



# City of Fortuna

Pavement Management Update (2016-17) – Final Report

NCE Project No. 599.03.55

November 2017



Richmond, CA

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Richmond, CA 94804



## City of Fortuna

621 11th Street  
Fortuna, CA 95540



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**Pavement Management Update (2016-17)**

**Final Report**

**Submitted to:**

**City of Fortuna  
621 11th Street  
Fortuna, CA 95540**

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## Background

The Humboldt County Association of Governments (HCAOG) is the designated Regional Transportation Planning Agency (RTPA), and is responsible for developing regional transportation plans. As part of this process a Pavement Management Program (PMP) is needed to assist in determining the future transportation needs of the region.

A PMP is a tool designed to assist cities and counties with answering typical pavement network questions such as:

- What does the City's pavement network consist of? How many miles of streets are in a jurisdiction? What is the total pavement area of these public streets?
- What is the existing condition of the public street pavement network? Is this an acceptable level for the City? If not, what is an acceptable level? How much additional funding is needed to achieve an acceptable level? How much is needed to maintain the public street pavement at this level?
- How will the condition of the pavement network respond over time under existing funding levels?
- What maintenance strategies are needed to maintain or improve current pavement conditions?
- What maintenance activities or treatments have occurred in the past on any given street?
- What impact would either additional funding, or a decrease in funding, have on the condition of the overall pavement network?
- What are the maintenance priorities under different budget constraints?

Nichols Consulting Engineers, Chtd. (NCE) was selected by HCAOG to update the City's StreetSaver PMP in 2016. Field surveys were completed in May 2017 and all survey data were entered into the City's PMP. NCE also reviewed the preventive maintenance and rehabilitation decision tree and updated the costs. Then, a budget needs analysis was performed, followed by four budgetary scenarios.



## Purpose

The purpose of this report is to assist decision makers in utilizing the results of the StreetSaver Pavement Management Program (PMP). Specifically, this report assesses the adequacy of ideal and projected revenues to meet the maintenance needs recommended for the City. It also maximizes the return from expenditures by:

- 1) Implementing a multi-year street rehabilitation and maintenance program
- 2) Developing a preventive maintenance program
- 3) Selecting the most cost effective repairs

This report examines the overall condition of the street network and highlights options for improving the current network level pavement condition index (PCI). These options are developed by conducting "what if" analyses. By varying the budget amounts available for pavement maintenance and repair, the impacts of different funding strategies on the City's streets over the next ten years were determined.



## Network Description

The City of Fortuna oversees the repair and maintenance of approximately 47.2 centerline miles of pavement, or 326 pavement sections. Table 1 below summarizes the entire network by functional class.

**Table 1: Network Summary Statistics for City-Maintained Sections**

Functional Class	Sections	Centerline Miles	Lane Miles	% of the Entire Network (by Pavement Area)
<b>Arterial</b>	22	7.9	19.2	22.1%
<b>Collector</b>	32	6.2	12.4	12.1%
<b>Residential</b>	272	33.1	65.9	65.8%
<b>Total</b>	<b>326</b>	<b>47.2</b>	<b>97.5</b>	<b>100%</b>

The network replacement cost of the City maintained sections is approximately \$53.6 million. This cost is defined as the surface reconstruction of all pavement sections in the City and does not include related infrastructure assets such as sidewalks, signals, markings, signs, etc.

A listing of all sections in the network and their corresponding PCI and attribute data is included in Appendix A.



## Pavement Current Condition

The pavement condition index, or PCI, is a measurement of the pavement condition and ranges from 0 to 100. A newly constructed street will have a PCI of 100, while a failed street will have a PCI of 25 or less. **The average 2017 PCI of the City’s entire street network is 63, with a remaining service life of approximately 18 years.** Note that these values are projected and area-weighted calculations from StreetSaver. The remaining service life for the network is based on the projection that if no further funding were allocated to pavements, the network will reach “Very Poor/Failed” condition in approximately 18 years.

Figure 1 below illustrates the definitions of the five pavement condition categories. Note that the StreetSaver Maintenance and Rehabilitation Decision Tree in Appendix B assigns different condition category titles from those in Figure 1.

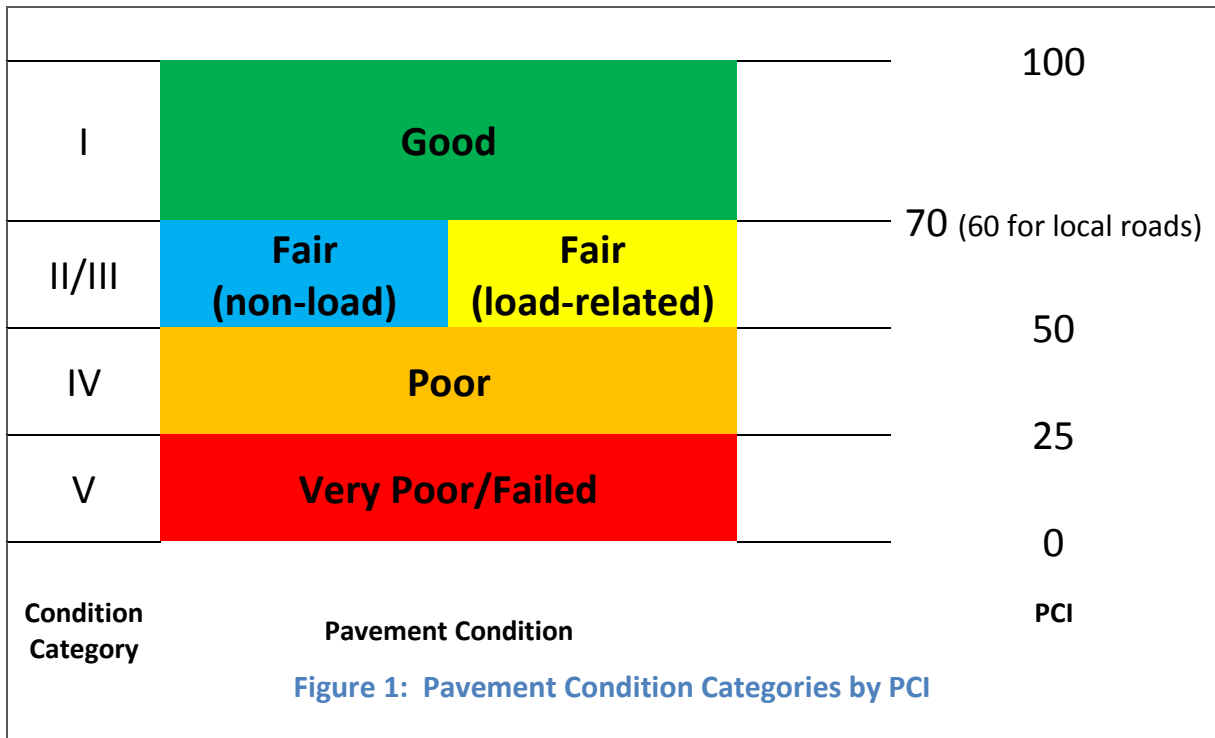


Figure 2 includes representative photos showing streets with different PCIs.

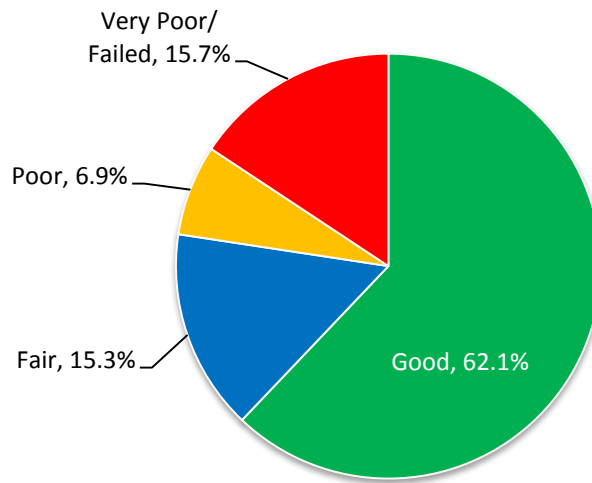


**Figure 2: Streets with Different PCIs**

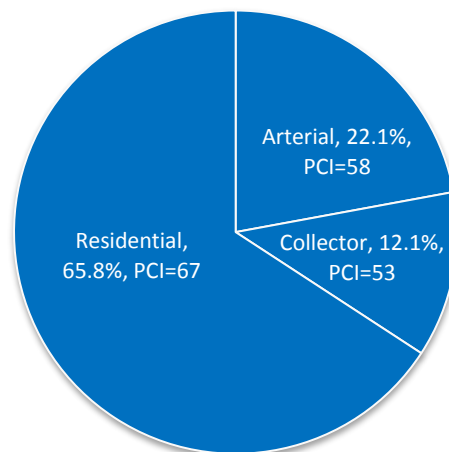
Table 2 below provides the pavement condition breakdown for the network by PCI ranges or condition category. About 62.1% of the entire City’s streets in 2017 are in the “Good” condition category. Conversely, 22.6% of the pavement area falls in the “Poor” or “Very Poor/Failed” condition categories. Figure 4 shows that residential/local streets are in better condition than other streets.

**Table 2: 2017 Pavement Condition Breakdowns by Area (Entire Network)**

Condition Category	PCI Range	Arterial (%)	Collector(%)	Residential (%)	Entire Network (%)
<b>Good (I)</b>	70-100	8.6%	6.0%	47.5%	62.1%
<b>Fair (II/III)</b>	50-69	8.2%	1.9%	5.2%	15.3%
<b>Poor (IV)</b>	25-49	1.1%	0.6%	5.2%	6.9%
<b>Very Poor/Failed (V)</b>	<25	4.2%	3.6%	7.9%	15.7%
<b>Total</b>		<b>22.1%</b>	<b>12.1%</b>	<b>65.8%</b>	<b>100%</b>



**Figure 3: Pavement Condition Summary by Condition Categories (Entire Network by Area, 2017)**



**Figure 4: Pavement Condition Summary by Functional Classification (Entire Network by Area, 2017)**

## Maintenance and Rehabilitation

Historically, the City has utilized a program of crack sealing, base repairs, and overlays as maintenance and rehabilitation strategies. As the pavement condition deteriorates base repairs and asphalt overlays have been applied. Digouts or base repairs are typically used as a treatment by itself or as preparation prior to overlays and surface seals as necessary. These treatments are formalized in the maintenance and rehabilitation Decision Tree shown in Appendix B.

Figure 5 demonstrates that pavement maintenance follows the old colloquial saying of "pay me now, or pay me more later". History has shown that it costs much less to maintain streets in good condition than to repair streets that have failed. By allowing pavements to deteriorate, streets that once cost \$2.50 per square yard (\$/sy) to slurry seal may soon cost \$49.00/sy to overlay or \$61.00/sy to reconstruct. In other words, significant delays in repairs can cost over 20 times more.

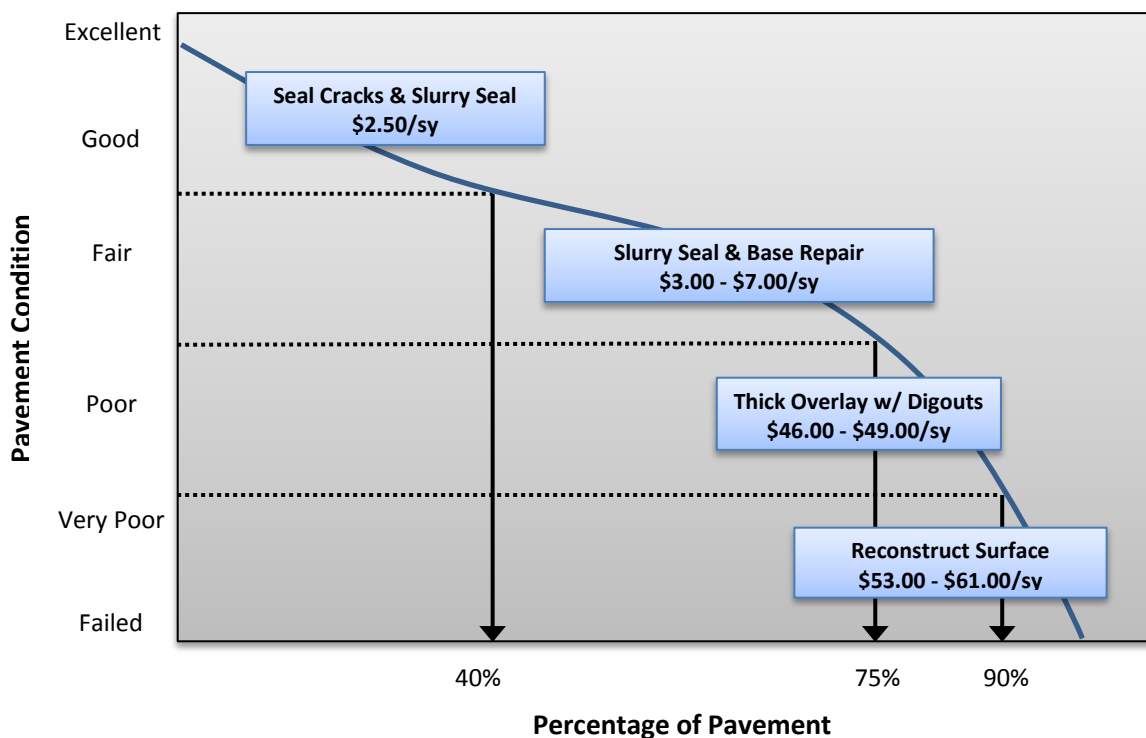


Figure 5: Costs of Maintaining Pavements over Time



## Budget Needs

Based on the principle that it costs less to maintain streets in good condition than those in bad condition, the PMP strives to develop a maintenance strategy that will improve the overall condition of the network to an optimal PCI and then sustain it at that level. In addition, there is currently \$15.5 million of deferred maintenance. If the maintenance needs are not addressed, the quality of the street network will inevitably decline. In order to correct these deficiencies, a cost effective funding and maintenance and rehabilitation strategy must be implemented.

The first step in developing a cost effective maintenance and rehabilitation strategy is to determine the maintenance "needs" of the pavement network. Using the StreetSaver budget needs module, maintenance needs over the next ten years were estimated to be approximately \$19.5 million for the entire network. If the City of Fortuna follows the strategy recommended by the program, the average network PCI will increase to 89 in 2017 then will be maintained in the low to mid 80s. If, however, no maintenance is applied over the next ten years, already distressed streets will continue to deteriorate, and the network PCI will drop to 47 by 2026. The results of the budget needs analysis are summarized in Table 3 below.

**Table 3: Summary Results from Needs Analysis**

Year	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
<b>PCI Treated</b>	89	86	85	84	83	84	82	81	82	81	--
<b>PCI Untreated</b>	64	62	60	58	56	54	53	51	49	47	--
<b>Needs (\$Thousands)</b>	15,545	431	676	303	268	660	124	308	956	208	19,479

The results of the budget needs analysis represent the ideal funding strategy recommended by the StreetSaver PMP. Of the \$19.5 million in maintenance needs shown, approximately \$3.3 million (17%) is earmarked for preventive maintenance and approximately \$16.2 million (83%) is allocated for the more costly rehabilitation and reconstruction treatments.





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## Budget Scenarios

Having determined the maintenance needs of the street network, the next step in developing a cost effective maintenance and rehabilitation strategy is to conduct several “what-if” analyses. Using StreetSaver’s budget scenario module, the impacts of various budget "scenarios" may be evaluated. The program projects the effects of the different scenarios on pavement condition index (PCI), deferred maintenance (unfunded backlog), and average remaining service life of the network. By examining the effects on these indicators, the advantages and disadvantages of different funding levels and maintenance strategies become clear.

**Scenario 1: City’s Budget (\$100,000 annually + RMRA Funding<sup>1</sup>)** – This scenario shows the impact of the City’s annual budget together with the additional RMRA funding. The RMRA funding is predicted to provide \$60,000 in 2018 and \$200,000 annually from 2019 to 2026. In this scenario, the current PCI decreases to 53 by 2026., and the deferred maintenance will increase to \$26 million.

**Scenario 2: City’s Budget with Measure E (\$250,000 annually + RMRA Funding<sup>1</sup>)** – This scenario shows the impact of Measure E money combined with RMRA funds. Measure E is predicted to bring \$150,000 annually to the City’s funding. The current PCI will decrease to 55 over the next ten years, and the deferred maintenance will increase to \$22.8 million by 2026.

**Scenario 3: Maintain Current PCI (\$9.7 million)** – This scenario aims to maintain the current network PCI of 63 over the 10-year analysis period and approximately a budget of \$970,000 is required. The deferred maintenance is predicted to increase to \$16.4 million by 2026.

**Scenario 4: Increase PCI to 70 (\$14.8 million)** - In order to increase the PCI to 70, the City will require \$14.8 million over the next ten years. This scenario will allow the City to improve the network PCI to 70 by 2026 and reduce the deferred maintenance to \$10.1 million.

Note: The deferred maintenance consists of pavement maintenance that is needed, but cannot be performed due to lack of funding. Shrinking budgets have forced many cities and counties to defer much needed pavement maintenance. By deferring maintenance, not only does the frequency of citizens' complaints about the condition of the network increase, but the cost to repair these streets rises as well. More detailed results from the budget scenarios may be found in Appendix C.

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<sup>1</sup> Road Maintenance and Rehabilitation Account (RMRA - Streets and Highways Code Sec 2030 et sec. – also known as Senate Bill 1 (SB1)) includes funds from the taxes enacted by the Road Repair and Accountability Act of 2017. The first full year of funding will be FY2018-19 and the City is expected to receive \$200,000.



Appendix E contains maps generated from the GIS Toolbox in StreetSaver, which illustrate the results of each scenario. The maps show the color-coded condition category of each pavement section for each budget scenario. A map illustrating the present condition is also provided for comparison.

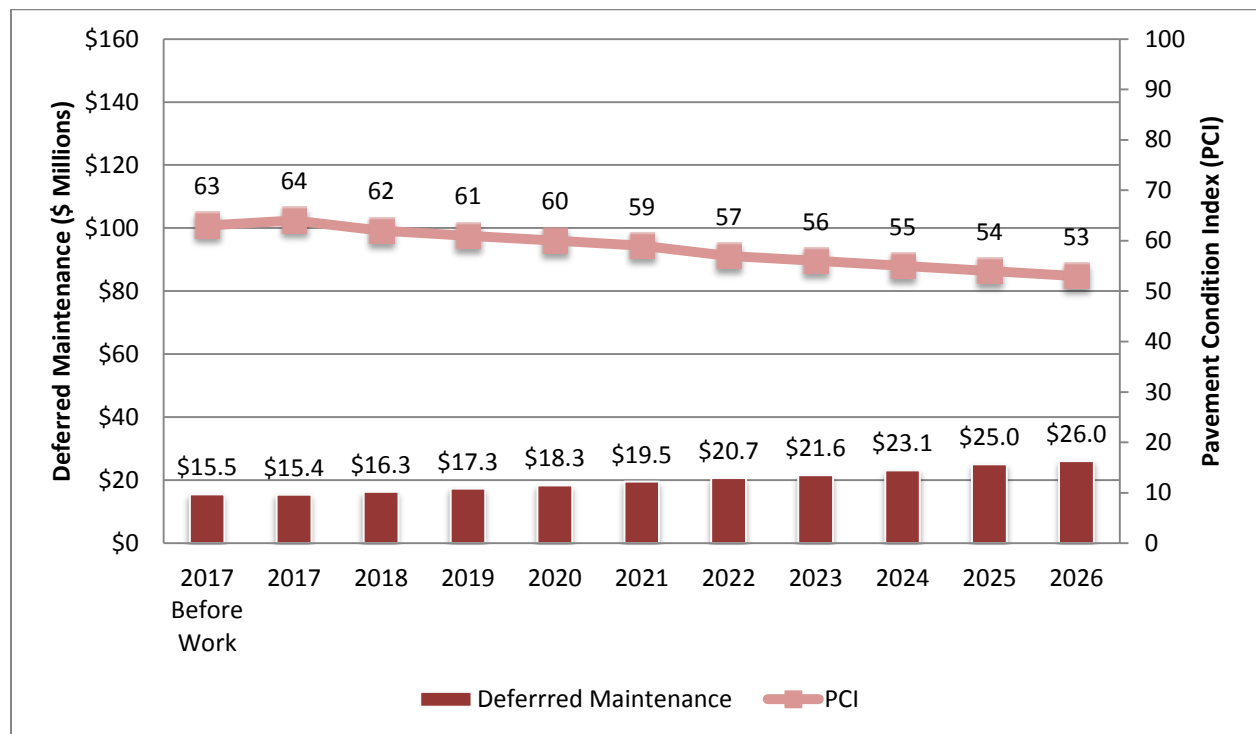


### Scenario 1: City's Budget

This scenario assumes that the City current annual funding will be \$100,000 for the next ten years, together with the RMRA funds of \$200,000 per year beginning in 2019. Approximately 10% of the budget is allocated to preventive maintenance treatments and 90% to rehabilitation and reconstruction treatments. The results indicate that the network PCI will decrease to 53 by 2026, while the percentage of the pavement network falling into the "Good" condition category will decrease to 60%. The deferred maintenance will increase to \$26 million, and the remaining service life will decrease to 14 years. The results are summarized in Table 4 and Figure 6.

