## Final Report

# 2021/2022 Pavement Management Program Update

## City of Fortuna

December 2022


NCE

Richmond, CA

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Point Richmond, CA 94804




**City of Fortuna**

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**Prepared for:**

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# Executive Summary

The Humboldt County Association of Governments (HCAOG) is a Joint Powers Agency composed of the seven incorporated cities (Arcata, Blue Lake, Eureka, Ferndale, Fortuna, Rio Dell, Trinidad), and the County of Humboldt. It is the designated Regional Transportation Planning Agency (RTPA) as well as the Service Authority for Freeway Emergencies (SAFE). As a part of this process, in 2021, HCAOG acquired the services of an engineering consultant, Nichols Consulting Engineers, Chtd. (NCE), to provide professional and technical services preparing pavement management program (PMP) updates for the county and the cities under HCOAG.

This report summarizes the results of the 2021/2022 update for the City of Fortuna (City) and its purpose is to help educate policy makers about the current condition of the pavement network and the impact of various funding scenarios on future network condition.

The City's pavement network consists of 46.2 centerline miles of streets, which represents a substantial investment of approximately $92.4 million. In 2022, NCE collected pavement condition data using the Metropolitan Transportation Commission's (MTC) modified ASTM survey procedures. The survey data were entered into the StreetSaver® database, which the City uses as a PMP decision-support tool.

Overall, the City's pavement network is currently in "Fair" condition with an average pavement condition index (PCI) of 65. Approximately 49.5 percent of the network is in "Good" condition while 25 percent is in "Poor" and "Failed" conditions.

The budget needs analysis indicated that the City needs to spend $39.3 million over the next ten years to bring the street network to a condition that can be maintained with on-going preventive maintenance in the most cost-effective way. Three alternative budget scenarios were performed to illustrate the impacts of different funding levels. The following table lists each scenario with its corresponding ten-year budget, the PCI and deferred maintenance at the end of the analysis period.

| Scenario | Description | 10-Year Budget ($M) | 2032 PCI | 2032 Deferred Maintenance ($M) |
|---|---|---|---|---|
| 1 | Existing Funding ($550K/year) | 5.5 | 50 | 50.4 |
| 2 | Maintain PCI at 65 | 27.3 | 65 | 24.2 |
| 3 | Improve PCI to 70 | 33.0 | 70 | 19.0 |

NCE recommends that the City pursue Scenario 2, which will maintain the existing network PCI at 65 throughout the next decade. This scenario will increase the

portion of the network in "Good" condition and slow the increase in deferred maintenance. It will require $27.3 million over the next ten years.

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# 1 Introduction and Background

In 2021, the Humboldt County Association of Governments (HCAOG) solicited interest among its member agencies in participating in a collaborative region-wide pavement management program (PMP) update. The last region wide PMP update was performed in 2017.

The engineering consultant acquired to provide professional and technical services for the PMP updates in the Humboldt region was Nichols Consulting Engineers, Chtd. (NCE). The eight participating member agencies included the Cities of Arcata, Blue Lake, Eureka, Ferndale, Fortuna, Rio Dell, Trinidad, and the County of Humboldt.

In general, PMPs are "designed to provide objective information and useful data for analysis so that… managers can make more consistent, cost effective, and defensible decisions related to the preservation of a pavement network.[1]"

The goals of the 2021/2022 update were to:

- Update the existing pavement network inventory to include new streets,
- Perform pavement condition surveys,
- Update historical maintenance records (e.g., previously resurfaced pavements),
- Update the maintenance and rehabilitation (M&R) decision tree and associated costs,
- Perform budgetary analyses and determine funding needs, and
- Prepare a final PMP report documenting the results of the update.

To update the City's PMP, NCE performed walking and semi-automated condition surveys using the Metropolitan Transportation Commission's (MTC) modified[2] ASTM D6433[3] survey procedures. Walking surveys were performed by one or two-person crews to record all pavement distresses on all residential/local streets. Semi-automated condition surveys were performed using a customized vehicle equipped with a computer and a laser bar on all arterials and collectors. This allowed condition data, including distress type, extent, and severity, to be collected quickly

[1] AASHTO "Guidelines for Pavement Management Systems". American Association of State Highway and Transportation Officials, Washington, DC, July 1990.

[2] PCI Distress Identification Manuals (AC 4th Edition, PCC 3rd Edition), Metropolitan Transportation Commission, San Francisco, CA March 2016.

[3] ASTM D6433-18 Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys, ASTM International, West Conshohocken, PA, 2018, www.astm.org.

and safely. The surveys did not include non-pavement issues such as traffic, safety and road hazards, geometric issues, shoulders, sidewalks, curb and gutters, drainage issues, or immediate maintenance needs. All survey data were entered into the City's StreetSaver® database, and pavement condition index (PCI) calculations were performed. NCE then met with agency staff and reviewed and updated the City's decision tree including maintenance and rehabilitation (M&R) strategies and treatment unit costs. A budget needs analysis was then performed, and three budget scenarios were analyzed for the street network.

This report answers the following questions for the City of Fortuna (City):

- What does the City's pavement network include?
- What is the current condition of the pavement network?
- What are the City's current M&R strategies?
- How much finding is required to perform all needed M&R treatments over the next ten years?
- What effect with the City's existing funding have on the network condition and overall deferred maintenance?
- What effect will other funding levels have on the network condition and deferred maintenance?

# 2 Network Summary

The City is responsible for maintaining approximately 46.2 centerline miles of streets (or 314 pavement sections). The network is composed entirely of asphalt concrete (AC) pavement. Table 1 summarizes the street network by functional classification.

***Table 1. Network Summary Statistics***

| Functional Class | Number of Sections | Centerline Miles | Lane Miles | Network Area (%) |
|---|---|---|---|---|
| Arterials | 22 | 7.9 | 19.2 | 22.6 |
| Collectors | 32 | 6.3 | 12.7 | 12.7 |
| Residentials | 260 | 33 | 63.8 | 64.7 |
| **Total** | **314** | **46.2** | **95.7** | **100.0** |

**The street network replacement cost is estimated to be approximately $92.4 million.** This can be viewed as the value of the pavement network and is the amount needed to fund a structural reconstruction of the entire paved network. This is approximately 75% higher than the estimate provided in 2017 PMP update. The replacement cost is calculated by multiplying the total streets pavement area by the unit cost of reconstruction of the pavement structure. The unit cost of reconstruction has increased by an average of 66% for all functional classes since the last update due to changes in treatment strategies and increased material costs. As a result, the replacement cost has increased overall. It does not include related infrastructure assets such as sidewalks, signals, markings, signs, or storm drains.

# 3 Pavement Condition

Pavement condition is typically quantified using the pavement condition index (PCI), which ranges from 100 (best) to 0 (worst). Pavement condition is affected by the environment, traffic loads and volumes, construction materials, and age. Figure 1 shows examples of streets with varying PCIs.

The PCI scale is divided into four general condition categories. Pavements in "Good" condition have a PCI above 70, pavements in "Fair" condition have a PCI between 50 and 69, pavements in "Poor" condition have a PCI between 25 and 49, and finally pavements in "Failed" condition have a PCI below 25.


*Figure 1. Examples of Streets with Different PCIs*

A list of all sections in the network along with their attributes, including the PCI at the time of the last inspection, is provided in Appendix A. For convenience, two versions are provided – one sorted alphabetically by street name and the other sorted by descending PCI.

## 3.1 CITY'S PAVEMENT CONDITION INDEX

**The inspected average PCI for the City's network is 65.** This value is an area-weighted calculation performed in StreetSaver® and is based on the condition survey performed in 2022.

Figure 2 illustrates the City's historical streets network PCI based on the previous inspections. The PCI has been maintained around mid-60s over the past 11 years.

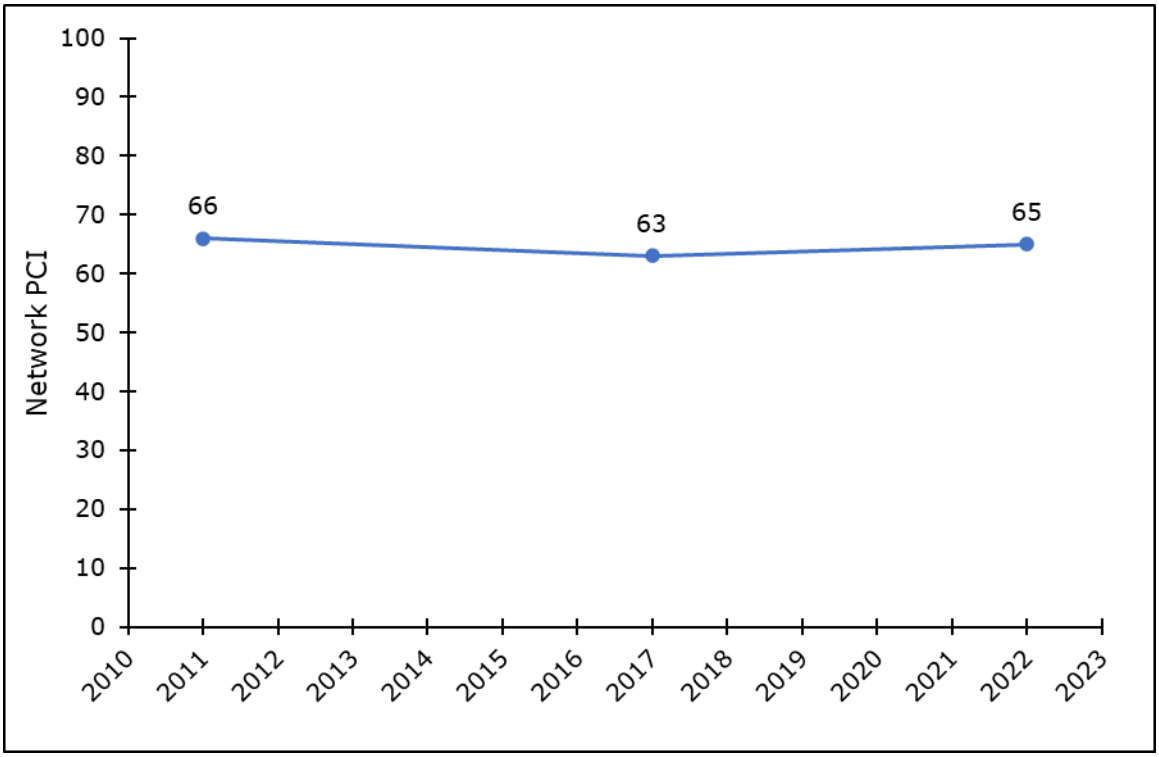



***Figure 2. Historical Network PCI since 2011***

## 3.2 CITY'S NETWORK CONDITION BREAKDOWN

Figure 3 breaks down the current street network PCI by functional classification. The average pavement condition for residentials is the highest with a PCI of 69, while the average PCI for the arterials is 60 and for collectors is 50. Table 2 summarizes the street network by condition category and functional classification. Approximately, 49.5 percent of the street network is in "Good" condition, one-third of the street network in "Fair" condition, and only 6 percent of the network is in "Failed" condition.

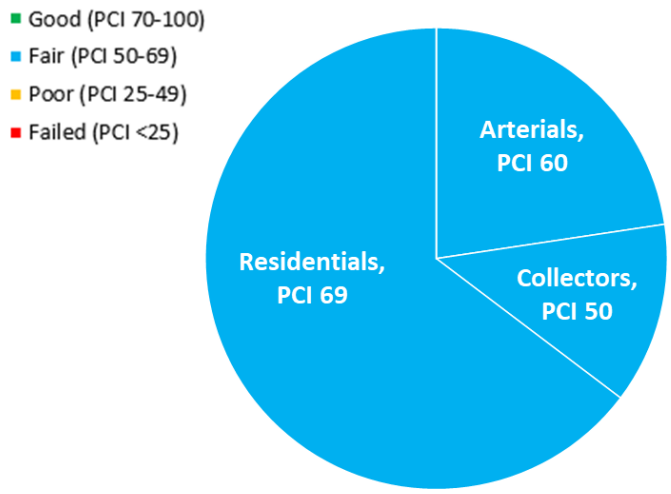



*Figure 3. Network Condition Breakdown by Functional Classification*

*Table 2. Pavement Condition Breakdown by Functional Class*

| Condition Category | PCI Range | Arterials (%) | Collectors (%) | Residentials (%) | Entire Network (%) |
|---|---|---|---|---|---|
| Good | 70-100 | 5.5 | 2.5 | 41.5 | 49.5 |
| Fair | 50-69 | 13.7 | 3.8 | 8.0 | 25.5 |
| Poor | 25-49 | 3.4 | 3.6 | 12.0 | 19.0 |
| Failed | <25 | 0.0 | 2.7 | 3.3 | 6.0 |
| **Total** | **-** | **22.6** | **12.6** | **64.8** | **100.0** |

## 3.3 PCI COMPARISON WITH NEIGHBORING AGENCIES

Figure 4 shows the City's average network PCI compared to other HCAOG agencies as well as the statewide average PCI from the 2020 California Statewide Local Streets and Roads Needs Assessment[4]. As illustrated, the City's average network PCI is the second highest among HCAOG agencies and is one point below the 2020 statewide average.

[4] "California Statewide Local Streets and Roads Needs Assessment 2020 Update". Nichols Consulting Engineers, Chtd., CA, 2021.

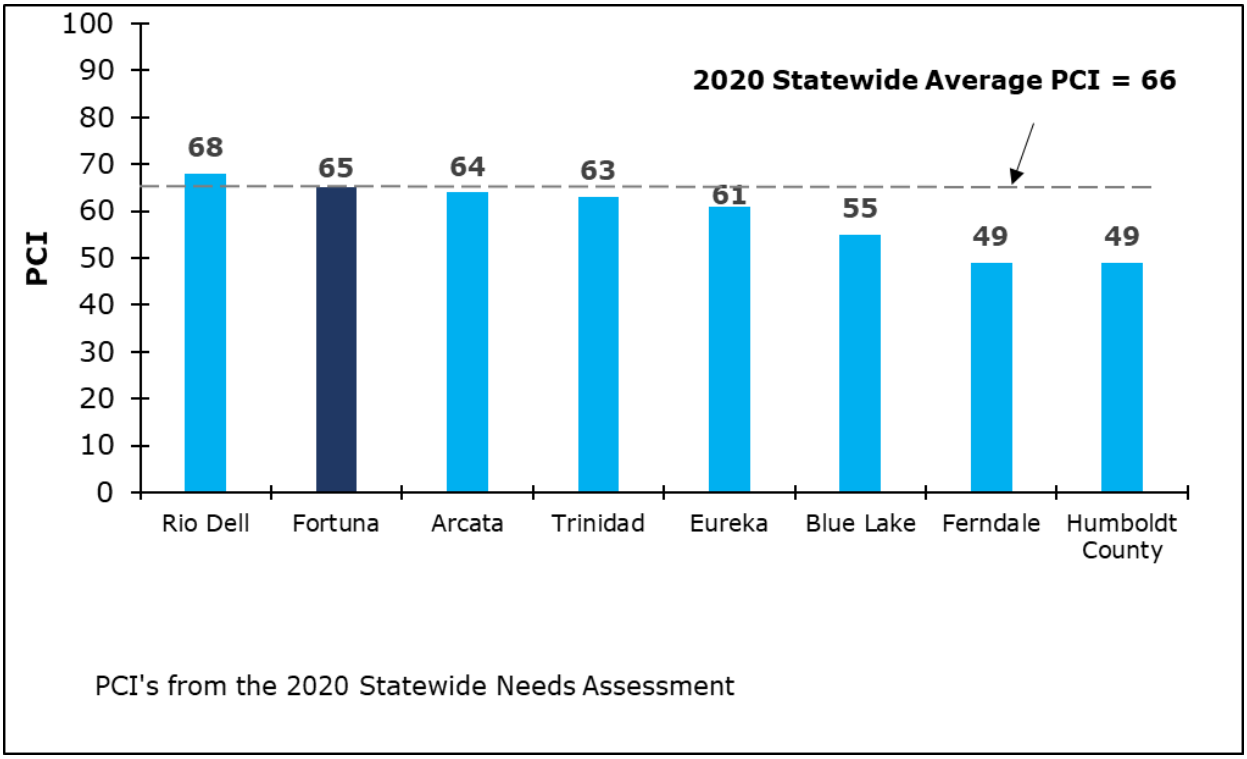



***Figure 4. Comparison of Network PCI to Other HCAOG Agencies***

# 4 Maintenance and Rehabilitation Strategies

The City's current M&R strategies include cost-effective preventive treatments. In general, crack seals or slurry seals will be applied to pavements in "Good" condition; pavements in "Fair" condition will receive a slurry seal with dig-out or a hot mix asphalt (HMA) overlay; pavements in "Poor" condition will receive thicker mill and HMA overlay; finally, pavements in "Failed" condition will be surface reconstructed. The City's M&R strategies are formalized into a decision tree[5] (presented in Appendix B), which is instrumental in performing the budget needs analysis and budget scenarios. Note that pavement strategies were modified based on City's comments in this update.

Experience and research have shown that it costs much less to maintain pavement in good condition than to repair pavement that has already failed. Figure 5 shows the treatment unit cost for residentials. As shown, by allowing pavements to deteriorate, streets that once cost $5.25/square yard (SY) to seal may soon cost $58.75/SY to overlay, or $74.00/SY to reconstruct. In other words, delaying repairs can significantly increase M&R costs. Note that a slurry seal can be placed on approximately 14 times as many lane miles as those requiring surface reconstruction.

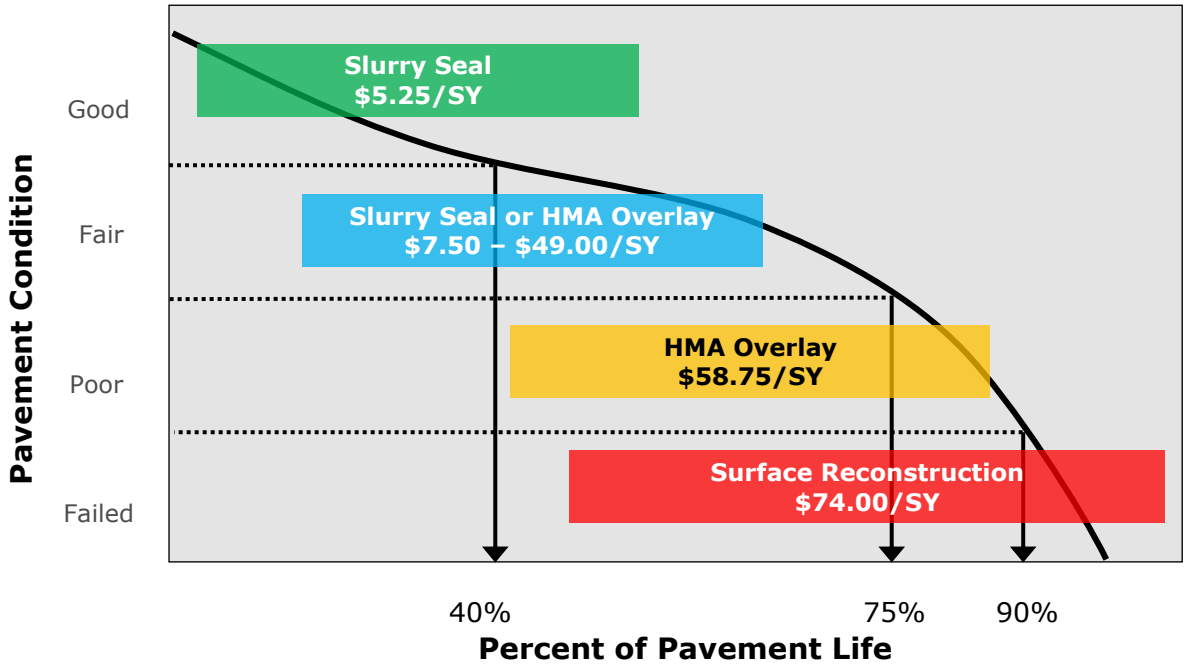



***Figure 5. Costs of Maintaining Residentials Pavements Over Time***

[5] Note: The StreetSaver® "Maintenance and Rehabilitation Decision Tree" divides the "Fair" condition category to separate pavements with primarily non-load-related distresses (e.g., longitudinal cracking) from those with load-related distresses (e.g., fatigue cracking).

# 5 Budget Analyses

Based on the principle that it costs less to maintain streets in good condition than it does to repair those that have failed, cost-effective PMPs employ strategies that eliminate the deferred maintenance[6] and then maintain the network with ongoing preventive maintenance. Such strategies bring the network condition to an optimal PCI that can be maintained over time.

The first step in developing such a cost-effective strategy is to determine the total maintenance budget needs of the network. The next step is to conduct alternative budget scenario analyses. In consultation with the City, three funding scenarios were selected for analysis and performed using StreetSaver®:

- **Scenario 1: Existing Budget** – This scenario assumes the City will spend approximately $500,000 per year on pavement M&R for the next ten years.
- **Scenario 2: Maintain PCI** – This scenario aims to maintain the existing network PCI of 65 over the next ten years.
- **Scenario 3: Improve PCI** – This aims to improve the network PCI to 70 over the next ten years.

The budget needs analysis and budget scenarios are presented in the following subsections. The detailed results of the budget needs analysis are provided in Appendix C. The detailed results of the budget scenarios are provided in Appendix D. Additionally, maps illustrating the current pavement condition and the projected 2032 pavement condition for each scenario are provided in Appendix E.

[6] Deferred maintenance is M&R not performed due to insufficient funding.

## 5.1 BUDGET NEEDS ANALYSIS

The total budget needs for the network represents the cost associated with performing M&R treatments at the optimal time – optimal meaning the PCI is maximized and the cost is minimized – over the analysis period. This was done by performing a budget needs analysis in StreetSaver® with an inflation rate of four percent for an analysis period of ten years.

The results of the budget needs analysis are presented in Table 3. The total budget needs for the City for the next ten years is estimated to be $39.3 million. Of the total budget needs, approximately $7.3 million (18.6 percent) is devoted to preventive maintenance, while the rest is allocated for more costly rehabilitation and reconstruction treatments.

***Table 3. Summary Results for Budget Needs Analysis***

| Year | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2023 | 2032 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Budget Needs ($M) | 28.9 | 1.8 | 1.0 | 0.4 | 0.3 | 1.5 | 1.1 | 1.0 | 2.6 | 0.7 | 39.3 |
| Treated PCI | 91 | 88 | 86 | 85 | 84 | 84 | 83 | 82 | 83 | 82 | NA |
| Untreated PCI | 64 | 61 | 59 | 57 | 54 | 52 | 49 | 47 | 45 | 42 | NA |

If the City follows this ideal, cost-effective strategy, the average network PCI will immediately increase as a large amount of deferred maintenance is addressed in the first year, and then stabilize in the mid-low-80s. This type of budget, which addresses all the deferred maintenance in the first year, is known as front-loaded. Alternatively, if no maintenance is performed over the next ten years, the network PCI will drop to 42 by 2032.

## 5.2 SCENARIO 1: EXISTING FUNDING ($5.5M/10 YEARS)

This scenario assumes the City will have $550,000 per year for pavement M&R for the next ten years including the City's scheduled paving projects in 2023. As shown in Table 4 and Figure 6, the network PCI will decrease to 50 and the deferred maintenance will increase to $50.4 million. Additionally, one-third of the network will be in "Failed" condition with approximately half of the network in "Good" condition. A list of sections selected for treatment is provided in Appendix F.

***Table 4. Summary Results for Scenario 1***

| Year | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Budget ($M) | 0.55* | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 5.50 |
| Deferred Maintenance ($M) | 27.4 | 30.8 | 33.9 | 35.9 | 38.0 | 39.9 | 42.7 | 45.0 | 47.5 | 50.4 | NA |
| Treated PCI | 65 | 64 | 62 | 60 | 58 | 56 | 55 | 53 | 51 | 50 | NA |

*Includes Scheduled Projects in 2023

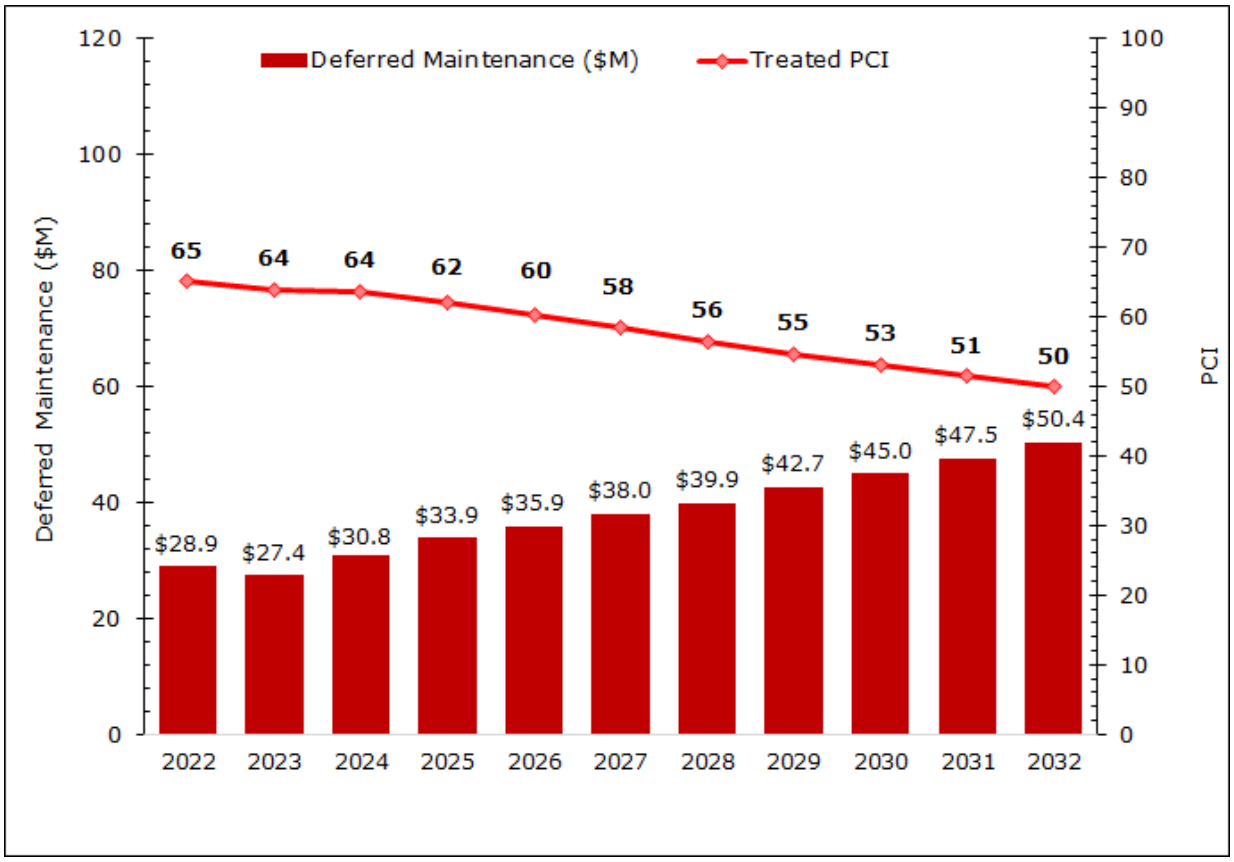



***Figure 6. PCI vs Deferred Maintenance for Scenario 1***

## 5.3 SCENARIO 2: MAINTAIN PCI AT 65 ($27.3M/10 YEARS)

This scenario aims to maintain the existing network PCI at 65 over the analysis period. As shown in Table 5 and Figure 7, the financial commitment required to accomplish this goal is $27.3 million over ten years including the City's scheduled paving projects in 2023. This will result in 78.0 percent of the network being in "Good" condition with 19.0 percent in "Failed" condition. The deferred maintenance will slightly decrease to $24.2 million by 2032.

***Table 5. Summary Results for Scenario 2***

| Year | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Budget ($M) | 0.55* | 1.90 | 3.50 | 4.50 | 4.50 | 4.00 | 2.00 | 2.00 | 2.00 | 2.30 | 27.25 |
| Deferred Maintenance ($M) | 28.9 | 29.5 | 29.4 | 27.3 | 25.2 | 23.1 | 23.3 | 23.5 | 23.7 | 24.2 | NA |
| Treated PCI | 64 | 65 | 65 | 65 | 65 | 66 | 65 | 65 | 65 | 65 | NA |

*Includes Scheduled Projects in 2023

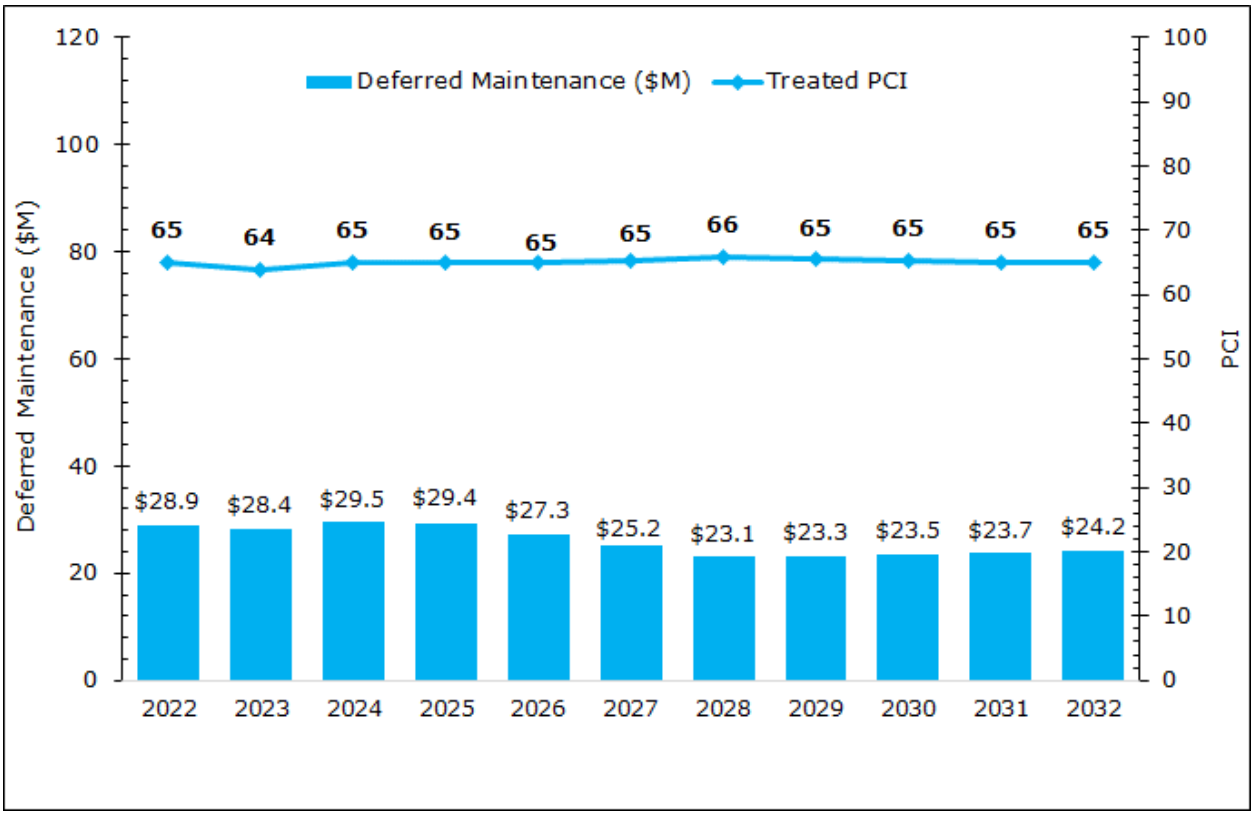



***Figure 7. PCI vs Deferred Maintenance for Scenario 2***

## 5.4 SCENARIO 3: IMPROVE PCI TO 70 ($33.0M/10 YEARS)

This scenario aims to improve the network PCI to 70 by 2032. As shown in Table 6 and Figure 8, the financial commitment required for this goal is $33.0 million over ten years including the City's scheduled paving projects in 2023. This will result in 80.0 percent of the network being "Good" condition with approximately 15.0 percent in "Failed" condition. The deferred maintenance will decrease to $19.0 million by 2032.

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

| Year | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Budget ($M) | 0.55* | 1.90 | 2.50 | 4.00 | 4.50 | 5.00 | 3.50 | 3.50 | 3.50 | 4.00 | 33.00 |
| Deferred Maintenance ($M) | 28.4 | 29.5 | 30.4 | 28.8 | 26.8 | 24.0 | 23.0 | 21.0 | 20.0 | 19.0 | NA |
| Treated PCI | 64 | 65 | 64 | 64 | 64 | 66 | 67 | 68 | 69 | 70 | NA |

*Includes Scheduled Projects in 2023

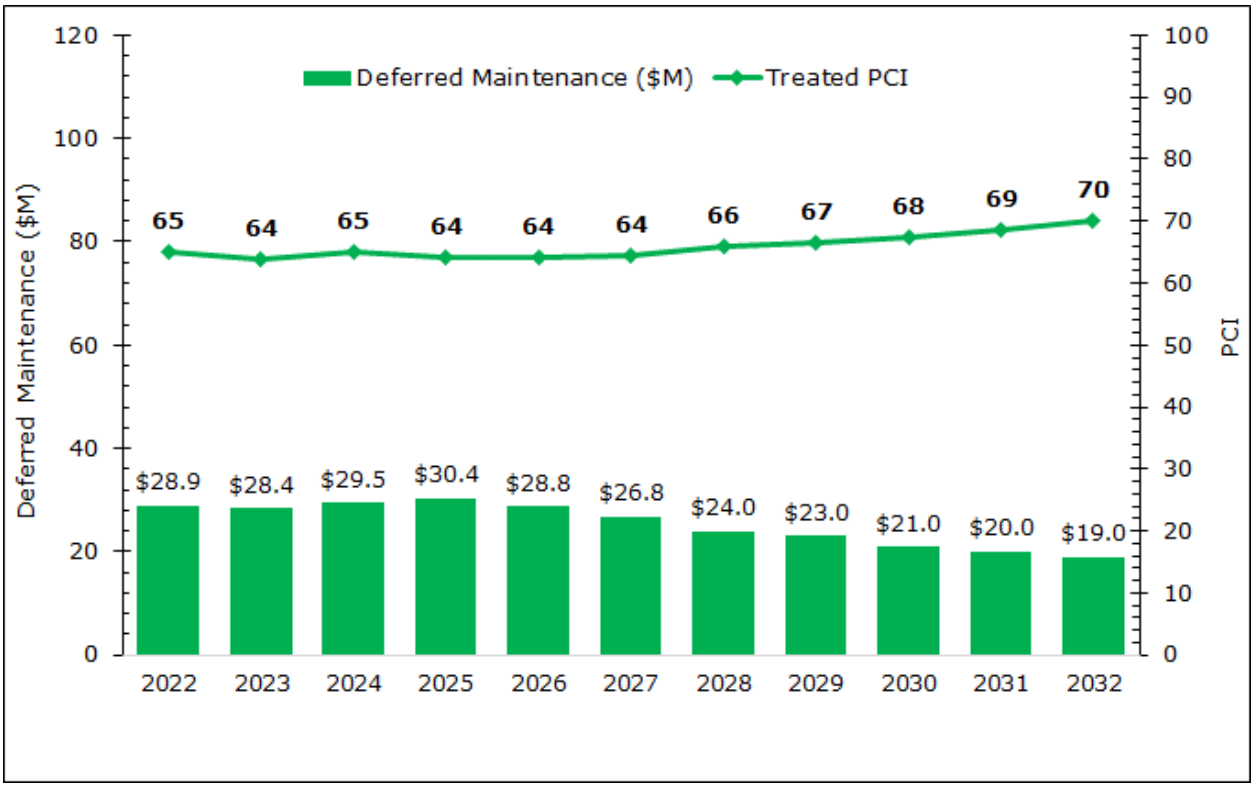



***Figure 8. PCI vs Deferred Maintenance for Scenario 3***

## 5.5 SCENARIO COMPARISONS

Figure 9 graphically compares the annual changes in PCI for each of the three scenarios. As previously noted, the average network PCI will decrease to 50 in Scenario 1, be maintained at 65 in Scenario 2 and increase to 70 in Scenario 3.

