

Capital Improvements Projects

The Capital Improvement Projects section includes a matrix titled *Street and Path Work FY 2012 – FY 2016* which identifies streets and paths identified for work in the first 5 years. Following the spreadsheet are the project description pages that provide detail on each street project.



Streets and Paths: The definition of pavement maintenance includes work taken to prevent damage or deterioration of pavement after a capital improvement has been completed. Maintenance tasks include drainage ditch grading, shoulder grading, crack sealing, patching, seal coating (such as fog, slurry, or chip), and other similar tasks. This is routine maintenance and is not included as a capital improvement project.

Capital improvement projects typically include a structural repair, not just a surface protection, such as pavement recycling or Cement Reinforced Asphalt Base Stabilization (CRABS), pavement reconstruction, major pavement overlays, and other similar capital-intensive tasks.

This section includes a Sun Valley Street Condition Curve. The Curve illustrates the deterioration of a paved street over time. An explanation of the curve is included and explains the different remedial actions that may be taken during the lifespan of a paved street. The Curve has been modified to reflect pavement conditions which occur in an environment such as Sun Valley.

Two maps are included in this section. The first map shows all streets and the second map shows all paths in the City.

Finally, the spreadsheet contains information on the condition rating of the street or path segment, the length, width and area (square yard), estimated cost and fiscal year for completion. Each project also has a corresponding detailed description which more thoroughly describes the project and funding alternatives. The cost of each project has been projected for the fiscal year of the work to be completed. The year 2010 was used as a base year with costs inflated for each subsequent year. The inflation rates are set forth on the spreadsheets.

Sun Valley Street Condition Curve

The Street Condition Curve was created using *The Asphalt Handbook*, by Asphalt Institute, 1989 edition as a guide. The Y axis (the vertical axis) is a blend of two conditions; Quality of Condition (also known as Serviceability Index) and Condition Rating (“CR”) and the X axis (horizontal axis) represents years. The Condition Rating (“CR”) has been specifically modified to more accurately reflect specific pavement defect conditions occurring most often on streets in Sun Valley. The Condition Rating is based on the sum of all of the defects per each section of street. Additionally, the Condition Rating and Quality of Condition have been adjusted to reflect acceptable conditions for the City of Sun Valley.

The Curve

In general, the curve attempts to represent the typical deterioration of a paved street over time. Typically, streets are designed for a 20 year life span. Over 20 years, the condition of the street will typically follow the direction of the curve, but each street is unique depending on factors such as: the materials with which it was constructed, weather conditions during construction and afterwards, elevation, subsurface and surface drainage situations, and many other factors.

Routine Maintenance: includes crack sealing, shoulder work, drainage maintenance, sweeping, etc. Routine maintenance should continue for the life of the street.

Preventative Maintenance: includes sealing (chip or slurry) on up to a 2-inch overlay and including significant drainage improvements or maintenance as needed. In Sun Valley (and quite often in other locations based on current engineering practices), sealing is done much earlier than shown on the curve. UV rays have a significant impact on the condition of pavement. Because of the impact of UV rays at the elevation of Sun Valley, preventative maintenance is more critical to accomplish at an earlier time in the lifespan of the pavement. Sealing is an activity that should occur every 5 to 7 years depending upon conditions. In Sun Valley, newly paved streets are sealed within 1-3 years after being paved.

