TOWN OF FAIRFIELD

Capital Improvements Plan

November 2023

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Adopted by Resolution November 8, 2023

Prepared for the:
Town of Fairfield CIP Planning Committee

Prepared by:

GreatWest ENGINEERING

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EXECUTIVE SUMMARY

The essential components of this Capital Improvements Plan (CIP or Plan) include the identification of projects; evaluation and prioritization of projects; and the development of cost estimates and funding approaches. Ultimately, the plan is intended to ensure the Town is positioned to:

- improve its infrastructure through construction, rehabilitation, and maintenance.
- maximize the useful life of capital investments by scheduling major renovation, rehabilitation, or replacement at the appropriate time in the lifecycle of the facility or equipment.
- identify and examine current and future infrastructure needs and establish priorities among projects so that available resources are used to the community's best advantage.
- improve financial planning by balancing needs and resources and identifying funding options; and,
- develop an implementation schedule for prioritized projects.

While much of the Town's budget and financial planning efforts are by necessity focused on one or at most two-year intervals, capital planning can still help focus attention on the Town's long-term objectives and financial capacity. This will help balance operating and capital needs. Like many communities in Montana, Fairfield is often faced with the option of reducing its capital plan objectives to balance the operating budget. A formal and adopted capital improvements plan will help to maintain a consistent level of spending for capital needs, barring any unforeseen events.

The Town retained Great West Engineering to assist in preparing the CIP and the Mayor, Town Public Works Director and Town Clerk worked with the staff from Great West Engineering to identify needed projects and to provide cost estimates for as many as possible. The CIP was funded through the Community Development Block Grant (CDBG) funds, through a planning grant received from the Montana Department of Commerce, Community Development Division, and matched by local resources.

The individual projects identified in this plan were evaluated by the Town with a view to long-term objectives and how they relate to each other. The evaluation resulted in a list of the highest capital improvement priorities as determined by the Town Council in consultation with Town staff and residents. The Town reported that the main priority would be completing a new water supply well.

EXECUTIVE SUMMARY

Table 1 - Highest Priorities for the Town

Priority	Facility	Recommended Project	Estimated Cost
1	Water	New Water Supply Well	$2,500,000
2	Wastewater	Wastewater PER	$80,000
3	Water	Existing Misc. Water Supply Improvements	$250,000
4	Stormwater	Stormwater project (4th Ave N and part of 7th St S)	$2,650,000
5	Streets	Rebuild/Replace streets	$1,560,000
6	Town Office	Town Office – ADA Improvements	$50,000
7	Sidewalks	TA Application Sidewalks – "Phase 2"	$490,000
8	Public Works	Excavator	$250,000
9	Public Works	Parks Department – Storage Building for equipment	$40,000
10	Fire Department	Fire Department Needs	$26,800/ per year
		Total Estimated Cost	$7,896,800

INTRODUCTION

Based on input from Town staff, officials, and residents, this Capital Improvements Plan (CIP) focuses on evaluating Town infrastructure, including streets, the water system, the wastewater system, the stormwater system, administrative and shop facilities, equipment, public buildings, parks, and recreation, as well as future planning documents. The CIP describes the level of recommended upgrade or repair necessary for each asset and the available budgetary costs. The CIP will also help guide the Town Council in identifying viable funding sources for its infrastructure needs.

WHAT IS A CAPITAL IMPROVEMENTS PLAN & WHY HAVE ONE?

This Plan (CIP) is a blueprint for identifying the Town's capital (infrastructure/equipment) needs, priorities, and estimated costs. The plan also provides viable funding options for these capital projects. The objective of the CIP is to create a logical, transparent, data-driven strategy for investing in the Town's infrastructure needs. The Plan strives to reflect the priorities of Town residents and to exemplify sound financial practices.

The CIP Process Consists of Six Basic Steps

1. Inventory and evaluation of infrastructure, facilities, and equipment.
2. Advice and guidance from residents on priorities.
3. Prioritization of needs.
4. Identification of funding options to meet the needs.
5. Matching funding sources with improvements; and
6. Formal adoption and use by the Town Council.

The process provides an orderly and routine method of identifying and financing capital improvements and makes capital expenditures more responsive to the needs of residents by informing and involving them in the process. Thus, the CIP process should ultimately save the Town financial resources.

KEY ELEMENTS

The development of this CIP required several essential elements, including:

Inventory/Analysis

Evaluation of Town infrastructure, including water and wastewater systems, streets, stormwater, solid waste, administrative facilities and equipment, shop facilities, equipment, and public buildings. Based on Town staff input, field reviews, previous data reports, and residents' input, the Town created an inventory of existing infrastructure.

Prioritization

Identifying the Town's highest priority projects is essential to addressing critical public health and safety needs and avoiding long-term deferred maintenance costs that can result from neglecting infrastructure or equipment for too long.

Cost Estimates

Preliminary cost estimates for proposed improvements were made using estimated budgetary unit prices. Due to the general nature of the analysis, these cost estimates are not accurate enough to be used as a definitive basis for establishing a specific improvement project's actual cost but are acceptable for budget-level estimates. In some cases, not enough data was available to make estimates.

Funding Analysis

The research and identification of funding sources to finance improvements are vital to making facility and equipment improvements a reality. Due to the fluctuation of available federal and state funding available after this CIP, it is only possible to forecast funding availability from current sources.

Resident Involvement/Outreach

Resident outreach and support of the CIP were important to the planning process. The input of residents needed to be collected and considered during the preparation and adoption of the CIP. Public outreach methods for the CIP included: solicitation of public comments on the draft document through participation in public meetings, comments on the draft document that was posted on the Town website and available in Town Hall, and a public hearing by the Town Council.

Adoption and use of the CIP

The Town Council formally adopted the CIP by resolution, and the final document will be utilized during the Council's annual budgeting process.

Annual CIP Update

The CIP should be a living document and used annually for budgeting for improvements. Thus, it should be updated on an annual basis as improvements are made, and additional improvements are identified. Cost accounting and reprioritization should occur at this annual update stage and are typically done during the budgeting process.

FAIRFIELD AT A GLANCE

The Town of Fairfield is a small farming community located in Teton County, along US Highway 89, approximately 35 miles west of Great Falls and 20 miles south of Choteau. Fairfield, incorporated in 1941, proudly boasts the title of "Malting Barley Capital of the World" because of all the malt barley grown in the area. Agriculture was not always so prosperous. It was not until 1929 when Gibson Dam was completed in the Sun River Canyon that farming began to thrive in the region. Today, the Greenfield Irrigation District delivers water to eighty-three thousand acres of some of the best grain land in the country. The form of government is Mayor/Council with a Mayor elected at large and four council persons elected from two wards.

The Town of Fairfield provides water, sewer, streets, parks, recreation, and Town Court. The Town of Fairfield does not own any solid waste infrastructure. The Town's residents contract with Republic Services for waste disposal, with the exception of a few cleanup events hosted by the Town. The Town does not provide recycling facilities for the residents. The Town does allow branches to be taken to the fenced-in yard, and the fire department has a controlled burn exercise annually to get rid of the branches. Currently, the Town has not anticipated any capital improvement projects for the solid waste system.

▲ Figure 1 - Outside of Fairfield

According to the United States Census Bureau, the estimated population of the Town in 2020 was 607 people and the average median age of residents was estimated at 36.8 years of age, although this estimate should be used with caution. The Census Bureau also indicated that there were 261 households in the Town in 2020.

Fairfield has a diversified economy and offers job opportunities in various sectors. According to the United States Census Bureau, the top five industries for the civilian employed population 16 years and over in Fairfield includes education, health care, and social assistance (34.3%), retail trade (14.1%), construction (12.0%), finance and insurance, and real estate (9.2%) and transportation, warehousing, and utilities (6.4%). In 2020, the Town's unemployment rate was 24 percent (Headwaters Economics, Economic Profile System.

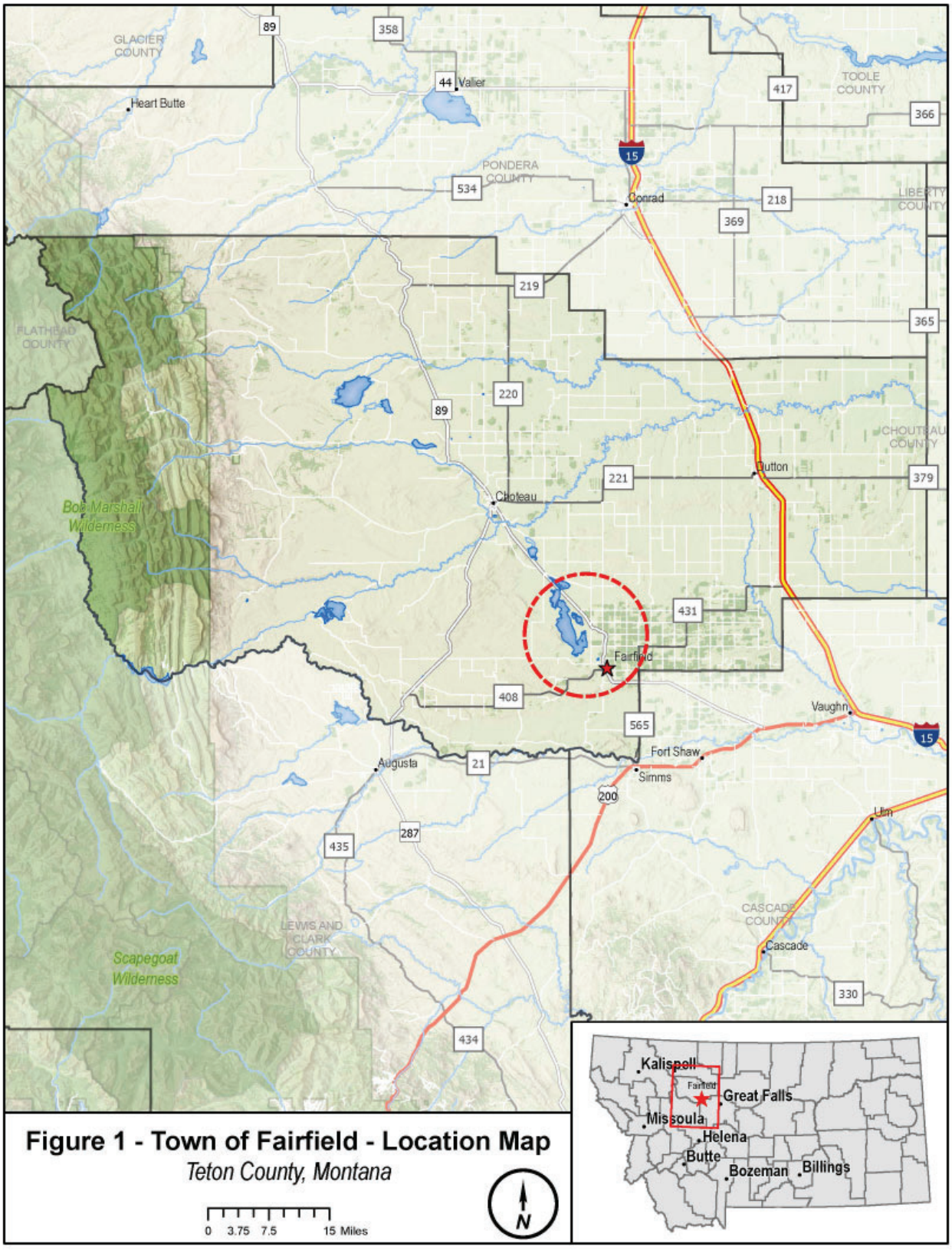
FAIRFIELD AT A GLANCE

Median Household income in 2020 was just over $57,000. According to the Community Survey Data published by the Montana Department of Commerce, Fairfield has a Low & Moderate Income of 49.3% and a 16.5% poverty rate.

With regards to housing, 8.5 percent of residents spend 30 percent or more of their income on housing, and 36.6 percent of renters pay more than 30 percent or more of their income in rent (Headwaters Economics, Economic Profile System). When the income share devoted to housing is above 30 percent of a person's income, it can indicate housing unaffordability.

FAIRFIELD AT A GLANCE

▼ Figure 2 - Location of Fairfield



PUBLIC OUTREACH AND ENGAGEMENT

Outreach and engagement with Town residents were an important part of this planning process. Outreach and engagement are two distinct ways to connect with your community. Outreach is one-way communication that tells community members about an issue, problem, opportunity, or decision. Outreach can be postcards sent to homeowners, fliers placed throughout a community, website postings, and meeting announcements, for example. Community leaders inform the public of an upcoming discussion and invite them in to comment or participate. Many communities require this important step in working closely with residents, and outreach can be essential when the public senses that the topic is not controversial or interesting and would likely not attend.

Community leaders often look for ways to broaden public participation. Public engagement can lead to broader participation and wider community input in decision-making. Through deliberate, well planned public engagement, community members become informed about, participate in, and influence public decisions. Community members go beyond just knowing about a pending decision to participating in the decision-making process—they become a part of the community change. The engagement process includes listening, discussion, deliberation, and decision-making. Successful community engagement builds relationships in the community which, ultimately, strengthens the community's social fabric and develops new leaders.

The Town undertook the development and marketing of an online and printed survey in February 2023 to ask residents for their input on capital improvement priorities. The survey was marketed on the Town's Facebook Page, the Town's Website, and at the Town Hall location. The top three results from the survey include the importance of streets, water, and sewer services. The results of the survey can be found in Appendix B.

Ultimately, a working draft of the plan was presented to the Town on May 31, 2023. The Town reviewed and edited the document with the guidance of the Town CIP Planning Committee. A final draft version of the plan, based on input from the Council, was made available to residents on June 1, 2023. The plan was available as a download via the Town website and printed copies were available at Town Hall. The Council held a hearing on the final draft on November 8, 2023, and the Council formally adopted the plan by resolution at a Council meeting on November 8, 2023 (Appendix A).

WASTEWATER TREATMENT SYSTEM

The Town of Fairfield's Wastewater Treatment Facility (WWTF) is a minor, publicly owned treatment works (POTW). The system was originally installed in 1955 and was last upgraded in 2018 to install a land application system.

The Town of Fairfield (Town) is authorized under the Montana Pollutant Discharge Elimination System (MPDES) General Permit for Domestic Sewage Treatment Lagoons for Batch Dischargers (General Permit). The Town operates a recently upgraded High-Density Polyethylene (HDPE) lined, two-cell facultative lagoon that was primarily designed to discharge with seasonal land application and ultraviolet (UV) disinfection, or secondarily batch-discharge to surface water without UV disinfection. If the Town must batch-discharge treated effluent to surface water, the designed flow rate for the treatment system is estimated to be 0.0779 Million Gallons Per Day (MGD), with a future usage flow rate of 0.0891 MGD. During periods of discharge, the lagoon has one outfall which enters an unnamed ditch draining to Freezout Lake.

The new WWTF and land application system are comprised of an influent wet-well with an ultrasonic level transducer for influent flow measurement; a splitter box with a plunger-style plug to run the cells in series or parallel; two facultative lagoon cells; underdrains beneath the lagoon cells to manage groundwater; gates to control flow between the two cells; emergency overflow piping from both cells; an effluent wet-well that houses valves for Outfall 001 and the intake piping for the land application system; Outfall 001 for surface water discharge; and a pump house that contains a large mesh filtration system, the land application system pump, the UV disinfection system for land application, and all control panels associated with the treatment system. The land application site has one Reinke center-pivot irrigation tower and the land application commenced from the new system in the summer and fall of 2019.

Infrastructure associated with the WWTF is gravity-fed, separate from stormwater, and comprised of asbestos concrete (mains), vitrified clay (service connections), and PVC (new subdivisions). Infiltration and Inflow (I/I) was identified in a 2004 MPDES permit application to contribute approximately 254,000 gallons per day (GPD) to the system. A Preliminary Engineering Report (PER) was completed in 2012 to evaluate infrastructure conditions in the Town, address I/I, and evaluate upgrading the system to an aerated lagoon.

A status report indicated the Town had contracted to install cure-in-place pipes between 2011 and 2012. Additionally, the Town contracted to have all leaking manholes sealed with an industrial sealant in 2016. Completion of efforts to reduce I/I was identified in the November 24, 2017, MPDES permit application. The Town is still experiencing elevated levels of I/I with influent flows averaging approximately 150,000 -160,000 GPD. Efforts were underway to coordinate with the Town of Choteau and Montana Rural Water Systems to complete Closed-Circuit Television (CCTV) reviews and smoke testing on the Towns infrastructure. Based on current influent flow levels, the Town anticipates having to discharge treated effluent more frequently than the lagoon design engineer projected.

The 2012 PER was revised in 2015 to modify the proposed facility upgrade to land application with center-pivot irrigation as an alternative to aerating the lagoon. The Town began transitioning to land application in 2018 with construction activities achieving substantial completion in July 2019. The Town was in communication with Montana DEQ regarding the need to complete lagoon dewatering operations while construction activities were occurring, although the General Permit explicitly prohibits discharge between July 1st and September 30th for the Ecoregion where the WWTF is located.

RECOMMENDED IMPROVEMENT & COSTS

Based on a review of the available documents and conversations with Town of Fairfield personnel, the wastewater treatment facility will need to be reevaluated through a comprehensive preliminary engineering report, which will include recommendations for necessary improvements.

WASTEWATER TREATMENT SYSTEM

▼ Table 2 - Wastewater Priorities

Overall Priority Ranking	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
1	2024	Wastewater PER	$80,000	MCEP & RRGL Planning Grants
2	2024	CCTV Review of Collection Mains	$50,000	Town Budget
			Total Cost	$130,000

WATER SYSTEM

The Town of Fairfield owns and operates a public water system, which includes eight infiltration galleries and groundwater wells, two elevated storage tanks, and a distribution system (figure 5). The wells are pumped directly into the distribution system, feeding the user demands and filling the elevated storage tanks in town. Water is treated with chlorine at the wells. A telemetry system is used to control the tank levels and cycling of the well pumps. Storage facilities consist of one 60,000-gallon elevated tank and one 150,000-gallon elevated tank. The distribution system consists of approximately 30,000 lineal feet of 2-, 4-, 6-, and 8-inch AC and PVC pipe.

Water usage is metered, both at the source and the end user and there are approximately 354 connections including residential and commercial services. According to the 2015 – 2019 Americans Communities Survey, the population estimate in Fairfield is 607.

Fairfield's original water system was constructed in the 1940s. Much of the system has outlived its useful life and needs to be replaced. Fairfield has experienced leakage in the distribution system from leaking copper service lines. Additionally, undersized lines and dead-end mains lack fire flow capacity and storage facilities also have inadequate capacity. To best address the deficiencies in the water system and to develop a technically and financially feasible plan to implement the necessary improvements, the Town retained Great West Engineering to complete the Preliminary Engineering Report of its water system. The PER was completed in 2020.

SOURCE/SUPPLY

The Town of Fairfield's water system is supplied by four water supply wells and four infiltration galleries located south of town. The wells are shallow with most wells 40 feet or less. The wells are completed in terraced gravel and alluvium. Recharge sources typically include precipitation, canal losses, and irrigation. Groundwater levels vary seasonally with irrigation and precipitation. The infiltration galleries were completed between 1945 and 1967, wells 5, 6, and 7 were completed in 1980, and well 1A was completed most recently, in 2006. The wells generally each produce in the range of 100 gpm with the Well 1 Infiltration Gallery producing the most at 350 gpm. The wells appear to be a reliable source of quality water for the Fairfield water system; however, in recent months, the Town has indicated some concern with low water levels in the wells and has implemented water restrictions.

TREATMENT

Treatment in the Fairfield water system consists of chlorine disinfection at five locations. The Well 1 Infiltration Gallery and Well 1A are chlorinated after a common header, while the Well 2, 3, and 4 Infiltration Galleries each have individual disinfection systems in their respective pump houses. Wells 5, 6, and 7 are also treated together at one location after a common header. Fairfield utilizes liquid sodium hypochlorite to disinfect the water before it is distributed to customers at four of the treatment locations and gas chlorine is used at one of the treatment locations. The Town has not experienced any operational or performance problems with the chlorination system.

STORAGE

Storage facilities in Fairfield consist of a 60,000-gallon 123-foot-high elevated tank (East Tank) constructed in 1945 and a 150,000-gallon 118-foot-high elevated tank (North Tank) constructed in 1979. The

▲ Figure 3 - East Tank

WATER SYSTEM

East Tank is located at the east end of Central Avenue and the North Tank is located at the north end of 4th Street North. The overflow elevation of each tank is approximately 4,100 feet. The water elevation in the tanks provides pressure to the distribution system and water from the storage tanks gravity feeds the distribution system. The 2019 sanitary survey lists the 60,000-gallon tank as fair condition and the 150,000-gallon tank as a good condition.