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

Year	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
<b>Budget (\$ Thousands)</b>	100	100 + 60 (RMRA)	100 + 200 (RMRA)	300	300	300	300	300	300	300	2,660
<b>Deferred Maintenance (\$ Millions)</b>	15.4	16.3	17.3	18.3	19.5	20.7	21.6	23.1	25.0	26.0	--
<b>PCI</b>	64	62	61	60	59	57	56	55	54	53	--
<b>Remaining Service Life (Years)</b>	19	18	18	17	17	16	16	15	15	14	--



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

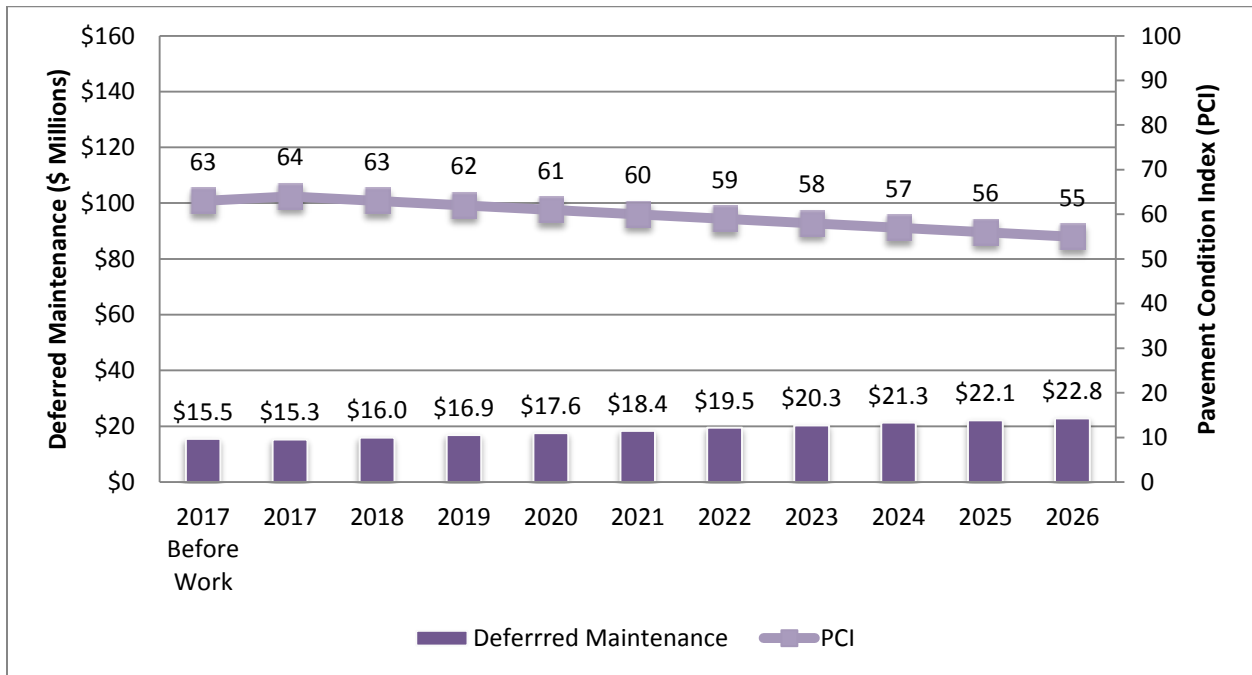


### Scenario 2: City's Budget (with Measure E)

This scenario shows the impacts of Measure E between 2017 and 2026, and as previously noted, this budget scenario also includes RMRA funds. Approximately 10% of the budget is allocated to preventive maintenance treatments and 90% to rehabilitation and reconstruction treatments. The results indicate that the network PCI will decrease to 55 by 2026, while the percentage of the pavement network falling into the "Good" condition category will increase to 67.6% by 2026. The deferred maintenance will increase to \$22.8 million, and the remaining service life of the overall network will decrease to 15 years. The results are summarized in Table 5 and Figure 7. Appendix D provides a list of sections selected for treatment for this scenario.

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

Year	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
<b>Budget (\$ Thousands)</b>	250	250 + 60 (RMRA)	250+ 200 (RMRA)	450	450	450	450	450	450	450	4,160
<b>Deferred Maintenance (\$ Millions)</b>	15.3	16.0	16.9	17.6	18.4	19.5	20.3	21.3	22.1	22.8	--
<b>PCI</b>	64	63	62	61	60	59	58	57	56	55	--
<b>Remaining Service Life (Years)</b>	19	18	18	18	17	17	17	16	16	15	--



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

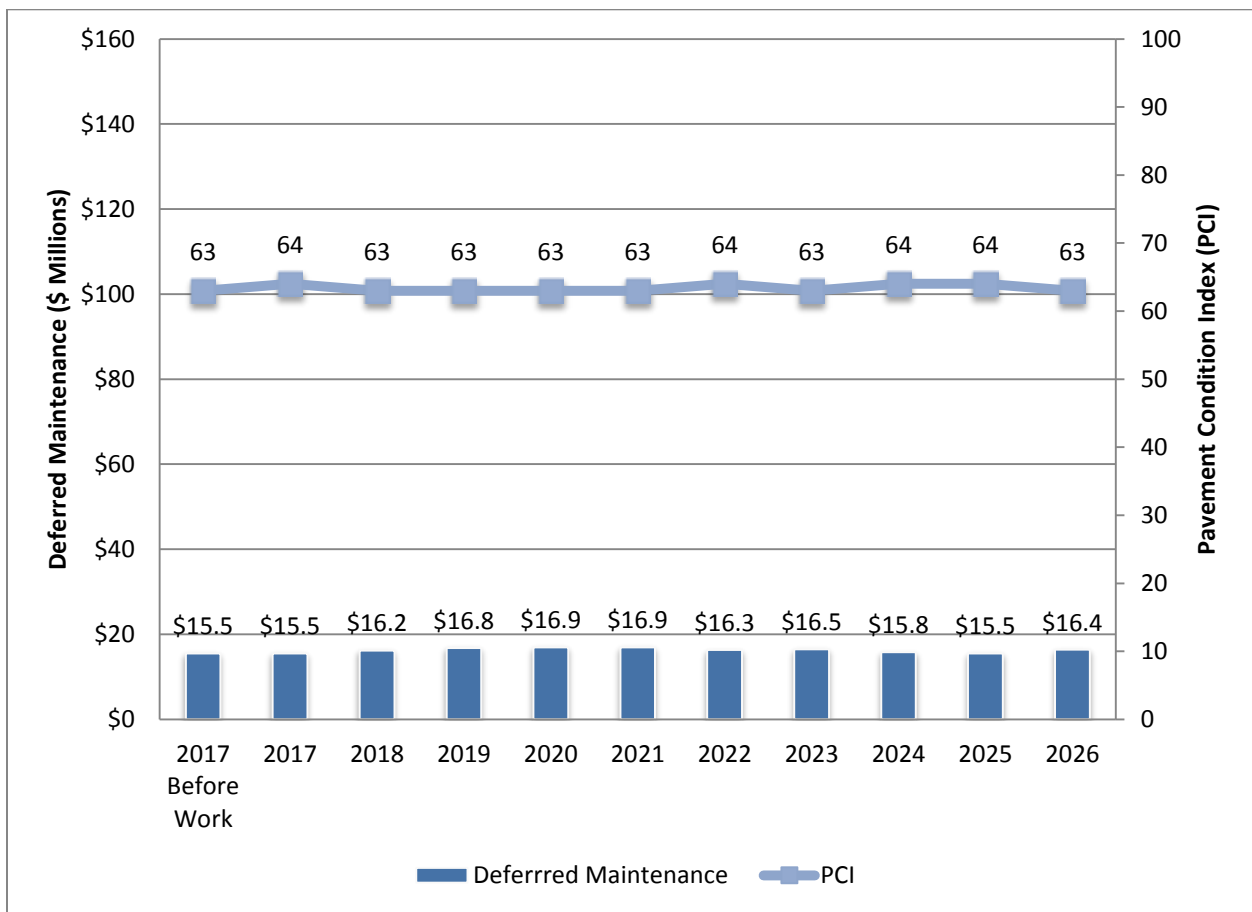


### Scenario 3: Maintain Current PCI

Over the next ten years, approximately \$9.7 million will be required to maintain the current network PCI of 63. By 2026, approximately 74% of the network will be in “Good” condition; a 11.9% increase from the current value. The deferred maintenance will increase to \$16.4 million, and the remaining service life is projected to increase to 20 years by 2023. The results are summarized in Table 6 and Figure 8.

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

Year	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
<b>Budget (\$ Thousands)</b>	-	370	1,036	1,167	1,286	1,801	861	1,699	1,081	409	9,710
<b>Deferred Maintenance (\$ Millions)</b>	15.5	16.2	16.8	16.9	16.9	16.3	16.5	15.8	15.5	16.4	--
<b>PCI</b>	64	63	63	63	63	64	63	64	64	63	--
<b>Remaining Service Life (Years)</b>	19	19	19	19	19	19	20	19	20	19	--



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

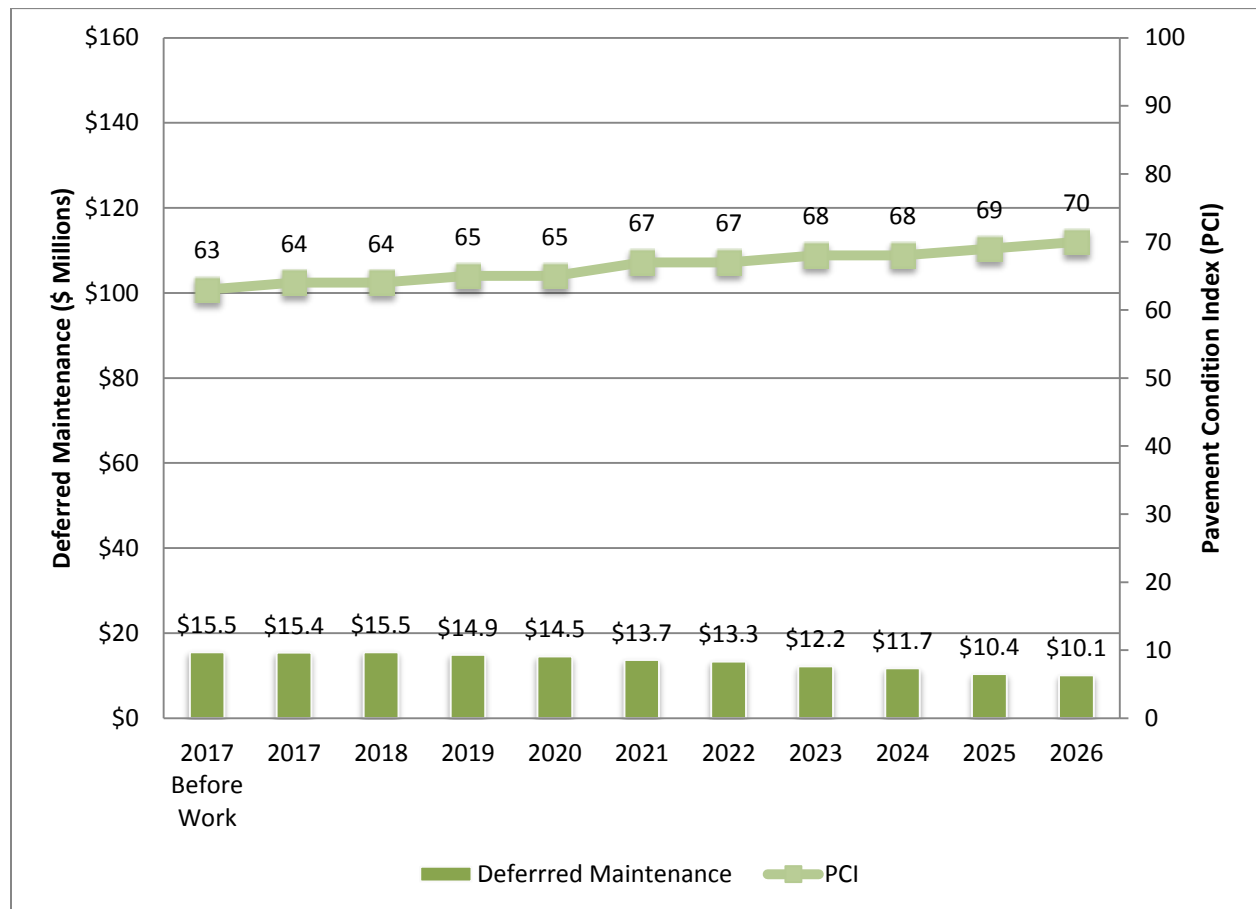


### Scenario 4: Increase PCI to 70

This scenario aims to increase the network’s overall PCI to 70 over the next ten years, and will require a total of \$14.8 million. The deferred maintenance decreases to \$10.1 million by 2026, and 84.5% of the network will be in the “Good/Very Good” condition category. The results are summarized in Table 7 and Figure 9.

**Table 7: Summary Results for Scenario 4**

Year	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
<b>Budget (\$ Thousands)</b>	105	976	1,953	1,482	2,023	1,531	1,836	1,435	1,886	1,587	14,814
<b>Deferred Maintenance (\$ Millions)</b>	15.4	15.5	14.9	14.5	13.7	13.3	12.2	11.7	10.4	10.1	--
<b>PCI</b>	64	64	65	65	67	67	68	68	69	70	--
<b>Remaining Service Life (Years)</b>	19	19	19	20	20	21	21	21	22	22	--

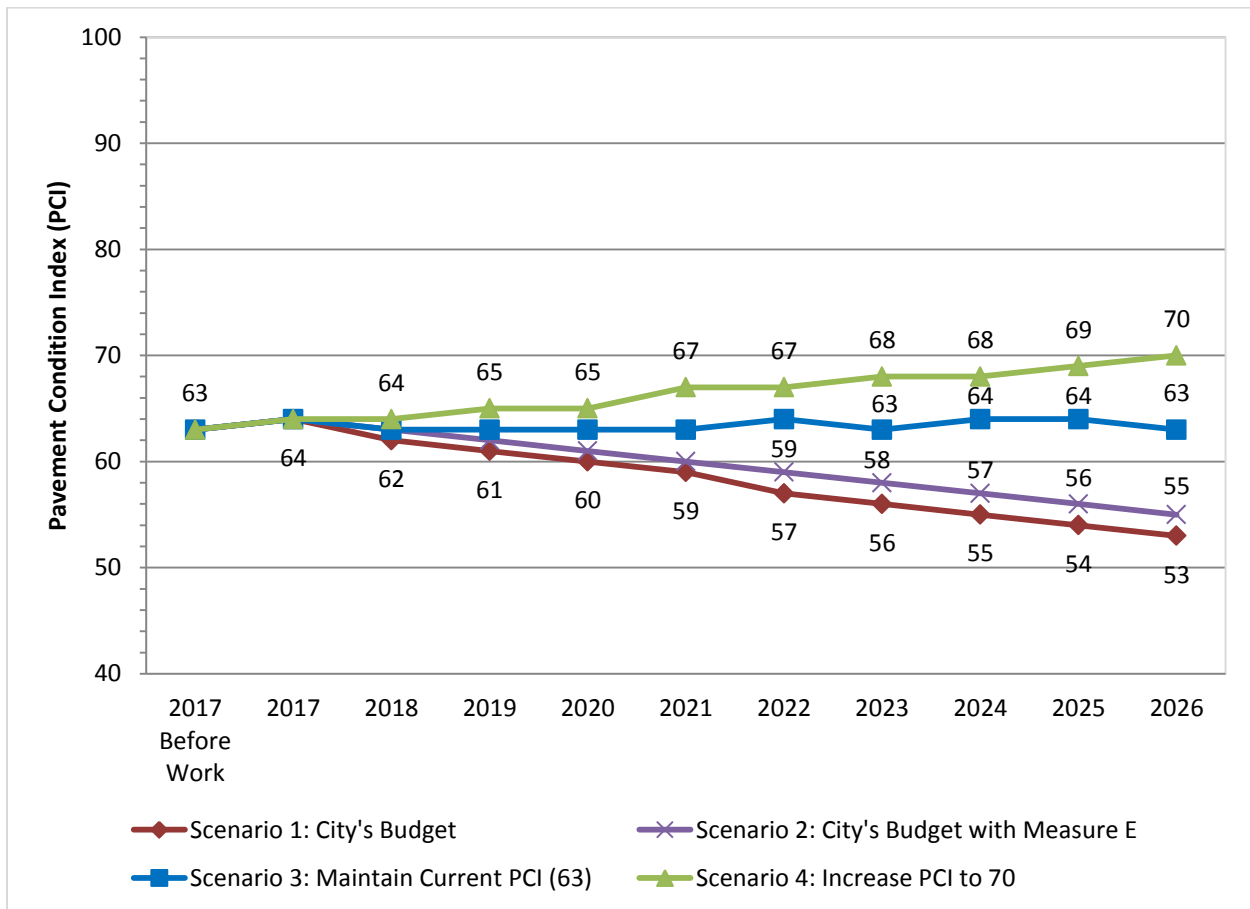


**Figure 9: PCI vs Deferred Maintenance for Scenario 4**

### Scenario Comparisons

The following two figures graphically illustrate the annual changes in PCI and deferred maintenance for each scenario.

Figure 10 illustrates the change in PCI over time for the different budget scenarios. As noted previously, Scenario 1 (City's Budget) will decrease the PCI to 53, Scenario 2 (City Budget with Measure E) will decrease the PCI to 55, Scenario 3 will maintain the current PCI of 63, and Scenario 4 will increase the PCI to 70 by 2026.



**Figure 10: Annual Pavement Condition Index by Scenario**

Similarly, Figure 11 illustrates the change in deferred maintenance over time for the different budget scenarios. Note that for Scenario 4 (Increase PCI), the deferred maintenance will decrease to \$10.1 million. Scenario 1, Scenario 2 and Scenario 3 will increase the deferred maintenance to \$26 million, \$22.8 million and \$16.4 million respectively.

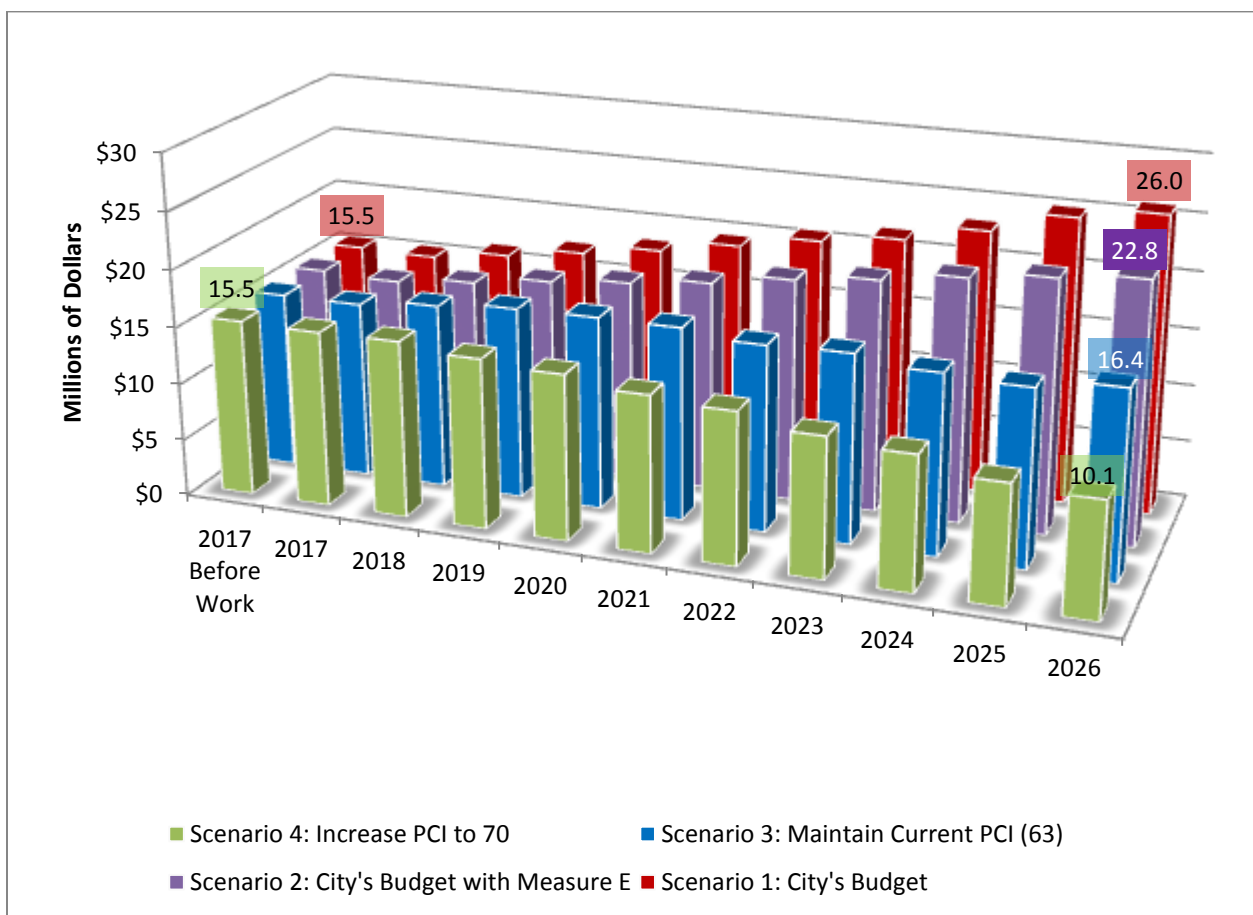


Figure 11: Annual Deferred Maintenance by Scenario



Figure 12 illustrates the pavement condition changes under each scenario. Currently, 62.1% of the network is in the “Good” condition category and 22.6% in “Poor” or “Very Poor/Failed” condition categories. For Scenario 1, it is projected that streets in “Good” condition will decrease slightly to 60% by 2026. Unfortunately, the streets in “Poor” or “Very Poor/Failed” condition will increase to 34.9%. Scenario 2 (City’s Budget with Measure E) shows similar impacts as Scenario 1. Under Scenario 3 (Maintain Current PCI), significant improvements can be achieved. Finally, in Scenario 4, more than 84% of the network will be in the “Good” condition category, and the portion on the “Poor” or “Very Poor/Failed” will decrease to 15.5%.

