

Pavement Management Program Budget Options Report



October, 2012

Town of Los Altos Hills

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Executive Summary

Capitol Asset & Pavement Services, Inc. was selected as part of the Metropolitan Transportation Commission Pavement Management Technical Assistance Program (P-TAP) to perform visual inspections of all of the streets in the Town of Los Altos Hills (Town). 97.53 centerline miles of streets (of 57.38 centerline miles in the Streetsaver database) were evaluated in accordance with MTC standards, and the Streetsaver Online 9.0 database was updated with the inspection data. Inspections were completed in August 2012.

The maintenance decision tree treatments and costs were reviewed and updated to reflect current pavement maintenance treatment prices. Maintenance and Rehabilitation history data was updated for street maintenance projects completed since 2010. Budgetary Needs analysis was performed based on the updated inspections and treatment costs and four budget scenarios were evaluated to compare the effects of various funding levels.

The Town's street network consists of 57.38 centerline miles of streets. A detailed visual inspection of the Town's streets resulted in a calculated average PCI of 77. Using a 0-100 PCI scale, with 100 being the most favorable, a rating of 77 places the Town's street network in the lower range of the 'Good' condition category.

Four scenarios were analyzed for various street maintenance funding levels. The budget includes preventative maintenance and rehabilitation work for existing paved street surfaces. The Town's current strategy of street maintenance, along with current prices for the treatments, was entered into a decision tree matrix. This matrix defines what treatments need to be applied to streets in varying PCI condition. Utilizing this decision matrix, it was determined that the Town will need to spend \$5.1 million over the next five years to bring the street network into 'optimal' condition, or an overall street network PCI of 81. At this level, the Town should be able to maintain the street network in the future with mostly cost-effective preventative maintenance treatments (crack seals and surface seals). Comparing this with the current funding level of \$2.5 million over the next five years shows that the average network PCI decreases by one point, to 76 by 2017. Scenarios were also run to determine the funding level required to maintain the current network PCI of 77 as well as at a funding level of \$4.5 million over five years. Table 1 summarizes the findings of the Scenarios.

Table 1 – Summary of outcome of different funding levels (Scenarios)

Average yearly budget	\$1.02 million (Scenario 1)	\$500,000 (Scenario 2)	\$700,000 (Scenario 3)	\$900,000 (Scenario 4)
Total budget for 5 years	\$5.1 million	\$2.5 million	\$3.5 million	\$4.5 million
Current PCI	77	77	77	77
Current % in 'Good' condition	66.8%	66.8%	66.8%	66.8%
PCI after 5 years (change)	81 (+4)	76 (-1)	77 (0)	79 (+2)
Backlog after 5 years	\$0	\$1.7 million	\$1.6 million	\$0.7 million
% 'Good' condition after 5 years	81.8%	72.8%	77.1%	77.1%

Purpose

This report is intended to assist the Town of Los Altos Hills with identifying street maintenance priorities specific to the Town.

The report examines 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 Metropolitan Transportation Commission, MTC, Streetsaver Pavement Management Program (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 Pavement Condition Index (PCI) in the low to mid 80's and also to maintain it at that level.

The MTC Streetsaver program maximizes the cost-effectiveness of the maintenance treatment plan by recommending a multi-year street maintenance and rehabilitation plan based on the most cost-effective repairs available. A comprehensive preventative maintenance program is a critical component of this plan, as these treatments extend the life of good pavements at a much lower cost than rehabilitation overlay or reconstruction treatments. To this end, various 'what-if' analyses (scenarios) were conducted to determine the most cost-effective plan for maintaining the Town's street network over five years and at various funding levels.

Existing Pavement Condition

The Town is responsible for the repair and maintenance of 57.38 centerline miles of streets. The Town's street network replacement value is estimated at \$30.6 million.¹ This asset valuation assumes replacement of the entire street network in present day dollars. This represents a significant asset for Town officials to manage.

The average overall network Pavement Condition Index (PCI) of the Town's street network is 77, which indicates that the street network is in 'Good' condition. The Pavement Condition Index 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 25. Appendix B contains a report detailing the PCI information for each street.

Table 2 details the network statistics and pavement condition by functional class. Table 3 and Figure 1 present the Percent Network Area by Functional and Condition classes.

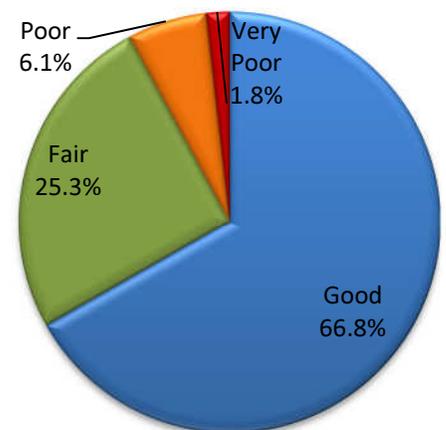
Table 2 – Street Network Statistics and Average PCI by Functional Class

Functional Class	Centerline Miles	Lane Miles	# of Sections	% of Network (by Area)	Average PCI
Arterial	4.54	9.07	9	9.5%	74
Collector	21.75	43.51	49	38.2%	78
Residential	31.09	62.03	190	52.3%	76
Totals	57.38	114.61	248	--	77

Table 2 details the percentage of the street network area by each PCI range or condition category.

Table 3 and Figure 1 – Percent Network Area by Functional Class and Condition Class

Condition Class	PCI Range	Arterial	Collector	Residential	Total
Good (I)	70-100	4.3%	22.4%	40.1%	66.8%
Fair (II/III)	50-69	3.8%	14.3%	7.2%	25.3%
Poor (IV)	25-49	1.4%	1.5%	3.2%	6.1%
Very Poor (V)	0-24	0.0%	0.0%	1.8%	1.8%
Totals		9.5%	38.2%	52.3%	



¹ Replacement value is calculated as the current cost to reconstruct each street in the network

Present Cost to Repair the Street Network

The MTC Pavement Management Program (PMP) is designed to achieve an optimal network PCI somewhere between the low and mid 80's, which is in the middle of the good condition category. In other words, the system will recommend maintenance treatments in an attempt to bring all of the streets in the Town to a 'good' condition, with the majority of the streets falling in the low to mid 80's PCI range. Streets with a PCI in the 80's (as opposed to 70's) will likely remain in the 'good' condition category for a longer period of time if relatively inexpensive preventive maintenance treatments are used. Once the PCI falls below 70, more expensive rehabilitation treatments will be needed.

The Budget Needs module of the PMP estimates a necessary funding level for the Town's Pavement Preservation and Rehabilitation Program of \$5.1 million² over the next five-year period (2013 – 2017) in order to improve and maintain the street network PCI at an optimal level in the lower to mid 80's. Of this total, approximately \$2.2 million is needed in the first year alone. The five-year cost of \$5.1 million exceeds the Town's planned five-year funding level of \$2.5 million by approximately \$2.6 million.

As mentioned earlier, the average PCI for the Town's streets is 77, which is in the 'Good' condition category. Why then, does it cost so much to repair the Town's streets, and why bother improving them?

First, the cost to repair and maintain a pavement depends on its current PCI. In the 'Good' category, it costs very little to apply preventive maintenance treatments such as crack and surface seals, such as slurry seals, which can extend the life of a pavement by correcting minor faults and reducing further deterioration. Minor treatments are applied before pavement deterioration has become severe and usually costs less than \$4.00/sq. yd. Two-thirds (66.8%) of the Town's street network would benefit from these relatively inexpensive, life-extending treatments.

Approximately one-quarter (25.3%) of the Town's street network falls into the 'Fair' condition category. Pavements in this range show some form of distress caused by traffic load related activity or environmental distress that requires more than a life-extending treatment. At this point, a well-designed pavement will have served at least 75 percent of its life with the quality of the pavement dropping approximately 40 percent. The street surface may require a slurry seal application with digouts or a thin overlay. These treatments typically range in cost from \$4.00 to \$10.00/sq. yd.

The remaining 7.9% of the Town's street network falls into the 'Poor' or 'Very Poor' PCI ranges. These pavements are near the end of their service lives and often exhibit major forms of distress such as potholes, extensive cracking, etc. At this stage, a street usually requires either a thick overlay with digouts, or Grind and Replace overlay (4 to 6 inches). The costs for these treatments range from \$18.50 to \$47.50/sq. yd.

One of the key elements of a pavement repair strategy is to keep streets that are in the 'Good' or 'Fair' categories from deteriorating. This is particularly true for streets in the 'Fair' range, because they are at the point where pavement deterioration accelerates if left untreated. However, the deterioration rate for pavements in the 'Poor' to 'Very Poor' range is relatively flat and the

² Treatment costs are based on this year's average costs per square yard, with future years including a 4% inflation adjustment per year after 2013.

condition of these streets will not decline significantly if repairs are delayed. As more ‘Good’ streets deteriorate into the ‘Fair’, ‘Poor’, and ‘Very Poor’ categories, the cost of deferred maintenance will continue to increase. The cost of the deferred maintenance backlog will stop increasing only when enough funds are provided to prevent streets from deteriorating into a worse condition category, or the whole network falls into the ‘Very Poor’ category (i.e. can not deteriorate any further). The deferred maintenance backlog refers to the dollar amount of maintenance and rehabilitation 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.”

Future Expenditures for Pavement Maintenance

Assuming historic funding is allocated for pavement maintenance, we anticipate that the Town will spend \$2.5 million on pavement maintenance rehabilitation during the next five years (Fiscal year (FY) 2012-13 through FY 2016-17) as detailed on Table 4.

Table 4. Projected Pavement Budget for FY 2012-13 to FY 2016-17

2012-13	2013-14	2014-15	2015-16	2016-17	Total
\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000

Budget Needs

Based on the principle that it costs less to maintain streets in good condition than bad, the MTC PMP strives to develop a maintenance strategy that will first improve the overall condition of the network to an optimal PCI somewhere between the low and mid 80’s, and then sustain it at that level. The average PCI for the Town is 77, which is in the lower end of the ‘Good’ condition category. Current funding strategies demonstrate there is a \$1.7 million deferred maintenance backlog³ in the first year of the scenario. If these issues are not addressed, the quality of the street network will inevitably decline. In order to correct these deficiencies, a cost-effective funding and maintenance and rehabilitation strategy must be implemented.

The first step in developing a cost-effective maintenance and rehabilitation strategy is to determine, assuming unlimited revenues, the maintenance “needs” of the Town’s street network. Using the PMP Budget Needs module; street maintenance needs are estimated at \$5.1 million over the next five years. If the Town follows the strategy recommended by the program, the average network PCI will increase to 81. 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 69. The results of the Budget Needs analysis are summarized in Table 5.⁴

³ Definition of deferred maintenance backlog can be found in Appendix A

⁴ Actual program outputs are included in Appendixes B through F

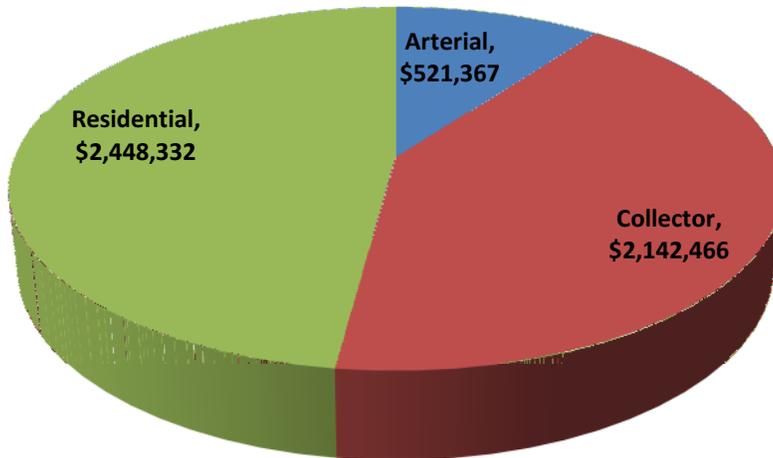
Table 5. Summary of Results from Needs Analysis

<i>Fiscal Years</i>	2012-13	2013-14	2014-15	2015-16	2016-17	Total
PCI with Treatment	82	83	82	81	81	---
PCI, no Treatment	76	74	72	70	69	---
Budget Needs	\$2,234,484	\$1,278,499	\$922,825	\$284,419	\$391,943	\$5,112,170
Rehabilitation	\$1,531,534	\$1,220,960	\$789,472	\$272,844	\$329,003	\$4,143,813
Preventative Maintenance	\$702,949	\$57,538	\$133,352	\$11,574	\$62,939	\$968,352

Table 5 shows the level of expenditure required to raise the Town’s pavement condition to an optimal network PCI of 81 and eliminate the current maintenance and rehabilitation backlog. The results of the Budget Needs analysis represent the ideal funding strategy recommended by the MTC PMP. Of the \$5.1 million in maintenance and rehabilitation needs shown, approximately \$1.0 million or 18.9 percent is earmarked for preventive maintenance or life-extending treatments, while \$4.1 million or 81.1 percent is allocated for the more costly rehabilitation and reconstruction treatments.

Figure 2 is based on the Budget Needs Predictive Module. The Pavement Management Program is recommending a funding level of \$5.1 million over a five-year period. Figure 2 illustrates the funding distribution by street functional classification.

Figure 2. Budget Needs Funding Distribution by Functional Classification



Budget Scenarios

Having determined the maintenance and rehabilitation needs of the Town’s street network, the next step in developing a cost-effective maintenance and rehabilitation strategy is to conduct ‘what-if’ analyses. Using the PMP budget scenarios module, the impact of various budget scenarios can be evaluated. The program projects the effects of the different scenarios on pavement condition 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 the purpose of this report, the following scenarios were run for a five (5)-year period. The results are summarized in Table 6.

1. *Unconstrained (zero “deferred” maintenance)* — The annual amounts, as identified in the Budget Needs analysis totaling \$5.1 million, were input into the Budget Scenarios module. This scenario shows the effects of implementing the ideal investment strategy (as recommended by the MTC PMP Needs module). Because it is more cost-effective to eliminate the deferred maintenance backlog as quickly as possible, the bulk of the maintenance needs are addressed in the first year of the five-year program raising the overall average network PCI to 81. The preventive maintenance split⁵ for each year in the analysis period, as recommended by the Budget Needs module, was used.
2. *Current Investment Level* — An annual budget of \$500,000 was evaluated over five years, for a total of \$2.5 million, to determine the effects of continuing pavement maintenance at the current budget level. A 10% preventive maintenance split⁶ was used.
3. *Maintain Current PCI* — An annual funding level of \$700,000 per year, for a five year total of \$3.5 million, was evaluated to determine the effects at this investment level. A 10% preventive maintenance split⁶ was used for the purpose of this analysis. This funding level sustains the current overall network average PCI of 77 over the duration of the five-year analysis period.
4. *\$900,000 per year Investment Level* — An investment level of \$900,000 in each year, for a total of \$4.5 million over five years, was evaluated. This funding level increases the overall average network PCI by 2 points, to 79, by the end of the fifth year. A 10% preventive maintenance split⁶ was used for the purpose of this analysis.

Table 6. Scenario Summary

Scenario Name	5 year budget	2017 PCI (change)	2017 deferred maintenance	2017 % good	2017 % Very Poor
1 – Unconstrained	\$5.1 million	81 (+4)	\$0	81.8%	0.0%
2 - Current Investment	\$2.5 million	76 (-1)	\$1.7 million	72.8%	0.9%
3 - Maintain Current PCI	\$3.5 million	77 (+0)	\$1.6 million	77.1%	1.9%
4 - \$900,000 per year	\$4.5 million	79 (+2)	\$700,000	80.5%	0.5%

⁵ The preventative maintenance split is the percentage of the total budget that is dedicated solely for preventative maintenance treatments. (For Scenario 3 – with \$700,000 per year, the PM amount = \$70,000 per year)

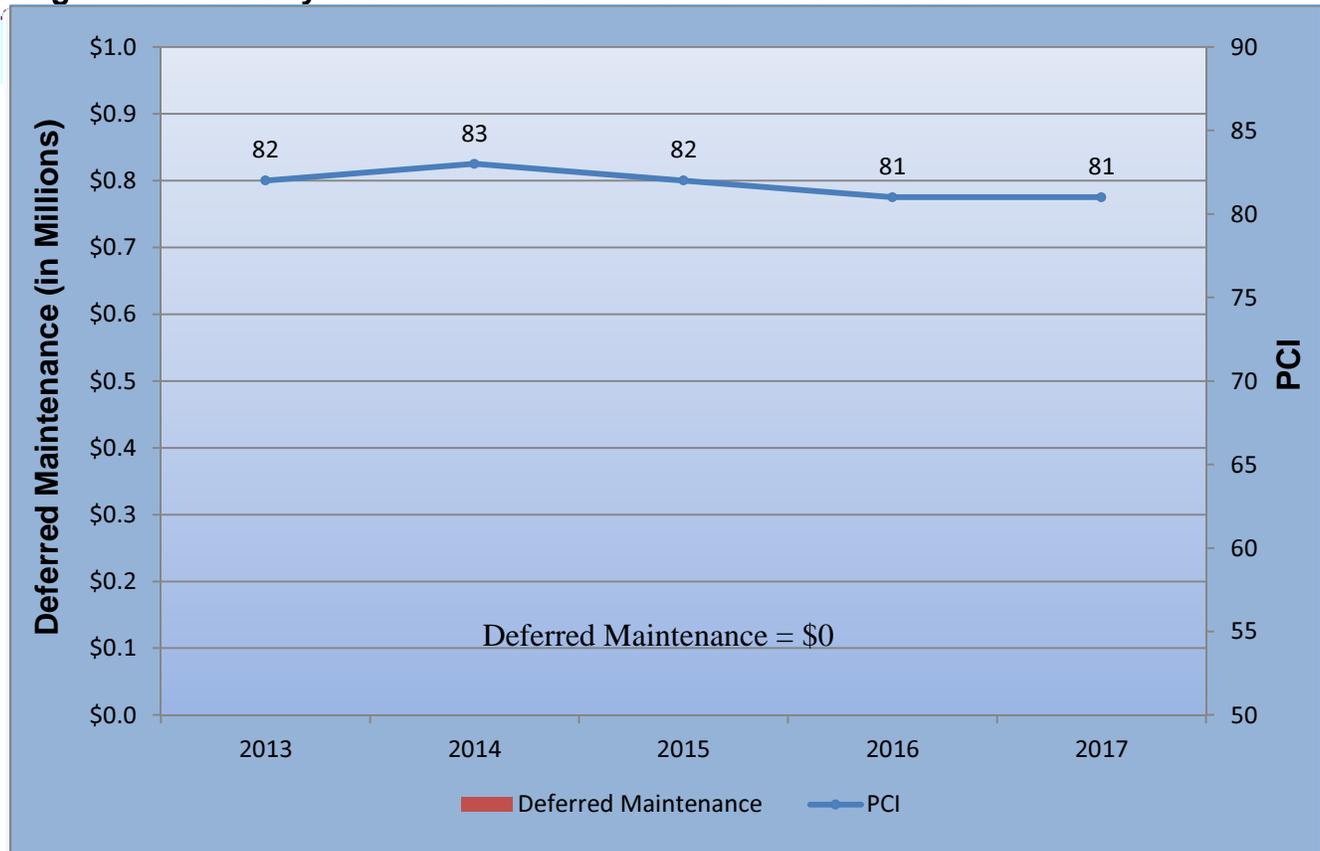
Scenario 1 — Unconstrained (zero deferred maintenance)

This scenario shows the effects of implementing the ideal investment strategy (as recommended by the MTC PMP Needs module). Because it is more cost-effective to eliminate the deferred maintenance backlog as quickly as possible, the bulk of the maintenance needs are addressed in the first year of the five-year program, raising the overall average network PCI to 81. The PCI remains at an optimal level over the entire time period. By 2017, 81.8% of the network improves into the ‘Good’ condition category, a significant increase from the current level of 66.8% in ‘Good’ condition. These results are shown in both Table 7 and Figure 3.