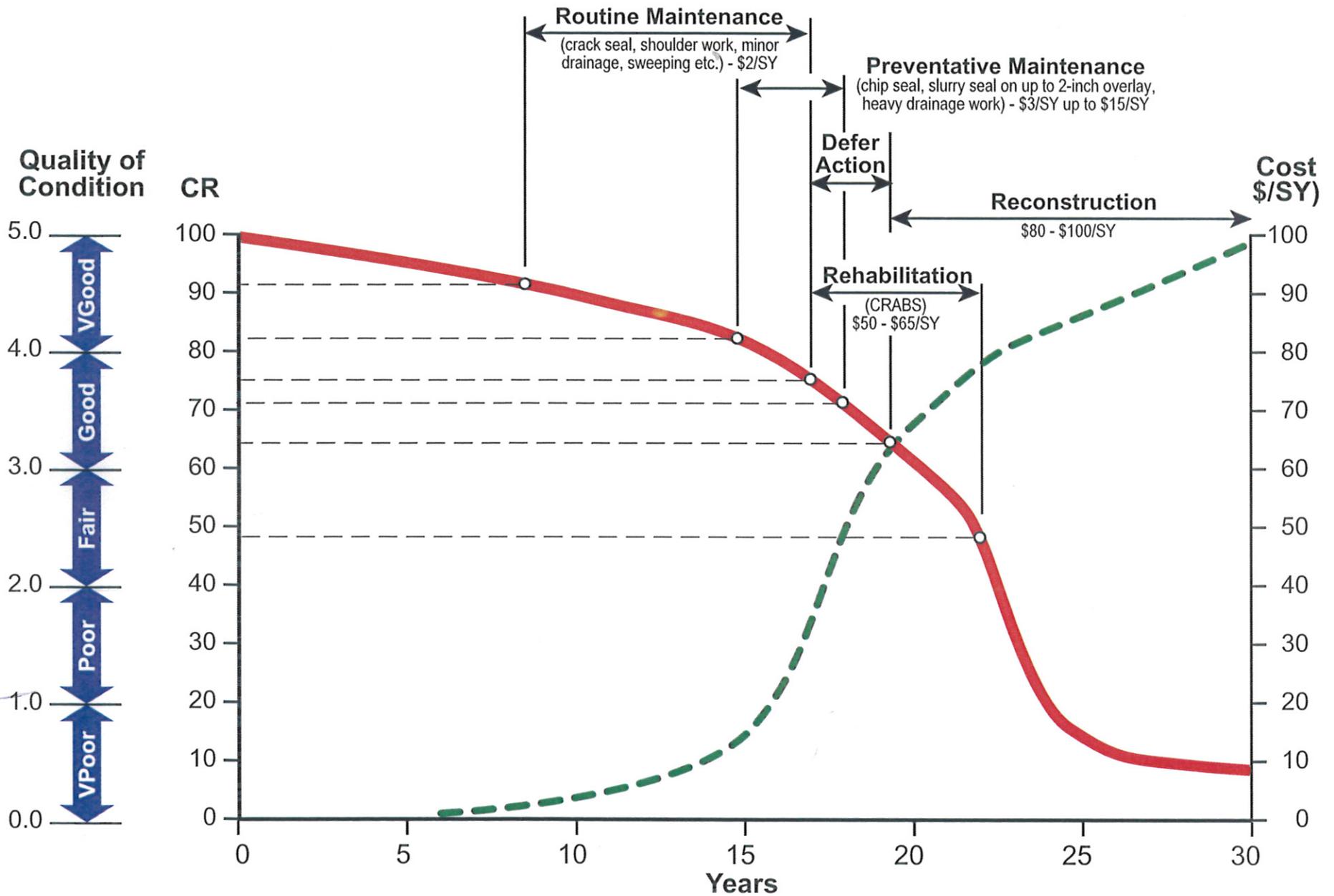
Defer Action: deferring action is based on an engineering evaluation of the existing pavement. If the street has deteriorated in such a manner that preventative maintenance activities will no longer provide improvement equivalent to the amount spent on the activity, or that rehabilitation work will not be effective on the type of deterioration occurring (most likely base failure), then using the existing street in its current condition, if acceptable, for as long as possible, is the most cost effective activity.

Rehabilitation: if, after engineering evaluation, it appears that the street can be improved without completely reconstructing the street section (sub-base, base, and pavement) through a rehabilitative measure (this means the deterioration is probably of a nature such that only the surface of the street is affected), then rehabilitation can be a cost-effective improvement. Rehabilitation is a somewhat time-sensitive activity, as a damaged surface will, over time result in damage to the base and sub-base, which would then result in a full reconstruction.

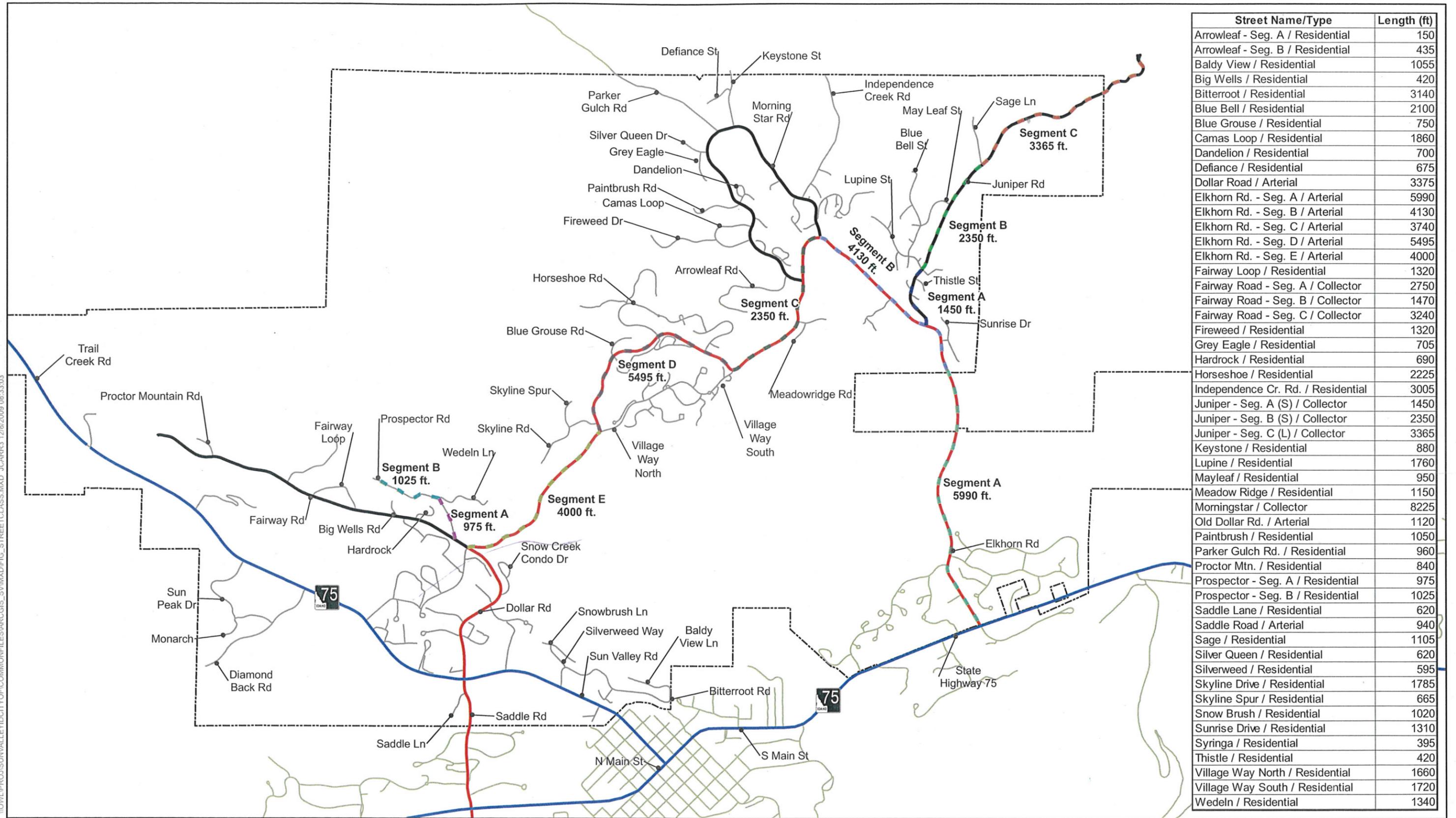
Full Reconstruction: is needed when a determination is made that the street section is in poor condition through the entire section or at least including the base and sub-base. If full reconstruction is required, waiting (deferring action) as long as possible extends the time for capital expenditure. Full reconstruction provides a completely new street from sub-base, base, to pavement.

