	Mod	V Good	0	9			**83**
1779	1470	20	CR 214	Rainbow Road	Trout Springs Trail	LOCAL	32	903	161	3,372	90	95	60	**92**	Mod	Excellent	6	4			**91**
1778	1470	30	CR 214	Trout Springs Trail	Private Oil & Gas Access	LOCAL	32	2,314	411	8,640	63	81	30	**69**	Weak	Good	35	2			**68**
1777	1470	40	CR 214	Private Oil & Gas Access	Kit Fox Lane	LOCAL	32	976	174	3,644	70	88	30	**76**	Weak	V Good	23	7			**75**
2017	1470	50	CR 214	Kit Fox Lane	Hwy 550	LOCAL	32	2,745	488	10,248	72	83	30	**75**	Weak	V Good	24	4			**75**
2181	1480	10	CR 214	Hwy 550	DS@2640FT	LOCAL	32	2,640	469	9,856	69	55	60	**65**	Mod	Good	20	11			**64**
1111	1500	10	CR 215	DS@2870FT	CR 216	LOCAL	32	105	19	393	85	36	80	**69**	Strng	Good	0	15			**68**
1456	1500	20	CR 215	CR 216	N Hylander Road	LOCAL	32	79	14	294	38	46	80	**41**	Strng	Marginal	32	30			**40**
1455	1500	30	CR 215	N Hylander Road	Private Oil & Gas Access	LOCAL	32	624	111	2,328	27	65	60	**40**	Mod	Poor	45	28			**39**
1454	1500	40	CR 215	Private Oil & Gas Access	Old Homestead Mobile Home Prk	LOCAL	32	2,156	383	8,048	15	58	60	**29**	Mod	Poor	57	28			**28**
1453	1500	50	CR 215	Old Homestead Mobile Home Prk	Hwy 550	LOCAL	32	236	42	882	48	52	80	**49**	Strng	Marginal	17	35			**48**
1110	1520	10	CR 216	DS@302FT	Private Oil & Gas Access	MINOR LOCAL	36	3,417	683	14,350	57	76	30	**64**	Weak	Good	33	10	88	7/4/22	**87**
1457	1520	20	CR 216	Private Oil & Gas Access	CR 215	MINOR LOCAL	36	1,358	272	5,704	80	73	60	**78**	Mod	V Good	11	9	88	7/4/22	**87**
1915	1540	20	CR 220	DS@555FT	Dreamy Draw	LOCAL	32	3,935	700	14,690	27	82	30	**45**	Weak	Marginal	52	21			**44**
1953	1550	10	CR 220	Hwy 550	CR 220	LOCAL	32	475	85	1,775	86	64	60	**79**	Mod	V Good	10	4			**78**
1951	1560	10	CR 220	Dreamy Draw	CR 301	LOCAL	32	2,332	415	8,706	22	71	60	**38**	Mod	Poor	56	22			**37**
1720	1560	30	CR 220	Private Oil & Gas Access	Murray Drive	LOCAL	32	2,783	495	10,389	14	66	30	**31**	Weak	Poor	65	21			**30**
1719	1560	40	CR 220	Murray Drive	Whitney Way	LOCAL	32	542	96	2,025	42	74	60	**53**	Mod	Fair	38	20			**51**

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Street Inventory and Condition Summary - Sorted by Street Name

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1718	1560	50	CR 220	Whitney Way	Meadowlark Lane	LOCAL	32	865	154	3,231	49	86	60	**61**	Mod	Good	31	20			**60**
1717	1560	60	CR 220	Meadowlark Lane	Linda Lane	LOCAL	32	607	108	2,267	56	94	60	**68**	Mod	Good	24	20			**67**
1716	1560	70	CR 220	Linda Lane	Knolls Circle	LOCAL	32	2,290	407	8,548	52	90	60	**65**	Mod	Good	24	24			**64**
2037	1560	80	CR 220	Knolls Circle	Hwy 172	LOCAL	32	365	65	1,363	36	43	80	**38**	Strng	Poor	33	31			**38**
1731	1570	10	CR 221	Hwy 172	Horizon Drive	LOCAL	32	1,147	204	4,281	46	72	60	**55**	Mod	Fair	27	27			**54**
2036	1570	20	CR 221	Horizon Drive	CR 221	LOCAL	32	164	29	610	51	75	60	**59**	Mod	Fair	23	26			**58**
1265	1590	10	CR 222	DS@1250FT	Wrangler Way	LOCAL	32	1,628	289	6,077	52	83	30	**62**	Weak	Good	35	13			**62**
1273	1590	20	CR 222	Wrangler Way	DS@127FT	LOCAL	32	127	23	473	72	60	60	**68**	Mod	Good	12	16			**67**
1192	1610	10	CR 222	CR 222	Ranchos Florida Drive	MINOR LOCAL	36	69	14	288	37	57	60	**43**	Mod	Marginal	36	27			**42**
1353	1610	20	CR 222	Ranchos Florida Drive	CR 510	MINOR LOCAL	36	2,875	575	12,075	28	67	60	**41**	Mod	Marginal	52	20			**40**
1137	1620	10	CR 222	CR 510	Apple Wood Loop	MINOR LOCAL	36	513	103	2,154	16	63	60	**31**	Mod	Poor	56	28			**30**
1404	1620	20	CR 222	Apple Wood Loop	Prarie Lane	MINOR LOCAL	36	3,250	650	13,650	21	61	60	**34**	Mod	Poor	51	28			**33**
1794	1630	10	CR 222	EOP	Prarie Lane	MINOR LOCAL	36	221	44	926	51	60	60	**54**	Mod	Fair	25	24			**53**
2031	1640	10	CR 223	EOP	CR 230	MINOR LOCAL	36	2,117	423	8,891	82	72	60	**79**	Mod	V Good	9	9			**78**
1193	1640	20	CR 223	CR 230	DS@1011FT	MINOR LOCAL	36	1,011	202	4,245	67	71	60	**69**	Mod	Good	26	7			**68**
1398	1640	30	CR 223	DS@1011FT	CR 225/228	MINOR LOCAL	36	1,351	270	5,673	70	62	60	**67**	Mod	Good	21	9			**66**
1194	1640	40	CR 223	CR 225/228	CR 225A	MINOR LOCAL	36	1,024	205	4,300	73	81	60	**76**	Mod	V Good	12	15			**75**
1997	1650	10	CR 223	CR 225A	Private Oil & Gas Access	MINOR LOCAL	36	519	104	2,182	65	78	60	**69**	Mod	Good	21	14			**69**
1026	1650	20	CR 223	Private Oil & Gas Access	Hollow Ridge Road	MINOR LOCAL	36	554	111	2,328	47	80	30	**58**	Weak	Fair	44	9			**57**
1616	1650	30	CR 223	Hollow Ridge Road	Hollow Ridge Road	MINOR LOCAL	36	125	25	524	64	85	30	**71**	Weak	V Good	28	8			**70**
1615	1650	40	CR 223	Hollow Ridge Road	Private Oil & Gas Access	MINOR LOCAL	36	402	80	1,688	68	92	30	**76**	Weak	V Good	23	9			**75**
1614	1650	50	CR 223	Private Oil & Gas Access	Hollow Ridge Road	MINOR LOCAL	36	1,881	376	7,901	32	84	30	**49**	Weak	Marginal	61	7			**48**
1613	1650	60	CR 223	Hollow Ridge Road	D Bar K Drive	MINOR LOCAL	36	750	150	3,149	37	84	30	**52**	Weak	Fair	50	13			**51**
1612	1650	70	CR 223	D Bar K Drive	Shadow Drive	MINOR LOCAL	36	1,483	297	6,228	75	95	60	**82**	Mod	V Good	18	7			**81**
1611	1650	80	CR 223	Shadow Drive	Private Oil & Gas Access	MINOR LOCAL	36	3,105	621	13,042	76	88	60	**80**	Mod	V Good	14	10			**79**
1610	1650	90	CR 223	Private Oil & Gas Access	Red Rooster Road	MINOR LOCAL	36	3,485	697	14,639	60	89	30	**70**	Weak	Good	28	12			**69**
1609	1650	100	CR 223	Red Rooster Road	Duffey Drive	MINOR LOCAL	36	433	87	1,818	72	94	30	**79**	Weak	V Good	19	9			**78**
1621	1650	110	CR 223	Duffey Drive	Vision Way	MINOR LOCAL	36	3,905	781	16,402	69	91	30	**76**	Weak	V Good	22	9			**76**
1622	1650	120	CR 223	Vision Way	Private Oil & Gas Access	MINOR LOCAL	36	1,138	228	4,778	85	100	60	**90**	Mod	Excellent	8	7			**89**
1623	1650	130	CR 223	Private Oil & Gas Access	South Ridge Circle	MINOR LOCAL	36	1,886	377	7,920	80	86	60	**82**	Mod	V Good	14	6			**82**
1608	1650	140	CR 223	South Ridge Circle	JJ Road	MINOR LOCAL	36	764	153	3,207	78	75	60	**77**	Mod	V Good	13	9			**76**
1607	1650	150	CR 223	JJ Road	South Ridge Circle	MINOR LOCAL	36	1,348	270	5,661	67	85	30	**73**	Weak	V Good	28	5			**72**
1624	1650	160	CR 223	Dry Creek Road	South Ridge Circle	MINOR LOCAL	36	87	17	366	77	83	60	**79**	Mod	V Good	5	18			**78**
1625	1650	170	CR 223	Dry Creek Road	Holman Canyon Road	MINOR LOCAL	36	2,553	511	10,721	88	99	60	**91**	Mod	Excellent	5	7			**91**
1626	1650	180	CR 223	Holman Canyon Road	Hwy 160	MINOR LOCAL	36	1,731	346	7,272	54	74	30	**61**	Weak	Good	41	5			**60**
1224	1660	10	CR 225/228	CR 223	CR 226-Rustic Rd	MINOR LOCAL	36	4,134	827	17,364	70	85	60	**75**	Mod	V Good	19	11			**74**
1323	1660	20	CR 225/228	CR 226-Rustic Rd	E Pioneer Drive	MINOR LOCAL	36	3,638	728	15,281	56	80	60	**64**	Mod	Good	28	16			**63**
1322	1660	30	CR 225/228	E Pioneer Drive	CR 228	MINOR LOCAL	36	3,239	648	13,603	49	74	60	**57**	Mod	Fair	34	17			**56**
1226	1670	10	CR 225/228	CR 228	Alpine Drive	MINOR LOCAL	36	677	135	2,845	70	72	60	**70**	Mod	V Good	8	22			**70**
1225	1680	10	CR 225/228	CR 228	Alpine Drive	MINOR LOCAL	36	94	19	396	52	51	60	**52**	Mod	Fair	27	21			**51**
1798	1700	10	CR 225A	CR 510	Private Oil & Gas Access	ARTERIAL	58	2,043	658	13,824	63	80	60	**69**	Mod	Good	19	18			**68**
1797	1700	20	CR 225A	Private Oil & Gas Access	Hwy 160	ARTERIAL	58	412	133	2,788	76	61	60	**71**	Mod	V Good	7	17			**70**
1796	1710	10	CR 225A	Hwy 160	Frontage	ARTERIAL	58	336	108	2,276	62	57	60	**61**	Mod	Good	18	20			**59**

