

**CITY-WIDE STREET
CAPITAL IMPROVEMENT PLAN**
CITY OF SHERIDAN, COLORADO

OCTOBER 2012

PREPARED BY:



RGA JOB No.:
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I. INTRODUCTION

RG and Associates, LLC (RGA) was selected to complete a City-Wide Street Capital Improvement Plan (CIP) for the City of Sheridan. The purpose of this CIP is to identify, prioritize, and address the City's roadway improvement needs in order to assist the City Council in identifying proposed road maintenance and replacement projects over the next ten years.

This study began with a pavement distress survey of the City's approximate 20.5 center line miles of pavement. The City has approximately 4.2 miles of **arterial** streets (streets with average daily traffic of over 2,001 vehicles/Day); 6 miles of **collector** streets (streets with average daily traffic of 501-2,000 vehicles/day); and 10.3 miles of **local** streets (streets with average daily traffic of 0-500 vehicles/day).

Each City street was walked, inspected, and measured by an RGA Inspector. Inspections included existing pavement conditions, curb, gutter and sidewalk conditions, drainage, traffic, and utilities.

Roadway Conditions were evaluated based on PCI (Pavement Condition Index). PCI is calculated by selecting a 100-foot long by one to four lane area of each street section (block) that best represents the overall street condition, and measuring the different conditions and stress of each pavement section. An example of a section report could be a 100 square foot area that contains 100 square feet of alligator cracking, 2 pot holes, and 200 feet of linear cracking. The collected data includes overall street length and width, as well as any distresses. The data is then inputted into a software program, MicroPaver 6.5, which calculates the overall PCI.

Drainage was also evaluated during the inspections. A map of areas with drainage problems was provided by Randy Mourning as well as a drainage study completed in 2003 by Urban Drainage. Each area was evaluated, recommendations and cost estimates are provided within this report.

Utility Conditions and replacement schedules were also evaluated. Denver Water, all applicable Sanitation Districts, as well as dry utilities, were all contacted for information of any scheduled improvements which could impact City streets.

Economic Activity of each area was another factor which was used during the evaluation process. Local businesses areas that create revenue and bring consumers to the City have a slightly higher ranking than those areas without businesses.

Traffic Volume was the last area evaluated. Typically, areas with higher traffic volumes receive a slightly higher ranking than areas with lower traffic volume. Along with traffic volumes a map of areas of high accident rate and congestion was provided to RGA from Randy Mourning. Recommendation for improvements and cost are also included within this report.

II. STREET REPLACEMENT RATING SYSTEM

The following chart represents the overall scoring system for the City streets.

Pavement Condition Index (PCI) Rankings – (45 % of total score)		Points
Good	PCI of 100-81: Street is new; needs little or no maintenance	36-45
Fair	PCI of 80-56: Street needs maintenance	26-35
Poor	PCI of 55-0: Streets need reconstruction	0-25

Drainage Condition Rankings – (25% of total score)		Points
Good	Runoff is collected and directed to a controlled outfall point without erosion	25
Fair	Runoff drains off road in most cases, but is not collected or causes erosion in some areas	10
Poor	Runoff does not drain off road adequately	0

Water/Sewer/Utilities Replacement Schedule Rankings – (10% of total score)		Points
Not Needed	Water and sewer mains are in good shape. Sewer mains can be lined.	10
Improve	Water or sewer mains need to be reconstructed for capacity or replacement	5
Life/Safety	Upsize water mains for fire protection requirements	0

Economic Activity Rankings – (10% of total score)		Points
Low	Little or no economic activity; primarily residential use	10
Med	Mixed use areas, industrial uses, city entryways	5
High	Significant economic activity; primarily serves business and retail uses	0

Traffic Volume Rankings – (10% of total score)		Points
Low AWDT* Local	0-500 Vehicles/Day local	10
Med AWDT Collector	501-2,000 Vehicles/Day	5
High AWDT Arterial	2,001-10,000 Vehicles/Day	0

**Average Weekday Traffic*

III. PAVEMENT CONDITION RATING

As mentioned previously, a complete survey of the 20.5 centerline-miles of the City pavements was conducted to assess the existing surface condition of each individual pavement section. Upon completion of this survey, a PCI was calculated for each section to reflect the overall pavement condition. Ranging between 0 and 100, a PCI of 0 would correspond to a badly deteriorated pavement with virtually no remaining life. A PCI of 100 would correspond to a new pavement with proper engineering design and construction at the beginning of its life cycle. The chart below relates

PCI ranges to general pavement condition definitions, and gives a general description for each pavement condition.

(See Appendix A for complete Street Rankings)

PCI Range	Condition	Description
81-100	GOOD	Little or no distress, with the exception of minor to moderate hairline cracks, typically lightly weathered
56-80	FAIR	Moderate to severe weathering, light load-related base failure, moderate to heavy linear cracking
0-55	POOR	Extensive weathering, heavy base failure, alligator cracking, failed patches, extensive linear cracking

IV. GEOTECHNICAL INVESTIGATION

As part of this study, eight (8) soil bores were performed in different areas of the City, some on heavy traffic roads (arterial), medium traffic roads (collector), and light traffic roads (local). The purpose of the borings is to determine the existing thickness of asphalt and road base, as well as the type of subgrade. This data is then used to determine the necessary structural section for new roadways or required base and asphalt thickness. (See Appendix J for the complete Geotechnical Report)

The results of the geotechnical investigation showed that many of the City streets consist of asphalt thickness of between 2" to 2 ½", which, in some cases, rules out the option of overlaying certain streets. Asphalt thickness weighs into decision for mill and overlays; typically a 1.5" asphalt overlay is the minimum thickness recommended for an overlay. One goal of a proper overlay is to edge mill the existing asphalt at each gutter down to still maintain ½" asphalt above the gutter after the overlay is completed. If the existing asphalt is only 2" to 2 ½" thick, the milling could take the section down to subgrade or leave a thin layer of asphalt which will only create issues during the overlay process. However, if a section of roadway is in good condition, a 1" edge mill and a 1 ½" overlay may be successful.

Recommended Asphalt Structural Sections

Street Classification	Asphalt Depth
Local	5 ½ "
Collector	7 ½ "
Arterial	9"
Major Arterial	12"

Factors Weighing Into the Decision to Overlay or Totally Replace a Street

1. Existing asphalt thickness and condition.
2. Condition of existing roads around targeted streets. If a series of streets needs to be replaced in a certain area, but one of the streets is borderline and could be a candidate for a mill and overlay, consideration must be given to anticipating the street's condition after construction is complete, such as, is it a main haul road for project equipment, asphalt, and concrete delivery,

etc. With many of the City roads only having 2" asphalt, some may be destroyed just due to the heavy construction traffic.

3. Condition of existing curb, gutter, and sidewalk. If sidewalks have heavy cracking or have deteriorated to a point where rain and snow melt can seep through into the subgrade of a roadway, this will eventually create problems with the asphalt and can cut the lifetime of a new street in half. Another factor is a street could have a PCI ranking of 70, which would be a candidate for an overlay, but 30% of the curb, gutter, and sidewalk is in need of replacement due to cracking, deterioration, or safety trip hazards. The condition of the street, again, with the shallow asphalt depths, is likely to change after replacing the concrete due to the heavy equipment and concrete delivery trucks.
4. Utility Replacement. If utilities such as water and sewer are planned for replacement, generally total replacement is necessary. Such areas should not be constructed until the utility improvements have been made.
5. Drainage. Areas where there are major drainage issues should not be improved until proper drainage facilities are constructed.

V. THE CITY'S CURRENT PAVEMENT CONDITIONS

The average PCI for the City's streets, as of 2012, is **51**. Many of the streets have been in place for 30 to 40 years and are in need of total replacement. Many of the streets have no binder or oil left and are at the point of complete alligator cracking. A few of the streets are in fair condition and can be maintained chip-sealed or overlaid. A few streets do not require any immediate attention. Below are tables that represent the quantity and different levels of required work on the streets within the City.

(See Appendix B for PCI Rankings)

Local Streets

Required Maintenance	Length in Miles	Percentage
Total Replacement	6.73	65%
Overlays	1.87	18%
Routine Maintenance	1.70	17%
Total	10.30	

Collector Streets

Required Maintenance	Length in Miles	Percentage
Total replacement	2.20	37%
Overlays	0.70	12%
Routine Maintenance	3.10	51%
Total	6.00	

Arterial Streets

Required Maintenance	Length in Miles	Percentage
Total Replacement	1.40	33%
Overlays	2.10	50%
Routine Maintenance	0.70	17%
Total	4.20	

All Streets

Required Maintenance	Length in Miles	Percentage
Total Replacement	10.33	50%
Overlays	4.67	23%
Routine Maintenance	5.50	27%
Total	20.50	

VI. EXAMPLE COSTS
Typical Cost to Perform Maintenance on Roadways*

Required Maintenance	Cost	Unit
Crack Seal	\$0.50 to \$1.50	LF
Patch Work	\$35 to \$60	SY
Chip Seal	\$4.00 to \$5.00	SY
Edge Mill with 2" Overlay	\$10 to \$12	SY
Total Reconstruction	\$35 to \$64	SY

**Price range dependent on size of job*

Example Chip Seal Cost for One Block

A typical block is 400 feet long by 32 feet wide = 1,422 SY
 Typical crack seal required 1000 Linear Feet = Average \$1,000
 Typical patches necessary prior to overlay 100 SY = Average \$5,000
 Chip Seal 1422 SY = Average \$6,399

Total Cost to Repair Minor Defects and Chip Seal Overlay the Average Street = \$12,399 OR \$8.72 SY/\$0.97 SF

Example Overlay Cost for One Block

Typical block is 400 feet long by 32 feet wide = 1422 SY
 Typical crack seal required 500 Linear Feet = Average \$500
 Typical patches necessary prior to overlay 50 SY = Average \$ 2,500
 Average concrete sidewalk replacement 150 LF @ \$45 LF= \$6,750
 Edge Mill with 2" Asphalt Overlay 1422 SY = Average \$15,642

Total Cost to Perform Minor Repairs and Overlay the Average Street = \$25,392 OR \$17.86 SY/ \$1.98 SF

Example Asphalt Replacement for One Block

Typical Local block is 400 feet long by 32 feet wide = 1,422 SY

Removal of Existing Asphalt and Subgrade \$8 SY= \$9,954

Install 5.5" Asphalt \$24 SY= \$34,128

Average concrete sidewalk replacement 150 LF @ \$45 LF= \$6,750

Total Cost for Asphalt Replacement = \$50,832 OR \$35.75 SY/ \$3.97 SF
VII. SUMMARY OF CAPITAL IMPROVEMENT COSTS
Immediate Cost Necessary for Routine Maintenance/Patching/Crack Sealing/Chip Seal/Slurry Seal, Overlays and Minor Drainage for Streets Still Maintainable

(See Appendix C for Streets Classified Still Maintainable)

Construction	\$1,950,058
Contingency 20%	\$390,011
Engineering/Construction Management	\$234,007
Total	\$2,574,076

With the City's annual budget of approximately \$300,000 for street maintenance, and the cost of current maintenance improvements necessary for streets that are still maintainable of approximately \$2,574,076, it will take 8.5 years to complete the necessary maintenance. Most of the streets which are currently categorized as maintainable may require total replacement if proper maintenance is not performed within the next 2 to 5 years.

Total Cost for Streets Requiring Reconstruction

(See Appendix D for Map and Complete Roadway Analysis/Cost Estimates)

Construction	\$10,333,658
Contingency 20%	\$2,066,732
Surveying/Engineering/Construction Management	\$2,480,078
Total	\$14,880,468

Total Cost to Replace Hamilton Street Bridge*
Total **\$5,311,000**

*For a bridge project, preliminary engineering needs to be performed to provide accurate engineering and construction costs. For the above costs, RGA used CDOT's "Estimating Reasonable Costs for Bridge Replacement" form.

Total Cost for Drainage Improvements

(See Appendix F for Drainage Map/Cost Estimates)

Construction	\$3,104,954
Contingency 20%	\$620,991
Surveying/Engineering/Construction Management	\$745,189
Total	\$4,471,134

Total Cost for Traffic Problem Area Improvements

(See Appendix G for Traffic Problems Area Map/Cost Estimates)

Construction	\$1,389,409
Contingency 20%	\$277,881
Surveying/Engineering/Construction Management	\$333,458
Total	\$2,000,748

Total Cost to Bring All Streets, Drainage, and Traffic Problem Areas Up to Standard \$29,237,426

VIII. UTILITY IMPROVEMENTS

All utility companies within the City were notified and, with the exception of Denver Water, there are no scheduled projects that would affect the City streets.

Denver Water has two (2) projects scheduled. The first is to replace 400 feet of water mainline on Irving Street from Bear Creek Drive to Jefferson. The second project is to replace 550 feet of water mainline on Hooker Street from Radcliff Avenue to Radcliff Drive. Denver Water did not provide a timeline for the improvements. See Appendix E for maps and correspondence with Denver Water.

IX. DRAINAGE IMPROVEMENTS

(See Appendix F for Drainage map and cost estimates)

Many of the streets identified by the City of having drainage problems can be improved by the addition of curb and gutter or valley pans. The cost associated with the addition of curb and gutter or valley pans was added to each appropriate street's overall cost. Nine (9) areas within the City will require storm pipe and inlets to solve the drainage problems. These areas were evaluated and cost estimates created based on conceptual plans only. Prior to any construction, drainage studies to determine pipe sizes and elevations will be required for each area.

X. TRAFFIC IMPROVEMENTS

(See Appendix G for Traffic Problems Area Map and Cost estimates)

The areas identified by the City of having Traffic problems were evaluated and cost estimates created based on conceptual plans only. The map in Appendix G represents necessary improvements for the problem areas.

XI. CONCLUSION

Many of the City's roadways are in need of total replacement. Immediate attention should be given to the streets that are still in good shape and maintainable. The streets that are in need of total replacement should get very little attention other than necessary maintenance for safety until funds become available for total replacement.

With the total cost for all improvements being \$29,240,000, the following table represents a 3% annual inflation cost increase to complete the improvements. As seen, for each year that construction is delayed, the price is increased by approximately \$1,000,000.

10-Year Projected Cost

2013	\$29,240,000
2014	\$30,117,200
2015	\$31,020,716
2016	\$31,951,337
2017	\$32,909,877
2018	\$33,897,173
2019	\$34,914,088
2020	\$35,961,510
2021	\$37,040,355
2022	\$38,151,566
2023	\$39,296,113

APPENDIX A: ROADWAY RANKINGS

Score Range= Good 100 to 0 Poor														City of Sheridan Roadway Rankings
Street	From	To	Length	Width	Square Yards	Classification	Survey Date	PCI	Street	Drainage	Utilities	Economic	Traffic Volume	Score
Hamilton Bridge	Platte River Drive	Platte River Drive	267	30	890	C - Collector	Aug-12	0	0	0	10	0	0	10
Oxford	S. Federal	Clay St.	1250	55	7639	S - Arterial	Aug-12	0	0	0	10	0	0	10
W. Jefferson Ave	Federal	End	1210	32.5	4369	E - Local	Aug-12	7	3	0	0	10	5	18
Clay St.	City Shop North	Within 250' of Oxford	1400	26	4044	S - Arterial	Aug-12	0	0	0	10	5	5	20
West Princeton	S. Federal	Decatur	495	34	1870	C - Collector	Aug-12	25	11	0	0	10	5	26
Canosa	Hampden	Girard	650	22	1589	E - Local	Aug-12	18	8	0	0	10	10	28
S. Decatur St	Princeton	Eliot	366	32.5	1322	E - Local	Aug-12	10	5	0	5	10	10	30
Platte River Drive West Side	Hamilton	North to Sheridan Line	542	27	1626	C - Collector	Aug-12	22	10	0	10	5	5	30
Alcott	Dartmouth	S. to end	335	24	893	E - Local	Aug-12	0	0	0	10	10	10	30
S. Julian Street	Milan	West Lehigh	424	33	1555	E - Local	Aug-12	0	0	0	10	10	10	30
Hampden	Knox Ct.	S. Irving St	620	43	2962	S - Arterial	Aug-12	45	20	0	10	0	0	30
Hampden	S. Irving St	Federal	1231	38	5198	S - Arterial	Aug-12	45	20	0	10	0	0	30
Mansfield	Lowell Blvd	King St	324	27	972	E - Local	Aug-12	13	6	0	10	5	10	31
West Mansfield Ave	S. King St	Knox Court	441	18	882	E - Local	Aug-12	30	14	0	5	5	10	34
Umatilla	Girard	Griton	320	24	853	E - Local	Aug-12	20	9	0	10	5	10	34
Bear Creek Drive	S. Grove St	S. Hazel St	253	33	928	E - Local	Aug-12	13	6	0	10	10	10	36
Bear Creek Drive	S. Hazel St	S. Hooker St	300	33	1100	E - Local	Aug-12	15	7	0	10	10	10	37
Irving	Oxford	Quincy (including intersection)	1296	36	5184	C - Collector	Aug-12	4	2	10	10	10	5	37
Canosa	Girard	Floyd	635	22	1552	E - Local	Aug-12	17	8	0	10	10	10	38
Girard	Clay	Canosa	306	20	680	E - Local	Aug-12	18	8	0	10	10	10	38
Girard	Alcott	Zuni	275	22	672	E - Local	Aug-12	18	8	0	10	10	10	38
Greton Ave	Umatilla	Shoshone	552	22	1349	E - Local	Aug-12	19	9	0	10	10	10	39
Griton	Shoshone	Quivas	541	22	1322	E - Local	Aug-12	19	9	0	10	10	10	39
Quivas	Girard	Griton	320	22	782	E - Local	Aug-12	19	9	0	10	10	10	39
Hampden	Bryant	Alcott	344	35	1338	S - Arterial	Aug-12	42	19	10	10	0	0	39
Girard	Umatilla	Shoshone	554	24	1477	E - Local	Aug-12	20	9	0	10	10	10	39
King St	W. Mansfield	Milan	330	24	880	E - Local	Aug-12	20	9	0	10	10	10	39
King St	Milan	Lehigh	466	24	1243	E - Local	Aug-12	20	9	0	10	10	10	39
Shoshone	Griton	North to End	225	24	600	E - Local	Aug-12	20	9	0	10	10	10	39
Girard	Bryant	Alcott	338	26	976	E - Local	Aug-12	21	9	0	10	10	10	39
Girard	Shoshone	Quivas	567	26	1638	E - Local	Aug-12	21	9	0	10	10	10	39
Quivas	Hamilton	Girard	304	25	844	E - Local	Aug-12	21	9	0	10	10	10	39
Girard	Canosa	Bryant	282	27	846	E - Local	Aug-12	22	10	0	10	10	10	40
Brady Ct.	Hamilton	End	142	23	363	E - Local	Aug-12	23	10	0	10	10	10	40
Julian	Kenyon	North to End	300	32	1067	E - Local	Aug-12	24	11	0	10	10	10	41
Zuni	Hampden	Girard	500	36	2000	C - Collector	Aug-12	58	26	0	0	5	10	41
Bear Creek Drive	West Kenyon Ave	Grove St.	491	33	1800	E - Local	Aug-12	25	11	0	10	10	10	41
Shoshone	Girard	Griton	300	24	800	E - Local	Aug-12	26	12	0	10	10	10	42
Hamilton	Shoshone	Quivas	572	30	1907	C - Collector	Aug-12	62	28	0	10	0	5	43
Hamilton	Umatilla	Shoshone	563	31	1939	C - Collector	Aug-12	63	28	0	10	0	5	43

