Interlaken Town Council Regular Meeting Agenda
Tuesday, 03 October 2023, 6:30 PM – 8:00 PM
Meeting Conducted Remotely with Zoom Video Conferencing Software

Zoom Meeting ID: 516 337 9977
Password: 84049
Zoom Meeting Link
https://us02web.zoom.us/j/5163379977?pwd=QlJNT3loV3J4Nm83TFJOdGVSUE1ldz09

1. **Call to Order**
2. **Roll Call**
3. **Presentations:** None
4. **Public Comment:** Comments will be taken by the Town Council on any non-agenda items. Comments are limited to four minutes per speaker. The Council may or may not respond to non-agenda issues brought up under public comment. Those wishing to comment should stand, state their full name and address, whom they represent, and the subject matter to be addressed. Total time allocated to public comments will be no more than twenty minutes.
5. **Consent Agenda:** None
6. **Approval of Agenda or Changes**
7. **Approval of 9/05/2023 Council Regular Meeting Minutes**
8. **Council Membership Update – Resolution to Cancel 2023 Election**
9. **Road Maintenance Agreement Update – TO Engineering Bid**
10. **Financial Matters – Current Revenue & Expense Reporting**
11. **Building Permit Update and Planning Commission Status**
12. **Super Dave Snow Removal Contract**
13. **Fire Mitigation-Debris Pickup Status**
14. **Brush Trimming-Tree Pruning St. Moritz**
15. **Becker Site Complaints**
16. **MSD Damaged Sewer Lid Collars**
17. **DPW Site and Water Tank Signage**
18. **Water Rights – Jon Schutz**
19. **Other Business**
20. **Council Comments**
21. **Adjournment**

Interlaken Town Council Regular Meeting Minutes
Tuesday, 03 October 2023, 6:31 PM – 7:53 PM
Meeting Conducted Remotely with Zoom Video Conferencing Software

Zoom Meeting ID: 516 337 9977
Password: 84049
Zoom Meeting Link
https://us02web.zoom.us/j/5163379977?pwd=QlJNT3IoV3J4Nm83TFJOdGVSUE1ldz09

1. **Call to Order 6:31 pm**
2. **Roll Call**

   Greg Harrigan, Mayor
   Chuck O'Nan, Council Member
   Sue O'Nan, Council Member
   Justin Hibbard, Council Member

3. **Presentations:** None
4. **Public Comment:**

Tasha Lingos – appreciates the fire mitigation program and the work of the council. The council responded with their appreciation for Tasha's participation.

5. **Consent Agenda:** None
6. **Approval of Agenda or Changes**

   Motion: Council Member Sue O'Nan moved to approve the agenda as presented.
   Second: Council Member Chuck O'Nan seconded the motion.
   Discussion: no discussion.
   Vote: The motion was approved with the Council Members unanimously voting Aye.

7. **Approval of 9/05/2023 Council Regular Meeting Minutes**

   Motion: Council Hibbard moved to approve the 9/05/23 town council minutes as presented.
   Second: Council Member Sue O'Nan seconded the motion.
   Discussion: no discussion.
   Vote: The motion was approved with the Council Members unanimously voting Aye.

8. **Council Membership Update – Resolution to Cancel 2023 Election**

Since the number of candidates for town council did not exceed the number of vacant offices, the Interlaken Town Municipal election is not required under State law. Bart Smith presented Resolution No. 2023-10-03 "A Resolution for Cancellation of Interlaken Town's Municipal Election 2023" (see attachment).

The resolution certifies the election of Timothy Dixon and Jill Jacobson for 2 vacant town council seats, with 4-year terms, beginning in January 2024.

Motion: Council Member Sue O'Nan moved to Resolution No. 2023-10-03 certifying the election of Timothy Dixon and Jill Jacobson to the town council, starting January 2024.
Second: Council Member Hibbard seconded the motion.
Discussion: no discussion.
Vote: The motion was approved with the Council Members unanimously voting Aye.

Chuck Cullom has submitted a letter of resignation from the council, dated 10/3/2023 (see attachment). Smith presented Section 2.07.040 of municipal code, which outlines the process for filling a vacated seat (see attachment).

Section 2.07.040 Vacancies in Office of Mayor or Council Member

A. In accordance with Utah Code as amended, if any vacancy occurs in the office of Mayor or the Town Council, the governing body shall appoint a registered voter in the Town to fill the unexpired term of office vacated until the January following the next municipal election. Before acting to fill the vacancy, the governing body shall give public notice of the vacancy at least two weeks before the Town Council meets to fill the vacancy, and identify in the notice the date, time, and place of the meeting where the vacancy will be filled, and provide information regarding the person to whom a person interested in being appointed to fill the vacancy may submit their name for consideration and any deadline for submittal.

B. If, for any reason, the governing body does not fill the vacancy within 30 days after the vacancy occurs, the Town Council shall vote upon the names that have been submitted. The two persons having the highest number of votes shall come before the governing body and the Town Council shall vote again. If neither candidate receives a majority vote of the governing body at that time, the vacancy shall be filled by lot in the presence of the Town Council.

C. A vacancy in the office of Mayor or Council member shall be filled by an interim appointment, followed by an election to fill a two-year term, if:

1. The vacancy occurs or a letter of resignation is received by the governing body at least 14 days before the deadline for filing for election in an odd numbered year; and
2. Two years of the vacated term will remain after the first Monday in January following the next municipal election.
3. The public election shall be conducted according to the requirement and procedures of Utah Code.

All the conditions for an interim appointment must be satisfied. An appointment may be made by the town council after providing public notice of the time and place of the meeting for the appointment. The vacancy may be filled by a qualified resident of Interlaken, who would serve out the vacated seat until January 2026.

9. Road Maintenance Agreement Update – TO Engineering Bid

Chuck noted that the sign prohibiting construction traffic is no longer effective. Diana – would it be possible to put a game camera on the other side of the road? Greg – we don't own the property and who would monitor the game camera? Sue – how about a bigger sign? Greg – we could ask for more signage, but he feels not much would happen until we start fining. Sue – if we put up a specific sign, maybe it would help. Greg Watts is responsible for all the building. He could ask him to put up a larger sign. Bart will send out another communication, if you see a vehicle over 10,000 lbs on Interlaken Dr, take a photo and send it to me. It has to be on Interlaken Drive.

Smith requested a bid from Ardurra to calculate Interlaken road surface areas to comply with the BHR and Reserves road maintenance agreements (see attached). The final bid was $3,195. Smith suggested he do the measurements using a wheel measuring device to save money and get current numbers. Smith will use the Utah LTAP report, commissioned in 2019, in conjunction with these measurements to get current numbers (see attached).

Summit Engineering performed road surface calculations back in 2018, prior to development of the Reserves' road system (see attached). These numbers can be used for the BHR portion of maintenance expenses prior to the Reserves development when sections of Luzern Rd. were re-routed.

10. Financial Matters – Current Revenue & Expense Reporting

Smith presented the final numbers for the FY2023 water billing revenue (see attached):

Revenue Source	Collected	Budgeted
Base Usage Fees	$173,379.62	$173,000
Overage Fees	$29,217.30	$4,000
Late Fees	$800.00	$100.00
Total Collected	$203,396.92	$177,100.00

As discussed previously, the big surprise was the overage billing for FY2023. This is an anomaly which most likely won't be repeated in FY2024.

Smith also presented the numbers for revenue and expenses for the month of September and the first quarter of FY2024: July 1-September 30, 2023 (see attached). Smith noted that the numbers showed no surprises, closely matching the FY2024 approved budget.

11. Building Permit Update and Planning Commission Status

Diana Duer gave the report:

- Lot 065, Merryweather – completed 4 way and gas line inspection, driveway has been paved.
- Lot 206, Becker – additional materials are being shipped, hopefully the site will be cleaned up when the garage is usable.
- Lot 117, Broadstone – continued to backfill, framing work, she'll check on fire suppression measures the town requested. Protective fencing has been installed.
- Lot 082, Eric Merryweather, they have a new contractor.
- Lot 173, Lehmann, they had footings and column inspections.
- Lot 160, Weiler, they had insulation, sheetrock inspections completed.
- Lot 209, Crawshaw, started excavation.

Greg – last time there was a question about the cantilevered deck at the Broadstone project. Diana will reach out to Amelia to get an answer. Greg suggests that we alert the town that there is no street parking after November 1st, and a 24 hr no parking zone. Diana will not be here for next month's meeting. She will have Russ attend.

12. Super Dave Snow Removal Contract

Dave signed the contract for snow removal 2023-24. His monthly fee will be $11,000 (see attached). He is concerned about construction zones, for example Big Matterhorn Circle, at the Crawshaw new build. The town will monitor the activity at all construction sites and remind builders of the winter parking regulations.

13. Fire Mitigation-Debris Pickup Status

The final day to place material for pickup is October 15th. As usual, many homeowners have participated in this valuable service offered for free to Interlaken residents.

14. Brush Trimming-Tree Pruning St. Moritz

Greg drove around with Travis from Visentin Trees. They will be out on Monday October 23rd. He's gonna take everything up 16 feet from the asphalt surface. He's gonna cut the limbs, haul it off, cut the rabbit grass and treat it. He charges $3000 a day, probably will take him 2 days. We need to communicate that to the town.

15. Becker Site Complaints

Greg - we need to look at our code – there's not something that really speaks to this. We need to be clear on what our code allows us to do. We don't want to be the town with lots of rules. That's part of why we live here. Greg – we can meet with both families and codify stricter rules about what can be stored on property. Justin – would we ever consider changing the expiration date of the building permits? Diana – what if they lose their contractor or they are waiting for materials? What kind of stopgaps do we put in place to cover the unknown? Justin – could we add a renewal process to the permit? Diana will reach out to Midway to see how they handle permits. Matt Hermann noted that there is a state law regarding weight of vehicles. Greg and Bart will meet with the Beckers to discuss the situation.

16. MSD Damaged Sewer Lid Collars

There are a number of damaged sewer lids throughout town. In some cases, the concrete collars are cracked or missing sections which creates a hazard for snow removal. Smith will reach out to MSD and address the issue.

17. DPW Site and Water Tank Signage

DPW site – we have the sign and need to install it. We could drill out the post holding the cameras and mount it there. It should be above the cameras to avoid interfering with the camera cabling inside the post. Can we get Brother B to mount the sign?

Bart – we haven't made any progress on the proposed water tank signage.

18. Water Rights – Jon Schutz

Jon Schutz is reviewing additional materials provided by Bart in his efforts to research the town's water rights (see attached).

19. Other Business - None

20. Council Comments - None

21. Adjournment – Council member Sue O'Nan moved to adjourn the meeting. Council member Chuck O'Nan seconded the motion. The motion passed unanimously. The meeting was adjourned at 7:53 PM. The next regular town council meeting is scheduled for November 6th, 2023, at 6:00pm via Zoom

NOTICE OF CANCELLATION OF 2023 ELECTION

Notice is hereby given that Interlaken Town has cancelled its General Election scheduled for November 21, 2023. Cancellation is pursuant to Utah State Election Code 20A-l-206-(l)(a)(i)(B): The number of municipal officer candidates, including any eligible write-in candidates under Section 20A-9-601, for the at-large municipal offices does not exceed the number of open at-large municipal offices for which the candidates have filed. The following candiates will be sworn in on January 1, 2024 to serve their terms:

Timothy Dixon, Council Member, 4-year term
Jill Jacobson, Council Member, 4-year term

INTERLAKEN TOWN, UTAH
MUNICIPAL ELECTION RESOLUTION

RESOLUTION NO. 2023-10-03

A RESOLUTION FOR CANCELLATION OF INTERLAKEN TOWN'S MUNICIPAL ELECTION 2023

Whereas, the Interlaken Town Council as the duly elected legislative body of Interlaken Town,

Does hereby, wish to assert its authority granted under Utah State Code 20A-1-206 to cancel a local election if:

All municipal officers are elected at-large,

The number of municipal officer candidates does not exceed the number of open at-large municipal offices for which the candidates have filed,

There have been no write-in candidates filing for candidacy as of the deadline date,

Each municipal officer candidate is unopposed, and

There are no other municipal ballot propositions.

Interlaken Town Council does hereby declare that all of the above conditions have been met and resolves to cancel the municipal election scheduled for November 21, 2023. This declaration is no later than 20 days before the day of the scheduled election as required by statute.

Interlaken Town Council does hereby certify that Timothy Dixon, having lawfully filed as an unopposed candidate for the seat of Interlaken Town Council to be elected on November 21, 2023, is elected to office for a 4-year term to begin January 2024.

Interlaken Town Council does hereby certify that Jill Jacobson, having lawfully filed as an unopposed candidate for the seat of Interlaken Town Council to be elected on November 21, 2023, is elected to office for a 4-year term to begin January 2024.

Further, proper notice of the cancellation of the election shall be given as required by UCA 20A-1-206(2).

APPROVED AND ADOPTED this 3rd day of October 2023.

TOWN OF INTERLAKEN

_____

Mayor: Gregory Harrigan

(Seal)

ATTEST:

_____

Town Clerk: Bart Smith

TITLE 02 MUNICIPAL GOVERNMENT

Revised January 08, 2018

Section 2.02.070 Conduct of Members of the Town Council

A. The Mayor and members of the Town Council shall prepare themselves for hearings and meetings.

B. The Mayor and members of the Town Council shall attend at least 60 percent of the Town Council meetings within a calendar year, unless excused by the Mayor or Mayor Pro-tem. Failure to do so may be deemed by the Town Council as cause for resignation by the member of the Town Council.

C. Town Council members shall comply with the current version of the Utah Officers and Employees Ethics Act as amended.

Section 2.07.040 Vacancies in Office of Mayor or Council Member

A. In accordance with Utah Code as amended, if any vacancy occurs in the office of Mayor or the Town Council, the governing body shall appoint a registered voter in the Town to fill the unexpired term of office vacated until the January following the next municipal election. Before acting to fill the vacancy, the governing body shall give public notice of the vacancy at least two weeks before the Town Council meets to fill the vacancy, and identify in the notice the date, time, and place of the meeting where the vacancy will be filled, and provide information regarding the person to whom a person interested in being appointed to fill the vacancy may submit their name for consideration and any deadline for submittal.

B. If, for any reason, the governing body does not fill the vacancy within 30 days after the vacancy occurs, the Town Council shall vote upon the names that have been submitted. The two persons having the highest number of votes shall come before the governing body and the Town Council shall vote again. If neither candidate receives a majority vote of the governing body at that time, the vacancy shall be filled by lot in the presence of the Town Council.

C. A vacancy in the office of Mayor or Council member shall be filled by an interim appointment, followed by an election to fill a two-year term, if:
1. The vacancy occurs or a letter of resignation is received by the governing body at least 14 days before the deadline for filing for election in an odd numbered year; and
2. Two years of the vacated term will remain after the first Monday in January following the next municipal election.
3. The public election shall be conducted according to the requirement and procedures of Utah Code.

Section 2.07.070 Salaries

A. Generally. In accordance with Utah Code elected and appointed officers of the Town shall receive such compensation for their services as the governing body may fix by ordinance.

Adopting, Changing, or Amending Compensation. Upon its own motion, the governing body may review or consider the compensation of any officer or officers of the Town or a salary schedule applicable to any officer or officers of the Town for the purpose of determining whether it should be adopted, changed, or amended. In the event the governing body decides that the compensation or compensation schedules should be adopted, changed, or amended, it shall set a time and place of a public hearing at which all interested persons shall be given an opportunity to be heard. Notice of the time, place, and purpose of the meeting shall be published at least seven days prior thereto by a publication in at least one issue of a newspaper published in Wasatch County and generally circulated in Town of Interlaken. After the conclusion of the public hearing, the Town Council may enact an ordinance fixing, changing, or amending the compensation of any elected or appointed officer of the Town or adopting a compensation schedule applicable to any officer or officers.

B. Monthly Compensation. The compensation of all Town officers shall be paid at least monthly.

Subject: Re: Agenda for tomorrow's meeting - Tues 10/3 6:30pm
Date: Tuesday, October 3, 2023 at 5:44:03 PM Mountain Daylight Time
From: Chuck Cullom
To: Interlaken Clerk
CC: Chuck O'Nan, Interlaken Mayor, Justin Hibbard, Sue Onan

Fellow Council members, and Mayor Greg,

As you have observed, my ability to attend and participate has been severely limited. I'm unable to balance my work commitments and town duties. Therefore, I must resign from the Council. I'm able to do so with a clear conscience because I know that the town's governance is in your capable hands. Thanks for your service to this community!

On Mon, Oct 2, 2023 at 3:08 PM Interlaken Clerk <interlakenclerk@gmail.com> wrote:

> Here's the agenda. I'll be sending more materials later today and tomorrow.
>
> Thanks,
>
> Bart Smith
>
> Interlaken Town Administrator
>
> (435) 565-3812

ARDURRA

September 27, 2023

Bart Smith
Town of Interlaken
PO Box 1256
Midway, UT 84049

SUBJECT: Scope of Work – Interlaken Roadway Inventory Review

Mr. Smith:

Ardurra is pleased to present this Scope of Work to conduct services associated with an assessment of the roadway inventory of the Town of Interlaken. We understand that the Town desires to verify the length and width of the roadways in its inventory and ownership.

We understand that, in 2018, the town contracted LTAP to assess the roadways owned by Interlaken. According to discussions with the town, there have been several changes in roadway ownership, modification, and new construction since this date.

The following items constitute our scope of work for this project. The sub-bullets document the rates, hours and anticipated costs necessary for completion.

- Perform an assessment of the 2018 LTAP report on Town roadways for accuracy based on current conditions. This will be done with digital resources such as aerial imagery and survey or other documentation available in Wasatch County. We will also factor in the information provided by the town regarding changes to the inventory since this date.
    - Staff Engineer – Rate: $100.00
        - Estimated Hours: 5
    - TASK SUBTOTAL: $500.00
- Perform a field investigation to verify our assessment. This will be done within one working day. This investigation will not involve survey or other GPS equipment.
    - Staff Engineer – Rate: $100.00
        - Estimated Hours: 8
    - TASK SUBTOTAL: $800.00

- Prepare and deliver to the Town an updated GIS shapefile documenting the current roadway inventory. This will include general linework indicating roadways owned by the town and will include through meta or other visual description the width of the roadways. We will also deliver a PDF map of the inventory.
    - GIS Technician – Rate: $100.00
        - Estimated Hours: 8
    - TASK SUBTOTAL: $800.00
- A summary report documenting our assessment and the overall length of roadways owned and maintained by the town separated out by, or otherwise documenting roadway widths.
    - Staff Engineer – Rate: $100.00
        - Estimated Hours: 3
    - Project Manager – Rate: $150.00
        - Estimated Hours: 3
    - Client Services Manager – Rate: $230.00
        - Estimated Hours: 1.5
    - TASK SUBTOTAL: $1,095.00

We anticipate that the scope of work for this project can be completed and delivered for approximately $3,195.00, billed on a time and materials basis.

This scope of work will be completed based on the current agreement for professional services established between T-O Engineers (now Ardurra) and the Town of Interlaken.

Please notify us of any questions or concerns you may have. We would be happy to discuss this scope of work with you. We appreciate the opportunity to provide further services to the Town. Please let us know what else we can do for you.