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2012	1710	20	CR 225A	Frontage	CR 223	ARTERIAL	58	1,477	476	9,992	65	83	60	**71**	Mod	V Good	17	18			**70**
1147	1740	10	CR 228	DS@5447FT	CR 225/228	MINOR LOCAL	36	2,274	455	9,551	68	70	60	**68**	Mod	Good	13	19			**67**
1094	1750	10	CR 228	CR 225/228	Meadow View Road	MINOR LOCAL	36	1,595	319	6,700	66	81	60	**71**	Mod	V Good	18	16			**70**
1478	1750	20	CR 228	Meadow View Road	Waters Way	MINOR LOCAL	36	2,797	559	11,747	59	81	60	**66**	Mod	Good	26	15			**65**
1477	1750	30	CR 228	Waters Way	CR 224	MINOR LOCAL	36	4,937	987	20,736	72	81	60	**75**	Mod	V Good	12	16			**74**
1751	1770	10	CR 233	Three Springs Blvd	Oso Grande	LOCAL	32	136	24	506	61	47	60	**57**	Mod	Fair	23	16			**56**
1750	1770	20	CR 233	Oso Grande	Bocea Drive	LOCAL	32	1,510	268	5,636	38	67	60	**48**	Mod	Marginal	46	16			**46**
1749	1770	30	CR 233	Bocea Drive	Mariposa Drive	LOCAL	32	2,677	476	9,995	16	52	60	**28**	Mod	Poor	63	21			**27**
1105	1780	10	CR 233	Hwy 160	Mariposa Drive	LOCAL	32	490	87	1,829	49	61	60	**53**	Mod	Fair	25	26			**52**
1148	1800	10	CR 234	Hwy 160	CR 234a	MAJOR LOCAL	42	874	204	4,281	65	71	60	**67**	Mod	Good	17	18	88	7/4/22	**87**
1149	1800	20	CR 234	CR 234a	CR 228	MAJOR LOCAL	42	4,419	1,031	21,654	60	86	30	**69**	Weak	Good	30	10	88	7/4/22	**87**
1150	1810	10	CR 234	CR 228	CR 235	ARTERIAL	58	2,616	843	17,703	46	93	30	**62**	Weak	Good	45	9	88	7/4/22	**87**
1113	1810	20	CR 234	CR 235	CR 236	ARTERIAL	58	2,626	846	17,770	52	83	30	**62**	Weak	Good	37	11	88	7/4/22	**87**
1452	1810	30	CR 234	CR 236	Squaw Apple Road	ARTERIAL	58	3,302	1,064	22,346	48	88	30	**61**	Weak	Good	42	10	88	7/4/22	**87**
1397	1810	50	CR 234	Squaw Apple Road	Turkey Trot Lane	ARTERIAL	58	1,276	411	8,634	52	69	30	**57**	Weak	Fair	38	10	88	7/4/22	**87**
1096	1820	10	CR 234	Turkey Trot Lane	CR 225	COLLECTOR	48	3,448	919	19,309	54	84	30	**64**	Weak	Good	32	14	88	7/4/22	**87**
1152	1830	10	CR 234	CR 225	CR 237	LOCAL	32	4,477	796	16,713	86	96	60	**90**	Mod	Excellent	8	6			**89**
2166	1840	10	CR 234	CR 237	DS@2640FT	MAJOR LOCAL	42	2,640	616	12,936	86	96	60	**89**	Mod	Excellent	7	7			**89**
2167	1840	20	CR 234	DS@2640FT	DS@5280FT	MAJOR LOCAL	42	2,640	616	12,936	83	99	60	**89**	Mod	Excellent	9	8			**88**
1116	1840	30	CR 234	DS@5280FT	DS@7920FT	MAJOR LOCAL	42	2,640	616	12,936	85	100	60	**90**	Mod	Excellent	8	7			**89**
2168	1840	40	CR 234	DS@7920FT	CR 240	MAJOR LOCAL	42	2,451	572	12,011	86	97	60	**90**	Mod	Excellent	8	6			**89**
1877	1860	10	CR 240	Florida Road	Ball Lane	COLLECTOR	48	1,482	395	8,297	48	97	30	**64**	Weak	Good	42	10			**63**
1876	1860	20	CR 240	Ball Lane	Sunridge Lane	COLLECTOR	48	399	106	2,233	48	96	30	**64**	Weak	Good	41	11			**63**
1875	1860	30	CR 240	Sunridge Lane	Rosetta Circle	COLLECTOR	48	62	17	347	55	95	30	**68**	Weak	Good	31	14			**67**
1874	1860	40	CR 240	Rosetta Circle	Brookstone Court	COLLECTOR	48	259	69	1,451	52	96	30	**67**	Weak	Good	38	10			**65**
1873	1860	50	CR 240	Brookstone Court	Sandstone Drive	COLLECTOR	48	564	151	3,161	51	83	30	**62**	Weak	Good	37	12			**60**
1872	1860	60	CR 240	Sandstone Drive	Garret	COLLECTOR	48	83	22	465	64	71	60	**66**	Mod	Good	14	22			**65**
1871	1860	70	CR 240	Garret	Timberline Drive	COLLECTOR	48	294	78	1,647	67	81	60	**72**	Mod	V Good	18	15			**71**
1870	1860	80	CR 240	Timberline Drive	Elkridge Lane	COLLECTOR	48	114	30	636	61	79	60	**67**	Mod	Good	25	14			**66**
1869	1860	90	CR 240	Elkridge Lane	Whippoorwill Drive	COLLECTOR	48	388	103	2,172	61	87	30	**70**	Weak	Good	27	12			**69**
1868	1860	100	CR 240	Whippoorwill Drive	Wildwood Lane	COLLECTOR	48	2,104	561	11,780	57	92	30	**69**	Weak	Good	32	11			**67**
1987	1860	110	CR 240	Wildwood Lane	Chelsey Lane	COLLECTOR	48	1,046	279	5,857	54	92	30	**66**	Weak	Good	35	11			**65**
1710	1860	120	CR 240	Chelsey Lane	Ute Pass West	COLLECTOR	48	1,650	440	9,241	55	93	30	**68**	Weak	Good	32	13			**67**
1709	1860	130	CR 240	Ute Pass West	Ute Pass Road	COLLECTOR	48	859	229	4,810	54	95	30	**67**	Weak	Good	34	12			**66**
1708	1860	140	CR 240	Ute Pass Road	Durango Cliffs Drive	COLLECTOR	48	263	70	1,472	66	100	30	**77**	Weak	V Good	25	9			**77**
1707	1860	150	CR 240	Durango Cliffs Drive	Baby Bear Road	COLLECTOR	48	269	72	1,505	63	100	30	**75**	Weak	V Good	24	13			**74**
1706	1860	160	CR 240	Baby Bear Road	Whistling Horse Trail	COLLECTOR	48	2,011	536	11,261	57	100	30	**71**	Weak	V Good	31	12			**70**
1705	1860	170	CR 240	Whistling Horse Trail	Copper Belle South	COLLECTOR	48	3,446	919	19,299	51	93	30	**65**	Weak	Good	42	7			**64**
1704	1860	180	CR 240	Copper Belle South	Highlands Boulevard	COLLECTOR	48	1,254	334	7,024	51	89	30	**63**	Weak	Good	38	11			**62**
1703	1860	190	CR 240	Highlands Boulevard	Silver Queen South	COLLECTOR	48	1,452	387	8,130	58	100	30	**72**	Weak	V Good	34	8			**71**
1702	1860	200	CR 240	Silver Queen South	DS@1165FT	COLLECTOR	48	1,165	311	6,523	74	99	60	**83**	Mod	V Good	22	4			**82**
1701	1860	210	CR 240	DS@1165FT	Edgemont Meadows Road	COLLECTOR	48	31	8	174	86	95	60	**89**	Mod	Excellent	0	14			**88**
1700	1860	220	CR 240	Edgemont Meadows Road	CR 234	COLLECTOR	48	2,114	564	11,838	59	90	30	**69**	Weak	Good	31	10			**68**

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IMS Easy Street Analysis

GISID	Street Number	Block Number	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary: Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
2043	1870	10	CR 240	CR 234	CR 249	COLLECTOR	48	475	127	2,659	63	80	30	**69**	Weak	Good	27	10			**68**
1940	1880	10	CR 240	CR 249	Lupine Circle	LOCAL	32	771	137	2,879	76	88	60	**80**	Mod	V Good	15	9			**79**
1939	1880	20	CR 240	Lupine Circle	CR 249	LOCAL	32	255	45	952	64	89	60	**72**	Mod	V Good	16	20			**72**
1136	1880	30	CR 240	CR 249	CR 248	LOCAL	32	2,522	448	9,414	40	73	60	**51**	Mod	Fair	40	20			**50**
1405	1880	40	CR 240	CR 248	Taylor Ranch Road	LOCAL	32	510	91	1,905	54	72	60	**60**	Mod	Fair	20	26			**59**
2249	1880	50	CR 240	Taylor Ranch Road	DS@2640FT	LOCAL	32	2,640	469	9,856	40	66	60	**49**	Mod	Marginal	39	21			**47**
1248	1880	60	CR 240	DS@2640FT	DS@5280FT	LOCAL	32	2,640	469	9,856	62	83	60	**69**	Mod	Good	24	14			**68**
2250	1880	70	CR 240	DS@5280FT	CR 240a	LOCAL	32	1,237	220	4,620	44	78	60	**55**	Mod	Fair	39	17			**54**
1299	1880	80	CR 240	CR 240a	CR 247	LOCAL	32	3,239	576	12,090	48	89	60	**62**	Mod	Good	33	19			**61**
1196	1880	90	CR 240	CR 247	CR 246	LOCAL	32	2,412	429	9,004	46	92	30	**61**	Weak	Good	35	19			**60**
2159	1880	100	CR 240	CR 246	DS@2640FT	LOCAL	32	2,640	469	9,856	27	79	60	**44**	Mod	Marginal	51	22	100	7/4/22	**99**
2160	1880	110	CR 240	DS@2640FT	DS@5280FT	LOCAL	32	2,640	469	9,856	52	88	60	**64**	Mod	Good	29	19	100	7/4/22	**99**
2161	1880	120	CR 240	DS@5280FT	DS@7920FT	LOCAL	32	2,640	469	9,856	69	91	30	**76**	Weak	V Good	21	10			**76**
1195	1880	130	CR 240	DS@7920FT	DS@1056FT	LOCAL	32	2,640	469	9,856	93	100	60	**95**	Mod	Excellent	3	4			**94**
2162	1880	140	CR 240	DS@1056FT	CR 245	LOCAL	32	110	20	411	94	100	60	**96**	Mod	Excellent	0	6			**95**
1135	1880	150	CR 240	CR 245	High Trails Drive	LOCAL	32	2,678	476	9,996	80	88	60	**83**	Mod	V Good	7	13			**82**
1410	1880	160	CR 240	High Trails Drive	El Gato Place	LOCAL	32	1,567	279	5,849	80	89	60	**83**	Mod	V Good	14	7			**82**
1409	1880	170	CR 240	El Gato Place	W Los Ranchitos Drive	LOCAL	32	1,938	345	7,236	82	87	60	**84**	Mod	V Good	9	9			**83**
1408	1880	180	CR 240	W Los Ranchitos Drive	Los Ranchitos Drive	LOCAL	32	952	169	3,552	77	86	60	**80**	Mod	V Good	10	13			**79**
1407	1880	190	CR 240	Los Ranchitos Drive	El Gato Place	LOCAL	32	440	78	1,643	95	93	60	**94**	Mod	Excellent	0	5			**93**
1406	1880	200	CR 240	El Gato Place	Trew Creek Drive	LOCAL	32	1,477	263	5,513	90	90	60	**90**	Mod	Excellent	2	8			**89**
1249	1880	210	CR 240	Trew Creek Drive	CR 243	LOCAL	32	2,951	525	11,016	89	85	60	**88**	Mod	Excellent	5	6			**87**
1793	1890	10	CR 240	CR 501	Enchanted Forest Drive	MINOR LOCAL	36	2,817	563	11,832	53	81	30	**62**	Weak	Good	44	3			**61**
1792	1890	20	CR 240	Enchanted Forest Drive	Enchanted Forest Drive	MINOR LOCAL	36	1,997	399	8,388	43	84	30	**57**	Weak	Fair	53	4			**56**
1791	1890	30	CR 240	Enchanted Forest Drive	Skyline Drive	MINOR LOCAL	36	1,517	303	6,369	58	91	30	**69**	Weak	Good	38	4			**68**
1790	1890	40	CR 240	Skyline Drive	Groves Drive	MINOR LOCAL	36	4,761	952	19,996	49	83	30	**60**	Weak	Good	48	3			**59**
1134	1890	50	CR 240	Groves Drive	CR 243	MINOR LOCAL	36	3,696	739	15,522	58	79	30	**65**	Weak	Good	35	7			**64**
1023	1910	10	CR 240a	EOP	CR 240	LOCAL	32	2,254	401	8,414	51	67	60	**56**	Mod	Fair	38	11			**55**
1153	1920	10	CR 243	CR 240	Private Lemon Dam Access	LOCAL	32	4,728	841	17,652	77	78	60	**78**	Mod	V Good	11	12			**77**
1396	1920	20	CR 243	Private Lemon Dam Access	DS@4007FT	LOCAL	32	4,007	712	14,959	76	77	60	**76**	Mod	V Good	11	13			**76**
1250	1930	10	CR 245	DS@2713FT	CR 240	LOCAL	32	865	154	3,229	80	66	60	**76**	Mod	V Good	10	10			**75**
1266	1940	10	CR 249	CR 240	DS@830FT	LOCAL	32	830	148	3,099	35	59	60	**43**	Mod	Marginal	39	26			**42**
1957	1950	10	CR 250	Florida Road	Melissa Lane	LOCAL	32	573	102	2,139	73	78	60	**75**	Mod	V Good	17	10			**74**
1956	1950	20	CR 250	Melissa Lane	Metz lane	LOCAL	32	378	67	1,410	70	89	30	**76**	Weak	V Good	22	8			**76**
1199	1960	10	CR 250	Metz lane	DS@1350FT	LOCAL	32	1,350	240	5,041	75	78	60	**76**	Mod	V Good	12	13			**76**
1348	1960	20	CR 250	DS@1350FT	CR 254	LOCAL	32	159	28	594	81	94	60	**85**	Mod	Excellent	0	19			**85**
1139	1960	30	CR 250	CR 254	Hidden Falls Lane	LOCAL	32	3,375	600	12,600	75	87	60	**79**	Mod	V Good	8	17			**79**
2088	1960	40	CR 250	Hidden Falls Lane	DS@2640FT	LOCAL	32	2,640	469	9,856	89	100	60	**93**	Mod	Excellent	3	8			**92**
2089	1960	50	CR 250	DS@2640FT	DS@5280FT	LOCAL	32	2,640	469	9,856	84	93	60	**87**	Mod	Excellent	7	9			**86**
2090	1960	60	CR 250	DS@5280FT	DS@7920FT	LOCAL	32	2,640	469	9,856	85	94	60	**88**	Mod	Excellent	7	8			**87**
2091	1960	70	CR 250	DS@7920FT	DS@1056FT	LOCAL	32	2,640	469	9,856	86	98	60	**90**	Mod	Excellent	3	11			**89**
2092	1960	80	CR 250	DS@1056FT	DS@1320FT	LOCAL	32	2,640	469	9,856	89	99	60	**92**	Mod	Excellent	3	8			**92**
2093	1960	90	CR 250	DS@1320FT	DS@1584FT	LOCAL	32	2,640	469	9,856	86	98	60	**90**	Mod	Excellent	4	10			**89**

