



CAPITAL IMPROVEMENT PROGRAM CITIZEN'S ADVISORY COMMITTEE NOTICE & AGENDA

**SPECIAL MEETING
WEDNESDAY, AUGUST 5, 2026
4:00 PM**

COUNCIL CHAMBERS | 202 N. STATE ROUTE 89 | CHINO VALLEY, ARIZONA 86323

AGENDA

- 1. CALL TO ORDER, ROLL CALL**
- 2. APPROVAL OF MINUTES**
 - a. Consideration and possible action to approve the March 26, 2026, special meeting minutes.
- 3. NEW BUSINESS**
 - a. Consideration, discussion, and possible action regarding the proposed Street Improvement Project for FY 26 - 27
- 4. ADJOURNMENT**

Dated this 30th day of July, 2026.

By: *Ryan Anderson, Public Works Director*

The Town of Chino Valley endeavors to make all public meetings accessible to persons with disabilities. Please call 928-636-2646 (voice) or 711 (Telecommunications Arizona Relay Service) 48 hours prior to the meeting to request reasonable accommodation to participate in this meeting. Citizens will have access to the meeting room 30 minutes prior to the start time of each meeting.

Supporting documentation furnished to the Capital Improvement Advisory Committee with this agenda is available for review on the Town's website at www.chinoaz.net and in the Town Clerk's Office.



CAPITAL IMPROVEMENT PROGRAM CITIZEN'S ADVISORY COMMITTEE AGENDA ITEM STAFF REPORT

AGENDA ITEM # 2a
MEETING DATE: 8/5/2026
CONTACT PERSON: Sara Burchill, Deputy Town Clerk
ITEM TYPE: Consent/Minutes

AGENDA ITEM TITLE:

Consideration and possible action to approve the March 26, 2026, special meeting minutes.

STAFF RECOMMENDATION:

Approve the March 26, 2026, special meeting minutes.

ATTACHMENTS:

1.	2026 03 26 CIP SP MND wWM
----	---------------------------

**MINUTES OF THE SPECIAL MEETING OF THE
CAPITAL IMPROVEMENT PROGRAM CITIZEN'S ADVISORY
COMMITTEE OF THE TOWN OF CHINO VALLEY
THURSDAY, MARCH 26, 2026
2:00 PM
COUNCIL CHAMBERS | 202 N. STATE ROUTE 89 | CHINO VALLEY,
ARIZONA 86323**

1. CALL TO ORDER, ROLL CALL

Chair Warren called the meeting to order at 2:04 p.m.

Present: Committee Member Gary Warren, Committee Member Rob Zazueta, Committee Member Charles Brown

Absent: Committee Member Michael Ditta

Staff Present: Finance Director Katie Pehl, Assistant Public Works Director/Town Engineer Steven Sullivan, Streets Manager Paul Smith, Executive Analyst Jessi Sorteberg, Deputy Town Clerk Sara Burchill

2. APPROVAL OF MINUTES

- a. Consideration and possible action to approve the November 20, 2025, special meeting minutes.

MOVED by Committee Member Rob Zazueta, seconded by Committee Member Charles Brown to approve the November 20, 2025, special meeting minutes.

AYE: Committee Member Gary Warren, Committee Member Rob Zazueta, Committee Member Charles Brown

NAY: None

3 - 0 Passed - Unanimously

3. OLD BUSINESS

- a. Update and possible discussion on the status of capital projects for FY 2025-26.

Katie Pehl, Finance Director, presented the following:

- Gave updates on the Fred Harvey Historical Buildings - discussing the results of testing for asbestos and lead.
- Community Center Park - the Town recently received a grant award to move the Frisbee golf course out to Old Home Manor.
- FY26 Streets Improvements - the Job Order Contract would be coming to Council on April 14th to start the \$3 million pulverize and chip seal project, however, the scope may diminish due to rising oil prices.

- Water Reclamation Facility - the \$10 million WIFA loan was approved by the WIFA Projects Committee and Board, but only \$1.2 million will be forgivable principle.
- PFAS Treatment at Bright Star - What was supposed to be an ADEQ funded project may now cost the Town some money as the scope of the project may be more than was originally anticipated; staff is hoping for a 90% forgivable loan.
- Fill Station #1 Street Repair - design is ongoing with construction anticipated in June.

Committee and staff discussed the following:

- Committee Member Zazueta asked for clarity on the changes to Community Center Park.
 - Staff stated the first phase includes moving the Frisbee golf to Old Home Manor and placing a small parking lot and dirt work for new pickleball courts.
- Chair Warren inquired if user rates would be affected by the new WIFA loan.
 - Staff stated that it probably would. The last planned 3% increase was installed in January, so staff will need to do another rate study.
- Committee Member Zazueta inquired if the Bright Star project being related to PFAS gives it more priority.
 - Staff stated that it does.
- Committee Member Brown inquired if Bright Star was the only source of PFAS.
 - Staff stated that it is their only main production well. There is a smaller facility at Country West, but that couldn't take care of all system users.
- Committee Member Zazueta inquired if there were plans to increase water and sewer lines in the foreseeable future.
 - Staff stated they are not currently planning that without funding. Staff discussed previous plans to bring lines across the highway at Perkinsville, but construction money was not available, so plans were pulled back. Congressionally Directed Spending was requested, but not fulfilled. The old estimate was \$1.4 million just to get water and sewer across the highway.

4. NEW BUSINESS

- a. Discussion and possible action regarding capital project requests for future budget years.

Katie Pehl, Finance Director, presented the following:

- Listed the projects expected to rollover to the next fiscal year.
- Discussed the request for Phase 1B of the Community Center Park which includes four pickleball courts, retention pond expansion, and a portion of park improvements.
- Reviewed Town revenue and constraints such as population fluctuations and proposed legislation.
- Provided an update on the request for the Police Shooting Range Bathroom which the committee recommended for funding last year, but Council pulled it in hopes to get some funding from other agencies. Staff moved the request to the five-year plan while they continue to look for funding sources. The Police Department has about \$100,000 in accounts now. Staff believes Council will continue to push the item until other agencies chip in.
- Briefly discussed right-of-way acquisition planning to be requested in FY27/28.
- Discussed requests for new buildings for the fleet and parks maintenance departments. Staff felt it might need to be pushed in favor of a new cohesive Town Hall. Discussed the

struggles of having Town facilities all over the Town and potential areas to build a new Town Hall.

- Briefly discussed playground and field lighting at Community Center Park.
- Reviewed the annual street improvements for FY26/27 for which staff is looking spend \$2 million for this year. They were hoping to make good progress on the roads over the next few years.
- Gave an overview of the streets parking lot and building improvements and hopes to improve the yard.
- Discussed the Water Production Facility design. Staff had a loan for \$1.2 million from WIFA for the project, but the term changed from 20 years to 2 years and staff felt that was too big of a bill to be due so soon. Staff is still working on it, but not sure about it at this point.
- Discussed the southern connector for the Peavine Trail and discussed funding possibilities via grants for that project.
- Broadly discussed the total requests for \$4.2 million and stated that they cannot fund all of the projects. Staff's perspective is that the parks maintenance building design and field lighting is not realistic for this next year. There had been discussions of splitting the streets parking lot improvements into a multi-year project to be done in phases.

Committee and staff discussed the following:

- Committee Member Brown inquired about plans for restroom facilities until one could be built as part of the Community Center Park improvements.
 - Staff stated there are port-a-johns available. Staff has not yet gotten to the point of planning the restrooms.
- Committee Member Zazueta stated that the current ball field lighting is not up to standards and the fields wouldn't be considered for tournaments for that reason.
- Committee Member Brown inquired if there would be cost savings by having more efficient lighting.
 - Staff stated that is likely, but they don't have figures on that matter. Staff further stated that a large portion of the project would be for areas that are not lit at all.
 - Committee Member Brown suggested talking to APS about ball field lighting.
 - Staff stated there is currently a big push for funding for school programs specifically, and have looked into them for projects such as this. Staff writes \$3.5 million into the budget for miscellaneous grants so that if something comes up during the year they have capacity to do those types of projects.
- Committee Member Brown inquired how staff financially handles calls about potholes.
 - Staff stated they had a line item of about \$150,000 for materials for pothole patching. Once staff starts making more progress on longer-term road repairs they hope the amount spent on cold mix and staff time to patch will go down significantly.
- Committee Member Zazueta inquired if the Town's water distribution line for water was looped.
 - Staff stated it is looped in places, but there are some dead-end branches.
- The committee discussed their personal preferences for projects to be completed and discussed different strategies like phasing projects over several years, or holding off on streets improvements for a year.
- The committee asked staff to discuss where road improvements were needed.

- Staff identified West Road 2 North from Highway 89 to Reed Road, the Chino Meadows 1 area, East Road 3 North, Red Cinder, Road 1 South near Liana, and Mahan.
- Chair Warren felt the safety aspect of the field lighting needed to keep it as a priority.

MOVED by Committee Member Charles Brown, seconded by Committee Member Rob Zazueta to recommend accepting the FY26-27 summary of priorities as presented by staff.

AYE: Committee Member Gary Warren, Committee Member Rob Zazueta, Committee Member Charles Brown

NAY: None

3 - 0 Passed - Unanimously

5. ADJOURNMENT

MOVED by Committee Member Rob Zazueta, seconded by Committee Member Charles Brown to adjourn the meeting at 3:11.

AYE: Committee Member Gary Warren, Committee Member Rob Zazueta, Committee Member Charles Brown

NAY: None

3 - 0 Passed - Unanimously

Submitted: April 8, 2026.

By: *Sara Burchill, Deputy Town Clerk*

Approved:



CAPITAL IMPROVEMENT PROGRAM CITIZEN'S ADVISORY COMMITTEE AGENDA ITEM STAFF REPORT

AGENDA ITEM # 3a
MEETING DATE: 8/5/2026
CONTACT PERSON: Ryan Anderson, Public Works Director, Steven Sullivan, Assistant Town Engineer
ITEM TYPE: Presentation

AGENDA ITEM TITLE:

Consideration, discussion, and possible action regarding the proposed Street Improvement Project for FY 26 - 27

SUMMARY:

The roads chosen were pointed out in the attached Pavement Management Report from 2024 and verified with a windshield study by staff.

PREVIOUS ACTION:

N/A

STAFF RECOMMENDATION:

We recommend an approval recommendation to the Town Council.

FISCAL IMPACT?

Our recommended \$2,000,000 project award is currently budgeted.

ATTACHMENTS:

1.	Chino Valley AZ Pavement Management Report IMS 2024 REV3
2.	Town of Chino Valley Chip Seal Proposal--7-30-26DRAFT

Chino Valley, AZ

Pavement Management Report

July 2024

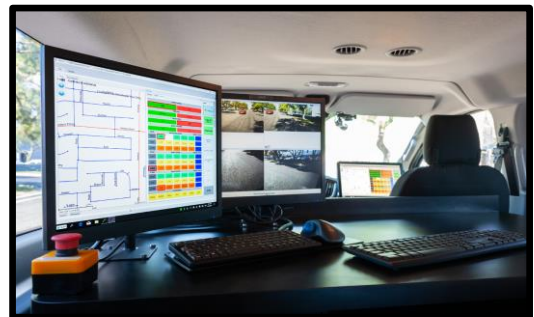


TABLE OF CONTENTS

1.0	EXECUTIVE SUMMARY	1
1.1	PROJECT AND METHODS OVERVIEW	1
1.2	RESULTS OVERVIEW AND RECOMMENDATIONS	2
2.0	PRINCIPLES OF PAVEMENT MANAGEMENT	5
2.1	PAVEMENT MANAGEMENT PRINCIPLES.....	5
3.0	DATA COLLECTION AND ANALYSIS	7
3.1	FIELD SURVEY METHODOLOGY	7
3.2	DATA QUALITY ASSURANCE	8
3.3	PAVEMENT CONDITION SURVEY	9
3.4	ESA PAVEMENT MANAGEMENT SYSTEM.....	15
3.5	SUMMARY.....	18
4.0	PAVEMENT CONDITION SURVEY RESULTS	19
4.1	CITY STREET INVENTORY AND CONDITION SUMMARY.....	19
4.2	CITY NETWORK CONDITION IMAGERY.....	20
4.3	CITY NETWORK CONDITION DISTRIBUTION	27
4.4	CONDITION BY FUNCTIONAL CLASSIFICATION	28
4.5	STRUCTURAL AND LOAD ASSOCIATED DISTRESS ANALYSIS	29
4.6	SUMMARY.....	30
5.0	REHABILITATION PLAN & BUDGET DEVELOPMENT	31
5.1	KEY ANALYSIS SET POINTS AND ASSUMPTIONS	31
5.2	NETWORK BUDGET ANALYSIS MODELS	33
5.3	POST REHABILITATION CONDITION	37
5.4	SUMMARY.....	37
6.0	PROJECT RECOMMENDATIONS & COMMENTS	38
6.1	PROJECT SUMMARY AND RECOMMENDATIONS.....	38
6.2	CLOSING.....	38

APPENDED REPORTS Following Page 38

Appendix A Street Inventory and Condition Summary by Segment

Appendix B 5-Year Rehab Plan

Appendix C Full-size Maps

APPENDED MAPS

Functional Classification

Current Pavement condition index (PCI)

Assembled Projects

5 Year Rehabilitation Plan: \$1.5M Annual Budget

5 Year Post Rehabilitation PCI: \$1.5M Annual Budget

1.0 EXECUTIVE SUMMARY

1.1 Project and Methods Overview

In July of 2023, IMS Infrastructure Management Services, LP (IMS) utilized a cutting-edge Integrated Road Information System (IRISpro Pavé) (**Figure 1**) to capture continuous, high-resolution pavement images that were used to assess pavement cracking, rutting, and roughness on 123 centerline miles of asphalt roadways in Chino Valley, AZ (City). IMS followed the American Society for Testing and Materials (ASTM) D6433 standard to analyze the images and distress data collected by the IRISpro to determine the Pavement Condition Index (PCI) for each segment of the road. PCI values were recorded to provide an indication of the surface conditions and structural integrity of a pavement.

Using the Easy Street Analysis (ESA) pavement management system, IMS developed multi-year pavement maintenance and rehabilitation (M&R) recommendations for the roadways surveyed. The recommendations take into account the severity, quantity, and type of pavement distresses, surface type, pavement strength, and functional class. By utilizing these recommendations, the City can make informed decisions on how best to allocate their resources to ensure the longevity and safety of their roadways.



Figure 1 - IMS Integrated Road Information System platform (IRISPro Pavé)

The PCI method was used in accordance with the ASTM D6433 standards to assess the condition of the City's pavements. This method is considered an objective and repeatable approach to assess pavement condition, which is preferable to alternative methods that rely upon potentially biased human ratings. Based on the PCI results, ESA prioritizes funding using a cost-of-deferral approach, recommending M&R activities that optimize funding by selecting rehabilitation candidates only when they approach the critical point where a heavier maintenance activity will soon be needed to restore the roadway to full service.

The analysis and data presented in this report are based on the inspections performed by IMS in July 2023 on the City's pavement network, using available work history and other assumptions that are elaborated on later in this report. Roadways that were rehabilitated or reconstructed after the field inspection was performed were assigned a PCI value of 99. All other segments were deteriorated using the defined pavement deterioration models to reflect the conditions of the roadways at the time of analysis, July 2024.

1.2 Results Overview and Recommendations

PCI values provide an indication of the surface conditions and structural integrity of a pavement. The 0–100 PCI range is commonly divided into categories using descriptive terms: *Very Poor*, *Poor*, *Marginal*, *Fair*, *Good*, *Very Good*, and *Excellent*. Divisions between the terms are not fixed but are meant to reflect common perceptions of pavement conditions. These divisions are discussed in more detail in Section 3.0.

The City's roadways were found to be in *Marginal* condition **with an average PCI of 48**. **Figure 2** provides a visual breakdown of the distribution of pavement area across different PCI categories at the time of analysis. Approximately 27% of the City's roadways were found to be in *Excellent* or *Very Good* condition. If structurally sound, these pavements are often suitable candidates for cost-effective preventive maintenance treatments. On the other hand, pavements with a PCI below 40 (i.e., pavements in *Poor* or *Very Poor* condition) comprise the City's "backlog" of M&R. The **City's backlog was found to be 43%**. These pavements typically require full or partial reconstruction. Pavements falling within the middle categories, such as *Fair* or *Marginal* condition, often benefit from mill and overlay projects. It's important to note that these are general recommendations, and the specific M&R strategy may vary based on factors such as distress types, soil conditions, structural adequacy, and other project-specific details.

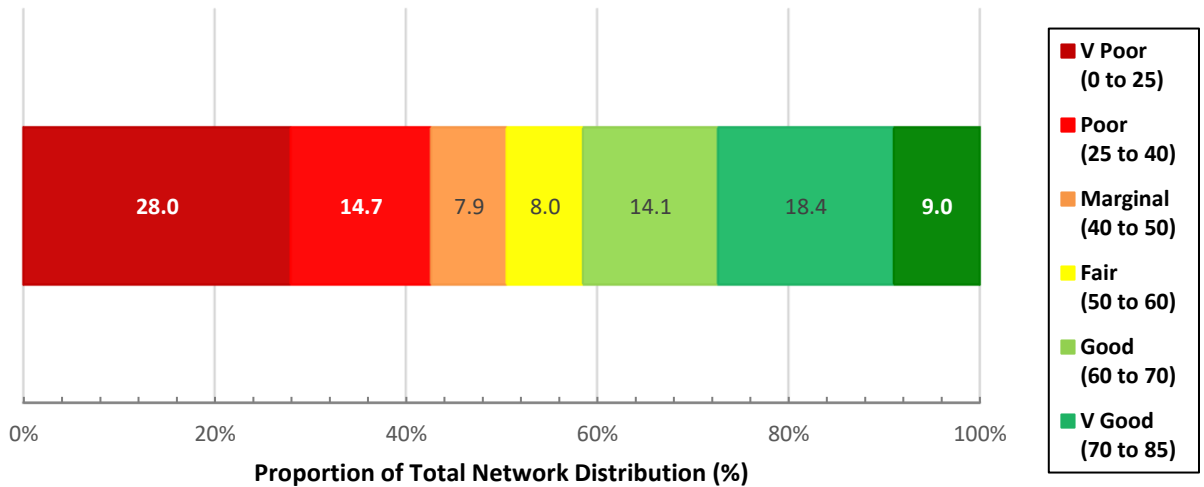


Figure 2 - Distribution of the City's Pavement System on a Condition Scale

Metrics of Health

The following three metrics are frequently used as indicators of overall pavement network health. The pavement analysis uses these metrics as benchmarks when determining budget goals, such as the backlog control, PCI control, and recommended funding levels.

Pavement Condition Index (PCI) – The PCI score is a ranking assessment on the overall health of a pavement segment on a scale of 0 to 100. The network average PCI is a good global indicator of a network's overall health.

Percent of Excellent Roads – Roads with a condition category of Excellent are those that score between a PCI of 85 to 100.

Backlog – Backlog is the Very Poor and Poor roads (between a PCI of 0 and 40) that represent a portion of the network in need of extensive rehabilitation such as full and partial reconstruction. Using sound pavement management and finance principles, a very healthy network will have a backlog of 10% or less.

The City met none of the three of the metrics for evaluating the quality of its roadway network.

- The network average pavement condition score falls below the national average currently seen by IMS of 60 to 65, with the City's average scoring a 48.
- The number of streets rated Excellent is below the minimum recommended target of 15% at 9%.
- The backlog amount is far above the average value of 12% at 43%.

The analysis conducted by IMS using the ESA Pavement Management System has provided the City with valuable insights into the condition of its roadways. To assess the effect of annual budget on PCI over a five-year period, **Figure 3** has been generated to depict the anticipated PCI in five years relative to different annual budget allocations. The blue line allows the user to assess the effect of a given annual budget on the PCI in five years, serving as a valuable tool for understanding the potential effects of budget decisions on future pavement conditions.

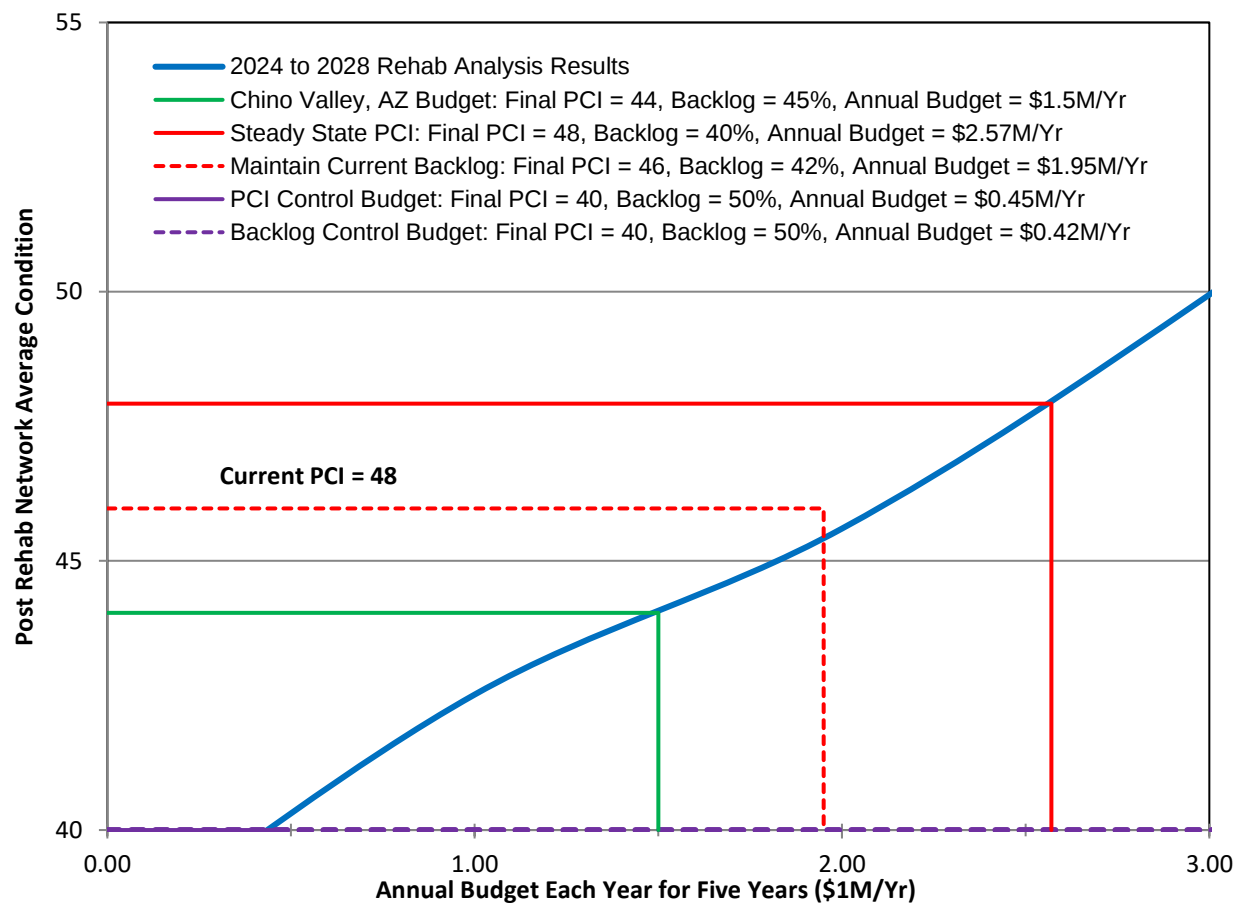


Figure 3 - PCI Based on Five-Year Annual Budget Funding Models

To get the most return on investment, IMS presents the following recommendations based on the data analysis outcome:

- Continue dedicating a portion of funding to inexpensive preventive maintenance activities, such as slurry seals; and continuously monitor their short- and long-term benefits in the network. On these activities, make sure to apply them on good roads with minimal structural defects or properly address the structural deficiencies through localized patching and crack sealing prior to slurry seal application.
- Concentrate rehabs on the critical PCI candidates selected by ESA. These recommendations are focused on the cost of deferral and offer an efficient use of City funds.

This two-pronged approach allows for a gradual increase of the network's average PCI and decrease of the percentage of roads in *Poor* or worse condition over time.

It is important to note that the information presented in the Executive Summary is condensed from various sections of this report. Reviewers are encouraged to familiarize themselves with the detailed information provided in subsequent sections of the report prior to making any specific decisions based on these results. This will ensure that decisions regarding M&R activities are based on a comprehensive understanding of the conditions of the roadways and the recommendations provided in the report.

2.0 PRINCIPLES OF PAVEMENT MANAGEMENT

This section provides an overview of pavement management, including its objectives and the best practices for M&R planning throughout the lifecycle of a pavement. It also highlights the integration of these concepts in the ESA pavement management system, which was used in this report to develop recommendations and analyze the City's pavement network. This context is important for understanding the content and findings of the report.

2.1 Pavement Management Principles

Pavement management is the process of assessing, prioritizing, and preserving or rehabilitating pavements through a logical system that attempts to use available funds in the most cost-effective manner possible. The process is iterative, and as more data becomes available, prediction models are refined to improve accuracy. **Figure 4** illustrates that pavements typically start deteriorating rapidly once they hit a specific threshold. Therefore, it is more cost-effective to invest in cheaper surface treatments during the first 40% of a pavement's lifespan than to defer maintenance until heavier overlays or reconstruction is required just a few years later. Streets that are repaired while in good condition will have an extended lifespan and will cost less to maintain over their lifetime than those left to deteriorate to a poor condition. Without an adequate routine pavement maintenance program, streets will require more frequent reconstruction, thereby requiring significantly greater funding.

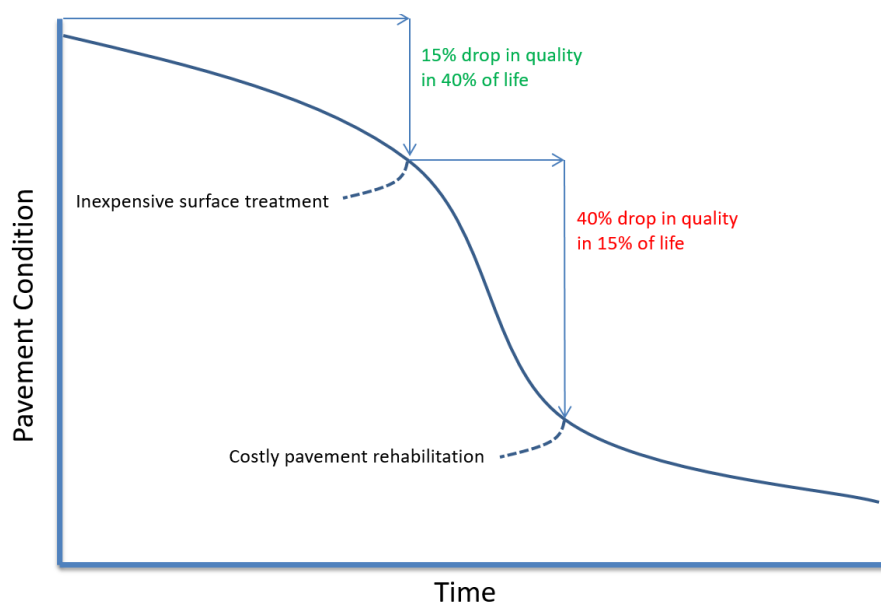


Figure 4 - Pavement Deterioration and Life Cycle Costs

The types of rehabilitation activities that the City chooses to deploy can have a significant effect on the longevity of a pavement. Depending on the PCI zone in which a pavement falls, a detailed rehabilitation strategy needs to be formed. Common rehabilitation types include localized preventive or stop gap activities (e.g. crack sealing, joint sealing, and patching), global preventive maintenance (e.g. fog seals, rejuvenators, slurry seals, microsurfacing, chip seals, cape seals, and thin overlays), major Rehabilitation (e.g. thin or thick mill and overlays), and major Reconstruction

(e.g. surface reconstruction or full reconstruction). Popular examples of cost-effective preventative activities include:

- Crack and Joint Sealing
- Microsurfacing
- Fog Seal and Rejuvenators
- Patching
- Slurry and Chip Seals
- Thin Overlays

A proactive Pavement management program focuses on the Preventative Maintenance category and advocates proper incorporation and application of cost-effective preventative activities. These activities help maintain and repair the surface integrity which can slow deterioration and, depending on the treatment, also extend the life of a pavement. The outcome of this exercise is to increase long-term cost savings and network-level pavement quality over time.

When completed within the target zone for preventative maintenance, a pavement's lifespan can be conveniently extended. The dashed curves in **Figure 5** show the typical lifespan of a pavement that does not undergo any preventative maintenance. Major reconstruction becomes necessary after approximately 20 years. The blue curves show the benefits of preventive maintenance during the first 40% of a pavement's lifespan. Eventually, all pavements will need to undergo reconstruction; however, proactive maintenance and rehabilitation can delay this process for up to an additional 40 years.

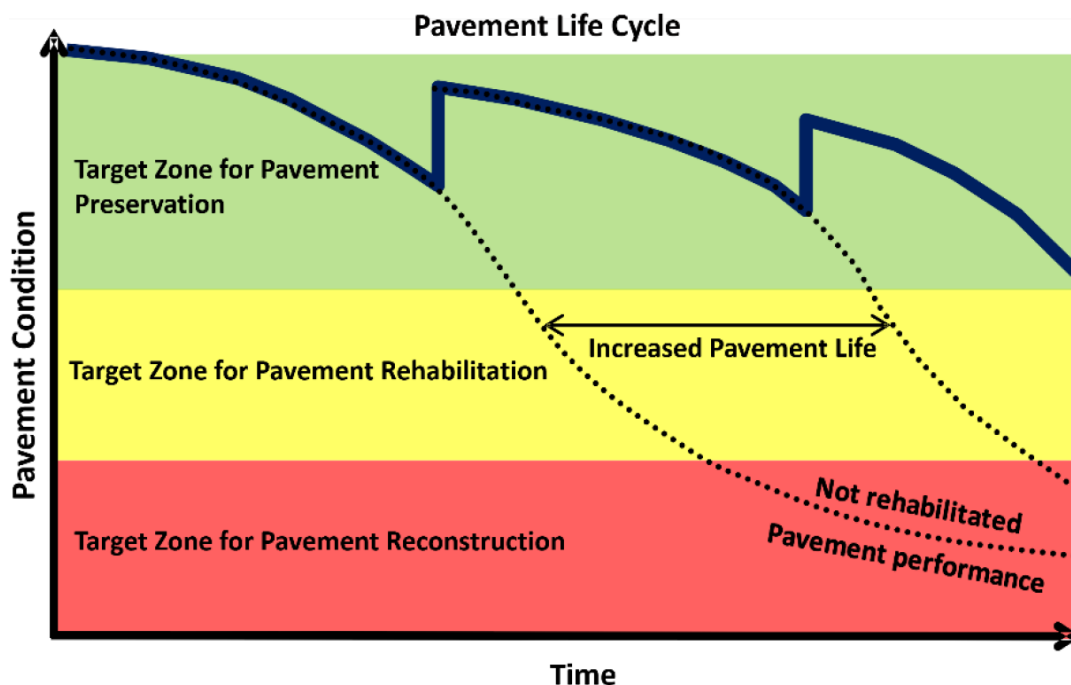


Figure 5 - Pavement Life Cycle Curve

The most effective approach to ensure optimal usage of available funds or to determine the necessary funding to achieve a predetermined level of service is by using a pavement management system. An effective pavement management system can assist agencies in developing an organized catalog of pavement assets, storing periodic condition assessments, and tracking spending and costs. This enables the City to compare trends in data to assess the effectiveness of maintenance activities and new technologies.

3.0 DATA COLLECTION AND ANALYSIS

3.1 Field Survey Methodology

IMS deployed one of its IrisPro Pave Integrated Road Information Systems for data collection. IrisPro Pave integrates industry-leading subsystems, including 3D Pavement Imaging systems, lasers, accelerometers, right-of-way cameras, GPS antenna, distance measurement instruments, computers and more. All collected data is captured with Drive™ data collection software, which is designed to simplify the collection of quality road data with built-in calibration schedules, real-time quality control, GIS maps, section tracking, audible alerts and voice memos, fly-by events, and exception reporting. The custom-designed hardware and software on IrisPro Pave provides sub-millisecond synchronization between all subsystems.

3D Pavement Imaging

The LCMS-2 captures continuous 2D and 3D images at 1 mm resolution in the lane of travel up to 4 m (13 ft) wide at highway speeds, allowing for the visualization and characterization of all features on the road surface. The system allows for collection rates up to 28,000 profiles per second, five times faster than the first edition of LCMS. This allows smaller cracks, especially transverse cracks, to be detected more consistently than in the past. The vertical accuracy has also improved from 0.50 mm to 0.25 mm.

Right-of-way Imaging

The Ladybug 5+ captures high quality 30MP spherical images using six cameras for a 360-degree view of the roadway and surroundings. The images can be viewed in panoramic mode, 360 mode, or individual directional images can be extracted at any desired camera angle. An overview of the vehicle is provided in **Figure 6** Both the Pavement imaging and right of way cameras are triggered on a fixed-distance basis, image capture is precisely synchronized to GPSTime and DMI, and cameras are calibrated for asset inventory and geo-referenced image measurements.

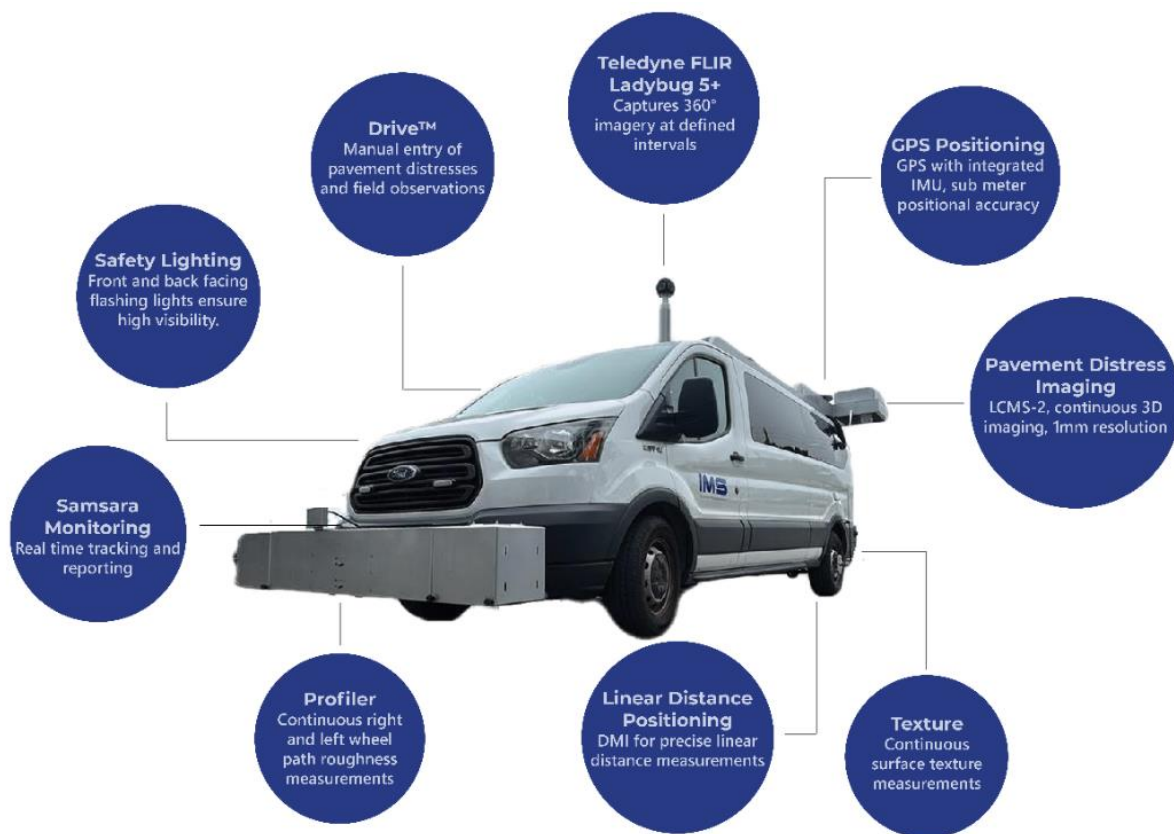


Figure 6 – LCMS-2 data collection vehicle

3.2 Data Quality Assurance

The collected data is processed in the office using the Connect™ software. Connect provides a perfectly synchronized multi window platform to view and alter all collected data including profile, distress, slope, International Roughness Index (IRI), events, images, and GPS map. **Figure 7** shows some examples of how data can be viewed in Connect. Using Connect, the LCMS-2 3D pavement images are analyzed to identify and classify distresses, and the longitudinal profile of the road is analyzed to determine the International Roughness Index (IRI) and ride quality under the wheel paths according to industry standards. All processed data is matched to the segment ID of the roadway.

