

THE TOWN OF

LOS ALTOS HILLS

California

Town of Los Altos Hills

Pavement Management Program

P-TAP 18

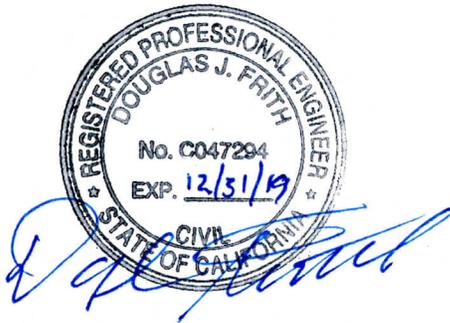
Budget Options Report

Submitted to:

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Submitted by:

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Quality Engineering Solutions

Engineering • Inspection

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EXECUTIVE SUMMARY

Quality Engineering Solutions, Inc. (QES) completed an update of the existing StreetSaver® database for 61 centerline miles of city streets (representing 100% of the street network) and developed a current Budget Options Report. Pavement inspections were completed in June 2017. Maintenance and rehabilitation (M&R) history data, provided by the Town, was updated in addition to the inclusion of three pavement sections into the Town’s network database. Furthermore, the boundaries between condition categories for all functional classifications, and the M&R decision tree were updated. The updates for the decision tree included treatments selection and unit costs. A budgetary needs analysis was performed based on the updated inspections, conditions categories, and treatment selection and costs. Seven budget scenarios were evaluated to compare the effects of various funding levels.

The Town of Los Altos Hills is responsible for the repair and maintenance of approximately 61 centerline miles of streets, which are defined in 271 pavement sections. The Town’s street network replacement value is estimated at \$37 million. This represents a significant asset for Town officials to manage. This asset valuation is assessed assuming the entire street network is replaced at today’s dollar. Based upon the field condition surveys completed, the average overall Pavement Condition Index (PCI) of the Town’s street network was 79 after the surveys were completed and the M&R work provided by the Town was updated. This indicates that the street network is classified in the upper limit of the ‘Good’ condition category. The pavement condition of the Town’s street network could eventually deteriorate to the ‘Poor’ condition category without adequate budget to complete the recommended maintenance treatments. The Executive Performance Summary, printed from StreetSaver® is provided as Figure 1 and illustrates the historical trend of the Town’s pavement performance.



Figure 1. Executive Performance Summary

Contained within the report are seven different budget scenarios, each run for a five-year period. The following reports were developed:

1. *Unconstrained (zero “deferred” maintenance)* — The five years of M&R dollars totaled \$8.57 million as identified in the Budget Needs analysis. This scenario shows the effects of implementing the ideal investment strategy with an unlimited budget. Because it is more cost-effective to eliminate the deferred maintenance backlog as quickly as possible, the maintenance needs are addressed in the first year of the five-year program and the network PCI increases to 86 by the end of the five-year period.
2. *Current Investment Level (\$800,000)* — An annual budget of \$800,000 was analyzed to evaluate the effect of the current investment level on the pavement condition. Under this budget scenario, the deferred maintenance backlog will decrease to \$3.3 million and the network PCI will increase one point to 80 at the end of the 5-year period.
3. *Increased Investment Level (\$1,000,000)* — An annual budget of \$1,000,000 was analyzed to evaluate the effect of the current investment level on the pavement condition. Under this budget scenario, the deferred maintenance backlog will decrease to \$2.6 million and the network PCI will increase to 81 after five years.
4. *Increased Investment Level (\$1,200,000)* — An annual budget of \$1,200,000 was analyzed to evaluate the effect of the current investment level on the pavement condition. Under this budget scenario, the deferred maintenance backlog will decrease to \$2.2 million and the network PCI will increase to 83 after five years.
5. *Maintain Current PCI* — In order to maintain the PCI level at 79, a Target-Driven Scenario model was used to determine the required budget. The result indicated that a five-year total of \$3.67 million is needed, with \$3.13 million for rehabilitation and \$0.53 million for preventive maintenance.
6. *Increase Current PCI by 3 points* — To increase the current overall PCI by 3 points, to 82, by the end of the fifth year, a Target-Driven Scenario model was used to determine the required budget. The results indicate that a five-year total of \$5.5 million is needed, with \$5.0 million for rehabilitation and \$0.52 million for preventive maintenance.
7. *Do Nothing* — If no maintenance or rehabilitation is applied over the next five years, the condition of the network will deteriorate to an overall PCI of 72. The maintenance backlog will increase to \$6.0 million.

Of the various maintenance and funding options considered, the *ideal* strategy for the Town of Los Altos Hills is presented in Scenario 1, with a five-year expenditure total of \$8.29 million. Not only does this budget plan improve the network PCI to an optimal level of 86, it also eliminates the entire deferred maintenance backlog in the first year. However, the amount of funds required in the first year, approximately \$4.56 million, make this strategy unrealistic for the Town of Los Altos Hills. This scenario can, however, be used as a base line for comparing other scenarios.

Under Scenario 2 the network PCI will increase to 80 by the end of the five-year period, which indicates that the current investment level effectively prevents the further deterioration of the

current pavement condition. The percentage of the street network in the “Very Good” condition will increase from 46.6% in 2018 to 63.1% in 2022. Additionally, the maintenance backlog in the five-year period will decrease from \$4.0 million to \$3.3 million. The Town’s current funding level is sufficient to maintain the whole of the street network in the “Very Good” condition category and will prevent the accumulation of deferred maintenance.

The Town has been using the MTC StreetSaver® Pavement Management Program (PMP) and appears to have maintained the overall condition of the street network. With additional funding, the backlog would be reduced and additional preventive maintenance treatments could be applied, which over time will enhance the overall network.

BACKGROUND

QES was selected as part of the Metropolitan Transportation Commission (MTC) Pavement Management Technical Assistance Program (P-TAP Round 18) to perform an inspection of all 61 centerline miles of city streets (representing 100% of the street network) and to update the Budget Options Report. All inspections were completed in accordance with MTC standards, and the StreetSaver® Online 9.0 database was updated with the inspection data. Pavement inspections were completed in June 2017. MTC provided QES access to the Town of Los Altos Hills StreetSaver® database in May 2016. M&R history data, provided by the Town was updated in addition to the inclusion of three roadway sections into the Town’s network database. Furthermore, the boundaries between condition categories for all functional classifications, and the M&R decision tree were updated based on information provided by the Town. A budgetary needs analysis was performed based on the updated inspections and treatment selections and costs, and seven budget scenarios were evaluated to compare the effects of various funding levels.

PURPOSE

This report is intended to assist the Town with identifying street maintenance priorities specific to its current conditions and budget levels. The report evaluates the overall condition of the street network and highlights the impacts of various funding levels on the network pavement condition and deferred maintenance funding shortfalls. The MTC StreetSaver® PMP was used for this evaluation. The intent of this program is to develop a maintenance strategy that will improve the overall condition of the street network to an optimal PCI and to maintain it at that level.

A typical pavement performance curve is illustrated in Figure 2. The farther down the curve a pavement’s condition falls, the more rapid the deterioration will be and the costlier the M&R. Thus, the goal is to spend fewer dollars on preservation treatments, while being able to treat more roadways, keeping pavements in the ‘Very Good’ or better range. As the Town’s streets reach the ‘Good’ condition, they will more quickly drop to ‘Poor’ or ‘Very Poor’.

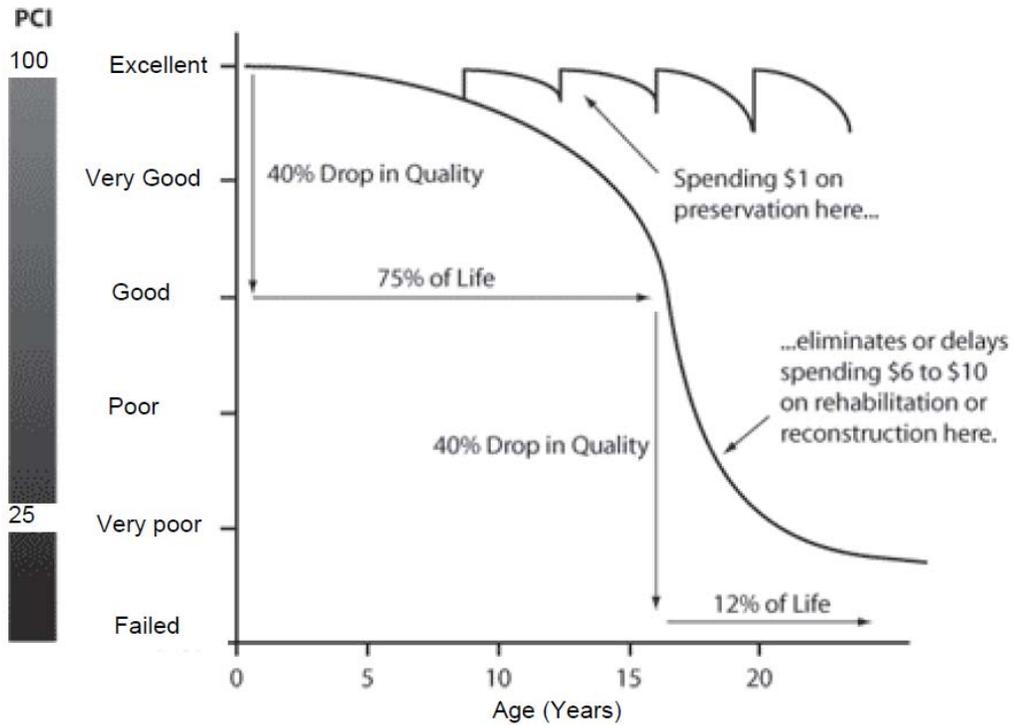


Figure 2. An Example of Pavement Performance Curve

The MTC StreetSaver[®] program maximizes the return from expenditures by recommending a multi-year street M&R plan based on the most cost-effective repairs available. A comprehensive preventative maintenance (PM) program is a critical component of this plan, as these PM treatments extend the life of good pavements at a much lower cost than rehabilitation, overlay, or reconstruction treatments. To this end, various “what-if” scenarios under different funding levels were conducted to determine the most cost-effective plan for maintaining the Town’s street network over the next five years.

NETWORK DESCRIPTION AND EXISTING PAVEMENT CONDITION

The Town of Los Altos Hills is responsible for the repair and maintenance of approximately 61 centerline miles of streets, identified by 271 pavement sections. The Town’s street network replacement value is estimated at \$83.3 million. This represents a significant asset for Town officials to manage. Determination of the asset valuation is assessed by assuming the entire street network is replaced at today’s dollar.

MTC defines the pavement condition categories based upon the PCI value. The MTC’s default values for these categories are presented in Figure 3. These default values were modified based on values provided by the Town and shown in the same figure. The PCI is a measurement of pavement condition that ranges from 0 to 100. A newly constructed or overlaid street would have a PCI of 100, while a failed road (requiring complete reconstruction) would have a PCI under 40. Figures 4 through 7 provide an example of a pavement in the ‘Very Good,’ ‘Good,’ ‘Poor,’ and ‘Very Poor’ categories, respectively.

		Default	Updated
I	Very Good	100	100
II/III	Good	70	80
IV	Poor	50	60
V	Very Poor	25	40
		0	0
Condition Category	Pavement Condition	PCI Category	

Figure 3. Pavement Condition Categories



Figure 4. Pavement Section in 'Very Good' Condition Category



Figure 5. Pavement Section in 'Good' Condition Category



Figure 6. Pavement Section in 'Poor' Condition Category



Figure 7. Pavement Section in ‘Very Poor’ Condition Category

Table 1 summarizes the number of sections, length, and average PCI of the network by functional class. Figure 8 presents the pavement condition categories of the network. As shown, 97% of the network falls into the ‘Very Good’ or ‘Good’ condition category, while only 3% of the network falls into the ‘Poor’ or ‘Very Poor’ condition category. Illustrated in Figure 9 is a GIS-based map of the current network PCI conditions. A section-by-section listing of the current condition is provided in Section 2 (sorted alphabetically and also by descending PCI value), while the detailed network statistic summary and replacement costs are provided in Section 3. As requested by the Town, three pavement sections were included in the network database. The general information for these added sections is included in Table 2.

Table 1. Street Network Statistics and Average PCI by Functional Class

Functional Class	Total Sections	Total Centerline Miles	Total Lane Miles	PCI
Arterial	9	4.72	9.45	78
Collector	49	21.70	43.41	77
Residential/Local	213	34.96	69.78	81
Total	271	61.39	122.64	
Overall Network PCI as of 2/07/2018:				79

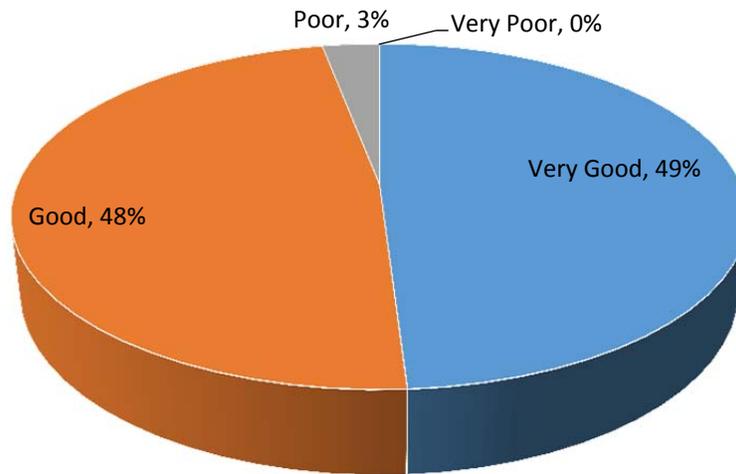


Figure 8. Pavement Condition Summary by Condition Categories

Table 2. Pavement Sections incorporated in the Town’s network.

Street ID	Section ID	Name	Begin Location	End Location	Section Length (ft)	Section Width (ft)	Functional Class	Surface Type
DEERSP	WY01	Deer Springs Way	Byrne Park Ln.	1 st Bulb	970	18	Residential/Local	AC
LALOMCT	CT01	La Loma Ct.	La Loma Dr.	End	315	30	Residential/Local	AC/AC
LALOMDR	DR01	La Loma Dr.	Prospect Ave.	Summitwood Dr.	1495	28	Residential/Local	AC/AC

Based upon the current pavement condition, M&R options are selected using a series of decision trees. A decision tree utilizes the known information, such as roadway type, surface type, and current conditions and then determines a representative maintenance or rehabilitation treatment for that section. It is important to remember that the decision trees are utilized on a network level basis primarily for determining budgetary needs and may not entirely represent the actual project level work that would be most appropriate. At the request of the Town, the decision trees were updated to account for treatment selection and unit costs. The decision trees utilized for the Budget Options are provided in Section 4.

The decision tree was updated based upon information provided by the Town as presented in Table 3.

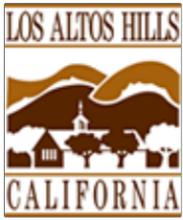


Figure 9. Current PCI Condition

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Feature Legend

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

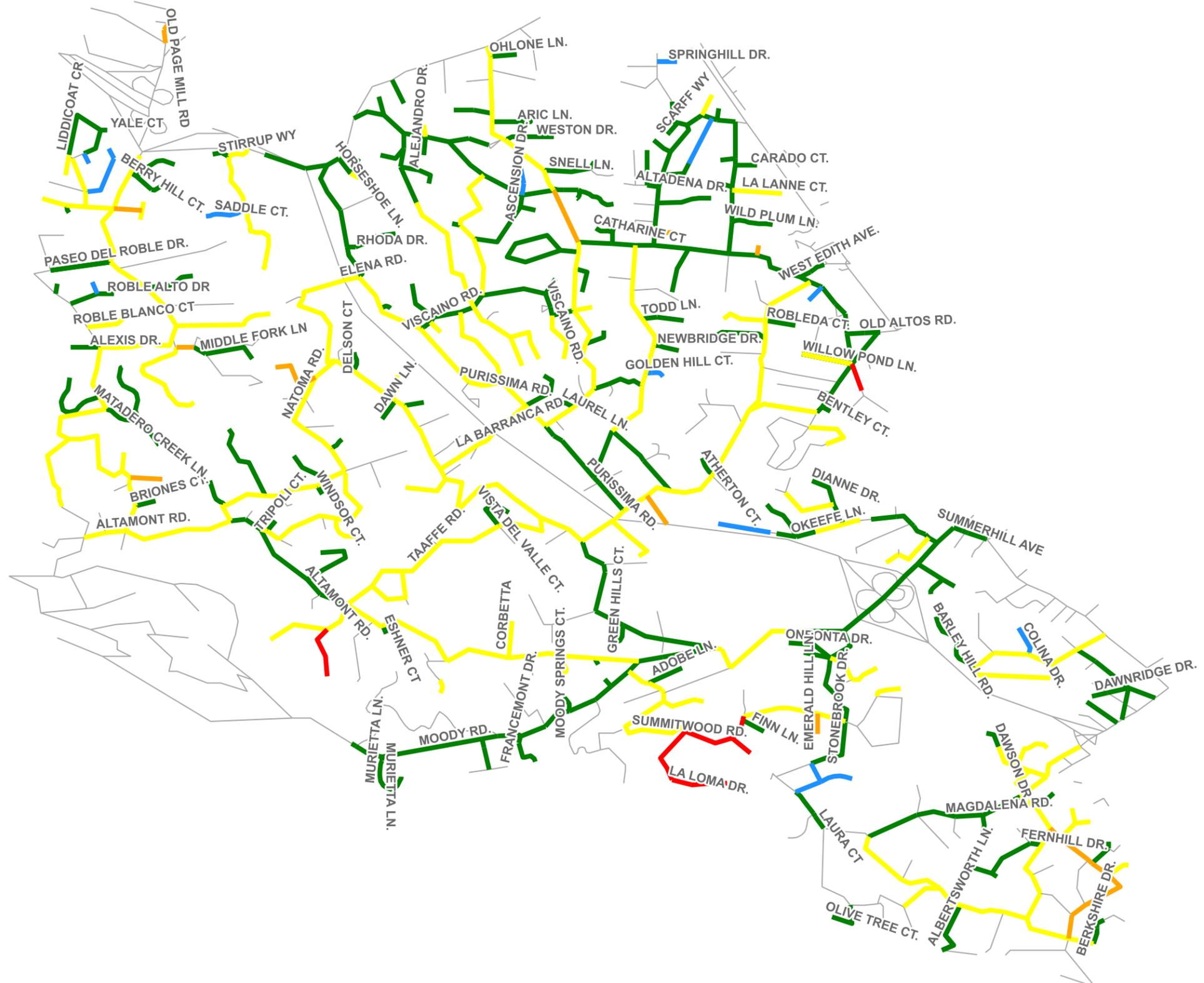


Table 3. Modifications to the M&R Decision Tree

Functional Class	Surface	Condition Category	Treatment Type	Treatment		Unit Cost	
				Existing	Updated	Existing	Updated
All	AC and AC/AC	I-Very Good	Surface Treatment	Microsurfacing	-	\$2.96	\$2.70
All	AC and AC/AC	I-Very Good	Restoration Treatment	Microsurfacing_R	Do Nothing_RT	-	-
Arterial, Collector	AC and AC/AC	III-Good, Load Related	N/A	Deep Patch	1.5 in Overlay with Digouts	-	\$18.00
Collector	AC and AC/AC	II-Good, Non-Load Related	N/A	Seal Cracks	Microsurfacing & Crack Seal	-	\$3.00
Residential	AC and AC/AC	II-Good, Non-Load Related	N/A	Microsurfacing & Crack Seal	-	\$3.98	\$2.80
Residential	AC and AC/AC	V-Very Poor	N/A	Remove and Replace 4 in A.C.	-	\$45.00	\$40.00
All	AC/PCC, PCC, and ST	I-Very Good	All	All	Do Nothing	All	\$0.00

The updated decision tree utilized for this analysis is provided in Section 4.1.

BUDGET NEEDS

Based on the principle that it costs less to maintain streets in good condition than those in poor, the MTC PMP strives to develop a maintenance strategy to achieve a roadway pavement condition called Best Management Practice (BMP). At this condition level, preventive maintenance treatments are most cost-effective and larger areas of pavement can be treated for the same cost. In terms of PCI, this BMP level is located in the mid-80s.

Although the overall PCI for the Town’s street network is 79 which is at the upper level of the ‘Good’ condition category, a significant area of the network suffers from load-related distress. In addition, current funding strategies demonstrate there is a \$4.1 million deferred maintenance backlog in the first year of the scenario. If these issues are not addressed, the quality of the street network will inevitably decline. To correct these deficiencies, a cost-effective funding and M&R strategy must be implemented.

The first step in developing a cost-effective M&R strategy is to determine, assuming unlimited revenues, the maintenance “needs” of the Town of Los Altos Hills’ street network.

In determining relative budget scenarios over a five-year period, representative interest and inflation rates must be chosen for the analysis. The interest rate is used to describe an annual percentage increase in invested funds that would be realized if it were not instead spent on rehabilitation and maintenance activities. The inflation rate describes the rate of change of prices especially in relation to the construction cost index where a positive inflation rate indicates a loss in purchasing power over time and a negative inflation rate indicates an increase in purchasing power. Purchasing power simply describes the number of goods or services that can be purchased with a unit of currency.

QES has determined that an interest rate of 1% would best represent the annual increase that would be realized for any funds that were invested over time. QES has also reviewed the current

construction cost index as well as the national inflation rate and determined that an inflation rate of 3% would best represent the annual decrease in purchasing power over the next five years.

Using the PMP Budget Needs module, street maintenance needs are estimated at \$8.56 million over the next five years. If the Town follows the strategy recommended by the program, the average network PCI will increase to 86. If, however, current pavement maintenance funding is exhausted and little or no maintenance is applied over the next five years, already distressed streets will continue to deteriorate, and the network PCI will drop to 72. The results of the Budget Needs analysis are summarized in Table 4 below.

Table 4. Summary of Results from Needs Analysis

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Total Cost
2018	88	80	\$132,661	\$4,674,433	\$4,807,094
2019	86	78	\$69,967	\$673,476	\$743,443
2020	85	76	\$94,734	\$449,955	\$544,689
2021	85	74	\$97,083	\$1,007,713	\$1,104,796
2022	86	73	\$133,219	\$1,236,351	\$1,369,570
		%PM	PM Total Cost	Rehab Total Cost	Total Cost
		6.16%	\$527,664	\$8,041,928	\$8,560,592

Table 4 shows the level of expenditure required to raise the Town’s pavement condition to an optimal network PCI of 86 and eliminate the current M&R backlog. The results of the Budget Needs analysis represent the ideal funding strategy recommended by the MTC PMP. Of the \$8.56 million in M&R needs shown, approximately \$0.53 million or 6.16% is earmarked for preventive maintenance or life-extending treatments, while the remaining \$8.04 million or 93.84% is allocated for more costly rehabilitation and reconstruction treatments.

Figure 10 is based on the Budget Needs Predictive Module. The PMP is recommending a funding level of \$8.56 million over a five-year period. Figure 10 illustrates funding distribution by street functional classification. A more complete Budget Needs analysis is provided in Section 5.

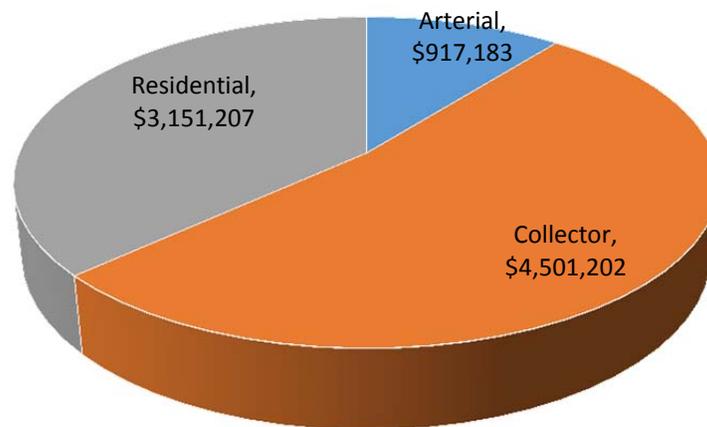


Figure 10. Budget Distribution by Functional Classification

BUDGET SCENARIOS

Having determined the M&R needs of the Town's street network, the next step in developing a cost-effective M&R strategy is to conduct "what-if" analyses. Using the PMP Budget Scenarios module, the impact of various budget scenarios was evaluated. The program projects the effects of the different scenarios on PCI and deferred maintenance (backlog). By examining the effects on these indicators, the advantages and disadvantages of different funding levels and maintenance strategies become clear. For this report, the following scenarios were run for a five-year analysis period.

1. *Unconstrained (zero "deferred" maintenance)* — The annual amounts, as identified in the Budget Needs analysis totaling \$8.57 million, were generated in the Budget Scenarios module. This scenario shows the effects of implementing the ideal investment strategy with an unlimited budget. Because it is more cost-effective to eliminate the deferred maintenance backlog as quickly as possible, the maintenance needs are addressed in the first year of the five-year program which raises the PCI to 86 by the end of the five-year period. The percentage of the total budget to be spent on preventive maintenance each year, also known as the preventive maintenance split, was based solely on the recommendations generated in the Budget Needs module.

2. *Current Investment Level (\$800,000)* — An annual budget of \$800,000 was analyzed to evaluate the effect of the current investment level on the pavement condition. To eliminate the surplus money, two different preventive maintenance splits were used for used in the scenario generation. For year 2019, 8% was used whereas 10% was used for the rest of the years.

3. *Increased Investment Level (\$1,000,000)* — An annual budget of \$1,000,000 was analyzed to evaluate the effect of an increased investment level on the pavement condition. The percentage of preventive maintenance used in the scenario generation was varied for each year to eliminate surplus money. For 2018, 2020, and 2022 9% of preventive maintenance was used. For the years 2019 and 2022 the percentages used were 14% and 10%, respectively.

3. *Increased Investment Level (\$1,200,000)* — An annual budget of \$1,200,000 was analyzed to evaluate the effect of an increased investment level on the pavement condition. The percentage of preventive maintenance used in the scenario generation was varied for each year to eliminate surplus money. For 2019 4% of preventive maintenance was used whereas for the remaining years the percentage used was 5%.

3. *Maintain Current PCI* — To maintain the PCI level at 79, a Target-Driven Scenario model was used to determine the required budget. The result indicated that a five-year total of \$3.67 million is needed, with \$3.13 million for rehabilitation and \$0.53 million for preventive maintenance. The deferred maintenance will decrease from \$4.81 million in 2018 to \$3.10 million in 2022.

4. *Increase Current PCI by 3 points over five years* — In order to increase the current PCI by 3 points to 82, a Target-Driven Scenario model was used to determine the required budget. The result indicated that a five-year total of \$5.5 million is needed, with \$5.0 million for rehabilitation and \$0.52 million for preventive maintenance. The deferred maintenance will decrease from \$3.36 million in 2018 to \$2.56 million in 2022.

5. *Do Nothing* — If no maintenance or rehabilitation is applied over the next five years, the condition of the network will deteriorate to an overall PCI of 72. The maintenance backlog will increase to \$6.04 million.

Scenario 1 – Unconstrained (zero “deferred” maintenance)

This scenario shows the effects of implementing the ideal investment strategy. Because it is more cost-effective to eliminate maintenance backlog as quickly as possible, all the maintenance need is addressed in the first year of the five-year program, thus raising the PCI to 86 by the end of the fifth year. By 2022, 95% of the network falls into the ‘Very Good’ condition category. In the meanwhile, the maintenance backlog will be eliminated after the treatments are applied in year one. These results are shown in both Table 5 and Figure 11 and the detailed budget scenario results are provided in Section 6.1.

Table 5. Summary of Results from Scenario 1

Item	Budget Year					Total
	2018	2019	2020	2021	2022	
Total Budget	\$4,807,094	\$743,443	\$544,689	\$1,104,796	\$1,369,570	\$8,569,592
Rehabilitation	\$4,674,433	\$673,476	\$449,955	\$1,007,713	\$1,236,351	\$8,041,928
Preventive Maintenance	\$132,661	\$69,967	\$94,734	\$97,083	\$133,219	\$527,664
Deferred Maintenance	\$0	\$0	\$0	\$0	\$0	-
PCI after Treated	88	86	85	85	86	-

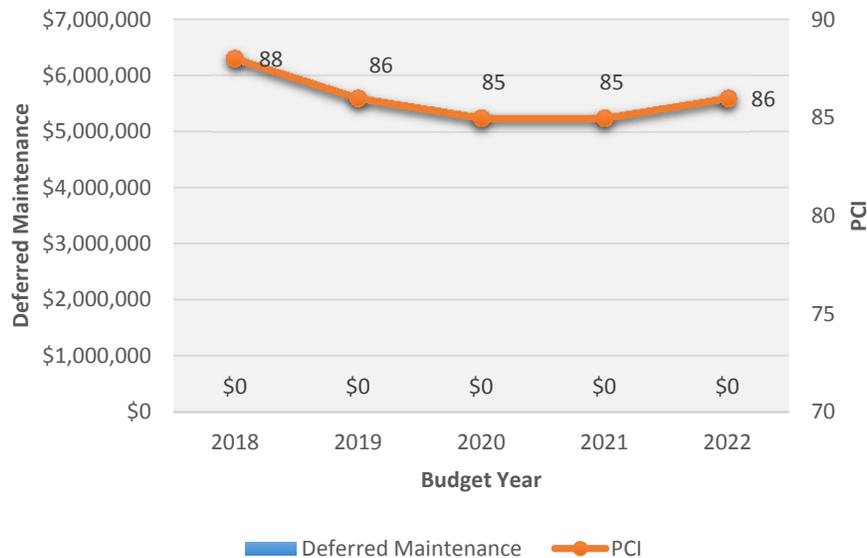


Figure 11. Deferred Maintenance & PCI after Treatment – Scenario 1

Scenario 2 – Current Investment Level (\$800,000)

An annual budget of \$800,000 was analyzed to evaluate the effect of the current investment level on the pavement condition. Under this budget scenario, the deferred maintenance backlog will decrease from \$4.05 million in 2018 to \$3.27 million in 2022. The overall network PCI will increase one point to 80 by the end of the 5-year period.

