2026 Pavement Management Program Update

City of Willits

Public Works
111 E. Commercial St.
Willits, CA 95490

September 2026



NCE
1003 W. Cutting Blvd., Suite 110
Point Richmond, CA 94804

Final Report

2026 Pavement Management Program Update

City of Willits

September 2026

Prepared for:

City of Willits
Public Works
111 E. Commercial St.
Willits, CA 95490

Prepared by:

Marissa Baclig
Project Manager

Shahram Misaghi, P.E. (CA)

Associate Engineer

NCE
1003 W. Cutting Blvd., Suite 110
Point Richmond, CA 94804
(510) 215-3620

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Executive Summary

Nichols Consulting Engineers, Chtd. (NCE) was selected by the Mendocino Council of Governments (MCOG) to update the Pavement Management Program (PMP) of City of Willits using an automated survey. The purpose of the PMP is to help educate policymakers about the current condition of the street network and the impact of various scenarios on future network conditions. This report summarizes the findings from the 2026 PMP update.

The City is responsible for maintaining approximately 20.7 centerline miles of paved streets representing a substantial investment of approximately $64.9 million. The street network includes 2.1 centerline miles of arterial streets, 7.3 miles of collector streets, 1.1 miles of local streets, and 10.2 miles of other streets. In March and April of 2026, NCE collected pavement condition data throughout the entire network using MTC distress protocols. Survey data were entered into the StreetSaver® database, which the City uses as a decision-support tool.

Overall, the City's pavement network is currently in "Fair" condition with an average pavement condition index (PCI) of 50. Overall, 34.4 percent of the City's street network area is in "Good" condition, approximately 18.5 percent is in "Fair" condition, 15.8 percent is in "Poor" condition, and 31.3 percent is in "Very Poor" condition.

The budget needs analysis indicated that the City needs to spend $32.7 million over the next 10 years to bring the street network to a condition that can be maintained with on-going preventive maintenance in the most cost-effective way. To establish a pragmatic approach, 3 budget scenarios were examined using an annual inflation rate of 3.0 percent for a 10-year analysis period. The budgeted amounts for the 3 scenarios include paving and construction-related costs, staff time, design, construction management, and contingencies.

The following table summarizes each scenario and its corresponding 10-year budget, PCI, and deferred maintenance costs at the end of the analysis period.

Table A. Budget Scenario Analysis Summary

Scenario	Description	Total Budget over 10-year ($M)	End of FY 35/36	
			Network PCI	Deferred Maintenance ($M)
1	City's Current Budget	7.0	44	31.8
2	Improve PCI to 55	14.0	55	23.0
3	Improve PCI to 65	20.2	65	16.4

NCE recommends that the City increase the annual funding level to improve the overall network condition and stabilize the deferred maintenance. Scenario 2 accomplishes both of these objectives by increasing the overall network PCI from 50 to 55 and stabilizing the deferred maintenance at $23.0 million by the end of FY 35/36.

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1 Introduction and Background

Nichols Consulting Engineers, Chtd. (NCE) was selected by the Mendocino Council of Governments (MCOG) to update the Pavement Management Program (PMP) of City of Willits.

In general, PMPs are "designed to provide objective information and useful data so that managers can make more consistent, cost-effective, and defensible decisions related to the preservation of a pavement network."[1] In other words, a PMP is designed to assist cities with answering questions such as:

- What does the City's pavement network include?
- What is the current condition of the pavement network?
- What are the City's current M&R strategies?
- How much funding is required to perform all needed M&R treatments over the next analysis period (typically 4 to 10 years)?
- What effect does the City's existing funding have on the network condition and overall deferred maintenance[2]?
- What effect will other funding amounts have on the network condition and deferred maintenance?

To update the City's PMP, NCE surveyed pavement condition in compliance with the Metropolitan Transportation Commission's (MTC) modified[3] ASTM D6433[4] survey procedures. 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.

After inspection, all survey data were entered into the City's StreetSaver® database, and Pavement Condition Index (PCI) calculations were performed. NCE then reviewed and updated the City's decision tree, including maintenance and rehabilitation (M&R) strategies and treatment unit costs, analyzed the budget needs, and modeled 3 budget scenarios for the street network.

1.1 Purpose

The purpose of this report is to provide a comprehensive understanding of the overall pavement condition and facilitate effective planning and maintenance strategies for the City. The report assists policymakers in decision-making by showing the impacts of different funding strategies on the City's streets over the next 10 years. It also

[1] AASHTO *Guidelines for Pavement Management Systems*. (Washington, DC: American Association of State Highway and Transportation Officials, 1990).
[2] Deferred maintenance refers to maintenance activities that were either not performed as scheduled or were postponed to a future period due to insufficient funding. This calculation encompasses costs associated with CICM (Construction Inspection and Construction Management), design, and contingencies.
[3] PCI Distress Identification Manual (AC 5th Ed./PCC 4th Ed. March 2022)
[4] ASTM D6433 Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys, ASTM International, West Conshohocken, PA, 2023, www.astm.org.

assists the City with identifying M&R priorities specific to the City's needs and highlights options for improving the current PCI. These options are developed by conducting "what-if" analyses using StreetSaver® software.

2 Pavement Distress Data Collection

Reliable pavement data is essential for making smart, cost-effective decisions about street maintenance. High-quality information ensures that repairs are prioritized where they are needed most, resources are used efficiently, and our streets remain safe and accessible for everyone.

2.1 Pavement Condition Survey

An MTC and OCTA certified inspection vehicle performed comprehensive pavement condition surveys on approximately 20.7 centerline miles of City-maintained streets. The survey included the assessment of all functional classifications within the City's street network.

2.1.1 Automated Data Collection for Streets

Automated pavement condition data was collected using ARRB's Hawkeye roadway survey system, which is equipped with Pavemetrics LCMS (Laser Crack Measurement System) technology. This advanced platform captures continuous pavement surface information at posted speeds, enabling a safe, efficient, and highly repeatable evaluation of roadway conditions. The LCMS technology uses high-resolution laser profiling and synchronized 2D/3D imaging to detect pavement distresses. The system comprises of many sub-components (see Figure 1) to provide automated, real-time, accurate, and repeatable roadway condition results, such as:

- Continuous longitudinal and transverse pavement profiles
- Alligator, longitudinal, transverse, and edge cracking detection and measurement
- Rutting depth and wheel-path surface deformation
- Ride quality indicators (e.g., roughness indices)
- 2D imagery and 3D laser topography of the pavement surface
- Lane markings and detectable surface features
- Precise positioning through integrated GPS/INS
- Measure surface macrotexture (e.g., MPD — Mean Profile Depth)
- Perform data collection independent of ambient lighting conditions

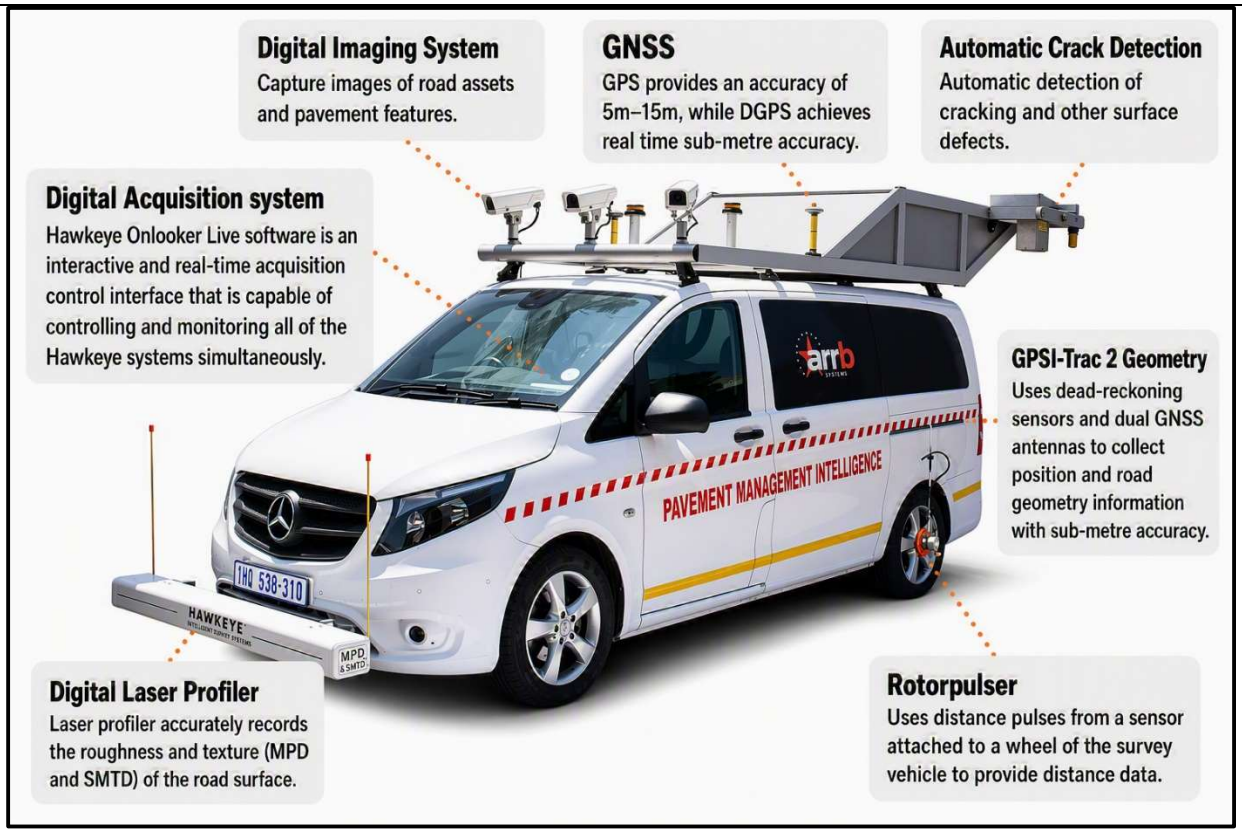


Figure 1. Data Collection Vehicle.

As part of the survey, 100% of the length of each street segment was collected. The pavement distress data collection process involved the use of high-resolution 3D digital imaging technology and integrated distress laser pavement roadway scanners, allowing the team to correctly quantify the type, severity, extent, start and stop points of all ASTM D6433 pavement distresses.

2.2 Quality Assurance/Quality Control

Quality management practices for pavement management suggest that a one-time inspection of the final data is typically inadequate and involves a high risk of failure. We recognize the importance of effectively implementing and maintaining quality control and assurance practices for pavement distress data. We use a proven approach that integrates quality management and control procedures throughout the entire data collection and delivery process.

NCE implemented a robust, multi-step QA/QC process for all data collection activities in City of Willits, including multiple data verification methods, systematic quality checks, and technical validation.

2.2.1 Multiple Data Verification Methods

To ensure accuracy, several independent methods were used to verify the pavement condition data.

- **Comparison with M&R Data:** Cross-checking distress data with recent maintenance records provided by City of Willits.

- **Historical PCI Comparison:** Typically, PCI drops by 3-5 points per year, so any sections that dropped more than that were flagged for review.
- **Desktop Review by Certified Inspectors:** Randomly selected inspections were independently reviewed by certified pavement inspectors to verify accuracy.

2.2.2 Systematic Quality Checks

NCE reviewed field procedures, compared field data with on-site conditions, and conducted random spot checks of data entry. Special attention was given to ensuring consistency between the automated street surveys and manual inspections.

2.2.3 Technical Validation

All processed data underwent final technical validation before being integrated into the PMS database. This included verification of data completeness, format consistency, and logical validation of condition values. The data collection systems were operated by certified technicians, ensuring consistency and reliability in the collected data.

2.3 Advisory Note

It should be noted that this scope of work and condition surveys did not address issues including, but not limited to traffic, safety and street hazards, geometric issues, street shoulders, sidewalks, curb and gutters, drainage issues, or short-term maintenance that should be performed.

3 Network Summary

The City is responsible for maintaining approximately 20.7 centerline miles of paved streets, which includes 2.1 centerline miles of arterial streets, 7.3 miles of collector streets, 1.1 miles of local streets, and 10.2 miles of other streets. The network is composed primarily of asphalt concrete (AC) pavement sections. There are 3 gravel sections, totaling about 0.2 miles, that were not surveyed and are not included in the pavement needs or budget analysis. Table 1 summarizes the entire pavement network by functional class. Appendix A lists all the streets within the network, providing details such as the street name, beginning and ending location, surface type, functional classification, inspection date, and the inspected PCI.

Table 1. Network Summary Statistics by Functional Class.

Functional Class	Centerline Mileage	Percent Area	Weighted Average PCI*	Condition
Arterials	2.1	9.9%	72	Good
Collectors	7.3	39.3%	50	Fair
Locals	1.1	4.9%	70	Good
Other	10.2	45.9%	44	Poor
Total	**20.7**	**100.0%**	**50**	**Fair**
Gravel	0.2	-	-	-

*The weighted average PCI is calculated by multiplying the area of each pavement section by the PCI of that section, totaling all sections together, and then dividing by the total area of the network area or functional classification.

Street pavements are one of the City's most valuable assets. The total street network replacement cost is estimated to be approximately $64.9 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.

4 Pavement Condition

The PCI is a measurement of pavement grade or condition and ranges from 0 to 100. A newly constructed street will have a PCI of 100, while a street in very poor condition will have a PCI of 24 or less. Pavement conditions are primarily affected by climate, traffic loads and volumes, construction materials, and age. For asphalt pavement, distress might include:

- Alligator (Fatigue) Cracking
- Block Cracking
- Distortions
- Longitudinal/Transverse Cracking
- Patching and Utility Cut Patching
- Rutting/Depression
- Raveling
- Weathering

The photographs in Figure 2 illustrate examples of asphalt concrete streets with different PCI ranges.



Figure 2. Examples of Streets with Different PCIs.

The definitions of the pavement condition categories and PCI ranges are shown in Table 2. These are the PCI "breakpoints" in StreetSaver®.

Table 2. Pavement Condition Categories.

Condition Category	PCI Range	Description
Good	70 – 100	Pavements with minimal surface distress that may include some hairline longitudinal/transverse cracks and/or weathering. The pavement structure is sound, and minor oxidation may occur.
Fair	50 – 69	Pavements with significant distress that is predominantly non-load-related, such as longitudinal/transverse cracks, bleeding, block cracking, weathering, raveling, etc. The pavement structure is sound, and some oxidation has occurred.
Poor	25 – 49	Pavements with moderate to severe surface distresses. Extensive weathering or raveling, block cracking, and load-related distresses such as alligator cracking, rutting, and potholes may occur.
Very Poor	0 – 24	Pavements with severe weather-related distress and large quantities of load-related distress. These pavements are nearing the end of their service life.

4.1 City's Current Pavement Condition

The City's current overall weighted average PCI for the network is 50, which places the overall street network pavement condition in the "Fair" category. Figure 3 shows the percentage of the pavement network within each condition category, both for the overall network and by functional classification. Pavement condition assessments by functional class indicate total network that 34.4% are categorized as 'Good,' 18.5% as 'Fair,' 15.8% as 'Poor,' and 31.3% as 'Very Poor'.

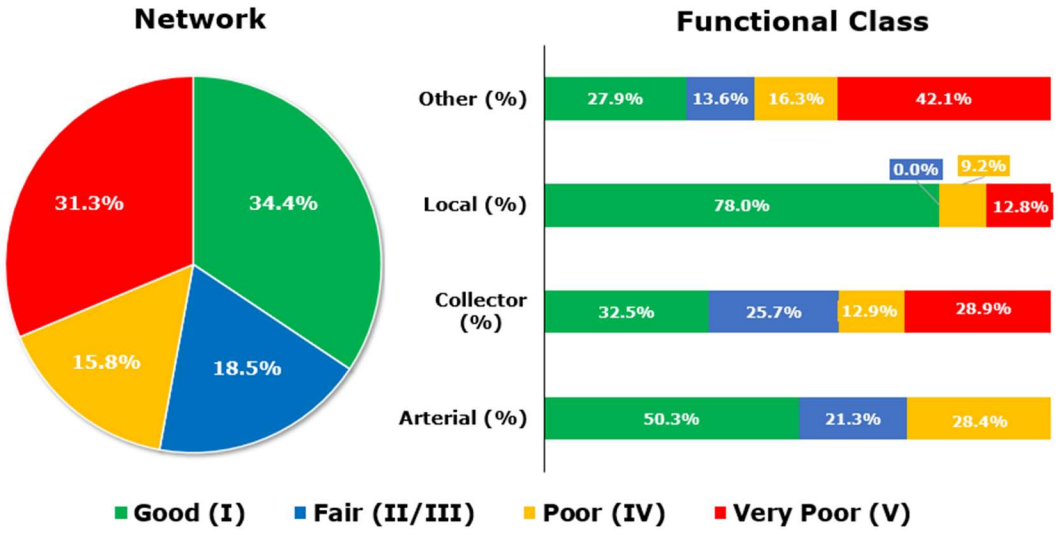


Figure 3. Street Network Percent Pavement Area by Condition Category.

4.2 PCI Comparison with Neighboring Agencies

Figure 4 shows the City's average network PCI compared to neighboring agencies as well as the statewide average PCI from the 2026 California Statewide Local Streets and Roads Needs Assessment[5]. The City's PCI of 50 positions the City 15 points below the 2026 statewide average of 65.

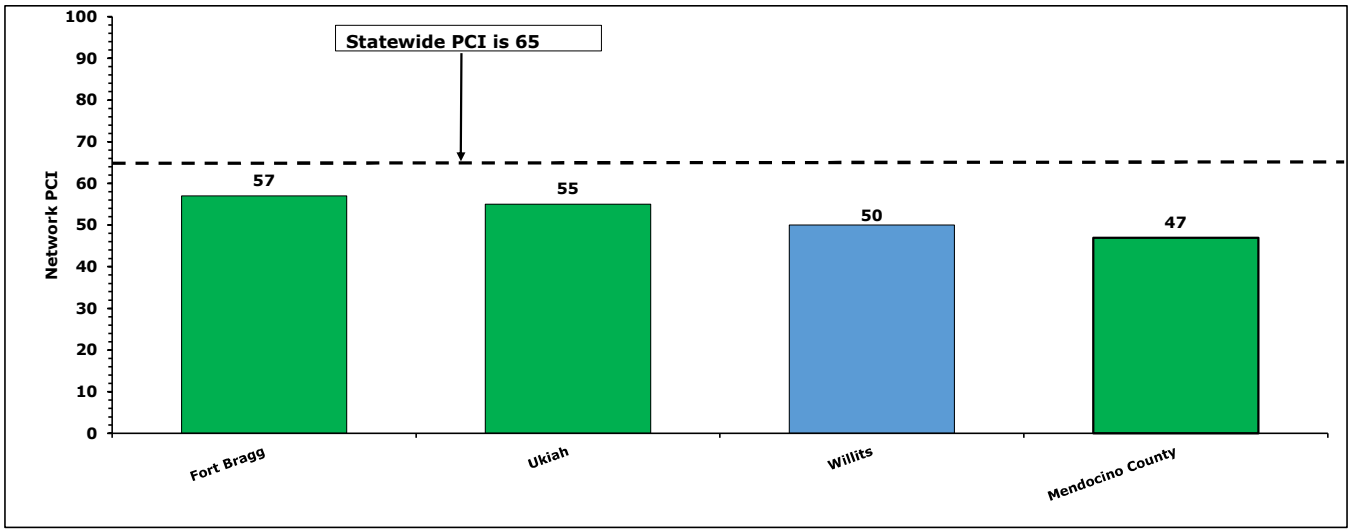


Figure 4. Network PCI for Different Agencies.

[5] "California Statewide Local Streets and Roads Needs Assessment 2026 Update". Nichols Consulting Engineers, Chtd., CA, 2026.

5 Maintenance and Rehabilitation Strategies

In general, surface treatments such as slurry seals and cape seals are used when the pavements are in “Fair” to “Good” condition. This type of treatment is usually considered “preventive maintenance”. When the pavement condition deteriorates to lower levels, overlays and full-depth structure replacements must be performed. These are considered “rehabilitation” or “reconstruction”. In addition, base repairs for more localized distresses are commonly done in preparation for overlay, slurry seal, and cape seal treatments.

Based on a discussion with City staff, two decision trees were developed for this study. The Budget Needs Analysis uses a 2” AC overlay with 5 % digouts ($60.50/SY) for pavements in the Fair – load related category, while the scenario analysis uses a cape seal with 5 % digouts for the same condition category at $22.00/SY. Load-related category represents pavements that exhibit structural distress associated with repeated traffic loading. The separate decision trees were used to distinguish between estimating long-term funding needs and evaluating the City's preferred maintenance strategy. The decision tree used for the scenario analysis is included in Appendix B. Figure 5 presents the scenario analysis decision tree for collectors, which identifies the most effective and realistic treatments for each group of streets by functional class and condition category.

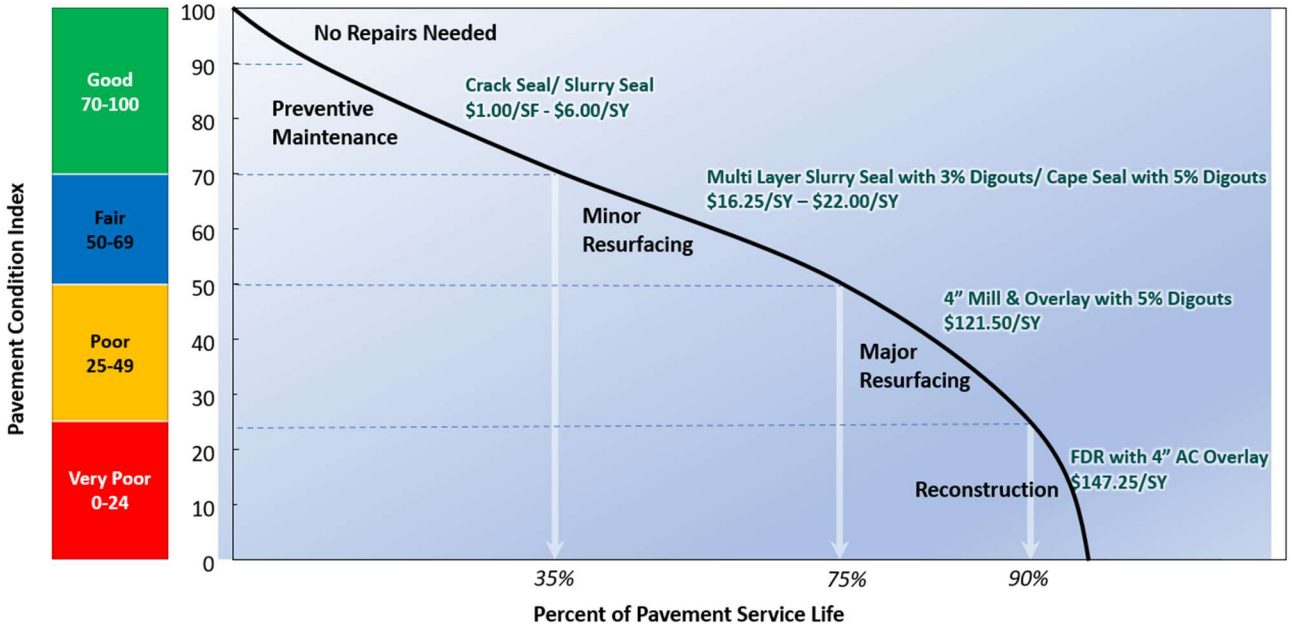


Figure 5. Costs[6] of MaintainingThroughout Service Life (Collectors).