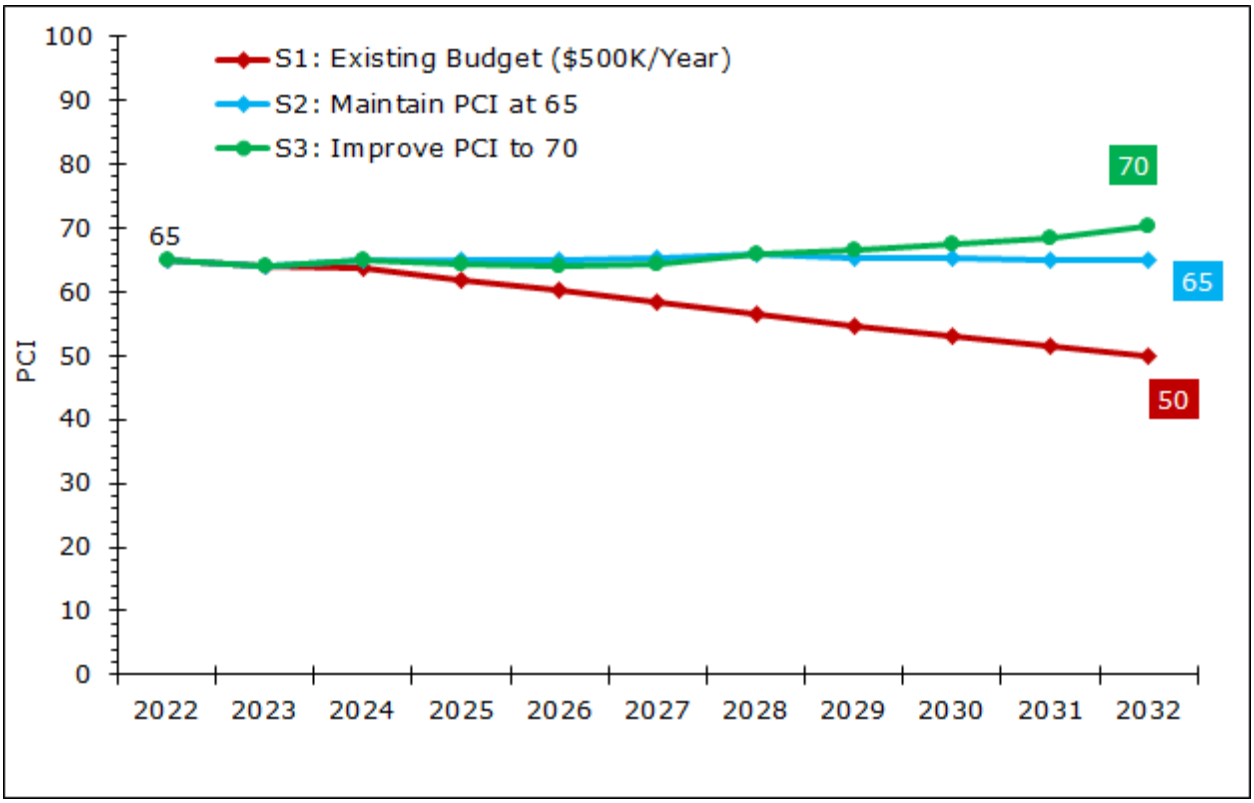



*Figure 9. Comparison of Annual PCI by Scenario*

Figure 10 illustrates the changes in deferred maintenance over time for each scenario. For Scenario 1, the deferred maintenance will increase by 75 percent to $50.4 million. In Scenario 2 it will slightly decrease to $24.2 million. In Scenario 3 it will decrease to $19.0 million.

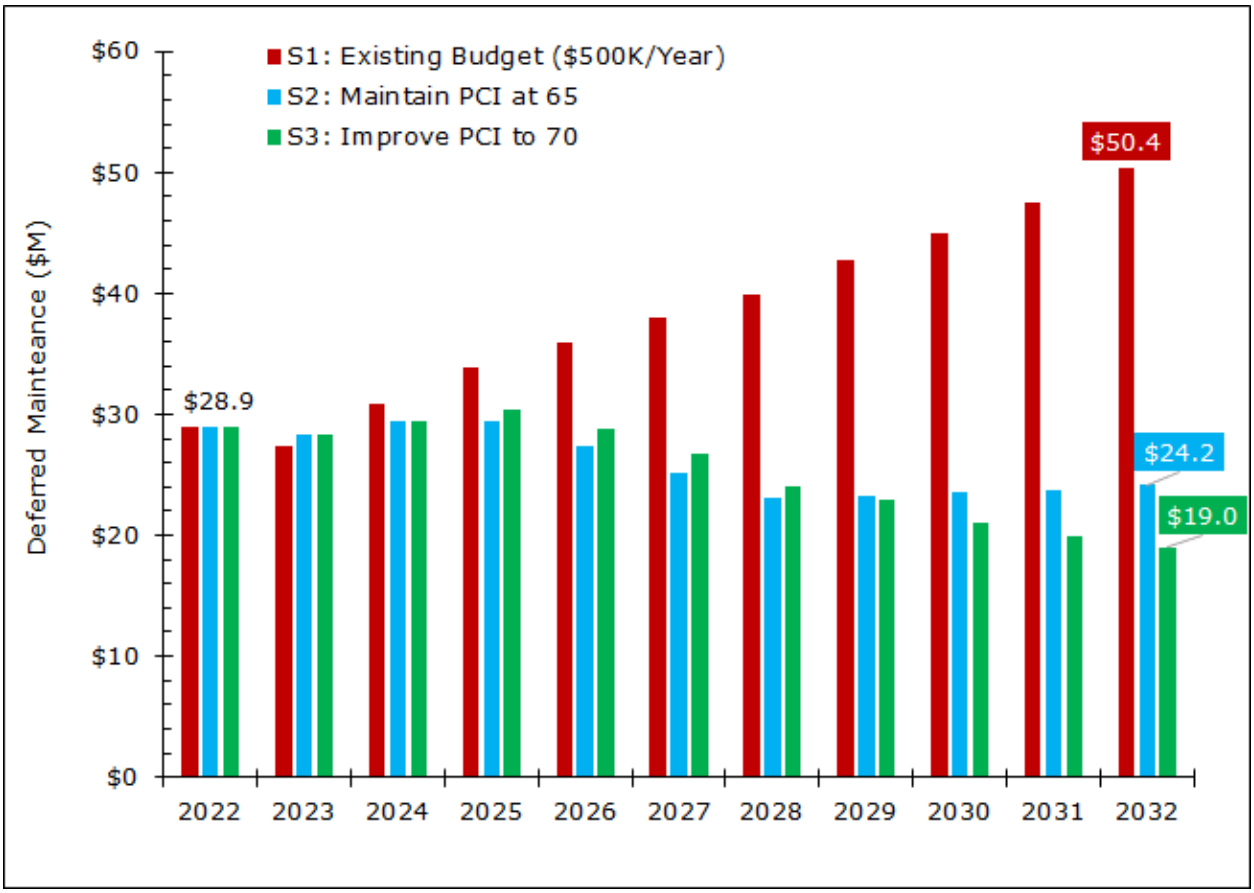



***Figure 10. Comparison of Annual Deferred Maintenance by Scenario***

Figure 11 illustrates the percent change in pavement condition for each scenario. As noted earlier, currently less than half of the network is in "Good" condition with 6.0 percent in "Failed" condition. Portion of network under both "Good" and "Failed" condition category will increase under all scenarios. For Scenario 1, the portion of the network in "Good" condition will increase to approximately half of the network, while the portion in "Failed" condition will increase to 30 percent. For both Scenarios 2 and 3, the portion of the network in "Good" condition will increase significantly.

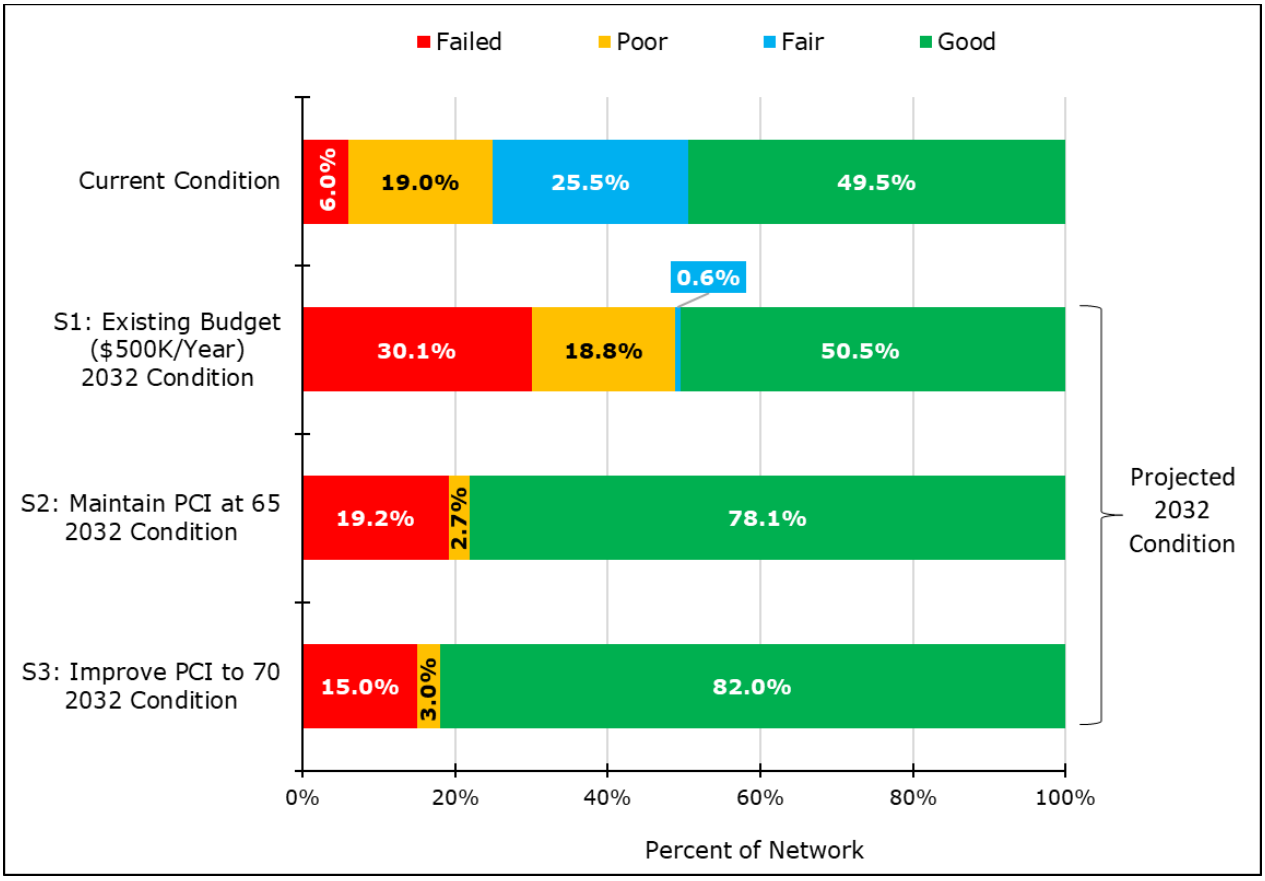



***Figure 11. Comparison of Pavement Condition Breakdown by Scenario***

# 6 Conclusion and Recommendations

In summary, the City of Fortuna has a substantial investment of $92.4 million in the pavement network. Overall, the City's streets are in "Fair" condition with a 2022 average network PCI of 65. Approximately 49.5 percent of the street network is in "Good" condition and 25 percent is in "Poor" or "Failed" condition.

The analyses indicate that the City needs to spend approximately $39.3 million on maintenance and rehabilitation over the next ten years to optimally repair all pavement sections, thus bringing the network into a condition that can be maintained with on-going preventive maintenance. In the long run, this strategy will save the City money by preventing future pavement deterioration to levels requiring rehabilitation or reconstruction.

Based on the data collected and the scenarios analyzed and presented in this report, NCE offers the following recommendations.

1. **Funding** - The primary goal of PMPs should be to offer users a safe and functional pavement network without unduly increasing the maintenance burden in the future. With that in mind, the minimum recommended scenario for the City is Scenario 2, which requires approximately $27.3 million over the next ten years. This budget allocation will maintain the overall network PCI at 65, increase the portion of the network in "Good" condition, and slow the increase in deferred maintenance.

   To address the gap between the City's existing funding and the recommended scenario, NCE recommends the City pursue additional funding sources. Potential sources include:

<u>Federal Funding Sources</u>

- Bipartisan Infrastructure Investment and Jobs Act (IIJA)
- Regional Surface Transportation Program (RSTP)
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Community Development Block Grants (CDBG)
- Highway Safety Improvement Program (HSIP)
- Federal Emergency Management Agency (FEMA)

<u>State Funding Sources</u>

- Active Transportation Program (ATP), which now includes the Bicycle Transportation Account (BTA) and Safe Routes to Schools (SR2S)
- State Transportation Improvement Program (STIP)
- AB 2766 (vehicle surcharge)
- Vehicle License Fees (VLF)
- CalRecycle grants

- State Water Resource Control Board
- Transportation Development Act (TDA)
- Traffic Safety Fund
- Transportation Uniform Mitigation Fee (TUMF)

Local/Regional Funding Sources

- Development impact fees
- General funds
- Various assessment districts (lighting, maintenance, flood control, community facilities)
- Traffic impact fees
- Utilities (e.g., stormwater, water, wastewater enterprise funds)
- Parcel/property taxes
- Vehicle registration fees
- Vehicle code fines

2. **Pavement Management Strategies –** Since a significant portion of the City's streets are currently in "Good" condition (45.8 percent), it is important to maintain that condition to the extent possible. Preservation occurs when streets with PCIs higher than 70 receive treatments such as surface seals (slurry, chip, microsurfacing, etc.). Seals are relatively inexpensive treatments that prevent moisture ingress and thus preserve the integrity of the underlying base material. NCE recommends that the City balance preventive maintenance with rehabilitation and reconstruction projects to preserve pavements in "Good" condition, improve pavements in "Poor" condition, and avoid increasing the deferred maintenance.
3. **Reinspection Strategies –** In order to make appropriate management decisions based on current data, NCE recommends that the City perform condition inspections on arterials and collectors every 2 years and on residentials at least every 4 to 5 years. Additionally, since StreetSaver® and other prediction models do not yet take into account the effect of specialized materials such as asphalt-binders with rubber or polymers, the actual performance of city pavements may not be fully captured in the analysis models. For this additional reason, NCE recommends regular pavement condition surveys to ensure model accuracy and relevance.
4. **M&R Decision Tree –** NCE recommends that the City annually review and update the M&R treatment strategies and associated unit costs to reflect current construction techniques and changing costs. This will ensure that the results for the budget analyses are reliable and as accurate as possible.

# Appendix A

## Section Description Inventory

## Section Description Inventory Report

This report lists a variety of section description information for each of the City's pavement sections. It lists the street and section identifiers, limits, number of lanes, functional class, surface type, length, width, area, Inspected PCI, and PCI date.

All of the City's pavement sections are included in the report. Two versions of the report are provided. The first is sorted alphabetically by Street Name and Section ID and the second report is sorted by descending PCI. The field descriptions in this report are listed below:

| COLUMN | DESCRIPTION |
|---|---|
| Street ID | Street Identification - A code up to ten characters/digits to identify the street. Generally, the street name is truncated to six characters. The Street ID should be unique for each street. |
| Section ID | Section Identification - A code up to ten characters/digits to identify the section number. The Section ID must be unique for each section of one street. |
| Street Name | Street Name - The name of the street as indicated by street signs in the field. |
| Begin Location | Beginning limit of the section. |
| End Location | Ending limit of the section. |
| No. of Lanes | Number of travel lanes. |
| Functional Class (FC) | Functional Classification: A (Arterial), C (Collector), R (Residential), P-P (Proposed-Private) |
| Length (ft) | Length of the section in feet. |
| Width (ft) | Average width of the section in feet. |
| Area (sf) | Area of section in square feet. |
| Surface Type (ST) | Surface Type: AC = Asphalt Concrete |
| PCI Date | The last inspection date or rehabilitation date. |
| PCI | Average PCI for the section. The value is based on the last inspection. |

# Section Description Inventory – Sorted by Street Name

City of Fortuna - 2022 PMP Update
Section Description Inventory
Sorted by Street Name

| Street ID | Section ID | Street Name | Begin Location | End Location | No. of Lanes | FC | Surface Type | Length (ft) | Width (ft) | Area (sf) | PCI Date | PCI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10THST | 010 | 10TH STREET | END S | K ST | 2 | R | AC | 1,059 | 48 | 50,832 | 6/8/2022 | 72 |
| 10THST | 020 | 10TH STREET | K ST | L ST | 2 | R | AC | 296 | 44 | 13,024 | 6/8/2022 | 47 |
| 10THST | 030 | 10TH STREET | L ST | MAIN ST | 2 | R | AC | 306 | 43 | 13,158 | 6/8/2022 | 52 |
| 10THST | 040 | 10TH STREET | MAIN ST | N ST | 2 | R | AC | 296 | 45 | 13,320 | 6/8/2022 | 49 |
| 10THST | 050 | 10TH STREET | N ST | END | 2 | R | AC | 313 | 48 | 15,024 | 6/8/2022 | 33 |
| 11THST | 010 | 11TH STREET | I ST | MAIN ST | 2 | R | AC | 1,393 | 54 | 75,222 | 6/8/2022 | 59 |
| 11THST | 020 | 11TH STREET | MAIN ST | O ST | 2 | C | AC | 600 | 40 | 24,000 | 5/11/2022 | 25 |
| 11THST | 030 | 11TH STREET | O ST | P ST | 2 | C | AC | 268 | 40 | 10,720 | 5/11/2022 | 29 |
| 12THST | 010 | 12TH STREET | NEWBURG RD | I ST | 2 | A | AC | 1,495 | 42 | 62,790 | 5/11/2022 | 81 |
| 12THST | 020 | 12TH STREET | I ST | MAIN ST | 2 | A | AC | 1,415 | 43 | 60,845 | 5/11/2022 | 73 |
| 12THST | 030 | 12TH STREET | MAIN ST | P ST | 2 | R | AC | 800 | 48 | 38,400 | 6/9/2022 | 26 |
| 13THST | 010 | 13TH STREET | K ST | MAIN ST | 2 | R | AC | 604 | 48 | 28,992 | 6/9/2022 | 84 |
| 13THST | 020 | 13TH STREET | MAIN ST | N ST | 2 | R | AC | 314 | 47 | 14,758 | 6/9/2022 | 31 |
| 13THST | 030 | 13TH STREET | N ST | P ST | 2 | R | AC | 534 | 48 | 25,632 | 6/9/2022 | 45 |
| 14THST | 010 | 14TH STREET | END S | K ST | 2 | R | AC | 564 | 49 | 27,636 | 6/9/2022 | 33 |
| 14THST | 020 | 14TH STREET | K ST | L ST | 2 | R | AC | 304 | 48 | 14,592 | 6/9/2022 | 25 |
| 14THST | 030 | 14TH STREET | L ST | MAIN ST | 2 | R | AC | 289 | 44 | 12,716 | 6/9/2022 | 39 |
| 14THST | 040 | 14TH STREET | MAIN ST | N ST | 2 | C | AC | 326 | 48 | 15,648 | 5/11/2022 | 39 |
| 14THST | 050 | 14TH STREET | N ST | P ST | 2 | C | AC | 545 | 48 | 26,160 | 5/11/2022 | 32 |
| 14THST | 060 | 14TH STREET | P ST | CARSON WOODS DR | 2 | C | AC | 756 | 23 | 17,388 | 7/27/2022 | 15 |
| 15THST | 010 | 15TH STREET | END S | K ST | 2 | R | AC/AC | 172 | 38 | 6,536 | 6/9/2022 | 93 |
| 15THST | 020 | 15TH STREET | K ST | MAIN ST | 2 | R | AC | 688 | 38 | 26,144 | 6/9/2022 | 64 |
| 15THST | 030 | 15TH STREET | N ST | END N | 2 | R | AC | 550 | 48 | 26,400 | 6/9/2022 | 95 |
| 16THST | 010 | 16TH STREET | END S | L ST | 2 | R | AC | 600 | 38 | 22,800 | 6/9/2022 | 83 |
| 16THST | 020 | 16TH STREET | L ST | MAIN ST | 2 | C | AC | 278 | 38 | 10,564 | 5/11/2022 | 19 |
| 16THST | 030 | 16TH STREET | N ST | END N | 2 | R | AC | 185 | 38 | 7,030 | 6/9/2022 | 33 |
| 1STST | 010 | 1ST STREET | END W | SPRING ST | 2 | R | AC | 158 | 23 | 3,634 | 6/9/2022 | 20 |
| 1STAVE | 020 | 1ST AVENUE | SPRING ST | SUMMER ST | 2 | R | AC | 640 | 34 | 21,760 | 6/9/2022 | 67 |
| 2NDAV | 010 | 2ND AVENUE | END W | SPRING ST | 2 | R | AC | 257 | 29 | 7,453 | 6/9/2022 | 12 |
| 2NDAV | 020 | 2ND AVENUE | SPRING ST | FORTUNA BLVD | 2 | R | AC | 342 | 30 | 10,260 | 6/9/2022 | 31 |
| 2NDAV | 030 | 2ND AVENUE | FORTUNA BLVD | SUMMER ST | 2 | R | AC | 322 | 29 | 9,338 | 6/9/2022 | 100 |
| 2NDAV | 040 | 2ND AVENUE | SUMMER ST | LAWNDALE DR | 2 | R | AC | 313 | 41 | 12,833 | 6/9/2022 | 24 |
| 2NDAV | 050 | 2ND AVENUE | LAWNDALE DR | IVY LN | 2 | R | AC | 266 | 46 | 12,236 | 6/9/2022 | 56 |
| 2NDAV | 060 | 2ND AVENUE | LAWNDALE DR | EMERALD LN | 2 | R | AC | 523 | 45 | 23,535 | 6/9/2022 | 18 |
| 2NDAV | 070 | 2ND AVENUE | EMERALD LN | MEADOW LN | 2 | R | AC | 258 | 45 | 11,610 | 6/9/2022 | 29 |
| 2NDAV | 080 | 2ND AVENUE | MEADOW LN | SPRINGVILLE AV | 2 | R | AC | 298 | 36 | 10,728 | 6/8/2022 | 55 |
| 2NDAV | 090 | 2ND AVENUE | END W | GUIDO AV | 2 | R | AC | 120 | 36 | 4,320 | 6/9/2022 | 91 |
| 2NDAV | 100 | 2ND AVENUE | GUIDO AV | SENESTRARO WY | 2 | R | AC | 241 | 36 | 8,676 | 6/9/2022 | 91 |
| 3RDST | 010 | 3RD STREET | END S | MAIN ST | 2 | C | AC | 361 | 33 | 11,913 | 5/11/2022 | 68 |
| 6THST | 010 | 6TH STREET | 7TH ST | MAIN ST | 2 | R | AC | 505 | 40 | 20,200 | 6/9/2022 | 19 |
| 6THST | 020 | 6TH STREET | MAIN ST | P ST | 2 | R | AC | 587 | 40 | 23,480 | 6/9/2022 | 72 |
| 7THST | 010 | 7TH STREET | K ST | L ST | 2 | R | AC | 296 | 37 | 10,952 | 6/8/2022 | 81 |

AC: Asphalt Concrete.
FC: Functional Classes (A: Arterial, C: Collecotr, R: Residential)
Walking Survey was conducted on R;
Automated Survey was conducted on A and C

City of Fortuna - 2022 PMP Update
Section Description Inventory
Sorted by Street Name

| Street ID | Section ID | Street Name | Begin Location | End Location | No. of Lanes | FC | Surface Type | Length (ft) | Width (ft) | Area (sf) | PCI Date | PCI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7THST | 020 | 7TH STREET | L ST | MAIN ST | 2 | R | AC | 420 | 34 | 14,280 | 6/9/2022 | 66 |
| 7THST | 030 | 7TH STREET | MAIN ST | P ST | 2 | R | AC | 669 | 48 | 32,112 | 6/9/2022 | 87 |
| 8THST | 010 | 8TH STREET | END S | L ST | 2 | R | AC | 513 | 47 | 24,111 | 6/9/2022 | 56 |
| 8THST | 020 | 8TH STREET | L ST | MAIN ST | 2 | C | AC | 342 | 47 | 16,074 | 5/11/2022 | 63 |
| 8THST | 030 | 8TH STREET | MAIN ST | N ST | 2 | R | AC | 171 | 48 | 8,208 | 6/9/2022 | 84 |
| 8THST | 040 | 8TH STREET | N ST | O ST | 2 | R | AC | 219 | 48 | 10,512 | 6/9/2022 | 33 |
| 8THST | 050 | 8TH STREET | O ST | P ST | 2 | R | AC | 287 | 48 | 13,776 | 6/9/2022 | 19 |
| 9THST | 010 | 9TH STREET | END S | MAIN ST | 2 | R | AC | 1,500 | 44 | 66,000 | 6/8/2022 | 93 |
| 9THST | 020 | 9TH STREET | MAIN ST | P ST | 2 | C | AC | 860 | 44 | 37,840 | 5/11/2022 | 30 |
| 9THST | 030 | 9TH STREET | P ST | CHRISTIAN RIDGE | 2 | C | AC | 1,163 | 38 | 44,194 | 5/11/2022 | 28 |
| ACACDR | 010 | ACACIA DRIVE | END W | ROSS HILL RD | 2 | R | AC | 578 | 34 | 19,652 | 6/10/2022 | 58 |
| ALAMWY | 010 | ALAMAR WAY | RIVER WALK DR | END | 2 | R | AC | 621 | 36 | 22,356 | 6/13/2022 | 60 |
| ALDEDR | 010 | ALDER DRIVE | END W | WILLOW DR | 2 | R | AC | 430 | 39 | 16,770 | 6/13/2022 | 51 |
| ALDEDR | 020 | ALDER DRIVE | WILLOW DR | FORTUNA BLVD | 2 | R | AC | 385 | 39 | 15,015 | 6/13/2022 | 35 |
| ALLICT | 010 | ALLISON COURT | BRANDI LN | END E | 2 | R | AC | 144 | 36 | 5,184 | 9/1/2022 | 83 |
| ANGEDR | 010 | ANGEL HEIGHTS DRIVE | END W | BARNEY ST | 2 | R | AC | 670 | 18 | 12,060 | 6/10/2022 | 87 |
| ARIZCT | 010 | ARIZZI COURT | FRANCESCO PL | END E | 2 | R | AC | 237 | 37 | 8,769 | 6/13/2022 | 91 |
| ARNOWY | 010 | ARNOLD WAY | NEWELL DR | SCENIC DR | 2 | R | AC | 550 | 27 | 14,850 | 6/13/2022 | 52 |
| ARNOWY | 020 | ARNOLD WAY | SCENIC DR | END N | 2 | R | AC | 150 | 32 | 4,800 | 6/13/2022 | 33 |
| ASHST | 010 | ASH STREET | STILLMAN WY | END E | 2 | R | AC | 171 | 37 | 6,327 | 6/10/2022 | 85 |
| BAERCT | 010 | BAER COURT | HOME AV | END E | 2 | R | AC | 441 | 28 | 12,348 | 6/14/2022 | 83 |
| BAIRCT | 010 | BAIRD COURT | CLIFTON WY | END N | 2 | R | AC | 167 | 34 | 5,678 | 9/1/2022 | 60 |
| BARRST | 010 | BARRY STREET | MAXWELL ST | JENNY LN | 2 | R | AC | 620 | 36 | 22,320 | 6/8/2022 | 90 |
| BARRST | 020 | BARRY STREET | JENNY LN | REDWOOD WY | 2 | R | AC | 161 | 36 | 5,796 | 6/8/2022 | 40 |
| BARTLN | 010 | BARTLETT LANE | END W | ROHNERVILLE RD | 2 | R | AC | 1,013 | 21 | 21,273 | 6/11/2022 | 44 |
| BAXTLN | 010 | BAXTER LANE | BRANDI LN | OLSEN CT | 2 | R | AC | 707 | 35 | 24,745 | 9/1/2022 | 85 |
| BEECST | 010 | BEECH STREET | STILLMAN WY | END E | 2 | R | AC | 220 | 37 | 8,140 | 6/10/2022 | 54 |
| BERRAV | 010 | BERRY CREEK AVENUE | END S | SHAMROCK DR | 2 | R | AC | 435 | 36 | 15,660 | 6/8/2022 | 73 |
| BLUECT | 010 | BLUE JAY COURT | KENWOOD DR | END N | 2 | R | AC | 195 | 36 | 7,020 | 9/1/2022 | 81 |
| BOONST | 010 | BOONE STREET | SCHOOL ST | END N | 2 | R | AC | 328 | 36 | 11,808 | 6/13/2022 | 87 |
| BOYDLN | 010 | BOYDEN LANE | END W | FRANKLIN AV | 1 | R | AC | 1,069 | 28 | 29,932 | 6/9/2022 | 83 |
| BRANLN | 010 | BRANDI LANE | KENMAR RD | KENWOOD DR | 2 | R | AC | 1,487 | 36 | 53,532 | 9/1/2022 | 81 |
| BRIDAV | 010 | BRIDLE CREEK AVENUE | DRAKE HILL RD | PALOMINO PL | 2 | R | AC | 576 | 35 | 20,160 | 6/11/2022 | 85 |
| BROWST | 010 | BROWN STREET | JORDAN ST | CHURCH ST | 2 | R | AC | 275 | 21 | 5,775 | 6/13/2022 | 48 |
| BRYALN | 010 | BRYANT LANE | MAIN ST | QUAIL HOLLOW RD | 2 | R | AC | 194 | 32 | 6,208 | 6/9/2022 | 24 |
| CAMPDR | 010 | CAMPTON HEIGHTS DRIVE | THELMA ST | RONALD AV | 2 | R | AC | 1,321 | 38 | 50,198 | 6/13/2022 | 66 |
| CAMPDR | 020 | CAMPTON HEIGHTS DRIVE | RONALD AV | CECIL AV | 2 | R | AC | 712 | 38 | 27,056 | 6/13/2022 | 71 |
| CAMPLN | 010 | CAMPTON LANE | END S | HIGHLAND DR | 2 | R | AC | 411 | 39 | 16,029 | 6/14/2022 | 61 |
| CARSRD | 010 | CARSON WOODS ROAD | P ST | DRIVEWAY #1485 | 2 | C | AC | 2,145 | 18 | 38,610 | 6/30/2022 | 24 |
| CARSRD | 020 | CARSON WOODS ROAD | DRIVEWAY #1485 | BRIDGE | 2 | C | AC | 1,530 | 23 | 35,190 | 6/30/2022 | 38 |
| CARSRD | 030 | CARSON WOODS ROAD | BRIDGE | END N | 2 | C | AC | 835 | 12 | 10,020 | 6/30/2022 | 25 |
| CECIAV | 010 | CECIL AVENUE | DRAKE HILL RD | COLLEGE ST | 2 | R | AC | 1,437 | 40 | 57,480 | 6/13/2022 | 93 |