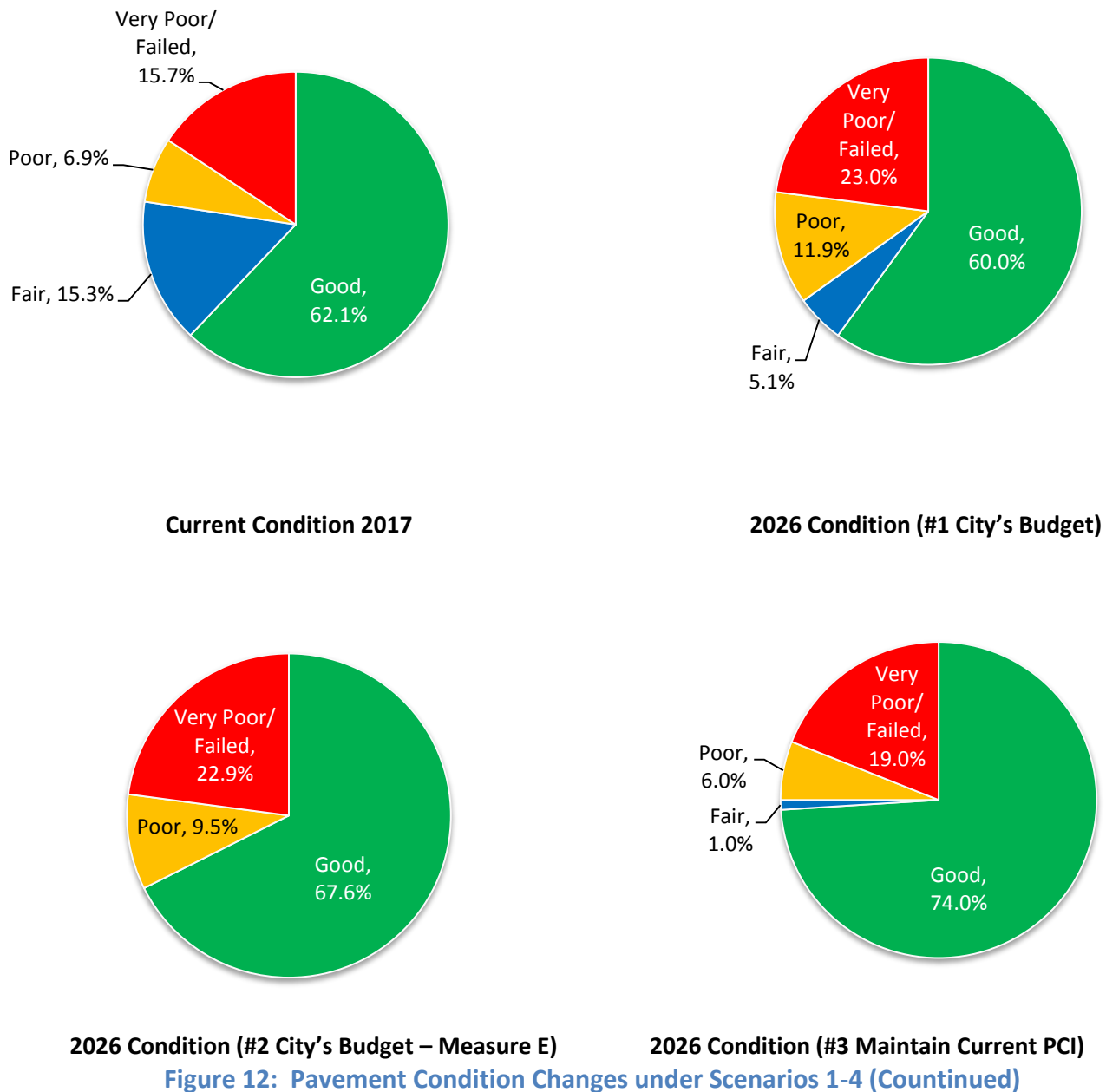
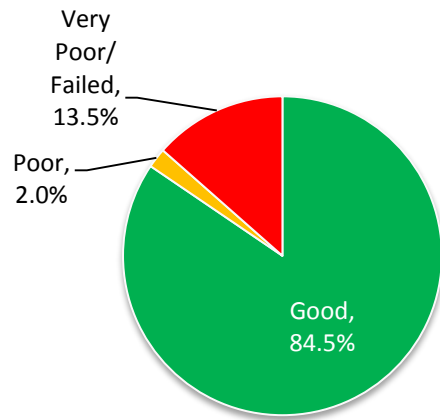


Figure 12: Pavement Condition Changes under Scenarios 1-4 (Continued)



**2026 Condition (#4 Increase PCI to 70)**  
**Figure 13: Pavement Condition Changes under Scenarios 1-4**



## Summary and Recommendations

To summarize, the City of Fortuna has a substantial investment of \$53.6 million on their entire paved network. Overall, the City-funded network is in “Fair” condition with a 2017 network PCI of 63. Of the 47.2 centerline miles of City-funded streets, more than two-thirds of the streets currently fall into the “Fair” or “Good” condition categories.

The projected City budget (including RMRA) will result in a decrease in the PCI to 53 over the next ten years and the deferred maintenance will reach \$26 million. Furthermore, the analyses indicate that the City needs to spend approximately \$19.5 million to repair essentially all streets. By doing so, streets can be maintained in good condition with on-going preventive maintenance. This will eventually save money by avoiding reaching the level of major rehabilitation (such as reconstruction).

Clearly, the most desirable scenario is Scenario 4, as it will result in the most significant improvement in the street network. The goal should be to offer residents a safe and functional pavement network without unduly increasing the maintenance burden in the future.

## Recommendations

### A. Pavement Budget

The recommended scenario for the City of Fortuna is presented in Scenario 4, which requires a total budget of \$14.8 million over ten years. This plan will increase the PCI to 70 by 2026 and will increase the pavement sections that are in “Good” condition to 84.5%. In addition, the deferred maintenance will decrease to \$ 10.1 million by 2026.

### B. Pavement Maintenance Strategies

The City’s pavement maintenance strategies should include seals, overlays, and reconstruction. Crack sealing, one of the least expensive treatments, can keep moisture out of pavements and prevent the underlying aggregate base from premature failures. Slurry seals are also cost-effective for pavements currently in good condition.

Therefore, we recommend that the City continue with well-funded preventive maintenance program. This is necessary to at least maintain the portion of the street network that is in “Good” condition and avoid escalating the deferred maintenance even more.

### C. Maintenance and Rehabilitation Decision Tree

The maintenance and rehabilitation Decision Tree and the associated unit costs should be reviewed and updated annually to reflect new construction techniques/repairs and changing costs so the budget analysis results can be reliable and accurate.



## D. Next Steps

To summarize, we recommend that the City undertake the following steps:

- Implement/ maintain a preventive maintenance strategy.
- Determine other funding sources to at least maintain the current pavement condition. Examples of some funding sources are listed below:

### **Federal Funding Sources**

- Community Development Block Grants (CDBG)
- Congestion Mitigation & Air Quality Improvement (CMAQ)
- Secure Rural Schools and Community Self-Determination Act
- Surface Transportation Block Grant Program
- Highway Safety Improvement Program (HSIP)

### **State Funding Sources**

- 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
- Transportation Development Act (TDA)
- Traffic Safety Fund
- Transportation Uniform Mitigation Fee (TUMF)

### **Local/Regional Funding Sources**

- Local sales taxes
- Development impact fees
- General funds
- Various assessment districts – lighting, maintenance, flood control, special assessments, community facility districts
- Traffic impact fees
- Traffic safety/circulation fees
- Utilities e.g., stormwater, water, wastewater enterprise funds
- Transportation mitigation fees
- Flood Control Districts
- Enterprise Funds (solid waste and water)
- Parcel/property taxes



- Vehicle registration fees
- Vehicle code fines
- Underground impact fees
- Solid waste funds
- Transient Occupancy Taxes (TOT)



## **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, functional class, surface type, number of lanes, lengths, widths and PCI.

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

<b>COLUMN</b>	<b>DESCRIPTION</b>
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.
From	Beginning limit of the section.
To	Ending limit of the section.
Length (ft)	Length of the section in feet.
Width (ft)	Average width of the section in feet.
Area (sf)	Area of the section in square feet.
Functional Class (FC)	Functional Classification (A = Arterial, C=Collector and R = Residential).
Surface Type (ST)	Surface Type (A = AC Pavement, O = AC Overlay of AC Pavement, C = AC Overlay of PCC Pavement, P = PCC Pavement and ST = Surface treatment over gravel base/subgrade).
Current PCI	The value is projected for fall 2017.
Remaining Service Life	Remaining Service Life of the section based on the current PCI.



**Section PCI/ RSL Listing  
Sorted by Street Name**



Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
10THST	010	10TH STREET	END S	K ST	1,059	48	50,832	R - Residential/Local	A - AC	80	26.26
10THST	020	10TH STREET	K ST	L ST	296	44	13,024	R - Residential/Local	A - AC	68	20.13
10THST	030	10TH STREET	L ST	MAIN ST	306	43	13,158	R - Residential/Local	A - AC	5	0
10THST	040	10TH STREET	MAIN ST	N ST	296	45	13,320	R - Residential/Local	A - AC	56	12.38
10THST	050	10TH STREET	N ST	END	313	48	15,024	R - Residential/Local	A - AC	56	12.62
11THST	010	11TH STREET	I ST	MAIN ST	1,393	54	75,222	R - Residential/Local	A - AC	85	29.4
11THST	020	11TH STREET	MAIN ST	O ST	268	40	10,720	C - Collector	A - AC	53	6.22
11THST	030	11TH STREET	O ST	P ST	268	40	10,720	C - Collector	A - AC	58	7.56
12THST	010	12TH STREET	NEWBURG RD	I ST	1,495	42	62,790	A - Arterial	A - AC	67	13.41
12THST	020	12TH STREET	I ST	MAIN ST	1,415	43	60,845	A - Arterial	A - AC	60	10.57
12THST	030	12TH STREET	MAIN ST	P ST	800	48	38,400	R - Residential/Local	A - AC	56	12.95
13THST	010	13TH STREET	K ST	MAIN ST	604	48	28,992	R - Residential/Local	A - AC	86	29.99
13THST	020	13TH STREET	MAIN ST	N ST	314	47	14,758	R - Residential/Local	A - AC	54	11.81
13THST	030	13TH STREET	N ST	P ST	534	48	25,632	R - Residential/Local	A - AC	54	11.8
14THST	010	14TH STREET	END S	K ST	564	49	27,636	R - Residential/Local	A - AC	0	0
14THST	020	14TH STREET	K ST	L ST	304	48	14,592	R - Residential/Local	A - AC	6	0
14THST	030	14TH STREET	L ST	MAIN ST	289	44	12,716	R - Residential/Local	A - AC	9	0
14THST	040	14TH STREET	MAIN ST	N ST	326	48	15,648	C - Collector	A - AC	63	9.35
14THST	050	14TH STREET	N ST	P ST	198	48	9,504	C - Collector	A - AC	14	0
14THST	060	14TH STREET	P ST	CARSON WOODS DR	756	23	17,388	C - Collector	A - AC	9	0
15THST	010	15TH STREET	END S	K ST	172	38	6,536	R - Residential/Local	O - AC/AC	83	31.42
15THST	020	15TH STREET	K ST	MAIN ST	688	38	26,144	R - Residential/Local	A - AC	68	18.83
15THST	030	15TH STREET	N ST	END N	550	48	26,400	R - Residential/Local	A - AC	0	0
16THST	010	16TH STREET	END S	L ST	600	38	22,800	R - Residential/Local	A - AC	85	29.41
16THST	020	16TH STREET	L ST	MAIN ST	278	38	10,564	C - Collector	A - AC	0	0
16THST	030	16TH STREET	N ST	END N	185	38	7,030	R - Residential/Local	A - AC	54	11.77
1STST	010	1ST STREET	END W	SPRING ST	158	23	3,634	R - Residential/Local	A - AC	27	0.52
1STST	020	1ST STREET	SPRING ST	SUMMER ST	255	34	8,670	R - Residential/Local	A - AC	8	0
1STST	030	1ST STREET	SPRING ST	FORTUNA BLVD	286	33	9,438	R - Residential/Local	A - AC	54	12.09
2NDAV	010	2ND AVENUE	END W	SPRING ST	257	29	7,453	R - Residential/Local	A - AC	16	0
2NDAV	020	2ND AVENUE	SPRING ST	FORTUNA BLVD	342	30	10,260	R - Residential/Local	A - AC	54	11.55
2NDAV	030	2ND AVENUE	FORTUNA BLVD	SUMMER ST	322	29	9,338	R - Residential/Local	A - AC	86	29.99
2NDAV	040	2ND AVENUE	SUMMER ST	LAWNDALE DR	313	41	12,833	R - Residential/Local	A - AC	76	23.71

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
2NDAV	050	2ND AVENUE	LAWNDALE DR	IVY LN	266	46	12,236	R - Residential/Local	A - AC	80	28.28
2NDAV	060	2ND AVENUE	LAWNDALE DR	EMERALD LN	523	45	23,535	R - Residential/Local	A - AC	0	0
2NDAV	070	2ND AVENUE	EMERALD LN	MEADOW LN	258	45	11,610	R - Residential/Local	A - AC	41	5.83
2NDAV	080	2ND AVENUE	MEADOW LN	SPRINGVILLE AV	298	36	10,728	R - Residential/Local	A - AC	52	10.84
2NDAV	090	2ND AVENUE	END W	GUIDO AV	120	36	4,320	R - Residential/Local	A - AC	80	26.31
2NDAV	100	2ND AVENUE	GUIDO AV	SENESTRARO WY	241	36	8,676	R - Residential/Local	A - AC	86	30.01
3RDST	010	3RD STREET	END S	MAIN ST	361	33	11,913	C - Collector	A - AC	54	6.6
6THST	010	6TH STREET	7TH ST	MAIN ST	505	40	20,200	R - Residential/Local	A - AC	17	0
6THST	020	6TH STREET	MAIN ST	P ST	587	40	23,480	R - Residential/Local	A - AC	85	29.4
7THST	010	7TH STREET	K ST	L ST	296	37	10,952	R - Residential/Local	A - AC	84	28.79
7THST	020	7TH STREET	L ST	MAIN ST	420	34	14,280	R - Residential/Local	A - AC	77	28.69
7THST	030	7TH STREET	MAIN ST	P ST	669	48	32,112	R - Residential/Local	A - AC	82	27.54
8THST	010	8TH STREET	END S	L ST	513	47	24,111	R - Residential/Local	A - AC	79	25.63
8THST	020	8TH STREET	L ST	MAIN ST	342	47	16,074	C - Collector	A - AC	79	15.23
8THST	030	8TH STREET	MAIN ST	N ST	171	48	8,208	R - Residential/Local	A - AC	84	28.79
8THST	040	8TH STREET	N ST	O ST	219	48	10,512	R - Residential/Local	A - AC	12	0
8THST	050	8TH STREET	O ST	P ST	287	48	13,776	R - Residential/Local	A - AC	0	0
9THST	010	9TH STREET	END S	MAIN ST	1,500	44	66,000	R - Residential/Local	A - AC	84	28.79
9THST	020	9TH STREET	MAIN ST	P ST	860	44	37,840	C - Collector	A - AC	53	6.23
9THST	030	9TH STREET	P ST	CHRISTIAN RIDGE	1,163	38	44,194	C - Collector	A - AC	14	0
ACACDR	010	ACACIA DRIVE	END W	ROSS HILL RD	578	34	19,652	R - Residential/Local	A - AC	70	20.05
ALAMWY	010	ALAMAR WAY	RIVER WALK DR	END	621	36	22,356	R - Residential/Local	A - AC	57	13.38
ALDEDR	010	ALDER DRIVE	END W	WILLOW DR	430	39	16,770	R - Residential/Local	A - AC	57	13.72
ALDEDR	020	ALDER DRIVE	WILLOW DR	FORTUNA BLVD	385	39	15,015	R - Residential/Local	A - AC	44	6.91
ALLICT	010	ALLISON COURT	BRANDI LN	END E	144	36	5,184	R - Residential/Local	A - AC	86	30.01
ANGEDR	010	ANGEL HEIGHTS DRIVE	END W	BARNEY ST	670	18	12,060	R - Residential/Local	O - AC/AC	93	37.42
ARIZCT	010	ARIZZI COURT	FRANCESCO PL	END E	237	37	8,769	R - Residential/Local	A - AC	89	31.62
ARNOWY	010	ARNOLD WAY	NEWELL DR	SCENIC DR	550	27	14,850	R - Residential/Local	A - AC	76	27.64
ARNOWY	020	ARNOLD WAY	SCENIC DR	END N	150	32	4,800	R - Residential/Local	A - AC	19	0
ASHST	010	ASH STREET	STILLMAN WY	END E	171	37	6,327	R - Residential/Local	A - AC	86	30.01
ATTELN	010	ATTERBERRY LANE	END W	ROSS HILL RD	1,170	25	29,250	R - Residential/Local	A - AC	78	25.02
BAERCT	010	BAER COURT	HOME AV	END E	441	28	12,348	R - Residential/Local	A - AC	84	28.81
BAIRCT	010	BAIRD COURT	CLIFTON WY	END N	167	34	5,678	R - Residential/Local	A - AC	76	23.73



Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
BARRST	010	BARRY STREET	MAXWELL ST	JENNY LN	620	36	22,320	R - Residential/Local	A - AC	85	29.41
BARRST	020	BARRY STREET	JENNY LN	REDWOOD WY	161	36	5,796	R - Residential/Local	A - AC	37	4.07
BARTLN	010	BARTLETT LANE	END W	ROHNERVILLE RD	1,013	21	21,273	R - Residential/Local	A - AC	33	2.6
BAXTLN	010	BAXTER LANE	BRANDI LN	OLSEN CT	707	35	24,745	R - Residential/Local	A - AC	86	30.01
BEECST	010	BEECH STREET	STILLMAN WY	END E	220	37	8,140	R - Residential/Local	A - AC	86	30.01
BERRAV	010	BERRY CREEK AVENUE	END S	SHAMROCK DR	435	36	15,660	R - Residential/Local	A - AC	75	25.09
BLUECT	010	BLUE JAY COURT	KENWOOD DR	END N	195	36	7,020	R - Residential/Local	A - AC	81	26.92
BOONST	010	BOONE STREET	SCHOOL ST	END N	328	36	11,808	R - Residential/Local	A - AC	74	22.49
BOYDLN	010	BOYDEN LANE	END W	FRANKLIN AV	1,069	28	29,932	R - Residential/Local	A - AC	74	22.49
BRANLN	010	BRANDI LANE	KENMAR RD	KENWOOD DR	1,487	36	53,532	R - Residential/Local	A - AC	83	28.19
BRIDAV	010	BRIDLE CREEK AVENUE	DRAKE HILL RD	PALOMINO PL	576	35	20,160	R - Residential/Local	A - AC	85	29.41
BROWST	010	BROWN STREET	JORDAN ST	CHURCH ST	275	21	5,775	R - Residential/Local	A - AC	70	20.03
BRYALN	010	BRYANT LANE	MAIN ST	QUAIL HOLLOW RD	194	32	6,208	R - Residential/Local	A - AC	34	3.06
CAMPDR	010	CAMPTON HEIGHTS DRIVE	THELMA ST	RONALD AV	1,321	38	50,198	R - Residential/Local	A - AC	62	16.26
CAMPDR	020	CAMPTON HEIGHTS DRIVE	RONALD AV	CECIL AV	712	38	27,056	R - Residential/Local	A - AC	86	30.01
CAMPLN	010	CAMPTON LANE	END S	HIGHLAND DR	411	39	16,029	R - Residential/Local	A - AC	86	30.01
CARSRD	010	CARSON WOODS ROAD	P ST	DRIVEWAY #1485	2,145	18	38,610	C - Collector	A - AC	0	0
CARSRD	020	CARSON WOODS ROAD	DRIVEWAY #1485	BRIDGE	1,530	23	35,190	C - Collector	A - AC	62	9.14
CARSRD	030	CARSON WOODS ROAD	BRIDGE	END N	835	12	10,020	C - Collector	A - AC	0	0
CECIAV	010	CECIL AVENUE	DRAKE HILL RD	COLLEGE ST	1,437	40	57,480	R - Residential/Local	A - AC	85	29.41
CHERLN	010	CHERYL LANE	END N	MAGGIE LN	893	35	31,255	R - Residential/Local	A - AC	84	28.83
CHISCT	010	CHISM COURT	SCHOOL ST	END N	201	32	6,432	R - Residential/Local	A - AC	86	30.01
CHRIRD	010	CHRISTIAN RIDGE ROAD	9THST	ANGEL HEIGHTS RD	1,171	20	23,420	R - Residential/Local	A - AC	12	0
CHURST	010	CHURCH STREET	KENMAR RD	WEBBER ST	1,047	23	24,081	R - Residential/Local	A - AC	46	7.74
CHURST	020	CHURCH STREET	WEBER ST	ROHNERVILLE RD	968	28	27,104	R - Residential/Local	A - AC	67	18.26
CLARAV	010	CLARA AVENUE	DRAKE HILL RD	COLLEGE ST	1,724	38	65,512	R - Residential/Local	A - AC	83	28.18
CLIFWY	010	CLIFTON WAY	BRANDI LN	ROHNERVILLE RD	1,009	34	34,306	R - Residential/Local	A - AC	81	26.92
COLECT	010	COLE COURT	END S	CAMPTON HEIGHTS DR	299	16	4,784	R - Residential/Local	A - AC	0	0