Deciding the condition of a street with respect to the curve at any one time requires review of the street. However, a thorough understanding of the materials used in construction, the method of construction, the weather and sub-base conditions during and after construction can provide the best understand for whether to defer or to rehabilitate a street. It is possible that two streets with similar Condition Ratings can be given different improvement alternatives (defer or rehabilitate or reconstruct) depending on the defects suffered by each street.

Sun Valley Road Condition Curve



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Street Name/Type	Length (ft)
Arrowleaf - Seg. A / Residential	150
Arrowleaf - Seg. B / Residential	435
Baldy View / Residential	1055
Big Wells / Residential	420
Bitterroot / Residential	3140
Blue Bell / Residential	2100
Blue Grouse / Residential	750
Camas Loop / Residential	1860
Dandelion / Residential	700
Defiance / Residential	675
Dollar Road / Arterial	3375
Elkhorn Rd. - Seg. A / Arterial	5990
Elkhorn Rd. - Seg. B / Arterial	4130
Elkhorn Rd. - Seg. C / Arterial	3740
Elkhorn Rd. - Seg. D / Arterial	5495
Elkhorn Rd. - Seg. E / Arterial	4000
Fairway Loop / Residential	1320
Fairway Road - Seg. A / Collector	2750
Fairway Road - Seg. B / Collector	1470
Fairway Road - Seg. C / Collector	3240
Fireweed / Residential	1320
Grey Eagle / Residential	705
Hardrock / Residential	690
Horseshoe / Residential	2225
Independence Cr. Rd. / Residential	3005
Juniper - Seg. A (S) / Collector	1450
Juniper - Seg. B (S) / Collector	2350
Juniper - Seg. C (L) / Collector	3365
Keystone / Residential	880
Lupine / Residential	1760
Mayleaf / Residential	950
Meadow Ridge / Residential	1150
Morningstar / Collector	8225
Old Dollar Rd. / Arterial	1120
Paintbrush / Residential	1050
Parker Gulch Rd. / Residential	960
Proctor Mtn. / Residential	840
Prospector - Seg. A / Residential	975
Prospector - Seg. B / Residential	1025
Saddle Lane / Residential	620
Saddle Road / Arterial	940
Sage / Residential	1105
Silver Queen / Residential	620
Silverweed / Residential	595
Skyline Drive / Residential	1785
Skyline Spur / Residential	665
Snow Brush / Residential	1020
Sunrise Drive / Residential	1310
Syringa / Residential	395
Thistle / Residential	420
Village Way North / Residential	1660
Village Way South / Residential	1720
Wedeln / Residential	1340

Legend

- Highway
 — Residential
 — Elkhorn Rd, Segment A
 — Elkhorn Rd, Segment D
 — Juniper Rd, Segment B
 — Prospector Rd, Segment B
- Arterial
 — Other
 — Elkhorn Rd, Segment B
 — Elkhorn Rd, Segment E
 — Juniper Rd, Segment C
- Collector
 Sun Valley City Limits
— Elkhorn Rd, Segment C
— Juniper Rd, Segment A
— Prospector Rd, Segment A



