



PUBLIC WORKS  
OPERATIONS

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# Magna Pavement Management

July 2025





## Public Works Operations Provides the Following Services:

- Road inspections (3-year rotation)
- Data management
- Mill and overlays of asphalt surface (2")
- Repairs
  - Potholes
  - Crack sealing
  - Mastic patch
  - Asphalt patch
- Micropave (contracted)
- Slurry seals (contracted)

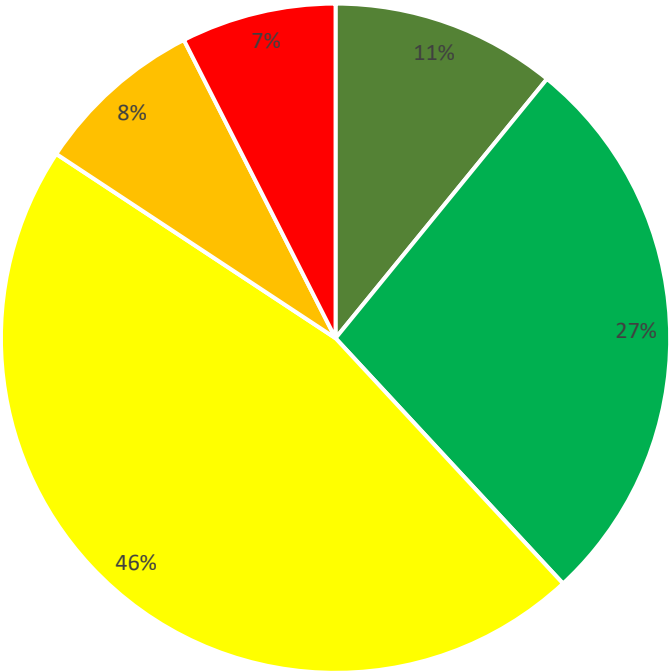


## Pavement Preservation

	Very Good	Good	Fair	Poor	Very Poor	Total
Condition	11%	27%	46%	8%	7%	100%
Centerline Miles	9.49	24.82	41.20	7.83	6.30	89.66
Area Square Feet	1,578,247	3,944,509	6,693,808	1,193,034	1,085,343	14,494,941

