Resort Municipality of Whistler – 2013 Pavement Network Present and Future Status Summary Report

Stantec Consulting Ltd. prepared this report for the Resort Municipality of Whistler (British Columbia, Canada). The material in it reflects our best judgment in light of information available at the time of preparation. The report is a network level analysis and does not replace due diligence and good engineering practices for the implementation of the recommended rehabilitation strategies.

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February 13, 2014

Executive Summary

In 2013, pavement condition data was collected on approximately 76 kilometres of roads in the Resort Municipality of Whistler. The data collected included distress, smoothness and strength. This data was used to assess the overall condition of the pavements and determine rehabilitation and maintenance priorities. The pavement condition data was entered into a pavement management system to determine priorities. The system uses pavement deterioration curves, decision trees and economic analysis to establish rehabilitation and maintenance priorities optimizing value for money budgeted. This network is a valuable asset with an estimated present worth value of $27 million. It is important to use cost effective approaches to maintain this asset value.

In the past, agencies have used a worst first approach to pavement rehabilitation. This method is not cost effective as it is more cost effective to maintain roads in a good condition and prevent them from deteriorating to a poor condition. The management system enables us to select roads and treatments to maintain the network in an optimum condition for the least cost.

The Resort Municipality of Whistler's roadway network includes Priority Roads, Collector – Residential (herein referred to as Collector) and Local-Residential (herein referred to as Local) roadways, totalling approximately 153 lane-kilometres (LN-KM) as shown in Table ES.1.

Table ES.1: Paved Network Inventory

Functional Class	Sections	LN-KM	CL-KM
Priority Roads	35	12	6
Collector	152	84	42
Local	166	57	28
Combined Network	**353**	**153**	**76**

A pavement management system was previously used in 2008 to develop budget projections based on conditions of the road network at that time. To facilitate development of pavement rehabilitation budgets for 2014-2023, updated condition data was collected in 2013 and included the following tasks:

- Collection of pavement roughness and surface distress data on approximately 76 km Priority, Collector and Local roads.
- Deflection testing was completed on Priority, Collector and Local roads to assess the structural adequacy of the pavement structures. A total of 507 deflection tests were completed using non-destructive Falling Weight Deflectometer (FWD) equipment.

PERFORMANCE INDICATORS

Performance indicators are used to describe the present status or current condition of the pavement network. The present status of the network is a 'benchmark' to establish future maintenance and rehabilitation requirements – you cannot determine which direction to take until you know where you are. The performance indicators in Stantec's Pavement Management Application (PMA) are presented herein.

- Pavement Quality Index (PQI)
- Riding Comfort Index (RCI)
- Surface Distress Index (SDI)
- Structural Adequacy Index (SAI)

It should be noted that the RCI, SDI, and SAI values are based on values collected in the field investigations. However, the PQI has been aged through the deterioration curves to represent an estimate of the overall network condition in 2014.

The PQI trigger (minimum acceptable PQI) values for each functional class (F/C) are as follows:

- PQI_{min} of 7.5 for Priority Roads (Village core roads)
- PQI_{min} of 6.5 for Collectors (Bus routes and main neighbourhood roads)
- PQI_{min} of 5.5 for Locals (Other neighbourhood roads)

The resulting average PQI trigger value for Whistler is PQI_{min} of 6.2 when weighted on the length of each road section. The PQI trigger values for each functional class were determined using best practices and comparison to other municipalities.

The present status analysis was completed for the Priority Road, Collector, Local and Combined Network subsets. The results of the present status and backlog (present needs) analysis are provided in Table ES.2.

Table ES.2: Resort Municipality of Whistler - Network Present Status

Functional Class (F/C)	Present Status[1]				Backlog (2014)	
	PQI	RCI	SDI	SAI	Lane-km	% F/C
Priority Road	8.0	5.7	8.2	8.8	2.3	18.8
Collector	8.4	6.7	8.4	8.4	2.1	2.5
Local	8.1	6.1	9.0	8.7	2.1	3.7
Combined Network	**8.3**	**6.4**	**8.6**	**8.5**	**6.6**	**4.3**

Note: [1] RCI, SDI, and SAI values are based on the field survey results. The PQI values were aged using the deterioration curves to represent an estimate of the network condition in 2014.

As indicated in the above table, the present Combined Network has a PQI of 8.3 which is indicative of a good level of service. Approximately 6.6 lane-km or 4% of the network is in need of rehabilitation in 2014.

The average PQI for the Priority Road network is 8.0 and approximately 2.3 lane-km or 19% of Priority Roads are in need of rehabilitation in 2014.

The average PQI for the Collector Network is 8.4 and approximately 2.1 lane-km or 2.5% of Collector are in need of rehabilitation in 2014.

The average PQI for the Local network is 8.1. Approximately 4% of the Local Network, or 2.1 lane-km, are currently in need of rehabilitation.

Priority programming analysis was completed for a ten-year period beginning in 2014. The following funding scenarios were analyzed:

Table ES.3: Ten-Year Priority Programming Period Results

Budget Scenario	Total Budget (over 10 yrs)	Network Performance			
		PQI_{AVG}		% Network Backlog	
		2014	2023	2014	2023
Do Nothing	$0	8.3	5.6	4	70
$300,000 Annually	$3.0 M	8.3	6.1	3	56
$550,000 Annually	$5.5 M	8.3	6.4	2	47
$750,000 Annually	$7.5 M	8.4	6.7	1	41
Need Driven	$14.4 M	8.4	7.7	0	11

To maintain an up to date picture of the Municipality's network condition it is recommended that network-level data collection be continued in the future. Typically, municipalities follow a three-year survey program cycle, whereby the network is evaluated once every three years. This

provides more timely feedback as to whether the pavements are deteriorating as projected and whether budgets are adequate. Specifically it will allow more accurate determination of the PQI deterioration curves for Whistler roads. This in turn allows more accurate budgeting to maintain the desired level of service.

The $550,000 annual budget is recommended as this is expected to maintain an average PQI of 6.4 by 2023, and above the average PQI trigger value for the network.

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1.0 Project Overview

1.1 BACKGROUND

The Resort Municipality of Whistler (Municipality) has a paved roadway network of Priority, Collector - Residential (herein referred to as Collector) and Local-Residential (herein referred to as Local) roads, totaling approximately 76 centreline-kilometres. This network is a valuable asset with an estimated present worth value of $27 million. It is important to manage this asset in a cost-effective manner with a desirable level of service.

In 2013, the Resort Municipality of Whistler retained Stantec Consulting Ltd. (Stantec) to complete the following;

- Field data collection on Priority, Collector, and Local roads; and
- Prepare a report on the present status of the network and prioritization of present and future rehabilitation needs utilizing models in a pavement management system (PMS).

An effective pavement management program requires regular assessment of the condition of the road network. This data can then be used to assess the performance of the network over time. A pavement management program, with regular data collection enables municipal staff to generate the following:

- An estimate of the present and future condition of the pavement network, and determine the rehabilitation requirements over the next ten years (2014-2023)
- Identify feasible rehabilitation alternatives for each road section, and based on this information, assemble ten-year (2014-2023) rehabilitation programs for various funding scenarios
- Estimate the impact the programs will have on the condition of the road network over the ten-year analysis period (2014-2023)

1.2 SCOPE & OBJECTIVES

Pavement roughness, surface distress and deflection data was collected on selected paved roads in June 2013. The data collected was used to identify the Present Status of the pavements in terms of four performance indicators:

- RCI – Riding Comfort Index
- SDI – Surface Distress Index
- SAI – Structural Adequacy Index
- PQI – Pavement Quality Index

1.2.1 Riding Comfort Index (RCI)

The riding comfort index represents the roughness or riding comfort of a pavement section. It is represented by a value on a scale of zero (0) to 10, where zero is considered an extremely rough surface and 10 is a very smooth surface.

The value is calculated based on the results of the pavement roughness survey. Longitudinal profiles of the left and right wheel paths in the survey travel lane are measured and used to simulate the dynamic response of a reference vehicle traveling over the measured profile

1.2.2 Surface Distress Index (SDI)

The surface distress index represents the presence, severity, and extent of various surface distresses (e.g. cracking, potholes, etc.) in a pavement section. The index is presented on a scale of zero (0) to 10, where zero is considered a significantly distressed pavement surface and 10 indicates no surface distress.

The value is calculated based on the results of the surface distress survey.

1.2.3 Structurally Adequacy Index (SAI)

The structural adequacy index represents the pavement sections ability to support expected loading (traffic) conditions, and is indicative of pavement strength. The index is represented on a scale of zero (0) to 10. Five represents a pivot point that where the pavement's structure is just adequate to support current traffic loads. An index less than 5 represents inadequate structural support and a value greater than 5 indicates structural support greater than required to carry current traffic.

The value is measured indirectly using a Falling Weight Deflectometer (FWD). The FWD testing quantifies the deflection of a pavement produced by a series of load applications. Deflection tests are typically performed on roads of higher functional classes (e.g. arterials and Collector) and/or on roads with heavy traffic loads (bus routes, truck routes, etc.)

1.2.4 Pavement Quality Index (PQI)

The pavement quality index represents the overall condition of a pavement section. The index is represented by a value on a scale of zero (0) to 10, where zero is considered unacceptable and 10 is considered excellent.

The value is calculated using one of three PQI models, each of which is based on a weighted combination of RCI, SDI, and SAI. The sections in the Municipality's Pavement Management Application (PMA) are based on a primarily surface distress driven model, which also considers roughness and deflection.

The significance of these indicators is discussed further in Section 3.0 of this report.

Over time, weathering, traffic loading, and aging, cause pavement quality to deteriorate. Maintenance and/or rehabilitation options applied at the appropriate time can renew and extend the life of a road network. The objective of pavement management is to maximize the present and future value, and level of service of the road network, by the cost-effective management of available public capital funds.

An effective pavement management system has the following qualities:

- Method of collection that is uniform, consistent, and repeatable
- Logical and functional database
- Objective method of present status calculation and reporting
- User-definable methodology of needs analysis to develop rehabilitation strategies
- Analytical engine for optimization of network rehabilitation, following a user-definable set of goals

The pavement condition data was collected and coupled with the PMA software to address these requirements.

2.0 Data Collection

The 2013 field survey consisted of:

- Collection of pavement roughness and surface distress data on approximately 76 centreline kilometres of Priority, Collector, and Local roads.
- Deflection testing was completed on Priority, Collector and Local roads to assess the structural adequacy of the pavement. Deflection testing was completed using the non-destructive FWD equipment at a total of 507 test locations.

The roughness of each section was measured using a van equipped with accelerometers and laser sensors. The longitudinal profile of the pavement surface was measured in each wheel path of the survey travel lane. The profile data was then used to calculate an International Roughness Index (IRI) reported at 30 metre intervals.

The extent and severity of various surface distresses were collected. Distresses included load associated cracking, non-load associated cracking, surface deformation, and surface defects. The following thirteen distress types were inventoried:

Distress Types for Flexible Pavements	
• Patching	• Alligator Cracking
• Rippling & Shoving	• Potholes
• Ravelling/Streaking	• Block/Map Cracking
• Flushing & Bleeding	• Longitudinal Cracking
• Distortion	• Transverse Cracking
• Excessive Crown	• Wheel Track Rutting
• Progressive Edge Cracking	

The roughness/survey was generally conducted in the outside lane of the northbound or eastbound lanes of each road segment. Road sections with four or more traffic lanes and divided road sections were tested in both directions of travel. The unit was operated at speeds of 25 km/h or more, to provide reliable profile data.

Deflection measurements were completed to assess the load carrying capacity of the existing pavement. Deflections were collected with a FWD a non-destructive testing device. The FWD applies dynamic loads to the pavement surface, similar in magnitude and duration to that of a single heavy moving wheel load.

The FWD testing was completed in the outer wheel path of the tested lane. The deflection measurements were taken at an average of one test every 100 metres, or a minimum of three tests per section. The deflection measurements were used with the traffic and the structure data to determine the Structural Adequacy Index (SAI) for each road section.

3.0 Analysis

The Resort Municipality of Whistler has used Stantec's Pavement Management Software to manage their paved road network since 1998.

3.1 PAVEMENT MANAGEMENT ANALYSIS DATA

In the PMA, numerous models and parameters must be defined and configured to fully utilize the application's analysis functions. These parameters are user-defined to reflect the local conditions and experiences.

These parameters and models can be grouped into four categories: Network Definition, Basic Parameters, Performance Parameters and Models, and Analysis Parameters and Models. The following is a listing of the PMA parameters and models that fall under the four categories:

- **Network Definition (List of Sections)**
- **Basic Parameters**
  - Jurisdiction (Neighbourhood, Ward)
  - Functional Classes
  - Pavement Types and Layer Materials
  - Maintenance and Rehabilitation Treatments
  - Peripherals (Curbs, Shoulders, Drainage)
  - Environmental Classes
- **Performance Parameters and Models**
  - Performance Indices
  - Deflection Conversion Models
  - Performance Prediction Models
- **Analysis Parameters and Models**
  - Maintenance and Rehabilitation Analysis
  - Optimization Analysis

In preparation for the 2014 Pavement Management Analysis, several areas of the PMA database were updated based on feedback provided by the Municipality. The updated database combined with the 2013 pavement surveys was used to update the PMA software. The software was then used to prepare a 2014 present status and 2014-2023 Network Needs Prioritization report.

3.1.1 Network Definition and Sectioning

Network Definition is the sectioning of the road network into blocks or segments of roadways. Pavement sections must be unique with adequate section limit descriptions to facilitate easy identification of the pavement section for data archiving and collection purposes.

The Resort Municipality of Whistler network was previously sectioned. The previous sectioning was used in all surveys and analysis. Database updates were completed for this report. The Municipality provided updated drawings to identify roadways that were not in the previous PMS Study, and were added to the PMS database for survey and analysis. The list of new sections is provided in Table 3.1.

Table 3.1: New Section Added to PMS Database

SECTION	STREET NAME	FROM STREET	TO STREET	LENGTH
0000004200	LEGACY WAY	W END	CHEAKAMUS LAKE RD	570
0000004210	MT FEE RD	LEGACY WAY	CLOUDBURST DR	370
0000004220	CLOUDBURST DR	LEGACY WAY	MT FEE RD	495
0000004230	MADELEY PL	LEGACY WAY	E END	214
0000004240	CRAZY CANUCK DR	HWY 99	ASHLEY MCIVOR DR	618
0000004250	BEAR PAW TRAIL	W END / ROUNDABOUT	CRAZY CANUCK DR	212
0000004260	WHITEWATER DR	MADELEY PL	MT FEE RD	229
0000004270	KHYBER LANE	SPRING CREEK DR	EAST END	220
0000004280	TYNEBRIDGE LANE	SPRING CREEK DR	WEST END	493
0000005000	HILLCREST DR	END	VALLEY TRAIL	53
0000005010	HILLCREST DR	VALLEY TRAIL	HILLCREST LANE	115
0000005020	HILLCREST DR	HILLCREST LANE	HILLCREST DR	121
0000005030	BUS LANE	VILLAGE GATE BL	GATEWAY DR	86
0000005040	GONDOLA TRANSIT EXCHANGE	BLACKCOMB WAY	BLACKCOMB WAY	170

In addition to newly added streets, specific road segments were identified by the Municipality as Priority Road. These road segments were assigned to a new functional class “Priority Roads” in the PMA. These segments are listed in Table 3.2 below.

Table 3.2: Sections Identified as Priority Roads in PMS Database

SECTION	STREET NAME	FROM STREET	TO STREET	LENGTH (m)
0000002900	BLACKCOMB WY	LORIMER RD (S)	CHATEAU BL	141
0000002910	BLACKCOMB WY	CHATEAU BL	GLACIER DR	442
0000002920	BLACKCOMB WY	GLACIER DR	SUNDIAL CR	428
0000002930	BLACKCOMB WY	SUNDIAL PL	VILLAGE GATE BL	147
0000002940	BLACKCOMB WY	VILLAGE GATE BL	LORIMER RD (N)	486
0000002510	GATEWAY DR	WHISTLER WY	VILLAGE GATE BL	147
0000002511	GATEWAY DR	VILLAGE GATE BL	WHISTLER WY	67
0000000360	LAKE PLACID RD	HWY #99	SARAJEVO DR	76
0000000361	LAKE PLACID RD	SARAJEVO DR	HWY #99	74
0000000370	LAKE PLACID RD	SARAJEVO DR	GONDOLA WY	123
0000000630	LONDON LN	GONDALA	HWY #99	293
0000001940	LORIMER RD	HWY #99	NORTHLAND BL	238
0000001941	LORIMER RD	NORTHLAND BL	HWY #99	238
0000001950	LORIMER RD	NORTHLAND BL	BLACKCOMB WY (W)	259
0000001951	LORIMER RD	BLACKCOMB WY (W)	NORTHLAND BL	251
0000002700	MAIN ST	NORTHLANDS BL (S)	NORTHLANDS BL (N)	447
0000002660	NORTHLANDS BL (NB)	VILLAGE GATE BL	MAIN ST (S)	92
0000002670	NORTHLANDS BL (NB)	MAIN ST (S)	MAIN ST (N)	153
0000002680	NORTHLANDS BL (NB)	MAIN ST (N)	LORIMER RD	245
0000002690	NORTHLANDS BL (NB)	LORIMER RD	CUL DE SAC	138
0000002570	SUNDIAL CR	SUNDIAL PL	VILLAGE LN (S)	35
0000002580	SUNDIAL CR	SUNDIAL PL	BLACKCOMB WY	152
0000002550	SUNDIAL PL	SUNDIAL CR	VILLAGE LN	61
0000002560	SUNDIAL PL	VILLAGE LN	SUNDIAL PL	51
0000002470	SUNSHINE PL	CUL DE SAC	WHISTLER WY	107
0000002520	VILLAGE GATE BL (EB)	HWY #99	GATEWAY LOOP	130
0000002530	VILLAGE GATE BL (EB)	GATEWAY LOOP (W)	GATEWAY LOOP (E)	104
0000002540	VILLAGE GATE BL (EB)	GATEWAY LOOP (E)	BLACKCOMB WY	163
0000002521	VILLAGE GATE BL (WB)	GATEWAY LOOP (W)	HWY #99	145
0000002531	VILLAGE GATE BL (WB)	GATEWAY LOOP (E)	GATEWAY LOOP (W)	116

3.1.2 Basic Parameters

The basic parameters needed to conduct pavement management analysis include sectional pavement attribute data, and rehabilitation and maintenance activities. Sectional attributes are an important element used by the PMA to evaluate probable factors influencing pavement performance, and to assess viable rehabilitation and maintenance treatments. Types of sectional attributes include: pavement location, geometric properties, traffic, pavement structure properties, and adjacent non-pavement structures.

As part of the 2013 project, the subgrade resilient modulus results (M_r) from the deflection testing were used to update the subgrade categories as follows:

- Weak: M_r < 35 MPa
- Fair: 35 MPa <= M_r < 50 MPa
- Strong: M_r >= 50 MPa

3.1.3 Performance Parameters and Models

To measure the condition or the performance of the road network, performance index models based on measurable quantities are required (i.e. roughness, distress, and deflection). The PMA uses the indices as a variable in its user-definable deterioration curves and models to predict the future performance of the road section.

With the use of rehabilitation decision trees, the PMA uses the indices and other sectional attribute data to select appropriate rehabilitation and maintenance treatments, to set priorities, and to plan specific strategies. The decision trees were modified in the 2014 analysis to include new treatment options.

3.1.4 Analysis Parameters and Models

The PMA uses sectional attributes, performance indices, user-definable deterioration curves, and decision trees. This data is then used in the rehabilitation/maintenance analysis engine of the PMA to predict when sections will need remedial work. These predictions are based on user-definable budget streams, the most cost-effective strategy is selected.

Pavement Rehabilitation Unit Costs

Pavement rehabilitation alternatives available to RMOW were developed. The associated costs for those treatments were estimated based on historic construction costs in the municipality. The pavement rehabilitation alternatives and associated unit costs are summarized in Table 3.3 below.

Table 3.3: Alternative Costs

Code	Description	Benefit Level	Unit Cost	Base Year
1	40 mm Overlay (OL)	2	$25.00	2013
2	40 mm Overlay – Patch and Pave	2	$28.00	2013
3	Grind 40 mm and Overlay 40 mm	4	$29.50	2013
4	Grind 40 mm and Overlay 80 mm (2x40 mm)	4	$33.00	2013
5	Microsurfacing*	1	$7.00	2013
6	Full Depth Removal & Pave 100 mm*	5	$36.00	2013

Note: * Treatment options added in 2013

3.2 ROUGHNESS – RIDING COMFORT INDEX (RCI) ANALYSIS

Riding Comfort Index (RCI) is a primary operating characteristic of a road, from the user's perspective. This parameter represents the traveling public's opinion of pavement smoothness, and is interpreted to be the quality of service provided. The data collection unit is used to determine the longitudinal profile of the pavement surface, reported as an International Roughness Index (IRI) value. Roughness measurements are correlated to an assessment of ride quality as determined by the ratings of a group of representative users of the pavements. This subjective assessment is termed the RCI.

The following equation was used to convert IRI measurements to RCI values:

$$RCI = 25.62 - 3.69 \times Log(63.36 \times IRI)$$

Where: IRI = International Roughness Index from the longitudinal profile of the average of the left and right wheel path at 30-metre intervals, at a minimum of 25 km/h.

The RCI value for each road section ranges from zero to 10. An index value of 10 is indicative of an very smooth pavement and an index of zero is indicative of an extremely rough pavement.

The method used to determine the relationship between IRI and RCI is further described in Appendix A.

3.3 SURFACE DISTRESS INDEX (SDI) ANALYSIS

The Surface Distress Index (SDI) is a measure of physical pavement cracking, deformations and surface defects collectively referred to as distresses. The surface distress survey provides a rating of the severity and extent for 13 surface distresses in each station (i.e., 30-metre intervals) of every section in the network. These distress ratings were transformed to a zero to 10 scale for each of the 13 individual distress types. The distresses were combined using distress-specific weighting factors to generate an overall SDI for each station. A sectional SDI score was then computed based on these stational SDI scores. An index of 10 indicates a perfect (no distress) surface and an index of zero indicates a significant level of surface distress.

Appendix B provides a description of the procedure used to determine the SDI values.

3.4 STRUCTURAL ADEQUACY INDEX (SAI) ANALYSIS

The structural adequacy of a pavement indicates the pavement's ability to carry expected traffic loads while providing an acceptable level of service. The structural capacity of a pavement is determined by analyzing the measured deflection of the pavement under a controlled loading condition and comparing this response to the maximum allowable deflection associated with anticipated loading conditions.

Seasonally adjusted deflection measurements are used along with traffic data to determine Structural Adequacy Index (SAI) values for each section. The SAI is represented by a value on a scale of zero to 10, where a value of 5.0 represents a structural strength that just adequately supports the current traffic loads; a value less than 5.0 represents inadequate structural support; and a value greater than 5.0 represents more-than-adequate structural support.

A detailed description of the method used to calculate SAI values is presented in Appendix C.

3.5 PAVEMENT QUALITY INDEX (PQI) ANALYSIS

The PQI provides an overall indication of the pavement service, and is derived through a combination of the sectional RCI, SDI, and SAI values. Different models can be used to calculate PCI as follows;

> Model 1: PQI = f (RCI, SDI, SAI) – this model uses the RCI as the primary variable in conjunction with the SDI and SAI
>
> This model is primarily used by highway agencies where smoothness is the parameter most visible to the travelling public.
>
> Model 2: PQI = f (SDI, RCI, SAI) – this model uses the SDI as the primary variable in conjunction with the RCI and SAI

This model is often used for networks with all street types from arterials to residential. On arterial streets and higher volume Collector roads all three parameters become important in the management of the pavements. Distress remains the dominant parameter but strength and smoothness are also incorporated into the decision making.

Model 3: PQI = SDI – this model sets the PQI equal to SDI

On lower volume, low speed roads pavement condition is the pavement variable that is most evident to road users. In addition, lower speeds means that RCI (smoothness) is less evident to the user. Therefore this model is most often used in low volume low speed networks.

PQI varies between zero and 10. Similarly to RCI, SDI, and SAI zero represents the worst pavement condition and 10 represents the best pavement condition.

For the Resort Municipality of Whistler's PMA system, the 'SDI Driven' PQI equation (Model 2) was used to calculate PQI.

3.6 PERFORMANCE PREDICTION MODELING AND NEEDS ANALYSIS

The PQI values of pavements typically decrease over time. To estimate future rehabilitation requirements of a network, it is necessary to model the deterioration of PQI values. The rate of decrease of PQI depends on many factors, but the principal factors are generally traffic loading, the properties and thickness of the pavement structure layers, and the strength of the underlying subgrade. The factors used to model pavement performance within the PMA are:

- Equivalent Granular Thickness (EGT) in three levels (thin, medium, thick)
- Traffic volume (Average Annual Daily Traffic – AADT) in three levels (low, medium, high)
- Subgrade strength in two levels (weak, strong)

The criteria used to classify traffic (AADT) and structural (EGT) threshold levels are presented below in Table 3.4 and Table 3.5 respectively.

Table 3.4: Functional Classes and Traffic

Code	Description	Traffic Level	
		Low ≤ Medium ≤ High	
0	Unknown/Undefined	0	0
1	Local – Residential	250	750
2	Collector - Residential	1000	2000
3	Priority Roads	1000	2000

Table 3.5: Pavement Types and Thickness

Description	EGT Thickness Level (mm) Thin<Med<Thick		Rating System	Performance Curve Set
Flexible	375	625	Asphalt	**Set 1**
Composite	375	625	Asphalt	**Set 2**
Rigid – Portland Cement Concrete (PCC)	375	625	Portland	**Set 3**

The values defining the boundaries of each level of functional classification (traffic) and pavement type (thickness) should be reviewed regularly and updated to reflect actual conditions. These parameters directly determine the predicted performance of the pavements.

The combination of the three factors – thickness, traffic, and subgrade strength – results in 18 possible classes of pavements and each of these 18 pavement classes is assigned an individual performance curve. In other words, the performance model for a pavement type consists of a family or set of performance curves. A set of curves can be assigned to each pavement type and consists of 18 individual performance curves. The performance curves plot the deterioration of PQI over time. The differences between the curves are based on variations in levels of the pavement thickness, traffic, and subgrade strength.

The PQI performance curves for 'Flexible' pavements (Set 1) are depicted below.

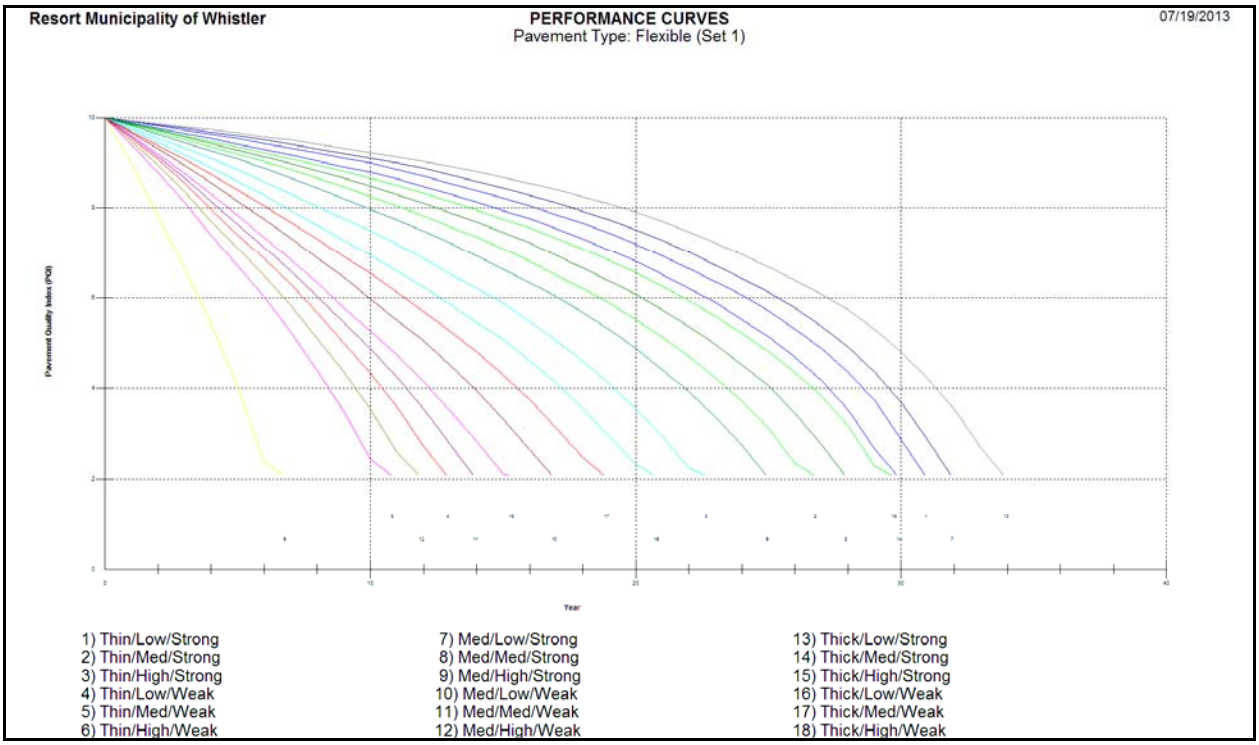


Figure 3.1: Performance Curves for Flexible Pavements (Set 1)

3.7 PRIORITY PROGRAMMING ANALYSIS

3.7.1 Need Year Analysis

Needs Analysis is the identification of pavement sections that are deficient in regards to some specified criterion or criteria. For a paved road network, sections that are currently deficient are referred to as 'present needs' and sections that are predicted to be deficient in the future years are referred to as 'future needs'. A Need Year Distribution graphically illustrates the annual network rehabilitation needs for sections that fall below a given level of service (i.e. PQI) and should be rehabilitated. The need year analysis assumes an unrestricted budget for rehabilitation.

For this analysis, the minimum acceptable PQI (PQImin) is the threshold level of service used to determine if any rehabilitation is required. The minimum acceptable PQI for each functional class within PMA are as follows:

- PQI_{min} of 7.5 for Priority Roads,
- PQI_{min} of 6.5 for Collector, and
- PQI_{min} of 5.5 for Local

These PQI threshold values were selected using best practices from other agencies of similar size, and in consultation with Municipality staff.

3.7.2 Decision Trees

Once a Need Year has been calculated for a pavement section, potential rehabilitation strategies are determined. In this analysis, a section which has deteriorated to a PQI of less than or equal to the trigger value requires rehabilitation in its need year. The decision trees are used to determine the type of rehabilitation for each section in need. The decision trees are provided in Appendix E.

The PMA uses decision trees to identify technically feasible rehabilitation strategies, and life-cycle economic analysis to assess the relative effectiveness of each strategy. This information is used to develop a ten-year rehabilitation program. The program maximizes the benefit of each dollar spent within the budget constraints specified for each year in the program period.

The final result of this analysis is a pavement improvement program identifying pavement sections recommended for rehabilitation with the following information;

- Year in which an intervention should be implemented
- Type of rehabilitation strategy to be implemented*, and
- Projected costs.

Note; * The rehabilitation strategy identified in the analysis is used for high level analysis and the treatment type must be confirmed during detail design.

3.7.3 Input Parameters

Priority programming analysis requires the identification of rehabilitation strategies for each section and associated unit costs. The rehabilitation strategies and associated unit costs and benefit levels considered in the analysis are presented in Table 3.3 above.

3.7.4 Analysis

Decision tree analysis determines the appropriate rehabilitation alternatives based on pre-defined criteria (i.e., pavement condition, geometry, traffic volumes, etc.). Using these strategies, unit costs, and the performance prediction model(s), a life cycle economic analysis technique was used to determine rehabilitation strategies that could be applied throughout the network in specific years to maximize the benefit of capital expenditures while staying within the budget constraints specified for each year of the programming period.

The rehabilitation alternatives noted in Table 3.3 were analyzed to develop the City's ten-year current funding scheme as well as a 'Need Driven' budget and a 'Do Nothing' budget.

Using different budget scenarios and/or other constraints, the rehabilitation program analysis assembles an optimized ten-year rehabilitation program, estimates the impact the scenario will have on the overall network performance, and calculates the annual rehabilitation backlog of work that could not be addressed (for scenarios with limited funding).

In assembling the programs, a rehabilitation project for a section can be implemented in its Need Year or any time thereafter, depending on its cost-effectiveness relative to other potential projects and the available budget.

In the analysis an inflation rate of 5.0% was used for unit costs of each rehabilitation treatment.

4.0 Analysis Results

The following sections discuss and summarize the condition of the Resort Municipality of Whistler road network based on the 2013 survey. It should be noted that the RCI, SDI, and SAI values are based on the measured values during the field survey. The PQI values have been aged to 2014 based on the deterioration curves. The results are summarized by way of the following functional classes:

- Priority Roads
- Collector Network
- Local Network
- Municipality of Whistler: includes all sections in Priority Roads, Collector Network and Local Network

The present status is summarized in Table 4.1.

Table 4.1: 2014 Present Status[1] Analysis Results

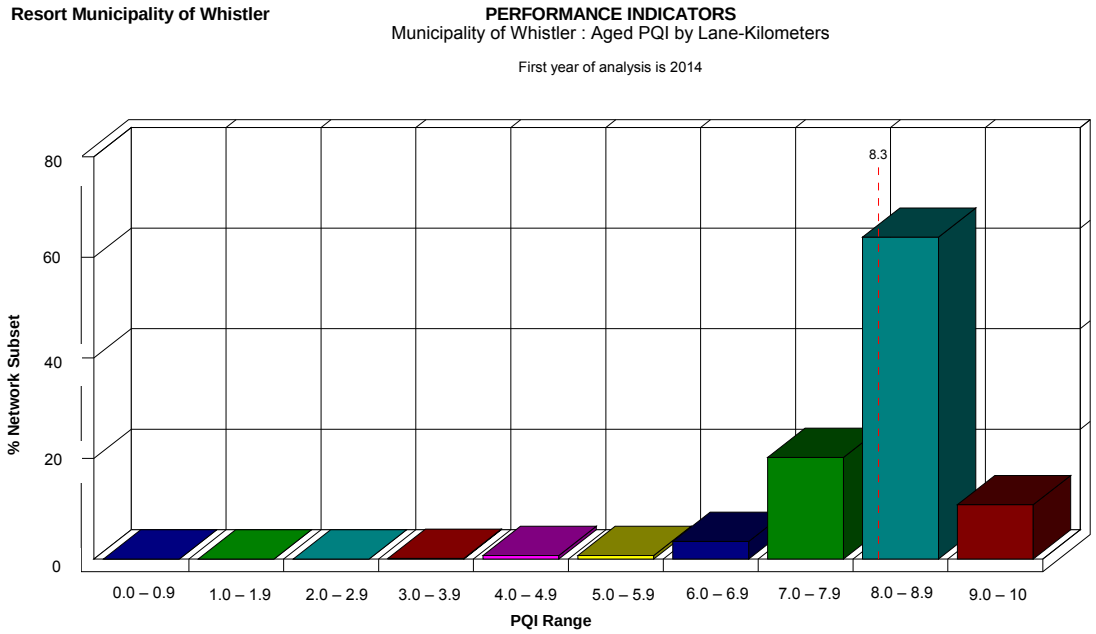
Subset	No. Sections	LN-KM	PQI	RCI	SDI	SAI
Priority Roads	35	12	8.0	5.7	8.2	8.8
Collector Network	152	84	8.4	6.7	8.4	8.4
Local Network	166	57	8.1	6.1	9.0	8.7
Combined	**353**	**153**	**8.3**	**6.4**	**8.6**	**8.5**

[1] It should be noted that the RCI, SDI, and SAI values are based on the field survey results. The PQI values have been aged using the deterioration curves to represent an estimate of the network condition in 2014.

4.1 PRESENT STATUS ANALYSIS – COMBINED NETWORK

4.1.1 Pavement Quality Index (PQI) Analysis

The distribution of aged PQI values in 2014, weighted by lane-kilometres, is shown below in Figure 4.1. The plot indicates a mean PQI of 8.3 for the combined network.



PQI Range:	0.0-0.9	1.0-1.9	2.0-2.9	3.0-3.9	4.0-4.9	5.0-5.9	6.0-6.9	7.0-7.9	8.0-8.9	9.0-10	
Sections:	0	0	0	1	6	7	14	86	214	25	353
%:	0.0	0.0	0.0	0.1	0.7	0.7	3.5	20.2	64.0	10.8	
Ln-km:	0.0	0.0	0.0	0.0	0.1	0.1	0.5	3.1	9.8	1.6	15.3
x 10											

Figure 4.1: PQI Distribution for Combined Network – 2014

The distribution of the network between acceptable and poor PQI values is presented below in Table 4.2. The results indicate that the vast majority of sections (95.7% of the Combined Network or 146 lane-kilometres) currently provide an acceptable level of service with PQI values greater than the existing PQI trigger values for each functional class.

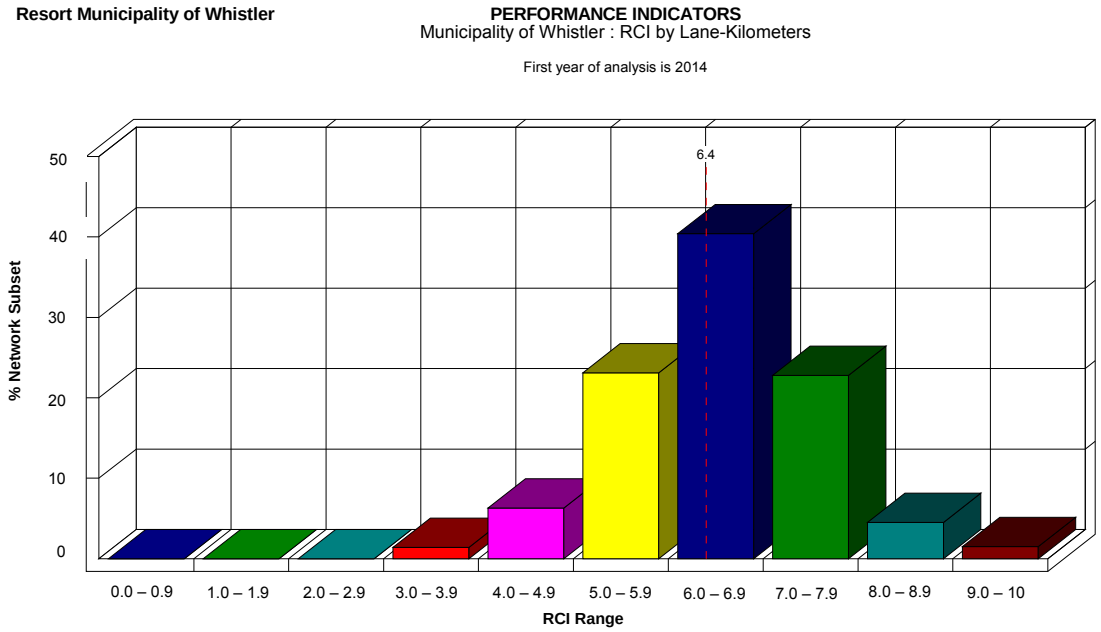
Table 4.2: Pavement Quality Distribution for Combined Network

PQI Range	Pavement Quality	No. Sections	LN-KM	% of Combined Network
PQI < Trigger[1]	Poor	26	6.6	4.3%
PQI ≥ Trigger[1]	Acceptable	327	146	95.7%

[1] Priority Roads PQI trigger is 7.5, Collector PQI trigger is 6.5 and Local PQI trigger is 5.5

4.1.2 Riding Comfort Index (RCI) Analysis

The distribution of RCI values, weighted by lane-kilometres, is shown in Figure 4.2. The plot indicates a mean RCI of 6.4 for the Combined Network.



RCI Range:	0.0-0.9	1.0-1.9	2.0-2.9	3.0-3.9	4.0-4.9	5.0-5.9	6.0-6.9	7.0-7.9	8.0-8.9	9.0-10	
Sections:	0	0	1	16	45	102	123	53	10	3	353
%:	0.0	0.0	0.0	1.4	6.3	23.1	40.4	22.8	4.5	1.5	
Ln-km:	0.0	0.0	0.0	0.2	1.0	3.5	6.2	3.5	0.7	0.2	15.3
x 10											

Figure 4.2: RCI Distribution for Combined Network – 2014

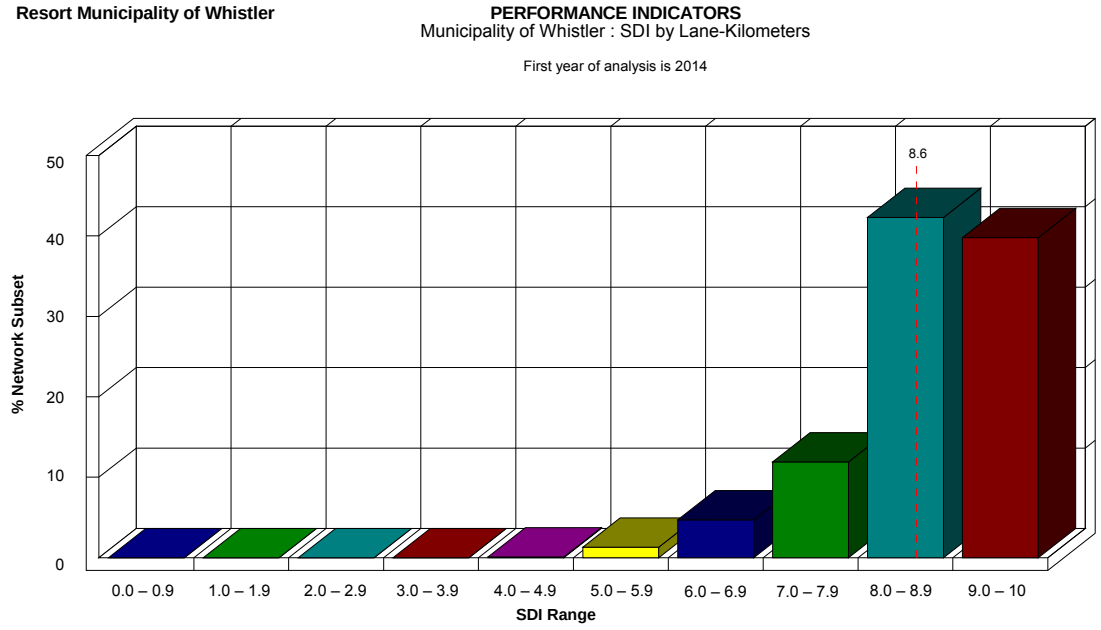
The distribution of the network between poor, marginal, and acceptable RCI values is shown below in Table 4.3. The results indicate that approximately 69% of the Combined Network, or 106 lane-kilometres, are exhibiting acceptable ride quality characteristics with RCI values greater than 6.0. Approximately 45 lane-kilometres, or approximately 29% of the Combined Network, has a marginal ride quality with RCI scores between 4.0 and 6.0. The remaining 1.4% of the Combined Network, or approximately 2 lane-kilometres, has poor ride quality characteristics with RCI values less than 4.0.