Sincerely,

G Ryan Taylor

G. Ryan Taylor, PE

Client Services Manager

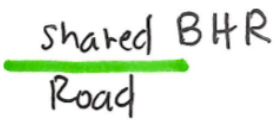
Subject: Interlaken Town Roads - Square Footage Calculations
Date: Monday, August 28, 2023 at 4:38:15 PM Mountain Daylight Time
From: Interlaken Clerk
To: Amelia Pays
CC: Interlaken Mayor
Attachments: Interlaken Road Calcs.PDF, image001.png, image002.png, image003.png

Hi Amelia-
We have a special project we'd like to hire Ardurra to do, if it is possible.

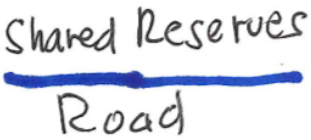
We need an accurate of accounting of Interlaken Town's roadway surface area – eg square footage calculations for the entire road system.
We'd need a breakdown of area calculations for different segments as depicted in the attached map (sorry for the bad quality).
This map represents the current road system, including the changes implemented during the Watts Reserves development.

There are 3 calculations for 3 different sections of roadway.

The magenta marked area includes all the roads within Interlaken Town boundaries, including the short stretch named Edelweiss Lane.



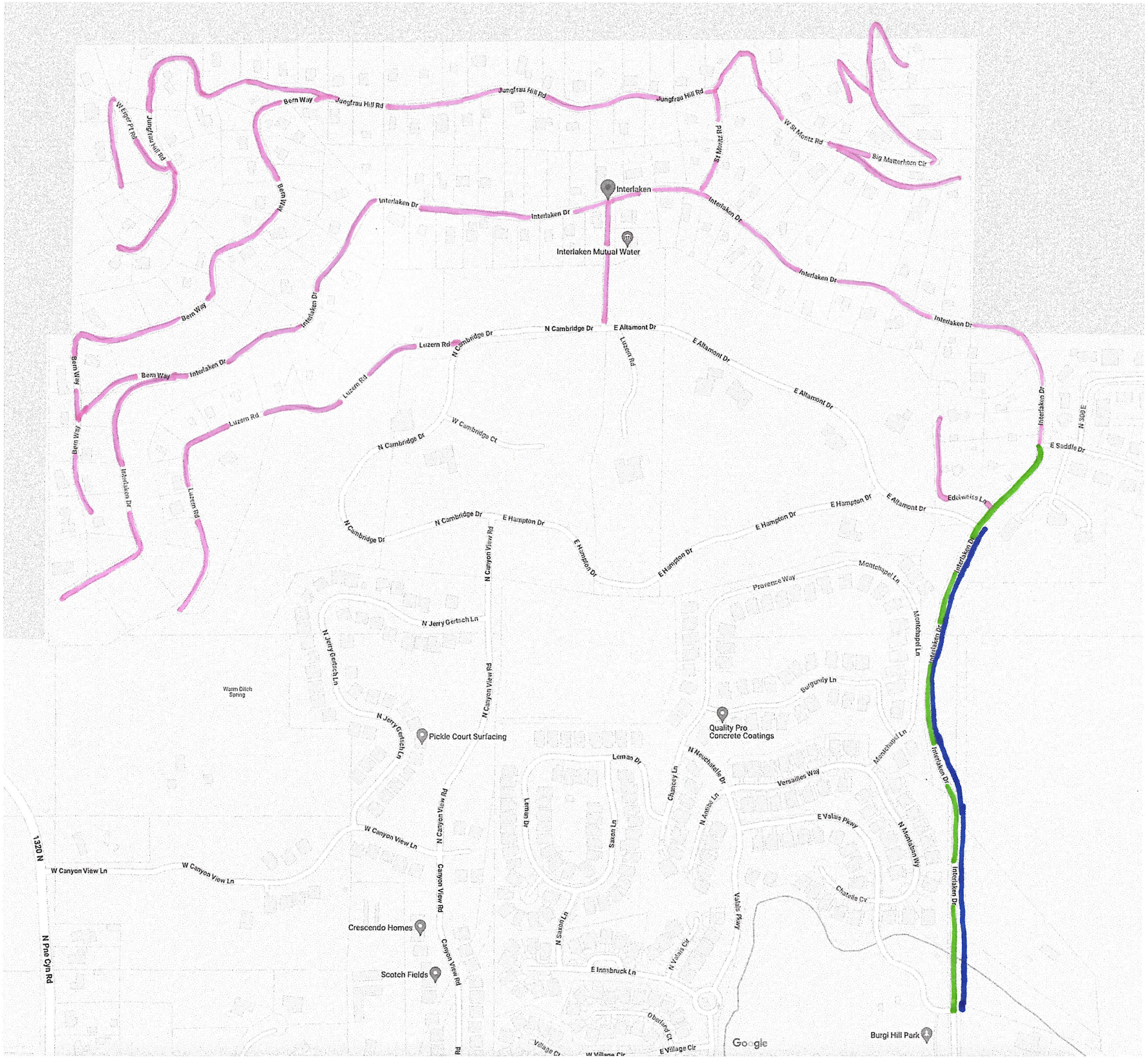
The green marked area is the section of Interlaken Drive extending from E Saddle Dr (BHR Entrance) to E Valais Parkway.



The blue marked area is the section of Interlaken Drive extending from E Altamont Dr (Reserves Entrance) to E Valais Parkway.

Is this something Ardurra is able to do for the town?

Thanks,
Bart Smith
Interlaken Town Administrator
(435) 565-3812



Interlaken

Roads

Shared BHR

Road

Shared Reserves

Road

Analysis and Recommendations for Street Network

Interlaken Town

August 2019

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Introduction

One of Interlaken Town's most valuable infrastructure assets is the approximately 5 miles of local streets within its network. Maintaining the street network at a high level of service will promote the prosperity of Interlaken's entire community. Many state and local transportation agencies currently use a pavement management system and/or a maintenance management system to cost effectively preserve and improve their street network. The Utah Local Technical Assistance Program (LTAP) assists local agencies in the state of Utah and surrounding states to implement and use pavement management software to maintain, preserve, and enhance their road and street assets and more effectively manage the allocation of funding as it pertains to the existing street network.

The Town of Interlaken contacted the Utah Local Technical Assistance Program (LTAP) on June 6, 2019 requesting a survey of Interlaken's road network. A proposal was written up by Utah LTAP and sent to Interlaken's Town Government on June 21, 2019.

The Town of Interlaken asked the Utah LTAP to develop a pavement management system that could be used in their transportation plan. This report describes the system's major elements, the processes, and the work accomplished to facilitate its implementation in Interlaken. The pavement management system provides:

- A complete GIS-based physical inventory and condition survey of the street network
- A needs assessment process
- Analyses of root causes of pavement deterioration
- Analysis of current street maintenance programs
- Recommended maintenance and preservation treatments
- Treatment costs and budget proposals
- A method to evaluate alternate funding scenarios to maximize the average remaining service life (RSL) of the street network

Figure 1 outlines the major elements and processes incorporated in Interlaken's Pavement Management System. The following sections of this report describe each step of the process in detail, the results of field surveys and analyses, and the conclusions and recommendations offered to assist in the full implementation of the system in Interlaken.

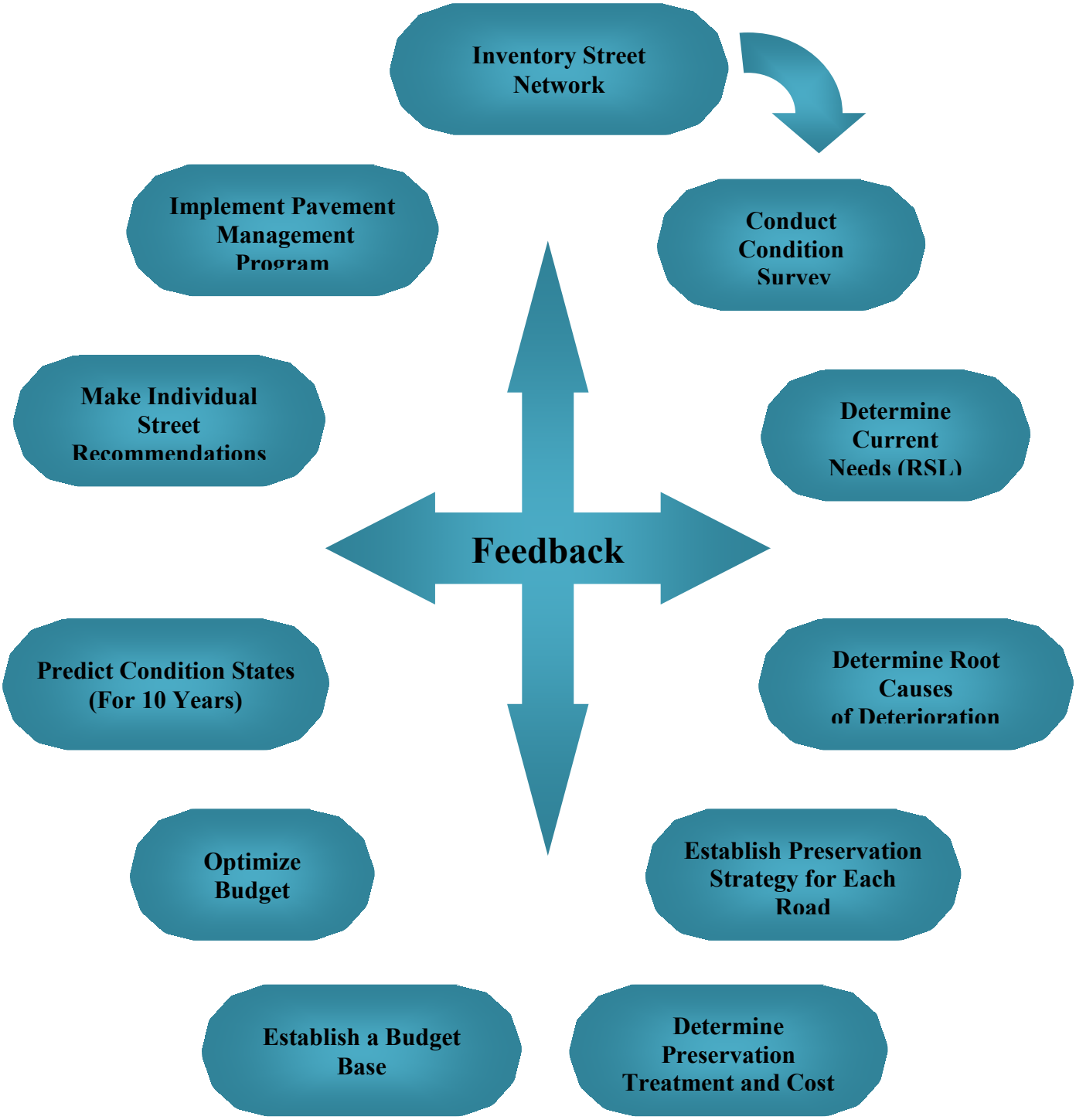


Figure 1. Pavement Management Process Diagram

Inventory of Road Network

The first step in the process of inventorying Interlaken's local street network involved assigning a functional classification to each street. Utah Department of Transportation (UDOT) public road maps and data assisted in making these classifications. Excluding the state routes, the inventory identified the functional classifications of all roads to be residential.

The second step in the inventory process involved a GIS map with shape files of the road network previously developed by UDOT. In addition to using the existing centerline shape file for the street network a measuring wheel was used to measure the street widths. Data from the GPS mapping process was used to calculate the lengths of all street segments. Measured widths and lengths were used to calculate the street surface areas.

A complete condition survey of Interlaken's local road network was conducted during July of 2019. Employees from the Utah LTAP (Local Technical Assistance Program) Center used the Strategic Highway Research Program (SHRP) Distress Manual as a guide to conduct the pavement distress survey

Appendix A contains the complete results of the inventory processes. Inventory details include street name, starting and ending addresses of the segment, functional classification, segment width and length, estimated remaining service life (RSL), surface area of the pavement in square yards, and the percent of network area represented by each segment. Table 1 contains a sample of the inventory of roads as found in Appendix A.

Table 1. Excerpt Showing Details in the Inventory Process of the Local Street Network

ID	Street Name	From	To	Class	Width (ft)	Length (ft)	RSL	%Area	Area (sq yd)
16	Big Matterhorn Way	Big Matterhorn Way	Big Matterhorn Cir	Residential	12	296	10	1.31%	394.67
8	St. Mortiz St	St. Mortiz St	Dead End	Residential	12	585	12	2.58%	780.00
27	Interlaken Dr	Interlaken Dr	Edelweiss Ln	Residential	14	657	8	3.39%	1022.00
33	Luzern Rd	Luzern Rd	Dead End	Residential	12	404	10	1.78%	538.67
39	Interlaken Dr	Interlaken Dr	Dead End	Residential	14	444	12	2.29%	690.67
37	Eiger Point Rd	Eiger Point Rd	Jung Frau Hill Rd	Residential	12	385	10	1.70%	513.33
24	Bern Way	Bern Way	Dead End	Residential	12	316	14	1.40%	421.33

This inventory excludes pavement structure details regarding date of initial construction, layer thickness, and pavement design criteria of each street. This information can be obtained from historical records, maintenance personnel, or sampling and testing of the pavement structure. This information should be incorporated through further implementation efforts and by working closely with Interlaken's Town Government.

Pavement Condition Survey

Road Network

A complete condition survey covering pavement distress of Interlaken's road network was conducted during July of 2019. Employees from the Utah LTAP (Local Technical Assistance Program) Center used the Strategic Highway Research Program (SHRP) manual, Distress Identification Manual for the Long-Term Pavement Performance Project as a guide to conduct the pavement distress survey.

The principal focus of the asphalt condition survey was to identify and determine the severity level and extent of each distress type. Each asphalt street segment was closely surveyed for the presence of potholes/utility cuts, transverse cracking, longitudinal cracking, block cracking, edge cracking, and fatigue (alligator) cracking. The severity level and extent of each distress type were evaluated in accord with the condition survey evaluation sheet shown in Appendix B. Appendix C shows the detailed distress information for each road segment.

Pavement Design & Performance

Typically, asphalt pavements, designed in accord with the AASHTO Guide for Design of Pavement Structures, ought to provide for twenty years of traffic loading (18 kip ESAL's) before reaching a terminal serviceability level at which point reconstruction is required (RSL = 0). Conventional practice usually provides for a preventative maintenance treatment and rehabilitative treatment to be applied to the asphalt pavement during its 20-year service life. Timing is critical in the placement of the preventative maintenance and the rehabilitative treatment to achieve the best level of service at the least amount of cost.

Figure 3 shows a typical pavement performance curve for asphalt pavements. This figure emphasizes the time relationship between street pavement condition and the cost of repair.

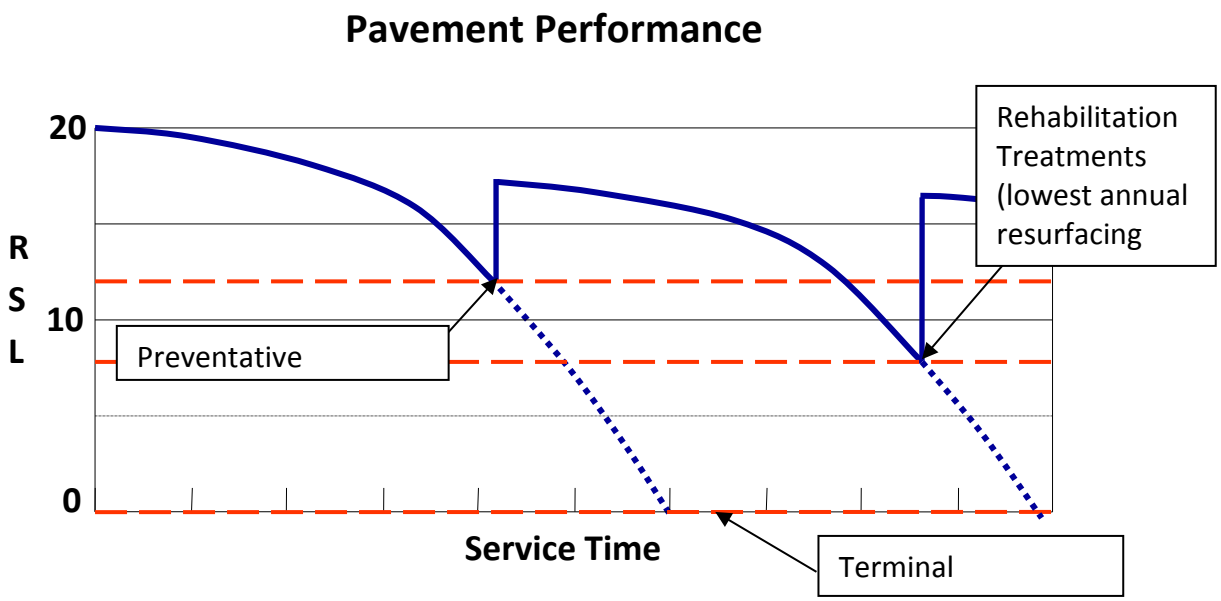


Figure 2. Pavement Performance Curve

After eight years of service (RSL = 12), most asphalt pavements will deteriorate to a "good" condition category. This relates to a thirty-three percent (33%) drop in the service life of the pavement and is the optimal point in time at which a preventative maintenance treatment should be placed. After twelve years of service (RSL = 8), most asphalt pavements will deteriorate to a “fair” condition rating. This represents a sixty percent (60%) drop in the service life of the pavement and is the best point in time at which to consider a rehabilitation treatment. If no renovation action occurs at this point, the street will likely deteriorate to the "poor" category within three years (RSL = 5). Cost comparisons show that reconstruction will cost two to three times more than rehabilitation strategies. The cost to maintain a pavement with preventative maintenance strategies relates to about one-fifth the cost of rehabilitation strategies, or one-tenth the cost of reconstruction.

The RSL of a road is not affected by the appearance of the road. A road may be rough on the surface or have some small bumps and cracks, but this does not necessarily mean that the road is in poor condition. The RSL is based on the structural integrity of the road. A responsible maintenance program will be built around maintenance strategies that improve the service life of the roadway, not simply applying treatments to improve the appearance or smoothness of the road.

Major Causes of Pavement Distress

The predominant asphalt pavement distresses affecting Interlaken's streets were determined from the pavement distress survey information. Analysis of this information showed that there were four of the seven major distress types prevalent in the street network. Pavement roughness results from these distresses. Fatigue cracking was the major distress type found occurring most frequently in the asphalt street network.

The root causes of each of the seven main distress types are described as follows, along with respective suggestions on how to mitigate the development of each:

Transverse cracking in asphalt pavements is normally attributed to thermal changes in the pavement structure. As seasonal temperatures change, the pavement expands and contracts beyond the limits that asphalt can tolerate, thus causing transverse cracking. If these transverse cracks are not sealed early in their development, they will continue to grow in terms of both severity and extent, and they will allow surface moisture to enter the pavement causing further distress to develop. Recent developments in asphalt technology known as the Superpave System have shown the potential to preclude the development of transverse cracking if used in new asphalt pavements. Use of performance graded (PG) asphalt cements and the Superpave mix design system, along with good quality control and good hot mix asphalt construction practice can potentially eliminate this type of distress from occurring. Using the Superpave System on newly constructed or reconstructed streets that serve a relatively high volume of traffic is recommended.

