EL PASO COUNTY
COLORADO

2026 PAVING AND PRESERVATION

DEPARTMENT OF PUBLIC WORKS

County Road System

Paved road system – 2025 centerline miles (2024)

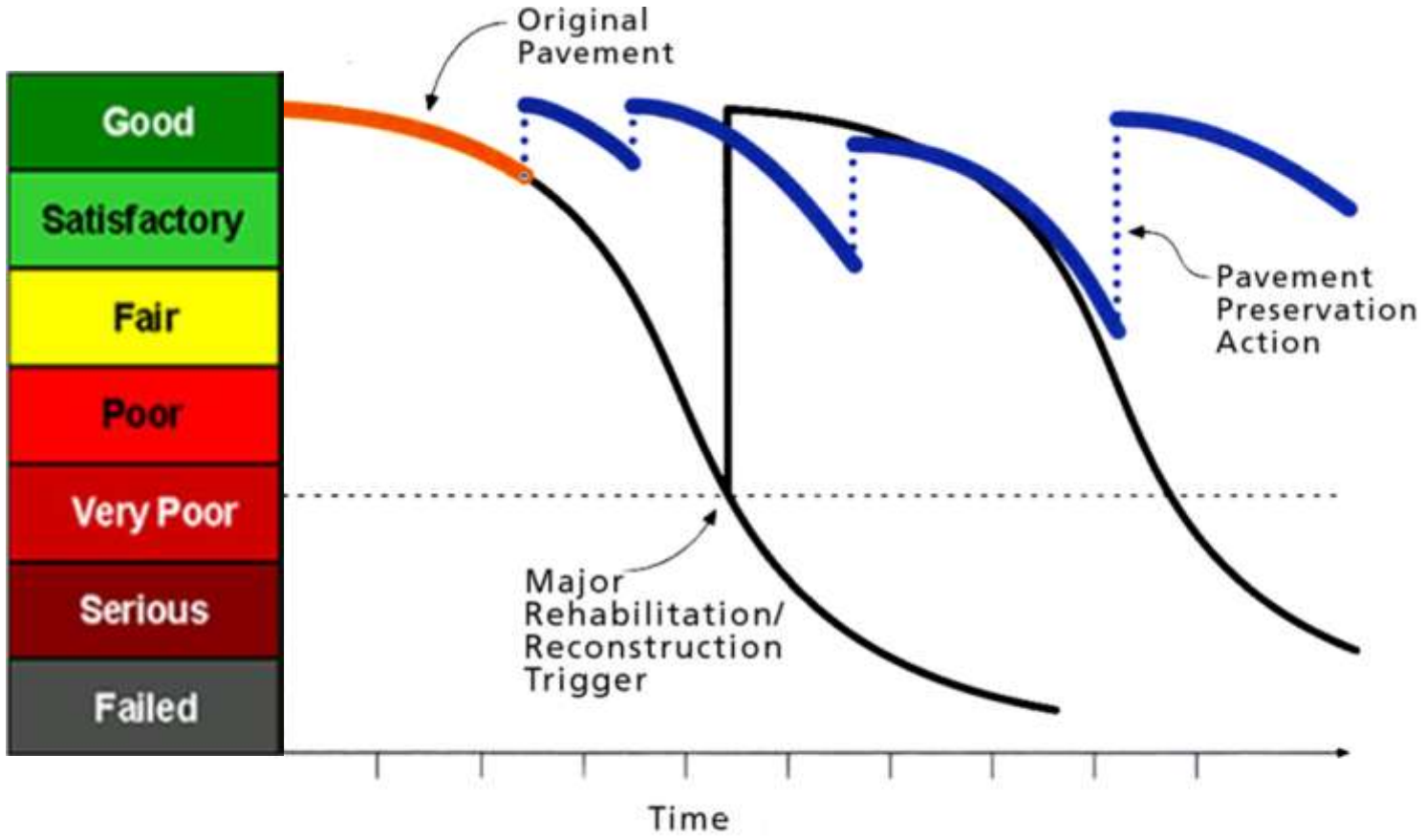
- 1,192.11 centerline miles (1,182.98 in 2024)*
- 2,428.88 lane miles (2,410.79 in 2024)*

Gravel road system – 2025 centerline miles (2024)

- 1,046 centerline miles (1,046 in 2024)
- 2078 lane miles (2,078 in 2024)

** Road System paved centerline miles have increased due to acceptance of new subdivisions within the County (current as of Q2 2025)*

Asset Preservation



Pavement preservation actions applied earlier help extend service life and delay major rehabilitation.