Table 7. Summary of Results from Scenario 1 — Unconstrained

	2013	2014	2015	2016	2017	Total
Budget	\$2,234,484	\$1,278,499	\$922,825	\$284,419	\$391,943	\$5,112,170
Rehabilitation	\$1,531,534	\$1,220,960	\$789,472	\$272,844	\$329,003	\$4,143,813
Preventative Maintenance	\$702,949	\$57,538	\$133,352	\$11,574	\$62,939	\$968,352
Deferred Maintenance	\$0	\$0	\$0	\$0	\$0	---
PCI	82	83	82	81	81	

Figure 3. Summary of Results from Scenario 1 — Unconstrained



Scenario 2 — Current Investment Level

This scenario shows the effects of the Town’s current budget strategy, an annual investment level of \$500,000 per year starting in 2013, totaling \$2.5 million over five years. The overall network PCI will decrease by 1 points, from 77 currently, to 76 by 2017. Under this investment level, the deferred maintenance backlog is maintained at \$1.7 million, from 2013 to 2017. The percentage of the street network in the ‘Very Poor’ condition decreases from 1.8% in 2013 to 0.9% in 2017. The percentage of the street network in ‘Good’ condition increases, from 66.8% in 2013, to 72.8% in 2017. These results are illustrated in Table 8 and Figure 4.

Table 8. Summary of Results from Scenario 2 — Current Investment Level

	2013	2014	2016	2016	2017	Total
Budget	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
Rehabilitation	\$447,244	\$445,169	\$428,616	\$426,906	\$434,474	\$2,182,409
Preventative Maintenance	\$52,554	\$54,214	\$71,240	\$72,086	\$65,525	\$315,619
Deferred Maintenance	\$1,734,645	\$2,452,641	\$2,809,026	\$2,709,209	\$1,722,475	---
PCI	78	77	77	76	76	

Figure 4. Summary of Results from Scenario 2 — Current Investment Level



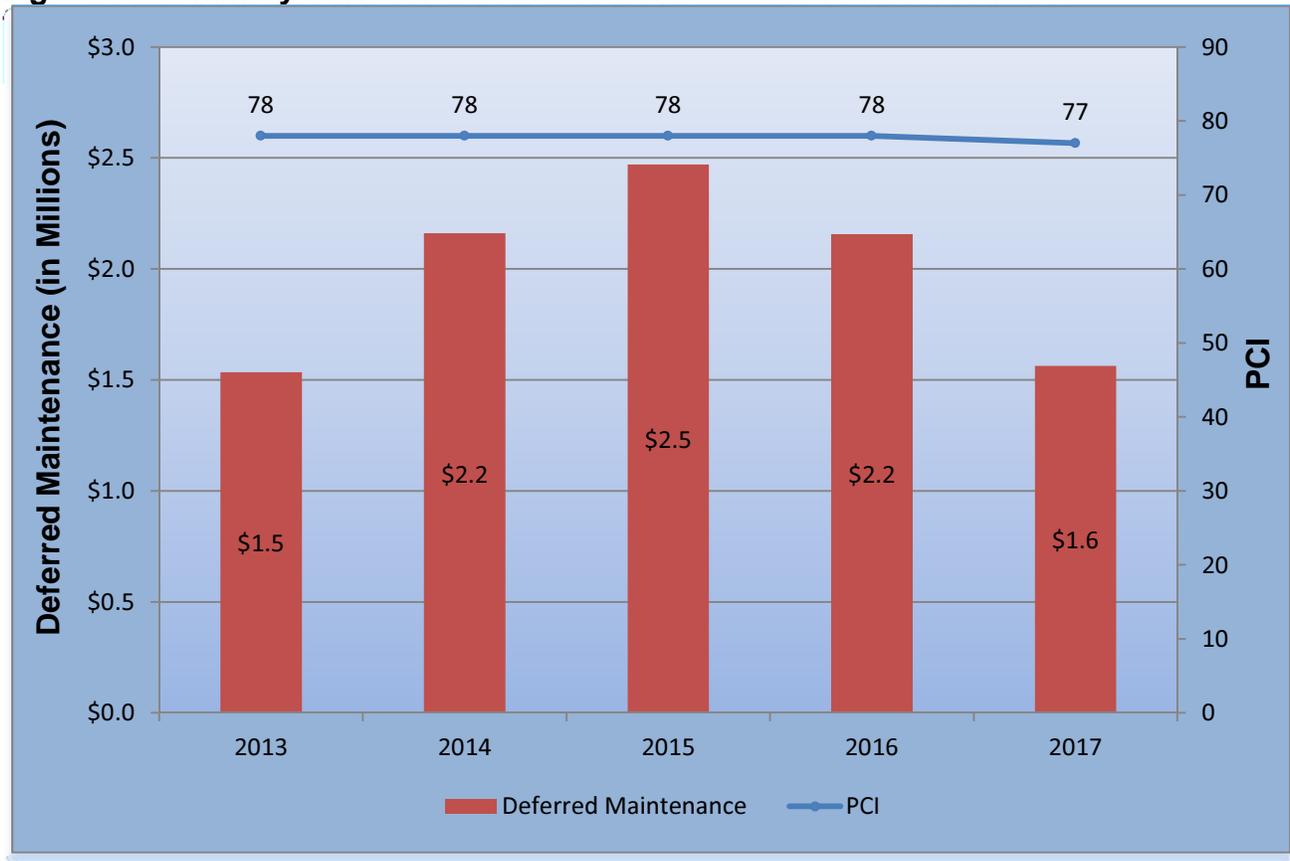
Scenario 3 — Maintain Current PCI

This scenario shows the effects of an investment level of \$700,000 per year for five years, starting in 2013, totaling \$3.5 million over five years. This investment level maintains the overall average street network PCI at the current level of 77 over the five year scenario. The deferred maintenance backlog maintains at \$1.5 million from 2013 to 2017. The percentage of the street network in the ‘Good’ condition category increases from 66.8% currently, to 77.1% in 2017. However, the percentage of roads in ‘Very Poor’ condition increases to 1.9% from the current level of 1.8%. These results are illustrated in Table 9 and Figure 5.

Table 9. Summary of Results, Scenario 3 — Maintain Current PCI

	2013	2014	2016	2016	2017	Total
Budget	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$3,500,000
Rehabilitation	\$629,872	\$629,363	\$588,416	\$616,365	\$556,068	\$3,020,084
Preventative Maintenance	\$70,133	\$70,382	\$111,161	\$83,428	\$142,037	\$477,141
Deferred Maintenance	\$1,534,441	\$2,160,820	\$2,470,498	\$2,156,117	\$1,563,093	---
PCI	78	78	78	78	77	

Figure 5. Summary of Results from Scenario 3 — Maintain Current PCI



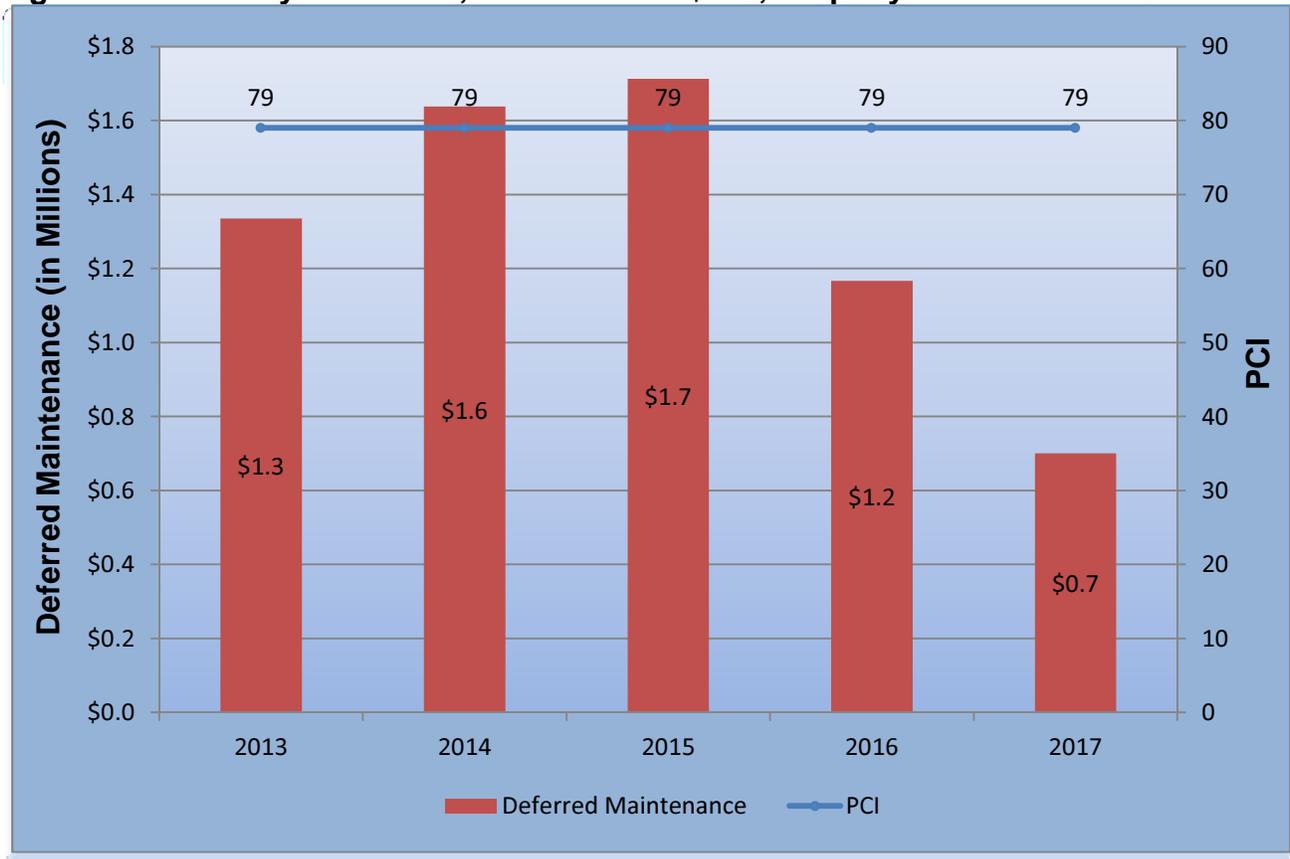
Scenario 4 — \$900,000 per year Investment Level

This scenario analyses the effects of increasing the maintenance and rehabilitation funding to \$900,000 per year over the next five years (totaling \$4.5 million). Under this scenario, the overall network PCI increases by two points, to 79, in 2013, and remains at that level through 2017. At this funding level, the deferred maintenance backlog is cut in half, decreasing from \$1.3 million in 2013, to just \$700,000 in 2017. The percentage of the street network in the ‘Good’ condition category increases from 66.8% in 2013 to 80.5% in 2017, and the percentage of roads in ‘Very Poor’ condition decreases to 0.5% from the current level of 1.8%. These results are illustrated in Table 10 and Figure 6.

Table 10. Summary of Results, Scenario 4 — \$900,000 per year Investment Level

	2013	2014	2016	2016	2017	Total
Budget	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$4,500,000
Rehabilitation	\$809,369	\$793,538	\$802,701	\$786,709	\$734,822	\$3,927,139
Preventative Maintenance	\$90,208	\$105,132	\$96,016	\$112,909	\$164,939	\$569,204
Deferred Maintenance	\$1,334,868	\$1,637,599	\$1,712,792	\$1,166,691	\$700,428	---
PCI	79	79	79	79	79	

Figure 6. Summary of Results, Scenario 4 — \$900,000 per year Investment Level



A comparison of the four scenarios are summarized in Figures 7 and 8. Figure 7 depicts the deferred maintenance costs as they relate to PCI for the four scenarios evaluated. Figure 8 depicts the percent of the street network in the various condition categories for the four scenarios evaluated.

Figure 7. PCI and Deferred Maintenance Comparison of the Four Scenarios

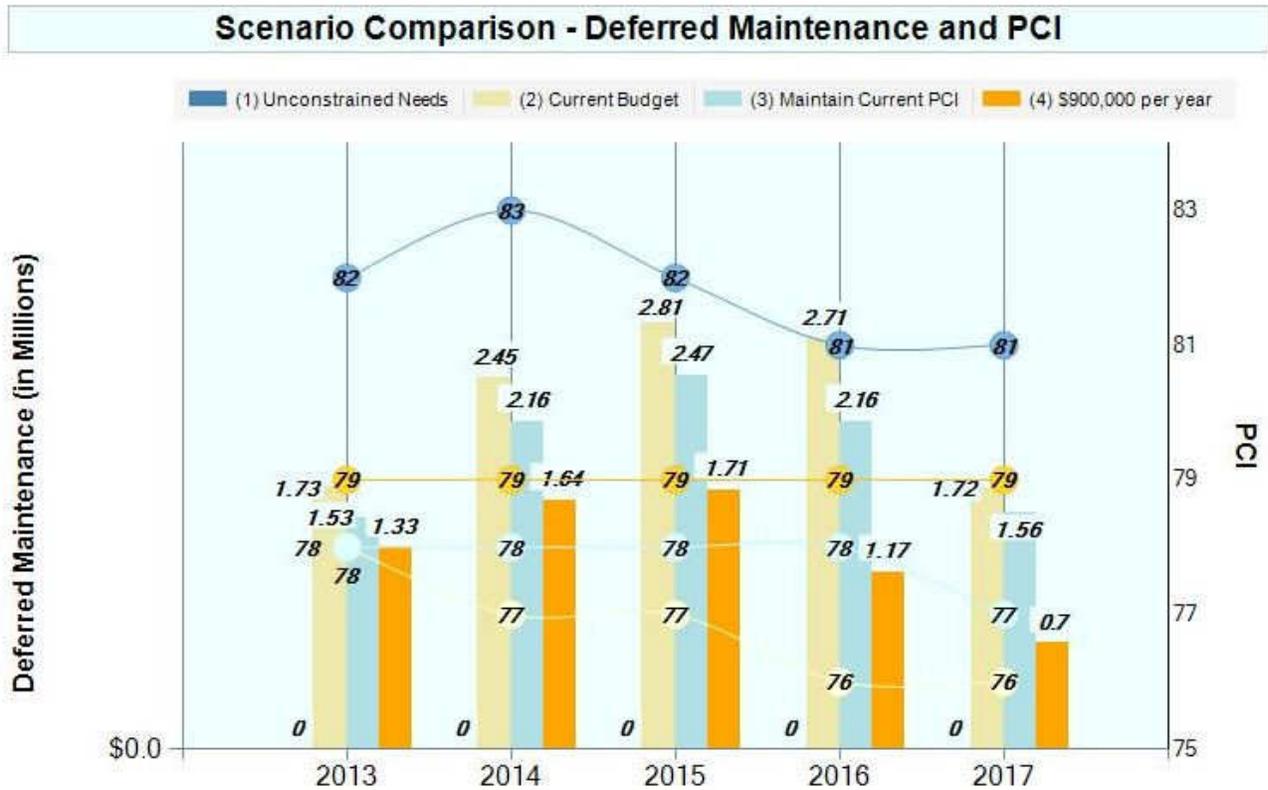
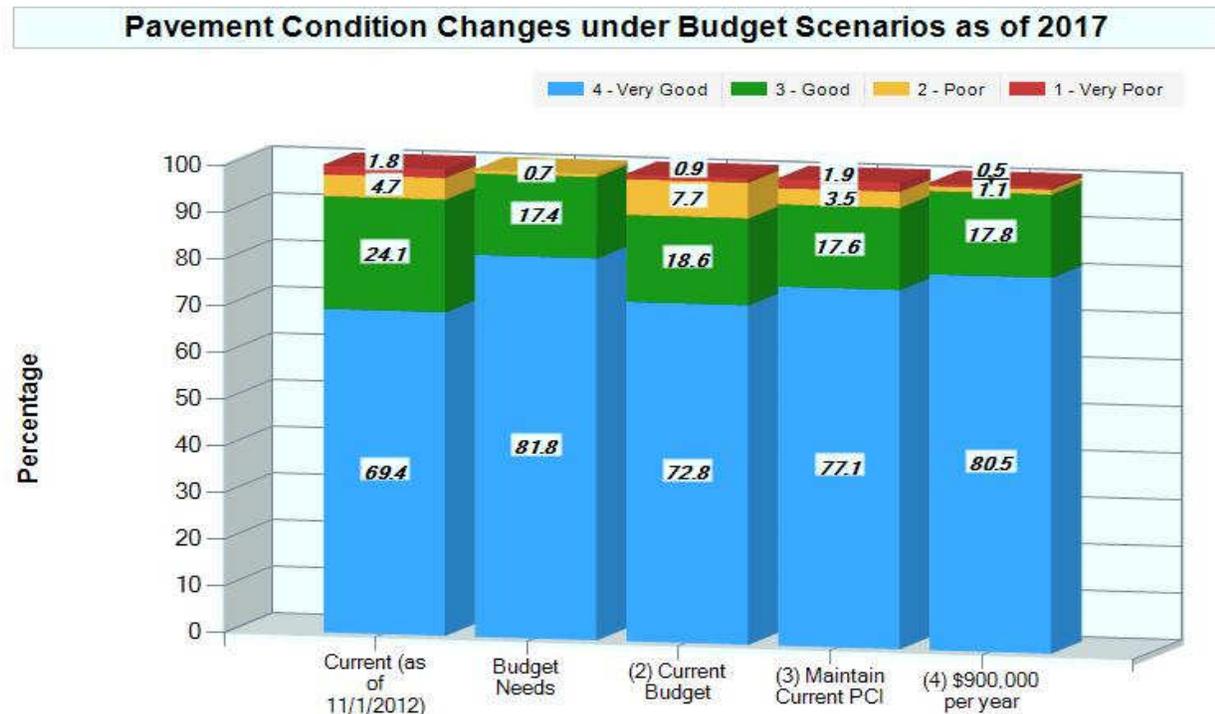