Score Range= Good 100 to 0 Poor

City of Sheridan Roadway Rankings

Street	From	To	Length	Width	Square Yards	Classification	Survey Date	PCI	Street	Drainage	Utilities	Economic	Traffic Volume	Score
Hazel Ct.	Milan	South to End	120	32	427	E - Local	Aug-12	12	5	25	5	10	0	45
Radcliff Drive	Natches	West to End	1790	24	4773	C - Collector	Aug-12	46	21	0	10	10	5	46
Shoshone	Hamilton	Girard	300	24	800	E - Local	Aug-12	35	16	0	10	10	10	46
Hamilton	Quivas	Platte River Drive	388	32	1380	C - Collector	Aug-12	69	31	0	10	0	5	46
Mountain Road	S. Lowell Blvd	S. Irving St	1270	32	4516	E - Local	Aug-12	6	3	25	10	10	0	48
Knox St.	Lehigh	Kenyon	410	29	1321	E - Local	Aug-12	53	24	0	5	10	10	49
Knox Court	Milan	Lehigh	445	28	1384	E - Local	Aug-12	12	5	25	0	10	10	50
Brady Ct.	Hampden	Hamilton Place	343	30	1143	S - Arterial	Aug-12	80	36	0	10	0	5	51
Hamilton	Brady Ct.	Umatilla	538	28	1674	C - Collector	Aug-12	58	26	0	10	10	5	51
West Milan Ave	Hazel	Grove	220	32	782	C - Collector	Aug-12	16	7	25	5	10	5	52
Umatilla	Hamilton	Brady Ct.	740	25	2056	E - Local	Aug-12	50	23	0	10	10	10	53
Hooker St	Radcliff Drive	Radcliff Ave	560	32	1991	E - Local	Aug-12	17	8	25	0	10	10	53
Clay St.	Girard	840' North	840	22	2053	E - Local	Aug-12	17	8	25	0	10	10	53
Hampden	Elliot	Dale Ct.	680	35	2644	S - Arterial	Aug-12	41	18	25	10	0	0	53
Edgemore Dr.	S. Hooker St	Federal	960	32	3413	E - Local	Aug-12	19	9	25	0	10	10	54
Girard	Quivas	Platte River Drive	427	26	1234	E - Local	Aug-12	53	24	0	10	10	10	54
Hampden	Clay	Canosa	313	35	1217	S - Arterial	Aug-12	42	19	25	10	0	0	54
Irving St.	Kenyon	Bear Creek Drive	795	36.5	3224	C - Collector	Aug-12	31	14	25	0	10	5	54
Lowell	Milan	Lehigh	469	29	1511	S - Arterial	Aug-12	43	19	10	10	10	5	54
Natches	Oxford	Quincy	1326	37	5451	C - Collector	Aug-12	43	19	25	10	0	0	54
S. Irving St.	Hampden	End	380	26	1098	C - Collector	Aug-12	21	9	25	10	10	0	54
West Kenyon Ave	Lowell Blvd	King St	314	32	1116	C - Collector	Aug-12	10	5	25	10	10	5	55
Quivas	Girton	North to End	206	22	504	E - Local	Aug-12	55	25	0	10	10	10	55
Radcliff Drive	South Irving	South Federal	1270	32	4516	E - Local	Aug-12	22	10	25	0	10	10	55
Clay St.	Oxford	South 250'	250	26	722	S - Arterial	Aug-12	78	35	0	10	5	5	55
Platte River Drive West Side	Hamilton	545' South	546	32	1941	C - Collector	Aug-12	24	11	25	10	5	5	56
Hampden	Canosa	Bryant	335	35	1303	S - Arterial	Aug-12	47	21	25	10	0	0	56
Bear Creek Drive	Hooker St	S. Irving St	340	33	1247	E - Local	Aug-12	14	6	25	10	5	10	56
Hazel St.	Oxford	Marston Place	994	32	3534	E - Local	Aug-12	3	1	25	10	10	10	56
Hazel	Milan	Kenyon	890	32	3164	E - Local	Aug-12	3	1	25	10	10	10	56
Floyd	Decatur	Dale	397	29	1279	E - Local	Aug-12	71	32	0	10	10	5	57
Umatilla	Hamilton	Girard	322	26	930	E - Local	Aug-12	61	27	0	10	10	10	57
Hampden	Federal	Eliot	273	35	1062	S - Arterial	Aug-12	53	24	25	10	0	0	59
Lowell	Mansfield	Milan	400	29	1289	S - Arterial	Aug-12	53	24	10	10	10	5	59
Milan Ave	Grove St	Green St	212	32	754	C - Collector	Aug-12	20	9	25	10	10	5	59
West Kenyon Ave	S. Irving St	S. Hooker St	247	33	906	C - Collector	Aug-12	21	9	25	10	10	5	59
West Milan Ave	Irving	Hooker	263	32	935	C - Collector	Aug-12	22	10	25	10	10	5	60
Dill	S. Lowell Blvd	S. Irving St	1270	32	4516	E - Local	Aug-12	11	5	25	10	10	10	60
Lowell	Lehigh	Kenyon	467	32	1660	S - Arterial	Aug-12	56	25	10	10	10	5	60
S. Decatur St.	Eliot	Oxford Ave	766	32.5	2766	E - Local	Aug-12	12	5	25	10	10	10	60

Score Range= Good 100 to 0 Poor

City of Sheridan Roadway Rankings

Street	From	To	Length	Width	Square Yards	Classification	Survey Date	PCI	Street	Drainage	Utilities	Economic	Traffic Volume	Score
Clay St.	Oxford	4002 Clay St	693	23	1771	S - Arterial	Aug-12	36	16	25	10	5	5	61
Grove St.	W. Kenyon	Bear Creek Drive	264	32.5	953	E - Local	Aug-12	14	6	25	10	10	10	61
S. Dale St	S. Decatur St.	Oxford Ave	1336	33	4899	E - Local	Aug-12	26	12	25	5	10	10	62
Hooker St	Milan	Kenyon	890	32	3164	E - Local	Aug-12	15	7	25	10	10	10	62
Hampden	Zuni	Brady Ct. & 285	560	35	2178	S - Arterial	Aug-12	1	52	0	10	0	0	62
Grove St.	Oxford	Marston Place	925	32	3289	E - Local	Aug-12	16	7	25	10	10	10	62
West Edgemoor Pl.	Lowell Blvd	End	556	32	1977	E - Local	Aug-12	17	8	25	10	10	10	63
Bryant St.	Floyd	Dartmouth	1312	24	3499	E - Local	Aug-12	73	33	0	10	10	10	63
Oxford	S. Natches	Clay St.	3545	51	20088	S - Arterial	Aug-12	64	29	25	10	0	0	64
Grove St.	Mansfield	Marston Place	287	32	1020	E - Local	Aug-12	20	9	25	10	10	10	64
Hamilton	S. Irving St	Hazel Ct.	615	24	1640	E - Local	Aug-12	20	9	25	10	10	10	64
West Kenyon Ave	Green St	Federal	240	32.5	867	C - Collector	Aug-12	43	19	25	10	10	0	64
West Milan Ave	Hooker St	Hazel	212	32	754	C - Collector	Aug-12	43	19	25	5	10	5	64
Mansfield Ave	Grove St	Federal	223	32	793	E - Local	Aug-12	32	14	25	10	10	5	64
Floyd	Canosa	Bryant	315	23	805	E - Local	Aug-12	21	9	25	10	10	10	64
Hooker St.	Kenyon	Bear Creek Drive	488	33	1789	E - Local	Aug-12	21	9	25	10	10	10	64
Farmdale Road	S. Irving St	Radcliff Ave	1062	32.5	3835	E - Local	Aug-12	33	15	25	5	10	10	65
Clay St.	Federal	End at City Shop	1230	24	3280	S - Arterial	Aug-12	100	45	0	10	5	5	65
Hampden	Alcott	Zuni	332	35	1291	S - Arterial	Aug-12	100	45	10	10	0	0	65
West Lehigh Ave	King St	Knox St	295	30	983	E - Local	Aug-12	23	10	25	10	10	10	65
S. Eliot St.	S. Decatur St.	Oxford Ave	745	32.5	2690	E - Local	Aug-12	24	11	25	10	10	10	66
Hazel	West Kenyon Ave	Bear Creek Drive	350	32	1244	E - Local	Aug-12	24	11	25	10	10	10	66
Oxford	Irving	Hazel	716	51	4057	S - Arterial	Aug-12	69	31	25	10	0	0	66
Oxford	River Point	Santa Fe	443	106	5218	S - Arterial	Aug-12	70	32	25	10	0	0	67
West Kenyon Ave	S. Hooker St	Hazel St.	244	32	868	C - Collector	Aug-12	37	17	25	10	10	5	67
Lowell	W. Edgemoore Place	North to End	700	42	3267	S - Arterial	Aug-12	51	23	25	10	5	5	68
Natches	Quincy	Radcliff Ave	704	32	2503	C - Collector	Aug-12	76	34	25	10	0	0	69
West Radcliff Drive	South Irving	East to End of Sheridan	575	32	2044	E - Local	Aug-12	43	19	25	5	10	10	69
Marston Place	Hazel Ct	Grove St.	210	32	747	E - Local	Aug-12	32	14	25	10	10	10	69
West Kenyon Ave	King St	Knox Ct	332	26	959	C - Collector	Aug-12	45	20	25	10	10	5	70
Zuni	Girard	Ford	650	36	2600	C - Collector	Aug-12	57	26	25	10	5	5	71
Natches	Radcliff Drive	South to End	580	32	2062	C - Collector	Aug-12	80	36	25	10	0	0	71
S. Knox Ct.	Kenyon	North to End	404	36.5	1638	E - Local	Aug-12	92	41	0	10	10	10	71
Dartmouth	Alcott St.	Zuni	300	39	1300	S - Arterial	Aug-12	70	32	25	10	5	0	72
Milan Ave	Green St	Federal	208	32	740	C - Collector	Aug-12	48	22	25	10	10	5	72
West Lehigh Ave	Lowell Blvd	King St	334	30	1113	E - Local	Aug-12	37	17	25	10	10	10	72
Dartmouth	Clay	Bryant	657	41	2993	S - Arterial	Aug-12	75	34	25	10	5	0	74
Dartmouth	Bryant	Alcott	360	40	1600	S - Arterial	Aug-12	75	34	25	10	5	0	74
Alcott	Hampden	Girard	546	32	1941	E - Local	Aug-12	44	20	25	10	10	10	75
King St	Lehigh	West Kenyon	465	34	1757	E - Local	Aug-12	44	20	25	10	10	10	75

Score Range= Good 100 to 0 Poor

City of Sheridan Roadway Rankings

Street	From	To	Length	Width	Square Yards	Classification	Survey Date	PCI	Street	Drainage	Utilities	Economic	Traffic Volume	Score
Clay St.	Hampton	Girard	620	22	1516	E - Local	Aug-12	100	45	10	0	10	10	75
Hazel Ct.	Marston Place	North to End	250	32	889	E - Local	Aug-12	45	20	25	10	10	10	75
Oxford	Hazel Ct	Federal	600	51	3400	S - Arterial	Aug-12	91	41	25	10	0	0	76
Mansfield	Federal	Clay St.	1283	36.5	5203	C - Collector	Aug-12	80	36	25	10	0	5	76
Floyd	Federal	Eliot	290	28.5	918	E - Local	Aug-12	47	21	25	10	10	10	76
Grove Ct.	Milan	S. to end	118	32	978	E - Local	Aug-12	47	21	25	10	10	10	76
Irving	W. Lehigh	Kenyon	490	38	2069	C - Collector	Aug-12	92	41	10	10	10	5	76
Dartmouth	Decatur	Dale Ct.	350	41	1594	S - Arterial	Aug-12	83	37	25	10	5	0	77
Decatur St.	Mansfield	End	512	36.5	2076	C - Collector	Aug-12	74	33	25	10	5	5	78
West Kenyon Ave	Julian	Irving	250	26	722	C - Collector	Aug-12	63	28	25	10	10	5	78
West Kenyon Ave	Hazel St.	South Grove St	244	32.5	881	C - Collector	Aug-12	63	28	25	10	10	5	78
Dartmouth	Dale	West to Boundary	340	41	1549	S - Arterial	Aug-12	86	39	25	10	5	0	79
Lowell	W. Mountain Road	W. Edgemoore Place	250	42	1167	S - Arterial	Aug-12	65	29	25	10	10	5	79
Grove St.	Milan	W. Kenyon	890	32	3164	E - Local	Aug-12	55	25	25	10	10	10	80
Hampden	Dale Ct.	Clay St.	310	35	1206	S - Arterial	Aug-12	100	45	25	10	0	0	80
S. Irving St.	W. Milan Ave	W. Lehigh Ave	423	37	1739	C - Collector	Aug-12	100	45	10	10	10	5	80
West Milan Ave	King St	Knox	327	33	1199	C - Collector	Aug-12	78	35	25	5	10	5	80
S. Green Ct.	W. Milan	S. to end	281	32	999	E - Local	Aug-12	57	26	25	10	10	10	81
West Lehigh Ave	Knox	Julian	304	31	1047	E - Local	Aug-12	58	26	25	10	10	10	81
West Lehigh Ave	Julian	Irving	281	33	1030	E - Local	Aug-12	58	26	25	10	10	10	81
Lowell	West Dill Road	W. Mountain Road	250	42	1167	S - Arterial	Aug-12	71	32	25	10	10	5	82
Lowell	Dill Road South	End of Sheridan	138	42	644	S - Arterial	Aug-12	83	37	25	10	10	0	82
Alcott	Girard	Floyd	656	32	2332	E - Local	Aug-12	61	27	25	10	10	10	82
Hazel St.	W. Oxford Ave	South End	493	32	1753	E - Local	Aug-12	74	33	25	10	10	5	83
West Kenyon Ave	Grove St	Green St	244	32.5	881	C - Collector	Aug-12	74	33	25	10	10	5	83
Hooker St.	Oxford Loop	Irving	828	25	2300	E - Local	Aug-12	64	29	25	10	10	10	84
River Point Parkway	Costco Drive	Riverpoint Drive	1540	40	6844	C - Collector	Aug-12	100	45	25	10	0	5	85
River Point Parkway	Oxford	Costco	370	40	1644	C - Collector	Aug-12	100	45	25	10	0	5	85
River Point Parkway		North Round-a-bout	480	20	1067	C - Collector	Aug-12	100	45	25	10	0	5	85
River Point Parkway		South Round-a-bout	480	20	1067	C - Collector	Aug-12	100	45	25	10	0	5	85
River Point Parkway	River Point Drive	S. Platte River Drive	1478	40	6569	C - Collector	Aug-12	100	45	25	10	0	5	85
River Point Parkway	North Round-a-bout	Hwy 285	1000	40	4444	C - Collector	Aug-12	100	45	25	10	0	5	85
River Point Drive South	River Point Parkway	Santa Fe	900	32	3200	C - Collector	Aug-12	100	45	25	10	0	5	85
River Point Drive North	River Point Parkway	Santa Fe	1182	28	3677	C - Collector	Aug-12	100	45	25	10	0	5	85
West Kenyon Ave	Knox Ct.	Julian	338	26	976	C - Collector	Aug-12	78	35	25	10	10	5	85
Eliot St.	Hampden	Floyd	1270	24	3387	E - Local	Aug-12	69	31	25	10	10	10	86
Green	Milan	Kenyon	886	32	3150	E - Local	Aug-12	70	32	25	10	10	10	87
Quincy	Natches	Santa Fe	170	36	680	C - Collector	Aug-12	93	42	25	10	5	5	87
Dale Ct.	Floyd	Dartmouth	1315	28	4091	E - Local	Aug-12	73	33	25	10	10	10	88
Floyd	Eliot	Decatur	273	25	758	E - Local	Aug-12	73	33	25	10	10	10	88

Score Range= Good 100 to 0 Poor

City of Sheridan Roadway Rankings

Street	From	To	Length	Width	Square Yards	Classification	Survey Date	PCI	Street	Drainage	Utilities	Economic	Traffic Volume	Score
Dale Ct.	Hampden	Floyd	1262	28	3926	E - Local	Aug-12	74	33	25	10	10	10	88
W. Milan Ave	Lowell Blvd	King St	331	32.5	1195	C - Collector	Aug-12	87	39	25	10	10	5	89
Bryant St.	Hampden	Girard	615	31	2118	E - Local	Aug-12	77	35	25	10	10	10	90
Clay St.	4002 Clay Street	W. Mansfield	586	23	1498	S - Arterial	Aug-12	100	45	25	10	5	5	90
Zuni	Floyd	Dartmouth	1316	33	4825	C - Collector	Aug-12	100	45	25	10	5	5	90
Natches	River Point North	HWY 285	1182	28	3677	C - Collector	Aug-12	100	45	25	10	5	5	90
Clay St.	840' North of Girard	Dartmouth	1947	22	4759	E - Local	Aug-12	78	35	25	10	10	10	90
West Milan Ave	Julian	Irving	327	32	1163	C - Collector	Aug-12	90	41	25	10	10	5	91
S. Irving St.	W. Quincy Ave	South to End	1188	33	4356	E - Local	Aug-12	88	40	25	10	10	10	95
Lowell	Kenyon	Bridge	1200	32	4267	S - Arterial	Aug-12	100	45	25	10	10	5	95
West Milan Ave	Knox	Julian	300	33	1100	C - Collector	Aug-12	100	45	25	10	10	5	95
S. Platte River Drive	Riverpoint Parkway	East to old pavement	1148	35	4464	C - Collector	Aug-12	100	45	25	10	10	5	95
Platte River Drive East Side	Hamilton	S. to under 285	336	40	1493	C - Collector	Aug-12	100	45	25	10	10	5	95
Platte River Drive East Side	Hamilton	N. to Sheridan Line	446	30	1487	C - Collector	Aug-12	100	45	25	10	10	5	95
Floyd	Bryant	Alcott	331	22	809	E - Local	Aug-12	89	40	25	10	10	10	95
Bryant St.	Girard	Floyd	653	31	2249	E - Local	Aug-12	92	41	25	10	10	10	96
Clay St.	3701 S. Clay	North End	925	19	1953	E - Local	Aug-12	100	45	25	10	10	10	100
Clay St.	W. Mansfield	3701 S. Clay	1222	24	3259	E - Local	Aug-12	100	45	25	10	10	10	100
Floyd	Alcott	Zuni	287	22	702	E - Local	Aug-12	100	45	25	10	10	10	100
King St	W. Kenyon	HWY 285	1002	34.5	3841	E - Local	Aug-12	100	45	25	10	10	10	100
Knox Court	W. Milan Ave	South to End	316	30	1053	E - Local	Aug-12	100	45	25	10	10	10	100
Bridge on Lowell			100	39	433	S - Arterial	Aug-12	100	45	25	10	10	10	100