Table 4.3: Ride Quality Distribution for Combined Network

RCI Range	Ride Quality	No. Sections	LN-KM	% of Combined Network
RCI < 4.0	Poor	17	2	1.4%
4.0 ≤ RCI < 6.0	Marginal	147	45	29.4%
RCI ≥ 6.0	Acceptable	189	106	69.2%

4.1.3 Surface Distress Index (SDI) Analysis

The distribution of SDI values, weighted by lane-kilometres, is shown in Figure 4.3. The plot indicates a mean SDI of 8.6 for the Combined Network.



SDI Range:	0.0-0.9	1.0-1.9	2.0-2.9	3.0-3.9	4.0-4.9	5.0-5.9	6.0-6.9	7.0-7.9	8.0-8.9	9.0-10	
Sections:	0	0	0	0	1	5	18	41	124	164	353
%:	0.0	0.0	0.0	0.0	0.1	1.3	4.7	11.9	42.3	39.8	
Ln-km:	0.0	0.0	0.0	0.0	0.0	0.2	0.7	1.8	6.5	6.1	15.3
x 10											

Figure 4.3: SDI Distribution for Combined Network – 2014

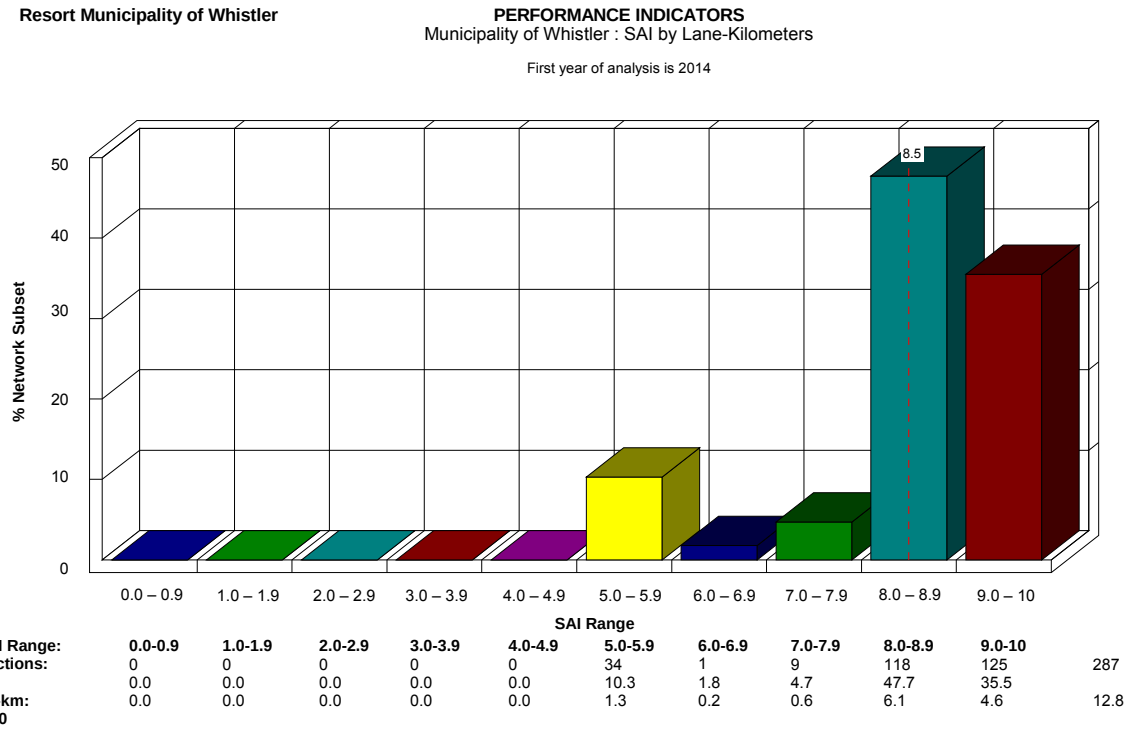
The distribution of the network between poor, marginal, and acceptable SDI values is shown below in Table 4.4 .The results indicate that the majority of the Combined Network (94% or 144 lane-kilometres) has acceptable surface distress conditions with SDI scores greater than 7.0. Approximately 9 lane-kilometres, or 6% of the Combined Network, has marginal surface distress condition with SDI scores between 4.0 and 7.0. There are no sections of the Combined Network that has significant signs of surface distress deterioration with SDI scores less than 4.0.

Table 4.4: Surface Distress Distribution for Combined Network

SDI Range	Surface Distress	No. Sections	LN-KM	% of Combined Network
SDI < 4.0	Poor	0	0.0	0.0%
4.0 ≤ SDI < 7.0	Marginal	24	9	6.0%
SDI ≥ 7.0	Acceptable	329	144	94.0%

4.1.4 Structural Adequacy (SAI) Analysis

The distribution of SAI values, weighted by lane-kilometres, is shown in Figure 4.4. The plot indicates a mean SAI of 8.5 for the Combined Network.



SAI Range:	0.0-0.9	1.0-1.9	2.0-2.9	3.0-3.9	4.0-4.9	5.0-5.9	6.0-6.9	7.0-7.9	8.0-8.9	9.0-10	
Sections:	0	0	0	0	0	34	1	9	118	125	287
%:	0.0	0.0	0.0	0.0	0.0	10.3	1.8	4.7	47.7	35.5	
Ln-km:	0.0	0.0	0.0	0.0	0.0	1.3	0.2	0.6	6.1	4.6	12.8
x 10											

Figure 4.4: SAI Distribution for Combined Network – 2014

The SAI mean of 8.5 indicates that the majority of the network that was surveyed for SAI is adequate for carrying the anticipated traffic loading. It should be noted that approximately 84% of the network has been surveyed for SAI. No segments of the network surveyed for SAI had an SAI value of less than 5.0. The entire 128 lane-kilometres (100% of network surveyed for SAI) had values greater than or equal to 5.0, which is indicative of pavements that are considered to be structurally adequate to carry the anticipated traffic loading.

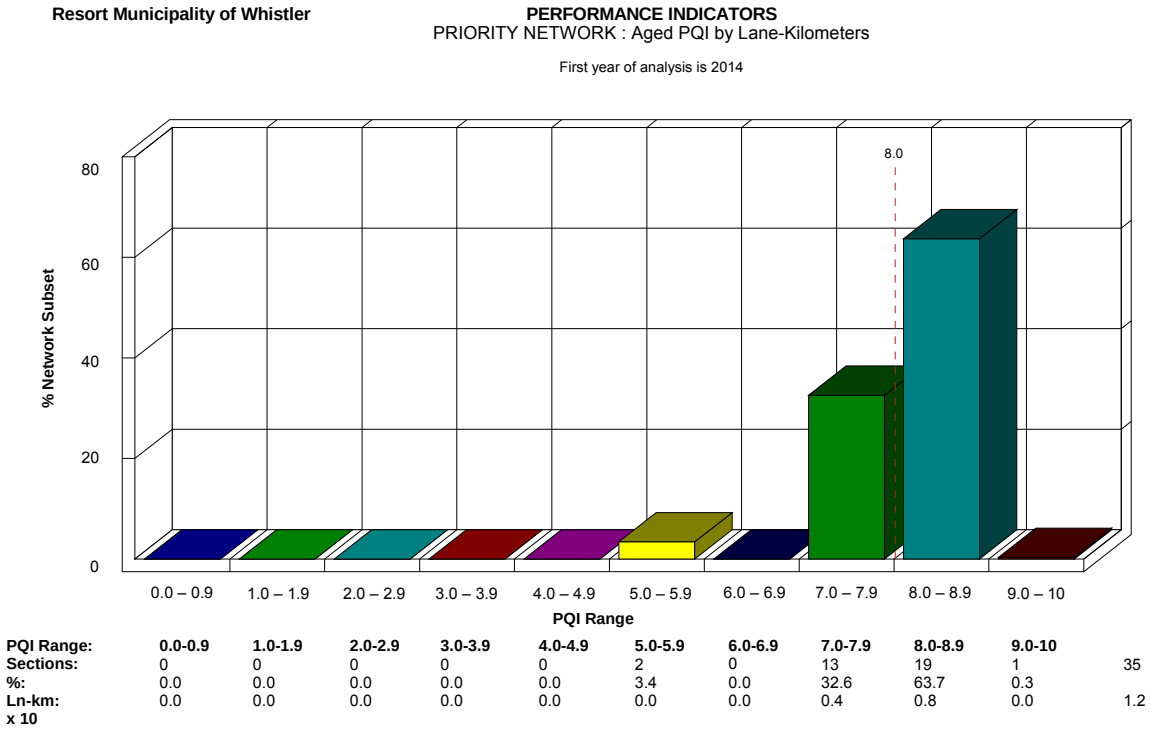
Table 4.5: Structural Adequacy Distribution for Combined Network

SAI Range	Structural Strength	No. Sections	LN-KM	% of Combined Network Surveyed for SAI
SAI < 5.0	Poor	0	0	0.0%
SAI ≥ 5.0	Acceptable	287	128	100%

4.2 PRESENT STATUS ANALYSIS – PRIORITY ROAD NETWORK

4.2.1 Pavement Quality Index (PQI) Analysis

The distribution of PQI values, weighted by lane-kilometres, is shown in Figure 4.5. The plot indicates a mean PQI of 8.0 for the Priority Road Network.



PQI Range:	0.0-0.9	1.0-1.9	2.0-2.9	3.0-3.9	4.0-4.9	5.0-5.9	6.0-6.9	7.0-7.9	8.0-8.9	9.0-10	
Sections:	0	0	0	0	0	2	0	13	19	1	35
%:	0.0	0.0	0.0	0.0	0.0	3.4	0.0	32.6	63.7	0.3	
Ln-km:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.8	0.0	1.2
x 10											

Figure 4.5: PQI Distribution for Priority Road Network – 2014

The distribution of the network between acceptable and poor PQI values is presented below in Table 4.6. The results indicates that the majority of sections (81% of the Priority Road Network or 9.7 lane-kilometres) have an acceptable level of service with PQI values greater than the existing PQI trigger values of 7.5 for Priority Road streets.

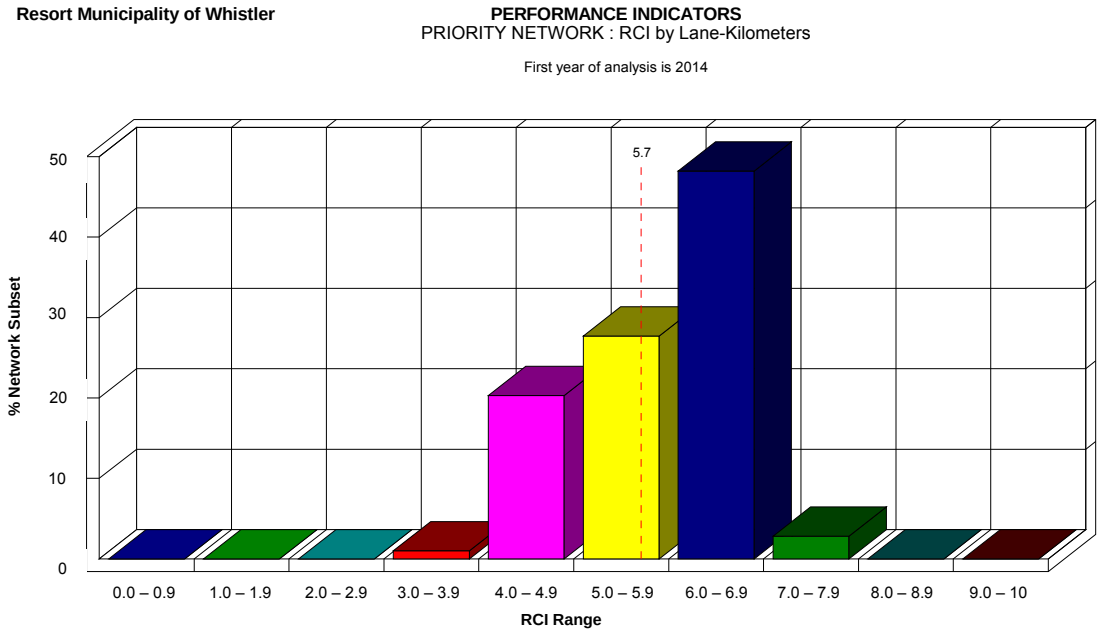
Table 4.6: Pavement Quality Distribution for Priority Road Network

PQI Range	Pavement Quality	No. Sections	LN-KM	% of Priority Paved Network
PQI < Trigger[1]	Poor	8	2.3	18.8%
PQI ≥ Trigger[1]	Acceptable	27	9.7	81.2%

[1] Priority Road PQI trigger equals 7.5

4.2.2 Riding Comfort Index (RCI) Analysis

The distribution of RCI values, weighted by lane-kilometres, is shown in Figure 4.6. The plot indicates a mean RCI of 5.7 for the Priority Road Network.



RCI Range:	0.0-0.9	1.0-1.9	2.0-2.9	3.0-3.9	4.0-4.9	5.0-5.9	6.0-6.9	7.0-7.9	8.0-8.9	9.0-10	
Sections:	0	0	0	1	11	19	12	2	0	0	35
%:	0.0	0.0	0.0	1.0	20.3	27.7	48.2	2.8	0.0	0.0	
Ln-km:	0.0	0.0	0.0	0.0	0.3	0.3	0.6	0.0	0.0	0.0	1.2
x 10											

Figure 4.6: RCI Distribution for Priority Road Network – 2014

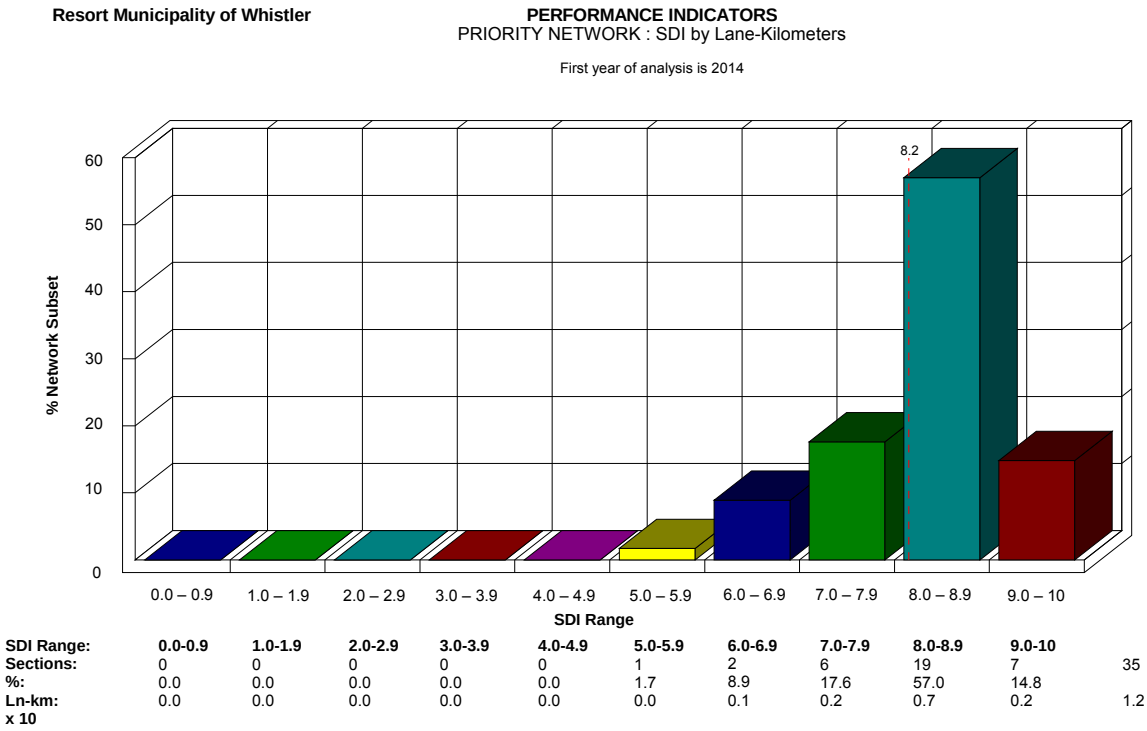
The distribution of the network between poor, marginal, and acceptable RCI values is presented below in Table 4.7. The results indicate that approximately 51% of the Priority Road Network, or 6.1 lane-kilometres, have acceptable ride quality characteristics with RCI values greater than 6.0. Approximately 5.8 lane-kilometres, or 48% of the Priority Road network, has a marginal ride quality with RCI scores between 4.0 and 6.0. There is only one Priority Road segment exhibiting poor ride quality characteristics with RCI values less than 4.0.

Table 4.7: Ride Quality Distribution for Priority Road Network

RCI Range	Ride Quality	No. Sections	LN-KM	% of Priority Road Network
RCI < 4.0	Poor	1	0.1	1.0%
4.0 ≤ RCI < 6.0	Marginal	20	5.8	48.0%
RCI ≥ 6.0	Acceptable	14	6.1	51.0%

4.2.3 Surface Distress Index (SDI) Analysis

The distribution of SDI values, weighted by lane-kilometres, is shown in Figure 4.7. The plot indicates a mean SDI of 8.2 for the Priority Roads Network.



SDI Range:	0.0-0.9	1.0-1.9	2.0-2.9	3.0-3.9	4.0-4.9	5.0-5.9	6.0-6.9	7.0-7.9	8.0-8.9	9.0-10	
Sections:	0	0	0	0	0	1	2	6	19	7	35
%:	0.0	0.0	0.0	0.0	0.0	1.7	8.9	17.6	57.0	14.8	
Ln-km:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.7	0.2	1.2
x 10											

Figure 4.7: SDI Distribution for Priority Road Network – 2014

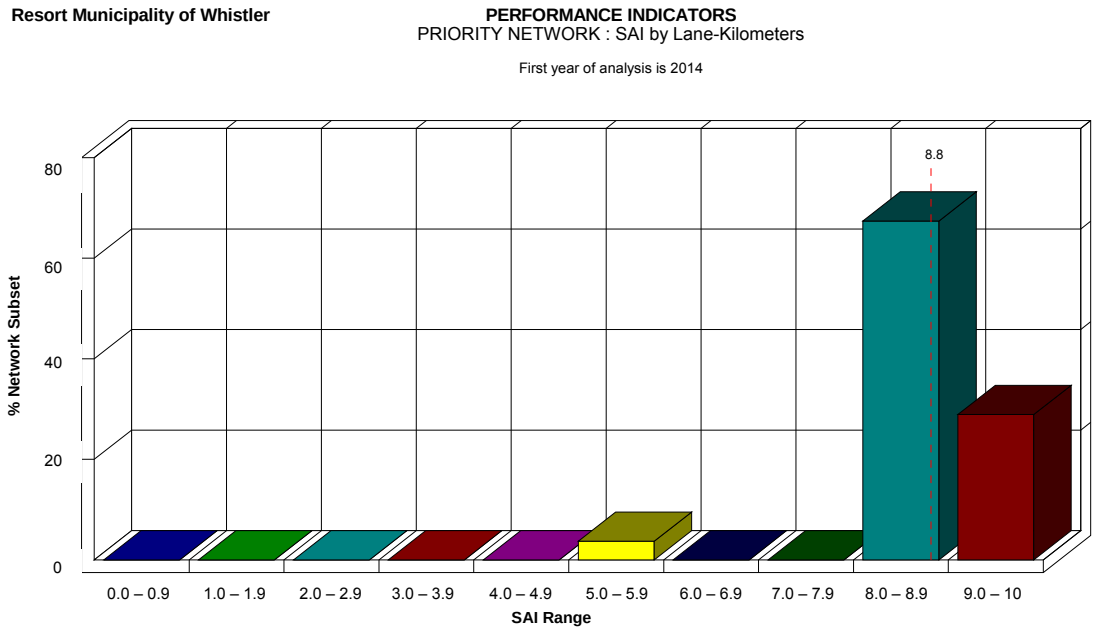
The distribution of the network between poor, marginal, and acceptable SDI values is presented in Table 4.8 below. The results indicate that the majority of the Priority Road network (89% or 10.7 lane-kilometres) has acceptable surface distress conditions with SDI scores greater than 7.0. Approximately 1.3 lane-kilometres, or 11% of the Priority Road network, have marginal surface distress condition with SDI scores between 4.0 and 7.0. There are no Priority Road segments showing significant signs of surface distress deterioration with SDI scores less than 4.0.

Table 4.8: Surface Distress Distribution for Priority Road Network

SDI Range	Surface Distress	No. Sections	LN-KM	% of Priority Road Network
SDI < 4.0	Poor	0	0	0.0%
4.0 ≤ SDI < 7.0	Marginal	3	1.3	10.6%
SDI ≥ 7.0	Acceptable	32	10.7	89.4%

4.2.4 Structural Adequacy (SAI) Analysis

The distribution of SAI values, weighted by lane-kilometres, is depicted in Figure 4.8. The plot indicates a mean SAI of 8.8 for the Priority Road Network.



SAI Range:	0.0-0.9	1.0-1.9	2.0-2.9	3.0-3.9	4.0-4.9	5.0-5.9	6.0-6.9	7.0-7.9	8.0-8.9	9.0-10	
Sections:	0	0	0	0	0	3	0	0	21	11	35
%:	0.0	0.0	0	0.0	0.0	3.7	0.0	0.0	67.4	28.9	
Ln-km:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.4	1.2
x 10											

Figure 4.8: SAI Distribution for Priority Road Network – 2014

A mean SAI value of 8.8 indicates that the majority of the network surveyed for SAI is adequate to carry the anticipated traffic load. The entire 12 lane-kilometres (100% of the Priority Road network) had values greater than or equal to 5.0, indicating the pavements are considered structurally adequate to carry the anticipated traffic loading. None of the Priority Road segments had an SAI value of less than 5.0

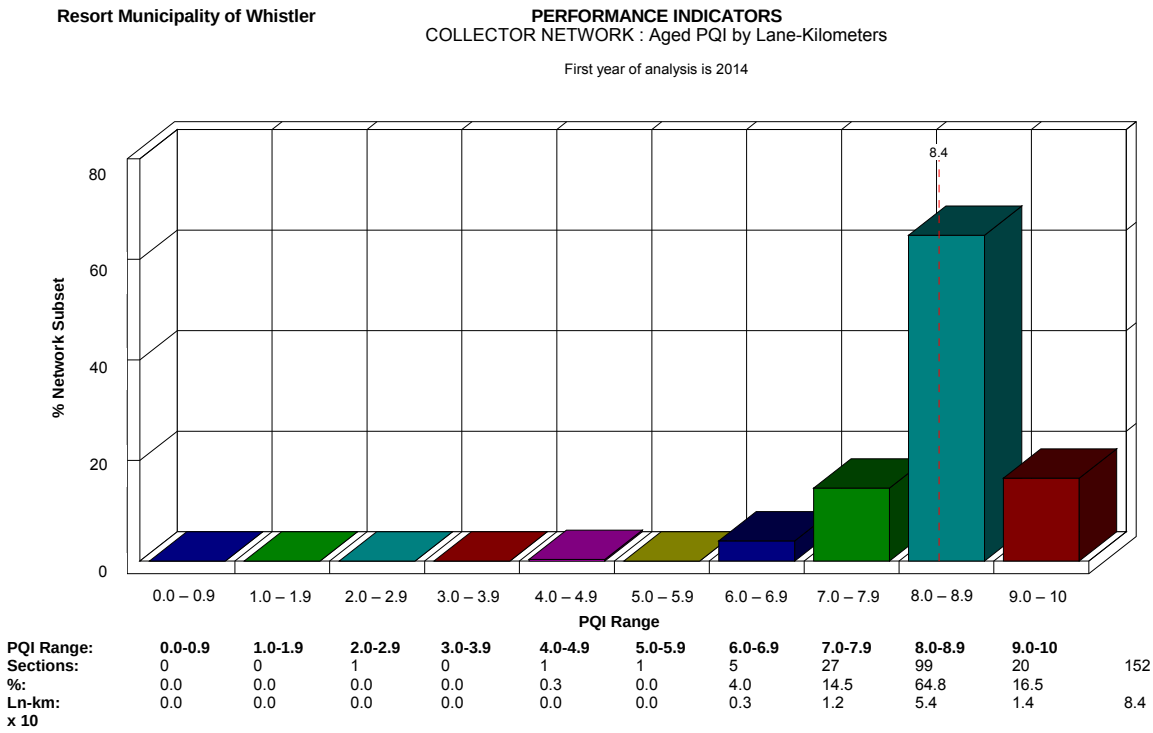
Table 4.9: Structural Adequacy Distribution for Priority Road Network

SAI Range	Structural Strength	No. Sections	LN-KM	% of Priority Road Network
SAI < 5.0	Poor	0	0.0	0%
SAI ≥ 5.0	Acceptable	35	12	100%

4.3 PRESENT STATUS ANALYSIS – COLLECTOR NETWORK

4.3.1 Pavement Quality Index (PQI) Analysis

The distribution of PQI values, weighted by lane-kilometres, is shown in Figure 4.9. The plot indicates a mean PQI of 8.4 for the Collector network.



PQI Range:	0.0-0.9	1.0-1.9	2.0-2.9	3.0-3.9	4.0-4.9	5.0-5.9	6.0-6.9	7.0-7.9	8.0-8.9	9.0-10	
Sections:	0	0	1	0	1	1	5	27	99	20	152
%:	0.0	0.0	0.0	0.0	0.3	0.0	4.0	14.5	64.8	16.5	
Ln-km: x 10	0.0	0.0	0.0	0.0	0.0	0.0	0.3	1.2	5.4	1.4	8.4

Figure 4.9: PQI Distribution for Collector Network – 2014

The distribution of the network between acceptable and poor PQI values is presented below in Table 4.10. The results indicates that the majority of sections (98% of the Collector network or 81.9 lane-kilometres) have an acceptable level of service with PQI values greater than the existing PQI trigger values of 6.5 for Collector roads.

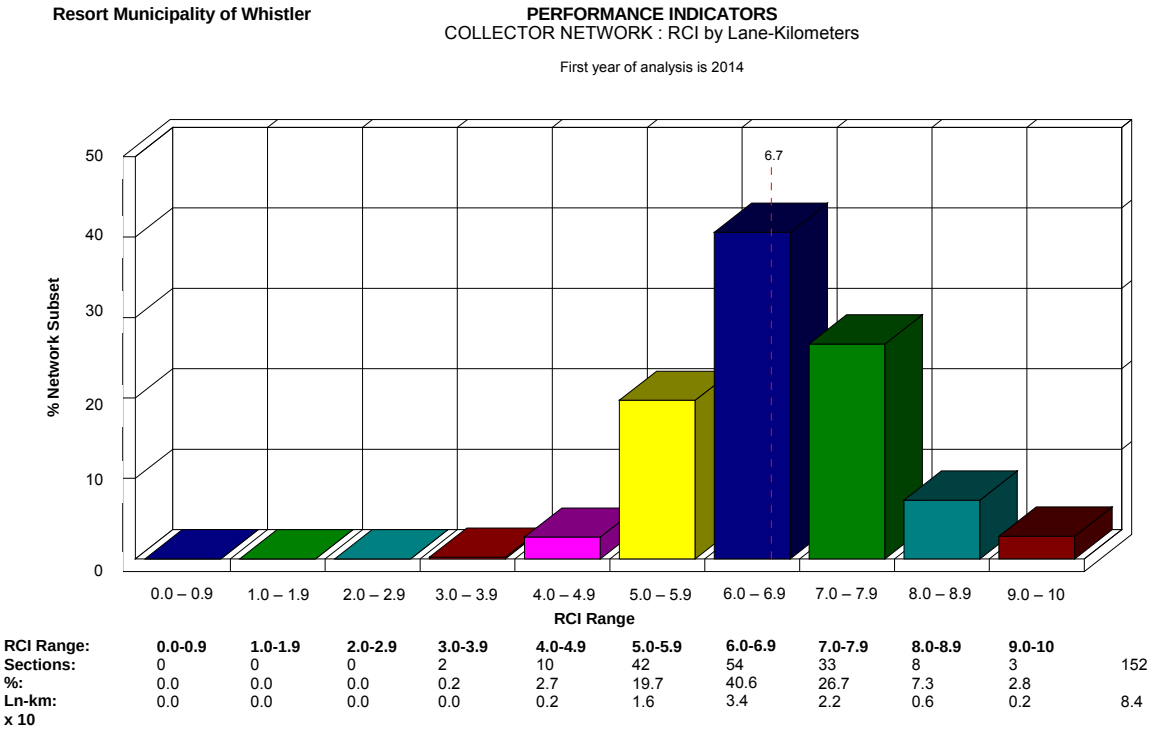
Table 4.10: Pavement Quality Distribution for Collector Network

PQI Range	Pavement Quality	No. Sections	LN-KM	% of Collector Network
PQI < Trigger[1]	Poor	5	2.1	2.5%
PQI ≥ Trigger[1]	Acceptable	147	81.9	97.5%

[1] Collector PQI trigger equals 6.5

4.3.2 Riding Comfort Index (RCI) Analysis

The distribution of RCI values, weighted by lane-kilometres, is shown in Figure 4.10. The plot indicates a mean RCI of 6.7 for the Collector Network.



RCI Range:	0.0-0.9	1.0-1.9	2.0-2.9	3.0-3.9	4.0-4.9	5.0-5.9	6.0-6.9	7.0-7.9	8.0-8.9	9.0-10	
Sections:	0	0	0	2	10	42	54	33	8	3	152
%:	0.0	0.0	0.0	0.2	2.7	19.7	40.6	26.7	7.3	2.8	
Ln-km:	0.0	0.0	0.0	0.0	0.2	1.6	3.4	2.2	0.6	0.2	8.4
x 10											

Figure 4.10: RCI Distribution for Collector Network – 2014

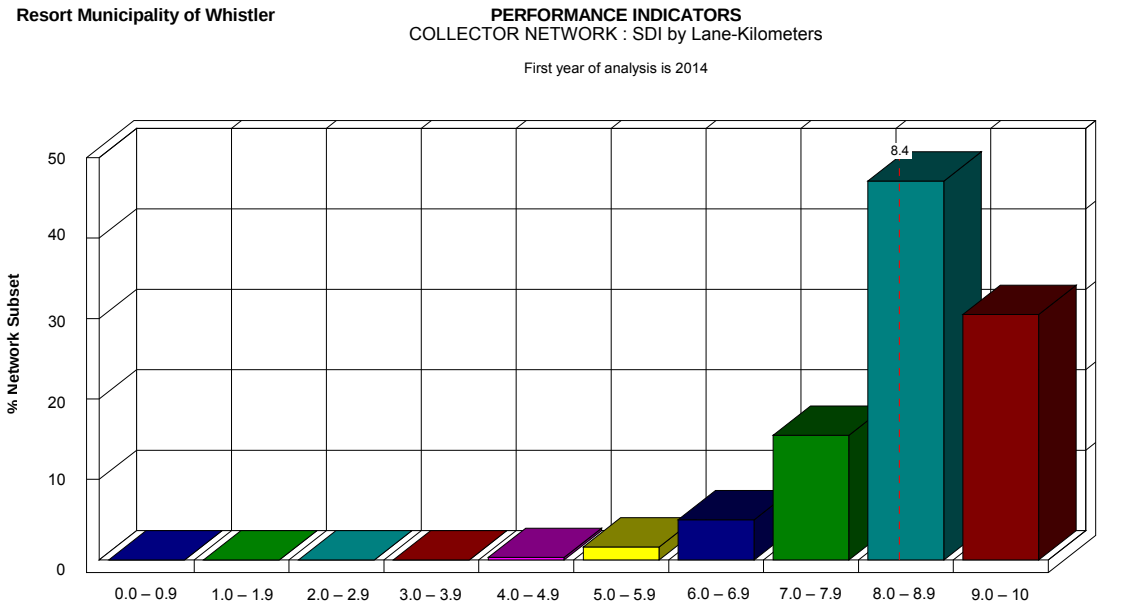
The distribution of the Collector Network between poor, marginal, and acceptable RCI values is presented below in Table 4.11. The results indicate that approximately 77% of the Collector Network, or 64 lane-kilometres, have acceptable ride quality characteristics with RCI values greater than 6.0. Approximately 18 lane-kilometres, or 22% of the Collector Network, have a marginal ride quality with RCI scores between 4.0 and 6.0. Only two segments within the Collector Network have a poor ride quality characteristics with RCI values less than 4.0.

Table 4.11: Ride Quality Distribution for Collector Network

RCI Range	Ride Quality	No. Sections	LN-KM	% of Collector Network
RCI < 4.0	Poor	2	0.2	0.2%
4.0 ≤ RCI < 6.0	Marginal	52	18	22.4%
RCI ≥ 6.0	Acceptable	98	64	77.4%

4.3.3 Surface Distress Index (SDI) Analysis

The distribution of SDI values, weighted by lane-kilometres, is shown in Figure 4.11. The plot indicates a mean SDI of 8.4 for the Collector network.



SDI Range:	0.0-0.9	1.0-1.9	2.0-2.9	3.0-3.9	4.0-4.9	5.0-5.9	6.0-6.9	7.0-7.9	8.0-8.9	9.0-10	
Sections:	0	0	0	0	1	2	6	23	68	52	152
%:	0.0	0.0	0.0	0.0	0.3	1.6	5.0	15.5	47.1	30.5	
Ln-km:	0.0	0.0	0.0	0.0	0.0	0.1	0.4	1.3	3.9	2.5	8.4
x 10											

Figure 4.11: SDI Distribution for Collector Network – 2014

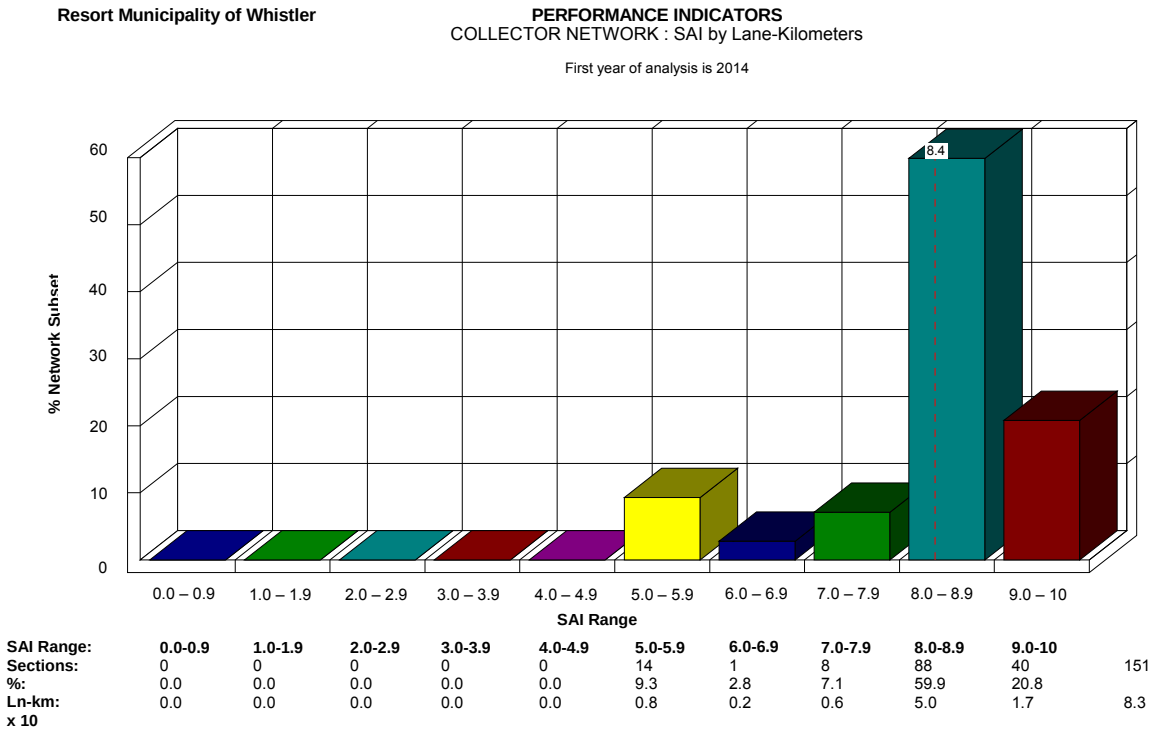
The distribution of the network between poor, marginal, and acceptable SDI values is presented in Table 4.12 below. The results indicate that the majority of the Collector Network (93% or 78 lane-kilometres) has acceptable surface distress conditions with SDI scores greater than 7.0. Approximately 6 lane-kilometres, or 7% of the Combined Network, have marginal surface distress condition with SDI scores between 4.0 and 7.0. None of the Collector road segments show significant signs of surface distress deterioration with SDI scores less than 4.0.

Table 4.12: Surface Distress Distribution for Collector Network

SDI Range	Surface Distress	No. Sections	LN-KM	% of Collector Network
SDI < 4.0	Poor	0	0	0%
4.0 ≤ SDI < 7.0	Marginal	9	6	6.9%
SDI ≥ 7.0	Acceptable	143	78	93.1%

4.3.4 Structural Adequacy (SAI) Analysis

The distribution of SAI values, weighted by lane-kilometres, is depicted in Figure 4.12. The plot indicates a mean SAI of 8.4 for the Collector Network.



SAI Range:	0.0-0.9	1.0-1.9	2.0-2.9	3.0-3.9	4.0-4.9	5.0-5.9	6.0-6.9	7.0-7.9	8.0-8.9	9.0-10	
Sections:	0	0	0	0	0	14	1	8	88	40	151
%:	0.0	0.0	0.0	0.0	0.0	9.3	2.8	7.1	59.9	20.8	
Ln-km:	0.0	0.0	0.0	0.0	0.0	0.8	0.2	0.6	5.0	1.7	8.3
x 10											

Figure 4.12: SAI Distribution for Collector Network – 2014

The SAI mean value of 8.4 indicates the majority of the network surveyed for SAI is adequate for the anticipated traffic loading. No sections within the Collector Network surveyed had an SAI value less than 5.0. All 83 lane-kilometres (100% of network surveyed for SAI) had values greater than or equal to 5.0, indicating the pavements are considered structurally adequate to carry the anticipated traffic loading.

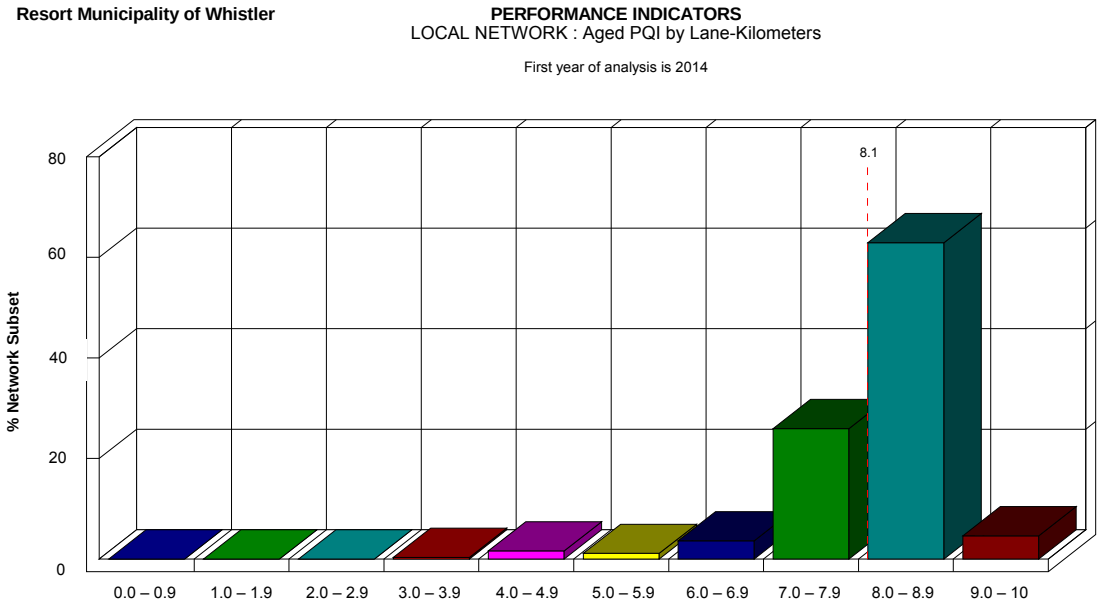
Table 4.13: Structural Adequacy Distribution for Collector Network

SAI Range	Structural Strength	No. Sections	LN-KM	% of Collector Network Surveyed for SAI
SAI < 5.0	Poor	0	0	0%
SAI ≥ 5.0	Acceptable	151	83	100%

4.4 PRESENT STATUS ANALYSIS – LOCAL NETWORK

4.4.1 Pavement Quality Index (PQI) Analysis

The distribution of PQI values, weighted by lane-kilometres, is shown below in Figure 4.13. The plot indicates a mean PQI of 8.1 for the Local network.



PQI Range:	0.0-0.9	1.0-1.9	2.0-2.9	3.0-3.9	4.0-4.9	5.0-5.9	6.0-6.9	7.0-7.9	8.0-8.9	9.0-10	
Sections:	0	0	0	1	5	5	9	46	96	4	166
%:	0.0	0.0	0.0	0.3	1.6	1.1	3.6	25.9	62.9	4.6	
Ln-km:	0.0	0.0	0.0	0.0	0.1	0.1	0.2	1.5	3.6	0.3	5.7
x 10											

Figure 4.13: PQI Distribution for Local Network – 2014

The distribution of the network between acceptable and poor PQI values is presented below in Table 4.14. The results indicates that the majority of sections (96% of the Local Network or 55 lane-kilometres) are currently providing an acceptable level of service with PQI values greater than the existing PQI trigger value of 5.5 for Local roads.

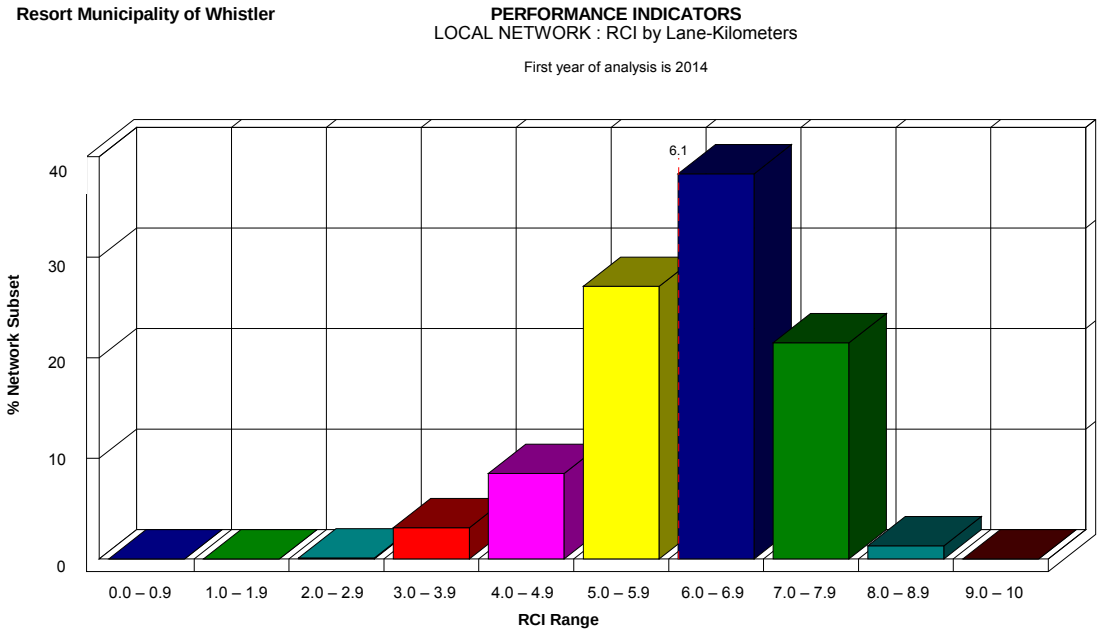
Table 4.14: Pavement Quality Distribution for Local Network

PQI Range	Pavement Quality	No. Sections	LN-KM	% of Local Network
PQI < Trigger[1]	Poor	13	2.1	3.7%
PQI ≥ Trigger[1]	Acceptable	153	55	96.3%

[1] Collector PQI trigger equals 6.5 and Local PQI trigger equals 5.5

4.4.2 Riding Comfort Index (RCI) Analysis

The distribution of RCI values, weighted by lane-kilometres, is shown below in Figure 4.14. The plot indicates a mean RCI of 6.1 for the Local network.