Figure 8 - Percent of street network in Condition Categories for the Four Scenarios



Current Pavement Maintenance Practices

The Town of Los Altos Hills has, in general, done a good job maintaining the street network. The Town has utilized a good mix of preventative maintenance and rehabilitation treatments, with a good portion of the street maintenance budget dedicated to slurry and crack seals.

In order for a pavement to perform for its intended service life, it must be *designed* properly, *constructed* properly, and finally *maintained* properly. During our field ratings in Los Altos Hills, we observed quite a few streets that had appeared to have been constructed with a thin overlay in recent years. It appeared that these thin overlays were placed over streets that were not good candidates for this type of maintenance treatment. We observed considerable premature cracking and light alligator cracking on these newer overlays. These types of distresses typically do not reflect through the pavement within the first 12 to 18 months of the thin overlay being placed unless the pre-existing conditions were not properly prepared. A couple of prime examples were Torello Ln and Alexander Pl. Both are newer AC overlays, yet both exhibited significant cracking. Crack sealing, or possibly some localized dig-outs and patching, before the overlay is applied would ensure a much longer pavement life for these thin overlays.

The Town has been aggressive in its preventative maintenance program through the use of crack seals and slurry seals. However, we recommend that slurry seal placement be performed at a slower pace, because in many locations we observed that the slurry seal was too thin. Certain areas of a street had an appropriate thickness of slurry seal but adjacent panels had inadequate thickness. This is a direct cause of the slurry truck going too fast during application. Industry standards say that the slurry truck should not apply a type II slurry any faster than 200 feet per minute.

Los Altos Hills has clearly implemented a large scale preventive maintenance program and the benefits of this program are reflected in the overall network PCI. Very few streets were observed to not have had some type of M&R treatment applied in the past 10 years.

Recommendations

Of the various maintenance and funding options considered, the *ideal* strategy for the Town is presented in Scenario 1, with a five-year expenditure total of \$5.1 million. Not only does this surface management plan improve the network PCI to an optimal level of 81, it also eliminates the entire deferred maintenance backlog in the first year. As examined scenarios deviate from this strategy, the cost to the Town will increase in the long term. However, the amount of funds in the first year of expenditure, approximately \$2.2 million, may make this strategy unrealistic for the Town. This scenario can, however, be used as a base line for comparing other scenarios.

The current five-year funding level totaling \$2.5 million (Scenario 2) will result in the current PCI decreasing by 1 point, to an average network PCI of 76 over the course of five years. The deferred maintenance price tag will remain at \$1.7 million in 2013 through 2017. By following this strategy through 2017, 72.8% of the Town's street will be in the 'Good' condition category, a marked increase from the current level of 66.8% in 'Good' condition. At the Town's current funding level, the street network condition should continue to improve for the foreseeable future.

As demonstrated in the different scenarios, the Town needs to invest a significant amount of money on expensive rehabilitation and reconstruction projects. This will reduce the deferred maintenance backlog, increase the network PCI, and allow money to be spent for less capital-intensive treatments such as slurry seals, crack sealing, and thin overlays in the future.

The PMP Budget Needs Module recommends \$3.6 million for streets in the 'Poor' to 'Very Poor' condition. Because these categories require extensive rehabilitation and reconstruction work, the work will consume approximately 69.6% of the planned costs, as estimated by the PMP. The amount of the street network in Poor to Very Poor condition will remain level at the current funding level (around 7.8% over the next five years), indicating that the Town has enough funding to maintain 92% of the network in Fair to Good condition, yet will have to increase funding to perform the more expensive rehabilitation work on the Poor and Very Poor streets.

The Town should seek to increase funding for street maintenance. One strategy may be to implement a local fee dedicated solely to street maintenance and rehabilitation, such as a local gas tax or Transportation Utility Fee. A Transportation Utility Fee (sometimes known as a Street Maintenance Fee, Road User Fee, or Street Utility Fee) is a monthly fee based on use of the transportation system that is collected from residences and businesses within the Town limits. The fee is based on the number of trips a particular land use generates and is collected through the Town's regular utility bill. Adjustments can also be made for certain business types based on the nature of the traffic they create. For example garbage companies may be charged a higher rate due to the added damage heavy garbage trucks cause to streets. The fee is designated for use in the maintenance and repair of the Town's transportation system. Users of the street system share the costs of the rehabilitative and preventive maintenance needed to keep the street system operating at an adequate level.

Preparation of a budget options report is just one step in using the MTC PMP to build an effective street maintenance program. Recommendations for further steps are:

- Link major street repairs with utility maintenance schedules to prevent damage to newly paved street surfaces.

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- Obtain detailed subsurface information on selected sections before major rehabilitation projects are contracted. Costs for large rehabilitation projects are extremely variable and estimates can sometimes be reduced following project-level engineering analysis. It is possible that only a portion of a street recommended for reconstruction actually requires such heavy-duty repair.
 - Evaluate the specific treatments and costs recommended by the PMP, and modify them to reflect the actual repairs and unit costs that are expected to be used.
 - Test other budget options with varying revenues and preventive maintenance and rehabilitation splits.
 - Prepare a brief memo to Town Officials outlining the recommended five-year maintenance program. The memo should include the amount of revenues available for pavement repair, a list of streets to be repaired, and the type of repair to be completed (listed in order of year of scheduled treatment), as well as any requests for specific budgetary actions.

In addition to performing cyclic pavement condition inspections, unit cost information for the applications of various maintenance and rehabilitation treatments should be updated annually in the PMP 'Decision Tree Module'. If this data is not kept current, the Town runs the risk of understating actual funding requirements to adequately maintain the street network. A pavement inspection cycle that would allow for the inspection of arterial and collector streets every two years and residential streets every three to four years is recommended.

The Town has completed the foundation work necessary to execute a successful pavement management plan. The street system is on the lower end of the 'Good' condition, indicating that the Town has consistently applied sufficient funds to maintain their large capital investment in the street system. At the current investment level, the street condition will continue to deteriorate. To improve the condition of the street system and reduce the maintenance backlog, additional revenues and support from various decision-making bodies are required.

As more 'Good' streets deteriorate into the 'Poor' and 'Very Poor' categories, the cost of deferred maintenance will continue to increase. The cost of the deferred maintenance backlog will stop increasing only when enough funds are provided to prevent streets from deteriorating into a worse condition category, or when the whole network falls into the 'Very Poor' category (i.e. can not deteriorate any further). At that time, the network would have to be replaced at a cost of \$30.6 million.

Appendix A - 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 system 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.

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 system comprises all facilities not one of the higher systems. 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 \$2.00/sq. yd.

Deferred Maintenance refers to the dollar amount of maintenance and rehabilitation 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. Stopgap repairs are directly proportional to the amount of deferred maintenance.

Surface Types – AC is an Asphalt Concrete street that has one year’s asphalt, for example a street that has been newly constructed reconstructed. In contrast AC/AC (in reports marked as O – AC/AC) is a street that has an overlay treatment over the original asphalt construction.

Appendix B

Network Summary Statistics

Network Replacement Cost

	Total Sections	Total Center Miles	Total Lane Miles	PCI
Arterial	9	4.54	9.07	74
Collector	49	21.75	43.50	78
Residential/Local	190	31.09	62.03	76
** Combined	0	0.00	0.00	N/A
Total	248	57.38	114.61	

Overall Network PCI as of 10/31/2012: 77

** Combined Sections are those without a PCI Date - they have not been inspected or had a Treatment applied.

Functional Class	Surface Type	Lane Miles	Unit Cost/ Square Foot	Pavement Area/ Square Feet	Cost To Replace (in thousands)
Arterial	AC	3.1	\$5.3	230,778	\$1,213
	AC/AC	6.0	\$5.3	430,580	\$2,263
Collector	AC	13.5	\$5.3	828,144	\$4,352
	AC/AC	30.0	\$5.3	1,839,416	\$9,667
Residential/Local	AC	29.8	\$3.6	1,803,449	\$6,476
	AC/AC	32.3	\$3.6	1,851,154	\$6,648
Grand Total:		114.6		6,983,521	\$30,619

Appendix C

Needs Analysis Reports

Needs - Projected PCI/Cost Summary

Inflation Rate = 4.00 % Printed: 10/31/2012

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost
2013	82	76	\$702,949	\$1,531,534	\$2,234,483
2014	83	74	\$57,538	\$1,220,960	\$1,278,498
2015	82	72	\$133,352	\$789,472	\$922,824
2016	81	70	\$11,574	\$272,844	\$284,418
2017	81	69	\$62,939	\$329,003	\$391,942
		<u>% PM</u>	<u>PM Total Cost</u>	<u>Rehab Total Cost</u>	<u>Total Cost</u>
		18.94%	\$968,352	\$4,143,813	\$5,112,165

Needs - Preventive Maintenance Treatment/Cost Summary

Inflation Rate = 4.00 % Printed: 10/31/2012

<u>Treatment</u>	<u>Year</u>	<u>Area Treated</u>	<u>Cost</u>
SEAL CRACKS			
	2013	2,539.51 ft.	\$3,826
	2014	236.08 ft.	\$372
	2015	371.45 ft.	\$607
	2016	473.39 ft.	\$803
	2017	7,735.49 ft.	\$13,636
	Total	11,355.92	\$19,244
SLURRY SEAL			
	2013	199,739.67 sq.yd.	\$699,123
	2014	15,704.33 sq.yd.	\$57,166
	2015	35,063.44 sq.yd.	\$132,745
	2016	2,735.56 sq.yd.	\$10,771
	2017	12,040.22 sq.yd.	\$49,303
	Total	265,283.22	\$949,108
		Total Quantity	276,639.14
			\$968,352

Needs - Rehabilitation Treatment/Cost Summary

Inflation Rate = 4.00 % Printed: 10/31/2012

<u>Treatment</u>	<u>Year</u>	<u>Area Treated</u>	<u>Cost</u>
2" OVERLAY WITH DIGOUTS	2013	16,305.78 sq.yd.	\$301,171
	2014	1,566 sq.yd.	\$30,081
	2015	1,490 sq.yd.	\$29,766
	2016	8,571.11 sq.yd.	\$178,076
	Total	27,932.89 sq.yd.	\$539,094
4" OVERLAY WITH DIGOUTS	2013	17,878.11 sq.yd.	\$548,144
	2014	27,416.78 sq.yd.	\$874,224
	2015	19,173.11 sq.yd.	\$635,817
	2017	5,402.22 sq.yd.	\$193,767
	Total	69,870.22 sq.yd.	\$2,251,952
REMOVE and REPLACE 4IN A.C.	2013	13,794.22 sq.yd.	\$445,834
	2014	1,962.22 sq.yd.	\$65,956
	2016	1,015.56 sq.yd.	\$36,922
	Total	16,772 sq.yd.	\$548,712
REMOVE and REPLACE 6IN A.C	2014	2,726.67 sq.yd.	\$134,131
	2017	1,533.33 sq.yd.	\$84,846
	Total	4,260 sq.yd.	\$218,977
SLURRY SEAL AND CRACK SEAL	2013	24,855.56 sq.yd.	\$95,700
	2014	9,720 sq.yd.	\$38,921
	2015	15,619.22 sq.yd.	\$65,045
	2017	1,211.11 sq.yd.	\$5,455
	Total	51,405.89 sq.yd.	\$205,121
SLURRY SEAL WITH DIGOUTS	2013	16,346.11 sq.yd.	\$104,621
	2014	3,630.67 sq.yd.	\$24,166
	2015	5,948.89 sq.yd.	\$41,181
	2017	3,450 sq.yd.	\$25,831
	Total	29,375.67 sq.yd.	\$195,799
DEEP PATCH	2013	13,356.89 sq.yd.	\$36,064
	2014	19,045.56 sq.yd.	\$53,481
	2015	6,048 sq.yd.	\$17,663
	2016	19,045.56 sq.yd.	\$57,846
	2017	6,048 sq.yd.	\$19,104
	Total	63,544 sq.yd.	\$184,158
Total Cost			\$4,143,813

Appendix D

Scenario Analysis Reports

Scenarios - Network Condition Summary

Interest: 3%

Inflation: 4%

Printed: 10/31/2012

Scenario: (1) Unconstrained Needs

Year	Budget	PM Amt	Year	Budget	PM Amt	Year	Budget	PM Amt
2013	\$2,234,484	0%	2014	\$1,278,499	0%	2015	\$922,825	0%
2016	\$284,419	0%	2017	\$391,943	0%			

Projected Network Average PCI by year

Year	<u>Never Treated</u>	<u>With Selected Treatment</u>
2013	76	82
2014	74	83
2015	72	82
2016	70	81
2017	69	81

Percent Network Area by Functional Classification and Condition Class Condition in base year 2013, prior to applying treatments.

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	4.3%	22.4%	40.1%	0.0%	66.8%
II / III	3.8%	14.3%	7.2%	0.0%	25.3%
IV	1.4%	1.5%	3.2%	0.0%	6.1%
V	0.0%	0.0%	1.8%	0.0%	1.8%
Total	9.5%	38.2%	52.3%	0.0%	100.0%

Percent Network Area by Functional Classification and Condition Class Condition in year 2013 after schedulable treatments applied.

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	5.6%	23.4%	49.3%	0.0%	78.3%
II / III	3.8%	14.3%	1.9%	0.0%	20.0%
IV	0.0%	0.5%	1.1%	0.0%	1.7%
Total	9.5%	38.2%	52.3%	0.0%	100.0%

Percent Network Area by Functional Classification and Condition Class Condition in year 2017 after schedulable treatments applied.

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	4.4%	27.4%	50.0%	0.0%	81.8%
II / III	5.1%	10.8%	1.6%	0.0%	17.4%
IV	0.0%	0.0%	0.7%	0.0%	0.7%
Total	9.5%	38.2%	52.3%	0.0%	100.0%

Interest: 3.00%

Inflation: 4.00%

Printed: 10/31/2012

Scenario: (1) Unconstrained Needs

Year	PM Amt	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2013	0%	\$2,234,484	II	\$95,700	Non-Project	\$702,949	\$0	Funded	\$0
			III	\$140,685				Unmet	\$0
			IV	\$849,315	Project	\$0			
			V	\$445,834					
			Total	\$1,531,534					
		Project	\$0						
2014	0%	\$1,278,499	II	\$38,921	Non-Project	\$57,538	\$0	Funded	\$0
			III	\$77,647				Unmet	\$0
			IV	\$904,305	Project	\$0			
			V	\$200,087					
			Total	\$1,220,960					
		Project	\$0						
2015	0%	\$922,825	II	\$65,045	Non-Project	\$133,352	\$0	Funded	\$0
			III	\$58,844				Unmet	\$0
			IV	\$665,583	Project	\$0			
			V	\$0					
			Total	\$789,472					
		Project	\$0						
2016	0%	\$284,419	II	\$0	Non-Project	\$11,574	\$0	Funded	\$0
			III	\$57,846				Unmet	\$0
			IV	\$178,076	Project	\$0			
			V	\$36,922					
			Total	\$272,844					
		Project	\$0						
2017	0%	\$391,943	II	\$5,455	Non-Project	\$62,939	\$0	Funded	\$0
			III	\$44,935				Unmet	\$0
			IV	\$193,767	Project	\$0			
			V	\$84,846					
			Total	\$329,003					
		Project	\$0						

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$520,371	\$996	\$0	\$0
Collector	\$2,134,716	\$7,750	\$0	\$0
Residential/Local	\$1,488,726	\$959,606	\$0	\$0
Grand Total:	\$4,143,813	\$968,352	\$0	\$0

Scenarios - Network Condition Summary

Interest: 3%

Inflation: 4%

Printed: 10/31/2012

Scenario: (2) Current Budget

Year	Budget	PM Amt	Year	Budget	PM Amt	Year	Budget	PM Amt
2013	\$500,000	10%	2014	\$500,000	10%	2015	\$500,000	10%
2016	\$500,000	10%	2017	\$500,000	10%			

Projected Network Average PCI by year

Year	<u>Never Treated</u>	<u>With Selected Treatment</u>
2013	76	78
2014	74	77
2015	72	77
2016	70	76
2017	69	76

Percent Network Area by Functional Classification and Condition Class Condition in base year 2013, prior to applying treatments.