AC: Asphalt Concrete.
FC: Functional Classes (A: Arterial, C: Collecotr, R: Residential)
Walking Survey was conducted on R;
Automated Survey was conducted on A and C

| Street ID | Section ID | Street Name | Begin Location | End Location | No. of Lanes | FC | Surface Type | Length (ft) | Width (ft) | Area (sf) | PCI Date | PCI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CHERLN | 010 | CHERYL LANE | END N | MAGGIE LN | 2 | R | AC | 893 | 35 | 31,255 | 6/14/2022 | 85 |
| CHISCT | 010 | CHISM COURT | SCHOOL ST | END N | 2 | R | AC | 201 | 32 | 6,432 | 6/14/2022 | 87 |
| CHRIRD | 010 | CHRISTIAN RIDGE ROAD | 9THST | ANGEL HEIGHTS RD | 2 | R | AC | 1,171 | 20 | 23,420 | 6/10/2022 | 17 |
| CHURST | 010 | CHURCH STREET | KENMAR RD | WEBBER ST | 2 | R | AC | 1,047 | 23 | 24,081 | 6/10/2022 | 68 |
| CHURST | 020 | CHURCH STREET | WEBER ST | ROHNERVILLE RD | 2 | R | AC | 968 | 28 | 27,104 | 6/10/2022 | 46 |
| CLARAV | 010 | CLARA AVENUE | DRAKE HILL RD | COLLEGE ST | 2 | R | AC | 1,724 | 38 | 65,512 | 6/13/2022 | 68 |
| CLIFWY | 010 | CLIFTON WAY | BRANDI LN | ROHNERVILLE RD | 2 | R | AC | 1,009 | 34 | 34,306 | 9/1/2022 | 74 |
| COLECT | 010 | COLE COURT | END S | CAMPTON HEIGHTS DR | 2 | R | AC | 299 | 16 | 4,784 | 6/13/2022 | 21 |
| COLLST | 010 | COLLEGE STREET | B.O.P. | WEBBER ST | 2 | R | AC | 268 | 16 | 4,288 | 6/11/2022 | 23 |
| COLLST | 020 | COLLEGE STREET | WEBBER ST | END | 2 | R | AC | 188 | 22 | 4,136 | 6/11/2022 | 85 |
| CORICT | 010 | CORINA COURT | END S | END N | 2 | R | AC | 400 | 32 | 12,800 | 6/9/2022 | 83 |
| COVECT | 010 | COVEY COURT | GREENFIELD PL | END E | 2 | R | AC | 473 | 31 | 14,663 | 9/1/2022 | 80 |
| CREECT | 010 | CREEKSIDE COURT | GREENFIELD PL | END E | 2 | R | AC | 219 | 32 | 7,008 | 9/1/2022 | 85 |
| CRESDR | 010 | CRESTVIEW DRIVE | END S | KENMAR RD | 2 | R | AC | 515 | 35 | 18,025 | 6/14/2022 | 76 |
| CRISWY | 010 | CRISSY WAY | MAXWELL ST | JENNY LN | 2 | R | AC | 624 | 36 | 22,464 | 6/8/2022 | 61 |
| CYPRLP | 010 | CYPRESS LOOP | VALLEY VIEW RD | END E | 2 | R | AC | 518 | 40 | 20,720 | 6/14/2022 | 69 |
| DANACT | 010 | DANA COURT | END SW | ROSS HILL RD | 2 | R | AC | 373 | 36 | 13,428 | 6/10/2022 | 76 |
| DAVIWY | 010 | DAVID WAY | ROHNERVILLE RD | END N | 2 | R | AC | 401 | 36 | 14,436 | 6/14/2022 | 83 |
| DINSDR | 010 | DINSMORE DRIVE | END NW | RIVER WALK DR | 2 | R | AC | 2,729 | 25 | 68,225 | 6/13/2022 | 44 |
| DOVECT | 010 | DOVE COURT | END SE | JOSEPH ST | 2 | R | AC | 441 | 32 | 14,112 | 6/9/2022 | 87 |
| DRAKRD | 010 | DRAKE HILL ROAD | THELMA ST | RONALD AV | 2 | C | AC | 1,276 | 24 | 30,624 | 5/11/2022 | 75 |
| DRAKRD | 020 | DRAKE HILL ROAD | RONALD AV | ROHNERVILLE RD | 2 | C | AC | 1,956 | 26 | 50,856 | 5/11/2022 | 72 |
| DUNACT | 010 | DUNAWAY COURT | END SW | BOYDEN LN | 2 | R | AC | 630 | 28 | 17,640 | 6/9/2022 | 70 |
| ELIZWY | 010 | ELIZABETH BARCUS WAY | END W | SUNRISE CT | 2 | R | AC | 1,143 | 28 | 32,004 | 6/9/2022 | 85 |
| ELIZWY | 020 | ELIZABETH BARCUS WAY | SUNRISE CT | NEWBURG RD | 2 | R | AC | 1,446 | 28 | 40,488 | 6/9/2022 | 85 |
| EMARLN | 010 | EMARALD LANE | 2ND AV | SHAMROCK DR | 2 | R | AC | 707 | 35 | 24,745 | 6/8/2022 | 95 |
| EMILCT | 010 | EMIL COURT | END S | GULLIKSEN DR | 2 | R | AC | 167 | 32 | 5,344 | 6/13/2022 | 95 |
| FRANAV | 010 | ELIZABETH BARCUS WAY | NEWBURG RD | ELIZABETH BARCUS WY | 2 | R | AC | 2,348 | 28 | 65,744 | 6/9/2022 | 83 |
| FRANCT | 010 | FRANKLIN COURT | END W | FRANKLIN AV | 2 | R | AC | 267 | 33 | 8,811 | 6/9/2022 | 87 |
| FRANPL | 010 | FRANCESCO PLACE | END S | SENESTRARO WY | 2 | R | AC | 969 | 36 | 34,884 | 6/9/2022 | 93 |
| FREECT | 010 | FREEDOM COURT | END S | KENWOOD DR | 2 | R | AC | 364 | 36 | 13,104 | 9/1/2022 | 85 |
| GARDLN | 010 | GARDEN LANE | P ST | END | 2 | R | AC | 437 | 18 | 7,866 | 6/10/2022 | 58 |
| GARLAV | 010 | GARLAND AVENUE | END W | HOME AV | 2 | R | AC | 1,185 | 16 | 18,960 | 6/14/2022 | 80 |
| GRACCT | 010 | GRACE COURT | HILLRAS AV | END E | 2 | R | AC | 176 | 23 | 4,048 | 6/11/2022 | 95 |
| GREEPL | 010 | GREENFIELD PLACE | KENWOOD DR | END N | 2 | R | AC | 589 | 32 | 18,848 | 9/1/2022 | 85 |
| GUIDAV | 010 | GUIDO AVENUE | 2ND AV | SHAMROCK DR | 2 | R | AC | 635 | 36 | 22,860 | 6/9/2022 | 90 |
| GULLDR | 010 | GULLIKSEN DRIVE | ROHNERVILLE RD | EMIL CT | 2 | R | AC | 468 | 36 | 16,848 | 6/13/2022 | 85 |
| GULLDR | 020 | GULLIKSEN DRIVE | EMIL CT | END N | 2 | R | AC | 2,667 | 26 | 69,342 | 6/13/2022 | 95 |
| HANNCT | 010 | HANNAH COURT | SCHOOL ST | HANNAH CT | 2 | R | AC | 335 | 36 | 12,060 | 6/13/2022 | 87 |
| HANNCT | 020 | HANNAH COURT | HANNAH CT | HANNAH CT | 2 | R | AC | 962 | 36 | 34,632 | 6/13/2022 | 83 |
| HARLWY | 010 | HARLAN WAY | MAIN ST | END N | 2 | R | AC | 688 | 31 | 21,328 | 6/9/2022 | 67 |
| HIGHDR | 010 | HIGHLAND DRIVE | THELMA ST | WOOD ST | 2 | R | AC | 834 | 32 | 26,688 | 6/10/2022 | 85 |

AC: Asphalt Concrete.
FC: Functional Classes (A: Arterial, C: Collecotr, R: Residential)
Walking Survey was conducted on R;
Automated Survey was conducted on A and C

City of Fortuna - 2022 PMP Update
Section Description Inventory
Sorted by Street Name

| Street ID | Section ID | Street Name | Begin Location | End Location | No. of Lanes | FC | Surface Type | Length (ft) | Width (ft) | Area (sf) | PCI Date | PCI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HIGHST | 010 | HIGH STREET | VANCIL ST | VISTA DR | 2 | R | AC/AC | 313 | 30 | 9,390 | 6/10/2022 | 95 |
| HILLAV | 010 | HILLCREST AVENUE | DRAKE HILL RD | KIRBY ST | 2 | R | AC | 279 | 39 | 10,881 | 6/10/2022 | 81 |
| HILLDR | 010A | HILLSIDE DRIVE | SHULTZ LANE | 400 FT S/O SHULTZ LANE | 2 | R | AC | 400 | 27 | 10,800 | 6/13/2022 | 42 |
| HILLDR | 010B | HILLSIDE DRIVE | 400 FT S/O SHULTZ LANE | NEWELL DR | 2 | R | AC | 2,587 | 27 | 69,849 | 6/13/2022 | 49 |
| HILLDR | 020 | HILLSIDE DRIVE | SCHULTZ | FERNWOOD DR | 2 | R | AC | 662 | 23 | 15,226 | 6/13/2022 | 53 |
| HILLDR | 030 | HILLSIDE DRIVE | FERNWOOD DR | END | 2 | R | AC | 644 | 15 | 9,660 | 6/13/2022 | 70 |
| HILLTDR | 010 | HILLTOP DRIVE | LOOP RD | RIDGEVIEW CT | 2 | R | AC | 2,138 | 37 | 79,106 | 6/13/2022 | 90 |
| HILLTDR | 020 | HILLTOP DRIVE | RIDGEVIEW CT | END E | 2 | R | AC | 990 | 33 | 32,670 | 6/13/2022 | 85 |
| HILLWY | 010 | HILLRAS WAY | HILLRAS WY | SUNSET VIEW DR | 2 | R | AC | 1,270 | 22 | 27,940 | 6/11/2022 | 89 |
| HILLWY | 020 | HILLRAS WAY | ROHNERVILLE RD | END E | 2 | R | AC | 425 | 24 | 10,200 | 6/11/2022 | 85 |
| HOLLST | 010 | HOLLY STREET | 2ND AV | SHAMROCK DR | 2 | R | AC | 703 | 35 | 24,605 | 6/8/2022 | 93 |
| HOLMWY | 010 | HOLMAN WAY | HOME AV | END E | 2 | R | AC | 397 | 35 | 13,895 | 6/14/2022 | 68 |
| HOMEAV | 010 | HOME AVENUE | P ST | BAER CT | 2 | A | AC | 3,319 | 22 | 73,018 | 5/11/2022 | 34 |
| HOMEAV | 020 | HOME AVENUE | BAER CT | GARLAND AV | 2 | A | AC | 349 | 30 | 10,470 | 5/11/2022 | 35 |
| HST | 010 | H STREET | END E | I ST | 2 | R | AC | 287 | 40 | 11,480 | 6/8/2022 | 43 |
| HUFFDR | 010 | HUFFMAN DRIVE | ROHNERVILLE RD | END E | 2 | R | AC | 495 | 29 | 14,355 | 6/14/2022 | 95 |
| IST | 010 | I STREET | 9TH ST | 10TH ST | 2 | R | AC | 227 | 40 | 9,080 | 6/8/2022 | 61 |
| IST | 020 | I STREET | 10TH ST | 12TH ST | 2 | R | AC | 548 | 40 | 21,920 | 6/8/2022 | 43 |
| IVYLN | 010 | IVY LANE | SHAMROCK DR | 2ND AV | 2 | R | AC | 704 | 37 | 26,048 | 6/8/2022 | 89 |
| JENNLN | 010 | JENNY LANE | BARRY AV | MAXWELL ST | 2 | R | AC | 589 | 37 | 21,793 | 6/8/2022 | 35 |
| JONECT | 010 | JONES COURT | END W | JONES ST | 2 | R | AC | 313 | 20 | 6,260 | 6/11/2022 | 34 |
| JONEST | 010 | JONES STREET | VIEW DR | MILL ST | 2 | R | AC | 665 | 10 | 6,650 | 6/11/2022 | 33 |
| JORDST | 010 | JORDAN STREET | WEBER ST | BROWN ST | 2 | R | AC | 412 | 23 | 9,476 | 6/13/2022 | 57 |
| JORDST | 020 | JORDAN STREET | BROWN ST | ROHNERVILLE RD | 2 | R | AC | 625 | 23 | 14,375 | 6/13/2022 | 84 |
| JOSEST | 010 | JOSEPH STREET | VIRGIN DR | CORINA CT | 2 | R | AC | 811 | 36 | 29,196 | 6/9/2022 | 87 |
| JOSEST | 020 | JOSEPH STREET | CORINA CT | SENESTRARO WY | 2 | R | AC | 247 | 36 | 8,892 | 6/9/2022 | 74 |
| JST | 010 | J STREET | 9TH ST | 10TH ST | 2 | R | AC | 270 | 47 | 12,690 | 6/8/2022 | 87 |
| JST | 020 | J STREET | 10TH ST | 12TH ST | 2 | R | AC | 592 | 47 | 27,824 | 6/8/2022 | 83 |
| JUSTCT | 010 | JUSTICE COURT | KENWOOD DR | END N | 2 | R | AC | 401 | 32 | 12,832 | 9/1/2022 | 83 |
| KELLWY | 010 | KELLI WAY | MILL CREEK WY | KENMAR RD | 2 | R | AC | 819 | 33 | 27,027 | 6/14/2022 | 85 |
| KENMRD | 010 | KENMAR ROAD | HIGHWAY 101 RAMP | EEL RIVER DR | 2 | R | AC | 596 | 45 | 26,820 | 6/10/2022 | 61 |
| KENMRD | 020 | KENMAR ROAD | EEL RIVER DR | FORTUNA BLVD | 2 | R | AC | 595 | 39 | 23,205 | 6/10/2022 | 67 |
| KENMRD | 030 | KENMAR ROAD | FORTUNA BLVD | CRESTVIEW DR | 2 | R | AC | 1,704 | 30 | 51,120 | 6/10/2022 | 52 |
| KENMRD | 040 | KENMAR ROAD | CRESTVIEW DR | KENWOOD DR | 2 | R | AC | 1,099 | 37 | 40,663 | 6/10/2022 | 45 |
| KENMRD | 050 | KENMAR ROAD | KENWOOD DR | CHURCH ST | 2 | R | AC | 2,080 | 25 | 52,000 | 6/10/2022 | 41 |
| KENMRD | 060 | KENMAR ROAD | CHURCH ST | ROHNERVILLE RD | 2 | R | AC | 1,377 | 45 | 61,965 | 9/1/2022 | 32 |
| KENWRD | 010 | KENWOOD ROAD | KENMAR RD | LIBERT CT | 2 | R | AC | 1,236 | 36 | 44,496 | 6/10/2022 | 91 |
| KENWRD | 020 | KENWOOD ROAD | LIBERTY CT | ROHNERVILLE RD | 2 | R | AC | 640 | 36 | 23,040 | 9/1/2022 | 90 |
| KESTRELST | 010 | KESTREL STREET | ROHNERVILLE RD | OSPREY TERR | 2 | R | AC | 299 | 36 | 10,764 | 6/11/2022 | 83 |
| KIRBST | 010 | KIRBY STREET | THELMA ST | END E | 2 | R | AC | 507 | 39 | 19,773 | 6/10/2022 | 52 |
| KST | 010 | K STREET | 7TH ST | 8TH ST | 2 | R | AC | 265 | 35 | 9,275 | 6/13/2022 | 57 |
| KST | 020 | K STREET | 9TH ST | 12TH ST | 2 | R | AC | 863 | 43 | 37,109 | 6/13/2022 | 43 |

AC: Asphalt Concrete.
FC: Functional Classes (A: Arterial, C: Collecotr, R: Residential)
Walking Survey was conducted on R;
Automated Survey was conducted on A and C

| Street ID | Section ID | Street Name | Begin Location | End Location | No. of Lanes | FC | Surface Type | Length (ft) | Width (ft) | Area (sf) | PCI Date | PCI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KST | 030 | K STREET | 12TH ST | 14TH ST | 2 | R | AC | 603 | 47 | 28,341 | 6/13/2022 | 49 |
| KST | 040 | K STREET | 14TH ST | 16TH ST | 2 | R | AC | 582 | 47 | 27,354 | 6/13/2022 | 83 |
| LARSLN | 010 | LARSEN LANE | BRANDI LN | END E | 2 | R | AC | 204 | 36 | 7,344 | 9/1/2022 | 85 |
| LAURLN | 010 | LAUREL LANE | THELMA ST | END | 2 | R | AC | 240 | 9 | 2,160 | 6/14/2022 | 34 |
| LAURPL | 010 | LAUREL LANE | KENWOOD DR | END | 2 | R | AC | 388 | 31 | 12,028 | 6/14/2022 | 75 |
| LAWNDR | 010 | LAWNDALE DRIVE | 2ND AV | NEWBURG RD | 2 | R | AC/AC | 900 | 45 | 40,500 | 6/8/2022 | 85 |
| LEECT | 010 | LEE COURT | END S | KENMAR RD | 2 | R | AC | 320 | 36 | 11,520 | 6/10/2022 | 81 |
| LIBECT | 010 | LIBERTY COURT | END S | KENWOOD DR | 2 | R | AC | 226 | 35 | 7,910 | 9/1/2022 | 83 |
| LINDST | 010 | LINDLEY STREET | END W | THELMA ST | 2 | R | AC/AC | 391 | 29 | 11,339 | 6/10/2022 | 91 |
| LONIDR | 010 | LONI DRIVE | 12TH ST | 12TH ST | 2 | R | AC | 478 | 36 | 17,208 | 6/14/2022 | 38 |
| LOOPCT | 010 | LOOP COURT | END S | LOOP RD | 2 | R | AC | 359 | 36 | 12,924 | 6/13/2022 | 79 |
| LST | 010 | L STREET | 7TH ST | 10TH ST | 2 | C | AC | 1,040 | 48 | 49,920 | 5/11/2022 | 53 |
| LST | 020 | L STREET | 10TH ST | 14TH ST | 2 | C | AC | 1,210 | 44 | 53,240 | 5/11/2022 | 24 |
| LST | 030 | L STREET | 14TH ST | 16TH ST | 2 | C | AC | 565 | 46 | 25,990 | 5/11/2022 | 42 |
| MAGGLN | 010 | MAGGIE LANE | END N | RONALD AV | 2 | R | AC | 400 | 35 | 14,000 | 6/14/2022 | 82 |
| MAINST | 010 | MAIN STREET | END W | 8TH ST | 2 | A | AC | 2,615 | 45 | 117,675 | 5/11/2022 | 55 |
| MAINST | 020 | MAIN STREET | 8TH ST | 12TH ST | 2 | A | AC | 1,450 | 44 | 63,800 | 5/11/2022 | 58 |
| MAINST | 030 | MAIN STREET | 12TH ST | 15TH ST | 1 | A | AC/AC | 725 | 46 | 33,350 | 5/11/2022 | 44 |
| MAINST | 040 | MAIN STREET | 15TH ST | END E | 2 | A | AC | 1,492 | 65 | 96,980 | 5/11/2022 | 53 |
| MATTLN | 010 | MATTHEW LANE | CHERYL LN | END S | 2 | R | AC | 200 | 25 | 5,000 | 6/14/2022 | 85 |
| MAXWST | 010 | MAXWELL STREET | REDWOOD WAY | END N | 2 | R | AC | 1,631 | 36 | 58,716 | 6/8/2022 | 90 |
| MEADBRLN | 010 | MEADOW BROOK LANE | NEWBURG RD | END N | 2 | R | AC | 569 | 49 | 27,881 | 6/13/2022 | 87 |
| MEADLK | 010 | MEADOWLARK STREET | KENWOOD DR | END N | 2 | R | AC | 317 | 36 | 11,412 | 9/1/2022 | 85 |
| MEADLN | 010 | MEADOW LANE | 2ND AV | END | 2 | R | AC | 706 | 35 | 24,710 | 6/8/2022 | 45 |
| MERLCT | 010 | MERL COURT | END S | KESTREL ST | 2 | R | AC | 227 | 35 | 7,945 | 6/11/2022 | 83 |
| MILLST | 010 | MILL STREET | ROHNERVILLE RD | MOUNTAIN VIEW RD | 2 | C | AC | 1,529 | 24 | 36,696 | 5/11/2022 | 67 |
| MILLWY | 010 | MILLCREEK WAY | END S | KENMAR RD | 2 | R | AC | 692 | 34 | 23,528 | 6/14/2022 | 79 |
| MURRCT | 010 | MURRAY COURT | END W | THELMA ST | 2 | R | AC | 301 | 36 | 10,836 | 6/10/2022 | 60 |
| NELEDR | 010 | NELEEN DRIVE | ROHNERVILLE RD | END E | 2 | R | AC | 538 | 16 | 8,608 | 6/11/2022 | 96 |
| NEWBRD | 010 | NEWBURG ROAD | 12TH ST | 16TH ST | 2 | C | AC | 1,448 | 34 | 49,232 | 6/30/2022 | 54 |
| NEWBRD | 020 | NEWBURG ROAD | 16TH ST | FORTUNA BLVD | 2 | C | AC/AC | 830 | 34 | 28,220 | 6/30/2022 | 47 |
| NEWBRD | 030 | NEWBURG ROAD | FORTUNA BLVD | ROHNERVILLE RD | 2 | C | AC | 2,684 | 34 | 91,256 | 6/30/2022 | 64 |
| NEWBRD | 040 | NEWBURG ROAD | ROHNERVILLE RD | CITY LIMIT | 2 | R | AC | 1,157 | 36 | 41,652 | 6/30/2022 | 59 |
| NEWEDR | 010 | NEWELL DRIVE | ROHNERVILLE RD | ARNOLD WY | 2 | R | AC | 1,548 | 28 | 43,344 | 6/13/2022 | 44 |
| NEWEDR | 020 | NEWELL DRIVE | ARNOLD WY | NEWELL DR | 2 | R | AC | 922 | 26 | 23,972 | 6/13/2022 | 29 |
| NFORTU | 010 | N FORTUNA BOULEVARD | SMITH LANE | MAIN STREET | 4 | A | AC | 1,740 | 60 | 104,400 | 5/11/2022 | 66 |
| NOBHRD | 010 | NOB HILL ROAD | END W | HOME AV | 2 | R | AC | 1,301 | 16 | 20,816 | 6/14/2022 | 53 |
| NST | 010 | N STREET | 8TH ST | 16TH ST | 2 | C | AC | 2,400 | 38 | 91,200 | 5/11/2022 | 39 |
| OLEAST | 010 | OLEARY STREET | END W | THELMA ST | 2 | R | AC/AC | 415 | 24 | 9,960 | 6/10/2022 | 95 |
| OLSECT | 010 | OLSEN COURT | KENMAR RD | BAXTER LN | 2 | R | AC | 255 | 37 | 9,435 | 9/1/2022 | 85 |
| OLSECT | 020 | OLSEN COURT | BAXTER LN | CLIFTON WY | 2 | R | AC | 153 | 37 | 5,661 | 9/1/2022 | 46 |
| ORCHLN | 010 | ORCHARD LANE | NEWBURG RD | END N | 2 | R | AC | 650 | 31 | 20,150 | 6/14/2022 | 21 |

AC: Asphalt Concrete.
FC: Functional Classes (A: Arterial, C: Collecotr, R: Residential)
Walking Survey was conducted on R;
Automated Survey was conducted on A and C

| Street ID | Section ID | Street Name | Begin Location | End Location | No. of Lanes | FC | Surface Type | Length (ft) | Width (ft) | Area (sf) | PCI Date | PCI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OSPRTER | 010 | OSPREY TER | END S | KESTREL ST | 2 | R | AC | 313 | 36 | 11,268 | 6/11/2022 | 83 |
| OST | 010 | O STREET | END W | 6TH ST | 2 | R | AC/AC | 345 | 28 | 9,660 | 6/9/2022 | 88 |
| OST | 020 | O STREET | 6TH ST | 7TH ST | 2 | R | AC/AC | 316 | 27 | 8,532 | 6/9/2022 | 87 |
| OST | 030 | O STREET | 7TH ST | 9TH ST | 2 | R | AC/AC | 769 | 32 | 24,608 | 6/9/2022 | 93 |
| OST | 040 | O STREET | 9TH ST | 10TH ST | 2 | R | AC | 265 | 21 | 5,565 | 6/14/2022 | 51 |
| OST | 050 | O STREET | 10TH ST | 12TH ST | 2 | R | AC | 593 | 21 | 12,453 | 6/14/2022 | 41 |
| PALOPL | 010 | PALOMINO PLACE | END W | ROHNERVILLE RD | 2 | R | AC | 983 | 34 | 33,422 | 6/11/2022 | 85 |
| PARKST | 010 | PARK STREET | MAIN ST | SCENIC LOOP | 2 | R | AC | 905 | 46 | 41,630 | 6/9/2022 | 95 |
| PENNAV | 010 | PENN AVENUE | DRAKE HILL RD | CAMPTON HEIGHTS RD | 2 | R | AC | 838 | 40 | 33,520 | 6/13/2022 | 62 |
| PINEDR | 010 | PINEVIEW DRIVE | KENMAR RD | END | 2 | R | AC | 955 | 21 | 20,055 | 6/10/2022 | 34 |
| PRYOCT | 010 | PRYOR COURT | ROHNERVILLE RD | END E | 2 | R | AC | 499 | 24 | 11,976 | 6/14/2022 | 90 |
| PST | 010 | P STREET | 6TH ST | 7TH ST | 2 | C | AC | 595 | 23 | 13,685 | 5/11/2022 | 35 |
| PST | 020 | P STREET | 8TH ST | 9TH ST | 2 | R | AC | 430 | 22 | 9,460 | 6/9/2022 | 11 |
| PST | 025 | P STREET | 10TH ST | 11TH ST | 2 | R | AC/AC | 260 | 26 | 6,760 | 6/9/2022 | 95 |
| PST | 030 | P STREET | 12TH ST | 14TH ST | 2 | R | AC | 560 | 48 | 26,880 | 6/9/2022 | 15 |
| PST | 05 | P STREET | W END | 6TH ST | 2 | C | AC | 319 | 22 | 7,018 | 5/11/2022 | 45 |
| RANDWY | 010 | RANDOLPH WAY | NEWBURG RD | END N | 2 | R | AC | 804 | 49 | 39,396 | 6/13/2022 | 81 |
| REBELN | 010 | REBECCA LANE | END S | TRINITY AV | 2 | R | AC | 320 | 35 | 11,200 | 6/11/2022 | 36 |
| REDWWY | 010A | REDWOOD WAY | FORTUNA BLVD | BARRY AVE | 2 | C | AC/AC | 1,010 | 31 | 31,310 | 5/11/2022 | 88 |
| REDWWY | 010B | REDWOOD WAY | BARRY AVE | MAXWELL ST | 2 | C | AC | 432 | 31 | 13,392 | 5/11/2022 | 96 |
| REDWWY | 020 | REDWOOD WAY | MAXWELL ST | ST JOSEPH DR | 2 | C | AC | 1,670 | 38 | 63,460 | 5/11/2022 | 95 |
| REDWWY | 030 | REDWOOD WAY | ST JOSEPH DR | ROHNERVILLE RD | 2 | C | AC | 1,186 | 23 | 27,278 | 5/11/2022 | 95 |
| REMICT | 010 | REMI COURT | END S | KENMAR RD | 2 | R | AC | 241 | 23 | 5,543 | 6/10/2022 | 95 |
| RENEAV | 010 | RENE AVENUE | KENMAR RD | END N | 2 | R | AC | 168 | 32 | 5,376 | 6/10/2022 | 76 |
| RENNDR | 010 | RENNER DRIVE | ST JOSEPH DR | END E | 2 | R | AC | 1,775 | 37 | 65,675 | 6/14/2022 | 71 |
| RIDGCT | 010 | RIDGE VIEW COURT | END W | HILLTOP DR | 2 | R | AC | 613 | 33 | 20,229 | 6/13/2022 | 91 |
| ROANCT | 010 | ROAN COURT | END S | PALOMINO PL | 2 | R | AC | 164 | 31 | 5,084 | 6/11/2022 | 87 |
| ROBILN | 010 | ROBINHOOD LANE | END W | THELMA ST | 2 | R | AC | 139 | 34 | 4,726 | 6/10/2022 | 82 |
| ROHNRD | 010 | ROHNERVILLE ROAD | CITY LIMIT | DRAKE HILL RD | 2 | A | AC | 3,090 | 30 | 92,700 | 5/11/2022 | 29 |
| ROHNRD | 020 | ROHNERVILLE ROAD | DRAKE HILL RD | MILL ST | 2 | A | AC | 2,500 | 45 | 112,500 | 7/27/2022 | 62 |
| ROHNRD | 030 | ROHNERVILLE ROAD | MILL ST | CLIFTON WY | 2 | A | AC/AC | 2,395 | 32 | 76,640 | 5/11/2022 | 77 |
| ROHNRD | 040 | ROHNERVILLE ROAD | CLIFTON WY | REDWOOD WY | 2 | A | AC/AC | 2,512 | 36 | 90,432 | 7/27/2022 | 99 |
| ROHNRD | 050 | ROHNERVILLE ROAD | REDWOOD WY | LOOP RD | 2 | A | AC | 2,200 | 44 | 96,800 | 5/11/2022 | 76 |
| ROHNRD | 060 | ROHNERVILLE ROAD | LOOP RD | NEWBURG RD | 2 | A | AC | 2,278 | 38 | 86,564 | 5/11/2022 | 84 |
| ROHNRD | 070 | ROHNERVILLE ROAD | NEWBURG RD | NEWELL DR | 2 | A | AC | 1,945 | 42 | 81,690 | 5/11/2022 | 35 |
| ROHNST | 010 | ROHNER STREET | END W | ROHNERVILLE RD | 2 | R | AC | 247 | 40 | 9,880 | 6/10/2022 | 70 |
| RONAAV | 010 | RONALD AVENUE | DRAKE HILL RD | CAMPTON HEIGHTS DR | 2 | C | AC | 837 | 35 | 29,295 | 5/11/2022 | 48 |
| RONAAV | 020 | RONALD AVENUE | CAMPTON HEIGHTS DR | SCHOOL ST | 2 | C | AC | 1,798 | 39 | 70,122 | 5/11/2022 | 59 |
| RONAAV | 030 | RONALD AVENUE | SCHOOL ST | MAGGIE LN | 2 | R | AC | 244 | 36 | 8,784 | 6/14/2022 | 72 |
| ROSSRD | 010 | ROSS HILL ROAD | SCHOOL ST | KENMAR RD | 2 | A | AC/AC | 2,945 | 58 | 170,810 | 5/11/2022 | 61 |
| S15THST | 010 | S 15TH STREET | END S | NEWBURG RD | 2 | R | AC | 295 | 48 | 14,160 | 6/13/2022 | 44 |
| S15THST | 020 | S 15TH STREET | NEWBURG RD | END N | 2 | R | AC | 823 | 48 | 39,504 | 6/13/2022 | 73 |

AC: Asphalt Concrete.
FC: Functional Classes (A: Arterial, C: Collecotr, R: Residential)
Walking Survey was conducted on R;
Automated Survey was conducted on A and C

City of Fortuna - 2022 PMP Update
Section Description Inventory
Sorted by Street Name

| Street ID | Section ID | Street Name | Begin Location | End Location | No. of Lanes | FC | Surface Type | Length (ft) | Width (ft) | Area (sf) | PCI Date | PCI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S16THST | 010 | S 16TH STREET | END S | NEWBURG RD | 2 | R | AC | 556 | 25 | 13,900 | 6/13/2022 | 31 |
| S1STST | 010 | S. 1ST STREET | ROHNERVILLE RD | END E | 2 | R | AC | 535 | 24 | 12,840 | 6/14/2022 | 69 |
| SANDCT | 010 | SANDY PRAIRIE COURT | RIVERWALK DR | END W | 2 | R | AC | 308 | 28 | 8,624 | 6/13/2022 | 85 |
| SCENDR | 010 | SCENIC DRIVE | END W | ARNOLD WY | 2 | R | AC | 1,024 | 34 | 34,816 | 6/13/2022 | 55 |
| SCHULN | 010 | SCHUELER LANE | CARSON WOODS RD | END | 2 | R | AC | 205 | 18 | 3,690 | 6/14/2022 | 77 |
| SENEWY | 010 | SENESTRARO WAY | 2ND AV | FRANCESCO PL | 2 | R | AC | 802 | 36 | 28,872 | 6/9/2022 | 85 |
| SENEWY | 020 | SENESTRARO WAY | FRANCESCO PL | MAIN ST | 2 | R | AC | 669 | 36 | 24,084 | 6/9/2022 | 75 |
| SFORTU | 010 | S FORTUNA BOULEVARD | KENMAR ROAD | STRONGS CREEK DRIVE | 4 | A | AC | 1,000 | 64 | 64,000 | 5/11/2022 | 54 |
| SFORTU | 020 | S FORTUNA BOULEVARD | STRONGS CREEK DRIVE | REDWOOD WAY | 4 | A | AC | 1,780 | 66 | 117,480 | 5/11/2022 | 64 |
| SFORTU | 030 | S FORTUNA BOULEVARD | REDWOOD WAY | NEWBURG ROAD | 4 | A | AC | 1,400 | 66 | 92,400 | 5/11/2022 | 53 |
| SFORTU | 040 | S FORTUNA BOULEVARD | NEWBURG ROAD | SMITH LANE | 4 | A | AC | 1,260 | 72 | 90,720 | 5/11/2022 | 57 |
| SFORTU | 050 | S FORTUNA BOULEVARD | SMITH LANE | MAIN ST | 4 | A | AC/AC | 1,950 | 74 | 144,300 | 5/11/2022 | 68 |
| SHAMDR | 010 | SHAMROCK DRIVE | LAWNDALE DR | HOLLY LN | 2 | R | AC/AC | 519 | 45 | 23,355 | 6/8/2022 | 93 |
| SHAMDR | 020 | SHAMROCK DRIVE | HOLLY LN | MEADOW LN | 2 | R | AC/AC | 529 | 45 | 23,805 | 6/8/2022 | 94 |
| SHAMDR | 030 | SHAMROCK DRIVE | MEADOW LN | BERRY CREEK AV | 2 | R | AC | 901 | 41 | 36,941 | 6/8/2022 | 92 |
| SHAMDR | 040 | SHAMROCK DRIVE | BERRY CREEK AV | SENESTRARO WY | 2 | R | AC | 555 | 40 | 22,200 | 6/8/2022 | 79 |
| SHAYCT | 010 | SHAY COURT | END NW | NEWBURG RD | 2 | R | AC | 317 | 36 | 11,412 | 6/9/2022 | 92 |
| SHULDR | 010 | SHULTS DRIVE | HILLSIDE DR | END | 2 | R | AC | 393 | 36 | 14,148 | 6/14/2022 | 83 |
| SLOOPRD | 010 | S. LOOP ROAD | ROHNERVILLE RD | LOOP CT | 2 | R | AC | 571 | 36 | 20,556 | 6/14/2022 | 60 |
| SLOOPRD | 020 | S. LOOP ROAD | LOOP CT | CITY LIMIT | 2 | R | AC | 1,861 | 19 | 35,359 | 6/14/2022 | 44 |
| SMITLN | 010 | SMITH LANE | END W | FORTUNA BLVD | 2 | C | AC | 595 | 46 | 27,370 | 5/11/2022 | 51 |
| SMITLN | 020 | SMITH LANE | FORTUNA BLVD | DRIVEWAY #2204 | 2 | R | AC | 1,034 | 35 | 36,190 | 6/13/2022 | 60 |
| SMITLN | 030 | SMITH LANE | DRIVEWAY #2204 | ROHNERVILLE RD | 2 | R | AC | 820 | 34 | 27,880 | 6/13/2022 | 95 |
| SPRIAV | 010 | SPRINGVILLE AVENUE | REDWOOD WY | SHAMROCK DR | 2 | R | AC | 1,185 | 37 | 43,845 | 6/8/2022 | 90 |
| SPRIST | 010 | SPRING STREET | END S | NEWBURG RD | 2 | R | AC | 946 | 28 | 26,488 | 6/14/2022 | 95 |
| STEWST | 010 | STEWART STREET | END S | VANCIL ST | 2 | R | AC/AC | 571 | 27 | 15,417 | 6/14/2022 | 94 |
| STEWST | 020 | STEWART STREET | VANCIL ST | VISTA DR | 2 | R | AC/AC | 321 | 32 | 10,272 | 6/10/2022 | 53 |
| STILWY | 010 | STILLMAN WAY | BEECH ST | ASH ST | 2 | R | AC | 301 | 30 | 9,030 | 6/14/2022 | 29 |
| STILWY | 020 | STILLMAN WAY | ASH ST | MAIN ST | 2 | R | AC | 253 | 36 | 9,108 | 6/10/2022 | 40 |
| STJODR | 010 | ST JOSEPH DRIVE | RENNER DR | REDWOOD WY | 2 | R | AC | 103 | 36 | 3,708 | 6/14/2022 | 95 |
| STJOWY | 010 | ST JOSEPH WAY | END S | RENNER DR | 2 | R | AC | 335 | 36 | 12,060 | 6/14/2022 | 80 |
| STRALN | 010 | STRAWBERRY LANE | HILLTOP DR | LOOP RD | 2 | R | AC | 937 | 28 | 26,236 | 6/13/2022 | 86 |
| SUMMST | 010 | SUMMER STREET | REDWOOD WAY | NEWBURG RD | 2 | R | AC | 1,204 | 30 | 36,120 | 6/14/2022 | 8 |
| SUNNDR | 010 | SUNNYBROOK DRIVE | NEWBURG RD | END N | 2 | R | AC | 754 | 49 | 36,946 | 6/13/2022 | 91 |
| SUNNRD | 010 | SUNNY HEIGHTS ROAD | CARSON WOODS RD | END | 2 | R | AC | 3,455 | 16 | 55,280 | 6/14/2022 | 35 |
| SUNRCT | 010 | SUNRISE COURT | ELIZABETH BARCUS WY | END | 2 | R | AC | 593 | 24 | 14,232 | 6/9/2022 | 84 |
| SUNSDR | 010 | SUNSET VIEW DRIVE | HILLRAS AV | END | 2 | R | AC | 1,991 | 23 | 45,793 | 6/11/2022 | 79 |
| SWEECT | 010 | SWEET COURT | ROHNERVILLE RD | END E | 2 | R | AC | 321 | 24 | 7,704 | 6/9/2022 | 83 |
| TAMICT | 010 | TAMI COURT | END S | TAMI DR | 2 | R | AC | 497 | 27 | 13,419 | 6/11/2022 | 78 |
| TAMIDR | 010 | TAMI DRIVE | TAMICT | ROHNERVILLE RD | 2 | R | AC | 992 | 31 | 30,752 | 6/11/2022 | 75 |
| THELST | 010 | THELMA STREET | DRAKE HILL RD | KIRBY DR | 2 | R | AC | 290 | 33 | 9,570 | 6/10/2022 | 52 |
| THELST | 020 | THELMA STREET | KIRBY DR | CAMPTON HEIGHTS DR | 2 | R | AC | 552 | 31 | 17,112 | 6/10/2022 | 53 |