Figure 5 illustrates how costs of pavement treatment increase as pavement conditions decrease over time. The dollar amounts shown in Figure 5 are based on recent bids received by the City and illustrate that it costs much less to maintain Collectors in good condition than to repair failed streets. By letting pavements deteriorate, streets that once cost about $6.00 per square yard to treat with slurry seal may, in a few years, cost about

[6] In addition to the contractor’s prices, unit costs are loaded to include staff time, design, construction management, contingencies, ADA curb ramps, and non-asphalt concrete related work.

$147.25 per square yard for a Full Depth Reclamation (FDR) with 4" AC overlay. Note that a slurry seal can be applied on approximately 25 times as many lane miles as those requiring reconstruction for pavements in failed condition.

Because of this, a key pavement management repair strategy is to keep streets in "Good" to "Fair" condition from deteriorating. This is particularly true for streets in the "Fair" range since pavement deterioration will accelerate if left untreated. Pavements in "Fair" condition show some distress and require more than preventive maintenance. At this point, a well-designed pavement will have reached between 35 and 50 percent of its life, and a multi layer slurry seal or cape seal would be required to bring its condition back to "Good." For pavements in the "Poor" category, approximately 30 percent of service life is left, and a thicker mill and overlay (4.0 inches) would be required to bring its condition back to "Good". Pavements in "Very Poor" condition are near the ends of their service lives and often exhibit severe forms of distress such as potholes, rutting, and extensive cracking. At this stage, reconstruction is typically required. In general, arterials and collector are expected to have a service life of approximately 25 years, while local streets are expected to have a service life exceeding 30 years.

6 Budget Analysis

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 first eliminate deferred maintenance and then preserve the network with ongoing preventive maintenance. Such strategies bring the network condition to an optimal PCI that can be maintained over time.

6.1 Budget Needs

The first step in developing a cost-effective strategy is to determine, assuming an unconstrained budget, the total maintenance budget "needs" of the network, i.e., the funding required for every street in the network to reach optimal conditions based on the policy established in the decision tree. For this analysis, the budget needs analysis uses the decision tree developed with City staff, including a 2" AC overlay with 5% digouts for pavements in the Fair – load related condition category. The cost of treatment(s) over the analysis period was calculated by multiplying unit costs by pavement section area at an annual inflation rate of 3.0 percent over a 10-year analysis period.

The budget needs are estimated to be approximately $32.7 million by the end of FY 35/36. Of the total budget needs, approximately $29.5 million (90.2 percent) would be devoted to rehabilitation, while the rest would be allocated for preventive maintenance. If the City follows this "ideal" strategy, the average network PCI will increase to 85 by FY 35/36. Table 3 below shows the impacts of expenditure on the PCI, assuming an unconstrained budget. Appendix C presents the following information regarding the budget needs: projected PCI, cost summary, and a summary of the preventive and rehabilitation maintenance treatments.

Table 3. Budget Needs.

Fiscal Year	Current	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	Total
Total Budget Needs ($M)	NA	28.6	0.5	0.7	0.0	0.0	1.0	0.1	0.3	1.4	0.1	32.7
Rehabilitation ($M)	NA	28.4	0.2	0.6	0.0	0.0	0.1	0.0	0.1	0.1	0.0	29..5
Preventive Maintenance ($M)	NA	0.2	0.3	0.1	0.0	0.0	0.9	0.1	0.2	1.3	0.1	3.2
Treated PCI	50	95	91	90	88	86	87	85	84	86	85	N/A
Untreated PCI	50	49	46	44	42	40	38	36	34	32	31	N/A

6.2 Budget Scenarios

Having determined the street network's maintenance needs, the next step in developing a cost-effective M&R strategy is to generate several alternative budgets and analyze “what-if” scenarios. By examining the impacts of budget scenarios, the advantages and disadvantages of different funding levels and maintenance strategies can be illustrated.

All three scenarios were evaluated using a phased funding allocation strategy developed in coordination with City staff. The strategy emphasizes preserving pavement sections with a PCI of 50 or greater to protect the City's recent investment in its pavement network. During the first five years of the analysis, funding was allocated to pavement sections with a PCI of 50 or more. In Year 6, funding was directed to pavement sections with a PCI below 50, and during Years 7 through 10, the budget was allocated equally between pavement sections with PCI values above and below 50. This approach balances preventive maintenance with rehabilitation to improve the overall network condition.

The budgeted amounts for the 3 scenarios (noted below) include an inflation factor of 3.0 percent over a 10-year analysis period. They also include paving and construction-related costs (mobilization, traffic control, striping, etc.), staff time, design, construction management, and contingencies:

- Scenario 1: City’s Existing Budget ($700K/Year)
- Scenario 2: Improve PCI to 55 ($1.4M/Year)
- Scenario 3: Improve PCI to 65 ($2.0M/Year)

6.2.1 Scenario 1: City's Existing Budget ($700K/year)

At the City's anticipated annual budget of $700 thousand, the network PCI will decrease from 50 to 44 by FY 35/36. Scenario 1 allocated an average of 10.0 percent of the budget towards preventive maintenance. By the end of the analysis period, 50.6 percent of the network will be in "Good" condition, 2.9 percent will be in "Fair" condition, 1.1 percent will be in "Poor" condition, and 45.4 percent will be in "Very Poor" condition. The deferred maintenance cost will increase from $28.6 million to $31.8 million by FY 35/36. Table 4 and Figure 6 show the outcomes under this scenario. A list of sections selected for treatment is provided in Appendix E.

Fiscal Year	Current	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	Total
City's Budget ($M)	N/A	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$7.0
Deferred Maintenance ($M)	$28.6	$24.8	$25.6	$26.7	$27.3	$57.9	$27.9	$28.7	$30.2	$31.1	$31.8	N/A
Network PCI	50	50	51	49	48	47	46	45	45	45	44	N/A

Table 4. Cost Summary for Scenario 1.

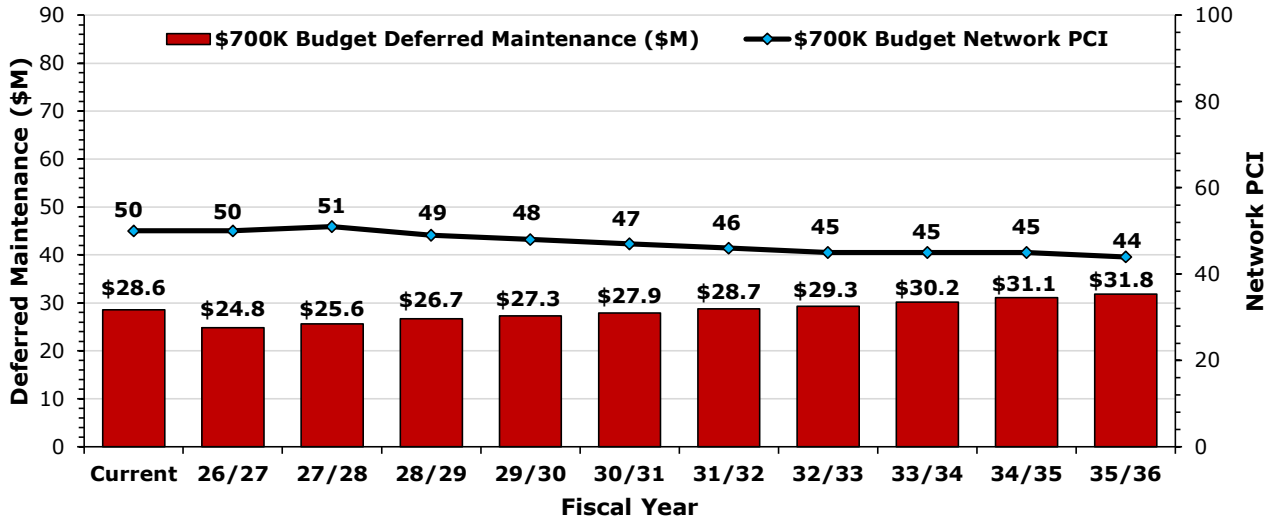


Figure 6. PCI versus Deferred Maintenance for Scenario 1.

6.2.2 Scenario 2: Improve PCI to 55 ($1.4M/year)

This scenario aims to increase the network PCI from 50 to 55 over the next ten years. Scenario 2 allocated an average of approximately $1.4 million per year and an average of 11.0 percent of the budget towards preventive maintenance. By the end of the analysis period, 64.1 percent of the network will be in "Good" condition, and 34.3 percent will be in "Very Poor" condition. The deferred maintenance cost will decrease from $28.6 million to $23.0 million by FY 35/36. Table 5 and Figure 7 show the outcomes under this scenario. A list of sections selected for treatment is provided in Appendix E.

Table 5. Cost Summary for Scenario 2.

Fiscal Year	Current	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	Total
City's Budget ($M)	N/A	$2.9	$0.8	$0.8	$0.0	$0.0	$2.0	$2.3	$1.8	$2.0	$1.4	$14.0
Deferred Maintenance ($M)	$28.6	$22.6	$23.3	$24.3	$25.2	$26.2	$25.8	$24.7	$24.2	$23.5	$23.0	N/A
Network PCI	50	53	53	52	50	48	49	51	52	54	55	N/A

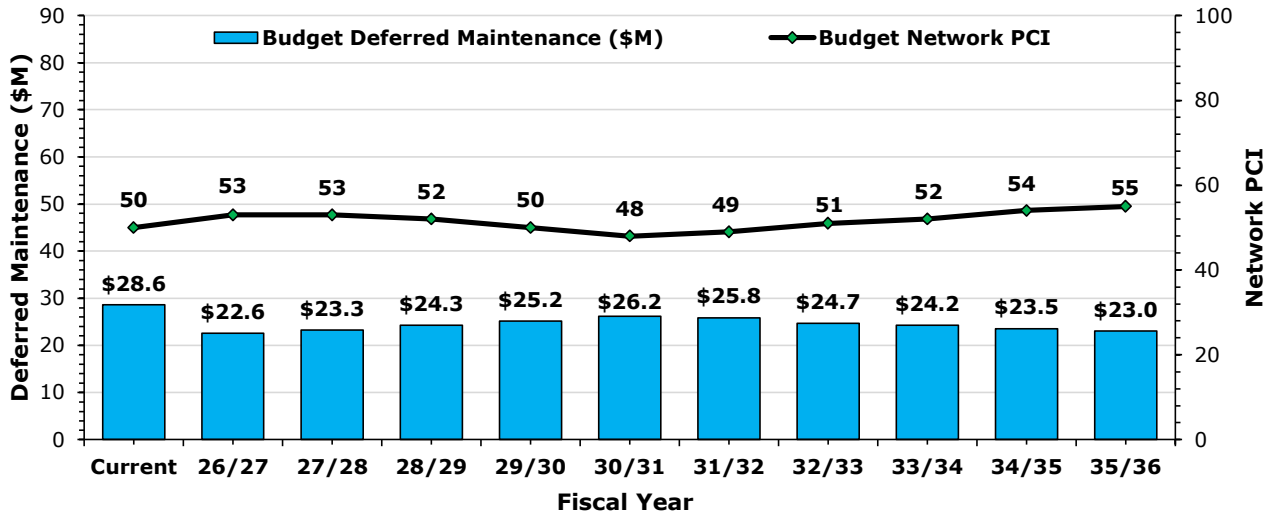


Figure 7. PCI versus Deferred Maintenance for Scenario 2.

6.2.3 Scenario 3: Improve PCI to 65 ($2.0M/year)

This scenario aims to increase the network PCI from 50 to 65 over the next ten years. Scenario 3 allocated an average of approximately $2.0 million per year and an average of 8.0 percent of the budget towards preventive maintenance. By the end of the analysis period, 75.4 percent of the network will be in "Good" condition, and 23.1 percent will be in "Very Poor" condition. The deferred maintenance cost will decrease from $28.6 million to $16.4 million by FY 35/36. Table 6 and Figure 8 show the outcomes under this scenario.

Table 6. Cost Summary for Scenario 3.

Fiscal Year	Current	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	Total
City's Budget ($M)	N/A	$2.9	$0.8	$0.8	$0.0	$0.0	$4.0	$3.2	$3.0	$2.9	$2.6	$20.2
Deferred Maintenance ($M)	$28.6	$22.6	$23.3	$24.3	$25.2	$26.2	$23.9	$21.8	$19.9	$18.2	$16.4	N/A
Network PCI	50	53	53	52	50	48	52	56	59	62	65	N/A

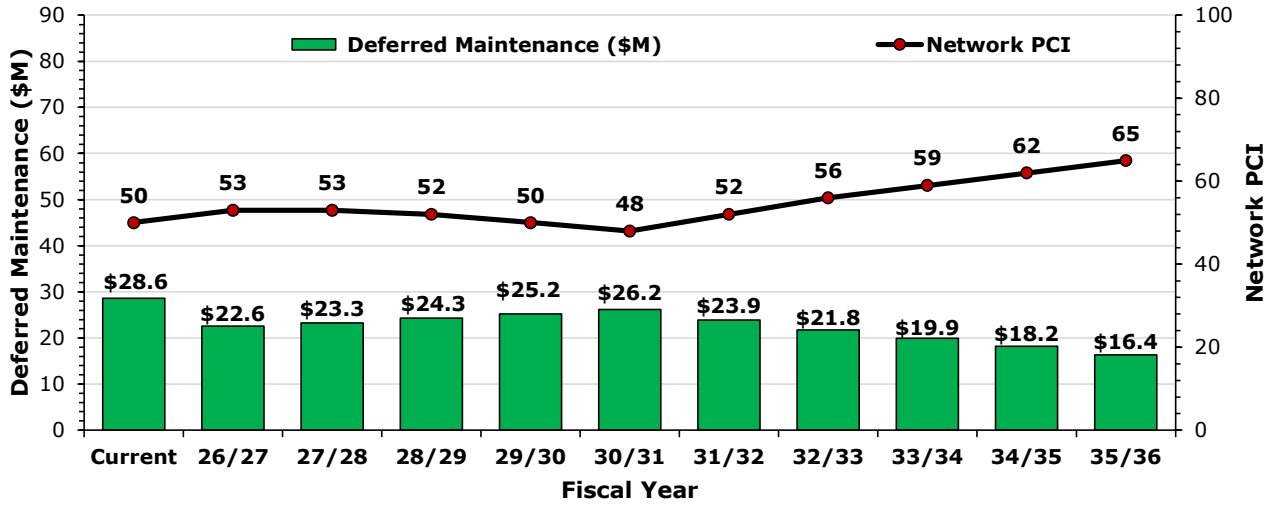


Figure 8. PCI versus Deferred Maintenance for Scenario 3.

6.3 Scenario Summary and Comparisons

Scenario 1: City's Existing Budget ($700K/year) – The network PCI is projected to decrease from 50 to 44, while the cost of deferred maintenance[8] is projected to increase from $28.6 million to $31.8 million by FY 35/36.

Scenario 2: Improve PCI to 55($1.4M/year) – The network PCI is projected to increase from 50 to 55 by the end of the 10-year analysis period. The cost of deferred maintenance[9] will decrease from $28.6 million to $23.0 million by FY 35/36.

Scenario 3: Improve PCI to 65 ($2.0M/year) – The network PCI is projected to increase from 50 to 65 by the end of the 10-year analysis period. The cost of deferred maintenance[10] will decrease from $28.6 million to $16.4 million by FY 35/36

The following table summarizes each scenario and its corresponding 10-year budget, PCI, and deferred maintenance costs at the end of the analysis period. Appendix D shows the cost and network condition summary for each scenario and Appendix F shows the current PCI conditions map in FY25/26 and after treatment in FY 35/36 for each scenario.

Table 7. Budget Scenario Analysis Summary.

Scenario	Description	Total Budget over 10-year ($M)	End of FY 35/36	
			Network PCI	Deferred Maintenance ($M)
1	City's Existing Budget	7.0	44	31.8
2	Improve PCI to 55	14.0	55	23.0
3	Improve PCI to 65	20.2	65	16.4

Figure 9 compares the annual changes in PCI under each budget scenario, and Figure 10 illustrates the corresponding annual changes in deferred maintenance. Under Scenario 1, the PCI is projected to decrease by approximately 1 point per year. In contrast, under Scenarios 2 and 3, the PCI is projected to fluctuate during the analysis period before ultimately improving to 55 and 65, respectively, by FY 35/36. In addition, as seen in Figure 10, under Scenario 1, deferred maintenance is projected to increase by approximately $3.2 million over the 10-year analysis period. In contrast, Scenario 2 is projected to reduce deferred maintenance by approximately $5.6

[8] Deferred maintenance refers to maintenance activities that were either not performed as scheduled or were postponed to a future period due to insufficient funding. This calculation encompasses costs associated with CICM (Construction Inspection and Construction Management), design, and contingencies.
[9] Deferred maintenance refers to maintenance activities that were either not performed as scheduled or were postponed to a future period due to insufficient funding. This calculation encompasses costs associated with CICM (Construction Inspection and Construction Management), design, and contingencies.
[10] Deferred maintenance refers to maintenance activities that were either not performed as scheduled or were postponed to a future period due to insufficient funding. This calculation encompasses costs associated with CICM (Construction Inspection and Construction Management), design, and contingencies.

million, while Scenario 3 provides the greatest reduction, decreasing deferred maintenance by approximately $12.2 million over the same period.

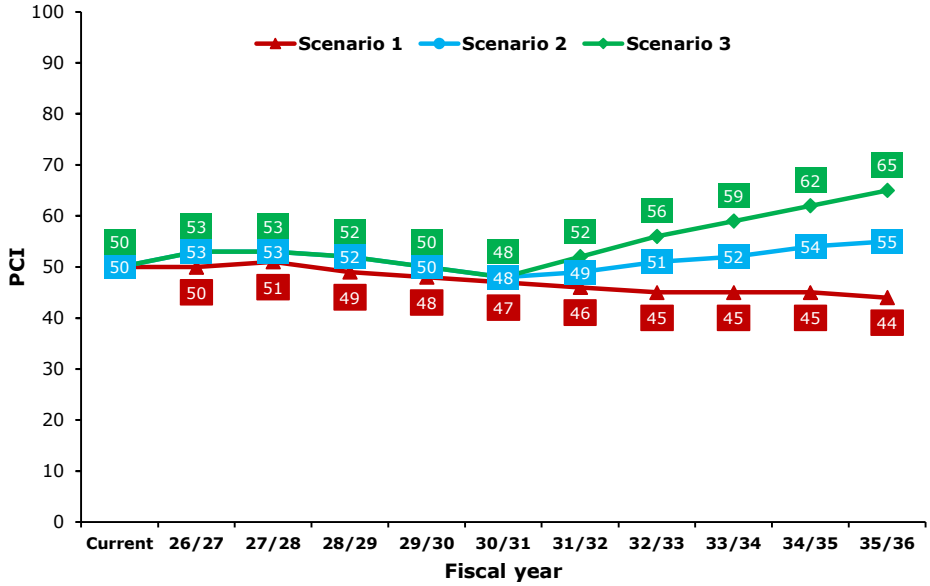


Figure 9. Comparison of Annual PCI by Scenario

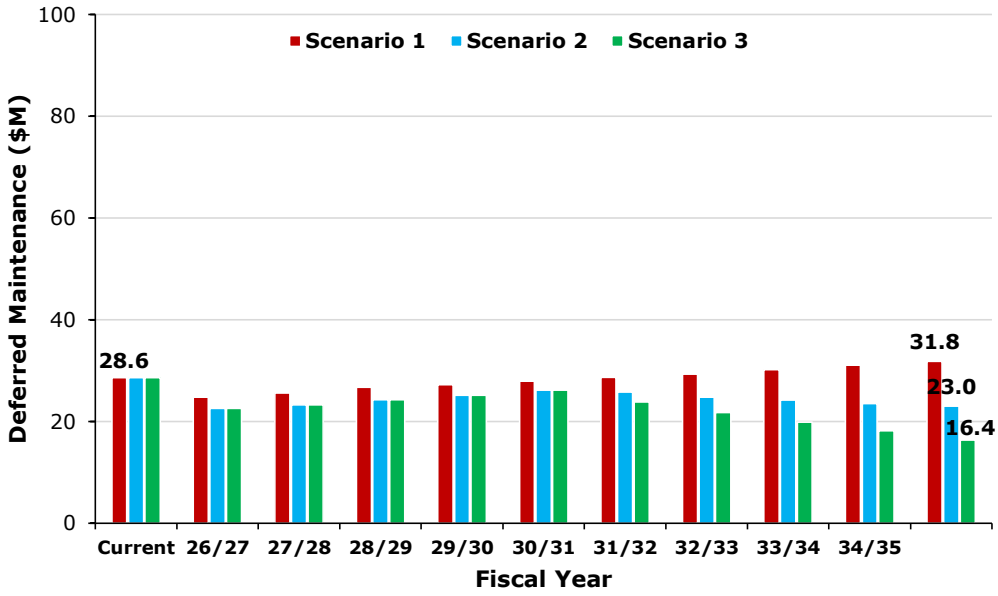


Figure 10. Comparison of Annual Deferred Maintenance by Scenario

Figure 11 illustrates the percentage change in pavement conditions for each scenario at the end of FY 35/36. All three scenarios will increase the proportion of the network in the "Good" condition compared with current conditions. However, Scenario 1 is projected to increase the portion of the network in the “Very Poor” condition, while Scenario 2 is projected to slightly increase the portion of the network in “Very Poor” condition, and Scenario 3 will decrease the portion of the network in “Very Poor” condition compared with current conditions.

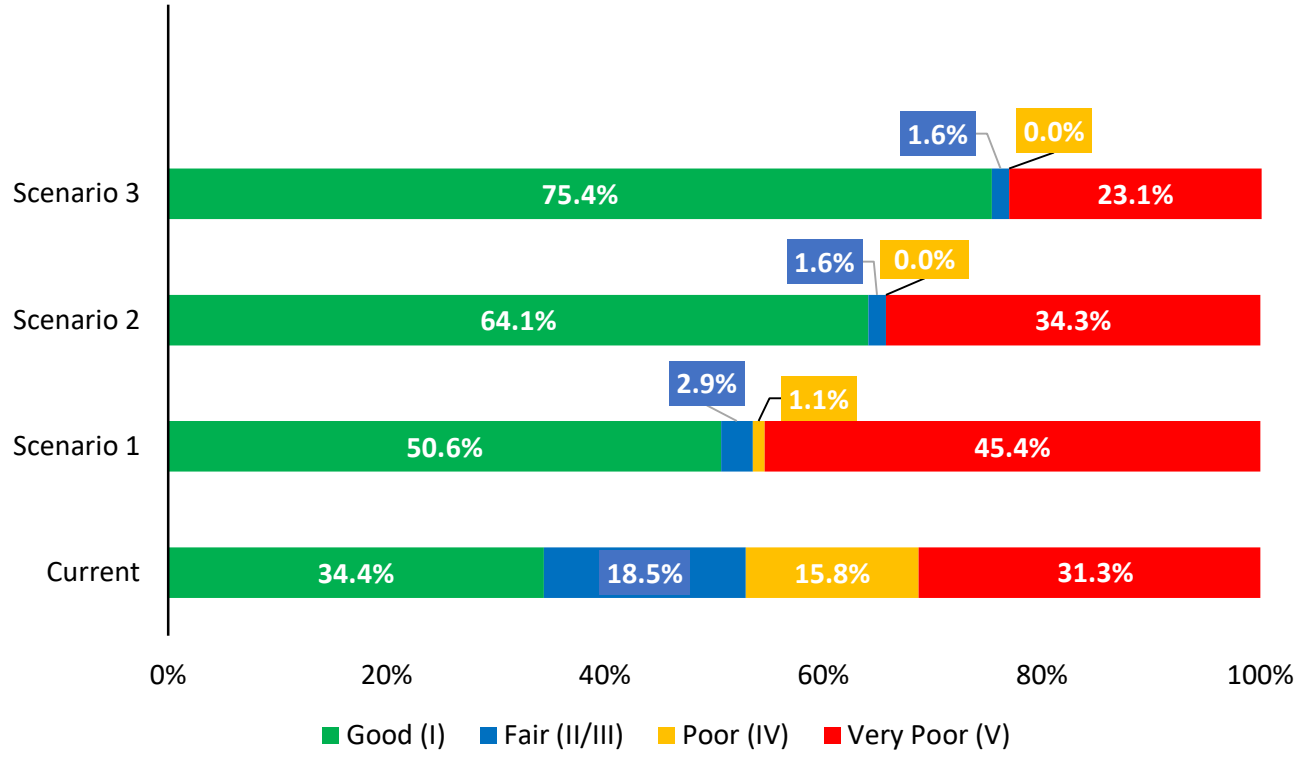


Figure 11. Comparison of Pavement Condition by FY 35/36 by Scenarios.