RCI Range:	0.0-0.9	1.0-1.9	2.0-2.9	3.0-3.9	4.0-4.9	5.0-5.9	6.0-6.9	7.0-7.9	8.0-8.9	9.0-10	
Sections:	0	0	1	13	24	51	57	18	2	0	166
%:	0.0	0.0	0.1	3.1	8.5	27.1	38.3	21.5	1.3	0.0	
Ln-km:	0.0	0.0	0.0	0.2	0.5	1.5	2.2	1.2	0.1	0.0	5.7
x 10											

Figure 4.14: RCI Distribution for Local Network – 2014

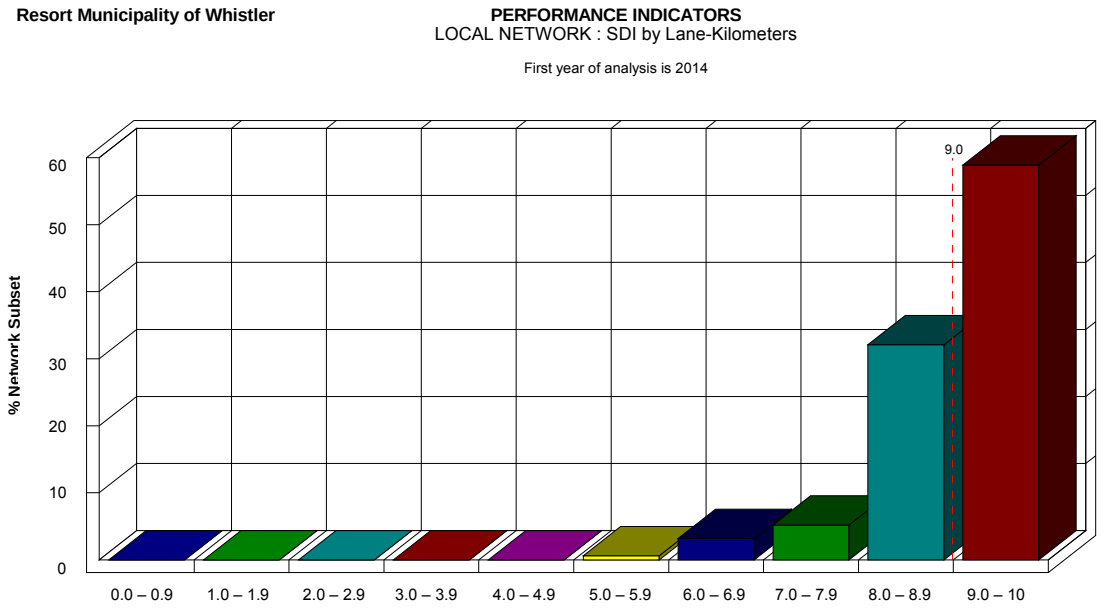
The distribution of the Local Network between poor, marginal, and acceptable RCI values is presented below in Table 4.15. The results indicate that approximately 61% of the Local network, or 35 lane-kilometres, has acceptable ride quality characteristics with RCI values greater than 6.0. Approximately 20 lane-kilometres, or 36% of the Local network, has a marginal ride quality with RCI scores between 4.0 and 6.0. The remaining 3% of the Local network, or approximately 2 lane-kilometres, is exhibiting poor ride quality characteristics with RCI values less than 4.0.

Table 4.15: Ride Quality Distribution for Local Network

RCI Range	Ride Quality	No. Sections	LN-KM	% of Local Network
RCI < 4.0	Poor	14	1.8	3.2%
4.0 ≤ RCI < 6.0	Marginal	75	20	35.6%
RCI ≥ 6.0	Acceptable	77	35	61.2%

4.4.3 Surface Distress Index (SDI) Analysis

A chart showing the distribution of SDI values, weighted by lane-kilometres, is shown in Figure 4.15. The plot indicates a mean SDI of 9.0 for the Local network.



SDI Range:	0.0-0.9	1.0-1.9	2.0-2.9	3.0-3.9	4.0-4.9	5.0-5.9	6.0-6.9	7.0-7.9	8.0-8.9	9.0-10	
Sections:	0	0	0	0	0	2	10	12	37	105	166
%:	0.0	0.0	0.0	0.0	0.0	0.6	3.2	5.2	32.1	58.9	
Ln-km:	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	1.8	3.3	5.7
x 10											

Figure 4.15: SDI Distribution for Local Network – 2014

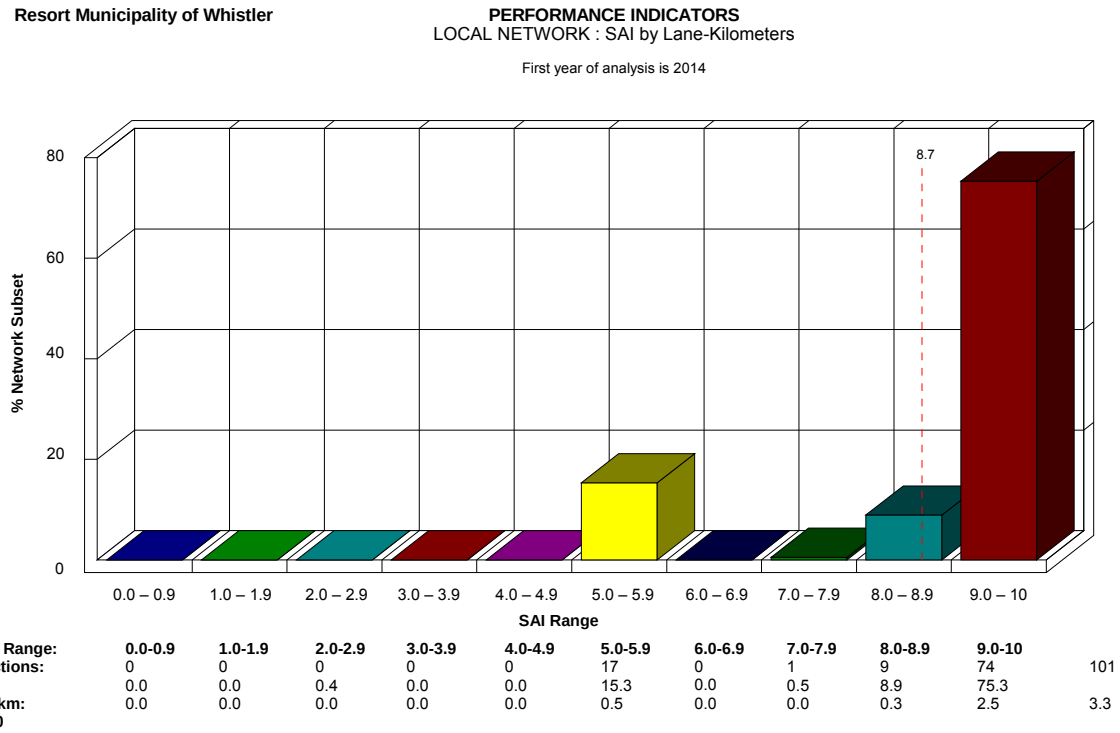
Table 4.16 below shows the distribution of the Local Network between poor, marginal, and acceptable SDI values. The results indicate that the vast majority of the Local Network (96% or 55 lane-kilometres) is showing acceptable surface distress conditions with SDI scores greater than 7.0. Approximately 2 lane-kilometres, or 4% of the Local Network, are showing marginal surface distress condition with SDI scores between 4.0 and 7.0. There are no sections of the Local Network are showing significant signs of surface distress deterioration with SDI scores less than 4.0.

Table 4.16: Surface Distress Distribution for Local Network

SDI Range	Surface Distress	No. Sections	LN-KM	% of Local Network
SDI < 4.0	Poor	0	0	0%
4.0 ≤ SDI < 7.0	Marginal	12	2.2	3.8%
SDI ≥ 7.0	Acceptable	154	55	96.2%

4.4.4 Structural Adequacy (SAI) Analysis

A chart showing the distribution of SAI values, weighted by lane-kilometres, is shown in Figure 4.16. The plot indicates a mean SAI of 8.7 for the Local network.



SAI Range:	0.0-0.9	1.0-1.9	2.0-2.9	3.0-3.9	4.0-4.9	5.0-5.9	6.0-6.9	7.0-7.9	8.0-8.9	9.0-10	
Sections:	0	0	0	0	0	17	0	1	9	74	101
%:	0.0	0.0	0.4	0.0	0.0	15.3	0.0	0.5	8.9	75.3	
Ln-km:	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.3	2.5	3.3
x 10											

Figure 4.16: SAI Distribution for Local Network – 2014

A mean SAI value of 8.7 indicates that the majority of the network surveyed for SAI is adequate to carry the anticipated traffic load. No Local segments surveyed for deflection had an SAI value of less than 5.0. All 33 lane-kilometres (100% of network) had values greater than or equal to 5.0, indicating the pavements are considered structurally adequate to carry the anticipated traffic loading.

Table 4.17: Structural Adequacy Distribution for Local Network

SAI Range	Structural Strength	No. Sections	LN-KM	% of Local Network Surveyed for SAI
SAI < 5.0	Poor	0	0	0%
SAI ≥ 5.0	Acceptable	101	33	100%

4.5 NEED YEAR ANALYSIS RESULTS

The need year of a pavement is defined as the point at which the PQI of the pavement falls to or below a critical value known as the PQI Trigger Level. As earlier the minimum acceptable PQI was defined for each functional class as follows:

Functional Class	Minimum Acceptable PQI
Priority Roads	7.5
Collector	6.5
Local	5.5

Several sectional variables were also considered in conjunction with the appropriate performance curve to determine the need year for all pavement sections in the network.

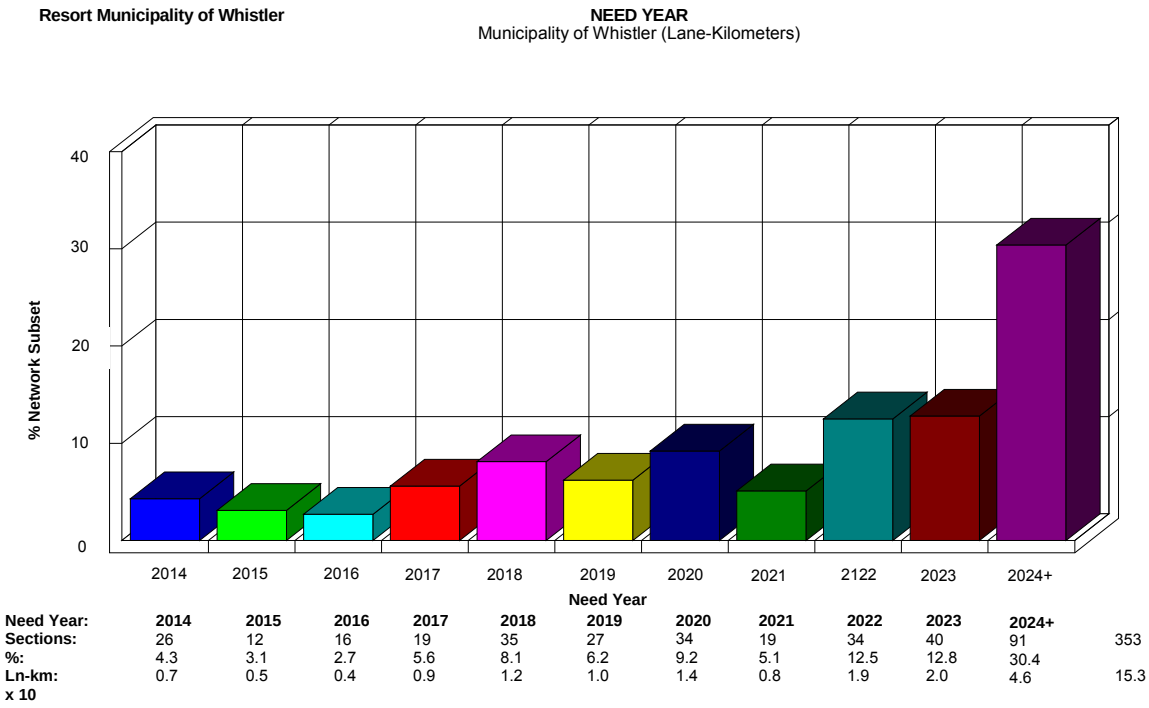
The need year results are presented in Table 4.18.

Table 4.18: Need Year Analysis Results

Functional Class	PQI Trigger Level	Backlog (2014)	
		Lane-km	% F/C
Priority Roads	7.5	2.3	18.8
Collector	6.5	2.1	2.5
Local	5.5	2.1	3.7
Combined Network		**6.6**	**4.3**

4.5.1 Network Needs Results – Combined Network

The Need Year Distribution for the Combined Network is presented in Figure 4.17. Briefly stated, the Need Year defines the year that a section falls below a given level of service and should be rehabilitated. The distribution shows that 6.6 lane-kilometres (approximately 4% of the network) are current needs and are expected to be in need of rehabilitation in 2014. On average, 11 lane-kilometres (7% of the network) will be annually in need of rehabilitation, from 2014 to 2024. Approximately 36lane-kilometres (24% of the network) is expected to require some form of rehabilitation within the upcoming five-year period (2014 – 2018), while 106 lane-kilometres (70%) is expected to require some form of rehabilitation within the upcoming ten-year period (2014 –2023).

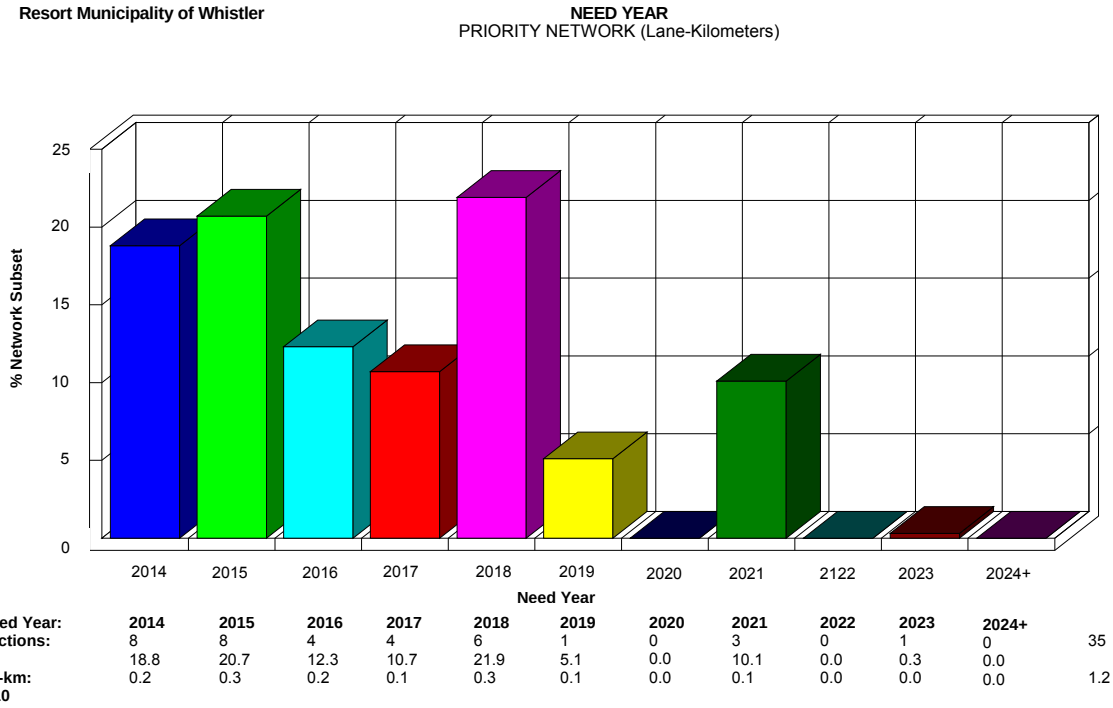


Need Year:	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024+	
Sections:	26	12	16	19	35	27	34	19	34	40	91	353
%:	4.3	3.1	2.7	5.6	8.1	6.2	9.2	5.1	12.5	12.8	30.4	
Ln-km:	0.7	0.5	0.4	0.9	1.2	1.0	1.4	0.8	1.9	2.0	4.6	15.3
x 10												

Figure 4.17: Need Year Distribution for Combined Network

4.5.2 Network Needs Results – Priority Road Network

The Need Year Distribution for the Priority Road network is presented in Figure 4.18. The distribution shows that approximately 2.3 lane-kilometres (19% of the Priority Road network) are current needs and are expected to be in need of rehabilitation in 2014. On average, 1.2 lane-kilometres (10% of the Priority Road network) will be annually in need of rehabilitation, from 2014 to 2023. Approximately 10 lane-kilometres (84% of the Priority Road network) is expected to require some form of rehabilitation within the upcoming five-year period (2014 – 2018). The remaining 16% will require some form of rehabilitation in the following five-year period (2019-2023).

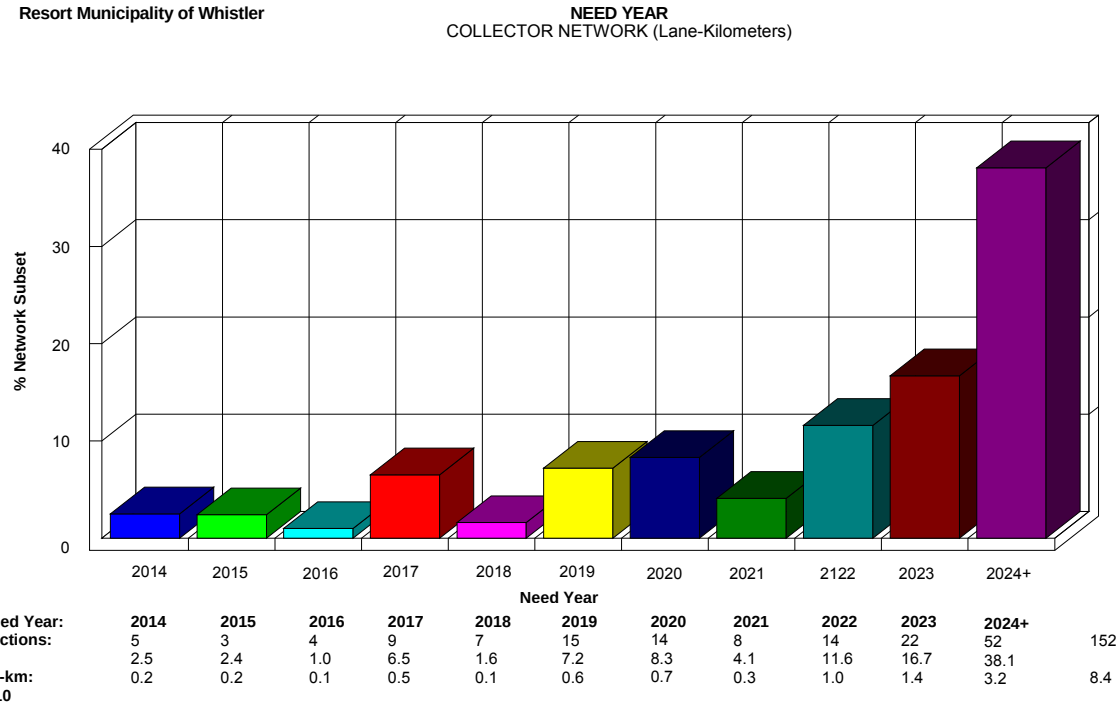


Need Year:	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024+	
Sections:	8	8	4	4	6	1	0	3	0	1	0	35
%:	18.8	20.7	12.3	10.7	21.9	5.1	0.0	10.1	0.0	0.3	0.0	
Ln-km:	0.2	0.3	0.2	0.1	0.3	0.1	0.0	0.1	0.0	0.0	0.0	1.2
x 10												

Figure 4.18: Need Year Distribution for Priority Network

4.5.3 Network Needs Results – Collector Network

The Need Year Distribution for the Collector network is presented in Figure 4.19. The distribution shows that 2.1 lane-kilometres (approximately 2.5% of the Collector network) are current needs and are expected to be in need of rehabilitation in 2014. On average, 5.2 lane-kilometres (6% of the network) will be annually in need of rehabilitation, from 2014 to 2023. Approximately 12 lane-kilometres (14% of the network) is expected to require some form of rehabilitation within the upcoming five-year period (2014 – 2018), while 52 lane-kilometres (62% of the Collector network) is expected to require some form of rehabilitation within the upcoming ten-year period (2014 –2024).

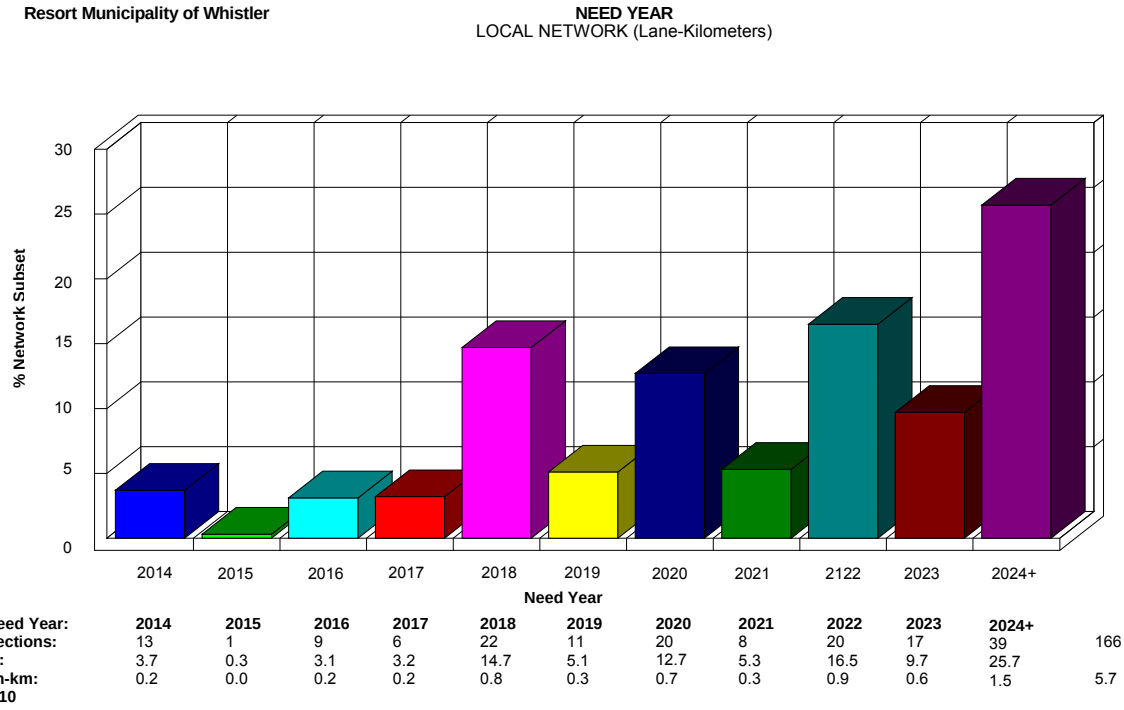


Need Year:	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024+	
Sections:	5	3	4	9	7	15	14	8	14	22	52	152
%:	2.5	2.4	1.0	6.5	1.6	7.2	8.3	4.1	11.6	16.7	38.1	
Ln-km:	0.2	0.2	0.1	0.5	0.1	0.6	0.7	0.3	1.0	1.4	3.2	8.4
x 10												

Figure 4.19: Need Year Distribution for Collector Network

4.5.4 Network Needs Results – Local Network

The Need Year Distribution for the Local network is presented in Figure 4.20. The distribution shows that 2.1 lane-kilometres (approximately 4% of the Local network) are current needs and are expected to be in need of rehabilitation in 2014. On average, 4.2 lane-kilometres (7% of the network) will be annually in need of rehabilitation, from 2014 to 2023. Approximately 14 lane-kilometres (25% of the Local network) is expected to require some form of rehabilitation within the upcoming five-year period (2014 – 2018), while 43 lane-kilometres (approximately 74% of the Local network) is expected to require some form of rehabilitation within the upcoming ten-year period (2014 –2024).



Need Year:	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024+	
Sections:	13	1	9	6	22	11	20	8	20	17	39	166
%:	3.7	0.3	3.1	3.2	14.7	5.1	12.7	5.3	16.5	9.7	25.7	
Ln-km:	0.2	0.0	0.2	0.2	0.8	0.3	0.7	0.3	0.9	0.6	1.5	5.7
x 10												

Figure 4.20: Need Year Distribution for Local Network

4.6 PRIORITIZATION/BUDGET RESULTS

The Priority Programming Analysis results for the years 2014-2023 are summarized in Table 4.19.

Table 4.19: Budget Scenario Summary

Budget Scenario	Total Budget	Network Performance			
		PQI_{AVG}		% Network Backlog	
		2014*	2023	2014	2023
Do Nothing	$0	8.3	5.6	4%	70%
$300,000 Annually	$3.0 M	8.3	6.1	3%	56%
$550,000 Annually	$5.5 M	8.3	6.4	2%	47%
$750,000 Annually	$7.5 M	8.4	6.7	1%	41%
Need Driven	$14.4 M	8.4	7.7	0%	11%

Note: * Following completion of 2014 proposed works

The network average PQI (weighted by lane-kilometre) would decrease from 8.3 in 2014, to 7.2 in 2018, and to 5.6 in 2023, if no rehabilitation is performed during this period. Similarly, the percentage of the network below the minimum acceptable level would increase from approximately 6.6 lane-kilometres (4%) in 2014, to 36 lane-kilometres (24%) in 2018, and to 107 lane-kilometres (70%) in 2023.

In a needs driven rehabilitation scenario where every street section is rehabilitated as a need arises (i.e. rehabilitation backlog = 0%) close to $14.4 million is required over the next ten years. This scenario results in a projected network average PQI of 8.4 in 2014, 7.9 in 2018, and 7.7 in 2023.

Using an annual budget of $300k for the Combined Network results in a projected network average PQI of 8.3 in 2014, 7.4 in 2018, and 6.1 in 2023. Similarly, the percentage of the network below the minimum acceptable level increases from approximately 4.7 lane-kilometres (3%) in 2014, to 26 lane-kilometres (17%) in 2018, and 85 lane-kilometres (56%) in 2023.

Using a projected annual budget of $550k for the Combined Network results in a projected network average PQI of 8.3 in 2014, 7.6 in 2018, and 6.4 in 2023. Similarly, the percentage of the network below the minimum acceptable level would be approximately 3.1 lane-kilometres (2.0%) in 2014, to 18.1 lane-kilometres (12%) in 2018, and 71.4 lane-kilometres (47%) in 2023.

A projected annual budget of $750k for the Combined Network would lead to a projected network average PQI of 8.4 in 2014, 7.7 in 2018, and 6.7 in 2023. Similarly, the percentage of the network below the minimum acceptable level would be 1.6 lane-kilometres (1.1%) in 2014, to 10 lane-kilometres (7%) in 2018, and 62 lane-kilometres (41%) in 2023.

A summary of the impact of these funding levels on the condition of the network are presented in Figure 4.21. The detailed budget scenario results are included in Appendix H.

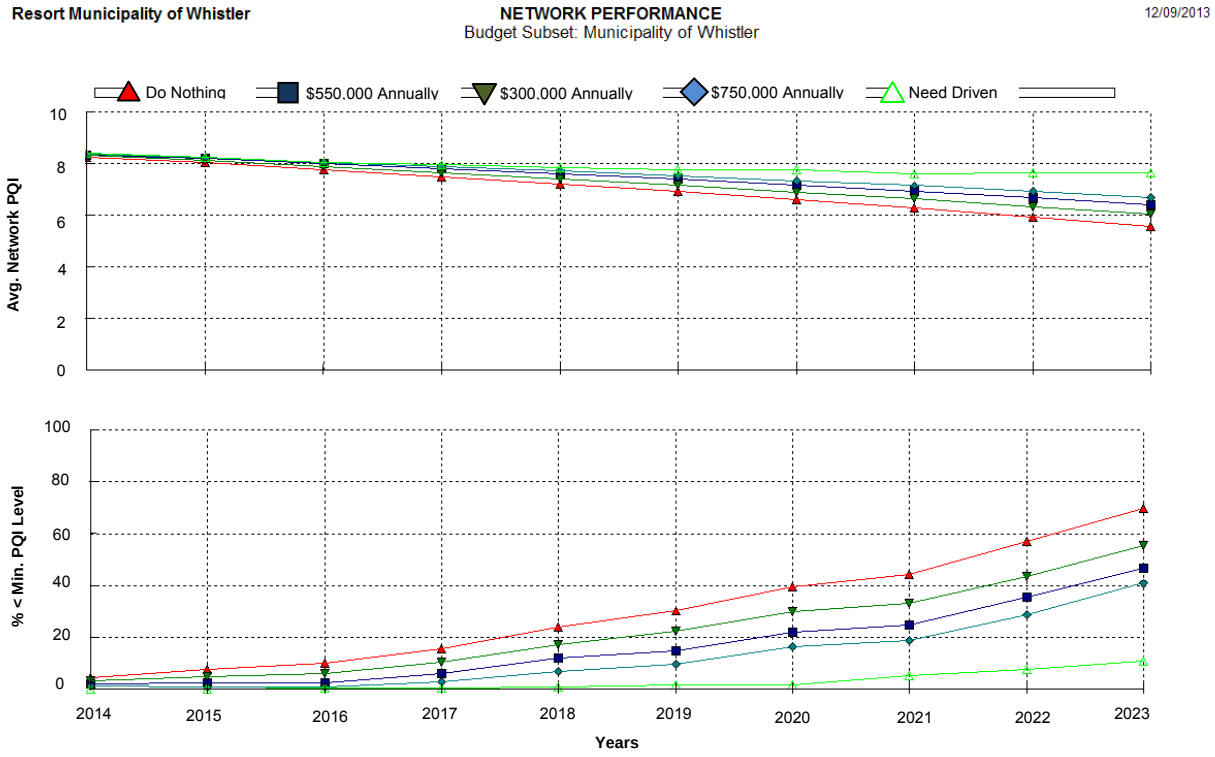


Figure 4.21: Combined Network Performance (2014 to 2023)

5.0 Conclusions and Recommendations

In 2013, pavement roughness and surface distress data was collected on approximately 76 centreline kilometres of Priority, Collector and Local roads in the Resort Municipality of Whistler. Strength testing was also completed and approximately 507 deflection tests were completed.

A critical measure of the pavement network is backlog. Backlog relates to pavements that need immediate attention. The current network analysis indicated that current backlog is close to zero. Backlog is less than was forecast in the 2008 report, meaning the roads have not deteriorated as rapidly as was predicted in 2008. This led to a review of the data with emphasis on structural testing (deflection testing) data.

The review confirmed that the subgrade strength is relatively strong on most roads. A strong subgrade provides better support for the pavement structure and the pavement deteriorates less rapidly than a similar pavement on a weak subgrade. Updated subgrade data was incorporated into the current analysis cycle, as the actual measured deterioration was not as rapid as was predicted in the 2008. Modeling with a slower rate of pavement deterioration is supported by the data. A slower rate of pavement deterioration leads to an extended service life with a resulting reduction in backlog.This results in less road segments becoming deficient over the same time period.

The results of the pavement strength testing also indicate that overall the pavements are structurally adequate. As the majority of the pavements are structurally sound maintenance and minor rehabilitation treatments should be sufficient to maintain and extend the service life. Treatments in this category include crack sealing, microsurfacing, and thin mill and overlays.

The results of the Present Status and Needs Analysis indicate that the majority of roads surveyed in 2013 have a very good service level. The network average PQI was 8.3 with a current backlog of approximately 4.3%.

To minimize the road network deterioration and maintain network condition close to current levels, an investment of approximately $14 million is expected to be required over the next 10 years (based on the Need-Driven scenario).

The current annual expenditure of approximately $500,000 is expected to deteriorate the network to an overall PQI of 6.4 over the next 10 years.

Moving forward, it is recommended that the Municipality evaluate the pavement condition on a more regular basis. The additional information will allow the Municipality to monitor progress and confirm whether objectives are being met at the noted funding levels. Additional data points also provide more information to confirm if greater funding is required to maintain the municipality’s road network in an acceptable condition.

It would also be beneficial to evaluate key parametric data used in the various Present Status, Needs and Budget Analyses as noted below. The analysis within the pavement management system provides a good network level analysis with an overall indication of the scale of the problem. Recommendations are provided on specific locations where the investment in rehabilitation would be beneficial. Where possible, currently assumed override or default values for the following attributes should be replaced with actual data;

- Traffic information (AADT)
- Decision tree updates to refine the Municipality's decision making process

The results output by PMA are only as good as the data used.

Appendix A

Determination of Riding Comfort Index (RCI)

Appendix A: Determination of Riding Comfort Index (RCI)

Pavement roughness may be classified into three types:

- The most commonly used roughness measurement relates to the longitudinal profile of the pavement, generally along the wheel path, and involves a range of wave amplitudes and frequencies related to the smoothness of ride.
- The second type is transverse profile roughness and is generally perpendicular to the direction of travel with hydro-planning (rut depths) and vehicle maneuver considerations being important. Information with respect to transverse profile is very useful at the detailed, project level of rehabilitation analysis but not for the network level pavement management.
- A third type of roughness is micro-roughness, as determined by the surface texture of the pavement: this type is related to skid resistance.

At the network level of pavement management, the longitudinal roughness is of prime importance and thus, in this project, is the only type of roughness that is considered.

In order to represent a pavement's performance from a user perspective, a Riding Comfort Index (RCI) is determined. Acceptable performance can be gauged from a lack of persistent complaints by the traveling public and/or maintenance personnel. This complaint level is representative of a pavement's ability to carry traffic under normal operating conditions while meeting the expectations of the users.

Riding comfort can be determined by asking drivers of automobiles for their considered opinions. A systematic approach is to form a panel of raters made up of a group of local people who represent the average user of the road system and then have them rate the riding quality of a given pavement. This rating is based on the "feel" of the road that they experience and describes the riding comfort as "good", "fair", "poor", etc. It would not be very practical to have the entire network evaluated in this manner for obvious reasons, therefore, a simpler, more convenient method is employed.

The longitudinal roughness of a road section is collected using a specially equipped van (RT3000) with an electric accelerometer and laser sensors mounted rigidly to the front bumper. An on-board micro-processor transforms the acceleration and sensor readings to an International Roughness Index (IRI). In this way, all roadway distortions affecting ride are measured by vertical actions imposed on the vehicle. It is generally accepted that the movement felt by a passenger would be a consequence of the movement of the vehicle, therefore, this provides for a reliable comparison between subjective ride ratings and objective mechanical measurements as collected by a test unit.

Once the network has been surveyed for roughness, sections may be rated by a panel of stakeholders such that the entire range of roughness numbers is covered. The panel's rating of "very good" to "very poor" are then converted onto a scale of zero (0) to 10, where zero represents an unacceptable ride comfort and 10 represents the best possible ride comfort. The next step involves a correlation of these converted ratings to the RT3000's roughness numbers.

The resulting regression equation obtained from the correlation analysis represents the total spectrum of riding comfort versus unit measured roughness. Figure A.1 provides a graphical presentation typical of this relationship. Once this is done, all roughness numbers from the RT3000 unit can be converted to a Riding Comfort Index (RCI). This developed procedure allows for an economical, consistent representation of the acceptability of all sections within an agency's road network.

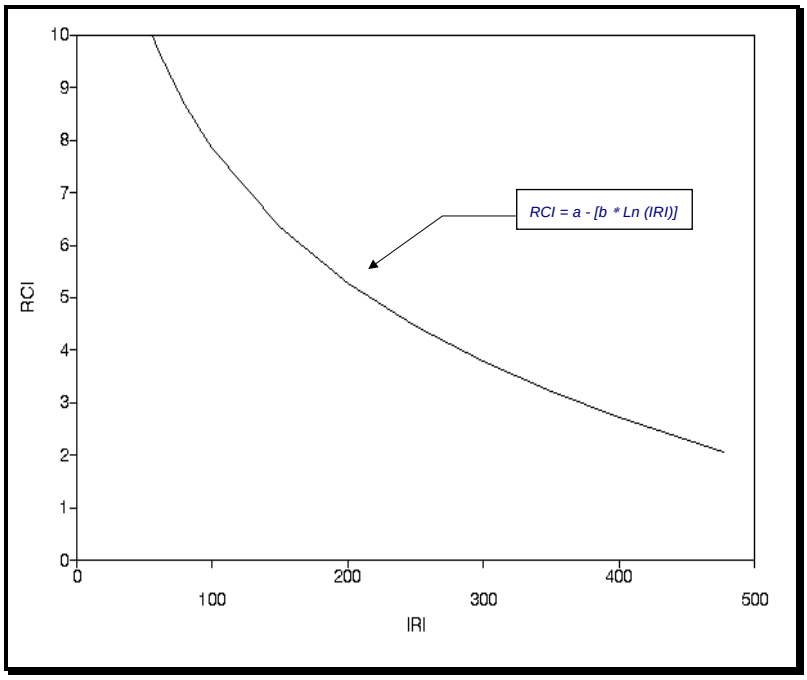


Figure A.1: Sample Relationship between IRI and RCI

When an agency has established an IRI-RCI correlation, it should remain reasonably stable for several years, although of course, much more frequent recalibration of the roughness device may be needed. It should be noted that panel ratings might change with time and / or region. This is primarily due to the range of serviceability levels experienced by the users, and to a lesser degree, to the changes in the overall serviceability spectrum of the specific network in a region and changes in vehicle characteristics.

RCI values determined at 30-metre intervals were used to calculate sectional equivalents. These sectional values were then used to generate a summary distribution and mean for the network.

Appendix B

Determination of Surface Distress Index (SDI)

Appendix B: Determination of Surface Distress Index (SDI)

The Surface Distress Index (SDI) is a measure of physical pavement cracking, deformations, and surface defects collectively referred to as distresses. This provides an excellent indicator of material deficiency, rate of deterioration, structural adequacy, environmental and soil type problems. The SDI is, therefore, a key indicator of pavement performance, which may be used to monitor the condition of the network, assess future needs, establish ranking and optimize expenditures. It will also provide information to monitor the performance of various design, rehabilitation, and maintenance techniques and to provide information for identifying candidate projects for maintenance and improvement programs.

The procedure described herein was developed as a means of converting the flexible pavement surface distress ratings produced by the operators of the survey unit into index values between zero (0) and 10. This includes the production of indicators for individual distress types at each station, the production of one index value for each station (i.e. combining all types of distress into one value) and the production of one index value for an entire pavement section.

Distress Codes

The pavement distress manifestations evaluated by the raters are recorded in the survey unit in a coded form which ranges from 00 (no distress) to 25 (severe throughout). The first digit is the severity and the second digit is the extent as described in Table B.1.

Table B.1: Severity and Extent Codes

Numeric Code	Severity Code Definition	Extent Code Definition
0	None/Slight	**None**
1	Moderate	**Few**
2	Severe	**Intermittent**
3	--	**Frequent**
4	--	**Extensive**
5	--	Throughout

For example, if alligator cracking on a flexible pavement is found to be moderate in severity and extensive in occurrence, a value of '14' would be recorded, the '1' indicating moderate severity and the '4' indicating extensive occurrence.

There are 13 types of distresses considered in the formulation of SDI as indicated in Table B.2. A code is assigned to each distress type for every station sampled along the length of a pavement section.

Table B.2: Distress Types

Item #	Distress Types	Abbrev.
1	Patching	**Pat**
2	Rippling & Shoving	**Rip**
3	Ravelling & Streaking	**Rav**
4	Flushing & Bleeding	**Flu**
5	Deformation & Distortions	**Dis**
6	Excessive Crown	**Exc**
7	Progressive Edge Cracking	**Edg**
8	Alligator Cracking	**Alg**
9	Potholes	**Pot**
10	Map Cracking	**Map**
11	Longitudinal Cracking	**Lon**
12	Transverse Cracking	**Trn**
13	Wheel Track Rutting	Rut

Distress Scores

The distress code for each distress type is converted to a score out of 10 with 10 being perfect and zero (0) being completely unacceptable. The distress codes are converted to scores as shown in Table B.3. These are later referred to as unadjusted scores for each distress type.

Table B.3: Distress Scores

Severity Code	Extent Code					
	0	**1**	**2**	**3**	**4**	**5**
0	10	9	8	7	6	**5**
1	10	7	6	5	4	**3**
2	10	4	3	2	1	0

A matrix is used to assign Distress Index (DI) values for each distress type based on severity and nominal extent codes. Consider an example in which the nominal extent code for moderate severity alligator cracking was determined to be '3'. Repeating the process for the slight and high severity levels, it can be shown that the nominal extent code for slight severity alligator cracking is '1', and that the nominal extent code for high severity alligator cracking is '2'. Therefore, the DI values for low, moderate, and high severity alligator cracking are '9', '5', and '3' respectively. Given this information, a total DI value for alligator cracking can be calculated. The total DI is an average of the individual DI values for each severity level weighted by length. Note that a DI score for the 'no distress' situation is also included in the calculation.

Adjusted Distress Scores

The basic Distress Index (DI) values are adjusted to reflect the relative importance of each individual distress type, resulting in an Adjusted Distress Index (ADI) for each distress type. This is done using the distress influence exponents. The greater the importance of the distress, the higher the value of the influence exponent in relation to the values of influence exponents for other distress types.

From the standard influence exponents for thirteen flexible pavement distress types it can be seen that alligator cracking has the greatest influence on SDI, followed by wheel track rutting, as shown in Table B.4.

Table B.4: Influence Exponents

Item	Asphalt Rating System	
#	Distress Description	Exponent
1	Patching	**1.7**
2	Rippling & Shoving	**1.8**
3	Ravelling & Streaking	**1.8**
4	Flushing & Bleeding	**1.8**
5	Deformation & Distortions	**2.2**
6	Excessive Crown	**2.2**
7	Progressive Edge Cracking	**2.8**
8	Alligator Cracking	**3.3**
9	Potholes	**1.6**
10	Map Cracking	**2.4**
11	Longitudinal Cracking	**2.9**
12	Transverse Cracks	**2.7**
13	Wheel Track Rutting	3.0

Table B.4 lists the appropriate influence exponent required to calculate the adjusted distress index (***Adjusted DI***) for each distress.