Longitudinal cracking is related to two different causes. The first is poor construction. When a street is constructed, it is normally built in two or more sections. Problems, such as poor compaction or segregation in the asphalt mix, will cause longitudinal cracks along the construction seam. The second cause of longitudinal cracks is load related. These longitudinal cracks are found in the wheel paths of the travel lanes. These cracks are due to early fatigue

failure and should be treated as fatigue cracks. On some street segments that are extremely wide, longitudinal cracking may be caused by thermal changes as with transverse cracks.
Block cracking is a combination of transverse and longitudinal cracking that occurs when the transverse and longitudinal cracks intersect. The combination of these two distresses allows greater opportunity for surface water to enter the pavement structure, thus decreasing the load carrying capacity of the pavement. Once a block forms, water enters and softens the base. As the base softens, normal traffic loading progressively breaks the pavement into smaller and smaller blocks. This leads to the development of fatigue cracking.

Utility cuts are man-made cuts and have been shown to reduce the service life of a street by as much as five to seven years. Although utility cuts are sometimes inevitable, good planning and coordination of utility work can reduce the number of utility cuts made in newer streets.

Only limited rutting of the pavement surface was observed in Interlaken's street network. This form of distress typically occurs in the wheel paths and is a result of deformation in the pavement structure or subgrade. This deformation comes from heavy axle loads acting in combination with moisture to deform and rut the pavement. Inadequate compaction during construction can also result in deformation. Rutting may also occur in hot weather when the asphalt is less viscous and has less shear strength. In this case, rutting usually results from the use of poor materials, poor asphalt mix design, poor quality control, or poor construction.

Edge cracking was generally found in street segments where pavement edges had little or no support. Those segments that had no paved shoulders or supporting curb and gutter sections were more prone to this type of distress.

Fatigue cracking is the main governing distress in the majority of the streets and affects sixty-six percent (65.96%) of the network surface area. Fatigue cracking in asphalt pavements is largely caused by loss of base and subgrade support due to moisture infiltrating the pavement. Once moisture softens the base and subgrade layers, the asphalt pavement can no longer effectively carry the traffic loading. This results in pavement cracking and breakup. The fatigue cracking prevalent in the streets of Interlaken is most likely caused by water saturating the base and

subgrade layers. With the subgrade saturated, the road structure flexes and gives under the weight of a vehicle that drives over the street.

Heavy vehicle traffic on the streets also causes fatigue cracking, by applying greater stresses to the pavement than it is designed to support. In those areas of the town where new homes are being constructed, concrete trucks or other heavy vehicles can cause major damage to the streets. Heavy commercial trucks fall within the heavy vehicle traffic designation.

Pavement Distress Survey & Analysis

The first step in the analysis of the pavement distress survey information involves determining the governing distress type for each street segment. A governing distress is one that is most detrimental to the condition of the pavement, and so should be the focus of treatment. Each rating for each distress is associated with an RSL value; a higher distress rating results in a lower RSL rating. To analyze a segment, find the lowest RSL value associated with any of the distresses assigned to the segment. This value becomes the RSL for the entire segment and the corresponding distress is the governing distress.

Figure 4 shows an example rating sheet for a road segment and Table 3 shows the RSL values associated with fatigue cracking ratings. The distress rating of 5 for fatigue cracking corresponds with an RSL of 6. Similar tables would be used for the other distresses reported on the segment. An analysis of the distresses shown below shows that fatigue cracking is the governing distress because it gives the lowest RSL value (besides being the highest numerical rating).

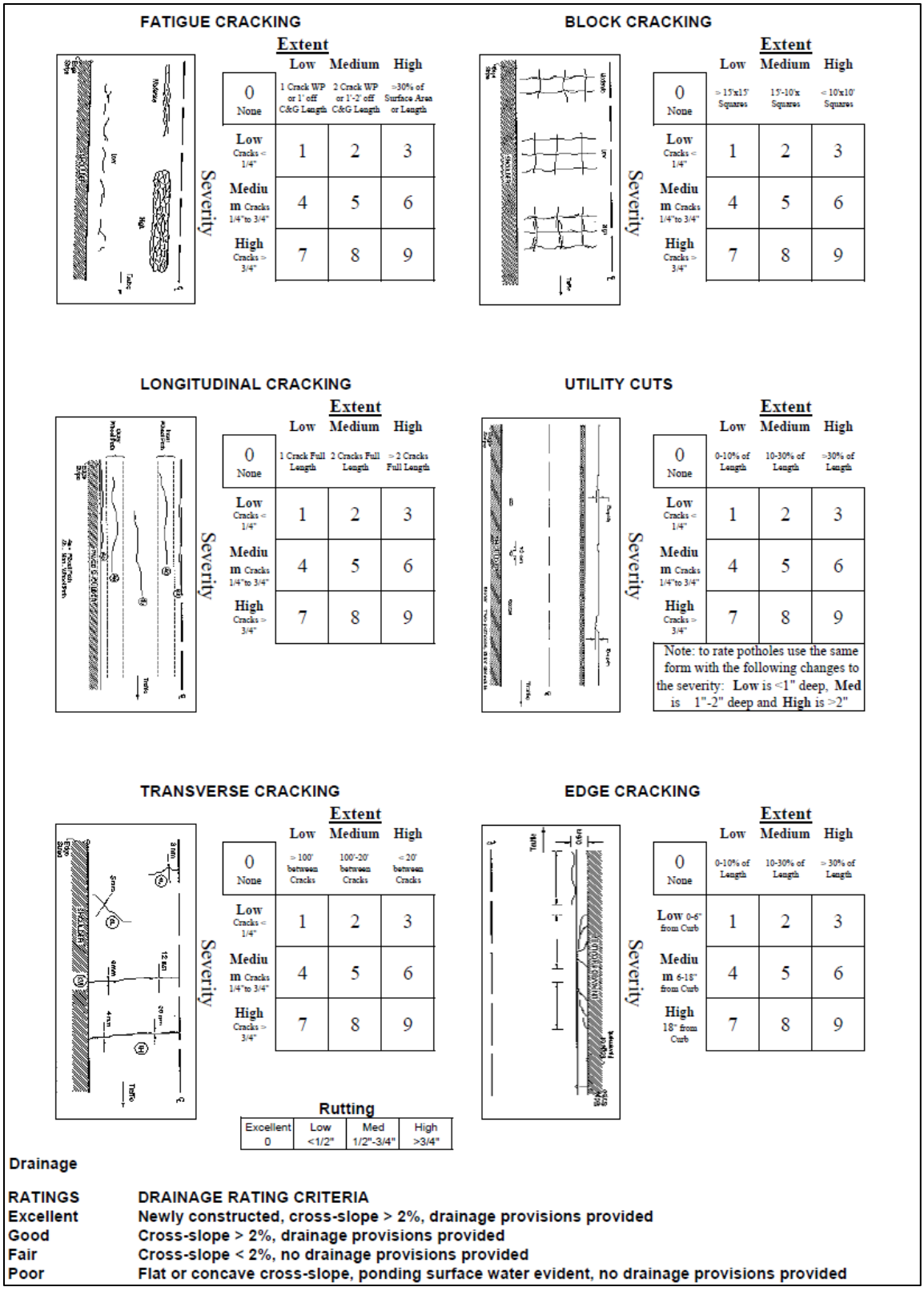


Figure 3. Condition Rating Sheet

Table 2. Fatigue Cracking Distress Table

RATING	SEVERITY & EXTENT	RSL
0	No Alligator Cracking	20
1	Low, Low	10
2	Low, Medium	8
3	Low, High	6
4	Medium, Low	8
5	Medium, Medium	6
6	Medium, High	4
7	High, Low	6
8	High, Medium	2
9	High, High	0

The governing distress is the distress most likely to cause the pavement to deteriorate the soonest and reduce the serviceability of the street. Appendix D contains the deterioration tables for the other distress types. These tables can be adjusted by experienced personnel to more accurately reflect the effects of local environmental and traffic loading conditions.

Table 4 includes several recommended preservation strategies and treatments, the estimated cost of each treatment, and the estimated remaining service life the road is expected to gain after the treatment is applied.

Table 3. Maintenance Performance Table

Treatment Type	Maint. Category	Cost	0	1-3	4-6	7-9	10-12	13-15	16-18	19-21
Crack Seal	Routine	$0.52	0	0	0	0	1	2	3	2
Cold Patch	Routine	$0.52	0	0	0	0	0	0	0	0
Digout and Hot Patch	Routine	$0.78	0	0	0	0	0	0	0	0
High Perf. Cold Patch	Routine	$1.04	0	0	0	0	0	0	0	0
Fog Coat	Routine	$0.78	0	0	0	1	1	2	2	2
High Mineral Asphalt Emulsion	Preventative	$2.07	0	0	0	1	2	3	5	5
Sand Seal	Preventative	$1.12	0	0	0	1	2	2	2	2
Scrub Seal	Preventative	$1.73	0	1	3	5	5	5	5	5
Single Chip Seal	Preventative	$2.24	0	1	3	5	5	5	5	5
Slurry Seal	Preventative	$3.02	0	1	3	5	5	5	5	5
Microsurfacing	Preventative	$4.14	0	2	3	5	7	7	7	7
Plant Mix Seal	Rehabilitation	$9.66	0	3	4	5	7	7	7	7
Cold In-place Recycling (2 in with chip seal)	Rehabilitation	$8.63	0	3	4	5	6	7	7	7
Thin Hot Mix Overlay (<2 in)	Rehabilitation	$11.64	0	4	6	7	7	7	7	7
HMA (leveling) & Overlay (<2 in.)	Rehabilitation	$12.94	0	4	6	8	8	8	8	8
Hot Surface Recycling	Rehabilitation	$8.63	0	3	5	7	8	8	8	8
Rotomill & Overlay (<2 in)	Rehabilitation	$14.49	0	4	7	8	8	8	8	8
Cold In-place Recycling (2/2 in.)	Reconstruction	$17.77	15	15	15	15	15	15	15	15
Thick Overlay (3 in.)	Reconstruction	$17.25	12	12	12	12	12	12	12	12
Rotomill & Thick Overlay (3 in.)	Reconstruction	$18.98	12	12	12	12	12	12	12	12
Base Repair\Pavement Replacement	Reconstruction	$20.70	16	16	16	16	16	16	16	16
Cold Recycling & Overlay (3/3 in.)	Reconstruction	$19.23	14	14	14	14	14	14	14	14
Full Depth Reclamation& Overlay (3/3 in.)	Reconstruction	$22.86	20	20	20	20	20	20	20	20
Base/Pavement Replacement (3/3/6 in.)	Reconstruction	$32.78	20	20	20	20	20	20	20	20

***Fit the current RSL into a category along the top row and then move downward to the applied treatment to find the additional RSL that will be achieved from the selected treatment.**

(2/2 in.) Means 2" overlay with 2" recycle

The previous procedure was used to determine the governing distress and the RSL for each asphalt segment. Figure 5 shows the governing distress types in the asphalt street network along with the percent of the total asphalt street network area affected by each type.

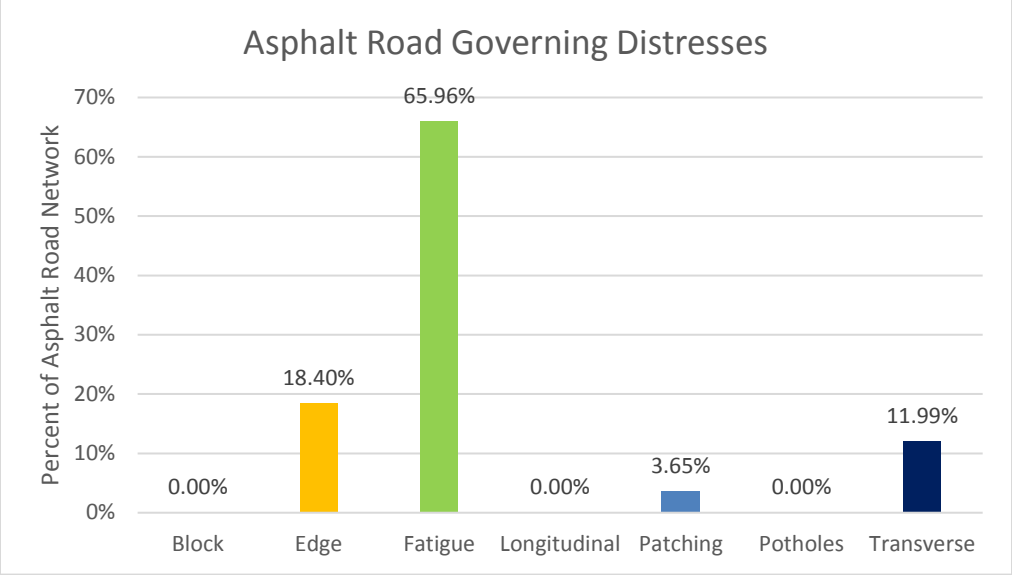


Figure 4. Governing Distress Rating Distribution for Asphalt Roads

As a reference, one percent (1%) of Interlaken's asphalt street network represents approximately 0.05 miles in length. Figure 5 also illustrates that some governing distress types are more common to the street network. Fatigue is the most common governing distress types in Interlaken's asphalt street network.

The governing distress type of each segment provided the means of calculating the average RSL for the street network. For management purposes, the estimated RSL values are grouped incrementally in three-year categories. Figure 6 shows the current RSL distribution for Interlaken's street network in terms of percent of surface area of the network.

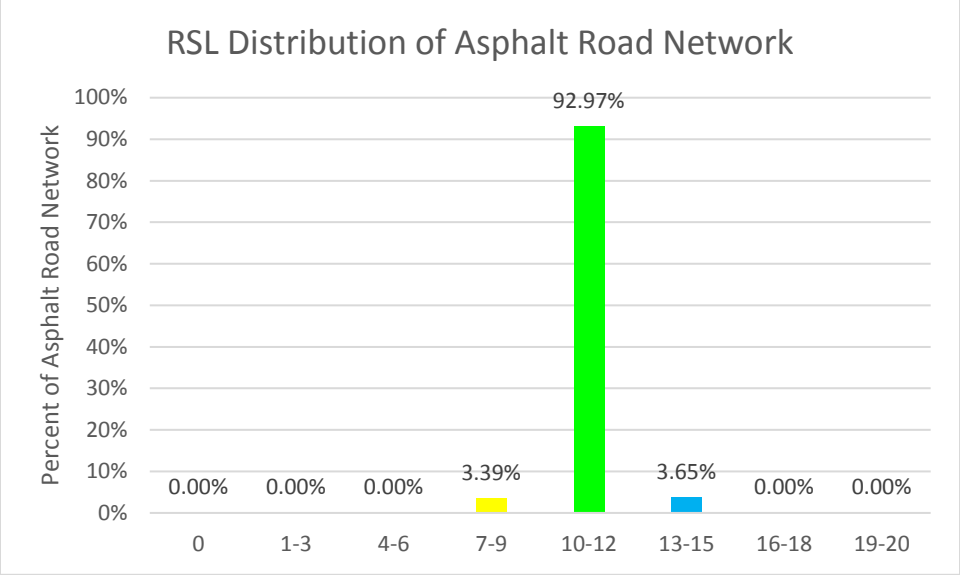


Figure 5. Current RSL Distribution for Asphalt Street Network

The estimated average RSL of Interlaken's street network is 10.54 years. The average RSL value for Interlaken is slightly below the average RSL value of 10.89 years for all Utah cities surveyed since 2002 by the Utah LTAP Center. Table 5 shows this same information along with the corresponding subjective condition ratings of failed, poor, fair, good, very good, and excellent.

Table 4. Subjective Condition Rating of Asphalt Street Network

SUBJECTIVE CONDITION RATING OF STREET NETWORK								
	FAILED	POOR		FAIR	GOOD	VERY GOOD		EXCELLENT
RSL (Years)	0	1-3	4-6	7-9	10-12	13-15	16-18	19-20
% of Network	0.00%	0.00%	0.00%	3.39%	92.97%	3.65%	0.00%	0.00%

Zero percent (0%) of the paved street network in Interlaken is considered to be in a failed condition. Zero percent (0.00%) is considered to be in poor condition. Three percent (3.39%) is rated to be in fair condition, ninety-three percent (92.97%) is in good condition, four percent (3.65%) is in very good condition, and zero percent (0.00%) of the street network is rated to be in excellent condition.

For further illustrative purposes, the following photographs show examples of the condition ratings of fair, good, and very good and their respective RSL estimates.

Photo 1. Fair Condition – Interlaken Dr from Interlaken Dr to Edelweiss Ln (RSL = 8 years)

Photo 2. Good Condition – Interlaken Dr from Interlaken Dr to Luzern Rd (RSL = 10 years)

Photo 3. Very Good Condition – Luzern Rd from Luzern Rd to Luzern Rd (RSL = 14 years)

Currently, Interlaken's paved street network is in "good" condition. Zero percent (0.0%) of the network is at a terminal serviceability level as shown in Table 5.

On average, each street segment will most likely lose one year of service life per year without some preservation work being done. Within three years, if no pavement preservation is performed, about 3.39% of the asphalt paved network will probably deteriorate to a poor condition. This could place a major financial burden on the town to reconstruct these segments to provide adequate roads, as well as reduce the amount of public satisfaction with the street network. If a systematic pavement management program is continued now, a balanced set of preservation strategies (e.g., routine maintenance, preventative maintenance, rehabilitation, and reconstruction) can be used to preclude the development of a backlog of needs and the overall decline in the service life of the network.

Development of Preservation Strategies and Recommended Treatments

After determining the governing distress types for each street segment, pavement preservation strategies and treatments that can effectively correct or remove the root causes were identified. Frequently, more than one strategy or treatment can be used to cost effectively remedy the governing distress and other accompanying distresses that may exist. As an example, the distress deterioration table for fatigue cracking is shown in Table 6. This table shows the various combinations of severity and extent (rating) levels that may occur, along with their preservation strategies and recommended treatments. The corresponding estimated RSL of each rating level is also shown.

Table 5. Fatigue Cracking Preservation Strategies and Treatments

RATING	SEVERITY & EXTENT	RSL	STRATEGY	TREATMENT
0	No Alligator Cracking	20	No Maintenance	No Maintenance
1	Low, Low	10	Routine	Slurry Seal
2	Low, Medium	8	Rehabilitation	Thin Hot Mix Overlay (<2 in)
3	Low, High	6	Rehabilitation	Thin Hot Mix Overlay (<2 in)
4	Medium, Low	8	Rehabilitation	Thin Hot Mix Overlay (<2 in)
5	Medium, Medium	6	Reconstruct	Thick Overlay (3 in)
6	Medium, High	4	Reconstruct	Rotomill & Thick Overlay
7	High, Low	6	Reconstruct	Thick Overlay (3 in)
8	High, Medium	2	Reconstruct	Cold Recycle & Overlay (3 in)
9	High, High	0	Reconstruct	Full Depth Reclamation (3/3 in.)

Distress deterioration tables with their preservation strategies and recommended treatments similar to this were developed for each distress type and are given in Appendix D.

The preservation strategies and recommended treatments given in Appendix F are grouped in the general preservation strategies of routine maintenance, preventative maintenance, rehabilitation, and reconstruction. Each major preservation strategy represents a particular level of work effort and a specific goal with regard to preserving or restoring the pavement.

Routine maintenance is primarily proactive and includes the work items of crack sealing, fog sealing, dig-outs, and patching.

Preventative maintenance is designed to slow pavement deterioration, as well as preserve and improve the functional condition of the pavement. Preventative maintenance strategies do not substantially increase structural capacity. Treatments in the category of preventative maintenance include sand seals, fog seals, chip seals, scrub seals, cape seals, slurry seals, and microsurfacing.