Average Road Segment OCI = 73.86

Magna Pavement Condition

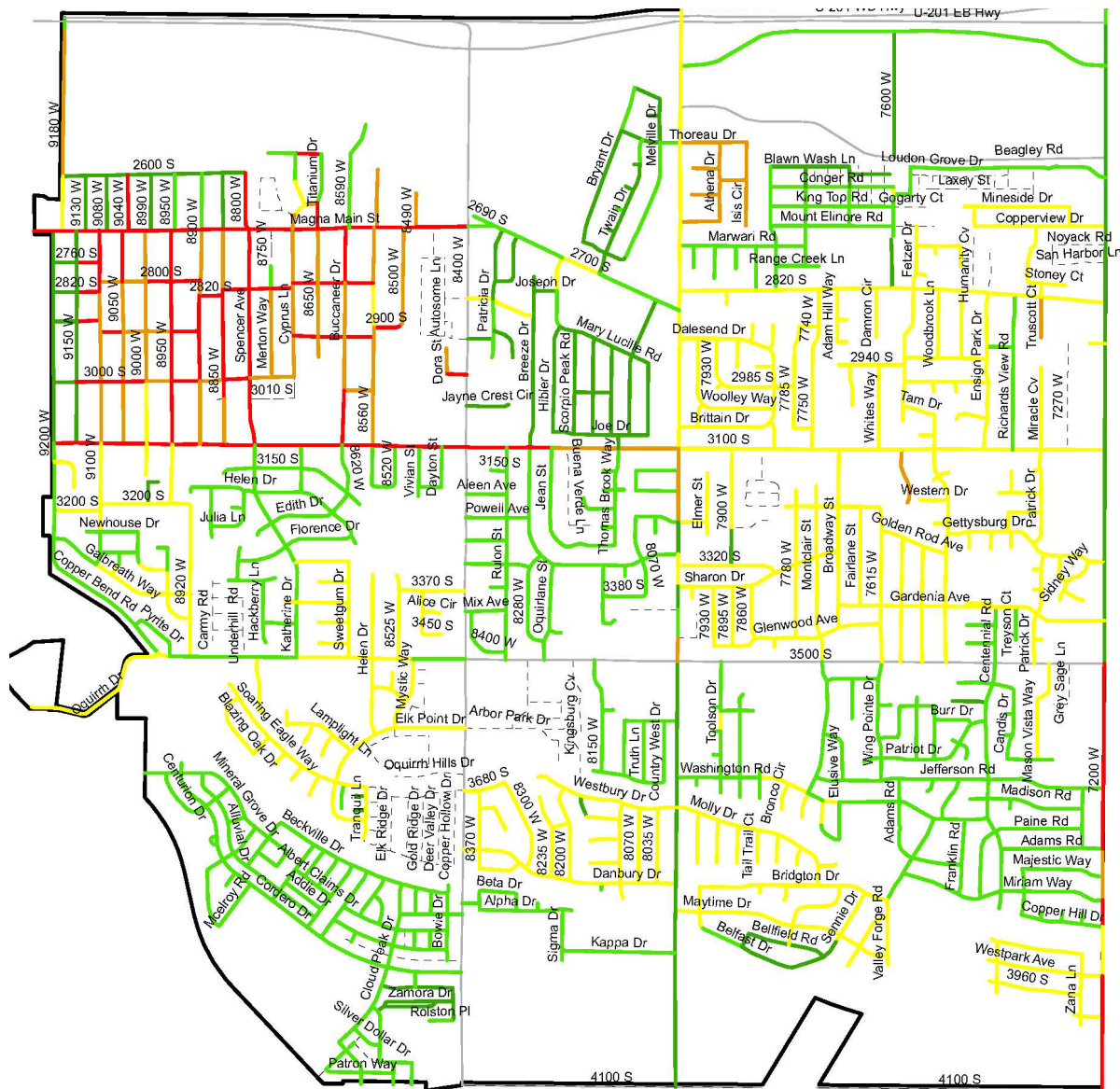


■ Very Good ■ Good ■ Fair ■ Poor ■ Very Poor

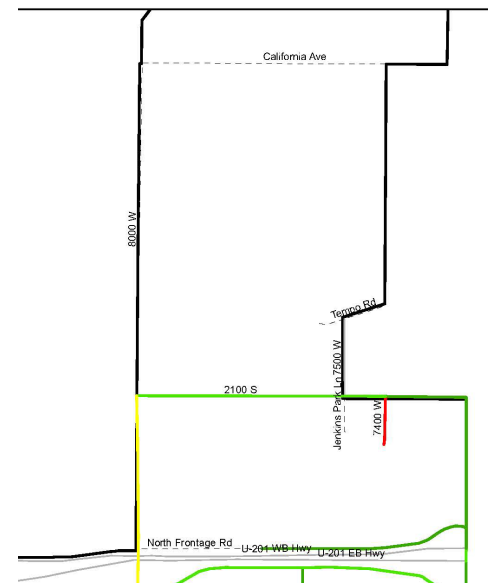
# Magna Current Condition







# Magna Current Condition



Category	Rating Range
 Very Good	94 - 100
 Good	76 - 93
 Fair	64 - 75
 Poor	41 - 63
 Very Poor	0 - 40