Sun Valley, Idaho
Street Classifications & Segments

Source: Digitized from Aerial Images.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	P
1	STREET AND PATH WORK FY 2012 - FY 2016														
2	Name	Category	2005 Condition Rating	2009 Condition Rating	Change in Condition Rating between 2005 and 2009	Length (FT)	Width (FT)	Area (SY)	Cost/SY	Subtotal Cost/Segment Base Year FY 10	Extended Cost/Segment Length +10% Contingency	Fiscal Year To Be Completed	*Cost Calculated with Rate of Inflation	Notes	Annual Total
3	FY 12														
4	Juniper B (remaining)	Collector	44.65	62.48	17.83	2,110	24.5	5,744	\$65	\$373,353	\$410,688	2012	\$444,200		
5	Juniper B (first 240 ft)	Collector	44.65	37.89	-6.76	240	24.5	653	\$65	\$42,467	\$46,713	2012	\$50,525		
6	Trail Creek Path Repair	Pathway	69.79	53.89	-15.90	7,475	10	8,306	\$65	\$539,861	\$593,847	2012	\$642,305		
7	Elkhorn D Path	Pathway	47.53	39.58	-7.95	5,495	10	6,106	\$65	\$396,861	\$436,547	2012	\$472,169		
8	Fairway Loop	Residential	71.10	37.27	-33.83	1,320	25.5	3,740	\$65	\$243,100	\$267,410	2012	\$289,231		
9	Elkhorn D	Arterial	82.17	66.79	-15.38	5,495	26.5	16,180	\$65	\$1,051,682	\$1,156,850	2012	\$1,251,249	Overlay 1996	
10	Juniper A	Collector	81.55	75.40	-6.15	1,450	24.5	3,947	\$65	\$256,569	\$282,226	2012	\$305,256		
11	Total FY 12														\$3,454,936
12															
13	FY 13														
14	Snowbrush	Residential	73.56	40.96	-32.60	1,020	24.5	2,777	\$65	\$180,483	\$198,532	2013	\$229,763		
15	Baldy View Lane	Residential	58.80	34.81	-23.99	1,055	21.5	2,520	\$65	\$163,818	\$180,200	2013	\$208,547		
16	Bitterroot	Residential	72.33	33.58	-38.75	3,140	21.5	7,501	\$65	\$487,572	\$536,329	2013	\$620,701		
17	Silverweed	Residential	57.57	22.51	-35.06	595	24.5	1,620	\$65	\$105,282	\$115,810	2013	\$134,028		
18	Skyline Spur	Residential	50.80	47.73	-3.07	665	21.5	1,589	\$65	\$103,260	\$113,586	2013	\$131,454		
19	Skyline Drive	Residential	77.86	42.19	-35.67	1,785	21.5	4,264	\$65	\$277,171	\$304,888	2013	\$352,850		
20	Elkhorn E Path	Pathway	88.87	69.79	-19.08	4,150	10	4,611	\$65	\$299,722	\$329,694	2013	\$381,559		
21	Juniper C	Collector	56.95	50.80	-6.15	3,365	21.5	8,039	\$65	\$522,510	\$574,761	2013	\$665,177		
22	Saddle Lane	Residential	63.72	44.65	-19.07	620	22.5	1,550	\$65	\$100,750	\$110,825	2013	\$128,259		
23	Horseshoe	Residential	67.41	37.89	-29.52	2,225	24.0	5,933	\$65	\$385,667	\$424,233	2013	\$490,970		
24	Total FY 13														\$3,343,310
25															
26	FY 14														
27	Mayleaf	Residential	79.71	57.57	-22.14	950	22.5	2,375	\$65	\$154,375	\$169,813	2014	\$212,248		
28	Lupine	Residential	71.71	50.19	-21.52	1,760	21.0	4,107	\$65	\$266,933	\$293,627	2014	\$367,003		
29	Fireweed	Residential	69.87	44.65	-25.22	1,320	24.0	3,520	\$65	\$228,800	\$251,680	2014	\$314,574		
30	Thistle	Residential	54.49	43.42	-11.07	420	24.0	1,120	\$65	\$72,800	\$80,080	2014	\$100,092		
31	Proctor Mtn Road	Residential	76.63	43.42	-33.21	840	23.0	2,147	\$65	\$139,533	\$153,487	2014	\$191,843		
32	Prospector A & B	Residential	32.35	34.06	1.71	2,000	21.5	4,778	\$65	\$345,556	\$380,111	2014	\$475,100		
33	Bluebell	Residential	74.17	64.95	-9.22	2,100	24.0	5,600	\$65	\$364,000	\$400,400	2014	\$500,459		
34	Total FY 14														\$2,161,318
35															
36															
37	FY 15														
38	Blue Grouse	Residential	56.95	41.58	-15.37	750	23.0	1,917	\$65	\$124,583	\$137,042	2015	\$186,704		