Rehabilitation serves to correct or remove root causes of distress and to add structural capacity and service life to the pavement. Rehabilitation treatments include thin hot mix asphalt overlays, hot surface recycling, bonded wearing courses, and combinations of leveling courses or rotomilling with overlays.

Reconstruction covers all types of work involved in totally reconstructing or replacing the pavement structure, thus providing a completely new pavement.

A detailed listing of all preservation strategies and their associated treatments with unit costs are given in Appendix F. The unit costs, separately provided by Road Science, L.L.C., are based on the average costs per square yard. A special inventory form built within the Transportation Asset Management System (TAMS) computer program facilitates the analysis process and allows engineering judgment to be exercised at any point. An example of this form is shown in Figure 7. The program uses the previously entered distress information to determine appropriate treatments. For the segment shown in Figure 7, the recommended treatment is Microsurfacing.

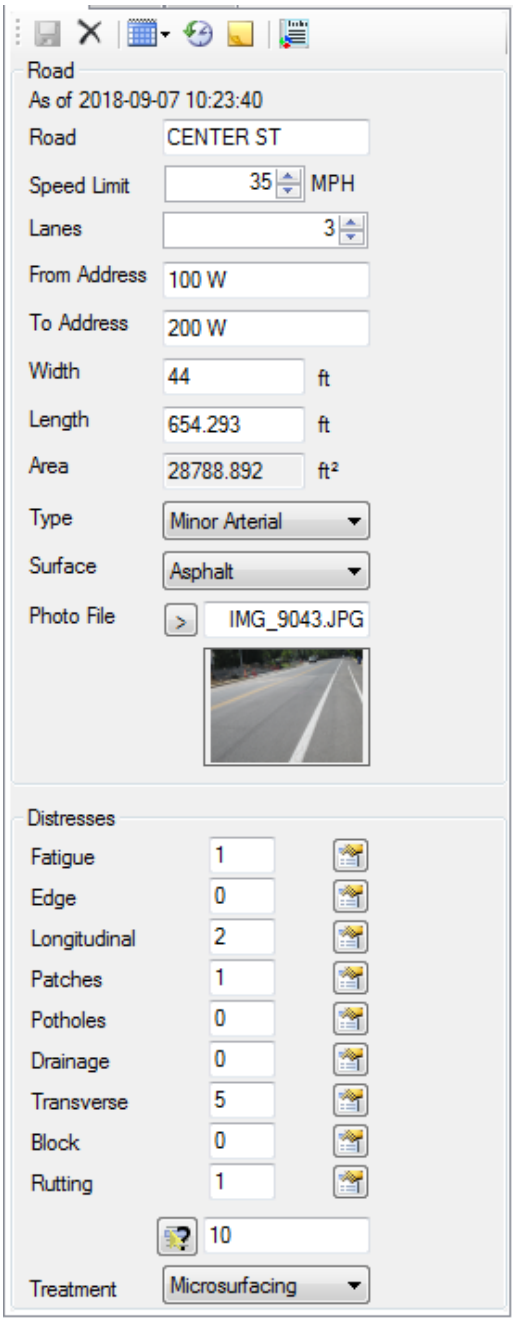


Figure 6. TAMS Inventory Form

At the top of the form, inventory information pertaining to the street segment is shown. This information includes the address and location of the segment, surface type, number of lanes, length, width, area, posted speed limit, and date inventoried. At the bottom, the distress ratings, RSL value, and recommended preservation treatment are listed.

Appendix E shows the initial recommended pavement preservation strategies to be used on each street segment. Table 7 gives an example of the information contained in Appendix E. This information is sorted by treatment type and street name.

Table 6. Recommended Preservation Treatments for Each Segment (Appendix E)

ID	STREET NAME	FROM	TO	CLASS	TREATMENT	AREA (YD^2)
42	Bern Way	Jung Frau Hill Rd	Bern Way	Residential	Slurry Seal	875
16	Big Matterhorn Way	Big Matterhorn Way	Big Matterhorn Cir	Residential	Slurry Seal	395
27	Interlaken Dr	Interlaken Dr	Edelweiss Ln	Residential	Rotomill and Thin Overlay	1,022
31	St Mortiz St	Jung Frau Hill Rd	St Moritz Rd	Residential	Slurry Seal	287
33	Luzern Rd	Luzern Rd	Dead End	Residential	Rotomill and Thin Overlay	539
22	Edelweiss Ln	Edelweiss Ln	Interlaken Dr	Residential	Slurry Seal	629

Assessment of Current Street Maintenance Program Funding

Asphalt Road Network

Maintaining and preserving Interlaken's street network at a high service level is vital to the well-being of the community. It is helpful for elected official to understand that the cost of construction and pavement preservation has increased significantly in the last ten years. Since cities have had little increase in the B & C gas tax fund, they can preserve only a fraction of the roads that they could in the past with the same money. This is putting road departments in the position of not being able to stay up with cost effective pavement preservation in the early years of a pavement's life. The only solution is to find other sources of funds or let some of the lower functional class roads go, hoping that low volume roads will last a little longer than the higher volume arterials and collectors. Segments in Appendix G were selected and prioritized based on of their level of functional importance to the road network so that the highly trafficked roads could be done first.

Systematic and balanced pavement preservation programs providing for routine and preventative maintenance, rehabilitation, and reconstruction, will enable Interlaken to cost effectively maintain the street network. A pavement preservation program recommended for cities and towns is one that maintains an estimated average RSL of 10 years with no more than three percent (3%) of the street network at the terminal serviceability level (i.e. RSL = 0). Interlaken's 2019 RSL distribution is shown in Figure 8.

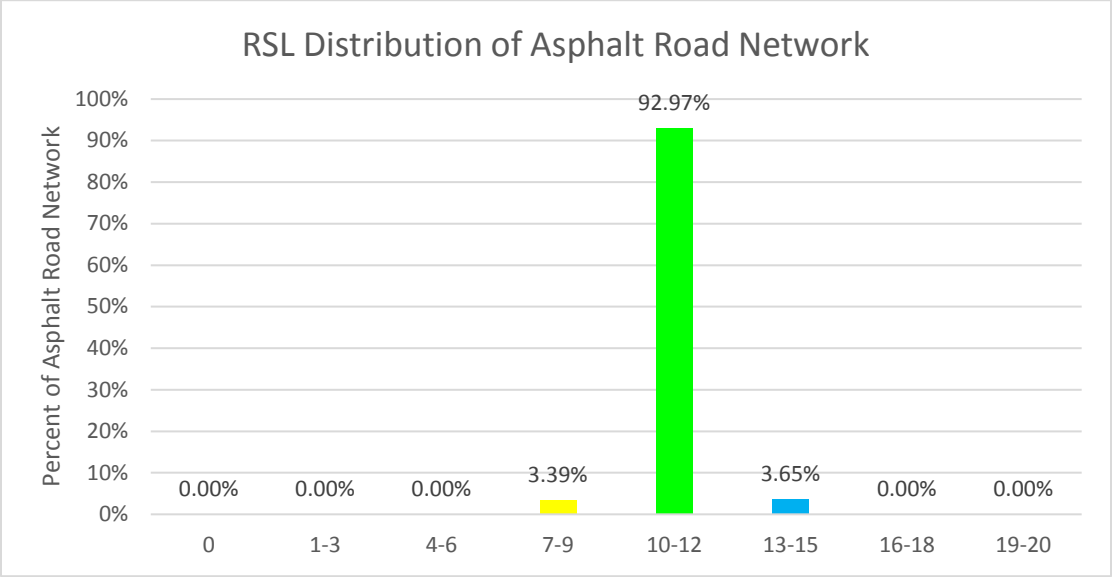


Figure 7. Current RSL Distribution for Asphalt Street Network

The average RSL for Interlaken's asphalt street network for 2019 is estimated at 10.54 years with zero percent (0.0%) of the road network at a terminal service level. The current condition of Interlaken's asphalt street network meets the given recommended standards by having an estimated average RSL value above 10 years with less than three percent of the street network at the terminal serviceability level. This illustrates that Interlaken has been maintaining its road network at a satisfactory level.

Figure 9 and Figure 10 illustrate the estimated RSL distribution for 2024 and 2029 if no maintenance is performed on the street network. The number of streets at a terminal service level (RSL = 0) would increase from 0.0 % to 73.08% by 2029.

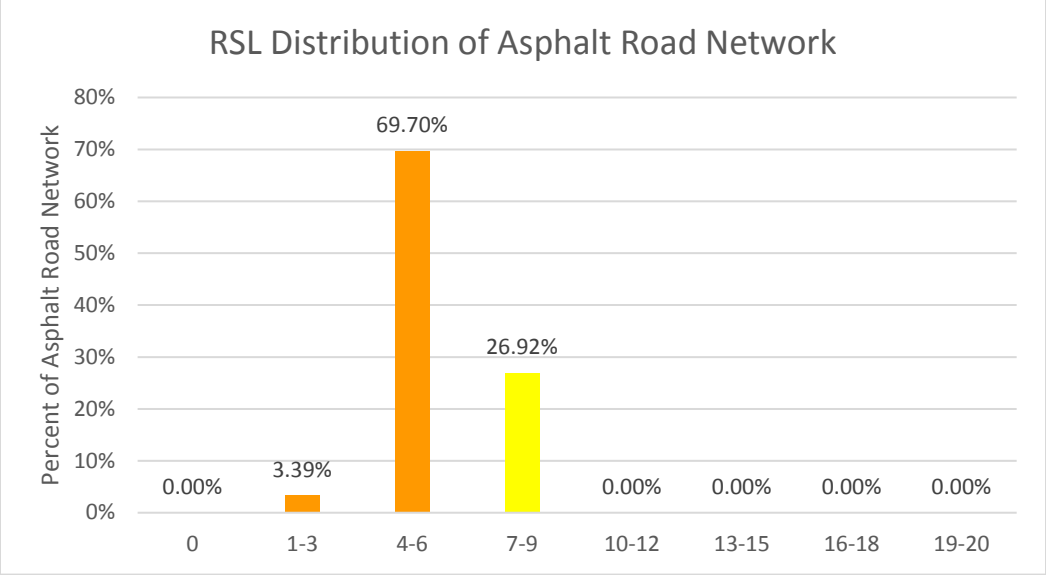


Figure 8. Estimated RSL Distribution for 2024 with No Maintenance

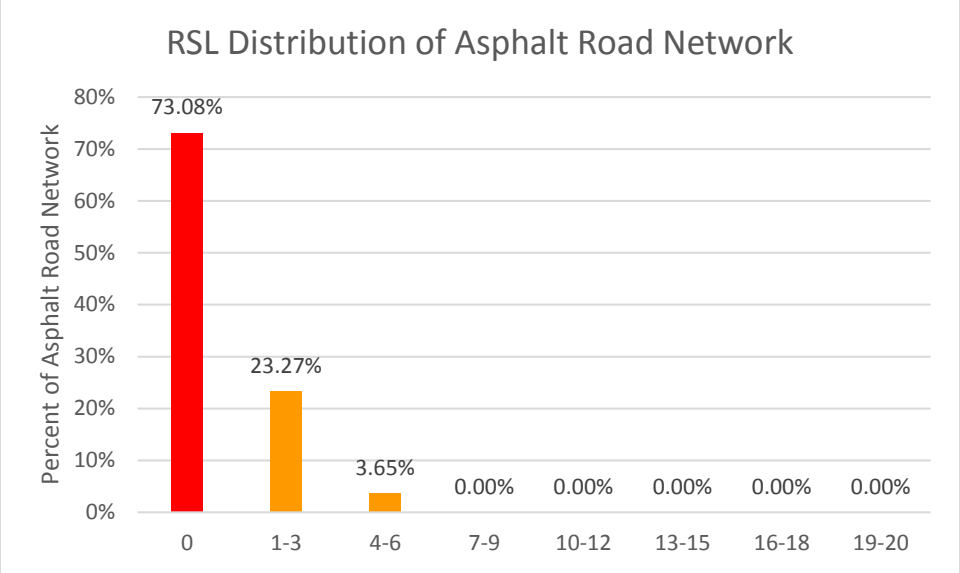


Figure 9. Estimated RSL Distribution for Year 2029 with No Maintenance

The resulting estimated average RSL for the year 2024 is 5.54 years, and for the year 2029 is 0.61 years.

Figure 11 illustrates the estimated RSL distribution for 2024 for the current funding allocation of $30,000 per year on average.

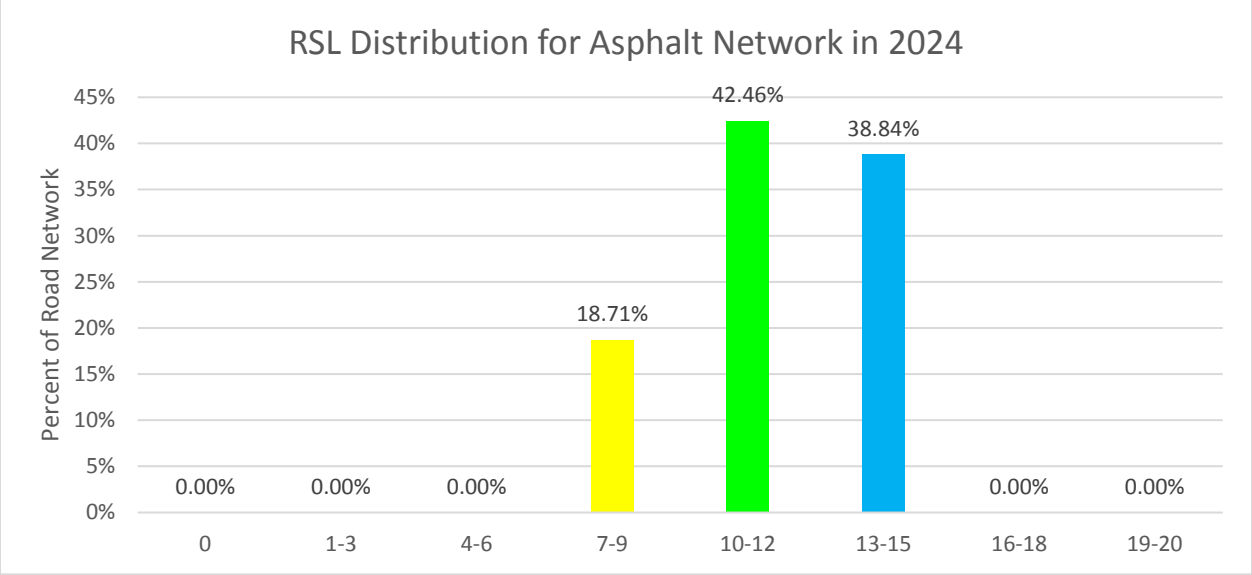


Figure 10. Estimated RSL Distribution for Year 2024 Continuing with Existing Allocation

The estimated number of streets at a terminal service level (RSL = 0) will remain at 0.0% in 2024. The resulting estimated average RSL for the year 2024 is 11.63 years which is an increase from 10.54 years in 2019. These resulting values meet the recommended standard of less than three percent (3%) of streets at the terminal service level and an average RSL of above 10 years. The overall RSL distribution of the road network has also improved.

Development of Recommended Pavement Preservation Program

Asphalt Road Network

A five-year pavement preservation program is recommended to increase the level of service of Interlaken's road network. This approach is estimated to increase the average RSL of the road network from 10.54 to 11.63 years over the five-year program. The first two years of the program focuses on rehabilitation treatments on the residential roads and the last three years put more focus on preservation treatments on the residential roads. The focus of the treatment plan is the preventative maintenance strategy of a slurry seal to help preserve the life of the road network with the most cost effective methods. This will result in lower future maintenance costs for these roads thus leaving additional funding to be used in rehabilitation and reconstruction methods on the roads needing those treatments.

A five-year plan was chosen as opposed to a ten-year plan because of the high degree of uncertainty in predicting what will occur over such a long period of time. After 3 or 4 years, a new condition survey should be performed to see how the roads have deteriorated throughout the plan to produce an updated five-year treatment plan.

The first year of the program, 2020, focuses on rehabilitation of highly trafficked residential roads. The main treatments suggested for this part of the program are slurry sealing and rotomilling with a 2 inch overlay. The estimated cost of road maintenance work for 2020 is $31,897. The recommended funding distribution for the three pavement preservation strategies is given in Table 8.

Table 7. Paved Road Funding Distribution for 2020

Treatment Category	Funding
Routine/Preventative	$ 3,744.80
Rehabilitation	$ 28,152.46
Reconstruction	$ -
TOTAL	$ 31,897.26

The second year of the program, 2021, also focuses on rehabilitation of highly trafficked residential roads. The main treatment suggested for this part of the program is rotomilling with a 2 inch overlay. The estimated cost of road maintenance work for 2021 is $31,038. The recommended funding distribution for the three pavement preservation strategies is given in Table 9.

Table 8. Paved Road Funding Distribution for 2021

Treatment Category	Funding
Routine/Preventative	$ -
Rehabilitation	$ 31,037.58
Reconstruction	$ -
TOTAL	$ 31,037.58

The third year of the program, 2022, focuses on preventative treatments of residential roads. The main treatments suggested for this part of the program are slurry seal and rotomilling with a 2 inch overlay. The estimated cost of road maintenance work for 2022 is $26,606. The recommended funding distribution for the three pavement preservation strategies is given in Table 10.

Table 9. Paved Road Funding Distribution for 2022

Treatment Category	Funding
Routine/Preventative	$ 18,801.18
Rehabilitation	$ 7,805.28
Reconstruction	$ -
TOTAL	$ 26,606.46

The fourth year of the program, 2023, focuses on preventative treatments of residential roads. The main treatment suggested for this part of the program is slurry sealing. The estimated cost of road maintenance work for 2023 is $28,649. The recommended funding distribution for the three pavement preservation strategies is given in Table 11.

Table 10. Paved Road Funding Distribution for 2023

Treatment Category	Funding
Routine/Preventative	$ 28,649.06
Rehabilitation	$ -
Reconstruction	$ -
TOTAL	$ 28,649.06

The fifth and final year of the program, 2024, also focuses on preventative treatments of residential roads. The main treatment suggested for this part of the program is slurry sealing. The estimated cost of road maintenance work for 2024 is $25,997. The recommended funding distribution for the three pavement preservation strategies is given in Table 12.

Table 11. Paved Road Funding Distribution for 2024

Treatment Category	Funding
Routine/Preventative	$ 25,996.83
Rehabilitation	$ -
Reconstruction	$ -
TOTAL	$ 25,996.83

The list of streets within the road network that are recommended to be treated each year of the five-year maintenance plan can be found in Appendix G. The resulting RSL values for the road network in 2024 after the treatment plan has been completed can be found in Figure 13.

Implementation of Pavement Management System

A fully implemented pavement management system can be a useful tool to a city, town, or county in cost effectively maintaining their street or road networks at a high service level.

A majority of the work necessary to implement a pavement management system has been done by the Utah LTAP Center. As described in this report, a full inventory and condition survey of Interlaken's street network has been made. This provided the basis for the analysis of the street network's current conditions. In addition, a pavement preservation program and recommendations have been made that will enable Interlaken to maintain and enhance the service life of its street network.