## Budget Forecast Assumptions:

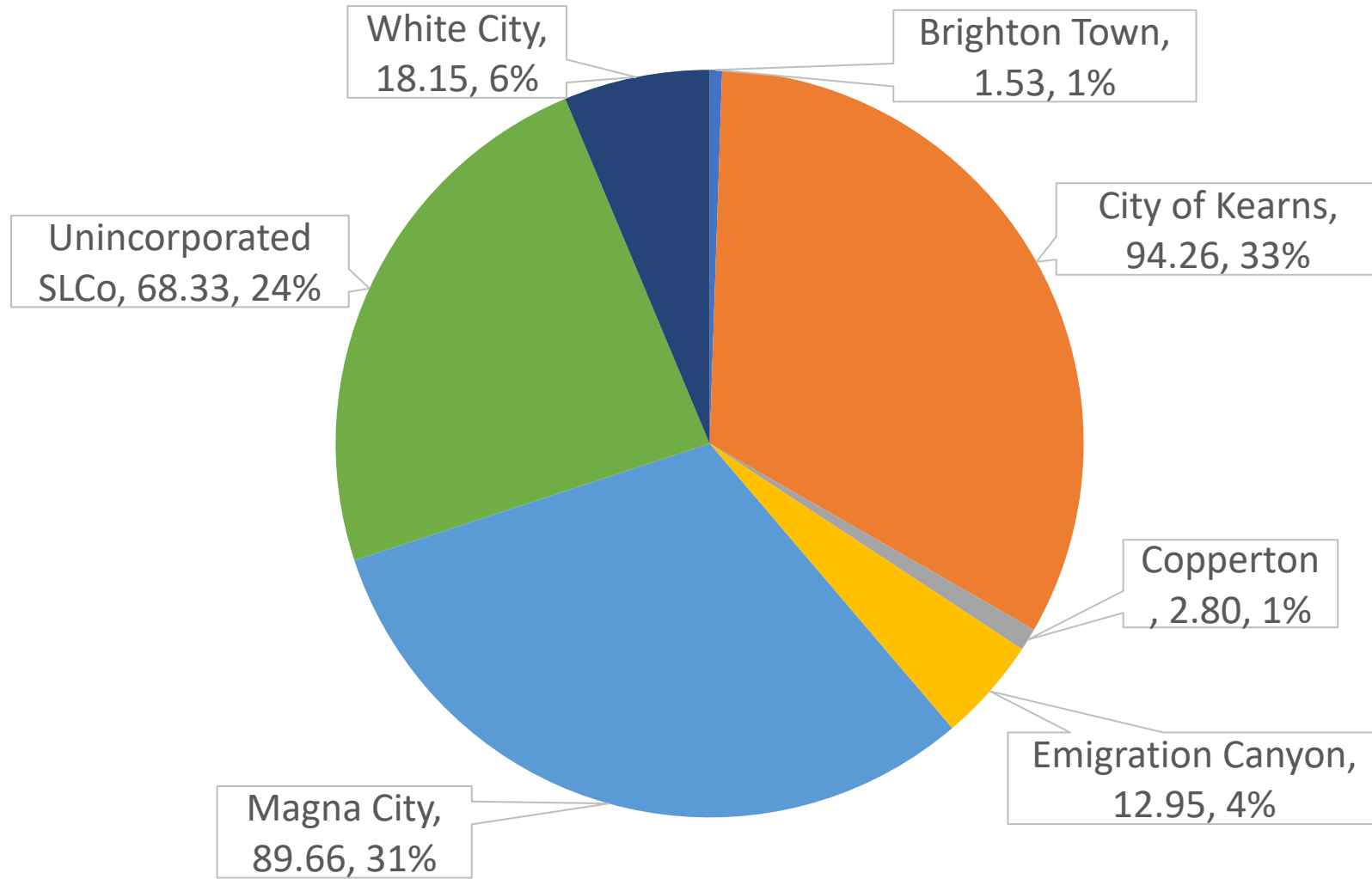
- Does not consider concrete improvements, asphalt maintenance only.
- Class B&C road fund allocations to jurisdiction set at 2024 allocations plus 3% annual growth (avg. statewide from past 5-yr)
- Linear deterioration rate of asphalt vs. 20-yr service life
- Construction inflation of 6.5%
- Engineering reconstruction projects available every ~ 3 years up to approximately ~200,000 – 300,000 SF.