The Town's existing storage capacity is 210,000 gallons and is inadequate to meet the community's needs for the existing or future scenarios. Fairfield needs approximately 310,000 additional gallons of storage capacity to meet future demand plus fire flow.

DISTRIBUTION

Fairfield's original distribution system was constructed in 1946 and consists mostly of asbestos cement pipe. PVC pipe has been installed since that time on any new extensions or replacements. Fairfield has many leaking copper service lines and over the past year, operators have had to replace service line connections that have separated from the main line. Distribution system improvements will include installing a new water service line from the main to the curb box and valve located at the property line. This will update most of the water service line with new material and will create a new, solid, and secure connection between the water main and the service line. Unaccounted-for water makes up approximately 30% of the total water that is produced in Fairfield. The largest known component of unaccounted-for water is most likely leaks within the distribution system. Distribution system improvements will help to reduce leakage in the system.

Aside from large quantities of lost water, the leaking pipes also increase the threat of backflow contamination. While no reports of contamination have been documented due to leaks, the risk is prevalent. Main breaks result in a loss of pressure, which increases the potential for backflow and contamination of the water system.

It is estimated that the Town has just over 85% of the system is comprised of old asbestos cement that has outlived its useful life.

▲ Figure 4 - North Tank

RECOMMENDED IMPROVEMENT & COSTS

Based on a review of the available documents and conversations with Town of Fairfield personnel, the following tables summarize the Town of Fairfield's specific priorities for the water system. The costs in the following table are based on a total reconstruction of each priority and include funds for design engineering, construction engineering, and a 30% contingency.

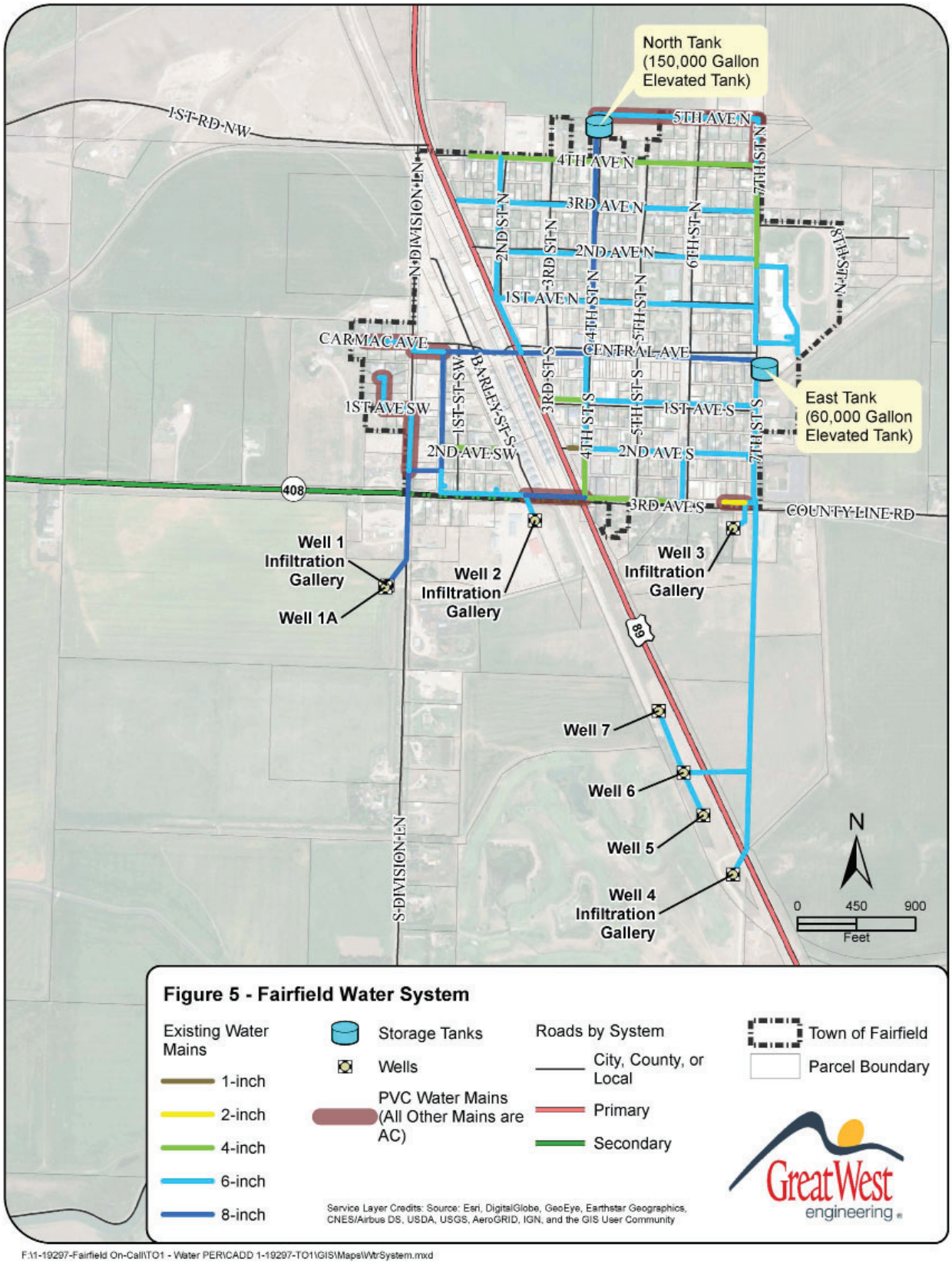
WATER SYSTEM

Table 3 - Drinking Water Priorities

Overall Priority Ranking	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
1	2026	New Water Supply Well	$2,500,000	MCEP, DNRC, SRF, RD
2	2026	Existing Misc. Water Supply Improvements	$250,000	Local funds, Northwest Energy, Homeland Security
3	2028	Storage Tank	$3,000,000	MCEP, DNRC, SRF, RD
4	2028	New Water Meters	$450,000	MCEP, DNRC, SRF, RD
5	2035	Future Phases of Distribution Improvements (replace remaining AC Pipe)	$10,000,000	MCEP, DNRC, SRF, RD
6	2025	Water PER Update	$75,000	MCEP, RRGL Planning Grants
			Total Cost	$16,275,000

WATER SYSTEM

▼ Figure 5 – Fairfield Water System



STORMWATER

Stormwater runoff is the water flowing over the surface of the ground because of rainfall or snow melt. The primary goal in the management of stormwater runoff is to minimize hazards to life and property. This is accomplished by using storm drains, ditches, and swales to collect and carry surface water to a natural course of the body of water in such a way as to prevent flooding.

Fairfield currently has a stormwater collection system that is comprised of open-cut ditches, various piping, and outfall structures. The oldest components of the system were installed on the west side of Town in the 1970s. This section includes a trunkline of 24-inch concrete pipe that runs southeast through property owned by the Greenfields Irrigation District and public right of way. The piping discharges into the existing Greenfields Ditch Drain that then crosses the highway and railroad about 500 feet south of 3rd Ave. S to connect to the eastern system.

In 1982 the Montana Department of Transportation made improvements to U.S. Highway 89. As part of the project, new stormwater infrastructure was installed along Highway 89 from 1st Avenue South to 3rd Avenue North. The components include RCP ranging in size from 15-inch diameter to 240-inch diameter, inlet structures, and concrete manholes. This portion of the system connects to the western infrastructure by a crossing under the highway and railroad near 2nd Ave. N.

The newest improvements to the system were completed on the east side of Town along 3rd Ave. S and 7th St. S. The project's primary goal was the installation of a 36" box culvert that conveys the water from the west side of Town and runoff from 7th St. S to the outfall. The existing outfall for the Greenfields Drainage Ditch G-1 is located on 7th St. S between Central Ave. and 1st Ave. S. Additional, piping and infrastructure were installed about a block on both 1st and 2nd Ave S. This section of the stormwater system has several lengths of pipe with unknown sizes and materials.

Several major deficiencies prevent Fairfield's existing stormwater system from being adequate. The primary issues that affect the system are the age of infrastructure, Lack of collection system, and lack of capacity in existing infrastructure. The newest parts of the system are over 30 years old and have reached the end of their useful design life. In addition to deterioration from expected use, the design standards previously used are no longer able to provide adequate capacity.

Older parts of the system on the western side of Town have reduced effectiveness because of age. Several inlets are full of debris and no longer capture runoff. The crossing of the railroad and the highway south of Town has had a pipe collapse and no longer conveys the same volume of water.

The Town's predominant concern is the ponding and flooding that periodically occurs at the northeast corner of the Town near the school as well as low points at intersections throughout the Town. Standing water leads to the decay of the paved road section as well as safety concerns for the traveling public.

RECOMMENDED IMPROVEMENT & COSTS

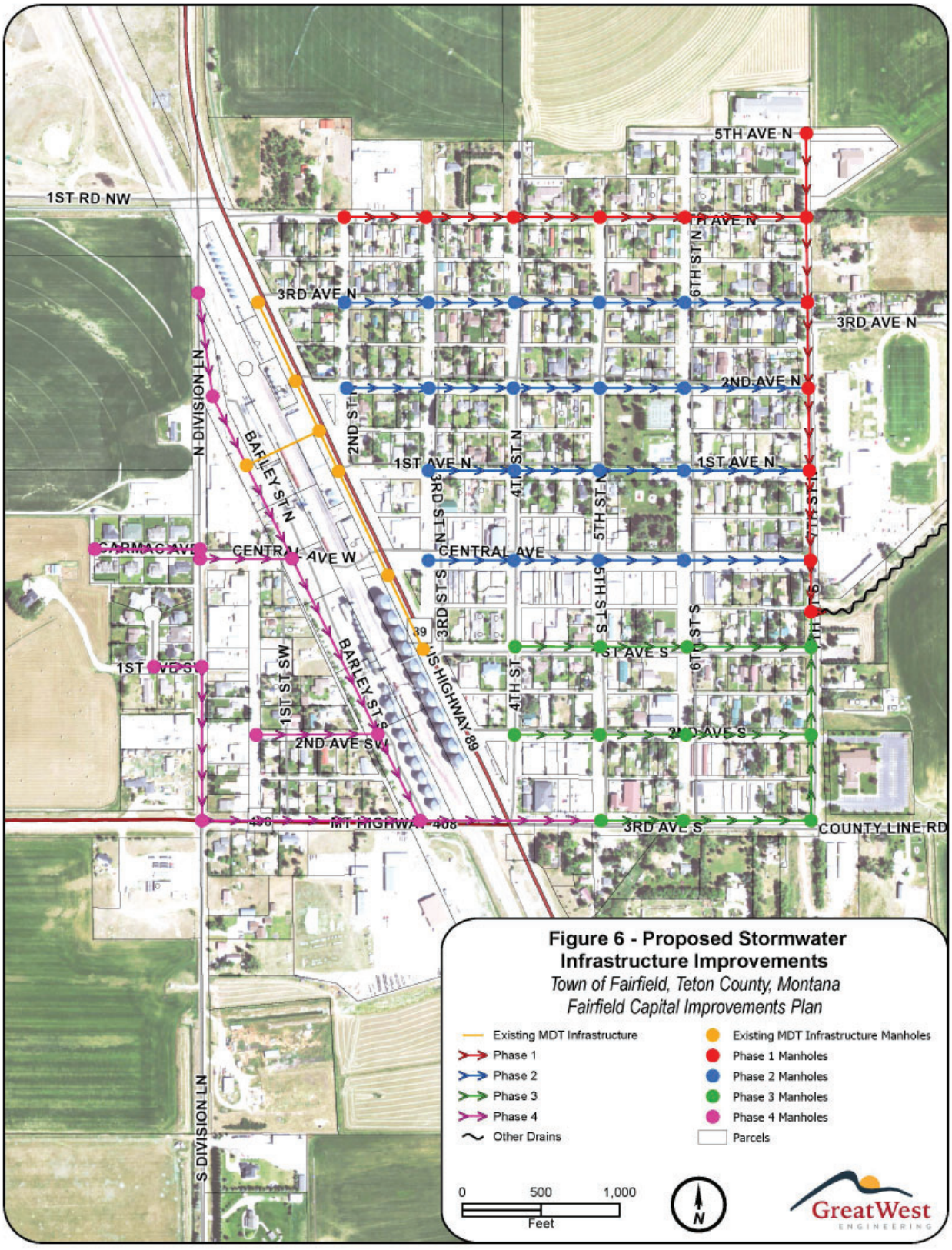
Based on a review of the available documents and conversations with Town of Fairfield personnel, the following tables summarize the Town of Fairfield's priorities for the stormwater system. The costs in the following table are based on a total reconstruction of each stormwater priority including funds for design engineering, construction engineering, and a 30% contingency.

STORMWATER

Table 4 - Stormwater Priorities

Overall Priority Ranking	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
1	2028	4th Ave N and part of 7th St S	$2,650,000	MCEP, DNRC, RD Loan
2	2030	Central Ave to 3rd Ave N	$3,500,000	MCEP, DNRC, RD Loan
3	2032	Southeast Section of Town	$2,800,000	MCEP, DNRC, RD Loan
4	2034	West Section of Town	$3,800,000	MCEP, DNRC, RD Loan
			Total Cost	$12,750,000

▼ Figure 6 - Proposed Stormwater Improvements



STREETS

▲ Figure 7 – 7th Street

Fairfield has a total of 8.1 miles of streets within Town limits. In 2018, the Town hired Great West Engineering to complete a PASER assessment on the streets and develop cost estimates for improvements. The assessment involved evaluating the condition of each street based on the PASER Road Evaluation Criteria. The overall PASER Rating for each street was determined and used to rank each road based on condition. The roads were ranked from lowest to highest, with lower numbers indicating worse road condition(s).

The road evaluations assessed the condition of the pavement based on roughness, pavement strength, cracking, potholes, and patching, and the general condition of the pavement, divided into the following 4 categories: Surface Defects, Surface Deformation, Cracks, and Patches and Potholes. See Appendix C for all field evaluation data sheets.

▲ Figure 8 – 6th Street

▲ Figure 9 – 1st Ave North

RECOMMENDED IMPROVEMENT & COSTS

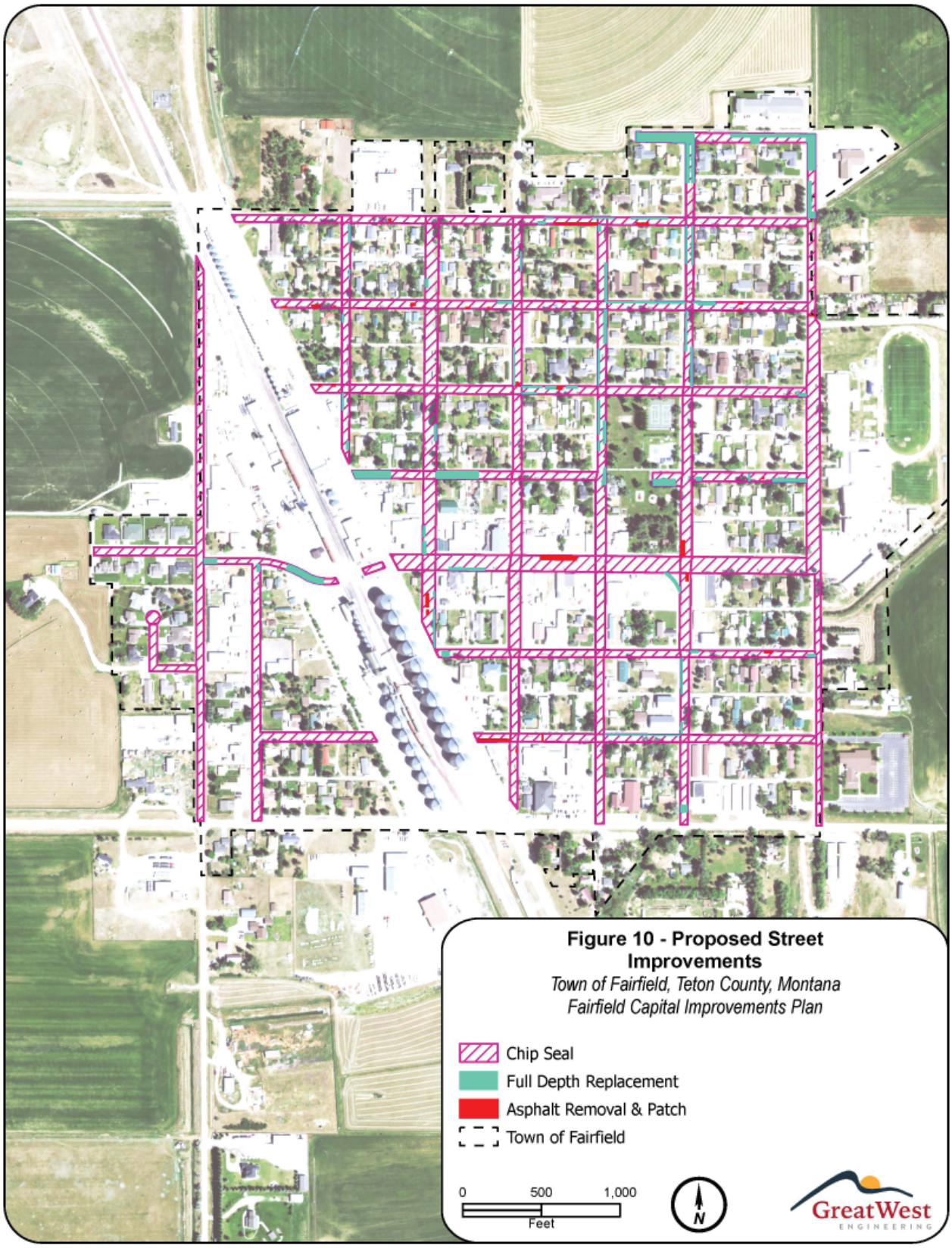
Based on a review of the available documents and conversations with Town of Fairfield personnel, the following table summarizes the Town of Fairfield's priorities

for the streets. The costs in the following table are based on recent bid tabs for similar work within the region and include a 30% contingency.

▼ Table 5 - Street Priorities

Overall Priority Ranking	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
1	2024	Crack Seal (1 transverse crack per 100 ft)	$70,000	Gas Tax, BARSAA
2	2024	Asphalt Removal and Patch (3" PMS) (1% of Total Road Area)	$40,000	Gas Tax, BARSAA
3	2028	Mill and 2" Asphalt Overlay (14% of Total Road Area)	$400,000	Gas Tax, BARSAA, SID
4	2028	Full Depth Reconstruction (3" PMS on 12" CAC) (7% of Total Road Area)	$450,000	Gas Tax, BARSAA, SID
5	2028	Chip Seal (100% of Total Road Area)	$600,000	Gas Tax, BARSAA, SID
6	2032	Traffic Control Light – Intersection of Central and Highway 89	$250,000	MDT
7	2032	Traffic Control – Speed reduction signs on Highway 408	$50,000	MDT
			Total Cost	$1,860,000

▼ Figure 10 - Proposed Street Improvements



BUILDINGS

▲ Figure 11 - Town Office

Public Buildings are owned by the town, used by the public, and are essential to every town or city. They can be the heart of the community, places where neighbors gather, children play and learn, and for town officials to assemble and make the town more sustainable. The Town is responsible for the maintenance of buildings ranging from the Town Office, City shop, storage for parks, and buildings associated with water and sewer infrastructure. The following is the Town's current list of building priorities.

▲ Figure 12 - Pool House

▲ Figure 13 - Town Shop

BUILDINGS

▼ Table 6 - Building Priorities

Overall Priority Ranking	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
1	2024	Parks Department – Storage Building for equipment	$40,000	Town Budget
2	2026	Water Department – Well House Update	$60,000	MCEP, DNRC, SRF, RD, Town Budget
3	2028	Public Works – Cold Storage	$250,000	Town Budget
4	2025	City Shop – LED Lights	$15,000	Town Budget
5	2024	Town Office – ADA Improvements	$50,000	Town Budget
6	2024	Town Office – LED lights and carpet replacement	$8,000	Town Budget
7	2025	Lions Park – Repair Welcome Center	$4,000	Town Budget
8	2025	Pool – Construct a gazebo	$4,000	Town Budget
			Total Cost	$431,000

EQUIPMENT

Equipment needs in the Town include those related to operations and maintenance of streets, water and sewer infrastructure, and parks. The following is the Town's current list of equipment needs.

