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# City of Fortuna

## Pavement Management Program Final Report



Submitted to:

**City of Fortuna  
Public Works Department  
180 Dinsmore Drive  
Fortuna, CA 95540**

**October 2011**



**City of Fortuna**

**Pavement Management Program**

**Final Report**

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**Public Works Department**  
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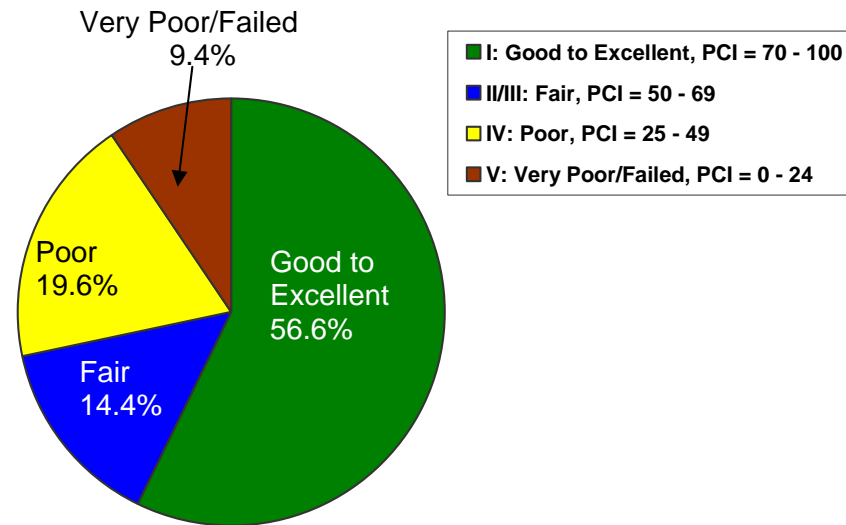
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## Executive Summary

The City of Fortuna maintains approximately 47.5 centerline miles of streets. A pavement management system (PMS) is used to maintain this pavement network. Based on the results of a recent survey in Fall 2009, the current average pavement condition index (PCI) is 68. A breakdown of the percentages of the City's network that fall into each condition category is found in Figure 1 below.



**Figure 1. Pavement Condition Summary for Entire Network (2010)**

This report is intended to assist the City in making cost-effective decisions in managing and programming funding needs for the pavement network.

The pavement needs analysis shows that more than \$24.9 million is required over the next ten years to repair all the streets and improve the average PCI to 80 ("good to excellent" condition category). This will also eliminate the maintenance backlog.

Three funding scenarios were analyzed:

1. Unconstrained Budget – In this scenario, a total of \$23.3 million is required to address all the pavement needs. The condition of the network will improve to a PCI of 79 and the maintenance backlog will be eliminated.
2. Maintain Current PCI at 68 – In order to maintain the current PCI, an annual budget of \$1.5 million will be needed; however, the maintenance backlog will still continue to increase from \$8.8 million to approximately \$18.7 million.
3. Existing Budget – This scenario assumes the City's existing budget of \$125,000 per year. Under this budget scenario, the City's network condition will drop to 49 by 2019. Additionally, the maintenance backlog will increase to approximately \$32.9 million.

Based on the analyses performed, it is clear that the City's existing budget of \$125,000 per year is not sufficient to maintain the pavement network. Due to the aging infrastructure and escalating construction costs, a significant increase in pavement funding is required.

## Introduction

In 2009, the Humboldt County Association of Governments (HCAOG) selected Nichols Consulting Engineers (NCE) to implement a regional Pavement Management Program (PMP). This was intended to assist HCAOG member entities and Native American Tribes in determining roadway maintenance, rehabilitation, and reconstruction needs. This will also help to prioritize the pavement needs to maximize the efficient use of limited resources available.

In addition to the City of Fortuna, the following agencies are participants in this study:

- City of Eureka
- City of Arcata
- Town of Blue Lake
- Town of Ferndale
- Town of Rio Dell
- Town of Trinidad
- Humboldt County
- Tribal Roads of Humboldt County

This report is one of a series of reports.

## Background

A Pavement Management Program is designed to assist cities and counties in answering typical questions such as:

- What does the City's pavement network consist of? How many miles of streets are eligible for federal or state funds? How many are subjected to traffic from buses or heavy trucks?
- What is the existing condition of the pavement network? Is this an acceptable level for the City? If not, what is an acceptable level? How much additional funding is needed to achieve an acceptable level?
- Are there streets in specific areas that are much worse than others, and if so, how much worse?
- How will the condition of the pavement network respond over time under existing funding levels?
- What maintenance and rehabilitation strategies exist to improve current pavement conditions? What maintenance activities or treatments have occurred in the past on any given street?
- What impact would either additional funding or a decrease in funding, have on the condition of the overall pavement network?
- What is the backlog of maintenance and rehabilitative work that should be done? What are the future maintenance and rehabilitation needs? Are there different needs for different classes of streets i.e. arterials vs. residential?
- Under different funding levels, what is the most cost-effective way to implement a multi-year capital improvement program? Maintenance work program?

- What are the street repair priorities, given different budgeting scenarios?

The City owns and maintains approximately 47.5 centerline miles of pavement, of which 7.6 miles are arterials, 6.1 miles are collectors, and 33.8 miles are residential streets. The table below summarizes the pavement network based on functional class.

**Table 1. Breakdown of Street Network By Functional Class**

<b>Functional Class</b>	<b>Centerline Miles</b>	<b>Lane Miles</b>	<b># of Sections</b>
<b>Arterial</b>	<b>7.6</b>	<b>17.7</b>	<b>21</b>
<b>Collector</b>	<b>6.1</b>	<b>12.3</b>	<b>30</b>
<b>Residential/Local</b>	<b>33.8</b>	<b>67.4</b>	<b>275</b>
<b>Total</b>	<b>47.5</b>	<b>97.3</b>	<b>326</b>

The cost to replace the entire street network is estimated at \$58.3 million, which is a significant investment in the City's infrastructure. This includes replacement of all the pavement structure from the subgrade to the wearing surface as well as ancillary items.

A maintenance and rehabilitation strategy was developed after discussions with the City, and the unit costs were based on the actual construction bids received on paving projects provided by the City from 2006-2009 and also recent bid tabs from surrounding cities. Then, a budget needs analysis was performed. In addition, four budgetary scenarios were analyzed. This report presents the results of our analyses.

## Purpose

This report links the PMP's recommended repair program costs to the City's projected budget alternatives to improve overall maintenance and rehabilitation strategies. This report assesses the adequacy of projected revenues to meet the maintenance needs recommended by the PMP. It also maximizes the return from expenditures by:

1. implementing a multi-year road rehabilitation and maintenance program;
2. developing a preventative maintenance program; and
3. selecting the most cost effective repairs.

This study examines the overall condition of the road network and highlights options for improving the current network level pavement condition index (PCI). These options are developed by conducting "what if" scenarios using the City of Fortuna's pavement management system database. By varying the budget amounts available for pavement M&R, one can show how different funding strategies can impact the City's roads over the next ten years.

## Existing Pavement Condition

The pavement condition index, or PCI, is a measurement of pavement grade or condition and ranges from 0 to 100. A newly constructed road would have a PCI of 100, while a failed road would have a PCI of 10 or less. **Fortuna’s average 2009 PCI of the entire network is 68, which is in the “fair” category.** A detailed PCI report which includes all the streets in the City of Fortuna is presented in Appendix A. A description of the various M&R strategies available for the City are listed in Appendix B. Figure 1 illustrates the different pavement condition categories below – these follow industry standards and are widely used throughout California and the United States.

Condition Category	Pavement Condition	PCI Category
I	Good to Excellent	100
II/III	Fair	70
IV	Poor	50
V	Very Poor/Failed	25
		0

**Figure 1. Pavement Condition Categories by PCI**

A brief description of each condition category is summarized as follows:

- Category I: Pavements which have little or no distress. A pavement in this category may be described as “excellent” or “very good”. An example in this category is Main Street between West End and 8th Street, which has a current PCI of 95.
- Category II: Pavements which have a significant level of distress which is predominantly non-load related. A pavement in this category may be described as “fair”. An example in this category is Neleen Drive between Rohnerville Road and East End, which has a current PCI of 63.

- Category III: Pavements which have a significant level of distress which is predominantly load related. A pavement in this category may be described as “fair”. An example is Spring Street between South End and Newburg Road, which has a current PCI of 63.
- Category IV: Pavements which have a major distress. A pavement in this category may be described as “poor”. An example is Shamrock Drive between Holly Lane and Meadow Lane, which has a current PCI of 33.
- Category V: Pavements which have an extensive amount of distress. A pavement in this category may be described as “very poor or failed”. An example is 10<sup>th</sup> Street between N Street and End of the road, which has a current PCI of 12.

The reason to separate streets with a PCI between 50 and 70 into either Category II or III is because the repair strategies are very different. A Category III repair will usually address structural failures and will cost more than a Category II repair.

Pavement management information from regional agencies was collected to gauge the City of Fortuna’s condition against the region. PCI data was collected for seven agencies: the Cities of Arcata and Eureka, as well as the Towns of Blue Lake, Ferndale, Rio Dell, and Trinidad. Note that the County’s PCI only includes arterials and collectors. The tribal roads have not yet been included in this part of the study. The PCI comparisons are shown in Figure 2.

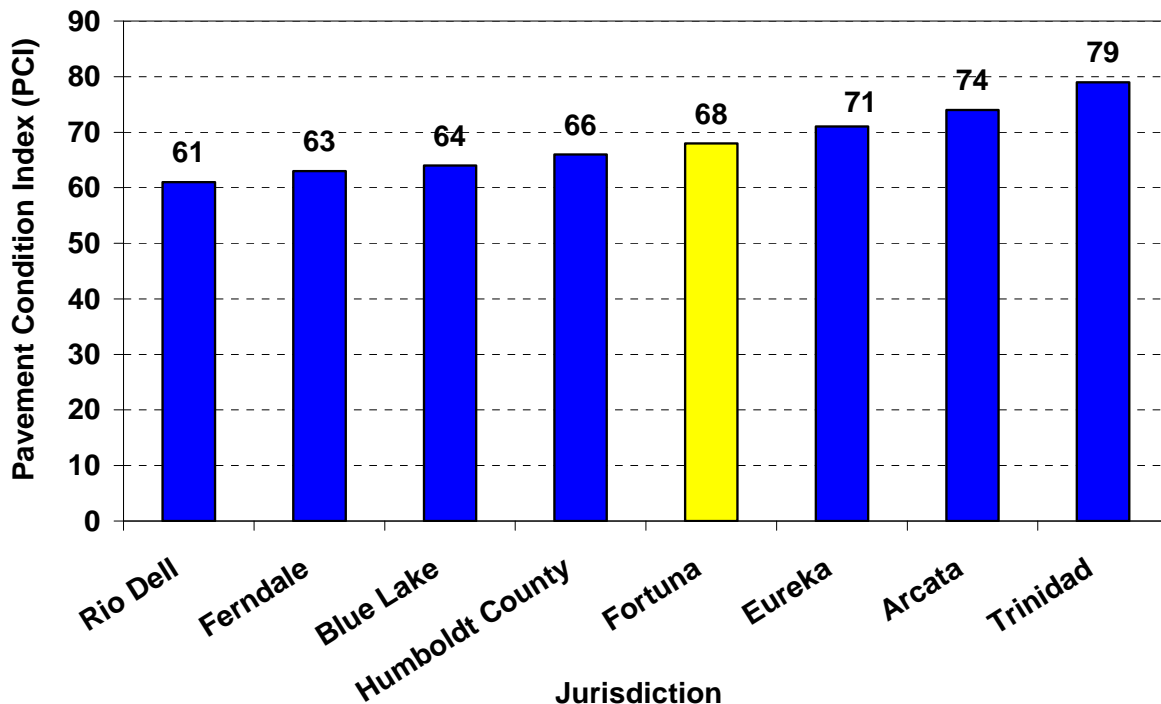


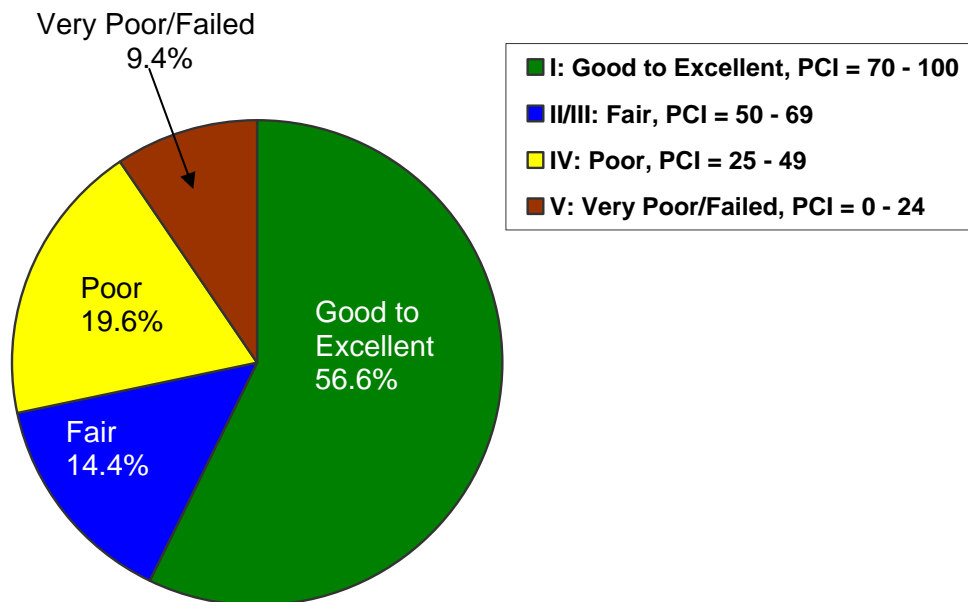
Figure 2. PCI Comparison with Seven Regional Jurisdictions

Table 2 below summarizes the average condition of the pavement network by functional class. As may be noted, the City's collectors are in slightly better condition than the arterials and residential.

**Table 2. Pavement Condition Summary by Functional Classification**

Functional Class	Average PCI (weighted by area)
Arterial	56
Collector	60
Residential/Local	72
<b>Network Average</b>	<b>68</b>

Approximately 56.6% of the City's pavement area is in the "good to excellent" condition category; about 34.0% of the pavement area falls in the "poor or fair" category and about 9.4% of the network falls in the "failed" category (see Figure 3 below). Detailed PCI results can be found in Appendix A.



**Figure 3. Pavement Condition Summary for Entire Network (2010)**

## Budget Needs

It is well documented that it costs less to maintain roads in good condition than roads in bad condition. Therefore, the StreetSaver program strives to develop a maintenance strategy that will improve the overall condition of the network to an optimal PCI somewhere around 80's. The current city's **network average 2010 PCI is 68**, and a significant portion of the network suffers from load-related distresses. If these issues are not addressed, the quality of the road network will inevitably decline. In order to correct these deficiencies, a cost-effective funding and M&R strategy should be implemented.

The first step is to determine the maintenance "needs" of the pavement network. Using the budget needs module, the M&R needs over the next ten years were estimated at approximately \$24.9 million for the City. If the City follows the M&R strategy presented in Appendix C and prioritization strategy recommended in the program, the average network PCI will increase to 80. This is the level at which it is most cost-effective to maintain the pavements with preventive maintenance strategies. If, however, no maintenance or rehabilitation is applied over the next ten years, already distressed streets will continue to deteriorate, and the network PCI will drop to 47. The results of the budget needs analysis are summarized in Table 3 below.

**Table 3. Summary of Results from Needs Analysis**

Year	2010	2011	2012	2013	2014	2015
PCI with treatment	83	82	82	83	84	84
PCI without treatment	67	65	63	60	58	56
Rehabilitation (\$ M)	9.9	2.1	2.3	2.3	2.8	1.0
Preventive Maint. (\$ M)	0.3	0.3	0.1	0.1	0.0	0.9
<b>Budget Needs (\$ M)</b>	<b>10.2</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.8</b>	<b>1.9</b>

Year	2016	2017	2018	2019	Total
PCI with treatment	83	82	81	80	
PCI without treatment	53	51	49	47	
Rehabilitation (\$ M)	0.7	0.1	0.2	0.4	21.7
Preventive Maint. (\$ M)	0.4	0.7	0.2	0.4	3.2
<b>Budget Needs (\$ M)</b>	<b>1.0</b>	<b>0.8</b>	<b>0.3</b>	<b>0.8</b>	<b>24.9</b>

The results of the budget needs analysis represent the ideal funding strategy recommended by StreetSaver. Of the \$24.9 million in M&R needs shown, approximately \$3.2 million (12.9%) is earmarked for preventative maintenance or life-extending treatments, while the rest (87.1%) is allocated for more costly rehabilitation and reconstruction treatments.

## Impacts of Projected Funding Levels

Using the StreetSaver budget scenario modules, both the overall PCI for the pavement network as well as the amount of unfunded maintenance backlog can be evaluated for a given funding level over a period of time. The unfunded backlog consists of pavement M&R that is needed, but cannot be addressed due to lack of funding. Shrinking budgets have forced many cities and counties to defer much-needed road maintenance. By deferring M&R, not only does the frequency of citizens' complaints about the condition of the network increase, but also the cost to repair these roads increases as well.

Figure 4 demonstrates the old colloquial saying of “pay me now, or pay me more later”. History has shown that it costs less to maintain roads in good condition than to repair roads that have failed. By allowing pavements to deteriorate, roads that once cost only \$1.00 to \$6.50 per square yard to surface seal may soon cost \$15.50 to \$35.00 per square yard to overlay and upwards of \$47.00 to \$101.00 per square yard to reconstruct.

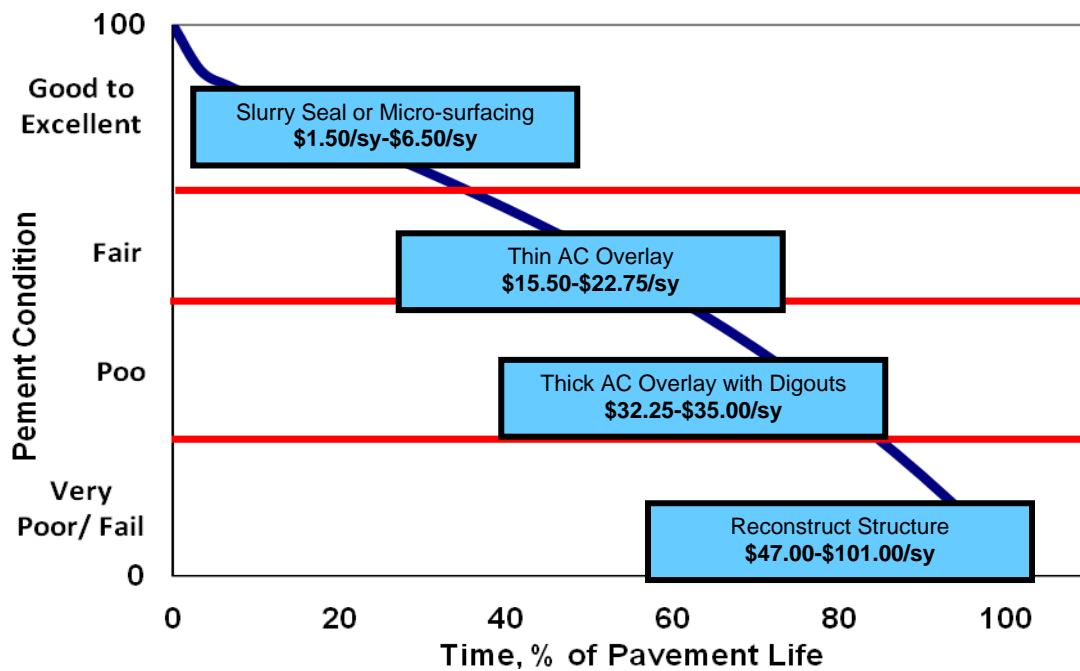


Figure 4. Cost to Maintain a Pavement Over Time



## Budget Scenarios

Having determined the maintenance needs of the road network, the next step in developing a cost-effective M&R strategy is to conduct several what-if analyses. Using StreetSaver's budget scenario module, the impacts of various budget scenarios can be evaluated. The program forecasts the effects of the different scenarios on PCI and deferred maintenance (backlog). By examining the effects on these indicators, the advantages and disadvantages of different funding levels and maintenance strategies become clear. The following scenarios were performed for this report at the request of the City based on current and projected funding programs to ensure that the PMP is a useful document regardless of funding modifications.

**Scenario 1. Unconstrained Budget** – In this scenario the City will need to spend \$22.4 million over 10 years. The City's network PCI will increase from 69 to 79 by FY 2019. Additionally, the maintenance backlog will decrease to zero.

**Scenario 2. Maintain Current PCI (\$1.5 million per year)** – In order to maintain the current PCI of the network at 66, \$1.5 million per year will be needed. In the meantime, the maintenance backlog will still continue to increase from \$8.8 million to \$18.7 million by 2019.

**Scenario 3. City Budget (\$125,000 per year)** – In this scenario, the City's existing funding level is \$125,000 per year, and assumes no increase in funding for the next 10 years. As a consequence, the City's network condition will drop from 69 to 49 by FY 2019. Additionally, the maintenance backlog will continue to increase from \$10.0 million to \$32.9 million.

## Scenario 1. Unconstrained Budget

The pavement needs are approximately \$22.5 million distributed as shown in Table 4. The network PCI will increase to 79 from its current level of 69. By the year 2019, 100% of the network will fall into the good or excellent condition category. In the meantime, the maintenance backlog will be eliminated.

Table 4. Summary of Results for Scenario 1

Year	2010	2011	2012	2013	2014	2015
Budget (\$ K)	6,951	5,646	2,396	2,401	2,726	1,661
Rehabilitation (\$ K)	6,715	5,430	2,308	2,315	2,647	749
Preventive Maintenance (\$ K)	236	216	88	86	79	912
Deferred Maintenance (\$ K)	3,208	74	54	73	0	81
PCI	80	82	82	83	84	84

Year	2016	2017	2018	2019	Total
Budget (\$ K)	598	6	41	24	22,450
Rehabilitation (\$ K)	500	444	326	264	20,686
Preventive Maintenance (\$ K)	0	0	0	0	705
Deferred Maintenance (\$ K)	0	0	0	0	0
PCI	83	82	80	79	

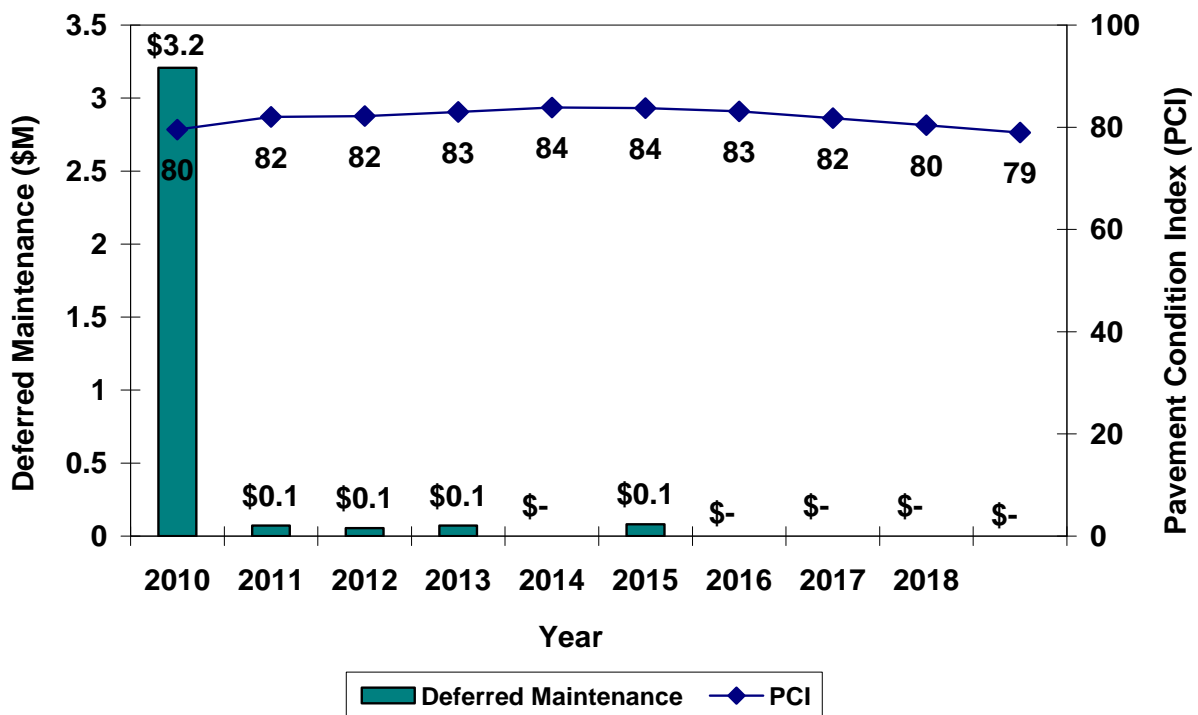


Figure 5. PCI vs. Deferred Maintenance for Scenario 1: Unconstrained Budget

## Scenario 2. Maintain PCI (\$1.5 million per year)

In order to maintain the current condition of the network at PCI of 68, approximately \$1.5 million per year will be needed. The maintenance backlog will continue to increase from \$8.8 million to \$18.7 million. Approximately 62.7% of the network will be in the good or excellent condition category, while 9.4% will still remain in the “failed” category. Although the network PCI remains around 68, it can be seen that the deferred maintenance backlog will still increase. This is because the available budget is only enough to keep good roads in good condition but is not sufficient to also repair those roads that fall into categories IV and V.