APPENDIX B: PCI RANKINGS

Score Range= Good 100 to 0 Poor

City of Sheridan PCI Roadway Rankings

Street	From	To	Length	Width	Square Yards	Classification	Survey Date	PCI
Alcott	Dartmouth	S. to end	335	24	893	E - Local	Aug-12	0
Clay St.	End at City Shop	Within 250' of Oxford	1400	26	4044	S - Arterial	Aug-12	0
Hamilton Bridge	Platte River Drive	Platte River Drive	267	30	890	C - Collector	Aug-12	0
S. Julian Street	Milan	West Lehigh	424	33	1555	E - Local	Aug-12	0
Oxford	S. Federal	Clay St.	1250	55	7639	S - Arterial	Aug-12	0
Hampden	Zuni	Brady Ct. & 285	560	35	2178	S - Arterial	Aug-12	1
Hazel St.	Oxford	Marston Place	994	32	3534	E - Local	Aug-12	3
Hazel	Milan	Kenyon	890	32	3164	E - Local	Aug-12	3
Irving	Oxford	Quincy (including intersection)	1296	36	5184	C - Collector	Aug-12	4
Mountain Road	S. Lowell Blvd	S. Irving St	1270	32	4516	E - Local	Aug-12	6
W. Jefferson Ave	Federal	End	1210	32.5	4369	E - Local	Aug-12	7
S. Decatur St	Princeton	Eliot	366	32.5	1322	E - Local	Aug-12	10
West Kenyon Ave	Lowell Blvd	King St	314	32	1116	C - Collector	Aug-12	10
Dill	S. Lowell Blvd	S. Irving St	1270	32	4516	E - Local	Aug-12	11
S. Decatur St.	Eliot	Oxford Ave	766	32.5	2766	E - Local	Aug-12	12
Hazel Ct.	Milan	South to End	120	32	427	E - Local	Aug-12	12
Knox Court	Milan	Lehigh	445	28	1384	E - Local	Aug-12	12
Bear Creek Drive	S. Grove St	S. Hazel St	253	33	928	E - Local	Aug-12	13
Mansfield	Lowell Blvd	King St	324	27	972	E - Local	Aug-12	13
Bear Creek Drive	Hooker St	S. Irving St	340	33	1247	E - Local	Aug-12	14
Grove St.	W. Kenyon	Bear Creek Drive	264	32.5	953	E - Local	Aug-12	14
Bear Creek Drive	S. Hazel St	S. Hooker St	300	33	1100	E - Local	Aug-12	15
Hooker St	Milan	Kenyon	890	32	3164	E - Local	Aug-12	15
Grove St.	Oxford	Marston Place	925	32	3289	E - Local	Aug-12	16
West Milan Ave	Hazel	Grove	220	32	782	C - Collector	Aug-12	16
Canosa	Girard	Floyd	635	22	1552	E - Local	Aug-12	17
Clay St.	Girard	840' North	840	22	2053	E - Local	Aug-12	17
West Edgemoor Pl.	Lowell Blvd	End	556	32	1977	E - Local	Aug-12	17
Hooker St	Radcliff Drive	Radcliff Ave	560	32	1991	E - Local	Aug-12	17
Canosa	Hampden	Girard	650	22	1589	E - Local	Aug-12	18
Girard	Clay	Canosa	306	20	680	E - Local	Aug-12	18
Girard	Alcott	Zuni	275	22	672	E - Local	Aug-12	18
Edgemore Dr.	S. Hooker St	Federal	960	32	3413	E - Local	Aug-12	19
Greton Ave	Umatilla	Shoshone	552	22	1349	E - Local	Aug-12	19
Griton	Shoshone	Quivas	541	22	1322	E - Local	Aug-12	19
Quivas	Girard	Girton	320	22	782	E - Local	Aug-12	19
Girard	Umatilla	Shoshone	554	24	1477	E - Local	Aug-12	20
Grove St.	Mansfield	Marston Place	287	32	1020	E - Local	Aug-12	20
Hamilton	S. Irving St	Hazel Ct.	615	24	1640	E - Local	Aug-12	20
King St	W. Mansfield	Milan	330	24	880	E - Local	Aug-12	20
King St	Milan	Lehigh	466	24	1243	E - Local	Aug-12	20
Milan Ave	Grove St	Green St	212	32	754	C - Collector	Aug-12	20
Shoshone	Griton	North to End	225	24	600	E - Local	Aug-12	20
Umatilla	Girard	Griton	320	24	853	E - Local	Aug-12	20
Floyd	Canosa	Bryant	315	23	805	E - Local	Aug-12	21
Girard	Bryant	Alcott	338	26	976	E - Local	Aug-12	21
Girard	Shoshone	Quivas	567	26	1638	E - Local	Aug-12	21
Hooker St.	Kenyon	Bear Creek Drive	488	33	1789	E - Local	Aug-12	21
S. Irving St.	Hampden	End	380	26	1098	C - Collector	Aug-12	21
West Kenyon Ave	S. Irving St	S. Hooker St	247	33	906	C - Collector	Aug-12	21
Quivas	Hamilton	Girard	304	25	844	E - Local	Aug-12	21
Girard	Canosa	Bryant	282	27	846	E - Local	Aug-12	22
West Milan Ave	Irving	Hooker	263	32	935	C - Collector	Aug-12	22
Platte River Drive West Side	Hamilton	North to Sheridan Line	542	27	1626	C - Collector	Aug-12	22
Radcliff Drive	South Irving	South Federal	1270	32	4516	E - Local	Aug-12	22
Brady Ct.	Hamilton	End	142	23	363	E - Local	Aug-12	23
West Lehigh Ave	King St	Knox St	295	30	983	E - Local	Aug-12	23
S. Eliot St.	S. Decatur St.	Oxford Ave	745	32.5	2690	E - Local	Aug-12	24
Hazel	West Kenyon Ave	Bear Creek Drive	350	32	1244	E - Local	Aug-12	24
Julian	Kenyon	North to End	300	32	1067	E - Local	Aug-12	24
Platte River Drive West Side	Hamilton	545' South	546	32	1941	C - Collector	Aug-12	24
Bear Creek Drive	West Kenyon Ave	Grove St.	491	33	1800	E - Local	Aug-12	25

Score Range= Good 100 to 0 Poor

City of Sheridan PCI Roadway Rankings

Street	From	To	Length	Width	Square Yards	Classification	Survey Date	PCI
West Princeton	S. Federal	Decatur	495	34	1870	C - Collector	Aug-12	25
S. Dale St	S. Decatur St.	Oxford Ave	1336	33	4899	E - Local	Aug-12	26
Shoshone	Girard	Griton	300	24	800	E - Local	Aug-12	26
West Mansfield Ave	S. King St	Knox Court	441	18	882	E - Local	Aug-12	30
Irving St.	Kenyon	Bear Creek Drive	795	36.5	3224	C - Collector	Aug-12	31
Mansfield Ave	Grove St	Federal	223	32	793	E - Local	Aug-12	32
Marston Place	Hazel Ct	Grove St.	210	32	747	E - Local	Aug-12	32
Farmdale Road	S. Irving St	Radcliff Ave	1062	32.5	3835	E - Local	Aug-12	33
Shoshone	Hamilton	Girard	300	24	800	E - Local	Aug-12	35
Clay St.	Oxford	4002 Clay St	693	23	1771	S - Arterial	Aug-12	36
West Kenyon Ave	S. Hooker St	Hazel St.	244	32	868	C - Collector	Aug-12	37
West Lehigh Ave	Lowell Blvd	King St	334	30	1113	E - Local	Aug-12	37
Hampden	Elliot	Dale Ct.	680	35	2644	S - Arterial	Aug-12	41
Hampden	Clay	Canosa	313	35	1217	S - Arterial	Aug-12	42
Hampden	Bryant	Alcott	344	35	1338	S - Arterial	Aug-12	42
West Kenyon Ave	Green St	Federal	240	32.5	867	C - Collector	Aug-12	43
Lowell	Milan	Lehigh	469	29	1511	S - Arterial	Aug-12	43
West Milan Ave	Hooker St	Hazel	212	32	754	C - Collector	Aug-12	43
Natches	Oxford	Quincy	1326	37	5451	C - Collector	Aug-12	43
West Radcliff Drive	South Irving	East to End of Sheridan	575	32	2044	E - Local	Aug-12	43
Alcott	Hampden	Girard	546	32	1941	E - Local	Aug-12	44
King St	Lehigh	West Kenyon	465	34	1757	E - Local	Aug-12	44
Hampden	Knox Ct.	S. Irving St	620	43	2962	S - Arterial	Aug-12	45
Hampden	S. Irving St	Federal	1231	38	5198	S - Arterial	Aug-12	45
Hazel Ct.	Marston Place	North to End	250	32	889	E - Local	Aug-12	45
West Kenyon Ave	King St	Knox Ct	332	26	959	C - Collector	Aug-12	45
Radcliff Drive	Natches	West to End	1790	24	4773	C - Collector	Aug-12	46
Floyd	Federal	Eliot	290	28.5	918	E - Local	Aug-12	47
Grove Ct.	Milan	S. to end	118	32	978	E - Local	Aug-12	47
Hampden	Canosa	Bryant	335	35	1303	S - Arterial	Aug-12	47
Milan Ave	Green St	Federal	208	32	740	C - Collector	Aug-12	48
Umatilla	Hamilton	Brady Ct.	740	25	2056	E - Local	Aug-12	50
Lowell	W. Edgemoore Place	North to End	700	42	3267	S - Arterial	Aug-12	51
Girard	Quivas	Platte River Drive	427	26	1234	E - Local	Aug-12	53
Hampden	Federal	Eliot	273	35	1062	S - Arterial	Aug-12	53
Knox St.	Lehigh	Kenyone	410	29	1321	E - Local	Aug-12	53
Lowell	Mansfield	Milan	400	29	1289	S - Arterial	Aug-12	53
Grove St.	Milan	W. Kenyon	890	32	3164	E - Local	Aug-12	55
Quivas	Girton	North to End	206	22	504	E - Local	Aug-12	55
Lowell	Lehigh	Kenyon	467	32	1660	S - Arterial	Aug-12	56
S. Green Ct.	W. Milan	S. to end	281	32	999	E - Local	Aug-12	57
Zuni	Girard	Ford	650	36	2600	C - Collector	Aug-12	57
Hamilton	Brady Ct.	Umatilla	538	28	1674	C - Collector	Aug-12	58
West Lehigh Ave	Knox	Julian	304	31	1047	E - Local	Aug-12	58
West Lehigh Ave	Julian	Irving	281	33	1030	E - Local	Aug-12	58
Zuni	Hampden	Girard	500	36	2000	C - Collector	Aug-12	58
Alcott	Girard	Floyd	656	32	2332	E - Local	Aug-12	61
Umatilla	Hamilton	Girard	322	26	930	E - Local	Aug-12	61
Hamilton	Shoshone	Quivas	572	30	1907	C - Collector	Aug-12	62
Hamilton	Umatilla	Shoshone	563	31	1939	C - Collector	Aug-12	63
West Kenyon Ave	Julian	Irving	250	26	722	C - Collector	Aug-12	63
West Kenyon Ave	Hazel St.	South Grove St	244	32.5	881	C - Collector	Aug-12	63
Hooker St.	Oxford Loop	Irving	828	25	2300	E - Local	Aug-12	64
Oxford	S. Natches	Clay St.	3545	51	20088	S - Arterial	Aug-12	64
Lowell	W. Mountain Road	W. Edgemoore Place	250	42	1167	S - Arterial	Aug-12	65
Eliot St.	Hampden	Floyd	1270	24	3387	E - Local	Aug-12	69
Hamilton	Quivas	Platte River Drive	388	32	1380	C - Collector	Aug-12	69
Oxford	Irving	Hazel	716	51	4057	S - Arterial	Aug-12	69
Dartmouth	Alcott St.	Zuni	300	39	1300	S - Arterial	Aug-12	70
Green	Milan	Kenyon	886	32	3150	E - Local	Aug-12	70
Oxford	River Point	Santa Fe	443	106	5218	S - Arterial	Aug-12	70
Floyd	Decatur	Dale	397	29	1279	E - Local	Aug-12	71

City of Sheridan PCI Roadway Rankings								
Score Range= Good 100 to 0 Poor								
Street	From	To	Length	Width	Square Yards	Classification	Survey Date	PCI
Lowell	West Dill Road	W. Mountain Road	250	42	1167	S - Arterial	Aug-12	71
Bryant St.	Floyd	Dartmouth	1312	24	3499	E - Local	Aug-12	73
Dale Ct.	Floyd	Dartmouth	1315	28	4091	E - Local	Aug-12	73
Floyd	Eliot	Decatur	273	25	758	E - Local	Aug-12	73
Dale Ct.	Hampden	Floyd	1262	28	3926	E - Local	Aug-12	74
Decatur St.	Mansfield	End	512	36.5	2076	C - Collector	Aug-12	74
Hazel St.	W. Oxford Ave	South End	493	32	1753	E - Local	Aug-12	74
West Kenyon Ave	Grove St	Green St	244	32.5	881	C - Collector	Aug-12	74
Dartmouth	Clay	Bryant	657	41	2993	S - Arterial	Aug-12	75
Dartmouth	Bryant	Alcott	360	40	1600	S - Arterial	Aug-12	75
Natches	Quincy	Radcliff Ave	704	32	2503	C - Collector	Aug-12	76
Bryant St.	Hampden	Girard	615	31	2118	E - Local	Aug-12	77
Clay St.	Oxford	South 250'	250	26	722	S - Arterial	Aug-12	78
Clay St.	840' North	Dartmouth	1947	22	4759	E - Local	Aug-12	78
West Kenyon Ave	Knox Ct.	Julian	338	26	976	C - Collector	Aug-12	78
West Milan Ave	King St	Knox	327	33	1199	C - Collector	Aug-12	78
Brady Ct.	Hampden	Hamilton Place	343	30	1143	S - Arterial	Aug-12	80
Mansfield	Federal	Clay St.	1283	36.5	5203	C - Collector	Aug-12	80
Natches	Radcliff Drive	South to End	580	32	2062	C - Collector	Aug-12	80
Dartmouth	Decatur	Dale Ct.	350	41	1594	S - Arterial	Aug-12	83
Lowell	Dill Road South	End of Sheridan	138	42	644	S - Arterial	Aug-12	83
Dartmouth	Dale	West to Boundary	340	41	1549	S - Arterial	Aug-12	86
W. Milan Ave	Lowell Blvd	King St	331	32.5	1195	C - Collector	Aug-12	87
S. Irving St.	W. Quincy Ave	South to End	1188	33	4356	E - Local	Aug-12	88
Floyd	Bryant	Alcott	331	22	809	E - Local	Aug-12	89
West Milan Ave	Julian	Irving	327	32	1163	C - Collector	Aug-12	90
Oxford	Hazel Ct	Federal	600	51	3400	S - Arterial	Aug-12	91
Bryant St.	Girard	Floyd	653	31	2249	E - Local	Aug-12	92
Irving	W. Lehigh	Kenyon	490	38	2069	C - Collector	Aug-12	92
S. Knox Ct.	Kenyon	North to End	404	36.5	1638	E - Local	Aug-12	92
Quincy	Natches	Santa Fe	170	36	680	C - Collector	Aug-12	93
Clay St.	Federal	End at City Shop	1230	24	3280	S - Arterial	Aug-12	100
Clay St.	4002 Clay Street	W. Mansfield	586	23	1498	S - Arterial	Aug-12	100
Clay St.	W. Mansfield	3701 S. Clay	1222	24	3259	E - Local	Aug-12	100
Clay St.	3701 S. Clay	North End	925	19	1953	E - Local	Aug-12	100
Clay St.	Hampton	Girard	620	22	1516	E - Local	Aug-12	100
Floyd	Alcott	Zuni	287	22	702	E - Local	Aug-12	100
Hampden	Dale Ct.	Clay St.	310	35	1206	S - Arterial	Aug-12	100
Hampden	Alcott	Zuni	332	35	1291	S - Arterial	Aug-12	100
S. Irving St.	W. Milan Ave	W. Lehigh Ave	423	37	1739	C - Collector	Aug-12	100
King St	W. Kenyon	HWY 285	1002	34.5	3841	E - Local	Aug-12	100
Knox Court	W. Milan Ave	South to End	316	30	1053	E - Local	Aug-12	100
Lowell	Kenyon	Bridge	1200	32	4267	S - Arterial	Aug-12	100
Bridge on Lowell			100	39	433	S - Arterial	Aug-12	100
West Milan Ave	Knox	Julian	300	33	1100	C - Collector	Aug-12	100
S. Platte River Drive	Riverpoint Parkway	East to old pavement	1148	35	4464	C - Collector	Aug-12	100
Platte River Drive East Side	Hamilton	S. to under 285	336	40	1493	C - Collector	Aug-12	100
Platte River Drive East Side	Hamilton	N. to Sheridan Line	446	30	1487	C - Collector	Aug-12	100
River Point Parkway	Costco Drive	Riverpoint Drive	1540	40	6844	C - Collector	Aug-12	100
River Point Parkway	Oxford	Costco	370	40	1644	C - Collector	Aug-12	100
River Point Parkway		North Round-a-bout	480	20	1067	C - Collector	Aug-12	100
River Point Parkway		South Round-a-bout	480	20	1067	C - Collector	Aug-12	100
River Point Parkway	River Point Drive	S. Platte River Drive	1478	40	6569	C - Collector	Aug-12	100
River Point Parkway	North Round-a-bout	Hwy 285	1000	40	4444	C - Collector	Aug-12	100
Zuni	Floyd	Dartmouth	1316	33	4825	C - Collector	Aug-12	100
Natches	River Point North	HWY 285	1182	28	3677	C - Collector	Aug-12	100
River Point Drive South	River Point Parkway	Santa Fe	900	32	3200	C - Collector	Aug-12	100
River Point Drive North	River Point Parkway	Santa Fe	1182	28	3677	C - Collector	Aug-12	100
							AVG. PCI	51