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2094	1960	100	CR 250	DS@1584FT	DS@1848FT	LOCAL	32	2,640	469	9,856	88	100	60	**92**	Mod	Excellent	3	9			**91**
2095	1960	110	CR 250	DS@1848FT	DS@2112FT	LOCAL	32	2,640	469	9,856	85	100	60	**90**	Mod	Excellent	3	12			**89**
2096	1960	120	CR 250	DS@2112FT	DS@2376FT	LOCAL	32	2,640	469	9,856	82	100	60	**88**	Mod	Excellent	8	10			**87**
1403	1960	130	CR 250	DS@2376FT	DS@2640FT	LOCAL	32	2,640	469	9,856	85	99	60	**90**	Mod	Excellent	4	11			**89**
2097	1960	140	CR 250	DS@2640FT	CR 252	LOCAL	32	2,195	390	8,194	79	91	60	**83**	Mod	V Good	12	9			**83**
2261	1970	10	CR 250	CR 252	DS@2640FT	LOCAL	32	2,640	469	9,856	77	95	60	**83**	Mod	V Good	10	13			**82**
1198	1970	20	CR 250	DS@2640FT	DS@5280FT	LOCAL	32	2,640	469	9,856	57	96	30	**70**	Weak	V Good	34	9			**69**
2262	1970	30	CR 250	DS@5280FT	Silver Trail	LOCAL	32	847	151	3,162	73	100	60	**82**	Mod	V Good	10	17			**82**
1352	1970	40	CR 250	Silver Trail	Redcliff Lane	LOCAL	32	4,137	736	15,447	73	100	60	**82**	Mod	V Good	12	15			**82**
1351	1970	50	CR 250	Redcliff Lane	Burnett Haul Road	LOCAL	32	779	138	2,908	81	98	60	**87**	Mod	Excellent	7	12			**86**
2179	1970	60	CR 250	Burnett Haul Road	DS@2640FT	LOCAL	32	2,640	469	9,856	76	92	60	**81**	Mod	V Good	11	13			**81**
1350	1970	70	CR 250	DS@2640FT	DS@5280FT	LOCAL	32	2,640	469	9,856	66	95	60	**76**	Mod	V Good	14	20			**75**
2180	1970	80	CR 250	DS@5280FT	CR 253	LOCAL	32	240	43	896	61	95	60	**72**	Mod	V Good	15	24			**71**
1197	1970	90	CR 250	CR 253	Coon Creek Lane	LOCAL	32	1,102	196	4,115	46	73	60	**55**	Mod	Fair	28	26			**54**
1132	1970	100	CR 250	Coon Creek Lane	Elkhorn Mountain Road	LOCAL	32	4,421	786	16,506	43	78	60	**54**	Mod	Fair	33	24			**53**
1886	1970	110	CR 250	Elkhorn Mountain Road	Colley Lane	LOCAL	32	5,128	912	19,145	55	80	60	**64**	Mod	Good	22	23			**63**
1885	1970	120	CR 250	Colley Lane	Celadon Drive	LOCAL	32	4,206	748	15,703	57	86	60	**67**	Mod	Good	19	24			**66**
1349	1970	130	CR 250	Celadon Drive	Academy Dr	LOCAL	32	4,332	770	16,175	43	71	60	**52**	Mod	Fair	31	26			**51**
1977	1980	10	CR 250	Academy Dr	DS@519FT	LOCAL	32	519	92	1,937	48	52	80	**50**	Strng	Marginal	22	30			**49**
1131	1990	10	CR 250	DS@519FT	Hwy 550	MINOR LOCAL	36	449	90	1,885	49	43	80	**47**	Strng	Marginal	22	29			**46**
2147	2010	10	CR 250C	Academy Dr	DS@2640FT	LOCAL	32	2,640	469	9,856	50	86	60	**62**	Mod	Good	26	24			**61**
2148	2010	20	CR 250C	DS@2640FT	DS@5280FT	LOCAL	32	2,640	469	9,856	43	87	60	**58**	Mod	Fair	32	25			**56**
2149	2010	30	CR 250C	DS@5280FT	DS@7920FT	LOCAL	32	2,640	469	9,856	61	87	60	**70**	Mod	V Good	18	21			**69**
1805	2010	40	CR 250C	DS@7920FT	DS@1056FT	LOCAL	32	2,640	469	9,856	54	80	60	**62**	Mod	Good	25	21			**61**
2150	2010	50	CR 250C	DS@1056FT	Durango Silverton Narrow Gauge Rr	LOCAL	32	834	148	3,114	63	70	60	**65**	Mod	Good	19	18			**64**
1140	2020	10	CR 250C	Hwy 550	Durango Silverton Narrow Gauge Rr	LOCAL	32	2,897	515	10,817	73	76	60	**74**	Mod	V Good	14	13			**74**
1699	2030	10	CR 251	Holly Ave	E Animas Village Drive	LOCAL	32	1,823	324	6,808	16	58	60	**30**	Mod	Poor	64	20			**29**
2044	2030	20	CR 251	E Animas Village Drive	Metz lane	LOCAL	32	956	170	3,570	8	49	30	**22**	Weak	V Poor	74	18			**21**
1233	2050	10	CR 252	CR 203	Hwy 550	MINOR LOCAL	36	464	93	1,951	48	54	60	**50**	Mod	Marginal	32	20			**48**
1905	2060	10	CR 252	Hwy 550	Durango Silverton Narrow Gauge Rr	MINOR LOCAL	36	65	13	272	89	44	80	**74**	Strng	V Good	0	11			**74**
1904	2060	20	CR 252	Durango Silverton Narrow Gauge Rr	Trimble Crossing Drive	MINOR LOCAL	36	590	118	2,478	76	73	60	**75**	Mod	V Good	13	11	100	7/4/22	**99**
1903	2060	30	CR 252	Trimble Crossing Drive	Dalton Ranch Road	MINOR LOCAL	36	1,249	250	5,244	30	69	60	**43**	Mod	Marginal	50	20	100	7/4/22	**99**
1314	2060	40	CR 252	Dalton Ranch Road	Dalton Golf	MINOR LOCAL	36	745	149	3,128	26	58	60	**36**	Mod	Poor	44	30	100	7/4/22	**99**
1200	2060	50	CR 252	Dalton Golf	CR 250	MINOR LOCAL	36	2,176	435	9,139	17	56	60	**30**	Mod	Poor	56	27	100	7/4/22	**99**
1774	2070	10	CR 254	CR 250	Chinle Place	MINOR LOCAL	36	337	67	1,415	82	49	60	**71**	Mod	V Good	12	6			**70**
1773	2070	20	CR 254	Chinle Place	Entrada Circle	MINOR LOCAL	36	355	71	1,489	77	77	60	**77**	Mod	V Good	16	7			**77**
2019	2070	30	CR 254	Entrada Circle	Cutler Drive	MINOR LOCAL	36	238	48	998	62	79	60	**67**	Mod	Good	26	12			**66**
2084	2090	30	CR 300	Private Oil & Gas Access	CR 301	FARM/MARKET	24	42	6	117	92	49	60	**78**	Mod	V Good	0	8			**77**
2169	2110	10	CR 301	CR 300	DS@2640FT	LOCAL	32	2,640	469	9,856	80	80	60	**80**	Mod	V Good	10	10			**79**
1157	2110	20	CR 301	DS@2640FT	CR 302	LOCAL	32	2,640	469	9,856	85	87	60	**85**	Mod	Excellent	8	7			**85**
1158	2120	10	CR 302	Hwy 550	Entrada Del Sol	LOCAL	32	1,615	287	6,031	51	77	30	**59**	Weak	Fair	44	5			**58**
1391	2120	20	CR 302	Entrada Del Sol	Mesa Encantada	LOCAL	32	1,245	221	4,649	88	79	60	**85**	Mod	V Good	8	4			**84**
1390	2120	30	CR 302	Mesa Encantada	Heart Lane	LOCAL	32	3,737	664	13,952	83	86	60	**84**	Mod	V Good	13	4			**84**

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1389	2120	40	CR 302	Heart Lane	Sun Mesa Lane	LOCAL	32	958	170	3,578	91	88	60	**90**	Mod	Excellent	1	8			**89**
1388	2120	50	CR 302	Sun Mesa Lane	CR 301	LOCAL	32	3,028	538	11,303	73	84	30	**77**	Weak	V Good	20	7			**76**
1283	2130	20	CR 302	CR 301	Rogers Lane	MINOR LOCAL	36	1,654	331	6,946	82	100	60	**88**	Mod	Excellent	7	11			**87**
1282	2130	30	CR 302	Rogers Lane	Private Oil & Gas Access	MINOR LOCAL	36	1,386	277	5,819	76	100	60	**84**	Mod	V Good	18	6			**84**
1281	2130	40	CR 302	Private Oil & Gas Access	DS@1507FT	MINOR LOCAL	36	1,507	301	6,328	84	100	60	**90**	Mod	Excellent	7	9			**89**
1257	2130	50	CR 302	DS@1507FT	CR 306	MINOR LOCAL	36	285	57	1,196	71	54	60	**65**	Mod	Good	12	17			**65**
1924	2140	10	CR 302	DS@1507FT	CR 302	MINOR LOCAL	36	336	67	1,412	95	100	60	**97**	Mod	Excellent	0	5			**95**
1059	2150	10	CR 302	CR 306	DS@209FT	MINOR LOCAL	36	209	42	878	43	60	60	**49**	Mod	Marginal	33	24			**48**
1923	2150	20	CR 302	DS@209FT	CR 303	MINOR LOCAL	36	5,045	1,009	21,191	87	100	60	**91**	Mod	Excellent	7	6			**90**
1947	2150	30	CR 302	CR 303	CR 304	MINOR LOCAL	36	3,922	784	16,473	88	100	60	**92**	Mod	Excellent	7	5			**91**
1900	2150	40	CR 302	CR 304	CR 337	MINOR LOCAL	36	2,677	535	11,242	87	100	60	**91**	Mod	Excellent	7	6			**90**
1965	2150	50	CR 302	CR 337	DS@1127FT	MINOR LOCAL	36	1,127	225	4,733	82	100	60	**88**	Mod	Excellent	8	10			**88**
1901	2150	60	CR 302	DS@1127FT	Hwy 172	MINOR LOCAL	36	513	103	2,154	80	82	60	**81**	Mod	V Good	11	9			**80**
1964	2160	10	CR 302	DS@1127FT	Hwy 172	MINOR LOCAL	36	878	176	3,686	30	37	80	**32**	Strng	Poor	31	39			**31**
1402	2180	20	CR 305	Private Oil & Gas Access	CR 306	FARM/MARKET	24	3,422	456	9,581	88	83	60	**86**	Mod	Excellent	6	6			**86**
1159	2210	10	CR 307	DS@1065FT	Private Oil & Gas Access	MINOR LOCAL	36	2,683	537	11,269	74	93	60	**81**	Mod	V Good	15	11			**80**
1386	2210	20	CR 307	Private Oil & Gas Access	Private Oil & Gas Access	MINOR LOCAL	36	1,411	282	5,925	69	92	60	**77**	Mod	V Good	18	13			**76**
1385	2210	30	CR 307	Private Oil & Gas Access	Stan Page Road	MINOR LOCAL	36	2,137	427	8,976	61	86	60	**70**	Mod	Good	21	18			**69**
1384	2210	40	CR 307	Stan Page Road	CR 308	MINOR LOCAL	36	4,541	908	19,074	40	73	60	**51**	Mod	Fair	33	27			**50**
1202	2210	50	CR 307	CR 308	Cottonwood Lane	MINOR LOCAL	36	2,812	562	11,810	65	79	60	**70**	Mod	Good	17	18			**69**
1347	2210	60	CR 307	Cottonwood Lane	La Plata View Drive	MINOR LOCAL	36	1,113	223	4,676	68	80	60	**72**	Mod	V Good	19	13			**71**
1346	2210	70	CR 307	La Plata View Drive	Private Oil & Gas Access	MINOR LOCAL	36	4,012	802	16,852	64	80	60	**70**	Mod	Good	22	14			**69**
1345	2210	80	CR 307	Private Oil & Gas Access	Sheets Lane	MINOR LOCAL	36	1,169	234	4,910	46	79	30	**57**	Weak	Fair	42	12			**56**
1201	2210	90	CR 307	Sheets Lane	Hwy 172	MINOR LOCAL	36	1,543	309	6,482	63	71	60	**65**	Mod	Good	26	11			**64**
1056	2220	10	CR 309 / Airport Road	Airport Terminal Road	Private Oil & Gas Access	MINOR LOCAL	36	4,203	841	17,654	68	78	60	**71**	Mod	V Good	23	9			**71**
1535	2220	20	CR 309 / Airport Road	Private Oil & Gas Access	Hwy 172	MINOR LOCAL	36	148	30	621	76	56	60	**69**	Mod	Good	8	16			**68**
1379	2240	10	CR 309a	Airport Terminal Road	Airport Terminal Road	MINOR LOCAL	36	24	5	100	70	56	80	**65**	Strng	Good	0	30			**64**
2255	2250	10	CR 309a	Airport Terminal Road	DS@2640FT	MINOR LOCAL	36	2,640	528	11,088	73	79	60	**75**	Mod	V Good	19	8			**74**
1996	2250	20	CR 309a	DS@2640FT	DS@5280FT	MINOR LOCAL	36	2,640	528	11,088	70	89	30	**76**	Weak	V Good	19	11			**76**
2256	2250	30	CR 309a	DS@5280FT	DS@6380FT	MINOR LOCAL	36	1,100	220	4,621	78	92	60	**83**	Mod	V Good	11	11			**82**
1162	2270	10	CR 310	Rivers End Lane	Rivers End Lane	MAJOR LOCAL	42	2,264	528	11,092	74	95	60	**81**	Mod	V Good	13	13			**80**
1378	2270	20	CR 310	Rivers End Lane	Hwy 550	MAJOR LOCAL	42	322	75	1,577	45	70	60	**53**	Mod	Fair	38	17			**52**
2189	2280	10	CR 310	Rivers End Lane	DS@2640FT	MAJOR LOCAL	42	2,640	616	12,936	65	91	60	**73**	Mod	V Good	18	17			**73**
1789	2280	20	CR 310	DS@2640FT	DS@5280FT	MAJOR LOCAL	42	2,640	616	12,936	42	85	30	**56**	Weak	Fair	41	17			**55**
2190	2280	30	CR 310	DS@5280FT	Private Oil & Gas Access	MAJOR LOCAL	42	650	152	3,187	60	87	60	**69**	Mod	Good	23	17			**68**
1788	2280	40	CR 310	Private Oil & Gas Access	Private Oil & Gas Access	MAJOR LOCAL	42	3,873	904	18,978	73	95	60	**80**	Mod	V Good	12	15			**80**
1787	2280	50	CR 310	Private Oil & Gas Access	Arkansas Lp	MAJOR LOCAL	42	2,746	641	13,458	58	84	60	**67**	Mod	Good	28	14			**66**
1786	2280	60	CR 310	Arkansas Lp	Private Oil & Gas Access	MAJOR LOCAL	42	67	16	328	54	92	60	**67**	Mod	Good	17	29			**66**
1785	2280	70	CR 310	Private Oil & Gas Access	Private Oil & Gas Access	MAJOR LOCAL	42	1,589	371	7,784	66	76	60	**69**	Mod	Good	22	12			**68**
2139	2280	80	CR 310	Private Oil & Gas Access	DS@2640FT	MAJOR LOCAL	42	2,640	616	12,936	68	89	60	**75**	Mod	V Good	20	12			**74**
2140	2280	90	CR 310	DS@2640FT	DS@5280FT	MAJOR LOCAL	42	2,640	616	12,936	58	87	60	**68**	Mod	Good	26	16			**67**
2141	2280	100	CR 310	DS@5280FT	DS@7920FT	MAJOR LOCAL	42	2,640	616	12,936	66	85	60	**72**	Mod	V Good	17	17			**72**
1784	2280	110	CR 310	DS@7920FT	DS@1056FT	MAJOR LOCAL	42	2,640	616	12,936	77	92	60	**82**	Mod	V Good	9	14			**82**