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
COLLST	010	COLLEGE STREET	B.O.P.	WEBBER ST	268	16	4,288	R - Residential/Local	A - AC	12	0
COLLST	020	COLLEGE STREET	WEBBER ST	END	188	22	4,136	R - Residential/Local	A - AC	86	30.03
CORICT	010	CORINA COURT	END S	END N	400	32	12,800	R - Residential/Local	A - AC	86	30.01
COVECT	010	COVEY COURT	GREENFIELD PL	END E	473	31	14,663	R - Residential/Local	A - AC	84	28.83
CREECT	010	CREEKSIDE COURT	GREENFIELD PL	END E	219	32	7,008	R - Residential/Local	A - AC	85	29.41
CRESDR	010	CRESTVIEW DRIVE	END S	KENMAR RD	515	35	18,025	R - Residential/Local	A - AC	71	20.63
CRISWY	010	CRISSY WAY	MAXWELL ST	JENNY LN	624	36	22,464	R - Residential/Local	A - AC	83	28.19
CYPRLP	010	CYPRESS LOOP	VALLEY VIEW RD	END E	518	40	20,720	R - Residential/Local	A - AC	89	31.64
DANACT	010	DANA COURT	END SW	ROSS HILL RD	373	36	13,428	R - Residential/Local	A - AC	79	25.66
DAVIWY	010	DAVID WAY	ROHNERVILLE RD	END N	401	36	14,436	R - Residential/Local	A - AC	72	22.55
DENNCT	010	DENNIS COURT	SMALL ST	THELMA ST	315	24	7,560	R - Residential/Local	A - AC	29	1.2
DINSDR	010	DINSMORE DRIVE	END NW	RIVER WALK DR	2,729	25	68,225	R - Residential/Local	A - AC	0	0
DOVECT	010	DOVE COURT	END SE	JOSEPH ST	441	32	14,112	R - Residential/Local	A - AC	85	29.41
DRAKRD	010	DRAKE HILL ROAD	THELMA ST	RONALD AV	1,276	24	30,624	C - Collector	A - AC	83	17.14
DRAKRD	020	DRAKE HILL ROAD	RONALD AV	ROHNERVILLE RD	1,956	26	50,856	C - Collector	A - AC	85	18.14
DUNACT	010	DUNAWAY COURT	END SW	BOYDEN LN	630	28	17,640	R - Residential/Local	A - AC	77	24.39
ELIZWY	010	ELIZABETH BARCUS WAY	END W	SUNRISE CT	1,143	28	32,004	R - Residential/Local	A - AC	82	27.58
ELIZWY	020	ELIZABETH BARCUS WAY	SUNRISE CT	NEWBURG RD	1,446	28	40,488	R - Residential/Local	A - AC	86	30.01
FRANAV	010	ELIZABETH BARCUS WAY	NEWBURG RD	ELIZABETH BARCUS WY	2,348	28	65,744	R - Residential/Local	A - AC	80	26.3
EMARLN	010	EMERALD LANE	2ND AV	SHAMROCK DR	707	35	24,745	R - Residential/Local	A - AC	86	35.8
EMILCT	010	EMIL COURT	END S	GULLIKSEN DR	167	32	5,344	R - Residential/Local	A - AC	87	37.63
FRANPL	010	FRANCESCO PLACE	END S	SENESTRARO WY	969	36	34,884	R - Residential/Local	A - AC	85	29.4
FRANCT	010	FRANKLIN COURT	END W	FRANKLIN AV	267	33	8,811	R - Residential/Local	A - AC	85	29.41
FREETCT	010	FREEDOM COURT	END S	KENWOOD DR	364	36	13,104	R - Residential/Local	A - AC	85	29.42
GARDLN	010	GARDEN LANE	P ST	END	437	18	7,866	R - Residential/Local	A - AC	54	11.84
GARLAV	010	GARLAND AVENUE	END W	HOME AV	1,185	16	18,960	R - Residential/Local	A - AC	74	22.48
GRACCT	010	GRACE COURT	HILLRAS AV	END E	176	23	4,048	R - Residential/Local	A - AC	91	32.59
GREEPL	010	GREENFIELD PLACE	KENWOOD DR	END N	589	32	18,848	R - Residential/Local	A - AC	86	30.01
GUIDAV	010	GUIDO AVENUE	2ND AV	SHAMROCK DR	635	36	22,860	R - Residential/Local	A - AC	80	26.27
GULLDR	010	GULLIKSEN DRIVE	ROHNERVILLE RD	EMIL CT	468	36	16,848	R - Residential/Local	A - AC	85	35.82
GULLDR	020	GULLIKSEN DRIVE	EMIL CT	END N	2,667	26	69,342	R - Residential/Local	A - AC	86	37.48

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
HST	010	H STREET	END E	I ST	287	40	11,480	R - Residential/Local	A - AC	62	16
HANNCT	010	HANNAH COURT	SCHOOL ST	HANNAH CT	335	36	12,060	R - Residential/Local	A - AC	82	27.56
HANNCT	020	HANNAH COURT	HANNAH CT	HANNAH CT	962	36	34,632	R - Residential/Local	A - AC	83	28.19
HARLWY	010	HARLAN WAY	MAIN ST	END N	688	31	21,328	R - Residential/Local	A - AC	65	18.83
HIGHST	010	HIGH STREET	VANCIL ST	VISTA DR	313	30	9,390	R - Residential/Local	O - AC/AC	84	25.66
HIGHDR	010	HIGHLAND DRIVE	THELMA ST	WOOD ST	834	32	26,688	R - Residential/Local	A - AC	85	29.42
HILLAV	010	HILLCREST AVENUE	DRAKE HILL RD	KIRBY ST	279	39	10,881	R - Residential/Local	A - AC	71	23.42
HILLWY	010	HILLRAS WAY	HILLRAS WY	SUNSET VIEW DR	1,270	22	27,940	R - Residential/Local	A - AC	85	29.42
HILLWY	020	HILLRAS WAY	ROHNERVILLE RD	END E	425	24	10,200	R - Residential/Local	A - AC	84	28.81
HILLDR	010A	HILLSIDE DRIVE	SHULTZ LANE	400 FT S/O SHULTZ LANE	400	27	10,800	R - Residential/Local	O - AC/AC	96	38.42
HILLDR	010B	HILLSIDE DRIVE	400 FT S/O SHULTZ LANE	NEWELL DR	2,587	27	69,849	R - Residential/Local	A - AC	18	0
HILLDR	020	HILLSIDE DRIVE	SCHULTZ	FERNWOOD DR	662	23	15,226	R - Residential/Local	A - AC	32	2.21
HILLDR	030	HILLSIDE DRIVE	FERNWOOD DR	END	644	15	9,660	R - Residential/Local	A - AC	48	8.64
HILLTDR	010	HILLTOP DRIVE	LOOP RD	RIDGEVIEW CT	2,138	37	79,106	R - Residential/Local	A - AC	86	35.04
HILLTDR	020	HILLTOP DRIVE	RIDGEVIEW CT	END E	990	33	32,670	R - Residential/Local	A - AC	84	28.83
HOLLST	010	HOLLY STREET	2ND AV	SHAMROCK DR	703	35	24,605	R - Residential/Local	A - AC	85	29.4
HOLMWY	010	HOLMAN WAY	HOME AV	END E	397	35	13,895	R - Residential/Local	A - AC	68	21.04
HOMEAV	010	HOME AVENUE	P ST	BAER CT	3,319	22	73,018	A - Arterial	A - AC	69	14.29
HOMEAV	020	HOME AVENUE	BAER CT	GARLAND AV	349	30	10,470	A - Arterial	A - AC	50	7.48
HUFFDR	010	HUFFMAN DRIVE	ROHNERVILLE RD	END E	495	29	14,355	R - Residential/Local	A - AC	81	26.92
IST	010	I STREET	9TH ST	10TH ST	227	40	9,080	R - Residential/Local	A - AC	70	22.37
IST	020	I STREET	10TH ST	12TH ST	548	40	21,920	R - Residential/Local	A - AC	55	12.11
IVYLN	010	IVY LANE	SHAMROCK DR	2ND AV	704	37	26,048	R - Residential/Local	A - AC	86	29.99
JST	010	J STREET	9TH ST	10TH ST	270	47	12,690	R - Residential/Local	A - AC	86	29.99
JST	020	J STREET	10TH ST	12TH ST	592	47	27,824	R - Residential/Local	A - AC	81	26.9
JENNLN	010	JENNY LANE	BARRY AV	MAXWELL ST	589	37	21,793	R - Residential/Local	A - AC	62	16.75
JONECT	010	JONES COURT	END W	JONES ST	313	20	6,260	R - Residential/Local	A - AC	60	14.41
JONEST	010	JONES STREET	VIEW DR	MILL ST	665	10	6,650	R - Residential/Local	A - AC	17	0
JORDST	010	JORDAN STREET	WEBER ST	BROWN ST	412	23	9,476	R - Residential/Local	A - AC	78	25
JORDST	020	JORDAN STREET	BROWN ST	ROHNERVILLE RD	625	23	14,375	R - Residential/Local	A - AC	75	23.1
JOSEST	010	JOSEPH STREET	VIRGIN DR	CORINA CT	811	36	29,196	R - Residential/Local	A - AC	86	30.01
JOSEST	020	JOSEPH STREET	CORINA CT	SENESTRARO WY	247	36	8,892	R - Residential/Local	A - AC	86	30.01

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
JUSTCT	010	JUSTICE COURT	KENWOOD DR	END N	401	32	12,832	R - Residential/Local	A - AC	83	28.19
KST	010	K STREET	7TH ST	8TH ST	265	35	9,275	R - Residential/Local	A - AC	85	29.42
KST	020	K STREET	9TH ST	12TH ST	863	43	37,109	R - Residential/Local	A - AC	84	28.83
KST	030	K STREET	12TH ST	14TH ST	603	47	28,341	R - Residential/Local	A - AC	47	8.44
KST	040	K STREET	14TH ST	16TH ST	582	47	27,354	R - Residential/Local	A - AC	85	29.42
KELLWY	010	KELLI WAY	MILL CREEK WY	KENMAR RD	819	33	27,027	R - Residential/Local	A - AC	85	29.41
KENMRD	010	KENMAR ROAD	HIGHWAY 101 RAMP	EEL RIVER DR	596	45	26,820	R - Residential/Local	A - AC	46	8.13
KENMRD	020	KENMAR ROAD	EEL RIVER DR	FORTUNA BLVD	595	39	23,205	R - Residential/Local	A - AC	7	0
KENMRD	030	KENMAR ROAD	FORTUNA BLVD	CRESTVIEW DR	1,704	30	51,120	R - Residential/Local	A - AC	67	19.55
KENMRD	040	KENMAR ROAD	CRESTVIEW DR	KENWOOD DR	1,099	37	40,663	R - Residential/Local	A - AC	40	4.86
KENMRD	050	KENMAR ROAD	KENWOOD DR	CHURCH ST	2,080	25	52,000	R - Residential/Local	A - AC	16	0
KENMRD	060	KENMAR ROAD	CHURCH ST	ROHNERVILLE RD	1,377	45	61,965	R - Residential/Local	A - AC	18	0
KENWRD	010	KENWOOD ROAD	KENMAR RD	LIBERT CT	1,236	36	44,496	R - Residential/Local	A - AC	83	28.19
KENWRD	020	KENWOOD ROAD	LIBERTY CT	ROHNERVILLE RD	640	36	23,040	R - Residential/Local	A - AC	48	8.74
KESTRELS T	010	KESTREL STREET	ROHNERVILLE RD	OSPREY TERR	299	36	10,764	R - Residential/Local	A - AC	84	28.81
KIRBST	010	KIRBY STREET	THELMA ST	END E	507	39	19,773	R - Residential/Local	A - AC	75	23.1
LST	010	L STREET	7TH ST	10TH ST	1,040	36	37,440	C - Collector	A - AC	67	10.42
LST	020	L STREET	10TH ST	14TH ST	1,210	44	53,240	C - Collector	A - AC	44	3.96
LST	030	L STREET	14TH ST	16TH ST	565	46	25,990	C - Collector	A - AC	75	13.51
LARSLN	010	LARSEN LANE	BRANDI LN	END E	204	36	7,344	R - Residential/Local	A - AC	86	30.01
LAURLN	010	LAUREL LANE	THELMA ST	END	240	9	2,160	R - Residential/Local	A - AC	59	14.79
LAURPL	010	LAUREL LANE	KENWOOD DR	END	388	31	12,028	R - Residential/Local	A - AC	84	28.81
LAWNDR	010	LAWNDALE DRIVE	2ND AV	NEWBURG RD	900	45	40,500	R - Residential/Local	O - AC/AC	85	34.15
LIBECT	010	LIBERTY COURT	END S	KENWOOD DR	226	35	7,910	R - Residential/Local	A - AC	83	28.19
LINDST	010	LINDLEY STREET	END W	THELMA ST	391	29	11,339	R - Residential/Local	O - AC/AC	87	34.08
LONIDR	010	LONI DRIVE	12TH ST	12TH ST	478	36	17,208	R - Residential/Local	A - AC	52	11.01
LOOPCT	010	LOOP COURT	END S	LOOP RD	359	36	12,924	R - Residential/Local	A - AC	70	22.62
MAGGLN	010	MAGGIE LANE	END N	RONALD AV	400	35	14,000	R - Residential/Local	A - AC	84	28.83
MAINST	010	MAIN STREET	END W	8TH ST	2,615	45	117,675	A - Arterial	A - AC	84	21.2
MAINST	020	MAIN STREET	8TH ST	12TH ST	1,450	44	63,800	A - Arterial	A - AC	72	15.63
MAINST	030	MAIN STREET	12TH ST	15TH ST	725	46	33,350	A - Arterial	O - AC/AC	58	10.45
MAINST	040	MAIN STREET	15TH ST	END E	1,492	65	96,980	A - Arterial	A - AC	77	17.93
MAXWST	010	MAXWELL STREET	REDWOOD WAY	END N	1,631	36	58,716	R - Residential/Local	A - AC	82	27.56

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
MAYST	010	MAY STREET	CRESTVIEW DR	MILLCREEK WY	575	24	13,800	R - Residential/Local	A - AC	57	13.73
MEADBRLN	010	MEADOW BROOK LANE	NEWBURG RD	END N	569	49	27,881	R - Residential/Local	A - AC	87	36.92
MEADLN	010	MEADOW LANE	2ND AV	END	706	35	24,710	R - Residential/Local	A - AC	38	4.47
MEADLK	010	MEADOWLARK STREET	KENWOOD DR	END N	317	36	11,412	R - Residential/Local	A - AC	84	28.81
MERLCT	010	MERL COURT	END S	KESTREL ST	227	35	7,945	R - Residential/Local	A - AC	76	27.29
MILLST	010	MILL STREET	ROHNERVILLE RD	MOUNTAIN VIEW RD	1,529	24	36,696	C - Collector	A - AC	85	18.14
MILLWY	010	MILLCREEK WAY	END S	KENMAR RD	692	34	23,528	R - Residential/Local	A - AC	84	28.81
MTNVIL	010	MOUNTAIN VIEW VILLAGE	SMITH LN	END	385	26	10,010	R - Residential/Local	A - AC	91	32.55
MURRCT	010	MURRAY COURT	END W	THELMA ST	301	36	10,836	R - Residential/Local	A - AC	75	26.77
NFORTU	010	N FORTUNA BOULEVARD	SMITH LANE	MAIN STREET	1,740	60	104,400	A - Arterial	A - AC	0	0
NST	010	N STREET	8TH ST	16TH ST	2,400	38	91,200	C - Collector	A - AC	70	11.53
NELEDR	010	NELEEN DRIVE	ROHNERVILLE RD	END E	538	16	8,608	R - Residential/Local	A - AC	27	0.5
NEWBRD	010	NEWBURG ROAD	12TH ST	16TH ST	1,448	34	49,232	C - Collector	A - AC	0	0
NEWBRD	020	NEWBURG ROAD	16TH ST	FORTUNA BLVD	830	34	28,220	C - Collector	O - AC/AC	84	25.54
NEWBRD	030	NEWBURG ROAD	FORTUNA BLVD	ROHNERVILLE RD	2,684	34	91,256	C - Collector	A - AC	82	18.81
NEWBRD	040	NEWBURG ROAD	ROHNERVILLE RD	CITY LIMIT	1,157	36	41,652	R - Residential/Local	A - AC	58	13.39
NEWEDR	010	NEWELL DRIVE	ROHNERVILLE RD	ARNOLD WY	1,548	28	43,344	R - Residential/Local	A - AC	73	24.9
NEWEDR	020	NEWELL DRIVE	ARNOLD WY	NEWELL DR	922	26	23,972	R - Residential/Local	A - AC	53	11.5
NOBHRD	010	NOB HILL ROAD	END W	HOME AV	1,301	16	20,816	R - Residential/Local	A - AC	69	19.43
OST	010	O STREET	END W	6TH ST	345	28	9,660	R - Residential/Local	O - AC/AC	85	32.76
OST	020	O STREET	6TH ST	7TH ST	316	27	8,532	R - Residential/Local	O - AC/AC	86	36.11
OST	030	O STREET	7TH ST	9TH ST	769	32	24,608	R - Residential/Local	O - AC/AC	86	36.11
OST	040	O STREET	9TH ST	10TH ST	265	21	5,565	R - Residential/Local	A - AC	79	30.45
OST	050	O STREET	10TH ST	12TH ST	593	21	12,453	R - Residential/Local	A - AC	52	10.44
OST	060	O STREET	1ST ST	END E	162	48	7,776	R - Residential/Local	A - AC	0	0
OLEAST	010	OLEARY STREET	END W	THELMA ST	415	24	9,960	R - Residential/Local	O - AC/AC	87	34.08
OLSECT	010	OLSEN COURT	KENMAR RD	BAXTER LN	255	37	9,435	R - Residential/Local	A - AC	86	30.01
OLSECT	020	OLSEN COURT	BAXTER LN	CLIFTON WY	153	37	5,661	R - Residential/Local	A - AC	68	20.97
ORCHLN	010	ORCHARD LANE	NEWBURG RD	END N	650	31	20,150	R - Residential/Local	A - AC	9	0
OSPRTER	010	OSPNEY TER	END S	KESTREL ST	313	36	11,268	R - Residential/Local	A - AC	75	26.25

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
PST	010	P STREET	6TH ST	7TH ST	595	23	13,685	C - Collector	A - AC	86	18.66
PST	020	P STREET	8TH ST	9TH ST	430	22	9,460	R - Residential/Local	A - AC	25	0
PST	025	P STREET	10TH ST	11TH ST	260	26	6,760	R - Residential/Local	O - AC/AC	93	37.42
PST	030	P STREET	12TH ST	14TH ST	560	48	26,880	R - Residential/Local	A - AC	0	0
PST	05	P STREET	W END	6TH ST	319	22	7,018	C - Collector	A - AC	65	9.95
PALOPL	010	PALOMINO PLACE	END W	ROHNERVILLE RD	983	34	33,422	R - Residential/Local	A - AC	85	29.41
PARKCT	010	PARK HEIGHTS COURT	MAIN ST	END N	180	24	4,320	R - Residential/Local	A - AC	72	21.24
PARKST	010	PARK STREET	MAIN ST	SCENIC LOOP	905	46	41,630	R - Residential/Local	A - AC	73	24.83
PENNAV	010	PENN AVENUE	DRAKE HILL RD	CAMPTON HEIGHTS RD	838	40	33,520	R - Residential/Local	A - AC	85	29.41
PINEDR	010	PINEVIEW DRIVE	KENMAR RD	END	955	21	20,055	R - Residential/Local	A - AC	63	16.02
PRYOCT	010	PRYOR COURT	ROHNERVILLE RD	END E	499	24	11,976	R - Residential/Local	A - AC	90	32.13
RANCRD	010	RANCHERIA ROAD	S. LOOP RD	END N	1,159	14	16,226	R - Residential/Local	A - AC	84	28.81
RANDWY	010	RANDOLPH WAY	NEWBURG RD	END N	804	49	39,396	R - Residential/Local	A - AC	86	35.94
REBELN	010	REBECCA LANE	END S	TRINITY AV	320	35	11,200	R - Residential/Local	A - AC	69	20.96
REBELN	020	REBECCA LANE	TRINITY AV	END N	282	21	5,922	R - Residential/Local	A - AC	55	12.64
REDWWY	010A	REDWOOD WAY	FORTUNA BLVD	BARRY AVE	1,010	31	31,310	C - Collector	O - AC/AC	95	29.96
REDWWY	010B	REDWOOD WAY	BARRY AVE	MAXWELL ST	432	31	13,392	C - Collector	A - AC	0	0
REDWWY	020	REDWOOD WAY	MAXWELL ST	ST JOSEPH DR	1,670	38	63,460	C - Collector	A - AC	0	0
REDWWY	030	REDWOOD WAY	ST JOSEPH DR	ROHNERVILLE RD	1,186	23	27,278	C - Collector	A - AC	0	0
REMICT	010	REMI COURT	END S	KENMAR RD	241	23	5,543	R - Residential/Local	A - AC	86	30.01
RENEAV	010	RENE AVENUE	KENMAR RD	END N	168	32	5,376	R - Residential/Local	A - AC	68	19.94
RENNDR	010	RENNER DRIVE	ST JOSEPH DR	END E	1,775	37	65,675	R - Residential/Local	A - AC	81	26.94
RIDGCT	010	RIDGE VIEW COURT	END W	HILLTOP DR	613	33	20,229	R - Residential/Local	A - AC	87	36.88
ROANCT	010	ROAN COURT	END S	PALOMINO PL	164	31	5,084	R - Residential/Local	A - AC	85	29.41
ROBILN	010	ROBINHOOD LANE	END W	THELMA ST	139	34	4,726	R - Residential/Local	A - AC	84	28.8
ROHNST	010	ROHNER STREET	END W	ROHNERVILLE RD	247	40	9,880	R - Residential/Local	A - AC	82	27.58
ROHNRD	010	ROHNERVILLE ROAD	CITY LIMIT	DRAKE HILL RD	3,090	30	92,700	A - Arterial	A - AC	64	12.99
ROHNRD	020	ROHNERVILLE ROAD	DRAKE HILL RD	MILL ST	2,500	37	92,500	A - Arterial	A - AC	56	9.07
ROHNRD	030	ROHNERVILLE ROAD	MILL ST	CLIFTON WY	2,395	32	76,640	A - Arterial	O - AC/AC	91	28.29
ROHNRD	040	ROHNERVILLE ROAD	CLIFTON WY	REDWOOD WY	2,512	30	75,360	A - Arterial	O - AC/AC	91	28.29
ROHNRD	050	ROHNERVILLE ROAD	REDWOOD WY	LOOP RD	2,200	44	96,800	A - Arterial	A - AC	7	0
ROHNRD	060	ROHNERVILLE ROAD	LOOP RD	NEWBURG RD	2,278	38	86,564	A - Arterial	A - AC	62	11.36
ROHNRD	070	ROHNERVILLE ROAD	NEWBURG RD	NEWELL DR	1,945	42	81,690	A - Arterial	A - AC	65	12.57