2025-2045 Budget Forecast

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GSLMSD Road Miles (July 2025)



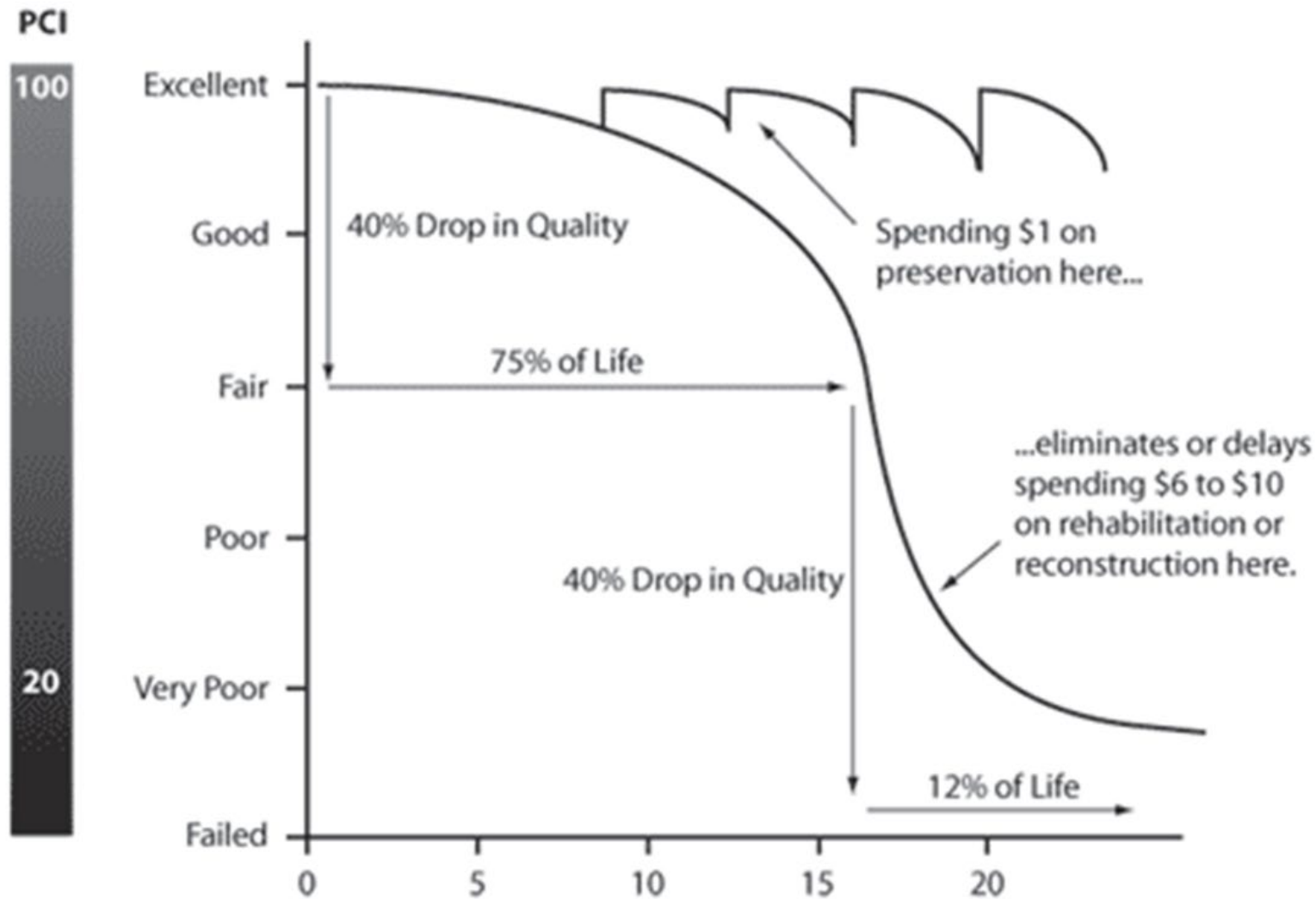
Treatment Type	Minimum (yrs)	Average (yrs)	Maximum (yrs)
Thin (< 2.5-inch) Hot-Mix Asphalt (HMA) Overlay	2	8	12
Thick (≥ 2.5-inch) HMA Overlay	6	10	17
Single Chip Seal	1	6	12
Double Chip Seal	4	9	15
<b>Thin (&lt; 2.5-inch) Mill and Fill</b>	<b>4</b>	<b>8</b>	<b>20</b>
Thick (≥ 2.5-inch) Mill and Fill	6	10	17
Cold-In-Place HMA Recycling	5	10	20
<b>Crack Sealing</b>	<b>2</b>	<b>3</b>	<b>10</b>
<b>Microsurfacing</b>	<b>4</b>	<b>6</b>	<b>10</b>

Source: Federal Highway Administration. (2017). *Pavement performance measures and forecasting and the effects of maintenance and rehabilitation strategy on treatment effectiveness (Revised)* (FHWA-HRT-17-095). U.S. Department of Transportation.