To ensure the accurate determination of PCI scores, the field data undergoes a rigorous series of processing phases and quality checks. These checks encompass synchronized assessment of both processed and raw data streams. The automatic distress identification and classification process involves various steps: First, different rules and processing parameters are applied on different pavement types; next, the auto detected lane markings are manually adjusted to exclude non-pavement areas and limit the assessment area for cracking and rutting to between the lane markings and invalidation rules are applied to exclude additional anomalies (e.g. near railroad crossing or bridge decks) from the assessment area. Finally, a team of pavement raters who are well-versed in both the distress standards and the data in its digital format review images and make the necessary corrections on areas with gross under/over detection.

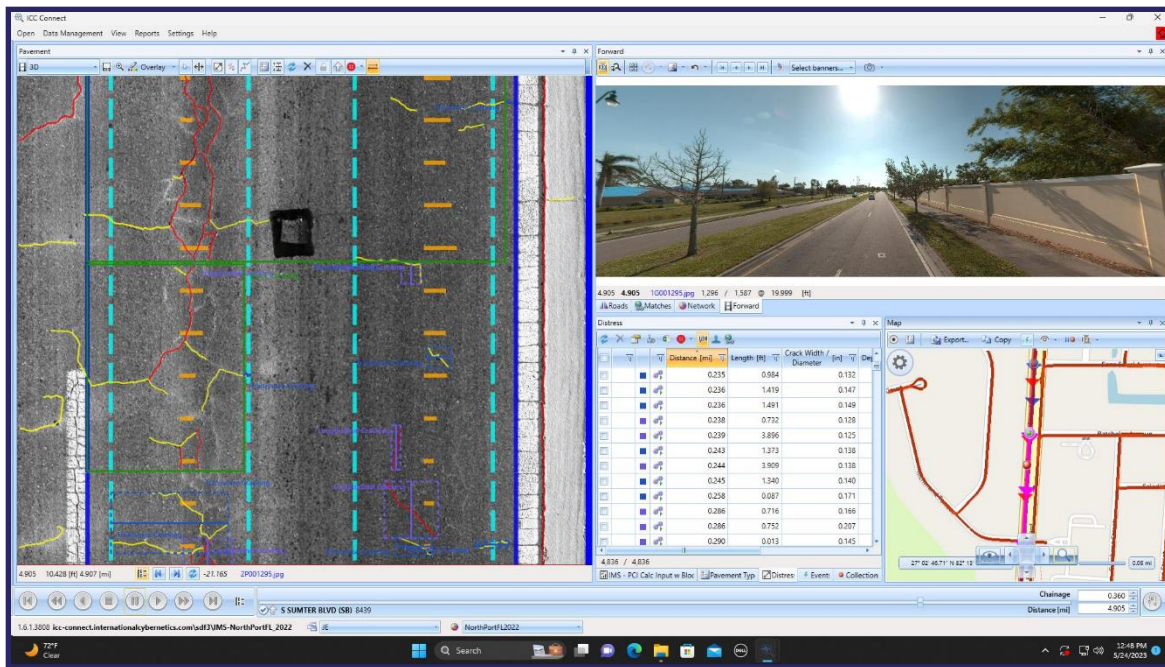


Figure 7 - QC Image from Connect™ Software

To further confirm the accuracy of our condition data, spot checks are conducted on a network-wide basis by both the QC team and engineering staff. These spot checks are carried out on a random selection of road sections across the entire network to verify that the condition data is consistent and accurate. They also help to identify any potential issues that may have been missed during the initial data collection and review process.

Once the QC team and engineering staff have established the integrity of the data, an initial condition spreadsheet with detailed data and summary tables and charts is prepared and submitted for review by the Client. This review process involves a careful examination of the condition data and includes a comprehensive analysis of the data's completeness, accuracy, and consistency before preparing data for import to City's pavement management system.

3.3 Pavement Condition Survey

The goal of the pavement condition survey is to determine an accurate rating for each pavement section. The process of collecting and assessing data involves both automated and manual observations that originate from the data collected with the IrisPro Pave equipped with LCMS-2 downward imaging lasers, an array of 4k cameras, and trained rating personnel.

Within the "Network Analysis" tab in ESA, IMS has populated values for Surface Distresses, Roughness score, and Strength Rating. These three indices form the foundation on which ESA operates. They allow weighing factors to be uniquely specified for PCI calculation.

Surface Distress Index (SDI)

ASTM D6433 provides a method of categorizing surface distress observations for both asphalt and concrete pavements, based on the extent and severity of distresses along the roadway. The Surface Distress Index (SDI) is used to represent the observed pavement defects on a scale from 0 to 100. However, not all surface distresses are given equal weight. Load-associated distresses (LAD), such as

rutting or alligator cracking on asphalt streets, and divided slabs on concrete streets, have a greater impact on the SDI than non-load associated distresses (NLAD), such as raveling or longitudinal and transverse cracking. Even when present in low extents and moderate severity, LAD can significantly decrease the SDI. The SDI inputs are shown in **Figure 8**.

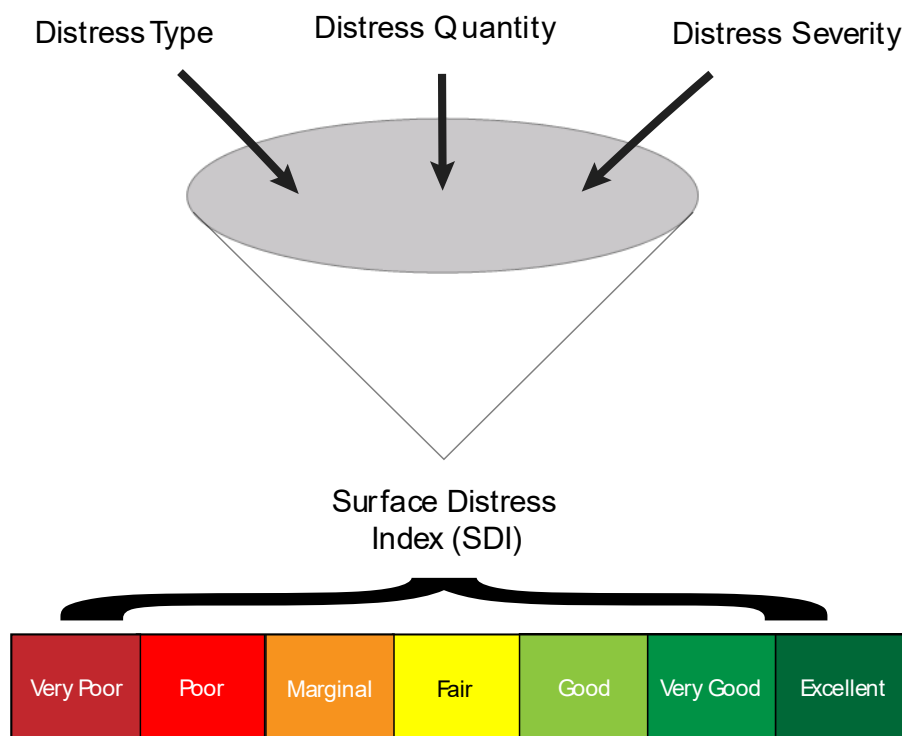


Figure 8 - SDI Inputs and Detailed Scale

ASTM D6433 covers nearly forty unique distress types that may or may not be present in an agency's road network. For that reason, IMS uses a modified approach that collects the most common and relevant distresses. The descriptions in **Table 1** outline some of the distresses collected for the City:

Table 1 – Distress Descriptions

Distress Type	Pavement Type	Description	Example
Alligator Cracking	Asphalt	• Quantified by severity and square footage • Caused by the repeated bending from vehicle loads • Propagate from the bottom, meaning that structural failure has occurred • An LAD with significant impact on the condition score, even at low extents	
Rutting	Asphalt	• Caused by the permanent deformation of the pavement and/or subgrade layers • Low densities can have a large impact on the final condition score due to their implication of possible structural failure	
Longitudinal & Transverse Cracking	Asphalt	• Quantified by their length and width • Results from pavement shrinkage due to natural daily and seasonal temperature cycles, construction issues, or other factors	

Block Cracking	Asphalt	• Quantified by their width and square footage • Form interconnected longitudinal and transverse cracks • Divides the pavement into rectangular pieces • Results from aging and environmental factors	
Patching	Asphalt	• Quantified by the square footage and severity • Always considered a surface defect • Affects ride quality and condition of a pavement	
Raveling	Asphalt	• Measured by severity and square footage affected • Loss of coarse aggregate on pavement surface	
Bleeding	Asphalt	• Measured by severity and square footage • Presence of free asphalt binder on the roadway surface • Results in a pavement surface with reduced skid resistance • Caused by either an excess of asphalt in the pavement or insufficient voids in the matrix	

Edge Cracking	Asphalt	• Measured in linear feet • Caused by traffic loading and weakened base conditions resulting from poor drainage • Run parallel to the road, usually within 1 to 2 feet of the outer edge of the pavement	
Distortion	Asphalt	• Bumps and sags, depressions, swell, corrugation, and shoving • Caused by several factors, such as construction issues, subgrade mixture failure, environmental influence, etc.	
Weathering	Asphalt	• Wearing away of asphalt binder and fine aggregate matrix • Quantified by severity and square footage	

Roughness Index (RI)

The Roughness Index (RI) provides a quantifiable measure of ride quality, which is determined using the industry-standard ASTM E1926 for calculating the International Roughness Index (IRI). This value is derived from the longitudinal profile captured by the LCMS as it records the change in elevation over a distance. Once calculated, it is expressed as a slope and reported in millimeters per meter (mm/m). Typical IRI levels for new, older, and damaged pavements are displayed in **Figure 9**. The IRI is lower on average for roads or pavements that are normally used for higher speed travel.

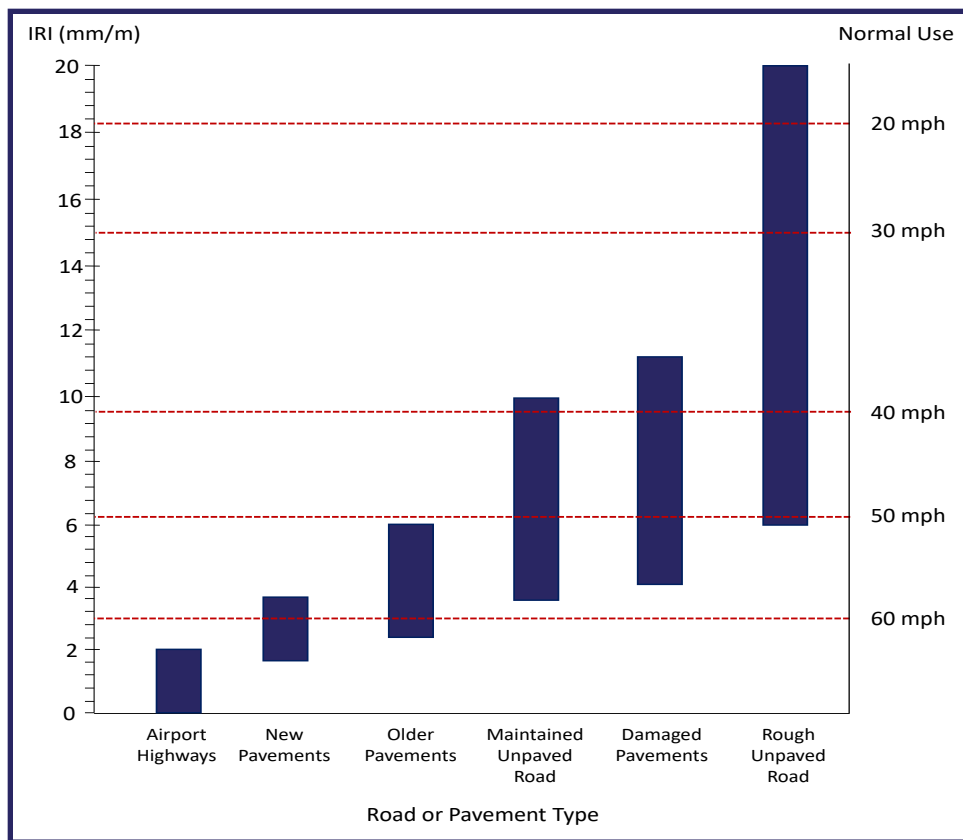


Figure 9 - IRI Scale Definitions

To provide some context, a newly constructed street would typically have an RI value of above 85, whereas a street that requires an overlay would fall within the range of 40 to 70. Roadways in poor condition generally have RI values below 40. For instance, rapid construction can lead to a pavement surface with less-than-optimal smoothness, resulting in a low RI value. These measurements were recorded and used for rehab recommendations, however they were not included as part of the PCI score.

Structural Index (SI)

Structural adequacy testing was not requested by the City. Instead, IMS investigated the relationship between the PCI and the number of LAD observed in each pavement section to generate structural indices. Based on this analysis, each section was assigned a rating of *Weak*, *Moderate*, or *Strong* in terms of its strength. These ratings were represented by an SI of 30, 60, or 80, respectively. The established SI was not used in calculating the overall pavement condition score but rather to help determine appropriate rehabilitation strategies based on the pavement strength rating.

Pavement condition index (PCI) – Following the field surveys, the condition data was imported to ESA for calculating the overall PCI. The PCI for each segment was calculated using the following percentages of weighing factors:

$$\text{PCI} = 100\% \text{ SDI}$$

Table 2 presents each PCI category along with a brief description of the typical distresses and recommended treatments for each.

Table 2 – Pavement Condition Categories

Category	Typical Distresses and M&R Recommendations	PCI Range
Excellent	Like new condition – little to no maintenance required. Monitor condition or preventive maintenance.	85<PCI≤100
Very Good	Minor cracking, raveling, and other NLAD Routine or preventive maintenance. <i>E.g., Crack sealing, surface treatment</i>	70<PCI≤85
Good	Minor to moderate cracking and low severity LAD such as alligator cracking and rutting. Surface treatments with localized repairs and overlays <i>E.g., Surface treatments, localized surface patching, thin overlay</i>	60<PCI≤70
Fair	More extensive and severe longitudinal and transverse cracking, as well as moderate severity LAD Localized repairs or major rehabilitation. <i>E.g., Localized surface and/or full-depth patching, moderate overlays</i>	50<PCI≤60
Marginal	Localized high-severity alligator cracking, and rutting Major rehabilitation. <i>E.g., Localized full-depth patching, mill and overlay, traditional overlay</i>	40<PCI≤50
Poor	A greater extent of severe alligator cracking, rutting Major rehabilitation. <i>E.g., More extensive full-depth patching, mill and overlay, traditional overlay</i>	25<PCI≤40
Very Poor	Extensive and severe alligator cracking, more extensive and deeper rutting, and potholes. Major rehabilitation. <i>E.g., Full-depth reclamation, reconstruction</i>	0<PCI≤25

3.4 ESA Pavement Management System

The ESA software provides all the functionalities of a standalone software package while being user-friendly. It provides the City with a tool that can effectively catalog, classify, assess, track, and analyze condition data to aid in the processes of budget planning and pavement rehabilitation.



More specifically the program helps the City streamline its pavement management by giving structure to the basic information required for a management system:

- Pavement Section Inventory
- Pavement Deterioration Modeling
- Prioritization
- Funding Analysis
- Inspection Data
- Rehabilitation Selections & History
- Work Planning
- Reporting

Pavement Section Inventory

An accurate inventory of all town-owned streets is necessary to make any determinations, assumptions, or projections within a management system. Individual attributes such as length, width, location, traffic use, surface type, condition, and other factors may be tracked and tied back to a single management segment within ESA. Thereafter, they are given a unique ID within the program. These attributes are critical in determining appropriate rehabilitation activities, prioritizing the management segments within the system, and facilitating placement and sorting during reporting.

Inspection Data

ESA provides the City with the flexibility to use a blended condition index that can be tailored to meet specific goals and requirements. The inputs for this index rely on inspection data from the field survey. This custom reporting value is built based on various aspects considered while ranking the condition of a pavement. The inputs for this index are derived from inspection data collected during the field survey, including PCI and IRI data. Details on the individual components of the inspection are available earlier in Section 3.0.

Pavement Deterioration Modeling

Inspection data by itself is only capable of representing conditions at the time of collection. Nevertheless, within ESA there are customizable curves that can predict the rate of pavement deterioration based on a streets functional class, pavement type, and strength rating. These deterioration curves are critical in predicting future pavement conditions and determining appropriate rehabilitation strategies. The model assumes that pavements with similar attributes and usage will deteriorate at similar rates. For instance, high volume asphalt arterials that are already in poor condition are expected to deteriorate faster and are represented in **Figure 10** by a purple line. In contrast, low volume concrete local streets are expected to deteriorate slowly and are represented by a blue dashed line.

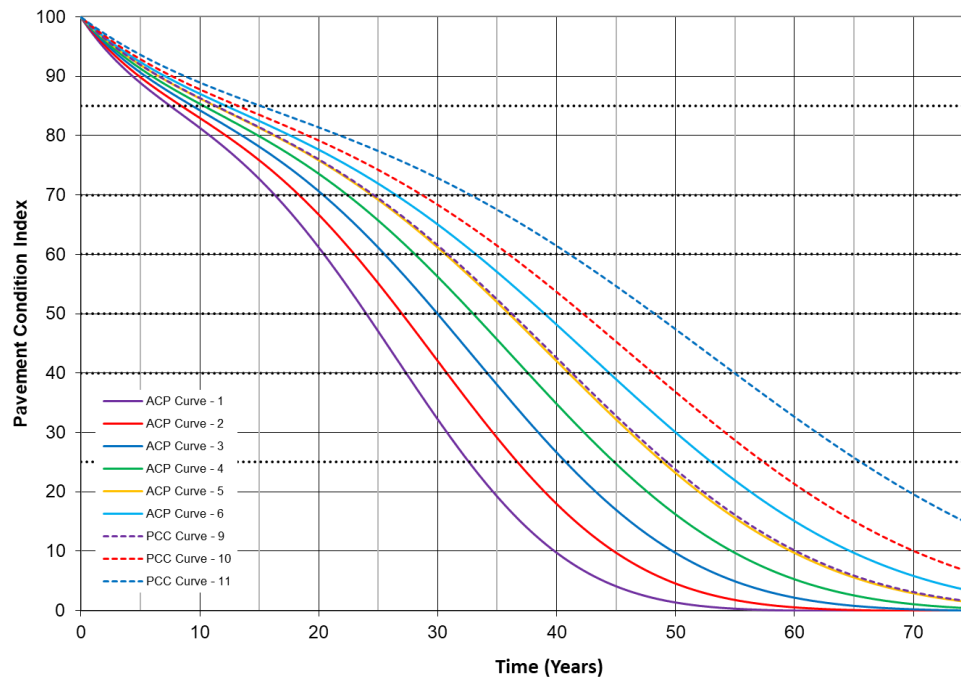


Figure 10 - Asphalt Concrete Pavement (ACP) and Portland Cement Concrete (PCC) Deterioration Curves

Rehabilitation Work Selections & History

ESA uses a set of protocols that allow for activities to be assigned to PCI ranges based on filter criteria that give the City the ability to create detailed rehabilitation strategy sets for each functional class and pavement type according to the best practices determined for that pavement.

As planned rehabilitation work is completed, a record of the work should be added to the pavement management system. This ensures that conditions are up to date for future selections and creates a repository of information to aid in planning.

Prioritization

Within ESA, the option is available to prioritize pavement projects for rehabilitation based on six main criteria: PCI, Cost of Deferral, Pavement Strength, Pavement Type, Functional Class, and the Area of a segment. Depending on the goals set forth at the beginning of the project, these criteria can be weighted differently based on their definition to create an overall priority factor for a project. Additional details on these factors are available in Section 5.

Project planning

The ability to plan work as needed allows the management program to better reflect the realities of a paving program. Certain constraints may be applied to funds that require their use within a certain year and activities relating to other assets may dictate the time and type of work to be performed. ESA allows for predefined projects to be entered into the management plan to account for work that is known. This ensures that the outcome is consistent with overall town planning and accurately reflects current funding allocations.

In terms of pavement management efficiency, a program based on worst-first, that is starting at the lowest-rated street and working up towards the highest, does not achieve an optimal expenditure of funds. Generally, under this scenario, agencies cannot sufficiently fund pavement rehabilitation and lose ground despite injecting large amounts of capital into the network.

The preferred basis of rehabilitation candidate selection is to examine the cost of deferral of a street against increased life expectancy.

Funding analysis

The actual process of determining where and when to spend funds is a function of the inputs mentioned in this section. Information from the street section inventory, condition survey, deterioration modeling, rehabilitation activity protocols, prioritization, and project planner are all assessed to predict the potential outcomes of funding scenarios. These can either be goal-based or budget-based. A more detailed description is available in Section 5.0.

Reporting

ESA has the ability to generate basic reports for common data requests through a set of predefined layouts. This allows for quick access to section condition summaries, inspection data, budget scenario summaries, and data charts. The GIS data used to generate this report is also linked to the section summary information to allow for quick and easy visualizations of the data if imported into a GIS utility. An example of data, as presented in ESA, can be seen in **Figure 11**.

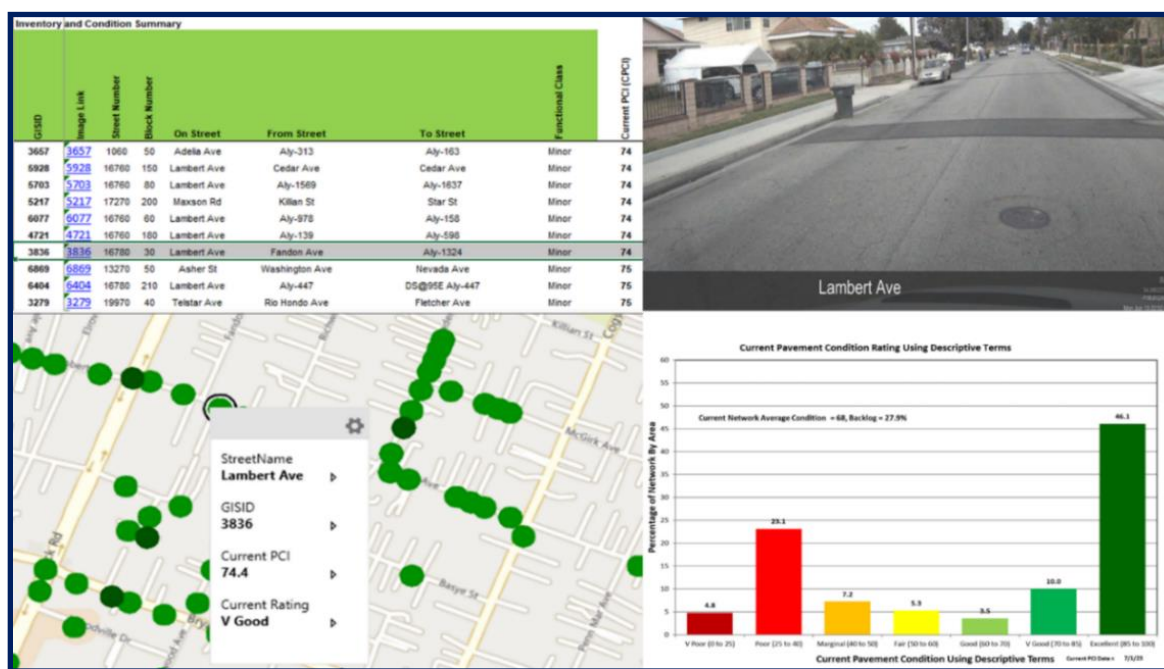


Figure 11 - Example of ESA City Data

3.5 Summary

This section outlined the fundamental concepts of pavement management and described the implementation process for the City's pavement management system. The operating parameters of ESA were reviewed, and the inputs provided by the LCMS-2 technology were explained to provide context for calculating PCI, Roughness Index, and Pavement Strength.

4.0 PAVEMENT CONDITION SURVEY RESULTS

This section will review the results of the pavement condition survey performed in July 2023. The segments were deteriorated using the defined pavement deterioration models to reflect the conditions of the roadways at the time of analysis (July 2024). This section includes a summary of conditions in the functional classes used in the City's analysis, followed by a review of network photos taken from the survey vehicle. A series of charts will then summarize the findings of the condition survey and provide an overview of the PCI distribution across the City's pavement network.

4.1 City Street Inventory and Condition Summary

The City of Chino Valley is currently responsible for approximately 123 centerline miles of pavement with an overall PCI of **48** and a backlog of **43%**. On the following page, **Table 3** presents the City's inventory and pavement condition breakdown across different functional classes. Detailed information for each management section is available in **Appendix A**.

Table 3 - Network Inventory Summary by Functional Class and Pavement Type

	Network	Arterial	Collector	Local
Segment (Block) Count	910	199	89	622
Network Length (ft):	649,870	189,910	72,841	387,119
Network Length (mi):	123.1	36.0	13.8	73.3
Average Width (ft):	24.7	26.3	23.1	24.2
Network Area (yd2):	1,782,040	555,695	186,942	1,039,403
Current Pavement Condition	48	37	37	56
Current Backlog (%) 1/1/24	43			

4.2 City Network Condition Imagery

The images presented in this section provide a sampling of the City's streets that fall into various condition categories. A discussion of potential rehabilitation strategies is included for each category.

Very Poor (PCI = 0 to 25) – Complete Reconstruction



West Road 3 from North Yavapai Street to North Mohave Street (GISID 2215, PCI = 2) – Rated as Very Poor, this street displays a large quantity of alligator cracking and potholes severe enough to suggest that the pavement structure is inadequate for current traffic loads. The rehabilitation of roads in this condition through a mill and overlay is generally ineffective, as the failures usually extend to the bottom of the pavement layer. Streets in this condition require rehabilitation that involves removal and replacement of the asphalt layer, base stabilization, or complete reconstruction based on design requirements.

Deferral of reconstruction of streets rated as Very Poor will not cause a substantial decrease in overall pavement quality. The streets have passed the opportunity for overlay-based strategies, meaning that reconstruction, which can be expensive, is the most suitable solution. Thus, Very Poor streets are often deferred in favor of rehabilitating more streets at lower costs, resulting in a greater net benefit to the Town. This strategy, however, must be sensitive to citizen complaints that may demand the prioritization of these street repairs. In addition, this type of street can pose a safety hazard for motorists since severe potholes and distortions may develop. It is important to consistently monitor these streets and check for potholes or other structural deficiencies until the street is eventually rebuilt.

Poor (PCI = 25 to 40) – Last Opportunity for Surface Base Rehabilitation



South Papago Drive from East Havasu Avenue to South Piute Place (GISID 1899, PCI = 33) –

Rated as Poor, this segment still has some remaining life before it becomes a critical reconstruction need. As evident in the imagery, a fair amount of the segment contains alligator cracking and potholes that have been previously filled. If left untreated, a partial to full reconstruction would be required within a short period of time.

On heavily trafficked roadways, Poor streets often require partial to full reconstruction. On local roadways, they generally require removal of the pavement surface through grinding or excavation, base repairs, restoration of the curb line and drainage, and then placement of a new surface.

Marginal (PCI = 40 to 50) – Thick Overlay + Patching



North Prescott Drive from East Union Lane to East Mahan Lane (GISID 1303, PCI = 44) – This street displays transverse and longitudinal cracking across the middle and edges of the pavement. There are sections of alligator cracking dispersed along the segment as well as some previously filled potholes.

Marginal streets that display high amounts of load associated distresses (LAD) are selected as a high priority for rehabilitation as they generally provide the best cost/benefit ratio to the City. If left untreated, Marginal streets with high amounts of LAD will deteriorate to become partial reconstruction candidates. Marginal streets that are failing due to materials issues or non-load associated failures may become suitable candidates for thick overlays if deferred, without a significant cost increase.

Fair (PCI = 50 to 60) – Moderate to Thick Overlay



South Maricopa Street from West Road 2 to West Road 1 (GISID 2300, PCI = 55) – Fair streets have similar characteristics to Marginal streets in that the distresses present tend to be localized and moderate in severity; however, the distresses will predominately be non-load related (i.e., caused by environmental or other factors). This street displays block cracking towards the middle of the pavement. There are moderate amounts of longitudinal and transverse cracking, with some cracks being deep but localized.

Like Marginal streets, Fair streets can provide a good cost/benefit ratio to an agency if addressed with an adequate rehabilitation technique. Stretching the application for surface treatments into this range can pose a cheap alternative to overlays but does not provide the appropriate renewal to the structural capacity of the pavement and may allow load related deterioration to continue unabated.

Good (PCI = 60 to 70) – Surface Treatments



West Polaris Drive to North Newton Way to North Saturn Drive (GISID 1808, PCI = 64) – Rated as Good, the primary cause of deterioration for this street is the longitudinal and transverse cracking. The pavement surface could be restored with spot patching to remedy the more heavily distressed areas.

Preventive measures on streets considered Good can have a positive impact on the City's funding needs. While the expected life of a slurry seal is not as long as that of an overlay, its ability to slow deterioration and relatively low cost can free up funding for streets in worse condition.

Very Good (PCI = 70 to 85) – Surface Treatments and Localized Rehabilitation



East Bainbridge Lane from Armitage Way to East Sussex Way (GISID 2114, PCI = 74) – Rated as Very Good, this street displays minor amounts of transverse cracking. It is an example of a candidate for preventive maintenance to extend the life of the roadway.

Also, routine maintenance prevents water intrusion by sealing and slowing crack growth. By keeping water out of the base layers, the pavement life is extended without the need for heavier rehabilitations.

Excellent (PCI = 85 to 100)



East Road 2 South to Unnamed RD (GISID 1528, PCI = 94) – Rated as Excellent, this pavement displays little to no surface distresses. The ride is smooth, and the surface and the base are intact. Excellent roads should be periodically assessed for crack development that would trigger routine maintenance activities.

4.3 City Network Condition Distribution

Figure 12 shows the distribution of pavement condition for the roadway network in Chino Valley.

- Approximately nine percent (9%) of the network can be considered in *Excellent* condition and should be closely monitored to ensure timely application of early localized preventive measures.
- Approximately eighteen percent (18%) of the network falls into the PCI range considered *Very Good*. These are roads that benefit most from preventive maintenance techniques, such as spot patching and slurry seals.
- Fourteen percent (14%) of the streets are rated as *Good* and may still be candidates for slurry seals or thin overlays.
- Approximately sixteen percent (16%) of the network can be considered in *Fair* to *Marginal* condition and represents candidates for progressively thicker overlay-based rehabilitation. If left untreated, they will decline rapidly into reconstruction candidates.
- Forty-three percent (43%) of the network is rated as *Poor* or *Very Poor*, meaning these roadways have deteriorated to the point where surface rehabilitation can no longer restore the pavement to a point of structural adequacy. Rehabilitation of the entire pavement structure is required for these segments.

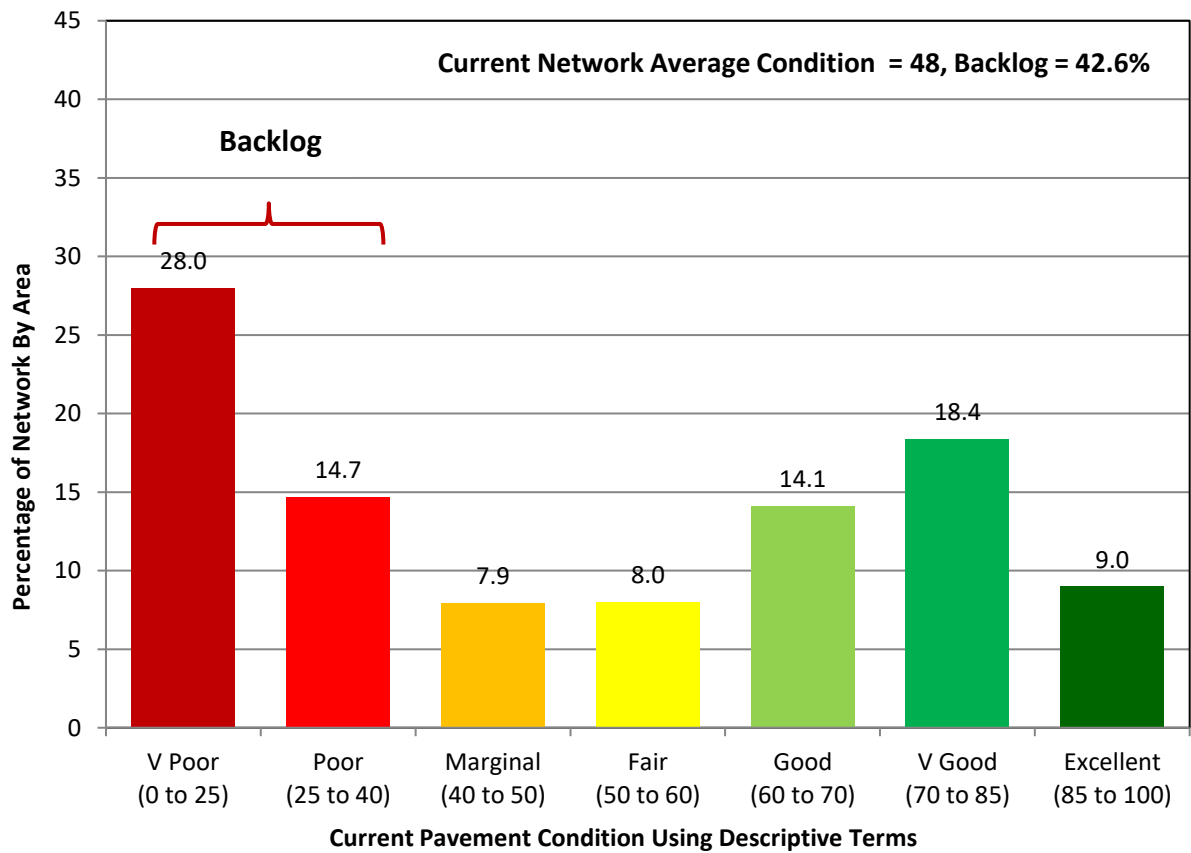


Figure 12 – Current Pavement Condition

4.4 Condition By Functional Classification

Analyzing subsets of data in addition to the overall pavement condition can provide a better understanding of where an agency should focus its resources. **Figure 13** displays the distribution of pavement conditions for each functional class, revealing that arterial and collector roads contribute the most to the portion of the City’s network categorized as *Marginal* or below in condition (under 50 PCI). This is a concern from a pavement management perspective, as arterial and collector roads typically receive the highest amount of traffic and require greater funds to construct. These costs are reflected in the rehabilitation rates table shown in Section 5.

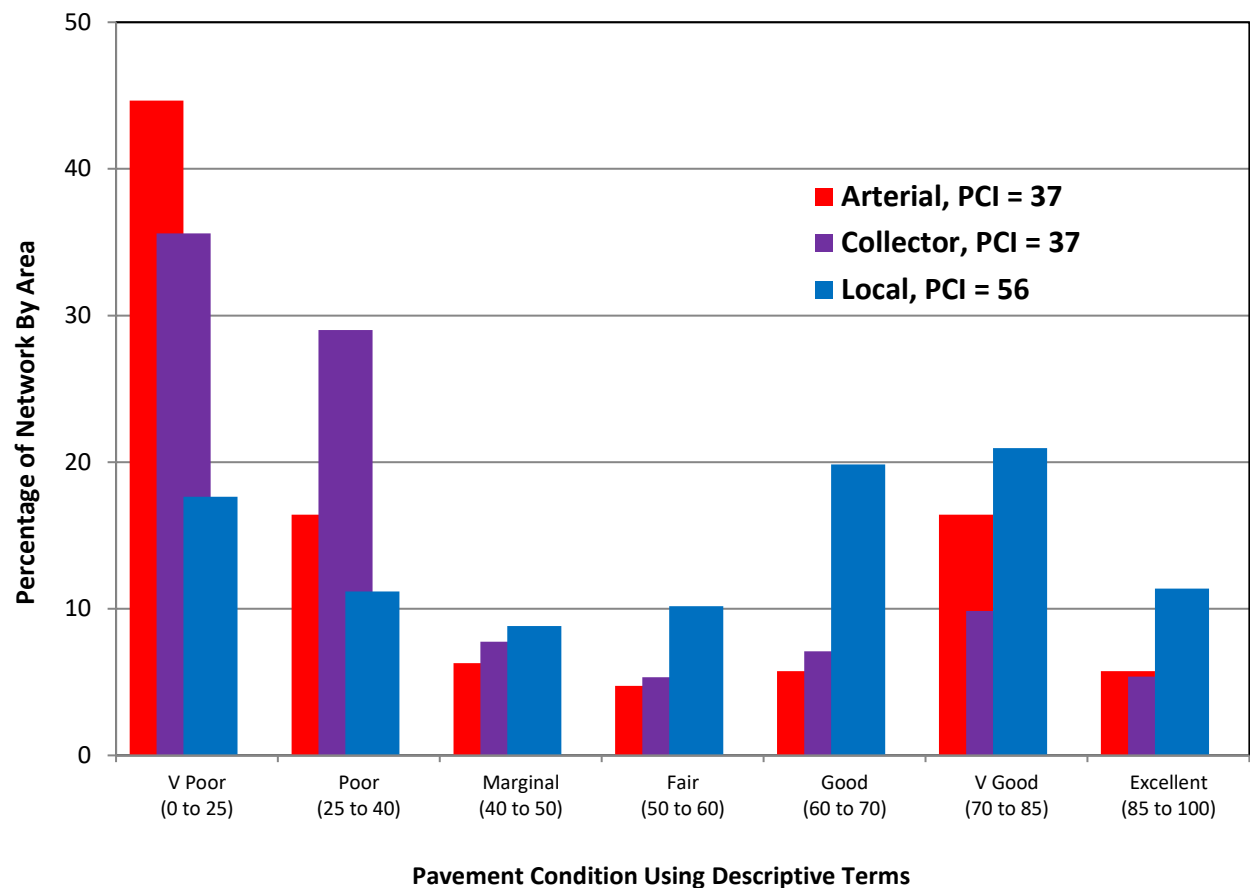


Figure 13 - Condition Rating by Functional Classification

When evaluating the condition of pavement based on the percentage of network it covers, the proportion of each class in the overall network must also be considered. This distribution is illustrated in **Figure 14**.