The above analysis indicates that the Town’s current budget level efficiently prevents the deterioration of the current pavement condition. The accumulation of maintenance backlog will also decrease in the next five years, and the percentage of network area falling into the “Very Good” category will increase from 46.6% in 2018 to 63.1% in 2022. Table 6 and Figure 12 summarize the results from Scenario 2. Detailed budget scenario results are provided in Section 6.2.

Table 6. Summary of Results from Scenario 2

Item	Annual Budget - \$800,000					
	2018	2019	2020	2021	2022	Total
Total Budget	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$4,000,000
Rehabilitation	\$719,229	\$773,874	\$716,451	\$718,470	\$716,952	\$3,604,976
Preventive Maintenance	\$38,225	\$62,735	\$79,177	\$77,709	\$75,787	\$338,633
Stop Gap (Funded)	\$41,990	\$2,798	\$2,911	\$3,726	\$6,422	\$57,847
Stop Gap (Unmet)	\$0	\$0	\$0	\$0	\$0	\$0
Deferred Maintenance	\$4,094,615	\$3,713,065	\$3,152,830	\$3,090,461	\$3,265,623	-
PCI after Treated	81	80	80	80	80	-

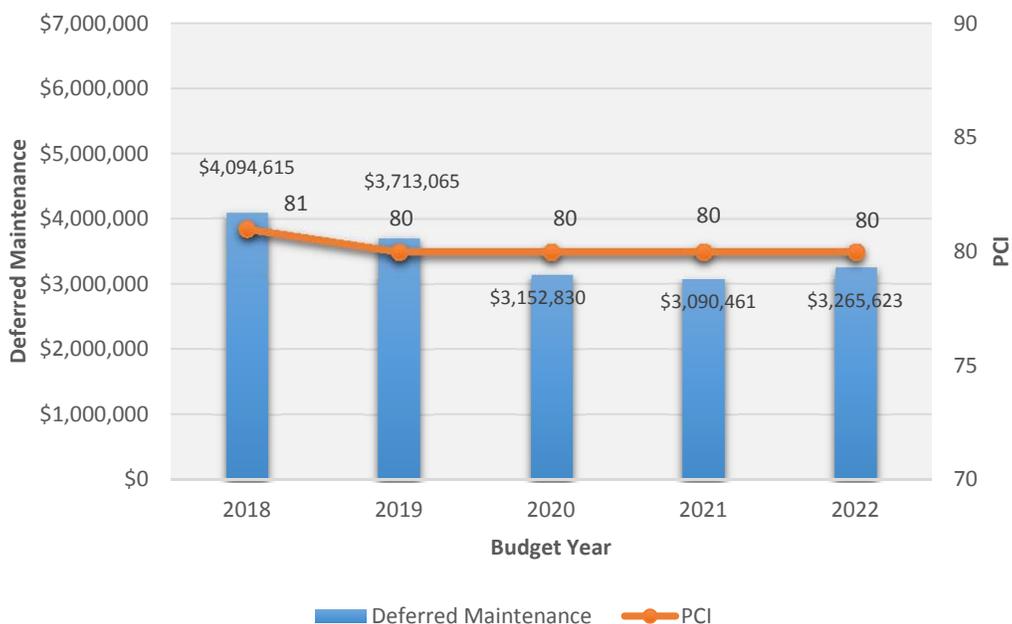


Figure 12. Deferred Maintenance & PCI after Treatment – Scenario 2

Scenario 3 – Increased Investment Level (\$1,000,000)

An annual budget of \$1,000,000 was analyzed to evaluate the effect of increasing the current investment level on the pavement condition. Under this budget scenario, the deferred maintenance backlog will decrease from \$3.85 million in 2018 to \$2.63 million in 2022. The overall network PCI will increase 2 points to 81 in 2018 after the treatments are executed, and will be maintained constant for the 5-year period. The percentage of network area in the “Very Good” condition will increase from 46.6% in 2018 to 68% in 2022.

The above analysis indicates that increasing the annual budget 25% to \$1 million, results in additional network area falling in the “Very Good” category of approximately 5%, compared to the 5-year results obtained with the current budget. Additionally, this budget reduces the deferred maintenance amount by approximately 20%, compared to the current budget results. Table 7 and Figure 13 summarize the results from Scenario 3. Detailed budget scenario results are provided in Section 6.3.

Table 7. Summary of Results from Scenario 3

Item	Annual Budget - \$1,000,000					
	2018	2019	2020	2021	2022	Total
Total Budget	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,000,000
Rehabilitation	\$909,211	\$858,195	\$908,335	\$898,846	\$909,316	\$4,483,903
Preventive Maintenance	\$49,713	\$136,089	\$86,629	\$99,282	\$88,045	\$459,758
Stop Gap (Funded)	\$40,458	\$2,798	\$2,816	\$946	\$2,375	\$49,394
Stop Gap (Unmet)	\$0	\$0	\$0	\$0	\$0	\$0
Deferred Maintenance	\$3,848,146	\$3,325,847	\$2,545,042	\$2,615,713	\$2,634,626	-
PCI after Treated	81	81	81	81	81	-

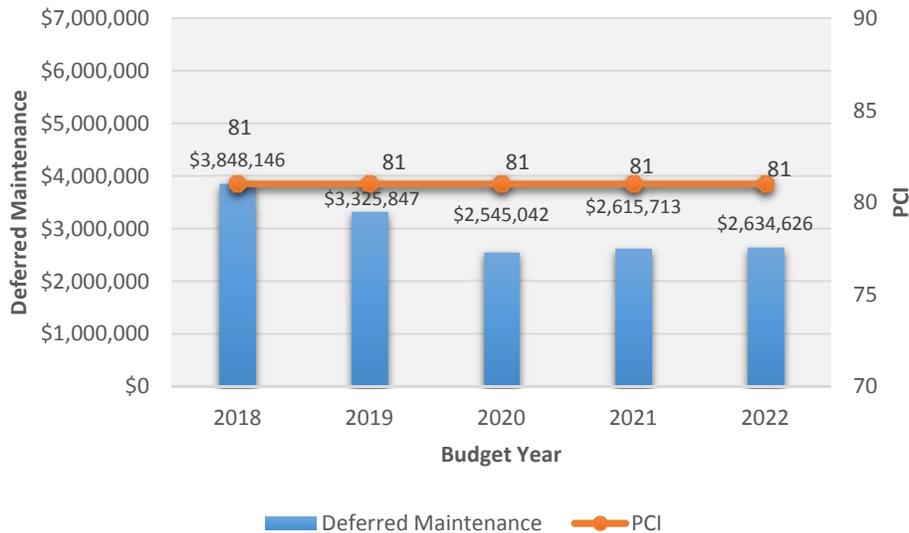


Figure 13. Deferred Maintenance & PCI after Treatment – Scenario 3

Scenario 4 – Increased Investment Level (\$1,200,000)

An annual budget of \$1,200,000 was analyzed to evaluate the effect of increasing the current investment level on the pavement condition. Under this budget scenario, the deferred maintenance backlog will decrease from \$3.65 million in 2018 to \$2.19 million in 2022. The overall network PCI will increase to 83 at the end of the 5-year period. The percentage of sections in the “Very Good” condition will increase from 46.6% in 2018 to 78.4% in 2022.

The above analysis indicates that increasing the annual budget 50% to \$1.2 million, results in about 15% more network area falling in the “Very Good” category, compared to the 5-year results obtained with the current budget. Additionally, this budget reduces the deferred maintenance amount by approximately 33% compared to the current budget results. Table 8 and Figure 14 summarize the results from Scenario 4. Detailed budget scenario results are provided in Section 6.4.

Table 8. Summary of Results from Scenario 4

Item	Annual Budget - \$1,200,000					
	2018	2019	2020	2021	2022	Total
Total Budget	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$6,000,000
Rehabilitation	\$1,139,092	\$1,149,869	\$1,138,293	\$1,135,563	\$1,139,334	\$5,702,151
Preventive Maintenance	\$22,326	\$47,222	\$59,481	\$62,969	\$59,182	\$251,180
Stop Gap (Funded)	\$38,313	\$2,798	\$829	\$946	\$1,054	\$43,940
Stop Gap (Unmet)	\$0	\$0	\$0	\$0	\$0	\$0
Deferred Maintenance	\$3,645,652	\$2,941,284	\$2,103,375	\$2,059,689	\$2,196,203	-
PCI after Treated	81	82	82	82	83	-



Figure 14. Deferred Maintenance & PCI after Treatment – Scenario 4

Scenario 5 – Maintain Current PCI

This scenario shows what the budget level must be to maintain the street network PCI at the level of 79 over the five-year period. Under this scenario, a total of \$3.67 million is needed, with \$3.13 million for rehabilitation and \$0.53 million for preventive maintenance. While the PCI is stabilized, the annual budget will vary between \$0 and \$0.96 million within the five-year period. The deferred maintenance will decrease from \$4.81 million in 2018 to \$3.10 million in 2022. By the year 2022, approximately 60% of the network will fall into the ‘Very Good’ condition category while the percentage of the network in the ‘Poor’ and ‘Very Poor’ condition categories will increase from 3.4% to 4.8%. Table 9 and Figure 15 summarize results from Scenario 5. Detailed budget scenario results are provided in Section 6.5.

Table 9. Summary of Results from Scenario 5

Item	Budget Year					
	2018	2019	2020	2021	2022	Total
Total Budget	\$0	\$794,094	\$962,952	\$950,930	\$957,083	\$3,104,959
Rehabilitation	\$0	\$640,924	\$828,710	\$832,438	\$829,410	\$3,131,482
Preventive Maintenance	\$0	\$153,170	\$134,242	\$118,492	\$127,673	\$533,577
Deferred Maintenance	\$4,807,057	\$4,275,771	\$3,243,606	\$2,960,779	\$3,104,959	-
PCI after Treated	79	79	79	79	79	-

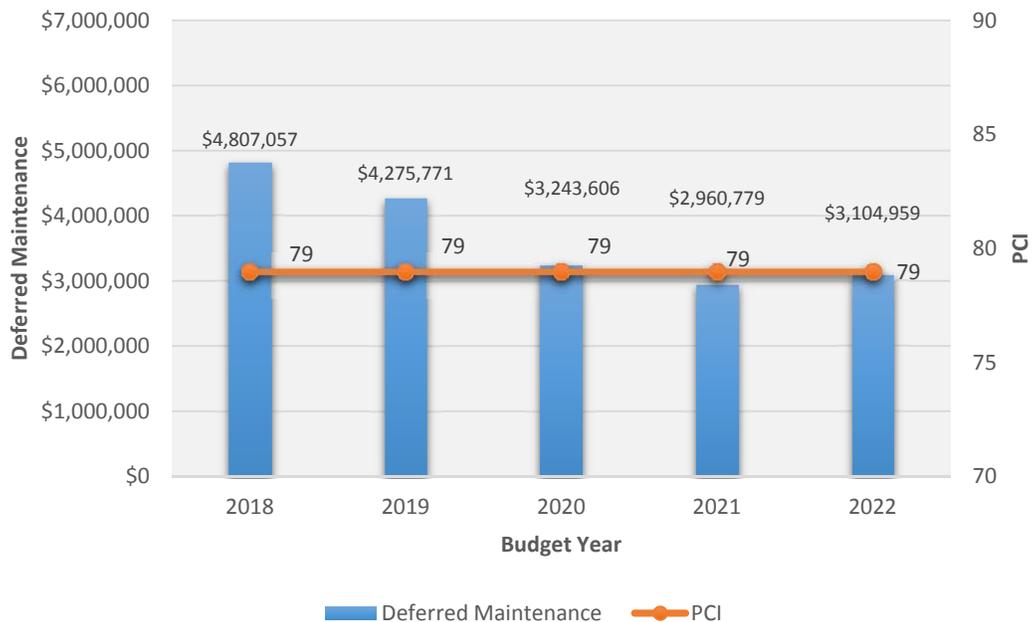


Figure 15. Deferred Maintenance & PCI after Treatment – Scenario 5

Scenario 6 – Increase Current PCI by 3 Points

Similar to Scenario 5, this scenario shows what the budget level must be to increase the street network PCI from 79 to 82 in year 2022. Under this scenario, a total of \$5.5 million is needed, with \$5.0 million for rehabilitation and \$0.52 million for preventive maintenance. The annual budget will vary between \$0.76 million and \$1.45 million. The deferred annual maintenance backlog decreases from \$3.36 million in 2018 to \$2.56 million in 2011. By the year 2022, 72.6% of the network will fall into the ‘Very Good’ condition category, while 3.4% of the network will fall into the ‘Poor’ and ‘Very Poor’ condition categories. Table 10 and Figure 16 summarize the results from Scenario 6. Detailed budget scenario results are provided in Section 6.6.

Table 10. Summary of Results from Scenario 6

Item	Budget Year					Total
	2018	2019	2020	2021	2022	
Total Budget	\$1,449,082	\$1,212,660	\$1,231,860	\$878,718	\$764,025	\$5,536,345
Rehabilitation	\$1,316,421	\$1,154,789	\$1,124,688	\$781,892	\$634,22	\$5,011,992
Preventive Maintenance	\$132,661	\$57,871	\$107,192	\$96,826	\$129,803	\$524,353
Deferred Maintenance	\$3,357,991	\$2,629,425	\$1,793,888	\$2,007,088	\$2,557,934	-
PCI after Treated	82	82	82	82	82	-

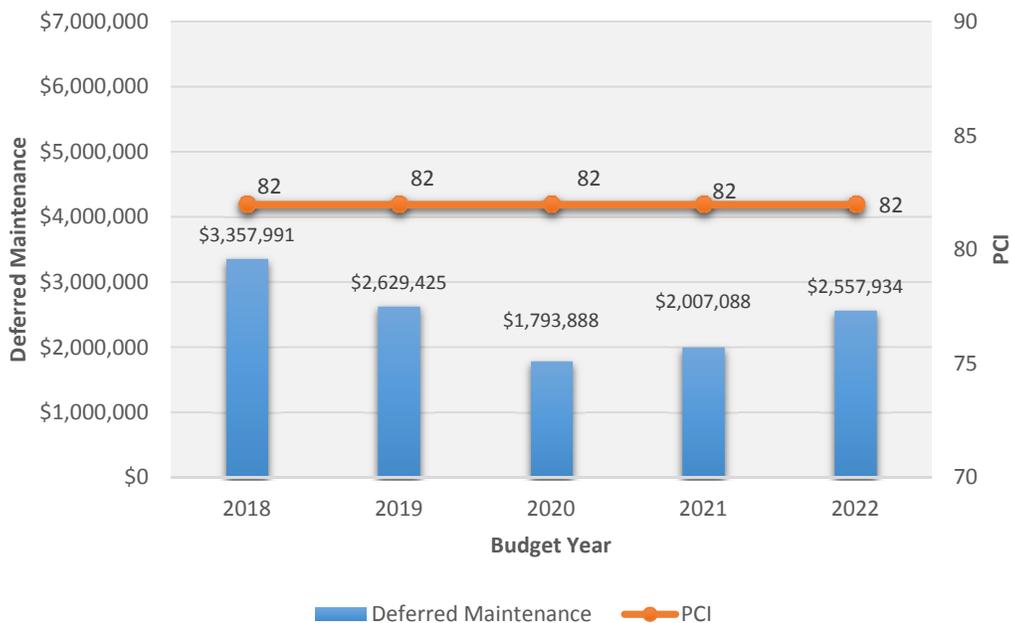


Figure 16. Deferred Maintenance & PCI after Treatment – Scenario 6

Scenario 7 – Do Nothing

Under this scenario, there will be no pavement maintenance or rehabilitation work and the network PCI will decrease year by year. The network PCI will decrease 7 points from the current level of 79 to 72 after five years. In the meantime, the maintenance backlog will increase significantly from \$4.81 million to \$6.04 million in 2022. By 2022, only 33% of the network will be in the ‘Very Good’ condition category, while approximately 15.3% of the network will fall into the ‘Poor’ and ‘Very Poor’ condition categories. Table 11 and Figure 17 summarize the results from Scenario 7. Detailed budget scenario results are provided in Section 6.7.

Table 11. Summary of Results from Scenario 7

Item	Budget Year					
	2017	2018	2019	2020	2021	Total
Total Budget	\$0	\$0	\$0	\$0	\$0	\$0
Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0
Preventive Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
Deferred Maintenance	\$4,807,057	\$5,069,837	\$4,813,302	\$5,379,071	\$6,039,102	-
PCI after Treated	79	77	76	74	72	-

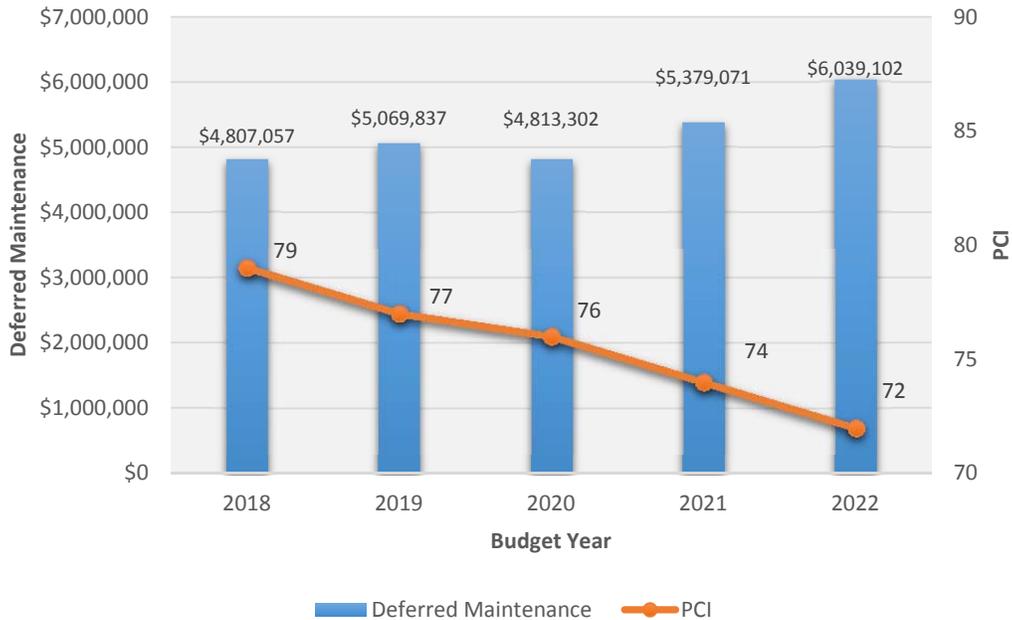


Figure 17. Deferred Maintenance & PCI after Treatment – Scenario 7

Scenario Comparison

Figure 18 and Figure 19 graphically illustrate the comparison of the five scenarios in terms of PCI and deferred maintenance. Figure 18 shows the comparison of the change of overall network PCI over time using different budget scenarios. As shown, Scenario 1 (Unconstrained) will ultimately reach a PCI of 86, while Scenario 7 (Do Nothing) will decrease to a PCI of 72 after five years. Under Scenario 2 (Current Investment Level), by the end of the 5-year period

the PCI will increase one point to 80. In the case of scenarios 3 (1.0 million Investment Level) and 4 (1.2 million Investment Level), the 2022 PCI will increase to 81 and 83, respectively. Figure 19 illustrates the change in deferred maintenance over time for each scenario. As seen in this figure, with the exception of Scenario 7, the amount of deferred maintenance decreases at the end of the analysis period for all of the budget scenarios. As expected, Scenario 1 (Unconstrained) will completely eliminate the deferred maintenance, while the amount of deferred maintenance will continuously increase and reach \$6.04 million in 2022 if no monies are spent on M&R (Scenario 7).

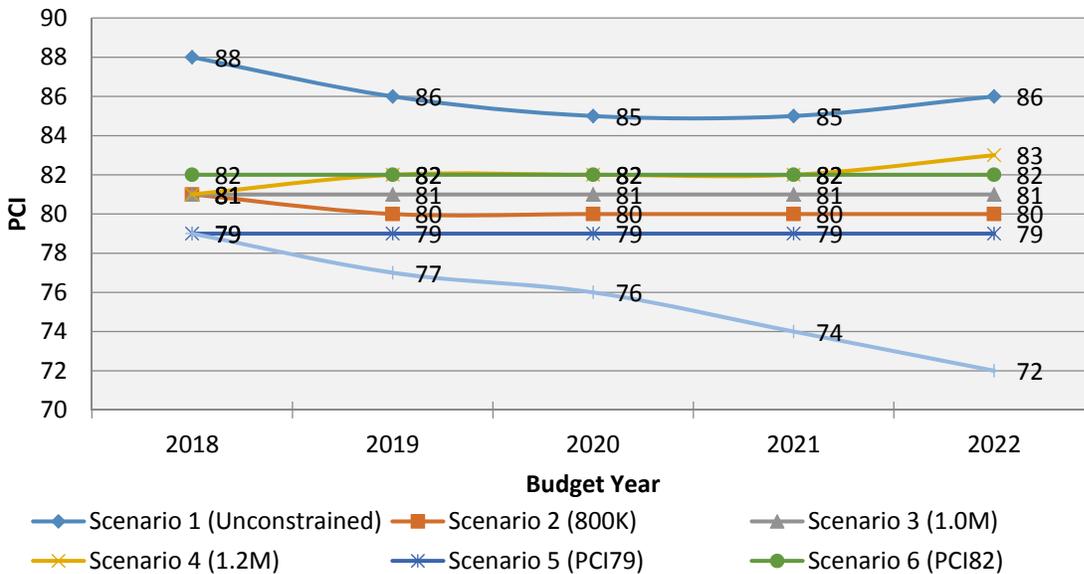


Figure 18. Comparison of PCI over Time under Different Budget Scenario

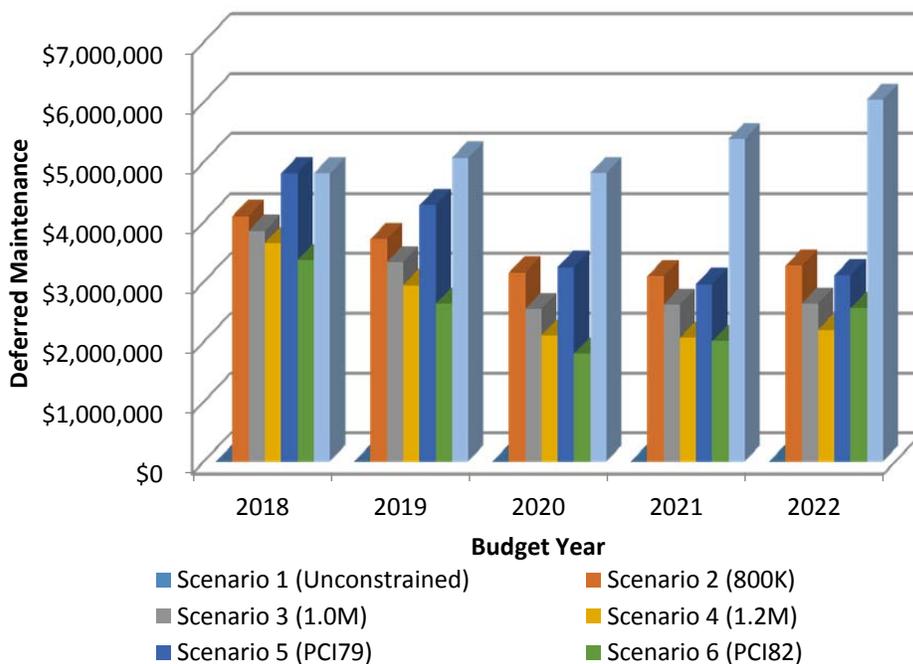


Figure 19. Comparison of Deferred Maintenance over Time under Different Budget Scenario

DISCUSSION AND RECOMMENDATIONS

Pavement Budget

Of the various maintenance and funding options considered, the *ideal* strategy for the Town of Los Altos Hills is presented in Scenario 1, with a five-year expenditure total of \$8.57 million. Not only does this budget plan improve the network PCI to an optimal level of 86, but it also eliminates the entire deferred maintenance backlog in the first year. However, the amount of funds required in the first year, approximately \$4.8 million, likely makes this strategy unrealistic for the Town of Los Altos Hills.

Under the current annual budget of \$800,000, the network PCI will increase one point to 80 by the end of the five-year analysis. This indicates that the current investment level and pavement M&R strategy are effective in preventing the deterioration of the pavement network and the increase of the deferred rehabilitation amount. However, for the overall network condition there will still be a large gap between the condition in year five (2022) and the BMP condition (overall PCI of 86) as determined by the PMP. Considering this large gap for the overall network condition, as well as the deferred maintenance amount in 2022 of \$3.27 million, it is our recommendation to increase the annual budget to at least \$1,200,000. With this increased budget the following will be accomplished in the 5-year period:

- Increase the overall network PCI to 83 by Year 2022
- Upgrade the overall network condition in to the “Very Good” category
- Reduce the percentage of management sections in the “Poor” and “Very Poor” categories from 4.4% to 1.3%
- Increase the percentage of management sections falling in the “Very Good” category from 46.6% to 78.4%
- Reduce the deferred maintenance amount by the end of 2022 to \$2.19 million

Pavement Management Practices

In order to keep improving the overall condition of the pavement network and eventually bring the Town’s network to a level where best management practices can occur, we recommend the inclusion of the following aspects into the Town’s pavement management strategies:

- Continue performing cyclic pavement condition inspections with their respective comprehensive data quality management plan.
- Evaluate the use of Restoration Treatments for the pavements in the “Very Good” category. This practice can reduce the deterioration of pavements in this category, so they don’t drop into the “Good” category.
- Evaluate periodically the cost effectiveness of M&R activities for different conditions such as traffic, existing distresses, and functional classification.
- Evaluate the potential for re-sectionalization of homogeneous management sections. Reducing the number of sections will result in less management sections to rate, less inventory to track, and improved practicality in maintenance work selection.

- Update at least annually M&R work and unit costs in the PMP ‘Decision Tree Module.’ This will help avoid understating actual funding requirements to adequately maintain the street network.
- Evaluate the use of new pavement M&R technologies that could improve efficiency and cost savings. For instance, the use of recycling techniques such as hot-in-place recycling, RAP (reclaimed asphalt pavement), full depth reclamation, and cold-in-place recycling.
- Explore potential alternatives to increase the fund for preventive maintenance and pavement rehabilitation for the Town’s network.

The Town has been using the PMP and appears to have maintained the overall condition of the street network. With additional funding, the backlog would be reduced and additional preventive maintenance treatments could be applied, which over time will enhance the overall network. The suggested M&R report provided in Section 7 was generated from the StreetSaver[®] software identifying recommended treatments for the next five years and the Town’s currently programmed projects. It is important to understand that this report is generated by the software based upon network level project recommendations. Engineering judgement should be used when programming the M&R options to account for constructability efficiencies.

SUMMARY

The Town of Los Altos Hills has a roadway network with an estimated value of \$83.3 million. The overall condition of this network is “Good” with a 2017 PCI of 79. The total length of the network is 61 centerline miles and the total pavement area of the network is 0.3 square miles. The percentage of this pavement area in “Good” to “Very Good” condition is approximately 97 percent, while only 3 percent falls into the “Poor” to “Very Poor” condition. The recommended scenario for the Town of Los Altos Hills is presented in Scenario 4, with an annual budget of \$1,200,000 over the next five years. This plan will increase the overall network PCI to 83 which will place the overall network only 3 points away from reaching the best management practices condition. In addition to that, the deferred maintenance amount will be reduced to 2.19 million.

SECTION 1

Definitions

SECTION 1

Definitions

The *pavement condition index*, or PCI, is a measurement of the health of the pavement network or condition and ranges from 0 to 100. A newly constructed street would have a PCI of 100, while a failed street would have a PCI of 10 or less. The PCI is calculated based on pavement distresses identified in the field.

Network is defined as a complete inventory of all streets and other pavement facilities in which the Town has jurisdiction and maintenance responsibilities. To facilitate the management of streets, they are subdivided into management sections identified as a segment of street, which has the same characteristics.

Urban Arterial Street carries the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central Town. In addition, significant intra-area-travel such as between central business districts and outlying residential areas exists in the system.

Urban Collector Street provides land access service and traffic circulation within residential neighborhoods, commercial, and industrial areas. It differs from the arterial system in that facilities on a collector system may penetrate residential neighborhoods.

Urban Local Street comprises all facilities not classified as arterial or collector. It serves primarily to provide direct access to abutting land and access to the higher systems.

Preventive Maintenance refers to repairs applied while the pavement is in “good” condition. Such repairs extend the life of the pavement at relatively low costs, and prevent the pavement from deteriorating into conditions requiring more expensive treatments. Preventive maintenance treatments include slurry seals, crack sealing, and deep patching. Treatments of this sort are applied before pavement deterioration has become severe and usually cost less than \$3.00/sq. yd.

Deferred Maintenance refers to the dollar amount of M&R work that should have been completed to maintain the street in “good” condition, but had to be deferred due to funding deficiencies for preventative maintenance and/or pavement rehabilitation programs. The actual repairs that are being deferred are often referred to as a “backlog.”

Stop Gap refers to the dollar amount of repairs applied to maintain the pavement in a serviceable condition (e.g., pothole patching). These repairs are a temporary measure to stop resident complaints, and do not extend the pavement life. Stop gap repairs are directly proportional to the amount of deferred maintenance. Money spent on stop gap repairs are often taken from preventive maintenance budgets.