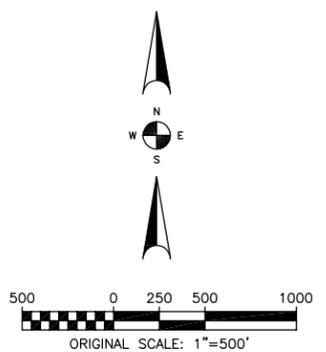
APPENDIX C: ROADWAYS STILL MANAGEABLE

Score Range= Good 100 to 0 Poor															City of Sheridan Roadways Still Maintainable			
Street	From	To	Length	Width	Square Yards	Classification	Survey Date	PCI	Street	Drainage	Utilities	Economic	Traffic Volume	Score	Necessary Repairs	Cost		
Alcott	Hampden	Girard	546	32	1941	E - Local	Aug-12	44	20	25	10	10	10	75	Patch, Crack Seal, Edgemill, and Overlay	\$26,648		
Alcott	Girard	Floyd	656	32	2332	E - Local	Aug-12	61	27	25	10	10	10	82	Crack Seal, Edgemill, and Overlay	\$24,517		
Bryant St.	Hampden	Girard	615	31	2118	E - Local	Aug-12	77	35	25	10	10	10	90	Patch, Crack Seal	\$9,938		
Bryant St.	Girard	Floyd	653	31	2249	E - Local	Aug-12	92	41	25	10	10	10	96	New, Crack Seal, & Routine Maintenance	\$500		
Bryant St.	Floyd	Dartmouth	1312	24	3499	E - Local	Aug-12	73	33	0	10	10	10	63	Crack Seal & Patch, Drainage add Curb and Gutter	\$91,616		
Clay St.	Federal	End at City Shop	1230	24	3280	S - Arterial	Aug-12	100	45	0	10	5	5	65	Good Shape, Routine Maintenance	\$0		
Clay St.	Oxford	South 250'	250	26	722	S - Arterial	Aug-12	78	35	0	10	5	5	55	Patch & Routine Maintenance	\$982		
Clay St.	4002 Clay Street	W. Mansfield	586	23	1498	S - Arterial	Aug-12	100	45	25	10	5	5	90	Chip Sealed 2012, Continue Routine Maintenance	\$0		
Clay St.	W. Mansfield	3701 S. Clay	1222	24	3259	E - Local	Aug-12	100	45	25	10	10	10	100	Recently Chip Sealed, Continue Routine Maintenance	\$0		
Clay St.	3701 S. Clay	North End	925	19	1953	E - Local	Aug-12	100	45	25	10	10	10	0	Chip Sealed 2012, Continue Routine Maintenance	\$0		
Clay St.	Hampton	Girard	620	22	1516	E - Local	Aug-12	100	45	10	10	10	10	85	Asphalt R&R 2012, Routine Maintenance	\$0		
Clay St.	840' North	Dartmouth	1947	22	4759	E - Local	Aug-12	78	35	25	10	10	10	90	1147' Creak Seal, R&R: 200' 3': Wide Drain Pan	\$9,250		
Dale Ct.	Hampden	Floyd	1262	28	3926	E - Local	Aug-12	74	33	25	10	10	10	88	Patch, Crack Seal, Edgemill, and Overlay	\$66,813		
Dale Ct.	Floyd	Dartmouth	1315	28	4091	E - Local	Aug-12	73	33	25	10	10	10	88	Edgemill, Crack Seal, Overlay, Some Sidewalk R & R	\$62,150		
Dartmouth	Dale	West to Boundary	340	41	1549	S - Arterial	Aug-12	86	39	25	10	5	0	79	Edgemill, Crack Seal, Overlay, Some Sidewalk R & R	\$27,034		
Dartmouth	Decatur	Dale Ct.	350	41	1594	S - Arterial	Aug-12	83	37	25	10	5	0	77	Edgemill, Crack Seal, Overlay, Some Sidewalk R & R	\$23,729		
Dartmouth	Clay	Bryant	657	41	2993	S - Arterial	Aug-12	75	34	25	10	5	0	74	Edgemill, Crack Seal, and Overlay	\$40,970		
Dartmouth	Bryant	Alcott	360	40	1600	S - Arterial	Aug-12	75	34	25	10	5	0	74	Edgemill, Crack Seal, and Overlay	\$18,981		
Dartmouth	Alcott St.	Zuni	300	39	1300	S - Arterial	Aug-12	70	32	25	10	5	0	72	Patch, Crack Seal, Edgemill, Overlay, and Stripe	\$24,279		
Decatur St.	Mansfield	End	512	36.5	2076	C - Collector	Aug-12	74	33	25	10	5	5	78	Crack Seal, Chip Seal	\$9,896		
Eliot St.	Hampden	Floyd	1270	24	3387	E - Local	Aug-12	69	31	25	10	10	10	86	Patch, Crack Seal, Edgemill, and Overlay	\$61,395		
Floyd	Federal	Eliot	290	28.5	918	E - Local	Aug-12	47	21	25	10	10	10	76	Edgemill, Crack Seal, and Overlay	\$17,231		
Floyd	Eliot	Decatur	273	25	758	E - Local	Aug-12	73	33	25	10	10	10	88	Edgemill, Crack Seal, and Overlay	\$8,357		
Floyd	Decatur	Dale	397	29	1279	E - Local	Aug-12	71	32	0	10	10	5	57	Edgemill, Crack Seal, and Overlay, Drainage add Curb and Gutter	\$35,720		
Floyd	Bryant	Alcott	331	22	809	E - Local	Aug-12	89	40	25	10	10	10	95	Good Shape, Routine Maintenance, and Crack Seal	\$500		
Floyd	Alcott	Zuni	287	22	702	E - Local	Aug-12	100	45	25	10	10	10	100	Good Shape, Routine Maintenance	\$0		
Green	Milan	Kenyon	886	32	3150	E - Local	Aug-12	70	32	25	10	10	10	87	Edgemill fabric & overlay	\$68,214		
Hazel St.	W. Oxford Ave	South End	493	32	1753	E - Local	Aug-12	74	33	25	10	10	5	83	Edgemill & overlay & concrete work	\$37,102		
Hooker St.	Oxford Loop	Irving	828	25	2300	E - Local	Aug-12	64	29	25	10	10	10	25	Slurry Sealed 2012	\$0		
Irving	W. Quincy Ave	South to End	1188	33	4356	E - Local	Aug-12	88	40	25	10	10	10	95	Chip Sealed 2012, Continue Routine Maintenance	\$0		
Irving	W. Milan Ave	W. Lehigh Ave	423	37	1739	C - Collector	Aug-12	100	45	10	10	10	5	80	Routine Maintenance, Slurry Seal	\$8,367		
Irving	W. Lehigh	Kenyon	490	38	2069	C - Collector	Aug-12	92	41	10	10	10	5	76	Slurry Seal, and Routine Maintenance	\$9,787		
Irving	Kenyon	Bear Creek Drive	795	36.5	3224	C - Collector	Aug-12	31	14	25	10	10	5	64	Edgemill, Overlay, and R & R	\$109,959		
West Kenyon Ave	King St	Knox Ct	332	26	959	C - Collector	Aug-12	45	20	25	10	10	5	70	Crack Seal, Edgemill, Overlay, and Some Sidewalk	\$40,655		
West Kenyon Ave	Knox Ct.	Julian	338	26	976	C - Collector	Aug-12	78	35	25	10	10	5	85	Edgemill, Crack Seal, and Overlay, Drainage add Curb and Gutter	\$26,631		
West Kenyon Ave	Julian	Irving	250	26	722	C - Collector	Aug-12	63	28	25	10	10	5	78	Patch, Crack Seal, Edgemill, and Overlay, Drainage add Curb and Gutter	\$18,553		
West Kenyon Ave	Hazel St.	South Grove St	244	32.5	881	C - Collector	Aug-12	63	28	25	10	10	5	78	Edgemill & overlay with fabric	\$16,846		
West Kenyon Ave	Grove St	Green St	244	32.5	881	C - Collector	Aug-12	74	33	25	10	10	5	83	Edgemill & overlay with fabric	\$16,189		
King St	Lehigh	West Kenyon	465	34	1757	E - Local	Aug-12	44	20	25	10	10	10	75	Edgemill & Patch, crack seal & overlay	\$29,721		
King St	W. Kenyon	HWY 285	1002	34.5	3841	E - Local	Aug-12	100	45	25	10	10	10	100	Overlay 2012, Routine Maintenance	\$0		
Knox Court	W. Milan Ave	South to End	316	30	1053	E - Local	Aug-12	100	45	25	10	10	10	100	Slurry Seal	\$3,180		
S. Knox Ct.	Kenyon	North to End	404	36.5	1638	E - Local	Aug-12	92	41	0	10	10	10	71	Routine Maintenance	\$500		
West Lehigh Ave	Knox	Julian	304	31	1047	E - Local	Aug-12	58	26	25	10	10	10	81	Patch, Crack Seal, Mill, and Overlay, Drainage add Curb and Gutter	\$21,835		
Lowell	Dill Road South	End of Sheridan	138	42	644	S - Arterial	Aug-12	83	37	25	10	10	0	82	Crack Seal, Edgemill, and Overlay	\$7,220		
Lowell	West Dill Road	W. Mountain Road	250	42	1167	S - Arterial	Aug-12	71	32	25	10	10	5	82	Patch, Crack Seal, Edgemill, and Overlay	\$18,595		
Lowell	W. Mountain Road	W. Edgemoore Place	250	42	1167	S - Arterial	Aug-12	65	29	25	10	10	5	79	Patch, Crack Seal, Overlay, and Stripe	\$19,320		
Lowell	W. Edgemoore Place	North to End	700	42	3267	S - Arterial	Aug-12	51	23	25	10	5	5	68	Patch, Crack Seal, Edgemill, and Overlay	\$57,893		
Lowell	Mansfield	Milan	400	29	1289	S - Arterial	Aug-12	53	24	10	10	10	5	59	Install Curb Gutter and Walk East Side, Patch, Edgemill, Overlay, and Crack Seal	\$38,672		
Lowell	Milan	Lehigh	469	29	1511	S - Arterial	Aug-12	43	19	10	10	10	5	54	Creak Seal, Patch, Mill Edges, and Overlay, Drainage add Curb and Gutter	\$54,667		
Lowell	Lehigh	Kenyon	467	32	1660	S - Arterial	Aug-12	56	25	10	10	10	5	60	Install 3' Wide Drain Pan, Install Crossspan, Patch Areas, Crack Seal, and Chip Seal	\$33,765		
Lowell	Kenyon	Bridge	1200	32	4267	S - Arterial	Aug-12	100	45	25	10	10	5	95	Good Shape, Routine Maintenance, Minor Concrete Replacement	\$14,355		
Bridge on Lowell			100	39	433	S - Arterial	Aug-12	100	45	25	10	10	10	100	Overlaid 2012, will likely need to be overlaid again in 7-10 years	\$0		
Mansfield	Federal	Clay St.	1283	36.5	5203	C - Collector	Aug-12	80	36	25	10	0	5	76	R & R 5000 square feet, crack seal, and chip seal	\$59,534		
W. Milan Ave	Lowell Blvd	King St	331	32.5	1195	C - Collector	Aug-12	87	39	25	10	10	5	89	Crack Seal, & Chip Seal	\$5,398		
West Milan Ave	King St	Knox	327	33	1199	C - Collector	Aug-12	78	35	25	10	10	5	85	Crack Seal, & Chip Seal	\$5,416		
West Milan Ave	Knox	Julian	300	33	1100	C - Collector	Aug-12	100	45	25	10	10	5	95	Normal Maintenance, Chip Seal	\$4,785		
West Milan Ave	Julian	Irving	327	32	1163	C - Collector	Aug-12	90	41	25	10	10	5	91	Normal Maintenance, Chip Seal & Crack Seal	\$5,245		
Natches	Oxford	Quincy	1326	37	5451	C - Collector	Aug-12	43	19	25	10	0	0	54	Crack Seal, Chip Seal, Overlay, and Mill, R & R Portion	\$133,211		
Natches	Quincy	Radcliff Ave	704	32	2503	C - Collector	Aug-12	76	34	25	10	0	0	69	Crack Seal and Chip Seal	\$18,538		
Natches	Radcliff Drive	South to End	580	32	2062	C - Collector	Aug-12	80	36	25	10	0	0	71	Crack Seal and Chip Seal	\$9,970		
S. Natches Ct.	River Point North	HWY 285	1182	28	3677	C - Collector	Aug-12	100	45	25	10	0	5	85	Normal Maintenance	\$0		
Oxford	Irving	Hazel	716	51	4057	S - Arterial	Aug-12	69	31	25	10	0	0	66	Edgemill & 2" Overlay with Fabric, Restripe	\$63,864		

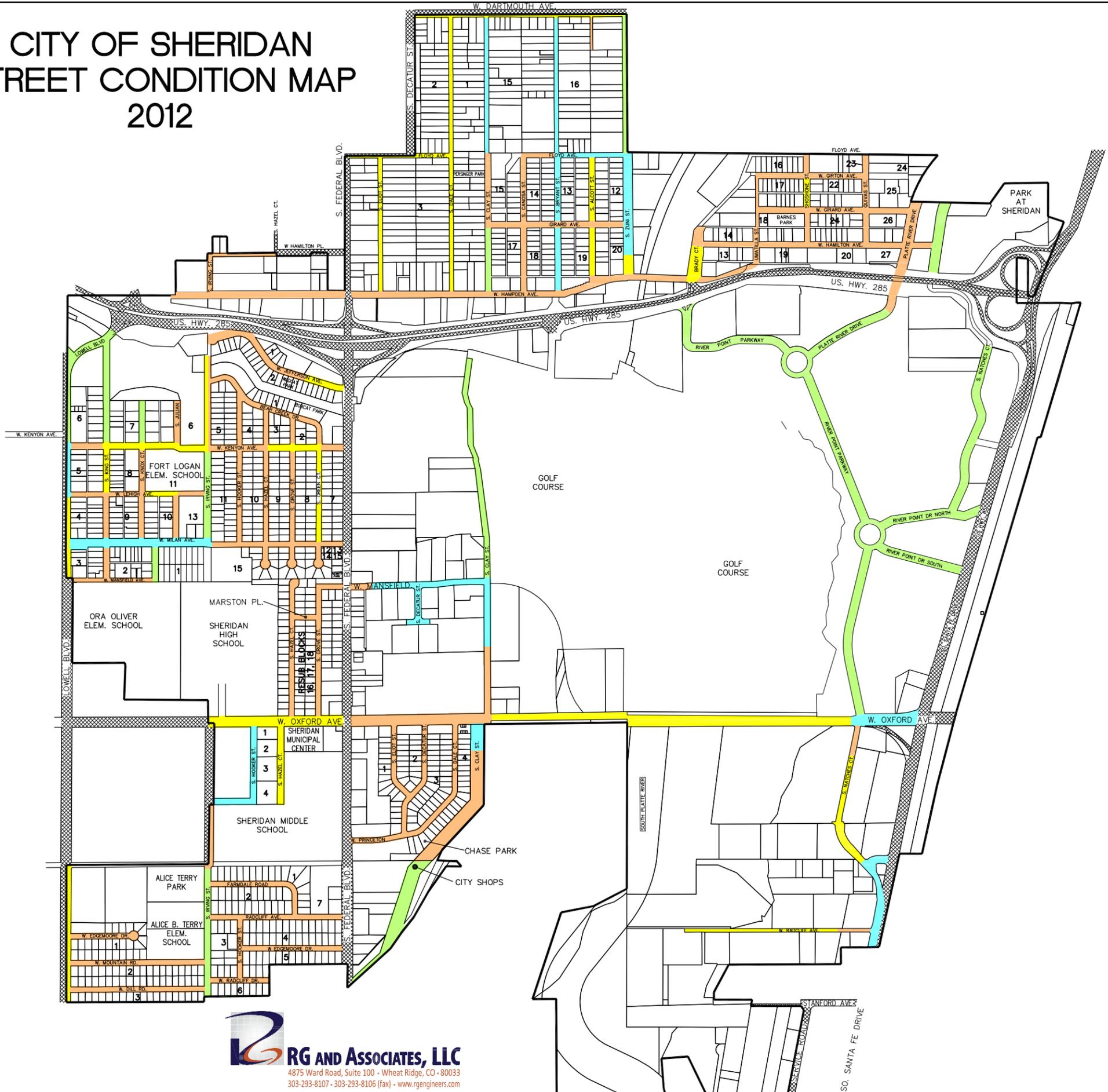
Score Range= Good 100 to 0 Poor															City of Sheridan Roadways Still Maintainable		
Street	From	To	Length	Width	Square Yards	Classification	Survey Date	PCI	Street	Drainage	Utilities	Economic	Traffic Volume	Score	Necessary Repairs	Cost	
Oxford	Hazel Ct	Federal	600	51	3400	S - Arterial	Aug-12	91	41	25	10	0	0	76	Edgemill & overlay with fabric	\$60,693	
Oxford	S. Natches	Clay St.	3545	51	20088	S - Arterial	Aug-12	64	29	25	10	0	0	64	Edgemill & Overlay	\$233,568	
Oxford	River Point	Santa Fe	443	106	5218	S - Arterial	Aug-12	70	32	25	10	0	0	67	Crack Seal and Chip Seal	\$24,646	
S. Platte River Drive	Riverpoint Parkway	East to old pavement	1148	35	4464	C - Collector	Aug-12	100	45	25	10	10	5	95	New, Routine Maintenance	\$0	
Platte River Drive East Side	Hamilton	S. to under 285	336	40	1493	C - Collector	Aug-12	100	45	25	10	10	5	95	Overlaid with fabric 2012, Routine Maintenance	\$0	
Platte River Drive East Side	Hamilton	N. to Sheridan Line	446	30	1487	C - Collector	Aug-12	100	45	25	10	10	5	95	Overlaid with fabric 2012, Routine Maintenance	\$0	
Quincy	Natches	Santa Fe	170	36	680	C - Collector	Aug-12	93	42	25	10	5	5	87	Crack Seal and Chip Seal	\$2,958	
Radcliff Drive	Natches	West to End	1790	24	4773	C - Collector	Aug-12	46	21	0	10	10	5	46	R & R and Overlay	\$70,912	
River Point Parkway	Costco Drive	Riverpoint Drive	1540	40	6844	C - Collector	Aug-12	100	45	25	10	0	5	85	New, Routine Maintenance	\$0	
River Point Parkway	Oxford	Costco	370	40	1644	C - Collector	Aug-12	100	45	25	10	0	5	85	New, Routine Maintenance	\$0	
River Point Parkway		North Round-a-bout	480	20	1067	C - Collector	Aug-12	100	45	25	10	0	5	85	New, Routine Maintenance	\$0	
River Point Parkway		South Round-a-bout	480	20	1067	C - Collector	Aug-12	100	45	25	10	0	5	85	New, Routine Maintenance	\$0	
River Point Parkway	River Point Drive	S. Platte River Drive	1478	40	6569	C - Collector	Aug-12	100	45	25	10	0	5	85	New, Routine Maintenance	\$0	
River Point Parkway	North Round-a-bout	Hwy 285	1000	40	4444	C - Collector	Aug-12	100	45	25	10	0	5	85	New, Routine Maintenance	\$0	
River Point Drive South	River Point Parkway	Santa Fe	900	32	3200	C - Collector	Aug-12	100	45	25	10	0	5	85	New, Routine Maintenance	\$0	
River Point Drive North	River Point Parkway	Santa Fe	1182	28	3677	C - Collector	Aug-12	100	45	25	10	0	5	85	New, Routine Maintenance	\$0	
Zuni	Hampden	Girard	500	36	2000	C - Collector	Aug-12	58	26	0	10	5	10	51	Overlay 50' North of Hampden & Crack seal, Chip Seal other 450'	\$25,628	
Zuni	Girard	Ford	650	36	2600	C - Collector	Aug-12	57	26	25	10	5	5	71	Crack Seal, Chip Seal, Stripe	\$13,160	
Zuni	Floyd	Dartmouth	1316	33	4825	C - Collector	Aug-12	100	45	25	10	5	5	90	Routine Maintenance	\$0	
			MILES	10.8				Avg. PCI	80					Avg. Rank	79		\$1,950,058

APPENDIX D: COMPLETE ROADWAY ANALYSIS MAP

CITY OF SHERIDAN STREET CONDITION MAP 2012



- GOOD CONDITION
- MINOR MAINTENANCE – CRACK SEAL & CHIP SEAL
- OVERLAY
- TOTAL REPLACEMENT
- STREETS NOT MAINTAINED BY SHERIDAN



