

PAVEMENT MAINTENANCE PROGRAM OVERVIEW

FEBRUARY, 2021



OVERVIEW

- CIP vs PMP
- PMP Funding
- PMP Approach

CIP vs PMP



New Asset



Existing Asset

FUNDING

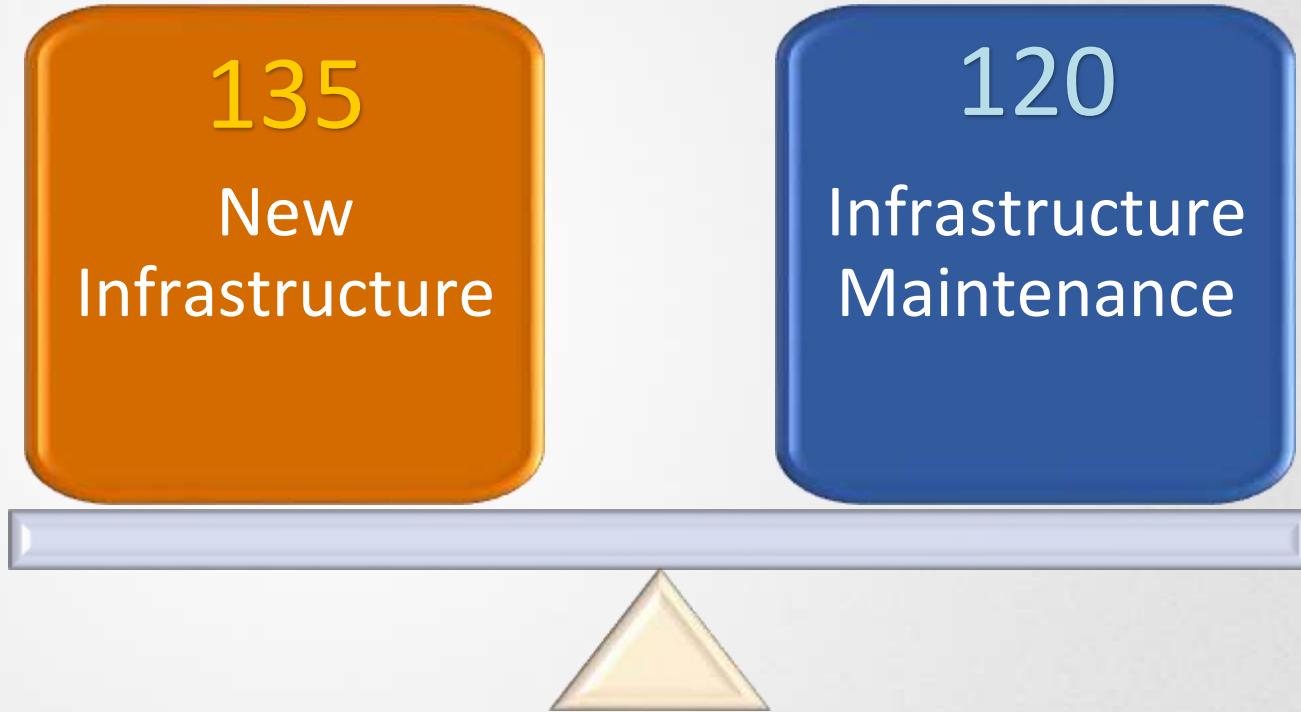


Trans. Capital Fund - 135
(Predominately Impact Fees)



Transportation Fund - 120
(Predominately Sales Tax)