SECTION 2

2.1 PCI Summary: Sorted by Street Name

2.2 PCI Summary: Sorted by Descending PCI

**PCI Summary: Sorted by Street Name
(Alphabetical)**

Street ID	Section ID	Name	Begin Location	End Location	Section Length (ft)	Section Width (ft)	Section Area (SF)	Functional Class	Surface Type	Original Date of Construction	PCI	Current Remaining Life
ADOBE	LN01	ADOBE LN.	TEPA WAY	END OF 3RD PARCEL (NE)	1290	34	47161	Residential/Local	AC/AC	7/1/1960	95	48
ADOBEC	RD01	ADOBE CREEK LODGE RD.	MOODY RD	END	560	21	15360	Residential/Local	AC	4/12/1995	90	31
ADONNA	CT01	ADONNA CT	ELENA RD	END	370	23	10310	Residential/Local	AC/AC	1/16/1951	84	31
ALBERT	LN01	ALBERTSWORTH LN.	MAGDALENA RD.	END	400	27	10800	Residential/Local	AC/AC	1/1/2000	100	38
ALEJAN	DR01	ALEJANDRO DR.	ST.FRANCIS RD.	END (SOUTH)	393	20	7860	Residential/Local	AC/AC	1/1/1990	95	37
ALEJAN	DR02	ALEJANDRO DR.	ST. FRANCIS RD.	END (NORTH)	294	21	6174	Residential/Local	AC	1/1/1990	74	21
ALEXAN	PL01	ALEXANDER PL	FREMONT RD.	END	1150	18	22700	Residential/Local	AC/AC	1/1/1987	83	31
ALEXIS	DR01	ALEXIS DR.	PAGE MILL RD.	TOWN LIMIT	554	23	12742	Residential/Local	AC/AC	1/1/1960	90	41
ALICAN	LN01	ALICANTE LN.	MANUELLA RD.	END	670	16	11220	Residential/Local	AC/AC	1/1/1987	91	46
ALMADE	CT01	ALMADEN CT.	ALTAMONT RD.	END OF 3RD PARCEL (SOUTHERN SIDE)	1840	18	35268	Residential/Local	AC/AC	7/1/1960	91	32
ALTADE	DR01	ALTADENA DR.	MANUELLA RD.	KINGSLEY AVE	490	18	8820	Residential/Local	AC/AC	1/1/1950	95	37
ALTAMO	RD01	ALTAMONT RD.	PAGE MILL RD.	BLACK MOUNTAIN RD.	2592	21	54432	Collector	AC	1/1/1987	76	13
ALTAMO	RD02	ALTAMONT RD.	BLACK MOUNTAIN RD.	TAAFFE RD.	2979	24	71496	Collector	AC/AC	1/1/1989	86	28
ALTAMO	RD03	ALTAMONT RD.	TAAFFE RD.	CORBETTA LN.	3709	23	85307	Collector	AC/AC	1/15/1977	67	15
ALTAMO	RD04	ALTAMONT RD.	CORBETTA LN.	MOODY RD.	2226	23	51198	Collector	AC/AC	3/7/1975	75	20
ALTATI	RD01	ALTA TIERRA RD.	ROBLEDA RD	LA PALOMA RD	1610	17	27370	Residential/Local	AC/AC	4/10/1965	88	44
ALTOVE	LN01	ALTO VERDE LN.	CONCEPCION RD.	END	577	22	12694	Residential/Local	AC	10/15/1953	81	31
AMHERS	CT01	AMHERST CT	LIDDIACOAT DR	END	1100	21	24670	Residential/Local	AC/AC	5/25/1974	77	27
ANACAP	DR02	ANACAPA DR.	VISCAINO RD	ASCENSION DR.	1300	25	32500	Residential/Local	AC	1/1/1987	80	25
ANACAP	DR01	ANACAPA DR.	ASCENSION DR.	ST. FRANCIS RD.	1854	28	51912	Residential/Local	AC	1/1/1990	72	20
ANACAP	CT01	ANACAPA CT.	ANACAPA DR.	END	140	30	4750	Residential/Local	AC/AC	6/8/1965	87	33
ARASTR	RD01	ARASTRADERO RD.	HORSESHOE LN.	STIRRUP WY.	1900	40	76000	Arterial	AC/AC	11/10/1964	81	22
ARASTR	RD02	ARASTRADERO RD.	PAGE MILL RD.	TOWN LIMIT	1430	34	48620	Arterial	AC	1/21/1976	69	13
ARIC	LN01	ARIC LN.	FREMONT RD.	END	940	22	22480	Residential/Local	AC	11/6/1960	95	33
ARROYO	DR01	ARROYO OAKS DR.	RAVENSBURY AVE.	END	565	20	11300	Residential/Local	AC	3/15/1963	77	23
ASCENS	DR02	ASCENSION DR.	ANACAPA DR.	ST. FRANCIS DR.	1601	27	43227	Residential/Local	AC/AC	10/1/1970	93	37
ASCENS	DR01	ASCENSION DR.	ST. FRANCIS RD.	END	630	19	12970	Residential/Local	AC	1/1/1957	77	23
ATHERT	CT01	ATHERTON CT.	ROBLEDA RD.	END	600	22	13200	Residential/Local	AC/AC	1/1/2000	100	38
BALERI	RD03	BALERI RANCH RD.	PAGE MILL RD.	BALERI RANCH RD.	365	16	5840	Residential/Local	AC	1/1/1988	59	14
BALERI	RD02	BALERI RANCH RD.	BALERI RANCH RD.	SOUTH END	260	16	5160	Residential/Local	AC	1/1/1988	64	17
BALERI	RD01	BALERI RANCH RD.	BALERI RANCH RD.	NORTH END	250	16	5000	Residential/Local	AC	1/1/1988	64	17
BARLEY	RD01	BARLEY HILL RD.	HILLTOP DR.	END	1745	16	27920	Residential/Local	AC/AC	4/19/1984	93	37
BARTON	CT01	BARTON CT.	FREMONT RD.	END	135	18	4430	Residential/Local	AC	1/1/1950	79	24
BEATRI	LN01	BEATRICE LN.	ROBLEDA RD.	END (CDS)	245	22	5390	Residential/Local	AC	7/1/1960	80	25
BEAVER	LN01	BEAVER LN.	LA CRESTA DR.	END	465	23	11795	Residential/Local	AC	1/1/1950	95	33
BENTLE	CT01	BENTLEY CT.	BURKE RD.	END	220	18	6160	Residential/Local	AC/AC	1/1/1990	90	44
BERKSH	DR01	BERKSHIRE DR.	WEST LOYOLA	594' N/O WEST LOYOLA	594	18	10692	Residential/Local	AC/AC	12/19/2002	87	39
BERRYH	LN01	BERRY HILL LN.	BERRYHILL CT	END	745	18	13410	Residential/Local	AC/AC	4/10/1970	93	37
BERRYH	CT01	BERRY HILL CT.	PAGE MILL RD.	END	547	18	9846	Residential/Local	AC/AC	1/1/1981	95	37
BLACKM	RD01	BLACK MOUNTAIN RD.	ALTAMONT RD.	MELODY LN.	2400	22	52800	Residential/Local	AC/AC	7/26/1962	67	20
BLACKM	RD02	BLACK MOUNTAIN RD.	MELODY LN.	NATOMA RD.	416	22	9152	Residential/Local	AC/AC	3/27/1958	68	19
BLANDO	WY01	BLANDOR WY	OLIVE TREE LN.	MAGDALENA AVE.	850	24	20400	Residential/Local	AC/AC	1/10/1954	66	19
BLEDSO	CT01	BLEDSE CT.	MOODY RD.	END	105	35	5075	Residential/Local	AC	4/12/1996	85	28
BRIONC	CT01	BRIONES CT.	BRIONES WAY	END (CDS)	486	20	9720	Residential/Local	AC/AC	7/1/1960	95	55
BRIONE	WY01	BRIONES WAY	ALTAMONT RD.	VIA VENTANA WY.	1600	20	32000	Collector	AC/AC	1/4/1981	79	23
BURKE	RD01	BURKE RD.	CHAPIN RD.	100' N. of OLD ALTOS RD./ COP	2038	24	48912	Collector	AC/AC	4/20/1974	81	24
BYRD	LN01	BYRD LN.	NATOMA RD.	END	920	24	23080	Residential/Local	AC	1/1/1988	57	13

Street ID	Section ID	Name	Begin Location	End Location	Section Length (ft)	Section Width (ft)	Section Area (SF)	Functional Class	Surface Type	Original Date of Construction	PCI	Current Remaining Life
BYRNEP	LN01	BYRNE PARK LN.	ALTAMONT RD.	END	1610	22	38306	Residential/Local	AC	1/1/2000	75	24
CAMINO	DR01	CAMINO HERMOSO	RAVENSBURY AVE. (NORTH)	RAVENSBURY AVE. (SOUTH)	3190	20	63800	Arterial	AC/AC	10/4/2004	80	22
CAMINO	ME01	CAMINO MEDIO	VISCAINO RD.	END	501	24	12024	Residential/Local	AC	1/1/1990	91	32
CANARI	WY01	CANARIO WY.	VISCAINO RD.	END	950	22	21900	Residential/Local	AC	1/1/1989	85	28
CARADO	CT01	CARADO CT.	MIRANDA RD.	END	370	16	5920	Residential/Local	AC/AC	1/1/2000	100	38
CARILL	LN01	CARILLO LN.	LA CRESTA DR.	END	450	20	9800	Residential/Local	AC/AC	1/1/1989	93	37
CATHAR	CT01	CATHARINE CT	DONELSON PL.	END	480	18	9940	Residential/Local	AC/AC	1/1/1987	95	43
CHAPIN	RD01	CHAPIN RD.	BURKE RD.	ROBLEDA RD.	1325	22	29150	Residential/Local	AC/AC	1/30/1969	65	18
CHRIST	LN01	CHRISTOPHER'S LN.	PAGE MILL RD.	END (CDS)	1730	23	39790	Residential/Local	AC/AC	7/1/1960	95	53
CLAUSE	CT01	CLAUSEN CT.	VOORHEES DR.	END	375	24	10055	Residential/Local	AC	1/1/1950	93	32
COLINA	DR01	COLINA DR.	HILLTOP	END	475	22	12250	Residential/Local	AC/AC	4/1/1952	76	24
CONCEP	RD01	CONCEPTION RD.	FREMONT RD.	PURISSIMA RD.	4604	20	92080	Collector	AC/AC	9/1/1973	80	22
CONEJO	CT01	CONEJO CT.	ASCENSION DR.	END	310	18	6315	Residential/Local	AC/AC	1/1/1950	82	28
CORBET	LN01	CORBETTA	ALTAMONT RD	END	1190	19	22610	Residential/Local	AC/AC	1/1/1965	74	24
CORTEM	LN01	CORTE MADERA LN.	CONCEPCION RD.	END	580	22	13870	Residential/Local	AC	5/20/1955	83	27
COUNTR	WY01	COUNTRY WY.	PAGE MILL RD.	END	1330	16	21780	Residential/Local	AC/AC	1/1/1989	74	22
CRESTR	DR01	CRESTRIDGE DR.	RAVENSBURY AVE.	END	544	33	17952	Residential/Local	AC/AC	12/19/2002	86	37
DAWN	LN01	DAWN LN.	ELENA RD.	END	400	22	9300	Residential/Local	AC/AC	3/25/1962	95	48
DAWNRI	DR01	DAWNRIDGE DR.	MAGDALENA RD.	END	1908	31	59148	Residential/Local	AC/AC	7/1/1960	100	38
DAWSON	DR02	DAWSON DR.	1155' W of MAGDALENA AVE. Half CDS	END	1400	18	26600	Residential/Local	AC	1/1/1988	87	30
DAWSON	DR01	DAWSON DR.	MAGDALENA AVE.	1155' W of MAGDALENA AVE. Half CDS	1155	20	24600	Residential/Local	AC	1/1/1987	80	25
DEBELL	DR01	DEBELL DR.	MANUELLA RD	671' E/O MANUELLA RD	671	34	22814	Residential/Local	AC/AC	11/27/1959	86	33
DEBELL	DR02	DEBELL DR.	671' E/O MANUELLA RD	ESTACADA	1068	34	36312	Residential/Local	AC	1/1/1950	77	23
DEERCR	LN01	DEER CREEK LN	PURISSIMA ROAD	CUL DE SAC/PRIVATE ROAD	585	21	12285	Residential/Local	AC	7/1/2011	95	33
DEERFI	DR01	DEERFIELD DR.	FREMONT RD.	END	700	20	14000	Residential/Local	AC/AC	1/1/1950	74	22
DEERSP	WY01	DEER SPRINGS WY.	BYRNE PARK LN.	1ST BULB	970	18	18987	Residential/Local	AC	1/1/2000	12	0
DELSON	CT01	DELSON CT	ELENA RD	END	330	30	9900	Residential/Local	AC/AC	5/13/1976	95	37
DEZAH	WY01	DEZAHAZA WY	TAAFFE RD.	TAAFFE RD.	1700	18	30600	Residential/Local	AC/AC	4/12/1970	61	16
DIANNE	DR01	DIANNE DR.	O'KEEFE LN.	END	1200	23	27600	Residential/Local	AC/AC	1/1/1989	86	39
DONELS	PL01	DONELSON PL.	FREMONT RD.	END	630	19	13270	Residential/Local	AC/AC	1/1/1987	95	37
DORI	LN01	DORI LN.	ROBLEDA RD.	END	210	22	6445	Residential/Local	AC	5/17/1957	53	10
DUVAL	WY01	DUVAL WY.	ROBLEDA RD.	END	1200	21	25200	Residential/Local	AC/AC	4/27/1971	74	24
EDGERT	RD01	EDGERTON RD	BLACK MOUNTAIN RD	END	1800	21	37800	Residential/Local	AC/AC	1/1/1976	95	37
ELENA	RD02	ELENA RD.	NATOMA RD.	LA BARRANCA RD.	3000	23	69000	Collector	AC	1/1/1988	64	8
ELENA	RD05	ELENA RD.	VINEDO LN.	MOODY RD.	2298	25	57450	Collector	AC/AC	1/1/1987	88	32
ELENA	RD03	ELENA RD.	LA BARRANCA RD.	ROBLEDA RD.	4202	22	92444	Collector	AC	1/1/1992	70	11
ELENA	RD04	ELENA RD.	ROBLEDA RD.	VINEDO LN.	1682	22	37004	Collector	AC	1/1/1987	85	17
ELENA	RD01	ELENA RD.	PURISSIMA RD.	NATOMA RD.	3048	21	64008	Collector	AC	1/1/1987	69	10
ELMONT	AV01	EL MONTE RD.	MOODY RD.	FORK AT 950' W OF STONEBROOK DR.	1890	36	68040	Arterial	AC	1/1/1993	79	18
ELMONT	AV02	EL MONTE RD. (EB)	FORK AT 950' W OF STONEBROOK DR.	SUMMERHILL	3851	33	127083	Arterial	AC/AC	5/5/1965	89	27
ELMONT	AV03	EL MONTE RD. (WB)	O'KEEFE LN.	FORK AT 950' W OF STONEBROOK DR.	3411	32	109152	Arterial	AC/AC	11/2/1965	89	27
EMERAL	LN01	EMERALD HILL LN.	PROSPECT AVE.	END	450	22	10900	Residential/Local	AC	1/1/1950	53	10
ESHNER	CT01	ESHNER CT	ALTAMONT RD	END	381	22	8382	Residential/Local	AC	4/12/1999	82	26
ESPERA	DR01	ESPERANZA DR.	CONCEPCION RD	ESPERANZA DR	2674	22	58828	Residential/Local	AC	11/9/1959	87	29
ESTACA	DR01	ESTACADA DR.	MANUELLA RD.	MIRANDA RD	1015	28	28420	Residential/Local	AC	1/1/1950	84	28
ESTACA	WY01	ESTACADA WY.	ESTACADA DR.	END	290	28	8120	Residential/Local	AC/AC	1/1/1987	94	51
FAWNCR	CT01	FAWN CREEK CT.	PAGE MILL RD.	END	695	18	14510	Residential/Local	AC/AC	1/1/1950	95	37

Street ID	Section ID	Name	Begin Location	End Location	Section Length (ft)	Section Width (ft)	Section Area (SF)	Functional Class	Surface Type	Original Date of Construction	PCI	Current Remaining Life
FERNHI	DR01	FERNHILL DR.	CAMINO HERMOSO DR.	END	1200	16	19200	Residential/Local	AC/AC	1/1/2000	100	38
FINN	LN01	FINN LN.	PROSPECT AVE.	END	400	21	11750	Residential/Local	AC	1/1/1950	84	28
FOOTHI	LN01	FOOTHILL LN.	ELENA RD.	END	1014	23	23322	Residential/Local	AC/AC	1/1/1950	75	21
FRAMPT	CT01	FRAMPTON CT.	MAGDALENA AVE.	END	240	20	7300	Residential/Local	AC	1/1/1950	81	26
FRANCE	AV01	FRANCEMONT DR.	MOODY RD	END	425	21	10725	Residential/Local	AC	1/1/1995	91	32
FREMONT	RD01	FREMONT RD.	ARASTRADERO RD.	ST. FRANCIS DR.	3620	30	108600	Collector	AC/AC	9/22/1966	79	21
FREMONT	RD02	FREMONT RD.	ST. FRANCIS DR.	CONCEPCION RD.	1250	25	31250	Collector	AC/AC	5/7/1970	59	11
FREMONT	RD03	FREMONT RD.	CONCEPCION RD.	MIRANDA RD.	2668	27	72036	Collector	AC/AC	6/6/1966	83	24
FREMONT	RD04	FREMONT RD.	MIRANDA RD.	WEST EDITH	1451	25	36275	Collector	AC/AC	1/4/1965	93	29
FREMONT	LN01	FREMONT PINES LN.	FREMONT RD.	END	600	22	14720	Residential/Local	AC/AC	1/1/1987	92	36
FREMONT	RD06	FREMONT RD.	BURKE RD.	600' south of BURKE RD.	600	23	13800	Collector	AC	12/4/1969	41	2
FREMONT	RD05	FREMONT RD.	WEST EDITH	BURKE RD.	2254	24	54096	Collector	AC	1/1/1988	91	20
GIGLI	CT01	GIGLI CT.	ELENA RD.	END	430	18	9070	Residential/Local	AC/AC	5/13/1976	77	21
GOLDEN	CT01	GOLDEN HILL CT.	LA PALOMA RD.	END	750	20	15000	Residential/Local	AC	1/1/1987	69	18
GREENH	CT01	GREEN HILLS CT.	ELENA RD.	END	540	16	9140	Residential/Local	AC/AC	1/1/1987	93	48
HARVAR	CT01	HARVARD CT	LIDDICOAT CR	END	295	17	5015	Residential/Local	AC/AC	5/25/1960	78	27
HIDDEN	CT01	HIDDEN SPRING CT.	ALTAMONT RD.	END	105	25	4725	Residential/Local	AC	4/12/1996	93	32
HILLTO	RD01	HILLTOP RD.	BARLEY HILL RD	END	1070	15	16050	Residential/Local	AC/AC	8/22/1956	72	23
HILLTO	DR01	HILLTOP DR.	BARLEY HILL RD.	SUMMERHILL AVE.	2800	21	58800	Residential/Local	AC/AC	1/3/1968	75	26
HILLVI	RD01	HILLVIEW RD.	MAGDALENA AVE.	HILLTOP DR.	1750	22	38500	Residential/Local	AC	1/1/1950	95	33
HILPRK	LN01	HILLPARK LN.	RAVENSBURY AVE	END (BOTH CUL DE SACS)	560	31	17360	Residential/Local	AC/AC	12/19/2002	83	34
HORSES	CT01	HORSESHOE CT.	HORSESHOE LN.	END	465	18	9670	Residential/Local	AC/AC	4/25/1963	69	21
HORSES	LN01	HORSESHOE LN.	ARASTRADERO RD.	END	828	22	18216	Residential/Local	AC/AC	8/28/1961	90	44
JESSIC	LN01	JESSICA LN.	DAWSON DR.	END	470	18	9960	Residential/Local	AC	1/1/1987	78	24
JULIET	LN01	JULIETTA LN	TH PROPERTY LINE OF 27340 JULIETT	END	300	14	4200	Residential/Local	AC/AC	3/13/1959	79	28
KATE	DR02	KATE DR.	TERESA WY	LAURAL CT	540	22	11880	Residential/Local	AC	4/12/1998	77	27
KATE	DR01	KATE DR.	END EAST	TERESA WY	840	20	19300	Residential/Local	AC	4/12/1998	80	30
KINGLY	WY01	KINGSLEY AVE.	ALTA DENA DR	END	838	13	10894	Residential/Local	AC/AC	4/10/1970	87	41
LABARR	RD01	LA BARRANCA RD	PURISSIMA RD	ELENA RD	2080	22	45760	Residential/Local	AC/AC	4/11/1965	78	27
LACRES	CT01	LA CRESTA CT.	LA CRESTA DR.	END	870	21	19070	Residential/Local	AC	5/20/1955	79	29
LACRES	DR02	LA CRESTA DR.	900' south of NINA PL.	VISCAINO	2650	23	60950	Residential/Local	AC	1/1/1988	79	24
LACRES	DR03	LA CRESTA DR.	VISCAINO	END	1670	23	39910	Residential/Local	AC/AC	1/1/1950	71	22
LACRES	DR01	LA CRESTA DR.	ARASTRADERO RD.	900' south of NINA PL.	2700	20	54000	Residential/Local	AC/AC	1/1/1988	88	35
LALANN	CT01	LA LANN CT.	MIRANDA	END	919	21	19299	Residential/Local	AC	1/1/1990	80	25
LALOMCT	CT01	LA LOMA CT.	LA LOMA DR.	END	315	30	10476	Residential/Local	AC/AC	1/1/1970	8	0
LALOMDR	DR01	LA LOMA DR.	PROSPECT AVE.	SUMMITWOOD RD.	1495	28	41860	Residential/Local	AC/AC	1/1/1970	8	0
LAPALO	RD03	LA PALOMA RD.	ALTA TIERRA RD.	PURISSIMA RD.	1090	22	23980	Collector	AC/AC	1/1/1992	95	29
LAPALO	RD01	LA PALOMA RD.	FREMONT RD.	NEWBRIDGE DR.	2315	22	50930	Collector	AC/AC	5/3/1967	79	23
LAPALO	RD02	LA PALOMA RD.	NEWBRIDGE DR	ALTA TIERRA RD.	2060	22	45320	Collector	AC/AC	1/1/1993	79	22
LARENA	LN01	LA RENA LN.	DIANNE DR.	END	1200	23	27600	Residential/Local	AC/AC	1/1/1989	80	29
LAURAL	CT01	LAURA CT	END (S)	END (N)	600	22	16800	Residential/Local	AC	4/12/1998	91	32
LAUREL	LN01	LAUREL LN.	CONCEPCION RD.	END (CDS)	222	22	4884	Residential/Local	AC/AC	7/1/1960	95	55
LAVIDA	RL01	LA VIDA REAL	NATOMA RD	END	600	16	11100	Residential/Local	AC	1/1/1990	80	25
LEANDE	DR01	LEANDER DR.	PURISSIMA RD.	END	530	21	12630	Residential/Local	AC	3/20/1959	81	26
LIDDIC	CR01	LIDDICOAT CR	LIDDICOAT DR	LIDDICOAT DR	2320	21	48720	Residential/Local	AC/AC	1/1/1964	95	37
LIDDIC	DR01	LIDDICOAT DR	ARASTRADERO RD	LIDDICOAT CR	1131	21	23751	Residential/Local	AC/AC	1/1/1964	75	25
LUPINE	RD01	LUPINE RD.	PAGE MILL RD.	END	1179	22	25938	Residential/Local	AC/AC	4/3/1956	87	33

Street ID	Section ID	Name	Begin Location	End Location	Section Length (ft)	Section Width (ft)	Section Area (SF)	Functional Class	Surface Type	Original Date of Construction	PCI	Current Remaining Life
MAGDAL	AV01	MAGDALENA RD.	CAMINO HERMOSA	STONEBROOK	3800	23	87400	Collector	AC/AC	12/19/1967	69	16
MAGDAL	AV03	MAGDALENA RD.	RAVENSBURY	EASTBROOK	1550	26	40300	Collector	AC/AC	5/3/1967	78	21
MAGDAL	AV02	MAGDALENA RD.	STONEBROOK	RAVENSBURY	2860	23	65780	Collector	AC/AC	3/15/1963	81	23
MANDOL	DR01	MANDOLI DR.	ARASTRADERO DR.	END	585	21	23385	Residential/Local	AC	3/10/1961	95	33
MANUEL	RD01	MANUELLA RD.	FREMONT	ALICANTE	965	23	22195	Collector	AC/AC	9/22/1966	82	25
MANUEL	RD02	MANUELLA RD.	ALICANTE	400' north of SCARFF	2450	24	58800	Collector	AC/AC	1/4/1965	86	26
MAPLEL	CT01	MAPLE LEAF CT.	ELENA RD.	CULDESAC	131	23	3013	Residential/Local	AC	8/15/2003	94	33
MATADE	CT01	MATADERO CREEK CT.	MATADERO CREEK LN.	END	650	20	15080	Residential/Local	AC/AC	1/30/1969	91	46
MATADE	LN01	MATADERO CREEK LN.	PAGE MILL	MATADERO CREEK CT.	783	18	14094	Residential/Local	AC/AC	1/1/1988	95	37
MATADE	LN02	MATADERO CREEK LN.	MATADERO CREEK CT.	END	1461	16	23376	Residential/Local	AC/AC	1/1/1950	94	37
MELODY	LN01	MELODY LN.	BLACK MOUNTAIN RD.	END	855	20	18600	Residential/Local	AC/AC	1/22/1959	86	37
MIDDLE	LN01	MIDDLE FORK LN	THREE FORKS LN	END	1018	18	18324	Residential/Local	AC/AC	1/1/1987	93	53
MIRAND	CT01	MIRANDA CT.	MIRANDA RD	END	265	23	7920	Residential/Local	AC/AC	7/4/1988	87	34
MIRAND	WY01	MIRANDA WY.	MIRANDA RD.	END	350	23	9875	Residential/Local	AC	1/1/1990	87	29
MIRAND	RD01	MIRANDA RD.	ESTACADA	FREMONT RD.	2800	25	70000	Residential/Local	AC/AC	12/8/1965	83	31
MOODY	RD01	MOODY RD.	ELENA RD.	ALTAMONT RD.	1420	24	34080	Collector	AC/AC	8/25/1967	88	32
MOODY	RD03	MOODY RD.	FRANCEMONT AVE.	570 W/O MURIETA LN.	3090	23	71070	Collector	AC/AC	1/11/1967	85	28
MOODY	RD02	MOODY RD.	ALTAMONT RD.	FRANCEMONT AVE.	2620	23	60260	Collector	AC/AC	5/3/1967	86	29
MOODYS	CT01	MOODY SPRINGS CT.	MOODY RD.	END (CDS)	336	18	6048	Residential/Local	AC/AC	7/1/1960	87	27
MORA	DR01	MORA DR.	SAN ANTONIO OPEN SPACE	TERRY WAY	1491	20	29820	Residential/Local	AC	7/1/1960	85	28
MURIET	LN01	MURIETTA LN.	MOODY RD.	END	870	18	17660	Residential/Local	AC/AC	1/1/1989	95	37
NATOMA	RD03	NATOMA RD.	LUCERO LN.	ALTAMONT RD.	1600	20	32000	Collector	AC/AC	1/1/1989	68	15
NATOMA	RD01	NATOMA RD.	ELENA RD.	BLACK MOUNTAIN RD.	3000	21	63000	Collector	AC/AC	1/1/1990	75	18
NATOMA	RD02	NATOMA RD.	BLACK MOUNTAIN RD.	LUCERO LN.	1559	20	31180	Collector	AC/AC	1/1/1989	80	22
NEWBRI	DR01	NEWBRIDGE DR.	LA PALMOA	BOTH ENDS	780	24	23792	Residential/Local	AC/AC	8/3/1958	100	38
NINA	PL01	NINA PL.	LA CRESTA DR.	END	785	23	19165	Residential/Local	AC	1/15/1980	84	28
NORMAN	LN01	NORMANDY LN.	O'KEEFE LN.	END	730	25	19250	Residential/Local	AC/AC	1/1/1950	76	26
OAKKNO	CR01	OAK KNOLL CIRCLE	STONEBROOK DR	OAK KNOLL CIR	2875	20	57500	Residential/Local	AC	1/1/1950	92	32
OAKPAR	CT01	OAK PARK CT.	OAK KNOLL CIRCLE	END	1040	20	22800	Residential/Local	AC	1/1/1950	75	22
OHLONE	LN01	OHLONE LN.	FREMONT RD	END	360	20	8300	Residential/Local	AC	4/10/1996	82	26
OKEEFE	LN03	OKEEFE LN.	350' west of VISTA SERENA	END	930	18	18090	Residential/Local	AC	1/1/1982	79	24
OKEEFE	LN04	OKEEFE LN.	EL MONTE	300' E/O DIANNE	1410	26	36660	Residential/Local	AC	1/1/1950	89	31
OKEEFE	LN01	OKEEFE LN.	300' east of DIANE	343' east of VISTA SERENA	1404	23	32292	Residential/Local	AC	1/1/1950	67	17
OKEEFE	LN02	OKEEFE LN.	343' east of VISTA SERENA	350' west of VISTA SERENA	700	24	16800	Residential/Local	AC	1/1/1988	93	32
OLDALT	RD01	OLD ALTOS RD.	BURKE	FREMONT	550	18	9900	Residential/Local	AC/AC	1/1/1990	91	36
OLDPAG	RD01	OLD PAGE MILL RD	RTH END OF BRIDGE (OFF PAGE MILL	HOUSE #2000 DRIVE-IN (CITY LIMIT)	813	20	16260	Residential/Local	AC/AC	1/1/1964	55	13
OLDPAG	LN01	OLD PAGE MILL LN	PAGE MILL RD	CUL DE SAC	255	22	5610	Residential/Local	AC/AC	1/1/1964	96	37
OLDRLN	LN01	OLD RANCH LN.	OLD RANCH RD	END	403	33	13299	Residential/Local	AC	12/19/2002	76	25
OLDRRD	RD01	OLD RANCH RD.	RAVENSBURY RD.	END	696	33	22968	Residential/Local	AC	12/19/2002	77	26
OLIVEC	CT01	OLIVE TREE CT.	OLIVE TREE LN.	END (CDS)	378	24	9072	Residential/Local	AC/AC	7/1/1960	95	53
OLIVEL	LN01	OLIVE TREE LN.	BLANDOR WAY	0' W OF OLIVE TREE CT. (STREET #2474	1287	24	30888	Residential/Local	AC/AC	7/1/1960	100	38
ONEONT	DR01	ONEONTA DR.	STONEBROOK DR.	END (CDS)	843	21	17703	Residential/Local	AC/AC	7/1/1960	100	38
ORCHAR	LN01	ORCHARD HILL LN.	ROBLEDA RD	END	890	23	20470	Residential/Local	AC/AC	12/30/1972	95	48
ORTEGA	DR01	ORTEGA DR.	ST. FRANCIS RD.	END	820	20	18500	Residential/Local	AC/AC	5/17/1957	86	39
PADRE	CT01	PADRE CT.	ALTAMONT RD.	END	380	18	6840	Residential/Local	AC/AC	3/9/1970	68	20
PAGEMI	RD00	PAGE MILL RD.	75 FT S. OF ARASTRADERO RD	BERRY HILL CT	409	60	24540	Collector	AC/AC	10/1/1994	68	15
PAGEMI	RD02	PAGE MILL RD.	BALERI RANCH RD.	COUNTRY WY	3518	24	84432	Collector	AC	12/31/1993	74	12

