

What Streets Does the Town Repair and Why?

With all the recent road work the Town has been able to accomplish over the last few years, it has brought forth some questions. I have had some Town Citizens come to me and ask what goes into the selection process of which streets will be worked on. So, I figured there might be more of you out there with the same questions. Following is a brief description of the thought process and the different kind of treatments that are used.

First let's get the Interchange out of the way. This is a Colorado Department of Transportation (CDOT) structure and is maintained by them. The Town of Silt is active in the Inter Mountain Transportation Planning Region (IMTPR). This division of CDOT is where the Town "lobbies" to get the interchange improvements onto CODT's state wide 10-year plan or other plans to move it forward. The IMTPR boundaries are from Parachute to Silverthorn along I70 and also includes Highway 82 up to Aspen. It also includes Highway 24 to Leadville. Town Administrator Jeff Layman and I make sure that at least one of us are at these meetings, making sure the Town of Silt has a voice being heard.

Okay, back to Town Streets, there are 3 types of treatments that can be done to streets. First is a complete mill down and repaving, second is a 2" overlay of asphalt and third is a chip and seal. Examples of each one is Tara Subdivision was done with the first treatment, 3rd and 4th street made use of treatment number 2 and the Flying Eagle subdivision was done with third treatment. What treatment is used depends on the condition of the asphalt. The Town employs the Paser rating scale for asphalt

PASER Scale

Evaluate your asphalt easily with the Pavement Surface Evaluation and Rating Scale

Ranking	Condition	Appearance	Maintenance Needed
9-10	Excellent	Like new	None
8	Very good	No longitudinal cracks. Occasional transverse cracks that are at least 40' apart from each other	Little or no maintenance needed
6-7	Good	Minimal cracks with some traffic wear	Routine crack filling and sealcoating
4-5	Fair	More cracking, more traffic wear, slight rutting or distortions	Sealcoating, patching, surface overlay
3	Poor	Extensive cracking, potholes, surface distortion	Patching, resurfacing, or complete recycling
2	Very Poor	Severe cracking and distortions, multiple potholes	Reconstruction with extensive base repair
1	Failed	Extensive damage and loss of integrity	Total reconstruction needed

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The mill down and replace is used on streets that show a lot of “alligator” cracking, numerous spots where the pavement is coming apart. These streets would be listed as the 1-3 ranking on the scale. The asphalt has too much damage and the other types of treatment would not hold on this road and in a year or less after treatment you would have the same problem again. Mill down and replace is the most expensive of all the treatments, but after complete you should have 10 years before this asphalt will need treatment.

A 2” overlay can be used on streets that have limited “alligator” cracking and some transverse or longitudinal cracking. The asphalt would rank as the 4-5 on the scale. The asphalt is not so far gone as it would need to be completely removed, and laying a 2” layer on top will extend the streets life for 8 to 10 years before next treatment is done. At a price of around \$140.00 per ton you can see where this 2’ overlay is cheaper than a mill and replace, which would take a 4” layer of Asphalt.

The last treatment for streets that rate 6-8 on the scale is the chip and seal. This treatment can be used on streets that have some transverse or longitudinal cracking but not much. The first step is to seal all the cracks and then put down a tack layer of tar. Small rock chips are then spread on the road and compacted in to the tar. It is then opened and use for a set number of days to let the everyday traffic push the chips in more. After that time a “fog” coat is applied. This will add 5-7 years to the life of the road before another treatment is needed. This is also about a third of the cost, or less of doing asphalt.

The final consideration on which streets will be done is what is under the street. As many of you know Water Mains, Wastewater Mains and Irrigation Mains transverse the Town under the streets. Part of the process is to evaluate what is there. Is the pipe in good enough condition that it does not need to be replaced before we spend the money to fix the road on top of it. The streets that have been done in the last couple years are streets that there are limited utilities underneath them or the utilities are in good enough shape that they do not need replaced at this time.

Which brings me to the question that has been asked the most. What about Grand Avenue? Grand is its own monster, there are numerous Water Mains, Wastewater Mains and Irrigation Mains under Grand. Most of these are in need of replacement and/or upsizing. Grand is currently in the Engineering phase, and the plan is to redo Grand from Pickett to First street. The overall project is estimated to cost Five million dollars to complete, so it will be done in phases. The first phase will be Pickett to about 16th street. The Town is hoping to put Phase one out to bid in November of this year for construction to start in the Spring of 2024.

I hope this answers the questions that many of you might have. If you have more questions or would like to talk about streets, please feel free to contact me Trey@TownofSilt.org.