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Street Inventory and Condition Summary - Sorted by Street Name

GISID	Street Number	Block Number	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary: Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
2142	2280	120	CR 310	DS@1056FT	CR 318	MAJOR LOCAL	42	2,283	533	11,186	79	83	60	**81**	Mod	V Good	10	11			**80**
2015	2280	130	CR 310	CR 318	DS@154FT	MAJOR LOCAL	42	154	36	753	93	16	80	**68**	Strng	Good	0	7			**67**
1163	2290	10	Cr 314	Cr 314	SU313	LOCAL	32	172	31	643	95	100	60	**97**	Mod	Excellent	0	5			**95**
1377	2290	20	Cr 314	SU313	SU311	LOCAL	32	554	98	2,067	64	92	30	**73**	Weak	V Good	29	7			**72**
1376	2290	30	Cr 314	SU311	CR 316	LOCAL	32	963	171	3,594	62	96	30	**73**	Weak	V Good	30	8			**73**
2009	2290	40	Cr 314	CR 316	Hwy 172	LOCAL	32	1,865	332	6,964	60	82	60	**68**	Mod	Good	24	16			**67**
2214	2310	10	CR 318	CR 310	DS@2640FT	MAJOR LOCAL	42	2,640	616	12,936	85	97	60	**89**	Mod	Excellent	8	7			**89**
2215	2310	20	CR 318	DS@2640FT	DS@5280FT	MAJOR LOCAL	42	2,640	616	12,936	71	93	30	**78**	Weak	V Good	19	10			**78**
1164	2310	30	CR 318	DS@5280FT	DS@7920FT	MAJOR LOCAL	42	2,640	616	12,936	67	84	60	**73**	Mod	V Good	20	13			**72**
2216	2310	40	CR 318	DS@7920FT	Private Oil & Gas Access	MAJOR LOCAL	42	190	44	931	81	100	60	**87**	Mod	Excellent	4	16			**86**
1375	2310	50	CR 318	Private Oil & Gas Access	Private Oil & Gas Access	MAJOR LOCAL	42	4,516	1,054	22,127	70	94	60	**78**	Mod	V Good	14	16			**77**
1374	2310	60	CR 318	Private Oil & Gas Access	CR 309a	MAJOR LOCAL	42	4,408	1,028	21,597	61	86	60	**69**	Mod	Good	19	20			**68**
2191	2320	10	CR 318	CR 309a	DS@2640FT	LOCAL	32	2,640	469	9,856	36	83	30	**51**	Weak	Fair	45	19			**50**
1165	2320	20	CR 318	DS@2640FT	DS@5280FT	LOCAL	32	2,640	469	9,856	64	93	60	**74**	Mod	V Good	14	22			**73**
2192	2320	30	CR 318	DS@5280FT	Private Oil & Gas Access	LOCAL	32	736	131	2,746	82	93	60	**86**	Mod	Excellent	8	10			**85**
1050	2330	10	CR 318	Private Oil & Gas Access	Calle Brazo	MAJOR LOCAL	42	2,792	651	13,679	89	100	60	**92**	Mod	Excellent	7	4			**92**
1551	2330	20	CR 318	Calle Brazo	Jaques Drive	MAJOR LOCAL	42	2,436	568	11,937	93	100	60	**95**	Mod	Excellent	3	4			**94**
2171	2330	30	CR 318	Jaques Drive	DS@2640FT	MAJOR LOCAL	42	2,640	616	12,936	87	99	60	**91**	Mod	Excellent	8	5			**91**
1550	2330	40	CR 318	DS@2640FT	Private Oil & Gas Access	MAJOR LOCAL	42	2,640	616	12,936	77	100	60	**85**	Mod	V Good	14	9			**84**
1549	2330	60	CR 318	Private Oil & Gas Access	Private Oil & Gas Access	MAJOR LOCAL	42	2,700	630	13,228	80	100	60	**87**	Mod	Excellent	12	8			**86**
1548	2330	70	CR 318	Private Oil & Gas Access	Private Oil & Gas Access	MAJOR LOCAL	42	1,848	431	9,054	80	100	60	**87**	Mod	Excellent	9	11			**86**
1547	2330	80	CR 318	Private Oil & Gas Access	Private Oil & Gas Access	MAJOR LOCAL	42	3,417	797	16,742	84	100	60	**89**	Mod	Excellent	10	6			**88**
1004	2330	90	CR 318	Private Oil & Gas Access	J Road	MAJOR LOCAL	42	2,928	683	14,348	81	100	60	**88**	Mod	Excellent	10	9			**87**
1546	2330	100	CR 318	J Road	SU180	MAJOR LOCAL	42	2,394	559	11,729	67	94	30	**76**	Weak	V Good	22	11			**75**
1545	2330	110	CR 318	SU180	CR 319	MAJOR LOCAL	42	864	202	4,234	55	83	60	**64**	Mod	Good	23	22			**63**
1544	2330	120	CR 318	CR 319	SU181	MAJOR LOCAL	42	1,625	379	7,963	35	82	60	**51**	Mod	Fair	44	21			**50**
1543	2330	130	CR 318	SU181	Hwy 172	MAJOR LOCAL	42	779	182	3,816	61	68	60	**64**	Mod	Good	24	15			**63**
1899	2350	10	CR 321	Private Oil & Gas Access	CR 323	MINOR LOCAL	36	5,117	1,023	21,490	59	83	60	**67**	Mod	Good	28	13			**66**
1227	2350	20	CR 321	CR 323	Private Oil & Gas Access	MINOR LOCAL	36	1,506	301	6,324	59	88	60	**69**	Mod	Good	22	19			**68**
1321	2350	30	CR 321	Private Oil & Gas Access	Private Oil & Gas Access	MINOR LOCAL	36	2,669	534	11,211	44	75	60	**54**	Mod	Fair	38	18			**53**
1320	2350	40	CR 321	Private Oil & Gas Access	CR 322	MINOR LOCAL	36	2,930	586	12,306	46	70	60	**54**	Mod	Fair	35	19			**53**
2247	2360	10	CR 321	CR 322	DS@2640FT	MINOR LOCAL	36	2,640	528	11,088	57	92	30	**69**	Weak	Good	31	12			**68**
1203	2360	20	CR 321	DS@2640FT	DS@5280FT	MINOR LOCAL	36	2,640	528	11,088	45	88	60	**59**	Mod	Fair	34	21			**58**
2248	2360	30	CR 321	DS@5280FT	Private Oil & Gas Access	MINOR LOCAL	36	1,248	250	5,240	59	89	60	**69**	Mod	Good	19	22			**68**
1187	2360	40	CR 321	Private Oil & Gas Access	Hwy 151	MINOR LOCAL	36	4,489	898	18,855	51	87	60	**63**	Mod	Good	32	17			**62**
1238	2380	10	CR 322	Hwy 172	Private Oil & Gas Access	LOCAL	32	3,110	553	11,609	47	75	30	**56**	Weak	Fair	40	13			**56**
2098	2380	20	CR 322	Private Oil & Gas Access	DS@2640FT	LOCAL	32	2,640	469	9,856	87	82	60	**85**	Mod	Excellent	7	6			**85**
2099	2380	30	CR 322	DS@2640FT	DS@5280FT	LOCAL	32	2,640	469	9,856	67	94	30	**76**	Weak	V Good	24	9			**75**
2100	2380	40	CR 322	DS@5280FT	DS@7920FT	LOCAL	32	2,640	469	9,856	45	96	30	**62**	Weak	Good	44	11			**61**
2101	2380	50	CR 322	DS@7920FT	DS@1056FT	LOCAL	32	2,640	469	9,856	69	94	30	**77**	Weak	V Good	21	10			**77**
2102	2380	60	CR 322	DS@1056FT	DS@1320FT	LOCAL	32	2,640	469	9,856	77	100	60	**84**	Mod	V Good	14	9			**84**
2103	2380	70	CR 322	DS@1320FT	DS@1584FT	LOCAL	32	2,640	469	9,856	72	91	60	**78**	Mod	V Good	15	13			**77**
2104	2380	80	CR 322	DS@1584FT	DS@1848FT	LOCAL	32	2,640	469	9,856	53	92	30	**66**	Weak	Good	32	15			**65**

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1312	2380	90	CR 322	DS@1848FT	DS@2112FT	LOCAL	32	2,640	469	9,856	74	99	60	**82**	Mod	V Good	14	12			**82**
2105	2380	100	CR 322	DS@2112FT	CR 321	LOCAL	32	220	39	823	67	90	60	**75**	Mod	V Good	15	18			**74**
1051	2400	10	CR 329	CR 330	Hwy 151	MINOR LOCAL	36	3,724	745	15,639	81	80	60	**81**	Mod	V Good	12	7			**80**
1993	2420	10	CR 330	CR 329	Hwy 151	LOCAL	32	1,325	235	4,945	85	88	60	**86**	Mod	Excellent	7	8			**86**
1027	2430	10	CR 500	CR 501	W Grimes Creek Road	LOCAL	32	580	103	2,167	50	70	60	**57**	Mod	Fair	27	23			**56**
1603	2430	20	CR 500	W Grimes Creek Road	Pine Drive	LOCAL	32	777	138	2,901	78	76	60	**77**	Mod	V Good	11	11			**77**
1602	2430	30	CR 500	Pine Drive	Pine Drive	LOCAL	32	222	39	829	86	84	60	**85**	Mod	Excellent	0	14			**85**
1601	2430	40	CR 500	Pine Drive	Ponderosa Road	LOCAL	32	3,493	621	13,039	73	76	60	**74**	Mod	V Good	14	13			**73**
1600	2430	50	CR 500	Ponderosa Road	Loyal Place	LOCAL	32	1,934	344	7,219	75	83	60	**77**	Mod	V Good	13	12			**77**
1599	2430	60	CR 500	Loyal Place	Valley Heights Drive	LOCAL	32	360	64	1,343	70	84	60	**74**	Mod	V Good	14	16			**74**
1598	2430	70	CR 500	Valley Heights Drive	Hope Ln	LOCAL	32	231	41	862	64	71	60	**66**	Mod	Good	17	19			**65**
1597	2430	80	CR 500	Hope Ln	Faith Lane	LOCAL	32	1,565	278	5,841	80	85	60	**82**	Mod	V Good	10	10			**81**
1596	2430	90	CR 500	Faith Lane	Trust Drive	LOCAL	32	1,088	193	4,063	74	84	60	**77**	Mod	V Good	14	12			**77**
1595	2430	100	CR 500	Trust Drive	Black Bear Lane	LOCAL	32	1,265	225	4,722	80	87	60	**82**	Mod	V Good	9	11			**82**
1594	2430	110	CR 500	Black Bear Lane	Safley Road	LOCAL	32	770	137	2,873	75	85	60	**78**	Mod	V Good	14	11			**78**
1593	2430	120	CR 500	Safley Road	Vallecito Creek Campground	LOCAL	32	1,856	330	6,928	87	82	60	**86**	Mod	Excellent	6	7			**85**
1133	2440	10	CR 501	Bayfield Center Drive	Private Oil & Gas Access	LOCAL	32	1,867	332	6,968	71	88	60	**77**	Mod	V Good	16	13			**76**
1420	2440	20	CR 501	Private Oil & Gas Access	E Sossaman Road	LOCAL	32	1,608	286	6,002	79	98	60	**85**	Mod	Excellent	12	9			**85**
1419	2440	30	CR 501	E Sossaman Road	Dove Ranch Road	LOCAL	32	1,723	306	6,434	46	90	30	**61**	Weak	Good	39	15			**60**
1418	2440	40	CR 501	Dove Ranch Road	Private Oil & Gas Access	LOCAL	32	508	90	1,896	36	95	60	**55**	Mod	Fair	37	27			**54**
1417	2440	50	CR 501	Private Oil & Gas Access	Robin Lane	LOCAL	32	1,831	326	6,836	83	98	60	**88**	Mod	Excellent	9	8			**87**
1416	2440	60	CR 501	Robin Lane	Private Oil & Gas Access	LOCAL	32	1,742	310	6,503	84	92	60	**87**	Mod	Excellent	8	8			**86**
1415	2440	70	CR 501	Private Oil & Gas Access	Private Oil & Gas Access	LOCAL	32	2,292	407	8,556	76	86	60	**80**	Mod	V Good	13	11			**79**
2134	2440	80	CR 501	Private Oil & Gas Access	DS@2640FT	LOCAL	32	2,640	469	9,856	79	94	60	**84**	Mod	V Good	11	10			**83**
2135	2440	90	CR 501	DS@2640FT	DS@5280FT	LOCAL	32	2,640	469	9,856	77	94	60	**83**	Mod	V Good	12	11			**82**
2136	2440	100	CR 501	DS@5280FT	DS@7920FT	LOCAL	32	2,640	469	9,856	77	97	60	**84**	Mod	V Good	13	10			**83**
2137	2440	110	CR 501	DS@7920FT	DS@1056FT	LOCAL	32	2,640	469	9,856	73	97	60	**81**	Mod	V Good	17	10			**80**
1414	2440	120	CR 501	DS@1056FT	DS@1320FT	LOCAL	32	2,640	469	9,856	67	90	60	**75**	Mod	V Good	19	14			**74**
2138	2440	130	CR 501	DS@1320FT	Ludwig Drive	LOCAL	32	286	51	1,067	42	84	60	**56**	Mod	Fair	36	22			**55**
1413	2440	140	CR 501	Ludwig Drive	Bear Creek Road	LOCAL	32	797	142	2,975	52	82	60	**62**	Mod	Good	28	20			**61**
2235	2440	150	CR 501	Bear Creek Road	DS@2640FT	LOCAL	32	2,640	469	9,856	75	97	60	**82**	Mod	V Good	10	15			**81**
1412	2440	160	CR 501	DS@2640FT	DS@5280FT	LOCAL	32	2,640	469	9,856	74	94	60	**81**	Mod	V Good	13	13			**80**
2236	2440	170	CR 501	DS@5280FT	Alpine Forest Drive	LOCAL	32	1,738	309	6,490	78	95	60	**83**	Mod	V Good	8	14			**83**
1411	2440	180	CR 501	Alpine Forest Drive	Service Road	LOCAL	32	161	29	603	67	75	60	**70**	Mod	V Good	19	14			**69**
1204	2440	190	CR 501	Service Road	Frontage Road	LOCAL	32	4,108	730	15,338	77	97	60	**83**	Mod	V Good	8	15			**83**
1887	2440	200	CR 501	Frontage Road	River Ranch Circle	LOCAL	32	883	157	3,296	83	100	60	**89**	Mod	Excellent	3	14			**88**
1888	2440	210	CR 501	River Ranch Circle	River Ranch Circle	LOCAL	32	1,324	235	4,944	64	91	60	**73**	Mod	V Good	12	24			**72**
1889	2440	220	CR 501	River Ranch Circle	CR 502	LOCAL	32	1,484	264	5,539	69	87	60	**75**	Mod	V Good	16	15			**74**
1170	2450	10	CR 501	CR 502	Cherry Valley Road	MINOR LOCAL	36	3,260	652	13,690	65	98	60	**76**	Mod	V Good	18	17			**75**
1373	2450	20	CR 501	Cherry Valley Road	CR 240	MINOR LOCAL	36	700	140	2,939	79	100	60	**86**	Mod	Excellent	12	9			**86**
2199	2460	10	CR 501	CR 240	DS@2640FT	MINOR LOCAL	36	2,640	528	11,088	69	97	30	**78**	Weak	V Good	22	9			**77**
2200	2460	20	CR 501	DS@2640FT	DS@5280FT	MINOR LOCAL	36	2,640	528	11,088	76	94	60	**82**	Mod	V Good	14	10			**82**
1235	2460	30	CR 501	DS@5280FT	DS@7920FT	MINOR LOCAL	36	2,640	528	11,088	80	96	60	**85**	Mod	Excellent	11	9			**85**