The following steps are suggested to facilitate the implementation of the pavement management system and assure its beneficial use:

1. Conduct briefings with appropriate personnel to explain the details and procedures of the pavement management system.
2. Train the appropriate personnel on how to implement the recommended pavement preservation program.
3. Develop a pavement structure history database including dates of initial construction and subsequent maintenance and rehabilitation actions.
4. Develop a traffic database and incorporate traffic counts, classifications, and axle load data.
5. In cooperation with the personnel responsible for the maintenance of the street network, conduct site reviews of street segments recommended for treatment.

The Utah LTAP Center is available and can assist in this implementation effort. Further fieldwork and support is available on an as needed actual cost basis. This can be arranged and scheduled by contacting Nick Jones at the Utah LTAP Center.

Importance of Feedback

The pavement management system set forth in this report is systematic in nature. Therefore, special steps and efforts should be taken to assure that everyone involved has an opportunity and a means to provide both input and feedback in the pavement management process. As shown in Figure 1 of the introduction to this report, feedback among all elements of the pavement management process is essential for the system to be dynamic and useful to the town. Effective feedback has been accomplished by several agencies by establishing a pavement management team or group. This team is comprised of representatives from each operating element involved in the process within the organization. Typically, this team is led by someone from the Public Works Department or Town Government who assigns specific duties to each team member commensurate with their role in the pavement management process.

The pavement preservation program requires accurate and timely feedback on all decisions and actions taken with respect to preservation (routine maintenance, preventative maintenance, rehabilitation maintenance, and reconstruction) of each street segment. This feedback should include such information as type of work performed, unit costs of work items, amount and quality of work performed, date of completed work, additional pavement structure added, and any other design related information. In addition, periodic condition surveys should be made to keep track of the condition of each street and the network as a whole. These periodic condition surveys should be conducted every three to four years.

Summary of Findings and Recommendations

Findings

Currently the streets network classifications in Interlaken is classified 100% as residential.

Analyses of the distress information of the paved street network showed that there were four distress types prevalent in the asphalt paved streets network. Of these distress types, fatigue cracking occurred most frequently in the asphalt streets network. The percent areas of the asphalt street network affected by these distress types were previously shown in Figure 6.

Currently, the average remaining service life (RSL) for Interlaken's entire asphalt paved street network is estimated to be 10.54 years. The current percent of street network surface area with no service life left (terminal serviceability or RSL = 0) is 0.0%.

Recommendations

Using the pavement preservation program presented in this report, the estimated average RSL of Interlaken's streets network can be increased to approximately 11.63 years by the year 2024. The percent of street network surface area at the terminal serviceability level will be 0.00%. In addition, the RSL distribution of the street network in terms of RSL distribution categories is improved. With the improved RSL distribution, the most cost-effective strategies and treatments can be used to maintain the street network. Interlaken's street network is currently in a "good" condition.

A five-year maintenance plan is recommended for preserving the asphalt street networks at a high level of service. Costs of expanding the network are not included in the given recommended budget. Future funding needs will likely increase due to inflation, increased pavement surface areas, increased traffic volumes, and increased material costs. All Road Funds should be allocated to pavement preservation. Additional funds required for personnel, capital improvements, and capacity improvements should come from other funding sources such as impact fees and mill levies. The details of this recommended pavement preservation program are given in Appendix G.

It has been a pleasure working with Interlaken Town to provide the information included in this report. Interlaken's Town Government has been extremely supportive of the work that has been done in preparing the pavement preservation program. The pavement management program can be used to maintain and improve the streets network for several years to come.

Table 12. Summary of Findings and Recommendations

2019 Average RSL	10.54
2019 Terminal Serviceability	0.00%
2024 Estimated Average RSL	11.63
2024 Estimated Terminal Serviceability	0.00%
2019-2024 Average Recommended Annual Funding	$30,000

Appendix A

Inventory of Street Network

Appendix A - Asphalt

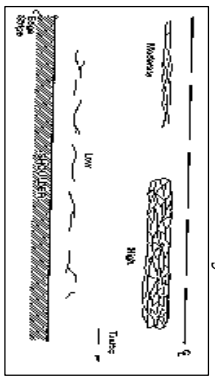
Functional Class: Residential

ID	Road Name	From	To	Width	Length	RSL	Area (Sq. Yards)	Area %
7	BERN WAY	BERN WAY	BERN WAY	12	601	12	801.33	2.65%
13	BERN WAY	BERN WAY	BERN WAY	12	451	12	601.33	1.99%
24	BERN WAY	BERN WAY	DEAD END	12	316	14	421.33	1.40%
42	BERN WAY	JUNG FRAU HILL RD	BERN WAY	12	656	10	874.67	2.90%
43	BERN WAY	BERN WAY	BERN WAY	12	499	10	665.33	2.20%
15	BERN WAY ACCESS	BERN WAY	INTERLAKEN DR	12	468	10	624.00	2.07%
12	BIG MATTERHORN CIR	BIG MATTERHORN WAY	DEAD END	12	183	10	244.00	0.81%
16	BIG MATTERHORN WAY	BIG MATTERHORN WAY	BIG MATTERHORN CIR	12	296	10	394.67	1.31%
19	BIG MATTERHORN WAY	BIG MATTERHORN CIR	BIG MATTERHORN WAY	12	446	12	594.67	1.97%
29	BIG MATTERHORN WAY	BIG MATTERHORN WAY	DEAD END	12	212	12	282.67	0.94%
30	BIG MATTERHORN WAY	ST MORTIZ ST	BIG MATTERHORN WAY	12	417	12	556.00	1.84%
22	EDELWEISS LN	EDELWEISS LN	INTERLAKEN DR	12	472	10	629.33	2.09%
26	EDELWEISS LN	DEAD END	EDELWEISS LN	12	458	10	610.67	2.02%
6	EIGER POINT RD	EIGER POINT RD	DEAD END	12	411	10	548.00	1.82%
37	EIGER POINT RD	EIGER POINT RD	JUNG FRAU HILL RD	12	385	10	513.33	1.70%
4	INTERLAKEN DR	INTERLAKEN DR	INTERLAKEN DR	12	674	12	898.67	2.98%
5	INTERLAKEN DR	ST MORITZ RD	INTERLAKEN DR	14	974	10	1515.11	5.02%
9	INTERLAKEN DR	LUZERN RD	ST MORITZ RD	14	403	10	626.89	2.08%
17	INTERLAKEN DR	INTERLAKEN DR	INTERLAKEN DR	14	867	10	1348.67	4.47%
27	INTERLAKEN DR	INTERLAKEN DR	EDELWEISS LN	14	657	8	1022.00	3.39%
28	INTERLAKEN DR	INTERLAKEN DR	INTERLAKEN DR	14	592	10	920.89	3.05%
39	INTERLAKEN DR	INTERLAKEN DR	DEAD END	14	444	12	690.67	2.29%
40	INTERLAKEN DR	INTERLAKEN DR	LUZERN RD	14	1033	10	1606.89	5.32%
41	INTERLAKEN DR	INTERLAKEN DR	INTERLAKEN DR	14	613	10	953.56	3.16%
3	JUNG FRAU HILL RD	BERN WAY	JUNG FRAU HILL RD	14	906	10	1409.33	4.67%
11	JUNG FRAU HILL RD	EIGER POINT RD	DEAD END	12	479	12	638.67	2.12%
21	JUNG FRAU HILL RD	JUNG FRAU HILL RD	EIGER POINT RD	14	796	10	1238.22	4.10%
35	JUNG FRAU HILL RD	JUNG FRAU HILL RD	ST MORITZ RD	14	372	10	578.67	1.92%
36	JUNG FRAU HILL RD	JUNG FRAU HILL RD	JUNG FRAU HILL RD	14	574	12	892.89	2.96%
38	JUNG FRAU HILL RD	JUNG FRAU HILL RD	BERN WAY	14	461	10	717.11	2.38%
2	LUZERN RD	LUZERN RD	LUZERN RD	12	921	10	1228.00	4.07%
14	LUZERN RD	LUZERN RD	LUZERN RD	12	558	10	744.00	2.46%
32	LUZERN RD	INTERLAKEN DR	LUZERN RD	14	513	10	798.00	2.64%
33	LUZERN RD	LUZERN RD	DEAD END	12	404	10	538.67	1.78%
34	LUZERN RD	LUZERN RD	LUZERN RD	12	510	14	680.00	2.25%
20	ST MORITZ RD	JUNG FRAU HILL DR	INTERLAKEN DR	16	485	10	862.22	2.86%
8	ST MORTIZ ST	ST MORTIZ ST	DEAD END	12	585	12	780.00	2.58%
18	ST MORTIZ ST	ST MORTIZ ST	BIG MATTERHORN WAY	12	635	10	846.67	2.81%
31	ST MORTIZ ST	JUNG FRAU HILL RD	ST MORITZ RD	12	215	12	286.67	0.95%
					Totals	10.72	30183.78	100.00%

Appendix B

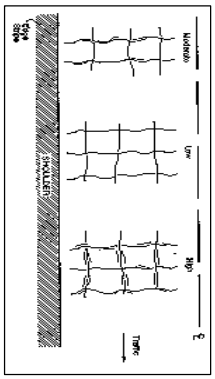
Condition Survey Evaluation Sheet

FATIGUE CRACKING



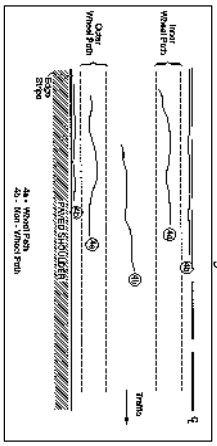
Severity \ Extent	Low	Medium	High
0 None	1 Crack WP or 1' off C&G Length	2 Crack WP or 1'-2' off C&G Length	>30% of Surface Area or Length
Low Cracks < 1/4"	1	2	3
Mediu m Cracks 1/4"to 3/4"	4	5	6
High Cracks > 3/4"	7	8	9

BLOCK CRACKING



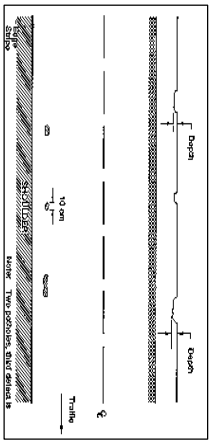
Severity \ Extent	Low	Medium	High
0 None	> 15'x15' Squares	15'-10'x Squares	< 10'x10' Squares
Low Cracks < 1/4"	1	2	3
Mediu m Cracks 1/4"to 3/4"	4	5	6
High Cracks > 3/4"	7	8	9

LONGITUDINAL CRACKING



Severity \ Extent	Low	Medium	High
0 None	1 Crack Full Length	2 Cracks Full Length	> 2 Cracks Full Length
Low Cracks < 1/4"	1	2	3
Mediu m Cracks 1/4"to 3/4"	4	5	6
High Cracks > 3/4"	7	8	9

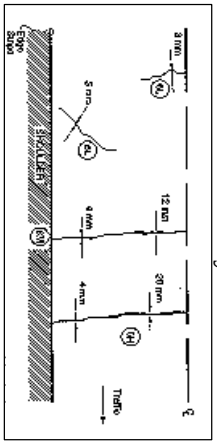
UTILITY CUTS



Severity \ Extent	Low	Medium	High
0 None	0-10% of Length	10-30% of Length	>30% of Length
Low Cracks < 1/4"	1	2	3
Mediu m Cracks 1/4"to 3/4"	4	5	6
High Cracks > 3/4"	7	8	9

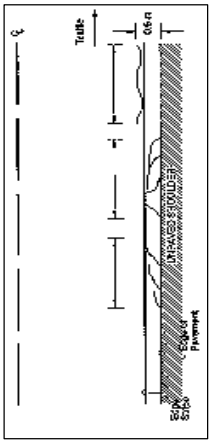
Note: to rate potholes use the same form with the following changes to the severity: **Low** is <1" deep, **Med** is 1"-2" deep and **High** is >2"

TRANSVERSE CRACKING



Severity \ Extent	Low	Medium	High
0 None	> 100' between Cracks	100'-20' between Cracks	< 20' between Cracks
Low Cracks < 1/4"	1	2	3
Mediu m Cracks 1/4"to 3/4"	4	5	6
High Cracks > 3/4"	7	8	9

EDGE CRACKING



Severity \ Extent	Low	Medium	High
0 None	0-10% of Length	10-30% of Length	> 30% of Length
Low 0-6" from Curb	1	2	3
Mediu m 6-18" from Curb	4	5	6
High 18" from Curb	7	8	9

Rutting

Excellent	Low	Med	High
0	<1/2"	1/2"-3/4"	>3/4"

Drainage

RATINGS	DRAINAGE RATING CRITERIA
Excellent	**Newly constructed, cross-slope > 2%, drainage provisions provided**
Good	**Cross-slope > 2%, drainage provisions provided**
Fair	**Cross-slope < 2%, no drainage provisions provided**
Poor	**Flat or concave cross-slope, ponding surface water evident, no drainage provisions provided**

Appendix C

Condition Survey of Street Network

Appendix C - Asphalt

ID	Road Name	From Address	To Address	Fatigue	Long	Trans	Edge	Patch	Pot	Block	RSL
7	BERN WAY	BERN WAY	BERN WAY	0	4	1	1	0	0	0	12
13	BERN WAY	BERN WAY	BERN WAY	0	0	1	1	0	0	0	12
24	BERN WAY	BERN WAY	DEAD END	0	1	1	0	1	0	0	14
42	BERN WAY	JUNG FRAU HILL RD	BERN WAY	1	0	1	4	0	0	0	10
43	BERN WAY	BERN WAY	BERN WAY	0	1	7	1	0	0	0	10
15	BERN WAY ACCESS	BERN WAY	INTERLAKEN DR	1	1	0	1	0	0	0	10
12	BIG MATTERHORN CIR	BIG MATTERHORN WAY	DEAD END	0	0	7	0	0	0	0	10
16	BIG MATTERHORN WAY	BIG MATTERHORN WAY	BIG MATTERHORN CIR	1	0	1	1	0	0	0	10
19	BIG MATTERHORN WAY	BIG MATTERHORN CIR	BIG MATTERHORN WAY	0	0	1	1	0	0	0	12
29	BIG MATTERHORN WAY	BIG MATTERHORN WAY	DEAD END	0	0	1	1	0	0	0	12
30	BIG MATTERHORN WAY	ST MORTIZ ST	BIG MATTERHORN WAY	0	0	1	1	0	0	0	12
22	EDELWEISS LN	EDELWEISS LN	INTERLAKEN DR	0	0	7	0	0	0	0	10
26	EDELWEISS LN	DEAD END	EDELWEISS LN	0	0	7	0	0	0	0	10
6	EIGER POINT RD	EIGER POINT RD	DEAD END	1	0	1	1	0	0	0	10
37	EIGER POINT RD	EIGER POINT RD	JUNG FRAU HILL RD	1	0	1	0	0	0	0	10
4	INTERLAKEN DR	INTERLAKEN DR	INTERLAKEN DR	0	0	1	1	0	0	0	12
5	INTERLAKEN DR	ST MORITZ RD	INTERLAKEN DR	1	1	1	1	1	1	0	10
9	INTERLAKEN DR	LUZERN RD	ST MORITZ RD	1	1	1	0	0	1	0	10
17	INTERLAKEN DR	INTERLAKEN DR	INTERLAKEN DR	1	1	1	0	0	0	0	10
27	INTERLAKEN DR	INTERLAKEN DR	EDELWEISS LN	2	2	2	1	1	0	0	8
28	INTERLAKEN DR	INTERLAKEN DR	INTERLAKEN DR	1	1	1	0	0	0	0	10
39	INTERLAKEN DR	INTERLAKEN DR	DEAD END	0	1	4	0	0	0	0	12
40	INTERLAKEN DR	INTERLAKEN DR	LUZERN RD	1	1	1	1	0	0	0	10
41	INTERLAKEN DR	INTERLAKEN DR	INTERLAKEN DR	1	0	1	1	1	0	0	10
3	JUNG FRAU HILL RD	BERN WAY	JUNG FRAU HILL RD	1	1	1	1	1	1	0	10
11	JUNG FRAU HILL RD	EIGER POINT RD	DEAD END	0	1	4	1	0	0	0	12
21	JUNG FRAU HILL RD	JUNG FRAU HILL RD	EIGER POINT RD	1	0	1	1	0	0	0	10
35	JUNG FRAU HILL RD	JUNG FRAU HILL RD	ST MORITZ RD	1	1	1	1	0	0	0	10
36	JUNG FRAU HILL RD	JUNG FRAU HILL RD	JUNG FRAU HILL RD	0	0	1	1	1	0	0	12
38	JUNG FRAU HILL RD	JUNG FRAU HILL RD	BERN WAY	1	0	4	1	0	0	0	10
2	LUZERN RD	LUZERN RD	LUZERN RD	1	0	7	2	0	0	0	10
14	LUZERN RD	LUZERN RD	LUZERN RD	1	1	0	0	0	0	0	10
32	LUZERN RD	INTERLAKEN DR	LUZERN RD	1	0	4	1	1	0	0	10
33	LUZERN RD	LUZERN RD	DEAD END	1	1	0	1	0	0	0	10
34	LUZERN RD	LUZERN RD	LUZERN RD	0	1	1	0	1	0	0	14
20	ST MORITZ RD	JUNG FRAU HILL DR	INTERLAKEN DR	1	1	1	0	1	0	0	10
8	ST MORTIZ ST	ST MORTIZ ST	DEAD END	0	1	4	0	1	0	0	12
18	ST MORTIZ ST	ST MORTIZ ST	BIG MATTERHORN WAY	1	0	4	1	0	0	0	10
31	ST MORTIZ ST	JUNG FRAU HILL RD	ST MORITZ RD	0	1	1	1	0	0	0	12

Appendix D

Distress Deterioration Table and Recommended Preservation Strategies

Asphalt

Fatigue_id	Severity & Extent	RSL_Fatigue	Strategy
0	No Fatigue Cracking	20	Routine
1	Low,Low	10	Routine
2	Low, Medium	8	Preventative
3	Low, High	6	Rehabilitation
4	Medium, Low	8	Preventative
5	Medium, Medium	6	Preventative
6	Medium, High	4	Rehabilitation
7	High, Low	6	Preventative
8	High, Medium	2	Rehabilitation
9	High, High	0	Reconstruct

Transverse_id	Severity & Extent	RSL_Transverse	Strategy
0	No Cracking	20	Routine
1	Low,Low	14	Routine
2	Low, Medium	12	Routine
3	Low, High	10	Preventative
4	Medium, Low	12	Preventative
5	Medium, Medium	10	Preventative
6	Medium, High	8	Preventative
7	High, Low	10	Preventative
8	High, Medium	6	Rehabilitation
9	High, High	2	Reconstruct

Longitudinal_id	Severity & Extent	RSL_Longitudinal	Strategy
0	No Cracking	20	Routine
1	Low,Low	14	Routine
2	Low, Medium	12	Preventative
3	Low, High	10	Preventative
4	Medium, Low	12	Preventative
5	Medium, Medium	10	Preventative
6	Medium, High	8	Preventative
7	High, Low	10	Preventative
8	High, Medium	8	Preventative
9	High, High	6	Rehabilitation

Patch_id	Severity & Extent	RSL_Patch	Strategy
0	No Cracking	20	Routine
1	Low,Low	14	Routine
2	Low, Medium	12	Preventative
3	Low, High	10	Preventative
4	Medium, Low	12	Preventative
5	Medium, Medium	10	Preventative
6	Medium, High	8	Preventative
7	High, Low	10	Preventative
8	High, Medium	6	Preventative
9	High, High	2	Rehabilitation