Table 5. Summary of Results for Scenario 2

Year	2010	2011	2012	2013	2014	2015
Budget (\$k)	1,500	1,500	1,500	1,500	1,500	1,500
Rehabilitation (\$k)	1,272	1,274	1,266	1,268	1,250	1,273
Preventive Maintenance (\$k)	123	197	209	184	0	75
Deferred Maintenance (\$k)	8,764	9,092	10,162	11,637	13,802	16,968
PCI	70	69	69	69	68	68
Year	2016	2017	2018	2019	Total	
Budget (\$k)	1,500	1,500	1,500	1,500	15,000	
Rehabilitation (\$k)	1,264	1,273	1,260	1,274	12,674	
Preventive Maintenance (\$k)	133	196	204	210	1,530	
Deferred Maintenance (\$k)	17,767	18,124	18,290	18,721		
PCI	68	68	68	68		

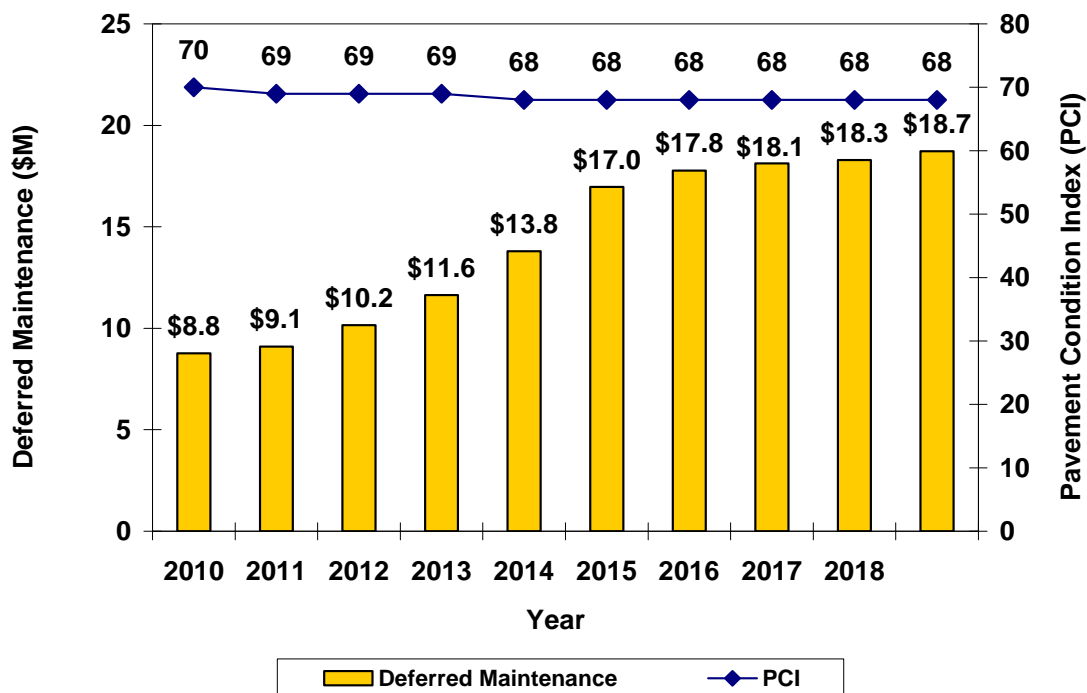


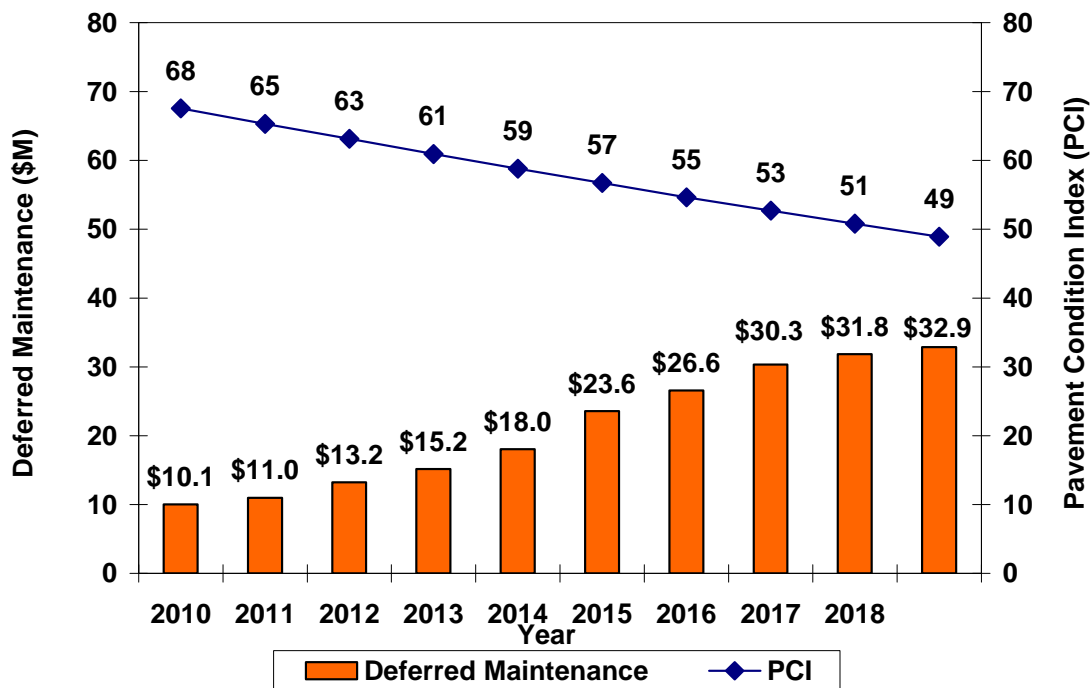
Figure 6. PCI vs. Deferred Maintenance for Scenario 2: Maintain Current PCI (\$1.5 million per year)

### Scenario 3. Existing Budget (\$125,000 per year)

In this scenario, the City’s existing funding level is \$125,000 per year. As a consequence, the City’s network condition will drop from the current PCI of 69 to 49 by 2019. Also, the maintenance backlog will continue to increase from \$10.0 million to \$32.9 million. In addition, 45.5% of the network will be in the good to excellent condition category, and 29.7% of pavements will remain in the “failed” category. The unfunded backlog will also triple in the next ten years. Based on the existing budget, the prioritized list of candidate streets for treatment is presented in Appendix D.

**Table 6. Summary of Results for Scenario 3**

Year	2010	2011	2012	2013	2014	2015
Budget (\$k)	125	125	125	125	125	125
Rehabilitation (\$k)	106	103	105	96	102	104
Preventive Maintenance (\$k)	0	0	0	0	0	0
Deferred Maintenance (\$M)	10.1	11.0	13.2	15.2	18.0	23.6
PCI	68	65	63	61	59	57
Year	2016	2017	2018	2019	Total	
Budget (\$k)	125	125	125	125	1,250.0	
Rehabilitation (\$k)	105	99	103	97	1,021.1	
Preventive Maintenance (\$k)	0	0	0	0	0	
Deferred Maintenance (\$M)	26.6	30.3	31.8	32.9		
PCI	55	53	51	49		



**Figure 7. PCI vs. Deferred Maintenance for Scenario 3: Existing Budget (\$125,000 per year)**

## Discussion

Figure 8 illustrates the change in PCI over time for the different budget scenarios. Note that Scenario 1 (Unconstrained) depicts the consequences of an unlimited funding level and the average network PCI will maintain at around 80 in the next 10 years. Scenario 2 (\$1,500,000 per year) will maintain the network PCI around the current level (PCI=70). Scenario 3 (\$125,000 per year), which is the current funding scenario, will see a decrease in the PCI to 49 by FY 2019.

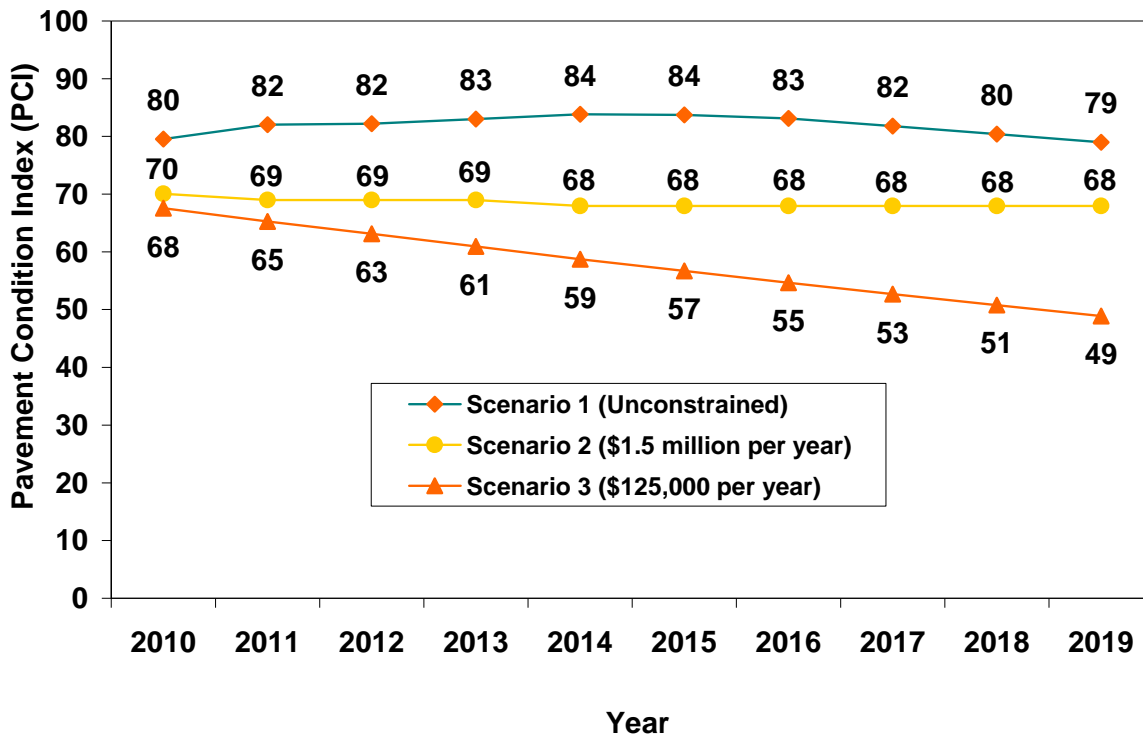


Figure 8. Pavement Condition Index by Scenario by Year

Figure 9 illustrates the change in deferred maintenance over time for the different budget scenarios. Note that Scenario 2 (Maintain PCI) will still see an increase in the deferred maintenance even though the PCI remains the same. This indicates that a constant PCI does not also mean that the unfunded backlog is stable. The reason is because funds are allocated to preserve all the good roads first (i.e. where the PCI > 70). Any streets with a PCI < 70 will continue to deteriorate, and their deferred costs to repair will continue to increase, and the unfunded backlog will continue to grow.

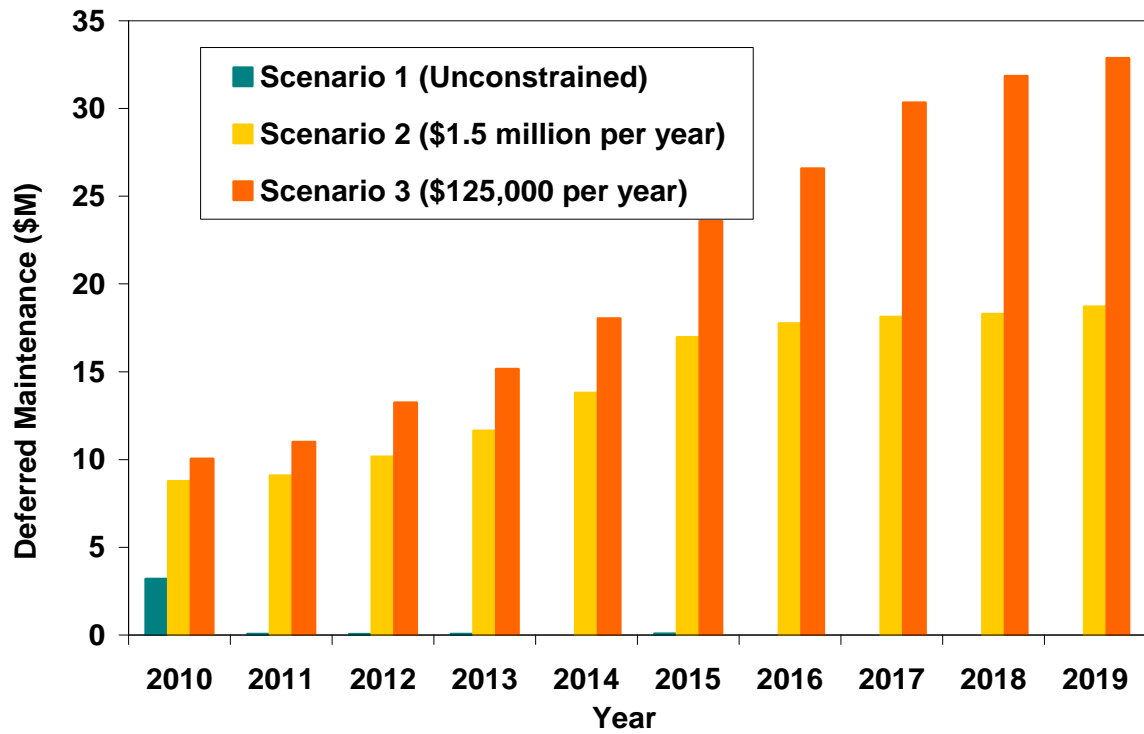


Figure 9. Deferred Maintenance Backlog by Scenario by Year

## Conclusions

The City of Fortuna currently has a road network of 47.5 centerline miles or 97.3 lane miles. Overall, the roadwork network is in “fair” condition with an average PCI of 69. Approximately 54.6% are in the “Good to Excellent” condition category; unfortunately, about 7% of the network also falls into the poor and failed categories, which require a significant amount of money to restore these pavements. The pavement needs of the entire road network are projected to be \$23.9 million over the next ten years.

Based on the City’s existing budget level of \$125,000 per year and assuming no increases in future years, the network average PCI will deteriorate to 49 by FY 2019. It is recommended that the City increase the pavement maintenance budget to at least \$1.5 million per year, which will maintain the PCI around 70.

It is obvious that the current level of funding will not be sufficient to meet the City’s needs both in the short and long terms. If more funding is not made available then the City’s roads will only deteriorate further and will only make it that much more difficult to show any signs of improvement.

Statewide, there are a large variety of local funding sources that cities and counties rely on. They include:

- General funds
- Local sales taxes
- Developer impact fees
- Various assessment districts – lighting, special assessment
- Community services districts
- Redevelopment agencies
- Traffic impact fees
- Traffic safety/circulation fees
- Utility taxes/fees
- Transportation mitigation fees
- Parking and various permit fees
- Tribal funds
- Traffic safety fines
- Fines and forfeitures
- Interest income
- Landfill mitigation
- Landscape funding plan
- Local Transportation Fund (LTF)
- Property taxes
- Storm drain fund
- Tolls
- Tobacco settlement funds

The City of Fortuna is strongly encouraged to consider other sources of funding for the pavement network.





## Glossary

<b>Deferred Maintenance</b>	This is maintenance work that is deferred to a future budget cycle, or postponed until funds are available. The failure to perform needed repair, maintenance, and renewal by normal maintenance management creates deferred maintenance, also called "Backlog".
<b>Functional Class</b>	Defines the primary function of a particular pavement section. The four classes are: A (Arterial), C (Collector), R (Residential), and O (Other).
<b>Network</b>	All the streets in the city that includes arterial, collector, and residential streets.
<b>PCI</b>	Pavement Condition Index - measured on a scale of 0 (failed) to 100 (excellent), PCIs can be calculated from inspection units and applied maintenance treatments.
<b>PMP</b>	Pavement Management Program
<b>PM%</b>	Percentage of each year's budget that has been set aside for preventive maintenance activities such as slurry seals.
<b>Preventative Maintenance</b>	These are treatments that are applied to pavements with a PCI greater than 70. They include treatments such as crack seals or slurry seals and are intended to preserve the pavement. However, it does not extend the structural service life of the pavement.
<b>Rehabilitation</b>	These are treatments that are applied for pavements with a PCI less than 70. Typically, they include overlays and reconstruction and are intended to extend the structural life of the pavement.
<b>Replacement Cost</b>	Cost to replace the entire pavement structure e.g. asphalt concrete and aggregate base.
<b>Treatment</b>	Repair activities that are applied to restore either the functional or structural deficiencies of the pavement.



## **Appendix A: Inventory & PCI Summary**



City of Fortuna  
Pavement Management Program  
Inventory and PCI Summary

6/25/2010

Street Name	Street ID	Section ID	BegLocation	EndLocation	# of Lanes	Length (ft)	Width (ft)	Area (sf)	FC	ST	PCI	Date of Inspection
10TH STREET	10THST	10	END S	K ST	2	1059	48	50832	R	A	87	12/2/2009
10TH STREET	10THST	20	K ST	L ST	2	296	44	13024	R	A	53	12/2/2009
10TH STREET	10THST	30	L ST	MAIN ST	2	306	43	13158	R	A	31	12/2/2009
10TH STREET	10THST	40	MAIN ST	N ST	2	296	45	13320	R	A	6	12/2/2009
10TH STREET	10THST	50	N ST	END	2	313	48	15024	R	A	12	12/2/2009
11TH STREET	11THST	10	I ST	MAIN ST	2	1393	54	75222	R	A	96	12/3/2009
11TH STREET	11THST	20	MAIN ST	O ST	2	268	40	10720	C	A	22	12/3/2009
11TH STREET	11THST	30	O ST	P ST	2	268	40	10720	C	A	61	12/3/2009
12TH STREET	12THST	10	NEWBURG RD	I ST	2	1495	42	62790	A	A	75	12/2/2009
12TH STREET	12THST	20	I ST	MAIN ST	2	1415	43	60845	A	A	64	12/2/2009
12TH STREET	12THST	30	MAIN ST	P ST	2	800	48	38400	R	A	35	12/2/2009
13TH STREET	13THST	10	K ST	MAIN ST	2	604	48	28992	R	A	96	12/2/2009
13TH STREET	13THST	20	MAIN ST	N ST	2	314	47	14758	R	A	17	12/2/2009
13TH STREET	13THST	30	N ST	P ST	2	534	48	25632	R	A	38	12/2/2009
14TH STREET	14THST	10	END S	K ST	2	564	49	27636	R	A	6	12/2/2009
14TH STREET	14THST	20	K ST	L ST	2	304	48	14592	R	A	32	12/2/2009
14TH STREET	14THST	30	L ST	MAIN ST	2	289	44	12716	R	A	34	12/2/2009
14TH STREET	14THST	40	MAIN ST	N ST	2	326	48	15648	C	A	65	12/2/2009
14TH STREET	14THST	50	N ST	P ST	2	198	48	9504	C	A	52	12/2/2009
14TH STREET	14THST	60	P ST	CARSON WOODS DR	2	756	23	17388	C	A	49	12/2/2009
15TH STREET	15THST	10	END S	K ST	2	172	38	6536	R	A	25	12/2/2009
15TH STREET	15THST	20	K ST	MAIN ST	2	688	38	26144	R	A	70	12/2/2009
15TH STREET	15THST	30	N ST	END N	2	550	48	26400	R	A	8	12/2/2009
16TH STREET	16THST	10	END S	L ST	2	600	38	22800	R	A	91	12/2/2009
16TH STREET	16THST	20	L ST	MAIN ST	2	278	38	10564	C	A	36	12/2/2009
16TH STREET	16THST	30	N ST	END N	2	185	38	7030	R	A	16	12/2/2009
1ST STREET	1STST	10	END W	SPRING ST	2	158	23	3634	R	A	52	12/2/2009
1ST STREET	1STST	20	SPRING ST	SUMMER ST	2	255	34	8670	R	A	49	12/2/2009
1ST STREET	1STST	30	SPRING ST	FORTUNA BLVD	2	286	33	9438	R	A	80	12/2/2009
2ND AVENUE	2NDAV	10	END W	SPRING ST	2	257	29	7453	R	A	56	12/3/2009
2ND AVENUE	2NDAV	20	SPRING ST	FORTUNA BLVD	2	342	30	10260	R	A	24	12/3/2009
2ND AVENUE	2NDAV	30	FORTUNA BLVD	SUMMER ST	2	322	29	9338	R	A	96	12/3/2009
2ND AVENUE	2NDAV	40	SUMMER ST	LAWNDALE DR	2	313	41	12833	R	A	80	12/3/2009
2ND AVENUE	2NDAV	50	LAWNDALE DR	IVY LN	2	266	46	12236	R	A	94	12/3/2009
2ND AVENUE	2NDAV	60	LAWNDALE DR	EMERALD LN	2	523	45	23535	R	A	27	12/3/2009
2ND AVENUE	2NDAV	70	EMERALD LN	MEADOW LN	2	258	45	11610	R	A	64	12/3/2009
2ND AVENUE	2NDAV	80	MEADOW LN	SPRINGVILLE AV	2	298	36	10728	R	A	60	12/3/2009