Field Data Collection

Road data collected again in 2025

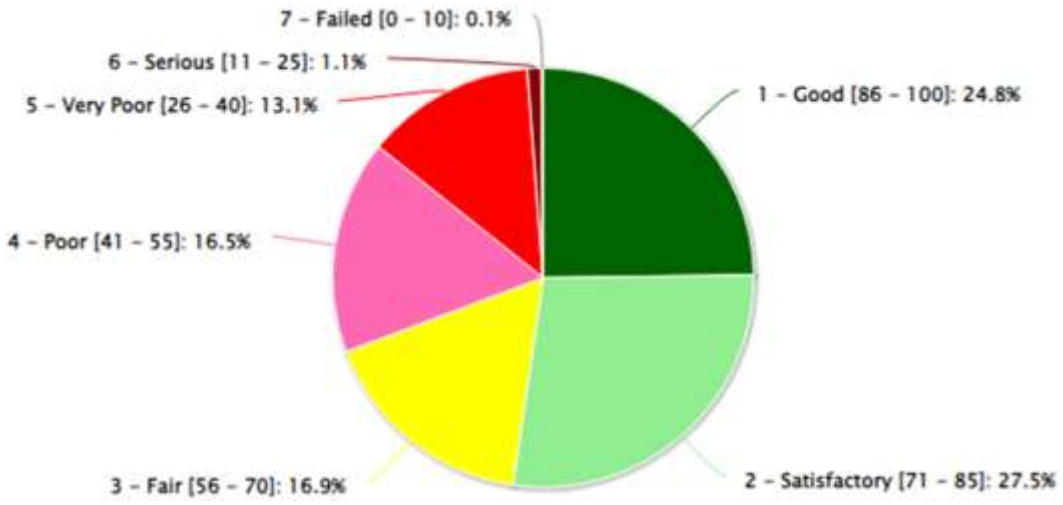
- Data to be collected every two years
- Data for 2025 has been collected and is currently being processed
- Create specific degradation curves for the county
- Update and calibrate conditions
- 2025 Data collected manholes and valves which is information that we currently do not have

3D Profiling Technology

- Laser Crack Measurement System 2 (LCMS2)
- Light Detection and Ranging (LiDAR)
- Ground Penetrating Radar (GPR)

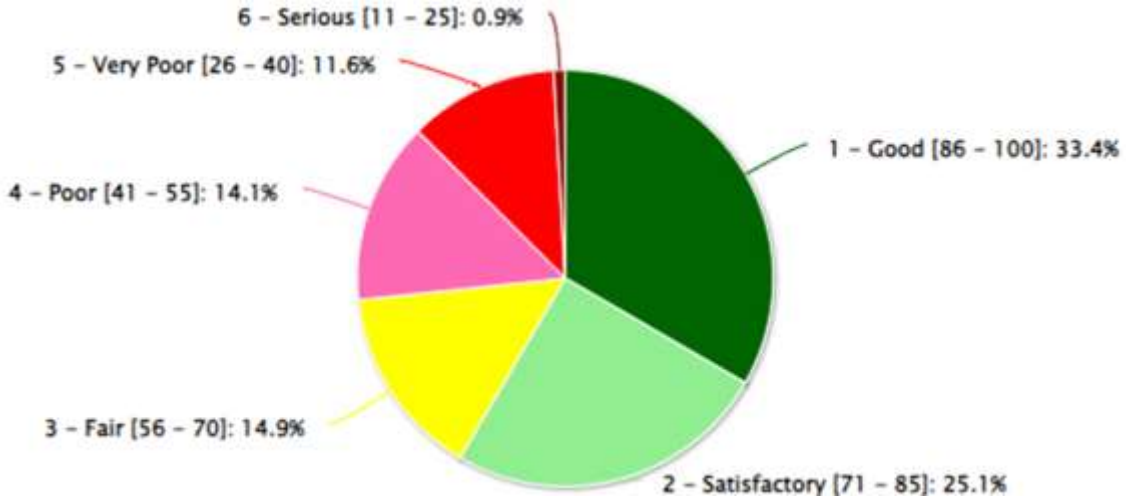
PAVEMENT CONDITION

2024



Average PCI = 70.67

2025



Average PCI = 71.76

Pavement Condition Index (PCI)

