

# Final Report

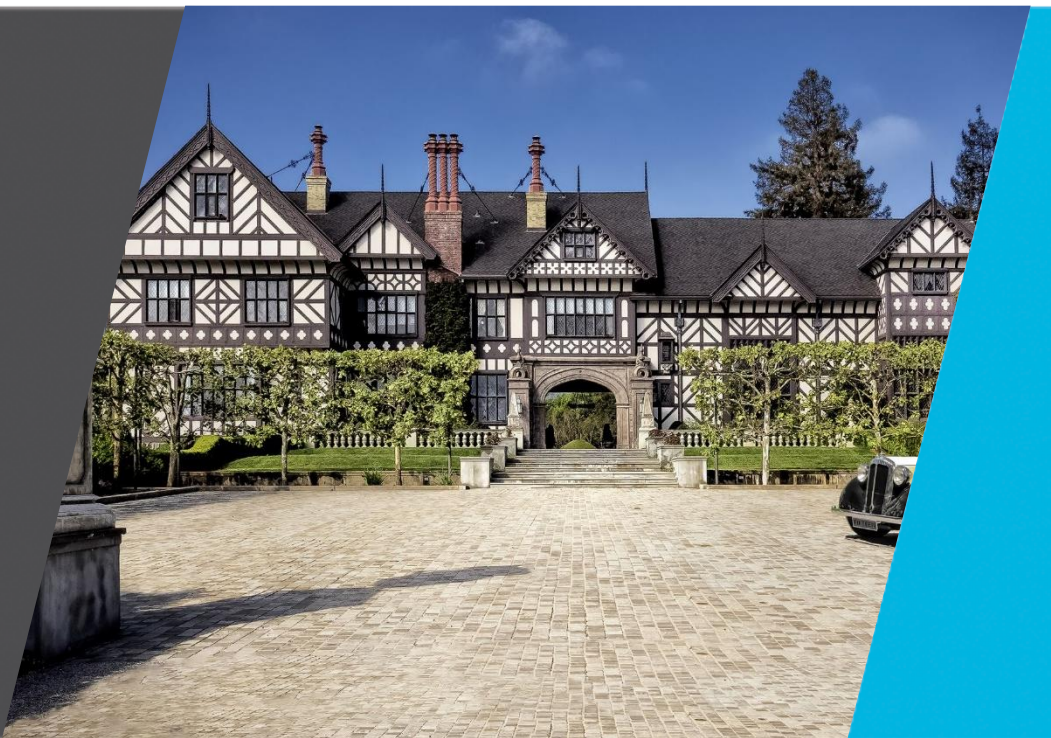
PTAP-25, Pavement Management Program Update

*Town of Los Altos Hills*

## Town of Los Altos Hills

Town of Los Altos Hills  
Public Works  
26379 Fremont Road  
Los Altos Hills, CA 94022

April 2025



1003 W. Cutting Blvd., Suite 110  
Point Richmond, CA 94804  
NCE Project No. 55.161.55

**Final Report****PTAP-25, Pavement Management Program Update****Town of Los Altos Hills**

April 2025

**Prepared for:**

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*The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.*

## Executive Summary

In 2024, Nichols Consulting Engineers, Chtd. (NCE) was selected by the Metropolitan Transportation Commission (MTC) to update the Town of Los Altos Hills’ pavement management program (PMP) as part of the Pavement Management Technical Assistance Program, Round 25 (P-TAP 25). This report summarizes the results of the 2024 update and its purpose to help educate policy makers about the current condition of the street network and the impact of various funding scenarios on future network conditions.

The Town of Los Altos Hills (Town) is responsible for maintaining approximately 62.3 centerline miles of pavement, or 276 pavement sections, which represents a substantial investment of approximately \$86.3 million. In 2024 NCE collected pavement condition data throughout the entire network using MTC distress protocols. Survey data were entered into the StreetSaver® database, which the Town uses as a decision-support tool.

Overall, the Town’s pavement network is currently in “Good” condition with an average pavement condition index (PCI) of 80. Over 86.3 percent of street network is in “Good” condition with 0.6 percent of the streets in “Poor” condition.

The budget needs analysis indicated that the Town needs to spend \$14.3 million over the next five years to bring the street network to a condition that can be maintained with on-going preventive maintenance in the most cost-effective way. Additionally, four alternative budget scenarios were performed to illustrate the impacts of different funding levels. The following table lists each scenario with its corresponding five-year budget, the PCI and deferred maintenance at the end of the analysis period. NCE recommends that the Town pursue Scenario 3, which will maintain the network PCI at 80 in five years. This scenario will improve the portion of the network in “Good” condition and slightly increase the deferred maintenance by 2029. It will require \$8.6 million over the next five years.

Scenario	Description	5-Year Budget (\$M)	2029 PCI	2029 Deferred Maintenance (\$M)
1	Annual Budget of \$1.2M/Yr	6.0	79	9.9
2	Annual Budget of \$1.0M/Yr	5.0	78	11.2
3	Maintain PCI at 80 (\$1.7M/year on Average)	8.6	80	7.2
4	Unconstrained Budget (\$2.8M/Year on Average)	14.1	83	0.3

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Quality Management Report

## 1 Introduction and Background

In 2024, Nichols Consulting Engineers, Chtd. (NCE) was selected by the Metropolitan Transportation Commission (MTC) to update the Town of Los Altos Hills' (Town) pavement management program (PMP) as part of the Pavement Management Technical Assistance Program, Round 25 (P-TAP 25). This report summarizes the results of the 2024/2025 update and its purpose to help educate policy makers about the current condition of the street network and the impact of various funding scenarios on future network condition.

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

The goals of the 2024/2025 update were to:

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

To update Town's PMP, NCE performed a walking condition survey in 2024 using the Metropolitan Transportation Commission's (MTC) modified<sup>2</sup> ASTM D6433<sup>3</sup> survey procedures for the entire network. Walking surveys were performed by one or two-person crews to record all pavement distresses. The surveys did not include non-pavement issues such as traffic, safety and road hazards, geometric issues, shoulders, sidewalks, curb and gutters, drainage issues, or immediate maintenance needs. All survey data were entered into the Town's StreetSaver<sup>®</sup> database, and pavement condition index (PCI) calculations were performed. NCE then met with agency representatives and reviewed and updated the Town's decision tree including maintenance and rehabilitation (M&R) strategies and treatment unit costs. A budget needs analysis was then performed, and four budget scenarios were analyzed for the street network.

This report answers the following questions for the Town:

- What does the Town's pavement network include?
- What is the current condition of the pavement network?
- What are the Town's current M&R strategies?
- How much funding is required to perform all M&R treatments needed over the next five years?

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<sup>1</sup> AASHTO "Guidelines for Pavement Management Systems". American Association of State Highway and Transportation Officials, Washington, DC, July 1990.

<sup>2</sup> PCI Distress Identification Manuals (AC 5th Edition, PCC 4th Edition), Metropolitan Transportation Commission, San Francisco, CA March 2022.

<sup>3</sup> ASTM D6433 Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys, ASTM International, West Conshohocken, PA, 2023, [www.astm.org](http://www.astm.org).

- How will the Town's current funding impact the condition of the network and the overall deferred maintenance??
- What effect will other funding levels have on the network condition and deferred maintenance?

## 2 Network Summary

The Town is responsible for maintaining approximately 62.3 centerline miles of streets (or 276 pavement sections). The majority of the network is composed of asphalt concrete (AC) pavement sections and asphalt concrete overlay (AC/AC)

*Table 1. Network Summary Statistics*

Functional Class	Number of Sections	Centerline Miles	Lane Miles	Network Area (%)
Arterial	9	4.7	9.4	9.2%
Collector	51	21.6	43.1	34.8%
Residential	216	36.0	71.9	56.0%
<b>Total</b>	<b>276</b>	<b>62.3</b>	<b>124.4</b>	<b>100.0%</b>

The street network replacement cost is estimated to be approximately \$86.3 million. This can be viewed as the value of the pavement network and is the amount needed to fund a reconstruction of the entire paved network. The replacement cost is calculated by multiplying the total pavement area by the unit cost of reconstruction of the pavement structure. It does not include related infrastructure assets such as sidewalks, signals, markings, signs, or storm drains.

### 3 Pavement Condition

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

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



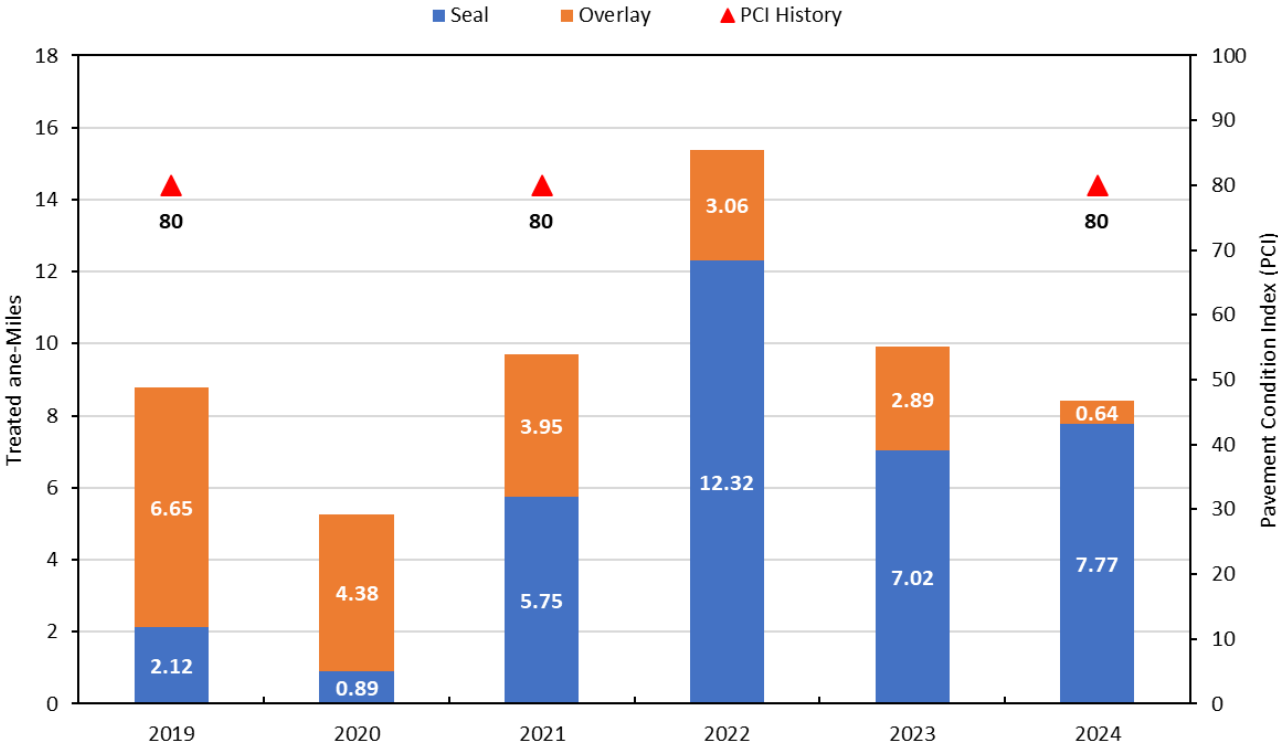
Figure 1. Examples of Streets with Different PCIs

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

**3.1 Town’s Pavement Condition Index**

The current average PCI for the Town’s network is 80. This value is an area-weighted calculation performed in StreetSaver® and is based on the condition survey performed in 2024.

Figure 2 illustrates the Town’s historical network PCI for the streets and treated lane miles by treatment types. The PCI values shown were obtained from field inspection update only. The Network PCI was maintained at 80 since 2019, reflecting the success of a preservation-forward maintenance strategy. The Town conducted annual maintenance and rehabilitation projects that include slurry seals and overlays over the past few years. All projects contributed towards maintaining the Town’s network condition.



**Figure 2. Historical Network PCI and Treatment History since 2019**

### 3.2 Town's Network Condition Breakdown

Figure 3 breaks down the current street network PCI by functional classification. The average pavement condition for arterials is the highest with a PCI of 87 followed by residential with an average PCI of 80 and collectors with an average PCI of 79. Table 2 summarizes the street network by condition category and functional classification. Approximately, 86 percent of the street network is in “Good” condition with only 0.6 percent of the streets in “Poor” condition. There is no streets in the “Failed” condition category.

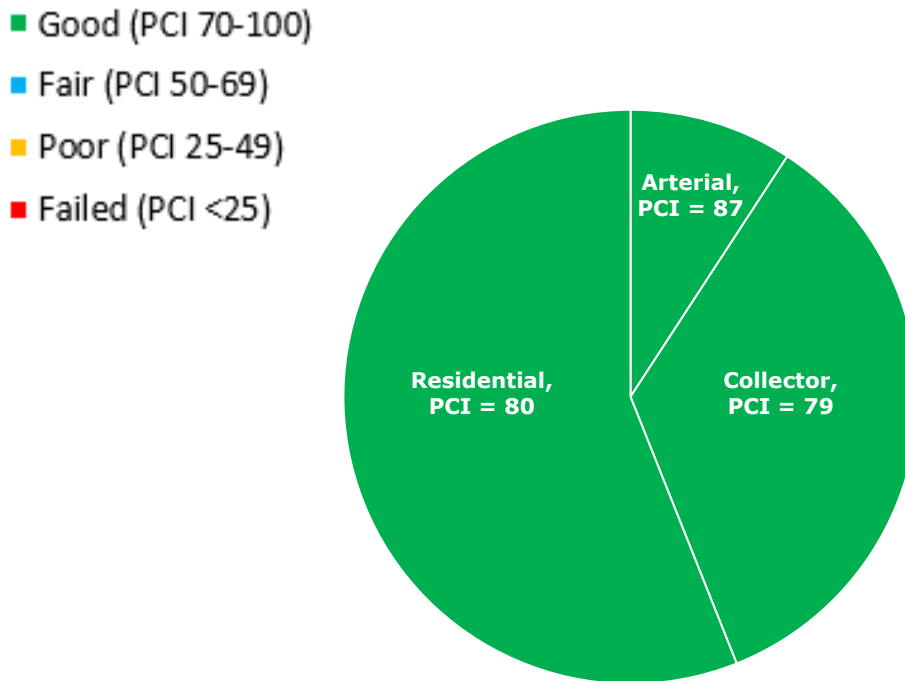


Figure 3. Network Condition Breakdown (Average PCI) by Functional Classification

Table 2. Pavement Condition Breakdown by Functional Classification

Condition Category	PCI Range	Arterial (%)	Collector (%)	Residential (%)	Entire Network (%)
Good	70 – 100	9.2	28.2	48.9	86.3
Fair	50 – 69	0.0	6.6	6.5	13.1
Poor	25 – 49	0.0	0.0	0.6	0.6
Failed	< 25	0.0	0.0	0.0	0.0
<b>Total</b>	-	<b>9.2</b>	<b>34.8</b>	<b>56.0</b>	<b>100.0</b>

### 3.3 PCI Comparison with Neighboring Agencies

Figure 4 shows the Town’s 2024 average network PCI compared to neighboring agencies as well as the statewide average PCI from the 2022 California Statewide Local Streets and Roads Needs Assessment<sup>4</sup>. As illustrated, the Town’s network PCI is in the higher group among the neighboring agencies and is 15 points higher than the 2022 statewide average.

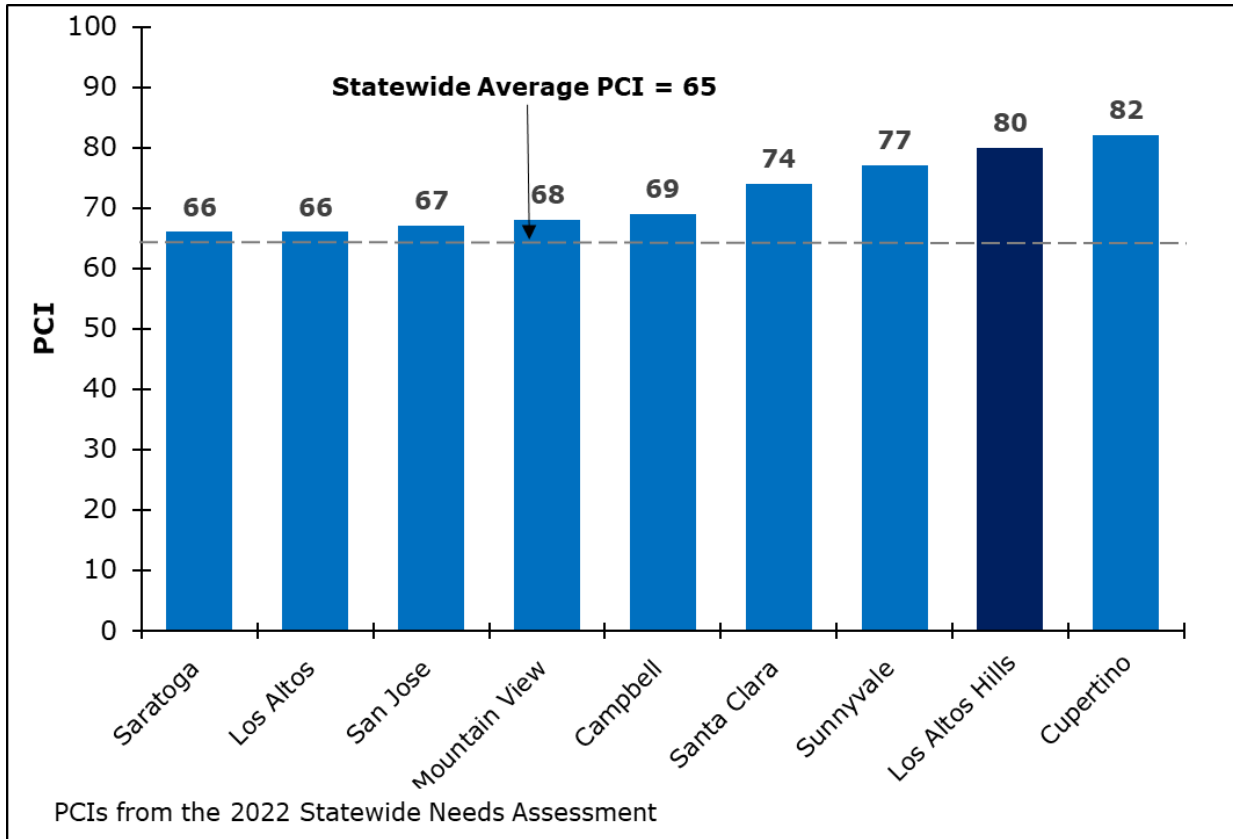


Figure 4. Comparison of Town’s PCI to Neighboring Agencies and Statewide Average

<sup>4</sup> “California Statewide Local Streets and Roads Needs Assessment 2022 Update”. Nichols Consulting Engineers, Chtd., CA, 2023.

### 4 Maintenance and Rehabilitation Strategies

The Town’s current M&R strategies include cost-effective preventive treatments. In general, crack sealing or microsurfacing will be applied to pavements in “Good” condition; pavements in “Fair” condition will receive either patching with a cape seal or an overlay with 5% Base Repairs (BR); and pavements in “Failed” condition will receive patching with thick overlay with 5% BR. The Town’s M&R strategies are formalized into a decision tree<sup>5</sup> (presented in Appendix B), which is instrumental in performing the budget needs analysis and budget scenarios.

Experience and research have shown that it costs much less to maintain pavement in good condition than to repair pavement that has already failed. Figure 5 shows types and unit costs for the Town’s residential streets as an example. As shown, by allowing pavements to deteriorate, streets that currently cost \$3.50/Square Yard (SY) to seal may soon cost \$42.00/SY to patch with an overlay with base repairs, or \$84.25/SY to perform reconstruction. In other words, delaying repairs can significantly increase M&R costs. Note that micro surfacing can be placed on approximately 13 times as many lane miles as those requiring patching with thick overlay for the pavements with failed condition.

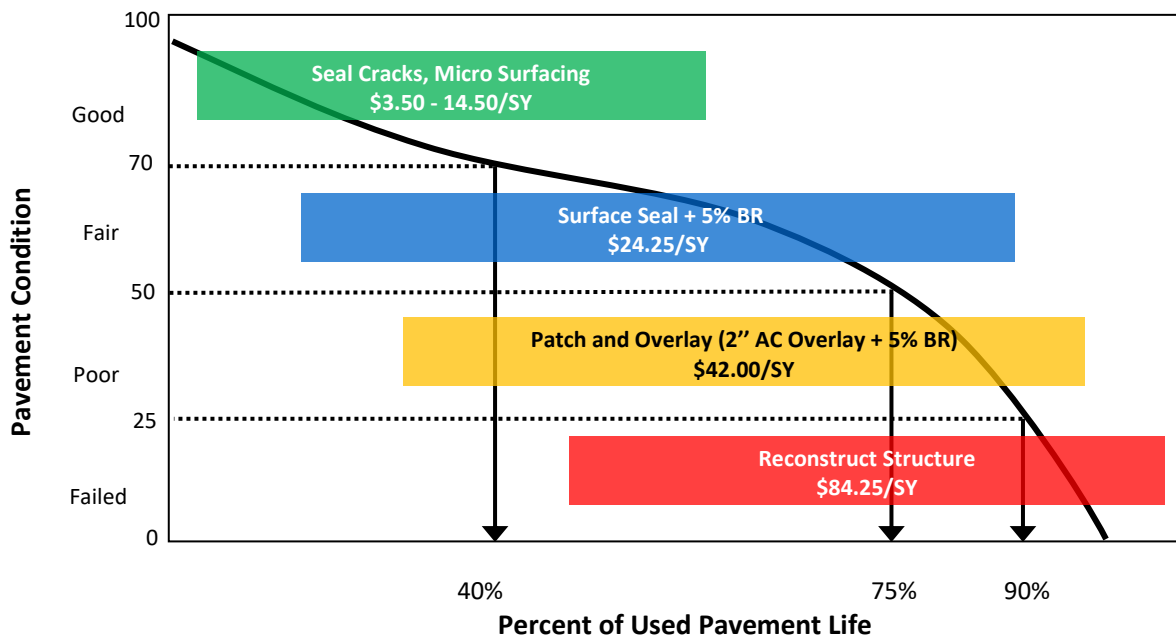


Figure 5. Costs of Maintaining Residential Pavement Over Time

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

## 5 Budget Analyses

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

The first step in developing such a cost-effective strategy is to determine the total maintenance budget needs of the network. The next step is to conduct alternative budget scenario analyses. In consultation with the Town, NCE selected and performed four funding scenarios for the analysis using StreetSaver® based on an inflation rate of 4.0 percent for an analysis period of 5 years.

- **Scenario 1: Town's Existing Budget of \$1.2M/year** – This scenario shows the impact of using the Town's current budget of \$1.2 million per year on pavement M&R over the next 5 years.
- **Scenario 2: Town's Modified Budget of \$1.0M/year** – This scenario shows the impact of using the Town's reduced budget of \$1.0 million per year on pavement M&R over the next 5 years.
- **Scenario 3: Maintain PCI at 80 (\$1.7M/year on Average)** – This scenario aims to maintain the network PCI at 80 over the next 5 years.
- **Scenario 4: Unconstrained Budget (\$2.8M/Year on Average)** – This scenario shows the impact of applying an unlimited budget for pavement M&R over the next 5 years.

The budget needs analysis and budget scenarios are presented in the following subsections. The detailed results of the budget needs analysis are provided in Appendix C. The detailed results of the budget scenarios are provided in Appendix D. Additionally, maps illustrating the current pavement condition and the projected 2029 pavement condition for each scenario are provided in Appendix E.

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<sup>6</sup> Deferred maintenance is M&R not performed due to insufficient funding.

### 5.1 Budget Needs Analysis

The total budget needs for the network represents the cost associated with performing M&R treatments at the optimal time – optimal meaning the PCI is maximized and the cost is minimized – over the analysis period. This was done by performing a budget needs analysis in StreetSaver® with an inflation rate of 4.0 percent for an analysis period of 5 years. The budget needs for the analysis period are presented in Table 3, and are estimated to be \$14.3 million. Of the total budget needs, approximately \$8.3 million (58.5 percent) is devoted to preventive maintenance, while the rest is allocated for rehabilitation and reconstruction treatments.

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

Fiscal Year	2025	2026	2027	2028	2029	Total
Budget Needs (\$M)	7.1	2.1	1.8	1.1	2.2	14.3
Treated PCI	86	85	85	84	84	NA
Untreated PCI	80	79	77	76	74	NA

If the Town follows this ideal, cost-effective strategy, the average network PCI will immediately increase to 86 as a large amount of current Town deferred maintenance (\$7.1 million) is addressed in the first year and then maintain at mid 80s by 2029. This type of budget, that addresses all the deferred maintenance in the first year, is known as front-loaded. Alternatively, if no maintenance is performed over the next 5 years, the network PCI will drop to 74 by 2029.

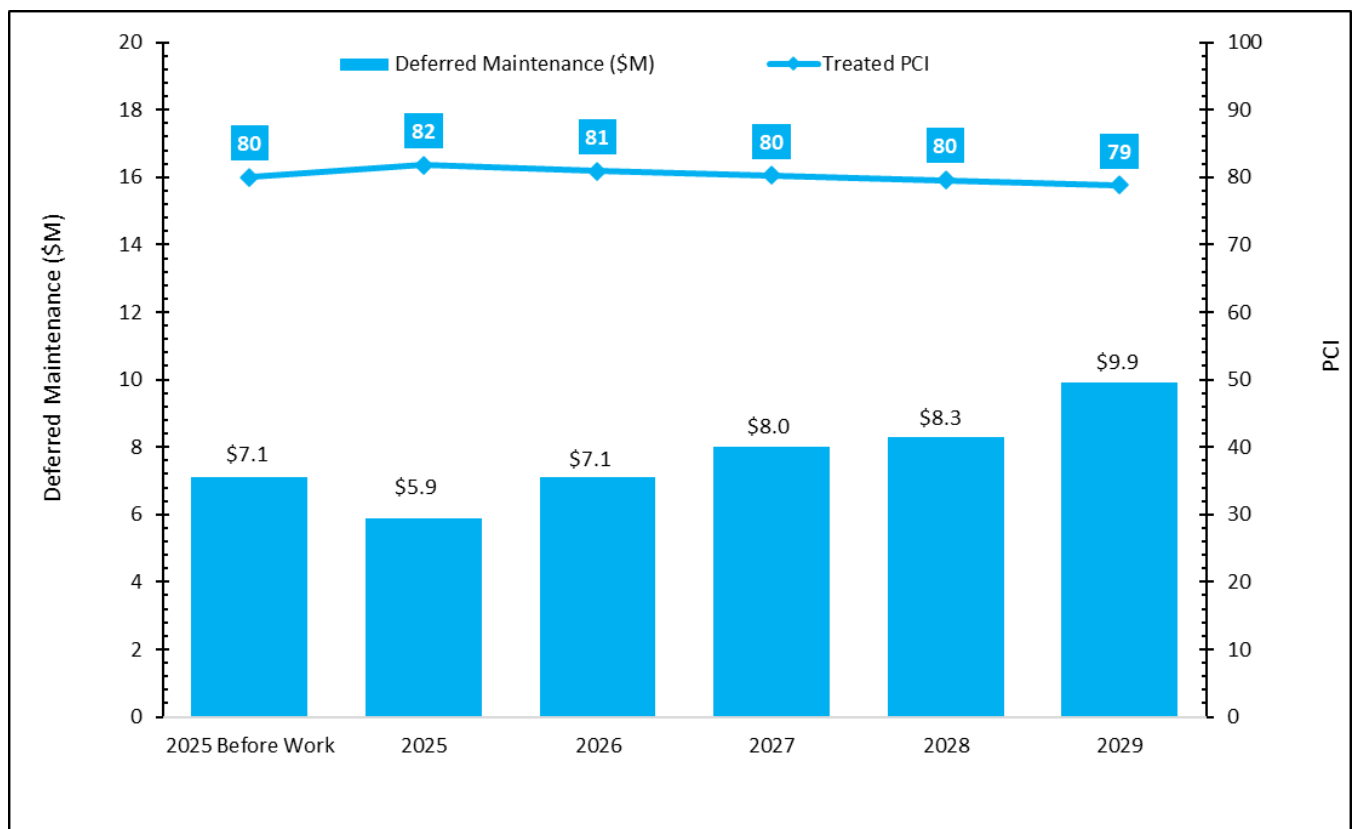
## 5.2 Scenario 1: Town’s Existing Budget of \$1.2M/year

This scenario assumes the Town will have an annual budget of \$6.0M for pavement M&R for the next 5 years. As shown in Table 4 and Figure 6, the network PCI will decrease to 79 and the deferred maintenance will increase to \$9.9 million by 2029. Percent of the network in “Good” condition will decrease to about 83.4 percent.