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2ND AVENUE	2NDAV	90	END W	GUIDO AV	2	120	36	4320	R	A	96	12/7/2009
2ND AVENUE	2NDAV	100	GUIDO AV	SENESTRARO WY	2	241	36	8676	R	A	96	12/7/2009
3RD STREET	3RDST	10	END S	MAIN ST	2	361	33	11913	C	A	58	10/31/2009
6TH STREET	6THST	10	7TH ST	MAIN ST	2	505	40	20200	R	A	46	12/3/2009
6TH STREET	6THST	20	MAIN ST	P ST	2	587	40	23480	R	A	95	12/3/2009
7TH STREET	7THST	10	K ST	L ST	2	296	37	10952	R	A	100	12/3/2009
7TH STREET	7THST	20	L ST	MAIN ST	2	420	34	14280	R	A	82	12/3/2009
7TH STREET	7THST	30	MAIN ST	P ST	2	669	48	32112	R	A	84	6/1/2010
8TH STREET	8THST	10	END S	L ST	2	513	47	24111	R	A	85	12/3/2009
8TH STREET	8THST	20	L ST	MAIN ST	2	342	47	16074	C	A	83	12/3/2009
8TH STREET	8THST	30	MAIN ST	N ST	2	171	48	8208	R	A	95	12/3/2009
8TH STREET	8THST	40	N ST	O ST	2	219	48	10512	R	A	36	12/3/2009
8TH STREET	8THST	50	O ST	P ST	2	287	48	13776	R	A	16	12/3/2009
9TH STREET	9THST	10	END S	MAIN ST	2	1500	44	66000	R	A	94	12/2/2009
9TH STREET	9THST	20	MAIN ST	P ST	2	860	44	37840	C	A	32	12/2/2009
9TH STREET	9THST	30	P ST	CHRISTIAN RIDGE	2	1163	38	44194	C	A	52	12/2/2009
ACACIA DRIVE	ACACDR	10	END W	ROSS HILL RD	2	578	34	19652	R	A	78	12/3/2009
ALAMAR WAY	ALAMWY	10	RIVER WALK DR	END	2	621	36	22356	R	A	68	12/3/2009
ALDER DRIVE	ALDEDR	10	END W	WILLOW DR	2	430	39	16770	R	A	82	12/3/2009
ALDER DRIVE	ALDEDR	20	WILLOW DR	FORTUNA BLVD	2	385	39	15015	R	A	55	12/3/2009
ALLISON COURT	ALLICT	10	BRANDI LN	END E	2	144	36	5184	R	A	92	12/3/2009
ANGEL HEIGHTS DRIVE	ANGEDR	10	END W	BARNEY ST	2	670	18	12060	R	A	22	12/3/2009
ARIZZI COURT	ARIZCT	10	FRANCESCO PL	END E	2	237	37	8769	R	A	100	12/3/2009
ARNOLD WAY	ARNOWY	10	NEWELL DR	SCENIC DR	2	550	27	14850	R	A	84	12/3/2009
ARNOLD WAY	ARNOWY	20	SCENIC DR	END N	2	150	32	4800	R	A	41	12/3/2009
ASH STREET	ASHST	10	STILLMAN WY	END E	2	171	37	6327	R	A	95	12/3/2009
ATTERBERRY LANE	ATTELN	10	END W	ROSS HILL RD	2	1170	25	29250	R	A	85	12/3/2009
BAER COURT	BAERCT	10	HOME AV	END E	2	441	28	12348	R	A	96	12/3/2009
BAIRD COURT	BAIRCT	10	CLIFTON WY	END N	2	167	34	5678	R	A	80	12/3/2009
BARRY STREET	BARRST	10	MAXWELL ST	JENNY LN	2	620	36	22320	R	A	94	12/3/2009
BARRY STREET	BARRST	20	JENNY LN	REDWOOD WY	2	161	36	5796	R	A	48	12/3/2009
BARTLETT LANE	BARTLN	10	END W	ROHNERVILLE RD	2	1013	21	21273	R	A	44	12/3/2009
BAXTER LANE	BAXTLN	10	BRANDI LN	OLSEN CT	2	707	35	24745	R	A	92	12/3/2009
BEECH STREET	BEECST	10	STILLMAN WY	END E	2	220	37	8140	R	A	98	12/3/2009
BERRY CREEK AVENUE	BERRAV	10	END S	SHAMROCK DR	2	435	36	15660	R	A	100	12/3/2009
BLUE JAY COURT	BLUECT	10	KENWOOD DR	END N	2	195	36	7020	R	A	86	12/3/2009
BOONE STREET	BOONST	10	SCHOOL ST	END N	2	328	36	11808	R	A	85	12/3/2009

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BOYDEN LANE	BOYDLN	10	END W	FRANKLIN AV	1	1069	28	29932	R	A	79	12/3/2009
BRANDI LANE	BRANLN	10	KENMAR RD	KENWOOD DR	2	1487	36	53532	R	A	90	12/3/2009
BRIDLE CREEK AVENUE	BRIDAV	10	DRAKE HILL RD	PALOMINO PL	2	576	35	20160	R	A	89	12/3/2009
BROWN STREET	BROWST	10	JORDAN ST	CHURCH ST	2	275	21	5775	R	A	86	12/3/2009
BRYANT LANE	BRYALN	10	MAIN ST	QUAIL HOLLOW RD	2	194	32	6208	R	A	54	12/3/2009
CAMPTON HEIGHTS DRIVE	CAMPDR	10	THELMA ST	RONALD AV	2	1321	38	50198	R	A	69	12/3/2009
CAMPTON HEIGHTS DRIVE	CAMPDR	20	RONALD AV	CECIL AV	2	712	38	27056	R	A	95	12/3/2009
CAMPTON LANE	CAMPLN	10	END S	HIGHLAND DR	2	411	39	16029	R	A	95	12/2/2009
CARSON WOODS ROAD	CARSRD	10	P ST	DRIVEWAY #1485	2	2145	18	38610	C	A	53	12/2/2009
CARSON WOODS ROAD	CARSRD	20	DRIVEWAY #1485	BRIDGE	2	1530	23	35190	C	A	71	12/2/2009
CARSON WOODS ROAD	CARSRD	30	BRIDGE	END N	2	835	12	10020	C	A	53	12/2/2009
CECIL AVENUE	CECIAV	10	DRAKE HILL RD	COLLEGE ST	2	1437	40	57480	R	A	92	12/2/2009
CHERYL LANE	CHERLN	10	END N	MAGGIE LN	2	893	35	31255	R	A	86	12/3/2009
CHISM COURT	CHISCT	10	SCHOOL ST	END N	2	201	32	6432	R	A	92	12/3/2009
CHRISTIAN RIDGE ROAD	CHRIRD	10	9THST	ANGEL HEIGHTS RD	2	1171	20	23420	R	A	36	12/3/2009
CHURCH STREET	CHURST	10	KENMAR RD	WEBBER ST	2	1047	23	24081	R	A	55	12/3/2009
CHURCH STREET	CHURST	20	WEBER ST	ROHNERVILLE RD	2	968	28	27104	R	A	83	12/3/2009
CLARA AVENUE	CLARAV	10	DRAKE HILL RD	COLLEGE ST	2	1724	38	65512	R	A	89	12/3/2009
CLIFTON WAY	CLIFWY	10	BRANDI LN	ROHNERVILLE RD	2	1009	34	34306	R	A	85	12/3/2009
COLE COURT	COLECT	10	END S	CAMPTON HEIGHTS DR	2	299	16	4784	R	A	24	12/3/2009
COLLEGE STREET	COLLST	10	B.O.P.	WEBBER ST	2	268	16	4288	R	A	36	12/2/2009
COLLEGE STREET	COLLST	20	WEBBER ST	END	2	188	22	4136	R	A	92	12/2/2009
CORINA COURT	CORICT	10	END S	END N	2	400	32	12800	R	A	94	12/3/2009
COVEY COURT	COVECT	10	GREENFIELD PL	END E	2	473	31	14663	R	A	87	12/3/2009
CREEKSIDE COURT	CREECT	10	GREENFIELD PL	END E	2	219	32	7008	R	A	95	12/3/2009
CRESTVIEW DRIVE	CRESDR	10	END S	KENMAR RD	2	515	35	18025	R	A	77	12/3/2009
CRISSY WAY	CRISWY	10	MAXWELL ST	JENNY LN	2	624	36	22464	R	A	92	12/3/2009
CYPRESS LOOP	CYPRLP	10	VALLEY VIEW RD	END E	2	518	40	20720	R	A	68	12/3/2009
DANA COURT	DANACT	10	END SW	ROSS HILL RD	2	373	36	13428	R	A	88	12/3/2009
DAVID WAY	DAVIWY	10	ROHNERVILLE RD	END N	2	401	36	14436	R	A	77	12/3/2009
DENNIS COURT	DENNCT	10	SMALL ST	THELMA ST	2	315	24	7560	R	A	50	12/2/2009
DINSMORE DRIVE	DINSDR	10	END NW	RIVER WALK DR	2	2729	25	68225	R	A	24	12/2/2009
DOVE COURT	DOVECT	10	END SE	JOSEPH ST	2	441	32	14112	R	A	100	12/2/2009
DRAKE HILL ROAD	DRAKRD	10	THELMA ST	RONALD AV	2	1276	24	30624	C	A	90	12/2/2009
DRAKE HILL ROAD	DRAKRD	20	RONALD AV	ROHNERVILLE RD	2	1956	26	50856	C	A	92	12/2/2009
DUNAWAY COURT	DUNACT	10	END SW	BOYDEN LN	2	630	28	17640	R	A	78	12/2/2009
ELIZABETH BARCUS WAY	ELIZWY	10	END W	SUNRISE CT	2	1143	28	32004	R	A	86	12/2/2009

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ELIZABETH BARCUS WAY	ELIZWY	20	SUNRISE CT	NEWBURG RD	2	1446	28	40488	R	A	100	12/2/2009
ELIZABETH BARCUS WAY	FRANAV	10	NEWBURG RD	ELIZABETH BARCUS WY	2	2348	28	65744	R	A	84	12/3/2009
EMERALD LANE	EMARLN	10	2ND AV	SHAMROCK DR	2	707	35	24745	R	A	100	12/3/2009
EMIL COURT	EMILCT	10	END S	GULLIKSEN DR	2	167	32	5344	R	A	100	12/3/2009
FRANCESCO PLACE	FRANPL	10	END S	SENESTRARO WY	2	969	36	34884	R	A	96	12/3/2009
FRANKLIN COURT	FRANCT	10	END W	FRANKLIN AV	2	267	33	8811	R	A	100	12/3/2009
FREEDOM COURT	FREETCT	10	END S	KENWOOD DR	2	364	36	13104	R	A	92	12/3/2009
GARDEN LANE	GARDLN	10	P ST	END	2	437	18	7866	R	A	74	12/3/2009
GARLAND AVENUE	GARLAV	10	END W	HOME AV	2	1185	16	18960	R	A	93	12/3/2009
GRACE COURT	GRACCT	10	HILLRAS AV	END E	2	176	23	4048	R	A	92	12/3/2009
GREENFIELD PLACE	GREEPL	10	KENWOOD DR	END N	2	589	32	18848	R	A	95	12/3/2009
GUIDO AVENUE	GUIDAV	10	2ND AV	SHAMROCK DR	2	635	36	22860	R	A	95	12/3/2009
GULLIKSEN DRIVE	GULLDR	10	ROHNERVILLE RD	EMIL CT	2	468	36	16848	R	A	100	12/3/2009
GULLIKSEN DRIVE	GULLDR	20	EMIL CT	END N	2	2667	26	69342	R	A	100	12/3/2009
H STREET	HST	10	END E	I ST	2	287	40	11480	R	A	81	12/3/2009
HANNAH COURT	HANNCT	10	SCHOOL ST	HANNAH CT	2	335	36	12060	R	A	83	12/3/2009
HANNAH COURT	HANNCT	20	HANNAH CT	HANNAH CT	2	962	36	34632	R	A	91	12/3/2009
HARLAN WAY	HARLWY	10	MAIN ST	END N	2	688	31	21328	R	A	82	12/3/2009
HIGH STREET	HIGHST	10	VANCIL ST	VISTA DR	2	313	30	9390	R	A	92	12/3/2009
HIGHLAND DRIVE	HIGHDR	10	THELMA ST	WOOD ST	2	834	32	26688	R	A	95	12/3/2009
HILLCREST AVENUE	HILLAV	10	DRAKE HILL RD	KIRBY ST	2	279	39	10881	R	A	72	12/3/2009
HILLRAS WAY	HILLWY	10	HILLRAS WY	SUNSET VIEW DR	2	1270	22	27940	R	A	92	12/3/2009
HILLRAS WAY	HILLWY	20	ROHNERVILLE RD	END E	2	425	24	10200	R	A	88	12/3/2009
HILLSIDE DRIVE	HILLDR	10	NEWELL DR	SCHULTZ LN	2	2987	27	80649	R	A	41	12/3/2009
HILLSIDE DRIVE	HILLDR	20	SCHULTZ	FERNWOOD DR	2	662	23	15226	R	A	47	12/3/2009
HILLSIDE DRIVE	HILLDR	30	FERNWOOD DR	END	2	644	15	9660	R	A	100	12/3/2009
HILLTOP DRIVE	HILLTDR	10	LOOP RD	RIDGEVIEW CT	2	2138	37	79106	R	A	100	12/3/2009
HILLTOP DRIVE	HILLTDR	20	RIDGEVIEW CT	END E	2	990	33	32670	R	A	90	12/3/2009
HOLLY STREET	HOLLST	10	2ND AV	SHAMROCK DR	2	703	35	24605	R	A	100	12/3/2009
HOLMAN WAY	HOLMWY	10	HOME AV	END E	2	397	35	13895	R	A	83	12/3/2009
HOME AVENUE	HOMEAV	10	P ST	BAER CT	2	3319	22	73018	A	A	82	12/3/2009
HOME AVENUE	HOMEAV	20	BAER CT	GARLAND AV	2	349	30	10470	A	A	59	12/3/2009
HUFFMAN DRIVE	HUFFDR	10	ROHNERVILLE RD	END E	2	495	29	14355	R	A	100	12/3/2009
I STREET	IST	10	9TH ST	10TH ST	2	227	40	9080	R	A	91	12/3/2009
I STREET	IST	20	10TH ST	12TH ST	2	548	40	21920	R	A	65	12/3/2009
IVY LANE	IVYLN	10	SHAMROCK DR	2ND AV	2	704	37	26048	R	A	100	12/3/2009
J STREET	JST	10	9TH ST	10TH ST	2	270	47	12690	R	A	96	12/3/2009



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J STREET	JST	20	10TH ST	12TH ST	2	592	47	27824	R	A	83	12/3/2009
JENNY LANE	JENNLN	10	BARRY AV	MAXWELL ST	2	589	37	21793	R	A	59	12/3/2009
JONES COURT	JONECT	10	END W	JONES ST	2	313	20	6260	R	A	70	12/3/2009
JONES STREET	JONEST	10	VIEW DR	MILL ST	2	665	10	6650	R	A	40	12/3/2009
JORDAN STREET	JORDST	10	WEBER ST	BROWN ST	2	412	23	9476	R	A	91	12/3/2009
JORDAN STREET	JORDST	20	BROWN ST	ROHNERVILLE RD	2	625	23	14375	R	A	80	12/3/2009
JOSEPH STREET	JOSEST	10	VIRGIN DR	CORINA CT	2	811	36	29196	R	A	94	12/3/2009
JOSEPH STREET	JOSEST	20	CORINA CT	SENESTRARO WY	2	247	36	8892	R	A	95	12/3/2009
JUSTICE COURT	JUSTCT	10	KENWOOD DR	END N	2	401	32	12832	R	A	92	12/3/2009
K STREET	KST	10	7TH ST	8TH ST	2	265	35	9275	R	A	96	12/3/2009
K STREET	KST	20	9TH ST	12TH ST	2	863	43	37109	R	A	92	12/3/2009
K STREET	KST	30	12TH ST	14TH ST	2	603	47	28341	R	A	46	12/3/2009
K STREET	KST	40	14TH ST	16TH ST	2	582	47	27354	R	A	95	12/3/2009
KELLI WAY	KELLWY	10	MILL CREEK WY	KENMAR RD	2	819	33	27027	R	A	92	12/7/2009
KENMAR ROAD	KENMRD	10	HIGHWAY 101 RAMP	EEL RIVER DR	2	596	45	26820	R	A	59	12/2/2009
KENMAR ROAD	KENMRD	20	EEL RIVER DR	FORTUNA BLVD	2	595	39	23205	R	A	33	12/2/2009
KENMAR ROAD	KENMRD	30	FORTUNA BLVD	CRESTVIEW DR	2	1704	30	51120	R	A	72	12/2/2009
KENMAR ROAD	KENMRD	40	CRESTVIEW DR	KENWOOD DR	2	1099	37	40663	R	A	60	12/2/2009
KENMAR ROAD	KENMRD	50	KENWOOD DR	CHURCH ST	2	2080	25	52000	R	A	39	12/7/2009
KENMAR ROAD	KENMRD	60	CHURCH ST	ROHNERVILLE RD	2	1377	45	61965	R	A	42	12/7/2009
KENWOOD ROAD	KENWRD	10	KENMAR RD	LIBERT CT	2	1236	36	44496	R	A	90	12/2/2009
KENWOOD ROAD	KENWRD	20	LIBERTY CT	ROHNERVILLE RD	2	640	36	23040	R	A	52	12/2/2009
KESTREL STREET	KESTRELST	10	ROHNERVILLE RD	OSPREY TERR	2	299	36	10764	R	A	90	12/3/2009
KIRBY STREET	KIRBST	10	THELMA ST	END E	2	507	39	19773	R	A	79	12/3/2009
L STREET	LST	10	7TH ST	10TH ST	2	1040	36	37440	C	A	83	12/2/2009
L STREET	LST	20	10TH ST	14TH ST	2	1210	44	53240	C	A	58	12/2/2009
L STREET	LST	30	14TH ST	16TH ST	2	565	46	25990	C	A	92	12/2/2009
LARSEN LANE	LARSLN	10	BRANDI LN	END E	2	204	36	7344	R	A	92	12/2/2009
LAUREL LANE	LAURLN	10	THELMA ST	END	2	240	9	2160	R	A	95	12/2/2009
LAUREL LANE	LaurPL	10	KENWOOD DR	END	2	388	31	12028	R	A	83	12/2/2009
LAWNDALE DRIVE	LAWNDR	10	2ND AV	NEWBURG RD	2	900	45	40500	R	A	71	12/3/2009
LEE COURT	LEECT	10	END S	KENMAR RD	2	320	36	11520	R	A	0	
LIBERTY COURT	LIBECT	10	END S	KENWOOD DR	2	226	35	7910	R	A	84	12/3/2009
LINDLEY STREET	LINDST	10	END W	THELMA ST	2	391	29	11339	R	A	34	12/3/2009
LONI DRIVE	LONIDR	10	12TH ST	12TH ST	2	478	36	17208	R	A	56	12/3/2009
LOOP COURT	LOOPCT	10	END S	LOOP RD	2	359	36	12924	R	A	82	12/3/2009
MAGGIE LANE	MAGGLN	10	END N	RONALD AV	2	400	35	14000	R	A	92	12/3/2009

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MAIN STREET	MAINST	10	END W	8TH ST	2	2615	45	117675	A	A	95	12/2/2009
MAIN STREET	MAINST	20	8TH ST	12TH ST	2	1450	44	63800	A	A	94	12/2/2009
MAIN STREET	MAINST	30	12TH ST	15TH ST	1	725	46	33350	A	A	61	12/2/2009
MAIN STREET	MAINST	40	15TH ST	END E	2	1492	65	96980	A	A	95	12/2/2009
MATTHEW LANE	MATTLN	10	CHERYL LN	END S	2	200	25	5000	R	A	0	
MAXWELL STREET	MAXWST	10	REDWOOD WAY	END N	2	1631	36	58716	R	A	89	12/3/2009
MAY STREET	MAYST	10	CRESTVIEW DR	MILLCREEK WY	2	575	24	13800	R	A	75	12/3/2009
MEADOW BROOK LANE	MEADBRLN	10	NEWBURG RD	END N	2	569	49	27881	R	A	100	12/3/2009
MEADOW LANE	MEADLN	10	2ND AV	END	2	706	35	24710	R	A	60	12/3/2009
MEADOWLARK STREET	MEADLK	10	KENWOOD DR	END N	2	317	36	11412	R	A	92	12/3/2009
MERL COURT	MERLCT	10	END S	KESTREL ST	2	227	35	7945	R	A	85	12/3/2009
MILL STREET	MILL ST	40	CLIFTON WY	REDWOOD WY	2	2512	30	75360	R	A	0	
MILL STREET	MILLST	10	ROHNERVILLE RD	MOUNTAIN VIEW RD	2	1529	24	36696	C	A	96	12/3/2009
MILLCREEK WAY	MILLWY	10	END S	KENMAR RD	2	692	34	23528	R	A	90	12/3/2009
MOUNTAIN VIEW VILLAGE	MTNVIL	10	SMITH LN	END	2	385	26	10010	R	A	100	12/2/2009
MURRAY COURT	MURRCT	10	END W	THELMA ST	2	301	36	10836	R	A	78	12/2/2009
N FORTUNA BOULEVARD	NFORTU	10	SMITH LANE	MAIN STREET	4	1740	60	104400	A	A	30	6/1/2010
N STREET	NST	10	8TH ST	16TH ST	2	2400	38	91200	C	A	71	12/2/2009
NELEEN DRIVE	NELEDR	10	ROHNERVILLE RD	END E	2	538	16	8608	R	A	63	12/2/2009
NEWBURG ROAD	NEWBRD	10	12TH ST	16TH ST	2	1448	34	49232	C	A	28	12/2/2009
NEWBURG ROAD	NEWBRD	20	16TH ST	FORTUNA BLVD	2	830	34	28220	C	A	29	12/2/2009
NEWBURG ROAD	NEWBRD	30	FORTUNA BLVD	ROHNERVILLE RD	2	2684	34	91256	C	A	96	12/2/2009
NEWBURG ROAD	NEWBRD	40	ROHNERVILLE RD	CITY LIMIT	2	1157	36	41652	R	A	71	12/2/2009
NEWELL DRIVE	NEWEDR	10	ROHNERVILLE RD	ARNOLD WY	2	1548	28	43344	R	A	77	12/2/2009
NEWELL DRIVE	NEWEDR	20	ARNOLD WY	NEWELL DR	2	922	26	23972	R	A	56	12/2/2009
NOB HILL ROAD	NOBHRD	10	END W	HOME AV	2	1301	16	20816	R	A	76	12/2/2009
O STREET	OST	10	END W	6TH ST	2	345	28	9660	R	A	25	12/2/2009
O STREET	OST	20	6TH ST	7TH ST	2	316	27	8532	R	A	89	12/2/2009
O STREET	OST	30	7TH ST	9TH ST	2	769	32	24608	R	A	100	12/2/2009
O STREET	OST	40	9TH ST	10TH ST	2	265	21	5565	R	A	92	12/2/2009
O STREET	OST	50	10TH ST	12TH ST	2	593	21	12453	R	A	57	12/2/2009
O STREET	OST	60	1ST ST	END E	2	162	48	7776	R	A	24	12/2/2009
OLEARY STREET	OLEAST	10	END W	THELMA ST	2	415	24	9960	R	A	21	12/2/2009
OLSEN COURT	OLSECT	10	KENMAR RD	BAXTER LN	2	255	37	9435	R	A	92	12/2/2009
OLSEN COURT	OLSECT	20	BAXTER LN	CLIFTON WY	2	153	37	5661	R	A	77	12/2/2009
ORCHARD LANE	ORCHLN	10	NEWBURG RD	END N	2	650	31	20150	R	A	34	12/2/2009
OSPREY TER	OSPRTER	10	END S	KESTREL ST	2	313	36	11268	R	A	83	12/2/2009

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P STREET	PST	10	6TH ST	7TH ST	2	595	23	13685	C	A	95	12/2/2009
P STREET	PST	20	8TH ST	9TH ST	2	430	22	9460	R	A	55	12/2/2009
P STREET	PST	30	12TH ST	14TH ST	2	560	48	26880	R	A	14	12/2/2009
PALOMINO PLACE	PALOPL	10	END W	ROHNERVILLE RD	2	983	34	33422	R	A	92	12/2/2009
PARK HEIGHTS COURT	PARKCT	10	MAIN ST	END N	2	180	24	4320	R	A	91	12/2/2009
PARK STREET	PARKST	10	MAIN ST	SCENIC LOOP	2	905	46	41630	R	A	90	12/2/2009
PENN AVENUE	PENNAV	10	DRAKE HILL RD	CAMPTON HEIGHTS RD	2	838	40	33520	R	A	92	12/2/2009
PEPPERWOOD LANE	PEPPLN	10	TAYLOR LN	END N	2	634	9	5706	R	A	0	
PINEVIEW DRIVE	PINEDR	10	KENMAR RD	END	2	955	21	20055	R	A	83	12/2/2009
PRYOR COURT	PRYOCT	10	ROHNERVILLE RD	END E	2	499	24	11976	R	A	95	12/2/2009
RANCHERIA ROAD	RANCRD	10	S. LOOP RD	END N	2	1159	14	16226	R	A	100	12/2/2009
RANDOLPH WAY	RANDWY	10	NEWBURG RD	END N	2	804	49	39396	R	A	100	12/2/2009
REBECCA LANE	REBELN	10	END S	TRINITY AV	2	320	35	11200	R	A	76	12/2/2009
REBECCA LANE	REBELN	20	TRINITY AV	END N	2	282	21	5922	R	A	28	12/2/2009
REDWOOD WAY	REDWWY	10	FORTUNA BLVD	MAXWELL ST	2	1442	31	44702	C	A	27	12/2/2009
REDWOOD WAY	REDWWY	20	MAXWELL ST	ST JOSEPH DR	2	1670	38	63460	C	A	40	12/2/2009
REDWOOD WAY	REDWWY	30	ST JOSEPH DR	ROHNERVILLE RD	2	1186	23	27278	C	A	40	12/2/2009
REMI COURT	REMICT	10	END S	KENMAR RD	2	241	23	5543	R	A	95	12/2/2009
RENE AVENUE	RENEAV	10	KENMAR RD	END N	2	168	32	5376	R	A	86	12/2/2009
RENNER DRIVE	RENNDR	10	ST JOSEPH DR	END E	2	1775	37	65675	R	A	88	12/2/2009
RIDGE VIEW COURT	RIDGCT	10	END W	HILLTOP DR	2	613	33	20229	R	A	100	12/7/2009
ROAN COURT	ROANCT	10	END S	PALOMINO PL	2	164	31	5084	R	A	86	12/7/2009
ROBINHOOD LANE	ROBILN	10	END W	THELMA ST	2	139	34	4726	R	A	90	12/7/2009
ROHNER STREET	ROHNST	10	END W	ROHNERVILLE RD	2	247	40	9880	R	A	87	12/7/2009
ROHNERVILLE ROAD	ROHNRD	10	CITY LIMIT	DRAKE HILL RD	2	3090	30	92700	A	A	87	12/2/2009
ROHNERVILLE ROAD	ROHNRD	20	DRAKE HILL RD	MILL ST	2	2500	37	92500	A	A	60	12/2/2009
ROHNERVILLE ROAD	ROHNRD	30	MILL ST	CLIFTON WY	2	2395	32	76640	A	A	45	12/2/2009
ROHNERVILLE ROAD	ROHNRD	40	CLIFTON WY	REDWOOD WY	2	2512	30	75360	A	A	44	12/2/2009
ROHNERVILLE ROAD	ROHNRD	50	REDWOOD WY	LOOP RD	2	2200	44	96800	A	A	39	12/2/2009
ROHNERVILLE ROAD	ROHNRD	60	LOOP RD	NEWBURG RD	2	2278	38	86564	A	A	67	12/2/2009
ROHNERVILLE ROAD	ROHNRD	70	NEWBURG RD	NEWELL DR	2	1945	42	81690	A	A	79	12/2/2009
RONALD AVENUE	RONAAV	10	DRAKE HILL RD	CAMPTON HEIGHTS DR	2	837	35	29295	C	A	83	12/7/2009
RONALD AVENUE	RONAAV	20	CAMPTON HEIGHTS DR	SCHOOL ST	2	1798	39	70122	C	A	95	12/7/2009
RONALD AVENUE	RONAAV	30	SCHOOL ST	MAGGIE LN	2	244	36	8784	R	A	84	12/7/2009
ROSS HILL ROAD	ROSSRD	10	SCHOOL ST	KENMAR RD	2	2945	58	170810	A	A	44	12/2/2009
S 15TH STREET	S15THST	10	END S	NEWBURG RD	2	295	48	14160	R	A	55	12/7/2009
S 15TH STREET	S15THST	20	NEWBURG RD	END N	2	823	48	39504	R	A	99	12/7/2009