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7 Conclusions and Recommendations

City of Willits has made a substantial investment of $64.9 million in its pavement network. Overall, the network is in the "Fair" condition with a PCI of 50. The City's existing budget (Scenario 1) of $7.0 million over 10 years is expected to decrease the overall network PCI from 50 to 44. Under Scenario 2, PCI would increase from 50 to 55 by FY 35/36 with an investment of about $14.0 million over 10 years. Under Scenario 3, PCI would increase from 50 to 65 by FY 35/36 with an investment of about $20.2 million over 10 years.

7.1 Recommendations

NCE recommends that the City increase the funding level to improve the network condition and stabilize deferred maintenance. Scenario 2 accomplishes both these objectives by increasing the PCI from 50 to 55 and decreasing the deferred maintenance to $23.0 million by the end of FY 35/36.

In addition, the City should consider the following recommendations:

1. **Additional Funding –** Here are some potential sources of funding the City can pursue:

   Federal Funding Sources

   - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
   - Highway Safety Improvement Program (HSIP)
   - Bipartisan Infrastructure Investment and Jobs Act (IIJA)
   - Regional Surface Transportation Program (RSTP)
   - Surface Transportation Program (STP)
   - Demo-High Priority Projects Program
   - Highway Bridge Program (HBP)

   State Funding Sources

   - Active Transportation Program (ATP), which now includes the Bicycle Transportation Account (BTA) and Safe Routes to Schools (SR2S)
   - State Transportation Improvement Program (STIP)
   - State SB1 Local Partnership Program (LPP)

   Local/Regional Funding Sources

   - General funds
   - Local sales tax measures
   - Transportation mitigation fees

2. **Pavement Maintenance Strategies –** Continue with a well-funded preventive maintenance program to preserve the good streets in "Fair" condition and rehabilitation projects to improve pavements in poor

condition. This is necessary to maintain at least the portion of the street network in "Fair" condition and avoid increasing the deferred maintenance.

3. **Inspection Strategies –** Monitor future pavement performance and ongoing maintenance needs by updating the required inventory of the City's arterials and collector streets every 2 to 3 years at a minimum. NCE recommends that the City also inspect the local street network every 4 to 5 years.
4. **M&R Decision Tree –** Review and update the M&R treatment strategies and associated unit costs annually to reflect new construction techniques and costs so that the budget analysis results remain reliable and accurate.

Appendix A

Section Description Inventory – Average (Weighted by Area) PCI

Section Description Inventory Report

This report lists a variety of section description information for each of the City's pavement sections. It lists the street and section identifiers, limits, functional class (FC), surface type, number of lanes, lengths, widths, and inspected PCI.

All of the City's pavement sections are included in the report. The report is sorted alphabetically by Street Name and Section ID and by descending PCIs. The field descriptions in this report are listed on the next page.

Header	Description
Street ID	Street identification in StreetSaver® unique for each street
Street Name	The name of the street as indicated by street signs in the field
Section ID	Section identification number in StreetSaver® unique for each section of one street
Begin Location	Beginning limit of the section
End Location	Ending limit of the section
Functional Class	Functional Classification (A – Arterial, C – Collector, R – Residential/Local, O - Other)
Surface Type	Surface Type (AC = Asphalt Concrete, AC/AC = Asphalt Concrete Overlay of existing Asphalt Concrete, PCC = Portland Cement Concrete, AC/PCC = Asphalt Concrete Overlay of existing Portland Cement Concrete, G = Gravel, ST = Surface Treatment)
Lanes	Number of lanes of the section
Length (ft)	Length of the section in feet
Width (ft)	Average width of the section in feet
Area (sf)	Area of the section in square feet
PCI	Average Inspected PCI for the section
Condition Category	"Good" = PCI > 70, "Fair" = PCI > 50 & < 70, "Poor" = PCI > 25 & < 50, "Very Poor" = PCI < 25

Appendix A-1

Sections Listed By Name

City of Willits
2026 Pavement Management Program Update
Network Inventory - Sorted by Name

Street ID	Street Name	Section ID	Begin Location	End Location	FC	ST	Lanes	Length (ft)	Width (ft)	Area (sf)	PCI	Condition Category
Alamed	Alameda Avenue - Alamed	01	Main Street	Central Street	O	AC/AC	2	630	23	14490	42	Poor
Alderct	Alder Court - AlderCt	01	Alder Lane	Dead End	R	AC	2	530	30	15900	35	Poor
Alder	Alder Lane - Alder	01	west end	Main Street	O	AC	2	850	37	31450	10	Very Poor
Alice	Alice Drive - Alice	01	Margie Drive	Nancy Lane	O	AC	2	700	33	23100	11	Very Poor
Baecht	Baechtel Road - Baecht	01	Main Street	Main Street	C	AC/AC	2	4800	34	163200	52	Fair
Bitten	Bittenbender Lane - Bitten	01	end	Main Street	O	AC	2	500	13	6500	40	Poor
Bloss	Blosser Lane - Bloss	05	SOUTH END (CITY LIMITS)	113 FT S/O RR TRACKS	C	AC/AC	2	1107	37	40959	98	Good
Bloss	Blosser Lane - Bloss	10	113 FT S/O RR TRACKS	FRANKLIN AVE	C	AC	2	523	39	20397	73	Good
Bloss	Blosser Lane - Bloss	15	FRANKLIN AVE	HWY 20	C	AC/AC	2	730	39	28470	100	Good
Bonnie	Bonnie Lane - Bonnie	01	Nancy Lane	north end	O	AC	2	1250	33	41250	21	Very Poor
Bosca	Boscabelle Avenue - Bosca	01	East Valley Street	East San Francisco Avenue	O	AC/AC	2	680	27	18360	99	Good
Brooks	Brookside Drive - Brooks	01	West Mendocino Avenue	Hawthorne Lane	O	AC/AC	2	450	32	14400	9	Very Poor
Bush	Bush Street - Bush	01	Coast Street	McKinley Street	O	AC/AC	2	250	35	8750	38	Poor
Calif	California Street - Calif	01	Main Street	Penn Street	O	AC/AC	2	480	38	18240	97	Good
Campln	Camp Lane - Campln	01	Spruce Street	end	O	AC/AC	2	200	19	3800	6	Very Poor
Castee	Casteel Lane - Castee	01	Main Street	Williams Street	O	AC	2	250	22	5500	0	Very Poor
Cather	Catherine Lane - Cather	01	Pine Avenue	Wood Street	O	AC	2	450	12	5400	17	Very Poor
Cather	Catherine Lane - Cather	02	Wood Street	West Mendocino Avenue	O	G	1	200	12	2400	0	N/A
Centra	Central Street - Centra	01	South Street	East San Francisco Avenue	O	AC	2	1170	37	43290	52	Fair
Coast	Coast Street - Coast	01	Hwy 20	Pine Avenue	C	AC/AC	2	2180	30	65400	26	Poor
Creek	Creekside Drive - Creek	01	East Valley Street	South Lenore Street	O	AC/AC	2	1050	35	36750	8	Very Poor
EBarb	East Barbara Lane - EBarb	01	Main Street	Central Street	O	AC	1	510	12	6120	9	Very Poor
EBarb	East Barbara Lane - EBarb	02	Central Street	Railroad Avenue	O	AC	2	620	20	12400	68	Fair
EComm	East Commercial Street - EComn	01	Main Street	1400 feet East	A	AC/AC	2	1400	54	75600	62	Fair
EComm	East Commercial Street - EComn	02	1400 feet East of Main Street	Broaddus Creek Bridge	C	AC/AC	2	500	54	27000	63	Fair
EComm	East Commercial Street - EComn	05	Broaddus Creek Bridge	312 ft E/O Broaddus Creek Brid	C	AC/AC	2	312	66	20592	27	Poor
EComm	East Commercial Street - EComn	07	312 ft E/O Broaddus Creek Brid	City Limits	C	AC	2	1588	54	85752	38	Poor
EHill	East Hill Road - EHill	01	Baechtel Road	bridge at Haehl Creek	C	AC/AC	2	600	32	19200	45	Poor
EHill	East Hill Road - EHill	02	bridge at Haehl Creek	east end (City Limits)	C	AC/AC	2	1600	30	48000	57	Fair
EMendo	ast Mendocino Avenue - EMend	01	Main Street	Madden Lane	O	AC	2	830	25	20750	23	Very Poor
EOak	East Oak Avenue - EOak	01	Main Street	Railroad Avenue	O	AC/AC	2	1150	37	42550	21	Very Poor
ESan	East San Francisco Ave - ESan	01	Main Street	east end	O	AC/AC	2	1900	37	70300	73	Good
EVally	East Valley Street - EVally	05	MAIN ST	827 FT W/O CITY LIMIT	C	AC/AC	2	2060	40	82400	51	Fair
EVally	East Valley Street - EVally	10	827 FT W/O CITY LIMIT	EAST END (CITY LIMIT)	C	AC/AC	2	827	23	19021	40	Poor
EVan	East Van Lane - EVan	01	Main Street	Humboldt Street	O	AC	1	290	12	3480	43	Poor
EVan	East Van Lane - EVan	02	Marin Street	Madden Lane	O	AC	2	250	16	4000	17	Very Poor
EasySt	Easy Street - EasySt	01	Redwood Avenue	West Mendocino Avenue	O	AC/AC	2	310	36	11160	88	Good
Elm	Elm Lane - Elm	01	Muir Canyon Road	ALDER LANE	O	AC/AC	2	820	33	27060	9	Very Poor

City of Willits
2026 Pavement Management Program Update
Network Inventory - Sorted by Name

Street ID	Street Name	Section ID	Begin Location	End Location	FC	ST	Lanes	Length (ft)	Width (ft)	Area (sf)	PCI	Condition Category
EvaClaire	Eva Claire Street - Eva Claire	01	Holly Street	Dead End	R	AC	2	560	22	12320	19	Very Poor
Frank	Franklin Avenue - Frank	01	Blosser Lane	Main Street	C	AC/AC	2	2380	29	69020	5	Very Poor
Gregor	Gregory Lane - Gregor	01	west end	Main Street	O	AC	2	280	32	8960	8	Very Poor
Grove	Grove Street - Grove	01	Haehl Creek Drive(loop)	Haehl Creek Drive(loop)	R	AC	2	1430	32	45760	80	Good
Haehlct	Haehl Creek Court - Haehlct	01	Haehl Creek Drive	Dead End	R	AC	2	850	32	27200	74	Good
Haehldr	Haehl Creek Drive - Haehldr	01	East Hill Road	Haehl Creek Court	R	AC	2	1950	32	62400	91	Good
Harmon	Harmon Lane - Harmon	01	Franklin Avenue	Hwy 20	O	AC/AC	2	170	11	1870	7	Very Poor
Harms	Harms Lane - Harms	01	North Street	Coast Street	O	AC/AC	2	780	21	16380	34	Poor
HawCt	Hawthorne Court - HawCt	01	Hawthorne Lane	end	O	AC/AC	2	200	25	5000	15	Very Poor
Hawln	Hawthorne Lane - Hawln	01	Exley Lane	Brookside Drive	O	AC/AC	2	400	32	12800	9	Very Poor
Hazel	Hazel Street - Hazel	05	Main Street	Poplar Street	O	AC/AC	2	653	32	20896	25	Poor
Hazel	Hazel Street - Hazel	10	Poplar Street	Locust Street	O	AC/AC	2	817	38	31046	87	Good
Hellum	Hellums Lane - Hellum	01	End	Main Street	O	AC	2	400	12	4800	17	Very Poor
Hillsi	Hillside Drive - hillsi	01	Mill Creek Drive	end	O	AC	2	450	32	14400	14	Very Poor
Holly	Holly Street - Holly	01	Locust Street	Main Street	C	AC/AC	2	1480	39	57720	75	Good
Humbol	Humboldt Street - Humbol	02	East Valley St	East Commercial St	C	AC/AC	2	1124	37	41588	91	Good
Humbol	Humboldt Street - Humbol	03	East Commercial St	North End	C	AC/AC	2	526	36	18936	14	Very Poor
Laurel	Laurel Street - Laurel	01	west end	Maple Street	O	AC/AC	2	670	16	10720	12	Very Poor
Laurel	Laurel Street - Laurel	02	Maple Street	North Street	O	AC/AC	2	400	30	12000	93	Good
Laurel	Laurel Street - Laurel	03	North Street	Mill Street	O	AC/AC	2	410	30	12300	50	Fair
Lincol	Lincoln Way - Lincol	01	Brookside Drive	end	O	AC/AC	2	150	32	4800	6	Very Poor
Locust	Locust Street - Locust	01	Holly Street	Walnut Street	C	AC/AC	2	1150	35	40250	69	Fair
Madden	Madden Lane - Madden	01	East Van Lane	Pearl Street	O	AC	2	460	31	14260	73	Good
Madden	Madden Lane - Madden	02	Pearl Street	East Valley Street	O	AC/AC	2	400	31	12400	24	Very Poor
Madron	Madrone Street - Madron	01	Magnolia Avenue	Main Street	O	AC/AC	2	800	46	36800	23	Very Poor
Magnol	Magnolia Avenue - Magnol	01	Holly Street	Walnut Street	O	AC/AC	2	1300	36	46800	87	Good
Manor	Manor Way - Manor	01	west end	Main Street	O	AC	2	450	32	14400	9	Very Poor
Manzan	Manzanita Avenue - Manzan	01	Holly Street	Hazel Street	O	G	2	440	18	7920	0	N/A
Maple	Maple Street - Maple	01	Pine Street	Redwood Avenue	O	AC/AC	2	360	36	12960	91	Good
Maple	Maple Street - Maple	011	Laurel Street	Pine Street	O	AC/AC	2	400	36	14400	96	Good
Maple	Maple Street - Maple	02	East Mendocino Avenue	north end	O	AC/AC	2	400	40	16000	100	Good
Margie	Margie Drive - Margie	01	Monica Lane	Bonnie Lane	O	AC	2	1800	34	61200	35	Poor
Marin	Marin Street - Marin	01	East Van Lane	State Street	O	AC/AC	2	520	35	18200	23	Very Poor
McKin	McKinley Street - McKin	01	Bush Street	West Valley Street	O	AC/AC	2	920	36	33120	14	Very Poor
Mcrkct	Mill Creek Court - Mcrkct	01	Northbrook Way	end	O	AC	2	200	36	7200	79	Good
MCreek	Mill Creek Drive - mcreek	05	MILL CREEK CT	HILLSIDE DR	O	AC	2	1800	36	64800	65	Fair
MCreek	Mill Creek Drive - mcreek	10	HILLSIDE DR	WEST COMMERCIAL STREET	O	AC/AC	2	560	36	20160	72	Good
Mill	Mill Street - Mill	01	Coast Street	Pine Avenue	C	AC/AC	2	1180	37	43660	89	Good

City of Willits
2026 Pavement Management Program Update
Network Inventory - Sorted by Name

Street ID	Street Name	Section ID	Begin Location	End Location	FC	ST	Lanes	Length (ft)	Width (ft)	Area (sf)	PCI	Condition Category
Monica	Monica Lane - Monica	01	Main Street	Margie Drive	O	AC	2	140	34	4760	16	Very Poor
Monroe	Monroe Street - Monroe	01	Main Street	Central Street	O	AC/AC	2	570	37	21090	8	Very Poor
Muir	Muir Lane - Muir	01	Wood Street	West Commercial Street	O	AC	1	600	20	12000	74	Good
Nancy	Nancy Lane - Nancy	01	Margie Drive	Bonnie Lane	O	AC	2	600	33	19800	8	Very Poor
NLenor	North Lenore Street - NLenor	01	East Commercial Street	1000 FT. N/E. COMMERCIAL ST.	O	AC/AC	2	1000	21	21000	8	Very Poor
NLenor	North Lenore Street - NLenor	02	1000 FT. N/E. COMMERCIAL ST.	SEWER PLANT ROAD	O	AC/AC	2	850	21	17850	8	Very Poor
MAIN	North Main Street - Main	01	HWY 20	North End	A	AC/AC	2	6864	26	178464	96	Good
North	North Street - North	01A	south end	West Mendocino Street	C	AC/AC	2	1566	37	57942	15	Very Poor
North	North Street - North	01B	West Mendocino Street	West Commercial Street	C	AC/AC	2	404	37	14948	76	Good
Nbrook	Northbrook Way - Nbrook	01	Mill Creek Drive	Mill Creek Drive	O	AC	2	1300	33	42900	50	Fair
Pearl	Pearl Street - Pearl	01	Humboldt Street	Madden Lane	O	AC	2	520	19	9880	23	Very Poor
Penn	Penn Street - Penn	01	California Street	East Valley Street	O	AC/AC	2	250	37	9250	94	Good
Pine	Pine Street - Pine	05	SPRUCE ST	MAPLE ST	C	AC/AC	2	360	37	13320	97	Good
Pine	Pine Street - Pine	10	MAPLE ST	COAST ST	C	AC/AC	2	1140	37	42180	78	Good
Poplar	Poplar Avenue - Poplar	01	Furlong Road	Walnut Street	O	AC/AC	2	1700	46	78200	20	Very Poor
Rail	Railroad Avenue - Rail	01	East Valley Street	East San Francisco Avenue	C	AC/AC	2	750	22	16500	19	Very Poor
Rail	Railroad Avenue - Rail	02A	East San Francisco Avenue	E Oak Street	C	AC	2	830	32	26560	84	Good
Rail	Railroad Avenue - Rail	02B	E Oak Street	south end (s/Baechtel Creek)	C	AC/AC	2	1100	32	35200	91	Good
Raymnd	Raymond Lane - Raymnd	01	Coast Street	Pine Avenue	O	AC/AC	2	1250	18	22500	35	Poor
Redwd	Redwood Avenue - Redwd	05	WEST END	EASY STREET	O	AC/AC	2	697	34	23698	73	Good
Redwd	Redwood Avenue - Redwd	10A	NORTH STREET	SPRUCE STREET	O	AC/AC	2	696	34	23664	56	Fair
Redwd	Redwood Avenue - Redwd	10B	SPRUCE STREET	EASY STREET	O	AC/AC	2	350	34	11900	78	Good
ROBERT	ROBERT DR - ROBERT	01	BLOSSER LN	END WEST	C	AC	2	890	41	49816	71	Good
Sandy	Sandy Lane - Sandy	01	Baechtel Road	Bonnie Lane	O	AC	2	570	33	18810	21	Very Poor
SANHED	SANHEDRIN CIRCLE - SANHED	01	END SOUTH	EAST HILL RD	C	AC	2	762	25	19050	91	Good
SCHNEI	Schnieder Lane - SCHNEI	01	West Oak Street	State Route 20	O	AC/AC	2	260	11	2860	10	Very Poor
School	School Street - School	01	Pine Avenue	West Commercial Street	C	AC/AC	2	1060	34	36040	42	Poor
SEQURD	SEQUOIA ROAD - SEQURD	10	REDWOOD AVE	S END	R	AC	2	450	22	9900	11	Very Poor
SPlant	Sewer Plant Road - SPlant	01	North Lenore Street	east end (sewer plant)	O	AC	2	1230	16	19680	32	Poor
Shell	Shell Lane - Shell	01	Baechtel Road	railroad tracks	O	AC	2	1000	28	28000	58	Fair
Sherwd	Sherwood Road - Sherwd	01	City Limits	Main Street	A	AC/AC	2	2100	24	50400	40	Poor
SCoast	South Coast Street - SCoast	01	Coast Street	Bush Street	O	AC	2	200	17	3400	14	Very Poor
SLenor	South Lenore Avenue - SLenor	05	EAST COMMERCIAL ST	EAST VALLEY ST	O	AC/AC	2	1080	38	41040	27	Poor
SLenor	South Lenore Avenue - SLenor	10	EAST VALLEY ST	EAST SAN FRANCISCO AVE	O	AC/AC	2	730	27	19710	98	Good
South	South Street - South	01	Main Street	Central Street	O	AC	2	450	36	16200	55	Fair
Spruce	Spruce Street - Spruce	01	Pine Avenue	north end (Brookside School)	O	AC/AC	2	1000	35	35000	63	Fair
State	State Street - State	01	Main Street	east end	O	AC/AC	2	900	40	36000	97	Good
Tuttle	Tuttle Lane - Tuttle	01	Humboldt Street	Madden Lane	O	AC	2	520	15	7800	16	Very Poor

City of Willits
2026 Pavement Management Program Update
Network Inventory - Sorted by Name

Street ID	Street Name	Section ID	Begin Location	End Location	FC	ST	Lanes	Length (ft)	Width (ft)	Area (sf)	PCI	Condition Category
Walnut	Walnut Street - Walnut	01	Main Street	Magnolia	C	AC/AC	2	600	35	21000	87	Good
Walnut	Walnut Street - Walnut	02	Magnolia	Locust Street	C	AC/AC	2	700	35	24500	7	Very Poor
WComme	est Commercial Street - WComr	01	North Street	Main Street	A	AC/AC	2	930	54	50220	47	Poor
WFRANK	West Franklin Avenue - WFrank	05	BLOSSER LN	END WEST	C	AC/AC	2	700	44	41862	20	Very Poor
Wmendo	est Mendocino Avenue - Wmen	01	Hawthorne Lane	Main Street	C	AC/AC	2	3000	37	111000	17	Very Poor
WOak	West Oak Street - WOak	01	west end	Main Street	O	AC/AC	2	650	36	23400	88	Good
WSan	West San Francisco Ave - WSan	01	Coast Street	McKinley Street	O	AC/AC	2	250	30	7500	26	Poor
WVally	West Valley Street - WVally	01	Coast Street	Main Street	O	AC/AC	2	420	37	15540	90	Good
WVanln	West Van Lane - WVanln	01	North Street	School Street	O	G	1	490	12	5880	0	N/A
WVanLn	West Van Lane - WVanln	02	School Street	Main Street	O	AC	1	420	11	4620	91	Good
Willia	Williams Street - Willia	01	Casteel Lane	north end	O	AC	2	500	17	8500	6	Very Poor
Willow	Willow Lane - Willow	01	Baechtel Road	end of street	O	AC	2	450	24	10800	43	Poor
WoodSt	Wood Street - WoodSt	05	NORTH ST	SCHOOL ST	O	AC/AC	2	600	22	13200	10	Very Poor
WoodSt	Wood Street - WoodSt	10	SCHOOL ST	MAIN ST	O	AC/AC	2	370	22	8140	72	Good