<https://www.fhwa.dot.gov/publications/research/infrastructure/pavements/ltp/17095/003.cfm>

# Treatment Performance

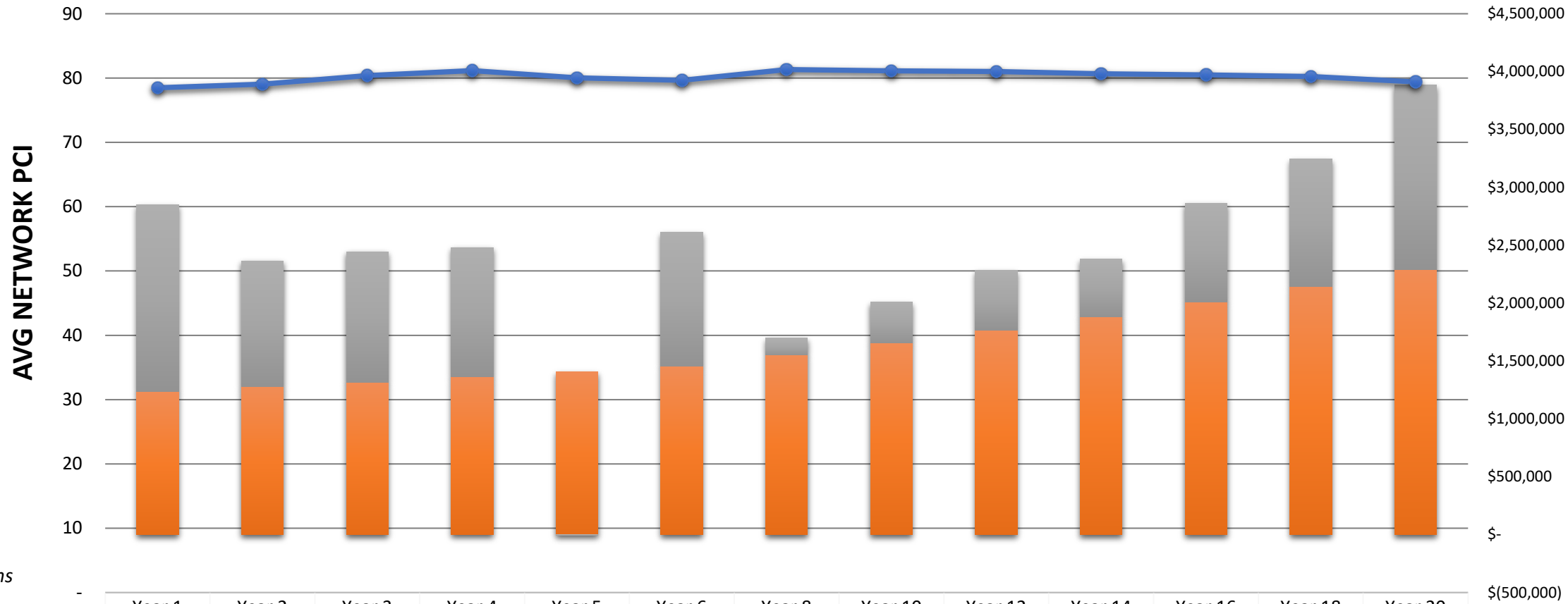




# Pavement Preservation



## Average PCI vs Budget



*\*All of B&C road fund allocations may not be available for asphalt treatment. Other maintenance obligations may exist.*