Street ID	Section ID	Name	Begin Location	End Location	Section Length (ft)	Section Width (ft)	Section Area (SF)	Functional Class	Surface Type	Original Date of Construction	PCI	Current Remaining Life
PAGEMI	RD04	PAGE MILL RD.	MATADERO CREEK LN	935' north of ALTAMONT	4142	24	99408	Collector	AC	12/31/1993	74	12
PAGEMI	RD03	PAGE MILL RD.	COUNTRY WY	MATADERO CREEK LN	2548	24	61152	Collector	AC/AC	12/31/1993	79	21
PAGEMI	RD01	PAGE MILL RD.	BERRY HILL	BALERI RANCH RD.	700	20	14000	Collector	AC	12/31/1993	78	14
PALOHI	DR01	PALO HILLS DR.	FREMONT RD.	END	720	20	16400	Residential/Local	AC/AC	1/1/1989	94	51
PALOPL	PL01	PALOMINO PL	NATOMA RD	END	430	20	8600	Residential/Local	AC	1/1/1989	94	33
PASEOD	DR02	PASEO DEL ROBLE DR.	MIR MIROU DR.	PAGE MILL RD.	2520	20	50400	Residential/Local	AC/AC	1/1/1988	100	38
PASEOD	DR01	PASEO DEL ROBLE DR.	PAGE MILL RD.	MIR MIROU DR.	1225	21	25725	Residential/Local	AC/AC	1/1/1950	100	38
PASEOD	CT01	PASEO DEL ROBLE CT	PASEO DEL ROBLE DR	END	250	16	4000	Residential/Local	AC/AC	1/1/1973	95	53
PRISCI	LN01	PRISCILLA LN.	STONEBROOK DR.	END	990	24	25660	Residential/Local	AC	1/1/1950	77	23
PROSPE	AV01	PROSPECT AVE.	EDGECLIFF PL.	STONEBROOK DR.	1875	24	45000	Residential/Local	AC	5/17/1980	69	20
PURISS	RD01	PURISSIMA RD.	ARASTRADERO RD.	ELENA RD.	2351	23	54073	Collector	AC/AC	1/1/1966	82	25
PURISS	RD02	PURISSIMA RD.	ELENA RD.	VISCAINO RD.	1660	22	36520	Collector	AC/AC	1/1/1987	77	20
PURISS	RD03	PURISSIMA RD.	VISCAINO RD.	CONCEPCION RD.	3222	23	74106	Collector	AC/AC	7/11/1976	75	17
PURISS	RD04	PURISSIMA RD.	CONCEPCION RD.	ROBLEDA RD.	2325	23	53475	Collector	AC/AC	3/4/1974	89	32
RANCHO	LN01	RANCHO MANUELLA LN.	MANUELLA RD.	END	550	16	9300	Residential/Local	AC	1/1/1987	81	26
RAVENS	AV01	RAVENSBURY AVE.	MAGDALENA AVE.	CAMINO HERMOSA DR. (NORTH)	962	23	22126	Arterial	AC	3/15/1963	79	18
RAVENS	AV02	RAVENSBURY AVE.	CAMINO HERMOSA (NORTH)	SOUTH END	3552	23	81696	Arterial	AC	3/15/1963	58	9
REBECC	LN01	REBECCA LN.	DAWSON DR.	END	900	18	16200	Residential/Local	AC/AC	1/1/1988	77	27
RHODA	DR01	RHODA DR.	PURISSIMA RD.	END (CDS)	734	22	16148	Residential/Local	AC/AC	7/1/1960	100	38
ROBLEA	CT01	ROBLE ALTO CT	ROBLE ALTO DR	END	260	16	6440	Residential/Local	AC/AC	1/1/1973	73	24
ROBLEA	DR01	ROBLE ALTO DR	PASEO DEL ROBLE DR	END	830	20	18740	Residential/Local	AC/AC	1/1/1973	81	29
ROBLEB	CT01	ROBLE BLANCO CT	PASEO DEL ROBLE DR	END	900	21	18900	Residential/Local	AC/AC	1/1/1973	80	28
ROBLEC	CT01	ROBLEDA CT.	ROBLEDA RD.	END (CDS)	573	20	11460	Residential/Local	AC/AC	7/1/1960	95	55
ROBLED	RD01	ROBLEDA RD.	FREMONT	CHAPIN	3325	22	73150	Collector	AC	12/30/1972	76	13
ROBLED	RD02	ROBLEDA RD.	CHAPIN	ELENA	4360	23	100280	Collector	AC	3/31/1976	80	15
ROBLEL	RD01	ROBLE LADERA RD.	VISCAINO DR.	PURISSIMA DR.	1840	23	42320	Residential/Local	AC/AC	1/1/1950	80	25
ROBLEV	LN01	ROBLE VENENO LN.	CONCEPCION RD.	END	330	22	7760	Residential/Local	AC	2/10/1955	79	29
ROLLYR	RD01	ROLLY RD.	WEST LOYOLA	300' W/O KENBAR DR	584	19	11096	Residential/Local	AC/AC	12/19/2002	68	20
SADDLE	CT01	SADDLE CT.	SADDLE MOUNTAIN DR.	END	970	17	17360	Residential/Local	AC	1/1/1987	66	18
SADDLE	DR01	SADDLE MOUNTAIN DR.	STIRRUP WY.	END	2639	20	52780	Residential/Local	AC	1/1/1990	69	20
SALTAM	DR01	SALTAMONTES WY.	ESTACADA DR.	END	692	30	20760	Residential/Local	AC/AC	1/1/1990	74	24
SAM	LN01	SAMUEL LN.	PURISSIMA	END	220	20	4400	Residential/Local	AC/AC	4/10/1990	93	47
SCARFF	WY01	SCARFF WY	MANUELLA RD	END	320	20	6400	Residential/Local	AC/AC	1/1/1964	91	36
SEVENA	LN01	SEVEN ACRES LN.	FREMONT	END	310	21	7860	Residential/Local	AC/AC	1/12/1957	51	10
SHOLES	CT01	SHOLES CT.	ALEXANDER DR.	END	405	18	8590	Residential/Local	AC/AC	1/1/1987	95	37
SNELL	LN01	SNELL LN.	FREMONT RD.	END	840	22	20280	Residential/Local	AC/AC	1/3/1968	95	48
SPRING	DR01	SPRINGHILL DR.	MANUELLA RD.	END	320	22	7040	Residential/Local	AC	1/1/1989	75	22
STANFO	CT01	STANFORD CT	LIDDCOAT CR	END	540	16	11640	Residential/Local	AC/AC	1/1/1964	76	26
STFRAN	RD01	ST. FRANCIS RD.	LA CRESTA DR.	ASCENSION DR.	2660	29	77140	Residential/Local	AC/AC	1/1/1988	92	44
STFRAN	RD02	ST. FRANCIS RD.	ASCENSION DR.	FREMONT RD.	481	52	25012	Residential/Local	AC/AC	1/1/1988	89	35
STIRRU	WY01	STIRRUP WY.	SADDLE MOUNTAIN RD.	END	820	17	16140	Residential/Local	AC	1/1/1990	87	29
STIRRU	WY02	STIRRUP WY	ARASTRADERO RD.	SADDLE MOUNTAIN RD.	367	21	7707	Residential/Local	AC	1/1/1990	76	23
STONEB	CT01	STONEBROOK CT	STONEBROOK DR	END	770	19	14630	Residential/Local	AC/AC	1/1/1965	81	30
STONEB	DR01	STONEBROOK DR.	EL MONTE AVE.	S/O PROSPECT AVE.	2390	24	57360	Collector	AC/AC	1/1/1987	87	31
STONEB	DR02	STONEBROOK DR.	S. of PROSPECT AVE.	TERESA WY.	1350	23	31050	Collector	AC	1/1/1987	91	20
STORYH	LN01	STORY HILL LN.	PAGE MILL RD.	END	1603	18	28854	Residential/Local	AC/AC	12/8/1965	90	35
SUMMER	AV01	SUMMERHILL AVE	EL MONTE RD	Nicole Lane (Southbound Only)	900	16	14400	Collector	AC/AC	7/1/1992	100	29

Street ID	Section ID	Name	Begin Location	End Location	Section Length (ft)	Section Width (ft)	Section Area (SF)	Functional Class	Surface Type	Original Date of Construction	PCI	Current Remaining Life
SUMMIT	RDO1	SUMMITWOOD RD.	TEPA WY	LA LOMA DR	2335	21	49035	Residential/Local	AC/AC	4/12/1970	75	23
SUNHIL	DR01	SUNHILLS DR.	WEST LOYOLA	245' S/O WEST LAYOLA	245	22	5390	Residential/Local	AC/AC	12/19/2002	70	22
SUNHIL	DR02	SUNHILLS DR.	MORA DR.	245' S OF WEST LOYOLA DR.	700	22	15400	Residential/Local	AC/AC	7/1/1960	95	53
SUNSET	DR01	SUNSET DR EAST	BURKE RD	END	1550	15	23250	Residential/Local	AC/AC	1/1/1964	69	21
TAAFFE	RD01	TAAFFE RD.	ELENA RD.	DEZAHARA WAY	3240	20	64800	Collector	AC/AC	7/12/1978	72	17
TAAFFE	RD02	TAAFFE RD.	DEZAHARA WAY	ALTAMONT RD.	1452	20	29040	Collector	AC/AC	9/17/1970	72	17
TEMPLE	PL01	TEMPLETON PL.	FREMONT RD.	END (CDS)	298	21	6258	Residential/Local	AC	7/1/1960	79	25
TEPA	WY01	TEPA WY.	SUMMITWOOD RD	END	630	28	17640	Residential/Local	AC/AC	5/12/1970	77	26
TEPA	WY00	TEPA WY.	MOODY RD	SUMMITWOOD RD	860	32	27520	Residential/Local	AC/AC	7/1/2008	67	20
TERESA	WY01	TERESA WY.	STONEBROOK DR	KATE DR	250	22	5500	Residential/Local	AC	4/12/1998	79	29
THREEF	LN01	THREE FORKS LN	COUNTRY WY	SOUTH FORKS LN	600	20	12000	Residential/Local	AC/AC	1/1/1978	56	14
TODD	LN01	TODD LN.	LA PALOMA RD.	END (CDS)	814	21	17094	Residential/Local	AC/AC	7/1/1960	95	37
TORELL	LN01	TORELLO LN.	MANUELLA RD.	END	400	17	6800	Residential/Local	AC/AC	1/1/1987	47	8
TRACY	CT01	TRACY CT.	ARASTRADERO	END	265	20	5500	Residential/Local	AC/AC	1/1/1950	93	43
TRIPOL	CT01	TRIPOLI CT.	NATOMA RD.	END (CDS)	250	16	4000	Residential/Local	AC/AC	7/1/1960	100	38
TWINOA	CT01	TWIN OAKS CT.	ARASTRADERO RD.	END	125	22	2750	Residential/Local	AC	10/4/2004	95	33
URSULA	LN01	URSULA LN.	BLACK MOUNTAIN	END	600	20	14000	Residential/Local	AC/AC	4/20/1969	82	36
VIACOR	GO01	VIA CERRO GORDO	BRIONES WY	END	710	18	14280	Residential/Local	AC/AC	12/22/1961	60	13
VIACOR	WY01	VIA CORITA WY.	NATOMA	END	355	20	7100	Residential/Local	AC/AC	12/16/1966	93	37
VIAFEL	FE01	VIA FELIZ	PAGE MILL RD.	END	1480	20	29600	Residential/Local	AC	1/1/1988	71	22
VIAVEN	WY01	VIA VENTANA WY	PAGE MILL RD	BRIONES WY	1610	18	28980	Residential/Local	AC/AC	10/2/1958	66	17
VIAVEN	WY02	VIA VENTANA WY	BRIONES WY	END	452	18	8136	Residential/Local	AC/AC	8/25/1974	69	20
VISCAI	RD01	VISCAINO RD.	PURISSIMA RD.	CONCEPCION RD.	3456	23	79488	Residential/Local	AC/AC	5/2/1960	88	32
VISCAI	CT01	VISCAINO CT.	VISCAINO RD.	END	1100	20	23400	Residential/Local	AC/AC	1/1/1988	70	18
VISCAI	PL01	VISCAINO PL.	VISCAINO RD	END	360	24	9150	Residential/Local	AC/AC	12/22/1963	80	32
VISTAD	CT01	VISTA DEL VALLE CT.	TAAFFE	END	360	23	9280	Residential/Local	AC/AC	1/1/1950	98	38
VISTAS	SE01	VISTA SERENA	O'KEEFE LN.	END	750	19	14250	Residential/Local	AC/AC	1/1/1989	93	37
VOORHE	DR01	VOORHEES DR.	EL MONTE RD.	800 S. OF EL MONTE RD.	800	25	21700	Residential/Local	AC/AC	2/15/1987	87	33
WEDITH	AV01	WEST EDITH AVE.	FREMONT RD.	500' N/O FREMONT RD.	500	33	16500	Collector	AC	1/1/1950	93	21
WESTON	DR01	WESTON DR.	FREMONT RD.	END	891	23	20493	Residential/Local	AC/AC	1/1/1989	91	44
WESTWI	WY01	WESTWIND WY	CONCEPCION RD	LA PALOMA RD	1070	22	23540	Residential/Local	AC/AC	12/5/1975	95	37
WILDPL	LN01	WILD PLUM LN.	MIRANDA RD.	END	650	20	14500	Residential/Local	AC/AC	1/1/1988	90	43
WILLOW	LN01	WILLOW POND LN.	TEPA WAY	END (CDS)	632	21	13272	Residential/Local	AC/AC	7/1/1960	100	38
WINDSO	CT01	WINDSOR CT.	BLACK MOUNTAIN	END	205	22	5510	Residential/Local	AC/AC	1/1/1989	95	37
WLOYO	DR01	WEST LOYOLA DR.	CAMINO HERMOSA	HWY280 (EASTBROOK)	4762	21	100002	Arterial	AC/AC	12/19/2002	78	20
YALE	CT01	YALE CT	LIDDIACOAT CR	END	130	16	4280	Residential/Local	AC/AC	1/1/1964	95	37

**PCI Summary: Sorted by PCI
(Descending)**

Street ID	Section ID	Name	Begin Location	End Location	Section Length (ft)	Section Width (ft)	Section Area (SF)	Functional Class	Surface Type	Original Date of Construction	PCI	Current Remaining Life
ALBERT	LN01	ALBERTSWORTH LN.	MAGDALENA RD.	END	400	27	10800	Residential/Local	AC/AC	1/1/2000	100	38
ATHERT	CT01	ATHERTON CT.	ROBLEDA RD.	END	600	22	13200	Residential/Local	AC/AC	1/1/2000	100	38
CARADO	CT01	CARADO CT.	MIRANDA RD.	END	370	16	5920	Residential/Local	AC/AC	1/1/2000	100	38
DAWNRI	DR01	DAWNRIDGE DR.	MAGDALENA RD.	END	1908	31	59148	Residential/Local	AC/AC	7/1/1960	100	38
FERNHI	DR01	FERNHILL DR.	CAMINO HERMOSO DR.	END	1200	16	19200	Residential/Local	AC/AC	1/1/2000	100	38
NEWBRI	DR01	NEWBRIDGE DR.	LA PALMOA	BOTH ENDS	780	24	23792	Residential/Local	AC/AC	8/3/1958	100	38
OLIVEL	LN01	OLIVE TREE LN.	BLANDOR WAY	0' W OF OLIVE TREE CT. (STREET #2474	1287	24	30888	Residential/Local	AC/AC	7/1/1960	100	38
ONEONT	DR01	ONEONTA DR.	STONEBROOK DR.	END (CDS)	843	21	17703	Residential/Local	AC/AC	7/1/1960	100	38
PASEOD	DR02	PASEO DEL ROBLE DR.	MIR MIROU DR.	PAGE MILL RD.	2520	20	50400	Residential/Local	AC/AC	1/1/1988	100	38
PASEOD	DR01	PASEO DEL ROBLE DR.	PAGE MILL RD.	MIR MIROU DR.	1225	21	25725	Residential/Local	AC/AC	1/1/1950	100	38
RHODA	DR01	RHODA DR.	PURISSIMA RD.	END (CDS)	734	22	16148	Residential/Local	AC/AC	7/1/1960	100	38
SUMMER	AV01	SUMMERHILL AVE	EL MONTE RD	Nicole Lane (Southbound Only)	900	16	14400	Collector	AC/AC	7/1/1992	100	29
TRIPOL	CT01	TRIPOLI CT.	NATOMA RD.	END (CDS)	250	16	4000	Residential/Local	AC/AC	7/1/1960	100	38
WILLOW	LN01	WILLOW POND LN.	TEPA WAY	END (CDS)	632	21	13272	Residential/Local	AC/AC	7/1/1960	100	38
VISTAD	CT01	VISTA DEL VALLE CT.	TAAFFE	END	360	23	9280	Residential/Local	AC/AC	1/1/1950	98	38
OLDPAG	LN01	OLD PAGE MILL LN	PAGE MILL RD	CUL DE SAC	255	22	5610	Residential/Local	AC/AC	1/1/1964	96	37
ADOBE	LN01	ADOBE LN.	TEPA WAY	END OF 3RD PARCEL (NE)	1290	34	47161	Residential/Local	AC/AC	7/1/1960	95	48
ALEJAN	DR01	ALEJANDRO DR.	ST.FRANCIS RD.	END (SOUTH)	393	20	7860	Residential/Local	AC/AC	1/1/1990	95	37
ALTADE	DR01	ALTADENA DR.	MANUELLA RD.	KINGSLEY AVE	490	18	8820	Residential/Local	AC/AC	1/1/1950	95	37
ARIC	LN01	ARIC LN.	FREMONT RD.	END	940	22	22480	Residential/Local	AC	11/6/1960	95	33
BEAVER	LN01	BEAVER LN.	LA CRESTA DR.	END	465	23	11795	Residential/Local	AC	1/1/1950	95	33
BERRYH	CT01	BERRY HILL CT.	PAGE MILL RD.	END	547	18	9846	Residential/Local	AC/AC	1/1/1981	95	37
BRIONC	CT01	BRIONES CT.	BRIONES WAY	END (CDS)	486	20	9720	Residential/Local	AC/AC	7/1/1960	95	55
CATHAR	CT01	CATHARINE CT	DONELSON PL.	END	480	18	9940	Residential/Local	AC/AC	1/1/1987	95	43
CHRIST	LN01	CHRISTOPHER'S LN.	PAGE MILL RD.	END (CDS)	1730	23	39790	Residential/Local	AC/AC	7/1/1960	95	53
DAWN	LN01	DAWN LN.	ELENA RD.	END	400	22	9300	Residential/Local	AC/AC	3/25/1962	95	48
DEERCR	LN01	DEER CREEK LN	PURISSIMA ROAD	CUL DE SAC/PRIVATE ROAD	585	21	12285	Residential/Local	AC	7/1/2011	95	33
DELSON	CT01	DELSON CT	ELENA RD	END	330	30	9900	Residential/Local	AC/AC	5/13/1976	95	37
DONELS	PL01	DONELSON PL.	FREMONT RD.	END	630	19	13270	Residential/Local	AC/AC	1/1/1987	95	37
EDGERT	RD01	EDGERTON RD	BLACK MOUNTAIN RD	END	1800	21	37800	Residential/Local	AC/AC	1/1/1976	95	37
FAWNCR	CT01	FAWN CREEK CT.	PAGE MILL RD.	END	695	18	14510	Residential/Local	AC/AC	1/1/1950	95	37
HILLVI	RD01	HILLVIEW RD.	MAGDALENA AVE.	HILLTOP DR.	1750	22	38500	Residential/Local	AC	1/1/1950	95	33
LAPALO	RD03	LA PALOMA RD.	ALTA TIERRA RD.	PURISSIMA RD.	1090	22	23980	Collector	AC/AC	1/1/1992	95	29
LAUREL	LN01	LAUREL LN.	CONCEPCION RD.	END (CDS)	222	22	4884	Residential/Local	AC/AC	7/1/1960	95	55
LIDDIC	CR01	LIDDICOAT CR	LIDDICOAT DR	LIDDICOAT DR	2320	21	48720	Residential/Local	AC/AC	1/1/1964	95	37
MANDOL	DR01	MANDOLI DR.	ARASTRADERO DR.	END	585	21	23385	Residential/Local	AC	3/10/1961	95	33
MATADE	LN01	MATADERO CREEK LN.	PAGE MILL	MATADERO CREEK CT.	783	18	14094	Residential/Local	AC/AC	1/1/1988	95	37
MURIET	LN01	MURIETTA LN.	MOODY RD.	END	870	18	17660	Residential/Local	AC/AC	1/1/1989	95	37
OLIVEC	CT01	OLIVE TREE CT.	OLIVE TREE LN.	END (CDS)	378	24	9072	Residential/Local	AC/AC	7/1/1960	95	53
ORCHAR	LN01	ORCHARD HILL LN.	ROBLEDA RD	END	890	23	20470	Residential/Local	AC/AC	12/30/1972	95	48
PASEOD	CT01	PASEO DEL ROBLE CT	PASEO DEL ROBLE DR	END	250	16	4000	Residential/Local	AC/AC	1/1/1973	95	53
ROBLEC	CT01	ROBLEDA CT.	ROBLEDA RD.	END (CDS)	573	20	11460	Residential/Local	AC/AC	7/1/1960	95	55
SHOLES	CT01	SHOLES CT.	ALEXANDER DR.	END	405	18	8590	Residential/Local	AC/AC	1/1/1987	95	37
SNELL	LN01	SNELL LN.	FREMONT RD.	END	840	22	20280	Residential/Local	AC/AC	1/3/1968	95	48
SUNHIL	DR02	SUNHILLS DR.	MORA DR.	245' S OF WEST LOYOLA DR.	700	22	15400	Residential/Local	AC/AC	7/1/1960	95	53
TODD	LN01	TODD LN.	LA PALOMA RD.	END (CDS)	814	21	17094	Residential/Local	AC/AC	7/1/1960	95	37
TWINOA	CT01	TWIN OAKS CT.	ARASTRADERO RD.	END	125	22	2750	Residential/Local	AC	10/4/2004	95	33

Street ID	Section ID	Name	Begin Location	End Location	Section Length (ft)	Section Width (ft)	Section Area (SF)	Functional Class	Surface Type	Original Date of Construction	PCI	Current Remaining Life
WESTWI	WY01	WESTWIND WY	CONCEPCION RD	LA PALOMA RD	1070	22	23540	Residential/Local	AC/AC	12/5/1975	95	37
WINDSO	CT01	WINDSOR CT.	BLACK MOUNTAIN	END	205	22	5510	Residential/Local	AC/AC	1/1/1989	95	37
YALE	CT01	YALE CT	LIDDCOAT CR	END	130	16	4280	Residential/Local	AC/AC	1/1/1964	95	37
ESTACA	WY01	ESTACADA WY.	ESTACADA DR.	END	290	28	8120	Residential/Local	AC/AC	1/1/1987	94	51
MAPLEL	CT01	MAPLE LEAF CT.	ELENA RD.	CULDESAC	131	23	3013	Residential/Local	AC	8/15/2003	94	33
MATADE	LN02	MATADERO CREEK LN.	MATADERO CREEK CT.	END	1461	16	23376	Residential/Local	AC/AC	1/1/1950	94	37
PALOH	DR01	PALO HILLS DR.	FREMONT RD.	END	720	20	16400	Residential/Local	AC/AC	1/1/1989	94	51
PALOPL	PL01	PALOMINO PL	NATOMA RD	END	430	20	8600	Residential/Local	AC	1/1/1989	94	33
ASCENS	DR02	ASCENSION DR.	ANACAPA DR.	ST. FRANCIS DR.	1601	27	43227	Residential/Local	AC/AC	10/1/1970	93	37
BARLEY	RD01	BARLEY HILL RD.	HILLTOP DR.	END	1745	16	27920	Residential/Local	AC/AC	4/19/1984	93	37
BERRYH	LN01	BERRY HILL LN.	BERRYHILL CT	END	745	18	13410	Residential/Local	AC/AC	4/10/1970	93	37
CARILL	LN01	CARILLO LN.	LA CRESTA DR.	END	450	20	9800	Residential/Local	AC/AC	1/1/1989	93	37
CLAUSE	CT01	CLAUSEN CT.	VOORHEES DR.	END	375	24	10055	Residential/Local	AC	1/1/1950	93	32
FREMOM	RD04	FREMONT RD.	MIRANDA RD.	WEST EDITH	1451	25	36275	Collector	AC/AC	1/4/1965	93	29
GREENH	CT01	GREEN HILLS CT.	ELENA RD.	END	540	16	9140	Residential/Local	AC/AC	1/1/1987	93	48
HIDDEN	CT01	HIDDEN SPRING CT.	ALTAMONT RD.	END	105	25	4725	Residential/Local	AC	4/12/1996	93	32
MIDDLE	LN01	MIDDLE FORK LN	THREE FORKS LN	END	1018	18	18324	Residential/Local	AC/AC	1/1/1987	93	53
OKEEFE	LN02	OKEEFE LN.	343' east of VISTA SERENA	350' west of VISTA SERENA	700	24	16800	Residential/Local	AC	1/1/1988	93	32
SAM	LN01	SAMUEL LN.	PURISSIMA	END	220	20	4400	Residential/Local	AC/AC	4/10/1990	93	47
TRACY	CT01	TRACY CT.	ARASTRADERO	END	265	20	5500	Residential/Local	AC/AC	1/1/1950	93	43
VIACOR	WY01	VIA CORITA WY.	NATOMA	END	355	20	7100	Residential/Local	AC/AC	12/16/1966	93	37
VISTAS	SE01	VISTA SERENA	O'KEEFE LN.	END	750	19	14250	Residential/Local	AC/AC	1/1/1989	93	37
WEDITH	AV01	WEST EDITH AVE.	FREMONT RD.	500' N/O FREMONT RD.	500	33	16500	Collector	AC	1/1/1950	93	21
FREMOM	LN01	FREMONT PINES LN.	FREMONT RD.	END	600	22	14720	Residential/Local	AC/AC	1/1/1987	92	36
OAKKNO	CR01	OAK KNOLL CIRCLE	STONEBROOK DR	OAK KNOLL CIR	2875	20	57500	Residential/Local	AC	1/1/1950	92	32
STFRAN	RD01	ST. FRANCIS RD.	LA CRESTA DR.	ASCENSION DR.	2660	29	77140	Residential/Local	AC/AC	1/1/1988	92	44
ALICAN	LN01	ALICANTE LN.	MANUELLA RD.	END	670	16	11220	Residential/Local	AC/AC	1/1/1987	91	46
ALMADE	CT01	ALMADEN CT.	ALTAMONT RD.	END OF 3RD PARCEL (SOUTHERN SIDE)	1840	18	35268	Residential/Local	AC/AC	7/1/1960	91	32
CAMINO	ME01	CAMINO MEDIO	VISCAINO RD.	END	501	24	12024	Residential/Local	AC	1/1/1990	91	32
FRANCE	AV01	FRANCEMONT DR.	MOODY RD	END	425	21	10725	Residential/Local	AC	1/1/1995	91	32
FREMOM	RD05	FREMONT RD.	WEST EDITH	BURKE RD.	2254	24	54096	Collector	AC	1/1/1988	91	20
LAURAL	CT01	LAURA CT	END (S)	END (N)	600	22	16800	Residential/Local	AC	4/12/1998	91	32
MATADE	CT01	MATADERO CREEK CT.	MATADERO CREEK LN.	END	650	20	15080	Residential/Local	AC/AC	1/30/1969	91	46
OLDALT	RD01	OLD ALTOS RD.	BURKE	FREMONT	550	18	9900	Residential/Local	AC/AC	1/1/1990	91	36
SCARFF	WY01	SCARFF WY	MANUELLA RD	END	320	20	6400	Residential/Local	AC/AC	1/1/1964	91	36
STONEB	DR02	STONEBROOK DR.	S. of PROSPECT AVE.	TERESA WY.	1350	23	31050	Collector	AC	1/1/1987	91	20
WESTON	DR01	WESTON DR.	FREMONT RD.	END	891	23	20493	Residential/Local	AC/AC	1/1/1989	91	44
ADOBEC	RD01	ADOBE CREEK LODGE RD.	MOODY RD	END	560	21	15360	Residential/Local	AC	4/12/1995	90	31
ALEXIS	DR01	ALEXIS DR.	PAGE MILL RD.	TOWN LIMIT	554	23	12742	Residential/Local	AC/AC	1/1/1960	90	41
BENTLE	CT01	BENTLEY CT.	BURKE RD.	END	220	18	6160	Residential/Local	AC/AC	1/1/1990	90	44
HORSES	LN01	HORSESHOE LN.	ARASTRADERO RD.	END	828	22	18216	Residential/Local	AC/AC	8/28/1961	90	44
STORYH	LN01	STORY HILL LN.	PAGE MILL RD.	END	1603	18	28854	Residential/Local	AC/AC	12/8/1965	90	35
WILDPL	LN01	WILD PLUM LN.	MIRANDA RD.	END	650	20	14500	Residential/Local	AC/AC	1/1/1988	90	43
ELMONT	AV02	EL MONTE RD. (EB)	FORK AT 950' W OF STONEBROOK DR	SUMMERHILL	3851	33	127083	Arterial	AC/AC	5/5/1965	89	27
ELMONT	AV03	EL MONTE RD. (WB)	O'KEEFE LN.	FORK AT 950' W OF STONEBROOK DR.	3411	32	109152	Arterial	AC/AC	11/2/1965	89	27
OKEEFE	LN04	OKEEFE LN.	EL MONTE	300' E/O DIANNE	1410	26	36660	Residential/Local	AC	1/1/1950	89	31
PURISS	RD04	PURISSIMA RD.	CONCEPCION RD.	ROBLEDA RD.	2325	23	53475	Collector	AC/AC	3/4/1974	89	32