▼ Table 7 - Equipment Priorities

Overall Priority Ranking	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
1	2024	Excavator	$80,000 to $500,000	Town Budget
2	2028	Hydrovac	$100,000 - $500,000	MCEP, DNRC, SRF, RD, Town Budget
3	2032	Grader	$80,000 to $100,000	Town Budget
4	2030	Roller	$20,000 to $65,000	Town Budget
5	2028	Durapatcher	$50,000 to $100,000	Town Budget
6	2032	Large skid steer	$30,000 to $60,000	Town Budget
7	2034	Street sweeper upgrade	$150,000 to $300,000	
8	2024	Air compressor upgrade	$1,500 to $5,000	Town Budget
9	2024	Lawn mower upgrades	$3,000 per riding lawn mower	Town Budget
			Total Cost	$514,500 to $1,630,000

PARKS AND RECREATION

▲ Figure 14 - Lions Park

Parks and recreation are resources and services provided for leisure, entertainment, and recreational pursuits. Resources may be public spaces and facilities like parks, open space areas, and built structures for recreation. The Town of Fairfield operates and maintains parks and recreation facilities. The Town operates a park on Central Avenue, which includes a pool, tennis courts, pavilion area, and playgrounds. The Town also operates the Lion's Park (Figure 14) which includes a welcome center building. The Town's current priorities for park and recreation facilities are listed in the following table (table 8).

▲ Figure 15 – North Park

PARKS AND RECREATION

▼ Table 8 - Park and Recreational Priorities

Overall Priority Ranking	Estimated Fiscal Year	Facility Name	Project Name	Estimated Project Cost	Potential Funding Sources
1	2024	North Park	Replace sprinkler system (104,976 square feet)	$21,000 to $41,000 (depending upon complexity)	LWCF, Montana Tourism Grant Program, Private Foundations, Town Budget
2	2025	Lions Park	Replace sprinkler system	$3,600 per quarter-acre	LWCF, Montana Tourism Grant Program, Private Foundations, Town Budget
3	2028	North Park	Skate park or playground	$150,000 for 3,000 square foot skate park. $10,000 for a small playground system.	LWCF, Montana Tourism Grant Program, Montana Skatepark Association, Private Foundations, Town Budget
4	2032	North Park	New swimming pool	$65,000	LWCF, Montana Tourism Grant Program, Private Foundations, Town Budget
5	2025	North Park	Benches and picnic tables	$1,200 per bench and per picnic table.	LWCF, Montana Tourism Grant Program, Private Foundations, Town Budget
6	2025	Lions Park	Picnic tables	$1,200 per picnic table.	LWCF, Montana Tourism Grant Program, Private Foundations, Town Budget
7	2024	North Park	Plant trees	$500 per tree	LWCF, Montana Tourism Grant Program, Private Foundations, Town Budget
				Total Cost	Approximately $300,000

SIDEWALKS

Creating and promoting a safe, walkable community that focuses on providing American Disability Act (ADA) compliant routes, and advancing connectivity is a high priority in Fairfield. The lack of pedestrian facilities and inaccessibility of sections of existing facilities is a barrier for pedestrians to key locations in town and reduces the walkability and accessibility of the town. Improving pedestrian accessibility will increase the quality of life for current residents, promote an active and healthy lifestyle, increase air quality, as well as attract seasonal and year-round residents and businesses. A connected sidewalk system to route pedestrians and bicyclists around Fairfield is a high priority in the community.

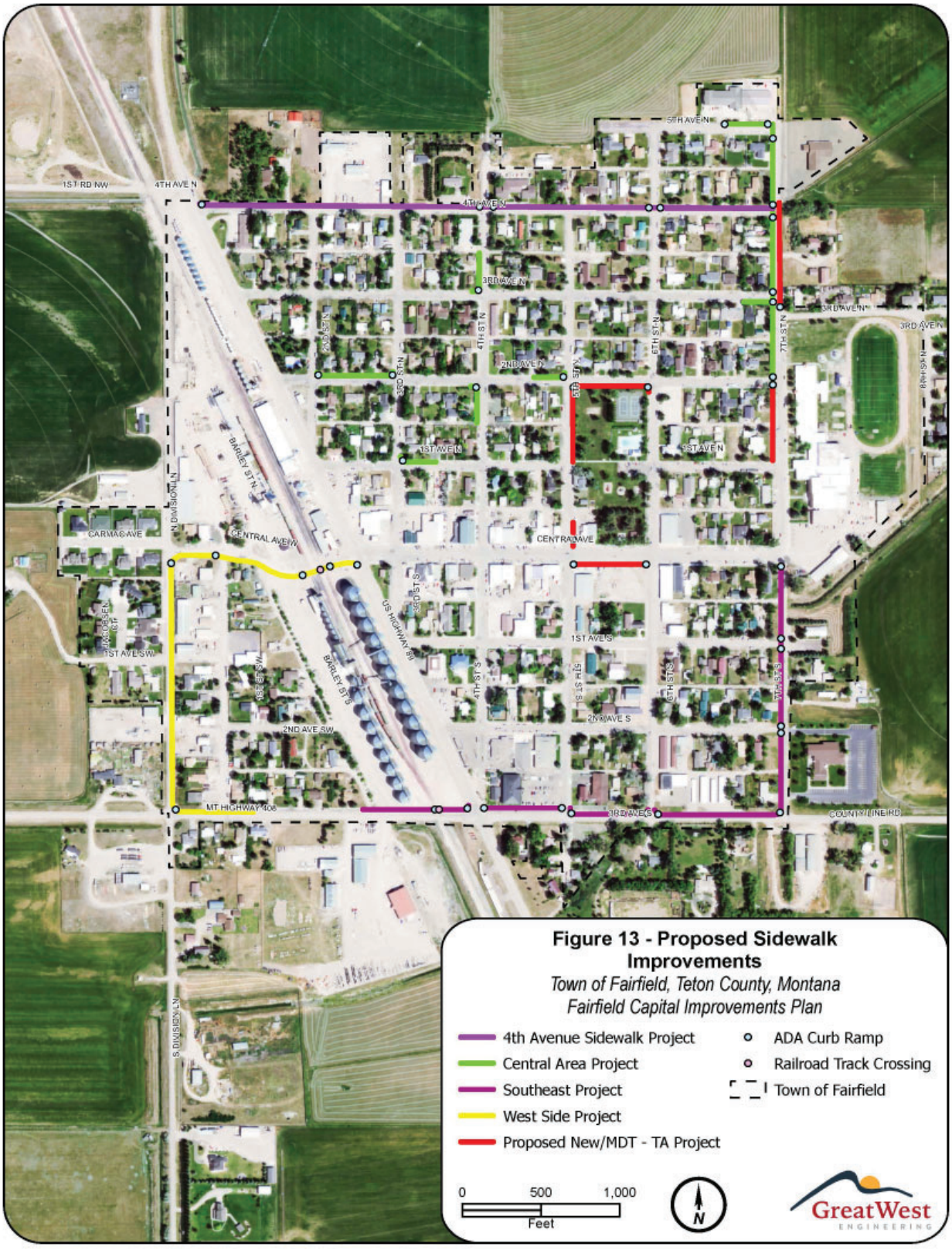
In 2016 the Town hired Great West Engineering to inventory and prioritize sidewalk projects for the community. The Town wanted to focus on providing safe and efficient, ADA-compliant routes to connect residential areas to community services such as the downtown business district, park/pool, and the school. The Town applied for a Transportation Alternatives grant in 2017 which led to completing the first phase of sidewalk improvements in 2020. The Town has again applied for a Transportation Alternatives grant to complete "Phase 2" of sidewalk improvements. In addition to the Phase 2 proposed improvements, the Town has identified the following projects to provide safer pedestrian travel in and around the community.

▼ Table 9 - Sidewalk Priorities

Overall Priority Ranking	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
1	2026	TA Application Sidewalks – "Phase 2"	$490,000	MDT TA
2	2027	Replace existing aged and broken sidewalks	$300,000	Gas Tax, BARSAA, Town Budget
3	2026	4th Avenue sidewalks, curb, and gutter	$285,000	MDT-TA
4	2028	Central area sidewalks	$580,000	MDT-TA
5	2032	The southeast side of Town sidewalks	$430,000	MDT-TA
6	2034	West side of Town sidewalks, curb, and gutter	$750,000	MDT-TA
7	2036	Develop a walking path around Town	$1,500,000	Gas Tax, BARSAA, Town Budget, MDT-TA
			Total Cost	$4,335,000

SIDEWALKS

▼ Figure 16 - Proposed Sidewalk Improvements



FIRE DEPARTMENT

▲ Figure 17 - Fire Department

The Fairfield Volunteer Fire Department provides fire protection for the Town and the surrounding area. The following table lists the priorities of the Department.

▼ Table 10 - Fire Department Priorities

Overall Priority Ranking	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
1	2024 - 2027	Self-contained breathing apparatus (SCBA's) (6 total)	$9,600/each	MDT TA
2	2024 - 2030	Firefighter turnout gear (Bunkers) (2 sets per year)	$3800/per set	Gas Tax, BARSAA, Town Budget
3	2030	Fire engine	$400,000	MDT-TA
4	2035	Training facility	$500,000	MDT-TA
			Total Cost	$965,200

PLANNING DOCUMENTS

The Town of Fairfield would like to proactively prepare for its future by developing a variety of planning documents that range from an overall community plan (Growth Policy) to more specific plans related to accessibility and protecting the health and safety of residents. The Towns planning priorities are listed below.

▼ Table 11 – Planning Documents Priorities

Overall Priority Ranking	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
1	2024	Growth Policy	$30,000	CDBG
2	2024- 2029	Capital Improvements Plan – Regular Updates	$5,000	CDBG
3	2025	American with Disabilities Act Assessment and Plan	$30,000	CDBG
4	2025	Emergency Evacuation Plan	$50,000	MT DES
5	2026	Source Water Protection Plan	$15,000	MCEP, RRGL Planning Grants
6	2025	Hydrogeologic Investigation w/ Test Well	$80,000	MCEP, RRGL Planning Grants
			Total Cost	$260,000

IMPLEMENTATION

PRIORITY RECOMMENDATIONS

The Town of Fairfield has created this Capital Improvements Plan (CIP) to ensure that its project priorities accurately reflect the Town's needs. While all projects listed in the Plan are needed, the Council ultimately had to decide what the final list of priorities should be based on criteria ranging from public health and safety to fiscal capacity. The Council will use this document as the primary financial tool for setting the Town's annual overall budget. The document will be updated on a 5-year schedule or as projects are completed and priorities change.

TIMELINE

In general, the Town of Fairfield will initiate the completion of its highest priority projects within two years of the adoption of the CIP. The Council may commence with the development of lower-priority projects sooner if funding becomes available.

FINANCING IMPROVEMENTS

Determining how to finance a project is one of the most difficult and important parts of completing a capital improvement project. The Town's analysis to fund projects is meant to keep user/tax rates stable and maximize state and/or federal loan and grant funds for capital expenditures. Incurring some debt is expected with large capital projects and annual evaluations will be needed to balance debt service and operating expenditures. The Town also needs to determine its debt capacity and acceptable debt service levels. The goal of this CIP is to plan for improvements that will reduce the overall financial burden of capital improvements on Town residents.

The following is a brief description of the most common funding sources used by Montana communities to fund capital improvement projects. Funding options include bonding, special improvement districts, capital improvement funds, service charges, as well as federal, state, and private grant and loan funding. This is not an all-inclusive list of funding opportunities. The financing the Town uses will depend on the scope and budget of the selected project(s). Each option should be carefully evaluated based on the project, needs, and financial capacity of the community.

Bonding

The different types of bonds authorized under State Law have applications and requirements.

A. General Obligation Bonds

General obligation (G.O.) bonds are guaranteed by the full faith and credit of the local government issuing the bonds. By pledging the jurisdiction's full faith and credit, the local government undertakes a legally binding pledge to repay the principal and interest by relying upon its taxing authority (7-7-4204, MCA). This obligation must therefore be ratified by an affirmative vote of the citizens before the bonds may be issued (7-7-4221, MCA). Due to the relative security of the repayment of G.O. bonds principal and interest, and because the interest paid to the bondholders (lenders) may be exempt from state and federal taxes, lenders are usually willing to accept a lower rate of interest. As a result, the cost of the capital project will be somewhat less for the local government and its taxpayers.

B. Revenue Bonds

Revenue bonds are not guaranteed by the taxing authority of the local government entity issuing the bonds. Therefore, they are somewhat less secure than G.O. bonds. Even though the bondholder's interest earnings on revenue bonds may also be tax-exempt, the bond market will usually demand somewhat higher interest rates to attract lenders. Revenue bonds are backed only by the revenues from fees paid by the users of the capital facility, such as a municipal water

system, wastewater system, or a Special Improvement District (SID) for Town improvements such as streets and bridges. Because revenue bonds do not involve a pledge of the full faith and credit (taxing authority) of the municipal government, revenue bonds do not require voter approval (7-7-4104 and 7-7-4426, MCA).

Capital Improvement Fund

Montana Budget Law provides that municipal governments may appropriate money to a capital improvement fund from any of the several government funds in an amount of up to 10% of the money derived from that fund's property mill tax levy (7-6-616, MCA). The CIP must be formally adopted by the resolution of the governing body and should include a prioritized schedule for the replacement of capital equipment or facilities with a minimum $5,000 value and a five-year life span, as well as the estimated cost of each item.

Service Charges

The most common source of revenue to meet the operating and debt service costs of utility systems are monthly service charges to all users. The service rates should be established to reflect charges to various customer classes or users according to the benefits received.

Annual Needs Assessment

Local governments are encouraged to annually assess their needs. A needs assessment may focus only on public infrastructure or it may include every service provided by the local government. This assessment should occur before elected officials and department heads begin to prepare their budgets for the next fiscal year. The needs assessment is the foundation of every CIP and because every community changes so do their needs.

There are several methods for assessing a community's needs. Public hearings, online surveys, questionnaires in local newspapers, advisory committees, and preliminary engineering or architectural reports are just a few of the ways Montana communities have assessed their needs. However, as needs are measured, the information must be thoroughly documented, and the information be presented to the public. See the Public Outreach and Engagement section of this Plan for a description of how the Town of Fairfield attempted to measure the Town's needs.

Grant and Loan Funding

Planning Grants: *An important part and the initial step to addressing capital improvement projects is adequate planning. Like this CIP, the Town must plan for specific projects to be successful in making improvements.*

Department of Commerce Montana Coal Endowment Program (MCEP) Grants can provide up to $40,000 for preparing Preliminary Engineering Reports (PER) and Capital Improvements Plans (CIP). These grants require a dollar-for-dollar match. The Town is eligible to apply for this funding.

Department of Natural Resources and Conservation (DNRC) Renewable Resource Grant and Loan Program (RRGL) offers planning grants that can be used for the preparation of new PER ($15,000 max), Technical Narrative ($8,000 maximum), and updates to Technical Narratives and PER's, as well as CIP's ($8,000 max). The planning must address natural resource concerns. The Town is eligible to apply for this funding.

Department of Commerce Community Development Block Grant (CDBG) Planning Grants are available on a quarterly cycle of up to $50,000 for planning activities and documents (Growth Policy, CIP, Housing Plans, CEDS, etc.) and preparation of Preliminary Engineering Reports (PER)/Preliminary Architectural Reports (PAR). CDBG applications for a PER or CIP for water, wastewater, or stormwater systems that are not directly tied to economic development through job creation and job retention are accepted however, they may be considered secondary to other planning priorities

for funding due to other state and federal program funds available. CDBG planning grants require a 1:3 local to grant funding match. The Town is eligible to apply for this funding.

Montana Office of Tourism and Business Development Tourism Grants are available to Certified Regional Development Corporations (CRDCs), tribal governments, or other economic development organizations, not part of a CRDC region, to support economic development planning activities. Projects include central business district redevelopment, industrial development, feasibility studies, creation and maintenance of baseline community profiles, matching funds for federal funding; preproduction costs for film or media; and administrative expenses. In general, the Department will award up to $1 for every $1 in documented matching funds up to a total of $25,000 in BSTF funding.

USDA Rural Development (RD) Special Evaluation Assistance for Rural Communities and Households (SEARCH) grants are available for rural areas with populations of 2,500 or less that have a median household income below the poverty line or less than 80 percent of the statewide non-metropolitan median household income. Funds may be used to pay for predevelopment planning activity costs, including feasibility studies to support applications for funding water, wastewater, or solid waste disposal projects, preliminary design and engineering analyses, and technical assistance for the development of an application for financial assistance. The Town is eligible to apply for this funding.

Construction Grants and Loans: *Once a project is determined and appropriate planning has been completed, there are a variety of grant and loan sources to fund construction of the capital project.*

Montana Coal Endowment Program (MCEP) is a state-funded grant program administered by the Montana Department of Commerce (MDOC). MCEP provides financial assistance to local governments for water, wastewater, stormwater, solid waste, and bridge infrastructure improvements. Grants can be obtained from MCEP for up to $500,000 if the projected user rates are between 100% and 125% of the target rate, $625,000 if projected user rates are between 125% and 150% of the target rate, and up to $750,000 if the projected user rates are over 150% of the target rate. MCEP grant recipients are required to match the grant dollar for dollar, however, the match may come from a variety of sources including other grants, loans, or cash contributions. MCEP grant applications are due in the spring of even years.

Renewable Resource Grant and Loan Program (RRGL) is funded through interest accrued on the Resource Indemnity Trust Fund and the sale of Coal Severance Tax Bonds, RRGL is a state program administered by the Montana Department of Natural Resources and Conservation (DNRC). RRGL's primary purpose is to conserve, manage, develop, or protect Montana's renewable resources. Grants of up $125,000 are available for projects that meet one or more of these objectives and do not require matching funds. RRGL grant applications are due in the spring of even years.

Community Development Block Grant (CDBG) is a federally funded program (HUD) administered through the Montana Department of Commerce. The primary purpose of the CDBG Program is to benefit low to moderate-income (LMI) families. To be eligible for CDBG funding an applicant must have an LMI of 51% or greater. CDBG grant funds may be applied for in an amount of up to $750,000 with a limit of $20,000 per LMI household, therefore, a community needs 22.5 LMI households to apply for the maximum grant funds. The use of CDBG funds requires a 25% local match that can be provided through cash funds, loans, or a combination thereof. The Town has a published LMI of 49.3% and is, therefore, ineligible for this funding.

USDA Rural Development Water and Environmental Program (RD) provides grant and loan funding to districts, municipalities, and counties for infrastructure projects that improve the quality of life and promote economic development in Rural America. Communities with populations less than 10,000 are eligible to apply; however, RD gives the highest priority to projects that serve rural areas with populations equal to or less than 1,000. RD bases grant eligibility and loan interest rates on a community's median household income and user rates. If the area is to be served as an MHI of $38,205 or lower and the project is necessary to alleviate a public health and/or sanitation concern, up to 75% of the RD-funded project costs are grant eligible. RD generally advises communities not to expect grant awards greater

than 25% of the RD-funded project costs. The Town's current published MHI in the 2015-2019 American Community Surveys Data is $57,303 and is, therefore, ineligible for grant funding, but is eligible for loan funding.

USDA Rural Development (RD) Community Facilities provides grant and loan funding to develop essential community facilities in rural areas. Funds can be used to purchase, construct, and/or improve essential community facilities, purchase equipment, and pay related project expenses. Examples of essential community facilities include healthcare facilities, public facilities (Town halls, courthouses, airport hangars, streets), community support services (childcare centers, community centers, fairgrounds), public safety, educational services, local food systems, and food banks. Grant funding is based on population and median household income. The Town is eligible to apply for this funding.

Drinking Water and Water Pollution Control State Revolving Fund (SRF) provides low-interest loan funds for water, wastewater, stormwater, and solid waste projects. The SRF Program is administered by the Montana Department of Environmental Quality. The Town is eligible to apply for this funding.

Economic Development Administration (EDA) provides grant funding for infrastructure projects that demonstrate a need for the placement of a new business. The amount of the grant is dependent on the number of jobs created. If the Town has the potential for a project funded through EDA, it will explore the program details

The Montana Department of Transportation, Transportation Alternatives (TA) Program is a federally funded program that provides funding for programs and projects defined as transportation alternatives. Transportation alternatives include on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility. They also include community improvement activities, environmental mitigation, recreational trail program projects, safe routes to schools projects, and projects for planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. A 13.42% match is required for all off-system projects. The Town is eligible to apply for this funding.