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IMS Easy Street Analysis

GISID	Street Number	Block Number	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary: Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
2201	2460	40	CR 501	DS@7920FT	Coolwater Road	MINOR LOCAL	36	1,309	262	5,499	87	100	60	**91**	Mod	Excellent	7	6			**90**
2217	2460	50	CR 501	Coolwater Road	DS@2640FT	MINOR LOCAL	36	2,640	528	11,088	76	100	60	**84**	Mod	V Good	15	9			**84**
1313	2460	60	CR 501	DS@2640FT	DS@5280FT	MINOR LOCAL	36	2,640	528	11,088	65	96	30	**75**	Weak	V Good	23	12			**74**
2218	2460	70	CR 501	DS@5280FT	Los Pinos Drive	MINOR LOCAL	36	2,637	527	11,073	56	96	30	**69**	Weak	Good	36	8			**68**
1910	2460	80	CR 501	Los Pinos Drive	Crest Drive	MINOR LOCAL	36	996	199	4,184	85	100	60	**90**	Mod	Excellent	5	10			**89**
1909	2460	90	CR 501	Crest Drive	Easy Street	MINOR LOCAL	36	675	135	2,834	80	100	60	**87**	Mod	Excellent	12	8			**86**
1908	2460	100	CR 501	Easy Street	Deer Trail Lane	MINOR LOCAL	36	1,234	247	5,184	84	100	60	**89**	Mod	Excellent	7	9			**88**
1907	2460	110	CR 501	Deer Trail Lane	Vallecito Drive	MINOR LOCAL	36	1,272	254	5,342	81	97	60	**86**	Mod	Excellent	7	12			**86**
1859	2470	10	CR 501	Vallecito Drive	Vallecito Drive	LOCAL	32	815	145	3,044	62	97	30	**74**	Weak	V Good	28	10			**73**
1858	2470	20	CR 501	Vallecito Drive	FS 603	LOCAL	32	738	131	2,756	74	92	60	**80**	Mod	V Good	13	13			**79**
1001	2470	30	CR 501	FS 603	CR 501a	LOCAL	32	453	81	1,692	59	87	60	**69**	Mod	Good	22	19			**68**
2177	2470	40	CR 501	CR 501a	DS@2640FT	LOCAL	32	2,640	469	9,856	60	75	30	**65**	Weak	Good	31	9			**65**
1857	2470	50	CR 501	DS@2640FT	DS@5280FT	LOCAL	32	2,640	469	9,856	44	75	30	**54**	Weak	Fair	49	7			**53**
2178	2470	60	CR 501	DS@5280FT	Lake Shore Homes	LOCAL	32	208	37	777	77	67	60	**73**	Mod	V Good	14	9			**73**
1856	2470	70	CR 501	Lake Shore Homes	Lake View Drive	LOCAL	32	83	15	309	83	92	60	**86**	Mod	Excellent	6	11			**85**
1855	2470	80	CR 501	Lake View Drive	Lake Shore Homes	LOCAL	32	606	108	2,261	70	87	30	**76**	Weak	V Good	23	7			**75**
2129	2470	90	CR 501	Lake Shore Homes	DS@2640FT	LOCAL	32	2,640	469	9,856	73	86	60	**77**	Mod	V Good	17	10			**77**
2130	2470	100	CR 501	DS@2640FT	DS@5280FT	LOCAL	32	2,640	469	9,856	72	82	60	**76**	Mod	V Good	18	10			**75**
2131	2470	110	CR 501	DS@5280FT	DS@7920FT	LOCAL	32	2,640	469	9,856	60	79	30	**66**	Weak	Good	31	9			**65**
2132	2470	120	CR 501	DS@7920FT	DS@1056FT	LOCAL	32	2,640	469	9,856	54	64	60	**57**	Mod	Fair	34	12			**56**
1854	2470	130	CR 501	DS@1056FT	DS@1320FT	LOCAL	32	2,640	469	9,856	67	71	60	**68**	Mod	Good	23	10			**67**
2133	2470	140	CR 501	DS@1320FT	Hummingbird Lane	LOCAL	32	2,092	372	7,809	74	78	30	**76**	Weak	V Good	20	6			**75**
1853	2470	150	CR 501	Hummingbird Lane	Ho Hum Drive	LOCAL	32	181	32	677	78	75	60	**77**	Mod	V Good	5	17			**77**
2263	2470	160	CR 501	Ho Hum Drive	DS@2640FT	LOCAL	32	2,640	469	9,856	68	69	60	**69**	Mod	Good	23	9			**68**
1852	2470	170	CR 501	DS@2640FT	DS@5280FT	LOCAL	32	2,640	469	9,856	70	67	60	**69**	Mod	Good	22	8			**68**
2264	2470	180	CR 501	DS@5280FT	CR 500	LOCAL	32	752	134	2,806	73	71	60	**72**	Mod	V Good	14	13			**72**
1865	2470	190	CR 501	CR 500	Hummingbird Way	LOCAL	32	961	171	3,587	49	68	60	**55**	Mod	Fair	35	16			**54**
1864	2470	200	CR 501	Hummingbird Way	W Vallecito Creek Road	LOCAL	32	336	60	1,254	32	47	60	**37**	Mod	Poor	44	24			**36**
1863	2470	210	CR 501	W Vallecito Creek Road	Mushroom Drive	LOCAL	32	102	18	380	71	53	80	**65**	Strng	Good	5	24			**65**
1862	2470	220	CR 501	Mushroom Drive	Tween Bridge Dr	LOCAL	32	711	126	2,653	52	58	60	**54**	Mod	Fair	26	22			**53**
1861	2470	230	CR 501	Tween Bridge Dr	Mushroom Lane	LOCAL	32	314	56	1,172	43	75	30	**53**	Weak	Fair	42	15			**52**
1860	2470	240	CR 501	Mushroom Lane	Tucker Lane	LOCAL	32	750	133	2,799	36	67	60	**47**	Mod	Marginal	47	17			**45**
1171	2480	10	CR 501	CR 501 G	Tucker Lane	LOCAL	32	1,919	341	7,163	48	71	30	**56**	Weak	Fair	40	12			**55**
2221	2500	10	CR 502	Hwy 160	DS@2640FT	MINOR LOCAL	36	2,640	528	11,088	95	97	60	**96**	Mod	Excellent	3	2			**95**
1093	2500	20	CR 502	DS@2640FT	DS@5280FT	MINOR LOCAL	36	2,640	528	11,088	85	96	60	**89**	Mod	Excellent	10	5			**88**
2222	2500	30	CR 502	DS@5280FT	Private Oil & Gas Access	MINOR LOCAL	36	2,286	457	9,601	96	99	60	**97**	Mod	Excellent	0	4			**96**
1479	2500	40	CR 502	Private Oil & Gas Access	CR 502	MINOR LOCAL	36	4,416	883	18,548	88	100	60	**92**	Mod	Excellent	9	3			**91**
1029	2520	10	CR 507	Hwy 160	EOP	FARM/MARKET	24	1,139	152	3,190	66	55	60	**62**	Mod	Good	24	10			**62**
2229	2550	10	CR 509	DS@161FT	DS@2801FT	MINOR LOCAL	36	2,640	528	11,088	78	93	60	**83**	Mod	V Good	9	13			**83**
1175	2550	20	CR 509	DS@2801FT	DS@5441FT	MINOR LOCAL	36	2,640	528	11,088	78	88	60	**81**	Mod	V Good	15	7			**81**
2230	2550	30	CR 509	DS@5441FT	Bayfield Parkway	MINOR LOCAL	36	2,063	413	8,665	69	76	60	**72**	Mod	V Good	17	14			**71**
1913	2580	10	CR 510	CR 222	Apple Wood Loop	MINOR LOCAL	36	553	111	2,324	78	61	60	**73**	Mod	V Good	6	16			**72**
1958	2580	20	CR 510	Apple Wood Loop	CR 225A	MINOR LOCAL	36	1,456	291	6,113	54	75	30	**61**	Weak	Good	36	10			**60**

County of La Plata, CO

Street Inventory and Condition Summary - Sorted by Street Name

GISID	Street Number	Block Number	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary: Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
1642	2590	10	CR 510	CR 225A	La Plata Lane	MINOR LOCAL	36	1,157	231	4,860	83	85	60	**84**	Mod	V Good	8	9			**83**
1641	2590	20	CR 510	La Plata Lane	Private Oil & Gas Access	MINOR LOCAL	36	686	137	2,879	88	98	60	**91**	Mod	Excellent	5	7			**90**
2239	2590	30	CR 510	Private Oil & Gas Access	DS@2640FT	MINOR LOCAL	36	2,640	528	11,088	69	88	60	**76**	Mod	V Good	18	13			**75**
1552	2590	40	CR 510	DS@2640FT	DS@5280FT	MINOR LOCAL	36	2,640	528	11,088	49	76	60	**58**	Mod	Fair	36	15			**57**
2240	2590	50	CR 510	DS@5280FT	Sundance Hills Road	MINOR LOCAL	36	1,576	315	6,619	55	79	60	**63**	Mod	Good	30	15			**62**
1553	2590	60	CR 510	Sundance Hills Road	Ridge Place	MINOR LOCAL	36	56	11	235	87	90	60	**88**	Mod	Excellent	0	13			**88**
1554	2590	70	CR 510	Ridge Place	Oxford Place	MINOR LOCAL	36	296	59	1,243	81	90	60	**84**	Mod	V Good	4	15			**83**
1555	2590	80	CR 510	Oxford Place	Cassidy Drive	MINOR LOCAL	36	1,450	290	6,088	60	83	60	**68**	Mod	Good	26	14			**67**
1048	2590	90	CR 510	Cassidy Drive	CR 510	MINOR LOCAL	36	107	21	449	68	33	80	**56**	Strng	Fair	17	15			**55**
1179	2610	10	CR 516	Hwy 172	Private Oil & Gas Access	LOCAL	32	2,636	469	9,840	81	89	60	**83**	Mod	V Good	9	10	88	7/4/22	**88**
1359	2610	20	CR 516	Private Oil & Gas Access	CR 517	LOCAL	32	2,329	414	8,694	73	89	30	**79**	Weak	V Good	18	9	88	7/4/22	**87**
1571	2620	10	CR 516	CR 517	CR 518	MINOR LOCAL	36	4,407	881	18,509	74	92	60	**80**	Mod	V Good	10	16	88	7/4/22	**87**
1570	2630	10	CR 516	CR 518	Private Oil & Gas Access	MINOR LOCAL	36	2,964	593	12,449	67	94	30	**76**	Weak	V Good	21	12			**76**
1569	2630	20	CR 516	Private Oil & Gas Access	CR 518	MINOR LOCAL	36	4,016	803	16,869	75	96	60	**82**	Mod	V Good	10	15			**82**
2173	2640	10	CR 516	CR 518	DS@2640FT	MINOR LOCAL	36	2,640	528	11,088	74	94	60	**81**	Mod	V Good	19	7			**80**
1568	2640	20	CR 516	DS@2640FT	DS@5280FT	MINOR LOCAL	36	2,640	528	11,088	85	94	60	**88**	Mod	Excellent	10	5			**87**
1567	2640	40	CR 516	PRIVATE	CR 520	MINOR LOCAL	36	2,666	533	11,198	82	87	60	**84**	Mod	V Good	12	6			**83**
1566	2650	10	CR 516	CR 520	Private Oil & Gas Access	MINOR LOCAL	36	2,672	534	11,221	85	90	60	**86**	Mod	Excellent	11	4			**86**
1565	2650	20	CR 516	Private Oil & Gas Access	Violet Lane	MINOR LOCAL	36	259	52	1,087	88	72	60	**83**	Mod	V Good	8	4			**82**
1564	2650	30	CR 516	Violet Lane	Spectrum Lane	MINOR LOCAL	36	1,024	205	4,303	92	92	60	**92**	Mod	Excellent	1	7			**91**
1563	2650	40	CR 516	Spectrum Lane	Bayfield Parkway	MINOR LOCAL	36	5,194	1,039	21,814	79	79	30	**79**	Weak	V Good	16	5			**78**
1185	2670	10	CR 517	Hwy 172	SU300	MAJOR LOCAL	42	534	125	2,618	66	52	80	**62**	Strng	Good	13	21			**61**
1355	2670	20	CR 517	SU300	SU305	MAJOR LOCAL	42	296	69	1,450	73	88	60	**78**	Mod	V Good	6	21			**78**
1354	2670	30	CR 517	SU305	SU305	MAJOR LOCAL	42	137	32	670	72	94	60	**80**	Mod	V Good	0	28			**79**
1058	2670	40	CR 517	SU305	Mike Frost Way	MAJOR LOCAL	42	285	67	1,398	78	83	60	**80**	Mod	V Good	8	14			**79**
1526	2670	50	CR 517	Mike Frost Way	SU309	MAJOR LOCAL	42	578	135	2,833	87	87	60	**87**	Mod	Excellent	6	7			**86**
1525	2670	60	CR 517	SU309	SU306	MAJOR LOCAL	42	264	62	1,295	97	94	60	**96**	Mod	Excellent	0	3			**95**
1524	2670	70	CR 517	SU306	SU307	MAJOR LOCAL	42	465	108	2,276	95	100	60	**97**	Mod	Excellent	0	5			**96**
1523	2670	80	CR 517	SU307	Sky Ute Casino Parkway	MAJOR LOCAL	42	1,174	274	5,752	98	100	60	**99**	Mod	Excellent	0	2			**97**
1522	2670	90	CR 517	Sky Ute Casino Parkway	SU317	MAJOR LOCAL	42	678	158	3,321	98	100	60	**99**	Mod	Excellent	0	2			**98**
1186	2670	100	CR 517	SU317	Dry Creek Drive	MAJOR LOCAL	42	847	198	4,150	83	92	60	**86**	Mod	Excellent	5	12			**86**
1041	2670	110	CR 517	Dry Creek Drive	CR 516	MAJOR LOCAL	42	4,276	998	20,954	81	100	60	**87**	Mod	Excellent	7	12			**87**
2123	2690	10	CR 518	CR 516	DS@2640FT	MINOR LOCAL	36	2,640	528	11,088	24	72	30	**39**	Weak	Poor	56	20			**38**
2124	2690	20	CR 518	DS@2640FT	DS@5280FT	MINOR LOCAL	36	2,640	528	11,088	29	80	30	**46**	Weak	Marginal	52	19			**45**
2125	2690	30	CR 518	DS@5280FT	DS@7920FT	MINOR LOCAL	36	2,640	528	11,088	48	82	60	**59**	Mod	Fair	29	23			**58**
2126	2690	40	CR 518	DS@7920FT	DS@1056FT	MINOR LOCAL	36	2,640	528	11,088	50	91	60	**63**	Mod	Good	31	19			**62**
2127	2690	50	CR 518	DS@1056FT	DS@1320FT	MINOR LOCAL	36	2,640	528	11,088	51	82	60	**61**	Mod	Good	29	20			**60**
1054	2690	60	CR 518	DS@1320FT	DS@1584FT	MINOR LOCAL	36	2,640	528	11,088	54	80	60	**62**	Mod	Good	31	15			**61**
2128	2690	70	CR 518	DS@1584FT	CR 516	MINOR LOCAL	36	1,545	309	6,487	25	79	30	**43**	Weak	Marginal	53	22			**42**
1211	2710	10	CR 521	Hwy 151	CR 334	LOCAL	32	1,946	346	7,264	77	85	60	**80**	Mod	V Good	15	8			**79**
1335	2710	20	CR 521	CR 334	SU106	LOCAL	32	550	98	2,054	82	91	60	**85**	Mod	V Good	8	10			**84**
1334	2710	30	CR 521	SU106	SU107	LOCAL	32	1,939	345	7,239	80	97	60	**85**	Mod	Excellent	12	9			**85**
2117	2710	40	CR 521	SU107	DS@2640FT	LOCAL	32	2,640	469	9,856	77	95	60	**83**	Mod	V Good	14	9			**82**