City of Sheridan Complete Roadway Analysis																
Score Range= Good 100 to 0 Poor																
Street	From	To	Length	Width	Square Yards	Classification	Survey Date	PCI	Street	Drainage	Utilities	Economic	Traffic Volume	Score	Necessary Repairs	Cost
Alcott	Hampden	Girard	546	32	1941	E - Local	Aug-12	44	20	25	10	10	10	75	Patch, Crack Seal, Edgemill, and Overlay	\$26,648
Alcott	Girard	Floyd	656	32	2332	E - Local	Aug-12	61	27	25	10	10	10	82	Crack Seal, Edgemill, and Overlay	\$24,517
Alcott	Dartmouth	S. to end	335	24	893	E - Local	Aug-12	0	0	0	10	10	10	30	Dirt Now, Grade & Pave, Drainage add Curb and Gutter	\$40,503
Bear Creek Drive	West Kenyon Ave	Grove St.	491	33	1800	E - Local	Aug-12	25	11	0	10	10	10	70	R & R	\$77,355
Bear Creek Drive	S. Grove St	S. Hazel St	253	33	928	E - Local	Aug-12	13	6	0	10	10	10	70	R & R	\$42,947
Bear Creek Drive	S. Hazel St	S. Hooker St	300	33	1100	E - Local	Aug-12	15	7	0	10	10	10	37	R & R	\$46,330
Bear Creek Drive	Hooker St	S. Irving St	340	33	1247	E - Local	Aug-12	14	6	25	10	5	10	56	R & R	\$51,005
Brady Ct.	Hampden	Hamilton Place	343	30	1143	S - Arterial	Aug-12	80	36	0	10	0	5	85	R & R	\$48,006
Brady Ct.	Hamilton	End	142	23	363	E - Local	Aug-12	23	10	0	10	10	10	40	R & R	\$12,705
Bryant St.	Hampden	Girard	615	31	2118	E - Local	Aug-12	77	35	25	10	10	10	90	Patch, Crack Seal	\$9,938
Bryant St.	Girard	Floyd	653	31	2249	E - Local	Aug-12	92	41	25	10	10	10	96	New, Crack Seal, & Routine Maintenance	\$500
Bryant St.	Floyd	Dartmouth	1312	24	3499	E - Local	Aug-12	73	33	0	10	10	10	63	Crack Seal & Patch, Drainage add Curb and Gutter	\$91,616
Canosa	Hampton	Girard	650	22	1589	E - Local	Aug-12	18	8	0	0	10	10	28	R & R, Drainage add Curb and Gutter	\$88,080
Canosa	Girard	Floyd	635	22	1552	E - Local	Aug-12	17	8	0	10	10	10	38	R & R, Drainage add Curb and Gutter	\$86,070
Clay St.	Federal	End at City Shop	1230	24	3280	S - Arterial	Aug-12	100	45	0	10	5	5	65	Good Shape, Routine Maintenance	\$0
Clay St.	End at City Shop	Within 250' of Oxford	1400	26	4044	S - Arterial	Aug-12	0	0	0	10	5	5	20	Area is Gravel, Maintain or Pave	\$198,156
Clay St.	Oxford	South 250'	250	26	722	S - Arterial	Aug-12	78	35	0	10	5	5	55	Patch & Routine Maintenance	\$982
Clay St.	Oxford	4002 Clay St	693	23	1771	S - Arterial	Aug-12	36	16	25	10	5	5	61	R & R	\$86,779
Clay St.	4002 Clay Street	W. Mansfield	586	23	1498	S - Arterial	Aug-12	100	45	25	10	5	5	90	Chip Sealed 2012, Continue Routine Maintenance	\$0
Clay St.	W. Mansfield	3701 S. Clay	1222	24	3259	E - Local	Aug-12	100	45	25	10	10	10	100	Recently Chip Sealed, Continue Routine Maintenance	\$0
Clay St.	3701 S. Clay	North End	925	19	1953	E - Local	Aug-12	100	45	25	10	10	10	0	Chip Sealed 2012, Continue Routine Maintenance	\$0
Clay St.	Hampton	Girard	620	22	1516	E - Local	Aug-12	100	45	10	0	10	10	75	Asphalt R&R 2012, Routine Maintenance, Drainage Add Curb and Gutter	\$31,000
Clay St.	Girard	840' North	840	22	2053	E - Local	Aug-12	17	8	25	0	10	10	53	R & R, Drainage add Curb and Gutter	\$113,855
Clay St.	840' North of Girard	Dartmouth	1947	22	4759	E - Local	Aug-12	78	35	25	10	10	10	90	1147' Creak Seal, R&R; 200' 3' Wide Drain Pan	\$9,250
Dale St	S. Decatur St.	Oxford Ave	1336	33	4899	E - Local	Aug-12	26	12	25	0	10	10	57	R & R, sidewalk replacement, Drainage	\$238,815
Dale Ct.	Hampden	Floyd	1262	28	3926	E - Local	Aug-12	74	33	25	10	10	10	88	Patch, Crack Seal, Edgemill, and Overlay	\$66,813
Dale Ct.	Floyd	Dartmouth	1315	28	4091	E - Local	Aug-12	73	33	25	10	10	10	88	Edgemill, Crack Seal, Overlay, Some Sidewalk	\$62,150
Dartmouth	Dale	West to Boundary	340	41	1549	S - Arterial	Aug-12	86	39	25	10	5	0	79	Edgemill, Crack Seal, Overlay, Some Sidewalk	\$27,034
Dartmouth	Decatur	Dale Ct.	350	41	1594	S - Arterial	Aug-12	83	37	25	10	5	0	77	Edgemill, Crack Seal, Overlay, Some Sidewalk	\$23,729
Dartmouth	Clay	Bryant	657	41	2993	S - Arterial	Aug-12	75	34	25	10	5	0	74	Edgemill, Crack Seal, and Overlay	\$40,970
Dartmouth	Bryant	Alcott	360	40	1600	S - Arterial	Aug-12	75	34	25	10	5	0	74	Edgemill, Crack Seal, and Overlay	\$18,981
Dartmouth	Alcott St.	Zuni	300	39	1300	S - Arterial	Aug-12	70	32	25	10	5	0	72	Patch, Crack Seal, Edgemill, Overlay, and Stripe	\$24,279
S. Decatur St	Princeton	Eliot	366	32.5	1322	E - Local	Aug-12	10	5	0	5	10	10	30	R & R	\$62,800
S. Decatur St.	Eliot	Oxford Ave	766	32.5	2766	E - Local	Aug-12	12	5	25	10	10	10	45	R & R	\$127,260
Decatur St.	Mansfield	End	512	36.5	2076	C - Collector	Aug-12	74	33	25	10	5	5	78	Crack Seal, Chip Seal	\$9,896
Dill	S. Lowell Blvd	S. Irving St	1270	32	4516	E - Local	Aug-12	11	5	25	10	10	10	60	R & R	\$177,450
West Edgemoor Pl.	Lowell Blvd	End	556	32	1977	E - Local	Aug-12	17	8	25	10	10	10	63	R & R	\$107,212
Edgemore Dr.	S. Hooker St	Federal	960	32	3413	E - Local	Aug-12	19	9	25	5	10	10	59	R & R	\$192,652
S. Eliot St.	S. Decatur St.	Oxford Ave	745	32.5	2690	E - Local	Aug-12	24	11	25	10	10	10	66	R & R	\$125,590
Eliot St.	Hampden	Floyd	1270	24	3387	E - Local	Aug-12	69	31	25	0	10	10	76	Patch, Crack Seal, Edgemill, and Overlay	\$61,395
Farmdale Road	S. Irving St	Radcliff Ave	1062	32.5	3835	E - Local	Aug-12	33	15	25	5	10	10	65	R & R	\$162,064
Floyd	Federal	Eliot	290	28.5	918	E - Local	Aug-12	47	21	25	10	10	10	76	Edgemill, Crack Seal, and Overlay	\$17,231
Floyd	Eliot	Decatur	273	25	758	E - Local	Aug-12	73	33	25	10	10	10	88	Edgemill, Crack Seal, and Overlay	\$8,357
Floyd	Decatur	Dale	397	29	1279	E - Local	Aug-12	71	32	0	10	10	5	57	Edgemill, Crack Seal, and Overlay, Drainage Add Curb and Gutter	\$35,720
Floyd	Canosa	Bryant	315	23	805	E - Local	Aug-12	21	9	25	10	10	10	64	R & R, Drainage add Curb and Gutter	\$47,075
Floyd	Bryant	Alcott	331	22	809	E - Local	Aug-12	89	40	25	10	10	10	95	Good Shape, Routine Maintenance, and Crack Seal	\$500
Floyd	Alcott	Zuni	287	22	702	E - Local	Aug-12	100	45	25	10	10	10	100	Good Shape, Routine Maintenance	\$0
Girard	Clay	Canosa	306	20	680	E - Local	Aug-12	18	8	0	10	10	10	38	R & R, Drainage add Curb and Gutter	\$39,100
Girard	Canosa	Bryant	282	27	846	E - Local	Aug-12	22	10	0	10	10	10	40	R & R, Drainage add Curb and Gutter	\$43,710
Girard	Bryant	Alcott	338	26	976	E - Local	Aug-12	21	9	0	10	10	10	39	R & R, Drainage add Curb and Gutter	\$51,060
Girard	Alcott	Zuni	275	22	672	E - Local	Aug-12	18	8	0	10	10	10	38	R & R, Drainage add Curb and Gutter	\$37,270
Girard	Umatilla	Shoshone	554	24	1477	E - Local	Aug-12	20	9	0	10	10	10	39	R & R, Drainage add Curb and Gutter	\$79,395
Girard	Shoshone	Quivas	567	26	1638	E - Local	Aug-12	21	9	0	10	10	10	39	R & R, Drainage add Curb and Gutter	\$85,680
Girard	Quivas	Platte River Drive	427	26	1234	E - Local	Aug-12	53	24	0	10	10	10	54	R & R, Drainage add Curb and Gutter	\$64,505
Gretton Ave	Umatilla	Shoshone	552	22	1349	E - Local	Aug-12	19	9	0	10	10	10	39	R & R, Drainage add Curb and Gutter	\$74,815
Griton	Shoshone	Quivas	541	22	1322	E - Local	Aug-12	19	9	0	10	10	10	39	R & R, Drainage add Curb and Gutter	\$73,320
Grove Ct.	Milan	S. to end	118	32	978	E - Local	Aug-12	47	21	25	10	10	10	76	R & R and some sidewalk	\$52,317
Grove St.	Milan	W. Kenyon	890	32	3164	E - Local	Aug-12	55	25	25	10	10	10	80	R & R and some sidewalk	\$211,390
Grove St.	W. Kenyon	Bear Creek Drive	264	32.5	953	E - Local	Aug-12	14	6	25	10	10	10	61	R & R and some sidewalk	\$48,055
Grove St.	Oxford	Marston Place	925	32	3289	E - Local	Aug-12	16	7	25	10	10	10	62	R & R and some sidewalk	\$191,152
Grove St.	Mansfield	Marston Place	287	32	1020	E - Local	Aug-12	20	9	25	10	10	10	64	R & R and some sidewalk	\$40,950
Green Ct.	W. Milan	S. to end	281	32	999	E - Local	Aug-12	57	26	25	10	10	10	81	R & R with new walk (if sidewalk gets replaced, all will be gone).	\$57,435
Green	Milan	Kenyon	886	32	3150	E - Local	Aug-12	70	32	25	10	10	10	87	Edgemill fabric & overlay	\$68,214
Hamilton	S. Irving St	Hazel Ct.	615	24	1640	E - Local	Aug-12	20	9	25	10	10	10	64	R & R, Drainage add Curb and Gutter	\$67,900
Hamilton	Brady Ct.	Umatilla	538	28	1674	C - Collector	Aug-12	58	26	0	10	10	5	51	R & R, Drainage add Curb and Gutter	\$108,926

City of Sheridan Complete Roadway Analysis																
Score Range= Good 100 to 0 Poor																
Street	From	To	Length	Width	Square Yards	Classification	Survey Date	PCI	Street	Drainage	Utilities	Economic	Traffic Volume	Score	Necessary Repairs	Cost
Hamilton	Umatilla	Shoshone	563	31	1939	C - Collector	Aug-12	63	28	0	10	0	5	43	R & R, Drainage add Curb and Gutter	\$123,161
Hamilton	Shoshone	Quivas	572	30	1907	C - Collector	Aug-12	62	28	0	10	0	5	43	R & R, Drainage add Curb and Gutter	\$122,043
Hamilton	Quivas	Platte River Drive	388	32	1380	C - Collector	Aug-12	69	31	0	10	0	5	46	R & R, Drainage add Curb and Gutter	\$87,020
Hamilton Bridge	Platte River Drive	Platte River Drive	267	30	890	C - Collector	Aug-12	0	0	0	10	0	0	10	Overlaid 2012, Bridge Needs Replaced	\$5,311,000
Hampden	Knox Ct.	S. Irving St	620	43	2962	S - Arterial	Aug-12	45	20	0	10	0	0	30	R & R, Drainage add Curb and Gutter	\$187,608
Hampden	S. Irving St	Federal	1231	38	5198	S - Arterial	Aug-12	45	20	0	10	0	0	30	R & R, Drainage add Curb and Gutter	\$300,422
Hampden	Federal	Eliot	273	35	1062	S - Arterial	Aug-12	53	24	25	10	0	0	59	R & R	\$80,172
Hampden	Eliot	Dale Ct.	680	35	2644	S - Arterial	Aug-12	41	18	25	10	0	0	53	R & R	\$194,760
Hampden	Dale Ct.	Clay St.	310	35	1206	S - Arterial	Aug-12	100	45	25	10	0	0	80	Good Shape, Overlaid 2012, R&R when rest of street gets redone	\$98,092
Hampden	Clay	Canosa	313	35	1217	S - Arterial	Aug-12	42	19	25	10	0	0	54	R & R	\$83,339
Hampden	Canosa	Bryant	335	35	1303	S - Arterial	Aug-12	47	21	25	10	0	0	56	R & R	\$85,974
Hampden	Bryant	Alcott	344	35	1338	S - Arterial	Aug-12	42	19	10	10	0	0	39	R & R	\$101,928
Hampden	Alcott	Zuni	332	35	1291	S - Arterial	Aug-12	100	45	10	10	0	0	65	Overlaid 2012, R&R when rest of street gets redone	\$101,142
Hampden	Zuni	Brady Ct. & 285	560	35	2178	S - Arterial	Aug-12	1	52	0	10	0	0	62	R & R (Drainage)	\$162,821
Hazel St.	W. Oxford Ave	South End	493	32	1753	E - Local	Aug-12	74	33	25	10	10	5	83	Edgemill & overlay & concrete work	\$37,102
Hazel St.	Oxford	Marston Place	994	32	3534	E - Local	Aug-12	3	1	25	10	10	10	45	R & R with new sidewalk	\$210,690
Hazel Ct.	Marston Place	North to End	250	32	889	E - Local	Aug-12	45	20	25	10	10	10	75	R & R and Some Sidewalk	\$86,635
Hazel Ct.	Milan	South to End	120	32	427	E - Local	Aug-12	12	5	25	5	10	0	45	R & R and Some Sidewalk	\$54,450
Hazel	Milan	Kenyon	890	32	3164	E - Local	Aug-12	3	1	25	10	10	10	56	R & R and Some Sidewalk	\$141,310
Hazel	West Kenyon Ave	Bear Creek Drive	350	32	1244	E - Local	Aug-12	24	11	25	10	10	10	66	R & R and Some Sidewalk	\$56,155
Hooker St	Radcliff Drive	Radcliff Ave	560	32	1991	E - Local	Aug-12	17	8	25	10	10	10	63	R & R	\$81,470
Hooker St.	Oxford Loop	Irving	828	25	2300	E - Local	Aug-12	64	29	25	10	10	10	25	Slurry Sealed 2012	\$0
Hooker St	Milan	Kenyon	890	32	3164	E - Local	Aug-12	15	7	25	10	10	10	62	R & R and Some Sidewalk	\$204,190
Hooker St.	Kenyon	Bear Creek Drive	488	33	1789	E - Local	Aug-12	21	9	25	10	10	10	64	R & R and Some Sidewalk	\$75,230
Irving	W. Quincy Ave	South to End	1188	33	4356	E - Local	Aug-12	88	40	25	10	10	10	95	Chip Sealed 2012, Continue Routine Maintenance	\$0
Irving	Oxford	Quincy (including intersection)	1296	36	5184	C - Collector	Aug-12	4	2	10	10	10	5	37	R & R	\$273,132
Irving	W. Milan Ave	W. Lehigh Ave	423	37	1739	C - Collector	Aug-12	100	45	10	10	10	5	80	Routine Maintenance, Slurry Seal	\$8,367
Irving	W. Lehigh	Kenyon	490	38	2069	C - Collector	Aug-12	92	41	10	10	10	5	76	Slurry Seal, and Routine Maintenance	\$9,787
Irving	Kenyon	Bear Creek Drive	795	36.5	3224	C - Collector	Aug-12	31	14	25	0	10	5	54	Edgemill, Overlay, and R & R	\$109,959
Irving	Hampden	End	380	26	1098	C - Collector	Aug-12	21	9	25	10	10	0	54	R & R	\$51,330
W. Jefferson Ave	Federal	End	1210	32.5	4369	E - Local	Aug-12	7	3	0	0	10	5	18	R & R	\$176,850
Julian	Milan	West Lehigh	424	33	1555	E - Local	Aug-12	0	0	0	10	10	10	30	R & R and Some Sidewalk	\$81,125
Julian	Kenyon	North to End	300	32	1067	E - Local	Aug-12	24	11	0	10	10	10	41	R & R, Drainage add Curb and Gutter	\$56,555
West Kenyon Ave	Lowell Blvd	King St	314	32	1116	C - Collector	Aug-12	10	5	25	10	10	5	55	R & R, Drainage add Some Sidewalk	\$73,711
West Kenyon Ave	King St	Knox Ct	332	26	959	C - Collector	Aug-12	45	20	25	10	10	5	70	Crack Seal, Edgemill, Overlay, Drainage add Some Sidewalk	\$40,655
West Kenyon Ave	Knox Ct.	Julian	338	26	976	C - Collector	Aug-12	78	35	25	10	10	5	85	Edgemill, Crack Seal, and Overlay, Drainage add Curb and Gutter	\$26,613
West Kenyon Ave	Julian	Irving	250	26	722	C - Collector	Aug-12	63	28	25	10	10	5	78	Patch, Crackseal, Edgemill, and Overlay, Drainage add Curb and Gutter	\$18,553
West Kenyon Ave	S. Irving St	S. Hooker St	247	33	906	C - Collector	Aug-12	21	9	25	10	10	5	59	R & R	\$46,752
West Kenyon Ave	S. Hooker St	Hazel St.	244	32	868	C - Collector	Aug-12	37	17	25	10	10	5	67	R & R	\$40,532
West Kenyon Ave	Hazel St.	South Grove St	244	32.5	881	C - Collector	Aug-12	63	28	25	10	10	5	78	Edgemill & overlay with fabric	\$16,846
West Kenyon Ave	Grove St	Green St	244	32.5	881	C - Collector	Aug-12	74	33	25	10	10	5	83	Edgemill & overlay with fabric	\$16,189
West Kenyon Ave	Green St	Federal	240	32.5	867	C - Collector	Aug-12	43	19	25	10	10	0	64	R & R	\$47,366
King St	W. Mansfield	Milan	330	24	880	E - Local	Aug-12	20	9	0	10	10	10	39	R & R, Drainage add Curb and Gutter	\$76,567
King St	Milan	Lehigh	466	24	1243	E - Local	Aug-12	20	9	0	10	10	10	39	R & R, Drainage add Curb and Gutter	\$101,782
King St	Lehigh	West Kenyon	465	34	1757	E - Local	Aug-12	44	20	25	10	10	10	75	Edgemill & Patch, crack seal & overlay	\$29,721
King St	W. Kenyon	HWY 285	1002	34.5	3841	E - Local	Aug-12	100	45	25	10	10	10	100	Overlay 2012, Routine Maintenance	\$0
Knox Court	W. Milan Ave	South to End	316	30	1053	E - Local	Aug-12	100	45	25	10	10	10	100	Slurry Seal	\$3,180
Knox Court	Milan	Lehigh	445	28	1384	E - Local	Aug-12	12	5	25	0	10	10	45	R & R, Drainage add Curb and Gutter	\$81,140
Knox St.	Lehigh	Kenyon	410	29	1321	E - Local	Aug-12	53	24	0	5	10	10	49	R & R	\$46,235
S. Knox Ct.	Kenyon	North to End	404	36.5	1638	E - Local	Aug-12	92	41	0	10	10	10	71	Routine Maintenance	\$500
West Lehigh Ave	Lowell Blvd	King St	334	30	1113	E - Local	Aug-12	37	17	25	10	10	10	72	R & R, Drainage add Curb and Gutter	\$55,755
West Lehigh Ave	King St	Knox St	295	30	983	E - Local	Aug-12	23	10	25	10	10	10	65	R & R, Drainage add Curb and Gutter	\$67,405
West Lehigh Ave	Knox	Julian	304	31	1047	E - Local	Aug-12	58	26	25	10	10	10	81	Patch, Crack Seal, Mill, and Overlay, Drainage add Curb and Gutter	\$21,835
West Lehigh Ave	Julian	Irving	281	33	1030	E - Local	Aug-12	58	26	25	10	10	10	81	R & R	\$46,588
Lowell	Dill Road South	End of Sheridan	138	42	644	S - Arterial	Aug-12	83	37	25	10	10	0	82	Crack Seal, Edgemill, and Overlay	\$7,220
Lowell	West Dill Road	W. Mountain Road	250	42	1167	S - Arterial	Aug-12	71	32	25	10	10	5	82	Patch, Crack Seal, Edgemill, and Overlay	\$18,595
Lowell	W. Mountain Road	W. Edgemoore Place	250	42	1167	S - Arterial	Aug-12	65	29	25	10	10	5	79	Patch, Crack Seal, Overlay, and Stripe	\$19,320
Lowell	W. Edgemoore Place	North to End	700	42	3267	S - Arterial	Aug-12	51	23	25	10	5	5	68	Patch, Crack Seal, Edgemill, and Overlay	\$57,893
Lowell	Mansfield	Milan	400	29	1289	S - Arterial	Aug-12	53	24	10	10	10	5	59	Install Curb Gutter and Walk East Side, Patch, Edgemill, Overlay, Grade Channel	\$38,672
Lowell	Milan	Lehigh	469	29	1511	S - Arterial	Aug-12	43	19	10	10	10	5	54	Creak Seal, Patch, Mill Edges, and Overlay, Drainage add Curb and Gutter	\$54,667
Lowell	Lehigh	Kenyon	467	32	1660	S - Arterial	Aug-12	56	25	10	10	10	5	60	Install Curb and Gutter, Install Crossspan, Patch Areas, Crack Seal, and Chip Seal	\$33,765
Lowell	Kenyon	Bridge	1200	32	4267	S - Arterial	Aug-12	100	45	25	10	10	5	95	Good Shape, Routine Maintenance, Minor Concrete Replacement	\$14,355
Bridge on Lowell			100	39	433	S - Arterial	Aug-12	100	45	25	10	10	10	100	Overlaid 2012, will likely need to be overlaid again in 7-10 years	\$0
Mansfield	Lowell Blvd	King St	324	27	972	E - Local	Aug-12	13	6	0	10	5	10	31	R & R, Drainage add Curb and Gutter	\$50,220
Mansfield Ave	S. King St	Knox Court	441	18	882	E - Local	Aug-12	30	14	0	5	5	10	34	R & R, Drainage add Curb and Gutter	\$52,920