AC: Asphalt Concrete.
FC: Functional Classes (A: Arterial, C: Collecotr, R: Residential)
Walking Survey was conducted on R;
Automated Survey was conducted on A and C

| Street ID | Section ID | Street Name | Begin Location | End Location | No. of Lanes | FC | Surface Type | Length (ft) | Width (ft) | Area (sf) | PCI Date | PCI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| THELST | 030 | THELMA STREET | CAMPTON HEIGHTS DR | SCHOOL ST | 2 | R | AC/AC | 1,796 | 40 | 71,840 | 6/10/2022 | 93 |
| TONYDR | 010 | TONY DRIVE | END W | ROHNERVILLE RD | 2 | R | AC | 683 | 18 | 12,294 | 6/11/2022 | 23 |
| TRACWY | 010 | TRACI WAY | END S | HILLRAS AV | 2 | R | AC | 645 | 23 | 14,835 | 6/11/2022 | 76 |
| TRINST | 010 | TRINITY STREET | END W | WEBER ST | 2 | R | AC | 377 | 40 | 15,080 | 6/11/2022 | 82 |
| TRINST | 020 | TRINITY STREET | WEBER ST | ROHNERVILLE RD | 2 | R | AC | 1,140 | 33 | 37,620 | 6/11/2022 | 60 |
| VALLRD | 010 | VALLEY VIEW ROAD | ROHNERVILLE RD | CYPRESS LOOP RD | 2 | R | AC | 475 | 30 | 14,250 | 6/14/2022 | 93 |
| VANCST | 010 | VANCIL STREET | STEWART ST | ANGEL HEIGHTS DR | 2 | R | AC | 1,595 | 30 | 47,850 | 6/10/2022 | 47 |
| VIEWDR | 010 | VIEW DRIVE | END W | JONES ST | 2 | R | AC | 214 | 11 | 2,354 | 6/11/2022 | 26 |
| VIRGCT | 010 | VIRGINIA COURT | END E | VIRGINIA DR | 2 | R | AC | 181 | 36 | 6,516 | 6/9/2022 | 83 |
| VIRGDR | 010 | VIRGINIA DRIVE | VIRGINIA CT | NEWBURG RD | 2 | R | AC | 895 | 35 | 31,325 | 6/9/2022 | 83 |
| VISTDR | 010 | VISTA DRIVE | P ST | STEWART ST | 2 | R | AC | 1,457 | 23 | 33,511 | 6/10/2022 | 54 |
| VISTDR | 020 | VISTA DRIVE | STEWART ST | HIGH ST | 2 | R | AC | 189 | 22 | 4,158 | 6/10/2022 | 89 |
| WEBBST | 010 | WEBBER STREET | COLLEGE ST | TRINITY AV | 2 | R | AC | 345 | 23 | 7,935 | 6/11/2022 | 83 |
| WEBBST | 020 | WEBBER STREET | TRINITY AV | SCHOOL ST | 2 | R | AC | 478 | 29 | 13,862 | 6/11/2022 | 74 |
| WEBBST | 030 | WEBBER STREET | SCHOOL ST | CHURCH ST | 2 | R | AC | 854 | 23 | 19,642 | 6/14/2022 | 87 |
| WILLDR | 010 | WILLOW DRIVE | END W | ALDER DR | 2 | R | AC | 642 | 39 | 25,038 | 6/13/2022 | 48 |
| WOODST | 010 | WOOD STREET | END S | CAMPTON HEIGHTS DR | 2 | R | AC | 597 | 39 | 23,283 | 6/14/2022 | 87 |
| WOODST | 020 | WOOD STREET | CAMPTON HEIGHTS DR | COLLEGE ST | 2 | R | AC | 1,099 | 33 | 36,267 | 6/14/2022 | 65 |
| WOODST | 030 | WOOD STREET | COLLEGE ST | SCHOOL ST | 2 | R | AC | 691 | 33 | 22,803 | 6/14/2022 | 39 |
| WSCHST | 010 | W SCHOOL STREET | END W | END E | 2 | R | AC | 1,543 | 35 | 54,005 | 6/14/2022 | 82 |

AC: Asphalt Concrete.
FC: Functional Classes (A: Arterial, C: Collecotr, R: Residential)
Walking Survey was conducted on R;
Automated Survey was conducted on A and C

# Section Description Inventory – Sorted by Descending PCI

City of Fortuna - 2022 PMP Update
Section Description Inventory
Sorted by Descending PCI

| Street ID | Section ID | Street Name | Begin Location | End Location | No. of Lanes | FC | Surface Type | Length (ft) | Width (ft) | Area (sf) | PCI Date | PCI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2NDAV | 030 | 2ND AVENUE | FORTUNA BLVD | SUMMER ST | 2 | R | AC | 322 | 29 | 9,338 | 6/9/2022 | 100 |
| ROHNRD | 040 | ROHNERVILLE ROAD | CLIFTON WY | REDWOOD WY | 2 | A | AC/AC | 2,512 | 36 | 90,432 | 7/27/2022 | 99 |
| NELEDR | 010 | NELEEN DRIVE | ROHNERVILLE RD | END E | 2 | R | AC | 538 | 16 | 8,608 | 6/11/2022 | 96 |
| REDWWY | 010B | REDWOOD WAY | BARRY AVE | MAXWELL ST | 2 | C | AC | 432 | 31 | 13,392 | 5/11/2022 | 96 |
| 15THST | 030 | 15TH STREET | N ST | END N | 2 | R | AC | 550 | 48 | 26,400 | 6/9/2022 | 95 |
| EMARLN | 010 | EMARALD LANE | 2ND AV | SHAMROCK DR | 2 | R | AC | 707 | 35 | 24,745 | 6/8/2022 | 95 |
| EMILCT | 010 | EMIL COURT | END S | GULLIKSEN DR | 2 | R | AC | 167 | 32 | 5,344 | 6/13/2022 | 95 |
| GRACCT | 010 | GRACE COURT | HILLRAS AV | END E | 2 | R | AC | 176 | 23 | 4,048 | 6/11/2022 | 95 |
| GULLDR | 020 | GULLIKSEN DRIVE | EMIL CT | END N | 2 | R | AC | 2,667 | 26 | 69,342 | 6/13/2022 | 95 |
| HIGHST | 010 | HIGH STREET | VANCIL ST | VISTA DR | 2 | R | AC/AC | 313 | 30 | 9,390 | 6/10/2022 | 95 |
| HUFFDR | 010 | HUFFMAN DRIVE | ROHNERVILLE RD | END E | 2 | R | AC | 495 | 29 | 14,355 | 6/14/2022 | 95 |
| OLEAST | 010 | OLEARY STREET | END W | THELMA ST | 2 | R | AC/AC | 415 | 24 | 9,960 | 6/10/2022 | 95 |
| PARKST | 010 | PARK STREET | MAIN ST | SCENIC LOOP | 2 | R | AC | 905 | 46 | 41,630 | 6/9/2022 | 95 |
| PST | 025 | P STREET | 10TH ST | 11TH ST | 2 | R | AC/AC | 260 | 26 | 6,760 | 6/9/2022 | 95 |
| REDWWY | 020 | REDWOOD WAY | MAXWELL ST | ST JOSEPH DR | 2 | C | AC | 1,670 | 38 | 63,460 | 5/11/2022 | 95 |
| REDWWY | 030 | REDWOOD WAY | ST JOSEPH DR | ROHNERVILLE RD | 2 | C | AC | 1,186 | 23 | 27,278 | 5/11/2022 | 95 |
| REMICT | 010 | REMI COURT | END S | KENMAR RD | 2 | R | AC | 241 | 23 | 5,543 | 6/10/2022 | 95 |
| SMITLN | 030 | SMITH LANE | DRIVEWAY #2204 | ROHNERVILLE RD | 2 | R | AC | 820 | 34 | 27,880 | 6/13/2022 | 95 |
| SPRIST | 010 | SPRING STREET | END S | NEWBURG RD | 2 | R | AC | 946 | 28 | 26,488 | 6/14/2022 | 95 |
| STJODR | 010 | ST JOSEPH DRIVE | RENNER DR | REDWOOD WY | 2 | R | AC | 103 | 36 | 3,708 | 6/14/2022 | 95 |
| SHAMDR | 020 | SHAMROCK DRIVE | HOLLY LN | MEADOW LN | 2 | R | AC/AC | 529 | 45 | 23,805 | 6/8/2022 | 94 |
| STEWST | 010 | STEWART STREET | END S | VANCIL ST | 2 | R | AC/AC | 571 | 27 | 15,417 | 6/14/2022 | 94 |
| 15THST | 010 | 15TH STREET | END S | K ST | 2 | R | AC/AC | 172 | 38 | 6,536 | 6/9/2022 | 93 |
| 9THST | 010 | 9TH STREET | END S | MAIN ST | 2 | R | AC | 1,500 | 44 | 66,000 | 6/8/2022 | 93 |
| CECIAV | 010 | CECIL AVENUE | DRAKE HILL RD | COLLEGE ST | 2 | R | AC | 1,437 | 40 | 57,480 | 6/13/2022 | 93 |
| FRANPL | 010 | FRANCESCO PLACE | END S | SENESTRARO WY | 2 | R | AC | 969 | 36 | 34,884 | 6/9/2022 | 93 |
| HOLLST | 010 | HOLLY STREET | 2ND AV | SHAMROCK DR | 2 | R | AC | 703 | 35 | 24,605 | 6/8/2022 | 93 |
| OST | 030 | O STREET | 7TH ST | 9TH ST | 2 | R | AC/AC | 769 | 32 | 24,608 | 6/9/2022 | 93 |
| SHAMDR | 010 | SHAMROCK DRIVE | LAWNDALE DR | HOLLY LN | 2 | R | AC/AC | 519 | 45 | 23,355 | 6/8/2022 | 93 |
| THELST | 030 | THELMA STREET | CAMPTON HEIGHTS DR | SCHOOL ST | 2 | R | AC/AC | 1,796 | 40 | 71,840 | 6/10/2022 | 93 |
| VALLRD | 010 | VALLEY VIEW ROAD | ROHNERVILLE RD | CYPRESS LOOP RD | 2 | R | AC | 475 | 30 | 14,250 | 6/14/2022 | 93 |
| SHAMDR | 030 | SHAMROCK DRIVE | MEADOW LN | BERRY CREEK AV | 2 | R | AC | 901 | 41 | 36,941 | 6/8/2022 | 92 |
| SHAYCT | 010 | SHAY COURT | END NW | NEWBURG RD | 2 | R | AC | 317 | 36 | 11,412 | 6/9/2022 | 92 |
| 2NDAV | 090 | 2ND AVENUE | END W | GUIDO AV | 2 | R | AC | 120 | 36 | 4,320 | 6/9/2022 | 91 |
| 2NDAV | 100 | 2ND AVENUE | GUIDO AV | SENESTRARO WY | 2 | R | AC | 241 | 36 | 8,676 | 6/9/2022 | 91 |
| ARIZCT | 010 | ARIZZI COURT | FRANCESCO PL | END E | 2 | R | AC | 237 | 37 | 8,769 | 6/13/2022 | 91 |
| KENWRD | 010 | KENWOOD ROAD | KENMAR RD | LIBERT CT | 2 | R | AC | 1,236 | 36 | 44,496 | 6/10/2022 | 91 |
| LINDST | 010 | LINDLEY STREET | END W | THELMA ST | 2 | R | AC/AC | 391 | 29 | 11,339 | 6/10/2022 | 91 |
| RIDGCT | 010 | RIDGE VIEW COURT | END W | HILLTOP DR | 2 | R | AC | 613 | 33 | 20,229 | 6/13/2022 | 91 |
| SUNNDR | 010 | SUNNYBROOK DRIVE | NEWBURG RD | END N | 2 | R | AC | 754 | 49 | 36,946 | 6/13/2022 | 91 |
| BARRST | 010 | BARRY STREET | MAXWELL ST | JENNY LN | 2 | R | AC | 620 | 36 | 22,320 | 6/8/2022 | 90 |
| GUIDAV | 010 | GUIDO AVENUE | 2ND AV | SHAMROCK DR | 2 | R | AC | 635 | 36 | 22,860 | 6/9/2022 | 90 |

AC: Asphalt Concrete.
FC: Functional Classes (A: Arterial, C: Collecotr, R: Residential)
Walking Survey was conducted on R;
Automated Survey was conducted on A and C

City of Fortuna - 2022 PMP Update
Section Description Inventory
Sorted by Descending PCI

| Street ID | Section ID | Street Name | Begin Location | End Location | No. of Lanes | FC | Surface Type | Length (ft) | Width (ft) | Area (sf) | PCI Date | PCI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HILLTDR | 010 | HILLTOP DRIVE | LOOP RD | RIDGEVIEW CT | 2 | R | AC | 2,138 | 37 | 79,106 | 6/13/2022 | 90 |
| KENWRD | 020 | KENWOOD ROAD | LIBERTY CT | ROHNERVILLE RD | 2 | R | AC | 640 | 36 | 23,040 | 9/1/2022 | 90 |
| MAXWST | 010 | MAXWELL STREET | REDWOOD WAY | END N | 2 | R | AC | 1,631 | 36 | 58,716 | 6/8/2022 | 90 |
| PRYOCT | 010 | PRYOR COURT | ROHNERVILLE RD | END E | 2 | R | AC | 499 | 24 | 11,976 | 6/14/2022 | 90 |
| SPRIAV | 010 | SPRINGVILLE AVENUE | REDWOOD WY | SHAMROCK DR | 2 | R | AC | 1,185 | 37 | 43,845 | 6/8/2022 | 90 |
| HILLWY | 010 | HILLRAS WAY | HILLRAS WY | SUNSET VIEW DR | 2 | R | AC | 1,270 | 22 | 27,940 | 6/11/2022 | 89 |
| IVYLN | 010 | IVY LANE | SHAMROCK DR | 2ND AV | 2 | R | AC | 704 | 37 | 26,048 | 6/8/2022 | 89 |
| VISTDR | 020 | VISTA DRIVE | STEWART ST | HIGH ST | 2 | R | AC | 189 | 22 | 4,158 | 6/10/2022 | 89 |
| OST | 010 | O STREET | END W | 6TH ST | 2 | R | AC/AC | 345 | 28 | 9,660 | 6/9/2022 | 88 |
| REDWWY | 010A | REDWOOD WAY | FORTUNA BLVD | BARRY AVE | 2 | C | AC/AC | 1,010 | 31 | 31,310 | 5/11/2022 | 88 |
| 7THST | 030 | 7TH STREET | MAIN ST | P ST | 2 | R | AC | 669 | 48 | 32,112 | 6/9/2022 | 87 |
| ANGEDR | 010 | ANGEL HEIGHTS DRIVE | END W | BARNEY ST | 2 | R | AC | 670 | 18 | 12,060 | 6/10/2022 | 87 |
| BOONST | 010 | BOONE STREET | SCHOOL ST | END N | 2 | R | AC | 328 | 36 | 11,808 | 6/13/2022 | 87 |
| CHISCT | 010 | CHISM COURT | SCHOOL ST | END N | 2 | R | AC | 201 | 32 | 6,432 | 6/14/2022 | 87 |
| DOVECT | 010 | DOVE COURT | END SE | JOSEPH ST | 2 | R | AC | 441 | 32 | 14,112 | 6/9/2022 | 87 |
| FRANCT | 010 | FRANKLIN COURT | END W | FRANKLIN AV | 2 | R | AC | 267 | 33 | 8,811 | 6/9/2022 | 87 |
| HANNCT | 010 | HANNAH COURT | SCHOOL ST | HANNAH CT | 2 | R | AC | 335 | 36 | 12,060 | 6/13/2022 | 87 |
| JOSEST | 010 | JOSEPH STREET | VIRGIN DR | CORINA CT | 2 | R | AC | 811 | 36 | 29,196 | 6/9/2022 | 87 |
| JST | 010 | J STREET | 9TH ST | 10TH ST | 2 | R | AC | 270 | 47 | 12,690 | 6/8/2022 | 87 |
| MEADBRLN | 010 | MEADOW BROOK LANE | NEWBURG RD | END N | 2 | R | AC | 569 | 49 | 27,881 | 6/13/2022 | 87 |
| OST | 020 | O STREET | 6TH ST | 7TH ST | 2 | R | AC/AC | 316 | 27 | 8,532 | 6/9/2022 | 87 |
| ROANCT | 010 | ROAN COURT | END S | PALOMINO PL | 2 | R | AC | 164 | 31 | 5,084 | 6/11/2022 | 87 |
| WEBBST | 030 | WEBBER STREET | SCHOOL ST | CHURCH ST | 2 | R | AC | 854 | 23 | 19,642 | 6/14/2022 | 87 |
| WOODST | 010 | WOOD STREET | END S | CAMPTON HEIGHTS DR | 2 | R | AC | 597 | 39 | 23,283 | 6/14/2022 | 87 |
| STRALN | 010 | STRAWBERRY LANE | HILLTOP DR | LOOP RD | 2 | R | AC | 937 | 28 | 26,236 | 6/13/2022 | 86 |
| ASHST | 010 | ASH STREET | STILLMAN WY | END E | 2 | R | AC | 171 | 37 | 6,327 | 6/10/2022 | 85 |
| BAXTLN | 010 | BAXTER LANE | BRANDI LN | OLSEN CT | 2 | R | AC | 707 | 35 | 24,745 | 9/1/2022 | 85 |
| BRIDAV | 010 | BRIDLE CREEK AVENUE | DRAKE HILL RD | PALOMINO PL | 2 | R | AC | 576 | 35 | 20,160 | 6/11/2022 | 85 |
| CHERLN | 010 | CHERYL LANE | END N | MAGGIE LN | 2 | R | AC | 893 | 35 | 31,255 | 6/14/2022 | 85 |
| COLLST | 020 | COLLEGE STREET | WEBBER ST | END | 2 | R | AC | 188 | 22 | 4,136 | 6/11/2022 | 85 |
| CREECT | 010 | CREEKSIDE COURT | GREENFIELD PL | END E | 2 | R | AC | 219 | 32 | 7,008 | 9/1/2022 | 85 |
| ELIZWY | 010 | ELIZABETH BARCUS WAY | END W | SUNRISE CT | 2 | R | AC | 1,143 | 28 | 32,004 | 6/9/2022 | 85 |
| ELIZWY | 020 | ELIZABETH BARCUS WAY | SUNRISE CT | NEWBURG RD | 2 | R | AC | 1,446 | 28 | 40,488 | 6/9/2022 | 85 |
| FREECT | 010 | FREEDOM COURT | END S | KENWOOD DR | 2 | R | AC | 364 | 36 | 13,104 | 9/1/2022 | 85 |
| GREEPL | 010 | GREENFIELD PLACE | KENWOOD DR | END N | 2 | R | AC | 589 | 32 | 18,848 | 9/1/2022 | 85 |
| GULLDR | 010 | GULLIKSEN DRIVE | ROHNERVILLE RD | EMIL CT | 2 | R | AC | 468 | 36 | 16,848 | 6/13/2022 | 85 |
| HIGHDR | 010 | HIGHLAND DRIVE | THELMA ST | WOOD ST | 2 | R | AC | 834 | 32 | 26,688 | 6/10/2022 | 85 |
| HILLTDR | 020 | HILLTOP DRIVE | RIDGEVIEW CT | END E | 2 | R | AC | 990 | 33 | 32,670 | 6/13/2022 | 85 |
| HILLWY | 020 | HILLRAS WAY | ROHNERVILLE RD | END E | 2 | R | AC | 425 | 24 | 10,200 | 6/11/2022 | 85 |
| KELLWY | 010 | KELLI WAY | MILL CREEK WY | KENMAR RD | 2 | R | AC | 819 | 33 | 27,027 | 6/14/2022 | 85 |
| LARSLN | 010 | LARSEN LANE | BRANDI LN | END E | 2 | R | AC | 204 | 36 | 7,344 | 9/1/2022 | 85 |
| LAWNDR | 010 | LAWNDALE DRIVE | 2ND AV | NEWBURG RD | 2 | R | AC/AC | 900 | 45 | 40,500 | 6/8/2022 | 85 |

AC: Asphalt Concrete.
FC: Functional Classes (A: Arterial, C: Collecotr, R: Residential)
Walking Survey was conducted on R;
Automated Survey was conducted on A and C

City of Fortuna - 2022 PMP Update
Section Description Inventory
Sorted by Descending PCI

| Street ID | Section ID | Street Name | Begin Location | End Location | No. of Lanes | FC | Surface Type | Length (ft) | Width (ft) | Area (sf) | PCI Date | PCI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MATTLN | 010 | MATTHEW LANE | CHERYL LN | END S | 2 | R | AC | 200 | 25 | 5,000 | 6/14/2022 | 85 |
| MEADLK | 010 | MEADOWLARK STREET | KENWOOD DR | END N | 2 | R | AC | 317 | 36 | 11,412 | 9/1/2022 | 85 |
| OLSECT | 010 | OLSEN COURT | KENMAR RD | BAXTER LN | 2 | R | AC | 255 | 37 | 9,435 | 9/1/2022 | 85 |
| PALOPL | 010 | PALOMINO PLACE | END W | ROHNERVILLE RD | 2 | R | AC | 983 | 34 | 33,422 | 6/11/2022 | 85 |
| SANDCT | 010 | SANDY PRAIRIE COURT | RIVERWALK DR | END W | 2 | R | AC | 308 | 28 | 8,624 | 6/13/2022 | 85 |
| SENEWY | 010 | SENESTRARO WAY | 2ND AV | FRANCESCO PL | 2 | R | AC | 802 | 36 | 28,872 | 6/9/2022 | 85 |
| 13THST | 010 | 13TH STREET | K ST | MAIN ST | 2 | R | AC | 604 | 48 | 28,992 | 6/9/2022 | 84 |
| 8THST | 030 | 8TH STREET | MAIN ST | N ST | 2 | R | AC | 171 | 48 | 8,208 | 6/9/2022 | 84 |
| JORDST | 020 | JORDAN STREET | BROWN ST | ROHNERVILLE RD | 2 | R | AC | 625 | 23 | 14,375 | 6/13/2022 | 84 |
| ROHNRD | 060 | ROHNERVILLE ROAD | LOOP RD | NEWBURG RD | 2 | A | AC | 2,278 | 38 | 86,564 | 5/11/2022 | 84 |
| SUNRCT | 010 | SUNRISE COURT | ELIZABETH BARCUS WY | END | 2 | R | AC | 593 | 24 | 14,232 | 6/9/2022 | 84 |
| 16THST | 010 | 16TH STREET | END S | L ST | 2 | R | AC | 600 | 38 | 22,800 | 6/9/2022 | 83 |
| ALLICT | 010 | ALLISON COURT | BRANDI LN | END E | 2 | R | AC | 144 | 36 | 5,184 | 9/1/2022 | 83 |
| BAERCT | 010 | BAER COURT | HOME AV | END E | 2 | R | AC | 441 | 28 | 12,348 | 6/14/2022 | 83 |
| BOYDLN | 010 | BOYDEN LANE | END W | FRANKLIN AV | 1 | R | AC | 1,069 | 28 | 29,932 | 6/9/2022 | 83 |
| CORICT | 010 | CORINA COURT | END S | END N | 2 | R | AC | 400 | 32 | 12,800 | 6/9/2022 | 83 |
| DAVIWY | 010 | DAVID WAY | ROHNERVILLE RD | END N | 2 | R | AC | 401 | 36 | 14,436 | 6/14/2022 | 83 |
| FRANAV | 010 | ELIZABETH BARCUS WAY | NEWBURG RD | ELIZABETH BARCUS WY | 2 | R | AC | 2,348 | 28 | 65,744 | 6/9/2022 | 83 |
| HANNCT | 020 | HANNAH COURT | HANNAH CT | HANNAH CT | 2 | R | AC | 962 | 36 | 34,632 | 6/13/2022 | 83 |
| JST | 020 | J STREET | 10TH ST | 12TH ST | 2 | R | AC | 592 | 47 | 27,824 | 6/8/2022 | 83 |
| JUSTCT | 010 | JUSTICE COURT | KENWOOD DR | END N | 2 | R | AC | 401 | 32 | 12,832 | 9/1/2022 | 83 |
| KESTRELST | 010 | KESTREL STREET | ROHNERVILLE RD | OSPREY TERR | 2 | R | AC | 299 | 36 | 10,764 | 6/11/2022 | 83 |
| KST | 040 | K STREET | 14TH ST | 16TH ST | 2 | R | AC | 582 | 47 | 27,354 | 6/13/2022 | 83 |
| LIBECT | 010 | LIBERTY COURT | END S | KENWOOD DR | 2 | R | AC | 226 | 35 | 7,910 | 9/1/2022 | 83 |
| MERLCT | 010 | MERL COURT | END S | KESTREL ST | 2 | R | AC | 227 | 35 | 7,945 | 6/11/2022 | 83 |
| OSPRTER | 010 | OSPREY TER | END S | KESTREL ST | 2 | R | AC | 313 | 36 | 11,268 | 6/11/2022 | 83 |
| SHULDR | 010 | SHULTS DRIVE | HILLSIDE DR | END | 2 | R | AC | 393 | 36 | 14,148 | 6/14/2022 | 83 |
| SWEECT | 010 | SWEET COURT | ROHNERVILLE RD | END E | 2 | R | AC | 321 | 24 | 7,704 | 6/9/2022 | 83 |
| VIRGCT | 010 | VIRGINIA COURT | END E | VIRGINIA DR | 2 | R | AC | 181 | 36 | 6,516 | 6/9/2022 | 83 |
| VIRGDR | 010 | VIRGINIA DRIVE | VIRGINIA CT | NEWBURG RD | 2 | R | AC | 895 | 35 | 31,325 | 6/9/2022 | 83 |
| WEBBST | 010 | WEBBER STREET | COLLEGE ST | TRINITY AV | 2 | R | AC | 345 | 23 | 7,935 | 6/11/2022 | 83 |
| MAGGLN | 010 | MAGGIE LANE | END N | RONALD AV | 2 | R | AC | 400 | 35 | 14,000 | 6/14/2022 | 82 |
| ROBILN | 010 | ROBINHOOD LANE | END W | THELMA ST | 2 | R | AC | 139 | 34 | 4,726 | 6/10/2022 | 82 |
| TRINST | 010 | TRINITY STREET | END W | WEBER ST | 2 | R | AC | 377 | 40 | 15,080 | 6/11/2022 | 82 |
| WSCHST | 010 | W SCHOOL STREET | END W | END E | 2 | R | AC | 1,543 | 35 | 54,005 | 6/14/2022 | 82 |
| 12THST | 010 | 12TH STREET | NEWBURG RD | I ST | 2 | A | AC | 1,495 | 42 | 62,790 | 5/11/2022 | 81 |
| 7THST | 010 | 7TH STREET | K ST | L ST | 2 | R | AC | 296 | 37 | 10,952 | 6/8/2022 | 81 |
| BLUECT | 010 | BLUE JAY COURT | KENWOOD DR | END N | 2 | R | AC | 195 | 36 | 7,020 | 9/1/2022 | 81 |
| BRANLN | 010 | BRANDI LANE | KENMAR RD | KENWOOD DR | 2 | R | AC | 1,487 | 36 | 53,532 | 9/1/2022 | 81 |
| HILLAV | 010 | HILLCREST AVENUE | DRAKE HILL RD | KIRBY ST | 2 | R | AC | 279 | 39 | 10,881 | 6/10/2022 | 81 |
| LEECT | 010 | LEE COURT | END S | KENMAR RD | 2 | R | AC | 320 | 36 | 11,520 | 6/10/2022 | 81 |
| RANDWY | 010 | RANDOLPH WAY | NEWBURG RD | END N | 2 | R | AC | 804 | 49 | 39,396 | 6/13/2022 | 81 |

AC: Asphalt Concrete.
FC: Functional Classes (A: Arterial, C: Collecotr, R: Residential)
Walking Survey was conducted on R;
Automated Survey was conducted on A and C

City of Fortuna - 2022 PMP Update
Section Description Inventory
Sorted by Descending PCI

| Street ID | Section ID | Street Name | Begin Location | End Location | No. of Lanes | FC | Surface Type | Length (ft) | Width (ft) | Area (sf) | PCI Date | PCI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| COVECT | 010 | COVEY COURT | GREENFIELD PL | END E | 2 | R | AC | 473 | 31 | 14,663 | 9/1/2022 | 80 |
| GARLAV | 010 | GARLAND AVENUE | END W | HOME AV | 2 | R | AC | 1,185 | 16 | 18,960 | 6/14/2022 | 80 |
| STJOWY | 010 | ST JOSEPH WAY | END S | RENNER DR | 2 | R | AC | 335 | 36 | 12,060 | 6/14/2022 | 80 |
| LOOPCT | 010 | LOOP COURT | END S | LOOP RD | 2 | R | AC | 359 | 36 | 12,924 | 6/13/2022 | 79 |
| MILLWY | 010 | MILLCREEK WAY | END S | KENMAR RD | 2 | R | AC | 692 | 34 | 23,528 | 6/14/2022 | 79 |
| SHAMDR | 040 | SHAMROCK DRIVE | BERRY CREEK AV | SENESTRARO WY | 2 | R | AC | 555 | 40 | 22,200 | 6/8/2022 | 79 |
| SUNSDR | 010 | SUNSET VIEW DRIVE | HILLRAS AV | END | 2 | R | AC | 1,991 | 23 | 45,793 | 6/11/2022 | 79 |
| TAMICT | 010 | TAMI COURT | END S | TAMI DR | 2 | R | AC | 497 | 27 | 13,419 | 6/11/2022 | 78 |
| ROHNRD | 030 | ROHNERVILLE ROAD | MILL ST | CLIFTON WY | 2 | A | AC/AC | 2,395 | 32 | 76,640 | 5/11/2022 | 77 |
| SCHULN | 010 | SCHUELER LANE | CARSON WOODS RD | END | 2 | R | AC | 205 | 18 | 3,690 | 6/14/2022 | 77 |
| CRESDR | 010 | CRESTVIEW DRIVE | END S | KENMAR RD | 2 | R | AC | 515 | 35 | 18,025 | 6/14/2022 | 76 |
| DANACT | 010 | DANA COURT | END SW | ROSS HILL RD | 2 | R | AC | 373 | 36 | 13,428 | 6/10/2022 | 76 |
| RENEAV | 010 | RENE AVENUE | KENMAR RD | END N | 2 | R | AC | 168 | 32 | 5,376 | 6/10/2022 | 76 |
| ROHNRD | 050 | ROHNERVILLE ROAD | REDWOOD WY | LOOP RD | 2 | A | AC | 2,200 | 44 | 96,800 | 5/11/2022 | 76 |
| TRACWY | 010 | TRACI WAY | END S | HILLRAS AV | 2 | R | AC | 645 | 23 | 14,835 | 6/11/2022 | 76 |
| DRAKRD | 010 | DRAKE HILL ROAD | THELMA ST | RONALD AV | 2 | C | AC | 1,276 | 24 | 30,624 | 5/11/2022 | 75 |
| LAURPL | 010 | LAUREL LANE | KENWOOD DR | END | 2 | R | AC | 388 | 31 | 12,028 | 6/14/2022 | 75 |
| SENEWY | 020 | SENESTRARO WAY | FRANCESCO PL | MAIN ST | 2 | R | AC | 669 | 36 | 24,084 | 6/9/2022 | 75 |
| TAMIDR | 010 | TAMI DRIVE | TAMICT | ROHNERVILLE RD | 2 | R | AC | 992 | 31 | 30,752 | 6/11/2022 | 75 |
| CLIFWY | 010 | CLIFTON WAY | BRANDI LN | ROHNERVILLE RD | 2 | R | AC | 1,009 | 34 | 34,306 | 9/1/2022 | 74 |
| JOSEST | 020 | JOSEPH STREET | CORINA CT | SENESTRARO WY | 2 | R | AC | 247 | 36 | 8,892 | 6/9/2022 | 74 |
| WEBBST | 020 | WEBBER STREET | TRINITY AV | SCHOOL ST | 2 | R | AC | 478 | 29 | 13,862 | 6/11/2022 | 74 |
| 12THST | 020 | 12TH STREET | I ST | MAIN ST | 2 | A | AC | 1,415 | 43 | 60,845 | 5/11/2022 | 73 |
| BERRAV | 010 | BERRY CREEK AVENUE | END S | SHAMROCK DR | 2 | R | AC | 435 | 36 | 15,660 | 6/8/2022 | 73 |
| S15THST | 020 | S 15TH STREET | NEWBURG RD | END N | 2 | R | AC | 823 | 48 | 39,504 | 6/13/2022 | 73 |
| 10THST | 010 | 10TH STREET | END S | K ST | 2 | R | AC | 1,059 | 48 | 50,832 | 6/8/2022 | 72 |
| 6THST | 020 | 6TH STREET | MAIN ST | P ST | 2 | R | AC | 587 | 40 | 23,480 | 6/9/2022 | 72 |
| DRAKRD | 020 | DRAKE HILL ROAD | RONALD AV | ROHNERVILLE RD | 2 | C | AC | 1,956 | 26 | 50,856 | 5/11/2022 | 72 |
| RONAAV | 030 | RONALD AVENUE | SCHOOL ST | MAGGIE LN | 2 | R | AC | 244 | 36 | 8,784 | 6/14/2022 | 72 |
| CAMPDR | 020 | CAMPTON HEIGHTS DRIVE | RONALD AV | CECIL AV | 2 | R | AC | 712 | 38 | 27,056 | 6/13/2022 | 71 |
| RENNDR | 010 | RENNER DRIVE | ST JOSEPH DR | END E | 2 | R | AC | 1,775 | 37 | 65,675 | 6/14/2022 | 71 |
| DUNACT | 010 | DUNAWAY COURT | END SW | BOYDEN LN | 2 | R | AC | 630 | 28 | 17,640 | 6/9/2022 | 70 |
| HILLDR | 030 | HILLSIDE DRIVE | FERNWOOD DR | END | 2 | R | AC | 644 | 15 | 9,660 | 6/13/2022 | 70 |
| ROHNST | 010 | ROHNER STREET | END W | ROHNERVILLE RD | 2 | R | AC | 247 | 40 | 9,880 | 6/10/2022 | 70 |
| CYPRLP | 010 | CYPRESS LOOP | VALLEY VIEW RD | END E | 2 | R | AC | 518 | 40 | 20,720 | 6/14/2022 | 69 |
| S1STST | 010 | S. 1ST STREET | ROHNERVILLE RD | END E | 2 | R | AC | 535 | 24 | 12,840 | 6/14/2022 | 69 |
| 3RDST | 010 | 3RD STREET | END S | MAIN ST | 2 | C | AC | 361 | 33 | 11,913 | 5/11/2022 | 68 |
| CHURST | 010 | CHURCH STREET | KENMAR RD | WEBBER ST | 2 | R | AC | 1,047 | 23 | 24,081 | 6/10/2022 | 68 |
| CLARAV | 010 | CLARA AVENUE | DRAKE HILL RD | COLLEGE ST | 2 | R | AC | 1,724 | 38 | 65,512 | 6/13/2022 | 68 |
| HOLMWY | 010 | HOLMAN WAY | HOME AV | END E | 2 | R | AC | 397 | 35 | 13,895 | 6/14/2022 | 68 |
| SFORTU | 050 | S FORTUNA BOULEVARD | SMITH LANE | MAIN ST | 4 | A | AC/AC | 1,950 | 74 | 144,300 | 5/11/2022 | 68 |
| 1STAVE | 020 | 1ST AVENUE | SPRING ST | SUMMER ST | 2 | R | AC | 640 | 34 | 21,760 | 6/9/2022 | 67 |