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	4.3%	22.4%	40.1%	0.0%	66.8%
II / III	3.8%	14.3%	7.2%	0.0%	25.3%
IV	1.4%	1.5%	3.2%	0.0%	6.1%
V	0.0%	0.0%	1.8%	0.0%	1.8%
Total	9.5%	38.2%	52.3%	0.0%	100.0%

Percent Network Area by Functional Classification and Condition Class Condition in year 2013 after schedulable treatments applied.

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	4.3%	22.4%	45.7%	0.0%	72.4%
II / III	3.8%	14.3%	3.7%	0.0%	21.8%
IV	1.4%	1.5%	1.1%	0.0%	4.0%
V	0.0%	0.0%	1.8%	0.0%	1.8%
Total	9.5%	38.2%	52.3%	0.0%	100.0%

Percent Network Area by Functional Classification and Condition Class Condition in year 2017 after schedulable treatments applied.

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	4.4%	19.2%	49.2%	0.0%	72.8%
II / III	5.1%	11.5%	2.0%	0.0%	18.6%
IV	0.0%	6.9%	0.7%	0.0%	7.7%
V	0.0%	0.5%	0.4%	0.0%	0.9%
Total	9.5%	38.2%	52.3%	0.0%	100.0%

Interest: 3.00%

Inflation: 4.00%

Printed: 10/31/2012

Scenario: (2) Current Budget

Year	PM Amt	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2013	10%	\$500,000	II	\$95,700	Non-Project	\$52,554	\$0	\$1,734,645	Funded	\$0
			III	\$50,373					Unmet	\$0
			IV	\$301,171	Project	\$0				
			V	\$0						
			Total	\$447,244						
		Project	\$0							
2014	10%	\$500,000	II	\$38,921	Non-Project	\$54,214	\$0	\$2,452,641	Funded	\$0
			III	\$36,498					Unmet	\$0
			IV	\$369,750	Project	\$0				
			V	\$0						
			Total	\$445,169						
		Project	\$0							
2015	10%	\$500,000	II	\$65,045	Non-Project	\$71,240	\$0	\$2,809,026	Funded	\$0
			III	\$138,523					Unmet	\$0
			IV	\$29,766	Project	\$0				
			V	\$195,282						
			Total	\$428,616						
		Project	\$0							
2016	10%	\$500,000	II	\$27,948	Non-Project	\$72,086	\$0	\$2,709,209	Funded	\$0
			III	\$57,846					Unmet	\$0
			IV	\$178,076	Project	\$0				
			V	\$163,036						
			Total	\$426,906						
		Project	\$0							
2017	10%	\$500,000	II	\$47,472	Non-Project	\$65,525	\$0	\$1,722,475	Funded	\$0
			III	\$44,935					Unmet	\$0
			IV	\$193,767	Project	\$0				
			V	\$148,300						
			Total	\$434,474						
		Project	\$0							

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$533,436	\$1,002	\$0	\$0
Collector	\$167,175	\$7,562	\$0	\$0
Residential/Local	\$1,481,798	\$307,055	\$0	\$0
Grand Total:	\$2,182,409	\$315,619	\$0	\$0

Scenarios - Network Condition Summary

Interest: 3%

Inflation: 4%

Printed: 11/01/2012

Scenario: (3) Maintain Current PCI

Year	Budget	PM Amt	Year	Budget	PM Amt	Year	Budget	PM Amt
2013	\$700,000	10%	2014	\$700,000	10%	2015	\$700,000	10%
2016	\$700,000	10%	2017	\$700,000	10%			

Projected Network Average PCI by year

Year	<u>Never Treated</u>	<u>With Selected Treatment</u>
2013	76	78
2014	74	78
2015	72	78
2016	70	78
2017	69	77

Percent Network Area by Functional Classification and Condition Class Condition in base year 2013, prior to applying treatments.

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	4.3%	22.4%	40.1%	0.0%	66.8%
II / III	3.8%	14.3%	7.2%	0.0%	25.3%
IV	1.4%	1.5%	3.2%	0.0%	6.1%
V	0.0%	0.0%	1.8%	0.0%	1.8%
Total	9.5%	38.2%	52.3%	0.0%	100.0%

Percent Network Area by Functional Classification and Condition Class Condition in year 2013 after schedulable treatments applied.

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	4.3%	22.8%	47.4%	0.0%	74.5%
II / III	3.8%	14.3%	2.0%	0.0%	20.2%
IV	1.4%	1.1%	1.1%	0.0%	3.5%
V	0.0%	0.0%	1.8%	0.0%	1.8%
Total	9.5%	38.2%	52.3%	0.0%	100.0%

Percent Network Area by Functional Classification and Condition Class Condition in year 2017 after schedulable treatments applied.

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	4.4%	24.1%	48.5%	0.0%	77.1%
II / III	5.1%	10.8%	1.8%	0.0%	17.6%
IV	0.0%	2.7%	0.7%	0.0%	3.5%
V	0.0%	0.5%	1.3%	0.0%	1.9%
Total	9.5%	38.2%	52.3%	0.0%	100.0%

Interest: 3.00%

Inflation: 4.00%

Printed: 11/01/2012

Scenario: (3) Maintain Current PCI

Year	PM Amt	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2013	10%	\$700,000	II	\$95,700	Non-Project	\$70,133	\$0	\$1,534,441	Funded	\$0
			III	\$134,071					Unmet	\$0
			IV	\$400,101	Project	\$0				
			V	\$0						
			Total	\$629,872						
		Project	\$0							
2014	10%	\$700,000	II	\$38,921	Non-Project	\$70,382	\$0	\$2,160,820	Funded	\$0
			III	\$70,769					Unmet	\$0
			IV	\$497,264	Project	\$0				
			V	\$22,409						
			Total	\$629,363						
		Project	\$0							
2015	10%	\$700,000	II	\$65,045	Non-Project	\$111,161	\$0	\$2,470,498	Funded	\$0
			III	\$58,844					Unmet	\$0
			IV	\$344,093	Project	\$0				
			V	\$120,434						
			Total	\$588,416						
		Project	\$0							
2016	10%	\$700,000	II	\$25,505	Non-Project	\$83,428	\$0	\$2,156,117	Funded	\$0
			III	\$57,846					Unmet	\$0
			IV	\$442,487	Project	\$0				
			V	\$90,527						
			Total	\$616,365						
		Project	\$0							
2017	10%	\$700,000	II	\$25,839	Non-Project	\$142,037	\$0	\$1,563,093	Funded	\$0
			III	\$44,935					Unmet	\$0
			IV	\$485,294	Project	\$0				
			V	\$0						
			Total	\$556,068						
		Project	\$0							

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$533,436	\$1,002	\$0	\$0
Collector	\$1,280,867	\$7,646	\$0	\$0
Residential/Local	\$1,205,781	\$468,493	\$0	\$0
Grand Total:	\$3,020,084	\$477,141	\$0	\$0

Scenarios - Network Condition Summary

Interest: 3%

Inflation: 4%

Printed: 11/01/2012

Scenario: (4) \$900,000 per year

Year	Budget	PM Amt	Year	Budget	PM Amt	Year	Budget	PM Amt
2013	\$900,000	10%	2014	\$900,000	10%	2015	\$900,000	10%
2016	\$900,000	10%	2017	\$900,000	10%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment
2013	76	79
2014	74	79
2015	72	79
2016	70	79
2017	69	79

Percent Network Area by Functional Classification and Condition Class Condition in base year 2013, prior to applying treatments.

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	4.3%	22.4%	40.1%	0.0%	66.8%
II / III	3.8%	14.3%	7.2%	0.0%	25.3%
IV	1.4%	1.5%	3.2%	0.0%	6.1%
V	0.0%	0.0%	1.8%	0.0%	1.8%
Total	9.5%	38.2%	52.3%	0.0%	100.0%

Percent Network Area by Functional Classification and Condition Class Condition in year 2013 after schedulable treatments applied.

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	5.6%	22.4%	46.4%	0.0%	74.5%
II / III	3.8%	14.3%	3.0%	0.0%	21.1%
IV	0.0%	1.5%	1.1%	0.0%	2.6%
V	0.0%	0.0%	1.8%	0.0%	1.8%
Total	9.5%	38.2%	52.3%	0.0%	100.0%

Percent Network Area by Functional Classification and Condition Class Condition in year 2017 after schedulable treatments applied.

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	4.4%	26.5%	49.6%	0.0%	80.5%
II / III	5.1%	10.8%	2.0%	0.0%	17.8%
IV	0.0%	0.4%	0.7%	0.0%	1.1%
V	0.0%	0.5%	0.0%	0.0%	0.5%
Total	9.5%	38.2%	52.3%	0.0%	100.0%

Interest: 3.00%

Inflation: 4.00%

Printed: 11/01/2012

Scenario: (4) \$900,000 per year

Year	PM Amt	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2013	10%	\$900,000	II	\$95,700	Non-Project	\$90,208	\$0	Funded	\$0
			III	\$85,894				Unmet	\$0
			IV	\$627,775	Project	\$0			
			V	\$0					
			Total	\$809,369					
		Project	\$0						
2014	10%	\$900,000	II	\$38,921	Non-Project	\$105,132	\$0	Funded	\$0
			III	\$107,013				Unmet	\$0
			IV	\$459,833	Project	\$0			
			V	\$187,771					
			Total	\$793,538					
		Project	\$0						
2015	10%	\$900,000	II	\$65,045	Non-Project	\$96,016	\$0	Funded	\$0
			III	\$44,430				Unmet	\$0
			IV	\$624,631	Project	\$0			
			V	\$68,595					
			Total	\$802,701					
		Project	\$0						
2016	10%	\$900,000	II	\$6,400	Non-Project	\$112,909	\$0	Funded	\$0
			III	\$57,846				Unmet	\$0
			IV	\$458,390	Project	\$0			
			V	\$264,073					
			Total	\$786,709					
		Project	\$0						
2017	10%	\$900,000	II	\$25,839	Non-Project	\$164,939	\$0	Funded	\$0
			III	\$44,935				Unmet	\$0
			IV	\$589,940	Project	\$0			
			V	\$74,108					
			Total	\$734,822					
		Project	\$0						

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$520,371	\$996	\$0	\$0
Collector	\$1,885,262	\$7,562	\$0	\$0
Residential/Local	\$1,521,506	\$560,646	\$0	\$0
Grand Total:	\$3,927,139	\$569,204	\$0	\$0

Appendix E

Section PCI/RSL Listing

Map – Current PCI Condition

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
ADOBEC	RD01	ADOBE CREEK LODGE RD.	MOODY RD	END	560	21	15,360	R - Residential/Local	A - AC	92	33.01
ADONNA	CT01	ADONNA CT	ELENA RD	END	370	23	10,310	R - Residential/Local	O - AC/AC	69	21.12
ALEJAN	DR01	ALEJANDRO DR.	ST.FRANCIS RD.	END (SOUTH)	393	20	7,860	R - Residential/Local	O - AC/AC	92	49.89
ALEJAN	DR02	ALEJANDRO DR.	ST. FRANCIS RD.	END (NORTH)	294	21	6,174	R - Residential/Local	A - AC	90	32.12
ALEXAN	PL01	ALEXANDER PL	FREMONT RD.	END	1,150	18	22,700	R - Residential/Local	O - AC/AC	82	30.44
ALEXIS	DR01	ALEXIS DR.	PAGE MILL RD.	TOWN LIMIT	554	23	12,742	R - Residential/Local	A - AC	43	6.55
ALICAN	LN01	ALICANTE LN.	MANUELLA RD.	END	670	16	11,220	R - Residential/Local	A - AC	12	0
ALTATI	RD01	ALTA TIERRA RD.	ROBLEDA RD	LA PALOMA RD	1,610	17	27,370	R - Residential/Local	O - AC/AC	92	49.36
ALTADE	DR01	ALTADENA DR.	MANUELLA RD.	KINGSLEY AVE	490	18	8,820	R - Residential/Local	O - AC/AC	90	47.35
ALTAMO	RD01	ALTAMONT RD.	PAGE MILL RD.	BLACK MOUNTAIN RD.	2,592	21	54,432	C - Collector	A - AC	78	14.83
ALTAMO	RD02	ALTAMONT RD.	BLACK MOUNTAIN RD.	TAAFFE RD.	2,979	24	71,496	C - Collector	A - AC	94	22.76
ALTAMO	RD03	ALTAMONT RD.	TAAFFE RD.	CORBETTA LN.	3,709	23	85,307	C - Collector	O - AC/AC	53	9.08
ALTAMO	RD04	ALTAMONT RD.	CORBETTA LN.	MOODY RD.	2,226	23	51,198	C - Collector	O - AC/AC	72	17.92
ALTOVE	LN01	ALTO VERDE LN.	CONCEPCION RD.	END	577	22	12,694	R - Residential/Local	A - AC	87	30.49
AMHERS	CT01	AMHERST CT	LIDDICOAT DR	END	1,100	21	24,670	R - Residential/Local	O - AC/AC	80	29.5
ANACAP	CT01	ANACAPA CT.	ANACAPA DR.	END	140	30	4,750	R - Residential/Local	O - AC/AC	92	37.16
ANACAP	DR01	ANACAPA DR.	ASCENSION DR.	ST. FRANCIS RD.	1,854	28	51,912	R - Residential/Local	A - AC	78	24.85
ANACAP	DR02	ANACAPA DR.	VISCAINO RD	ASCENSION DR.	1,300	25	32,500	R - Residential/Local	A - AC	85	29.29
ARASTR	RD01	ARASTRADERO RD.	HORSESHOE LN.	1400 west of HORSESHOE LN.	1,400	40	56,000	A - Arterial	O - AC/AC	73	18.13
ARASTR	RD02	ARASTRADERO RD.	PAGE MILL RD.	TOWN LIMIT	1,430	34	48,620	A - Arterial	A - AC	72	17.86
ARIC	LN01	ARIC LN.	FREMONT RD.	END	940	22	22,480	R - Residential/Local	A - AC	84	35.47
ARROYO	DR01	ARROYO OAKS DR.	RAVENSBURY AVE.	END	565	20	11,300	R - Residential/Local	A - AC	87	30.49
ASCENS	DR01	ASCENSION DR.	ST. FRANCIS RD.	END	630	19	12,970	R - Residential/Local	A - AC	69	19.33
ASCENS	DR02	ASCENSION DR.	ANACAPA DR.	ST. FRANCIS DR.	1,601	27	43,227	R - Residential/Local	O - AC/AC	77	27.38
BALERI	RD01	BALERI RANCH RD.	BALERI RANCH RD.	NORTH END	250	16	5,000	R - Residential/Local	A - AC	70	22.11
BALERI	RD02	BALERI RANCH RD.	BALERI RANCH RD.	SOUTH END	260	16	5,160	R - Residential/Local	A - AC	68	20.53
BALERI	RD03	BALERI RANCH RD.	PAGE MILL RD.	BALERI RANCH RD.	365	16	5,840	R - Residential/Local	A - AC	73	24.66
BARLEY	RD01	BARLEY HILL RD.	HILLTOP DR.	END	1,745	16	27,920	R - Residential/Local	O - AC/AC	86	39.7
BARTON	CT01	BARTON CT.	FREMONT RD.	END	135	18	4,430	R - Residential/Local	A - AC	73	21.72
BEAVER	LN01	BEAVER LN.	LA CRESTA DR.	END	465	23	11,795	R - Residential/Local	A - AC	90	32.12
BENTLE	CT01	BENTLEY CT.	BURKE RD.	END	220	18	6,160	R - Residential/Local	A - AC	97	34.11
BERKSH	DR01	BERKSHIRE DR.	WEST LOYOLA	594' N/O WEST LOYOLA	594	18	10,692	R - Residential/Local	O - AC/AC	87	29.9

