| All Road Segments |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Street | Limits | $\begin{gathered} \text { Area } \\ \text { (Sq. Ft.) } \end{gathered}$ | $\begin{aligned} & \frac{\text { Microsurfacing }}{\$ 0.60} \\ & \text { (Sq. Ft.) } \end{aligned}$ | $\frac{2^{2 " M i l l / F i l l ~ F a b r i c ~}}{\$ 1.80}$ |  | outs $\$ 6.00$ (Sq. Ft.) | Sub-Total | $\begin{gathered} 2016 \\ \text { Average } \\ \text { PCI } \end{gathered}$ | $\begin{gathered} \text { Year } \\ \text { Constructed } \end{gathered}$ | Year Resurfaced | $\begin{aligned} & \text { Road } \\ & \text { Type } \end{aligned}$ | Traffic Level | Neighbordhood | Age Priority | Condition Priority | Road Type Priority | Traffic Priority | Overall Score | Overall Priority Rank |
| Entry Road Oak Creek Drive Saddle Creek Drive Resort Roundabout | Gate to Resort Roundabout South End to Stop AC (2018) Resort Roundabout to Oak Creek Drive Entry Road to Entry Road to Saddle Creek Drive | $\begin{gathered} \hline 56000 \\ 140000 \\ 80000 \\ 14000 \\ \hline \end{gathered}$ |  |  |  |  | $\begin{aligned} & \$ 0 \\ & \$ 0 \\ & \$ 0 \\ & \$ 0 \\ & \hline \end{aligned}$ | $\begin{aligned} & 100 \\ & 100 \\ & 100 \\ & 95 \\ & \hline \end{aligned}$ | $\begin{aligned} & 1995 \\ & 1995 \\ & 1995 \\ & 1995 \end{aligned}$ | $\begin{aligned} & 2018 \\ & 2018 \\ & 2018 \\ & 2018 \end{aligned}$ | Collector Collector Collector Collector | High <br> High <br> High <br> High | Main Roadway Main Roadway Main Roadway Main Roadway | $1$ | $\begin{aligned} & 5 \\ & 5 \end{aligned}$ | $\begin{aligned} & 5 \\ & 5 \\ & 5 \\ & 5 \end{aligned}$ | $\begin{aligned} & 4 \\ & 4 \\ & 4 \end{aligned}$ | $\begin{aligned} & 15 \\ & 15 \\ & 15 \\ & 15 \end{aligned}$ | $\begin{aligned} & 1 \\ & 1 \end{aligned}$ |
|  |  | $\begin{gathered} 290000 \\ 23.4 \% \end{gathered}$ |  |  |  |  | \$0 |  |  |  |  |  |  |  |  |  |  |  |  |
| Street | Unit Cost Limits | $\begin{aligned} & \text { Area } \\ & (\text { (sq. Ft.) } \end{aligned}$ | $\frac{\text { Microsurfacing }}{\$ 0.60}$ | $\frac{\text { 2"Mill/Fill Fabric }}{\$ 1.80}$ |  | outs $\$ 6.00$ (Sq. Ft.) | Sub-Total | $\begin{gathered} 2016 \\ \text { Average } \\ \text { PCI } \end{gathered}$ | Year Constructed | Year esurfaced | $\begin{aligned} & \text { Road } \\ & \text { Type } \end{aligned}$ | Traffic Level | Neighbordhood | $\begin{gathered} \text { Age } \\ \text { Priority } \end{gathered}$ | Condition Priority | Road Type Priority | Traffic Priority | Overall Score | Overall Priority Rank |
| Pebble Court | Intersection Rockridge Lane to End | 7200 | \$4,320 |  | 3.00\% | \$130 | \$4,450 | 85 | 2001 |  | Short Cul-De-Sac | Very Light | Rockridge | 5 | 5 | 1 | 1 | 12 | 3 |
| Oakwood Court | Intersection Oakwood Place to End | 24100 | \$14,460 |  | 3.00\% | \$434 | \$14,894 | 83 | 2004 | N/A | Medium Cul-De-Sac | Light | Oakwood | 4 | 5 | 1 | 2 | 12 | 3 |