Annual PCI values

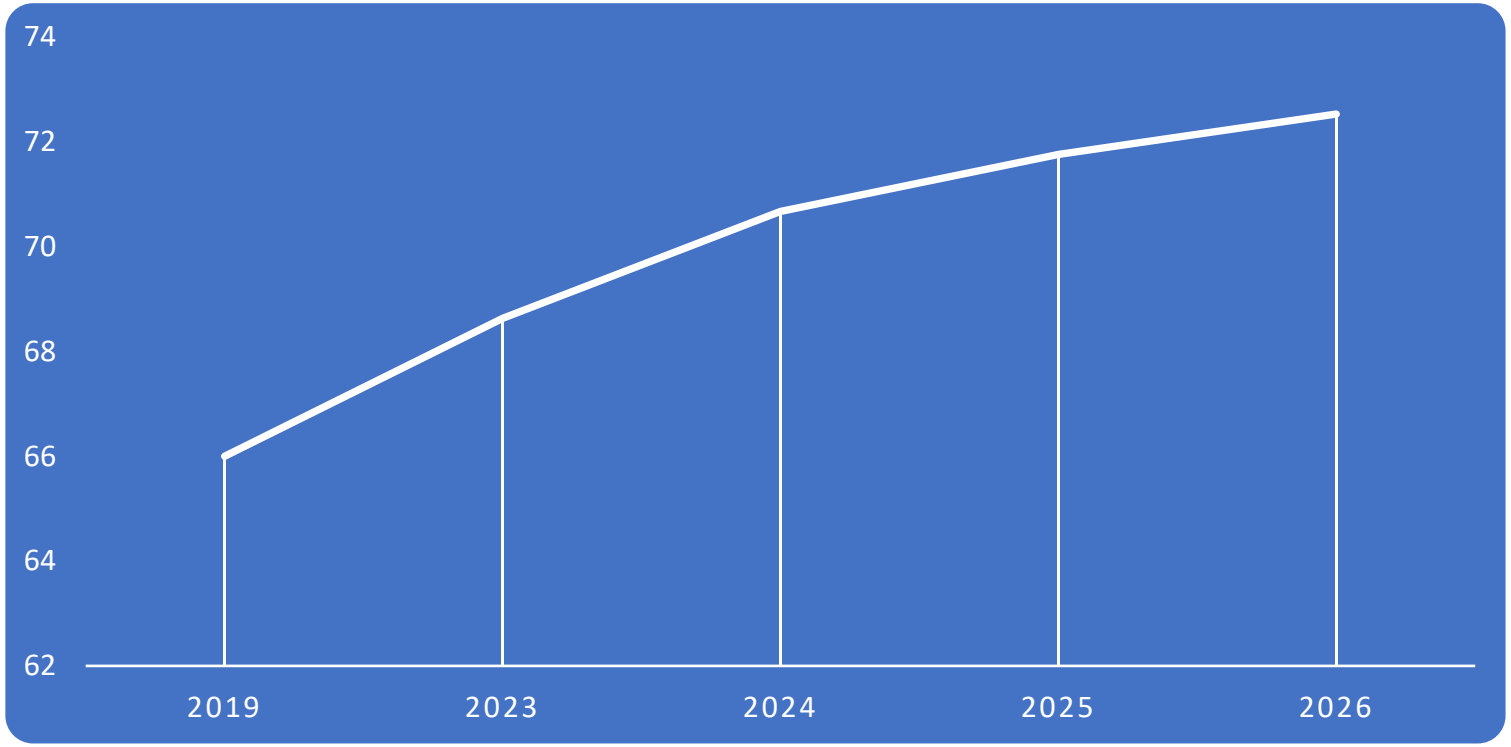
2019: 66.00

2023: 68.63

2024: 70.67

2025: 71.76

2026: 72.53 (Planned)



Data collection planned every two years through 2027 to verify network health and calibration.