Appendix A-2

Sections Listed by PCI

City of Willits
2026 Pavement Management Program Update
Network Inventory - Sorted by Descending PCI

Street ID	Street Name	Section ID	Begin Location	End Location	FC	ST	Lanes	Length (ft)	Width (ft)	Area (sf)	PCI	Condition Category
Bloss	Blosser Lane - Bloss	15	FRANKLIN AVE	HWY 20	C	AC/AC	2	730	39	28470	100	Good
Maple	Maple Street - Maple	02	East Mendocino Avenue	north end	O	AC/AC	2	400	40	16000	100	Good
Bosca	Boscabelle Avenue - Bosca	01	East Valley Street	East San Francisco Avenue	O	AC/AC	2	680	27	18360	99	Good
Bloss	Blosser Lane - Bloss	05	SOUTH END (CITY LIMITS)	113 FT S/O RR TRACKS	C	AC/AC	2	1107	37	40959	98	Good
SLenor	South Lenore Avenue - SLenor	10	EAST VALLEY ST	EAST SAN FRANCISCO AVE	O	AC/AC	2	730	27	19710	98	Good
Calif	California Street - Calif	01	Main Street	Penn Street	O	AC/AC	2	480	38	18240	97	Good
Pine	Pine Street - Pine	05	SPRUCE ST	MAPLE ST	C	AC/AC	2	360	37	13320	97	Good
State	State Street - State	01	Main Street	east end	O	AC/AC	2	900	40	36000	97	Good
Maple	Maple Street - Maple	011	Laurel Street	Pine Street	O	AC/AC	2	400	36	14400	96	Good
MAIN	North Main Street - Main	01	HWY 20	North End	A	AC/AC	2	6864	26	178464	96	Good
Penn	Penn Street - Penn	01	California Street	East Valley Street	O	AC/AC	2	250	37	9250	94	Good
Laurel	Laurel Street - Laurel	02	Maple Street	North Street	O	AC/AC	2	400	30	12000	93	Good
Haehldr	Haehl Creek Drive - Haehldr	01	East Hill Road	Haehl Creek Court	R	AC	2	1950	32	62400	91	Good
Humbol	Humboldt Street - Humbol	02	East Valley St	East Commercial St	C	AC/AC	2	1124	37	41588	91	Good
Maple	Maple Street - Maple	01	Pine Street	Redwood Avenue	O	AC/AC	2	360	36	12960	91	Good
Rail	Railroad Avenue - Rail	02B	E Oak Street	south end (s/Baechtel Creek)	C	AC/AC	2	1100	32	35200	91	Good
SANHED	SANHEDRIN CIRCLE - SANHED	01	END SOUTH	EAST HILL RD	C	AC	2	762	25	19050	91	Good
WVanLn	West Van Lane - WVanln	02	School Street	Main Street	O	AC	1	420	11	4620	91	Good
WVally	West Valley Street - WVally	01	Coast Street	Main Street	O	AC/AC	2	420	37	15540	90	Good
Mill	Mill Street - Mill	01	Coast Street	Pine Avenue	C	AC/AC	2	1180	37	43660	89	Good
EasySt	Easy Street - EasySt	01	Redwood Avenue	West Mendocino Avenue	O	AC/AC	2	310	36	11160	88	Good
WOak	West Oak Street - WOak	01	west end	Main Street	O	AC/AC	2	650	36	23400	88	Good
Hazel	Hazel Street - Hazel	10	Poplar Street	Locust Street	O	AC/AC	2	817	38	31046	87	Good
Magnol	Magnolia Avenue - Magnol	01	Holly Street	Walnut Street	O	AC/AC	2	1300	36	46800	87	Good
Walnut	Walnut Street - Walnut	01	Main Street	Magnolia	C	AC/AC	2	600	35	21000	87	Good
Rail	Railroad Avenue - Rail	02A	East San Francisco Avenue	E Oak Street	C	AC	2	830	32	26560	84	Good
Grove	Grove Street - Grove	01	Haehl Creek Drive(loop)	Haehl Creek Drive(loop)	R	AC	2	1430	32	45760	80	Good
Mcrkct	Mill Creek Court - Mcrkct	01	Northbrook Way	end	O	AC	2	200	36	7200	79	Good
Pine	Pine Street - Pine	10	MAPLE ST	COAST ST	C	AC/AC	2	1140	37	42180	78	Good
Redwd	Redwood Avenue - Redwd	10B	SPRUCE STREET	EASY STREET	O	AC/AC	2	350	34	11900	78	Good
North	North Street - North	01B	West Mendocino Street	West Commercial Street	C	AC/AC	2	404	37	14948	76	Good
Holly	Holly Street - Holly	01	Locust Street	Main Street	C	AC/AC	2	1480	39	57720	75	Good
Haehlct	Haehl Creek Court - Haehlct	01	Haehl Creek Drive	Dead End	R	AC	2	850	32	27200	74	Good
Muir	Muir Lane - Muir	01	Wood Street	West Commercial Street	O	AC	1	600	20	12000	74	Good
Bloss	Blosser Lane - Bloss	10	113 FT S/O RR TRACKS	FRANKLIN AVE	C	AC	2	523	39	20397	73	Good
ESan	East San Francisco Ave - ESan	01	Main Street	east end	O	AC/AC	2	1900	37	70300	73	Good
Madden	Madden Lane - Madden	01	East Van Lane	Pearl Street	O	AC	2	460	31	14260	73	Good

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Street ID	Street Name	Section ID	Begin Location	End Location	FC	ST	Lanes	Length (ft)	Width (ft)	Area (sf)	PCI	Condition Category
Redwd	Redwood Avenue - Redwd	05	WEST END	EASY STREET	O	AC/AC	2	697	34	23698	73	Good
MCreek	Mill Creek Drive - mcreek	10	HILLSIDE DR	WEST COMMERCIAL STREET	O	AC/AC	2	560	36	20160	72	Good
WoodSt	Wood Street - WoodSt	10	SCHOOL ST	MAIN ST	O	AC/AC	2	370	22	8140	72	Good
ROBERT	ROBERT DR - ROBERT	01	BLOSSER LN	END WEST	C	AC	2	890	41	49816	71	Good
Locust	Locust Street - Locust	01	Holly Street	Walnut Street	C	AC/AC	2	1150	35	40250	69	Fair
EBarb	East Barbara Lane - EBarb	02	Central Street	Railroad Avenue	O	AC	2	620	20	12400	68	Fair
MCreek	Mill Creek Drive - mcreek	05	MILL CREEK CT	HILLSIDE DR	O	AC	2	1800	36	64800	65	Fair
EComm	East Commercial Street - EComm	02	1400 feet East of Main Street	Broaddus Creek Bridge	C	AC/AC	2	500	54	27000	63	Fair
Spruce	Spruce Street - Spruce	01	Pine Avenue	north end (Brookside School)	O	AC/AC	2	1000	35	35000	63	Fair
EComm	East Commercial Street - EComm	01	Main Street	1400 feet East	A	AC/AC	2	1400	54	75600	62	Fair
Shell	Shell Lane - Shell	01	Baechtel Road	railroad tracks	O	AC	2	1000	28	28000	58	Fair
EHill	East Hill Road - EHill	02	bridge at Haehl Creek	east end (City Limits)	C	AC/AC	2	1600	30	48000	57	Fair
Redwd	Redwood Avenue - Redwd	10A	NORTH STREET	SPRUCE STREET	O	AC/AC	2	696	34	23664	56	Fair
South	South Street - South	01	Main Street	Central Street	O	AC	2	450	36	16200	55	Fair
Baecht	Baechtel Road - Baecht	01	Main Street	Main Street	C	AC/AC	2	4800	34	163200	52	Fair
Centra	Central Street - Centra	01	South Street	East San Francisco Avenue	O	AC	2	1170	37	43290	52	Fair
EVally	East Valley Street - EVally	05	MAIN ST	827 FT W/O CITY LIMIT	C	AC/AC	2	2060	40	82400	51	Fair
Laurel	Laurel Street - Laurel	03	North Street	Mill Street	O	AC/AC	2	410	30	12300	50	Fair
Nbrook	Northbrook Way - Nbrook	01	Mill Creek Drive	Mill Creek Drive	O	AC	2	1300	33	42900	50	Fair
WComme	est Commercial Street - WComm	01	North Street	Main Street	A	AC/AC	2	930	54	50220	47	Poor
EHill	East Hill Road - EHill	01	Baechtel Road	bridge at Haehl Creek	C	AC/AC	2	600	32	19200	45	Poor
EVan	East Van Lane - EVan	01	Main Street	Humboldt Street	O	AC	1	290	12	3480	43	Poor
Willow	Willow Lane - Willow	01	Baechtel Road	end of street	O	AC	2	450	24	10800	43	Poor
Alamed	Alameda Avenue - Alamed	01	Main Street	Central Street	O	AC/AC	2	630	23	14490	42	Poor
School	School Street - School	01	Pine Avenue	West Commercial Street	C	AC/AC	2	1060	34	36040	42	Poor
Bitten	Bittenbender Lane - Bitten	01	end	Main Street	O	AC	2	500	13	6500	40	Poor
EVally	East Valley Street - EVally	10	827 FT W/O CITY LIMIT	EAST END (CITY LIMIT)	C	AC/AC	2	827	23	19021	40	Poor
Sherwd	Sherwood Road - Sherwd	01	City Limits	Main Street	A	AC/AC	2	2100	24	50400	40	Poor
Bush	Bush Street - Bush	01	Coast Street	McKinley Street	O	AC/AC	2	250	35	8750	38	Poor
EComm	East Commercial Street - EComm	07	312 ft E/O Broaddus Creek Brid	City Limits	C	AC	2	1588	54	85752	38	Poor
Alderct	Alder Court - AlderCt	01	Alder Lane	Dead End	R	AC	2	530	30	15900	35	Poor
Margie	Margie Drive - Margie	01	Monica Lane	Bonnie Lane	O	AC	2	1800	34	61200	35	Poor
Raymnd	Raymond Lane - Raymnd	01	Coast Street	Pine Avenue	O	AC/AC	2	1250	18	22500	35	Poor
Harms	Harms Lane - Harms	01	North Street	Coast Street	O	AC/AC	2	780	21	16380	34	Poor
SPlant	Sewer Plant Road - SPlant	01	North Lenore Street	east end (sewer plant)	O	AC	2	1230	16	19680	32	Poor
EComm	East Commercial Street - EComm	05	Broaddus Creek Bridge	312 ft E/O Broaddus Creek Brid	C	AC/AC	2	312	66	20592	27	Poor
SLenor	South Lenore Avenue - SLenor	05	EAST COMMERCIAL ST	EAST VALLEY ST	O	AC/AC	2	1080	38	41040	27	Poor

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Street ID	Street Name	Section ID	Begin Location	End Location	FC	ST	Lanes	Length (ft)	Width (ft)	Area (sf)	PCI	Condition Category
Coast	Coast Street - Coast	01	Hwy 20	Pine Avenue	C	AC/AC	2	2180	30	65400	26	Poor
WSan	West San Francisco Ave - WSan	01	Coast Street	McKinley Street	O	AC/AC	2	250	30	7500	26	Poor
Hazel	Hazel Street - Hazel	05	Main Street	Poplar Street	O	AC/AC	2	653	32	20896	25	Poor
Madden	Madden Lane - Madden	02	Pearl Street	East Valley Street	O	AC/AC	2	400	31	12400	24	Very Poor
EMendo	ast Mendocino Avenue - EMend	01	Main Street	Madden Lane	O	AC	2	830	25	20750	23	Very Poor
Madron	Madrone Street - Madron	01	Magnolia Avenue	Main Street	O	AC/AC	2	800	46	36800	23	Very Poor
Marin	Marin Street - Marin	01	East Van Lane	State Street	O	AC/AC	2	520	35	18200	23	Very Poor
Pearl	Pearl Street - Pearl	01	Humboldt Street	Madden Lane	O	AC	2	520	19	9880	23	Very Poor
Bonnie	Bonnie Lane - Bonnie	01	Nancy Lane	north end	O	AC	2	1250	33	41250	21	Very Poor
EOak	East Oak Avenue - EOak	01	Main Street	Railroad Avenue	O	AC/AC	2	1150	37	42550	21	Very Poor
Sandy	Sandy Lane - Sandy	01	Baechtel Road	Bonnie Lane	O	AC	2	570	33	18810	21	Very Poor
Poplar	Poplar Avenue - Poplar	01	Furlong Road	Walnut Street	O	AC/AC	2	1700	46	78200	20	Very Poor
WFRANK	West Franklin Avenue - WFrank	05	BLOSSER LN	END WEST	C	AC/AC	2	700	44	41862	20	Very Poor
EvaClaire	Eva Claire Street - Eva Claire	01	Holly Street	Dead End	R	AC	2	560	22	12320	19	Very Poor
Rail	Railroad Avenue - Rail	01	East Valley Street	East San Francisco Avenue	C	AC/AC	2	750	22	16500	19	Very Poor
Cather	Catherine Lane - Cather	01	Pine Avenue	Wood Street	O	AC	2	450	12	5400	17	Very Poor
EVan	East Van Lane - EVan	02	Marin Street	Madden Lane	O	AC	2	250	16	4000	17	Very Poor
Hellum	Hellums Lane - Hellum	01	End	Main Street	O	AC	2	400	12	4800	17	Very Poor
Wmendo	est Mendocino Avenue - Wmen	01	Hawthorne Lane	Main Street	C	AC/AC	2	3000	37	111000	17	Very Poor
Monica	Monica Lane - Monica	01	Main Street	Margie Drive	O	AC	2	140	34	4760	16	Very Poor
Tuttle	Tuttle Lane - Tuttle	01	Humboldt Street	Madden Lane	O	AC	2	520	15	7800	16	Very Poor
HawCt	Hawthorne Court - HawCt	01	Hawthorne Lane	end	O	AC/AC	2	200	25	5000	15	Very Poor
North	North Street - North	01A	south end	West Mendocino Street	C	AC/AC	2	1566	37	57942	15	Very Poor
Hillsi	Hillside Drive - hillsi	01	Mill Creek Drive	end	O	AC	2	450	32	14400	14	Very Poor
Humbol	Humboldt Street - Humbol	03	East Commercial St	North End	C	AC/AC	2	526	36	18936	14	Very Poor
McKin	McKinley Street - McKin	01	Bush Street	West Valley Street	O	AC/AC	2	920	36	33120	14	Very Poor
SCoast	South Coast Street - SCoast	01	Coast Street	Bush Street	O	AC	2	200	17	3400	14	Very Poor
Laurel	Laurel Street - Laurel	01	west end	Maple Street	O	AC/AC	2	670	16	10720	12	Very Poor
Alice	Alice Drive - Alice	01	Margie Drive	Nancy Lane	O	AC	2	700	33	23100	11	Very Poor
SEQURD	SEQUOIA ROAD - SEQURD	10	REDWOOD AVE	S END	R	AC	2	450	22	9900	11	Very Poor
Alder	Alder Lane - Alder	01	west end	Main Street	O	AC	2	850	37	31450	10	Very Poor
SCHNEI	Schnieder Lane - SCHNEI	01	West Oak Street	State Route 20	O	AC/AC	2	260	11	2860	10	Very Poor
WoodSt	Wood Street - WoodSt	05	NORTH ST	SCHOOL ST	O	AC/AC	2	600	22	13200	10	Very Poor
Brooks	Brookside Drive - Brooks	01	West Mendocino Avenue	Hawthorne Lane	O	AC/AC	2	450	32	14400	9	Very Poor
EBarb	East Barbara Lane - EBarb	01	Main Street	Central Street	O	AC	1	510	12	6120	9	Very Poor
Elm	Elm Lane - Elm	01	Muir Canyon Road	ALDER LANE	O	AC/AC	2	820	33	27060	9	Very Poor
Hawln	Hawthorne Lane - Hawln	01	Exley Lane	Brookside Drive	O	AC/AC	2	400	32	12800	9	Very Poor

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Manor	Manor Way - Manor	01	west end	Main Street	O	AC	2	450	32	14400	9	Very Poor
Creek	Creekside Drive - Creek	01	East Valley Street	South Lenore Street	O	AC/AC	2	1050	35	36750	8	Very Poor
Gregor	Gregory Lane - Gregor	01	west end	Main Street	O	AC	2	280	32	8960	8	Very Poor
Monroe	Monroe Street - Monroe	01	Main Street	Central Street	O	AC/AC	2	570	37	21090	8	Very Poor
Nancy	Nancy Lane - Nancy	01	Margie Drive	Bonnie Lane	O	AC	2	600	33	19800	8	Very Poor
NLenor	North Lenore Street - NLenor	01	East Commercial Street	1000 FT. N/E. COMMERCIAL ST	O	AC/AC	2	1000	21	21000	8	Very Poor
NLenor	North Lenore Street - NLenor	02	1000 FT. N/E. COMMERCIAL ST	SEWER PLANT ROAD	O	AC/AC	2	850	21	17850	8	Very Poor
Harmon	Harmon Lane - Harmon	01	Franklin Avenue	Hwy 20	O	AC/AC	2	170	11	1870	7	Very Poor
Walnut	Walnut Street - Walnut	02	Magnolia	Locust Street	C	AC/AC	2	700	35	24500	7	Very Poor
Campln	Camp Lane - Campln	01	Spruce Street	end	O	AC/AC	2	200	19	3800	6	Very Poor
Lincol	Lincoln Way - Lincol	01	Brookside Drive	end	O	AC/AC	2	150	32	4800	6	Very Poor
Willia	Williams Street - Willia	01	Casteel Lane	north end	O	AC	2	500	17	8500	6	Very Poor
Frank	Franklin Avenue - Frank	01	Blosser Lane	Main Street	C	AC/AC	2	2380	29	69020	5	Very Poor
Castee	Casteel Lane - Castee	01	Main Street	Williams Street	O	AC	2	250	22	5500	0	Very Poor
Cather	Catherine Lane - Cather	02	Wood Street	West Mendocino Avenue	O	G	1	200	12	2400	0	N/A
Manzan	Manzanita Avenue - Manzan	01	Holly Street	Hazel Street	O	G	2	440	18	7920	0	N/A
WVanln	West Van Lane - WVanln	01	North Street	School Street	O	G	1	490	12	5880	0	N/A

Appendix B

Maintenance and Rehabilitation (M&R) 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 ≥ 70. Sections with PCI values less than 70 are assigned to treatments listed in Categories II through V.

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

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

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

COLUMN	DESCRIPTION
Functional Class	Functional Classification identifying the branch
Surface	Surface Type identifying the branch number.
Condition Category	Condition Category (I through V).
Treatment Type	First Row (Crack Treatment) indicates localized treatment (e.g., crack sealing). 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

Printed: 7/31/2026

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
Decision Tree:	**Default**							
Arterial	AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.00	99		
			Surface Treatment	SLURRY SEAL	$6.25		7	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		Multi Layer Slurry Seal w/ 3% Digouts	$16.50		7	
		III - Good, Load Related		Cape Seal w/ 5% Digouts	$22.25			
		IV - Poor		4"Mill&Overlay w/5% Digouts	$123.25			
		V - Very Poor		FDR W/4" AC OVERLAY	$149.50			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.00	99		
			Surface Treatment	SLURRY SEAL	$6.25		7	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		Multi Layer Slurry Seal w/ 3% Digouts	$16.50		7	
		III - Good, Load Related		Cape Seal w/ 5% Digouts	$22.25			
		IV - Poor		4"Mill&Overlay w/5% Digouts	$123.25			
		V - Very Poor		FDR W/4" AC OVERLAY	$149.50			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	99		
			Surface Treatment	SEAL CRACKS	$0.60		3	
			Restoration Treatment	LC & THICK OL W/ FABRIC	$8.82			1
		II - Good, Non-Load Related		THIN AC OVERLAY(1.5 INCHES)	$5.76			
		III - Good, Load Related		MILL & THIN OL W/ FABRIC	$10.08			
		IV - Poor		LC & THICK OL W/ FABRIC	$8.82			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	$14.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	99		
			Surface Treatment	DO NOTHING	$0.00		15	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 7/31/2026

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
Decision Tree:	**Default**							
Arterial		III - Good, Load Related		THIN AC OVERLAY(1.5 INCHES)	$5.76			
		IV - Poor		THIN OVERLAY w/FABRIC	$7.02			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	$14.00			
	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		SINGLE CHIP SEAL	$6.25			
		III - Good, Load Related		SINGLE CHIP SEAL	$6.25			
		IV - Poor		DOUBLE CHIP SEAL	$12.50			
		V - Very Poor		THICK AC OVERLAY(2.5 INCHES)	$75.25			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 7/31/2026

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
Decision Tree:	**Default**							
Collector	AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.00	3		
			Surface Treatment	SLURRY SEAL	$6.00		5	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		Multi Layer Slurry Seal w/ 3% Digouts	$16.25		5	
		III - Good, Load Related		Cape Seal w/ 5% Digouts	$22.00			
		IV - Poor		4"Mill&Overlay w/5% Digouts	$121.50			
		V - Very Poor		FDR W/4" AC OVERLAY	$147.25			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.00	99		
			Surface Treatment	SLURRY SEAL	$6.00		5	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		Multi Layer Slurry Seal w/ 3% Digouts	$16.25		5	
		III - Good, Load Related		Cape Seal w/ 5% Digouts	$22.00			
		IV - Poor		4"Mill&Overlay w/5% Digouts	$121.50			
		V - Very Poor		FDR W/4" AC OVERLAY	$147.25			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	$0.60	3		
			Surface Treatment	SLURRY SEAL	$0.78		4	
			Restoration Treatment	LC & THICK OL W/ FABRIC	$8.82			1
		II - Good, Non-Load Related		THIN AC OVERLAY(1.5 INCHES)	$5.76			
		III - Good, Load Related		MILL & THIN OL W/ FABRIC	$10.08			
		IV - Poor		LC & THICK OL W/ FABRIC	$8.82			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	$11.38			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	99		
			Surface Treatment	DO NOTHING	$0.00		15	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 7/31/2026

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
Decision Tree:	**Default**							
Collector		III - Good, Load Related		THIN AC OVERLAY(1.5 INCHES)	$5.76			
		IV - Poor		PULVERIZE,RESHAPE,COMPACT	$9.45			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	$11.38			
	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		SINGLE CHIP SEAL	$1.11			
		III - Good, Load Related		SINGLE CHIP SEAL	$1.51			
		IV - Poor		SINGLE CHIP SEAL	$1.92			
		V - Very Poor		THICK AC OVERLAY(2.5 INCHES)	$7.47			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 7/31/2026