| Quail Creek Drive | Intersection Hawkridge Drive to End | 50000 | \$30,000 |  | 3.00\% | \$900 | \$30,900 | 82 | 2014 | N/A | Long Cul-De-Sac | None | Quail Ridge | 1 | 5 | 1 | 0 | 7 | 5 |
| Hawkridge Court | Intersection Hawkridge Drive to End | 15400 | \$9,240 |  | 3.00\% | \$277 | \$9,517 | 82 | 2011 | N/A | Short Cul-De-Sac | Light | Quail Ridge |  | 5 | 1 | 2 | 10 | 4 |
| Leaf Crest Court | Intersection Oak Creek Drive to End | 14700 | \$8,820 |  | 3.00\% | \$265 | \$9,085 | 82 | 2005 | N/A | Short Cul-De-Sac | Very Light | Oakwood | 4 | 5 | 1 | 1 | 11 | 3 |
| Quail Covey Court | Intersection Quail Creek Drive to End | 6200 | \$3,720 |  | 3.00\% | \$112 | \$3,832 | 82 | 2014 | N/A | Short Cul-De-Sac | None | Quail Ridge | 1 | 5 | 1 | 0 | 7 | 5 |
| Falling Leaf Lane | Intersection Oak Creek Drive to End | 26900 | \$16,140 |  | 3.00\% | \$484 | \$16,624 | 81 | 2005 | N/A | Medium Cul-De-Sac | Very Light | Oakwood | 4 | 5 | 1 | 1 | 11 | 3 |
| Hawkridge Drive | End Oakwood Place to Old Road Connection | 99040 | \$59,424 |  | 3.00\% | \$1,783 | \$61,207 | 81 | 2011 | N/A | Through Road | Light | Upper Hawkridge | 2 | 5 | 3 | 2 | 12 | 3 |
| Oakwood Place | Intersection Oak Creek Drive to Old Cul-de-Sac | 24400 | \$14,640 |  | 3.00\% | \$439 | \$15,079 | 81 | 2004 | N/A | Through Road | Light | Oakwood | 4 | 5 | 3 | 2 | 14 | 2 |
| Glen Side Court | Intersection Saddle Creek Lane to End | 24100 | \$14,460 |  | 3.00\% | \$434 | \$14,894 | 81 | 2007 | N/A | Cul-De-Sac | Very Light | Glens | 3 | 5 | 1 | 1 | 10 | 4 |
| Oak Creek Drive | Stop AC (2018) to North End | 60000 | \$36,000 |  | 3.00\% | \$1,080 | \$37,080 | 80 | 2005 | 2009 | Medium Cul-De-Sac | Light | Oakwood |  | 4 | 3 | 2 | 13 | 2 |
| Knolls Drive | Intersection Oak Creek Drive to Knolls Drive | 139300 | \$83,580 |  | 3.00\% | \$2,507 | \$86,087 | 77 | 1998 | N/A | Through Road | Moderate | Knolls | 5 | 4 | 4 | 3 | 16 | 1 |
| Mossy Woods Court | Intersection Knolls Drive to End | 12200 | \$7,320 |  | 3.00\% | \$220 | \$7,540 | 77 | 1998 | N/A | Short Cul-De-Sac | Light | Knolls | 5 | 4 | 1 | 2 | 12 | 3 |
| Quail Meadows Lane | Intersection Rockridge Lane to End | 24600 | \$14,760 |  | 3.00\% | \$443 | \$15,203 | 76 | 2006 | N/A | Medium Cul-De-Sac | Light | Rockridge | 4 | 4 | 2 | 2 | 12 | 3 |
| Vista Knolls Court | Intersection Knolls Drive to End | 26700 | \$16,020 |  | 3.00\% | \$481 | \$16,501 | 76 | 1998 | N/A | Medium Cul-De-Sac | Very Light | Knolls | 5 | 4 |  | 1 | 12 | 3 |
| Grandview Court | Intersection Oak Creek Drive to End | 6800 | \$4,080 |  | 3.00\% | \$122 | \$4,202 | 75 | 1998 | N/A | Short Cul-De-Sac | Very Light | Oak Creek | 5 | 4 | 1 | 1 | 11 | 4 |
| Saddle Creek Lane | Intersection Saddle Creek Drive to End | 36500 | \$21,900 |  | 3.00\% | \$657 | \$22,557 | 74 | 2007 | N/A | Medium Cul-De-Sac | Light | Glens | 3 | 4 | 2 | 2 | 11 | 4 |
| Mitchell Lake Court | Intersection Oak Creek Drive to End | 18000 | \$10,800 |  | 3.00\% | \$324 | \$11,124 | 74 | 1998 | N/A | Medium Cul-De-Sac | Light | Cottages | 5 | 4 | 2 | 2 | 13 | 3 |