County of La Plata, CO

Street Inventory and Condition Summary - Sorted by Street Name

GISID	Street Number	Block Number	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary: Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Pavement Cndtn Index (PCI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
2118	2710	50	CR 521	DS@2640FT	DS@5280FT	LOCAL	32	2,640	469	9,856	78	96	60	**84**	Mod	V Good	11	11			**84**
2119	2710	60	CR 521	DS@5280FT	DS@7920FT	LOCAL	32	2,640	469	9,856	51	90	30	**64**	Weak	Good	38	11			**63**
2120	2710	70	CR 521	DS@7920FT	DS@1056FT	LOCAL	32	2,640	469	9,856	65	83	30	**71**	Weak	V Good	25	10			**70**
2121	2710	80	CR 521	DS@1056FT	DS@1320FT	LOCAL	32	2,640	469	9,856	65	84	30	**71**	Weak	V Good	24	11			**70**
1333	2710	90	CR 521	DS@1320FT	DS@1584FT	LOCAL	32	2,640	469	9,856	79	92	60	**83**	Mod	V Good	12	9			**83**
2122	2710	100	CR 521	DS@1584FT	CR 522	LOCAL	32	1,784	317	6,659	69	86	60	**75**	Mod	V Good	13	18			**74**
2193	2710	110	CR 521	CR 522	DS@2640FT	LOCAL	32	2,640	469	9,856	56	87	60	**66**	Mod	Good	17	27			**65**
2194	2710	120	CR 521	DS@2640FT	DS@5280FT	LOCAL	32	2,640	469	9,856	69	88	60	**76**	Mod	V Good	8	23			**75**
1043	2710	130	CR 521	DS@5280FT	DS@7920FT	LOCAL	32	2,640	469	9,856	70	83	60	**75**	Mod	V Good	8	22			**74**
2195	2710	140	CR 521	DS@7920FT	CR 524	LOCAL	32	2,181	388	8,144	64	85	60	**71**	Mod	V Good	16	20			**70**
1562	2720	10	CR 521	CR 524	Private Oil & Gas Access	LOCAL	32	2,771	493	10,345	62	92	60	**72**	Mod	V Good	13	25			**71**
2211	2720	20	CR 521	Private Oil & Gas Access	DS@2640FT	LOCAL	32	2,640	469	9,856	52	81	60	**62**	Mod	Good	24	24			**61**
2212	2720	30	CR 521	DS@2640FT	DS@5280FT	LOCAL	32	2,640	469	9,856	54	86	60	**64**	Mod	Good	20	26			**63**
1561	2720	40	CR 521	DS@5280FT	DS@7920FT	LOCAL	32	2,640	469	9,856	49	77	60	**58**	Mod	Fair	24	27	100	7/4/22	**99**
2213	2720	50	CR 521	DS@7920FT	CR 523	LOCAL	32	441	78	1,647	55	83	60	**64**	Mod	Good	16	29	100	7/4/22	**99**
1212	2720	60	CR 521	CR 523	Mars Ave	LOCAL	32	4,346	773	16,223	56	84	60	**66**	Mod	Good	21	23	100	7/4/22	**99**
1332	2720	70	CR 521	Mars Ave	E East Drive	LOCAL	12	115	8	161	73	57	60	**67**	Mod	Good	0	0			**67**
1331	2720	80	CR 521	E East Drive	E East Drive	LOCAL	32	680	121	2,540	73	95	60	**80**	Mod	V Good	3	24			**80**
1330	2720	90	CR 521	E East Drive	E South Street	LOCAL	32	122	22	455	63	83	60	**70**	Mod	Good	19	18			**69**
1055	2730	10	CR 521	E South Street	E Mill Street	MINOR LOCAL	36	407	81	1,710	69	78	60	**72**	Mod	V Good	9	22			**71**
1539	2730	20	CR 521	E Mill Street	S Church Street	MINOR LOCAL	36	669	134	2,811	73	88	60	**78**	Mod	V Good	5	22			**78**
1538	2730	30	CR 521	S Church Street	E Park	MINOR LOCAL	36	182	36	765	72	82	60	**75**	Mod	V Good	4	24			**75**
1537	2730	40	CR 521	E Park	S Pearl	MINOR LOCAL	36	374	75	1,570	72	85	60	**76**	Mod	V Good	10	18			**76**
1536	2730	50	CR 521	S Pearl	Bayfield Parkway	MINOR LOCAL	36	434	87	1,822	67	80	60	**71**	Mod	V Good	18	15			**71**
1989	2740	10	CR 523	CR 521	DS@827FT	MINOR LOCAL	36	827	165	3,475	27	63	60	**39**	Mod	Poor	43	30			**38**

Appendix B

$3M/Yr Rehabilitation Plan by Segment

County of La Plata, CO

Street Inventory and Five Year Rehabilitation Plan By Year

$3000k/Year Rehabilitation Plan

Current PCI Date: 1/1/2023

Analysis Start Date: 1/1/2023

IMS Easy Street Analysis

GISID	On Street	From Street	To Street	Current Segment PCI (CPCI)	Year of First Rehab	Rehab Activity	Avg Unit Rate ($/yd2)	Segment Pavement Cost ($)	Segment Total Cost ($)	Whole Project Cost ($)	5 Year Post Rehab PCI
1949	CR 201	DS@3870FT	DS@6510FT	25	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	70.00	689,920	689,920	689,920	90
1749	CR 233	Bocea Drive	Mariposa Drive	27	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	70.00	699,650	699,650	699,650	90
1266	CR 249	CR 240	DS@830FT	42	1	FWM + Thick Overlay (> 2.0 - 3.0)	66.00	204,534	204,534	204,534	90
1699	CR 251	Holly Ave	E Animas Village Drive	29	1	Surf Recon + Base Rehab / FWM + Strctrl Ptch + Olay	92.00	626,336	626,336	954,776	91
2044	CR 251	E Animas Village Drive	Metz lane	21	1	Surf Recon + Base Rehab / FWM + Strctrl Ptch + Olay	92.00	328,440	328,440	954,776	91
1379	CR 309a	Airport Terminal Road	Airport Terminal Road	64	1	Chip Seal + Strctrl Ptch	11.50	1,150	1,150	1,150	84
2015	CR 310	CR 318	DS@154FT	67	1	Chip Seal + Strctrl Ptch	11.50	8,660	8,660	8,660	83
2128	CR 518	DS@1584FT	CR 516	42	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	68.00	441,116	441,116	441,116	89
2238	CR 207	DS@5280FT	DS@6970FT	43	2	FWM + Thick Overlay (> 2.0 - 3.0)	69.30	437,214	437,214	437,214	91
1981	CR 210	Smelter Place	Frontage Road	44	2	FWM + Thick Overlay (> 2.0 - 3.0)	69.30	174,775	174,775	174,775	90
1455	CR 215	N Hylander Road	Private Oil & Gas Access	39	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	73.50	171,108	171,108	762,636	91
1454	CR 215	Private Oil & Gas Access	Old Homestead Mobile Home Prk	28	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	73.50	591,528	591,528	762,636	91
1915	CR 220	DS@555FT	Dreamy Draw	44	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	71.40	1,048,866	1,048,866	1,048,866	91
2084	CR 300	Private Oil & Gas Access	CR 301	77	2	Chip Seal	10.50	1,229	1,229	1,229	85
1964	CR 302	DS@1127FT	Hwy 172	31	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	73.50	270,921	270,921	270,921	91
1545	CR 318	SU180	CR 319	63	2	Edge Mill + Thin Overlay (1.5 - 2.0)	37.80	160,045	160,045	160,045	87
1543	CR 318	SU181	Hwy 172	63	2	Edge Mill + Thin Overlay (1.5 - 2.0)	37.80	144,245	144,245	144,245	87
1747	CR 124	DS@7920FT	DS@1056FT	47	3	FWM + Thick Overlay (> 2.0 - 3.0)	72.76	806,818	806,818	806,818	92
2014	CR 210	CR 212	Lake Nighthorse Rd	75	3	Chip Seal	11.03	3,760	3,760	3,760	85
1137	CR 222	CR 510	Apple Wood Loop	30	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	77.18	166,235	166,235	1,219,674	92
1404	CR 222	Apple Wood Loop	Prarie Lane	33	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	77.18	1,053,439	1,053,439	1,219,674	92
1796	CR 225A	Hwy 160	Frontage	59	3	Edge Mill + Thin Overlay (1.5 - 2.0)	39.69	90,334	90,334	486,916	88
2012	CR 225A	Frontage	CR 223	70	3	Edge Mill + Thin Overlay (1.5 - 2.0)	39.69	396,582	396,582	486,916	88
1750	CR 233	Oso Grande	Bocea Drive	46	3	FWM + Thick Overlay (> 2.0 - 3.0)	72.77	410,104	410,104	410,104	92
1905	CR 252	Hwy 550	Durango Silverton Narrow Gauge Rr	74	3	Chip Seal	11.03	2,999	2,999	2,999	86
1059	CR 302	CR 306	DS@209FT	48	3	FWM + Thick Overlay (> 2.0 - 3.0)	72.77	63,888	63,888	63,888	92
1863	CR 501	W Vallecito Creek Road	Mushroom Drive	65	3	Chip Seal + Strctrl Ptch	12.68	4,818	4,818	4,818	86
2158	CR 124	DS@1056FT	Winding River Road	35	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	81.03	104,290	104,290	104,290	94
1941	CR 125	DS@817FT	CR 141	76	4	Chip Seal	11.58	15,998	15,998	15,998	87
1618	CR 200	Glacier Club Drive	Hogan Circle	35	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	81.03	817,550	817,550	817,550	94
1273	CR 222	Wrangler Way	DS@127FT	67	4	Edge Mill + Thin Overlay (1.5 - 2.0)	41.67	19,712	19,712	19,712	91
1614	CR 223	Private Oil & Gas Access	Hollow Ridge Road	48	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	78.72	621,955	621,955	869,840	94
1613	CR 223	Hollow Ridge Road	D Bar K Drive	51	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	78.72	247,885	247,885	869,840	94
1233	CR 252	CR 203	Hwy 550	48	4	FWM + Thick Overlay (> 2.0 - 3.0)	76.40	149,063	149,063	149,063	94
1544	CR 318	CR 319	SU181	50	4	FWM + Thick Overlay (> 2.0 - 3.0)	76.40	608,399	608,399	608,399	94
2193	CR 521	CR 522	DS@2640FT	65	4	Edge Mill + Thin Overlay (1.5 - 2.0)	41.67	410,744	410,744	410,744	91
1332	CR 521	Mars Ave	E East Drive	67	4	PCC Slight Pnl Rplcmnt (<10%) + Grind	26.04	4,193	4,193	4,193	87
2165	CR 141	DS@7920FT	CR 136	36	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	85.09	808,482	808,482	808,482	96

County of La Plata, CO
Street Inventory and Five Year Rehabilitation Plan By Year