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
Decision Tree:	**Default**							
Residential/Local	AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.00	9		
			Surface Treatment	SLURRY SEAL	$5.75		8	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		Multi Layer Slurry Seal w/ 3% Digouts	$15.25		8	
		III - Good, Load Related		Cape Seal w/ 5% Digouts	$20.50			
		IV - Poor		3"Mill&Overlay w/5% Digouts	$97.25			
		V - Very Poor		FDR W/3" AC OVERLAY	$114.75			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	$0.00	99		
			Surface Treatment	SLURRY SEAL	$5.75		8	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		Multi Layer Slurry Seal w/ 3% Digouts	$15.25		8	
		III - Good, Load Related		CAPE SEAL	$20.50			
		IV - Poor		3"Mill&Overlay w/5% Digouts	$97.25			
		V - Very Poor		FDR W/3" AC OVERLAY	$114.75			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.00	3		
			Surface Treatment	SLURRY SEAL	$1.60		4	
			Restoration Treatment	AC OVERLAY (1.5")	$10.00			1
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		THIN OVERLAY w/FABRIC	$7.02			
		IV - Poor		LC & THICK OL W/ FABRIC	$8.82			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	$8.75			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	99		
			Surface Treatment	DO NOTHING	$0.00		15	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 7/31/2026

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
Decision Tree:	**Default**							
Residential/Local		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		AC OVERLAY (2 ") W/ FABRIC	$8.12			
		V - Very Poor		PULVERIZE,RESHAPE,COMPACT	$9.45			
	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		SINGLE CHIP SEAL	$1.11			
		III - Good, Load Related		SINGLE CHIP SEAL	$1.51			
		IV - Poor		SINGLE CHIP SEAL	$1.92			
		V - Very Poor		THICK AC OVERLAY(2.5 INCHES)	$7.27			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 7/31/2026

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
Decision Tree:	**Default**							
Other	AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.00	99		
			Surface Treatment	SLURRY SEAL	$5.75		8	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		Multi Layer Slurry Seal w/ 3% Digouts	$15.25		8	
		III - Good, Load Related		Cape Seal w/ 5% Digouts	$20.50			
		IV - Poor		3"Mill&Overlay w/5% Digouts	$97.25			
		V - Very Poor		FDR W/3" AC OVERLAY	$114.75			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.00	99		
			Surface Treatment	SLURRY SEAL	$5.75		8	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		Multi Layer Slurry Seal w/ 3% Digouts	$15.25		8	
		III - Good, Load Related		Cape Seal w/ 5% Digouts	$20.50			
		IV - Poor		3"Mill&Overlay w/5% Digouts	$97.25			
		V - Very Poor		FDR W/3" AC OVERLAY	$114.75			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.60	4		
			Surface Treatment	SINGLE CHIP SEAL	$1.74		8	
			Restoration Treatment	MILL AND THIN OVERLAY	$15.04			3
		II - Good, Non-Load Related		DOUBLE CHIP SEAL	$1.52			
		III - Good, Load Related		HEATER SCARIFY & OVERLAY	$5.95			
		IV - Poor		HEATER SCARIFY & OVERLAY	$6.14			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	$8.75			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	99		
			Surface Treatment	DO NOTHING	$0.00		15	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 7/31/2026

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
Decision Tree:	**Default**							
Other		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		THICK AC OVERLAY(2.5 INCHES)	$1.92			
		V - Very Poor		AC OVERLAY (2")	$6.86			
	ST	I - Very Good	Crack Treatment	DO NOTHING	$0.00	9		
			Surface Treatment	DO NOTHING	$0.00		15	
			Restoration Treatment	THICK AC OVERLAY(2.5 INCHES)	$0.00			99
		II - Good, Non-Load Related		SINGLE CHIP SEAL	$1.11			
		III - Good, Load Related		SINGLE CHIP SEAL	$1.51			
		IV - Poor		SINGLE CHIP SEAL	$1.92			
		V - Very Poor		THICK AC OVERLAY(2.5 INCHES)	$7.27			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Appendix C

Budget Needs

Budget Needs Reports

The purpose of this section is to answer the question: ***If the City had all the money in the world, what sections should be fixed and how much will it cost?*** Based on the Maintenance & Rehabilitation (M&R) decision tree and the PCIs of the sections, the program will then select a maintenance or rehabilitation action and compute the total costs over a period of ten 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 3% and an inflation factor of 3% were used to project the costs for the next ten years. This report shows the total ten-year budget that would be required to meet the City's standards as exemplified in the M&R decision tree.

Budget Needs reports included in this appendix are listed below:

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

Appendix C-1

Projected PCI Cost Summary

Needs - Projected PCI/Cost Summary

Interest: 3.00% Inflation: 3.00% Printed: 7/30/2026

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost
2027	95	49	$217,786	$28,383,609	$28,601,395
2028	91	46	$258,411	$244,876	$503,287
2029	90	44	$74,353	$638,920	$713,273
2030	88	42	$89	$0	$89
2031	86	40	$27,156	$0	$27,156
2032	87	38	$940,819	$56,515	$997,333
2033	85	36	$77,363	$0	$77,363
2034	84	34	$207,432	$128,173	$335,605
2035	86	32	$1,254,689	$61,389	$1,316,078
2036	85	31	$117,639	$44,571	$162,210

	% PM	PM Total Cost	Rehab Total Cost	Total Cost
	9.70%	$3,175,737	$29,558,053	$32,733,790

Appendix C-2

Preventive Maintenance Treatment Cost Summary

Needs - Preventive Maintenance Treatment/Cost Summary

Interest: 3.00% Inflation: 3.00% Printed: 7/30/2026

Treatment	Year	Area Treated		Cost
SEAL CRACKS	2030	81.75	sq. yd.	$89
	2031	744.38	sq. yd.	$838
	2035	806.22	sq. yd.	$1,021
	2036	89.79	sq. yd.	$117
	Total	1,722.14		$2,066
SLURRY SEAL	2027	37,067.11	sq. yd.	$217,786
	2028	41,536.89	sq. yd.	$258,411
	2029	11,853.22	sq. yd.	$74,353
	2031	4,066.67	sq. yd.	$26,318
	2032	135,584.33	sq. yd.	$940,819
	2033	10,798.33	sq. yd.	$77,363
	2034	27,294.33	sq. yd.	$207,432
	2035	170,390	sq. yd.	$1,253,668
	2036	15,664.44	sq. yd.	$117,522
	Total	454,255.33		$3,173,671
	Total Quantity	455,977.47		$3,175,737

Appendix C-3

Rehabilitation Treatment Cost Summary

Needs - Rehabilitation
Treatment/Cost Summary

Interest: 3.00% Inflation: 3.00% Printed: 7/30/2026

Treatment	Year	Area Treated	Cost
2"AC Overlay w/5% Digouts	2027	63,513.33 sq.yd.	$4,452,226
	2028	2,488.89 sq.yd.	$171,758
	2029	5,655.33 sq.yd.	$401,983
	Total	71,657.56 sq.yd.	$5,025,967
3"Mill&Overlay w/5% Digouts	2027	26,097.78 sq.yd.	$2,538,009
	Total	26,097.78 sq.yd.	$2,538,009
4"Mill&Overlay w/5% Digouts	2027	38,114.78 sq.yd.	$4,650,511
	Total	38,114.78 sq.yd.	$4,650,511
FDR W/3" AC OVERLAY	2027	84,356.22 sq.yd.	$9,679,877
	Total	84,356.22 sq.yd.	$9,679,877
FDR W/4" AC OVERLAY	2027	47,305.78 sq.yd.	$6,965,776
	Total	47,305.78 sq.yd.	$6,965,776
Multi Layer Slurry Seal w/ 3% Digouts	2027	6,177.78 sq.yd.	$97,211
	2028	4,506.33 sq.yd.	$73,118
	2029	14,224.44 sq.yd.	$236,937
	2032	3,000 sq.yd.	$56,515
	2034	6,413.33 sq.yd.	$128,173
	2035	3,177.78 sq.yd.	$61,389
	2036	2,240 sq.yd.	$44,571
	Total	39,739.67 sq.yd.	$697,914

Total Cost	$29,558,053

Appendix D

Scenario Results

Appendix D-1

Scenario 1

Scenarios - Cost Summary

Interest: 3.00% Inflation: 3.00% Printed: 7/30/2026

Scenario: 2026 S1 - Existing Funding $700K

Year	PM	Budget		Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2027	10%	$700,000	II	$0	Non-Project	$74,933	$0	$24,826,514	Funded	$7,532
			III	$614,656					Unmet	$113,434
			IV	$0	Project	$0				
			V	$0						
			Total	$614,656						
			Project	$0						
2028	15%	$700,000	II	$173,245	Non-Project	$104,759	$29	$25,638,486	Funded	$212
			III	$419,144					Unmet	$0
			IV	$0	Project	$0				
			V	$0						
			Total	$592,389						
			Project	$0						
2029	15%	$700,000	II	$236,937	Non-Project	$119,690	$0	$26,728,916	Funded	$417
			III	$340,126					Unmet	$0
			IV	$0	Project	$0				
			V	$0						
			Total	$577,063						
			Project	$0						
2030	5%	$700,000	II	$0	Non-Project	$46,734	$0	$27,254,702	Funded	$0
			III	$137,392					Unmet	$0
			IV	$511,148	Project	$0				
			V	$0						
			Total	$648,540						
			Project	$0						
2031	15%	$700,000	II	$0	Non-Project	$119,442	$0	$27,902,995	Funded	$0
			III	$411,521					Unmet	$0
			IV	$149,590	Project	$0				
			V	$0						
			Total	$561,111						
			Project	$0						
2032	0%	$700,000	II	$0	Non-Project	$0	$0	$28,720,060	Funded	$11,486
			III	$0					Unmet	$147,969
			IV	$660,874	Project	$0				
			V	$27,640						
			Total	$688,514						
			Project	$0						
2033	0%	$700,000	II	$58,210	Non-Project	$53	$0	$29,305,311	Funded	$0
			III	$291,180					Unmet	$0
			IV	$0	Project	$0				
			V	$341,021						
			Total	$690,412						
			Project	$0						
2034	2%	$700,000	II	$45,294	Non-Project	$22,050	$0	$30,169,914	Funded	$1,025
			III	$274,802					Unmet	$0
			IV	$0	Project	$0				
			V	$330,240						
			Total	$650,336						
			Project	$0						

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2035	1%	$700,000	II $132,019	Non-Project	$46,871	$0	$31,096,140	Funded	$498
			III $169,368					Unmet	$0
			IV $0	Project	$0				
			V $317,373						
			Total $618,760						
			Project $0						
2036	1%	$700,000	II $71,986	Non-Project	$174,705	$0	$31,848,262	Funded	$470
			III $102,236					Unmet	$0
			IV $0	Project	$0				
			V $306,765						
			Total $480,987						
			Project $0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	$620,652	$0	$7,449	$2,236
Collector	$1,656,792	$410,226	$3,966	$99,500
Other	$3,249,767	$223,124	$9,099	$153,769
Residential/Local	$595,557	$75,886	$1,125	$5,899
Grand Total:	$6,122,768	$709,236	$21,640	$261,404

Scenarios Criteria:

Criteria:

Scenarios - Network Condition Summary

Interest: 3.00% Inflation: 3.00% Printed: 7/30/2026

Scenario: 2026 S1 - Existing Funding $700K

Year	Budget	PM
2027	$700,000	10%
2028	$700,000	15%
2029	$700,000	15%
2030	$700,000	5%

Year	Budget	PM
2031	$700,000	15%
2032	$700,000	0%
2033	$700,000	0%
2034	$700,000	2%

Year	Budget	PM
2035	$700,000	1%
2036	$700,000	1%

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2027	49	53	2.03	4.05
2028	46	51	2.06	4.01
2029	44	49	2.29	4.50
2030	42	48	1.07	2.13
2031	40	47	1.89	3.78
2032	38	46	0.41	0.76
2033	36	45	1.05	2.10
2034	34	45	0.94	1.88
2035	32	45	1.07	2.13
2036	31	44	1.79	3.37

Percent Network Area by Functional Class and Condition Category

Condition in base year 2027, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	5.0%	11.4%	3.8%	12.8%	33.0%
II / III	2.1%	9.2%	0.0%	6.3%	17.6%
IV	2.8%	6.8%	0.4%	6.1%	16.2%
V	0.0%	11.9%	0.6%	20.7%	33.2%
Total	9.9%	39.3%	4.9%	45.9%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	5.0%	18.4%	3.8%	12.8%	40.0%
II / III	2.1%	2.2%	0.0%	6.3%	10.5%
IV	2.8%	6.8%	0.4%	6.1%	16.2%
V	0.0%	11.9%	0.6%	20.7%	33.2%
Total	9.9%	39.3%	4.9%	45.9%	100.0%

Condition in year 2036 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	7.1%	20.3%	4.6%	18.5%	50.6%
II / III	0.0%	0.8%	0.0%	2.2%	2.9%
IV	0.0%	0.0%	0.0%	1.1%	1.1%
V	2.8%	18.2%	0.3%	24.1%	45.4%
Total	9.9%	39.3%	4.9%	45.9%	100.0%

Appendix D-2

Scenario 2

Scenarios - Cost Summary

Interest: 3.00% Inflation: 3.00% Printed: 7/31/2026

Scenario: 2026 S2: Improve PCI to 55

Year	PM	Budget		Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2027	5%	$3,000,000	II	$97,211	Non-Project	$217,786	$0	$22,588,863	Funded	$0
			III	$1,366,934					Unmet	$113,434
			IV	$1,245,308	Project	$0				
			V	$0						
			Total	$2,709,454						
			Project	$0						
2028	11%	$1,400,000	II	$73,118	Non-Project	$258,411	$0	$23,266,529	Funded	$0
			III	$467,833					Unmet	$0
			IV	$0	Project	$0				
			V	$0						
			Total	$540,950						
			Project	$0						
2029	5%	$800,000	II	$236,937	Non-Project	$74,353	$0	$24,265,410	Funded	$0
			III	$468,771					Unmet	$0
			IV	$0	Project	$0				
			V	$0						
			Total	$705,708						
			Project	$0						
2030	0%	$600,000	II	$0	Non-Project	$336	$0	$25,191,993	Funded	$0
			III	$0					Unmet	$0
			IV	$0	Project	$0				
			V	$0						
			Total	$0						
			Project	$0						
2031	5%	$30,000	II	$0	Non-Project	$26,424	$0	$26,223,695	Funded	$0
			III	$0					Unmet	$0
			IV	$0	Project	$0				
			V	$0						
			Total	$0						
			Project	$0						
2032	0%	$2,000,000	II	$0	Non-Project	$0	$0	$25,849,830	Funded	$4,461
			III	$0					Unmet	$150,282
			IV	$1,995,539	Project	$0				
			V	$0						
			Total	$1,995,539						
			Project	$0						
2033	5%	$2,500,000	II	$58,210	Non-Project	$540,461	$0	$24,738,906	Funded	$0
			III	$500,944					Unmet	$0
			IV	$0	Project	$0				
			V	$1,184,939						
			Total	$1,744,093						
			Project	$0						
2034	0%	$2,500,000	II	$128,173	Non-Project	$56,926	$0	$24,239,147	Funded	$0
			III	$351,135					Unmet	$0
			IV	$0	Project	$0				
			V	$1,241,927						
			Total	$1,721,235						
			Project	$0						

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation			Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2035	5%	$3,000,000	II	$61,389	Non-Project	$301,464	$0	$23,547,428	Funded	$0
			III	$247,852					Unmet	$0
			IV	$0	Project	$0				
			V	$1,418,893						
			Total	$1,728,134						
			Project	$0						
2036	0%	$2,500,000	II	$44,571	Non-Project	$106,179	$0	$23,042,594	Funded	$0
			III	$0					Unmet	$0
			IV	$0	Project	$0				
			V	$1,211,257						
			Total	$1,255,828						
			Project	$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	$2,406,204	$284,646	$79	$7,221
Collector	$2,678,344	$758,321	$0	$97,829
Other	$6,723,869	$380,025	$4,383	$152,557
Residential/Local	$592,523	$159,351	$0	$6,109
Grand Total:	$12,400,940	$1,582,343	$4,461	$263,717

Scenarios Criteria:

Criteria:

Scenarios - Network Condition Summary

Interest: 3.00% Inflation: 3.00% Printed: 7/31/2026

Scenario: 2026 S2: Improve PCI to 55

Year	Budget	PM
2027	$3,000,000	5%
2028	$1,400,000	11%
2029	$800,000	5%
2030	$600,000	0%

Year	Budget	PM
2031	$30,000	5%
2032	$2,000,000	0%
2033	$2,500,000	5%
2034	$2,500,000	0%

Year	Budget	PM
2035	$3,000,000	5%
2036	$2,500,000	0%

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2027	49	55	5.58	11.05
2028	46	53	3.61	7.15
2029	44	52	2.23	4.46
2030	42	50	0.47	0.94
2031	40	48	0.32	0.64
2032	38	49	0.80	1.54
2033	36	51	5.30	10.60
2034	34	52	1.56	3.11
2035	32	54	3.72	7.22
2036	31	55	1.91	3.73

Percent Network Area by Functional Class and Condition Category

Condition in base year 2027, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	5.0%	11.4%	3.8%	12.8%	33.0%
II / III	2.1%	9.2%	0.0%	6.3%	17.6%
IV	2.8%	6.8%	0.4%	6.1%	16.2%
V	0.0%	11.9%	0.6%	20.7%	33.2%
Total	9.9%	39.3%	4.9%	45.9%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	7.1%	22.9%	3.8%	16.3%	50.1%
II / III	0.0%	0.0%	0.0%	3.1%	3.1%
IV	2.8%	4.5%	0.4%	5.8%	13.6%
V	0.0%	11.9%	0.6%	20.7%	33.2%
Total	9.9%	39.3%	4.9%	45.9%	100.0%

Condition in year 2036 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.9%	22.7%	4.6%	26.9%	64.1%
II / III	0.0%	0.8%	0.0%	0.8%	1.6%
V	0.0%	15.9%	0.3%	18.2%	34.3%
Total	9.9%	39.3%	4.9%	45.9%	100.0%

Appendix D-3

Scenario 3

Scenarios - Cost Summary

Interest: 3.00% Inflation: 3.00% Printed: 7/30/2026

Scenario: 2026 S3 - Improve PCI to 65

Year	PM	Budget		Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2027	5%	$3,000,000	II	$97,211	Non-Project	$217,786	$0	$22,588,863	Funded	$0
			III	$1,366,934					Unmet	$113,434
			IV	$1,245,308	Project	$0				
			V	$0						
			Total	$2,709,454						
			Project	$0						
2028	11%	$1,400,000	II	$73,118	Non-Project	$258,411	$0	$23,266,529	Funded	$0
			III	$467,833					Unmet	$0
			IV	$0	Project	$0				
			V	$0						
			Total	$540,950						
			Project	$0						
2029	5%	$800,000	II	$236,937	Non-Project	$74,353	$0	$24,265,410	Funded	$0
			III	$468,771					Unmet	$0
			IV	$0	Project	$0				
			V	$0						
			Total	$705,708						
			Project	$0						
2030	0%	$600,000	II	$0	Non-Project	$336	$0	$25,191,993	Funded	$0
			III	$0					Unmet	$0
			IV	$0	Project	$0				
			V	$0						
			Total	$0						
			Project	$0						
2031	5%	$30,000	II	$0	Non-Project	$26,424	$0	$26,223,695	Funded	$0
			III	$0					Unmet	$0
			IV	$0	Project	$0				
			V	$0						
			Total	$0						
			Project	$0						
2032	0%	$4,000,000	II	$0	Non-Project	$0	$0	$23,870,499	Funded	$25,131
			III	$0					Unmet	$117,692
			IV	$1,995,539	Project	$0				
			V	$1,979,330						
			Total	$3,974,869						
			Project	$0						
2033	5%	$4,500,000	II	$58,210	Non-Project	$540,461	$0	$21,762,886	Funded	$0
			III	$500,944					Unmet	$0
			IV	$0	Project	$0				
			V	$2,122,249						
			Total	$2,681,403						
			Project	$0						
2034	0%	$5,000,000	II	$128,173	Non-Project	$56,926	$0	$19,925,334	Funded	$0
			III	$351,135					Unmet	$0
			IV	$0	Project	$0				
			V	$2,490,439						
			Total	$2,969,748						
			Project	$0						

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2035	5%	$5,000,000	II $61,389	Non-Project	$301,464	$0	$18,222,241	Funded	$0
			III $247,852					Unmet	$0
			IV $0	Project	$0				
			V $2,300,852						
			Total $2,610,093						
			Project $0						
2036	0%	$5,000,000	II $44,571	Non-Project	$106,179	$0	$16,354,879	Funded	$0
			III $0					Unmet	$0
			IV $0	Project	$0				
			V $2,414,029						
			Total $2,458,600						
			Project $0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	$2,377,088	$284,646	$0	$2,236
Collector	$2,678,344	$758,321	$0	$97,829
Other	$12,858,282	$380,025	$23,893	$127,787
Residential/Local	$737,110	$159,351	$1,238	$3,274
Grand Total:	$18,650,824	$1,582,343	$25,131	$231,126

Scenarios Criteria:

Criteria:

Scenarios - Network Condition Summary

Interest: 3.00% Inflation: 3.00% Printed: 7/30/2026

Scenario: 2026 S3 - Improve PCI to 65

Year	Budget	PM
2027	$3,000,000	5%
2028	$1,400,000	11%
2029	$800,000	5%
2030	$600,000	0%

Year	Budget	PM
2031	$30,000	5%
2032	$4,000,000	0%
2033	$4,500,000	5%
2034	$5,000,000	0%

Year	Budget	PM
2035	$5,000,000	5%
2036	$5,000,000	0%

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2027	49	55	5.58	11.05
2028	46	53	3.61	7.15
2029	44	52	2.23	4.46
2030	42	50	0.47	0.94
2031	40	48	0.32	0.64
2032	38	52	1.63	3.21
2033	36	56	5.75	11.40
2034	34	59	2.21	4.42
2035	32	62	3.88	7.65
2036	31	65	2.29	4.50

Percent Network Area by Functional Class and Condition Category

Condition in base year 2027, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	5.0%	11.4%	3.8%	12.8%	33.0%
II / III	2.1%	9.2%	0.0%	6.3%	17.6%
IV	2.8%	6.8%	0.4%	6.1%	16.2%
V	0.0%	11.9%	0.6%	20.7%	33.2%
Total	9.9%	39.3%	4.9%	45.9%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	7.1%	22.9%	3.8%	16.3%	50.1%
II / III	0.0%	0.0%	0.0%	3.1%	3.1%
IV	2.8%	4.5%	0.4%	5.8%	13.6%
V	0.0%	11.9%	0.6%	20.7%	33.2%
Total	9.9%	39.3%	4.9%	45.9%	100.0%

Condition in year 2036 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.9%	22.7%	4.9%	37.9%	75.4%
II / III	0.0%	0.8%	0.0%	0.8%	1.6%
V	0.0%	15.9%	0.0%	7.2%	23.1%
Total	9.9%	39.3%	4.9%	45.9%	100.0%

Appendix E

Sections Selected for Treatment

Appendix E-1

Scenario 1

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/31/2026

Scenario: 2026 S1 - Existing Funding $700K

Year	Budget	PM
2027	$700,000	10%
2028	$700,000	15%
2029	$700,000	15%
2030	$700,000	5%

Year	Budget	PM
2031	$700,000	15%
2032	$700,000	0%
2033	$700,000	0%
2034	$700,000	2%