| Wildflower Court | Intersection Knolls Drive to End | 12100 | \$7,260 |  | 3.00\% | \$218 | \$7,478 | 73 | 1998 | N/A | Short Cul-De-Sac | Light | Knolls | 5 | 4 | 1 | 2 | 12 | 3 |
| Knolls Court | Intersection Knolls Drive to End | 20400 | \$12,240 |  | 3.00\% | \$367 | \$12,607 | 71 | 1998 | N/A | Medium Cul-De-Sac | Light | Knolls | 5 | 4 | 2 | 2 | 13 | 3 |
| Mitchell Lake Lane | Intersection Oak Creek Drive to End | 18200 | \$10,920 |  | 3.00\% | \$328 | \$11,248 | 70 | 1998 | N/A | Medium Cul-De-Sac | Light | Cottages | 5 |  | 2 | 2 | 13 | 3 |
| Glen View Court | Intersection Saddle Creek Lane to End | 19000 | \$11,400 |  | 3.00\% | \$342 | \$11,742 | 68 | 2007 | N/A | Medium Cul-De-Sac | Light | Glens | 3 | 3 | 2 | 2 | 10 | 4 |
|  |  | $\begin{aligned} & 685840 \\ & 55.4 \% \end{aligned}$ | \$411,504 |  |  | \$12,345 | \$423,849 |  |  |  |  |  |  |  |  |  |  |  |  |

Saddle Creek Subdivision
All Road Segments

| Saddle Creek Subdivision <br> All Road Segments |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Street | Limits | Area | Microsurfacing | 2"Mill/Fill Fabric | Dig outs |  |  | 2016 | Year | Year | $\begin{aligned} & \text { Road } \\ & \text { Type } \end{aligned}$ | Traffic Level | Neighbordhood | Age Priority | Condition Priority | Road Type Priority | Traffic Priority | Overall Score | Overall <br> Priority <br> Rank |
|  |  | (Sq. Ft.) | $\begin{aligned} & \$ 0.60 \\ & (\mathrm{sq.} \mathrm{Ft.)} \end{aligned}$ | $\begin{gathered} \$ 1.80 \\ \text { (Sq. Ft.) } \end{gathered}$ | \% | $\begin{aligned} & \$ 6.00 \\ & \text { (Sq. Ft.) } \end{aligned}$ | Sub-Total | Average <br> PCI | Constructed | Resurfaced |  |  |  |  |  |  |  |  |  |
| Flagstone Court Intersection Oak Creek Drive to End |  | 5900 |  | \$10,620 | 6.00\% | \$637 | \$11,257 | ${ }^{61}$ | 1998 | N/A | Short Cul-De-Sac | Very Light | Glens | 5 | 3 | 1 | 1 | 10 | 4 |
| Copper Glen Court | Intersection Saddle Creek Drive to End | 8000 |  | \$14,400 | 6.00\% | \$864 | \$15,264 | 55 | 2007 | N/A | Short Cul-De-Sac | Light | Glens | 3 | 2 | 1 | 2 | 8 | 5 |
| Falcon Court | Intersection Hawkridge Drive to End | 6800 |  | \$12,240 | 6.00\% | \$734 | \$12,974 | 54 | 1998 | N/A | Short Cul-De-Sac | Very Light | Upper Hawkridge | 4 | 2 | 1 | 1 | 8 | 5 |
| Summit Lane | Intersection Rockridge Lane to End | 32900 |  | \$59,220 | 6.00\% | \$3,553 | \$62,773 | 54 | 2001 | N/A | Medium Cul-De-Sac | Very Light | Rockridge | 4 | 2 | 2 | 1 | 9 | 4 |
| Quail Meadows Court | Intersection Rockridge Lane to End | 17500 |  | \$31,500 | 6.00\% | \$1,890 | \$33,390 | 53 | 2005 | N/A | Short Cul-De-Sac | Very Light | Rockridge | 4 | 2 | 1 | 1 | 8 | 5 |
| Red Tail Court | Intersection Hawkridge Drive to End | 8300 |  | \$14,940 | 6.00\% | \$896 | \$15,836 | 53 | 1998 | N/A | Short Cul-De-Sac | Very Light | Upper Hawkridge | 5 | 2 | 1 | 1 | 9 | 4 |