Distress Classes

The distress data are grouped into classes based on whether the adjusted distress index creates a critical condition for each distress class using the appropriate trigger value. When all distress items have been evaluated for each station (100-feet interval) the class weighting factors are determined based on whether the individual classes are critical.

Table B.5: Distress Classes

Class #	Asphalt Rating System	
	Class Description	**# in Class**
1	Load Associated Distresses	**2**
2	Non-Load Associated Distresses	**3**
3	Surface Deformations	**4**
4	Surface Defects	4

The SDI for each pavement section is determined after all stations have been processed. This involves evaluating the contribution of each of the 13 individual distress items to the section SDI.

Appendix C

Determination of Structural Adequacy Index (SAI)

Appendix C: Determination of Structural Adequacy Index (SAI)

The structural adequacy of a pavement is determined by comparing the measured deflection of the pavement with a criterion of structural adequacy. This appendix summarizes the method used to determine the Structural Adequacy Index (SAI) of the pavements considered in this study.

Maximum Tolerable Deflection

The maximum tolerable deflection (MTD) is the criterion of structural adequacy. To calculate the MTD it is first necessary to calculate a truck factor and a design traffic number (DTN).

The truck factor (TF) is used to convert average daily traffic to equivalent passes of an 80 kN (18 kip) single axle load. It is calculated using the following equation.

The standard axle load is the standard used to express the load demand on pavement structures:

$$TF_{Period} = 0.0353 + 0.003 * DTV_{Period}$$

where

TF_{Period} is range limited (0.75 in. ≤ TF_{Period} ≤ 2.00 in.)

DTV_{Period}	=	Design traffic volume
Period	=	Period of calculation (1 year or the length of the programming period)

The design traffic number (DTN) represents the number of standard axle loads expected to travel in the 'design lane' on the average day for the programming period. This is calculated next (DTN_{Period}):

$$DTN_{Period} = DTV_{Period} * \frac{Commercial}{100} * TF_{Period}$$

where

DTV_{Period}	=	Design traffic volume for the programming period
Commercial	=	Commercial traffic content
TF_{Period}	=	Truck Factor for the programming period
Period	=	Length of the programming period

The Total Equivalent Single Axle Loads (TESALS) represents the number of standard axle loads expected to be applied over the first year and the subsequent programming period. The following describes how to calculate the Total Equivalent Single Axle Loads for the period, ($TESALS_{Period}$).

$$TESALS_{Period} = DTV_{Period} \bullet \frac{Commercial}{100} \bullet TF_{Period} \bullet Period \bullet Days$$

where

DTV_{Period}	=	Design traffic volume for the period of calculation
Commercial	=	% Commercial traffic content
TF_{Period}	=	Truck Factor for the period of calculation
Period	=	Period of calculation (1 year or the length of the programming period)
Days	=	Number of days per year represented in the AADT (normally 360 days)

Maximum Tolerable Deflection (MTD) can either be determined as a function of traffic or asphalt thickness. Both of these are illustrated below, starting with the calculation of the Maximum Tolerable Deflection as a function of traffic, f (Traffic).

Calculate Maximum Tolerable Deflection = f (Traffic).

A relationship between the MTD and Total Equivalent Single Axle Loads (TESAL) has been published by the Transportation Association of Canada (formerly the Roads and Transportation Association of Canada). This relationship is expressed by the following graph and equation:

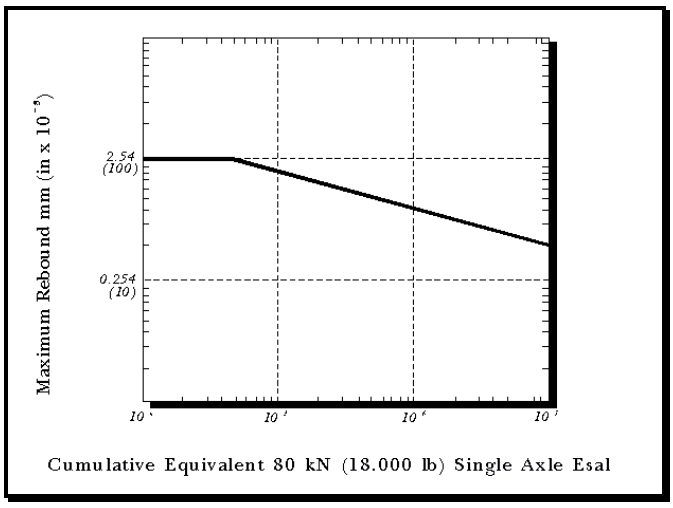


Figure C.1: Maximum Tolerable Deflection versus TESALs

$$MTD_{bb} = \frac{2.56}{TESAL_1^{LOG_{10}2}}$$

where

MTDbb is range limited (0.02 in. $\leq$ MTD_{bb} $\leq$ 0.10 in.)

$TESAL_1$ **=** Total Equivalent Standard Axle Loads in the first year of the programming period

Before updating the section results, the MTD_{bb} is converted to a Dynaflect and correlated FWD value based on the **SAI Model** assigned to the section.

We can also determine MTD where Maximum Tolerable Deflection is a function of Asphalt Thickness.

Maximum Tolerable Deflection = *f* (Asphalt Thickness)

A lookup table is used to determine the ***MTD*** based on the total Asphalt Thickness of the section:

Table C.1: MTD versus Asphalt Thickness

MTD = f(Asphalt Thickness)	
Asphalt Thickness (mm)	**MTD (Dynaflect Units)**
0 – 70	**1.10**
71 – 90	**1.08**
91 – 110	**1.05**
111 – 135	**1.01**
136 – 165	**0.94**
166 – 190	**0.88**
191 – 215	**0.85**
216 – 245	**0.80**
246 – 270	**0.77**
271 – 290	**0.74**
=> 291	0.72

Structural Adequacy Index

A flexible pavement is considered structurally inadequate if the design deflection is greater than the MTD. To evaluate the degree of structural deficiency or adequacy, a Structural Adequacy Index (SAI) is used. The values for SAI range from a "perfect" score of 10 to zero (0). A value of 5.0 indicates a barely adequate pavement structure (i.e., in most cases, a design deflection equal to the MTD).

SAI is derived from Table C.2 using the following procedure:

1. Calculate the difference between the design deflection and MTD
2. Determine the percentage of deflection measurements (adjusted to a spring value) which exceed the calculated MTD, for a positive difference calculated in 1
3. Determine the traffic range (low, medium, high) using the traffic ranges presented in the main body of the report
4. Read the value of density corresponding to the parameters evaluated in steps 1, 2, and 3 from Table C.2.
5. Subtract the density determined in step 4 from adequate score of 5 to give the SAI

For cases where the difference calculated in step 1 is negative, a similar procedure is used. Instead of determining the percentage of deflection readings exceeding the MTD, the percentage of deflection readings below the MTD is determined.

The density value is then determined by reversing the order of the traffic columns so that the "High Traffic" column applies to the ranges of low traffic volumes, the "Low Traffic" column to the high range of traffic volumes, "Medium Traffic" column again to the medium range of traffic volumes. Then, instead of subtracting the corresponding density from 5, the density is added to 5 to give the SAI.

This method of evaluating structural adequacy gives a "bonus" to pavements whose design deflections are less than the MTD requirement for structural adequacy. Thus, the SAI determined in this manner reflects the degree of both structural inadequacy and structural adequacy. To illustrate this method of determining SAI, two examples (one for a negative difference and one for a positive difference) are presented.

Difference	$Adjusted_1 \leq MTD_{Adjusted}$			$Adjusted_1 > MTD_{Adjusted}$		
	Low Traffic	Medium Traffic	High Traffic	Low Traffic	Medium Traffic	High Traffic
≤ -2.70	10.00	10.00	9.50	10.00	10.00	8.80
-2.60	10.00	10.00	9.50	10.00	10.00	8.50
-2.50	10.00	10.00	9.50	10.00	10.00	8.50
-2.40	10.00	10.00	9.30	10.00	10.00	8.30
-2.30	10.00	10.00	9.30	10.00	9.80	8.30
-2.20	10.00	10.00	9.30	10.00	9.80	8.30
-2.10	10.00	10.00	9.00	10.00	9.50	8.00
-2.00	10.00	10.00	9.00	10.00	9.50	8.00
-1.90	10.00	10.00	9.00	10.00	9.00	8.00
-1.80	10.00	10.00	8.80	10.00	9.00	7.80
-1.70	10.00	9.80	8.80	10.00	8.80	7.80
-1.60	10.00	9.80	8.80	9.80	8.80	7.80
-1.50	10.00	9.80	8.50	9.80	8.50	7.50
-1.40	10.00	9.50	8.50	9.80	8.50	7.50
-1.30	10.00	9.50	8.30	9.50	8.30	7.50
-1.20	10.00	9.30	8.30	9.50	8.30	7.30
-1.10	9.80	9.30	8.30	9.50	8.30	7.30
-1.00	9.80	9.00	8.00	9.30	8.00	7.00
-0.90	9.50	8.80	8.00	8.80	8.00	7.00
-0.80	9.30	8.50	7.80	8.50	7.80	6.80
-0.70	9.00	8.30	7.80	8.30	7.80	6.50
-0.60	8.80	8.00	7.50	8.00	7.00	6.30
-0.50	8.30	7.50	7.00	7.50	6.50	6.00
-0.40	8.00	7.00	6.50	7.00	6.00	5.80
-0.30	7.50	6.50	6.30	6.50	5.80	5.50
-0.20	6.50	6.00	5.80	5.80	5.50	5.30
-0.10	5.80	5.50	5.30	5.30	5.30	5.00
0.00	5.00	5.00	5.00	5.00	5.00	5.00

Difference	$Adjusted_1 \leq MTD_{Adjusted}$			$Adjusted_1 > MTD_{Adjusted}$		
	Low Traffic	Medium Traffic	High Traffic	Low Traffic	Medium Traffic	High Traffic
0.00	5.00	5.00	5.00	5.00	5.00	5.00
0.10	5.00	4.70	4.70	4.70	4.50	4.20
0.20	4.70	4.50	4.20	4.20	4.00	3.50
0.30	4.50	4.20	3.50	3.70	3.50	2.50
0.40	4.20	4.00	3.00	3.50	3.00	2.00
0.50	4.00	3.50	2.50	3.00	2.50	1.70
0.60	3.70	3.00	2.00	2.50	2.00	1.20
0.70	3.50	2.20	1.70	2.20	1.70	1.00
0.80	3.20	2.20	1.50	2.20	1.50	0.70
0.90	3.00	2.00	1.20	2.00	1.20	0.50
1.00	3.00	2.00	0.70	2.00	1.00	0.20
1.10	2.70	1.70	0.50	1.70	0.70	0.20
1.20	2.70	1.70	0.50	1.70	0.70	0.00
1.30	2.50	1.70	0.50	1.70	0.70	0.00
1.40	2.50	1.50	0.20	1.50	0.50	0.00
1.50	2.50	1.50	0.20	1.50	0.20	0.00
1.60	2.20	1.20	0.20	1.20	0.20	0.00
1.70	2.20	1.20	0.00	1.20	0.20	0.00
1.80	2.20	1.00	0.00	1.20	0.00	0.00
1.90	2.00	1.00	0.00	1.00	0.00	0.00
2.00	2.00	0.50	0.00	1.00	0.00	0.00
2.10	2.00	0.50	0.00	1.00	0.00	0.00
2.20	1.70	0.20	0.00	0.70	0.00	0.00
2.30	1.70	0.20	0.00	0.70	0.00	0.00
2.40	1.70	0.00	0.00	0.70	0.00	0.00
2.50	1.50	0.00	0.00	0.50	0.00	0.00
2.60	1.50	0.00	0.00	0.50	0.00	0.00
≥ 2.70	1.20	0.00	0.00	0.50	0.00	0.00

Table C.2: Flexible SAI Calculation

Example 1

If a two-lane pavement section has a design deflection of 2.57, the MTD has been calculated at 1.87, the AADT is 1000, and 45 percent of the adjusted measured deflections exceed the MTD, then:

Difference = Design Deflection – MTD = 0.70,

30% <= 45% <= 60%; medium frequency of exceeded MTD,

AADT = 1000, low traffic

from Table 1, density = 2.0

SAI = 5.0 – 2.0 = 3.0.

Example 2

For a two-lane pavement section with a design deflection of 1.23, an MTD of 1.65, and AADT of 1000, and 65 percent of the adjusted measured deflections below the MTD then:

Difference = MTD – Design Deflection = 0.42 or approximately 0.40

60% <= 65%; high frequency of adjusted measured deflection below MTD

AADT = 1000, low traffic; therefore, use “High Traffic” column in Table 1

from Table 1, density = 3.0

SAI = 5.0 + 3.0 = 8.0

The structural adequacy of a pavement is determined by analyzing the measured deflection of the pavement under a controlled loading condition and comparing this response to the current or anticipated loading conditions. At each test location, the deflection reading at the point of loading was adjusted for seasonal and temperature factors. These adjusted deflection measurements were converted to equivalent Benkelman Beam rebound values and used, along with traffic data, to determine the Structural Adequacy Index (SAI) on a zero (0) to ten (10) scale for each pavement section. The SAI values indicate whether the pavement is strong enough to withstand the anticipated traffic loads over its design life (i.e., a low SAI means a deficiency exists in the structural capacity and/or subgrade support, while a high SAI indicates good structural capacity and/or good subgrade support).

Standard: $B= -0.0024 + 0.0190s_1 + 0.0095s_1^2$

Where,

B= Benkelman Beam deflection, (in)

s_1 = Dynaflect sensor #1, (mils)

At each test location, the deflection reading at the point of loading was adjusted for seasonal and temperature factors. These adjusted deflection measurements were converted to Benkelman Beam equivalent rebounds and used along with traffic and the year of the last rehabilitation data, to determine the Structural Adequacy Index (SAI) on a zero (0) to ten (10) scale for each pavement section. The SAI values indicate whether the pavement is strong enough to withstand the anticipated traffic loads over its design life. A low SAI means a deficiency exists in either the structural thickness or subgrade support, while a high SAI indicates good structural capacity and/or good subgrade support.

Appendix D

Performance Indicators

Appendix D: Performance Indicators

Resort Municipality of Whistler

PMA

Performance Indicators Report

SDI = Surface Distress Index
RCI = Riding Comfort Index
SAI = Structural Adequacy Index
PQI = Pavement Quality Index

FILTER: Municipality of Whistler

SORT: STREET NAME

PQI MODELS:
1= f (RCI, SDI, SAI)
2= f (SDI)
3= f (SDI, RCI, SAI)

					STRUCTURE	TRAFFIC ATTRIBUTES					PERFORMANCE INDICATORS							
Section ID#	Street Name: From - To	Length (m)	Width (m)	# Lns	Pavment Type	Fun Class	AADT	Date	Coml %	Growth %	PQI Model	PQI Yr1	RCI/SDI PQI	RCI/SDI Date	RCI	SDI	SAI Date	SAI
0000000020	ALPHA LAKE RD: HWY #99 - LYNHAM RD	103	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**7.1**	**7.6**	2013	**6.1**	**6.5**	2013	**8.3**
0000000030	ALPHA LAKE RD: LYNHAM RD - MILLER CREEK RD	103	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**7.8**	**8.2**	2013	**5.2**	**8.8**	2013	**8.2**
0000000050	ALPHA LAKE RD: MILLER CREEK RD - END	718	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**9.0**	**9.2**	2013	**7.4**	**9.4**	2013	**8.7**
0000001180	ALPINE CR: HILLCREST DR - ALTA VISTA RD	148	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.3**	**8.5**	2013	**5.6**	**9.1**	2013	**8.3**
0000001190	ALPINE CR: ALTA VISTA RD - ARCHIBALD WY	100	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**7.5**	**7.9**	2013	**4.4**	**9.0**	2013	**7.8**
0000001200	ALPINE CR: ARCHIBALD WY - CUL DE SAC	124	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.4**	**8.6**	2013	**5.4**	**9.6**	2013	**8.3**
0000004050	ALPINE WAY: HWY 99 - SCHOOL PARKING LOT	293	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**	3	**8.5**	**8.7**	2013	**5.5**	**8.6**	2013	**9.8**
0000003290	ALPINE WY: END - IDYLWOOD PL	169	6.7	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.5**	**8.6**	2013	**5.7**	**9.6**	2013	**8.1**
0000003300	ALPINE WY: IDYLWOOD PL - FISSLE LN	79	6.7	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.0**	**8.4**	2013	**5.8**	**8.9**	2013	**8.0**
0000003310	ALPINE WY: FISSLE LN - DRIFTER WY	84	6.7	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.8**	**8.9**	2013	**7.1**	**9.0**	2013	**8.3**
0000003320	ALPINE WY: DRIFTER WY - NEEDLES DR	136	6.7	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.7**	**8.8**	2013	**7.2**	**8.7**	2013	**8.3**
0000003330	ALPINE WY: NEEDLES DR - VALLEY DR	305	6.7	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**9.1**	**9.2**	2013	**8.2**	**8.8**	2013	**8.7**
0000003340	ALPINE WY: VALLEY DR - RAINBOW DR	158	6.7	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.9**	**9.4**	2013	**8.3**	**9.3**	2013	**8.5**
0000003350	ALPINE WY: RAINBOW DR - HWY #99	157	6.7	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.8**	**9.2**	2013	**7.7**	**9.5**	2013	**8.4**
0000000640	ALTA LAKE RD (WESTSIDE RD): HWY #99 - 500 m N	500	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.1**	**8.3**	2013	**6.6**	**7.2**	2013	**8.6**
0000000650	ALTA LAKE RD (WESTSIDE RD): 500 m N - 1000 m N	498	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**7.7**	**7.9**	2013	**6.4**	**6.8**	2013	**8.3**
0000000660	ALTA LAKE RD (WESTSIDE RD): 1000 m N - 1500 m N	503	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.7**	**8.9**	2013	**7.9**	**8.1**	2007	**8.4**
0000000670	ALTA LAKE RD (WESTSIDE RD): 1500 m N - 2000 m N	501	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.5**	**8.7**	2013	**7.0**	**8.2**	2007	**8.5**
0000000680	ALTA LAKE RD (WESTSIDE RD): 2000 m N - 2500 m N	503	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.7**	**8.9**	2013	**7.7**	**8.4**	2007	**8.3**
0000000690	ALTA LAKE RD (WESTSIDE RD): 2500 m N - 3000 m N	504	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**9.1**	**9.2**	2013	**8.5**	**8.6**	2007	**8.5**
0000000700	ALTA LAKE RD (WESTSIDE RD): 3000 m N - 3500 m N	503	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.5**	**8.7**	2013	**7.6**	**8.1**	2007	**8.1**
0000000710	ALTA LAKE RD (WESTSIDE RD): 3500 m N - 4000 m N	502	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.9**	**9.0**	2013	**7.8**	**8.6**	2007	**8.5**
0000000720	ALTA LAKE RD (WESTSIDE RD): 4000 m N - 4500 m N	501	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**9.2**	**9.4**	2013	**8.3**	**9.3**	2007	**8.6**
0000000730	ALTA LAKE RD (WESTSIDE RD): 4500 m N - 5000 m N	499	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**9.3**	**9.5**	2013	**8.4**	**9.5**	2007	**8.6**
0000000740	ALTA LAKE RD (WESTSIDE RD): 5000 m N - 5500 m N	503	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**9.2**	**9.3**	2013	**9.0**	**8.6**	2007	**8.3**

Resort Municipality of Whistler

PMA

Performance Indicators Report

SDI = Surface Distress Index
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PQI MODELS:
1= f (RCI, SDI, SAI)
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					STRUCTURE	TRAFFIC ATTRIBUTES					PERFORMANCE INDICATORS							
Section ID#	Street Name: From - To	Length (m)	Width (m)	# Lns	Pavment Type	Fun Class	AADT	Date	Coml %	Growth %	PQI Model	PQI Yr1	RCI/SDI PQI	RCI/SDI Date	RCI	SDI	SAI Date	SAI
0000000750	ALTA LAKE RD (WESTSIDE RD): 5500 m N - 6000 m N	502	7.3	2	Flexible	Collector	1500	1995	5.0	2.0	3	9.5	9.6	2013	9.3	9.3	2007	8.4
0000000760	ALTA LAKE RD (WESTSIDE RD): 6000 m N - 6500 m N	501	7.3	2	Flexible	Collector	1500	1995	5.0	2.0	3	8.8	8.9	2013	7.6	8.5	2007	8.4
0000000770	ALTA LAKE RD (WESTSIDE RD): 6500 m N - 7000 m N	502	7.3	2	Flexible	Collector	1500	1995	5.0	2.0	3	8.6	8.7	2013	7.6	8.3	2007	8.0
0000000780	ALTA LAKE RD (WESTSIDE RD): 7000 m N - 7500 m N	504	7.3	2	Flexible	Collector	1500	1995	5.0	2.0	3	7.8	7.9	2013	6.1	7.3	2007	8.1
0000000785	ALTA LAKE RD (WESTSIDE): 7500 m N - RAINBOW RD	435	7.3	2	Flexible	Local	500	1995	5.0	2.0	3	9.0	9.1	2013	7.5	8.3	2007	9.3
0000001240	ALTA VISTA RD: ALPINE CR - LAKESIDE RD	191	7.0	2	Flexible	Local	500	1995	5.0	2.0	3	7.6	8.1	2013	4.3	9.5	2013	8.3
0000002320	AMBASSADOR CR: END - FITZSIMMONS RD S	56	7.0	2	Flexible	Local	500	1995	5.0	2.0	3	8.8	8.9	2013	6.2	10.0		
0000002330	AMBASSADOR CR: FITZSIMMONS RD - NANCY GREENE DR	445	7.0	2	Flexible	Local	500	1995	5.0	2.0	3	9.2	9.3	2013	7.4	9.9	2013	9.4
0000001360	ARBUTUS DR: END - BRIO ENTRANCE	183	7.5	2	Flexible	Local	500	1995	5.0	2.0	3	8.8	8.9	2013	6.4	9.4	2013	9.5
0000001370	ARBUTUS DR: BRIO ENTRANCE - JUNIPER PL	89	7.5	2	Flexible	Local	500	1995	5.0	2.0	3	9.0	9.1	2013	7.0	9.5	2013	9.3
0000001380	ARBUTUS DR: JUNIPER PL - PANORAMA RIDGE	80	7.5	2	Flexible	Local	500	1995	5.0	2.0	3	8.6	8.7	2013	5.7	9.6	2013	9.3
0000001270	ARCHIBALD WY: ALPINE CR - CARLETON WY	195	7.3	2	Flexible	Collector	1500	1995	5.0	2.0	3	7.0	7.5	2013	5.9	6.9	2013	7.8
0000001280	ARCHIBALD WY: CARLETON WY - ST ANTON WY	304	7.3	2	Flexible	Collector	1500	1995	5.0	2.0	3	8.9	9.3	2013	7.9	9.5	2013	8.3
0000003630	AUTUMN DR: AUTUMN PL - EMERALD DR (W)	148	7.0	2	Flexible	Local	500	1995	5.0	2.0	3	5.0	5.4	2013	6.3	6.0	2013	5.0*
0000003640	AUTUMN DR: EMERALD DR (E) - AUTUMN PL	122	7.0	2	Flexible	Local	500	1995	5.0	2.0	3	6.6	6.9	2013	5.3	8.0	2013	5.0*
0000003650	AUTUMN DR: HWY #99 - EMERALD DR (E)	57	7.0	2	Flexible	Collector	500	1995	5.0	2.0	3	8.2	8.6	2013	5.3	7.3	2013	10.0
0000003670	AUTUMN PL: CUL DE SAC - AUTUMN DR	118	7.0	2	Flexible	Local	500	1995	5.0	2.0	3	8.3	8.5	2013	5.9	9.6		
0000001780	BALSAM WY: END (S) - FLUTE PL	504	7.4	2	Flexible	Local	500	1995	5.0	2.0	3	9.1	9.2	2013	7.4	9.5	2013	9.4
0000001790	BALSAM WY: FLUTE PL - LORIMER RD	31	7.4	2	Flexible	Local	500	1995	5.0	2.0	3	8.5	8.7	2013	5.4	9.7	2013	9.8
0000001800	BALSAM WY: LORIMER RD - EASY ST (S)	105	7.4	2	Flexible	Local	500	1995	5.0	2.0	3	8.5	8.6	2013	5.6	8.5	2013	9.6
0000001810	BALSAM WY: EASY ST (S) - TOAD HOLLOW	286	7.4	2	Flexible	Local	500	1995	5.0	2.0	3	8.4	8.9	2013	7.3	7.4	2013	9.4
0000001820	BALSAM WY: TOAD HOLLOW - EASY ST (N)	155	7.4	2	Flexible	Local	500	1995	5.0	2.0	3	8.8	9.2	2013	7.2	9.9	2013	9.3
0000000290	BAYSHORE DR: CHEAKAMUS WY - HWY #99	100	9.5	2	Flexible	Local	500	1995	5.0	2.0	3	7.4	7.7	2013	4.1	6.9	2007	9.2
0000004250	BEAR PAW TRAIL: W END / ROUNDABOUT - CRAZY CANUCK DR	212	7.0	2	Flexible	Collector	500	2007	2.0	2.0	3	8.2	8.3	2013	5.7	9.5	2013	5.0*
0000001540	BEAVER LN: BLUEBERRY DR - CRABAPPLE DR	181	7.0	2	Flexible	Collector	500	1995	5.0	2.0	3	8.2	8.6	2013	5.4	8.6	2013	9.6

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0000002030	BISHOP WY: FAIRWAY DR - EAGLE DR	113	8.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**	3	**6.1**	**6.4**	2013	**5.1**	**7.5**		
0000002860	BLACKCOMB WY: CUL DE SAC - LOST LAKE RD	278	7.9	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.6**	**8.7**	2013	**7.3**	**8.1**	2013	**8.5**
0000002870	BLACKCOMB WY: LOST LAKE RD - PAINTED CLIFF RD	268	7.9	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**7.9**	**8.1**	2013	**6.3**	**6.9**	2013	**8.7**
0000002880	BLACKCOMB WY: PAINTED CLIFF RD - SPEARHEAD DR	195	15.9	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.6**	**8.8**	2013	**6.9**	**8.3**	2013	**8.8**
0000002890	BLACKCOMB WY: SPEARHEAD DR - LORIMER RD (S)	371	15.9	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.4**	**8.6**	2013	**6.2**	**8.3**	2013	**8.8**
0000002900	BLACKCOMB WY: LORIMER RD (S) - CHATEAU BL	141	15.9	2	**Flexible**	*Priority*	**1500**	1995	**5.0**	**2.0**	3	**8.4**	**8.5**	2013	**6.3**	**8.0**	2013	**8.8**
0000002910	BLACKCOMB WY: CHATEAU BL - GLACIER DR	442	11.0	2	**Flexible**	*Priority*	**1500**	1995	**5.0**	**2.0**	3	**8.3**	**8.5**	2013	**6.5**	**8.0**	2013	**8.6**
0000002920	BLACKCOMB WY: GLACIER DR - SUNDIAL CR	428	11.0	2	**Flexible**	*Priority*	**1500**	1995	**5.0**	**2.0**	3	**7.2**	**7.5**	2013	**6.9**	**6.0**	2013	**8.3**
0000002930	BLACKCOMB WY: SUNDIAL PL - VILLAGE GATE BL	147	11.0	2	**Flexible**	*Priority*	**1500**	1995	**5.0**	**2.0**	3	**8.1**	**8.3**	2013	**5.4**	**8.3**	2013	**8.8**
0000002940	BLACKCOMB WY: VILLAGE GATE BL - LORIMER RD (N)	486	11.0	2	**Flexible**	*Priority*	**1500**	1995	**5.0**	**2.0**	3	**8.2**	**8.6**	2013	**6.3**	**8.7**	2013	**8.5**
0000002950	BLACKCOMB WY: LORIMER RD (N) - SETTEBELLA DR	326	11.0	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.4**	**8.5**	2013	**6.7**	**7.8**	2013	**8.6**
0000002960	BLACKCOMB WY: SETTEBELLA DR - NANCY GREENE DR	312	11.0	2	**Flexible**	*Collector*	**500**	1995	**5.0**	**2.0**	3	**9.1**	**9.1**	2013	**7.4**	**7.0**	2013	**10.0**
0000001470	BLUEBERRY DR: HWY #99 - ST ANTON WY	58	8.5	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**7.8**	**7.9**	2013	**3.9**	**9.2**	2013	**8.7**
0000001480	BLUEBERRY DR: ST ANTON WY - ST MORITZ CR	108	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.3**	**8.4**	2013	**5.4**	**8.8**	2013	**8.8**
0000001490	BLUEBERRY DR: ST MORITZ CR - PTARMIGAN PL	128	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.0**	**8.2**	2013	**5.1**	**8.5**	2013	**8.7**
0000001500	BLUEBERRY DR: PTARMIGAN PL - PEAK DR	144	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.5**	**8.7**	2013	**6.1**	**8.9**	2013	**8.8**
0000001510	BLUEBERRY DR: PEAK DR - FALCON CR	518	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.4**	**8.5**	2013	**6.6**	**8.0**	2013	**8.6**
0000001520	BLUEBERRY DR: FALCON CR - HERON PL	26	7.3	2	**Flexible**	*Collector*	**500**	1995	**5.0**	**2.0**	3	**7.8**	**8.0**	2013	**3.7**	**8.0**	2013	**10.0**
0000001530	BLUEBERRY DR: HERON PL - BEAVER LN	457	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.9**	**9.0**	2013	**7.3**	**9.0**	2013	**8.8**
0000001390	BRIO ENTRANCE: ARBUTUS DR - HWY #99	112	8.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**	3	**7.9**	**8.4**	2013	**5.9**	**8.5**	2013	**8.5**
0000003060	BUCKHORN DR: RAINBOW DR (S) - BUCKHORN PL	133	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**	3	**8.2**	**8.7**	2013	**6.0**	**9.4**	2013	**8.6**
0000003070	BUCKHORN DR: BUCKHORN PL - RAINBOW DR (N)	176	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**	3	**8.6**	**8.8**	2013	**6.2**	**9.2**	2013	**9.1**
0000003080	BUCKHORN PL: CUL DE SAC - BUCKHORN DR	84	6.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**	3	**8.9**	**9.0**	2013	**6.6**	**9.6**	2013	**9.5**
0000005030	BUS LANE: VILLAGE GATE BL - GATEWAY DR	86	7.0	2	**Flexible**	*Local*	**500**	2007	**2.0**	**2.0**	3	**9.2**	**9.3**	2013	**7.5***	**9.5***	2013	**9.8**
0000003150	CAMINO DR: RAINBOW DR - CEDAR SPRINGS BL	104	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**	3	**8.4**	**8.9**	2013	**6.0**	**9.8**	2013	**9.5**

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0000001250	CARLETON WY: END - LAKESIDE RD	26	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**	3	**7.5**	**8.0**	2013	**4.5**	**9.0**	2013	**8.1**
0000001260	CARLETON WY: LAKESIDE RD - ARCHIBALD WY	93	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**	3	**8.3**	**8.8**	2013	**5.9**	**9.6**	2013	**9.4**
0000001090	CASTLE DR: PRIVATE - NORDIC DR	195	8.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**	3	**8.5**	**8.7**	2013	**5.6**	**9.6**	2013	**9.6**
0000001000	CAVENDISH WY: END - WHISTLER RD	123	8.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**	3	**7.4**	**7.6**	2013	**4.3**	**9.2**		
0000001770	CEDAR GROVE LN: CUL DE SAC - CRABAPPLE DR	123	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**	3	**8.2**	**8.4**	2013	**5.4**	**9.7**		
0000003170	CEDAR SPRINGS RD: CAMINO DR - TIMBER LN	244	6.5	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**	3	**8.5**	**9.0**	2013	**6.5**	**9.7**	2013	**9.5**
0000003510	CHALET DR: MOUNTAIN VIEW DR - VALLEY DR	244	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**	3	**8.4**	**8.5**	2013	**5.1**	**9.2**	2013	**9.8**
0000000010	CHEAKAMUS LAKE RD: EOP - HWY #99	732	8.0	2	**Flexible**	*Collector*	**500**	1995	**5.0**	**2.0**	3	**8.4**	**8.5**	2013	**7.7**	**9.1**	2013	**5.0***
0000000080	CHEAKAMUS WY: END - CLIFFTOP LN	22	8.2	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**6.5**	**6.7**	2013	**4.7**	**8.0**	2013	**5.0***
0000000090	CHEAKAMUS WY: CLIFFTOP LN - MILLARS POND CR (W)	76	8.2	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**7.7**	**7.9**	2013	**4.6**	**8.2**	2007	**8.5**
0000000100	CHEAKAMUS WY: MILLARS POND CR (W) - MILLARS POND CR (E)	139	8.2	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.9**	**9.0**	2013	**7.9**	**8.3**	2007	**8.7**
0000000110	CHEAKAMUS WY: MILLARS POND CR (E) - COYOTE PL	68	8.2	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.9**	**9.0**	2013	**7.5**	**9.1**	2007	**8.3**
0000000120	CHEAKAMUS WY: COYOTE PL - CALLAGHAN DR	484	8.2	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.6**	**8.7**	2013	**7.0**	**8.3**	2007	**8.6**
0000000130	CHEAKAMUS WY: CALLAGHAN DR - TIMBER RIDGE	60	8.2	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.3**	**8.5**	2013	**6.3**	**8.2**	2007	**8.5**
0000000140	CHEAKAMUS WY: TIMBER RIDGE - TRICOUNI PL	88	8.2	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.3**	**8.4**	2013	**6.6**	**7.9**	2007	**8.4**
0000000150	CHEAKAMUS WY: TRICOUNI PL - BAYSHORE DR	109	8.2	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**8.0**	**8.2**	2013	**5.4**	**8.3**	2007	**8.3**
0000000160	CHEAKAMUS WY: BAYSHORE DR - CUL DE SAC	144	8.2	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	3	**7.9**	**8.1**	2013	**5.3**	**8.5**	2007	**7.9**
0000000170	CLIFFTOP LN: CHEAKAMUS WY - CUL DE SAC	421	8.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**	3	**7.8**	**8.0**	2013	**5.9**	**9.1**		
0000004220	CLOUDBURST DR: LEGACY WAY - MT FEE RD	495	7.0	2	**Flexible**	*Collector*	**500**	2007	**2.0**	**2.0**	3	**8.6**	**8.7**	2013	**6.9**	**9.5**	2013	**5.0***
0000001870	CORRAL PL: EASY ST - CUL DE SAC	48	35.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**	3	**8.9**	**9.0**	2013	**6.5**	**10.0**		
0000000190	COYOTE PL: CHEAKAMUS WY - CUL DE SAC	300	8.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**	3	**7.7**	**7.9**	2013	**5.9**	**8.9**		
0000001690	CRABAPPLE DR: BARNFIELD PL - BEAVER LN	130	7.0	2	**Flexible**	*Collector*	**500**	1995	**5.0**	**2.0**	3	**8.9**	**9.2**	2013	**7.2**	**8.4**	2013	**10.0**
0000001700	CRABAPPLE DR: BEAVER LN - TAPLEY PL	176	7.0	2	**Flexible**	*Collector*	**500**	1995	**5.0**	**2.0**	3	**8.9**	**9.3**	2013	**7.3**	**8.3**	2013	**10.0**
0000001710	CRABAPPLE DR: TAPLEY PL - CEDAR GROVE LN	164	7.0	2	**Flexible**	*Collector*	**500**	1995	**5.0**	**2.0**	3	**9.1**	**9.2**	2013	**7.1**	**8.4**	2013	**10.0**
0000001720	CRABAPPLE DR: CEDAR GROVE LN - LORIMER RD	31	7.0	2	**Flexible**	*Collector*	**500**	1995	**5.0**	**2.0**	3	**8.2**	**8.4**	2013	**4.6**	**9.1**	2013	**10.0**

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0000004240	CRAZY CANUCK DR: HWY 99 - ASHLEY MCIVOR DR	618	7.0	2	Flexible	*Local*	500	2007	2.0	2.0	3	8.0	8.2	2013	6.1	9.2		
0000003790	DEERHORN PL: EMERALD DR - END	128	8.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.4	8.6	2013	6.6	9.5		
0000000600	DREW DR: END - WHISTLER RIDGE	18	7.5	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.3	8.5	2013	6.5	9.4		
0000000610	DREW DR: WHISTLER RIDGE - KAREN CR (W)	17	7.5	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.1	8.3	2013	6.0	9.4		
0000000620	DREW DR: KAREN CR (W) - KAREN CR (E)	130	7.5	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.1	8.3	2013	5.0	9.7		
0000003420	DRIFTER PL: DRIFTER WY - CUL DE SAC	100	8.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.3	8.5	2013	4.9	10.0	2013	9.8
0000003360	DRIFTER WY: MATTERHORN DR - ALPINE WY	193	7.5	2	Flexible	*Collector*	500	1995	5.0	2.0	3	9.2	9.3	2013	7.4	9.7	2013	10.0
0000003370	DRIFTER WY: ALPINE WY - WEDGEVIEW PL	277	6.0	2	Flexible	*Collector*	500	1995	5.0	2.0	3	9.0	9.1	2013	6.8	9.2	2013	10.0
0000003380	DRIFTER WY: WEDGEVIEW PL - DRIFTER PL	144	6.0	2	Flexible	*Collector*	500	1995	5.0	2.0	3	8.6	9.0	2013	6.3	8.5	2013	10.0
0000003390	DRIFTER WY: DRIFTER PL - DRIFTWOOD CL	116	6.0	2	Flexible	*Collector*	500	1995	5.0	2.0	3	8.8	9.0	2013	6.3	8.6	2013	10.0
0000003400	DRIFTER WY: DRIFTWOOD CL - VALLEY DR	101	6.0	2	Flexible	*Collector*	500	1995	5.0	2.0	3	8.6	8.7	2013	5.6	8.4	2013	10.0
0000003430	DRIFTWOOD CL: DRIFTER WY - CUL DE SAC	44	13.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.1	8.3	2013	4.9	9.8		
0000002070	EAGLE DR: FAIRWAY DR - PAR RD	149	7.5	2	Flexible	*Local*	500	1995	5.0	2.0	3	7.6	7.8	2013	6.8	8.6		
0000002080	EAGLE DR: PAR RD - EAGLE RIDGE CR	53	7.5	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.1	8.3	2013	7.0	9.0		
0000002090	EAGLE DR: EAGLE RIDGE CR - WHISTLER CAY DR	88	7.5	2	Flexible	*Local*	500	1995	5.0	2.0	3	6.1	6.4	2013	6.0	7.2		
0000002100	EAGLE DR: WHISTLER CAY DR - BISHOP WY	318	7.5	2	Flexible	*Local*	500	1995	5.0	2.0	3	7.4	7.6	2013	5.9	8.6	2013	5.0*
0000002110	EAGLE DR: BISHOP WY - WEDGE LN	101	7.5	2	Flexible	*Local*	500	1995	5.0	2.0	3	7.3	7.5	2013	7.3	8.1	2013	5.0*
0000002120	EAGLE DR: WEDGE LN - ST ANDREWS WY	193	7.5	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.1	8.3	2013	6.6	9.2	2013	5.0*
0000002130	EAGLE DR: ST ANDREWS WY - PALMER DR	241	7.5	2	Flexible	*Local*	500	1995	5.0	2.0	3	7.7	7.9	2013	5.7	9.0		
0000001840	EASY ST: CUL DE SAC - BALSAM WY (S)	113	7.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.4	8.9	2013	6.1	10.0	2013	9.5
0000001850	EASY ST: BALSAM WY (S) - CORRAL PL	95	7.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.5	9.0	2013	6.4	9.7	2013	9.5
0000001860	EASY ST: CORRAL PL - BALSAM WY (N)	337	7.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.5	9.0	2013	6.4	9.9	2013	9.4
0000003690	EMERALD DR: EMERALD PL - AUTUMN DR (E)	289	7.3	2	Flexible	*Collector*	1500	1995	5.0	2.0	3	8.5	8.6	2013	6.4	9.1	2007	7.8
0000003700	EMERALD DR: AUTUMN DR (E) - PINETREE LN (E)	446	7.3	2	Flexible	*Collector*	1500	1995	5.0	2.0	3	8.6	8.8	2013	7.1	8.2	2013	8.7
0000003710	EMERALD DR: PINETREE LN (E) - EMERALD DR	94	7.3	2	Flexible	*Collector*	1500	1995	5.0	2.0	3	8.0	8.2	2013	5.7	7.9	2013	8.5