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
BERRYH	CT01	BERRY HILL CT.	PAGE MILL RD.	END	547	18	9,846	R - Residential/Local	A - AC	18	0
BERRYH	LN01	BERRY HILL LN.	BERRYHILL CT	END	745	18	13,410	R - Residential/Local	A - AC	55	11.87
BLACKM	RD01	BLACK MOUNTAIN RD.	ALTAMONT RD.	N. of MELODY LN.	2,400	22	52,800	R - Residential/Local	O - AC/AC	69	21.95
BLACKM	RD02	BLACK MOUNTAIN RD.	N. of MELODY LN.	NATOMA RD.	416	22	9,152	R - Residential/Local	O - AC/AC	65	19.4
BLANDO	WY01	BLANDOR WY	OLIVE TREE LN.	MAGDALENA AVE.	850	24	20,400	R - Residential/Local	O - AC/AC	74	25.3
BLEDSO	CT01	BLEDSOE CT.	MOODY RD.	END	105	35	5,075	R - Residential/Local	A - AC	74	24.15
BRIONE	WY01	BRIONES WAY	ALTAMONT RD.	VIA VENTANA WY.	1,600	20	32,000	C - Collector	O - AC/AC	81	24.98
BURKE	RD01	BURKE RD.	CHAPIN RD.	100' N. of OLD ALTOS RD./ COP	2,038	24	48,912	C - Collector	O - AC/AC	75	20.09
BURKE	RD02	BURKE RD.	CHAPIN RD.	SUNSET DR.	375	16	6,000	R - Residential/Local	A - AC	5	0
BYRD	LN01	BYRD LN.	NATOMA RD.	END	920	24	23,080	R - Residential/Local	A - AC	69	21.31
BYRNEP	LN01	BYRNE PARK LN.	ALTAMONT RD.	END	1,561	20	31,220	R - Residential/Local	A - AC	20	0
CAMINO	DR01	CAMINO HERMOSA	RAVENSBURY AVE. (NORTH)	RAVENSBURY AVE. (SOUTH)	3,190	20	63,800	A - Arterial	O - AC/AC	84	26.11
CAMINO	ME01	CAMINO MEDIO	VISCAINO RD.	END	501	24	12,024	R - Residential/Local	A - AC	85	29.29
CANARI	WY01	CANARIO WY.	VISCAINO RD.	END	950	22	21,900	R - Residential/Local	A - AC	85	29.29
CARILL	LN01	CARILLO LN.	LA CRESTA DR.	END	450	20	9,800	R - Residential/Local	O - AC/AC	87	35.87
CATHAR	CT01	CATHARINE CT	DONELSON PL.	END	480	18	9,940	R - Residential/Local	O - AC/AC	22	0
CHAPIN	RD01	CHAPIN RD.	BURKE RD.	ROBLEDA RD.	1,325	22	29,150	R - Residential/Local	O - AC/AC	72	23.94
CLAUSE	CT01	CLAUSEN CT.	VOORHEES DR.	END	375	24	10,055	R - Residential/Local	A - AC	88	31.06
COLINA	DR01	COLINA DR.	HILLTOP	END	475	22	12,250	R - Residential/Local	O - AC/AC	84	35.83
CONCEP	RD01	CONCEPTION RD.	FREMONT RD.	PURISSIMA RD.	4,604	20	92,080	C - Collector	O - AC/AC	80	23.12
CONEJO	CT01	CONEJO CT.	ASCENSION DR.	END	310	18	6,315	R - Residential/Local	A - AC	96	34.03
CORBET	LN01	CORBETTA	ALTAMONT RD	END	1,190	19	22,610	R - Residential/Local	O - AC/AC	79	28.79
CORTEM	LN01	CORTE MADERA LN.	CONCEPCION RD.	END	580	22	13,870	R - Residential/Local	A - AC	83	33.63
COUNTR	WY01	COUNTRY WY.	PAGE MILL RD.	END	1,330	16	21,780	R - Residential/Local	O - AC/AC	90	42.89
CRESTR	DR01	CRESTRIDGE DR.	RAVENSBURY AVE.	END	544	33	17,952	R - Residential/Local	O - AC/AC	96	38.36
DAWN	LN01	DAWN LN.	ELENA RD.	END	400	22	9,300	R - Residential/Local	A - AC	62	14.37
DAWSON	DR01	DAWSON DR.	MAGDALENA AVE.	1155 N.MAGDALENA AVE.	1,155	20	24,600	R - Residential/Local	A - AC	87	30.49
DAWSON	DR02	DAWSON DR.	1155 N.MAGDALINA AVE.	END	1,400	18	26,600	R - Residential/Local	A - AC	87	30.49
DEBELL	DR01	DEBELL DR.	MANUELLA RD	671' E/O MANUELLA RD	671	34	22,814	R - Residential/Local	O - AC/AC	92	37.16

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
DEBELL	DR02	DEBELL DR.	671' E/O MANUELLA RD	ESTACADA	1,068	34	36,312	R - Residential/Local	A - AC	88	31.06
DEERFI	DR01	DEERFIELD DR.	FREMONT RD.	END	700	20	14,000	R - Residential/Local	O - AC/AC	87	35.87
DEZAH	WY01	DEZAHAZA WY	TAAFFE RD.	TAAFFE RD.	1,700	18	30,600	R - Residential/Local	O - AC/AC	81	28.93
DIANNE	DR01	DIANNE DR.	O'KEEFE LN.	END	1,200	23	27,600	R - Residential/Local	O - AC/AC	88	37.63
DONELS	PL01	DONELSON PL.	FREMONT RD.	END	630	19	13,270	R - Residential/Local	A - AC	14	0
DORI	LN01	DORI LN.	ROBLEDA RD.	END	210	22	6,445	R - Residential/Local	A - AC	74	23.95
DUVAL	WY01	DUVAL WY.	ROBLEDA RD.	END	1,200	21	25,200	R - Residential/Local	O - AC/AC	80	29.5
EDGERT	RD01	EDGERTON RD	BLACK MOUNTAIN RD	END	1,800	21	37,800	R - Residential/Local	O - AC/AC	46	9.35
ELMONT	AV01	EL MONTE AVE.	MOODY RD.	COLLEGE RD.	2,176	36	78,336	A - Arterial	A - AC	88	22.99
ELMONT	AV02	EL MONTE AVE. (EB)	COLLEGE RD.	SUMMERHILL	3,482	33	114,906	A - Arterial	O - AC/AC	66	14.2
ELMONT	AV03	EL MONTE AVE. (WB)	O'KEEFE LN.	COLLEGE RD.	2,996	32	95,872	A - Arterial	O - AC/AC	51	7.73
ELENA	RD01	ELENA RD.	PURISSIMA RD.	NATOMA RD.	3,048	21	64,008	C - Collector	A - AC	77	14.4
ELENA	RD02	ELENA RD.	NATOMA RD.	LA BARRANCA RD.	3,000	23	69,000	C - Collector	A - AC	67	10.54
ELENA	RD03	ELENA RD.	LA BARRANCA RD.	ROBLEDA RD.	4,202	22	92,444	C - Collector	A - AC	67	11.31
ELENA	RD04	ELENA RD.	ROBLEDA RD.	VINEDO LN.	1,682	22	37,004	C - Collector	A - AC	82	16.66
ELENA	RD05	ELENA RD.	VINEDO LN.	MOODY RD.	2,298	25	57,450	C - Collector	O - AC/AC	93	29.64
EMERAL	LN01	EMERALD HILL LN.	PROSPECT AVE.	END	450	22	10,900	R - Residential/Local	A - AC	74	22.34
ESHNER	CT01	ESHNER CT	ALTAMONT RD	END	381	22	8,382	R - Residential/Local	A - AC	86	29.9
ESPERA	DR01	ESPERANZA DR.	CONCEPCION RD	ESPERANZA DR	2,674	22	58,828	R - Residential/Local	A - AC	76	25.55
ESTACA	DR01	ESTACADA DR.	MANUELLA RD.	MIRANDA RD	1,015	28	28,420	R - Residential/Local	A - AC	92	33.01
ESTACA	WY01	ESTACADA WY.	ESTACADA DR.	END	290	28	8,120	R - Residential/Local	O - AC/AC	90	42.89
FAWNCR	CT01	FAWN CREEK CT.	PAGE MILL RD.	END	695	18	14,510	R - Residential/Local	A - AC	47	8.22
FINN	LN01	FINN LN.	PROSPECT AVE.	END	400	21	11,750	R - Residential/Local	A - AC	76	23.58
FOOTHI	LN01	FOOTHILL LN.	ELENA RD.	END	1,014	23	23,322	R - Residential/Local	O - AC/AC	93	47.46
FRAMPT	CT01	FRAMPTON CT.	MAGDALENA AVE.	END	240	20	7,300	R - Residential/Local	A - AC	86	29.9
FRANCE	AV01	FRANCEMONT AVE	MOODY RD	END	425	21	10,725	R - Residential/Local	A - AC	73	23.57
FREMOM	LN01	FREMONT PINES LN.	FREMONT RD.	END	600	22	14,720	R - Residential/Local	O - AC/AC	92	46.86
FREMOM	RD01	FREMONT RD.	ARASTRADERO RD.	ST. FRANCIS DR.	3,620	30	108,600	C - Collector	O - AC/AC	73	19.45
FREMOM	RD02	FREMONT RD.	ST. FRANCIS DR.	CONCEPCION RD.	1,250	25	31,250	C - Collector	O - AC/AC	78	23.02
FREMOM	RD03	FREMONT RD.	CONCEPCION RD.	MIRANDA RD.	2,668	27	72,036	C - Collector	O - AC/AC	86	26.7
FREMOM	RD04	FREMONT RD.	MIRANDA RD.	WEST EDITH	1,451	25	36,275	C - Collector	O - AC/AC	95	29.95
FREMOM	RD05	FREMONT RD.	WEST EDITH	BURKE RD.	2,254	24	54,096	C - Collector	A - AC	86	18.63
FREMOM	RD06	FREMONT RD.	BURKE RD.	600' south of BURKE RD.	600	23	13,800	C - Collector	A - AC	49	5.14

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
GIGLI	CT01	GIGLI CT.	ELENA RD.	END	430	18	9,070	R - Residential/Local	A - AC	95	33.89
GOLDEN	CT01	GOLDEN HILL CT.	LA PALOMA RD.	END	750	20	15,000	R - Residential/Local	A - AC	65	18.41
GREENH	CT01	GREEN HILLS CT.	ELENA RD.	END	540	16	9,140	R - Residential/Local	A - AC	35	3.31
HARVAR	CT01	HARVARD CT	LIDDICOAT CR	END	295	17	5,015	R - Residential/Local	O - AC/AC	83	31.62
HIDDEN	CT01	HIDDEN SPRING CT.	ALTAMONT RD.	END	105	25	4,725	R - Residential/Local	A - AC	78	28.26
HILPRK	LN01	HILLPARK LN.	RAVENSBURY AVE	END (BOTH CUL DE SACS)	560	31	17,360	R - Residential/Local	O - AC/AC	85	31.33
HILLTO	DR01	HILLTOP DR.	BARLEY HILL RD.	SUMMERHILL AVE.	2,800	21	58,800	R - Residential/Local	O - AC/AC	85	37.7
HILLTO	RD01	HILLTOP RD.	BARLEY HILL RD	END	1,070	15	16,050	R - Residential/Local	O - AC/AC	67	20.66
HILLVI	RD01	HILLVIEW RD.	MAGDALENA AVE.	HILLTOP DR.	1,750	22	38,500	R - Residential/Local	A - AC	96	34.03
HORSES	CT01	HORSESHOE CT.	HORSESHOE LN.	END	465	18	9,670	R - Residential/Local	A - AC	97	34.11
HORSES	LN01	HORSESHOE LN.	ARASTRADERO RD.	END	828	22	18,216	R - Residential/Local	O - AC/AC	96	38.36
JESSIC	LN01	JESSICA LN.	DAWSON DR.	END	470	18	9,960	R - Residential/Local	A - AC	63	17.04
JOSEFA	LN01	JOSEFA LN.	ELENA RD.	PVMNT CHG/ 283' E/O ELENA RD	283	22	6,226	R - Residential/Local	A - AC	66	17.61
JULIET	LN01	JULIETTA LN	ALTAMONT RD	END	790	18	14,220	R - Residential/Local	O - AC/AC	82	30.92
KATE	DR01	KATE DR.	END EAST	TERESA WY	840	20	19,300	R - Residential/Local	A - AC	75	24.43
KATE	DR02	KATE DR.	TERESA WY	LAURAL CT	540	22	11,880	R - Residential/Local	A - AC	81	31.2
KINGLY	WY01	KINGSLEY AVE.	ALTA DENA DR	END	838	13	10,894	R - Residential/Local	O - AC/AC	79	28.8
LABARR	RD01	LA BARRANCA RD	PURISSIMA RD	ELENA RD	2,080	22	45,760	R - Residential/Local	O - AC/AC	86	33.68
LACRES	CT01	LA CRESTA CT.	LA CRESTA DR.	END	870	21	19,070	R - Residential/Local	A - AC	85	36.66
LACRES	DR01	LA CRESTA DR.	ARASTRADERO RD.	900' south of NINA PL.	2,700	20	54,000	R - Residential/Local	A - AC	49	9.07
LACRES	DR02	LA CRESTA DR.	900' south of NINA PL.	VISCAINO	2,650	23	60,950	R - Residential/Local	A - AC	74	25.57
LACRES	DR03	LA CRESTA DR.	VISCAINO	END	1,670	23	39,910	R - Residential/Local	O - AC/AC	91	40.19
LALANN	CT01	LA LANNE CT.	MIRANDA	END	919	21	19,299	R - Residential/Local	A - AC	88	31.06
LAPALO	RD01	LA PALOMA RD.	FREMONT RD.	NEWBRIDGE DR.	2,315	22	50,930	C - Collector	O - AC/AC	81	24.99
LAPALO	RD02	LA PALOMA RD.	NEWBRIDGE DR	ALTA TIERRA RD.	2,060	22	45,320	C - Collector	O - AC/AC	92	29.39
LAPALO	RD03	LA PALOMA RD.	ALTA TIERRA RD.	PURISSIMA RD.	1,090	22	23,980	C - Collector	O - AC/AC	90	34.27
LARENA	LN01	LA RENA LN.	DIANNE DR.	END	1,200	23	27,600	R - Residential/Local	O - AC/AC	88	37.63
LAVIDA	RL01	LA VIDA REAL	NATOMA RD	END	600	16	11,100	R - Residential/Local	A - AC	96	34.03
LAURAL	CT01	LAURAL CT	END (S)	END (N)	600	22	16,800	R - Residential/Local	A - AC	78	27.59
LEANDE	DR01	LEANDER DR.	PURISSIMA RD.	END	530	21	12,630	R - Residential/Local	A - AC	72	21.75
LIDDIC	CR01	LIDDICOAT CR	LIDDICOAT DR	LIDDICOAT DR	2,320	21	48,720	R - Residential/Local	O - AC/AC	89	44.59
LIDDIC	DR01	LIDDICOAT DR	ARASTRADERO RD	LIDDICOAT CR	1,131	21	23,751	R - Residential/Local	O - AC/AC	88	38.16

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Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
LUPINE	RD01	LUPINE RD.	PAGE MILL RD.	END	1,179	22	25,938	R - Residential/Local	O - AC/AC	73	25.11
MAGDAL	AV01	MAGDALENA AVE.	CAMINO HERMOSA	STONEBROOK	3,800	23	87,400	C - Collector	O - AC/AC	71	18.14
MAGDAL	AV02	MAGDALENA AVE.	STONEBROOK	RAVENSBURY	2,860	23	65,780	C - Collector	O - AC/AC	66	15.14
MAGDAL	AV03	MAGDALENA AVE.	RAVENSBURY	EASTBROOK	1,550	26	40,300	C - Collector	O - AC/AC	70	17.51
MANDOL	DR01	MANDOLI DR.	ARASTRADERO DR.	END	585	21	23,385	R - Residential/Local	A - AC	83	33.63
MANUEL	RD01	MANUELLA RD.	FREMONT	ALICANTE	965	23	22,195	C - Collector	O - AC/AC	85	29.43
MANUEL	RD02	MANUELLA RD.	ALICANTE	400' north of SCARFF	2,450	24	58,800	C - Collector	O - AC/AC	78	22.55
MAPLEL	CT01	MAPLE LEAF CT.	ELENA RD.	CULDESAC	131	23	3,013	R - Residential/Local	A - AC	81	28.22
MATADE	CT01	MATADERO CREEK CT.	MATADERO CREEK LN.	END	650	20	15,080	R - Residential/Local	O - AC/AC	67	20.66
MATADE	LN01	MATADERO CREEK LN.	PAGE MILL	MATADERO CREEK CT.	783	18	14,094	R - Residential/Local	A - AC	52	10.55
MATADE	LN02	MATADERO CREEK LN.	MATADERO CREEK CT.	END	1,461	16	23,376	R - Residential/Local	A - AC	71	20.51
MELODY	LN01	MELODY LN.	BLACK MOUNTAIN RD.	END	855	20	18,600	R - Residential/Local	O - AC/AC	79	29.07
MIDDLE	LN01	MIDDLE FORK LN	THREE FORKS LN	END	1,018	18	18,324	R - Residential/Local	O - AC/AC	81	29.99
MIRAND	CT01	MIRANDA CT.	MIRANDA RD	END	265	23	7,920	R - Residential/Local	O - AC/AC	83	31.62
MIRAND	RD01	MIRANDA RD.	ESTACADA	FREMONT RD.	2,800	25	70,000	R - Residential/Local	O - AC/AC	84	32.32
MIRAND	WY01	MIRANDA WY.	MIRANDA RD.	END	350	23	9,875	R - Residential/Local	A - AC	97	34.11
MOODY	RD01	MOODY RD.	ELENA RD.	ALTAMONT RD.	1,420	24	34,080	C - Collector	O - AC/AC	84	24.49
MOODY	RD02	MOODY RD.	ALTAMONT RD.	FRANCEMONT AVE.	2,620	23	60,260	C - Collector	O - AC/AC	84	24.49
MOODY	RD03	MOODY RD.	FRANCEMONT AVE.	570 W/O MURIETA LN.	3,090	23	71,070	C - Collector	O - AC/AC	82	22.19
MURIET	LN01	MURIETTA LN.	MOODY RD.	END	870	18	17,660	R - Residential/Local	A - AC	28	0.98
NATOMA	RD01	NATOMA RD.	ELENA RD.	S/O BLACK MOUNTAIN RD.	3,000	21	63,000	C - Collector	O - AC/AC	86	25.45
NATOMA	RD02	NATOMA RD.	S/O BLACK MOUNTAIN RD.	E/O LUCERO LN.	1,559	20	31,180	C - Collector	O - AC/AC	95	29.95
NATOMA	RD03	NATOMA RD.	E. of LUCERO LN.	ALTAMONT RD.	1,600	20	32,000	C - Collector	O - AC/AC	92	35.84
NEWBRI	DR01	NEWBRIDGE DR.	LA PALMOA	BOTH ENDS	780	24	23,792	R - Residential/Local	A - AC	65	15.98
NINA	PL01	NINA PL.	LA CRESTA DR.	END	785	23	19,165	R - Residential/Local	A - AC	73	22.25
NORMAN	LN01	NORMANDY LN.	O'KEEFE LN.	END	730	25	19,250	R - Residential/Local	O - AC/AC	88	42.06
OAKKNO	CR01	OAK KNOLL CIRCLE	STONEBROOK DR	OAK KNOLL CIR	2,875	20	57,500	R - Residential/Local	A - AC	88	31.06
OAKPAR	CT01	OAK PARK CT.	OAK KNOLL CIRCLE	END	1,040	20	22,800	R - Residential/Local	A - AC	81	26.77
OHLONE	LN01	OHLONE LN.	FREMONT RD	END	360	20	8,300	R - Residential/Local	A - AC	93	33.37