| Summit Court | Intersection Summit Lane to End | 11400 |  | \$20,520 | 6.00\% | \$1,231 | \$21,751 | 53 | 2001 | N/A | Short Cul-De-Sac | Very Light | Rockridge | 4 | 2 | 1 | 1 | 8 | 5 |
| Hawkridge Drive | Old Road Connection to Oak Creek Drive | 24760 |  | \$44,568 | 6.00\% | \$2,674 | \$47,242 | 51 | 2001 | N/A | Through Road | Light | Oak Creek | 4 | 2 | 4 | 2 | 12 | 3 |
| Greenstone Court | Intersection Oak Creek Drive to End | 11500 |  | \$20,700 | 6.00\% | \$1,242 | \$21,942 | 51 | 1998 | N/A | Short Cul-De-Sac | Light | Oak Creek | 5 | 2 | 1 | 2 | 10 | 4 |
| Wood Duck Court | Intersection Oak Creek Drive to End | 8100 |  | \$14,580 | 6.00\% | \$875 | \$15,455 | 51 | 1998 | N/A | Short Cul-De-Sac | Very Light | Oak Creek | 5 | 2 | 1 | 1 | 9 | 4 |
| Blue Oak Court | Intersection Oak Creek Drive to End | 15600 |  | \$28,080 | 6.00\% | \$1,685 | \$29,765 | 50 | 1998 | N/A | Short Cul-De-Sac | Light | Upper Hawkridge | 5 | 2 | 1 | 2 | 10 | 4 |
| White Oak Court | Intersection Blue Oak Court to End | 6600 |  | \$11,880 | 6.00\% | \$713 | \$12,593 | 45 | 1998 | N/A | Short Cul-De-Sac | Light | Upper Hawkridge | 5 | 1 | 1 | 2 | 9 | 4 |
| Rockridge Lane | Intersection Saddle Creek Drive to End | 79700 |  | \$143,460 | 6.00\% | \$8,608 | \$152,068 | 44 | 2001 | N/A | Long Cul-de-Sac | Moderate | Rockridge | 4 | 1 | 3 | 3 | 11 | 3 |
| Copper Glen Terrace | Intersection Saddle Creek Lane to End | 18900 |  | \$34,020 | 6.00\% | \$2,041 | \$36,061 | 42 | 2007 |  | Medium Cul-De-Sac | Light | Glens | 3 | 1 | 2 | 2 | 8 | 4 |
| Rockridge Court | Intersection Rockridge Lane to End | 6900 |  | \$12,420 | 6.00\% | \$745 | \$13,165 |  | 2001 |  | Short Cul-De-Sac | Light | Rockridge | 4 | 1 | 1 | 2 | 8 | 4 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Total Square Footage of Roadways in Subdivision | 1238700 |  |  |  |  | \$925,386 |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100.00\% |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Sub Total - Construction Cost (Based on 2018 Bid Prices) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Supplemental Cost ( $20 \%$ ) - See Note *1Inflation-1 Year(5\%) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total Estimated Construction Cost (2019 Dollars) \$ \$1,156,733 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Engineering (15\%) - See Note *2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Grand Total (estimated amount required to complete all projects in 2019) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Notes |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & { }^{{ }_{1}} \\ & { }_{2} \end{aligned}$ | Includes the additional cost of Trafic Control, Signing/Striping, Utility Cover Raising, Mobilization, De-Mobilization, Water Pollution Control, Insurance eProject Design Cost (7.5\%) and Construction Management Cost (7.5\%) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