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S 16TH STREET	S16THST	10	END S	NEWBURG RD	2	556	25	13900	R	A	67	12/7/2009
S FORTUNA BOULEVARD	SFORTU	10	KENMAR ROAD	STRONGS CREEK DRIVE	4	1000	64	64000	A	A	19	6/1/2010
S FORTUNA BOULEVARD	SFORTU	20	STRONGS CREEK DRIVE	REDWOOD WAY	4	1780	66	117480	A	A	49	6/1/2010
S FORTUNA BOULEVARD	SFORTU	30	REDWOOD WAY	NEWBURG ROAD	4	1400	66	92400	A	A	28	6/1/2010
S FORTUNA BOULEVARD	SFORTU	40	NEWBURG ROAD	SMITH LANE	4	1260	72	90720	A	A	13	6/1/2010
S. 1ST STREET	S1STST	10	ROHNERVILLE RD	END E	2	535	24	12840	R	A	84	12/3/2009
S. LOOP ROAD	SLOOPRD	10	ROHNERVILLE RD	LOOP CT	2	571	36	20556	R	A	86	12/3/2009
S. LOOP ROAD	SLOOPRD	20	LOOP CT	CITY LIMIT	2	1861	19	35359	R	A	69	12/3/2009
SANDY PRAIRIE COURT	SANDCT	10	RIVERWALK DR	END W	2	308	28	8624	R	A	92	12/7/2009
SCENIC DRIVE	SCENDR	10	END W	ARNOLD WY	2	1024	34	34816	R	A	77	12/7/2009
SCHUELER LANE	SCHULN	10	CARSON WOODS RD	END	2	205	18	3690	R	A	88	12/2/2009
SENESTRARO WAY	SENEWY	10	2ND AV	FRANCESCO PL	2	802	36	28872	R	A	95	12/7/2009
SENESTRARO WAY	SENEWY	20	FRANCESCO PL	MAIN ST	2	669	36	24084	R	A	82	12/7/2009
SHAMROCK DRIVE	SHAMDR	10	LAWNDALE DR	HOLLY LN	2	519	45	23355	R	A	66	12/7/2009
SHAMROCK DRIVE	SHAMDR	20	HOLLY LN	MEADOW LN	2	529	45	23805	R	A	33	12/7/2009
SHAMROCK DRIVE	SHAMDR	30	MEADOW LN	BERRY CREEK AV	2	901	41	36941	R	A	91	12/7/2009
SHAMROCK DRIVE	SHAMDR	40	BERRY CREEK AV	SENESTRARO WY	2	555	40	22200	R	A	95	12/7/2009
SHAY COURT	SHAYCT	10	END NW	NEWBURG RD	2	317	36	11412	R	A	86	12/2/2009
SHIELDS LANE	SHIELN	10	KENMAR RD	END SE	2	930	36	33480	R	A	54	12/2/2009
SHULTS DRIVE	SHULDR	10	HILLSIDE DR	END	2	393	36	14148	R	A	85	12/2/2009
SKYLARK LANE	SKYLLN	10	KENMAR RD	END N	2	318	24	7632	R	A	91	12/3/2009
SMALL STREET	SMALST	10	DENNIS CT	MYRTLE ST	2	275	20	5500	R	A	22	12/7/2009
SMITH LANE	SMITLN	10	END W	FORTUNA BLVD	2	595	46	27370	C	A	48	12/3/2009
SMITH LANE	SMITLN	20	FORTUNA BLVD	DRIVEWAY #2204	2	1034	35	36190	R	A	72	12/3/2009
SMITH LANE	SMITLN	30	DRIVEWAY #2204	ROHNERVILLE RD	2	820	34	27880	R	A	16	12/3/2009
SPRING STREET	SPRIST	10	END S	NEWBURG RD	2	946	28	26488	R	A	63	12/7/2009
SPRINGVILLE AVENUE	SPRIAV	10	REDWOOD WY	SHAMROCK DR	2	1185	37	43845	R	A	74	12/7/2009
ST JOSEPH DRIVE	STJODR	10	RENNER DR	REDWOOD WY	2	103	36	3708	R	A	83	12/7/2009
ST JOSEPH WAY	STJOWY	10	END S	RENNER DR	2	335	36	12060	R	A	33	12/7/2009
STEWART STREET	STEWST	10	END S	VANCIL ST	2	571	27	15417	R	A	33	12/7/2009
STEWART STREET	STEWST	20	VANCIL ST	VISTA DR	2	321	32	10272	R	A	24	12/7/2009
STILLMAN WAY	STILWY	10	BEECH ST	ASH ST	2	301	30	9030	R	A	95	12/7/2009
STILLMAN WAY	STILWY	20	ASH ST	MAIN ST	2	253	36	9108	R	A	40	12/7/2009
STRAWBERRY LANE	STRALN	10	HILLTOP DR	LOOP RD	2	937	28	26236	R	A	85	12/7/2009
SUMMER STREET	SUMMST	10	REDWOOD WAY	NEWBURG RD	2	1204	30	36120	R	A	49	12/7/2009
SUNNY HEIGHTS ROAD	SUNNRD	10	CARSON WOODS RD	END	2	3455	16	55280	R	A	25	12/2/2009
SUNNYBROOK DRIVE	SUNNDR	10	NEWBURG RD	END N	2	754	49	36946	R	A	100	12/2/2009

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SUNRISE COURT	SUNRCT	10	ELIZABETH BARCUS WY	END	2	593	24	14232	R	A	92	12/2/2009
SUNSET VIEW DRIVE	SUNSDR	10	HILLRAS AV	END	2	1991	23	45793	R	A	95	12/7/2009
SUSAN DRIVE	SUSADR	10	END S	MILL ST	2	249	10	2490	R	A	32	12/7/2009
SWEET COURT	SWEECT	10	ROHNERVILLE RD	END E	2	321	24	7704	R	A	92	12/7/2009
TAMI COURT	TAMICT	10	END S	TAMI DR	2	497	27	13419	R	A	86	12/7/2009
TAMI DRIVE	TAMIDR	10	TAMICT	ROHNERVILLE RD	2	992	31	30752	R	A	81	12/7/2009
TAYLOR WAY	TAYLWY	10	DRAKE HILL RD	PEPPER WOOD LN	2	164	16	2624	R	A	74	12/7/2009
THELMA STREET	THELST	10	DRAKE HILL RD	KIRBY DR	2	290	33	9570	R	A	74	12/7/2009
THELMA STREET	THELST	20	KIRBY DR	CAMPTON HEIGHTS DR	2	552	31	17112	R	A	70	12/7/2009
THELMA STREET	THELST	30	CAMPTON HEIGHTS DR	SCHOOL ST	2	1796	40	71840	R	A	20	12/7/2009
TONY DRIVE	TONYDR	10	END W	ROHNERVILLE RD	2	683	18	12294	R	A	25	12/7/2009
TRACI WAY	TRACWY	10	END S	HILLRAS AV	2	645	23	14835	R	A	73	12/7/2009
TRINITY STREET	TRINST	10	END W	WEBER ST	2	377	40	15080	R	A	96	12/7/2009
TRINITY STREET	TRINST	20	WEBER ST	ROHNERVILLE RD	2	1140	33	37620	R	A	83	12/7/2009
VALLEY VIEW ROAD	VALLRD	10	ROHNERVILLE RD	CYPRESS LOOP RD	2	475	30	14250	R	A	44	12/7/2009
VANCIL STREET	VANCST	10	STEWART ST	ANGEL HEIGHTS DR	2	1595	30	47850	R	A	74	12/7/2009
VIEW DRIVE	VIEWDR	10	END W	JONES ST	2	214	11	2354	R	A	91	12/7/2009
VIRGINIA COURT	VIRGCT	10	END E	VIRGINIA DR	2	181	36	6516	R	A	100	12/7/2009
VIRGINIA DRIVE	VIRGDR	10	VIRGINIA CT	NEWBURG RD	2	895	35	31325	R	A	100	12/7/2009
VISTA DRIVE	VISTDR	10	P ST	STEWART ST	2	1457	23	33511	R	A	76	12/7/2009
VISTA DRIVE	VISTDR	20	STEWART ST	HIGH ST	2	189	22	4158	R	A	37	12/7/2009
W SCHOOL STREET	WSCHST	10	END W	END E	2	1543	35	54005	R	A	92	12/7/2009
WEBBER STREET	WEBBST	10	COLLEGE ST	TRINITY AV	2	345	23	7935	R	A	0	
WEBBER STREET	WEBBST	20	TRINITY AV	SCHOOL ST	2	478	29	13862	R	A	91	12/7/2009
WEBBER STREET	WEBBST	30	SCHOOL ST	CHURCH ST	2	854	23	19642	R	A	92	12/7/2009
WESCO LANE	WESCLN	10	END W	FORTUNA BLVD	2	347	21	7287	R	A	95	12/7/2009
WILLOW DRIVE	WILLDR	10	END W	ALDER DR	2	642	39	25038	R	A	84	12/7/2009
WOOD STREET	WOODST	10	END S	CAMPTON HEIGHTS DR	2	597	39	23283	R	A	95	12/7/2009
WOOD STREET	WOODST	20	CAMPTON HEIGHTS DR	COLLEGE ST	2	1099	33	36267	R	A	66	12/7/2009
WOOD STREET	WOODST	30	COLLEGE ST	SCHOOL ST	2	691	33	22803	R	A	51	12/7/2009



## **Appendix B: M&R Treatment Description**





## **Brief Description of Maintenance and Rehabilitation Treatments**

### **Crack Sealing**

Crack Sealing is the placement of polymerized/rubberized asphalt materials into cracks that bond to the crack walls and move with the pavement. This technique is used to fill longitudinal and transverse cracks, including joint reflection cracks from underlying PCC slabs that are 1/8" to 1/2" wide. The primary purpose of crack sealing in Asphalt Concrete (AC) pavement is to prevent surface water infiltration into the substructure of pavement and to prevent the debris stay in the cracks. It is more cost effective to use this technique as preventative maintenance when the overall pavement condition is in good condition. Sealing cracks on a deteriorated pavement surface is not cost effective and will not provide any structural benefit to the road.

### **Fog seal**

A Fog seal involves the spraying of a light coat of a bituminous material (typically 0.03 to 0.05 gallon per square yard) on the surface of an existing pavement using a distributor. It is used to reduce raveling while also improving waterproofing. Fog seals are especially good for treating pavements that carry light traffic such as parking lots.

### **Slurry seals**

A slurry Seal consists of a graded aggregate, asphalt emulsion, mineral filler, water, and additives. It is a hard wearing surface for pavement preservation. Slurry Seals are used primarily on aged and raveled pavements, filling minor cracks, restoring skid resistance and adding aesthetic appeal. It may be used on low volume streets and parking lots. Larger cracks need to be individually treated before the application of a slurry seal. The surface is smoother than a chip seal treatment and is more "surface friendly". In general, slurry seal can be categorized into three types which depend on the maximum aggregate size in the mix. Type I slurry seals usually contain maximum aggregate size of 1/8"; Type II slurry seals usually contain maximum aggregate size of 1/4"; and Type III slurry seals usually contain maximum aggregate size of 3/8".

### **Scrub seals**

A scrub seals are a polymer modified asphalt layer applied to an asphalt pavement surface and scrubbed into the cracks and voids with a broom. A layer of sand or small aggregate is then applied over the asphalt and then scrubbed over again, forcing the mix into the cracks and voids to form a seal. It is used to fill and seal small cracks and voids, as well as to enrich hardened/oxidized asphalt. Many contractors are still unfamiliar with the scrub seal method, so tests may be needed to determine what emulsion or polymer-modified emulsion would work with the brooms.

### **Chip seal**

Chip seals are the application of asphalt and aggregate chips rolled onto the pavement. In the United States, chip seals are typically used on rural roads carrying lower traffic volumes. It is used to seal the surface of a pavement with non-load associated cracks, and to improve surface friction. During the treatment, the roadway can be opened to low-speed traffic just after the application of the aggregate. However, it requires constant attention and frequent adjustment of aggregate application rates to minimize chip loss, loose aggregates, and bleeding. Windshields can be damaged by the loose aggregate

before the excess is removed and dust can be created during the brooming of the loose aggregate. Double chip seals are common for more high volume roads.

## **Cape Seals**

A cape is the application of a chip seal followed by a slurry seal or microsurfacing within a few days of the initial treatment. Cape Seals are used where a chip seal is too rough and when a smooth finish is required e.g. in the residential streets. In instances where cracking is a problem, a polymer or asphalt rubber modified chip seal can alleviate cracking and the slurry provides the smooth surface. It can increase the life of a chip seal by enhancing binding of the chips and by protecting the surface.

## **Microsurfacing**

Microsurfacing consists of graded aggregates, asphalt emulsion, mineral filler, water and other additives. Compare to slurry seal, microsurfacing uses better quality aggregates and a fast setting emulsion of higher stiffness allowing thicker layers to be placed. Thus, it is usually used in the more specialized slurry jobs of rut filling, restoring surface profiles, and for roads that sustain heavy traffic. It also has quicker cure time, but the cost is higher than a slurry or chip seal treatment.

## **Ultrathin Bonded Wearing Surface**

An ultrathin bonded wearing surface is a specially formulated thin asphalt mix overlay. Ultra-thin bonded wearing surface is placed with a specially built machine that places a thick layer of oil and asphalt in a single pass. The heavy oil application seals small cracks in the existing pavement and helps to ensure the adhesion of the asphalt to the underlying pavement. The ultrathin mat, usually ranges from ½ to ¾ inches thick. The treatment is primarily used to provide a durable, friction resistant surface on existing pavement, without the expense of milling the existing asphalt. But the cost for this application is high, and it needs special construction equipment.

## **Hot-Mix Asphalt (HMA) Overlay**

This technique involves adding an HMA layer to an existing HMA or PCC pavement. It is used to correct or improve the structural capacity or functional requirements such as skid resistance and ride quality. The use of an HMA overlay is usually more economic when the existing pavement is still in good to fair condition. An overlay may be combined with other M&R methods such as cold milling, cold recycling, hot recycling, and heater scarification. The thickness of the new surface will be dependent on the type, severity and extent of the pavement surface distresses, the ride quality and the required structural improvement necessary to accommodate the design traffic.

## **Rubberized Hot-Mix Asphalt (RHMA)**

Rubberized hot-mix asphalt concrete (RHMA) is a road paving material made by blending ground-up recycled tires with asphalt to produce a binder which is then mixed with conventional aggregate materials. This mix is then placed and compacted into a road surface. There are two primary types of binders for RHMA, asphalt-rubber and terminal blend. Asphalt-Rubber is a blend of paving grade asphalt cement, ground recycled tire rubber and other additives, as needed, for use as binder in pavement construction. The rubber shall be blended and interacted in the hot asphalt cement sufficiently to cause swelling of the rubber particles prior to use. The asphalt-rubber binder is field blended (at the hot mix plant) and requires specialized mobile mixing

equipment to produce. Typical crumb rubber modifier (CRM) content for asphalt-rubber ranges from 18-22 percent. The crumb rubber modifier used in asphalt-rubber is in the 10-16 mesh range. Terminal blends are binder materials that use finely ground (less than 30 mesh) crumb rubber modifier and are typically blended at the asphalt refinery. Historically, terminal blend binders contained 10 percent or less crumb rubber modifier. However, in recent years the crumb rubber modifier content has been increased to 15-20 percent in some projects. The major advantages of using the RHMA are better resistance to reflective cracking and more environmental friendly which help to use recycled tires.

## **Reconstruction**

Reconstruction, which might be considered as the ultimate or extreme rehabilitation treatment, consists of the removal of the pavement structure which can go down to the subgrade, reworking and recompacting the subgrade, and completely replacing the pavement layers with new, or recycled materials, or a combination thereof.

## **Cold In-Place Recycling**

Cold in-place recycling involves cold milling of the pavement surface, addition of emulsified asphalt, Portland cement or other modifiers to improve the properties of the original asphalt concrete mix followed by screeding and compaction of the reprocessed material in one continuous operation. The use of cold in-place recycling can restore old pavement to the desired profile, eliminate existing wheel ruts, restore the crown and cross slope, and eliminate pothole, irregularities and rough areas. It can also eliminate transverse, reflective, and longitudinal cracks. The major advantages for the cold in-place recycling are the potential of cost savings, minimum traffic disruption, ability to retain original profile, reduction of environmental concerns, and a growing concern for depleting petroleum reserves. However, cold in-place recycled pavements require a new wearing surface to be placed as a seal and to restrict moisture intrusion.

## **Full Depth Reclamation**

This rehabilitation technique is often used for pavements exhibiting extensive distress. It involves pulverization of the pavement surface layers and a portion of the granular base for depths of up to 7.8 inches or more. The resulting mixture of asphalt concrete materials and granular or treated (i.e., soil cement) base can then be compacted and used as a granular base or sub-base for the new pavement. It can also be stabilized using bituminous materials, Portland cement, lime and calcium chloride. New granular base material can be added to improve the structural capacity of the pavement followed by the placement of a new riding surface. Advantages of this technique include the reuse of the existing pavement materials and the elimination of potential reflection cracking from an old asphalt concrete layer through the new pavement surface layer.

## **Perpetual Pavement**

Perpetual pavement is defined as an asphalt pavement designed and built to last longer than 50 years without requiring major structural rehabilitation or reconstruction, and needing only periodic surface renewal in response to distresses confined to the top of the pavement. The basic concept is that HMA pavements over a minimum strength are not likely to exhibit structural damage even when subjected to very high traffic flows over long periods of time. Rather, deterioration seems to initiate in the pavement surface as either top-down cracking or rutting. If surface-initiated cracking and rutting can be

detected and remedied before they impact the structural integrity of the pavement, the pavement design life could be greatly increased.

## Warm Mix Asphalt

Warm mix asphalt is the same as conventional asphalt except it has lower mixing temperature (30 to 100°F lower than hot-mix asphalt). This is achieved by various mechanical and chemical methods to reduce the shear resistance of the mix at the construction temperature while reportedly maintaining or improving pavement performance. The major advantage of warm mix asphalt includes lower fumes emissions, lower energy consumption, lower plant wear consumption, decreased binder aging, early site opening, cool weather paving, and compaction aid for stiff mixes. Currently available warm mix technologies include WAM Foam, Zeolite, Sasobit and Evotherm.

## Foam Asphalt

Foamed asphalt is formed by combining hot asphalt binder with small amounts of cold water. When the cold water comes in contact with the hot asphalt binder it turns to steam, which becomes trapped in tiny asphalt binder bubbles. The result is a thin-film, high volume asphalt foam that bitumen has a very large surface area and extremely low viscosity making it ideal for mixing with aggregates. The advantages of using foam asphalt includes increases the shear strength and reduces the moisture susceptibility of granular materials, lower binder and transportation costs, saving in time, energy conservation, and wider temperature workability.