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0000003720	EMERALD DR: EMERALD DR - DEERHORN PL	1177	7.3	2	Flexible	*Collector*	1500	1995	5.0	2.0	3	8.3	8.5	2013	6.6	9.0	2007	6.8
0000003730	EMERALD DR: DEERHORN PL - PINETREE LN (W)	181	7.3	2	Flexible	*Collector*	1500	1995	5.0	2.0	3	8.1	8.3	2013	6.2	9.3	2013	5.0*
0000003740	EMERALD DR: PINETREE LN (W) - AUTUMN DR (W)	709	7.3	2	Flexible	*Collector*	1500	1995	5.0	2.0	3	8.0	8.2	2013	5.7	8.4	2007	7.8
0000003750	EMERALD DR: AUTUMN DR (W) - EMERALD PL	258	7.3	2	Flexible	*Collector*	1500	1995	5.0	2.0	3	8.5	8.7	2013	6.4	9.2	2007	7.7
0000003800	EMERALD DR: EMERALD DR - HWY #99	91	7.3	2	Flexible	*Collector*	500	1995	5.0	2.0	3	8.6	8.8	2013	5.7	8.5	2013	10.0
0000003680	EMERALD PL: CUL DE SAC - EMERALD DR	45	7.3	2	Flexible	*Collector*	1500	1995	5.0	2.0	3	8.7	8.8	2013	5.9	10.0	2013	5.0*
0000001100	EVA LAKE RD: WHISTLER RD - HELM PL	333	9.0	2	Flexible	*Collector*	500	1995	5.0	2.0	3	8.9	9.0	2013	6.5	7.8	2013	10.0
0000001110	EVA LAKE RD: HELM PL - GARIBALDI WY	46	9.0	2	Flexible	*Collector*	500	1995	5.0	2.0	3	8.5	8.7	2013	5.4	9.4	2013	10.0
0000001990	FAIRWAY DR: LINKSIDE RD (S) - EAGLE DR	15	8.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	7.8	8.0	2013	4.4	9.6		
0000002000	FAIRWAY DR: EAGLE DR - LINKSIDE RD (N)	103	8.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.8	9.0	2013	8.2	9.4	2013	5.0*
0000002010	FAIRWAY DR: LINKSIDE RD (N) - PAR RD	195	8.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.4	8.6	2013	7.2	9.3	2013	5.0*
0000002020	FAIRWAY DR: PAR RD - BISHOP WY	215	8.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	6.7	6.9	2013	6.4	7.7	2013	5.0*
0000001560	FALCON CR: BLUEBERRY DR - FALCON CR	70	10.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	7.8	8.0	2013	5.0	9.4		
0000001570	FALCON CR: FALCON CR - FALCON LN	59	10.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	7.8	8.0	2013	4.5	9.6		
0000001580	FALCON CR: FALCON LN - 143m N OF FALCON LN	403	10.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.0	8.2	2013	5.6	9.4		
0000002370	FITZSIMMONS RD N: NANCY GREENE DR - BLACKCOMB WY	260	7.0	2	Flexible	*Collector*	500	1995	5.0	2.0	3	8.2	8.4	2013	6.8	9.2	2013	5.0*
0000002350	FITZSIMMONS RD S: AMBASSADOR CR - TONI SAILER LN	128	7.2	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.3	8.8	2013	5.8	9.6	2013	9.3
0000002360	FITZSIMMONS RD S: TONI SAILER LN - NANCY GREENE DR	385	7.2	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.6	9.0	2013	6.8	9.1	2013	9.5
0000001880	FLUTE PL: BALSAM WY - CUL DE SAC	70	7.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.5	8.6	2013	5.8	9.8		
0000003230	FOREST RIDGE DR: END - LAKEWOOD CRT	64	7.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.2	8.4	2013	4.7	9.2	2013	9.5
0000003240	FOREST RIDGE DR: LAKEWOOD CRT - FISSLE LN	98	7.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.8	9.0	2013	6.6	9.0	2013	9.6
0000003250	FOREST RIDGE DR: FISSLE LN - MATTERHORN DR	122	7.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.8	9.0	2013	6.4	9.0	2013	9.7
0000001130	GARIBALDI WY: CUL DE SAC - EVA LAKE RD	108	7.8	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.9	9.0	2013	6.5	10.0	2013	9.5
0000001140	GARIBALDI WY: EVA LAKE RD - NORDIC WY	190	7.8	2	Flexible	*Collector*	500	1995	5.0	2.0	3	9.2	9.3	2013	7.4	9.9	2013	10.0
0000002510	GATEWAY DR: WHISTLER WY - VILLAGE GATE BL	147	4.0	2	Flexible	*Priority*	250	1995	5.0	2.0 DIV 1WY	3	8.0	8.2	2013	4.1	9.2	2007	10.0

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0000002710	GLACIER DR: BLACKCOMB WY - PINNACLE RIDGE	605	9.8	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**6.5**	**6.8**	2013	**6.1**	**5.5**	2013	**8.5**
0000002720	GLACIER DR: PINNACLE RIDGE - GLACIER LN	341	9.8	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**7.7**	**7.9**	2013	**6.9**	**6.4**	2013	**8.5**
0000002730	GLACIER DR: GLACIER LN - CUL DE SAC	267	9.8	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**7.9**	**8.1**	2013	**6.2**	**7.3**	2007	**8.4**
0000002740	GLACIER LN: BLACKCOMB GATE - GLACIER DR	358	6.0	2	**Flexible**	*Collector*	**500**	1995	**5.0**	**2.0**		3	**8.4**	**8.5**	2013	**5.0**	**8.4**	2013	**10.0**
0000003055	GOLDEN BEAR PL (BRANCH): END - NICKLAUS NORTH BL	184	7.5	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**7.9**	**8.1**	2013	**5.3**	**9.4**		
0000005040	GONDOLA TRANSIT EXCHANGE: BLACKCOMB WAY - BLACKCOMB WAY	170	7.0	2	**Flexible**	*Local*	**500**	2007	**2.0**	**2.0**		3	**7.6**	**7.8**	2013	**5.0***	**6.0***	2013	**9.8**
0000000490	GONDOLA WY: OLIVE TER - MARMOT PL	210	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**8.4**	**8.5**	2013	**5.9**	**8.8**	2007	**8.5**
0000000500	GONDOLA WY: MARMOT PL - SAPPORO DR	240	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**8.0**	**8.2**	2013	**6.9**	**7.2**	2007	**8.3**
0000000510	GONDOLA WY: SAPPORO DR - LAKE PLACID RD	102	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**7.6**	**7.8**	2013	**4.8**	**7.8**	2007	**8.3**
0000001410	HAWTHORNE PL: CUL DE SAC - PANORAMA RIDGE	100	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.1**	**8.3**	2013	**5.4**	**8.1**	2013	**8.8**
0000001120	HELM PL: EVA LAKE RD - CUL DE SAC	94	18.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**7.8**	**8.0**	2013	**3.9**	**9.0**	2013	**9.5**
0000001160	HILLCREST DR: CUL DE SAC - ALPINE CR	398	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**8.2**	**8.4**	2013	**6.2**	**8.0**	2013	**8.5**
0000001170	HILLCREST DR: ALPINE CR - HWY #99	71	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	DIV	3	**7.8**	**8.0**	2013	**4.9**	**7.9**	2013	**8.7**
0000001171	HILLCREST DR: HWY #99 - ALPINE CR	70	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	DIV	3	**7.6**	**7.8**	2013	**4.5**	**7.4**	2013	**8.8**
0000005000	HILLCREST DR: END - VALLEY TRAIL	53	7.0	2	**Flexible**	*Local*	**500**	2007	**2.0**	**2.0**		3	**8.6**	**8.7**	2013	**6.0***	**7.5***	2013	**9.8**
0000005010	HILLCREST DR: VALLEY TRAIL - HILLCREST LANE	115	7.0	2	**Flexible**	*Local*	**500**	2007	**2.0**	**2.0**		3	**8.4**	**8.6**	2013	**6.0***	**7.5***	2013	**9.5**
0000005020	HILLCREST DR: HILLCREST LANE - HILLCREST DR	121	7.0	2	**Flexible**	*Local*	**500**	2007	**2.0**	**2.0**		3	**8.4**	**8.6**	2013	**6.0***	**7.5***	2013	**9.5**
0000003280	IDYLWOOD PL: END - ALPINE WY	284	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**7.9**	**8.1**	2013	**4.9**	**9.5**		
0000001400	JUNIPER PL: END - ARBUTUS DR	106	7.4	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.4**	**8.6**	2013	**5.3**	**9.6**	2013	**9.1**
0000000550	KAREN CR: LAKE PLACID RD - DREW DR (E)	95	7.5	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**6.3**	**6.6**	2013	**3.4**	**8.3**	2013	**5.0***
0000000560	KAREN CR: DREW DR (E) - BOULDER RIDGE	256	7.5	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**7.6**	**7.8**	2013	**4.1**	**9.5**	2013	**5.0***
0000000570	KAREN CR: BOULDER RIDGE - DREW DR (W)	146	7.5	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.1**	**8.3**	2013	**6.1**	**9.3**		
0000000530	KATHLEEN PL: LAKE PLACID RD - CUL DE SAC	89	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**7.6**	**8.1**	2013	**4.1**	**8.8**	2013	**9.5**
0000000310	LAKE PLACID RD: CUL DE SAC - TAYLOR WY	184	8.2	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**8.2**	**8.6**	2013	**5.5**	**9.7**	2013	**8.2**
0000000320	LAKE PLACID RD: TAYLOR WY - KATHLEEN PL	155	8.2	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**7.8**	**8.3**	2013	**6.1**	**7.9**	2013	**8.3**

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0000000330	LAKE PLACID RD: KATHLEEN PL - SQUAW VALLEY CR	405	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**8.0**	**8.4**	2013	**6.1**	**8.5**	2013	**8.3**
0000000340	LAKE PLACID RD: SQUAW VALLEY CR - KAREN CR	98	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**8.7**	**9.2**	2013	**7.1**	**9.8**	2013	**8.5**
0000000350	LAKE PLACID RD: KAREN CR - HWY #99	67	8.2	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**7.8**	**8.3**	2013	**5.8**	**8.0**	2013	**8.5**
0000000360	LAKE PLACID RD: HWY #99 - SARAJEVO DR	76	4.1	1	**Flexible**	*Priority*	**750**	1995	**5.0**	**2.0**	DIV 1WY	3	**8.0**	**8.4**	2013	**4.7**	**8.9**	2013	**9.8**
0000000361	LAKE PLACID RD: SARAJEVO DR - HWY #99	74	4.1	1	**Flexible**	*Priority*	**750**	1995	**5.0**	**2.0**	DIV 1WY	3	**7.7**	**7.9**	2013	**4.2**	**8.4**	2007	**8.6**
0000000370	LAKE PLACID RD: SARAJEVO DR - GONDOLA WY	123	8.2	2	**Flexible**	*Priority*	**1500**	1995	**5.0**	**2.0**		3	**7.4**	**7.9**	2013	**4.6**	**7.9**	2013	**8.6**
0000003840	LAKESHORE DR: SUMMER LN (S) - LAKESHORE DR	184	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.6**	**8.8**	2013	**6.3**	**9.8**		
0000003850	LAKESHORE DR: LAKESHORE DR - SUMMER LN (N)	93	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.8**	**9.0**	2013	**6.4**	**10.0**		
0000003860	LAKESHORE DR: LAKESHORE DR - CUL DE SAC	104	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.7**	**8.8**	2013	**6.4**	**9.8**		
0000001210	LAKESIDE RD: END (W) - ALTA VISTA RD	89	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**7.8**	**8.3**	2013	**5.0**	**9.5**	2013	**7.1**
0000001220	LAKESIDE RD: ALTA VISTA RD - CARLETON WY	175	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.8**	**9.3**	2013	**7.4**	**9.9**	2013	**8.3**
0000001230	LAKESIDE RD: CARLETON WY - END (N)	113	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.3**	**8.5**	2013	**5.3**	**9.4**	2013	**8.4**
0000003260	LAKEWOOD CRT: END - FOREST RIDGE DR	72	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.5**	**8.6**	2013	**5.3**	**9.9**	2013	**9.5**
0000004200	LEGACY WAY: W END - CHEAKAMUS LAKE RD	570	7.0	2	**Flexible**	*Collector*	**500**	2007	**2.0**	**2.0**		3	**7.9**	**8.1**	2013	**6.8**	**8.9**	2013	**5.0***
0000000630	LONDON LN: GONDALA - HWY #99	293	6.2	2	**Flexible**	*Priority*	**500**	1995	**5.0**	**2.0**		3	**7.9**	**8.1**	2013	**4.0**	**7.5**	2013	**10.0**
0000001890	LORIMER RD: END (BY TRACKS) - CRABAPPLE DR	238	7.6	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**8.8**	**9.0**	2013	**6.8**	**9.8**	2007	**5.8**
0000001900	LORIMER RD: CRABAPPLE DR - BALSAM WY	99	7.6	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**8.5**	**8.7**	2013	**6.2**	**8.9**	2013	**8.7**
0000001910	LORIMER RD: BALSAM WY - PICCOLO RD	497	7.6	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**9.0**	**9.2**	2013	**8.1**	**8.8**	2013	**8.5**
0000001920	LORIMER RD: PICCOLO RD - ST ANDREWS WY	165	7.6	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**9.7**	**9.8**	2013	**9.4**	**9.7**	2013	**8.8**
0000001930	LORIMER RD: ST ANDREWS WY - START OF DIV. SECTION	231	7.6	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**9.2**	**9.4**	2013	**7.7**	**9.9**	2013	**8.8**
0000001931	LORIMER RD: HWY #99 - END OF DIV. SECTION	96	10.0	2	**Flexible**	*Collector*	**500**	1995	**5.0**	**2.0**	DIV	3	**8.3**	**8.4**	2013	**4.7**	**9.9**	2013	**10.0**
0000001932	LORIMER RD: START OF DIV. SECTION - HWY #99	94	10.0	2	**Flexible**	*Collector*	**500**	1995	**5.0**	**2.0**	DIV	3	**8.7**	**8.9**	2013	**6.0**	**8.6**	2013	**10.0**
0000001940	LORIMER RD: HWY #99 - NORTHLAND BL	238	10.0	2	**Flexible**	*Priority*	**1500**	1995	**5.0**	**2.0**	DIV	3	**8.3**	**8.5**	2013	**6.0**	**8.2**	2013	**8.8**
0000001941	LORIMER RD: NORTHLAND BL - HWY #99	238	10.0	2	**Flexible**	*Priority*	**1500**	1995	**5.0**	**2.0**	DIV	3	**8.2**	**8.4**	2013	**6.0**	**8.1**	2013	**8.5**
0000001950	LORIMER RD: NORTHLAND BL - BLACKCOMB WY (W)	259	10.0	2	**Flexible**	*Priority*	**1500**	1995	**5.0**	**2.0**	DIV	3	**8.0**	**8.1**	2013	**5.5**	**7.9**	2013	**8.5**

Resort Municipality of Whistler

PMA

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Section ID#	Street Name: From - To	Length (m)	Width (m)	# Lns	Pavment Type	Fun Class	AADT	Date	Coml %	Growth %		PQI Model	PQI Yr1	RCI/SDI PQI	RCI/SDI Date	RCI	SDI	SAI Date	SAI
0000001951	LORIMER RD: BLACKCOMB WY (W) - NORTHLAND BL	251	10.0	2	**Flexible**	*Priority*	**1500**	1995	**5.0**	**2.0**	DIV	3	**7.9**	**8.4**	2013	**6.1**	**8.2**	2013	**8.3**
0000001960	LORIMER RD EXTENSION: BLACKCOMB WY (W) - END OF DIV. SECTION	286	9.0	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	DIV	3	**8.3**	**8.5**	2013	**5.8**	**8.4**	2013	**8.8**
0000001961	LORIMER RD EXTENSION: START OF DIV. SECTION - BLACKCOMB WY (W)	296	9.0	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**	DIV	3	**8.0**	**8.5**	2013	**5.9**	**8.5**	2013	**8.7**
0000001962	LORIMER RD EXTENSION: END OF DIV. SECTION - BLACKCOMB WY (E)	413	9.0	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**8.3**	**8.5**	2013	**5.9**	**8.4**	2013	**8.6**
0000002850	LOST LAKE RD: BLACKCOMB WY - LOST LAKE PARKING LOT	530	6.0	2	**Flexible**	*Collector*	**500**	1995	**5.0**	**2.0**		3	**7.7**	**8.1**	2013	**4.0**	**8.9**	2013	**9.8**
0000004230	MADELEY PL: LEGACY WAY - E END	214	7.0	2	**Flexible**	*Local*	**500**	2007	**2.0**	**2.0**		3	**8.2**	**8.3**	2013	**5.2**	**9.7**		
0000002700	MAIN ST: NORTHLANDS BL (S) - NORTHLANDS BL (N)	447	7.5	2	**Flexible**	*Priority*	**500**	1995	**5.0**	**2.0**		3	**8.6**	**8.8**	2013	**5.7**	**9.5**	2013	**10.0**
0000003200	MATTERHORN DR: RAINBOW DR (S) - FOREST RIDGE DR	260	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.9**	**9.1**	2013	**7.0**	**9.3**	2013	**9.3**
0000003210	MATTERHORN DR: FOREST RIDGE DR - DRIFTER WY	115	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**7.6**	**7.8**	2013	**5.0**	**6.4**	2013	**9.3**
0000003220	MATTERHORN DR: DRIFTER WY - RAINBOW DR (N)	269	7.0	2	**Flexible**	*Collector*	**500**	1995	**5.0**	**2.0**		3	**8.5**	**8.7**	2013	**5.8**	**7.3**	2013	**9.8**
0000004060	MCKEEVERS PL: ALPINE WAY - CUL DE SAC	111	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.0**	**8.1**	2013	**4.2**	**8.9**	2013	**9.5**
0000003570	MEADOW LN: PARKWOOD DR (S) - ALDER LN	295	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.7**	**8.8**	2013	**5.9**	**9.9**	2013	**9.3**
0000003580	MEADOW LN: ALDER LN - PARKWOOD DR (N)	71	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.5**	**8.6**	2013	**5.4**	**9.6**	2013	**9.5**
0000003582	MEADOW LN: PARKWOOD DR - HWY 99	34	7.0	2	**Flexible**	*Collector*	**500**	2007	**2.0**	**2.0**		3	**8.3**	**8.5**	2013	**4.9**	**9.2**	2007	**10.0**
0000000060	MILLAR CREEK RD: CUL DE SAC - ALPHA LAKE RD	289	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.6**	**9.0**	2013	**6.7**	**9.5**	2013	**9.4**
0000000180	MILLARS POND CR: CHEAKAMUS WY - CHEAKAMUS WY	223	8.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**7.8**	**8.0**	2013	**6.4**	**8.9**		
0000003000	MONS CRT: MONS RD - CUL DE SAC	97	8.5	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.6**	**8.8**	2013	**5.7**	**10.0**	2013	**9.8**
0000002970	MONS RD: SPRUCE GROVE WAY - MONS CRT	799	8.5	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**8.7**	**8.9**	2013	**7.9**	**7.9**	2013	**8.6**
0000002490	MOUNTAIN LN: WHISTLER WY - DELTA PARKING	116	8.5	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.6**	**9.1**	2013	**6.8**	**9.6**	2013	**9.2**
0000003530	MOUNTAIN VIEW DR: VALLEY DR - END	760	7.6	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**8.1**	**8.5**	2013	**6.7**	**8.5**	2013	**8.0**
0000003540	MOUNTAIN VIEW DR: VALLEY DR - PARKWOOD DR	369	6.7	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**8.6**	**8.7**	2013	**7.1**	**8.2**	2013	**8.5**
0000003550	MOUNTAIN VIEW DR: PARKWOOD DR - CHALET DR	189	6.7	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**8.0**	**8.2**	2013	**5.2**	**8.6**	2013	**8.3**
0000004210	MT FEE RD: LEGACY WAY - CLOUDBURST DR	370	7.0	2	**Flexible**	*Collector*	**500**	2007	**2.0**	**2.0**		3	**8.7**	**8.9**	2013	**6.5**	**9.8**	2013	**5.0***

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0000002290	NANCY GREENE DR: HWY #99 - FITZSIMMONS RD S	356	7.0	2	Flexible	*Collector*	500	1995	5.0	2.0	3	8.6	8.8	2013	6.2	8.9	2007	9.2
0000002300	NANCY GREENE DR: FITZSIMMONS RD S - TONI SAILER LN	111	7.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.1	8.6	2013	5.6	9.1	2013	9.3
0000002310	NANCY GREENE DR: TONI SAILER LN - AMBASSADOR CR	105	7.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.6	8.8	2013	5.8	9.9	2013	9.5
0000003440	NEEDLES DR: ALPINE WY - VALLEY DR	370	7.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.6	8.8	2013	6.0	8.9	2013	9.4
0000002286	NESTERS RD E: NESTERS RD (W) - HWY #99	697	7.6	2	Flexible	*Collector*	1500	1995	5.0	2.0	3	6.8	7.1	2013	5.4	6.0	2013	8.3
0000002270	NESTERS RD W (EB): LORIMER RD - NESTERS RD (E)	482	6.7	2	Flexible	*Collector*	1500	1995	5.0	2.0	3	8.7	8.8	2013	6.6	9.1	2013	8.5
0000002280	NESTERS RD W (EB): NESTERS RD (E) - HWY #99	26	6.7	2	Flexible	*Collector*	1500	1995	5.0	2.0	3	8.5	8.9	2013	6.2	10.0	2013	8.2
0000003010	NICKLAUS NORTH BL: HWY #99 - MUIRFIELD CR (W)	207	7.3	2	Flexible	*Collector*	1500	1995	5.0	2.0	3	7.0	7.3	2013	5.4	8.4	2013	5.0*
0000003020	NICKLAUS NORTH BL: MUIRFIELD CR (W) - MUIRFIELD CR (E)	245	7.3	2	Flexible	*Collector*	1500	1995	5.0	2.0	3	6.4	6.7	2013	6.8	7.3	2013	5.0*
0000003030	NICKLAUS NORTH BL: MUIRFIELD CR (E) - MONS RD/CUL DE SAC	231	7.3	2	Flexible	*Collector*	1500	1995	5.0	2.0	3	7.3	7.5	2013	5.4	8.7	2013	5.0*
0000000960	NITA LN: DEAD END - HWY #99	87	6.2	2	Flexible	*Local*	500	1995	5.0	2.0	3	7.5	7.7	2013	3.0	10.0		
0000001010	NORDIC DR: END (TALUSWOOD) - WHISTLER RD	1160	7.3	2	Flexible	*Collector*	1500	1995	5.0	2.0	3	8.4	8.6	2013	6.3	8.5	2013	8.5
0000001020	NORDIC DR: WHISTLER RD - HARMONY CRT	192	7.3	2	Flexible	*Collector*	1500	1995	5.0	2.0	3	8.0	8.2	2013	5.7	8.1	2013	8.3
0000001030	NORDIC DR: HARMONY CRT - CASTLE DR	196	7.3	2	Flexible	*Collector*	1500	1995	5.0	2.0	3	8.1	8.3	2013	6.6	7.6	2013	8.4
0000001040	NORDIC DR: CASTLE DR - GARIBALDI WY	93	7.3	2	Flexible	*Collector*	1500	1995	5.0	2.0	3	8.6	8.7	2013	6.0	9.3	2013	8.8
0000001050	NORDIC DR: GARIBALDI WY - NORDIC PL	106	8.0	2	Flexible	*Collector*	1500	1995	5.0	2.0	3	5.0	5.4	2013	5.9	4.6	2013	8.5
0000001060	NORDIC DR: NORDIC PL - HWY #99	81	11.0	2	Flexible	*Collector*	1500	1995	5.0	2.0	3	6.6	6.9	2013	6.2	5.4	2013	8.8
0000001070	NORDIC PL: NORDIC DR - CUL DE SAC	121	7.3	2	Flexible	*Local*	500	1995	5.0	2.0	3	4.9	5.3	2013	4.2	6.4	2013	5.0*
0000002660	NORTHLANDS BL (NB): VILLAGE GATE BL - MAIN ST (S)	92	12.0	2	Flexible	*Priority*	500	1995	5.0	2.0	3	8.2	8.6	2013	5.3	8.6	2013	10.0
0000002670	NORTHLANDS BL (NB): MAIN ST (S) - MAIN ST (N)	153	12.0	2	Flexible	*Priority*	500	1995	5.0	2.0	3	8.9	9.2	2013	7.2	7.9	2013	10.0
0000002680	NORTHLANDS BL (NB): MAIN ST (N) - LORIMER RD	245	12.0	2	Flexible	*Priority*	500	1995	5.0	2.0	3	8.1	8.5	2013	4.9	8.3	2013	10.0
0000002690	NORTHLANDS BL (NB): LORIMER RD - CUL DE SAC	138	12.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	7.7	7.9	2013	5.6	9.0	2013	5.0*
0000000430	OLIVE TER: CUL DE SAC - GONDOLA WY	82	8.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.3	8.5	2013	6.2	9.5		
0000002830	PAINTED CLIFF RD: CUL DE SAC - HORSTMAN LN	666	8.3	2	Flexible	*Collector*	500	1995	5.0	2.0	3	8.5	8.6	2013	5.7	7.3	2013	9.9
0000002840	PAINTED CLIFF RD: HORSTMAN LN - BLACKCOMB WY	423	8.3	2	Flexible	*Collector*	500	1995	5.0	2.0	3	9.4	9.5	2013	8.2	9.5	2013	10.0

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0000002190	PALMER DR: CUL DE SAC (S) - ST ANDREWS WY	123	7.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	6.7	7.0	2013	4.9	8.2		
0000002200	PALMER DR: ST ANDREWS WY - EAGLE DR	125	7.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	6.5	6.8	2013	5.5	7.8		
0000002210	PALMER DR: EAGLE DR - CUL DE SAC (N)	73	7.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	6.7	6.9	2013	5.4	8.0		
0000001320	PANORAMA RIDGE: END - SUNRIDGE DR	546	7.4	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.6	8.8	2013	6.0	8.7	2013	9.6
0000001330	PANORAMA RIDGE: SUNRIDGE DR - ARBUTUS DR	51	7.4	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.0	8.2	2013	4.5	8.5	2013	9.5
0000001340	PANORAMA RIDGE: ARBUTUS DR - HAWTHORNE PL	103	7.4	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.7	8.9	2013	6.1	9.0	2013	9.7
0000001350	PANORAMA RIDGE: HAWTHORNE PL - HWY #99	117	7.4	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.2	8.4	2013	4.8	9.0	2013	9.7
0000002050	PAR RD: EAGLE DR - FAIRWAY DR	235	8.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	7.2	7.5	2013	6.8	8.2		
0000003584	PARKWOOD DR: END - MEADOW LN	33	7.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.3	8.4	2013	5.3	8.4	2013	9.3
0000003590	PARKWOOD DR: MEADOW LN (S) - MEADOW LN (N)	146	8.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	9.0	9.4	2013	7.9	9.8	2013	9.7
0000003600	PARKWOOD DR: MEADOW LN (N) - MOUNTAIN VIEW DR	181	8.0	2	Flexible	*Collector*	500	1995	5.0	2.0	3	9.4	9.5	2013	8.1	8.9	2013	10.0
0000002260	PICCOLO DR: OBOE PL - LORIMER RD	54	7.8	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.2	8.4	2013	6.2	9.4		
0000003760	PINETREE LN: EMERALD DR (E) - PINETREE PL	146	7.5	2	Flexible	*Local*	500	1995	5.0	2.0	3	7.5	7.7	2013	6.6	8.5		
0000003770	PINETREE LN: PINETREE PL - EMERALD DR (W)	230	7.5	2	Flexible	*Local*	500	1995	5.0	2.0	3	7.9	8.1	2013	6.9	8.8		
0000003780	PINETREE PL: PINETREE LN - CUL DE SAC	32	14.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	7.5	7.7	2013	2.9	10.0		
0000001640	PTARMIGAN PL: BLUEBERRY DR - CUL DE SAC	166	8.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	7.5	7.8	2013	4.7	9.2		
0000003090	RAINBOW DR: ALTA LAKE RD - BUCKHORN DR (S)	158	7.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.6	9.1	2013	6.9	9.1	2013	9.5
0000003100	RAINBOW DR: BUCKHORN DR (S) - MATTERHORN DR (S)	60	7.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	7.9	8.4	2013	4.9	8.7	2013	9.5
0000003110	RAINBOW DR: MATTERHORN DR (S) - BUCKHORN DR (N)	131	7.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.1	8.6	2013	6.0	8.0	2013	9.3
0000003120	RAINBOW DR: BUCKHORN DR (N) - CAMINO DR	497	7.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	8.6	9.1	2013	7.2	8.9	2013	9.2
0000003140	RAINBOW DR: MATTERHORN DR (N) - ALPINE WY	344	7.0	2	Flexible	*Collector*	500	1995	5.0	2.0	3	8.5	8.9	2013	6.1	9.5	2013	10.0
0000002780	SPEARHEAD DR: PAINTED CLIFF RD - SPEARHEAD PL	161	8.0	2	Flexible	*Collector*	500	1995	5.0	2.0	3	8.7	8.9	2013	6.0	8.7	2013	10.0
0000002790	SPEARHEAD DR: SPEARHEAD PL - BLACKCOMB WY	506	8.0	2	Flexible	*Collector*	500	1995	5.0	2.0	3	8.8	9.0	2013	6.4	7.8	2013	10.0
0000002770	SPEARHEAD PL: CUL DE SAC - SPEARHEAD DR	121	7.0	2	Flexible	*Local*	500	1995	5.0	2.0	3	7.6	7.8	2013	4.6	9.3		
0000004070	SPRING CREEK DR: HIGHWAY 99 - SPRING CREEK DR	271	7.0	2	Flexible	*Collector*	500	2007	2.0	2.0	3	8.8	8.9	2013	6.2	8.4	2013	10.0

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0000004080	SPRING CREEK DR: SPRING CREEK DR - TWYNEBRIDGE LN	373	7.0	2	**Flexible**	*Collector*	**500**	2007	**2.0**	**2.0**		3	**8.9**	**9.0**	2013	**6.6**	**7.9**	2013	**10.0**
0000004090	SPRING CREEK DR: TWYNEBRIDGE LN - KHYBER LN	367	7.0	2	**Flexible**	*Collector*	**500**	2007	**2.0**	**2.0**		3	**9.1**	**9.2**	2013	**7.2**	**8.3**	2013	**10.0**
0000004100	SPRING CREEK DR: KHYBER LN - END	181	7.0	2	**Flexible**	*Collector*	**500**	2007	**2.0**	**2.0**		3	**9.1**	**9.2**	2013	**7.1**	**9.3**	2013	**10.0**
0000004000	SPRUCE GROVE CIR: BLACKCOMB WAY - END	458	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.4**	**8.6**	2013	**6.4**	**9.5**		
0000002962	SPRUCE GROVE WAY: HWY #99 - MONS RD	66	7.0	2	**Flexible**	*Collector*	**500**	1995	**5.0**	**2.0**		3	**8.3**	**8.7**	2013	**5.4**	**9.2**	2013	**10.0**
0000002964	SPRUCE GROVE WAY: MONS RD - KIRKPATRICK WY	164	7.0	2	**Flexible**	*Collector*	**500**	1995	**5.0**	**2.0**		3	**8.5**	**8.9**	2013	**6.2**	**8.4**	2013	**10.0**
0000002966	SPRUCE GROVE WAY: KIRKPATRICK WY - SPRUCE GROVE LN	168	7.0	2	**Flexible**	*Collector*	**500**	1995	**5.0**	**2.0**		3	**8.1**	**8.5**	2013	**5.0**	**7.6**	2013	**10.0**
0000002968	SPRUCE GROVE WAY: SPRUCE GROVE LN - FITZSIMMONS RD	231	7.0	2	**Flexible**	*Collector*	**500**	1995	**5.0**	**2.0**		3	**8.8**	**9.2**	2013	**7.0**	**8.5**	2013	**10.0**
0000000540	SQUAW VALLEY CR: LAKE PLACID RD - LAKE PLACID RD	357	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.0**	**8.5**	2013	**5.2**	**9.7**	2013	**8.5**
0000002150	ST ANDREWS WY: END - WEDGE LN	220	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.2**	**8.4**	2013	**6.2**	**9.4**		
0000002160	ST ANDREWS WY: WEDGE LN - EAGLE DR	192	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.4**	**8.6**	2013	**6.6**	**9.5**		
0000002170	ST ANDREWS WY: EAGLE DR - PALMER DR	121	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**7.5**	**7.7**	2013	**6.0**	**8.7**	2013	**5.0***
0000002180	ST ANDREWS WY: PALMER DR - LORIMER RD	89	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**	DIV	3	**3.8**	**4.3**	2013	**3.6**	**5.4**	2013	**5.0***
0000002181	ST ANDREWS WY: LORIMER RD - PALMER DR	82	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**	DIV	3	**4.3**	**4.8**	2013	**3.5**	**6.0**		
0000001290	ST ANTON WY: ARCHIBALD WY - TYROL CR	64	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**8.5**	**8.7**	2013	**5.6**	**9.6**	2013	**8.7**
0000001300	ST ANTON WY: TYROL CR - BLUEBERRY DR	181	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**8.8**	**8.9**	2013	**6.9**	**9.1**	2013	**8.5**
0000001305	ST ANTON WY: ST ANTON WY - END	159	7.3	2	**Flexible**	*Collector*	**500**	1995	**5.0**	**2.0**		3	**8.5**	**8.6**	2013	**6.3**	**9.6**		
0000004110	STONEBRIDGE DR: ALTA LAKE RD - END	2156	7.0	2	**Flexible**	*Local*	**500**	2007	**2.0**	**2.0**		3	**8.1**	**8.3**	2013	**7.3**	**8.9**		
0000004120	STONEBRIDGE PL: STONEBRIDGE DR - END	861	7.0	2	**Flexible**	*Local*	**500**	2007	**2.0**	**2.0**		3	**7.6**	**7.8**	2013	**6.2**	**8.7**		
0000003610	SUMMER LN: END (S) - AUTUMN DR	87	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.2**	**8.4**	2013	**6.6**	**9.3**		
0000003620	SUMMER LN: AUTUMN DR - END (N)	56	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**7.0**	**7.3**	2013	**5.6**	**8.3**		
0000003660	SUMMER LN: SUMMER LN - HWY #99	23	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**4.8**	**5.2**	2013	**4.3**	**6.3**		
0000003810	SUMMER LN: END (S) - SUMMER PL	278	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**9.0**	**9.2**	2013	**8.0**	**9.7**		
0000003820	SUMMER LN: SUMMER PL - LAKESHORE DR (S)	96	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.2**	**8.4**	2013	**6.4**	**9.3**		

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FILTER: Municipality of Whistler
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PQI MODELS:
1= f (RCI, SDI, SAI)
2= f (SDI)
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					STRUCTURE	TRAFFIC ATTRIBUTES						PERFORMANCE INDICATORS							
Section ID#	Street Name: From - To	Length (m)	Width (m)	# Lns	Pavment Type	Fun Class	AADT		Coml %	Growth %		PQI Model	PQI Yr1	RCI/SDI PQI	RCI/SDI Date	RCI	SDI	SAI Date	SAI
0000003830	SUMMER LN: LAKESHORE DR (S) - LAKESHORE DR (N)	143	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**9.0**	**9.1**	2013	**7.5**	**9.8**		
0000003832	SUMMER LN: HWY 99 - SUMMER LN	25	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**5.4**	**5.8**	2013	**7.0**	**6.3**		
0000003870	SUMMER PL: SUMMER LN - CUL DE SAC	35	15.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.2**	**8.4**	2013	**4.7**	**10.0**		
0000002580	SUNDIAL CR: SUNDIAL PL - BLACKCOMB WY	152	7.5	2	**Flexible**	*Priority*	**500**	1995	**5.0**	**2.0**		3	**8.4**	**8.5**	2013	**5.0**	**9.9**	2013	**10.0**
0000002550	SUNDIAL PL: SUNDIAL CR - VILLAGE LN	61	10.0	2	**Flexible**	*Priority*	**500**	1995	**5.0**	**2.0**		3	**7.7**	**8.1**	2013	**3.9**	**8.3**	2013	**9.8**
0000002560	SUNDIAL PL: VILLAGE LN - SUNDIAL PL	51	10.0	2	**Flexible**	*Priority*	**500**	1995	**5.0**	**2.0**		3	**7.8**	**8.2**	2013	**4.0**	**9.0**	2013	**10.0**
0000002470	SUNSHINE PL: CUL DE SAC - WHISTLER WY	107	7.5	2	**Flexible**	*Priority*	**500**	1995	**5.0**	**2.0**		3	**5.7**	**6.0**	2013	**4.2**	**7.3**	2013	**5.0***
0000004130	TALUSWOOD PL: NORDIC DR - END	216	7.0	2	**Flexible**	*Local*	**500**	2007	**2.0**	**2.0**		3	**8.8**	**8.9**	2013	**6.6**	**8.4**	2013	**9.5**
0000001760	TAPLEY PL: CUL DE SAC - CRABAPPLE DR	54	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**5.3**	**5.7**	2013	**3.3**	**7.2**		
0000000520	TAYLOR WY: HWY #99 - LAKE PLACID RD	88	6.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**	DIV	3	**7.0**	**7.6**	2013	**5.3**	**5.9**	2013	**9.4**
0000000521	TAYLOR WY: LAKE PLACID RD - HWY #99	88	6.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**	DIV	3	**6.0**	**6.3**	2013	**4.3**	**7.6**	2013	**5.0***
0000003180	TIMBER LN: END (S) - CEDAR SPRINGS RD	124	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.3**	**8.8**	2013	**5.9**	**9.4**	2013	**9.5**
0000003190	TIMBER LN: CEDAR SPRINGS RD - END (N)	92	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.1**	**8.6**	2013	**5.3**	**9.8**	2013	**9.5**
0000001830	TOAD HOLLOW: CUL DE SAC - BALSAM WY	43	35.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**7.6**	**7.8**	2013	**4.8**	**9.2**		
0000002374	TONI SAILER LN: FITZSIMMONS RD - NANCY GREENE DR	363	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.7**	**9.1**	2013	**7.0**	**9.3**	2013	**9.5**
0000004010	TREETOP LN: NESTERS RD - END	442	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.3**	**8.5**	2013	**6.2**	**9.5**		
0000000240	TRICOUNI PL: CHEAKAMUS WY - CALLAGHAN DR	90	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**5.9**	**6.2**	2013	**5.9**	**7.0**	2013	**5.0***
0000000250	TRICOUNI PL: CALLAGHAN DR - BRANDYWINE WY	103	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**7.9**	**8.1**	2013	**5.4**	**9.3**	2013	**5.0***
0000001310	TYROL CR: END - ST ANTON WY	248	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.4**	**8.5**	2013	**5.4**	**9.2**	2013	**9.0**
0000003450	VALLEY DR: ALPINE WY - NEEDLES DR	108	7.4	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.7**	**8.9**	2013	**6.5**	**8.1**	2013	**9.6**
0000003460	VALLEY DR: NEEDLES DR - DRIFTER WY	127	7.4	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.5**	**8.7**	2013	**6.5**	**7.5**	2013	**9.4**
0000003470	VALLEY DR: DRIFTER WY - WOODLAND PL	152	7.4	2	**Flexible**	*Collector*	**500**	1995	**5.0**	**2.0**		3	**8.4**	**8.6**	2013	**5.2**	**7.7**	2013	**10.0**
0000003480	VALLEY DR: WOODLAND PL - MOUNTAIN VIEW DR	103	7.4	2	**Flexible**	*Collector*	**500**	1995	**5.0**	**2.0**		3	**8.7**	**8.8**	2013	**5.9**	**8.7**	2013	**10.0**
0000003490	VALLEY DR: MOUNTAIN VIEW DR - CHALET DR	397	7.4	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.6**	**8.8**	2013	**6.0**	**8.8**	2013	**9.5**
0000003500	VALLEY DR: CHALET DR - END	236	7.4	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.5**	**8.7**	2013	**5.7**	**9.5**	2013	**9.1**

Performance Indicators Report

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					STRUCTURE	TRAFFIC ATTRIBUTES						PERFORMANCE INDICATORS							
Section ID#	Street Name: From - To	Length (m)	Width (m)	# Lns	Pavment Type	Fun Class	AADT	Date	Coml %	Growth %		PQI Model	PQI Yr1	RCI/SDI PQI	RCI/SDI Date	RCI	SDI	SAI Date	SAI
0000002520	VILLAGE GATE BL (EB): HWY #99 - GATEWAY LOOP	130	20.0	2	**Flexible**	*Priority*	**1500**	1995	**5.0**	**2.0**	DIV	3	**7.6**	**7.7**	2013	**5.5**	**6.6**	2013	**8.7**
0000002530	VILLAGE GATE BL (EB): GATEWAY LOOP (W) - GATEWAY LOOP (E)	104	20.0	2	**Flexible**	*Priority*	**1500**	1995	**5.0**	**2.0**	DIV	3	**5.3**	**5.7**	2013	**4.5**	**5.0**	2013	**8.5**
0000002540	VILLAGE GATE BL (EB): GATEWAY LOOP (E) - BLACKCOMB WY	163	20.0	2	**Flexible**	*Priority*	**1500**	1995	**5.0**	**2.0**		3	**7.6**	**7.8**	2013	**5.3**	**7.1**	2013	**8.6**
0000002521	VILLAGE GATE BL (WB): GATEWAY LOOP (W) - HWY #99	145	20.0	2	**Flexible**	*Priority*	**1500**	1995	**5.0**	**2.0**	DIV	3	**8.7**	**8.9**	2013	**6.8**	**8.9**	2013	**8.7**
0000002531	VILLAGE GATE BL (WB): GATEWAY LOOP (E) - GATEWAY LOOP (W)	116	20.0	2	**Flexible**	*Priority*	**1500**	1995	**5.0**	**2.0**	DIV	3	**8.0**	**8.4**	2013	**5.7**	**8.7**	2013	**8.5**
0000002500	VILLAGE GREEN: WHISTLER WY - CUL DE SAC	105	10.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**7.6**	**7.8**	2013	**3.2**	**9.2**	2013	**9.8**
0000002590	VILLAGE LN: SUNDIAL CR - BRANDYWINE ALLEY	25	8.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**7.7**	**7.9**	2013	**3.7**	**8.5**	2013	**9.5**
0000002600	VILLAGE LN: BRANDYWINE ALLEY - SUNRISE ALLEY	69	8.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**7.2**	**7.7**	2013	**3.3**	**8.5**	2013	**9.3**
0000002610	VILLAGE LN: SUNRISE ALLEY - ST ANDREWS ALLEY	41	8.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**7.8**	**8.0**	2013	**3.6**	**8.4**	2013	**10.0**
0000002620	VILLAGE LN: ST ANDREWS ALLEY - SUNDIAL PL	34	8.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**7.5**	**8.0**	2013	**3.9**	**8.8**	2013	**9.4**
0000000950	WATSON WY: DEAD END - NITA LN	182	6.8	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**8.1**	**8.3**	2013	**5.8**	**9.4**		
0000002220	WEDGE LN: ST ANDREWS WY - EAGLE DR	154	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**7.9**	**8.1**	2013	**5.6**	**9.3**		
0000003410	WEDGEVIEW PL: DRIFTER WY - CUL DE SAC	217	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**9.0**	**9.1**	2013	**6.8**	**9.7**	2013	**9.8**
0000002140	WHISTLER CAY DR: EAGLE DR - HWY #99	67	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**	DIV	3	**4.7**	**5.1**	2013	**3.5**	**6.4**		
0000002141	WHISTLER CAY DR: HWY #99 - EAGLE DR	61	7.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**	DIV	3	**5.2**	**5.6**	2013	**5.5**	**6.4**		
0000000870	WHISTLER RD: HWY #99 - EVA LAKE RD	248	5.8	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**8.2**	**8.3**	2013	**5.3**	**8.9**	2013	**8.4**
0000000880	WHISTLER RD: EVA LAKE RD - CAVENDISH WY	206	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**8.5**	**8.7**	2013	**6.3**	**9.0**	2013	**8.4**
0000000890	WHISTLER RD: CAVENDISH WY - WHISTLER RD	186	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**9.0**	**9.2**	2013	**7.8**	**9.2**	2013	**8.4**
0000000900	WHISTLER RD: WHISTLER RD - SNOWRIDGE CIR	63	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**7.8**	**7.9**	2013	**5.3**	**9.2**	2013	**5.0***
0000000920	WHISTLER RD: WHISTLER RD - WOLVERINE CR	143	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**8.6**	**8.7**	2013	**5.9**	**9.6**	2013	**8.3**
0000000930	WHISTLER RD: WOLVERINE CR - WOLVERINE CR	42	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**8.7**	**8.9**	2013	**6.8**	**8.8**	2013	**8.8**
0000000940	WHISTLER RD: WOLVERINE CR - NORDIC DR	256	7.3	2	**Flexible**	*Collector*	**1500**	1995	**5.0**	**2.0**		3	**8.6**	**8.7**	2013	**6.4**	**9.2**	2013	**8.2**
0000002400	WHISTLER WY: HWY #99 - TANTALUS DR	222	10.4	2	**Flexible**	*Priority*	**1500**	1995	**5.0**	**2.0**		3	**8.1**	**8.3**	2013	**5.3**	**8.7**	2013	**8.3**

Resort Municipality of Whistler

PMA

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					STRUCTURE	TRAFFIC ATTRIBUTES						PERFORMANCE INDICATORS							
Section ID#	Street Name: From - To	Length (m)	Width (m)	# Lns	Pavment Type	Fun Class	AADT	Date	Coml %	Growth %		PQI Model	PQI Yr1	RCI/SDI PQI	RCI/SDI Date	RCI	SDI	SAI Date	SAI
0000002410	WHISTLER WY: TANTALUS DR - SPRINGS LN	155	10.4	2	**Flexible**	*Priority*	**1500**	1995	**5.0**	**2.0**		3	**8.2**	**8.4**	2013	**6.0**	**8.2**	2013	**8.5**
0000002420	WHISTLER WY: SPRINGS LN - MOUNTAIN LN	126	10.4	2	**Flexible**	*Priority*	**500**	1995	**5.0**	**2.0**		3	**8.5**	**8.9**	2013	**6.0**	**8.6**	2013	**10.0**
0000002430	WHISTLER WY: MOUNTAIN LN - VILLAGE GREEN	41	10.4	2	**Flexible**	*Priority*	**1500**	1995	**5.0**	**2.0**		3	**8.8**	**8.9**	2013	**6.9**	**9.1**	2013	**8.5**
0000002440	WHISTLER WY: VILLAGE GREEN - SUNSHINE PL	316	10.4	2	**Flexible**	*Priority*	**1500**	1995	**5.0**	**2.0**		3	**8.4**	**8.6**	2013	**6.4**	**8.4**	2013	**8.5**
0000002450	WHISTLER WY: SUNSHINE PL - GATEWAY LOOP	20	10.4	2	**Flexible**	*Priority*	**1500**	1995	**5.0**	**2.0**		3	**9.1**	**9.2**	2013	**7.3**	**9.7**	2013	**8.6**
0000002460	WHISTLER WY: GATEWAY LOOP - VILLAGE GATE BL	64	10.4	2	**Flexible**	*Priority*	**1500**	1995	**5.0**	**2.0**	DIV	3	**7.7**	**7.9**	2013	**4.2**	**9.6**	2013	**5.0***
0000002461	WHISTLER WY: VILLAGE GATE BL - GATEWAY LOOP	59	10.4	2	**Flexible**	*Priority*	**1500**	1995	**5.0**	**2.0**	DIV	3	**7.1**	**7.4**	2013	**4.8**	**8.7**	2013	**5.0***
0000003520	WOODLAND PL: CUL DE SAC - VALLEY DR	53	18.0	2	**Flexible**	*Local*	**500**	1995	**5.0**	**2.0**		3	**7.5**	**7.7**	2013	**3.9**	**9.5**		

Appendix E

Decision Trees

Appendix E: Decision Trees

To estimate the rehabilitation requirements of a pavement network over a period of time (i.e. the 'programming period'), estimates of the pavement performance must be determined in the network over this period. The length of the programming period is typically ten years. The pavement performance was estimated through engineering models which predict the deterioration of PQI scores over time.

