

	Item:	Item Description:	Notes:
Road Summary	Age	~19-26 years old	
	Past Seal Coats	None	Some limited patching observed
	Condition – Expert Inspection	Cracking, especially around sewer covers/utility structures; no severe or “alligator” cracking	Per engineers’ report. Note: Core sampling not conducted on entrance, where wear is greatest.
		1-2 Years of useful life left	
	Condition - Lay Inspection	Some cracking observed, especially at entrance and around sewer covers, areas on PGW with cracks stretching across pavement; overall though it would appear in "good", working condition	Measurement of cracks not taken; With or without maintenance, more than 2-3 years possible? Maybe longer? Maybe less?
	Life Expectancy	Past Normal Life or ~15-20, 20-25, 25-30 years depending on reference.	Varies; Assumes preventative maintenance. http://www.asphaltinstitute.org/wp-content/uploads/Thickness_Mix/Life_Cycle_Performance.pdf
Current Reserves	~\$105,000 (\$~111,000 in December)	Per Engineer's assessment which supplied an "F" funds rating based on an estimated \$187,000+/- repaving job in 2020	

	Item:	Item Description:	Notes:
Re-Paving (Phased or Whole) Option #1	Cost	~\$150,000-\$210,000	Per vendor quotes and engineer report; to consider inflation and other factors that may influence costs
	Life Span	~25+ years	http://www.asphaltinstitute.org/wp-content/uploads/Thickness_Mix/Life_Cycle_Performance.pdf
	Purpose	Pavement resurfacing (also known as an overlay, asphalt overlay or pavement overlay) is the process of installing a new layer of asphalt over the existing pavement.	http://www.uspavement.com/education/glossary

	Item:	Item Description:	Notes:
Seal Coat Option #2	Cost	~\$20,000-\$30,000	Per vendor quotes and engineer report
	Life Span	~4-6 years	http://www.fs.fed.us/eng/pubs/html/99771201/99771201.htm
		~5-10 years (Slurry Seals)	http://www.truthaboutcoaltar.com/pdf/Benefits%20of%20Preventative%20Maintenance%20Pavement%20Sealers.pdf
	Purpose	Prevent water intrusion, seal fine cracks (<¼ in.), protect the surface from degradation, minimize surface oxidation (hardening) thus preventing the raveling of the fine aggregate in the pavement. Pavement to become brittle, cracking the pavement. A seal coat provides a waterproof membrane that not only slows down the oxidation process but also helps the pavement shed water, preventing it from entering the base material. A secondary benefit is increased surface friction. It rejuvenate the underlying bituminous pavement, provide an aesthetic, smooth, and uniform-colored surface, improve the surface's skid resistance, provide better resistance to studded tire wear depending on the type of seal coat and size of aggregate used in the seal coat.	http://www.cee.mtu.edu/~balkire/CE5403/AsphaltPaveMaint.pdf http://onlinepubs.trb.org/onlinepubs/circulars/ec078.pdf

	Item:	Item Description:	Notes:
Reactive Patching Option #3	Cost	~\$3,000-\$15,000	Per vendor quotes and engineer report
	Life Span	~1-5 years	Dependent upon environment and seal coating
	Purpose	A localized treatment method used to prevent water and debris from entering a crack, which might include routing to clean the entire crack and to create a reservoir to hold the sealant. It is only effective for a few years and must be repeated. However, this treatment is very effective at prolonging the pavement life.	http://www.cee.mtu.edu/~balkire/CE5403/AsphaltPaveMaint.pdf