### Reference:

- Ralph Haas, *Pavement Design and Management Guide*, , Transportation Association of Canada, 1997
- M. Y. Shahin, *Pavement Management for Airports, Roads, and Parking Lots*, Springer Science + Business Media, LLC, 2005
- Muthen, K.M. Foamed Asphalt Mixes-Mix Design Procedure." *Transportation Research Record* 898, pp. 290-296.
- Warm Mix Asphalt Technical Working Group, <http://www.warmmixasphalt.com/AboutWma.aspx>


## **Appendix C: M&R Decision Tree**




# Decision Tree

Printed: 06/24/2010

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay	
Arterial	AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3			
			Surface Treatment	CAPE SEAL	\$6.50		5		
			Restoration Treatment	DO NOTHING	\$0.00			2	
			II - Good, Non-Load Related		AC OVERLAY 1.5"	\$16.25			
			III - Good, Load Related		AC OVERLAY 1.5" W/ DIGOUT	\$22.75			
			IV - Poor		AC OVERLAY 2.5" W/ DIGOUT	\$35.00			
			V - Very Poor		RECONSTRUCT SURFACE (AC)	\$101.00			
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3			
			Surface Treatment	CAPE SEAL	\$6.50		5		
			Restoration Treatment	DO NOTHING	\$0.00			2	
			II - Good, Non-Load Related		AC OVERLAY 1.5"	\$16.25			
			III - Good, Load Related		AC OVERLAY 1.5" W/ DIGOUT	\$22.75			
			IV - Poor		AC OVERLAY 2.5" W/ DIGOUT	\$35.00			
			V - Very Poor		RECONSTRUCT SURFACE (AC)	\$101.00			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$0.60	3			
Surface Treatment			SINGLE CHIP SEAL	\$0.74		6			
Restoration Treatment			MILL AND THICK OVERLAY	\$7.23			2		
		II - Good, Non-Load Related		DOUBLE CHIP SEAL	\$1.52				
		III - Good, Load Related		HEATER SCARIFY & OVERLAY	\$5.95				
		IV - Poor		HEATER SCARIFY & OVERLAY	\$6.14				
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$14.00				
PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3				
		Surface Treatment	DO NOTHING	\$0.00		99			
		Restoration Treatment	DO NOTHING	\$0.00			100		
		II - Good, Non-Load Related		DO NOTHING	\$1.11				
		III - Good, Load Related		DO NOTHING	\$1.51				
		IV - Poor		THICK AC OVERLAY(2.5 INCHES)	\$1.92				
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$14.00				

 Functional Class and Surface combination not used

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay	
Arterial	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	9			
			Surface Treatment	DO NOTHING	\$0.00		99		
			Restoration Treatment	DO NOTHING	\$0.00			100	
			II - Good, Non-Load Related		SINGLE CHIP SEAL	\$1.11			
			III - Good, Load Related		SINGLE CHIP SEAL	\$1.51			
			IV - Poor		SINGLE CHIP SEAL	\$1.92			
			V - Very Poor		THICK AC OVERLAY(2.5 INCHES)	\$7.67			


 Functional Class and Surface combination not used



# Decision Tree

Printed: 06/24/2010


Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay	
Collector	AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4			
			Surface Treatment	CAPE SEAL	\$6.25		7		
			Restoration Treatment	DO NOTHING	\$0.00			3	
			II - Good, Non-Load Related		AC OVERLAY 1.5"	\$15.50			
			III - Good, Load Related		AC OVERLAY 1.5" W/ DIGOUT	\$22.00			
			IV - Poor		AC OVERLAY 2.5" W/ DIGOUT	\$33.50			
			V - Very Poor		RECONSTRUCT SURFACE (AC)	\$73.00			
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4			
			Surface Treatment	CAPE SEAL	\$6.25		5		
			Restoration Treatment	DO NOTHING	\$0.00			3	
			II - Good, Non-Load Related		AC OVERLAY 1.5"	\$15.50			
			III - Good, Load Related		AC OVERLAY 1.5" W/ DIGOUT	\$22.00			
		IV - Poor		AC OVERLAY 2.5" W/ DIGOUT	\$33.50				
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$73.00				
AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$0.60	4				
		Surface Treatment	SINGLE CHIP SEAL	\$0.74		7			
		Restoration Treatment	MILL AND THIN OVERLAY	\$5.04			3		
		II - Good, Non-Load Related		DOUBLE CHIP SEAL	\$1.52				
		III - Good, Load Related		HEATER SCARIFY & OVERLAY	\$5.95				
		IV - Poor		HEATER SCARIFY & OVERLAY	\$6.14				
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$11.38				
PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	9				
		Surface Treatment	DO NOTHING	\$0.00		99			
		Restoration Treatment	DO NOTHING	\$0.00			100		
		II - Good, Non-Load Related		DO NOTHING	\$1.11				
		III - Good, Load Related		DO NOTHING	\$1.51				
		IV - Poor		THICK AC OVERLAY(2.5 INCHES)	\$1.92				
		V - Very Poor		THIN AC OVERLAY(1.5 INCHES)	\$7.47				

 Functional Class and Surface combination not used

# Decision Tree

Printed: 06/24/2010


Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Collector	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	9		
			Surface Treatment	DO NOTHING	\$0.00		99	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		SINGLE CHIP SEAL	\$1.11			
		III - Good, Load Related		SINGLE CHIP SEAL	\$1.51			
		IV - Poor		SINGLE CHIP SEAL	\$1.92			
		V - Very Poor		THICK AC OVERLAY(2.5 INCHES)	\$7.47			

 Functional Class and Surface combination not used

# Decision Tree

Printed: 06/24/2010


Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.00	4		
			Surface Treatment	DO NOTHING	\$0.00		8	
			Restoration Treatment	DO NOTHING	\$0.00			3
		II - Good, Non-Load Related		CAPE SEAL	\$6.00			
		III - Good, Load Related		AC OVERLAY 1.5" W/ DIGOUT	\$21.00			
		IV - Poor		AC OVERLAY 2.5" W/ DIGOUT	\$32.25			
	V - Very Poor		RECONSTRUCT SURFACE (AC)	\$47.00				
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.00	4		
			Surface Treatment	DO NOTHING	\$0.00		8	
			Restoration Treatment	DO NOTHING	\$0.00			3
		II - Good, Non-Load Related		CAPE SEAL	\$6.00			
		III - Good, Load Related		AC OVERLAY 1.5" W/ DIGOUT	\$21.00			
IV - Poor			AC OVERLAY 2.5" W/ DIGOUT	\$32.25				
V - Very Poor		RECONSTRUCT SURFACE (AC)	\$47.00					
AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$0.60	4			
		Surface Treatment	SINGLE CHIP SEAL	\$0.74		8		
		Restoration Treatment	MILL AND THIN OVERLAY	\$5.04			3	
	II - Good, Non-Load Related		DOUBLE CHIP SEAL	\$1.52				
	III - Good, Load Related		HEATER SCARIFY & OVERLAY	\$5.95				
	IV - Poor		HEATER SCARIFY & OVERLAY	\$6.14				
V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$8.25					
PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4			
		Surface Treatment	DO NOTHING	\$0.00		99		
		Restoration Treatment	DO NOTHING	\$0.00			100	
	II - Good, Non-Load Related		DO NOTHING	\$1.11				
	III - Good, Load Related		DO NOTHING	\$0.00				
	IV - Poor		THICK AC OVERLAY(2.5 INCHES)	\$1.92				
	V - Very Poor		THICK AC OVERLAY(2.5 INCHES)	\$7.27				

 Functional Class and Surface combination not used

# Decision Tree

Printed: 06/24/2010

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	9		
			Surface Treatment	DO NOTHING	\$0.00		99	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		SINGLE CHIP SEAL	\$1.11			
		III - Good, Load Related		SINGLE CHIP SEAL	\$1.51			
		IV - Poor		SINGLE CHIP SEAL	\$1.92			
		V - Very Poor		THICK AC OVERLAY(2.5 INCHES)	\$7.27			

 Functional Class and Surface combination not used

# Decision Tree

Printed: 06/24/2010


Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Other	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.60	4		
			Surface Treatment	SINGLE CHIP SEAL	\$1.74		8	
			Restoration Treatment	MILL AND THIN OVERLAY	\$5.04			3
		II - Good, Non-Load Related		SINGLE CHIP SEAL	\$1.11			
		III - Good, Load Related		THIN AC OVERLAY(1.5 INCHES)	\$3.99			
		IV - Poor		THICK AC OVERLAY(2.5 INCHES)	\$5.97			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$8.75			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.60	4		
			Surface Treatment	SINGLE CHIP SEAL	\$1.74		8	
			Restoration Treatment	MILL AND THIN OVERLAY	\$5.04			3
		II - Good, Non-Load Related		DOUBLE CHIP SEAL	\$1.52			
		III - Good, Load Related		HEATER SCARIFY & OVERLAY	\$5.95			
		IV - Poor		HEATER SCARIFY & OVERLAY	\$6.14			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$8.75			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.60	4		
Surface Treatment			SINGLE CHIP SEAL	\$1.74		8		
Restoration Treatment			MILL AND THIN OVERLAY	\$5.04			3	
II - Good, Non-Load Related			DOUBLE CHIP SEAL	\$1.52				
III - Good, Load Related			HEATER SCARIFY & OVERLAY	\$5.95				
IV - Poor			HEATER SCARIFY & OVERLAY	\$6.14				
V - Very Poor			RECONSTRUCT STRUCTURE (AC)	\$8.75				
PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	9			
		Surface Treatment	DO NOTHING	\$0.00		99		
		Restoration Treatment	DO NOTHING	\$0.00			100	
	II - Good, Non-Load Related		DO NOTHING	\$1.11				
	III - Good, Load Related		DO NOTHING	\$1.51				
	IV - Poor		THICK AC OVERLAY(2.5 INCHES)	\$1.92				
	V - Very Poor		THICK AC OVERLAY(2.5 INCHES)	\$7.27				

 Functional Class and Surface combination not used

# Decision Tree

Printed: 06/24/2010

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Other	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	9		
			Surface Treatment	DO NOTHING	\$0.00		99	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		SINGLE CHIP SEAL	\$1.11			
		III - Good, Load Related		SINGLE CHIP SEAL	\$1.51			
		IV - Poor		SINGLE CHIP SEAL	\$1.92			
		V - Very Poor		THICK AC OVERLAY(2.5 INCHES)	\$7.27			

 Functional Class and Surface combination not used

## **Appendix D: Candidate Streets for M&R**





## **Scenario 1. Unconstrained**

# Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 06/24/2010

Scenario: Unconstrain

Year	Budget	PM Amt	Year	Budget	PM Amt	Year	Budget	PM Amt
2010	\$7,000,000	4%	2011	\$5,750,000	4%	2012	\$2,500,000	5%
2013	\$2,500,000	5%	2014	\$2,800,000	5%	2015	\$1,700,000	55%
2016	\$1,700,000	30%	2017	\$550,000	88%	2018	\$400,000	88%
2019	\$400,000	90%						

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
<b>Year: 2010</b>										
11TH STREET	O ST	P ST	11THST	030	C	AC	100	\$39,902	12,253	AC OVERLAY 2.5" W/ DIGOUT
14TH STREET	N ST	P ST	14THST	050	C	AC	100	\$35,376	12,016	AC OVERLAY 2.5" W/ DIGOUT
14TH STREET	P ST	CARSON WOODS DR	14THST	060	C	AC	100	\$64,722	12,225	AC OVERLAY 2.5" W/ DIGOUT
1ST STREET	SPRING ST	SUMMER ST	1STST	020	R	AC	100	\$31,067	10,301	AC OVERLAY 2.5" W/ DIGOUT
6TH STREET	7TH ST	MAIN ST	6THST	010	R	AC	100	\$72,383	10,400	AC OVERLAY 2.5" W/ DIGOUT
9TH STREET	P ST	CHRISTIAN RIDGE	9THST	030	C	AC	100	\$164,500	12,016	AC OVERLAY 2.5" W/ DIGOUT
BARRY STREET	JENNY LN	REDWOOD WY	BARRST	020	R	AC	100	\$20,769	10,341	AC OVERLAY 2.5" W/ DIGOUT
BARTLETT LANE	END W	ROHNERVILLE RD	BARTLN	010	R	AC	100	\$76,228	10,527	AC OVERLAY 2.5" W/ DIGOUT
DENNIS COURT	SMALL ST	THELMA ST	DENNCT	010	R	AC	100	\$27,090	10,092	AC OVERLAY 2.5" W/ DIGOUT
HILLSIDE DRIVE	SCHULTZ	FERNWOOD DR	HILLDR	020	R	AC	100	\$54,560	10,399	AC OVERLAY 2.5" W/ DIGOUT
KENMAR ROAD	CHURCH ST	ROHNERVILLE RD	KENMRD	060	R	AC	100	\$222,041	10,669	AC OVERLAY 2.5" W/ DIGOUT
K STREET	12TH ST	14TH ST	KST	030	R	AC	100	\$101,555	10,469	AC OVERLAY 2.5" W/ DIGOUT
ROHNERVILLE ROAD	MILL ST	CLIFTON WY	ROHNRD	030	A	AC	100	\$298,044	16,389	AC OVERLAY 2.5" W/ DIGOUT
ROHNERVILLE ROAD	CLIFTON WY	REDWOOD WY	ROHNRD	040	A	AC	100	\$293,067	16,521	AC OVERLAY 2.5" W/ DIGOUT

\*\* - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
ROSS HILL ROAD	SCHOOL ST	KENMAR RD	ROSSRD	010	A	AC	100	\$664,261	16,514	AC OVERLAY 2.5" W/ DIGOUT
S FORTUNA BOULEVARD	STRONGS CREEK DRIVE	REDWOOD WAY	SFORTU	020	A	AC	100	\$456,867	15,924	AC OVERLAY 2.5" W/ DIGOUT
SMITH LANE	END W	FORTUNA BLVD	SMITLN	010	C	AC	100	\$101,877	12,270	AC OVERLAY 2.5" W/ DIGOUT
SUMMER STREET	REDWOOD WAY	NEWBURG RD	SUMMST	010	R	AC	100	\$129,430	10,186	AC OVERLAY 2.5" W/ DIGOUT
VALLEY VIEW ROAD	ROHNERVILLE RD	CYPRESS LOOP RD	VALLRD	010	R	AC	100	\$51,062	10,558	AC OVERLAY 2.5" W/ DIGOUT
WOOD STREET	COLLEGE ST	SCHOOL ST	WOODST	030	R	AC	100	\$81,711	10,185	AC OVERLAY 2.5" W/ DIGOUT
								Treatment Total	\$2,986,514	
CARSON WOODS ROAD	DRIVEWAY #1485	BRIDGE	CARSRD	020	C	AC	100	\$60,605	21,124	AC OVERLAY 1.5"
ROHNERVILLE ROAD	LOOP RD	NEWBURG RD	ROHNRD	060	A	AC	100	\$156,296	26,324	AC OVERLAY 1.5"
								Treatment Total	\$216,901	
12TH STREET	I ST	MAIN ST	12THST	020	A	AC	100	\$153,803	21,026	AC OVERLAY 1.5" W/ DIGOUT
14TH STREET	MAIN ST	N ST	14THST	040	C	AC	100	\$38,251	16,236	AC OVERLAY 1.5" W/ DIGOUT
15TH STREET	K ST	MAIN ST	15THST	020	R	AC	100	\$61,003	11,497	AC OVERLAY 1.5" W/ DIGOUT
ALAMAR WAY	RIVER WALK DR	END	ALAMWY	010	R	AC	100	\$52,164	11,897	AC OVERLAY 1.5" W/ DIGOUT
CAMPTON HEIGHTS DRIVE	THELMA ST	RONALD AV	CAMPDR	010	R	AC	100	\$117,129	11,749	AC OVERLAY 1.5" W/ DIGOUT
I STREET	10TH ST	12TH ST	IST	020	R	AC	100	\$51,147	13,056	AC OVERLAY 1.5" W/ DIGOUT
LAWNDALE DRIVE	2ND AV	NEWBURG RD	LAWNDR	010	R	AC	100	\$94,500	11,213	AC OVERLAY 1.5" W/ DIGOUT
N STREET	8TH ST	16TH ST	NST	010	C	AC	100	\$222,933	14,559	AC OVERLAY 1.5" W/ DIGOUT
SHAMROCK DRIVE	LAWNDALE DR	HOLLY LN	SHAMDR	010	R	AC	100	\$54,495	12,017	AC OVERLAY 1.5" W/ DIGOUT
S. LOOP ROAD	LOOP CT	CITY LIMIT	SLOOPRD	020	R	AC	100	\$82,504	11,803	AC OVERLAY 1.5" W/ DIGOUT
SPRING STREET	END S	NEWBURG RD	SPRIST	010	R	AC	100	\$61,805	12,934	AC OVERLAY 1.5" W/ DIGOUT
THELMA STREET	KIRBY DR	CAMPTON HEIGHTS DR	THELST	020	R	AC	100	\$39,928	10,815	AC OVERLAY 1.5" W/ DIGOUT
								Treatment Total	\$1,029,661	

\*\* - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
2ND AVENUE	EMERALD LN	MEADOW LN	2NDAV	070	R	AC	73	\$7,740	16,586	CAPE SEAL
8TH STREET	L ST	MAIN ST	8THST	020	C	AC	89	\$11,163	21,721	CAPE SEAL
CYPRESS LOOP	VALLEY VIEW RD	END E	CYPRLP	010	R	AC	76	\$13,813	14,160	CAPE SEAL
HOME AVENUE	P ST	BAER CT	HOMEAV	010	A	AC	87	\$52,735	18,728	CAPE SEAL
JONES COURT	END W	JONES ST	JONECT	010	R	AC	78	\$4,173	14,249	CAPE SEAL
L STREET	7TH ST	10TH ST	LST	010	C	AC	88	\$26,000	16,151	CAPE SEAL
NELEEN DRIVE	ROHNERVILLE RD	END E	NELEDR	010	R	AC	72	\$5,739	13,898	CAPE SEAL
NEWBURG ROAD	ROHNERVILLE RD	CITY LIMIT	NEWBRD	040	R	AC	78	\$27,768	14,381	CAPE SEAL
ROHNERVILLE ROAD	CITY LIMIT	DRAKE HILL RD	ROHNRD	010	A	AC	91	\$66,950	15,252	CAPE SEAL
ROHNERVILLE ROAD	NEWBURG RD	NEWELL DR	ROHNRD	070	A	AC	85	\$58,998	19,609	CAPE SEAL
RONALD AVENUE	DRAKE HILL RD	CAMPTON HEIGHTS DR	RONAAV	010	C	AC	89	\$20,344	16,155	CAPE SEAL
S 16TH STREET	END S	NEWBURG RD	S16THST	010	R	AC	75	\$9,267	14,173	CAPE SEAL
WOOD STREET	CAMPTON HEIGHTS DR	COLLEGE ST	WOODST	020	R	AC	74	\$24,178	14,135	CAPE SEAL
Treatment Total								\$328,868		
10TH STREET	MAIN ST	N ST	10THST	040	R	AC	100	\$69,560	7,235	RECONSTRUCT SURFACE (AC)
10TH STREET	N ST	END	10THST	050	R	AC	100	\$78,459	7,235	RECONSTRUCT SURFACE (AC)
11TH STREET	MAIN ST	O ST	11THST	020	C	AC	100	\$86,951	5,880	RECONSTRUCT SURFACE (AC)
13TH STREET	MAIN ST	N ST	13THST	020	R	AC	100	\$77,070	7,235	RECONSTRUCT SURFACE (AC)
14TH STREET	END S	K ST	14THST	010	R	AC	100	\$144,321	7,235	RECONSTRUCT SURFACE (AC)
15TH STREET	END S	K ST	15THST	010	R	AC	100	\$34,132	7,235	RECONSTRUCT SURFACE (AC)
15TH STREET	N ST	END N	15THST	030	R	AC	100	\$137,867	7,235	RECONSTRUCT SURFACE (AC)
16TH STREET	L ST	MAIN ST	16THST	020	C	AC	100	\$85,686	5,880	RECONSTRUCT SURFACE (AC)
16TH STREET	N ST	END N	16THST	030	R	AC	100	\$36,712	7,235	RECONSTRUCT SURFACE (AC)
2ND AVENUE	SPRING ST	FORTUNA BLVD	2NDAV	020	R	AC	100	\$53,580	7,235	RECONSTRUCT SURFACE (AC)
2ND AVENUE	LAWNDALE DR	EMERALD LN	2NDAV	060	R	AC	100	\$122,905	7,235	RECONSTRUCT SURFACE (AC)
8TH STREET	O ST	P ST	8THST	050	R	AC	100	\$71,941	7,235	RECONSTRUCT SURFACE (AC)

\*\* - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
ANGEL HEIGHTS DRIVE	END W	BARNEY ST	ANGEDR	010	R	AC	100	\$62,980	7,235	RECONSTRUCT SURFACE (AC)
CARSON WOODS ROAD	BRIDGE	END N	CARSRD	030	C	AC	100	\$81,273	5,880	RECONSTRUCT SURFACE (AC)
COLE COURT	END S	CAMPTON HEIGHTS DR	COLECT	010	R	AC	100	\$24,983	7,235	RECONSTRUCT SURFACE (AC)
DINSMORE DRIVE	END NW	RIVER WALK DR	DINSDR	010	R	AC	100	\$356,286	7,235	RECONSTRUCT SURFACE (AC)
OLEARY STREET	END W	THELMA ST	OLEAST	010	R	AC	100	\$52,013	7,235	RECONSTRUCT SURFACE (AC)
O STREET	END W	6TH ST	OST	010	R	AC	100	\$50,447	7,235	RECONSTRUCT SURFACE (AC)
O STREET	1ST ST	END E	OST	060	R	AC	100	\$40,608	7,235	RECONSTRUCT SURFACE (AC)
P STREET	12TH ST	14TH ST	PST	030	R	AC	100	\$140,373	7,235	RECONSTRUCT SURFACE (AC)
SMALL STREET	DENNIS CT	MYRTLE ST	SMALST	010	R	AC	100	\$28,722	7,235	RECONSTRUCT SURFACE (AC)
SMITH LANE	DRIVEWAY #2204	ROHNERVILLE RD	SMITLN	030	R	AC	100	\$145,596	7,235	RECONSTRUCT SURFACE (AC)
STEWART STREET	VANCIL ST	VISTA DR	STEWST	020	R	AC	100	\$53,643	7,235	RECONSTRUCT SURFACE (AC)
SUNNY HEIGHTS ROAD	CARSON WOODS RD	END	SUNNRD	010	R	AC	100	\$288,684	7,235	RECONSTRUCT SURFACE (AC)
TONY DRIVE	END W	ROHNERVILLE RD	TONYDR	010	R	AC	100	\$64,202	7,235	RECONSTRUCT SURFACE (AC)

Treatment Total \$2,388,995

Year 2010 Total \$6,950,939

Year: 2011

10TH STREET	K ST	L ST	10THST	020	R	AC	100	\$49,003	9,598	AC OVERLAY 2.5" W/ DIGOUT
1ST STREET	END W	SPRING ST	1STST	010	R	AC	100	\$13,673	9,611	AC OVERLAY 2.5" W/ DIGOUT
KENWOOD ROAD	LIBERTY CT	ROHNERVILLE RD	KENWRD	020	R	AC	100	\$86,688	9,738	AC OVERLAY 2.5" W/ DIGOUT
								Treatment Total	\$149,364	
HILLCREST AVENUE	DRAKE HILL RD	KIRBY ST	HILLAV	010	R	AC	100	\$26,658	10,136	AC OVERLAY 1.5" W/ DIGOUT
KENMAR ROAD	FORTUNA BLVD	CRESTVIEW DR	KENMRD	030	R	AC	100	\$125,244	10,817	AC OVERLAY 1.5" W/ DIGOUT

\*\* - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
SMITH LANE	FORTUNA BLVD	DRIVEWAY #2204	SMITLN	020	R	AC	100	\$88,665	10,859	AC OVERLAY 1.5" W/ DIGOUT
								Treatment Total	\$240,568	
DRAKE HILL ROAD	THELMA ST	RONALD AV	DRAKRD	010	C	AC	93	\$22,330	13,718	CAPE SEAL
DRAKE HILL ROAD	RONALD AV	ROHNERVILLE RD	DRAKRD	020	C	AC	94	\$37,083	12,277	CAPE SEAL
L STREET	14TH ST	16TH ST	LST	030	C	AC	94	\$18,951	12,277	CAPE SEAL
MAIN STREET	END W	8TH ST	MAINST	010	A	AC	94	\$89,237	9,065	CAPE SEAL
MAIN STREET	8TH ST	12TH ST	MAINST	020	A	AC	94	\$48,382	9,665	CAPE SEAL
TRACI WAY	END S	HILLRAS AV	TRACWY	010	R	AC	78	\$10,384	10,804	CAPE SEAL
								Treatment Total	\$226,367	
9TH STREET	MAIN ST	P ST	9THST	020	C	AC	100	\$322,271	5,600	RECONSTRUCT SURFACE (AC)
CARSON WOODS ROAD	P ST	DRIVEWAY #1485	CARSRD	010	C	AC	100	\$328,829	5,600	RECONSTRUCT SURFACE (AC)
NEWBURG ROAD	12TH ST	16TH ST	NEWBRD	010	C	AC	100	\$419,293	5,600	RECONSTRUCT SURFACE (AC)
NEWBURG ROAD	16TH ST	FORTUNA BLVD	NEWBRD	020	C	AC	100	\$240,340	5,600	RECONSTRUCT SURFACE (AC)
REBECCA LANE	TRINITY AV	END N	REBELN	020	R	AC	100	\$32,472	6,890	RECONSTRUCT SURFACE (AC)
REDWOOD WAY	FORTUNA BLVD	MAXWELL ST	REDWWY	010	C	AC	100	\$380,712	5,600	RECONSTRUCT SURFACE (AC)
S FORTUNA BOULEVARD	KENMAR ROAD	STRONGS CREEK DRIVE	SFORTU	010	A	AC	100	\$754,133	5,124	RECONSTRUCT SURFACE (AC)
S FORTUNA BOULEVARD	REDWOOD WAY	NEWBURG ROAD	SFORTU	030	A	AC	100	\$1,088,780	5,124	RECONSTRUCT SURFACE (AC)
S FORTUNA BOULEVARD	NEWBURG ROAD	SMITH LANE	SFORTU	040	A	AC	100	\$1,068,984	5,124	RECONSTRUCT SURFACE (AC)
THELMA STREET	CAMPTON HEIGHTS DR	SCHOOL ST	THELST	030	R	AC	100	\$393,923	6,890	RECONSTRUCT SURFACE (AC)
								Treatment Total	\$5,029,736	
								Year 2011 Total	\$5,646,035	

Year: 2012

3RD STREET	END S	MAIN ST	3RDST	010	C	AC	100	\$48,888	11,028	AC OVERLAY 2.5" W/ DIGOUT
ALDER DRIVE	WILLOW DR	FORTUNA BLVD	ALDEDR	020	R	AC	100	\$59,319	9,148	AC OVERLAY 2.5" W/ DIGOUT