A decision tree approach was used to determine technically feasible rehabilitation strategies for each section requiring rehabilitation during the programming period. The decision trees were designed in order to ensure that the decision process accurately models the decision process employed by the Agency. A decision tree exists for every combination of functional classification and pavement type to accommodate potential differences in decision logic between the various combinations. For example, a certain set of decisions might be specified for Arterial roads with a rigid pavement structure. However, in all likelihood, a different set of decisions would be necessary for Local roads with a flexible pavement structure.

A rehabilitation decision tree specifies multi-levels of decision making. Each decision node in each level may specify a logical expression defining a decision criterion. At each decision node, the section is evaluated against the decision criterion. If the section meets the criterion, the section proceeds down the tree toward the right. If the section does not meet the criterion, the section proceeds down the tree toward the left. Each section in the network 'navigates' through the decision tree in this fashion and eventually reaches one of the result nodes at the bottom of the tree.

Each results node was assigned technically feasible rehabilitation strategies, based on the established criteria. The strategies specified at the result node are included in the 'pool' of potential rehabilitation strategies for the section. Table E.1 identifies the strategy codes and descriptions in the Decision Trees.

Table E.1: Strategy Code Descriptions for Decision Trees

Code	Description
1	40 mm OL
2	40 mm OL – Patch and pave
3	Grind 40 mm and Overlay 40 mm
4	Grind 20mm/2x40 mm Overlay
5	Microsurfacing
6	Full Depth Removal & Pave 100mm

The decision trees defined for the Resort Municipality of Whistler are illustrated on the following pages.

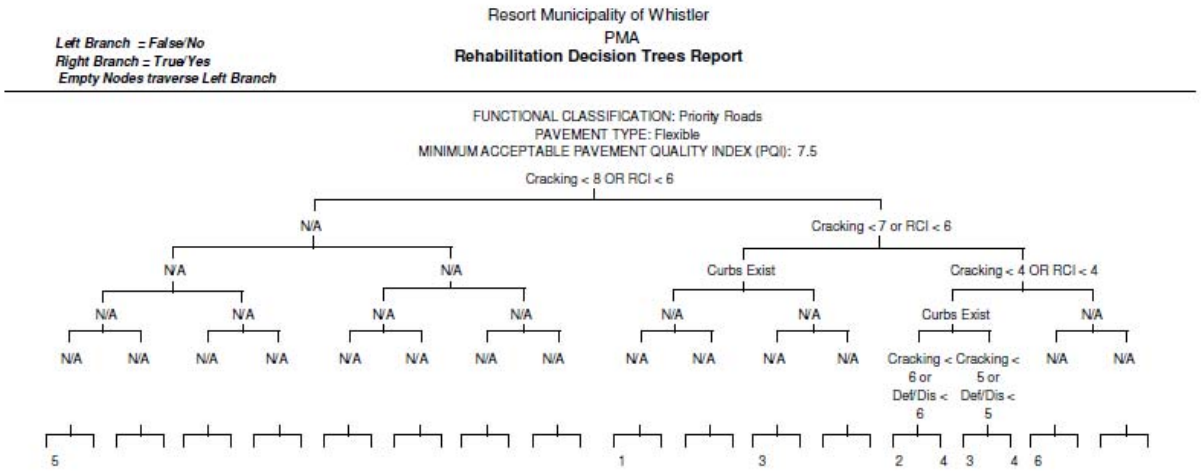

Figure E.1: Priority Road – Flexible Hot Mix Decision Tree

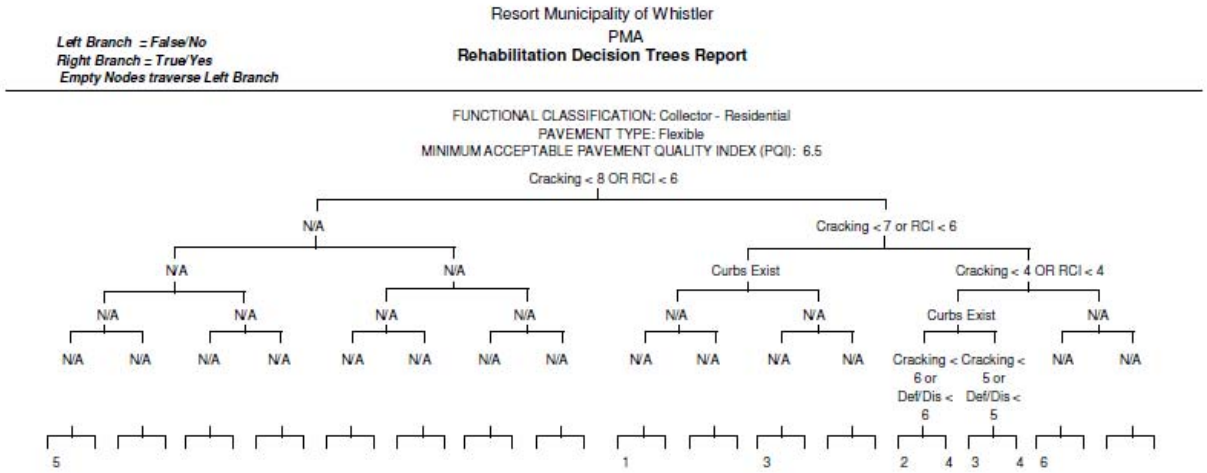

Figure E.2: Residential – Collector – Flexible Hot Mix Decision Tree

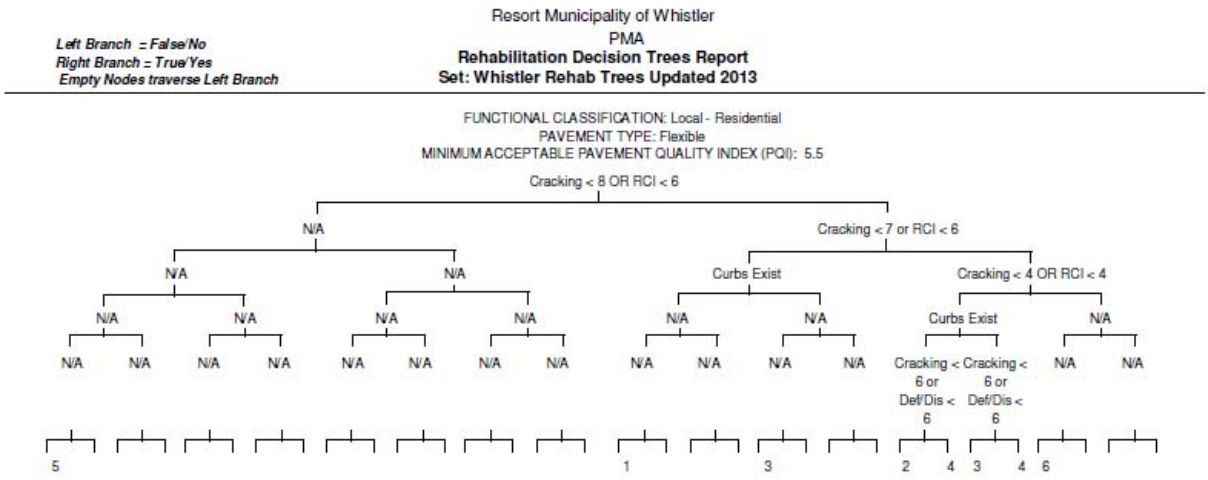

Figure E.3: Residential – Local – Flexible Hot Mix Decision Tree

Appendix F

Need Report

Appendix F: Need Report

Resort Municipality of Whistler

PMA

Need Driven Rehabilitation Recommendations Report

Filter: Municipality of Whistler

Sort: STREET NAME

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Estimated Cost	Cost Effectiveness
0000000020	ALPHA LAKE RD: HWY #99 - LYNHAM RD	2015	38mm Overlay	$20,727	0.332
0000000030	ALPHA LAKE RD: LYNHAM RD - MILLER CREEK RD	2016	38mm Overlay - Patch and pave	$24,375	0.271
0000000050	ALPHA LAKE RD: MILLER CREEK RD - END	2027	*** **Beyond Program Period** ***		
0000001180	ALPINE CR: HILLCREST DR - ALTA VISTA RD	2022	38mm Overlay - Patch and pave	$46,912	0.512
0000001190	ALPINE CR: ALTA VISTA RD - ARCHIBALD WY	2016	38mm Overlay - Patch and pave	$23,662	0.300
0000001200	ALPINE CR: ARCHIBALD WY - CUL DE SAC	2023	38mm Overlay - Patch and pave	$41,276	0.499
0000004050	ALPINE WAY: HWY 99 - SCHOOL PARKING LOT	2024	38mm Overlay - Patch and pave	$98,221	0.181
0000003290	ALPINE WY: END - IDYLWOOD PL	2023	38mm Overlay - Patch and pave	$51,629	0.543
0000003300	ALPINE WY: IDYLWOOD PL - FISSLE LN	2017	38mm Overlay - Patch and pave	$18,004	0.307
0000003310	ALPINE WY: FISSLE LN - DRIFTER WY	2025	38mm Overlay	$25,277	0.552
0000003320	ALPINE WY: DRIFTER WY - NEEDLES DR	2025	38mm Overlay	$40,901	0.575
0000003330	ALPINE WY: NEEDLES DR - VALLEY DR	2027	*** **Beyond Program Period** ***		
0000003340	ALPINE WY: VALLEY DR - RAINBOW DR	2019	Microsurfacing	$9,934	0.371
0000003350	ALPINE WY: RAINBOW DR - HWY #99	2019	Microsurfacing	$9,868	0.456
0000000640	ALTA LAKE RD (WESTSIDE RD): HWY #99 - 500 m N	2021	38mm Overlay	$134,818	0.608
0000000650	ALTA LAKE RD (WESTSIDE RD): 500 m N - 1000 m N	2019	38mm Overlay	$121,781	0.676
0000000660	ALTA LAKE RD (WESTSIDE RD): 1000 m N - 1500 m N	2025	38mm Overlay	$164,860	0.507
0000000670	ALTA LAKE RD (WESTSIDE RD): 1500 m N - 2000 m N	2023	38mm Overlay	$148,922	0.536
0000000680	ALTA LAKE RD (WESTSIDE RD): 2000 m N - 2500 m N	2025	38mm Overlay	$164,860	0.507
0000000690	ALTA LAKE RD (WESTSIDE RD): 2500 m N - 3000 m N	2027	*** **Beyond Program Period** ***		
0000000700	ALTA LAKE RD (WESTSIDE RD): 3000 m N - 3500 m N	2023	38mm Overlay	$149,533	0.536
0000000710	ALTA LAKE RD (WESTSIDE RD): 3500 m N - 4000 m N	2026	*** **Beyond Program Period** ***		
0000000720	ALTA LAKE RD (WESTSIDE RD): 4000 m N - 4500 m N	2029	*** **Beyond Program Period** ***		
0000000730	ALTA LAKE RD (WESTSIDE RD): 4500 m N - 5000 m N	2029	*** **Beyond Program Period** ***		
0000000740	ALTA LAKE RD (WESTSIDE RD): 5000 m N - 5500 m N	2028	*** **Beyond Program Period** ***		
0000000750	ALTA LAKE RD (WESTSIDE RD): 5500 m N - 6000 m N	2031	*** **Beyond Program Period** ***		
0000000760	ALTA LAKE RD (WESTSIDE RD): 6000 m N - 6500 m N	2025	38mm Overlay - Patch and pave	$183,889	0.453
0000000770	ALTA LAKE RD (WESTSIDE RD): 6500 m N - 7000 m N	2023	38mm Overlay - Patch and pave	$167,157	0.479
0000000780	ALTA LAKE RD (WESTSIDE RD): 7000 m N - 7500 m N	2019	Grind 38mm/2 * 38mm Overlay	$162,697	0.782

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0000000785	ALTA LAKE RD (WESTSIDE): 7500 m N - RAINBOW RD	2026	*** **Beyond Program Period** ***		
0000001240	ALTA VISTA RD: ALPINE CR - LAKESIDE RD	2017	38mm Overlay - Patch and pave	$45,504	0.124
0000002320	AMBASSADOR CR: END - FITZSIMMONS RD S	2025	Microsurfacing	$4,928	0.238
0000002330	AMBASSADOR CR: FITZSIMMONS RD - NANCY GREENE DR	2027	*** **Beyond Program Period** ***		
0000001360	ARBUTUS DR: END - BRIO ENTRANCE	2025	Microsurfacing	$17,260	0.222
0000001370	ARBUTUS DR: BRIO ENTRANCE - JUNIPER PL	2026	*** **Beyond Program Period** ***		
0000001380	ARBUTUS DR: JUNIPER PL - PANORAMA RIDGE	2024	38mm Overlay - Patch and pave	$28,734	0.169
0000001270	ARCHIBALD WY: ALPINE CR - CARLETON WY	2015	38mm Overlay - Patch and pave	$43,959	0.306
0000001280	ARCHIBALD WY: CARLETON WY - ST ANTON WY	2019	Microsurfacing	$20,816	0.379
0000003630	AUTUMN DR: AUTUMN PL - EMERALD DR (W)	2014	38mm Overlay - Patch and pave	$30,458	0.324
0000003640	AUTUMN DR: EMERALD DR (E) - AUTUMN PL	2016	Grind 38mm/2 * 38mm Overlay	$32,624	0.332
0000003650	AUTUMN DR: HWY #99 - EMERALD DR (E)	2018	38mm Overlay - Patch and pave	$14,259	0.141
0000003670	AUTUMN PL: CUL DE SAC - AUTUMN DR	2023	38mm Overlay - Patch and pave	$37,673	0.191
0000001780	BALSAM WY: END (S) - FLUTE PL	2026	*** **Beyond Program Period** ***		
0000001790	BALSAM WY: FLUTE PL - LORIMER RD	2024	38mm Overlay - Patch and pave	$10,967	0.172
0000001800	BALSAM WY: LORIMER RD - EASY ST (S)	2023	Grind 38mm/2 * 38mm Overlay	$41,766	0.222
0000001810	BALSAM WY: EASY ST (S) - TOAD HOLLOW	2018	38mm Overlay	$67,515	0.120
0000001820	BALSAM WY: TOAD HOLLOW - EASY ST (N)	2019	Microsurfacing	$10,760	0.157
0000000290	BAYSHORE DR: CHEAKAMUS WY - HWY #99	2019	38mm Overlay - Patch and pave	$35,647	0.167
0000004250	BEAR PAW TRAIL: W END / ROUNDABOUT - CRAZY CANUCK DR	2021	38mm Overlay - Patch and pave	$61,391	0.161
0000001540	BEAVER LN: BLUEBERRY DR - CRABAPPLE DR	2018	38mm Overlay - Patch and pave	$45,277	0.141
0000002030	BISHOP WY: FAIRWAY DR - EAGLE DR	2014	38mm Overlay - Patch and pave	$26,578	0.252
0000002860	BLACKCOMB WY: CUL DE SAC - LOST LAKE RD	2023	Microsurfacing	$25,039	0.501
0000002870	BLACKCOMB WY: LOST LAKE RD - PAINTED CLIFF RD	2020	38mm Overlay - Patch and pave	$83,407	0.530
0000002880	BLACKCOMB WY: PAINTED CLIFF RD - SPEARHEAD DR	2025	38mm Overlay - Patch and pave	$155,931	0.216
0000002890	BLACKCOMB WY: SPEARHEAD DR - LORIMER RD (S)	2023	Grind 38mm/38mm Overlay	$283,461	0.265
0000002900	BLACKCOMB WY: LORIMER RD (S) - CHATEAU BL	2018	Grind 38mm/38mm Overlay	$84,412	0.256
0000002910	BLACKCOMB WY: CHATEAU BL - GLACIER DR	2018	Grind 38mm/38mm Overlay	$183,056	0.370
0000002920	BLACKCOMB WY: GLACIER DR - SUNDIAL CR	2014	Grind 38mm/38mm Overlay	$145,830	0.493

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0000002930	BLACKCOMB WY: SUNDIAL PL - VILLAGE GATE BL	2017	Grind 38mm/38mm Overlay	$57,981	0.393
0000002940	BLACKCOMB WY: VILLAGE GATE BL - LORIMER RD (N)	2015	Grind 38mm/38mm Overlay	$173,872	0.149
0000002950	BLACKCOMB WY: LORIMER RD (N) - SETTEBELLA DR	2022	38mm Overlay	$139,077	0.380
0000002960	BLACKCOMB WY: SETTEBELLA DR - NANCY GREENE DR	2027	*** **Beyond Program Period** ***		
0000001470	BLUEBERRY DR: HWY #99 - ST ANTON WY	2019	Full Depth Removal & Pave 100mm	$23,784	0.450
0000001480	BLUEBERRY DR: ST ANTON WY - ST MORITZ CR	2022	Grind 38mm/38mm Overlay	$36,062	0.612
0000001490	BLUEBERRY DR: ST MORITZ CR - PTARMIGAN PL	2020	Grind 38mm/38mm Overlay	$38,770	0.646
0000001500	BLUEBERRY DR: PTARMIGAN PL - PEAK DR	2023	Grind 38mm/38mm Overlay	$50,503	0.558
0000001510	BLUEBERRY DR: PEAK DR - FALCON CR	2022	38mm Overlay - Patch and pave	$164,236	0.512
0000001520	BLUEBERRY DR: FALCON CR - HERON PL	2019	Full Depth Removal & Pave 100mm	$9,166	0.296
0000001530	BLUEBERRY DR: HERON PL - BEAVER LN	2026	*** **Beyond Program Period** ***		
0000001390	BRIO ENTRANCE: ARBUTUS DR - HWY #99	2017	38mm Overlay - Patch and pave	$30,495	0.103
0000003060	BUCKHORN DR: RAINBOW DR (S) - BUCKHORN PL	2018	Microsurfacing	$8,318	0.168
0000003070	BUCKHORN DR: BUCKHORN PL - RAINBOW DR (N)	2024	Microsurfacing	$14,750	0.232
0000003080	BUCKHORN PL: CUL DE SAC - BUCKHORN DR	2025	Microsurfacing	$6,336	0.260
0000005030	BUS LANE: VILLAGE GATE BL - GATEWAY DR	2028	*** **Beyond Program Period** ***		
0000003150	CAMINO DR: RAINBOW DR - CEDAR SPRINGS BL	2018	Microsurfacing	$6,504	0.150
0000001250	CARLETON WY: END - LAKESIDE RD	2016	38mm Overlay - Patch and pave	$5,899	0.119
0000001260	CARLETON WY: LAKESIDE RD - ARCHIBALD WY	2018	38mm Overlay - Patch and pave	$23,264	0.116
0000001090	CASTLE DR: PRIVATE - NORDIC DR	2024	Grind 38mm/38mm Overlay	$78,710	0.181
0000001000	CAVENDISH WY: END - WHISTLER RD	2019	38mm Overlay - Patch and pave	$36,922	0.203
0000001770	CEDAR GROVE LN: CUL DE SAC - CRABAPPLE DR	2022	38mm Overlay - Patch and pave	$37,399	0.194
0000003170	CEDAR SPRINGS RD: CAMINO DR - TIMBER LN	2018	Microsurfacing	$14,169	0.152
0000003510	CHALET DR: MOUNTAIN VIEW DR - VALLEY DR	2023	38mm Overlay - Patch and pave	$77,900	0.191
0000000010	CHEAKAMUS LAKE RD: EOP - HWY #99	2022	38mm Overlay	$227,114	0.194
0000000080	CHEAKAMUS WY: END - CLIFFTOP LN	2014	Full Depth Removal & Pave 100mm	$6,804	0.603
0000000090	CHEAKAMUS WY: CLIFFTOP LN - MILLARS POND CR (W)	2019	38mm Overlay - Patch and pave	$23,377	0.538
0000000100	CHEAKAMUS WY: MILLARS POND CR (W) - MILLARS POND CR (E)	2026	*** **Beyond Program Period** ***		
0000000110	CHEAKAMUS WY: MILLARS POND CR (E) - COYOTE PL	2026	*** **Beyond Program Period** ***		

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0000000120	CHEAKAMUS WY: COYOTE PL - CALLAGHAN DR	2023	38mm Overlay - Patch and pave	$181,022	0.426
0000000130	CHEAKAMUS WY: CALLAGHAN DR - TIMBER RIDGE	2022	Grind 38mm/38mm Overlay	$22,516	0.529
0000000140	CHEAKAMUS WY: TIMBER RIDGE - TRICOUNI PL	2022	Grind 38mm/38mm Overlay	$33,042	0.545
0000000150	CHEAKAMUS WY: TRICOUNI PL - BAYSHORE DR	2020	Grind 38mm/38mm Overlay	$37,109	0.575
0000000160	CHEAKAMUS WY: BAYSHORE DR - CUL DE SAC	2020	38mm Overlay - Patch and pave	$46,530	0.511
0000000170	CLIFFTOP LN: CHEAKAMUS WY - CUL DE SAC	2020	Grind 38mm/38mm Overlay	$139,804	0.213
0000004220	CLOUDBURST DR: LEGACY WAY - MT FEE RD	2024	Microsurfacing	$41,484	0.163
0000001870	CORRAL PL: EASY ST - CUL DE SAC	2025	Microsurfacing	$21,119	0.045
0000000190	COYOTE PL: CHEAKAMUS WY - CUL DE SAC	2020	Grind 38mm/38mm Overlay	$99,623	0.217
0000001690	CRABAPPLE DR: BARNFIELD PL - BEAVER LN	2020	Microsurfacing	$8,963	0.160
0000001700	CRABAPPLE DR: BEAVER LN - TAPLEY PL	2020	38mm Overlay	$43,339	0.145
0000001710	CRABAPPLE DR: TAPLEY PL - CEDAR GROVE LN	2028	***** Beyond Program Period *****		
0000001720	CRABAPPLE DR: CEDAR GROVE LN - LORIMER RD	2021	Grind 38mm/38mm Overlay	$9,458	0.245
0000004240	CRAZY CANUCK DR: HWY 99 - ASHLEY MCIVOR DR	2022	38mm Overlay	$167,776	0.179
0000003790	DEERHORN PL: EMERALD DR - END	2023	Microsurfacing	$11,676	0.214
0000000600	DREW DR: END - WHISTLER RIDGE	2023	Microsurfacing	$1,539	0.245
0000000610	DREW DR: WHISTLER RIDGE - KAREN CR (W)	2022	Microsurfacing	$1,390	0.253
0000000620	DREW DR: KAREN CR (W) - KAREN CR (E)	2022	38mm Overlay - Patch and pave	$42,351	0.186
0000003420	DRIFTER PL: DRIFTER WY - CUL DE SAC	2023	38mm Overlay - Patch and pave	$36,487	0.167
0000003360	DRIFTER WY: MATTERHORN DR - ALPINE WY	2029	***** Beyond Program Period *****		
0000003370	DRIFTER WY: ALPINE WY - WEDGEVIEW PL	2027	***** Beyond Program Period *****		
0000003380	DRIFTER WY: WEDGEVIEW PL - DRIFTER PL	2019	38mm Overlay	$28,946	0.175
0000003390	DRIFTER WY: DRIFTER PL - DRIFTWOOD CL	2026	***** Beyond Program Period *****		
0000003400	DRIFTER WY: DRIFTWOOD CL - VALLEY DR	2024	38mm Overlay - Patch and pave	$29,021	0.214
0000003430	DRIFTWOOD CL: DRIFTER WY - CUL DE SAC	2022	38mm Overlay - Patch and pave	$24,846	0.107
0000002070	EAGLE DR: FAIRWAY DR - PAR RD	2020	38mm Overlay	$39,328	0.232
0000002080	EAGLE DR: PAR RD - EAGLE RIDGE CR	2022	Microsurfacing	$4,322	0.253
0000002090	EAGLE DR: EAGLE RIDGE CR - WHISTLER CAY DR	2014	Grind 38mm/2 * 38mm Overlay	$22,869	0.342
0000002100	EAGLE DR: WHISTLER CAY DR - BISHOP WY	2019	38mm Overlay - Patch and pave	$89,492	0.216

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0000002110	EAGLE DR: BISHOP WY - WEDGE LN	2018	38mm Overlay - Patch and pave	$27,088	0.220
0000002120	EAGLE DR: WEDGE LN - ST ANDREWS WY	2022	Microsurfacing	$15,724	0.254
0000002130	EAGLE DR: ST ANDREWS WY - PALMER DR	2020	38mm Overlay - Patch and pave	$71,233	0.203
0000001840	EASY ST: CUL DE SAC - BALSAM WY (S)	2018	Microsurfacing	$7,067	0.150
0000001850	EASY ST: BALSAM WY (S) - CORRAL PL	2018	Microsurfacing	$5,941	0.141
0000001860	EASY ST: CORRAL PL - BALSAM WY (N)	2018	Microsurfacing	$21,075	0.141
0000003690	EMERALD DR: EMERALD PL - AUTUMN DR (E)	2023	38mm Overlay	$85,924	0.558
0000003700	EMERALD DR: AUTUMN DR (E) - PINETREE LN (E)	2025	38mm Overlay	$146,183	0.527
0000003710	EMERALD DR: PINETREE LN (E) - EMERALD DR	2020	Grind 38mm/2 * 38mm Overlay	$31,854	0.728
0000003720	EMERALD DR: EMERALD DR - DEERHORN PL	2022	Microsurfacing	$93,303	0.604
0000003730	EMERALD DR: DEERHORN PL - PINETREE LN (W)	2021	Microsurfacing	$13,662	0.658
0000003740	EMERALD DR: PINETREE LN (W) - AUTUMN DR (W)	2020	38mm Overlay - Patch and pave	$203,928	0.554
0000003750	EMERALD DR: AUTUMN DR (W) - EMERALD PL	2023	Microsurfacing	$21,470	0.542
0000003800	EMERALD DR: EMERALD DR - HWY #99	2024	38mm Overlay - Patch and pave	$31,799	0.169
0000003680	EMERALD PL: CUL DE SAC - EMERALD DR	2025	38mm Overlay - Patch and pave	$16,543	0.470
0000001100	EVA LAKE RD: WHISTLER RD - HELM PL	2026	***** Beyond Program Period *****		
0000001110	EVA LAKE RD: HELM PL - GARIBALDI WY	2024	38mm Overlay - Patch and pave	$19,826	0.143
0000001990	FAIRWAY DR: LINKSIDE RD (S) - EAGLE DR	2020	38mm Overlay - Patch and pave	$4,728	0.186
0000002000	FAIRWAY DR: EAGLE DR - LINKSIDE RD (N)	2025	Microsurfacing	$10,358	0.195
0000002010	FAIRWAY DR: LINKSIDE RD (N) - PAR RD	2023	Microsurfacing	$17,788	0.214
0000002020	FAIRWAY DR: PAR RD - BISHOP WY	2016	38mm Overlay	$49,778	0.258
0000001560	FALCON CR: BLUEBERRY DR - FALCON CR	2020	Grind 38mm/38mm Overlay	$29,057	0.170
0000001570	FALCON CR: FALCON CR - FALCON LN	2020	Grind 38mm/38mm Overlay	$24,491	0.170
0000001580	FALCON CR: FALCON LN - 143m N OF FALCON LN	2021	Grind 38mm/38mm Overlay	$175,647	0.163
0000002370	FITZSIMMONS RD N: NANCY GREENE DR - BLACKCOMB WY	2021	Microsurfacing	$18,823	0.205
0000002350	FITZSIMMONS RD S: AMBASSADOR CR - TONI SAILER LN	2018	38mm Overlay - Patch and pave	$32,948	0.112
0000002360	FITZSIMMONS RD S: TONI SAILER LN - NANCY GREENE DR	2018	38mm Overlay	$88,446	0.121
0000001880	FLUTE PL: BALSAM WY - CUL DE SAC	2023	38mm Overlay - Patch and pave	$22,348	0.186
0000003230	FOREST RIDGE DR: END - LAKEWOOD CRT	2022	38mm Overlay - Patch and pave	$19,460	0.194

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0000003240	FOREST RIDGE DR: LAKEWOOD CRT - FISSLE LN	2025	Microsurfacing	$8,624	0.223
0000003250	FOREST RIDGE DR: FISSLE LN - MATTERHORN DR	2025	Microsurfacing	$10,736	0.223
0000001130	GARIBALDI WY: CUL DE SAC - EVA LAKE RD	2025	Microsurfacing	$10,585	0.200
0000001140	GARIBALDI WY: EVA LAKE RD - NORDIC WY	2029	***** Beyond Program Period *****		
0000002510	GATEWAY DR: WHISTLER WY - VILLAGE GATE BL	2017	Grind 38mm/38mm Overlay	$21,084	0.220
0000002710	GLACIER DR: BLACKCOMB WY - PINNACLE RIDGE	2014	Grind 38mm/2 * 38mm Overlay	$205,440	0.739
0000002720	GLACIER DR: PINNACLE RIDGE - GLACIER LN	2019	38mm Overlay - Patch and pave	$125,401	0.450
0000002730	GLACIER DR: GLACIER LN - CUL DE SAC	2020	38mm Overlay - Patch and pave	$103,107	0.427
0000002740	GLACIER LN: BLACKCOMB GATE - GLACIER DR	2022	38mm Overlay - Patch and pave	$93,303	0.231
0000003055	GOLDEN BEAR PL (BRANCH): END - NICKLAUS NORTH BL	2021	Grind 38mm/38mm Overlay	$60,147	0.221
0000005040	GONDOLA TRANSIT EXCHANGE: BLACKCOMB WAY - BLACKCOMB WAY	2020	Full Depth Removal & Pave 100mm	$60,280	0.173
0000000490	GONDOLA WY: OLIVE TER - MARMOT PL	2022	38mm Overlay - Patch and pave	$66,589	0.512
0000000500	GONDOLA WY: MARMOT PL - SAPPORO DR	2020	38mm Overlay - Patch and pave	$69,027	0.554
0000000510	GONDOLA WY: SAPPORO DR - LAKE PLACID RD	2018	Grind 38mm/38mm Overlay	$28,049	0.715
0000001410	HAWTHORNE PL: CUL DE SAC - PANORAMA RIDGE	2022	38mm Overlay - Patch and pave	$30,406	0.199
0000001120	HELM PL: EVA LAKE RD - CUL DE SAC	2020	Full Depth Removal & Pave 100mm	$85,709	0.071
0000001160	HILLCREST DR: CUL DE SAC - ALPINE CR	2022	Grind 38mm/2 * 38mm Overlay	$148,718	0.683
0000001170	HILLCREST DR: ALPINE CR - HWY #99	2019	38mm Overlay - Patch and pave	$19,437	0.585
0000001171	HILLCREST DR: HWY #99 - ALPINE CR	2018	38mm Overlay - Patch and pave	$18,261	0.614
0000005000	HILLCREST DR: END - VALLEY TRAIL	2024	Full Depth Removal & Pave 100mm	$22,843	0.127
0000005010	HILLCREST DR: VALLEY TRAIL - HILLCREST LANE	2024	Full Depth Removal & Pave 100mm	$49,566	0.131
0000005020	HILLCREST DR: HILLCREST LANE - HILLCREST DR	2024	Full Depth Removal & Pave 100mm	$52,152	0.131
0000003280	IDYLWOOD PL: END - ALPINE WY	2021	38mm Overlay - Patch and pave	$82,241	0.208
0000001400	JUNIPER PL: END - ARBUTUS DR	2023	38mm Overlay - Patch and pave	$35,757	0.176
0000000550	KAREN CR: LAKE PLACID RD - DREW DR (E)	2015	Full Depth Removal & Pave 100mm	$28,299	0.223
0000000560	KAREN CR: DREW DR (E) - BOULDER RIDGE	2020	38mm Overlay - Patch and pave	$75,646	0.207
0000000570	KAREN CR: BOULDER RIDGE - DREW DR (W)	2022	Microsurfacing	$11,891	0.254
0000000530	KATHLEEN PL: LAKE PLACID RD - CUL DE SAC	2017	38mm Overlay - Patch and pave	$21,203	0.124

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0000000310	LAKE PLACID RD: CUL DE SAC - TAYLOR WY	2017	Grind 38mm/38mm Overlay	$54,109	0.262
0000000320	LAKE PLACID RD: TAYLOR WY - KATHLEEN PL	2017	Grind 38mm/2 * 38mm Overlay	$50,982	0.306
0000000330	LAKE PLACID RD: KATHLEEN PL - SQUAW VALLEY CR	2017	38mm Overlay	$89,856	0.315
0000000340	LAKE PLACID RD: SQUAW VALLEY CR - KAREN CR	2019	Microsurfacing	$6,707	0.419
0000000350	LAKE PLACID RD: KAREN CR - HWY #99	2017	Grind 38mm/2 * 38mm Overlay	$22,021	0.306
0000000360	LAKE PLACID RD: HWY #99 - SARAJEVO DR	2015	Grind 38mm/38mm Overlay	$10,147	0.258
0000000361	LAKE PLACID RD: SARAJEVO DR - HWY #99	2015	Grind 38mm/38mm Overlay	$9,855	0.610
0000000370	LAKE PLACID RD: SARAJEVO DR - GONDOLA WY	2014	Grind 38mm/38mm Overlay	$31,254	0.236
0000003840	LAKESHORE DR: SUMMER LN (S) - LAKESHORE DR	2024	Microsurfacing	$15,420	0.232
0000003850	LAKESHORE DR: LAKESHORE DR - SUMMER LN (N)	2025	Microsurfacing	$8,184	0.223
0000003860	LAKESHORE DR: LAKESHORE DR - CUL DE SAC	2024	Microsurfacing	$8,716	0.232
0000001210	LAKESIDE RD: END (W) - ALTA VISTA RD	2017	38mm Overlay - Patch and pave	$21,203	0.120
0000001220	LAKESIDE RD: ALTA VISTA RD - CARLETON WY	2019	Microsurfacing	$11,491	0.159
0000001230	LAKESIDE RD: CARLETON WY - END (N)	2023	38mm Overlay - Patch and pave	$36,077	0.191
0000003260	LAKEWOOD CRT: END - FOREST RIDGE DR	2023	38mm Overlay - Patch and pave	$22,987	0.186
0000004200	LEGACY WAY: W END - CHEAKAMUS LAKE RD	2020	38mm Overlay	$140,358	0.192
0000000630	LONDON LN: GONDALA - HWY #99	2016	Grind 38mm/38mm Overlay	$62,050	0.297
0000001890	LORIMER RD: END (BY TRACKS) - CRABAPPLE DR	2026	*** **Beyond Program Period** ***		
0000001900	LORIMER RD: CRABAPPLE DR - BALSAM WY	2023	Microsurfacing	$8,575	0.521
0000001910	LORIMER RD: BALSAM WY - PICCOLO RD	2027	*** **Beyond Program Period** ***		
0000001920	LORIMER RD: PICCOLO RD - ST ANDREWS WY	2032	*** **Beyond Program Period** ***		
0000001930	LORIMER RD: ST ANDREWS WY - START OF DIV. SECTION	2029	*** **Beyond Program Period** ***		
0000001931	LORIMER RD: HWY #99 - END OF DIV. SECTION	2021	Grind 38mm/38mm Overlay	$41,842	0.172
0000001932	LORIMER RD: START OF DIV. SECTION - HWY #99	2025	Grind 38mm/2 * 38mm Overlay	$55,707	0.159
0000001940	LORIMER RD: HWY #99 - NORTHLAND BL	2018	38mm Overlay	$75,939	0.366
0000001941	LORIMER RD: NORTHLAND BL - HWY #99	2018	Grind 38mm/38mm Overlay	$89,608	0.426
0000001950	LORIMER RD: NORTHLAND BL - BLACKCOMB WY (W)	2016	38mm Overlay - Patch and pave	$83,951	0.371
0000001951	LORIMER RD: BLACKCOMB WY (W) - NORTHLAND BL	2015	Microsurfacing	$19,371	0.050
0000001960	LORIMER RD EXTENSION: BLACKCOMB WY (W) - END OF DIV.	2022	Grind 38mm/2 * 38mm Overlay	$131,773	0.541

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Estimated Cost	Cost Effectiveness
	SECTION				
0000001961	LORIMER RD EXTENSION: START OF DIV. SECTION - BLACKCOMB WY (W)	2017	Grind 38mm/38mm Overlay	$95,524	0.246
0000001962	LORIMER RD EXTENSION: END OF DIV. SECTION - BLACKCOMB WY (E)	2022	38mm Overlay - Patch and pave	$161,456	0.415
0000002850	LOST LAKE RD: BLACKCOMB WY - LOST LAKE PARKING LOT	2017	38mm Overlay - Patch and pave	$108,229	0.179
0000004230	MADELEY PL: LEGACY WAY - E END	2022	38mm Overlay - Patch and pave	$65,069	0.156
0000002700	MAIN ST: NORTHLANDS BL (S) - NORTHLANDS BL (N)	2021	Grind 38mm/38mm Overlay	$146,140	0.196
0000003200	MATTERHORN DR: RAINBOW DR (S) - FOREST RIDGE DR	2026	***** Beyond Program Period *****		
0000003210	MATTERHORN DR: FOREST RIDGE DR - DRIFTER WY	2020	Grind 38mm/2 * 38mm Overlay	$37,380	0.278
0000003220	MATTERHORN DR: DRIFTER WY - RAINBOW DR (N)	2024	38mm Overlay - Patch and pave	$90,176	0.184
0000004060	MCKEEVERS PL: ALPINE WAY - CUL DE SAC	2021	Grind 38mm/38mm Overlay	$33,865	0.237
0000003570	MEADOW LN: PARKWOOD DR (S) - ALDER LN	2024	38mm Overlay - Patch and pave	$98,892	0.177
0000003580	MEADOW LN: ALDER LN - PARKWOOD DR (N)	2023	38mm Overlay - Patch and pave	$22,668	0.186
0000003582	MEADOW LN: PARKWOOD DR - HWY 99	2022	38mm Overlay - Patch and pave	$10,338	0.151
0000000060	MILLAR CREEK RD: CUL DE SAC - ALPHA LAKE RD	2018	Microsurfacing	$18,073	0.141
0000000180	MILLARS POND CR: CHEAKAMUS WY - CHEAKAMUS WY	2020	Grind 38mm/38mm Overlay	$74,053	0.213
0000003000	MONS CRT: MONS RD - CUL DE SAC	2024	38mm Overlay - Patch and pave	$39,509	0.146
0000002970	MONS RD: SPRUCE GROVE WAY - MONS CRT	2025	Grind 38mm/2 * 38mm Overlay	$402,516	0.503
0000002490	MOUNTAIN LN: WHISTLER WY - DELTA PARKING	2018	Microsurfacing	$8,809	0.109
0000003530	MOUNTAIN VIEW DR: VALLEY DR - END	2017	38mm Overlay	$175,519	0.293
0000003540	MOUNTAIN VIEW DR: VALLEY DR - PARKWOOD DR	2023	Grind 38mm/2 * 38mm Overlay	$132,879	0.685
0000003550	MOUNTAIN VIEW DR: PARKWOOD DR - CHALET DR	2020	38mm Overlay - Patch and pave	$49,879	0.604
0000004210	MT FEE RD: LEGACY WAY - CLOUDBURST DR	2025	Microsurfacing	$32,559	0.142
0000002290	NANCY GREENE DR: HWY #99 - FITZSIMMONS RD S	2024	38mm Overlay	$106,554	0.197
0000002300	NANCY GREENE DR: FITZSIMMONS RD S - TONI SAILER LN	2018	38mm Overlay - Patch and pave	$27,767	0.120
0000002310	NANCY GREENE DR: TONI SAILER LN - AMBASSADOR CR	2024	38mm Overlay - Patch and pave	$35,199	0.177
0000003440	NEEDLES DR: ALPINE WY - VALLEY DR	2024	38mm Overlay	$110,744	0.198
0000002286	NESTERS RD E: NESTERS RD (W) - HWY #99	2015	38mm Overlay - Patch and pave	$163,518	0.691