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

Year	Current	2025*	2026	2027	2028	2029	Total
Budget (\$M)	NA	1.2	1.2	1.2	1.2	1.2	6.0
Deferred Maintenance (\$M)	7.1	5.9	7.1	8.0	8.3	9.9	NA
Treated PCI	80	82	81	80	80	79	NA

\*Includes 2025 projects



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

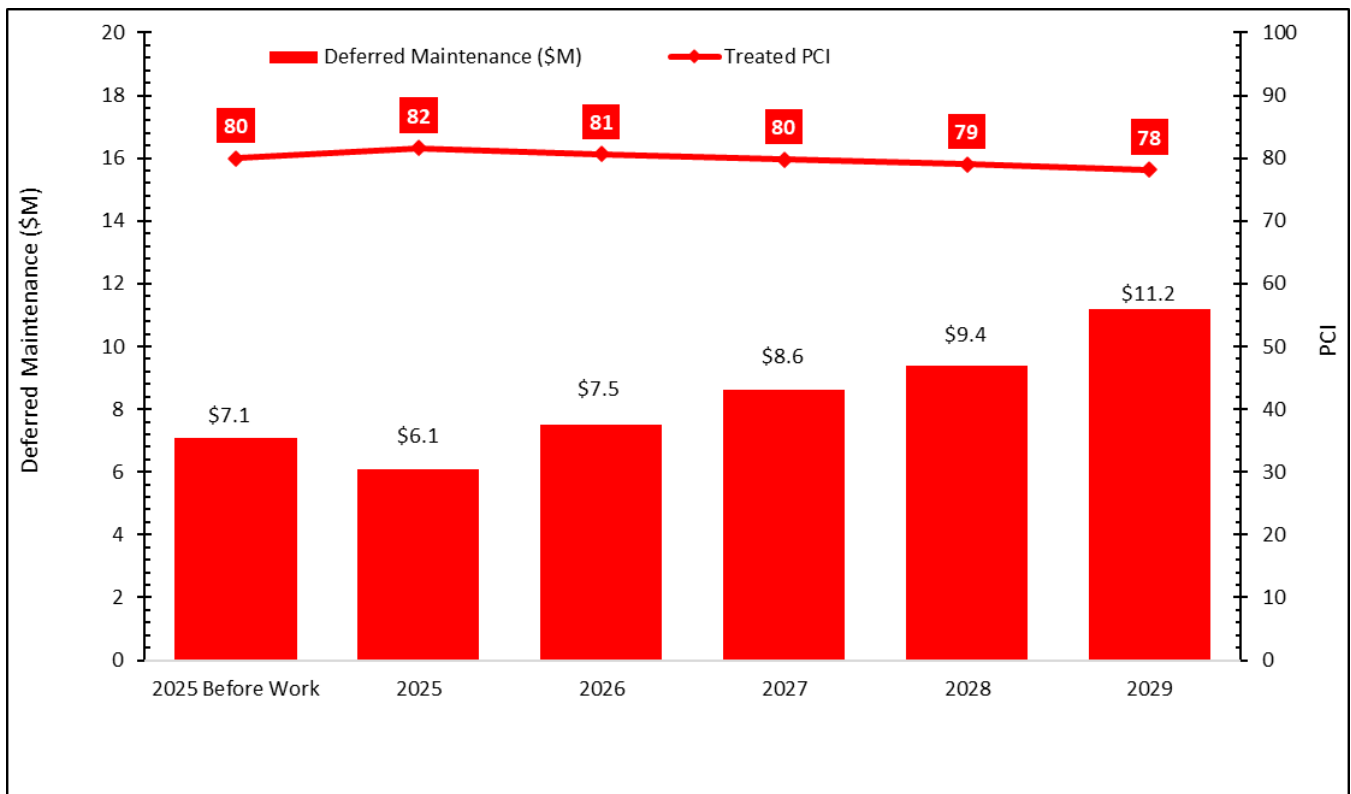
### 5.3 Scenario 2: Town’s Modified Budget of \$1.0M/year

This scenario assumes the Town will have a modified budget of \$1.0M/year for pavement M&R for the next 5 years. As shown in Table 5 and Figure 7, the network PCI will decrease to 78 and the deferred maintenance will increase to \$11.2 million by 2029. Percent of the network in “Good” condition will decrease to about 79.7 percent.

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

Year	Current	2025*	2026	2027	2028	2029	Total
Budget (\$M)	NA	1.0	1.0	1.0	1.0	1.0	5.0
Deferred Maintenance (\$M)	7.1	6.1	7.5	8.6	9.4	11.2	NA
Treated PCI	80	82	81	80	79	78	NA

\*Includes 2025 projects



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

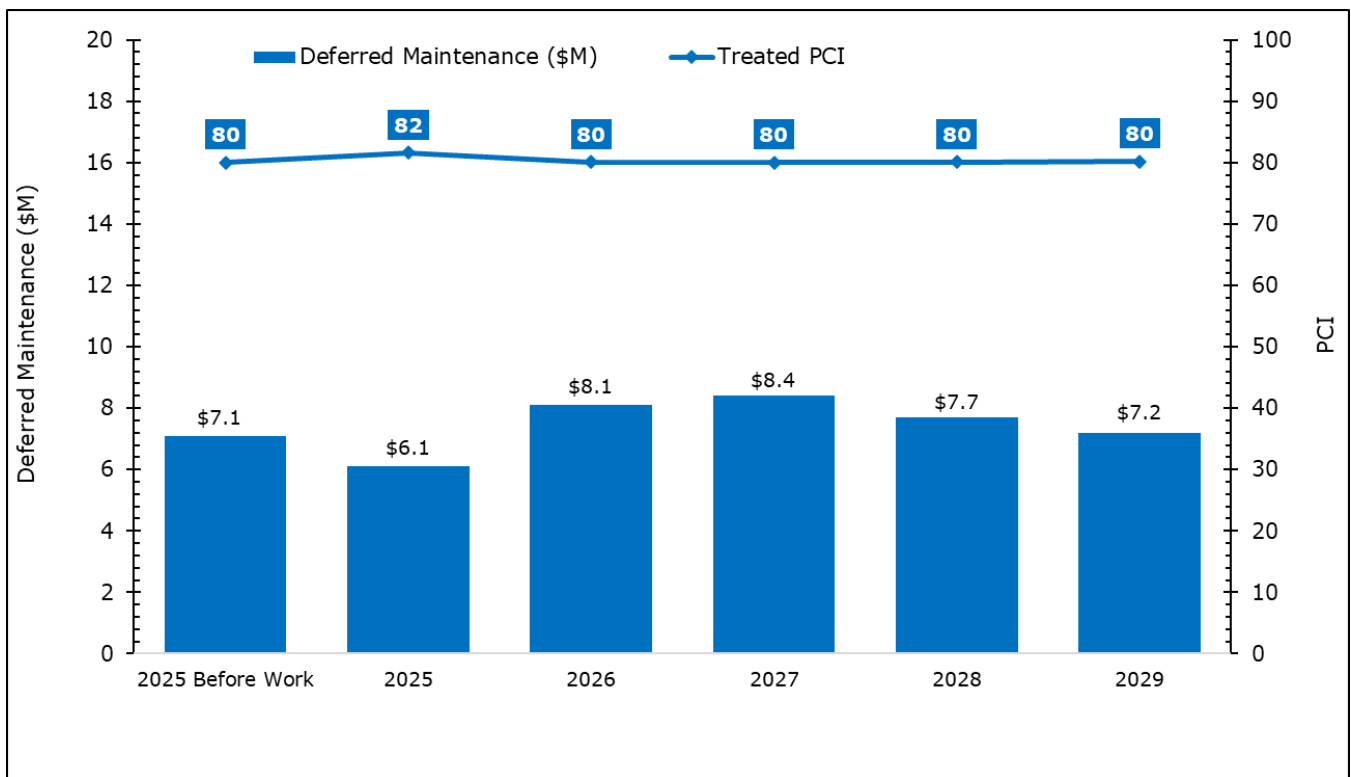
### 5.4 Scenario 3: Maintain PCI at 80 (\$1.7M/year on Average)

This scenario aims to maintain the network PCI at 80 by 2029. As shown in Table 6 and Figure 8, the monetary investment needed to achieve this objective is \$8.6 million (or approximately \$1.7 million per year). This scenario will result in 81.0 percent of the network being in “Good” condition with no the sections in “Failed” condition. The deferred maintenance will slightly increase to \$7.2 million by 2029.

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

Year	Current	2025*	2026	2027	2028	2029	Total
Budget (\$M)	NA	1.0	0.4	1.8	2.2	3.2	8.6
Deferred Maintenance (\$M)	7.1	6.1	8.1	8.4	7.7	7.2	NA
Treated PCI	80	82	80	80	80	80	NA

\*Includes 2025 projects



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

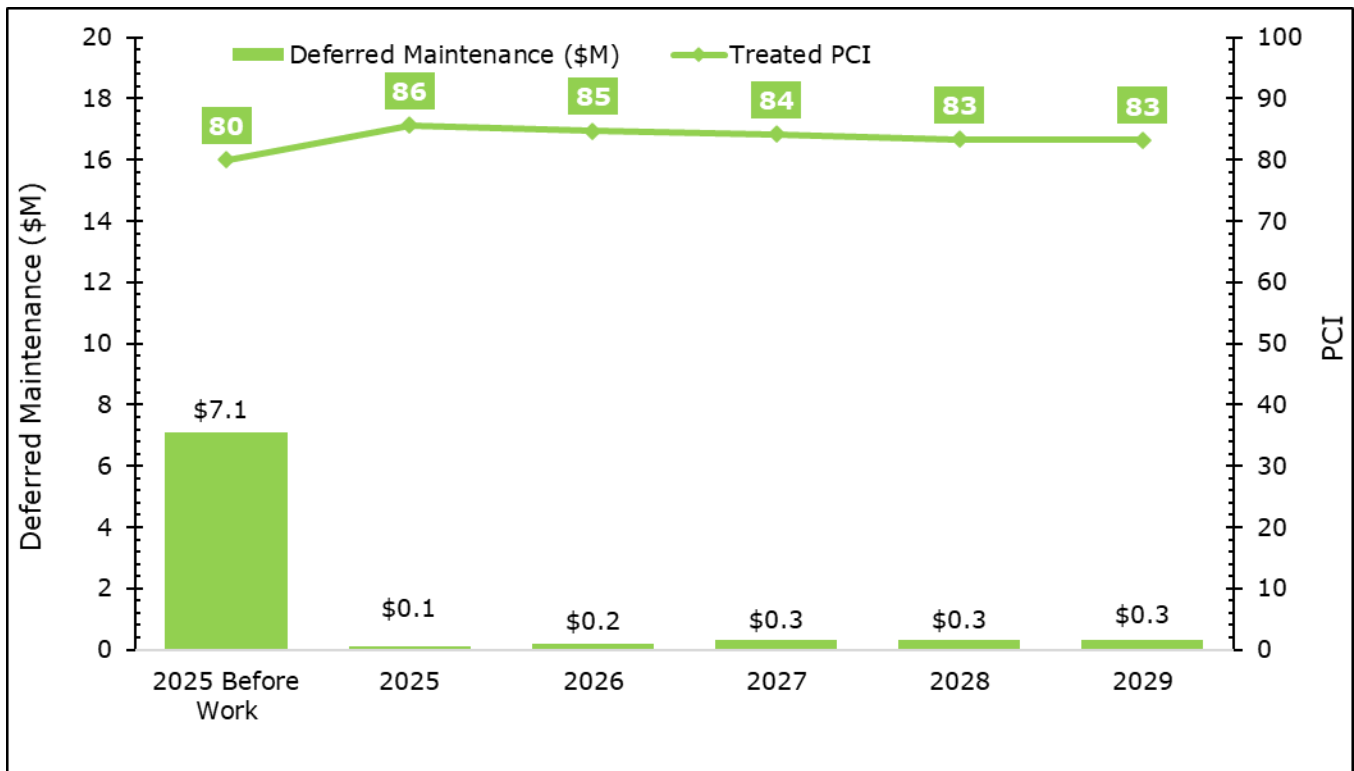
### 5.5 Scenario 4: Unconstrained Budget (\$2.8M/Year on Average)

This scenario aims to maximize the overall pavement condition across the entire network by 2029 through unlimited funding. As shown in Table 7 and Figure 9, the monetary investment required to fully address all current and anticipated pavement needs is estimated at \$14.1 million (or approximately \$2.8 million per year). With no budget constraints, nearly the entire network is projected to remain in “Good” condition. The network PCI will be maintained around mid-80s. Moreover, the deferred maintenance backlog is effectively reduced to \$0.3 million by 2029 under this scenario.

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

Year	Current	2025*	2026	2027	2028	2029	Total
Budget (\$M)	NA	7.0	2.0	1.8	1.1	2.2	14.1
Deferred Maintenance (\$M)	7.1	0.1	0.2	0.3	0.3	0.3	NA
Treated PCI	80	86	85	84	83	83	NA

\*Includes 2025 projects



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

### 5.6 Scenario Comparisons

Figure 10 graphically compares the annual changes in PCI for each of the four scenarios. As previously noted, the average network PCI will be maintained above 80 in Scenario 4; while in Scenario 3, it will be maintained at 80 throughout the analysis period.

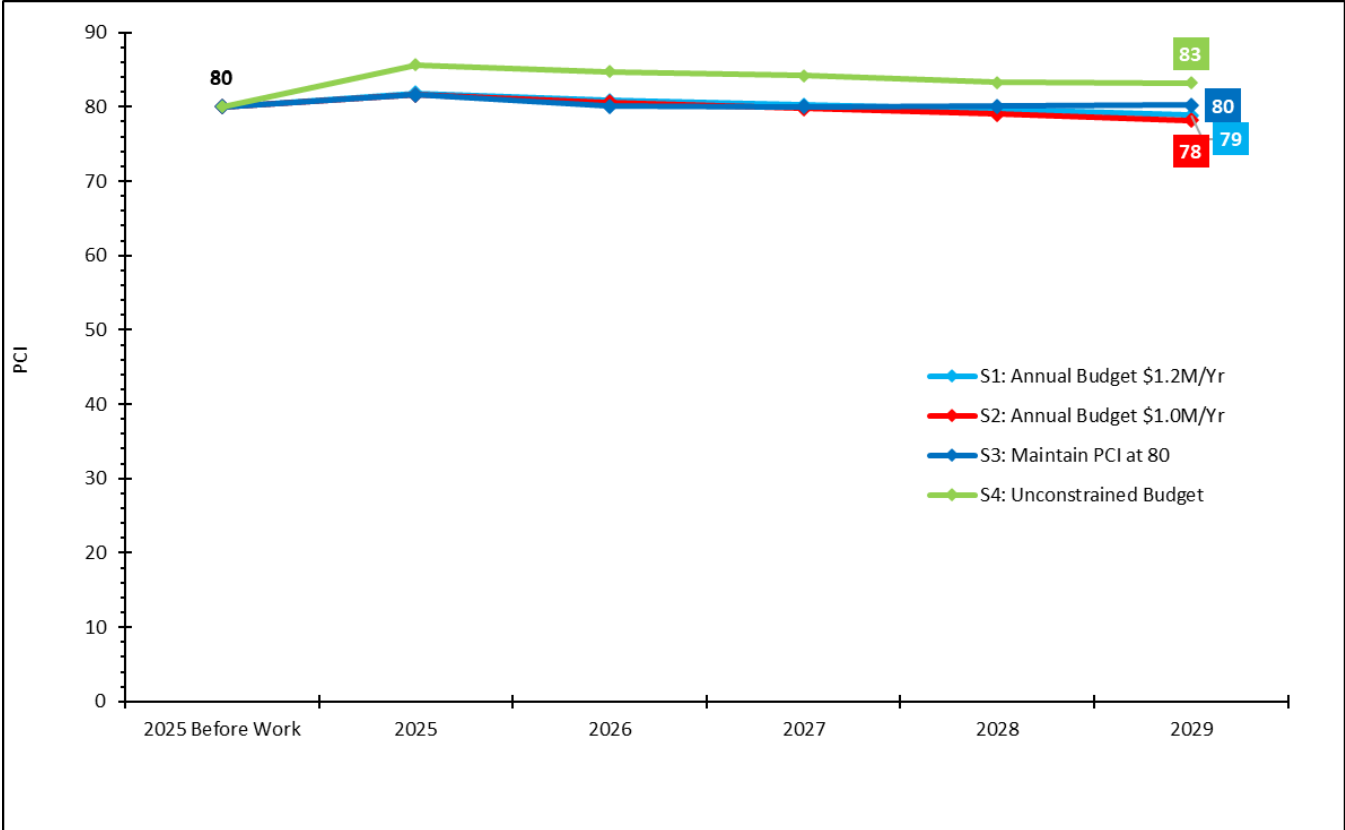


Figure 10. Comparison of Annual PCI by Scenario

Figure 11 illustrates the changes in deferred maintenance over time for each scenario. For scenario 1 through scenario 3, the current deferred maintenance will increase from \$7.1 million to \$9.9 million in Scenario 1, and \$11.2 million in Scenario 2. The deferred maintenance will be maintained around \$7 million in Scenario 3. As for Scenario 4, the deferred maintenance will decrease significantly to \$0.3 million by 2029.

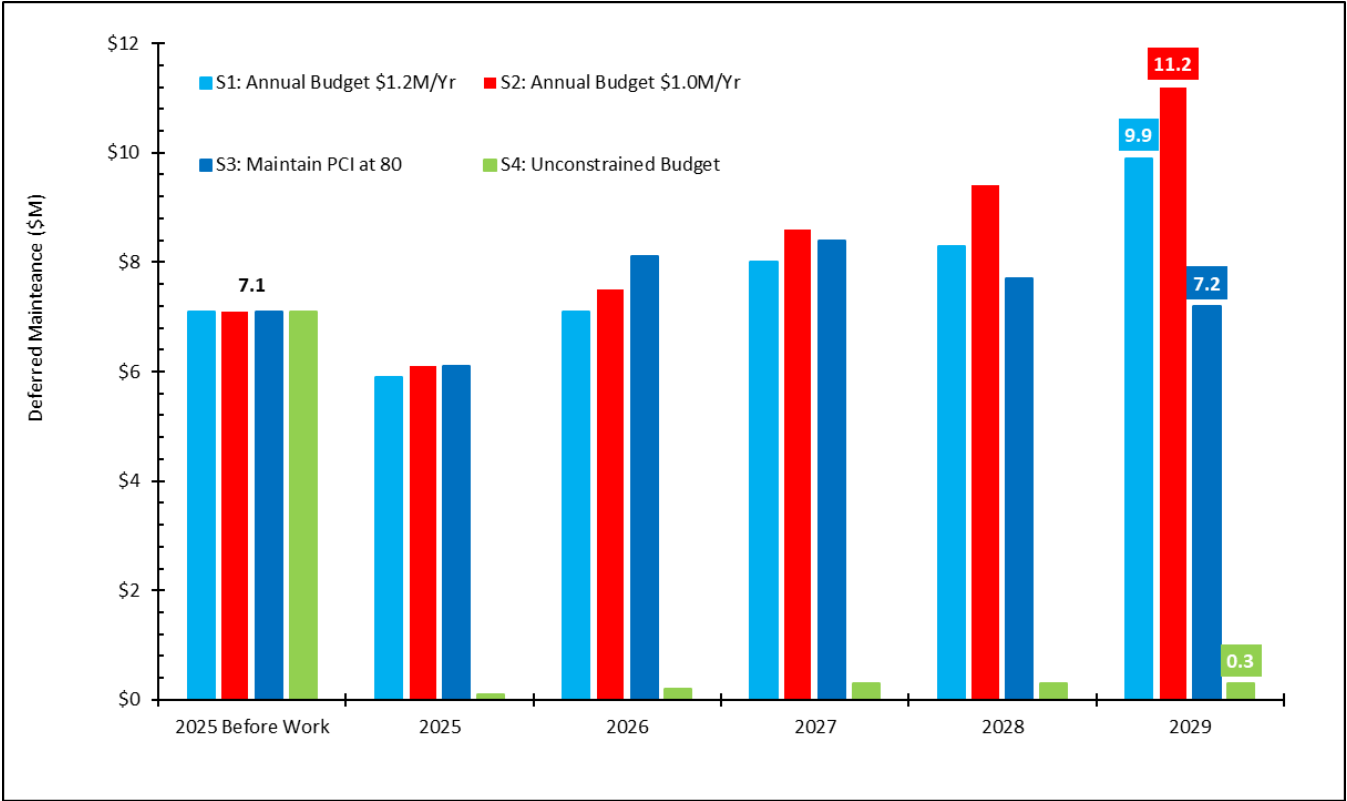


Figure 11. Comparison of Annual Deferred Maintenance by Scenario

Figure 12 illustrates the percentage change in pavement conditions for each scenario. As noted earlier, currently approximately 86.3 percent of the network is in “Good” condition with 13.1 percent of the sections in “Fair” condition. For Scenario 1, the portion of the network in “Good” condition will decrease to 83.4 percent and portion of network in “Fair” condition will increase to 16.6 percent. Scenarios 2 will result in approximately 79.7% in “Good” condition and an increase in the fair condition to 20.3 percent. Scenario 3 will have similar results to Scenario 1 with more than 80% in “Good” condition category. Finally, Scenario 4 will significantly increase the “Good” condition to 93.4%.

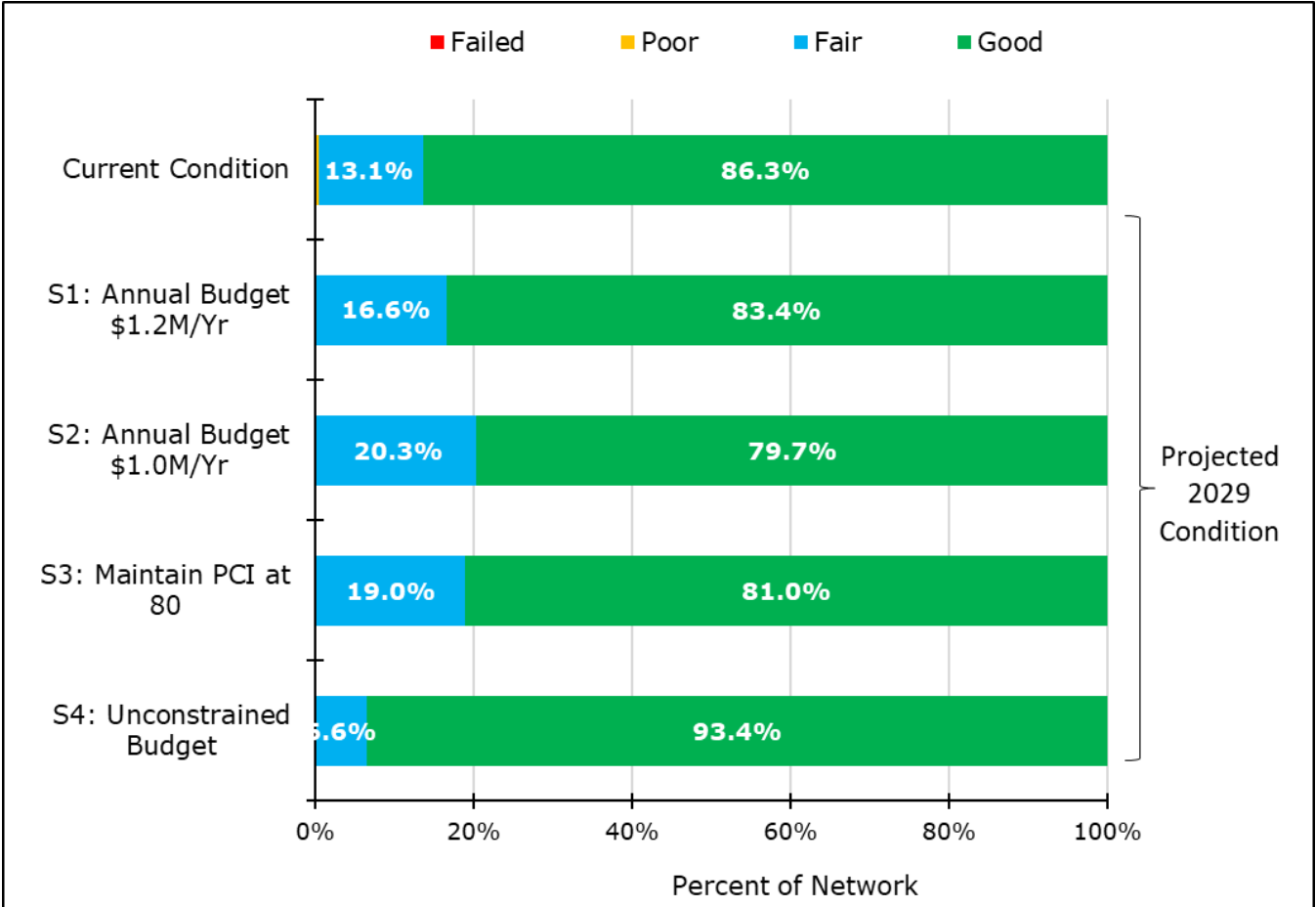


Figure 12. Comparison of Pavement Condition Breakdown by Scenario

## 6 Conclusions and Recommendations

In summary, the Town of Los Altos Hills has a substantial investment of \$86.3 million in the pavement network. Overall, the Town's streets are in "Good" condition with a 2024 average network PCI of 80. Approximately 86.3 percent of the street network is in "Good" condition with 13.1 percent in the "Fair" condition, and 0.6 percent in the "Poor" condition.

The analysis indicates that at an inflation rate of 4.0 percent, the Town needs to spend approximately \$14.3 million on maintenance and rehabilitation over the next five years to optimally repair all pavement sections, thus bringing the network into a condition that can be maintained with on-going preventive maintenance. In the long run, this strategy will save the Town money by preventing future pavement deterioration to levels requiring rehabilitation or reconstruction.

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

1. **Funding** – The primary goal of PMPs should be to offer users a safe and functional pavement network without unduly increasing the maintenance burden in the future. With that in mind, the recommended scenario for the Town is Scenario 3, which requires approximately \$8.6 million over the next five years. This budget allocation will maintain the overall network PCI at 80, maintain the portion of the network in "Good" condition, and help contend escalating deferred maintenance.

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

### Federal Funding Sources

- American Rescue Plan Act (ARPA)
- Community Development Block Grants (CDBG)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Federal Emergency Management Agency (FEMA)
- Highway Safety Improvement Program (HSIP)
- Bipartisan Infrastructure Investment and Jobs Act (IIJA)
- Regional Surface Transportation Program (RSTP)
- Surface Transportation Program (STP)
- Secure Rural Schools and Community Self-Determination Act

**State Funding Sources**

- Active Transportation Program (ATP), which now includes the Bicycle Transportation Account (BTA) and Safe Routes to Schools (SR2S)
- AB 2766 (vehicle surcharge)
- CalRecycle grants
- State Transportation Improvement Program (STIP)
- State Water Resource Control Board
- Transportation Development Act (TDA)
- Traffic Safety Fund
- Transportation Uniform Mitigation Fee (TUMF)
- Vehicle License Fees (VLF)

**Local/Regional Funding Sources**

- MTC PTAP (Pavement Management Technical Assistance Program)
- Development impact fees
- Enterprise Funds (solid waste and water) MTC PTAP (Pavement Management Technical Assistance Program)
- Flood Control Districts
- General funds
- Local sales tax measures
- OBAG (One Bay Area Grant Program)
- Parcel/property taxes
- Solid waste funds
- Traffic impact fees
- Traffic safety/circulation fees
- Transportation mitigation fees
- Transient Occupancy Taxes (TOT)
- Underground impact fees
- Utilities (e.g., stormwater, water, wastewater enterprise funds)
- Various assessment districts (lighting, maintenance, flood control, community facilities)
- Vehicle registration fees
- Vehicle code fines

2. **Pavement Management Strategies** – Since a significant portion of the Town’s streets are currently in “Good” condition (86.3 percent), it is important to maintain that condition to the extent possible. Preservation occurs when streets with PCIs higher than 70 receive treatments such as surface seals (slurry, microsurfacing, etc.). Seals are relatively inexpensive treatments that prevent moisture ingress and thus preserve the integrity of the underlying base material.
3. **Reinspection Strategies** – In order to make appropriate management decisions based on current data, NCE recommends that the Town perform condition inspections on arterials and collectors every 2 years and on residential at least every 4 to 5 years. Additionally, since StreetSaver® and other prediction models do not yet take into account the effect of specialized materials such as asphalt-binders with rubber or polymers, the actual performance of Town pavements may not be fully captured in the analysis models. For this additional reason, NCE recommends regular pavement condition surveys to ensure model accuracy and relevance. This also ensures that the Town remains compliant with MTC requirements for certification and funding.
4. **M&R Decision Tree** – NCE recommends that the Town annually review and update the M&R treatment strategies and associated unit costs to reflect current construction techniques and changing costs. This will ensure that the results for the budget analyses are reliable and as accurate as possible.