Montana Main Street (MMS) Program is a state-funded program and is administered through the Montana Department of Commerce. This Program promotes grassroots efforts to Member Communities through coordination and technical assistance, focused on a comprehensive approach to restoring healthy communities and preserving historic structures. Eligible projects include planning documents such as Downtown Master Plans and Revitalization Studies, Historic Preservation Plans, Preliminary Architectural Reports, and Streetscape Design Plans, in addition to brick-and-mortar projects.

National Park Service Rivers, Trails, and Conservation Assistance provide Technical Assistance to community groups, nonprofits, tribes, and state and local governments to design trails and parks, conserve and improve access to rivers, protect special places, and create recreation opportunities.

National Endowment for the Arts (NEA) has several assistance programs to fund Creative place-making and including art into revitalization work, including parks, downtown Town pathways, plazas, green spaces, wayfinding, and cultural tourism. All programs require a 1 for 1 match.

Department of Health and Human Services- Community Economic Development (CED) Program works to address the economic needs of individuals and families with low income through the creation of sustainable business development and employment opportunities. CED's projects must create employment opportunities.

Montana Gas Tax Revenue - On April 18, 2023, Governor Gianforte signed House Bill 76. HB 76 eliminated the request process counties, and municipalities used to receive their allocations of the Bridge and Road Safety and Accountability Act (BaRSAA) funding (gas tax revenue). With HB 76, the Montana Department of Transportation will disburse funds to counties, towns, and cities through the regular gas tax distribution process described in Section 2 of the bill.

The funds may only be used to construct, reconstruct, maintain, and repair rural roads, streets, and alleys. The funds may also be used to match federal funds allocated for constructing roads or streets that are part of the primary or secondary highway system or urban extensions to those systems. Also, a town or third-class city may each year use 25% of the funds to purchase capital equipment and supplies to be used for the maintenance and repair of its streets and alleys.

Federal Emergency Management Agency (FEMA) Assistance to Firefighters (AFG) The goal of the Assistance to Firefighters Grants (AFG) is to enhance the safety of the public and firefighters concerning fire-related hazards by providing direct financial assistance to eligible fire departments. This funding is for critically needed resources to equip and train emergency personnel to recognized standards, enhance operations efficiencies, foster interoperability, and support community resilience. Grant awards range from a few thousand dollars to hundreds of thousands of dollars. Eligible uses of funds include fire trucks, EMS equipment, personal protective equipment, equipment, and modifying facilities. FEMA also provides funding to assist with fire prevention and safety programs, fire station construction, and staffing for adequate fire and emergency response. The match for jurisdictions that serve 20,000 residents or fewer is 5 percent of the grant award.

FEMA Hazard Mitigation Program funding is available to help communities prepare for and recover from natural disasters, including drought, flooding, and wildfires. FEMA administers three programs that provide funding for eligible mitigation planning and projects that reduce disaster losses and protect life and property from future disaster damages. The three programs are the Hazard Mitigation Grant Program (HMGP), the Flood Mitigation Assistance (FMA) Program, and the Pre-Disaster Mitigation (PDM) Program. If the Town experiences flooding issues and wants to pursue funding, it will work with the State of Montana Disaster and Emergency Services division.

- HMGP assists in implementing long-term hazard mitigation planning and projects following a Presidential major disaster declaration;
- PDM provides funding for hazard mitigation planning and projects on an annual basis; and
- FMA provides funding for planning and projects to reduce or eliminate the risk of flood damage to buildings that are insured under the National Flood Insurance Program (NFIP) on an annual basis.

USDA Emergency Community Water Assistance Grants help eligible communities prepare, or recover from, an emergency that threatens the availability of safe, reliable drinking water. Emergencies include drought, flood, earthquake, tornado, hurricane, disease outbreak, chemical spill, or other disasters. A Federal Disaster Declaration is not required, and grant awards range from $150,000 for the construction of transmission lines to $1 million to construct a water source or treatment facility. The Town will be eligible for this funding if it experiences a significant infrastructure loss related to a disaster or emergency.

Private Foundations provide funding for various capital improvement projects. Local and national foundations can support community development initiatives and offer unique opportunities to fund capital projects.

SUMMARY

SUMMARY OF RECOMMENDATIONS

Although this CIP is a valuable tool for the Town of Fairfield, it must be continually updated to represent current and changing conditions. The growth of the community through infill and annexation will affect the need for public services. The schedule of improvements must be reviewed and adjusted on an annual basis to account for changing public service demands and maintenance needs.

OVERALL PRIORITIES

The overall priorities for needed improvements have been established as shown in the following table based on input from the Town Council, Mayor, Public Works Director, and residents.

▼ Table 12 - Overall Improvement Priorities

Facility	Estimated Fiscal Year	Project Name	Estimated Project Cost
Wastewater	2024	Wastewater PER	$80,000
Wastewater	2024	CCT Review of Collection Mains	$50,000
Water	2026	New Water Supply Well	$2,500,000
Water	2026	Existing Misc. Water Supply Improvements	$250,000
Water	2028	Storage Tank	$3,000,000
Water	2028	New Water Meters	$450,000
Water	2035	Future Phases of Distribution Improvements (replace remaining AC Pipe)	$10,000,000
Water	2025	Water PER Update	$75,000
Stormwater	2026	4th Ave N and part of 7th St S	$2,650,000
Stormwater	2028	Central Ave to 3rd Ave N	$3,500,000
Stormwater	2032	Southeast Section of Town	$2,800,000
Stormwater	2034	West Section of Town	$3,800,000
Streets	2024	Crack Seal (1 transverse crack per 100 ft)	$70,000
Streets	2024	Asphalt Removal and Patch (3" PMS) (1% of Total Road Area)	$40,000
Streets	2028	Mill and 2" Asphalt Overlay (14% of Total Road Area)	$400,000
Streets	2028	Full Depth Reconstruction (3" PMS on 12" CAC) (7% of Total Road Area)	$450,000
Streets	2028	Chip Seal (100% of Total Road Area)	$600,000
Streets	2032	Traffic Control Light – Intersection of Central and Highway 89	$250,000
Streets	2032	Traffic Control – Speed reduction signs on Highway 408	$50,000
Buildings	2024	Parks Department – Storage Building for equipment	$40,000

SUMMARY

Facility	Estimated Fiscal Year	Project Name	Estimated Project Cost
Buildings	2026	Water Department – Well House Update	$60,000
Buildings	2028	Public Works – Cold Storage	$250,000
Buildings	2025	City Shop – LED Lights	$15,000
Buildings	2024	Town Office – ADA Improvements	$50,000
Buildings	2024	Town Office – LED lights and carpet replacement	$8,000
Buildings	2025	Lions Park – Repair Welcome Center	$4,000
Buildings	2025	Pool – Construct a gazebo	$4,000
Equipment	2024	Excavator	$80,000 to $500,000
Equipment	2028	Hydrovac	$100,000 - $500,000
Equipment	2032	Grader	$80,000 to $100,000
Equipment	2030	Roller	$20,000 to $65,000
Equipment	2028	Durapatcher	$50,000 to $100,000
Equipment	2032	Large skid steer	$30,000 to $60,000
Equipment	2034	Street sweeper upgrade	$150,000 to $300,000
Equipment	2024	Air compressor upgrade	$1,500 to $5,000
Equipment	2024	Lawn mower upgrades	$3,000 per riding lawn mower
Parks and Recreation	2024	Replace sprinkler system (104,976 square feet)	$21,000 to $41,000 (depending upon complexity)
Parks and Recreation	2025	Replace sprinkler system	$3,600 per quarter-acre
Parks and Recreation	2028	Skate park or playground	$150,000 for 3,000 square foot skate park. $10,000 for a small playground system.
Parks and Recreation	2032	New swimming pool	$65,000
Parks and Recreation	2025	Benches and picnic tables	$1,200 per bench and per picnic table.
Parks and Recreation	2025	Picnic tables	$1,200 per picnic table.
Parks and Recreation	2024	Plant trees	$500 per tree
Sidewalks	2026	TA Application Sidewalks – “Phase 2”	$490,000
Sidewalks	2027	Replace existing aged and broken sidewalks	$300,000
Sidewalks	2026	4th Avenue sidewalks, curb, and gutter	$285,000
Sidewalks	2028	Central area sidewalks	$580,000
Sidewalks	2032	The southeast side of Town sidewalks	$430,000
Sidewalks	2034	West side of Town sidewalks, curb, and gutter	$750,000

SUMMARY

Facility	Estimated Fiscal Year	Project Name	Estimated Project Cost
Sidewalks	2036	Develop a walking path around Town	$1,500,000
Fire Department	2024 - 2027	Self-contained breathing apparatus (SCBA's) (6 total)	$9,600/each
Fire Department	2024 - 2030	Firefighter turnout gear (Bunkers) (2 sets per year)	$3800/per set
Fire Department	2030	Fire engine	$400,000
Fire Department	2035	Training facility	$500,000
Planning Documents	2024	Growth Policy	$30,000
Planning Documents	2024- 2029	Capital Improvements Plan – Regular Updates	$5,000
Planning Documents	2025	American with Disabilities Act Assessment and Plan	$30,000
Planning Documents	2025	Emergency Evacuation Plan	$50,000
Planning Documents	2026	Source Water Protection Plan	$15,000
Planning Documents	2025	Hydrogeologic Investigation w/ Test Well	$80,000
		Total Cost	**$38,936,200**

APPENDIX A

Resolution

RESOLUTION NO 449

RESOLUTION ADOPTIONG A CAPITAL IMPROVEMENTS PLAN FOR THE TOWN OF FAIRFIELD

WHEREAS, the Town of Fairfield hired Great West Engineering to develop a Capital lmprovements Plan for the Town; and

WHEREAS, the process of assessing the municipal facilities has produced a list of priorities of needed improvements to the Town of Fairfield's wastewater system, stormwater system, water system, streets, and other public infrastructure; and

WHEREAS, the Town of Fairfield has published notices, held public hearings, and given residents of Fairfield an opportunity to provide comments on the 2023 Capital Improvements Plan; and

WHEREAS, the Fairfield Town Council agrees to implement the comprehensive Capital Improvements Plan to be reviewed and updated annually, or as needed, as a planning tool to implement the identified priority projects.

NOW, THEREFORE, BE IT RESOLVED, that the Town of Fairfield hereby declares the Capital Improvements Plan acceptable to the Town; and

That Loren Tack, Mayor, is authorized to execute and attest any documents required to adopt the Capital Improvements Plan and effectuate its submission to the appropriate governing agencies:

PASSED AND ADOPTED by the Town by the Town Council of the Town of Fairfield, Montana, on this 8th day of November, 2023.

Loren B. Tacke
Mayor

ATTESTATION:-

Tammy L. Comer
Clerk/Treasurer

APPENDIX B

Public Outreach

FAIRFIELD CAPITAL IMPROVEMENTS PLAN

Tuesday, May 02, 2023

48

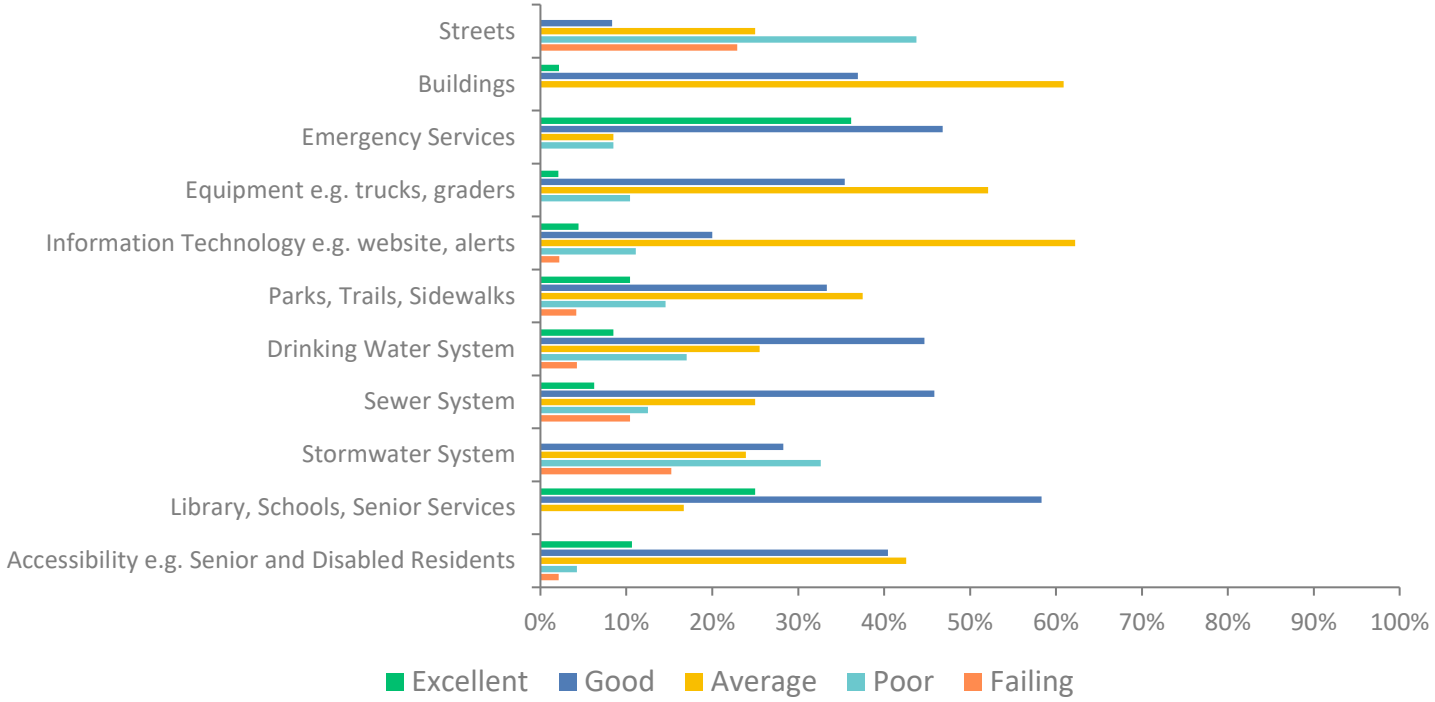
Total Responses

Date Created: Friday, December 16, 2022

Complete Responses: 48

Q1: What is the condition of Town's infrastructure and services?

Answered: 48 Skipped: 0



Q1: What is the condition of Town's infrastructure and services?

Comments:

Fire - good. Amb. - good. Law. - Damn Poor, For all general purposes non existent.

I am sick of seeing being break laws and ordinances and nothing being done about it. Especially on main street.

Pot Holes are too common. Lack of removal of snow on side streets. Parking along the streets are a problem for complete removal, but a pathway of 1 car width down the middle would be better than nothing.

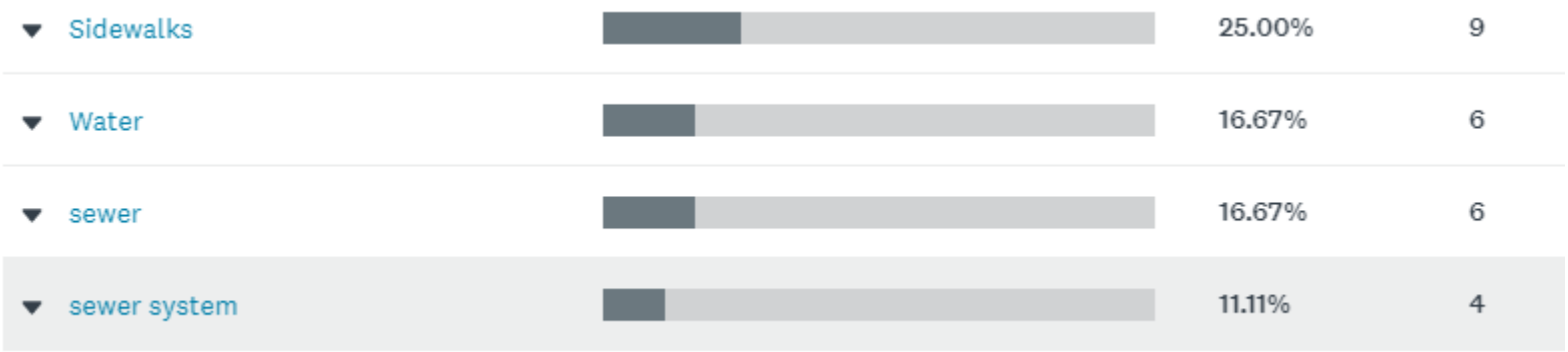
need to address housing - rentals - building sites

Snow removal on all streets – poor

Daycare is lacking

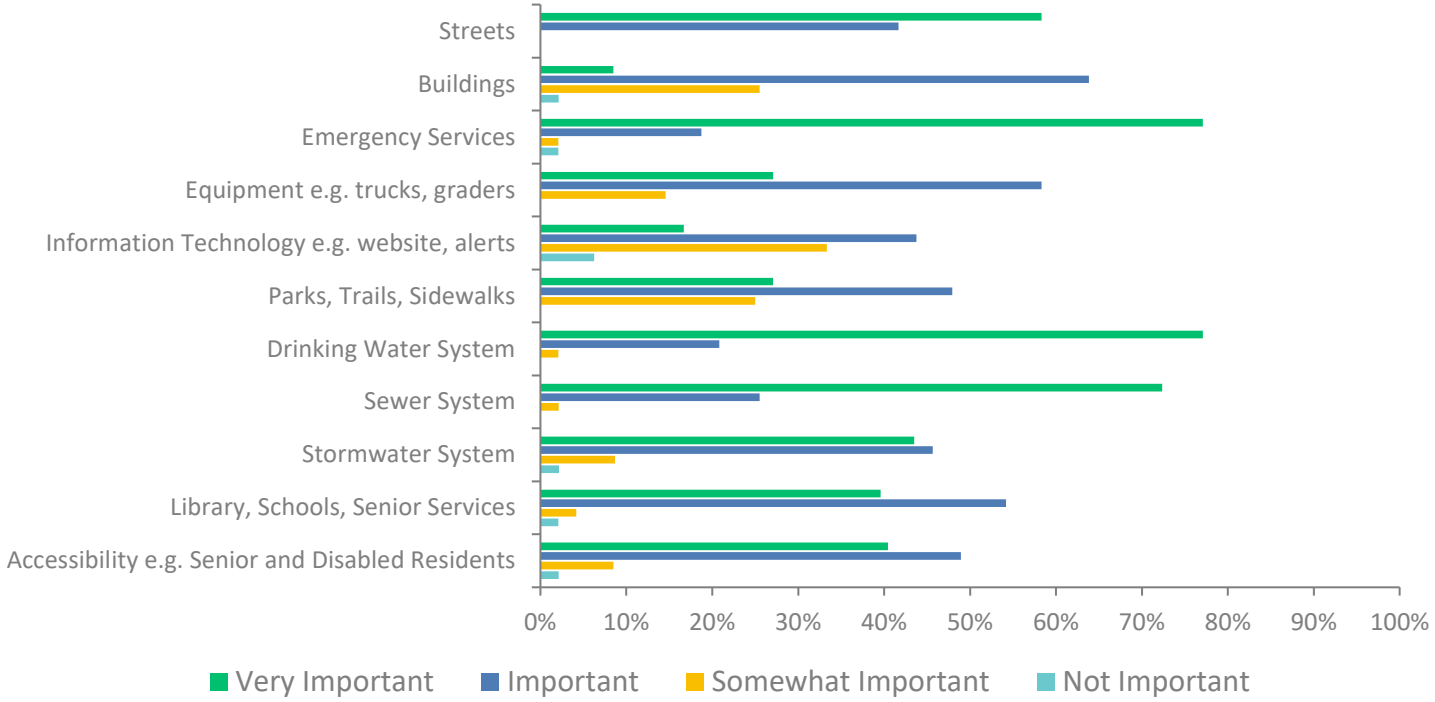
Water supply. Failing. Electrical costs. Failing.

Q2: What is the best infrastructure improvement (e.g. street, water, sewer, building) that the Town has completed in the past 10 years?



Q3: Please rate the importance of the following infrastructure and services.

Answered: 48 Skipped: 0



Q3: Please rate the importance of the following infrastructure and services.