City of Sheridan Complete Roadway Analysis																	
Score Range= Good 100 to 0 Poor																	
Street	From	To	Length	Width	Square Yards	Classification	Survey Date	PCI	Street	Drainage	Utilities	Economic	Traffic Volume	Score	Necessary Repairs	Cost	
Mansfield Ave	Grove St	Federal	223	32	793	E - Local	Aug-12	32	14	25	10	10	5	64	R & R	\$38,480	
Mansfield	Federal	Clay St.	1283	36.5	5203	C - Collector	Aug-12	80	36	25	10	0	5	76	R & R 5000 square feet, crack seal, and chip seal	\$59,534	
Marston Place	Hazel Ct	Grove St.	210	32	747	E - Local	Aug-12	32	14	25	10	10	10	69	R & R	\$43,142	
W. Milan Ave	Lowell Blvd	King St	331	32.5	1195	C - Collector	Aug-12	87	39	25	10	10	5	89	Crack Seal, & Chip Seal	\$5,398	
West Milan Ave	King St	Knox	327	33	1199	C - Collector	Aug-12	78	35	25	5	10	5	80	Crack Seal, & Chip Seal	\$5,416	
West Milan Ave	Knox	Julian	300	33	1100	C - Collector	Aug-12	100	45	25	10	10	5	95	Normal Maintenance, Chip Seal	\$4,785	
West Milan Ave	Julian	Irving	327	32	1163	C - Collector	Aug-12	90	41	25	10	10	5	91	Normal Maintenance, Chip Seal & Crack Seal	\$5,245	
West Milan Ave	Irving	Hooker	263	32	935	C - Collector	Aug-12	22	10	25	10	10	5	60	R & R	\$54,495	
West Milan Ave	Hooker St	Hazel	212	32	754	C - Collector	Aug-12	43	19	25	5	10	5	64	R & R	\$61,431	
West Milan Ave	Hazel	Grove	220	32	782	C - Collector	Aug-12	16	7	25	5	10	5	52	R & R	\$45,567	
Milan Ave	Grove St	Green St	212	32	754	C - Collector	Aug-12	20	9	25	5	10	5	54	R & R	\$49,590	
Milan Ave	Green St	Federal	208	32	740	C - Collector	Aug-12	48	22	25	10	10	5	72	R & R	\$55,479	
Mountain Road	S. Lowell Blvd	S. Irving St	1270	32	4516	E - Local	Aug-12	6	3	25	10	10	0	48	R & R	\$192,185	
Natches	Oxford	Quincy	1326	37	5451	C - Collector	Aug-12	43	19	25	10	0	0	54	Crack Seal, Chip Seal, Overlay, and Mill, R & R Portion	\$133,211	
Natches	Quincy	Radcliff Ave	704	32	2503	C - Collector	Aug-12	76	34	25	10	0	0	69	Crack Seal and Chip Seal	\$18,538	
Natches	Radcliff Drive	South to End	580	32	2062	C - Collector	Aug-12	80	36	25	10	0	0	71	Crack Seal and Chip Seal	\$9,970	
S. Natches Ct.	River Point North	HWY 285	1182	28	3677	C - Collector	Aug-12	100	45	25	10	0	5	85	Normal Maintenance	\$0	
Oxford	Irving	Hazel	716	51	4057	S - Arterial	Aug-12	69	31	25	10	0	0	66	Edgemill & 2" Overlay with Fabric, Restripe	\$63,864	
Oxford	S. Federal	Clay St.	1250	55	7639	S - Arterial	Aug-12	0	0	0	10	0	0	10	R & R	\$1,238,854	
Oxford	Hazel Ct	Federal	600	51	3400	S - Arterial	Aug-12	91	41	25	10	0	0	76	Edgemill & overlay with fabric	\$60,693	
Oxford	S. Natches	Clay St.	3545	51	20088	S - Arterial	Aug-12	64	29	25	10	0	0	64	Edgemill & Overlay	\$233,568	
Oxford	River Point	Santa Fe	443	106	5218	S - Arterial	Aug-12	70	32	25	10	0	0	67	Crack Seal and Chip Seal	\$24,646	
Platte River Drive West Side	Hamilton	545' South	546	32	1941	C - Collector	Aug-12	24	11	25	10	5	5	56	R & R	\$81,555	
S. Platte River Drive	Riverpoint Parkway	East to old pavement	1148	35	4464	C - Collector	Aug-12	100	45	25	10	10	5	95	New, Routine Maintenance	\$0	
Platte River Drive East Side	Hamilton	S. to under 285	336	40	1493	C - Collector	Aug-12	100	45	25	10	10	5	95	Overlaid with fabric 2012, Routine Maintenance	\$0	
Platte River Drive East Side	Hamilton	N. to Sheridan Line	446	30	1487	C - Collector	Aug-12	100	45	25	10	10	5	95	Overlaid with fabric 2012, Routine Maintenance	\$0	
Platte River Drive West Side	Hamilton	North to Sheridan Line	542	27	1626	C - Collector	Aug-12	22	10	0	10	5	5	30	R & R	\$68,292	
West Princeton	S. Federal	Decatur	495	34	1870	C - Collector	Aug-12	25	11	0	0	10	5	26	R & R	\$136,125	
Quincy	Natches	Santa Fe	170	36	680	C - Collector	Aug-12	93	42	25	10	5	5	87	Crack Seal and Chip Seal	\$2,958	
Quivas	Hamilton	Girard	304	25	844	E - Local	Aug-12	21	9	0	10	10	10	39	R & R, Drainage add Curb and Gutter	\$44,740	
Quivas	Girard	Girton	320	22	782	E - Local	Aug-12	19	9	0	10	10	10	39	R & R, Drainage add Curb and Gutter	\$43,370	
Quivas	Girton	North to End	206	22	504	E - Local	Aug-12	55	25	0	10	10	10	55	R & R, Drainage add Curb and Gutter	\$27,940	
West Radcliff Drive	South Irving	East to End of Sheridan	575	32	2044	E - Local	Aug-12	43	19	25	10	10	10	74	R & R	\$80,240	
Radcliff Drive	South Irving	South Federal	1270	32	4516	E - Local	Aug-12	22	10	25	5	10	10	60	R & R	\$195,210	
Radcliff Drive	Natches	West to End	1790	24	4773	C - Collector	Aug-12	46	21	0	10	10	5	46	R & R and Overlay	\$70,912	
River Point Parkway	Costco Drive	Riverpoint Drive	1540	40	6844	C - Collector	Aug-12	100	45	25	10	0	5	85	New, Routine Maintenance	\$0	
River Point Parkway	Oxford	Costco	370	40	1644	C - Collector	Aug-12	100	45	25	10	0	5	85	New, Routine Maintenance	\$0	
River Point Parkway		North Round-a-bout	480	20	1067	C - Collector	Aug-12	100	45	25	10	0	5	85	New, Routine Maintenance	\$0	
River Point Parkway		South Round-a-bout	480	20	1067	C - Collector	Aug-12	100	45	25	10	0	5	85	New, Routine Maintenance	\$0	
River Point Parkway	River Point Drive	S. Platte River Drive	1478	40	6569	C - Collector	Aug-12	100	45	25	10	0	5	85	New, Routine Maintenance	\$0	
River Point Parkway	North Round-a-bout	Hwy 285	1000	40	4444	C - Collector	Aug-12	100	45	25	10	0	5	85	New, Routine Maintenance	\$0	
River Point Drive South	River Point Parkway	Santa Fe	900	32	3200	C - Collector	Aug-12	100	45	25	10	0	5	85	New, Routine Maintenance	\$0	
River Point Drive North	River Point Parkway	Santa Fe	1182	28	3677	C - Collector	Aug-12	100	45	25	10	0	5	85	New, Routine Maintenance	\$0	
Shoshone	Hamilton	Girard	300	24	800	E - Local	Aug-12	35	16	0	10	10	10	46	R & R, Drainage add Curb and Gutter	\$43,000	
Shoshone	Girard	Griton	300	24	800	E - Local	Aug-12	26	12	0	10	10	10	42	R & R, Drainage add Curb and Gutter	\$43,000	
Shoshone	Griton	North to End	225	24	600	E - Local	Aug-12	20	9	0	10	10	10	39	R & R, Drainage add Curb and Gutter	\$32,250	
Umatilla	Hamilton	Brady Ct.	740	25	2056	E - Local	Aug-12	50	23	0	10	10	10	53	R & R, Drainage add Curb and Gutter	\$108,960	
Umatilla	Hamilton	Girard	322	26	930	E - Local	Aug-12	61	27	0	10	10	10	57	R & R, Drainage add Curb and Gutter	\$48,650	
Umatilla	Girard	Griton	320	24	853	E - Local	Aug-12	20	9	0	10	5	10	34	R & R, Drainage add Curb and Gutter	\$45,855	
Zuni	Hampden	Girard	500	36	2000	C - Collector	Aug-12	58	26	0	0	5	10	41	Overlay 50' North of Hampden & Crack seal, Chip Seal other 450'	\$25,628	
Zuni	Girard	Ford	650	36	2600	C - Collector	Aug-12	57	26	25	10	5	5	71	Crack Seal, Chip Seal, Stripe	\$13,160	
Zuni	Floyd	Dartmouth	1316	33	4825	C - Collector	Aug-12	100	45	25	10	5	5	90	Routine Maintenance	\$0	
			MILES	20.5				Avg. PCI	51					Avg. Rank	63	Total	\$17,594,716
																Maintenance Streets	\$1,950,058
																Total Replacement	\$10,333,658
																Hamilton Street Bridge	\$5,311,000

APPENDIX E: DENVER WATER PROJECTS

Mike Hager

From: Crouch, Alan [Alan.Crouch@denverwater.org]
Sent: Friday, September 14, 2012 2:21 PM
To: Mike Hager
Cc: Kraft, Peter R.; Strasser, Arnold
Subject: City of Sheridan Denver Water Work
Attachments: Imps-Reps 9-6-12.pdf; Imps-Reps Map 9-6-12.pdf

Mike

Attached is a map of the Sheridan District. Denver Water currently has two jobs specified on our long term Improvements/Replacements listing, jobs 864 & 15464. I have also included a job description for those 2 jobs. Neither job currently has a very high priority and is not on our near term plan. Additionally all mains in the district have been color coded by our risk assessment procedure that includes breaks as well as material, age, and other factors with a 1 – 4 value, 4 being the highest. Finally, those mains with a break history have been specified. Although they have breaks, our determinant factor for placement on the actual work list is 2 within 1 year or 5 total over a lifetime. Those areas delineated by the dashed polygons are areas of particular interest for potential future replacement.

We continue to monitor Sheridan, as well as the rest of our service area, and add jobs to our work listing as they meet criteria. Paving is an attribute that can specifically move a job into the priority category and with your development of a long range street program we would be very interested in getting your information to evaluate mains within those areas. We are diligently working with the various entities in our service area to coordinate work and reduce interference and duplication.

Should you have any additional questions or feedback, please feel free to contact me.

Thanks
Al Crouch
\\

Alan Crouch | Treated Water Planning | Hydraulic Engineer IV
Denver Water | t: (303 628 6559) | f: (fax number — 303 628 6852)
1600 West 12th Ave | Denver, CO 80204-3412
alan.crouch@denverwater.org

9/17/2012

IBM Cognos Viewer - BUILD YOUR OWN CUSTOM REPORT

Crouch, Alan

Log On



About

Keep this version



Add this report

Custom Report: Sorted By - Project ID

Sep 6, 2012 10:33 AM Page 1

PROJECT: 864 Irving St. & Jefferson Ave.

JOB LEVEL

ID Number: 864	Type: Improvement	Last Paving Interference Year:
Status: Initial Review Complete	Related Project:	Paving End Hold Year:
Priority: 267	Total Footage: 450	Target Completion Date:
Total Points: 13	Sector: West	Completion Year:
	Crew: Small	Creation Date: 12/27/1999

Notes:

SEGMENT:

XXXXX	Segment	Type	District	Map200FT	Street In	Street From	Street To	Footage	Main Diameter	Comments
XXXXX	1	Improvement	Sheridan, City of (T010)	SWI5	IRVING ST	JEFFERSON AVE	BEAR CREEK DR	400 ft	8 in	LOOPS DEAD-END MAIN W/ 3 HYDTS
XXXXX	2	Improvement	Sheridan, City of (T010)	SWI5	KNOX CT	390' N of KENYON		10 ft		
XXXXX	3	Improvement	Sheridan, City of (T010)	SWI5	JULIAN ST	300' N of KENYON		10 ft		
XXXXX	4	Improvement	Sheridan, City of (T010)	SWI5	S HAZEL CT	155' S of MILAN AVE		10 ft		
XXXXX	5	Improvement	Sheridan, City of (T010)	SWI5	S GROVE ST	152' S of MILAN AVE		10 ft		
XXXXX	6	Improvement	Sheridan, City of (T010)	SWI5	S GREEN CT	152' S of MILAN AVE		10 ft		

PROJECT: 15464 In S. Hooker Street from West Radcliff Avenue to West Radcliff Drive

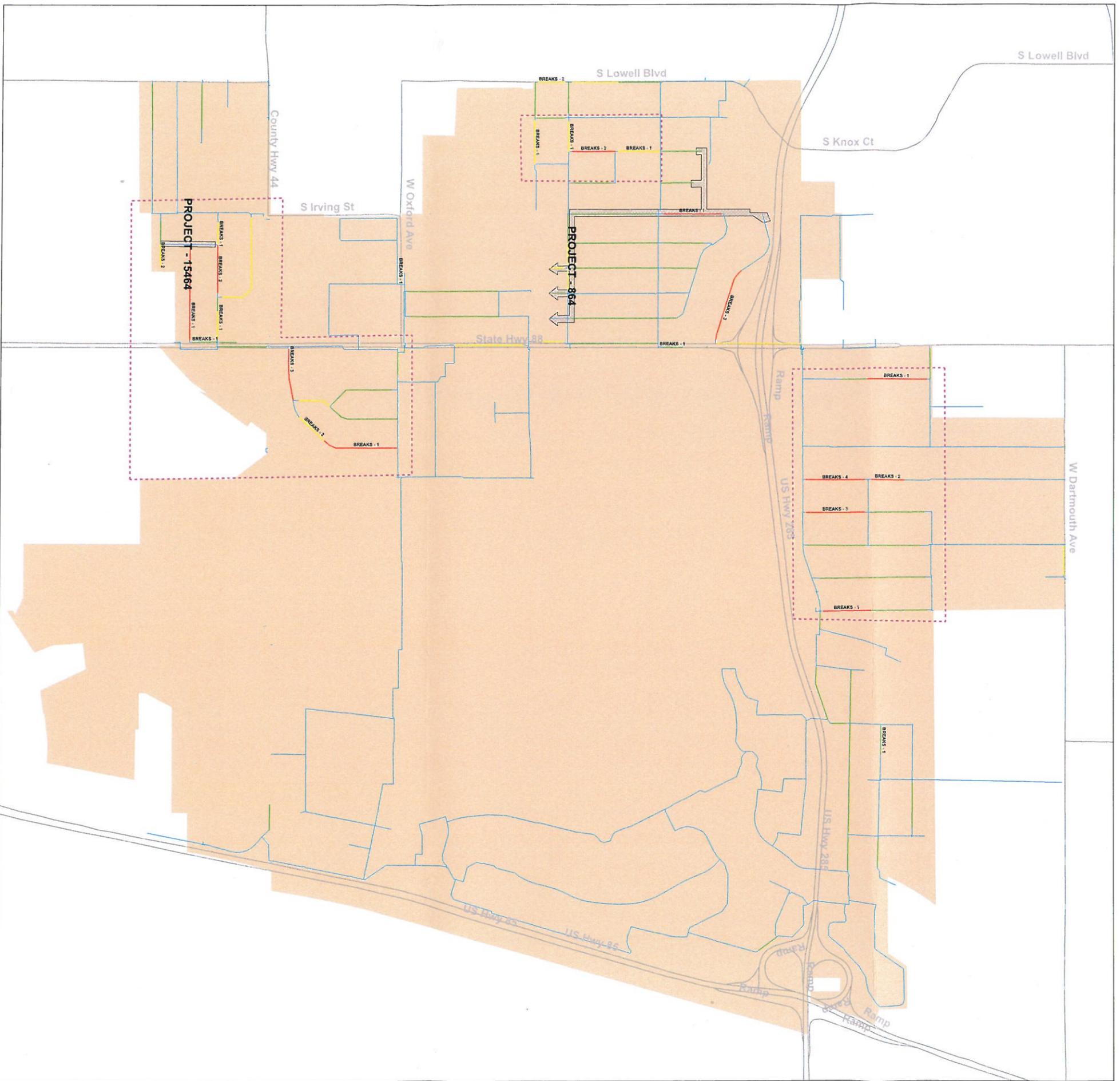
JOB LEVEL

ID Number: 15464	Type: Replacement	Last Paving Interference Year:
Status: Initiated	Related Project:	Paving End Hold Year:
Priority: 223	Total Footage: 555	Target Completion Date:
Total Points: 17	Sector: N/A	Completion Year:
	Crew: Small	Creation Date: 07/09/2010

Notes:

SEGMENT:

XXXXX	Segment	Type	District	Map200FT	Street In	Street From	Street To	Footage	Main Diameter	Comments
XXXXX	1	Replacement	Sheridan, City of (T010)	SWK5	S Hooker Street	W Radcliff Avenue	W Radcliff Drive	555 ft		2 leaks in one year



**Sheridan Water District
Main Renewal Projects & Risk Assessment**

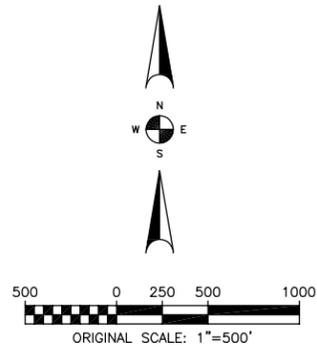
KEY	
RISK ASSESSMENT	
—	0 - 1
—	2
—	3
—	4
	Future Target Areas
	PENDING IMPROVEMENT PROJECT
	Highways



APPENDIX F: DRAINAGE IMPROVEMENTS MAP AND COST ESTIMATES

CITY OF SHERIDAN PROPOSED DRAINAGE IMPROVEMENTS 2012

NOTE: WITH THE EXCEPTION OF AREA 5, NO DRAINAGE STUDIES HAVE BEEN COMPLETED AND ARE CONCEPTUAL ONLY.



AREA 3
PROPOSED NEW STORM SEWER SYSTEM

AREA 1
PROPOSED NEW STORM SEWER SYSTEM

AREA 2
EXISTING STORM PLUS SOME PROPOSED
UPSIZED LINE
TIE INTO EXISTING STORM SYSTEM

AREA 4
REPLACE EXISTING UNDERSIZED STORM SYSTEM - COMBINE INTO 1 OUTFALL

AREA 7
REPLACE EXISTING UNDERSIZED STORM SYSTEM

AREA 8
GRADE ROADWAY TO DRAIN WEST.
PAVE ROAD, REGRADE ROADSIDE SWALE

AREA 6
INSTALL TWIN 24" PIPES UNDER S. IRVING ST.
GRADE CHANNEL THROUGH SCHOOL PROPERTY

UPSIZED OUTFALL LINE

AREA 9
AREA OF DRAINAGE ISSUES:
AREA WOULD REQUIRE SEVERAL PRIVATE DETENTION FACILITIES TO BE BUILT

AREA 5
PROPOSED NEW STORM SEWER SYSTEM
(STUDY DONE BY MOSER & ASSOCIATES 2003)

DRAINAGE PROJECTS/COST ESTIMATES

Area 1: Kenyon, Knox and Irving

CONSTRUCTION	\$333,738
CONTINGENCY 20%	\$66,748
ENGINEERING & CONSTRUCTION MANAGEMENT 20%	\$80,097
TOTAL	\$480,583

Area 2: Bear Creek Drive and Jefferson

CONSTRUCTION	\$229,350
CONTINGENCY 20%	\$45,870
ENGINEERING & CONSTRUCTION MANAGEMENT 25%	\$68,805
TOTAL	\$344,025

Area 3: Hampden west of Federal

CONSTRUCTION	\$238,200
CONTINGENCY 20%	\$47,640
ENGINEERING & CONSTRUCTION MANAGEMENT 25%	\$71,460
TOTAL	\$357,300

Area 4: East Hampden Canosa to Brady Ct.

CONSTRUCTION	\$648,180
CONTINGENCY 20%	\$129,636
ENGINEERING & CONSTRUCTION MANAGEMENT 20%	\$155,563
TOTAL	\$933,379

Area 5: Hamilton, Girard, Girton area

CONSTRUCTION	\$1,019,176
CONTINGENCY 20%	\$203,835
ENGINEERING & CONSTRUCTION MANAGEMENT 15%	\$183,452
TOTAL	\$1,406,463

Area 6: Irving St. between Oxford and Quincy

CONSTRUCTION	\$27,360
CONTINGENCY 20%	\$5,472
ENGINEERING & CONSTRUCTION MANAGEMENT 40%	\$13,133
TOTAL	\$45,965

Area 7: Princeton

CONSTRUCTION	\$63,950
CONTINGENCY 20%	\$12,790
ENGINEERING & CONSTRUCTION MANAGEMENT 35%	\$26,859
TOTAL	\$103,599

Area 8: Clay St. from Federal to Oxford

CONSTRUCTION	\$545,000
CONTINGENCY 20%	\$109,000
ENGINEERING & CONSTRUCTION MANAGEMENT 15%	\$98,100
TOTAL	\$752,100

Area 9: Salvage Yard Areas off of Natches

The drainage throughout this area is poor. To improve the drainage in this area would require land acquisition, several detention ponds, storm pipe and outfall lines. This area will require an in depth drainage study before a accurate cost estimate could be completed.