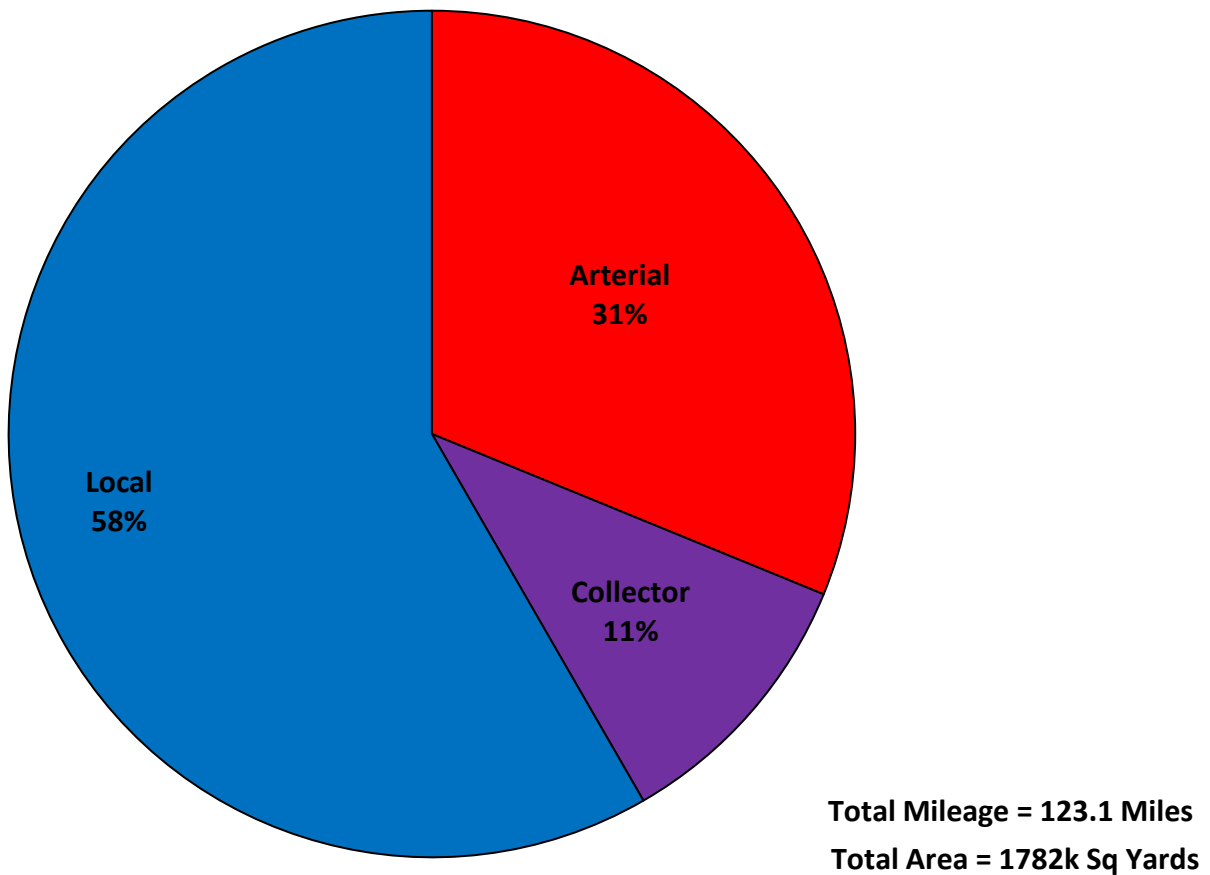


Figure 14 - Functional Classification Distribution By Area

4.5 Structural and Load Associated Distress Analysis

Pavement distresses are classified into two categories: LAD and NLAD. LAD, such as rutting and alligator cracking, are directly caused by traffic loading and lead to a decreased structural capacity. NLAD result from material or environmental issues, including longitudinal and transverse cracking, bleeding, and raveling. LAD have a greater impact on the overall condition score than NLADs due to their implication of structural failure.

The roadways in the County were not tested conventionally for structural integrity; however, they were still evaluated for prioritization purposes by classifying them into three categories: Weak, Moderate, or Strong based on the type of distresses and PCI. **Figure 15** shows the comparison between the sum of LADD found on a segment and the PCI of the segment. It is worth noting that the majority of the City's pavements fall under the Moderate category based on the recorded distresses. The majority of the data points are contained within or above the bold black lines. Those that appear above the top black line (in the section labeled weak) show weaker-than-expected structural strength when compared to their PCI. These pavements may be good candidates for thicker overlay or partial reconstruction, where normally a thinner overlay would be recommended.

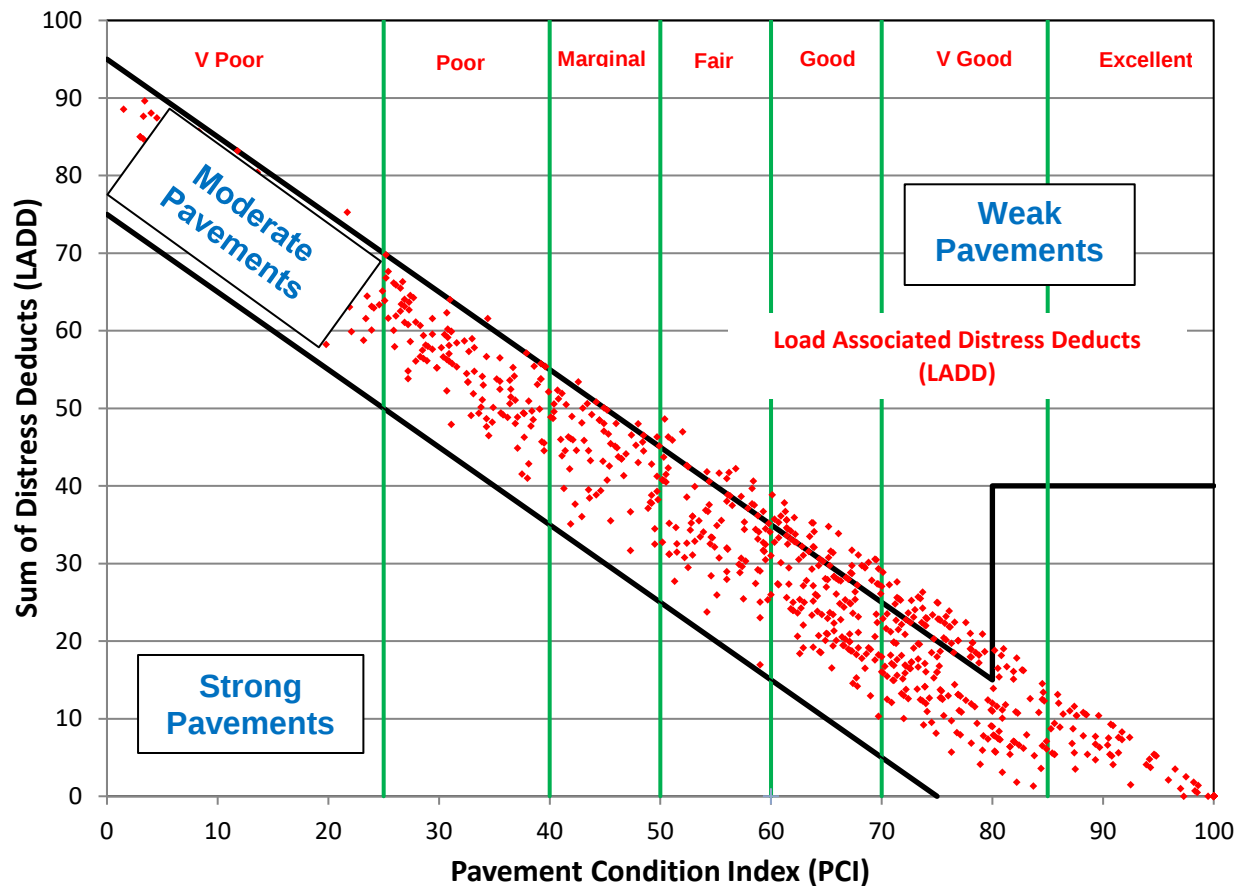


Figure 15 - LADD compared to PCI

4.6 Summary

Section 4.0 of the report provided a detailed analysis of the results obtained from the pavement condition survey conducted in the City of Chino Valley. The section covered the functional classifications in the City and their respective PCI values, which were further illustrated with pavement photographs taken during the survey. Additionally, the section provided a breakdown of the pavement condition distribution for each functional class. **Overall, the network average PCI for Chino Valley was found to be 48 with a backlog of 43%.**

5.0 REHABILITATION PLAN & BUDGET DEVELOPMENT

This section discusses the results of the pavement management analysis that was performed using the ESA pavement management system, starting with an overview of the assumptions that were used when implementing the system, such as the unit rates and the selection methodology for rehabilitation candidates. The subsequent section, **5.2**, details the results of each of the various budget runs, along with their predicted conditions. This is highlighted further through a series of charts that are used to demonstrate the advantages and disadvantages of various funding models.

5.1 Key Analysis Set Points and Assumptions

Pavement management analysis requires user input to complete its condition forecasting and prioritization. A series of operating parameters were developed to create an efficient program that is tailored to the City's needs.

Selecting Segments for Rehabilitation

The selection of rehabilitation candidates through a worst-first approach or subjective committee input is neither efficient nor cost effective. It is important to establish a set of criteria and determine their importance in the selection process. ESA has defined commonly used criteria within the program that allows different weighting factors to be applied depending on the City's goals. This approach can lead to more objective and effective selection of rehabilitation candidates.

- **PCI** – As mentioned earlier in this section, the results of the pavement condition survey are used to generate a PCI that ranges from 0-100 where 0 is considered the worst and 100 the best. This factor can be given a higher weight to give greater priority to poor condition streets.
- **Cost of Deferral** – As time passes a pavement will deteriorate and require more costly repairs as it ages. ESA can be configured to prioritize streets nearing the point where this cost increase occurs.
- **Pavement Strength** – Through the use of deflection testing or the prevalence of LAD, the relative strength of a pavement can be determined. A prioritization factor can be applied that gives preference to streets that may deteriorate faster in order to apply more cost-effective rehabilitation early in the life cycle.
- **Pavement Type** – Depending on costs, design life, and the City's goals, a weighting factor can be applied based on the materials used to construct the pavement.
- **Functional Class** – Generally higher volume streets are given the greatest priority within a program since they serve the most vehicles.
- **Planned or Committed Projects** – When developing the rehabilitation plan, projects that are already scheduled to be completed are taken into consideration. This is done by adjusting the PCI scores to reflect the expected improvement resulting from these projects.

For the City, the weighting factors for these categories were established with the aim of maximizing the cost savings associated with the concept of deferred maintenance and addressing Weak pavements with lower PCI scores. The goal is to minimize the growth of the backlog.

Rehabilitation Strategies and Unit Rates

The funding requirements for the City are mainly determined by the rehabilitation strategies and unit rates used in the budget analysis. **Table 4** presents a breakdown of the costs associated with different pavement rehabilitation activities and their application. The table also suggests a recommended rehabilitation funding sequence based on the cost of deferral. A lower number in this column indicates a higher priority for rehabilitation based on the cost of deferral.

The parameters to consider when forming rehabilitation strategies include:

- **Rehab Activity** – This includes the assigned identifier and name of each rehabilitation strategy. Various degrees of slurry sealing are outlined to highlight the increasing cost associated with additional patching requirements for lower PCI streets.
- **Min, Max, and Critical PCI** – The PCI range for the application of a specific rehabilitation activity is determined by the Min and Max values that set the upper and lower limits, while the Critical PCI indicates the threshold at which rehabilitation becomes a higher priority to leverage the cost of deferral factor. There can be overlap in the PCI range to allow for further differentiation based on pavement strength.
- **Unit Rates** – The cost of rehabilitation is presented per square yard for each combination of pavement type, functional class, and rehabilitation activity. A base unit rate is set for the lowest assumed cost of a work type, and it is adjusted for each functional class to account for additional work such as traffic control, intersection improvements, landscaping, utility adjustments, and right-of-way (ROW) infrastructure. IMS worked closely with the City to determine rates that accurately represent the cost of work.

Table 4 – Rehabilitation Rates

Pavement Type Rehab Activity		Min PCI Critical PCI (Need Year) Max PCI			Base Unit Rate (\$/yd2)			
					Arterial Unit Rate (\$/yd2)	Collector Unit Rate (\$/yd2)	Local Unit Rate (\$/yd2)	
FunCL Rate Premium					110	108	105	
All	Routine Maintenance	85	100	100	0.00	0.00	0.00	0.00
Asphalt	Slurry Seal / Chip Seal	80	82	85	4.00	4.40	4.30	4.20
Asphalt	Chip Seal	70	73	80	4.00	4.40	4.30	4.20
Asphalt	Edge Mill + Thin Overlay (1.5 - 2.0)	60	63	70	24.00	26.50	25.75	25.25
Asphalt	FWM + Thick Overlay (> 2.0 - 3.0)	50	54	60	26.00	31.50	30.00	28.50
Asphalt	ACP Full Depth Reconstruction	0	15	25	106.00	117.00	114.00	111.00

5.2 Network Budget Analysis Models

The pavement management analysis using the ESA system involved combining the condition assessment, deterioration model, prioritization factors, and rehabilitation assignments to conduct a budget analysis. With this information, the program can predict the outcomes of different funding levels or suggest the funds necessary to achieve specific goals. To model network trends and estimate the funding levels needed to reach certain condition and distribution targets, IMS conducted an analysis using a series of budgets. The results of this analysis are detailed in this section.

Budget Targets

The following scenarios were generated to forecast the outcomes of the current estimated City budget compared to City's target PCI goals over the next five years. The models determine what level of funding may be appropriate going forward. The values for backlog and PCI have been rounded to the nearest whole number to improve legibility. Varying budget figures will have slightly different outcomes that are visible in the charts but may not be completely represented in the legend text.

Five-year Models:

- **Chino Valley Budget** (Green Line) – This represents the City's current average annual budget of **\$1.5M/Yr.** dedicated to pavement preservation and rehabilitation. This level of funding will result in a network average PCI score of **44** and a backlog of around **45%** after five years.
- **Maintain Current Backlog** (Red Dashed Line)– The Maintain Current Backlog budget was developed in order to maintain the current backlog of **42%**. This results in a budget value of **\$1.95M/Yr.** and a PCI increase to **42** after five years.
- **Steady State PCI** (Red Line) – This is simply the funds required to maintain the current network average PCI at around **48**. The annual budget required to do so is approximately **\$2.57M/Yr.** Backlog will decrease to **40%** of the network after five years. This budget is very close to the City's current budget.
- **PCI Control** (Purple Line) – The PCI Control model determines the minimum funding required to maintain the PCI at a level of **40**. This budget is **\$0.45M/Yr.** and will result in a backlog of **50%** after five years.
- **Backlog Control** (Purple Dashed Line) – The Backlog Control budget was developed in order to restrict the backlog to **50%**. The funding required to achieve this backlog goal is **\$0.42M/Yr.** and will also decrease the PCI to **40** after five years.

The results of the analysis are summarized in **Figure 16**. The x-axis highlights the annual budget, while the y-axis plots the five-year Post Rehab Network Average PCI values. The diagonal blue line is the network trend model developed to show estimated PCI along with a funding range up to \$3M/Yr.

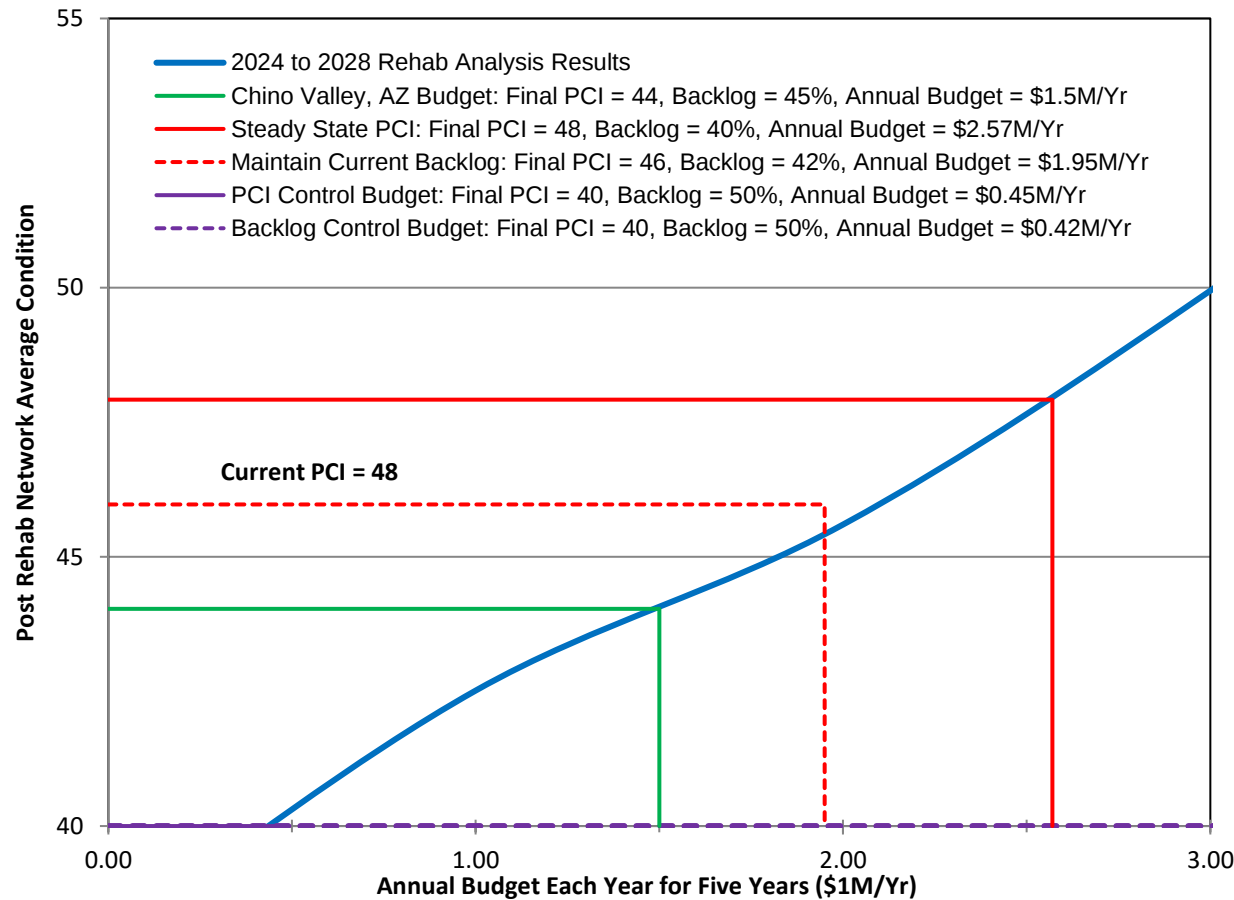


Figure 16 – Five-year Post Rehab Network PCI Analysis Results

Figure 17 presents the resultant network backlog against the annual budget. It is similar to **Figure 16**, but instead of plotting the average PCI score, it displays the total backlog after five years with a blue diagonal line. The City currently maintains a backlog of 43%. As the backlog grows, the funding required to return to the current level will increase.

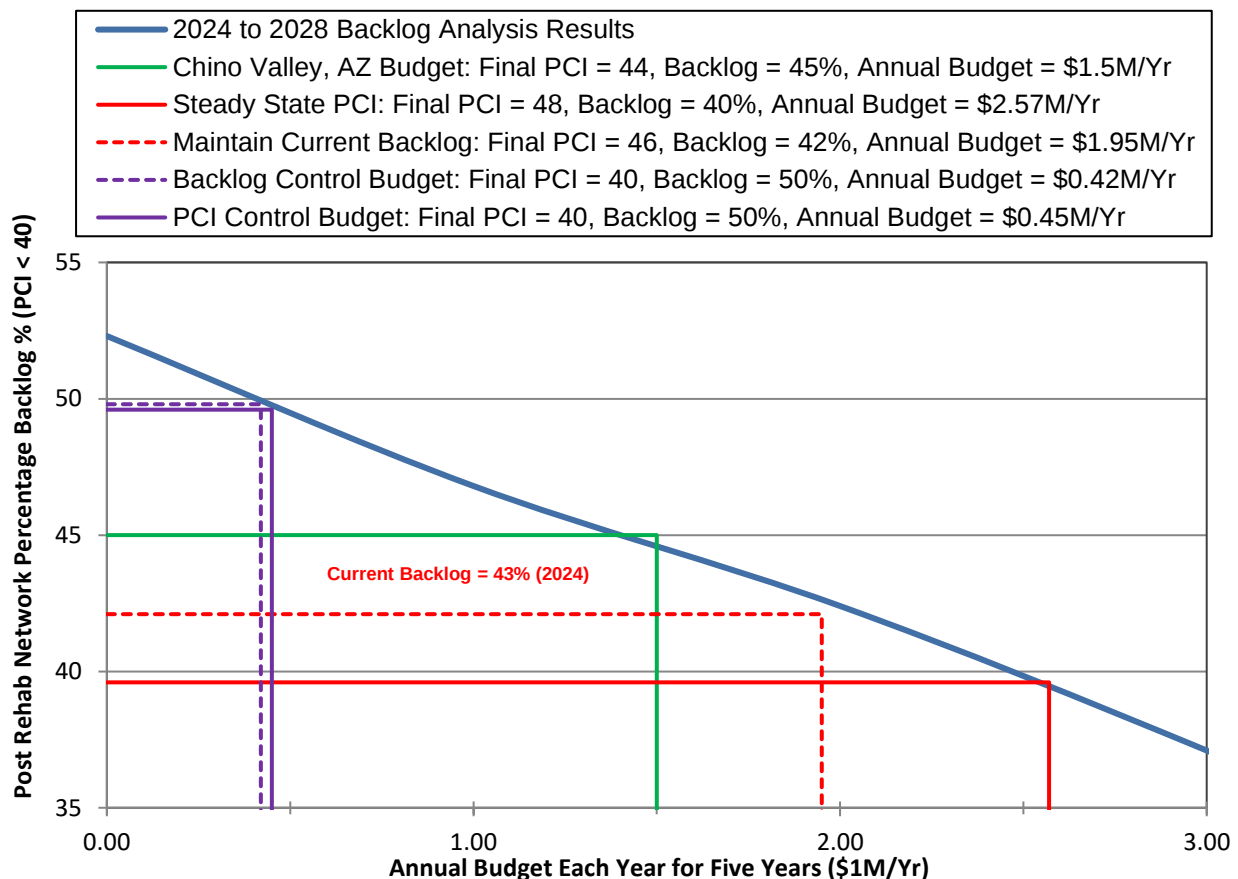


Figure 17 – Five-year Post Rehab Network Backlog Results

Figure 18 presents the analysis results on an annual basis. This shows that if the budget falls below \$2.57M/Yr. (Steady State PCI Budget), over time the overall condition of the roads is expected to deteriorate as the backlog grows.

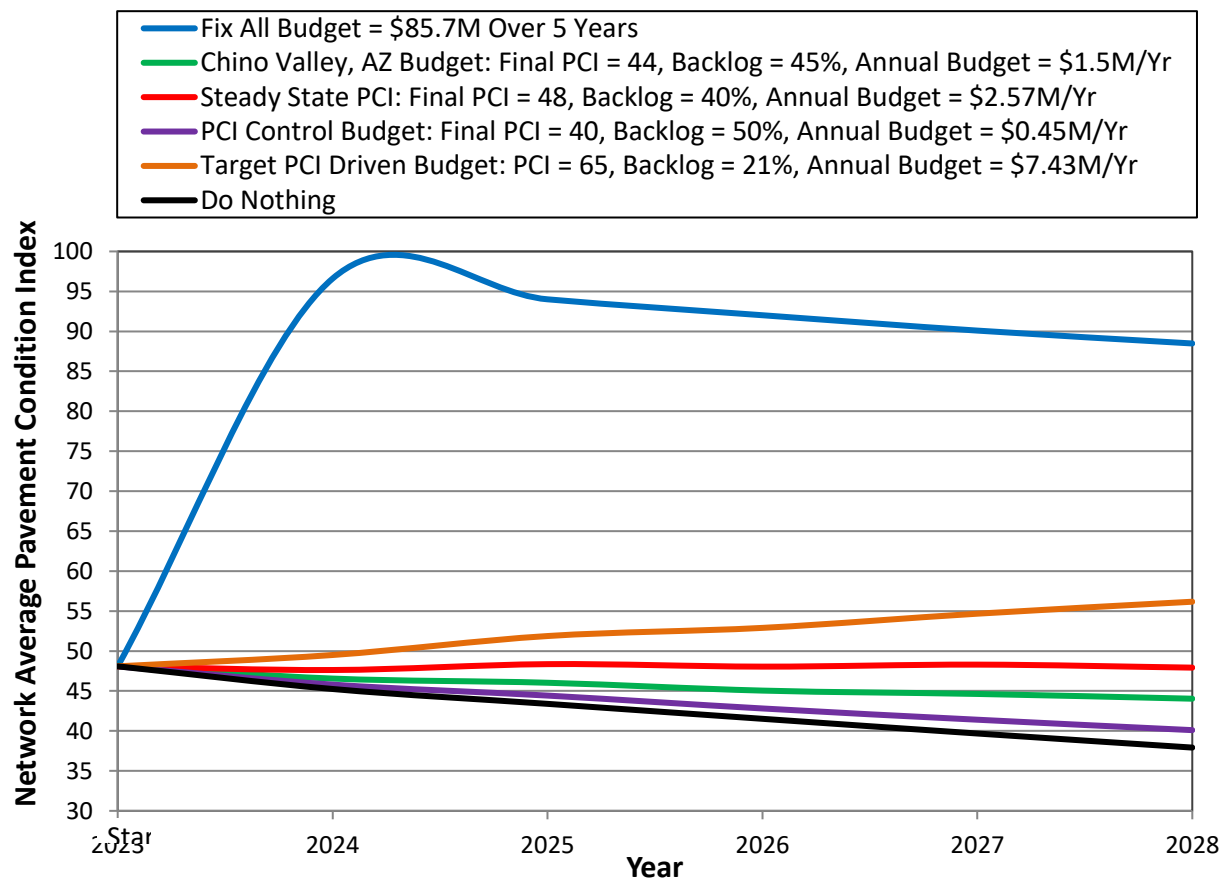


Figure 18 – Five-year Annual PCI

5.3 Post Rehabilitation Condition

Figure 19 compares the percentage of the City's network area separated into each pavement condition category for two scenarios: the current network average condition (shown in red) and the projected condition in five years with the City's budget (shown in blue). The analysis shows that if the City's current budget is maintained, the average PCI is expected to drop to 44 by the end of the five-year analysis period, and the backlog is projected to increase slightly to approximately 45%. The total percentage of *Excellent* pavements is predicted to increase to 15% of the network over 5-years.

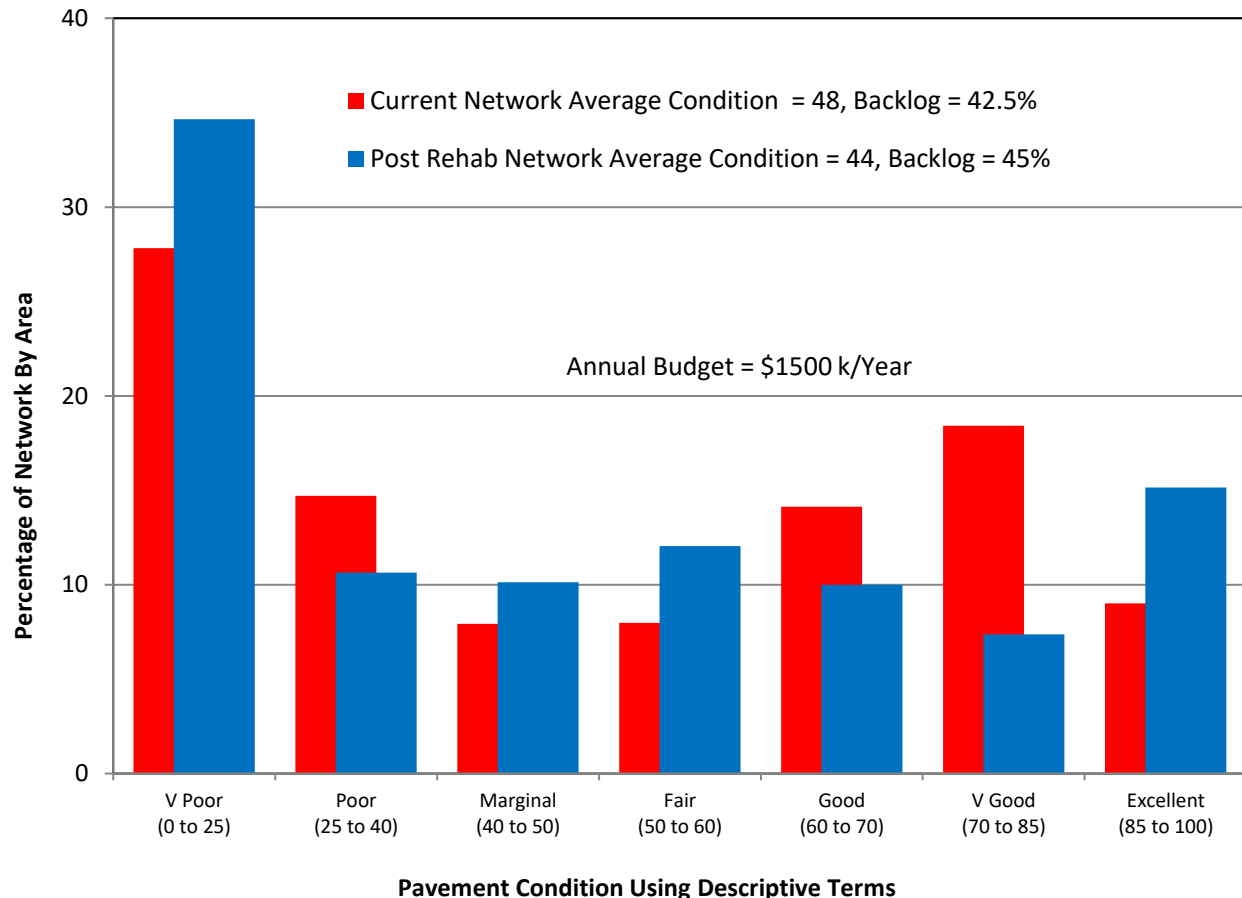


Figure 19 – Comparison of Pavement Condition (Current to 5-year Projection)

5.4 Summary

The pavement analysis models conducted using the ESA program showed that the current annual budget of \$1.5M for pavement management would result in slight improvement pavement condition over a period of five years, resulting in a five-year post rehab PCI of 44 and a backlog of 45%. These findings highlight the importance of adequate funding for pavement management to maintain the quality and safety of the City's roads.

6.0 PROJECT RECOMMENDATIONS & COMMENTS

6.1 Project Summary and Recommendations

A pavement condition survey was performed in July 2023 on the full City pavement network. The results of the condition survey were aggregated into the ESA pavement management system. This system facilitated the creation of a georeferenced pavement inventory, enabled the development of a precise model of the network's current condition and anticipated future deterioration, and provided recommendations for funding to meet various level-of-service goals.

The following broad recommendations are presented to the City as an output from the pavement analysis and must be read in conjunction with the previous sections.

- **The City should make efforts to keep the ESA spreadsheet up to date.**

By maintaining and updating the rehabilitation unit rates, work history of the segments, and accuracy of the inventory, the City will be able to reliably forecast funding needs for future years. This allows the City to be proactive in maintaining the condition of the pavement network at an acceptable level.

- **The City should periodically resurvey the pavement network.**

Pavement performance over time involves many variables, such as traffic volumes, environmental factors, maintenance timing, and design standards. As these variables change, the rate at which a pavement deteriorates will change with them. The periodic resurvey of pavement conditions allows the City to track these changes and update models accordingly, ensuring that appropriate rehabilitation measures are being planned.

- **The City should investigate new and additional rehabilitation activities.**

Advancements in pavement rehabilitation technology are constantly being made, and it is recommended that the City periodically update its planned rehabilitation activities in the ESA program to take advantage of these advances.

- **The City should strive to maintain or better its current condition if possible.**

Maintaining a pavement network in good condition is more cost-effective than restoring conditions after deterioration. The City's current pavement network has an overall PCI of 48 with a backlog value of 43%. If the current annual budget of \$1.5M is maintained, the models show the PCI will decrease to 44 and the backlog will increase to around 45% after five years.

6.2 Closing

The IMS Team greatly appreciates the opportunity to work with the City on this pavement management update. Over the course of this project, the team has observed the City staff's dedication to offering the best possible service to their community. IMS stands ready to assist the City with training and technical support as necessary and welcomes the opportunity to work with the City on future pavement management projects.