## Appendix A

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### Section Description Inventory

## Section Description Inventory Report

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

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

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

## **Section Description Inventory – Sorted by Street Name**

Street ID	Section ID	Street Name	Begin Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
ADOBE	LN01	ADOBE LN. - ADOBE	TEPA WAY	END	2	R	AC/AC	1,290	34	47,162	8/28/2024	87
ADOBEC	RD01	ADOBE CREEK LODGE RD. - ADOBE CR	MOODY RD	END	2	R	AC	560	21	15,360	8/28/2024	82
ADONNA	CT01	ADONNA CT - ADONNA	ELENA RD	END	2	R	AC/AC	370	23	10,310	9/4/2024	79
ALBERT	LN01	ALBERTSWORTH LN. - ALBERT	MAGDALENA RD.	END	2	R	AC/AC	400	27	10,800	9/3/2024	85
ALEJAN	DR01	ALEJANDRO DR. - ALEJAN	ST.FRANCIS RD.	END (SOUTH)	2	R	AC/AC	393	20	7,860	8/15/2023	87
ALEJAN	DR02	ALEJANDRO DR. - ALEJAN	ST. FRANCIS RD.	END (NORTH)	2	R	AC	294	21	6,174	8/30/2024	89
ALEXAN	PL01	ALEXANDER PL - ALEXAN	FREMONT RD.	END	2	R	AC/AC	1,150	18	22,700	8/29/2024	90
ALEXIS	DR01	ALEXIS DR. - ALEXIS	PAGE MILL RD.	TOWN LIMIT	2	R	AC/AC	554	23	12,742	8/23/2024	83
ALICAN	LN01	ALICANTE LN. - ALICAN	MANUELLA RD.	END	2	R	AC/AC	670	16	11,220	8/29/2024	74
ALMADE	CT01	ALMADEN CT. - ALMADE	ALTAMONT RD.	END	2	R	AC/AC	1,840	18	35,268	8/27/2024	72
ALTADE	DR01	ALTADENA DR. - ALTADE	MANUELLA RD.	KINGSLEY AVE	2	R	AC/AC	490	18	8,820	8/29/2024	81
ALTAMO	RD01	ALTAMONT RD. - ALTAMO	PAGE MILL RD.	BLACK MOUNTAIN RD.	2	C	AC/AC	2,592	21	54,432	8/27/2024	88
ALTAMO	RD02	ALTAMONT RD. - ALTAMO	BLACK MOUNTAIN RD.	TAAFFE RD.	2	C	AC/AC	2,979	24	71,496	8/27/2024	71
ALTAMO	RD03	ALTAMONT RD. - ALTAMO	TAAFFE RD.	CORBETTA LN.	2	C	AC/AC	3,709	23	85,307	8/27/2024	93
ALTAMO	RD04	ALTAMONT RD. - ALTAMO	CORBETTA LN.	MOODY RD.	2	C	AC/AC	2,226	23	51,198	8/27/2024	94
ALTATI	RD01	ALTA TIERRA RD. - ALTATI	ROBLEDA RD	LA PALOMA RD	2	R	AC/AC	1,610	17	27,370	8/30/2024	93
ALTOVE	LN01	ALTO VERDE LN. - ALTOVE	CONCEPCION RD.	END	2	R	AC	577	22	12,694	8/30/2024	68
AMHERS	CT01	AMHERST CT - AMHERS	LIDDICOAT DR	END	2	R	AC/AC	1,100	21	24,670	8/23/2024	71
ANACAP	CT01	ANACAPA CT. - ANACAP	ANACAPA DR.	END	2	R	AC/AC	140	30	4,750	8/28/2024	90
ANACAP	DR01	ANACAPA DR. - ANACAP	ASCENSION DR.	ST. FRANCIS RD.	2	R	AC	1,854	28	51,912	8/28/2024	95
ANACAP	DR02	ANACAPA DR. - ANACAP	VISCAINO RD	ASCENSION DR.	2	R	AC	1,300	25	32,500	8/28/2024	80
ARASTR	RD01	ARASTRADERO RD. - ARASTR	HORSESHOE LN.	STIRRUP WY.	2	A	AC/AC	1,900	40	76,000	9/1/2022	85
ARASTR	RD02	ARASTRADERO RD. - ARASTR	PAGE MILL RD.	TOWN LIMIT	2	A	AC/AC	1,430	34	48,620	8/23/2024	95
ARIC	LN01	ARIC LN. - ARIC	FREMONT RD.	END	2	R	AC	940	22	22,480	8/29/2024	78
ARROYO	DR01	ARROYO OAKS DR. - ARROYO	RAVENSBURY AVE.	END	2	R	AC	565	20	11,300	9/3/2024	80
ASCENS	DR01	ASCENSION DR. - ASCENS	ST. FRANCIS RD.	END	2	R	AC	630	19	12,970	8/30/2024	81
ASCENS	DR02	ASCENSION DR. - ASCENS	ANACAPA DR.	ST. FRANCIS DR.	2	R	AC/AC	1,601	27	43,227	8/28/2024	87
ATHERT	CT01	ATHERTON CT. - ATHERT	ROBLEDA RD.	END	2	R	AC/AC	600	22	13,200	8/30/2024	81
BALERI	RD01	BALERI RANCH RD. - BALERI	BALERI RANCH RD.	NORTH END	2	R	AC/AC	250	16	5,000	8/23/2024	95
BALERI	RD02	BALERI RANCH RD. - BALERI	BALERI RANCH RD.	SOUTH END	2	R	AC/AC	260	16	5,160	8/23/2024	95
BALERI	RD03	BALERI RANCH RD. - BALERI	PAGE MILL RD.	BALERI RANCH RD.	2	R	AC/AC	365	16	5,840	8/23/2024	95
BARLEY	RD01	BARLEY HILL RD. - BARLEY	HILLTOP DR.	END	2	R	AC/AC	1,745	16	27,920	9/3/2024	73
BARTON	CT01	BARTON CT. - BARTON	FREMONT RD.	END	2	R	AC	135	18	4,430	8/29/2024	74
BEATRI	LN01	BEATRICE LN. - BEATRI	ROBLEDA RD.	END (CDS)	2	R	AC	245	22	5,390	8/15/2023	84
BEAVER	LN01	BEAVER LN. - BEAVER	LA CRESTA DR.	END	2	R	AC	465	23	11,795	8/28/2024	83
BENTLE	CT01	BENTLEY CT. - BENTLE	BURKE RD.	END	2	R	AC/AC	220	18	6,160	8/30/2024	74
BERKSH	DR01	BERKSHIRE DR. - BERKSHIRE	WEST LOYOLA (S)	WEST LOYOLA (E)	2	R	AC/AC	1,855	18	33,390	9/3/2024	89
BERRYH	CT01	BERRY HILL CT. - BERYHC	PAGE MILL RD.	END	2	R	AC/AC	547	18	9,846	8/23/2024	83
BERRYH	LN01	BERRY HILL LN. - BERYHL	BERRYHILL CT	END	2	R	AC/AC	745	18	13,410	8/23/2024	77
BLACKM	RD01	BLACK MOUNTAIN RD. - BLACKM	ALTAMONT RD.	NATOMA RD.	2	R	AC/AC	2,816	22	61,952	8/27/2024	95
BLANDO	WY01	BLANDOR WY - BLANDO	OLIVE TREE LN.	MAGDALENA RD.	2	R	AC/AC	850	24	20,400	9/3/2024	98
BLEDSE	CT01	BLEDSE CT. - BLEDSE	MOODY RD.	END	2	R	AC	105	35	5,075	8/28/2024	88
BRIONC	CT01	BRIONES CT. - BRIONC	BRIONES WAY	END (CDS)	2	R	AC/AC	486	20	9,720	8/23/2024	82
BRIONE	WY01	BRIONES WAY - BRIONE	ALTAMONT RD.	VIA VENTANA WY.	2	C	AC/AC	1,600	20	32,000	8/23/2024	63
BURKE	RD01	BURKE RD. - BURKE	CHAPIN RD.	100' N. of OLD ALTOS RD./ COP	2	C	AC/AC	2,038	24	48,912	8/30/2024	66
BYRD	LN01	BYRD LN. - BYRD	NATOMA RD.	END	2	R	AC	920	24	23,080	8/27/2024	95
BYRNEP	LN01	BYRNE PARK LN. - BYRNEP	ALTAMONT RD.	W'LY PL OF 27269 BYRNE PARK LN.	2	R	AC/AC	1,200	22	26,400	8/27/2024	93
BYRNEP	LN02	BYRNE PARK LN. - BYRNEP	W'LY PL OF 27269 BYRNE PARK LN.	END	2	R	AC/AC	410	22	9,020	8/27/2024	81
CAMINO	DR01	CAMINO HERMOSO - CAMINO	RAVENSBURY AVE. (NORTH)	RAVENSBURY AVE. (SOUTH)	2	A	AC/AC	3,190	20	63,800	9/3/2024	92
CAMINO	ME01	CAMINO MEDIO - CAMINO	VISCAINO RD.	END	2	R	AC	501	24	12,024	8/28/2024	87
CANARI	WY01	CANARIO WY. - CANARI	VISCAINO RD.	END	2	R	AC	950	22	21,900	8/15/2023	87
CARADO	CT01	CARADO CT. - CARADO	MIRANDA RD.	END	2	R	AC/AC	370	16	5,920	8/29/2024	71
CARILL	LN01	CARILLO LN. - CARILL	LA CRESTA DR.	END	2	R	AC/AC	450	20	9,800	8/28/2024	98
CATHAR	CT01	CATHARINE CT - CATHAR	DONELSON PL.	END	2	R	AC/AC	480	18	9,940	8/29/2024	82
CHAPIN	RD01	CHAPIN RD. - CHAPIN	BURKE RD.	ROBLEDA RD.	2	R	AC/AC	1,325	22	29,150	8/30/2024	77
CHRIST	LN01	CHRISTOPHER'S LN. - CHRIST	PAGE MILL RD.	END (CDS)	2	R	AC/AC	1,730	23	39,790	9/4/2024	83

Street ID	Section ID	Street Name	Begin Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
CLAUSE	CT01	CLAUSEN CT. - CLAUSE	VOORHEES DR.	END	2	R	AC	375	24	10,055	8/22/2024	81
COLINA	DR01	COLINA DR. - COLINA	HILLTOP	END	2	R	AC/AC	475	22	12,250	9/3/2024	72
CONCEP	RD01	CONCEPTION RD. - CONCEP	FREMONT RD.	PURISSIMA RD.	2	C	AC/AC	4,604	20	92,080	8/30/2024	87
CONEJO	CT01	CONEJO CT. - CONEJO	ASCENSION DR.	END	2	R	AC/AC	310	18	6,315	8/15/2023	84
CORBET	LN01	CORBETTA - CORBET	ALTAMONT RD	END	2	R	AC/AC	1,190	19	22,610	8/27/2024	48
CORTEM	LN01	CORTE MADERA LN. - CORTEM	CONCEPCION RD.	END	2	R	AC	580	22	13,870	8/30/2024	59
COUNTR	WY01	COUNTRY WY. - COUNTR	PAGE MILL RD.	END	2	R	AC/AC	1,330	16	21,780	8/23/2024	81
CRESTR	DR01	CRESTRIDGE DR. - CRESTRIDGE	RAVENSBURY AVE.	END	2	R	AC/AC	544	33	17,952	9/3/2024	78
DAWN	LN01	DAWN LN. - DAWN	ELENA RD.	END	2	R	AC/AC	400	22	9,300	9/4/2024	99
DAWNRI	DR01	DAWNRI DR. - DAWNRI	MAGDALENA RD.	END	2	R	AC/AC	1,908	31	59,148	9/3/2024	85
DAWSON	DR01	DAWSON DR. - DAWSON	MAGDALENA RD.	1155' W of MAGDALENA RD. Half CDS	2	R	AC	1,155	20	24,600	9/3/2024	75
DAWSON	DR02	DAWSON DR. - DAWSON	1155' W of MAGDALENA RD. Half CDS	END	2	R	AC	1,400	18	26,600	9/3/2024	76
DEBELL	DR01	DEBELL DR. - DEBELL	MANUELLA RD	ESTACADA DR.	2	R	AC/AC	1,739	34	59,126	8/29/2024	82
DEERCR	LN01	DEER CREEK LN - DEERCR	PURISSIMA ROAD	CUL DE SAC/PRIVATE ROAD	2	R	AC	585	21	12,285	8/28/2024	85
DEERFI	DR01	DEERFIELD DR. - DEERFI	FREMONT RD.	END	2	R	AC/AC	700	20	14,000	8/29/2024	96
DEERSP	WY01	DEER SPRINGS WY. - DEERSP	BYRNE PARK LN.	1ST BULB	2	R	AC/AC	970	18	18,987	8/27/2024	95
DELSON	CT01	DELSON CT - DELSON	ELENA RD	END	2	R	AC/AC	330	30	9,900	9/4/2024	98
DEZAH	WY01	DEZAHAZA WY - DEZAH	TAAFFE RD.	TAAFFE RD.	2	R	AC/AC	1,700	18	30,600	8/27/2024	99
DIANNE	DR01	DIANNE DR. - DIANNE	O'KEEFE LN.	END	2	R	AC/AC	1,200	23	27,600	8/22/2024	60
DONELS	PL01	DONELSON PL. - DONELS	FREMONT RD.	END	2	R	AC/AC	630	19	13,270	8/29/2024	83
DORI	LN01	DORI LN. - DORI	ROBLEDA RD.	END	2	R	AC	210	22	6,445	8/30/2024	72
DUVAL	WY01	DUVAL WY. - DUVAL	ROBLEDA RD.	END	2	R	AC/AC	1,200	21	25,200	8/30/2024	72
EDGERT	RD01	EDGERTON RD - EDGERT	BLACK MOUNTAIN RD	END	2	R	AC/AC	1,800	21	37,800	8/28/2024	95
EDITHR	RD01	EDITH RD. - EDITHR	FREMONT RD.	500' N/O FREMONT RD.	2	C	AC	500	33	16,500	8/29/2024	78
ELENA	RD01	ELENA RD. - ELENA	PURISSIMA RD.	NATOMA RD.	2	C	AC	3,048	21	64,008	8/22/2024	71
ELENA	RD02	ELENA RD. - ELENA	NATOMA RD.	LA BARRANCA RD.	2	C	AC/AC	3,000	23	69,000	8/22/2024	91
ELENA	RD03	ELENA RD. - ELENA	LA BARRANCA RD.	ROBLEDA RD.	2	C	AC	4,202	22	92,444	8/22/2024	69
ELENA	RD04	ELENA RD. - ELENA	ROBLEDA RD.	VINEDO LN.	2	C	AC	1,682	22	37,004	8/22/2024	76
ELENA	RD05	ELENA RD. - ELENA	VINEDO LN.	MOODY RD.	2	C	AC/AC	2,298	25	57,450	8/22/2024	75
ELMONT	RD01	EL MONTE RD. - ELMONT	MOODY RD.	FORK AT 950' W OF STONEBROOK DR.	2	A	AC/AC	1,890	36	68,040	8/22/2024	84
ELMONT	RD02	EL MONTE RD. (EB) - ELMONT	FORK AT 950' W OF STONEBROOK DR.	SUMMERHILL	2	A	AC/AC	3,851	33	127,083	8/22/2024	98
ELMONT	RD03	EL MONTE RD. (WB) - ELMONT	O'KEEFE LN.	FORK AT 950' W OF STONEBROOK DR.	2	A	AC/AC	3,411	32	109,152	8/22/2024	88
EMERAL	LN01	EMERALD HILL LN. - EMERAL	PROSPECT AVE.	END	2	R	AC/AC	450	22	10,900	8/28/2024	83
ESHNER	CT01	ESHNER CT - ESHNER	ALTAMONT RD	END	2	R	AC	381	22	8,382	8/27/2024	77
ESPERA	DR01	ESPERANZA DR. - ESPERA	CONCEPCION RD	ESPERANZA DR	2	R	AC	2,674	22	58,828	8/30/2024	66
ESTACA	DR01	ESTACADA DR. - ESTACA	MANUELLA RD.	MIRANDA RD	2	R	AC	1,015	28	28,420	8/29/2024	83
ESTACA	WY01	ESTACADA WY. - ESTACA	ESTACADA DR.	END	2	R	AC/AC	290	28	8,120	8/29/2024	80
FAWNCR	CT01	FAWN CREEK CT. - FAWNCR	PAGE MILL RD.	END	2	R	AC/AC	695	18	14,510	8/23/2024	74
FERNHI	DR01	FERNHILL DR. - FERNHI	CAMINO HERMOSO DR.	END	2	R	AC/AC	1,200	16	19,200	9/3/2024	78
FINN	LN01	FINN LN. - FINN	PROSPECT AVE.	END	2	R	AC	400	21	11,750	8/28/2024	82
FOOTHI	LN01	FOOTHILL LN. - FOOTHI	ELENA RD.	END	2	R	AC/AC	1,014	23	23,322	9/4/2024	69
FRAMPT	CT01	FRAMPTON CT. - FRAMPT	MAGDALENA RD.	END	2	R	AC	240	20	7,300	9/3/2024	83
FRANCE	AV01	FRANCEMONT DR. - FRANCE	MOODY RD	END	2	R	AC	425	21	10,725	8/28/2024	85
FREMONT	LN01	FREMONT PINES LN. - FREMONT	FREMONT RD.	END	2	R	AC/AC	600	22	14,720	8/29/2024	71
FREMONT	RD01	FREMONT RD. - FREMONT	ARASTRADERO RD.	ST. FRANCIS DR.	2	C	AC/AC	3,620	30	108,600	8/29/2024	68
FREMONT	RD02	FREMONT RD. - FREMONT	CONCEPCION RD.	ST. FRANCIS DR.	2	C	AC/AC	1,250	25	31,250	8/29/2024	84
FREMONT	RD03A	FREMONT RD. - FREMONT	CONCEPCION RD	MANUELLA RD	2	C	AC/AC	1,084	27	29,268	8/29/2024	81
FREMONT	RD03B	FREMONT RD. - FREMONT	MANUELLA RD.	MIRANDA RD.	2	C	AC/AC	1,584	27	42,768	8/29/2024	81
FREMONT	RD04	FREMONT RD. - FREMONT	MIRANDA RD.	WEST EDITH	2	C	AC/AC	1,451	25	36,275	8/29/2024	77
FREMONT	RD05	FREMONT RD. - FREMONT	WEST EDITH	BURKE RD.	2	C	AC	2,254	24	54,096	8/29/2024	76
FREMONT	RD06	FREMONT RD. - FREMONT	BURKE RD.	600' south of BURKE RD.	2	C	AC/AC	600	23	13,800	8/29/2024	95
GIGLI	CT01	GIGLI CT. - GIGLI	ELENA RD.	END	2	R	AC/AC	430	18	9,070	9/4/2024	72
GOLDEN	CT01	GOLDEN HILL CT. - GOLDEN	LA PALOMA RD.	END	2	R	AC	750	20	15,000	9/1/2022	73
GREENH	CT01	GREEN HILLS CT. - GREENH	ELENA RD.	END	2	R	AC/AC	540	16	9,140	8/15/2023	88
HARVAR	CT01	HARVARD CT - HARVAR	LIDDI COAT CR	END	2	R	AC/AC	295	17	5,015	8/23/2024	75
HIDDEN	CT01	HIDDEN SPRING CT. - HIDDEN	ALTAMONT RD.	END	2	R	AC	105	25	4,725	8/27/2024	75

Street ID	Section ID	Street Name	Begin Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
HILLTO	DR01	HILLTOP DR. - HILLTO	BARLEY HILL RD.	SUMMERHILL AVE.	2	R	AC/AC	2,800	21	58,800	9/3/2024	66
HILLTO	DR02	HILLTOP DR. - HILLTO	BARLEY HILL RD.	END	2	R	AC/AC	1,070	15	16,050	9/3/2024	72
HILLVI	RD01	HILLVIEW RD. - HILLVI	MAGDALENA RD.	HILLTOP DR.	2	R	AC	1,750	22	38,500	9/3/2024	81
HILPRK	LN01	HILLPARK LN. - HILLPARK	RAVENSBURY AVE	END (BOTH CUL DE SACS)	2	R	AC/AC	900	31	27,900	9/3/2024	94
HORSES	CT01	HORSESHOE CT. - HORSES	HORSESHOE LN.	END	2	R	AC/AC	465	18	9,670	8/29/2024	78
HORSES	LN01	HORSESHOE LN. - HORSES	ARASTRADERO RD.	END	2	R	AC/AC	828	22	18,216	8/29/2024	74
JESSIC	LN01	JESSICA LN. - JESSIC	DAWSON DR.	END	2	R	AC	470	18	9,960	9/3/2024	61
JULIET	LN01	JULIETTA LN - JULIET	SOUTH PROPERTY LINE OF 27340 JULIETTA LN	END	2	R	AC/AC	300	14	4,200	9/4/2024	77
KATE	DR01	KATE DR. - KATE	END EAST	TERESA WY	2	R	AC	840	20	19,300	9/4/2024	69
KATE	DR02	KATE DR. - KATE	TERESA WY	LAURAL CT	2	R	AC	540	22	11,880	9/4/2024	83
KINGLY	WY01	KINGSLEY AVE. - KINGLY	ALTA DENA DR	END	2	R	AC/AC	838	13	10,894	10/7/2024	100
LABARR	RD01	LA BARRANCA RD - LABARR	PURISSIMA RD	ELENA RD	2	R	AC/AC	2,080	22	45,760	8/15/2023	87
LACRES	CT01	LA CRESTA CT. - LACRES	LA CRESTA DR.	END	2	R	AC	870	21	19,070	8/28/2024	88
LACRES	DR01	LA CRESTA DR. - LACRES	ARASTRADERO RD.	900' south of NINA PL.	2	R	AC/AC	2,700	20	54,000	8/15/2023	86
LACRES	DR02	LA CRESTA DR. - LACRES	900' south of NINA PL.	VISCAINO	2	R	AC	2,650	23	60,950	8/28/2024	86
LACRES	DR03	LA CRESTA DR. - LACRES	VISCAINO	END	2	R	AC/AC	1,670	23	39,910	8/28/2024	89
LALANN	CT01	LA LANN CT. - LALANN	MIRANDA	END	2	R	AC	919	21	19,299	8/29/2024	84
LALOMCT	CT01	LA LOMA CT. - LALOM	LA LOMA DR.	END	2	R	AC/AC	315	30	10,476	8/28/2024	87
LALOMDR	DR01	LA LOMA DR. - LALOM	PROSPECT AVE.	SUMMITWOOD RD.	2	R	AC/AC	1,495	28	41,860	8/28/2024	85
LALOMDR	DR02	LA LOMA DR. - LALOM	SUMMITWOOD DR.	END	2	R	AC/AC	2,114	18	38,052	8/28/2024	90
LAPALO	RD01	LA PALOMA RD. - LAPALO	FREMONT RD.	NEWBRIDGE DR.	2	C	AC/AC	2,315	22	50,930	8/30/2024	98
LAPALO	RD02	LA PALOMA RD. - LAPALO	NEWBRIDGE DR	ALTA TIERRA RD.	2	C	AC/AC	2,060	22	45,320	8/15/2023	81
LAPALO	RD03	LA PALOMA RD. - LAPALO	ALTA TIERRA RD.	PURISSIMA RD.	2	C	AC/AC	1,090	22	23,980	8/30/2024	91
LARENA	LN01	LA RENA LN. - LARENA	DIANNE DR.	END	2	R	AC/AC	1,200	23	27,600	8/22/2024	73
LAURAL	CT01	LAURA CT - LAURAL	END (S)	END (N)	2	R	AC	600	22	16,800	9/4/2024	82
LAUREL	LN01	LAUREL LN. - LAUREL	CONCEPCION RD.	END (CDS)	2	R	AC/AC	222	22	4,884	8/15/2023	89
LAVIDA	RL01	LA VIDA REAL - LAVIDA	NATOMA RD	END	2	R	AC	600	16	11,100	8/27/2024	81
LEANDE	DR01	LEANDER DR. - LEANDE	PURISSIMA RD.	END	2	R	AC	530	21	12,630	8/30/2024	69
LIDDIC	CR01	LIDDICOAT CR - LIDDIC	LIDDICOAT DR	LIDDICOAT DR	2	R	AC/AC	2,320	21	48,720	8/23/2024	78
LIDDIC	DR01	LIDDICOAT DR - LIDDIC	ARASTRADERO RD	LIDDICOAT CR	2	R	AC/AC	1,131	21	23,751	8/23/2024	55
LUPINE	RD01	LUPINE RD. - LUPINE	PAGE MILL RD.	END	2	R	AC/AC	1,179	22	25,938	8/23/2024	87
MAGDAL	AV01	MAGDALENA RD. - MAGDAL	CAMINO HERMOSA	STONEBROOK	2	C	AC/AC	3,800	23	87,400	9/3/2024	73
MAGDAL	AV02	MAGDALENA RD. - MAGDAL	STONEBROOK	RAVENSBURY	2	C	AC/AC	2,860	23	65,780	8/15/2023	82
MAGDAL	AV03	MAGDALENA RD. - MAGDAL	RAVENSBURY	EASTBROOK	2	C	AC/AC	1,550	26	40,300	9/3/2024	98
MANDOL	DR01	MANDOLI DR. - MANDOL	ARASTRADERO DR.	END	2	R	AC	585	21	23,385	8/29/2024	82
MANUEL	RD01	MANUELLA RD. - MANUEL	FREMONT	ALICANTE	2	C	AC/AC	965	23	22,195	8/29/2024	61
MANUEL	RD02	MANUELLA RD. - MANUEL	ALICANTE	400' north of SCARFF	2	C	AC/AC	2,450	24	58,800	8/29/2024	66
MAPLE	CT01	MAPLE LEAF CT. - MAPLELEAF	ELENA RD.	CULDESAC	2	R	AC	131	23	3,013	9/4/2024	81
MATADE	CT01	MATADERO CREEK CT. - MATADE	MATADERO CREEK LN.	END	2	R	AC/AC	650	20	15,080	8/23/2024	80
MATADE	LN01	MATADERO CREEK LN. - MATADE	PAGE MILL	MATADERO CREEK CT.	2	R	AC/AC	783	18	14,094	8/23/2024	72
MATADE	LN02	MATADERO CREEK LN. - MATADE	MATADERO CREEK CT.	END	2	R	AC/AC	1,461	16	23,376	8/23/2024	82
MELODY	LN01	MELODY LN. - MELODY	BLACK MOUNTAIN RD.	END	2	R	AC/AC	855	20	18,600	8/27/2024	85
MIDDLE	LN01	MIDDLE FORK LN - MIDDLE	THREE FORKS LN	END	2	R	AC/AC	1,018	18	18,324	9/4/2024	78
MIRAND	CT01	MIRANDA CT. - MIRAND	MIRANDA RD	END	2	R	AC/AC	265	23	7,920	8/29/2024	69
MIRAND	RD01	MIRANDA RD. - MIRAND	ESTACADA	FREMONT RD.	2	R	AC/AC	2,800	25	70,000	8/29/2024	80
MIRAND	WY01	MIRANDA WY. - MIRAND	MIRANDA RD.	END	2	R	AC	350	23	9,875	8/29/2024	83
MOODY	RD01	MOODY RD. - MOODY	ELENA RD.	ALTAMONT RD.	2	C	AC/AC	1,420	24	34,080	8/28/2024	81
MOODY	RD02	MOODY RD. - MOODY	ALTAMONT RD.	FRANCEMONT AVE.	2	C	AC/AC	2,620	23	60,260	8/28/2024	81
MOODY	RD03	MOODY RD. - MOODY	FRANCEMONT AVE.	570 W/O MURIETA LN.	2	C	AC/AC	3,090	23	71,070	8/28/2024	70
MOODYS	CT01	MOODY SPRINGS CT. - MOODYS	MOODY RD.	END (CDS)	2	R	AC/AC	336	18	6,048	8/28/2024	61
MORA	DR01	MORA DR. - MORA	SAN ANTONIO OPEN SPACE	E'LY PL OF 11120 MORA DR.	2	R	AC	2,280	20	45,600	9/3/2024	81
MORAH	WY01	MORA HEIGHTS WAY - MORAH	MORA GLEN DR.	END	2	R	AC/AC	480	24	11,520	9/30/2024	100
MURIET	LN01	MURIETTA LN. - MURIET	MOODY RD.	END	2	R	AC/AC	870	18	17,660	8/28/2024	78
NATOMA	RD01	NATOMA RD. - NATOMA	ELENA RD.	BLACK MOUNTAIN RD.	2	C	AC/AC	3,000	21	63,000	8/27/2024	69
NATOMA	RD02	NATOMA RD. - NATOMA	BLACK MOUNTAIN RD.	LUCERO LN.	2	C	AC/AC	1,559	20	31,180	9/1/2022	86
NATOMA	RD03	NATOMA RD. - NATOMA	LUCERO LN.	ALTAMONT RD.	2	C	AC/AC	1,600	20	32,000	8/27/2024	74