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	P
1	STREET AND PATH WORK FY 2012 - FY 2016														
2	Name	Category	2005 Condition Rating	2009 Condition Rating	Change in Condition Rating between 2005 and 2009	Length (FT)	Width (FT)	Area (SY)	Cost/SY	Subtotal Cost/Segment Base Year FY 10	Extended Cost/Segment Length +10% Contingency	Fiscal Year To Be Completed	*Cost Calculated with Rate of Inflation	Notes	Annual Total
39	Keystone	Residential	74.17	48.34	-25.83	880	22.5	2,200	\$65	\$143,000	\$157,300	2015	\$214,304		
40	Defiance	Residential	49.57	31.74	-17.83	675	22.0	1,650	\$65	\$107,250	\$117,975	2015	\$160,728		
41	Independence Creek	Residential	53.26	21.28	-31.98	3,005	24.5	8,180	\$65	\$531,718	\$584,890	2015	\$796,847		
42	Total FY 15														\$1,358,582
43	FY 16														
44	FY 16														
45	Sun Valley Road	Pathway	88.87	83.31	-5.56	3,685	10	4,094	\$65	\$266,139	\$292,753	2016	\$414,796		
46	Syringa	Residential	80.94	60.64	-20.30	395	24.0	1,053	\$65	\$68,467	\$75,313	2016	\$106,710		
47	Hardrock	Residential	79.09	59.41	-19.68	690	23.5	1,802	\$65	\$117,108	\$128,819	2016	\$182,522		
48	Big Wells	Residential	73.56	58.18	-15.38	420	24.0	1,120	\$65	\$72,800	\$80,080	2016	\$113,464		
49	Wedeln	Residential	77.86	55.72	-22.14	1,340	22.5	3,350	\$65	\$217,750	\$239,525	2016	\$339,379		
50	Parker Gulch	Residential	59.41	55.11	-4.30	960	22.0	2,347	\$65	\$152,533	\$167,787	2016	\$237,734		
51	Sun Valley & Dollar Roads	Intersection											\$0	New Construction	
52	Total FY 16														\$1,394,605
53															
54	Grand Total												\$11,712,751		\$11,712,751
55															
56	*Rate of inflation:	FY 11 = 4%													
57		FY 12 = 4%													
58		FY 13 = 7%													
59		FY 14 = 8%													
60		FY 15 = 9%													
61		FY 16 - FY 31 = 4%													
62															
63	Identified for improvement in CIP														
64	New Construction														

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Juniper B Road (First 240 ft and Remaining 2,100 feet)

Department: Street Department
Planned to Start in Year 1 (FY 12)

Description

Use CRABS to repair Juniper B Road (first 240 feet and remaining 2,100 feet in length) and fix drainage problems.

Condition: Juniper Road Segment B has had base failure problems before the road system was first assessed in 1992. The base is not well drained and any surface repairs do not last for the time that they should. The street has cracking, spalling, and rutting. Repairs will be made to drain the base using edge drains as well as improve the base structurally through the Cement Reinforced Asphalt Base Stabilization (CRABS) process.

First 240 ft has an assessment rating score of 37.89. The remaining portion of 2,110 ft has an assessment rating score of 62.48.

Justification

Criteria: Infrastructure Improvement

Financial Information

Construction Year					
Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
First 240 ft \$50,525 Remaining 2110 ft \$444,200					\$494,725

Additional Annual Operation and Maintenance Costs: None

Construction: Year 1 = Upgrade.

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

Streetscape-Underground Power Lines on Juniper Road, Juniper A Road, Juniper C Road, and Juniper A Road Realignment (at Elkhorn Intersection)

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Trail Creek Pathway Repair

Department: Street Department
Planned to Start in Year 1 (FY 12)

Description

Repair damage to Trail Creek Pathway from the new Clubhouse to the end of the existing path (7,475 feet in length).

This path was in poor condition prior to construction of the White Clouds subdivision, utility upgrades in the area, and the new Clubhouse; however, the construction activities significantly damaged the path. Because of the construction damage, the Sun Valley Company has tentatively agreed to contribute to half of the cost of the repair work.

Trail Creek Pathway has an overall assessment rating score of 53.89.

Justification

Criteria: Maintenance
 Safety

Financial Information

Construction Year					
Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
\$321,152					\$321,152
Sun Valley Co. \$321,152					\$321,152

Additional Annual Operation and Maintenance Costs: None.

Construction: Year 1

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

Trail Creek Pathway Extension

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Elkhorn D Path

Department: Street Department
Planned to Start in Year 1 (FY 12)

Description

Use CRABS to repair Elkhorn D Path (5,495 feet in length) and fix other problems.

Condition: The condition of Elkhorn D Path is poor.

Elkhorn D Path has an overall assessment rating score of 39.58.

Justification

Criteria: Infrastructure & Facilities Improvement
 Safety

Financial Information

Construction Year					
Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
\$472,169					\$472,169

Additional Annual Operation and Maintenance Costs: None

Construction: Year 1

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

Elkhorn D Road

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Fairway Loop

Department: Street Department
Planned to Start in Year 1 (FY 12)

Description

Use CRABS to repair Fairway Loop Road (1,320 feet in length) and fix other problems.

Condition: The condition of Fairway Loop Road is poor.

Fairway Loop Road has an overall assessment rating score of 37.27.

Justification

Criteria: Maintenance

Financial Information

Construction Year

Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
\$289,231					\$289,231

Additional Annual Operation and Maintenance Costs: None

Construction: Year 1

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

Prospector A and B and Wedeln

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Elkhorn D Road

Department: Street Department
Planned to Start in Year 1 (FY 12)

Description

Use CRABS to repair Elkhorn D Road (5,495 feet in length) and fix other problems.

Condition: Elkhorn Road Segment D is in fair condition. This road is an arterial road and critically links the community. The road itself is cracking and there is cracking between the curb and gutter. A CRABS project will provide for a new paved surface while improving the base.

This project would be constructed in conjunction with the Elkhorn D Path project. Curb and gutter will be removed and replaced, allowing CRABS for the path at the same time as the road.

Elkhorn D Road has an overall assessment rating score of 66.79.

Justification

Criteria: Infrastructure Improvement

Financial Information

Construction Year					
Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
\$1,251,249					\$1,251,249

Additional Annual Operation and Maintenance Costs: None

Construction: Year 1 = Upgrade.