Appendix A

Street Inventory and Condition Summary by Segment

City of Chino Valley, AZ
Street Inventory and Condition Summary - Sorted by Street Name



GISID	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary									
									Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
11114	Adams Dr	Rd 1 East	Chaz Dr	LOCAL	28	124	19	404	100	100	60	Mod	Excellent	0	0			99
1874	ALANNA CT	EOP	EMILY DR	LOCAL	43	160	38	798	80	63	60	Mod	V Good	12	8			79
11117	Alcala St	EOP	Salida Del Sol	LOCAL	24	908	121	2,544	100	100	60	Mod	Excellent	0	0			99
2513	Alderwood Way	Berkshire Way	Ashburn Way	LOCAL	23	404	52	1,083	74	65	30	Weak	V Good	22	4	100	8/29/23	99
2247	ALLERTON WAY	E ESSEX WAY	E BRENTWOOD WAY	LOCAL	28	289	45	945	51	67	60	Mod	Fair	35	14			50
1713	ALLERTON WAY	E BRENTWOOD WAY	E ROAD 1 NORTH	LOCAL	27	210	31	661	68	54	60	Mod	Good	21	11			67
2372	ALLERTON WAY	E ROAD 1 NORTH	E STRATFORD PL	LOCAL	27	183	27	576	72	42	60	Mod	V Good	10	18			71
2379	ALLERTON WAY	E STRATFORD PL	E TAFT AVE	LOCAL	28	304	47	994	80	55	60	Mod	V Good	9	11			79
1717	ALLERTON WAY	E TAFT AVE	E BANNON PL	LOCAL	29	299	48	1,012	80	63	60	Mod	V Good	8	12			79
2241	ALLERTON WAY	E BANNON PL	E BANNON PL	LOCAL	29	814	131	2,753	71	62	60	Mod	V Good	15	14			70
1345	ALLERTON WAY	E BANNON PL	N BELMONT WAY	LOCAL	27	329	49	1,036	67	51	60	Mod	Good	20	13			66
2406	ALLERTON WAY	N BELMONT WAY	N HARDING RD	LOCAL	28	303	47	989	73	59	60	Mod	V Good	17	10			73
2358	ALLERTON WAY	N HARDING RD	N WILSON ST	LOCAL	29	288	46	973	72	57	60	Mod	V Good	14	14			72
2253	ALLERTON WAY	N WILSON ST	E STRATFORD PL	LOCAL	29	391	63	1,323	64	53	60	Mod	Good	23	13			63
1403	ALLERTON WAY	E STRATFORD PL	EOP	LOCAL	49	164	45	942	68	53	60	Mod	Good	19	13			67
1482	ALLEY	MERIDIAN PKWY N	N GALILEO CT	LOCAL	19	247	26	547	71	64	60	Mod	V Good	20	9			70
2366	ANNE MARIE DR	MACKENZIE ROSE DR	JOHNSON LN	LOCAL	22	980	120	2,515	80	75	60	Mod	V Good	9	11			79
1574	ANNE MARIE DR	JOHNSON LN	BRENT DR	LOCAL	24	1,006	134	2,816	83	73	60	Mod	V Good	6	11			82
2050	ARMITAGE WAY	E BAINBRIDGE LN	N BERNE AVE	LOCAL	28	612	95	1,999	80	55	60	Mod	V Good	12	8			80
1887	ARMITAGE WAY	N BERNE AVE	E BAINBRIDGE LN	LOCAL	28	828	129	2,704	77	53	60	Mod	V Good	14	9			76
2511	Ashburn Way	N ROAD 1 EAST	Alderwood Way	LOCAL	28	1,139	177	3,721	72	71	30	Weak	V Good	25	3	100	8/29/23	99
2309	AUDRY DR	MACKENZIE ROSE DR	MOLLIE RAE LN	LOCAL	23	336	43	902	69	59	60	Mod	Good	13	18			68
2405	AUDRY DR	MOLLIE RAE LN	BRENNA DR	LOCAL	22	286	35	735	82	72	60	Mod	V Good	7	11			82
1369	AURORA DR	LUNAR VIEW WAY	N ORION ST	LOCAL	28	502	78	1,639	71	69	60	Mod	V Good	17	12			70
11111	Avery Dr	Perkinsville Rd	Helsing Rd	LOCAL	28	195	30	637	100	100	60	Mod	Excellent	0	0			99
2512	Berkshire Way	N ROAD 1 EAST	Alderwood Way	LOCAL	28	1,146	178	3,745	81	66	60	Mod	V Good	18	1	100	8/29/23	99
2200	BERNICE DR	E BERNICE DR	E LIANA DR	LOCAL	20	142	16	331	38	37	60	Mod	Poor	41	21			37
2377	BRENNA DR	EMILY DR	AUDRY DR	LOCAL	21	1,235	144	3,025	80	79	60	Mod	V Good	11	9			79
1867	BRENT DR	ANNE MARIE DR	PLEASANT AVE	LOCAL	23	274	35	736	87	61	60	Mod	Excellent	6	7			87
2353	BRENT DR	PLEASANT AVE	EMILY DR	LOCAL	22	350	43	898	86	66	60	Mod	Excellent	5	9			85
1410	CAMPBELL AVE	N CAMPBELL AVE	EOP	LOCAL	25	983	137	2,868	100	100	60	Mod	Excellent	0	0			99
2315	CANDACE LN	S FIRESKY LN	MACKENZIE ROSE DR	LOCAL	21	357	42	874	83	80	60	Mod	V Good	8	9			83
1473	CANTFIELD AVE	N CANTFIELD AVE	EOP	LOCAL	23	1,011	129	2,712	100	100	60	Mod	Excellent	0	0			99
11113	Chaz Dr	Helsing Rd	Adams Dr	LOCAL	28	438	68	1,431	100	100	60	Mod	Excellent	0	0			99
1290	CHELSEIE CR	EMILY DR	EOP	LOCAL	52	101	29	612	81	43	60	Mod	V Good	11	8			80
1830	CINDY CT	N LOIS LN	N MARGARET RD	LOCAL	18	245	25	515	55	46	60	Mod	Fair	36	9			55
2514	Colonial Ct	Berkshire Way	Ashburn Way	LOCAL	26	263	38	797	88	55	60	Mod	Excellent	3	9	100	8/29/23	99
2502	Colorado Wy	N ARIZONA TRL	JEROME JUNCTION	COLLECTOR	21	2,391	279	5,857	87	79	60	Mod	Excellent	9	4			87
1501	COMET LOOP	LUNAR VIEW WAY	N ORION ST	LOCAL	28	471	73	1,540	77	69	60	Mod	V Good	13	10			76
2516	Connor Ave	EOP	Dillon Blvd	LOCAL	23	840	107	2,254	89	68	60	Mod	Excellent	8	3	100	8/29/23	99
11117	Corte Del Sol	EOP	Salida Del Sol	LOCAL	24	889	119	2,489	100	100	60	Mod	Excellent	0	0			99
2047	COYOTE CORNER	N HO HO KAM DR	N CACTUS WREN DR	LOCAL	21	889	104	2,178	64	63	30	Weak	Good	33	3			63
2266	COYOTE CORNER	N CACTUS WREN DR	E CENTER ST	LOCAL	22	618	76	1,586	70	69	30	Weak	V Good	27	3			69
2515	Dillon Blvd	Connor Ave	Rd 4 North	LOCAL	25	2,400	333	7,001	85	75	60	Mod	V Good	13	2	100	8/29/23	99
1561	E ARDEN CT	E BRENTWOOD WAY	E BRENTWOOD WAY	LOCAL	27	898	135	2,828	55	67	60	Mod	Fair	32	13			54
2384	E ASH DR	S SYCAMORE LN	S WILLOW LN	LOCAL	22	741	91	1,902	29	60	60	Mod	Poor	62	9			28

City of Chino Valley, AZ
Street Inventory and Condition Summary - Sorted by Street Name



GISID	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary									
									Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
2363	E ASH DR	S WILLOW LN	S MAPLE LN	LOCAL	22	725	89	1,861	30	60	60	Mod	Poor	57	13			29
1896	E AUBREY LN	EOP	S PEAK VIEW DR	LOCAL	33	475	87	1,820	76	64	60	Mod	V Good	10	14			76
1999	E AUTUMN LN	EOP	UNNAMED RD	LOCAL	20	249	28	581	64	40	30	Weak	Good	32	4			63
1939	E AUTUMN LN	UNNAMED RD	S AUTUMN LN	LOCAL	21	197	23	483	52	58	60	Mod	Fair	39	9			51
1962	E BAINBRIDGE LN	E GRASSHOPPER LN	ARMITAGE WAY	LOCAL	29	627	101	2,120	60	52	60	Mod	Fair	32	8			59
1258	E BAINBRIDGE LN	ARMITAGE WAY	N BERNE AVE	LOCAL	29	383	62	1,294	80	52	60	Mod	V Good	12	8			79
2139	E BAINBRIDGE LN	N BERNE AVE	ARMITAGE WAY	LOCAL	28	335	52	1,095	77	52	60	Mod	V Good	11	12			76
2114	E BAINBRIDGE LN	ARMITAGE WAY	E SUSSEX WAY	LOCAL	29	952	153	3,220	75	58	60	Mod	V Good	15	10			74
1558	E BAINBRIDGE LN	E SUSSEX WAY	E ROAD 1 NORTH	LOCAL	36	181	36	761	81	58	60	Mod	V Good	7	12			80
2206	E BAINBRIDGE LN	E ROAD 1 NORTH	YORKSHIRE AVE	LOCAL	29	501	81	1,696	75	60	60	Mod	V Good	16	9			74
1768	E BAINBRIDGE LN	YORKSHIRE AVE	EOP	LOCAL	42	228	53	1,120	81	57	60	Mod	V Good	7	12			80
1445	E BANNON PL	ALLERTON WAY	ALLERTON WAY	LOCAL	31	700	121	2,532	77	74	60	Mod	V Good	13	10			77
2148	E BARBARA AVE	N CACTUS WREN DR	N JUDY AVE	LOCAL	18	853	85	1,791	39	45	60	Mod	Poor	55	6			38
1941	E BEN RD	S KAREN DR	S STACEY DR	LOCAL	25	741	103	2,160	74	70	30	Weak	V Good	26	0			73
1298	E BERNICE DR	S BERNICE DR	W LIANA DR	LOCAL	23	101	13	271	20	58	60	Mod	V Poor	65	15			19
1944	E BERNICE DR	W LIANA DR	S POSEY LN	LOCAL	22	549	67	1,409	24	68	60	Mod	V Poor	63	13			23
1696	E BERNICE DR	S POSEY LN	E WILL DR	LOCAL	23	1,012	129	2,715	20	64	60	Mod	V Poor	67	13			19
2213	E BERNICE DR	E WILL DR	BERNICE DR	LOCAL	19	703	74	1,558	19	66	60	Mod	V Poor	69	12			18
1307	E BERNICE DR	BERNICE DR	E LIANA DR	LOCAL	17	137	13	271	20	48	60	Mod	V Poor	72	8			19
1924	E BEVERLY LN	N CACTUS WREN DR	N JUDY AVE	LOCAL	19	859	91	1,904	38	52	30	Weak	Poor	57	5			37
2261	E BOTTLEBRUSH DR	N JAMES DR	N KEN DR	LOCAL	21	864	101	2,117	77	64	30	Weak	V Good	20	3			76
1350	E BOTTLEBRUSH DR	N KEN DR	N LAKE SHORE DR	LOCAL	20	862	96	2,012	62	51	60	Mod	Good	29	9			61
2026	E BOTTLEBRUSH DR	N LAKE SHORE DR	N LAKE SHORE DR	LOCAL	19	300	32	665	27	41	60	Mod	Poor	63	10			26
2078	E BRENTWOOD WAY	EOP	E ARDEN CT	LOCAL	51	144	41	859	72	42	60	Mod	V Good	13	15			71
1858	E BRENTWOOD WAY	E ARDEN CT	E ARDEN CT	LOCAL	27	575	86	1,811	49	59	60	Mod	Marginal	43	8			48
1972	E BRENTWOOD WAY	E ARDEN CT	ALLERTON WAY	LOCAL	28	416	65	1,358	59	70	60	Mod	Fair	35	6			59
1657	E BUSINESS PARK DR	N SUSAN A WILLIAMS WAY	N STATE ROUTE 89	LOCAL	29	641	103	2,169	71	66	60	Mod	V Good	12	17			70
1620	E CALIFORNIA DR	N GEORGIA AVE	N GEORGIA AVE	LOCAL	19	227	24	502	26	44	60	Mod	Poor	66	8			25
2150	E CALIFORNIA DR	N GEORGIA AVE	N ARIZONA TRL	LOCAL	22	1,038	127	2,665	19	49	60	Mod	V Poor	72	9			18
1786	E CANTERBURY CT	EOP	S PARKSIDE VILLAGE DR	LOCAL	51	113	32	678	30	45	60	Mod	Poor	55	15			29
2130	E CAPELLA DR	N TERRA VERDE DR	PULSAR LN	LOCAL	28	1,015	158	3,317	73	65	60	Mod	V Good	17	10			72
1993	E CAPELLA DR	PULSAR LN	EOP	LOCAL	28	142	22	464	74	50	60	Mod	V Good	12	14			73
1227	E CENTER CT	N HO HO KAM DR	E CENTER ST	LOCAL	25	879	122	2,564	72	74	60	Mod	V Good	23	5			72
1681	E CENTER ST	S STATE ROUTE 89	UNNAMED RD	ARTERIAL	24	1,264	169	3,540	37	71	60	Mod	Poor	42	21			37
2184	E CENTER ST	UNNAMED RD	DS@307E UNNAMED RD	ARTERIAL	24	307	41	860	43	84	60	Mod	Marginal	36	21			42
1581	E CENTER ST	DS@307E UNNAMED RD	S ROAD 1 EAST	ARTERIAL	24	475	63	1,331	41	71	60	Mod	Marginal	40	19			40
2029	E CENTER ST	S ROAD 1 EAST	DS@757E S ROAD 1 EAST	ARTERIAL	32	757	135	2,826	53	63	60	Mod	Fair	40	7			52
2503	E CENTER ST	DS@757E S ROAD 1 EAST	E CENTER CT	ARTERIAL	22	2,420	296	6,211	48	66	60	Mod	Marginal	46	6			47
1421	E CENTER ST	E CENTER CT	COYOTE CORNER	ARTERIAL	22	406	50	1,043	78	80	30	Weak	V Good	18	4			77
1599	E CENTER ST	COYOTE CORNER	E ROADRUNNER LN	ARTERIAL	23	395	50	1,059	85	81	60	Mod	V Good	13	3			84
2165	E CENTER ST	E ROADRUNNER LN	N COTTONWOOD LN	ARTERIAL	23	517	66	1,387	85	81	60	Mod	V Good	12	3			84
1987	E CENTER ST	N COTTONWOOD LN	DS@310E N COTTONWOOD LN	ARTERIAL	22	310	38	796	71	61	60	Mod	V Good	17	12			70
2504	E CENTER ST	DS@310E N COTTONWOOD LN	DS@458E N COTTONWOOD LN	ARTERIAL	19	148	16	328	78	60	60	Mod	V Good	12	10			78
1747	E CENTER ST	DS@458E N COTTONWOOD LN	N RAILROAD AVE	ARTERIAL	20	313	35	731	66	62	60	Mod	Good	23	11			65
1450	E CHERRY CREEK LN	S CHERRY CREEK LN	S SYCAMORE LN	LOCAL	21	862	101	2,111	6	54	60	Mod	V Poor	82	12			6
1546	E COLORADO WAY	N GEORGIA AVE	N ARIZONA TRL	LOCAL	20	1,264	140	2,950	10	47	60	Mod	V Poor	80	10			9

City of Chino Valley, AZ
Street Inventory and Condition Summary - Sorted by Street Name



GISID	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary									
									Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
1459	E CONSTELLATION DR	N NEWTON WAY	N SATURN DR	LOCAL	28	535	83	1,748	84	66	60	Mod	V Good	5	11			83
1607	E CONSTELLATION DR	N SATURN DR	MERIDIAN PKWY N	LOCAL	28	157	24	514	75	57	60	Mod	V Good	14	11			75
1428	E COULING RD	S ROAD 1 EAST	S WATSON DR	LOCAL	18	512	51	1,075	73	57	30	Weak	V Good	26	1			73
2242	E COULING RD	S WATSON DR	EOP	LOCAL	19	186	20	412	75	42	30	Weak	V Good	25	0			74
1800	E DAMION LOOP	W DAMION LOOP	W ROAD 2 SOUTH	LOCAL	27	1,221	183	3,848	78	78	30	Weak	V Good	21	1			77
1568	E DONNA RD	N CACTUS WREN DR	N JUDY AVE	LOCAL	27	854	128	2,691	37	46	60	Mod	Poor	54	9			36
2166	E EL VALLE DR	S ROAD 1 EAST	EOP	LOCAL	19	1,329	140	2,946	73	65	30	Weak	V Good	26	1			73
1429	E ELK DR	N HO HO KAM DR	N CACTUS WREN DR	LOCAL	20	891	99	2,079	62	57	30	Weak	Good	34	4			61
1966	E ESSEX WAY	EOP	ALLERTON WAY	LOCAL	34	578	108	2,273	56	57	60	Mod	Fair	32	12			55
2401	E ESSEX WAY	ALLERTON WAY	N GALLOWAY DR	LOCAL	29	321	52	1,086	53	52	60	Mod	Fair	35	12			52
2393	E ESSEX WAY	N GALLOWAY DR	N MARNE WAY	LOCAL	29	298	48	1,007	61	69	60	Mod	Good	27	12			60
1461	E ESSEX WAY	N MARNE WAY	N HAYES CT	LOCAL	29	303	49	1,025	43	59	60	Mod	Marginal	50	7			42
1365	E ESSEX WAY	N HAYES CT	E ROAD 1 NORTH	LOCAL	28	496	77	1,620	49	64	60	Mod	Marginal	38	13			48
1479	E FLINT WAY	N GOLDEN DR	N DEL RIO RD	LOCAL	18	490	49	1,029	65	51	60	Mod	Good	27	8			64
2049	E FLINT WAY	N DEL RIO RD	N KENO DR	LOCAL	19	491	52	1,089	54	45	60	Mod	Fair	38	8			53
1769	E FLORIDA LN	N GEORGIA AVE	N ARIZONA TRL	LOCAL	22	1,336	163	3,429	17	53	60	Mod	V Poor	76	7			16
2089	E FOSTER DR	N GOLDEN DR	N COPPER DR	LOCAL	20	300	33	700	64	40	60	Mod	Good	26	10			63
2031	E FOSTER DR	N COPPER DR	N DEL RIO RD	LOCAL	17	211	20	418	74	48	60	Mod	V Good	17	9			73
1308	E FOSTER DR	N DEL RIO RD	N DEL RIO RD	LOCAL	23	63	8	170	34	17	60	Mod	Poor	49	17			33
2135	E FOSTER DR	N DEL RIO RD	N PRESCOTT DR	LOCAL	19	217	23	481	45	41	60	Mod	Marginal	48	7			44
1819	E FOSTER DR	N PRESCOTT DR	N PRESCOTT DR	LOCAL	25	49	7	143	42	27	60	Mod	Marginal	49	9			41
1353	E FOSTER DR	N PRESCOTT DR	N KENO DR	LOCAL	19	265	28	588	41	36	60	Mod	Marginal	46	13			40
2101	E FOX RD	N FOX RD	N COTTONWOOD LN	LOCAL	18	1,317	132	2,767	72	58	30	Weak	V Good	24	4			72
2125	E GABLES WAY	N GABLES CT	N TERRA VERDE DR	LOCAL	28	605	94	1,977	71	72	60	Mod	V Good	18	11			71
1955	E GRASSHOPPER LN	N HO HO KAM DR	N CACTUS WREN DR	LOCAL	19	896	95	1,987	61	68	30	Weak	Good	36	3			60
2053	E GRASSHOPPER LN	N CACTUS WREN DR	N FOX RD	LOCAL	21	248	29	609	76	59	30	Weak	V Good	20	4			76
1396	E GRASSHOPPER LN	N FOX RD	N JAVELINA PATH	LOCAL	21	248	29	608	82	57	60	Mod	V Good	16	2			81
1775	E GRASSHOPPER LN	N JAVELINA PATH	JACKRABBIT TRL	LOCAL	20	254	28	593	82	64	60	Mod	V Good	18	0			82
1224	E GRASSHOPPER LN	JACKRABBIT TRL	DS@78E JACKRABBIT TRL	LOCAL	29	78	12	262	14	21	60	Mod	V Poor	66	20			14
1467	E GRASSHOPPER LN	DS@78E JACKRABBIT TRL	N MULE DEER TRL	LOCAL	23	149	19	399	22	33	60	Mod	V Poor	67	11			21
2115	E GRASSHOPPER LN	N MULE DEER TRL	N COTTONWOOD LN	LOCAL	19	349	37	774	73	60	60	Mod	V Good	20	7			73
1243	E GREASEWOOD AVE	E JUNIPER DR	N PEPPERTREE PL	LOCAL	18	536	54	1,125	61	50	30	Weak	Good	36	3			60
2015	E HALL LN	N BUCKY ONEILL DR	N GOODWIN DR	LOCAL	17	173	16	343	67	48	60	Mod	Good	24	9			66
1600	E HALL LN	N GOODWIN DR	N DEL RIO RD	LOCAL	20	216	24	505	43	39	60	Mod	Marginal	48	9			42
1311	E HALL LN	N DEL RIO RD	N DEL RIO RD	LOCAL	23	32	4	87	51	0	60	Mod	Fair	31	18			50
2140	E HALL LN	N DEL RIO RD	N PRESCOTT DR	LOCAL	21	250	29	613	18	48	60	Mod	V Poor	71	11			17
1679	E HAVASU AVE	HAVASU AVE	S PIUTE PL	LOCAL	23	151	19	405	45	52	60	Mod	Marginal	39	16			43
1596	E HAVASU AVE	S PIUTE PL	S PAPAGO DR	LOCAL	24	382	51	1,070	22	55	60	Mod	V Poor	60	18			21
1676	E HAVASU AVE	S PAPAGO DR	S WIPALA WIKI WAY	LOCAL	29	320	52	1,084	45	50	60	Mod	Marginal	43	12			44
1715	E HIGHLAND CIR	E HIGHLAND CT	EOP	LOCAL	34	307	57	1,207	67	50	60	Mod	Good	19	14			66
1412	E HIGHLAND CT	EOP	E HIGHLAND CIR	LOCAL	44	145	35	741	64	44	60	Mod	Good	19	17			63
2013	E HOPE LN	S EDEN DR	EOP	LOCAL	33	329	60	1,254	65	58	60	Mod	Good	17	18			65
2075	E HUECO WAY	EOP	S SUPAI DR	LOCAL	34	188	36	750	36	37	60	Mod	Poor	49	15			35
2275	E JACKIE WAY	N CACTUS WREN DR	N RUTH RD	LOCAL	22	114	14	293	64	46	60	Mod	Good	24	12			63
1262	E JACKIE WAY	N RUTH RD	N LOIS LN	LOCAL	19	248	26	550	88	63	60	Mod	Excellent	11	1			88
1776	E JACKIE WAY	N LOIS LN	N MARGARET RD	LOCAL	23	245	31	657	76	49	30	Weak	V Good	22	2			76

City of Chino Valley, AZ
Street Inventory and Condition Summary - Sorted by Street Name



GISID	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary									
									Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
1317	E JAVELINA PATH	N JAVELINA PATH	N COTTONWOOD LN	LOCAL	22	1,073	131	2,754	67	56	30	Weak	Good	29	4			66
1273	E JEAN RD	N SHARON RD	N RAILROAD AVE	LOCAL	20	598	66	1,395	95	83	60	Mod	Excellent	5	0			94
1901	E JUNIPER DR	JUNIPER DR	E GREASEWOOD ALY	LOCAL	14	364	28	595	42	56	60	Mod	Marginal	46	12			41
1362	E JUNIPER DR	E GREASEWOOD ALY	E PRAIRIE GRASS RD	LOCAL	18	374	37	785	39	64	60	Mod	Poor	50	11			38
1759	E JUNIPER DR	E PRAIRIE GRASS RD	N JAMES DR	LOCAL	20	576	64	1,343	45	64	60	Mod	Marginal	48	7			43
1328	E JUNIPER DR	N JAMES DR	N KEN DR	LOCAL	21	858	100	2,101	54	63	60	Mod	Fair	37	9			53
2010	E JUNIPER DR	N KEN DR	N LAKE SHORE DR	LOCAL	19	353	37	782	51	52	60	Mod	Fair	41	8			49
2121	E KAIBAB DR	N HO HO KAM DR	N CACTUS WREN DR	LOCAL	23	883	113	2,369	46	57	60	Mod	Marginal	48	6			45
2163	E KAREN DR	S KAREN DR	S STACEY DR	LOCAL	21	708	83	1,735	76	76	30	Weak	V Good	24	0			76
2082	E KAYE CT	S PARK PL	EOP	LOCAL	49	117	32	674	68	57	60	Mod	Good	18	14			67
2138	E LAURA CT	S PARKSIDE VILLAGE DR	EOP	LOCAL	33	329	60	1,265	73	45	60	Mod	V Good	16	11			72
2276	E LIANA DR	N LIANA DR	BERNICE DR	LOCAL	23	1,713	219	4,596	45	61	60	Mod	Marginal	47	8			44
1312	E LIANA DR	BERNICE DR	E BERNICE DR	LOCAL	18	152	15	320	65	70	60	Mod	Good	28	7			64
1360	E LIANA DR	E BERNICE DR	E ROAD 1 SOUTH	LOCAL	21	725	85	1,777	39	56	60	Mod	Poor	54	7			38
2006	E LINDA LN	LINDA LN	E ROAD 1 SOUTH	LOCAL	13	320	23	486	32	54	60	Mod	Poor	59	9			31
1848	E LINDA LN	LINDA LN	LINDA LN	LOCAL	17	952	90	1,889	48	60	30	Weak	Marginal	48	4			47
1275	E LITTLE DOGGIE DRAW	E RUSTLER ROUTE	N COTTONWOOD LN	LOCAL	21	273	32	668	70	46	60	Mod	V Good	23	7			69
1835	E LITTLE DOGGIE DRAW	N COTTONWOOD LN	N MIDDLE DR	LOCAL	21	335	39	820	91	56	60	Mod	Excellent	5	4			90
1573	E LITTLE DOGGIE DRAW	N MIDDLE DR	N MYLO DR	LOCAL	20	681	76	1,589	91	66	60	Mod	Excellent	7	2			90
1454	E LORI LN	EOP	S EDEN DR	LOCAL	32	317	57	1,195	74	57	60	Mod	V Good	16	10			73
1770	E LORI LN	S EDEN DR	S PEAK VIEW DR	LOCAL	27	327	49	1,030	78	65	60	Mod	V Good	7	15			77
1854	E MAHAN LN	N ROAD 1 EAST	N BUCKY ONEILL DR	LOCAL	22	1,456	178	3,737	15	58	60	Mod	V Poor	75	10			14
1839	E MAHAN LN	N BUCKY ONEILL DR	N GOODWIN DR	LOCAL	20	214	24	500	15	37	60	Mod	V Poor	74	11			14
2168	E MAHAN LN	N GOODWIN DR	N GOODWIN DR	LOCAL	23	25	3	68	15	19	60	Mod	V Poor	65	20			14
1572	E MAHAN LN	N GOODWIN DR	N DEL RIO RD	LOCAL	19	198	21	439	47	39	60	Mod	Marginal	41	12			45
2091	E MAHAN LN	N DEL RIO RD	N DEL RIO RD	LOCAL	19	51	5	112	56	41	60	Mod	Fair	28	16			55
2106	E MAHAN LN	N DEL RIO RD	N PRESCOTT DR	LOCAL	18	257	26	539	33	40	60	Mod	Poor	57	10			32
2226	E MARGIE DR	N SHARON RD	N PINE CT	LOCAL	22	397	49	1,019	88	80	60	Mod	Excellent	8	4			88
1346	E MARGIE DR	N PINE CT	N RAILROAD AVE	LOCAL	19	352	37	780	89	77	60	Mod	Excellent	7	4			89
2017	E MEADOW LN	N GOLDEN DR	N COPPER DR	LOCAL	21	265	31	649	68	41	60	Mod	Good	23	9			67
2129	E MEADOW LN	N COPPER DR	N DEL RIO RD	LOCAL	21	272	32	666	62	50	60	Mod	Good	27	11			61
1261	E MEADOW LN	N DEL RIO RD	N PRESCOTT DR	LOCAL	20	270	30	630	55	41	60	Mod	Fair	33	12			54
1520	E MEADOW LN	N PRESCOTT DR	N KENO DR	LOCAL	19	266	28	591	61	43	60	Mod	Good	26	13			60
1671	E MERRITT LN	N BUCKY ONEILL DR	N PRESCOTT DR	LOCAL	16	602	54	1,125	31	40	60	Mod	Poor	62	7			30
1878	E MULE DEER TRL	N MULE DEER TRL	N COTTONWOOD LN	LOCAL	21	398	46	975	72	44	30	Weak	V Good	25	3			71
1687	E NEW YORK PL	N GEORGIA AVE	N ARIZONA TRL	LOCAL	18	1,339	134	2,811	29	51	60	Mod	Poor	58	13			28
1452	E OAK DR	S SYCAMORE LN	S WILLOW LN	LOCAL	23	667	85	1,791	20	64	60	Mod	V Poor	67	13			19
1434	E OAK DR	S WILLOW LN	S MAPLE LN	LOCAL	24	675	90	1,890	20	57	60	Mod	V Poor	69	11			19
1937	E PALO VERDE DR	N PALO VERDE DR	N JAMES DR	LOCAL	18	676	68	1,420	76	56	30	Weak	V Good	20	4			75
2000	E PALO VERDE DR	N JAMES DR	N KEN DR	LOCAL	19	863	91	1,913	83	64	60	Mod	V Good	16	1			82
2038	E PALO VERDE DR	N KEN DR	N LAKE SHORE DR	LOCAL	20	641	71	1,496	56	52	60	Mod	Fair	38	6			56
2219	E PARK MEADOW DR	EOP	S PARKSIDE VILLAGE DR	LOCAL	30	456	76	1,596	63	36	60	Mod	Good	22	15			62
1668	E PARK MEADOW DR	S PARKSIDE VILLAGE DR	DS@351S S PARKSIDE VILLAGE DR	LOCAL	28	351	55	1,147	81	59	60	Mod	V Good	3	16			80
1603	E PARK MEADOW DR	DS@351S S PARKSIDE VILLAGE DR	S PEAK VIEW DR	LOCAL	26	531	77	1,611	52	70	60	Mod	Fair	31	17			50
1661	E PARKWAY CT	S PARKSIDE VILLAGE DR	EOP	LOCAL	39	190	41	857	70	37	60	Mod	V Good	16	14			69
1521	E PERKINSVILLE RD	W PERKINSVILLE RD	N ROAD 1 EAST	ARTERIAL	23	1,719	220	4,612	25	53	60	Mod	V Poor	65	10			24

City of Chino Valley, AZ
Street Inventory and Condition Summary - Sorted by Street Name



GISID	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary									
									Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
1949	E PERKINSVILLE RD	N ROAD 1 EAST	DS@1256E N ROAD 1 EAST	ARTERIAL	24	1,256	167	3,517	59	72	60	Mod	Fair	29	12			58
1643	E PERKINSVILLE RD	DS@1256E N ROAD 1 EAST	N DEL RIO RD	ARTERIAL	21	729	85	1,786	73	68	60	Mod	V Good	17	10			72
2175	E PERKINSVILLE RD	N DEL RIO RD	N CAMINO DEL SOL	ARTERIAL	22	1,112	136	2,854	72	69	60	Mod	V Good	18	10			71
2093	E PERKINSVILLE RD	N CAMINO DEL SOL	N PINTO LN	ARTERIAL	23	76	10	205	72	64	60	Mod	V Good	13	15			71
1660	E PERKINSVILLE RD	N PINTO LN	SALIDA DEL SOL	ARTERIAL	24	566	75	1,585	72	73	60	Mod	V Good	16	12			71
1968	E PERKINSVILLE RD	SALIDA DEL SOL	N ANTHONY LN	ARTERIAL	21	278	32	682	73	74	60	Mod	V Good	16	11			72
1310	E PERKINSVILLE RD	N ANTHONY LN	JEROME JUNCTION	ARTERIAL	24	1,849	247	5,178	36	80	60	Mod	Poor	51	13			35
1264	E PERKINSVILLE RD	JEROME JUNCTION	DS@2045E JEROME JUNCTION	ARTERIAL	25	2,045	284	5,965	3	50	60	Mod	V Poor	85	12			3
1931	E PERKINSVILLE RD	DS@2045E JEROME JUNCTION	M A PERKINS TRAILWAY	ARTERIAL	25	2,896	402	8,448	7	39	60	Mod	V Poor	82	11			7
1778	E PERKINSVILLE RD	M A PERKINS TRAILWAY	SANTA FE TRL	ARTERIAL	23	2,653	339	7,119	3	47	60	Mod	V Poor	85	12			3
1437	E PERKINSVILLE RD	SANTA FE TRL	UNNAMED RD	ARTERIAL	27	2,649	397	8,344	3	51	60	Mod	V Poor	85	12			3
1752	E PICACHO BLVD	HAVASU AVE	DS@1086E HAVASU AVE	LOCAL	16	1,086	97	2,028	37	46	60	Mod	Poor	45	18			36
1707	E PRAIRIE GRASS RD	E JUNIPER DR	N PEPPERTREE PL	LOCAL	19	1,035	109	2,294	65	58	30	Weak	Good	30	5			64
1647	E RED CINDER RD	N ROAD 1 EAST	UNNAMED RD	LOCAL	22	1,563	191	4,010	13	64	60	Mod	V Poor	75	12			12
2201	E RED CINDER RD	UNNAMED RD	UNNAMED RD	LOCAL	23	511	65	1,371	20	60	60	Mod	V Poor	66	14			19
1313	E RED CINDER RD	UNNAMED RD	N HORSESHOE TRL	LOCAL	23	100	13	267	11	48	60	Mod	V Poor	79	10			11
1349	E RED CINDER RD	N HORSESHOE TRL	N BRANDING IRON LN	LOCAL	23	215	27	577	16	52	60	Mod	V Poor	72	12			15
2040	E RED CINDER RD	N BRANDING IRON LN	N SUNFLOWER LN	LOCAL	24	534	71	1,495	17	59	60	Mod	V Poor	75	8			16
1549	E RED CINDER RD	N SUNFLOWER LN	N THUNDER LN	LOCAL	18	105	10	220	34	59	60	Mod	Poor	54	12			33
1239	E RED CINDER RD	N THUNDER LN	N KELSEY LN	LOCAL	23	289	37	777	27	64	60	Mod	Poor	63	10			26
1736	E RED CINDER RD	N KELSEY LN	KACHINA	LOCAL	18	317	32	665	21	55	60	Mod	V Poor	68	11			20
2398	E RED CINDER RD	KACHINA	N DEER DR	LOCAL	23	290	37	779	42	58	60	Mod	Marginal	46	12			41
2317	E RIMROCK RD	N OLD HIGHWAY 89	EOP	LOCAL	26	722	104	2,189	17	61	60	Mod	V Poor	67	16			17
2509	E ROAD 1 East	KALINICH AVE	E ROAD 4 SOUTH	ARTERIAL	25	4,193	582	12,229	78	85	30	Weak	V Good	18	4			77
2236	E ROAD 1 NORTH	W ROAD 1 NORTH	DS@1434E W ROAD 1 NORTH	COLLECTOR	23	1,434	183	3,848	86	80	60	Mod	Excellent	9	5			85
1844	E ROAD 1 NORTH	DS@1434E W ROAD 1 NORTH	N ROAD 1 EAST	COLLECTOR	22	553	68	1,419	54	88	60	Mod	Fair	41	5			53
1803	E ROAD 1 NORTH	N ROAD 1 EAST	DS@871E N ROAD 1 EAST	COLLECTOR	27	871	131	2,745	9	62	60	Mod	V Poor	81	10			8
2062	E ROAD 1 NORTH	DS@871E N ROAD 1 EAST	N PEPPERTREE PL	COLLECTOR	25	460	64	1,342	7	64	60	Mod	V Poor	83	10			6
1849	E ROAD 1 NORTH	N PEPPERTREE PL	ALLERTON WAY	COLLECTOR	29	476	77	1,612	16	68	60	Mod	V Poor	75	9			15
1697	E ROAD 1 NORTH	ALLERTON WAY	N BELMONT WAY	COLLECTOR	26	1,051	152	3,188	13	75	60	Mod	V Poor	78	9			13
1321	E ROAD 1 NORTH	N BELMONT WAY	E ESSEX WAY	COLLECTOR	32	269	48	1,003	8	59	60	Mod	V Poor	82	10			8
1552	E ROAD 1 NORTH	E ESSEX WAY	E BAINBRIDGE LN	COLLECTOR	28	477	74	1,558	6	56	60	Mod	V Poor	86	8			6
1614	E ROAD 1 NORTH	E BAINBRIDGE LN	YORKSHIRE AVE	COLLECTOR	29	345	56	1,166	9	65	60	Mod	V Poor	81	10			8
1330	E ROAD 1 NORTH	YORKSHIRE AVE	N CACTUS WREN DR	COLLECTOR	27	191	29	600	28	59	60	Mod	Poor	61	11			27
1377	E ROAD 1 SOUTH	S STATE ROUTE 89	JOHNSON FARM LN	COLLECTOR	22	544	66	1,396	26	44	60	Mod	Poor	63	11			26
1793	E ROAD 1 SOUTH	S ROAD 1 EAST	DS@1334E S ROAD 1 EAST	COLLECTOR	30	1,334	222	4,668	10	63	60	Mod	V Poor	76	14			9
1440	E ROAD 1 SOUTH	DS@1334E S ROAD 1 EAST	S KAREN DR	COLLECTOR	24	280	37	784	11	55	60	Mod	V Poor	76	13			10
1334	E ROAD 1 SOUTH	S KAREN DR	UNNAMED RD	COLLECTOR	22	173	21	443	8	60	60	Mod	V Poor	80	12			7
1983	E ROAD 1 SOUTH	UNNAMED RD	S STACEY DR	COLLECTOR	20	641	71	1,496	8	57	60	Mod	V Poor	79	13			8
1423	E ROAD 1 SOUTH	S STACEY DR	S BERNICE DR	COLLECTOR	24	382	51	1,070	6	51	60	Mod	V Poor	80	14			6
2248	E ROAD 1 SOUTH	S BERNICE DR	S SYCAMORE LN	COLLECTOR	23	883	113	2,368	17	65	60	Mod	V Poor	72	11			16
2160	E ROAD 1 SOUTH	S SYCAMORE LN	LINDA LN	COLLECTOR	21	89	10	219	8	65	60	Mod	V Poor	86	6			8
1619	E ROAD 1 SOUTH	LINDA LN	E LINDA LN	COLLECTOR	20	311	35	726	12	57	60	Mod	V Poor	76	12			12
1305	E ROAD 1 SOUTH	E LINDA LN	TERI LN	COLLECTOR	22	105	13	270	38	68	60	Mod	Poor	43	19			37
1852	E ROAD 1 SOUTH	TERI LN	TERI LN	COLLECTOR	21	139	16	340	33	70	60	Mod	Poor	53	14			31
2077	E ROAD 1 SOUTH	TERI LN	N HAZEL DR	COLLECTOR	23	407	52	1,093	16	80	60	Mod	V Poor	74	10			15

City of Chino Valley, AZ
Street Inventory and Condition Summary - Sorted by Street Name