\*\* - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
BRYANT LANE	MAIN ST	QUAIL HOLLOW RD	BRYALN	010	R	AC	100	\$24,525	9,163	AC OVERLAY 2.5" W/ DIGOUT
CHURCH STREET	KENMAR RD	WEBBER ST	CHURST	010	R	AC	100	\$95,135	9,148	AC OVERLAY 2.5" W/ DIGOUT
L STREET	10TH ST	14TH ST	LST	020	C	AC	100	\$218,484	10,899	AC OVERLAY 2.5" W/ DIGOUT
P STREET	8TH ST	9TH ST	PST	020	R	AC	100	\$37,373	9,148	AC OVERLAY 2.5" W/ DIGOUT
S 15TH STREET	END S	NEWBURG RD	S15THST	010	R	AC	100	\$55,941	9,146	AC OVERLAY 2.5" W/ DIGOUT
SHIELDS LANE	KENMAR RD	END SE	SHIELN	010	R	AC	100	\$132,267	9,252	AC OVERLAY 2.5" W/ DIGOUT
								Treatment Total	\$671,931	
12TH STREET	NEWBURG RD	I ST	12THST	010	A	AC	100	\$124,991	23,438	AC OVERLAY 1.5"
								Treatment Total	\$124,991	
TAYLOR WAY	DRAKE HILL RD	PEPPER WOOD LN	TAYLWY	010	R	AC	100	\$6,750	10,529	AC OVERLAY 1.5" W/ DIGOUT
								Treatment Total	\$6,750	
MAIN STREET	15TH ST	END E	MAINST	040	A	AC	93	\$77,220	11,717	CAPE SEAL
NELEEN DRIVE	ROHNERVILLE RD	END E	NELEDR	010	R	AC	78	\$6,327	12,919	CAPE SEAL
P STREET	6TH ST	7TH ST	PST	010	C	AC	94	\$10,478	11,088	CAPE SEAL
SPRINGVILLE AVENUE	REDWOOD WY	SHAMROCK DR	SPRIAV	010	R	AC	78	\$32,226	13,639	CAPE SEAL
								Treatment Total	\$126,251	
10TH STREET	L ST	MAIN ST	10THST	030	R	AC	100	\$75,757	6,562	RECONSTRUCT SURFACE (AC)
14TH STREET	K ST	L ST	14THST	020	R	AC	100	\$84,013	6,562	RECONSTRUCT SURFACE (AC)
N FORTUNA BOULEVARD	SMITH LANE	MAIN STREET	NFORTU	010	A	AC	100	\$1,291,689	4,880	RECONSTRUCT SURFACE (AC)
SUSAN DRIVE	END S	MILL ST	SUSADR	010	R	AC	100	\$14,336	6,562	RECONSTRUCT SURFACE (AC)
								Treatment Total	\$1,465,796	
EMERALD LANE	2ND AV	SHAMROCK DR	EMARLN	010	R	AC	89	\$43	479,338	SEAL CRACKS
EMIL COURT	END S	GULLIKSEN DR	EMILCT	010	R	AC	89	\$9	479,338	SEAL CRACKS
GRACE COURT	HILLRAS AV	END E	GRACCT	010	R	AC	89	\$7	741,017	SEAL CRACKS
HILLSIDE DRIVE	FERNWOOD DR	END	HILLDR	030	R	AC	89	\$17	484,675	SEAL CRACKS
HILLTOP DRIVE	LOOP RD	RIDGEVIEW CT	HILLTDR	010	R	AC	89	\$141	483,072	SEAL CRACKS

\*\* - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
MEADOW BROOK LANE	NEWBURG RD	END N	MEADBRLN	010	R	AC	89	\$49	479,428	SEAL CRACKS
RANDOLPH WAY	NEWBURG RD	END N	RANDWY	010	R	AC	89	\$67	474,043	SEAL CRACKS
RIDGE VIEW COURT	END W	HILLTOP DR	RIDGCT	010	R	AC	89	\$35	478,946	SEAL CRACKS
S 15TH STREET	NEWBURG RD	END N	S15THST	020	R	AC	89	\$67	474,052	SEAL CRACKS
SUNNYBROOK DRIVE	NEWBURG RD	END N	SUNNDR	010	R	AC	89	\$63	474,039	SEAL CRACKS
Treatment Total								\$498		
Year 2012 Total								\$2,396,217		

Year: 2013

2ND AVENUE	END W	SPRING ST	2NDAV	010	R	AC	100	\$30,916	8,800	AC OVERLAY 2.5" W/ DIGOUT
HOME AVENUE	BAER CT	GARLAND AV	HOMEAV	020	A	AC	100	\$47,135	13,543	AC OVERLAY 2.5" W/ DIGOUT
LONI DRIVE	12TH ST	12TH ST	LONIDR	010	R	AC	100	\$71,381	8,744	AC OVERLAY 2.5" W/ DIGOUT
NEWELL DRIVE	ARNOLD WY	NEWELL DR	NEWEDR	020	R	AC	100	\$99,440	8,774	AC OVERLAY 2.5" W/ DIGOUT
O STREET	10TH ST	12TH ST	OST	050	R	AC	100	\$51,657	8,889	AC OVERLAY 2.5" W/ DIGOUT
Treatment Total								\$300,529		
GARDEN LANE	P ST	END	GARDLN	010	R	AC	100	\$21,247	9,287	AC OVERLAY 1.5" W/ DIGOUT
THELMA STREET	DRAKE HILL RD	KIRBY DR	THELST	010	R	AC	100	\$25,850	9,154	AC OVERLAY 1.5" W/ DIGOUT
VANCIL STREET	STEWART ST	ANGEL HEIGHTS DR	VANCST	010	R	AC	100	\$129,249	8,985	AC OVERLAY 1.5" W/ DIGOUT
Treatment Total								\$176,346		
2ND AVENUE	EMERALD LN	MEADOW LN	2NDAV	070	R	AC	78	\$8,960	15,414	CAPE SEAL
MILL STREET	ROHNERVILLE RD	MOUNTAIN VIEW RD	MILLST	010	C	AC	94	\$29,500	11,626	CAPE SEAL
RONALD AVENUE	CAMPTON HEIGHTS DR	SCHOOL ST	RONAAV	020	C	AC	93	\$56,372	12,007	CAPE SEAL
WOOD STREET	CAMPTON HEIGHTS DR	COLLEGE ST	WOODST	020	R	AC	78	\$27,989	12,323	CAPE SEAL
Treatment Total								\$122,821		
12TH STREET	MAIN ST	P ST	12THST	030	R	AC	100	\$232,142	6,250	RECONSTRUCT SURFACE (AC)
14TH STREET	L ST	MAIN ST	14THST	030	R	AC	100	\$76,873	6,250	RECONSTRUCT SURFACE (AC)

\*\* - Treatment from Project Selection

Scenarios Criteria:



Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
KENMAR ROAD	EEL RIVER DR	FORTUNA BLVD	KENMRD	020	R	AC	100	\$140,283	6,250	RECONSTRUCT SURFACE (AC)
LINDLEY STREET	END W	THELMA ST	LINDST	010	R	AC	100	\$68,549	6,250	RECONSTRUCT SURFACE (AC)
ORCHARD LANE	NEWBURG RD	END N	ORCHLN	010	R	AC	100	\$121,814	6,250	RECONSTRUCT SURFACE (AC)
REDWOOD WAY	MAXWELL ST	ST JOSEPH DR	REDWWY	020	C	AC	100	\$595,866	5,080	RECONSTRUCT SURFACE (AC)
REDWOOD WAY	ST JOSEPH DR	ROHNERVILLE RD	REDWWY	030	C	AC	100	\$256,130	5,080	RECONSTRUCT SURFACE (AC)
SHAMROCK DRIVE	HOLLY LN	MEADOW LN	SHAMDR	020	R	AC	100	\$143,910	6,250	RECONSTRUCT SURFACE (AC)
STEWART STREET	END S	VANCIL ST	STEWST	010	R	AC	100	\$93,202	6,250	RECONSTRUCT SURFACE (AC)
ST JOSEPH WAY	END S	RENNER DR	STJOWY	010	R	AC	100	\$72,907	6,250	RECONSTRUCT SURFACE (AC)
					Treatment Total			\$1,801,676		
O STREET	7TH ST	9TH ST	OST	030	R	AC	88	\$52	515,853	SEAL CRACKS
					Treatment Total			\$52		
					Year 2013 Total			\$2,401,423		
<b>Year: 2014</b>										
JENNY LANE	BARRY AV	MAXWELL ST	JENNLN	010	R	AC	100	\$94,921	8,282	AC OVERLAY 2.5" W/ DIGOUT
KENMAR ROAD	CRESTVIEW DR	KENWOOD DR	KENMRD	040	R	AC	100	\$177,110	8,418	AC OVERLAY 2.5" W/ DIGOUT
MAIN STREET	12TH ST	15TH ST	MAINST	030	A	AC	100	\$157,644	13,150	AC OVERLAY 2.5" W/ DIGOUT
ROHNERVILLE ROAD	DRAKE HILL RD	MILL ST	ROHNRD	020	A	AC	100	\$437,245	13,081	AC OVERLAY 2.5" W/ DIGOUT
					Treatment Total			\$866,920		
CYPRESS LOOP	VALLEY VIEW RD	END E	CYPRLP	010	R	AC	78	\$16,790	11,825	CAPE SEAL
NEWBURG ROAD	FORTUNA BLVD	ROHNERVILLE RD	NEWBRD	030	C	AC	92	\$77,029	12,207	CAPE SEAL
S 16TH STREET	END S	NEWBURG RD	S16THST	010	R	AC	78	\$11,264	11,725	CAPE SEAL
					Treatment Total			\$105,083		
13TH STREET	N ST	P ST	13THST	030	R	AC	100	\$162,703	5,952	RECONSTRUCT SURFACE (AC)
8TH STREET	N ST	O ST	8THST	040	R	AC	100	\$66,726	5,952	RECONSTRUCT SURFACE (AC)

\*\* - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
CHRISTIAN RIDGE ROAD	9THST	ANGEL HEIGHTS RD	CHRIRD	010	R	AC	100	\$148,662	5,952	RECONSTRUCT SURFACE (AC)
COLLEGE STREET	B.O.P.	WEBBER ST	COLLST	010	R	AC	100	\$27,219	5,952	RECONSTRUCT SURFACE (AC)
ROHNERVILLE ROAD	REDWOOD WY	LOOP RD	ROHNRD	050	A	AC	100	\$1,320,418	4,427	RECONSTRUCT SURFACE (AC)
VISTA DRIVE	STEWART ST	HIGH ST	VISTDR	020	R	AC	100	\$26,394	5,952	RECONSTRUCT SURFACE (AC)
							Treatment Total	\$1,752,121		
10TH STREET	MAIN ST	N ST	10THST	040	R	AC	87	\$32	494,271	SEAL CRACKS
10TH STREET	N ST	END	10THST	050	R	AC	87	\$36	494,271	SEAL CRACKS
13TH STREET	MAIN ST	N ST	13THST	020	R	AC	87	\$36	494,271	SEAL CRACKS
14TH STREET	END S	K ST	14THST	010	R	AC	87	\$67	494,271	SEAL CRACKS
15TH STREET	END S	K ST	15THST	010	R	AC	87	\$16	494,271	SEAL CRACKS
15TH STREET	K ST	MAIN ST	15THST	020	R	AC	88	\$22	1,341,653	SEAL CRACKS
15TH STREET	N ST	END N	15THST	030	R	AC	87	\$64	494,271	SEAL CRACKS
16TH STREET	N ST	END N	16THST	030	R	AC	87	\$17	494,271	SEAL CRACKS
1ST STREET	SPRING ST	SUMMER ST	1STST	020	R	AC	88	\$7	1,341,653	SEAL CRACKS
2ND AVENUE	SPRING ST	FORTUNA BLVD	2NDAV	020	R	AC	87	\$25	494,271	SEAL CRACKS
2ND AVENUE	LAWNDALE DR	IVY LN	2NDAV	050	R	AC	90	\$22	736,595	SEAL CRACKS
2ND AVENUE	LAWNDALE DR	EMERALD LN	2NDAV	060	R	AC	87	\$57	494,271	SEAL CRACKS
6TH STREET	7TH ST	MAIN ST	6THST	010	R	AC	88	\$17	1,341,653	SEAL CRACKS
8TH STREET	O ST	P ST	8THST	050	R	AC	87	\$33	494,271	SEAL CRACKS
ALAMAR WAY	RIVER WALK DR	END	ALAMWY	010	R	AC	88	\$18	1,341,653	SEAL CRACKS
ANGEL HEIGHTS DRIVE	END W	BARNEY ST	ANGEDR	010	R	AC	87	\$29	494,271	SEAL CRACKS
BARRY STREET	JENNY LN	REDWOOD WY	BARRST	020	R	AC	88	\$5	1,341,653	SEAL CRACKS
BARTLETT LANE	END W	ROHNERVILLE RD	BARTLN	010	R	AC	88	\$18	1,341,653	SEAL CRACKS
CAMPTON HEIGHTS DRIVE	THELMA ST	RONALD AV	CAMPDR	010	R	AC	88	\$41	1,341,653	SEAL CRACKS
COLE COURT	END S	CAMPTON HEIGHTS DR	COLECT	010	R	AC	87	\$12	494,271	SEAL CRACKS
DENNIS COURT	SMALL ST	THELMA ST	DENNCT	010	R	AC	88	\$6	1,341,653	SEAL CRACKS
DINSMORE DRIVE	END NW	RIVER WALK DR	DINSDR	010	R	AC	87	\$164	494,271	SEAL CRACKS
HILLSIDE DRIVE	SCHULTZ	FERNWOOD DR	HILLDR	020	R	AC	88	\$13	1,341,653	SEAL CRACKS
I STREET	10TH ST	12TH ST	IST	020	R	AC	88	\$18	1,341,653	SEAL CRACKS
JONES COURT	END W	JONES ST	JONECT	010	R	AC	74	\$35	506,538	SEAL CRACKS

\*\* - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
KENMAR ROAD	CHURCH ST	ROHNERVILLE RD	KENMRD	060	R	AC	88	\$51	1,341,653	SEAL CRACKS
K STREET	12TH ST	14TH ST	KST	030	R	AC	88	\$23	1,341,653	SEAL CRACKS
LAWNDALE DRIVE	2ND AV	NEWBURG RD	LAWNDR	010	R	AC	88	\$33	1,341,653	SEAL CRACKS
NEWBURG ROAD	ROHNERVILLE RD	CITY LIMIT	NEWBRD	040	R	AC	75	\$227	502,626	SEAL CRACKS
OLEARY STREET	END W	THELMA ST	OLEAST	010	R	AC	87	\$24	494,271	SEAL CRACKS
O STREET	END W	6TH ST	OST	010	R	AC	87	\$23	494,271	SEAL CRACKS
O STREET	1ST ST	END E	OST	060	R	AC	87	\$19	494,271	SEAL CRACKS
P STREET	12TH ST	14TH ST	PST	030	R	AC	87	\$65	494,271	SEAL CRACKS
SHAMROCK DRIVE	LAWNDALE DR	HOLLY LN	SHAMDR	010	R	AC	88	\$19	1,341,653	SEAL CRACKS
S. LOOP ROAD	LOOP CT	CITY LIMIT	SLOOPRD	020	R	AC	88	\$29	1,341,653	SEAL CRACKS
SMALL STREET	DENNIS CT	MYRTLE ST	SMALST	010	R	AC	87	\$13	494,271	SEAL CRACKS
SMITH LANE	DRIVEWAY #2204	ROHNERVILLE RD	SMITLN	030	R	AC	87	\$67	494,271	SEAL CRACKS
SPRING STREET	END S	NEWBURG RD	SPRIST	010	R	AC	88	\$22	1,341,653	SEAL CRACKS
STEWART STREET	VANCIL ST	VISTA DR	STEWST	020	R	AC	87	\$25	494,271	SEAL CRACKS
SUMMER STREET	REDWOOD WAY	NEWBURG RD	SUMMST	010	R	AC	88	\$30	1,341,653	SEAL CRACKS
SUNNY HEIGHTS ROAD	CARSON WOODS RD	END	SUNNRD	010	R	AC	87	\$133	494,271	SEAL CRACKS
THELMA STREET	KIRBY DR	CAMPTON HEIGHTS DR	THELST	020	R	AC	88	\$14	1,341,653	SEAL CRACKS
TONY DRIVE	END W	ROHNERVILLE RD	TONYDR	010	R	AC	87	\$30	494,271	SEAL CRACKS
VALLEY VIEW ROAD	ROHNERVILLE RD	CYPRESS LOOP RD	VALLRD	010	R	AC	88	\$12	1,341,653	SEAL CRACKS
WOOD STREET	COLLEGE ST	SCHOOL ST	WOODST	030	R	AC	88	\$19	1,341,653	SEAL CRACKS

Treatment Total	\$1,686
Year 2014 Total	\$2,725,811

**Year: 2015**

2ND AVENUE	MEADOW LN	SPRINGVILLE AV	2NDAV	080	R	AC	100	\$49,063	7,958	AC OVERLAY 2.5" W/ DIGOUT
KENMAR ROAD	HIGHWAY 101 RAMP	EEL RIVER DR	KENMRD	010	R	AC	100	\$122,657	7,937	AC OVERLAY 2.5" W/ DIGOUT
MEADOW LANE	2ND AV	END	MEADLN	010	R	AC	100	\$113,007	7,925	AC OVERLAY 2.5" W/ DIGOUT
								Treatment Total	\$284,727	
11TH STREET	O ST	P ST	11THST	030	C	AC	90	\$9,501	10,858	CAPE SEAL
12TH STREET	I ST	MAIN ST	12THST	020	A	AC	90	\$56,084	15,065	CAPE SEAL
14TH STREET	MAIN ST	N ST	14THST	040	C	AC	90	\$13,869	10,858	CAPE SEAL

\*\* - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
14TH STREET	N ST	P ST	14THST	050	C	AC	90	\$8,423	10,858	CAPE SEAL
14TH STREET	P ST	CARSON WOODS DR	14THST	060	C	AC	90	\$15,411	10,858	CAPE SEAL
9TH STREET	P ST	CHRISTIAN RIDGE	9THST	030	C	AC	90	\$39,169	10,858	CAPE SEAL
CARSON WOODS ROAD	DRIVEWAY #1485	BRIDGE	CARSRD	020	C	AC	90	\$31,189	10,858	CAPE SEAL
HOME AVENUE	P ST	BAER CT	HOMEAV	010	A	AC	85	\$67,305	15,725	CAPE SEAL
ROHNERVILLE ROAD	CITY LIMIT	DRAKE HILL RD	ROHNRD	010	A	AC	87	\$85,447	14,709	CAPE SEAL
ROHNERVILLE ROAD	MILL ST	CLIFTON WY	ROHNRD	030	A	AC	90	\$70,644	15,065	CAPE SEAL
ROHNERVILLE ROAD	CLIFTON WY	REDWOOD WY	ROHNRD	040	A	AC	90	\$69,464	15,065	CAPE SEAL
ROHNERVILLE ROAD	LOOP RD	NEWBURG RD	ROHNRD	060	A	AC	90	\$79,791	15,065	CAPE SEAL
ROHNERVILLE ROAD	NEWBURG RD	NEWELL DR	ROHNRD	070	A	AC	83	\$75,298	15,986	CAPE SEAL
ROSS HILL ROAD	SCHOOL ST	KENMAR RD	ROSSRD	010	A	AC	90	\$157,446	15,065	CAPE SEAL
S FORTUNA BOULEVARD	STRONGS CREEK DRIVE	REDWOOD WAY	SFORTU	020	A	AC	90	\$108,288	15,065	CAPE SEAL
SMITH LANE	END W	FORTUNA BLVD	SMITLN	010	C	AC	90	\$24,258	10,858	CAPE SEAL
TRACI WAY	END S	HILLRAS AV	TRACWY	010	R	AC	78	\$12,622	8,888	CAPE SEAL
Treatment Total								\$924,211		
JONES STREET	VIEW DR	MILL ST	JONEST	010	R	AC	100	\$44,322	5,669	RECONSTRUCT SURFACE (AC)
KENMAR ROAD	KENWOOD DR	CHURCH ST	KENMRD	050	R	AC	100	\$346,581	5,669	RECONSTRUCT SURFACE (AC)
STILLMAN WAY	ASH ST	MAIN ST	STILWY	020	R	AC	100	\$60,705	5,669	RECONSTRUCT SURFACE (AC)
Treatment Total								\$451,609		
10TH STREET	K ST	L ST	10THST	020	R	AC	88	\$11	1,277,764	SEAL CRACKS
1ST STREET	END W	SPRING ST	1STST	010	R	AC	88	\$3	1,277,764	SEAL CRACKS
HILLCREST AVENUE	DRAKE HILL RD	KIRBY ST	HILLAV	010	R	AC	88	\$9	1,277,764	SEAL CRACKS
KENMAR ROAD	FORTUNA BLVD	CRESTVIEW DR	KENMRD	030	R	AC	88	\$44	1,277,764	SEAL CRACKS
KENWOOD ROAD	LIBERTY CT	ROHNERVILLE RD	KENWRD	020	R	AC	88	\$20	1,277,764	SEAL CRACKS
REBECCA LANE	TRINITY AV	END N	REBELN	020	R	AC	87	\$15	470,734	SEAL CRACKS
SMITH LANE	FORTUNA BLVD	DRIVEWAY #2204	SMITLN	020	R	AC	88	\$31	1,277,764	SEAL CRACKS
THELMA STREET	CAMPTON HEIGHTS DR	SCHOOL ST	THELST	030	R	AC	87	\$182	470,734	SEAL CRACKS
Treatment Total								\$316		
Year 2015 Total								\$1,660,863		

\*\* - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
<b>Year: 2016</b>										
MAIN STREET	END W	8TH ST	MAINST	010	A	AC	89	\$113,891	13,291	CAPE SEAL
MAIN STREET	8TH ST	12TH ST	MAINST	020	A	AC	88	\$61,749	13,338	CAPE SEAL
N STREET	8TH ST	16TH ST	NST	010	C	AC	88	\$84,873	11,370	CAPE SEAL
S FORTUNA BOULEVARD	KENMAR ROAD	STRONGS CREEK DRIVE	SFORTU	010	A	AC	89	\$61,942	13,059	CAPE SEAL
S FORTUNA BOULEVARD	REDWOOD WAY	NEWBURG ROAD	SFORTU	030	A	AC	89	\$89,429	13,059	CAPE SEAL
S FORTUNA BOULEVARD	NEWBURG ROAD	SMITH LANE	SFORTU	040	A	AC	89	\$87,803	13,059	CAPE SEAL
Treatment Total								\$499,687		
ARNOLD WAY	SCENIC DR	END N	ARNOWY	020	R	AC	100	\$33,592	5,399	RECONSTRUCT SURFACE (AC)
HILLSIDE DRIVE	NEWELL DR	SCHULTZ LN	HILLDR	010	R	AC	100	\$564,404	5,399	RECONSTRUCT SURFACE (AC)
Treatment Total								\$597,996		
10TH STREET	L ST	MAIN ST	10THST	030	R	AC	87	\$35	448,318	SEAL CRACKS
14TH STREET	K ST	L ST	14THST	020	R	AC	87	\$39	448,318	SEAL CRACKS
ALDER DRIVE	WILLOW DR	FORTUNA BLVD	ALDEDR	020	R	AC	88	\$14	1,216,919	SEAL CRACKS
BRYANT LANE	MAIN ST	QUAIL HOLLOW RD	BRYALN	010	R	AC	88	\$6	1,216,919	SEAL CRACKS
CHURCH STREET	KENMAR RD	WEBBER ST	CHURST	010	R	AC	88	\$22	1,216,919	SEAL CRACKS
NELEEN DRIVE	ROHNERVILLE RD	END E	NELEDR	010	R	AC	74	\$54	457,433	SEAL CRACKS
P STREET	8TH ST	9TH ST	PST	020	R	AC	88	\$9	1,216,919	SEAL CRACKS
S 15TH STREET	END S	NEWBURG RD	S15THST	010	R	AC	88	\$13	1,216,919	SEAL CRACKS
SHIELDS LANE	KENMAR RD	END SE	SHIELN	010	R	AC	88	\$30	1,216,919	SEAL CRACKS
SPRINGVILLE AVENUE	REDWOOD WY	SHAMROCK DR	SPRIAV	010	R	AC	75	\$259	483,499	SEAL CRACKS
SUSAN DRIVE	END S	MILL ST	SUSADR	010	R	AC	87	\$7	448,318	SEAL CRACKS
TAYLOR WAY	DRAKE HILL RD	PEPPER WOOD LN	TAYLWY	010	R	AC	88	\$2	1,216,919	SEAL CRACKS
Treatment Total								\$489		
Year 2016 Total								\$1,098,172		

**Year: 2017**

11TH STREET	MAIN ST	O ST	11THST	020	C	AC	90	\$10,475	11,252	CAPE SEAL
12TH STREET	NEWBURG RD	I ST	12THST	010	A	AC	90	\$63,810	13,664	CAPE SEAL
16TH STREET	L ST	MAIN ST	16THST	020	C	AC	90	\$10,323	11,252	CAPE SEAL