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

Elkhorn D Path

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Juniper A Road

Department: Street Department
Planned to Start in Year 1 (FY 12)

Description

Use CRABS to repair Juniper A Road (1,450 feet in length) and fix drainage problems.

This project is closely tied to the Juniper Road Realignment. If the realignment is not done, then this project will be completed in its entirety. If the realignment is done, then this CRABS portion will be reduced to that portion of Juniper A which is not being impacted by the realignment.

Condition: Juniper A Road is in fair condition.

Juniper A Road has an overall assessment rating score of 75.40.

Justification

Criteria: Infrastructure Improvement

Financial Information

Construction Year

Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
\$305,256					\$305,256

Additional Annual Operation and Maintenance Costs: None

Construction: Year 1 = Upgrade.

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

Juniper B Road, Juniper C Road and Juniper A Road Realignment (at Elkhorn Intersection)

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Snowbrush

Department: Street Department
Planned to Start in Year 2 (FY 13)

Description

Use CRABS to repair Snowbrush Road (1,020 feet in length) and fix other problems.

Condition: The condition of this road is poor to fair.

Snowbrush Road has an overall assessment rating score of 40.96.

Justification

Criteria: Maintenance

Financial Information

Construction Year

Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
	\$229,763				\$229,763

Additional Annual Operation and Maintenance Costs: None

Construction: Year 2

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

Bitterroot, Baldy View and Silverweed

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Baldy View Lane

Department: Street Department
Planned to Start in Year 2 (FY 13)

Description

Use CRABS to repair Baldy View Road (1,055 feet in length) and fix other problems.

Condition: The condition of Baldy View is poor.

Baldy View Road has an overall assessment rating score of 34.81.

Justification

Criteria: Maintenance

Financial Information

Construction Year					
Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
	\$208,547				\$208,547

Additional Annual Operation and Maintenance Costs: None

Construction: Year 2

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

Bitterroot, Snowbrush, and Silverweed

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Bitterroot

Department: Street Department
Planned to Start in Year 2 (FY 13)

Description

Use CRABS to repair Bitterroot Road (3,140 feet in length) and fix other problems.

In addition to pavement work, this project will require some improvements to existing guardrail. Bridge rail improvements will also be conducted.

Condition: The condition of Bitterroot has deteriorated since it was last assessed. The condition of this street is poor .

Bitterroot Road has an overall assessment rating score of 33.58.

Justification

Criteria: Infrastructure & Facilities Improvement
 Safety

Financial Information

Construction Year

Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
	\$620,701				\$620,701

Additional Annual Operation and Maintenance Costs: None

Construction: Year 2

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

Silverweed, Snowbrush and Baldy View

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Silverweed

Department: Street Department
Planned to Start in Year 2 (FY 13)

Description

Use CRABS to repair Silverweed Road (595 feet in length) and fix other problems.

Condition: The condition of Silverweed is poor.

Silverweed Road has an overall assessment rating score of 22.51.

Justification

Criteria: Maintenance

Financial Information

Construction Year

Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
	\$134,028				\$134,028

Additional Annual Operation and Maintenance Costs: None

Construction: Year 2

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

Bitterroot, Snowbrush and Baldy View

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Skyline Spur

Department: Street Department
Planned to Start in Year 2 (FY 13)

Description

Use CRABS to repair Skyline Spur Road (665 feet in length) and fix other problems.

Condition: The condition of Skyline Spur is fair.

Skyline Spur Road has an overall assessment rating score of 47.73.

Justification

Criteria: Maintenance

Financial Information

Construction Year

Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
	\$131,454				\$131,454

Additional Annual Operation and Maintenance Costs: None

Construction: Year 3

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

Skyline Drive

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Skyline Drive

Department: Street Department
Planned to Start in Year 2 (FY 13)

Description

Use CRABS to repair Skyline Drive Road (1,785 feet in length) and fix other problems.

Condition: The condition of Skyline Drive is fair.

Skyline Drive Road has an overall assessment rating score of 42.19.

Justification

Criteria: Maintenance

Financial Information

Construction Year

Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
	\$352,850				\$352,850

Additional Annual Operation and Maintenance Costs: None

Construction: Year 2

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

Skyline Spur

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Elkhorn E Path

Department: Street Department
Planned to Start in Year 2 (FY 13)

Description

Use CRABS to repair Elkhorn E Path (4150 feet in length) and fix other problems.

Condition: The condition of Elkhorn E Path is good.

Elkhorn E Road has an overall assessment rating score of 69.79.

Justification

Criteria: Maintenance

Financial Information

Construction Year

Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
		\$381,559			\$381,559

Additional Annual Operation and Maintenance Costs: None

Construction: Year 2

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

None

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Juniper C Road

Department: Street Department
Planned to Start in Year 2 (FY 13)

Description

Use CRABS to repair Juniper C Road (3,365 feet in length) and fix other problems.

Condition: The condition of Juniper C Road is poor to fair. Juniper C has extensive cracing and utility patch failure

Juniper C Road has an overall assessment rating score of 50.80.

Justification

Criteria: Infrastructure Improvement

Financial Information

Construction Year

Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
	\$665,177				\$665,177

Additional Annual Operation and Maintenance Costs: None

Construction: Year 2 Upgrade

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

Streetscape-Underground Power lines on Juniper Road, Juniper A Road, Juniper B Road, and Juniper A Road Realignment (at Elkhorn Intersection).