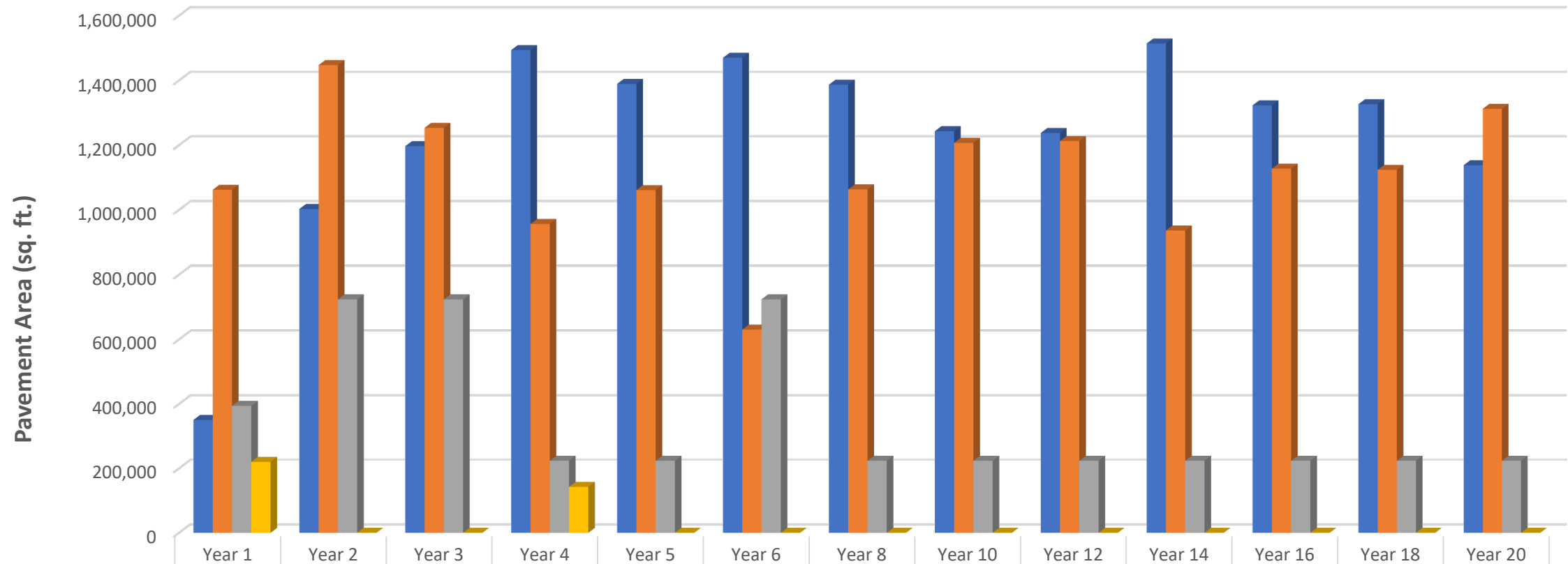
Supplemental Funding Needed  
 B & C Funding  
 Average PCI

# 2025-2045 Budget Forecast

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Pavement Treatment Area by Type(sq. ft.)