\*\* - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
3RD STREET	END S	MAIN ST	3RDST	010	C	AC	90	\$11,641	9,849	CAPE SEAL
8TH STREET	L ST	MAIN ST	8THST	020	C	AC	87	\$15,707	15,026	CAPE SEAL
CARSON WOODS ROAD	BRIDGE	END N	CARSRD	030	C	AC	90	\$9,791	11,252	CAPE SEAL
JONES COURT	END W	JONES ST	JONECT	010	R	AC	78	\$5,872	10,160	CAPE SEAL
L STREET	7TH ST	10TH ST	LST	010	C	AC	82	\$36,585	10,948	CAPE SEAL
L STREET	10TH ST	14TH ST	LST	020	C	AC	90	\$52,024	9,849	CAPE SEAL
MAIN STREET	15TH ST	END E	MAINST	040	A	AC	88	\$98,555	13,132	CAPE SEAL
N FORTUNA BOULEVARD	SMITH LANE	MAIN STREET	NFORTU	010	A	AC	89	\$106,095	12,437	CAPE SEAL
RONALD AVENUE	DRAKE HILL RD	CAMPTON HEIGHTS DR	RONAAV	010	C	AC	82	\$28,626	10,953	CAPE SEAL
Treatment Total								\$449,503		
12TH STREET	MAIN ST	P ST	12THST	030	R	AC	87	\$107	426,970	SEAL CRACKS
14TH STREET	L ST	MAIN ST	14THST	030	R	AC	87	\$35	426,970	SEAL CRACKS
2ND AVENUE	END W	SPRING ST	2NDAV	010	R	AC	88	\$7	1,158,970	SEAL CRACKS
2ND AVENUE	EMERALD LN	MEADOW LN	2NDAV	070	R	AC	76	\$70	562,045	SEAL CRACKS
GARDEN LANE	P ST	END	GARDLN	010	R	AC	88	\$8	1,158,970	SEAL CRACKS
KENMAR ROAD	EEL RIVER DR	FORTUNA BLVD	KENMRD	020	R	AC	87	\$65	426,970	SEAL CRACKS
LINDLEY STREET	END W	THELMA ST	LINDST	010	R	AC	87	\$32	426,970	SEAL CRACKS
LONI DRIVE	12TH ST	12TH ST	LONIDR	010	R	AC	88	\$16	1,158,970	SEAL CRACKS
NEWELL DRIVE	ARNOLD WY	NEWELL DR	NEWEDR	020	R	AC	88	\$23	1,158,970	SEAL CRACKS
ORCHARD LANE	NEWBURG RD	END N	ORCHLN	010	R	AC	87	\$56	426,970	SEAL CRACKS
O STREET	10TH ST	12TH ST	OST	050	R	AC	88	\$12	1,158,970	SEAL CRACKS
SHAMROCK DRIVE	HOLLY LN	MEADOW LN	SHAMDR	020	R	AC	87	\$66	426,970	SEAL CRACKS
STEWART STREET	END S	VANCIL ST	STEWST	010	R	AC	87	\$43	426,970	SEAL CRACKS
ST JOSEPH WAY	END S	RENNER DR	STJOWY	010	R	AC	87	\$34	426,970	SEAL CRACKS
THELMA STREET	DRAKE HILL RD	KIRBY DR	THELST	010	R	AC	88	\$9	1,158,970	SEAL CRACKS
VANCIL STREET	STEWART ST	ANGEL HEIGHTS DR	VANCST	010	R	AC	88	\$46	1,158,970	SEAL CRACKS
WOOD STREET	CAMPTON HEIGHTS DR	COLLEGE ST	WOODST	020	R	AC	74	\$231	428,073	SEAL CRACKS
Treatment Total								\$859		
Year 2017 Total								\$450,362		

**Year: 2018**

9TH STREET	MAIN ST	P ST	9THST	020	C	AC	90	\$38,824	10,716	CAPE SEAL
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\*\* - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
CARSON WOODS ROAD	P ST	DRIVEWAY #1485	CARSRD	010	C	AC	90	\$39,614	10,716	CAPE SEAL
DRAKE HILL ROAD	THELMA ST	RONALD AV	DRAKRD	010	C	AC	86	\$31,421	10,892	CAPE SEAL
DRAKE HILL ROAD	RONALD AV	ROHNERVILLE RD	DRAKRD	020	C	AC	88	\$52,179	11,129	CAPE SEAL
HOME AVENUE	BAER CT	GARLAND AV	HOMEAV	020	A	AC	90	\$11,172	13,014	CAPE SEAL
L STREET	14TH ST	16TH ST	LST	030	C	AC	88	\$26,666	11,129	CAPE SEAL
NEWBURG ROAD	12TH ST	16TH ST	NEWBRD	010	C	AC	90	\$50,513	10,716	CAPE SEAL
NEWBURG ROAD	16TH ST	FORTUNA BLVD	NEWBRD	020	C	AC	90	\$28,954	10,716	CAPE SEAL
NEWBURG ROAD	ROHNERVILLE RD	CITY LIMIT	NEWBRD	040	R	AC	77	\$41,026	9,627	CAPE SEAL
REDWOOD WAY	FORTUNA BLVD	MAXWELL ST	REDWWY	010	C	AC	90	\$45,865	10,716	CAPE SEAL
Treatment Total								\$366,233		
13TH STREET	N ST	P ST	13THST	030	R	AC	87	\$75	406,638	SEAL CRACKS
8TH STREET	N ST	O ST	8THST	040	R	AC	87	\$31	406,638	SEAL CRACKS
CHRISTIAN RIDGE ROAD	9THST	ANGEL HEIGHTS RD	CHRIRD	010	R	AC	87	\$69	406,638	SEAL CRACKS
COLLEGE STREET	B.O.P.	WEBBER ST	COLLST	010	R	AC	87	\$13	406,638	SEAL CRACKS
CYPRESS LOOP	VALLEY VIEW RD	END E	CYPRLP	010	R	AC	75	\$138	412,477	SEAL CRACKS
JENNY LANE	BARRY AV	MAXWELL ST	JENNLN	010	R	AC	88	\$22	1,103,781	SEAL CRACKS
KENMAR ROAD	CRESTVIEW DR	KENWOOD DR	KENMRD	040	R	AC	88	\$41	1,103,781	SEAL CRACKS
S 16TH STREET	END S	NEWBURG RD	S16THST	010	R	AC	74	\$95	417,688	SEAL CRACKS
VISTA DRIVE	STEWART ST	HIGH ST	VISTDR	020	R	AC	87	\$12	406,638	SEAL CRACKS
Treatment Total								\$494		
Year 2018 Total								\$366,728		
<b>Year: 2019</b>										
MAIN STREET	12TH ST	15TH ST	MAINST	030	A	AC	90	\$37,365	12,394	CAPE SEAL
NELEEN DRIVE	ROHNERVILLE RD	END E	NELEDR	010	R	AC	78	\$8,903	9,208	CAPE SEAL
P STREET	6TH ST	7TH ST	PST	010	C	AC	88	\$14,743	10,368	CAPE SEAL
ROHNERVILLE ROAD	DRAKE HILL RD	MILL ST	ROHNRD	020	A	AC	90	\$103,637	12,394	CAPE SEAL
ROHNERVILLE ROAD	REDWOOD WY	LOOP RD	ROHNRD	050	A	AC	89	\$108,455	11,280	CAPE SEAL
TRACI WAY	END S	HILLRAS AV	TRACWY	010	R	AC	78	\$15,343	7,312	CAPE SEAL
Treatment Total								\$288,446		
2ND AVENUE	MEADOW LN	SPRINGVILLE AV	2NDAV	080	R	AC	88	\$11	1,051,220	SEAL CRACKS
JONES STREET	VIEW DR	MILL ST	JONEST	010	R	AC	87	\$20	387,274	SEAL CRACKS

\*\* - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
KENMAR ROAD	HIGHWAY 101 RAMP	EEL RIVER DR	KENMRD	010	R	AC	88	\$28	1,051,220	SEAL CRACKS
KENMAR ROAD	KENWOOD DR	CHURCH ST	KENMRD	050	R	AC	87	\$160	387,274	SEAL CRACKS
MEADOW LANE	2ND AV	END	MEADLN	010	R	AC	88	\$26	1,051,220	SEAL CRACKS
STILLMAN WAY	ASH ST	MAIN ST	STILWY	020	R	AC	87	\$28	387,274	SEAL CRACKS
								Treatment Total	\$274	
								Year 2019 Total	\$288,720	
								Grand Total	\$23,985,270	



**Scenario 2. Maintain Current PCI (\$1.5 million per year)**

## Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 07/06/2010

Scenario: Maintain PCI

Year	Budget	PM Amt	Year	Budget	PM Amt	Year	Budget	PM Amt
2010	\$1,500,000	15%	2011	\$1,500,000	15%	2012	\$1,500,000	15%
2013	\$1,500,000	15%	2014	\$1,500,000	15%	2015	\$1,500,000	15%
2016	\$1,500,000	15%	2017	\$1,500,000	15%	2018	\$1,500,000	15%
2019	\$1,500,000	15%						

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
<b>Year: 2010</b>										
ROHNERVILLE ROAD	MILL ST	CLIFTON WY	ROHNRD	030	A	AC	100	\$298,044	16,389	AC OVERLAY 2.5" W/ DIGOUT
ROHNERVILLE ROAD	CLIFTON WY	REDWOOD WY	ROHNRD	040	A	AC	100	\$293,067	16,521	AC OVERLAY 2.5" W/ DIGOUT
								Treatment Total		\$591,111
CARSON WOODS ROAD	DRIVEWAY #1485	BRIDGE	CARSRD	020	C	AC	100	\$60,605	21,124	AC OVERLAY 1.5"
ROHNERVILLE ROAD	LOOP RD	NEWBURG RD	ROHNRD	060	A	AC	100	\$156,296	26,324	AC OVERLAY 1.5"
								Treatment Total		\$216,901
12TH STREET	I ST	MAIN ST	12THST	020	A	AC	100	\$153,803	21,026	AC OVERLAY 1.5" W/ DIGOUT
14TH STREET	MAIN ST	N ST	14THST	040	C	AC	100	\$38,251	16,236	AC OVERLAY 1.5" W/ DIGOUT
N STREET	8TH ST	16TH ST	NST	010	C	AC	100	\$222,933	14,559	AC OVERLAY 1.5" W/ DIGOUT
								Treatment Total		\$414,987
2ND AVENUE	EMERALD LN	MEADOW LN	2NDAV	070	R	AC	73	\$7,740	16,586	CAPE SEAL
8TH STREET	L ST	MAIN ST	8THST	020	C	AC	89	\$11,163	21,721	CAPE SEAL
HOME AVENUE	P ST	BAER CT	HOMEAV	010	A	AC	87	\$52,735	18,728	CAPE SEAL
JONES COURT	END W	JONES ST	JONECT	010	R	AC	78	\$4,173	14,249	CAPE SEAL
NEWBURG ROAD	ROHNERVILLE RD	CITY LIMIT	NEWBRD	040	R	AC	78	\$27,768	14,381	CAPE SEAL
ROHNERVILLE ROAD	NEWBURG RD	NEWELL DR	ROHNRD	070	A	AC	85	\$58,998	19,609	CAPE SEAL
S 16TH STREET	END S	NEWBURG RD	S16THST	010	R	AC	75	\$9,267	14,173	CAPE SEAL
								Treatment Total		\$171,844

\*\* - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
							<b>Year 2010 Total</b>	<b>\$1,394,843</b>		
<b>Year: 2011</b>										
11TH STREET	O ST	P ST	11THST	030	C	AC	100	\$41,897	11,864	AC OVERLAY 2.5" W/ DIGOUT
14TH STREET	N ST	P ST	14THST	050	C	AC	100	\$37,145	11,679	AC OVERLAY 2.5" W/ DIGOUT
14TH STREET	P ST	CARSON WOODS DR	14THST	060	C	AC	100	\$67,958	11,845	AC OVERLAY 2.5" W/ DIGOUT
9TH STREET	P ST	CHRISTIAN RIDGE	9THST	030	C	AC	100	\$172,725	11,679	AC OVERLAY 2.5" W/ DIGOUT
S FORTUNA BOULEVARD	STRONGS CREEK DRIVE	REDWOOD WAY	SFORTU	020	A	AC	100	\$479,710	15,475	AC OVERLAY 2.5" W/ DIGOUT
SMITH LANE	END W	FORTUNA BLVD	SMITLN	010	C	AC	100	\$106,971	11,876	AC OVERLAY 2.5" W/ DIGOUT
							<b>Treatment Total</b>	<b>\$906,406</b>		
ALAMAR WAY	RIVER WALK DR	END	ALAMWY	010	R	AC	100	\$54,772	11,781	AC OVERLAY 1.5" W/ DIGOUT
I STREET	10TH ST	12TH ST	IST	020	R	AC	100	\$53,704	12,845	AC OVERLAY 1.5" W/ DIGOUT
SHAMROCK DRIVE	LAWNDALE DR	HOLLY LN	SHAMDR	010	R	AC	100	\$57,220	11,877	AC OVERLAY 1.5" W/ DIGOUT
S. LOOP ROAD	LOOP CT	CITY LIMIT	SLOOPRD	020	R	AC	100	\$86,630	11,702	AC OVERLAY 1.5" W/ DIGOUT
SPRING STREET	END S	NEWBURG RD	SPRIST	010	R	AC	100	\$64,896	12,715	AC OVERLAY 1.5" W/ DIGOUT
							<b>Treatment Total</b>	<b>\$317,221</b>		
CYPRESS LOOP	VALLEY VIEW RD	END E	CYPRLP	010	R	AC	74	\$14,504	13,395	CAPE SEAL
DRAKE HILL ROAD	THELMA ST	RONALD AV	DRAKRD	010	C	AC	93	\$22,330	13,718	CAPE SEAL
DRAKE HILL ROAD	RONALD AV	ROHNERVILLE RD	DRAKRD	020	C	AC	94	\$37,083	12,277	CAPE SEAL
L STREET	7TH ST	10TH ST	LST	010	C	AC	87	\$27,300	15,435	CAPE SEAL
L STREET	14TH ST	16TH ST	LST	030	C	AC	94	\$18,951	12,277	CAPE SEAL
ROHNERVILLE ROAD	CITY LIMIT	DRAKE HILL RD	ROHNRD	010	A	AC	89	\$70,298	16,378	CAPE SEAL
RONALD AVENUE	DRAKE HILL RD	CAMPTON HEIGHTS DR	RONAAV	010	C	AC	87	\$21,361	15,442	CAPE SEAL
TRACI WAY	END S	HILLRAS AV	TRACWY	010	R	AC	78	\$10,384	10,804	CAPE SEAL
WOOD STREET	CAMPTON HEIGHTS DR	COLLEGE ST	WOODST	020	R	AC	73	\$25,387	13,363	CAPE SEAL
							<b>Treatment Total</b>	<b>\$247,597</b>		

\*\* - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
							<b>Year 2011 Total</b>	<b>\$1,471,225</b>		
<b>Year: 2012</b>										
1ST STREET	SPRING ST	SUMMER ST	1STST	020	R	AC	100	\$34,252	9,612	AC OVERLAY 2.5" W/ DIGOUT
3RD STREET	END S	MAIN ST	3RDST	010	C	AC	100	\$48,888	11,028	AC OVERLAY 2.5" W/ DIGOUT
BARRY STREET	JENNY LN	REDWOOD WY	BARRST	020	R	AC	100	\$22,898	9,636	AC OVERLAY 2.5" W/ DIGOUT
DENNIS COURT	SMALL ST	THELMA ST	DENNCT	010	R	AC	100	\$29,867	9,446	AC OVERLAY 2.5" W/ DIGOUT
HILLSIDE DRIVE	SCHULTZ	FERNWOOD DR	HILLDR	020	R	AC	100	\$60,152	9,674	AC OVERLAY 2.5" W/ DIGOUT
L STREET	10TH ST	14TH ST	LST	020	C	AC	100	\$218,484	10,899	AC OVERLAY 2.5" W/ DIGOUT
WOOD STREET	COLLEGE ST	SCHOOL ST	WOODST	030	R	AC	100	\$90,086	9,533	AC OVERLAY 2.5" W/ DIGOUT
							<b>Treatment Total</b>	<b>\$504,626</b>		
12TH STREET	NEWBURG RD	I ST	12THST	010	A	AC	100	\$124,991	23,438	AC OVERLAY 1.5"
							<b>Treatment Total</b>	<b>\$124,991</b>		
15TH STREET	K ST	MAIN ST	15THST	020	R	AC	100	\$67,255	11,309	AC OVERLAY 1.5" W/ DIGOUT
CAMPTON HEIGHTS DRIVE	THELMA ST	RONALD AV	CAMPDR	010	R	AC	100	\$129,134	11,517	AC OVERLAY 1.5" W/ DIGOUT
HILLCREST AVENUE	DRAKE HILL RD	KIRBY ST	HILLAV	010	R	AC	100	\$27,991	10,113	AC OVERLAY 1.5" W/ DIGOUT
KENMAR ROAD	FORTUNA BLVD	CRESTVIEW DR	KENMRD	030	R	AC	100	\$131,506	10,755	AC OVERLAY 1.5" W/ DIGOUT
LAWNDALE DRIVE	2ND AV	NEWBURG RD	LAWNDR	010	R	AC	100	\$104,186	11,073	AC OVERLAY 1.5" W/ DIGOUT
SMITH LANE	FORTUNA BLVD	DRIVEWAY #2204	SMITLN	020	R	AC	100	\$93,099	10,795	AC OVERLAY 1.5" W/ DIGOUT
TAYLOR WAY	DRAKE HILL RD	PEPPER WOOD LN	TAYLWY	010	R	AC	100	\$6,750	10,529	AC OVERLAY 1.5" W/ DIGOUT
THELMA STREET	KIRBY DR	CAMPTON HEIGHTS DR	THELST	020	R	AC	100	\$44,021	10,701	AC OVERLAY 1.5" W/ DIGOUT
							<b>Treatment Total</b>	<b>\$603,943</b>		
MAIN STREET	END W	8TH ST	MAINST	010	A	AC	93	\$93,699	11,717	CAPE SEAL
MAIN STREET	8TH ST	12TH ST	MAINST	020	A	AC	92	\$50,801	12,150	CAPE SEAL
P STREET	6TH ST	7TH ST	PST	010	C	AC	94	\$10,478	11,088	CAPE SEAL

\*\* - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
RONALD AVENUE	CAMPTON HEIGHTS DR	SCHOOL ST	RONAAV	020	C	AC	95	\$53,687	11,070	CAPE SEAL
SPRINGVILLE AVENUE	REDWOOD WY	SHAMROCK DR	SPRIAV	010	R	AC	78	\$32,226	13,639	CAPE SEAL
								Treatment Total	\$240,890	
								Year 2012 Total	\$1,474,451	

**Year: 2013**

10TH STREET	K ST	L ST	10THST	020	R	AC	100	\$54,026	8,992	AC OVERLAY 2.5" W/ DIGOUT
1ST STREET	END W	SPRING ST	1STST	010	R	AC	100	\$15,074	8,997	AC OVERLAY 2.5" W/ DIGOUT
2ND AVENUE	END W	SPRING ST	2NDAV	010	R	AC	100	\$30,916	8,800	AC OVERLAY 2.5" W/ DIGOUT
ALDER DRIVE	WILLOW DR	FORTUNA BLVD	ALDEDR	020	R	AC	100	\$62,285	8,862	AC OVERLAY 2.5" W/ DIGOUT
BRYANT LANE	MAIN ST	QUAIL HOLLOW RD	BRYALN	010	R	AC	100	\$25,752	8,873	AC OVERLAY 2.5" W/ DIGOUT
CHURCH STREET	KENMAR RD	WEBBER ST	CHURST	010	R	AC	100	\$99,892	8,862	AC OVERLAY 2.5" W/ DIGOUT
HOME AVENUE	BAER CT	GARLAND AV	HOMEAV	020	A	AC	100	\$47,135	13,543	AC OVERLAY 2.5" W/ DIGOUT
KENWOOD ROAD	LIBERTY CT	ROHNERVILLE RD	KENWRD	020	R	AC	100	\$95,574	9,099	AC OVERLAY 2.5" W/ DIGOUT
LONI DRIVE	12TH ST	12TH ST	LONIDR	010	R	AC	100	\$71,381	8,744	AC OVERLAY 2.5" W/ DIGOUT
NEWELL DRIVE	ARNOLD WY	NEWELL DR	NEWEDR	020	R	AC	100	\$99,440	8,774	AC OVERLAY 2.5" W/ DIGOUT
O STREET	10TH ST	12TH ST	OST	050	R	AC	100	\$51,657	8,889	AC OVERLAY 2.5" W/ DIGOUT
P STREET	8TH ST	9TH ST	PST	020	R	AC	100	\$39,242	8,862	AC OVERLAY 2.5" W/ DIGOUT
S 15TH STREET	END S	NEWBURG RD	S15THST	010	R	AC	100	\$58,738	8,861	AC OVERLAY 2.5" W/ DIGOUT
SHIELDS LANE	KENMAR RD	END SE	SHIELN	010	R	AC	100	\$138,880	8,953	AC OVERLAY 2.5" W/ DIGOUT
SUMMER STREET	REDWOOD WAY	NEWBURG RD	SUMMST	010	R	AC	100	\$149,831	9,175	AC OVERLAY 2.5" W/ DIGOUT
								Treatment Total	\$1,039,822	
GARDEN LANE	P ST	END	GARDLN	010	R	AC	100	\$21,247	9,287	AC OVERLAY 1.5" W/ DIGOUT
THELMA STREET	DRAKE HILL RD	KIRBY DR	THELST	010	R	AC	100	\$25,850	9,154	AC OVERLAY 1.5" W/ DIGOUT

\*\* - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
VANCIL STREET	STEWART ST	ANGEL HEIGHTS DR	VANCST	010	R	AC	100	\$129,249	8,985	AC OVERLAY 1.5" W/ DIGOUT
								Treatment Total	\$176,346	
2ND AVENUE	EMERALD LN	MEADOW LN	2NDAV	070	R	AC	78	\$8,960	15,414	CAPE SEAL
MAIN STREET	15TH ST	END E	MAINST	040	A	AC	91	\$81,081	13,375	CAPE SEAL
MILL STREET	ROHNERVILLE RD	MOUNTAIN VIEW RD	MILLST	010	C	AC	94	\$29,500	11,626	CAPE SEAL
NEWBURG ROAD	FORTUNA BLVD	ROHNERVILLE RD	NEWBRD	030	C	AC	94	\$73,361	11,629	CAPE SEAL
WOOD STREET	CAMPTON HEIGHTS DR	COLLEGE ST	WOODST	020	R	AC	78	\$27,989	12,337	CAPE SEAL
								Treatment Total	\$220,892	
SUSAN DRIVE	END S	MILL ST	SUSADR	010	R	AC	100	\$15,053	6,250	RECONSTRUCT SURFACE (AC)
								Treatment Total	\$15,053	
								<b>Year 2013 Total</b>	<b>\$1,452,112</b>	

**Year: 2014**

JENNY LANE	BARRY AV	MAXWELL ST	JENNLN	010	R	AC	100	\$94,921	8,282	AC OVERLAY 2.5" W/ DIGOUT
KENMAR ROAD	CRESTVIEW DR	KENWOOD DR	KENMRD	040	R	AC	100	\$177,110	8,418	AC OVERLAY 2.5" W/ DIGOUT
MAIN STREET	12TH ST	15TH ST	MAINST	030	A	AC	100	\$157,644	13,150	AC OVERLAY 2.5" W/ DIGOUT
ROHNERVILLE ROAD	DRAKE HILL RD	MILL ST	ROHNRD	020	A	AC	100	\$437,245	13,081	AC OVERLAY 2.5" W/ DIGOUT
								Treatment Total	\$866,920	
VISTA DRIVE	P ST	STEWART ST	VISTDR	010	R	AC	100	\$95,043	9,612	AC OVERLAY 1.5" W/ DIGOUT
								Treatment Total	\$95,043	
CRESTVIEW DRIVE	END S	KENMAR RD	CRESDR	010	R	AC	78	\$14,606	11,773	CAPE SEAL
CYPRESS LOOP	VALLEY VIEW RD	END E	CYPRLP	010	R	AC	79	\$16,790	11,836	CAPE SEAL
DAVID WAY	ROHNERVILLE RD	END N	DAVIWY	010	R	AC	77	\$11,698	10,998	CAPE SEAL
MAY STREET	CRESTVIEW DR	MILLCREEK WY	MAYST	010	R	AC	78	\$11,183	15,335	CAPE SEAL
NOB HILL ROAD	END W	HOME AV	NOBHRD	010	R	AC	77	\$16,868	11,813	CAPE SEAL
REBECCA LANE	END S	TRINITY AV	REBELN	010	R	AC	78	\$9,076	12,506	CAPE SEAL
S 16TH STREET	END S	NEWBURG RD	S16THST	010	R	AC	78	\$11,264	11,725	CAPE SEAL
SCENIC DRIVE	END W	ARNOLD WY	SCENDR	010	R	AC	78	\$28,213	11,776	CAPE SEAL