Street ID	Section ID	Name	Begin Location	End Location	Section Length (ft)	Section Width (ft)	Section Area (SF)	Functional Class	Surface Type	Original Date of Construction	PCI	Current Remaining Life
STFRAN	RD02	ST. FRANCIS RD.	ASCENSION DR.	FREMONT RD.	481	52	25012	Residential/Local	AC/AC	1/1/1988	89	35
ALTATI	RD01	ALTA TIERRA RD.	ROBLEDA RD	LA PALOMA RD	1610	17	27370	Residential/Local	AC/AC	4/10/1965	88	44
ELENA	RD05	ELENA RD.	VINEDO LN.	MOODY RD.	2298	25	57450	Collector	AC/AC	1/1/1987	88	32
LACRES	DR01	LA CRESTA DR.	ARASTRADERO RD.	900' south of NINA PL.	2700	20	54000	Residential/Local	AC/AC	1/1/1988	88	35
MOODY	RD01	MOODY RD.	ELENA RD.	ALTAMONT RD.	1420	24	34080	Collector	AC/AC	8/25/1967	88	32
VISCAI	RD01	VISCAINO RD.	PURISSIMA RD.	CONCEPCION RD.	3456	23	79488	Residential/Local	AC/AC	5/2/1960	88	32
ANACAP	CT01	ANACAPA CT.	ANACAPA DR.	END	140	30	4750	Residential/Local	AC/AC	6/8/1965	87	33
BERKSH	DR01	BERKSHIRE DR.	WEST LOYOLA	594' N/O WEST LOYOLA	594	18	10692	Residential/Local	AC/AC	12/19/2002	87	39
DAWSON	DR02	DAWSON DR.	1155' W of MAGDALENA AVE. Half CDS	END	1400	18	26600	Residential/Local	AC	1/1/1988	87	30
ESPERA	DR01	ESPERANZA DR.	CONCEPCION RD	ESPERANZA DR	2674	22	58828	Residential/Local	AC	11/9/1959	87	29
KINGLY	WY01	KINGSLEY AVE.	ALTA DENA DR	END	838	13	10894	Residential/Local	AC/AC	4/10/1970	87	41
LUPINE	RD01	LUPINE RD.	PAGE MILL RD.	END	1179	22	25938	Residential/Local	AC/AC	4/3/1956	87	33
MIRAND	CT01	MIRANDA CT.	MIRANDA RD	END	265	23	7920	Residential/Local	AC/AC	7/4/1988	87	34
MIRAND	WY01	MIRANDA WY.	MIRANDA RD.	END	350	23	9875	Residential/Local	AC	1/1/1990	87	29
MOODYS	CT01	MOODY SPRINGS CT.	MOODY RD.	END (CDS)	336	18	6048	Residential/Local	AC/AC	7/1/1960	87	27
STIRRU	WY01	STIRRUP WY.	SADDLE MOUNTAIN RD.	END	820	17	16140	Residential/Local	AC	1/1/1990	87	29
STONEB	DR01	STONEBROOK DR.	EL MONTE AVE.	S/O PROSPECT AVE.	2390	24	57360	Collector	AC/AC	1/1/1987	87	31
VOORHE	DR01	VOORHEES DR.	EL MONTE RD.	800 S. OF EL MONTE RD.	800	25	21700	Residential/Local	AC/AC	2/15/1987	87	33
ALTAMO	RD02	ALTAMONT RD.	BLACK MOUNTAIN RD.	TAAFFE RD.	2979	24	71496	Collector	AC/AC	1/1/1989	86	28
CRESTR	DR01	CRESTRIDGE DR.	RAVENSBURY AVE.	END	544	33	17952	Residential/Local	AC/AC	12/19/2002	86	37
DEBELL	DR01	DEBELL DR.	MANUELLA RD	671' E/O MANUELLA RD	671	34	22814	Residential/Local	AC/AC	11/27/1959	86	33
DIANNE	DR01	DIANNE DR.	O'KEEFE LN.	END	1200	23	27600	Residential/Local	AC/AC	1/1/1989	86	39
MANUEL	RD02	MANUELLA RD.	ALICANTE	400' north of SCARFF	2450	24	58800	Collector	AC/AC	1/4/1965	86	26
MELODY	LN01	MELODY LN.	BLACK MOUNTAIN RD.	END	855	20	18600	Residential/Local	AC/AC	1/22/1959	86	37
MOODY	RD02	MOODY RD.	ALTAMONT RD.	FRANCEMONT AVE.	2620	23	60260	Collector	AC/AC	5/3/1967	86	29
ORTEGA	DR01	ORTEGA DR.	ST. FRANCIS RD.	END	820	20	18500	Residential/Local	AC/AC	5/17/1957	86	39
BLEDSE	CT01	BLEDSE CT.	MOODY RD.	END	105	35	5075	Residential/Local	AC	4/12/1996	85	28
CANARI	WY01	CANARIO WY.	VISCAINO RD.	END	950	22	21900	Residential/Local	AC	1/1/1989	85	28
ELENA	RD04	ELENA RD.	ROBLEDA RD.	VINEDO LN.	1682	22	37004	Collector	AC	1/1/1987	85	17
MOODY	RD03	MOODY RD.	FRANCEMONT AVE.	570 W/O MURIETA LN.	3090	23	71070	Collector	AC/AC	1/1/1967	85	28
MORA	DR01	MORA DR.	SAN ANTONIO OPEN SPACE	TERRY WAY	1491	20	29820	Residential/Local	AC	7/1/1960	85	28
ADONNA	CT01	ADONNA CT	ELENA RD	END	370	23	10310	Residential/Local	AC/AC	1/16/1951	84	31
ESTACA	DR01	ESTACADA DR.	MANUELLA RD.	MIRANDA RD	1015	28	28420	Residential/Local	AC	1/1/1950	84	28
FINN	LN01	FINN LN.	PROSPECT AVE.	END	400	21	11750	Residential/Local	AC	1/1/1950	84	28
NINA	PL01	NINA PL.	LA CRESTA DR.	END	785	23	19165	Residential/Local	AC	1/15/1980	84	28
ALEXAN	PL01	ALEXANDER PL	FREMONT RD.	END	1150	18	22700	Residential/Local	AC/AC	1/1/1987	83	31
CORTEM	LN01	CORTE MADERA LN.	CONCEPCION RD.	END	580	22	13870	Residential/Local	AC	5/20/1955	83	27
FREMOM	RD03	FREMONT RD.	CONCEPCION RD.	MIRANDA RD.	2668	27	72036	Collector	AC/AC	6/6/1966	83	24
HILPRK	LN01	HILLPARK LN.	RAVENSBURY AVE	END (BOTH CUL DE SACS)	560	31	17360	Residential/Local	AC/AC	12/19/2002	83	34
MIRAND	RD01	MIRANDA RD.	ESTACADA	FREMONT RD.	2800	25	70000	Residential/Local	AC/AC	12/8/1965	83	31
CONEJO	CT01	CONEJO CT.	ASCENSION DR.	END	310	18	6315	Residential/Local	AC/AC	1/1/1950	82	28
ESHNER	CT01	ESHNER CT	ALTAMONT RD	END	381	22	8382	Residential/Local	AC	4/12/1999	82	26
MANUEL	RD01	MANUELLA RD.	FREMONT	ALICANTE	965	23	22195	Collector	AC/AC	9/22/1966	82	25
OHLONE	LN01	OHLONE LN.	FREMONT RD	END	360	20	8300	Residential/Local	AC	4/10/1996	82	26
PURISS	RD01	PURISSIMA RD.	ARASTRADERO RD.	ELENA RD.	2351	23	54073	Collector	AC/AC	1/1/1966	82	25
URSULA	LN01	URSULA LN.	BLACK MOUNTAIN	END	600	20	14000	Residential/Local	AC/AC	4/20/1969	82	36
ALTOVE	LN01	ALTO VERDE LN.	CONCEPCION RD.	END	577	22	12694	Residential/Local	AC	10/15/1953	81	31

Street ID	Section ID	Name	Begin Location	End Location	Section Length (ft)	Section Width (ft)	Section Area (SF)	Functional Class	Surface Type	Original Date of Construction	PCI	Current Remaining Life
ARASTR	RD01	ARASTRADERO RD.	HORSESHOE LN.	STIRRUP WY.	1900	40	76000	Arterial	AC/AC	11/10/1964	81	22
BURKE	RD01	BURKE RD.	CHAPIN RD.	100' N. of OLD ALTOS RD./ COP	2038	24	48912	Collector	AC/AC	4/20/1974	81	24
FRAMPT	CT01	FRAMPTON CT.	MAGDALENA AVE.	END	240	20	7300	Residential/Local	AC	1/1/1950	81	26
LEANDE	DR01	LEANDER DR.	PURISSIMA RD.	END	530	21	12630	Residential/Local	AC	3/20/1959	81	26
MAGDAL	AV02	MAGDALENA RD.	STONEBROOK	RAVENSBURY	2860	23	65780	Collector	AC/AC	3/15/1963	81	23
RANCHO	LN01	RANCHO MANUELLA LN.	MANUELLA RD.	END	550	16	9300	Residential/Local	AC	1/1/1987	81	26
ROBLEA	DR01	ROBLE ALTO DR	PASEO DEL ROBLE DR	END	830	20	18740	Residential/Local	AC/AC	1/1/1973	81	29
STONEB	CT01	STONEBROOK CT	STONEBROOK DR	END	770	19	14630	Residential/Local	AC/AC	1/1/1965	81	30
ANACAP	DR02	ANACAPA DR.	VISCAINO RD	ASCENSION DR.	1300	25	32500	Residential/Local	AC	1/1/1987	80	25
BEATRI	LN01	BEATRICE LN.	ROBLEDA RD.	END (CDS)	245	22	5390	Residential/Local	AC	7/1/1960	80	25
CAMINO	DR01	CAMINO HERMOSO	RAVENSBURY AVE. (NORTH)	RAVENSBURY AVE. (SOUTH)	3190	20	63800	Arterial	AC/AC	10/4/2004	80	22
CONCEP	RD01	CONCEPTION RD.	FREMONT RD.	PURISSIMA RD.	4604	20	92080	Collector	AC/AC	9/1/1973	80	22
DAWSON	DR01	DAWSON DR.	MAGDALENA AVE.	1155' W of MAGDALENA AVE. Half CDS	1155	20	24600	Residential/Local	AC	1/1/1987	80	25
KATE	DR01	KATE DR.	END EAST	TERESA WY	840	20	19300	Residential/Local	AC	4/12/1998	80	30
LALANN	CT01	LA LANNE CT.	MIRANDA	END	919	21	19299	Residential/Local	AC	1/1/1990	80	25
LARENA	LN01	LA RENA LN.	DIANNE DR.	END	1200	23	27600	Residential/Local	AC/AC	1/1/1989	80	29
LAVIDA	RL01	LA VIDA REAL	NATOMA RD	END	600	16	11100	Residential/Local	AC	1/1/1990	80	25
NATOMA	RD02	NATOMA RD.	BLACK MOUNTAIN RD.	LUCERO LN.	1559	20	31180	Collector	AC/AC	1/1/1989	80	22
ROBLEB	CT01	ROBLE BLANCO CT	PASEO DEL ROBLE DR	END	900	21	18900	Residential/Local	AC/AC	1/1/1973	80	28
ROBLED	RD02	ROBLEDA RD.	CHAPIN	ELENA	4360	23	100280	Collector	AC	3/31/1976	80	15
ROBLEL	RD01	ROBLE LADERA RD.	VISCAINO DR.	PURISSIMA DR.	1840	23	42320	Residential/Local	AC/AC	1/1/1950	80	25
VISCAI	PL01	VISCAINO PL.	VISCAINO RD	END	360	24	9150	Residential/Local	AC/AC	12/22/1963	80	32
BARTON	CT01	BARTON CT.	FREMONT RD.	END	135	18	4430	Residential/Local	AC	1/1/1950	79	24
BRIONE	WY01	BRIONES WAY	ALTAMONT RD.	VIA VENTANA WY.	1600	20	32000	Collector	AC/AC	1/4/1981	79	23
ELMONT	AV01	EL MONTE RD.	MOODY RD.	FORK AT 950' W OF STONEBROOK DR.	1890	36	68040	Arterial	AC	1/1/1993	79	18
FREMOM	RD01	FREMONT RD.	ARASTRADERO RD.	ST. FRANCIS DR.	3620	30	108600	Collector	AC/AC	9/22/1966	79	21
JULIET	LN01	JULIETTA LN	TH PROPERTY LINE OF 27340 JULIETT	END	300	14	4200	Residential/Local	AC/AC	3/13/1959	79	28
LACRES	CT01	LA CRESTA CT.	LA CRESTA DR.	END	870	21	19070	Residential/Local	AC	5/20/1955	79	29
LACRES	DR02	LA CRESTA DR.	900' south of NINA PL.	VISCAINO	2650	23	60950	Residential/Local	AC	1/1/1988	79	24
LAPALO	RD01	LA PALOMA RD.	FREMONT RD.	NEWBRIDGE DR.	2315	22	50930	Collector	AC/AC	5/3/1967	79	23
LAPALO	RD02	LA PALOMA RD.	NEWBRIDGE DR	ALTA TIERRA RD.	2060	22	45320	Collector	AC/AC	1/1/1993	79	22
OKEEFE	LN03	OKEEFE LN.	350' west of VISTA SERENA	END	930	18	18090	Residential/Local	AC	1/1/1982	79	24
PAGEMI	RD03	PAGE MILL RD.	COUNTRY WY	MATADERO CREEK LN	2548	24	61152	Collector	AC/AC	12/31/1993	79	21
RAVENS	AV01	RAVENSBURY AVE.	MAGDALENA AVE.	CAMINO HERMOSA DR. (NORTH)	962	23	22126	Arterial	AC	3/15/1963	79	18
ROBLEV	LN01	ROBLE VENENO LN.	CONCEPCION RD.	END	330	22	7760	Residential/Local	AC	2/10/1955	79	29
TEMPLE	PL01	TEMPLETON PL.	FREMONT RD.	END (CDS)	298	21	6258	Residential/Local	AC	7/1/1960	79	25
TERESA	WY01	TERESA WY.	STONEBROOK DR	KATE DR	250	22	5500	Residential/Local	AC	4/12/1998	79	29
HARVAR	CT01	HARVARD CT	LIDDCOAT CR	END	295	17	5015	Residential/Local	AC/AC	5/25/1960	78	27
JESSIC	LN01	JESSICA LN.	DAWSON DR.	END	470	18	9960	Residential/Local	AC	1/1/1987	78	24
LABARR	RD01	LA BARRANCA RD	PURISSIMA RD	ELENA RD	2080	22	45760	Residential/Local	AC/AC	4/11/1965	78	27
MAGDAL	AV03	MAGDALENA RD.	RAVENSBURY	EASTBROOK	1550	26	40300	Collector	AC/AC	5/3/1967	78	21
PAGEMI	RD01	PAGE MILL RD.	BERRY HILL	BALERI RANCH RD.	700	20	14000	Collector	AC	12/31/1993	78	14
WLOYO	DR01	WEST LOYOLA DR.	CAMINO HERMOSA	HWY280 (EASTBROOK)	4762	21	100002	Arterial	AC/AC	12/19/2002	78	20
AMHERS	CT01	AMHERST CT	LIDDCOAT DR	END	1100	21	24670	Residential/Local	AC/AC	5/25/1974	77	27
ARROYO	DR01	ARROYO OAKS DR.	RAVENSBURY AVE.	END	565	20	11300	Residential/Local	AC	3/15/1963	77	23
ASCENS	DR01	ASCENSION DR.	ST. FRANCIS RD.	END	630	19	12970	Residential/Local	AC	1/1/1957	77	23
DEBELL	DR02	DEBELL DR.	671' E/O MANUELLA RD	ESTACADA	1068	34	36312	Residential/Local	AC	1/1/1950	77	23

Street ID	Section ID	Name	Begin Location	End Location	Section Length (ft)	Section Width (ft)	Section Area (SF)	Functional Class	Surface Type	Original Date of Construction	PCI	Current Remaining Life
GIGLI	CT01	GIGLI CT.	ELENA RD.	END	430	18	9070	Residential/Local	AC/AC	5/13/1976	77	21
KATE	DR02	KATE DR.	TERESA WY	LAURAL CT	540	22	11880	Residential/Local	AC	4/12/1998	77	27
OLDRRD	RD01	OLD RANCH RD.	RAVENSBURY RD.	END	696	33	22968	Residential/Local	AC	12/19/2002	77	26
PRISCI	LN01	PRISCILLA LN.	STONEBROOK DR.	END	990	24	25660	Residential/Local	AC	1/1/1950	77	23
PURISS	RD02	PURISSIMA RD.	ELENA RD.	VISCAINO RD.	1660	22	36520	Collector	AC/AC	1/1/1987	77	20
REBECC	LN01	REBECCA LN.	DAWSON DR.	END	900	18	16200	Residential/Local	AC/AC	1/1/1988	77	27
TEPA	WY01	TEPA WY.	SUMMITWOOD RD	END	630	28	17640	Residential/Local	AC/AC	5/12/1970	77	26
ALTAMO	RD01	ALTAMONT RD.	PAGE MILL RD.	BLACK MOUNTAIN RD.	2592	21	54432	Collector	AC	1/1/1987	76	13
COLINA	DR01	COLINA DR.	HILLTOP	END	475	22	12250	Residential/Local	AC/AC	4/11/1952	76	24
NORMAN	LN01	NORMANDY LN.	O'KEEFE LN.	END	730	25	19250	Residential/Local	AC/AC	1/1/1950	76	26
OLDRLN	LN01	OLD RANCH LN.	OLD RANCH RD	END	403	33	13299	Residential/Local	AC	12/19/2002	76	25
ROBLED	RD01	ROBLEDA RD.	FREMONT	CHAPIN	3325	22	73150	Collector	AC	12/30/1972	76	13
STANFO	CT01	STANFORD CT	LIDICOAT CR	END	540	16	11640	Residential/Local	AC/AC	1/1/1964	76	26
STIRRU	WY02	STIRRUP WY	ARASTRADERO RD.	SADDLE MOUNTAIN RD.	367	21	7707	Residential/Local	AC	1/1/1990	76	23
ALTAMO	RD04	ALTAMONT RD.	CORBETTA LN.	MOODY RD.	2226	23	51198	Collector	AC/AC	3/7/1975	75	20
BYRNEP	LN01	BYRNE PARK LN.	ALTAMONT RD.	END	1610	22	38306	Residential/Local	AC	1/1/2000	75	24
FOOTHI	LN01	FOOTHILL LN.	ELENA RD.	END	1014	23	23322	Residential/Local	AC/AC	1/1/1950	75	21
HILLTO	DR01	HILLTOP DR.	BARLEY HILL RD.	SUMMERHILL AVE.	2800	21	58800	Residential/Local	AC/AC	1/3/1968	75	26
LIDDIC	DR01	LIDICOAT DR	ARASTRADERO RD	LIDICOAT CR	1131	21	23751	Residential/Local	AC/AC	1/1/1964	75	25
NATOMA	RD01	NATOMA RD.	ELENA RD.	BLACK MOUNTAIN RD.	3000	21	63000	Collector	AC/AC	1/1/1990	75	18
OAKPAR	CT01	OAK PARK CT.	OAK KNOLL CIRCLE	END	1040	20	22800	Residential/Local	AC	1/1/1950	75	22
PURISS	RD03	PURISSIMA RD.	VISCAINO RD.	CONCEPCION RD.	3222	23	74106	Collector	AC/AC	7/11/1976	75	17
SPRING	DR01	SPRINGHILL DR.	MANUELLA RD.	END	320	22	7040	Residential/Local	AC	1/1/1989	75	22
SUMMIT	RDO1	SUMMITWOOD RD.	TEPA WY	LA LOMA DR	2335	21	49035	Residential/Local	AC/AC	4/12/1970	75	23
ALEJAN	DR02	ALEJANDRO DR.	ST. FRANCIS RD.	END (NORTH)	294	21	6174	Residential/Local	AC	1/1/1990	74	21
CORBET	LN01	CORBETTA	ALTAMONT RD	END	1190	19	22610	Residential/Local	AC/AC	1/1/1965	74	24
COUNTR	WY01	COUNTRY WY.	PAGE MILL RD.	END	1330	16	21780	Residential/Local	AC/AC	1/1/1989	74	22
DEERFI	DR01	DEERFIELD DR.	FREMONT RD.	END	700	20	14000	Residential/Local	AC/AC	1/1/1950	74	22
DUVAL	WY01	DUVAL WY.	ROBLEDA RD.	END	1200	21	25200	Residential/Local	AC/AC	4/27/1971	74	24
PAGEMI	RD02	PAGE MILL RD.	BALERI RANCH RD.	COUNTRY WY	3518	24	84432	Collector	AC	12/31/1993	74	12
PAGEMI	RD04	PAGE MILL RD.	MATADERO CREEK LN	935' north of ALTAMONT	4142	24	99408	Collector	AC	12/31/1993	74	12
SALTAM	DR01	SALTAMONTES WY.	ESTACADA DR.	END	692	30	20760	Residential/Local	AC/AC	1/1/1990	74	24
ROBLEA	CT01	ROBLE ALTO CT	ROBLE ALTO DR	END	260	16	6440	Residential/Local	AC/AC	1/1/1973	73	24
ANACAP	DR01	ANACAPA DR.	ASCENSION DR.	ST. FRANCIS RD.	1854	28	51912	Residential/Local	AC	1/1/1990	72	20
HILLTO	RD01	HILLTOP RD.	BARLEY HILL RD	END	1070	15	16050	Residential/Local	AC/AC	8/22/1956	72	23
TAAFFE	RD01	TAAFFE RD.	ELENA RD.	DEZAHARA WAY	3240	20	64800	Collector	AC/AC	7/12/1978	72	17
TAAFFE	RD02	TAAFFE RD.	DEZAHARA WAY	ALTAMONT RD.	1452	20	29040	Collector	AC/AC	9/17/1970	72	17
LACRES	DR03	LA CRESTA DR.	VISCAINO	END	1670	23	39910	Residential/Local	AC/AC	1/1/1950	71	22
VIAFEL	FE01	VIA FELIZ	PAGE MILL RD.	END	1480	20	29600	Residential/Local	AC	1/1/1988	71	22
ELENA	RD03	ELENA RD.	LA BARRANCA RD.	ROBLEDA RD.	4202	22	92444	Collector	AC	1/1/1992	70	11
SUNHIL	DR01	SUNHILLS DR.	WEST LOYOLA	245' S/O WEST LAYOLA	245	22	5390	Residential/Local	AC/AC	12/19/2002	70	22
VISCAI	CT01	VISCAINO CT.	VISCAINO RD.	END	1100	20	23400	Residential/Local	AC/AC	1/1/1988	70	18
ARASTR	RD02	ARASTRADERO RD.	PAGE MILL RD.	TOWN LIMIT	1430	34	48620	Arterial	AC	1/21/1976	69	13
ELENA	RD01	ELENA RD.	PURISSIMA RD.	NATOMA RD.	3048	21	64008	Collector	AC	1/1/1987	69	10
GOLDEN	CT01	GOLDEN HILL CT.	LA PALOMA RD.	END	750	20	15000	Residential/Local	AC	1/1/1987	69	18
HORSES	CT01	HORSESHOE CT.	HORSESHOE LN.	END	465	18	9670	Residential/Local	AC/AC	4/25/1963	69	21
MAGDAL	AV01	MAGDALENA RD.	CAMINO HERMOSA	STONEBROOK	3800	23	87400	Collector	AC/AC	12/19/1967	69	16

Street ID	Section ID	Name	Begin Location	End Location	Section Length (ft)	Section Width (ft)	Section Area (SF)	Functional Class	Surface Type	Original Date of Construction	PCI	Current Remaining Life
PROSPE	AV01	PROSPECT AVE.	EDGECLIFF PL.	STONEBROOK DR.	1875	24	45000	Residential/Local	AC	5/17/1980	69	20
SADDLE	DR01	SADDLE MOUNTAIN DR.	STIRRUP WY.	END	2639	20	52780	Residential/Local	AC	1/1/1990	69	20
SUNSET	DR01	SUNSET DR EAST	BURKE RD	END	1550	15	23250	Residential/Local	AC/AC	1/1/1964	69	21
VIAVEN	WY02	VIA VENTANA WY	BRIONES WY	END	452	18	8136	Residential/Local	AC/AC	8/25/1974	69	20
BLACKM	RD02	BLACK MOUNTAIN RD.	MELODY LN.	NATOMA RD.	416	22	9152	Residential/Local	AC/AC	3/27/1958	68	19
NATOMA	RD03	NATOMA RD.	LUCERO LN.	ALTAMONT RD.	1600	20	32000	Collector	AC/AC	1/1/1989	68	15
PADRE	CT01	PADRE CT.	ALTAMONT RD.	END	380	18	6840	Residential/Local	AC/AC	3/9/1970	68	20
PAGEMI	RD00	PAGE MILL RD.	75 FT S. OF ARASTRADERO RD	BERRY HILL CT	409	60	24540	Collector	AC/AC	10/1/1994	68	15
ROLLYR	RD01	ROLLY RD.	WEST LOYOLA	300' W/O KENBAR DR	584	19	11096	Residential/Local	AC/AC	12/19/2002	68	20
ALTAMO	RD03	ALTAMONT RD.	TAAFFE RD.	CORBETTA LN.	3709	23	85307	Collector	AC/AC	1/15/1977	67	15
BLACKM	RD01	BLACK MOUNTAIN RD.	ALTAMONT RD.	MELODY LN.	2400	22	52800	Residential/Local	AC/AC	7/26/1962	67	20
OKEEFE	LN01	OKEEFE LN.	300' east of DIANE	343' east of VISTA SERENA	1404	23	32292	Residential/Local	AC	1/1/1950	67	17
TEPA	WY00	TEPA WY.	MOODY RD	SUMMITWOOD RD	860	32	27520	Residential/Local	AC/AC	7/1/2008	67	20
BLANDO	WY01	BLANDOR WY	OLIVE TREE LN.	MAGDALENA AVE.	850	24	20400	Residential/Local	AC/AC	1/10/1954	66	19
SADDLE	CT01	SADDLE CT.	SADDLE MOUNTAIN DR.	END	970	17	17360	Residential/Local	AC	1/1/1987	66	18
VIAVEN	WY01	VIA VENTANA WY	PAGE MILL RD	BRIONES WY	1610	18	28980	Residential/Local	AC/AC	10/2/1958	66	17
CHAPIN	RD01	CHAPIN RD.	BURKE RD.	ROBLEDA RD.	1325	22	29150	Residential/Local	AC/AC	1/30/1969	65	18
BALERI	RD02	BALERI RANCH RD.	BALERI RANCH RD.	SOUTH END	260	16	5160	Residential/Local	AC	1/1/1988	64	17
BALERI	RD01	BALERI RANCH RD.	BALERI RANCH RD.	NORTH END	250	16	5000	Residential/Local	AC	1/1/1988	64	17
ELENA	RD02	ELENA RD.	NATOMA RD.	LA BARRANCA RD.	3000	23	69000	Collector	AC	1/1/1988	64	8
DEZAH	WY01	DEZAHAZA WY	TAAFFE RD.	TAAFFE RD.	1700	18	30600	Residential/Local	AC/AC	4/12/1970	61	16
VIACER	GO01	VIA CERRO GORDO	BRIONES WY	END	710	18	14280	Residential/Local	AC/AC	12/22/1961	60	13
BALERI	RD03	BALERI RANCH RD.	PAGE MILL RD.	BALERI RANCH RD.	365	16	5840	Residential/Local	AC	1/1/1988	59	14
FREMON	RD02	FREMONT RD.	ST. FRANCIS DR.	CONCEPCION RD.	1250	25	31250	Collector	AC/AC	5/7/1970	59	11
RAVENS	AV02	RAVENSBURY AVE.	CAMINO HERMOSA (NORTH)	SOUTH END	3552	23	81696	Arterial	AC	3/15/1963	58	9
BYRD	LN01	BYRD LN.	NATOMA RD.	END	920	24	23080	Residential/Local	AC	1/1/1988	57	13
THREEF	LN01	THREE FORKS LN	COUNTRY WY	SOUTH FORKS LN	600	20	12000	Residential/Local	AC/AC	1/1/1978	56	14
OLDPAG	RD01	OLD PAGE MILL RD	W. END OF BRIDGE (OFF PAGE MILL	HOUSE #2000 DRIVE-IN (CITY LIMIT)	813	20	16260	Residential/Local	AC/AC	1/1/1964	55	13
DORI	LN01	DORI LN.	ROBLEDA RD.	END	210	22	6445	Residential/Local	AC	5/17/1957	53	10
EMERAL	LN01	EMERALD HILL LN.	PROSPECT AVE.	END	450	22	10900	Residential/Local	AC	1/1/1950	53	10
SEVENA	LN01	SEVEN ACRES LN.	FREMONT	END	310	21	7860	Residential/Local	AC/AC	1/12/1957	51	10
TORELL	LN01	TORELLO LN.	MANUELLA RD.	END	400	17	6800	Residential/Local	AC/AC	1/1/1987	47	8
FREMON	RD06	FREMONT RD.	BURKE RD.	600' south of BURKE RD.	600	23	13800	Collector	AC	12/4/1969	41	2
DEERSP	WY01	DEER SPRINGS WY.	BYRNE PARK LN.	1ST BULB	970	18	18987	Residential/Local	AC	1/1/2000	12	0
LALOMCT	CT01	LA LOMA CT.	LA LOMA DR.	END	315	30	10476	Residential/Local	AC/AC	1/1/1970	8	0
LALOMDR	DR01	LA LOMA DR.	PROSPECT AVE.	SUMMITWOOD RD.	1495	28	41860	Residential/Local	AC/AC	1/1/1970	8	0