GISID	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary									
									Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
1604	E ROAD 1 SOUTH	N HAZEL DR	E LIANA DR	COLLECTOR	24	543	72	1,521	38	75	60	Mod	Poor	51	11			37
1704	E ROAD 2 NORTH	W ROAD 2 NORTH	UNNAMED RD	ARTERIAL	26	918	133	2,785	78	69	30	Weak	V Good	20	2			77
1538	E ROAD 2 NORTH	UNNAMED RD	DS@375E UNNAMED RD	ARTERIAL	24	375	50	1,049	59	70	60	Mod	Fair	33	8			58
100	E ROAD 2 NORTH	DS@375E UNNAMED RD	N ROAD 1 EAST	ARTERIAL	25	627	87	1,827	46	60	60	Mod	Marginal	45	9	100	8/29/23	99
1960	E ROAD 2 NORTH	N ROAD 1 EAST	N PEPPERTREE PL	ARTERIAL	23	1,348	172	3,616	47	66	60	Mod	Marginal	43	10	100	8/29/23	99
1269	E ROAD 2 NORTH	N PEPPERTREE PL	N TUMBLEWEED DR	ARTERIAL	27	259	39	814	75	58	30	Weak	V Good	25	0			74
1608	E ROAD 2 NORTH	N TUMBLEWEED DR	N PALO VERDE DR	ARTERIAL	24	247	33	690	75	70	30	Weak	V Good	23	2			74
1259	E ROAD 2 NORTH	N PALO VERDE DR	PURPLE SAGE DR	ARTERIAL	25	253	35	737	76	65	30	Weak	V Good	22	2			75
1332	E ROAD 2 NORTH	PURPLE SAGE DR	N BOTTLEBRUSH DR	ARTERIAL	22	248	30	637	69	64	30	Weak	Good	28	3			68
1366	E ROAD 2 NORTH	N BOTTLEBRUSH DR	N JAMES DR	ARTERIAL	21	295	34	723	79	77	30	Weak	V Good	19	2			79
1727	E ROAD 2 NORTH	N JAMES DR	N EL RANCHO RD	ARTERIAL	21	627	73	1,536	83	76	60	Mod	V Good	16	1			82
1765	E ROAD 2 NORTH	N EL RANCHO RD	N KEN DR	ARTERIAL	22	224	27	575	74	73	30	Weak	V Good	24	2			73
1950	E ROAD 2 NORTH	N KEN DR	DS@1108E N KEN DR	ARTERIAL	21	1,108	129	2,714	71	68	30	Weak	V Good	26	3			70
2396	E ROAD 2 NORTH	DS@1108E N KEN DR	N LAKE SHORE DR	ARTERIAL	23	52	7	140	50	42	60	Mod	Fair	41	9			49
2314	E ROAD 2 NORTH	N LAKE SHORE DR	N PORCUPINE PASS	ARTERIAL	36	250	50	1,048	37	45	60	Mod	Poor	49	14			36
2202	E ROAD 2 NORTH	N PORCUPINE PASS	N COTTONWOOD LN	ARTERIAL	24	391	52	1,096	18	50	60	Mod	V Poor	71	11			17
1895	E ROAD 2 NORTH	N COTTONWOOD LN	N MIDDLE DR	ARTERIAL	24	336	45	941	26	58	60	Mod	Poor	62	12			25
1393	E ROAD 2 NORTH	N MIDDLE DR	E CROW LN	ARTERIAL	24	105	14	295	29	58	60	Mod	Poor	56	15			28
1510	E ROAD 2 NORTH	E CROW LN	N MILES DR	ARTERIAL	24	220	29	616	27	68	60	Mod	Poor	64	9			26
1947	E ROAD 2 NORTH	N MILES DR	N SHOSHONE DR	ARTERIAL	23	88	11	237	52	57	60	Mod	Fair	33	15			51
1358	E ROAD 2 NORTH	N SHOSHONE DR	N MYLO DR	ARTERIAL	23	285	36	765	39	71	60	Mod	Poor	53	8			38
1772	E ROAD 2 NORTH	N MYLO DR	DELAWARE DR	ARTERIAL	23	196	25	525	79	71	60	Mod	V Good	4	17			78
1988	E ROAD 2 NORTH	DELAWARE DR	DS@196E DELAWARE DR	ARTERIAL	25	196	27	572	59	56	60	Mod	Fair	27	14			58
2052	E ROAD 2 NORTH	DS@196E DELAWARE DR	N BRIGHT STAR BLVD	ARTERIAL	25	293	41	855	53	69	60	Mod	Fair	36	11			52
2251	E ROAD 2 NORTH	N BRIGHT STAR BLVD	N BRIGHT STAR BLVD	ARTERIAL	23	21	3	57	44	31	60	Mod	Marginal	38	18			42
1992	E ROAD 2 NORTH	N BRIGHT STAR BLVD	N BRIGHT STAR BLVD	ARTERIAL	23	26	3	69	46	74	60	Mod	Marginal	44	10			45
1721	E Road 2 North	Country West Rd	Peppertree Pl	LOCAL	23	1,016	130	2,726	100	100	60	Mod	Excellent	0	0			99
1960	E Road 2 North	Peppertree Pl	N ROAD 1 EAST	LOCAL	43	160	38	798	100	100	60	Mod	Excellent	0	0			99
1757	E ROAD 2 SOUTH	S STATE ROUTE 89	S ADAIR DR	ARTERIAL	29	922	149	3,119	75	69	60	Mod	V Good	19	6			75
1850	E ROAD 2 SOUTH	S ADAIR DR	UNNAMED RD	ARTERIAL	26	199	29	605	99	85	60	Mod	Excellent	1	1			97
1528	E ROAD 2 SOUTH	UNNAMED RD	UNNAMED RD	ARTERIAL	22	165	20	425	95	83	60	Mod	Excellent	5	0			94
1698	E ROAD 2 SOUTH	UNNAMED RD	S PARKSIDE VILLAGE DR	ARTERIAL	20	175	19	408	92	79	60	Mod	Excellent	8	0			92
1598	E ROAD 2 SOUTH	S PARKSIDE VILLAGE DR	S ROAD 1 EAST	ARTERIAL	23	521	67	1,397	90	78	60	Mod	Excellent	10	0			89
1651	E ROAD 2 SOUTH	S ROAD 1 EAST	S QUAIN DR	ARTERIAL	21	1,097	128	2,688	16	56	60	Mod	V Poor	74	10			15
1496	E ROAD 2 SOUTH	S QUAIN DR	S SINGLETREE LN	ARTERIAL	19	593	63	1,315	6	55	60	Mod	V Poor	82	12			6
1460	E ROAD 2 SOUTH	S SINGLETREE LN	UNNAMED RD	ARTERIAL	19	553	58	1,225	10	60	60	Mod	V Poor	78	12			10
2131	E ROAD 2 SOUTH	UNNAMED RD	UNNAMED RD	ARTERIAL	19	565	60	1,253	14	57	60	Mod	V Poor	72	14			13
1635	E ROAD 2 SOUTH	UNNAMED RD	S WILLOW LN	ARTERIAL	22	1,537	188	3,945	15	56	60	Mod	V Poor	75	10			14
1677	E ROAD 2 SOUTH	S WILLOW LN	EOP	ARTERIAL	23	905	116	2,429	28	66	60	Mod	Poor	64	8			27
1628	E ROAD 3 NORTH	W ROAD 3 NORTH	UNNAMED RD	ARTERIAL	19	435	46	963	28	50	60	Mod	Poor	61	11			27
1471	E ROAD 3 NORTH	UNNAMED RD	UNNAMED RD	ARTERIAL	20	682	76	1,591	15	54	60	Mod	V Poor	74	11			14
1442	E ROAD 3 NORTH	UNNAMED RD	UNNAMED RD	ARTERIAL	20	102	11	237	15	58	60	Mod	V Poor	72	13			14
1840	E ROAD 3 NORTH	UNNAMED RD	N ROAD 1 EAST	ARTERIAL	21	431	50	1,056	14	60	60	Mod	V Poor	76	10			13
1484	E ROAD 3 SOUTH	S STATE ROUTE 89	S SUPAI DR	COLLECTOR	20	729	81	1,701	44	66	60	Mod	Marginal	43	13			42
1271	E ROAD 3 SOUTH	S SUPAI DR	DS@617E S SUPAI DR	COLLECTOR	21	617	72	1,512	64	68	60	Mod	Good	25	11			63
1522	E ROAD 3 SOUTH	DS@617E S SUPAI DR	S EDEN DR	COLLECTOR	22	56	7	143	63	58	60	Mod	Good	19	18			62

City of Chino Valley, AZ
Street Inventory and Condition Summary - Sorted by Street Name



GISID	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary									
									Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
1910	E ROAD 3 SOUTH	S EDEN DR	S PAPAGO DR	COLLECTOR	24	141	19	394	45	61	60	Mod	Marginal	41	14			44
2208	E ROAD 3 SOUTH	S PAPAGO DR	DS@271E S PAPAGO DR	COLLECTOR	21	271	32	665	53	69	60	Mod	Fair	33	14			52
1813	E ROAD 3 SOUTH	DS@271E S PAPAGO DR	S ROAD 1 EAST	COLLECTOR	23	110	14	294	65	42	60	Mod	Good	28	7			64
2057	E ROAD 3 SOUTH	S ROAD 1 EAST	DS@55E S ROAD 1 EAST	COLLECTOR	25	55	8	161	58	52	60	Mod	Fair	30	12			57
1299	E ROAD 3 SOUTH	DS@55E S ROAD 1 EAST	S AUTUMN LN	COLLECTOR	23	1,060	135	2,843	73	66	30	Weak	V Good	24	3			72
1584	E ROAD 3 SOUTH	S AUTUMN LN	UNNAMED RD	COLLECTOR	25	251	35	732	70	72	30	Weak	Good	26	4			69
2228	E ROAD 3 SOUTH	UNNAMED RD	EOP	COLLECTOR	23	1,217	156	3,266	70	67	30	Weak	V Good	29	1			69
1371	E ROAD 4 NORTH	W ROAD 4 NORTH	N ROAD 1 EAST	ARTERIAL	22	1,399	171	3,592	33	52	60	Mod	Poor	58	9			32
2124	E ROAD 4 NORTH	N ROAD 1 EAST	N GEORGIA AVE	ARTERIAL	22	1,634	200	4,194	36	55	60	Mod	Poor	52	12			34
2292	E ROAD 4 SOUTH	S STATE ROUTE 89	DS@651E S STATE ROUTE 89	COLLECTOR	19	651	69	1,443	84	81	60	Mod	V Good	4	12			84
2297	E ROAD 4 SOUTH	S STATE ROUTE 89	E ROAD 4 SOUTH	COLLECTOR	18	641	64	1,346	85	76	60	Mod	V Good	7	8			84
2008	E ROAD 4 SOUTH	DS@651E S STATE ROUTE 89	S ROAD 1 EAST	COLLECTOR	22	1,214	148	3,117	61	59	30	Weak	Good	35	4			60
1436	E ROAD 4 SOUTH	S ROAD 1 EAST	BISJAK LN	COLLECTOR	20	320	36	747	50	58	60	Mod	Marginal	41	9			48
2350	E ROAD 4 SOUTH	BISJAK LN	S OUTLAW RD	COLLECTOR	19	2,061	218	4,568	41	58	60	Mod	Marginal	52	7			40
2395	E ROAD 4 SOUTH	S OUTLAW RD	EOP	COLLECTOR	21	3,075	359	7,534	27	35	60	Mod	Poor	65	8			27
1724	E ROADRUNNER LN	N HO HO KAM DR	N CACTUS WREN DR	LOCAL	19	886	93	1,963	58	55	30	Weak	Fair	40	2			57
2056	E ROADRUNNER LN	N CACTUS WREN DR	E CENTER ST	LOCAL	19	1,110	117	2,460	74	64	30	Weak	V Good	22	4			73
1774	E RODEO DR	N JEROME JUNCTION	DS@1566E N JEROME JUNCTION	LOCAL	22	1,566	191	4,018	27	63	60	Mod	Poor	66	7			26
2262	E RODEO DR	DS@1566E N JEROME JUNCTION	EQUESTRIAN WAY	LOCAL	21	2,058	240	5,043	19	47	60	Mod	V Poor	74	7			18
1938	E RODEO DR	EQUESTRIAN WAY	N OLD HOME MANOR DR	LOCAL	23	1,777	227	4,767	15	48	60	Mod	V Poor	77	8			15
1771	E RUSTLER ROUTE	E LITTLE DOGGIE DRAW	N COTTONWOOD LN	LOCAL	21	445	52	1,090	57	39	30	Weak	Fair	39	4			56
2018	E SIERRA VISTA DR	UNNAMED RD	DS@1319E UNNAMED RD	LOCAL	18	1,319	132	2,771	64	54	30	Weak	Good	35	1			63
1550	E SIERRA VISTA DR	DS@1319E UNNAMED RD	E SIERRA VISTA DR	LOCAL	23	40	5	108	100	86	60	Mod	Excellent	0	0			99
1905	E SIRUS DR	N NEWTON WAY	MERIDIAN PKWY N	LOCAL	28	730	114	2,384	73	78	60	Mod	V Good	19	8			72
2181	E SOLAR VIEW DR	N TERRA VERDE DR	N ORION ST	LOCAL	26	329	48	998	65	64	60	Mod	Good	24	11			64
1845	E SOLAR VIEW DR	N ORION ST	PULSAR LN	LOCAL	28	664	103	2,170	70	61	60	Mod	V Good	17	13			69
2083	E STRATFORD PL	ALLERTON WAY	N BELMONT WAY	LOCAL	29	1,022	165	3,457	70	50	60	Mod	V Good	18	12			69
2171	E STRATFORD PL	N BELMONT WAY	E TAFT AVE	LOCAL	36	757	151	3,181	38	64	60	Mod	Poor	50	12			37
1652	E STRATFORD PL	E TAFT AVE	ALLERTON WAY	LOCAL	29	559	90	1,892	38	59	60	Mod	Poor	46	16			37
1745	E SUNSET DR	N COTTONWOOD LN	N SHARON RD	LOCAL	23	130	17	348	80	71	60	Mod	V Good	6	14			80
1433	E SUNSET DR	N SHARON RD	N LOBO LN	LOCAL	22	189	23	486	82	74	60	Mod	V Good	7	11			82
1791	E SUNSET DR	N LOBO LN	N RAILROAD AVE	LOCAL	20	331	37	773	82	72	60	Mod	V Good	2	16			82
1530	E SUSAN ST	N CACTUS WREN DR	N JUDY AVE	LOCAL	20	860	96	2,006	62	36	60	Mod	Good	33	5			61
1359	E SUSAN ST	N JUDY AVE	EOP	LOCAL	28	217	33	701	51	42	60	Mod	Fair	42	7			50
1822	E SUSSEXX WAY	E BAINBRIDGE LN	YORKSHIRE AVE	LOCAL	33	287	53	1,105	81	49	60	Mod	V Good	10	9			80
2002	E SUSSEXX WAY	YORKSHIRE AVE	YORKSHIRE AVE	LOCAL	28	180	28	588	64	53	60	Mod	Good	29	7			63
2345	E TAFT AVE	ALLERTON WAY	N BELMONT WAY	LOCAL	28	946	147	3,090	78	68	60	Mod	V Good	12	10			77
2351	E TAFT AVE	N BELMONT WAY	N HARDING RD	LOCAL	28	285	44	932	79	73	60	Mod	V Good	8	13			79
1699	E TAFT AVE	N HARDING RD	N WILSON ST	LOCAL	29	261	42	884	60	68	60	Mod	Good	26	14			59
1470	E TAFT AVE	N WILSON ST	E STRATFORD PL	LOCAL	29	151	24	512	46	65	60	Mod	Marginal	45	9			45
1426	E TERI LN	TERI LN	EOP	LOCAL	21	1,101	128	2,697	34	53	60	Mod	Poor	57	9			33
1617	E TOUCHSTONE DR	N NEWTON WAY	MERIDIAN PKWY	LOCAL	29	693	112	2,345	78	81	60	Mod	V Good	12	10			77
1857	E TUMBLEWEED DR	N TUMBLEWEED DR	N JAMES DR	LOCAL	19	1,268	134	2,811	82	65	60	Mod	V Good	15	3			81
2145	E TUMBLEWEED DR	N JAMES DR	N KEN DR	LOCAL	19	864	91	1,914	81	62	60	Mod	V Good	15	4			80
1945	E TUMBLEWEED DR	N KEN DR	N LAKE SHORE DR	LOCAL	19	488	52	1,082	63	41	30	Weak	Good	32	5			62
1659	E UNION LN	N BUCKY ONEILL DR	N GOODWIN DR	LOCAL	19	208	22	460	30	33	60	Mod	Poor	60	10			30

City of Chino Valley, AZ
Street Inventory and Condition Summary - Sorted by Street Name



GISID	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary									
									Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
1405	E UNION LN	N GOODWIN DR	N DEL RIO RD	LOCAL	20	219	24	512	29	33	60	Mod	Poor	58	13			28
1666	E UNION LN	N DEL RIO RD	N PRESCOTT DR	LOCAL	22	213	26	547	27	28	60	Mod	Poor	64	9			26
1954	E VILLAGE CT	EOP	S PARKSIDE VILLAGE DR	LOCAL	30	487	80	1,690	72	41	60	Mod	V Good	13	15			72
1979	E WILL DR	E BERNICE DR	W WILL DR	LOCAL	20	440	49	1,028	43	68	30	Weak	Marginal	53	4			41
1610	E WILL DR	W WILL DR	DS@157N W WILL DR	LOCAL	18	157	16	329	52	66	30	Weak	Fair	47	1			51
1872	E WILL DR	DS@157N W WILL DR	EOP	LOCAL	25	534	73	1,532	61	60	30	Weak	Good	34	5			60
2127	E WILL DR	W WILL DR	E WILL DR	LOCAL	16	129	11	240	25	47	60	Mod	Poor	67	8			24
1221	E YVONNE WAY	N CACTUS WREN DR	N JUDY AVE	LOCAL	21	861	100	2,110	58	46	60	Mod	Fair	35	7			56
2344	EMILY DR	ALANNA CT	BRENT DR	LOCAL	21	1,292	151	3,164	82	76	60	Mod	V Good	6	12			81
1927	FLETCHER CT	S STATE ROUTE 89	JOHNSON FARM LN	LOCAL	29	543	87	1,835	66	54	60	Mod	Good	21	13			66
2333	GHERAL BROWNLOW DR	S STATE ROUTE 89	UNNAMED RD 3	LOCAL	24	1,686	225	4,720	75	53	30	Weak	V Good	20	5			74
1542	GRAFTON CT	YORKSHIRE AVE	YORKSHIRE AVE	LOCAL	27	1,015	152	3,196	70	55	60	Mod	Good	22	8			69
2051	HAVASU AVE	S STATE ROUTE 89	E PICACHO BLVD	LOCAL	29	168	27	570	14	25	60	Mod	V Poor	74	12			13
1709	HAVASU AVE	E PICACHO BLVD	S SUPAI DR	LOCAL	19	214	23	474	22	43	60	Mod	V Poor	67	11			21
11112	Helsing Rd	Chaz Dr	Aimee Dr	LOCAL	28	1,384	215	4,523	100	100	60	Mod	Excellent	0	0			99
2517	Henry Dr	EOP	Dillon Blvd	LOCAL	29	1,082	174	3,662	89	76	60	Mod	Excellent	5	6	100	8/29/23	99
1853	JACKRABBIT TRL	E GRASSHOPPER LN	N COTTONWOOD LN	LOCAL	23	948	121	2,545	67	54	60	Mod	Good	28	5			66
1734	JEROME JUNCTION	E PERKINSVILLE RD	N JEROME JUNCTION	LOCAL	22	1,995	244	5,121	22	62	30	Weak	V Poor	75	3			21
1956	JEROME JUNCTION	N JEROME JUNCTION	UNNAMED RD	LOCAL	25	1,384	192	4,038	80	82	60	Mod	V Good	8	12			80
2263	JEROME JUNCTION	UNNAMED RD	UNNAMED RD	LOCAL	24	1,169	156	3,272	85	80	60	Mod	Excellent	9	6			85
1451	JOHNSON FARM LN	E ROAD 1 SOUTH	FLETCHER CT	LOCAL	29	908	146	3,072	75	71	60	Mod	V Good	16	9			74
2264	JOHNSON FARM LN	FLETCHER CT	EOP	LOCAL	30	410	68	1,435	66	77	60	Mod	Good	21	13			65
2386	JOHNSON LN	W ROAD 1 SOUTH	ANNE MARIE DR	LOCAL	22	368	45	946	66	75	60	Mod	Good	25	9			65
2519	Joseph Ln	EOP	Henry Dr	LOCAL	29	704	113	2,375	94	84	60	Mod	Excellent	4	2	100	8/29/23	99
1784	JUNIPER DR	N ROAD 1 EAST	UNNAMED RD 7	LOCAL	22	1,154	141	2,961	36	60	60	Mod	Poor	54	10			35
2071	JUNIPER DR	UNNAMED RD 7	N PEPPERTREE PL	LOCAL	18	201	20	422	63	51	60	Mod	Good	27	10			62
1886	KALINICH AVE	S STATE ROUTE 89	DS@126E S STATE ROUTE 89	LOCAL	19	126	13	279	64	30	60	Mod	Good	27	9			63
1788	KALINICH AVE	DS@126E S STATE ROUTE 89	UNNAMED RD 3	LOCAL	25	797	111	2,325	86	84	60	Mod	Excellent	13	1			85
1378	LINDA LN	E ROAD 1 SOUTH	E LINDA LN	LOCAL	20	253	28	591	20	37	60	Mod	V Poor	69	11			19
2285	LINDA LN	E LINDA LN	S BERNICE DR	LOCAL	16	233	21	435	15	51	60	Mod	V Poor	76	9			14
2274	LINDA LN	S BERNICE DR	E LINDA LN	LOCAL	17	168	16	334	31	35	30	Weak	Poor	64	5			30
2172	LUNAR VIEW WAY	N GALILEO CT	AURORA DR	LOCAL	27	879	132	2,768	69	64	60	Mod	Good	18	13			68
1489	LUNAR VIEW WAY	AURORA DR	COMET LOOP	LOCAL	28	255	40	832	75	67	60	Mod	V Good	13	12			75
2256	M A PERKINS TRAILWAY	M A PERKINS TRAILWAY	E HEART PRAIRIE LN	LOCAL	26	3,529	510	10,704	100	100	60	Mod	Excellent	0	0			99
2402	MACKENZIE ROSE DR	ANNE MARIE DR	CANDACE LN	LOCAL	23	1,010	129	2,709	82	74	60	Mod	V Good	6	12			81
1869	MACKENZIE ROSE DR	CANDACE LN	AUDRY DR	LOCAL	24	923	123	2,584	77	74	60	Mod	V Good	8	15			77
1344	MCKAY WAY	N LAUREN LN	N KENDALL CT	LOCAL	23	290	37	778	63	63	60	Mod	Good	25	12			62
2216	MCKAY WAY	N KENDALL CT	N HOMESTEAD MESA DR	LOCAL	24	374	50	1,047	59	52	60	Mod	Fair	32	9			58
1909	MERIDIAN PKWY	EOP	STELLAR DR	LOCAL	27	158	24	499	83	51	60	Mod	V Good	13	4			83
2137	MERIDIAN PKWY	STELLAR DR	E TOUCHSTONE DR	LOCAL	29	302	49	1,020	74	50	60	Mod	V Good	14	12			73
2252	MERIDIAN PKWY	MERIDIAN PKWY N	N BRIGHT STAR BLVD	LOCAL	27	317	48	1,000	46	53	60	Mod	Marginal	35	19			44
1468	MERIDIAN PKWY	N BRIGHT STAR BLVD	N BRIGHT STAR BLVD	LOCAL	23	44	6	118	47	41	60	Mod	Marginal	32	21			46
2187	MERIDIAN PKWY	N BRIGHT STAR BLVD	MERIDIAN PKWY N	LOCAL	27	328	49	1,032	33	66	60	Mod	Poor	52	15			32
1726	MERIDIAN PKWY E	MERIDIAN PKWY	N GALILEO CT	LOCAL	29	714	115	2,417	49	64	60	Mod	Marginal	33	18			48
2134	MERIDIAN PKWY E	N GALILEO CT	N ORION ST	LOCAL	29	515	83	1,743	71	79	60	Mod	V Good	16	13			71
1373	MERIDIAN PKWY N	MERIDIAN PKWY	N GALILEO CT	LOCAL	30	249	41	871	74	65	60	Mod	V Good	14	12			73

City of Chino Valley, AZ
Street Inventory and Condition Summary - Sorted by Street Name



GISID	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary									
									Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
1785	MERIDIAN PKWY N	N GALILEO CT	E SIRUS DR	LOCAL	27	173	26	544	63	61	60	Mod	Good	18	19			62
1814	MERIDIAN PKWY N	E SIRUS DR	ALLEY	LOCAL	28	168	26	550	71	81	60	Mod	V Good	15	14			70
1438	MERIDIAN PKWY N	ALLEY	E CONSTELLATION DR	LOCAL	28	99	15	324	75	82	60	Mod	V Good	8	17			74
2162	MERIDIAN PKWY N	E CONSTELLATION DR	MERIDIAN PKWY	LOCAL	26	200	29	607	70	73	60	Mod	V Good	13	17			70
1970	MERIDIAN PKWY N	MERIDIAN PKWY	MERIDIAN PKWY	LOCAL	27	262	39	826	33	56	60	Mod	Poor	49	18			32
1547	MESSENGER LN	EOP	W ROAD 1 NORTH	LOCAL	22	729	88	1,854	58	61	30	Weak	Fair	38	4			57
2412	MOLLIE RAE LN	AUDRY DR	W CENTER ST	LOCAL	21	367	43	899	68	79	60	Mod	Good	17	15			68
2149	N ALEC PL	W TALIA PL	EOP	LOCAL	28	484	75	1,577	76	75	60	Mod	V Good	10	14			75
1565	N ANGUS PL	EOP	W PERKINSVILLE RD	LOCAL	25	1,004	140	2,930	71	58	60	Mod	V Good	23	6			71
2019	N ANTELOPE DR	EOP	W PERKINSVILLE RD	LOCAL	24	1,004	134	2,812	87	81	60	Mod	Excellent	12	1			87
2328	N ARIZONA TRL	E GRANITE CREEK LN	E CALIFORNIA DR	LOCAL	19	500	53	1,109	17	50	60	Mod	V Poor	72	11			16
1694	N ARIZONA TRL	E CALIFORNIA DR	E NEW YORK PL	LOCAL	20	453	50	1,057	23	39	60	Mod	V Poor	66	11			22
1444	N ARIZONA TRL	E NEW YORK PL	E FLORIDA LN	LOCAL	24	455	61	1,273	14	56	60	Mod	V Poor	80	6			13
2169	N ARIZONA TRL	E FLORIDA LN	E COLORADO WAY	LOCAL	20	480	53	1,120	24	57	60	Mod	V Poor	69	7			23
2237	N BELMONT WAY	E ROAD 1 NORTH	E STRATFORD PL	LOCAL	29	183	29	618	72	79	60	Mod	V Good	17	11			72
2354	N BELMONT WAY	E STRATFORD PL	E TAFT AVE	LOCAL	30	295	49	1,034	79	75	60	Mod	V Good	9	12			78
2323	N BELMONT WAY	E TAFT AVE	ALLERTON WAY	LOCAL	29	343	55	1,161	65	76	60	Mod	Good	23	12			64
1320	N BERNE AVE	ARMITAGE WAY	E BAINBRIDGE LN	LOCAL	28	422	66	1,379	57	51	60	Mod	Fair	31	12			56
2120	N BOTTLEBRUSH DR	E ROAD 2 NORTH	N JAMES DR	LOCAL	21	480	56	1,175	65	48	30	Weak	Good	31	4			64
1413	N BRANDING IRON LN	EOP	E RED CINDER RD	LOCAL	27	1,216	182	3,831	52	63	30	Weak	Fair	43	5			51
2004	N BRIGHT STAR BLVD	MERIDIAN PKWY	N NEWTON WAY	LOCAL	13	342	25	518	64	56	60	Mod	Good	21	15			63
1456	N BRIGHT STAR BLVD	N NEWTON WAY	E ROAD 2 NORTH	LOCAL	15	296	25	519	51	52	60	Mod	Fair	33	16			50
1554	N BRIGHT STAR BLVD	MERIDIAN PKWY	N NEWTON WAY	LOCAL	14	354	28	579	64	63	60	Mod	Good	19	17			63
1767	N BRIGHT STAR BLVD	N NEWTON WAY	E ROAD 2 NORTH	LOCAL	15	276	23	482	67	59	60	Mod	Good	21	12			66
1622	N BRIGHT STAR BLVD	E ROAD 2 NORTH	EOP	LOCAL	27	524	79	1,650	54	72	60	Mod	Fair	24	22			53
1801	N BUCKY ONEILL DR	E MERRITT LN	E UNION LN	LOCAL	18	263	26	552	43	42	60	Mod	Marginal	46	11			42
1449	N BUCKY ONEILL DR	E UNION LN	E MAHAN LN	LOCAL	21	669	78	1,638	50	44	60	Mod	Fair	41	9			49
2076	N BUCKY ONEILL DR	E MAHAN LN	E HALL LN	LOCAL	19	805	85	1,784	54	48	60	Mod	Fair	33	13			53
2178	N CACTUS WREN DR	E CENTER CT	E KAIBAB DR	LOCAL	23	225	29	605	31	55	60	Mod	Poor	48	21			30
2045	N CACTUS WREN DR	E KAIBAB DR	COYOTE CORNER	LOCAL	23	249	32	669	23	65	60	Mod	V Poor	59	18			22
2090	N CACTUS WREN DR	COYOTE CORNER	E ROADRUNNER LN	LOCAL	23	255	33	685	26	59	60	Mod	Poor	58	16			25
1327	N CACTUS WREN DR	E ROADRUNNER LN	E ROADRUNNER LN	LOCAL	22	63	8	162	4	60	60	Mod	V Poor	81	15			4
1712	N CACTUS WREN DR	E ROADRUNNER LN	E ELK DR	LOCAL	23	186	24	498	27	58	60	Mod	Poor	55	18			26
2271	N CACTUS WREN DR	E ELK DR	E GRASSHOPPER LN	LOCAL	24	286	38	802	20	56	60	Mod	V Poor	58	22			19
1476	N CACTUS WREN DR	E GRASSHOPPER LN	E GRASSHOPPER LN	LOCAL	18	82	8	171	42	36	60	Mod	Marginal	35	23			41
1649	N CACTUS WREN DR	E GRASSHOPPER LN	RHONDA RD	LOCAL	23	250	32	671	90	76	60	Mod	Excellent	7	3			90
2048	N CACTUS WREN DR	RHONDA RD	E SUSAN ST	LOCAL	23	249	32	669	75	64	60	Mod	V Good	14	11			75
1912	N CACTUS WREN DR	E SUSAN ST	E YVONNE WAY	LOCAL	20	248	28	578	71	70	60	Mod	V Good	20	9			70
1566	N CACTUS WREN DR	E YVONNE WAY	E BEVERLY LN	LOCAL	22	251	31	644	70	56	60	Mod	V Good	22	8			70
2011	N CACTUS WREN DR	E BEVERLY LN	E DONNA RD	LOCAL	22	253	31	650	63	53	60	Mod	Good	24	13			62
1674	N CACTUS WREN DR	E DONNA RD	E ROAD 1 NORTH	LOCAL	20	120	13	280	13	34	60	Mod	V Poor	74	13			12
2179	N CACTUS WREN DR	E ROAD 1 NORTH	E BARBARA AVE	LOCAL	19	130	14	287	32	48	60	Mod	Poor	58	10			30
1749	N CACTUS WREN DR	E BARBARA AVE	E JACKIE WAY	LOCAL	20	219	24	512	78	67	30	Weak	V Good	19	3			77
2032	N CHAPARRAL LN	W BUTTERFIELD RD	W PALOMINO RD	LOCAL	20	462	51	1,078	37	75	60	Mod	Poor	52	11			36
1386	N COCHISE ST	W ROAD 3 NORTH	W GILSON ST	LOCAL	18	1,308	131	2,748	19	54	60	Mod	V Poor	72	9			18
1463	N COCHISE ST	W GILSON ST	W NAVAJO ST	LOCAL	16	1,267	113	2,366	20	52	60	Mod	V Poor	66	14			19

City of Chino Valley, AZ
Street Inventory and Condition Summary - Sorted by Street Name



GISID	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary									
									Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
2132	N COPPER DR	E FOSTER DR	E MEADOW LN	LOCAL	21	696	81	1,706	63	41	60	Mod	Good	31	6			62
1663	N COTTONWOOD LN	E CENTER ST	E FOX RD	LOCAL	23	287	37	771	60	67	60	Mod	Fair	25	15			59
1590	N COTTONWOOD LN	E FOX RD	E JAVELINA PATH	LOCAL	22	219	27	561	66	73	60	Mod	Good	19	15			65
1667	N COTTONWOOD LN	E JAVELINA PATH	JACKRABBIT TRL	LOCAL	21	283	33	694	74	70	60	Mod	V Good	10	16			74
1621	N COTTONWOOD LN	JACKRABBIT TRL	E MULE DEER TRL	LOCAL	21	226	26	553	79	73	60	Mod	V Good	6	15			79
2195	N COTTONWOOD LN	E MULE DEER TRL	E GRASSHOPPER LN	LOCAL	20	278	31	649	65	69	60	Mod	Good	21	14			64
1996	N COTTONWOOD LN	EOP	N PORCUPINE PASS	LOCAL	22	593	72	1,522	80	71	60	Mod	V Good	19	1			80
1443	N COTTONWOOD LN	N PORCUPINE PASS	E SUNSET DR	LOCAL	23	170	22	456	77	76	60	Mod	V Good	8	15			76
2039	N COTTONWOOD LN	N MYLO DR	DS@764W N MYLO DR	LOCAL	22	764	93	1,961	88	77	60	Mod	Excellent	11	1			88
2224	N COTTONWOOD LN	DS@764W N MYLO DR	E RUSTLER ROUTE	LOCAL	20	397	44	927	91	66	60	Mod	Excellent	6	3			91
1742	N COTTONWOOD LN	E RUSTLER ROUTE	E LITTLE DOGGIE DRAW	LOCAL	21	243	28	596	86	85	60	Mod	Excellent	11	3			86
2217	N COTTONWOOD LN	E LITTLE DOGGIE DRAW	STAGECOACH TRL	LOCAL	21	254	30	622	93	80	60	Mod	Excellent	2	6			92
1343	N COTTONWOOD LN	STAGECOACH TRL	E ROAD 2 NORTH	LOCAL	22	265	32	680	87	77	60	Mod	Excellent	11	2			86
2113	N DEL RIO RD	E UNION LN	E MAHAN LN	LOCAL	19	667	70	1,478	54	38	60	Mod	Fair	34	12			53
2222	N DEL RIO RD	E MAHAN LN	E HALL LN	LOCAL	18	758	76	1,591	31	44	60	Mod	Poor	59	10			30
1342	N DEL RIO RD	E HALL LN	E FOSTER DR	LOCAL	20	247	27	577	59	68	30	Weak	Fair	37	4			58
1669	N DEL RIO RD	E FOSTER DR	E MEADOW LN	LOCAL	24	698	93	1,955	66	61	60	Mod	Good	28	6			65
2231	N DEL RIO RD	E MEADOW LN	E FLINT WAY	LOCAL	21	247	29	606	71	66	60	Mod	V Good	22	7			71
1519	N DEL RIO RD	E FLINT WAY	E PERKINSVILLE RD	LOCAL	22	242	30	621	31	55	60	Mod	Poor	57	12			30
1732	N ELDRED RD	W ROAD 3 NORTH	W SHIRLEY ST	LOCAL	21	3,313	387	8,117	13	56	60	Mod	V Poor	78	9			12
1340	N ELDRED RD	W SHIRLEY ST	W ARLENE ST	LOCAL	22	689	84	1,768	15	55	60	Mod	V Poor	74	11			14
1952	N ELDRED RD	W ARLENE ST	W KAY ST	LOCAL	21	668	78	1,636	17	67	60	Mod	V Poor	72	11			16
1719	N ELDRED RD	W KAY ST	W ROAD 4 NORTH	LOCAL	25	611	85	1,783	26	57	60	Mod	Poor	66	8			25
1787	N FIRESKY LN	S FIRESKY LN	W GRASSHOPPER LN	LOCAL	23	1,339	171	3,594	61	70	30	Weak	Good	35	4			60
1580	N FIRESKY LN	W GRASSHOPPER LN	W ROAD 1 NORTH	LOCAL	22	1,315	161	3,374	51	68	30	Weak	Fair	46	3			50
1268	N FIRESKY LN	W ROAD 1 NORTH	W ROAD 2 NORTH	LOCAL	18	2,650	265	5,565	47	52	60	Mod	Marginal	44	9			46
1341	N FOX RD	E GRASSHOPPER LN	E FOX RD	LOCAL	16	467	42	872	76	64	30	Weak	V Good	19	5			76
1382	N GABLES CT	EOP	E GABLES WAY	LOCAL	45	145	36	759	67	54	60	Mod	Good	20	13			66
1890	N GABLES CT	E GABLES WAY	EOP	LOCAL	68	52	20	411	69	29	60	Mod	Good	19	12			68
1545	N GALILEO CT	MERIDIAN PKWY N	LUNAR VIEW WAY	LOCAL	29	210	34	712	55	64	60	Mod	Fair	33	12			54
1743	N GALILEO CT	LUNAR VIEW WAY	ALLEY	LOCAL	30	386	64	1,350	66	72	60	Mod	Good	23	11			65
1917	N GALILEO CT	ALLEY	MERIDIAN PKWY E	LOCAL	32	839	149	3,134	71	66	60	Mod	V Good	18	11			70
2383	N GALLOWAY DR	E ESSEX WAY	EOP	LOCAL	39	312	67	1,400	72	64	60	Mod	V Good	15	13			71
1355	N GEORGIA AVE	E GRANITE CREEK LN	E CALIFORNIA DR	LOCAL	21	492	57	1,205	41	71	60	Mod	Marginal	51	8			40
2014	N GEORGIA AVE	E CALIFORNIA DR	E NEW YORK PL	LOCAL	20	511	57	1,193	22	50	60	Mod	V Poor	67	11			21
1511	N GEORGIA AVE	E NEW YORK PL	E FLORIDA LN	LOCAL	20	455	51	1,062	9	46	60	Mod	V Poor	79	12			8
1500	N GEORGIA AVE	E FLORIDA LN	E ROAD 4 NORTH	LOCAL	21	457	53	1,119	18	67	60	Mod	V Poor	70	12			17
2007	N GOLD RUSH WAY	W GRASSHOPPER LN	W ROAD 1 NORTH	LOCAL	25	1,301	181	3,794	69	76	30	Weak	Good	29	2			68
1297	N GOLD RUSH WAY	W ROAD 1 NORTH	EOP	LOCAL	25	1,026	145	3,044	75	74	30	Weak	V Good	23	2			74
1486	N GOLDEN DR	E FOSTER DR	E MEADOW LN	LOCAL	20	643	71	1,500	79	46	30	Weak	V Good	19	3			78
1551	N GOLDEN DR	E MEADOW LN	E FLINT WAY	LOCAL	18	278	28	583	45	56	60	Mod	Marginal	43	12			44
1842	N GOODWIN DR	E UNION LN	E MAHAN LN	LOCAL	21	661	77	1,619	50	39	60	Mod	Fair	41	9			49
1314	N GOODWIN DR	E MAHAN LN	E HALL LN	LOCAL	20	757	84	1,767	50	45	60	Mod	Marginal	38	12			49
1477	N GRANADA DR	W CENTER ST	W DUENO DR	LOCAL	24	427	57	1,195	58	70	30	Weak	Fair	41	1			57
1453	N GRANADA DR	W DUENO DR	W ENCANTO DR	LOCAL	27	745	112	2,347	65	79	30	Weak	Good	35	0			64
1826	N GROVE LN	W ROAD 1 NORTH	EOP	LOCAL	25	1,160	163	3,416	25	68	60	Mod	V Poor	63	12			24