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
RONAAV	010	RONALD AVENUE	DRAKE HILL RD	CAMPTON HEIGHTS DR	837	35	29,295	C - Collector	A - AC	72	12.28
RONAAV	020	RONALD AVENUE	CAMPTON HEIGHTS DR	SCHOOL ST	1,798	39	70,122	C - Collector	A - AC	85	18.15
RONAAV	030	RONALD AVENUE	SCHOOL ST	MAGGIE LN	244	36	8,784	R - Residential/Local	A - AC	81	26.94
ROSSRD	010	ROSS HILL ROAD	SCHOOL ST	KENMAR RD	2,945	58	170,810	A - Arterial	O - AC/AC	81	23.04
S15THST	010	S 15TH STREET	END S	NEWBURG RD	295	48	14,160	R - Residential/Local	A - AC	50	9.54
S15THST	020	S 15TH STREET	NEWBURG RD	END N	823	48	39,504	R - Residential/Local	A - AC	86	35.94
S16THST	010	S 16TH STREET	END S	NEWBURG RD	556	25	13,900	R - Residential/Local	A - AC	40	5.28
SFORTU	010	S FORTUNA BOULEVARD	KENMAR ROAD	STRONGS CREEK DRIVE	1,000	64	64,000	A - Arterial	A - AC	0	0
SFORTU	020	S FORTUNA BOULEVARD	STRONGS CREEK DRIVE	REDWOOD WAY	1,780	66	117,480	A - Arterial	A - AC	67	13.45
SFORTU	030	S FORTUNA BOULEVARD	REDWOOD WAY	NEWBURG ROAD	1,400	66	92,400	A - Arterial	A - AC	36	2.94
SFORTU	040	S FORTUNA BOULEVARD	NEWBURG ROAD	SMITH LANE	1,260	72	90,720	A - Arterial	O - AC/AC	0	0
SFORTU	050	S FORTUNA BOULEVARD	SMITH LANE	MAIN ST	1,950	74	144,300	A - Arterial	O - AC/AC	80	22.29
S1STST	010	S. 1ST STREET	ROHNERVILLE RD	END E	535	24	12,840	R - Residential/Local	A - AC	79	25.71
SLOOPRD	010	S. LOOP ROAD	ROHNERVILLE RD	LOOP CT	571	36	20,556	R - Residential/Local	A - AC	66	17.71
SLOOPRD	020	S. LOOP ROAD	LOOP CT	CITY LIMIT	1,861	19	35,359	R - Residential/Local	A - AC	40	5.28
SANDCT	010	SANDY PRAIRIE COURT	RIVERWALK DR	END W	308	28	8,624	R - Residential/Local	A - AC	82	27.58
SCENDR	010	SCENIC DRIVE	END W	ARNOLD WY	1,024	34	34,816	R - Residential/Local	A - AC	65	18.85
SCHULN	010	SCHUELER LANE	CARSON WOODS RD	END	205	18	3,690	R - Residential/Local	A - AC	82	27.58
SENEWY	010	SENESTRARO WAY	2ND AV	FRANCESCO PL	802	36	28,872	R - Residential/Local	A - AC	85	29.4
SENEWY	020	SENESTRARO WAY	FRANCESCO PL	MAIN ST	669	36	24,084	R - Residential/Local	A - AC	78	29.81
SHAMDR	010	SHAMROCK DRIVE	LAWNDALE DR	HOLLY LN	519	45	23,355	R - Residential/Local	O - AC/AC	88	41.99
SHAMDR	020	SHAMROCK DRIVE	HOLLY LN	MEADOW LN	529	45	23,805	R - Residential/Local	O - AC/AC	84	32.17
SHAMDR	030	SHAMROCK DRIVE	MEADOW LN	BERRY CREEK AV	901	41	36,941	R - Residential/Local	A - AC	82	27.54
SHAMDR	040	SHAMROCK DRIVE	BERRY CREEK AV	SENESTRARO WY	555	40	22,200	R - Residential/Local	A - AC	84	28.79
SHAYCT	010	SHAY COURT	END NW	NEWBURG RD	317	36	11,412	R - Residential/Local	A - AC	72	24.19
SHIELN	010	SHIELDS LANE	KENMAR RD	END SE	930	36	33,480	R - Residential/Local	A - AC	49	9.33
SHULDR	010	SHULTS DRIVE	HILLSIDE DR	END	393	36	14,148	R - Residential/Local	A - AC	64	18.13
SKYLLN	010	SKYLARK LANE	KENMAR RD	END N	318	24	7,632	R - Residential/Local	A - AC	86	30.01
SMALST	010	SMALL STREET	DENNIS CT	MYRTLE ST	275	20	5,500	R - Residential/Local	A - AC	0	0

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
SMITLN	010	SMITH LANE	END W	FORTUNA BLVD	595	46	27,370	C - Collector	A - AC	7	0
SMITLN	020	SMITH LANE	FORTUNA BLVD	DRIVEWAY #2204	1,034	35	36,190	R - Residential/Local	A - AC	62	15.49
SMITLN	030	SMITH LANE	DRIVEWAY #2204	ROHNERVILLE RD	820	34	27,880	R - Residential/Local	A - AC	0	0
SPRIST	010	SPRING STREET	END S	NEWBURG RD	946	28	26,488	R - Residential/Local	A - AC	43	6.73
SPRIAV	010	SPRINGVILLE AVENUE	REDWOOD WY	SHAMROCK DR	1,185	37	43,845	R - Residential/Local	A - AC	72	23.71
STJODR	010	ST JOSEPH DRIVE	RENNER DR	REDWOOD WY	103	36	3,708	R - Residential/Local	A - AC	69	19.45
STJOWY	010	ST JOSEPH WAY	END S	RENNER DR	335	36	12,060	R - Residential/Local	A - AC	8	0
STEWST	010	STEWART STREET	END S	VANCIL ST	571	27	15,417	R - Residential/Local	O - AC/AC	89	35.42
STEWST	020	STEWART STREET	VANCIL ST	VISTA DR	321	32	10,272	R - Residential/Local	O - AC/AC	89	35.42
STILWY	010	STILLMAN WAY	BEECH ST	ASH ST	301	30	9,030	R - Residential/Local	A - AC	86	30.01
STILWY	020	STILLMAN WAY	ASH ST	MAIN ST	253	36	9,108	R - Residential/Local	A - AC	17	0
STRALN	010	STRAWBERRY LANE	HILLTOP DR	LOOP RD	937	28	26,236	R - Residential/Local	A - AC	79	29.72
SUMMST	010	SUMMER STREET	REDWOOD WAY	NEWBURG RD	1,204	30	36,120	R - Residential/Local	A - AC	44	6.89
SUNNRD	010	SUNNY HEIGHTS ROAD	CARSON WOODS RD	END	3,455	16	55,280	R - Residential/Local	A - AC	0	0
SUNNDR	010	SUNNYBROOK DRIVE	NEWBURG RD	END N	754	49	36,946	R - Residential/Local	A - AC	87	37.02
SUNRCT	010	SUNRISE COURT	ELIZABETH BARCUS WY	END	593	24	14,232	R - Residential/Local	A - AC	80	30.7
SUNSDR	010	SUNSET VIEW DRIVE	HILLRAS AV	END	1,991	23	45,793	R - Residential/Local	A - AC	80	26.28
SUSADR	010	SUSAN DRIVE	END S	MILL ST	249	10	2,490	R - Residential/Local	A - AC	6	0
SWEECT	010	SWEET COURT	ROHNERVILLE RD	END E	321	24	7,704	R - Residential/Local	A - AC	84	28.81
TAMICT	010	TAMI COURT	END S	TAMI DR	497	27	13,419	R - Residential/Local	A - AC	81	26.92
TAMIDR	010	TAMI DRIVE	TAMICT	ROHNERVILLE RD	992	31	30,752	R - Residential/Local	A - AC	71	22.84
TAYLWY	010	TAYLOR WAY	DRAKE HILL RD	PEPPER WOOD LN	164	16	2,624	R - Residential/Local	A - AC	42	6.13
THELST	010	THELMA STREET	DRAKE HILL RD	KIRBY DR	290	33	9,570	R - Residential/Local	A - AC	66	19.53
THELST	020	THELMA STREET	KIRBY DR	CAMPTON HEIGHTS DR	552	31	17,112	R - Residential/Local	A - AC	56	13.06
THELST	030	THELMA STREET	CAMPTON HEIGHTS DR	SCHOOL ST	1,796	40	71,840	R - Residential/Local	O - AC/AC	96	38.42
TONYDR	010	TONY DRIVE	END W	ROHNERVILLE RD	683	18	12,294	R - Residential/Local	A - AC	0	0
TRACWY	010	TRACI WAY	END S	HILLRAS AV	645	23	14,835	R - Residential/Local	A - AC	68	18.83
TRINST	010	TRINITY STREET	END W	WEBER ST	377	40	15,080	R - Residential/Local	A - AC	91	32.52
TRINST	020	TRINITY STREET	WEBER ST	ROHNERVILLE RD	1,140	33	37,620	R - Residential/Local	A - AC	79	25.64
VALLRD	010	VALLEY VIEW ROAD	ROHNERVILLE RD	CYPRESS LOOP RD	475	30	14,250	R - Residential/Local	A - AC	92	33.06
VANCST	010	VANCIL STREET	STEWART ST	ANGEL HEIGHTS DR	1,595	30	47,850	R - Residential/Local	A - AC	52	11.01
VIEWDR	010	VIEW DRIVE	END W	JONES ST	214	11	2,354	R - Residential/Local	A - AC	84	28.83
VIRGCT	010	VIRGINIA COURT	END E	VIRGINIA DR	181	36	6,516	R - Residential/Local	A - AC	86	30.01



Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
VIRGDR	010	VIRGINIA DRIVE	VIRGINIA CT	NEWBURG RD	895	35	31,325	R - Residential/Local	A - AC	85	29.41
VISTDR	010	VISTA DRIVE	P ST	STEWART ST	1,457	23	33,511	R - Residential/Local	A - AC	65	17.15
VISTDR	020	VISTA DRIVE	STEWART ST	HIGH ST	189	22	4,158	R - Residential/Local	A - AC	12	0
WSCHST	010	W SCHOOL STREET	END W	END E	1,543	35	54,005	R - Residential/Local	A - AC	84	28.83
WEBBST	020	WEBBER STREET	TRINITY AV	SCHOOL ST	478	29	13,862	R - Residential/Local	A - AC	86	30.01
WEBBST	030	WEBBER STREET	SCHOOL ST	CHURCH ST	854	23	19,642	R - Residential/Local	A - AC	86	30.01
WESCLN	010	WESCO LANE	END W	FORTUNA BLVD	347	21	7,287	R - Residential/Local	A - AC	86	30.03
WILLDR	010	WILLOW DRIVE	END W	ALDER DR	642	39	25,038	R - Residential/Local	A - AC	71	20.65
WOODST	010	WOOD STREET	END S	CAMPTON HEIGHTS DR	597	39	23,283	R - Residential/Local	A - AC	86	30.01
WOODST	020	WOOD STREET	CAMPTON HEIGHTS DR	COLLEGE ST	1,099	33	36,267	R - Residential/Local	A - AC	57	13.25
WOODST	030	WOOD STREET	COLLEGE ST	SCHOOL ST	691	33	22,803	R - Residential/Local	A - AC	48	8.51

Total Section Length:	249,174
Total Section Area:	8,625,927



## **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 that are included in this volume. ***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  $PCI \geq 70$ . Sections with PCI values less than 70 are assigned to treatments listed in Categories II through V.

In the preventive maintenance category ( $PCI \geq 70$ ), 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 number.
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). Second Row (Surface Treatment) indicates surface treatment (e.g. slurry sealing). Third Row (Restoration Treatment) indicates surface restoration (e.g. overlay).
Treatment	Name of treatments from the "Treatment Descriptions" report.

COLUMN	DESCRIPTION
Yrs. Between Crack Seals	First Row - number of years between successive treatment applications specified in the first row (i.e. CRACK treatment).
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: 05/30/2017

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	\$1.50	9		
			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			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.50	9		
			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			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.50	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		99		
		Restoration Treatment	DO NOTHING	\$0.00			100	
	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


Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Arterial	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	9		
			Surface Treatment	DO NOTHING	\$0.00		99	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		CAPE SEAL	\$6.50			
		III - Good, Load Related		CAPE SEAL	\$6.50			
		IV - Poor		CAPE SEAL	\$6.50			
		V - Very Poor		THICK AC OVERLAY(2.5 INCHES)	\$35.00			

 Functional Class and Surface combination not used

# Decision Tree

Printed: 05/30/2017


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	\$1.50	9		
			Surface Treatment	SLURRY SEAL	\$2.50		7	
			Restoration Treatment	DO NOTHING	\$0.00			
		II - Good, Non-Load Related		SLURRY SEAL	\$3.00			
		III - Good, Load Related		AC OVERLAY 2" W/ DIGOUT	\$34.00			
		IV - Poor		AC OVERLAY 2.5" W/ DIGOUT	\$46.00			
	V - Very Poor		THICK AC OVERLAY (0.25')	\$57.00				
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.50	9		
			Surface Treatment	SLURRY SEAL	\$2.50		7	
			Restoration Treatment	DO NOTHING	\$0.00			
		II - Good, Non-Load Related		SLURRY SEAL	\$3.00			
		III - Good, Load Related		AC OVERLAY 2" W/ DIGOUT	\$34.00			
		IV - Poor		AC OVERLAY 2.5" W/ DIGOUT	\$46.00			
	V - Very Poor		THICK AC OVERLAY (0.25')	\$57.00				
	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		99		
		Restoration Treatment	DO NOTHING	\$0.00				100
	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

# Decision Tree

Printed: 05/30/2017


Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Collector	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	DO NOTHING	\$0.00		99	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		CAPE SEAL	\$6.25			
		III - Good, Load Related		CAPE SEAL	\$6.25			
		IV - Poor		CAPE SEAL	\$6.25			
		V - Very Poor		AC OVERLAY 2.5" W/ DIGOUT	\$46.00			

 Functional Class and Surface combination not used


# Decision Tree

Printed: 05/30/2017

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.50	9		
			Surface Treatment	SLURRY SEAL	\$2.50		8	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		SLURRY SEAL	\$3.00			
		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				
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.50	9		
			Surface Treatment	SLURRY SEAL	\$2.50		8	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		SLURRY SEAL	\$3.00			
		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					
AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.50	99			
		Surface Treatment	SLURRY SEAL	\$2.50		8		
		Restoration Treatment	DO NOTHING	\$0.00			99	
	II - Good, Non-Load Related		SLURRY SEAL	\$3.00				
	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		99		
		Restoration Treatment	DO NOTHING	\$0.00			100	
	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

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	DO NOTHING	\$0.00		99	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		CAPE SEAL	\$6.00			
		III - Good, Load Related		CAPE SEAL	\$6.00			
		IV - Poor		CAPE SEAL	\$6.00			
		V - Very Poor		AC OVERLAY 2.5" W/ DIGOUT	\$32.25			

 Functional Class and Surface combination not used

## **APPENDIX C**





## **Budget Needs**

Projected PCI / Cost Summary

Preventative Treatment / Cost Summary

Rehabilitation Treatment / Cost Summary



## Budget Needs Reports

The purpose of this module 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 a period of ten years. The Budget Needs represents the "ideal world" funding levels, while the Budget Scenarios 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 shown below. An interest rate of 3% and an inflation factor of 3% were used to project the costs for the next ten years. 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.

As indicated in the report, with a budget of \$19.5 million over the next ten years the PCI of the street network will improve from the current level of 63 to 81 by 2021. If no treatments are programmed, the weighted average PCI is projected to deteriorate from 63 to 47 by 2026.

Budget Needs reports included in this volume are listed below:

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



## Needs - Projected PCI/Cost Summary

This report summarizes and projects the City's network PCI values over a ten-year period, both with and without treatments applied. These costs are based on those in the M&R decision tree. It also projects the costs over a ten-year period.

<b>COLUMN</b>	<b>DESCRIPTION</b>
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

Inflation Rate = 3.00 % Printed: 11/02/2017

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost	
2017	89	64	\$396,113	\$15,148,921	\$15,545,034	
2018	86	62	\$59,606	\$371,169	\$430,775	
2019	85	60	\$169,446	\$506,781	\$676,227	
2020	84	58	\$290,630	\$12,055	\$302,685	
2021	83	56	\$248,294	\$19,821	\$268,115	
2022	84	54	\$642,975	\$17,258	\$660,233	
2023	82	53	\$89,905	\$34,385	\$124,290	
2024	81	51	\$293,153	\$15,212	\$308,365	
2025	82	49	\$948,014	\$8,469	\$956,483	
2026	81	47	\$179,933	\$28,380	\$208,313	
			<b>% PM</b>	<b>PM Total Cost</b>	<b>Rehab Total Cost</b>	<b>Total Cost</b>
			17.03%	\$3,318,069	\$16,162,451	\$19,480,520

## Needs - Preventive Maintenance Treatment/Cost Summary

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

<b>COLUMN</b>	<b>DESCRIPTION</b>
Treatment	Type of preventive maintenance treatments needed.
Year	Year in the analysis period (i.e. 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, and 2026).
Area Treated	Quantities in linear feet (Seal Cracks) or square yard (Slurry Seal).
Cost	Maintenance treatment cost.

## Needs - Preventive Maintenance Treatment/Cost Summary

Inflation Rate = 3.00 % Printed: 11/02/2017

Treatment	Year	Area Treated	Cost
SLURRY SEAL	2017	158,437.78 sq.yd.	\$396,113
	2018	23,146.78 sq.yd.	\$59,606
	2019	63,883.33 sq.yd.	\$169,446
	2020	106,381 sq.yd.	\$290,630
	2021	88,238.56 sq.yd.	\$248,294
	2022	221,847.22 sq.yd.	\$642,975
	2023	30,116.67 sq.yd.	\$89,905
	2024	95,338.44 sq.yd.	\$293,153
	2025	299,328.33 sq.yd.	\$948,014
	2026	55,159.22 sq.yd.	\$179,933
	Total	1,141,877.33	\$3,318,069
Total Quantity		1,141,877.33	\$3,318,069



## Needs - Rehabilitation Treatment/Cost Summary

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

<b>COLUMN</b>	<b>DESCRIPTION</b>
Treatment	Type of rehabilitation treatments needed.
Year	Year in the analysis period (i.e. 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, and 2026).
Area Treated	Quantities in square yard.
Cost	Rehabilitation treatment cost.