CONSTRUCTION	UNKNOWN
CONTINGENCY 20%	UNKNOWN
ENGINEERING & CONSTRUCTION MANAGEMENT 40%	UNKNOWN
TOTAL	UNKNOWN

TOTAL COST FOR DRAINAGE IMPROVEMENTS \$4,423,414



DATE _____

PROJECT SHERIDAN CIP

JOB NO. _____

TASK DRAINAGE PROJECT

BY _____

CHK'D _____

SHEET _____

AREA 1: KENYON, KNOX & IRVING ETC

24" RCP 2853' x \$46 = \$131,238

48" RCP 954 x \$130 = \$124,000

INLETS 13 x \$4500 = \$58,500

MANHOLES 5 x \$4000 = \$20,000

\$333,738

AREA 2: BEAR CREEK DRIVE & JEFFERSON

24" RCP 500' x \$46 = \$23,000

48" RCP 200' x \$130 = \$26,000

INLETS 4 x \$4500 = \$18,000

MANHOLES 2 x \$4000 = \$8,000

72" RCP 100' x \$325 = \$32,500

LANDSCAPING 4725

650' x \$46 = \$29,900

200' x \$130 = \$26,000

INLETS 4 x \$4500 = \$18,000

MANHOLE 1 x \$4000 = \$4,000

72" RCP 100' x \$325 = \$32,500

LANDSCAPING 4725

TOTAL \$229,350

AREA 3: HAMPODEN WEST of Federal

24" RCP 600' x \$46 = \$27,600

36" RCP 600 x \$91 = \$54,600

48" RCP 650 x \$130 = \$84,500

INLETS 12 x \$4500 = \$54,000

MANHOLES 4 x \$4000 = \$16,000

LANDSCAPING \$1,500

\$238,200



DATE _____

PROJECT SHERIDAN CIP

JOB NO. _____

TASK DRAINAGE PROJECTS

BY _____

CHK'D _____

SHEET _____

AREA 4: EAST WAMPDEN CANOSA TO BRADY CT

$$24'' \text{ RCP } 680' \times \$46 = \$31,280$$

$$36'' \text{ RCP } 900' \times \$91 = \$81,900$$

$$42'' \text{ HERCP } 700' \times \$130 = \$91,000$$

$$48'' \text{ HERCP } 600' \times \$155 = \$93,000$$

$$60'' \text{ HERCP } 1000' \times \$260 = \$260,000$$

$$14 \text{ INLETS } \times \$4500 = \$63,000$$

$$\text{ManHoles } 7 \times \$4000 = \$28,000$$

$$\underline{\$648,180}$$

AREA 5: HAMILTON, GIRARD, GIRTON AREA

SEE URBAN DRAINAGE STUDY

COST WERE UPDATED TOTAL: \$1,406,463

AREA 6: IRVING STREET BETWEEN OXFORD AND QUINCY

$$24'' \text{ RCP } 160' \times \$46 = \$7360$$

$$\text{ASPHALT } \$5000$$

$$\text{GRADE DITCH } \$15000$$

$$\underline{\$27360}$$

AREA 7: PRINCETON

$$24'' \text{ RCP } 170' \times \$46 = \$7800$$

$$36'' \text{ RCP } 150' \times \$91 = \$13,650$$

$$\text{INLETS } 5 \times \$4500 = \$22,500$$

$$\text{MANHOLES } 3 \times \$4000 = \$12,000$$

$$\text{LANDSCAPING } = \$8,000$$

$$\underline{\$63,950}$$



DATE _____

PROJECT SHERIDAN CIP

JOB NO. _____

TASK DRAINAGE PROJECT

BY _____

CHK'D _____

SHEET _____

AREA 8: CLAY ST FEDERAL TO OXFORD

800' TWEN 72" RCP = 1600' X \$325 =

\$520,000

GRADE CLAY and Define channel west side

\$25,000

\$545,000

AREA 9: SALVAGE YARD AREAS OFF OF MATCHES

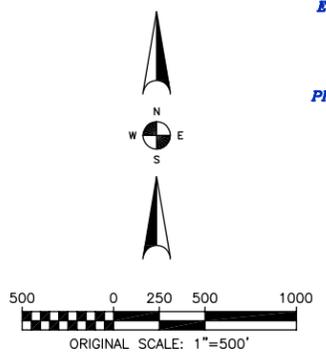
NO ESTIMATE

A LOT OF PRIVATE LAND ISSUES

AREA NEEDS STUDIED

APPENDIX G: TRAFFIC AREA IMPROVEMENTS MAP AND COST ESTIMATES

CITY OF SHERIDAN PROPOSED TRAFFIC IMPROVEMENTS 2012



AREA 1
ALIGNMENT ISSUES

EXISTING ALIGNMENT

PROPOSED ALIGNMENT

AREA 2
ALIGNMENT ISSUES

PROPOSED ALIGNMENT

EXISTING ALIGNMENT

AREA 5
ESTABLISH ROADWAY FROM IRVING TO FEDERAL

AREA 6
SCHOOL PARKING DROP-OFF AREA ISSUES
- BUILD DROP-OFF LANE

AREA 3
HIGH ACCIDENT VOLUME - TOO CLOSE TO OFF RAMP
PROPOSED IMPROVEMENTS:
- ACQUIRE 6' ADDITIONAL ROW TO THE SOUTH AND WIDEN TURN LANES
- SITE DISTANCE ISSUES - REMOVE ALL TALL LANDSCAPING AND FENCE IN FRONT OF McDONALDS
- RELOCATE UTILITY BOXES AND POWER POLES

AREA 4
HIGH ACCIDENT VOLUME
PROPOSED IMPROVEMENTS:
- ACQUIRE 6' ADDITIONAL ROW TO THE SOUTH AND WIDEN TURN LANE

AREA 7
HIGH TRAFFIC VOLUME
PROPOSED IMPROVEMENTS:
- TRAFFIC SIGNAL OR 4 WAY STOP

AREA 8
AREA CONGESTION
PROPOSED IMPROVEMENTS:
- WIDEN ROADWAY AREA
- RE-CONFIGURE CENTER ISLANDS

AREA 9
SITE VISION ISSUES
PROPOSED IMPROVEMENTS:
- REDEFINE INTERSECTION BOUNDARIES AND STOP SIGN LOCATIONS
- BRIDGE RAILING TOO DENSE - WILL BE REPLACED WITH BRIDGE

Traffic Improvements/ Cost Estimates

Area 1: Kenyon and Lowell Blvd. Alignment

CONSTRUCTION	\$113,000
CONTINGENCY 20%	\$22,602
ENGINEERING & CONSTRUCTION MANAGEMENT 25%	\$33,903
TOTAL	\$169,505

Area 2: Sheridan High School and Irving St. Alignment

CONSTRUCTION	\$54,332
CONTINGENCY 20%	\$10,866
ENGINEERING & CONSTRUCTION MANAGEMENT 35%	\$22,819
TOTAL	\$88,017

Area 3: Jefferson and Federal Blvd. (High Accident Area)

CONSTRUCTION	\$36,800
CONTINGENCY 20%	\$7,360
ENGINEERING & CONSTRUCTION MANAGEMENT 40%	\$17,664
TOTAL	\$61,824

Area 4: Kenyon and Federal (High Accident Area)

CONSTRUCTION	\$24,600
CONTINGENCY 20%	\$4,920
ENGINEERING & CONSTRUCTION MANAGEMENT 45%	\$13,284
TOTAL	\$42,804

Area 5: Establish Quincy Ave. From Irving to Federal

CONSTRUCTION	\$697,340
CONTINGENCY 20%	\$139,468
ENGINEERING & CONSTRUCTION MANAGEMENT 15%	\$125,521
TOTAL	\$962,329

Area 6: Alice Terry School (Traffic Volume High) Add Drop Off Lane

CONSTRUCTION	\$123,945
CONTINGENCY 20%	\$24,789
ENGINEERING & CONSTRUCTION MANAGEMENT 30%	\$29,747
TOTAL	\$178,481

Area 7: Oxford and CLAY Install Traffic Signal

CONSTRUCTION	\$250,000
CONTINGENCY 20%	\$50,000
ENGINEERING & CONSTRUCTION MANAGEMENT 15%	\$45,000
TOTAL	\$345,000

Area 8: Hwy 285 and Brady Ct. Reconfigure Intersection North Side

CONSTRUCTION	\$89,390
CONTINGENCY 20%	\$17,878
ENGINEERING & CONSTRUCTION MANAGEMENT 25%	\$26,817
TOTAL	\$134,085

TOTAL COST FOR TRAFFIC IMPROVEMENTS \$1,991,045



DATE _____

PROJECT SHERIDAN CIP

JOB NO. _____

TASK TRAFFIC EVALUATION AREAS

BY _____

CHK'D _____

SHEET _____

AREA 1: KENYON ALIGNMENT

RELOCATE FENCE		\$5000
REMOVE OLD ASPHALT	10675Y x 7	\$7500
REMOVE CONCRETE	600 LF x 7.50	\$4500
GRADING		19000
INSTALL NEW CURB, Gutter and walk	600x50	30,000
INSTALL NEW ASPHALT	1067x30	32,010
PURCHASE ROW		20,000
RESEED AREA		4,000
		<u>\$113,010</u>

AREA 2: SHERIDAN HIGH SCHOOL REALIGNMENT

RELOCATE FENCE		\$5000
REMOVE OLD ASPHALT	8175Y x 7	\$5724
GRADING		\$10,000
PURCHASE ROW		\$16,000
INSTALL NEW ASPHALT	817x24	\$19,608
RESEED AREA & LANDSCAPE		\$4,000
		<u>\$54,332</u>

AREA 3: JEFFERSON & FEDERAL

Relocate poles		\$1,000
REMOVE SIGHT TRIANGLE FENCE & LANDSCAPING		\$7500
RELOCATE UTILITY PANELS		\$10,800
REMOVE CURB, GUTTER & WALK	100' x 7.50	750
INSTALL NEW C, G & WALK	100' x 37.50	3750
INSTALL NEW ASPHALT	665Y x 60	4000
		<u>\$36,800</u>
		\$10,000



DATE _____

PROJECT SHERIDAN CIP

JOB NO. _____

TASK TRAFFIC EVALUATION AREAS

BY _____

CHK'D _____

SHEET _____

AREA 4: KENYON & FEDERAL

- ACQUIRE 6' ROW TO THE SOUTH	\$10,000
REMOVE SIDEWALK 50' x \$6	\$300
INSTALL SIDEWALK 50' x \$100	\$5000
INSTALL ASPHALT 3354' x \$100	\$3300
LANDSCAPING	\$1000
RELOCATE POWER POLE	\$5000
	<u>\$24,600</u>

AREA 5: ESTABLISH QUINCY AVE. FROM IRVING TO FEDERAL

INSTALL STORM 450' TWIN 72" #325 x 900'	\$292,500
INLETS 4 x 4500	18,000
MANHOLES 3 x 4000	12,000
REMOVE TREES	\$30,000
GRADE AND FILL	\$50,000
SIDEWALKS 2540' x \$45	\$114,300
ASPHALT 4515 SY x \$36	162,540
Street Lights 6 x \$3000	18,000
	<u>697,340</u>

AREA 6: ALICE TERRY SCHOOL (DROPOFF LANE)

- R&R FENCE	\$10,000
- GRADING	\$5000
- REMOVE SIDEWALK 250' x \$7.50	\$1,875
- INSTALL SIDEWALK 250' x \$55	\$13,750
- Retaining Wall 250' x \$300	\$75,000
- ASPHALT 250' x 12' = 33354' x \$40	\$13,320
- LANDSCAPING	\$5,000
	<u>\$123,945</u>



DATE _____

PROJECT SHERIDAN CIP

JOB NO. _____

TASK TRAFFIC EVALUATION AREAS

BY _____

CHK'D _____

SHEET _____

AREA 7: OXFORD AVE AND CLAY ST.

INSTALL TRAFFIC SIGNAL \$300,000

AREA 8: 1/4 WY 285 & BRADY CT.

REMOVE ASPHALT 700 SY x 15	\$10,500
REMOVE CONCRETE C&G 250 LF x 7	\$1,750
INSTALL NEW CONCRETE C&G 300' x 50	\$15,000
INSTALL NEW ASPHALT 700 SY x 49	\$34,300
INSTALL STAMPED CONCRETE 44 SY x 110	\$4,840
STRIPING	\$3,000
TRAFFIC CONTROL	\$20,000
	<hr/>
	\$89,390

APPENDIX H: UNIT COST

ASPHALT UNIT COST

TYPE	UNIT	UNIT COST
MILLING AND DISPOSAL OFF-SITE		
1.5" ASPHALT	SY	\$2.10
ASPHALT REMOVAL		
2" ASPHALT	SY	\$2.50
3" ASPHALT	SY	\$2.90
4" ASPHALT	SY	\$3.30
6" ASPHALT	SY	\$4.80
SUBGRADE REMOVAL		
2"	SY	\$1.50
4"	SY	\$2.00
6"	SY	\$3.50
ASPHALT PATCHING		
4"	SY	\$35.00
6"	SY	\$45.00
ASPHALT REPLACEMENT		
2" OVERLAY	SY	\$8.30
2" OVERLAY WITH FABRIC	SY	\$10.20
3" ASPHALT	SY	\$12.45
4" ASPHALT	SY	\$16.00
6" ASPHALT	SY	\$24.00
8" ASPHALT	SY	\$30.00
9.5" ASPHALT	SY	\$35.00
12" ASPHALT	SY	\$44.00
CHIP SEAL	SY	\$4.35
CRACK SEAL	LF	\$0.75

STORM SEWER FACILITIES UNIT COST

STRUCTURE	UNIT	UNIT COST
18" RCP	LF	\$39.00
24" RCP	LF	\$46.00
30" RCP	LF	\$65.00
36" RCP	LF	\$91.00
42" RCP	LF	\$104.00
48" RCP	LF	\$130.00
54" RCP	LF	\$163.00
60" RCP	LF	\$195.00
66" RCP	LF	\$235.00
72" RCP	LF	\$325.00
42" RCP JACKED	LF	\$650.00
42" HERCP	LF	\$130.00
48" HERCP	LF	\$155.00
54" HERCP	LF	\$220.00
60" HERCP	LF	\$260.00
4' x 2' CBC	LF	\$163.00
6' x 2' CBC	LF	\$260.00
8' x 2' CBC	LF	\$325.00
Manhole	EA	\$4,000.00
Inlet	EA	\$4,500.00
Riprap	CY	\$65.00
Grouted Boulders	CY	\$130.00

CONCRETE REMOVAL AND REPLACEMENT

TYPE	UNIT	PRICE
REMOVAL		
5' WIDE 6" THICK C,G&WALK	LF	\$6.00
6' WIDE 6" THICK C,G&WALK	LF	\$7.50
7' WIDE 6" THICK C,G&WALK	LF	\$8.50
8' WIDE 6" THICK C,G&WALK	LF	\$9.50

INSTALLATION 4000 PSI		
5' WIDE 6" THICK C,G&WALK	LF	\$37.50
6' WIDE 6" THICK C,G&WALK	LF	\$45.00
7' WIDE 6" THICK C,G&WALK	LF	\$50.00
8' WIDE 6" THICK C,G&WALK	LF	\$55.00

REMOVE CROSSPANS		
10" THICK	SY	\$18.00

INSTALL CROSSPANS		
10" THICK	SY	\$55.00
STANDARD HANDICAP RAMP	EA	\$1,800.00

APPENDIX I: TYPICAL ROADWAY FAILURES AND MAINTENANCE RECOMMENDATIONS

TYPICAL TYPES OF PAVEMENT FAILURES:

1. **Longitudinal/Transverse Cracking**: This is long cracks which have not yet reached the point of alligating. These cracks are generally caused by poorly constructed paving lane joints and shrinkage of the asphalt surface due to low temperatures and aging and hardening of the surface.

Solution: Crack seal is very effective if applied as soon as cracks are noticed. If cracks are not treated in a timely manner, cracking will continue into an alligator pattern. If cracks become wider than 1", consistently cutting and patching may be necessary. Roadways with only longitudinal cracking are candidates for mill and overlay.



Longitudinal/Transverse Cracking

2. **Alligator Cracking:** This is a series of interconnecting cracks caused by fatigue of the asphalt surface under repeated traffic loading. The cracks begin at the bottom of the asphalt (base area) and propagate to the surface.

Solution: Crack seal is very effective if applied as soon as cracks are noticed. If cracks are not treated in a timely manner, cracking will continue into a pattern similar to a chain link fence. Once the cracking reaches this point removal and patching of the alligatored areas is necessary. Mill and overlays are generally not recommended on streets with alligator cracking due to the fact that the existing cracks will likely resurface with in 3 to 5 years. If an entire street has reached this distressed level complete reconstruction is necessary.



Alligator Cracking

3. **Potholes:** Potholes are generally small less than 3' in diameter-bowl shaped depressions, and their growth is accelerated by free moisture collection inside the hole. Potholes are generally structurally related, and are generally the cause of not properly addressing alligatored areas.

Solution: Saw cut approximately 1' around affected area remove asphalt pieces and unsuitable subgrade. Install suitable subgrade material, new hot asphalt and roll for proper compaction.



Potholing

4. **Rutting:** A rut is a surface depression in the wheel paths. Rutting stems from a permanent deformation in any of the pavement layers or subgrade. This is usually caused by consolidated or lateral movement of the materials due to traffic load.

Solution: If there is no alligator cracking or major signs of subgrade failure, these areas can be overlaid. If there are signs of subgrade failure, the asphalt should be removed, and the subgrade replaced and repaved.



Rutting

5. **Weathering:** Weathering is the wearing away of the pavement surface due to loss of asphalt or tar binder and dislodged aggregate particles. In most cases, weathering is caused by aging asphalt and oxidation.

Solution: Chip seals, slurry seals or overlays.



Weathering

TYPICAL ROAD MAINTENANCE AND REPLACEMENT TECHNIQUES

1. **Total Roadway Asphalt Replacement:** This is the removal of the existing asphalt and subgrade and installing new base course and asphalt. Thickness is generally determined by soils testing and a geotechnical engineer's recommendation.

Application: Used on streets where deterioration of asphalt and subgrade is so great that it becomes more expensive to try to apply annual maintenance than to totally replace.

Benefits:

- Provides new roadway which with proper maintenance should last 20 years

Typical Service Life: 20 to 25 years if properly maintained

2. **Hot Asphalt Mix Overlay:** This is the placement of hot mix asphalt over existing pavement. Typical overlays are 1 ½" to 2" thick.

Application: Used on stable pavements with a sound base which are starting to show signs of minor surface distress. Should not be used on areas with structural defects.

Benefits:

- Seals small cracks
- Provides new waterproof surface
- Improves ride quality and corrects surface irregularities

Typical Service Life: 7 to 10 years

3. **Crack Sealing:** Cleaning and filling cracks with an oil-based sealant.

Application: Generally used on cracks spaced uniformly along the pavement with limited deterioration.

Benefits:

- Prevents moisture and debris from getting into cracks
- Prevents water damage to the pavement structure

Typical Service Life: 3 to 5 years

4. **Chip Seal:** This is the placement of asphalt emulsion to a prepared pavement section followed by a rolled aggregate cover.

Application: Provides an economical all-weather surface. Must be applied to structurally sound pavements.

Benefits:

- Improves surface friction
- Slows surface oxidation
- Corrects minor surface irregularities and seals small cracks

Typical Service Life: 5 to 7 years

5. **Slurry Seal:** This is the placement of a mixture of asphalt emulsion, dense graded aggregate and mineral fillers to a prepared pavement section.

Application: Use on stable pavements with a sound base showing minor distress. Generally used in areas where the roughness of a chip seal is not wanted.

Benefits:

- Improves surface friction
- Slows surface oxidation
- Corrects minor surface irregularities and seals small cracks

Typical Service Life: 4 to 7 years

APPENDIX J: GEOTECHNICAL REPORT



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PAVEMENT EVALUATION STUDY
2012 CAPITAL IMPROVEMENT PROJECT
CITY OF SHERIDAN, COLORADO

JOB NUMBER: 212201A

September 26, 2012

PREPARED FOR:

RG AND ASSOCIATES, LLC
4875 WARD ROAD, SUITE 100
WHEAT RIDGE, COLORADO 80033

ATTENTION: MR. JAMES LANDRY, P.E.

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FIGURE 3	BORING LOGS
FIGURE 4	BORING LEGEND AND NOTES
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FIGURE 7-9	GRADATION ANALYSIS
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PURPOSE AND SCOPE OF STUDY

This report presents a Pavement Evaluation Study for the studied streets located within the City of Sheridan, Colorado. The project location is shown on Figure 1. The exploration was conducted and this report prepared in accordance with our revised proposal to RG and Associates, dated May 29, 2012.