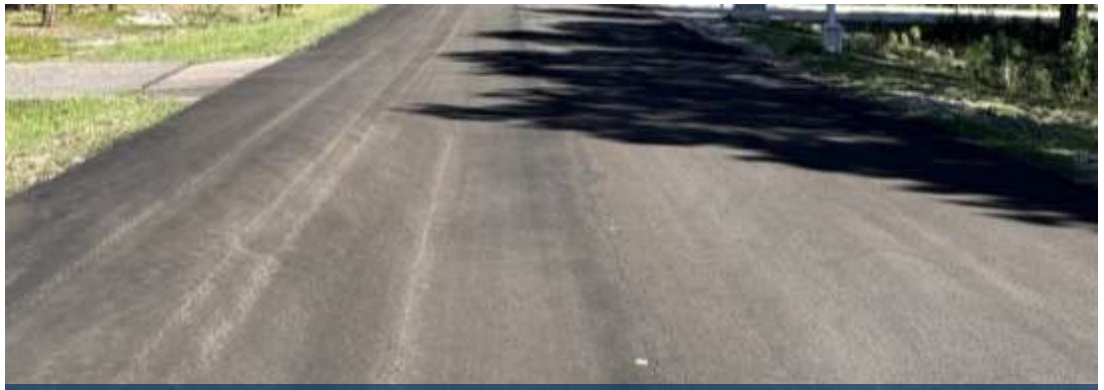
Pavement Treatment Tools

El Paso County has been implementing and significantly increasing preservation and paving treatments to improve the paving network by feasibly extending and protecting the life of roadways.

Slurry Seal (5–7 yrs)	Protects existing pavement by preventing UV and water from infiltrating, providing a smoother surface.
Chip Seal (5–7 yrs)	Adds a wearing surface that protects existing pavement from UV and water infiltration.
Cape Seal (10–12 yrs)	Chip seal followed by slurry seal; the most robust and longer-lasting preservation technique.
Full Depth Reclamation	Rebuilds the roadway using existing materials to create a composite base section—an economical option when other methods are too costly.

Treatment Examples

Chip Seal on Myers Rd



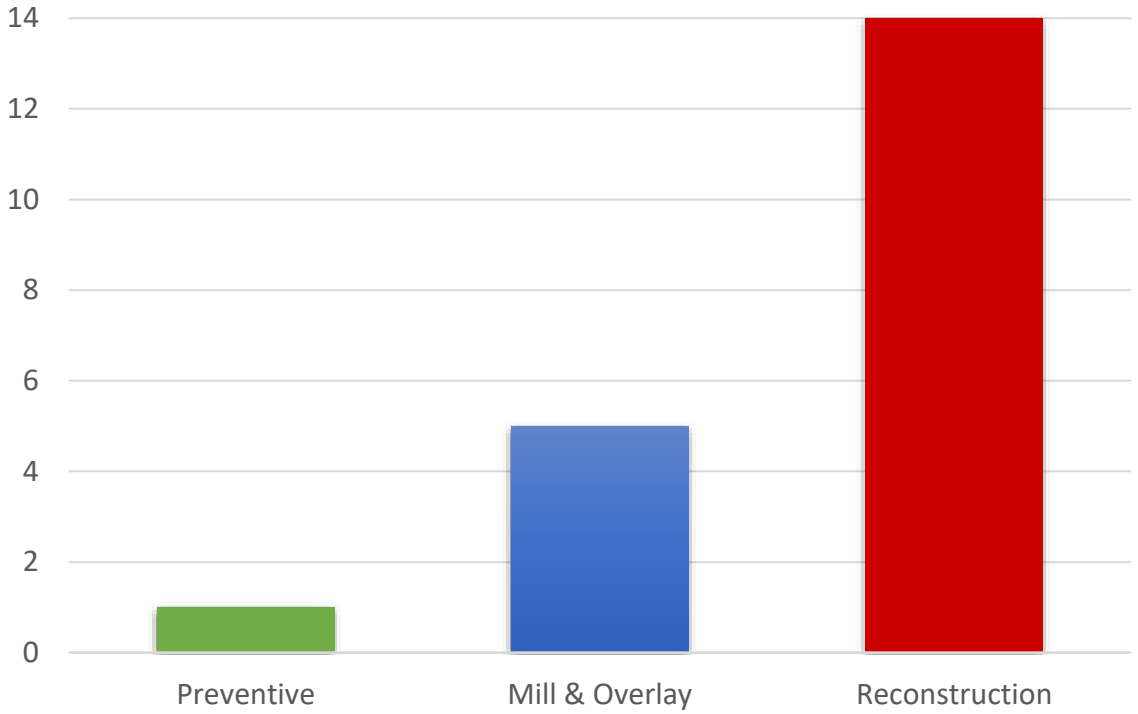
Cape Seal on Martingale Rd

Slurry Seal on Antelope Ridge

FDR on Foxtail Meadow

Benefits of Pavement Preservation

Cost of Deferred Maintenance



- Every $1 spent on preventive maintenance can save $4–$10 in future rehabilitation costs
- Major rehabilitation (Reconstruction) is roughly 14× more expensive than preservation treatments
- Without preservation, roads typically need reconstruction within 20 + years
- Focusing on preservation first: keep good roads good to avoid costly reconstruction

$10 Million today is worth more than $140 Million in future reconstruction improvement needs!