Street ID	Section ID	Street Name	Begin Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
NEWBRI	DR01	NEWBRIDGE DR. - NEWBRI	LA PALMOA	BOTH ENDS	2	R	AC/AC	780	24	23,792	8/30/2024	80
NINA	PL01	NINA PL. - NINA	LA CRESTA DR.	END	2	R	AC	785	23	19,165	8/28/2024	82
NORMAN	LN01	NORMANDY LN. - NORMAN	O'KEEFE LN.	END	2	R	AC/AC	730	25	19,250	8/22/2024	73
OAKKNO	CR01	OAK KNOLL CIRCLE - OAKKNO	STONEBROOK DR	OAK KNOLL CIR	2	R	AC	2,875	20	57,500	9/4/2024	81
OAKPAR	CT01	OAK PARK CT. - OAKPAR	OAK KNOLL CIRCLE	END	2	R	AC	1,040	20	22,800	9/4/2024	76
OHLONE	LN01	OHLONE LN. - OHLONE	FREMONT RD	END	2	R	AC	360	20	8,300	8/29/2024	88
OKEEFE	LN01	OKEEFE LN. - OKEEFE	300' east of DIANE	343' east of VISTA SERENA	2	R	AC	1,404	23	32,292	8/22/2024	75
OKEEFE	LN02	OKEEFE LN. - OKEEFE	343' east of VISTA SERENA	350' west of VISTA SERENA	2	R	AC	700	24	16,800	8/22/2024	85
OKEEFE	LN03	OKEEFE LN. - OKEEFE	350' west of VISTA SERENA	END	2	R	AC	930	18	18,090	8/22/2024	93
OKEEFE	LN04	OKEEFE LN. - OKEEFE	EL MONTE	300' E/O DIANNE	2	R	AC	1,410	26	36,660	8/22/2024	79
OLDALT	RD01	OLD ALTOS RD. - OLDALT	BURKE	FREMONT	2	R	AC/AC	550	18	9,900	9/1/2022	76
OLDPAG	LN01	OLD PAGE MILL LN - OLDPAG	PAGE MILL RD	CUL DE SAC	2	R	AC/AC	255	22	5,610	9/4/2024	53
OLDPAG	RD01	OLD PAGE MILL RD - OLDPAGRD	NORTH END OF BRIDGE (OFF PAGE MILL RD)	HOUSE #2000 DRIVE-IN (CITY LIMIT)	2	R	AC/AC	533	20	10,660	9/4/2024	95
OLDRLN	LN01	OLD RANCH LN. - OLDRANCHL	OLD RANCH RD	END	2	R	AC	403	33	13,299	9/3/2024	74
OLDRRD	RD01	OLD RANCH RD. - OLDRANCHR	RAVENSBURY RD.	END	2	R	AC	696	33	22,968	9/3/2024	92
OLIVEC	CT01	OLIVE TREE CT. - OLIVEC	OLIVE TREE LN.	END (CDS)	2	R	AC/AC	378	24	9,072	9/3/2024	90
OLIVEL	LN01	OLIVE TREE LN. - OLIVEL	BLANDOR WAY	200' W OF OLIVE TREE CT. (STREET #24740)	2	R	AC/AC	1,287	24	30,888	9/3/2024	94
ONEONT	DR01	ONEONTA DR. - ONEONT	STONEBROOK DR.	END (CDS)	2	R	AC/AC	843	21	17,703	9/4/2024	87
ORCHAR	LN01	ORCHARD HILL LN. - ORCHAR	ROBLEDA RD	END	2	R	AC/AC	890	23	20,470	8/30/2024	87
ORTEGA	DR01	ORTEGA DR. - ORTEGA	ST. FRANCIS RD.	END	2	R	AC/AC	820	20	18,500	8/30/2024	83
PADRE	CT01	PADRE CT. - PADRE	ALTAMONT RD.	END	2	R	AC/AC	380	18	6,840	8/27/2024	99
PAGEMI	RD00	PAGE MILL RD. - PAGEMI	75 FT S. OF ARASTRADERO RD	BERRY HILL CT	2	C	AC/AC	645	60	38,700	8/23/2024	73
PAGEMI	RD01	PAGE MILL RD. - PAGEMI	BERRY HILL	BALERI RANCH RD.	2	C	AC/AC	700	20	14,000	8/23/2024	85
PAGEMI	RD02	PAGE MILL RD. - PAGEMI	BALERI RANCH RD.	COUNTRY WY	2	C	AC/AC	3,518	24	84,432	8/23/2024	84
PAGEMI	RD03	PAGE MILL RD. - PAGEMI	COUNTRY WY	MATADERO CREEK LN	2	C	AC/AC	2,548	24	61,152	8/23/2024	72
PAGEMI	RD04	PAGE MILL RD. - PAGEMI	MATADERO CREEK LN	935' north of ALTAMONT	2	C	AC/AC	3,150	24	75,600	8/23/2024	84
PALOHI	DR01	PALO HILLS DR. - PALOHI	FREMONT RD.	END	2	R	AC/AC	720	20	16,400	8/29/2024	76
PALOPL	PL01	PALOMINO PL - PALOPL	NATOMA RD	END	2	R	AC	430	20	8,600	8/27/2024	83
PASEOD	CT01	PASEO DEL ROBLE CT - PASEOD	PASEO DEL ROBLE DR	END	2	R	AC/AC	250	16	4,000	8/23/2024	95
PASEOD	DR01	PASEO DEL ROBLE DR. - PASEOD	PAGE MILL RD.	MIR MIROU DR.	2	R	AC/AC	1,225	21	25,725	8/23/2024	91
PASEOD	DR02	PASEO DEL ROBLE DR. - PASEOD	MIR MIROU DR.	PAGE MILL RD.	2	R	AC/AC	2,520	20	50,400	8/23/2024	83
PRISCI	LN01	PRISCILLA LN. - PRISCI	PRISCILLA LN.	BOTH ENDS	2	R	AC	1,280	24	30,720	9/4/2024	71
PROSPE	AV01	PROSPECT AVE. - PROSPE	EDGECLIFF PL.	STONEBROOK DR.	2	R	AC/AC	1,875	24	45,000	8/28/2024	97
PURISS	RD01	PURISSIMA RD. - PURISS	ARASTRADERO RD.	ELENA RD.	2	C	AC/AC	2,351	23	54,073	8/22/2024	99
PURISS	RD02	PURISSIMA RD. - PURISS	PURISSIMA RD.	VISCAINO RD.	2	C	AC/AC	1,660	22	36,520	8/22/2024	99
PURISS	RD03	PURISSIMA RD. - PURISS	PURISSIMA RD.	CONCEPCION RD.	2	C	AC/AC	3,222	23	74,106	8/22/2024	99
PURISS	RD04	PURISSIMA RD. - PURISS	PURISSIMA RD.	ROBLEDA RD.	2	C	AC/AC	2,325	23	53,475	8/22/2024	72
RANCHO	LN01	RANCHO MANUELLA LN. - RANCHO	MANUELLA RD.	END	2	R	AC	510	16	8,160	8/29/2024	65
RAVENS	AV01	RAVENSBURY AVE. - RAVENS	MAGDALENA RD.	HILLPARK LN.	2	A	AC/AC	1,902	23	43,746	9/3/2024	95
RAVENS	AV02	RAVENSBURY AVE. - RAVENS	HILLPARK LN.	END	2	A	AC/AC	2,612	23	60,076	9/3/2024	83
REBECC	LN01	REBECCA LN. - REBECC	DAWSON DR.	END	2	R	AC/AC	900	18	16,200	9/3/2024	63
RHODA	DR01	RHODA DR. - RHODA	PURISSIMA RD.	END (CDS)	2	R	AC/AC	734	22	16,148	8/28/2024	85
ROBLEA	CT01	ROBLE ALTO CT - ROBLEA	ROBLE ALTO DR	END	2	R	AC/AC	260	16	6,440	8/23/2024	83
ROBLEA	DR01	ROBLE ALTO DR - ROBLEA	PASEO DEL ROBLE DR	END	2	R	AC/AC	830	20	18,740	8/23/2024	64
ROBLEB	CT01	ROBLE BLANCO CT - ROBLEB	PASEO DEL ROBLE DR	END	2	R	AC/AC	900	21	18,900	8/23/2024	61
ROBLEC	CT01	ROBLEDA CT. - ROBLEC	ROBLEDA RD.	END (CDS)	2	R	AC/AC	573	20	11,460	8/30/2024	99
ROBLED	RD01	ROBLEDA RD. - ROBLED	FREMONT	CHAPIN	2	C	AC/AC	3,325	22	73,150	8/30/2024	85
ROBLED	RD02	ROBLEDA RD. - ROBLED	CHAPIN	ELENA	2	C	AC	4,250	23	97,750	8/30/2024	78
ROBLEL	RD01	ROBLE LADERA RD. - ROBLEL	VISCAINO DR.	PURISSIMA DR.	2	R	AC/AC	1,840	23	42,320	9/1/2022	77
ROBLEV	LN01	ROBLE VENENO LN. - ROBLEV	CONCEPCION RD.	END	2	R	AC	330	22	7,760	8/28/2024	72
ROLLYR	RD01	ROLLY RD. - ROLLY	WEST LOYOLA	225' W/O KENBAR DR	2	R	AC/AC	359	19	6,821	9/3/2024	85
ROLLYR	RD02	ROLLY RD. - ROLLY	225' W/O KENBAR RD.	KENBAR RD.	2	R	AC/AC	225	19	4,275	9/3/2024	87
SADDLE	CT01	SADDLE CT. - SADDLE	SADDLE MOUNTAIN DR.	END	2	R	AC	970	17	17,360	8/28/2024	80
SADDLE	DR01	SADDLE MOUNTAIN DR. - SADDLE	STIRRUP WY.	END	2	R	AC	2,639	20	52,780	8/28/2024	70
SALTAM	DR01	SALTAMONTES WY. - SALTAM	ESTACADA DR.	END	2	R	AC/AC	692	30	20,760	8/29/2024	75
SAM	LN01	SAMUEL LN. - SAMUEL	PURISSIMA	END	2	R	AC/AC	220	20	4,400	8/28/2024	83

Street ID	Section ID	Street Name	Begin Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
SCARFF	WY01	SCARFF WY - SCARFW	MANUELLA RD	END	2	R	AC/AC	320	20	6,400	8/29/2024	64
SEVENA	LN01	SEVEN ACRES LN. - SEVENA	FREMONT	END	2	R	AC/AC	310	21	7,860	8/29/2024	85
SHOLES	CT01	SHOLES CT. - SHOLES	ALEXANDER DR.	END	2	R	AC/AC	405	18	8,590	9/1/2022	89
SNELL	LN01	SNELL LN. - SNELL	FREMONT RD.	END	2	R	AC/AC	840	22	20,280	8/29/2024	99
SPRING	DR01	SPRINGHILL DR. - SPRING	MANUELLA RD.	END	2	R	AC	320	22	7,040	8/30/2024	71
STANFO	CT01	STANFORD CT - STANFO	LIDDICOAT CR	END	2	R	AC/AC	540	16	11,640	8/23/2024	53
STFRAN	RD01	ST. FRANCIS RD. - STFRAN	LA CRESTA DR.	ASCENSION DR.	2	R	AC/AC	2,660	29	77,140	8/30/2024	78
STFRAN	RD02	ST. FRANCIS RD. - STFRAN	ASCENSION DR.	FREMONT RD.	2	R	AC/AC	481	52	25,012	8/30/2024	73
STIRRU	WY01	STIRRUP WY. - STIRRU	SADDLE MOUNTAIN RD.	END	2	R	AC	820	17	16,140	8/28/2024	68
STIRRU	WY02	STIRRUP WY - STIRRU	ARASTRADERO RD.	SADDLE MOUNTAIN RD.	2	R	AC	367	21	7,707	8/28/2024	77
STONEB	CT01	STONEBROOK CT - STONEB	STONEBROOK DR	END	2	R	AC/AC	770	19	14,630	9/4/2024	76
STONEB	DR01	STONEBROOK DR. - STONEB	EL MONTE AVE.	S/O PROSPECT AVE.	2	C	AC/AC	2,390	24	57,360	9/4/2024	80
STONEB	DR02	STONEBROOK DR. - STONEB	S. of PROSPECT AVE.	TERESA WY.	2	C	AC	1,350	23	31,050	9/4/2024	77
STORYH	LN01	STORY HILL LN. - STORYH	PAGE MILL RD.	END	2	R	AC/AC	1,603	18	28,854	8/23/2024	90
SUMMER	AV01	SUMMERHILL AVE - SUMMER	EL MONTE RD	Nicole Lane (Southbound Only)	2	C	AC/AC	900	16	14,400	8/22/2024	76
SUMMIT	RDO1	SUMMITWOOD RD. - SUMMIT	TEPA WY	LA LOMA DR	2	R	AC/AC	2,335	21	49,035	8/28/2024	89
SUNHIL	DR01	SUNHILLS DR. - SUNHILLS	WEST LOYOLA	245' S/O WEST LAYOLA	2	R	AC/AC	245	22	5,390	9/3/2024	75
SUNHIL	DR02	SUNHILLS DR. - SUNHIL	MORA DR.	245' S OF WEST LOYOLA DR.	2	R	AC/AC	700	22	15,400	9/3/2024	79
SUNSET	DR01	SUNSET DR EAST - SUNSET	BURKE RD	END	2	R	AC/AC	1,550	15	23,250	8/30/2024	35
TAAFFE	RD01	TAAFFE RD. - TAAFFE	ELENA RD.	DEZAHARA WAY	2	C	AC/AC	3,240	20	64,800	8/27/2024	92
TAAFFE	RD02A	TAAFFE RD. - TAAFFE	DEZAHARA WAY (N.)	DEZAHARA WAY (S.)	2	C	AC/AC	1,082	20	21,640	8/27/2024	80
TAAFFE	RD02B	TAAFFE RD. - TAAFFE	DEZAHARA WAY (S.)	ALTAMONT RD.	2	C	AC/AC	370	20	7,400	8/27/2024	80
TEMPLE	PL01	TEMPLETON PL. - TEMPLE	FREMONT RD.	END (CDS)	2	R	AC	298	21	6,258	8/29/2024	83
TEPA	WY00	TEPA WY. - TEPA	MOODY RD	SUMMITWOOD RD	2	R	AC/AC	860	32	27,520	8/28/2024	83
TEPA	WY01	TEPA WY. - TEPA	SUMMITWOOD RD	END	2	R	AC/AC	630	28	17,640	8/28/2024	69
TERESA	WY01	TERESA WY. - TERESA	STONEBROOK DR	KATE DR	2	R	AC	250	22	5,500	9/4/2024	73
THREEF	LN01	THREE FORKS LN - THREEF	COUNTRY WY	SOUTH FORKS LN	2	R	AC/AC	600	20	12,000	8/23/2024	99
TODD	LN01	TODD LN. - TODD	LA PALOMA RD.	END (CDS)	2	R	AC/AC	814	21	17,094	8/30/2024	83
TORELL	LN01	TORELL LN. - TORELL	MANUELLA RD.	END	2	R	AC/AC	400	17	6,800	8/29/2024	95
TRACY	CT01	TRACY CT. - TRACY	ARASTRADERO	END	2	R	AC/AC	265	20	5,500	8/23/2024	85
TRIPOL	CT01	TRIPOLI CT. - TRIPOL	NATOMA RD.	END (CDS)	2	R	AC/AC	250	16	4,000	8/27/2024	85
TWINOA	CT01	TWIN OAKS CT. - TWINOA	ARASTRADERO RD.	END	2	R	AC	125	22	2,750	8/28/2024	88
URSULA	LN01	URSULA LN. - URSULA	BLACK MOUNTAIN	END	2	R	AC/AC	600	20	14,000	8/27/2024	85
VIACER	GO01	VIA CERRO GORDO - VIACER	BRIONES WY	END	2	R	AC/AC	710	18	14,280	8/23/2024	95
VIACOR	WY01	VIA CORITA WY. - VIACOR	NATOMA	END	2	R	AC/AC	355	20	7,100	8/27/2024	90
VIAFEL	FE01	VIA FELIZ - VIAFEL	PAGE MILL RD.	END	2	R	AC	1,480	20	29,600	11/1/2024	82
VIAVEN	WY01	VIA VENTANA WY - VIAVEN	PAGE MILL RD	BRIONES WY	2	R	AC/AC	1,610	18	28,980	8/23/2024	92
VIAVEN	WY02	VIA VENTANA WY - VIAVEN	BRIONES WY	END	2	R	AC/AC	452	18	8,136	8/23/2024	93
VISCAI	CT01	VISCAINO CT. - VISCAI	VISCAINO RD.	END	2	R	AC/AC	1,100	20	23,400	8/28/2024	95
VISCAI	PL01	VISCAINO PL. - VISCAI	VISCAINO RD	END	2	R	AC/AC	360	24	9,150	9/4/2024	76
VISCAI	RD01	VISCAINO RD. - VISCAI	PURISSIMA RD.	CONCEPCION RD.	2	R	AC/AC	3,456	23	79,488	8/28/2024	77
VISTAD	CT01	VISTA DEL VALLE CT. - VISTAD	TAAFFE	END	2	R	AC/AC	360	23	9,280	8/27/2024	83
VISTAS	SE01	VISTA SERENA - VISTAS	O'KEEFE LN.	END	1	R	AC/AC	750	19	14,250	8/22/2024	81
VOGUEC	CT01	VOGUE CT. - VOGUEC	BLACK MOUNTAIN RD.	END	2	R	AC/AC	570	21	11,970	8/27/2024	80
VOORHE	DR01	VOORHEES DR. - VOORHE	EL MONTE RD.	800 S. OF EL MONTE RD.	2	R	AC/AC	800	25	21,700	8/22/2024	80
WESTON	DR01	WESTON DR. - WESTON	FREMONT RD.	END	2	R	AC/AC	891	23	20,493	8/29/2024	69
WESTWI	WY01	WESTWIND WY - WESTWI	CONCEPCION RD	LA PALOMA RD	2	R	AC/AC	1,070	22	23,540	8/30/2024	77
WILDPL	LN01	WILD PLUM LN. - WILDPL	MIRANDA RD.	END	2	R	AC/AC	650	20	14,500	8/29/2024	61
WILLOW	LN01	WILLOW POND LN. - WILLOW	TEPA WY	END (CDS)	2	R	AC/AC	632	21	13,272	8/28/2024	83
WINDSO	CT01	WINDSOR CT. - WINDSO	BLACK MOUNTAIN	END	2	R	AC/AC	205	22	5,510	8/28/2024	90
WLOYO	DR01	WEST LOYOLA DR. - WLOYOLA	CAMINO HERMOSA	HWY280 (EASTBROOK)	2	A	AC/AC	4,762	21	100,002	9/1/2022	84
YALE	CT01	YALE CT - YALE	LIDDICOAT CR	END	2	R	AC/AC	130	16	4,280	9/4/2024	82

## **Section Description Inventory – Sorted by Descending PCI**

Street ID	Section ID	Street Name	Begin Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
KINGLY	WY01	KINGSLEY AVE - KINGLY	ALTA DENA DR	END	2	R	AC/AC	838	13	10,894	10/7/2024	100
MORAH	WY01	MORA HEIGHTS WAY - MORAH	MORA GLEN DR.	END	2	R	AC/AC	480	24	11,520	9/30/2024	100
DAWN	LN01	DAWN LN. - DAWN	DAWN LN.	END	2	R	AC/AC	400	22	9,300	9/4/2024	99
DEZAH	WY01	DEZAHAZA WY - DEZAH	TAAFFE RD.	TAAFFE RD.	2	R	AC/AC	1,700	18	30,600	8/27/2024	99
PADRE	CT01	PADRE CT. - PADRE	ALTAMONT RD.	END	2	R	AC/AC	380	18	6,840	8/27/2024	99
PURISS	RD01	PURISSIMA RD. - PURISS	ARASTRADERO RD.	ELENA RD.	2	C	AC/AC	2,351	23	54,073	8/22/2024	99
PURISS	RD02	PURISSIMA RD. - PURISS	ELENA RD.	VISCAINO RD.	2	C	AC/AC	1,660	22	36,520	8/22/2024	99
PURISS	RD03	PURISSIMA RD. - PURISS	VISCAINO RD.	CONCEPCION RD.	2	C	AC/AC	3,222	23	74,106	8/22/2024	99
ROBLEC	CT01	ROBLEDA CT. - ROBLEC	ROBLEDA RD.	END (CDS)	2	R	AC/AC	573	20	11,460	8/30/2024	99
SNELL	LN01	SNELL LN. - SNELL	FREMONT RD.	END	2	R	AC/AC	840	22	20,280	8/29/2024	99
THREEF	LN01	THREE FORKS LN - THREEF	COUNTRY WY	SOUTH FORKS LN	2	R	AC/AC	600	20	12,000	8/23/2024	99
BLANDO	WY01	BLANDOR WY - BLANDO	OLIVE TREE LN.	MAGDALENA RD.	2	R	AC/AC	850	24	20,400	9/3/2024	98
CARILL	LN01	CARILLO LN. - CARILL	LA CRESTA DR.	END	2	R	AC/AC	450	20	9,800	8/28/2024	98
DELSON	CT01	DELSON CT - DELSON	DELSON CT	END	2	R	AC/AC	330	30	9,900	9/4/2024	98
ELMONT	RD02	EL MONTE RD. (EB) - ELMONT	FORK AT 950' W OF STONEBROOK DR.	SUMMERHILL	2	A	AC/AC	3,851	33	127,083	8/22/2024	98
LAPALO	RD01	LA PALOMA RD. - LAPALO	FREMONT RD.	NEWBRIDGE DR.	2	C	AC/AC	2,315	22	50,930	8/30/2024	98
MAGDAL	AV03	MAGDALENA RD. - MAGDAL	MAGDALENA RD.	RAVENSBURY	2	C	AC/AC	1,550	26	40,300	9/3/2024	98
PROSPE	AV01	PROSPECT AVE. - PROSPE	EDGECLIFF PL.	STONEBROOK DR.	2	R	AC/AC	1,875	24	45,000	8/28/2024	97
DEERFI	DR01	DEERFIELD DR. - DEERFI	FREMONT RD.	END	2	R	AC/AC	700	20	14,000	8/29/2024	96
ANACAP	DR01	ANACAPA DR. - ANACAP	ASCENSION DR.	ST. FRANCIS RD.	2	R	AC	1,854	28	51,912	8/28/2024	95
ARASTR	RD02	ARASTRADERO RD. - ARASTR	PAGE MILL RD.	TOWN LIMIT	2	A	AC/AC	1,430	34	48,620	8/23/2024	95
BALERI	RD01	BALERI RANCH RD. - BALERI	BALERI RANCH RD.	NORTH END	2	R	AC/AC	250	16	5,000	8/23/2024	95
BALERI	RD02	BALERI RANCH RD. - BALERI	BALERI RANCH RD.	SOUTH END	2	R	AC/AC	260	16	5,160	8/23/2024	95
BALERI	RD03	BALERI RANCH RD. - BALERI	PAGE MILL RD.	BALERI RANCH RD.	2	R	AC/AC	365	16	5,840	8/23/2024	95
BLACKM	RD01	BLACK MOUNTAIN RD. - BLACKM	ALTAMONT RD.	NATOMA RD.	2	R	AC/AC	2,816	22	61,952	8/27/2024	95
BYRD	LN01	BYRD LN. - BYRD	NATOMA RD.	END	2	R	AC	920	24	23,080	8/27/2024	95
DEERSP	WY01	DEER SPRINGS WY. - DEERSP	BYRNE PARK LN.	1ST BULB	2	R	AC/AC	970	18	18,987	8/27/2024	95
EDGERT	RD01	EDGERTON RD - EDGERT	BLACK MOUNTAIN RD	END	2	R	AC/AC	1,800	21	37,800	8/28/2024	95
FREMONT	RD06	FREMONT RD. - FREMONT	BURKE RD.	600' south of BURKE RD.	2	C	AC/AC	600	23	13,800	8/29/2024	95
OLDPAG	RD01	OLD PAGE MILL RD - OLDPAGRD	NORTH END OF BRIDGE (OFF PAGE MILL RD)	HOUSE #2000 DRIVE-IN (CITY LIMIT)	2	R	AC/AC	533	20	10,660	9/4/2024	95
PASEOD	CT01	PASEO DEL ROBLE CT - PASEOD	PASEO DEL ROBLE DR	END	2	R	AC/AC	250	16	4,000	8/23/2024	95
RAVENS	AV01	RAVENSBURY AVE. - RAVENS	RAVENSBURY AVE.	MAGDALENA LN.	2	A	AC/AC	1,902	23	43,746	9/3/2024	95
TORELL	LN01	TORELLO LN. - TORELL	MANUELLA RD.	END	2	R	AC/AC	400	17	6,800	8/29/2024	95
VIACER	GO01	VIA CERRO GORDO - VIACER	BRIONES WY	END	2	R	AC/AC	710	18	14,280	8/23/2024	95
VISCAI	CT01	VISCAINO CT. - VISCAI	VISCAINO RD.	END	2	R	AC/AC	1,100	20	23,400	8/28/2024	95
ALTAMO	RD04	ALTAMONT RD. - ALTAMO	CORBETTA LN.	MOODY RD.	2	C	AC/AC	2,226	23	51,198	8/27/2024	94
HILPRK	LN01	HILLPARK LN. - HILLPARK	RAVENSBURY AVE	END (BOTH CUL DE SACS)	2	R	AC/AC	900	31	27,900	9/3/2024	94
OLIVEL	LN01	OLIVE TREE LN. - OLIVEL	BLANDOR WAY	200' W OF OLIVE TREE CT. (STREET #24740)	2	R	AC/AC	1,287	24	30,888	9/3/2024	94
ALTAMO	RD03	ALTAMONT RD. - ALTAMO	TAAFFE RD.	CORBETTA LN.	2	C	AC/AC	3,709	23	85,307	8/27/2024	93
ALTATI	RD01	ALTA TIERRA RD. - ALTATI	ROBLEDA RD	LA PALOMA RD	2	R	AC/AC	1,610	17	27,370	8/30/2024	93
BYRNEP	LN01	BYRNE PARK LN. - BYRNEP	ALTAMONT RD.	W'LY PL OF 27269 BYRNE PARK LN.	2	R	AC/AC	1,200	22	26,400	8/27/2024	93
OKEEFE	LN03	OKEEFE LN. - OKEEFE	350' west of VISTA SERENA	END	2	R	AC	930	18	18,090	8/22/2024	93
VIAVEN	WY02	VIA VENTANA WY - VIAVEN	BRIONES WY	END	2	R	AC/AC	452	18	8,136	8/23/2024	93
CAMINO	DR01	CAMINO HERMOSO - CAMINO	RAVENSBURY AVE. (NORTH)	RAVENSBURY AVE. (SOUTH)	2	A	AC/AC	3,190	20	63,800	9/3/2024	92
OLDRRD	RD01	OLD RANCH RD. - OLDRANCHR	RAVENSBURY RD.	END	2	R	AC	696	33	22,968	9/3/2024	92
TAAFFE	RD01	TAAFFE RD. - TAAFFE	ELENA RD.	DEZAHARA WAY	2	C	AC/AC	3,240	20	64,800	8/27/2024	92
VIAVEN	WY01	VIA VENTANA WY - VIAVEN	PAGE MILL RD	BRIONES WY	2	R	AC/AC	1,610	18	28,980	8/23/2024	92
ELENA	RD02	ELENA RD. - ELENA	NATOMA RD.	LA BARRANCA RD.	2	C	AC/AC	3,000	23	69,000	8/22/2024	91
LAPALO	RD03	LA PALOMA RD. - LAPALO	ALTA TIERRA RD.	PURISSIMA RD.	2	C	AC/AC	1,090	22	23,980	8/30/2024	91
PASEOD	DR01	PASEO DEL ROBLE DR. - PASEOD	PAGE MILL RD.	MIR MIROU DR.	2	R	AC/AC	1,225	21	25,725	8/23/2024	91
ALEXAN	PL01	ALEXANDER PL - ALEXAN	FREMONT RD.	END	2	R	AC/AC	1,150	18	22,700	8/29/2024	90
ANACAP	CT01	ANACAPA CT. - ANACAP	ANACAPA DR.	END	2	R	AC/AC	140	30	4,750	8/28/2024	90
LALOMDR	DR02	LA LOMA DR. - LALOM	SUMMITWOOD DR.	END	2	R	AC/AC	2,114	18	38,052	8/28/2024	90
OLIVEC	CT01	OLIVE TREE CT. - OLIVEC	OLIVE TREE LN.	END (CDS)	2	R	AC/AC	378	24	9,072	9/3/2024	90
STORYH	LN01	STORY HILL LN. - STORYH	PAGE MILL RD.	END	2	R	AC/AC	1,603	18	28,854	8/23/2024	90
VIACOR	WY01	VIA CORITA WY. - VIACOR	NATOMA	END	2	R	AC/AC	355	20	7,100	8/27/2024	90