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Saddle Lane

Department: Street Department
Planned to Start in Year 2 (FY 13)

Description

(1,550 feet in length) and fix other problems.

Condition: The condition of Saddle Lane is poor.

Saddle Lane has an overall assessment rating score of 44.65.

Justification

Criteria: Maintenance

Financial Information

Construction Year

Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
	\$128,259				\$128,259

Additional Annual Operation and Maintenance Costs: None

Construction: Year 3

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

None

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Horseshoe

Department: Street Department
Planned to Start in Year 2 (FY 13)

Description

Use CRABS to repair Horseshoe Road (2,225 feet in length) and fix other problems.

Condition: The condition of Horseshoe Road is poor.

Blue Grouse Road has an overall assessment rating score of 37.89.

Justification

Criteria: Maintenance

Financial Information

Construction Year

Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
	\$490,970				\$530,248

Additional Annual Operation and Maintenance Costs: None

Construction: Year 3

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

Blue Grouse

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Mayleaf

Department: Street Department
Planned to Start in Year 3 (FY 14)

Description

(950 feet in length) and fix other problems.

Condition: The condition of Mayleaf is poor to fair. Juniper C Road has an overall assessment rating score of 57.57.

Justification

Criteria: Infrastructure Improvement

Financial Information

Construction Year					
Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
		\$212,248			\$212,248

Additional Annual Operation and Maintenance Costs: None

Construction: Year 3 Upgrade

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

None

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Lupine

Department: Street Department
Planned to Start in Year 3 (FY 14)

Description

(1,760 feet in length) and fix other problems.

Condition: The condition of Lupine is poor to fair. Lupine has an overall assessment rating score of 50.19.

Justification

Criteria: Infrastructure Improvement

Financial Information

Construction Year					
Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
		\$367,003			\$367,003

Additional Annual Operation and Maintenance Costs: None

Construction: Year 3 Upgrade

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

None

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Fireweed

Department: Street Department
Planned to Start in Year 3 (FY 14)

Description

(1,320 feet in length) and fix other problems.

Condition: The condition of Skyline Spur is poor.

Fireweed has an overall assessment rating score of 44.65.

Justification

Criteria: Maintenance

Financial Information

Construction Year

Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
		\$314,574			\$314,574

Additional Annual Operation and Maintenance Costs: None

Construction: Year 3

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

None

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Thistle

Department: Street Department
Planned to Start in Year 3 (FY 14)

Description

(1,120 feet in length) and fix other problems.

Condition: The condition of Thistle is poor.

Thistle has an overall assessment rating score of 43.42

Justification

Criteria: Maintenance

Financial Information

Construction Year

Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
		\$100,092			\$100,092

Additional Annual Operation and Maintenance Costs: None

Construction: Year 3

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Proctor Mountain Road

Department: Street Department
Planned to Start in Year 3 (FY 14)

Description

(840 feet in length)

Proctor Mountain Road has an overall assessment rating score of 43.42.

Justification

Criteria: Maintenance

Financial Information

Construction Year

Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
		\$191,843			\$191,843

Additional Annual Operation and Maintenance Costs: None.

Construction: Year 3

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

None

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Prospector A and B

Department: Street Department
Planned to Start in Year 3 (FY 14)

Description

*Use CRABS to repair Prospector- Seg. A (975 feet in length) and fix other problems.
 Use CRABS to repair Prospector- Seg. B (1,025 feet in length) and fix other problems.*

Condition: Prospector Road Segment A is in poor condition. Prospector- Seg. A has an overall assessment rating score of 40.96.

Prospector Road Segment B is in poor condition. Currently this road is a dead end without sufficient space to turn a vehicle in one movement. This project would expand the turning area at the end of the street. Prospector- Seg. B has an overall assessment rating score of 27.43.

Justification

Criteria: Maintenance

Financial Information

Construction Year					
Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
		\$475,100			\$475,100

Additional Annual Operation and Maintenance Costs: None

Construction: Year 3

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

Fairway Loop and Wedeln

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Bluebell

Department: Street Department
Planned to Start in Year 3 (FY 14)

Description

(2100 feet in length) and fix other problems.

Condition: The condition of Bluebell is good.

Bluebell has an overall assessment rating score of 64.95.

Justification

Criteria: Maintenance

Financial Information

Construction Year

Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
		\$500,459			\$500,459

Additional Annual Operation and Maintenance Costs: None

Construction: Year 3

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

None

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Blue Grouse

Department: Street Department
Planned to Start in Year 4 (FY 15)

Description

Use CRABS to repair Blue Grouse Road (750 feet in length) and fix other problems.

Condition: The condition of Blue Grouse Road is poor to fair.

Blue Grouse Road has an overall assessment rating score of 41.58.

Justification

Criteria: Maintenance

Financial Information

Construction Year

Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
			\$186,704		\$186,704

Additional Annual Operation and Maintenance Costs: None

Construction: Year 4

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

Horseshoe

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Keystone

Department: Street Department
Planned to Start in Year 4 (FY 15)

Description

(880 feet in length) and fix other problems.

Condition: The condition of Keystone is poor.

Keystone has an overall assessment rating score of 48.34.