Asphalt

Edge_id	Severity & Extent	RSL_Edge	Strategy
0	No Cracking	20	Routine
1	Low,Low	12	No Maintenance
2	Low, Medium	10	Preventative
3	Low, High	8	Preventative
4	Medium, Low	10	Preventative
5	Medium, Medium	8	Preventative
6	Medium, High	6	Rehabilitation
7	High, Low	8	Preventative
8	High, Medium	6	Rehabilitation
9	High, High	4	Rehabilitation

Block_id	Severity & Extent	RSL_Block	Strategy
0	No Cracking	20	Routine
1	Low,Low	12	Routine
2	Low, Medium	10	Preventative
3	Low, High	8	Preventative
4	Medium, Low	10	Preventative
5	Medium, Medium	8	Preventative
6	Medium, High	6	Rehabilitation
7	High, Low	8	Preventative
8	High, Medium	6	Rehabilitation
9	High, High	2	Reconstruct

Appendix E

Recommended Preservation Strategies for Each Street Segment

Treatment Recommendations - Asphalt

ID	Road Name	From Address	To Address	Functional Class	Recommended Treatment	Area
7	BERN WAY	BERN WAY	BERN WAY	Residential	Slurry Seal	801.33
13	BERN WAY	BERN WAY	BERN WAY	Residential	Slurry Seal	601.33
24	BERN WAY	BERN WAY	DEAD END	Residential	Slurry Seal	421.33
42	BERN WAY	JUNG FRAU HILL RD	BERN WAY	Residential	Slurry Seal	874.67
43	BERN WAY	BERN WAY	BERN WAY	Residential	Slurry Seal	665.33
15	BERN WAY ACCESS	BERN WAY	INTERLAKEN DR	Residential	Slurry Seal	624.00
12	BIG MATTERHORN CIR	BIG MATTERHORN WAY	DEAD END	Residential	Slurry Seal	244.00
16	BIG MATTERHORN WAY	BIG MATTERHORN WAY	BIG MATTERHORN CIR	Residential	Slurry Seal	394.67
19	BIG MATTERHORN WAY	BIG MATTERHORN CIR	BIG MATTERHORN WAY	Residential	Slurry Seal	594.67
29	BIG MATTERHORN WAY	BIG MATTERHORN WAY	DEAD END	Residential	Slurry Seal	282.67
30	BIG MATTERHORN WAY	ST MORTIZ ST	BIG MATTERHORN WAY	Residential	Slurry Seal	556.00
22	EDELWEISS LN	EDELWEISS LN	INTERLAKEN DR	Residential	Slurry Seal	629.33
26	EDELWEISS LN	DEAD END	EDELWEISS LN	Residential	Slurry Seal	610.67
6	EIGER POINT RD	EIGER POINT RD	DEAD END	Residential	Slurry Seal	548.00
37	EIGER POINT RD	EIGER POINT RD	JUNG FRAU HILL RD	Residential	Slurry Seal	513.33
4	INTERLAKEN DR	INTERLAKEN DR	INTERLAKEN DR	Residential	Slurry Seal	898.67
5	INTERLAKEN DR	ST MORITZ RD	INTERLAKEN DR	Residential	Rotomill and Thin Overlay	1515.11
9	INTERLAKEN DR	LUZERN RD	ST MORITZ RD	Residential	Rotomill and Thin Overlay	626.89
17	INTERLAKEN DR	INTERLAKEN DR	INTERLAKEN DR	Residential	Slurry Seal	1348.67
27	INTERLAKEN DR	INTERLAKEN DR	EDELWEISS LN	Residential	Rotomill and Thin Overlay	1022.00
28	INTERLAKEN DR	INTERLAKEN DR	INTERLAKEN DR	Residential	Rotomill and Thin Overlay	920.89
39	INTERLAKEN DR	INTERLAKEN DR	DEAD END	Residential	Slurry Seal	690.67
40	INTERLAKEN DR	INTERLAKEN DR	LUZERN RD	Residential	Slurry Seal	1606.89
41	INTERLAKEN DR	INTERLAKEN DR	INTERLAKEN DR	Residential	Slurry Seal	953.56
3	JUNG FRAU HILL RD	BERN WAY	JUNG FRAU HILL RD	Residential	Slurry Seal	1409.33
11	JUNG FRAU HILL RD	EIGER POINT RD	DEAD END	Residential	Slurry Seal	638.67
21	JUNG FRAU HILL RD	JUNG FRAU HILL RD	EIGER POINT RD	Residential	Slurry Seal	1238.22
35	JUNG FRAU HILL RD	JUNG FRAU HILL RD	ST MORITZ RD	Residential	Slurry Seal	578.67
36	JUNG FRAU HILL RD	JUNG FRAU HILL RD	JUNG FRAU HILL RD	Residential	Slurry Seal	892.89
38	JUNG FRAU HILL RD	JUNG FRAU HILL RD	BERN WAY	Residential	Slurry Seal	717.11
2	LUZERN RD	LUZERN RD	LUZERN RD	Residential	Slurry Seal	1228.00
14	LUZERN RD	LUZERN RD	LUZERN RD	Residential	Slurry Seal	744.00
32	LUZERN RD	INTERLAKEN DR	LUZERN RD	Residential	Slurry Seal	798.00
33	LUZERN RD	LUZERN RD	DEAD END	Residential	Rotomill and Thin Overlay	538.67
34	LUZERN RD	LUZERN RD	LUZERN RD	Residential	Slurry Seal	680.00
20	ST MORITZ RD	JUNG FRAU HILL DR	INTERLAKEN DR	Residential	Slurry Seal	862.22
8	ST MORTIZ ST	ST MORTIZ ST	DEAD END	Residential	Slurry Seal	780.00
18	ST MORTIZ ST	ST MORTIZ ST	BIG MATTERHORN WAY	Residential	Slurry Seal	846.67
31	ST MORTIZ ST	JUNG FRAU HILL RD	ST MORITZ RD	Residential	Slurry Seal	286.67

Appendix F

Preservation Strategies, Treatments, and Associated Costs

Utah LTAP Center August 2019

Maintenance Performance Table

Treatment ID	Treatment Type	Maint. Category	Cost	0	1-3	4-6	7-9'	10-12	13-15	16-18	19-21
1	Crack Seal	Routine	**$0.52**	0	0	0	0	1	2	3	2
2	Cold Patch	Routine	**$0.52**	0	0	0	0	0	0	0	0
3	Digout and Hot Patch	Routine	**$0.78**	0	0	0	0	0	0	0	0
4	High Perf. Cold Patch	Routine	**$1.04**	0	0	0	0	0	0	0	0
5	Fog Coat	Routine	**$0.78**	0	0	0	1	1	2	2	2
6	High Mineral Asphalt Emulsion	Preventative	$2.07	0	0	0	1	2	3	5	5
7	Sand Seal	Preventative	$1.12	0	0	0	1	2	2	2	2
8	Scrub Seal	Preventative	$1.73	0	1	3	5	5	5	5	5
9	Single Chip Seal	Preventative	$2.24	0	1	3	5	5	5	5	5
10	Slurry Seal	Preventative	$3.02	0	1	3	5	5	5	5	5
11	Microsurfacing	Preventative	$4.14	0	2	3	5	7	7	7	7
12	Plant Mix Seal	Rehabilitation	**$9.66**	0	3	4	5	7	7	7	7
13	Cold In-place Recycling (2 in with chip seal)	Rehabilitation	**$8.63**	0	3	4	5	6	7	7	7
14	Thin Hot Mix Overlay (<2 in)	Rehabilitation	**$11.64**	0	4	6	7	7	7	7	7
15	HMA (leveling) & Overlay (<2 in.)	Rehabilitation	**$12.94**	0	4	6	8	8	8	8	8
16	Hot Surface Recycling	Rehabilitation	**$8.63**	0	3	5	7	8	8	8	8
17	Rotomill & Overlay (<2 in)	Rehabilitation	**$14.49**	0	4	7	8	8	8	8	8
18	Cold In-place Recycling (2/2 in.)	Reconstruction	$17.77	15	15	15	15	15	15	15	15
19	Thick Overlay (3 in.)	Reconstruction	$17.25	12	12	12	12	12	12	12	12
20	Rotomill & Thick Overlay (3 in.)	Reconstruction	$18.98	12	12	12	12	12	12	12	12
21	Base Repair\Pavement Replacement	Reconstruction	$20.70	16	16	16	16	16	16	16	16
22	Cold Recycling & Overlay (3/3 in.)	Reconstruction	$19.23	14	14	14	14	14	14	14	14
23	Full Depth Reclamation& Overlay (3/3 in.)	Reconstruction	$22.86	20	20	20	20	20	20	20	20
24	Base/Pavement Replacement (3/3/6 in.)	Reconstruction	$32.78	20	20	20	20	20	20	20	20

***Fit the current RSL into a category along the top row and then move downward to the applied treatment to find the additional RSL that will be achieved from the selected treatment.**

(2/2 in.) Means 2" overlay with 2" recycle

Appendix G

Recommended Pavement Preservation Program and Proposed Funding Allocation

Year 1

Slurry Seal

ID	Road Name	From Address	To Address	Area	Functional Class	Main Distress	RSL
22	EDELWEISS LN	EDELWEISS LN	INTERLAKEN DR	629.33	Residential	Transverse	10
26	EDELWEISS LN	DEAD END	EDELWEISS LN	610.67	Residential	Transverse	10

Romomill and 2 Inch Overlay

27	INTERLAKEN DR	INTERLAKEN DR	EDELWEISS LN	1,022.00	Residential	Fatigue	8
28	INTERLAKEN DR	INTERLAKEN DR	INTERLAKEN DR	920.89	Residential	Fatigue	10

Year 1 Cost Table

Minor Arterial	Major Collector	Minor Collector	Residential	Total
Slurry Seal				
			$ 3,744.80	$ 3,744.80
Rotomill and 2 Inch Overlay				
			$ 28,152.46	$ 28,152.46

Total:	$ 31,897.26

Year 2

Rotomill and 2 Inch Overlay

ID	Road Name	From Address	To Address	Area	Functional Class	Main Distress	RSL
5	INTERLAKEN DR	ST MORITZ RD	INTERLAKEN DR	1,515.11	Residential	Fatigue	10
9	INTERLAKEN DR	LUZERN RD	ST MORITZ RD	626.89	Residential	Fatigue	10

Year 2 Cost Table

Minor Arterial	Major Collector	Minor Collector	Residential	Total
Rotomill and 2 Inch Overlay				
			$ 31,037.58	$ 31,037.58

Total:	$ 31,037.58

Year 3

Slurry Seal

ID	Road Name	From Address	To Address	Area	Functional Class	Main Distress	RSL
2	LUZERN RD	LUZERN RD	LUZERN RD	1,228.00	Residential	Fatigue	10
14	LUZERN RD	LUZERN RD	LUZERN RD	744.00	Residential	Fatigue	10
32	LUZERN RD	INTERLAKEN DR	LUZERN RD	798.00	Residential	Fatigue	10
34	LUZERN RD	LUZERN RD	LUZERN RD	680.00	Residential	Patches	14
20	ST MORITZ RD	JUNG FRAU HILL DR	INTERLAKEN DR	862.22	Residential	Fatigue	10
8	ST MORTIZ ST	ST MORTIZ ST	DEAD END	780.00	Residential	Transverse	12
18	ST MORTIZ ST	ST MORTIZ ST	BIG MATTERHORN WAY	846.67	Residential	Fatigue	10
31	ST MORTIZ ST	JUNG FRAU HILL RD	ST MORITZ RD	286.67	Residential	Edge Cracks	12

Rotomill and 2 Inch Overlay

33	LUZERN RD	LUZERN RD	DEAD END	538.67	Residential	Fatigue	10

Year 3 Cost Table

Minor Arterial	Major Collector	Minor Collector	Residential	Total
Slurry Seal				
			$ 18,801.18	$ 18,801.18
Rotomill and 2 Inch Overlay				
			$ 7,805.28	$ 7,805.28

Total:	$ 26,606.46

Year 4

Slurry Seal

ID	Road Name	From Address	To Address	Area	Functional Class	Main Distress	RSL
7	BERN WAY	BERN WAY	BERN WAY	801.33	Residential	Edge Cracks	12
13	BERN WAY	BERN WAY	BERN WAY	601.33	Residential	Edge Cracks	12
24	BERN WAY	BERN WAY	DEAD END	421.33	Residential	Patches	14
42	BERN WAY	JUNG FRAU HILL RD	BERN WAY	874.67	Residential	Fatigue	10
43	BERN WAY	BERN WAY	BERN WAY	665.33	Residential	Transverse	10
15	BERN WAY ACCESS	BERN WAY	INTERLAKEN DR	624.00	Residential	Fatigue	10
4	INTERLAKEN DR	INTERLAKEN DR	INTERLAKEN DR	898.67	Residential	Edge Cracks	12
17	INTERLAKEN DR	INTERLAKEN DR	INTERLAKEN DR	1,348.67	Residential	Fatigue	10
39	INTERLAKEN DR	INTERLAKEN DR	DEAD END	690.67	Residential	Transverse	12
40	INTERLAKEN DR	INTERLAKEN DR	LUZERN RD	1,606.89	Residential	Fatigue	10
41	INTERLAKEN DR	INTERLAKEN DR	INTERLAKEN DR	953.56	Residential	Fatigue	10

Year 4 Cost Table

Minor Arterial	Major Collector	Minor Collector	Residential	Total
Slurry Seal				
			$ 28,649.06	$ 28,649.06

Total:	$ 28,649.06

Year 5

Slurry Seal

ID	Road Name	From Address	To Address	Area	Functional Class	Main Distress	RSL
12	BIG MATTERHORN CIR	BIG MATTERHORN WAY	DEAD END	244.00	Residential	Transverse	10
16	BIG MATTERHORN WAY	BIG MATTERHORN WAY	BIG MATTERHORN CIR	394.67	Residential	Fatigue	10
19	BIG MATTERHORN WAY	BIG MATTERHORN CIR	BIG MATTERHORN WAY	594.67	Residential	Edge Cracks	12
29	BIG MATTERHORN WAY	BIG MATTERHORN WAY	DEAD END	282.67	Residential	Edge Cracks	12
30	BIG MATTERHORN WAY	ST MORTIZ ST	BIG MATTERHORN WAY	556.00	Residential	Edge Cracks	12
6	EIGER POINT RD	EIGER POINT RD	DEAD END	548.00	Residential	Fatigue	10
37	EIGER POINT RD	EIGER POINT RD	JUNG FRAU HILL RD	513.33	Residential	Fatigue	10
3	JUNG FRAU HILL RD	BERN WAY	JUNG FRAU HILL RD	1,409.33	Residential	Fatigue	10
11	JUNG FRAU HILL RD	EIGER POINT RD	DEAD END	638.67	Residential	Edge Cracks	12
21	JUNG FRAU HILL RD	JUNG FRAU HILL RD	EIGER POINT RD	1,238.22	Residential	Fatigue	10
35	JUNG FRAU HILL RD	JUNG FRAU HILL RD	ST MORITZ RD	578.67	Residential	Fatigue	10
36	JUNG FRAU HILL RD	JUNG FRAU HILL RD	JUNG FRAU HILL RD	892.89	Residential	Edge Cracks	12
38	JUNG FRAU HILL RD	JUNG FRAU HILL RD	BERN WAY	717.11	Residential	Fatigue	10

Year 5 Cost Table

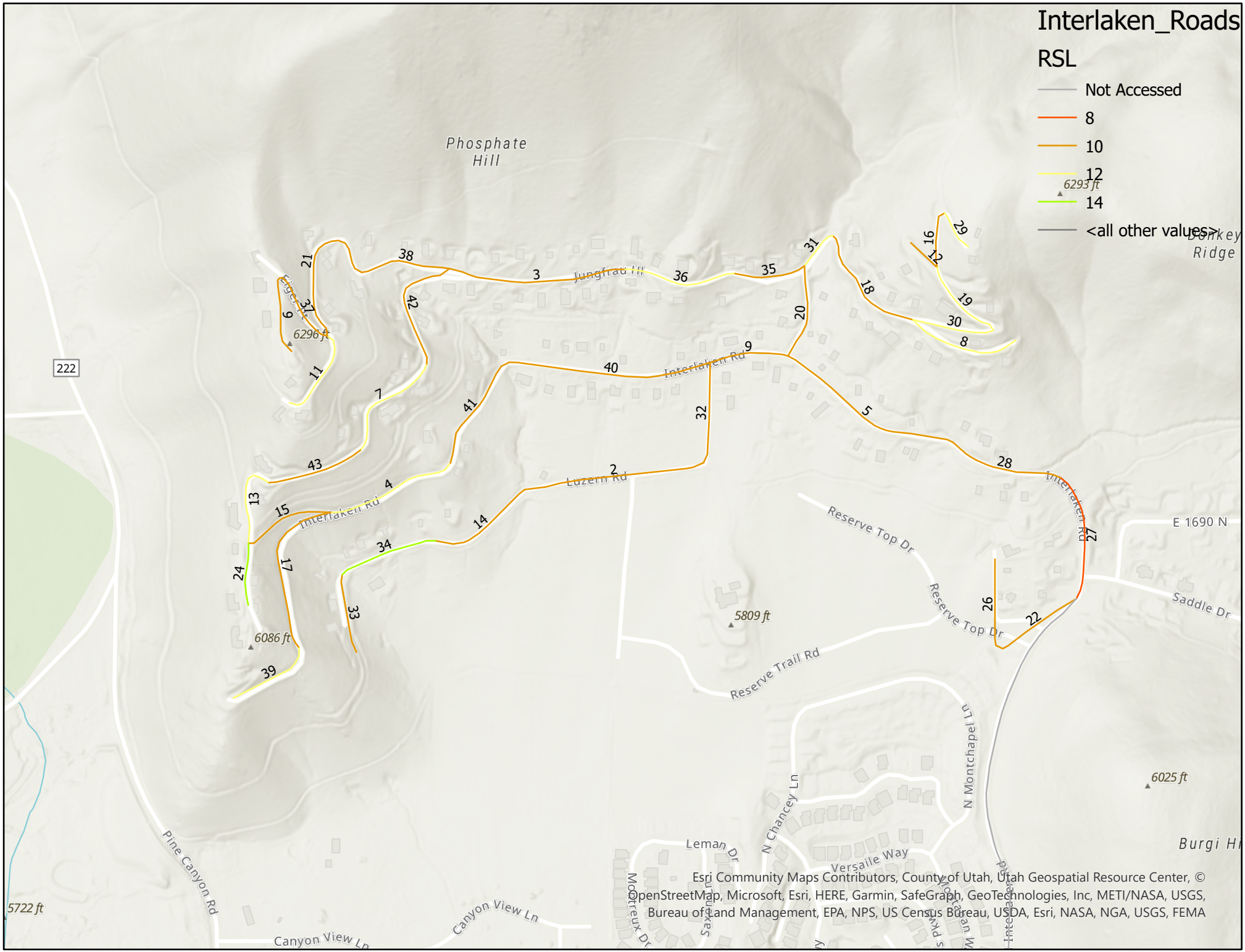
Minor Arterial	Major Collector	Minor Collector	Residential	Total
		Slurry Seal		
			$ 25,996.83	$ 25,996.83