City of Chino Valley, AZ
Street Inventory and Condition Summary - Sorted by Street Name



GISID	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary									
									Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
2360	N HARDING RD	E TAFT AVE	ALLERTON WAY	LOCAL	34	345	65	1,370	68	68	60	Mod	Good	18	14			67
1472	N HARRISON DR	EOP	W HEATHER LN	LOCAL	30	308	52	1,092	81	70	60	Mod	V Good	12	7			81
1338	N HARRISON DR	W HEATHER LN	W KRISTIN ST	LOCAL	22	636	78	1,633	77	75	60	Mod	V Good	13	10			76
2081	N HARRISON DR	W KRISTIN ST	W TALIA WAY	LOCAL	23	628	80	1,685	75	82	60	Mod	V Good	13	12			75
1731	N HARRISON DR	W TALIA WAY	W TALIA PL	LOCAL	23	934	119	2,506	67	78	60	Mod	Good	19	14			66
1985	N HARRISON DR	W TALIA PL	W ROAD 4 NORTH	LOCAL	23	1,452	186	3,896	43	75	60	Mod	Marginal	40	17			42
2277	N HAYES CT	E ESSEX WAY	EOP	LOCAL	38	311	66	1,388	65	72	60	Mod	Good	23	12			64
2022	N HAZEL DR	E ROAD 1 SOUTH	EOP	LOCAL	23	660	85	1,785	55	60	30	Weak	Fair	42	3			54
2111	N HO HO KAM DR	E CENTER CT	E KAIBAB DR	LOCAL	24	251	33	701	58	56	30	Weak	Fair	37	5			57
1922	N HO HO KAM DR	E KAIBAB DR	COYOTE CORNER	LOCAL	19	254	27	563	50	64	30	Weak	Marginal	46	4			48
1536	N HO HO KAM DR	COYOTE CORNER	E ROADRUNNER LN	LOCAL	20	249	28	581	62	53	30	Weak	Good	34	4			61
1648	N HO HO KAM DR	E ROADRUNNER LN	E ELK DR	LOCAL	25	243	34	709	45	47	60	Mod	Marginal	47	8			44
1846	N HO HO KAM DR	E ELK DR	E GRASSHOPPER LN	LOCAL	17	291	27	576	59	54	60	Mod	Fair	36	5			58
1989	N HOMESTEAD MESA DR	MCKAY WAY	W ROAD 1 NORTH	LOCAL	24	1,027	137	2,875	67	61	60	Mod	Good	25	8			66
2104	N HOMESTEAD MESA DR	W ROAD 1 NORTH	W KOBOL WAY	LOCAL	22	1,039	127	2,667	70	65	60	Mod	V Good	16	14			69
1325	N HORIZON WAY	W BUTTERFIELD RD	W PALOMINO RD	LOCAL	24	455	61	1,275	73	69	30	Weak	V Good	22	5			72
1932	N JAMES DR	E JUNIPER DR	E TUMBLEWEED DR	LOCAL	27	228	34	719	73	59	60	Mod	V Good	20	7			73
1688	N JAMES DR	E TUMBLEWEED DR	E PALO VERDE DR	LOCAL	32	251	45	938	77	57	30	Weak	V Good	22	1			76
1783	N JAMES DR	E PALO VERDE DR	PURPLE SAGE DR	LOCAL	27	250	38	788	71	56	30	Weak	V Good	27	2			70
1943	N JAMES DR	PURPLE SAGE DR	N BOTTLEBRUSH DR	LOCAL	24	247	33	691	54	49	60	Mod	Fair	37	9			53
1809	N JAMES DR	N BOTTLEBRUSH DR	E ROAD 2 NORTH	LOCAL	30	286	48	1,001	44	52	30	Weak	Marginal	51	5			43
1942	N JAVELINA PATH	E GRASSHOPPER LN	E JAVELINA PATH	LOCAL	20	286	32	667	71	53	30	Weak	V Good	28	1			71
1720	N JEROME JUNCTION	UNNAMED RD	DS@115N UNNAMED RD	LOCAL	22	115	14	295	97	97	60	Mod	Excellent	0	3			96
1773	N JEROME JUNCTION	DS@115N UNNAMED RD	JEROME JUNCTION	LOCAL	23	1,549	198	4,157	86	87	60	Mod	Excellent	9	5			86
1690	N JUDY AVE	E GRASSHOPPER LN	RHONDA RD	LOCAL	25	252	35	736	8	46	60	Mod	V Poor	79	13			8
1318	N JUDY AVE	RHONDA RD	E SUSAN ST	LOCAL	22	254	31	651	20	68	60	Mod	V Poor	66	14			20
2249	N JUDY AVE	E SUSAN ST	E YVONNE WAY	LOCAL	22	252	31	646	36	62	60	Mod	Poor	49	15			35
2080	N JUDY AVE	E YVONNE WAY	E BEVERLY LN	LOCAL	22	249	30	639	71	65	60	Mod	V Good	20	9			71
1512	N JUDY AVE	E BEVERLY LN	E DONNA RD	LOCAL	23	246	31	660	60	56	60	Mod	Fair	34	6			59
1364	N JUDY AVE	E DONNA RD	E BARBARA AVE	LOCAL	23	251	32	672	67	64	30	Weak	Good	29	4			66
2257	N JUDY AVE	E BARBARA AVE	N PORCUPINE PASS	LOCAL	21	1,805	211	4,422	19	52	60	Mod	V Poor	70	11			18
1385	N KASSY LN	W TALIA PL	EOP	LOCAL	26	927	133	2,800	67	74	60	Mod	Good	20	13			66
1678	N KEN DR	E JUNIPER DR	E TUMBLEWEED DR	LOCAL	23	229	29	616	70	61	60	Mod	V Good	24	6			70
2159	N KEN DR	E TUMBLEWEED DR	E PALO VERDE DR	LOCAL	24	248	33	696	64	61	60	Mod	Good	26	10			63
2094	N KEN DR	E PALO VERDE DR	PURPLE SAGE DR	LOCAL	25	251	35	733	70	58	60	Mod	Good	18	12			69
1750	N KEN DR	PURPLE SAGE DR	E BOTTLEBRUSH DR	LOCAL	34	250	47	992	74	59	30	Weak	V Good	23	3			74
2086	N KEN DR	E BOTTLEBRUSH DR	E ROAD 2 NORTH	LOCAL	24	285	38	799	72	56	60	Mod	V Good	22	6			71
1650	N KENDALL CT	EOP	DS@735N EOP	LOCAL	26	735	107	2,244	85	63	60	Mod	V Good	6	9			84
2151	N KENDALL CT	DS@735N EOP	MCKAY WAY	LOCAL	24	291	39	815	82	63	60	Mod	V Good	11	7			82
2034	N KENO DR	E FOSTER DR	E MEADOW LN	LOCAL	21	684	80	1,675	58	43	60	Mod	Fair	34	8			56
1644	N KENO DR	E MEADOW LN	E FLINT WAY	LOCAL	20	287	32	669	49	50	60	Mod	Marginal	38	13			48
1741	N LAKE SHORE DR	E JUNIPER DR	E TUMBLEWEED DR	LOCAL	19	265	28	587	59	56	60	Mod	Fair	34	7			58
1958	N LAKE SHORE DR	E TUMBLEWEED DR	E PALO VERDE DR	LOCAL	19	302	32	669	76	73	30	Weak	V Good	20	4			75
2203	N LAKE SHORE DR	E PALO VERDE DR	PURPLE SAGE DR	LOCAL	20	254	28	593	62	48	60	Mod	Good	33	5			61
1898	N LAKE SHORE DR	PURPLE SAGE DR	E BOTTLEBRUSH DR	LOCAL	19	209	22	464	40	41	60	Mod	Marginal	49	11			39
2376	N LAKE SHORE DR	E BOTTLEBRUSH DR	E ROAD 2 NORTH	LOCAL	23	272	35	729	35	45	60	Mod	Poor	50	15			34

City of Chino Valley, AZ
Street Inventory and Condition Summary - Sorted by Street Name



GISID	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary									
									Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
2167	N LAUREN LN	MCKAY WAY	W ROAD 1 NORTH	LOCAL	24	1,031	137	2,886	63	64	60	Mod	Good	28	9			62
1806	N LAUREN LN	W ROAD 1 NORTH	W KOBOL WAY	LOCAL	21	1,040	121	2,549	60	73	60	Mod	Good	31	9			59
1816	N LAZY LOOP DR	N RAILROAD AVE	N RAILROAD AVE	LOCAL	19	1,091	115	2,419	71	72	60	Mod	V Good	21	8			70
1238	N LIANA DR	W LIANA DR	E LIANA DR	LOCAL	21	2,076	242	5,086	35	64	60	Mod	Poor	57	8			34
1998	N LOBO LN	N RAILROAD AVE	E SUNSET DR	LOCAL	21	1,701	198	4,167	67	75	60	Mod	Good	25	8			66
1746	N LOIS LN	E JACKIE WAY	CINDY CT	LOCAL	22	453	55	1,164	66	41	30	Weak	Good	31	3			65
2085	N LOIS LN	CINDY CT	EOP	LOCAL	29	231	37	783	56	37	30	Weak	Fair	39	5			55
1431	N MARGARET RD	E JACKIE WAY	CINDY CT	LOCAL	17	409	39	810	62	39	60	Mod	Good	31	7			62
2362	N MARICOPA ST	W ROAD 3 NORTH	W NAVAJO ST	LOCAL	21	2,587	302	6,337	3	53	60	Mod	V Poor	88	9			3
1448	N MARICOPA ST	W NAVAJO ST	W PIMA ST	LOCAL	20	1,338	149	3,122	4	59	60	Mod	V Poor	88	8			4
1260	N MARICOPA ST	W PIMA ST	W ROAD 4 NORTH	LOCAL	18	1,396	140	2,931	7	44	60	Mod	V Poor	81	12			7
1729	N MARNE WAY	E ESSEX WAY	EOP	LOCAL	38	289	62	1,292	57	65	60	Mod	Fair	30	13			56
1560	N MIDDLE DR	N MYLO DR	DS@460W N MYLO DR	LOCAL	22	460	56	1,182	91	81	60	Mod	Excellent	4	5			90
1439	N MIDDLE DR	DS@460W N MYLO DR	E LITTLE DOGGIE DRAW	LOCAL	21	498	58	1,221	85	64	60	Mod	Excellent	6	9			85
1718	N MIDDLE DR	E LITTLE DOGGIE DRAW	DS@182N E LITTLE DOGGIE DRAW	LOCAL	21	182	21	445	94	60	60	Mod	Excellent	4	2			93
1906	N MIDDLE DR	DS@182N E LITTLE DOGGIE DRAW	DS@338N E LITTLE DOGGIE DRAW	LOCAL	21	156	18	383	88	66	60	Mod	Excellent	10	2			87
1670	N MIDDLE DR	DS@338N E LITTLE DOGGIE DRAW	E ROAD 2 NORTH	LOCAL	22	180	22	462	91	55	60	Mod	Excellent	9	0			90
1632	N MILES DR	N MYLO DR	E ROAD 2 NORTH	LOCAL	21	638	74	1,563	89	76	60	Mod	Excellent	5	6			88
1418	N MOHAVE ST	W ROAD 3 NORTH	W NAVAJO ST	LOCAL	21	2,600	303	6,370	21	53	60	Mod	V Poor	66	13			20
1981	N MULE DEER TRL	E GRASSHOPPER LN	E MULE DEER TRL	LOCAL	19	119	13	265	58	33	30	Weak	Fair	38	4			57
1347	N MYLO DR	EOP	N COTTONWOOD LN	LOCAL	40	121	27	560	81	30	60	Mod	V Good	19	0			81
1935	N MYLO DR	N COTTONWOOD LN	N MIDDLE DR	LOCAL	22	321	39	823	97	78	60	Mod	Excellent	4	0			95
1404	N MYLO DR	N MIDDLE DR	E LITTLE DOGGIE DRAW	LOCAL	21	386	45	946	100	82	60	Mod	Excellent	0	1			98
2235	N MYLO DR	E LITTLE DOGGIE DRAW	N MILES DR	LOCAL	20	410	46	957	92	73	60	Mod	Excellent	8	0			91
2126	N MYLO DR	N MILES DR	DS@193N N MILES DR	LOCAL	22	193	24	496	99	74	60	Mod	Excellent	1	0			97
1559	N MYLO DR	DS@193N N MILES DR	DS@285N N MILES DR	LOCAL	21	92	11	225	90	77	60	Mod	Excellent	6	4			89
1963	N MYLO DR	DS@285N N MILES DR	DS@357N N MILES DR	LOCAL	22	72	9	185	100	92	60	Mod	Excellent	0	0			99
1394	N MYLO DR	DS@357N N MILES DR	E ROAD 2 NORTH	LOCAL	22	197	24	507	87	72	60	Mod	Excellent	7	6			87
1914	N NEWTON WAY	EOP	STELLAR DR	LOCAL	28	139	22	455	66	67	60	Mod	Good	28	6			65
2030	N NEWTON WAY	STELLAR DR	E TOUCHSTONE DR	LOCAL	28	279	43	911	86	76	60	Mod	Excellent	5	9			85
1326	N NEWTON WAY	E TOUCHSTONE DR	E SIRUS DR	LOCAL	26	277	40	842	82	80	60	Mod	V Good	7	11			81
2210	N NEWTON WAY	E SIRUS DR	E CONSTELLATION DR	LOCAL	27	274	41	863	84	82	60	Mod	V Good	1	15			83
1994	N NEWTON WAY	E CONSTELLATION DR	W POLARIS DR	LOCAL	30	277	46	970	85	67	60	Mod	V Good	6	9			84
1402	N NEWTON WAY	W POLARIS DR	N PIEDMONT CT	LOCAL	27	335	50	1,055	74	64	60	Mod	V Good	9	17			73
2041	N NEWTON WAY	N PIEDMONT CT	N BRIGHT STAR BLVD	LOCAL	28	358	56	1,171	62	64	60	Mod	Good	21	17			62
1593	N NEWTON WAY	N BRIGHT STAR BLVD	N BRIGHT STAR BLVD	LOCAL	23	42	5	112	55	13	60	Mod	Fair	26	19			54
2291	N OLD HIGHWAY 89	W BETHANY LN	EOP	COLLECTOR	21	4,278	499	10,481	27	63	60	Mod	Poor	54	19			26
1465	N OLD HIGHWAY 89	E RIMROCK RD	E BALD EAGLE TRL	COLLECTOR	20	180	20	419	20	57	60	Mod	V Poor	73	7			20
1900	N OLD HIGHWAY 89	E BALD EAGLE TRL	EOP	COLLECTOR	19	2,745	290	6,085	10	57	60	Mod	V Poor	77	13			10
1810	N OLD HOME MANOR DR	M A PERKINS TRAILWAY	E RODEO DR	LOCAL	28	2,514	391	8,212	67	76	30	Weak	Good	30	3			66
1587	N OLD HOME MANOR DR	E RODEO DR	UNNAMED RD	LOCAL	26	619	89	1,879	56	75	30	Weak	Fair	42	2			55
1319	N OLD HOME MANOR DR	UNNAMED RD	EOP	LOCAL	23	2,183	279	5,857	31	65	60	Mod	Poor	60	9	100	8/29/23	99
2258	N ORION ST	EOP	AURORA DR	LOCAL	28	155	24	506	72	57	60	Mod	V Good	17	11			71
1781	N ORION ST	AURORA DR	COMET LOOP	LOCAL	27	290	43	913	77	70	60	Mod	V Good	11	12			77
1804	N ORION ST	COMET LOOP	MERIDIAN PKWY E	LOCAL	28	178	28	580	68	43	60	Mod	Good	15	17			67
2234	N ORION ST	MERIDIAN PKWY E	E SOLAR VIEW DR	LOCAL	27	158	24	497	74	63	60	Mod	V Good	12	14			73

City of Chino Valley, AZ
Street Inventory and Condition Summary - Sorted by Street Name



GISID	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary									
									Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
1725	N PALO VERDE DR	E ROAD 2 NORTH	E PALO VERDE DR	LOCAL	21	634	74	1,552	67	51	30	Weak	Good	28	5			66
1594	N PAWNEE TRL	EOP	W ROAD 4 1/2 NORTH	LOCAL	19	1,005	106	2,228	40	61	60	Mod	Marginal	51	9			39
2084	N PEPPERTREE PL	JUNIPER DR	E GREASEWOOD ALY	LOCAL	22	375	46	962	95	77	60	Mod	Excellent	5	0			94
2112	N PEPPERTREE PL	E GREASEWOOD ALY	E PRAIRIE GRASS RD	LOCAL	21	343	40	841	98	70	60	Mod	Excellent	3	0			96
1754	N PEPPERTREE PL	E PRAIRIE GRASS RD	E ROAD 2 NORTH	LOCAL	23	551	70	1,479	78	65	30	Weak	V Good	19	3			77
1799	N PIEDMONT CT	N NEWTON WAY	EOP	LOCAL	44	150	37	771	67	70	60	Mod	Good	19	14			66
2190	N PINAL ST	W ROAD 3 NORTH	W GILSON ST	LOCAL	24	792	106	2,216	48	64	60	Mod	Marginal	45	7			47
1586	N PINE CT	EOP	E MARGIE DR	LOCAL	37	168	34	722	91	48	60	Mod	Excellent	8	1			91
1306	N PINTO LN	E PERKINSVILLE RD	UNNAMED RD	LOCAL	25	722	100	2,105	42	66	60	Mod	Marginal	38	20			41
2180	N PINTO LN	UNNAMED RD	EOP	LOCAL	25	177	25	516	51	58	60	Mod	Fair	28	21			50
2088	N PORCUPINE PASS	N COTTONWOOD LN	DS@1393N N COTTONWOOD LN	LOCAL	19	1,393	147	3,087	59	42	60	Mod	Fair	33	8			58
1422	N PORCUPINE PASS	DS@1393N N COTTONWOOD LN	N JUDY AVE	LOCAL	20	888	99	2,071	68	55	60	Mod	Good	25	7			67
2223	N PORCUPINE PASS	N JUDY AVE	E LITTLE DOGGIE DRAW	LOCAL	21	234	27	572	39	52	60	Mod	Poor	45	16			39
2392	N PORCUPINE PASS	E LITTLE DOGGIE DRAW	E ROAD 2 NORTH	LOCAL	24	512	68	1,433	60	55	60	Mod	Good	33	7			59
1897	N PRESCOTT DR	E MERRITT LN	E UNION LN	LOCAL	20	212	24	495	39	53	60	Mod	Poor	54	7			38
1303	N PRESCOTT DR	E UNION LN	E MAHAN LN	LOCAL	19	692	73	1,533	46	43	60	Mod	Marginal	45	9			45
1701	N PRESCOTT DR	E MAHAN LN	E HALL LN	LOCAL	20	762	85	1,779	56	43	60	Mod	Fair	38	6			55
1380	N PRESCOTT DR	E HALL LN	E FOSTER DR	LOCAL	23	246	31	659	69	51	60	Mod	Good	21	10			69
1588	N PRESCOTT DR	E FOSTER DR	E MEADOW LN	LOCAL	20	698	78	1,628	66	45	60	Mod	Good	28	6			65
2238	N RAILROAD AVE	E CENTER ST	N LAZY LOOP DR	LOCAL	23	306	39	822	80	77	60	Mod	V Good	6	14			80
1904	N RAILROAD AVE	N LAZY LOOP DR	N LAZY LOOP DR	LOCAL	22	467	57	1,199	57	79	60	Mod	Fair	30	13			56
2100	N RAILROAD AVE	N LAZY LOOP DR	N LOBO LN	LOCAL	23	336	43	902	66	91	60	Mod	Good	22	12			65
1384	N RAILROAD AVE	N LOBO LN	E SUNSET DR	LOCAL	20	1,351	150	3,153	50	74	60	Mod	Marginal	39	11			48
1920	N RAILROAD AVE	E JEAN RD	E MARGIE DR	LOCAL	22	316	39	810	88	88	60	Mod	Excellent	10	2			87
2347	N REED RD	W CENTER ST	W GRASSHOPPER LN	ARTERIAL	26	1,338	193	4,057	79	87	30	Weak	V Good	18	3			78
2352	N REED RD	W GRASSHOPPER LN	W ROAD 1 NORTH	ARTERIAL	26	1,343	194	4,075	68	88	30	Weak	Good	27	5			67
2324	N REED RD	W ROAD 1 NORTH	W ROAD 2 NORTH	ARTERIAL	23	2,663	340	7,145	19	69	60	Mod	V Poor	66	15			19
2399	N REED RD	W ROAD 2 NORTH	W CANTA LIBRE RD	ARTERIAL	25	1,343	186	3,916	10	57	60	Mod	V Poor	74	16			10
2368	N REED RD	W CANTA LIBRE RD	W ROAD 3 NORTH	ARTERIAL	35	4,033	784	16,467	4	56	60	Mod	V Poor	80	16			4
2385	N REED RD	W ROAD 3 NORTH	W ROAD 4 NORTH	ARTERIAL	25	5,290	735	15,430	73	81	30	Weak	V Good	23	4			72
1636	N REED RD	W ROAD 4 NORTH	REED RD	ARTERIAL	23	29	4	78	69	87	30	Weak	Good	31	0			68
2397	N REED RD	REED RD	W ROAD 5 NORTH	ARTERIAL	23	18	2	48	8	0	60	Mod	V Poor	74	18			7
2183	N ROAD 1 EAST	S ROAD 1 EAST	UNNAMED RD	COLLECTOR	20	1,291	143	3,013	13	52	60	Mod	V Poor	76	11			13
1570	N ROAD 1 EAST	UNNAMED RD	E ROAD 1 NORTH	COLLECTOR	29	1,350	218	4,569	8	48	60	Mod	V Poor	81	11			7
1656	N ROAD 1 EAST	E ROAD 1 NORTH	UNNAMED RD	COLLECTOR	20	482	54	1,125	61	70	60	Mod	Good	30	9			60
2109	N ROAD 1 EAST	UNNAMED RD	E AZTEC DR	COLLECTOR	22	205	25	525	64	73	30	Weak	Good	32	4			63
1225	N ROAD 1 EAST	E AZTEC DR	UNNAMED RD	COLLECTOR	21	299	35	733	59	67	60	Mod	Fair	32	9			58
2361	N ROAD 1 EAST	UNNAMED RD	JUNIPER DR	COLLECTOR	22	369	45	947	43	47	60	Mod	Marginal	45	12			42
2407	N ROAD 1 EAST	JUNIPER DR	E ROAD 2 NORTH	COLLECTOR	22	1,288	157	3,307	13	45	60	Mod	V Poor	76	11			12
1634	N ROAD 1 EAST	E ROAD 2 NORTH	E MAHAN LN	COLLECTOR	21	1,630	190	3,993	9	52	60	Mod	V Poor	76	15			9
1689	N ROAD 1 EAST	E MAHAN LN	UNNAMED RD	COLLECTOR	27	109	16	343	10	41	60	Mod	V Poor	75	15			9
1356	N ROAD 1 EAST	UNNAMED RD	UNNAMED RD	COLLECTOR	29	240	39	813	17	56	60	Mod	V Poor	68	15			16
1730	N ROAD 1 EAST	UNNAMED RD	E PERKINSVILLE RD	COLLECTOR	21	1,980	231	4,851	12	56	60	Mod	V Poor	74	14			11
1242	N ROAD 1 EAST	E PERKINSVILLE RD	E VALENTINE RD	COLLECTOR	22	446	54	1,144	27	51	60	Mod	Poor	61	12			26
1662	N ROAD 1 EAST	E VALENTINE RD	E ADAMS DR	COLLECTOR	23	212	27	569	44	49	60	Mod	Marginal	39	17			43
2042	N ROAD 1 EAST	E ADAMS DR	E ROAD 3 NORTH	COLLECTOR	26	659	95	1,999	37	52	60	Mod	Poor	51	12			36

City of Chino Valley, AZ
Street Inventory and Condition Summary - Sorted by Street Name



GISID	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary									
									Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
2243	N ROAD 1 EAST	E ROAD 3 NORTH	E RED CINDER RD	COLLECTOR	23	784	100	2,104	51	56	60	Mod	Fair	35	14			50
1934	N ROAD 1 EAST	E RED CINDER RD	UNNAMED RD	COLLECTOR	21	1,156	135	2,832	30	56	60	Mod	Poor	58	12			29
1392	N ROAD 1 EAST	UNNAMED RD	E GRANITE CREEK LN	COLLECTOR	28	1,481	230	4,839	32	57	60	Mod	Poor	55	13			30
1606	N ROAD 1 EAST	E GRANITE CREEK LN	DS@1182N E GRANITE CREEK LN	COLLECTOR	18	1,182	118	2,482	54	55	60	Mod	Fair	33	13			53
1524	N ROAD 1 EAST	DS@1182N E GRANITE CREEK LN	E ROAD 4 NORTH	COLLECTOR	22	625	76	1,603	31	57	60	Mod	Poor	58	11			30
1782	N ROAD 1 WEST	S ROAD 1 WEST	W REYES RD	ARTERIAL	22	705	86	1,811	27	65	60	Mod	Poor	59	14			27
1948	N ROAD 1 WEST	W REYES RD	UNNAMED RD	ARTERIAL	21	630	73	1,543	33	65	60	Mod	Poor	53	14			31
1361	N ROAD 1 WEST	UNNAMED RD	W ROAD 1 NORTH	ARTERIAL	21	1,314	153	3,220	25	59	60	Mod	Poor	62	13			25
2255	N ROAD 1 WEST	W ROAD 1 NORTH	W POCO LN	ARTERIAL	24	685	91	1,918	98	87	60	Mod	Excellent	2	0			97
1557	N ROAD 1 WEST	W POCO LN	W ROAD 2 NORTH	ARTERIAL	21	1,957	228	4,795	91	90	60	Mod	Excellent	9	0			90
1683	N ROAD 1 WEST	W ROAD 2 NORTH	DS@1584N W ROAD 2 NORTH	ARTERIAL	23	1,584	202	4,250	11	70	60	Mod	V Poor	76	13			10
1535	N ROAD 1 WEST	DS@1584N W ROAD 2 NORTH	W PERKINSVILLE RD	ARTERIAL	31	2,419	417	8,749	7	68	60	Mod	V Poor	82	11			7
1915	N ROAD 1 WEST	W PERKINSVILLE RD	W BUTTERFIELD RD	ARTERIAL	28	416	65	1,357	8	66	60	Mod	V Poor	80	12			7
1673	N ROAD 1 WEST	W BUTTERFIELD RD	W PALOMINO RD	ARTERIAL	23	454	58	1,219	9	71	60	Mod	V Poor	78	13			8
2325	N ROAD 1 WEST	W PALOMINO RD	W ROAD 3 NORTH	ARTERIAL	29	447	72	1,511	10	54	60	Mod	V Poor	78	12			9
2381	N ROAD 1 WEST	W ROAD 3 NORTH	W TIFFANY WAY	ARTERIAL	27	428	64	1,347	41	60	60	Mod	Marginal	44	15			40
2059	N ROAD 1 WEST	W TIFFANY WAY	W TIFFANY PL	ARTERIAL	29	631	102	2,136	50	62	60	Mod	Marginal	34	16			48
1582	N ROAD 1 WEST	W TIFFANY PL	W HEATHER LN	ARTERIAL	29	625	101	2,114	52	68	60	Mod	Fair	30	18			51
2128	N ROAD 1 WEST	W HEATHER LN	W KRISTIN ST	ARTERIAL	27	640	96	2,017	53	66	60	Mod	Fair	31	16			52
1891	N ROAD 1 WEST	W KRISTIN ST	W TALIA WAY	ARTERIAL	28	625	97	2,043	64	69	60	Mod	Good	19	17			63
1919	N ROAD 1 WEST	W TALIA WAY	W TALIA PL	ARTERIAL	27	920	138	2,899	51	69	60	Mod	Fair	31	18			50
1907	N ROAD 1 WEST	W TALIA PL	DS@425N W TALIA PL	ARTERIAL	27	425	64	1,339	59	70	60	Mod	Fair	17	24			58
1354	N ROAD 1 WEST	DS@425N W TALIA PL	W ROAD 4 NORTH	ARTERIAL	29	986	159	3,335	50	73	60	Mod	Fair	33	17			49
1766	N ROAD 1 WEST	W ROAD 4 NORTH	UNNAMED RD	ARTERIAL	24	1,778	237	4,978	28	76	60	Mod	Poor	57	15			27
1984	N ROAD 1 WEST	UNNAMED RD	UNNAMED RD	ARTERIAL	21	1,020	119	2,498	31	81	60	Mod	Poor	52	17			30
1576	N ROAD 1 WEST	UNNAMED RD	W ROAD 5 NORTH	ARTERIAL	21	2,827	330	6,925	31	66	60	Mod	Poor	56	13			30
1601	N RUTH RD	E JACKIE WAY	EOP	LOCAL	25	1,071	148	3,105	66	48	60	Mod	Good	28	6			65
1464	N SATURN DR	E CONSTELLATION DR	W POLARIS DR	LOCAL	26	275	40	834	62	69	60	Mod	Good	25	13			61
1653	N SHARON RD	E SUNSET DR	E JEAN RD	LOCAL	22	328	40	843	92	65	60	Mod	Excellent	7	1			91
2036	N SHARON RD	E JEAN RD	E MARGIE DR	LOCAL	22	648	79	1,662	98	81	60	Mod	Excellent	1	1			97
2278	N SHARON RD	E MARGIE DR	EOP	LOCAL	24	171	23	479	86	72	60	Mod	Excellent	12	2			86
1911	N SUSAN A WILLIAMS WAY	W MARKETPLACE DR	E BUSINESS PARK DR	LOCAL	28	391	61	1,278	49	54	60	Mod	Marginal	37	14			48
1658	N TERRA VERDE DR	E SOLAR VIEW DR	E CAPELLA DR	LOCAL	30	289	48	1,011	63	64	60	Mod	Good	25	12			62
1585	N TERRA VERDE DR	E CAPELLA DR	E GABLES WAY	LOCAL	28	303	47	991	62	64	60	Mod	Good	24	14			62
2141	N THUNDER LN	E RED CINDER RD	EOP	LOCAL	26	1,265	183	3,838	25	65	60	Mod	Poor	70	5			24
1618	N TUMBLEWEED DR	E ROAD 2 NORTH	E TUMBLEWEED DR	LOCAL	19	458	48	1,014	67	60	60	Mod	Good	25	8			66
2310	N VAL VISTA DR	W ROAD 3 NORTH	EOP	LOCAL	25	1,851	252	5,302	27	50	60	Mod	Poor	65	8			26
1843	N WILSON ST	E TAFT AVE	ALLERTON WAY	LOCAL	31	427	74	1,544	74	67	60	Mod	V Good	11	15			74
1491	N YAVAPAI ST	W ROAD 3 NORTH	W NAVAJO ST	LOCAL	20	2,602	289	6,072	8	50	60	Mod	V Poor	83	9			8
1675	N YAVAPAI ST	W NAVAJO ST	W PIMA ST	LOCAL	16	1,319	117	2,463	14	45	60	Mod	V Poor	78	8			13
2192	N YO HE WAH DR	W ROAD 4 1/2 NORTH	W ROAD 5 NORTH	LOCAL	21	2,748	321	6,733	12	49	60	Mod	V Poor	83	5			11
2518	Nelson Ln	Connor Ave	Henry Dr	LOCAL	25	1,800	250	5,250	96	81	60	Mod	Excellent	2	2	100	8/29/23	99
1764	NOVA LOOP	MERIDIAN PKWY	EOP	LOCAL	27	576	86	1,815	69	61	60	Mod	Good	19	12			68
1372	PULSAR LN	E SOLAR VIEW DR	E CAPELLA DR	LOCAL	29	288	46	974	69	72	60	Mod	Good	18	13			69
1286	PURPLE SAGE DR	N JAMES DR	N JAMES DR	LOCAL	22	897	110	2,301	71	53	30	Weak	V Good	25	4			70
2287	PURPLE SAGE DR	N JAMES DR	N KEN DR	LOCAL	18	863	86	1,812	76	61	30	Weak	V Good	22	2			75

City of Chino Valley, AZ
Street Inventory and Condition Summary - Sorted by Street Name