## Needs - Rehabilitation Treatment/Cost Summary

Inflation Rate = 3.00 % Printed: 11/02/2017

Treatment	Year	Area Treated	Cost
AC OVERLAY 1.5"	2017	34,796.56 sq.yd.	\$835,119
	2019	7,088.89 sq.yd.	\$180,495
	Total	41,885.44 sq.yd.	\$1,015,614
AC OVERLAY 1.5" W/ DIGOUT	2017	32,378.11 sq.yd.	\$874,209
	2019	10,874.22 sq.yd.	\$311,486
	Total	43,252.33 sq.yd.	\$1,185,695
AC OVERLAY 2" W/ DIGOUT	2017	60,644 sq.yd.	\$2,150,395
	2018	10,133.33 sq.yd.	\$354,870
	Total	70,777.33 sq.yd.	\$2,505,265
AC OVERLAY 2.5" W/ DIGOUT	2017	16,182.22 sq.yd.	\$775,183
	Total	16,182.22 sq.yd.	\$775,183
THICK AC OVERLAY (0.25')	2017	149,815.78 sq.yd.	\$8,394,852
	Total	149,815.78 sq.yd.	\$8,394,852
THIN OVERLAY w/FABRIC	2017	50,275.44 sq.yd.	\$2,061,300
	Total	50,275.44 sq.yd.	\$2,061,300
SLURRY SEAL	2017	19,287.33 sq.yd.	\$57,863
	2018	5,274.22 sq.yd.	\$16,299
	2019	4,649.78 sq.yd.	\$14,800
	2020	3,676.78 sq.yd.	\$12,055
	2021	5,869.56 sq.yd.	\$19,821
	2022	4,961.67 sq.yd.	\$17,258
	2023	9,598.56 sq.yd.	\$34,385
	2024	4,122.56 sq.yd.	\$15,212
	2025	2,228.33 sq.yd.	\$8,469
	2026	7,249.78 sq.yd.	\$28,380
	Total	66,918.56 sq.yd.	\$224,542
<b>Total Cost</b>			<b>\$16,162,451</b>

## **Scenarios 1 - 4**



**Scenario 1: City's Budget**  
**(\$2.7 million over ten years)**  
Cost Summary Report  
Network Condition Summary Report



Interest: 3.00%

Inflation: 3.00%

Printed: 11/02/2017

Scenario: City's Budget

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2017	10%	\$100,000	II	\$53,892	Non-Project	\$12,190	\$0	\$15,445,865	Funded	\$0
			III	\$21,090					Unmet	\$146,295
			IV	\$11,954	Project	\$0	\$0	\$15,445,865	Funded	\$0
			V	\$0						
			Total	\$86,936						
			Project	\$0						
2018	10%	\$160,000	II	\$12,208	Non-Project	\$26,103	\$0	\$16,256,509	Funded	\$0
			III	\$98,776					Unmet	\$1,357
			IV	\$0	Project	\$0	\$0	\$16,256,509	Funded	\$0
			V	\$22,043						
			Total	\$133,027						
			Project	\$0						
2019	10%	\$300,000	II	\$192,438	Non-Project	\$37,784	\$0	\$17,339,167	Funded	\$0
			III	\$69,765					Unmet	\$2,477
			IV	\$0	Project	\$0	\$0	\$17,339,167	Funded	\$0
			V	\$0						
			Total	\$262,203						
			Project	\$0						
2020	10%	\$300,000	II	\$208,246	Non-Project	\$31,623	\$0	\$18,253,689	Funded	\$0
			III	\$43,666					Unmet	\$0
			IV	\$0	Project	\$0	\$0	\$18,253,689	Funded	\$0
			V	\$16,024						
			Total	\$267,936						
			Project	\$0						
2021	10%	\$300,000	II	\$54,628	Non-Project	\$34,135	\$0	\$19,479,970	Funded	\$0
			III	\$179,403					Unmet	\$1,379
			IV	\$0	Project	\$0	\$0	\$19,479,970	Funded	\$0
			V	\$31,815						
			Total	\$265,846						
			Project	\$0						
2022	10%	\$300,000	II	\$33,465	Non-Project	\$49,216	\$0	\$20,684,072	Funded	\$0
			III	\$216,788					Unmet	\$193,155
			IV	\$0	Project	\$0	\$0	\$20,684,072	Funded	\$0
			V	\$0						
			Total	\$250,253						
			Project	\$0						

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2023	10%	\$300,000	II	\$71,829	Non-Project	\$47,711	\$0	\$21,635,683	Funded	\$0
			III	\$179,818					Unmet	\$1,897
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$251,647						
Project	\$0									
2024	10%	\$300,000	II	\$86,209	Non-Project	\$33,216	\$0	\$23,132,315	Funded	\$0
			III	\$180,261					Unmet	\$2,734
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$266,470						
Project	\$0									
2025	10%	\$300,000	II	\$40,118	Non-Project	\$49,074	\$0	\$25,026,770	Funded	\$0
			III	\$210,690					Unmet	\$4,900
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$250,808						
Project	\$0									
2026	10%	\$300,000	II	\$67,086	Non-Project	\$39,992	\$0	\$25,983,686	Funded	\$0
			III	\$192,829					Unmet	\$2,027
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$259,915						
Project	\$0									

<b>Summary</b>				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$363,548	\$173,878	\$0	\$110,066
Collector	\$157,052	\$36,523	\$0	\$73,738
Residential/Local	\$1,774,441	\$150,643	\$0	\$172,417
<b>Grand Total:</b>	<b>\$2,295,041</b>	<b>\$361,044</b>	<b>\$0</b>	<b>\$356,221</b>



# Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 11/02/2017

Scenario: City's Budget

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2017	\$100,000	10%	2021	\$300,000	10%	2025	\$300,000	10%
2018	\$160,000	10%	2022	\$300,000	10%	2026	\$300,000	10%
2019	\$300,000	10%	2023	\$300,000	10%			
2020	\$300,000	10%	2024	\$300,000	10%			

## Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2017	64	64	1.40	2.79
2018	62	62	0.95	1.90
2019	60	61	1.12	2.23
2020	58	60	1.25	2.50
2021	56	59	1.81	3.62
2022	54	57	1.33	3.39
2023	53	56	2.22	4.44
2024	51	55	2.34	4.68
2025	49	54	1.64	3.28
2026	47	53	1.87	3.73

## Percent Network Area by Functional Class and Condition Category

Condition in base year 2017, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	8.6%	6.0%	47.5%	0.0%	62.1%
II / III	8.2%	1.9%	5.2%	0.0%	15.3%
IV	1.1%	0.6%	5.2%	0.0%	6.9%
V	4.1%	3.6%	7.9%	0.0%	15.6%
Total	22.1%	12.1%	65.8%	0.0%	100.0%

Condition in year 2017 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	8.6%	6.1%	49.4%	0.0%	64.1%
II / III	8.2%	1.8%	3.3%	0.0%	13.4%
IV	1.1%	0.6%	5.2%	0.0%	6.9%
V	4.1%	3.6%	7.9%	0.0%	15.6%
Total	22.1%	12.1%	65.8%	0.0%	100.0%

Condition in year 2026 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	4.9%	5.0%	50.1%	0.0%	60.0%
II / III	4.5%	0.0%	0.7%	0.0%	5.1%
IV	7.4%	2.1%	2.4%	0.0%	11.9%
V	5.3%	5.0%	12.6%	0.0%	23.0%

# Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 11/02/2017

Scenario: City's Budget

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Total	22.1%	12.1%	65.8%	0.0%	100.0%
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**Scenario 2: City's Budget (with Measure E)**  
**(\$4.2 million over ten years)**  
Cost Summary Report  
Network Condition Summary Report



# Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 11/02/2017

Scenario: City's Budget (w/ Measure E)

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2017	10%	\$250,000	II	\$216,146	Non-Project	\$33,750	\$0	\$15,295,096	Funded	\$0
			III	\$0					Unmet	\$145,576
			IV	\$0	Project	\$0	\$0	\$15,295,096	Funded	\$0
			V	\$0						
			Total	\$216,146						
			Project	\$0						
2018	10%	\$310,000	II	\$184,672	Non-Project	\$38,070	\$0	\$15,950,395	Funded	\$0
			III	\$74,896					Unmet	\$1,357
			IV	\$12,313	Project	\$0	\$0	\$15,950,395	Funded	\$0
			V	\$0						
			Total	\$271,881						
			Project	\$0						
2019	10%	\$450,000	II	\$195,295	Non-Project	\$56,392	\$0	\$16,873,856	Funded	\$0
			III	\$198,315					Unmet	\$1,500
			IV	\$0	Project	\$0	\$0	\$16,873,856	Funded	\$0
			V	\$0						
			Total	\$393,610						
			Project	\$0						
2020	10%	\$450,000	II	\$22,336	Non-Project	\$48,549	\$0	\$17,580,680	Funded	\$0
			III	\$362,821					Unmet	\$0
			IV	\$0	Project	\$0	\$0	\$17,580,680	Funded	\$0
			V	\$16,024						
			Total	\$401,181						
			Project	\$0						
2021	10%	\$450,000	II	\$54,628	Non-Project	\$69,411	\$0	\$18,446,800	Funded	\$0
			III	\$301,600					Unmet	\$1,379
			IV	\$0	Project	\$0	\$0	\$18,446,800	Funded	\$0
			V	\$24,087						
			Total	\$380,315						
			Project	\$0						
2022	10%	\$450,000	II	\$33,465	Non-Project	\$59,428	\$0	\$19,458,985	Funded	\$0
			III	\$291,126					Unmet	\$190,143
			IV	\$65,767	Project	\$0	\$0	\$19,458,985	Funded	\$0
			V	\$0						
			Total	\$390,358						
			Project	\$0						

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2023	10%	\$450,000	II	\$64,822	Non-Project	\$53,487	\$0	\$20,275,571	Funded	\$0
			III	\$114,339					Unmet	\$1,798
			IV	\$216,807	Project	\$0				
			V	\$0						
			Total	\$395,968						
Project	\$0									
2024	10%	\$450,000	II	\$123,621	Non-Project	\$47,720	\$0	\$21,258,767	Funded	\$0
			III	\$277,992					Unmet	\$445
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$401,613						
Project	\$0									
2025	10%	\$450,000	II	\$367,722	Non-Project	\$46,437	\$0	\$22,061,590	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$0	Project	\$0				
			V	\$35,808						
			Total	\$403,530						
Project	\$0									
2026	10%	\$450,000	II	\$67,086	Non-Project	\$45,015	\$0	\$22,768,012	Funded	\$0
			III	\$292,569					Unmet	\$0
			IV	\$0	Project	\$0				
			V	\$44,535						
			Total	\$404,190						
Project	\$0									

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$1,378,779	\$297,614	\$0	\$97,462
Collector	\$194,464	\$9,088	\$0	\$73,738
Residential/Local	\$2,085,549	\$191,557	\$0	\$170,997
<b>Grand Total:</b>	<b>\$3,658,792</b>	<b>\$498,259</b>	<b>\$0</b>	<b>\$342,197</b>

# Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 11/02/2017

Scenario: City's Budget (w/ Measure E)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2017	\$250,000	10%	2021	\$450,000	10%	2025	\$450,000	10%
2018	\$310,000	10%	2022	\$450,000	10%	2026	\$450,000	10%
2019	\$450,000	10%	2023	\$450,000	10%			
2020	\$450,000	10%	2024	\$450,000	10%			

## Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2017	64	64	2.08	4.15
2018	62	63	1.14	2.28
2019	60	62	1.51	3.77
2020	58	61	1.77	3.54
2021	56	60	2.16	4.32
2022	54	59	2.32	4.64
2023	53	58	2.18	4.22
2024	51	57	3.10	6.21
2025	49	56	1.74	3.48
2026	47	55	2.29	4.38

## Percent Network Area by Functional Class and Condition Category

Condition in base year 2017, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	8.6%	6.0%	47.5%	0.0%	62.1%
II / III	8.2%	1.9%	5.2%	0.0%	15.3%
IV	1.1%	0.6%	5.2%	0.0%	6.9%
V	4.1%	3.6%	7.9%	0.0%	15.6%
Total	22.1%	12.1%	65.8%	0.0%	100.0%

Condition in year 2017 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.3%	6.1%	49.3%	0.0%	64.7%
II / III	7.5%	1.8%	3.4%	0.0%	12.8%
IV	1.1%	0.6%	5.2%	0.0%	6.9%
V	4.1%	3.6%	7.9%	0.0%	15.6%
Total	22.1%	12.1%	65.8%	0.0%	100.0%

Condition in year 2026 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	11.3%	5.0%	51.3%	0.0%	67.6%
IV	5.5%	2.1%	2.0%	0.0%	9.5%
V	5.3%	5.0%	12.5%	0.0%	22.9%
Total	22.1%	12.1%	65.8%	0.0%	100.0%





**Scenario 3: Maintain Current PCI**  
**(\$9.7 million over ten years)**  
Cost Summary Report  
Network Condition Summary Report



# Target-Driven Scenarios - Cost Summary

Interest: 3%

Inflation: 3%

Printed: 11/02/2017

Scenario: Maintain Current PCI

Objective: Minimum Network Average PCI

Target: Overall 63

Year	Rehabilitation	Preventive Maintenance	Total Cost	Deferred	
2017	II	\$0	Non-Project	\$0	\$15,544,989
	III	\$0	Project	\$0	
	IV	\$0			
	V	\$0			
	<b>Total</b>	<b>\$0</b>			
	Project	\$0			
2018	II	\$0	Non-Project	\$369,620	\$16,209,715
	III	\$0	Project	\$0	
	IV	\$0			
	V	\$0			
	<b>Total</b>	<b>\$0</b>			
	Project	\$0			
2019	II	\$419,295	Non-Project	\$270,376	\$16,784,436
	III	\$346,660	Project	\$0	
	IV	\$0			
	V	\$0			
	<b>Total</b>	<b>\$765,955</b>			
	Project	\$0			
2020	II	\$0	Non-Project	\$290,630	\$16,879,076
	III	\$876,316	Project	\$0	
	IV	\$0			
	V	\$0			
	<b>Total</b>	<b>\$876,316</b>			
	Project	\$0			
2021	II	\$0	Non-Project	\$248,294	\$16,949,618
	III	\$471,095	Project	\$0	
	IV	\$566,819			
	V	\$0			
	<b>Total</b>	<b>\$1,037,914</b>			
	Project	\$0			
2022	II	\$20,298	Non-Project	\$136,810	\$16,341,603
	III	\$0	Project	\$0	
	IV	\$1,140,880			
	V	\$502,868			
	<b>Total</b>	<b>\$1,664,046</b>			
	Project	\$0			

Year		Rehabilitation		Preventive Maintenance	Total Cost	Deferred
2023	II	\$31,591		Non-Project	\$226,589	\$860,819
	III	\$0		Project	\$0	
	IV	\$602,639				
	V	\$0				
	<b>Total</b>	<b>\$634,230</b>				
	Project	\$0				
2024	II	\$10,328		Non-Project	\$162,160	\$1,698,943
	III	\$0		Project	\$0	
	IV	\$0				
	V	\$1,526,455				
	<b>Total</b>	<b>\$1,536,783</b>				
	Project	\$0				
2025	II	\$15,257		Non-Project	\$144,418	\$1,080,684
	III	\$0		Project	\$0	
	IV	\$0				
	V	\$921,009				
	<b>Total</b>	<b>\$936,266</b>				
	Project	\$0				
2026	II	\$0		Non-Project	\$408,824	\$408,824
	III	\$0		Project	\$0	
	IV	\$0				
	V	\$0				
	<b>Total</b>	<b>\$0</b>				
	Project	\$0				

Functional Class	Rehabilitation	Prev. Maint.	Summary
Arterial	\$6,798,113	\$606,046	
Collector	\$38,814	\$163,532	
Residential/Local	\$614,583	\$1,488,143	
<b>Total:</b>	<b>\$7,451,510</b>	<b>\$2,257,721</b>	<b>Grand Total: \$9,709,231</b>

Scenario: Maintain Current PCI

Objective: Minimum Network Average PCI

Target: Overall 63

### Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment
2017	64	64
2018	62	63
2019	60	63
2020	58	63
2021	56	63
2022	54	64
2023	53	63
2024	51	64
2025	49	64
2026	47	63

### Percent Network Area by Functional Classification and Condition Class

Condition in base year 2017, prior to applying treatments.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	8.6%	6.0%	47.5%	0.0%	62.1%
II / III	8.2%	1.9%	5.2%	0.0%	15.3%
IV	1.1%	0.6%	5.2%	0.0%	6.9%
V	4.1%	3.6%	7.9%	0.0%	15.6%
Total	22.1%	12.1%	65.8%	0.0%	100.0%

Condition in year 2017 after schedulable treatments applied.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	8.6%	6.0%	47.5%	0.0%	62.1%
II / III	8.2%	1.9%	5.2%	0.0%	15.3%
IV	1.1%	0.6%	5.2%	0.0%	6.9%
V	4.1%	3.6%	7.9%	0.0%	15.6%
Total	22.1%	12.1%	65.8%	0.0%	100.0%

Condition in year 2026 after schedulable treatments applied.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	20.9%	4.6%	48.6%	0.0%	74.0%
II / III	0.0%	0.3%	0.6%	0.0%	1.0%
IV	0.0%	2.2%	3.8%	0.0%	6.0%
V	1.2%	5.0%	12.8%	0.0%	19.0%
Total	22.1%	12.1%	65.8%	0.0%	100.0%



**Scenario 4: Increase PCI to 70**  
**(\$14.8 million over ten years)**  
Cost Summary Report  
Network Condition Summary Report





**Scenario: Increase PCI to 70**

**Objective: Minimum Network Average PCI**

**Target: By Year**

Year	Value	Year	Value	Year	Value	Year	Value
Year 1	64	Year 2	64	Year 3	65	Year 4	65
Year 5	66	Year 6	66	Year 7	67	Year 8	68
Year 9	69	Year 10	70				

Year	Rehabilitation	Preventive Maintenance	Total Cost	Deferred		
2017	II	\$0	Non-Project	\$105,464	\$105,464	\$15,439,527
	III	\$0	Project	\$0		
	IV	\$0				
	V	\$0				
	<b>Total</b>	<b>\$0</b>				
	Project	\$0				
2018	II	\$235,324	Non-Project	\$358,983	\$976,231	\$15,494,490
	III	\$381,924	Project	\$0		
	IV	\$0				
	V	\$0				
	<b>Total</b>	<b>\$617,248</b>				
	Project	\$0				
2019	II	\$195,295	Non-Project	\$169,446	\$1,952,917	\$14,929,769
	III	\$1,588,176	Project	\$0		
	IV	\$0				
	V	\$0				
	<b>Total</b>	<b>\$1,783,471</b>				
	Project	\$0				
2020	II	\$2,557	Non-Project	\$290,630	\$1,481,688	\$14,538,725
	III	\$575,901	Project	\$0		
	IV	\$612,600				
	V	\$0				
	<b>Total</b>	<b>\$1,191,058</b>				
	Project	\$0				
2021	II	\$16,869	Non-Project	\$248,294	\$2,022,644	\$13,662,652
	III	\$0	Project	\$0		
	IV	\$577,207				
	V	\$1,180,274				
	<b>Total</b>	<b>\$1,774,350</b>				
	Project	\$0				

Year		Rehabilitation		Preventive Maintenance	Total Cost	Deferred
2022	II	\$20,298		Non-Project	\$238,283	\$1,530,954
	III	\$0		Project	\$0	
	IV	\$546,358				
	V	\$726,015				
	<b>Total</b>	<b>\$1,292,671</b>				
	Project	\$0				\$13,288,532
2023	II	\$34,385		Non-Project	\$173,646	\$1,836,348
	III	\$0		Project	\$0	
	IV	\$0				
	V	\$1,628,317				
	<b>Total</b>	<b>\$1,662,702</b>				
	Project	\$0				\$12,196,911
2024	II	\$10,328		Non-Project	\$205,789	\$1,435,409
	III	\$0		Project	\$0	
	IV	\$808,635				
	V	\$410,657				
	<b>Total</b>	<b>\$1,229,620</b>				
	Project	\$0				\$11,650,757
2025	II	\$15,257		Non-Project	\$131,326	\$1,885,884
	III	\$0		Project	\$0	
	IV	\$0				
	V	\$1,739,301				
	<b>Total</b>	<b>\$1,754,558</b>				
	Project	\$0				\$10,404,625
2026	II	\$22,221		Non-Project	\$586,844	\$1,587,023
	III	\$131,173		Project	\$0	
	IV	\$0				
	V	\$846,785				
	<b>Total</b>	<b>\$1,000,179</b>				
	Project	\$0				\$10,062,506

Functional Class	Rehabilitation	Prev. Maint.	Summary
Arterial	\$7,160,713	\$721,473	
Collector	\$3,864,393	\$163,532	
Residential/Local	\$1,280,751	\$1,623,700	
<b>Total:</b>	<b>\$12,305,857</b>	<b>\$2,508,705</b>	<b>Grand Total: \$14,814,562</b>

Scenario: Increase PCI to 70									
Objective: Minimum Network Average PCI						Target: By Year			
Year	Value	Year	Value	Year	Value	Year	Value	Year	Value
Year 1	64	Year 2	64	Year 3	65	Year 4	65	Year 5	66
Year 5	66	Year 6	66	Year 7	67	Year 8	68	Year 9	69
Year 9	69	Year 10	70						

### Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment
2017	64	64
2018	62	64
2019	60	65
2020	58	65
2021	56	67
2022	54	67
2023	53	68
2024	51	68
2025	49	69
2026	47	70

### Percent Network Area by Functional Classification and Condition Class

Condition in base year 2017, prior to applying treatments.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	8.6%	6.0%	47.5%	0.0%	62.1%
II / III	8.2%	1.9%	5.2%	0.0%	15.3%
IV	1.1%	0.6%	5.2%	0.0%	6.9%
V	4.1%	3.6%	7.9%	0.0%	15.6%
<b>Total</b>	<b>22.1%</b>	<b>12.1%</b>	<b>65.8%</b>	<b>0.0%</b>	<b>100.0%</b>

Condition in year 2017 after schedulable treatments applied.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	8.6%	6.0%	47.5%	0.0%	62.1%
II / III	8.2%	1.9%	5.2%	0.0%	15.3%
IV	1.1%	0.6%	5.2%	0.0%	6.9%
V	4.1%	3.6%	7.9%	0.0%	15.6%
<b>Total</b>	<b>22.1%</b>	<b>12.1%</b>	<b>65.8%</b>	<b>0.0%</b>	<b>100.0%</b>

Condition in year 2026 after schedulable treatments applied.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	22.1%	10.8%	51.6%	0.0%	84.5%
IV	0.0%	0.6%	1.5%	0.0%	2.0%
V	0.0%	0.7%	12.8%	0.0%	13.5%
<b>Total</b>	<b>22.1%</b>	<b>12.1%</b>	<b>65.8%</b>	<b>0.0%</b>	<b>100.0%</b>



## **APPENDIX D**



**Sections Selected for Treatment:  
City's Budget with Measure E (Scenario 2)**





# Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/02/2017

Scenario: City's Budget (w/ Measure E)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2017	\$250,000	10%	2021	\$450,000	10%	2025	\$450,000	10%
2018	\$310,000	10%	2022	\$450,000	10%	2026	\$450,000	10%
2019	\$450,000	10%	2023	\$450,000	10%			
2020	\$450,000	10%	2024	\$450,000	10%			

## Year: 2017

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
12TH STREET	I ST	MAIN ST	12THST	020	1,415	43	60,845	A	AC	59	60	100	\$162,254	26,036	AC OVERLAY 1.5"
												<b>Treatment Total</b>	<b>\$162,254</b>		
1ST STREET	SPRING ST	FORTUNA BLVD	1STST	030	286	33	9,438	R	AC	54	54	66	\$3,146	36,368	SLURRY SEAL
2ND AVENUE	SPRING ST	FORTUNA BLVD	2NDAV	020	342	30	10,260	R	AC	53	54	66	\$3,420	33,667	SLURRY SEAL
2ND AVENUE	MEADOW LN	SPRINGVILLE AV	2NDAV	080	298	36	10,728	R	AC	51	52	65	\$3,576	33,609	SLURRY SEAL
7TH STREET	L ST	MAIN ST	7THST	020	420	34	14,280	R	AC	77	77	85	\$3,967	63,343	SLURRY SEAL
ALDER DRIVE	END W	WILLOW DR	ALDEDR	010	430	39	16,770	R	AC	57	57	68	\$5,590	38,665	SLURRY SEAL
ARNOLD WAY	NEWELL DR	SCENIC DR	ARNOWY	010	550	27	14,850	R	AC	76	76	84	\$4,125	61,507	SLURRY SEAL
GARDEN LANE	P ST	END	GARDLN	010	437	18	7,866	R	AC	54	54	66	\$2,622	33,845	SLURRY SEAL
LAUREL LANE	THELMA ST	END	LAURLN	010	240	9	2,160	R	AC	59	59	70	\$720	36,896	SLURRY SEAL
MURRAY COURT	END W	THELMA ST	MURRCT	010	301	36	10,836	R	AC	75	75	84	\$3,010	61,040	SLURRY SEAL
NEWELL DRIVE	ARNOLD WY	NEWELL DR	NEWEDR	020	922	26	23,972	R	AC	53	53	65	\$7,991	35,026	SLURRY SEAL
O STREET	9TH ST	10TH ST	OST	040	265	21	5,565	R	AC	79	79	87	\$1,546	62,298	SLURRY SEAL
P STREET	W END	6TH ST	PST	05	319	22	7,018	C	AC	65	66	75	\$2,340	32,493	SLURRY SEAL
REBECCA LANE	TRINITY AV	END N	REBELN	020	282	21	5,922	R	AC	55	55	67	\$1,974	34,792	SLURRY SEAL
S 15TH STREET	END S	NEWBURG RD	S15THST	010	295	48	14,160	R	AC	49	50	63	\$4,720	30,859	SLURRY SEAL
SENESTRARO WAY	FRANCESCO PL	MAIN ST	SENEWY	020	669	36	24,084	R	AC	78	78	86	\$6,690	65,225	SLURRY SEAL
SHAY COURT	END NW	NEWBURG RD	SHAYCT	010	317	36	11,412	R	AC	72	72	81	\$3,170	58,875	SLURRY SEAL
STRAWBERRY LANE	HILLTOP DR	LOOP RD	STRALN	010	937	28	26,236	R	AC	78	78	86	\$7,288	64,006	SLURRY SEAL
SUNRISE COURT	ELIZABETH BARCUS WY	END	SUNRCT	010	593	24	14,232	R	AC	79	79	87	\$3,954	64,130	SLURRY SEAL
THELMA STREET	KIRBY DR	CAMPTON HEIGHTS DR	THELST	020	552	31	17,112	R	AC	56	56	68	\$5,704	35,718	SLURRY SEAL