Street ID	Section ID	Street Name	Begin Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
WINDSO	CT01	WINDSOR CT. - WINDSO	BLACK MOUNTAIN	END	2	R	AC/AC	205	22	5,510	8/28/2024	90
ALEJAN	DR02	ALEJANDRO DR. - ALEJAN	ST. FRANCIS RD.	END (NORTH)	2	R	AC	294	21	6,174	8/30/2024	89
BERKSH	DR01	BERKSHIRE DR. - BERKSHIRE	WEST LOYOLA (S)	WEST LOYOLA (E)	2	R	AC/AC	1,855	18	33,390	9/3/2024	89
LACRES	DR03	LA CRESTA DR. - LACRES	VISCAINO	END	2	R	AC/AC	1,670	23	39,910	8/28/2024	89
LAUREL	LN01	LAUREL LN. - LAUREL	CONCEPCION RD.	END (CDS)	2	R	AC/AC	222	22	4,884	8/15/2023	89
SHOLES	CT01	SHOLES CT. - SHOLES	ALEXANDER DR.	END	2	R	AC/AC	405	18	8,590	9/1/2022	89
SUMMIT	RDO1	SUMMITWOOD RD. - SUMMIT	TEPA WY	LA LOMA DR	2	R	AC/AC	2,335	21	49,035	8/28/2024	89
ALTAMO	RDO1	ALTAMONT RD. - ALTAMO	PAGE MILL RD.	BLACK MOUNTAIN RD.	2	C	AC/AC	2,592	21	54,432	8/27/2024	88
BLED SO	CT01	BLED SOE CT. - BLED SO	MOODY RD.	END	2	R	AC	105	35	5,075	8/28/2024	88
ELMONT	RD03	EL MONTE RD. (WB) - ELMONT	O'KEEFE LN.	FORK AT 950' W OF STONEBROOK DR.	2	A	AC/AC	3,411	32	109,152	8/22/2024	88
GREENH	CT01	GREEN HILLS CT. - GREENH	ELENA RD.	END	2	R	AC/AC	540	16	9,140	8/15/2023	88
LACRES	CT01	LA CRESTA CT. - LACRES	LA CRESTA DR.	END	2	R	AC	870	21	19,070	8/28/2024	88
OHLONE	LN01	OHLONE LN. - OHLONE	FREMONT RD	END	2	R	AC	360	20	8,300	8/29/2024	88
TWINOA	CT01	TWIN OAKS CT. - TWINOA	ARASTRADERO RD.	END	2	R	AC	125	22	2,750	8/28/2024	88
ADOBE	LN01	ADOBE LN. - ADOBE	TEPA WAY	END	2	R	AC/AC	1,290	34	47,162	8/28/2024	87
ALEJAN	DR01	ALEJANDRO DR. - ALEJAN	ST. FRANCIS RD.	END (SOUTH)	2	R	AC/AC	393	20	7,860	8/15/2023	87
ASCENS	DR02	ASCENSION DR. - ASCENS	ANACAPA DR.	ST. FRANCIS DR.	2	R	AC/AC	1,601	27	43,227	8/28/2024	87
CAMINO	ME01	CAMINO MEDIO - CAMINO	VISCAINO RD.	END	2	R	AC	501	24	12,024	8/28/2024	87
CANARI	WY01	CANARIO WY. - CANARI	VISCAINO RD.	END	2	R	AC	950	22	21,900	8/15/2023	87
CONCEP	RD01	CONCEPTION RD. - CONCEP	FREMONT RD.	PURISSIMA RD.	2	C	AC/AC	4,604	20	92,080	8/30/2024	87
LABARR	RD01	LA BARRANCA RD - LABARR	PURISSIMA RD	ELENA RD	2	R	AC/AC	2,080	22	45,760	8/15/2023	87
LALOMCT	CT01	LA LOMA CT. - LALOM	LA LOMA DR.	END	2	R	AC/AC	315	30	10,476	8/28/2024	87
LUPINE	RD01	LUPINE RD. - LUPINE	PAGE MILL RD.	END	2	R	AC/AC	1,179	22	25,938	8/23/2024	87
ONEONT	DR01	ONEONTA DR. - ONEONT	STONEBROOK DR.	END (CDS)	2	R	AC/AC	843	21	17,703	9/4/2024	87
ORCHAR	LN01	ORCHARD HILL LN. - ORCHAR	ROBLEDA RD	END	2	R	AC/AC	890	23	20,470	8/30/2024	87
ROLLYR	RD02	ROLLY RD. - ROLLY	225' W/O KENBAR RD.	KENBAR RD.	2	R	AC/AC	225	19	4,275	9/3/2024	87
LACRES	DR01	LA CRESTA DR. - LACRES	ARASTRADERO RD.	900' south of NINA PL.	2	R	AC/AC	2,700	20	54,000	8/15/2023	86
LACRES	DR02	LA CRESTA DR. - LACRES	900' south of NINA PL.	VISCAINO	2	R	AC	2,650	23	60,950	8/28/2024	86
NATOMA	RD02	NATOMA RD. - NATOMA	BLACK MOUNTAIN RD.	LUCERO LN.	2	C	AC/AC	1,559	20	31,180	9/1/2022	86
ALBERT	LN01	ALBERTSWORTH LN. - ALBERT	MAGDALENA RD.	END	2	R	AC/AC	400	27	10,800	9/3/2024	85
ARASTR	RD01	ARASTRADERO RD. - ARASTR	HORSESHOE LN.	STIRRUP WY.	2	A	AC/AC	1,900	40	76,000	9/1/2022	85
DAWNRI	DR01	DAWNRI DR. - DAWNRI	MAGDALENA RD.	END	2	R	AC/AC	1,908	31	59,148	9/3/2024	85
DEERC	LN01	DEER CREEK LN - DEERC	PURISSIMA ROAD	CUL DE SAC/PRIVATE ROAD	2	R	AC	585	21	12,285	8/28/2024	85
FRANCE	AV01	FRANCEMONT DR. - FRANCE	MOODY RD	END	2	R	AC	425	21	10,725	8/28/2024	85
LALOMDR	DR01	LA LOMA DR. - LALOM	PROSPECT AVE.	SUMMITWOOD RD.	2	R	AC/AC	1,495	28	41,860	8/28/2024	85
MELODY	LN01	MELODY LN. - MELODY	BLACK MOUNTAIN RD.	END	2	R	AC/AC	855	20	18,600	8/27/2024	85
OKEEFE	LN02	OKEEFE LN. - OKEEFE	343' east of VISTA SERENA	350' west of VISTA SERENA	2	R	AC	700	24	16,800	8/22/2024	85
PAGEMI	RD01	PAGE MILL RD. - PAGEMI	BERRY HILL	BALERI RANCH RD.	2	C	AC/AC	700	20	14,000	8/23/2024	85
RHODA	DR01	RHODA DR. - RHODA	PURISSIMA RD.	END (CDS)	2	R	AC/AC	734	22	16,148	8/28/2024	85
ROBLED	RD01	ROBLEDA RD. - ROBLED	FREMONT	CHAPIN	2	C	AC/AC	3,325	22	73,150	8/30/2024	85
ROLLYR	RD01	ROLLY RD. - ROLLY	WEST LOYOLA	225' W/O KENBAR DR	2	R	AC/AC	359	19	6,821	9/3/2024	85
SEVENA	LN01	SEVEN ACRES LN. - SEVENA	FREMONT	END	2	R	AC/AC	310	21	7,860	8/29/2024	85
TRACY	CT01	TRACY CT. - TRACY	ARASTRADERO	END	2	R	AC/AC	265	20	5,500	8/23/2024	85
TRIPOL	CT01	TRIPOLI CT. - TRIPOL	NATOMA RD.	END (CDS)	2	R	AC/AC	250	16	4,000	8/27/2024	85
URSULA	LN01	URSULA LN. - URSULA	BLACK MOUNTAIN	END	2	R	AC/AC	600	20	14,000	8/27/2024	85
BEATRI	LN01	BEATRICE LN. - BEATRI	ROBLEDA RD.	END (CDS)	2	R	AC	245	22	5,390	8/15/2023	84
CONEJO	CT01	CONEJO CT. - CONEJO	ASCENSION DR.	END	2	R	AC/AC	310	18	6,315	8/15/2023	84
ELMONT	RD01	EL MONTE RD. - ELMONT	MOODY RD.	FORK AT 950' W OF STONEBROOK DR.	2	A	AC/AC	1,890	36	68,040	8/22/2024	84
FREMONT	RD02	FREMONT RD. - FREMONT	ST. FRANCIS DR.	CONCEPCION RD.	2	C	AC/AC	1,250	25	31,250	8/29/2024	84
LALANN	CT01	LA LANN CT. - LALANN	MIRANDA	END	2	R	AC	919	21	19,299	8/29/2024	84
PAGEMI	RD02	PAGE MILL RD. - PAGEMI	BALERI RANCH RD.	COUNTRY WY	2	C	AC/AC	3,518	24	84,432	8/23/2024	84
PAGEMI	RD04	PAGE MILL RD. - PAGEMI	MATADERO CREEK LN	935' north of ALTAMONT	2	C	AC/AC	3,150	24	75,600	8/23/2024	84
WLOYO	DR01	WEST LOYOLA DR. - WLOYOLA	CAMINO HERMOSA	HWY280 (EASTBROOK)	2	A	AC/AC	4,762	21	100,002	9/1/2022	84
ALEXIS	DR01	ALEXIS DR. - ALEXIS	PAGE MILL RD.	TOWN LIMIT	2	R	AC/AC	554	23	12,742	8/23/2024	83
BEAVER	LN01	BEAVER LN. - BEAVER	LA CRESTA DR.	END	2	R	AC	465	23	11,795	8/28/2024	83
BERRYH	CT01	BERRY HILL CT. - BERYHC	PAGE MILL RD.	END	2	R	AC/AC	547	18	9,846	8/23/2024	83

Street ID	Section ID	Street Name	Begin Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
CHRIST	LN01	CHRISTOPHER'S LN. - CHRIST	PAGE MILL RD.	END (CDS)	2	R	AC/AC	1,730	23	39,790	9/4/2024	83
DONELS	PL01	DONELSON PL. - DONELS	FREMONT RD.	END	2	R	AC/AC	630	19	13,270	8/29/2024	83
EMERAL	LN01	EMERALD HILL LN. - EMERAL	PROSPECT AVE.	END	2	R	AC/AC	450	22	10,900	8/28/2024	83
ESTACA	DR01	ESTACADA DR. - ESTACA	MANUELLA RD.	MIRANDA RD	2	R	AC	1,015	28	28,420	8/29/2024	83
FRAMPT	CT01	FRAMPTON CT. - FRAMPT	MAGDALENA RD.	END	2	R	AC	240	20	7,300	9/3/2024	83
KATE	DR02	KATE DR. - KATE	TERESA WY	LAURAL CT	2	R	AC	540	22	11,880	9/4/2024	83
MIRAND	WY01	MIRANDA WY. - MIRAND	MIRANDA RD.	END	2	R	AC	350	23	9,875	8/29/2024	83
ORTEGA	DR01	ORTEGA DR. - ORTEGA	ST. FRANCIS RD.	END	2	R	AC/AC	820	20	18,500	8/30/2024	83
PALOPL	PL01	PALOMINO PL - PALOPL	NATOMA RD	END	2	R	AC	430	20	8,600	8/27/2024	83
PASEOD	DR02	PASEO DEL ROBLE DR. - PASEOD	MIR MIROU DR.	PAGE MILL RD.	2	R	AC/AC	2,520	20	50,400	8/23/2024	83
RAVENS	AV02	RAVENSBURY AVE. - RAVENS	HILLPARK LN.	END	2	A	AC/AC	2,612	23	60,076	9/3/2024	83
ROBLEA	CT01	ROBLE ALTO CT - ROBLEA	ROBLE ALTO DR	END	2	R	AC/AC	260	16	6,440	8/23/2024	83
SAM	LN01	SAMUEL LN. - SAMUEL	PURISSIMA	END	2	R	AC/AC	220	20	4,400	8/28/2024	83
TEMPLE	PL01	TEMPLETON PL. - TEMPLE	FREMONT RD.	END (CDS)	2	R	AC	298	21	6,258	8/29/2024	83
TEPA	WY00	TEPA WY. - TEPA	MOODY RD	SUMMITWOOD RD	2	R	AC/AC	860	32	27,520	8/28/2024	83
TODD	LN01	TODD LN. - TODD	LA PALOMA RD.	END (CDS)	2	R	AC/AC	814	21	17,094	8/30/2024	83
VISTAD	CT01	VISTA DEL VALLE CT. - VISTAD	TAAFFE	END	2	R	AC/AC	360	23	9,280	8/27/2024	83
WILLOW	LN01	WILLOW POND LN. - WILLOW	TEPA WAY	END (CDS)	2	R	AC/AC	632	21	13,272	8/28/2024	83
ADOBEC	RD01	ADOBE CREEK LODGE RD. - ADOBECR	MOODY RD	END	2	R	AC	560	21	15,360	8/28/2024	82
BRIONC	CT01	BRIONES CT. - BRIONC	BRIONES WAY	END (CDS)	2	R	AC/AC	486	20	9,720	8/23/2024	82
CATHAR	CT01	CATHARINE CT - CATHAR	DONELSON PL.	END	2	R	AC/AC	480	18	9,940	8/29/2024	82
DEBELL	DR01	DEBELL DR. - DEBELL	MANUELLA RD	ESTACADA DR.	2	R	AC/AC	1,739	34	59,126	8/29/2024	82
FINN	LN01	FINN LN. - FINN	PROSPECT AVE.	END	2	R	AC	400	21	11,750	8/28/2024	82
LAURAL	CT01	LAURA CT - LAURAL	END (S)	END (N)	2	R	AC	600	22	16,800	9/4/2024	82
MAGDAL	AV02	MAGDALENA RD. - MAGDAL	STONEBROOK	RAVENSBURY	2	C	AC/AC	2,860	23	65,780	8/15/2023	82
MANDOL	DR01	MANDOLI DR. - MANDOL	ARASTRADERO DR.	END	2	R	AC	585	21	23,385	8/29/2024	82
MATADE	LN02	MATADERO CREEK LN. - MATADE	MATADERO CREEK CT.	END	2	R	AC/AC	1,461	16	23,376	8/23/2024	82
NINA	PL01	NINA PL. - NINA	LA CRESTA DR.	END	2	R	AC	785	23	19,165	8/28/2024	82
VIAFEL	FE01	VIA FELIZ - VIAFEL	PAGE MILL RD.	END	2	R	AC	1,480	20	29,600	11/1/2024	82
YALE	CT01	YALE CT - YALE	LIDDICOAT CR	END	2	R	AC/AC	130	16	4,280	9/4/2024	82
ALTADE	DR01	ALTADENA DR. - ALTADE	MANUELLA RD.	KINGSLEY AVE	2	R	AC/AC	490	18	8,820	8/29/2024	81
ASCENS	DR01	ASCENSION DR. - ASCENS	ST. FRANCIS RD.	END	2	R	AC	630	19	12,970	8/30/2024	81
ATHERT	CT01	ATHERTON CT. - ATHERT	ROBLEDA RD.	END	2	R	AC/AC	600	22	13,200	8/30/2024	81
BYRNEP	LN02	BYRNE PARK LN. - BYRNEP	W'LY PL OF 27269 BYRNE PARK LN.	END	2	R	AC/AC	410	22	9,020	8/27/2024	81
CLAUSE	CT01	CLAUSEN CT. - CLAUSE	VOORHEES DR.	END	2	R	AC	375	24	10,055	8/22/2024	81
COUNTR	WY01	COUNTRY WY. - COUNTR	PAGE MILL RD.	END	2	R	AC/AC	1,330	16	21,780	8/23/2024	81
FREMON	RD03A	FREMONT RD. - FREMON	CONCEPCION RD	MANUELLA RD	2	C	AC/AC	1,084	27	29,268	8/29/2024	81
FREMON	RD03B	FREMONT RD. - FREMON	MANUELLA RD.	MIRANDA RD.	2	C	AC/AC	1,584	27	42,768	8/29/2024	81
HILLVI	RD01	HILLVIEW RD. - HILLVI	MAGDALENA RD.	HILLTOP DR.	2	R	AC	1,750	22	38,500	9/3/2024	81
LAPALO	RD02	LA PALOMA RD. - LAPALO	NEWBRIDGE DR	ALTA TIERRA RD.	2	C	AC/AC	2,060	22	45,320	8/15/2023	81
LAVIDA	RL01	LA VIDA REAL - LAVIDA	NATOMA RD	END	2	R	AC	600	16	11,100	8/27/2024	81
MAPLEL	CT01	MAPLE LEAF CT. - MAPLELEAF	ELENA RD.	CULDESAC	2	R	AC	131	23	3,013	9/4/2024	81
MOODY	RD01	MOODY RD. - MOODY	ELENA RD.	ALTAMONT RD.	2	C	AC/AC	1,420	24	34,080	8/28/2024	81
MOODY	RD02	MOODY RD. - MOODY	ALTAMONT RD.	FRANCEMONT AVE.	2	C	AC/AC	2,620	23	60,260	8/28/2024	81
MORA	DR01	MORA DR. - MORA	SAN ANTONIO OPEN SPACE	E'LY PL OF 11120 MORA DR.	2	R	AC	2,280	20	45,600	9/3/2024	81
OAKKNO	CR01	OAK KNOLL CIRCLE - OAKKNO	STONEBROOK DR	OAK KNOLL CIR	2	R	AC	2,875	20	57,500	9/4/2024	81
VISTAS	SE01	VISTA SERENA - VISTAS	O'KEEFE LN.	END	1	R	AC/AC	750	19	14,250	8/22/2024	81
ANACAP	DR02	ANACAPA DR. - ANACAP	VISCAINO RD	ASCENSION DR.	2	R	AC	1,300	25	32,500	8/28/2024	80
ARROYO	DR01	ARROYO OAKS DR. - ARROYO	RAVENSBURY AVE.	END	2	R	AC	565	20	11,300	9/3/2024	80
ESTACA	WY01	ESTACADA WY. - ESTACA	ESTACADA DR.	END	2	R	AC/AC	290	28	8,120	8/29/2024	80
MATADE	CT01	MATADERO CREEK CT. - MATADE	MATADERO CREEK LN.	END	2	R	AC/AC	650	20	15,080	8/23/2024	80
MIRAND	RD01	MIRANDA RD. - MIRAND	ESTACADA	FREMONT RD.	2	R	AC/AC	2,800	25	70,000	8/29/2024	80
NEWBRI	DR01	NEWBRIDGE DR. - NEWBRI	LA PALMOA	BOTH ENDS	2	R	AC/AC	780	24	23,792	8/30/2024	80
SADDLE	CT01	SADDLE CT. - SADDLE	SADDLE MOUNTAIN DR.	END	2	R	AC	970	17	17,360	8/28/2024	80
STONEB	DR01	STONEBROOK DR. - STONEB	EL MONTE AVE.	S/O PROSPECT AVE.	2	C	AC/AC	2,390	24	57,360	9/4/2024	80
TAAFFE	RD02A	TAAFFE RD. - TAAFFE	DEZHARA WAY (N.)	DEZHARA WAY (S.)	2	C	AC/AC	1,082	20	21,640	8/27/2024	80

Street ID	Section ID	Street Name	Begin Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
TAAFFE	RD02B	TAAFFE RD. - TAAFFE	DEZEHARA WAY (S.)	ALTAMONT RD.	2	C	AC/AC	370	20	7,400	8/27/2024	80
VOGUEC	CT01	VOGUE CT. - VOGUEC	BLACK MOUNTAIN RD.	END	2	R	AC/AC	570	21	11,970	8/27/2024	80
VOORHE	DR01	VOORHEES DR. - VOORHE	EL MONTE RD.	800 S. OF EL MONTE RD.	2	R	AC/AC	800	25	21,700	8/22/2024	80
ADONNA	CT01	ADONNA CT - ADONNA	ELENA RD	END	2	R	AC/AC	370	23	10,310	9/4/2024	79
OKEEFE	LN04	OKEEFE LN. - OKEEFE	EL MONTE	300' E/O DIANNE	2	R	AC	1,410	26	36,660	8/22/2024	79
SUNHIL	DR02	SUNHILLS DR. - SUNHIL	MORA DR.	245' S OF WEST LOYOLA DR.	2	R	AC/AC	700	22	15,400	9/3/2024	79
ARIC	LN01	ARIC LN. - ARIC	FREMONT RD.	END	2	R	AC	940	22	22,480	8/29/2024	78
CRESTR	DR01	CRESTRIDGE DR. - CRESTRIDGE	RAVENSBUARY AVE.	END	2	R	AC/AC	544	33	17,952	9/3/2024	78
EDITHR	RD01	EDITH RD. - EDITHR	FREMONT RD.	500' N/O FREMONT RD.	2	C	AC	500	33	16,500	8/29/2024	78
FERNHI	DR01	FERNHILL DR. - FERNHI	CAMINO HERMOSO DR.	END	2	R	AC/AC	1,200	16	19,200	9/3/2024	78
HORSES	CT01	HORSESHOE CT. - HORSES	HORSESHOE LN.	END	2	R	AC/AC	465	18	9,670	8/29/2024	78
LIDDIC	CR01	LIDDCOAT CR - LIDDIC	LIDDCOAT DR	LIDDCOAT DR	2	R	AC/AC	2,320	21	48,720	8/23/2024	78
MIDDLE	LN01	MIDDLE FORK LN - MIDDLE	THREE FORKS LN	END	2	R	AC/AC	1,018	18	18,324	9/4/2024	78
MURIET	LN01	MURIETTA LN. - MURIET	MOODY RD.	END	2	R	AC/AC	870	18	17,660	8/28/2024	78
ROBLED	RD02	ROBLEDA RD. - ROBLED	CHAPIN	ELENA	2	C	AC	4,250	23	97,750	8/30/2024	78
STFRAN	RD01	ST. FRANCIS RD. - STFRAN	LA CRESTA DR.	ASCENSION DR.	2	R	AC/AC	2,660	29	77,140	8/30/2024	78
BERRYH	LN01	BERRY HILL LN. - BERYHL	BERRYHILL CT	END	2	R	AC/AC	745	18	13,410	8/23/2024	77
CHAPIN	RD01	CHAPIN RD. - CHAPIN	BURKE RD.	ROBLEDA RD.	2	R	AC/AC	1,325	22	29,150	8/30/2024	77
ESHNER	CT01	ESHNER CT - ESHNER	ALTAMONT RD	END	2	R	AC	381	22	8,382	8/27/2024	77
FREMONT	RD04	FREMONT RD. - FREMONT	MIRANDA RD.	WEST EDITH	2	C	AC/AC	1,451	25	36,275	8/29/2024	77
JULIET	LN01	JULIETTA LN - JULIET	SOUTH PROPERTY LINE OF 27340 JULIETTA LN	END	2	R	AC/AC	300	14	4,200	9/4/2024	77
ROBLEL	RD01	ROBLE LADERA RD. - ROBLEL	VISCAINO DR.	PURISSIMA DR.	2	R	AC/AC	1,840	23	42,320	9/1/2022	77
STIRRU	WY02	STIRRUP WY - STIRRU	ARASTRADERO RD.	SADDLE MOUNTAIN RD.	2	R	AC	367	21	7,707	8/28/2024	77
STONEB	DR02	STONEBROOK DR. - STONEB	S. OF PROSPECT AVE.	TERESA WY.	2	C	AC	1,350	23	31,050	9/4/2024	77
VISCAI	RD01	VISCAINO RD. - VISCAI	PURISSIMA RD.	CONCEPCION RD.	2	R	AC/AC	3,456	23	79,488	8/28/2024	77
WESTWI	WY01	WESTWIND WY - WESTWI	CONCEPCION RD	LA PALOMA RD	2	R	AC/AC	1,070	22	23,540	8/30/2024	77
DAWSON	DR02	DAWSON DR. - DAWSON	1155' W of MAGDALENA RD. Half CDS	END	2	R	AC	1,400	18	26,600	9/3/2024	76
ELENA	RD04	ELENA RD. - ELENA	ROBLEDA RD.	VINEDO LN.	2	C	AC	1,682	22	37,004	8/22/2024	76
FREMONT	RD05	FREMONT RD. - FREMONT	WEST EDITH	BURKE RD.	2	C	AC	2,254	24	54,096	8/29/2024	76
OAKPAR	CT01	OAK PARK CT. - OAKPAR	OAK KNOLL CIRCLE	END	2	R	AC	1,040	20	22,800	9/4/2024	76
OLDALT	RD01	OLD ALTOS RD. - OLDALT	BURKE	FREMONT	2	R	AC/AC	550	18	9,900	9/1/2022	76
PALOHI	DR01	PALO HILLS DR. - PALOHI	FREMONT RD.	END	2	R	AC/AC	720	20	16,400	8/29/2024	76
STONEB	CT01	STONEBROOK CT - STONEB	STONEBROOK DR	END	2	R	AC/AC	770	19	14,630	9/4/2024	76
SUMMER	AV01	SUMMERHILL AVE - SUMMER	EL MONTE RD	Nicole Lane (Southbound Only)	2	C	AC/AC	900	16	14,400	8/22/2024	76
VISCAI	PL01	VISCAINO PL. - VISCAI	VISCAINO RD	END	2	R	AC/AC	360	24	9,150	9/4/2024	76
DAWSON	DR01	DAWSON DR. - DAWSON	MAGDALENA RD.	1155' W of MAGDALENA RD. Half CDS	2	R	AC	1,155	20	24,600	9/3/2024	75
ELENA	RD05	ELENA RD. - ELENA	VINEDO LN.	MOODY RD.	2	C	AC/AC	2,298	25	57,450	8/22/2024	75
HARVAR	CT01	HARVARD CT - HARVAR	LIDDCOAT CR	END	2	R	AC/AC	295	17	5,015	8/23/2024	75
HIDDEN	CT01	HIDDEN SPRING CT. - HIDDEN	ALTAMONT RD.	END	2	R	AC	105	25	4,725	8/27/2024	75
OKEEFE	LN01	OKEEFE LN. - OKEEFE	300' east of DIANE	343' east of VISTA SERENA	2	R	AC	1,404	23	32,292	8/22/2024	75
SALTAM	DR01	SALTAMONTES WY. - SALTAM	ESTACADA DR.	END	2	R	AC/AC	692	30	20,760	8/29/2024	75
SUNHIL	DR01	SUNHILLS DR. - SUNHILLS	WEST LOYOLA	245' S/O WEST LAYOLA	2	R	AC/AC	245	22	5,390	9/3/2024	75
ALICAN	LN01	ALICANTE LN. - ALICAN	MANUELLA RD.	END	2	R	AC/AC	670	16	11,220	8/29/2024	74
BARTON	CT01	BARTON CT. - BARTON	FREMONT RD.	END	2	R	AC	135	18	4,430	8/29/2024	74
BENTLE	CT01	BENTLEY CT. - BENTLE	BURKE RD.	END	2	R	AC/AC	220	18	6,160	8/30/2024	74
FAWNCR	CT01	FAWN CREEK CT. - FAWNCR	PAGE MILL RD.	END	2	R	AC/AC	695	18	14,510	8/23/2024	74
HORSES	LN01	HORSESHOE LN. - HORSES	ARASTRADERO RD.	END	2	R	AC/AC	828	22	18,216	8/29/2024	74
NATOMA	RD03	NATOMA RD. - NATOMA	LUCERO LN.	ALTAMONT RD.	2	C	AC/AC	1,600	20	32,000	8/27/2024	74
OLDRLN	LN01	OLD RANCH LN. - OLD RANCL	OLD RANCH RD	END	2	R	AC	403	33	13,299	9/3/2024	74
BARLEY	RD01	BARLEY HILL RD. - BARLEY	HILLTOP DR.	END	2	R	AC/AC	1,745	16	27,920	9/3/2024	73
GOLDEN	CT01	GOLDEN HILL CT. - GOLDEN	LA PALOMA RD.	END	2	R	AC	750	20	15,000	9/1/2022	73
LARENA	LN01	LA RENA LN. - LARENA	DIANNE DR.	END	2	R	AC/AC	1,200	23	27,600	8/22/2024	73
MAGDAL	AV01	MAGDALENA RD. - MAGDAL	CAMINO HERMOSA	STONEBROOK	2	C	AC/AC	3,800	23	87,400	9/3/2024	73
NORMAN	LN01	NORMANDY LN. - NORMAN	O'KEEFE LN.	END	2	R	AC/AC	730	25	19,250	8/22/2024	73
PAGEMI	RD00	PAGE MILL RD. - PAGEMI	75 FT S. OF ARASTRADERO RD	BERRY HILL CT	2	C	AC/AC	645	60	38,700	8/23/2024	73
STFRAN	RD02	ST. FRANCIS RD. - STFRAN	ASCENSION DR.	FREMONT RD.	2	R	AC/AC	481	52	25,012	8/30/2024	73