A site reconnaissance and field exploration program was conducted to obtain information on the site and subsurface conditions for the existing streets. The field exploration program consisted of drilling 8 borings in the streets. The existing asphalt thickness was measured and samples of the subgrade soils were obtained during the field exploration. The subgrade soils were tested in the laboratory to determine their classification and other engineering characteristics. Results of the field exploration and laboratory testing were analyzed to determine the subgrade conditions and classification. This report summarizes the data obtained during the study and presents our conclusions, recommendations, and other geotechnical engineering considerations based on the existing condition of the streets and the subsoil conditions encountered.

BACKGROUND

It is our understanding that the majority of the streets within the City of Sheridan were constructed well over 20 years ago and that at many locations the original pavement is still in use. Some patching, overlay and reconstruction has taken place on various roads, mainly collector or arterial roads. We understand that the city is currently evaluating the existing roadways and plans to rehabilitate or reconstruct many of the city streets.

EXISTING STREET CONDITIONS

As part of the study, a cursory observation of the majority of the streets was made. A total of seven boring locations were selected based on pavement distress and roadway classification. Boring B-8 on Mountain Road was conducted in an area with relatively

minor distress as a “control” boring. In general, the pavement distress consisted of moderate to severe block cracking with many areas that had deteriorated to low to severe alligator cracking. Additionally, almost all of the asphalt pavement observed was found to be badly oxidized and had a very brittle appearance. Additionally, the aggregate was exposed at most locations and some raveling was occurring.

In general there was not a lot of noticeable differential settlement or heaving at crack locations or joints. Some areas had considerable patching and apparently some seal coating completed in the past. Some crack sealing had been conducted, but most cracks were open again. Many of the residential streets had unfinished edges (no curbs, gutters, or sidewalks). Along these areas, there was considerable distress to the edge of the pavement due to lack of edge support.

FIELD EXPLORATION

A total of eight borings were drilled in the streets. The intent was to drill at distressed locations, with one boring drill in a street that was in relatively good condition. The borings were drilled on August 16, 2012. Locations of the exploratory borings are shown on Figures 2A through 2H. The borings were advanced with 4-inch diameter continuous flight augers powered by a truck-mounted CME-55 drill rig utilizing an automatic hammer. The borings were logged by a representative of Hepworth-Pawlak Geotechnical, Inc.

Relatively undisturbed samples of the subsoils were taken with a 2-inch I.D. California spoon sampler. The sampler was driven into the subsoils at various depths with blows from a 140-pound hammer falling 30 inches. This test is similar to the standard penetration test described by ASTM Method D-1586. The test provides penetration resistance values as an indication of the relative density or consistency of the subsoils. Depths at which the samples were taken and the penetration resistance values are shown on the Boring Logs, Figure 3. Disturbed, bulk samples of soils were obtained from each boring. The samples were returned to our laboratory for review by the project engineer and for assignment of laboratory testing.

SUBSURFACE CONDITIONS

The asphalt thickness was measured at each boring. The thickness varied from 2 to 6 inches. The results of the subsurface exploration indicated that the subgrade soils generally consisted of either clay or sand fill in the upper 1 to 10 feet of the borings. Sandy, silty, gravel was found below the fill in three of the borings. Claystone bedrock was also found beneath the fill in three of the borings. In general the clay fill was found to be stiff to very stiff and the sand fill was found to be loose to medium dense. The claystone bedrock was hard to very hard.

Laboratory tests showed the moisture and density of the samples was erratic. Moisture content of samples tested varied from 5.9 percent to 21.3 percent and the dry unit weight varied from 97 pounds per cubic foot (pcf) to 119 pcf. Atterberg limits conducted on samples from the borings indicated liquid limits from 18 to 37 with plasticity indices from 2 to 22.

Graphic logs of the borings annotated with the laboratory test results are shown on Figure 3 and a legend is shown on Figure 4. Swell compression tests were performed on representative samples. The test results are plotted on Figures 5 and 6. Gradation test results are shown on Figures 7 through 9. The swell was in the low to moderate range under a surcharge pressure of 200 psf. Vertical expansion varied from 0.3 percent to 3.1 percent with three of the tested samples below 2 percent.

The soils classify as lean clays (CL) or silty or clayey sand (SM or SC). Two of the tested samples consisted of Claystone bedrock. According to the AASHTO soil classification system, most of the samples classify as A-7-5 or A-7-6 indicating they are poor subgrade material. The group index for the tested samples varied from 0 to 10. The higher numbers indicate more plastic clays.

Groundwater was not encountered in any of the borings drilled for the pavement evaluation study.

ANALYSIS

The existing pavement thickness for all of the studied roads is inadequate. Even when considering pavement design methodologies from 20 or 30 years ago, the pavement thicknesses were likely inadequate for the traffic loads at the time. We estimate that 2 or 3 inches of pavement, even for residential roadways with typical traffic loadings, would have resulted in a design life of less than 10 years. Typical minimum pavement sections for city streets from 30 or 40 years ago would likely have been 2 inches of pavement over at least 4 inches of aggregate base course or at least 4 inches of full depth pavement. Considering the age of the pavement and the relatively thin sections, the pavement is in fairly good condition.

In general, the condition of the subgrade was relatively good and it is our opinion that this is evident in the performance of the pavement. Although the pavement is very old and relatively thin and has many areas of severe distress (block and alligator cracking), there is little evidence of differential movement at pavement cracks or joints and relatively few potholes. The pavement subgrade was relatively stiff, found to have a low swell potential, and also had relatively high dry unit weights. The 2 borings that encountered sand fill as the subgrade were found to have a loose to medium dense consistency, but in general, sand typical provides good pavement support when adequately compacted. The “control” boring, B-8, on Mountain Road, indicated relatively stiff subgrade, which is likely why the pavement at that location was in relatively good condition compared to the other studied areas.

RECOMMENDATIONS

The options for rehabilitation of the existing pavement are limited due to the relatively thin pavement sections found during the field investigation. Resurfacing would include milling two to three inches of the existing pavement and replace with new asphalt. Edge milling could also be conducted to allow the new pavement to tie into existing curbs and

crosspans. Resurfacing would provide a more even surface and appearance. It would provide a more serviceable surface and a better appearance. New asphalt should meet MGPEC specifications.

King Street, West Hampden (west of Federal), Canosa Court, Hamilton Place, and Mountain Road were all found to have 2 or 3 inches of asphalt. Milling and overlaying sections this thin is not feasible. The only rehabilitation option would be to remove and replace the existing pavement. As a minimum, the City could choose to put back the same amount of asphalt, or maybe an inch more, to tie into existing curbs and cross pans, but this would not meet the city standards for a 20-year design life. The design life of a section of new pavement that was 3 inches thick would likely only be about 5 to 7 years depending on traffic loads.

Kenyon Ave and Princeton Place had 4 inches of asphalt and West Hampden Avenue east of Federal had 4 inches of asphalt over 6 inches of concrete. It is likely that this section of pavement is not consistent along West Hampden Avenue. An edge mill and overlay of 2 or 3 inches could be considered, but the resulting design life would likely be less than 5 to 7 years depending on traffic loadings.

For total reconstruction, the City of Aurora minimum pavement sections should be used. These are summarized below:

- Local – residential – 5½ inches asphalt (alternate section – 3½ inches asphalt over 7 inches base course)
- Collector – commercial – 7½ inches asphalt
- Collector – residential – 6½ inches asphalt
- Arterial – 8 – 9 inches of asphalt – will depend on traffic info.

These pavement sections are based on the City of Aurora standards, which Sheridan uses. Thinner sections may be possible based on other pavement design standards (CDOT or AASHTO). Also, the pavement sections are based on assumed traffic loadings. If you have traffic data, we could use that to fine tune the pavement sections. This could also

result in thinner sections. The Aurora standards do not allow the use of base course for high traffic loads, but this is a common practice elsewhere. This is another option that could be evaluated.

Periodic maintenance of paved areas is critical to achieve the desired pavement life. Crack sealing should be performed annually as new cracks appear. As oxidation and wear of the surface occurs, chip seals, fog seals, or slurry seals are applied at approximate intervals of 3 to 5 years. Joints between the asphalt or sidewalk and curb and gutter should be sealed when new gaps appear. As conditions warrant, it may be necessary to perform patching and structural overlays at approximate 10-year intervals.

CONTINUING SERVICES

Two additional elements of geotechnical engineering service are important to the successful completion of this project.

- 1) Consultation with design professionals during the design phases. This is important to ensure that the intentions of our recommendations are properly incorporated in the design, and that any changes in the design concept properly consider geotechnical aspects.
- 2) Observation and monitoring during construction. A representative of the geotechnical engineer from our firm should observe the excavation, earthwork, and foundation phases of the work to determine that subsurface conditions are compatible with those used in the analysis and design. Placement of structural fill should be observed and tested to judge whether the proper placement conditions have been achieved.

LIMITATIONS

This study has been conducted in accordance with generally accepted geotechnical engineering principles and practices in this area at this time. We make no warranty either

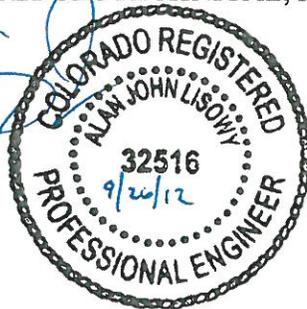
express or implied. The conclusions and recommendations submitted in this report are based upon the data obtained from the exploratory borings drilled at the approximate locations indicated on Figure 2, the proposed type of construction, and our experience in the area. Our findings include interpolation and extrapolation of the subsurface conditions identified at the exploratory borings. Variations in the subsurface conditions may not become evident until excavation is performed. If conditions encountered during construction appear different from those described in this report, we should be notified so that re-evaluation of the recommendations may be made.

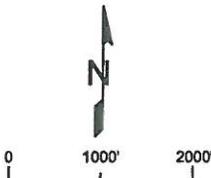
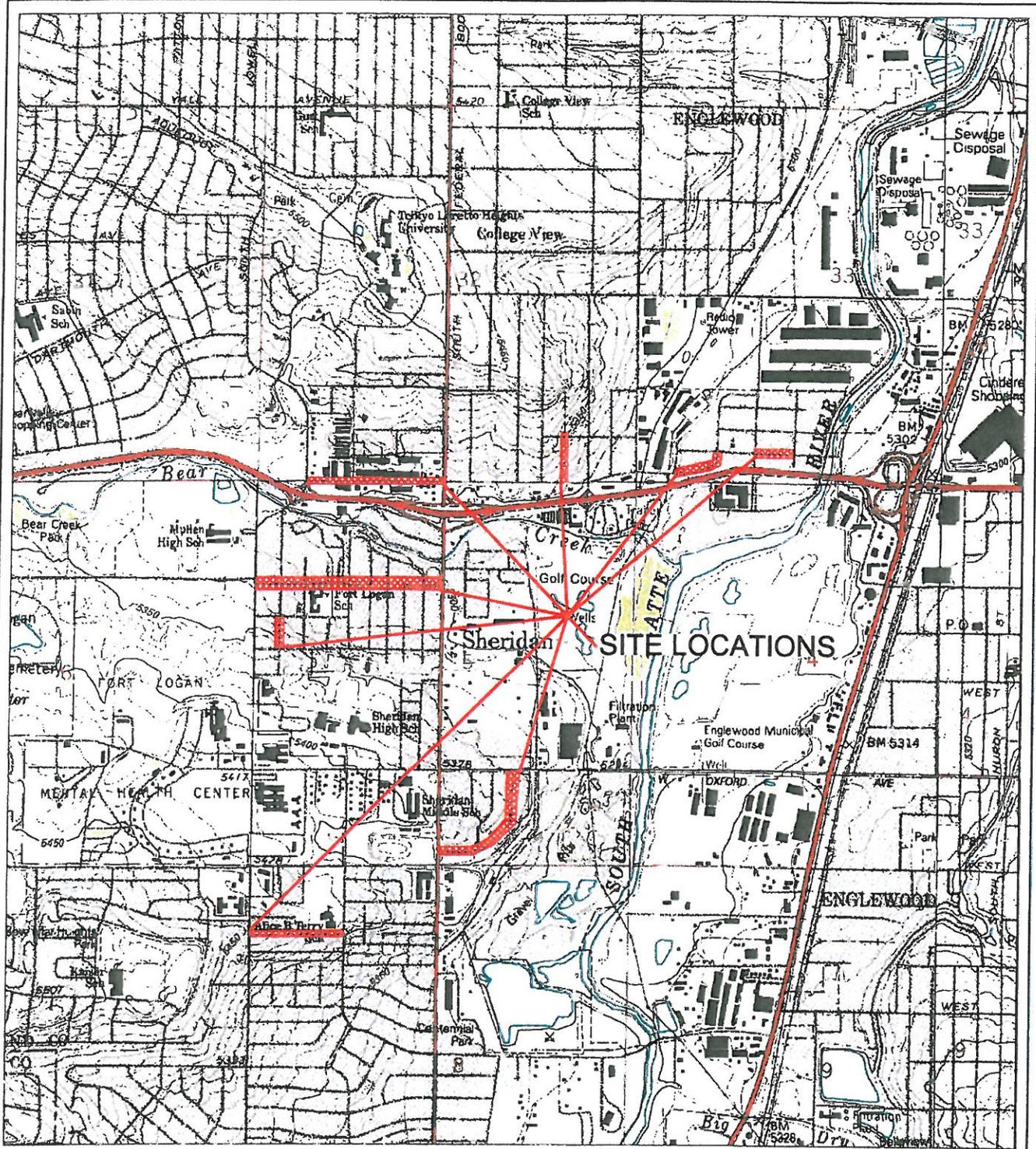
This report has been prepared for the exclusive use by our client for design purposes. We are not responsible for technical interpretations by others of our information. As the project evolves, we should provide continued consultation and field services during construction to review and monitor the implementation of our recommendations, and to verify that the recommendations have been appropriately interpreted. Significant design changes may require additional analysis or modifications to the recommendations presented herein. We recommend onsite observation of excavations and fill placement by a representative of the Geotechnical engineer.

Please call if you have questions.

HEPWORTH-PAWLAK GEOTECHNICAL, Inc.

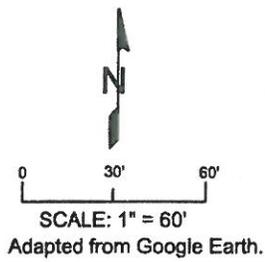

Alan J. Lisowy, P.E.



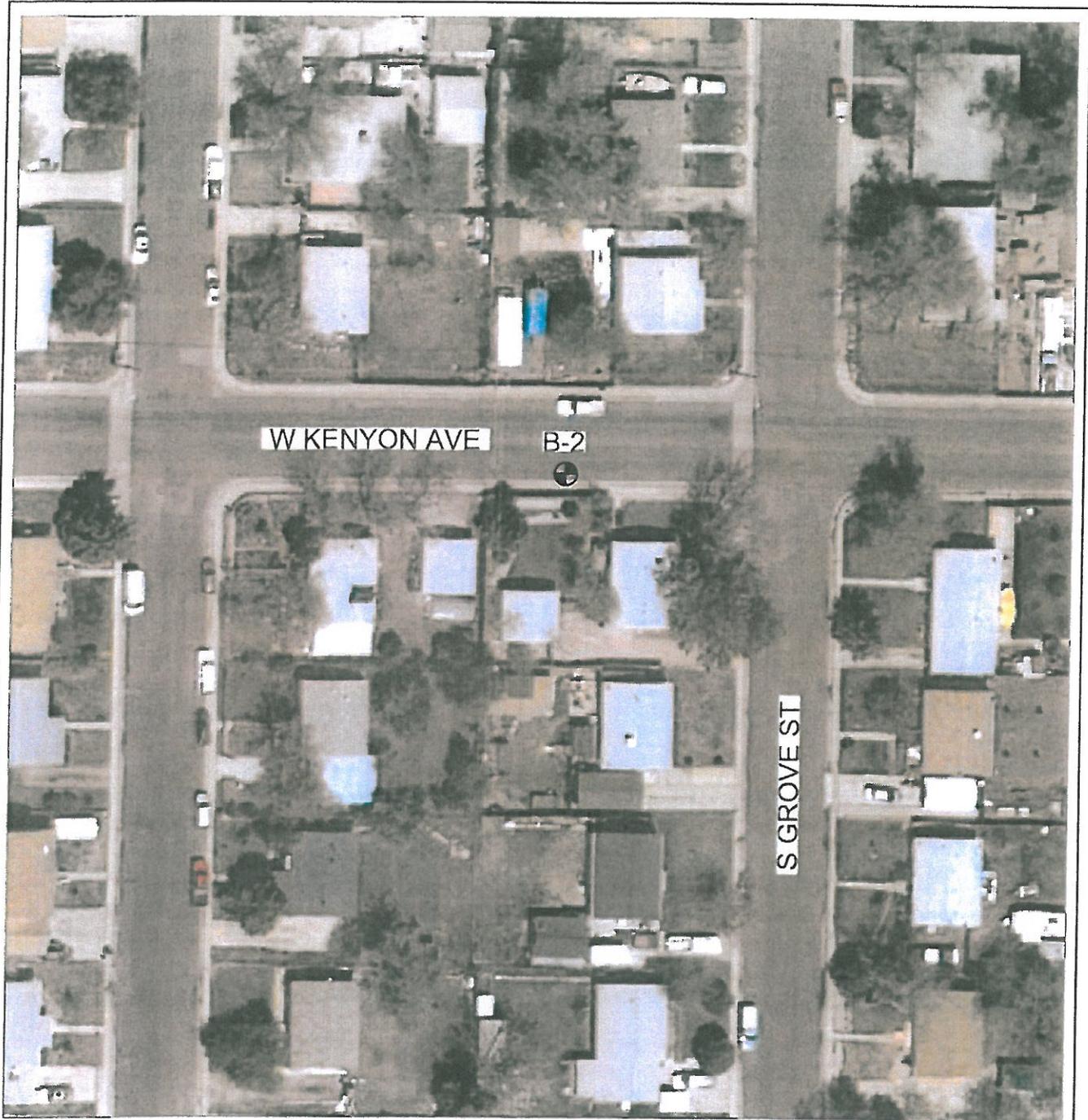


SCALE: 1" = 2000'
Adapted from DeLorme TopoQuads

212201A	HEPWORTH-PAWLAK GEOTECHNICAL, Inc.	SHERIDAN PAVEMENT STUDY SITE LOCATION	FIG. 1
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212201A	HEPWORTH-PAWLAK GEOTECHNICAL, Inc.	SHERIDAN PAVEMENT STUDY BORING LOCATION	FIG. 2A
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0 30' 60'

SCALE: 1" = 60'

Adapted from Google Earth.

212201A

HEPWORTH-PAWLAK
GEOTECHNICAL, Inc.

SHERIDAN PAVEMENT STUDY
BORING LOCATION

FIG. 2B



0 30' 60'

SCALE: 1" = 60'

Adapted from Google Earth.

212201A

HEPWORTH-PAWLAK
GEOTECHNICAL, Inc.

SHERIDAN PAVEMENT STUDY
BORING LOCATION

FIG. 2C



0 30' 60'

SCALE: 1" = 60'

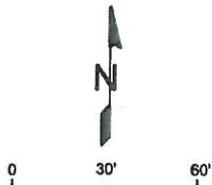
Adapted from Google Earth.

212201A

HEPWORTH-PAWLAK
GEOTECHNICAL, Inc.

SHERIDAN PAVEMENT STUDY
BORING LOCATION

FIG. 2D



SCALE: 1" = 60"
Adapted from Google Earth.

212201A	HEPWORTH-PAWLAK GEOTECHNICAL, Inc.	SHERIDAN PAVEMENT STUDY BORING LOCATION	FIG. 2E
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0 30' 60'

SCALE: 1" = 60'

Adapted from Google Earth.

212201A	HEPWORTH-PAWLAK GEOTECHNICAL, Inc.	SHERIDAN PAVEMENT STUDY BORING LOCATION	FIG. 2F
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0 30' 60'

SCALE: 1" = 60'

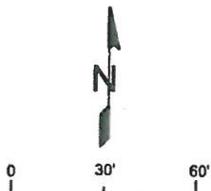
Adapted from Google Earth.

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HEPWORTH-PAWLAK
GEOTECHNICAL, Inc.

SHERIDAN PAVEMENT STUDY
BORING LOCATION

FIG. 2G



SCALE: 1" = 60'
Adapted from Google Earth.

212201A	HEPWORTH-PAWLAK GEOTECHNICAL, Inc.	SHERIDAN PAVEMENT STUDY BORING LOCATION	FIG. 2H
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