\*\* - Treatment from Project Selection

Scenarios Criteria:

## Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/02/2017

Scenario: City's Budget (w/ Measure E)

### Year: 2017

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
WOOD STREET	CAMPTON HEIGHTS DR	COLLEGE ST	WOODST	020	1,099	33	36,267	R	AC	57	57	68	\$12,089	33,993	SLURRY SEAL
												Treatment Total	\$87,642		
							<b>Year 2018 Area Total</b>	<b>344,013</b>			<b>Year 2018 Total</b>	<b>\$249,896</b>			

### Year: 2018

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
12TH STREET	NEWBURG RD	I ST	12THST	010	1,495	42	62,790	A	AC	66	64	100	\$172,464	23,430	AC OVERLAY 1.5"
												Treatment Total	\$172,464		
16TH STREET	N ST	END N	16THST	030	185	38	7,030	R	AC	54	52	100	\$21,723	15,107	AC OVERLAY 1.5" W/ DIGOUT
LONI DRIVE	12TH ST	12TH ST	LONIDR	010	478	36	17,208	R	AC	52	50	100	\$53,173	15,368	AC OVERLAY 1.5" W/ DIGOUT
												Treatment Total	\$74,896		
TAYLOR WAY	DRAKE HILL RD	PEPPER WOOD LN	TAYLWY	010	164	16	2,624	R	AC	41	40	100	\$12,313	10,873	THIN OVERLAY w/FABRIC
												Treatment Total	\$12,313		
HILLCREST AVENUE	DRAKE HILL RD	KIRBY ST	HILLAV	010	279	39	10,881	R	AC	71	70	79	\$3,114	55,919	SLURRY SEAL
JONES COURT	END W	JONES ST	JONECT	010	313	20	6,260	R	AC	60	58	69	\$2,150	31,599	SLURRY SEAL
LOOP COURT	END S	LOOP RD	LOOPCT	010	359	36	12,924	R	AC	70	69	78	\$3,698	55,007	SLURRY SEAL
MAIN STREET	15TH ST	END E	MAINST	040	1,492	65	96,980	A	AC	76	75	83	\$27,748	60,625	SLURRY SEAL
MERL COURT	END S	KESTREL ST	MERLCT	010	227	35	7,945	R	AC	76	75	83	\$2,274	56,459	SLURRY SEAL
PARK HEIGHTS COURT	MAIN ST	END N	PARKCT	010	180	24	4,320	R	AC	72	70	79	\$1,236	41,248	SLURRY SEAL
RONALD AVENUE	DRAKE HILL RD	CAMPTON HEIGHTS DR	RONAAV	010	837	35	29,295	C	AC	71	69	78	\$10,058	33,669	SLURRY SEAL
												Treatment Total	\$50,278		
							<b>Year 2018 Area Total</b>	<b>258,257</b>			<b>Year 2018 Total</b>	<b>\$309,951</b>			

\*\* - Treatment from Project Selection

# Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/02/2017

Scenario: City's Budget (w/ Measure E)

## Year: 2019

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Treatment			Cost	Rating	Treatment	
										Current PCI	PCI Before	PCI After				
MAIN STREET	8TH ST	12TH ST	MAINST	020	1,450	44	63,800	A	AC	71	67	100	\$180,495	21,445	AC OVERLAY 1.5"	
											Treatment Total		\$180,495			
13TH STREET	MAIN ST	N ST	13THST	020	314	47	14,758	R	AC	54	50	100	\$46,971	14,960	AC OVERLAY 1.5" W/ DIGOUT	
13TH STREET	N ST	P ST	13THST	030	534	48	25,632	R	AC	54	50	100	\$81,579	14,956	AC OVERLAY 1.5" W/ DIGOUT	
I STREET	10TH ST	12TH ST	IST	020	548	40	21,920	R	AC	55	50	100	\$69,765	14,924	AC OVERLAY 1.5" W/ DIGOUT	
											Treatment Total		\$198,315			
JENNY LANE	BARRY AV	MAXWELL ST	JENNLN	010	589	37	21,793	R	AC	62	59	70	\$7,707	36,069	SLURRY SEAL	
NEWELL DRIVE	ROHNERVILLE RD	ARNOLD WY	NEWEDR	010	1,548	28	43,344	R	AC	73	70	79	\$12,774	52,890	SLURRY SEAL	
PINEVIEW DRIVE	KENMAR RD	END	PINEDR	010	955	21	20,055	R	AC	63	59	70	\$7,093	30,959	SLURRY SEAL	
S FORTUNA BOULEVARD	SMITH LANE	MAIN ST	SFORTU	050	1,950	74	144,300	A	AC/AC	79	76	85	\$42,525	73,756	SLURRY SEAL	
ST JOSEPH DRIVE	RENNER DR	REDWOOD WY	STJODR	010	103	36	3,708	R	AC	69	66	75	\$1,093	39,027	SLURRY SEAL	
											Treatment Total		\$71,192			
Year 2019 Area Total							359,310	Year 2019 Total		\$450,002						

## Year: 2020

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Treatment			Cost	Rating	Treatment	
										Current PCI	PCI Before	PCI After				
10TH STREET	MAIN ST	N ST	10THST	040	296	45	13,320	R	AC	56	50	100	\$43,666	14,617	AC OVERLAY 1.5" W/ DIGOUT	
											Treatment Total		\$43,666			
HOME AVENUE	P ST	BAER CT	HOMEAV	010	3,319	22	73,018	A	AC	68	61	100	\$319,155	15,575	AC OVERLAY 2" W/ DIGOUT	
											Treatment Total		\$319,155			
SUSAN DRIVE	END S	MILL ST	SUSADR	010	249	10	2,490	R	AC	6	0	100	\$16,024	8,163	THICK AC OVERLAY (0.25')	
											Treatment Total		\$16,024			
HOLMAN WAY	HOME AV	END E	HOLMWY	010	397	35	13,895	R	AC	68	64	74	\$4,218	47,127	SLURRY SEAL	
I STREET	9TH ST	10TH ST	IST	010	227	40	9,080	R	AC	70	66	75	\$2,757	46,671	SLURRY SEAL	
L STREET	14TH ST	16TH ST	LST	030	565	46	25,990	C	AC	74	67	77	\$9,467	30,640	SLURRY SEAL	

\*\* - Treatment from Project Selection

Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/02/2017

Scenario: City's Budget (w/ Measure E)

## Year: 2020

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
MAIN STREET	END W	8TH ST	MAINST	010	2,615	45	117,675	A	AC	83	78	86	\$35,719	55,904	SLURRY SEAL
OLSEN COURT	BAXTER LN	CLIFTON WY	OLSECT	020	153	37	5,661	R	AC	68	64	74	\$1,719	46,219	SLURRY SEAL
OSPREY TER	END S	KESTREL ST	OSPRTER	010	313	36	11,268	R	AC	75	71	80	\$3,421	50,090	SLURRY SEAL
P STREET	W END	6TH ST	PST	05	319	22	7,018	C	AC	65	67	77	\$2,557	30,791	SLURRY SEAL
S 15TH STREET	END S	NEWBURG RD	S15THST	010	295	48	14,160	R	AC	49	58	69	\$5,158	29,695	SLURRY SEAL
SHULTS DRIVE	HILLSIDE DR	END	SHULDR	010	393	36	14,148	R	AC	64	59	70	\$5,154	35,683	SLURRY SEAL
VIEW DRIVE	END W	JONES ST	VIEWDR	010	214	11	2,354	R	AC	84	79	87	\$715	36,357	SLURRY SEAL
<b>Treatment Total</b>												<b>\$70,885</b>			
<b>Year 2020 Area Total</b>							<b>310,077</b>	<b>Year 2020 Total</b>		<b>\$449,730</b>					

## Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
H STREET	END E	I ST	HST	010	287	40	11,480	R	AC	62	55	100	\$38,763	13,452	AC OVERLAY 1.5" W/ DIGOUT
NEWBURG ROAD	ROHNERVILLE RD	CITY LIMIT	NEWBRD	040	1,157	36	41,652	R	AC	58	50	100	\$140,640	14,191	AC OVERLAY 1.5" W/ DIGOUT
SMITH LANE	FORTUNA BLVD	DRIVEWAY #2204	SMITLN	020	1,034	35	36,190	R	AC	62	54	100	\$122,197	13,578	AC OVERLAY 1.5" W/ DIGOUT
<b>Treatment Total</b>												<b>\$301,600</b>			
1ST STREET	END W	SPRING ST	1STST	010	158	23	3,634	R	AC	26	14	100	\$24,087	7,926	THICK AC OVERLAY (0.25)
<b>Treatment Total</b>												<b>\$24,087</b>			
2ND AVENUE	SPRING ST	FORTUNA BLVD	2NDAV	020	342	30	10,260	R	AC	53	59	70	\$3,850	31,448	SLURRY SEAL
2ND AVENUE	MEADOW LN	SPRINGVILLE AV	2NDAV	080	298	36	10,728	R	AC	51	58	69	\$4,025	31,539	SLURRY SEAL
8TH STREET	L ST	MAIN ST	8THST	020	342	47	16,074	C	AC	78	69	78	\$6,031	30,719	SLURRY SEAL
GARDEN LANE	P ST	END	GARDLN	010	437	18	7,866	R	AC	54	59	70	\$2,952	31,667	SLURRY SEAL
HARLAN WAY	MAIN ST	END N	HARLWY	010	688	31	21,328	R	AC	65	59	70	\$8,002	34,623	SLURRY SEAL
NEWELL DRIVE	ARNOLD WY	NEWELL DR	NEWEDR	020	922	26	23,972	R	AC	53	59	70	\$8,994	33,312	SLURRY SEAL
PARK STREET	MAIN ST	SCENIC LOOP	PARKST	010	905	46	41,630	R	AC	73	68	77	\$13,016	47,424	SLURRY SEAL
ROSS HILL ROAD	SCHOOL ST	KENMAR RD	ROSSRD	010	2,945	58	170,810	A	AC/AC	81	75	83	\$53,403	70,327	SLURRY SEAL
SCENIC DRIVE	END W	ARNOLD WY	SCENDR	010	1,024	34	34,816	R	AC	65	59	70	\$13,062	35,364	SLURRY SEAL

\*\* - Treatment from Project Selection

## Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/02/2017

Scenario: City's Budget (w/ Measure E)

### Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment	
											PCI Before	PCI After				
S. LOOP ROAD	ROHNERVILLE RD	LOOP CT	SLOOPRD	010	571	36	20,556	R	AC	66	59	70	\$7,712	29,046	SLURRY SEAL	
THELMA STREET	DRAKE HILL RD	KIRBY DR	THELST	010	290	33	9,570	R	AC	66	60	71	\$2,992	42,442	SLURRY SEAL	
											Treatment Total		\$124,039			
							Year 2021 Area Total		460,566		Year 2021 Total		\$449,726			

### Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment	
											PCI Before	PCI After				
CAMPTON HEIGHTS DRIVE	THELMA ST	RONALD AV	CAMPDR	010	1,321	38	50,198	R	AC	62	53	100	\$174,580	13,296	AC OVERLAY 1.5" W/ DIGOUT	
VISTA DRIVE	P ST	STEWART ST	VISTDR	010	1,457	23	33,511	R	AC	65	56	100	\$116,546	12,977	AC OVERLAY 1.5" W/ DIGOUT	
											Treatment Total		\$291,126			
O STREET	10TH ST	12TH ST	OST	050	593	21	12,453	R	AC	51	40	100	\$65,767	9,658	THIN OVERLAY w/FABRIC	
											Treatment Total		\$65,767			
1ST STREET	SPRING ST	FORTUNA BLVD	1STST	030	286	33	9,438	R	AC	54	58	69	\$3,648	33,110	SLURRY SEAL	
2ND AVENUE	END W	GUIDO AV	2NDAV	090	120	36	4,320	R	AC	80	72	81	\$1,392	36,775	SLURRY SEAL	
CHURCH STREET	WEBER ST	ROHNERVILLE RD	CHURST	020	968	28	27,104	R	AC	67	58	69	\$10,474	28,018	SLURRY SEAL	
NEWBURG ROAD	16TH ST	FORTUNA BLVD	NEWBRD	020	830	34	28,220	C	AC/AC	83	76	84	\$9,088	47,069	SLURRY SEAL	
REBECCA LANE	TRINITY AV	END N	REBELN	020	282	21	5,922	R	AC	55	59	70	\$2,289	31,081	SLURRY SEAL	
ROHNERVILLE ROAD	MILL ST	CLIFTON WY	ROHNRD	030	2,395	32	76,640	A	AC/AC	90	81	89	\$24,680	59,318	SLURRY SEAL	
ROHNERVILLE ROAD	CLIFTON WY	REDWOOD WY	ROHNRD	040	2,512	30	75,360	A	AC/AC	90	81	89	\$24,268	59,318	SLURRY SEAL	
RONALD AVENUE	DRAKE HILL RD	CAMPTON HEIGHTS DR	RONAAV	010	837	35	29,295	C	AC	71	68	78	\$11,321	29,470	SLURRY SEAL	
TRACI WAY	END S	HILLRAS AV	TRACWY	010	645	23	14,835	R	AC	68	59	70	\$5,733	28,224	SLURRY SEAL	
											Treatment Total		\$92,893			
							Year 2022 Area Total		367,296		Year 2022 Total		\$449,786			

\*\* - Treatment from Project Selection

Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/02/2017

Scenario: City's Budget (w/ Measure E)

## Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
MAIN STREET	12TH ST	15TH ST	MAINST	030	725	46	33,350	A	AC/AC	57	41	100	\$216,807	12,540	AC OVERLAY 2.5" W/ DIGOUT
												Treatment Total	\$216,807		
15TH STREET	K ST	MAIN ST	15THST	020	688	38	26,144	R	AC	68	57	100	\$93,652	12,384	AC OVERLAY 1.5" W/ DIGOUT
BROWN STREET	JORDAN ST	CHURCH ST	BROWST	010	275	21	5,775	R	AC	70	59	100	\$20,687	11,978	AC OVERLAY 1.5" W/ DIGOUT
												Treatment Total	\$114,339		
12TH STREET	NEWBURG RD	I ST	12THST	010	1,495	42	62,790	A	AC	66	83	90	\$20,827	52,432	SLURRY SEAL
12TH STREET	I ST	MAIN ST	12THST	020	1,415	43	60,845	A	AC	59	81	89	\$20,182	57,590	SLURRY SEAL
2ND AVENUE	LAWNDALE DR	IVY LN	2NDAV	050	266	46	12,236	R	AC	80	72	81	\$4,059	40,034	SLURRY SEAL
ACACIA DRIVE	END W	ROSS HILL RD	ACACDR	010	578	34	19,652	R	AC	70	59	70	\$7,822	27,518	SLURRY SEAL
DRAKE HILL ROAD	THELMA ST	RONALD AV	DRAKRD	010	1,276	24	30,624	C	AC	82	69	78	\$12,189	28,810	SLURRY SEAL
GULLIKSEN DRIVE	ROHNERVILLE RD	EMIL CT	GULLDR	010	468	36	16,848	R	AC	84	79	86	\$5,589	52,557	SLURRY SEAL
L STREET	14TH ST	16TH ST	LST	030	565	46	25,990	C	AC	74	69	78	\$10,345	28,873	SLURRY SEAL
NOB HILL ROAD	END W	HOME AV	NOBHRD	010	1,301	16	20,816	R	AC	69	58	69	\$8,286	27,267	SLURRY SEAL
O STREET	6TH ST	7TH ST	OST	020	316	27	8,532	R	AC/AC	86	79	87	\$2,830	39,250	SLURRY SEAL
P STREET	W END	6TH ST	PST	05	319	22	7,018	C	AC	65	69	78	\$2,794	29,015	SLURRY SEAL
RENE AVENUE	KENMAR RD	END N	RENEAV	010	168	32	5,376	R	AC	68	58	69	\$2,140	29,453	SLURRY SEAL
THELMA STREET	KIRBY DR	CAMPTON HEIGHTS DR	THELST	020	552	31	17,112	R	AC	56	58	69	\$6,811	30,516	SLURRY SEAL
WOOD STREET	CAMPTON HEIGHTS DR	COLLEGE ST	WOODST	020	1,099	33	36,267	R	AC	57	58	69	\$14,435	28,800	SLURRY SEAL
												Treatment Total	\$118,309		
							<b>Year 2023 Area Total</b>	<b>389,375</b>			<b>Year 2023 Total</b>	<b>\$449,455</b>			

## Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
10TH STREET	K ST	L ST	10THST	020	296	44	13,024	R	AC	68	56	100	\$48,054	11,988	AC OVERLAY 1.5" W/ DIGOUT
KENMAR ROAD	FORTUNA BLVD	CRESTVIEW DR	KENMRD	030	1,704	30	51,120	R	AC	67	55	100	\$188,614	12,169	AC OVERLAY 1.5" W/ DIGOUT

\*\* - Treatment from Project Selection

# Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/02/2017

Scenario: City's Budget (w/ Measure E)

## Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment	
											PCI Before	PCI After				
REBECCA LANE	END S	TRINITY AV	REBELN	010	320	35	11,200	R	AC	69	58	100	\$41,324	11,731	AC OVERLAY 1.5" W/ DIGOUT	
												Treatment Total	\$277,992			
15TH STREET	END S	K ST	15THST	010	172	38	6,536	R	AC/AC	82	72	81	\$2,233	36,814	SLURRY SEAL	
ALDER DRIVE	END W	WILLOW DR	ALDEDR	010	430	39	16,770	R	AC	57	58	69	\$6,875	31,762	SLURRY SEAL	
CRESTVIEW DRIVE	END S	KENMAR RD	CRESDR	010	515	35	18,025	R	AC	71	59	69	\$7,390	26,547	SLURRY SEAL	
DRAKE HILL ROAD	RONALD AV	ROHNERVILLE RD	DRAKRD	020	1,956	26	50,856	C	AC	85	69	78	\$20,849	27,976	SLURRY SEAL	
GULLIKSEN DRIVE	EMIL CT	END N	GULLDR	020	2,667	26	69,342	R	AC	85	79	87	\$23,690	52,909	SLURRY SEAL	
HIGH STREET	VANCIL ST	VISTA DR	HIGHST	010	313	30	9,390	R	AC/AC	83	69	78	\$3,850	23,322	SLURRY SEAL	
JONES COURT	END W	JONES ST	JONECT	010	313	20	6,260	R	AC	60	58	69	\$2,567	26,486	SLURRY SEAL	
LAUREL LANE	THELMA ST	END	LAURLN	010	240	9	2,160	R	AC	59	59	70	\$886	29,942	SLURRY SEAL	
MAIN STREET	8TH ST	12TH ST	MAINST	020	1,450	44	63,800	A	AC	71	83	90	\$21,797	50,905	SLURRY SEAL	
MILL STREET	ROHNERVILLE RD	MOUNTAIN VIEW RD	MILLST	010	1,529	24	36,696	C	AC	85	69	78	\$15,044	27,981	SLURRY SEAL	
NEWBURG ROAD	FORTUNA BLVD	ROHNERVILLE RD	NEWBRD	030	2,684	34	91,256	C	AC	82	68	78	\$37,412	32,593	SLURRY SEAL	
RONALD AVENUE	CAMPTON HEIGHTS DR	SCHOOL ST	RONAAV	020	1,798	39	70,122	C	AC	85	69	78	\$28,748	27,980	SLURRY SEAL	
												Treatment Total	\$171,341			
							<b>Year 2024 Area Total</b>	<b>516,557</b>			<b>Year 2024 Total</b>	<b>\$449,333</b>				

## Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
MAIN STREET	15TH ST	END E	MAINST	040	1,492	65	96,980	A	AC	76	68	100	\$327,604	17,771	AC OVERLAY 1.5"
												Treatment Total	\$327,604		
ARNOLD WAY	SCENIC DR	END N	ARNOWY	020	150	32	4,800	R	AC	18	0	100	\$35,808	7,042	THICK AC OVERLAY (0.25')
												Treatment Total	\$35,808		
7TH STREET	L ST	MAIN ST	7THST	020	420	34	14,280	R	AC	77	78	86	\$5,025	50,148	SLURRY SEAL
8TH STREET	L ST	MAIN ST	8THST	020	342	47	16,074	C	AC	78	68	77	\$6,788	26,928	SLURRY SEAL
ARNOLD WAY	NEWELL DR	SCENIC DR	ARNOWY	010	550	27	14,850	R	AC	76	77	85	\$5,226	48,695	SLURRY SEAL