SECTION 3

3.1 Network Summary Statistics

3.2 Network Replacement Cost

Network Summary Statistics



	Total Sections	Total Center Miles	Total Lane Miles	PCI
Arterial	9	4.72	9.45	78
Collector	49	21.70	43.41	77
Residential/Local	213	34.96	69.78	81
Total	271	61.39	122.64	
		Overall Network PCI as of 2/7/2018:		79

Network Replacement Cost



Functional Class	Surface Type	Lane Miles	Unit Cost per Square Foot	Pavement Area/ Square Feet	Cost To Replace (in thousands)
Arterial	AC	2.97	\$5.56	220,482	\$1,225
	AC/AC	6.48	\$5.56	476,037	\$2,645
Collector	AC	13.36	\$5.56	803,604	\$4,464
	AC/AC	30.05	\$5.56	1,842,365	\$10,235
Residential/Local	AC	22.61	\$4.44	1,383,486	\$6,149
	AC/AC	47.17	\$4.44	2,754,294	\$12,241
Grand Total:		122.6		7,480,268	\$36,959

SECTION 4

4.1 Updated Decision Tree for Maintenance and Rehabilitation

Updated Decision Tree for Maintenance and Rehabilitation



Decision Tree

Printed: 01/16/2018

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	\$1.55	3			
			Surface Treatment	MICROSURFACING	\$2.70		7		
			Restoration Treatment	DO NOTHING_RT	\$0.00				99
		II - Good, Non-Load Related		SEAL CRACKS	\$1.55			3	
		III - Good, Load Related		1.5" OVERLAY WITH DIGOUTS	\$18.00				
		IV - Poor		2" OVERLAY WITH DIGOUTS	\$21.50				
	V - Very Poor		REMOVE and REPLACE 6IN A.C	\$50.00					
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.55	3			
			Surface Treatment	MICROSURFACING	\$2.70			7	
			Restoration Treatment	DO NOTHING_RT	\$0.00				99
		II - Good, Non-Load Related		SEAL CRACKS	\$1.55			3	
		III - Good, Load Related		1.5" OVERLAY WITH DIGOUTS	\$18.00				
		IV - Poor		2" OVERLAY WITH DIGOUTS	\$21.50				
	V - Very Poor		REMOVE and REPLACE 6IN A.C	\$50.00					
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3			
Surface Treatment			DO NOTHING	\$0.00			6		
Restoration Treatment			DO NOTHING	\$0.00				2	
II - Good, Non-Load Related			DO NOTHING	\$0.00					
III - Good, Load Related			DO NOTHING	\$0.00					
IV - Poor			DO NOTHING	\$0.00					
V - Very Poor			DO NOTHING	\$0.00					
PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3				
		Surface Treatment	DO NOTHING	\$0.00			99		
		Restoration Treatment	DO NOTHING	\$0.00				99	
	II - Good, Non-Load Related		DO NOTHING	\$0.00			99		
	III - Good, Load Related		DO NOTHING	\$0.00					
	IV - Poor		DO NOTHING	\$0.00					
	V - Very Poor		DO NOTHING	\$0.00					

Functional Class and Surface combination not used



Decision Tree

Printed: 01/16/2018

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	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	DO NOTHING	\$0.00			
			V - Very Poor	DO NOTHING	\$0.00			

Functional Class and Surface combination not used



Decision Tree

Printed: 01/16/2018

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	\$1.55	4		
			Surface Treatment	MICROSURFACING	\$2.70		7	
			Restoration Treatment	DO NOTHING_RT	\$0.00			
		II - Good, Non-Load Related		MICROSURFACING & CRACK SEAL	\$3.00			3
		III - Good, Load Related		1.5" OVERLAY WITH DIGOUTS	\$18.00			
		IV - Poor		2" OVERLAY WITH DIGOUTS	\$21.50			
	V - Very Poor		REMOVE and REPLACE 6IN A.C	\$50.00				
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.55	4		
			Surface Treatment	MICROSURFACING	\$2.70		7	
			Restoration Treatment	DO NOTHING_RT	\$0.00			
		II - Good, Non-Load Related		MICROSURFACING & CRACK SEAL	\$3.00			3
		III - Good, Load Related		1.5" OVERLAY WITH DIGOUTS	\$18.00			
IV - Poor			2" OVERLAY WITH DIGOUTS	\$21.50				
V - Very Poor		REMOVE and REPLACE 6IN A.C	\$50.00					
AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4			
		Surface Treatment	DO NOTHING	\$0.00		7		
		Restoration Treatment	DO NOTHING	\$0.00				3
	II - Good, Non-Load Related		DO NOTHING	\$0.00				
	III - Good, Load Related		DO NOTHING	\$0.00				
	IV - Poor		DO NOTHING	\$0.00				
	V - Very Poor		DO NOTHING	\$0.00				
	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4		
			Surface Treatment	DO NOTHING	\$0.00			99
Restoration Treatment			DO NOTHING	\$0.00				100
II - Good, Non-Load Related			DO NOTHING	\$0.00			99	
III - Good, Load Related			DO NOTHING	\$0.00				
IV - Poor			DO NOTHING	\$0.00				
V - Very Poor		DO NOTHING	\$0.00					

Functional Class and Surface combination not used



Decision Tree

Printed: 01/16/2018

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		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			

Functional Class and Surface combination not used



Decision Tree

Printed: 01/16/2018

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	\$1.55	4		
			Surface Treatment	MICROSURFACING	\$2.70		7	
			Restoration Treatment	DO NOTHING_RT	\$0.00			
		II - Good, Non-Load Related		MICROSURFACING & CRACK SEAL	\$2.80		7	
		III - Good, Load Related		MICROSURFACING WITH DIGOUTS	\$6.61			
	IV - Poor		2" OVERLAY WITH DIGOUTS	\$21.50				
	V - Very Poor		REMOVE and REPLACE 4IN A.C.	\$40.00				
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.55	4		
			Surface Treatment	MICROSURFACING	\$2.70		7	
			Restoration Treatment	DO NOTHING_RT	\$0.00			
II - Good, Non-Load Related			MICROSURFACING & CRACK SEAL	\$2.80		7		
III - Good, Load Related			MICROSURFACING WITH DIGOUTS	\$6.61				
IV - Poor		2" OVERLAY WITH DIGOUTS	\$21.50					
V - Very Poor		REMOVE and REPLACE 4IN A.C.	\$40.00					
AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4			
		Surface Treatment	DO NOTHING	\$0.00		8		
		Restoration Treatment	DO NOTHING	\$0.00				3
	II - Good, Non-Load Related		DO NOTHING	\$0.00				
	III - Good, Load Related		DO NOTHING	\$0.00				
	IV - Poor		DO NOTHING	\$0.00				
	V - Very Poor		DO NOTHING	\$0.00				
PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4			
		Surface Treatment	DO NOTHING	\$0.00		99		
		Restoration Treatment	DO NOTHING	\$0.00				100
	II - Good, Non-Load Related		DO NOTHING	\$0.00		99		
	III - Good, Load Related		DO NOTHING	\$0.00				
	IV - Poor		DO NOTHING	\$0.00				
	V - Very Poor		DO NOTHING	\$0.00				

Functional Class and Surface combination not used



Decision Tree

Printed: 01/16/2018

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	DO NOTHING	\$0.00			
			III - Good, Load Related	DO NOTHING	\$0.00			
			IV - Poor	DO NOTHING	\$0.00			
			V - Very Poor	DO NOTHING	\$0.00			

Functional Class and Surface combination not used



Decision Tree

Printed: 01/16/2018

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay	
Other	AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4			
			Surface Treatment	DO NOTHING	\$0.00		8		
			Restoration Treatment	DO NOTHING	\$0.00			3	
			II - Good, Non-Load Related		DO NOTHING	\$0.00			
			III - Good, Load Related		DO NOTHING	\$0.00			
			IV - Poor		DO NOTHING	\$0.00			
			V - Very Poor		DO NOTHING	\$0.00			
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4			
			Surface Treatment	DO NOTHING	\$0.00		8		
			Restoration Treatment	DO NOTHING	\$0.00			3	
			II - Good, Non-Load Related		DO NOTHING	\$0.00			
			III - Good, Load Related		DO NOTHING	\$0.00			
			IV - Poor		DO NOTHING	\$0.00			
			V - Very Poor		DO NOTHING	\$0.00			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4			
			Surface Treatment	DO NOTHING	\$0.00		8		
			Restoration Treatment	DO NOTHING	\$0.00			3	
			II - Good, Non-Load Related		DO NOTHING	\$0.00			
			III - Good, Load Related		DO NOTHING	\$0.00			
			IV - Poor		DO NOTHING	\$0.00			
			V - Very Poor		DO NOTHING	\$0.00			
PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4				
		Surface Treatment	DO NOTHING	\$0.00		99			
		Restoration Treatment	DO NOTHING	\$0.00			100		
		II - Good, Non-Load Related		DO NOTHING	\$0.00		99		
		III - Good, Load Related		DO NOTHING	\$0.00				
		IV - Poor		DO NOTHING	\$0.00				
		V - Very Poor		DO NOTHING	\$0.00				

Functional Class and Surface combination not used



Decision Tree

Printed: 01/16/2018

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Other	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	9		
			Surface Treatment	DO NOTHING	\$0.00		99	
			Restoration Treatment	DO NOTHING	\$0.00			99
			II - Good, Non-Load Related	DO NOTHING	\$0.00			
			III - Good, Load Related	DO NOTHING	\$0.00			
			IV - Poor	DO NOTHING	\$0.00			
			V - Very Poor	DO NOTHING	\$0.00			

Functional Class and Surface combination not used

SECTION 5

Needs Analysis

**Needs
Projected PCI/Cost Summary**



Needs - Projected PCI/Cost Summary

Inflation Rate = 3.00 % Printed: 02/07/2018

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost	
2018	88	79	\$132,661	\$4,674,433	\$4,807,094	
2019	86	77	\$69,967	\$673,476	\$743,443	
2020	85	76	\$94,734	\$449,955	\$544,689	
2021	85	74	\$97,083	\$1,007,713	\$1,104,796	
2022	86	72	\$133,219	\$1,236,351	\$1,369,570	
			% PM	PM Total Cost	Rehab Total Cost	Total Cost
			6.16%	\$527,664	\$8,041,928	\$8,569,592

**Needs
Rehabilitation Treatment/Cost Summary**



Needs - Rehabilitation Treatment/Cost Summary

Inflation Rate = 3.00 % Printed: 02/07/2018

Treatment	Year	Area Treated	Cost
1.5" OVERLAY WITH DIGOUTS	2018	166,292.89 sq.yd.	\$2,993,272
	2019	15,904.78 sq.yd.	\$294,876
	2020	10,119.67 sq.yd.	\$193,249
	2022	6,533.33 sq.yd.	\$132,360
	Total	198,850.67 sq.yd.	\$3,613,757
2" OVERLAY WITH DIGOUTS	2018	25,974 sq.yd.	\$558,445
	2019	7,666.67 sq.yd.	\$169,779
	2021	34,449.89 sq.yd.	\$809,357
	2022	39,120.44 sq.yd.	\$946,659
	Total	107,211 sq.yd.	\$2,484,240
MICROSURFACING & CRACK SEAL	2018	7,485.78 sq.yd.	\$20,962
	2019	2,443.78 sq.yd.	\$7,049
	2020	5,961.11 sq.yd.	\$17,709
	2021	4,867.78 sq.yd.	\$14,895
	2022	611.11 sq.yd.	\$1,926
	Total	21,369.56 sq.yd.	\$62,541
MICROSURFACING WITH DIGOUTS	2018	107,062.39 sq.yd.	\$707,703
	2019	29,577.11 sq.yd.	\$201,376
	2020	34,023 sq.yd.	\$238,596
	2021	20,770.61 sq.yd.	\$150,029
	2022	20,832.89 sq.yd.	\$154,993
	Total	212,266 sq.yd.	\$1,452,697
REMOVE and REPLACE 4IN A.C.	2018	7,924.78 sq.yd.	\$316,992
	2021	755.56 sq.yd.	\$33,025
	Total	8,680.33 sq.yd.	\$350,017
REMOVE and REPLACE 6IN A.C	2018	1,533.33 sq.yd.	\$76,667
	Total	1,533.33 sq.yd.	\$76,667
SEAL CRACKS	2018	252.73 ft.	\$392
	2019	248.03 ft.	\$396
	2020	243.72 ft.	\$401
	2021	239.78 ft.	\$407
	2022	236.21 ft.	\$413
	Total	1,220.47 ft.	\$2,009
Total Cost			\$8,041,928

Needs
Preventive Maintenance Treatment/Cost Summary



Needs - Preventive Maintenance Treatment/Cost Summary

Inflation Rate = 3.00 % Printed: 02/07/2018

Treatment	Year	Area Treated	Cost
MICROSURFACING	2018	48,861.11 sq.yd.	\$131,928
	2019	25,013.33 sq.yd.	\$69,569
	2020	32,395 sq.yd.	\$92,800
	2021	32,204.11 sq.yd.	\$95,020
	2022	41,919.78 sq.yd.	\$127,395
	Total	180,393.33	\$516,712
SEAL CRACKS	2018	468.86 ft.	\$733
	2019	246.24 ft.	\$398
	2020	1,167.23 ft.	\$1,934
	2021	1,208.9 ft.	\$2,063
	2022	3,323.85 ft.	\$5,824
	Total	6,415.08	\$10,952
Total Quantity		186,808.42	\$527,664

SECTION 6

Budget Options Report

6.1 Unconstrained

- 1. Cost Summary Report**
- 2. Network Condition Summary Report**

**Cost Summary Report
for
Unconstrained Scenario**



Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2018	\$132,661	\$4,560,016	II	\$21,354	Non-Project	\$132,661	\$0	\$304,887	Funded	\$2,844
			III	\$3,472,755					Unmet	\$0
			IV	\$558,445	Project	\$0				
			V	\$316,992						
			Total	\$4,369,546						
Project	\$0									
2019	\$69,967	\$743,443	II	\$7,445	Non-Project	\$69,967	\$0	\$328,120	Funded	\$1,799
			III	\$482,165					Unmet	\$0
			IV	\$169,779	Project	\$0				
			V	\$0						
			Total	\$659,389						
Project	\$0									
2020	\$94,638	\$544,593	II	\$18,110	Non-Project	\$94,734	\$0	\$342,059	Funded	\$1,659
			III	\$427,747					Unmet	\$0
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$445,857						
Project	\$0									
2021	\$97,039	\$1,074,009	II	\$15,302	Non-Project	\$97,083	\$0	\$385,345	Funded	\$644
			III	\$150,029					Unmet	\$0
			IV	\$809,357	Project	\$0				
			V	\$0						
			Total	\$974,688						
Project	\$0									
2022	\$133,253	\$1,369,604	II	\$2,339	Non-Project	\$132,852	\$0	\$401,159	Funded	\$956
			III	\$283,099					Unmet	\$0
			IV	\$946,659	Project	\$0				
			V	\$0						
			Total	\$1,232,097						
Project	\$0									

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$835,834	\$81,349	\$0	\$0
Collector	\$4,141,906	\$55,810	\$6,428	\$0
Residential/Local	\$2,703,837	\$390,138	\$1,474	\$0

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap
Grand Total:			\$7,681,577	\$527,297	\$7,902	\$0	

**Network Condition Summary Report
for
Unconstrained Scenario**



Scenarios - Network Condition Summary

Interest: 1%

Inflation: 3%

Printed: 02/07/2018

Scenario: PTAP 18 Unconstrained

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2018	\$4,560,016	\$132,661	2020	\$544,593	\$94,638	2022	\$1,369,604	\$133,253
2019	\$743,443	\$69,967	2021	\$1,074,009	\$97,039			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2018	79	87	29.65	59.30
2019	77	85	8.04	15.94
2020	76	84	13.45	26.90
2021	74	85	14.77	29.55
2022	72	86	23.40	46.81

Percent Network Area by Functional Class and Condition Category

Condition in base year 2018, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.2%	11.7%	31.8%	0.0%	46.6%
II / III	5.1%	23.1%	20.8%	0.0%	48.9%
IV	1.1%	0.4%	1.8%	0.0%	3.3%
V	0.0%	0.2%	1.0%	0.0%	1.1%
Total	9.3%	35.4%	55.3%	0.0%	100.0%

Condition in year 2018 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	8.7%	27.2%	47.0%	0.0%	82.8%
II / III	0.6%	8.0%	8.2%	0.0%	16.8%
IV	0.0%	0.0%	0.2%	0.0%	0.2%
V	0.0%	0.2%	0.0%	0.0%	0.2%
Total	9.3%	35.4%	55.3%	0.0%	100.0%

Condition in year 2022 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.3%	33.3%	50.3%	0.0%	92.9%
II / III	0.0%	1.9%	4.9%	0.0%	6.8%
IV	0.0%	0.0%	0.1%	0.0%	0.1%
V	0.0%	0.2%	0.1%	0.0%	0.3%
Total	9.3%	35.4%	55.3%	0.0%	100.0%

6.2 Current Investment Level (800K)

- 1. Cost Summary Report**
- 2. Network Condition Summary Report**

**Cost Summary Report
for
Current Investment Level Scenario**



Interest: 1.00%

Inflation: 3.00%

Printed: 02/07/2018

Scenario: PTAP 18 800K

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2018	10%	\$800,000	II	\$21,354	Non-Project	\$38,225	\$0	\$4,049,615	Funded	\$41,990
			III	\$383,243					Unmet	\$0
			IV	\$314,632	Project	\$0				
			V	\$0						
			Total	\$719,229						
Project	\$0									
2019	8%	\$800,000	II	\$7,445	Non-Project	\$62,735	\$0	\$3,713,065	Funded	\$2,798
			III	\$502,271					Unmet	\$0
			IV	\$224,158	Project	\$0				
			V	\$0						
			Total	\$733,874						
Project	\$0									
2020	10%	\$800,000	II	\$18,110	Non-Project	\$79,177	\$0	\$3,152,830	Funded	\$2,911
			III	\$495,691					Unmet	\$0
			IV	\$202,650	Project	\$0				
			V	\$0						
			Total	\$716,451						
Project	\$0									
2021	10%	\$800,000	II	\$15,302	Non-Project	\$77,709	\$0	\$3,090,461	Funded	\$3,726
			III	\$192,591					Unmet	\$0
			IV	\$510,577	Project	\$0				
			V	\$0						
			Total	\$718,470						
Project	\$0									
2022	10%	\$800,000	II	\$2,339	Non-Project	\$75,787	\$0	\$3,265,623	Funded	\$6,422
			III	\$115,675					Unmet	\$0
			IV	\$598,938	Project	\$0				
			V	\$0						
			Total	\$716,952						
Project	\$0									

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$859,847	\$44,236	\$2,366	\$0
Collector	\$1,995,600	\$52,824	\$26,665	\$0
Residential/Local	\$749,529	\$236,573	\$28,816	\$0

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap
Grand Total:			\$3,604,976	\$333,633	\$57,847		\$0

**Network Condition Summary Report
for
Current Investment Level Scenario**



Scenarios - Network Condition Summary

Interest: 1%

Inflation: 3%

Printed: 02/07/2018

Scenario: PTAP 18 800K

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2018	\$800,000	10%	2020	\$800,000	10%	2022	\$800,000	10%
2019	\$800,000	8%	2021	\$800,000	10%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2018	79	81	7.87	15.75
2019	77	80	6.35	12.70
2020	76	80	13.03	26.06
2021	74	80	11.59	23.18
2022	72	80	6.30	12.45

Percent Network Area by Functional Class and Condition Category

Condition in base year 2018, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.2%	11.7%	31.8%	0.0%	46.6%
II / III	5.1%	23.1%	20.8%	0.0%	48.9%
IV	1.1%	0.4%	1.8%	0.0%	3.3%
V	0.0%	0.2%	1.0%	0.0%	1.1%
Total	9.3%	35.4%	55.3%	0.0%	100.0%

Condition in year 2018 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	6.5%	13.2%	33.5%	0.0%	53.3%
II / III	2.8%	22.0%	19.3%	0.0%	44.1%
IV	0.0%	0.0%	1.5%	0.0%	1.5%
V	0.0%	0.2%	1.0%	0.0%	1.1%
Total	9.3%	35.4%	55.3%	0.0%	100.0%

Condition in year 2022 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.3%	19.3%	34.5%	0.0%	63.1%
II / III	0.0%	14.7%	17.6%	0.0%	32.3%
IV	0.0%	1.2%	2.2%	0.0%	3.3%
V	0.0%	0.2%	1.0%	0.0%	1.2%
Total	9.3%	35.4%	55.3%	0.0%	100.0%

6.3 Increased Investment Level (1.0M)

- 1. Cost Summary Report**
- 2. Network Condition Summary Report**

**Cost Summary Report
for
Increased Investment Level Scenario (1.0M)**



Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2018	9%	\$1,000,000	II	\$21,354	Non-Project	\$49,713	\$0	\$3,848,146	Funded	\$40,458
			III	\$599,264					Unmet	\$0
			IV	\$288,593	Project	\$0				
			V	\$0						
			Total	\$909,211						
Project	\$0									
2019	14%	\$1,000,000	II	\$7,445	Non-Project	\$136,089	\$1,113	\$3,325,847	Funded	\$2,798
			III	\$549,035					Unmet	\$0
			IV	\$301,715	Project	\$0				
			V	\$0						
			Total	\$858,195						
Project	\$0									
2020	9%	\$1,000,000	II	\$18,110	Non-Project	\$86,629	\$555	\$2,545,042	Funded	\$2,816
			III	\$767,459					Unmet	\$0
			IV	\$122,766	Project	\$0				
			V	\$0						
			Total	\$908,335						
Project	\$0									
2021	10%	\$1,000,000	II	\$15,302	Non-Project	\$99,282	\$0	\$2,615,713	Funded	\$946
			III	\$74,187					Unmet	\$0
			IV	\$809,357	Project	\$0				
			V	\$0						
			Total	\$898,846						
Project	\$0									
2022	9%	\$1,000,000	II	\$2,339	Non-Project	\$88,045	\$0	\$2,634,626	Funded	\$2,375
			III	\$102,283					Unmet	\$0
			IV	\$804,694	Project	\$0				
			V	\$0						
			Total	\$909,316						
Project	\$0									

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$849,606	\$81,254	\$2,366	\$0
Collector	\$2,460,254	\$45,011	\$20,971	\$0
Residential/Local	\$1,174,043	\$333,493	\$26,056	\$0

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap
Grand Total:			\$4,483,903	\$459,758	\$49,394		\$0

**Network Condition Summary Report
for
Increased Investment Level Scenario (1.0M)**



Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2018	\$1,000,000	9%	2020	\$1,000,000	9%	2022	\$1,000,000	9%
2019	\$1,000,000	14%	2021	\$1,000,000	10%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2018	79	81	9.14	18.27
2019	77	81	9.20	18.26
2020	76	81	15.07	30.15
2021	74	81	12.68	25.36
2022	72	81	8.60	17.19

Percent Network Area by Functional Class and Condition Category

Condition in base year 2018, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.2%	11.7%	31.8%	0.0%	46.6%
II / III	5.1%	23.1%	20.8%	0.0%	48.9%
IV	1.1%	0.4%	1.8%	0.0%	3.3%
V	0.0%	0.2%	1.0%	0.0%	1.1%
Total	9.3%	35.4%	55.3%	0.0%	100.0%

Condition in year 2018 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	6.5%	14.6%	33.3%	0.0%	54.4%
II / III	2.8%	20.6%	19.4%	0.0%	42.8%
IV	0.0%	0.0%	1.7%	0.0%	1.7%
V	0.0%	0.2%	1.0%	0.0%	1.1%
Total	9.3%	35.4%	55.3%	0.0%	100.0%

Condition in year 2022 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.3%	22.0%	36.7%	0.0%	68.0%
II / III	0.0%	13.2%	16.6%	0.0%	29.8%
IV	0.0%	0.0%	0.9%	0.0%	0.9%
V	0.0%	0.2%	1.0%	0.0%	1.2%
Total	9.3%	35.4%	55.3%	0.0%	100.0%

6.4 Increased Investment Level (1.2M)

- 1. Cost Summary Report**
- 2. Network Condition Summary Report**

**Cost Summary Report
for
Increased Investment Level Scenario (1.2M)**



Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2018	5%	\$1,200,000	II	\$21,354	Non-Project	\$22,326	\$0	\$3,645,652	Funded	\$38,313
			III	\$764,262					Unmet	\$0
			IV	\$353,476	Project	\$0				
			V	\$0						
			Total	\$1,139,092						
Project	\$0									
2019	4%	\$1,200,000	II	\$7,445	Non-Project	\$47,222	\$0	\$2,941,284	Funded	\$2,798
			III	\$761,528					Unmet	\$0
			IV	\$380,896	Project	\$0				
			V	\$0						
			Total	\$1,149,869						
Project	\$0									
2020	5%	\$1,200,000	II	\$18,110	Non-Project	\$59,481	\$0	\$2,103,375	Funded	\$829
			III	\$1,120,183					Unmet	\$0
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$1,138,293						
Project	\$0									
2021	5%	\$1,200,000	II	\$22,748	Non-Project	\$62,969	\$0	\$2,059,689	Funded	\$946
			III	\$303,458					Unmet	\$0
			IV	\$809,357	Project	\$0				
			V	\$0						
			Total	\$1,135,563						
Project	\$0									
2022	5%	\$1,200,000	II	\$2,339	Non-Project	\$59,182	\$0	\$2,196,203	Funded	\$1,054
			III	\$190,336					Unmet	\$0
			IV	\$946,659	Project	\$0				
			V	\$0						
			Total	\$1,139,334						
Project	\$0									

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$849,606	\$44,398	\$2,366	\$0
Collector	\$3,136,356	\$45,705	\$19,416	\$0
Residential/Local	\$1,716,189	\$161,077	\$22,158	\$0

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap
Grand Total:			\$5,702,151	\$251,180	\$43,940		\$0

**Network Condition Summary Report
for
Increased Investment Level Scenario (1.2M)**



Scenarios - Network Condition Summary

Interest: 1%

Inflation: 3%

Printed: 02/07/2018

Scenario: PTAP 18 1.2M

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2018	\$1,200,000	5%	2020	\$1,200,000	5%	2022	\$1,200,000	5%
2019	\$1,200,000	4%	2021	\$1,200,000	5%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2018	79	81	9.56	19.11
2019	77	82	7.94	15.89
2020	76	82	16.29	32.58
2021	74	82	13.52	27.04
2022	72	83	9.56	19.11

Percent Network Area by Functional Class and Condition Category

Condition in base year 2018, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.2%	11.7%	31.8%	0.0%	46.6%
II / III	5.1%	23.1%	20.8%	0.0%	48.9%
IV	1.1%	0.4%	1.8%	0.0%	3.3%
V	0.0%	0.2%	1.0%	0.0%	1.1%
Total	9.3%	35.4%	55.3%	0.0%	100.0%

Condition in year 2018 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	6.5%	15.5%	34.2%	0.0%	56.1%
II / III	2.8%	19.7%	18.8%	0.0%	41.4%
IV	0.0%	0.0%	1.3%	0.0%	1.3%
V	0.0%	0.2%	1.0%	0.0%	1.1%
Total	9.3%	35.4%	55.3%	0.0%	100.0%

Condition in year 2022 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.3%	26.3%	42.8%	0.0%	78.4%
II / III	0.0%	8.9%	11.4%	0.0%	20.3%
IV	0.0%	0.0%	0.1%	0.0%	0.1%
V	0.0%	0.2%	1.0%	0.0%	1.2%
Total	9.3%	35.4%	55.3%	0.0%	100.0%

6.5 *Maintain Current PCI Level*

- 1. Cost Summary Report**
- 2. Network Condition Summary Report**

**Cost Summary Report
for
Maintain Current PCI Level Scenario**



Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap				
2018	5%	\$1,200,000	II	\$21,354	Non-Project	\$22,326	\$0	\$3,645,652	Funded	\$38,313	
			III	\$764,262					Unmet	\$0	
			IV	\$353,476	Project	\$0					
			V	\$0							
			Total	\$1,139,092							
			Project	\$0							
2019	4%	\$1,200,000	II	\$7,445	Non-Project	\$47,222	\$0	\$2,941,284	Funded	\$2,798	
			III	\$761,528					Unmet	\$0	
			IV	\$380,896	Project	\$0					
			V	\$0							
			Total	\$1,149,869							
			Project	\$0							
2020	5%	\$1,200,000	II	\$18,110	Non-Project	\$59,481	\$0	\$2,103,375	Funded	\$829	
			III	\$1,120,183					Unmet	\$0	
			IV	\$0	Project	\$0					
			V	\$0							
			Total	\$1,138,293							
			Project	\$0							
2021	5%	\$1,200,000	II	\$22,748	Non-Project	\$62,969	\$0	\$2,059,689	Funded	\$946	
			III	\$303,458					Unmet	\$0	
			IV	\$809,357	Project	\$0					
			V	\$0							
			Total	\$1,135,563							
			Project	\$0							
2022	5%	\$1,200,000	II	\$2,339	Non-Project	\$59,182	\$0	\$2,196,203	Funded	\$1,054	
			III	\$190,336					Unmet	\$0	
			IV	\$946,659	Project	\$0					
			V	\$0							
			Total	\$1,139,334							
			Project	\$0							

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$849,606	\$44,398	\$2,366	\$0
Collector	\$3,136,356	\$45,705	\$19,416	\$0
Residential/Local	\$1,716,189	\$161,077	\$22,158	\$0

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap
Grand Total:			\$5,702,151	\$251,180	\$43,940		\$0

**Network Condition Summary Report
for
Maintain Current PCI Level Scenario**



Scenarios - Network Condition Summary

Interest: 1%

Inflation: 3%

Printed: 02/07/2018

Scenario: PTAP 18 1.2M

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2018	\$1,200,000	5%	2020	\$1,200,000	5%	2022	\$1,200,000	5%
2019	\$1,200,000	4%	2021	\$1,200,000	5%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2018	79	81	9.56	19.11
2019	77	82	7.94	15.89
2020	76	82	16.29	32.58
2021	74	82	13.52	27.04
2022	72	83	9.56	19.11