Year	Budget	PM
2035	$700,000	1%
2036	$700,000	1%

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
East Barbara Lane	Central Street	Railroad Avenue	EBarb	02	620	20	12,400	O	AC	Area B - PCI G 50	67	66	76	$21,011	5,945	Multi Layer Slurry Seal w/ 3% Digouts
East Commercial Street	1400 feet East of Main Street	Broaddus Creek Bridge	EComm	02	500	54	27,000	C	AC/AC	Area B - PCI G 50	62	62	72	$48,750	8,229	Multi Layer Slurry Seal w/ 3% Digouts
South Street	Main Street	Central Street	South	01	450	36	16,200	O	AC	Area B - PCI G 50	54	54	66	$27,450	6,800	Multi Layer Slurry Seal w/ 3% Digouts
												Treatment Total		$97,211		
East Commercial Street	Main Street	1400 feet East	EComm	01	1,400	54	75,600	A	AC/AC	Area B - PCI G 50	61	60	71	$186,900	8,313	Cape Seal w/ 5% Digouts
Locust Street	Holly Street	Walnut Street	Locust	01	1,150	35	40,250	C	AC/AC	Area B - PCI G 50	68	68	77	$98,389	7,001	Cape Seal w/ 5% Digouts
ROBERT DR	BLOSSER LN	END WEST	ROBERT	01	890	41	49,816	C	AC	Area B - PCI G 50	70	69	78	$121,772	5,480	Cape Seal w/ 5% Digouts
Spruce Street	Pine Avenue	north end (Brookside School)	Spruce	01	1,000	35	35,000	O	AC/AC	Area B - PCI G 50	62	62	72	$79,722	5,264	Cape Seal w/ 5% Digouts
												Treatment Total		$486,784		
Mill Street	Coast Street	Pine Avenue	Mill	01	1,180	37	43,660	C	AC/AC	Area B - PCI G 50	89	88	94	$29,107	28,923	SLURRY SEAL
Muir Lane	Wood Street	West Commercial Street	Muir	01	600	20	12,000	O	AC	Area B - PCI G 50	74	73	82	$7,667	26,270	SLURRY SEAL
North Street	West Mendocino Street	West Commercial Street	North	01B	404	37	14,948	C	AC/AC	Area B - PCI G 50	75	75	83	$9,965	19,068	SLURRY SEAL
Pine Street	MAPLE ST	COAST ST	Pine	10	1,140	37	42,180	C	AC/AC	Area B - PCI G 50	78	77	85	$28,120	34,763	SLURRY SEAL
Railroad Avenue	East San Francisco Avenue	E Oak Street	Rail	02A	830	32	26,560	C	AC	Area B - PCI G 50	84	83	90	$17,707	28,715	SLURRY SEAL
Walnut Street	Main Street	Magnolia	Walnut	01	600	35	21,000	C	AC/AC	Area B - PCI G 50	87	86	93	$14,000	25,061	SLURRY SEAL
												Treatment Total		$106,565		
				Year 2027 Area Total			416,614					Year 2027 Total		$690,560		

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/31/2026

Scenario: 2026 S1 - Existing Funding $700K

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
Blosser Lane	113 FT S/O RR TRACKS	FRANKLIN AVE	Bloss	10	523	39	20,397	C	AC	Area B - PCI G 50	72	69	78	$37,933	7,128	Multi Layer Slurry Seal w/ 3% Digouts
Mill Creek Drive	HILLSIDE DR	WEST COMMERCIAL STREET	MCreek	10	560	36	20,160	O	AC/AC	Area B - PCI G 50	71	69	78	$35,185	6,103	Multi Layer Slurry Seal w/ 3% Digouts
												Treatment Total		$73,118		
East Commercial Street	Main Street	1400 feet East	EComm	01	1,400	54	75,600	A	AC/AC	Area B - PCI G 50	61	69	79	$192,507	9,793	Cape Seal w/ 5% Digouts
East Hill Road	bridge at Haehl Creek	east end (City Limits)	EHill	02	1,600	30	48,000	C	AC/AC	Area B - PCI G 50	56	52	65	$120,853	4,419	Cape Seal w/ 5% Digouts
Madden Lane	East Van Lane	Pearl Street	Madden	01	460	31	14,260	O	AC	Area B - PCI G 50	72	69	79	$33,456	4,067	Cape Seal w/ 5% Digouts
Redwood Avenue	NORTH STREET	SPRUCE STREET	Redwd	10A	696	34	23,664	O	AC/AC	Area B - PCI G 50	55	53	65	$55,518	4,846	Cape Seal w/ 5% Digouts
Shell Lane	Baechtel Road	railroad tracks	Shell	01	1,000	28	28,000	O	AC	Area B - PCI G 50	57	54	67	$65,691	4,443	Cape Seal w/ 5% Digouts
Wood Street	SCHOOL ST	MAIN ST	WoodSt	10	370	22	8,140	O	AC/AC	Area B - PCI G 50	72	70	79	$19,097	6,779	Cape Seal w/ 5% Digouts
												Treatment Total		$487,123		
Hazel Street	Poplar Street	Locust Street	Hazel	10	817	38	31,046	O	AC/AC	Area B - PCI G 50	87	85	92	$20,430	22,288	SLURRY SEAL
Humboldt Street	East Valley St	East Commercial St	Humbol	02	1,124	37	41,588	C	AC/AC	Area B - PCI G 50	91	89	95	$28,557	22,617	SLURRY SEAL
Magnolia Avenue	Holly Street	Walnut Street	Magnol	01	1,300	36	46,800	O	AC/AC	Area B - PCI G 50	87	85	92	$30,797	20,765	SLURRY SEAL
Railroad Avenue	E Oak Street	south end (s/Baechtel Creek)	Rail	02B	1,100	32	35,200	C	AC/AC	Area B - PCI G 50	91	89	94	$24,171	18,780	SLURRY SEAL
Redwood Avenue	SPRUCE STREET	EASY STREET	Redwd	10B	350	34	11,900	O	AC/AC	Area B - PCI G 50	78	76	84	$7,831	24,548	SLURRY SEAL
West Oak Street	west end	Main Street	WOak	01	650	36	23,400	O	AC/AC	Area B - PCI G 50	88	86	93	$15,399	21,405	SLURRY SEAL
West Valley Street	Coast Street	Main Street	WVally	01	420	37	15,540	O	AC/AC	Area B - PCI G 50	90	89	94	$10,226	22,449	SLURRY SEAL
												Treatment Total		$137,410		
							Year 2028 Area Total		443,695			Year 2028 Total		$697,651		

Year: 2029

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
East San Francisco Ave	Main Street	east end	ESan	01	1,900	37	70,300	O	AC/AC	Area B - PCI G 50	73	70	79	$126,374	8,503	Multi Layer Slurry Seal w/ 3% Digouts

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/31/2026

Scenario: 2026 S1 - Existing Funding $700K

Year: 2029

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
Holly Street	Locust Street	Main Street	Holly	01	1,480	39	57,720	C	AC/AC	Area B - PCI G 50	74	70	79	$110,563	7,361	Multi Layer Slurry Seal w/ 3% Digouts
												Treatment Total		$236,937		
Haehl Creek Court	Haehl Creek Drive	Dead End	Haehlct	01	850	32	27,200	R	AC	Area B - PCI G 50	74	69	79	$65,729	4,827	Cape Seal w/ 5% Digouts
Redwood Avenue	WEST END	EASY STREET	Redwd	05	697	34	23,698	O	AC/AC	Area B - PCI G 50	73	69	78	$57,266	4,940	Cape Seal w/ 5% Digouts
Redwood Avenue	NORTH STREET	SPRUCE STREET	Redwd	10A	696	34	23,664	O	AC/AC	Area B - PCI G 50	55	64	74	$57,184	5,019	Cape Seal w/ 5% Digouts
Shell Lane	Baechtel Road	railroad tracks	Shell	01	1,000	28	28,000	O	AC	Area B - PCI G 50	57	65	75	$67,662	4,616	Cape Seal w/ 5% Digouts
Spruce Street	Pine Avenue	north end (Brookside School)	Spruce	01	1,000	35	35,000	O	AC/AC	Area B - PCI G 50	62	69	78	$84,577	5,189	Cape Seal w/ 5% Digouts
												Treatment Total		$332,418		
Easy Street	Redwood Avenue	West Mendocino Avenue	EasySt	01	310	36	11,160	O	AC/AC	Area B - PCI G 50	88	84	91	$7,564	14,636	SLURRY SEAL
Grove Street	Haehl Creek Drive(loop)	Haehl Creek Drive(loop)	Grove	01	1,430	32	45,760	R	AC	Area B - PCI G 50	80	76	84	$31,016	19,052	SLURRY SEAL
Haehl Creek Drive	East Hill Road	Haehl Creek Court	Haehldr	01	1,950	32	62,400	R	AC	Area B - PCI G 50	90	86	92	$42,295	11,880	SLURRY SEAL
Laurel Street	Maple Street	North Street	Laurel	02	400	30	12,000	O	AC/AC	Area B - PCI G 50	93	90	95	$8,134	12,617	SLURRY SEAL
Maple Street	Pine Street	Redwood Avenue	Maple	01	360	36	12,960	O	AC/AC	Area B - PCI G 50	91	88	94	$8,784	14,174	SLURRY SEAL
Mill Creek Court	Northbrook Way	end	Mcrkct	01	200	36	7,200	O	AC	Area B - PCI G 50	78	74	83	$4,880	15,310	SLURRY SEAL
Penn Street	California Street	East Valley Street	Penn	01	250	37	9,250	O	AC/AC	Area B - PCI G 50	93	89	95	$6,270	10,317	SLURRY SEAL
SANHEDRIN CIRCLE	END SOUTH	EAST HILL RD	SANHED	01	762	25	19,050	C	AC	Area B - PCI G 50	90	86	92	$13,473	17,842	SLURRY SEAL
West Van Lane	School Street	Main Street	WVanLn	02	420	11	4,620	O	AC	Area B - PCI G 50	91	88	94	$3,131	17,631	SLURRY SEAL
												Treatment Total		$125,547		
							Year 2029 Area Total		449,982			Year 2029 Total		$694,902		

Year: 2030

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
Central Street	South Street	East San Francisco Avenue	Centra	01	1,170	37	43,290	O	AC	Area B - PCI G 50	51	42	100	$511,148	4,290	3"Mill&Overlay w/5% Digouts

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/31/2026

Scenario: 2026 S1 - Existing Funding $700K

													Treatment Total			$511,148	
East Hill Road	bridge at Haehl Creek	east end (City Limits)	EHill	02	1,600	30	48,000	C	AC/AC	Area B - PCI G 50		56	60	71	$128,213	4,286	Cape Seal w/ 5% Digouts
													Treatment Total			$128,213	
Blosser Lane	SOUTH END (CITY LIMITS)	113 FT S/O RR TRACKS	Bloss	05	1,107	37	40,959	C	AC/AC	Area B - PCI G 50		95	89	94	$29,838	14,711	SLURRY SEAL
Blosser Lane	FRANKLIN AVE	HWY 20	Bloss	15	730	39	28,470	C	AC/AC	Area B - PCI G 50		95	89	94	$20,740	14,707	SLURRY SEAL
													Treatment Total			$50,578	
Railroad Avenue	East San Francisco Avenue	E Oak Street	Rail	02A	830	32	26,560	C	AC	Area B - PCI G 50		84	86	88	$57	1,364,829	SEAL CRACKS
ROBERT DR	BLOSSER LN	END WEST	ROBERT	01	890	41	49,816	C	AC	Area B - PCI G 50		70	72	75	$247	746,664	SEAL CRACKS
													Treatment Total			$304	
					Year 2030 Area Total		237,095						Year 2030 Total			$690,243	

Year: 2031

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
Laurel Street	North Street	Mill Street	Laurel	03	410	30	12,300	O	AC/AC	Area B - PCI G 50	49	41	100	$149,590	4,146	3"Mill&Overlay w/5% Digouts
													Treatment Total			$149,590	
East Hill Road	bridge at Haehl Creek	east end (City Limits)	EHill	02	1,600	30	48,000	C	AC/AC	Area B - PCI G 50	56	69	78	$132,060	4,180	Cape Seal w/ 5% Digouts
Mill Creek Drive	MILL CREEK CT	HILLSIDE DR	MCreek	05	1,800	36	64,800	O	AC	Area B - PCI G 50	64	54	66	$166,125	3,379	Cape Seal w/ 5% Digouts
													Treatment Total			$298,185	
Boscabelle Avenue	East Valley Street	East San Francisco Avenue	Bosca	01	680	27	18,360	O	AC/AC	Area B - PCI G 50	96	90	95	$13,202	12,041	SLURRY SEAL
California Street	Main Street	Penn Street	Calif	01	480	38	18,240	O	AC/AC	Area B - PCI G 50	96	89	95	$13,116	12,175	SLURRY SEAL
North Main Street	HWY 20	North End	MAIN	01	6,864	26	178,464	A	AC/AC	Area B - PCI G 50	93	84	91	$139,488	21,846	SLURRY SEAL
Maple Street	East Mendocino Avenue	north end	Maple	02	400	40	16,000	O	AC/AC	Area B - PCI G 50	95	86	92	$11,505	11,792	SLURRY SEAL
													Treatment Total			$177,311	
Blosser Lane	113 FT S/O RR TRACKS	FRANKLIN AVE	Bloss	10	523	39	20,397	C	AC	Area B - PCI G 50	72	72	75	$105	714,370	SEAL CRACKS
													Treatment Total			$105	
					Year 2031 Area Total		376,561						Year 2031 Total			$625,191	

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/31/2026

Scenario: 2026 S1 - Existing Funding $700K

Year: 2032

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID		Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
East Hill Road	Baechtel Road	bridge at Haehl Creek	EHill	01	600	32	19,200	C	AC/AC	Area A - PCI 50	L	44	26	100	$300,484	3,867	4"Mill&Overlay w/5% Digouts
													Treatment Total		$300,484		
Alameda Avenue	Main Street	Central Street	Alamed	01	630	23	14,490	O	AC/AC	Area A - PCI 50	L	41	28	100	$181,510	4,188	3"Mill&Overlay w/5% Digouts
East Van Lane	Main Street	Humboldt Street	EVan	01	290	12	3,480	O	AC	Area A - PCI 50	L	42	27	100	$43,593	4,187	3"Mill&Overlay w/5% Digouts
Willow Lane	Baechtel Road	end of street	Willow	01	450	24	10,800	O	AC	Area A - PCI 50	L	42	28	100	$135,287	4,189	3"Mill&Overlay w/5% Digouts
													Treatment Total		$360,390		
Harmon Lane	Franklin Avenue	Hwy 20	Harmon	01	170	11	1,870	O	AC/AC	Area A - PCI 50	L	6	0	100	$27,640	3,338	FDR W/3" AC OVERLAY
													Treatment Total		$27,640		
				Year 2032 Area Total			49,840						Year 2032 Total		$688,514		

Year: 2033

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID		Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
East Commercial Street	1400 feet East of Main Street	Broaddus Creek Bridge	EComm	02	500	54	27,000	C	AC/AC	Area B - PCI 50	G	62	61	72	$58,210	6,851	Multi Layer Slurry Seal w/ 3% Digouts
													Treatment Total		$58,210		
Alder Court	Alder Lane	Dead End	Alderct	01	530	30	15,900	R	AC	Area A - PCI 50	L	34	14	100	$242,064	3,241	FDR W/3" AC OVERLAY
Bittenbender Lane	end	Main Street	Bitten	01	500	13	6,500	O	AC	Area A - PCI 50	L	39	21	100	$98,957	3,241	FDR W/3" AC OVERLAY
													Treatment Total		$341,021		
Locust Street	Holly Street	Walnut Street	Locust	01	1,150	35	40,250	C	AC/AC	Area B - PCI 50	G	68	68	77	$117,481	5,900	Cape Seal w/ 5% Digouts
Redwood Avenue	NORTH STREET	SPRUCE STREET	Redwd	10A	696	34	23,664	O	AC/AC	Area B - PCI 50	G	55	68	77	$64,361	4,568	Cape Seal w/ 5% Digouts
Shell Lane	Baechtel Road	railroad tracks	Shell	01	1,000	28	28,000	O	AC	Area B - PCI 50	G	57	68	77	$76,154	4,177	Cape Seal w/ 5% Digouts
													Treatment Total		$257,996		
Pine Street	SPRUCE ST	MAPLE ST	Pine	05	360	37	13,320	C	AC/AC	Area B - PCI 50	G	96	88	94	$10,603	21,275	SLURRY SEAL
Railroad Avenue	East San Francisco Avenue	E Oak Street	Rail	02A	830	32	26,560	C	AC	Area B - PCI 50	G	84	84	91	$21,143	24,222	SLURRY SEAL

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/31/2026

Scenario: 2026 S1 - Existing Funding $700K

															Treatment Total	$31,746	
SANHEDRIN CIRCLE	END SOUTH	EAST HILL RD	SANHED	01	762	25	19,050	C	AC	Area B - PCI G 50	90	85	86	$53	855,707	SEAL CRACKS
														Treatment Total	$53		
				Year 2033 Area Total		200,244								Year 2033 Total	$689,026		

Year: 2034

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
Blosser Lane	113 FT S/O RR TRACKS	FRANKLIN AVE	Bloss	10	523	39	20,397	C	AC	Area B - PCI G 50	72	68	77	$45,294	5,779	Multi Layer Slurry Seal w/ 3% Digouts
														Treatment Total	$45,294	
Brookside Drive	West Mendocino Avenue	Hawthorne Lane	Brooks	01	450	32	14,400	O	AC/AC	Area A - PCI L 50	8	0	100	$225,805	3,147	FDR W/3" AC OVERLAY
Camp Lane	Spruce Street	end	Campln	01	200	19	3,800	O	AC/AC	Area A - PCI L 50	5	0	100	$59,587	3,147	FDR W/3" AC OVERLAY
Schnieder Lane	West Oak Street	State Route 20	SCHNEI	01	260	11	2,860	O	AC/AC	Area A - PCI L 50	9	0	100	$44,847	3,147	FDR W/3" AC OVERLAY
														Treatment Total	$330,240	
East Commercial Street	Main Street	1400 feet East	EComm	01	1,400	54	75,600	A	AC/AC	Area B - PCI G 50	61	70	79	$229,863	8,291	Cape Seal w/ 5% Digouts
North Street	West Mendocino Street	West Commercial Street	North	01B	404	37	14,948	C	AC/AC	Area B - PCI G 50	75	69	78	$44,939	4,373	Cape Seal w/ 5% Digouts
														Treatment Total	$274,802	
Maple Street	Laurel Street	Pine Street	Maple	011	400	36	14,400	O	AC/AC	Area B - PCI G 50	95	88	94	$11,315	16,238	SLURRY SEAL
Walnut Street	Main Street	Magnolia	Walnut	01	600	35	21,000	C	AC/AC	Area B - PCI G 50	87	84	91	$17,218	22,533	SLURRY SEAL
														Treatment Total	$28,533	
				Year 2034 Area Total		167,405								Year 2034 Total	$678,869	

Year: 2035

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
East Barbara Lane	Central Street	Railroad Avenue	EBarb	02	620	20	12,400	O	AC	Area B - PCI G 50	67	60	71	$26,616	4,583	Multi Layer Slurry Seal w/ 3% Digouts
Holly Street	Locust Street	Main Street	Holly	01	1,480	39	57,720	C	AC/AC	Area B - PCI G 50	74	68	77	$132,019	6,102	Multi Layer Slurry Seal w/ 3% Digouts
South Street	Main Street	Central Street	South	01	450	36	16,200	O	AC	Area B - PCI G 50	54	52	65	$34,773	5,275	Multi Layer Slurry Seal w/ 3% Digouts

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/31/2026

Scenario: 2026 S1 - Existing Funding $700K

												Treatment Total			$193,408		
Bush Street	Coast Street	McKinley Street	Bush	01	250	35	8,750	O	AC/AC	Area A - PCI 50	L	37	16	100	$141,324	3,055	FDR W/3" AC OVERLAY
Casteel Lane	Main Street	Williams Street	Castee	01	250	22	5,500	O	AC	Area A - PCI 50	L	0	0	100	$88,832	3,055	FDR W/3" AC OVERLAY
Catherine Lane	Pine Avenue	Wood Street	Cather	01	450	12	5,400	O	AC	Area A - PCI 50	L	16	0	100	$87,217	3,055	FDR W/3" AC OVERLAY
												Treatment Total			$317,373		
Madden Lane	East Van Lane	Pearl Street	Madden	01	460	31	14,260	O	AC	Area B - PCI 50	G	72	64	74	$41,146	3,304	Cape Seal w/ 5% Digouts
Spruce Street	Pine Avenue	north end (Brookside School)	Spruce	01	1,000	35	35,000	O	AC/AC	Area B - PCI 50	G	62	70	79	$100,990	4,350	Cape Seal w/ 5% Digouts
												Treatment Total			$142,136		
Muir Lane	Wood Street	West Commercial Street	Muir	01	600	20	12,000	O	AC	Area B - PCI 50	G	74	74	82	$9,712	20,860	SLURRY SEAL
												Treatment Total			$9,712		
				Year 2035 Area Total			167,230					Year 2035 Total			$662,629		

Year: 2036

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID		Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
Mill Creek Drive	HILLSIDE DR	WEST COMMERCIAL STREET	MCreek	10	560	36	20,160	O	AC/AC	Area B - PCI 50	G	71	63	74	$44,571	4,798	Multi Layer Slurry Seal w/ 3% Digouts
												Treatment Total			$44,571		
East Barbara Lane	Main Street	Central Street	EBarb	01	510	12	6,120	O	AC	Area A - PCI 50	L	8	0	100	$101,811	2,966	FDR W/3" AC OVERLAY
Eva Claire Street	Holly Street	Dead End	EvaClaire	01	560	22	12,320	R	AC	Area A - PCI 50	L	18	0	100	$204,954	2,966	FDR W/3" AC OVERLAY
												Treatment Total			$306,765		
Haehl Creek Court	Haehl Creek Drive	Dead End	Haehlct	01	850	32	27,200	R	AC	Area B - PCI 50	G	74	67	77	$80,838	3,872	Cape Seal w/ 5% Digouts
Mill Creek Court	Northbrook Way	end	Mcrkct	01	200	36	7,200	O	AC	Area B - PCI 50	G	78	70	79	$21,398	3,535	Cape Seal w/ 5% Digouts
Redwood Avenue	WEST END	EASY STREET	Redwd	05	697	34	23,698	O	AC/AC	Area B - PCI 50	G	73	67	76	$70,430	3,994	Cape Seal w/ 5% Digouts
												Treatment Total			$172,666		
Humboldt Street	East Valley St	East Commercial St	Humbol	02	1,124	37	41,588	C	AC/AC	Area B - PCI 50	G	91	86	93	$36,175	22,921	SLURRY SEAL
Mill Street	Coast Street	Pine Avenue	Mill	01	1,180	37	43,660	C	AC/AC	Area B - PCI 50	G	89	86	92	$37,978	25,607	SLURRY SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/31/2026