FUNDING CHALLENGE



PMP FUNDING

120
Fund =

46.5 FTEs

PMP

Traffic
Signals

Signs

Pavement
Markings

Bridge
Maintenance

Sidewalks

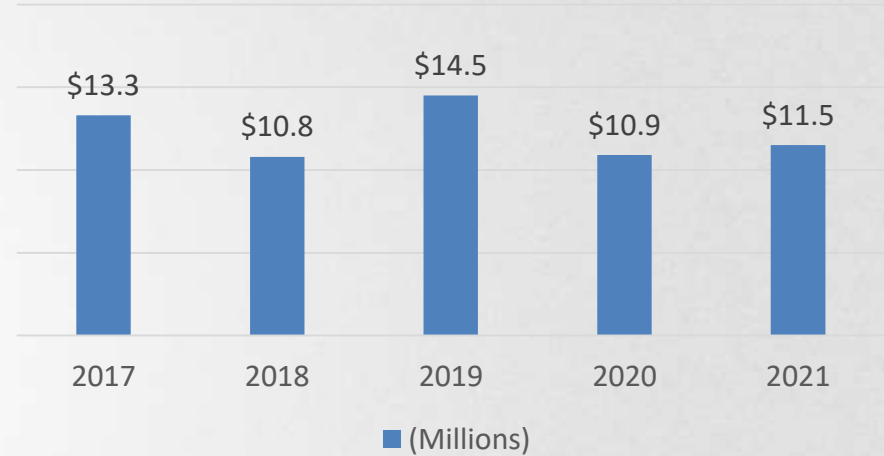
Street Lights

Capital Prj.
Allocations

PMP FUNDING



(Budgeted)



As of 1/1/2021 we have 710 lane-miles.
This equates to a 2021 budget allocation
of \$16,200/lane-mile

PMP APPROACH



75-Years



6-Years



12-Years

PMP APPROACH

Reliability

Lowest Total Cost

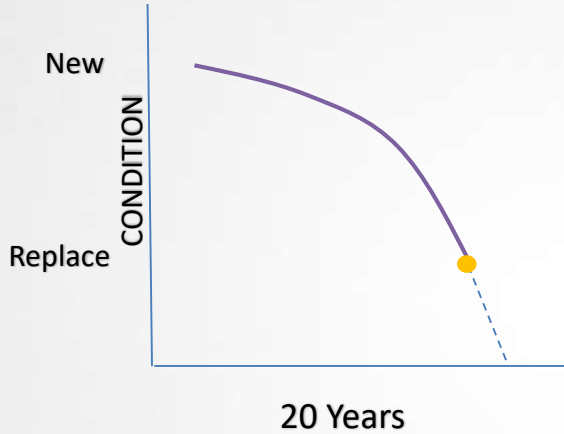
Low downtime

High Safety Value

*Low Environmental
Impacts*

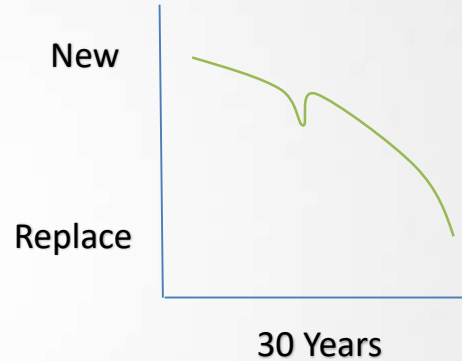
Staff Ops.