Street ID	Section ID	Street Name	Begin Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
TERESA	WY01	TERESA WY. - TERESA	STONEBROOK DR	KATE DR	2	R	AC	250	22	5,500	9/4/2024	73
ALMADE	CT01	ALMADEN CT. - ALMADE	ALTAMONT RD.	END	2	R	AC/AC	1,840	18	35,268	8/27/2024	72
COLINA	DR01	COLINA DR. - COLINA	HILLTOP	END	2	R	AC/AC	475	22	12,250	9/3/2024	72
DORI	LN01	DORI LN. - DORI	ROBLEDA RD.	END	2	R	AC	210	22	6,445	8/30/2024	72
DUVAL	WY01	DUVAL WY. - DUVAL	ROBLEDA RD.	END	2	R	AC/AC	1,200	21	25,200	8/30/2024	72
GIGLI	CT01	GIGLI CT. - GIGLI	ELENA RD.	END	2	R	AC/AC	430	18	9,070	9/4/2024	72
HILLTO	DR02	HILLTOP DR. - HILLTO	BARLEY HILL RD	END	2	R	AC/AC	1,070	15	16,050	9/3/2024	72
MATADE	LN01	MATADERO CREEK LN. - MATADE	PAGE MILL	MATADERO CREEK CT.	2	R	AC/AC	783	18	14,094	8/23/2024	72
PAGEMI	RD03	PAGE MILL RD. - PAGEMI	COUNTRY WY	MATADERO CREEK LN	2	C	AC/AC	2,548	24	61,152	8/23/2024	72
PURISS	RD04	PURISSIMA RD. - PURISS	CONCEPCION RD.	ROBLEDA RD.	2	C	AC/AC	2,325	23	53,475	8/22/2024	72
ROBLEV	LN01	ROBLE VENENO LN. - ROBLEV	CONCEPCION RD.	END	2	R	AC	330	22	7,760	8/28/2024	72
ALTAMO	RD02	ALTAMONT RD. - ALTAMO	BLACK MOUNTAIN RD.	TAAFFE RD.	2	C	AC/AC	2,979	24	71,496	8/27/2024	71
AMHERS	CT01	AMHERST CT - AMHERS	LIDDCOAT DR	END	2	R	AC/AC	1,100	21	24,670	8/23/2024	71
CARADO	CT01	CARADO CT. - CARADO	MIRANDA RD.	END	2	R	AC/AC	370	16	5,920	8/29/2024	71
ELENA	RD01	ELENA RD. - ELENA	PURISSIMA RD.	NATOMA RD.	2	C	AC	3,048	21	64,008	8/22/2024	71
FREMONT	LN01	FREMONT PINES LN. - FREMONT	FREMONT RD.	END	2	R	AC/AC	600	22	14,720	8/29/2024	71
PRISCI	LN01	PRISCILLA LN. - PRISCI	STONEBROOK DR.	BOTH ENDS	2	R	AC	1,280	24	30,720	9/4/2024	71
SPRING	DR01	SPRINGHILL DR. - SPRING	MANUELLA RD.	END	2	R	AC	320	22	7,040	8/30/2024	71
MOODY	RD03	MOODY RD. - MOODY	FRANCEMONT AVE.	570 W/O MURIETA LN.	2	C	AC/AC	3,090	23	71,070	8/28/2024	70
SADDLE	DR01	SADDLE MOUNTAIN DR. - SADDLE	STIRRUP WY.	END	2	R	AC	2,639	20	52,780	8/28/2024	70
ELENA	RD03	ELENA RD. - ELENA	ROBLEDA RD.	LA BARRANCA RD.	2	C	AC	4,202	22	92,444	8/22/2024	69
FOOTHI	LN01	FOOTHILL LN. - FOOTHI	ELENA RD.	END	2	R	AC/AC	1,014	23	23,322	9/4/2024	69
KATE	DR01	KATE DR. - KATE	END EAST	TERESA WY	2	R	AC	840	20	19,300	9/4/2024	69
LEANDE	DR01	LEANDER DR. - LEANDE	PURISSIMA RD.	END	2	R	AC	530	21	12,630	8/30/2024	69
MIRAND	CT01	MIRANDA CT. - MIRAND	MIRANDA RD	END	2	R	AC/AC	265	23	7,920	8/29/2024	69
NATOMA	RD01	NATOMA RD. - NATOMA	ELENA RD.	BLACK MOUNTAIN RD.	2	C	AC/AC	3,000	21	63,000	8/27/2024	69
TEPA	WY01	TEPA WY. - TEPA	SUMMITWOOD RD	END	2	R	AC/AC	630	28	17,640	8/28/2024	69
WESTON	DR01	WESTON DR. - WESTON	FREMONT RD.	END	2	R	AC/AC	891	23	20,493	8/29/2024	69
ALTOVE	LN01	ALTO VERDE LN. - ALTOVE	CONCEPCION RD.	END	2	R	AC	577	22	12,694	8/30/2024	68
FREMONT	RD01	FREMONT RD. - FREMONT	ARASTRADERO RD.	ST. FRANCIS DR.	2	C	AC/AC	3,620	30	108,600	8/29/2024	68
STIRRU	WY01	STIRRUP WY. - STIRRU	SADDLE MOUNTAIN RD.	END	2	R	AC	820	17	16,140	8/28/2024	68
BURKE	RD01	BURKE RD. - BURKE	CHAPIN RD.	100' N. of OLD ALTOS RD./ COP	2	C	AC/AC	2,038	24	48,912	8/30/2024	66
ESPERA	DR01	ESPERANZA DR. - ESPERA	CONCEPCION RD	ESPERANZA DR	2	R	AC	2,674	22	58,828	8/30/2024	66
HILLTO	DR01	HILLTOP DR. - HILLTO	BARLEY HILL RD.	SUMMERHILL AVE.	2	R	AC/AC	2,800	21	58,800	9/3/2024	66
MANUEL	RD02	MANUELLA RD. - MANUEL	ALICANTE	400' north of SCARFF	2	C	AC/AC	2,450	24	58,800	8/29/2024	66
RANCHO	LN01	RANCHO MANUELLA LN. - RANCHO	MANUELLA RD.	END	2	R	AC	510	16	8,160	8/29/2024	65
ROBLEA	DR01	ROBLE ALTO DR - ROBLEA	PASEO DEL ROBLE DR	END	2	R	AC/AC	830	20	18,740	8/23/2024	64
SCARFF	WY01	SCARFF WY - SCARFF	MANUELLA RD	END	2	R	AC/AC	320	20	6,400	8/29/2024	64
BRIONE	WY01	BRIONES WAY - BRIONE	ALTAMONT RD.	VIA VENTANA WY.	2	C	AC/AC	1,600	20	32,000	8/23/2024	63
REBECC	LN01	REBECCA LN. - REBECC	DAWSON DR.	END	2	R	AC/AC	900	18	16,200	9/3/2024	63
JESSIC	LN01	JESSICA LN. - JESSIC	DAWSON DR.	END	2	R	AC	470	18	9,960	9/3/2024	61
MANUEL	RD01	MANUELLA RD. - MANUEL	FREMONT	ALICANTE	2	C	AC/AC	965	23	22,195	8/29/2024	61
MOODYS	CT01	MOODY SPRINGS CT. - MOODYS	MOODY RD.	END (CDS)	2	R	AC/AC	336	18	6,048	8/28/2024	61
ROBLEB	CT01	ROBLE BLANCO CT - ROBLEB	PASEO DEL ROBLE DR	END	2	R	AC/AC	900	21	18,900	8/23/2024	61
WILDPL	LN01	WILD PLUM LN. - WILDPL	MIRANDA RD.	END	2	R	AC/AC	650	20	14,500	8/29/2024	61
DIANNE	DR01	DIANNE DR. - DIANNE	O'KEEFE LN.	END	2	R	AC/AC	1,200	23	27,600	8/22/2024	60
CORTEM	LN01	CORTE MADERA LN. - CORTEM	CONCEPCION RD.	END	2	R	AC	580	22	13,870	8/30/2024	59
LIDDIC	DR01	LIDDCOAT DR - LIDDIC	ARASTRADERO RD	LIDDCOAT CR	2	R	AC/AC	1,131	21	23,751	8/23/2024	55
OLDPAG	LN01	OLD PAGE MILL LN - OLDPAG	PAGE MILL RD	CUL DE SAC	2	R	AC/AC	255	22	5,610	9/4/2024	53
STANFO	CT01	STANFORD CT - STANFO	LIDDCOAT CR	END	2	R	AC/AC	540	16	11,640	8/23/2024	53
CORBET	LN01	CORBETTA - CORBET	ALTAMONT RD	END	2	R	AC/AC	1,190	19	22,610	8/27/2024	48
SUNSET	DR01	SUNSET DR EAST - SUNSET	BURKE RD	END	2	R	AC/AC	1,550	15	23,250	8/30/2024	35

## **Appendix B**

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### **Maintenance and Rehabilitation Decision Tree**

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

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

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

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

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

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

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

COLUMN	DESCRIPTION
Functional Class	Functional Classification identifying the branch
Surface	Surface Type identifying the branch number.
Condition Category	Condition Category (I through V).
Treatment Type	First Row (Crack Treatment) indicates localized treatment (e.g., crack sealing). Second Row (Surface Treatment) indicates surface treatment (e.g., slurry sealing). Third Row (Restoration Treatment) indicates surface restoration (e.g., overlay).
Treatment	Name of treatments from the "Treatment Descriptions" report.
Yrs. Between Crack Seals	First Row - number of years between successive treatment applications specified in the first row (i.e., CRACK treatment).
Yrs. Between Surface Seals	Second Row - number of years between successive treatment applications specified in the second row (i.e., SURFACE treatment).
Number of Sequential Seals	Number of times that the treatment application in the second row (i.e., SURFACE treatment) will be performed prior to performing the treatment application in the third row.

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



# Decision Tree

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Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay	
<b>Decision Tree: Default</b>									
Arterial	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$3.50	3			
			Surface Treatment	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	\$15.50		7		
			Restoration Treatment	DO NOTHING_RT	\$0.00			99	
		II - Good, Non-Load Related	Surface Treatment	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	\$21.50		8		
			Restoration Treatment	DO NOTHING_RT	\$0.00			99	
	AC/AC	I - Very Good	III - Good, Load Related	Crack Treatment	SEAL CRACKS	\$3.50	3		
				Surface Treatment	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	\$15.50		7	
				Restoration Treatment	DO NOTHING_RT	\$0.00			99
			II - Good, Non-Load Related	Surface Treatment	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	\$21.50		8	
				Restoration Treatment	DO NOTHING_RT	\$0.00			99
AC/PCC	I - Very Good	III - Good, Load Related	Crack Treatment	DO NOTHING	\$0.00	3			
			Surface Treatment	DO NOTHING	\$0.00		6		
			Restoration Treatment	DO NOTHING	\$0.00			2	
		II - Good, Non-Load Related	Crack Treatment	DO NOTHING	\$0.00				
			Surface Treatment	DO NOTHING	\$0.00				
	AC/AC	I - Very Good	III - Good, Load Related	Crack Treatment	SEAL CRACKS	\$3.50	3		
				Surface Treatment	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	\$15.50		7	
				Restoration Treatment	DO NOTHING_RT	\$0.00			99
			II - Good, Non-Load Related	Surface Treatment	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	\$21.50		8	
				Restoration Treatment	DO NOTHING_RT	\$0.00			99
AC/AC	I - Very Good	III - Good, Load Related	Crack Treatment	SEAL CRACKS	\$3.50	3			
			Surface Treatment	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	\$15.50		7		
			Restoration Treatment	DO NOTHING_RT	\$0.00			99	
		II - Good, Non-Load Related	Surface Treatment	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	\$21.50		8		
			Restoration Treatment	DO NOTHING_RT	\$0.00			99	

- Functional Class and Surface combination not used
- Selected Treatment is not a Surface Seal



# Decision Tree

Printed: 3/12/2025

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
<b>Decision Tree: Default</b>								
Arterial		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	DO NOTHING	\$0.00		15	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			
	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	DO NOTHING	\$0.00		15	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			

Functional Class and Surface combination not used  
 Selected Treatment is not a Surface Seal



# Decision Tree

Printed: 3/12/2025

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
<b>Decision Tree: Default</b>								
Collector	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$3.50	3		
			Surface Treatment	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	\$15.00		7	
			Restoration Treatment	DO NOTHING_RT	\$0.00			99
		II - Good, Non-Load Related		SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	\$20.50		8	
		III - Good, Load Related		2" OVERLAY WITH DIGOUTS	\$43.75			
		IV - Poor		2" OVERLAY WITH DIGOUTS	\$49.50			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$108.75			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$3.50	3		
			Surface Treatment	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	\$15.00		7	
			Restoration Treatment	DO NOTHING_RT	\$0.00			99
		II - Good, Non-Load Related		SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	\$20.50		8	
		III - Good, Load Related		2" OVERLAY WITH DIGOUTS	\$43.75			
		IV - Poor		2" OVERLAY WITH DIGOUTS	\$49.50			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$108.75			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4		
			Surface Treatment	DO NOTHING	\$0.00		7	
			Restoration Treatment	DO NOTHING	\$0.00			3
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			

Functional Class and Surface combination not used  
 Selected Treatment is not a Surface Seal



# Decision Tree

Printed: 3/12/2025

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
<b>Decision Tree: Default</b>								
Collector		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4		
			Surface Treatment	DO NOTHING	\$0.00		15	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			
	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	DO NOTHING	\$0.00		15	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			

- Functional Class and Surface combination not used
- Selected Treatment is not a Surface Seal



Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
<b>Decision Tree: Default</b>								
Residential/Local	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$3.50	4		
			Surface Treatment	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	\$14.50		7	
			Restoration Treatment	DO NOTHING_RT	\$0.00			99
		II - Good, Non-Load Related		SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	\$16.25		8	
				SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	\$24.25		7	
		IV - Poor		2" OVERLAY WITH DIGOUTS	\$42.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$84.25			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$3.50	4		
			Surface Treatment	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	\$14.50		7	
			Restoration Treatment	DO NOTHING_RT	\$0.00			99
		II - Good, Non-Load Related		SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	\$16.25		8	
				SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	\$24.25		7	
		IV - Poor		2" OVERLAY WITH DIGOUTS	\$42.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$84.25			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4		
			Surface Treatment	DO NOTHING	\$0.00		8	
			Restoration Treatment	DO NOTHING	\$0.00			3
		II - Good, Non-Load Related		DO NOTHING	\$0.00			

- Functional Class and Surface combination not used
- Selected Treatment is not a Surface Seal



Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
<b>Decision Tree: Default</b>								
Residential/Local		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4		
			Surface Treatment	DO NOTHING	\$0.00		15	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			
	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	DO NOTHING	\$0.00		15	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
	IV - Poor		DO NOTHING	\$0.00				
	V - Very Poor		DO NOTHING	\$0.00				

Functional Class and Surface combination not used  
 Selected Treatment is not a Surface Seal



# Decision Tree

Printed: 3/12/2025

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

- Functional Class and Surface combination not used
- Selected Treatment is not a Surface Seal



# Decision Tree

Printed: 3/12/2025

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay		
<b>Decision Tree: Default</b>										
Other	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4				
			Surface Treatment	DO NOTHING	\$0.00		15			
			Restoration Treatment	DO NOTHING	\$0.00			99		
			II - Good, Non-Load Related		DO NOTHING	\$0.00				
			III - Good, Load Related		DO NOTHING	\$0.00				
			IV - Poor		DO NOTHING	\$0.00				
			V - Very Poor		DO NOTHING	\$0.00				
		ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	9			
	Surface Treatment			DO NOTHING	\$0.00		15			
	Restoration Treatment			DO NOTHING	\$0.00			99		
				II - Good, Non-Load Related		DO NOTHING	\$0.00			
				III - Good, Load Related		DO NOTHING	\$0.00			
				IV - Poor		DO NOTHING	\$0.00			
			V - Very Poor		DO NOTHING	\$0.00				

Functional Class and Surface combination not used  
 Selected Treatment is not a Surface Seal

## Appendix C

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### Budget Needs Analysis Results

## Budget Needs Reports

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

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

Budget Needs reports included in this appendix are listed below:

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

## Needs - Projected PCI/Cost Summary

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

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



# Needs - Projected PCI/Cost Summary

Interest: 4.00%

Inflation: 4.00%

Printed: 3/12/2025

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost
2025	86	80	\$4,091,749	\$2,975,763	\$7,067,512
2026	85	79	\$706,101	\$1,401,618	\$2,107,719
2027	84	77	\$559,317	\$1,194,899	\$1,754,216
2028	83	76	\$1,050,687	\$97,951	\$1,148,638
2029	83	74	\$1,875,364	\$294,827	\$2,170,191
		% PM	PM Total Cost	Rehab Total Cost	Total Cost
		58.13%	\$8,283,218	\$5,965,058	\$14,248,276

## Needs - Preventive Maintenance Treatment/Cost Summary

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

<b>COLUMN</b>	<b>DESCRIPTION</b>
Treatment	Type of preventive maintenance treatments needed.
Year	Year in the analysis period (i.e., 2025, 2026, 2027, 2028, 2029)
Area Treated	Quantities in linear feet (Seal Cracks) or square yard (Microsurfacing).
Cost	Maintenance treatment cost.



# Needs - Preventive Maintenance Treatment/Cost Summary

Interest: 4.00%

Inflation: 4.00%

Printed:  
3/12/2025

Treatment	Year	Area Treated	Cost
SEAL CRACKS	2025	1,524.57 sq. yd.	\$5,336
	2026	915.49 sq. yd.	\$3,332
	2027	1,200.98 sq. yd.	\$4,546
	2028	3,722.18 sq. yd.	\$14,654
	2029	6,336.27 sq. yd.	\$25,944
	Total	13,699.49	\$53,813
SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	2025	278,820.86 sq. yd.	\$4,086,413
	2026	45,506.22 sq. yd.	\$702,769
	2027	34,089.89 sq. yd.	\$554,771
	2028	63,271 sq. yd.	\$1,036,033
	2029	104,557.44 sq. yd.	\$1,849,420
	Total	526,245.41	\$8,229,405
Total Quantity		539,944.9	\$8,283,218

## Needs - Rehabilitation Treatment/Cost Summary

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

<b>COLUMN</b>	<b>DESCRIPTION</b>
Treatment	Type of rehabilitation treatments needed.
Year	Year in the analysis period (i.e., 2025, 2026, 2027, 2028, 2029)
Area Treated	Quantities in square yard.
Cost	Rehabilitation treatment cost.



# Needs - Rehabilitation Treatment/Cost Summary

Interest: 4.00%

Inflation: 4.00%

Printed: 3/12/2025

Treatment	Year	Area Treated	Cost
2" OVERLAY WITH DIGOUTS	2025	50,048.56 sq.yd.	\$2,180,707
	2026	13,885.67 sq.yd.	\$631,798
	2027	10,310.67 sq.yd.	\$487,901
	2029	1,833.33 sq.yd.	\$93,832
	<b>Total</b>	<b>76,078.22 sq.yd.</b>	<b>\$3,394,238</b>
SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	2025	36,283.44 sq.yd.	\$795,056
	2026	32,674.7 sq.yd.	\$769,820
	2027	30,746.11 sq.yd.	\$706,999
	2028	3,848.89 sq.yd.	\$97,951
	2029	7,085 sq.yd.	\$200,995
<b>Total</b>	<b>110,638.14 sq.yd.</b>	<b>\$2,570,820</b>	
<b>Total Cost</b>			<b>\$5,965,058</b>

## **Appendix D**

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### **Budget Scenario Results**

## **Scenario 1: Town's Existing Budget of \$1.2M/year**

Cost Summary Report  
Network Condition Summary Report



# Scenarios - Cost Summary

Interest: 4.00%

Inflation: 4.00%

Printed: 3/12/2025

Scenario: 2025 S1- ANNUAL BUDGET 1.2M/YR

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2025	40%	\$1,200,000	II	\$22,804	Non-Project	\$90,183	\$0	\$5,941,786	Funded	\$0
			III	\$107,892					Unmet	\$8,489
			IV	\$0					Project	\$179,208
			V	\$0						
			Total Project	\$130,697					\$797,707	
2026	40%	\$1,200,000	II	\$175,170	Non-Project	\$476,706	\$3,294	\$7,090,757	Funded	\$0
			III	\$544,544					Unmet	\$5,376
			IV	\$0					Project	\$0
			V	\$0						
			Total Project	\$719,714					\$0	
2027	30%	\$1,200,000	II	\$10,741	Non-Project	\$361,802	\$0	\$8,020,907	Funded	\$0
			III	\$615,665					Unmet	\$4,842
			IV	\$206,951					Project	\$0
			V	\$0						
			Total Project	\$833,357					\$0	
2028	25%	\$1,200,000	II	\$117,475	Non-Project	\$301,277	\$0	\$8,330,730	Funded	\$0
			III	\$779,564					Unmet	\$1,389
			IV	\$0					Project	\$1,269
			V	\$0						
			Total Project	\$897,039					\$0	
2029	20%	\$1,200,000	II	\$132,801	Non-Project	\$240,440	\$0	\$9,905,150	Funded	\$0
			III	\$824,304					Unmet	\$2,952
			IV	\$0					Project	\$128
			V	\$0						
			Total Project	\$957,105					\$0	

## Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$0	\$437,224	\$0	\$0
Collector	\$3,583,965	\$785,273	\$0	\$9,502
Residential/Local	\$751,653	\$428,513	\$0	\$13,546
<b>Grand Total:</b>	<b>\$4,335,618</b>	<b>\$1,651,010</b>	<b>\$0</b>	<b>\$23,048</b>



# Scenarios - Network Condition Summary

Interest: 4.00%      Inflation: 4.00%      Printed: 3/12/2025

Scenario: 2025 S1- ANNUAL BUDGET 1.2M/YR

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	\$1,200,000	40%	2027	\$1,200,000	30%	2029	\$1,200,000	20%
2026	\$1,200,000	40%	2028	\$1,200,000	25%			

## Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2025	80	82	9.29	18.59
2026	79	81	7.30	14.59
2027	77	80	9.09	18.18
2028	76	80	10.07	20.14
2029	74	79	7.05	14.10

## Percent Network Area by Functional Class and Condition Category

Condition in base year 2025, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.2%	28.2%	48.9%	0.0%	86.3%
II / III	0.0%	6.6%	6.6%	0.0%	13.1%
IV	0.0%	0.0%	0.6%	0.0%	0.6%
Total	9.2%	34.8%	56.0%	0.0%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.2%	29.9%	49.6%	0.0%	88.8%
II / III	0.0%	4.8%	6.4%	0.0%	11.2%
Total	9.2%	34.8%	56.0%	0.0%	100.0%

Condition in year 2029 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.2%	30.0%	44.1%	0.0%	83.4%
II / III	0.0%	4.7%	11.9%	0.0%	16.6%
Total	9.2%	34.8%	56.0%	0.0%	100.0%

## **Scenario 2: Town's Modified Budget of \$1.0M/year**

Cost Summary Report  
Network Condition Summary Report



# Scenarios - Cost Summary

Interest: 4.00%

Inflation: 4.00%

Printed: 3/12/2025

Scenario: 2025 S2- ANNUAL BUDGET 1.0M/YR

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2025	40%	\$1,000,000	II	\$0	Non-Project	\$17,097	\$0	\$6,145,568	Funded	\$0
			III	\$0					Project	\$8,992
			IV	\$0					Project	\$179,208
			V	\$0						
			Total Project	\$797,707						
2026	40%	\$1,000,000	II	\$54,024	Non-Project	\$399,884	\$116	\$7,500,658	Funded	\$0
			III	\$544,544					Project	\$6,295
			IV	\$0					Project	\$0
			V	\$0						
			Total Project	\$598,568						
2027	30%	\$1,000,000	II	\$0	Non-Project	\$303,933	\$0	\$8,643,578	Funded	\$0
			III	\$487,901					Project	\$4,323
			IV	\$206,951					Project	\$0
			V	\$0						
			Total Project	\$694,852						
2028	25%	\$1,000,000	II	\$8,997	Non-Project	\$256,222	\$0	\$9,384,311	Funded	\$0
			III	\$733,107					Project	\$2,877
			IV	\$0					Project	\$1,269
			V	\$0						
			Total Project	\$742,104						
2029	20%	\$1,000,000	II	\$83,079	Non-Project	\$205,739	\$0	\$11,197,522	Funded	\$0
			III	\$710,687					Project	\$4,241
			IV	\$0					Project	\$128
			V	\$0						
			Total Project	\$793,765						

## Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$0	\$440,922	\$0	\$0
Collector	\$3,043,372	\$625,484	\$0	\$11,962
Residential/Local	\$583,625	\$297,072	\$0	\$14,767
<b>Grand Total:</b>	<b>\$3,626,997</b>	<b>\$1,363,478</b>	<b>\$0</b>	<b>\$26,729</b>



# Scenarios - Network Condition Summary

Interest: 4.00%      Inflation: 4.00%      Printed: 3/12/2025

Scenario: 2025 S2- ANNUAL BUDGET 1.0M/YR

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	\$1,000,000	40%	2027	\$1,000,000	30%	2029	\$1,000,000	20%
2026	\$1,000,000	40%	2028	\$1,000,000	25%			

## Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2025	80	82	8.65	17.29
2026	79	81	6.59	13.19
2027	77	80	8.40	16.79
2028	76	79	8.78	17.57
2029	74	78	6.13	12.25

## Percent Network Area by Functional Class and Condition Category

Condition in base year 2025, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.2%	28.2%	48.9%	0.0%	86.3%
II / III	0.0%	6.6%	6.6%	0.0%	13.1%
IV	0.0%	0.0%	0.6%	0.0%	0.6%
Total	9.2%	34.8%	56.0%	0.0%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.2%	29.6%	49.5%	0.0%	88.3%
II / III	0.0%	5.1%	6.6%	0.0%	11.7%
Total	9.2%	34.8%	56.0%	0.0%	100.0%

Condition in year 2029 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.2%	27.5%	43.0%	0.0%	79.7%
II / III	0.0%	7.3%	13.0%	0.0%	20.3%
Total	9.2%	34.8%	56.0%	0.0%	100.0%

## **Scenario 3: Maintain PCI at 80 (\$1.7M/year on Average)**

Cost Summary Report  
Network Condition Summary Report



# Scenarios - Cost Summary

Interest: 4.00%

Inflation: 4.00%

Printed: 3/12/2025

Scenario: 2025 S3- MAINTAIN PCI AT 80

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2025	100%	\$1,000,000	II	\$0	Non-Project	\$17,097	\$5,987	\$6,145,568	Funded	\$0
			III	\$0					Project	\$8,992
			IV	\$0						
			V	\$0						
			Total Project	\$797,707						
2026	100%	\$440,400	II	\$0	Non-Project	\$435,582	\$4,818	\$8,063,528	Funded	\$0
			III	\$0					Project	\$6,295
			IV	\$0						
			V	\$0						
			Total Project	\$0						
2027	50%	\$1,850,000	II	\$151,407	Non-Project	\$923,722	\$1,278	\$8,379,341	Funded	\$0
			III	\$566,326					Project	\$5,386
			IV	\$206,951						
			V	\$0						
			Total Project	\$924,684						
2028	37%	\$2,250,000	II	\$95,033	Non-Project	\$829,745	\$2,285	\$7,654,333	Funded	\$0
			III	\$1,321,314					Project	\$1,389
			IV	\$0						
			V	\$0						
			Total Project	\$1,416,347						
2029	84%	\$3,227,679	II	\$14,870	Non-Project	\$2,706,060	\$5,083	\$7,176,691	Funded	\$0
			III	\$500,417					Project	\$4,508
			IV	\$0						
			V	\$0						
			Total Project	\$515,287						

## Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$0	\$1,380,938	\$0	\$0
Collector	\$2,955,190	\$1,462,530	\$0	\$12,199
Residential/Local	\$698,836	\$2,249,345	\$0	\$14,371
<b>Grand Total:</b>	<b>\$3,654,026</b>	<b>\$5,092,813</b>	<b>\$0</b>	<b>\$26,570</b>



# Scenarios - Network Condition Summary

Interest: 4.00%

Inflation: 4.00%

Printed: 3/12/2025

Scenario: 2025 S3- MAINTAIN PCI AT 80

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	\$1,000,000	100%	2027	\$1,850,000	50%	2029	\$3,227,679	84%
2026	\$440,400	100%	2028	\$2,250,000	37%			

## Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2025	80	82	8.65	17.29
2026	79	80	5.59	11.18
2027	77	80	12.05	24.09
2028	76	80	12.55	25.10
2029	74	80	15.08	30.03

## Percent Network Area by Functional Class and Condition Category

Condition in base year 2025, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.2%	28.2%	48.9%	0.0%	86.3%
II / III	0.0%	6.6%	6.6%	0.0%	13.1%
IV	0.0%	0.0%	0.6%	0.0%	0.6%
Total	9.2%	34.8%	56.0%	0.0%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.2%	29.6%	49.5%	0.0%	88.3%
II / III	0.0%	5.1%	6.6%	0.0%	11.7%
Total	9.2%	34.8%	56.0%	0.0%	100.0%

Condition in year 2029 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.2%	28.0%	43.9%	0.0%	81.0%
II / III	0.0%	6.8%	12.2%	0.0%	19.0%
Total	9.2%	34.8%	56.0%	0.0%	100.0%

## **Scenario 4: Unconstrained Budget (\$2.8M/Year on Average)**

Cost Summary Report  
Network Condition Summary Report



# Scenarios - Cost Summary

Interest: 4.00%

Inflation: 4.00%

Printed: 3/12/2025

Scenario: 2025 S4- UNCONSTRAINED BUDGET

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2025	58%	\$7,100,000	II	\$147,243	Non-Project	\$3,928,832	\$0	\$135,518	Funded	\$0
			III	\$1,951,072					Unmet	\$793
			IV	\$0						
			V	\$0						
			Total Project	\$2,098,315						
2026	34%	\$2,150,000	II	\$296,490	Non-Project	\$706,101	\$24,899	\$218,280	Funded	\$0
			III	\$1,027,786					Unmet	\$415
			IV	\$0						
			V	\$0						
			Total Project	\$1,324,276						
2027	32%	\$1,800,000	II	\$337,292	Non-Project	\$559,317	\$16,683	\$287,885	Funded	\$0
			III	\$677,244					Unmet	\$967
			IV	\$206,951						
			V	\$0						
			Total Project	\$1,221,487						
2028	91%	\$1,150,000	II	\$14,298	Non-Project	\$1,049,015	\$0	\$310,918	Funded	\$0
			III	\$72,135					Unmet	\$162
			IV	\$0						
			V	\$0						
			Total Project	\$86,433						
2029	86%	\$2,200,000	II	\$0	Non-Project	\$1,875,236	\$16,654	\$323,355	Funded	\$0
			III	\$294,827					Unmet	\$0
			IV	\$0						
			V	\$0						
			Total Project	\$294,827						

## Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$0	\$1,357,867	\$0	\$0
Collector	\$3,731,253	\$2,220,824	\$0	\$0
Residential/Local	\$2,091,792	\$4,720,417	\$0	\$2,336
<b>Grand Total:</b>	<b>\$5,823,045</b>	<b>\$8,299,108</b>	<b>\$0</b>	<b>\$2,336</b>



# Scenarios - Network Condition Summary

Interest: 4.00%

Inflation: 4.00%

Printed: 3/12/2025

Scenario: 2025 S4- UNCONSTRAINED BUDGET

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	\$7,100,000	58%	2027	\$1,800,000	32%	2029	\$2,200,000	86%
2026	\$2,150,000	34%	2028	\$1,150,000	91%			

## Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2025	80	86	32.87	65.60
2026	79	85	10.74	21.47
2027	77	84	11.09	22.18
2028	76	83	18.61	37.23
2029	74	83	28.99	57.83