AC: Asphalt Concrete.
FC: Functional Classes (A: Arterial, C: Collecotr, R: Residential)
Walking Survey was conducted on R;
Automated Survey was conducted on A and C

| Street ID | Section ID | Street Name | Begin Location | End Location | No. of Lanes | FC | Surface Type | Length (ft) | Width (ft) | Area (sf) | PCI Date | PCI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HARLWY | 010 | HARLAN WAY | MAIN ST | END N | 2 | R | AC | 688 | 31 | 21,328 | 6/9/2022 | 67 |
| KENMRD | 020 | KENMAR ROAD | EEL RIVER DR | FORTUNA BLVD | 2 | R | AC | 595 | 39 | 23,205 | 6/10/2022 | 67 |
| MILLST | 010 | MILL STREET | ROHNERVILLE RD | MOUNTAIN VIEW RD | 2 | C | AC | 1,529 | 24 | 36,696 | 5/11/2022 | 67 |
| 7THST | 020 | 7TH STREET | L ST | MAIN ST | 2 | R | AC | 420 | 34 | 14,280 | 6/9/2022 | 66 |
| CAMPDR | 010 | CAMPTON HEIGHTS DRIVE | THELMA ST | RONALD AV | 2 | R | AC | 1,321 | 38 | 50,198 | 6/13/2022 | 66 |
| NFORTU | 010 | N FORTUNA BOULEVARD | SMITH LANE | MAIN STREET | 4 | A | AC | 1,740 | 60 | 104,400 | 5/11/2022 | 66 |
| WOODST | 020 | WOOD STREET | CAMPTON HEIGHTS DR | COLLEGE ST | 2 | R | AC | 1,099 | 33 | 36,267 | 6/14/2022 | 65 |
| 15THST | 020 | 15TH STREET | K ST | MAIN ST | 2 | R | AC | 688 | 38 | 26,144 | 6/9/2022 | 64 |
| NEWBRD | 030 | NEWBURG ROAD | FORTUNA BLVD | ROHNERVILLE RD | 2 | C | AC | 2,684 | 34 | 91,256 | 6/30/2022 | 64 |
| SFORTU | 020 | S FORTUNA BOULEVARD | STRONGS CREEK DRIVE | REDWOOD WAY | 4 | A | AC | 1,780 | 66 | 117,480 | 5/11/2022 | 64 |
| 8THST | 020 | 8TH STREET | L ST | MAIN ST | 2 | C | AC | 342 | 47 | 16,074 | 5/11/2022 | 63 |
| PENNAV | 010 | PENN AVENUE | DRAKE HILL RD | CAMPTON HEIGHTS RD | 2 | R | AC | 838 | 40 | 33,520 | 6/13/2022 | 62 |
| ROHNRD | 020 | ROHNERVILLE ROAD | DRAKE HILL RD | MILL ST | 2 | A | AC | 2,500 | 45 | 112,500 | 7/27/2022 | 62 |
| CAMPLN | 010 | CAMPTON LANE | END S | HIGHLAND DR | 2 | R | AC | 411 | 39 | 16,029 | 6/14/2022 | 61 |
| CRISWY | 010 | CRISSY WAY | MAXWELL ST | JENNY LN | 2 | R | AC | 624 | 36 | 22,464 | 6/8/2022 | 61 |
| IST | 010 | I STREET | 9TH ST | 10TH ST | 2 | R | AC | 227 | 40 | 9,080 | 6/8/2022 | 61 |
| KENMRD | 010 | KENMAR ROAD | HIGHWAY 101 RAMP | EEL RIVER DR | 2 | R | AC | 596 | 45 | 26,820 | 6/10/2022 | 61 |
| ROSSRD | 010 | ROSS HILL ROAD | SCHOOL ST | KENMAR RD | 2 | A | AC/AC | 2,945 | 58 | 170,810 | 5/11/2022 | 61 |
| ALAMWY | 010 | ALAMAR WAY | RIVER WALK DR | END | 2 | R | AC | 621 | 36 | 22,356 | 6/13/2022 | 60 |
| BAIRCT | 010 | BAIRD COURT | CLIFTON WY | END N | 2 | R | AC | 167 | 34 | 5,678 | 9/1/2022 | 60 |
| MURRCT | 010 | MURRAY COURT | END W | THELMA ST | 2 | R | AC | 301 | 36 | 10,836 | 6/10/2022 | 60 |
| SLOOPRD | 010 | S. LOOP ROAD | ROHNERVILLE RD | LOOP CT | 2 | R | AC | 571 | 36 | 20,556 | 6/14/2022 | 60 |
| SMITLN | 020 | SMITH LANE | FORTUNA BLVD | DRIVEWAY #2204 | 2 | R | AC | 1,034 | 35 | 36,190 | 6/13/2022 | 60 |
| TRINST | 020 | TRINITY STREET | WEBER ST | ROHNERVILLE RD | 2 | R | AC | 1,140 | 33 | 37,620 | 6/11/2022 | 60 |
| 11THST | 010 | 11TH STREET | I ST | MAIN ST | 2 | R | AC | 1,393 | 54 | 75,222 | 6/8/2022 | 59 |
| NEWBRD | 040 | NEWBURG ROAD | ROHNERVILLE RD | CITY LIMIT | 2 | R | AC | 1,157 | 36 | 41,652 | 6/30/2022 | 59 |
| RONAAV | 020 | RONALD AVENUE | CAMPTON HEIGHTS DR | SCHOOL ST | 2 | C | AC | 1,798 | 39 | 70,122 | 5/11/2022 | 59 |
| ACACDR | 010 | ACACIA DRIVE | END W | ROSS HILL RD | 2 | R | AC | 578 | 34 | 19,652 | 6/10/2022 | 58 |
| GARDLN | 010 | GARDEN LANE | P ST | END | 2 | R | AC | 437 | 18 | 7,866 | 6/10/2022 | 58 |
| MAINST | 020 | MAIN STREET | 8TH ST | 12TH ST | 2 | A | AC | 1,450 | 44 | 63,800 | 5/11/2022 | 58 |
| JORDST | 010 | JORDAN STREET | WEBER ST | BROWN ST | 2 | R | AC | 412 | 23 | 9,476 | 6/13/2022 | 57 |
| KST | 010 | K STREET | 7TH ST | 8TH ST | 2 | R | AC | 265 | 35 | 9,275 | 6/13/2022 | 57 |
| SFORTU | 040 | S FORTUNA BOULEVARD | NEWBURG ROAD | SMITH LANE | 4 | A | AC | 1,260 | 72 | 90,720 | 5/11/2022 | 57 |
| 2NDAV | 050 | 2ND AVENUE | LAWNDALE DR | IVY LN | 2 | R | AC | 266 | 46 | 12,236 | 6/9/2022 | 56 |
| 8THST | 010 | 8TH STREET | END S | L ST | 2 | R | AC | 513 | 47 | 24,111 | 6/9/2022 | 56 |
| 2NDAV | 080 | 2ND AVENUE | MEADOW LN | SPRINGVILLE AV | 2 | R | AC | 298 | 36 | 10,728 | 6/8/2022 | 55 |
| MAINST | 010 | MAIN STREET | END W | 8TH ST | 2 | A | AC | 2,615 | 45 | 117,675 | 5/11/2022 | 55 |
| SCENDR | 010 | SCENIC DRIVE | END W | ARNOLD WY | 2 | R | AC | 1,024 | 34 | 34,816 | 6/13/2022 | 55 |
| BEECST | 010 | BEECH STREET | STILLMAN WY | END E | 2 | R | AC | 220 | 37 | 8,140 | 6/10/2022 | 54 |
| NEWBRD | 010 | NEWBURG ROAD | 12TH ST | 16TH ST | 2 | C | AC | 1,448 | 34 | 49,232 | 6/30/2022 | 54 |
| SFORTU | 010 | S FORTUNA BOULEVARD | KENMAR ROAD | STRONGS CREEK DRIVE | 4 | A | AC | 1,000 | 64 | 64,000 | 5/11/2022 | 54 |
| VISTDR | 010 | VISTA DRIVE | P ST | STEWART ST | 2 | R | AC | 1,457 | 23 | 33,511 | 6/10/2022 | 54 |

AC: Asphalt Concrete.
FC: Functional Classes (A: Arterial, C: Collecotr, R: Residential)
Walking Survey was conducted on R;
Automated Survey was conducted on A and C

City of Fortuna - 2022 PMP Update
Section Description Inventory
Sorted by Descending PCI

| Street ID | Section ID | Street Name | Begin Location | End Location | No. of Lanes | FC | Surface Type | Length (ft) | Width (ft) | Area (sf) | PCI Date | PCI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HILLDR | 020 | HILLSIDE DRIVE | SCHULTZ | FERNWOOD DR | 2 | R | AC | 662 | 23 | 15,226 | 6/13/2022 | 53 |
| LST | 010 | L STREET | 7TH ST | 10TH ST | 2 | C | AC | 1,040 | 48 | 49,920 | 5/11/2022 | 53 |
| MAINST | 040 | MAIN STREET | 15TH ST | END E | 2 | A | AC | 1,492 | 65 | 96,980 | 5/11/2022 | 53 |
| NOBHRD | 010 | NOB HILL ROAD | END W | HOME AV | 2 | R | AC | 1,301 | 16 | 20,816 | 6/14/2022 | 53 |
| SFORTU | 030 | S FORTUNA BOULEVARD | REDWOOD WAY | NEWBURG ROAD | 4 | A | AC | 1,400 | 66 | 92,400 | 5/11/2022 | 53 |
| STEWST | 020 | STEWART STREET | VANCIL ST | VISTA DR | 2 | R | AC/AC | 321 | 32 | 10,272 | 6/10/2022 | 53 |
| THELST | 020 | THELMA STREET | KIRBY DR | CAMPTON HEIGHTS DR | 2 | R | AC | 552 | 31 | 17,112 | 6/10/2022 | 53 |
| 10THST | 030 | 10TH STREET | L ST | MAIN ST | 2 | R | AC | 306 | 43 | 13,158 | 6/8/2022 | 52 |
| ARNOWY | 010 | ARNOLD WAY | NEWELL DR | SCENIC DR | 2 | R | AC | 550 | 27 | 14,850 | 6/13/2022 | 52 |
| KENMRD | 030 | KENMAR ROAD | FORTUNA BLVD | CRESTVIEW DR | 2 | R | AC | 1,704 | 30 | 51,120 | 6/10/2022 | 52 |
| KIRBST | 010 | KIRBY STREET | THELMA ST | END E | 2 | R | AC | 507 | 39 | 19,773 | 6/10/2022 | 52 |
| THELST | 010 | THELMA STREET | DRAKE HILL RD | KIRBY DR | 2 | R | AC | 290 | 33 | 9,570 | 6/10/2022 | 52 |
| ALDEDR | 010 | ALDER DRIVE | END W | WILLOW DR | 2 | R | AC | 430 | 39 | 16,770 | 6/13/2022 | 51 |
| OST | 040 | O STREET | 9TH ST | 10TH ST | 2 | R | AC | 265 | 21 | 5,565 | 6/14/2022 | 51 |
| SMITLN | 010 | SMITH LANE | END W | FORTUNA BLVD | 2 | C | AC | 595 | 46 | 27,370 | 5/11/2022 | 51 |
| 10THST | 040 | 10TH STREET | MAIN ST | N ST | 2 | R | AC | 296 | 45 | 13,320 | 6/8/2022 | 49 |
| HILLDR | 010B | HILLSIDE DRIVE | 400 FT S/O SHULTZ LANE | NEWELL DR | 2 | R | AC | 2,587 | 27 | 69,849 | 6/13/2022 | 49 |
| KST | 030 | K STREET | 12TH ST | 14TH ST | 2 | R | AC | 603 | 47 | 28,341 | 6/13/2022 | 49 |
| BROWST | 010 | BROWN STREET | JORDAN ST | CHURCH ST | 2 | R | AC | 275 | 21 | 5,775 | 6/13/2022 | 48 |
| RONAAV | 010 | RONALD AVENUE | DRAKE HILL RD | CAMPTON HEIGHTS DR | 2 | C | AC | 837 | 35 | 29,295 | 5/11/2022 | 48 |
| WILLDR | 010 | WILLOW DRIVE | END W | ALDER DR | 2 | R | AC | 642 | 39 | 25,038 | 6/13/2022 | 48 |
| 10THST | 020 | 10TH STREET | K ST | L ST | 2 | R | AC | 296 | 44 | 13,024 | 6/8/2022 | 47 |
| NEWBRD | 020 | NEWBURG ROAD | 16TH ST | FORTUNA BLVD | 2 | C | AC/AC | 830 | 34 | 28,220 | 6/30/2022 | 47 |
| VANCST | 010 | VANCIL STREET | STEWART ST | ANGEL HEIGHTS DR | 2 | R | AC | 1,595 | 30 | 47,850 | 6/10/2022 | 47 |
| CHURST | 020 | CHURCH STREET | WEBER ST | ROHNERVILLE RD | 2 | R | AC | 968 | 28 | 27,104 | 6/10/2022 | 46 |
| OLSECT | 020 | OLSEN COURT | BAXTER LN | CLIFTON WY | 2 | R | AC | 153 | 37 | 5,661 | 9/1/2022 | 46 |
| 13THST | 030 | 13TH STREET | N ST | P ST | 2 | R | AC | 534 | 48 | 25,632 | 6/9/2022 | 45 |
| KENMRD | 040 | KENMAR ROAD | CRESTVIEW DR | KENWOOD DR | 2 | R | AC | 1,099 | 37 | 40,663 | 6/10/2022 | 45 |
| MEADLN | 010 | MEADOW LANE | 2ND AV | END | 2 | R | AC | 706 | 35 | 24,710 | 6/8/2022 | 45 |
| PST | 05 | P STREET | W END | 6TH ST | 2 | C | AC | 319 | 22 | 7,018 | 5/11/2022 | 45 |
| BARTLN | 010 | BARTLETT LANE | END W | ROHNERVILLE RD | 2 | R | AC | 1,013 | 21 | 21,273 | 6/11/2022 | 44 |
| DINSDR | 010 | DINSMORE DRIVE | END NW | RIVER WALK DR | 2 | R | AC | 2,729 | 25 | 68,225 | 6/13/2022 | 44 |
| MAINST | 030 | MAIN STREET | 12TH ST | 15TH ST | 1 | A | AC/AC | 725 | 46 | 33,350 | 5/11/2022 | 44 |
| NEWEDR | 010 | NEWELL DRIVE | ROHNERVILLE RD | ARNOLD WY | 2 | R | AC | 1,548 | 28 | 43,344 | 6/13/2022 | 44 |
| S15THST | 010 | S 15TH STREET | END S | NEWBURG RD | 2 | R | AC | 295 | 48 | 14,160 | 6/13/2022 | 44 |
| SLOOPRD | 020 | S. LOOP ROAD | LOOP CT | CITY LIMIT | 2 | R | AC | 1,861 | 19 | 35,359 | 6/14/2022 | 44 |
| HST | 010 | H STREET | END E | I ST | 2 | R | AC | 287 | 40 | 11,480 | 6/8/2022 | 43 |
| IST | 020 | I STREET | 10TH ST | 12TH ST | 2 | R | AC | 548 | 40 | 21,920 | 6/8/2022 | 43 |
| KST | 020 | K STREET | 9TH ST | 12TH ST | 2 | R | AC | 863 | 43 | 37,109 | 6/13/2022 | 43 |
| HILLDR | 010A | HILLSIDE DRIVE | SHULTZ LANE | 400 FT S/O SHULTZ LANE | 2 | R | AC | 400 | 27 | 10,800 | 6/13/2022 | 42 |
| LST | 030 | L STREET | 14TH ST | 16TH ST | 2 | C | AC | 565 | 46 | 25,990 | 5/11/2022 | 42 |
| KENMRD | 050 | KENMAR ROAD | KENWOOD DR | CHURCH ST | 2 | R | AC | 2,080 | 25 | 52,000 | 6/10/2022 | 41 |

AC: Asphalt Concrete.
FC: Functional Classes (A: Arterial, C: Collecotr, R: Residential)
Walking Survey was conducted on R;
Automated Survey was conducted on A and C

City of Fortuna - 2022 PMP Update
Section Description Inventory
Sorted by Descending PCI

| Street ID | Section ID | Street Name | Begin Location | End Location | No. of Lanes | FC | Surface Type | Length (ft) | Width (ft) | Area (sf) | PCI Date | PCI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OST | 050 | O STREET | 10TH ST | 12TH ST | 2 | R | AC | 593 | 21 | 12,453 | 6/14/2022 | 41 |
| BARRST | 020 | BARRY STREET | JENNY LN | REDWOOD WY | 2 | R | AC | 161 | 36 | 5,796 | 6/8/2022 | 40 |
| STILWY | 020 | STILLMAN WAY | ASH ST | MAIN ST | 2 | R | AC | 253 | 36 | 9,108 | 6/10/2022 | 40 |
| 14THST | 030 | 14TH STREET | L ST | MAIN ST | 2 | R | AC | 289 | 44 | 12,716 | 6/9/2022 | 39 |
| 14THST | 040 | 14TH STREET | MAIN ST | N ST | 2 | C | AC | 326 | 48 | 15,648 | 5/11/2022 | 39 |
| NST | 010 | N STREET | 8TH ST | 16TH ST | 2 | C | AC | 2,400 | 38 | 91,200 | 5/11/2022 | 39 |
| WOODST | 030 | WOOD STREET | COLLEGE ST | SCHOOL ST | 2 | R | AC | 691 | 33 | 22,803 | 6/14/2022 | 39 |
| CARSRD | 020 | CARSON WOODS ROAD | DRIVEWAY #1485 | BRIDGE | 2 | C | AC | 1,530 | 23 | 35,190 | 6/30/2022 | 38 |
| LONIDR | 010 | LONI DRIVE | 12TH ST | 12TH ST | 2 | R | AC | 478 | 36 | 17,208 | 6/14/2022 | 38 |
| REBELN | 010 | REBECCA LANE | END S | TRINITY AV | 2 | R | AC | 320 | 35 | 11,200 | 6/11/2022 | 36 |
| ALDEDR | 020 | ALDER DRIVE | WILLOW DR | FORTUNA BLVD | 2 | R | AC | 385 | 39 | 15,015 | 6/13/2022 | 35 |
| HOMEAV | 020 | HOME AVENUE | BAER CT | GARLAND AV | 2 | A | AC | 349 | 30 | 10,470 | 5/11/2022 | 35 |
| JENNLN | 010 | JENNY LANE | BARRY AV | MAXWELL ST | 2 | R | AC | 589 | 37 | 21,793 | 6/8/2022 | 35 |
| PST | 010 | P STREET | 6TH ST | 7TH ST | 2 | C | AC | 595 | 23 | 13,685 | 5/11/2022 | 35 |
| ROHNRD | 070 | ROHNERVILLE ROAD | NEWBURG RD | NEWELL DR | 2 | A | AC | 1,945 | 42 | 81,690 | 5/11/2022 | 35 |
| SUNNRD | 010 | SUNNY HEIGHTS ROAD | CARSON WOODS RD | END | 2 | R | AC | 3,455 | 16 | 55,280 | 6/14/2022 | 35 |
| HOMEAV | 010 | HOME AVENUE | P ST | BAER CT | 2 | A | AC | 3,319 | 22 | 73,018 | 5/11/2022 | 34 |
| JONECT | 010 | JONES COURT | END W | JONES ST | 2 | R | AC | 313 | 20 | 6,260 | 6/11/2022 | 34 |
| LAURLN | 010 | LAUREL LANE | THELMA ST | END | 2 | R | AC | 240 | 9 | 2,160 | 6/14/2022 | 34 |
| PINEDR | 010 | PINEVIEW DRIVE | KENMAR RD | END | 2 | R | AC | 955 | 21 | 20,055 | 6/10/2022 | 34 |
| 10THST | 050 | 10TH STREET | N ST | END | 2 | R | AC | 313 | 48 | 15,024 | 6/8/2022 | 33 |
| 14THST | 010 | 14TH STREET | END S | K ST | 2 | R | AC | 564 | 49 | 27,636 | 6/9/2022 | 33 |
| 16THST | 030 | 16TH STREET | N ST | END N | 2 | R | AC | 185 | 38 | 7,030 | 6/9/2022 | 33 |
| 8THST | 040 | 8TH STREET | N ST | O ST | 2 | R | AC | 219 | 48 | 10,512 | 6/9/2022 | 33 |
| ARNOWY | 020 | ARNOLD WAY | SCENIC DR | END N | 2 | R | AC | 150 | 32 | 4,800 | 6/13/2022 | 33 |
| JONEST | 010 | JONES STREET | VIEW DR | MILL ST | 2 | R | AC | 665 | 10 | 6,650 | 6/11/2022 | 33 |
| 14THST | 050 | 14TH STREET | N ST | P ST | 2 | C | AC | 545 | 48 | 26,160 | 5/11/2022 | 32 |
| KENMRD | 060 | KENMAR ROAD | CHURCH ST | ROHNERVILLE RD | 2 | R | AC | 1,377 | 45 | 61,965 | 9/1/2022 | 32 |
| 13THST | 020 | 13TH STREET | MAIN ST | N ST | 2 | R | AC | 314 | 47 | 14,758 | 6/9/2022 | 31 |
| 2NDAV | 020 | 2ND AVENUE | SPRING ST | FORTUNA BLVD | 2 | R | AC | 342 | 30 | 10,260 | 6/9/2022 | 31 |
| S16THST | 010 | S 16TH STREET | END S | NEWBURG RD | 2 | R | AC | 556 | 25 | 13,900 | 6/13/2022 | 31 |
| 9THST | 020 | 9TH STREET | MAIN ST | P ST | 2 | C | AC | 860 | 44 | 37,840 | 5/11/2022 | 30 |
| 11THST | 030 | 11TH STREET | O ST | P ST | 2 | C | AC | 268 | 40 | 10,720 | 5/11/2022 | 29 |
| 2NDAV | 070 | 2ND AVENUE | EMERALD LN | MEADOW LN | 2 | R | AC | 258 | 45 | 11,610 | 6/9/2022 | 29 |
| NEWEDR | 020 | NEWELL DRIVE | ARNOLD WY | NEWELL DR | 2 | R | AC | 922 | 26 | 23,972 | 6/13/2022 | 29 |
| ROHNRD | 010 | ROHNERVILLE ROAD | CITY LIMIT | DRAKE HILL RD | 2 | A | AC | 3,090 | 30 | 92,700 | 5/11/2022 | 29 |
| STILWY | 010 | STILLMAN WAY | BEECH ST | ASH ST | 2 | R | AC | 301 | 30 | 9,030 | 6/14/2022 | 29 |
| 9THST | 030 | 9TH STREET | P ST | CHRISTIAN RIDGE | 2 | C | AC | 1,163 | 38 | 44,194 | 5/11/2022 | 28 |
| 12THST | 030 | 12TH STREET | MAIN ST | P ST | 2 | R | AC | 800 | 48 | 38,400 | 6/9/2022 | 26 |
| VIEWDR | 010 | VIEW DRIVE | END W | JONES ST | 2 | R | AC | 214 | 11 | 2,354 | 6/11/2022 | 26 |
| 11THST | 020 | 11TH STREET | MAIN ST | O ST | 2 | C | AC | 600 | 40 | 24,000 | 5/11/2022 | 25 |
| 14THST | 020 | 14TH STREET | K ST | L ST | 2 | R | AC | 304 | 48 | 14,592 | 6/9/2022 | 25 |

AC: Asphalt Concrete.
FC: Functional Classes (A: Arterial, C: Collecotr, R: Residential)
Walking Survey was conducted on R;
Automated Survey was conducted on A and C

City of Fortuna - 2022 PMP Update
Section Description Inventory
Sorted by Descending PCI

| Street ID | Section ID | Street Name | Begin Location | End Location | No. of Lanes | FC | Surface Type | Length (ft) | Width (ft) | Area (sf) | PCI Date | PCI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CARSRD | 030 | CARSON WOODS ROAD | BRIDGE | END N | 2 | C | AC | 835 | 12 | 10,020 | 6/30/2022 | 25 |
| 2NDAV | 040 | 2ND AVENUE | SUMMER ST | LAWNDALE DR | 2 | R | AC | 313 | 41 | 12,833 | 6/9/2022 | 24 |
| BRYALN | 010 | BRYANT LANE | MAIN ST | QUAIL HOLLOW RD | 2 | R | AC | 194 | 32 | 6,208 | 6/9/2022 | 24 |
| CARSRD | 010 | CARSON WOODS ROAD | P ST | DRIVEWAY #1485 | 2 | C | AC | 2,145 | 18 | 38,610 | 6/30/2022 | 24 |
| LST | 020 | L STREET | 10TH ST | 14TH ST | 2 | C | AC | 1,210 | 44 | 53,240 | 5/11/2022 | 24 |
| COLLST | 010 | COLLEGE STREET | B.O.P. | WEBBER ST | 2 | R | AC | 268 | 16 | 4,288 | 6/11/2022 | 23 |
| TONYDR | 010 | TONY DRIVE | END W | ROHNERVILLE RD | 2 | R | AC | 683 | 18 | 12,294 | 6/11/2022 | 23 |
| COLECT | 010 | COLE COURT | END S | CAMPTON HEIGHTS DR | 2 | R | AC | 299 | 16 | 4,784 | 6/13/2022 | 21 |
| ORCHLN | 010 | ORCHARD LANE | NEWBURG RD | END N | 2 | R | AC | 650 | 31 | 20,150 | 6/14/2022 | 21 |
| 1STST | 010 | 1ST STREET | END W | SPRING ST | 2 | R | AC | 158 | 23 | 3,634 | 6/9/2022 | 20 |
| 16THST | 020 | 16TH STREET | L ST | MAIN ST | 2 | C | AC | 278 | 38 | 10,564 | 5/11/2022 | 19 |
| 6THST | 010 | 6TH STREET | 7TH ST | MAIN ST | 2 | R | AC | 505 | 40 | 20,200 | 6/9/2022 | 19 |
| 8THST | 050 | 8TH STREET | O ST | P ST | 2 | R | AC | 287 | 48 | 13,776 | 6/9/2022 | 19 |
| 2NDAV | 060 | 2ND AVENUE | LAWNDALE DR | EMERALD LN | 2 | R | AC | 523 | 45 | 23,535 | 6/9/2022 | 18 |
| CHRIRD | 010 | CHRISTIAN RIDGE ROAD | 9THST | ANGEL HEIGHTS RD | 2 | R | AC | 1,171 | 20 | 23,420 | 6/10/2022 | 17 |
| 14THST | 060 | 14TH STREET | P ST | CARSON WOODS DR | 2 | C | AC | 756 | 23 | 17,388 | 7/27/2022 | 15 |
| PST | 030 | P STREET | 12TH ST | 14TH ST | 2 | R | AC | 560 | 48 | 26,880 | 6/9/2022 | 15 |
| 2NDAV | 010 | 2ND AVENUE | END W | SPRING ST | 2 | R | AC | 257 | 29 | 7,453 | 6/9/2022 | 12 |
| PST | 020 | P STREET | 8TH ST | 9TH ST | 2 | R | AC | 430 | 22 | 9,460 | 6/9/2022 | 11 |
| SUMMST | 010 | SUMMER STREET | REDWOOD WAY | NEWBURG RD | 2 | R | AC | 1,204 | 30 | 36,120 | 6/14/2022 | 8 |

AC: Asphalt Concrete.
FC: Functional Classes (A: Arterial, C: Collecotr, R: Residential)
Walking Survey was conducted on R;
Automated Survey was conducted on A and C

# Appendix B

## Maintenance and Rehabilitation Decision Tree

## Maintenance and Rehabilitation (M&R) Decision Tree

This report presents the current maintenance and rehabilitation decision tree that exists in the database. The decision tree forms the basis for all of the budgetary computations included in this report. ***Changes to the decision tree will make the results in the budget reports invalid.*** All pavement treatment unit costs relevant to the street types in the database were updated.

The decision tree lists the treatments and costs selected for preventive maintenance and rehabilitation activities. Each line represents a specific combination of functional classification and surface type.

The preventive maintenance portion of the report is identified as Condition Category I – Very Good. All preventive maintenance treatment listings are assigned only to sections in Condition Category I where the PCI ≥ 70. Sections with PCI values less than 70 are assigned to treatments listed in Categories II through V.

In the preventive maintenance category (PCI ≥ 70), a time sequence is used to identify the appropriate treatment and cost. Each preventive maintenance treatment description consists of three parts: 1) a CRACK treatment, 2) a SURFACE treatment, and 3) a RESTORATION treatment. These three parts allow the user to specify one of three different preventive maintenance treatments depending on the prior maintenance history of the section.

1. The CRACK treatment part can be used to specify the most frequent type of preventive maintenance activity planned (typically crack seals).
2. The SURFACE treatment part can be used to specify more extensive and less frequent preventive maintenance activities, such as chip seals or slurry seals. For example, a crack seal can be specified on a 3-year cycle with a slurry seal specified after 5 years.
3. The RESTORATION part can be used to specify a surface restoration treatment (such as an overlay) to be performed after a specified number of surface treatments. For example, after a certain number of successive slurry seals, an overlay can be specified instead of another slurry seal.

Rehabilitation treatments are assigned to sections in Condition Categories II through V (PCI less than 70). Each line is defined by a specific combination of functional classification, surface type, and condition category.

| COLUMN | DESCRIPTION |
|---|---|
| Functional Class | Functional Classification identifying the branch |
| Surface | Surface Type identifying the branch number. |
| Condition Category | Condition Category (I through V). |
| Treatment Type | First Row (Crack Treatment) indicates localized treatment (e.g., crack sealing).<br>Second Row (Surface Treatment) indicates surface treatment (e.g., slurry sealing).<br>Third Row (Restoration Treatment) indicates surface restoration (e.g., overlay). |
| Treatment | Name of treatments from the "Treatment Descriptions" report. |
| Yrs. Between Crack Seals | First Row - number of years between successive treatment applications specified in the first row (i.e., CRACK treatment). |

| COLUMN | DESCRIPTION |
|---|---|
| Yrs. Between Surface Seals | Second Row - number of years between successive treatment applications specified in the second row (i.e., SURFACE treatment). |
| Number of Sequential Seals | Number of times that the treatment application in the second row (i.e., SURFACE treatment) will be performed prior to performing the treatment application in the third row. |

Note that the treatments assigned to each section should not be blindly followed in preparing a street maintenance program. Engineering judgment and project level analysis should be applied to ensure that the treatment is appropriate and cost effective for the section.