\*\* - Treatment from Project Selection

Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/02/2017

Scenario: City's Budget (w/ Measure E)

## Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment	
											PCI Before	PCI After				
BERRY CREEK AVENUE	END S	SHAMROCK DR	BERRAV	010	435	36	15,660	R	AC	75	63	73	\$5,511	35,841	SLURRY SEAL	
DAVID WAY	ROHNERVILLE RD	END N	DAVIWY	010	401	36	14,436	R	AC	72	59	70	\$6,096	27,958	SLURRY SEAL	
EMIL COURT	END S	GULLIKSEN DR	EMILCT	010	167	32	5,344	R	AC	86	79	86	\$1,881	48,231	SLURRY SEAL	
MURRAY COURT	END W	THELMA ST	MURRCT	010	301	36	10,836	R	AC	75	76	84	\$3,813	48,310	SLURRY SEAL	
O STREET	9TH ST	10TH ST	OST	040	265	21	5,565	R	AC	79	79	87	\$1,959	49,230	SLURRY SEAL	
PINEVIEW DRIVE	KENMAR RD	END	PINEDR	010	955	21	20,055	R	AC	63	59	70	\$8,469	25,927	SLURRY SEAL	
P STREET	6TH ST	7TH ST	PST	010	595	23	13,685	C	AC	86	68	77	\$5,779	26,657	SLURRY SEAL	
SCHUELER LANE	CARSON WOODS RD	END	SCHULN	010	205	18	3,690	R	AC	82	69	78	\$1,299	33,443	SLURRY SEAL	
SENESTRARO WAY	FRANCESCO PL	MAIN ST	SENEWY	020	669	36	24,084	R	AC	78	79	87	\$8,475	51,728	SLURRY SEAL	
SHAY COURT	END NW	NEWBURG RD	SHAYCT	010	317	36	11,412	R	AC	72	72	81	\$4,016	46,558	SLURRY SEAL	
STRAWBERRY LANE	HILLTOP DR	LOOP RD	STRALN	010	937	28	26,236	R	AC	78	79	87	\$9,232	50,617	SLURRY SEAL	
TAMI DRIVE	TAMICT	ROHNERVILLE RD	TAMIDR	010	992	31	30,752	R	AC	71	59	70	\$12,986	29,745	SLURRY SEAL	
												Treatment Total		\$86,555		
Year 2025 Area Total							328,739	Year 2025 Total				\$449,967				

## Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment	
											PCI Before	PCI After				
BOYDEN LANE	END W	FRANKLIN AV	BOYDLN	010	1,069	28	29,932	R	AC	74	58	100	\$117,164	11,128	AC OVERLAY 1.5" W/ DIGOUT	
KIRBY STREET	THELMA ST	END E	KIRBST	010	507	39	19,773	R	AC	75	59	100	\$77,398	10,965	AC OVERLAY 1.5" W/ DIGOUT	
WILLOW DRIVE	END W	ALDER DR	WILLDR	010	642	39	25,038	R	AC	71	55	100	\$98,007	11,671	AC OVERLAY 1.5" W/ DIGOUT	
												Treatment Total		\$292,569		
BARRY STREET	JENNY LN	REDWOOD WY	BARRST	020	161	36	5,796	R	AC	36	9	100	\$44,535	6,837	THICK AC OVERLAY (0.25')	
												Treatment Total		\$44,535		
BOONE STREET	SCHOOL ST	END N	BOONST	010	328	36	11,808	R	AC	74	58	69	\$5,136	24,974	SLURRY SEAL	

\*\* - Treatment from Project Selection



## Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/02/2017

Scenario: City's Budget (w/ Measure E)

### Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment		
											PCI Before	PCI After					
GARLAND AVENUE	END W	HOME AV	GARLAV	010	1,185	16	18,960	R	AC	74	58	69	\$8,247	24,968	SLURRY SEAL		
HOME AVENUE	P ST	BAER CT	HOMEAV	010	3,319	22	73,018	A	AC	68	81	89	\$26,465	52,703	SLURRY SEAL		
JENNY LANE	BARRY AV	MAXWELL ST	JENNLN	010	589	37	21,793	R	AC	62	59	70	\$9,479	29,459	SLURRY SEAL		
JORDAN STREET	BROWN ST	ROHNERVILLE RD	JORDST	020	625	23	14,375	R	AC	75	59	70	\$6,253	25,202	SLURRY SEAL		
RONALD AVENUE	DRAKE HILL RD	CAMPTON HEIGHTS DR	RONAAV	010	837	35	29,295	C	AC	71	67	77	\$12,742	25,857	SLURRY SEAL		
S 15TH STREET	END S	NEWBURG RD	S15THST	010	295	48	14,160	R	AC	49	58	69	\$6,159	24,897	SLURRY SEAL		
SPRINGVILLE AVENUE	REDWOOD WY	SHAMROCK DR	SPRIAV	010	1,185	37	43,845	R	AC	72	59	70	\$19,070	29,026	SLURRY SEAL		
SUNNYBROOK DRIVE	NEWBURG RD	END N	SUNNDR	010	754	49	36,946	R	AC	86	77	85	\$13,391	45,148	SLURRY SEAL		
SUNRISE COURT	ELIZABETH BARCUS WY	END	SUNRCT	010	593	24	14,232	R	AC	79	79	87	\$5,159	49,000	SLURRY SEAL		
												Treatment Total		\$112,101			
							Year 2026 Area Total		358,971		Year 2026 Total		\$449,205				
							Total Section Area:		3,693,161		Grand Total		\$4,157,051				



## **APPENDIX E**



## PCI Maps



**PCI Map  
Current Pavement Conditions  
(2017)**







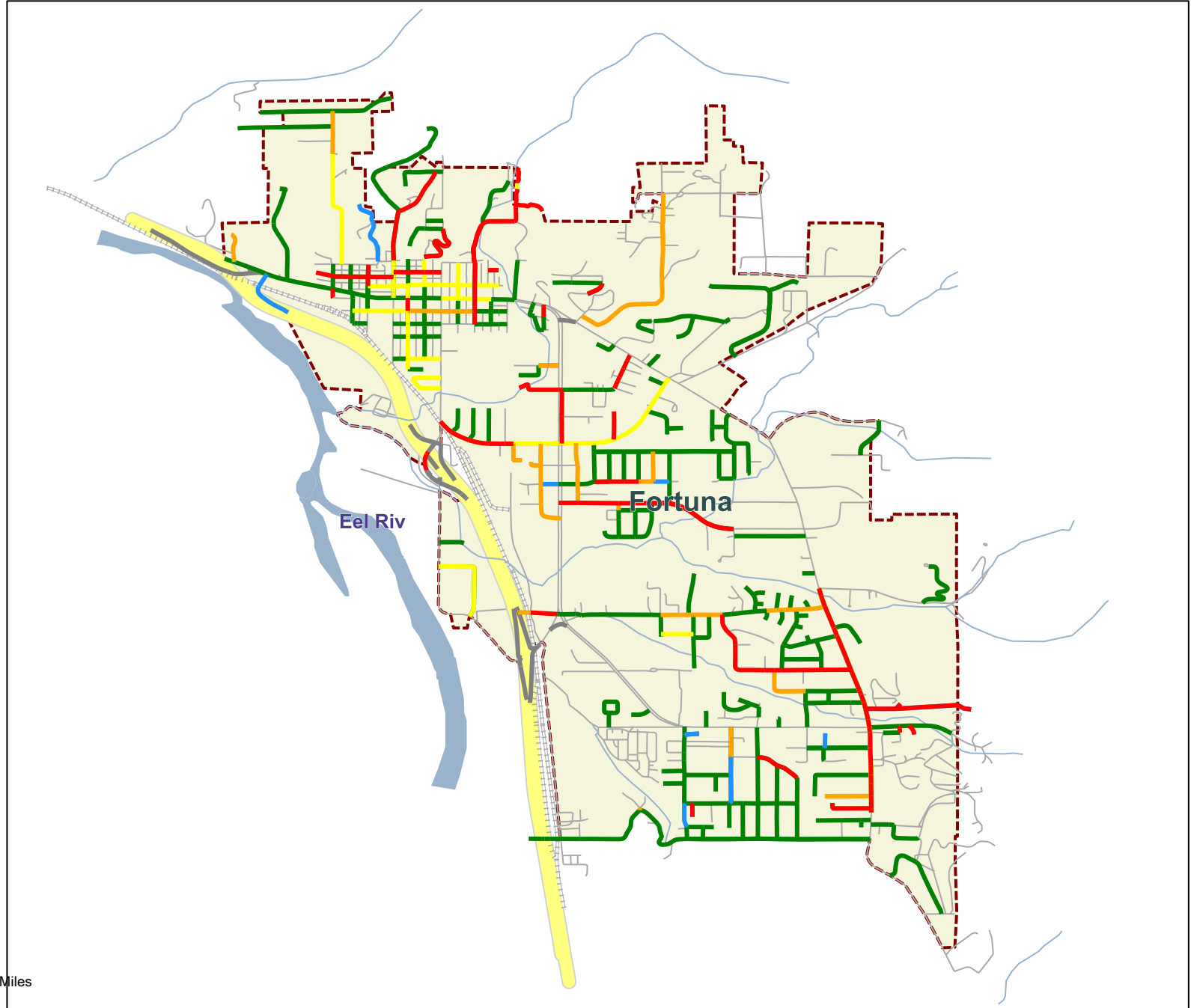
City of Fortuna

# Current PCI Condition

Printed: 11/2/2017

## Feature Legend

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





**PCI Map**  
**Scenario 1: City's Budget**  
**(2026)**





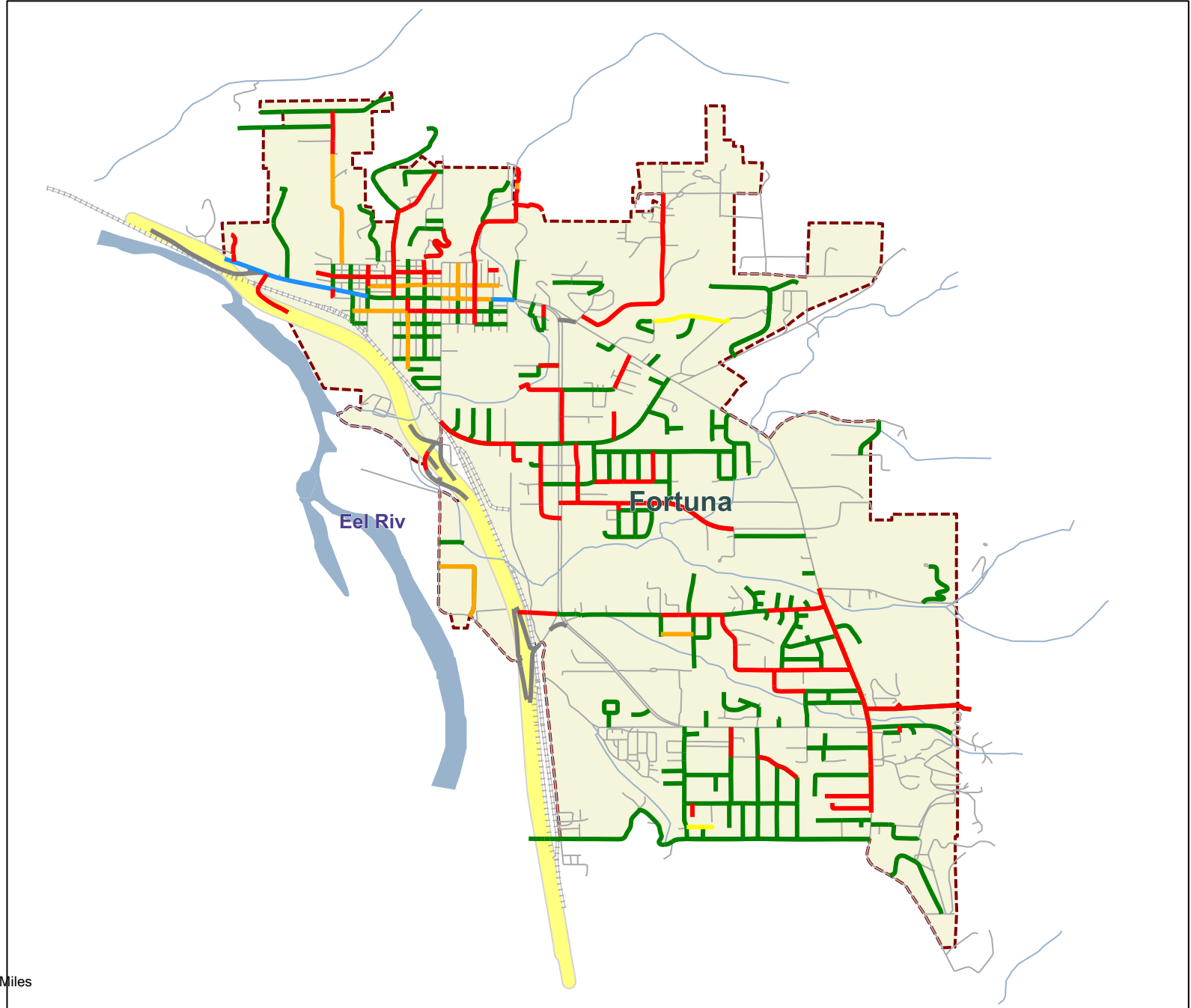
City of Fortuna

# Scenario PCI Condition

City's Budget - 2026 Project Period - Total Rehab: \$259,915 - Printed: 11/2/2017

## Feature Legend

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





**PCI Map**  
**Scenario 2: City's Budget (with Measure E)**  
**(2026)**







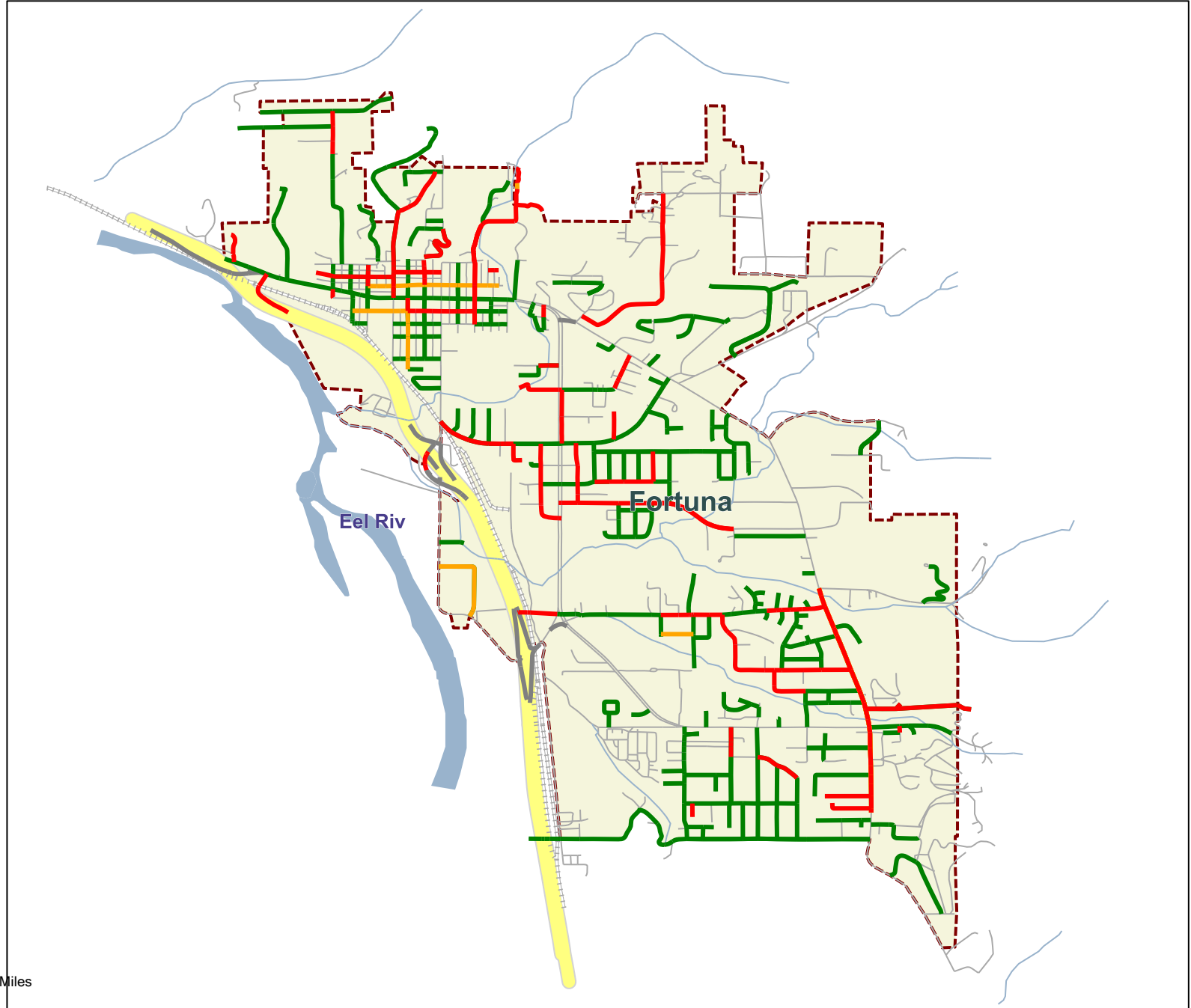
City of Fortuna

# Scenario PCI Condition

City's Budget (w/ Measure E) - 2026 Project Period - Total Rehab: \$404,190 - Printed: 11/2/2017

## Feature Legend

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





**PCI Map**  
**Scenario 3: Maintain Current PCI**  
**(2026)**





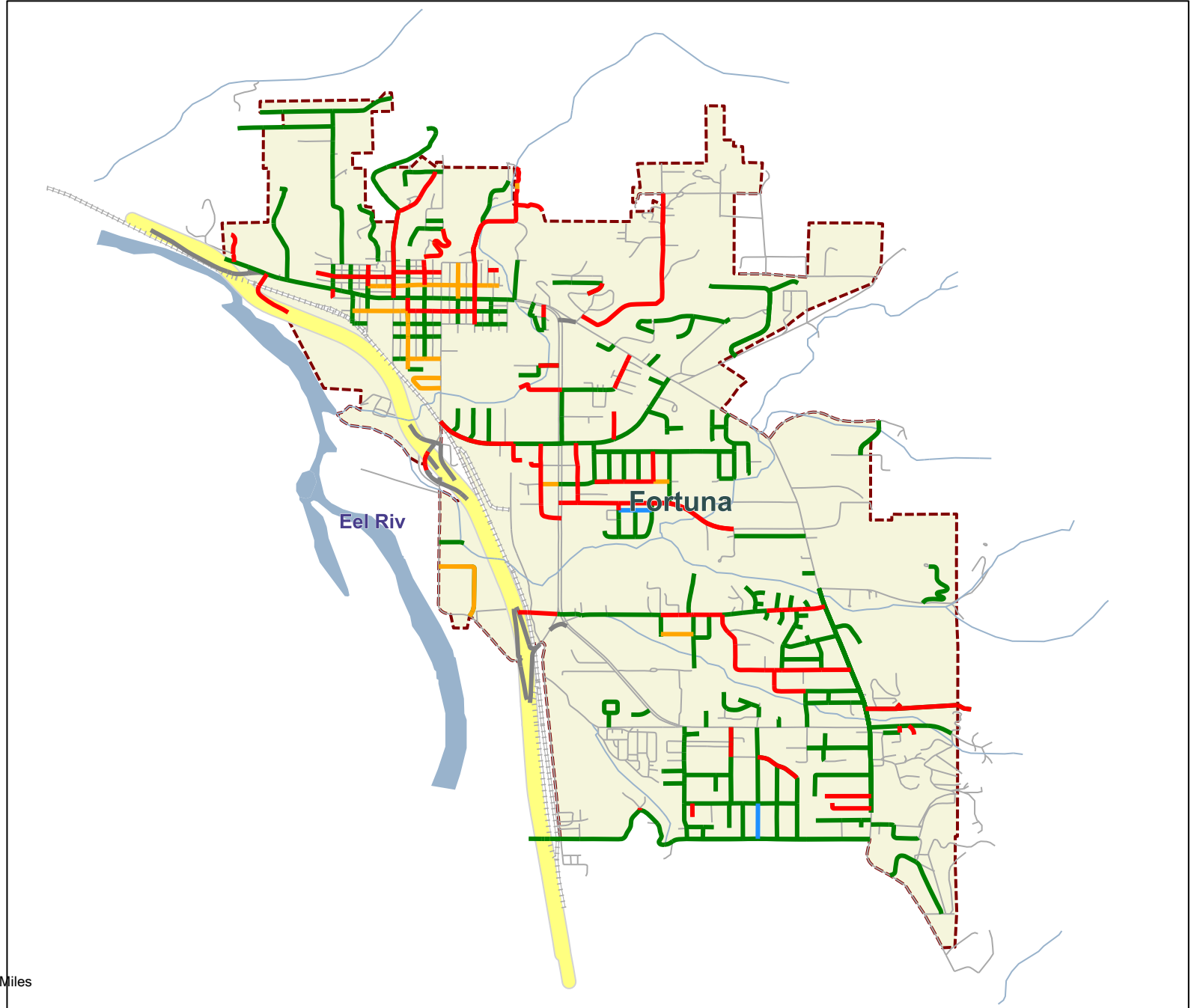
City of Fortuna

# Target-Driven Scenario PCI Condition

Maintain Current PCI - 2026 Project Period - Total Rehab: \$0 - Printed: 11/2/2017

## Feature Legend

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





**PCI Map**  
**Scenario 4: Increase PCI to 70**  
**(2026)**







City of Fortuna

# Target-Driven Scenario PCI Condition

Increase PCI to 70 - 2026 Project Period - Total Rehab: \$1,000,179 - Printed: 11/2/2017

## Feature Legend

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