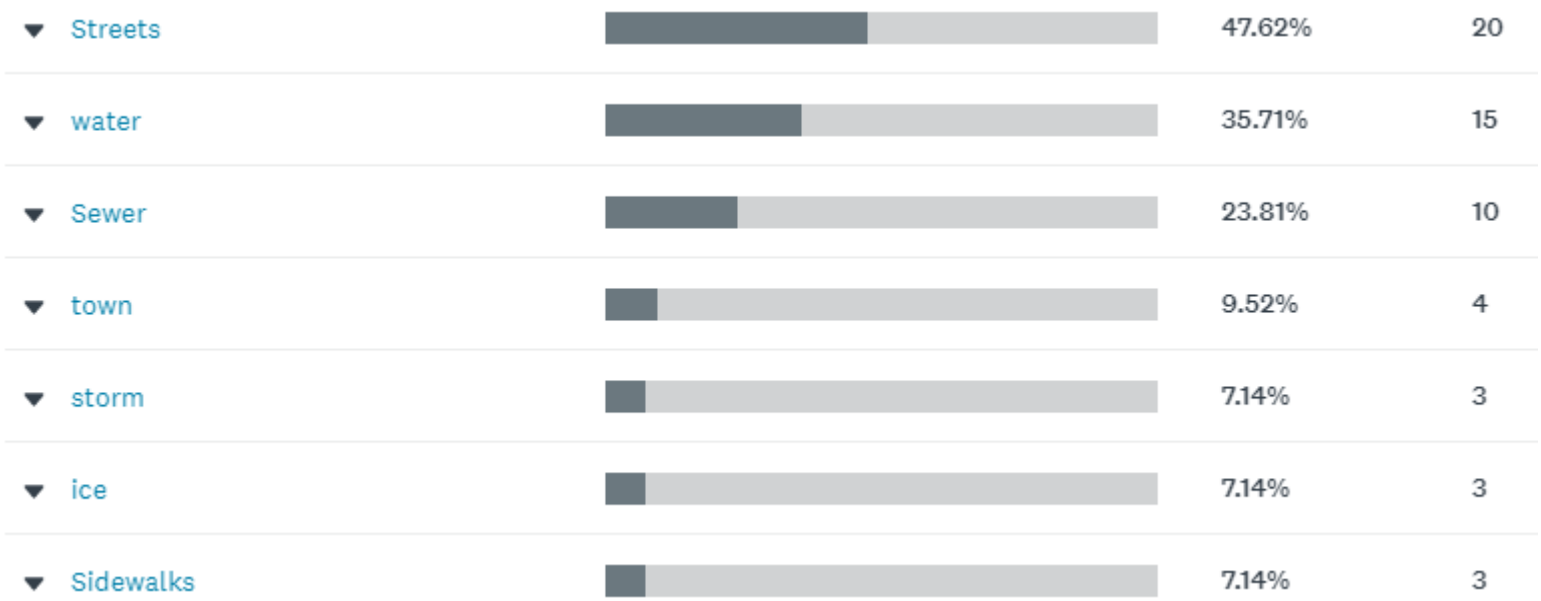
Comments:

Garbage removal - very important

Housing - very important

Snow removal on all streets – important

Q4: What is the single most important issue the Town faces in terms of infrastructure and the services it provides?



If you would like to be kept informed about this project, please provide us with your email address:

alanoakley1959@gmail.com
pbrown_fhs@yahoo.com
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APPENDIX C

PASER Evaluation

TOWN OF FAIRFIELD
SURFACED ROAD INVENTORY DATA
PASER Evaluation

Road Name: **1st Ave N**	Milepost Begin: MILES	Inspected By: RYAN HOLM
Start: 7th	Milepost End: MILES	Date: 4/25/2018
Stop:	Length: MILES	Posted Speed: MPH

Roadway Surface Condition	Comments	Degree	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
SURFACE DEFECTS Raveling - Loss of pavement material from the surface downward			Slight Moderate Severe	✓			9.0
SURFACE DEFECTS Flushing - excess asphalt on the surface			Slight Moderate Severe			✓	4.0
SURFACE DEFECTS Polishing - Wearing of aggregate edges to make a smooth slippery surface			Slight Moderate Severe			✓	4.0
DRAINAGE (Ability of roadside ditches and under-road culverts to carry water away from road.)	no data	Slight Ponding - Moderate Ponding - Severe Ponding -	Slight Moderate Severe				10.0
SURFACE DEFORMATION *Rutting*			Slight Moderate Severe	✓			8.0
SURFACE DEFORMATION *Distortion*	none		Slight Moderate Severe				10.0
CRACKS *Transverse*			Slight Moderate Severe	✓			9.0
CRACKS *Longitudinal*			Slight Moderate Severe	✓			9.0
CRACKS *Alligator*			Slight Moderate Severe		✓		3.0
CRACKS *Other - (Block, Slippage, & Reflection)*	none		Slight Moderate Severe				10.0
POTHOLES		<2" deep - 2"-4" deep - >4" deep -	Slight Moderate Severe	✓			9.0
PATCHES			Slight Moderate Severe		✓		6.0
RIDE QUALITY	no data	Few Bumps - Rough Ride - Speed Reduction -	Slight Moderate Severe				10.0

Roadway Geometry & Traffic Control	Comments	General Condition	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
CROWN (Height and condition of crown, unrestricted slope)	no data	Crowned Section - Flat Section - Negative Crown -	Good Slight Severe				10.0
PARALLEL SLOPES (Ability of vehicles able to recover if they drive off of road top surface and onto shoulder)	Not Applicable ✓	4:1 (or better) - 4:1 to 3:1 - Steeper than 3:1 -	Recoverable Traversable Too Steep				
ROAD WIDTH	35ft C&G both sides	Top Out-to-Out (ft, 3 Measurements) Surfacing Width (ft, 3 Measurements) No. Lanes: 2	Lane Width:				
SIGHT DISTANCE (Ability of drivers to see and adapt to obstacles)	no data						
TRAFFIC CONTROL (Adequacy of existing traffic control signage/ signalization)	no data	Good ☐ Bullet Holes ☐ Damage ☐	Placard Missing ☐ Need Add'l Items ☐ Sign Post Damage ☐	Remove Sign ☐ New Signs Req'd ☐ # Signs 0			10.0
RIGHT-OF-WAY (Adequacy of R/W and Assumed Encroachments)	no data	Width: Fenceline-to-fenceline (ft) Width: Obstruction to Fenceline (ft) Width: Obstruction to Obstruction (ft)					

PASER Rating = 8.1

OTHER MAINTENANCE/IMPROVEMENTS REQUIRED:

7th to 6th - south edge failure due to semiparking 150'x10' FDR, small failure 8'x6' FDR, utility patch failure 6'x28' FDR, failing drainage patch 24'x18' FDR

OTHER GENERAL REMARKS:

6th to Park - 57.5' width, ponding and cracking in middle, patch and crown. 5th to 4th - minor edge deterioration in a few spots, otherwise fair condition. 4th to 3rd - Central failure, middle of road 24'x20' FDR, area of a bad rut/ridge around 75' long. 9 patches fix other central failures, perhaps just pave center 24' width by west 3/4 block to fix all issues. 3rd to US 89 - continued numerous subgrade failures in random pattern from US 89 to east 150'. FDP 150' x full width would take care of it.

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TOWN OF FAIRFIELD
SURFACED ROAD INVENTORY DATA
PASER Evaluation

Road Name: **1st Ave S**	Milepost Begin: MILES	Inspected By: RYAN HOLM
Start: 7th	Milepost End: MILES	Date: 4/25/2018
Stop: US 89	Length: MILES	Posted Speed: MPH

Roadway Surface Condition	Comments	Degree	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
SURFACE DEFECTS Raveling - Loss of pavement material from the surface downward			Slight / Moderate / Severe	Slight ☑			9.0
SURFACE DEFECTS Flushing - excess asphalt on the surface			Slight / Moderate / Severe	Slight ☑			9.0
SURFACE DEFECTS Polishing - Wearing of aggregate edges to make a smooth slippery surface			Slight / Moderate / Severe	Slight ☑			9.0
DRAINAGE (Ability of roadside ditches and under-road culverts to carry water away from road.)	no data	Slight Ponding - / Moderate Ponding - / Severe Ponding -	Slight / Moderate / Severe				10.0
SURFACE DEFORMATION *Rutting*	none		Slight / Moderate / Severe				10.0
SURFACE DEFORMATION *Distortion*			Slight / Moderate / Severe				10.0
CRACKS *Transverse*			Slight / Moderate / Severe	Slight ☑			9.0
CRACKS *Longitudinal*			Slight / Moderate / Severe	Slight ☑			9.0
CRACKS *Alligator*			Slight / Moderate / Severe	Moderate ☑			8.0
CRACKS *Other - (Block, Slippage, & Reflection)*	none		Slight / Moderate / Severe				10.0
POTHOLES		<2" deep - / 2"-4" deep - / >4" deep -	Slight / Moderate / Severe	Moderate ☑			8.0
PATCHES			Slight / Moderate / Severe		Moderate ☑		6.0
RIDE QUALITY	no data	Few Bumps - / Rough Ride - / Speed Reduction -	Slight / Moderate / Severe				10.0

Roadway Geometry & Traffic Control	Comments	General Condition	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
CROWN (Height and condition of crown, unrestricted slope)	no data	Crowned Section - / Flat Section - / Negative Crown -	Good / Slight / Severe				10.0
PARALLEL SLOPES (Ability of vehicles able to recover if they drive off of road top surface and onto shoulder)	Not Applicable ☑	4:1 (or better) - / 4:1 to 3:1 - / Steeper than 3:1 -	Recoverable / Traversable / Too Steep				
ROAD WIDTH	26ft No C&G 7th to 6th. 35 ft C&G both sides 6th to US 89	Top Out-to-Out (ft, 3 Measurements) / Surfacing Width (ft, 3 Measurements) / No. Lanes: 2	Lane Width:				
SIGHT DISTANCE (Ability of drivers to see and adapt to obstacles)	no data						
TRAFFIC CONTROL (Adequacy of existing traffic control signage/ signalization)	no data	Good ☐ / Bullet Holes ☐ / Damage ☐	Placard Missing ☐ / Need Add'l Items ☐ / Sign Post Damage ☐	Remove Sign ☐ / New Signs Req'd ☐ / # Signs 0			10.0
RIGHT-OF-WAY (Adequacy of R/W and Assumed Encroachments)	no data	Width: Fenceline-to-fenceline (ft) / Width: Obstruction to Fenceline (ft) / Width: Obstruction to Obstruction (ft)					

PASER Rating = 9.1

OTHER MAINTENANCE/IMPROVEMENTS REQUIRED:

7th to 6th - moderate edge breakdown both sides, 40'x6' FDR on south edge, selective patching of potholes, 30'x6' repave north side, 35'x8' FDR north side at 6th

OTHER GENERAL REMARKS:

6th to 5th - has been chip sealed, good condition. 5th to 4th - has been chip sealed, slight breakdown on edges, 6' width, worst has been patched, fair condition. 4th to US 89 - fair condition, some patching, has been chip sealed, subgrade failure near US 89 approach 30'x24' (on S side) FDR.

GreatWest ENGINEERING

TOWN OF FAIRFIELD
SURFACED ROAD INVENTORY DATA
PASER Evaluation

Road Name: **1st St SW**	Milepost Begin: MILES	Inspected By: RYAN HOLM
Start: Hwy 408 (3rd Ave S)	Milepost End: MILES	Date: 4/25/2018
Stop:	Length: MILES	Posted Speed: MPH

Roadway Surface Condition	Comments	Degree	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
SURFACE DEFECTS Raveling - Loss of pavement material from the surface downward			Slight Moderate Severe	✓			9.0
SURFACE DEFECTS Flushing - excess asphalt on the surface			Slight Moderate Severe	✓			9.0
SURFACE DEFECTS Polishing - Wearing of aggregate edges to make a smooth slippery surface			Slight Moderate Severe	✓			9.0
DRAINAGE (Ability of roadside ditches and under-road culverts to carry water away from road.)	no data	Slight Ponding - Moderate Ponding - Severe Ponding -	Slight Moderate Severe				10.0
SURFACE DEFORMATION *Rutting*			Slight Moderate Severe	✓			9.0
SURFACE DEFORMATION *Distortion*	none		Slight Moderate Severe				10.0
CRACKS *Transverse*			Slight Moderate Severe		✓		8.0
CRACKS *Longitudinal*			Slight Moderate Severe			✓	6.0
CRACKS *Alligator*			Slight Moderate Severe			✓	4.0
CRACKS *Other - (Block, Slippage, & Reflection)*	none		Slight Moderate Severe				10.0
POTHOLES		<2" deep - 2"-4" deep - >4" deep -	Slight Moderate Severe	✓			9.0
PATCHES			Slight Moderate Severe	✓			9.0
RIDE QUALITY	no data	Few Bumps - Rough Ride - Speed Reduction -	Slight Moderate Severe				10.0

Roadway Geometry & Traffic Control	Comments	General Condition	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
CROWN (Height and condition of crown, unrestricted slope)	no data	Crowned Section - Flat Section - Negative Crown -	Good Slight Severe				10.0
PARALLEL SLOPES (Ability of vehicles able to recover if they drive off of road top surface and onto shoulder)	Not Applicable ✓	4:1 (or better) - 4:1 to 3:1 - Steeper than 3:1 -	Recoverable Traversable Too Steep				
ROAD WIDTH	32 ft C&G East Side only	Top Out-to-Out (ft, 3 Measurements) Surfacing Width (ft, 3 Measurements) No. Lanes: 2	Lane Width:				
SIGHT DISTANCE (Ability of drivers to see and adapt to obstacles)	no data						
TRAFFIC CONTROL (Adequacy of existing traffic control signage/ signalization)	no data	Good ☐ Bullet Holes ☐ Damage ☐	Placard Missing ☐ Need Add'l Items ☐ Sign Post Damage ☐	Remove Sign ☐ New Signs Req'd ☐ # Signs 0			10.0
RIGHT-OF-WAY (Adequacy of R/W and Assumed Encroachments)	no data	Width: Fenceline-to-fenceline (ft) Width: Obstruction to Fenceline (ft) Width: Obstruction to Obstruction (ft)					

PASER Rating = 8.8

OTHER MAINTENANCE/IMPROVEMENTS REQUIRED:

3rd to 2nd - moderate alligator cracking and long cracking over a large area, worst areas are patched, alligator cracking not separated, chipseal OK. 2nd to Central - less cracking, drainage failures at SW corner of intersection with Central, 30'x12' FDR.

OTHER GENERAL REMARKS:

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TOWN OF FAIRFIELD
SURFACED ROAD INVENTORY DATA
PASER Evaluation

Road Name: **2nd Ave N**	Milepost Begin: MILES	Inspected By: RYAN HOLM
Start: US 89	Milepost End: MILES	Date: 4/25/2018
Stop: 7th	Length: MILES	Posted Speed: MPH

Roadway Surface Condition	Comments	Degree	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
SURFACE DEFECTS Raveling - Loss of pavement material from the surface downward			Slight Moderate Severe	☐ ☐ ☐	☑ ☐ ☐	☐ ☐ ☐	8.0
SURFACE DEFECTS Flushing - excess asphalt on the surface			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☑ ☐	4.0
SURFACE DEFECTS Polishing - Wearing of aggregate edges to make a smooth slippery surface			Slight Moderate Severe	☐ ☐ ☐	☐ ☑ ☐	☐ ☐ ☐	6.0
DRAINAGE (Ability of roadside ditches and under-road culverts to carry water away from road.)	no data	Slight Ponding - Moderate Ponding - Severe Ponding -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
SURFACE DEFORMATION *Rutting*			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☑ ☐ ☐	7.0
SURFACE DEFORMATION *Distortion*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
CRACKS *Transverse*			Slight Moderate Severe	☐ ☑ ☐	☐ ☐ ☐	☐ ☐ ☐	8.0
CRACKS *Longitudinal*			Slight Moderate Severe	☐ ☑ ☐	☐ ☐ ☐	☐ ☐ ☐	8.0
CRACKS *Alligator*			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☑	☐ ☐ ☐	3.0
CRACKS *Other - (Block, Slippage, & Reflection)*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
POTHOLES		<2" deep - 2"-4" deep - >4" deep -	Slight Moderate Severe	☐ ☑ ☐	☐ ☐ ☐	☐ ☐ ☐	8.0
PATCHES			Slight Moderate Severe	☐ ☑ ☐	☐ ☐ ☐	☐ ☐ ☐	8.0
RIDE QUALITY	no data	Few Bumps - Rough Ride - Speed Reduction -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0

Roadway Geometry & Traffic Control	Comments	General Condition	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
CROWN (Height and condition of crown, unrestricted slope)	no data	Crowned Section - Flat Section - Negative Crown -	Good Slight Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
PARALLEL SLOPES (Ability of vehicles able to recover if they drive off of road top surface and onto shoulder)	Not Applicable ☑	4:1 (or better) - 4:1 to 3:1 - Steeper than 3:1 -	Recoverable Traversable Too Steep	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	
ROAD WIDTH	36ft C&G both sides	Top Out-to-Out (ft, 3 Measurements) Surfacing Width (ft, 3 Measurements) No. Lanes: 2	Lane Width:				
SIGHT DISTANCE (Ability of drivers to see and adapt to obstacles)	no data						
TRAFFIC CONTROL (Adequacy of existing traffic control signage/ signalization)	no data	Good ☐ Bullet Holes ☐ Damage ☐	Placard Missing ☐ Need Add'l Items ☐ Sign Post Damage ☐	Remove Sign ☐ New Signs Req'd ☐ # Signs 0			10.0
RIGHT-OF-WAY (Adequacy of R/W and Assumed Encroachments)	no data	Width: Fenceline-to-fenceline (ft) Width: Obstruction to Fenceline (ft) Width: Obstruction to Obstruction (ft)					

PASER Rating = 8.0

OTHER MAINTENANCE/IMPROVEMENTS REQUIRED:

US 89 to 2nd St - 2 small failures 15'x8' FDR. 2nd to 4th - Fair condition.

OTHER GENERAL REMARKS:

4th to 5th - S edge failure 65'x8' FDR, pothole failures 14'x24' wide FDR, N edge failures 90'x6'-8' taper FDR, N edge failures 45'x12' FDR, N edge failure 30'x8' FDR. 5th to 6th - minor S edge breakup ins pars locations throughout block, within 3' of curb and gutter. 6th to 7th - fair condition.

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TOWN OF FAIRFIELD
SURFACED ROAD INVENTORY DATA
PASER Evaluation

Road Name: **2nd Ave S**	Milepost Begin: MILES	Inspected By: RYAN HOLM
Start: US 89	Milepost End: MILES	Date: 4/25/2018
Stop: 7th St	Length: MILES	Posted Speed: MPH

Roadway Surface Condition	Comments	Degree	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
SURFACE DEFECTS Raveling - Loss of pavement material from the surface downward			Slight Moderate Severe	☐ ☐ ☐	☑ ☐ ☐	☐ ☐ ☐	8.0
SURFACE DEFECTS Flushing - excess asphalt on the surface			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☑ ☐	4.0
SURFACE DEFECTS Polishing - Wearing of aggregate edges to make a smooth slippery surface			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☑ ☐	4.0
DRAINAGE (Ability of roadside ditches and under-road culverts to carry water away from road.)	no data	Slight Ponding - Moderate Ponding - Severe Ponding -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
SURFACE DEFORMATION *Rutting*			Slight Moderate Severe	☑ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	9.0
SURFACE DEFORMATION *Distortion*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
CRACKS *Transverse*			Slight Moderate Severe	☑ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	9.0
CRACKS *Longitudinal*			Slight Moderate Severe	☑ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	9.0
CRACKS *Alligator*			Slight Moderate Severe	☐ ☑ ☐	☐ ☐ ☐	☐ ☐ ☐	8.0
CRACKS *Other - (Block, Slippage, & Reflection)*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
POTHOLES		<2" deep - 2"-4" deep - >4" deep -	Slight Moderate Severe	☐ ☐ ☐	☑ ☐ ☐	☐ ☐ ☐	8.0
PATCHES			Slight Moderate Severe	☐ ☑ ☐	☐ ☐ ☐	☐ ☐ ☐	8.0
RIDE QUALITY	no data	Few Bumps - Rough Ride - Speed Reduction -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0

Roadway Geometry & Traffic Control	Comments	General Condition	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
CROWN (Height and condition of crown, unrestricted slope)	no data	Crowned Section - Flat Section - Negative Crown -	Good Slight Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
PARALLEL SLOPES (Ability of vehicles able to recover if they drive off of road top surface and onto shoulder)	Not Applicable ☑	4:1 (or better) - 4:1 to 3:1 - Steeper than 3:1 -	Recoverable Traversable Too Steep	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	
ROAD WIDTH	36' C&G both sides US 89 to 6th. 34' no C&G 6th to 7th	Top Out-to-Out (ft, 3 Measurements) Surfacing Width (ft, 3 Measurements) No. Lanes: 2	Lane Width:				
SIGHT DISTANCE (Ability of drivers to see and adapt to obstacles)	no data						
TRAFFIC CONTROL (Adequacy of existing traffic control signage/ signalization)	no data	Good ☐ Bullet Holes ☐ Damage ☐	Placard Missing ☐ Need Add'l Items ☐ Sign Post Damage ☐	Remove Sign ☐ New Signs Req'd ☐ # Signs 0			10.0
RIGHT-OF-WAY (Adequacy of R/W and Assumed Encroachments)	no data	Width: Fenceline-to-fenceline (ft) Width: Obstruction to Fenceline (ft) Width: Obstruction to Obstruction (ft)					

PASER Rating = 8.5

OTHER MAINTENANCE/IMPROVEMENTS REQUIRED:

US 89 to 4th - south side breakdown, borderline repave or just chipseal, around 8' wide. 4th to 5th - same as previous block, failing utility patch, full width by 5'.