# Decision Tree

Printed: 9/12/2022

| 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 | SEAL CRACKS | $2.50 | 9 | | |
| | | | Surface Treatment | SLURRY SEAL | $5.50 | | 5 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | AC OVERLAY 1.5" W/ DIGOUT | $53.50 | | | |
| | | III - Good, Load Related | | AC OVERLAY 2" W/ DIGOUT | $68.75 | | | |
| | | IV - Poor | | AC OVERLAY 2.5" W/ DIGOUT | $79.50 | | | |
| | | V - Very Poor | | 3" REMOVE AND REPLACE | $84.50 | | | |
| | AC/AC | I - Very Good | Crack Treatment | SEAL CRACKS | $2.50 | 9 | | |
| | | | Surface Treatment | SLURRY SEAL | $5.50 | | 5 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | AC OVERLAY 1.5" W/ DIGOUT | $53.50 | | | |
| | | III - Good, Load Related | | AC OVERLAY 2" W/ DIGOUT | $68.75 | | | |
| | | IV - Poor | | AC OVERLAY 2.5" W/ DIGOUT | $79.50 | | | |
| | | V - Very Poor | | 3" REMOVE AND REPLACE | $84.50 | | | |
| | AC/PCC | I - Very Good | Crack Treatment | SEAL CRACKS | $2.50 | 99 | | |
| | | | Surface Treatment | SLURRY SEAL | $2.50 | | 5 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | AC OVERLAY 1.5" | $24.00 | | | |
| | | III - Good, Load Related | | AC OVERLAY 2" W/ DIGOUT | $36.00 | | | |
| | | IV - Poor | | AC OVERLAY 2.5" W/ DIGOUT | $49.00 | | | |
| | | V - Very Poor | | THICK AC OVERLAY (0.25') | $61.00 | | | |
| | PCC | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 99 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 15 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | DO NOTHING | $0.00 | | | |
| | | III - Good, Load Related | | DO NOTHING | $0.00 | | | |
| | | IV - Poor | | THICK AC OVERLAY(2.5 INCHES) | $35.00 | | | |
| | | V - Very Poor | | RECONSTRUCT STRUCTURE (AC) | $101.00 | | | |

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

# Decision Tree

Printed: 9/12/2022

| 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 | SEAL CRACKS | $2.50 | 9 | | |
| | | | Surface Treatment | SLURRY SEAL | $5.50 | | 7 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | SLURRY SEAL W/ DIGOUT | $8.25 | | 7 | |
| | | III - Good, Load Related | | AC OVERLAY 1.5" W/ DIGOUT | $55.50 | | | |
| | | IV - Poor | | AC OVERLAY 2" W/ DIGOUT | $66.50 | | | |
| | | V - Very Poor | | 3" REMOVE AND REPLACE | $83.00 | | | |
| | AC/AC | I - Very Good | Crack Treatment | SEAL CRACKS | $2.50 | 9 | | |
| | | | Surface Treatment | SLURRY SEAL | $5.50 | | 7 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | SLURRY SEAL W/ DIGOUT | $8.25 | | 7 | |
| | | III - Good, Load Related | | AC OVERLAY 1.5" W/ DIGOUT | $55.50 | | | |
| | | IV - Poor | | AC OVERLAY 2" W/ DIGOUT | $66.50 | | | |
| | | V - Very Poor | | 3" REMOVE AND REPLACE | $83.00 | | | |
| | AC/PCC | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 99 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 7 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | DO NOTHING | $0.00 | | | |
| | | III - Good, Load Related | | DO NOTHING | $0.00 | | | |
| | | IV - Poor | | AC OVERLAY 2.5" W/ DIGOUT | $46.00 | | | |
| | | V - Very Poor | | THICK AC OVERLAY (0.25') | $57.00 | | | |
| | PCC | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 99 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 15 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | DO NOTHING | $0.00 | | | |
| | | III - Good, Load Related | | DO NOTHING | $0.00 | | | |
| | | IV - Poor | | AC OVERLAY 1.5" W/ DIGOUT | $22.00 | | | |
| | | V - Very Poor | | AC OVERLAY 2.5" W/ DIGOUT | $46.00 | | | |

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

# Decision Tree

Printed: 9/12/2022

| 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 | $2.50 | 9 | | |
| | | | Surface Treatment | SLURRY SEAL | $5.25 | | 8 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | SLURRY SEAL W/ DIGOUT | $7.50 | | 8 | |
| | | III - Good, Load Related | | AC OVERLAY 1.5" W/ DIGOUT | $49.00 | | | |
| | | IV - Poor | | AC OVERLAY 2" W/ DIGOUT | $58.75 | | | |
| | | V - Very Poor | | 3" REMOVE AND REPLACE | $74.00 | | | |
| | AC/AC | I - Very Good | Crack Treatment | SEAL CRACKS | $2.50 | 9 | | |
| | | | Surface Treatment | SLURRY SEAL | $5.25 | | 8 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | SLURRY SEAL W/ DIGOUT | $7.50 | | | |
| | | III - Good, Load Related | | AC OVERLAY 1.5" W/ DIGOUT | $49.00 | | | |
| | | IV - Poor | | AC OVERLAY 2" W/ DIGOUT | $58.75 | | | |
| | | V - Very Poor | | 3" REMOVE AND REPLACE | $74.00 | | | |
| | AC/PCC | I - Very Good | Crack Treatment | SEAL CRACKS | $2.50 | 99 | | |
| | | | Surface Treatment | SLURRY SEAL | $5.25 | | 8 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | SLURRY SEAL | $5.25 | | | |
| | | III - Good, Load Related | | AC OVERLAY 1.5" W/ DIGOUT | $27.00 | | | |
| | | IV - Poor | | THIN OVERLAY w/FABRIC | $41.00 | | | |
| | | V - Very Poor | | THICK AC OVERLAY (0.25') | $53.00 | | | |
| | PCC | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 99 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 15 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | DO NOTHING | $0.00 | | | |
| | | III - Good, Load Related | | DO NOTHING | $0.00 | | | |
| | | IV - Poor | | AC OVERLAY 1.5" W/ DIGOUT | $27.00 | | | |
| | | V - Very Poor | | AC OVERLAY 2.5" W/ DIGOUT | $32.25 | | | |

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

# Appendix C

## Budget Need Analysis Results

## Budget Needs Reports

The purpose of this section is to answer the question: ***If the City had all the money in the world, what sections should be fixed and how much will it cost?*** Based on the Maintenance & Rehabilitation (M&R) decision tree and the PCIs of the sections, the program will then select a maintenance or rehabilitation action and compute the total costs over the analysis period. The Budget Needs represents the "ideal world" funding levels, while the Budget Scenario reports in the next section represent the most "cost effective" prioritization possible for the actual funding levels.

A budget needs analysis has been performed. The summary results from the analysis are provided. An interest rate of 4% and an inflation factor of 4% were used to project the costs for the analysis period. This report shows the total ten-year budget that would be required to meet the City's standards as exemplified in the M&R decision tree.

Budget Needs reports included in this appendix are listed below:

- Projected PCI/Cost Summary
- Preventive Maintenance Treatment/Cost Summary
- Rehabilitation Treatment/Cost Summary

## Needs - Projected PCI/Cost Summary

This report summarizes and projects the network PCI over the ten-year analysis period, both with and without treatments applied. It also reports the associated costs, which are based on the treatment unit costs presented in the M&R decision tree.

| COLUMN | DESCRIPTION |
|---|---|
| Year | Year in the analysis period. |
| PCI Treated | Projected network average PCI with all needed treatments applied. |
| PCI Untreated | Projected network average PCI without any treatments applied. |
| PM Cost | Total preventive maintenance treatment cost. |
| Rehab Cost | Total rehabilitation treatment cost. |
| Cost | The budget required for each year in the analysis period to meet the City's standard as shown on the M&R decision tree. |
| Total Cost | Total budget required over a ten-year period. |

# Needs - Projected PCI/Cost Summary

Interest: 4.00% Inflation: 4.00% Printed: 9/9/2022

| Year | PCI Treated | PCI Untreated | PM Cost | Rehab Cost | Cost |
|---|---|---|---|---|---|
| 2023 | 91 | 64 | $639,357 | $28,218,153 | $28,857,510 |
| 2024 | 88 | 61 | $170,090 | $1,593,607 | $1,763,697 |
| 2025 | 86 | 59 | $342,659 | $686,584 | $1,029,243 |
| 2026 | 85 | 57 | $250,194 | $177,044 | $427,238 |
| 2027 | 84 | 54 | $314,757 | $0 | $314,757 |
| 2028 | 84 | 52 | $1,268,994 | $213,006 | $1,482,000 |
| 2029 | 83 | 49 | $432,920 | $655,592 | $1,088,512 |
| 2030 | 82 | 47 | $847,563 | $196,973 | $1,044,536 |
| 2031 | 83 | 45 | $2,345,267 | $272,029 | $2,617,296 |
| 2032 | 82 | 42 | $688,717 | $0 | $688,717 |

| | % PM | PM Total Cost | Rehab Total Cost | Total Cost |
|---|---|---|---|---|
| | 18.57% | $7,300,518 | $32,012,988 | $39,313,506 |

## Needs - Preventive Maintenance Treatment/Cost Summary

This report summarizes each preventive maintenance treatment type, quantity of pavement affected, and total costs over the analysis period. It also summarizes the total quantities and costs over the next ten years.

| COLUMN | DESCRIPTION |
|---|---|
| Treatment | Type of preventive maintenance treatments needed. |
| Year | Year in the analysis period (i.e., 2023, 2024, 2025, etc.). |
| Area Treated | Quantities in linear feet (Seal Cracks) or square yard (Slurry Seal). |
| Cost | Maintenance treatment cost. |

# Needs - Preventive Maintenance
# Treatment/Cost Summary

Interest: 4.00% Inflation: 4.00% Printed: 9/9/2022

| Treatment | Year | Area Treated | | Cost |
|---|---|---|---|---|
| SLURRY SEAL | 2023 | 120,862.11 | sq. yd. | $639,357 |
| | 2024 | 30,652.67 | sq. yd. | $170,090 |
| | 2025 | 59,883.56 | sq. yd. | $342,659 |
| | 2026 | 42,364.67 | sq. yd. | $250,194 |
| | 2027 | 51,247.56 | sq. yd. | $314,757 |
| | 2028 | 189,993.22 | sq. yd. | $1,268,994 |
| | 2029 | 64,036.22 | sq. yd. | $432,920 |
| | 2030 | 119,157.56 | sq. yd. | $847,563 |
| | 2031 | 325,633.56 | sq. yd. | $2,345,267 |
| | 2032 | 90,694.67 | sq. yd. | $688,717 |
| | Total | 1,094,525.78 | | $7,300,518 |
| | Total Quantity | 1,094,525.78 | | $7,300,518 |

## Needs - Rehabilitation Treatment/Cost Summary

This report summarizes each rehabilitation treatment type, quantity of pavement affected, and total costs over the analysis period. It also summarizes the total quantities and costs over the next ten years.

| COLUMN | DESCRIPTION |
|---|---|
| Treatment | Type of rehabilitation treatments needed. |
| Year | Year in the analysis period (i.e., 2023, 2024, 2025, etc.). |
| Area Treated | Quantities in square yard. |
| Cost | Rehabilitation treatment cost. |

# Needs - Rehabilitation
# Treatment/Cost Summary

Interest: 4.00% Inflation: 4.00% Printed: 9/9/2022

| Treatment | Year | Area Treated | Cost |
|---|---|---|---|
| AC OVERLAY 1.5" W/ DIGOUT | 2023 | 141,433.33 sq.yd. | $7,328,572 |
| | 2024 | 13,509 sq.yd. | $726,619 |
| | 2025 | 11,777.78 sq.yd. | $686,584 |
| | 2030 | 630.89 sq.yd. | $40,681 |
| | 2031 | 3,250 sq.yd. | $217,945 |
| | Total | 170,601 sq.yd. | $9,000,401 |
| AC OVERLAY 2" W/ DIGOUT | 2023 | 222,228 sq.yd. | $14,021,798 |
| | 2024 | 12,307.22 sq.yd. | $866,988 |
| | 2026 | 2,679 sq.yd. | $177,044 |
| | 2028 | 2,980 sq.yd. | $213,006 |
| | 2029 | 7,791.33 sq.yd. | $655,592 |
| | 2030 | 1,786 sq.yd. | $156,292 |
| | Total | 249,771.56 sq.yd. | $16,090,720 |
| AC OVERLAY 2.5" W/ DIGOUT | 2023 | 32,358.67 sq.yd. | $2,572,515 |
| | Total | 32,358.67 sq.yd. | $2,572,515 |
| REMOVE AND REPLACE | 2023 | 53,766.33 sq.yd. | $4,176,736 |
| | Total | 53,766.33 sq.yd. | $4,176,736 |
| SLURRY SEAL W/ DIGOUT | 2023 | 14,846.33 sq.yd. | $118,532 |
| | 2031 | 5,269 sq.yd. | $54,084 |
| | Total | 20,115.33 sq.yd. | $172,616 |

| | |
|---|---|
| Total Cost | $32,012,988 |

# Appendix D

## Budget Scenario Results

# Scenario 1: Existing Budget

Cost Summary Report
Network Condition Summary Report

# Scenarios - Cost Summary

Interest: 4.00% Inflation: 4.00% Printed: 9/9/2022

Scenario: SC1-Existing Budget ($550k/year)

| Year | PM | Budget | Rehabilitation | | Preventative Maintenance | Surplus PM | Deferred | | Stop Gap |
|---|---|---|---|---|---|---|---|---|---|
| 2023 | 0% | $550,000 | II $0 | Non-Project | $0 | $0 | $27,430,018 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $98,216 |
| | | | IV $0 | Project | $0 | | | | |
| | | | V $0 | | | | | | |
| | | | Total $0 | | | | | | |
| | | | Project $550,000 | | | | | | |
| 2024 | 100% | $550,000 | II $0 | Non-Project | $549,917 | $83 | $30,808,953 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $13,884 |
| | | | IV $0 | Project | $0 | | | | |
| | | | V $0 | | | | | | |
| | | | Total $0 | | | | | | |
| | | | Project $0 | | | | | | |
| 2025 | 100% | $550,000 | II $0 | Non-Project | $547,301 | $2,699 | $33,853,165 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $4,745 |
| | | | IV $0 | Project | $0 | | | | |
| | | | V $0 | | | | | | |
| | | | Total $0 | | | | | | |
| | | | Project $0 | | | | | | |
| 2026 | 60% | $550,000 | II $44,452 | Non-Project | $332,992 | $0 | $35,900,540 | Funded | $0 |
| | | | III $168,527 | | | | | Unmet | $603 |
| | | | IV $0 | Project | $0 | | | | |
| | | | V $0 | | | | | | |
| | | | Total $212,979 | | | | | | |
| | | | Project $0 | | | | | | |
| 2027 | 55% | $550,000 | II $0 | Non-Project | $314,750 | $0 | $38,038,852 | Funded | $0 |
| | | | III $230,502 | | | | | Unmet | $570 |
| | | | IV $0 | Project | $0 | | | | |
| | | | V $0 | | | | | | |
| | | | Total $230,502 | | | | | | |
| | | | Project $0 | | | | | | |
| 2028 | 10% | $550,000 | II $0 | Non-Project | $55,000 | $0 | $39,928,125 | Funded | $0 |
| | | | III $467,017 | | | | | Unmet | $194,466 |
| | | | IV $0 | Project | $0 | | | | |
| | | | V $21,608 | | | | | | |
| | | | Total $488,625 | | | | | | |
| | | | Project $0 | | | | | | |
| 2029 | 95% | $550,000 | II $0 | Non-Project | $519,976 | $2,524 | $42,673,903 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $23,476 |
| | | | IV $0 | Project | $0 | | | | |
| | | | V $25,905 | | | | | | |
| | | | Total $25,905 | | | | | | |
| | | | Project $0 | | | | | | |
| 2030 | 84% | $550,000 | II $0 | Non-Project | $464,199 | $0 | $45,011,972 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $6,128 |
| | | | IV $79,673 | Project | $0 | | | | |
| | | | V $0 | | | | | | |
| | | | Total $79,673 | | | | | | |
| | | | Project $0 | | | | | | |

Scenarios Criteria:

Criteria:

| Year | PM | Budget | Rehabilitation | | Preventative Maintenance | Surplus PM | Deferred | | Stop Gap |
|---|---|---|---|---|---|---|---|---|---|
| 2031 | 75% | $550,000 | II $0 | Non-Project | $414,877 | $0 | $47,498,151 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $733 |
| | | | IV $0 | Project | $0 | | | | |
| | | | V $134,533 | | | | | | |
| | | | Total $134,533 | | | | | | |
| | | | Project $0 | | | | | | |
| 2032 | 95% | $550,000 | II $0 | Non-Project | $519,892 | $2,608 | $50,354,833 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $3,305 |
| | | | IV $0 | Project | $0 | | | | |
| | | | V $0 | | | | | | |
| | | | Total $0 | | | | | | |
| | | | Project $0 | | | | | | |

## *Summary*

| Functional Class | Rehabilitation | Prev. Maint. | Funded Stop Gap | Unmet Stop Gap |
|---|---|---|---|---|
| Arterial | $134,533 | $675,159 | $0 | $78,020 |
| Collector | $369,373 | $130,255 | $0 | $99,480 |
| Residential/Local | $668,312 | $2,913,489 | $0 | $168,624 |
| Grand Total: | $1,172,218 | $3,718,903 | $0 | $346,125 |

Scenarios Criteria:

Criteria:

# Scenarios - Network Condition Summary

Interest: 4% Inflation: 4% Printed: 12/6/2022

Scenario: SC1-Existing Budget ($550k/year)

| Year | Budget | PM |
|---|---|---|
| 2023 | $0 | 0% |
| 2024 | $550,000 | 100% |
| 2025 | $550,000 | 100% |
| 2026 | $550,000 | 60% |

| Year | Budget | PM |
|---|---|---|
| 2027 | $550,000 | 55% |
| 2028 | $550,000 | 10% |
| 2029 | $550,000 | 95% |
| 2030 | $550,000 | 84% |

| Year | Budget | PM |
|---|---|---|
| 2031 | $550,000 | 75% |
| 2032 | $550,000 | 95% |

## Projected Network Average PCI by Year

| Year | Never Treated | With Selected Treatment | Treated Centerline Miles | Treated Lane Miles |
|---|---|---|---|---|
| 2023 | 64 | 64 | 0 | 0 |
| 2024 | 61 | 63 | 5.29 | 11.10 |
| 2025 | 59 | 62 | 5.00 | 10.00 |
| 2026 | 56 | 60 | 2.86 | 5.72 |
| 2027 | 54 | 58 | 2.57 | 4.94 |
| 2028 | 52 | 56 | 0.93 | 1.86 |
| 2029 | 49 | 55 | 3.55 | 7.09 |
| 2030 | 47 | 53 | 3.18 | 6.36 |
| 2031 | 45 | 51 | 2.73 | 5.99 |
| 2032 | 42 | 50 | 3.31 | 6.62 |

## Percent Network Area by Functional Class and Condition Category

Condition in base year 2023, prior to applying treatments.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 5.5% | 2.5% | 41.4% | 0.0% | 49.5% |
| II / III | 13.7% | 3.8% | 8.1% | 0.0% | 25.5% |
| IV | 3.4% | 3.7% | 12.0% | 0.0% | 19.0% |
| V | 0.0% | 2.7% | 3.3% | 0.0% | 6.0% |
| Total | 22.6% | 12.7% | 64.7% | 0.0% | 100.0% |

Condition in year 2023 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 5.5% | 2.5% | 41.4% | 0.0% | 49.5% |
| II / III | 13.7% | 3.8% | 8.1% | 0.0% | 25.5% |
| IV | 3.4% | 3.7% | 12.0% | 0.0% | 19.0% |
| V | 0.0% | 2.7% | 3.3% | 0.0% | 6.0% |
| Total | 22.6% | 12.7% | 64.7% | 0.0% | 100.0% |

Condition in year 2032 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 7.0% | 1.6% | 41.9% | 0.0% | 50.5% |
| II / III | 0.0% | 0.0% | 0.6% | 0.0% | 0.6% |
| IV | 9.0% | 2.6% | 7.2% | 0.0% | 18.8% |
| V | 6.6% | 8.5% | 14.9% | 0.0% | 30.1% |
| Total | 22.6% | 12.7% | 64.7% | 0.0% | 100.0% |

# Scenario 2: Maintain PCI at 65

Cost Summary Report
Network Condition Summary Report

# Scenarios - Cost Summary

Interest: 4.00% Inflation: 4.00% Printed: 9/23/2022

Scenario: SC2-Maintain Current PCI at 65

| Year | PM | Budget | | Rehabilitation | | Preventative Maintenance | Surplus PM | Deferred | | Stop Gap |
|---|---|---|---|---|---|---|---|---|---|---|
| 2023 | 0% | $550,000 | II | $0 | Non-Project | $0 | $0 | $27,430,018 | Funded | $0 |
| | | | III | $0 | | | | | Unmet | $98,216 |
| | | | IV | $0 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $0 | | | | | | |
| | | | Project | $550,000 | | | | | | |
| 2024 | 46% | $2,000,000 | II | $686,522 | Non-Project | $835,000 | $85,000 | $29,453,670 | Funded | $0 |
| | | | III | $365,864 | | | | | Unmet | $13,884 |
| | | | IV | $17,814 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $1,070,201 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2025 | 5% | $3,500,000 | II | $0 | Non-Project | $191,369 | $0 | $29,430,403 | Funded | $0 |
| | | | III | $643,750 | | | | | Unmet | $4,745 |
| | | | IV | $2,662,307 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $3,306,057 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2026 | 0% | $4,500,000 | II | $0 | Non-Project | $9,284 | $0 | $27,280,666 | Funded | $0 |
| | | | III | $2,934,753 | | | | | Unmet | $603 |
| | | | IV | $1,535,357 | Project | $0 | | | | |
| | | | V | $19,978 | | | | | | |
| | | | Total | $4,490,087 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2027 | 5% | $4,500,000 | II | $0 | Non-Project | $230,852 | $0 | $25,247,069 | Funded | $0 |
| | | | III | $1,338,794 | | | | | Unmet | $977 |
| | | | IV | $2,927,655 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $4,266,449 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2028 | 5% | $4,000,000 | II | $0 | Non-Project | $200,762 | $0 | $23,078,069 | Funded | $0 |
| | | | III | $116,847 | | | | | Unmet | $147,721 |
| | | | IV | $1,262,569 | Project | $0 | | | | |
| | | | V | $2,418,465 | | | | | | |
| | | | Total | $3,797,882 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2029 | 10% | $2,000,000 | II | $0 | Non-Project | $205,734 | $0 | $23,318,920 | Funded | $0 |
| | | | III | $165,893 | | | | | Unmet | $9,694 |
| | | | IV | $763,758 | Project | $0 | | | | |
| | | | V | $863,787 | | | | | | |
| | | | Total | $1,793,437 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2030 | 10% | $2,000,000 | II | $0 | Non-Project | $204,603 | $0 | $23,526,177 | Funded | $0 |
| | | | III | $40,680 | | | | | Unmet | $4,674 |
| | | | IV | $0 | Project | $0 | | | | |
| | | | V | $1,754,375 | | | | | | |
| | | | Total | $1,795,055 | | | | | | |
| | | | Project | $0 | | | | | | |

Scenarios Criteria:

Criteria:

| Year | PM | Budget | Rehabilitation | | Preventative Maintenance | Surplus PM | Deferred | | Stop Gap |
|---|---|---|---|---|---|---|---|---|---|
| 2031 | 30% | $2,000,000 | II $0 | Non-Project | $603,706 | $0 | $23,669,128 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $0 |
| | | | IV $285,366 | Project | $0 | | | | |
| | | | V $1,109,168 | | | | | | |
| | | | Total $1,394,534 | | | | | | |
| | | | Project $0 | | | | | | |
| 2032 | 30% | $2,300,000 | II $56,246 | Non-Project | $722,264 | $0 | $24,182,578 | Funded | $0 |
| | | | III $226,662 | | | | | Unmet | $2,704 |
| | | | IV $0 | Project | $0 | | | | |
| | | | V $1,294,612 | | | | | | |
| | | | Total $1,577,520 | | | | | | |
| | | | Project $0 | | | | | | |

## Summary

| Functional Class | Rehabilitation | Prev. Maint. | Funded Stop Gap | Unmet Stop Gap |
|---|---|---|---|---|
| Arterial | $13,189,621 | $1,553,021 | $0 | $27,504 |
| Collector | $6,383,736 | $108,318 | $0 | $97,647 |
| Residential/Local | $3,917,866 | $1,542,234 | $0 | $158,066 |
| Grand Total: | $24,041,223 | $3,203,573 | $0 | $283,217 |

Scenarios Criteria:

Criteria:

# Scenarios - Network Condition Summary

Interest: 4% Inflation: 4% Printed: 12/6/2022

Scenario: SC2-Maintain Current PCI at 65

| Year | Budget | PM |
|---|---|---|
| 2023 | $0 | 0% |
| 2024 | $2,000,000 | 46% |
| 2025 | $3,500,000 | 5% |
| 2026 | $4,500,000 | 0% |

| Year | Budget | PM |
|---|---|---|
| 2027 | $4,500,000 | 5% |
| 2028 | $4,000,000 | 5% |
| 2029 | $2,000,000 | 10% |
| 2030 | $2,000,000 | 10% |

| Year | Budget | PM |
|---|---|---|
| 2031 | $2,000,000 | 30% |
| 2032 | $2,300,000 | 30% |

## Projected Network Average PCI by Year

| Year | Never Treated | With Selected Treatment | Treated Centerline Miles | Treated Lane Miles |
|---|---|---|---|---|
| 2023 | 64 | 64 | 0 | 0 |
| 2024 | 61 | 65 | 8.65 | 18.48 |
| 2025 | 59 | 65 | 3.29 | 6.96 |
| 2026 | 56 | 65 | 2.08 | 5.37 |
| 2027 | 54 | 65 | 3.95 | 7.70 |
| 2028 | 52 | 66 | 3.67 | 7.88 |
| 2029 | 49 | 65 | 2.43 | 4.87 |
| 2030 | 47 | 65 | 1.99 | 5.01 |
| 2031 | 45 | 65 | 3.34 | 7.90 |
| 2032 | 42 | 65 | 4.92 | 10.37 |

## Percent Network Area by Functional Class and Condition Category

Condition in base year 2023, prior to applying treatments.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 5.5% | 2.5% | 41.4% | 0.0% | 49.5% |
| II / III | 13.7% | 3.8% | 8.1% | 0.0% | 25.5% |
| IV | 3.4% | 3.7% | 12.0% | 0.0% | 19.0% |
| V | 0.0% | 2.7% | 3.3% | 0.0% | 6.0% |
| Total | 22.6% | 12.7% | 64.7% | 0.0% | 100.0% |

Condition in year 2023 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 5.5% | 2.5% | 41.4% | 0.0% | 49.5% |
| II / III | 13.7% | 3.8% | 8.1% | 0.0% | 25.5% |
| IV | 3.4% | 3.7% | 12.0% | 0.0% | 19.0% |
| V | 0.0% | 2.7% | 3.3% | 0.0% | 6.0% |
| Total | 22.6% | 12.7% | 64.7% | 0.0% | 100.0% |

Condition in year 2032 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 22.6% | 8.3% | 47.1% | 0.0% | 78.1% |
| IV | 0.0% | 0.0% | 2.7% | 0.0% | 2.7% |
| V | 0.0% | 4.4% | 14.8% | 0.0% | 19.2% |
| Total | 22.6% | 12.7% | 64.7% | 0.0% | 100.0% |

Scenarios Criteria: User1 <> County/Private

# Scenario 3: Improve PCI to 70

Cost Summary Report
Network Condition Summary Report

# Scenarios - Cost Summary

Interest: 4.00% Inflation: 4.00% Printed: 9/23/2022

Scenario: SC3-Improve PCI to 70 in 10 years

| Year | PM | Budget | | Rehabilitation | | Preventative Maintenance | Surplus PM | Deferred | | Stop Gap |
|---|---|---|---|---|---|---|---|---|---|---|
| 2023 | 0% | $550,000 | II | $0 | Non-Project | $0 | $0 | $27,430,018 | Funded | $0 |
| | | | III | $0 | | | | | Unmet | $98,216 |
| | | | IV | $0 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $0 | | | | | | |
| | | | Project | $550,000 | | | | | | |
| 2024 | 46% | $2,000,000 | II | $686,522 | Non-Project | $835,000 | $85,000 | $29,453,670 | Funded | $0 |
| | | | III | $365,864 | | | | | Unmet | $13,884 |
| | | | IV | $17,814 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $1,070,201 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2025 | 5% | $2,500,000 | II | $0 | Non-Project | $125,969 | $0 | $30,428,125 | Funded | $0 |
| | | | III | $803,393 | | | | | Unmet | $4,745 |
| | | | IV | $1,538,024 | Project | $0 | | | | |
| | | | V | $32,318 | | | | | | |
| | | | Total | $2,373,735 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2026 | 0% | $4,000,000 | II | $0 | Non-Project | $12,276 | $0 | $28,819,989 | Funded | $0 |
| | | | III | $1,239,928 | | | | | Unmet | $603 |
| | | | IV | $2,745,474 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $3,985,402 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2027 | 5% | $4,500,000 | II | $0 | Non-Project | $231,023 | $0 | $26,845,525 | Funded | $0 |
| | | | III | $1,320,286 | | | | | Unmet | $977 |
| | | | IV | $2,927,655 | Project | $0 | | | | |
| | | | V | $20,777 | | | | | | |
| | | | Total | $4,268,717 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2028 | 5% | $5,000,000 | II | $0 | Non-Project | $259,261 | $0 | $23,770,388 | Funded | $0 |
| | | | III | $913,388 | | | | | Unmet | $147,668 |
| | | | IV | $1,407,070 | Project | $0 | | | | |
| | | | V | $2,418,465 | | | | | | |
| | | | Total | $4,738,924 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2029 | 10% | $3,500,000 | II | $0 | Non-Project | $353,268 | $0 | $22,539,515 | Funded | $0 |
| | | | III | $287,414 | | | | | Unmet | $10,624 |
| | | | IV | $948,412 | Project | $0 | | | | |
| | | | V | $1,909,495 | | | | | | |
| | | | Total | $3,145,321 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2030 | 10% | $3,500,000 | II | $0 | Non-Project | $368,206 | $0 | $21,203,718 | Funded | $0 |
| | | | III | $40,680 | | | | | Unmet | $5,256 |
| | | | IV | $494,487 | Project | $0 | | | | |
| | | | V | $2,595,326 | | | | | | |
| | | | Total | $3,130,493 | | | | | | |
| | | | Project | $0 | | | | | | |

Scenarios Criteria:

Criteria:

| Year | PM | Budget | Rehabilitation | | Preventative Maintenance | Surplus PM | Deferred | | Stop Gap |
|---|---|---|---|---|---|---|---|---|---|
| 2031 | 30% | $3,500,000 | II $0 | Non-Project | $1,053,862 | $0 | $19,851,652 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $0 |
| | | | IV $595,043 | Project | $0 | | | | |
| | | | V $1,850,209 | | | | | | |
| | | | Total $2,445,251 | | | | | | |
| | | | Project $0 | | | | | | |
| 2032 | 30% | $4,000,000 | II $56,246 | Non-Project | $1,213,790 | $0 | $18,524,411 | Funded | $0 |
| | | | III $226,662 | | | | | Unmet | $2,704 |
| | | | IV $0 | Project | $0 | | | | |
| | | | V $2,502,057 | | | | | | |
| | | | Total $2,784,965 | | | | | | |
| | | | Project $0 | | | | | | |

## Summary

| Functional Class | Rehabilitation | Prev. Maint. | Funded Stop Gap | Unmet Stop Gap |
|---|---|---|---|---|
| Arterial | $13,255,504 | $1,533,024 | $0 | $27,504 |
| Collector | $10,730,539 | $140,617 | $0 | $98,724 |
| Residential/Local | $3,956,966 | $2,779,013 | $0 | $158,447 |
| Grand Total: | $28,493,009 | $4,452,654 | $0 | $284,675 |

Scenarios Criteria:

Criteria:

# Scenarios - Network Condition Summary

Interest: 4% Inflation: 4% Printed: 12/6/2022

Scenario: SC3-Improve PCI to 70 in 10 years

| Year | Budget | PM |
|---|---|---|
| 2023 | $0 | 0% |
| 2024 | $2,000,000 | 46% |
| 2025 | $2,500,000 | 5% |
| 2026 | $4,000,000 | 0% |

| Year | Budget | PM |
|---|---|---|
| 2027 | $4,500,000 | 5% |
| 2028 | $5,000,000 | 5% |
| 2029 | $3,500,000 | 10% |
| 2030 | $3,500,000 | 10% |

| Year | Budget | PM |
|---|---|---|
| 2031 | $3,500,000 | 30% |
| 2032 | $4,000,000 | 30% |

## Projected Network Average PCI by Year

| Year | Never Treated | With Selected Treatment | Treated Centerline Miles | Treated Lane Miles |
|---|---|---|---|---|
| 2023 | 64 | 64 | 0 | 0 |
| 2024 | 61 | 65 | 8.65 | 18.48 |
| 2025 | 59 | 64 | 2.30 | 4.98 |
| 2026 | 56 | 64 | 1.53 | 4.27 |
| 2027 | 54 | 64 | 3.65 | 7.11 |
| 2028 | 52 | 66 | 4.78 | 10.11 |
| 2029 | 49 | 66 | 3.93 | 8.53 |
| 2030 | 47 | 67 | 3.98 | 8.34 |
| 2031 | 45 | 69 | 7.08 | 15.92 |
| 2032 | 42 | 70 | 8.82 | 17.64 |

## Percent Network Area by Functional Class and Condition Category

Condition in base year 2023, prior to applying treatments.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 5.5% | 2.5% | 41.4% | 0.0% | 49.5% |
| II / III | 13.7% | 3.8% | 8.1% | 0.0% | 25.5% |
| IV | 3.4% | 3.7% | 12.0% | 0.0% | 19.0% |
| V | 0.0% | 2.7% | 3.3% | 0.0% | 6.0% |
| Total | 22.6% | 12.7% | 64.7% | 0.0% | 100.0% |

Condition in year 2023 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 5.5% | 2.5% | 41.4% | 0.0% | 49.5% |
| II / III | 13.7% | 3.8% | 8.1% | 0.0% | 25.5% |
| IV | 3.4% | 3.7% | 12.0% | 0.0% | 19.0% |
| V | 0.0% | 2.7% | 3.3% | 0.0% | 6.0% |
| Total | 22.6% | 12.7% | 64.7% | 0.0% | 100.0% |

Condition in year 2032 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 22.6% | 11.9% | 47.4% | 0.0% | 81.9% |
| IV | 0.0% | 0.0% | 2.7% | 0.0% | 2.7% |
| V | 0.0% | 0.8% | 14.5% | 0.0% | 15.3% |
| Total | 22.6% | 12.7% | 64.7% | 0.0% | 100.0% |