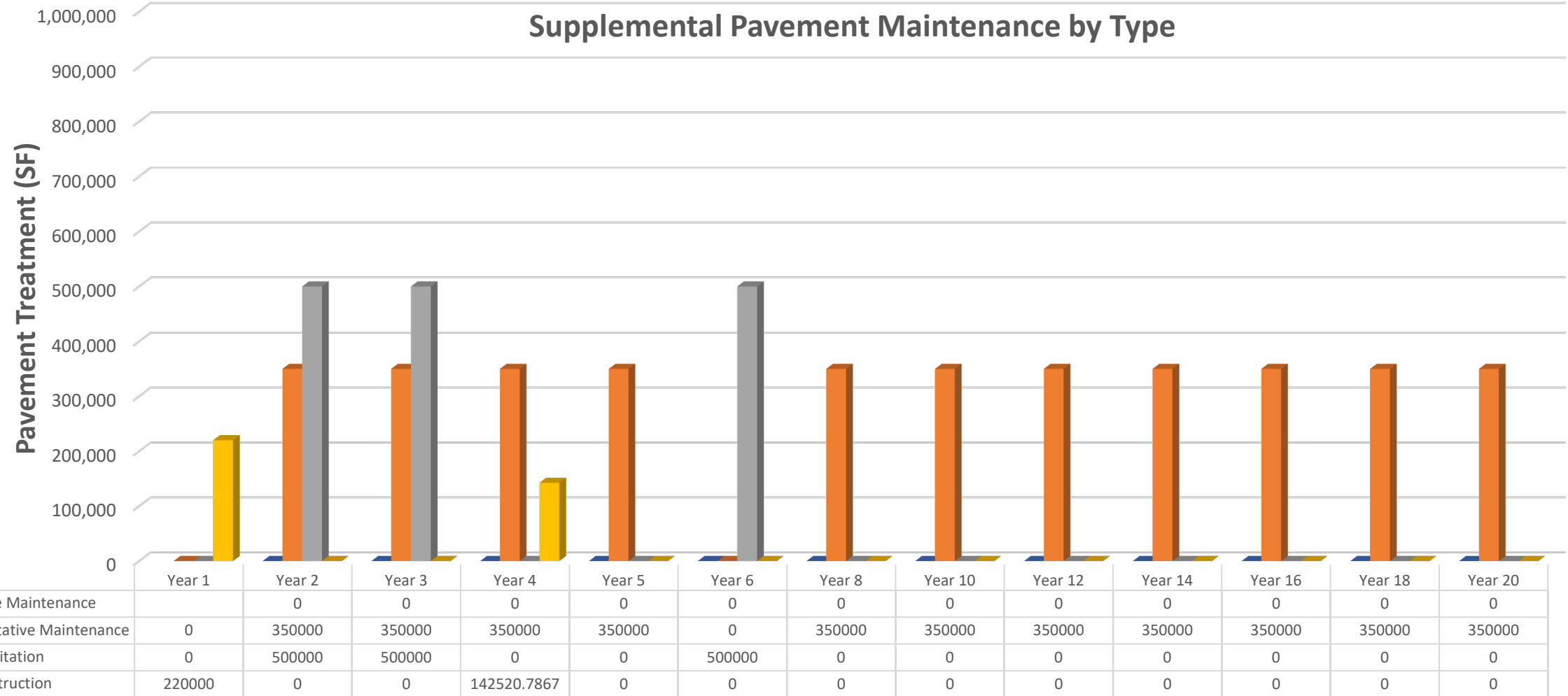


■ Routine	350,460	1,002,831	1,196,735	1,493,572	1,389,051	1,469,817	1,386,713	1,243,148	1,237,467	1,513,841	1,322,742	1,326,485	1,137,945
■ Preventative (Slurry or Micropave)	1,062,000	1,447,169	1,253,265	956,428	1,060,949	630,183	1,063,287	1,206,852	1,212,533	936,159	1,127,258	1,123,515	1,312,055
■ Rehabilitation (Mill and Overlay)	394,000	723,550	723,550	223,550	223,550	723,550	223,550	223,550	223,550	223,550	223,550	223,550	223,550
■ Reconstruction	220,000	0	0	142,521	0	0	0	0	0	0	0	0	0

2025-2045 Budget Forecast







# 2025-2045 Budget Forecast



- Supplemental mill & overlay until network achieves PCI or “good” condition in first 5 to 6 years, then is maintained through remaining 20-year period within Operations current level of service (for overlays)
- Equilibrium of “good” condition achieved with 1/5<sup>th</sup> of road network receiving maintenance each year
- Supplemental preventative maintenance suggested beyond Operations current level of service by approximately 20%

## Model Takeaways





## Interactive Web Map:

- Provide current pavement condition index (composite of 3-year data)
- Show planned Operations performed/managed:
  - Mill and Overlays (Red)
  - Micropave (Purple)
  - Slurry Seals (Blue)
- Includes recommended capital projects for MSD Engineering
  - Proposed (Orange)
  - Known funded capital projects (Green)

Link: [Operations Pavement Management Plan](#)

FY26-FY28 Pavement Plan



# QUESTIONS?



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