OTHER GENERAL REMARKS:

5th to 6th - north side failure, 50% block by 6' FDR, 50% block by 10' FDR. 6th to 7th - fair condition, slight edge breakdown # 1/3 of block.

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TOWN OF FAIRFIELD
SURFACED ROAD INVENTORY DATA
PASER Evaluation

Road Name: **2nd Ave SW**	Milepost Begin: MILES	Inspected By: RYAN HOLM
Start: 1st St SW	Milepost End: MILES	Date: 4/25/2018
Stop: End	Length: MILES	Posted Speed: MPH

Roadway Surface Condition	Comments	Degree	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
SURFACE DEFECTS Raveling - Loss of pavement material from the surface downward			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☑	1.0
SURFACE DEFECTS Flushing - excess asphalt on the surface	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
SURFACE DEFECTS Polishing - Wearing of aggregate edges to make a smooth slippery surface	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
DRAINAGE (Ability of roadside ditches and under-road culverts to carry water away from road.)	no data	Slight Ponding - Moderate Ponding - Severe Ponding -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
SURFACE DEFORMATION *Rutting*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
SURFACE DEFORMATION *Distortion*			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
CRACKS *Transverse*			Slight Moderate Severe	☑ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	9.0
CRACKS *Longitudinal*			Slight Moderate Severe	☑ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	9.0
CRACKS *Alligator*			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☑ ☐ ☐	7.0
CRACKS *Other - (Block, Slippage, & Reflection)*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
POTHOLES		<2" deep - 2"-4" deep - >4" deep -	Slight Moderate Severe	☐ ☑ ☐	☐ ☐ ☐	☐ ☐ ☐	8.0
PATCHES			Slight Moderate Severe	☑ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	9.0
RIDE QUALITY	no data	Few Bumps - Rough Ride - Speed Reduction -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0

Roadway Geometry & Traffic Control	Comments	General Condition	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
CROWN (Height and condition of crown, unrestricted slope)	no data	Crowned Section - Flat Section - Negative Crown -	Good Slight Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
PARALLEL SLOPES (Ability of vehicles able to recover if they drive off of road top surface and onto shoulder)	Not Applicable ☑	4:1 (or better) - 4:1 to 3:1 - Steeper than 3:1 -	Recoverable Traversable Too Steep	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	
ROAD WIDTH	36 ft C&G North Side whole street, south side for 1st house.	Top Out-to-Out (ft, 3 Measurements) Surfacing Width (ft, 3 Measurements) No. Lanes: 2	Lane Width:				
SIGHT DISTANCE (Ability of drivers to see and adapt to obstacles)	no data						
TRAFFIC CONTROL (Adequacy of existing traffic control signage/ signalization)	no data	Good ☐ Bullet Holes ☐ Damage ☐	Placard Missing ☐ Need Add'l Items ☐ Sign Post Damage ☐	Remove Sign ☐ New Signs Req'd ☐ # Signs 0			10.0
RIGHT-OF-WAY (Adequacy of R/W and Assumed Encroachments)	no data	Width: Fenceline-to-fenceline (ft) Width: Obstruction to Fenceline (ft) Width: Obstruction to Obstruction (ft)					

PASER Rating = 8.9

OTHER MAINTENANCE/IMPROVEMENTS REQUIRED:

slight edge breakdown from vegetation growing through patch potholes, chipseal.

OTHER GENERAL REMARKS:

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TOWN OF FAIRFIELD
SURFACED ROAD INVENTORY DATA
PASER Evaluation

Road Name: **2nd St**	Milepost Begin: MILES	Inspected By: RYAN HOLM
Start: 4th Ave N	Milepost End: MILES	Date: 4/25/2018
Stop: US 89	Length: MILES	Posted Speed: MPH

Roadway Surface Condition	Comments	Degree	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
SURFACE DEFECTS Raveling - Loss of pavement material from the surface downward			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☑	1.0
SURFACE DEFECTS Flushing - excess asphalt on the surface			Slight Moderate Severe	☑ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	9.0
SURFACE DEFECTS Polishing - Wearing of aggregate edges to make a smooth slippery surface			Slight Moderate Severe	☐ ☐ ☐	☑ ☐ ☐	☐ ☐ ☐	8.0
DRAINAGE (Ability of roadside ditches and under-road culverts to carry water away from road.)	no data	Slight Ponding - Moderate Ponding - Severe Ponding -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
SURFACE DEFORMATION *Rutting*			Slight Moderate Severe	☐ ☐ ☐	☐ ☑ ☐	☐ ☐ ☐	6.0
SURFACE DEFORMATION *Distortion*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
CRACKS *Transverse*			Slight Moderate Severe	☑ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	9.0
CRACKS *Longitudinal*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
CRACKS *Alligator*			Slight Moderate Severe	☐ ☐ ☑	☐ ☐ ☐	☐ ☐ ☐	6.0
CRACKS *Other - (Block, Slippage, & Reflection)*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
POTHOLES	none	<2" deep - 2"-4" deep - >4" deep -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
PATCHES	2nd N to US 89		Slight Moderate Severe	☐ ☑ ☐	☐ ☐ ☐	☐ ☐ ☐	8.0
RIDE QUALITY	no data	Few Bumps - Rough Ride - Speed Reduction -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0

Roadway Geometry & Traffic Control	Comments	General Condition	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
CROWN (Height and condition of crown, unrestricted slope)	no data	Crowned Section - Flat Section - Negative Crown -	Good Slight Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
PARALLEL SLOPES (Ability of vehicles able to recover if they drive off of road top surface and onto shoulder)	Not Applicable ☑	4:1 (or better) - 4:1 to 3:1 - Steeper than 3:1 -	Recoverable Traversable Too Steep	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	
ROAD WIDTH	36 ft C&G both sides	Top Out-to-Out (ft, 3 Measurements) Surfacing Width (ft, 3 Measurements) No. Lanes: 2	Lane Width:				
SIGHT DISTANCE (Ability of drivers to see and adapt to obstacles)	no data						
TRAFFIC CONTROL (Adequacy of existing traffic control signage/ signalization)	no data	Good ☐ Bullet Holes ☐ Damage ☐	Placard Missing ☐ Need Add'l Items ☐ Sign Post Damage ☐	Remove Sign ☐ New Signs Req'd ☐ # Signs 0			10.0
RIGHT-OF-WAY (Adequacy of R/W and Assumed Encroachments)	no data	Width: Fenceline-to-fenceline (ft) Width: Obstruction to Fenceline (ft) Width: Obstruction to Obstruction (ft)					

PASER Rating = 8.5

OTHER MAINTENANCE/IMPROVEMENTS REQUIRED:

4th N to 3rd N - east edge failure N of alley 80ft x7th FDR, S of alley 40ft x 4ft FDR. 3rd N to 2nd N - west edge failure S of 3rd N 35ft x 7ft FDR. 2nd N to US 89 - west edge failure S of 2nd N 75ft x8ft RDR, west edge failure between alley and US 89 35ft x 10ft FDR.

OTHER GENERAL REMARKS:

GreatWest ENGINEERING

TOWN OF FAIRFIELD
SURFACED ROAD INVENTORY DATA
PASER Evaluation

Road Name: **3rd Ave N**	Milepost Begin: MILES	Inspected By: RYAN HOLM
Start: East of 7th	Milepost End: MILES	Date: 4/25/2018
Stop: End E of School	Length: MILES	Posted Speed: MPH

Roadway Surface Condition	Comments	Degree	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
SURFACE DEFECTS Raveling - Loss of pavement material from the surface downward			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☑	1.0
SURFACE DEFECTS Flushing - excess asphalt on the surface	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
SURFACE DEFECTS Polishing - Wearing of aggregate edges to make a smooth slippery surface	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
DRAINAGE (Ability of roadside ditches and under-road culverts to carry water away from road.)	no data	Slight Ponding - Moderate Ponding - Severe Ponding -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
SURFACE DEFORMATION *Rutting*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
SURFACE DEFORMATION *Distortion*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
CRACKS *Transverse*			Slight Moderate Severe	☑ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	9.0
CRACKS *Longitudinal*			Slight Moderate Severe	☐ ☑ ☐	☐ ☐ ☐	☐ ☐ ☐	8.0
CRACKS *Alligator*			Slight Moderate Severe	☐ ☑ ☐	☐ ☐ ☐	☐ ☐ ☐	8.0
CRACKS *Other - (Block, Slippage, & Reflection)*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
POTHOLES		<2" deep - 2"-4" deep - >4" deep -	Slight Moderate Severe	☐ ☑ ☐	☐ ☐ ☐	☐ ☐ ☐	8.0
PATCHES			Slight Moderate Severe	☐ ☑ ☐	☐ ☐ ☐	☐ ☐ ☐	8.0
RIDE QUALITY	no data	Few Bumps - Rough Ride - Speed Reduction -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0

Roadway Geometry & Traffic Control	Comments	General Condition	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
CROWN (Height and condition of crown, unrestricted slope)	no data	Crowned Section - Flat Section - Negative Crown -	Good Slight Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
PARALLEL SLOPES (Ability of vehicles able to recover if they drive off of road top surface and onto shoulder)	Not Applicable ☑	4:1 (or better) - 4:1 to 3:1 - Steeper than 3:1 -	Recoverable Traversable Too Steep	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	
ROAD WIDTH	22 ft, no C&G	Top Out-to-Out (ft, 3 Measurements) Surfacing Width (ft, 3 Measurements) No. Lanes: 2	Lane Width:				
SIGHT DISTANCE (Ability of drivers to see and adapt to obstacles)	no data						
TRAFFIC CONTROL (Adequacy of existing traffic control signage/ signalization)	no data	Good ☐ Bullet Holes ☐ Damage ☐	Placard Missing ☐ Need Add'l Items ☐ Sign Post Damage ☐	Remove Sign ☐ New Signs Req'd ☐ # Signs 0			10.0
RIGHT-OF-WAY (Adequacy of R/W and Assumed Encroachments)	no data	Width: Fenceline-to-fenceline (ft) Width: Obstruction to Fenceline (ft) Width: Obstruction to Obstruction (ft)					

PASER Rating = 8.8

OTHER MAINTENANCE/IMPROVEMENTS REQUIRED:

moderate breakdown of L & R edges, not enough to warrant paving. Moderate alligator crack on inside of curve, no breakup. Poor patching and alligator cracking next to end of track, full width FDRx35'

OTHER GENERAL REMARKS:

GreatWest ENGINEERING

TOWN OF FAIRFIELD
SURFACED ROAD INVENTORY DATA
PASER Evaluation

Road Name: **3rd Ave N**	Milepost Begin: MILES	Inspected By: RYAN HOLM
Start: 7th	Milepost End: MILES	Date: 4/25/2018
Stop: US 89	Length: MILES	Posted Speed: MPH

Roadway Surface Condition	Comments	Degree	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
SURFACE DEFECTS Raveling - Loss of pavement material from the surface downward			Slight Moderate Severe	☐ ☐ ☐	☑ ☐ ☐	☐ ☐ ☐	8.0
SURFACE DEFECTS Flushing - excess asphalt on the surface			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☑ ☐	4.0
SURFACE DEFECTS Polishing - Wearing of aggregate edges to make a smooth slippery surface			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☑ ☐	4.0
DRAINAGE (Ability of roadside ditches and under-road culverts to carry water away from road.)	no data	Slight Ponding - Moderate Ponding - Severe Ponding -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
SURFACE DEFORMATION *Rutting*			Slight Moderate Severe	☐ ☐ ☐	☐ ☑ ☐	☐ ☐ ☐	6.0
SURFACE DEFORMATION *Distortion*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
CRACKS *Transverse*			Slight Moderate Severe	☐ ☑ ☐	☐ ☐ ☐	☐ ☐ ☐	8.0
CRACKS *Longitudinal*			Slight Moderate Severe	☐ ☑ ☐	☐ ☐ ☐	☐ ☐ ☐	8.0
CRACKS *Alligator*			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☑	☐ ☐ ☐	3.0
CRACKS *Other - (Block, Slippage, & Reflection)*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
POTHOLES		<2" deep - 2"-4" deep - >4" deep -	Slight Moderate Severe	☐ ☑ ☐	☐ ☐ ☐	☐ ☐ ☐	8.0
PATCHES			Slight Moderate Severe	☐ ☑ ☐	☐ ☐ ☐	☐ ☐ ☐	8.0
RIDE QUALITY	no data	Few Bumps - Rough Ride - Speed Reduction -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0

Roadway Geometry & Traffic Control	Comments	General Condition	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
CROWN (Height and condition of crown, unrestricted slope)	no data	Crowned Section - Flat Section - Negative Crown -	Good Slight Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
PARALLEL SLOPES (Ability of vehicles able to recover if they drive off of road top surface and onto shoulder)	Not Applicable ☑	4:1 (or better) - 4:1 to 3:1 - Steeper than 3:1 -	Recoverable Traversable Too Steep	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	
ROAD WIDTH	35ft C&G both sides	Top Out-to-Out (ft, 3 Measurements) Surfacing Width (ft, 3 Measurements) No. Lanes: 2	Lane Width:				
SIGHT DISTANCE (Ability of drivers to see and adapt to obstacles)	no data						
TRAFFIC CONTROL (Adequacy of existing traffic control signage/ signalization)	no data	Good ☐ Bullet Holes ☐ Damage ☐	Placard Missing ☐ Need Add'l Items ☐ Sign Post Damage ☐	Remove Sign ☐ New Signs Req'd ☐ # Signs 0			10.0
RIGHT-OF-WAY (Adequacy of R/W and Assumed Encroachments)	no data	Width: Fenceline-to-fenceline (ft) Width: Obstruction to Fenceline (ft) Width: Obstruction to Obstruction (ft)					

PASER Rating = 7.8

OTHER MAINTENANCE/IMPROVEMENTS REQUIRED:

OTHER GENERAL REMARKS:

7th to 6th - S edge failure 20'x3' FDR, N edge failure 15'x7' FDR. Continuous from intersection with 6th - N edge failure 70'x12' and 25'x3' FDR. 6th to 5th - N edge failure, E 1/2 block x 12' FDR, W 1/2 block x 6' FDR . 5th to 4th - 2 localized failures on N side of road 2-8'x6' patches or FDR. 4th to 3rd - N edge failure W of 4th 70'x10' FDR, 2 S edge failures 8'x6' and 15'x8' FDR. 3rd to 2nd - failing patch W of 3rd 20'x12' FDR. S edge failure 45'x12' FDR. 2nd to US 89 - S edge failure 35'x10' FDR. 2 small failures S side

GreatWest ENGINEERING

TOWN OF FAIRFIELD
SURFACED ROAD INVENTORY DATA
PASER Evaluation

Road Name: **3rd St**	Milepost Begin: MILES	Inspected By: RYAN HOLM
Start: US 89	Milepost End: MILES	Date: 4/25/2018
Stop: 4th Ave N	Length: MILES	Posted Speed: MPH

Roadway Surface Condition	Comments	Degree	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
SURFACE DEFECTS Raveling - Loss of pavement material from the surface downward			Slight Moderate Severe	☐ ☐ ☐	☐ ☑ ☐	☐ ☐ ☐	6.0
SURFACE DEFECTS Flushing - excess asphalt on the surface			Slight Moderate Severe	☐ ☐ ☐	☐ ☑ ☐	☐ ☐ ☐	6.0
SURFACE DEFECTS Polishing - Wearing of aggregate edges to make a smooth slippery surface			Slight Moderate Severe	☐ ☐ ☐	☐ ☑ ☐	☐ ☐ ☐	6.0
DRAINAGE (Ability of roadside ditches and under-road culverts to carry water away from road.)	no data	Slight Ponding - Moderate Ponding - Severe Ponding -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
SURFACE DEFORMATION *Rutting*			Slight Moderate Severe	☐ ☐ ☐	☐ ☑ ☐	☐ ☐ ☐	6.0
SURFACE DEFORMATION *Distortion*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
CRACKS *Transverse*			Slight Moderate Severe	☑ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	9.0
CRACKS *Longitudinal*			Slight Moderate Severe	☑ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	9.0
CRACKS *Alligator*			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☑	☐ ☐ ☐	3.0
CRACKS *Other - (Block, Slippage, & Reflection)*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
POTHOLES		<2" deep - 2"-4" deep - >4" deep -	Slight Moderate Severe	☑ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	9.0
PATCHES			Slight Moderate Severe	☐ ☑ ☐	☐ ☐ ☐	☐ ☐ ☐	8.0
RIDE QUALITY	no data	Few Bumps - Rough Ride - Speed Reduction -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0

Roadway Geometry & Traffic Control	Comments	General Condition	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
CROWN (Height and condition of crown, unrestricted slope)	no data	Crowned Section - Flat Section - Negative Crown -	Good Slight Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
PARALLEL SLOPES (Ability of vehicles able to recover if they drive off of road top surface and onto shoulder)	Not Applicable ☑	4:1 (or better) - 4:1 to 3:1 - Steeper than 3:1 -	Recoverable Traversable Too Steep	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	
ROAD WIDTH	55.5 ft C&G both sides	Top Out-to-Out (ft, 3 Measurements) Surfacing Width (ft, 3 Measurements) No. Lanes: 2	Lane Width:				
SIGHT DISTANCE (Ability of drivers to see and adapt to obstacles)	no data						
TRAFFIC CONTROL (Adequacy of existing traffic control signage/ signalization)	no data	Good ☐ Bullet Holes ☐ Damage ☐	Placard Missing ☐ Need Add'l Items ☐ Sign Post Damage ☐	Remove Sign ☐ New Signs Req'd ☐ # Signs 0			10.0
RIGHT-OF-WAY (Adequacy of R/W and Assumed Encroachments)	no data	Width: Fenceline-to-fenceline (ft) Width: Obstruction to Fenceline (ft) Width: Obstruction to Obstruction (ft)					

PASER Rating = 8.1

OTHER MAINTENANCE/IMPROVEMENTS REQUIRED:

US 89 to Central - east edge failure US 89 to Alley by 4ft full depth replacement and 30ft x 4 ft full depth replacement. Patching of moderate to severe alligator cracking 20ft x 8ft and 60ft x12ft. Busy road to gas station.

OTHER GENERAL REMARKS:

Central to 1st N - west edge alligator and starting to breakup 55ft x 15ft, possible FDR. Central to 1st N west edge failure, 45ft x 8 ft FDR. 1st N to 2nd N - west edge failure, 70ft x9ft FDR centered on alley. 2nd N to 3rd N - fair condition, ponding and patching.3rd N to 4th N - west edge failure, 35ft x 10ft FDR.