GISID	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary									
									Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
2107	PURPLE SAGE DR	N KEN DR	N LAKE SHORE DR	LOCAL	20	667	74	1,557	75	51	60	Mod	V Good	17	8			75
1815	PURPLE SAGE DR	N LAKE SHORE DR	N LAKE SHORE DR	LOCAL	20	211	23	492	29	41	60	Mod	Poor	59	12			28
2501	REED RD	N REED RD	W ROAD 4 1/2 NORTH	ARTERIAL	26	2,693	389	8,168	10	71	60	Mod	V Poor	76	14			10
2500	REED RD	W ROAD 4 1/2 NORTH	N REED RD	ARTERIAL	26	2,687	388	8,152	4	73	60	Mod	V Poor	80	16			4
1851	RHONDA RD	N CACTUS WREN DR	N JUDY AVE	LOCAL	20	859	95	2,005	47	44	60	Mod	Marginal	47	6			46
2119	RHONDA RD	N JUDY AVE	N COTTONWOOD LN	LOCAL	19	477	50	1,058	53	45	60	Mod	Fair	42	5			51
1626	ROAD 1 EAST	S ROAD 1 EAST	E SHELBY CT	ARTERIAL	20	1,655	184	3,863	100	100	60	Mod	Excellent	0	0			99
1692	ROAD 1 EAST	S ROAD 1 EAST	E COULING RD	ARTERIAL	23	590	75	1,584	100	100	60	Mod	Excellent	0	0			99
2218	ROAD 1 EAST	S ROAD 1 EAST	E ROAD 1 SOUTH	ARTERIAL	29	635	102	2,149	100	100	60	Mod	Excellent	0	0			99
2122	ROAD 1 EAST	S ROAD 1 EAST	S ADAIR DR	ARTERIAL	19	353	37	783	100	100	60	Mod	Excellent	0	0			99
1902	ROAD 1 EAST	S ROAD 1 EAST	UNNAMED RD	ARTERIAL	21	528	62	1,294	100	100	60	Mod	Excellent	0	0			99
1389	ROAD 1 EAST	S ROAD 1 EAST	E ROAD 2 SOUTH	ARTERIAL	20	647	72	1,510	100	100	60	Mod	Excellent	0	0			99
1352	ROAD 1 EAST	S ROAD 1 EAST	E EL VALLE DR	ARTERIAL	22	521	64	1,337	100	100	60	Mod	Excellent	0	0			99
1351	ROAD 1 EAST	S ROAD 1 EAST	E HATCHER LN	ARTERIAL	21	480	56	1,176	100	100	60	Mod	Excellent	0	0			99
2182	ROAD 1 EAST	S ROAD 1 EAST	E LEAH MARIE LN	ARTERIAL	22	428	52	1,098	100	100	60	Mod	Excellent	0	0			99
2211	ROAD 1 EAST	S ROAD 1 EAST	UNNAMED RD	ARTERIAL	21	853	100	2,090	100	100	60	Mod	Excellent	0	0			99
1638	ROAD 1 NORTH	W ROAD 1 NORTH	W ROAD 1 NORTH	COLLECTOR	23	10	1	28	66	49	60	Mod	Good	28	6			65
2133	S ADAIR DR	E ROAD 2 SOUTH	S PATSY CT	LOCAL	21	590	69	1,445	50	71	30	Weak	Fair	49	1			49
1802	S ADAIR DR	S PATSY CT	S ROAD 1 EAST	LOCAL	23	1,016	130	2,726	45	69	60	Mod	Marginal	48	7			43
1294	S AUTUMN LN	E AUTUMN LN	E ROAD 3 SOUTH	LOCAL	22	1,098	134	2,819	50	54	60	Mod	Fair	44	6			49
1959	S BERNICE DR	E ROAD 1 SOUTH	TURNER LN	LOCAL	27	444	67	1,398	20	55	60	Mod	V Poor	69	11			19
1705	S BERNICE DR	TURNER LN	LINDA LN	LOCAL	29	259	42	875	10	58	60	Mod	V Poor	75	15			10
2294	S BERNICE DR	LINDA LN	LINDA LN	LOCAL	26	268	39	814	17	63	60	Mod	V Poor	72	11			16
2003	S CALICHE DR	EOP	W CENTER ST	LOCAL	19	1,193	126	2,644	48	44	30	Weak	Marginal	47	5			47
1625	S CHERRY CREEK LN	EOP	E CHERRY CREEK LN	LOCAL	28	693	109	2,297	5	49	60	Mod	V Poor	84	11			5
1425	S CHINO DR	EOP	W CENTER ST	LOCAL	24	1,285	171	3,598	79	77	30	Weak	V Good	21	0			79
1926	S CHUCK WAGON LN	W ROCKING HORSE LN	SURREY CIR	LOCAL	22	644	79	1,654	47	67	60	Mod	Marginal	37	16			46
2322	S CHUCK WAGON LN	SURREY CIR	W ROAD 2 SOUTH	LOCAL	24	728	97	2,039	42	65	60	Mod	Marginal	42	16			41
2209	S COTTONTAIL DR	EOP	W CENTER ST	LOCAL	21	1,217	142	2,982	34	66	30	Weak	Poor	62	4			33
1534	S EDEN DR	E ROAD 3 SOUTH	E HOPE LN	LOCAL	28	180	28	587	53	65	60	Mod	Fair	34	13			52
1333	S EDEN DR	E HOPE LN	E LORI LN	LOCAL	28	314	49	1,026	57	72	60	Mod	Fair	29	14			56
2404	S FIRESKY LN	W ROAD 2 S	W ROAD 1 SOUTH	LOCAL	21	2,678	312	6,560	19	63	60	Mod	V Poor	65	16			18
1627	S FIRESKY LN	W ROAD 1 SOUTH	W CENTER ST	LOCAL	24	2,682	358	7,509	76	83	30	Weak	V Good	23	1			75
1859	S GRANITE VISTA DR	EOP	W CENTER ST	LOCAL	21	901	105	2,207	59	53	60	Mod	Fair	34	7			58
1527	S HEIDI LN	EOP	W CENTER ST	LOCAL	21	1,742	203	4,267	40	62	60	Mod	Poor	52	8			39
2308	S JOHNSON LN	W ROAD 2 S	DS@994N W ROAD 2 S	LOCAL	16	994	88	1,856	54	58	30	Weak	Fair	42	4			53
2400	S JOHNSON LN	DS@994N W ROAD 2 S	W ROAD 1 SOUTH	LOCAL	17	1,684	159	3,340	62	54	30	Weak	Good	33	5			61
1795	S KAREN DR	E ROAD 1 SOUTH	E BEN RD	LOCAL	24	558	74	1,564	61	78	30	Weak	Good	37	2			60
1739	S KAREN DR	E BEN RD	E KAREN DR	LOCAL	22	477	58	1,224	70	72	30	Weak	Good	29	1			69
1563	S MAPLE LN	E OAK DR	E ASH DR	LOCAL	22	1,452	177	3,726	19	66	60	Mod	V Poor	69	12			18
2300	S MARICOPA ST	W ROAD 2 S	W ROAD 1 SOUTH	LOCAL	24	2,676	357	7,492	56	57	30	Weak	Fair	41	3			55
1755	S MELODY LN	W PLEASANT AVE	W MELODY LN	LOCAL	18	439	44	922	61	57	30	Weak	Good	38	1			60
1899	S PAPAGO DR	E HAVASU AVE	S PIUTE PL	LOCAL	21	958	112	2,346	35	48	60	Mod	Poor	54	11			34
1639	S PAPAGO DR	S PIUTE PL	E ROAD 3 SOUTH	LOCAL	19	302	32	669	34	35	60	Mod	Poor	50	16			33
2103	S PARK PL	EOP	E KAYE CT	LOCAL	43	162	39	816	70	59	60	Mod	Good	10	20			69
1241	S PARK PL	E KAYE CT	S PARKSIDE VILLAGE DR	LOCAL	23	309	39	829	74	57	60	Mod	V Good	12	14			73

City of Chino Valley, AZ
Street Inventory and Condition Summary - Sorted by Street Name



GISID	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary									
									Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
2020	S PARKSIDE VILLAGE DR	S STATE ROUTE 89	S PARK PL	LOCAL	27	508	76	1,601	68	50	60	Mod	Good	14	18			67
1792	S PARKSIDE VILLAGE DR	S PARK PL	E HIGHLAND CT	LOCAL	34	231	44	916	76	56	60	Mod	V Good	6	18			76
2108	S PARKSIDE VILLAGE DR	E HIGHLAND CT	E PARK MEADOW DR	LOCAL	27	456	68	1,437	82	56	60	Mod	V Good	5	13			81
1492	S PARKSIDE VILLAGE DR	E PARK MEADOW DR	E CANTERBURY CT	LOCAL	28	312	48	1,018	66	53	60	Mod	Good	20	14			65
1918	S PARKSIDE VILLAGE DR	E CANTERBURY CT	E VILLAGE CT	LOCAL	27	158	24	499	62	64	60	Mod	Good	24	14			61
1995	S PARKSIDE VILLAGE DR	E VILLAGE CT	E PARKWAY CT	LOCAL	28	273	43	893	61	50	60	Mod	Good	27	12			60
1553	S PARKSIDE VILLAGE DR	E PARKWAY CT	E LAURA CT	LOCAL	27	309	46	972	76	56	60	Mod	V Good	13	11			75
1417	S PARKSIDE VILLAGE DR	E LAURA CT	E ROAD 2 SOUTH	LOCAL	28	291	45	952	82	48	60	Mod	V Good	7	11			82
1805	S PEAK VIEW DR	E LORI LN	E AUBREY LN	LOCAL	27	328	49	1,033	71	69	60	Mod	V Good	15	14			70
1936	S PEAK VIEW DR	E AUBREY LN	E PARK MEADOW DR	LOCAL	28	277	43	906	67	67	60	Mod	Good	15	18			66
1654	S PEAK VIEW DR	E PARK MEADOW DR	EOP	LOCAL	40	220	48	1,016	81	65	60	Mod	V Good	8	11			80
2092	S PIUTE PL	E HAVASU AVE	S PAPAGO DR	LOCAL	23	1,313	168	3,523	39	48	60	Mod	Poor	46	15			38
1877	S POSEY LN	E BERNICE DR	EOP	LOCAL	25	791	109	2,291	60	58	30	Weak	Good	36	4			59
1710	S QUAIN DR	E ROAD 2 SOUTH	EOP	LOCAL	19	1,079	114	2,392	60	59	30	Weak	Good	39	1			59
2508	S REED RD	OUTER LOOP RD	W MARSHAL WAY	ARTERIAL	41	1,765	402	8,444	31	79	60	Mod	Poor	56	13			30
2370	S REED RD	W ROAD 2 SOUTH	W WILLOW BREEZE RD	ARTERIAL	24	1,344	179	3,764	33	62	60	Mod	Poor	59	8			32
2346	S REED RD	W WILLOW BREEZE RD	DS@659N W WILLOW BREEZE RD	ARTERIAL	23	659	84	1,767	50	64	60	Mod	Fair	41	9			49
2318	S REED RD	DS@659N W WILLOW BREEZE RD	W ROAD 1 SOUTH	ARTERIAL	23	670	86	1,797	53	66	60	Mod	Fair	36	11			52
2334	S REED RD	W ROAD 1 SOUTH	W MEADOWLARK DR	ARTERIAL	22	1,336	163	3,428	59	66	60	Mod	Fair	31	10			59
2305	S REED RD	W MEADOWLARK DR	UNNAMED RD	ARTERIAL	25	446	62	1,300	55	71	60	Mod	Fair	35	10			54
2301	S REED RD	UNNAMED RD	W CENTER ST	ARTERIAL	24	896	119	2,508	64	66	60	Mod	Good	30	6			63
1416	S ROAD 1 EAST	E ROAD 4 SOUTH	E ROAD 3 SOUTH	ARTERIAL	28	2,633	410	8,601	64	82	30	Weak	Good	31	5			63
1751	S ROAD 1 EAST	E EASY ST	E CENTER ST	ARTERIAL	22	350	43	899	49	64	60	Mod	Marginal	39	12			48
2510	S ROAD 1 EAST	S STATE ROUTE 89	Kalinich Ln	ARTERIAL	24	1,385	185	3,877	81	60	60	Mod	V Good	17	3			80
2507	S ROAD 1 W	W MARSHAL WAY	W ROAD 2 SOUTH	ARTERIAL	37	5,338	1,097	23,041	19	77	60	Mod	V Poor	66	15			18
1640	S ROAD 1 WEST	W OUTER LOOP RD	DS@74N W OUTER LOOP RD	ARTERIAL	27	74	11	233	11	61	60	Mod	V Poor	74	15			10
1469	S ROAD 1 WEST	DS@74N W OUTER LOOP RD	DS@664N W OUTER LOOP RD	ARTERIAL	27	590	89	1,859	61	78	60	Mod	Good	33	6			60
1381	S ROAD 1 WEST	DS@664N W OUTER LOOP RD	DS@1012N W OUTER LOOP RD	ARTERIAL	23	348	44	934	41	76	60	Mod	Marginal	51	8			41
1577	S ROAD 1 WEST	DS@1012N W OUTER LOOP RD	DS@2651N W OUTER LOOP RD	ARTERIAL	20	1,638	182	3,823	37	68	60	Mod	Poor	55	8			36
2505	S ROAD 1 WEST	DS@2651N W OUTER LOOP RD	W ROAD 2 SOUTH	ARTERIAL	20	2,656	295	6,198	31	62	60	Mod	Poor	60	9			30
2356	S ROAD 1 WEST	W ROAD 2 SOUTH	UNNAMED RD	ARTERIAL	21	1,338	156	3,278	18	60	60	Mod	V Poor	70	12			17
1753	S ROAD 1 WEST	UNNAMED RD	UNNAMED RD	ARTERIAL	21	742	87	1,818	10	54	60	Mod	V Poor	78	12			9
1964	S ROAD 1 WEST	UNNAMED RD	DS@91N UNNAMED RD	ARTERIAL	23	91	12	245	24	78	60	Mod	V Poor	60	16			23
1499	S ROAD 1 WEST	DS@91N UNNAMED RD	W ROAD 1 SOUTH	ARTERIAL	20	479	53	1,118	21	64	60	Mod	V Poor	68	11			20
1457	S ROAD 1 WEST	W ROAD 1 SOUTH	W TRANQUIL WAY	ARTERIAL	22	264	32	677	13	60	60	Mod	V Poor	76	11			12
1579	S ROAD 1 WEST	W TRANQUIL WAY	W PLEASANT AVE	ARTERIAL	27	402	60	1,265	20	54	60	Mod	V Poor	73	7			19
1837	S ROAD 1 WEST	W PLEASANT AVE	UNNAMED RD	ARTERIAL	26	160	23	486	81	51	60	Mod	V Good	17	2			81
1997	S ROAD 1 WEST	UNNAMED RD	UNNAMED RD	ARTERIAL	25	217	30	634	84	62	60	Mod	V Good	11	5			84
2230	S ROAD 1 WEST	UNNAMED RD	W MELODY LN	ARTERIAL	27	59	9	185	62	48	30	Weak	Good	36	2			61
1961	S ROAD 1 WEST	W MELODY LN	W CENTER ST	ARTERIAL	25	1,547	215	4,512	75	51	30	Weak	V Good	23	2			74
1758	S SINGLETREE LN	DS@978N EOP	E ROAD 2 SOUTH	LOCAL	21	585	68	1,432	63	62	60	Mod	Good	32	5			62
1495	S STACEY DR	E ROAD 1 SOUTH	E BEN RD	LOCAL	21	558	65	1,366	74	71	30	Weak	V Good	23	3			73
1578	S STACEY DR	E BEN RD	E KAREN DR	LOCAL	22	480	59	1,232	57	75	30	Weak	Fair	42	1			56
1953	S SUPAI DR	HAVASU AVE	E HUECO WAY	LOCAL	23	726	93	1,949	42	53	60	Mod	Marginal	46	12			41
1265	S SUPAI DR	E HUECO WAY	E ROAD 3 SOUTH	LOCAL	20	445	49	1,039	34	65	60	Mod	Poor	51	15			33
1686	S SYCAMORE LN	E OAK DR	E CHERRY CREEK LN	LOCAL	23	1,021	130	2,739	7	58	60	Mod	V Poor	81	12			6

City of Chino Valley, AZ
Street Inventory and Condition Summary - Sorted by Street Name



GISID	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary									
									Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
1951	S SYCAMORE LN	E CHERRY CREEK LN	E ASH DR	LOCAL	21	367	43	898	19	56	60	Mod	V Poor	73	8			18
2313	S SYCAMORE LN	E ASH DR	E ROAD 1 SOUTH	LOCAL	25	732	102	2,134	15	64	60	Mod	V Poor	77	8			14
2229	S TRANQUIL WAY	W ROAD 1 SOUTH	W TRANQUIL WAY	LOCAL	20	274	30	638	70	60	30	Weak	Good	27	3			69
1309	S WATSON DR	EOP	E COULING RD	LOCAL	20	460	51	1,073	68	62	30	Weak	Good	31	1			67
1738	S WILLOW LN	E ROAD 2 SOUTH	E OAK DR	LOCAL	25	322	45	939	12	48	60	Mod	V Poor	79	9			11
2337	S WILLOW LN	E OAK DR	E ASH DR	LOCAL	24	1,427	190	3,996	12	64	60	Mod	V Poor	78	10			12
11115	Salida Del Sol	EOP	Perkinsville Rd	LOCAL	24	1,981	264	5,547	100	100	60	Mod	Excellent	0	0			99
11116	Solara Way	EOP	Salida Del Sol	LOCAL	24	889	119	2,489	100	100	60	Mod	Excellent	0	0			99
2348	STAGECOACH TRL	N PORCUPINE PASS	N COTTONWOOD LN	LOCAL	19	394	42	873	80	43	60	Mod	V Good	14	6			79
2025	STELLAR DR	N NEWTON WAY	MERIDIAN PKWY	LOCAL	28	550	86	1,798	74	76	60	Mod	V Good	13	13			74
1974	SURREY CIR	S CHUCK WAGON LN	EOP	LOCAL	34	271	51	1,077	52	54	60	Mod	Fair	31	17			51
1836	TAYLOR AVE	N TAYLOR AVE	EOP	LOCAL	22	985	120	2,528	100	100	60	Mod	Excellent	0	0			99
1866	TERI LN	E ROAD 1 SOUTH	E TERI LN	LOCAL	17	124	12	245	38	66	60	Mod	Poor	49	13			38
1483	TERI LN	E ROAD 1 SOUTH	E TERI LN	LOCAL	23	110	14	295	14	32	60	Mod	V Poor	78	8			14
1000	UNNAMED RD 14	EOP	EOP	LOCAL	23	812	104	2,179	91	73	60	Mod	Excellent	5	4			90
2099	VOSS DR	W BUTTERFIELD RD	W PALOMINO RD	LOCAL	19	406	43	899	37	41	60	Mod	Poor	48	15			36
1925	VOSS DR	W PALOMINO RD	W ROAD 3 NORTH	LOCAL	23	481	61	1,291	16	52	60	Mod	V Poor	71	13			15
2123	W ARLENE ST	N ELDRED RD	EOP	LOCAL	23	617	79	1,655	56	63	60	Mod	Fair	29	15			55
1616	W BUMBLEBEE DR	REED RD	DS@1816E REED RD	LOCAL	21	1,816	212	4,449	67	77	30	Weak	Good	32	1			66
1368	W BUMBLEBEE DR	DS@1816E REED RD	N LAS BRISAS	LOCAL	23	246	31	659	69	65	30	Weak	Good	30	1			68
1812	W BUMBLEBEE DR	N LAS BRISAS	EOP	LOCAL	19	635	67	1,407	68	75	30	Weak	Good	30	2			67
1518	W BUTTERFIELD RD	VOSS DR	N ROAD 1 WEST	LOCAL	21	350	41	856	20	43	60	Mod	V Poor	69	11			19
1796	W BUTTERFIELD RD	N ROAD 1 WEST	N CHAPARRAL LN	LOCAL	20	1,386	154	3,234	36	57	60	Mod	Poor	49	15			35
2110	W BUTTERFIELD RD	N CHAPARRAL LN	N HORIZON WAY	LOCAL	20	1,325	147	3,091	34	62	60	Mod	Poor	49	17			33
2204	W BUTTERFIELD RD	N HORIZON WAY	UNNAMED RD	LOCAL	20	558	62	1,301	8	58	60	Mod	V Poor	79	13			7
1291	W BUTTERFIELD RD	UNNAMED RD	N STATE ROUTE 89	LOCAL	25	378	53	1,103	24	51	60	Mod	V Poor	63	13			23
1889	W CAPELLA CT	EOP	N TERRA VERDE DR	LOCAL	37	281	58	1,209	65	70	60	Mod	Good	20	15			64
2302	W CENTER ST	S REED RD	S FIRESKY LN	ARTERIAL	26	1,355	196	4,109	12	57	60	Mod	V Poor	75	13			11
2189	W CENTER ST	S FIRESKY LN	N SYCAMORE VISTA DR	ARTERIAL	38	1,363	288	6,043	13	55	60	Mod	V Poor	76	11			12
1540	W CENTER ST	N SYCAMORE VISTA DR	S GRANITE VISTA DR	ARTERIAL	23	314	40	842	79	52	30	Weak	V Good	17	4			78
1880	W CENTER ST	S GRANITE VISTA DR	S CALICHE DR	ARTERIAL	24	695	93	1,946	61	52	30	Weak	Good	36	3			60
1737	W CENTER ST	S CALICHE DR	S COTTONTAIL DR	ARTERIAL	22	780	95	2,003	78	55	30	Weak	V Good	20	2			77
1817	W CENTER ST	S COTTONTAIL DR	S CHINO DR	ARTERIAL	25	790	110	2,303	75	52	30	Weak	V Good	23	2			74
1300	W CENTER ST	S CHINO DR	S ROAD 1 WEST	ARTERIAL	22	101	12	260	77	50	30	Weak	V Good	20	3			76
2174	W CENTER ST	S ROAD 1 WEST	S HEIDI LN	ARTERIAL	24	1,370	183	3,835	68	54	30	Weak	Good	30	2			67
1234	W CENTER ST	S HEIDI LN	N GRANADA DR	ARTERIAL	21	291	34	714	70	58	30	Weak	Good	27	3			69
1514	W CENTER ST	N GRANADA DR	S STATE ROUTE 89	ARTERIAL	23	1,689	216	4,532	62	53	60	Mod	Good	32	6			61
1336	W COMMERCIAL WAY	EOP	N STATE ROUTE 89	LOCAL	32	784	141	2,958	20	58	60	Mod	V Poor	65	15			20
2273	W DAMION LOOP	W ROAD 2 SOUTH	E DAMION LOOP	LOCAL	26	1,397	202	4,238	66	72	30	Weak	Good	34	0			65
1645	W DUENO DR	N GRANADA DR	W ENCANTO DR	LOCAL	25	1,239	172	3,613	69	75	30	Weak	Good	31	0			69
1847	W ENCANTO DR	N GRANADA DR	W DUENO DR	LOCAL	24	680	91	1,904	78	76	30	Weak	V Good	22	0			77
1237	W GILSON ST	N COCHISE ST	W TIFFANY PL	LOCAL	16	795	71	1,485	19	51	60	Mod	V Poor	71	10			18
2079	W GILSON ST	W TIFFANY PL	N PINAL ST	LOCAL	23	18	2	49	9	54	60	Mod	V Poor	79	12			8
1516	W GILSON ST	N PINAL ST	EOP	LOCAL	16	921	82	1,720	7	54	60	Mod	V Poor	85	8			7
2326	W GRASSHOPPER LN	N REED RD	N FIRESKY LN	LOCAL	19	1,356	143	3,005	45	55	60	Mod	Marginal	50	5			44
1575	W GRASSHOPPER LN	N FIRESKY LN	N GOLD RUSH WAY	LOCAL	19	683	72	1,514	38	58	60	Mod	Poor	49	13			37

City of Chino Valley, AZ
Street Inventory and Condition Summary - Sorted by Street Name



GISID	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary									
									Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
1475	W GRASSHOPPER LN	N GOLD RUSH WAY	N SYCAMORE VISTA DR	LOCAL	14	691	54	1,128	29	40	60	Mod	Poor	56	15			28
1921	W HEATHER LN	N HARRISON DR	N ROAD 1 WEST	LOCAL	23	1,052	134	2,822	70	74	60	Mod	Good	23	7			69
1798	W HEATHER LN	N ROAD 1 WEST	W KRISTIN ST	LOCAL	23	2,333	298	6,260	30	77	60	Mod	Poor	55	15			29
2054	W INDUSTRIAL DR	EOP	N STATE ROUTE 89	LOCAL	24	1,411	188	3,951	39	50	60	Mod	Poor	46	15			39
1756	W KAY ST	N ELDRED RD	EOP	LOCAL	22	642	79	1,649	62	62	60	Mod	Good	24	14			61
1525	W KOBOL WAY	N LAUREN LN	N HOMESTEAD MESA DR	LOCAL	23	639	82	1,715	81	66	60	Mod	V Good	7	12			80
1376	W KRISTIN ST	N HARRISON DR	N ROAD 1 WEST	LOCAL	23	1,053	135	2,826	66	74	60	Mod	Good	26	8			65
1485	W KRISTIN ST	N ROAD 1 WEST	W HEATHER LN	LOCAL	24	1,789	239	5,010	35	75	60	Mod	Poor	46	19			33
1407	W KRISTIN ST	W HEATHER LN	EOP	LOCAL	29	474	77	1,611	31	69	60	Mod	Poor	56	13			30
1529	W LIANA DR	E BERNICE DR	N LIANA DR	LOCAL	22	1,404	172	3,603	31	57	60	Mod	Poor	60	9			30
1623	W MARKETPLACE DR	N SUSAN A WILLIAMS WAY	N STATE ROUTE 89	LOCAL	30	618	103	2,164	55	62	60	Mod	Fair	28	17			54
1609	W MELODY LN	S MELODY LN	S ROAD 1 WEST	LOCAL	21	1,083	126	2,653	64	64	30	Weak	Good	34	2			63
2232	W NAVAJO ST	N MARICOPA ST	N YAVAPAI ST	LOCAL	18	629	63	1,321	15	50	60	Mod	V Poor	77	8			14
2009	W NAVAJO ST	N YAVAPAI ST	N YAVAPAI ST	LOCAL	19	105	11	234	15	38	60	Mod	V Poor	77	8			14
1892	W NAVAJO ST	N YAVAPAI ST	N MOHAVE ST	LOCAL	17	530	50	1,052	20	45	60	Mod	V Poor	69	11			20
1537	W NAVAJO ST	N MOHAVE ST	N COCHISE ST	LOCAL	16	629	56	1,173	18	43	60	Mod	V Poor	73	9			17
1893	W OUTER LOOP RD	S ROAD 1 WEST	DS@2895E S ROAD 1 WEST	ARTERIAL	24	2,895	386	8,105	5	84	60	Mod	V Poor	87	8			4
1182	W OUTER LOOP RD	DS@2895E S ROAD 1 WEST	S STATE ROUTE 89	ARTERIAL	28	566	88	1,847	67	71	60	Mod	Good	19	14			66
1379	W OUTER LOOP RD	W OUTER LOOP RD	S STATE ROUTE 89	ARTERIAL	19	584	62	1,295	75	64	60	Mod	V Good	13	12			75
1447	W PALOMINO RD	N ROAD 1 WEST	N CHAPARRAL LN	LOCAL	20	1,391	155	3,246	24	65	60	Mod	V Poor	68	8			23
1331	W PALOMINO RD	N CHAPARRAL LN	N HORIZON WAY	LOCAL	21	1,317	154	3,226	15	59	60	Mod	V Poor	75	10			15
2154	W PALOMINO RD	N HORIZON WAY	N STATE ROUTE 89	LOCAL	19	957	101	2,122	8	52	60	Mod	V Poor	80	12			7
1395	W PERKINSVILLE RD	N ROAD 1 WEST	N CANTFIELD AVE	ARTERIAL	21	340	40	834	27	54	60	Mod	Poor	63	10			26
1928	W PERKINSVILLE RD	N CANTFIELD AVE	N TAYLOR AVE	ARTERIAL	21	527	61	1,291	54	67	60	Mod	Fair	35	11			52
1337	W PERKINSVILLE RD	N TAYLOR AVE	N CAMPBELL AVE	ARTERIAL	23	490	63	1,315	40	70	60	Mod	Marginal	50	10			39
2199	W PERKINSVILLE RD	N CAMPBELL AVE	N ANTELOPE DR	ARTERIAL	21	492	57	1,206	23	56	60	Mod	V Poor	66	11			22
1335	W PERKINSVILLE RD	N ANTELOPE DR	N ANGUS PL	ARTERIAL	19	485	51	1,076	19	59	60	Mod	V Poor	68	13			18
2060	W PERKINSVILLE RD	N ANGUS PL	N STATE ROUTE 89	ARTERIAL	25	1,293	180	3,770	40	61	60	Mod	Marginal	49	11			39
1824	W PIMA ST	N MARICOPA ST	N YAVAPAI ST	LOCAL	19	682	72	1,511	25	51	60	Mod	Poor	68	7			25
1735	W PLEASANT AVE	S MELODY LN	S ROAD 1 WEST	LOCAL	20	1,106	123	2,580	64	63	30	Weak	Good	35	1			63
2164	W POCO LN	EOP	N ROAD 1 WEST	LOCAL	18	1,555	156	3,266	62	60	30	Weak	Good	34	4			61
1808	W POLARIS DR	N NEWTON WAY	N SATURN DR	LOCAL	26	419	61	1,272	65	73	60	Mod	Good	21	14			64
2327	W ROAD 1 NORTH	N REED RD	N FIRESKY LN	COLLECTOR	23	1,362	174	3,656	65	76	30	Weak	Good	32	3			65
1967	W ROAD 1 NORTH	N FIRESKY LN	N GOLD RUSH WAY	COLLECTOR	22	682	83	1,751	60	59	60	Mod	Fair	35	5			59
1222	W ROAD 1 NORTH	N GOLD RUSH WAY	N SYCAMORE VISTA DR	COLLECTOR	21	664	77	1,627	56	60	60	Mod	Fair	39	5			55
1685	W ROAD 1 NORTH	N SYCAMORE VISTA DR	N LAUREN LN	COLLECTOR	21	376	44	921	11	58	60	Mod	V Poor	81	8			10
1267	W ROAD 1 NORTH	N LAUREN LN	N HOMESTEAD MESA DR	COLLECTOR	20	664	74	1,549	3	57	60	Mod	V Poor	90	7			3
1591	W ROAD 1 NORTH	N HOMESTEAD MESA DR	ROAD 1 NORTH	COLLECTOR	22	325	40	833	9	53	60	Mod	V Poor	83	8			9
1301	W ROAD 1 NORTH	ROAD 1 NORTH	UNNAMED RD	COLLECTOR	22	678	83	1,741	48	71	60	Mod	Marginal	43	9			47
1641	W ROAD 1 NORTH	UNNAMED RD	N ROAD 1 WEST	COLLECTOR	23	671	86	1,800	44	75	60	Mod	Marginal	49	7			43
2118	W ROAD 1 NORTH	N ROAD 1 WEST	DS@852E N ROAD 1 WEST	COLLECTOR	21	852	99	2,087	21	53	60	Mod	V Poor	68	11			20
1916	W ROAD 1 NORTH	DS@852E N ROAD 1 WEST	UNNAMED RD	COLLECTOR	19	226	24	501	18	75	60	Mod	V Poor	72	10			17
2027	W ROAD 1 NORTH	UNNAMED RD	UNNAMED RD	COLLECTOR	19	255	27	566	18	71	60	Mod	V Poor	68	14			17
1315	W ROAD 1 NORTH	UNNAMED RD	N GROVE LN	COLLECTOR	17	325	31	645	38	61	60	Mod	Poor	49	13			37
1414	W ROAD 1 NORTH	N GROVE LN	N STATE ROUTE 89	COLLECTOR	21	1,737	203	4,256	25	58	60	Mod	Poor	64	11			24
2364	W ROAD 1 SOUTH	S REED RD	S FIRESKY LN	COLLECTOR	21	1,347	157	3,300	50	53	30	Weak	Marginal	45	5			49

City of Chino Valley, AZ
Street Inventory and Condition Summary - Sorted by Street Name



GISID	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary									
									Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
1860	W ROAD 1 SOUTH	S FIRESKY LN	S MARICOPA ST	COLLECTOR	37	687	141	2,965	21	48	60	Mod	V Poor	70	9			20
2355	W ROAD 1 SOUTH	S MARICOPA ST	S JOHNSON LN	COLLECTOR	30	686	114	2,400	27	46	60	Mod	Poor	61	12			26
2170	W ROAD 1 SOUTH	S JOHNSON LN	S TRANQUIL WAY	COLLECTOR	18	2,200	220	4,620	34	52	60	Mod	Poor	53	13			33
1740	W ROAD 1 SOUTH	S TRANQUIL WAY	S ROAD 1 WEST	COLLECTOR	21	483	56	1,184	46	57	60	Mod	Marginal	44	10			45
1982	W ROAD 1 SOUTH	S ROAD 1 WEST	S SERENITY CT	COLLECTOR	19	515	54	1,142	38	57	60	Mod	Poor	48	14			37
1779	W ROAD 1 SOUTH	S SERENITY CT	UNNAMED RD	COLLECTOR	18	172	17	362	35	61	60	Mod	Poor	48	17			34
1862	W ROAD 1 SOUTH	UNNAMED RD	S STATE ROUTE 89	COLLECTOR	19	2,676	282	5,932	33	56	60	Mod	Poor	55	12			32
2357	W ROAD 2 NORTH	N REED RD	N FIRESKY LN	ARTERIAL	24	1,376	183	3,852	41	68	60	Mod	Marginal	52	7			40
1532	W ROAD 2 NORTH	N FIRESKY LN	N SYCAMORE VISTA DR	ARTERIAL	22	1,328	162	3,408	48	65	60	Mod	Marginal	45	7			47
1702	W ROAD 2 NORTH	N SYCAMORE VISTA DR	N ROAD 1 WEST	ARTERIAL	34	2,738	517	10,862	45	62	60	Mod	Marginal	50	5			44
2143	W ROAD 2 NORTH	N ROAD 1 WEST	UNNAMED RD	ARTERIAL	23	980	125	2,629	13	58	60	Mod	V Poor	75	12			13
1894	W ROAD 2 NORTH	UNNAMED RD	UNNAMED RD	ARTERIAL	23	566	72	1,519	11	59	60	Mod	V Poor	72	17			10
1233	W ROAD 2 NORTH	UNNAMED RD	UNNAMED RD	ARTERIAL	29	148	24	499	20	55	60	Mod	V Poor	70	10			19
1374	W ROAD 2 NORTH	UNNAMED RD	DS@306E UNNAMED RD	ARTERIAL	25	306	42	891	16	65	60	Mod	V Poor	75	9			15
1615	W ROAD 2 NORTH	DS@306E UNNAMED RD	N STATE ROUTE 89	ARTERIAL	49	1,450	395	8,289	14	48	60	Mod	V Poor	71	15			13
2371	W ROAD 2 SOUTH	S REED RD	DS@81E S REED RD	ARTERIAL	27	81	12	254	55	32	60	Mod	Fair	31	14			54
2506	W ROAD 2 SOUTH	DS@81E S REED RD	S ROAD 1 WEST	ARTERIAL	22	5,303	648	13,610	74	76	60	Mod	V Good	19	7			74
2365	W ROAD 2 SOUTH	S ROAD 1 WEST	S CHUCK WAGON LN	ARTERIAL	21	558	65	1,367	18	58	60	Mod	V Poor	71	11			17
2320	W ROAD 2 SOUTH	S CHUCK WAGON LN	UNNAMED RD	ARTERIAL	21	235	27	576	24	53	60	Mod	V Poor	64	12			23
1969	W ROAD 2 SOUTH	UNNAMED RD	DS@97E UNNAMED RD	ARTERIAL	21	97	11	237	21	50	60	Mod	V Poor	63	16			20
1419	W ROAD 2 SOUTH	DS@97E UNNAMED RD	W DAMION LOOP	ARTERIAL	20	1,668	185	3,891	16	57	60	Mod	V Poor	72	12			15
1541	W ROAD 2 SOUTH	W DAMION LOOP	E DAMION LOOP	ARTERIAL	25	372	52	1,084	16	52	60	Mod	V Poor	72	12			15
2214	W ROAD 2 SOUTH	E DAMION LOOP	S STATE ROUTE 89	ARTERIAL	20	508	56	1,186	14	53	60	Mod	V Poor	71	15			13
2343	W ROAD 3 NORTH	N REED RD	N ELDRED RD	ARTERIAL	32	978	174	3,651	6	65	60	Mod	V Poor	82	12			6
1302	W ROAD 3 NORTH	N ELDRED RD	N MARICOPA ST	ARTERIAL	28	891	139	2,911	4	62	60	Mod	V Poor	83	13			4
1706	W ROAD 3 NORTH	N MARICOPA ST	N YAVAPAI ST	ARTERIAL	26	647	93	1,962	8	61	60	Mod	V Poor	81	11			8
2215	W ROAD 3 NORTH	N YAVAPAI ST	N MOHAVE ST	ARTERIAL	26	633	91	1,920	1	66	60	Mod	V Poor	89	10			1
1861	W ROAD 3 NORTH	N MOHAVE ST	N COCHISE ST	ARTERIAL	27	628	94	1,978	9	66	60	Mod	V Poor	77	14			8
2012	W ROAD 3 NORTH	N COCHISE ST	N PINAL ST	ARTERIAL	29	617	99	2,088	17	66	60	Mod	V Poor	70	13			16
1430	W ROAD 3 NORTH	N PINAL ST	UNNAMED RD	ARTERIAL	28	355	55	1,158	18	69	60	Mod	V Poor	67	15			17
1646	W ROAD 3 NORTH	UNNAMED RD	VOSS DR	ARTERIAL	31	319	55	1,152	21	54	60	Mod	V Poor	63	16			20
1548	W ROAD 3 NORTH	VOSS DR	DS@311E VOSS DR	ARTERIAL	25	311	43	907	7	58	60	Mod	V Poor	79	14			6
1515	W ROAD 3 NORTH	DS@311E VOSS DR	N ROAD 1 WEST	ARTERIAL	23	46	6	125	14	75	60	Mod	V Poor	75	11			13
2382	W ROAD 3 NORTH	N ROAD 1 WEST	N VAL VISTA DR	ARTERIAL	27	2,155	323	6,788	14	59	60	Mod	V Poor	73	13			13
1728	W ROAD 3 NORTH	N VAL VISTA DR	UNNAMED RD	ARTERIAL	29	862	139	2,916	23	63	60	Mod	V Poor	62	15			23
2061	W ROAD 3 NORTH	UNNAMED RD	N STATE ROUTE 89	ARTERIAL	35	664	129	2,709	22	55	60	Mod	V Poor	63	15			21
2185	W ROAD 4 1/2 NORTH	REED RD	N YO HE WAH DR	COLLECTOR	24	858	114	2,402	72	87	30	Weak	V Good	25	3			71
1513	W ROAD 4 1/2 NORTH	N YO HE WAH DR	N PAWNEE TRL	COLLECTOR	22	529	65	1,357	89	82	60	Mod	Excellent	11	1			88
2207	W ROAD 4 1/2 NORTH	N PAWNEE TRL	N LUCAS LN	COLLECTOR	23	666	85	1,787	97	89	60	Mod	Excellent	1	2			96
1933	W ROAD 4 1/2 NORTH	N LUCAS LN	N KIMBERLY LN	COLLECTOR	20	440	49	1,027	94	88	60	Mod	Excellent	5	1			93
2246	W ROAD 4 1/2 NORTH	N KIMBERLY LN	UNNAMED RD	COLLECTOR	19	2,946	311	6,529	85	91	60	Mod	V Good	15	1			84
2225	W ROAD 4 NORTH	N REED RD	DS@108E N REED RD	ARTERIAL	23	108	14	291	73	71	30	Weak	V Good	25	2			72
2001	W ROAD 4 NORTH	DS@108E N REED RD	N ELDRED RD	ARTERIAL	25	900	125	2,625	74	84	30	Weak	V Good	22	4			73
2024	W ROAD 4 NORTH	N ELDRED RD	DS@757E N ELDRED RD	ARTERIAL	24	757	101	2,118	65	80	60	Mod	Good	30	5			64
1487	W ROAD 4 NORTH	DS@757E N ELDRED RD	N MARICOPA ST	ARTERIAL	26	264	38	801	75	79	60	Mod	V Good	18	7			74
2304	W ROAD 4 NORTH	N MARICOPA ST	N HARRISON DR	ARTERIAL	24	2,441	325	6,834	36	57	60	Mod	Poor	53	11			34