Scenario: 2026 S1 - Existing Funding $700K

Year: 2036

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
Pine Street	MAPLE ST	COAST ST	Pine	10	1,140	37	42,180	C	AC/AC	Area B - PCI G 50	78	76	84	$36,690	25,870	SLURRY SEAL
Redwood Avenue	SPRUCE STREET	EASY STREET	Redwd	10B	350	34	11,900	O	AC/AC	Area B - PCI G 50	78	76	84	$9,920	19,382	SLURRY SEAL
Wood Street	SCHOOL ST	MAIN ST	WoodSt	10	370	22	8,140	O	AC/AC	Area B - PCI G 50	72	70	79	$6,786	19,173	SLURRY SEAL
											Treatment Total			$127,549		
Railroad Avenue	East San Francisco Avenue	E Oak Street	Rail	02A	830	32	26,560	C	AC	Area B - PCI G 50	84	87	88	$65	1,168,252	SEAL CRACKS
											Treatment Total			$65		
							Year 2036 Area Total		270,726		Year 2036 Total			$651,616		
							Grand Total Section Area:		2,779,392		Grand Total			$6,769,201		

** - Treatment from Project Selection

Scenarios Criteria:

Appendix E-2

Scenario 2 (Recommended Scenario)

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/31/2026

Scenario: 2026 S2: Improve PCI to 55

Year	Budget	PM
2027	$3,000,000	5%
2028	$1,400,000	11%
2029	$800,000	5%
2030	$600,000	0%

Year	Budget	PM
2031	$30,000	5%
2032	$2,000,000	0%
2033	$2,500,000	5%
2034	$2,500,000	0%

Year	Budget	PM
2035	$3,000,000	5%
2036	$2,500,000	0%

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
East Barbara Lane	Central Street	Railroad Avenue	EBarb	02	620	20	12,400	O	AC	Area B - PCI G 50	67	66	76	$21,011	5,945	Multi Layer Slurry Seal w/ 3% Digouts
East Commercial Street	1400 feet East of Main Street	Broaddus Creek Bridge	EComm	02	500	54	27,000	C	AC/AC	Area B - PCI G 50	62	62	72	$48,750	8,229	Multi Layer Slurry Seal w/ 3% Digouts
South Street	Main Street	Central Street	South	01	450	36	16,200	O	AC	Area B - PCI G 50	54	54	66	$27,450	6,800	Multi Layer Slurry Seal w/ 3% Digouts
													Treatment Total	$97,211		
East Valley Street	MAIN ST	827 FT W/O CITY LIMIT	EVally	05	2,060	40	82,400	C	AC/AC	Area B - PCI G 50	50	49	100	$1,112,400	4,107	4"Mill&Overlay w/5% Digouts
													Treatment Total	$1,112,400		
Laurel Street	North Street	Mill Street	Laurel	03	410	30	12,300	O	AC/AC	Area B - PCI G 50	49	49	100	$132,908	4,401	3"Mill&Overlay w/5% Digouts
													Treatment Total	$132,908		
Baechtel Road	Main Street	Main Street	Baecht	01	4,800	34	163,200	C	AC/AC	Area B - PCI G 50	51	50	64	$398,933	5,162	Cape Seal w/ 5% Digouts
Central Street	South Street	East San Francisco Avenue	Centra	01	1,170	37	43,290	O	AC	Area B - PCI G 50	51	50	64	$98,605	3,956	Cape Seal w/ 5% Digouts
East Commercial Street	Main Street	1400 feet East	EComm	01	1,400	54	75,600	A	AC/AC	Area B - PCI G 50	61	60	71	$186,900	8,313	Cape Seal w/ 5% Digouts
East Hill Road	bridge at Haehl Creek	east end (City Limits)	EHill	02	1,600	30	48,000	C	AC/AC	Area B - PCI G 50	56	55	67	$117,333	4,602	Cape Seal w/ 5% Digouts
Locust Street	Holly Street	Walnut Street	Locust	01	1,150	35	40,250	C	AC/AC	Area B - PCI G 50	68	68	77	$98,389	7,001	Cape Seal w/ 5% Digouts
Mill Creek Drive	MILL CREEK CT	HILLSIDE DR	MCreek	05	1,800	36	64,800	O	AC	Area B - PCI G 50	64	63	73	$147,600	3,865	Cape Seal w/ 5% Digouts
Redwood Avenue	NORTH STREET	SPRUCE STREET	Redwd	10A	696	34	23,664	O	AC/AC	Area B - PCI G 50	55	55	67	$53,901	5,041	Cape Seal w/ 5% Digouts
ROBERT DR	BLOSSER LN	END WEST	ROBERT	01	890	41	49,816	C	AC	Area B - PCI G 50	70	69	78	$121,772	5,480	Cape Seal w/ 5% Digouts
Shell Lane	Baechtel Road	railroad tracks	Shell	01	1,000	28	28,000	O	AC	Area B - PCI G 50	57	57	68	$63,778	4,636	Cape Seal w/ 5% Digouts
Spruce Street	Pine Avenue	north end (Brookside School)	Spruce	01	1,000	35	35,000	O	AC/AC	Area B - PCI G 50	62	62	72	$79,722	5,264	Cape Seal w/ 5% Digouts
													Treatment Total	$1,366,934		

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/31/2026

Scenario: 2026 S2: Improve PCI to 55

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
Grove Street	Haehl Creek Drive(loop)	Haehl Creek Drive(loop)	Grove	01	1,430	32	45,760	R	AC	Area B - PCI G 50	80	79	87	$29,236	19,725	SLURRY SEAL
Hazel Street	Poplar Street	Locust Street	Hazel	10	817	38	31,046	O	AC/AC	Area B - PCI G 50	87	86	93	$19,835	21,950	SLURRY SEAL
Magnolia Avenue	Holly Street	Walnut Street	Magnol	01	1,300	36	46,800	O	AC/AC	Area B - PCI G 50	87	86	93	$29,900	20,286	SLURRY SEAL
Mill Creek Court	Northbrook Way	end	Mcrkct	01	200	36	7,200	O	AC	Area B - PCI G 50	78	78	86	$4,600	15,404	SLURRY SEAL
Mill Street	Coast Street	Pine Avenue	Mill	01	1,180	37	43,660	C	AC/AC	Area B - PCI G 50	89	88	94	$29,107	28,923	SLURRY SEAL
Muir Lane	Wood Street	West Commercial Street	Muir	01	600	20	12,000	O	AC	Area B - PCI G 50	74	73	82	$7,667	26,270	SLURRY SEAL
North Street	West Mendocino Street	West Commercial Street	North	01B	404	37	14,948	C	AC/AC	Area B - PCI G 50	75	75	83	$9,965	19,068	SLURRY SEAL
Pine Street	MAPLE ST	COAST ST	Pine	10	1,140	37	42,180	C	AC/AC	Area B - PCI G 50	78	77	85	$28,120	34,763	SLURRY SEAL
Railroad Avenue	East San Francisco Avenue	E Oak Street	Rail	02A	830	32	26,560	C	AC	Area B - PCI G 50	84	83	90	$17,707	28,715	SLURRY SEAL
SANHEDRIN CIRCLE	END SOUTH	EAST HILL RD	SANHED	01	762	25	19,050	C	AC	Area B - PCI G 50	90	90	95	$12,700	15,503	SLURRY SEAL
Walnut Street	Main Street	Magnolia	Walnut	01	600	35	21,000	C	AC/AC	Area B - PCI G 50	87	86	93	$14,000	25,061	SLURRY SEAL
West Oak Street	west end	Main Street	WOak	01	650	36	23,400	O	AC/AC	Area B - PCI G 50	88	87	93	$14,950	20,844	SLURRY SEAL
												Treatment Total		$217,786		
							Year 2027 Area Total		1,055,524			Year 2027 Total		$2,927,240		

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
Blosser Lane	113 FT S/O RR TRACKS	FRANKLIN AVE	Bloss	10	523	39	20,397	C	AC	Area B - PCI G 50	72	69	78	$37,933	7,128	Multi Layer Slurry Seal w/ 3% Digouts
Mill Creek Drive	HILLSIDE DR	WEST COMMERCIAL STREET	MCreek	10	560	36	20,160	O	AC/AC	Area B - PCI G 50	71	69	78	$35,185	6,103	Multi Layer Slurry Seal w/ 3% Digouts
												Treatment Total		$73,118		
Baechtel Road	Main Street	Main Street	Baecht	01	4,800	34	163,200	C	AC/AC	Area B - PCI G 50	51	62	72	$410,901	5,734	Cape Seal w/ 5% Digouts
Central Street	South Street	East San Francisco Avenue	Centra	01	1,170	37	43,290	O	AC	Area B - PCI G 50	51	61	72	$101,563	3,955	Cape Seal w/ 5% Digouts
East Commercial Street	Main Street	1400 feet East	EComm	01	1,400	54	75,600	A	AC/AC	Area B - PCI G 50	61	69	79	$192,507	9,793	Cape Seal w/ 5% Digouts

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/31/2026

Scenario: 2026 S2: Improve PCI to 55

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
East Hill Road	bridge at Haehl Creek	east end (City Limits)	EHill	02	1,600	30	48,000	C	AC/AC	Area B - PCI G 50	56	65	75	$120,853	4,601	Cape Seal w/ 5% Digouts
Madden Lane	East Van Lane	Pearl Street	Madden	01	460	31	14,260	O	AC	Area B - PCI G 50	72	69	79	$33,456	4,067	Cape Seal w/ 5% Digouts
Redwood Avenue	NORTH STREET	SPRUCE STREET	Redwd	10A	696	34	23,664	O	AC/AC	Area B - PCI G 50	55	65	75	$55,518	5,210	Cape Seal w/ 5% Digouts
Shell Lane	Baechtel Road	railroad tracks	Shell	01	1,000	28	28,000	O	AC	Area B - PCI G 50	57	66	76	$65,691	4,797	Cape Seal w/ 5% Digouts
Wood Street	SCHOOL ST	MAIN ST	WoodSt	10	370	22	8,140	O	AC/AC	Area B - PCI G 50	72	70	79	$19,097	6,779	Cape Seal w/ 5% Digouts
												Treatment Total		$999,587		
Easy Street	Redwood Avenue	West Mendocino Avenue	EasySt	01	310	36	11,160	O	AC/AC	Area B - PCI G 50	88	85	92	$7,344	13,653	SLURRY SEAL
Haehl Creek Drive	East Hill Road	Haehl Creek Court	Haehldr	01	1,950	32	62,400	R	AC	Area B - PCI G 50	90	88	94	$41,063	10,211	SLURRY SEAL
Humboldt Street	East Valley St	East Commercial St	Humbol	02	1,124	37	41,588	C	AC/AC	Area B - PCI G 50	91	89	95	$28,557	22,617	SLURRY SEAL
North Main Street	HWY 20	North End	MAIN	01	6,864	26	178,464	A	AC/AC	Area B - PCI G 50	93	89	95	$127,651	11,441	SLURRY SEAL
Maple Street	Pine Street	Redwood Avenue	Maple	01	360	36	12,960	O	AC/AC	Area B - PCI G 50	91	89	94	$8,528	12,749	SLURRY SEAL
Railroad Avenue	E Oak Street	south end (s/Baechtel Creek)	Rail	02B	1,100	32	35,200	C	AC/AC	Area B - PCI G 50	91	89	94	$24,171	18,780	SLURRY SEAL
Redwood Avenue	SPRUCE STREET	EASY STREET	Redwd	10B	350	34	11,900	O	AC/AC	Area B - PCI G 50	78	76	84	$7,831	24,548	SLURRY SEAL
West Valley Street	Coast Street	Main Street	WVally	01	420	37	15,540	O	AC/AC	Area B - PCI G 50	90	89	94	$10,226	22,449	SLURRY SEAL
West Van Lane	School Street	Main Street	WVanLn	02	420	11	4,620	O	AC	Area B - PCI G 50	91	89	95	$3,040	16,473	SLURRY SEAL
												Treatment Total		$258,411		
									Year 2028 Area Total	818,543		Year 2028 Total		$1,331,116		

Year: 2029

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
East San Francisco Ave	Main Street	east end	ESan	01	1,900	37	70,300	O	AC/AC	Area B - PCI G 50	73	70	79	$126,374	8,503	Multi Layer Slurry Seal w/ 3% Digouts
Holly Street	Locust Street	Main Street	Holly	01	1,480	39	57,720	C	AC/AC	Area B - PCI G 50	74	70	79	$110,563	7,361	Multi Layer Slurry Seal w/ 3% Digouts
												Treatment Total		$236,937		

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/31/2026

Scenario: 2026 S2: Improve PCI to 55

Year: 2029

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
Central Street	South Street	East San Francisco Avenue	Centra	01	1,170	37	43,290	O	AC	Area B - PCI G 50	51	70	79	$104,610	3,847	Cape Seal w/ 5% Digouts
Haehl Creek Court	Haehl Creek Drive	Dead End	Haehlct	01	850	32	27,200	R	AC	Area B - PCI G 50	74	69	79	$65,729	4,827	Cape Seal w/ 5% Digouts
Mill Creek Drive	MILL CREEK CT	HILLSIDE DR	MCreek	05	1,800	36	64,800	O	AC	Area B - PCI G 50	64	69	78	$156,589	3,607	Cape Seal w/ 5% Digouts
Redwood Avenue	WEST END	EASY STREET	Redwd	05	697	34	23,698	O	AC/AC	Area B - PCI G 50	73	69	78	$57,266	4,940	Cape Seal w/ 5% Digouts
Spruce Street	Pine Avenue	north end (Brookside School)	Spruce	01	1,000	35	35,000	O	AC/AC	Area B - PCI G 50	62	69	78	$84,577	5,189	Cape Seal w/ 5% Digouts
											Treatment Total			$468,771		
Blosser Lane	SOUTH END (CITY LIMITS)	113 FT S/O RR TRACKS	Bloss	05	1,107	37	40,959	C	AC/AC	Area B - PCI G 50	95	90	95	$28,969	11,872	SLURRY SEAL
Blosser Lane	FRANKLIN AVE	HWY 20	Bloss	15	730	39	28,470	C	AC/AC	Area B - PCI G 50	95	90	95	$20,136	11,875	SLURRY SEAL
Laurel Street	Maple Street	North Street	Laurel	02	400	30	12,000	O	AC/AC	Area B - PCI G 50	93	90	95	$8,134	12,617	SLURRY SEAL
Maple Street	East Mendocino Avenue	north end	Maple	02	400	40	16,000	O	AC/AC	Area B - PCI G 50	95	89	95	$10,845	8,466	SLURRY SEAL
Penn Street	California Street	East Valley Street	Penn	01	250	37	9,250	O	AC/AC	Area B - PCI G 50	93	89	95	$6,270	10,317	SLURRY SEAL
											Treatment Total			$74,353		
				Year 2029 Area Total			428,687				Year 2029 Total			$780,061		

Year: 2030

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
Baechtel Road	Main Street	Main Street	Baecht	01	4,800	34	163,200	C	AC/AC	Area B - PCI G 50	51	68	78	$435,925	5,864	Cape Seal w/ 5% Digouts
East Hill Road	bridge at Haehl Creek	east end (City Limits)	EHill	02	1,600	30	48,000	C	AC/AC	Area B - PCI G 50	56	70	79	$128,213	4,267	Cape Seal w/ 5% Digouts
											Treatment Total			$564,139		
Railroad Avenue	East San Francisco Avenue	E Oak Street	Rail	02A	830	32	26,560	C	AC	Area B - PCI G 50	84	86	88	$57	1,364,829	SEAL CRACKS
ROBERT DR	BLOSSER LN	END WEST	ROBERT	01	890	41	49,816	C	AC	Area B - PCI G 50	70	72	75	$247	746,664	SEAL CRACKS
SANHEDRIN CIRCLE	END SOUTH	EAST HILL RD	SANHED	01	762	25	19,050	C	AC	Area B - PCI G 50	90	89	90	$32	917,775	SEAL CRACKS
											Treatment Total			$336		

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/31/2026

Scenario: 2026 S2: Improve PCI to 55

							Year 2030 Area Total	306,626			Year 2030 Total	$564,475					

Year: 2031

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID		Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
Boscabelle Avenue	East Valley Street	East San Francisco Avenue	Bosca	01	680	27	18,360	O	AC/AC	Area B - PCI 50	G	96	90	95	$13,202	12,041	SLURRY SEAL
California Street	Main Street	Penn Street	Calif	01	480	38	18,240	O	AC/AC	Area B - PCI 50	G	96	89	95	$13,116	12,175	SLURRY SEAL
													Treatment Total		$26,318		
Blosser Lane	113 FT S/O RR TRACKS	FRANKLIN AVE	Bloss	10	523	39	20,397	C	AC	Area B - PCI 50	G	72	72	75	$105	714,370	SEAL CRACKS
													Treatment Total		$105		
							Year 2031 Area Total	56,997			Year 2031 Total	$26,424					

Year: 2032

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID		Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
East Hill Road	Baechtel Road	bridge at Haehl Creek	EHill	01	600	32	19,200	C	AC/AC	Area A - PCI 50	L	44	26	100	$300,484	3,867	4"Mill&Overlay w/5% Digouts
West Commercial Street	North Street	Main Street	WComme	01	930	54	50,220	A	AC/AC	Area A - PCI 50	L	46	28	100	$797,273	5,310	4"Mill&Overlay w/5% Digouts
													Treatment Total		$1,097,757		
Alameda Avenue	Main Street	Central Street	Alamed	01	630	23	14,490	O	AC/AC	Area A - PCI 50	L	41	28	100	$181,510	4,188	3"Mill&Overlay w/5% Digouts
East Van Lane	Main Street	Humboldt Street	EVan	01	290	12	3,480	O	AC	Area A - PCI 50	L	42	27	100	$43,593	4,187	3"Mill&Overlay w/5% Digouts
Northbrook Way	Mill Creek Drive	Mill Creek Drive	Nbrook	01	1,300	33	42,900	O	AC	Area A - PCI 50	L	49	34	100	$537,391	4,153	3"Mill&Overlay w/5% Digouts
Willow Lane	Baechtel Road	end of street	Willow	01	450	24	10,800	O	AC	Area A - PCI 50	L	42	28	100	$135,287	4,189	3"Mill&Overlay w/5% Digouts
													Treatment Total		$897,781		
							Year 2032 Area Total	141,090			Year 2032 Total	$1,995,539					

Year: 2033

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID		Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
Sherwood Road	City Limits	Main Street	Sherwd	01	2,100	24	50,400	A	AC/AC	Area A - PCI 50	L	39	13	100	$999,661	3,771	FDR W/4" AC OVERLAY
													Treatment Total		$999,661		

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/31/2026

Scenario: 2026 S2: Improve PCI to 55

Year: 2033

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
East Commercial Street	1400 feet East of Main Street	Broaddus Creek Bridge	EComm	02	500	54	27,000	C	AC/AC	Area B - PCI G 50	62	61	72	$58,210	6,851	Multi Layer Slurry Seal w/ 3% Digouts
												Treatment Total		$58,210		
Bittenbender Lane	end	Main Street	Bitten	01	500	13	6,500	O	AC	Area A - PCI L 50	39	21	100	$98,957	3,241	FDR W/3" AC OVERLAY
Camp Lane	Spruce Street	end	Campln	01	200	19	3,800	O	AC/AC	Area A - PCI L 50	5	0	100	$57,852	3,241	FDR W/3" AC OVERLAY
Harmon Lane	Franklin Avenue	Hwy 20	Harmon	01	170	11	1,870	O	AC/AC	Area A - PCI L 50	6	0	100	$28,469	3,241	FDR W/3" AC OVERLAY
												Treatment Total		$185,278		
Locust Street	Holly Street	Walnut Street	Locust	01	1,150	35	40,250	C	AC/AC	Area B - PCI G 50	68	68	77	$117,481	5,900	Cape Seal w/ 5% Digouts
Madden Lane	East Van Lane	Pearl Street	Madden	01	460	31	14,260	O	AC	Area B - PCI G 50	72	68	77	$38,784	3,521	Cape Seal w/ 5% Digouts
Mill Creek Drive	MILL CREEK CT	HILLSIDE DR	MCreek	05	1,800	36	64,800	O	AC	Area B - PCI G 50	64	69	78	$176,242	3,206	Cape Seal w/ 5% Digouts
Redwood Avenue	NORTH STREET	SPRUCE STREET	Redwd	10A	696	34	23,664	O	AC/AC	Area B - PCI G 50	55	67	77	$64,361	4,561	Cape Seal w/ 5% Digouts
ROBERT DR	BLOSSER LN	END WEST	ROBERT	01	890	41	49,816	C	AC	Area B - PCI G 50	70	68	77	$145,403	4,449	Cape Seal w/ 5% Digouts
Shell Lane	Baechtel Road	railroad tracks	Shell	01	1,000	28	28,000	O	AC	Area B - PCI G 50	57	67	77	$76,154	4,173	Cape Seal w/ 5% Digouts
												Treatment Total		$618,425		
Blosser Lane	113 FT S/O RR TRACKS	FRANKLIN AVE	Bloss	10	523	39	20,397	C	AC	Area B - PCI G 50	72	70	79	$16,237	17,028	SLURRY SEAL
East Valley Street	MAIN ST	827 FT W/O CITY LIMIT	EVally	05	2,060	40	82,400	C	AC/AC	Area B - PCI G 50	50	81	89	$65,593	16,749	SLURRY SEAL
Humboldt Street	East Valley St	East Commercial St	Humbol	02	1,124	37	41,588	C	AC/AC	Area B - PCI G 50	91	89	95	$33,106	19,676	SLURRY SEAL
Maple Street	Laurel Street	Pine Street	Maple	011	400	36	14,400	O	AC/AC	Area B - PCI G 50	95	89	94	$10,985	15,480	SLURRY SEAL
Mill Street	Coast Street	Pine Avenue	Mill	01	1,180	37	43,660	C	AC/AC	Area B - PCI G 50	89	89	94	$34,755	23,818	SLURRY SEAL
North Street	West Mendocino Street	West Commercial Street	North	01B	404	37	14,948	C	AC/AC	Area B - PCI G 50	75	71	80	$11,899	16,483	SLURRY SEAL
Pine Street	SPRUCE ST	MAPLE ST	Pine	05	360	37	13,320	C	AC/AC	Area B - PCI G 50	96	88	94	$10,603	21,275	SLURRY SEAL
Pine Street	MAPLE ST	COAST ST	Pine	10	1,140	37	42,180	C	AC/AC	Area B - PCI G 50	78	79	87	$33,577	30,000	SLURRY SEAL
Railroad Avenue	East San Francisco Avenue	E Oak Street	Rail	02A	830	32	26,560	C	AC	Area B - PCI G 50	84	84	91	$21,143	24,222	SLURRY SEAL
Railroad Avenue	E Oak Street	south end (s/Baechtel Creek)	Rail	02B	1,100	32	35,200	C	AC/AC	Area B - PCI G 50	91	88	94	$28,020	18,499	SLURRY SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/31/2026

Scenario: 2026 S2: Improve PCI to 55

Year: 2033

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
SANHEDRIN CIRCLE	END SOUTH	EAST HILL RD	SANHED	01	762	25	19,050	C	AC	Area B - PCI G 50	90	84	91	$15,164	16,504	SLURRY SEAL
South Lenore Avenue	EAST VALLEY ST	EAST SAN FRANCISCO AVE	SLenor	10	730	27	19,710	O	AC/AC	Area B - PCI G 50	97	89	95	$15,036	14,542	SLURRY SEAL
State Street	Main Street	east end	State	01	900	40	36,000	O	AC/AC	Area B - PCI G 50	96	89	94	$27,463	14,776	SLURRY SEAL
Walnut Street	Main Street	Magnolia	Walnut	01	600	35	21,000	C	AC/AC	Area B - PCI G 50	87	85	92	$16,717	21,960	SLURRY SEAL
												Treatment Total		$340,298		
							Year 2033 Area Total		740,773			Year 2033 Total		$2,201,872		