Percent Network Area by Functional Class and Condition Category

Condition in base year 2018, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.2%	11.7%	31.8%	0.0%	46.6%
II / III	5.1%	23.1%	20.8%	0.0%	48.9%
IV	1.1%	0.4%	1.8%	0.0%	3.3%
V	0.0%	0.2%	1.0%	0.0%	1.1%
Total	9.3%	35.4%	55.3%	0.0%	100.0%

Condition in year 2018 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	6.5%	15.5%	34.2%	0.0%	56.1%
II / III	2.8%	19.7%	18.8%	0.0%	41.4%
IV	0.0%	0.0%	1.3%	0.0%	1.3%
V	0.0%	0.2%	1.0%	0.0%	1.1%
Total	9.3%	35.4%	55.3%	0.0%	100.0%

Condition in year 2022 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.3%	26.3%	42.8%	0.0%	78.4%
II / III	0.0%	8.9%	11.4%	0.0%	20.3%
IV	0.0%	0.0%	0.1%	0.0%	0.1%
V	0.0%	0.2%	1.0%	0.0%	1.2%
Total	9.3%	35.4%	55.3%	0.0%	100.0%

6.6 ' *Increase Current PCI Level by 3 Points*

- 1. Cost Summary Report**
- 2. Network Condition Summary Report**

**Cost Summary Report
for
Increase PCI by 3 Points Scenario**



Target-Driven Scenarios - Cost Summary

Interest: 1%

Inflation: 3%

Printed: 02/07/2018

Scenario: PTAP18 Increase PCI to 82

Objective: Minimum Network Average PCI

Target: Overall 82

Year	Rehabilitation		Preventive Maintenance		Total Cost	Deferred
2018	II	\$21,354	Non-Project	\$132,661	\$1,449,082	\$3,357,991
	III	\$907,477	Project	\$0		
	IV	\$387,590				
	V	\$0				
	Total	\$1,316,421				
	Project	\$0				
2019	II	\$7,445	Non-Project	\$57,871	\$1,212,660	\$2,629,425
	III	\$801,585	Project	\$0		
	IV	\$345,759				
	V	\$0				
	Total	\$1,154,789				
	Project	\$0				
2020	II	\$18,110	Non-Project	\$107,192	\$1,231,860	\$1,793,888
	III	\$1,106,558	Project	\$0		
	IV	\$0				
	V	\$0				
	Total	\$1,124,668				
	Project	\$0				
2021	II	\$15,302	Non-Project	\$96,826	\$878,718	\$2,007,088
	III	\$59,850	Project	\$0		
	IV	\$706,740				
	V	\$0				
	Total	\$781,892				
	Project	\$0				
2022	II	\$2,339	Non-Project	\$129,803	\$764,025	\$2,557,934
	III	\$0	Project	\$0		
	IV	\$631,883				
	V	\$0				
	Total	\$634,222				
	Project	\$0				

**Network Condition Summary Report
for
Increase PCI by 3 Points Scenario**



Scenario: PTAP18 Increase PCI to 82
 Objective: Minimum Network Average PCI Target: Overall 82

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment
2018	79	82
2019	77	82
2020	76	82
2021	74	82
2022	72	82

Percent Network Area by Functional Classification and Condition Class

Condition in base year 2018, prior to applying treatments.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	3.2%	11.7%	31.8%	0.0%	46.6%
II / III	5.1%	23.1%	20.8%	0.0%	48.9%
IV	1.1%	0.4%	1.8%	0.0%	3.3%
V	0.0%	0.2%	1.0%	0.0%	1.1%
Total	9.3%	35.4%	55.3%	0.0%	100.0%

Condition in year 2018 after schedulable treatments applied.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	6.5%	16.5%	34.3%	0.0%	57.3%
II / III	2.8%	18.7%	18.9%	0.0%	40.5%
IV	0.0%	0.0%	1.1%	0.0%	1.1%
V	0.0%	0.2%	1.0%	0.0%	1.1%
Total	9.3%	35.4%	55.3%	0.0%	100.0%

Condition in year 2022 after schedulable treatments applied.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	9.3%	26.3%	37.1%	0.0%	72.6%
II / III	0.0%	8.9%	15.0%	0.0%	24.0%
IV	0.0%	0.0%	2.2%	0.0%	2.2%
V	0.0%	0.2%	1.0%	0.0%	1.2%
Total	9.3%	35.4%	55.3%	0.0%	100.0%

6.7 *Do Nothing*

- 1. Cost Summary Report**
- 2. Network Condition Summary Report**

**Cost Summary Report
for
Do Nothing Scenario**



Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2018	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$4,807,057	Funded	\$0
			III	\$0					Unmet	\$50,179
			IV	\$0					Project	\$0
			V	\$0						
			Total	\$0						
			Project	\$0						
2019	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$5,069,837	Funded	\$0
			III	\$0					Unmet	\$4,705
			IV	\$0					Project	\$0
			V	\$0						
			Total	\$0						
			Project	\$0						
2020	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$4,813,302	Funded	\$0
			III	\$0					Unmet	\$3,638
			IV	\$0					Project	\$0
			V	\$0						
			Total	\$0						
			Project	\$0						
2021	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$5,379,071	Funded	\$0
			III	\$0					Unmet	\$12,438
			IV	\$0					Project	\$0
			V	\$0						
			Total	\$0						
			Project	\$0						
2022	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$6,039,102	Funded	\$0
			III	\$0					Unmet	\$14,384
			IV	\$0					Project	\$0
			V	\$0						
			Total	\$0						
			Project	\$0						

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$0	\$0	\$0	\$7,798
Collector	\$0	\$0	\$0	\$37,661
Residential/Local	\$0	\$0	\$0	\$39,885

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap
Grand Total:				\$0	\$0	\$0	\$85,344

**Network Condition Summary Report
for
Do Nothing Scenario**



Scenarios - Network Condition Summary

Interest: 1%

Inflation: 3%

Printed: 02/07/2018

Scenario: PTAP 18 Do Nothing

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2018	\$0	0%	2020	\$0	0%	2022	\$0	0%
2019	\$0	0%	2021	\$0	0%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2018	79	79	0	0
2019	77	77	0	0
2020	76	76	0	0
2021	74	74	0	0
2022	72	72	0	0

Percent Network Area by Functional Class and Condition Category

Condition in base year 2018, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.2%	11.7%	31.8%	0.0%	46.6%
II / III	5.1%	23.1%	20.8%	0.0%	48.9%
IV	1.1%	0.4%	1.8%	0.0%	3.3%
V	0.0%	0.2%	1.0%	0.0%	1.1%
Total	9.3%	35.4%	55.3%	0.0%	100.0%

Condition in year 2018 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.2%	11.7%	31.8%	0.0%	46.6%
II / III	5.1%	23.1%	20.8%	0.0%	48.9%
IV	1.1%	0.4%	1.8%	0.0%	3.3%
V	0.0%	0.2%	1.0%	0.0%	1.1%
Total	9.3%	35.4%	55.3%	0.0%	100.0%

Condition in year 2022 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.2%	5.9%	23.9%	0.0%	33.0%
II / III	4.4%	21.7%	25.6%	0.0%	51.7%
IV	1.7%	7.6%	4.7%	0.0%	14.1%
V	0.0%	0.2%	1.0%	0.0%	1.2%
Total	9.3%	35.4%	55.3%	0.0%	100.0%

SECTION 7

Sections Selected for Treatments under Scenario 2

Sections Selected for Treatment



Scenarios - Sections Selected for Treatment

Interest: 1.00%

Inflation: 3.00%

Printed: 02/07/2018

Scenario: PTAP 18 800K

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2018	\$800,000	10%	2020	\$800,000	10%	2022	\$800,000	10%
2019	\$800,000	8%	2021	\$800,000	10%			

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			
EMERALD HILL LN.	PROSPECT AVE.	END	EMERAL	LN01	450	22	10,900	R	AC	51	52	100	\$26,039	27,709	2" OVERLAY WITH DIGOUTS
FREMONT RD.	ST. FRANCIS DR.	CONCEPCION RD.	FREMONT	RD02	1,250	25	31,250	C	AC/AC	57	56	100	\$74,653	28,254	2" OVERLAY WITH DIGOUTS
RAVENSBURY AVE.	CAMINO HERMOSA (NORTH)	SOUTH END	RAVENS	AV02	3,552	23	81,696	A	AC	56	56	100	\$195,163	40,091	2" OVERLAY WITH DIGOUTS
SEVEN ACRES LN.	FREMONT	END	SEVENA	LN01	310	21	7,860	R	AC/AC	49	50	100	\$18,777	27,830	2" OVERLAY WITH DIGOUTS
Treatment Total												\$314,632			
ALTAMONT RD.	BLACK MOUNTAIN RD.	TAAFFE RD.	ALTAMO	RD02	2,979	24	71,496	C	AC/AC	85	84	91	\$21,449	72,155	MICROSURFACING
PURISSIMA RD.	CONCEPCION RD.	ROBLEDA RD.	PURISS	RD04	2,325	23	53,475	C	AC/AC	88	88	93	\$16,043	79,841	MICROSURFACING
Treatment Total												\$37,492			
ASCENSION DR.	ST. FRANCIS RD.	END	ASCENS	DR01	630	19	12,970	R	AC	76	76	84	\$4,036	49,088	MICROSURFACING & CRACK SEAL
DEBELL DR.	671' E/O MANUELLA RD	ESTACADA	DEBELL	DR02	1,068	34	36,312	R	AC	76	76	84	\$11,298	49,088	MICROSURFACING & CRACK SEAL
OKEEFE LN.	350' west of VISTA SERENA	END	OKEEFE	LN03	930	18	18,090	R	AC	78	78	86	\$5,628	48,296	MICROSURFACING & CRACK SEAL
Treatment Total												\$20,962			
ALEJANDRO DR.	ST. FRANCIS RD.	END (NORTH)	ALEJAN	DR02	294	21	6,174	R	AC	73	73	81	\$4,535	20,828	MICROSURFACING WITH DIGOUTS
JULIETTA LN	SOUTH PROPERTY LINE OF 27340 JULIETTA LN	END	JULIETTA	LN01	300	14	4,200	R	AC/AC	78	78	86	\$3,085	22,314	MICROSURFACING WITH DIGOUTS
LA CRESTA CT.	LA CRESTA DR.	END	LACRES	CT01	870	21	19,070	R	AC	78	78	86	\$14,006	32,686	MICROSURFACING WITH DIGOUTS

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 1.00%

Inflation: 3.00%

Printed: 02/07/2018

Scenario: PTAP 18 800K

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				
ROBLE VENENO LN.	CONCEPCION RD.	END	ROBLEV	LN01	330	22	7,760	R	AC	78	78	86	\$5,700	32,686	MICROSURFACING WITH DIGOUTS	
VISCAINO PL.	VISCAINO RD	END	VISCAI	PL01	360	24	9,150	R	AC/AC	79	78	86	\$6,721	29,234	MICROSURFACING WITH DIGOUTS	
Treatment Total												\$34,047				
EL MONTE RD.	MOODY RD.	FORK AT 950' W OF STONEBROOK DR.	ELMONT	AV01	1,890	36	68,040	A	AC	77	78	100	\$136,080	29,236	1.5" OVERLAY WITH DIGOUTS	
PAGE MILL RD.	BALERI RANCH RD.	COUNTRY WY	PAGEMI	RD02	3,518	24	84,432	C	AC	72	70	100	\$168,864	29,276	1.5" OVERLAY WITH DIGOUTS	
RAVENSBURY AVE.	MAGDALENA AVE.	CAMINO HERMOSA DR. (NORTH)	RAVENS	AV01	962	23	22,126	A	AC	77	77	100	\$44,252	29,747	1.5" OVERLAY WITH DIGOUTS	
Treatment Total												\$349,196				
ADONNA CT	ELENA RD	END	ADONNA	CT01	370	23	10,310	R	AC/AC	83	83	84	\$35	887,776	SEAL CRACKS	
ARASTRADERO RD.	HORSESHOE LN.	STIRRUP WY.	ARASTR	RD01	1,900	40	76,000	A	AC/AC	80	79	80	\$392	1,228,628	SEAL CRACKS	
EL MONTE RD. (EB)	FORK AT 950' W OF STONEBROOK DR.	SUMMERHILL	ELMONT	AV02	3,851	33	127,083	A	AC/AC	88	87	88	\$119	3,485,377	SEAL CRACKS	
EL MONTE RD. (WB)	O'KEEFE LN.	FORK AT 950' W OF STONEBROOK DR.	ELMONT	AV03	3,411	32	109,152	A	AC/AC	88	87	88	\$102	3,485,377	SEAL CRACKS	
LA CRESTA DR.	ARASTRADERO RD.	900' south of NINA PL.	LACRES	DR01	2,700	20	54,000	R	AC/AC	87	86	87	\$78	1,602,934	SEAL CRACKS	
LAURA CT	END (S)	END (N)	LAURAL	CT01	600	22	16,800	R	AC	89	89	90	\$39	522,720	SEAL CRACKS	
LUPINE RD.	PAGE MILL RD.	END	LUPINE	RD01	1,179	22	25,938	R	AC/AC	86	85	86	\$61	1,065,070	SEAL CRACKS	
NINA PL.	LA CRESTA DR.	END	NINA	PL01	785	23	19,165	R	AC	83	83	84	\$76	690,043	SEAL CRACKS	
ST. FRANCIS RD.	ASCENSION DR.	FREMONT RD.	STFRAN	RD02	481	52	25,012	R	AC/AC	88	87	88	\$27	1,829,130	SEAL CRACKS	

** - Treatment from Project Selection

Scenarios Criteria:



Scenarios - Sections Selected for Treatment

Interest: 1.00%

Inflation: 3.00%

Printed: 02/07/2018

Scenario: PTAP 18 800K

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					
STIRRUP WY.	SADDLE MOUNTAIN RD.	END	STIRRU	WY01	820	17	16,140	R	AC	86	86	87	\$51	655,723	SEAL CRACKS		
VISCAINO RD.	PURISSIMA RD.	CONCEPCION RD.	VISCAI	RD01	3,456	23	79,488	R	AC/AC	87	86	87	\$145	1,107,801	SEAL CRACKS		
												Treatment Total		\$1,125			
Year 2018 Area Total							1,104,089	Year 2018 Total				\$757,454					

Year: 2019

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					
BALERI RANCH RD.	PAGE MILL RD.	BALERI RANCH RD.	BALERI	RD03	365	16	5,840	R	AC	58	56	100	\$14,370	25,319	2" OVERLAY WITH DIGOUTS		
ELENA RD.	NATOMA RD.	LA BARRANCA RD.	ELENA	RD02	3,000	23	69,000	C	AC	62	59	100	\$169,779	28,191	2" OVERLAY WITH DIGOUTS		
OLD PAGE MILL RD	NORTH END OF BRIDGE (OFF PAGE MILL RD)	HOUSE #2000 DRIVE-IN (CITY LIMIT)	OLDPAG	RD01	813	20	16,260	R	AC/AC	54	51	100	\$40,009	26,666	2" OVERLAY WITH DIGOUTS		
												Treatment Total		\$224,158			
ALICANTE LN.	MANUELLA RD.	END	ALICAN	LN01	670	16	11,220	R	AC/AC	90	89	94	\$3,467	56,346	MICROSURFACING		
BENTLEY CT.	BURKE RD.	END	BENTLE	CT01	220	18	6,160	R	AC/AC	89	88	93	\$1,904	60,824	MICROSURFACING		
BERKSHIRE DR.	WEST LOYOLA	594' N/O WEST LOYOLA	BERKSH	DR01	594	18	10,692	R	AC/AC	86	85	92	\$3,304	61,605	MICROSURFACING		
CRESTRIDGE DR.	RAVENSBURY AVE.	END	CRESTR	DR01	544	33	17,952	R	AC/AC	85	84	91	\$5,548	59,515	MICROSURFACING		
DEBELL DR.	MANUELLA RD	671' E/O MANUELLA RD	DEBELL	DR01	671	34	22,814	R	AC/AC	85	82	89	\$7,050	47,328	MICROSURFACING		
DIANNE DR.	O'KEEFE LN.	END	DIANNE	DR01	1,200	23	27,600	R	AC/AC	85	84	91	\$8,529	69,237	MICROSURFACING		
FINN LN.	PROSPECT AVE.	END	FINN	LN01	400	21	11,750	R	AC	83	81	89	\$3,631	44,969	MICROSURFACING		
HILLPARK LN.	RAVENSBURY AVE	END (BOTH CUL DE SACS)	HILPRK	LN01	560	31	17,360	R	AC/AC	82	81	88	\$5,365	61,954	MICROSURFACING		
HORSESHOE LN.	ARASTRADERO RD.	END	HORSES	LN01	828	22	18,216	R	AC/AC	89	88	93	\$5,629	60,824	MICROSURFACING		

** - Treatment from Project Selection

Scenarios Criteria:



Year: 2019

Scenarios - Sections Selected for Treatment

Interest: 1.00%

Inflation: 3.00%

Printed: 02/07/2018

Scenario: PTAP 18 800K

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				
MATADERO CREEK CT.	MATADERO CREEK LN.	END	MATADE	CT01	650	20	15,080	R	AC/AC	90	89	94	\$4,660	56,346	MICROSURFACING	
MIRANDA WY.	MIRANDA RD.	END	MIRAND	WY01	350	23	9,875	R	AC	86	84	91	\$3,052	38,994	MICROSURFACING	
ORTEGA DR.	ST. FRANCIS RD.	END	ORTEGA	DR01	820	20	18,500	R	AC/AC	85	84	91	\$5,717	69,237	MICROSURFACING	
WILD PLUM LN.	MIRANDA RD.	END	WILDPL	LN01	650	20	14,500	R	AC/AC	89	88	93	\$4,481	54,679	MICROSURFACING	
												Treatment Total		\$62,337		
ALTO VERDE LN.	CONCEPCION RD.	END	ALTOVE	LN01	577	22	12,694	R	AC	80	79	87	\$4,068	80,370	MICROSURFACING & CRACK SEAL	
RANCHO MANUELLA LN.	MANUELLA RD.	END	RANCHO	LN01	550	16	9,300	R	AC	80	78	86	\$2,981	46,597	MICROSURFACING & CRACK SEAL	
												Treatment Total		\$7,049		
STIRRUP WY	ARASTRADERO RD.	SADDLE MOUNTAIN RD.	STIRRU	WY02	367	21	7,707	R	AC	75	73	82	\$5,831	20,244	MICROSURFACING WITH DIGOUTS	
												Treatment Total		\$5,831		
ALTAMONT RD.	PAGE MILL RD.	BLACK MOUNTAIN RD.	ALTAMO	RD01	2,592	21	54,432	C	AC	74	72	100	\$112,130	27,515	1.5" OVERLAY WITH DIGOUTS	
PAGE MILL RD.	BERRY HILL	BALERI RANCH RD.	PAGEMI	RD01	700	20	14,000	C	AC	76	72	100	\$28,840	27,346	1.5" OVERLAY WITH DIGOUTS	
PAGE MILL RD.	MATADERO CREEK LN	935' north of ALTAMONT	PAGEMI	RD04	4,142	24	99,408	C	AC	72	70	100	\$204,781	28,793	1.5" OVERLAY WITH DIGOUTS	
ROBLEDA RD.	FREMONT	CHAPIN	ROBLED	RD01	3,325	22	73,150	C	AC	74	72	100	\$150,689	27,515	1.5" OVERLAY WITH DIGOUTS	
												Treatment Total		\$496,440		
ALEXIS DR.	PAGE MILL RD.	TOWN LIMIT	ALEXIS	DR01	554	23	12,742	R	AC/AC	89	87	88	\$10	3,430,300	SEAL CRACKS	
ANACAPA CT.	ANACAPA DR.	END	ANACAP	CT01	140	30	4,750	R	AC/AC	86	83	85	\$15	899,913	SEAL CRACKS	
ARASTRADERO RD.	HORSESHOE LN.	STIRRUP WY.	ARASTR	RD01	1,900	40	76,000	A	AC/AC	80	79	81	\$396	1,204,894	SEAL CRACKS	
FRANCEMONT DR.	MOODY RD	END	FRANCE	AV01	425	21	10,725	R	AC	89	88	89	\$29	574,421	SEAL CRACKS	
HIDDEN SPRING CT.	ALTAMONT RD.	END	HIDDEN	CT01	105	25	4,725	R	AC	91	89	89	\$12	522,090	SEAL CRACKS	

** - Treatment from Project Selection

Scenarios Criteria:



Scenarios - Sections Selected for Treatment

Interest: 1.00%

Inflation: 3.00%

Printed: 02/07/2018

Scenario: PTAP 18 800K

Year: 2019

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					
KINGSLEY AVE.	ALTA DENA DR	END	KINGLY	WY01	838	13	10,894	R	AC/AC	86	85	86	\$23	1,864,840	SEAL CRACKS		
MANUELLA RD.	ALICANTE	400' north of SCARFF	MANUEL	RD02	2,450	24	58,800	C	AC/AC	85	82	84	\$227	947,318	SEAL CRACKS		
MAPLE LEAF CT.	ELENA RD.	CULDESAC	MAPLEL	CT01	131	23	3,013	R	AC	92	89	89	\$8	524,967	SEAL CRACKS		
MOODY SPRINGS CT.	MOODY RD.	END (CDS)	MOODYS	CT01	336	18	6,048	R	AC/AC	85	83	84	\$22	584,325	SEAL CRACKS		
SCARFF WY	MANUELLA RD	END	SCARFF	WY01	320	20	6,400	R	AC/AC	89	88	89	\$2	7,034,177	SEAL CRACKS		
STORY HILL LN.	PAGE MILL RD.	END	STORYH	LN01	1,603	18	28,854	R	AC/AC	89	86	87	\$43	1,424,474	SEAL CRACKS		
TWIN OAKS CT.	ARASTRADERO RD.	END	TWINOA	CT01	125	22	2,750	R	AC	92	89	89	\$7	519,618	SEAL CRACKS		
												Treatment Total		\$794			
Year 2019 Area Total							789,211	Year 2019 Total				\$796,609					

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					
BYRD LN.	NATOMA RD.	END	BYRD	LN01	920	24	23,080	R	AC	56	52	100	\$58,494	25,857	2" OVERLAY WITH DIGOUTS		
DEZAHAZA WY	TAAFFE RD.	TAAFFE RD.	DEZAH	WY01	1,700	18	30,600	R	AC/AC	60	56	100	\$77,552	24,469	2" OVERLAY WITH DIGOUTS		
THREE FORKS LN	COUNTRY WY	SOUTH FORKS LN	THREEF	LN01	600	20	12,000	R	AC/AC	55	52	100	\$30,413	25,373	2" OVERLAY WITH DIGOUTS		
VIA CERRO GORDO	BRIONES WY	END	VIACER	GO01	710	18	14,280	R	AC/AC	58	53	100	\$36,191	25,939	2" OVERLAY WITH DIGOUTS		
												Treatment Total		\$202,650			
ADOBE CREEK LODGE RD.	MOODY RD	END	ADOBEC	RD01	560	21	15,360	R	AC	88	85	91	\$4,889	36,288	MICROSURFACING		
ALEXIS DR.	PAGE MILL RD.	TOWN LIMIT	ALEXIS	DR01	554	23	12,742	R	AC/AC	89	87	93	\$4,056	47,620	MICROSURFACING		
CANARIO WY.	VISCAINO RD.	END	CANARI	WY01	950	22	21,900	R	AC	84	81	88	\$6,971	44,536	MICROSURFACING		
ESTACADA DR.	MANUELLA RD.	MIRANDA RD	ESTACA	DR01	1,015	28	28,420	R	AC	83	80	87	\$9,046	45,637	MICROSURFACING		
LA CRESTA DR.	ARASTRADERO RD.	900' south of NINA PL.	LACRES	DR01	2,700	20	54,000	R	AC/AC	87	84	91	\$17,187	44,729	MICROSURFACING		
LUPINE RD.	PAGE MILL RD.	END	LUPINE	RD01	1,179	22	25,938	R	AC/AC	86	83	90	\$8,256	44,292	MICROSURFACING		

** - Treatment from Project Selection



Year: 2020

Scenarios - Sections Selected for Treatment

Interest: 1.00%

Inflation: 3.00%

Printed: 02/07/2018

Scenario: PTAP 18 800K

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			
MORA DR.	SAN ANTONIO OPEN SPACE	TERRY WAY	MORA	DR01	1,491	20	29,820	R	AC	84	80	87	\$9,491	45,423	MICROSURFACING
OLD ALTOS RD.	BURKE	FREMONT	OLDALT	RD01	550	18	9,900	R	AC/AC	89	86	93	\$3,151	34,508	MICROSURFACING
SCARFF WY	MANUELLA RD	END	SCARFF	WY01	320	20	6,400	R	AC/AC	89	87	93	\$2,037	31,726	MICROSURFACING
VOORHEES DR.	EL MONTE RD.	800 S. OF EL MONTE RD.	VOORHE	DR01	800	25	21,700	R	AC/AC	86	83	90	\$6,907	44,732	MICROSURFACING
WEST EDITH AVE.	FREMONT RD.	500' N/O FREMONT RD.	WEDITH	AV01	500	33	16,500	C	AC	91	88	94	\$5,252	43,864	MICROSURFACING
												Treatment Total	\$77,243		
CORTE MADERA LN.	CONCEPCION RD.	END	CORTEM	LN01	580	22	13,870	R	AC	82	79	86	\$4,578	44,935	MICROSURFACING & CRACK SEAL
ROBLE ALTO DR	PASEO DEL ROBLE DR	END	ROBLEA	DR01	830	20	18,740	R	AC/AC	80	77	85	\$6,186	49,958	MICROSURFACING & CRACK SEAL
SPRINGHILL DR.	MANUELLA RD.	END	SPRING	DR01	320	22	7,040	R	AC	74	71	79	\$2,324	45,651	MICROSURFACING & CRACK SEAL
URSULA LN.	BLACK MOUNTAIN	END	URSULA	LN01	600	20	14,000	R	AC/AC	81	79	86	\$4,621	73,445	MICROSURFACING & CRACK SEAL
												Treatment Total	\$17,709		
BYRNE PARK LN.	ALTAMONT RD.	END	BYRNEP	LN01	1,610	22	38,307	R	AC	74	71	80	\$29,848	24,603	MICROSURFACING WITH DIGOUTS
OLD RANCH LN.	OLD RANCH RD	END	OLDRLN	LN01	403	33	13,299	R	AC	75	71	80	\$10,363	22,875	MICROSURFACING WITH DIGOUTS
OLD RANCH RD.	RAVENSBURY RD.	END	OLDRRD	RD01	696	33	22,968	R	AC	76	72	81	\$17,897	23,840	MICROSURFACING WITH DIGOUTS
REBECCA LN.	DAWSON DR.	END	REBECC	LN01	900	18	16,200	R	AC/AC	76	73	81	\$12,623	22,479	MICROSURFACING WITH DIGOUTS
												Treatment Total	\$70,731		
ROBLEDA RD.	CHAPIN	ELENA	ROBLED	RD02	4,360	23	100,280	C	AC	78	74	100	\$212,775	25,543	1.5" OVERLAY WITH DIGOUTS
WEST LOYOLA DR.	CAMINO HERMOSA	HWY280 (EASTBROOK)	WLOYO	DR01	4,762	21	100,002	A	AC/AC	77	73	100	\$212,185	28,836	1.5" OVERLAY WITH DIGOUTS
												Treatment Total	\$424,960		

** - Treatment from Project Selection

Scenarios Criteria:



Scenarios - Sections Selected for Treatment

Interest: 1.00%

Inflation: 3.00%

Printed: 02/07/2018

Scenario: PTAP 18 800K

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			
ALEJANDRO DR.	ST.FRANCIS RD.	END (SOUTH)	ALEJAN	DR01	393	20	7,860	R	AC/AC	93	88	88	\$5	3,214,007	SEAL CRACKS
ALMADEN CT.	ALTAMONT RD.	END OF 3RD PARCEL (SOUTHERN SIDE)	ALMADE	CT01	1,840	18	35,268	R	AC/AC	89	84	86	\$96	763,065	SEAL CRACKS
ALTADENA DR.	MANUELLA RD.	KINGSLEY AVE	ALTADE	DR01	490	18	8,820	R	AC/AC	93	88	89	\$2	12,418,191	SEAL CRACKS
ALTA TIERRA RD.	ROBLEDA RD	LA PALOMA RD	ALTATI	RD01	1,610	17	27,370	R	AC/AC	87	86	87	\$54	2,053,707	SEAL CRACKS
ARASTRADERO RD.	HORSESHOE LN.	STIRRUP WY.	ARASTR	RD01	1,900	40	76,000	A	AC/AC	80	79	81	\$401	1,183,583	SEAL CRACKS
ARIC LN.	FREMONT RD.	END	ARIC	LN01	940	22	22,480	R	AC	92	88	89	\$59	526,651	SEAL CRACKS
ASCENSION DR.	ANACAPA DR.	ST. FRANCIS DR.	ASCENS	DR02	1,601	27	43,227	R	AC/AC	91	87	88	\$54	1,594,568	SEAL CRACKS
BARLEY HILL RD.	HILLTOP DR.	END	BARLEY	RD01	1,745	16	27,920	R	AC/AC	91	87	88	\$32	1,699,740	SEAL CRACKS
BLEDSON CT.	MOODY RD.	END	BLEDSON	CT01	105	35	5,075	R	AC	84	80	82	\$26	649,503	SEAL CRACKS
CARILLO LN.	LA CRESTA DR.	END	CARILL	LN01	450	20	9,800	R	AC/AC	91	87	88	\$13	1,594,568	SEAL CRACKS
ELENA RD.	VINEDO LN.	MOODY RD.	ELENA	RD05	2,298	25	57,450	C	AC/AC	87	85	86	\$120	2,499,384	SEAL CRACKS
ESPERANZA DR.	CONCEPCION RD	ESPERANZA DR	ESPERA	DR01	2,674	22	58,828	R	AC	86	83	84	\$251	652,537	SEAL CRACKS
FREMONT RD.	MIRANDA RD.	WEST EDITH	FREMONT	RD04	1,451	25	36,275	C	AC/AC	91	85	86	\$85	1,166,551	SEAL CRACKS
FREMONT RD.	WEST EDITH	BURKE RD.	FREMONT	RD05	2,254	24	54,096	C	AC	89	86	87	\$177	751,040	SEAL CRACKS
LA PALOMA RD.	ALTA TIERRA RD.	PURISSIMA RD.	LAPALO	RD03	1,090	22	23,980	C	AC/AC	92	87	88	\$22	2,171,387	SEAL CRACKS
LIDDICOAT CR	LIDDICOAT DR	LIDDICOAT DR	LIDDIC	CR01	2,320	21	48,720	R	AC/AC	93	88	89	\$7	12,418,191	SEAL CRACKS
MANDOLI DR.	ARASTRADERO DR.	END	MANDOLI	DR01	585	21	23,385	R	AC	92	88	89	\$62	526,651	SEAL CRACKS
MOODY RD.	ELENA RD.	ALTAMONT RD.	MOODY	RD01	1,420	24	34,080	C	AC/AC	87	85	86	\$71	2,499,384	SEAL CRACKS