Total:	$ 25,996.83

Appendix A - Asphalt

Functional Class: Residential

ID	Road Name	From	To	Width	Length	RSL	Area (Sq. Yards)	Area %
7	BERN WAY	BERN WAY	BERN WAY	12	601	12	801.33	2.65%
13	BERN WAY	BERN WAY	BERN WAY	12	451	12	601.33	1.99%
24	BERN WAY	BERN WAY	DEAD END	12	316	14	421.33	1.40%
42	BERN WAY	JUNG FRAU HILL RD	BERN WAY	12	656	10	874.67	2.90%
43	BERN WAY	BERN WAY	BERN WAY	12	499	10	665.33	2.20%
15	BERN WAY ACCESS	BERN WAY	INTERLAKEN DR	12	468	10	624.00	2.07%
12	BIG MATTERHORN CIR	BIG MATTERHORN WAY	DEAD END	12	183	10	244.00	0.81%
16	BIG MATTERHORN WAY	BIG MATTERHORN WAY	BIG MATTERHORN CIR	12	296	10	394.67	1.31%
19	BIG MATTERHORN WAY	BIG MATTERHORN CIR	BIG MATTERHORN WAY	12	446	12	594.67	1.97%
29	BIG MATTERHORN WAY	BIG MATTERHORN WAY	DEAD END	12	212	12	282.67	0.94%
30	BIG MATTERHORN WAY	ST MORTIZ ST	BIG MATTERHORN WAY	12	417	12	556.00	1.84%
22	EDELWEISS LN	EDELWEISS LN	INTERLAKEN DR	12	472	10	629.33	2.09%
26	EDELWEISS LN	DEAD END	EDELWEISS LN	12	458	10	610.67	2.02%
6	EIGER POINT RD	EIGER POINT RD	DEAD END	12	411	10	548.00	1.82%
37	EIGER POINT RD	EIGER POINT RD	JUNG FRAU HILL RD	12	385	10	513.33	1.70%
4	INTERLAKEN DR	INTERLAKEN DR	INTERLAKEN DR	12	674	12	898.67	2.98%
5	INTERLAKEN DR	ST MORITZ RD	INTERLAKEN DR	14	974	10	1515.11	5.02%
9	INTERLAKEN DR	LUZERN RD	ST MORITZ RD	14	403	10	626.89	2.08%
17	INTERLAKEN DR	INTERLAKEN DR	INTERLAKEN DR	14	867	10	1348.67	4.47%
27	INTERLAKEN DR	INTERLAKEN DR	EDELWEISS LN	14	657	8	1022.00	3.39%
28	INTERLAKEN DR	INTERLAKEN DR	INTERLAKEN DR	14	592	10	920.89	3.05%
39	INTERLAKEN DR	INTERLAKEN DR	DEAD END	14	444	12	690.67	2.29%
40	INTERLAKEN DR	INTERLAKEN DR	LUZERN RD	14	1033	10	1606.89	5.32%
41	INTERLAKEN DR	INTERLAKEN DR	INTERLAKEN DR	14	613	10	953.56	3.16%
3	JUNG FRAU HILL RD	BERN WAY	JUNG FRAU HILL RD	14	906	10	1409.33	4.67%
11	JUNG FRAU HILL RD	EIGER POINT RD	DEAD END	12	479	12	638.67	2.12%
21	JUNG FRAU HILL RD	JUNG FRAU HILL RD	EIGER POINT RD	14	796	10	1238.22	4.10%
35	JUNG FRAU HILL RD	JUNG FRAU HILL RD	ST MORITZ RD	14	372	10	578.67	1.92%
36	JUNG FRAU HILL RD	JUNG FRAU HILL RD	JUNG FRAU HILL RD	14	574	12	892.89	2.96%
38	JUNG FRAU HILL RD	JUNG FRAU HILL RD	BERN WAY	14	461	10	717.11	2.38%
2	LUZERN RD	LUZERN RD	LUZERN RD	12	921	10	1228.00	4.07%
14	LUZERN RD	LUZERN RD	LUZERN RD	12	558	10	744.00	2.46%
32	LUZERN RD	INTERLAKEN DR	LUZERN RD	14	513	10	798.00	2.64%
33	LUZERN RD	LUZERN RD	DEAD END	12	404	10	538.67	1.78%
34	LUZERN RD	LUZERN RD	LUZERN RD	12	510	14	680.00	2.25%
20	ST MORITZ RD	JUNG FRAU HILL DR	INTERLAKEN DR	16	485	10	862.22	2.86%
8	ST MORTIZ ST	ST MORTIZ ST	DEAD END	12	585	12	780.00	2.58%
18	ST MORTIZ ST	ST MORTIZ ST	BIG MATTERHORN WAY	12	635	10	846.67	2.81%
31	ST MORTIZ ST	JUNG FRAU HILL RD	ST MORITZ RD	12	215	12	286.67	0.95%
					Totals	10.72	30183.78	100.00%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8
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14
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Phosphate Hill
Donkey Ridge
Jungfrau Hill
Eiger Hill
Interlaken Rd
Luzern Rd
Reserve Top Dr
Reserve Trail Rd
Saddle Dr
E 1690 N
N Montchapel Ln
N Chancey Ln
Versaille Way
Leman Dr
Pine Canyon Rd
Canyon View Ln
6296 ft
6293 ft
5809 ft
6086 ft
6025 ft
5722 ft
222
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Structural • Civil • Surveying

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November 14, 2018

To Burgi Hill Ranches Home Owners' Association
c/o George Martin
HOA President

RE: Analysis and Calculations for Asphalt Areas of Interlaken Town Roads

To Whom It May Concern:

At the request of Burgi Hill Ranches HOA, I have made a careful analysis of the 2013 Record of Survey of the Interlaken Roads which is on file in the Wasatch County public records as Survey #2500. This survey was performed by Summit Engineering Group, Inc. in 2013. Using our field data and measurements of the edges of the paved roads throughout the Interlaken Subdivision in 2013, and including Interlaken Drive extending south to Burgi Lane, I was able to accurately measure the area of the asphalt paving. The results are as follows:

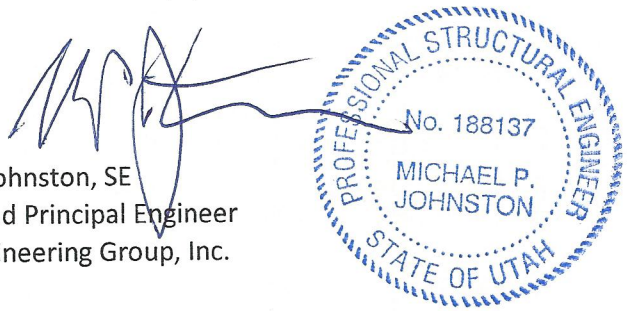
Total Area of all asphalt pavement in the public roads within Interlaken Town = 412,445 sqft
(this includes Interlaken Drive running south to its intersection with Valais Parkway.)

Total Area of Interlaken Drive btwn. Valais Pkwy and the north line of Burgi Hill Ranches = 83,925 sqft

This shows that the Interlaken Drive portion is 20.35% of the total area of all roads maintained by Interlaken Town.

Please contact me with any questions.

Sincerely,



Michael P. Johnston, SE
President and Principal Engineer
Summit Engineering Group, Inc.

FY2023 Water Billing Revenue												
Water Revenue Category	**Prepayment**	**Batch 01**	**Batch 02**	**Batch 03**	**Batch 04**	**Batch 05**	**Batch 06**	**Batch 07**	**Batch 08**	**Batch 09**	**Total Collected**	**Budgeted**
Base Usage Fees	$ 1,788.00	$ 80,680.62	$ 47,860.00	$ 21,752.00	$ 9,267.00	$ 2,604.00	$ 3,742.00	$ 1,949.00	$ 1,472.00	$ 2,265.00	$ 173,379.62	$ 173,000.00
Overage Fees		$ 17,236.79	$ 1,310.53	$ 7,953.93		$ 1,000.00	$ 1,291.05			$ 425.00	$ 29,217.30	$ 4,000.00
Late Fees				$ 100.00	$ 25.00	$ 25.00	$ 150.00	$ 75.00	$ 100.00	$ 325.00	$ 800.00	$ 100.00
Total	**$ 1,788.00**	**$ 97,917.41**	**$ 49,170.53**	**$ 29,805.93**	**$ 9,292.00**	**$ 3,629.00**	**$ 5,183.05**	**$ 2,024.00**	**$ 1,572.00**	**$ 3,015.00**	**$ 203,396.92**	**$ 177,100.00**

Sep		Interlaken Town Statement of Revenue and Expense											
		Sep, 2023											
		1058		1520		1330		4574		1678		2681	
		Water Bond Sinking		Water Revenue		Water Reserve		Transportation Reserve		Building		General	
		Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
	Revenue - All Accounts												
5	Annual Wasatch County Tax Assessment		$ -		$ -		$ -		$ -		$ -	$ 161	$ 187,000
6	Prior Year Assessments		$ -		$ -		$ -		$ -		$ -		$ -
7	Late Fees - Assessments (all years)		$ -		$ -		$ -		$ -		$ -		$ -
8	1% State Sales Tax (estimate)		$ -		$ -		$ -		$ -		$ -	$ 2,148	$ 32,000
all	Interest Income	$ 36	$ 50	$ 20	$ 22	$ 96	$ 80	$ 294	$ 100	$ 15	$ 20	$ 12	$ 30
12	~~New Owner Transfer Fees~~		$ -		$ -		$ -		$ -		$ -		$ -
13	B&C Road Tax (estimate)		$ -		$ -		$ -		$ -		$ -	$ 7,764	$ 22,000
14	Building App & Inspection Fees		$ -		$ -		$ -		$ -		$ -		$ -
15	Interlaken Drive RMA with BHR Agreement (20%)		$ -		$ -		$ -		$ -		$ -		$ -
15a	CARES Act Revenue		$ -		$ -		$ -		$ -		$ -		$ -
15b	Additional Grant Revenue		$ -		$ -		$ -		$ -		$ -		$ -
15c	Miscellaneous Revenue		$ -		$ -		$ -		$ -		$ -		$ -
15d	Fines for Municipal Code Violations		$ -		$ -		$ -		$ -		$ -		$ -
73a	Revenue from BHR Settlement		$ -		$ -		$ -		$ -		$ -		$ -
73b	Revenue from Federal & State Transportation System Grants		$ -		$ -		$ -		$ -		$ -		$ -
92	Annual Water Utility Base Fees		$ -	$ 2,379	$ 173,000		$ -		$ -		$ -		$ -
95	Metered Water Overages		$ -	$ 425	$ 4,000		$ -		$ -		$ -		$ -
95a	Water Connect Fee		$ -		$ -		$ -		$ -		$ -		$ -
95b	Water Billing Late Fees		$ -	$ 325	$ 100		$ -		$ -		$ -		$ -
95c	New Owner Transfer Fees		$ -	$ 150	$ 300		$ -		$ -		$ -		$ -
95d			$ -		$ -		$ -		$ -		$ -		$ -
95e			$ -		$ -		$ -		$ -		$ -		$ -
150	Revenue from Federal & State Water System Grants		$ -		$ -		$ -		$ -		$ -		$ -
169	Building Permit Application Fees (varies with application)		$ -		$ -		$ -		$ -		$ 1,800		$ -
170	Water Connect Fees		$ -		$ -		$ -		$ -		$ 1,000		$ -
171	Road Impact Fees		$ -		$ -		$ -		$ -		$ 7,500		$ -
172	Damage Deposits - Refundable		$ -		$ -		$ -		$ -		$ 7,500		$ -
173	Completion Deposits - Refundable		$ -		$ -		$ -		$ -		$ 4,500		$ -
173a	Plan Review & Inspections (Town Engineer)		$ -		$ -		$ -		$ -		$ 15,000		$ -
173b	Variance Application Fees		$ -		$ -		$ -		$ -		$ 240		$ -
	Total Revenue	**$ 36**	**$ 50**	**$ 3,299**	**$ 177,422**	**$ 96**	**$ 80**	**$ 294**	**$ 100**	**$ 15**	**$ 37,560**	**$ 10,086**	**$ 241,030**
	Transfers into General Fund												
19	Transfer from Building Fund (Application Fees for admin costs)		$ -		$ -		$ -		$ -		$ -		$ 1,800
20	Transfer from Water Revenue Fund (50% of admin. expenses)		$ -		$ -		$ -		$ -		$ -		$ 45,000
21	Transfer from Transportation Reserve Fund for Capital expenses		$ -		$ -		$ -		$ -		$ -		$ -
	Transfers out of General Fund												
28	Transfer to Transportation Reserve of B&C Road Tax		$ -		$ -		$ -		$ -		$ -		$ (22,000)
29	Transfer to Transportation Reserve Capital Improvements		$ -		$ -		$ -		$ -		$ -		$ (35,000)
30	Transfer to Building Fund		$ -		$ -		$ -		$ -		$ -		$ -
	Transfers into Water Revenue Fund (Checking)												
100	Transfer from Building Fund (Water Connect Fees)		$ -		$ 1,000		$ -		$ -		$ -		$ -
101	Transfer from Bond Sinking Fund for current year Water Bond payment		$ -		$ 82,533		$ -		$ -		$ -		$ -
102	Transfer from Water Reserve Fund for Capital Improvements		$ -		$ -		$ -		$ -		$ -		$ -
	Transfers out of Water Revenue Fund												
105	Transfer to Water System Reserve Capital Fund		$ -		$ (78,275)		$ -		$ -		$ -		$ -
106	Transfer to General Fund		$ -		$ -		$ -		$ -		$ -		$ -
107	Transfer to Bond Sinking Fund for Next Year's Bond Payment		$ -		$ -		$ -		$ -		$ -		$ -
108	Transfer to Water System Capital Facilities Replacement Reserve Acct		$ -		$ -		$ -		$ -		$ -		$ -
109	Transfer to General Fund for 50% of Administrative expenses		$ -		$ (45,000)		$ -		$ -		$ -		$ -
	Transfers into Transportation Reserve Fund												
77	Transfer from General B&C Road Tax to Transportation Reserve Fund		$ -		$ -		$ -		$ 22,000		$ -		$ -
78	Transfer to Transportation Reserve Fund for Capital Improvements		$ -		$ -		$ -		$ 35,000		$ -		$ -
80	Transfer from Building Fund of Road Impact Fee		$ -		$ -		$ -		$ 7,500		$ -		$ -

Sep		Interlaken Town Statement of Revenue and Expense											
		Sep, 2023											
		1058		1520		1330		4574		1678		2681	
		Water Bond Sinking		Water Revenue		Water Reserve		Transportation Reserve		Building		General	
		Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
	Transfers out of Transportation Reserve Fund												
83	Transfer to General Fund for Transportation Capital Expenses		$ -		$ -		$ -		$ -		$ -		$ -
	Transfers into Water System Capital Reserves Fund												
154	Transfer from Water Revenue Fund		$ -		$ -		$ 78,275		$ -		$ -		$ -
154a			$ -		$ -		$ -		$ -		$ -		$ -
	Transfers out of Water System Capital Reserves Fund												
161	Transfer to Water Revenue Fund for Capital Improvements		$ -		$ -		$ -		$ -		$ -		$ -
	Transfers into Building Fund												
177	Transfer from General Fund - Special Engineering Projects		$ -		$ -		$ -		$ -		$ -		$ -
	Transfers out of Building Fund												
180	Transfer to General Fund - Building Permit Application Fees		$ -		$ -		$ -		$ -		$ (1,800)		$ -
181	Transfer to Water Revenue - Water Connect Fees		$ -		$ -		$ -		$ -		$ (1,000)		$ -
182	Transfer to Transportation Reserve Fund - Road Impact Fees		$ -		$ -		$ -		$ -		$ (7,500)		$ -
	Transfers into Bond Sinking Fund												
138	Transfer from Water Revenue Fund		$ -		$ -		$ -		$ -		$ -		$ -
	Transfers out of Water Bond Sinking Fund												
141	Transfer to Water Revenue Fund to pay current year bond		$ (82,533)		$ -		$ -		$ -		$ -		$ -
	Total Transfers Between Funds	**$ -**	**$ (82,533)**	**$ -**	**$ (39,742)**	**$ -**	**$ 78,275**	**$ -**	**$ 64,500**	**$ -**	**$ (10,300)**	**$ -**	**$ (10,200)**
	General Fund Expenses												
	Administrative Expense												
37	Commissions, Committee, Council Mtg Expense		$ -		$ -		$ -		$ -		$ -		$ (1,000)
38	Town Clerk & Webmaster		$ -		$ -		$ -		$ -		$ -	$ (4,059)	$ (55,000)
39	Association Memberships		$ -		$ -		$ -		$ -		$ -		$ (1,000)
40	Web Hosting & IT Services (WIX,GoDaddy,Zoom,Dropbox,ViaSat,Calling Post)		$ -		$ -		$ -		$ -		$ -	$ (96)	$ (1,500)
40a	Town Council Equipment & Supplies		$ -		$ -		$ -		$ -		$ -		$ (500)
41	Meeting Advertising		$ -		$ -		$ -		$ -		$ -		$ (200)
42	Bookkeeping, Accounting, CPA Fees		$ -		$ -		$ -		$ -		$ -	$ (2,205)	$ (13,000)
43	Bank Charges		$ -		$ -		$ -		$ -		$ -	$ (29)	$ -
44	Town Attorney		$ -		$ -		$ -		$ -		$ -		$ (10,000)
44a	Attorney fees for BHR settlement		$ -		$ -		$ -		$ -		$ -		$ -
45a	Animal Control through Interlocal Agreement w/ Heber City		$ -		$ -		$ -		$ -		$ -	$ (368)	$ (5,000)
45b	Municipal Election Balloting & Noticing		$ -		$ -		$ -		$ -		$ -		$ (200)
46	Misc. Admin. Expenses		$ -		$ -		$ -		$ -		$ -	$ (15)	$ (500)
47	Insurance		$ -		$ -		$ -		$ -		$ -		$ (5,000)
48	Office Supplies (postage + supplies)		$ -		$ -		$ -		$ -		$ -	$ (79)	$ (1,500)
49	Building Inspector		$ -		$ -		$ -		$ -		$ -		$ -
51	Additional Consulting Fees (Codifiers, etc.)		$ -		$ -		$ -		$ -		$ -		$ (2,000)
51a	Federal IRS Payroll Taxes		$ -		$ -		$ -		$ -		$ -	$ (477)	$ (5,500)
51b	CARES Act - WCFD Fire Mitigation		$ -		$ -		$ -		$ -		$ -		$ -
51c	Safety and Enforcement (Wasatch County Sheriff Agreement)		$ -		$ -		$ -		$ -		$ -		$ (10,500)
51d			$ -		$ -		$ -		$ -		$ -		$ -
	Total Administrative Expenses	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ (7,328)**	**$ (112,400)**
	Annual Road Maintenance Expense from General Fund												
55	Annual Road Repair & Maintenance		$ -		$ -		$ -		$ -		$ -	$ (43)	$ (60,000)
56	Additional Contract Services		$ -		$ -		$ -		$ -		$ -	$ (154)	$ (3,000)
56a	Road Signage		$ -		$ -		$ -		$ -		$ -	$ (74)	$ (2,000)
57	Contract Service (Snow Removal)		$ -		$ -		$ -		$ -		$ -		$ (60,000)
58	Supplies - Salt, Sand, etc		$ -		$ -		$ -		$ -		$ -		$ (6,000)
58a	**Annual Fire Mitigation Expenses**												
58b	Brush Removal and Fire Mitigation		$ -		$ -		$ -		$ -		$ -		$ (12,000)
59	**Annual Road Capital Expenses**												
60	Capital Investment in Roads		$ -		$ -		$ -		$ -		$ -		$ (25,000)