GreatWest ENGINEERING

TOWN OF FAIRFIELD
SURFACED ROAD INVENTORY DATA
PASER Evaluation

Road Name: **4th Ave N**	Milepost Begin: MILES	Inspected By: RYAN HOLM
Start: US 89	Milepost End: MILES	Date: 4/25/2018
Stop: 7th	Length: MILES	Posted Speed: MPH

Roadway Surface Condition	Comments	Degree	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
SURFACE DEFECTS Raveling - Loss of pavement material from the surface downward			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
SURFACE DEFECTS Flushing - excess asphalt on the surface			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☑ ☐	4.0
SURFACE DEFECTS Polishing - Wearing of aggregate edges to make a smooth slippery surface	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
DRAINAGE (Ability of roadside ditches and under-road culverts to carry water away from road.)	no data	Slight Ponding - Moderate Ponding - Severe Ponding -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
SURFACE DEFORMATION *Rutting*			Slight Moderate Severe	☐ ☑ ☐	☐ ☐ ☐	☐ ☐ ☐	8.0
SURFACE DEFORMATION *Distortion*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
CRACKS *Transverse*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
CRACKS *Longitudinal*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
CRACKS *Alligator*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
CRACKS *Other - (Block, Slippage, & Reflection)*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
POTHOLES	none	<2" deep - 2"-4" deep - >4" deep -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
PATCHES	new patches look good		Slight Moderate Severe	☑ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	9.0
RIDE QUALITY	no data	Few Bumps - Rough Ride - Speed Reduction -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0

Roadway Geometry & Traffic Control	Comments	General Condition	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
CROWN (Height and condition of crown, unrestricted slope)	no data	Crowned Section - Flat Section - Negative Crown -	Good Slight Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
PARALLEL SLOPES (Ability of vehicles able to recover if they drive off of road top surface and onto shoulder)	Not Applicable ☑	4:1 (or better) - 4:1 to 3:1 - Steeper than 3:1 -	Recoverable Traversable Too Steep	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	
ROAD WIDTH	30.5 ft C&G South side only	Top Out-to-Out (ft, 3 Measurements) Surfacing Width (ft, 3 Measurements) No. Lanes: 2	Lane Width:				
SIGHT DISTANCE (Ability of drivers to see and adapt to obstacles)	no data						
TRAFFIC CONTROL (Adequacy of existing traffic control signage/ signalization)	no data	Good ☐ Bullet Holes ☐ Damage ☐	Placard Missing ☐ Need Add'l Items ☐ Sign Post Damage ☐	Remove Sign ☐ New Signs Req'd ☐ # Signs 0			10.0
RIGHT-OF-WAY (Adequacy of R/W and Assumed Encroachments)	no data	Width: Fenceline-to-fenceline (ft) Width: Obstruction to Fenceline (ft) Width: Obstruction to Obstruction (ft)					

PASER Rating = 9.4

OTHER MAINTENANCE/IMPROVEMENTS REQUIRED:

2nd St to 3rd St - 10'x10' utility cut, never patched, 10'x10' FDR or pave only. 3rd to 4th - fair to good condition. 4th and 5th - moderate alligator cracking, paved parking area outside street on N. 4th and 5th - severe alligator carcking and starting to break up 45'x10' FDR or pave only south edge. South edge sutgrad(?) failure 30'x6' FDR. Moderate alligator cracking and break up mid block to 5th on south edge 8' wide FDR may not be needed, pave only.

OTHER GENERAL REMARKS:

4th Ave N and 5th S intersection - north edge failure, 100'x6' FDR. 5th to 6th - North edge failure, 160'x3' to 7' Taper FDR, mindor patching need, south edge cracking and breakup 50'x8' FDR or pave only. 6th to 7th - fair to good condition, some new patching apparent.

GreatWest ENGINEERING

TOWN OF FAIRFIELD
SURFACED ROAD INVENTORY DATA
PASER Evaluation

Road Name: **5th St**	Milepost Begin: MILES	Inspected By: RYAN HOLM
Start: 4th Ave N	Milepost End: MILES	Date: 4/25/2018
Stop: End S of 2nd Ave S	Length: MILES	Posted Speed: MPH

Roadway Surface Condition	Comments	Degree	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
SURFACE DEFECTS Raveling - Loss of pavement material from the surface downward			Slight Moderate Severe	☐ ☐ ☐	☑ ☐ ☐	☐ ☐ ☐	8.0
SURFACE DEFECTS Flushing - excess asphalt on the surface	from previous chipseal		Slight Moderate Severe	☐ ☐ ☐	☐ ☑ ☐	☐ ☐ ☐	6.0
SURFACE DEFECTS Polishing - Wearing of aggregate edges to make a smooth slippery surface			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☑ ☐	4.0
DRAINAGE (Ability of roadside ditches and under-road culverts to carry water away from road.)	no data	Slight Ponding - Moderate Ponding - Severe Ponding -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
SURFACE DEFORMATION *Rutting*			Slight Moderate Severe	☐ ☑ ☐	☐ ☐ ☐	☐ ☐ ☐	8.0
SURFACE DEFORMATION *Distortion*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
CRACKS *Transverse*			Slight Moderate Severe	☑ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	9.0
CRACKS *Longitudinal*			Slight Moderate Severe	☑ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	9.0
CRACKS *Alligator*			Slight Moderate Severe	☐ ☐ ☑	☐ ☐ ☐	☐ ☐ ☐	6.0
CRACKS *Other - (Block, Slippage, & Reflection)*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
POTHOLES	none	<2" deep - 2"-4" deep - >4" deep -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
PATCHES			Slight Moderate Severe	☐ ☑ ☐	☐ ☐ ☐	☐ ☐ ☐	8.0
RIDE QUALITY	no data	Few Bumps - Rough Ride - Speed Reduction -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0

Roadway Geometry & Traffic Control	Comments	General Condition	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
CROWN (Height and condition of crown, unrestricted slope)	no data	Crowned Section - Flat Section - Negative Crown -	Good Slight Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
PARALLEL SLOPES (Ability of vehicles able to recover if they drive off of road top surface and onto shoulder)	Not Applicable ☑	4:1 (or better) - 4:1 to 3:1 - Steeper than 3:1 -	Recoverable Traversable Too Steep	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	
ROAD WIDTH	36ft both sides 1st S to end (C&G). 36ft both sides 4th N to 1st N (C&G). 45ft both sides 1st N to 1st S (C&G).	Top Out-to-Out (ft, 3 Measurements) Surfacing Width (ft, 3 Measurements) No. Lanes: 2	Lane Width:				
SIGHT DISTANCE (Ability of drivers to see and adapt to obstacles)	no data						
TRAFFIC CONTROL (Adequacy of existing traffic control signage/ signalization)	no data	Good ☐ Bullet Holes ☐ Damage ☐	Placard Missing ☐ Need Add'l Items ☐ Sign Post Damage ☐	Remove Sign ☐ New Signs Req'd ☐ # Signs 0			10.0
RIGHT-OF-WAY (Adequacy of R/W and Assumed Encroachments)	no data	Width: Fenceline-to-fenceline (ft) Width: Obstruction to Fenceline (ft) Width: Obstruction to Obstruction (ft)					

PASER Rating = 8.5

OTHER MAINTENANCE/IMPROVEMENTS REQUIRED:

Between 4th N and 3rd N - east edge failure 80ft x 6ft N and S of alley full depth replacement (FDR). Between 3rd N and 2nd N - west edge failure Alley to 2nd N x 6ft FDR. North edge of intersection 16ft x 12ft FDR, alligator cracking and failure. Between 2nd N and Central - good condition.

OTHER GENERAL REMARKS:

4th St and Central - some patching and ponding on south side of intersection, patching in fair condition. Central to 2nd S - good condition. 2nd S to End - east edge failure 14ft x 6ft full depth replacement, moderate rutting and wear from turnaround on dead end street.

GreatWest ENGINEERING

TOWN OF FAIRFIELD
SURFACED ROAD INVENTORY DATA
PASER Evaluation

Road Name: **5th Ave N**	Milepost Begin: MILES	Inspected By: RYAN HOLM
Start: 7th St	Milepost End: MILES	Date: 4/25/2018
Stop: End	Length: MILES	Posted Speed: MPH

Roadway Surface Condition	Comments	Degree	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
SURFACE DEFECTS Raveling - Loss of pavement material from the surface downward			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☑	1.0
SURFACE DEFECTS Flushing - excess asphalt on the surface			Slight Moderate Severe	☐ ☐ ☐	☑ ☐ ☐	☐ ☐ ☐	8.0
SURFACE DEFECTS Polishing - Wearing of aggregate edges to make a smooth slippery surface			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☑ ☐	4.0
DRAINAGE (Ability of roadside ditches and under-road culverts to carry water away from road.)		Slight Ponding - Moderate Ponding - Severe Ponding -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
SURFACE DEFORMATION *Rutting*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
SURFACE DEFORMATION *Distortion*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
CRACKS *Transverse*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
CRACKS *Longitudinal*			Slight Moderate Severe	☐ ☐ ☑	☐ ☐ ☐	☐ ☐ ☐	6.0
CRACKS *Alligator*			Slight Moderate Severe	☐ ☐ ☑	☐ ☐ ☐	☐ ☐ ☐	6.0
CRACKS *Other - (Block, Slippage, & Reflection)*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
POTHOLES		<2" deep - 2"-4" deep - >4" deep -	Slight Moderate Severe	☐ ☑ ☐	☐ ☐ ☐	☐ ☐ ☐	8.0
PATCHES			Slight Moderate Severe	☐ ☐ ☑	☐ ☐ ☐	☐ ☐ ☐	6.0
RIDE QUALITY	no data	Few Bumps - Rough Ride - Speed Reduction -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0

Roadway Geometry & Traffic Control	Comments	General Condition	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
CROWN (Height and condition of crown, unrestricted slope)	no data	Crowned Section - Flat Section - Negative Crown -	Good Slight Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
PARALLEL SLOPES (Ability of vehicles able to recover if they drive off of road top surface and onto shoulder)	Not Applicable ☑	4:1 (or better) - 4:1 to 3:1 - Steeper than 3:1 -	Recoverable Traversable Too Steep	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	
ROAD WIDTH	42 feet (C & G along assisted living)	Top Out-to-Out (ft, 3 Measurements) Surfacing Width (ft, 3 Measurements) No. Lanes: 2	Lane Width:				
SIGHT DISTANCE (Ability of drivers to see and adapt to obstacles)	no data						
TRAFFIC CONTROL (Adequacy of existing traffic control signage/ signalization)	no data	Good ☐ Bullet Holes ☐ Damage ☐	Placard Missing ☐ Need Add'l Items ☐ Sign Post Damage ☐	Remove Sign ☐ New Signs Req'd ☐ # Signs 0			10.0
RIGHT-OF-WAY (Adequacy of R/W and Assumed Encroachments)	no data	Width: Fenceline-to-fenceline (ft) Width: Obstruction to Fenceline (ft) Width: Obstruction to Obstruction (ft)					

PASER Rating = 7.9

OTHER MAINTENANCE/IMPROVEMENTS REQUIRED:

North 15 ft of street totally pulverized, needs full depth replacement (pic 16). South 9 ft of street totally pulverized, needs full depth replacement (pic 17). Full width patch in front of assisted living center entrance failing 8 ft wide (pic 18). Full width patch in front of assisted lving west entrance in moderate to poor condition 24 ft wide. Full width, full depth replacement needed from east edge of intersection with 6th to W end of street.

OTHER GENERAL REMARKS:

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TOWN OF FAIRFIELD
SURFACED ROAD INVENTORY DATA
PASER Evaluation

Road Name: **5th St**	Milepost Begin: MILES	Inspected By: RYAN HOLM
Start: 3rd Ave S	Milepost End: MILES	Date: 4/25/2018
Stop: 4th Ave N	Length: MILES	Posted Speed: MPH

Roadway Surface Condition	Comments	Degree	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
SURFACE DEFECTS Raveling - Loss of pavement material from the surface downward			Slight Moderate Severe	☐ ☐ ☐	☐ ☑ ☐	☐ ☐ ☐	6.0
SURFACE DEFECTS Flushing - excess asphalt on the surface			Slight Moderate Severe	☐ ☐ ☐	☐ ☑ ☐	☐ ☐ ☐	6.0
SURFACE DEFECTS Polishing - Wearing of aggregate edges to make a smooth slippery surface			Slight Moderate Severe	☑ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	9.0
DRAINAGE (Ability of roadside ditches and under-road culverts to carry water away from road.)	no data	Slight Ponding - Moderate Ponding - Severe Ponding -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
SURFACE DEFORMATION *Rutting*			Slight Moderate Severe	☐ ☐ ☐	☑ ☐ ☐	☐ ☐ ☐	8.0
SURFACE DEFORMATION *Distortion*	Minor N of Central		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
CRACKS *Transverse*			Slight Moderate Severe	☑ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	9.0
CRACKS *Longitudinal*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
CRACKS *Alligator*			Slight Moderate Severe	☐ ☐ ☑	☐ ☐ ☐	☐ ☐ ☐	6.0
CRACKS *Other - (Block, Slippage, & Reflection)*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
POTHOLES	none	<2" deep - 2"-4" deep - >4" deep -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
PATCHES			Slight Moderate Severe	☐ ☑ ☐	☐ ☐ ☐	☐ ☐ ☐	8.0
RIDE QUALITY	no data	Few Bumps - Rough Ride - Speed Reduction -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0

Roadway Geometry & Traffic Control	Comments	General Condition	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
CROWN (Height and condition of crown, unrestricted slope)	no data	Crowned Section - Flat Section - Negative Crown -	Good Slight Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
PARALLEL SLOPES (Ability of vehicles able to recover if they drive off of road top surface and onto shoulder)	Not Applicable ☑	4:1 (or better) - 4:1 to 3:1 - Steeper than 3:1 -	Recoverable Traversable Too Steep	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	
ROAD WIDTH	36 ft both sides 1st N to 4th N (C&G). 36 feet both sides (paved over gutter) 3rd S to 1st S (C&G). 45 ft both sides 1st S to 1st N (C&G)	Top Out-to-Out (ft, 3 Measurements) Surfacing Width (ft, 3 Measurements) No. Lanes: 2	Lane Width:				
SIGHT DISTANCE (Ability of drivers to see and adapt to obstacles)	no data						
TRAFFIC CONTROL (Adequacy of existing traffic control signage/ signalization)	no data	Good ☐ Bullet Holes ☐ Damage ☐	Placard Missing ☐ Need Add'l Items ☐ Sign Post Damage ☐	Remove Sign ☐ New Signs Req'd ☐ # Signs 0			10.0
RIGHT-OF-WAY (Adequacy of R/W and Assumed Encroachments)	no data	Width: Fenceline-to-fenceline (ft) Width: Obstruction to Fenceline (ft) Width: Obstruction to Obstruction (ft)					

PASER Rating = 8.8

OTHER MAINTENANCE/IMPROVEMENTS REQUIRED:

Evidence of past chip seal. More alligator cracking N of 1st S. May not need chip seal south of Central. N of Central needs chip seal and selective full depth replacement.

OTHER GENERAL REMARKS:

5th and 1st N intersection - alligator cracking and patch failure 80ft X 14ft to 6ft taper, possible full depth replacement (FDR). Between 1st N and 2nd N - west edge drainage/Heave falure 42ft X 8ft FDR, 100ft X 8ft FDR, east edge drainage/heave failure 150ft X 8ft FDR. Between 2nd N and 3rd N - west edge drainage/heave failure 2nd N to Alley X 6ft FDR. Between 2nd N and 3rd N - east edge drainage/heave failure Alley to 3rd N x 12ft FDR. Between 3rd N and 4th N - east edge drainage/heave failure 3rd N to Alley x

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TOWN OF FAIRFIELD
SURFACED ROAD INVENTORY DATA
PASER Evaluation

Road Name: **6th St**	Milepost Begin: MILES	Inspected By: RYAN HOLM
Start: 5th Ave N	Milepost End: MILES	Date: 4/25/2018
Stop: 3rd Ave S	Length: MILES	Posted Speed: MPH

Roadway Surface Condition	Comments	Degree	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
SURFACE DEFECTS Raveling - Loss of pavement material from the surface downward			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☑	☐ ☐ ☐	3.0
SURFACE DEFECTS Flushing - excess asphalt on the surface	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
SURFACE DEFECTS Polishing - Wearing of aggregate edges to make a smooth slippery surface			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☑ ☐	4.0
DRAINAGE (Ability of roadside ditches and under-road culverts to carry water away from road.)	no data	Slight Ponding - Moderate Ponding - Severe Ponding -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
SURFACE DEFORMATION *Rutting*			Slight Moderate Severe	☐ ☐ ☐	☐ ☑ ☐	☐ ☐ ☐	6.0
SURFACE DEFORMATION *Distortion*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
CRACKS *Transverse*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
CRACKS *Longitudinal*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
CRACKS *Alligator*			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☑	☐ ☐ ☐	3.0
CRACKS *Other - (Block, Slippage, & Reflection)*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
POTHOLES		<2" deep - 2"-4" deep - >4" deep -	Slight Moderate Severe	☑ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	9.0
PATCHES			Slight Moderate Severe	☐ ☑ ☐	☐ ☐ ☐	☐ ☐ ☐	8.0
RIDE QUALITY	no data	Few Bumps - Rough Ride - Speed Reduction -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0

Roadway Geometry & Traffic Control	Comments	General Condition	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
CROWN (Height and condition of crown, unrestricted slope)	no data	Crowned Section - Flat Section - Negative Crown -	Good Slight Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
PARALLEL SLOPES (Ability of vehicles able to recover if they drive off of road top surface and onto shoulder)	Not Applicable ☑	4:1 (or better) - 4:1 to 3:1 - Steeper than 3:1 -	Recoverable Traversable Too Steep	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	
ROAD WIDTH	27 ft alley to 3rd s (1/2 block)(No C & G). 34 ft 1st S to Alley S of 2nd S (C&G). 45 ft both sides 1st N to 1st S (C&G). 35 feet 5th N to 4th N (No C&G). 36 ft 4th N to 1st N (C&G)	Top Out-to-Out (ft, 3 Measurements) Surfacing Width (ft, 3 Measurements) No. Lanes: 2	Lane Width:				
SIGHT DISTANCE (Ability of drivers to see and adapt to obstacles)	no data						
TRAFFIC CONTROL (Adequacy of existing traffic control signage/ signalization)	no data	Good ☐ Bullet Holes ☐ Damage ☐	Placard Missing ☐ Need Add'l Items ☐ Sign Post Damage ☐	Remove Sign ☐ New Signs Req'd ☐ # Signs 0			10.0
RIGHT-OF-WAY (Adequacy of R/W and Assumed Encroachments)	no data	Width: Fenceline-to-fenceline (ft) Width: Obstruction to Fenceline (ft) Width: Obstruction to Obstruction (ft)					

PASER Rating = 8.2

OTHER MAINTENANCE/IMPROVEMENTS REQUIRED:

E and W edges show complete failure from 5th N to alley, 12 ft wide each side (pic 19). E and W edges show break down (west worse than east), full depth replacement west 7th fro 4th north to alley. E and W edges show break down, full depth replacement 8 ft with E&W edges from 3rd N alley, west edge only from alley to 2nd.