Scenarios Criteria: User1 <> County/Private

# Appendix E

## Pavement Condition Maps

# Current Network Condition - 2022

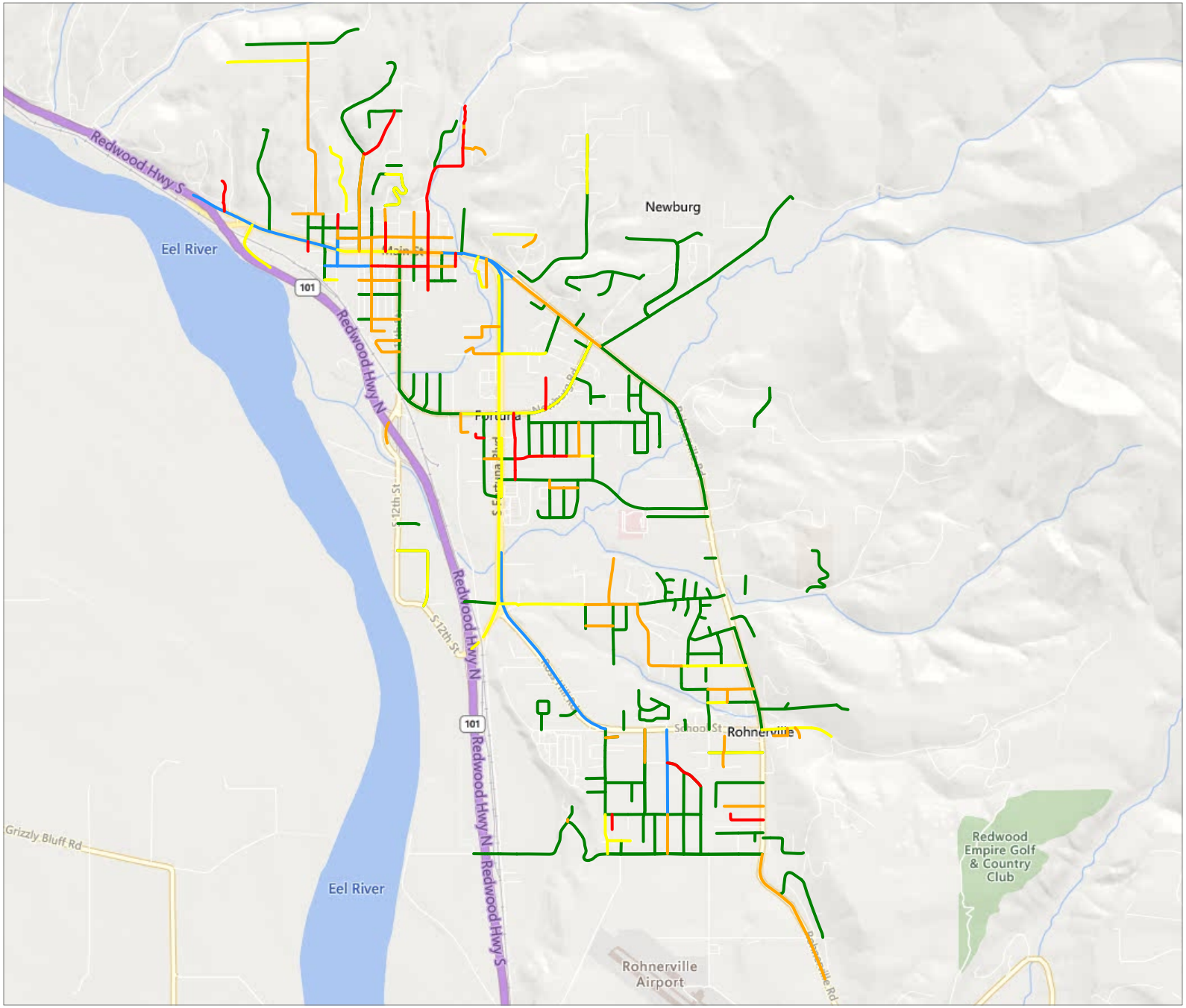
City of Fortuna

# Current PCI Condition

**Printed: 9/9/2022**

**Feature Legend**

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor



# Scenario 1: Existing Budget

Projected Street Network Condition - 2032

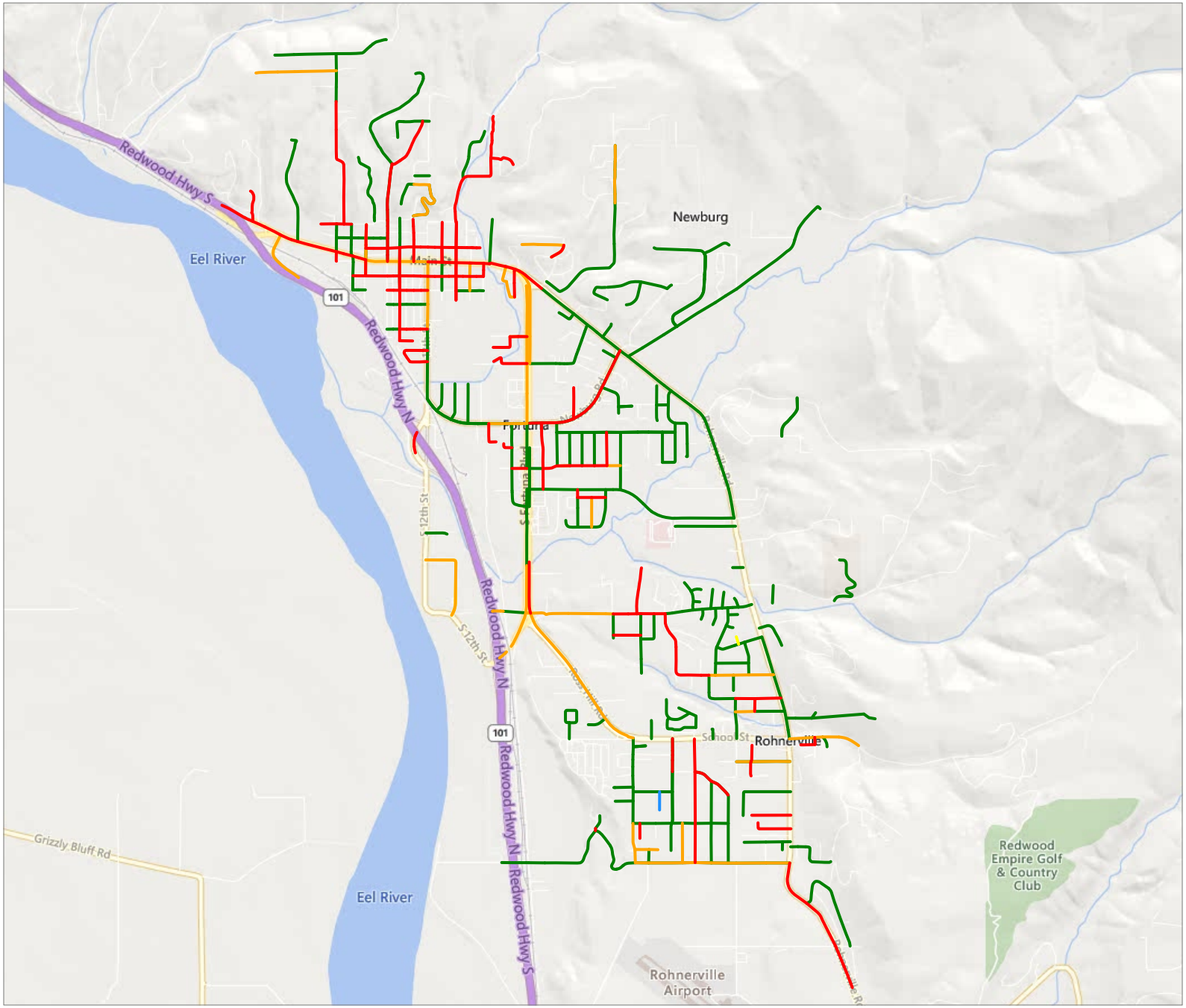
City of Fortuna

# Scenario PCI Condition

**SC1-Existing Budget ($550k/year) - Printed: 9/9/2022**

**Feature Legend**

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor



# Scenario 2: Maintain PCI at 65

Projected Street Network Condition - 2032

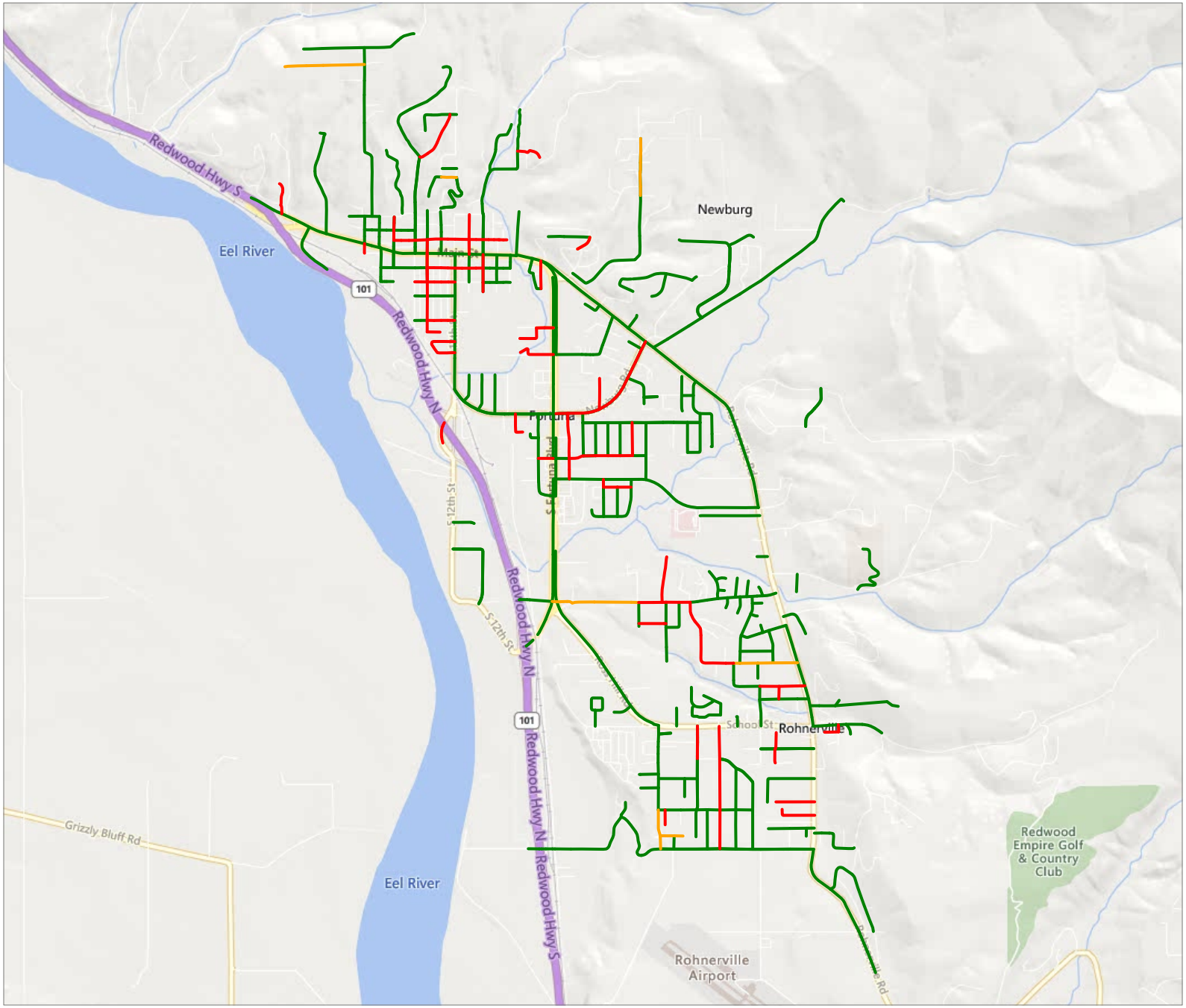
City of Fortuna

# Scenario PCI Condition

**SC2-Maintain Current PCI at 65 - 2032 Project Period - Total Rehab for 2032: $2,784,965 - Printed: 9/23/2022**

**Feature Legend**

- Category I - Very Good
- Category IV - Poor
- Category V - Very Poor



# Scenario 3: Improve PCI to 70

Projected Street Network Condition - 2032

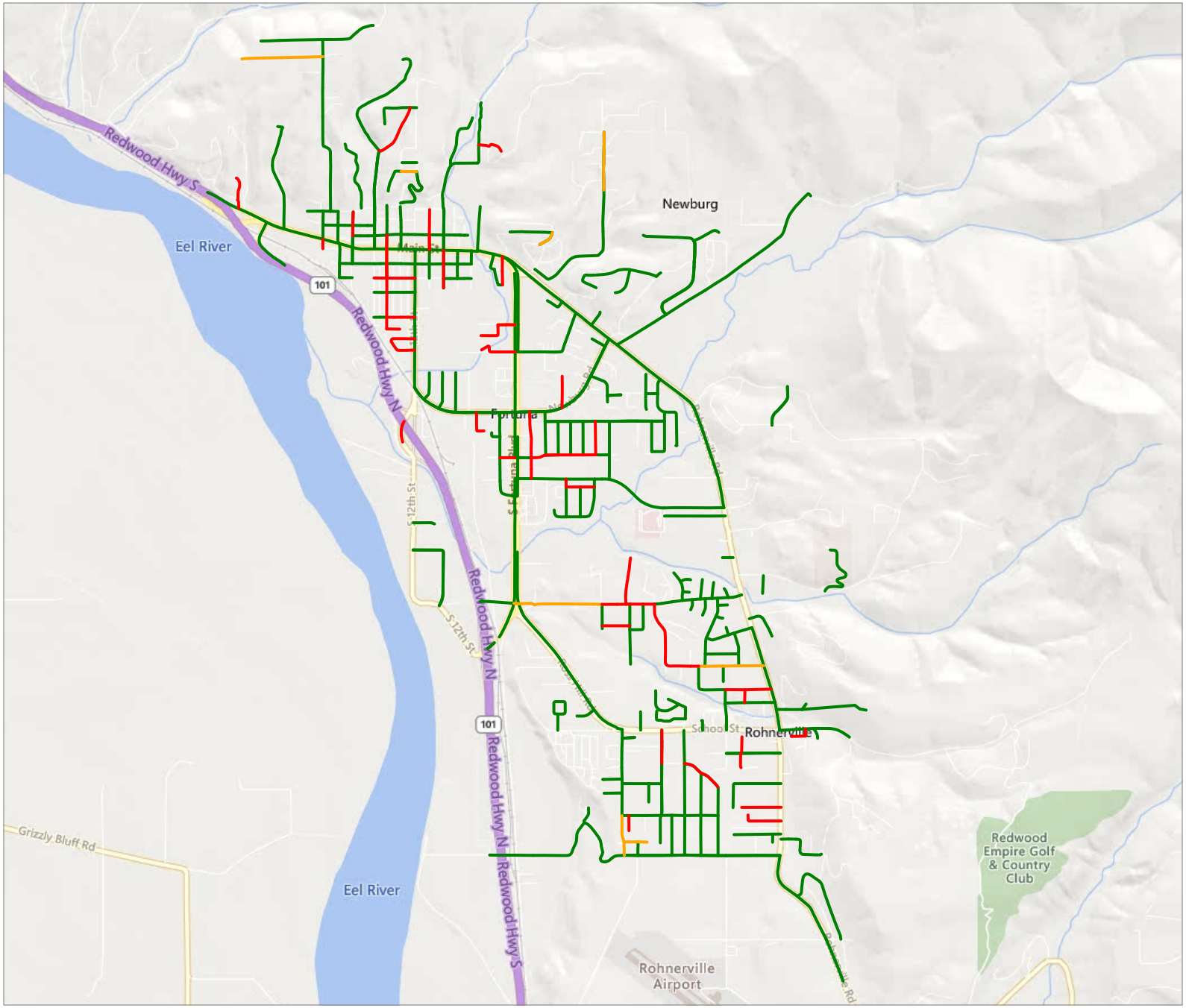
City of Fortuna

# Scenario PCI Condition

**SC3-Improve PCI to 70 in 10 years - 2032 Project Period - Total Rehab for 2032: $2,784,965 - Printed: 9/23/2022**

**Feature Legend**

- Category I - Very Good
- Category IV - Poor
- Category V - Very Poor



# Appendix F

## Sections Selected for Treatment – Scenario 1

# Scenarios - Sections Selected for Treatment

Interest: 4.00% Inflation: 4.00% Printed: 12/6/2022

Scenario: SC1-Existing Budget ($550k/year)

| Year | Budget | PM | Year | Budget | PM | Year | Budget | PM |
|---|---|---|---|---|---|---|---|---|
| 2023 | $0 | 0% | 2027 | $550,000 | 55% | 2031 | $550,000 | 75% |
| 2024 | $550,000 | 100% | 2028 | $550,000 | 10% | 2032 | $550,000 | 95% |
| 2025 | $550,000 | 100% | 2029 | $550,000 | 95% | | | |
| 2026 | $550,000 | 60% | 2030 | $550,000 | 84% | | | |

## Year: 2024

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ROHNERVILLE ROAD | NEWBURG RD | NEWELL DR | ROHNRD | 070 | 1,945 | 42 | 81,690 | A | AC | | 33 | 29 | 100 | $0 | 0 | RECONSTRUCT SURFACE (AC) |
| **S FORTUNA BOULEVARD | REDWOOD WAY | NEWBURG ROAD | SFORTU | 030 | 1,400 | 66 | 92,400 | A | AC | | 51 | 48 | 100 | $0 | 0 | RECONSTRUCT SURFACE (AC) |
| | | | | | | | | | | | Treatment Total | | | $0 | | |
| 12TH STREET | NEWBURG RD | I ST | 12THST | 010 | 1,495 | 42 | 62,790 | A | AC | | 80 | 78 | 86 | $39,907 | 24,717 | SLURRY SEAL |
| 6TH STREET | MAIN ST | P ST | 6THST | 020 | 587 | 40 | 23,480 | R | AC | | 71 | 70 | 79 | $14,245 | 22,407 | SLURRY SEAL |
| 7TH STREET | L ST | MAIN ST | 7THST | 020 | 420 | 34 | 14,280 | R | AC | | 65 | 64 | 74 | $8,663 | 20,010 | SLURRY SEAL |
| BERRY CREEK AVENUE | END S | SHAMROCK DR | BERRAV | 010 | 435 | 36 | 15,660 | R | AC | | 72 | 71 | 80 | $9,500 | 21,469 | SLURRY SEAL |
| CAMPTON HEIGHTS DRIVE | THELMA ST | RONALD AV | CAMPDR | 010 | 1,321 | 38 | 50,198 | R | AC | | 65 | 64 | 74 | $30,453 | 20,462 | SLURRY SEAL |
| CAMPTON HEIGHTS DRIVE | RONALD AV | CECIL AV | CAMPDR | 020 | 712 | 38 | 27,056 | R | AC | | 70 | 69 | 78 | $16,414 | 22,725 | SLURRY SEAL |
| CLARA AVENUE | DRAKE HILL RD | COLLEGE ST | CLARAV | 010 | 1,724 | 38 | 65,512 | R | AC | | 67 | 66 | 75 | $39,744 | 21,159 | SLURRY SEAL |
| CRESTVIEW DRIVE | END S | KENMAR RD | CRESDR | 010 | 515 | 35 | 18,025 | R | AC | | 75 | 74 | 82 | $10,935 | 17,564 | SLURRY SEAL |
| DANA COURT | END SW | ROSS HILL RD | DANACT | 010 | 373 | 36 | 13,428 | R | AC | | 75 | 73 | 82 | $8,146 | 17,565 | SLURRY SEAL |
| JOSEPH STREET | CORINA CT | SENESTRARO WY | JOSEST | 020 | 247 | 36 | 8,892 | R | AC | | 73 | 72 | 81 | $5,394 | 23,252 | SLURRY SEAL |
| LAUREL LANE | KENWOOD DR | END | LAURPL | 010 | 388 | 31 | 12,028 | R | AC | | 74 | 72 | 81 | $7,297 | 17,564 | SLURRY SEAL |
| LAWNDALE DRIVE | 2ND AV | NEWBURG RD | LAWNDR | 010 | 900 | 45 | 40,500 | R | AC/AC | | 85 | 83 | 90 | $24,570 | 21,041 | SLURRY SEAL |
| O STREET | END W | 6TH ST | OST | 010 | 345 | 28 | 9,660 | R | AC/AC | | 88 | 87 | 93 | $5,860 | 21,589 | SLURRY SEAL |
| O STREET | 6TH ST | 7TH ST | OST | 020 | 316 | 27 | 8,532 | R | AC/AC | | 87 | 86 | 92 | $5,176 | 21,322 | SLURRY SEAL |
| RANDOLPH WAY | NEWBURG RD | END N | RANDWY | 010 | 804 | 49 | 39,396 | R | AC | | 80 | 79 | 87 | $23,900 | 23,512 | SLURRY SEAL |
| REDWOOD WAY | FORTUNA BLVD | BARRY AVE | REDWWY | 010A | 1,010 | 31 | 31,310 | C | AC/AC | | 87 | 86 | 92 | $19,899 | 21,025 | SLURRY SEAL |
| RENE AVENUE | KENMAR RD | END N | RENEAV | 010 | 168 | 32 | 5,376 | R | AC | | 75 | 73 | 82 | $3,261 | 17,565 | SLURRY SEAL |
| RENNER DRIVE | ST JOSEPH DR | END E | RENNDR | 010 | 1,775 | 37 | 65,675 | R | AC | | 70 | 69 | 78 | $39,843 | 21,853 | SLURRY SEAL |
| ROHNERVILLE ROAD | MILL ST | CLIFTON WY | ROHNRD | 030 | 2,395 | 32 | 76,640 | A | AC/AC | | 76 | 74 | 82 | $48,709 | 25,082 | SLURRY SEAL |
| ROHNERVILLE ROAD | REDWOOD WY | LOOP RD | ROHNRD | 050 | 2,200 | 44 | 96,800 | A | AC | | 75 | 72 | 81 | $61,522 | 25,190 | SLURRY SEAL |
| ROHNER STREET | END W | ROHNERVILLE RD | ROHNST | 010 | 247 | 40 | 9,880 | R | AC | | 69 | 68 | 77 | $5,994 | 21,904 | SLURRY SEAL |
| RONALD AVENUE | SCHOOL ST | MAGGIE LN | RONAAV | 030 | 244 | 36 | 8,784 | R | AC | | 71 | 70 | 79 | $5,329 | 23,036 | SLURRY SEAL |
| S 15TH STREET | NEWBURG RD | END N | S15THST | 020 | 823 | 48 | 39,504 | R | AC | | 72 | 71 | 80 | $23,966 | 19,092 | SLURRY SEAL |

** - Treatment from Project Selection





Scenarios Criteria: User1 <> County/Private

# Scenarios - Sections Selected for Treatment

Interest: 4.00% Inflation: 4.00% Printed: 12/6/2022

Scenario: SC1-Existing Budget ($550k/year)

## Year: 2024

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S. 1ST STREET | ROHNERVILLE RD | END E | S1STST | 010 | 535 | 24 | 12,840 | R | AC | | 68 | 67 | 76 | $7,790 | 21,671 | SLURRY SEAL |
| SCHUELER LANE | CARSON WOODS RD | END | SCHULN | 010 | 205 | 18 | 3,690 | R | AC | | 76 | 75 | 83 | $2,239 | 17,454 | SLURRY SEAL |
| SENESTRARO WAY | FRANCESCO PL | MAIN ST | SENEWY | 020 | 669 | 36 | 24,084 | R | AC | | 74 | 72 | 81 | $14,611 | 17,565 | SLURRY SEAL |
| TAMI COURT | END S | TAMI DR | TAMICT | 010 | 497 | 27 | 13,419 | R | AC | | 77 | 76 | 84 | $8,141 | 17,357 | SLURRY SEAL |
| TAMI DRIVE | TAMICT | ROHNERVILLE RD | TAMIDR | 010 | 992 | 31 | 30,752 | R | AC | | 74 | 72 | 81 | $18,656 | 17,565 | SLURRY SEAL |
| TRACI WAY | END S | HILLRAS AV | TRACWY | 010 | 645 | 23 | 14,835 | R | AC | | 75 | 74 | 83 | $9,000 | 23,234 | SLURRY SEAL |
| WEBBER STREET | TRINITY AV | SCHOOL ST | WEBBST | 020 | 478 | 29 | 13,862 | R | AC | | 73 | 71 | 80 | $8,410 | 17,661 | SLURRY SEAL |
| WOOD STREET | CAMPTON HEIGHTS DR | COLLEGE ST | WOODST | 020 | 1,099 | 33 | 36,267 | R | AC | | 64 | 63 | 73 | $22,002 | 20,280 | SLURRY SEAL |
| | | | | | | | | | | | | Treatment Total | | $549,576 | | |
| | | | | | | | Year 2024 Area Total | | 1,067,245 | | | Year 2024 Total | | $549,576 | | |

## Year: 2025

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13TH STREET | K ST | MAIN ST | 13THST | 010 | 604 | 48 | 28,992 | R | AC | | 83 | 80 | 88 | $18,292 | 15,504 | SLURRY SEAL |
| 15TH STREET | END S | K ST | 15THST | 010 | 172 | 38 | 6,536 | R | AC/AC | | 92 | 88 | 94 | $4,124 | 9,453 | SLURRY SEAL |
| 16TH STREET | END S | L ST | 16THST | 010 | 600 | 38 | 22,800 | R | AC | | 82 | 79 | 87 | $14,385 | 15,880 | SLURRY SEAL |
| 1ST AVENUE | SPRING ST | SUMMER ST | 1STAVE | 020 | 640 | 34 | 21,760 | R | AC | | 66 | 62 | 73 | $13,729 | 16,242 | SLURRY SEAL |
| 7TH STREET | K ST | L ST | 7THST | 010 | 296 | 37 | 10,952 | R | AC | | 80 | 77 | 85 | $6,910 | 16,443 | SLURRY SEAL |
| 8TH STREET | MAIN ST | N ST | 8THST | 030 | 171 | 48 | 8,208 | R | AC | | 83 | 80 | 88 | $5,179 | 15,503 | SLURRY SEAL |
| BAER COURT | HOME AV | END E | BAERCT | 010 | 441 | 28 | 12,348 | R | AC | | 82 | 79 | 87 | $7,791 | 15,872 | SLURRY SEAL |
| CORINA COURT | END S | END N | CORICT | 010 | 400 | 32 | 12,800 | R | AC | | 82 | 79 | 87 | $8,076 | 15,880 | SLURRY SEAL |
| CYPRESS LOOP | VALLEY VIEW RD | END E | CYPRLP | 010 | 518 | 40 | 20,720 | R | AC | | 68 | 65 | 74 | $13,073 | 16,456 | SLURRY SEAL |
| DAVID WAY | ROHNERVILLE RD | END N | DAVIWY | 010 | 401 | 36 | 14,436 | R | AC | | 82 | 79 | 87 | $9,108 | 15,873 | SLURRY SEAL |
| ELIZABETH BARCUS WAY | NEWBURG RD | ELIZABETH BARCUS WY | FRANAV | 010 | 2,348 | 28 | 65,744 | R | AC | | 82 | 79 | 87 | $41,480 | 15,880 | SLURRY SEAL |
| GARLAND AVENUE | END W | HOME AV | GARLAV | 010 | 1,185 | 16 | 18,960 | R | AC | | 79 | 76 | 84 | $11,963 | 16,610 | SLURRY SEAL |
| HANNAH COURT | HANNAH CT | HANNAH CT | HANNCT | 020 | 962 | 36 | 34,632 | R | AC | | 82 | 79 | 87 | $21,850 | 15,875 | SLURRY SEAL |
| HARLAN WAY | MAIN ST | END N | HARLWY | 010 | 688 | 31 | 21,328 | R | AC | | 66 | 62 | 73 | $13,457 | 16,243 | SLURRY SEAL |
| HILLCREST AVENUE | DRAKE HILL RD | KIRBY ST | HILLAV | 010 | 279 | 39 | 10,881 | R | AC | | 80 | 77 | 85 | $6,865 | 16,440 | SLURRY SEAL |
| HILLSIDE DRIVE | FERNWOOD DR | END | HILLDR | 030 | 644 | 15 | 9,660 | R | AC | | 69 | 65 | 75 | $6,095 | 16,341 | SLURRY SEAL |
| HOLMAN WAY | HOME AV | END E | HOLMWY | 010 | 397 | 35 | 13,895 | R | AC | | 67 | 63 | 74 | $8,767 | 16,336 | SLURRY SEAL |
| JORDAN STREET | BROWN ST | ROHNERVILLE RD | JORDST | 020 | 625 | 23 | 14,375 | R | AC | | 83 | 80 | 88 | $9,070 | 15,495 | SLURRY SEAL |

** - Treatment from Project Selection





Scenarios Criteria: User1 <> County/Private

# Scenarios - Sections Selected for Treatment

Interest: 4.00% Inflation: 4.00% Printed: 12/6/2022

Scenario: SC1-Existing Budget ($550k/year)

## Year: 2025

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J STREET | 10TH ST | 12TH ST | JST | 020 | 592 | 47 | 27,824 | R | AC | | 82 | 79 | 87 | $17,555 | 15,881 | SLURRY SEAL |
| KENMAR ROAD | EEL RIVER DR | FORTUNA BLVD | KENMRD | 020 | 595 | 39 | 23,205 | R | AC | | 66 | 62 | 73 | $14,641 | 16,244 | SLURRY SEAL |
| KESTREL STREET | ROHNERVILLE RD | OSPREY TERR | KESTRELST | 010 | 299 | 36 | 10,764 | R | AC | | 82 | 79 | 87 | $6,791 | 15,877 | SLURRY SEAL |
| K STREET | 14TH ST | 16TH ST | KST | 040 | 582 | 47 | 27,354 | R | AC | | 82 | 79 | 87 | $17,259 | 15,875 | SLURRY SEAL |
| LEE COURT | END S | KENMAR RD | LEECT | 010 | 320 | 36 | 11,520 | R | AC | | 80 | 77 | 85 | $7,268 | 16,440 | SLURRY SEAL |
| LINDLEY STREET | END W | THELMA ST | LINDST | 010 | 391 | 29 | 11,339 | R | AC/AC | | 90 | 87 | 93 | $7,154 | 11,040 | SLURRY SEAL |
| LOOP COURT | END S | LOOP RD | LOOPCT | 010 | 359 | 36 | 12,924 | R | AC | | 78 | 75 | 83 | $8,154 | 16,769 | SLURRY SEAL |
| MAGGIE LANE | END N | RONALD AV | MAGGLN | 010 | 400 | 35 | 14,000 | R | AC | | 81 | 78 | 86 | $8,833 | 16,182 | SLURRY SEAL |
| MERL COURT | END S | KESTREL ST | MERLCT | 010 | 227 | 35 | 7,945 | R | AC | | 82 | 79 | 87 | $5,013 | 15,877 | SLURRY SEAL |
| MILLCREEK WAY | END S | KENMAR RD | MILLWY | 010 | 692 | 34 | 23,528 | R | AC | | 78 | 75 | 83 | $14,845 | 16,769 | SLURRY SEAL |
| OSPREY TER | END S | KESTREL ST | OSPRTER | 010 | 313 | 36 | 11,268 | R | AC | | 82 | 79 | 87 | $7,109 | 15,877 | SLURRY SEAL |
| O STREET | 7TH ST | 9TH ST | OST | 030 | 769 | 32 | 24,608 | R | AC/AC | | 92 | 88 | 94 | $15,526 | 9,356 | SLURRY SEAL |
| ROBINHOOD LANE | END W | THELMA ST | ROBILN | 010 | 139 | 34 | 4,726 | R | AC | | 81 | 78 | 86 | $2,982 | 16,187 | SLURRY SEAL |
| ROHNERVILLE ROAD | LOOP RD | NEWBURG RD | ROHNRD | 060 | 2,278 | 38 | 86,564 | A | AC | | 83 | 78 | 86 | $57,217 | 23,418 | SLURRY SEAL |
| SHAMROCK DRIVE | LAWNDALE DR | HOLLY LN | SHAMDR | 010 | 519 | 45 | 23,355 | R | AC/AC | | 92 | 88 | 94 | $14,735 | 9,421 | SLURRY SEAL |
| SHAMROCK DRIVE | BERRY CREEK AV | SENESTRARO WY | SHAMDR | 040 | 555 | 40 | 22,200 | R | AC | | 78 | 75 | 83 | $14,007 | 16,770 | SLURRY SEAL |
| SHULTS DRIVE | HILLSIDE DR | END | SHULDR | 010 | 393 | 36 | 14,148 | R | AC | | 82 | 79 | 87 | $8,926 | 15,873 | SLURRY SEAL |
| STEWART STREET | END S | VANCIL ST | STEWST | 010 | 571 | 27 | 15,417 | R | AC/AC | | 93 | 89 | 94 | $9,727 | 8,698 | SLURRY SEAL |
| ST JOSEPH WAY | END S | RENNER DR | STJOWY | 010 | 335 | 36 | 12,060 | R | AC | | 79 | 76 | 84 | $7,609 | 16,610 | SLURRY SEAL |
| SUNRISE COURT | ELIZABETH BARCUS WY | END | SUNRCT | 010 | 593 | 24 | 14,232 | R | AC | | 83 | 80 | 88 | $8,979 | 15,503 | SLURRY SEAL |
| SUNSET VIEW DRIVE | HILLRAS AV | END | SUNSDR | 010 | 1,991 | 23 | 45,793 | R | AC | | 78 | 75 | 83 | $28,892 | 16,770 | SLURRY SEAL |
| SWEET COURT | ROHNERVILLE RD | END E | SWEECT | 010 | 321 | 24 | 7,704 | R | AC | | 82 | 79 | 87 | $4,861 | 15,880 | SLURRY SEAL |
| TRINITY STREET | END W | WEBER ST | TRINST | 010 | 377 | 40 | 15,080 | R | AC | | 81 | 78 | 86 | $9,514 | 16,186 | SLURRY SEAL |
| VIRGINIA COURT | END E | VIRGINIA DR | VIRGCT | 010 | 181 | 36 | 6,516 | R | AC | | 82 | 79 | 87 | $4,111 | 15,880 | SLURRY SEAL |
| VIRGINIA DRIVE | VIRGINIA CT | NEWBURG RD | VIRGDR | 010 | 895 | 35 | 31,325 | R | AC | | 82 | 79 | 87 | $19,764 | 15,880 | SLURRY SEAL |
| WEBBER STREET | COLLEGE ST | TRINITY AV | WEBBST | 010 | 345 | 23 | 7,935 | R | AC | | 82 | 79 | 87 | $5,006 | 15,877 | SLURRY SEAL |
| | | | | | | | | | | | | | Treatment Total | $546,693 | | |
| | | | | | | | Year 2025 Area Total | 862,361 | | | | | Year 2025 Total | $546,693 | | |

## Year: 2026

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ACACIA DRIVE | END W | ROSS HILL RD | ACACDR | 010 | 578 | 34 | 19,652 | R | AC | | 57 | 51 | 100 | $120,354 | 6,708 | AC OVERLAY 1.5" W/ DIGOUT |

