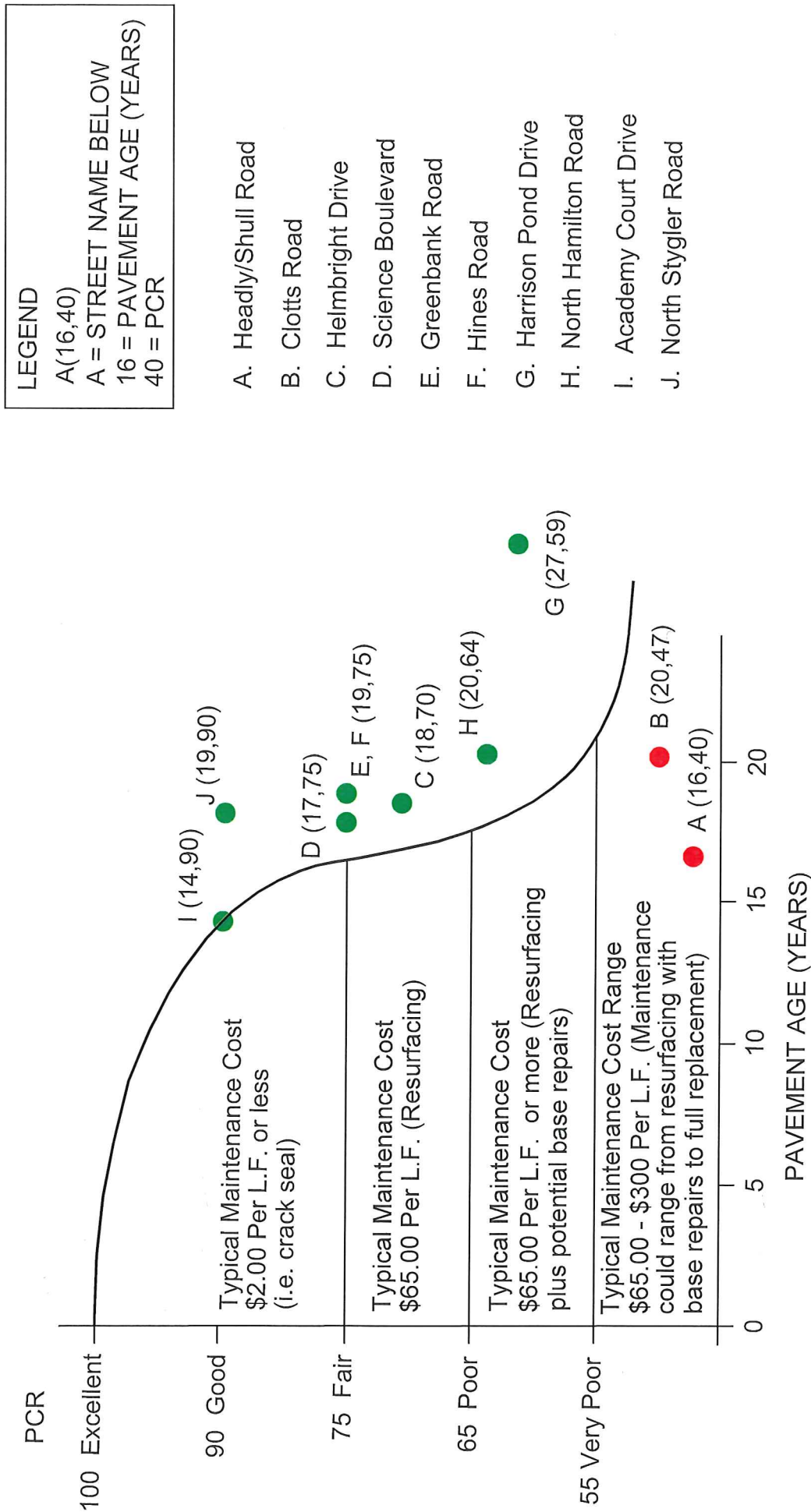


TYPICAL STREET PAVEMENT CONDITION RATING (PCR) PROGRESSION



The Cost of Deffered Maintenance

In 2015, we resurfaced two roadways, Headley Road and Clotts Road, that both had Pavement Condition Rating (PCR) values in the 40's, based on our scale of 1-100 with 100 being a new or perfect roadway. We have to make some assumptions related to deferred maintenance costs. We are going to assume that if we had performed maintenance on these roadways at 74, then we would have not had to perform all or a very small portion of the full depth base repairs that were needed for these projects. Below is a breakdown of the each of the roadways for total cost of maintenance, cost of full depth base repairs, and the assumed representative % of increased cost due to deferred maintenance.

<u>Roadway</u>	<u>Actual roadway maintenance cost</u>	<u>Cost for full depth base repair</u>	<u>% increase/additional cost due to deferred maintenance</u>
Headley Road	\$165,351	\$38,596	30%/\$38,596
Clotts Road	\$345,713	\$99,246	40%/\$99,246

City-Wide Streets

Pavement Condition Rating (PCR) History/Trend

Year	Local Amount Spent on Resurfacing @ ~\$65/ft.	Amount Spent on Rebuilds @ ~\$225/ft.	Ave. PCR	PCR 100-90	PCR 89-75	PCR 74-65	PCR 64-55	PCR 54-40	PCR <=39
2006	\$765,981	\$0.00	91.5	81.1%	14.0%	2.6%	1.3%	0.8%	0.2%
2007	\$164,864	\$473,959	91.6	74.7%	20.6%	2.5%	1.4%	0.4%	0.4%
2008	\$477,783	\$220,595	92.0	81.1%	14.4%	3.2%	0.6%	0.6%	0.0%
2009	\$326,944	\$218,779	92.8	86.7%	9.9%	1.9%	1.1%	0.4%	0.0%
2010	\$0.00	\$0.00	89.7	66.2%	29.8%	3.8%	0.2%	0.0%	0.0%
2011	\$194,787	\$0.00	87.6	54.2%	38.9%	5.9%	1.0%	0.0%	0.0%
2012	\$304,379	\$333,653	86.2	50.5%	37.2%	7.7%	2.2%	0.0%	0.0%
2013	\$292,255	\$297,862	87.4	53.8%	37.7%	5.0%	2.1%	1.5%	0.0%
2014	\$289,047	\$294,854	87.6	53.1%	39.1%	4.8%	1.6%	1.2%	0.3%
2015	\$1,002,041	\$1,229,258	84.7	45.2%	40.8%	10.2%	2.8%	0.9%	0.0%