Printed: 08/14/2012

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
OKEEFE	LN01	OKEEFE LN.	300' east of DIANE	343' east of VISTA SERENA	1,404	23	32,292	R - Residential/Local	A - AC	89	31.61
OKEEFE	LN02	OKEEFE LN.	343' east of VISTA SERENA	350' west of VISTA SERENA	700	24	16,800	R - Residential/Local	A - AC	95	33.89
OKEEFE	LN03	OKEEFE LN.	350' west of VISTA SERENA	END	930	18	18,090	R - Residential/Local	A - AC	80	26.13
OKEEFE	LN04	OKEEFE LN.	EL MONTE	300' E/O DIANNE	1,410	26	36,660	R - Residential/Local	A - AC	91	32.59
OLDALT	RD01	OLD ALTO RD.	BURKE	FREMONT	550	18	9,900	R - Residential/Local	O - AC/AC	92	46.86
OLDPAG	LN01	OLD PAGE MILL LN	PAGE MILL RD	END	255	22	5,610	R - Residential/Local	O - AC/AC	90	36.15
OLDRLN	LN01	OLD RANCH LN.	OLD RANCH RD	END	403	33	13,299	R - Residential/Local	A - AC	76	22.99
OLDRRD	RD01	OLD RANCH RD.	RAVENSBURY RD.	END	696	33	22,968	R - Residential/Local	A - AC	84	32.95
ORCHAR	LN01	ORCHARD HILL LN.	ROBLEDA RD	END	1,080	23	24,840	R - Residential/Local	A - AC	74	22.34
ORTEGA	DR01	ORTEGA DR.	ST. FRANCIS RD.	END	820	20	18,500	R - Residential/Local	O - AC/AC	82	26.37
PADRE	CT01	PADRE CT.	ALTAMONT RD.	END	380	18	6,840	R - Residential/Local	O - AC/AC	73	24.62
PAGEMI	RD01	PAGE MILL RD.	BERRY HILL	BALERI RANCH RD.	700	20	14,000	C - Collector	A - AC	82	16.66
PAGEMI	RD02	PAGE MILL RD.	BALERI RANCH RD.	COUNTRY WY	3,518	24	84,432	C - Collector	A - AC	87	19.14
PAGEMI	RD03	PAGE MILL RD.	COUNTRY WY	MATADERO	2,548	24	61,152	C - Collector	A - AC	95	23.21
PAGEMI	RD04	PAGE MILL RD.	MATADERO	935' north of ALTAMONT	4,142	24	99,408	C - Collector	A - AC	70	12.51
PALOHI	DR01	PALO HILLS DR.	FREMONT RD.	END	720	20	16,400	R - Residential/Local	O - AC/AC	84	30.04
PALOPL	PL01	PALOMINO PL	NATOMA RD	END	430	20	8,600	R - Residential/Local	A - AC	92	33.01
PASEOD	CT01	PASEO DEL ROBLE CT	PASEO DEL ROBLE DR	END	250	16	4,000	R - Residential/Local	O - AC/AC	71	23.27
PASEOD	DR01	PASEO DEL ROBLE DR.	PAGE MILL RD.	MIR MIROU DR.	1,225	21	25,725	R - Residential/Local	A - AC	69	19.33
PASEOD	DR02	PASEO DEL ROBLE DR.	MIR MIROU DR.	PAGE MILL RD.	2,520	20	50,400	R - Residential/Local	A - AC	41	5.56
PRISCI	LN01	PRISCILLA LN.	STONEBROOK DR.	END	990	24	25,660	R - Residential/Local	A - AC	82	27.4
PROSPE	AV01	PROSPECT AVE.	EDGECLIFF PL.	STONEBROOK DR.	1,875	24	45,000	R - Residential/Local	A - AC	80	30.92
PURISS	RD01	PURISSIMA RD.	ARASTRADERO RD.	ELENA RD.	2,351	23	54,073	C - Collector	O - AC/AC	85	25.74
PURISS	RD02	PURISSIMA RD.	ELENA RD.	VISCAINO RD.	1,660	22	36,520	C - Collector	O - AC/AC	89	31.58
PURISS	RD03	PURISSIMA RD.	VISCAINO RD.	CONCEPCION RD.	3,222	23	74,106	C - Collector	O - AC/AC	93	29.64
PURISS	RD04	PURISSIMA RD.	CONCEPCION RD.	ROBLEDA RD.	2,325	23	53,475	C - Collector	O - AC/AC	90	33.3
RANCHO	LN01	RANCHO MANUELLA LN.	MANUELLA RD.	END	550	16	9,300	R - Residential/Local	A - AC	79	25.49

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
RAVENS	AV01	RAVENSBURY AVE.	MAGDALENA AVE.	CAMINO HERMOSA DR. (NORTH)	962	23	22,126	A - Arterial	A - AC	84	21.21
RAVENS	AV02	RAVENSBURY AVE.	CAMINO HERMOSA (NORTH)	SOUTH END	3,552	23	81,696	A - Arterial	A - AC	76	17.46
REBECC	LN01	REBECCA LN.	DAWSON DR.	END	900	18	16,200	R - Residential/Local	O - AC/AC	82	30.44
ROBLEA	CT01	ROBLE ALTO CT	ROBLE ALTO DR	END	260	16	6,440	R - Residential/Local	O - AC/AC	72	23.94
ROBLEA	DR01	ROBLE ALTO DR	PASEO DEL ROBLE DR	END	830	20	18,740	R - Residential/Local	O - AC/AC	62	17.57
ROBLEB	DR01	ROBLE BLANCO DR	PASEO DEL ROBLE DR	END	900	21	18,900	R - Residential/Local	O - AC/AC	68	21.3
ROBLEL	RD01	ROBLE LADERA RD.	VISCAINO DR.	PURISSIMA DR.	1,840	23	42,320	R - Residential/Local	A - AC	87	30.49
ROBLEV	LN01	ROBLE VENENO LN.	CONCEPCION RD.	END	330	22	7,760	R - Residential/Local	A - AC	81	30.91
ROBLED	RD01	ROBLEDA RD.	FREMONT	CHAPIN	3,325	22	73,150	C - Collector	A - AC	71	12.3
ROBLED	RD02	ROBLEDA RD.	CHAPIN	ELENA	4,360	23	100,280	C - Collector	A - AC	78	16.15
ROLLYR	RD01	ROLLY RD.	WEST LOYOLA	300' W/O KENBAR DR	584	19	11,096	R - Residential/Local	O - AC/AC	95	38.18
SADDLE	CT01	SADDLE CT.	SADDLE MOUNTAIN DR.	END	970	17	17,360	R - Residential/Local	A - AC	61	15.75
SADDLE	DR01	SADDLE MOUNTAIN DR.	STIRRUP WY.	END	2,639	20	52,780	R - Residential/Local	A - AC	68	20.31
SALTAM	DR01	SALTAMONTES DR.	ESTACADA DR.	END	692	30	20,760	R - Residential/Local	O - AC/AC	89	44.59
SAM	LN01	SAMUEL LN.	PURISSIMA	END	220	20	4,400	R - Residential/Local	A - AC	75	26.31
SCARFF	WY01	SCARFF WY	MANUELLA RD	END	320	20	6,400	R - Residential/Local	O - AC/AC	49	10.43
SEVENA	LN01	SEVEN ACRES LN.	FREMONT	END	310	21	7,860	R - Residential/Local	O - AC/AC	60	16.39
SHOLES	CT01	SHOLES CT.	ALEXANDER DR.	END	405	18	8,590	R - Residential/Local	O - AC/AC	92	37.16
SNELL	LN01	SNELL LN.	FREMONT RD.	END	840	22	20,280	R - Residential/Local	O - AC/AC	59	15.82
SOFORK	LN01	SOUTH FORK LN.	THREE FORKS LN.	MIDDLE FORK LN.	171	22	3,762	R - Residential/Local	A - AC	72	21.11
SPRING	DR01	SPRINGHILL DR.	MANUELLA RD.	END	320	22	7,040	R - Residential/Local	A - AC	73	24.58
STFRAN	RD01	ST. FRANCIS RD.	LA CRESTA DR.	ASCENSION DR.	2,660	29	77,140	R - Residential/Local	A - AC	55	12.13
STFRAN	RD02	ST. FRANCIS RD.	ASCENSION DR.	FREMONT RD.	481	52	25,012	R - Residential/Local	A - AC	21	0
STANFO	CT01	STANFORD CT	LIDDICOAT CR	END	540	16	11,640	R - Residential/Local	O - AC/AC	78	28.09
STIRRU	WY02	STIRRUP WY	ARASTRADERO RD.	SADDLE MOUNTAIN RD.	367	21	7,707	R - Residential/Local	A - AC	77	28.35
STIRRU	WY01	STIRRUP WY.	SADDLE MOUNTAIN RD.	END	820	17	16,140	R - Residential/Local	A - AC	78	24.85
STONEB	CT01	STONEBROOK CT	STONEBROOK DR	END	770	19	14,630	R - Residential/Local	O - AC/AC	84	32.32
STONEB	DR01	STONEBROOK DR.	EL MONTE AVE.	S/O PROSPECT AVE.	2,390	24	57,360	C - Collector	O - AC/AC	93	29.64
STONEB	DR02	STONEBROOK DR.	S. of PROSPECT AVE.	TERESA WY.	1,350	23	31,050	C - Collector	A - AC	79	15.28
STORYH	LN01	STORY HILL LN.	PAGE MILL RD.	END	1,603	18	28,854	R - Residential/Local	O - AC/AC	81	31.92

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
SUMMER	AV01	SUMMERHILL AVE	EL MONTE RD	TOWN LIMIT (ROCKPOINT LN)	1,161	31	35,991	C - Collector	O - AC/AC	47	6.74
SUMMIT	RDO1	SUMMITWOOD RD.	TEPA WY	LA LOMA DR	2,335	21	49,035	R - Residential/Local	O - AC/AC	91	46.48
SUNHIL	DR01	SUNHILLS DR.	WEST LOYOLA	245' S/O WEST LAYOLA	245	22	5,390	R - Residential/Local	O - AC/AC	93	47.46
SUNSET	DR01	SUNSET DR EAST	BURKE RD	END	1,050	15	15,750	R - Residential/Local	O - AC/AC	79	28.8
TAAFFE	RD01	TAAFFE RD.	ELENA RD.	DEZAHARA WAY	3,240	20	64,800	C - Collector	O - AC/AC	73	18.92
TAAFFE	RD02	TAAFFE RD.	DEZAHARA WAY	ALTAMONT RD.	1,452	20	29,040	C - Collector	O - AC/AC	45	6.03
TEPA	WY00	TEPA WY.	MOODY RD	SUMMITWOOD RD	860	32	27,520	R - Residential/Local	O - AC/AC	87	34.22
TEPA	WY01	TEPA WY.	SUMMITWOOD RD	END	630	28	17,640	R - Residential/Local	A - AC	23	0
TERESA	WY01	TERESA WY.	STONEBROOK DR	KATE DR	250	22	5,500	R - Residential/Local	A - AC	79	28.74
THREEF	LN01	THREE FORKS LN	COUNTRY WY	SOUTH FORKS LN	600	20	12,000	R - Residential/Local	O - AC/AC	71	23.27
TORELL	LN01	TORELLO LN.	MANUELLA RD.	END	400	17	6,800	R - Residential/Local	O - AC/AC	48	9.93
TRACY	CT01	TRACY CT.	ARASTRADERO	END	265	20	5,500	R - Residential/Local	A - AC	86	29.9
TWINOA	CT01	TWIN OAKS CT.	ARASTRADERO RD.	END	125	22	2,750	R - Residential/Local	A - AC	87	36.58
URSULA	LN01	URSULA LN.	BLACK MOUNTAIN	END	600	20	14,000	R - Residential/Local	O - AC/AC	89	47.71
VIACER	GO01	VIA CERRO GORDO	BRIONES WY	END	710	18	14,280	R - Residential/Local	O - AC/AC	62	17.57
VIACOR	WY01	VIA CORITA WY.	NATOMA	END	355	20	7,100	R - Residential/Local	O - AC/AC	80	30.46
VIAFEL	FE01	VIA FELIZ	PAGE MILL RD.	END	1,480	20	29,600	R - Residential/Local	A - AC	80	26.13
VIAVEN	WY01	VIA VENTANA WY	PAGE MILL RD	BRIONES WY	1,610	18	28,980	R - Residential/Local	O - AC/AC	77	25.57
VIAVEN	WY02	VIA VENTANA WY	BRIONES WY	END	452	18	8,136	R - Residential/Local	O - AC/AC	85	37.7
VISCAI	CT01	VISCAINO CT.	VISCAINO RD.	END	1,100	20	23,400	R - Residential/Local	O - AC/AC	90	42.89
VISCAI	PL01	VISCAINO PL.	VISCAINO RD	END	360	24	9,150	R - Residential/Local	O - AC/AC	72	20.3
VISCAI	RD01	VISCAINO RD.	PURISSIMA RD.	CONCEPCION RD.	3,456	23	79,488	R - Residential/Local	O - AC/AC	74	26.59
VISTAD	CT01	VISTA DE VALLE CT.	TAAFFE	END	360	23	9,280	R - Residential/Local	O - AC/AC	92	49.36
VISTAS	SE01	VISTA SERENA	O'KEEFE	END	750	19	14,250	R - Residential/Local	A - AC	96	34.03
VOORHE	DR01	VOORHEES DR.	EL MONTE RD.	800 S. OF EL MONTE RD.	800	25	21,700	R - Residential/Local	O - AC/AC	83	31.62
WEDITH	AV01	WEST EDITH AVE.	FREMONT RD.	500' N/O FREMONT RD.	500	33	16,500	C - Collector	A - AC	92	21.76
WLOYO	DR01	WEST LOYOLA DR.	CAMINO HERMOSA	HWY280 (EASTBROOK)	4,762	21	100,002	A - Arterial	O - AC/AC	89	29.1
WESTON	DR01	WESTON DR.	FREMONT RD.	END	891	23	20,493	R - Residential/Local	O - AC/AC	92	49.89
WESTWI	WY01	WESTWIND WY	CONCEPCION RD	LA PALOMA RD	1,070	22	23,540	R - Residential/Local	O - AC/AC	81	30.21
WILDPL	LN01	WILD PLUM LN.	MIRANDA	END	650	20	14,500	R - Residential/Local	A - AC	49	9.07
WINDSO	CT01	WINDSOR CT.	BLACK MOUNTAIN	END	205	22	5,510	R - Residential/Local	O - AC/AC	89	44.59
YALE	CT01	YALE CT	LIDDICOAT CR	END	130	16	4,280	R - Residential/Local	O - AC/AC	90	47.35

- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor



Appendix F

Sections Selected for Treatment
Current Budget Scenario

Maps – Scenario Treatments

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 4.00%

Printed: 10/31/2012

Scenario: (2) Current Budget

Year	Budget	PM Amt	Year	Budget	PM Amt	Year	Budget	PM Amt
2013	\$500,000	10%	2014	\$500,000	10%	2015	\$500,000	10%
2016	\$500,000	10%	2017	\$500,000	10%			

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
Year: 2013										
BALERI RANCH RD.	BALERI RANCH RD.	NORTH END	BALERI	RD01	R	AC	78	\$3,556	21,039	SLURRY SEAL WITH DIGOUTS
BALERI RANCH RD.	BALERI RANCH RD.	SOUTH END	BALERI	RD02	R	AC	76	\$3,670	19,971	SLURRY SEAL WITH DIGOUTS
JESSICA LN.	DAWSON DR.	END	JESSIC	LN01	R	AC	72	\$7,083	18,006	SLURRY SEAL WITH DIGOUTS
Treatment Total								\$14,309		
ALEXIS DR.	PAGE MILL RD.	TOWN LIMIT	ALEXIS	DR01	R	AC	100	\$26,150	24,640	2" OVERLAY WITH DIGOUTS
EDGERTON RD	BLACK MOUNTAIN RD	END	EDGERT	RD01	R	AC/AC	100	\$77,574	23,932	2" OVERLAY WITH DIGOUTS
FAWN CREEK CT.	PAGE MILL RD.	END	FAWNCR	CT01	R	AC	100	\$29,778	24,080	2" OVERLAY WITH DIGOUTS
LA CRESTA DR.	ARASTRADERO RD.	900' south of NINA PL.	LACRES	DR01	R	AC	100	\$110,820	23,748	2" OVERLAY WITH DIGOUTS
SCARFF WY	MANUELLA RD	END	SCARFF	WY01	R	AC/AC	100	\$13,135	23,455	2" OVERLAY WITH DIGOUTS
TORELLO LN.	MANUELLA RD.	END	TORELL	LN01	R	AC/AC	100	\$13,956	23,650	2" OVERLAY WITH DIGOUTS
WILD PLUM LN.	MIRANDA	END	WILDPL	LN01	R	AC	100	\$29,758	23,748	2" OVERLAY WITH DIGOUTS
Treatment Total								\$301,171		
BLACK MOUNTAIN RD.	ALTAMONT RD.	N. of MELODY LN.	BLACKM	RD01	R	AC/AC	76	\$22,587	29,015	SLURRY SEAL AND CRACK SEAL
BLACK MOUNTAIN RD.	N. of MELODY LN.	NATOMA RD.	BLACKM	RD02	R	AC/AC	73	\$3,916	28,260	SLURRY SEAL AND CRACK SEAL
BYRD LN.	NATOMA RD.	END	BYRD	LN01	R	AC	77	\$9,874	34,075	SLURRY SEAL AND CRACK SEAL
JOSEFA LN.	ELENA RD.	PVMNT CHG/ 283' E/O ELENA RD	JOSEFA	LN01	R	AC	74	\$2,664	26,499	SLURRY SEAL AND CRACK SEAL
MATADERO CREEK CT.	MATADERO CREEK LN.	END	MATADE	CT01	R	AC/AC	75	\$6,451	28,797	SLURRY SEAL AND CRACK SEAL
NEWBRIDGE DR.	LA PALMOA	BOTH ENDS	NEWBRI	DR01	R	AC	74	\$10,178	23,732	SLURRY SEAL AND CRACK SEAL