** - Treatment from Project Selection



Scenarios Criteria: User1 <> County/Private

# Scenarios - Sections Selected for Treatment

Interest: 4.00% Inflation: 4.00% Printed: 12/6/2022

Scenario: SC1-Existing Budget ($550k/year)

## Year: 2026

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GARDEN LANE | P ST | END | GARDLN | 010 | 437 | 18 | 7,866 | R | AC | | 57 | 51 | 100 | $48,173 | 6,613 | AC OVERLAY 1.5" W/ DIGOUT |
| | | | | | | | | | | | | Treatment Total | | $168,527 | | |
| CAMPTON LANE | END S | HIGHLAND DR | CAMPLN | 010 | 411 | 39 | 16,029 | R | AC | | 60 | 54 | 66 | $15,025 | 10,714 | SLURRY SEAL W/ DIGOUT |
| MURRAY COURT | END W | THELMA ST | MURRCT | 010 | 301 | 36 | 10,836 | R | AC | | 59 | 53 | 66 | $10,158 | 11,382 | SLURRY SEAL W/ DIGOUT |
| S. LOOP ROAD | ROHNERVILLE RD | LOOP CT | SLOOPRD | 010 | 571 | 36 | 20,556 | R | AC | | 59 | 53 | 65 | $19,269 | 10,376 | SLURRY SEAL W/ DIGOUT |
| | | | | | | | | | | | | Treatment Total | | $44,452 | | |
| ASH STREET | STILLMAN WY | END E | ASHST | 010 | 171 | 37 | 6,327 | R | AC | | 84 | 79 | 87 | $4,152 | 15,137 | SLURRY SEAL |
| BRIDLE CREEK AVENUE | DRAKE HILL RD | PALOMINO PL | BRIDAV | 010 | 576 | 35 | 20,160 | R | AC | | 84 | 79 | 87 | $13,228 | 15,135 | SLURRY SEAL |
| CHERYL LANE | END N | MAGGIE LN | CHERLN | 010 | 893 | 35 | 31,255 | R | AC | | 84 | 79 | 87 | $20,509 | 15,131 | SLURRY SEAL |
| CHURCH STREET | KENMAR RD | WEBBER ST | CHURST | 010 | 1,047 | 23 | 24,081 | R | AC | | 67 | 62 | 72 | $15,801 | 15,525 | SLURRY SEAL |
| COLLEGE STREET | WEBBER ST | END | COLLST | 020 | 188 | 22 | 4,136 | R | AC | | 84 | 79 | 87 | $2,714 | 15,135 | SLURRY SEAL |
| ELIZABETH BARCUS WAY | END W | SUNRISE CT | ELIZWY | 010 | 1,143 | 28 | 32,004 | R | AC | | 84 | 79 | 87 | $21,000 | 15,138 | SLURRY SEAL |
| ELIZABETH BARCUS WAY | SUNRISE CT | NEWBURG RD | ELIZWY | 020 | 1,446 | 28 | 40,488 | R | AC | | 84 | 79 | 87 | $26,567 | 15,138 | SLURRY SEAL |
| GULLIKSEN DRIVE | ROHNERVILLE RD | EMIL CT | GULLDR | 010 | 468 | 36 | 16,848 | R | AC | | 84 | 79 | 87 | $11,055 | 15,132 | SLURRY SEAL |
| HIGHLAND DRIVE | THELMA ST | WOOD ST | HIGHDR | 010 | 834 | 32 | 26,688 | R | AC | | 84 | 79 | 87 | $17,512 | 15,137 | SLURRY SEAL |
| HIGH STREET | VANCIL ST | VISTA DR | HIGHST | 010 | 313 | 30 | 9,390 | R | AC/AC | | 93 | 87 | 93 | $6,161 | 9,800 | SLURRY SEAL |
| HILLTOP DRIVE | RIDGEVIEW CT | END E | HILLTDR | 020 | 990 | 33 | 32,670 | R | AC | | 84 | 79 | 87 | $21,437 | 15,112 | SLURRY SEAL |
| HILLRAS WAY | ROHNERVILLE RD | END E | HILLWY | 020 | 425 | 24 | 10,200 | R | AC | | 84 | 79 | 87 | $6,693 | 15,135 | SLURRY SEAL |
| KELLI WAY | MILL CREEK WY | KENMAR RD | KELLWY | 010 | 819 | 33 | 27,027 | R | AC | | 84 | 79 | 87 | $17,734 | 15,130 | SLURRY SEAL |
| MATTHEW LANE | CHERYL LN | END S | MATTLN | 010 | 200 | 25 | 5,000 | R | AC | | 84 | 79 | 87 | $3,281 | 15,131 | SLURRY SEAL |
| OLEARY STREET | END W | THELMA ST | OLEAST | 010 | 415 | 24 | 9,960 | R | AC/AC | | 93 | 87 | 93 | $6,535 | 9,752 | SLURRY SEAL |
| PALOMINO PLACE | END W | ROHNERVILLE RD | PALOPL | 010 | 983 | 34 | 33,422 | R | AC | | 84 | 79 | 87 | $21,931 | 15,135 | SLURRY SEAL |
| P STREET | 10TH ST | 11TH ST | PST | 025 | 260 | 26 | 6,760 | R | AC/AC | | 93 | 87 | 93 | $4,436 | 9,803 | SLURRY SEAL |
| SANDY PRAIRIE COURT | RIVERWALK DR | END W | SANDCT | 010 | 308 | 28 | 8,624 | R | AC | | 84 | 79 | 87 | $5,659 | 15,132 | SLURRY SEAL |
| SENESTRARO WAY | 2ND AV | FRANCESCO PL | SENEWY | 010 | 802 | 36 | 28,872 | R | AC | | 84 | 79 | 87 | $18,945 | 15,138 | SLURRY SEAL |
| SHAMROCK DRIVE | HOLLY LN | MEADOW LN | SHAMDR | 020 | 529 | 45 | 23,805 | R | AC/AC | | 93 | 87 | 93 | $15,620 | 10,233 | SLURRY SEAL |
| | | | | | | | | | | | | Treatment Total | | $260,970 | | |
| | | | | | | | Year 2026 Area Total | | 472,656 | | | | | Year 2026 Total | | $473,949 |

** - Treatment from Project Selection





Scenarios Criteria: User1 <> County/Private

# Scenarios - Sections Selected for Treatment

Interest: 4.00% Inflation: 4.00% Printed: 12/6/2022

Scenario: SC1-Existing Budget ($550k/year)

## Year: 2027

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SMITH LANE | FORTUNA BLVD | DRIVEWAY #2204 | SMITLN | 020 | 1,034 | 35 | 36,190 | R | AC | | 59 | 51 | 100 | $230,502 | 6,446 | AC OVERLAY 1.5" W/ DIGOUT |
| | | | | | | | | | | | | Treatment Total | | $230,502 | | |
| 10TH STREET | END S | K ST | 10THST | 010 | 1,059 | 48 | 50,832 | R | AC | | 71 | 66 | 76 | $34,689 | 19,045 | SLURRY SEAL |
| 7TH STREET | MAIN ST | P ST | 7THST | 030 | 669 | 48 | 32,112 | R | AC | | 86 | 80 | 87 | $21,914 | 14,450 | SLURRY SEAL |
| BOONE STREET | SCHOOL ST | END N | BOONST | 010 | 328 | 36 | 11,808 | R | AC | | 86 | 80 | 87 | $8,058 | 14,444 | SLURRY SEAL |
| BOYDEN LANE | END W | FRANKLIN AV | BOYDLN | 010 | 1,069 | 28 | 29,932 | R | AC | | 82 | 76 | 84 | $20,426 | 15,383 | SLURRY SEAL |
| CHISM COURT | SCHOOL ST | END N | CHISCT | 010 | 201 | 32 | 6,432 | R | AC | | 86 | 80 | 87 | $4,389 | 14,443 | SLURRY SEAL |
| DOVE COURT | END SE | JOSEPH ST | DOVECT | 010 | 441 | 32 | 14,112 | R | AC | | 86 | 80 | 87 | $9,630 | 14,450 | SLURRY SEAL |
| DUNAWAY COURT | END SW | BOYDEN LN | DUNACT | 010 | 630 | 28 | 17,640 | R | AC | | 69 | 62 | 72 | $12,038 | 14,969 | SLURRY SEAL |
| FRANKLIN COURT | END W | FRANKLIN AV | FRANCT | 010 | 267 | 33 | 8,811 | R | AC | | 86 | 80 | 87 | $6,013 | 14,450 | SLURRY SEAL |
| HANNAH COURT | SCHOOL ST | HANNAH CT | HANNCT | 010 | 335 | 36 | 12,060 | R | AC | | 86 | 80 | 87 | $8,230 | 14,445 | SLURRY SEAL |
| JOSEPH STREET | VIRGIN DR | CORINA CT | JOSEST | 010 | 811 | 36 | 29,196 | R | AC | | 86 | 80 | 87 | $19,924 | 14,449 | SLURRY SEAL |
| J STREET | 9TH ST | 10TH ST | JST | 010 | 270 | 47 | 12,690 | R | AC | | 86 | 80 | 87 | $8,660 | 14,452 | SLURRY SEAL |
| MEADOW BROOK LANE | NEWBURG RD | END N | MEADBRLN | 010 | 569 | 49 | 27,881 | R | AC | | 86 | 80 | 87 | $19,026 | 14,444 | SLURRY SEAL |
| ROAN COURT | END S | PALOMINO PL | ROANCT | 010 | 164 | 31 | 5,084 | R | AC | | 86 | 80 | 87 | $3,469 | 14,447 | SLURRY SEAL |
| STRAWBERRY LANE | HILLTOP DR | LOOP RD | STRALN | 010 | 937 | 28 | 26,236 | R | AC | | 85 | 79 | 87 | $17,904 | 14,725 | SLURRY SEAL |
| THELMA STREET | CAMPTON HEIGHTS DR | SCHOOL ST | THELST | 030 | 1,796 | 40 | 71,840 | R | AC/AC | | 93 | 90 | 95 | $49,025 | 16,847 | SLURRY SEAL |
| WEBBER STREET | SCHOOL ST | CHURCH ST | WEBBST | 030 | 854 | 23 | 19,642 | R | AC | | 86 | 80 | 87 | $13,404 | 14,442 | SLURRY SEAL |
| WOOD STREET | END S | CAMPTON HEIGHTS DR | WOODST | 010 | 597 | 39 | 23,283 | R | AC | | 86 | 80 | 87 | $15,889 | 14,443 | SLURRY SEAL |
| W SCHOOL STREET | END W | END E | WSCHST | 010 | 1,543 | 35 | 54,005 | R | AC | | 81 | 75 | 83 | $36,854 | 15,554 | SLURRY SEAL |
| | | | | | | | | | | | | Treatment Total | | $309,542 | | |
| | | | | | | | Year 2027 Area Total | | 489,786 | | | Year 2027 Total | | $540,044 | | |

## Year: 2028

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CRISSY WAY | MAXWELL ST | JENNY LN | CRISWY | 010 | 624 | 36 | 22,464 | R | AC | | 60 | 51 | 100 | $148,802 | 6,133 | AC OVERLAY 1.5" W/ DIGOUT |
| I STREET | 9TH ST | 10TH ST | IST | 010 | 227 | 40 | 9,080 | R | AC | | 60 | 51 | 100 | $60,146 | 6,149 | AC OVERLAY 1.5" W/ DIGOUT |
| OLSEN COURT | BAXTER LN | CLIFTON WY | OLSECT | 020 | 153 | 37 | 5,661 | R | AC | | 60 | 51 | 100 | $37,498 | 6,173 | AC OVERLAY 1.5" W/ DIGOUT |
| PENN AVENUE | DRAKE HILL RD | CAMPTON HEIGHTS RD | PENNAV | 010 | 838 | 40 | 33,520 | R | AC | | 61 | 52 | 100 | $222,036 | 6,082 | AC OVERLAY 1.5" W/ DIGOUT |

# Scenarios - Sections Selected for Treatment

Interest: 4.00% Inflation: 4.00% Printed: 12/6/2022

Scenario: SC1-Existing Budget ($550k/year)

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | Treatment Total | | | $468,482 | | | |
| LAUREL LANE | THELMA ST | END | LAURLN | 010 | 240 | 9 | 2,160 | R | AC | 33 | 17 | 100 | $21,608 | 4,296 | 3" REMOVE AND REPLACE | |
| | | | | | | | | | | Treatment Total | | | $21,608 | | | |
| ANGEL HEIGHTS DRIVE | END W | BARNEY ST | ANGEDR | 010 | 670 | 18 | 12,060 | R | AC | 86 | 74 | 82 | $8,559 | 11,341 | SLURRY SEAL | |
| HILLRAS WAY | HILLRAS WY | SUNSET VIEW DR | HILLWY | 010 | 1,270 | 22 | 27,940 | R | AC | 88 | 78 | 86 | $19,829 | 12,385 | SLURRY SEAL | |
| IVY LANE | SHAMROCK DR | 2ND AV | IVYLN | 010 | 704 | 37 | 26,048 | R | AC | 88 | 80 | 88 | $18,487 | 13,828 | SLURRY SEAL | |
| VISTA DRIVE | STEWART ST | HIGH ST | VISTDR | 020 | 189 | 22 | 4,158 | R | AC | 88 | 80 | 88 | $2,951 | 13,823 | SLURRY SEAL | |
| | | | | | | | | | | Treatment Total | | | $49,826 | | | |
| | | | | | Year 2028 Area Total | | 143,091 | | | Year 2028 Total | | | $539,916 | | | |

## Year: 2029

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VIEW DRIVE | END W | JONES ST | VIEWDR | 010 | 214 | 11 | 2,354 | R | AC | | 25 | 3 | 100 | $24,490 | 4,131 | 3" REMOVE AND REPLACE |
| | | | | | | | | | | | Treatment Total | | | $24,490 | | |
| 12TH STREET | NEWBURG RD | I ST | 12THST | 010 | 1,495 | 42 | 62,790 | A | AC | | 80 | 75 | 83 | $48,552 | 20,747 | SLURRY SEAL |
| 2ND AVENUE | END W | GUIDO AV | 2NDAV | 090 | 120 | 36 | 4,320 | R | AC | | 90 | 80 | 88 | $3,189 | 13,306 | SLURRY SEAL |
| 2ND AVENUE | GUIDO AV | SENESTRARO WY | 2NDAV | 100 | 241 | 36 | 8,676 | R | AC | | 90 | 80 | 88 | $6,404 | 13,306 | SLURRY SEAL |
| ARIZZI COURT | FRANCESCO PL | END E | ARIZCT | 010 | 237 | 37 | 8,769 | R | AC | | 90 | 80 | 88 | $6,472 | 13,300 | SLURRY SEAL |
| BARRY STREET | MAXWELL ST | JENNY LN | BARRST | 010 | 620 | 36 | 22,320 | R | AC | | 89 | 79 | 87 | $16,474 | 13,540 | SLURRY SEAL |
| GUIDO AVENUE | 2ND AV | SHAMROCK DR | GUIDAV | 010 | 635 | 36 | 22,860 | R | AC | | 89 | 79 | 87 | $16,873 | 13,539 | SLURRY SEAL |
| HILLTOP DRIVE | LOOP RD | RIDGEVIEW CT | HILLTDR | 010 | 2,138 | 37 | 79,106 | R | AC | | 89 | 79 | 87 | $58,388 | 13,552 | SLURRY SEAL |
| KENWOOD ROAD | KENMAR RD | LIBERT CT | KENWRD | 010 | 1,236 | 36 | 44,496 | R | AC | | 90 | 80 | 88 | $32,843 | 13,304 | SLURRY SEAL |
| MAXWELL STREET | REDWOOD WAY | END N | MAXWST | 010 | 1,631 | 36 | 58,716 | R | AC | | 89 | 79 | 87 | $43,338 | 13,540 | SLURRY SEAL |
| PRYOR COURT | ROHNERVILLE RD | END E | PRYOCT | 010 | 499 | 24 | 11,976 | R | AC | | 89 | 79 | 87 | $8,840 | 13,532 | SLURRY SEAL |
| RIDGE VIEW COURT | END W | HILLTOP DR | RIDGCT | 010 | 613 | 33 | 20,229 | R | AC | | 90 | 80 | 88 | $14,931 | 13,298 | SLURRY SEAL |
| ROHNERVILLE ROAD | MILL ST | CLIFTON WY | ROHNRD | 030 | 2,395 | 32 | 76,640 | A | AC/AC | | 76 | 72 | 80 | $59,262 | 21,055 | SLURRY SEAL |
| ROHNERVILLE ROAD | CLIFTON WY | REDWOOD WY | ROHNRD | 040 | 2,512 | 36 | 90,432 | A | AC | | 94 | 79 | 87 | $69,927 | 19,577 | SLURRY SEAL |
| ROHNERVILLE ROAD | REDWOOD WY | LOOP RD | ROHNRD | 050 | 2,200 | 44 | 96,800 | A | AC | | 75 | 70 | 79 | $74,851 | 20,551 | SLURRY SEAL |
| SPRINGVILLE AVENUE | REDWOOD WY | SHAMROCK DR | SPRIAV | 010 | 1,185 | 37 | 43,845 | R | AC | | 89 | 79 | 87 | $32,362 | 13,540 | SLURRY SEAL |
| SUNNYBROOK DRIVE | NEWBURG RD | END N | SUNNDR | 010 | 754 | 49 | 36,946 | R | AC | | 90 | 80 | 88 | $27,270 | 13,263 | SLURRY SEAL |
| | | | | | | | | | | | Treatment Total | | | $519,976 | | |
| | | | | | Year 2029 Area Total | | 691,275 | | | | Year 2029 Total | | | $544,466 | | |

** - Treatment from Project Selection





Scenarios Criteria: User1 <> County/Private

# Scenarios - Sections Selected for Treatment

Interest: 4.00% Inflation: 4.00% Printed: 12/6/2022

Scenario: SC1-Existing Budget ($550k/year)

## Year: 2030

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Treatment Current PCI | Treatment PCI Before | Treatment PCI After | Treatment Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| K STREET | 7TH ST | 8TH ST | KST | 010 | 265 | 35 | 9,275 | R | AC | | 56 | 41 | 100 | $79,673 | 5,090 | AC OVERLAY 2" W/ DIGOUT |
| | | | | | | | | | | | | Treatment Total | | $79,673 | | |
| ALLISON COURT | BRANDI LN | END E | ALLICT | 010 | 144 | 36 | 5,184 | R | AC | | 89 | 78 | 86 | $3,979 | 13,355 | SLURRY SEAL |
| BAXTER LANE | BRANDI LN | OLSEN CT | BAXTLN | 010 | 707 | 35 | 24,745 | R | AC | | 91 | 79 | 87 | $18,995 | 13,077 | SLURRY SEAL |
| BLUE JAY COURT | KENWOOD DR | END N | BLUECT | 010 | 195 | 36 | 7,020 | R | AC | | 88 | 76 | 85 | $5,389 | 13,597 | SLURRY SEAL |
| BRANDI LANE | KENMAR RD | KENWOOD DR | BRANLN | 010 | 1,487 | 36 | 53,532 | R | AC | | 88 | 76 | 85 | $41,093 | 13,597 | SLURRY SEAL |
| CECIL AVENUE | DRAKE HILL RD | COLLEGE ST | CECIAV | 010 | 1,437 | 40 | 57,480 | R | AC | | 92 | 80 | 87 | $44,123 | 12,897 | SLURRY SEAL |
| CLIFTON WAY | BRANDI LN | ROHNERVILLE RD | CLIFWY | 010 | 1,009 | 34 | 34,306 | R | AC | | 82 | 70 | 79 | $26,334 | 13,876 | SLURRY SEAL |
| COVEY COURT | GREENFIELD PL | END E | COVECT | 010 | 473 | 31 | 14,663 | R | AC | | 87 | 76 | 84 | $11,256 | 13,701 | SLURRY SEAL |
| CREEKSIDE COURT | GREENFIELD PL | END E | CREECT | 010 | 219 | 32 | 7,008 | R | AC | | 91 | 79 | 87 | $5,380 | 13,077 | SLURRY SEAL |
| FRANCESCO PLACE | END S | SENESTRARO WY | FRANPL | 010 | 969 | 36 | 34,884 | R | AC | | 92 | 80 | 87 | $26,778 | 12,902 | SLURRY SEAL |
| FREEDOM COURT | END S | KENWOOD DR | FREECT | 010 | 364 | 36 | 13,104 | R | AC | | 91 | 79 | 87 | $10,059 | 13,077 | SLURRY SEAL |
| GREENFIELD PLACE | KENWOOD DR | END N | GREEPL | 010 | 589 | 32 | 18,848 | R | AC | | 91 | 79 | 87 | $14,468 | 13,077 | SLURRY SEAL |
| HOLLY STREET | 2ND AV | SHAMROCK DR | HOLLST | 010 | 703 | 35 | 24,605 | R | AC | | 92 | 79 | 87 | $18,887 | 12,904 | SLURRY SEAL |
| JUSTICE COURT | KENWOOD DR | END N | JUSTCT | 010 | 401 | 32 | 12,832 | R | AC | | 89 | 78 | 86 | $9,850 | 13,357 | SLURRY SEAL |
| LARSEN LANE | BRANDI LN | END E | LARSLN | 010 | 204 | 36 | 7,344 | R | AC | | 91 | 79 | 87 | $5,637 | 13,077 | SLURRY SEAL |
| LIBERTY COURT | END S | KENWOOD DR | LIBECT | 010 | 226 | 35 | 7,910 | R | AC | | 89 | 78 | 86 | $6,072 | 13,357 | SLURRY SEAL |
| MEADOWLARK STREET | KENWOOD DR | END N | MEADLK | 010 | 317 | 36 | 11,412 | R | AC | | 91 | 79 | 87 | $8,760 | 13,077 | SLURRY SEAL |
| OLSEN COURT | KENMAR RD | BAXTER LN | OLSECT | 010 | 255 | 37 | 9,435 | R | AC | | 91 | 79 | 87 | $7,243 | 13,077 | SLURRY SEAL |
| REDWOOD WAY | MAXWELL ST | ST JOSEPH DR | REDWWY | 020 | 1,670 | 38 | 63,460 | C | AC | | 94 | 80 | 87 | $51,033 | 15,204 | SLURRY SEAL |
| REDWOOD WAY | ST JOSEPH DR | ROHNERVILLE RD | REDWWY | 030 | 1,186 | 23 | 27,278 | C | AC | | 94 | 80 | 87 | $21,936 | 15,204 | SLURRY SEAL |
| ROHNERVILLE ROAD | LOOP RD | NEWBURG RD | ROHNRD | 060 | 2,278 | 38 | 86,564 | A | AC | | 83 | 76 | 84 | $69,613 | 19,803 | SLURRY SEAL |
| SHAMROCK DRIVE | MEADOW LN | BERRY CREEK AV | SHAMDR | 030 | 901 | 41 | 36,941 | R | AC | | 91 | 79 | 87 | $28,357 | 13,067 | SLURRY SEAL |
| SHAY COURT | END NW | NEWBURG RD | SHAYCT | 010 | 317 | 36 | 11,412 | R | AC | | 91 | 79 | 87 | $8,760 | 13,065 | SLURRY SEAL |
| VALLEY VIEW ROAD | ROHNERVILLE RD | CYPRESS LOOP RD | VALLRD | 010 | 475 | 30 | 14,250 | R | AC | | 92 | 80 | 87 | $10,939 | 12,929 | SLURRY SEAL |
| | | | | | | | | | | | | Treatment Total | | $454,942 | | |
| | | | | Year 2030 Area Total | | | 593,492 | | | | | Year 2030 Total | | $534,615 | | |

** - Treatment from Project Selection





Scenarios Criteria: User1 <> County/Private

# Scenarios - Sections Selected for Treatment

Interest: 4.00% Inflation: 4.00% Printed: 12/6/2022

Scenario: SC1-Existing Budget ($550k/year)

## Year: 2031

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HOME AVENUE | BAER CT | GARLAND AV | HOMEAV | 020 | 349 | 30 | 10,470 | A | AC | | 33 | 0 | 100 | $134,533 | 5,215 | 3" REMOVE AND REPLACE |
| | | | | | | | | | | | | Treatment Total | | $134,533 | | |
| 15TH STREET | N ST | END N | 15THST | 030 | 550 | 48 | 26,400 | R | AC | | 93 | 79 | 87 | $21,076 | 12,612 | SLURRY SEAL |
| 2ND AVENUE | FORTUNA BLVD | SUMMER ST | 2NDAV | 030 | 322 | 29 | 9,338 | R | AC | | 94 | 79 | 87 | $7,455 | 12,510 | SLURRY SEAL |
| EMARALD LANE | 2ND AV | SHAMROCK DR | EMARLN | 010 | 707 | 35 | 24,745 | R | AC | | 93 | 79 | 87 | $19,755 | 12,613 | SLURRY SEAL |
| EMIL COURT | END S | GULLIKSEN DR | EMILCT | 010 | 167 | 32 | 5,344 | R | AC | | 93 | 79 | 87 | $4,266 | 12,607 | SLURRY SEAL |
| GRACE COURT | HILLRAS AV | END E | GRACCT | 010 | 176 | 23 | 4,048 | R | AC | | 93 | 79 | 87 | $3,232 | 12,610 | SLURRY SEAL |
| GULLIKSEN DRIVE | EMIL CT | END N | GULLDR | 020 | 2,667 | 26 | 69,342 | R | AC | | 93 | 79 | 87 | $55,358 | 12,608 | SLURRY SEAL |
| HUFFMAN DRIVE | ROHNERVILLE RD | END E | HUFFDR | 010 | 495 | 29 | 14,355 | R | AC | | 93 | 79 | 87 | $11,460 | 12,607 | SLURRY SEAL |
| KENWOOD ROAD | LIBERTY CT | ROHNERVILLE RD | KENWRD | 020 | 640 | 36 | 23,040 | R | AC | | 94 | 79 | 87 | $18,394 | 12,427 | SLURRY SEAL |
| NELEEN DRIVE | ROHNERVILLE RD | END E | NELEDR | 010 | 538 | 16 | 8,608 | R | AC | | 94 | 79 | 87 | $6,872 | 12,550 | SLURRY SEAL |
| PARK STREET | MAIN ST | SCENIC LOOP | PARKST | 010 | 905 | 46 | 41,630 | R | AC | | 93 | 79 | 87 | $33,235 | 12,612 | SLURRY SEAL |
| REDWOOD WAY | FORTUNA BLVD | BARRY AVE | REDWWY | 010A | 1,010 | 31 | 31,310 | C | AC/AC | | 87 | 83 | 90 | $26,186 | 18,611 | SLURRY SEAL |
| REDWOOD WAY | BARRY AVE | MAXWELL ST | REDWWY | 010B | 432 | 31 | 13,392 | C | AC | | 95 | 78 | 86 | $11,200 | 14,555 | SLURRY SEAL |
| REMI COURT | END S | KENMAR RD | REMICT | 010 | 241 | 23 | 5,543 | R | AC | | 93 | 79 | 87 | $4,425 | 12,611 | SLURRY SEAL |
| ROHNERVILLE ROAD | NEWBURG RD | NEWELL DR | ROHNRD | 070 | 1,945 | 42 | 81,690 | A | AC | | 33 | 78 | 86 | $68,321 | 18,406 | SLURRY SEAL |
| S FORTUNA BOULEVARD | REDWOOD WAY | NEWBURG ROAD | SFORTU | 030 | 1,400 | 66 | 92,400 | A | AC | | 51 | 78 | 86 | $77,279 | 18,406 | SLURRY SEAL |
| SMITH LANE | DRIVEWAY #2204 | ROHNERVILLE RD | SMITLN | 030 | 820 | 34 | 27,880 | R | AC | | 93 | 79 | 87 | $22,258 | 12,608 | SLURRY SEAL |
| SPRING STREET | END S | NEWBURG RD | SPRIST | 010 | 946 | 28 | 26,488 | R | AC | | 93 | 79 | 87 | $21,146 | 12,598 | SLURRY SEAL |
| ST JOSEPH DRIVE | RENNER DR | REDWOOD WY | STJODR | 010 | 103 | 36 | 3,708 | R | AC | | 93 | 79 | 87 | $2,960 | 12,607 | SLURRY SEAL |
| | | | | | | | | | | | | Treatment Total | | $414,877 | | |
| | | | | | | Year 2031 Area Total | | 519,731 | | | | Year 2031 Total | | $549,410 | | |

## Year: 2032

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6TH STREET | MAIN ST | P ST | 6THST | 020 | 587 | 40 | 23,480 | R | AC | | 71 | 70 | 79 | $19,495 | 16,288 | SLURRY SEAL |
| 7TH STREET | L ST | MAIN ST | 7THST | 020 | 420 | 34 | 14,280 | R | AC | | 65 | 62 | 73 | $11,856 | 14,387 | SLURRY SEAL |
| BERRY CREEK AVENUE | END S | SHAMROCK DR | BERRAV | 010 | 435 | 36 | 15,660 | R | AC | | 72 | 70 | 79 | $13,002 | 15,509 | SLURRY SEAL |
| CAMPTON HEIGHTS DRIVE | THELMA ST | RONALD AV | CAMPDR | 010 | 1,321 | 38 | 50,198 | R | AC | | 65 | 63 | 73 | $41,678 | 14,779 | SLURRY SEAL |
| CAMPTON HEIGHTS DRIVE | RONALD AV | CECIL AV | CAMPDR | 020 | 712 | 38 | 27,056 | R | AC | | 70 | 69 | 78 | $22,464 | 16,565 | SLURRY SEAL |

** - Treatment from Project Selection

# Scenarios - Sections Selected for Treatment

Interest: 4.00% Inflation: 4.00% Printed: 12/6/2022

Scenario: SC1-Existing Budget ($550k/year)

## Year: 2032

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLARA AVENUE | DRAKE HILL RD | COLLEGE ST | CLARAV | 010 | 1,724 | 38 | 65,512 | R | AC | | 67 | 65 | 75 | $54,392 | 15,276 | SLURRY SEAL |
| CRESTVIEW DRIVE | END S | KENMAR RD | CRESDR | 010 | 515 | 35 | 18,025 | R | AC | | 75 | 69 | 78 | $14,966 | 12,779 | SLURRY SEAL |
| DANA COURT | END SW | ROSS HILL RD | DANACT | 010 | 373 | 36 | 13,428 | R | AC | | 75 | 69 | 78 | $11,149 | 12,777 | SLURRY SEAL |
| JOSEPH STREET | CORINA CT | SENESTRARO WY | JOSEST | 020 | 247 | 36 | 8,892 | R | AC | | 73 | 72 | 81 | $7,383 | 16,962 | SLURRY SEAL |
| LAUREL LANE | KENWOOD DR | END | LAURPL | 010 | 388 | 31 | 12,028 | R | AC | | 74 | 68 | 78 | $9,986 | 12,755 | SLURRY SEAL |
| LAWNDALE DRIVE | 2ND AV | NEWBURG RD | LAWNDR | 010 | 900 | 45 | 40,500 | R | AC/AC | | 85 | 83 | 90 | $33,626 | 15,731 | SLURRY SEAL |
| O STREET | END W | 6TH ST | OST | 010 | 345 | 28 | 9,660 | R | AC/AC | | 88 | 87 | 93 | $8,020 | 15,853 | SLURRY SEAL |
| O STREET | 6TH ST | 7TH ST | OST | 020 | 316 | 27 | 8,532 | R | AC/AC | | 87 | 85 | 92 | $7,084 | 15,786 | SLURRY SEAL |
| RANDOLPH WAY | NEWBURG RD | END N | RANDWY | 010 | 804 | 49 | 39,396 | R | AC | | 80 | 79 | 87 | $32,709 | 17,186 | SLURRY SEAL |
| RENE AVENUE | KENMAR RD | END N | RENEAV | 010 | 168 | 32 | 5,376 | R | AC | | 75 | 69 | 78 | $4,464 | 12,777 | SLURRY SEAL |
| RENNER DRIVE | ST JOSEPH DR | END E | RENNDR | 010 | 1,775 | 37 | 65,675 | R | AC | | 70 | 68 | 78 | $54,528 | 15,842 | SLURRY SEAL |
| ROHNER STREET | END W | ROHNERVILLE RD | ROHNST | 010 | 247 | 40 | 9,880 | R | AC | | 69 | 67 | 77 | $8,203 | 15,883 | SLURRY SEAL |
| RONALD AVENUE | SCHOOL ST | MAGGIE LN | RONAAV | 030 | 244 | 36 | 8,784 | R | AC | | 71 | 70 | 79 | $7,293 | 16,810 | SLURRY SEAL |
| S 15TH STREET | NEWBURG RD | END N | S15THST | 020 | 823 | 48 | 39,504 | R | AC | | 72 | 68 | 77 | $32,799 | 13,698 | SLURRY SEAL |
| S. 1ST STREET | ROHNERVILLE RD | END E | S1STST | 010 | 535 | 24 | 12,840 | R | AC | | 68 | 66 | 76 | $10,661 | 15,677 | SLURRY SEAL |
| SCHUELER LANE | CARSON WOODS RD | END | SCHULN | 010 | 205 | 18 | 3,690 | R | AC | | 76 | 70 | 79 | $3,064 | 12,835 | SLURRY SEAL |
| SENESTRARO WAY | FRANCESCO PL | MAIN ST | SENEWY | 020 | 669 | 36 | 24,084 | R | AC | | 74 | 68 | 78 | $19,996 | 12,753 | SLURRY SEAL |
| TAMI COURT | END S | TAMI DR | TAMICT | 010 | 497 | 27 | 13,419 | R | AC | | 77 | 71 | 80 | $11,141 | 12,836 | SLURRY SEAL |
| TAMI DRIVE | TAMICT | ROHNERVILLE RD | TAMIDR | 010 | 992 | 31 | 30,752 | R | AC | | 74 | 68 | 78 | $25,532 | 12,754 | SLURRY SEAL |
| TRACI WAY | END S | HILLRAS AV | TRACWY | 010 | 645 | 23 | 14,835 | R | AC | | 75 | 74 | 82 | $12,317 | 16,935 | SLURRY SEAL |
| WEBBER STREET | TRINITY AV | SCHOOL ST | WEBBST | 020 | 478 | 29 | 13,862 | R | AC | | 73 | 67 | 77 | $11,509 | 12,727 | SLURRY SEAL |
| WOOD STREET | CAMPTON HEIGHTS DR | COLLEGE ST | WOODST | 020 | 1,099 | 33 | 36,267 | R | AC | | 64 | 62 | 72 | $30,111 | 14,607 | SLURRY SEAL |
| | | | | | | | | | | | | | Treatment Total | $519,426 | | |
| | | | | | | | Year 2032 Area Total | | 625,615 | | | | Year 2032 Total | $519,426 | | |
| | | | | | | | Grand Total Section Area: | | 5,465,252 | | | | Grand Total | $4,798,097 | | |

** - Treatment from Project Selection