## Percent Network Area by Functional Class and Condition Category

Condition in base year 2025, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.2%	28.2%	48.9%	0.0%	86.3%
II / III	0.0%	6.6%	6.6%	0.0%	13.1%
IV	0.0%	0.0%	0.6%	0.0%	0.6%
Total	9.2%	34.8%	56.0%	0.0%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.2%	33.6%	53.1%	0.0%	95.8%
II / III	0.0%	1.2%	3.0%	0.0%	4.2%
Total	9.2%	34.8%	56.0%	0.0%	100.0%

Condition in year 2029 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.2%	33.1%	51.1%	0.0%	93.4%
II / III	0.0%	1.7%	4.9%	0.0%	6.6%
Total	9.2%	34.8%	56.0%	0.0%	100.0%

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**Appendix E**  
**Pavement Condition Maps**

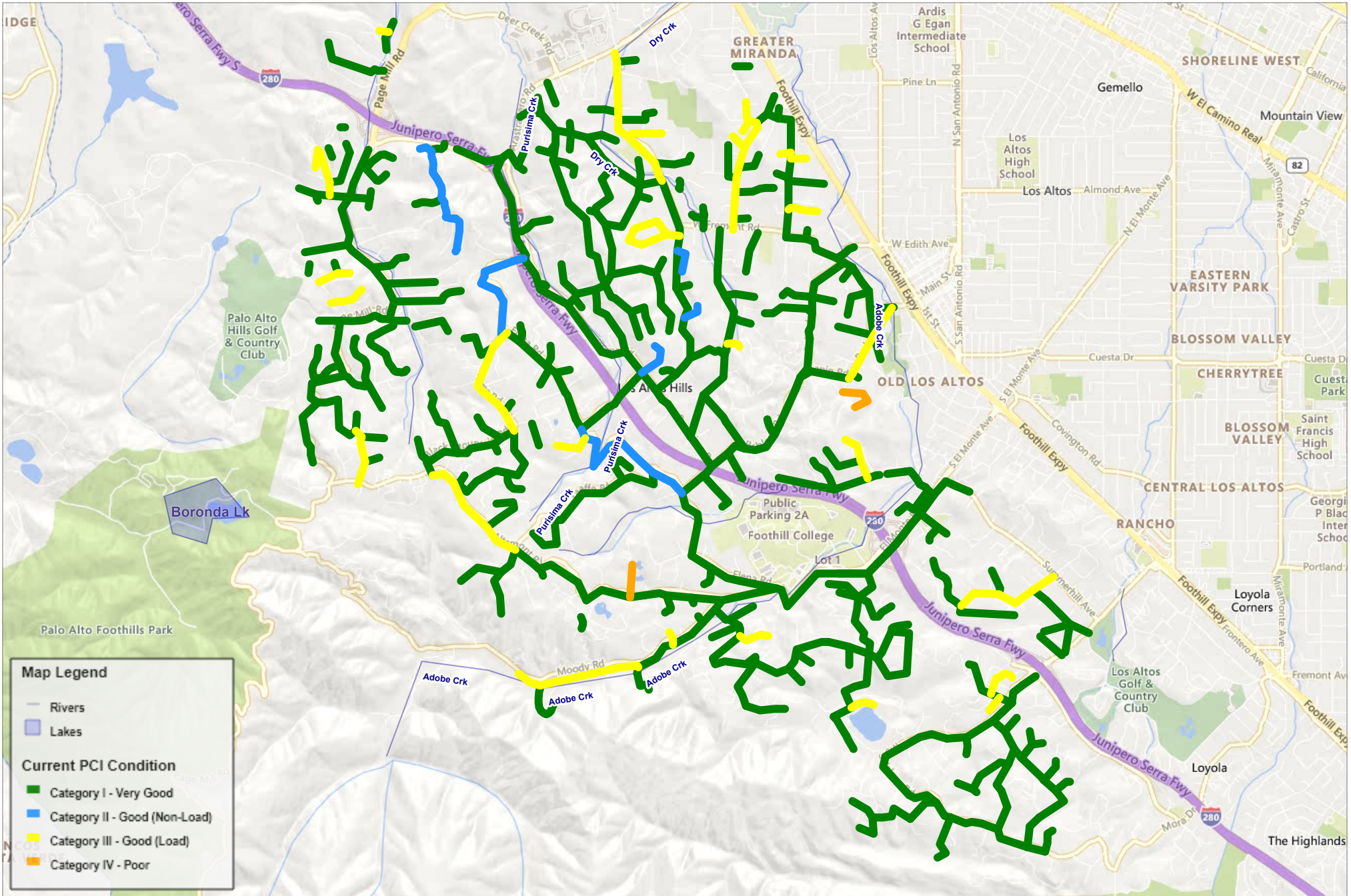
## **Current Network Condition - 2024**



Town of Los Altos Hills

# Current PCI Condition

Printed: 3/12/2025



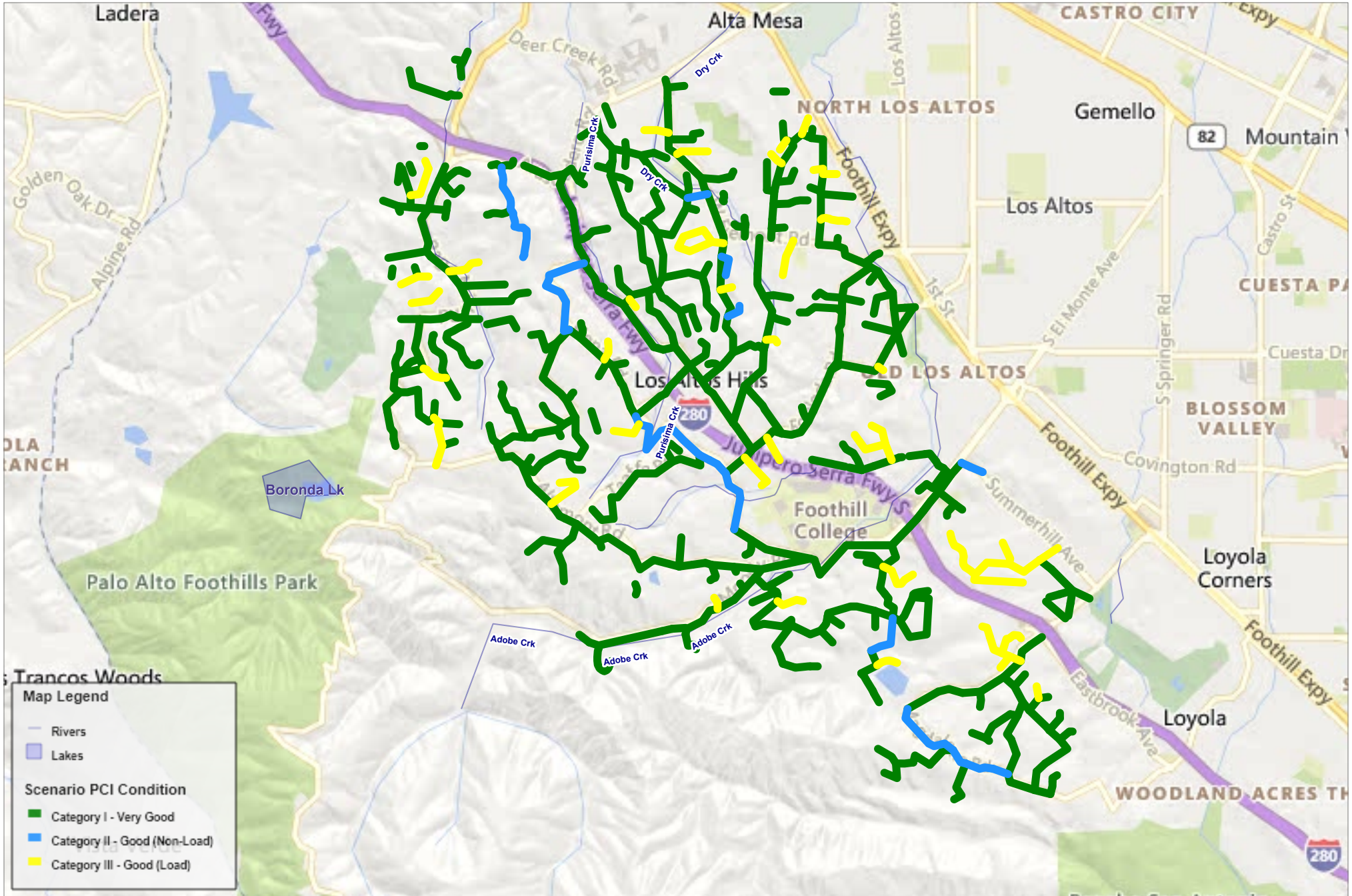
**Scenario 1: Town's Existing Budget of \$1.2M/year**  
Projected Street Network Condition - 2029



Town of Los Altos Hills

# Scenario PCI Condition

2025 S1- ANNUAL BUDGET 1.2M/YR - 2029 Project Period - Total Rehab for 2029: \$957,105 - Printed: 3/12/2025



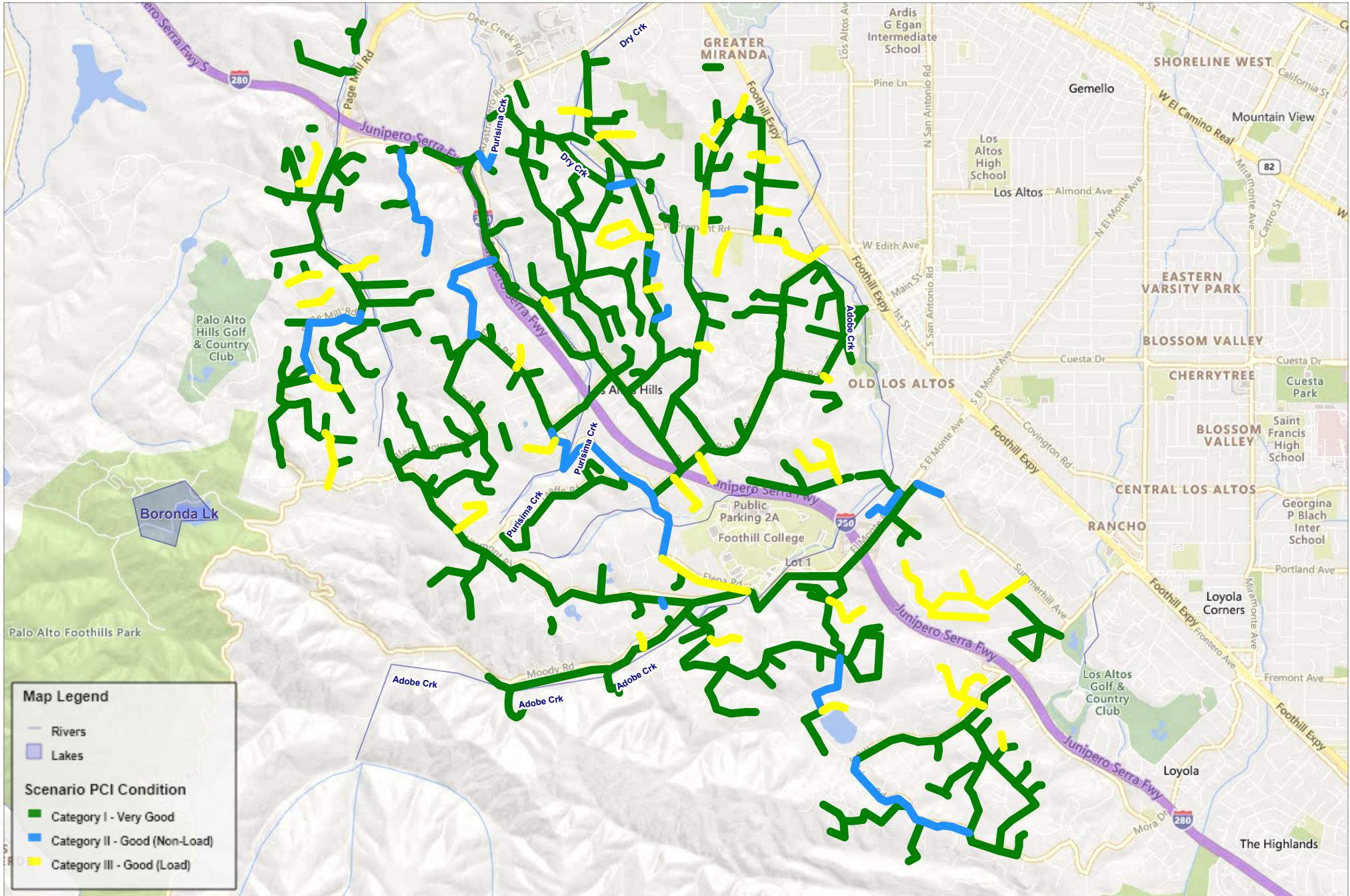
**Scenario 2: Town's Modified Budget of \$1.0M/year**  
**Projected Street Network Condition – 2029**



Town of Los Altos Hills

# Scenario PCI Condition

2025 S2- ANNUAL BUDGET 1.0M/YR - 2029 Project Period - Total Rehab for 2029: \$793,765 - Printed: 3/12/2025



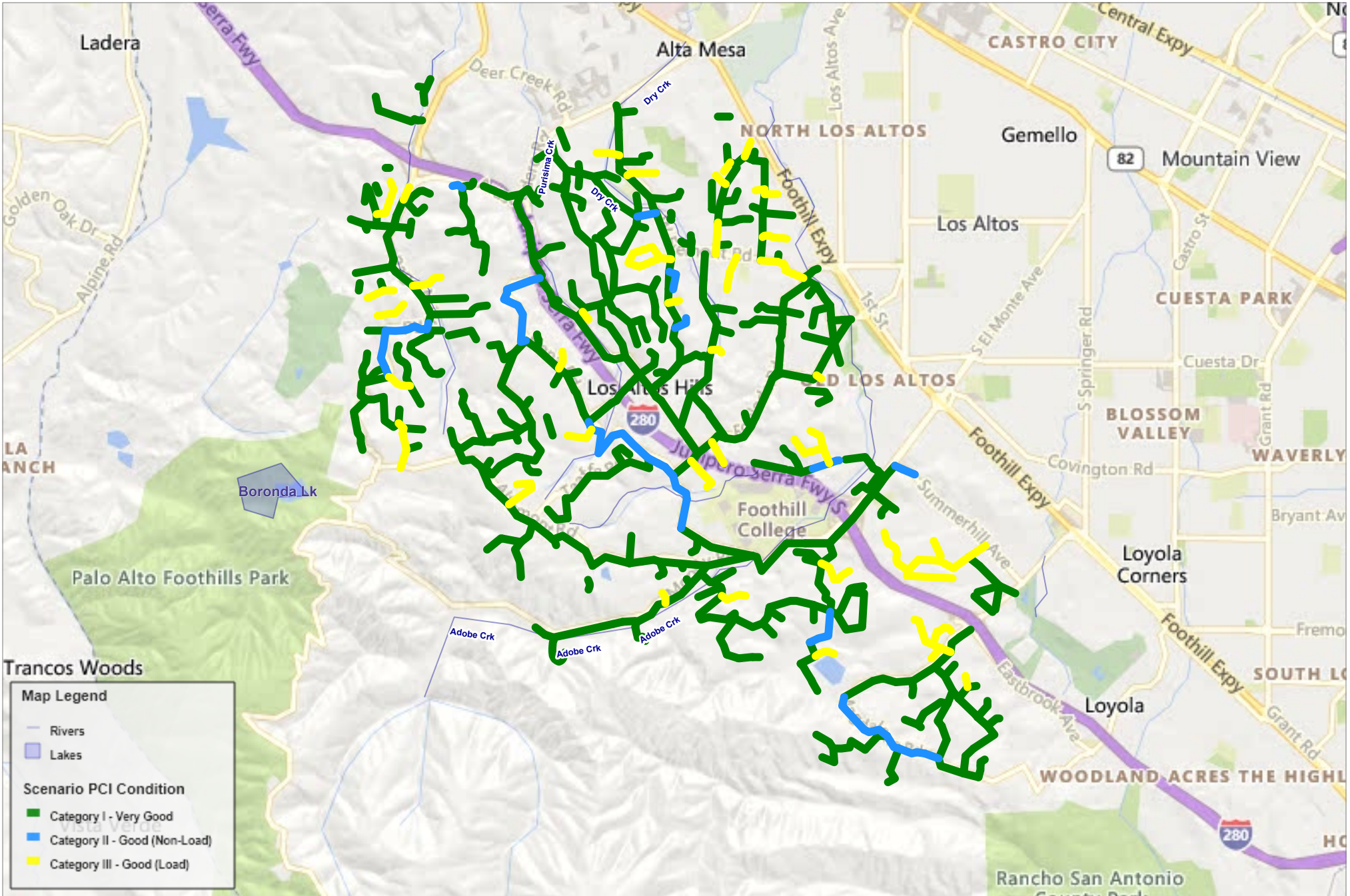
**Scenario 3: Maintain PCI at 80 (\$1.7M/year on Average)**  
Projected Street Network Condition – 2029



Town of Los Altos Hills

# Scenario PCI Condition

2025 S3- MAINTAIN PCI AT 80 - 2029 Project Period - Total Rehab for 2029: \$515,287 - Printed: 3/12/2025



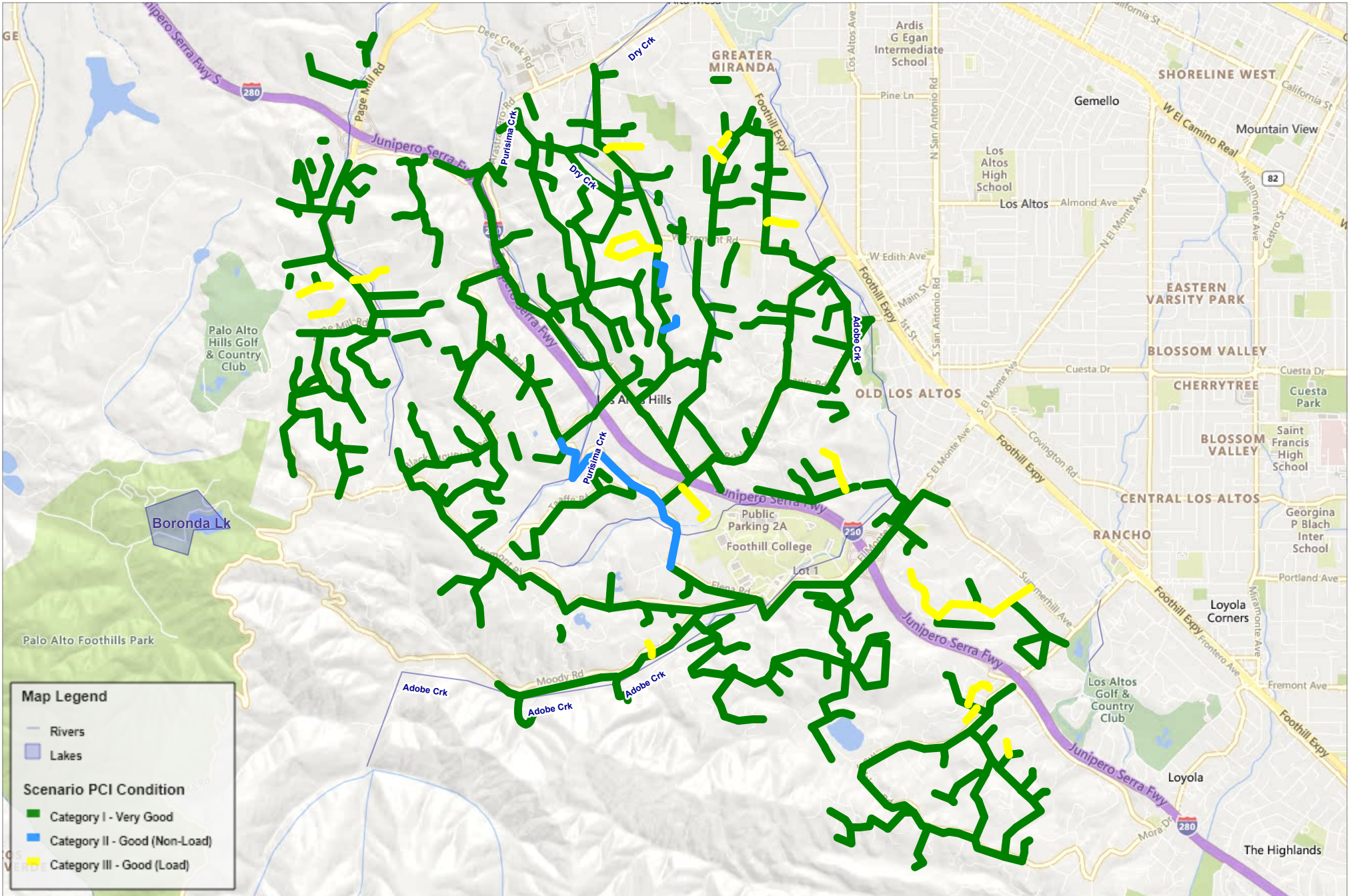
**Scenario 4: Unconstrained Budget (\$2.8M/Year on Average)**  
Projected Street Network Condition – 2029



Town of Los Altos Hills

# Scenario PCI Condition

2025 S4- UNCONSTRAINED BUDGET - 2029 Project Period - Total Rehab for 2029: \$294,827 - Printed: 3/12/2025



## **Appendix F**

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### **Sections Selected for Treatment: Scenario 1**

**Scenario 1: Town's Existing Budget of \$1.2M/year**  
Section Selected for Treatment



# Scenarios - Sections Selected for Treatment

Interest: 4.00%

Inflation: 4.00%

Printed: 3/12/2025

Scenario: 2025 S1- ANNUAL BUDGET 1.2M/YR

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	\$1,200,000	40%	2027	\$1,200,000	30%	2029	\$1,200,000	20%
2026	\$1,200,000	40%	2028	\$1,200,000	25%			

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
**CORBETTA	ALTAMONT RD	END	CORBET	LN01	1,190	19	22,610	R	AC/AC	0	47	47	100	\$113,678	8,363	2" OVERLAY WITH DIGOUTS
**FREMONT RD.	ARASTRADERO RD.	ST. FRANCIS DR.	FREMON	RD01	3,620	30	108,600	C	AC/AC	0	67	67	100	\$567,133	6,816	2" OVERLAY WITH DIGOUTS
MANUELLA RD.	FREMONT	ALICANTE	MANUEL	RD01	965	23	22,195	C	AC/AC	0	60	60	100	\$107,892	8,745	2" OVERLAY WITH DIGOUTS
**SUNSET DR EAST	BURKE RD	END	SUNSET	DR01	1,550	15	23,250	R	AC/AC	0	34	34	100	\$116,896	8,886	2" OVERLAY WITH DIGOUTS
<b>Treatment Total</b>													<b>\$905,600</b>			
FREMONT RD.	CONCEPCION RD	MANUELLA RD	FREMON	RD03A	1,084	27	29,268	C	AC/AC	0	80	81	88	\$48,780	12,862	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
LEANDER DR.	PURISSIMA RD.	END	LEANDE	DR01	530	21	12,630	R	AC	0	68	68	78	\$22,804	6,411	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
**ROBLEDA RD.	CHAPIN	ELENA	ROBLED	RD02	4,250	23	97,750	C	AC	0	77	77	85	\$179,208	6,725	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
TAAFFE RD.	DEZAHARA WAY (N.)	DEZAHARA WAY (S.)	TAAFFE	RD02A	1,082	20	21,640	C	AC/AC	0	79	80	87	\$36,067	9,625	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
<b>Treatment Total</b>													<b>\$286,859</b>			
ADONNA CT	ELENA RD	END	ADONNA	CT01	370	23	10,310	R	AC/AC	0	78	79	81	\$124	258,836	SEAL CRACKS
ALTAMONT RD.	PAGE MILL RD.	BLACK MOUNTAIN RD.	ALTAMO	RD01	2,592	21	54,432	C	AC/AC	0	87	87	88	\$110	901,223	SEAL CRACKS
ARASTRADERO RD.	HORSESHOE LN.	STIRRUP WY.	ARASTR	RD01	1,900	40	76,000	A	AC/AC	0	82	82	83	\$695	503,524	SEAL CRACKS
BERKSHIRE DR.	WEST LOYOLA (S)	WEST LOYOLA (E)	BERKSH	DR01	1,855	18	33,390	R	AC/AC	0	88	89	89	\$5	8,907,054	SEAL CRACKS
CHAPIN RD.	BURKE RD.	ROBLEDA RD.	CHAPIN	RD01	1,325	22	29,150	R	AC/AC	0	76	77	79	\$390	257,813	SEAL CRACKS
CONCEPTION RD.	FREMONT RD.	PURISSIMA RD.	CONCEP	RD01	4,604	20	92,080	C	AC/AC	0	86	87	88	\$312	680,791	SEAL CRACKS
EL MONTE RD. (WB)	O'KEEFE LN.	FORK AT 950' W OF STONEBROOK DR.	ELMONT	RD03	3,411	32	109,152	A	AC/AC	0	87	88	88	\$212	1,504,610	SEAL CRACKS

\*\* - Treatment from Project Selection



# Scenarios - Sections Selected for Treatment

Interest: 4.00%

Inflation: 4.00%

Printed: 3/12/2025

Scenario: 2025 S1- ANNUAL BUDGET 1.2M/YR

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
HORSESHOE CT.	HORSESHOE LN.	END	HORSES	CT01	465	18	9,670	R	AC/AC	0	77	78	80	\$124	216,923	SEAL CRACKS
LUPINE RD.	PAGE MILL RD.	END	LUPINE	RD01	1,179	22	25,938	R	AC/AC	0	86	86	87	\$92	393,925	SEAL CRACKS
MAPLE LEAF CT.	ELENA RD.	CULDESAC	MAPLEL	CT01	131	23	3,013	R	AC		80	81	82	\$32	235,074	SEAL CRACKS
NATOMA RD.	BLACK MOUNTAIN RD.	LUCERO LN.	NATOMA	RD02	1,559	20	31,180	C	AC/AC	0	81	82	83	\$288	290,166	SEAL CRACKS
ORTEGA DR.	ST. FRANCIS RD.	END	ORTEGA	DR01	820	20	18,500	R	AC/AC	0	82	83	84	\$155	262,915	SEAL CRACKS
PAGE MILL RD.	BERRY HILL	BALERI RANCH RD.	PAGEMI	RD01	700	20	14,000	C	AC/AC	0	84	84	86	\$89	319,685	SEAL CRACKS
PAGE MILL RD.	MATADERO CREEK LN	935' north of ALTAMONT	PAGEMI	RD04	3,150	24	75,600	C	AC/AC	0	83	83	85	\$572	285,606	SEAL CRACKS
ROBLE ALTO CT	ROBLE ALTO DR	END	ROBLEA	CT01	260	16	6,440	R	AC/AC	0	82	82	84	\$55	242,889	SEAL CRACKS
ROBLEDA RD.	FREMONT	CHAPIN	ROBLED	RD01	3,325	22	73,150	C	AC/AC	0	84	84	86	\$470	284,862	SEAL CRACKS
SADDLE CT.	SADDLE MOUNTAIN DR.	END	SADDLE	CT01	970	17	17,360	R	AC	0	79	80	81	\$197	280,970	SEAL CRACKS
SALTAMONTES WY.	ESTACADA DR.	END	SALTAM	DR01	692	30	20,760	R	AC/AC	0	74	74	77	\$304	160,419	SEAL CRACKS
STIRRUP WY	ARASTRADERO RD.	SADDLE MOUNTAIN RD.	STIRRU	WY02	367	21	7,707	R	AC	0	76	77	79	\$103	220,909	SEAL CRACKS
VISTA DEL VALLE CT.	TAAFFE	END	VISTAD	CT01	360	23	9,280	R	AC/AC	0	82	83	84	\$78	273,847	SEAL CRACKS
WEST LOYOLA DR.	CAMINO HERMOSA	HWY280 (EASTBROOK)	WLOYO	DR01	4,762	21	100,002	A	AC/AC		81	82	83	\$931	593,167	SEAL CRACKS

Treatment Total \$5,336

Year 2025 Area Total 1,155,057

Year 2025 Total \$1,197,795

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
BURKE RD.	CHAPIN RD.	100' N. of OLD ALTOS RD./ COP	BURKE	RD01	2,038	24	48,912	C	AC/AC	0	65	63	100	\$247,277	8,059	2" OVERLAY WITH DIGOUTS
MANUELLA RD.	ALICANTE	400' north of SCARFF	MANUEL	RD02	2,450	24	58,800	C	AC/AC	0	65	63	100	\$297,267	7,830	2" OVERLAY WITH DIGOUTS

Treatment Total \$544,544

EL MONTE RD.	MOODY RD.	FORK AT 950' W OF STONEBROOK DR.	ELMONT	RD01	1,890	36	68,040	A	AC/AC	0	83	82	89	\$121,867	9,291	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
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\*\* - Treatment from Project Selection