Year: 2034

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
Holly Street	Locust Street	Main Street	Holly	01	1,480	39	57,720	C	AC/AC	Area B - PCI G 50	74	70	79	$128,173	6,345	Multi Layer Slurry Seal w/ 3% Digouts
												Treatment Total		$128,173		
Alder Lane	west end	Main Street	Alder	01	850	37	31,450	O	AC	Area A - PCI L 50	9	0	100	$493,164	3,147	FDR W/3" AC OVERLAY
Alder Court	Alder Lane	Dead End	Alderct	01	530	30	15,900	R	AC	Area A - PCI L 50	34	11	100	$249,326	3,147	FDR W/3" AC OVERLAY
Alice Drive	Margie Drive	Nancy Lane	Alice	01	700	33	23,100	O	AC	Area A - PCI L 50	10	0	100	$362,229	3,147	FDR W/3" AC OVERLAY
Bush Street	Coast Street	McKinley Street	Bush	01	250	35	8,750	O	AC/AC	Area A - PCI L 50	37	19	100	$137,208	3,147	FDR W/3" AC OVERLAY
												Treatment Total		$1,241,927		
Central Street	South Street	East San Francisco Avenue	Centra	01	1,170	37	43,290	O	AC	Area B - PCI G 50	51	68	77	$121,272	3,331	Cape Seal w/ 5% Digouts
East Commercial Street	Main Street	1400 feet East	EComm	01	1,400	54	75,600	A	AC/AC	Area B - PCI G 50	61	70	79	$229,863	8,291	Cape Seal w/ 5% Digouts
East Hill Road	bridge at Haehl Creek	east end (City Limits)	EHill	02	1,600	30	48,000	C	AC/AC	Area B - PCI G 50	56	69	79	$144,305	3,801	Cape Seal w/ 5% Digouts
												Treatment Total		$495,440		
Blosser Lane	SOUTH END (CITY LIMITS)	113 FT S/O RR TRACKS	Bloss	05	1,107	37	40,959	C	AC/AC	Area B - PCI G 50	95	87	93	$33,583	16,433	SLURRY SEAL
Blosser Lane	FRANKLIN AVE	HWY 20	Bloss	15	730	39	28,470	C	AC/AC	Area B - PCI G 50	95	87	93	$23,343	16,426	SLURRY SEAL
												Treatment Total		$56,926		
							Year 2034 Area Total		373,239			Year 2034 Total		$1,922,466		

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/31/2026

Scenario: 2026 S2: Improve PCI to 55

Year: 2035

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
East Barbara Lane	Central Street	Railroad Avenue	EBarb	02	620	20	12,400	O	AC	Area B - PCI G 50	67	60	71	$26,616	4,583	Multi Layer Slurry Seal w/ 3% Digouts
South Street	Main Street	Central Street	South	01	450	36	16,200	O	AC	Area B - PCI G 50	54	52	65	$34,773	5,275	Multi Layer Slurry Seal w/ 3% Digouts
											Treatment Total			$61,389		
Bonnie Lane	Nancy Lane	north end	Bonnie	01	1,250	33	41,250	O	AC	Area A - PCI L 50	20	0	100	$666,242	3,055	FDR W/3" AC OVERLAY
Brookside Drive	West Mendocino Avenue	Hawthorne Lane	Brooks	01	450	32	14,400	O	AC/AC	Area A - PCI L 50	8	0	100	$232,579	3,055	FDR W/3" AC OVERLAY
Casteel Lane	Main Street	Williams Street	Castee	01	250	22	5,500	O	AC	Area A - PCI L 50	0	0	100	$88,832	3,055	FDR W/3" AC OVERLAY
Catherine Lane	Pine Avenue	Wood Street	Cather	01	450	12	5,400	O	AC	Area A - PCI L 50	16	0	100	$87,217	3,055	FDR W/3" AC OVERLAY
East Barbara Lane	Main Street	Central Street	EBarb	01	510	12	6,120	O	AC	Area A - PCI L 50	8	0	100	$98,846	3,055	FDR W/3" AC OVERLAY
Eva Claire Street	Holly Street	Dead End	EvaClaire	01	560	22	12,320	R	AC	Area A - PCI L 50	18	0	100	$198,984	3,055	FDR W/3" AC OVERLAY
Schnieder Lane	West Oak Street	State Route 20	SCHNEI	01	260	11	2,860	O	AC/AC	Area A - PCI L 50	9	0	100	$46,193	3,055	FDR W/3" AC OVERLAY
											Treatment Total			$1,418,893		
Baechtel Road	Main Street	Main Street	Baecht	01	4,800	34	163,200	C	AC/AC	Area B - PCI G 50	51	69	79	$505,357	5,121	Cape Seal w/ 5% Digouts
Haehl Creek Court	Haehl Creek Drive	Dead End	Haehlct	01	850	32	27,200	R	AC	Area B - PCI G 50	74	69	78	$78,483	4,032	Cape Seal w/ 5% Digouts
Redwood Avenue	WEST END	EASY STREET	Redwd	05	697	34	23,698	O	AC/AC	Area B - PCI G 50	73	69	78	$68,379	4,136	Cape Seal w/ 5% Digouts
Spruce Street	Pine Avenue	north end (Brookside School)	Spruce	01	1,000	35	35,000	O	AC/AC	Area B - PCI G 50	62	70	79	$100,990	4,350	Cape Seal w/ 5% Digouts
											Treatment Total			$753,209		
Grove Street	Haehl Creek Drive(loop)	Haehl Creek Drive(loop)	Grove	01	1,430	32	45,760	R	AC	Area B - PCI G 50	80	76	84	$37,035	15,976	SLURRY SEAL
Hazel Street	Poplar Street	Locust Street	Hazel	10	817	38	31,046	O	AC/AC	Area B - PCI G 50	87	85	92	$25,126	18,279	SLURRY SEAL
Laurel Street	North Street	Mill Street	Laurel	03	410	30	12,300	O	AC/AC	Area B - PCI G 50	49	81	89	$9,955	13,755	SLURRY SEAL
Magnolia Avenue	Holly Street	Walnut Street	Magnol	01	1,300	36	46,800	O	AC/AC	Area B - PCI G 50	87	84	91	$37,876	17,504	SLURRY SEAL
North Main Street	HWY 20	North End	MAIN	01	6,864	26	178,464	A	AC/AC	Area B - PCI G 50	93	80	88	$156,995	23,392	SLURRY SEAL
Mill Creek Court	Northbrook Way	end	Mcrkct	01	200	36	7,200	O	AC	Area B - PCI G 50	78	71	80	$5,827	12,981	SLURRY SEAL
Muir Lane	Wood Street	West Commercial Street	Muir	01	600	20	12,000	O	AC	Area B - PCI G 50	74	74	82	$9,712	20,860	SLURRY SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/31/2026

Scenario: 2026 S2: Improve PCI to 55

Year: 2035

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
West Oak Street	west end	Main Street	WOak	01	650	36	23,400	O	AC/AC	Area B - PCI G 50	88	86	92	$18,938	17,895	SLURRY SEAL
												Treatment Total		$301,464		
										Year 2036 Area Total	722,518		Year 2036 Total	$2,534,956		

Year: 2036

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
Mill Creek Drive	HILLSIDE DR	WEST COMMERCIAL STREET	MCreek	10	560	36	20,160	O	AC/AC	Area B - PCI G 50	71	63	74	$44,571	4,798	Multi Layer Slurry Seal w/ 3% Digouts
												Treatment Total		$44,571		
Creekside Drive	East Valley Street	South Lenore Street	Creek	01	1,050	35	36,750	O	AC/AC	Area A - PCI L 50	7	0	100	$611,368	2,966	FDR W/3" AC OVERLAY
Elm Lane	Muir Canyon Road	ALDER LANE	Elm	01	820	33	27,060	O	AC/AC	Area A - PCI L 50	8	0	100	$450,166	2,966	FDR W/3" AC OVERLAY
East Van Lane	Marin Street	Madden Lane	EVan	02	250	16	4,000	O	AC	Area A - PCI L 50	16	0	100	$66,543	2,966	FDR W/3" AC OVERLAY
Hawthorne Court	Hawthorne Lane	end	HawCt	01	200	25	5,000	O	AC/AC	Area A - PCI L 50	14	0	100	$83,179	2,966	FDR W/3" AC OVERLAY
												Treatment Total		$1,211,257		
Easy Street	Redwood Avenue	West Mendocino Avenue	EasySt	01	310	36	11,160	O	AC/AC	Area B - PCI G 50	88	79	87	$9,303	14,126	SLURRY SEAL
Haehl Creek Drive	East Hill Road	Haehl Creek Court	Haehldr	01	1,950	32	62,400	R	AC	Area B - PCI G 50	90	79	87	$52,017	13,479	SLURRY SEAL
Maple Street	Pine Street	Redwood Avenue	Maple	01	360	36	12,960	O	AC/AC	Area B - PCI G 50	91	84	91	$10,804	14,888	SLURRY SEAL
Redwood Avenue	SPRUCE STREET	EASY STREET	Redwd	10B	350	34	11,900	O	AC/AC	Area B - PCI G 50	78	76	84	$9,920	19,382	SLURRY SEAL
Wood Street	SCHOOL ST	MAIN ST	WoodSt	10	370	22	8,140	O	AC/AC	Area B - PCI G 50	72	70	79	$6,786	19,173	SLURRY SEAL
West Valley Street	Coast Street	Main Street	WVally	01	420	37	15,540	O	AC/AC	Area B - PCI G 50	90	88	94	$12,954	18,269	SLURRY SEAL
West Van Lane	School Street	Main Street	WVanLn	02	420	11	4,620	O	AC	Area B - PCI G 50	91	86	93	$3,851	16,591	SLURRY SEAL
												Treatment Total		$105,634		
Blosser Lane	113 FT S/O RR TRACKS	FRANKLIN AVE	Bloss	10	523	39	20,397	C	AC	Area B - PCI G 50	72	73	76	$117	640,455	SEAL CRACKS
Railroad Avenue	East San Francisco Avenue	E Oak Street	Rail	02A	830	32	26,560	C	AC	Area B - PCI G 50	84	87	88	$65	1,168,252	SEAL CRACKS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 7/31/2026

Scenario: 2026 S2: Improve PCI to 55

Year: 2036

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
ROBERT DR	BLOSSER LN	END WEST	ROBERT	01	890	41	49,816	C	AC	Area B - PCI G 50	70	71	74	$308	595,595	SEAL CRACKS
SANHEDRIN CIRCLE	END SOUTH	EAST HILL RD	SANHED	01	762	25	19,050	C	AC	Area B - PCI G 50	90	85	86	$55	781,809	SEAL CRACKS
												Treatment Total		$545		
							Year 2036 Area Total		335,513			Year 2036 Total		$1,362,007		
							Grand Total Section Area:		4,979,510			Grand Total		$15,646,156		

** - Treatment from Project Selection

Scenarios Criteria:

Appendix F

GIS Maps

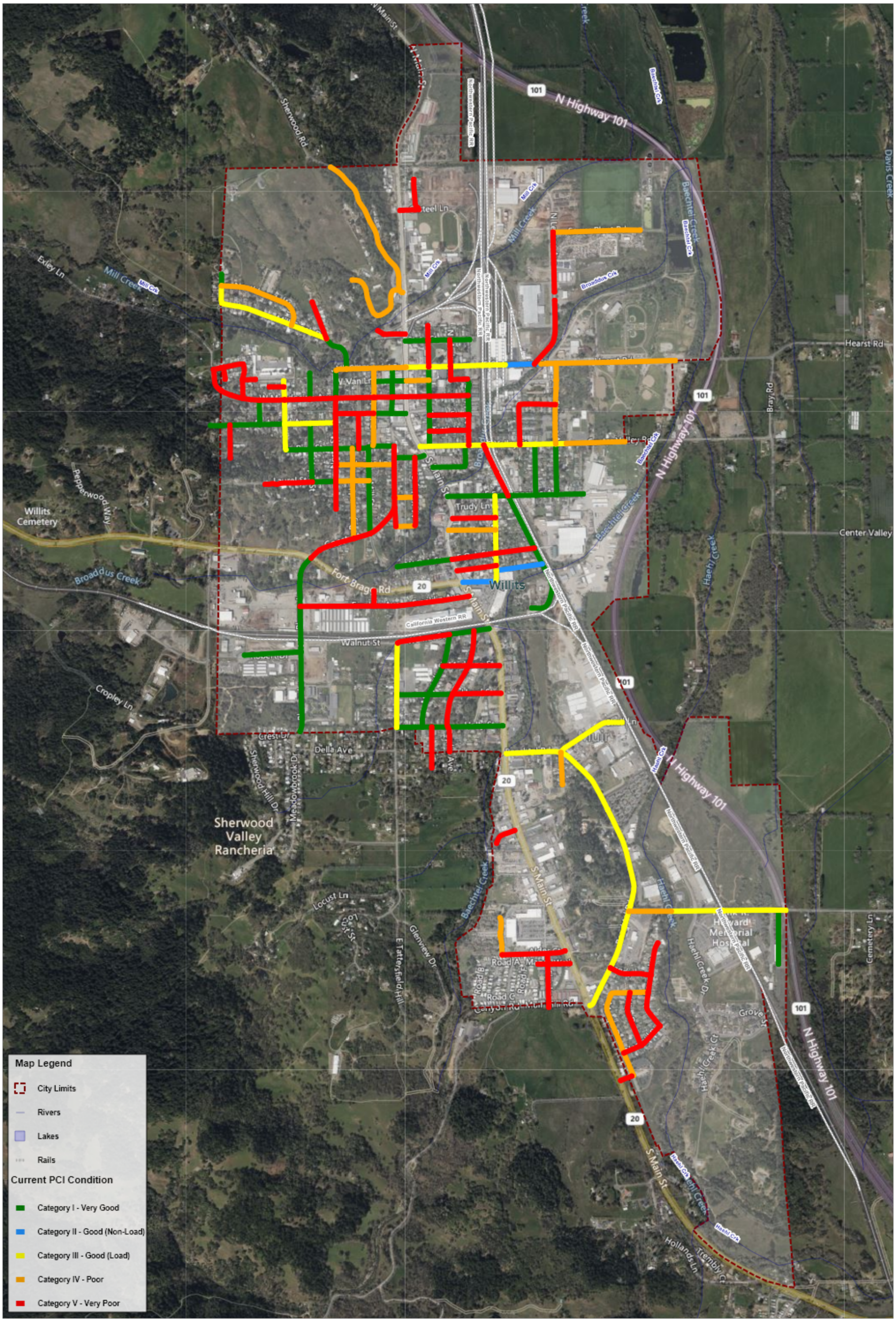
Appendix F-1

Current PCI Conditions

CITY OF WILLITS

Current PCI Condition

Printed: 7/28/2026



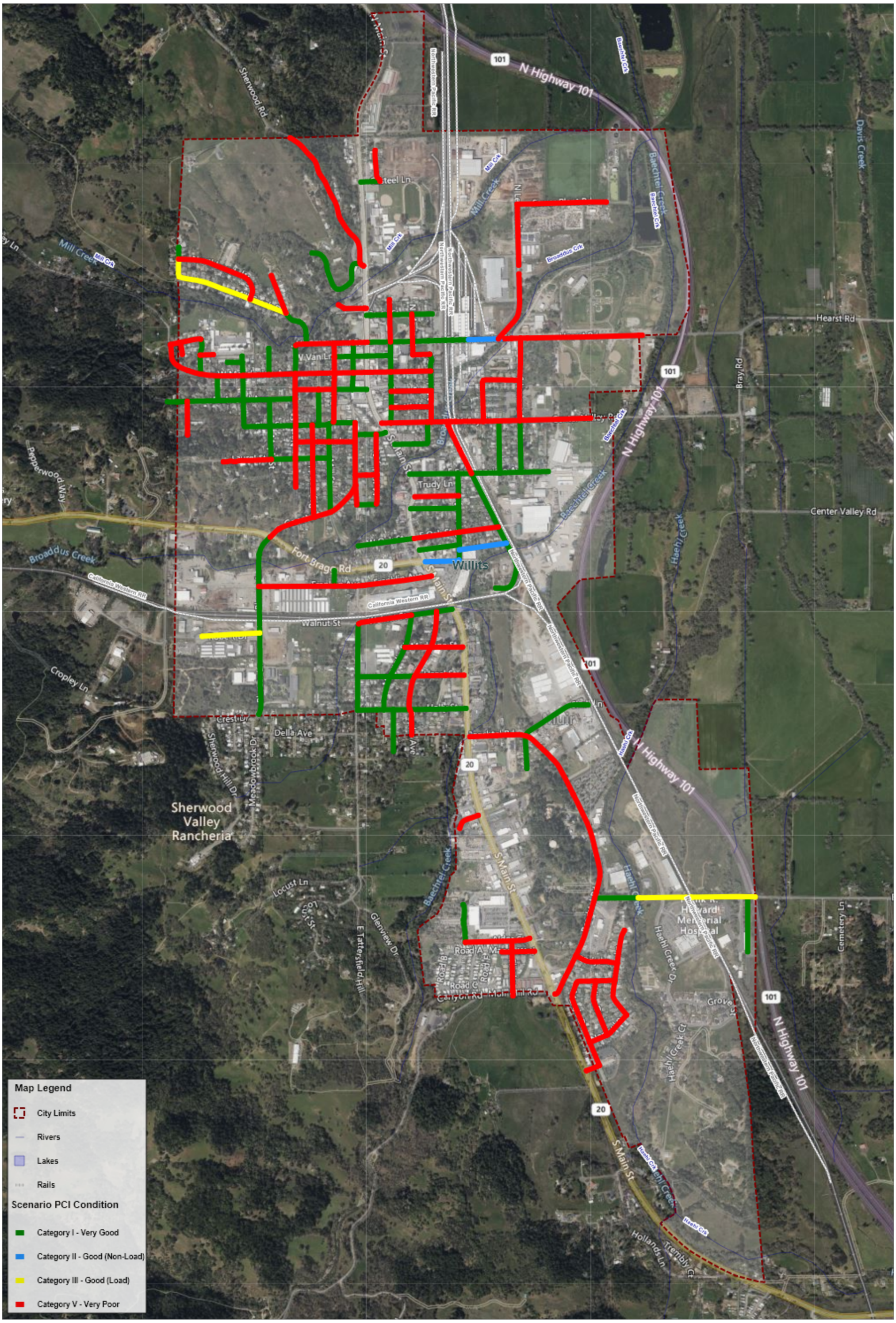
Appendix F-2

Scenario 1: City Existing Budget - PCI Conditions by FY 35/36

CITY OF WILLITS

Scenario PCI Condition

2026 S1 - Existing Funding $700K - 2036 Project Period - Total Rehab for 2036: $524,003 - Printed: 8/3/2026



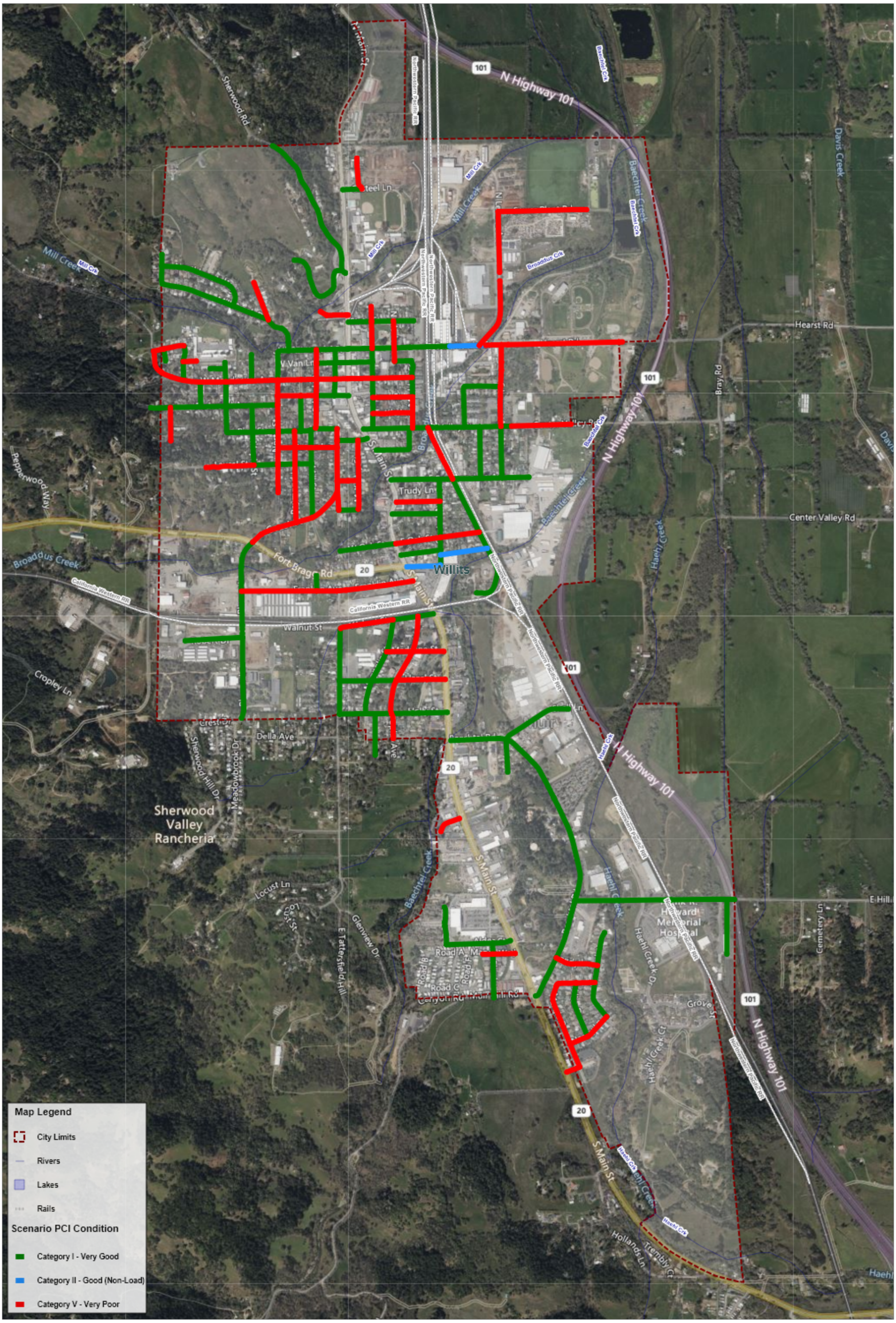
Appendix F-3

Scenario 2: Improve PCI to 55 - PCI Conditions by FY 35/36

CITY OF WILLITS

Scenario PCI Condition

2026 S2: Improve PCI to 55 - 2036 Project Period - Total Rehab for 2036: $1,255,828 - Printed: 7/31/2026



Appendix F-4

Scenario 3: Improve PCI to 65 - PCI Conditions by FY 35/36

CITY OF WILLITS

Scenario PCI Condition

2026 S3 - Improve PCI to 65 - 2036 Project Period - Total Rehab for 2036: $2,458,600 - Printed: 7/30/2026

