

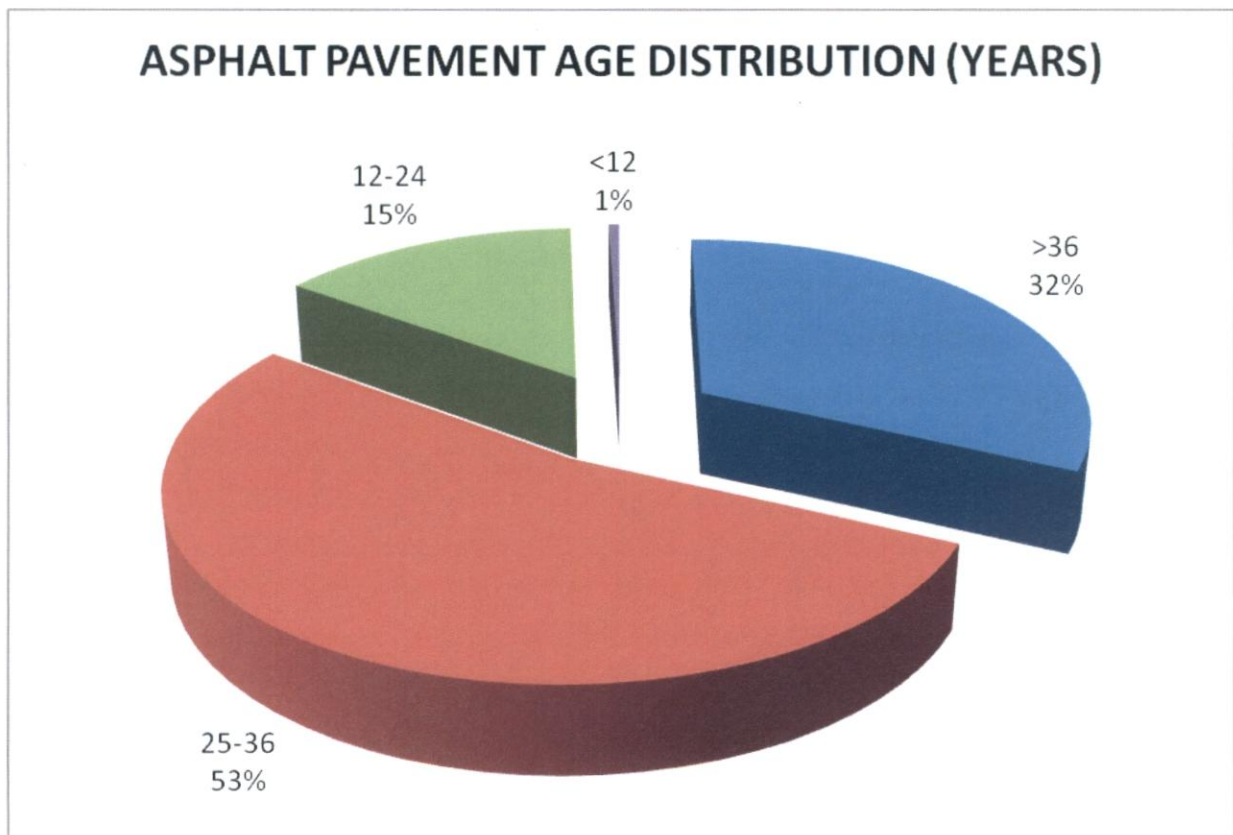
PAVEMENT MANAGEMENT SYSTEM STRATEGY

The Public Works Services Group is responsible for the maintenance of approximately 516 lane miles of streets. Approximately 192 lane miles (37%) of the streets are constructed of asphalt and 325 lane miles (63%) are constructed of concrete. As the City's streets continue to age, more effort and financial resources will be required to maintain the current level of service condition.