** - Treatment from Project Selection

Scenarios Criteria:



Scenarios - Sections Selected for Treatment

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Scenario: PTAP 18 800K

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						
MOODY RD.	ALTAMONT RD.	FRANCEMONT AVE.	MOODY	RD02	2,620	23	60,260	C	AC/AC	85	83	84	\$210	1,554,048	SEAL CRACKS			
MOODY RD.	FRANCEMONT AVE.	570 W/O MURIETA LN.	MOODY	RD03	3,090	23	71,070	C	AC/AC	84	82	83	\$291	1,325,249	SEAL CRACKS			
SHOLES CT.	ALEXANDER DR.	END	SHOLES	CT01	405	18	8,590	R	AC/AC	93	88	89	\$2	12,418,191	SEAL CRACKS			
ST. FRANCIS RD.	LA CRESTA DR.	ASCENSION DR.	STFRAN	RD01	2,660	29	77,140	R	AC/AC	91	88	89	\$14	13,594,813	SEAL CRACKS			
STONEBROOK DR.	EL MONTE AVE.	S/O PROSPECT AVE.	STONEB	DR01	2,390	24	57,360	C	AC/AC	86	84	85	\$161	1,897,799	SEAL CRACKS			
STONEBROOK DR.	S. of PROSPECT AVE.	TERESA WY.	STONEB	DR02	1,350	23	31,050	C	AC	89	86	87	\$102	750,978	SEAL CRACKS			
TODD LN.	LA PALOMA RD.	END (CDS)	TODD	LN01	814	21	17,094	R	AC/AC	93	88	89	\$8	4,034,891	SEAL CRACKS			
VIA CORITA WY.	NATOMA	END	VIACOR	WY01	355	20	7,100	R	AC/AC	91	87	88	\$8	1,795,652	SEAL CRACKS			
WINDSOR CT.	BLACK MOUNTAIN	END	WINDSO	CT01	205	22	5,510	R	AC/AC	93	88	89	\$1	12,418,191	SEAL CRACKS			
YALE CT	LIDDICOAT CR	END	YALE	CT01	130	16	4,280	R	AC/AC	93	88	89	\$1	12,418,191	SEAL CRACKS			
												Treatment Total		\$2,335				
Year 2020 Area Total							1,607,434	Year 2020 Total				\$795,628						

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			
BALERI RANCH RD.	BALERI RANCH RD.	NORTH END	BALERI	RD01	250	16	5,000	R	AC	63	58	100	\$13,053	23,115	2" OVERLAY WITH DIGOUTS
BALERI RANCH RD.	BALERI RANCH RD.	SOUTH END	BALERI	RD02	260	16	5,160	R	AC	63	58	100	\$13,470	23,115	2" OVERLAY WITH DIGOUTS
ELENA RD.	PURISSIMA RD.	NATOMA RD.	ELENA	RD01	3,048	21	64,008	C	AC	67	58	100	\$167,087	26,810	2" OVERLAY WITH DIGOUTS
ELENA RD.	LA BARRANCA RD.	ROBLEDA RD.	ELENA	RD03	4,202	22	92,444	C	AC	68	59	100	\$241,317	26,478	2" OVERLAY WITH DIGOUTS

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 1.00%

Inflation: 3.00%

Printed: 02/07/2018

Scenario: PTAP 18 800K

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				
VIA VENTANA WY	PAGE MILL RD	BRIONES WY	VIAVEN	WY01	1,610	18	28,980	R	AC/AC	65	58	100	\$75,650	23,457	2" OVERLAY WITH DIGOUTS	
												Treatment Total		\$510,577		
ADONNA CT	ELENA RD	END	ADONNA	CT01	370	23	10,310	R	AC/AC	83	80	88	\$3,380	47,854	MICROSURFACING	
DELSON CT	ELENA RD	END	DELSON	CT01	330	30	9,900	R	AC/AC	93	86	92	\$3,246	33,915	MICROSURFACING	
GREEN HILLS CT.	ELENA RD.	END	GREENH	CT01	540	16	9,140	R	AC/AC	92	89	94	\$2,997	52,814	MICROSURFACING	
SAMUEL LN.	PURISSIMA	END	SAM	LN01	220	20	4,400	R	AC/AC	92	89	94	\$1,443	52,760	MICROSURFACING	
ST. FRANCIS RD.	LA CRESTA DR.	ASCENSION DR.	STFRAN	RD01	2,660	29	77,140	R	AC/AC	91	88	94	\$25,288	47,275	MICROSURFACING	
ST. FRANCIS RD.	ASCENSION DR.	FREMONT RD.	STFRAN	RD02	481	52	25,012	R	AC/AC	88	83	90	\$8,200	42,464	MICROSURFACING	
STIRRUP WY.	SADDLE MOUNTAIN RD.	END	STIRRU	WY01	820	17	16,140	R	AC	86	82	89	\$5,291	41,216	MICROSURFACING	
VISCAINO RD.	PURISSIMA RD.	CONCEPCION RD.	VISCAI	RD01	3,456	23	79,488	R	AC/AC	87	82	89	\$26,058	40,348	MICROSURFACING	
												Treatment Total		\$75,903		
KATE DR.	END EAST	TERESA WY	KATE	DR01	840	20	19,300	R	AC	79	76	84	\$6,562	70,950	MICROSURFACING & CRACK SEAL	
KATE DR.	TERESA WY	LAURAL CT	KATE	DR02	540	22	11,880	R	AC	76	72	81	\$4,039	62,024	MICROSURFACING & CRACK SEAL	
LEANDER DR.	PURISSIMA RD.	END	LEANDE	DR01	530	21	12,630	R	AC	80	75	83	\$4,294	45,069	MICROSURFACING & CRACK SEAL	
												Treatment Total		\$14,895		
BYRNE PARK LN.	ALTAMONT RD.	END	BYRNEP	LN01	1,610	22	38,307	R	AC	74	79	87	\$30,743	25,825	MICROSURFACING WITH DIGOUTS	
OLD RANCH LN.	OLD RANCH RD	END	OLDRLN	LN01	403	33	13,299	R	AC	75	78	86	\$10,674	23,500	MICROSURFACING WITH DIGOUTS	
STONEBROOK CT	STONEBROOK DR	END	STONEB	CT01	770	19	14,630	R	AC/AC	80	76	84	\$11,742	20,644	MICROSURFACING WITH DIGOUTS	
												Treatment Total		\$53,159		
CAMINO HERMOSO	RAVENSBURY AVE. (NORTH)	RAVENSBURY AVE. (SOUTH)	CAMINO	DR01	3,190	20	63,800	A	AC/AC	79	74	100	\$139,432	25,394	1.5" OVERLAY WITH DIGOUTS	
												Treatment Total		\$139,432		

** - Treatment from Project Selection

Scenarios Criteria:



Scenarios - Sections Selected for Treatment

Interest: 1.00%

Inflation: 3.00%

Printed: 02/07/2018

Scenario: PTAP 18 800K

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			
ALBERTSWORTH LN.	MAGDALENA RD.	END	ALBERT	LN01	400	27	10,800	R	AC/AC	94	87	88	\$13	1,672,210	SEAL CRACKS
ARASTRADERO RD.	HORSESHOE LN.	STIRRUP WY.	ARASTR	RD01	1,900	40	76,000	A	AC/AC	80	79	81	\$407	1,154,935	SEAL CRACKS
ATHERTON CT.	ROBLEDA RD.	END	ATHERT	CT01	600	22	13,200	R	AC/AC	94	87	88	\$16	1,672,210	SEAL CRACKS
CARADO CT.	MIRANDA RD.	END	CARADO	CT01	370	16	5,920	R	AC/AC	94	87	88	\$7	1,672,210	SEAL CRACKS
CATHARINE CT	DONELSON PL.	END	CATHAR	CT01	480	18	9,940	R	AC/AC	93	88	89	\$1	43,085,823	SEAL CRACKS
DAWNRIDGE DR.	MAGDALENA RD.	END	DAWNRI	DR01	1,908	31	59,148	R	AC/AC	94	87	88	\$69	1,672,210	SEAL CRACKS
DAWSON DR.	1155' W of MAGDALENA AVE. Half CDS	END	DAWSON	DR02	1,400	18	26,600	R	AC	86	82	83	\$125	635,006	SEAL CRACKS
EL MONTE RD.	MOODY RD.	FORK AT 950' W OF STONEBROOK DR.	ELMONT	AV01	1,890	36	68,040	A	AC	77	86	87	\$107	2,114,396	SEAL CRACKS
EL MONTE RD. (EB)	FORK AT 950' W OF STONEBROOK DR.	SUMMERHILL	ELMONT	AV02	3,851	33	127,083	A	AC/AC	88	83	84	\$449	1,473,999	SEAL CRACKS
EL MONTE RD. (WB)	O'KEEFE LN.	FORK AT 950' W OF STONEBROOK DR.	ELMONT	AV03	3,411	32	109,152	A	AC/AC	88	83	84	\$386	1,473,999	SEAL CRACKS
FERNHILL DR.	CAMINO HERMOSO DR.	END	FERNHI	DR01	1,200	16	19,200	R	AC/AC	94	87	88	\$23	1,672,210	SEAL CRACKS
MELODY LN.	BLACK MOUNTAIN RD.	END	MELODY	LN01	855	20	18,600	R	AC/AC	85	81	83	\$85	938,487	SEAL CRACKS
MIRANDA CT.	MIRANDA RD	END	MIRAND	CT01	265	23	7,920	R	AC/AC	86	81	83	\$35	745,654	SEAL CRACKS
NEWBRIDGE DR.	LA PALMOA	BOTH ENDS	NEWBRI	DR01	780	24	23,792	R	AC/AC	94	87	88	\$28	1,672,210	SEAL CRACKS
OLD PAGE MILL LN	PAGE MILL RD	CUL DE SAC	OLDPAG	LN01	255	22	5,610	R	AC/AC	94	88	89	\$3	3,704,553	SEAL CRACKS

** - Treatment from Project Selection

Scenarios Criteria:



Scenarios - Sections Selected for Treatment

Interest: 1.00%

Inflation: 3.00%

Printed: 02/07/2018

Scenario: PTAP 18 800K

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				
OLIVE TREE LN.	BLANDOR WAY	200' W OF OLIVE TREE CT. (STREET #24740)	OLIVEL	LN01	1,287	24	30,888	R	AC/AC	94	87	88	\$36	1,672,210	SEAL CRACKS	
ONEONTA DR.	STONEBROOK DR.	END (CDS)	ONEONT	DR01	843	21	17,703	R	AC/AC	94	87	88	\$21	1,672,210	SEAL CRACKS	
PASEO DEL ROBLE DR.	PAGE MILL RD.	MIR MIROU DR.	PASEOD	DR01	1,225	21	25,725	R	AC/AC	94	87	88	\$30	1,672,210	SEAL CRACKS	
PASEO DEL ROBLE DR.	MIR MIROU DR.	PAGE MILL RD.	PASEOD	DR02	2,520	20	50,400	R	AC/AC	94	87	88	\$59	1,672,210	SEAL CRACKS	
RAVENSBURY AVE.	MAGDALENA AVE.	CAMINO HERMOSA DR. (NORTH)	RAVENS	AV01	962	23	22,126	A	AC	77	86	87	\$35	2,114,396	SEAL CRACKS	
RAVENSBURY AVE.	CAMINO HERMOSA (NORTH)	SOUTH END	RAVENS	AV02	3,552	23	81,696	A	AC	56	86	87	\$128	2,114,396	SEAL CRACKS	
RHODA DR.	PURISSIMA RD.	END (CDS)	RHODA	DR01	734	22	16,148	R	AC/AC	94	87	88	\$19	1,672,210	SEAL CRACKS	
SUMMERHILL AVE	EL MONTE RD	Nicole Lane (Southbound Only)	SUMMER	AV01	900	16	14,400	C	AC/AC	93	84	86	\$40	1,068,068	SEAL CRACKS	
TRACY CT.	ARASTRADERO	END	TRACY	CT01	265	20	5,500	R	AC/AC	92	87	88	\$5	3,319,536	SEAL CRACKS	
TRIPOLI CT.	NATOMA RD.	END (CDS)	TRIPOL	CT01	250	16	4,000	R	AC/AC	94	87	88	\$5	1,672,210	SEAL CRACKS	
VISTA DEL VALLE CT.	TAAFFE	END	VISTAD	CT01	360	23	9,280	R	AC/AC	94	88	89	\$2	7,598,881	SEAL CRACKS	
WESTON DR.	FREMONT RD.	END	WESTON	DR01	891	23	20,493	R	AC/AC	91	87	88	\$23	2,682,143	SEAL CRACKS	
WESTWIND WY	CONCEPCION RD	LA PALOMA RD	WESTWI	WY01	1,070	22	23,540	R	AC/AC	93	86	87	\$40	1,289,243	SEAL CRACKS	
WILLOW POND LN.	TEPA WAY	END (CDS)	WILLOW	LN01	632	21	13,272	R	AC/AC	94	87	88	\$16	1,672,210	SEAL CRACKS	
												Treatment Total		\$2,213		
							Year 2021 Area Total	1,517,144			Year 2021 Total	\$796,179				

** - Treatment from Project Selection

Scenarios Criteria:



Year: 2022

Scenarios - Sections Selected for Treatment

Interest: 1.00%

Inflation: 3.00%

Printed: 02/07/2018

Scenario: PTAP 18 800K

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						
ALTAMONT RD.	TAAFFE RD.	CORBETTA LN.	ALTAMO	RD03	3,709	23	85,307	C	AC/AC	65	56	100	\$229,367	24,963	2" OVERLAY WITH DIGOUTS			
ARASTRADERO RD.	PAGE MILL RD.	TOWN LIMIT	ARASTR	RD02	1,430	34	48,620	A	AC	67	57	100	\$130,726	34,941	2" OVERLAY WITH DIGOUTS			
NATOMA RD.	LUCERO LN.	ALTAMONT RD.	NATOMA	RD03	1,600	20	32,000	C	AC/AC	66	59	100	\$86,039	24,069	2" OVERLAY WITH DIGOUTS			
OKEEFE LN.	300' east of DIANE	343' east of VISTA SERENA	OKEEFE	LN01	1,404	23	32,292	R	AC	66	58	100	\$86,824	22,759	2" OVERLAY WITH DIGOUTS			
PAGE MILL RD.	75 FT S. OF ARASTRADERO CT RD	BERRY HILL	PAGEMI	RD00	409	60	24,540	C	AC/AC	66	57	100	\$65,982	24,496	2" OVERLAY WITH DIGOUTS			
												Treatment Total		\$598,938				
ANACAPA CT.	ANACAPA DR.	END	ANACAP	CT01	140	30	4,750	R	AC/AC	86	80	88	\$1,604	45,892	MICROSURFACING			
EL MONTE RD. (EB)	FORK AT 950' W OF STONEBROOK DR.	SUMMERHILL	ELMONT	AV02	3,851	33	127,083	A	AC/AC	88	83	90	\$42,910	72,895	MICROSURFACING			
KINGSLEY AVE.	ALTA DENA DR	END	KINGLY	WY01	838	13	10,894	R	AC/AC	86	84	91	\$3,679	69,030	MICROSURFACING			
LA PALOMA RD.	ALTA TIERRA RD.	PURISSIMA RD.	LAPALO	RD03	1,090	22	23,980	C	AC/AC	92	84	91	\$8,097	41,680	MICROSURFACING			
STORY HILL LN.	PAGE MILL RD.	END	STORYH	LN01	1,603	18	28,854	R	AC/AC	89	83	90	\$9,743	42,160	MICROSURFACING			
TRACY CT.	ARASTRADERO	END	TRACY	CT01	265	20	5,500	R	AC/AC	92	87	93	\$1,858	44,929	MICROSURFACING			
VIA CORITA WY.	NATOMA	END	VIACOR	WY01	355	20	7,100	R	AC/AC	91	85	91	\$2,398	37,478	MICROSURFACING			
VISTA SERENA	O'KEEFE LN.	END	VISTAS	SE01	750	19	14,250	R	AC/AC	91	84	91	\$4,812	39,655	MICROSURFACING			
												Treatment Total		\$75,101				
TERESA WY.	STONEBROOK DR	KATE DR	TERESA	WY01	250	22	5,500	R	AC	78	73	82	\$1,926	64,261	MICROSURFACING & CRACK SEAL			
												Treatment Total		\$1,926				
OLD RANCH RD.	RAVENSBURY RD.	END	OLDRRD	RD01	696	33	22,968	R	AC	76	78	86	\$18,986	23,676	MICROSURFACING WITH DIGOUTS			
REBECCA LN.	DAWSON DR.	END	REBECC	LN01	900	18	16,200	R	AC/AC	76	79	86	\$13,392	20,871	MICROSURFACING WITH DIGOUTS			

** - Treatment from Project Selection

Scenarios Criteria:



Scenarios - Sections Selected for Treatment

Interest: 1.00%

Inflation: 3.00%

Printed: 02/07/2018

Scenario: PTAP 18 800K

										Treatment Total			\$32,378			
ELENA RD.	ROBLEDA RD.	VINEDO LN.	ELENA	RD04	1,682	22	37,004	C	AC	83	75	100	\$83,297	23,477	1.5" OVERLAY WITH DIGOUTS	
										Treatment Total			\$83,297			
ALTAMONT RD.	BLACK MOUNTAIN RD.	TAAFFE RD.	ALTAMO	RD02	2,979	24	71,496	C	AC/AC	85	86	87	\$146	1,802,511	SEAL CRACKS	
ARASTRADERO RD.	HORSESHOE LN.	STIRRUP WY.	ARASTR	RD01	1,900	40	76,000	A	AC/AC	80	79	81	\$413	1,126,781	SEAL CRACKS	
EMERALD HILL LN.	PROSPECT AVE.	END	EMERAL	LN01	450	22	10,900	R	AC	51	87	88	\$13	1,623,505	SEAL CRACKS	
FREMONT RD.	ST. FRANCIS DR.	CONCEPCION RD.	FREMONT	RD02	1,250	25	31,250	C	AC/AC	57	84	86	\$90	1,036,960	SEAL CRACKS	
JULIETTA LN	SOUTH PROPERTY LINE OF 27340 JULIETTA LN	END	JULIET	LN01	300	14	4,200	R	AC/AC	78	80	82	\$23	678,926	SEAL CRACKS	
LA CRESTA CT.	LA CRESTA DR.	END	LACRES	CT01	870	21	19,070	R	AC	78	82	84	\$88	1,013,772	SEAL CRACKS	
PAGE MILL RD.	BALERI RANCH RD.	COUNTRY WY	PAGEMI	RD02	3,518	24	84,432	C	AC	72	84	86	\$241	1,036,960	SEAL CRACKS	
ROBLE VENENO LN.	CONCEPCION RD.	END	ROBLEV	LN01	330	22	7,760	R	AC	78	82	84	\$36	1,013,772	SEAL CRACKS	
SEVEN ACRES LN.	FREMONT	END	SEVENA	LN01	310	21	7,860	R	AC/AC	49	87	88	\$10	1,623,505	SEAL CRACKS	
VISCAINO PL.	VISCAINO RD	END	VISCAI	PL01	360	24	9,150	R	AC/AC	79	82	83	\$39	987,636	SEAL CRACKS	
										Treatment Total			\$1,099			
					Year 2022 Area Total		848,960					Year 2022 Total		\$792,739		
					Total Section Area:		5,866,837					Grand Total		\$3,938,609		

SECTION 8

Quality Monitoring Report

QUALITY MONITORING REPORT

Los Altos Hills, CA

November 2017

Quality Engineering Solutions, Inc. (QES) successfully completed the pavement distress data collection on 100% of the street network in the City of Los Altos Hills between June 7, 2017 and June 12, 2017. All production level surveys were completed by Mr. Jason Clinton and Mr. Nicholas Stangel. Documented in this letter report are the results of the quality monitoring process completed by QES in preparation for, and during the field data collection effort.

Rater Training and Control Site Rater Calibration

Rater training began in June 2017 with a review of the MTC StreetSaver manuals:

- Pavement Condition Index Distress Identification Manual for Flexible Pavements, March 2016 Fourth Edition
- Pavement Condition Index Distress Identification Manual for Rigid Pavements, March 2016 Third Edition

This training was completed by Mr. Ryan Finley, Mr. Clinton, and Mr. Stangel. The training was followed by independent rating of 10 asphalt control sites located around Reno, Nevada. Mr. Finley's ratings were used as the "ground truth" for this comparison. Mr. Clinton and Mr. Stangel met the requirements on the first round of ratings. These results are documented in Form 1.

Daily Data Collection

Field data collection forms (Form 2) were completed daily and submitted to the office. These forms were checked by office staff and any corrections noted to the management section (length, width, begin point, end point) were made to the StreetSaver database. The rating database was provided to the office nightly and the forms are on-file.

Office Checks

Once received in the office, the rating database was checked for completeness and reasonableness. The data was then loaded into the StreetSaver database and the report "PCI Difference Between Inspections" was executed by Mr. Luis Ramirez. Mr. Ramirez reviewed the past and present data for all sections with differences between inspections of more than 15 PCI points, looking for maintenance or rehabilitation as well as consistency of the reported data. The results of this check are summarized in Form 3. There were a total of 14 sections where the difference between the current PCI and the PCI projected based on previous surveys was greater than 15 points. Out of these 14 sections, 6 sections exhibited a decrease in PCI whereas the remaining 8 had an increase in PCI. For the majority of sections with a decrease in PCI, rehabilitation work had been executed between inspections. This suggests that the actual rate of deterioration for the specific rehabilitated pavements is higher than the StreetSaver projected

rate. For the 8 sections with an increase in PCI above 15 points, rehabilitation work was executed for 3 of these sections. For the remaining 5 sections, the type and severity of distresses were similar between previous and current surveys with the exception of weathering and raveling. For the previous surveys, weathering and raveling were combined as a single distress whereas for the current survey only weathering was observed and recorded.

In regards to the updated network PCI, the pre-survey network PCI was a 78 and at the completion of the office checks the network PCI dropped one point to 77.

On-Site Consistency Check

In an effort to determine the on-site consistency, the rating team was asked to re-survey a total of 8 randomly selected sections over the data collection period. These new surveys were conducted on the exact piece of pavement as the original sample, since the inspection units were routinely marked during surveys. The results of these surveys were within our allowable range and are documented in the attached Form 4.

Independent Quality Assurance Check

Finally, an independent quality assurance check was completed, as documented in Form 5 and the attached table of sections. Prior to beginning any surveys, a 5% random sample of all management sections was selected by Mr. Finley. An independent rating team led by Mr. Finley marked the inspection units on the roadway, created detailed description locations and conducted a “ground truth” distress rating. The following pictures provide an example of how each inspection unit was marked. White marking chalk was used to identify the beginning (white line with one dot placed in-side of the inspection unit) and end (white line with two dots placed in-side of the inspection unit) of each inspection unit. If more than one inspection unit was rated for a given management section, then the inspection unit number was also painted near the start mark.



Beginning Mark (section is to the left)



Ending Mark (section is to the right)

The field rating team was instructed to survey the inspection units marked for these select management sections. These results were compared daily, as sections were surveyed. The

results of this independent quality assurance rating are provided on Form 5, and all ratings fell within the allowable range.

Summary

The quality monitoring was completed per the submitted Quality Monitoring Plan. We believe this will ensure high quality pavement distress data is used in StreetSaver and will result in valid PCI numbers as well as reasonable pavement management recommendations.

FORMS

Control Site Rater Certification

Rater: Jason Clinton

Date: 6/1/2017

Survey Method: StreetSaver

Results				
Site #	Location	Ground Truth PCI	Rater PCI	Difference Δ PCI
1	Jones Street	82	78	4
2	6th Street, East	14	29	-15
3	6th Street, West	64	68	-4
4	White Fir Street	78	76	2
5	Damselfly Drive	45	46	-1
6	River Park Court	81	89	-8
7	Riverberry Drive	38	32	6
8	Idlewild Drive	41	47	-6
9	Riviera Street	80	75	5
10	11th Street	13	26	-13

Result:

PASS

FAIL

Certified by:



Date:

6/1/2017

Control Site Rater Certification

Rater: Nicholas Stangel

Date: 6/1/2017

Survey Method: StreetSaver

Results				
Site #	Location	Ground Truth PCI	Rater PCI	Difference Δ PCI
1	Jones Street	82	79	3
2	6th Street, East	14	15	-1
3	6th Street, West	64	60	4
4	White Fir Street	78	73	5
5	Damsely Drive	45	27	18
6	River Park Court	81	75	6
7	Riverberry Drive	38	40	-2
8	Idlewild Drive	41	48	-7
9	Riviera Street	80	73	7
10	11th Street	13	8	5

Result:

PASS

FAIL

Certified by:



Date:

6/1/2017

Office Check and PCI Comparison

Data Set: Los Altos Hills Date Imported: 26-Jul-17

Number of Mangement Sections Loaded: 268

Number of Management Sections with Δ PCI > 15: 14

(Percent of Sections) 5.2%

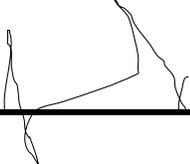
Number of differences explained by M&R 3

(Percent of Sections) 21.4%

Comments:

There were a total of 14 sections where the difference between the current PCI and the PCI projected based on previous surveys was greater than 15 points. Out of these 16 sections, 6 sections exhibited a decrease in PCI whereas the remaining 8 had an increase in PCI. For the majority of sections with decrease in PCI, a rehabilitation work was executed between inspections. This suggests that the actual rate of deterioration for the specific rehabilitated pavements is higher than the StreetSaver projected rate. For the 8 sections with an increase in PCI above 15 points, a rehabilitation work was executed for 3 sections. For the remaining 5 sections, the type and severity of distresses were similar between previous and current surveys with the exception of weathering and raveling. For the previous surveys, weathering and raveling were combined as a single distress whereas for the current survey only weathering was observed and recorded.

Any differences in distress identification between the QES survey crew and the 2014 and 2012 survey crew appears to be random in nature as no systematic differences were identified in this review.

Certified by:  _____

Date: 7/26/2017

ON-SITE REPEATABILITY CHECKS

City: Los Altos Hills Week Ending: 17-Jun-17

Survey Team: Jason Clinton / Nicholas Stangel

Number of Sections with Duplicate Surveys: 8

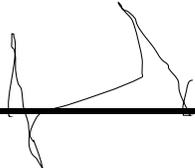
Percent of Sections with Duplicate Surveys: 3.0%
(3% Minimum)

Number of Sections Passing Comparison: 8
(+/- 5 PCI Points)

Percent of Sections Passing Comparison: 100.0%
(90% Minimum)

Comments: All the sites were within 5 points of the original PCI.

QC Result: PASS FAIL

Certified by:  Date: 12-Jun-17

ON-SITE SUPERVISORY QUALITY CHECKS

Survey Team: Mr. Clinton / Mr. Stangel City: Los Altos Hills

Supervisor Team: Ryan Finley

Number of Sections with Duplicate Surveys: 14

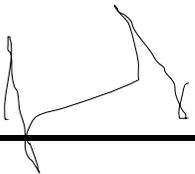
Percent of Sections with Duplicate Surveys: 5.2%
(5% Minimum)

Percent of Sections Passing Comparison: 64%
(+/- 5 PCI Points, 50% Minimum)

Percent of Sections Passing Comparison: 100%
(+/- 15 PCI Points, 90% Minimum)

Comments: The largest difference (12 points) was obtained for Section PL01
of Palomino PL. The survey team identified longitudinal and transverse cracking
instead of alligator cracking.

QA Result: PASS FAIL

Certified by:  Date: 06-12-17

QA INSPECTION UNITS

Street ID	Section ID	Street Name	Begin Location	End Location	Section Length (ft)	Surf Type	No. of Units	Sample Width (ft)	Sample Length (ft)
ALTATI	RD01	ALTA TIERRA RD.	ROBLEDA RD.	LA PALOMA RD.	1610	A-AC	2	17	100
BRIONC	CT01	BRIONES CT.	BRIONES WAY	END (CDS)	486	A-AC	1	20	100
CHAPIN	RD01	CHAPIN RD.	BURKE RD.	ROBLEDA RD.	1325	A-AC	2	22	100
CONEJO	CT01	CONEJO CT.	ASCENSION DR.	END	310	A-AC	1	18	100
CORTEM	LN01	CORTE MADERA LN.	CONCEPCION RD.	END	580	A-AC	1	22	100
ESTACA	DR01	ESTACADA DR.	MANUELLA RD.	MIRANDA RD.	1015	A-AC	2	28	100
HIDDEN	CT01	HIDDEN SPRING CT.	ALTAMONT RD.	END	105	A-AC	1	25	100
LAUREL	LN01	LAUREL LN.	CONCEPCION RD.	END (CDS)	222	A-AC	1	22	100
LEANDE	DR01	LEANDER DR.	PURISSIMA RD.	END	530	A-AC	1	21	100
OKEEFE	LN04	OKEEFE LN.	EL MONTE	100' E/O DIANN	1410	A-AC	2	26	100
PALOPL	PL01	PALOMINO PL.	NATOMA RD.	END	430	A-AC	1	20	100
SADDLE	CT01	SADDLE CT.	SADDLE MOUNTAIN DR.	END	970	A-AC	1	17	100
TODD	LN01	TODD LN.	LA PALOMA RD.	END (CDS)	814	A-AC	1	21	100
VISCAI	CT01	VISCAINO CT.	VISCAINO RD.	END	1100	A-AC	2	20	100