\*\* - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment	
								Treatment Total	\$119,697		
10TH STREET	L ST	MAIN ST	10THST	030	R	AC	100	\$83,522	5,952	RECONSTRUCT SURFACE (AC)	
10TH STREET	MAIN ST	N ST	10THST	040	R	AC	100	\$84,551	5,952	RECONSTRUCT SURFACE (AC)	
								Treatment Total	\$168,073		
								<b>Year 2014 Total</b>	<b>\$1,249,734</b>		
<b>Year: 2015</b>											
2ND AVENUE	MEADOW LN	SPRINGVILLE AV	2NDAV	080	R	AC	100	\$49,063	7,958	AC OVERLAY 2.5" W/ DIGOUT	
KENMAR ROAD	HIGHWAY 101 RAMP	EEL RIVER DR	KENMRD	010	R	AC	100	\$122,657	7,937	AC OVERLAY 2.5" W/ DIGOUT	
MEADOW LANE	2ND AV	END	MEADLN	010	R	AC	100	\$113,007	7,925	AC OVERLAY 2.5" W/ DIGOUT	
								Treatment Total	\$284,727		
KIRBY STREET	THELMA ST	END E	KIRBST	010	R	AC	100	\$58,884	8,826	AC OVERLAY 1.5" W/ DIGOUT	
NEWELL DRIVE	ROHNERVILLE RD	ARNOLD WY	NEWEDR	010	R	AC	100	\$129,078	8,544	AC OVERLAY 1.5" W/ DIGOUT	
								Treatment Total	\$187,962		
ACACIA DRIVE	END W	ROSS HILL RD	ACACDR	010	R	AC	77	\$16,721	11,159	CAPE SEAL	
JONES COURT	END W	JONES ST	JONECT	010	R	AC	79	\$5,326	11,280	CAPE SEAL	
ROHNERVILLE ROAD	NEWBURG RD	NEWELL DR	ROHNRD	070	A	AC	83	\$75,298	15,986	CAPE SEAL	
TRACI WAY	END S	HILLRAS AV	TRACWY	010	R	AC	78	\$12,622	8,888	CAPE SEAL	
								Treatment Total	\$109,968		
10TH STREET	N ST	END	10THST	050	R	AC	100	\$100,135	5,669	RECONSTRUCT SURFACE (AC)	
12TH STREET	MAIN ST	P ST	12THST	030	R	AC	100	\$255,937	5,669	RECONSTRUCT SURFACE (AC)	
13TH STREET	MAIN ST	N ST	13THST	020	R	AC	100	\$98,362	5,669	RECONSTRUCT SURFACE (AC)	
13TH STREET	N ST	P ST	13THST	030	R	AC	100	\$170,838	5,669	RECONSTRUCT SURFACE (AC)	
14TH STREET	K ST	L ST	14THST	020	R	AC	100	\$97,256	5,669	RECONSTRUCT SURFACE (AC)	
15TH STREET	END S	K ST	15THST	010	R	AC	100	\$43,563	5,669	RECONSTRUCT SURFACE (AC)	

\*\* - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment	
								Treatment Total	\$766,091		
								Year 2015 Total	\$1,348,749		
<b>Year: 2016</b>											
NELEEN DRIVE	ROHNERVILLE RD	END E	NELEDR	010	R	AC	100	\$41,336	7,516	AC OVERLAY 2.5" W/ DIGOUT	
								Treatment Total	\$41,336		
12TH STREET	I ST	MAIN ST	12THST	020	A	AC	89	\$58,889	15,806	CAPE SEAL	
1ST STREET	SPRING ST	FORTUNA BLVD	1STST	030	R	AC	78	\$8,432	10,662	CAPE SEAL	
2ND AVENUE	SUMMER ST	LAWNDALE DR	2NDAV	040	R	AC	78	\$11,465	10,663	CAPE SEAL	
MURRAY COURT	END W	THELMA ST	MURRCT	010	R	AC	78	\$9,681	12,395	CAPE SEAL	
NEWBURG ROAD	ROHNERVILLE RD	CITY LIMIT	NEWBRD	040	R	AC	78	\$37,212	10,663	CAPE SEAL	
OLSEN COURT	BAXTER LN	CLIFTON WY	OLSECT	020	R	AC	78	\$5,058	13,197	CAPE SEAL	
ROHNERVILLE ROAD	MILL ST	CLIFTON WY	ROHNRD	030	A	AC	89	\$74,176	15,806	CAPE SEAL	
								Treatment Total	\$204,911		
14TH STREET	END S	K ST	14THST	010	R	AC	100	\$193,404	5,399	RECONSTRUCT SURFACE (AC)	
14TH STREET	L ST	MAIN ST	14THST	030	R	AC	100	\$88,990	5,399	RECONSTRUCT SURFACE (AC)	
15TH STREET	N ST	END N	15THST	030	R	AC	100	\$184,755	5,399	RECONSTRUCT SURFACE (AC)	
16TH STREET	N ST	END N	16THST	030	R	AC	100	\$49,198	5,399	RECONSTRUCT SURFACE (AC)	
2ND AVENUE	SPRING ST	FORTUNA BLVD	2NDAV	020	R	AC	100	\$71,802	5,399	RECONSTRUCT SURFACE (AC)	
2ND AVENUE	LAWNDALE DR	EMERALD LN	2NDAV	060	R	AC	100	\$164,704	5,399	RECONSTRUCT SURFACE (AC)	
8TH STREET	N ST	O ST	8THST	040	R	AC	100	\$73,566	5,399	RECONSTRUCT SURFACE (AC)	
8TH STREET	O ST	P ST	8THST	050	R	AC	100	\$96,408	5,399	RECONSTRUCT SURFACE (AC)	
ANGEL HEIGHTS DRIVE	END W	BARNEY ST	ANGEDR	010	R	AC	100	\$84,399	5,399	RECONSTRUCT SURFACE (AC)	
ARNOLD WAY	SCENIC DR	END N	ARNOWY	020	R	AC	100	\$33,592	5,399	RECONSTRUCT SURFACE (AC)	
COLE COURT	END S	CAMPTON HEIGHTS DR	COLECT	010	R	AC	100	\$33,480	5,399	RECONSTRUCT SURFACE (AC)	
COLLEGE STREET	B.O.P.	WEBBER ST	COLLST	010	R	AC	100	\$30,009	5,399	RECONSTRUCT SURFACE (AC)	

\*\* - Treatment from Project Selection

Scenarios Criteria:



Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
JONES STREET	VIEW DR	MILL ST	JONEST	010	R	AC	100	\$46,539	5,399	RECONSTRUCT SURFACE (AC)
								Treatment Total	\$1,150,846	
								<b>Year 2016 Total</b>	<b>\$1,397,093</b>	

**Year: 2017**

14TH STREET	MAIN ST	N ST	14THST	040	C	AC	87	\$15,290	11,582	CAPE SEAL
8TH STREET	L ST	MAIN ST	8THST	020	C	AC	87	\$15,707	15,026	CAPE SEAL
ALDER DRIVE	END W	WILLOW DR	ALDEDR	010	R	AC	78	\$15,731	10,203	CAPE SEAL
DUNAWAY COURT	END SW	BOYDEN LN	DUNACT	010	R	AC	78	\$16,548	12,731	CAPE SEAL
HARLAN WAY	MAIN ST	END N	HARLWY	010	R	AC	78	\$20,007	10,203	CAPE SEAL
LOOP COURT	END S	LOOP RD	LOOPCT	010	R	AC	78	\$12,124	10,203	CAPE SEAL
ROHNERVILLE ROAD	CLIFTON WY	REDWOOD WY	ROHNRD	040	A	AC	87	\$76,584	16,071	CAPE SEAL
ROHNERVILLE ROAD	LOOP RD	NEWBURG RD	ROHNRD	060	A	AC	87	\$87,970	16,071	CAPE SEAL
								Treatment Total	\$259,960	
BARTLETT LANE	END W	ROHNERVILLE RD	BARTLN	010	R	AC	100	\$156,318	5,142	RECONSTRUCT SURFACE (AC)
CHRISTIAN RIDGE ROAD	9THST	ANGEL HEIGHTS RD	CHRIRD	010	R	AC	100	\$172,095	5,142	RECONSTRUCT SURFACE (AC)
DINSMORE DRIVE	END NW	RIVER WALK DR	DINSDR	010	R	AC	100	\$501,330	5,142	RECONSTRUCT SURFACE (AC)
KENMAR ROAD	EEL RIVER DR	FORTUNA BLVD	KENMRD	020	R	AC	100	\$170,515	5,142	RECONSTRUCT SURFACE (AC)
K STREET	12TH ST	14TH ST	KST	030	R	AC	100	\$208,255	5,142	RECONSTRUCT SURFACE (AC)
								Treatment Total	\$1,208,513	
								<b>Year 2017 Total</b>	<b>\$1,468,473</b>	

**Year: 2018**

12TH STREET	NEWBURG RD	I ST	12THST	010	A	AC	89	\$67,000	14,336	CAPE SEAL
BOYDEN LANE	END W	FRANKLIN AV	BOYDLN	010	R	AC	78	\$29,482	12,315	CAPE SEAL
CHURCH STREET	WEBER ST	ROHNERVILLE RD	CHURST	020	R	AC	78	\$26,697	9,657	CAPE SEAL
HANNAH COURT	SCHOOL ST	HANNAH CT	HANNCT	010	R	AC	78	\$11,879	9,657	CAPE SEAL
HOLMAN WAY	HOME AV	END E	HOLMWY	010	R	AC	78	\$13,686	9,657	CAPE SEAL
HOME AVENUE	BAER CT	GARLAND AV	HOMEAV	020	A	AC	90	\$11,172	13,014	CAPE SEAL

\*\* - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
JORDAN STREET	BROWN ST	ROHNERVILLE RD	JORDST	020	R	AC	79	\$14,159	12,271	CAPE SEAL
PINEVIEW DRIVE	KENMAR RD	END	PINEDR	010	R	AC	78	\$19,754	9,657	CAPE SEAL
S FORTUNA BOULEVARD	STRONGS CREEK DRIVE	REDWOOD WAY	SFORTU	020	A	AC	87	\$125,357	15,306	CAPE SEAL
SPRINGVILLE AVENUE	REDWOOD WY	SHAMROCK DR	SPRIAV	010	R	AC	78	\$43,186	10,180	CAPE SEAL
ST JOSEPH DRIVE	RENNER DR	REDWOOD WY	STJODR	010	R	AC	78	\$3,652	9,659	CAPE SEAL
Treatment Total								\$366,024		
6TH STREET	7TH ST	MAIN ST	6THST	010	R	AC	100	\$155,855	4,897	RECONSTRUCT SURFACE (AC)
HILLSIDE DRIVE	NEWELL DR	SCHULTZ LN	HILLDR	010	R	AC	100	\$622,255	4,897	RECONSTRUCT SURFACE (AC)
LINDLEY STREET	END W	THELMA ST	LINDST	010	R	AC	100	\$87,487	4,897	RECONSTRUCT SURFACE (AC)
OLEARY STREET	END W	THELMA ST	OLEAST	010	R	AC	100	\$76,847	4,897	RECONSTRUCT SURFACE (AC)
ORCHARD LANE	NEWBURG RD	END N	ORCHLN	010	R	AC	100	\$155,469	4,897	RECONSTRUCT SURFACE (AC)
Treatment Total								\$1,097,915		
<b>Year 2018 Total</b>								<b>\$1,463,938</b>		
<b>Year: 2019</b>										
L STREET	7TH ST	10TH ST	LST	010	C	AC	100	\$100,030	13,567	AC OVERLAY 1.5"
RONALD AVENUE	DRAKE HILL RD	CAMPTON HEIGHTS DR	RONAAV	010	C	AC	100	\$78,268	13,558	AC OVERLAY 1.5"
Treatment Total								\$178,298		
HOME AVENUE	P ST	BAER CT	HOMEAV	010	A	AC	100	\$286,334	12,215	AC OVERLAY 1.5" W/ DIGOUT
H STREET	END E	I ST	HST	010	R	AC	100	\$41,555	6,959	AC OVERLAY 1.5" W/ DIGOUT
Treatment Total								\$327,889		
11TH STREET	O ST	P ST	11THST	030	C	AC	86	\$11,549	10,993	CAPE SEAL
14TH STREET	N ST	P ST	14THST	050	C	AC	86	\$10,239	10,993	CAPE SEAL
3RD STREET	END S	MAIN ST	3RDST	010	C	AC	87	\$12,834	10,505	CAPE SEAL
7TH STREET	MAIN ST	P ST	7THST	030	R	AC	78	\$33,211	9,217	CAPE SEAL
ATTERBERRY LANE	END W	ROSS HILL RD	ATTELN	010	R	AC	78	\$30,251	9,237	CAPE SEAL
BAIRD COURT	CLIFTON WY	END N	BAIRCT	010	R	AC	78	\$5,872	11,922	CAPE SEAL
BOONE STREET	SCHOOL ST	END N	BOONST	010	R	AC	78	\$12,212	9,237	CAPE SEAL

\*\* - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
CLIFTON WAY	BRANDI LN	ROHNERVILLE RD	CLIFWY	010	R	AC	78	\$35,480	9,237	CAPE SEAL
DAVID WAY	ROHNERVILLE RD	END N	DAVIWY	010	R	AC	78	\$14,930	8,632	CAPE SEAL
ELIZABETH BARCUS WAY	NEWBURG RD	ELIZABETH BARCUS WY	FRANAV	010	R	AC	77	\$67,994	9,168	CAPE SEAL
MAIN STREET	8TH ST	12TH ST	MAINST	020	A	AC	84	\$71,482	12,938	CAPE SEAL
NOB HILL ROAD	END W	HOME AV	NOBHRD	010	R	AC	78	\$21,528	9,232	CAPE SEAL
ROHNERVILLE ROAD	CITY LIMIT	DRAKE HILL RD	ROHNRD	010	A	AC	81	\$103,861	13,170	CAPE SEAL
SHULTS DRIVE	HILLSIDE DR	END	SHULDR	010	R	AC	78	\$14,632	9,236	CAPE SEAL
TAMI DRIVE	TAMICT	ROHNERVILLE RD	TAMIDR	010	R	AC	78	\$31,804	10,981	CAPE SEAL
TRACI WAY	END S	HILLRAS AV	TRACWY	010	R	AC	78	\$15,343	7,312	CAPE SEAL
WILLOW DRIVE	END W	ALDER DR	WILLDR	010	R	AC	77	\$25,895	9,169	CAPE SEAL
WOOD STREET	CAMPTON HEIGHTS DR	COLLEGE ST	WOODST	020	R	AC	78	\$37,508	9,146	CAPE SEAL
					Treatment Total			\$556,625		
KENMAR ROAD	KENWOOD DR	CHURCH ST	KENMRD	050	R	AC	100	\$421,272	4,664	RECONSTRUCT SURFACE (AC)
					Treatment Total			\$421,272		
					<b>Year 2019 Total</b>			<b>\$1,484,083</b>		
					<b>Grand Total</b>			<b>\$14,204,701</b>		



**Scenario 3. City Budget (\$125,000 per year)**

## Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 06/24/2010

Scenario: Existing

Year	Budget	PM Amt	Year	Budget	PM Amt	Year	Budget	PM Amt
2010	\$125,000	15%	2011	\$125,000	15%	2012	\$125,000	15%
2013	\$125,000	15%	2014	\$125,000	15%	2015	\$125,000	15%
2016	\$125,000	15%	2017	\$125,000	15%	2018	\$125,000	15%
2019	\$125,000	15%						

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
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### Year: 2010

CARSON WOODS ROAD	DRIVEWAY #1485	BRIDGE	CARSRD	020	C	AC	100	\$60,605	21,124	AC OVERLAY 1.5"
								Treatment Total	\$60,605	
2ND AVENUE	EMERALD LN	MEADOW LN	2NDAV	070	R	AC	73	\$7,740	16,586	CAPE SEAL
JONES COURT	END W	JONES ST	JONECT	010	R	AC	78	\$4,173	14,249	CAPE SEAL
NELEEN DRIVE	ROHNERVILLE RD	END E	NELEDR	010	R	AC	72	\$5,739	13,898	CAPE SEAL
NEWBURG ROAD	ROHNERVILLE RD	CITY LIMIT	NEWBRD	040	R	AC	78	\$27,768	14,381	CAPE SEAL
								Treatment Total	\$45,420	
								Year 2010 Total	\$106,025	

### Year: 2011

I STREET	10TH ST	12TH ST	IST	020	R	AC	100	\$53,704	12,845	AC OVERLAY 1.5" W/ DIGOUT
								Treatment Total	\$53,704	
CYPRESS LOOP	VALLEY VIEW RD	END E	CYPRLP	010	R	AC	74	\$14,504	13,395	CAPE SEAL
S 16TH STREET	END S	NEWBURG RD	S16THST	010	R	AC	74	\$9,730	13,405	CAPE SEAL
WOOD STREET	CAMPTON HEIGHTS DR	COLLEGE ST	WOODST	020	R	AC	73	\$25,387	13,363	CAPE SEAL
								Treatment Total	\$49,621	
								Year 2011 Total	\$103,325	

### Year: 2012

\*\* - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
SHAMROCK DRIVE	LAWNDALE DR	HOLLY LN	SHAMDR	010	R	AC	100	\$60,081	11,706	AC OVERLAY 1.5" W/ DIGOUT
TAYLOR WAY	DRAKE HILL RD	PEPPER WOOD LN	TAYLWY	010	R	AC	100	\$6,750	10,529	AC OVERLAY 1.5" W/ DIGOUT
								Treatment Total	\$66,831	
NELEEN DRIVE	ROHNERVILLE RD	END E	NELEDR	010	R	AC	78	\$6,327	12,919	CAPE SEAL
SPRINGVILLE AVENUE	REDWOOD WY	SHAMROCK DR	SPRIAV	010	R	AC	78	\$32,226	13,639	CAPE SEAL
								Treatment Total	\$38,553	
EMERALD LANE	2ND AV	SHAMROCK DR	EMARLN	010	R	AC	89	\$43	479,338	SEAL CRACKS
EMIL COURT	END S	GULLIKSEN DR	EMILCT	010	R	AC	89	\$9	479,338	SEAL CRACKS
GRACE COURT	HILLRAS AV	END E	GRACCT	010	R	AC	89	\$7	741,017	SEAL CRACKS
HILLSIDE DRIVE	FERNWOOD DR	END	HILLDR	030	R	AC	89	\$17	484,675	SEAL CRACKS
HILLTOP DRIVE	LOOP RD	RIDGEVIEW CT	HILLTDR	010	R	AC	89	\$141	483,072	SEAL CRACKS
MEADOW BROOK LANE	NEWBURG RD	END N	MEADBRLN	010	R	AC	89	\$49	479,428	SEAL CRACKS
RANDOLPH WAY	NEWBURG RD	END N	RANDWY	010	R	AC	89	\$67	474,043	SEAL CRACKS
RIDGE VIEW COURT	END W	HILLTOP DR	RIDGCT	010	R	AC	89	\$35	478,946	SEAL CRACKS
S 15TH STREET	NEWBURG RD	END N	S15THST	020	R	AC	89	\$67	474,052	SEAL CRACKS
SUNNYBROOK DRIVE	NEWBURG RD	END N	SUNNDR	010	R	AC	89	\$63	474,039	SEAL CRACKS
								Treatment Total	\$498	
								Year 2012 Total	\$105,882	

Year: 2013

HOME AVENUE	BAER CT	GARLAND AV	HOMEAV	020	A	AC	100	\$47,135	13,543	AC OVERLAY 2.5" W/ DIGOUT
								Treatment Total	\$47,135	
2ND AVENUE	EMERALD LN	MEADOW LN	2NDAV	070	R	AC	78	\$8,960	15,414	CAPE SEAL
TRACI WAY	END S	HILLRAS AV	TRACWY	010	R	AC	74	\$11,449	9,998	CAPE SEAL
WOOD STREET	CAMPTON HEIGHTS DR	COLLEGE ST	WOODST	020	R	AC	78	\$27,989	12,337	CAPE SEAL
								Treatment Total	\$48,398	
								Year 2013 Total	\$95,533	

Year: 2014

\*\* - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
15TH STREET	K ST	MAIN ST	15THST	020	R	AC	100	\$74,149	10,988	AC OVERLAY 1.5" W/ DIGOUT
								Treatment Total	\$74,149	
CYPRESS LOOP	VALLEY VIEW RD	END E	CYPRLP	010	R	AC	79	\$16,790	11,836	CAPE SEAL
S 16TH STREET	END S	NEWBURG RD	S16THST	010	R	AC	78	\$11,264	11,731	CAPE SEAL
								Treatment Total	\$28,054	
								Year 2014 Total	\$102,203	
<b>Year: 2015</b>										
L STREET	7TH ST	10TH ST	LST	010	C	AC	100	\$82,295	16,317	AC OVERLAY 1.5"
								Treatment Total	\$82,295	
JONES COURT	END W	JONES ST	JONECT	010	R	AC	79	\$5,326	11,280	CAPE SEAL
								Treatment Total	\$5,326	
SUSAN DRIVE	END S	MILL ST	SUSADR	010	R	AC	100	\$16,596	5,669	RECONSTRUCT SURFACE (AC)
								Treatment Total	\$16,596	
								Year 2015 Total	\$104,217	
<b>Year: 2016</b>										
RONALD AVENUE	DRAKE HILL RD	CAMPTON HEIGHTS DR	RONAAV	010	C	AC	100	\$67,611	16,298	AC OVERLAY 1.5"
								Treatment Total	\$67,611	
NEWBURG ROAD	ROHNERVILLE RD	CITY LIMIT	NEWBRD	040	R	AC	78	\$37,212	10,663	CAPE SEAL
								Treatment Total	\$37,212	
								Year 2016 Total	\$104,823	
<b>Year: 2017</b>										
8TH STREET	L ST	MAIN ST	8THST	020	C	AC	100	\$55,288	10,258	AC OVERLAY 1.5" W/ DIGOUT
HILLCREST AVENUE	DRAKE HILL RD	KIRBY ST	HILLAV	010	R	AC	100	\$35,725	9,536	AC OVERLAY 1.5" W/ DIGOUT
								Treatment Total	\$91,013	
NELEEN DRIVE	ROHNERVILLE RD	END E	NELEDR	010	R	AC	78	\$8,075	10,223	CAPE SEAL
								Treatment Total	\$8,075	

\*\* - Treatment from Project Selection

Scenarios Criteria:



Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment	
								Year 2017 Total	\$99,088		
<b>Year: 2018</b>											
GARDEN LANE	P ST	END	GARDLN	010	R	AC	100	\$27,117	8,853	AC OVERLAY 1.5" W/ DIGOUT	
THELMA STREET	DRAKE HILL RD	KIRBY DR	THELST	010	R	AC	100	\$32,992	8,761	AC OVERLAY 1.5" W/ DIGOUT	
								Treatment Total	\$60,109		
SPRINGVILLE AVENUE	REDWOOD WY	SHAMROCK DR	SPRIAV	010	R	AC	78	\$43,186	10,180	CAPE SEAL	
								Treatment Total	\$43,186		
								Year 2018 Total	\$103,295		
<b>Year: 2019</b>											
DRAKE HILL ROAD	THELMA ST	RONALD AV	DRAKRD	010	C	AC	100	\$81,819	13,684	AC OVERLAY 1.5"	
								Treatment Total	\$81,819		
TRACI WAY	END S	HILLRAS AV	TRACWY	010	R	AC	71	\$15,343	7,430	CAPE SEAL	
								Treatment Total	\$15,343		
								Year 2019 Total	\$97,162		
								Grand Total	\$1,021,551		