OTHER GENERAL REMARKS:

2nd N to Central - Good condition, no cracking, minor rutting, area of alligator cracking at 1st N. 6th St at the south side of Central - severe distortion, alligator cracking and patching, possible mill and overlay or full depth replacement 70ft X 12 ft SB driving lane, NB driving lane distorted, but not cracking. Right turn thru lan at central and 6th - extreme rutting (6ft+) full depth replacement. NB driving lane at central and 6th (southside) - 30ft X 12ft failing patch, full depth replacement. West edge failure 8ft wide 1st S to Alley - full

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TOWN OF FAIRFIELD
SURFACED ROAD INVENTORY DATA
PASER Evaluation

Road Name: **7th St**	Milepost Begin: MILES	Inspected By: RYAN HOLM
Start: 3rd S	Milepost End: MILES	Date: 4/25/2018
Stop: 5th N	Length: MILES	Posted Speed: MPH

Roadway Surface Condition	Comments	Degree	Type	Area % Affected 0-15% Value	16-30% Value	>30% Value	Score
SURFACE DEFECTS Raveling - Loss of pavement material from the surface downward			Slight Moderate Severe	☑			9.0
SURFACE DEFECTS Flushing - excess asphalt on the surface			Slight Moderate Severe		☑		8.0
SURFACE DEFECTS Polishing - Wearing of aggregate edges to make a smooth slippery surface			Slight Moderate Severe		☑		8.0
DRAINAGE (Ability of roadside ditches and under-road culverts to carry water away from road.)	No Data	Slight Ponding - Moderate Ponding - Severe Ponding -	Slight Moderate Severe				10.0
SURFACE DEFORMATION *Rutting*			Slight Moderate Severe	☑			9.0
SURFACE DEFORMATION *Distortion*			Slight Moderate Severe	☑			9.0
CRACKS *Transverse*			Slight Moderate Severe		☑		8.0
CRACKS *Longitudinal*	None		Slight Moderate Severe				10.0
CRACKS *Alligator*			Slight Moderate Severe			☑	6.0
CRACKS *Other - (Block, Slippage, & Reflection)*	None		Slight Moderate Severe				10.0
POTHOLES		<2" deep - 2"-4" deep - >4" deep -	Slight Moderate Severe	☑			9.0
PATCHES			Slight Moderate Severe		☑		8.0
RIDE QUALITY	No Data	Few Bumps - Rough Ride - Speed Reduction -	Slight Moderate Severe				10.0

Roadway Geometry & Traffic Control	Comments	General Condition	Type	Area % Affected 0-15% Value	16-30% Value	>30% Value	Score
CROWN (Height and condition of crown, unrestricted slope)	no data	Crowned Section - Flat Section - Negative Crown -	Good Slight Severe				10.0
PARALLEL SLOPES (Ability of vehicles able to recover if they drive off of road top surface and onto shoulder)	Not Applicable ☑	4:1 (or better) - 4:1 to 3:1 - Steeper than 3:1 -	Recoverable Traversable Too Steep				
ROAD WIDTH	37ft wide 4th N to 5th N end (no C & G). 37 ft wide 3rd N to 4th N (C & G west only). 24 ft 3rd S to Central (no C & G). 58.2 ft Central to 3rd N (eastside) (C & G both sides)	Top Out-to-Out (ft, 3 Measurements) Surfacing Width (ft, 3 Measurements) No. Lanes: 2	Lane Width:				
SIGHT DISTANCE (Ability of drivers to see and adapt to obstacles)	no data						
TRAFFIC CONTROL (Adequacy of existing traffic control signage/ signalization)	no data	Good ☐ Bullet Holes ☐ Damage ☐	Placard Missing ☐ Need Add'l Items ☐ Sign Post Damage ☐	Remove Sign ☐ New Signs Req'd ☐ # Signs 0			10.0
RIGHT-OF-WAY (Adequacy of R/W and Assumed Encroachments)	no data	Width: Fenceline-to-fenceline (ft) Width: Obstruction to Fenceline (ft) Width: Obstruction to Obstruction (ft)					

PASER Rating = 8.9

OTHER MAINTENANCE/IMPROVEMENTS REQUIRED:

Alligator cracking and ponding at NE corner of 7th and 3rd S. Alligator cracking and ponding NE of church entrance. Slight edge breakdown/alligator cracking in isolated spots. Transverse cracks needing sealing around 100 ft interval N of Central (Pic 5)

OTHER GENERAL REMARKS:

Moderate rutting in front of school (pic 6). Medium size patch with distortion in front of school (pic 7). Major swale across 7th draining from south side of 3rd N (East leg) (pic 8 &9). Alligator cracking and patching present. Possible need for valley gutter about 16 ft wide full width of street. Failing 3 ft wide patch across 7th at south side of 3rd N (west leg) (pic 10). Patching, potholing, cracking at N half of intersection of 7th and 4th N. Full depth replacement area 30 ft X 31 ft (width) (Pic 11). West edge breakdown, recommend full

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TOWN OF FAIRFIELD
SURFACED ROAD INVENTORY DATA
PASER Evaluation

Road Name: **Carmac Ave**	Milepost Begin: MILES	Inspected By: RYAN HOLM
Start: Division	Milepost End: MILES	Date: 4/25/2018
Stop: End	Length: MILES	Posted Speed: MPH

Roadway Surface Condition	Comments	Degree	Type	Area % Affected 0-15% Value	16-30% Value	>30% Value	Score
SURFACE DEFECTS Raveling - Loss of pavement material from the surface downward			Slight Moderate Severe	☑	☐	☐	9.0
SURFACE DEFECTS Flushing - excess asphalt on the surface			Slight Moderate Severe	☐	☑	☐	8.0
SURFACE DEFECTS Polishing - Wearing of aggregate edges to make a smooth slippery surface	none		Slight Moderate Severe	☐	☐	☐	10.0
DRAINAGE (Ability of roadside ditches and under-road culverts to carry water away from road.)	no data	Slight Ponding - Moderate Ponding - Severe Ponding -	Slight Moderate Severe	☐	☐	☐	10.0
SURFACE DEFORMATION *Rutting*	none		Slight Moderate Severe	☐	☑	☐	8.0
SURFACE DEFORMATION *Distortion*			Slight Moderate Severe	☑	☐	☐	9.0
CRACKS *Transverse*	none		Slight Moderate Severe	☐	☐	☐	10.0
CRACKS *Longitudinal*	none		Slight Moderate Severe	☐	☐	☐	10.0
CRACKS *Alligator*	none		Slight Moderate Severe	☐	☐	☐	10.0
CRACKS *Other - (Block, Slippage, & Reflection)*	none		Slight Moderate Severe	☐	☐	☐	10.0
POTHOLES	none	<2" deep - 2"-4" deep - >4" deep -	Slight Moderate Severe	☐	☐	☐	10.0
PATCHES	none		Slight Moderate Severe	☐	☐	☐	10.0
RIDE QUALITY	no data	Few Bumps - Rough Ride - Speed Reduction -	Slight Moderate Severe	☐	☐	☐	10.0

Roadway Geometry & Traffic Control	Comments	General Condition	Type	Area % Affected 0-15% Value	16-30% Value	>30% Value	Score
CROWN (Height and condition of crown, unrestricted slope)	no data	Crowned Section - Flat Section - Negative Crown -	Good Slight Severe	☐	☐	☐	10.0
PARALLEL SLOPES (Ability of vehicles able to recover if they drive off of road top surface and onto shoulder)	Not Applicable ☑	4:1 (or better) - 4:1 to 3:1 - Steeper than 3:1 -	Recoverable Traversable Too Steep	☐	☐	☐	
ROAD WIDTH	36' C&G both sides	Top Out-to-Out (ft, 3 Measurements) Surfacing Width (ft, 3 Measurements) No. Lanes: 2	Lane Width:				
SIGHT DISTANCE (Ability of drivers to see and adapt to obstacles)	no data						
TRAFFIC CONTROL (Adequacy of existing traffic control signage/ signalization)	no data	Good ☐ Bullet Holes ☐ Damage ☐	Placard Missing ☐ Need Add'l Items ☐ Sign Post Damage ☐	Remove Sign ☐ New Signs Req'd ☐ # Signs 0			10.0
RIGHT-OF-WAY (Adequacy of R/W and Assumed Encroachments)	no data	Width: Fenceline-to-fenceline (ft) Width: Obstruction to Fenceline (ft) Width: Obstruction to Obstruction (ft)					

PASER Rating = 9.6

OTHER MAINTENANCE/IMPROVEMENTS REQUIRED:

fairly new pavement

OTHER GENERAL REMARKS:

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TOWN OF FAIRFIELD
SURFACED ROAD INVENTORY DATA
PASER Evaluation

Road Name: **Central West of US 89**	Milepost Begin: MILES	Inspected By: RYAN HOLM
Start: US 89	Milepost End: MILES	Date: 4/25/2018
Stop: Divison Lane	Length: MILES	Posted Speed: MPH

Roadway Surface Condition	Comments	Degree	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
SURFACE DEFECTS Raveling - Loss of pavement material from the surface downward			Slight Moderate Severe	☐ ☐ ☐	☑ ☐ ☐	☐ ☐ ☐	8.0
SURFACE DEFECTS Flushing - excess asphalt on the surface			Slight Moderate Severe	☐ ☐ ☐	☐ ☑ ☐	☐ ☐ ☐	6.0
SURFACE DEFECTS Polishing - Wearing of aggregate edges to make a smooth slippery surface			Slight Moderate Severe	☑ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	9.0
DRAINAGE (Ability of roadside ditches and under-road culverts to carry water away from road.)	no data	Slight Ponding - Moderate Ponding - Severe Ponding -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
SURFACE DEFORMATION *Rutting*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
SURFACE DEFORMATION *Distortion*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
CRACKS *Transverse*			Slight Moderate Severe	☑ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	9.0
CRACKS *Longitudinal*			Slight Moderate Severe	☑ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	9.0
CRACKS *Alligator*			Slight Moderate Severe	☐ ☐ ☑	☐ ☐ ☐	☐ ☐ ☐	6.0
CRACKS *Other - (Block, Slippage, & Reflection)*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
POTHOLES		<2" deep - 2"-4" deep - >4" deep -	Slight Moderate Severe	☑ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	9.0
PATCHES			Slight Moderate Severe	☐ ☑ ☐	☐ ☐ ☐	☐ ☐ ☐	8.0
RIDE QUALITY	no data	Few Bumps - Rough Ride - Speed Reduction -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0

Roadway Geometry & Traffic Control	Comments	General Condition	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
CROWN (Height and condition of crown, unrestricted slope)	no data	Crowned Section - Flat Section - Negative Crown -	Good Slight Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
PARALLEL SLOPES (Ability of vehicles able to recover if they drive off of road top surface and onto shoulder)	Not Applicable ☑	4:1 (or better) - 4:1 to 3:1 - Steeper than 3:1 -	Recoverable Traversable Too Steep	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	
ROAD WIDTH	26' US 89 to gravel, 22' west of gravel	Top Out-to-Out (ft, 3 Measurements) Surfacing Width (ft, 3 Measurements) No. Lanes: 2	Lane Width:				
SIGHT DISTANCE (Ability of drivers to see and adapt to obstacles)	no data						
TRAFFIC CONTROL (Adequacy of existing traffic control signage/ signalization)	no data	Good ☐ Bullet Holes ☐ Damage ☐	Placard Missing ☐ Need Add'l Items ☐ Sign Post Damage ☐	Remove Sign ☐ New Signs Req'd ☐ # Signs 0			10.0
RIGHT-OF-WAY (Adequacy of R/W and Assumed Encroachments)	no data	Width: Fenceline-to-fenceline (ft) Width: Obstruction to Fenceline (ft) Width: Obstruction to Obstruction (ft)					

PASER Rating = 8.9

OTHER MAINTENANCE/IMPROVEMENTS REQUIRED:

Gravel section west of RR FD paving 170'x26'. Pavement from US 89 to RR is pretty new, no work at this time.

OTHER GENERAL REMARKS:

West of gravel - few potholes, generally good condition but narrow, possibly widen? Severe alligator cracking at intersection with Division, FDR 60' by full width including flares/radio

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TOWN OF FAIRFIELD
SURFACED ROAD INVENTORY DATA
PASER Evaluation

Road Name: **Central**	Milepost Begin: MILES	Inspected By: RYAN HOLM
Start: US 89	Milepost End: MILES	Date: 4/25/2018
Stop: 7th	Length: MILES	Posted Speed: MPH

Roadway Surface Condition	Comments	Degree	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
SURFACE DEFECTS Raveling - Loss of pavement material from the surface downward			Slight / Moderate / Severe				10.0
SURFACE DEFECTS Flushing - excess asphalt on the surface			Slight / Moderate / Severe				10.0
SURFACE DEFECTS Polishing - Wearing of aggregate edges to make a smooth slippery surface			Slight / Moderate / Severe				10.0
DRAINAGE (Ability of roadside ditches and under-road culverts to carry water away from road.)	no data	Slight Ponding - / Moderate Ponding - / Severe Ponding -	Slight / Moderate / Severe				10.0
SURFACE DEFORMATION *Rutting*			Slight / Moderate / Severe				10.0
SURFACE DEFORMATION *Distortion*	none		Slight / Moderate / Severe				10.0
CRACKS *Transverse*			Slight / Moderate / Severe		✓		6.0
CRACKS *Longitudinal*			Slight / Moderate / Severe		✓		6.0
CRACKS *Alligator*			Slight / Moderate / Severe		✓		6.0
CRACKS *Other - (Block, Slippage, & Reflection)*	none		Slight / Moderate / Severe				10.0
POTHOLES		<2" deep - / 2"-4" deep - / >4" deep -	Slight / Moderate / Severe				10.0
PATCHES			Slight / Moderate / Severe				10.0
RIDE QUALITY	no data	Few Bumps - / Rough Ride - / Speed Reduction -	Slight / Moderate / Severe				10.0

Roadway Geometry & Traffic Control	Comments	General Condition	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
CROWN (Height and condition of crown, unrestricted slope)	no data	Crowned Section - / Flat Section - / Negative Crown -	Good / Slight / Severe				10.0
PARALLEL SLOPES (Ability of vehicles able to recover if they drive off of road top surface and onto shoulder)	Not Applicable ✓	4:1 (or better) - / 4:1 to 3:1 - / Steeper than 3:1 -	Recoverable / Traversable / Too Steep				
ROAD WIDTH	75ft C&G both sides	Top Out-to-Out (ft, 3 Measurements) / Surfacing Width (ft, 3 Measurements) / No. Lanes: 2	Lane Width:				
SIGHT DISTANCE (Ability of drivers to see and adapt to obstacles)	no data						
TRAFFIC CONTROL (Adequacy of existing traffic control signage/ signalization)	no data	Good ☐ / Bullet Holes ☐ / Damage ☐	Placard Missing ☐ / Need Add'l Items ☐ / Sign Post Damage ☐	Remove Sign ☐ / New Signs Req'd ☐ / # Signs 0			10.0
RIGHT-OF-WAY (Adequacy of R/W and Assumed Encroachments)	no data	Width: Fenceline-to-fenceline (ft) / Width: Obstruction to Fenceline (ft) / Width: Obstruction to Obstruction (ft)					

PASER Rating = 9.2

OTHER MAINTENANCE/IMPROVEMENTS REQUIRED:

3rd to 4th - S edge failures 30% of block x 12' repave or FDR. 4th to 5th - N edge degradation but not bad, 50% of block x 20' mill and overlay, sparse travel way breakdown and rutting, S edge has been repaved a few years back about 12' wide.

OTHER GENERAL REMARKS:

5th to 7th - E and W to E and W has been chip sealed and is ok but a little rutted, outside of E and W is moderate to severe raveling. Possibly mill and overlay entire street due to high use.

GreatWest ENGINEERING

TOWN OF FAIRFIELD
SURFACED ROAD INVENTORY DATA
PASER Evaluation

Road Name: **Division Lane**	Milepost Begin: MILES	Inspected By: RYAN HOLM
Start: Hwy 408	Milepost End: MILES	Date: 4/25/2018
Stop: 1st Lane NW	Length: MILES	Posted Speed: MPH

Roadway Surface Condition	Comments	Degree	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
SURFACE DEFECTS Raveling - Loss of pavement material from the surface downward			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☑	1.0
SURFACE DEFECTS Flushing - excess asphalt on the surface			Slight Moderate Severe	☐ ☐ ☐	☑ ☐ ☐	☐ ☐ ☐	8.0
SURFACE DEFECTS Polishing - Wearing of aggregate edges to make a smooth slippery surface			Slight Moderate Severe	☐ ☐ ☐	☐ ☑ ☐	☐ ☐ ☐	6.0
DRAINAGE (Ability of roadside ditches and under-road culverts to carry water away from road.)	no data	Slight Ponding - Moderate Ponding - Severe Ponding -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
SURFACE DEFORMATION *Rutting*			Slight Moderate Severe	☐ ☐ ☐	☐ ☑ ☐	☐ ☐ ☐	6.0
SURFACE DEFORMATION *Distortion*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
CRACKS *Transverse*			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☑ ☐	4.0
CRACKS *Longitudinal*			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☑ ☐	4.0
CRACKS *Alligator*			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☑ ☐	4.0
CRACKS *Other - (Block, Slippage, & Reflection)*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
POTHOLES		<2" deep - 2"-4" deep - >4" deep -	Slight Moderate Severe	☐ ☑ ☐	☐ ☐ ☐	☐ ☐ ☐	8.0
PATCHES			Slight Moderate Severe	☐ ☐ ☐	☑ ☐ ☐	☐ ☐ ☐	8.0
RIDE QUALITY	no data	Few Bumps - Rough Ride - Speed Reduction -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0

Roadway Geometry & Traffic Control	Comments	General Condition	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
CROWN (Height and condition of crown, unrestricted slope)	no data	Crowned Section - Flat Section - Negative Crown -	Good Slight Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
PARALLEL SLOPES (Ability of vehicles able to recover if they drive off of road top surface and onto shoulder)	Not Applicable ☑	4:1 (or better) - 4:1 to 3:1 - Steeper than 3:1 -	Recoverable Traversable Too Steep	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	
ROAD WIDTH		Top Out-to-Out (ft, 3 Measurements) Surfacing Width (ft, 3 Measurements) No. Lanes: 2	Lane Width:				
SIGHT DISTANCE (Ability of drivers to see and adapt to obstacles)	no data						
TRAFFIC CONTROL (Adequacy of existing traffic control signage/ signalization)	no data	Good ☐ Bullet Holes ☐ Damage ☐	Placard Missing ☐ Need Add'l Items ☐ Sign Post Damage ☐	Remove Sign ☐ New Signs Req'd ☐ # Signs 0			10.0
RIGHT-OF-WAY (Adequacy of R/W and Assumed Encroachments)	no data	Width: Fenceline-to-fenceline (ft) Width: Obstruction to Fenceline (ft) Width: Obstruction to Obstruction (ft)					

PASER Rating = 7.3

OTHER MAINTENANCE/IMPROVEMENTS REQUIRED:

South of Carmac - Alligator cracking across entire roadway, poor condition. Little evidence of serious subgrade failure. Mill and overlay at minimum. North of Carmac - fair condition, minor alligator cracking with the worst areas recently patched, chip seal probably adequate.

OTHER GENERAL REMARKS:

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TOWN OF FAIRFIELD
SURFACED ROAD INVENTORY DATA
PASER Evaluation

Road Name: **Jacobsen Ct**	Milepost Begin: MILES	Inspected By: RYAN HOLM
Start: Division	Milepost End: MILES	Date: 4/25/2018
Stop: End	Length: MILES	Posted Speed: MPH

Roadway Surface Condition	Comments	Degree	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
SURFACE DEFECTS Raveling - Loss of pavement material from the surface downward			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☑	1.0
SURFACE DEFECTS Flushing - excess asphalt on the surface			Slight Moderate Severe	☐ ☐ ☐	☑ ☐ ☐	☐ ☐ ☐	8.0
SURFACE DEFECTS Polishing - Wearing of aggregate edges to make a smooth slippery surface			Slight Moderate Severe	☐ ☐ ☐	☐ ☑ ☐	☐ ☐ ☐	6.0
DRAINAGE (Ability of roadside ditches and under-road culverts to carry water away from road.)	no data	Slight Ponding - Moderate Ponding - Severe Ponding -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
SURFACE DEFORMATION *Rutting*			Slight Moderate Severe	☑ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	9.0
SURFACE DEFORMATION *Distortion*	none		Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
CRACKS *Transverse*			Slight Moderate Severe	☑ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	9.0
CRACKS *Longitudinal*			Slight Moderate Severe	☑ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	9.0
CRACKS *Alligator*			Slight Moderate Severe	☐ ☐ ☐	☑ ☐ ☐	☐ ☐ ☐	8.0
CRACKS *Other - (Block, Slippage, & Reflection)*			Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
POTHOLES		<2" deep - 2"-4" deep - >4" deep -	Slight Moderate Severe	☑ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	9.0
PATCHES	big bump for big patch		Slight Moderate Severe	☐ ☑ ☐	☐ ☐ ☐	☐ ☐ ☐	8.0
RIDE QUALITY	no data	Few Bumps - Rough Ride - Speed Reduction -	Slight Moderate Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0

Roadway Geometry & Traffic Control	Comments	General Condition	Type	Area % Affected 0-15% Value	Area % Affected 16-30% Value	Area % Affected >30% Value	Score
CROWN (Height and condition of crown, unrestricted slope)	no data	Crowned Section - Flat Section - Negative Crown -	Good Slight Severe	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	10.0
PARALLEL SLOPES (Ability of vehicles able to recover if they drive off of road top surface and onto shoulder)	Not Applicable ☑	4:1 (or better) - 4:1 to 3:1 - Steeper than 3:1 -	Recoverable Traversable Too Steep	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	
ROAD WIDTH	36' no C&G	Top Out-to-Out (ft, 3 Measurements) Surfacing Width (ft, 3 Measurements) No. Lanes: 2	Lane Width:				
SIGHT DISTANCE (Ability of drivers to see and adapt to obstacles)	no data						
TRAFFIC CONTROL (Adequacy of existing traffic control signage/ signalization)	no data	Good ☐ Bullet Holes ☐ Damage ☐	Placard Missing ☐ Need Add'l Items ☐ Sign Post Damage ☐	Remove Sign ☐ New Signs Req'd ☐ # Signs 0			10.0
RIGHT-OF-WAY (Adequacy of R/W and Assumed Encroachments)	no data	Width: Fenceline-to-fenceline (ft) Width: Obstruction to Fenceline (ft) Width: Obstruction to Obstruction (ft)					

PASER Rating = 8.5

OTHER MAINTENANCE/IMPROVEMENTS REQUIRED:

Edge breakdown near curve and at culdesac. Chip seal should be sufficient.

OTHER GENERAL REMARKS:

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