$3000k/Year Rehabilitation Plan

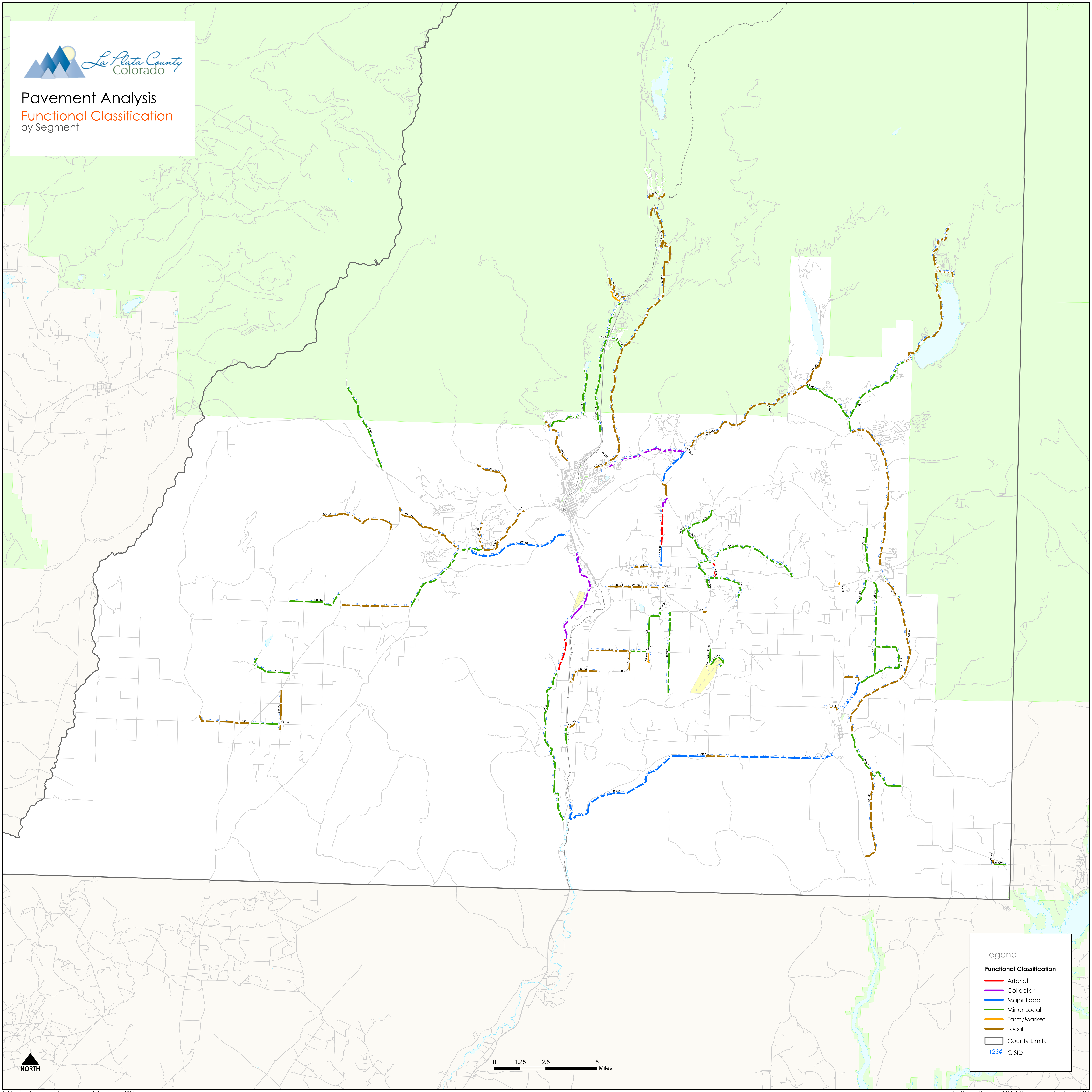
Current PCI Date: 1/1/2023
Analysis Start Date: 1/1/2023

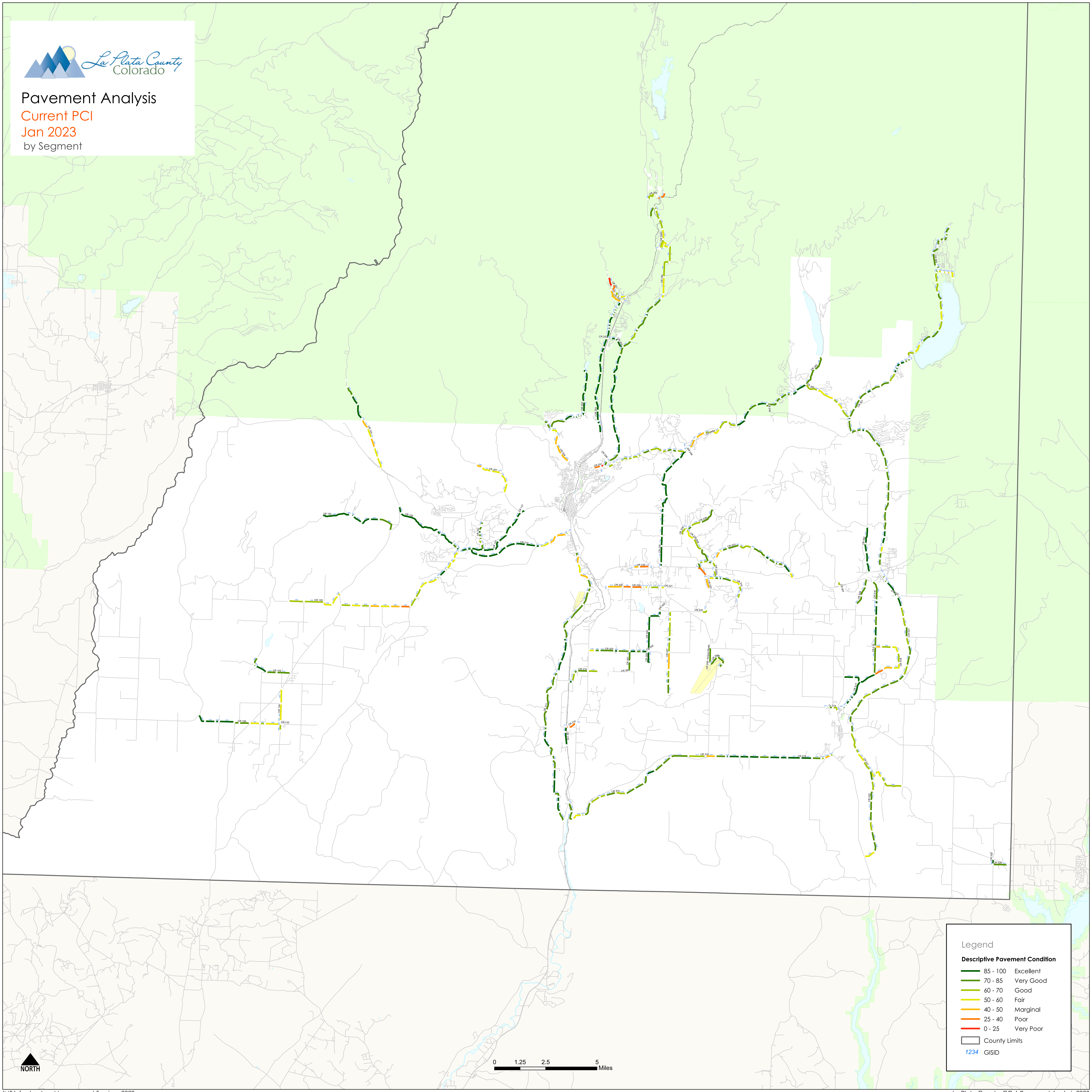
IMS Easy Street Analysis

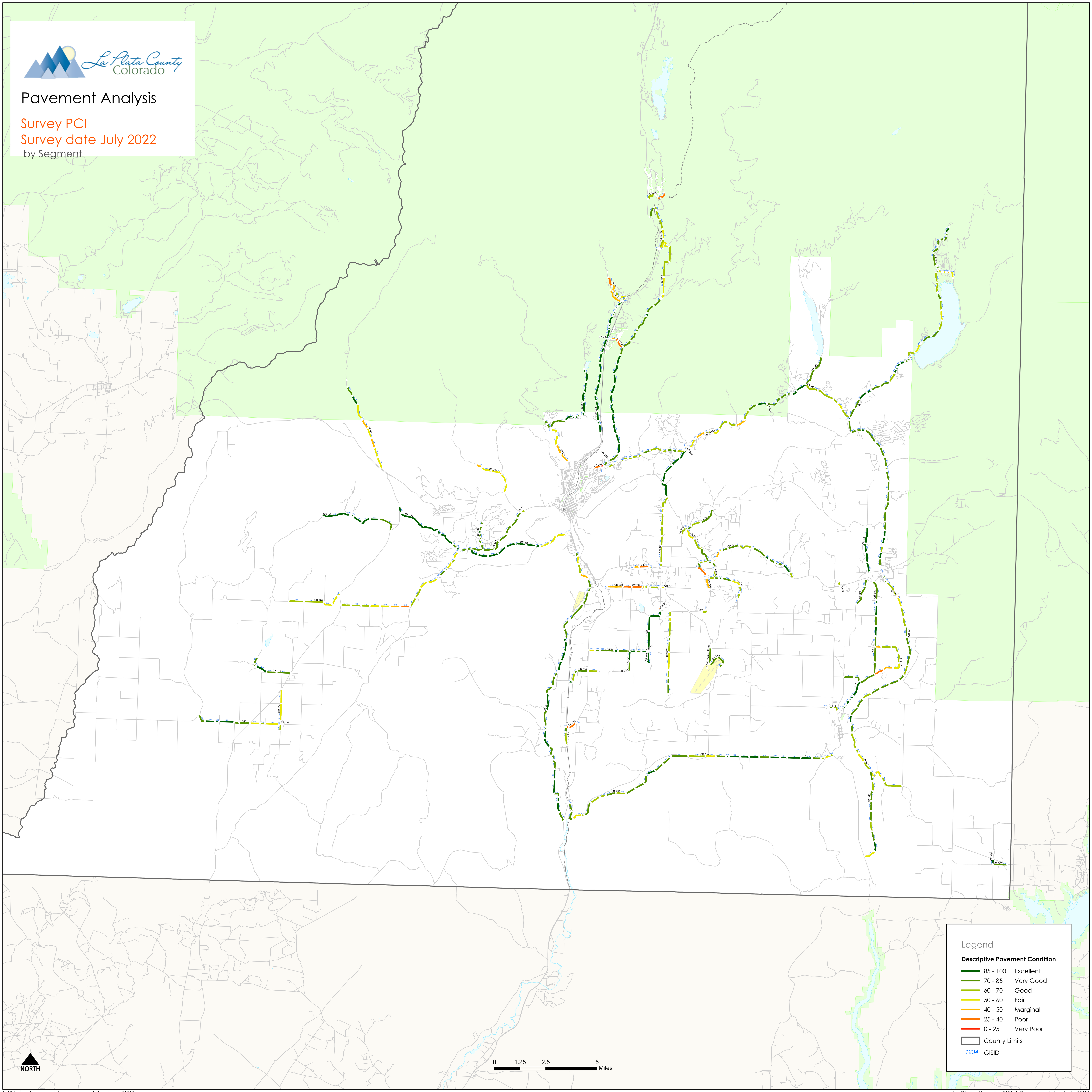
GISID	On Street	From Street	To Street	Current Segment PCI (CPCI)	Year of First Rehab	Rehab Activity	Avg Unit Rate ($/yd2)	Segment Pavement Cost ($)	Segment Total Cost ($)	Whole Project Cost ($)	5 Year Post Rehab PCI
1024	CR 202	CR 203	EOP	48	5	FWM + Thick Overlay (> 2.0 - 3.0)	80.22	963,965	963,965	963,965	96
1111	CR 215	DS@2870FT	CR 216	68	5	Chip Seal + Strctrl Ptch	13.98	5,493	5,493	5,493	88
1225	CR 225/228	CR 228	Alpine Drive	51	5	FWM + Thick Overlay (> 2.0 - 3.0)	80.22	31,768	31,768	31,768	96
1797	CR 225A	Private Oil & Gas Access	Hwy 160	70	5	Edge Mill + Thin Overlay (1.5 - 2.0)	43.76	121,998	121,998	121,998	92
1378	CR 310	Rivers End Lane	Hwy 550	52	5	FWM + Thick Overlay (> 2.0 - 3.0)	80.22	126,512	126,512	126,512	96
2191	CR 318	CR 309a	DS@2640FT	50	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	82.65	814,642	814,642	814,642	96
2178	CR 501	DS@5280FT	Lake Shore Homes	73	5	Chip Seal	12.15	9,444	9,444	13,200	88
1856	CR 501	Lake Shore Homes	Lake View Drive	85	5	Chip Seal	12.16	3,756	3,756	13,200	88
1864	CR 501	Hummingbird Way	W Vallecito Creek Road	36	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	85.09	106,697	106,697	106,697	96

Appendix C

Full-Size Maps


La Plata County
Colorado
Pavement Analysis
Functional Classification
by Segment
Legend
Functional Classification
Arterial
Collector
Major Local
Minor Local
Farm/Market
Local
County Limits
1234 GISID
0 1.25 2.5 5 Miles
NORTH


La Plata County
Colorado
Pavement Analysis
Current PCI
Jan 2023
by Segment
Legend
Descriptive Pavement Condition
85 - 100 Excellent
70 - 85 Very Good
60 - 70 Good
50 - 60 Fair
40 - 50 Marginal
25 - 40 Poor
0 - 25 Very Poor
County Limits
1234 GISID
NORTH
0 1.25 2.5 5 Miles
CR 200
CR 250C
CR 250
CR 201
CR 202
CR 252
CR 205
CR 203
CR 243
CR 240
CR 501
CR 500
CR 245
CR 240a
CR 249
CR 204
CR 251
CR 254
CR 124
CR 207
CR 120
CR 125
CR 141
CR 142
CR 210
CR 119
CR 100
CR 134
CR 133
CR 228
CR 225/228
CR 223
CR 234
CR 233
CR 225A
CR 222
CR 510
CR 220
CR 221
CR 507
CR 502
CR 509
CR 516
CR 523
CR 521
CR 518
CR 517
CR 302
CR 305
CR 301
CR 300
CR 307
CR 309 / Airport Road
CR 309a
CR 214
CR 213
CR 215
CR 216
Cr 314
CR 318
CR 310
CR 321
CR 322
CR 330
CR 329