** - Treatment from Project Selection

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
SADDLE CT.	SADDLE MOUNTAIN DR.	END	SADDLE	CT01	R	AC	71	\$7,427	28,714	SLURRY SEAL AND CRACK SEAL
SADDLE MOUNTAIN DR.	STIRRUP WY.	END	SADDLE	DR01	R	AC	76	\$22,579	32,124	SLURRY SEAL AND CRACK SEAL
VIA CERRO GORDO	BRIONES WY	END	VIACER	GO01	R	AC/AC	70	\$6,109	27,709	SLURRY SEAL AND CRACK SEAL
VISCAINO PL.	VISCAINO RD	END	VISCAI	PL01	R	AC/AC	78	\$3,915	22,669	SLURRY SEAL AND CRACK SEAL
Treatment Total								\$95,700		
ARIC LN.	FREMONT RD.	END	ARIC	LN01	R	AC	90	\$8,743	44,959	SLURRY SEAL
BALERI RANCH RD.	PAGE MILL RD.	BALERI RANCH RD.	BALERI	RD03	R	AC	81	\$2,272	41,846	SLURRY SEAL
CORTE MADERA LN.	CONCEPCION RD.	END	CORTEM	LN01	R	AC	89	\$5,394	42,113	SLURRY SEAL
KATE DR.	TERESA WY	LAURAL CT	KATE	DR02	R	AC	87	\$4,620	41,112	SLURRY SEAL
LA CRESTA CT.	LA CRESTA DR.	END	LACRES	CT01	R	AC	91	\$7,417	44,304	SLURRY SEAL
PROSPECT AVE.	EDGECLIFF PL.	STONEBROOK DR.	PROSPE	AV01	R	AC	87	\$17,500	44,346	SLURRY SEAL
SAMUEL LN.	PURISSIMA	END	SAM	LN01	R	AC	82	\$1,712	42,485	SLURRY SEAL
TWIN OAKS CT.	ARASTRADERO RD.	END	TWINOA	CT01	R	AC	92	\$1,070	34,647	SLURRY SEAL
Treatment Total								\$48,728		
BRIONES WAY	ALTAMONT RD.	VIA VENTANA WY.	BRIONE	WY01	C	AC/AC	81	\$155	856,181	SEAL CRACKS
BURKE RD.	CHAPIN RD.	100' N. of OLD ALTOS RD./ COP	BURKE	RD01	C	AC/AC	76	\$307	659,224	SEAL CRACKS
CAMINO HERMOSA	RAVENSBURY AVE. (NORTH)	RAVENSBURY AVE. (SOUTH)	CAMINO	DR01	A	AC/AC	84	\$218	1,486,356	SEAL CRACKS
CARILLO LN.	LA CRESTA DR.	END	CARILL	LN01	R	AC/AC	86	\$21	920,695	SEAL CRACKS
CONCEPTION RD.	FREMONT RD.	PURISSIMA RD.	CONCEP	RD01	C	AC/AC	80	\$484	704,781	SEAL CRACKS
DEERFIELD DR.	FREMONT RD.	END	DEERFI	DR01	R	AC/AC	86	\$30	920,695	SEAL CRACKS
DIANNE DR.	O'KEEFE LN.	END	DIANNE	DR01	R	AC/AC	88	\$24	1,841,372	SEAL CRACKS
FREMONT RD.	ST. FRANCIS DR.	CONCEPCION RD.	FREMON	RD02	C	AC/AC	78	\$181	907,014	SEAL CRACKS
FREMONT RD.	CONCEPCION RD.	MIRANDA RD.	FREMON	RD03	C	AC/AC	85	\$214	854,976	SEAL CRACKS
HILLPARK LN.	RAVENSBURY AVE	END (BOTH CUL DE SACS)	HILPRK	LN01	R	AC/AC	85	\$48	669,928	SEAL CRACKS
KINGSLEY AVE.	ALTA DENA DR	END	KINGLY	WY01	R	AC/AC	80	\$57	572,396	SEAL CRACKS
LA PALOMA RD.	FREMONT RD.	NEWBRIDGE DR.	LAPALO	RD01	C	AC/AC	81	\$245	862,265	SEAL CRACKS
LA RENA LN.	DIANNE DR.	END	LARENA	LN01	R	AC/AC	88	\$24	1,841,372	SEAL CRACKS
LIDDICOAT DR	ARASTRADERO RD	LIDDICOAT CR	LIDDIC	DR01	R	AC/AC	87	\$35	1,286,143	SEAL CRACKS
MANUELLA RD.	FREMONT	ALICANTE	MANUEL	RD01	C	AC/AC	85	\$65	1,400,703	SEAL CRACKS

** - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
MANUELLA RD.	ALICANTE	400' north of SCARFF	MANUEL	RD02	C	AC/AC	78	\$339	744,394	SEAL CRACKS
MOODY RD.	ELENA RD.	ALTAMONT RD.	MOODY	RD01	C	AC/AC	84	\$112	725,578	SEAL CRACKS
MOODY RD.	ALTAMONT RD.	FRANCEMONT AVE.	MOODY	RD02	C	AC/AC	84	\$198	725,578	SEAL CRACKS
MOODY RD.	FRANCEMONT AVE.	570 W/O MURIETA LN.	MOODY	RD03	C	AC/AC	82	\$300	583,289	SEAL CRACKS
OAK KNOLL CIRCLE	STONEBROOK DR	OAK KNOLL CIR	OAKKNO	CR01	R	AC	88	\$158	482,022	SEAL CRACKS
ORTEGA DR.	ST. FRANCIS RD.	END	ORTEGA	DR01	R	AC/AC	82	\$78	466,451	SEAL CRACKS
PALO HILLS DR.	FREMONT RD.	END	PALOHI	DR01	R	AC/AC	83	\$63	559,797	SEAL CRACKS
PURISSIMA RD.	ARASTRADERO RD.	ELENA RD.	PURISS	RD01	C	AC/AC	85	\$149	838,044	SEAL CRACKS
PURISSIMA RD.	ELENA RD.	VISCAINO RD.	PURISS	RD02	C	AC/AC	89	\$7	10,519,056	SEAL CRACKS
RANCHO MANUELLA LN.	MANUELLA RD.	END	RANCHO	LN01	R	AC	80	\$49	543,230	SEAL CRACKS
STIRRUP WY.	SADDLE MOUNTAIN RD.	END	STIRRU	WY01	R	AC	79	\$89	533,945	SEAL CRACKS
STIRRUP WY	ARASTRADERO RD.	SADDLE MOUNTAIN RD.	STIRRU	WY02	R	AC	78	\$44	756,997	SEAL CRACKS
TEPA WY.	MOODY RD	SUMMITWOOD RD	TEPA	WY00	R	AC/AC	86	\$56	862,141	SEAL CRACKS
TRACY CT.	ARASTRADERO	END	TRACY	CT01	R	AC	86	\$18	523,756	SEAL CRACKS
WEST EDITH AVE.	FREMONT RD.	500' N/O FREMONT RD.	WEDITH	AV01	C	AC	91	\$31	573,537	SEAL CRACKS
WEST LOYOLA DR.	CAMINO HERMOSA	HWY280 (EASTBROOK)	WLOYO	DR01	A	AC/AC	89	\$27	9,306,893	SEAL CRACKS
Treatment Total								\$3,826		
ALTAMONT RD.	PAGE MILL RD.	BLACK MOUNTAIN RD.	ALTAMO	RD01	C	AC	80	\$16,330	18,906	DEEP PATCH
MAGDALENA AVE.	STONEBROOK	RAVENSBURY	MAGDAL	AV02	C	AC/AC	69	\$19,734	25,836	DEEP PATCH
Treatment Total								\$36,064		
Year 2013 Total								\$499,798		
Year: 2014										
MATADERO CREEK LN.	PAGE MILL	MATADERO CREEK CT.	MATADE	LN01	R	AC	100	\$30,081	22,662	2" OVERLAY WITH DIGOUTS
Treatment Total								\$30,081		
EL MONTE AVE. (WB)	O'KEEFE LN.	COLLEGE RD.	ELMONT	AV03	A	AC/AC	100	\$339,669	22,667	4" OVERLAY WITH DIGOUTS
Treatment Total								\$339,669		
CHAPIN RD.	BURKE RD.	ROBLEDA RD.	CHAPIN	RD01	R	AC/AC	78	\$12,969	28,140	SLURRY SEAL AND CRACK SEAL
LEANDER DR.	PURISSIMA RD.	END	LEANDE	DR01	R	AC	78	\$5,619	27,926	SLURRY SEAL AND CRACK SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
LUPINE RD.	PAGE MILL RD.	END	LUPINE	RD01	R	AC/AC	78	\$11,540	29,081	SLURRY SEAL AND CRACK SEAL
PASEO DEL ROBLE CT	PASEO DEL ROBLE DR	END	PASEOD	CT01	R	AC/AC	78	\$1,780	28,055	SLURRY SEAL AND CRACK SEAL
SOUTH FORK LN.	THREE FORKS LN.	MIDDLE FORK LN.	SOFORK	LN01	R	AC	78	\$1,674	26,335	SLURRY SEAL AND CRACK SEAL
THREE FORKS LN	COUNTRY WY	SOUTH FORKS LN	THREEF	LN01	R	AC/AC	78	\$5,339	28,056	SLURRY SEAL AND CRACK SEAL
								Treatment Total	\$38,921	
HIDDEN SPRING CT.	ALTAMONT RD.	END	HIDDEN	CT01	R	AC	84	\$1,911	38,507	SLURRY SEAL
LA CRESTA DR.	900' south of NINA PL.	VISCAINO	LACRES	DR02	R	AC	81	\$24,651	40,648	SLURRY SEAL
LAURAL CT	END (S)	END (N)	LAURAL	CT01	R	AC	84	\$6,795	36,253	SLURRY SEAL
MANDOLI DR.	ARASTRADERO DR.	END	MANDOL	DR01	R	AC	88	\$9,458	40,980	SLURRY SEAL
ROBLE VENENO LN.	CONCEPCION RD.	END	ROBLEV	LN01	R	AC	87	\$3,139	38,667	SLURRY SEAL
TERESA WY.	STONEBROOK DR	KATE DR	TERESA	WY01	R	AC	85	\$2,225	37,379	SLURRY SEAL
URSULA LN.	BLACK MOUNTAIN	END	URSULA	LN01	R	AC/AC	93	\$5,663	39,495	SLURRY SEAL
								Treatment Total	\$53,842	
BERKSHIRE DR.	WEST LOYOLA	594' N/O WEST LOYOLA	BERKSH	DR01	R	AC/AC	85	\$32	541,090	SEAL CRACKS
COUNTRY WY.	PAGE MILL RD.	END	COUNTR	WY01	R	AC/AC	89	\$4	9,158,202	SEAL CRACKS
EMERALD HILL LN.	PROSPECT AVE.	END	EMERAL	LN01	R	AC	74	\$79	463,373	SEAL CRACKS
ESTACADA WY.	ESTACADA DR.	END	ESTACA	WY01	R	AC/AC	89	\$2	9,158,202	SEAL CRACKS
FREMONT RD.	MIRANDA RD.	WEST EDITH	FREMOM	RD04	C	AC/AC	88	\$21	2,485,994	SEAL CRACKS
LA PALOMA RD.	NEWBRIDGE DR	ALTA TIERRA RD.	LAPALO	RD02	C	AC/AC	89	\$9	6,838,167	SEAL CRACKS
LA PALOMA RD.	ALTA TIERRA RD.	PURISSIMA RD.	LAPALO	RD03	C	AC/AC	89	\$4	20,078,099	SEAL CRACKS
NATOMA RD.	ELENA RD.	S/O BLACK MOUNTAIN RD.	NATOMA	RD01	C	AC/AC	84	\$216	696,504	SEAL CRACKS
VISCAINO CT.	VISCAINO RD.	END	VISCAI	CT01	R	AC/AC	89	\$5	9,158,202	SEAL CRACKS
								Treatment Total	\$372	
ALTAMONT RD.	CORBETTA LN.	MOODY RD.	ALTAMO	RD04	C	AC/AC	73	\$15,974	23,150	DEEP PATCH
MAGDALENA AVE.	STONEBROOK	RAVENSBURY	MAGDAL	AV02	C	AC/AC	72	\$20,524	25,030	DEEP PATCH
								Treatment Total	\$36,498	
								Year 2014 Total	\$499,383	

Year: 2015

** - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
ALICANTE LN.	MANUELLA RD.	END	ALICAN	LN01	R	AC	100	\$43,581	13,524	REMOVE and REPLACE 4IN A.C.
BERRY HILL CT.	PAGE MILL RD.	END	BERRYH	CT01	R	AC	100	\$38,244	13,524	REMOVE and REPLACE 4IN A.C.
BURKE RD.	CHAPIN RD.	SUNSET DR.	BURKE	RD02	R	AC	100	\$23,305	13,524	REMOVE and REPLACE 4IN A.C.
CATHARINE CT	DONELSON PL.	END	CATHAR	CT01	R	AC/AC	100	\$38,609	13,524	REMOVE and REPLACE 4IN A.C.
DONELSON PL.	FREMONT RD.	END	DONELS	PL01	R	AC	100	\$51,543	13,524	REMOVE and REPLACE 4IN A.C.
								Treatment Total	\$195,282	
ADONNA CT	ELENA RD	END	ADONNA	CT01	R	AC/AC	74	\$7,930	15,025	SLURRY SEAL WITH DIGOUTS
ASCENSION DR.	ST. FRANCIS RD.	END	ASCENS	DR01	R	AC	74	\$9,976	14,813	SLURRY SEAL WITH DIGOUTS
GOLDEN HILL CT.	LA PALOMA RD.	END	GOLDEN	CT01	R	AC	71	\$11,538	16,660	SLURRY SEAL WITH DIGOUTS
HILLTOP RD.	BARLEY HILL RD	END	HILLTO	RD01	R	AC/AC	72	\$12,345	15,593	SLURRY SEAL WITH DIGOUTS
JESSICA LN.	DAWSON DR.	END	JESSIC	LN01	R	AC	78	\$7,661	18,359	SLURRY SEAL WITH DIGOUTS
MATADERO CREEK LN.	MATADERO CREEK CT.	END	MATADE	LN02	R	AC	76	\$17,980	15,031	SLURRY SEAL WITH DIGOUTS
ORCHARD HILL LN.	ROBLEDA RD	END	ORCHAR	LN01	R	AC	77	\$19,106	15,187	SLURRY SEAL WITH DIGOUTS
PASEO DEL ROBLE DR.	PAGE MILL RD.	MIR MIROU DR.	PASEOD	DR01	R	AC	74	\$19,787	14,813	SLURRY SEAL WITH DIGOUTS
ROBLE BLANCO DR	PASEO DEL ROBLE DR	END	ROBLEB	DR01	R	AC/AC	74	\$14,537	15,825	SLURRY SEAL WITH DIGOUTS
								Treatment Total	\$120,860	
BERRY HILL LN.	BERRYHILL CT	END	BERRYH	LN01	R	AC	100	\$29,766	21,757	2" OVERLAY WITH DIGOUTS
								Treatment Total	\$29,766	
BARTON CT.	FREMONT RD.	END	BARTON	CT01	R	AC	78	\$2,050	25,282	SLURRY SEAL AND CRACK SEAL
DORI LN.	ROBLEDA RD.	END	DORI	LN01	R	AC	78	\$2,983	28,648	SLURRY SEAL AND CRACK SEAL
FRANCEMONT AVE	MOODY RD	END	FRANCE	AV01	R	AC	78	\$4,963	29,618	SLURRY SEAL AND CRACK SEAL
NINA PL.	LA CRESTA DR.	END	NINA	PL01	R	AC	78	\$8,868	26,436	SLURRY SEAL AND CRACK SEAL
PADRE CT.	ALTAMONT RD.	END	PADRE	CT01	R	AC/AC	78	\$3,165	27,019	SLURRY SEAL AND CRACK SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
ROBLE ALTO CT	ROBLE ALTO DR	END	ROBLEA	CT01	R	AC/AC	77	\$2,980	26,895	SLURRY SEAL AND CRACK SEAL
SPRINGHILL DR.	MANUELLA RD.	END	SPRING	DR01	R	AC	79	\$3,258	33,235	SLURRY SEAL AND CRACK SEAL
VISCAINO RD.	PURISSIMA RD.	CONCEPCION RD.	VISCAI	RD01	R	AC/AC	78	\$36,778	29,197	SLURRY SEAL AND CRACK SEAL
								Treatment Total	\$65,045	
ALTADENA DR.	MANUELLA RD.	KINGSLEY AVE	ALTADE	DR01	R	AC/AC	93	\$3,710	33,932	SLURRY SEAL
BARLEY HILL RD.	HILLTOP DR.	END	BARLEY	RD01	R	AC/AC	90	\$11,744	35,002	SLURRY SEAL
HILLTOP DR.	BARLEY HILL RD.	SUMMERHILL AVE.	HILLTO	DR01	R	AC/AC	89	\$24,733	34,107	SLURRY SEAL
MAPLE LEAF CT.	ELENA RD.	CULDESAC	MAPLEL	CT01	R	AC	84	\$1,268	30,616	SLURRY SEAL
OLD RANCH RD.	RAVENSBURY RD.	END	OLDRRD	RD01	R	AC	87	\$9,661	35,076	SLURRY SEAL
SALTAMONTES DR.	ESTACADA DR.	END	SALTAM	DR01	R	AC/AC	92	\$8,733	33,392	SLURRY SEAL
STIRRUP WY	ARASTRADERO RD.	SADDLE MOUNTAIN RD.	STIRRU	WY02	R	AC	84	\$3,242	42,139	SLURRY SEAL
VIA VENTANA WY	BRIONES WY	END	VIAVEN	WY02	R	AC/AC	89	\$3,423	34,107	SLURRY SEAL
WINDSOR CT.	BLACK MOUNTAIN	END	WINDSO	CT01	R	AC/AC	92	\$2,318	33,392	SLURRY SEAL
YALE CT	LIDDICOAT CR	END	YALE	CT01	R	AC/AC	93	\$1,801	33,932	SLURRY SEAL
								Treatment Total	\$70,633	
DEER CREEK LN	PURISSIMA ROAD	CUL DE SAC/PRIVATE ROAD	DEERCR	LN01	R	AC	89	\$33	412,841	SEAL CRACKS
ELENA RD.	VINEDO LN.	MOODY RD.	ELENA	RD05	C	AC/AC	88	\$73	1,347,107	SEAL CRACKS
LA CRESTA DR.	VISCAINO	END	LACRES	DR03	R	AC/AC	88	\$31	2,079,779	SEAL CRACKS
NATOMA RD.	S/O BLACK MOUNTAIN RD.	E/O LUCERO LN.	NATOMA	RD02	C	AC/AC	88	\$27	1,793,785	SEAL CRACKS
PURISSIMA RD.	VISCAINO RD.	CONCEPCION RD.	PURISS	RD03	C	AC/AC	89	\$21	7,351,747	SEAL CRACKS
PURISSIMA RD.	CONCEPCION RD.	ROBLEDA RD.	PURISS	RD04	C	AC/AC	84	\$185	678,354	SEAL CRACKS
ROBLE LADERA RD.	VISCAINO DR.	PURISSIMA DR.	ROBLEL	RD01	R	AC/AC	84	\$164	602,697	SEAL CRACKS
STONEBROOK DR.	EL MONTE AVE.	S/O PROSPECT AVE.	STONEB	DR01	C	AC/AC	88	\$73	1,347,107	SEAL CRACKS
								Treatment Total	\$607	
ALTAMONT RD.	PAGE MILL RD.	BLACK MOUNTAIN RD.	ALTAMO	RD01	C	AC	80	\$17,663	17,579	DEEP PATCH
								Treatment Total	\$17,663	
								Year 2015 Total	\$499,856	