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Estimated Cost	Cost Effectiveness
0000002270	NESTERS RD W (EB): LORIMER RD - NESTERS RD (E)	2025	Microsurfacing	$40,592	0.695
0000002280	NESTERS RD W (EB): NESTERS RD (E) - HWY #99	2018	Microsurfacing	$1,555	0.425
0000003010	NICKLAUS NORTH BL: HWY #99 - MUIRFIELD CR (W)	2016	38mm Overlay - Patch and pave	$48,977	0.692
0000003020	NICKLAUS NORTH BL: MUIRFIELD CR (W) - MUIRFIELD CR (E)	2014	Grind 38mm/2 * 38mm Overlay	$61,989	1.006
0000003030	NICKLAUS NORTH BL: MUIRFIELD CR (E) - MONS RD/CUL DE SAC	2017	38mm Overlay - Patch and pave	$57,382	0.665
0000000960	NITA LN: DEAD END - HWY #99	2019	Full Depth Removal & Pave 100mm	$26,003	0.221
0000001010	NORDIC DR: END (TALUSWOOD) - WHISTLER RD	2023	Grind 38mm/38mm Overlay	$406,908	0.577
0000001020	NORDIC DR: WHISTLER RD - HARMONY CRT	2020	Grind 38mm/38mm Overlay	$58,196	0.646
0000001030	NORDIC DR: HARMONY CRT - CASTLE DR	2021	Microsurfacing	$14,800	0.658
0000001040	NORDIC DR: CASTLE DR - GARIBALDI WY	2023	Microsurfacing	$7,742	0.542
0000001050	NORDIC DR: GARIBALDI WY - NORDIC PL	2014	Grind 38mm/2 * 38mm Overlay	$29,383	1.032
0000001060	NORDIC DR: NORDIC PL - HWY #99	2014	Grind 38mm/2 * 38mm Overlay	$30,873	0.648
0000001070	NORDIC PL: NORDIC DR - CUL DE SAC	2014	38mm Overlay - Patch and pave	$25,960	0.313
0000002660	NORTHLANDS BL (NB): VILLAGE GATE BL - MAIN ST (S)	2016	Grind 38mm/38mm Overlay	$37,702	0.082
0000002670	NORTHLANDS BL (NB): MAIN ST (S) - MAIN ST (N)	2017	Grind 38mm/38mm Overlay	$65,834	0.072
0000002680	NORTHLANDS BL (NB): MAIN ST (N) - LORIMER RD	2015	Grind 38mm/38mm Overlay	$95,620	0.078
0000002690	NORTHLANDS BL (NB): LORIMER RD - CUL DE SAC	2020	Grind 38mm/38mm Overlay	$68,740	0.145
0000000430	OLIVE TER: CUL DE SAC - GONDOLA WY	2023	Microsurfacing	$7,480	0.230
0000002830	PAINTED CLIFF RD: CUL DE SAC - HORSTMAN LN	2023	Grind 38mm/38mm Overlay	$265,634	0.189
0000002840	PAINTED CLIFF RD: HORSTMAN LN - BLACKCOMB WY	2031	***** Beyond Program Period *****		
0000002190	PALMER DR: CUL DE SAC (S) - ST ANDREWS WY	2016	38mm Overlay - Patch and pave	$27,908	0.259
0000002200	PALMER DR: ST ANDREWS WY - EAGLE DR	2016	Grind 38mm/2 * 38mm Overlay	$33,426	0.336
0000002210	PALMER DR: EAGLE DR - CUL DE SAC (N)	2016	Grind 38mm/2 * 38mm Overlay	$19,521	0.332
0000001320	PANORAMA RIDGE: END - SUNRIDGE DR	2024	38mm Overlay - Patch and pave	$193,474	0.168
0000001330	PANORAMA RIDGE: SUNRIDGE DR - ARBUTUS DR	2021	38mm Overlay - Patch and pave	$15,596	0.192
0000001340	PANORAMA RIDGE: ARBUTUS DR - HAWTHORNE PL	2025	38mm Overlay	$34,211	0.183
0000001350	PANORAMA RIDGE: HAWTHORNE PL - HWY #99	2022	38mm Overlay - Patch and pave	$37,617	0.184
0000002050	PAR RD: EAGLE DR - FAIRWAY DR	2018	Microsurfacing	$16,796	0.268
0000003584	PARKWOOD DR: END - MEADOW LN	2022	38mm Overlay - Patch and pave	$10,034	0.194

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Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Estimated Cost	Cost Effectiveness
0000003590	PARKWOOD DR: MEADOW LN (S) - MEADOW LN (N)	2019	Microsurfacing	$10,957	0.130
0000003600	PARKWOOD DR: MEADOW LN (N) - MOUNTAIN VIEW DR	2031	*** **Beyond Program Period** ***		
0000002260	PICCOLO DR: OBOE PL - LORIMER RD	2022	Microsurfacing	$4,572	0.227
0000003760	PINETREE LN: EMERALD DR (E) - PINETREE PL	2019	38mm Overlay	$36,685	0.238
0000003770	PINETREE LN: PINETREE PL - EMERALD DR (W)	2021	38mm Overlay	$63,715	0.218
0000003780	PINETREE PL: PINETREE LN - CUL DE SAC	2019	Full Depth Removal & Pave 100mm	$21,613	0.098
0000001640	PTARMIGAN PL: BLUEBERRY DR - CUL DE SAC	2020	Grind 38mm/38mm Overlay	$55,125	0.221
0000003090	RAINBOW DR: ALTA LAKE RD - BUCKHORN DR (S)	2018	Microsurfacing	$9,881	0.132
0000003100	RAINBOW DR: BUCKHORN DR (S) - MATTERHORN DR (S)	2017	38mm Overlay - Patch and pave	$14,294	0.117
0000003110	RAINBOW DR: MATTERHORN DR (S) - BUCKHORN DR (N)	2018	Grind 38mm/2 * 38mm Overlay	$38,622	0.133
0000003120	RAINBOW DR: BUCKHORN DR (N) - CAMINO DR	2018	38mm Overlay	$111,005	0.122
0000003140	RAINBOW DR: MATTERHORN DR (N) - ALPINE WY	2019	Microsurfacing	$22,589	0.160
0000002780	SPEARHEAD DR: PAINTED CLIFF RD - SPEARHEAD PL	2025	38mm Overlay - Patch and pave	$64,766	0.146
0000002790	SPEARHEAD DR: SPEARHEAD PL - BLACKCOMB WY	2026	*** **Beyond Program Period** ***		
0000002770	SPEARHEAD PL: CUL DE SAC - SPEARHEAD DR	2020	Grind 38mm/38mm Overlay	$35,159	0.252
0000004070	SPRING CREEK DR: HIGHWAY 99 - SPRING CREEK DR	2025	38mm Overlay	$85,168	0.149
0000004080	SPRING CREEK DR: SPRING CREEK DR - TWYNEBRIDGE LN	2026	*** **Beyond Program Period** ***		
0000004090	SPRING CREEK DR: TWYNEBRIDGE LN - KHYBER LN	2028	*** **Beyond Program Period** ***		
0000004100	SPRING CREEK DR: KHYBER LN - END	2028	*** **Beyond Program Period** ***		
0000004000	SPRUCE GROVE CIR: BLACKCOMB WAY - END	2023	Microsurfacing	$36,556	0.244
0000002962	SPRUCE GROVE WAY: HWY #99 - MONS RD	2018	38mm Overlay - Patch and pave	$16,510	0.138
0000002964	SPRUCE GROVE WAY: MONS RD - KIRKPATRICK WY	2019	38mm Overlay - Patch and pave	$43,076	0.138
0000002966	SPRUCE GROVE WAY: KIRKPATRICK WY - SPRUCE GROVE LN	2018	Grind 38mm/2 * 38mm Overlay	$49,530	0.168
0000002968	SPRUCE GROVE WAY: SPRUCE GROVE LN - FITZSIMMONS RD	2020	Microsurfacing	$15,927	0.160
0000000540	SQUAW VALLEY CR: LAKE PLACID RD - LAKE PLACID RD	2017	38mm Overlay - Patch and pave	$85,051	0.115
0000002150	ST ANDREWS WY: END - WEDGE LN	2022	Microsurfacing	$16,723	0.253
0000002160	ST ANDREWS WY: WEDGE LN - EAGLE DR	2023	Microsurfacing	$15,325	0.244
0000002170	ST ANDREWS WY: EAGLE DR - PALMER DR	2019	38mm Overlay	$28,377	0.254
0000002180	ST ANDREWS WY: PALMER DR - LORIMER RD	2014	Full Depth Removal & Pave 100mm	$23,549	0.297

Bold Italic: Section also has Committed Year and / or Overridden Alternative

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Estimated Cost	Cost Effectiveness
0000002181	ST ANDREWS WY: LORIMER RD - PALMER DR	2014	Full Depth Removal & Pave 100mm	$21,697	0.291
0000001290	ST ANTON WY: ARCHIBALD WY - TYROL CR	2023	38mm Overlay - Patch and pave	$21,299	0.479
0000001300	ST ANTON WY: TYROL CR - BLUEBERRY DR	2025	38mm Overlay	$59,308	0.507
0000001305	ST ANTON WY: ST ANTON WY - END	2023	Microsurfacing	$13,238	0.199
0000004110	STONEBRIDGE DR: ALTA LAKE RD - END	2022	38mm Overlay	$585,316	0.175
0000004120	STONEBRIDGE PL: STONEBRIDGE DR - END	2020	38mm Overlay	$212,015	0.198
0000003610	SUMMER LN: END (S) - AUTUMN DR	2022	Microsurfacing	$6,613	0.253
0000003620	SUMMER LN: AUTUMN DR - END (N)	2018	Grind 38mm/2 * 38mm Overlay	$16,510	0.307
0000003660	SUMMER LN: SUMMER LN - HWY #99	2014	38mm Overlay - Patch and pave	$4,733	0.329
0000003810	SUMMER LN: END (S) - SUMMER PL	2026	***** Beyond Program Period *****		
0000003820	SUMMER LN: SUMMER PL - LAKESHORE DR (S)	2022	Microsurfacing	$7,297	0.253
0000003830	SUMMER LN: LAKESHORE DR (S) - LAKESHORE DR (N)	2026	***** Beyond Program Period *****		
0000003832	SUMMER LN: HWY 99 - SUMMER LN	2014	Full Depth Removal & Pave 100mm	$6,615	0.272
0000003870	SUMMER PL: SUMMER LN - CUL DE SAC	2022	38mm Overlay - Patch and pave	$22,805	0.091
0000002580	SUNDIAL CR: SUNDIAL PL - BLACKCOMB WY	2018	Grind 38mm/38mm Overlay	$42,921	0.219
0000002550	SUNDIAL PL: SUNDIAL CR - VILLAGE LN	2014	Full Depth Removal & Pave 100mm	$23,058	0.047
0000002560	SUNDIAL PL: VILLAGE LN - SUNDIAL PL	2015	Grind 38mm/38mm Overlay	$16,587	0.104
0000002470	SUNSHINE PL: CUL DE SAC - WHISTLER WY	2014	Grind 38mm/38mm Overlay	$24,873	0.358
0000004130	TALUSWOOD PL: NORDIC DR - END	2026	***** Beyond Program Period *****		
0000001760	TAPLEY PL: CUL DE SAC - CRABAPPLE DR	2014	Full Depth Removal & Pave 100mm	$14,288	0.274
0000000520	TAYLOR WY: HWY #99 - LAKE PLACID RD	2016	38mm Overlay - Patch and pave	$17,114	0.149
0000000521	TAYLOR WY: LAKE PLACID RD - HWY #99	2014	Grind 38mm/2 * 38mm Overlay	$18,295	0.433
0000003180	TIMBER LN: END (S) - CEDAR SPRINGS RD	2018	38mm Overlay - Patch and pave	$31,019	0.116
0000003190	TIMBER LN: CEDAR SPRINGS RD - END (N)	2018	38mm Overlay - Patch and pave	$23,014	0.120
0000001830	TOAD HOLLOW: CUL DE SAC - BALSAM WY	2020	38mm Overlay - Patch and pave	$59,295	0.044
0000002374	TONI SAILER LN: FITZSIMMONS RD - NANCY GREENE DR	2018	Microsurfacing	$22,701	0.132
0000004010	TREETOP LN: NESTERS RD - END	2023	Microsurfacing	$35,279	0.263
0000000240	TRICOUNI PL: CHEAKAMUS WY - CALLAGHAN DR	2014	Grind 38mm/2 * 38mm Overlay	$21,830	0.375
0000000250	TRICOUNI PL: CALLAGHAN DR - BRANDYWINE WY	2021	38mm Overlay - Patch and pave	$29,827	0.208

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Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Estimated Cost	Cost Effectiveness
0000001310	TYROL CR: END - ST ANTON WY	2023	38mm Overlay - Patch and pave	$79,177	0.191
0000003450	VALLEY DR: ALPINE WY - NEEDLES DR	2025	Microsurfacing	$10,044	0.225
0000003460	VALLEY DR: NEEDLES DR - DRIFTER WY	2024	38mm Overlay	$40,193	0.192
0000003470	VALLEY DR: DRIFTER WY - WOODLAND PL	2023	Grind 38mm/2 * 38mm Overlay	$60,473	0.246
0000003480	VALLEY DR: WOODLAND PL - MOUNTAIN VIEW DR	2024	38mm Overlay - Patch and pave	$36,492	0.167
0000003490	VALLEY DR: MOUNTAIN VIEW DR - CHALET DR	2024	38mm Overlay	$125,624	0.188
0000003500	VALLEY DR: CHALET DR - END	2024	38mm Overlay - Patch and pave	$83,615	0.172
0000002520	VILLAGE GATE BL (EB): HWY #99 - GATEWAY LOOP	2014	Grind 38mm/38mm Overlay	$80,535	0.253
0000002530	VILLAGE GATE BL (EB): GATEWAY LOOP (W) - GATEWAY LOOP (E)	2014	Grind 38mm/38mm Overlay	$64,428	0.367
0000002540	VILLAGE GATE BL (EB): GATEWAY LOOP (E) - BLACKCOMB WY	2014	Grind 38mm/38mm Overlay	$100,979	0.243
0000002521	VILLAGE GATE BL (WB): GATEWAY LOOP (W) - HWY #99	2021	Microsurfacing	$29,992	0.035
0000002531	VILLAGE GATE BL (WB): GATEWAY LOOP (E) - GATEWAY LOOP (W)	2015	Grind 38mm/38mm Overlay	$75,455	0.090
0000002500	VILLAGE GREEN: WHISTLER WY - CUL DE SAC	2020	Full Depth Removal & Pave 100mm	$53,188	0.134
0000002590	VILLAGE LN: SUNDIAL CR - BRANDYWINE ALLEY	2020	Full Depth Removal & Pave 100mm	$10,131	0.164
0000002600	VILLAGE LN: BRANDYWINE ALLEY - SUNRISE ALLEY	2016	Full Depth Removal & Pave 100mm	$23,004	0.040
0000002610	VILLAGE LN: SUNRISE ALLEY - ST ANDREWS ALLEY	2020	Full Depth Removal & Pave 100mm	$16,615	0.160
0000002620	VILLAGE LN: ST ANDREWS ALLEY - SUNDIAL PL	2016	Full Depth Removal & Pave 100mm	$11,335	0.036
0000000950	WATSON WY: DEAD END - NITA LN	2022	38mm Overlay - Patch and pave	$53,775	0.205
0000002220	WEDGE LN: ST ANDREWS WY - EAGLE DR	2021	38mm Overlay - Patch and pave	$44,596	0.208
0000003410	WEDGEVIEW PL: DRIFTER WY - CUL DE SAC	2026	***** Beyond Program Period *****		
0000002140	WHISTLER CAY DR: EAGLE DR - HWY #99	2014	Full Depth Removal & Pave 100mm	$17,728	0.286
0000002141	WHISTLER CAY DR: HWY #99 - EAGLE DR	2014	38mm Overlay - Patch and pave	$12,554	0.319
0000000870	WHISTLER RD: HWY #99 - EVA LAKE RD	2021	38mm Overlay - Patch and pave	$59,488	0.684
0000000880	WHISTLER RD: EVA LAKE RD - CAVENDISH WY	2023	Microsurfacing	$17,149	0.542
0000000890	WHISTLER RD: CAVENDISH WY - WHISTLER RD	2027	***** Beyond Program Period *****		
0000000900	WHISTLER RD: WHISTLER RD - SNOWRIDGE CIR	2019	38mm Overlay - Patch and pave	$17,260	0.604
0000000920	WHISTLER RD: WHISTLER RD - WOLVERINE CR	2023	38mm Overlay - Patch and pave	$47,616	0.479
0000000930	WHISTLER RD: WOLVERINE CR - WOLVERINE CR	2025	38mm Overlay - Patch and pave	$15,437	0.452

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Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Estimated Cost	Cost Effectiveness
0000000940	WHISTLER RD: WOLVERINE CR - NORDIC DR	2023	Microsurfacing	$21,311	0.542
0000002400	WHISTLER WY: HWY #99 - TANTALUS DR	2017	Grind 38mm/38mm Overlay	$82,795	0.416
0000002410	WHISTLER WY: TANTALUS DR - SPRINGS LN	2018	Grind 38mm/38mm Overlay	$60,692	0.409
0000002420	WHISTLER WY: SPRINGS LN - MOUNTAIN LN	2016	Microsurfacing	$10,615	0.001
0000002430	WHISTLER WY: MOUNTAIN LN - VILLAGE GREEN	2021	Microsurfacing	$4,406	0.067
0000002440	WHISTLER WY: VILLAGE GREEN - SUNSHINE PL	2019	Grind 38mm/38mm Overlay	$129,905	0.383
0000002450	WHISTLER WY: SUNSHINE PL - GATEWAY LOOP	2023	Microsurfacing	$2,372	0.035
0000002460	WHISTLER WY: GATEWAY LOOP - VILLAGE GATE BL	2015	Grind 38mm/38mm Overlay	$21,661	0.463
0000002461	WHISTLER WY: VILLAGE GATE BL - GATEWAY LOOP	2014	Grind 38mm/38mm Overlay	$19,019	0.536
0000003520	WOODLAND PL: CUL DE SAC - VALLEY DR	2019	Full Depth Removal & Pave 100mm	$46,024	0.076

Appendix G

Analysis Results

Appendix G: Analysis Results

PRIORITY PROGRAMMING ANALYSIS

The results of these budget scenarios are provided in the tables below. The recommended work program based on the current City Budget scenario is provided in Appendix G

Table G.1: Resort Municipality of Whistler Do Nothing Budget Scenario Results

Year	Cost	PQI	LN-KM Deficient	LN-KM % Deficient
2014	0	8.3	6.6	4.3%
2015	0	8.0	11.3	7.4%
2016	0	7.8	15.4	10.1%
2017	0	7.5	24.0	15.7%
2018	0	7.2	36.4	23.8%
2019	0	6.9	46.0	30.1%
2020	0	6.6	60.1	39.3%
2021	0	6.3	67.9	44.4%
2022	0	5.9	86.9	56.9%
2023	0	5.6	106.5	69.6%

Table G.2: Resort Municipality of Whistler $300K Budget Scenario Results

Year	Cost	PQI	LN-KM Deficient	LN-KM % Deficient
2014	300	8.3	4.7	3.0%
2015	300	8.1	7.1	4.7%
2016	300	7.9	9.4	6.2%
2017	300	7.7	16.0	10.%4
2018	300	7.4	26.3	17.2%
2019	300	7.2	34.0	22.2%
2020	300	6.9	45.8	29.9%
2021	300	6.6	50.8	33.2%
2022	300	6.3	66.7	43.6%
2023	300	6.1	85.0	55.6%

Table G.3: Resort Municipality of Whistler $550K Budget Scenario Results

Year	Cost	PQI	LN-KM Deficient	LN-KM % Deficient
2014	550	8.3	3.1	2.0%
2015	550	8.2	3.7	2.4%
2016	550	8.0	3.5	2.3%
2017	550	7.8	9.1	6.0%
2018	550	7.6	18.1	11.8%
2019	550	7.4	22.7	14.9%
2020	550	7.2	33.4	21.8%
2021	550	6.9	38.0	24.9%
2022	550	6.7	54.1	35.4%
2023	550	6.4	71.4	46.7%

Table G.4: Resort Municipality of Whistler $750K Budget Scenario Results

Year	Cost	PQI	LN-KM Deficient	LN-KM % Deficient
2014	750	8.4	1.6	1.1%
2015	750	8.2	1.5	1.0%
2016	750	8.1	1.0	0.6%
2017	750	7.9	3.9	2.6%
2018	750	7.7	10.4	6.8%
2019	750	7.5	14.5	9.5%
2020	750	7.3	24.9	16.3%
2021	750	7.2	28.5	18.7%
2022	750	6.9	44.0	28.8%
2023	750	6.7	62.4	40.8%

Table G.5: Resort Municipality of Whistler Need Driven Budget Scenario Results

Year	Cost	PQI	LN-KM Deficient	LN-KM % Deficient
2014	654	8.4	0.0	0.0%
2015	511	8.2	0.0	0.0%
2016	649	8.1	0.5	0.3%
2017	345	8.0	0.8	0.5%
2018	1024	7.9	1.0	0.7%
2019	957	7.8	2.3	1.5%
2020	1303	7.8	2.5	1.7%
2021	1204	7.6	7.8	5.1%
2022	961	7.6	11.8	7.7%
2023	2046	7.7	16.5	10.8%

Appendix H

Ten-Year Rehabilitation Budget Programs

Appendix H: Ten-Year Rehabilitation Budget Programs

Resort Municipality of Whistler

PMA

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$300,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2014

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000002710	GLACIER DR: BLACKCOMB WY - PINNACLE RIDGE	2014	Grind 38mm/2 * 38mm Overlay	605	9.8	$205,440
					GLACIER DR Total Cost:	**$205,440**
0000003020	NICKLAUS NORTH BL: MUIRFIELD CR (W) - MUIRFIELD CR (E)	2014	Grind 38mm/2 * 38mm Overlay	245	7.3	$61,989
					NICKLAUS NORTH BL Total Cost:	**$61,989**
0000001050	NORDIC DR: GARIBALDI WY - NORDIC PL	2014	Grind 38mm/2 * 38mm Overlay	106	8.0	$29,383
					NORDIC DR Total Cost:	**$29,383**
					2014 Budget Cost:	**$296,812**

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$300,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2015

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000000080	CHEAKAMUS WY: END - CLIFFTOP LN	2014	Full Depth Removal & Pave 100mm	22	8.2	$7,144
					CHEAKAMUS WY Total Cost:	**$7,144**
0000000361	LAKE PLACID RD: SARAJEVO DR - HWY #99	2015	Grind 38mm/38mm Overlay	74	4.1	$9,855
					LAKE PLACID RD Total Cost:	**$9,855**
0000002286	NESTERS RD E: NESTERS RD (W) - HWY #99	2015	38mm Overlay - Patch and pave	697	7.6	$163,518
					NESTERS RD E Total Cost:	**$163,518**
0000001060	NORDIC DR: NORDIC PL - HWY #99	2014	Grind 38mm/2 * 38mm Overlay	81	11.0	$32,417
					NORDIC DR Total Cost:	**$32,417**
0000000521	TAYLOR WY: LAKE PLACID RD - HWY #99	2014	Grind 38mm/2 * 38mm Overlay	88	6.0	$19,210
					TAYLOR WY Total Cost:	**$19,210**
0000000240	TRICOUNI PL: CHEAKAMUS WY - CALLAGHAN DR	2014	Grind 38mm/2 * 38mm Overlay	90	7.0	$22,921
					TRICOUNI PL Total Cost:	**$22,921**
0000002460	WHISTLER WY: GATEWAY LOOP - VILLAGE GATE BL	2015	Grind 38mm/38mm Overlay	64	10.4	$21,661
0000002461	WHISTLER WY: VILLAGE GATE BL - GATEWAY LOOP	2014	Grind 38mm/38mm Overlay	59	10.4	$19,970
					WHISTLER WY Total Cost:	**$41,631**
					2015 Budget Cost:	**$296,696**

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$300,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2016

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000002920	BLACKCOMB WY: GLACIER DR - SUNDIAL CR	2014	Grind 38mm/38mm Overlay	428	11.0	$160,778
					BLACKCOMB WY Total Cost:	**$160,778**
0000001950	LORIMER RD: NORTHLAND BL - BLACKCOMB WY (W)	2016	38mm Overlay - Patch and pave	259	10.0	$83,951
					LORIMER RD Total Cost:	**$83,951**
0000003010	NICKLAUS NORTH BL: HWY #99 - MUIRFIELD CR (W)	2016	38mm Overlay - Patch and pave	207	7.3	$48,977
					NICKLAUS NORTH BL Total Cost:	**$48,977**
0000003660	SUMMER LN: SUMMER LN - HWY #99	2014	38mm Overlay - Patch and pave	23	7.0	$5,219
					SUMMER LN Total Cost:	**$5,219**
					2016 Budget Cost:	**$298,925**

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$300,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2017

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000000020	ALPHA LAKE RD: HWY #99 - LYNHAM RD	2015	38mm Overlay	103	7.3	$22,852
				ALPHA LAKE RD Total Cost:		**$22,852**
0000001270	ARCHIBALD WY: ALPINE CR - CARLETON WY	2015	38mm Overlay - Patch and pave	195	7.3	$48,465
				ARCHIBALD WY Total Cost:		**$48,465**
0000002930	BLACKCOMB WY: SUNDIAL PL - VILLAGE GATE BL	2017	Grind 38mm/38mm Overlay	147	11.0	$57,981
				BLACKCOMB WY Total Cost:		**$57,981**
0000003030	NICKLAUS NORTH BL: MUIRFIELD CR (E) - MONS RD/CUL DE SAC	2017	38mm Overlay - Patch and pave	231	7.3	$57,382
				NICKLAUS NORTH BL Total Cost:		**$57,382**
0000002210	PALMER DR: EAGLE DR - CUL DE SAC (N)	2016	Grind 38mm/2 * 38mm Overlay	73	7.0	$20,497
				PALMER DR Total Cost:		**$20,497**
0000003832	SUMMER LN: HWY 99 - SUMMER LN	2014	Full Depth Removal & Pave 100mm	25	7.0	$7,658
				SUMMER LN Total Cost:		**$7,658**
0000002400	WHISTLER WY: HWY #99 - TANTALUS DR	2017	Grind 38mm/38mm Overlay	222	10.4	$82,795
				WHISTLER WY Total Cost:		**$82,795**
				2017 Budget Cost:		**$297,630**

Budget / Implementation Year 2018

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000000510	GONDOLA WY: SAPPORO DR - LAKE PLACID RD	2018	Grind 38mm/38mm Overlay	102	7.3	$28,049
				GONDOLA WY Total Cost:		**$28,049**
0000001171	HILLCREST DR: HWY #99 - ALPINE CR	2018	38mm Overlay - Patch and pave	70	7.3	$18,261
				HILLCREST DR Total Cost:		**$18,261**
0000001940	LORIMER RD: HWY #99 - NORTHLAND BL	2018	38mm Overlay	238	10.0	$75,939
0000001941	LORIMER RD: NORTHLAND BL - HWY #99	2018	Grind 38mm/38mm Overlay	238	10.0	$89,608
0000001951	LORIMER RD: BLACKCOMB WY (W) - NORTHLAND BL	2015	Microsurfacing	251	10.0	$22,424
				LORIMER RD Total Cost:		**$187,971**
0000002280	NESTERS RD W (EB): NESTERS RD (E) - HWY #99	2018	Microsurfacing	26	6.7	$1,555
				NESTERS RD W (EB) Total Cost:		**$1,555**
0000002410	WHISTLER WY: TANTALUS DR - SPRINGS LN	2018	Grind 38mm/38mm Overlay	155	10.4	$60,692
				WHISTLER WY Total Cost:		**$60,692**
				2018 Budget Cost:		**$296,528**

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$300,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2019

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000003350	ALPINE WY: RAINBOW DR - HWY #99	2019	Microsurfacing	157	6.7	$9,868
				ALPINE WY Total Cost:		**$9,868**
0000000650	ALTA LAKE RD (WESTSIDE RD): 500 m N - 1000 m N	2019	38mm Overlay	498	7.3	$121,781
0000000780	ALTA LAKE RD (WESTSIDE RD): 7000 m N - 7500 m N	2019	Grind 38mm/2 * 38mm Overlay	504	7.3	$162,697
				ALTA LAKE RD (WESTSIDE RD) Total Cost:		**$284,478**
				2019 Budget Cost:		**$294,346**

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$300,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2020

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000003340	ALPINE WY: VALLEY DR - RAINBOW DR	2019	Microsurfacing	158	6.7	$10,431
					ALPINE WY Total Cost:	**$10,431**
0000001490	BLUEBERRY DR: ST MORITZ CR - PTARMIGAN PL	2020	Grind 38mm/38mm Overlay	128	7.3	$38,770
					BLUEBERRY DR Total Cost:	**$38,770**
0000000090	CHEAKAMUS WY: CLIFFTOP LN - MILLARS POND CR (W)	2019	38mm Overlay - Patch and pave	76	8.2	$24,545
0000000150	CHEAKAMUS WY: TRICOUNI PL - BAYSHORE DR	2020	Grind 38mm/38mm Overlay	109	8.2	$37,109
					CHEAKAMUS WY Total Cost:	**$61,654**
0000003710	EMERALD DR: PINETREE LN (E) - EMERALD DR	2020	Grind 38mm/2 * 38mm Overlay	94	7.3	$31,854
					EMERALD DR Total Cost:	**$31,854**
0000001170	HILLCREST DR: ALPINE CR - HWY #99	2019	38mm Overlay - Patch and pave	71	7.3	$20,409
					HILLCREST DR Total Cost:	**$20,409**
0000000340	LAKE PLACID RD: SQUAW VALLEY CR - KAREN CR	2019	Microsurfacing	98	7.3	$7,043
					LAKE PLACID RD Total Cost:	**$7,043**
0000003550	MOUNTAIN VIEW DR: PARKWOOD DR - CHALET DR	2020	38mm Overlay - Patch and pave	189	6.7	$49,879
					MOUNTAIN VIEW DR Total Cost:	**$49,879**
0000001020	NORDIC DR: WHISTLER RD - HARMONY CRT	2020	Grind 38mm/38mm Overlay	192	7.3	$58,196
					NORDIC DR Total Cost:	**$58,196**
0000000900	WHISTLER RD: WHISTLER RD - SNOWRIDGE CIR	2019	38mm Overlay - Patch and pave	63	7.3	$18,123

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$300,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2020

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
					WHISTLER RD Total Cost:	**$18,123**
					2020 Budget Cost:	**$296,359**

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$300,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2021

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000000640	ALTA LAKE RD (WESTSIDE RD): HWY #99 - 500 m N	2021	38mm Overlay	500	7.3	$134,818
			ALTA LAKE RD (WESTSIDE RD) Total Cost:			**$134,818**
0000003730	EMERALD DR: DEERHORN PL - PINETREE LN (W)	2021	Microsurfacing	181	7.3	$13,662
			EMERALD DR Total Cost:			**$13,662**
0000000500	GONDOLA WY: MARMOT PL - SAPPORO DR	2020	38mm Overlay - Patch and pave	240	7.3	$72,478
			GONDOLA WY Total Cost:			**$72,478**
0000001030	NORDIC DR: HARMONY CRT - CASTLE DR	2021	Microsurfacing	196	7.3	$14,800
			NORDIC DR Total Cost:			**$14,800**
0000000870	WHISTLER RD: HWY #99 - EVA LAKE RD	2021	38mm Overlay - Patch and pave	248	5.8	$59,488
			WHISTLER RD Total Cost:			**$59,488**
0000002430	WHISTLER WY: MOUNTAIN LN - VILLAGE GREEN	2021	Microsurfacing	41	10.4	$4,406
			WHISTLER WY Total Cost:			**$4,406**
			2021 Budget Cost:			**$299,652**

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$300,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2022

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000001480	BLUEBERRY DR: ST ANTON WY - ST MORITZ CR	2022	Grind 38mm/38mm Overlay	108	7.3	$36,062
				BLUEBERRY DR Total Cost:		**$36,062**
0000000610	DREW DR: WHISTLER RIDGE - KAREN CR (W)	2022	Microsurfacing	17	7.5	$1,390
				DREW DR Total Cost:		**$1,390**
0000002080	EAGLE DR: PAR RD - EAGLE RIDGE CR	2022	Microsurfacing	53	7.5	$4,322
				EAGLE DR Total Cost:		**$4,322**
0000003720	EMERALD DR: EMERALD DR - DEERHORN PL	2022	Microsurfacing	1177	7.3	$93,303
				EMERALD DR Total Cost:		**$93,303**
0000001160	HILLCREST DR: CUL DE SAC - ALPINE CR	2022	Grind 38mm/2 * 38mm Overlay	398	7.3	$148,718
				HILLCREST DR Total Cost:		**$148,718**
0000000360	LAKE PLACID RD: HWY #99 - SARAJEVO DR	2015	Grind 38mm/38mm Overlay	76	4.1	$14,278
				LAKE PLACID RD Total Cost:		**$14,278**
				2022 Budget Cost:		**$298,073**

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$300,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2023

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000001280	ARCHIBALD WY: CARLETON WY - ST ANTON WY	2019	Microsurfacing	304	7.3	$25,302
				ARCHIBALD WY Total Cost:		**$25,302**
0000001500	BLUEBERRY DR: PTARMIGAN PL - PEAK DR	2023	Grind 38mm/38mm Overlay	144	7.3	$50,503
				BLUEBERRY DR Total Cost:		**$50,503**
0000003690	EMERALD DR: EMERALD PL - AUTUMN DR (E)	2023	38mm Overlay	289	7.3	$85,924
				EMERALD DR Total Cost:		**$85,924**
0000003540	MOUNTAIN VIEW DR: VALLEY DR - PARKWOOD DR	2023	Grind 38mm/2 * 38mm Overlay	369	6.7	$132,879
				MOUNTAIN VIEW DR Total Cost:		**$132,879**
0000002260	PICCOLO DR: OBOE PL - LORIMER RD	2022	Microsurfacing	54	7.8	$4,800
				PICCOLO DR Total Cost:		**$4,800**
				2023 Budget Cost:		**$299,408**

Resort Municipality of Whistler

PMA

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$550,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2014

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000002920	BLACKCOMB WY: GLACIER DR - SUNDIAL CR	2014	Grind 38mm/38mm Overlay	428	11.0	$145,830
			BLACKCOMB WY Total Cost:			**$145,830**
0000000080	CHEAKAMUS WY: END - CLIFFTOP LN	2014	Full Depth Removal & Pave 100mm	22	8.2	$6,804
			CHEAKAMUS WY Total Cost:			**$6,804**
0000002710	GLACIER DR: BLACKCOMB WY - PINNACLE RIDGE	2014	Grind 38mm/2 * 38mm Overlay	605	9.8	$205,440
			GLACIER DR Total Cost:			**$205,440**
0000003020	NICKLAUS NORTH BL: MUIRFIELD CR (W) - MUIRFIELD CR (E)	2014	Grind 38mm/2 * 38mm Overlay	245	7.3	$61,989
			NICKLAUS NORTH BL Total Cost:			**$61,989**
0000001050	NORDIC DR: GARIBALDI WY - NORDIC PL	2014	Grind 38mm/2 * 38mm Overlay	106	8.0	$29,383
0000001060	NORDIC DR: NORDIC PL - HWY #99	2014	Grind 38mm/2 * 38mm Overlay	81	11.0	$30,873
			NORDIC DR Total Cost:			**$60,256**
0000003660	SUMMER LN: SUMMER LN - HWY #99	2014	38mm Overlay - Patch and pave	23	7.0	$4,733
			SUMMER LN Total Cost:			**$4,733**
0000000521	TAYLOR WY: LAKE PLACID RD - HWY #99	2014	Grind 38mm/2 * 38mm Overlay	88	6.0	$18,295
			TAYLOR WY Total Cost:			**$18,295**
0000000240	TRICOUNI PL: CHEAKAMUS WY - CALLAGHAN DR	2014	Grind 38mm/2 * 38mm Overlay	90	7.0	$21,830
			TRICOUNI PL Total Cost:			**$21,830**
0000002461	WHISTLER WY: VILLAGE GATE BL - GATEWAY LOOP	2014	Grind 38mm/38mm Overlay	59	10.4	$19,019

Resort Municipality of Whistler

PMA

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$550,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2014

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
					WHISTLER WY Total Cost:	**$19,019**
					2014 Budget Cost:	**$544,196**

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$550,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2015

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000000020	ALPHA LAKE RD: HWY #99 - LYNHAM RD	2015	38mm Overlay	103	7.3	$20,727
				ALPHA LAKE RD Total Cost:		**$20,727**
0000001270	ARCHIBALD WY: ALPINE CR - CARLETON WY	2015	38mm Overlay - Patch and pave	195	7.3	$43,959
				ARCHIBALD WY Total Cost:		**$43,959**
0000003630	AUTUMN DR: AUTUMN PL - EMERALD DR (W)	2014	38mm Overlay - Patch and pave	148	7.0	$31,981
				AUTUMN DR Total Cost:		**$31,981**
0000002090	EAGLE DR: EAGLE RIDGE CR - WHISTLER CAY DR	2014	Grind 38mm/2 * 38mm Overlay	88	7.5	$24,012
				EAGLE DR Total Cost:		**$24,012**
0000000360	LAKE PLACID RD: HWY #99 - SARAJEVO DR	2015	Grind 38mm/38mm Overlay	76	4.1	$10,147
0000000361	LAKE PLACID RD: SARAJEVO DR - HWY #99	2015	Grind 38mm/38mm Overlay	74	4.1	$9,855
				LAKE PLACID RD Total Cost:		**$20,002**
0000002286	NESTERS RD E: NESTERS RD (W) - HWY #99	2015	38mm Overlay - Patch and pave	697	7.6	$163,518
				NESTERS RD E Total Cost:		**$163,518**
0000001070	NORDIC PL: NORDIC DR - CUL DE SAC	2014	38mm Overlay - Patch and pave	121	7.3	$27,258
				NORDIC PL Total Cost:		**$27,258**
0000002180	ST ANDREWS WY: PALMER DR - LORIMER RD	2014	Full Depth Removal & Pave 100mm	89	7.0	$24,727
0000002181	ST ANDREWS WY: LORIMER RD - PALMER DR	2014	Full Depth Removal & Pave 100mm	82	7.0	$22,782
				ST ANDREWS WY Total Cost:		**$47,509**

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$550,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2015

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000003832	SUMMER LN: HWY 99 - SUMMER LN	2014	Full Depth Removal & Pave 100mm	25	7.0	$6,946
					SUMMER LN Total Cost:	**$6,946**
0000002470	SUNSHINE PL: CUL DE SAC - WHISTLER WY	2014	Grind 38mm/38mm Overlay	107	7.5	$26,117
					SUNSHINE PL Total Cost:	**$26,117**
0000001760	TAPLEY PL: CUL DE SAC - CRABAPPLE DR	2014	Full Depth Removal & Pave 100mm	54	7.0	$15,003
					TAPLEY PL Total Cost:	**$15,003**
0000002530	VILLAGE GATE BL (EB): GATEWAY LOOP (W) - GATEWAY LOOP (E)	2014	Grind 38mm/38mm Overlay	104	20.0	$67,649
					VILLAGE GATE BL (EB) Total Cost:	**$67,649**
0000002140	WHISTLER CAY DR: EAGLE DR - HWY #99	2014	Full Depth Removal & Pave 100mm	67	7.0	$18,615
0000002141	WHISTLER CAY DR: HWY #99 - EAGLE DR	2014	38mm Overlay - Patch and pave	61	7.0	$13,181
					WHISTLER CAY DR Total Cost:	**$31,796**
0000002460	WHISTLER WY: GATEWAY LOOP - VILLAGE GATE BL	2015	Grind 38mm/38mm Overlay	64	10.4	$21,661
					WHISTLER WY Total Cost:	**$21,661**
					2015 Budget Cost:	**$548,138**

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$550,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2016

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000000030	ALPHA LAKE RD: LYNHAM RD - MILLER CREEK RD	2016	38mm Overlay - Patch and pave	103	7.3	$24,375
				ALPHA LAKE RD Total Cost:		**$24,375**
0000001190	ALPINE CR: ALTA VISTA RD - ARCHIBALD WY	2016	38mm Overlay - Patch and pave	100	7.3	$23,662
				ALPINE CR Total Cost:		**$23,662**
0000003640	AUTUMN DR: EMERALD DR (E) - AUTUMN PL	2016	Grind 38mm/2 * 38mm Overlay	122	7.0	$32,624
				AUTUMN DR Total Cost:		**$32,624**
0000002020	FAIRWAY DR: PAR RD - BISHOP WY	2016	38mm Overlay	215	8.0	$49,778
				FAIRWAY DR Total Cost:		**$49,778**
0000000370	LAKE PLACID RD: SARAJEVO DR - GONDOLA WY	2014	Grind 38mm/38mm Overlay	123	8.2	$34,457
				LAKE PLACID RD Total Cost:		**$34,457**
0000000630	LONDON LN: GONDALA - HWY #99	2016	Grind 38mm/38mm Overlay	293	6.2	$62,050
				LONDON LN Total Cost:		**$62,050**
0000001950	LORIMER RD: NORTHLAND BL - BLACKCOMB WY (W)	2016	38mm Overlay - Patch and pave	259	10.0	$83,951
0000001951	LORIMER RD: BLACKCOMB WY (W) - NORTHLAND BL	2015	Microsurfacing	251	10.0	$20,339
				LORIMER RD Total Cost:		**$104,290**
0000003010	NICKLAUS NORTH BL: HWY #99 - MUIRFIELD CR (W)	2016	38mm Overlay - Patch and pave	207	7.3	$48,977
				NICKLAUS NORTH BL Total Cost:		**$48,977**
0000002190	PALMER DR: CUL DE SAC (S) - ST ANDREWS WY	2016	38mm Overlay - Patch and pave	123	7.0	$27,908
0000002200	PALMER DR: ST ANDREWS WY - EAGLE DR	2016	Grind 38mm/2 * 38mm Overlay	125	7.0	$33,426

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$550,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2016

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000002210	PALMER DR: EAGLE DR - CUL DE SAC (N)	2016	Grind 38mm/2 * 38mm Overlay	73	7.0	$19,521
					PALMER DR Total Cost:	**$80,855**
0000002520	VILLAGE GATE BL (EB): HWY #99 - GATEWAY LOOP	2014	Grind 38mm/38mm Overlay	130	20.0	$88,790
					VILLAGE GATE BL (EB) Total Cost:	**$88,790**
					2016 Budget Cost:	**$549,858**

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$550,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2017