# Scenarios - Sections Selected for Treatment

Interest: 4.00%

Inflation: 4.00%

Printed: 3/12/2025

Scenario: 2025 S1- ANNUAL BUDGET 1.2M/YR

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
FINN LN.	PROSPECT AVE.	END	FINN	LN01	400	21	11,750	R	AC	0	81	81	88	\$19,688	8,613	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	
FRAMPTON CT.	MAGDALENA RD.	END	FRAMPT	CT01	240	20	7,300	R	AC	0	83	82	89	\$12,232	8,705	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	
LA LANNE CT.	MIRANDA	END	LALANN	CT01	919	21	19,299	R	AC	0	84	83	90	\$32,337	8,719	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	
MELODY LN.	BLACK MOUNTAIN RD.	END	MELODY	LN01	855	20	18,600	R	AC/AC	0	85	84	91	\$31,165	8,614	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	
MOODY RD.	ELENA RD.	ALTAMONT RD.	MOODY	RD01	1,420	24	34,080	C	AC/AC	0	80	79	87	\$59,072	9,379	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	
NATOMA RD.	LUCERO LN.	ALTAMONT RD.	NATOMA	RD03	1,600	20	32,000	C	AC/AC	0	73	72	81	\$55,467	9,162	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	
PAGE MILL RD.	COUNTRY WY	MATADERO CREEK LN	PAGEMI	RD03	2,548	24	61,152	C	AC/AC	0	71	70	79	\$144,862	6,469	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	
RAVENSBURY AVE.	HILLPARK LN.	END	RAVENS	AV02	2,612	23	60,076	A	AC/AC		82	81	88	\$107,603	9,050	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	
STIRRUP WY.	SADDLE MOUNTAIN RD.	END	STIRRU	WY01	820	17	16,140	R	AC	0	67	66	75	\$30,307	5,931	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	
TEMPLETON PL.	FREMONT RD.	END (CDS)	TEMPLE	PL01	298	21	6,258	R	AC		82	82	89	\$10,486	8,342	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	
URSULA LN.	BLACK MOUNTAIN	END	URSULA	LN01	600	20	14,000	R	AC/AC		85	84	91	\$23,458	8,586	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS	
												<b>Treatment Total</b>		<b>\$648,543</b>			
CAMINO MEDIO	VISCAINO RD.	END	CAMINO	ME01	501	24	12,024	R	AC	0	86	85	86	\$99	193,653	SEAL CRACKS	
LA CRESTA DR.	900' south of NINA PL.	VISCAINO	LACRES	DR02	2,650	23	60,950	R	AC	0	85	84	85	\$543	197,783	SEAL CRACKS	
LA PALOMA RD.	NEWBRIDGE DR	ALTA TIERRA RD.	LAPALO	RD02	2,060	22	45,320	C	AC/AC	0	79	77	79	\$610	268,861	SEAL CRACKS	
LA PALOMA RD.	ALTA TIERRA RD.	PURISSIMA RD.	LAPALO	RD03	1,090	22	23,980	C	AC/AC	0	90	88	89	\$13	2,629,838	SEAL CRACKS	
MAGDALENA RD.	STONEBROOK	RAVENSBURY	MAGDAL	AV02	2,860	23	65,780	C	AC/AC	0	80	79	81	\$804	317,716	SEAL CRACKS	

\*\* - Treatment from Project Selection



# Scenarios - Sections Selected for Treatment

Interest: 4.00%

Inflation: 4.00%

Printed: 3/12/2025

Scenario: 2025 S1- ANNUAL BUDGET 1.2M/YR

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
OLD ALTOS RD.	BURKE	FREMONT	OLDALT	RD01	550	18	9,900	R	AC/AC	0	73	72	75	\$160	210,239	SEAL CRACKS	
OLD RANCH RD.	RAVENSBURY RD.	END	OLDRRD	RD01	696	33	22,968	R	AC		91	89	90	\$128	151,818	SEAL CRACKS	
ROBLE LADERA RD.	VISCAINO DR.	PURISSIMA DR.	ROBLEL	RD01	1,840	23	42,320	R	AC/AC	0	73	72	74	\$686	186,583	SEAL CRACKS	
SHOLES CT.	ALEXANDER DR.	END	SHOLES	CT01	405	18	8,590	R	AC/AC	0	85	83	85	\$69	220,653	SEAL CRACKS	
STORY HILL LN.	PAGE MILL RD.	END	STORYH	LN01	1,603	18	28,854	R	AC/AC	0	89	88	89	\$50	667,689	SEAL CRACKS	
SUMMITWOOD RD.	TEPA WY	LA LOMA DR	SUMMIT	RDO1	2,335	21	49,035	R	AC/AC		88	87	88	\$152	423,486	SEAL CRACKS	
TAAFFE RD.	ELENA RD.	DEZAHARA WAY	TAAFFE	RD01	3,240	20	64,800	C	AC/AC	0	90	89	89	\$19	3,872,910	SEAL CRACKS	
<b>Treatment Total</b>												<b>\$3,332</b>					
<b>Year 2026 Area Total</b>									<b>890,928</b>	<b>Year 2026 Total</b>			<b>\$1,196,419</b>				

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
FREMONT RD.	WEST EDITH	BURKE RD.	FREMON	RD05	2,254	24	54,096	C	AC	0	75	70	100	\$284,425	7,644	2" OVERLAY WITH DIGOUTS
LIDDICOAT DR	ARASTRADERO RD	LIDDICOAT CR	LIDDIC	DR01	1,131	21	23,751	R	AC/AC	0	54	50	100	\$119,882	8,200	2" OVERLAY WITH DIGOUTS
NATOMA RD.	ELENA RD.	BLACK MOUNTAIN RD.	NATOMA	RD01	3,000	21	63,000	C	AC/AC	0	68	64	100	\$331,240	7,436	2" OVERLAY WITH DIGOUTS
OLD PAGE MILL LN	PAGE MILL RD	CUL DE SAC	OLDPAG	LN01	255	22	5,610	R	AC/AC	0	52	48	100	\$28,316	8,273	2" OVERLAY WITH DIGOUTS
STANFORD CT	LIDDICOAT CR	END	STANFO	CT01	540	16	11,640	R	AC/AC	0	52	49	100	\$58,753	8,139	2" OVERLAY WITH DIGOUTS
<b>Treatment Total</b>												<b>\$822,616</b>				
ELENA RD.	NATOMA RD.	LA BARRANCA RD.	ELENA	RD02	3,000	23	69,000	C	AC/AC	0	91	89	94	\$124,384	8,720	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
ELENA RD.	VINEDO LN.	MOODY RD.	ELENA	RD05	2,298	25	57,450	C	AC/AC	0	74	71	80	\$103,563	8,017	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
ESTACADA DR.	MANUELLA RD.	MIRANDA RD	ESTACA	DR01	1,015	28	28,420	R	AC	0	82	81	88	\$49,524	8,264	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS

\*\* - Treatment from Project Selection



# Scenarios - Sections Selected for Treatment

Interest: 4.00%

Inflation: 4.00%

Printed: 3/12/2025

Scenario: 2025 S1- ANNUAL BUDGET 1.2M/YR

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
HARVARD CT	LIDICOAT CR	END	HARVAR	CT01	295	17	5,015	R	AC/AC	0	74	72	81	\$8,739	7,692	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
LA CRESTA CT.	LA CRESTA DR.	END	LACRES	CT01	870	21	19,070	R	AC	0	88	86	92	\$33,231	8,189	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
TERESA WY.	STONEBROOK DR	KATE DR	TERESA	WY01	250	22	5,500	R	AC		72	69	78	\$10,741	5,296	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
VOORHEES DR.	EL MONTE RD.	800 S. OF EL MONTE RD.	VOORHE	DR01	800	25	21,700	R	AC/AC	0	79	78	86	\$37,814	8,145	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
<b>Treatment Total</b>													<b>\$367,996</b>			
ALEJANDRO DR.	ST.FRANCIS RD.	END (SOUTH)	ALEJAN	DR01	393	20	7,860	R	AC/AC	0	84	81	83	\$85	186,151	SEAL CRACKS
ANACAPA CT.	ANACAPA DR.	END	ANACAP	CT01	140	30	4,750	R	AC/AC	0	90	88	89	\$5	1,788,718	SEAL CRACKS
ANACAPA DR.	ASCENSION DR.	ST. FRANCIS RD.	ANACAP	DR01	1,854	28	51,912	R	AC	0	93	89	90	\$308	147,156	SEAL CRACKS
BEATRICE LN.	ROBLEDA RD.	END (CDS)	BEATRI	LN01	245	22	5,390	R	AC		82	79	80	\$70	181,676	SEAL CRACKS
CANARIO WY.	VISCAINO RD.	END	CANARI	WY01	950	22	21,900	R	AC	0	86	84	86	\$196	316,462	SEAL CRACKS
CONEJO CT.	ASCENSION DR.	END	CONEJO	CT01	310	18	6,315	R	AC/AC	0	82	80	82	\$75	228,483	SEAL CRACKS
EDITH RD.	FREMONT RD.	500' N/O FREMONT RD.	EDITHR	RD01	500	33	16,500	C	AC	0	77	72	75	\$285	166,797	SEAL CRACKS
EL MONTE RD. (EB)	FORK AT 950' W OF STONEBROOK DR.	SUMMERHILL	ELMONT	RD02	3,851	33	127,083	A	AC/AC	0	92	88	89	\$200	1,234,639	SEAL CRACKS
FREMONT RD.	MANUELLA RD.	MIRANDA RD.	FREMONT	RD03B	1,584	27	42,768	C	AC/AC	0	80	78	80	\$574	319,397	SEAL CRACKS
GREEN HILLS CT.	ELENA RD.	END	GREENH	CT01	540	16	9,140	R	AC/AC	0	86	83	85	\$73	276,324	SEAL CRACKS
LA BARRANCA RD	PURISSIMA RD	ELENA RD	LABARR	RD01	2,080	22	45,760	R	AC/AC	0	86	84	85	\$349	332,453	SEAL CRACKS
LA CRESTA DR.	ARASTRADERO RD.	900' south of NINA PL.	LACRES	DR01	2,700	20	54,000	R	AC/AC	0	83	81	82	\$608	204,892	SEAL CRACKS
LA CRESTA DR.	VISCAINO	END	LACRES	DR03	1,670	23	39,910	R	AC/AC	0	88	85	87	\$219	285,104	SEAL CRACKS
LA PALOMA RD.	FREMONT RD.	NEWBRIDGE DR.	LAPALO	RD01	2,315	22	50,930	C	AC/AC	0	92	88	89	\$77	864,034	SEAL CRACKS
LAUREL LN.	CONCEPCION RD.	END (CDS)	LAUREL	LN01	222	22	4,884	R	AC/AC		87	85	86	\$30	346,531	SEAL CRACKS
MAGDALENA RD.	RAVENSBURY	EASTBROOK	MAGDAL	AV03	1,550	26	40,300	C	AC/AC	0	92	88	89	\$59	882,871	SEAL CRACKS
MOODY RD.	ALTAMONT RD.	FRANCEMONT AVE.	MOODY	RD02	2,620	23	60,260	C	AC/AC	0	80	76	78	\$883	208,340	SEAL CRACKS
OHLONE LN.	FREMONT RD	END	OHLONE	LN01	360	20	8,300	R	AC		87	85	87	\$68	250,995	SEAL CRACKS

\*\* - Treatment from Project Selection



# Scenarios - Sections Selected for Treatment

Interest: 4.00%

Inflation: 4.00%

Printed: 3/12/2025

Scenario: 2025 S1- ANNUAL BUDGET 1.2M/YR

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
PURISSIMA RD.	ARASTRADERO RD.	ELENA RD.	PURISS	RD01	2,351	23	54,073	C	AC/AC	0	92	88	89	\$85	829,684	SEAL CRACKS	
PURISSIMA RD.	ELENA RD.	VISCAINO RD.	PURISS	RD02	1,660	22	36,520	C	AC/AC	0	92	88	89	\$58	829,684	SEAL CRACKS	
PURISSIMA RD.	VISCAINO RD.	CONCEPCION RD.	PURISS	RD03	3,222	23	74,106	C	AC/AC	0	92	88	89	\$117	829,684	SEAL CRACKS	
TAAFFE RD.	DEZEHARA WAY (S.)	ALTAMONT RD.	TAAFFE	RD02B	370	20	7,400	C	AC/AC	0	79	76	78	\$109	245,435	SEAL CRACKS	
VIA CORITA WY.	NATOMA	END	VIACOR	WY01	355	20	7,100	R	AC/AC	0	90	88	89	\$7	1,901,131	SEAL CRACKS	
VIA VENTANA WY	BRIONES WY	END	VIAVEN	WY02	452	18	8,136	R	AC/AC	0	92	88	89	\$5	1,646,854	SEAL CRACKS	
<b>Treatment Total</b>												<b>\$4,546</b>					
<b>Year 2027 Area Total</b>								<b>1,149,549</b>	<b>Year 2027 Total</b>				<b>\$1,195,158</b>				

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
ALTAMONT RD.	BLACK MOUNTAIN RD.	TAAFFE RD.	ALTAMO	RD02	2,979	24	71,496	C	AC/AC	0	70	64	100	\$390,946	7,243	2" OVERLAY WITH DIGOUTS
MOODY RD.	FRANCEMONT AVE.	570 W/O MURIETA LN.	MOODY	RD03	3,090	23	71,070	C	AC/AC	0	69	64	100	\$388,617	7,259	2" OVERLAY WITH DIGOUTS
<b>Treatment Total</b>												<b>\$779,564</b>				
ADOBE CREEK LODGE RD.	MOODY RD	END	ADOBEC	RD01	560	21	15,360	R	AC		81	78	86	\$27,837	7,415	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
ALEJANDRO DR.	ST. FRANCIS RD.	END (NORTH)	ALEJAN	DR02	294	21	6,174	R	AC	0	89	86	93	\$11,189	7,608	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
ALICANTE LN.	MANUELLA RD.	END	ALICAN	LN01	670	16	11,220	R	AC/AC	0	73	70	79	\$22,788	5,967	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
BARTON CT.	FREMONT RD.	END	BARTON	CT01	135	18	4,430	R	AC	0	73	69	78	\$8,997	5,751	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
FREMONT RD.	ST. FRANCIS DR.	CONCEPCION RD.	FREMON	RD02	1,250	25	31,250	C	AC/AC	0	83	79	87	\$58,587	7,445	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS

\*\* - Treatment from Project Selection



# Scenarios - Sections Selected for Treatment

Interest: 4.00%

Inflation: 4.00%

Printed: 3/12/2025

Scenario: 2025 S1- ANNUAL BUDGET 1.2M/YR

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
HIDDEN SPRING CT.	ALTAMONT RD.	END	HIDDEN	CT01	105	25	4,725	R	AC		74	69	78	\$9,597	4,808	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
HORSESHOE LN.	ARASTRADERO RD.	END	HORSES	LN01	828	22	18,216	R	AC/AC	0	73	69	79	\$36,997	5,972	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
MAPLE LEAF CT.	ELENA RD.	CULDESAC	MAPLEL	CT01	131	23	3,013	R	AC		80	78	86	\$5,460	6,239	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
NORMANDY LN.	O'KEEFE LN.	END	NORMAN	LN01	730	25	19,250	R	AC/AC	0	72	68	78	\$39,097	5,924	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
OKEEFE LN.	343' east of VISTA SERENA	350' west of VISTA SERENA	OKEEFE	LN02	700	24	16,800	R	AC	0	84	82	89	\$30,446	7,565	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
SADDLE CT.	SADDLE MOUNTAIN DR.	END	SADDLE	CT01	970	17	17,360	R	AC	0	79	78	86	\$31,461	7,602	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
STONEBROOK DR.	EL MONTE AVE.	S/O PROSPECT AVE.	STONEB	DR01	2,390	24	57,360	C	AC/AC	0	79	75	83	\$107,537	7,646	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
VOGUE CT.	BLACK MOUNTAIN RD.	END	VOGUEC	CT01	570	21	11,970	R	AC/AC		79	76	85	\$21,693	7,582	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
<b>Treatment Total</b>													<b>\$411,686</b>			
ANACAPA DR.	VISCAINO RD	ASCENSION DR.	ANACAP	DR02	1,300	25	32,500	R	AC	0	79	75	78	\$513	197,270	SEAL CRACKS
ARASTRADERO RD.	HORSESHOE LN.	STIRRUP WY.	ARASTR	RD01	1,900	40	76,000	A	AC/AC	0	82	79	81	\$983	404,378	SEAL CRACKS
CAMINO HERMOSO	RAVENSBURY AVE. (NORTH)	RAVENSBURY AVE. (SOUTH)	CAMINO	DR01	3,190	20	63,800	A	AC/AC		91	88	89	\$92	2,195,291	SEAL CRACKS
CARILLO LN.	LA CRESTA DR.	END	CARILL	LN01	450	20	9,800	R	AC/AC	0	94	88	89	\$8	1,235,256	SEAL CRACKS
CONCEPTION RD.	FREMONT RD.	PURISSIMA RD.	CONCEP	RD01	4,604	20	92,080	C	AC/AC	0	86	84	85	\$727	384,511	SEAL CRACKS
DAWN LN.	ELENA RD.	END	DAWN	LN01	400	22	9,300	R	AC/AC	0	94	88	89	\$7	1,332,367	SEAL CRACKS
DEERFIELD DR.	FREMONT RD.	END	DEERFI	DR01	700	20	14,000	R	AC/AC	0	94	88	89	\$17	890,256	SEAL CRACKS
DELSON CT	ELENA RD	END	DELSON	CT01	330	30	9,900	R	AC/AC	0	94	88	89	\$8	1,310,263	SEAL CRACKS
EL MONTE RD. (WB)	O'KEEFE LN.	FORK AT 950' W OF STONEBROOK DR.	ELMONT	RD03	3,411	32	109,152	A	AC/AC	0	87	85	86	\$733	600,621	SEAL CRACKS
FREMONT RD.	CONCEPCION RD	MANUELLA RD	FREMONT	RD03A	1,084	27	29,268	C	AC/AC	0	80	86	87	\$156	677,017	SEAL CRACKS

\*\* - Treatment from Project Selection



# Scenarios - Sections Selected for Treatment

Interest: 4.00%

Inflation: 4.00%

Printed: 3/12/2025

Scenario: 2025 S1- ANNUAL BUDGET 1.2M/YR

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
KINGSLEY AVE.	ALTA DENA DR	END	KINGLY	WY01	838	13	10,894	R	AC/AC		95	88	89	\$6	1,990,193	SEAL CRACKS
MANUELLA RD.	FREMONT	ALICANTE	MANUEL	RD01	965	23	22,195	C	AC/AC	0	60	87	88	\$82	438,180	SEAL CRACKS
MORA HEIGHTS WAY	MORA GLEN DR.	END	MORAH	WY01	480	24	11,520	R	AC/AC		94	88	89	\$7	1,798,261	SEAL CRACKS
NATOMA RD.	BLACK MOUNTAIN RD.	LUCERO LN.	NATOMA	RD02	1,559	20	31,180	C	AC/AC	0	81	78	80	\$428	239,913	SEAL CRACKS
ROBLEDA CT.	ROBLEDA RD.	END (CDS)	ROBLEC	CT01	573	20	11,460	R	AC/AC		94	88	89	\$9	1,266,269	SEAL CRACKS
**ROBLEDA RD.	CHAPIN	ELENA	ROBLED	RD02	4,250	23	97,750	C	AC	0	77	79	81	\$1,269	214,738	SEAL CRACKS
SNELL LN.	FREMONT RD.	END	SNELL	LN01	840	22	20,280	R	AC/AC	0	94	88	89	\$17	1,259,331	SEAL CRACKS
TAAFFE RD.	DEZAHARA WAY (N.)	DEZAHARA WAY (S.)	TAAFFE	RD02A	1,082	20	21,640	C	AC/AC	0	79	83	85	\$184	358,863	SEAL CRACKS
TWIN OAKS CT.	ARASTRADERO RD.	END	TWINOA	CT01	125	22	2,750	R	AC		87	82	83	\$31	172,532	SEAL CRACKS
VIA FELIZ	PAGE MILL RD.	END	VIAFEL	FE01	1,480	20	29,600	R	AC	0	82	77	79	\$431	177,667	SEAL CRACKS
VISCAINO RD.	PURISSIMA RD.	CONCEPCION RD.	VISCAI	RD01	3,456	23	79,488	R	AC/AC	0	76	72	75	\$1,386	184,076	SEAL CRACKS
WEST LOYOLA DR.	CAMINO HERMOSA	HWY280 (EASTBROOK)	WLOYO	DR01	4,762	21	100,002	A	AC/AC		81	80	82	\$1,242	478,712	SEAL CRACKS
<b>Treatment Total</b>												<b>\$8,336</b>				
<b>Year 2028 Area Total</b>									<b>1,244,253</b>	<b>Year 2028 Total</b>			<b>\$1,199,585</b>			

Year: 2029

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
EDITH RD.	FREMONT RD.	500' N/O FREMONT RD.	EDITHR	RD01	500	33	16,500	C	AC	0	77	69	100	\$93,832	7,174	2" OVERLAY WITH DIGOUTS
FREMONT RD.	MIRANDA RD.	WEST EDITH	FREMON	RD04	1,451	25	36,275	C	AC/AC	0	76	69	100	\$206,289	6,184	2" OVERLAY WITH DIGOUTS
PAGE MILL RD.	75 FT S. OF ARASTRADERO RD	BERRY HILL CT	PAGEMI	RD00	645	60	38,700	C	AC/AC	0	72	66	100	\$220,080	6,570	2" OVERLAY WITH DIGOUTS
PURISSIMA RD.	CONCEPCION RD.	ROBLEDA RD.	PURISS	RD04	2,325	23	53,475	C	AC/AC	0	71	63	100	\$304,102	7,207	2" OVERLAY WITH DIGOUTS
<b>Treatment Total</b>												<b>\$824,304</b>				

\*\* - Treatment from Project Selection



# Scenarios - Sections Selected for Treatment

Interest: 4.00%

Inflation: 4.00%

Printed: 3/12/2025

Scenario: 2025 S1- ANNUAL BUDGET 1.2M/YR

Year: 2029

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
JULIETTA LN	SOUTH PROPERTY LINE OF 27340 JULIETTA LN	END	JULIET	LN01	300	14	4,200	R	AC/AC	0	76	72	81	\$7,916	6,968	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
OKEEFE LN.	300' east of DIANE	343' east of VISTA SERENA	OKEEFE	LN01	1,404	23	32,292	R	AC	0	74	69	78	\$68,209	5,851	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
OLIVE TREE CT.	OLIVE TREE LN.	END (CDS)	OLIVEC	CT01	378	24	9,072	R	AC/AC		90	87	93	\$17,099	6,887	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
SAMUEL LN.	PURISSIMA	END	SAM	LN01	220	20	4,400	R	AC/AC		82	78	86	\$8,293	6,947	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
SPRINGHILL DR.	MANUELLA RD.	END	SPRING	DR01	320	22	7,040	R	AC	0	70	64	74	\$14,870	5,176	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
WESTWIND WY	CONCEPCION RD	LA PALOMA RD	WESTWI	WY01	1,070	22	23,540	R	AC/AC	0	76	70	79	\$49,722	4,824	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
WEST LOYOLA DR.	CAMINO HERMOSA	HWY280 (EASTBROOK)	WLOYO	DR01	4,762	21	100,002	A	AC/AC		81	80	88	\$201,480	13,069	SURFACE SEAL W/ CRACK SEAL AND DIGOUTS
<b>Treatment Total</b>													<b>\$367,588</b>			
BURKE RD.	CHAPIN RD.	100' N. of OLD ALTOS RD./ COP	BURKE	RD01	2,038	24	48,912	C	AC/AC	0	65	87	88	\$189	421,327	SEAL CRACKS
**CORBETTA	ALTAMONT RD	END	CORBET	LN01	1,190	19	22,610	R	AC/AC	0	47	87	88	\$63	438,519	SEAL CRACKS
EL MONTE RD.	MOODY RD.	FORK AT 950' W OF STONEBROOK DR.	ELMONT	RD01	1,890	36	68,040	A	AC/AC	0	83	84	85	\$582	390,638	SEAL CRACKS
LA PALOMA RD.	NEWBRIDGE DR	ALTA TIERRA RD.	LAPALO	RD02	2,060	22	45,320	C	AC/AC	0	79	75	77	\$768	230,797	SEAL CRACKS
LA PALOMA RD.	ALTA TIERRA RD.	PURISSIMA RD.	LAPALO	RD03	1,090	22	23,980	C	AC/AC	0	90	84	86	\$175	331,942	SEAL CRACKS
LEANDER DR.	PURISSIMA RD.	END	LEANDE	DR01	530	21	12,630	R	AC	0	68	72	75	\$236	177,447	SEAL CRACKS
MAGDALENA RD.	STONEBROOK	RAVENSBURY	MAGDAL	AV02	2,860	23	65,780	C	AC/AC	0	80	77	79	\$1,024	269,575	SEAL CRACKS
MANUELLA RD.	ALICANTE	400' north of SCARFF	MANUEL	RD02	2,450	24	58,800	C	AC/AC	0	65	87	88	\$227	421,327	SEAL CRACKS
MOODY RD.	ELENA RD.	ALTAMONT RD.	MOODY	RD01	1,420	24	34,080	C	AC/AC	0	80	83	85	\$307	345,333	SEAL CRACKS
NATOMA RD.	LUCERO LN.	ALTAMONT RD.	NATOMA	RD03	1,600	20	32,000	C	AC/AC	0	73	77	79	\$500	265,209	SEAL CRACKS

\*\* - Treatment from Project Selection



# Scenarios - Sections Selected for Treatment

Interest: 4.00%

Inflation: 4.00%

Printed: 3/12/2025

Scenario: 2025 S1- ANNUAL BUDGET 1.2M/YR

Year: 2029

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
PAGE MILL RD.	COUNTRY WY	MATADERO CREEK LN	PAGEMI	RD03	2,548	24	61,152	C	AC/AC	0	71	75	77	\$1,039	247,495	SEAL CRACKS	
RAVENSBURY AVE.	HILLPARK LN.	END	RAVENS	AV02	2,612	23	60,076	A	AC/AC		82	82	84	\$605	343,140	SEAL CRACKS	
**SUNSET DR EAST	BURKE RD	END	SUNSET	DR01	1,550	15	23,250	R	AC/AC	0	34	87	88	\$65	438,519	SEAL CRACKS	
Treatment Total												\$5,780					
Year 2029 Area Total									882,126	Year 2029 Total			\$1,197,672				
Grand Total Section Area:									5,321,913	Grand Total			\$5,986,629				

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**Appendix G**  
**Quality Management Report**

Street ID	Section ID	Street Name	Begin Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI	Re-Inspected PCI
ALEJAN	DR02	ALEJANDRO DR. - ALEJAN	ST. FRANCIS RD.	END (NORTH)	2	R	AC	294	21	6,174	8/30/2024	99	89
ALTOVE	LN01	ALTO VERDE LN. - ALTOVE	CONCEPCION RD.	END	2	R	AC	577	22	12,694	8/30/2024	68	68
AMHERS	CT01	AMHERST CT - AMHERS	LIDDICOAT DR	END	2	R	AC/AC	1,100	21	24,670	8/23/2024	71	71
BARLEY	RD01	BARLEY HILL RD. - BARLEY	HILLTOP DR.	END	2	R	AC/AC	1,745	16	27,920	9/3/2024	73	73
BENTLE	CT01	BENTLEY CT. - BENTLE	BURKE RD.	END	2	R	AC/AC	220	18	6,160	8/30/2024	74	74
DIANNE	DR01	DIANNE DR. - DIANNE	O'KEEFE LN.	END	2	R	AC/AC	1,200	23	27,600	8/22/2024	60	60
HORSES	CT01	HORSESHOE CT. - HORSES	HORSESHOE LN.	END	2	R	AC/AC	465	18	9,670	8/29/2024	76	78
KINGLY	WY01	KINGSLEY AVE. - KINGLY	ALTA DENA DR	END	2	R	AC/AC	838	13	10,894	10/7/2024	38	100
MIRAND	CT01	MIRANDA CT. - MIRAND	MIRANDA RD	END	2	R	AC/AC	265	23	7,920	8/29/2024	83	69
MIRAND	WY01	MIRANDA WY. - MIRAND	MIRANDA RD.	END	2	R	AC	350	23	9,875	8/29/2024	69	83
NINA	PL01	NINA PL. - NINA	LA CRESTA DR.	END	2	R	AC	785	23	19,165	8/28/2024	91	82
OLDPAG	LN01	OLD PAGE MILL LN - OLDPAG	PAGE MILL RD	CUL DE SAC	2	R	AC/AC	255	22	5,610	9/4/2024	93	53
PADRE	CT01	PADRE CT. - PADRE	ALTAMONT RD.	END	2	R	AC/AC	380	18	6,840	8/27/2024	99	99
REBECC	LN01	REBECCA LN. - REBECC	DAWSON DR.	END	2	R	AC/AC	900	18	16,200	9/3/2024	63	63
STANFO	CT01	STANFORD CT - STANFO	LIDDICOAT CR	END	2	R	AC/AC	540	16	11,640	8/23/2024	53	53
STIRRU	WY01	STIRRUP WY. - STIRRU	SADDLE MOUNTAIN RD.	END	2	R	AC	820	17	16,140	8/28/2024	68	68
SUNHIL	DR01	SUNHILLS DR. - SUNHILLS	WEST LOYOLA	245' S/O WEST LAYOLA	2	R	AC/AC	245	22	5,390	9/3/2024	75	75
SUNSET	DR01	SUNSET DR EAST - SUNSET	BURKE RD	END	2	R	AC/AC	1,550	15	23,250	8/30/2024	35	35
WILDPL	LN01	WILD PLUM LN. - WILDPL	MIRANDA RD.	END	2	R	AC/AC	650	20	14,500	8/29/2024	61	61