Sep		Interlaken Town Statement of Revenue and Expense											
		Sep, 2023											
		1058		1520		1330		4574		1678		2681	
		Water Bond Sinking		Water Revenue		Water Reserve		Transportation Reserve		Building		General	
		Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
60a	**DPW Expenses**												
60b	DPW Site Construction - Capital Investment		$ -		$ -		$ -		$ -		$ -		$ (2,000)
60c	Annual DPW Site Maintenance Expenses		$ -		$ -		$ -		$ -		$ -		$ (500)
61	**Total Road Maintenance, Capital Improvements, DPW Expenses**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ (271)**	**$ (170,500)**
	Total General Fund Expenses	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ (7,599)**	**$ (282,900)**
	Water Revenue Fund Expenses												
	Bond Payment												
114	Water Bond Payment, Due annually in January		$ -		$ (78,275)		$ -		$ -		$ -		$ -
115	**Operating Expenses**												
116	Payroll - Water Masters		$ -	$ (2,240)	$ (26,400)		$ -		$ -		$ -		$ -
117	Meter Repair/Replacement, Water System Equipment, Supplies		$ -		$ -		$ -		$ -		$ -		$ -
118	Chemicals & Monitoring		$ -	$ (50)	$ (800)		$ -		$ -		$ -		$ -
119	Telemetry System Operating Costs		$ -		$ (2,700)		$ -		$ -		$ -		$ -
120	Water Share Fee, Education, etc.		$ -		$ (450)		$ -		$ -		$ -		$ -
121	Gas Heat		$ -	$ (29)	$ (1,200)		$ -		$ -		$ -		$ -
122	Electricity		$ -	$ (843)	$ (7,000)		$ -		$ -		$ -		$ -
123	Payroll Taxes - Water Masters - State & Federal 941		$ -		$ (4,000)		$ -		$ -		$ -		$ -
123a	Workman's Comp Insurance for Water Master		$ -	$ (290)	$ (1,200)		$ -		$ -		$ -		$ -
123b	Misc. Water Expenses		$ -		$ (1,500)		$ -		$ -		$ -		$ -
123c			$ -		$ -		$ -		$ -		$ -		$ -
123d			$ -		$ -		$ -		$ -		$ -		$ -
123e	**Capital Investment in Water System**												
123f	Purchase of Generator and Installation		$ -		$ -		$ -		$ -		$ -		$ -
123g	Pump Replacements, Telemetry System, Meter Upgrades		$ -	$ (30,069)	$ (40,000)		$ -		$ -		$ -		$ -
124	**Repair and Maintenance**												
125	Additional Contract Services - Tank Main., Rate Studies, Consults		$ -	$ (796)	$ (4,000)		$ -		$ -		$ -		$ -
126	Annual Generator Maintenance		$ -	$ (5,651)	$ -		$ -		$ -		$ -		$ -
126a	General Water System Maintenance & Repair		$ -	$ (47)	$ (5,000)		$ -		$ -		$ -		$ -
	Total Water Revenue Fund Expenses	**$ -**	**$ -**	**$ (40,015)**	**$ (172,525)**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
	Building Fund Expenses												
187	Refunds of Damage Deposits		$ -		$ -		$ -		$ -	$ (2,500)	$ (5,000)		$ -
188	Refunds of Completion Deposits		$ -		$ -		$ -		$ -	$ (1,500)	$ (3,000)		$ -
188a	Plan Review & Inspections (Town Engineer)		$ -		$ -		$ -		$ -	$ (1,035)	$ (12,000)		$ -
188b	Additional Contractual Services (Town Engineer)		$ -		$ -		$ -		$ -		$ -		$ -
188c	Plan Review by Planning Commission		$ -		$ -		$ -		$ -		$ (450)		$ -
	Total Building Fund Expenses	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ (5,035)**	**$ (20,450)**	**$ -**	**$ -**
	Total Expenses (General, Water Revenue, Building)	**$ -**	**$ -**	**$ (40,015)**	**$ (172,525)**	**$ -**	**$ -**	**$ -**	**$ -**	**$ (5,035)**	**$ (20,450)**	**$ (7,599)**	**$ (282,900)**
	Net Change in Balance (Revenue+Transfers+Expenses)	**$ 36**	**$ (82,483)**	**$ (36,716)**	**$ (34,845)**	**$ 96**	**$ 78,355**	**$ 294**	**$ 64,600**	**$ (5,020)**	**$ 6,810**	**$ 2,487**	**$ (52,070)**
	Add: Beginning Balance	$ 82,593	$ 82,516	$ 191,170	$ 203,008	$ 160,354	$ 160,150	$ 233,277	$ 233,277	$ 124,597	$ 114,990	$ 102,276	$ 161,468
	Rounding Adjustment		$ -		$ -		$ -		$ -		$ -		$ -
	Ending Balance	**$ 82,629**	**$ 33**	**$ 154,455**	**$ 168,163**	**$ 160,449**	**$ 238,505**	**$ 233,571**	**$ 297,877**	**$ 119,577**	**$ 121,800**	**$ 104,763**	**$ 109,398**

QTR 1 : 7/1/23 - 9/30/23		Interlaken Town Statement of Revenue and Expense											
		QTR 1 : 7/1/23 - 9/30/23, FY2024											
		1058		1520		1330		4574		1678		2681	
		Water Bond Sinking		Water Revenue		Water Reserve		Transportation Reserve		Building		General	
		Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
	Revenue - All Accounts												
5	Annual Wasatch County Tax Assessment	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 520	$ 187,000
6	Prior Year Assessments	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
7	Late Fees - Assessments (all years)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
8	1% State Sales Tax (estimate)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 7,329	$ 32,000
all	Interest Income	$ 113	$ 50	$ 70	$ 22	$ 300	$ 80	$ 294	$ 100	$ 44	$ 20	$ 42	$ 30
12	~~New Owner Transfer Fees~~	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
13	B&C Road Tax (estimate)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 7,764	$ 22,000
14	Building App & Inspection Fees	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
15	Interlaken Drive RMA with BHR Agreement (20%)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
15a	CARES Act Revenue	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
15b	Additional Grant Revenue	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
15c	Miscellaneous Revenue	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
15d	Fines for Municipal Code Violations	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
73a	Revenue from BHR Settlement	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
73b	Revenue from Federal & State Transportation System Grants	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
92	Annual Water Utility Base Fees	$ -	$ -	$ 5,800	$ 173,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
95	Metered Water Overages	$ -	$ -	$ 425	$ 4,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
95a	Water Connect Fee	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
95b	Water Billing Late Fees	$ -	$ -	$ 500	$ 100	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
95c	New Owner Transfer Fees	$ -	$ -	$ 150	$ 300	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
95d		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
95e		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
150	Revenue from Federal & State Water System Grants	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
169	Building Permit Application Fees (varies with application)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 600	$ 1,800	$ -	$ -
170	Water Connect Fees	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 700	$ 1,000	$ -	$ -
171	Road Impact Fees	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,500	$ 7,500	$ -	$ -
172	Damage Deposits - Refundable	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,972	$ 7,500	$ -	$ -
173	Completion Deposits - Refundable	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,000	$ 4,500	$ -	$ -
173a	Plan Review & Inspections (Town Engineer)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 7,851	$ 15,000	$ -	$ -
173b	Variance Application Fees	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 240	$ -	$ -
	Total Revenue	**$ 113**	**$ 50**	**$ 6,945**	**$ 177,422**	**$ 300**	**$ 80**	**$ 294**	**$ 100**	**$ 19,667**	**$ 37,560**	**$ 15,655**	**$ 241,030**
	Transfers into General Fund												
19	Transfer from Building Fund (Application Fees for admin costs)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,800
20	Transfer from Water Revenue Fund (50% of admin. expenses)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 45,000
21	Transfer from Transportation Reserve Fund for Capital expenses	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Transfers out of General Fund												
28	Transfer to Transportation Reserve of B&C Road Tax	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (22,000)
29	Transfer to Transportation Reserve Capital Improvements	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (35,000)
30	Transfer to Building Fund	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Transfers into Water Revenue Fund (Checking)												
100	Transfer from Building Fund (Water Connect Fees)	$ -	$ -	$ -	$ 1,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
101	Transfer from Bond Sinking Fund for current year Water Bond payment	$ -	$ -	$ -	$ 82,533	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
102	Transfer from Water Reserve Fund for Capital Improvements	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Transfers out of Water Revenue Fund												
105	Transfer to Water System Reserve Capital Fund	$ -	$ -	$ -	$ (78,275)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
106	Transfer to General Fund	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
107	Transfer to Bond Sinking Fund for Next Year's Bond Payment	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
108	Transfer to Water System Capital Facilities Replacement Reserve Acct	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
109	Transfer to General Fund for 50% of Administrative expenses	$ -	$ -	$ -	$ (45,000)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Transfers into Transportation Reserve Fund												
77	Transfer from General B&C Road Tax to Transportation Reserve Fund	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 22,000	$ -	$ -	$ -	$ -
78	Transfer to Transportation Reserve Fund for Capital Improvements	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 35,000	$ -	$ -	$ -	$ -
80	Transfer from Building Fund of Road Impact Fee	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 7,500	$ -	$ -	$ -	$ -

QTR 1 : 7/1/23 - 9/30/23		Interlaken Town Statement of Revenue and Expense											
		QTR 1 : 7/1/23 - 9/30/23, FY2024											
		1058		1520		1330		4574		1678		2681	
		Water Bond Sinking		Water Revenue		Water Reserve		Transportation Reserve		Building		General	
		Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
	Transfers out of Transportation Reserve Fund												
83	Transfer to General Fund for Transportation Capital Expenses	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Transfers into Water System Capital Reserves Fund												
154	Transfer from Water Revenue Fund	$ -	$ -	$ -	$ -	$ -	$ 78,275	$ -	$ -	$ -	$ -	$ -	$ -
154a		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Transfers out of Water System Capital Reserves Fund												
161	Transfer to Water Revenue Fund for Capital Improvements	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Transfers into Building Fund												
177	Transfer from General Fund - Special Engineering Projects	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Transfers out of Building Fund												
180	Transfer to General Fund - Building Permit Application Fees	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (1,800)	$ -	$ -
181	Transfer to Water Revenue - Water Connect Fees	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (1,000)	$ -	$ -
182	Transfer to Transportation Reserve Fund - Road Impact Fees	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (7,500)	$ -	$ -
	Transfers into Bond Sinking Fund												
138	Transfer from Water Revenue Fund	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Transfers out of Water Bond Sinking Fund												
141	Transfer to Water Revenue Fund to pay current year bond	$ -	$ (82,533)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Total Transfers Between Funds	**$ -**	**$ (82,533)**	**$ -**	**$ (39,742)**	**$ -**	**$ 78,275**	**$ -**	**$ 64,500**	**$ -**	**$ (10,300)**	**$ -**	**$ (10,200)**
	General Fund Expenses												
	Administrative Expense												
37	Commissions, Committee, Council Mtg Expense	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (1,000)
38	Town Clerk & Webmaster	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (10,600)	$ (55,000)
39	Association Memberships	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (1,000)
40	Web Hosting & IT Services (WIX,GoDaddy,Zoom,Dropbox,ViaSat,Calling Post)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (595)	$ (1,500)
40a	Town Council Equipment & Supplies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (500)
41	Meeting Advertising	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (583)	$ (200)
42	Bookkeeping, Accounting, CPA Fees	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (4,374)	$ (13,000)
43	Bank Charges	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (29)	$ -
44	Town Attorney	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (922)	$ (10,000)
44a	Attorney fees for BHR settlement	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
45a	Animal Control through Interlocal Agreement w/ Heber City	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (831)	$ (5,000)
45b	Municipal Election Balloting & Noticing	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (200)
46	Misc. Admin. Expenses	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (15)	$ (500)
47	Insurance	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (4,167)	$ (5,000)
48	Office Supplies (postage + supplies)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (145)	$ (1,500)
49	Building Inspector	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
51	Additional Consulting Fees (Codifiers, etc.)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (2,000)
51a	Federal IRS Payroll Taxes	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (1,646)	$ (5,500)
51b	CARES Act - WCFD Fire Mitigation	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
51c	Safety and Enforcement (Wasatch County Sheriff Agreement)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (10,500)
51d		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Total Administrative Expenses	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ (23,907)**	**$ (112,400)**
	Annual Road Maintenance Expense from General Fund												
55	Annual Road Repair & Maintenance	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (41,094)	$ (60,000)
56	Additional Contract Services	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (474)	$ (3,000)
56a	Road Signage	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (84)	$ (2,000)
57	Contract Service (Snow Removal)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (60,000)
58	Supplies - Salt, Sand, etc	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (6,000)
58a	**Annual Fire Mitigation Expenses**												
58b	Brush Removal and Fire Mitigation	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (6,800)	$ (12,000)
59	**Annual Road Capital Expenses**												
60	Capital Investment in Roads	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (25,000)

QTR 1 : 7/1/23 - 9/30/23		Interlaken Town Statement of Revenue and Expense											
		QTR 1 : 7/1/23 - 9/30/23, FY2024											
		1058		1520		1330		4574		1678		2681	
		Water Bond Sinking		Water Revenue		Water Reserve		Transportation Reserve		Building		General	
		Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
60a	**DPW Expenses**												
60b	DPW Site Construction - Capital Investment	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (2,000)
60c	Annual DPW Site Maintenance Expenses	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (500)
61	**Total Road Maintenance, Capital Improvements, DPW Expenses**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ (48,453)**	**$ (170,500)**
	Total General Fund Expenses	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ (72,359)**	**$ (282,900)**
	Water Revenue Fund Expenses												
	Bond Payment												
114	Water Bond Payment, Due annually in January	$ -	$ -	$ -	$ (78,275)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
115	**Operating Expenses**												
116	Payroll - Water Masters	$ -	$ -	$ (5,846)	$ (26,400)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
117	Meter Repair/Replacement, Water System Equipment, Supplies	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
118	Chemicals & Monitoring	$ -	$ -	$ (50)	$ (800)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
119	Telemetry System Operating Costs	$ -	$ -	$ -	$ (2,700)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
120	Water Share Fee, Education, etc.	$ -	$ -	$ -	$ (450)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
121	Gas Heat	$ -	$ -	$ (83)	$ (1,200)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
122	Electricity	$ -	$ -	$ (2,317)	$ (7,000)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
123	Payroll Taxes - Water Masters - State & Federal 941	$ -	$ -	$ (267)	$ (4,000)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
123a	Workman's Comp Insurance for Water Master	$ -	$ -	$ (310)	$ (1,200)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
123b	Misc. Water Expenses	$ -	$ -	$ -	$ (1,500)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
123c		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
123d		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
123e	**Capital Investment in Water System**												
123f	Purchase of Generator and Installation	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
123g	Pump Replacements, Telemetry System, Meter Upgrades	$ -	$ -	$ (38,964)	$ (40,000)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
124	**Repair and Maintenance**												
125	Additional Contract Services - Tank Main., Rate Studies, Consults	$ -	$ -	$ (796)	$ (4,000)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
126	Annual Generator Maintenance	$ -	$ -	$ (6,326)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
126a	General Water System Maintenance & Repair	$ -	$ -	$ (540)	$ (5,000)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Total Water Revenue Fund Expenses	**$ -**	**$ -**	**$ (55,499)**	**$ (172,525)**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
	Building Fund Expenses												
187	Refunds of Damage Deposits	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (7,500)	$ (5,000)	$ -	$ -
188	Refunds of Completion Deposits	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (4,500)	$ (3,000)	$ -	$ -
188a	Plan Review & Inspections (Town Engineer)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (3,080)	$ (12,000)	$ -	$ -
188b	Additional Contractual Services (Town Engineer)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
188c	Plan Review by Planning Commission	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (450)	$ -	$ -
	Total Building Fund Expenses	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ (15,080)**	**$ (20,450)**	**$ -**	**$ -**
	Total Expenses (General, Water Revenue, Building)	**$ -**	**$ -**	**$ (55,499)**	**$ (172,525)**	**$ -**	**$ -**	**$ -**	**$ -**	**$ (15,080)**	**$ (20,450)**	**$ (72,359)**	**$ (282,900)**
	Net Change in Balance (Revenue+Transfers+Expenses)	**$ 113**	**$ (82,483)**	**$ (48,554)**	**$ (34,845)**	**$ 300**	**$ 78,355**	**$ 294**	**$ 64,600**	**$ 4,587**	**$ 6,810**	**$ (56,704)**	**$ (52,070)**
	Add: Beginning Balance	$ 82,516	$ 82,516	$ 203,008	$ 203,008	$ 160,150	$ 160,150	$ 233,277	$ 233,277	$ 114,990	$ 114,990	$ 161,468	$ 161,468
	Rounding Adjustment		$ -		$ -		$ -		$ -		$ -		$ -
	Ending Balance	**$ 82,629**	**$ 33**	**$ 154,455**	**$ 168,163**	**$ 160,449**	**$ 238,505**	**$ 233,571**	**$ 297,877**	**$ 119,577**	**$ 121,800**	**$ 104,763**	**$ 109,398**

Subject: RE: Interlaken Town Water Rights Documents
Date: Thursday, September 28, 2023 at 5:13:22 PM Mountain Daylight Time
From: Jon Schutz
To: Interlaken Clerk
CC: Miranda Noble

Bart,

I have the box. I plan to review it next week.

I'll be in touch with next steps.

Thanks.

Jon
--
Jonathan R. Schutz - Attorney
MABEY WRIGHT & JAMES
175 South Main St., Suite 1330
Salt Lake City, UT 84111
Phone: 801.359.3663
jschutz@mwjlaw.com
www.mwjlaw.com

From: Interlaken Clerk <interlakenclerk@gmail.com>
Sent: Monday, September 25, 2023 8:50 PM
To: Jon Schutz <jschutz@mwjlaw.com>
Cc: Miranda Noble <mnoble@mwjlaw.com>
Subject: Re: Interlaken Town Water Rights Documents

Jon – anything to report regarding Interlaken's water rights?
Do you need additional documents?

Thanks,
Bart Smith
Interlaken Town Administrator
(435) 565-3812

From: Jon Schutz <jschutz@mwjlaw.com>
Date: Monday, August 21, 2023 at 2:08 PM
To: Interlaken Clerk <interlakenclerk@gmail.com>
Cc: Miranda Noble <mnoble@mwjlaw.com>
Subject: Re: Interlaken Town Water Rights Documents

Bart,

That would be great. Please coordinate with my assistant, Miranda, about timing to make sure she is there.

Our address is 175 S Main St. Slc 84111

Sent from my iPhone

> On Aug 21, 2023, at 9:24 AM, Interlaken Clerk <interlakenclerk@gmail.com> wrote:
>
> Hi Jon –
> I will be in Salt Lake City this Friday. I have a box of old records relating to Interlaken Town's water rights history.
> I'm not sure which docs will be relevant, so I included all that I could find.
>
> Can I drop these by your office this Friday?
> What timing would for you, and where is your office located?
>
> Thanks,
> Bart Smith
> Interlaken Town Administrator
> (435) 565-3812