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HIGHLAND CITY ROAD RECONSTRUCTION MASTER PLAN SERVICES

PEPG CONSULTING / CME TEAM

CITY COUNCIL PRESENTATION

PEPG CONSULTING
L.L.C.

CONSIDERATIONS

- Tight Budget
- PCI – Surface Visual Inspection Only
- Estimated 34 miles in D & F Categories in 2014
- Reconstruction Assumed for all D & F Roads
- Estimated Construction Cost for D & F Roads is \$16,246,500
- Risk vs. Cost
- Rehabilitation vs. Reconstruction
- Soft Spot Repair
- Project Prioritization

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HIGHLAND PAVEMENT DESIGN APPROACH EXAMPLES

PEPG CONSULTING
L.L.C.

INVESTIGATION APPROACH BASED ON

- Evaluating pavements based on sub-surface conditions
- Designs that are efficient and allow for the proper use of recycled materials where appropriate
- Not settling for lower quality materials that result in premature distress

400 SOUTH, SARATOGA SPRINGS



400 SOUTH

- Approximately 1 Mile
- Project visually appeared to need reconstruction
- Site Investigation, including coring, identified only top overlay was failing
- Reconstruction Cost: \$30/SY
 - \$490,000 per 2-lane mile
- Rehabilitation Cost: \$9/SY
 - \$148,000 per 2-lane mile

400 SOUTH – SURFACE



400 SOUTH – SURFACE



400 SOUTH – CORE ON CRACK



400 SOUTH – CORES



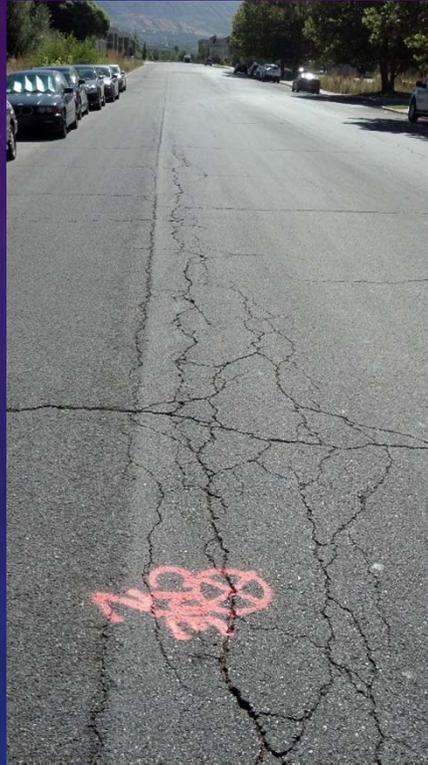
UTAH VALLEY DRIVE AMERICAN FORK RECYCLE PROJECT

- Initial Scope was surface remove and replace
- Recycle approach was 2.5 inch CIR and 2 inch HMA overlay
- Surface R&R Cost: \$13/SY
 - \$215,000 per 2-lane mile
- CIR Cost: \$10/SY
 - \$165,000 per 2-lane mile

UTAH VALLEY DRIVE SURFACE



UTAH VALLEY DRIVE CORING



UTAH VALLEY DRIVE CORE



SUMMARY

- One rehabilitated segment will pay our fee
- \$1 in rehab now will cost \$4 to \$5 or more in 5 to 10 years
- Incorporating true pavement condition into priority
- Cost is reduced, but road quality is not compromised with rehabilitation
- Bringing work forward that would be done at project level anyway

PAVEMENT MANAGEMENT \$\$\$