PMP APPROACH



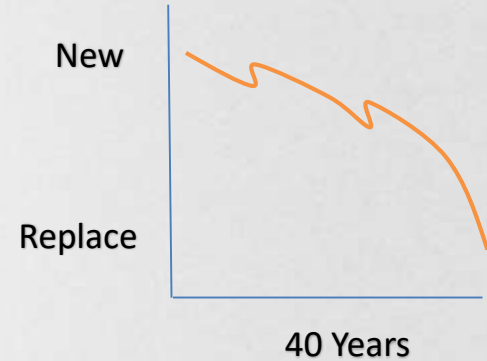
\$500,000/lane-mi

\$25,000/lane-mi/yr



\$700,000/lane-mi

\$23,333/lane-mi/yr



\$900,000/lane-mi

\$22,500/lane-mi/yr

PMP APPROACH



Condition 50 - 60

PMP APPROACH



Condition 40

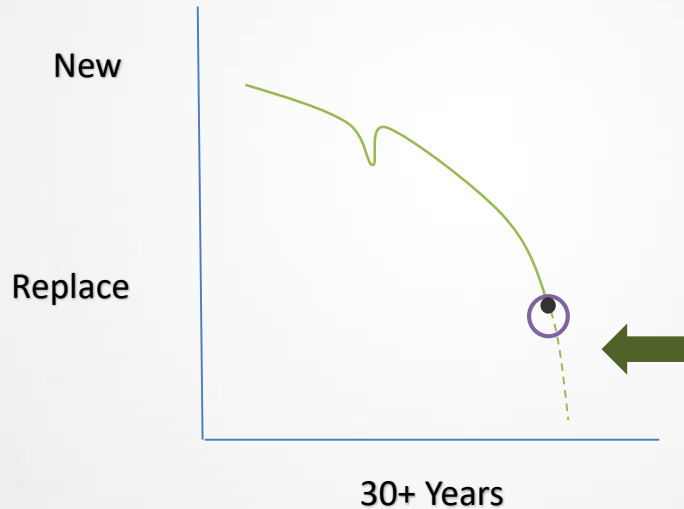
PMP APPROACH



Condition 20 - 30

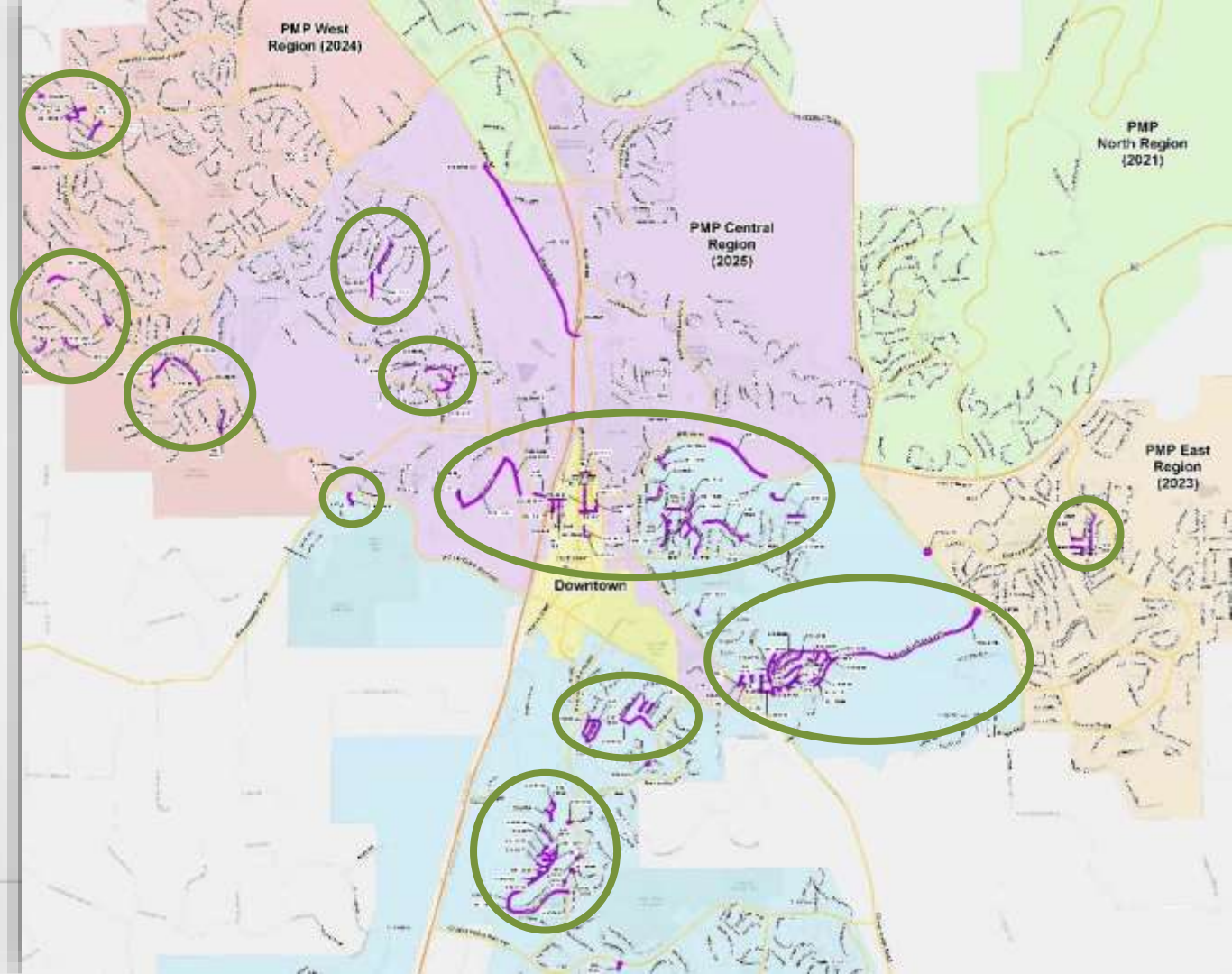
PMP APPROACH

Avg. Budget: < \$17,000/ln-mi/yr



710 lane-miles

31 Lane-miles
(4% of current inventory)



PEER COMPARISON

Agency	PCI (Average)	% Network < 60
Douglas County	79	1.4%
CASTLE ROCK	79	4.4%
Parker	75	13.0%
CDOT	<i>N/A</i>	<i>20% Low Drivability</i>

PAVEMENT METRICS

Pavement Condition Information

Just like vehicles need regular oil changes to keep running properly, the Town's roads need regular maintenance so traffic keeps flowing smoothly. Town Council supports this need by funding the Town's Pavement Maintenance Program.