Year: 2016

** - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
BYRNE PARK LN.	ALTAMONT RD.	END	BYRNEP	LN01	R	AC	100	\$126,114	13,004	REMOVE and REPLACE 4IN A.C.
GREEN HILLS CT.	ELENA RD.	END	GREENH	CT01	R	AC	100	\$36,922	13,004	REMOVE and REPLACE 4IN A.C.
								Treatment Total	\$163,036	
ST. FRANCIS RD.	LA CRESTA DR.	ASCENSION DR.	STFRAN	RD01	R	AC	100	\$178,076	21,116	2" OVERLAY WITH DIGOUTS
								Treatment Total	\$178,076	
BLANDOR WY	OLIVE TREE LN.	MAGDALENA AVE.	BLANDO	WY01	R	AC/AC	78	\$9,817	25,941	SLURRY SEAL AND CRACK SEAL
BLED SOE CT.	MOODY RD.	END	BLED SO	CT01	R	AC	77	\$2,443	27,844	SLURRY SEAL AND CRACK SEAL
KATE DR.	END EAST	TERESA WY	KATE	DR01	R	AC	78	\$9,288	27,188	SLURRY SEAL AND CRACK SEAL
OLD RANCH LN.	OLD RANCH RD	END	OLDRLN	LN01	R	AC	77	\$6,400	23,327	SLURRY SEAL AND CRACK SEAL
								Treatment Total	\$27,948	
ALEJANDRO DR.	ST.FRANCIS RD.	END (SOUTH)	ALEJAN	DR01	R	AC/AC	94	\$3,439	30,750	SLURRY SEAL
COLINA DR.	HILLTOP	END	COLINA	DR01	R	AC/AC	87	\$5,359	32,500	SLURRY SEAL
ESPERANZA DR.	CONCEPCION RD	ESPERANZA DR	ESPERA	DR01	R	AC	80	\$25,735	31,254	SLURRY SEAL
LIDDICOAT CR	LIDDICOAT DR	LIDDICOAT DR	LIDDIC	CR01	R	AC/AC	92	\$21,313	33,580	SLURRY SEAL
NORMANDY LN.	O'KEEFE LN.	END	NORMAN	LN01	R	AC/AC	91	\$8,421	32,812	SLURRY SEAL
VIA CORITA WY.	NATOMA	END	VIACOR	WY01	R	AC/AC	83	\$3,106	30,094	SLURRY SEAL
VISTA DE VALLE CT.	TAAFFE	END	VISTAD	CT01	R	AC/AC	94	\$4,060	28,521	SLURRY SEAL
								Treatment Total	\$71,433	
BENTLEY CT.	BURKE RD.	END	BENTLE	CT01	R	AC/AC	88	\$8	1,216,932	SEAL CRACKS
CAMINO HERMOSA	RAVENSBURY AVE. (NORTH)	RAVENSBURY AVE. (SOUTH)	CAMINO	DR01	A	AC/AC	82	\$320	1,147,793	SEAL CRACKS
CRESTRIDGE DR.	RAVENSBURY AVE.	END	CRESTR	DR01	R	AC/AC	88	\$11	2,152,616	SEAL CRACKS
HORSESHOE CT.	HORSESHOE LN.	END	HORSES	CT01	R	AC/AC	88	\$12	1,216,932	SEAL CRACKS
NATOMA RD.	E. of LUCERO LN.	ALTAMONT RD.	NATOMA	RD03	C	AC/AC	89	\$12	7,066,820	SEAL CRACKS
ROLLY RD.	WEST LOYOLA	300' W/O KENBAR DR	ROLLYR	RD01	R	AC/AC	88	\$9	1,640,932	SEAL CRACKS
WEST LOYOLA DR.	CAMINO HERMOSA	HWY280 (EASTBROOK)	WLOYO	DR01	A	AC/AC	86	\$281	1,412,400	SEAL CRACKS
								Treatment Total	\$653	
ALTAMONT RD.	PAGE MILL RD.	BLACK MOUNTAIN RD.	ALTAMO	RD01	C	AC	81	\$18,369	16,889	DEEP PATCH
ALTAMONT RD.	CORBETTA LN.	MOODY RD.	ALTAMO	RD04	C	AC/AC	74	\$17,278	21,135	DEEP PATCH

** - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
MAGDALENA AVE.	STONEBROOK	RAVENSBURY	MAGDAL	AV02	C	AC/AC	73	\$22,199	23,111	DEEP PATCH
								Treatment Total	\$57,846	
								Year 2016 Total	\$498,992	
Year: 2017										
MURIETTA LN.	MOODY RD.	END	MURIET	LN01	R	AC	100	\$74,192	12,504	REMOVE and REPLACE 4IN A.C.
TEPA WY.	SUMMITWOOD RD	END	TEPA	WY01	R	AC	100	\$74,108	12,504	REMOVE and REPLACE 4IN A.C.
								Treatment Total	\$148,300	
GOLDEN HILL CT.	LA PALOMA RD.	END	GOLDEN	CT01	R	AC	78	\$12,479	17,157	SLURRY SEAL WITH DIGOUTS
HILLTOP RD.	BARLEY HILL RD	END	HILLTO	RD01	R	AC/AC	78	\$13,352	15,036	SLURRY SEAL WITH DIGOUTS
								Treatment Total	\$25,831	
ARASTRADERO RD.	PAGE MILL RD.	TOWN LIMIT	ARASTR	RD02	A	AC	100	\$193,767	15,854	4" OVERLAY WITH DIGOUTS
								Treatment Total	\$193,767	
ASCENSION DR.	ANACAPA DR.	ST. FRANCIS DR.	ASCENS	DR02	R	AC/AC	78	\$21,633	24,998	SLURRY SEAL AND CRACK SEAL
EMERALD HILL LN.	PROSPECT AVE.	END	EMERAL	LN01	R	AC	78	\$5,455	23,431	SLURRY SEAL AND CRACK SEAL
FINN LN.	PROSPECT AVE.	END	FINN	LN01	R	AC	78	\$5,881	23,367	SLURRY SEAL AND CRACK SEAL
VIA VENTANA WY	PAGE MILL RD	BRIONES WY	VIAVEN	WY01	R	AC/AC	77	\$14,503	22,685	SLURRY SEAL AND CRACK SEAL
								Treatment Total	\$47,472	
ALTA TIERRA RD.	ROBLEDA RD	LA PALOMA RD	ALTATI	RD01	R	AC/AC	94	\$12,452	29,496	SLURRY SEAL
ANACAPA CT.	ANACAPA DR.	END	ANACAP	CT01	R	AC/AC	90	\$2,161	22,017	SLURRY SEAL
STORY HILL LN.	PAGE MILL RD.	END	STORYH	LN01	R	AC/AC	83	\$13,127	30,011	SLURRY SEAL
SUMMITWOOD RD.	TEPA WY	LA LOMA DR	SUMMIT	RDO1	R	AC/AC	92	\$22,309	30,761	SLURRY SEAL
WESTON DR.	FREMONT RD.	END	WESTON	DR01	R	AC/AC	93	\$9,324	31,403	SLURRY SEAL
								Treatment Total	\$59,373	
ALEXIS DR.	PAGE MILL RD.	TOWN LIMIT	ALEXIS	DR01	R	AC	88	\$16	1,178,324	SEAL CRACKS
ALTAMONT RD.	BLACK MOUNTAIN RD.	TAAFFE RD.	ALTAMO	RD02	C	AC/AC	88	\$53	3,611,526	SEAL CRACKS
ARIC LN.	FREMONT RD.	END	ARIC	LN01	R	AC	88	\$72	790,481	SEAL CRACKS

** - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
BALERI RANCH RD.	BALERI RANCH RD.	NORTH END	BALERI	RD01	R	AC	76	\$38	559,370	SEAL CRACKS
BALERI RANCH RD.	BALERI RANCH RD.	SOUTH END	BALERI	RD02	R	AC	74	\$42	510,870	SEAL CRACKS
BALERI RANCH RD.	PAGE MILL RD.	BALERI RANCH RD.	BALERI	RD03	R	AC	79	\$38	643,195	SEAL CRACKS
BLACK MOUNTAIN RD.	ALTAMONT RD.	N. of MELODY LN.	BLACKM	RD01	R	AC/AC	73	\$420	450,869	SEAL CRACKS
BRIONES WAY	ALTAMONT RD.	VIA VENTANA WY.	BRIONE	WY01	C	AC/AC	77	\$223	657,083	SEAL CRACKS
BYRD LN.	NATOMA RD.	END	BYRD	LN01	R	AC	75	\$180	534,445	SEAL CRACKS
CONCEPTION RD.	FREMONT RD.	PURISSIMA RD.	CONCEP	RD01	C	AC/AC	75	\$691	559,644	SEAL CRACKS
CORTE MADERA LN.	CONCEPCION RD.	END	CORTEM	LN01	R	AC	87	\$50	731,304	SEAL CRACKS
EDGERTON RD	BLACK MOUNTAIN RD	END	EDGERT	RD01	R	AC/AC	88	\$46	1,178,324	SEAL CRACKS
EL MONTE AVE. (WB)	O'KEEFE LN.	COLLEGE RD.	ELMONT	AV03	A	AC/AC	87	\$156	1,588,468	SEAL CRACKS
FAWN CREEK CT.	PAGE MILL RD.	END	FAWNCR	CT01	R	AC	88	\$18	1,178,324	SEAL CRACKS
FREMONT RD.	ST. FRANCIS DR.	CONCEPCION RD.	FREMONT	RD02	C	AC/AC	75	\$235	702,034	SEAL CRACKS
FREMONT RD.	CONCEPCION RD.	MIRANDA RD.	FREMONT	RD03	C	AC/AC	80	\$435	604,545	SEAL CRACKS
KATE DR.	TERESA WY	LAURAL CT	KATE	DR02	R	AC	85	\$51	694,402	SEAL CRACKS
LA CRESTA CT.	LA CRESTA DR.	END	LACRES	CT01	R	AC	89	\$57	784,596	SEAL CRACKS
LA CRESTA DR.	ARASTRADERO RD.	900' south of NINA PL.	LACRES	DR01	R	AC	88	\$65	1,178,324	SEAL CRACKS
LA PALOMA RD.	FREMONT RD.	NEWBRIDGE DR.	LAPALO	RD01	C	AC/AC	78	\$353	658,459	SEAL CRACKS
MANUELLA RD.	FREMONT	ALICANTE	MANUEL	RD01	C	AC/AC	82	\$110	946,489	SEAL CRACKS
MANUELLA RD.	ALICANTE	400' north of SCARFF	MANUEL	RD02	C	AC/AC	75	\$454	597,110	SEAL CRACKS
MOODY RD.	ELENA RD.	ALTAMONT RD.	MOODY	RD01	C	AC/AC	79	\$222	538,765	SEAL CRACKS
MOODY RD.	ALTAMONT RD.	FRANCEMONT AVE.	MOODY	RD02	C	AC/AC	79	\$393	538,765	SEAL CRACKS
MOODY RD.	FRANCEMONT AVE.	570 W/O MURIETA LN.	MOODY	RD03	C	AC/AC	76	\$519	474,978	SEAL CRACKS
PROSPECT AVE.	EDGECLIFF PL.	STONEBROOK DR.	PROSPE	AV01	R	AC	85	\$195	746,551	SEAL CRACKS
PURISSIMA RD.	ARASTRADERO RD.	ELENA RD.	PURISS	RD01	C	AC/AC	80	\$326	586,843	SEAL CRACKS
PURISSIMA RD.	ELENA RD.	VISCAINO RD.	PURISS	RD02	C	AC/AC	85	\$120	1,014,714	SEAL CRACKS
SADDLE MOUNTAIN DR.	STIRRUP WY.	END	SADDLE	DR01	R	AC	74	\$430	490,227	SEAL CRACKS
SAMUEL LN.	PURISSIMA	END	SAM	LN01	R	AC	80	\$27	668,046	SEAL CRACKS
SCARFF WY	MANUELLA RD	END	SCARFF	WY01	R	AC/AC	88	\$8	1,178,324	SEAL CRACKS
TORELLO LN.	MANUELLA RD.	END	TORELL	LN01	R	AC/AC	88	\$9	1,178,324	SEAL CRACKS
TWIN OAKS CT.	ARASTRADERO RD.	END	TWINOA	CT01	R	AC	88	\$9	641,915	SEAL CRACKS
VISCAINO PL.	VISCAINO RD	END	VISCAI	PL01	R	AC/AC	73	\$73	354,006	SEAL CRACKS
WILD PLUM LN.	MIRANDA	END	WILDPL	LN01	R	AC	88	\$18	1,178,324	SEAL CRACKS

** - Treatment from Project Selection

Scenarios Criteria:

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
ALTAMONT RD.	PAGE MILL RD.	BLACK MOUNTAIN RD.	ALTAMO	RD01	C	AC	82	\$19,104	15,998	DEEP PATCH
								Treatment Total	\$6,152	
								Treatment Total	\$19,104	
								Year 2017 Total	\$499,999	
								Grand Total	\$2,498,028	

- 2" OVERLAY WITH DIGOUTS
- 4" OVERLAY WITH DIGOUTS
- DEEP PATCH
- REMOVE and REPLACE 4IN A.C.
- REMOVE and REPLACE 6IN A.C
- SEAL CRACKS
- SLURRY SEAL
- SLURRY SEAL AND CRACK SEAL
- SLURRY SEAL WITH DIGOUTS



- 2" OVERLAY WITH DIGOUTS
- 4" OVERLAY WITH DIGOUTS
- DEEP PATCH
- REMOVE and REPLACE 4IN A.C.
- SEAL CRACKS
- SLURRY SEAL
- SLURRY SEAL AND CRACK SEAL
- SLURRY SEAL WITH DIGOUTS



- 2" OVERLAY WITH DIGOUTS
- 4" OVERLAY WITH DIGOUTS
- DEEP PATCH
- REMOVE and REPLACE 4IN A.C.
- SEAL CRACKS
- SLURRY SEAL
- SLURRY SEAL AND CRACK SEAL
- SLURRY SEAL WITH DIGOUTS



- 2" OVERLAY WITH DIGOUTS
- 4" OVERLAY WITH DIGOUTS
- DEEP PATCH
- REMOVE and REPLACE 4IN A.C.
- SEAL CRACKS
- SLURRY SEAL
- SLURRY SEAL AND CRACK SEAL
- SLURRY SEAL WITH DIGOUTS