Justification

Criteria: Maintenance

Financial Information

Construction Year

Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
			\$214,304		\$214,304

Additional Annual Operation and Maintenance Costs: None

Construction: Year 4

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

None

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Defiance

Department: Street Department
Planned to Start in Year 4 (FY 15)

Description

Use CRABS to repair Defiance Road (675 feet in length) and fix other problems.

Condition: The condition of this road is poor.

Defiance Road has an overall assessment rating score of 31.74.

Justification

Criteria: Maintenance

Financial Information

Construction Year

Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
			\$160,728		\$160,728

Additional Annual Operation and Maintenance Costs: None

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

Independence Creek

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Independence Creek

Department: Street Department
Planned to Start in Year 4 (FY 15)

Description

Use CRABS to repair Independence Creek. Road (3,005 feet in length) and fix other problems.

Condition: The condition of Independence Creek Road is poor.

Independence Creek Road has an overall assessment rating score of 21.28.

Justification

Criteria: Maintenance

Financial Information

Construction Year

Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
			\$796,847		\$796,847

Additional Annual Operation and Maintenance Costs: None

Construction: Year 5

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

None

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Sun Valley Road Path

Department: Street Department
Planned to Start in Year 5 (FY 16)

Description

Use CRABS to repair Sun Valley Road Path (3685 feet in length) and fix other problems.

Condition: The condition of Sun Valley Road Path is good.

Sun Valley Road Path has an overall assessment rating score of 83.31.

Justification

Criteria: Maintenance

Financial Information

Construction Year

Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
				\$414,796	\$414,796

Additional Annual Operation and Maintenance Costs: None

Construction: Year 5

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

None

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Syringa

Department: Street Department
Planned to Start in Year 5 (FY 16)

Description

(1,053 feet in length) and fix other problems.

Condition: The condition of Syringa is fair.

Syringa has an overall assessment rating score of 60.64.

Justification

Criteria: Maintenance

Financial Information

Construction Year

Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
				\$106,710	\$106,710

Additional Annual Operation and Maintenance Costs: None

Construction: Year 5

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

None

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Hardrock

Department: Street Department
Planned to Start in Year 5 (FY 16)

Description

(1,802 feet in length) and fix other problems.

Condition: The condition of Hardrock is poor to fair.

Hardrock has an overall assessment rating score of 59.41.

Justification

Criteria: Maintenance

Financial Information

Construction Year

Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
				\$182,522	\$182,522

Additional Annual Operation and Maintenance Costs: None

Construction: Year 5

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

None

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Big Wells

Department: Street Department
Planned to Start in Year 5 (FY 16)

Description

(109,100 feet in length) and fix other problems.

Condition: The condition of Big Wells is poor to fair.

Big Wells has an overall assessment rating score of 58.18.

Justification

Criteria: Maintenance

Financial Information

Construction Year

Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
				\$113,464	\$113,464

Additional Annual Operation and Maintenance Costs: None

Construction: Year 5

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

None

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Wedeln

Department: Street Department
Planned to Start in Year 5 (FY 16)

Description

Use CRABS to repair Wedeln Road (1,340 feet in length) and fix other problems.

This road's condition is not as poor as those around it; however, it is more cost effective to repair this road at the same time as Prospector, if funds are available.

Condition: The condition of Wedeln Road is fair.

Wedeln Road has an overall assessment rating score of 55.72.

Justification

Criteria: Maintenance

Financial Information

Construction Year					
Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
				\$339,379	\$339,379

Additional Annual Operation and Maintenance Costs: None

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

Prospector A and B and Fairway Loop

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Parker Gulch

Department: Street Department
Planned to Start in Year 5 (FY 16)

Description

(960 feet in length) and fix other problems.

Condition: The condition of Parker Gulch is fair to poor.

Parker Gulch has an overall assessment rating score of 55.11.

Justification

Criteria: Maintenance

Financial Information

Construction Year

Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
				\$237,734	\$237,734

Additional Annual Operation and Maintenance Costs: None

Construction: Year 5

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

None

2012-2016 Sun Valley CIP and FAP Update Capital Improvement Project

Sun Valley Road and Dollar Road Intersection

Department: Street Department
Planned to Start in Year 5 (FY 16)

Description

Reconfigure the intersection at Sun Valley Road and Dollar Road.

Prior to new development occurring along Sun Valley Road or Trail Creek Road, evaluate the reconfiguration of the intersection at Sun Valley Road and Dollar Road to improve flow, safety and to create a notable entrance to the City and the Resort area (Action Item 6.3.3 from 2005 Comprehensive Plan Update).

This project will be a part of the continued development by the Sun Valley Company. Timing will depend on the Company's development schedule for the Trail Creek area.

Justification

Criteria: Infrastructure & Facilities Improvement
 Safety
 Resort Community Enhancement
 Planned Activity
2005 Comprehensive Plan Action Items: 6.3.3 Evaluate design alternatives for Dollar/ Sun Valley Road intersection.

Financial Information

Construction Year					
Year 1 (FY12)	Year 2 (FY13)	Year 3 (FY14)	Year 4 (FY15)	Year 5 (FY16)	Total
					Not Estimated

Additional Annual Operation and Maintenance Costs: None

Construction: Year Not Determined

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

Elkhorn Road/Dollar Road Intersection