Through the program, maintenance is performed annually on Primary streets and on a five-year rotation on Local streets, which are divided into five areas.

Primary Streets

For primary streets, the Town's goal is to maintain an Overall Condition Index, or OCI, of 75 or better.

OCI provides a numerical rating for the condition of a road segment within the road network. The number is based off of the frequency of cracks, potholes and ruts, and the severity of spalling on the pavement surface. 0 is the worst possible condition and 100 is the best.

The following graphs show the average rating of all the streets within the Primary and Local street categories. These data are updated annually, or more frequently.



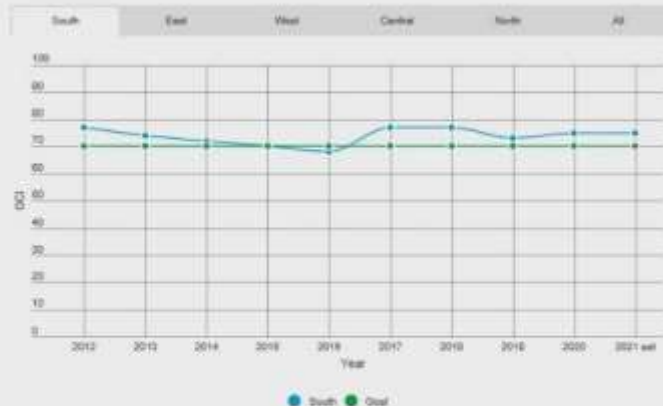
Success

Since 2015, the Town has been meeting or exceeding its primary street OCI goal following the annual summer maintenance cycle.

Local Streets

For local streets, the Town's goal is to maintain an OCI of 70 or better.

View our interactive pavement maintenance map to determine which area you are in and to see the upcoming maintenance schedule.



five-year cycle

Local streets are maintained on a five-year cycle, which reveals itself in these line graphs.

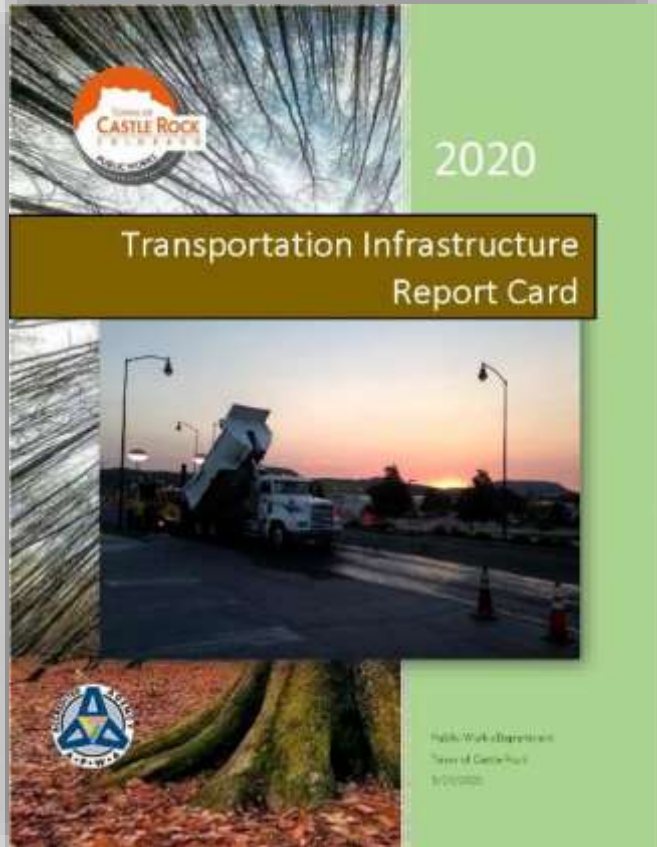


North area up next

The North area is scheduled to receive maintenance in 2021. The OCI for that area is expected to exceed the goal following that maintenance.

<http://www.crgov.com/2775/Pavement-Condition-Information>

PAVEMENT METRICS



<http://crgov.com/DocumentCenter/View/19411/2020-Report-Card?bidId=>

PMP APPROACH

Primary Sts. &
Downtown (any year)

Residential streets
(5-yr rotation)



QUESTIONS?