Data Collection & Zoning Plans

Pavement Management Software (PMS)

- Assists with planning and analyzing the entire roadway network
- Helps to optimize and maintain our network
- Helps to ensure best practices for long term planning
- Cost optimization for most efficient use of resources
- Long range approach for most network improvement

New Data collection in 2025 (ready end of 2025)

- Updated data, better model for better results
- Correlate and calibrate PCI data with actual vs theoretical
- Improves roadway degradation curves and helps to better manage and maintain optimized maintenance plans

PCI has increased with additional funding (AFR)

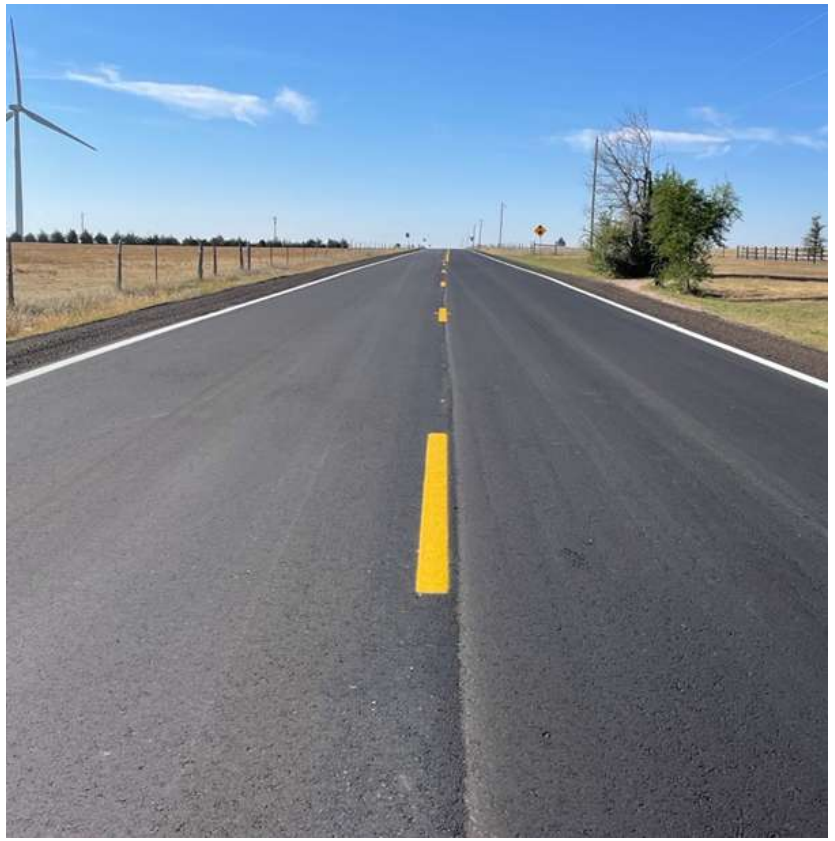
- Additional funds help to improve the paving program (Overall Network PCI increasing)
- Nearly one point increase for several years in a row
- Help mitigate and to offset increasing project costs

Developing a multi-year maintenance plan

- Improved strategic planning and cost-effective improvements
- Improved maintenance plans
- Objective improvements
- Mitigated impacts
- Improved feasibility

Paving Program

District	2026 Miles	(2025)	Lane Miles	%
District 1	31.34	(15.90)	647.16	4.84
District 2	12.50	(10.36)	795.46	1.57
District 3	9.68	(4.26)	191.30	5.06
District 4	20.44	(34.52)	744.20	2.75
District 5	2.42	(6.24)	31.48	7.69
Paving Total	76.38	(71.28)	2410.79	3.16



Preservation Program

District	2026 Miles	(2025)	Lane Miles	%
District 1	47.88	(36.4)	647.16	7.40
District 2	43.90	(64.38)	795.46	5.52
District 3	9.70	(25.80)	191.30	5.07
District 4	84.54	(49.68)	744.20	11.36
District 5	1.40	(0)	31.48	4.45
Preserv. Total	187.42	(209.84)	2410.79	7.77

Review Process

1. Complete a pavement analysis on the entire roadway network
2. Optimization process
3. Finalize for program budget of ± $24 million for 2026* (88% of funding target)
4. **Informal BoCC discussions**
5. Schedule Board of County Commissioner's resolution
6. Plan to begin construction in April 2026

*Funding plan as of 11/1/25
$12 Million from PPRTA
$5 Million from Road & Bridge
$7 Million from Critical Needs Requests