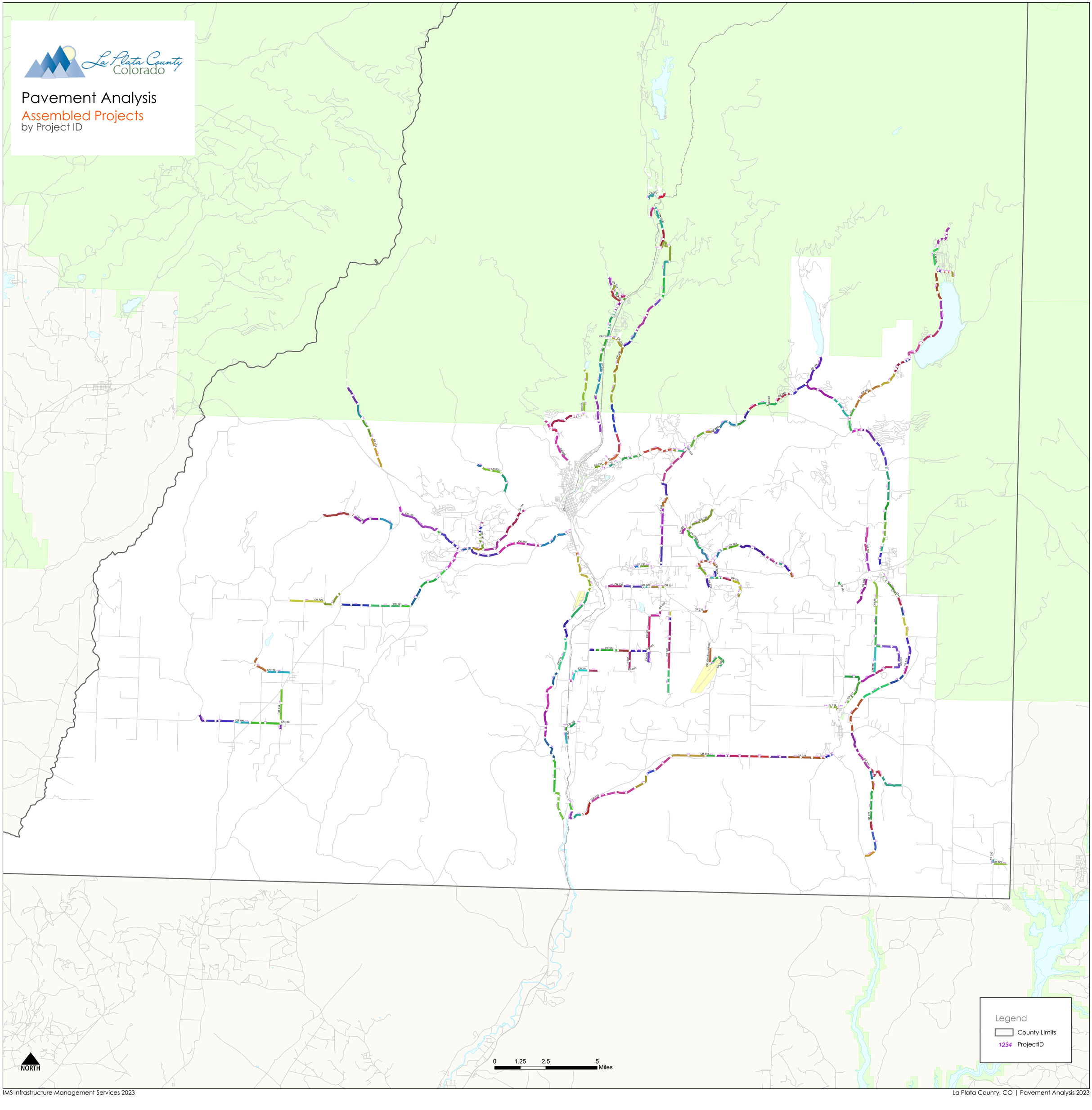

La Plata County
Colorado
Pavement Analysis
Survey PCI
Survey date July 2022
by Segment
CR 200
CR 250C
CR 250
CR 201
CR 202
CR 252
CR 205
CR 203
CR 243
CR 240
CR 501
CR 500
CR 245
CR 240a
CR 249
CR 204
CR 254
CR 251
CR 124
CR 207
CR 120
CR 125
CR 141
CR 142
CR 210
CR 119
CR 134
CR 100
CR 133
CR 213
CR 216
CR 215
CR 228
CR 225/228
CR 223
CR 234
CR 233
CR 220
CR 221
CR 225A
CR 222
CR 510
CR 302
CR 301
CR 305
CR 300
CR 307
CR 309 / Airport Road
CR 309a
CR 214
CR 502
CR 507
CR 509
CR 516
CR 523
CR 521
CR 518
CR 517
Cr 314
CR 318
CR 310
CR 321
CR 322
CR 330
CR 329
NORTH
0 1.25 2.5 5 Miles
Legend
Descriptive Pavement Condition
85 - 100 Excellent
70 - 85 Very Good
60 - 70 Good
50 - 60 Fair
40 - 50 Marginal
25 - 40 Poor
0 - 25 Very Poor
County Limits
1234 GISID

La Plata County Colorado

Pavement Analysis

Assembled Projects

by Project ID

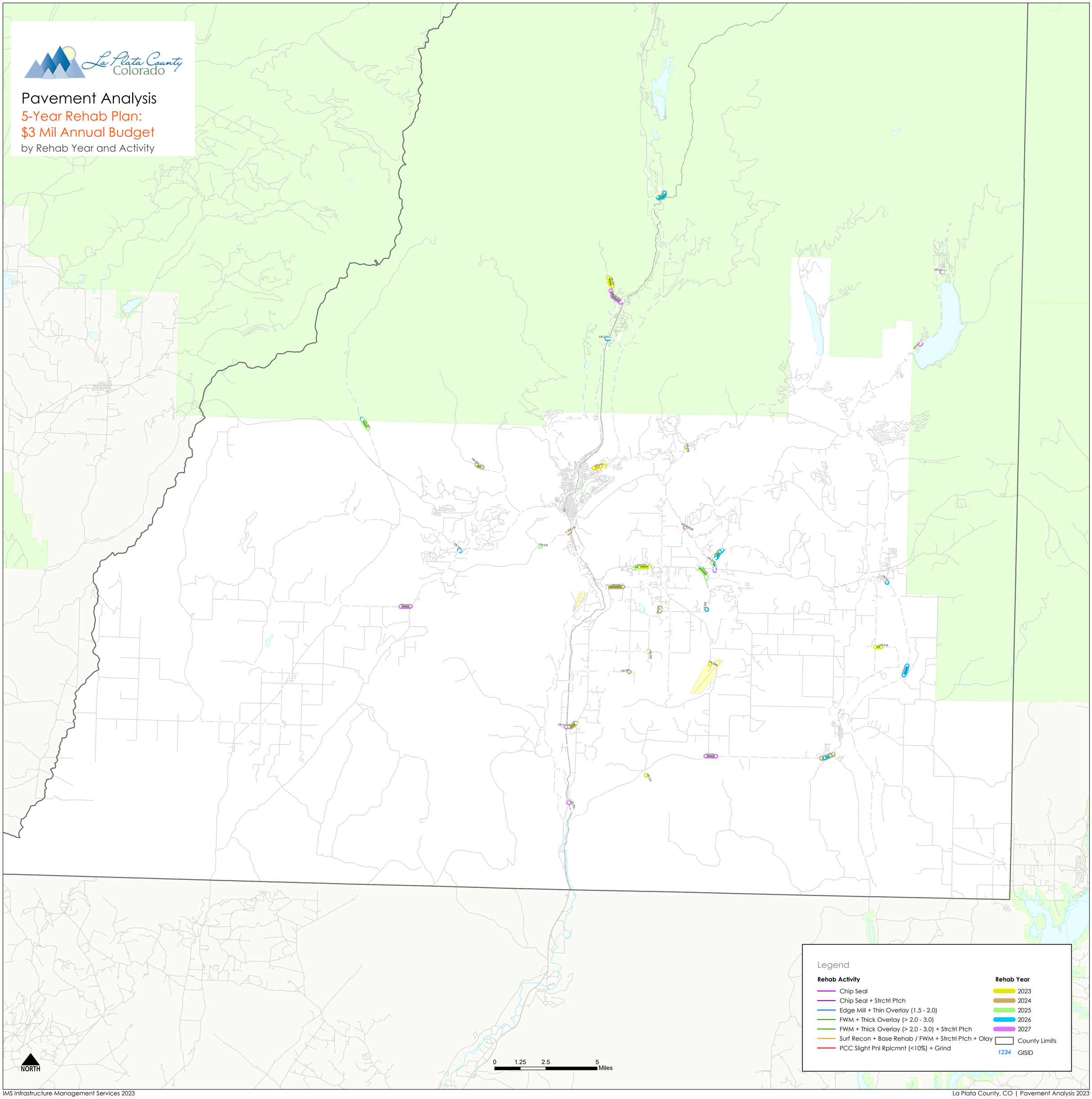


La Plata County Colorado

Pavement Analysis

5-Year Rehab Plan:
$3 Mil Annual Budget

by Rehab Year and Activity



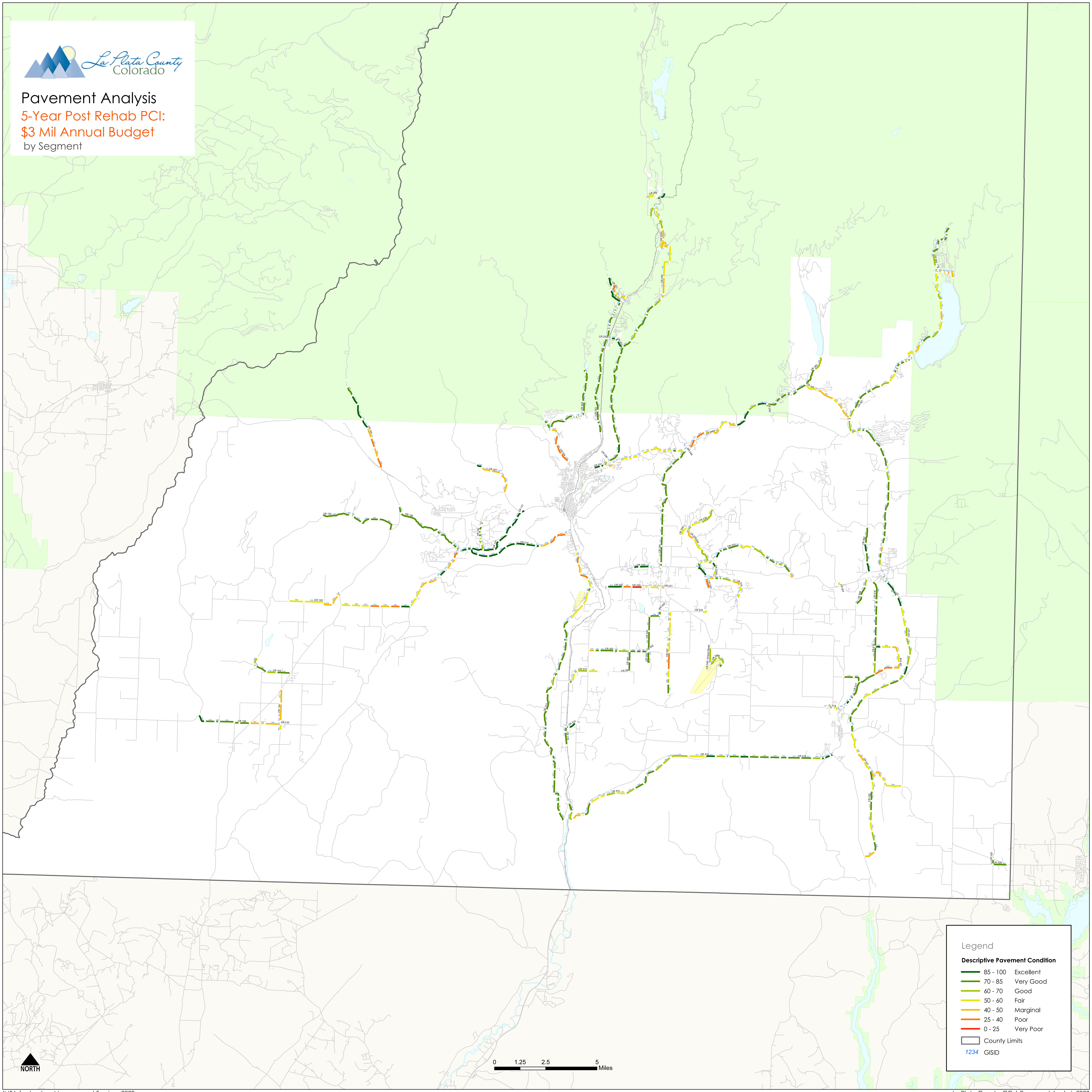
Legend

Rehab Activity

- Chip Seal
- Chip Seal + Strctrl Ptch
- Edge Mill + Thin Overlay (1.5 - 2.0)
- FWM + Thick Overlay (> 2.0 - 3.0)
- FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch
- Surf Recon + Base Rehab / FWM + Strctrl Ptch + Olay
- PCC Slight Pnl Rplcmnt (<10%) + Grind

Rehab Year

- 2023
- 2024
- 2025
- 2026
- 2027
- County Limits
- *1234* GISID


La Plata County
Colorado
Pavement Analysis
5-Year Post Rehab PCI:
$3 Mil Annual Budget
by Segment
CR 200
CR 250C
CR 250
CR 201
CR 202
CR 252
CR 203
CR 205
CR 204
CR 254
CR 251
CR 243
CR 240
CR 240a
CR 245
CR 249
CR 501
CR 500
CR 124
CR 207
CR 120
CR 125
CR 141
CR 142
CR 210
CR 119
CR 134
CR 100
CR 133
CR 213
CR 216
CR 215
CR 214
CR 228
CR 225/228
CR 223
CR 225A
CR 222
CR 510
CR 233
CR 234
CR 220
CR 221
CR 302
CR 301
CR 305
CR 300
CR 307
CR 309 / Airport Road
CR 309a
CR 502
CR 507
CR 509
CR 516
CR 521
CR 518
CR 517
Cr 314
CR 318
CR 310
CR 321
CR 322
CR 330
CR 329
Legend
Descriptive Pavement Condition
85 - 100 Excellent
70 - 85 Very Good
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County Limits
1234 GISID
0 1.25 2.5 5 Miles
NORTH