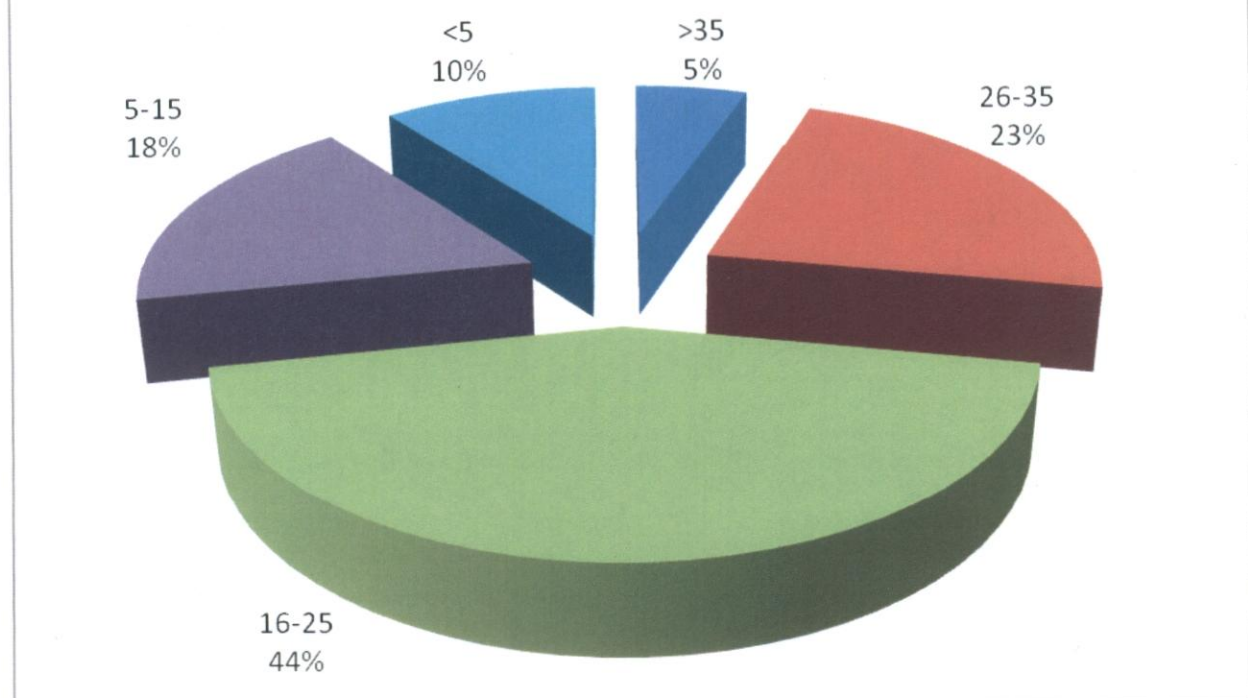
The American Concrete Pavement Association states that properly installed concrete pavements useful life is 30 years. The Asphalt Institute states that the average useful life of properly installed asphalt pavements is 17 years. Both organizations state that periodic crack sealing and miscellaneous spot repairs are generally necessary before full replacement is required.

It has been the City St. Peters' experience that major maintenance is generally required for asphalt streets, between the ages of 10 to 12 year, and for concrete streets, between the ages of 15 to 20 years. The increased frequency in maintenance is primarily due to less than optimum sub-grade conditions. Prior to 1998, concrete and asphalt streets in the City were constructed directly on a compacted soil sub-grade. Since 1998, all new pavement placed in the City of St. Peters must be constructed on four inch thick aggregate rock base. The addition of the aggregate rock base provides a harder, more stable base, for the pavement, thus extending pavement life.

The following graphs show the aging distribution of the City's pavements:



CONCRETE PAVEMENT AGE DISTRIBUTION (YEARS)



Referencing the aging distribution graphs above, it can be seen that 5% of concrete streets within the City of St. Peters have met or exceeded their expected useful life of 35 years and 72% of the City's concrete streets have reached an age where periodic slab replacement is required. By contrast, 99% of the asphalt streets have reached an age that requires periodic overlays be performed.

In order to provide planned and orderly maintenance of streets, the City of St. Peters has instituted this pavement management program, which uses a computer database containing a maintenance record of each city street. This database includes the name, length, width, street material, dates and quantities of maintenance operations, and current pavement condition or street rating.

All streets in the City of St. Peters are rated using the "PASER" rating system, developed by the University of Wisconsin. The "PASER" system rates pavement based on the number and type of pavement distresses. Pavement is rated on a scale of 1 to 10, with 10 being new or like new. The database is sorted, based on the "PASER" ratings, to formulate lists of streets that require maintenance or repair, and to establish maintenance priority and schedule. In addition, the City of St. Peter's resident concern system is also used to identify locations where street repair or maintenance may be necessary.

It is the goal of the City of St. Peters' Pavement Management Program to achieve a 12-year overlay cycle for asphalt streets, and a 35-year replacement cycle for concrete streets. To achieve this goal, the City of St. Peters must overlay approximately 112,000 square yards of asphalt pavement, approximately 25,800 lineal feet of concrete curb replacement, and replace approximately 60,700 square yards of concrete pavement annually. Currently, the program is funded to overlay approximately 113,000 square yards of asphalt pavement, replace approximately 19,230 lineal feet

of concrete curbs, and replace approximately 6,700 square yards of concrete slabs. Note that this concrete slab replacement quantity does not include concrete pavement replacement funded through a \$6 million pavement repair bond to be sold in the Spring of 2011. The City's annual pavement maintenance funding also includes additional repair treatments such as crack sealing, joint repair, and pothole patching.

Note that this concrete slab replacement quantity does not include concrete pavement replacement funded through a \$6 million dollar pavement repair bond established in 2010. Approximately 123,700 square yards of concrete pavement was replaced with bond funds in 2010. In 2011, an additional 35,000 square yards of concrete pavement replacement is planned. In total, said pavement repair bond will allow the replacement of approximately 158,700 square yards of concrete pavement by the end of 2011.