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000003300	ALPINE WY: IDYLWOOD PL - FISSLE LN	2017	38mm Overlay - Patch and pave	79	6.7	$18,004
				ALPINE WY Total Cost:		**$18,004**
0000002030	BISHOP WY: FAIRWAY DR - EAGLE DR	2014	38mm Overlay - Patch and pave	113	8.0	$30,767
				BISHOP WY Total Cost:		**$30,767**
0000002930	BLACKCOMB WY: SUNDIAL PL - VILLAGE GATE BL	2017	Grind 38mm/38mm Overlay	147	11.0	$57,981
				BLACKCOMB WY Total Cost:		**$57,981**
0000002510	GATEWAY DR: WHISTLER WY - VILLAGE GATE BL	2017	Grind 38mm/38mm Overlay	147	4.0	$21,084
				GATEWAY DR Total Cost:		**$21,084**
0000000320	LAKE PLACID RD: TAYLOR WY - KATHLEEN PL	2017	Grind 38mm/2 * 38mm Overlay	155	8.2	$50,982
0000000330	LAKE PLACID RD: KATHLEEN PL - SQUAW VALLEY CR	2017	38mm Overlay	405	7.3	$89,856
0000000350	LAKE PLACID RD: KAREN CR - HWY #99	2017	Grind 38mm/2 * 38mm Overlay	67	8.2	$22,021
				LAKE PLACID RD Total Cost:		**$162,859**
0000003030	NICKLAUS NORTH BL: MUIRFIELD CR (E) - MONS RD/CUL DE SAC	2017	38mm Overlay - Patch and pave	231	7.3	$57,382
				NICKLAUS NORTH BL Total Cost:		**$57,382**
0000002540	VILLAGE GATE BL (EB): GATEWAY LOOP (E) - BLACKCOMB WY	2014	Grind 38mm/38mm Overlay	163	20.0	$116,895
				VILLAGE GATE BL (EB) Total Cost:		**$116,895**
0000002400	WHISTLER WY: HWY #99 - TANTALUS DR	2017	Grind 38mm/38mm Overlay	222	10.4	$82,795
				WHISTLER WY Total Cost:		**$82,795**

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$550,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2017

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
				2017 Budget Cost:		**$547,767**

Budget / Implementation Year 2018

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000002910	BLACKCOMB WY: CHATEAU BL - GLACIER DR	2018	Grind 38mm/38mm Overlay	442	11.0	$183,056
				BLACKCOMB WY Total Cost:		**$183,056**
0000000510	GONDOLA WY: SAPPORO DR - LAKE PLACID RD	2018	Grind 38mm/38mm Overlay	102	7.3	$28,049
				GONDOLA WY Total Cost:		**$28,049**
0000001171	HILLCREST DR: HWY #99 - ALPINE CR	2018	38mm Overlay - Patch and pave	70	7.3	$18,261
				HILLCREST DR Total Cost:		**$18,261**
0000000310	LAKE PLACID RD: CUL DE SAC - TAYLOR WY	2017	Grind 38mm/38mm Overlay	184	8.2	$56,814
				LAKE PLACID RD Total Cost:		**$56,814**
0000001940	LORIMER RD: HWY #99 - NORTHLAND BL	2018	38mm Overlay	238	10.0	$75,939
0000001941	LORIMER RD: NORTHLAND BL - HWY #99	2018	Grind 38mm/38mm Overlay	238	10.0	$89,608
				LORIMER RD Total Cost:		**$165,547**
0000002280	NESTERS RD W (EB): NESTERS RD (E) - HWY #99	2018	Microsurfacing	26	6.7	$1,555
				NESTERS RD W (EB) Total Cost:		**$1,555**
0000002050	PAR RD: EAGLE DR - FAIRWAY DR	2018	Microsurfacing	235	8.0	$16,796
				PAR RD Total Cost:		**$16,796**
0000003620	SUMMER LN: AUTUMN DR - END (N)	2018	Grind 38mm/2 * 38mm Overlay	56	7.0	$16,510
				SUMMER LN Total Cost:		**$16,510**
0000002410	WHISTLER WY: TANTALUS DR - SPRINGS LN	2018	Grind 38mm/38mm Overlay	155	10.4	$60,692

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$550,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2018

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
				WHISTLER WY Total Cost:		**$60,692**
				2018 Budget Cost:		**$547,280**

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$550,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2019

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000003340	ALPINE WY: VALLEY DR - RAINBOW DR	2019	Microsurfacing	158	6.7	$9,934
0000003350	ALPINE WY: RAINBOW DR - HWY #99	2019	Microsurfacing	157	6.7	$9,868
					ALPINE WY Total Cost:	**$19,802**
0000000650	ALTA LAKE RD (WESTSIDE RD): 500 m N - 1000 m N	2019	38mm Overlay	498	7.3	$121,781
0000000780	ALTA LAKE RD (WESTSIDE RD): 7000 m N - 7500 m N	2019	Grind 38mm/2 * 38mm Overlay	504	7.3	$162,697
					ALTA LAKE RD (WESTSIDE RD) Total Cost:	**$284,478**
0000001280	ARCHIBALD WY: CARLETON WY - ST ANTON WY	2019	Microsurfacing	304	7.3	$20,816
					ARCHIBALD WY Total Cost:	**$20,816**
0000001470	BLUEBERRY DR: HWY #99 - ST ANTON WY	2019	Full Depth Removal & Pave 100mm	58	8.5	$23,784
					BLUEBERRY DR Total Cost:	**$23,784**
0000003060	BUCKHORN DR: RAINBOW DR (S) - BUCKHORN PL	2018	Microsurfacing	133	7.0	$8,733
					BUCKHORN DR Total Cost:	**$8,733**
0000000090	CHEAKAMUS WY: CLIFFTOP LN - MILLARS POND CR (W)	2019	38mm Overlay - Patch and pave	76	8.2	$23,377
					CHEAKAMUS WY Total Cost:	**$23,377**
0000002720	GLACIER DR: PINNACLE RIDGE - GLACIER LN	2019	38mm Overlay - Patch and pave	341	9.8	$125,401
					GLACIER DR Total Cost:	**$125,401**
0000001170	HILLCREST DR: ALPINE CR - HWY #99	2019	38mm Overlay - Patch and pave	71	7.3	$19,437
					HILLCREST DR Total Cost:	**$19,437**

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$550,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2019

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000000340	LAKE PLACID RD: SQUAW VALLEY CR - KAREN CR	2019	Microsurfacing	98	7.3	$6,707
				LAKE PLACID RD Total Cost:		**$6,707**
0000000900	WHISTLER RD: WHISTLER RD - SNOWRIDGE CIR	2019	38mm Overlay - Patch and pave	63	7.3	$17,260
				WHISTLER RD Total Cost:		**$17,260**
				2019 Budget Cost:		**$549,795**

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$550,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2020

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000001490	BLUEBERRY DR: ST MORITZ CR - PTARMIGAN PL	2020	Grind 38mm/38mm Overlay	128	7.3	$38,770
0000001520	BLUEBERRY DR: FALCON CR - HERON PL	2019	Full Depth Removal & Pave 100mm	26	7.3	$9,625
					BLUEBERRY DR Total Cost:	**$48,395**
0000000150	CHEAKAMUS WY: TRICOUNI PL - BAYSHORE DR	2020	Grind 38mm/38mm Overlay	109	8.2	$37,109
0000000160	CHEAKAMUS WY: BAYSHORE DR - CUL DE SAC	2020	38mm Overlay - Patch and pave	144	8.2	$46,530
					CHEAKAMUS WY Total Cost:	**$83,639**
0000003710	EMERALD DR: PINETREE LN (E) - EMERALD DR	2020	Grind 38mm/2 * 38mm Overlay	94	7.3	$31,854
0000003740	EMERALD DR: PINETREE LN (W) - AUTUMN DR (W)	2020	38mm Overlay - Patch and pave	709	7.3	$203,928
					EMERALD DR Total Cost:	**$235,782**
0000001990	FAIRWAY DR: LINKSIDE RD (S) - EAGLE DR	2020	38mm Overlay - Patch and pave	15	8.0	$4,728
					FAIRWAY DR Total Cost:	**$4,728**
0000000500	GONDOLA WY: MARMOT PL - SAPPORO DR	2020	38mm Overlay - Patch and pave	240	7.3	$69,027
					GONDOLA WY Total Cost:	**$69,027**
0000003550	MOUNTAIN VIEW DR: PARKWOOD DR - CHALET DR	2020	38mm Overlay - Patch and pave	189	6.7	$49,879
					MOUNTAIN VIEW DR Total Cost:	**$49,879**
0000001020	NORDIC DR: WHISTLER RD - HARMONY CRT	2020	Grind 38mm/38mm Overlay	192	7.3	$58,196
					NORDIC DR Total Cost:	**$58,196**
					2020 Budget Cost:	**$549,646**

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$550,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2021

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000000640	ALTA LAKE RD (WESTSIDE RD): HWY #99 - 500 m N	2021	38mm Overlay	500	7.3	$134,818
			ALTA LAKE RD (WESTSIDE RD) Total Cost:			**$134,818**
0000002870	BLACKCOMB WY: LOST LAKE RD - PAINTED CLIFF RD	2020	38mm Overlay - Patch and pave	268	7.9	$87,578
0000002900	BLACKCOMB WY: LORIMER RD (S) - CHATEAU BL	2018	Grind 38mm/38mm Overlay	141	15.9	$97,717
			BLACKCOMB WY Total Cost:			**$185,295**
0000003730	EMERALD DR: DEERHORN PL - PINETREE LN (W)	2021	Microsurfacing	181	7.3	$13,662
			EMERALD DR Total Cost:			**$13,662**
0000002730	GLACIER DR: GLACIER LN - CUL DE SAC	2020	38mm Overlay - Patch and pave	267	9.8	$108,262
			GLACIER DR Total Cost:			**$108,262**
0000001030	NORDIC DR: HARMONY CRT - CASTLE DR	2021	Microsurfacing	196	7.3	$14,800
			NORDIC DR Total Cost:			**$14,800**
0000002170	ST ANDREWS WY: EAGLE DR - PALMER DR	2019	38mm Overlay	121	7.0	$31,285
			ST ANDREWS WY Total Cost:			**$31,285**
0000000870	WHISTLER RD: HWY #99 - EVA LAKE RD	2021	38mm Overlay - Patch and pave	248	5.8	$59,488
			WHISTLER RD Total Cost:			**$59,488**
			2021 Budget Cost:			**$547,610**

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$550,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2022

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000001480	BLUEBERRY DR: ST ANTON WY - ST MORITZ CR	2022	Grind 38mm/38mm Overlay	108	7.3	$36,062
				BLUEBERRY DR Total Cost:		**$36,062**
0000000130	CHEAKAMUS WY: CALLAGHAN DR - TIMBER RIDGE	2022	Grind 38mm/38mm Overlay	60	8.2	$22,516
0000000140	CHEAKAMUS WY: TIMBER RIDGE - TRICOUNI PL	2022	Grind 38mm/38mm Overlay	88	8.2	$33,042
				CHEAKAMUS WY Total Cost:		**$55,558**
0000000610	DREW DR: WHISTLER RIDGE - KAREN CR (W)	2022	Microsurfacing	17	7.5	$1,390
				DREW DR Total Cost:		**$1,390**
0000002080	EAGLE DR: PAR RD - EAGLE RIDGE CR	2022	Microsurfacing	53	7.5	$4,322
				EAGLE DR Total Cost:		**$4,322**
0000003720	EMERALD DR: EMERALD DR - DEERHORN PL	2022	Microsurfacing	1177	7.3	$93,303
				EMERALD DR Total Cost:		**$93,303**
0000000490	GONDOLA WY: OLIVE TER - MARMOT PL	2022	38mm Overlay - Patch and pave	210	7.3	$66,589
				GONDOLA WY Total Cost:		**$66,589**
0000001160	HILLCREST DR: CUL DE SAC - ALPINE CR	2022	Grind 38mm/2 * 38mm Overlay	398	7.3	$148,718
				HILLCREST DR Total Cost:		**$148,718**
0000000570	KAREN CR: BOULDER RIDGE - DREW DR (W)	2022	Microsurfacing	146	7.5	$11,891
				KAREN CR Total Cost:		**$11,891**
0000001960	LORIMER RD EXTENSION: BLACKCOMB WY (W) - END OF DIV. SECTION	2022	Grind 38mm/2 * 38mm Overlay	286	9.0	$131,773

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$550,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2022

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
			LORIMER RD EXTENSION Total Cost:			**$131,773**
			2022 Budget Cost:			**$549,606**

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$550,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2023

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000000600	DREW DR: END - WHISTLER RIDGE	2023	Microsurfacing	18	7.5	$1,539
				DREW DR Total Cost:		**$1,539**
0000003540	MOUNTAIN VIEW DR: VALLEY DR - PARKWOOD DR	2023	Grind 38mm/2 * 38mm Overlay	369	6.7	$132,879
				MOUNTAIN VIEW DR Total Cost:		**$132,879**
0000001010	NORDIC DR: END (TALUSWOOD) - WHISTLER RD	2023	Grind 38mm/38mm Overlay	1160	7.3	$406,908
0000001040	NORDIC DR: CASTLE DR - GARIBALDI WY	2023	Microsurfacing	93	7.3	$7,742
				NORDIC DR Total Cost:		**$414,650**
				2023 Budget Cost:		**$549,068**

Resort Municipality of Whistler

PMA

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$750,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2014

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000003630	AUTUMN DR: AUTUMN PL - EMERALD DR (W)	2014	38mm Overlay - Patch and pave	148	7.0	$30,458
					AUTUMN DR Total Cost:	**$30,458**
0000002920	BLACKCOMB WY: GLACIER DR - SUNDIAL CR	2014	Grind 38mm/38mm Overlay	428	11.0	$145,830
					BLACKCOMB WY Total Cost:	**$145,830**
0000000080	CHEAKAMUS WY: END - CLIFFTOP LN	2014	Full Depth Removal & Pave 100mm	22	8.2	$6,804
					CHEAKAMUS WY Total Cost:	**$6,804**
0000002090	EAGLE DR: EAGLE RIDGE CR - WHISTLER CAY DR	2014	Grind 38mm/2 * 38mm Overlay	88	7.5	$22,869
					EAGLE DR Total Cost:	**$22,869**
0000002710	GLACIER DR: BLACKCOMB WY - PINNACLE RIDGE	2014	Grind 38mm/2 * 38mm Overlay	605	9.8	$205,440
					GLACIER DR Total Cost:	**$205,440**
0000003020	NICKLAUS NORTH BL: MUIRFIELD CR (W) - MUIRFIELD CR (E)	2014	Grind 38mm/2 * 38mm Overlay	245	7.3	$61,989
					NICKLAUS NORTH BL Total Cost:	**$61,989**
0000001050	NORDIC DR: GARIBALDI WY - NORDIC PL	2014	Grind 38mm/2 * 38mm Overlay	106	8.0	$29,383
0000001060	NORDIC DR: NORDIC PL - HWY #99	2014	Grind 38mm/2 * 38mm Overlay	81	11.0	$30,873
					NORDIC DR Total Cost:	**$60,256**
0000001070	NORDIC PL: NORDIC DR - CUL DE SAC	2014	38mm Overlay - Patch and pave	121	7.3	$25,960
					NORDIC PL Total Cost:	**$25,960**
0000002180	ST ANDREWS WY: PALMER DR - LORIMER RD	2014	Full Depth Removal & Pave 100mm	89	7.0	$23,549

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$750,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2014

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
				ST ANDREWS WY Total Cost:		**$23,549**
0000003660	SUMMER LN: SUMMER LN - HWY #99	2014	38mm Overlay - Patch and pave	23	7.0	$4,733
				SUMMER LN Total Cost:		**$4,733**
0000002470	SUNSHINE PL: CUL DE SAC - WHISTLER WY	2014	Grind 38mm/38mm Overlay	107	7.5	$24,873
				SUNSHINE PL Total Cost:		**$24,873**
0000000521	TAYLOR WY: LAKE PLACID RD - HWY #99	2014	Grind 38mm/2 * 38mm Overlay	88	6.0	$18,295
				TAYLOR WY Total Cost:		**$18,295**
0000000240	TRICOUNI PL: CHEAKAMUS WY - CALLAGHAN DR	2014	Grind 38mm/2 * 38mm Overlay	90	7.0	$21,830
				TRICOUNI PL Total Cost:		**$21,830**
0000002530	VILLAGE GATE BL (EB): GATEWAY LOOP (W) - GATEWAY LOOP (E)	2014	Grind 38mm/38mm Overlay	104	20.0	$64,428
				VILLAGE GATE BL (EB) Total Cost:		**$64,428**
0000002141	WHISTLER CAY DR: HWY #99 - EAGLE DR	2014	38mm Overlay - Patch and pave	61	7.0	$12,554
				WHISTLER CAY DR Total Cost:		**$12,554**
0000002461	WHISTLER WY: VILLAGE GATE BL - GATEWAY LOOP	2014	Grind 38mm/38mm Overlay	59	10.4	$19,019
				WHISTLER WY Total Cost:		**$19,019**
				2014 Budget Cost:		**$748,887**

Budget / Implementation Year 2015

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000000020	ALPHA LAKE RD: HWY #99 - LYNHAM RD	2015	38mm Overlay	103	7.3	$20,727
				ALPHA LAKE RD Total Cost:		**$20,727**
0000001270	ARCHIBALD WY: ALPINE CR - CARLETON WY	2015	38mm Overlay - Patch and pave	195	7.3	$43,959
				ARCHIBALD WY Total Cost:		**$43,959**
0000002030	BISHOP WY: FAIRWAY DR - EAGLE DR	2014	38mm Overlay - Patch and pave	113	8.0	$27,906
				BISHOP WY Total Cost:		**$27,906**
0000000550	KAREN CR: LAKE PLACID RD - DREW DR (E)	2015	Full Depth Removal & Pave 100mm	95	7.5	$28,299
				KAREN CR Total Cost:		**$28,299**
0000000360	LAKE PLACID RD: HWY #99 - SARAJEVO DR	2015	Grind 38mm/38mm Overlay	76	4.1	$10,147
0000000361	LAKE PLACID RD: SARAJEVO DR - HWY #99	2015	Grind 38mm/38mm Overlay	74	4.1	$9,855
0000000370	LAKE PLACID RD: SARAJEVO DR - GONDOLA WY	2014	Grind 38mm/38mm Overlay	123	8.2	$32,816
				LAKE PLACID RD Total Cost:		**$52,818**
0000001951	LORIMER RD: BLACKCOMB WY (W) - NORTHLAND BL	2015	Microsurfacing	251	10.0	$19,371
				LORIMER RD Total Cost:		**$19,371**
0000002286	NESTERS RD E: NESTERS RD (W) - HWY #99	2015	38mm Overlay - Patch and pave	697	7.6	$163,518
				NESTERS RD E Total Cost:		**$163,518**
0000002181	ST ANDREWS WY: LORIMER RD - PALMER DR	2014	Full Depth Removal & Pave 100mm	82	7.0	$22,782
				ST ANDREWS WY Total Cost:		**$22,782**

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$750,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2015

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000003832	SUMMER LN: HWY 99 - SUMMER LN	2014	Full Depth Removal & Pave 100mm	25	7.0	$6,946
				SUMMER LN Total Cost:		**$6,946**
0000002550	SUNDIAL PL: SUNDIAL CR - VILLAGE LN	2014	Full Depth Removal & Pave 100mm	61	10.0	$24,211
0000002560	SUNDIAL PL: VILLAGE LN - SUNDIAL PL	2015	Grind 38mm/38mm Overlay	51	10.0	$16,587
				SUNDIAL PL Total Cost:		**$40,798**
0000001760	TAPLEY PL: CUL DE SAC - CRABAPPLE DR	2014	Full Depth Removal & Pave 100mm	54	7.0	$15,003
				TAPLEY PL Total Cost:		**$15,003**
0000002520	VILLAGE GATE BL (EB): HWY #99 - GATEWAY LOOP	2014	Grind 38mm/38mm Overlay	130	20.0	$84,562
0000002540	VILLAGE GATE BL (EB): GATEWAY LOOP (E) - BLACKCOMB WY	2014	Grind 38mm/38mm Overlay	163	20.0	$106,027
				VILLAGE GATE BL (EB) Total Cost:		**$190,589**
0000002531	VILLAGE GATE BL (WB): GATEWAY LOOP (E) - GATEWAY LOOP (W)	2015	Grind 38mm/38mm Overlay	116	20.0	$75,455
				VILLAGE GATE BL (WB) Total Cost:		**$75,455**
0000002140	WHISTLER CAY DR: EAGLE DR - HWY #99	2014	Full Depth Removal & Pave 100mm	67	7.0	$18,615
				WHISTLER CAY DR Total Cost:		**$18,615**
0000002460	WHISTLER WY: GATEWAY LOOP - VILLAGE GATE BL	2015	Grind 38mm/38mm Overlay	64	10.4	$21,661
				WHISTLER WY Total Cost:		**$21,661**
				2015 Budget Cost:		**$748,447**

Budget / Implementation Year 2016

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000000030	ALPHA LAKE RD: LYNHAM RD - MILLER CREEK RD	2016	38mm Overlay - Patch and pave	103	7.3	$24,375
				ALPHA LAKE RD Total Cost:		**$24,375**
0000001190	ALPINE CR: ALTA VISTA RD - ARCHIBALD WY	2016	38mm Overlay - Patch and pave	100	7.3	$23,662
				ALPINE CR Total Cost:		**$23,662**
0000003640	AUTUMN DR: EMERALD DR (E) - AUTUMN PL	2016	Grind 38mm/2 * 38mm Overlay	122	7.0	$32,624
				AUTUMN DR Total Cost:		**$32,624**
0000002940	BLACKCOMB WY: VILLAGE GATE BL - LORIMER RD (N)	2015	Grind 38mm/38mm Overlay	486	11.0	$182,566
				BLACKCOMB WY Total Cost:		**$182,566**
0000001250	CARLETON WY: END - LAKESIDE RD	2016	38mm Overlay - Patch and pave	26	7.0	$5,899
				CARLETON WY Total Cost:		**$5,899**
0000002020	FAIRWAY DR: PAR RD - BISHOP WY	2016	38mm Overlay	215	8.0	$49,778
				FAIRWAY DR Total Cost:		**$49,778**
0000000630	LONDON LN: GONDALA - HWY #99	2016	Grind 38mm/38mm Overlay	293	6.2	$62,050
				LONDON LN Total Cost:		**$62,050**
0000001950	LORIMER RD: NORTHLAND BL - BLACKCOMB WY (W)	2016	38mm Overlay - Patch and pave	259	10.0	$83,951
				LORIMER RD Total Cost:		**$83,951**
0000003010	NICKLAUS NORTH BL: HWY #99 - MUIRFIELD CR (W)	2016	38mm Overlay - Patch and pave	207	7.3	$48,977

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$750,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2016

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
				NICKLAUS NORTH BL Total Cost:		**$48,977**
0000002660	NORTHLANDS BL (NB): VILLAGE GATE BL - MAIN ST (S)	2016	Grind 38mm/38mm Overlay	92	12.0	$37,702
0000002680	NORTHLANDS BL (NB): MAIN ST (N) - LORIMER RD	2015	Grind 38mm/38mm Overlay	245	12.0	$100,401
				NORTHLANDS BL (NB) Total Cost:		**$138,103**
0000002190	PALMER DR: CUL DE SAC (S) - ST ANDREWS WY	2016	38mm Overlay - Patch and pave	123	7.0	$27,908
0000002200	PALMER DR: ST ANDREWS WY - EAGLE DR	2016	Grind 38mm/2 * 38mm Overlay	125	7.0	$33,426
0000002210	PALMER DR: EAGLE DR - CUL DE SAC (N)	2016	Grind 38mm/2 * 38mm Overlay	73	7.0	$19,521
				PALMER DR Total Cost:		**$80,855**
0000000520	TAYLOR WY: HWY #99 - LAKE PLACID RD	2016	38mm Overlay - Patch and pave	88	6.0	$17,114
				TAYLOR WY Total Cost:		**$17,114**
				2016 Budget Cost:		**$749,954**

Budget / Implementation Year 2017

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000003300	ALPINE WY: IDYLWOOD PL - FISSLE LN	2017	38mm Overlay - Patch and pave	79	6.7	$18,004
					ALPINE WY Total Cost:	**$18,004**
0000002930	BLACKCOMB WY: SUNDIAL PL - VILLAGE GATE BL	2017	Grind 38mm/38mm Overlay	147	11.0	$57,981
					BLACKCOMB WY Total Cost:	**$57,981**
0000002510	GATEWAY DR: WHISTLER WY - VILLAGE GATE BL	2017	Grind 38mm/38mm Overlay	147	4.0	$21,084
					GATEWAY DR Total Cost:	**$21,084**
0000000530	KATHLEEN PL: LAKE PLACID RD - CUL DE SAC	2017	38mm Overlay - Patch and pave	89	7.0	$21,203
					KATHLEEN PL Total Cost:	**$21,203**
0000000310	LAKE PLACID RD: CUL DE SAC - TAYLOR WY	2017	Grind 38mm/38mm Overlay	184	8.2	$54,109
0000000320	LAKE PLACID RD: TAYLOR WY - KATHLEEN PL	2017	Grind 38mm/2 * 38mm Overlay	155	8.2	$50,982
0000000330	LAKE PLACID RD: KATHLEEN PL - SQUAW VALLEY CR	2017	38mm Overlay	405	7.3	$89,856
0000000350	LAKE PLACID RD: KAREN CR - HWY #99	2017	Grind 38mm/2 * 38mm Overlay	67	8.2	$22,021
					LAKE PLACID RD Total Cost:	**$216,968**
0000001961	LORIMER RD EXTENSION: START OF DIV. SECTION - BLACKCOMB WY (W)	2017	Grind 38mm/38mm Overlay	296	9.0	$95,524
					LORIMER RD EXTENSION Total Cost:	**$95,524**
0000003530	MOUNTAIN VIEW DR: VALLEY DR - END	2017	38mm Overlay	760	7.6	$175,519
					MOUNTAIN VIEW DR Total Cost:	**$175,519**
0000003030	NICKLAUS NORTH BL: MUIRFIELD CR (E) - MONS RD/CUL DE SAC	2017	38mm Overlay - Patch and pave	231	7.3	$57,382

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$750,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2017

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
			NICKLAUS NORTH BL Total Cost:			**$57,382**
0000002400	WHISTLER WY: HWY #99 - TANTALUS DR	2017	Grind 38mm/38mm Overlay	222	10.4	$82,795
			WHISTLER WY Total Cost:			**$82,795**
			2017 Budget Cost:			**$746,460**

Budget / Implementation Year 2018

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000002900	BLACKCOMB WY: LORIMER RD (S) - CHATEAU BL	2018	Grind 38mm/38mm Overlay	141	15.9	$84,412
0000002910	BLACKCOMB WY: CHATEAU BL - GLACIER DR	2018	Grind 38mm/38mm Overlay	442	11.0	$183,056
			BLACKCOMB WY Total Cost:			**$267,468**
0000003060	BUCKHORN DR: RAINBOW DR (S) - BUCKHORN PL	2018	Microsurfacing	133	7.0	$8,318
			BUCKHORN DR Total Cost:			**$8,318**
0000003150	CAMINO DR: RAINBOW DR - CEDAR SPRINGS BL	2018	Microsurfacing	104	7.0	$6,504
			CAMINO DR Total Cost:			**$6,504**
0000003170	CEDAR SPRINGS RD: CAMINO DR - TIMBER LN	2018	Microsurfacing	244	6.5	$14,169
			CEDAR SPRINGS RD Total Cost:			**$14,169**
0000002110	EAGLE DR: BISHOP WY - WEDGE LN	2018	38mm Overlay - Patch and pave	101	7.5	$27,088
			EAGLE DR Total Cost:			**$27,088**
0000001840	EASY ST: CUL DE SAC - BALSAM WY (S)	2018	Microsurfacing	113	7.0	$7,067
			EASY ST Total Cost:			**$7,067**
0000000510	GONDOLA WY: SAPPORO DR - LAKE PLACID RD	2018	Grind 38mm/38mm Overlay	102	7.3	$28,049
			GONDOLA WY Total Cost:			**$28,049**
0000001171	HILLCREST DR: HWY #99 - ALPINE CR	2018	38mm Overlay - Patch and pave	70	7.3	$18,261
			HILLCREST DR Total Cost:			**$18,261**
0000001940	LORIMER RD: HWY #99 - NORTHLAND BL	2018	38mm Overlay	238	10.0	$75,939
0000001941	LORIMER RD: NORTHLAND BL - HWY #99	2018	Grind 38mm/38mm Overlay	238	10.0	$89,608

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$750,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2018

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
				LORIMER RD Total Cost:		**$165,547**
0000000060	MILLAR CREEK RD: CUL DE SAC - ALPHA LAKE RD	2018	Microsurfacing	289	7.0	$18,073
				MILLAR CREEK RD Total Cost:		**$18,073**
0000002280	NESTERS RD W (EB): NESTERS RD (E) - HWY #99	2018	Microsurfacing	26	6.7	$1,555
				NESTERS RD W (EB) Total Cost:		**$1,555**
0000002050	PAR RD: EAGLE DR - FAIRWAY DR	2018	Microsurfacing	235	8.0	$16,796
				PAR RD Total Cost:		**$16,796**
0000002966	SPRUCE GROVE WAY: KIRKPATRICK WY - SPRUCE GROVE LN	2018	Grind 38mm/2 * 38mm Overlay	168	7.0	$49,530
				SPRUCE GROVE WAY Total Cost:		**$49,530**
0000003620	SUMMER LN: AUTUMN DR - END (N)	2018	Grind 38mm/2 * 38mm Overlay	56	7.0	$16,510
				SUMMER LN Total Cost:		**$16,510**
0000002580	SUNDIAL CR: SUNDIAL PL - BLACKCOMB WY	2018	Grind 38mm/38mm Overlay	152	7.5	$42,921
				SUNDIAL CR Total Cost:		**$42,921**
0000002410	WHISTLER WY: TANTALUS DR - SPRINGS LN	2018	Grind 38mm/38mm Overlay	155	10.4	$60,692
				WHISTLER WY Total Cost:		**$60,692**
				2018 Budget Cost:		**$748,548**

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$750,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2019

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000003340	ALPINE WY: VALLEY DR - RAINBOW DR	2019	Microsurfacing	158	6.7	$9,934
0000003350	ALPINE WY: RAINBOW DR - HWY #99	2019	Microsurfacing	157	6.7	$9,868
				ALPINE WY Total Cost:		**$19,802**
0000000650	ALTA LAKE RD (WESTSIDE RD): 500 m N - 1000 m N	2019	38mm Overlay	498	7.3	$121,781
0000000780	ALTA LAKE RD (WESTSIDE RD): 7000 m N - 7500 m N	2019	Grind 38mm/2 * 38mm Overlay	504	7.3	$162,697
				ALTA LAKE RD (WESTSIDE RD) Total Cost:		**$284,478**
0000001280	ARCHIBALD WY: CARLETON WY - ST ANTON WY	2019	Microsurfacing	304	7.3	$20,816
				ARCHIBALD WY Total Cost:		**$20,816**
0000001470	BLUEBERRY DR: HWY #99 - ST ANTON WY	2019	Full Depth Removal & Pave 100mm	58	8.5	$23,784
0000001520	BLUEBERRY DR: FALCON CR - HERON PL	2019	Full Depth Removal & Pave 100mm	26	7.3	$9,166
				BLUEBERRY DR Total Cost:		**$32,950**
0000000090	CHEAKAMUS WY: CLIFFTOP LN - MILLARS POND CR (W)	2019	38mm Overlay - Patch and pave	76	8.2	$23,377
				CHEAKAMUS WY Total Cost:		**$23,377**
0000002720	GLACIER DR: PINNACLE RIDGE - GLACIER LN	2019	38mm Overlay - Patch and pave	341	9.8	$125,401
				GLACIER DR Total Cost:		**$125,401**
0000001170	HILLCREST DR: ALPINE CR - HWY #99	2019	38mm Overlay - Patch and pave	71	7.3	$19,437
				HILLCREST DR Total Cost:		**$19,437**
0000000340	LAKE PLACID RD: SQUAW VALLEY CR - KAREN CR	2019	Microsurfacing	98	7.3	$6,707
				LAKE PLACID RD Total Cost:		**$6,707**

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$750,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2019

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000003760	PINETREE LN: EMERALD DR (E) - PINETREE PL	2019	38mm Overlay	146	7.5	$36,685
				PINETREE LN Total Cost:		**$36,685**
0000002170	ST ANDREWS WY: EAGLE DR - PALMER DR	2019	38mm Overlay	121	7.0	$28,377
				ST ANDREWS WY Total Cost:		**$28,377**
0000000900	WHISTLER RD: WHISTLER RD - SNOWRIDGE CIR	2019	38mm Overlay - Patch and pave	63	7.3	$17,260
				WHISTLER RD Total Cost:		**$17,260**
0000002440	WHISTLER WY: VILLAGE GREEN - SUNSHINE PL	2019	Grind 38mm/38mm Overlay	316	10.4	$129,905
				WHISTLER WY Total Cost:		**$129,905**
				2019 Budget Cost:		**$745,195**

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$750,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2020

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000002870	BLACKCOMB WY: LOST LAKE RD - PAINTED CLIFF RD	2020	38mm Overlay - Patch and pave	268	7.9	$83,407
					BLACKCOMB WY Total Cost:	**$83,407**
0000001490	BLUEBERRY DR: ST MORITZ CR - PTARMIGAN PL	2020	Grind 38mm/38mm Overlay	128	7.3	$38,770
					BLUEBERRY DR Total Cost:	**$38,770**
0000000150	CHEAKAMUS WY: TRICOUNI PL - BAYSHORE DR	2020	Grind 38mm/38mm Overlay	109	8.2	$37,109
0000000160	CHEAKAMUS WY: BAYSHORE DR - CUL DE SAC	2020	38mm Overlay - Patch and pave	144	8.2	$46,530
					CHEAKAMUS WY Total Cost:	**$83,639**
0000003710	EMERALD DR: PINETREE LN (E) - EMERALD DR	2020	Grind 38mm/2 * 38mm Overlay	94	7.3	$31,854
0000003740	EMERALD DR: PINETREE LN (W) - AUTUMN DR (W)	2020	38mm Overlay - Patch and pave	709	7.3	$203,928
					EMERALD DR Total Cost:	**$235,782**
0000002730	GLACIER DR: GLACIER LN - CUL DE SAC	2020	38mm Overlay - Patch and pave	267	9.8	$103,107
					GLACIER DR Total Cost:	**$103,107**
0000000500	GONDOLA WY: MARMOT PL - SAPPORO DR	2020	38mm Overlay - Patch and pave	240	7.3	$69,027
					GONDOLA WY Total Cost:	**$69,027**
0000003550	MOUNTAIN VIEW DR: PARKWOOD DR - CHALET DR	2020	38mm Overlay - Patch and pave	189	6.7	$49,879
					MOUNTAIN VIEW DR Total Cost:	**$49,879**
0000000960	NITA LN: DEAD END - HWY #99	2019	Full Depth Removal & Pave 100mm	87	6.2	$27,303
					NITA LN Total Cost:	**$27,303**

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$750,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2020

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000001020	NORDIC DR: WHISTLER RD - HARMONY CRT	2020	Grind 38mm/38mm Overlay	192	7.3	$58,196
				NORDIC DR Total Cost:		**$58,196**
				2020 Budget Cost:		**$749,110**

Budget / Implementation Year 2021

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000000640	ALTA LAKE RD (WESTSIDE RD): HWY #99 - 500 m N	2021	38mm Overlay	500	7.3	$134,818
			ALTA LAKE RD (WESTSIDE RD) Total Cost:			**$134,818**
0000001720	CRABAPPLE DR: CEDAR GROVE LN - LORIMER RD	2021	Grind 38mm/38mm Overlay	31	7.0	$9,458
			CRABAPPLE DR Total Cost:			**$9,458**
0000002070	EAGLE DR: FAIRWAY DR - PAR RD	2020	38mm Overlay	149	7.5	$41,295
0000002100	EAGLE DR: WHISTLER CAY DR - BISHOP WY	2019	38mm Overlay - Patch and pave	318	7.5	$98,664
			EAGLE DR Total Cost:			**$139,959**
0000001850	EASY ST: BALSAM WY (S) - CORRAL PL	2018	Microsurfacing	95	7.0	$6,878
			EASY ST Total Cost:			**$6,878**
0000003730	EMERALD DR: DEERHORN PL - PINETREE LN (W)	2021	Microsurfacing	181	7.3	$13,662
			EMERALD DR Total Cost:			**$13,662**
0000001990	FAIRWAY DR: LINKSIDE RD (S) - EAGLE DR	2020	38mm Overlay - Patch and pave	15	8.0	$4,964
			FAIRWAY DR Total Cost:			**$4,964**
0000002370	FITZSIMMONS RD N: NANCY GREENE DR - BLACKCOMB WY	2021	Microsurfacing	260	7.0	$18,823
			FITZSIMMONS RD N Total Cost:			**$18,823**
0000003055	GOLDEN BEAR PL (BRANCH): END - NICKLAUS NORTH BL	2021	Grind 38mm/38mm Overlay	184	7.5	$60,147
			GOLDEN BEAR PL (BRANCH) Total Cost:			**$60,147**
0000003210	MATTERHORN DR: FOREST RIDGE DR - DRIFTER WY	2020	Grind 38mm/2 * 38mm Overlay	115	7.0	$39,249

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$750,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2021

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
				MATTERHORN DR Total Cost:		**$39,249**
0000004060	MCKEEVERS PL: ALPINE WAY - CUL DE SAC	2021	Grind 38mm/38mm Overlay	111	7.0	$33,865
				MCKEEVERS PL Total Cost:		**$33,865**
0000001030	NORDIC DR: HARMONY CRT - CASTLE DR	2021	Microsurfacing	196	7.3	$14,800
				NORDIC DR Total Cost:		**$14,800**
0000003770	PINETREE LN: PINETREE PL - EMERALD DR (W)	2021	38mm Overlay	230	7.5	$63,715
				PINETREE LN Total Cost:		**$63,715**
0000001640	PTARMIGAN PL: BLUEBERRY DR - CUL DE SAC	2020	Grind 38mm/38mm Overlay	166	8.0	$57,881
				PTARMIGAN PL Total Cost:		**$57,881**
0000003140	RAINBOW DR: MATTERHORN DR (N) - ALPINE WY	2019	Microsurfacing	344	7.0	$24,904
				RAINBOW DR Total Cost:		**$24,904**
0000002770	SPEARHEAD PL: CUL DE SAC - SPEARHEAD DR	2020	Grind 38mm/38mm Overlay	121	7.0	$36,916
				SPEARHEAD PL Total Cost:		**$36,916**
0000000250	TRICOUNI PL: CALLAGHAN DR - BRANDYWINE WY	2021	38mm Overlay - Patch and pave	103	7.0	$29,827
				TRICOUNI PL Total Cost:		**$29,827**
0000000870	WHISTLER RD: HWY #99 - EVA LAKE RD	2021	38mm Overlay - Patch and pave	248	5.8	$59,488
				WHISTLER RD Total Cost:		**$59,488**

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$750,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2021

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
				2021 Budget Cost:		**$749,354**

Budget / Implementation Year 2022

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000001180	ALPINE CR: HILLCREST DR - ALTA VISTA RD	2022	38mm Overlay - Patch and pave	148	7.3	$46,912
				ALPINE CR Total Cost:		**$46,912**
0000001480	BLUEBERRY DR: ST ANTON WY - ST MORITZ CR	2022	Grind 38mm/38mm Overlay	108	7.3	$36,062
0000001510	BLUEBERRY DR: PEAK DR - FALCON CR	2022	38mm Overlay - Patch and pave	518	7.3	$164,236
				BLUEBERRY DR Total Cost:		**$200,298**
0000000130	CHEAKAMUS WY: CALLAGHAN DR - TIMBER RIDGE	2022	Grind 38mm/38mm Overlay	60	8.2	$22,516
0000000140	CHEAKAMUS WY: TIMBER RIDGE - TRICOUNI PL	2022	Grind 38mm/38mm Overlay	88	8.2	$33,042
				CHEAKAMUS WY Total Cost:		**$55,558**
0000000610	DREW DR: WHISTLER RIDGE - KAREN CR (W)	2022	Microsurfacing	17	7.5	$1,390
				DREW DR Total Cost:		**$1,390**
0000002080	EAGLE DR: PAR RD - EAGLE RIDGE CR	2022	Microsurfacing	53	7.5	$4,322
				EAGLE DR Total Cost:		**$4,322**
0000003720	EMERALD DR: EMERALD DR - DEERHORN PL	2022	Microsurfacing	1177	7.3	$93,303
				EMERALD DR Total Cost:		**$93,303**
0000000490	GONDOLA WY: OLIVE TER - MARMOT PL	2022	38mm Overlay - Patch and pave	210	7.3	$66,589
				GONDOLA WY Total Cost:		**$66,589**
0000001160	HILLCREST DR: CUL DE SAC - ALPINE CR	2022	Grind 38mm/2 * 38mm Overlay	398	7.3	$148,718
				HILLCREST DR Total Cost:		**$148,718**

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$750,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2022

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000001960	LORIMER RD EXTENSION: BLACKCOMB WY (W) - END OF DIV. SECTION	2022	Grind 38mm/2 * 38mm Overlay	286	9.0	$131,773
					LORIMER RD EXTENSION Total Cost:	**$131,773**
					2022 Budget Cost:	**$748,863**

Budget Driven Rehabilitation Program Report (Grouped by Street)

Budget Filter: Municipality of Whistler Report Filter: Default - All Network Sections

$750,000 Annually (Committed Projects Excluded, 0.0% Overspending Tolerance, 0 Years Acceleration Allowed)

Budget / Implementation Year 2023

Section ID	Street Name: From - To	Need Year	Rehabilitation Alternative	Length (M)	Width (M)	Estimated Cost
0000003290	ALPINE WY: END - IDYLWOOD PL	2023	38mm Overlay - Patch and pave	169	6.7	$51,629
				ALPINE WY Total Cost:		**$51,629**
0000001500	BLUEBERRY DR: PTARMIGAN PL - PEAK DR	2023	Grind 38mm/38mm Overlay	144	7.3	$50,503
				BLUEBERRY DR Total Cost:		**$50,503**
0000003690	EMERALD DR: EMERALD PL - AUTUMN DR (E)	2023	38mm Overlay	289	7.3	$85,924
				EMERALD DR Total Cost:		**$85,924**
0000003540	MOUNTAIN VIEW DR: VALLEY DR - PARKWOOD DR	2023	Grind 38mm/2 * 38mm Overlay	369	6.7	$132,879
				MOUNTAIN VIEW DR Total Cost:		**$132,879**
0000001010	NORDIC DR: END (TALUSWOOD) - WHISTLER RD	2023	Grind 38mm/38mm Overlay	1160	7.3	$406,908
				NORDIC DR Total Cost:		**$406,908**
0000002260	PICCOLO DR: OBOE PL - LORIMER RD	2022	Microsurfacing	54	7.8	$4,800
				PICCOLO DR Total Cost:		**$4,800**
0000000880	WHISTLER RD: EVA LAKE RD - CAVENDISH WY	2023	Microsurfacing	206	7.3	$17,149
				WHISTLER RD Total Cost:		**$17,149**
				2023 Budget Cost:		**$749,792**

Appendix I

Sample PQI Photos

Appendix I: Sample PQI Photos

Figure I.1: EXCELLENT (PQI>9.0)

Figure I.2: GOOD (PQI>7.5)

Figure I.3: FAIR (PQI=6.5)

Figure I.4: POOR (PQI<4.0)