City of Chino Valley, AZ
Street Inventory and Condition Summary - Sorted by Street Name



Street Inventory and Condition Summary - Sorted by Street Name

ESA

Easy Street Analysis

by IMS

GISID	On Street	From Street	To Street	FunCL	Pavement Width (ft)	Pavement Length (ft)	Add Area (yd2)	Pavement Area (yd2)	Condition Summary									
									Surface Distress Index (SDI)	Roughness Index (RI)	Structural Index (SI)	Strength Rating	Condition Rating	Load Assoc Distress Deducts (LADD)	Non-Load Distress Deducts (NLAD)	PCI Override (OPCI)	OPCI Date	Current Segment PCI (CPCI)
2306	W ROAD 4 NORTH	N HARRISON DR	N ROAD 1 WEST	ARTERIAL	24	1,009	135	2,825	26	53	60	Mod	Poor	60	14			25
1397	W ROAD 4 NORTH	N ROAD 1 WEST	N HERMAN DR	ARTERIAL	28	887	138	2,896	29	59	60	Mod	Poor	58	13			28
1946	W ROAD 4 NORTH	N HERMAN DR	UNNAMED RD	ARTERIAL	21	429	50	1,051	33	57	60	Mod	Poor	54	13			31
1526	W ROAD 4 NORTH	UNNAMED RD	DS@501E UNNAMED RD	ARTERIAL	23	501	64	1,344	29	63	60	Mod	Poor	60	11			28
1761	W ROAD 4 NORTH	DS@501E UNNAMED RD	N BACON LN	ARTERIAL	21	808	94	1,979	34	66	60	Mod	Poor	48	18			33
1490	W ROAD 4 NORTH	N BACON LN	DS@42E N BACON LN	ARTERIAL	23	42	5	113	28	51	60	Mod	Poor	56	16			27
1611	W ROAD 4 NORTH	DS@42E N BACON LN	N STATE ROUTE 89	ARTERIAL	22	1,271	155	3,263	37	63	60	Mod	Poor	51	12			36
2312	W ROAD 5 NORTH	N REED RD	N YO HE WAH DR	ARTERIAL	21	783	91	1,918	13	72	60	Mod	V Poor	70	17			12
1480	W ROAD 5 NORTH	N YO HE WAH DR	DS@1247E N YO HE WAH DR	ARTERIAL	21	1,247	146	3,056	7	72	60	Mod	V Poor	79	14			6
2147	W ROAD 5 NORTH	DS@1247E N YO HE WAH DR	N ROAD 1 WEST	ARTERIAL	23	3,358	429	9,010	6	73	60	Mod	V Poor	79	15			6
1716	W ROAD 5 NORTH	N ROAD 1 WEST	N CLOVER LN	ARTERIAL	24	1,322	176	3,701	6	76	60	Mod	V Poor	78	16			6
2144	W ROAD 5 NORTH	N CLOVER LN	UNNAMED RD	ARTERIAL	23	2,342	299	6,284	11	89	60	Mod	V Poor	74	15			10
2244	W ROAD 5 NORTH	UNNAMED RD	N STATE ROUTE 89	ARTERIAL	26	900	130	2,729	10	59	60	Mod	V Poor	74	16			9
1339	W ROCKING HORSE LN	S ROAD 1 W	S CHUCK WAGON LN	LOCAL	23	1,077	138	2,889	29	64	60	Mod	Poor	57	14			27
1409	W RUSTY SPUR CIR	EOP	S CHUCK WAGON LN	LOCAL	29	390	64	1,340	41	68	60	Mod	Marginal	45	14			40
1383	W SHIRLEY ST	N ELDRED RD	EOP	LOCAL	23	600	77	1,611	59	67	60	Mod	Fair	23	18			58
1322	W TALIA PL	EOP	N HARRISON DR	LOCAL	23	527	67	1,413	82	70	60	Mod	V Good	11	7	100	8/29/23	99
1642	W TALIA PL	N HARRISON DR	N ALEC PL	LOCAL	24	625	83	1,749	80	75	60	Mod	V Good	7	13			79
1629	W TALIA PL	N ALEC PL	N ROAD 1 WEST	LOCAL	23	478	61	1,283	62	75	60	Mod	Good	24	14			61
1367	W TALIA PL	N ROAD 1 WEST	W TALIA WAY	LOCAL	24	1,187	158	3,323	58	74	60	Mod	Fair	25	17			56
1562	W TALIA WAY	N HARRISON DR	N ROAD 1 WEST	LOCAL	23	1,052	134	2,822	73	78	60	Mod	V Good	18	9			73
1605	W TALIA WAY	N ROAD 1 WEST	W TALIA PL	LOCAL	23	1,365	174	3,663	59	79	60	Mod	Fair	25	16			58
2005	W TELEPHONE RD	EOP	N STATE ROUTE 89	LOCAL	21	1,888	220	4,626	51	58	30	Weak	Fair	46	3			50
1270	W TIFFANY PL	W GILSON ST	N ROAD 1 WEST	LOCAL	23	1,123	143	3,012	56	67	60	Mod	Fair	32	12			55
2303	W TIFFANY PL	N ROAD 1 WEST	W TIFFANY WAY	LOCAL	23	1,952	249	5,238	67	71	60	Mod	Good	19	14			66
1832	W TIFFANY WAY	N ROAD 1 WEST	W TIFFANY PL	LOCAL	24	1,965	262	5,502	42	73	60	Mod	Marginal	45	13			41
1455	W TRANQUIL WAY	S TRANQUIL WAY	S ROAD 1 WEST	LOCAL	19	449	47	996	39	55	60	Mod	Poor	56	5			38
1589	W WESTWOOD AVE	EOP	UNNAMED RD	LOCAL	22	263	32	674	68	63	60	Mod	Good	26	6			67
2220	W WESTWOOD AVE	UNNAMED RD	N STATE ROUTE 89	LOCAL	22	520	64	1,335	43	53	60	Mod	Marginal	51	6			42
1691	W WILL DR	E WILL DR	E WILL DR	LOCAL	18	171	17	359	40	60	60	Mod	Poor	55	5			39
2116	W WILL DR	E WILL DR	EOP	LOCAL	27	777	116	2,446	40	59	60	Mod	Poor	55	5			39
1903	YORKSHIRE AVE	E SUSSEXX WAY	GRAFTON CT	LOCAL	28	1,617	251	5,281	67	58	60	Mod	Good	24	9			66
1569	YORKSHIRE AVE	GRAFTON CT	GRAFTON CT	LOCAL	28	409	64	1,335	80	61	60	Mod	V Good	11	9			79
1602	YORKSHIRE AVE	GRAFTON CT	E SUSSEXX WAY	LOCAL	28	633	98	2,068	72	51	60	Mod	V Good	21	7			71
2193	YORKSHIRE AVE	E SUSSEXX WAY	E ROAD 1 NORTH	LOCAL	29	194	31	655	59	56	60	Mod	Fair	29	12			58
1263	YORKSHIRE AVE	E ROAD 1 NORTH	E BAINBRIDGE LN	LOCAL	28	495	77	1,616	73	58	60	Mod	V Good	14	13			72

City of Chino Valley, AZ
Street Inventory and Five Year Rehabilitation Plan By Year



1/1/2024
7/1/2024

\$1500k/Year Rehabilitation Plan

GISID	On Street	From Street	To Street	Current Segment PCI (CPCI)	Year of First Rehab	Rehab Activity	Avg Unit Rate (\$/yd2)	Whole Project Cost (\$)	5 Year Post Rehab PCI
2026	E BOTTLEBRUSH DR	N LAKE SHORE DR	N LAKE SHORE DR	26	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	33.00	21,945	89
2078	E BRENTWOOD WAY	EOP	E ARDEN CT	71	1	Chip Seal	4.20	3,608	91
2179	N CACTUS WREN DR	E ROAD 1 NORTH	E BARBARA AVE	30	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	33.00	9,471	89
1519	N DEL RIO RD	E FLINT WAY	E PERKINSVILLE RD	30	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	33.00	20,493	89
1886	KALINICH AVE	S STATE ROUTE 89	DS@126E S STATE ROUTE 89	63	1	Edge Mill + Thin Overlay (1.5 - 2.0)	25.25	7,045	86
1898	N LAKE SHORE DR	PURPLE SAGE DR	E BOTTLEBRUSH DR	39	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	33.00	15,312	89
2376	N LAKE SHORE DR	E BOTTLEBRUSH DR	E ROAD 2 NORTH	34	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	33.00	24,057	89
1893	W OUTER LOOP RD	S ROAD 1 WEST	DS@2895E S ROAD 1 WEST	4	1	Rubberized Chip Seal + Overlay	34.00	275,570	87
1182	W OUTER LOOP RD	DS@2895E S ROAD 1 WEST	S STATE ROUTE 89	66	1	Rubberized Chip Seal + Overlay	34.00	106,828	87
1379	W OUTER LOOP RD	W OUTER LOOP RD	S STATE ROUTE 89	75	1	Rubberized Chip Seal + Overlay	34.00	106,828	87
1815	PURPLE SAGE DR	N LAKE SHORE DR	N LAKE SHORE DR	28	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	33.00	16,236	89
1782	N ROAD 1 WEST	S ROAD 1 WEST	W REYES RD	27	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	36.50	239,952	87
1948	N ROAD 1 WEST	W REYES RD	UNNAMED RD	31	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	36.50	239,952	87
1361	N ROAD 1 WEST	UNNAMED RD	W ROAD 1 NORTH	25	1	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	36.50	239,952	87
2324	N REED RD	W ROAD 1 NORTH	W ROAD 2 NORTH	19	1	ACP Full Depth Reconstruction	106.00	757,370	89
1551	N GOLDEN DR	E MEADOW LN	E FLINT WAY	44	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	32.24	18,796	90
2022	N HAZEL DR	E ROAD 1 SOUTH	EOP	54	2	FWM + Thick Overlay (> 2.0 - 3.0)	29.64	52,907	90
2508	S REED RD	OUTER LOOP RD	W MARSHAL WAY	30	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	37.96	320,534	89
1305	E ROAD 1 SOUTH	E LINDA LN	TERI LN	37	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	35.88	115,677	90
1852	E ROAD 1 SOUTH	TERI LN	TERI LN	31	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	35.88	115,677	90
2077	E ROAD 1 SOUTH	TERI LN	N HAZEL DR	15	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	35.88	115,677	90
1604	E ROAD 1 SOUTH	N HAZEL DR	E LIANA DR	37	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	35.88	115,677	90
1640	S ROAD 1 WEST	W OUTER LOOP RD	DS@74N W OUTER LOOP RD	10	2	ACP Full Depth Reconstruction	121.68	28,351	91
1766	N ROAD 1 WEST	W ROAD 4 NORTH	UNNAMED RD	27	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	37.96	546,662	89
1984	N ROAD 1 WEST	UNNAMED RD	UNNAMED RD	30	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	37.96	546,662	89
1576	N ROAD 1 WEST	UNNAMED RD	W ROAD 5 NORTH	30	2	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	37.96	546,662	89
2399	N REED RD	W ROAD 2 NORTH	W CANTA LIBRE RD	10	2	ACP Full Depth Reconstruction	106.00	415,096	91
2039	N COTTONWOOD LN	N MYLO DR	DS@764W N MYLO DR	88	3	Routine Maintenance	0.00	0	83
2224	N COTTONWOOD LN	DS@764W N MYLO DR	E RUSTLER ROUTE	91	3	Routine Maintenance	0.00	0	83
1742	N COTTONWOOD LN	E RUSTLER ROUTE	E LITTLE DOGGIE DRAW	86	3	Routine Maintenance	0.00	0	83
2217	N COTTONWOOD LN	E LITTLE DOGGIE DRAW	STAGECOACH TRL	92	3	Routine Maintenance	0.00	0	83
1343	N COTTONWOOD LN	STAGECOACH TRL	E ROAD 2 NORTH	86	3	Routine Maintenance	0.00	0	83
1943	N JAMES DR	PURPLE SAGE DR	N BOTTLEBRUSH DR	53	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	33.53	56,732	92
1809	N JAMES DR	N BOTTLEBRUSH DR	E ROAD 2 NORTH	43	3	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	33.53	56,732	91
1914	N NEWTON WAY	EOP	STELLAR DR	65	3	Edge Mill + Thin Overlay (1.5 - 2.0)	27.31	12,426	89
1636	N REED RD	W ROAD 4 NORTH	REED RD	68	3	Edge Mill + Thin Overlay (1.5 - 2.0) + Strctrl Ptch	30.55	2,383	88
1837	S ROAD 1 WEST	W PLEASANT AVE	UNNAMED RD	81	3	Chip Seal	4.76	27,683	94

City of Chino Valley, AZ
Street Inventory and Five Year Rehabilitation Plan By Year



\$1500k/Year Rehabilitation Plan
1/1/2024
7/1/2024

GISID	On Street	From Street	To Street	Current Segment PCI (CPCI)		Rehab Activity	Avg Unit Rate (\$/yd2)	Whole Project Cost (\$)	5 Year Post Rehab PCI
				Year of First Rehab	Year of Second Rehab				
1997	S ROAD 1 WEST	UNNAMED RD	UNNAMED RD	84	3	Chip Seal	4.76	27,683	94
2230	S ROAD 1 WEST	UNNAMED RD	W MELODY LN	61	3	Chip Seal	4.76	27,683	93
1961	S ROAD 1 WEST	W MELODY LN	W CENTER ST	74	3	Chip Seal	4.76	27,683	93
2348	STAGECOACH TRL	N PORCUPINE PASS	N COTTONWOOD LN	79	3	Chip Seal	4.54	3,966	95
2368	N REED RD	W CANTA LIBRE RD	W ROAD 3 NORTH	4	3	ACP Full Depth Reconstruction	106.00	1,396,338	94
1565	N ANGUS PL	EOP	W PERKINSVILLE RD	71	4	Edge Mill + Thin Overlay (1.5 - 2.0)	28.40	83,220	90
2019	N ANTELOPE DR	EOP	W PERKINSVILLE RD	87	4	Slurry Seal / Chip Seal	4.72	13,285	84
1681	E CENTER ST	S STATE ROUTE 89	UNNAMED RD	37	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	41.06	235,301	93
2184	E CENTER ST	UNNAMED RD	DS@307E UNNAMED RD	42	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	41.06	235,301	93
1581	E CENTER ST	DS@307E UNNAMED RD	S ROAD 1 EAST	40	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	41.06	235,301	93
1485	W KRISTIN ST	N ROAD 1 WEST	W HEATHER LN	33	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	37.12	245,775	94
1407	W KRISTIN ST	W HEATHER LN	EOP	30	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	37.12	245,775	94
1395	W PERKINSVILLE RD	N ROAD 1 WEST	N CANTFIELD AVE	26	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	41.06	389,718	93
1928	W PERKINSVILLE RD	N CANTFIELD AVE	N TAYLOR AVE	52	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	41.06	389,718	93
1337	W PERKINSVILLE RD	N TAYLOR AVE	N CAMPBELL AVE	39	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	41.06	389,718	93
2199	W PERKINSVILLE RD	N CAMPBELL AVE	N ANTELOPE DR	22	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	41.06	389,718	93
1335	W PERKINSVILLE RD	N ANTELOPE DR	N ANGUS PL	18	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	41.06	389,718	93
2060	W PERKINSVILLE RD	N ANGUS PL	N STATE ROUTE 89	39	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	41.06	389,718	93
2238	N RAILROAD AVE	E CENTER ST	N LAZY LOOP DR	80	4	Chip Seal	4.72	3,883	97
1469	S ROAD 1 WEST	DS@74N W OUTER LOOP RD	DS@664N W OUTER LOOP RD	60	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	41.06	526,112	93
1381	S ROAD 1 WEST	DS@664N W OUTER LOOP RD	DS@1012N W OUTER LOOP RD	41	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	41.06	526,112	93
1577	S ROAD 1 WEST	DS@1012N W OUTER LOOP RD	DS@2651N W OUTER LOOP RD	36	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	41.06	526,112	93
2505	S ROAD 1 WEST	DS@2651N W OUTER LOOP RD	W ROAD 2 SOUTH	30	4	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	41.06	526,112	93
2206	E BAINBRIDGE LN	E ROAD 1 NORTH	YORKSHIRE AVE	74	5	Chip Seal	4.91	13,836	100
1768	E BAINBRIDGE LN	YORKSHIRE AVE	EOP	80	5	Chip Seal	4.91	13,836	100
1622	N BRIGHT STAR BLVD	E ROAD 2 NORTH	EOP	53	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	36.27	59,838	96
1674	N CACTUS WREN DR	E DONNA RD	E ROAD 1 NORTH	12	5	ACP Full Depth Reconstruction	129.85	36,359	100
1568	E DONNA RD	N CACTUS WREN DR	N JUDY AVE	36	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	38.61	103,887	96
1679	E HAVASU AVE	HAVASU AVE	S PIUTE PL	43	5	ACP Full Depth Reconstruction	129.85	467,865	100
1596	E HAVASU AVE	S PIUTE PL	S PAPAGO DR	21	5	ACP Full Depth Reconstruction	129.85	467,865	100
1676	E HAVASU AVE	S PAPAGO DR	S WIPALA WIKI WAY	44	5	ACP Full Depth Reconstruction	129.85	467,865	100
2051	HAVASU AVE	S STATE ROUTE 89	E PICACHO BLVD	13	5	ACP Full Depth Reconstruction	129.85	467,865	100
1709	HAVASU AVE	E PICACHO BLVD	S SUPAI DR	21	5	ACP Full Depth Reconstruction	129.85	467,865	100
2075	E HUECO WAY	EOP	S SUPAI DR	35	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	38.61	28,954	96
1273	E JEAN RD	N SHARON RD	N RAILROAD AVE	94	5	Routine Maintenance	0.00	0	87
1752	E PICACHO BLVD	HAVASU AVE	DS@1086E HAVASU AVE	36	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	38.61	78,292	96
2092	S PIUTE PL	E HAVASU AVE	S PAPAGO DR	38	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	38.61	136,007	96

City of Chino Valley, AZ
Street Inventory and Five Year Rehabilitation Plan By Year



\$1500k/Year Rehabilitation Plan
1/1/2024
7/1/2024

GISID	On Street	From Street	To Street	Current Segment PCI (CPCI)	Year of First Rehab	Rehab Activity	\$1500k/Year Rehabilitation Plan		
							Avg Unit Rate (\$/yd2)	Whole Project Cost (\$)	5 Year Post Rehab PCI
1920	N RAILROAD AVE	E JEAN RD	E MARGIE DR	87	5	Slurry Seal / Chip Seal	4.91	3,980	85
2370	S REED RD	W ROAD 2 SOUTH	W WILLOW BREEZE RD	32	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	42.70	312,905	96
2346	S REED RD	W WILLOW BREEZE RD	DS@659N W WILLOW BREEZE RD	49	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	42.70	312,905	96
2318	S REED RD	DS@659N W WILLOW BREEZE RD	W ROAD 1 SOUTH	52	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	42.70	312,905	96
1947	E ROAD 2 NORTH	N MILES DR	N SHOSHONE DR	51	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	39.78	122,507	96
1358	E ROAD 2 NORTH	N SHOSHONE DR	N MYLO DR	38	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	39.78	122,507	96
1772	E ROAD 2 NORTH	N MYLO DR	DELAWARE DR	78	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	39.78	122,507	96
1988	E ROAD 2 NORTH	DELAWARE DR	DS@196E DELAWARE DR	58	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	39.77	122,507	96
2052	E ROAD 2 NORTH	DS@196E DELAWARE DR	N BRIGHT STAR BLVD	52	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	39.78	122,507	96
2251	E ROAD 2 NORTH	N BRIGHT STAR BLVD	N BRIGHT STAR BLVD	42	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	39.77	122,507	96
1992	E ROAD 2 NORTH	N BRIGHT STAR BLVD	N BRIGHT STAR BLVD	45	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	39.77	122,507	96
1653	N SHARON RD	E SUNSET DR	E JEAN RD	91	5	Routine Maintenance	0.00	0	86
2036	N SHARON RD	E JEAN RD	E MARGIE DR	97	5	Routine Maintenance	0.00	0	86
2278	N SHARON RD	E MARGIE DR	EOP	86	5	Routine Maintenance	0.00	0	86
1953	S SUPAI DR	HAVASU AVE	E HUECO WAY	41	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	38.61	115,353	96
1265	S SUPAI DR	E HUECO WAY	E ROAD 3 SOUTH	33	5	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	38.61	115,353	96
2510	S ROAD 1 EAST	S STATE ROUTE 89	Kalinich Ln	80	5	Chip Seal	5.15	19,956	100
2133	S ADAIR DR	E ROAD 2 SOUTH	S PATSY CT	49	6+			0	35
1802	S ADAIR DR	S PATSY CT	S ROAD 1 EAST	43	6+			0	31
1874	ALANNA CT	EOP	EMILY DR	79	6+			0	72
2149	N ALEC PL	W TALIA PL	EOP	75	6+			0	66
2247	ALLERTON WAY	E ESSEX WAY	E BRENTWOOD WAY	50	6+			0	38
1713	ALLERTON WAY	E BRENTWOOD WAY	E ROAD 1 NORTH	67	6+			0	56
2372	ALLERTON WAY	E ROAD 1 NORTH	E STRATFORD PL	71	6+			0	61



Functional Class

Functional Class

- LOCAL
- COLLECTOR
- ARTERIAL



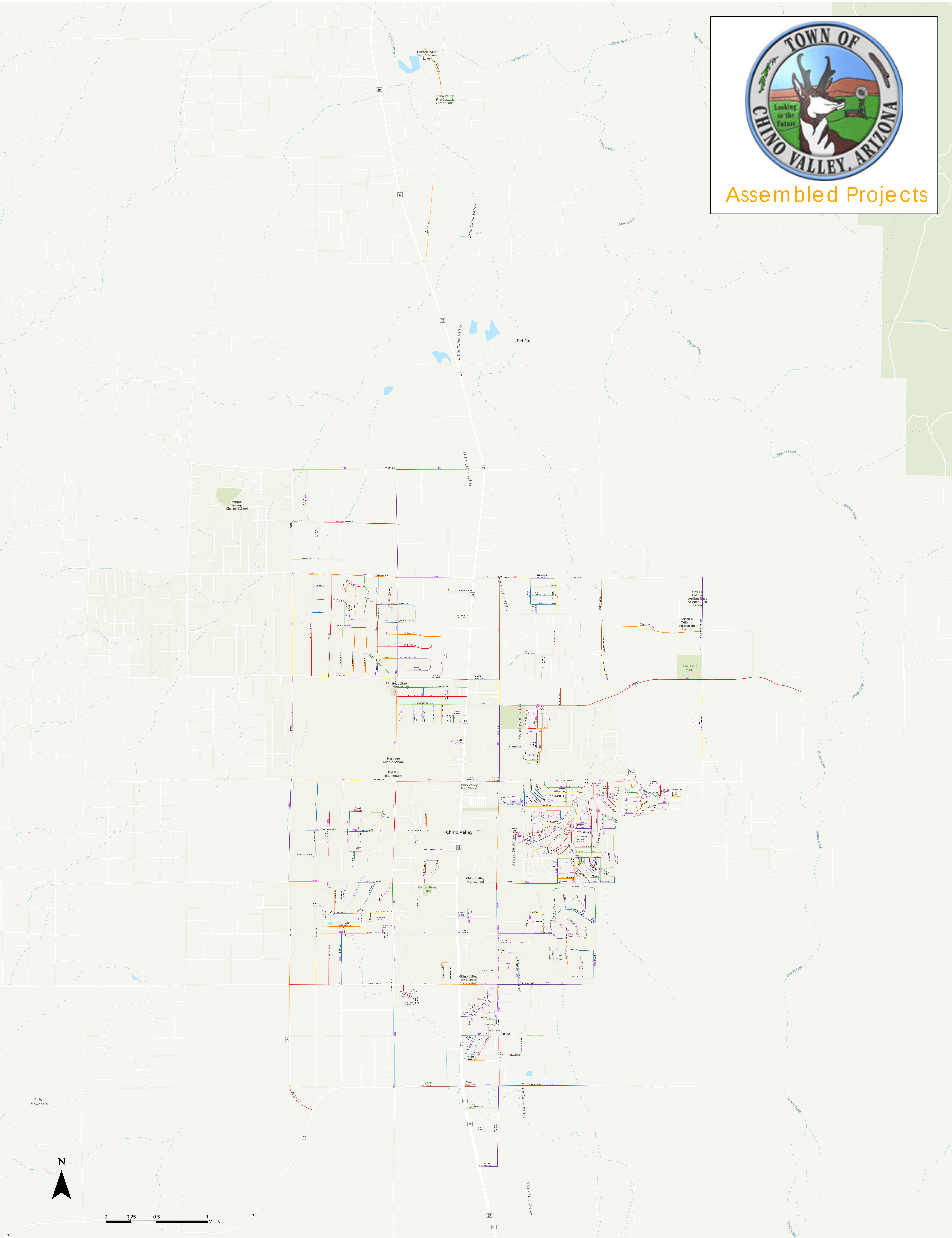
Current PCI

Current PCI

- Very Poor (1 - 25)
- Poor (26 - 40)
- Marginal (41 - 50)
- Fair (51 - 60)
- Good (61 - 70)
- Very Good (71 - 85)
- Excellent (86 - 100)

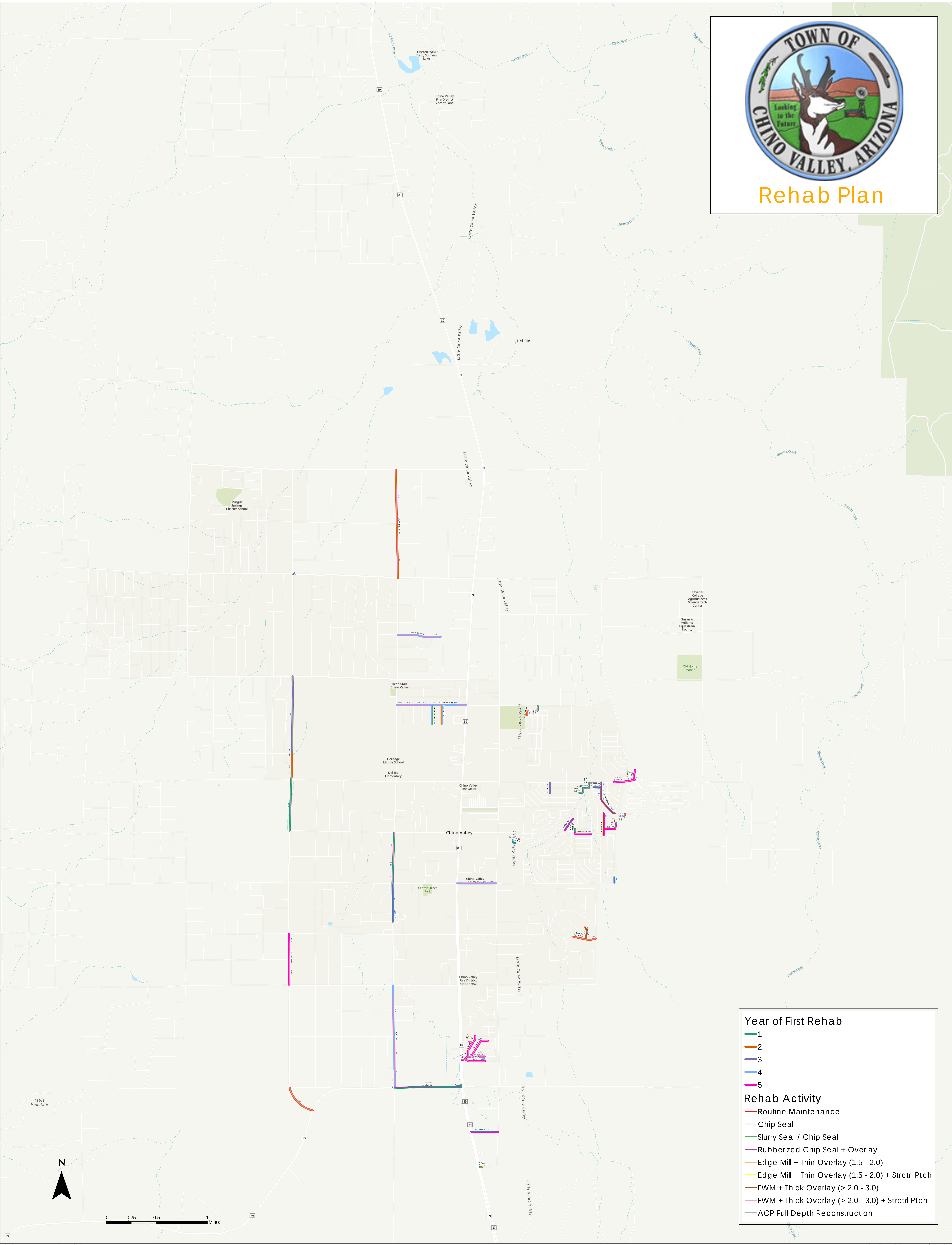


Assembled Projects





Rehab Plan



Year of First Rehab

- 1
- 2
- 3
- 4
- 5

Rehab Activity

- Routine Maintenance
- Chip Seal
- Slurry Seal / Chip Seal
- Rubberized Chip Seal + Overlay
- Edge Mill + Thin Overlay (1.5 - 2.0)
- Edge Mill + Thin Overlay (1.5 - 2.0) + Strctrl Ptch
- FWM + Thick Overlay (> 2.0 - 3.0)
- FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch
- ACP Full Depth Reconstruction



Post Rehab PCI

Post Rehab PCI

- Very Poor (0 - 25)
- Poor (26 - 40)
- Marginal (41 - 50)
- Fair (51 - 60)
- Good (61 - 70)
- Very Good (71 - 85)
- Excellent (86 - 100)

Request For Proposal



Contact: Wyatt Orr
Phone: (928) 713-0215
Email: wyatt@ercarizona.com

300 S Latilla Lane
 Dewey, AZ 86327
 (928) 775-2795 - FAX (928) 268-3487
info@ercarizona.com
www.ercarizona.com

Earth Resources Corporation. "Building Our Future" R.O.C License 259019

Proposed To:	Job Name & Location	Owners Plans And Specifications Dated	
Town of Chino Valley 1020 W Palomino Rd Chino Valley, AZ 86323 Bruce Cooper 928-710-1807	Road Reconstruction & Preservation Various Locations bcooper@chinovallez.gov	Plan Date: Plans by: Addendums:	Job Walk

The following scope of work shall include material and labor to provide and install the following items per Earth Resources Corporations interpretations of the Owner's Plans and Specifications.

DESCRIPTION	Quantity	Units	Unit Price	Total
Mobilization & Water	1	LS	\$ 20,142.00	\$ 20,142.00
Install single chip seal per MAG Standards including .45 gallons per SY of CRS-2P, 3/8" MAG low volume chips at a rate of 25lbs per SY. Upon chip seal completion, roadway to be swept clean off all loose chips then fog coated with .15 gallons per SY of CSS-1H 50/50. Price includes pickup sweeping, all traffic control, and all final cleanup.				
Reed Rd from 4 to 5	15269	SY	\$ 4.23	\$ 64,587.87
Reed 2S to outer loop	23201	SY	\$ 4.23	\$ 98,140.23
East Road 1 South	6841	SY	\$ 4.23	\$ 28,937.43
Install asphalt for patches prior to chip sealing				
Reed Rd from 4 to 5	5	Ton	\$ 285.00	\$ 1,425.00
East Road 1 South	50	Ton	\$ 235.00	\$ 11,750.00
Pulverize existing roadway to a depth of 4", regrade and compact subgrade, install 2" of compacted lime-treated MAG Spec ABC				
EL Charro Norte Area	18864	SY	\$ 8.82	\$ 166,380.48
East Road 2 South	12840	SY	\$ 8.82	\$ 113,248.80
Chino Meadows	35218	SY	\$ 8.82	\$ 310,622.76
Red Cinder	9916	SY	\$ 8.82	\$ 87,459.12
Install double chip seal per MAG Standards including .6 gallons per SY of CRS-2P with 35lbs per SY of 1/2" MAG high volume, .45 gallons per SY of CRS-2P, 3/8" MAG low volume chips at a rate of 25lbs per SY. Upon chip seal completion, roadway to be swept clean off all loose chips then fog coated with .15 gallons per SY of CSS-1H 50/50. Price includes pickup sweeping, all traffic control, and all final cleanup.				
EL Charro Norte Area	16864	SY	\$ 9.04	\$ 152,450.56
East Road 2 South	12840	SY	\$ 9.04	\$ 116,073.60
Chino Meadows	35218	SY	\$ 9.04	\$ 318,370.72
Red Cinder	9916	SY	\$ 9.04	\$ 89,640.64
Striping				
Yellow 4"	47084	LF	\$ 0.30	\$ 14,125.20
White 4"	15098	LF	\$ 0.30	\$ 4,529.40
Stop Bars	5	EA	\$ 85.00	\$ 425.00
Arrows	4	EA	\$ 105.00	\$ 420.00
Only's	2	EA	\$ 195.00	\$ 390.00
12" White	260	LF	\$ 2.85	\$ 741.00
Savings to reuse 3/8" chips in Chino yard, truck to ERC, screen & wash, & install.	800	Tons	\$ (28.27)	\$ (22,616.00)
Sales Tax Rate 10.35%				\$ 106,109.08
			TOTAL	\$ 1,683,352.89

EXCLUSIONS:

Proposal does not include the following: S.W.P.P. Plan, survey or layout, density testing, special inspections, export of any unknown hazardous materials, rock excavation (any hard dig situation incurred that a 310 size, rubber-tire backhoe is unable to dig), blasting and hammer hoe expenses, or permits.

ESTIMATE IS GUARANTEED FOR 30 DAYS FROM ORIGINAL DATE.

All material is guaranteed to be as specified. All work to be completed in a workman like manner according to standard practices. Any alteration or deviation from the above specification involving extra costs, will be executed only upon written orders and will become an extra charge in addition to the original amount.

The above prices, specifications and conditions are satisfactory and are hereby accepted. Earth Resources Corporation is authorized to do the work specified. Payment will be made as outlined above.

Respectfully Submitted,		Acceptance of Proposal by,		
				
Date: 7/30/2026				
Wyatt Orr, President	Date Printed 7/30/2026	Authorized Signature,	Printed Name & Title,	& Date